

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

MARCH 26, 27, 28, 1923

Book Sheet No. 11-7
 1923 Printing Co.

MINUTES OF THE TENTH MEETING OF THE STATE
 HIGHWAY COMMISSION HELD IN RICHMOND, VA,
 MARCH 26th, 27th, and 28th, 1923.

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On March 26th, the Commission, consisting of Messrs. H. G. Shirley, Chairman, Wade H. Massie, Secretary, H. B. Sproul, I. Walks Truxtun, and R. K. Sanders, met at 8:45 in the office of the State Highway Commission at Richmond, Virginia, and gave hearings to all interested on the allocation of funds for the year 1923.

The meeting was called to order by the Chairman.

A delegation from Roanoke, consisting of Messrs. James A. Bear, M. P. Augustus, Murry, Hink, Birch, Williams, Hooker, and others, requested the Commission to make an allocation to the road between Roanoke and Rocky Mount. They stated that this was one of the most important roads in the State, being the most direct route north and south from Maryland down the Valley of Virginia to North Carolina, and that thousands of tourists come through Virginia by this route and that during the winter months this road was absolutely impassable and people all over the country talked of the terrible condition of this road. It has cost the State more adverse criticism than any other road in its system.

A delegation from Petersburg and vicinity, represented by Messrs. Smith, Drewry and Harrison, appeared before the Commis-

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 W. W. Waddy Co.

sion and requested them to add to the State Highway System the road leading from Petersburg over what is known as the Halifax Road to North Carolina. This would give a direct route to North Carolina and as it effects Virginia and North Carolina is one of the most important roads in the State. They also stated that when the Highway System was first laid out this road was one to be included, but through some error, when the bill was passed, this road was left out and in order not to block the whole bill and also with the assurance that it would be added at some future date, there was no amendment introduced to this bill.

Senator Roland E. Chase of Clintwood, Virginia, came before the Commission and requested them to make an allocation of approximately \$40,000.00 to complete the two miles of road from Clintwood, west. He stated that Dickenson County had advanced \$400,000.00 under the Robertson Act and needed approximately \$40,000.00 more to complete the road from Clintwood west, State Highway No. 11.

Mr. Gibson from Culpeper County, appeared before the Commission and requested them to make an allocation for the section of road between Elkwood and Remington, this being about the worse piece of road in the County.

A delegation from Buckingham County, represented by Messrs. J. B. Boatwright, E. M. White, Perkins Glover, and C. D. Davidson, appeared before the Commission with the request that they make an allocation to the road from Dilwyn by Gold Hill to New Canton. This road is impassable and during winter weather it is

Book 1000 26. 2-7
1911 Wadley Co.

necessary to go as much as thirty miles out of the way in order to avoid the mud.

Mr. A. L. Witt from Wise County came before the Commission and requested them to allocate sufficient money to build an 18' concrete road between Big Stone Gap and Appalachia on Route 11, approximately $2\frac{1}{2}$ miles. There is very heavy traffic over this road and according to a census taken for two days from 6:00 A.M. to 6:00 P.M., there were 262 automobiles, 197 trucks, 15 one-horse vehicles and 48 two-horse vehicles, making a total for the first day of 886; and for the second day there were 574 automobiles, 183 trucks, 18 one-horse vehicles and 57 two-horse vehicles, making a total of 832.

Mr. Henry Roberts appeared before the Commission and requested the Commission to have another survey made from Norton one and one-half miles to the west, on the other side of the Railroad as in his opinion this will help to get the rights of way straightened out.

A delegation from Lunenburg County, represented by Messrs. Gwin, Waddill, Kennedy, Epps and Turnbull, came before the Commission and requested them to allocate funds for the construction of the road from Lunenburg C.H. to Keysville. This road is impassable and to take it over for maintenance would mean really reconstruction as there is nothing there to maintain, it is simply a trail with no bottom to it. An allocation of from \$50,000.00 to \$60,000.00 would be required for this road. It was the opinion of the delegation that there would be no trouble

Rep. Road No. 27
and Valley Co.

in securing the rights of way on this road as the people would be glad to donate them as they are very anxious to get this road constructed.

A delegation from Norfolk County, represented by Dr. A. E. Burfoot and Mr. Greene, appeared before the Commission in regards to the location of Route 27 from Norfolk to the North Carolina line. They claimed that this road had been definitely located by Commissioner Coleman several years ago around by Pentress and that this Commission had no jurisdiction over its location.

Mr. J. T. McAllister of Hot Springs, Virginia, appeared before the Commission and requested them to allocate funds for the improvement of the road from Covington to the top of the Alleghany Mountain, and also from Covington to Clifton Forge, this road would be of great benefit to the people going to the White Sulphur Springs, the Hot Springs and other summer resorts.

A delegation from Amelia, Powhatan and Cumberland Counties and Petersburg, represented by Messrs. J. G. Jefferson, Robson, and others, appeared before the Commission and requested them to add to the State Highway System the section of road from Merven to some point on State Highway No. 13, a distance of approximately five or six miles. They stated that this would greatly help the people in that section and save them from going all the way around by Farmville and Burkeville to get from one State Highway to the other.

Mr. Dickenson and Sen. Epps, appeared before the Commission and requested them to allocate funds to Route No. 2 between Farm-

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vile and Hampden Sidney as this road is impassable in bad weather and it would develop that section of the State a great deal.

A delegation from Buchanan County consisting of Messrs. Combs Stinson, and Harmon, appeared before the Commission and requested that an allocation be made to grade the road from Grundy towards Taxewell so the people of Buchanan could have an outlet. They are cut in on all sides by mountains and are greatly in need of an outlet.

Representatives of the Truck Owners Association, consisting of Messrs. Parrish, Hagan, Horner, Hobson and Winchester, came before the Commission relative to the rules and regulations governing the load on trucks. They requested that they be revised so as to allow a heavier load and stated they would try and comply with them to the fullest extent.

A delegation from Carroll County, represented by Mr. Vase of Galax, Virginia, came before the Commission and requested that an appropriation be made for the construction of the road leading into the town of Galax.

A delegation from Alleghany County, represented by Messrs. McAllister, Greene and Layman, appeared before the Commission and requested that an allocation be made to the road between Covington and Clifton Forge. They also requested them to add to the State Highway System the road from Crows to the West Virginia Line.

Mr. E. J. Woodville appeared before the Commission and requested them to make an allocation to Route No. 2 between Orange and Guilpeper and also requested them to add to the State Highway Sys-

tem the road leading from Orange to Fredericksburg.

The Commission then recessed for lunch and returned at 2:00 P.M.

A delegation from Norfolk, represented by Messrs. Ling, Meyers, Conke, Lessner, appeared before the Commission and requested that they add to the State Highway System under the 2½ Clause, the road leading from Virginia Beach to Fort Story. This addition would greatly develop that section of the State and be of great convenience to the people living in this section.

Mr. S. B. Quillan, from Russell County, appeared before the Commission and requested an appropriation to construct the bridges over the open streams on Route 10-Y between Lebanon and Hansonville, there being six of these bridges. To construct the four most important ones would cost approximately \$15,000.00. Whenever there is a heavy rain in this section, these streams rise to such an extent that it is impossible to cross them for several hours and this retards traffic very much.

Mr. Weaver from Page County appeared before the Commission and requested an allocation of \$150,000.00 for the road from Luray to the Top of Blue Ridge Mountain. He stated that they were completely shut in and that they were greatly in need of this road.

Mr. Henry Roberts again appeared before the Commission and requested them to add to the State Highway System the road from the Tennessee State Line north by Holston Bridge to Meccasin Gap under the 2½ Clause, also requested them to allocate funds for

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and 113, P. 113

the construction of the road from Roanoke west on Route 10 and from Bristol west, he stated that the Board of Supervisors of Scott County would donate \$11,000.00 for grading the road in this vicinity if the Commission saw fit to make an allocation to this road.

Mr. Robertson from Manassas, Virginia, appeared before the Commission and requested that they allocate funds for the road between Manassas and Fairfax, this road being in very bad shape. He stated that this road could be used as a detour during the construction of the Lee Highway.

General Sale, Mr. Saunders, Mr. Johnson and Mr. Channing, appeared before the Commission in behalf of the Gum Tree Road. They requested the Commission to add this road to the State Highway System under the 2½% Clause, from Gum Tree on State Highway No. 1, to Coatesville. This request was made by reason of the relocation of Route No. 1 over what is known as the Old Telegraph Road instead of over the Mountain Road.

A delegation from Bedford, represented by Messrs. Lawrence, Baker, Smith, and Miller, appeared before the Commission and requested an allocation for the road just east and west of the town of Bedford, State Highway No. 10. The road leading into Lynchburg and a road leading into Roanoke has been constructed and the tendency was to draw traffic to these two points rather than to Bedford and had worked a hardship on them. If the road adjacent to Bedford could be constructed, it would bring trade there instead of having it go to either Lynchburg or Roanoke.

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and Working Co.

Mr. W. T. Ashe, of Gloucester Point, Virginia, appeared before the Commission and requested that they make an allocation to the section of road between Gloucester C.H. and Gloucester Point in addition to the \$65,000.00 which will be put up under the Robertson Act, so that this piece of road can be let in one contract.

A delegation from Carroll County and Hillsville, represented by Messrs. Edwards, Wilkerson, World, Martin and Felts, appeared before the Commission and requested that an allocation be made to the road between Hillsville and Jackson's Ferry and from Hillsville to the North Carolina Line.

After hearing all these delegations, the Commission took up the matter of awarding contracts.

Moved by Mr. Sanders, seconded by Mr. Shirley, that the bid of W. P. Hiddkiff, Ivanhoe, Virginia, amounting to \$198,736.39 for the construction of the road between Claypool and Rosedale, Project No. 3271B, Route 11, being the lowest bid received, be accepted, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$218,610.02 chargeable to this Project, provided, however, that the contractor be not permitted to start work on this Project until after the plans have been approved by the Bureau of Public Roads. Motion carried.

Moved by Mr. Kausis, seconded by Mr. Spröul, that the bid of G. E. Oliver, Deewell, Virginia, amounting to \$27,320.17 for the construction of the road between Cooper's Store and Fork Union, Project 5214, Route 2, being the lowest, be accepted, and that 10% additional be set aside to cover the cost of contingencies and

East Ward No. 10-7
and Wading Co.

engineering, making a total of \$30,052.18 chargeable to this Project. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that the alternate bid of Burgess and Atkinson, Scottsville, Virginia, amounting to \$64,162.66 for the construction of the road between Columbia and Fife, Project 209, Route 19, being the lowest, be accepted and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$70,578.92 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the bid of Burgess and Atkinson, Scottsville, Virginia, amounting to \$13753.40 for the construction of the bridge over Bird Creek, Project 209, Route 19, being the lowest, be accepted, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$15,128.74 chargeable to this Project. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Shirley, that the bid of Noyer-Ferguson Company, High Point, N.C. amounting to \$312,067.56 on Project 160B40, Route 5, Carrolville-Suffolk, be accepted, being the lowest received, and that there be set aside 10% additional to cover the cost of contingencies and engineering making a total of \$343,274.31 chargeable to this Project, provided the contractor will not start this work until the plans have been approved by the Bureau of Public Roads. Motion carried.

Moved by Mr. Fruxtun, seconded by Mr. Shirley, that the bid of R. Stuart Noyer, Greensboro, N.C. on Project 160B40, Route 5,

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and Whitty Co.

Bridge over Kingsale Swamp near Carrsville, amounting to \$5,544.70 be accepted, being the lowest received, and that there be set aside 10% additional to cover the cost of contingencies and engineering, making a total of \$6,099.17 chargeable to this Project, provided the contractor will not start work on this Project until the plans have been approved by the Bureau of Public Roads. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the alternate bid of H. E. George, Jr., and Son, Richmond, Virginia, amounting to \$161,507.03 on Project #157, Route 9, Feano-Diascond Creek, be accepted, being the lowest received, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$177,657.73 chargeable to this Project. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that the bid of Perkins and Barnes, Blackstone, Virginia, on Project #155, Route 2, Cunningham's Creek to Cooper's Store, be accepted, being the lowest received, amounting to \$12,853.04, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$14,138.34 chargeable to this Project. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that all bids be rejected on Project 287, Route 11, Dickenson County Line to Donkey on account of irregularities in bidding, and that this Project be immediately readvertised calling for grading and drainage only. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that all bids

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 and Kaylor Co.

be rejected on Project 178, Route 1, Bridge over Grassy Creek, on account of bids being too high, and that this Project be immediately readvertised. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that all bids be rejected on Project 265, Route 11X, Grundy-Manger, and that the Chairman be authorized to enter into an agreement with the low bidder, Starkweather Contracting Corporation, Cresset, Virginia, at their unit price for grading and drainage with the surface omitted. Motion carried.

The Commission then adjourned until 9:00 A.M. March 27th.

MARCH 27, 1923.

At 9:00 A.M. on March 27th, 1923, the Commission met at their office, Tenth and Marshall Streets, all members being present, and the meeting was called to order by the Chairman.

Moved by Mr. Sproul, seconded by Mr. Sanders, that in submitting bids the contractors will be required to put up a certified or cashier's check for \$500.00 on contracts amounting to less than \$100,000.00 and \$1,000.00 on contracts amounting to \$100,000.00 or more. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the Chairman be authorized to work up some arrangement and make a recommendation at the next meeting of the Commission in regards to Surety Bonds. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the agreement with the Board of Supervisors of Wythe County to advance \$75,000.00 under the Robertson Act for the construction of the

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 1917, Vol. 10.

the road between Wytheville and Smyth County Line, after an equal amount had been spent on this section of road by the State, be cancelled, and that the money set aside by the Commission for the construction of the bridges on the Lee Highway be used in lieu of the money promised by Wythe County, and therefore, the bridges cannot be constructed. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that the location of Route 26 between Wytheville and Bland C.H. be adopted by what is known as the Sharon Route. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the Commission reinstate the road leading from Appalachia to the Kentucky State Line to connect with the Kentucky State Highway System at Lynch as a State highway and that they take over the deed granting a right of way from the Turnpike Company free of cost to the State and accept the advancement of \$175,000.00 under the Robertson Act offered by Wise County for the construction of this section of road as far as the money will go. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that the Commission accept the advancement of \$35,000.00 under the Robertson Act for the construction of the Wild Cat Road in Wise County. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the convict camp now being operated in Greensville County for the purpose of supplying stone for Norfolk County be discontinued. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Fruxtun, that the following Traffic Officers be appointed:

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Mr. J. C. Carpenter, Bureau of Public Roads,
Mr. H. P. Harrison, Assistant Engineer in charge of Surveys,
Mr. E. F. Appel, Purchasing Agent,
Mr. C. G. Davis, Resident Engineer,
Mr. J. H. Walker, Resident Engineer,
Mr. R. B. Duvall, Resident Engineer,
Mr. F. N. Yellett, Resident Engineer,

being Federal and State employes. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the contractor on Project 153-B, Route 2, Red Oak-Blus Stone Creek, be granted an extension of time to May 1st, 1923, provided the contractor will increase his force and put on a competent foreman so that the work can be completed by that time. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that the State Highway Commission hereby give notice that all contractors doing work in the State of Virginia, must immediately get to work on their contracts and complete them within the time specified in the contract and that if the contracts are not completed on time the penalty set forth in such contracts will be strictly enforced. Motion carried.

The Commission then left for an inspection of the road between Richmond and Charles City C.H., returning to Richmond late in the afternoon.

MARCH 28, 1923.

On the morning of the 28th, the Commission, all members being present, assembled at their office and the meeting was called to order by the Chairman.

Col. Deans, appeared before the Commission and requested that an allocation be made to the road leading to Smithfield, State

Spott Court No. 22-2
and Winding Co.

Highway No. 10, and also from the Isle of Wight County Line to Suffolk. He stated that this road was much traveled and in his opinion was a very important stretch.

Col. White of Loudoun County, appeared before the Commission and requested them to add to the State Highway System the section of road between Leesburg and Hamilton, under the 2 $\frac{1}{2}$ % Clause. He stated that one mile of this road has been constructed under the State Aid Law and if the Commission will build the small uncompleted section, it would make available nine miles of good road and put them within seven miles of the Clarke County Line and they will have a fairly good road from Leesburg to Greensville.

Mr. G. P. Coleman, appeared before the Commission and requested them to make an allocation to the section of Route 9 between Cobham and Trevilians. Both Louisa and Albemarle Counties having advanced money under the Robertson Act, and whereas there was no definite promise that the State would construct this link, it was understood that the Commission would make an effort to put up additional funds to complete this section of road during 1922 and 1923.

The minutes of the last meeting of the Commission were then read and approved.

A delegation from Norton appeared before the Commission and requested them to make an allocation for the construction of an 18' concrete road between Norton and the forks of the road going to Blackwood and said they would guarantee that the right of way cost on this section would not exceed \$10,000.00 and in case the

Not Read by Mr. Sanders
and Waddy Co.

right of way should exceed this amount, they would put up the additional money themselves.

Moved by Mr. Massie, seconded by Mr. Sanders, that the Commission rescind their motion made July 5th, 1922, laying out the Eight Construction Districts and that these Districts consist of the following Counties: (*Map Attached*)

BRISTOL DISTRICT

| | |
|-----------|------------|
| Bland | Scott |
| Buchanan | Smyth |
| Dickenson | Tazewell |
| Grayson | Washington |
| Lee | Wise |
| Russell | Wythe |

BAILEY DISTRICT

| | |
|-----------|------------|
| Bedford | Giles |
| Botetourt | Henry |
| Carroll | Montgomery |
| Craig | Patrick |
| Floyd | Pulaski |
| Franklin | Roanoke |

LYNCHBURG DISTRICT

| | |
|------------|---------------|
| Amherst | Halifax |
| Appomattox | Nelson |
| Buckingham | Pittsylvania |
| Campbell | Prince Edward |
| Charlotte | Cumberland |

STAUNTON DISTRICT

| | |
|-----------|------------|
| Alleghany | Page |
| Augusta | Rockbridge |
| Bath | Rockingham |
| Clarke | Shenandoah |
| Frederick | Warren |
| Highland | |

CULPEPER DISTRICT

| | |
|-----------|----------------|
| Albemarle | Loudoun |
| Arlington | Madison |
| Culpeper | Orange |
| Fairfax | Louisa |
| Fauquier | Prince William |
| Fluvanna | Rappahannock |
| Greene | |

FREDERICKSBURG DIST.

| | |
|--------------|----------------|
| Caroline | Northumberland |
| Essex | Richmond |
| Gloucester | Spotsylvania |
| Lancaster | Mathews |
| King George | Middlesex |
| King & Queen | Stafford |
| King William | Westmoreland |

RICHMOND DISTRICT

| | |
|--------------|---------------|
| Amelia | Henrico |
| Brunswick | Lanenburg |
| Charles City | Mecklenburg |
| Chesterfield | New Kent |
| Dinwiddie | Powhatan |
| Gochland | Prince George |
| Hanover | Stafford |

SUFFOLK DISTRICT

| | |
|----------------|---------------|
| Accomac | Northampton |
| Elizabeth City | Princess Anne |
| Greensville | Southampton |
| Isle of Wight | Surry |
| James City | Sussex |
| Mathews | Warwick |
| Norfolk | York |

Motion carried.

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 1921 Walker Co.

Moved by Mr. Sproul, seconded by Mr. Sanders, that whereas, the State Highway Law requires that all road funds be distributed equitably between the Eight Construction Districts of the State, and whereas, after a careful study and investigation the Commission determined that the division of such funds should be made in proportion to the ratio that the State Road mileage, area and population of each District bears to the total State road mileage area, and population of the entire State, to be a fair and equitable basis. Therefore, be it resolved that the road funds of the State be divided between the Eight Construction Districts in proportion to the ratio that the State Road mileage, area, and population of each District bears to the total State road mileage, area, and population of the State. Motion carried.

Moved by Mr. Nassie, seconded by Mr. Sproul, that the tentative allocation of funds for the year 1923 shall be as follows:

BRISTOL DISTRICT

| | | |
|--|--------------|-------------|
| Route 10-Y Bridges for open streams between Hansonville and Lebanon | | \$10,000.00 |
| Route 11 - Bolton - Buzzard Roost | (Conv. Camp) | 36,000.00 |
| Route 10 - End of Proj. 129-Appalachia | " " | 36,000.00 |
| Route 10 - Rose Hill-West End Proj. 122 | " " | 36,000.00 |
| Route 11 - End of Proj. 94-Coeburn | " " | 36,000.00 |
| Route 10 - Jonesville-Five Miles West | " " | 54,000.00 |
| Route 11 - Fawcett-Ext End of Contract for Project 208 | " " | 54,000.00 |
| Route 11 - Extension Proj. 8265, Buchanan County | | 50,000.00 |

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 vs. Walker Co.

SALEM DISTRICT

| | |
|---|------------------------|
| Route 22 - Bridges over Craig Creek, Craig County | \$25,000.00 |
| Route 3 - Roanoke South towards Rocky Mount | 75,000.00 |
| Route 12 - Stuart - Cruse | (Conv. Camp) 36,000.00 |
| Route 14 - Judith Creek-Looke Mt. | " " 36,000.00 |
| Route 10 - Bedford - East | 100,000.00 |
| Route 12 - Town of Galax | 25,000.00 |
| Route 10 - Bedford - East | 50,000.00 |

LYNCHBURG DISTRICT

| | |
|---|------------|
| Route 10 - Appomattox Towards Concord | 60,000.00 |
| Route 18 - Goodwins Creek towards Martin's Store (Convict Camp) | 54,000.00 |
| Route 14 - Top of Looko Mt. to Big Island | 100,000.00 |
| Route 14 - End of Proj. 70 towards Altavista | 100,000.00 |

RICHMOND DISTRICT

| | |
|---|------------|
| Route 13 - Richmond-Pamunkey River | 100,000.00 |
| Route 9 - Richmond towards Providence Forge | 150,000.00 |
| Route 20 - Lunenburg - Keysville | 66,000.00 |
| Route 1 - Solomon's Store-Ashland | 50,000.00 |

SUFFOLK DISTRICT

| | |
|---|------------|
| Route 4 - End of Proj. 31-North (Northampton Co.) | 150,000.00 |
| Route 10 - Surry Co. Line-Smithfield | 40,000.00 |
| Route 5 - Southampton Co. Line to Sussex | 127,000.00 |
| Route 9 - Teano - New Kent County Line | 50,000.00 |

FREDERICKSBURG DISTRICT

| | |
|--|-----------|
| Route 9 - Gloucester C.H. - Gloucester Point | 65,000.00 |
| Route 13 - King William C.H. - Sharon Church | 30,000.00 |
| Route 1 - Granes Corner to Falmouth | 88,000.00 |

GULFPORT DISTRICT

| | |
|---|-----------|
| Route 6 - Middleburg - Paris (Conv.Camp) | 36,000.00 |
| Route 21 - Massie's Corner-Amisville " " | 36,000.00 |
| Route 16 - Madison Mills-E.End Proj 103 " " | 54,000.00 |
| Route 7 - Stevensburg - Lignum | 10,000.00 |
| Route 2 - Jonas Run - Remington " " | 98,000.00 |
| Route 2 - Leesburg - Aldie " " | 54,000.00 |

STAUNTON DISTRICT

| | |
|---|-----------|
| Route 14 - Covington - Clifton Forge | 50,000.00 |
| Route 16 - End of Proj.294-East (Page County) | 50,000.00 |
| Route 6 - Chambersville towards W.Va.Line | 30,000.00 |
| Route 17 - Bridgewater - Augusta County Line | 30,000.00 |
| Route 3 - Lexington - One Mile South | 15,000.00 |
| Route 3 - Opossum Hollow - Fancy Hill | 55,000.00 |
| Route 9 - Lone Fountain-Forestry Reservation (Convict Camp) | 54,000.00 |
| Route 7 - Riverton-Double Toll Gates (Conv.Camp) | 54,000.00 |

ALLOCATIONS MADE AND BROUGHT FORWARD PREVIOUS TO MARCH 28, 1923

| | |
|---|------------|
| Route 1 - From Bridge over Potomac Yards-D.C.Line | 4,860.45 |
| Route 2 - Dillwyn - Sprouse's Corner | 25,000.00 |
| Route 3 - Opossum Creek-Fancy Hill | 100,000.00 |
| Route 9 - Gloucester C.H.-Gloucester Point | 65,000.00 |
| Route 3 - Overhead Bridge B&O Tracks-Staunton, S. | 12,000.00 |

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and Shelby Co.

| | |
|--|------------|
| Route 9 - Cobham - Trevilians | 250,000.00 |
| Route 10 - Glenvar-Christians, Bridge over Roanoke River | 45,518.06 |
| Route 10 - Bridge near Chatham | 3,482.26 |
| Route 11 - Norton - Forks Appalachia Road | 24,256.80 |
| Route 12 - Staunton River-Clover for Proj.98-A | 29,277.98 |
| Route 12 - Hillsville-Wythe County Line | 30,133.09 |
| Route 12 - Chase City - Bryerton | 75,000.00 |
| Route 12 - Henry Co.Line-East End Proj.8-55 | 55,212.84 |
| Route 13 - Bridge over Appomattox River, Proj.215 | 50,439.10 |
| Route 13 - Bridge over Pamunkey River and Road between Manquin and Pamunkey River | 129,957.10 |
| Route 14 - Chatham - Gretna | 50,000.00 |
| Route 17 - Bridge at Fann-Laird and Approaches | 20,000.00 |
| Route 18 - Rustburg - Gladys | 75,000.00 |
| Route 18 - Clifford - Colleen | 75,000.00 |
| Route 20 - Burkeville - Keyville | 40,000.00 |
| Route 20 - Southern Ry.Underpass West of Jetersville | 10,000.00 |
| Route 21 - Luray - East | 100,000.00 |
| Route 23 - Newport - Hogen Store | 71,935.04 |

*An equal amount to be raised under the Robertson Act.

** Provided arrangement can be made whereby the State can take over the Ferry at some future date.

NOTE - These allocations represent the work yet to be done under allocations previously made and allocations made March 28th, 1923, and do not include the Federal Aid appropriation of \$1,250,000.00 due July 1st, 1923, or the 2¢ tax on gasoline.

Motion carried.

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125.

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and Waddy Co.

Moved by Mr. Massie, seconded by Mr. Shirley, that the Commission add to the State Highway System under the 2½% Clause the following sections of roads:

| | |
|--|------------|
| Eeseburg - Purcellville | 11.0 Miles |
| Orange - Wilderness | 10.0 " |
| Dublin - Popular Hill | 10.0 " |
| Marven to connect with Route No. 13 | 5.0 " |
| Gum Tree to Coatesville | 9.0 " |
| Crows to the West Virginia Line, South | 7.0 " |
| Charles City C.H. towards Richmond | 18.5 " |
| Moccasin Gap to Tennessee Line | 2.5 " |

Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the Commission add to the State Highway System the section of road leading from Virginia Beach towards Fort Story for a distance of approximately three miles, with the understanding that no further requests be made of the Commission to extend this in the future. Ayes, Messrs. Shirley, Truxtun, and Sanders, Nays, Messrs. Massie and Sproul. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that all bids received on stone chips be rejected as being too high and the Purchasing Agent be instructed to go into open market and purchase same at the very lowest price. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that an additional allocation of \$3,481.60 be made to Project 102, Route 3, Fishers Hill Revision, as per recommendation of Mr. C. B. Mullen, Acting Commissioner. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that the Com-

Book Sheet No. 11-2
and Working Co.

mission confirm the award of contract for the construction of certain bridges on Project 272, Route 21, Massie's Corner towards Warrenton, to W. C. Campbell, Washington, Va., on informal bid recently submitted, amounting to \$4369.20 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$4806.12 chargeable to this contract. Motion carried.

Moved by Mr. Fruxtun, seconded by Mr. Sanders, that an additional allocation be made to Project 160-D, Route 5, Bridge over Pitch Kettle Creek, of \$800.00 as per recommendation of Mr. C. B. Mullen, Acting Commissioner. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that permission be granted the Chesapeake and Potomac Telephone Company to relocate their telephone line along the Lee Highway west from Cherrydale. Motion carried.

It appearing that the Board of Commissioners of the District of Columbia have filed application for permission to construct and maintain an overhead crossing over and across the existing public highway, between Lorton and Occoquan, Va., now under maintenance by the State of Virginia, as a part of State Highway No. 1, for an industrial track, the said track to extend from the wharf at Occoquan Creek to the Reformatory, operated by the District of Columbia and thence to a point connecting with the Richmond, Fredericksburg, and Potomac Railroad:

BE IT RESOLVED by the State Highway Commission of Virginia, that permission be, and is hereby granted by this Commission to

Act No. 10, 1922
and Waddy Co.

the Board of Commissioners of the District of Columbia, to construct and maintain an overhead crossing for an industrial track over and across the existing public highway, near Occoquan, Va., now under maintenance by the State of Virginia, as a part of Route No. 1, of the State Highway System; provided, however, that the permission herein granted is expressly made subject to the conditions, limitations and restrictions herein imposed:

(1) The Overhead Crossing shall be constructed and maintained on the location, as shown, and upon the plans and measurements indicated on the plans submitted by the Board of Commissioners, and approved by the Chairman of the Highway Commission, dated December 11th, 1922, and marked "D. C. Penal Instructions Construction Department, Lorton, Va." - "Plans Showing Location of Proposed Railroad Bridge with Profile of Highway".

(2) The Board of Commissioners shall make proper provisions for the drainage of that part of the road affected by the permit hereby granted, under direction and subject to the approval of the Chairman of the State Highway Commission.

(3) The Board of Commissioners shall grade and gravel the section of the road affected by the proposed changes, under direction and subject to the approval of the Chairman of the Highway Commission.

(4) The Board of Commissioners shall promptly, and at their own expense and costs, make such change in the overhead crossing as may be necessary to conform to any location of the State Highway affected as finally adopted.

Book 128 (No. 12-2)
and 128 (No. 12-2)

(5) This permit shall not be construed to give the Board of Commissioners power to impair in any wise travel on and along the highway affected.

There being no further business before the Commission, the meeting adjourned.

APPROVED:

H. G. Shirley
Chairman.

ATTESTED:

M. S. Harris
Secretary.

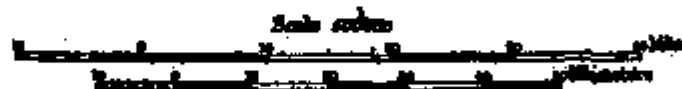
VIRGINIA HIGHWAY DEPARTMENT
 C. P. COLEMAN
 COMMISSIONER

U. S. GEOLOGICAL SURVEY
 GEORGE OTIS SMITH
 DIRECTOR

STATE OF VIRGINIA
 GEOLOGICAL SURVEY
 THOMAS L. WATSON, DIRECTOR

STATE OF VIRGINIA HIGHWAY SYSTEM

Subject to Change as Between Points Designated in Act



Position of the State of Virginia in
 relation to the National Map of the
 World on the scale of 1:100,000

- ★ Sea Level
- WASHINGTON - Capital
- Lynchburg City of Incorporation
- Town or Village
- State Route
- Road - Other

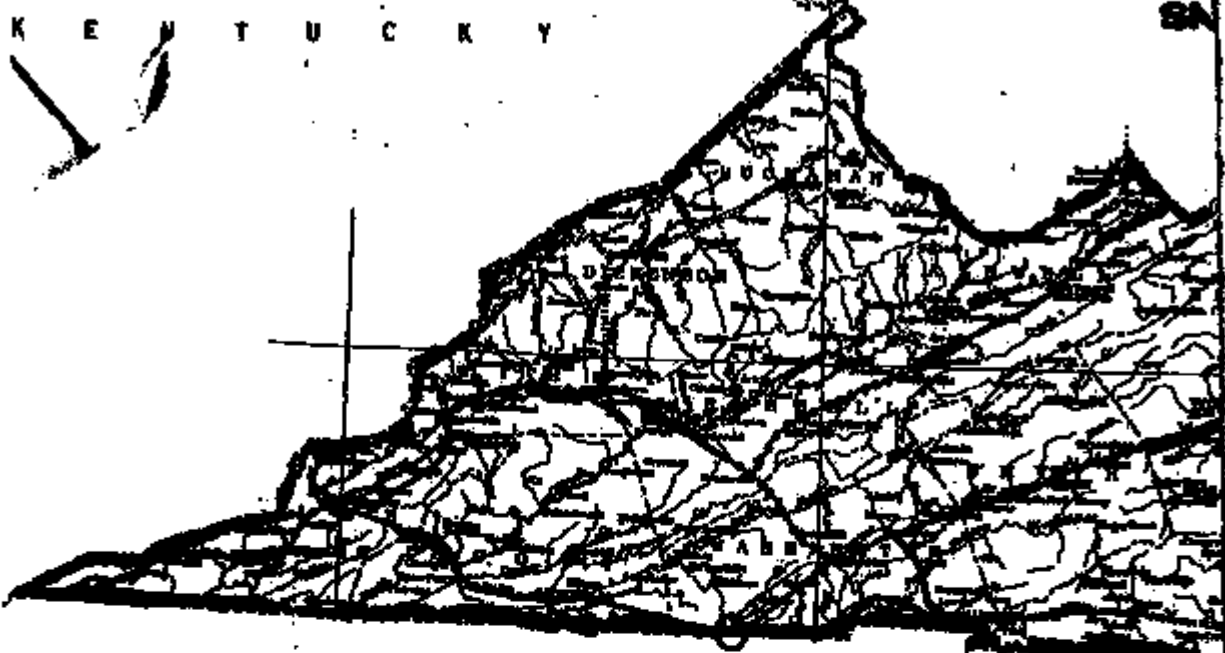
LEGEND.

- Work Completed Jan. 1, 1919 to Jan. 1, 1921.
- Work Under Way Jan. 1, 1921.
- Additional Roads Under Maintenance, January 1, 1921.
- Work For 1921.
- Unprovided For.
- Not Definite.

NOTE-

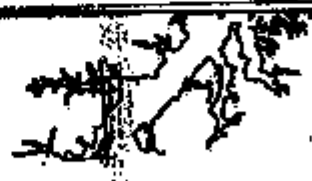
Many miles shown as under maintenance should be
 reconstructed or rebuilt as soon as funds are made
 available by the General Assembly.

K E N T U C K Y



T E N N E S S E E

J. D. KEELER JR.
BRISTOL



MAP SHOWING THE RIGHT
CONSTRUCTION DISTRICTS
as adopted by

THE VIRGINIA STATE HIGHWAY COMMISSION.

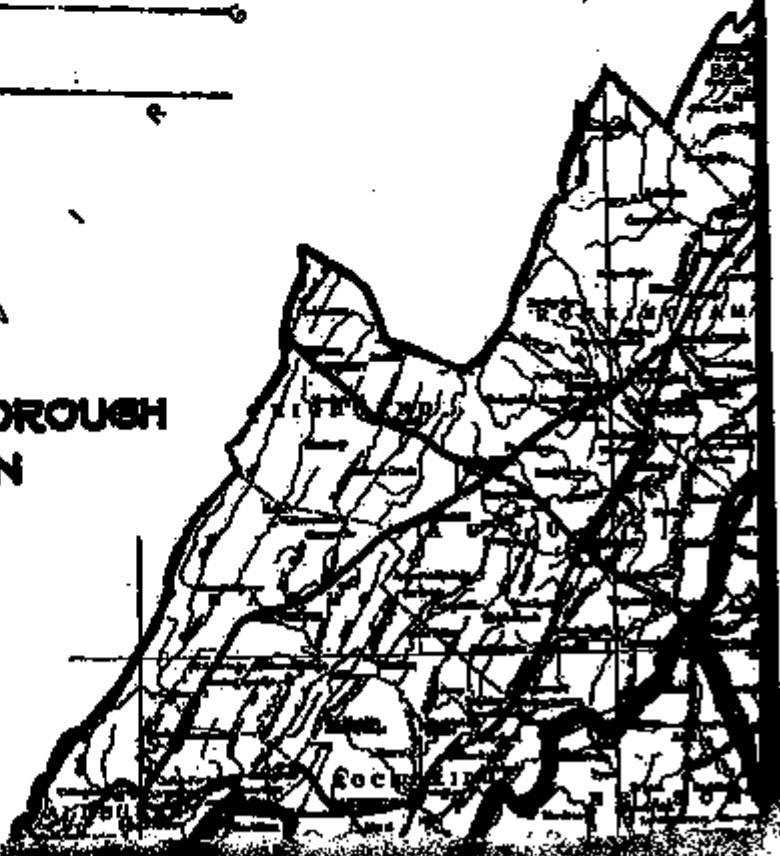
At their meeting on
March 28, 1923.

Signed:

T. E. Loughborough
Chairman
.....
Secretary,
.....
.....
.....

J. C. ALBRIGHT
CULPEPER

T. E. LOUGHBOROUGH
STAUNTON

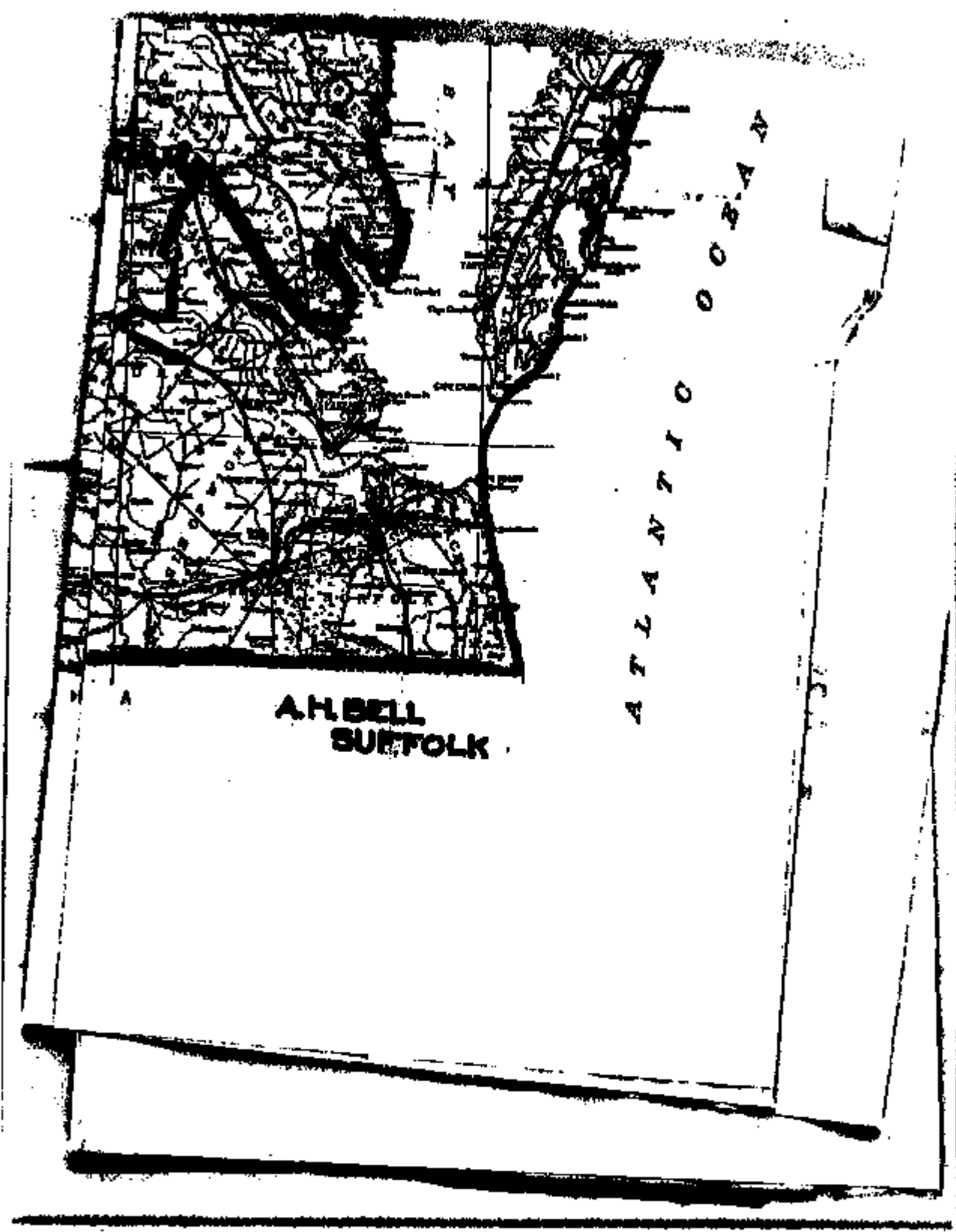




N O R T H C

W. W. M. CLEVV
LYNCHBUR





A. H. BELL
SUFFOLK

ATLANTIC OCEAN