

Minutes of the Meeting of the State Highway Commission
of Virginia, Held in Roanoke May 2
and Richmond May 3, 1946.

At 1:00 P.M. Wednesday, May 1, Messrs. E. F. Barrow, S. W. Rawls and J. A. Anderson, left Richmond by automobile for Roanoke. In Roanoke they were met by Messrs. Wampler, Rogers, Gilpin and Wyszor and Mr. DeHardt joined them later. A meeting of the Commission was held at the Hotel Patrick Henry from 8:00 to 9:30 P.M., May 1, at which the following business was transacted.

Moved by Mr. Rawls, seconded by Major Gilpin, that the minutes of the March 28 meeting be confirmed. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Rogers, that the Commission approve the permits issued from March 28 to May 3 inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Rawls, that the Commission allocate the \$500 per mile construction fund for the year 1945-1946 to the City of Radford as recommended. For expenditure on Route 105 in the City. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Rawls, that the Commission allocate the \$500 per mile construction fund for the year 1945-1946 to the Town of Pulaski to be used along with previous grants to widen and improve Randolph Avenue in the Town. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Rawls, that the Commission allocate the \$500 per mile construction fund for the year 1945-1946 to the Town of Bedford to be used for the application of plant mix on Route 460 in the Town. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract for the construction of Project FI 585 HS1, IS1, Route 260, 3.194 Mi. E. of Ferncliff-4.19 Mi. W. of Ferncliff, to the low bidder on Alternate No. 2, bids opened March 28, the Virginia Engineering Co. Inc., Newport News, Va., and Ralph E. Mills Co. Inc., Salem, Va., at their bid of \$357,417.88 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$393,100.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract for the construction of Project F 764 F and S 1018 ER2, 1.162 Mi. S. Carroll-Wythe Co. Line (Sylvanus)-Int. Route 221 (2 Mi. E. of Hillsville) and 1.656 Mi. F. of E.O.L. Hillsville-1.165 Mi. E. of E.O.L. Hillsville, to the low bidder on bids opened March 28, the Pendleton Construction Corporation, Wytheville, Va., and Albert Bros., Contractors, Inc., Salem, Va., at their bid of \$437,873.84, that 10% additional be set aside to cover the cost of engineering and additional work and \$274.00 for work by State forces, making a total of approximately \$481,900.00 chargeable to this project. The deficit of \$144,887.68 to be adjusted before allocations are made in the fall. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm award of contract for the construction of Project S 1161 DB7, E1, Route 12, N.C.L. Waynesboro-4,283 Mi. N. of N.C.L. Waynesboro, to the low bidder, R. W. Moore & Co., Staunton, Va., on bids opened April 16, at the bid of \$157,978.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$3,215.85 for work by State forces, making a total of approximately \$210,000.00 chargeable to this project; a deficit of \$37,729.33 to be adjusted before allocations are made in the fall. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rogers, that the Commission confirm award of contract for the construction of Project S 180 AN6, Route 15, 0,361 Mi. W. Int. Route 186-0,891 Mi. N. Int. Route 186 (In Oberiton), to the low bidder, H. Barredals, Petersburg, Va., on bids opened April 16, at the bid of \$36,651.05 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$40,300.00 chargeable to this project; the Town of Oberiton to pay 50% of the cost of the sidewalk construction, leaving a deficit of \$28,012.08 to be adjusted before allocations are made in the fall. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Barrow, that the Commission confirm award of contract for the construction of Project ERE 1162 A, E1; 1377 G, Routes 275 and 340, W. End of Sandy Hook Bridge-West Va. Line and 0,526 Mi. S. of Int. of Route 340-Int. of Route 340, (0,178 Mi. W. of West End of Sandy Hook Bridge), to the low bidder, Hodgins & Gilliam, Upperville, Va., on bids opened April 16, at the bid of \$260,197.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$286,200.00 chargeable to this project; programmed from Emergency Relief Funds and to be financed with 50% Emergency Relief Funds and 50% State matching funds. A deficit of \$55,645.00 to be adjusted before allocations are made in the fall. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract for the construction of Project S 514 ERL, FB3, Route 7, 3,237 Mi. E. of Fairfax-Loudoun Line to 0,534 Mi. E. of Broad Run, to the low bidder, R. W. Mitchell, Hilton Village, Va., on bids opened April 16, at the bid of \$281,891.71 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$309,400.00 chargeable to this project; a deficit of \$147,689.02 to be adjusted before allocations are made in the fall. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission confirm award of contract for the construction of Project S 185 AR2; 755 A, Route 3, 3,049 Mi. W. of Lignum-3,123 Mi. W. of Stevensburg, to the low bidder, Wiley N. Jackson Co., Inc., Roanoke, Va., on bids opened April 16; at the bid of \$223,212.86, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$245,500.00 chargeable to this project; a deficit of \$117,446.13 to be adjusted before allocations are made in the fall. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm REJECTION of bids opened April 18 on Projects S 1584 G-B5; 593 A1, R1, Routes 80 and Alt 80, Int. of Route 80 at Callaghan-1,775 Mi. W. of Int. of Route 80 and Dunlap Creek Bridge-Int. of Route 80 at Callaghan, the work to be deferred until a later time. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wampler, that as provided by Chapter 212, Section 1, Act approved March 19, 1928, and upon recommendation of the Commissioner, the following sections of Route 11 in Augusta County being no longer necessary for use as a highway the same be abandoned upon opening of new sections in lieu thereof; Sections 1 and 2 shown on plat dated August 2, 1945; Project 585 E2, B2; and that sections 3 and 4 shown on the plat referred to, being sections of Routes 11 and 12 respectively, be abandoned as a highway but the right of way thereof be retained. Motion carried.

Moved by Mr. Rogers, seconded by Major Gilpin, that the request of the Lane Construction Corporation for an extension of time on Project S 725 FG, B2, 3, 4 and 780 A2, R1, Route 250, West of Charlottesville, having been carefully considered by the Commission that an extension of 40 days time on account of the labor situation be granted and the return of \$400.00 liquidated damages. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Barrow, that the Commission confirm the designation of Route 297 in the Town of Bedford, from the E.C.L. to the intersection with Route 45, a distance of 0.82 mile, to be taken over as of July 1, 1946, and to receive a proportionate share of the \$4,000. per mile set up in the amendment to the law covering payments to cities for maintenance and construction. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that Permit No. 13384, Route 1, Chesterfield County, issued November 9, 1945 to Mr. Thomas Bell, Richmond, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that Permit No. 17877, Route 19, Russell County, issued April 16, 1946, to Mr. R. I. Barnette, R.F.D. 2, Cedar Bluff, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the closing of the section of Route 460 in Bedford County, as provided by Chapter 212, Section 2, Act approved March 19, 1928, from Station 355/25 looping south-easterly along properties of M. J. Radford, O.L.C. Radford and Ruth and Robert Watson, to Station 328/50, a distance of 0.132 mile, having been advertised and no objections filed, the same is hereby declared abandoned and eliminated from the Primary Highway System. Motion carried.

PRIMARY SYSTEM ADDITIONS AND DELETIONS FOR 1946

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 164, 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.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Primary System additions and deletions for 1946 be as follows, effective July 1, 1946,

<u>District</u>	<u>Miles transferred or added to Primary System</u>	<u>Miles of Primary Transferred to Secondary</u>
Bristol	0.00	18.79
Salem	7.40	16.05
Lynchburg	4.78	0.00
Richmond	7.00	14.55
Suffolk	5.70	4.48
Fredericksburg	0.00	0.10
Culpeper	0.00	0.00
Staunton	<u>1.18</u>	<u>11.30</u>
Sub-totals	25.99	60.25
Richmond (Chapter 74, Acts 1940)**	0.52	
Suffolk (Chapter 172 Acts of 1938)*	0.40	
Culpeper (Chapter 172 Acts of 1938)*	<u>0.40</u>	<u> </u>
Totals	27.11	60.25

* Chapter 172, Acts of 1938 ("100 Mile Act") permits the State Highway Commission to add not more than 100 miles to the Primary System. To date, exclusive of the 0.80 mile addition herein described, 74.017 miles have been added in accordance with this Act, leaving an undesignated balance of 25.983 miles.

** Chapter 74, Acts of 1940, An Act to add to the Primary System of State Highways certain roads in the several State Parks.

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

BRISTOL DISTRICT
Additions and Deletions 1946

	Length
A. Add to the Primary System by Transfer from Secondary System (Chapter 288, Acts of 1940)	
NONE	
B. Delete from Primary System, Transfer to Secondary System (Chapter 154, Acts of 1942)	
1. Lee County, Route 63	7.30
From Route 68 to Tennessee State Line. It forms no Primary connection at the Tennessee State Line. A purely local road that has no future possibilities for further development. This route carried 220 vehicles in 1941 and 194 in 1945.	
2. Wythe County, Route 81	8.49
From Route 21 north of Speedwell eastward to its connection with Route 690. A stub end primary road that could be transferred with logic. This section of road carried 201 vehicles in 1941 (an all time peak year) and 142 in 1945.	
Total	13.79

LYNCHBURG DISTRICT
Additions and Deletions 1946

A. Add to the Primary System by Transfer from Secondary System (Chapter 288, Acts of 1940)	
1. Pittsylvania County, Route 1145	0.78
From Route 29 to Alternate Route 29. This road is now carrying approximately 1400 vehicles per day and with the expected increase in employment at the Dan River Mills, future traffic in excess of 2,000 vehicles per day can be anticipated. This is a heavily traveled road connecting two Primary Routes.	
2. Pittsylvania County, Route 726	4.00
From North Carolina State Line to Route 58. This Route is 4 miles or more shorter than any Primary Route now existing between Danville, Roxboro and Oxford. It now carries 300 vehicles per day with probability being that this number will increase at least to 400 within the next year.	
Total	4.78
B. Delete from Primary System, Transfer to Secondary System (Chapter 154, Acts of 1942)	
NONE	

HALEM DISTRICT
Additions and Deletions 1946

	Length
A. Add to the Primary System by Transfer from Secondary System (Chapter 288, Acts of 1940)	
1. Carroll County Routes 775 and 820 Route 775 from Route 97 to East intersection Route 820, Route 820 from the east intersection of Route 775 to Blue Ridge Parkway. At the present time Route 97 is a dead end primary route. This addition is to provide a primary connection with the Blue Ridge Parkway.	2.00
2. Bedford County, Route 784 Route 784 from Route 45 to Blue Ridge Parkway. Closing gap in Route 45 by connecting same to Blue Ridge Parkway.	2.50
3. Botetourt County, Route 898 Route 898 from Blue Ridge Parkway northerly to Route 45. This completes the gaps in Route 45 between Bedford and Buchanan.	3.10
Total:	7.40
B. Delete from Primary System, Transfer to Secondary System (Chapter 154, Acts of 1942)	
1. Montgomery County, Route 110 Route 110 from Route 102 S. east of Radford to Route 8 north of Biner. This short route carried in 1941 during normal times and a peak traffic year only 120 vehicles per day and in 1945 carried only 95 vehicles per day. There appears to be no justification for the retention of this route in the primary system.	6.20
2. Franklin County, Route 109 Route 109 from Route 40 Northwesterly to the Floyd County Line.	2.85
Floyd County, Route 109 From Franklin County Line to Route 221 Northeast of Floyd.	7.00
<p>There seems to be no reason for Route 109 to remain in the Primary System. It is a connection between Route 221 and 40, the same service is rendered by the more improved Route 8, which is a short distance to the southwest. That portion of Route 109 between Route 40 and Blue Ridge Parkway carried only 50 vehicles in 1941 and only 45 in 1945. The section between Blue Ridge Parkway and Route 221 carried 167 vehicles in 1941 and only 149 in 1945. Both sections of Route 109 are far below the average service rendered by the Primary System and it has apparently no prospects of becoming more important. Therefore, it should revert to the Secondary System.</p>	
Total	16.05

RICHMOND DISTRICT
Additions and Deletions 1945

A. Add to the Primary System by Transfer from Secondary System (Chapter 268, Acts of 1940)	Length
<p>1. Prince George County, Routes 658, 650 and 621 Route 658 from Route 480 to Route 650 and from south intersection of Route 630 to Route 621. Route 650 from Route 658 to Route 638. Route 621 from Route 658 to Route 601. This is an extension of Route 154 to intersection with Route 501 in order to provide a direct primary route between Hopewell and the south.</p>	7.00
Sub-total	7.00
<p>Add to the Primary System as Designated Mileage under Chapter 74, Acts of 1940</p>	
<p>Driveway within R.E.Lee Memorial Park From Grove Avenue into the R.E.Lee Memorial Park and return via Loop</p>	0.32
Total	7.32
<p>B. Delete from Primary System, Transfer to Secondary System (Chapter 154, Acts of 1940)</p>	
<p>1. Chesterfield County, Route 36 Route 36 from intersection of Route 689 northwesterly to end of primary maintenance at Route 602. The travel on this stub end section of Route 36 is exceedingly light and there is no reason to expect substantial increases. In 1941 this section averaged 152 vehicles per day and only 128 in 1945. Route 36 can logically be terminated at the intersection of Route 689.</p>	8.40
<p>2. Mecklenburg County, Route 138 Route 138 from Route 58 in LaGrasse southerly to end of primary maintenance at Route 618. This is a stub end section of Route 138 hampered in by the Roanoke River. It serves local traffic and in 1945 carried only 228 vehicles per day.</p>	6.13
Total	14.53

SUFFOLK DISTRICT
Additions and Deletions 1946

A. Add to the Primary System by Transfer from Secondary System (Chapter 286, Acts of 1940)	Length
1. York County, Route 613 From Route 171 to Route 17. This is an extension of Route 171 that carried 654 vehicles in 1941 consisting of 550 passenger cars and 104 commercial vehicles. It is expected that travel will go beyond the 1941 level.	3.70
2. York County, Routes 606 and 601 Route 606 from Routes 172 to Route 601. Route 601 from Route 606 southeasterly to end of route. This is a swap with Route 172 from Messick to Amory's Wharf due to the former being a more heavily traveled section of road.	2.00
3. Beginning at a point on Route 60 in line with Main Street in Hilton Village; thence over a proposed new location and new route to Route 168 in Warwick County The inclusion of this proposed section of road into the State Primary System was requested by the County Manager of Warwick County in a letter dated March 12, 1946. Origin and destination studies were conducted to determine how much and what type of traffic would use this route, if constructed, and the results showed that possibly from 1500 to 2000 vehicles would use it, most all of which would be local. Although the OD study shows that this traffic is local, its large volume is sufficient to justify its inclusion in the State Primary System.	0.40
Total	6.10
B. Delete from Primary System, Transfer to Secondary System (Chapter 154, Acts of 1942)	
1. York County, Route 172 From Route 606 at Messick to Amory's Wharf. This completes the transaction described above in the York County Routes 606 and 601 addition.	1.18
2. Southampton County, Route 194 Route 194 from Route 55 north of Boykins to Newsoms Station. This route has no primary significance, being a short stub end primary route serving purely local traffic carrying only 165 vehicles in 1941 and 157 in 1945.	3.20
Total	4.48

FREDERICKSBURG DISTRICT
Additions and Deletions 1948

	Length
A. Add to the Primary System by Transfer from Secondary System (Chapter 288, Acts of 1940)	
NONE	
B. Delete from Primary System, Transfer to Secondary System (Chapter 154, Acts of 1942)	
1. Caroline County, Route 208 Y	0.10
Route 208 Y from Route 505 to Route 2 at Willbore. This short section was overlooked when deleting Route 208 last year.	_____
Total	0.10

CULPEPER DISTRICT
Additions and Deletions 1948

A. Add to the Primary System by Transfer from Secondary System (Chap. 288 - Acts 1940)	
NONE	
Add to the Primary System as Designated Mileage under Chapter 172, Acts of 1938.	
Certain roads in the Blue Ridge Sanitorium Grounds in Albemarle County	0.40
From present Route 517 to the main infirmary together with two connections. These sections of road were built by the Blue Ridge Sanitorium and should be taken over for maintenance	_____
Total	0.40
B. Delete from Primary System, Transfer to Secondary System (Chapter 154, Acts of 1942)	
NONE	

STAUNTON DISTRICT
Additions and Deletions 1946

	Length
A. Add to the Primary System by Transfer from Secondary System (Chapter 285, Acts of 1940)	
1. Clarke County, Routes 723 and 624 Route 723 from Route 255 to Route 624. Route 624 from Route 723 to Route 50. This is an extension of Route 255 made necessary by relocating Route 50	1.13
Total	1.13
B. Delete from Primary System, Transfer to Secondary System (Chapter 154, Acts of 1942)	
1. Highland County, Route 284 Route 284 from Route 220 to a stub end at Crabbottom. This route carried only 168 vehicles in 1941 and 119 in 1945. It is a stub end road serving purely local traffic and has little chance of becoming any more important.	2.50
2. Augusta County, Route 56 Route 56 from Route 11 northwesterly to Route 252. This is a short connection that carries only a small amount of traffic. In 1941 this section of route 56 carried only 62 vehicles per day and in 1945 it carried even less, only 49 vehicles per day. It could logically be transferred.	8.80
Total	11.30

Motion carried.

A letter from the Commissioner to Senator Farrow, of April 16, 1946, regarding the location of a large industry in Campbell County for which various interests were calling on the Highway Commission for new roads and bridges, was read to the Commission. The Commission discussed the problems involved and decided that an industry locating in Virginia for water, labor and other reasons, should probably contribute substantially to the building of highways and bridges which would be largely used by the industry and by its labor. It was thought that the county in which the industry locates might be willing to partially finance highway improvements from its additional tax revenues or possibly the county might request a diversion of a portion of its secondary funds to aid in building new highways and bridges. The Commission does not have the funds to serve the traffic now developed on our roads and it should not have to divert funds to build facilities for traffic not now existing. The Commission feels that each case is a separate case and must be studied on its merits but that the statements made above are applicable to the problem.

The following letter from our Chief Engineer, Mr. Mullen, was read by Mr. Barrow to the Commission. The Commission agreed that the program was well set up and well thought up and should go forward.

Subject: Secondary Road Improvement during 1946.

STATEMENT OF THE PROBLEM -

We recently completed a series of meetings at which we discussed many pertinent matters connected with procedures in the Highway Department; but more specifically, we stressed the necessity for a tremendous program of improvement on secondary roads during the season of 1946.

We are all still acutely conscious of the conditions which obtained on the Secondary System during the past winter. We are resolved that, by our efforts in the season of 1946, we will avoid a repetition of these conditions in the winter of 1946-47. General Anderson has stated this as our goal - "Not a school bus day lost by mud in the winter of '46-'47."

In order that our efforts may be properly coordinated, it is necessary to make an estimate of the job which is to be done. From present listings of school bus routes, there are approximately 2,000 miles which are unsurfaced; 8,500 miles lightly surfaced; and 12,000 miles which have oil treatments. Our concern is with the first two categories.

It is our desire to get on all unsurfaced school bus routes, a maximum of 3" of crushed stone or gravel. We estimate that this will require approximately 1000 tons per mile. On the lightly surfaced roads, we hope to be able to provide sufficient stabilization to carry these roads through the winter by the application of not more than 500 tons per mile. We have estimated that we will require approximately 5,000,000 tons to accomplish these objectives.

SECURING THE MATERIAL -

Mr. McCleary has been directed to secure this material. In order to do this intelligently and economically, it will be necessary to have a clear picture of the points at which the material will be required. Each Resident Engineer is, therefore, instructed to prepare, with as little delay as possible, a map for each county in his residency showing on this map each designated school bus route, and on each route the sections for which material will be required, and the amount for each section.

A great deal of this material will be produced from our own quarries and gravel pits. The sections where this will be done should be indicated in one color. The sections for which material will have to be shipped in or provided by local contractors is to be shown in another color. A total for the county should be given showing separately, the amounts to be locally produced, and the amounts to be furnished by producers or contractors.

In addition to the above information, it is requested that every possible quarry site or gravel bed be properly shown on each county map so that consideration can be given to setting up additional plants for the production of material by State forces.

ECONOMY AND EFFICIENCY -

The work proposed for the 1945 season will involve the expenditure of many millions of dollars, and I wish to stress the fact that while we have money for proper work on our highways, we have not one cent to waste. Waste will inevitably ensue if proper preparation is not made of a section of road before stabilizing material is applied. Therefore, preparation of the roads on which you propose placing material is essential.

SURVEYS WHERE NECESSARY -

Wherever the cost of improvement will reach \$3,000 per mile, and in some cases where the amount is less than this, it will be necessary to have minimum surveys run in order that a clear picture can be secured of needed grade changes, or needed change in alignment. In connection with the Secondary Federal Aid System, instructions from the Public Roads Administration require profiles and the laying of grades only on those sections where a change in the grade of the existing road is to be made, and likewise, plans are required where there is to be a change in the existing alignment, and this procedure will be followed on all of our Secondary highways.

Therefore, if we have a ten mile section of road to be stabilized, it will rarely be necessary to prepare alignment and profile plans for the entire ten miles. This work can be limited to those sections governed by the above factors. The point is that where it is clearly indicated it is necessary, this survey and plan work must be done.

In connection with making such surveys, Mr. Ellison has been requested to secure as early as possible, two additional instrument men and four additional rodmen for each of our existing survey parties. This will furnish 2-three man parties, which will be ample to make this type of survey.

SOIL SURVEYS -

We also know the soil conditions encountered in a road have a large bearing on the amount of material necessary to stabilize the road, and therefore, it will be necessary to have general soil determinations made over each stretch of road on which material is to be applied. A separate set of instructions giving the minimum procedure for this type of work will be prepared by the Soils Laboratory and sent out to you at an early date.

Along this line, I have previously stated that the first application of material shall be a maximum of 3" in depth. The necessity for stock piling material, for repairs during the winter of any weak spots which develop, will be largely governed by the information secured from the soil surveys. In other words, some roads will require a much greater amount of stocks of material than others.

MINIMUM STANDARDS -

I have been asked the question several times within the last two weeks, as to what standards we should attempt to secure in preparing our roads for stabilization. I feel that the minimum design standards for the construction of Secondary Federal Aid roads, as to surface and roadway widths can be used as a guide for our work. These standards are set up on the basis of traffic.

These minimum requirements are as follows:

Under 100 vehicles per day	-	Surface Width 12'	-	Roadway Width 20'
From 100 to 400 vehicles per day	-	" " 16'	-	" " 24'
From 400 to 1000 vehicles per day	-	" " 18'	-	" " 26'

We do not think it desirable to set up minimum standards for grade and alignment. These should be determined as reasonable by the engineer for each particular section.

WORKING WITH BOARDS OF SUPERVISORS

We have stressed the necessity for close cooperation with the Boards of Supervisors. At no time is this more necessary than in carrying out the program which we propose for 1948. Every District and Resident Engineer, as often as possible, should attend the meetings of the Boards of Supervisors and make a report to them at each meeting of just exactly what has been accomplished in the county, and what is proposed, calling on the Supervisors for aid in any of the problems that are encountered. Such problems, of course, will involve right of way for alignment and grade changes, the location of local labor, and the location of suitable surfacing materials. It is particularly desirable that you secure the cooperation of the Supervisors in bringing home to the people along every route, which is to be improved, the necessity for giving all aid possible in the work.

LABOR -

There are indications that the recent action of the Commission in raising the wage for unskilled highway workers to 55¢ per hour is producing results. It is realized that the supply of workers is not uniform over the State. In some areas, it is possible that there may be a surplus; in others, a scarcity. It is, therefore, our desire that you promptly report to Mr. Ellison these conditions, and where there is a surplus, these men should be interviewed as to whether (1) if furnished transportation, they will work in areas where they are needed, (2) if there are any who would go to other parts of the State. In this way, we can take full advantage of all available labor.

Another feature in connection with the use of labor is the necessity for competent direction. Therefore, you should be always on the look out for intelligent men who can be advanced through the grades of squad leaders to foremen and superintendents. You will no doubt find among returning

service men, especially those who have held non-commissioned ranks, men who have had experience in handling men in squads, platoons, etc. It is among this group that you can look for the type of man referred to above.

PROGRESS CHART -

In conclusion, let me stress that the orderly and economical handling of work is accomplished only through proper organization and scheduling of the work. You must know from day to day, from week to week, and from month to month, what the job is and how the job is being done, so that you can look to the end of the season and be assured that your efforts are so lined up that your objectives will be attained.

CONCLUSION

I wish to take this opportunity to express my complete confidence in your loyalty, your devotion, and your ability. Having this confidence in you I know the job will be done.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the estimate from The Hampshire Corporation, Richmond, Va., of \$10,923.56 for installing acoustical ceiling in the various offices in the Central Office Building, be accepted. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Chairman be authorized to take the necessary action to acquire the Hopewell-Charles City Ferry if it can be done on terms agreeable to the Department. Motion carried.

Each member of the Commission was given -

A proposed schedule for advertising construction projects on the Primary System, beginning June 1, 1946.

List of projects recommended for advertising beginning January 1947, schedule of which is to be prepared at a later date.

List of projects under construction or scheduled for advertisement.

Statement of assets and liabilities as of April 15, 1946.

Statement showing allocations, awards or authorizations together with balances and deficits as of April 25, 1946.

At 9:00 A.M. Thursday, May 2, the Commission met in the City Market Auditorium to hear all those from the Salem, Bristol, Lynchburg and Staunton Districts who were present and wished to be heard on the tentative allocation of funds for the fiscal year 1946-'47.

The hearing adjourned at 12:30 P.M. Messrs. Barrow, DeHardit, Rawls, Rogers, Wampler and Anderson drove to Richmond and spent the night.

At 9:00 A.M., Friday, May 3, the Commission met in the Central Highway Office Building Auditorium to hear all those from the Richmond, Suffolk, Fredericksburg and Culpeper Districts who wished to be heard on the tentative allocation of funds for the fiscal year 1946-'47.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the low bidder on Project S 514 ERI, FBS, Route 7, 2,837 Mi. E. of Fairfax-Loudoun Line to 0.334 Mi. E. of Broad Run, being unable to enter into a contract, the Commission award same to the second low bidder, A. B. Burton Co., Lynchburg, Va., and Wiley N. Jackson Co. Inc., Roanoke, Va., at their bid of \$354,482.65 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$389,900.00 chargeable to this project, financed with 100% State funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission award contract for the construction of Project FI 457 ANSR, SAR, SWER, BS, Route 1, 2.80 Mi. W. of Meherrin River-0.66 Mi. E. of Meherrin River, to the low bidder, Williams Paving Company, Norfolk, Va., and R. H. Ross, Richmond, Va., at the bid of \$472,425.66, that 10% additional be set aside to cover the cost of engineering and additional work and \$165.00 for work by State Forces, making a total of approximately \$519,800.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract for the construction of Project S 434 ARI, Route 58, E.C.L. Emporia-0.213 Mi. E. of E.C.L. Emporia, to the low bidder, Adams and Tate Construction Company, Roanoke, Va., at the bid of \$22,102.48 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$24,300.00 chargeable to this project; there being no allocation the amount necessary to be adjusted before allocations are made in the fall. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the Commission award contract for the construction of Project S 1019 G₂B₄S, Route 130, 0.18 Mi. E. Pedlar River-4.88 Mi. W. Pedlar River, to the low bidder, E. W. Gramis Company and Ballinger Paving Company, Fayetteville, N.C., at their bid of \$402,629.18, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,090.00 for work by State forces, making a total of approximately \$446,000.00 chargeable to this project. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the Commission award contract for the construction of Project S 118 ARS, BI, Route 220, 3.45 Mi. E. of SCL Roanoke-6.11 Mi. S. of SCL Roanoke, to the low bidder, Albert Brothers, Contractors, Inc., Salem, Va., at the bid of \$417,392.74, that 10% additional be set aside to cover the cost of engineering and additional work, \$3,465.00 for work by State forces and \$54,509.40 estimated cost of two bridges not included in contract, making a total of approximately \$517,100.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission award contract for the construction of Project S 1019 D1, Route 150, 0.33 MI. E. Int. Route 29 in Madison Heights-Colony Gate, to the low bidder, J. R. Ford & Company, Inc., Lynchburg, Va., at the bid of \$81,966.80, that 10% additional be set aside to cover the cost of engineering and additional work and \$237.50 for work by State forces, making a total of approximately \$101,400.00 chargeable to this project; \$1,881.66 available to be paid by the Amherst County Board of Supervisors for one-half the cost of sidewalks and \$50,000.00 State funds, leaving a deficit of \$49,618.34 to be adjusted before the allocations are made in the fall. Motion carried.

Moved by General Anderson, seconded by Mr. Rogers, that the Commission REJECT the bid on Project S 514 M1, Route 7, Intersection Route 211 in Falls Church-W.C.L. of Falls Church, it being approximately 17% over estimate, and the work deferred until a later time. Motion carried.

Moved by General Anderson, seconded by Mr. DeHardit, that the Commission REJECT the low bid on Project S 192 CR2, B4, CR2, B6, Route 11, 0.12 MI. N. Augusta-Rockbridge County Line-4.12 Miles S. of Augusta-Rockbridge County Line, the bid being 18% over estimate, and the work deferred until a later time. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission REJECT the low bid on Project S 188 E2R2, B3, E3R2, Route 60, 2.79 MI. E. of E.C.L. Covington-0.19 MI. E. of E.C.L. Covington, the bid being 27% over estimate, and the work deferred until a later time. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that there being no bids received on May 2 on Project S 1417 O; 792 AR1, Route 522, 1.57 MI. N. of Chester Gap-0.20 MI. S. of Chester Gap, the job be readvertised at a later time. Motion carried.

At the request of the Chairman, Mr. Barrow read to the Commission a letter of May 2nd written by the Right of Way Engineer, Mr. Pettigrow, relative to securing right of way through small incorporated towns.

Moved by General Anderson, seconded by Mr. Rawls, that in securing right of way through towns of 3500 and less that the Right of Way Division make a careful estimate of the fair cost of same, including land, damages, moving buildings, etc., and then agree to pay the town in question up to the amount of the estimate when the right of way is secured and guaranteed by the said town. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Chairman write Mrs. Harrison expressing regret at his absence and advising him of action in making final the tentative allocations. Motion carried.

The Chairman advised the Commission that as of July 1, 1946, the Highway Department would be forty years old. He suggested a meeting the morning of Monday, July first, and a celebration by the Department of forty years service. It was moved by Mr. Rawls, seconded by Mr. Wampler, and unanimously carried that the recommendation of the Chairman be carried out.

Moved by Mr. Hampler, seconded by Mr. Rawls, that the final allocations for the Bristol District be as follows:

BRISTOL DISTRICT

			<u>Amount</u>
City Street Funds			\$61,557.00
Matching Urban Federal Aid - 25%			11,416.00
Planning 1%			10,539.00
Landscaping 1%			10,539.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
16	Tazewell	Asberrys P.O. - North	75,000.00
16	Tazewell	Bridge and Approaches Clinch River at North Tazewell	98,952.00
42	Smyth	Int. Route 16-West	75,000.00
68	Washington	Near Damascus-East	151,417.00
61	Tazewell	Bridge and Approaches Clinch River at North Tazewell	47,858.00
64	Russell	North Hansenville-Dickensonville	150,000.00
68	Scott	Port Blackmore-West	60,000.00
72	Scott and Wise	Dunganon-North	80,000.00
352	Lee	Route 66 toward St. Charles	140,000.00
Reserve			<u>51,604.00</u>
1946-1947 Bristol District Total			\$1,053,880.00

Motion carried.

Moved by Mr. Davis, seconded by Mr. Bassow, that the final allocations for the Salem District be as follows:

SALEM DISTRICT

			<u>Amount</u>
City Street Funds -			\$ 114,072.00
Matching Urban Federal Aid - 25% -			77,206.00
Planning 1% -			9,526.00
Landscaping 1% -			9,526.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
24	Bedford	Int. Rt. 122 - Int. Rt. 45	75,000.00
24	Bedford	Campbell County Line - West	100,000.00
40	Patrick	Woolwine - East	50,000.00
42	Craig	West Newcastle - West	40,000.00
48	Botetourt & Bedford	End Hard Surface towards Blue Ridge Parkway	25,000.00
102	Montgomery	Hall's Filling Station - South	132,948.00
104	Patrick	Bridge over Dan River at Bateman's Place	45,000.00
116	Roanoke	Roanoke - South	75,000.00
297	Bedford	Bridges and Approaches Big Otter and Little Otter Rivers	150,000.00
Reserve			<u>49,300.00</u>
1946-1947 Salem District Total			\$ 952,576.00

Motion carried.

Moved by Wampler, seconded by Mr. Rogers, that the final allocations for the Lynchburg District be as follows:

LYNCHBURG DISTRICT

			<u>Amount</u>
City Street Fund			\$74,817.00
Matching Urban Federal Aid - 26%			85,152.00
Planning 1%			8,617.00
Landscaping 1%			8,617.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
24	Campbell	Grade Crossing Improvement at Evington	20,000.00
40	Charlotte	Charlotte Courthouse-East	150,000.00
56	Nelson	Massie's Mill - West	25,000.00
58	Pittsylvania	Grade Revision at Int. of Route 865	45,000.00
130	Amherst	West Pedlar River-West	259,266.00
150	Amherst and Nelson	North Amherst-Coliseum	112,000.00
480	Prince Edward	Farmville, North Street Bridge Street	50,000.00
Reserve			<u>46,117.00</u>
1946-1947 Lynchburg District Total			\$661,736.00

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the final allocations for the Richmond District be as follows:

RICHMOND DISTRICT

	<u>Amount</u>
City Street Funds -	\$175,156.00
Matching Urban Federal Aid - 25% -	177,774.00
Planning 1%	9,544.00
Landscaping 1%	9,544.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
49	Mecklenburg	Chase City	50,000.00
49	Jamesburg	Bridge and Approaches Modest Creek	75,000.00
50	Henrico and New Kent	Bottoms Bridge-East and West	162,247.00
154	Prince George	Hopewell-Intersection Route 108	150,000.00
480	Wattoway	Crews	90,000.00
		Reserve	<u>55,209.00</u>
		1946-1947 Richmond District Total	\$854,454.00

Motion Carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the final allocations for the Suffolk District be as follows:

<u>SUFFOLK DISTRICT</u>			<u>Amount</u>
	City Street Fund		\$181,571.00
	Matching Urban Federal Aid - 25%		198,510.00
	Planning 1%		9,662.00
	Landscaping 1%		9,662.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
58	Southampton	Franklin	20,000.00
58	Norfolk and Princess Anne	Norfolk-East	200,000.00
60	Princess Anne	Virginia Beach	16,000.00
88	Greensville and Southampton	Branchville-West	40,000.00
164	Princess Anne	Virginia Beach	16,000.00
169	Elizabeth City	Phoenix-Sunoco Beach	191,846.00
258	Southampton	Franklin	36,000.00
		Reserve	<u>60,712.00</u>
		1946-1947 Suffolk District Total	\$986,183.00

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the final allocations for the Fredericksburg District be as follows:

FREDERICKSBURG DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 11,678.00
Matching Urban Federal Aid - 25%	7,721.00
Planning 1%	5,290.00
Landscaping 1%	5,290.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
3	Westmoreland	Montross	50,000.00
3	Lancaster & Richmond	West Lively - West	150,000.00
14	Mathews	Mathews C, R. (Curb and Gutter)	5,000.00
218	King George	Fairview Beach-East	140,214.00
225	Mathews and Middlesex	Twigg's Ferry Slip	50,000.00
360	Northumberland	Heathsville-East	75,000.00
		Reserve	<u>28,905.00</u>
1946-1947 Fredericksburg District Total			\$528,998.00

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the final allocations for the Culpeper District be as follows:

CULPEPER DISTRICT

	<u>Amount</u>
City Street Funds	\$44,005.00
Matching Urban Federal Aid - 25%	84,186.00
Planning 1%	8,213.00
Landscaping 1%	8,213.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
7	Loudoun	West of Tysoms Corner towards Leesburg	100,000.00
15	Culpeper	Culpeper-North	71,656.00
20	Orange	Bridge and Approaches Mine Run Creek	50,000.00
27	Louisa	Fernoliff-North	50,000.00
28	Prince William	Bridge and Approaches Broad Run	50,000.00
250	Albemarle and Greene	North Crozet-North	150,000.00
233	Fauquier	Morrisville-Catlett	100,000.00
234	Prince William	Manassas-Stone House	50,000.00
		Reserve	<u>45,108.00</u>
		1946-1947 Culpeper District Total	\$821,326.00

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the final allocation of funds for the Staunton District be as follows:

STAUNTON DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 85,277.00
Matching Urban Federal Aid - 26%	41,873.00
Planning 1%	9,087.00
Landscaping 1%	9,087.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
11	Warren, Shenandoah & Frederick	Bridge and Approaches Cedar Creek	100,000.00
11	Frederick	Stephens City	75,000.00
11	Rockingham	Bridge and Approaches Cocks Creek	75,000.00
18	Alleghany	South Covington - South	100,000.00
59	Shenandoah	Columbia Furnace - West	75,000.00
261	Frederick	West Virginia Line - South	45,000.00
269	Bath	Williamsville - South	100,000.00
273	Augusta	Route 12 - North	40,000.00
274	Frederick & Clarke	Bridge and Approaches Opecon Creek	45,000.00
522	Warren	Bridge and Approaches Happy Creek at Front Royal	58,125.00
		Reserve	<u>45,511.00</u>
		1946-1947 Staunton District Total	\$909,630.00

Motion carried.

There being no further business the meeting adjourned at noon to meet again July 1, 1946.

Approved-

J. Anderson
Commissioner.

Attested-

D. W. Rawls
Secretary.