

**Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Richmond, April 18, 1944.**

At 9:30 A.M., Tuesday, April 18th the State Highway Commission met in the Central Highway Office Building, Richmond, Va. Present - Messrs. J.A. Anderson, E. P. Barrow, Geo. PaDeHardit, Emmett H. Poindexter, S. W. Rawls, A. D. Starling, J.B. Wampler and J. F. Wyszor. The meeting was called to order by the Chairman.

Moved by Mr. Wyszor, seconded by Mr. Rawls, that the statement made by Mr. Allard before the Commission on January 4th regarding the obligated cash balance be corrected to read approximately 6 millions, and the minutes be confirmed as corrected. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyszor, that the permits issued from January 4th to April 18th inclusive be approved as recorded in the Auditing Office. Motion carried.

A committee from the Danville Chamber of Commerce appeared before the Commission regarding the possibility of making a change through the City of Danville on Route 58 which would save considerable distance and difficulty in the city particularly for through truck traffic. Messrs. Link, Oron and Smith composed the committee and Mr. Harry W. Smith made the presentation. They requested that Route 58 be extended straight up the river, not turning, not going through the city and not crossing the river. The distance is estimated to be 4500 feet and the cost approximately \$200,000.00. Mr. Smith stated that he believed the right of way could be obtained at this time on very advantageous terms.

The Chairman explained the request of the Committee and the merits of such a bypass and read the Commission Chapter 155 of the Acts of 1942 which authorizes participation by the Commission in such a project on a fifty fifty basis.

Moved by Mr. Rawls, seconded by Mr. Wyszor, that the Commissioner proceed with the preparation of workable plans for the project requested by the Danville Chamber of Commerce representatives. Motion carried.

For the information of the Commission the Chairman pointed out that the Department is still advertising some Defense Access Projects requested by the Army and Navy and helped along by the Public Roads Administration. A list of projects was read on which bids will be received May 31st. Reference was also made to the urgent need for a bridge at West Point over the Mattaponi River.

A resume of legislation passed at the 1944 session affecting the Highway Department was given the Commission by the Chairman.

Moved by Mr. Wycor, seconded by Mr. Barrow, that the Commission confirm award of contract to the low bidder, B. W. Jackson Contracting Company, 1009 Graham Road, Richmond, Virginia, for the construction of Project DA-ER 485 B2W, B3W, Route 60, Bridges over Spillway of Lake Smith, Princess Anne County, at their bid of \$25,955.40 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 75% with Federal funds and 25% State funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm award of contract for the construction of Project DA-ER 1357 J, Route 615, Intersection of Route 58 at Oceana-Intersection of Route 851 at Dan Neck Road, Princess Anne County, to the low bidder, Warran Brothers Roads Company, 38 Memorial Drive, Cambridge, Mass., at their bid of \$147,771.35, that 10% additional be set aside to cover the cost of engineering and additional work, \$35,000.00 for right of way, \$220.00 for work by the railroad and \$2,500.00 for surveys and plans, making a total cost of approximately \$200,800.00; financed with \$150,000.00 Defense Access Funds; State funds amounting to \$57,500.00 to cover right of way and preparation of surveys and plans and \$12,788.40 of Princess Anne County Secondary funds to be carried at the rate of \$5,000.00 per year. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Starling, that the Commission confirm award of contract for the construction of Project 1425 A, Route 168 Y, 0.101 Mi. W. of Intersection of Route 30-S.387 Miles W. of James City-York County Line, James City County, to the low bidder, Bero Engineering and Construction Corporation, Box 605, Langley Field, Virginia, at their bid of \$85,189.55; that 10% additional be set aside to cover the cost of engineering and additional work, \$17,500.00 for right of way and \$400.00 for surveys and plans, making a total of approximately \$111,600.00 chargeable to this project; financed 75 % with Access funds and 25% State funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by Mr. Starling, seconded by Mr. Wampler that the Commission confirm award of contract for the construction of Project 1289 F, Route 238, Intersection of Route 168-2.65 Miles N. of Intersection of Route 168 (Access Road to Main Entrance of U.S. Naval Mine Depot) to the low bidder, W. H. Scott, Inc., Franklin, Va., at their bid of \$85,453.80; that 10% additional be set aside to cover the cost of engineering and additional work, \$55,000.00 for right of way and \$800.00 for surveys and plans, making a total of approximately \$180,800.00 chargeable to this project; financed 100% with Access funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wycor, that the Commission confirm award of contract on Project 368 B71, Route 238, 0.004 Mi. W. of W.C.L. Alexandria-1.055 Mi. W. of W.C.L. Alexandria, to the low bidder, John P. Harvey, Norfolk, Va., at his bid of \$11,561.85, that 10% additional be set aside to cover the cost of engineering and additional work and \$300.00 for plans, making a total of approximately \$13,000.00 chargeable to this project; financed 100% with Access funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission confirm award of contract for the construction of Project 1177 E4, E5, E2, 0.586 Mi. E. of Queen Creek-0.464 Mi. E. of Colonial Parkway, to the low bidder, Y. L. Brown, 4819 W. Broad Street, Richmond 21, Virginia, at his bid of \$148,194.89, that 10% additional be set aside to cover the cost of engineering and additional work, \$17,800.00 for right of way, \$1,100.00 for plans and \$45,000.00 for structure, making a total of approximately \$224,400.00 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. Barrow, that the Commission award contract for the construction of Project 1421 K1B2, Route 611, Elizabeth City County, Aberdeen Road, Between Intersection of Route 259 and Intersection of Route 610, to the low bidder, E. W. Mitchell, Hilton Village, Va., at his bid of \$29,899.90; that 10% additional be set aside to cover the cost of engineering and additional work, \$1,000.00 for right of way and \$300.00 for surveys and plans, making a total of approximately \$33,900.00 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. DeHardit, that the Commission award contract for the construction of Project 1357 E1, Route 636, Princess Anne County, Intersection Route 616-0.649 Mi. W. Intersection of Route 616 at entrance to Oceana Auxiliary Airfield, to Warren Bros. Roads Company, 38 Memorial Drive, Cambridge, Mass., at their bid of \$39,081.81; that 10% additional be set aside to cover the cost of engineering and additional work, \$1,000.00 for right of way and \$400.00 for surveys and plans, making a total of approximately \$33,800.00 chargeable to this project; financed 100% with Access funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission confirm award of contracts to the low bidders on bids opened March 2nd for bituminous materials and/or furnishing and application of aggregates classified as follows:

CLASS "B"

Furnishing and Application of Bituminous Material and Application of Covering Material

SALEM DISTRICT - Echols Brothers, Inc., Staunton, Virginia.

Group II (hot)	146,000 gals.	@	12¢ per gal.	
Aggregate	7,918 tons	@	\$1.50 per ton	Application only
			TOTAL	\$29,394.00

LYNCHBURG DISTRICT - Municipal Paving Corp., Brooklyn, Maryland.

Group I (cold)	284,000 gals.	@	.097¢ per gal.	
Group II (hot)	244,900 gals.	@	.101¢ per gal.	
Aggregate	26,794 tons	@	\$1.27 per ton	Application only
			TOTAL	\$86,511.28

RICHMOND DISTRICT - W.M.MaIntosh, Inc., Richmond, Virginia.

Group I (cold)	154,200 gals.	@	.109¢ per gal.	
Group II (hot)	471,500 gals.	@	.115¢ per gal.	
Aggregate	29,055 tons	@	\$1.95 per ton	Application only
	TOTAL			\$127,664.55

SUFFOLK DISTRICT (Schedule #2) Short & Thompson Co. Inc., Hopewell, Va.

Group I (cold)	10,276 gals.	@	.11¢ per gal.	
Group II (hot)	88,550 gals.	@	.11¢ per gal.	
Aggregate	4,965 tons	@	\$1.88 per ton	Application only
	TOTAL			\$20,201.18

STAUNTON DISTRICT - Nelson H. Clark & Sons, Luray, Virginia.

Group I (cold)	235,400 gals.	@	.105¢ per gal.	
Group II (hot)	156,000 gals.	@	.105¢ per gal.	
Aggregate	23,875 tons	@	\$1.40 per ton	Application Only
	TOTAL			\$74,242.00

CLASS "G"

Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material

SUFFOLK DISTRICT - Short & Thompson Co. Inc., Hopewell, Virginia.

Group I (cold)	177,666 gals.	@	.11¢ per gal.	
Group II (hot)	571,220 gals.	@	.11¢ per gal.	
Aggregate	26,075 tons	@	\$4.90 per ton	Furnished and applied
	TOTAL			\$188,135.05

CLASS "D"

Furnishing and Application of Bituminous Material

BRISTOL DISTRICT - San Finley, Inc., Roanoke, Virginia.

Group II (hot)	414,000 gals.	@	.1043¢ per gal.	
	TOTAL			\$43,180.20

LYNCHBURG DISTRICT - The Lansdell Co., Hackensack, N.J.

Group I (cold)	308,100 gals.	@	.0967¢ per gal.	
Group II (hot)	239,525 gals.	@	.0991¢ per gal.	
	TOTAL			\$53,336.92

RICHMOND DISTRICT - W. M. McIntosh, Inc., Richmond, Virginia.

Group I (cold)	231,100 gals.	@	.1125¢ per gal.	
Group II (hot)	224,500 gals.	@	.118¢ per gal.	
	TOTAL			\$52,499.75

SUFFOLK DISTRICT - The Lansdell Co., Hackensack, N.J.

Group I (cold)	128,400 gals.	@	.112¢ per gal.	
Group II (hot)	80,800 gals.	@	.118¢ per gal.	
	TOTAL			\$25,406.00

CULPEPER DISTRICT - Union Building and Construction Corp., Passaic, N.J.

Group I (cold)	844,404 gals.	@	.0919¢ per gal.	
Group II (hot)	987,271 gals.	@	.092¢ per gal.	
	TOTAL			\$169,349.66

FREDERICKSBURG DISTRICT - The James Gibbons Co., Relay, Maryland.

Group I (cold)	117,800 gals.	@	.1025¢ per gal.	
Group II (hot)	1,206,400 gals.	@	.1025¢ per gal.	
	TOTAL			\$135,446.20

TOTALS

CLASS "B"	\$337,813.02
CLASS "C"	188,135.06
CLASS "D"	<u>477,209.73</u>

GRAND TOTAL \$1,003,157.80

Motion carried.

Moved by General Anderson, seconded by Mr. DeHardit, that should a claim be made against the Department or any of its employees, resulting from an accident caused by the operation of uninsured equipment, such as tractors, motor graders, roller, shovels, etc., the Department shall investigate the accident and if the accident is found to be the responsibility of the Department or its employees, the Department may pay in case of personal injury reasonable medical expense, and in case of property damage the Department may pay reasonable repair bills. Any claim involving an expenditure of more than \$500.00 shall be first passed on by the State Highway Commission. In the event an employee is sued as result of his operation of uninsured equipment he may be represented by counsel as provided in Chapter 328, Acts of the General Assembly 1938. Motion carried.

Moved by Mr. Wyzor, seconded by Mr. Wampler, that under Chapter 288, Acts of 1940, and Chapter 154 Section 11-C, Acts of 1942, the following additions: amounting to 40.81 miles, and deletions totaling 97.76 miles be made, and under Chapter 172, Acts of 1938, 5.18 miles of new road be added to the primary system, all as follows. -

*The 5.18 miles referred to above - added under Chapter 172, Acts of 1938 - should be 5.41 miles and is correctly described on page 157 of this book.

**BRISTOL DISTRICT
ADDITIONS AND DELETIONS 1944**

<u>ADD TO THE PRIMARY SYSTEM - (Chapt. 288, Acts 1940)</u>	<u>LENGTH</u>
<p>(1) Dickenson County Route 602.....</p> <p style="padding-left: 2em;">From present end of Route 80 southeasterly to Route 80 at the Buchanan County Line. This closes a gap in Route 80 between Haysi and Council. Traffic 1941 - 811 per day. Estimated traffic after improvement to Primary Standard - 460 per day</p>	7.00
<p>(2) Smyth County Routes 617 and 618.....</p> <p style="padding-left: 2em;">From the intersection of Route 18 north of Marion southeasterly over Route 617, a distance of 0.20 miles; thence over Route 618 a distance of 1.91 miles to intersection of Route 11. This is a switch to include in the Primary System a higher type section of road which carried approximately 4 times the traffic carried by parallel primary route 18 between the same termini. Traffic 1941-429. Estimated traffic after improvement to Primary Standard - 500 per day</p>	2.11
Total	9.11
<u>DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY</u>	
<p>(1) Wise County Route 83.....</p> <p style="padding-left: 2em;">From intersection of Route 28 at Donkey southwesterly 5.00 miles to present end of maintenance at Route 629. This is a stub end local road, not serving any through traffic. In 1941 when traffic was at an all time high the count was only 157 per day.</p>	6.00
<p>(2) Smyth County Route 16.....</p> <p style="padding-left: 2em;">From intersection of Route 617 south 1.62 miles to the N.C.L. of Marion; thence south in Marion 0.61 miles to the intersection Route 11. This is the switch aforementioned to include a higher type section of road in the Primary System. Traffic 1941 - 131, a peak year</p>	2.13
<p>(3) Tazewell County Route 78.....</p> <p style="padding-left: 2em;">From intersection Route 61 at Gratton southeasterly 6.00 miles to end of maintenance at Route 628 south of Burkes Garden. This is a stub end lightly traveled Route. Traffic 1941 - 142, a peak year.</p>	6.00
<p>(4) Wythe County Route 90.....</p> <p style="padding-left: 2em;">From intersection Route 21 west of Wytheville southwesterly 3.86 miles to present end of maintenance at Route 680. This is a very lightly traveled stub end Route. Traffic 1941 - 76</p>	3.86
Total	18.99

Note: Traffic figures refer to average number of vehicles per 24-hour day.

**SALEM DISTRICT
ADDITIONS AND DELETIONS 1944**

<u>ADD TO THE PRIMARY SYSTEM (Chapt. 286-Acts 1940)</u>	<u>LENGTH</u>
(1) Bedford County Route 714.....	7.70
From intersection Routes 24 and 43 at Gillespie southeasterly 7.70 miles to end of Route 43 at Campbell County Line. This is a gap that completes Route 43 between Altavista and Bedford. Present traffic - 350 per day. Estimated traffic after improvement to Primary Standard - 500 per day	
Total	<u>7.70</u>

DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY
SYSTEM (Chapter 154, Acts 1943)

(1) Roanoke County Route 114.....	0.70
From intersection Route 460 at Bonsack north 0.70 miles to end of maintenance at Botetourt County Line. This is a stub end Route that serves essentially local traffic. Present traffic - 251 per day	
Total	<u>0.70</u>

**Note: Traffic figures refer to average number of
vehicles per 24-hour day.**

LYNCHBURG DISTRICT
ADDITIONS AND DELETIONS 1944

NO ADDITIONS

<u>DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM (Chapter 154 - Acts of 1942)</u>	LENGTH
(1) Campbell County Route 126.....	1.80
From intersection Route 501 at Gladys south- westerly 1.80 miles to end of maintenance at Routes 761 and 899. This completes the deletion started last year on this stub and Route. Traffic 1941 - 181	
Total	<u>1.80</u>

Note: Traffic figures refer to average number of
vehicles per 24-hour day.

RICHMOND DISTRICT
ADDITIONS AND DELETIONS 1944

NO ADDITIONS

<u>DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM, Chapter 164 Acts of 1942)</u>	LENGTH
(1) Amelia County Route 148..... From intersection Route 360 north via Chula to end of maintenance at the Powhatan County Line. This is a stub and lightly traveled road, that serves only local traffic. The 1941 traffic count was 121	7.26
Total	<u>7.26</u>

Note: Traffic figures refer to average number of
vehicles per 24-hour day.

**SUFFOLK DISTRICT
ADDITIONS AND DELETIONS 1944**

ADD TO THE PRIMARY SYSTEM LENGTH

NO ADDITIONS UNDER CHAPTER 288, ACTS OF 1940

**ADD TO THE PRIMARY SYSTEM AS DESIGNATED MILEAGE UNDER
CHAPTER 172, ACTS 1938, Page 248**

(1)	Warwick County.....	1.54
	Access Road - From corporate limits of Newport News at 39th Street to Northeast corporate limits Newport News near Elizabeth City County line. Present traffic 4700 vehicles per day	
(2)	Elizabeth City County.....	4.07
	Access Road - From east corporate limits at Newport News to north corporate limits of Hampton. Continuation of the Addition in Warwick County. Present traffic 4700 vehicles per day	
	Total	5.61

DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM (Chapter 184, Acts 1942)

(1)	Greensville County Route 137.....	4.56
	From the intersection of Routes 808 and 619 at Furdy easterly 4.56 miles to end of maintenance at Route 808. This is a Primary Route connecting two secondary routes and the traffic is purely local. Traffic 1941 - 168	
(2)	Sussex County Route 137.....	3.40
	From intersection Route 301 near Jurratt, easterly 3.40 miles to end of maintenance at Route 651. A stub end local road. Traffic in 1941 was only 117.	
(3)	Sussex County Route 31.....	6.60
	From intersection Route 460 in Wakefield southwesterly 0.85 miles to S.C.L. Wakefield; thence continuing southwesterly to end of maintenance at Route 628 near Southampton County Line. A stub end section of road that parallels a more important Primary route. Traffic 1941 - 162	
(4)	Isle of Wight County Route 162.....	4.00
	From the intersection of Routes 10 and (258) near Smithfield northeasterly 4.00 miles to end of maintenance at Route 867. A dead end road serving a small locality. Present traffic - 262	

SUFFOLK DISTRICT

- Continued -

DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM (Chapter 154, Acts 1942)		LENGTH
(5)	James City County Route 188..... From the intersection of Route 60 at Norge north- easterly to end of maintenance at intersection of Route 606 at Ocraker. A dead end road serving only local traffic. Present traffic - 255	2.50
	Total	<u>19.75</u>

Note: Traffic figures refer to average number
of vehicles per 24-hour day.

FREDERICKSBURG DISTRICT
 ADDITIONS AND DELETIONS 1944

NO ADDITIONS

<u>DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY</u>		<u>LENGTH</u>
<u>SYSTEM (Chapter 154, Acts 1942)</u>		
(1)	King William County Route 298,..... From intersection Route 30 at Whites Shop south- easterly 5.70 miles to end of maintenance at inter- section Route 632 near Lanersville. A purely local stub end road. Traffic 1941 - 111	5.70
(2)	Essex County Route 216..... From intersection Route 17 near Tappahannock running westerly 7.56 miles to end of maintenance at Route 627. A stub end section serving local traffic which was only 164 in 1941.	7.56
(3)	Spotsylvania County Route 202..... From intersection Route 608 west of Paytes, south- westerly 2.38 miles to end of maintenance at Route 601 near Granite Springs. A stub end road. Traffic 1941 - 69	2.38
	Total	<u>15.64</u>

Note: Traffic figures refer to average number of
 vehicles per 24-hour day.

CULPEPER DISTRICT
ADDITIONS AND DELETIONS 1944

<u>ADD TO PRIMARY SYSTEM (Chapter 289, Acts of 1940)</u>	<u>LENGTH</u>
<p>(1) Louisa County Route 642.....</p> <p style="padding-left: 2em;">From present end of Route 248 southwesterly 6.25 miles to intersection Route 522 and (35) north of Cuckoo. This completes the addition to the Primary System of a cut off between Louisa and Cuckoo that was started in 1943. Traffic 1942 - 380. Estimated traffic after improvement to Primary Standard - 800 per day</p>	6.25
<p>(2) Fauquier County Route 571.....</p> <p style="padding-left: 2em;">From intersection Route 50 at Paris south 7.70 miles via Delaplaine to intersection Route 55. This is a re-routing of Route 17. Traffic 1941 - 439. Estimated traffic after improvement to Primary Standard - 800 per day.</p>	7.70
Total	18.95

DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM (Chapter 154, Acts of 1942)

<p>(1) Louisa County Route 27.....</p> <p style="padding-left: 2em;">From intersection Route 35 in Louisa north 9.30 miles to the Orange County Line at the beginning of Route 600. A stub end road serving purely local traffic. In 1941 the traffic was only 65.</p>	9.30
<p>(2) Madison County Route 251.....</p> <p style="padding-left: 2em;">From intersection Route 27 northwesterly via Criglersville to end of maintenance at Route 511. A stub end road carrying only local traffic, which was 165 in 1941</p>	3.70
<p>(3) Rappahannock County Route 242.....</p> <p style="padding-left: 2em;">From intersection Route 522 at Flint Hill easterly 4.75 miles to the Fauquier County Line. A local stub end road that has always carried very little traffic, which in 1941 amounted to only 82.</p>	4.75
<p>(4) Loudoun County Route 17.....</p> <p style="padding-left: 2em;">From intersection Route 7 in Purcellville southwesterly 0.75 miles to S.C.L. Purcellville; thence 1.42 miles to end of maintenance at Route 690. A stub end road that is no longer necessary in the Primary System due to re-routing Route 17. Traffic 1941 - 232</p>	2.17
Total	19.92

Note: Traffic figures refer to average number of vehicles per 24-hour day.

**STAUNTON DISTRICT
ADDITIONS AND DELETIONS 1944**

<u>ADD TO PRIMARY SYSTEM (Chapter 288, Acts of 1940)</u>		LENGTH
(1)	Rockingham County Route 620..... From present end of Route 276 north 9.55 miles to intersection Route 353 at Kesletown. This is a continuation of an addition started in 1943 and is a heavily traveled road between Weyers Cave and Kesletown. Traffic 1941 - 525. Estimated traffic after improvement to Primary Standard - 500 per day	9.55
Total		9.55
 <u>DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM (Chapter 184, Acts of 1942)</u>		
(1)	Rockingham County Route 267..... From intersection Route 11 in Mt. Crawford easterly 0.24 miles to H.C.L. Mt. Crawford, thence easterly 3.03 miles to end of maintenance at Route 682. A stub end road that carried only 53 vehicles in 1941 a peak year.	3.27
(2)	Augusta County Route 282..... From intersection Route 42 near Moscow south-easterly 4.49 miles to end of maintenance at intersection of Route 613. A stub end road that carried in 1941 only 97 vehicles.	4.49
(3)	Page County Route 266..... From intersection Route 211 in Luray northwesterly 0.67 miles to H.C.L. Luray; thence northwesterly 3.78 miles to end of maintenance at beginning of Route 678. A stub end road serving only local traffic which in 1941 was only 122.	4.45
(4)	Page County Route 280..... From intersection Route 12 north of Luray northwesterly 1.50 miles to end of maintenance at Route 664. A dead end road. Traffic 1941 - 71	1.50
Total		13.71

Note: Traffic figures refer to average number of vehicles per 24-hour day.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Starling, that the Commission award contracts to the low bidders on Bituminous Bids received April 11th for furnishing, delivering and applying 620,485 tons of Plant Mix Materials, as follows:

H-3-Hot Bituminous Concrete Surface Course
 H-2-Asphaltic Concrete Binder
 F-1-Sand Asphalt

Low Bidder	District and Schedule	Tons	Type	Average Price	Amount
Sam Finley, Inc. Roanoke, Va.	Bristol #1	24,906	H-3	\$7.87	\$191,029.02
	Salem #3	28,996	H-3	6.47	147,666.12
	Richmond & Suffolk	14,599	H-3	8.49	172,280.82
		158	H-2	7.85	
	Suffolk #7	8,023	F-1	6.87	
	Suffolk #8	8,376	H-2	7.18	190,551.18
		19,150	F-1	6.81	
	Suffolk #9	5,142	H-2	7.74	176,860.00
		17,953	F-1	7.84	
	Fred'burg #16	3,000	H-2	10.75	184,346.10
19,850		F-1	7.67		
TOTAL		148,155 Tons			\$1,062,835.24
Cunningham & Short Roanoke, Va.	Bristol #2	21,209	H-3	\$7.97	\$169,035.75
	TOTAL	21,209 Tons			\$169,035.75
J. R. Ford Co., Inc. Lynchburg, Va.	Lynchburg #4	21,530	H-3	\$7.85	
	Suffolk #11	4,300	F-1	7.16	\$196,441.80
		16,022	H-2	8.27	
	Richmond & Fred'burg #13	23,481	F-1	8.23	325,585.97
		24,681	H-3	8.46	302,645.70
	Fred'burg #14 Reg.	11,906	H-2	7.74	
		8,642	H-3	7.31	140,452.84
		2,135	H-2	7.82	
	16,142	F-1	6.81		
TOTAL		122,819 Tons			\$967,126.11

Low Bidder	District and Schedule	Tons	Type	Average Price	Amount
P. D. Oline Raleigh, N.C.	Lynchburg #5	20,080	H-3	\$8.82	
		4,225	H-2	8.85	
		2,640	F-1	8.57	\$233,021.15
TOTAL		26,945 Tons			\$233,021.15
Atlantic Bitulithic Co. Washington, D.C.	Richmond #6	18,170	H-3	\$7.25	
		7,509	H-2	7.50	
		11,300	F-1	6.10	\$256,980.00
	Suffolk #12	6,200	H-3	6.06	
		5,400	H-2	7.45	
22,350	F-1	6.00	224,240.00		
TOTAL		70,929 Tons			\$481,220.00
Ames & Webb, Inc. & Phil H. McGuire, Norfolk, Va.	Suffolk #10	77,791	H-3	\$8.37	
		9,492	H-2	7.97	
		13,725	F-1	7.73	\$246,956.16
TOTAL		31,008 Tons			\$246,956.16
Arlington Asphalt Co., Houslya, Va.	Culpeper #16	24,586	H-3	\$7.82	
		8,184	H-2	7.82	\$258,281.40
TOTAL		32,770 Tons			\$258,281.40
Keeley Constr. Co., Harrisonburg, Va.	Staunton #17	18,440	H-3	\$7.45	\$137,878.00
		TOTAL		18,440 Tons	
Murphy Constr. Co., Inc., Morgantown, W.Va.	Staunton #18	22,830	H-3	\$6.32	\$144,285.60
		TOTAL		22,830 Tons	
American Asphalt Products Co., Washington, D.C.	Staunton #19	25,400	H-3	\$5.50	\$139,700.00
		TOTAL		25,400 Tons	
GRAND TOTAL		520,483 Tons			\$3,637,819.39

Motion carried.

Whereas, the United States of America by and through the Secretary of War has deemed it necessary to acquire certain tracts of land in Princess Anne County, Virginia, for the expansion of a military reservation known as Fort Story and for related military purposes, and

Whereas, title to said lands has been acquired by the United States of America by direct purchase and by the filing of several Declarations of Taking in Miscellaneous Action 6778 in the United States District Court for the Eastern District of Virginia, Norfolk Division, entitled United States of America, Petitioner, vs. 965 acres of land, more or less, in Princess Anne County, Commonwealth of Virginia, Carrie P. Cronk, et al, Defendants, and

Whereas, title to said lands more particularly described in the petition of the United States filed in the said Miscellaneous Action 6778 was taken subject to existing easements for public roads and highway, and

Whereas the closing of the road within the said tracts to the general public is made necessary by the military use of same and the United States of America desires to acquire title to the road easements within said tract and whereas the closing of the said road will cause no damage to the public or adjacent property owners by reason of the existence of adequate road and highway facilities outside of the area of the said military reservation, and

Whereas, it is within the public interest that said road be closed and title to said road easements be acquired by the United States of America, and

Whereas, the Board of Supervisors of Princess Anne County and the Commonwealth of Virginia, Department of Highways, are the legally constituted bodies entitled to the payment of any damages sustained by virtue of the said easements for public road by the United States of America,

Now, therefore, be it resolved by the Board of Supervisors of Princess Anne County and the Commonwealth of Virginia, Department of Highways, that the sum of \$1.00, without interest, is the just compensation in full to be paid by the United States of America for the taking of title to the easement for public road within the said military reservation known as Fort Story, which road is more particularly described as follows: to-wit:

That portion of the road known as old Route 60 within Fort Story Reservation.

Beginning at Virginia Beach at the intersection of the north side of 126th Street with the prolongation of Atlantic Avenue, thence running in a northerly and westerly direction along the said road, formerly known

as U.S. Highway No. 60, to the intersection of the same with the present highway known and designated as Highway No. 60 by-pass, said by-pass being at Cape Henry.

Be it further resolved that in the event the United States of America shall acquire said road easement by condemnation either with or without a Declaration of Taking, this resolution upon acceptance in writing by the United States of America shall constitute a stipulation which may be filed in such proceedings and shall be final and conclusive evidence of the true value of the said road easement and of the proper award to be made in such proceedings, and

Be it further resolved that the right of immediate and exclusive occupancy and use of said road easements is hereby granted to the United States until such time as title may be acquired by the United States.

Moved by Mr. Poindexter, seconded by Mr. Barrow, that Permit No. 7910, Botetourt County, Route 43, issued April 21, 1943 to the American Telephone and Telegraph Co. of Va., Richmond, Va., be cancelled as requested. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that Permit No. 7913, Botetourt County, Route 11, issued October 7, 1943, to The Chesapeake and Potomac Telephone Co., Richmond, Va., be cancelled as requested. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Starling, that Permit No. 7926, Russell County, Route 64, issued August 16, 1943, to the Virginia Iron, Coal and Coke Company by John M. Addington, Hamlin, Va., be cancelled as requested. Motion carried.

Moved by Mr. Starling, seconded by Mr. Vampler, that Permit No. 14402, Norfolk County, Route 170, issued August 25, 1943, to the City of Norfolk-Division of Water Supply, be cancelled as requested. Motion carried.

Moved by Mr. Vampler, seconded by Mr. Nysor, that Permit No. 1542, Route 60, Amherst County, issued October 13, 1942, to the Public Roads Administration, Waynesboro, Va., be cancelled as requested. Motion carried.

Moved by Mr. Nysor, seconded by Mr. Rawls, that Permit No. 7867, Alleghany County, Route 18, issued August 24, 1943, to Mr. H.V. Rose, Route 2, Covington, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that Permit No. 16609-B, Amherst County, Route 643, issued January 18, 1943, to E. Ashby Woods, Pedlar Mills, Va., be cancelled due to inability to secure labor. Motion carried.

Moved by General Anderson, seconded by Mr. Starling, that the naming of highways made necessary by changes incident to the construction of the Pentagon Network, tentatively agreed upon by a conference of interested parties, be as follows:

Henry G. Shirley Memorial Highway: Named to express the continuity through the Federal Network in Arlington County of the Henry G. Shirley Highway, beginning about 700 feet north of Army & Navy Country Club Road, extending in a northerly and easterly direction, passing south of Pentagon to Highway Bridge.

Jefferson Davis Highway: Named to express the continuity through the Federal network in Arlington County of the Jefferson Davis Highway beginning about 900 feet south of the Henry G. Shirley Memorial Highway crossing, extending in a northerly direction east of Pentagon to its intersection with Arlington Ridge Road just north of Lee Boulevard.

Washington Boulevard: Named to express the continuity through the Federal Network in Arlington County of Washington Boulevard from its intersection with Lee Boulevard west of Fort Myer, thence in a southerly easterly, and northeasterly direction, around Arlington National Cemetery and Federal Office Building No.2, passing northwest of Pentagon to its intersection with Mount Vernon Memorial Highway on Columbia Island.

Boundary Drive: Extending from Henry G. Shirley Memorial Highway in a northerly direction west of Boundary Channel to its intersection with George Washington Memorial Parkway.

Columbia Pike: Named to express the continuation of Columbia Pike from approximately the former intersection of Columbia Pike with Arlington Ridge Road in a northerly and easterly direction to its intersection with Washington Boulevard.

South Gate Road: Passing to the north of Federal Office Building No.2 and extending from Columbia Pike to approximately South Orme Street, Arlington.

Army and Navy Drive: Lying to the south of Henry G. Shirley Memorial Highway, parallel with it, extending from the intersection with South Nash Street, Arlington, to Jefferson Davis Highway.

South Nash Street, Arlington: A section of the former Army and Navy Drive renamed, extending from the intersection with Arlington Ridge Road to the intersection with the newly designated Army and Navy Drive.

South Pentagon Road: A name which may be changed by the War Department at the end of the war but now given to the road running south of Pentagon's south parking area, connecting at its westerly end with Washington Boulevard.

Motion carried.

Moved by Mr. Fyzer, seconded by Mr. Rawls, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 43 in Botetourt 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 and 11 as shown on plat dated October 1, 1943, Project 750 A, Section 11 to revert to the Secondary System. As provided by Chapter 415, Section 8, Act approved March 31, 1932, section 10 also shown on the plat referred to be added to the Secondary System as a connection. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following section of Route 624 in Lee 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 November 29, 1943, Project 1302 D and section 2 also shown be added to the system in lieu of abandoned section 1. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Barrow, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 90 in Fythe County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1, 2 and 3 shown on plat dated January 24, 1944, Project 714 AKI. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 57 in Henry 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 and 4 shown on plat dated October 25, 1943, Project 1102 C2, C1. As provided by Chapter 237, Act approved March 27, 1940, Sections 5 and 6 shown on the plat referred to be abandoned as a part of the Secondary System, Section 6 having been taken into the new location of Route 57, and Section 7 also shown to be added to the Secondary System as a connection. Motion carried.

Moved by Mr. Starling, seconded by Mr. Tamplar, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Primary Routes in Bath County being no longer necessary for uses as highways the same be abandoned upon opening of new sections in lieu thereof: Sections 1, 2, 3, and 4 -Route 39- and section 5- Route 268- shown on plat dated October 6, 1943, Project 1187 D. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, section 6 shown on the plat referred to be abandoned as a part of the Secondary System and section 7 also shown be added to the system as a connection. Motion carried.

Moved by Mr. DeHardit, 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 section of Route 607 in Elizabeth City County being no longer necessary for uses as a secondary highway (having been taken into the new location of Primary Route 278) the same be abandoned; Section 1 shown on plat dated October 20, 1943, Project 1288 E. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wisor, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 15 in Buckingham County being no longer necessary for uses as a highway the same be abandoned as a part of the primary system upon opening of new section in lieu thereof and revert to the secondary system; Section 1 shown on plat dated December 19, 1942, Project 39 ARL. Motion carried.

Moved by Mr. Wisor, seconded by Mr. Haws, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 15 in Buckingham County being no longer necessary for uses as a primary highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1, 2 and 3 shown on plat dated December 16, 1942, Project 654 G, section 3 to revert to the secondary system. As provided by Chapter 415, Section 8, Act approved March 31, 1932, sections 4 and 5 also shown on the plat referred to be added to the secondary system as connections. Motion carried.

Moved by Mr. Wisor, seconded by Mr. Wampler, that as provided by Chapter 212, Section 2, Act approved March 19, 1926, and upon recommendation of the Commissioner, the section of Route 337, Project 1284 D, in Norfolk County, from the new location at Station 147+10 northwest 0.12 mile including the grade crossing over the S.A.L. Railroad to intersection of the old location and alternate Route 58, a distance of 0.12 mile, being no longer necessary for uses as a public highway the same be abandoned as such and a public notice thereof be given as provided by the Act referred to. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wisor, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 522 in Warren 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 February 17, 1944, Project 1417 A. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, section 8 also shown on the plat referred to be abandoned as a part of the secondary system. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the resolution adopted September 15, 1942, and amended November 17, 1943, relative to setting up as standards three widths of right of way as follows:

110 feet for two-lane pavement
130 feet for three-lane pavement
160 feet for a four-lane pavement, divided or undivided."

be further amended as follows:

RESOLVED, that instead of three standards for two-lane, three-lane and four-lane pavements, divided or undivided, that there be adopted two standards only, based on two-lane and four-lane, divided or undivided pavements, and that a minimum right of way be held to 110' for two-lane pavements and 160' for four-lane pavements, this right of way to be subject, however, to the provision in the amendment adopted November 17, 1943, that exceptions to the minimum widths shall be made only where topographic conditions justify.

RESOLVED further, that the map presented to the Commission at this meeting, on this date, tentatively designating the roads which are to be two-lane, and the roads which are to be four-lane, divided or undivided, be approved subject to such changes as future developments in standard highway design, traffic behaviour and special conditions justify. Motion carried.

Moved by Mr. Wisor, seconded by Mr. Wampler, that the Chairman of the State Highway Commission, having certified to the Commission in letter dated March 6, 1944, that two (2) parcels of the right of way on the former location of Route 608 at Plkin in Augusta County, containing 0.51 acre of land (0.35 acre and 0.16 acre), are no longer needed for the uses of the State Highway System, the Chairman of the State Highway Commission, J. A. Anderson, is hereby authorized to convey these two (2) parcels of land to the Norfolk and Western Railway Company without warranty of title, for the consideration of one dollar (\$1.00) and for the conveyance of the right of way on the relocation of Route 608 to the Commonwealth by the Norfolk and Western Railway Company, under Chapter 10, Act approved February 7, 1940. Motion carried.

Moved by Mr. Wisor, seconded by Mr. Wampler, as provided by Chapter 10, Act approved February 7, 1940, that since in the relocation and improvement of Route 8, Project 56B-D, South of Blacksburg, in Montgomery County, a section of the original right of way of the old Salem-Perpers Ferry Turnpike, containing approximately 0.2226 acre, through the property of I.F. and J.D. Saunders, was not used and will not be required for the uses of the State Highway System, nor for the use of any other party or parties, as certified in writing by the Chairman of the State Highway Commission; the conveyance of this strip of land, lying outside of the right of way of the improved highway at this point, is approved; and the Chairman is hereby directed to execute, in the name of the Commonwealth, Quit-Claim Deed to I.F. and J.D. Saunders. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Polidexter, as provided by Chapter 10, Act approved February 7, 1940, that since no part of Parcel No. 4 containing 0.21 acre, more or less, acquired from the J. A. Hess Estate, along with right of way for Route 11, Project 192-CR1, between 3.157 Mi. North of Augusta-Rockbridge County Line and 1.494 Mi. South of Augusta-Rockbridge County Line, in Augusta and Rockbridge Counties, as described in condemnation papers of the State Highway Commissioner of Virginia, dated October 14, 1943, will be required for the uses of the State Highway System, as certified in writing by the Chairman of the State Highway Commission; the conveyance of this parcel of land to C. R. Hite and P. L. Robertson is approved, in exchange for right of way required through the property of said parties.

The Chairman is hereby directed to execute, in the name of the Commonwealth, Special Warranty Deed. Motion carried.

Moved by Mr. Vampler, seconded by Mr. Rawls, that the Chairman of the State Highway Commission, J. A. Anderson, having certified in writing that a certain strip of land, containing about 0.03 acre and lying on the east side of Route 1, Project 183-174, approximately between stations 126+89 and 130+21, is not needed for the uses of the State Highway System, the said Chairman is hereby authorized to execute a quitclaim deed conveying the said strip of about 0.03 acre of land to John T. Harris, of Falmouth, Virginia, Stafford County, for a consideration of Thirty-five dollars (\$35.00), all in accordance with Chapter 10, Act approved February 7, 1940; provided, however, that it shall be set forth in the said deed that no part of the land therein conveyed shall be closer than 25 feet and 30.9 feet, respectively, from the original right of way centerline and the construction centerline, as shown on sheet No. 4 of plans for the aforesaid route and project. Motion carried.

Moved by Mr. Polidexter, seconded by Mr. Barrow, that the Chairman of the State Highway Commission, J. A. Anderson, having certified in writing that a portion of the existing right of way, containing 0.133 acre, of the former location of Route 220 along the property of U. L. Perdue, as shown on sheet No. 5 of plans for Project 118-AR2, Roanoke County, is not needed for highway purposes, the said Chairman is hereby authorized to execute a deed conveying the said portion of right of way to U. L. Perdue in accordance with agreement and understanding with Mr. Perdue and his wife, Mrs. Lydia M. Perdue, in connection with compensation to these parties for additional right of way acquired by the Commonwealth along Mrs. Perdue's property and for damages to the remaining properties of both persons.

The foregoing is in accordance with Chapter 10, Act approved February 7, 1940. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Deffardit, that the Chairman of the State Highway Commission having certified in writing that a portion of the old 50-foot right of way acquired for old Route 88, as shown on sheet 8 of plans thereof, is not needed for highway purposes, the conveyance of that part of the said 50-foot right of way, which lies west of and outside of a line parallel to and 80 feet distant westerly from the centerline of Route 1, as shown on sheet No. 4 of plans for Project 88-CRW1, is not needed for highway purposes, the conveyance of the same to Percy C. Beardon, of Stafford County, is hereby authorized, as provided under Chapter 10, Act approved February 7, 1940; provided, however, that the conveyance shall be made by quitclaim deed and shall consist only of that part of the old 50-foot right of way which lies along the Beardon property and outside of the west 160-foot right of way line of Route 1; and provided further that the said deed shall not be delivered except in exchange for a deed from Mr. Beardon and his wife conveying good title to the Commonwealth to sufficient additional land to give the Commonwealth a right of way 80 feet in width measured westerly from the centerline of Route 1. Motion carried.

Moved by Mr. Wisor, seconded by Mr. Barrow, that the State Highway Commissioner, J. A. Anderson, having certified in a letter addressed to the State Highway Commission, dated April 17, 1944, that a certain piece or portion of the land, said to contain 10.9 acres, more or less, which the Commonwealth of Virginia acquired from Charles P. Wright, of Essex County, as a part of and in connection with the Tappanhamock Flight Strip, Project 1414-A, by deed dated August 25, 1942, of record in the Clerk's office of the Circuit Court of Essex County in Deed Book 84, at Page 416, is no longer needed for the purpose for which it was acquired, and the State Highway Commission having reached the same conclusion that the said piece or portion of land is not longer needed for the purpose for which it was acquired, the said State Highway Commissioner, J. A. Anderson, is hereby authorized and directed to execute a deed in the name of the Commonwealth of Virginia conveying the said piece or portion of land with special warranty of title to the said Charles P. Wright, individually or jointly with the Bank of Essex, of Essex County, or to the Bank of Essex, as may be agreed upon between the foresaid parties. The said conveyance hereby authorized is in consideration of the sum of \$2,000.00, which the said Charles P. Wright has paid to the Commonwealth of Virginia, and which has been credited to the account of expenditures made by the Commonwealth for rights of way for the said Flight Strip and project; provided, however, that the deed to be executed by the State Highway Commissioner, as herein provided, shall reserve unto the Commonwealth of Virginia the right to remove any trees or to cut or top any trees which might grow to such height as to endanger the landing and taking off of aircraft, and the said deed shall also provide that the said Charles P. Wright, his successors in title or assigns, shall not erect or maintain any structure to a height such as to reach or extend above the elevation of an inclined plane measured on the ratio of 7 feet horizontal to 1 foot vertical from the west edge of the Flight Strip pavement, said to be at present 75 feet west of and parallel to the centerline of said Flight Strip. The foregoing authority and conveyance is made in accordance with Chapter 61, Act of the General Assembly, approved February 26, 1944, an emergency Act. Motion carried.

The policy of the Commission regarding the \$500.00 per mile construction fund for cities was carefully considered by the Commission.

Moved by General Anderson, seconded by Mr. Rawls, that when requested and approved by the Department for the year 1944-1945 the allotment be granted for that fiscal year. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the \$500.00 per mile construction fund for the year 1944-1945 be allotted to the City of Lynchburg for expenditure on Route 29, Part Avenue in the city. Motion carried.

Moved by General Anderson, seconded by Mr. Wycor, that the request of the City of Winchester for changes in designation of various routes in the city be approved as follows, increasing the mileage 0.088 miles, a total of 7.138 miles; provided by Chapter 416, Section 9, Acts of 1932, -

Route 11 - Valley Avenue, Braddock Street, North Street and Loudoun Street. (To include payment of Alternate Route 11)	2.180 miles
Alternate Route 11 - Valley Avenue from Braddock to Gerrard Street, and Loudoun to North Street -	
Route 50 - Milwood Avenue, Gerrard Street, Braddock Street, Boscawen Street and Amberst Street	2.208 miles
Route 522 - Milwood Avenue, Gerrard Street, Braddock Street, Piscadilly Street and Fairmont Avenue	1.136 miles
Routes 340 and 7 - Herryville Avenue, National Avenue, East Lane and Piscadilly to Loudoun Street -	<u>1.612 miles</u>
TOTAL MILEAGE	7.138 miles

Motion carried.

The allocation of funds and hearings thereon for the current fiscal year 1944-1945 was discussed. On recommendation of the Chairman it was moved by Mr. Starling and seconded by Mr. DeHardit that the allocation of funds and public hearings on the same be taken up in the fall for the current fiscal year. Motion carried.

A full and detailed verbal report on the use of prisoners for farm work was given the Commission.

A program for "in-service training" of highway employees was explained to the Commission by the Chairman.

The proposed plan for an Interregional Highway System was reviewed by the Chairman in order that the Commission be informed on the subject.

A copy of the presentation made by the Chairman before the House Roads Committee of the Congress in Washington on March 14th was given to each member of the Commission and the Chairman discussed the proposed legislation for post-war highway construction covered in H.R. 2426.

On recommendation of the Chairman it was moved by Mr. DeHardit and seconded by Mr. Wycor, that the right of way on Route 730 Section "A", Shenandoah County Secondary, from Intersection of Route 11 to 0.387 Mi. N. of Intersection of Route 11 (Bridge and Approaches North Fork of Shenandoah River) be purchased at the cost of \$1500.00 and paid for out of the 5% of the CONSTRUCTION COST as approved by the Commission September 28, 1945. Motion carried.

A statement of estimated revenues and appropriations for the fiscal year 1944-1945 was given to each member of the Commission.

The Chairman gave each member of the Commission a list of proposed projects for the 1944-'45 construction program and explained by display of a map the various projects. These projects must be approved by the War Production Board before construction can be started.

The Chairman stated that the Department has the prospect of securing a small amount of highway equipment for the coming year.

There being no further business the meeting adjourned at noon subject to the call of the Commissioner.

Approved-


Chairman.

Attested-


Secretary.