

(Thirty-ninth)

MINUTES OF THE MEETING OF THE BOARD
HIGHWAY COMMISSION, HELD AT THE WASHINGTON HOTEL, WASHINGTON,
D. C., DECEMBER 27TH, ALEXANDRIA, VIRGINIA, DECEMBER 28TH,
AND HIGHLAND, VIRGINIA, DECEMBER 29TH, 1921.

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Pursuant to a call of the Chairman, the
State Highway Commission, with Wado H. Hinkle, Chairman,
Henry P. Bond, Secretary, James A. Dour, F. W. Davis, and
Ransom Hardaway in attendance, met in the Raleigh Hotel,
Washington, D. C. on Tuesday evening, December 27th, 1921.

On motion of Mr. Davis, the Highway Com-
missioner was authorized to take over for maintenance the
Aldie-Leeburg Turnpike, when the stockholders of this
Company agree to surrender all of their rights in this
property, and furnish to the State Highway Commission a
proper deed of conveyance, transferring all of their
rights in this Highway to the Commonwealth of Virginia,
and the sum of \$35,000 is hereby allocated to this project
to put this road in proper condition.

On motion of Mr. Hardaway, the sum of \$30,000
was allocated for construction purposes on State Road No. 11
between Norton and Big Stone Gap.

The Highway Commissioner reported that the
sum of \$134,270. in bonds (value as of November 25, 1921) had
been put up as collateral to secure the deposits from the funds
advanced by the County of Louisa for construction work on
Route No. 9 in Louisa County.

On motion of Mr. Davis, J. K. Ott was elected a member of the State Traffic Police Force.

On motion of Mr. Hardway, the application of the Town of Lexington for the return of the \$5000., advanced by them for resurfacing work on State Road No. 3, not later than July 15th, 1922, was rejected, and the Highway Commissioner was instructed not to deviate from the original agreement.

On Wednesday morning, December 28th, 1921, the State Highway Commission, with Wade H. Hinkle, Chairman, Henry P. Cook, Secretary, James A. Dear, E. W. Davis, and Horace Hardway in attendance, met in the rooms of the Chamber of Commerce at Alexandria, where a large number of citizens of Alexandria City and Fairfax County had assembled to meet the members of the Highway Commission for the purpose of making some satisfactory arrangement regarding the proposed anticipation of funds by Fairfax County for the construction of Route 6 between Alexandria and Fairfax Court House.

After an interchange of views regarding the matter, the Chairman of the Commission announced that the State Highway Commission would recommend to the incoming Legislature suitable legislation to meet the conditions imposed by the citizens of Fairfax County on this proposed bond issue, and its final return by the State.

The meeting then adjourned, and the Commission boarded the train for Richmond, where they remained for the night.

The State Highway Commission, with Wade W. Fanning, Chairman, Henry W. Root, Secretary, James A. Fear, E. W. Davis, and Horace Harshway in attendance, met in the Senate Chamber at Richmond on Thursday morning December 29th, 1921, at 10 A. M. to hear the appeal of certain freeholders of Pittsylvania County, protesting against the location of that portion of Route No. 14 between Alkavista and Grotton, as made by George P. Coleman, Highway Commissioner.

The parties appealing were represented by Clement and Clement, and J. T. Williams, while those supporting the Highway Commissioner were led by Senator George T. Rison, and John L. Hurt, Jr.

After a lengthy argument and interchange of views, the Chairman declared the hearing concluded, and announced that the matter would be taken under advisement by the Commission and its decision made known through the usual official channels.

A delegation, headed by General J. P. Jorvey, City Manager of Portsmouth, and R. B. Prenton, Engineer of Norfolk County, appeared to advocate the Dismal Swamp Canal Road, and to request its addition to the State System. At the conclusion of the hearing the delegation retired and the Commission took the matter under advisement.

The minutes of the meetings of November 29th, 30th, and December 1, 2nd, and 3rd, were read, and on motion of Mr. Fear approved, and the Chairman authorized to sign the same as correct.

On motion of Mr. Hardaway, the proposal of the authorities of Virginia Road: to advance \$23,400 for constructing that portion of Route No. 10 between Duke Avenue and Atlantic Avenue, was accepted in lieu of the proposition accepted on July 29th, 1921, and the Chairman and Secretary of the Commission were authorized and empowered to enter into the proper agreement with the authorities of Virginia Road, in the name of and on behalf of the Highway Commission.

During the day, Colonel Donelson Cameron of North Carolina and W. D. Gardhill of Virginia, representing the National Highway Association, appeared to advocate the adoption of the Telegraph Road, as the State Highway between Richmond and Fredericksburg.

Colonel Cameron representing the North Carolina State Senate also requested the Commission to consider the adoption of a number of connections from the present Virginia State System southwarily to the North Carolina line, in order to connect with the North Carolina System.

Colonel Cameron filed a copy of joint resolutions of the North Carolina General Assembly recommending the Virginia authorities to cooperate with North Carolina in establishing these connections.

On motion of Mr. Davis, the following resolutions regarding the acquisition of right 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 10, in Prince Edward County, Virginia, to change the location of said portion of said State Highway through the lands of Booker Smith as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 6, Project No. 76, Route No. 10, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Prince Edward 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 Booker Smith 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 **Becker Smith** 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 **Becker Smith** 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 10, between Farmville and Prospect, known as Project 76, said strip or parcel of land 80 ft. in width, being 25 ft. on either side of and adjacent to said center line as set forth on attached plan, and described as follows:

Beginning at a point in the center of Route 10, shown on attached blue print as Sta. 69+67, being the property line between John Jackson and Becker Smith, thence with a tangent N. 34° 30' W. to Sta. 72+85, being the property line between Becker Smith and N. & W. R. R., a distance of 295 ft.

Said strip or parcel of land containing 0.23 acre more or less.

RESOLVED FURTHER that **R. K. Brock**, of **Farmville, 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 **Becker Smith**, by gift, purchase, or condemnation proceedings, in accordance with the statutes in this State in such cases made and provided.

On motion of Mr. Irvine the sum of \$30,000 was allocated for construction work on Route 11 from St. Paul, east.

On motion of Mr. Dear the additional sum of \$25,000, was allocated for construction work on Route 10 from Afton, south.

On motion of Mr. Davis, the Commission this adjourned to meet in Richmond at the call of the Chairman.

CHAIRMAN.

SECRETARY.