

Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond, September 15, 1942.

At 9:00 o'clock, Tuesday morning, September 15th, 1942, the State Highway Commission met in the Central Office Building, Richmond. Present - Messrs. J. A. Anderson, Chairman, E. P. Barrow, Geo. P. DeHardit, Emmett H. Poindexter, S. W. Rawls, Secretary, and J. P. Wycor.

The meeting was called to order by the Chairman.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the minutes of July 21st meeting be approved, as sent out to the members. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the Commission approve the permits issued from July 21st to September 15th inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that the following list of claims, which the Department has been unable to collect, be cancelled as requested:

<u>CLAIM NUMBER</u>	<u>PERSON CAUSING DAMAGE</u>	<u>PROPERTY DAMAGE</u>	<u>AMOUNT OF CLAIM</u>
A-881	Wilmer Martins Richmond, Virginia	State Car ED #008	\$ 171.21
A-1488	George Johnson Chuckatuck, Va.	Gilmerton Bridge	16.33
A-1519	J. E. Williamson, Jr. Blackstone, Va.	Kitts Creek Bridge Rt. 49, Lunenburg Co.	18.00
A-1555	Sam Davis Norfolk, Va.	Shrubbery on Rt. 58 Norfolk County	32.30
A-1560	Mary Wade Chula, Va.	State Truck ED #494	26.46
A-1599	John Lockley Woods Cross Roads, Va.	Gate on Urbanna Creek Rte. Rt. 227, Middlesex Co.	14.86
A-1607	W. K. Allen Roanoke, Va.	Bridge on Rt. 1432 Roanoke County	13.09
A-1812	Warren Murray Richmond, Va.	Bridge on Rt. 1 Fairfax County	13.77
A-1820	Wilson Frt. Forwarding Co., Cincinnati, Ohio	Bridge on Rt. 219 Giles County	77.59
A-1842	Holland Motor Co. Martinsville, Va.	State Truck ED #1579	17.81
A-1843	Leo Schulwolf Norfolk, Va.	Equipment rented	22.95

<u>CLAIM NUMBER</u>	<u>PERSON CAUSING DAMAGE</u>	<u>PROPERTY DAMAGE</u>	<u>AMOUNT OF CLAIM</u>
A-1852	J.C. Murray Benham, Va.	Bridge on Rt. 58 Washington Co.	\$ 6.30
A-1853	Laura and Thomas Bank King George, Va.	State Truck ED #686	2.20
A-1867	Charles Derry Harpers Ferry, W. Va.	Snow Fence	199.50
A-1883	Grayson P. Tillery Portsmouth, Va.	Churchland Bridge Norfolk County	28.47
A-1898	A. H. Campbell Forwick, Va.	Guard Rl. on Rt. 60 Alleghany Co.	6.92
A-1899	James N. Lewis Clifton Forge, Va.	Guard Rl. on Rt. 60 Alleghany Co.	3.72
A-1902	Tom Grump Richmond, Va.	State Car ED #057	31.91
A-1909	Carroll Cole Newport News, Va.	Bridge at Clifton Forge Rt. 60, Alleghany Co.	14.36
A-1910	Charles Thompson Warrenton, Va.	Guard Rl, Rt. 211 Pr. William Co.	11.81
A-1918	Harry Smith Norfolk, Va.	State Car ED #083	15.26
A-1922	Robert Heath Norfolk, Va.	Lesner Bridge, Rt. 60 Princess Anne Co.	20.49
A-1944	John Mandie Brooklyn, N. Y.	Gilmerton Br., Rt. 13 Norfolk Co.	14.21
A-1951	James Parks Buchanan, Va.	State Car ED #0118	3.00
A-1953	Elmer Bernard Alexandria, Va.	State Truck ED #602	2.00
A-1958	Coleman Vanness Lexington, Va.	Surface Rt. 672	45.02
A-1977	Walter Wagoner Orlando, Florida	State Truck ED #1801	13.09
A-1968	Ralph Bolton ?	Guard Rl. Rt. 606 Wise County	22.73
A-1999	Southwest Distr. Agency Norton, Va.	Grader ED #5847	13.68
A-2003	Sill Grocery Co. Franklin, Va.	State Truck ED #784	60.47
A-2013	Homer F. Price Dunbar, W. Va.	Guard Rl. Rt. 60 Alleghany Co.	18.08
A-2033	Harold Stanley Stanleytown, Va.	State Truck ED #396	138.66
A-2043	N. D. Brady Gainsville, Va.	Road sign, Int. Rts. 17 and 28, Fauquier Co.	16.00
A-2082	Edward Lee Wilmington, N.C.	Bridge Rt. 1, Chesterfield Co.	33.70

<u>CLAIM NUMBER</u>	<u>PERSON CAUSING DAMAGE</u>	<u>PROPERTY DAMAGED</u>	<u>AMOUNT OF CLAIM</u>
A-2115	Dr. H. L. Lyon Hillsville, Va.	State Truck ED #1937	\$ 81.19
A-2126	John Armstead Clifton Forge, Va.	Signs, Int. Rts. 55 & 671 Fauquier Co.	15.00
A-2128	W. O. Harper Mineral, Va.	State Truck ED #1483	3.60
A-2155	William Staton Scotland Neck, N.C.	South Quay Br. Rt. 189 Nansemond Co.	17.13
A-2160	Willie Hundley Newport News, Va.	Bennett's Crk. Br. Gates, Rt. 17, Nansemond Co.	5.20
A-1938	J. P. Hill South Norfolk, Va.	State Car ED #102	19.24
A-1526	J. H. Cash Aqua, Va.	State Car ED #019	43.70
10-216	Mr. & Mrs. G.B. McGinley Lexington, Va.	Dallas G. Graham, an employee, was killed	2632.50
11-001	A. B. Sandridge Haden, Alabama	Linwood Drake, an employee, was injured	66.00
A-2222	Atlantic Grayhound Bus Co. Richmond, Va.	Double Barrel Shot Gun	20.06

Motion carried

Moved by Mr. Rawls, seconded by Mr. Wyszor, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following section of Route 638 in Hanover County being no longer necessary for uses as a highway the same be abandoned upon opening of new section in lieu thereof: Section 1 as shown on plat dated May 19, 1942, Project 166 D71. That section 2 also shown on the plat be added to the secondary system. Motion carried.

Moved by Mr. Wyszor, 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 55 in Frederick County being no longer necessary for uses as a highway the same be abandoned upon opening new sections in lieu thereof: Sections 1, 2, 3, 5, 7, 8, 9, 10 and 11 as shown on plat dated January 29, 1942, Project 1219 A2, E2. Section 4 to be abandoned as a part of the Primary System and revert to the Secondary system. As provided by Chapter 415, Section 8, Act approved March 31, 1932, sections 6 and 12 to be abandoned as a part of the Secondary system and Section 13 to be added as a connection. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wyszor, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 244 in Arlington 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 as shown on plat dated March 7, 1942, Project 1148, A2, H1. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that as provided by Chapter 415, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following sections of secondary roads in King George County being no longer necessary for uses as a highway the same be abandoned: Sections 1,2,3,4,5 and 6 as shown on plat dated June 12, 1942, Project 1228 C. That sections 7,8,9,10,11,12 and 13 also shown on the plat be dropped from the system, having been taken into the new location of Route 301. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Rawls, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following sections of Route 623 in Pulaski 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 as shown on plat dated May 18, 1942, Project 1273 G1. That sections 4,5 and 6 also shown on plat be added to the system in lieu of the abandoned sections. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of Route 666 in Nelson County being no longer necessary for uses as a highway the same be abandoned: Section 1 as shown on plat dated July 14, 1942. That section 2 also shown on the plat be added to the system as a connection. Motion carried.

Moved by Mr. Wyszor, 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 11 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 as shown on plat dated May 22, 1942, Project 146 ARL. Motion carried.

Moved by Mr. Rawls, 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 11 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 as shown on plat dated June 21, 1942, Project 146 BRL. That section 2 also shown on the plat be abandoned as a part of the Primary system and revert to the Secondary System. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyszor, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 33 in Middlesex County being no longer necessary for uses as a highway the same be abandoned upon opening of new section in lieu thereof and revert to the Secondary System: Section 1 as shown on plat dated July 23, 1942, Project 682 C2. Motion carried.

Moved by Mr. Wyszor, 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 111 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 as shown on plat dated September 2nd, 1942, Project 1128 C. That Section 2 also shown on the plat be abandoned as a part of the Primary System and revert to the Secondary System. Motion carried.

Moved by General Anderson, seconded by Mr. Barrow, that as provided by Chapter 415, Act approved March 31, 1932, and upon recommendation of the Commissioner, 28.38 miles of secondary roads, in Chesterfield County, that have been taken into the City of Richmond by reason of annexation, be abandoned as a part of the secondary system of the county. All sections described on plat dated September 11, 1942, in the file. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyszor, that as provided by Chapter 415, Act approved March 31, 1942, and upon recommendation of the Commissioner, 12.53 miles of secondary roads in Washington County, that have been taken into the City of Bristol by reason of annexation, be abandoned as a part of the secondary system of the county. All sections described on plat dated June 12, 1942 in the file. Motion carried.

A copy of a letter written by the Chief Engineer on September 5th to the Division Heads, District Engineers and Resident Engineers, was read by the Chief Engineer. This letter concerned the handling of complaints made by the public and our immediate attention to the same. The Chairman stated that every effort is being made to handle such matters promptly and satisfactorily.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the Commission confirm authority cancelling contract with the Laramore Construction Company, Danville, Va., for the construction of Project # 781 HWI - 1876, Route 15, 0.2 Mile N. Farmville-0.2 Mi. S. of Farmville, (bids opened March 31st) because of the inability to obtain priority rating. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the approved State highway mileage in the Town of Horton, on Route 73, 12th Street, be corrected to read 0.76 mile instead of 0.57 mile, making a total of 3.60 miles. Motion carried.

Moved by Mr. Nysor, seconded by Mr. Rawls, that the question of granting permits for the use of solid tires during the period of the war be postponed for future consideration. Motion carried.

Letter from Mrs. Darden, thanking the Commission for the flowers sent her at the last meeting, was read by the Chairman.

The Commissioner explained fully to the Commission the reduction in personnel for August 1942 as compared with the same month in 1941. There were 11,200 employees last August as against 7,165 in August 1941.

A full report was also given on the effect of vehicle and tire rationing upon highway traffic for the month of August 1942 as compared with August 1941, which showed a decrease for the State of 44.98 percent.

Moved by Mr. Poindexter, seconded by Mr. Rawls, that the Commission make an inspection trip in the Hampton Roads area and that the next meeting of the Commission be combined with such a trip and be held November 13th and 14th. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the action of Mr. A. H. Pettigrew, Right of Way Engineer, in endorsing his signature upon a copy of a communication and grant of license dated July 3, 1942, addressed to him by Mr. H. G. Hunter, Acting Commissioner of Public Buildings Administration, Federal Works Agency, Washington, D.C., covering Permit to use a strip of land about 8 1/2 ft. in width along the United States Post Office property at Bassett for the improvement of Project 1102-C1, is hereby approved, ratified, and confirmed. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that whereas a section of old Route 19, (now Route 4) said to contain 0.155 acre of land, lying on the southeast side of and adjacent to the fee simple right of way of relocated Route 19 (now Route 4) at Claypool Hill is no longer needed for the uses of the State Highway System as certified in writing by the Chairman of the State Highway Commission, the conveyance of the said section of old Route 19 (now Route 4) is hereby authorized and approved, and the Chairman of the State Highway Commission is, therefore, directed and authorized to make conveyance of the same, by quitclaim deed, for a consideration of one dollar (\$1.00), to the adjoining property owner or owners, as provided by Chapter 10, Act approved February 7th, 1940. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that whereas option-agreement between Mrs. Mildred A. Mapp and the Commonwealth provided that the Commonwealth would relinquish all of her right, title and interest in and to a strip or portion of the location of old Route 18, as set out in said option-agreement, and the Chairman of the State Highway Commission having certified in writing that the said section or portion of old road is no longer needed for the uses of the State Highway System; the conveyance of the same to Mrs. Mildred A. Mapp by quit-claim deed is hereby authorized and approved, and the Chairman is authorized and directed to make the said conveyance, as provided by Chapter 10, Act approved February 7th, 1940. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that whereas the Chairman of the State Highway Commission has certified in writing that a small parcel of excess right of way said to contain about 0.14 acre of land, lying between the original and new locations of Route 244 on Project 1148-A2, is not needed for the uses of the State Highway System, and for the considerations referred to in the Chairman's letter of September 8th, 1942, addressed to the State Highway Commission; the conveyance of the said 0.14 acre, more or less, (which was acquired by the Commonwealth from the Wm. H. Palmer Estate) by special warranty deed to Messrs. Wm. C. Gloth, B. M. Smith and Robert R. Dye, joint owners of adjacent land, is hereby authorized and approved, and the Chairman is authorized and directed to make the said conveyance to these parties by special warranty deed, as provided by Chapter 10, Act approved February 7th, 1940. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, as provided by Chapter 10, Act approved February 7th, 1940, that since on Route 460, Project 366 R1, West of Ritchie's Store, in Dinwiddie County, the parcel of land acquired from E. M. Gilliam and the Heirs of Peter McIlwaine by deed recorded May 26th, 1940, in Deed Book 64, Page 384, Dinwiddie County, lying between the old road and the right of way of the relocated road, is not required for uses of the State Highway System, as certified by the Chairman of the State Highway Commission; the conveyance of this parcel of land, lying adjacent to the right of way reserved by the Commonwealth, except a strip 20 ft. wide at approximate Station 174+80 retained for extension of entrance road to relocated Route 460, is approved; and the Chairman is hereby directed to execute, in the name of the Commonwealth special warranty and quit-claim deeds making conveyance of this parcel of land, and the abandoned right of way of old Route 460 adjacent thereto, to Gilbert R. Marek, Annie B. Adams and Albert Marek, in order that these parties may have frontage on relocated Route 460 opposite their respective properties. Motion carried.

Moved by Mr. Barrow, seconded by General Anderson, that Permit No. 11011, Route 70, Dickenson County, issued April 22, 1942, to the Appalachian Electric Power Co., be cancelled as requested, due to restrictions by the War Production Board. Motion carried.

Moved by Mr. Wynn, seconded by Mr. Rawls, that Permit No. 11517, Route 11, Rockbridge County, issued April 14, 1942, to Mrs. Ruth C. Lotts, Natural Bridge, be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that Permits No. 5006 and No. 17105 S, Botetourt County, issued June 28, 1941, to the Craig-Botetourt Electric Cooperative, be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that Permit No. 10151, Route 460, issued June 3, 1941, to Wallis Hanson, Crowe, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wynn, that Permits numbered 8685, 8686 and 8687, Route 60, issued to the Town of Virginia Beach, July 25, 1941, be cancelled as the work will be deferred until after the war as requested by the U. S. Army. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the \$500.00 per mile construction fund be allotted to the City of Staunton for the year 1941-'42 to be applied on Route 250 from Staunton City Limits-East, according to recommendation of the Chief Engineer. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Barrow, that the \$500.00 per mile construction fund be allotted to the Town of Vinton for the year 1942-1943, for the purpose of improving the pavement on Route 24, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the \$500.00 per mile construction fund for the year 1942-1943, be allotted to the City of Roanoke for the purpose of continuing work on Route 11, Campbell Avenue. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the following towns having passed proper ordinances requesting the Highway Commission to take over certain Routes in the towns for maintenance, the same be accepted:

Burkeville
Buchanan.

Motion carried.

A full explanation was given the Commission of the conditions regarding the operation of the White Stone-Grey's Point Ferry, and requests that the service be extended, rates reduced and the name changed.

The Commission decided to keep the present name of the ferry, for the general public relies on maps for their information and it was thought that the names of the points nearest the ferry terminals would serve best to locate the ferry.

It was further pointed out by the Commission that receipts for the past several months have failed to meet the actual cost of operation by \$260.00 a month. They decided to let the present rates remain in effect.

The average number of vehicles per crossing for the past three months has been 2.2 vehicles, therefore the Commission decided on the following schedule of ten round trips a day:-

<u>Leave White Stone</u>		<u>Leave Grey's Point</u>	
8:00 A.M.	2:00 P.M.	9:30 A.M.	2:30 P.M.
9:00 A.M.	3:00 P.M.	9:30 A.M.	3:30 P.M.
10:00 A.M.	4:00 P.M.	10:30 A.M.	4:30 P.M.
11:00 A.M.	5:00 P.M.	11:30 A.M.	5:30 P.M.
12:00 M.	6:00 P.M.	12:30 P.M.	6:30 P.M.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the request for an extension of time on Project FAF 754 A1, C2, 754 C1, Route 100, Intersection Route 11 to Intersection Route 101-2, 2 Miles S. Pulaski-Wythe County Line, from E. W. Grannis, contractor, be granted for 66 days and the liquidated damages returned, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Nysor, that the Commission approve additional Primary highway mileage in the City of Bristol, eligible for the \$500.00 per mile construction fund and the \$2500.00 per mile maintenance fund, as follows:

Route 11	From the old North Corporate Limits northeasterly to the new North Corporate Limits	1.05 miles
Route 76	From the old East Corporate Limits easterly to the new East Corporate Limits	0.75 mile
Route 11	From the intersection of Route 58 at the Virginia-Tennessee State Line northwest to the new West Corporate Limits	0.60 mile
Route 11 and 58	From the old Southwest Corporate Limits west along the Virginia-Tennessee State Line to the intersection of Route 11; the State of Tennessee to maintain half of this distance of 0.5 mile, leaving 0.25 mile	<u>0.25 mile</u>
	Total	2.65 miles

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the Commission confirm award of contract for the construction of Project S 1005 MR, ARI, C1, C2S, B3S, C3, Route 60, 0.05 MI. W. ECL Clifton Forge-3.4 MI. W. Center Line Compasture River, to the low bidder, Echols Bros., Inc., Staunton, Va., at their bid of \$99,123.44, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$109,000.00 chargeable to this project. Motion carried.

A report was given the Commission on the purchase of War Bonds by the employees of the Department. This showed an overall for the State of 85.9 percent participation, and a total deduction of \$18,594.71.

A full explanation was given the Commission of an arrangement under which the U. S. Army would send through the Equipment Depot approximately 700 pieces of equipment for repairs and overhaul; the Government to pay for labor at the rate of 40¢ an hour and time and a half for over time exceeding 40 hours; the actual proportionate cost of rental for use of shops and equipment and the actual proportionate cost of supervision chargeable to repairs. Parts under Government contract will be purchased by the United States Engineer Office and furnished the Highway Department; parts not under Government contract to be purchased and fabricated by the Equipment Depot Shop, with such priority aid as can be extended for the purchase of necessary parts or materials to make adequate repairs.

Moved by Mr. Wyszor, seconded by Mr. DeHardit, that the Commission authorize the entering into an agreement with the War Department for the repair and overhaul of approximately 700 pieces of equipment, under the conditions described above. Motion carried.

The Chairman brought to the attention of the Commission a letter of September 4th from Mr. Morton Macartney, of the Reconstruction Finance Corporation regarding the James Madison Memorial Bridge, extending across the Rappahannock River on Route 501 near Port Royal, and the purchase of the 5 $\frac{1}{2}$ % Serial First Mortgage Bonds. After a full discussion of the suggestions made by Mr. Macartney, the following resolution was adopted:

WHEREAS, under Chapter 382, Act approved April 2nd, 1942, the State Highway Commission is authorized to purchase, out of funds apportioned to the Fredericksburg construction district for highway construction purposes, the James Madison Bridge across the Rappahannock River, under the following conditions:

"1. Be it enacted by the General Assembly of Virginia, That the State Highway Commission is hereby authorized and empowered to acquire, by purchase, condemnation or gift, and if by purchase then upon such terms and at such price as may be reasonable and can be agreed upon between the Commission and the owner thereof, the James Madison Bridge extending across the Rappahannock River on Route three hundred and one of the State highway system near Port Royal, Virginia, together with all rights, easements and franchises relating thereto and deemed necessary or convenient for the operation thereof, and all approaches thereto. The cost of acquiring the said bridge and approaches shall be paid annually by said Commission out of funds apportioned to the Fredericksburg construction district for highway construction purposes, but in no year shall a sum in excess of twenty-five thousand dollars (\$25,000.00) be paid out of funds apportioned to such construction district."

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commissioner, subject to the foregoing Act, is hereby authorized and empowered to acquire in the name of the Commonwealth of Virginia, by purchase, condemnation or gift, the James Madison Memorial Bridge across the Rappahannock River, on State Highway Route 301, and all the rights, easements and franchises relating thereto, and all approaches thereto.

It is further resolved that, to accomplish this purpose, the State Highway Commissioner is authorized and empowered to execute on behalf of the State Highway Commission such contracts and agreements with the James Madison Memorial Bridge, Incorporated, the Reconstruction Finance Corporation, and/or any other corporation or individuals as he may deem necessary and appropriate, to acquire said Bridge, rights, easements and franchises, free and clear of all liens and encumbrances.

The question of a new policy for highway design and right of way widths was presented to the Commission in detail, and a letter of September 12th to the Commissioner from the Chief Engineer was read to the members by Mr. Mullen. The necessity for a definite policy being adopted for right of way widths has become urgent because of the fact that the Department is now engaged in the preparation of plans for future work and they should be prepared on a basis which will not require any drastic revision when the construction is actually undertaken. The plans being prepared are for highways that may not be built for several years, yet they should fill the needs for the next half century. Some mistakes will be made but good judgment, based on careful study, should keep the number of mistakes to a minimum.

The standards proposed are for those sections of highway principally in rural areas, where the acquisition of such right of way widths will not cause any excessive property damage by reason of encroachment on built up areas. Where special conditions exist, such as a suburban development outside of an incorporated town, it will, of course, be necessary to make revisions in the standards so that an adequate highway can be built without the destruction of the developments along the highway.

The decision as to the routes to be selected for improvement to the various widths would, of course, be made on the basis of the studies of the Planning Survey. In every instance very careful consideration will be given to the data secured by the Planning Survey before any definite decision is made.

After considerable discussion, the following resolution was adopted:

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission adopt the standards for right of way widths as recommended, namely:-

110 feet for a two lane pavement

130 feet for a three lane pavement

160 feet for a four lane pavement, divided or undivided.

Motion carried.

New Right of Way Policies

Mr. Rawls suggested that the possibility of Route 58 being made a three lane highway all the way to Abingdon be carefully looked into.

Mr. Mullen explained that in fifteen years the traffic on the section of Route 58 from the Mouth of Wilson to Jonesville had not been sufficient to justify this road being considered for construction as a three lane highway.

Mr. Mullen stated that in building a concrete road it might be well to throw it off center slightly, but in building any other type of road the 22 ft. lane is placed in the center of the right of way and additional widths placed on either side thereof.

Mr. Pettigrow thinks it a very serious problem to go back after once having secured a right of way, say in five or ten years, to secure an additional width. He stated that it caused a great deal of ill feeling toward the Department.

Mr. Rawls wanted to know what provision would be made on 58 in the Suffolk District where it is being built up. Mr. Mullen explained that the right of way width adopted would be staked out so that it would be known and encroachments would not take place.

Mr. Barrow wanted to know if he was approached by any one to represent them in a condemnation proceeding, if he was within his rights in accepting. He was advised that he should not do this while a member of the Commission.

Mr. Mullen said that with the plans now being made it was hoped there would be no reason for changing the alignment and securing additional right of way.

Mr. Barrow said he could see the necessity for a wider right of way. He said he was in favor of getting the necessary width and cutting down every curve possible as he felt after the war, traffic would demand modern highways.

Mr. Poindexter, Mr. Rawls and Mr. DeHardit felt the need for wider right of way widths. Mr. Wycor thinks it will be a good thing but will be costly; that every community will have a public reaction to such limits but he feels it is one of the things the Commission has to meet. He feels that in the mountain sections a wider right of way is more necessary than in the flat country.

The Commissioner explained the authority, under Chapter 288, Acts of 1940, Section 11-B, of the Commission to transfer from the Secondary System to the Primary System, roads, bridges and streets, not to exceed 50 miles per year. Also Chapter 154, Acts of 1942, Section 11-C, which authorized the Highway Commission to delete from the Primary System, and turn back to the Secondary System, roads, bridges and streets, not in excess of 150 miles per year. The Members of the Commission were given a full report and reasons for the recommendations, together with a map showing the proposed additions and deletions for this year only, the recommendation being that each District receive an addition to the Primary System some where near what its percentage would entitle it to.

It was pointed out that additions to the Primary System in the future would have to be on the basis of need and it would frequently happen that several construction districts would probably receive no additional mileage for several years.

Under the statutes referred to above the Commission added 47.78 miles to the Primary System and deleted 149.22 miles, transferring this mileage from the Primary to the Secondary System. Resolutions follow providing for this.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the additions and deletions in the Bristol District be approved as follows:

<u>Add to Primary System</u>		
<u>County</u>		
Wise	Route 500 -From north corporate limits of Appalachia towards Stonega	3.27 miles
Scott	Route 645 -Extension of Primary Route 66 from west of Fort Blackmore toward Clinchport	3.88 "
	Total	7.15 "

Delete from Primary System-Transfer to Secondary

<u>County</u>		
Wythe	Route 289 -From Route 21 East	0.18 mile
Russell	Route 74 -From Route 64 at Bolton, southwest to Route 613	6.38 miles
Lee	Route 62 -From intersection of Route 58 near Spring, south to Tennessee State line	3.70 "
Washington	Route 77 -From intersection of Route 58 west of Bristol, northeast to Benham	5.15 "
Grayson	Route 94 -From intersection of Route 58 at Old Town, southwest toward the North Carolina State Line	<u>6.28 "</u>
	Total	21.62 "

Motion carried.

Moved by Mr. Nyzor, seconded by Mr. Poindexter, that the additions and deletions in the Salem District be approved as follows:

Add to Primary System

<u>County</u>		
Giles	Route 641 -From Narrows west toward the Bland County Line and Inezville Total	6.46 miles

Delete from Primary System-Transfer to Secondary

Patrick	Route 105 -From intersection of Route 58 east of Stuart, north to the intersection of Route 626	5.66 "
Franklin	Route 248 -From Route 40 near Ferrum, north toward Calloway	4.54 "
Craig	Route 113 -From intersection of Route 311 west to Craig Healing Springs	6.90 "
Botetourt	Route 294 -Between Routes 11 and 220	<u>2.96 "</u>
	Total	20.06 "

Motion carried.

Moved by Mr. Rawls, seconded by General Anderson, that the additions and deletions in the Lynchburg District be approved as follows:

Add to Primary System

<u>County</u>			
Campbell	Route 624 -The Salem Turnpike from Lynchburg southwest toward New London Academy and Bedford	Total	5.93 miles

Delete from Primary System-Transfer to Secondary

Halifax	Route 152 -From South Boston southwest to Airport		0.52 mile
Prince Edward	Route 153 -From Hampden Sydney College northwest to Prospect		13.60 miles
Campbell	Route 297 -From west corporate limits of Lynchburg northwest to Route 291		0.80 mile
Buckingham	Route 283 -From its terminus at intersection of Route 602 south toward Buckingham Courthouse		<u>3.06 miles</u>
	Total		17.80 *

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the additions and deletions in the Richmond District be approved as follows:

Add to Primary System

<u>County</u>			
Chesterfield	Route 685 -The Belt Boulevard from south corporate limits of Richmond to A.C.L. Ry.		8.20 miles
Prince George	Route 638 -From Route 460 north to the beginning of Primary Route 154		1.40 "
	Allocated		<u>4.80 "</u>
	Unallocated		2.22 "
	Total		<u>6.62 "</u>

Delete from Primary System, Transfer to Secondary

Dunenburg	Route 156 -From Route 40 east of Victoria-South		8.92 "
Brunswick	Route 159 -From Route 58 at Broadnax southeast to Route 659		3.95 "
Brunswick	Route 140 -From Route 58 west of Edgerton south to beginning of Route 670		0.85 mile
Hottoway	Route 143 -From Route 480 near Crowe north to beginning of Route 607		1.70 miles

Delete from Primary System, Transfer to Secondary
(Richmond District, Cont'd)

<u>County</u>		
Amelia	Route 149 -From Route 36 at Morven east to the beginning of Route 635	3.35 miles
New Kent	Route 163 -From Route 60 south toward the C & O Railway at Roxbury	0.85 mile
Charles City	Route 163 -From New Kent County Line south to the C & O Railway at Roxbury	<u>0.70 "</u>
	Total	20.60 miles
Motion carried.		

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the additions and deletions in the Suffolk District be approved as follows:

Add to Primary System

<u>County</u>		
Norfolk	Route 649 -Between Primary Routes 13 and 17	0.88 mile
Jamez City	Connection between Routes 60 and 168 just west of Toano	0.65 "
Norfolk	Route 642 -From intersection of Routes 170 and 168 at Oak Grove, north toward Norfolk	<u>3.88 miles</u>
	Total	5.51 "

Delete from Primary System, Transfer to Secondary

Accomack	Route 177 -From intersection of Route 316 north to Parksley	3.81 "
Surry	Route 196 -From Sussex County Line just northeast of Wakefield toward Bacon's Castle	5.20 "
Sussex	Route 196 -From intersection of Route 460 at Wakefield northeast to the Surry County Line	0.87 mile
Southampton	Route 312 -From Route 460 at Ivor northeast to the beginning of Route 621	5.20 miles
York	Route 286 -From Route 60 near Williamsburg north toward Route 168	<u>1.00 mile</u>
	Total	16.18 miles
Motion carried.		

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the additions and deletions in the Fredericksburg District be approved as follows:

Add to Primary System

<u>County</u>		
Lancaster	Route 622- From the intersection of Route 3 at Litwalton southeast across Route 201 toward the Rappahannock River	<u>4.84 miles</u>
	Total	4.84 miles

Delete from Primary System, Transfer to Secondary

Caroline	Route 229- From Route 1 west to intersection of Route 51 at Chilesburg	4.50 miles
Middlesex	Route 226- From Route 17 northeast to the Rappahannock River at Water View	5.90 "
Gloucester	Route 217- From Route 17 at Ark, southwest to near Almonds Wharf	<u>3.95 "</u>
	Total	19.75 "

Motion carried.

Moved by Mr. Feindexter, seconded by Mr. DeHardit, that the additions and deletions in the Culpeper District be approved as follows:

Add to Primary System

<u>County</u>		
Fauquier	Route 710- From Route 17 at Old Tavern to Route 55 at Marshall	3.40 miles
Louisa	Route 649- From intersection of Route 15 at Gordonsville, southeast toward Route 33	<u>2.98 "</u>
	Total	6.38 "

Delete from Primary System, Transfer to Secondary

Rappahannock	Route 246- From Route 522 west to connect with Route 27	4.87 miles
Madison	Route 230- From Route 29 at Madison east toward Route 15	7.30 "
Greene	Route 243- From Route 33 at Stanardsville, south to beginning of Route 604	4.00 "

Delete from Primary System, Transfer to Secondary
(Galpaper District, Cont'd)

<u>County</u> Staunton	Route 24.2-From Route 55 west of Marshall, southwest toward Flint Hill	3.59 miles
	Total	19.76 "

Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the additions and deletions in the Staunton District be approved as follows:

Add to Primary System

<u>County</u> Augusta	Route 770- From Route 11 north of Mt. Sidney east via Weyers Cave to Route 12 near Grottoes.	4.93 miles
	Allocated	4.93 "
	Unallocated	<u>1.98 "</u>
	Total	6.91 "

Delete from Primary System, Transfer to Secondary

Clarke	Route 12- From intersection of Route 277 south to the Warren County Line	3.40 miles
Warren	Route 12- From the Clarke County Line south to Front Royal	11.05 "
Shenandoah	Route 59-From Route 11 at Woodstock east to the end of Forest Trail Number 15	<u>5.10 "</u>
	Total	19.55 "

Motion carried.

Mr. Mullen gave the Commission a verbal report on the Yorktown Bridge project under the Bridge and Ferry Act. He stated that a preliminary report and estimate had been received, the estimate being \$3,000,000. Estimate of the consulting engineers for the bridge is \$4,630,000. The cost of acquiring the ferry is \$252,868, and the construction of the road approaches to the bridge \$137,154.00.

Mr. Mullen further gave them a picture of the problem to be considered before the construction of the bridge, involving the Yorktown Monument and the inability to get permission to even make a survey across this property. The question to be presented to the Commission at its next meeting will be whether to go ahead and have completed plans made and lay them away for the post-war period, when it is possible that a public grant for public work will be made and the possibility of securing from Federal sources additional funds which would provide for the amount in excess of the original estimate, for the construction of the bridge.

Application must be made before December first, this year, to the War Department, for extension of the permit for the construction of the bridge.

The Commission was further advised by Mr. Mullen of the latest restrictions placed on highway work by the War Production Board and the possibility that convicts will not be allowed to work on some projects set up, for instance Route 280, south of Roanoke. He stated, that in his opinion, it might be necessary for the Commissioner and the Governor to go to Washington in order to keep our convict camps at work.

The Commission adjourned at twelve o'clock noon, subject to the call of the Commissioner.

Approved-


Commissioner.

Attested-


Secretary.