

**MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION
LANCASTER, RICHMOND, and COURTLAND, VIRGINIA**

OCTOBER 23, 24, 25, 1923

Roll Book No. 57
-ed Waddy Co.

MINUTES OF THE MEETINGS OF THE STATE HIGHWAY
COMMISSION, HELD AT LANCASTER, RICHMOND &
COURTLAND, OCTOBER 23rd, 24th, and 25th,
1923, RESPECTIVELY.

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On the morning of the 23rd of October, 1923, the State Highway Commission, consisting of Messrs. H. G. Shirley, Chairman, Wade H. Massie, Secretary, H. B. Sproul, I. Walke Truxtun, and R. K. Sanders, met at Richmond, Virginia, and proceeded by automobile to Lancaster where a public hearing was held at the Court House on the location of Route No. 37 between Lancaster by way of Alfonso, Laze, to Farnham, and also the Route by way of Lively, Nuttville, Robley and Downing.

After this hearing the Commission returned to Richmond where they held a business meeting at their office on the next morning.

OCTOBER 24, 1923.

On the morning of October 24th, 1923, the State Highway Commission, consisting of Messrs. H. G. Shirley, Chairman, Wade H. Massie, Secretary, H. B. Sproul, I. Walke Truxtun, and R. K. Sanders, assembled in their office, Tenth and Marshall Streets, Richmond, Virginia, and held a business meeting.

The meeting was called to order by the Chairman.

A delegation from Madison and Culpeper Counties, headed by Mayor Fray of Culpeper, appeared before the Commission and asked that the road leading from Culpeper to Madison C.H. be taken into the State Highway System under the 2 1/2% Clause, a distance of approximately seventeen miles, of which nine miles was waterbound

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macadam having been treated and about eight miles that had just been built by the County of top soil. Members of the Committee spoke of the benefit this would be to the industries as the nearest railroad station was about eighteen miles and that the road would be of great value to the Counties.

The delegation was advised that this matter would be given due consideration when the distribution of the mileage under the 2½ Clause is made between January 1st and March 1st, 1924.

Mr. J. E. Lane and Mr. W. F. Cocks of J. E. Lane and Co. appeared before the Commission and requested that the 10¢ per sq. yd. for surfacing, voluntarily made in their bid at the time of the letting of the contract for the Little River Turnpike, Route 36, Project 113, be restored as their Company had lost about thirty five thousand dollars on this contract and respectfully requested that they be reimbursed the 10¢ per sq.yd. for surfacing, amount bid in the original proposal. They were advised that the Commission would take this under consideration and notify them of their decision.

The minutes of the last meeting were then read and it was moved by Mr. Sanders, seconded by Mr. Sproul, that they be approved. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the Chairman be instructed to notify McArthur, Hood & Anderson, that if they will accept the contract for the construction of Project S-263, Route 114, Haysi-Moss, reducing the time of completion to two years on this work and agree to reduce the variance so the work will come within the \$200,000.00 available, the contract

will be awarded to them. Motion carried.

West Coast No. 107
 and Walker Co.

Whereas, J. E. Lane and Company appeared before the Commission and asked that the 10¢ per sq.yd. on surfacing for Project 113, Route 36, Alexandria-Fairfax, which they voluntarily agreed to deduct when the contract was awarded, be restored as this Company had lost \$65,000.00 on the job and that the deduction of 10¢ had contributed considerably to this loss as well as delays in securing rights of way, It was moved by Mr. Sproul, seconded by Mr. Shirley, that the J. E. Lane and Company be reimbursed for the amount of damage sustained due to delay caused by the inability of the Commission to secure free rights of way and that an itemized statement be presented showing the loss due to these delays. Motion carried.

A delegation headed by Mr.Langbourne Williams and another headed by Mr.Hunter, representing two respective routes between State Highway No.37 and Hampstead, appeared before the Commission and advocated taking into the State Highway System their respective route as far as Hampstead and thence over a common route to the Proving Grounds at Dahlgren. The delegation headed by Mr. Williams wished the road established via Cash Corner, whereas Mr. Hunter petitioned the Commission to take the road leading direct from Route 37, 1.6 miles northwest of King George C.H. in a direct direction to Hampstead where the two Routes are in common to Dahlgren, this to be added under the 2 $\frac{1}{2}$ ¢ Clause. One Route is approximately eighteen miles long; the other is twenty one miles.

The Commission notified the delegation that they would take this matter under advisement and when the distribution of the

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of the Robby Co.

mileage under the 2½% Clause is made between January 1st and March 1st, 1924, it will be given consideration.

The Commission then recessed for lunch.

A delegation from Caroline appeared before the Commission headed by Mr. Lyon, and asked that the Commission continue the maintenance of the road leading from Ashland via Bowling Green to Fredericksburg, known as the Stage Road or the Bowling Green Road after May 1st, 1924, or recommend to the Legislature that this road be added to the State System for permanent maintenance. The delegation was advised that the Commission would take this matter under consideration and promptly let them know as to their decision.

A delegation consisting of General J. P. Jervey, Mr. R. B. Preston, and Mr. Old, Chairman of the Board of Supervisors, of Norfolk County, appeared before the Commission and requested that State Highway No. 40 be constructed of concrete or oil bound macadam instead of gravel, that they preferred concrete construction and would raise sufficient money under the Robertson Act for this type of construction; would be satisfied with oil bound macadam, but could not approve and would have to protest against the use of a gravel surface. The Commission advised that they would take this matter up and let them know.

Mr. Lewis and Mr. Ashe appeared before the Commission and asked what the Commission proposed to do in regards to the expenditure of the allocation made to Gloucester County. They were advised by the Commission that plans were now being prepared to expend \$65,000.00 for a concrete road from the intersection of the road leading from Mathews, north through Gloucester C.H. and that

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and Waddy Co.

as soon as an agreement could be reached with the Gloucester Ferry Company to take over the Ferry at some future date, they would expend the other \$65,000.00 and that offered to be advanced by the people under the Robertson Act, starting at Gloucester Point and going north, but that no money would be expended from the intersection of the Mathews Road to Gloucester Point until some agreement had been reached with the Gloucester Ferry Company in regards to taking over the Ferry.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the Chairman be authorized to proceed with the valuation of the Gloucester Point-Yorktown Ferry Company, and report to the Commission the valuation of the same. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the informal bid of H.H. George Jr. & Son, on Project 166-C, Route 13, Fill on the South Side of the Pamunkey River, be rejected and this work be immediately advertised for bids. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the Commission rescind their former resolution in regards to the type of road to be constructed on Route No. 40, and advertise for bids on oil bound macadam instead of gravel as heretofore specified. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the Chairman be authorized to continue the maintenance of the Bowling Green Road for a period of two years after May 1st, 1924. Motion carried.

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and Walling Co.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the contract for the construction of the overhead crossing of the B&O R.R. near Greenville, Route 33, Project F-192B, be awarded to the Atlantic Bridge Company, Roanoke, Va. at their bid of \$6,509.00, setting aside an additional 10% to cover the cost of contingencies and engineering, making a total of \$7,159.90 chargeable to this Project. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that all bids for the construction of 3.2 miles of 18 ft. bituminous macadam road from Appomattox C.H. west, Route 10, Project 9-142D, be rejected and this work be done by force account. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that the contract for the construction of 4.2 miles of top soil road between Alpha and Gold Hill, Route 32, Project 9-172B, be awarded to Perkins and Barnes, Blackstone, Va. at their bid of \$15,474.35, setting aside 10% additional to cover the cost of contingencies and engineering, making a total of \$17,021.78 chargeable to this Project. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the contract for the construction of 6.4 miles of 18 foot concrete road from Cape Charles, north towards Eastville, Route 34, Project F180A be awarded to Phillips and Neal, Hurlock, Maryland, at their bid of \$136,384.55 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$205,023.00 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the contract for the construction of 5.99 miles of concrete road 18 ft.

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 W. W. Waddell Co.

wide between Ashland and Solomon's Store, Route 21, Project F-260, be awarded to Burgess and Dorrier, Scottsville, Va. at their bid of \$250,316.13, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$275,347.9 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that all bids be rejected on Project 3-293, Route 28, Charlottesville-Red Hill Cross Roads and that this work be readvertised when a satisfactory Route can be secured. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that if the low bidder on Project 3-306, Route 11, Lebanon-Dickersonville Road and St. Martin, Norton, Va. will take this contract at their unit prices to the amount of \$50,000.00, that it be awarded to them. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that all bids be rejected on Project 3-319, Route 108, Smithfield-Isle of Wight, C.H. and that this work be done by force account. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Shirley, that the contract for the construction of the bridge over Creek East of Chilhowie, Route 10, Project 3-334, be awarded to the Luton Bridge Company, Knoxville, Tenn. at their bid of \$5,126.30, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$5,638.93 chargeable to this Project. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that if the low bidder, W.H. Meadows, Coeburn, Va. on Project 3-330, Route

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11th, Grance Nest-Fullers Gap, will take this contract at his unit prices to the amount of \$18,604.00, that it will be awarded to him in Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contract for the construction of Project S-342, Route 10, bridge over South Fork of Roanoke River, be awarded to Robert W. Curtis, Lynchburg, Virginia, at his bid of \$11,832.00, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$13,016.19 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that all bids be rejected on Project S-1430, Route 10, 3 miles east of Bedford to Bedford, and this work be immediately readvertised for grading and drainage only. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the contract for the construction of 3.6 miles of 18 ft. concrete road between Homeville and the Southampton County Line, Route 35, Project S-145A, be awarded to the Roberts Paving Company, Clara, Md. at their bid of \$115,266.00 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$126,792.60 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the contract for the construction of 2.89 miles of concrete road 18 ft wide between Graces Corner and Falmouth, Route 31, Project F-183, be awarded to H.H. George and Son, Richmond, Va, at their bid of \$115,326.30 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$126,858.93

chargeable to this Project. Motion carried.

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Moved by Mr. Spruill, seconded by Mr. Hissie, that the contract for the construction of .7 miles of 18 ft concrete road between the Rappahannock River and Fredericksburg, Route 31, Project F-225B, be awarded to H.H. George Jr. & Son, Richmond, Va. at their bid of \$22,394.80 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$25,184.28 chargeable to this Project, provided, however, that this work will not be started until the plans are approved by the Bureau of Public Roads. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contract for the construction of 1.98 miles of 18 foot concrete road between Lawrenceville and Edgerton, Route 12, Project 310B, be awarded to Roberts Paving Co., Clara, Md, at their bid of \$60,514.50, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$66,565.95 chargeable to this Project. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the contract for construction of bridges over Lynnhaven River, Thalia Arm, and Broad Creek, on Route 10 between Norfolk and Virginia Beach, Project S-320ABC, be awarded to Carpenter and Petrie, Norfolk, Virginia, at their bid less the cost of removing the old bridges and maintaining traffic over Lynnhaven River and Thalia Arm, amount of revised bid being \$72,513.12 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$79,764.43 chargeable to this Project. Motion carried.

West Road No. 15-F
and Walker Co.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the contract for removing the bridges over Lynnhaven River and Thalia Arm and rebuilding same twenty feet off of the line, be awarded to C. B. Cross Company, Inc, Norfolk, Va. on his informal bid of \$4100.00. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that the Commission adopt the road leading from Martin's Store by way of the north fork of Rockfish River near Perry Mountain to near Adiel and thence in the most feasible route to Lovingsston, being a section of State Highway No. 18 between these points. Motion carried.

Moved by Mr. Spraul, seconded by Mr. Sanders, that the Chairman be directed to advertise Route No. 14 to run from Glasgow via Natural Bridge Station over State Aid Road No. 8 to a point at or near McCormick's Gate and thence to Lexington. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Truxtun, that the location of Route No. 39 from Monterey to the West Virginia Line be from Monterey to the West Virginia Line be from Monterey down the valley of Jackson River to Vanderpool Gap, thence through Vanderpool Gap to the valley of the east branch of Back Creek, thence down the east branch of Back Creek to Mill Gap, thence through Mill Gap to Back Creek valley, thence down Back Creek valley to Warwick Run, thence up the valley of Warwick Run to the West Va. Line near Frost. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the section of road leading from Monterey via Hightown to the West Va. Line to connect with West Virginia Route No. 56, shall be added to the State Highway System before the section of road leading from

Book Clerk Mr. G. F.
and W. H. Co.

Monterey northwest to the Highland and Pendleton County line where it will connect with State Highway No. 28 of the West Va. State System. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the claim of \$234.00 for damage done the Schooner "Baxana Francis" by reason of the failure of the drawbridge over Cypress Creek to properly raise and let the ship through be paid. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that the date for the rehearing on Route No. 21 between Massie's Corner and Warrenton be set for 10:00 o'clock, the 12th day of December 1923, in Richmond. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Truxtun, that the meeting adjourn until the following day. Motion carried.

COURTLAND, VIRGINIA, OCTOBER 25, 1923.

On the morning of October 25th, the Commission consisting of Messrs. H. G. Shirley, Chairman, Wade H. Massie, Secretary, and I. Walke Truxtun, proceeded from Richmond by automobile to Courtland where a public hearing was given to those interested in the location of State Highway No. 12 between Courtland and Esperia.

After this hearing they held a business meeting in the Sheriff's office.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the request of Mr. R. J. Snapp of Elkton asking that the road leading from Gordonsville via Elkton to Covington be named the "Spotswood trail" be granted and that this Highway hereafter be known as the "Spotswood trail", State Highway No. 17. Motion carried.

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by W. J. C.

At the request of the Lee-Jackson Highway Association, that the section of road leading from the North Carolina Line via South Boston, Halifax, Brookneal, Lynchburg, Balcony Falls, Natural Bridge to Lexington, be named the "Lee-Jackson Highway"; It was moved by Mr. Truxtun, seconded by Mr. Shirley, that the request be granted and that the State Highway from the North Carolina Line via South Boston, Halifax, Brookneal, Lynchburg, Balcony Falls McCormick's Gate, to Lexington be named the "Lee-Jackson Highway" and from Lexington to New Market it will pass over the Lee Highway and be known as that Highway, connecting at New Market with the present Lee-Jackson Highway, which runs thence to Winchester, Boyce, Upperville, Middleburg, Aldis to Fairfax. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the claim of the Atlantic Bridge Company for compensation amounting to \$1840.70 for extra length of piles used in the Hampton Creek Bridge, Route 39, Project 150, be paid as per recommendation of Mr. Mullen, Acting Commissioner. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that an agreement be entered into with the C&O Railway to put an overhead crossing near Carysbrook, provided the Railway will pay one-half the cost and maintain the structure with the exception of the floor system, and the Chairman be authorized to make such an agreement. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that the request to make a two-way roadway east of Marion be granted, provided there will be no additional cost to the State Highway Com-

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mission and provided further that they can get a free right of way for sixty feet. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the request to extend the contract on Route No. 34, from the end of the present Project to Kellar, a distance of about one and one-half miles, be not granted as there are no funds available for this purpose. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the request of the Board of Supervisors of Henric County to change the location of Route No. 103, Suffolk to the North Carolina line as adopted on the 23th day of August 1923, be tabled as this request was not submitted to the Commission until after the thirty day limit required by law had expired, and therefore, the Commission was without power to act, all their powers having been exhausted. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the following men be appointed Traffic Officers:

H. G. Smith,	Foreman, Richmond District,
W. D. Lowman,	Maintenance Foreman, Salem District,
W. P. Dodson,	Norfolk, Virginia.
J. T. Crute,	Barhamville, Virginia.
J. S. Bunn,	Maintenance Foreman, Fredericksburg Dist.
Benj. A. Fleet,	" " " "
J. Bled White,	" " " "
C. L. Yancey,	" " " "
R. L. Davis,	" " " "
J. L. Owens,	Portsmouth, Virginia,
A. J. Pacenda,	" "
Geo. T. Chase,	" " Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the appointment of Mr. J. D. Reid as Traffic Officer No. 166 be revoked. Motion carried.

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 vs. Waddy Co.

Moved by Mr. Shirley, seconded by Mr. Kessie, that the request to appoint Mr. R. C. Melton, Instrumentman, as Traffic Officer, be turned down as per recommendation of Mr. Kullen, Acting Commissioner, Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the following permits be granted under the usual rules and regulations

To The Dudley Land Company, Inc. of Graham to lay a water pipe and sewer, Route 11, Tazewell County.

To F. L. Hawkins, Lynchburg, Va. to place a 15" drain pipe,

To Franklin Copenhagen, Marion, Va. to lay a 3" water pipe,

To Town of Christiansburg to place a water pipe,

To Stafford H. Parker, Richmond, Va. to place a water pipe,

To J. B. McGrary Co. to remove cast iron pipe from road,

To Franklin N. Barnes, Providence Forge, Va. to place small drain

To J. B. Lucas, Blacksburg, Va. to transfer permit heretofore issued. Motion carried.

Whereas, the road leading from Williamsburg to near Hickory Sign Post thence to Jamestown Island, having been advertised in accordance with law for a period of thirty days, and a public notice being given that objections to this location would have to be filed in writing in the office of the State Highway Commission on or before October 22nd, 1923, at 12:00 o'clock noon, and whereas, no objections were filed; It was moved by Mr. Shirley seconded by Mr. Kessie, that the Commission hereby declares this to be an established State Highway in this County between the points designated and to be known as State Highway No. 392. Motion carried.

Mapas Rock Elev. No. 247
 Evans Waddy Co.

Whereas, the road leading from Double Toll Gates to Winchester, thence in an easterly direction over the Winchester-Berryville Turnpike to Berryville, thence in a north-easterly direction coinciding with State Highway No. 361 through Gaylord to a point on the West Virginia State Line, intersecting West Virginia State Highway Route No. 50, having been advertised in accordance with law for a period of thirty days, and a public notice being given that objections to this location would have to be filed in writing in the office of the State Highway Commission on or before September 10th, 1923, at 12:00 o'clock noon, and whereas, no objections were filed, It was moved by Mr. Truxtun, seconded by Mr. Massie, that the Commission hereby declares this to be an established State Highway in these Counties between the points designated and to be known as State Highway No. 37. Motion carried.

After the meeting at Courtland, Commissioners Shirley and Massie inspected the routes between Courtland and Esports, returning to Richmond that night.

On the morning of the 26th Commissioner Massie returned to the office and signed the minutes and transacted other business necessary to complete his work as Secretary.

APPROVED:

H. G. Shirley
 Chairman.

ATTESTED:

W. B. Massie
 Secretary.