

(Thirty-eighth)

MINUTES OF THE MEETING OF THE STATE
HIGHWAY COMMISSION, HELD AT RICHMOND, VIRGINIA,
NOVEMBER 29TH, AND DECEMBER 3RD, 1921, AND AN
INSPECTION TRIP, NOVEMBER 30TH, DECEMBER 1ST,
AND 2ND, 1921, AND MEETING WASHINGTON, D. C.,
DECEMBER 2ND, 1921

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The State Highway Commission, with Henry P. Beck, Secretary, James A. Bear, F. W. Davis, and Horace Hardaway in attendance, met in the rooms of the State Highway Department, 116 South Third Street, Richmond, Virginia, on Tuesday morning, November 29th, 1921.

On motion Mr. James A. Bear was designated the acting chairman.

A delegation, headed by Mr. C. S. Luck of Hanover County, with the officials of the Town of Ashland, appeared before the Commission to advocate the adoption of the revised Negro Foot Route, as shown by recent surveys as the proper location for State Road No. 1.

Bernard C. Goodwin and George O. Green, representing Clifton Forge, and certain Bath County citizens appeared to advocate a State Road from Millboro to Clifton Forge, via the Cowpasture River.

On motion of Mr. Davis, seconded by Mr. Hardaway, the firm of Harnon and Harnon, and Barnes Gillespie are authorized to file, on behalf of the State Highway Commission, a plea, denying the jurisdiction of the Circuit Court of Taxwell County, in a certain bill in Chancery, exhibited against the Commission by John C. St. Clair, and others, and said attorneys are further authorized on behalf of the Commission to defend said Chancery suit and file an answer upholding the jurisdiction of the Commission in the location and establishment of the Highway in controversy, but it is understood that the Commission is not to pay any attorney fee in said matter.

On motion of Mr. Davis, additional allocations were made to the following projects as enumerated below, viz:

Project 86, Route 14, Danville to Clutham,	\$ 12,968.56
Project 861, Route 20, Skinkwater-Goods's Bridge	4,363.62
Project 99, Route 12, Keeling to Vernon Hill	4,363.38
Project 149, Route 3, Tinker's Creek-Cloverdale, to cover cost of increased width from 12 to 16 feet	5,981.36

On project 75, Route 10, Bush River-Rice, the deficit of \$3601.55 is to be taken out of the balance of \$15,000 set aside for the underpass at Rice.

The Commissioner reported that the actual cost of construction of Project 89, Route 2, Bremo-Fork Union, (Raines Construction Company) had about equalled the revised

approximate estimate of the cost of construction of \$53,236.72, and was covered by the original allocation to this section of road.

The Highway Commissioner reported that on account of unforeseen foundation troubles, the cost of the retaining wall, Project 97, Route 11, Big Stone Gap to Appalachia, had increased 150 per cent, but that the allocation as originally made to this section of road was sufficient to cover the increased cost.

The Highway Commissioner recommended that Burgess and Atkinson be allowed to complete the work of grading and building the drainage structures, and to put on the soil surface as far as soil is available on Project 55, Route 12, Stuart, east, and that a convict camp be placed on the project to break stone by hand for the base. On motion of Mr. Davis, the Highway Commissioner's recommendation was approved.

On motion of Mr. F. W. Davis, R. L. Hall, Foreman, was elected a member of the State Traffic Police Force.

On motion of Mr. Hardaway, the following resolutions regarding the acquisition of rights of way for the State Highway System, by condemnation, were adopted:

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 5, in Southampton County, Virginia, to change the location of said portion of said State Highway through the lands of Gary Stith as shown by lines on blueprint map of a portion of said road, identified as Sheet 9 & 10, Project No. 114, Route No. 5, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Southampton County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of Gary Stith as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said Cary Stith that may be necessary to fill out and complete said 50 feet right of way, the additional right of way required over the lands of said Cary Stith as shown on said blueprint map, being described as follows:

Beginning at Sta. 187+00 on center line of survey of Route 5, being the property line between Joseph Young and Cary Stith, thence with tangent N. 9° 53' W. for a distance of 990.10 ft. to Sta. 196+90.10; thence with a 4° curve to the left for a distance of 176.25 ft. to Sta. 198+66.35; thence with tangent N. 15° 56' W. for a distance of 1083.82 ft. to Sta. 209+50.

The above described property is a strip or parcel of land of sufficient width to complete a 25 ft. right of way on the right side of said center line, containing .55 acre more or less, after deducting area of present road.

RESOLVED FURTHER that Mr. E. F. Story, of Courtland, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said Cary Stith, by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 18, in Campbell County, Virginia, to change the location of said portion of said State Highway through the lands of H. S. Bruce, R. F. Bruce and Annie Bruce Peters as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 8, Project No. 84, Route No. 18, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Campbell County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of H. S. Bruce, R. F. Bruce and Annie Bruce Peters as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER That in the judgment of this Commission it is necessary, requisite, and suitable

for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said R. S. Bruce, R. P. Bruce and Annie Bruce Peters, that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said R. S. Bruce, R. P. Bruce and Annie Bruce Peters, as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying on either side of and adjacent to the center line of a certain survey of Route 18, between O'Pensum Creek and Rustburg, known as Project 84, said strip or parcel of land approximately 50 ft. in width being approximately 25 ft. on either side of said center line as set forth on attached plan, being Sheet No. 8 of a set of plans for said Project 84, and made a part of this deed.

Beginning at a point in the center of Route 18, shown on attached blueprint as Sta. 398+77.1, thence with a 4° curve to the right to Sta. 399+04.6, a distance of 29.5 ft; thence with a tangent S 85° 06' W to Sta. 399+73.3, a distance of 166.7 ft; thence with a 18° curve to the left to Sta. 398+59.6, a distance of 216.9 ft; thence with a tangent S 20° 40' W to Sta. 398+50, a distance of 378.8 ft.

Said strip or parcel of land containing .483 acres more or less, .263 acres of which being included in right of way of present road, the additional right of way to be acquired being .197 acre more or less.

RESOLVED FURTHER That Mr. Mays G. Brown, of Lynchburg, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said R. S. Bruce, R. P. Bruce and Annie Bruce Peters, by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of J. K. and Lila Hicks as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 94, Route No. 11 to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of J. K. and Lila Hicks as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map, be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER That in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said J. K. and Lila Hicks that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said J. K. and Lila Hicks as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying wholly on the north side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Osburn, known as Project 94, said strip or parcel of land 25 ft. in width being on the north side of said center line as set forth on attached plan, being sheet 6 of a set of plans for said Project 94, and made a part of this description:

Beginning at a point in the center of Route 11, shown on attached blue print as Sta. 41+11.5, thence with an $8^{\circ} 02'$ curve to the right to Sta. 41+74.4, a distance of 62.9 ft; thence with a tangent $N 45^{\circ} 51' W$. to Sta. 43+15.8, a distance of 70.8 ft; thence with a 20° curve to the left to Sta. 43+15, a distance of 69.6 ft.

Said strip or parcel of land containing .12 acre more or less, .08 of which is included in area of present road, additional right of way to be acquired being .04 acre more or less.

RESOLVED FURTHER That R. S. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said J. K. and Lila Hicks by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of S.T. & Cecelia Herron as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 94, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of S. T. & Cecelia Herron as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established.

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RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said S. T. and Cecilia Morrow that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said S. T. and Cecilia Morrow as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying wholly on the south side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Osburn, known as Project 94, said strip or parcel of land approximately 25 ft. in width, being 25 ft. on the south side of said center line as set forth on attached plan, being Sheet No. 6 of a set of plans for said Project 94, and made a part of this description:

Beginning at a point in the center of Route 11 shown on attached blue print as Sta. 41+21.5, thence with an $8^{\circ} 08'$ curve to the right to Sta. 41+74.4, a distance of 52.9 ft; thence with a tangent N. $45^{\circ} 51'$ W. to Sta. 42+45.2, a distance of 70.8 ft; thence with a 30° curve to the left to Sta. 43+34.5, a distance of 139.6 ft; thence with a tangent N. $75^{\circ} 49'$ W. to Sta. 43+00, a distance of 115.2 ft.

Said strip or parcel of land containing .203 acre more or less, less .0203 acre more or less area of present road, the additional right of way to be acquired being .163 acre.

RESOLVED FURTHER that R. B. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said S. T. and Cecilia Morrow by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of B. F. Hickley as shown by lines on blueprint map of a portion of said road, identified as Sheets 6 and 7, Project No. 94, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of B. F. Hickley as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said B. F. Bickley that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said B. F. Bickley as shown on said blueprint map, being described as follows:

Certain strips or parcels of land lying on either side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Osburn, known as Project 94, said strips or parcels of land approximately 50 ft. in width, being 25 ft. on either side of said center line as set forth on attached plans which are made a part of this description:

Beginning at a point in the center of Route 11, shown on attached blue prints as Sta. 50+00, thence with a 12° curve to the left to Sta. 51+00.0, a distance of 70.8 ft; thence with a tangent N. 66° 00' W. to Sta. 53+25, a distance of 174.2 ft.

Also beginning at Sta. 53+00, thence with a tangent N. 56° 00' W. to Sta. 54+27.0, a distance of 77 ft; thence with a 20° curve to the left to Sta. 55+24.5, a distance of 97.5 ft; thence with a tangent N. 75° 30' W. to Sta. 55+02.3, a distance of 57.5 ft; thence with a 25° curve to the right to Sta. 56+04.5, a distance of 108 ft; thence with a 43° 20' curve to the left to Sta. 57+04.3, a distance of 80 ft; thence with a tangent N. 64° 45' W. to Sta. 57+00, a distance of 34.7 ft; thence with a 30° curve to the right to Sta. 59+33.7, a distance of 134.7 ft; thence with a 66° 54' curve to the left to Sta. 60+27.3, a distance of 95.5 ft; thence with a tangent S. 64° 25' W. to Sta. 61+47.6, a distance of 320.3 ft; thence with an 8° curve to the left to Sta. 64+04.5, a distance of 108.0 ft; thence with a tangent S. 75° 53' W. to Sta. 65+16.3, a distance of 61.7 ft; thence with a 10° curve to the right to Sta. 66+07, a distance of 140.8 ft; thence with a 16° 46' curve to the left to Sta. 68+28.5, a distance of 165.5 ft;

thence with a tangent S. 45° 12' W. to Sta. 69+63.7, a distance of 141.3 ft; thence with a 10° curve to the right to Sta. 70+08, a distance of 111.3 ft; thence with a tangent S. 75° 20' W. to Sta. 71+21.2 a distance of 66.8 ft; thence with a 10° curve to the right to Sta. 72+21.2, a distance of 100 ft; thence with a tangent S. 80° 20' W. to Sta. 73+22.5, a distance of 308.1 ft; thence with a 31° 21' curve to the left to Sta. 74+40, a distance of 13.7 ft.

Also beginning at Sta. 77+50, thence with a 10° 30' curve to the right to Sta. 78+75.0, a distance of 128 ft; thence with a tangent S. 78° 11' W. to Sta. 79+28.7, a distance of 27.7 ft; thence with a 20° curve to the left to Sta. 80+21.1, a distance of 141.3 ft; thence with a tangent S. 74° 44' W. to Sta. 80+80, a distance of 49.9 ft.

Said strips or parcels of land containing 2.26 acres more or less, .88 acre of which is included in right of way of present road. Additional right of ways to be acquired 1.37 acres more or less.

RESOLVED FURTHER That R. S. Graham,
of Norton, Virginia, be appointed agent and attorney
for this Commission, in this matter, and directed to secure
said right of way through the lands of said B. F. Bickley,
by gift, purchase, or condemnation proceedings, in accordance
with the statutes in this State in such cases made
and provided.

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BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of Wm. & Maggie Farmer as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 7, Project No. 94, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of Wm. & Maggie Farmer as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

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RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said Wm. & Maggie Farmer that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said Wm. & Maggie Farmer as shown on said blueprint map, being described as follows:

Certain strips or parcels of land lying on either side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Oxburn, known as Project 94, and described as follows:

A certain strip or parcel of land approximately 25 ft. in width lying wholly on the north side of said center line from Sta. 66+59 to Sta. 68+56; also a certain strip or parcel of land, approximately 50 ft. in width, being approximately 25 ft. on either side of said center line, from Sta. 72+06.5 to Sta. 77+26, as set forth on attached plan, being Sheet 7 of a set of plans for said Project 94, and made a part of this description.

Beginning at a point in the center of Route 11, shown on attached blue print as Sta. 66+59, thence with a $16^{\circ} 46'$ curve to the left to Sta. 68+22.5, a distance of 165.5 ft; thence with tangent S. $62^{\circ} 18'$ W. to Sta. 68+56, a distance of 63.5 ft.

Also beginning at Sta. 72+00.0, thence with a 10° curve to the right to Sta. 73+21.2, a distance of 114.6 ft; thence with tangent S. 89° 20' W. to Sta. 76+26.2, a distance of 208.1 ft; thence with a 31° 21' curve to the left to Sta. 77+14.1, a distance of 89.8 ft; thence with a 10° 30' curve to the right to Sta. 77+25, a distance of 8.9 ft.

Said strips or parcels of land containing .751 acres more or less, .287 acres of which being included in right of way of present road, the additional right of way to be acquired being .444 acres more or less.

RESOLVED FURTHER That R. S. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said Wm. A. Maggie Farmer by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of B. H. & Georgie Adams as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 7, Project No. 94, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of B. H. & Georgie Adams as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER That in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said B. H. & Georgie Adams that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said B. H. & Georgie Adams as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying on either side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Coeburn, known as Project 94, said strip or parcel of land being approximately 25 ft. wide on the north side of said center line as set forth on attached plan, being Sheet No. 7 of a set of plans for said Project 94, and made a part of this description:

Beginning at a point in the center of Route 11, shown on attached blue print as Sta. 77+00, thence with a $31^{\circ} 31'$ curve to the left to Sta. 77+16.1, a distance of 16.1 ft; thence with a $10^{\circ} 30'$ curve to the right to Sta. 77+20, a distance of 3.9 ft.

Said strip or parcel of land contains .024 acre more or less.

RESOLVED FURTHER That R. B. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said B. H. & Georgie Adams, by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11 in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of J.S. and Nellie Austin as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 24, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of J.S. and Nellie Austin as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER: That in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said J. S. and Mollie Austin that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said J. S. and Mollie Austin as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying wholly on the north side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Occochee, known as Project 94, said strip or parcel of land approximately 25 ft. in width, being on the north side of said center line as set forth on attached plan, being Sheet No. 6 of a set of plans for said Project 94, and made a part of this description.

Beginning at a point in the center of Route 11, shown on attached blue print as Sta. 45+00.5, thence with a tangent E. $75^{\circ} 46'$ W. to Sta. 45+71.1 a distance of 70.6 ft; thence with a 15° curve to the left to Sta. 45+75.5, a distance of 4.4 ft.

Said strip or parcel of land containing .043 acre more or less, .024 acre of which is included in right of way of present road, the additional right of way to be acquired being .019 acre more or less.

RESOLVED FURTHER that R. S. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said J. S. and Mollie Austin by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of J.H. and Vertie Adkins as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 94, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of J. H. and Vertie Adkins as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER: That in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said J. H. and Vertie Adkins that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said J. H. and Vertie Adkins as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying wholly on the south side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Goshorn, known as Project 94, said strip or parcel of land approximately 25 ft. in width being on south side of said center line, as set forth on attached plan, being Sheet No. 4 of a set of plans for said Project 94 and made a part of this description.

Beginning at a point in the center of Route 11, shown on attached plan as Sta. 45+00, thence with tangent N. 75° 46' W. to Sta. 45+50, a distance of 50 ft.

Said strip or parcel of land containing .034 acre more or less, .014 acre of which is included in area of present road, right of way to be acquired .01 acre more or less.

RESOLVED FURTHER That H. S. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said J.H. and Vertie Adkins by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of L. and Mary S. Dye as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 24, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of L. and Mary S. Dye as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER That in the judgment of this Commission it is necessary, requisite, and avoidable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said L. and Mary S. Dye that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said L. and Mary S. Dye as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying on either side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Coeburn, known as Project 94, said strip or parcel of land approximately 50 ft. in width being 25 ft. on either side of said center line as set forth on attached plan, being sheet 6 of a set of plans for said Project 94, and made a part of this description:

Beginning at the points in the center of Route 11 shown on attached blue print as Sta. 47+16, on the right, and Sta. 47+43 on the left; thence with a tangent S. 82° 15' W. to Sta. 47+41.8, a distance of 23.8 ft; thence with an 8° curve to the right to Sta. 49+21.6, a distance of 179.8 ft; thence with a 40° curve to the right to Sta. 49+24.8, a distance of 72.9 ft.

Said strip or parcel of land containing .503 more more or less, .099 acre of which is included in the present road, the additional right of way to be acquired being .204 acre more or less.

RESOLVED FURTHER That H. S. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said L. and Mary S. Dye, by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of R. B. & W. F. Bolton as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 94, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of R. B. & W. F. Bolton as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said R. B. & W. P. Bolton that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said R. B. & W. P. Bolton as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying wholly on the north side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Occburn, known as Project 94, said strip or parcel of land approximately 25 ft. in width, being on the north side of said center line as set forth on attached plan, being Sheet 6 of a set of plans for said Project 94, and made a part of this description.

Beginning at a point in the center of Route 11, shown on attached blue print as Sta. 43+75.5, thence with a 15° curve to the left to Sta. 44+25.5, a distance of 50 ft.

Said strip or parcel of land containing .032 acre more or less, .012 acre of which is included in area of present road. Additional right of way to be acquired .012 acre more or less.

RESOLVED FURTHER that R. S. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said R. B. & W. P. Bolton by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of M. M. & Martha Robinson as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 94, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of M. M. & Martha Robinson as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said M. M. & Martha Robinson that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said M. M. & Martha Robinson as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying wholly on the south side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Coburn, known as Project 94, said strip or parcel of land approximately 25 ft. in width, being on the south side of said center line as set forth on attached plan, being sheet No. 6 of a set of plans for said Project 94, and made a part of this description.

Beginning at a point in the center of Route 11, shown on attached blue print as Sta. 45+50, thence with a tangent N. 76° 48' W. to Sta. 45+71.1, a distance of 21.1 ft; thence with a 15° curve to the left to Sta. 46+44, a distance of 72.9 ft.

Said strip or parcel of land containing .054 acres more or less, .035 acres of which being included in right of way of present road. The additional right of way required .019 acre.

RESOLVED FURTHER that R. S. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said M. M. & Martha Robinson by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of Thomas & Maggy Lusk as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 5, Project No. 24, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of Thomas & Maggy Lusk as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said Thomas and Maggie Lusk that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said Thomas and Maggie Lusk as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying on either side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Cosburn, known as Project 94, said strip or parcel of land approximately 50 ft. in width, being 25 ft. on either side of said center line as set forth on attached plan, being sheet 5 of a set of plans for said Project 94, and made a part of this description.

Beginning at a point in the center of Route 11, shown on attached blue print as Sta. 40+24, thence with a tangent N. 88° 33' W. to Sta. 40+33.9, a distance of 29.9 ft; thence with an 8° 02' curve to the right to Sta. 41+11.5, a distance of 37.6 ft.

Said strip or parcel of land containing .10 acre more or less, .06 acre of which is included in the right of way of present road, the additional right of way to be acquired being .04 acre more or less.

RESOLVED FURTHER that R. S. Graham, of Norton, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said Thomas and Maggie Lusk by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 11, in Wise County, Virginia, to change the location of said portion of said State Highway through the lands of Kirt Shoemaker as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 94, Route No. 11, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Wise County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of Kirt Shoemaker as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said **Kirt Shoemaker** that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said **Kirt Shoemaker** as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying wholly on the south side of and adjacent to the center line of a certain survey of Route 11, between St. Paul and Coeburn, known as Project 94, said strip or parcel of land approximately 25 ft. in width, being on the south side of said center line as set forth on attached plan, being Sheet 6 of a set of plans for said Project 94 and made a part of this description:

Beginning at a point in the center of Route 11, shown on attached blue print as Sta. 45+44; thence with a 15° curve to the left to Sta. 47+10.9, a distance of 66.9 ft; thence with a tangent S 82° 16' W to Sta. 47+41.8, a distance of 30.9 ft; thence with an 8° curve to the right to Sta. 47+43, a distance of 1.2 ft.

Said strip or parcel of land containing .056 acre more or less, .043 acre of which is included in right of way of present road, the additional right of way to be acquired being .014 acre more or less.

RESOLVED FURTHER that **R. S. Graham**, of **Morton, Virginia**, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said **Kirt Shoemaker**, by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

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BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, That, in the judgment of this Commission, it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route 18, in Campbell County, Virginia, to change the location of said portion of said State Highway through the lands of Florence Anderson as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 12, Project No. 147, Route No. 18, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Campbell County, to which said blueprint map reference is here made; and

RESOLVED FURTHER That this Commission deems it necessary, requisite, and suitable that the right of way of said Highway through the lands of Florence Anderson as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 foot right of way;

RESOLVED FURTHER That a profile showing the grade line, cut and fills, shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite, and suitable for the alteration, construction, reconstruction, and maintenance of said State Highway to acquire said right of way over such lands of said **Florence Anderson** that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of said **Florence Anderson** as shown on said blueprint map, being described as follows:

A certain strip or parcel of land lying on either side of and adjacent to the center line of a certain survey of Route 18, between Gladys and Brockwood, known as Project 147, said strip or parcel of land 50 ft. in width being 25 ft. on either side of said center line as set forth on attached plan, for said Project 147 and made a part of this description:

Beginning at a point in the center of Route 18, shown on attached blue print as Sta. 22+60, thence with a tangent S. 40° 14' E. to Sta. 19+97, a distance of 243 ft; thence with a 7° 44' curve to the right to Sta. 19+10, a distance of 82 ft., said strip or parcel of land containing 0.375 acre more or less.

RESOLVED FURTHER that **Maye C. Brown,** of Lynchburg, Virginia, be appointed agent and attorney for this Commission, in this matter, and directed to secure said right of way through the lands of said **Florence Anderson,** by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

Wednesday, November 30, 1921:

The State Highway Commission, with Commissioners Beck, Bear, Davis, and Hardway in attendance, left Richmond in automobiles for Front Royal on Wednesday morning, November 30th, 1921, going by State Road No. 1 to Fredericksburg, and by State Road No. 7 to Front Royal where the Commission remained for the night. At Front Royal the Commission was joined by Chairman Wade H. Fessie.

Thursday, December 1, 1921:

At the request of a number of citizens of Warren and Clarke Counties, the State Highway Commission with Commissioners Fessie, Beck, Bear, Davis and Hardway, in attendance, accompanied by George P. Coleman, Highway Commissioner, made an inspection on a number of roads east and west of Route 7 between Front Royal and Winchester on Thursday, December 1, 1921, going west from Cedarville on the Chapel Road to Middletown on Route 3, returning to Cedarville, the Commission proceeded eastwardly to Rockland, Stone Bridge, White Post and Boyce, where the inspection ended; and the Commission proceeded to Washington, D. C. via Route No. 6 to Fairfax, and from that place over Route 21 to the Chain Bridge, and thence on into Washington, where they remained for the night.

Washington, D. C., December 2, 1921:
Friday:

The State Highway Commission, with Wade H.

Massie, Chairman, Henry P. Beck, Secretary, James A. Bear, F. W. Davis, and Horace Hardaway, in attendance, met in the Raleigh Hotel, Washington, D. C., on Friday, December 2, 1921.

A motion by Mr. Davis to reconsider the Scott County contest (Route 10) was rejected by a vote of three nays, viz; Beck, Bear and Hardaway, to one aye, viz; Massie - Mr. Davis not voting.

The Commission spent considerable time discussing the final location of the Richmond-Washington Highway Route No. 1, between Richmond and Fredericksburg, and in examining the recent survey of the revised Negro Foot route as submitted by Highway Commissioner Calahan.

The Commission then adjourned and proceeded by automobile over Route 1 to Fredericksburg, where they boarded a train for Richmond.

Richmond, Saturday, December 3, 1921:

The State Highway Commission, with Wade H. Massie, Chairman, Henry P. Beck, Secretary, James A. Bear, F. W. Davis, and Horace Hardaway in attendance, met in the rooms of the Highway Department, 116 South Third Street, Richmond, Virginia, on Saturday morning, December 3, 1921.

After careful consideration, the Highway Commission decides that the appeal of the Board of Supervisors of Taxwell County, the Road Board of Jeffersonville

District, and certain freeholders of Tazewell County, protesting against the location of that portion of Route No. 11 between the end of the improved road near Burke's Garden Siding and the Town of Tazewell, following the route turning to the left at the end of the present macadam near Burke's Garden Siding, thence on into Tazewell, following approximately the Burke's Garden road, as determined by the Highway Commissioner, George P. Coleman, is sustained, and the Highway Commission hereby adopts as the permanent location of Route No. 11 from the end of the improved Road near Burke's Garden Siding into the Town of Tazewell, the route west by way of North Tazewell to the Town of Tazewell, and the Highway Commissioner is hereby directed to follow this general route in the location of this portion of Route No. 11.

The Commission then resumed the consideration of its biennial report to the Governor, and late in the day, after considerable deliberation, on motion of Mr. Bear, the following report and recommendations were adopted, the Chairman and Secretary being authorized to sign the same for the Commission:

Pursuant to Section 4, Chapter 31, Acts of 1919, we, the State Highway Commission, have the honor to submit this, our second biennial report, together with our recommendations.

The membership of the Commission, and its organization, is the same as it was at the time of the filing of its first report, except the personnel has been changed by the appointment, September 22nd, 1921 of James

A. Bear of Roanoke City, to succeed the late James A. Mundy, Jr. of Natural Bridge.

At the time of the filing of our first report, the Commission had been in existence only a few weeks, and that time was, almost exclusively, devoted to such work as organization, and the holding of a series of open hearings at the State Capitol, to afford the public an opportunity to present to it claims for changes in and additions to the System. These hearings were followed by the allocation of funds to the several State road projects. There was no time available to view the various routes composing the 3000 miles of designated highways, or to personally examine the numerous legislative changes and additions brought to our attention at these hearings; or to go into the organization of the Highway Department itself, or the laws under which the roads were to be constructed, operated and maintained; the scope of our report was therefore necessarily limited.

Since that report, for the purpose of becoming thoroughly conversant with the requirements of the various sections of the State, from the local view point, as well as from the broader outlook of the needs of the State, as a whole, the Commission has visited every portion of the State and personally inspected practically every route embraced in the State Highway System, and hundreds of miles of County roads seeking admission thereto through legislative enactment.

The Commission, up to December 1st, 1921,

covering a period of more than two years, has devoted one hundred and eight days to highway work, at a total cost to the State of \$13,106.89, of which amount \$4750.00 has been paid as a per diem, \$7306.26 covering expenses, and \$1020.63 for clerical help. We have held thirty-seven meetings, numerous hearings, and twelve appeals from locations between designated points, of which appeals four have been sustained. Each appeal has invariably been held at the County seat of the contestants, or at the most convenient and accessible place to interested parties, and have been public hearings in every sense of the word. When visiting the different sections of the State the Commission notified the public of its itinerary, and whenever it was suggested, hearings covering legislative changes and additions, allocations of funds, loans under the Robertson act, and many other matters appertaining to roads have cheerfully been arranged. These tours, the hearing of appeals as to locations and legislative changes and additions, together with the unceasing cry for highways and better highways, have given the Commission exceptional opportunities for noting the tremendous demand from every corner of the State for an intelligent, vigorous, and enlarged highway program.

The Highway Department, as at present constituted, consists of a State Highway Commission of five members, and a Highway Commissioner, all of whom are appointed by the Governor; and an Assistant Commissioner, who, with the Commissioner, acts as Chief Engineer, a Second Assistant Commissioner, in charge of Accounts, an Engineer of Construction

and Maintenance; a State Aid Engineer in charge of County work, an Engineer of Bridges, an Engineer in charge of surveys, plans and estimates, a Mechanical Engineer, in charge of repair shops and equipment; eight Division Engineers, located in different sections of the State, in charge of the work in their respective divisions; under these are project engineers, inspectors, clerks, etc. A general drafting office is maintained at Richmond.

We consider this organization adequate to take care of the present requirements of the Department, and with the necessary enlargement of the same, is prepared to proceed with a more extensive road building program, with efficiency and economy.

At the time this Commission was created the Highway Department had taken over for maintenance, approximately 1200 miles of the State System. The greater part of this mileage, however, had been constructed by Counties with State Aid and bond issues, and for the most part was of very light construction and in many instances poorly located as to alignment, with excessive grades. Since that time there has been taken over for maintenance 785 miles, making a total of 1985 miles under maintenance; and 444.01 miles are being built which should be completed before the end of 1922.

In allocating the funds available for road construction, the Commission has endeavored to give due consideration to all sections of the State, at the same time, connecting up as many gaps as possible; pursuing this policy

it was necessary to provide for a great number of small projects.

Desiring to preserve any asset contained in the improved stretches of roads, the Commission has advocated that they be rebuilt, and a suitable and durable top surface be placed on same as rapidly as the funds available would permit, thus saving as much of the original cost as possible, and at the same time providing a good road expeditiously for moving traffic with dispatch.

The patrol system of maintenance has been adopted. Upon the completion of a road project, patrols are placed on it, and they are held responsible for its upkeep. This plan has proven very effective, and the results highly gratifying to the Department.

Under an act of the General Assembly, approved March 15, 1926, commonly known as the Robertson Act, various Counties, Districts, corporations and individuals have advanced to the Commission the sum of \$1,700,000, for the construction of certain highway projects; these funds have enabled the Commission to temporarily facilitate the construction of improved highways, as none of the money advanced has been returned.

During the greater part of 1926 scarcity of labor and road building material and the excessive cost of same, coupled with continual embargoes and restrictions as to the use of railway equipment, greatly retarded the highway program. Unsettled conditions resulted in bids for highway work which appeared prohibitive, and frequently

they were all rejected and the work readvertised only to have the offers rejected again. During this period funds accumulated until the sum available for 1920 and 1921 amounted to \$11,110,790.64; the greater portion thereof was available for 1921 projects, at prices at least 25% under those obtainable during 1920. All of this fund has actually been spent or allocated to projects under construction, due to be completed in 1922; so that the Commission finds itself without funds to carry on the 1922 program, and is entirely dependant upon the resources provided under the present laws, and such appropriations and provisions for additional funds as may be supplied by the General Assembly, for its 1922 program. The funds that will be available under existing laws for 1922 construction are as follows:

One-third Automobile Tax - Estimated	\$ 700,000.
One Mill Tax, Collectible December 1, 1922 - Estimated	1,600,000.
Convict Camps - Estimated as	300,000.
Federal Aid, approximately	<u>1,450,000.</u>
Making a total of	\$ 4,050,000.

applicable to new construction, which is entirely inadequate to satisfy the insistent demands for highways with which the Commission is besieged.

RECOMMENDATIONS:

First. The Highway Department has been greatly inconvenienced on account of delays in securing rights of way, resulting in loss of much valuable time,

and in many instances has been compelled to pay enormously excessive damages for rights of way;

We therefore recommend and urge that the present condemnation law be amended, if possible, so that the Highways can first be constructed and the damage, if any, assessed after the completion of the highway. This provision should be in addition to the present condemnation laws.

Second. We recommend that the Commission be given the right to change location of routes between designated points, in part or whole, should conditions justify same.

Third. In many sections of the State, County authorities, feeling that unimproved roads, embraced within the State Highway System will ultimately be improved by the State, no provision need be made by them for their improvement or maintenance;

We therefore recommend that all of the State Highway System be immediately taken over for maintenance, and that adequate funds be provided for this purpose.

Fourth. The salaries permitted under the present budget are not adequate to meet the present day situation, and it has therefore been difficult to obtain and retain the class of assistance necessary to carry on the work satisfactorily and economically.

We therefore recommend that proper provision be made for the Commission to secure the services of the best class of assistance, and that they be paid a

compensation commensurate with that paid by neighboring States for similar work.

Fifth. We recommend that no contracts for highway construction be awarded until approved by the Highway Commission.

Sixth. We further recommend that the Highway Commission be empowered to add to the State Highway System not to exceed one hundred miles per annum, but this shall not be cumulative.

Seventh. In traveling over the State, we deplore the condition of many of the roads, built with State Aid funds, for the lack of proper maintenance.

We therefore recommend that the roads built with State Aid in various counties be properly maintained, before State Aid funds shall be provided for the construction of additional mileage;

The condition of maintenance to be passed upon by the Highway Department.

Eighth. In the construction of the Highway System, where detours are necessary,

We recommend that the Commission be authorized to cooperate with the County officials to maintain such detours, where the same pass over County roads, and to secure, construct, and maintain detours, where necessary, through private property, and the Commission be empowered to make allocation for the same.

Ninth. The State Highway Commission recommends that they be authorized and empowered to enter into negotiations with the Highway Departments of one or more adjoining States with a view to having these States associated in the joint ownership and operation of a Portland Cement plant of sufficient capacity to supply the cement needs of the States composing this Association, the plant so owned and operated to be located at the most accessible point for shipping either the raw or finished product, said location of plant to be in this or either of the adjoining States.

Tenth. The Commission cannot too strongly recommend that the route through Virginia, adopted by the Lee Highway Association from Bristol, via Abingdon, Marion, Wytheville, Pulaski, Dublin, Radford, Lexington, Staunton, Harrisonburg, New Market, Luray, Sperryville, Warrenton, Fairfax, to Key Memorial Bridge be officially known and designated by legislative enactment as Lee Highway, as a fitting and permanent memorial to and tribute of love, admiration and respect for General Robert E. Lee from the people of Virginia.

Eleventh. Being fully advised of tremendous sentiment for improved highways in every section of the State, and believing that the benefits derived therefrom far exceed the cost thereof, and pay a handsome dividend on the amount expended,

We recommend that the Legislature provide the necessary funds for the completion of the Highway System in a period of six or seven years; It is the opinion of the Commission that the present organization of the

Highway Department, with additions, can locate and construct the System in that period of time, with far greater efficiency and economy than if constructed over a longer period.

We specifically recommend that at least six to seven millions of dollars per annum be provided in addition to the funds now available.

In regard to proposed changes in Routes and additions thereto, the Commission recommends as follows;

ROUTE 1:

(a) That from this route the words "Negro and Chilesburg" be eliminated, and that it proceed from Richmond via Solomon's Store by a revised location, passing through or near the western limits of Ashland; thence by the most feasible route to a point at or near Spotsylvania Court House, and thence on to Fredericksburg.

From information furnished by the Department, taken from preliminary surveys, it appears that this route will be shortened by about eight miles over the present Negro Foot location, and will make unnecessary an extension of Route 9 for a considerable number of miles, which would have been necessary should any other route be adopted.

(b) That the word "Warfield" be eliminated and "Smoky Ordinary" be substituted therefor, as this is a more direct route and combines with Route 12 for a distance of about four miles.

ROUTE 2:

That the word "Palmyra" be stricken out, in order that the Commission may consider and pass upon suggested changes of location between Fork Union and Gordonsville.

ROUTE 7:

That there be added to this Route a spur to "Wakefield", Westmoreland County, the birth place of Washington; a distance of less than two miles.

ROUTE 8:

Strike out the word "Mathews"; and in lieu thereof adopt the recommendations (b) and (c) under Route 9.

ROUTE 9:

(a) After the word "Williamsburg", insert the following "Providence Forge, a point near Roxbury", this being known as the Central Route and being more direct and a much shorter distance between Richmond and Williamsburg.

(b) After the word "Saluda" add "to the Bridge at Urbanna", that access may be given to the principal boat landing in this vicinity at Urbanna.

(c) Add "Gloucester Court House to Mathews Court House", to furnish the people of Mathews County a direct route to Richmond, Newport News, and Norfolk, this

also being the principal mail route to Mathews County.

ROUTE 11:

(a) Change this route to read "Graham, North Tazewell, Claypoole Hill, Roadside".

(b) Add a spur from Claypoole Hill via Raven to Grundy.

(c) Add a spur from North Tazewell to Tazewell.

(d) Eliminate that portion of this route from Frequent to Grundy.

As this will provide a more direct and better route through Tazewell County, and an easterly outlet from Buchanan County, which is greatly needed.

ROUTE 12:

Add a spur from Franklin to a connection with the North Carolina State Highway System North of Wurfessboro, to take care of traffic going South.

ROUTE 16:

Eliminate the word "Stanley" and substitute therefor "Sperryville", as this will eliminate a very difficult and expensive crossing of the Blue Ridge at Hiler's Gap, and also gives a direct connection with the Lee Highway at Sperryville.

ROUTE 17:

(a) Add a spur from Luray, via Stanley and

Shenandoah, to a connection at or near Sikeston, that a northern outlet may be provided for this valley.

(b) Eliminate the word "Deerfield" and insert the words "Craigville, Gosport", as we are of the opinion that this best serves the interests of this section.

ROUTE 20:

Add to this route a direct connection from or near Burkeville to Keyville, as this provided the shortest route from Richmond South to the North Carolina line, with a very small additional mileage, and will also take care of a large portion of the traffic from Richmond to Lynchburg and the west.

ROUTE 21:

Change this to read "Washington (Va), Warrenton, Fairfax, Key Bridge", as this coincides with the location of the Lee Highway, and also provides a more direct route between the designated points.

ROUTE 26:

That this route remain as at present designated by the Legislature, as we are of the opinion that this best serves the interests of Elmd County.

On motion of Mr. Davis, the minutes of the meetings of November 19, 21, 22, 23, 24, 25, and 26, 1921,

after being read, were approved, and the Chairman and Secretary authorized to sign them as correct.

On motion of Mr. Bear the Secretary was instructed to write Mr. C. H. Shepherd, Success, Virginia and to advise him that the State Highway Commission, after viewing, on December 1st, 1921, the suggested routes as set forth in his petition of October 13, 1921, decides that it would be inadvisable to change Route No. 7 as now located from Front Royal to the Double Toll Gate, and therefore they cannot recommend such a change to the Legislature.

The Commission, on motion of Mr. Davis, then adjourned to meet at the call of the Chairman.

CHAIRMAN

SECRETARY.