

Minutes of the Meeting of the State Highway  
Commission of Virginia, Held in  
Richmond, January 23, 1945.

The State Highway Commission met in the hearing room on the first floor of the Central Highway Office Building at 9:00 A.M. on Tuesday, January 23. Present - Messrs. E. P. Barrow, Kenneth W. Gilpin, Emmett H. Poindexter, S. W. Rawls, A. D. Starling, J. B. Wampler, J. F. Wycor and J. A. Anderson. The meeting was called to order by the Chairman.

Moved by Mr. Wycor, seconded by Major Gilpin, that the minutes of the meeting of October 10 and 11, 1944, be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the Commission confirm award of contract for the reconstruction of Bridge over the James River at Howardsville, Route 602, Albemarle County, bids received October 26th, to the low bidder, McDowell & Wood, Box 1193, Roanoke, Va., at their bid of \$28,950.76 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$28,500.00 chargeable to this project, financed 100% with State funds. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Rawls, that the Commission confirm award of contract for the construction of Project S 38 W3, M1, Route 13, 0.128 Mi. S. of S.C.L. Accomac-2.070 Mi. N. of N.C.L. Accomac, to the low bidder, W. H. Scott, Inc., Franklin, Va., at his bid of \$320,878.79, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$353,000.00 chargeable to this project, financed with State funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the Commission confirm rejection of bids opened November 9th on Project 109 W2, Routes 22, 522, 2.14 Mi. W. Cuckoo-W.C.L. Mineral, the low bid being \$10,878.78 above the approximate estimate. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Rawls, that the Commission confirm rejection of bids received November 28th for project on Route 800 in Accomack County, Northampton-Accomack County line to intersection of Route 621, it being greatly in excess of approximate estimate. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the Commission approve the addition to the Primary Highway System, in the Virginia Military Institute grounds, of the road which passes north of the mess hall and connects with the one passing the hospital, a distance of 744 ft., or 0.14 mile, as of January 23, 1945. Motion carried.

Moved by Mr. Wisor, seconded by Mr. Starling, that due to the abandonment of old Route 16 from the intersection of Route 11 to Staley's Mill, northwest over Depot Street, Railroad Avenue and Chatham Hill Road to the north corporate limits of Marion, a distance of 0.603 mile, the mileage in the Town of Marion on which \$2500.00 per mile maintenance fund is allowed, be reduced to 2.674 miles as of July 1, 1944. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wisor, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following section of Route 601 in Norfolk County being no longer necessary for uses as a highway the same be abandoned: Section 1 shown on plat dated September 22, 1944, Project 1356 LB-1. That section 2 also shown on the plat referred to be added to the system in lieu of abandoned section. Motion carried.

Moved by Mr. Wisor, seconded by Mr. Starling, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following sections of secondary routes in Norfolk County being no longer necessary for uses as secondary highways the same be abandoned: Sections 1 and 2 shown on plat dated June 9, 1944, Project 1277 A-M-B, Routes 185 and 351, both sections having been taken into the Primary system. Motion carried.

Moved by Mr. Starling, seconded by Mr. Barrow, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of Secondary Route 673 in Norfolk County being no longer necessary for uses as a secondary road the same be abandoned: Section 1 shown on plat dated June 8, 1944, Project 1277 N-S-E, having been taken into the Primary system in the relocation of Route 351. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wisor, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of Secondary Route 800 in Norfolk County being no longer necessary for uses as a secondary highway the same be abandoned: Section 1 shown on plat dated June 10, 1944, Project 1277 C, Routes 351 and 185, having been taken into the Primary system in the relocation of these two routes. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wampler, that as provided by Chapter 212, Section 1, Act approved March 19, 1928, and upon recommendation of the Commissioner, the following sections of Route 64 in Russell County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1, 2, 3, 4, 5, 6, 7 and 8 shown on plat dated March 9, 1944, Project 400. Motion carried.

Moved by Major Gilpin, seconded by Mr. Poindexter, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of road in Princess Anne County being no longer necessary for uses as a secondary highway the same be abandoned as such: Section 1 shown on plat dated June 13, 1944, Project 1277 DBL. That section 2 also shown on the plat be added to the secondary system as a connection. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Rawls, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, a new section of road be added to Route 651 of the secondary system of Princess Anne County as follows: Section 2 shown on plat dated March 4, 1944, Project 1357 E. Motion carried.

Moved by Mr. Rawls, seconded by Major Gilpin, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner the following section of road in Princess Anne County being no longer necessary for uses as a secondary highway the same be abandoned: Section 1 shown on plat dated June 10, 1944, Project 1277 C. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Poindexter, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 71 in Scott County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1,2,3,4,5,6,7,8,9,10,11,12 and 13 shown on plat dated September 21, 1944, Project 1196 CB1. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Starling, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 71 in Scott County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1,2,4 and 5 shown on plat dated September 20, 1944, Project 1198 DB2, section 1 to revert to the Secondary system. As provided by Chapter 415, Section 8, Act approved March 31, 1932, section 5 shown on the plat referred to be added to the Secondary system as a connection. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Warpler, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 130 in Amherst County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1,2,3,4,5,6,7,8,9,10,11,12 and 15 shown on plat dated February 24, 1944, Project 1019 F; sections 5 and 11 to revert to the Secondary system. As provided by Chapter 415, Section 8, Act approved March 31, 1932, section 14 shown on the plat referred to be added to the Secondary system as a connection. Motion carried.

Moved by Mr. Barrow, seconded by Major Gilpin, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following section of Route 604 in Dinwiddie County being no longer necessary for uses as a highway the same be abandoned upon opening of new section in lieu thereof: Section 1 shown on plat dated December 11, 1944. That section 2 also shown on the plat referred to be added to the system in lieu of abandoned section. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Poindexter, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following sections of Secondary Route 630 in Clarke County being no longer necessary for uses as a highway the same be abandoned, including the grade crossing of the N&W R.R. between Station 265/91.6 and Station 304/45; Sections 4 and 6 shown on plat dated April 26, 1942, Project 1282 DB1,2,3,4,C,A. That section 7 also shown on the plat be added to the Secondary system as a connection. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following sections of Route 644 in Wythe County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1,2,3,4,5,6 and 7 shown on plat dated June 17, 1944, Project 1311 E. That sections 8,9,10,11,12,13 and 14 also shown on the plat be added to the system in lieu of abandoned sections. Motion carried.

Moved by Mr. Starling, seconded by Mr. Rawls, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following sections of roads in Prince George County being no longer necessary for uses as secondary highways, having been taken into the City of Petersburg under annexation proceedings as of January 1, 1945, the same be dropped from the Prince George County System: Sections 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18, 19,20,21,22,23,24,25,26,27,28,29 and 30, shown on plat dated December 26, 1944, a total of 6.96 miles. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wycor, that the Commission approve additional highway mileage in the City of Petersburg as of January 1, 1945, eligible to receive maintenance and construction funds, as provided by Chapter 415, Section 9, Act approved March 31, 1932, as follows:

Route	36	From the old E.O.L. Petersburg east to the new E.C.L. of Petersburg	1.83 miles
Route	301	From the E.C.L. Petersburg, southeast to the new E.C.L. of Petersburg	1.12 "
Alt.Route	301	From the Intersection of Route 301, north to the Intersection of Route 460	1.10 "
Route	460Y	From the Intersection of Alt. Route 301, east to the new E.C.L. of Petersburg	0.01 "
Route	460	From the old E.C.L.Petersburg, south to the new E.O.L.Petersburg	0.82 "
a total of 12.11 miles in the city.			<u>4.88 "</u>

Motion carried.

Mr. Charles Hunter, President of the Hopewell Chamber of Commerce, headed a delegation of approximately forty and appeared before the Commission requesting a survey and study of a relocation of Route 301. The survey to be made by the Public Roads Administration and the State Highway Commission and includes a proposed high level bridge over the James River near Hopewell.

A list of those who planned to be present for the hearing was read and presented to the Commission for the records. A map showing the proposed project was also turned over to the Commission by Mr. Massey,

Mr. Guy Ansell, former City Manager of Hopewell, spoke on the subject and gave his views. Others who spoke were Senator Lloyd G. Bird, Mayor Walter B. Wood, of Hopewell, Mr. Bernard Mahon, Commonwealth's Attorney of Caroline County and Mr. Norwood Wilson, Vice Mayor, of Hopewell. The Commissioner stated to the delegation that the Commission would be very glad to take the matter up with the Public Roads Administration.

Moved by Mr. Starling, seconded by Mr. Rawls, that the Commission direct the Chairman to have a study made of the proposed relocation of Route 301 with the help of the Public Roads Administration, and report the findings to the Commission at some future meeting. Motion carried.

Senator R. O. Norris headed a delegation of approximately twenty and appeared in the interest of the Grey's Point-White Stone Ferry, and requested the Commission to increase the load limit and eliminate or reduce the toll charges on the ferry. He stated the ferry was the only means of direct connection with the eastern part of the State.

Mr. Carter Isaacs, Chairman of the Rappahannock Ferry Association, stated that the membership of the association was around 1,000 and he called on Mr. Ammon G. Danton, who requested the elimination of toll charges and lifting of the present load limit. He went into detail regarding State operated ferries.

The Commissioner stated to the delegation that the Department had been working on the capacity of the ferry and proposed as quickly as materials could be furnished and the job completed to increase the load limit to 35,000 pounds.

Hon. Taylor Murphy said that he was interested in the matter and felt sure the Commission would do whatever was possible to improve conditions for a section of the State that faced insurmountable barriers, etc.

Others who spoke were Mr. Bland, Mayor of West Point; Dr. W. H. Lowe, Mayor of Kilmarnock; Messrs. Geo. Hinton, Jeter Jones, Jack Venable, John Duval and Mr. McGinnis, and endorsed all that had been said by the various speakers.

Moved by General Anderson, seconded by Mr. Wampler, that after carefully considering the request of the delegation for elimination or cessation of toll charges and an increase in the load limit for the Gray's Point-White Stone Ferry, the toll charge for passenger cars be reduced from \$0.75 to \$0.50 effective February 1, 1945. Motion carried.

Moved by Mr. Starling, seconded by Mr. Poindexter, that a section of Route 60, Project 189-CR1, along Pikes Pond in Allegheny County, having been relocated by and at the expense of The Chesapeake and Ohio Railway Company in accordance with an agreement entered into between the State Highway Commissioner and the Railway Company, and on relocated right of way, title to a portion of which through the R. P. Irvine property is now vested in the Commonwealth, and title to the remaining portion through the Mary F. Gleason property to be conveyed to the Commonwealth by the Railway Company in accordance with the aforesaid agreement; and the Chairman of the State Highway Commission having so recommended by his letter of January 18, 1945 to the Commission that conveyance of a portion of the original right of way of Route 60 be made to the Railway Company under Chapter 10, Act approved February 7, 1940, in exchange for the conveyance by the Railway Company to the Commonwealth of the relocated highway right of way through the Gleason property, and in consideration of the furnishing of title to the remaining relocated highway right of way through the R. P. Irvine property to the Commonwealth at the cost of the Railway Company, the aforesaid conveyance of a portion of the original right of way to the Railway Company is hereby authorized and approved; provided, however, that the deed of conveyance from the Commonwealth shall include a suitable provision placing upon the Railway Company, its successors and assigns, the duty of maintaining the certain small domestic water pipe line under that part of the original right of way to be conveyed as was set out and provided for in an Order of the Circuit Court of Allegheny County in condemnation proceedings of the State Highway Commissioner against R. P. Irvine in 1926; the right of way to be conveyed by the Commonwealth to the Railway Company and the right of way to be conveyed by the Railway Company to the Commonwealth being as shown in red and yellow colors on a blueprint of the Railway Company's Drawing No. 14672-A-3, on file in the Central Office of the Department of Highways.

Motion carried.

Moved by General Anderson, seconded by Mr. Starling that the Chairman of the State Highway Commission, J. A. Anderson, having certified in writing that two certain strips of highway right of way along the Richmond, Fredericksburg and Potomac Railroad Company right of way at Accotink Station are not needed for highway purposes, the Chairman is authorized to execute a deed making conveyances to the said Railroad Company, in accordance with Chapter 10, Act approved February 7, 1940, as follows: (1) With special warranty, a strip of land, 10 feet in width and about 83 feet in length, across the western end of the normal 80-foot right of way which was conveyed with general warranty to the Commonwealth of Virginia by Harry B. Pearson and wife by deed dated May 22, 1944, and recorded in the Clerk's office of Fairfax County in Deed Book 435, at Page 122; and (2) by quitclaim and release, a strip of land, 10 feet in width and about 225 feet in length, and being the westernmost 10 feet of the original 30-foot right of way of Route 617 along Accotink Station; the said

conveyances on the part of the Commonwealth to be made in consideration of and in exchange for a deed to the Commonwealth from the Richmond Land Corporation, a subsidiary of the said Railroad Company, conveying with special warranty a strip of land, 25 feet in width and about 235 feet in length, with slope easements, and lying adjacent to and east of the remaining 20-foot strip of the original and existing right of way of Route 817, the said 25-foot strip and easements having been acquired by the said Corporation from the said Harry B. Pearson and wife; the said conveyances and exchange of lands being in connection with the construction of Defense Access Project 1283-G, in Fairfax County, and Sheet No. 13 of the project plans. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that revised ordinances and agreements with the following Incorporated Towns be accepted by the Commission:

Amherst, Boykins, Bridgewater, Brookneal, Courtland, Mineral. Motion carried.

A full report was made to the Commission at the request of Mr. Rawls as to the routing of No. 13Y through South Norfolk. It was the sense of the Commission that there be no change in the marking of Route 13Y at this time.

The Chairman explained his thought of having two members of the Commission attend the annual meetings of the American Association of State Highway Officials and the Southeastern Association of State Highway Officials with several of the Department's officials. Due to war restrictions on traveling the meeting of the Southeastern Association of State Highway Officials has been cancelled.

Moved by Mr. Wycor, seconded by Mr. Rawls, that permit No. 10018, Route 183, Northampton County, issued September 13, 1944, to the Eastern Shore Public Service Company of Virginia, Exmore, be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that permit No. 2695, Route 9, Fairfax County, issued March 22, 1940 to Mr. T. D. LaCause, c/o J. R. Portmess, Vienna, Va., be cancelled as requested. Motion carried.

Moved by Mr. Barrow, seconded by Major Gilpin that permit No. 10026, Route 38, issued May 13, 1944 to Prince George County, Eland Sanitary District #1, R.F.D. 1, Hopewell, be cancelled as requested. Motion carried.

Moved by Mr. Starling, seconded by Mr. Poindexter, that permit No. 15114, Route 120, Arlington County, issued November 14, 1944 to the Arlington County Board of Supervisors, be cancelled as requested. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Starling, that the request of the Montgomery County Board of Supervisors, to add a section of Route 558 to the Primary Highway System, having been carefully considered, that no change be made on this Route until the post-war status of the Radford Ordnance Works is known. Motion carried.

A delegation from Portsmouth having appeared before the Commission in Richmond on October 11 advocating several post-war projects and a proposed alternate Route U.S. 58 in Portsmouth, on the suggestion of Mr. Rawls the Commission decided to designate Alternate 58 around to the ferry to serve the one-way traffic condition now existing. This alternate route to be from High Street over Second Avenue to London Street to intersect present Route 58 at Crawford Street. In accordance with existing policy mileage would not be paid for the alternate route.

Moved by General Anderson, seconded by Mr. Wycor, that the Commission add 0.09 mile of road lying in the County of Pittsylvania to the Primary System as alternate Route 58, the 0.73 mile in the City of Danville, a proposed by-pass, not to be allowed Danville until the road is constructed and in use. Motion carried.

The Chairman gave to each member of the Commission mimeographed information on "Further Aid to Cities and Towns over 3,500 Population" and a full picture of the subject, covering the operation of school buses, legislation, etc. The matter was fully discussed.

Moved by Mr. Rawls, seconded by Major Gilpin, that the Chairman be authorized to say to the Governor that the proposition is agreeable. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that since there has been no effort made to enforce the provisions of the agreement signed November 7, 1933, for the construction and maintenance of the sidewalks through the village of Sandston, and since in 1938 a law was passed providing for the construction of sidewalks outside of incorporated towns as a cooperated project by the Highway Department and the counties, the signers of the agreement be relieved of any further obligation in connection therewith. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the Commission allocate \$2,700.00 for the installation of a full actuated traffic control signal at the intersection of Routes 165 and 674 in Norfolk County. Motion carried.

The subject of settlement of claims against the Department was brought to the Commission by the Chairman. The opinion of the Attorney General's office is that for the time being the Department pay claims in such cases where the responsibility is clearly and definitely established as that of the Department and at the next session of the legislature have a bill introduced asking the legislature to approve the action of the Commission. The Commission agreed to such a procedure, and authorized the payment of bill from the C and P Telephons Company in the amount of \$160.48 covering damage caused by blasting on Project 130 C,D,B1, Route 291



Moved by General Anderson, seconded by Mr. Gilpin, that a committee be appointed, consisting of Mr. Rawls, Mr. Mullen and the Commissioner, to draw up suitable resolutions on Mr. Wade H. Massie, to go in the minutes and to be furnished his family regarding his services on the Commission. Motion carried.

Whereas on December 25, 1944, death claimed Wade Hampton Massie of Rappahannock County, and

Whereas Mr. Massie had faithfully served the State of Virginia as a member of the State Highway Commission from November 1919 to February 1941 and as Chairman of the Commission from November 1919 to June 1922, Therefore

Be It Resolved that the State Highway Commission go on record as deploring the loss of this outstanding Virginian whose service as a member and Chairman of the Commission was ever marked by the highest ability and character.

Be It Further Resolved that in his death the Commission has lost a wise counsellor and true friend.

Be It Further Resolved that a copy of this resolution be spread upon the official minutes of the State Highway Commission and that a copy be transmitted to the family of the late Wade Hampton Massie as an expression of the deepest sympathy of this Commission.

Approved-

  
Chairman

Attested-

  
Secretary