

**Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond, May 12, 1943**

At 9:30 A. M. Wednesday, May 12th the State Highway Commission met in the Central Office Building, Richmond, Virginia. Present- Messrs. E. P. Barrow, Geo. P. DeHardit, Bennett H. Poindexter, S. W. Rawls, A. D. Starling, J. B. Tampler, J. F. Wyszor and J. A. Anderson, Commissioner.

The meeting was called to order by the Chairman.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the minutes of the January 26th meeting be confirmed. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wyszor, that the permits issued from January 26th to May 12th, 1943, inclusive, as recorded in the Auditing Office, be approved. Motion carried.

Moved by Mr. DeHardit, 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 18 in Alleghany County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1,2,3,5,7 and 8 shown on plat dated December 11, 1942, Project 610 G; section 3 to revert to the Secondary System. As provided by Chapter 415, Act approved March 31, 1932, sections 4 and 6 also shown on the plat referred to be added to the Secondary System as connections. 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 122 in Bedford 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 November 11, 1942, Project 678 C3. Motion carried.

Moved by Mr. Rawls, 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 17 in Loudoun County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1 and 2 shown on plat dated November 13, 1942, Project 1171 G1, B4. As provided by Chapter 237, Act approved March 27, 1940, section 3 shown on the plat referred to be abandoned as a part of the Secondary System and section 4 also shown be added as a connection. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wampler, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 215 in Essex 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 November 10, 1942, Project 1414 A; section 2 to revert to the Secondary System. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wynn, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 5 in Henrico County being no longer necessary for use as a highway the same be abandoned upon opening of new section in lieu thereof: Section 1 shown on plat dated August 8, 1942, Project 1221 E1. Motion carried.

Moved by Mr. Wynn, 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 146 in Henrico 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 and 4 shown on plat dated February 1, 1943, Project 1221 D1. 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 section of Route 196 in Norfolk County being no longer necessary for use as a highway the same be abandoned upon opening of new section in lieu thereof and revert to the Secondary System: Section 1 shown on plat dated December 30, 1942, Project 1284 C. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that as provided by Chapter 415, Act approved March 31, 1932, and Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following sections of Secondary roads in Princess Anne 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 September 14, 1942, Project 1290 C. Sections 4, 5, 6, 7, 8 and 9 also shown on the plat be added to the Secondary System. Motion carried.

Moved by Mr. DeHardit, 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 259 in Rockingham County being no longer necessary for use as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 2, 3, 4, 5, 6, 7, 8 and 9 shown on plat dated December 30, 1942, Project 1014 D3, 4; Section 5 to revert to the Secondary System. 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, 15.95 miles of Secondary roads in Roanoke County having been taken into the City of Roanoke under annexation proceedings as of December 31, 1942, the same be abandoned as Roanoke County Secondary mileage, all as shown on plat dated January 27, 1943. Motion carried.

Moved by Mr. Starling, seconded by Mr. Wampler, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 122 in Franklin County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1,2,3,4,5,6,7,8,9,10,11,12,13,14,16,17 and 18 shown on plat dated November 11, 1942, Project 678 C.W.J. As provided by Chapter 237, Act approved March 27, 1940, sections 19,20 and 21 shown on the plat be abandoned and sections 22 and 23 also shown be added to the system as connections. Motion carried.

Moved by Mr. Wampler, 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 40 in Franklin 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 10 shown on plat dated November 19, 1942, Project 728 F1, E1, E2; section 10 to revert to the Secondary System. As provided by Chapter 415, Section 8, Act approved March 31, 1932, sections 11 and 12 also shown be added to the Secondary System. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. DeHardit, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 7 in Fairfax 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 7, 1942, Project 514 J. Motion carried.

Moved by Mr. Wampler, 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 57 in Pittsylvania 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 and 2 shown on plat dated September 16, 1942, Project 1063 F.E1,2; section 2 to revert to the Secondary System. As provided by Chapter 237, Act approved March 27, 1940, sections 3, 4,5,6,7,8 and 12 to be abandoned and sections 9,10 and 11 to be added to the Secondary System as connections, all as shown on plat referred to. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Vyeor, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Alternate Route 29 in Pittsylvania 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 and 2 shown on plat dated September 9, 1942, Project 1199 C3, section 2 to revert to the Secondary System. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 29 in Pittsylvania 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 October 1, 1942, Project 83 ARL, section 3 to revert to the Secondary System. As provided by Chapter 237, Act approved March 27, 1940, sections 4 and 5 to be abandoned and sections 6 and 7 be added to the Secondary System. Motion carried.

Moved by Mr. Poindexter, 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 250 in Albemarle 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 and 9 shown on plat dated November 24, 1942, Project 790 A1, 2; sections 1, 7 and 8 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 abandoned (having been taken into the Primary System). Motion carried.

Moved by Mr. Vyeor, seconded by Mr. DeHardit, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of Route 606 in Henry County being no longer necessary for uses as a secondary road the same be abandoned: Section 1 shown on plat dated March 12, 1943, Project 1102 C2 (new location having been constructed). Motion carried.

Moved by Mr. Rawls, seconded by Mr. Vyeor, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 6 in Albemarle 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 9 shown on plat dated July 1, 1942, Project 680 E2; section 1 to revert to the Secondary System. As provided by Chapter 237, Act approved March 27, 1940, section 10 shown on the plat referred to be abandoned and section 8 be added to the system. Motion carried.

Moved by Mr. Tampler, seconded by Mr. Wyzor, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following section of Route 600 in Montgomery 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 March 30, 1943. Section 2 also shown on the plat be added to the system in place of abandoned section. Motion carried.

Moved by Mr. Starling, 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 693 in Montgomery 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 March 29, 1943. Section 2 also shown on the plat be added to the system in place of abandoned section. Motion carried.

Moved by Mr. Wyzor, seconded by Mr. Tampler, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following section of Route 669 in Lancaster 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 16, 1942, Project 1296 A. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 114 in Montgomery 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 May 8, 1943, Project 1164 DR1. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyzor, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of secondary road No. 645 in Frederick County being no longer necessary for uses as a highway, the same be abandoned: Section 2 shown on plat dated April 28, 1942, Project 1232 D, E2, E3, E4. That as provided by Chapter 212, Section 1, Act approved March 19, 1926, 1.72 miles of old Route 50 from Hill Top to the Clarke County line be abandoned as a part of the Primary System and revert to the Secondary System. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyzor, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following sections of secondary road No. 530 in Clarke County being no longer necessary for uses as a secondary highway, having been taken into the new location of Route 50, the same be abandoned: Sections 3 and 5 shown on plat dated April 28, 1942, Project 1232 D, B2, B4, B5, C, E1, A. As provided by Chapter 212, Section 1, Act approved March 19, 1936, 7.60 miles of old Route 50 from the Frederick County Line at Opequan Creek, via Boyss and Millwood, to the intersection of new Route 50, be abandoned as a Primary highway and revert to the Secondary System. Motion carried.

Moved by Mr. Wyzor, seconded by Mr. Wampler, that the request of W. W. Tuck and Son for an extension of time on Project S-1235, C1, B5, Route Alt. 1, 0.3 Mi. N. Four Mile Fork-0.3 Mi. S. South End Rappahannock River Bridge, be granted for 38 days and the return of \$360.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rawls, that the request of W. N. Jackson for an extension of time on Project 514 J, Route 7, Tysan's Corner-0.2 Mi. E. Difficult Run, be granted for 34 days and the return of \$340.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyzor, that the request of Mr. R. H. Belling for an extension of time and return of liquidated damages on Project SN-FAP 805 ARL, DRI, 2, 3, ERI, HR, Route 11, 1.8 Mi. W. EGL Chilhowie-0.95 Mi. E. EGL Chilhowie, be not granted, as recommended by our engineers. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyzor, that the request of Mr. R. H. Belling for an extension of time and return of liquidated damages on Project FAS 327 M3, ARL, S 327 M2, Route 64, Intersection Russell Street in St. Paul- 0.06 Mile W. WCL St. Paul, be not granted, as recommended by our engineers. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Poindexter, that the request of the Highway Contractors, Inc., Norfolk, Va., for an extension of time on Project S 595 ARL, Route 17, Falmouth-West, be granted for 39 days and the return of \$390.00 liquidated damages as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the request of the Highway Contractors, Inc., of February 10th, for an extension of time on Project FAP 160 DW2, BSR, DW3, Route 56, 0.13 Mi. W. WCL Suffolk - 0.07 Mi. E. WCL Suffolk, be granted for 26 days and the return of \$260.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the request of the Blackwell Engineering Construction Company, Warrenton, Va., for an extension of time on Project S 32 AR1, Route 50, Black Lantern Inn-West, be granted for 41 calendar days and the return of \$410.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. DeHardit, that the request of Mr. W. E. Graham, Cleveland, N. C., for an extension of time on Project S 384 A1, B1, Route 150, 1.9 Mi. N. NOL Amherst- 0.40 Mi. S. Amherst and Nelson County Line, be granted for 30 days and the return of \$300.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission cancel permit No. 9717, Culpeper County, Routes 15 and 29, issued February 7, 1942, to the Division of Motor Vehicles, Second Division Headquarters, Culpeper, as the erection of signs covered by this permit will be done by the Highway Department and in turn bill the Motor Vehicle Department for the same. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Nysor, that the Commission cancel permit No. 5006, Alleghany County, Route 19, issued June 3, 1941 to the Craig-Botetourt Electric Cooperative, New Castle, Va., due to inability to secure materials necessary to complete the work. Motion carried.

Moved by Mr. Nysor, seconded by Mr. Wampler, that the Commission cancel permits No. 17110-S and 17111-S, Alleghany County, Route 667, issued June 27, 1941 to the Craig-Botetourt Electric Cooperative, New Castle, Va., due to inability to secure the necessary materials with which to do the work. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission cancel permit No. 9271, Route 161, Henrico County, issued September 30, 1942, to Mr. W. L. Lawrence, 2507 Hilliard Road, Richmond, Va., as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission cancel permits Nos. 4520 S and 4486, Loudoun County, issued February 14, 1942, to the Tri County Electric Cooperative, Leesburg, Virginia, as requested. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Nysor, that the Commission cancel permit No. 2517, Route 3, Rappahannock County, issued October 19, 1940, to Miss A. M. Dearing, Huntly, Va., as requested. Motion carried.

Moved by Mr. Nysor, seconded by Mr. Wampler, that the Commission cancel permit No. 3302, Northampton County, issued November 24, 1941 to the Accomack-Northampton Electric Cooperative, Parkinsay, Va., inasmuch as it is impossible to secure the necessary material to complete the work. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the resolution of the Commission passed at its meeting in Richmond on January 28 authorizing the Commissioner, J. A. Anderson, to lease to A. Spencer and E. F. Martin Seafood Company a part of the public landing at Parrots Creek, in Middlesex County, be and is hereby amended to eliminate E. F. Martin Seafood Company as a party to the lease authorized, and to authorize the Commissioner to lease a part of the said public landing to A. Spencer for such period of time and upon such conditions as the said Commissioner may determine to be in the best interest of the Commonwealth and the proposed lessee. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the Commission confirm award of contract for the construction of Project 1035 H1,2,3, Access Roads to U.S. Naval Training School, Richmond, to the low bidder, Y. L. Brown, West Point, Va., at his bid of \$82,573.90, that 10% additional be set aside to cover the cost of engineering and additional work and \$3,700.00 for work by the Railroad, making a total of approximately \$84,500.00 chargeable to this project; financed 100% with access road funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm award of contract for the construction of Project DA-NR 1422 A, Route 660, Intersection Route 17 West of Portsmouth-2.301 Miles North of Intersection Route 17, to the low bidders, C. H. Lawson and E.G. Bowles, Williamsburg and Richmond, at their bid of \$60,653.00; that 10% additional be set aside to cover the cost of engineering and additional work and \$250.00 estimated cost of Survey and Plans, making a total of approximately \$66,946.50 chargeable to this project; subject to approval of the Public Roads Administration, being 100% access road funds. Motion carried.

Moved by Mr. Wynn, seconded by Mr. DeHardit, that the Commission confirm award of contract for the construction of Project DA-NR 1411 A3,4,51, Intersection Route 337-0.27 Mi. E. Intersection Route 17 and 0.12 Mi. W. Gate No. 8 of Norfolk Navy Yard- 0.18 Mi. E. Gate No. 10 and Bridge over Paradise Creek, to the low bidder, W. H. Scott, Inc., Franklin, Va., at his bid of \$382,886.58; that 10% additional be set aside to cover the cost of engineering and additional work, \$4,520.00 for work by the Railroad and \$200.00 for surveys and plans, making a total of approximately \$427,894.13 chargeable to this project, plus right of way costs, financed 100% with Access Road funds. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Starling, that the Commission confirm award of contract for the construction of Project DA-NR 1177 H1,51, Route 168, 1.111 Mi. E. James City County Line (Intersection Route 646, Lightfoot Road)- 2.991 Mi. W. VCL Williamsburg, to the low bidder, Sam Finley, Inc., Roanoke, Va., at the bid of \$99,824.88, that 10% additional be set aside to cover the cost of engineering and additional work and \$100.00 for cost of plans, making a total of approximately \$109,900.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm award of contract to the low bidder, Sam Finley, Inc., on his Alternate Proposal on Project DARR 1424 D1, D2, DARR 815 S1, S2, Routes 60, 641 and 642, U.S. Naval Supply Depot at Penniman-Intersection Route 188 on Route 641 and Intersection Route 641-Intersection Route 188 on Route 642 and Williamsburg By-pass, at his bid of \$148,556.44; that 10% additional be set aside to cover the cost of engineering and additional work and \$3,300.00 for Plans and Surveys, making a total of approximately \$164,556.08 chargeable to this project, plus Right of Way Charges, quantities called for to be reduced as may seem advisable with possibly some reduction in over-all cost by reduction in quantities in the bituminous items. Right reserved to revise the depths of bituminous surfacing and base course shown on plans in order to accomplish this. Motion carried.

Moved by Mr. Wynn, seconded by Mr. Barrow, that the Commission confirm award of contract for the construction of Project DA-ER 1177 E1N1, E2W1, B1W, E5M1, M2; 699 E3W, Route 168, 2.803 Mi. N. of WCL Williamsburg-0.141 Mi. E. ECL Williamsburg, to the low bidder, T. E. Ritter Company, Norfolk, Va., at their bid of \$492,937.43, that 10% additional be set aside to cover the cost of engineering and additional work, \$800.00 for Railroad Work and \$2,500.00 for preparation of plans, making a total of approximately \$545,300.00 chargeable to this project, the right reserved to eliminate Section M-2 in the event it is impossible to secure the right of way. Motion carried.

Moved by Mr. Wynn, seconded by Mr. Rawls, that the Commission confirm award of contracts for Bituminous Plant Mixed Materials to the low bidder on bids opened April 20th, as follows:

Furnishing, Delivery and Applying 71,303 Tons

SA-Sand Asphalt ...AC-Asphaltic Concrete

LOW BIDDER	DISTRICT & SCHEDULE	TONS	TYPE	AVER. PRICE	AMOUNT
J.R. Ford, Inc., Lynchburg, Va.	Richmond #1	4,154	S.A.	\$7.76	
		8,800	A.C.	8.54	\$87,279.04
	Fredericksburg #5	17,453	S.A.	8.76	
		1,500	A.C.	5.65	109,823.34
Total		29,707 Tons			\$196,902.38
Phil H. McGuire Norfolk, Va.	Suffolk #4	4,160	S.A.	8.90	\$41,184.00
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Gorson & Gruman Co., Washington, D.C.	Culpeper #7	3,500	S.A.	5.75	
		4,822	A.C.	8.24	\$50,144.28
	Culpeper #8	1,500	S.A.	5.53	
		2,064	A.C.	6.94	20,555.16
Total		11,886 Tons			\$70,899.44
Arlington Asphalt Rosslyn, Va.	Co.-Culpeper #6	5,820	S.A.	7.30	
		4,400	A.C.	7.80	\$76,806.00
	Total	10,220 Tons			\$76,806.00
Sam Finley, Inc. Roanoke, Va.	Suffolk #2	3,560	S.A.	7.90	
		4,640	A.C.	8.91	\$69,377.40
	Suffolk #3	7,140	S.A.	7.92	\$56,548.80
	Total	15,340 Tons			\$125,926.20
Grand Total		71,303 Tons			\$611,218.02

Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm award of contracts to the low bidders for applying aggregate, for furnishing and applying bituminous material and for furnishing and applying aggregate, on bids opened April 20th, as follows:

Furnishing and Application of Bituminous Material and Application of Covering Material.		Class "B"		
LOW BIDDER	GALLONS	TONS		AMOUNT
	Group 1	Group 2	Aggregate-Sand	
Fredericksburg District				
James Gibbons Co., Salay, Md.	138,899	550,250	37,899	\$140,154.23
<u>Suffolk District</u>				
J. R. Ford, Inc., & Short & Thompson, Lynchburg & Hopewell, Va.	176,010	—	7,933	39,317.46
Class "B" Total	312,909	550,250	37,899	7,933
Grand Total	863,169		46,832	\$179,471.69

Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material.		Class "C"		
LOW BIDDER	GALLONS	TONS		AMOUNT
	Group 1	Group 2	Aggregate-Sand	
Suffolk District				
J. R. Ford, Inc. & Short & Thompson, Lynchburg & Hopewell, Va.	182,270	559,855	49,112	1,897
Class "C" Total	182,270	559,855	49,112	1,897
Grand Total	1,042,126		61,009	\$357,246.20

Furnishing, Delivering, and Applying Bituminous Surface Treatment		Class "D"		
LOW BIDDER	GALLONS			AMOUNT
	Group 1	Group 2		
Dulpeper District				
Sam Finley, Inc., Box 2389, Roanoke, Va.	1,151,450	195,066		\$132,949.51
Richmond District				
W. M. McIntosh, Inc., Ellen Rd., Richmond, Va.	394,300	529,186		94,380.27
Class "D" Total	1,545,750	724,251		\$227,329.78
Grand Total	2,270,001			\$227,329.78

TOTAL SUMMARY OF BIDS	
Class "B"	\$179,471.68
Class "C"	357,246.20
Class "D"	227,329.78
Grand Total	\$764,047.66

Award of contracts subject to the type and quantity of materials certified by the Public Roads Administration. In the event they certify Emulsion the low bidder will be Tar Asphalt Service, Inc. If they certify tar the low bidder will be Tar Asphalt Service, Inc. Motion carried.

The employment of summer students was discussed fully by the Chairman. The policy at present being not to take on any boys in this classification but to take them on as regular employees and keep them as long as possible due to the present shortage in personnel.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the request of the Botetourt County Board of Supervisors for the Commission to take into the Secondary System of the county the foot bridge in the Town of Buchanan, built under an agreement between Mr. Harry Fulwiler, the Town of Buchanan, the Botetourt County Board of Supervisors and the State Highway Commission, be not granted and the agreement continue in effect. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Department having exhausted every reasonable effort to collect the following claims against people of this State and other States, they be cancelled:

Ralph Zimmerman Blue Ridge, Virginia	State Truck E.D. 1949	\$ 20.69
Dewey Fuller Drill, Virginia	Tumbling Crk. Bridge Rt. 747, Washington Co.	78.21
C. H. Sirbaugh Winchester, Virginia	Box Culvert Rt. 7, Clark Co.	75.00
Freemont Anderson Covington, Virginia	State truck E.D. 1817	119.68
Harry Crawford Covington, Virginia	Bridge on Rt. 682 Alleghany Co.	9.45
Virginia Public Service Co. Newport News, Virginia	State truck E.D. 703	31.29
Joseph Whitaker Richmond, Virginia	State Truck E.D. 1418	150.29
C. E. Walker Richmond, Virginia	State truck E.D. 3548	15.59
C. T. Overstreet Peterburg, Virginia	State truck E.D. 1885	154.87
U. S. Army	Bridge on Rt. 38 Amelia Co.	24.75
Albert Baldwin Norton, Virginia	State truck E.D. 0120	11.34
Morton Thomas Roanoke, Virginia	State truck E.D. 1740	24.12

Mrs. John F. Weisman Jackson Heights, N.Y.	State truck E.D. 864	\$ 18.10
Lloyd J. Whitmire	Bridge over Pocoshock Crk, Rt. 360, Chesterfield Co.	25.26
Harley Poff Floyd, Virginia	Bridge on Rt. 221 Floyd Co.	21.18
Nicholas S. Mackley Roanoke, Virginia	Bridge over Elk Crk. Rt. 460, Bedford Co.	28.87
Yellow Cab Corporation Abingdon, Virginia	State truck E.D. 2258	4.40
C. F. Perry Grayson, North Carolina	Bridge on Rt. 58 Washington Co.	30.77
John F. Ratcliff Page, Virginia	State truck E.D. 1589	54.27
E. F. Thomas Trucking Co. Inc., Martinsville, Va.	Guard rail, Rt. 60 Alleghany Co.	16.00
Jesse L. Persinger Covington, Virginia	Bridge on Alternate Rt. 60, Alleghany Co.	12.06
Joseph S. Patton, Jr. Pittsburgh, Penna.	Bridge on Alternate Rt. 60, Alleghany Co.	24.94
Dr. H. L. Robertson Bassett, Virginia	State truck E.D. 865	2.75
Lt. W. D. Kelley U. S. Army	Speed limit sign on Rt. 80, Henrico Co.	8.51
C. E. Westcott Waynesboro, Va.	Indian Hook Ferry, Rt. 614, Botetourt Co.	72.34
D. H. Gillespie Galax, Virginia	State car E.D. 062	18.90
Mary P. King Jordan Mines, Virginia	State truck E.D. 1630	12.88
J. F. Nichols Norfolk, Virginia	State truck E.D. 1941	11.11

Motion carried.

After careful consideration was given the request of the Carroll County Board of Supervisors to add to the Primary System the section of Secondary Route 636 leading from Route 84 at Ivanhoe to the Wythe County Line, it was moved by Mr. Wyaor, and seconded by Mr. DeHardit, that the request be not granted. Motion carried.

An opinion of the Attorney General was brought to the attention of the Commission regarding the duties of the Commission concerning the allocation of construction funds for the fiscal year 1943-44 under present conditions. The opinion is that before the construction funds which actually become available during 1943-44 or subsequent years can be used for the purpose of carrying out the projects for which allocations of \$15,000,000.00 were made for the fiscal year 1942-43, it will be necessary for the Commission to comply with the statute, which provides that the Highway Commission shall annually and as nearly as possible make an equitable apportionment among the various construction districts of the construction funds to become available during the succeeding fiscal year.

Moved by Mr. Wyaor, seconded by Mr. Poindexter, that the Chairman be authorized to advise the Patrick County Board of Supervisors that there is not a camp available that can be placed on Route 40 at this time. Motion carried.

A resolution from the Kiwanis Club of Narrows, thanking the Commission for mileage added to the Primary System in Giles County, and offering their hearty support at all times, was read.

The Commissioner discussed the erection of "place markers" at some length and the request for a sign at Locust Dale was brought to the attention of the Commission.

Moved by Mr. Harrow, seconded by Mr. Wyaor, that a Locust Dale place marker be erected on Route 15. Motion carried.

A sample of letters written by the Resident Engineers to the various Boards of Supervisors, regarding road matters and problems confronting the Department, was read to the Commission in order to keep them informed.

A full history regarding the James Madison Bridge was given the Commission; permit to build, financing, purchase of the bonds by the State Sinking Fund Commission and the request that the structure be made free of tolls.

Moved by General Anderson, seconded by Mr. Rawls, that tolls be continued on the James Madison Bridge until the debt has been liquidated. Motion carried.

A statement of all resources and obligations of the Highway Department was given to the Commission and a full picture regarding expenditures, etc.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission allot to the City of Charlottesville for the year 1942-1943 the \$500.00 per mile construction fund to be expended on Route 250 at the East and West City Limits, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission allot to the City of Radford for the year 1942-1943 the \$500.00 per mile construction fund to be expended on Route 11 East of Whitball Street in the city, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission allot to the Town of Big Stone Gap the \$500.00 per mile construction fund for the year 1942-1943 as recommended by the Chief Engineer, to be expended on Route 23. Motion carried.

Moved by Mr. Wynnor, seconded by General Anderson, that the Commission allot to the City of Staunton the \$500.00 per mile construction fund for the year 1942-1943 to be expended on Route 250, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wynnor, that the following mileage in the City of Roanoke be approved and eligible to receive maintenance and construction funds as of January 1, 1943:

Route 11- From the old west corporate limits west to the new west corporate limits	0.450 mile
Route 24- From the old northwest corporate limits west to the new northwest corporate limits.....	0.280 mile
Route 116-From the old north corporate limits northeast thence northwest to the new north corporate limits.....	0.943 mile
Route 116-From the old south corporate limits southeast to the new south corporate limits.....	0.251 mile
Route 220-From the old south corporate limits southwest to the new corporate limits.....	0.717 mile
Route 221-From the new southwest corporate limits northeast to the old southwest corporate limits.....	0.373 mile
Route 221-From the old southwest corporate limits northeast to the old south corporate limits.....	1.076 miles
TOTAL	4.070 miles

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wynnor, that inasmuch as Mr. Horace H. Edwards, City Attorney, Richmond, Va. has not found it possible to appear before the Commission after several invitations to do so, concerning the Deep Water Terminal Road, the matter be filed. Motion carried.

Mr. Poindexter made the suggestion that the Commission hold its November meeting in Norfolk.

A full report was given the Commission regarding service on the Grey's Point-White Stone Ferry and the request of Senator R.O. Norris for a hearing of a delegation who are asking that this be made a toll free ferry.

The Commission decided to have a meeting at 9:30 A.M. on Thursday, July 8th and the time from 11:00 o'clock on be set aside to hear the delegation on the Grey's Point-White Stone Ferry.

Moved by Mr. Rawls, seconded by Mr. Wycor, that the request of DeLashmitt Brothers, Inc., for a permit to erect a shelter over the bus platform on Route 244 at the intersection of Columbia Pike and E. Thomas Street in Arlington County, be not granted, the policy of the Commission being to allow no permanent structures on the right of way. Motion carried.

The Commissioner gave a verbal report regarding a recent trip with Governor Darden and Messrs. Rawls and Mullen to the Hampton Roads Area, the Eastern Shore, the Fredericksburg District and the northern part of the State.

A report on plans and the introduction of Federal legislation for post war highway work was given the Commission.

A statement regarding employment was given to the Commission showing the percentage of turnover, the number on military leaves, separations and retirement, as compared with a year ago.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the following Towns having passed ordinances turning over for maintenance certain routes within these respective Towns, as provided by law, the Commission accept the same.

Brodnax	Gata City
LaCrosse	Madison
Pennington Gap	Wise
Woodstock.	

Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the additions and deletions be adopted as of July 1, 1943 as follows:

PRIMARY SYSTEM ADDITIONS & DELETIONS FOR 1948

Section 11-B, Chapter 288, Acts of 1940, authorizes the State Highway Commission to transfer from the Secondary System to the Primary System, not more than 50 miles in any one year.

Section 11-C, Chapter 154, Acts of 1942, authorizes the State Highway Commission to transfer from the Primary System to the Secondary System, not more than 150 miles during any one year.

**TABULATION BY DISTRICTS, OF MILEAGE OF 1948 PRIMARY SYSTEM
ADDITIONS AND DELETIONS**

District	Miles Added to Primary System	Miles Deleted from Primary
Bristol	7.00	20.03
Salem	6.78	20.10
Lynchburg	8.67	17.89
Richmond	8.30	21.99
Suffolk	8.00	18.03
Fredericksburg	5.28	13.59
Culpeper	6.27	18.61
Staunton	6.80	19.01
Sub-totals	<u>48.88</u>	<u>149.25</u>
Unallocated	<u>3.42</u>	<u>0.75</u>
Totals	50.00	150.00

The miles to be transferred are described on the following pages, by Districts, and are located as shown on the attached map.

**BRISTOL DISTRICT
ADDITIONS AND DELETIONS 1945**

A. ADD TO THE PRIMARY SYSTEM LENGTH

(1)	Russell County Route 685	2.89
	From intersection of Route 64 at Banner's Corner to intersection Route 64 at Lawson's Store. This new link is to replace 5.35 miles of Route 64 between the same points over tortuous alignment with steep grades over Copper Ridge. This addition follows fair alignment with good grades and shortens Route 64 2.48 miles. Will probably carry about 750 of the 811 vehicles using present Route 64.	
(2)	Scott County Rt. 645. End Rt. 66 to Int. Rt. 644 - 3.61 Rt. 644. Int. Rt. 645 to Int. Rt. 645 - 0.25 Rt. 645. Int. Rt. 644 to Int. Rt. 58 - 0.25	4.11
	From end of Route 66 south of Ft. Blackmore to Clinchport. This completes the last link of Route 66 between Banner's Corner and Clinchport. Traffic 1941 - 211	
	Total	7.00

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY

(1)	Russell County Route 64	5.85
	From intersection of Route 66 at Banner's Store to intersection Route 685 at Lawson's Store. This completes the transaction described by (1) of above additions. Traffic 1941 - 815, 1942 - 811.	
(2)	Lee County Route 65	6.93
	From intersection of Route 70 east of Dryden to intersection Route 66 at Woodway. The construction of parallel Route 70 diverted practically all except purely local traffic from this road. Traffic 1941 - 484, 1942 - 228, present - 125.	
(3)	Scott County Route 66	7.75
	From intersection of Route 58 at Clinchport to intersection of Route 59 at Pattonville. Parallel Route 58 although longer, more adequately serves traffic passing through these two places. Traffic 1941 - 165, 1942 - 115.	
	Total	20.03

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

**SALEM DISTRICT
ADDITIONS AND DELETIONS 1943**

A. ADD TO THE PRIMARY SYSTEM		LENGTH
(1)	<p style="margin: 0;">Giles County Route 641</p> <p style="margin: 0;">From end of Route 61 to the Bland County Line.</p> <p style="margin: 0;">The addition of this road to give a primary connection between Narrows and Route 19 at Rocky Gap was begun last year. The distance between Narrows and Bluefield over the present primary route via Princeton, West Virginia is five (8) to seven (7) miles longer than the proposed new routing.</p> <p style="margin: 0;">Traffic 1938 - 90. Present traffic - 191</p>	6.76
	Total	6.76
B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY		
(1)	<p style="margin: 0;">Giles County Route 112</p> <p style="margin: 0;">From intersection of Route 8 to Mountain Lake.</p> <p style="margin: 0;">This is a purely summer resort road carrying no through-traffic. Traffic 1941 - 206, 1942 - 215.</p>	7.00
(2)	<p style="margin: 0;">Floyd County Route 102</p> <p style="margin: 0;">From intersection of Route 221 at Willis to the Patrick County Line. This is a little used primary road carrying few vehicles. Parallel Route 8 serves through traffic. Traffic 1941 - 104, 1942 - 75.</p>	9.80
(3)	<p style="margin: 0;">Patrick County Route 102</p> <p style="margin: 0;">From Floyd County Line to intersection Route 58.</p> <p style="margin: 0;">This is a continuation of the same route mentioned above, carrying even less traffic. Traffic 1941 - 49, 1942 - 49.</p>	3.30
	Total	20.10

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

**LYNCHBURG DISTRICT
ADDITIONS AND DELETIONS 1943**

A. ADD TO THE PRIMARY SYSTEM		LENGTH
(1)	Nelson County Route 655..... From end of Route 56 near Tyro to end of Route 56 2.3 miles east of Mountbello. This closes the last missing link of Route 56 between Roseland in Nelson County and Steeles Tavern in Augusta, which was partly closed by Commission action Sept. 15, 1942. Traffic - 386.	4.50
(2)	Campbell County Route 624 From end of Route 297 to the Bedford County Line. This completes the New London Academy road from Lynchburg to the Bedford line, extending Route 297 which was added by the Commission last year. Traffic 1942 - 312.	1.17
Total		5.67
B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY		
(1)	Appomattox County Route 152 From intersection of Route 460 to Evergreen Depot. This is a stub end local road. Traffic 1941 - 171, 1942 - 133.	0.60
(2)	Prince Edward County Route 135 From intersection of Route 135-Y to intersection of Route 360. This is the indirect leg of a wye connection carrying little traffic. Traffic 1941 - 63, 1942 - 61.	1.00
(3)	Buckingham County Route 253 From intersection of Route 56 to beginning of Route 602. This completes the deletion of Route 203 begun last year. Traffic 1941 - 128, 1942 - 101.	3.64
(4)	Halifax County Route 126 From intersection of Route 40 to intersection of Route 501 at Volens. This is the south leg of a wye connection to Route 501 and is little traveled. Traffic 1941 - 138, 1942 - 132.	6.35
(5)	Campbell County Route 126 From Pittsylvania County Line at Long Island to intersection Route 699. This is a stub end road with little prospect of future development as a through route. Traffic 1941 - 181, 1942 - 224	6.30
Total		17.89

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

RICHMOND DISTRICT
ADDITIONS AND DELETIONS 1943

A. ADD TO THE PRIMARY SYSTEM	LENGTH
(1) Amelia County Route 807	3.00
From intersection of Route 58 to intersection of Route 560. Camp Pickett at Blackstone has designated this section as a part of "Military Road A" which connects Richmond and Camp Pickett. Traffic - approximately 200 civilian plus 52 military vehicles per 24-hour day.	
(2) Chesterfield County Route 821	6.30
From intersection of Route 1 northwestward to intersection of Route 10 in Chester. A heavily traveled feeder road serving a rapidly developing portion of the County. Traffic 1941 - 375.	
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Total	8.30
B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY	
(1) New Kent County Route 156	1.65
From intersection of Route 33 northward to end of Primary near St. Peter's Church. A stub end, lightly traveled road. Traffic 1941 - 153, 1942 - 126.	
(2) Goochland County Route 162	3.45
From intersection of Route 250, southwest to intersection Route 602, near Tabsoott. A stub end, lightly traveled road. Traffic 1941 - 191, 1942 - 220.	
(3) Hanover County Route 30	3.62
From Louisa County Line to intersection Route 878 near Beaver Dam. A stub end road. Traffic 1941 - 355, 1942 - 225.	
(4) Dinwiddie County Route 141	12.42
From intersection of Route 1 at Dinwiddie C.H., eastward to Prince George County Line. While this route forms an east-west connection between north-south Routes 1 and 301, it is little used. East-west traffic adequately served by Route 40 which lies parallel some 7 miles south. Traffic 1941 - 102, 1942 - 109.	
(5) Prince George County Route 141	0.25
From Dinwiddie County Line to intersection Route 301. Continuation of deletion described above. Traffic 1941 - 228, 1942 - 220.	
(6) Prince George County Route 141Y	0.50
From intersection Route 141 to intersection Route 301. This is a wye connection of Route 141 described above.	
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Note: Traffic figures refer to average number of vehicles per 24-hour day.	Total 21.98

SUFFOLK DISTRICT
ADDITIONS AND DELETIONS 1943

A. ADD TO THE PRIMARY SYSTEM	LENGTH
(1) Norfolk County Routes 642 & 6445.00
Route 642 from end of Route 228 to Garrette Corner 1.00 mile; thence Route 644 from Garrette Corner to the south corporate line of South Norfolk, 2.00 miles. This is a continuation of Route 228 added by the Commission in 1942 and is probably the heaviest traveled Secondary road in the State. Traffic 1942 - 1751.	
Total	<u>5.00</u>
B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY	
(1) York County Route 265	1.00
From intersection Route 60 in Williamsburg to beginning of Route 641, 0.1 mile west of intersection of Routes 168 and 641. This road lies parallel to, and between Routes 60 and 168 and has lost its primary signifi- cance since Route 198 was constructed. Traffic 1941 - 210, 1942 - 210.	
(2) Isle of Wight County Route 312	4.49
From intersection of Route 258 in Smithfield, north- westward to end of primary maintenance. A stub end road carrying only local traffic. Traffic 1941 - 218, 1942 - 193.	
(3) Southampton County Route 189	5.44
From intersection Route 315 to intersection Route 259 in Franklin. All through traffic now uses parallel Route 259. Traffic 1941 - 264, 1942 - 215.	
(4) Greenville County Route 68	9.10
From intersection Route 58 to intersection Route 137 at Purdy. This is a local road without primary signifi- cance. Traffic 1941 - 201, 1942 - 220.	
Total	<u>18.03</u>

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

**FREDERICKSBURG DISTRICT
ADDITIONS AND DELETIONS 1943**

A.	ADD TO THE PRIMARY SYSTEM	LENGTH
(1)	Lancaster County Route 622	3.26
	From end of Route 354 southward to the northern intersection of Route 626. This is a continuation of the primary road added last year. It leads to a heavily populated area without primary system facilities. Traffic 1941 - 308	
	Total	3.26
B.	DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY	
(1)	King William County Route 124	1.20
	From intersection of Route 50 in Port Richmond to a dead end. This road leads to a former airport that is now a farm. Traffic 1941 - 114, 1942 - 117.	
(2)	Lancaster County Route 201	1.14
	From intersection of Route 354 to the Rappahannock River at Monaskon. Purely a local stub end road. Traffic 1941 - 83, 1942 - 76.	
(3)	Stafford County Route 315	11.25
	From intersection of Route 1 to the Fauquier County Line. This is a stub end road through sparsely settled country. The area north of the road has been acquired by the military. Traffic 1941 - 317 to 206, 1942 - 341 to 214.	
	Total	13.59

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

**CULPEPER DISTRICT
ADDITIONS AND DELETIONS 1943**

A. ADD TO THE PRIMARY SYSTEM	LENGTH
(1) Louisa County Route 649	5.62
From 2.98 miles southeast of Intersection Rt. 15 to the intersection of Routes 22 near Trevillians. This completes a missing link of the rerouting of Route 33 between Trevillians and Gordonsville begun last year. The new routing eliminates a dogs-leg for Route 33 traffic. Traffic 1942 - 207.	
(2) Louisa County Route 642	0.65
From intersection of Route 33 near Louisa southward toward the intersection of Routes 642 and 33 near Cuckoo. This is a cut-off between Louisa and Cuckoo over Secondary System roads which is 2.1 miles shorter than present Route 33 by Mineral. Traffic 1942 - 380.	
Total	6.27
B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY	
(1) Rappahannock County Route 248	1.00
From intersection of Rt. 311 in Washington, Va. to intersection of Route 622. This is a stub end road serving essentially local traffic. Traffic 1941 - 395 to 259, 1942 - 301 to 215.	
(2) Loudoun County Route 254	0.30
From intersection of Route 7 in Bluemont southward to beginning of Route 734. A stub end road over a town street, with little traffic. Traffic 1941 - 269, 1942 - 207.	
(3) Greene County Route 243	4.00
From intersection of Route 29 to the intersection of Route 33. This is a local connecting road which has never carried much traffic. Traffic 1941 - 56, 1942 - 46.	
(4) Fluvanna County Route 247	0.60
From intersection of Route 6 west of Columbia to intersection of Route 624. A stub end road serving very little traffic, even of a local nature. Traffic 1941 - 65, 1942 - 62.	

CULPEPER DISTRICT CONTINUED

(6)	Rappahannock County Route 232	5.40
	From intersection of Route 27 to the Culpeper County Line. This road carries little traffic and is of local importance only. Traffic 1941 - 106, 1942 - 73.	
(8)	Culpeper County Route 232	2.20
	From the Rappahannock County Line to the intersection of Route 3. This is a continuation of Rappahannock Route 232 described above. Traffic 1941 - 237, 1942 - 112.	
(7)	Albemarle County Route 250	5.11
	From intersection of Route 29 to beginning of Route 635 near Batesville. This is a part of a road between North Garden and Brownsville via Millers School. It is not believed that need for a primary connection between Routes 29 and 250 along this road will ever arise. Traffic 1941 - 123, 1942 - 205.	
	Total	18.61

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

STAUNTON DISTRICT
ADDITIONS AND DELETIONS 1943

A. ADD TO THE PRIMARY SYSTEM	LENGTH
(1) Augusta County Route 620	1.50
From intersection of Route 256 near Weyers Cave northward to the Rockingham County Line. This is a portion of a heavily traveled road between Weyers Cave and Keesletown via Crosskeys. Traffic 1941 - 300.	
(2) Alleghany County Route 657	4.80
From intersection Route 18 near Idlewilde to intersection Route 18 near Blue Spring Run P. O. This is water level rerouting for Route 18 which now passes over a high mountain ridge between these points, with steep grades and hairpin turns. The proposed route follows the Potts Creek valley.	
 B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY	
(1) Alleghany County Route 18	3.36
From intersection of Route 657 near Idlewilde to intersection Route 657 near Blue Spring Run P. O. Route 657 described under additions above, being added this section of present Route 18 passing over the mountain will be no longer necessary as a primary road.	
(2) Clarke County Route 276	2.00
From intersection Route 50 northward to beginning of Route 804. This is a lightly traveled stub end road. Traffic 1941 - 44, 1942 - 57.	
(3) Page County Route 279	1.50
From intersection Route 266 eastward to beginning of Route 669. This is a stub end, local road with no through-route significance. Traffic 1941 - 89, 1942 - 121.	
(4) Clarke County Route 282	4.60
From intersection Route 7 east of Berryville to intersection Route 340 at Gaylord. Purely a local road with light traffic. Traffic 1941 - 172, 1942 - 149.	
(5) Shenandoah County Route 265	1.00
From intersection Route 263, northward to beginning of Route 717. This is a stub end road with local use only. Traffic 1941 - 127, 1942 - 120.	
(6) Page County Route 158	6.65
From intersection Route 12 near Alma southward to intersection Route 12. This is a little used road of local significance only. Traffic 1941 - 107, 1942 - 134.	

Note: Traffic figures refer to average number of vehicles per 24-hour day. Total 19.01

Motion carried.

The question of the disposition of the Commission's car, Buick model 1937, State license 98-000, was considered and the Commissioner was directed to dispose of the car with a view to obtaining a newer model, provided a price which the Commissioner believed to be reasonable could be secured for the old car.

The Commissioner asked each member of the Commission to make any comments or suggestions and to ask any questions concerning matters of interest to the Highway Department. -

Mr. Barrow suggested that bushes be cut back at curves to increase sight distance and prevent accidents, as he is of the opinion that there will be a tendency when the war is over to increase the speed of automobiles. He would like to see more grade crossings eliminated in order to reduce accidents at these crossings.

Each member of the Commission expressed himself as being highly gratified by the attitude of the officers and employees of the Department. They stated in terms of high praise that our people in the Central Office and in the field were always on the alert and that whenever suggestions were made to anyone in the Department by a member of the Commission or by an interested citizen that the suggestions were carefully considered and whenever it was deemed wise the suggestions were acted on promptly.

The Commission feels that the problems confronting the Department are being studied and disposed of as rapidly as conditions permit.

There being no further business, the meeting adjourned at 12:15 P.M., to meet again on July 8th, at 9:30 A.M.

Approved-

J. A. Anderson
Commissioner.

Attested-

S. W. Rawls
Secretary.