

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

MARCH 1, 2, 3, 1923

Book Sheet No. 11-P
and Weekly Co.

MINUTES OF THE NINETEEN MEETING OF THE
STATE HIGHWAY COMMISSION HELD ON
MARCH 1st, 2nd, & 3rd, 1928.

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On March 1st, the Commission, consisting of Messrs. H. G. Shirley, Chairman, Wade H. Massie, Secretary, H. B. Spraul, R. K. Sanders and I. Walke Truxton, met in the office of the State Highway Commission at Richmond, Virginia.

The meeting was called to order by the Chairman.

Mr. R. B. Preston, Road Engineer of Norfolk County, appeared before the Commission and presented an application and agreement covering the advancement of money under the Robertson Act, for \$335,000.00 for the construction of Route No. 27, approximately 14.5 miles from Great Bridge to the North Carolina Line and a contribution of \$40,000.00, and also an agreement for the advancement of \$38,000.00 for the construction of a section of Route 18-I, approximately 2.5 miles from Portsmouth City Limits to the intersection of the Deep Creek Boulevard, both sections of roads being in Norfolk County, and filed with the Auditor certificates of deposit covering the \$335,000.00 and the \$38,000.00.

Moved by Mr. Truxton, seconded by Mr. Massie, that the Commission accept the advancement under the Robertson Act of \$335,000.00 for the construction of Route No. 27, from Great Bridge to the North Carolina Line, and also \$38,000.00 for the construction of section of Route 18-I from Portsmouth City limits to the intersection of the Deep Creek Boulevard, as well as the

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contribution of \$40,000.00. Motion carried.

Moved by Mr. Fraxtum, seconded by Mr. Shirley, that an amendment be made to the Rules and Regulations allowing the extreme width of vehicles not to exceed 96 inches, and traction engines 108 inches except under specially granted permits. Motion carried.

A delegation from Isle of Wight County appeared before the Commission and requested that the section of road from Isle of Wight C. H. to Smithfield be added to the State Highway System under the 2nd Class, a distance of approximately 7.0 miles, Isle of Wight being the County seat of the County and it was necessary several times to adjourn Court on account of the impassable condition of this road.

Moved by Mr. Massie, seconded by Mr. Spreal, that the State Highway Commission add to the State Highway System under the 2nd Class, the section of road leading from State Highway No. 10 at Smithfield to Isle of Wight, a distance of approximately seven miles. Motion carried.

The Commission then proceeded to the Assembly Room where at 10:00 A. M. they gave a rehearing to all interested in the location of Route No. 7-X between Warsaw and Beadsville which lasted until 12:00 o'clock noon, at which time they again took up the routine work of the office.

Moved by Mr. Shirley, seconded by Mr. Massie, that the location of Route No. 27 be located in the most direct way to the west of the Norfolk and Southern Railway tracks from the Norfolk

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City limits to the North Carolina Line to connect with the North Carolina State Highway System running north from Elizabeth City. Ayes; H. C. Shirley, E. I. Sanders, Wade H. Massie and H. B. Sproul; Nays, I. Walke Truxtun. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the Commission accept the advancement of \$700,000.00 under the Robertson Act for the improvement of section of Route 15, between Richmond and Tappahannock, and also section of Route 9 from Richmond to Bottom's Bridge and thence to New Kent Co. H. Motion carried.

The Commission then recessed for lunch until 2:00 P. M. when they met in the Assembly Room and gave a rehearing to all interested in the location of the road between Gloucester Co. H. and Mathews Co. H. The rehearing lasted until about 4:00 P.M. when the Commission again met in a regular business session and the following business was transacted.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the bid of Davis and Carson, Cumberland, Virginia, amounting to \$192,341.62 on Project 48-C, Route 14, Big Island-Snowden, be accepted, their bid being the lowest and that there be set aside 10% additional to cover the cost of contingencies and engineering, making a total of \$211,575.60 chargeable to this Project. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the bid of the Pace Construction Company, Roanoke, Virginia, on Project 48-C, Route 14, Bridges over Hunting, Battery and Peters Creek, amounting to \$12,496.67, being the lowest bid, be accepted, and

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that there be set aside 10% additional for contingencies and engineering, making a total of \$14,848.75 chargeable to this Project. Motion carried.

Moved by Mr. Spraul, seconded by Mr. Massie, that contract be awarded to the Warden Construction Company, Palaski, Virginia, on Project 107, Route 25, Pearisburg towards Rippland, at their bid of \$60,953.27, being the lowest, and that there be set aside 10% additional for engineering and contingencies, making a total of \$67,048.59 chargeable to this Project, provided, however, that the contractor will not start work until all rights of way have been secured or he has been notified to proceed. Motion carried.

Moved by Mr. Massie, seconded by Mr. Spraul, that the Commission accept the bid of L. R. Colbert, Fredericksburg, Virginia, of \$10,646.57 being the lowest, for constructing 0.8 miles of bituminous macadam road between Barboursville and Greene County Line, Project 128-0, Route 17, and that an additional 10% be set aside to cover contingencies and engineering, making a total chargeable to this Project of \$11,711.00. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that the bid of L. R. Colbert, Fredericksburg, Virginia, amounting to \$56,739.03, for the construction of the road from Orange County Line to 2.72 miles west, Project 126, Route 17, be accepted, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$62,412.93 chargeable to this Project, with the understanding that the contractor will not

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begin work until after the plans have been approved by the Bureau of Public Roads. Motion carried.

Moved by Mr. Spruiel, seconded by Mr. Shirley, that the bid of Battershill and Goods, Virgilina, Virginia, for the construction of the road between Brookneal and Volens, Route 18, Project 141-B, amounting to \$49,502.48 be accepted and that 10% additional be set aside for contingencies and engineering, making a total of \$54,452.72 chargeable to this Project. Motion carried.

Moved by Mr. Spruiel, seconded by Mr. Massie, that the Commission accept the alternate bid of Winsley Construction Company, Roanoke, Virginia, on Route 1, Project 8-189, Streets of Clarksville, amounting to \$49,742.65, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$54,697.00 chargeable to this Project. Motion carried.

Moved by Mr. Massie, seconded by Mr. Spruiel, that all bids be rejected on Project 178, Route 1, Clarksville to the North Carolina Line, and this Project be immediately readvertised. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that the bid of the Roanoke Iron and Bridge Works, Roanoke, Virginia, amounting to \$9,569.55 for the construction of the bridge over Sandy River, Route 12, Project 126-B, being the lowest, be accepted, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$9,425.50 chargeable to this Project, provided, however, that the contractor be not

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and Shirley Co.

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. Sproul, seconded by Mr. Massie, that the bid of H. A. Donald & Company, Lexington, Virginia, for the construction of the section of road from Station 487+00 to Fairfield, Route 5, Project 198-0, at their bid of \$225,901.37, be accepted, and that 10% additional be set aside to cover cost of contingencies and engineering, making a total of \$246,891.50 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the bid of H. A. Donald & Company, Lexington, Virginia, amounting to \$3,731.08 for the construction of the bridge over Marl Creek, Route 5, Project 198-0, be accepted and that 10% additional be set aside to cover cost of contingencies and engineering, making a total of \$3,004.18 chargeable to this Project. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the bid of Henry W. Roberts, Clara, Maryland, for the construction of the road from Tasley to 6.1 miles south, Route 4, Project F-221, be accepted at his bid of \$190,738.44, and that 10% additional be set aside to cover cost of contingencies and engineering, making a total of \$198,818.28 chargeable to this project, provided, the contractor will not start work on this Project until after the plans have been approved by the Bureau of Public Roads. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the bid

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and Valley Co.

of the Harrison Engineering and Construction Corporation, Buffalo, New York, on Project 262 A&B, Route 4-X, Tasley to Onancock, amounting to \$95,887.64, be accepted, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$105,281.29 chargeable to this Project.
Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxton, that the bid of the Major Construction Company on the construction of the road between Rappahannock River and Fredericksburg, Route 1, Project 265-B, amounting to \$20,412.86 be accepted and that 10% additional be set aside to cover cost of contingencies and engineering, making a total chargeable to this Project of \$22,454.14, provided the contractor will agree to construct on the location designated by the Commission at the same unit price. Motion carried.

Moved by Mr. Massie, seconded by Mr. Spraul, that the bid of the Major Construction Company, Front Royal, Virginia, on Project 266-B, Route 1, bridge over Spotsylvania Power Company's canal, amounting to \$4,866.80 be accepted, and that 10% additional be set aside to cover cost of contingencies and engineering, making a total of \$5,377.68 chargeable to this Project.
Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that all bids be rejected on Project 246 A&B, Route 12-Y, Franklin to the North Carolina Line, and that this Project be immediately readvertised.
Motion carried.

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and Walker Co.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that after careful consideration of the evidence presented at the public hearing on March 1st, the Commission reaffirmed their former decision and located Route No. 9 between Gloucester C. H. and Mathews C.H. to run by the central Route via or near North and Foster to Mathews Court House. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the Commission reaffirm their former decision in regards to the location of Route 7-X between Warsaw and Heathsville and that this Route be located from Fimpleman's Cross Roads via or near the Hague, Callao, Heathsville and Redville. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that the Commission recess until Friday morning at 9:15 A. M. Motion carried.

MARCH 2nd, 1925.

At 9:15 A.M. on March 2nd, the Commission, all members being present, met at their office and the meeting was called to order by the Chairman.

Mr. W. G. Dodson of Wise County appeared before the Commission and requested that the section of road from Norton by way of Wise to Pound be added to the State Highway System under the 8½ Clause. He stated that the County had just issued \$100,000.00 of bonds and would advance this amount under the Robertson Act for the construction of this road if the Commission should see fit to grant his request. The Commission informed Mr. Dodson that just at this time there was but little mileage available and the small

East West No. 427
Rich County

amount left was being used largely to connect County Seats with the main Highway System and therefore, it would be impossible to add this section of road.

Moved by Mr. Sanders, seconded by Mr. Spruiel, that the Chairman be authorized to purchase the Air Service Depot in South Richmond at a price not to exceed \$100,000.00. Motion carried.

The Commission at 10:00 A. M. proceeded to the Assembly Room where they held a public hearing on the location of the road between Orange and Gulpaper, which lasted until about 12:00 o'clock, after which they again held a business session and transacted the following business.

Whereas the road leading from St. Stephens Church to a point at or near Brainton thence to King and Queen S. H. in King & Queen County, having been advertised in accordance with the law for a period of thirty days, and a public notice being given that objections to this location be filed in writing in the office of the State Highway Commission on or before March 1st, 1925, at 12:00 o'clock noon, and, whereas, there were no objections filed, to the location so advertised - It was moved by Mr. Massie and seconded by Mr. Fraxton, that the Commission hereby declares the route so advertised to be an established State Highway between the points designated in this County and to be known as Route No. 151. Motion carried.

Whereas, the road leading from St. Paul to Dents, in Wise County, having been advertised in accordance with the law for a period of thirty days and a public notice being given that ob-

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jections to this location should be filed in writing in the office of the State Highway Commission on or before March 1st, 1925, at 12:00 o'clock noon, and, whereas, there were no objections filed to the location as advertised - It was moved by Mr. Massie, seconded by Mr. Sanders, that the Commission hereby declares the route so advertised to be an established State Highway in this County between the points designated and to be known as Route No. 115. Motion carried.

Whereas, the road leading from Staunton in a north-westerly direction to a point at or near Christians in the County of Augusta, having been advertised in accordance with the law for a period of thirty days, and public notice given that any objections to this location should be filed in writing in the office of the State Highway Commission on or before March 1st, 1925, at 12:00 o'clock noon, and, whereas, there were no objections filed, to the location as advertised, - It was moved by Mr. Syrenl and seconded by Mr. Shirley that the Commission hereby declares the route so advertised to be an established State Highway in this County between the points designated and to be known as Route No. 171. Motion carried.

Whereas, the road leading from Strasburg to a point at or near Pittman's Bridge to Riverton having been advertised in accordance with law for a period of thirty days, and a public notice given that any objections to the location as advertised should be filed in writing in the office of the State Highway Commission on or before March 1st, 1925, at 12:00 o'clock noon, and that,

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Whereas, there were objections filed, on or before the said date and hour requesting that a hearing be given to those interested in the location of this highway; It was moved by Mr. Shirley and seconded by Mr. Fraxton that a hearing be given those requesting same and that a date be decided on later for such hearing. Motion carried.

Whereas, a contract was let to E. G. Hill and Company, for building a turnpike road from Appalachia to the Kentucky State Line, known as the Lynch Highway, and, whereas, it was proposed to take this section of road into the State Highway System under the 8 1/2% Clause, and, whereas, this action would interfere with the contract so let and otherwise disrupt the plans of the turnpike Company, It is moved by Mr. Sanders, seconded by Mr. Shirley that the Commission rescinds its action of taking this section of road into the State Highway System and holds their action in abeyance until further investigations can be made. Motion carried.

Whereas, the road leading from Goshen to a point at or near Rockbridge Baths, thence to Timber Ridge and on to connect with Route No. 5, in Rockbridge County, having been advertised in accordance with law for a period of thirty days, and calling for any objections to this location to be filed in writing in the office of the State Highway Commission on or before March 1st, 1928, at 12:00 o'clock noon, and that, whereas, there were no objections filed to the location from Goshen to a point at or near Cedar Grove - It is moved by Mr. Sproul, seconded by Mr. Sanders, that the Commission hereby declares that portion of the route

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between Doshen and Cedar Grove to be the established State Highway in this County between the said points and to be known as Route No. 172; but, objections having been filed to the location between Cedar Grove and Timber Ridge and on to connect with Route No. 3, that the Commission give a hearing to all interested in the location of this section of the route on a date to be decided later. Motion carried.

Whereas, the road leading from Parksley to the Alms House and intersecting Route No. 4, in Accomac County, having been advertised in accordance with the law for a period of thirty days, and a public notice given that any objections to the location of the route as advertised should be filed in writing in the office of the State Highway Commission on or before March 1st, 1923, at 12:00 o'clock noon, and, whereas, there were no objections filed: It was moved by Mr. Sproul, seconded by Mr. Truxtun, that the Commission hereby declares the route so advertised to be an established State Highway in this County and to be known as Route No. 341. Motion carried.

Whereas, the road leading from the Wharf at Onancock to Tasley, and intersecting Route No. 4, in Accomac County, having been advertised in accordance with the law for a period of thirty days, and a public notice given that any objections to the location of the route as advertised should be filed in writing in the office of the State Highway Commission on or before March 1st, 1923, at 12:00 o'clock noon, and whereas, there were no objections filed: It was moved by Mr. Sproul, and seconded by Mr. Truxtun, that the Commission hereby declares the route so advertised to be

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an established State Highway in this County and to be known as Route No. 342. Motion carried.

Whereas, the road leading from Bottom's Bridge to New Kent C.H. having been advertised in accordance with law for a period of thirty days, and a public notice given that any objections to this location of the route as advertised should be filed in writing in the office of the State Highway Commission on or before March 1st, 1923, at 12:00 o'clock noon, and whereas, no objections were filed to the location of the route so advertised: It was moved by Mr. Shirley, and seconded by Mr. Sanders, that the Commission hereby declares the route so advertised to be an established State Highway between the points designated in this County and to be known as Route No. 393. Motion carried.

Whereas, the road leading from Fairfax via Tyson's Corner to Chain Bridge having been advertised in accordance with law for a period of thirty days and a public notice given that any objections to the location as advertised should be filed in writing in the office of the State Highway Commission on or before March 1st, 1923, at 12:00 o'clock noon, and that, whereas, there were no objections filed to the location so advertised; It was moved by Mr. Massie, seconded by Mr. Shirley, that the Commission hereby declares the route as specified to be an established State Highway in this County or Counties between the points designated, and to be known as Route No. 25. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that a rehearing be given to all interested in the location of Route No. 23,

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and Volney Co.

Giles County, between Pearisburg and the West Virginia Line on April 4th, 1923, at 3:00 P.M. in the Town Hall at Harrows, Va., Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that the Commission recess for lunch, until 2:00 P.M. Motion carried.

At 2:00 P.M. the Commission met in the Assembly Room and gave a rehearing to all interested in the location of the road from Solomon's Store to Spotsylvania C.R. which lasted until 5:00 P.M.

Moved by Mr. Massie, seconded by Mr. Fruxtun, that the Commission recess until March 3rd at 9:15 A.M. Motion carried.

MARCH 3rd, 1923.

On the morning of March 3rd, the Commission, all members being present, assembled in the Commission's Room and held a regular business session.

Mr. J. B. Saunders of South Hill appeared before the Commission and told them that the people were willing to sell the bridge ten miles south of South Hill in Mecklenburg County, on State Highway No. 122, over the Roanoke River, to them at what it actually cost to build it in 1919 when everything was cheap. This bridge was completed in 1921 at a cost of \$55,571.85. He stated that they were willing to sell the bridge and the cost of the same to be returned under the provisions of the Robertson Act as the road leading from South Hill to this Bridge could not be maintained or constructed until the toll now being charged were eliminated.

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 West Valley Co.

Moved by Mr. Sproul, seconded by Mr. Massie, that the Commission take the matter of purchasing this bridge under consideration. Motion carried.

A delegation from Fairfax County appeared before the Commission and requested that the Lee Highway through that county be located along the old road as nearly as possible, a part of this road being the division line between Falls Church and Providence Districts and bonds having been issued for the construction of this road in proportion to the amount of road in each District and if the location is changed, then the money raised in one District would have to be spent in the other District.

The delegation was advised that the Commission would go carefully into this matter and have it investigated before any decision would be made.

Senator Chase from Dickenson County appeared before the Commission and requested that the sections of roads in Dickenson Co. on which money had been advanced under the Robertson Act, be put under contract as soon as possible. He also requested the Commission to make an allocation for the construction of the section of road from Olinwood two miles south.

Mr. Shirley told Senator Chase that the road between Fremont and Moss was practically ready to advertise when a question of location had arisen which delayed the work. This road had been located on the ridge and a request had been made to locate it adjacent to the stream. The section of road between Moss and Haysi would be put under construction as soon as it could be advertised and a satisfactory bid received.

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J. H. Walker Co.

A delegation from Charles City and Henrico Counties appeared before the Commission in behalf of the New Market or River Road. Their representative, Mr. Clark, requested the Commission to take over the section of road from Charles City to Richmond for permanent maintenance, stating that the majority of the people in that section had no way of communication with Richmond except by the James River, which would take about four hours, the distance to the nearest Railroad Station being about as far as the distance to Richmond. If this road was taken over by the State it would give them an outlet for their farm products, and also put them into communication with Richmond in about forty-five minutes, whereas, it would take four hours by water.

Dr. Freeman spoke of the historical value of this road to the State. The early American settlers built their homes along the River and during the Civil War some of the bloodiest battles were fought in this section. There are still to be seen old fortifications and battle fields which will draw many tourists if there is a good road leading to them.

Mr. Clark requested the Commission to go over this Road and any time they would set he would be very glad to take them. Dr. Freeman also stated that he would be glad to show them over the old battle fields and fortifications of which he had spoken.

The Commission expressed their desire to go over this Road and when they were again in this section would make arrangements to do so.

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and Waddy Co.

Ex-governor Stuart and Mr. J. D. Peery appeared before the Commission and requested them to add to the State Highway System under the 2 $\frac{1}{2}$ % Clause, the section of road between Tazewell and the West Virginia Line, a distance of approximately 9.0 miles. This road would connect Tazewell with the coal fields of Virginia and West Virginia and develop the country to the south very much.

Moved by Mr. Sanders, seconded by Mr. Shirley, that the Commission reaffirm their former decision on the location of the road between Solomon's Store and Spotsylvania C.H. and that this road be located over what is known as the Old Telegraph Road to a point at or near Jarroll's Mill and thence over the most direct route to Spotsylvania C.H. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the Commission after carefully going over the plat and survey submitted of the Orange-Gulpeper Road, reaffirm their former decision to locate this road from Orange to a point on State Highway No. 16 near Madison Mills, thence to a point at or near Loustdale, and from there to Gulpeper. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the location of the Lee Highway through Fairfax County be along the lines of the old road provided the cost will be approximately the same and the curves can be straightened out or that those interested or the County pay any excess cost over Line A. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the section of road leading from Tazewell to the West Virginia Line, a distance of approximately 9.0 miles be added to the State System

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under the 2½% Clause. Ayes: Messrs. Sproul, Sanders, and Shirley; Neyes; Mr. Massie. Mr. Tyntun absent. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that action on the request to take over for permanent maintenance the road from Charles City to Richmond, be postponed until after the Commission could inspect this highway. Motion carried.

A delegation from Elizabeth City County appeared before the Commission and requested them to take over the road leading from Phoebus to Buckroe Beach under the 2½% Clause. This road is used for hauling fish and also for hauling tar to the Beach to be used on the fishing nets, and that a great many people visited the beach during the summer from Richmond and other cities. Length of the road 1-5/8 miles.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the section of road leading from Route No. 9, at Phoebus over the Mill Creek Road to Buckroe Beach, a distance of approximately 1-5/8 miles, be added to the State Highway System under the 2½% Clause. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that the location of Route No. 18, between Afton and Lovingson be from a point where the macadam now stops coming from the Afton end and thence generally over the old highway to a point at or near Greenfield, and from there to a point at or near Marin's Store. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Sproul, that the date for the rehearing on the location of the road between Glade Springs

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and Saltville be changed from March 28th to April 3rd, at 10:00 o'clock in the Court House at Abingdon, Virginia. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the State Highway Commission take no further action in the drainage litigation on the Eastern Shore and that the injunction granted against the Commission be not contested further. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that the Commission recess for lunch. Motion carried.

At 2:00 P.M. the Commission again met and proceeded with their deliberations.

Moved by Mr. Massie, seconded by Mr. Sproul, that the following traffic officers be appointed:

W. N. Shindell, G. W. Lambert, G. L. Kinnier, B. E. Parrish, H. G. Butts, and Burton Marye, all State Employees, and Hugh Jeff of Lacey Springs. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that an extension of time on Project 129, Route 11, Riverview to Tacoma, be granted to Scott & Trinkle to November 8, 1922. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that an extension of time be granted on Project 148, Route 12, Vernon Hill - Houston, for a period of six working days and that Messrs. Perkins and Barnes, Contractor, be charged at the rate set forth in the contract for every day thereafter. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that an extension of time be granted on Project 161, Route 18, Staples Store - North Carolina Line, to March 15, 1923, and that the contractor,

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and Walker Co.

W. W. Tuck and Son, be charged at the rate set forth in the contract for every day thereafter. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that an extension of time be granted on Project 150, Route 9, Hampton Creek Bridge, to May 1st, 1923, and that the contractor, Atlantic Bridge Company, be charged at the rate set forth in the contract for every day thereafter. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that an extension of time be granted on Project 66, Route 1, Swift Creek Bridge for a period of fifteen days, and that the contractor, L. R. Boyd, be charged at the rate set forth in the contract for every day thereafter. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sproul, that, whereas, the bid of the Roberts Contracting Company, on Project 256, Route 11, Burkes Garden Biding-Taxewell, was made previous to the passage of the resolution in which the Commission expressed their opinion that it was to the public interest that contractors or firms, whose officers were members of the Legislature should not bid on State Highway work, and that this Company had gone to the expense of making their bid, it being the lowest, the Commission hereby rescinds its resolution turning down this bid and awards the contract to the Roberts Contracting Company, at their bid of \$35,891.41 and that an additional 10% be set aside to cover the cost of contingencies and engineering, making a total chargeable to this Project of \$39,480.55. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Shirley, that the contract of the Murry-Sadler Corporation for the construction of

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Project 150, Route 9, approaches to Hampton Creek Bridge be cancelled as per their request, and recommendation of Mr. C. S. Muller. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that an appropriation of \$1500.00 be made for the maintenance of the detour on Project 160-D, Route 5, Suffolk-Five miles, west. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxton, that an appropriation of \$600.00 be made for the maintenance of the detour on Project 121, Route 5, Bridge over Assamesock Creek. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that an appropriation of \$450.00 be made for the maintenance of detour around Project 129, Route 11, Greene tipple. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that an appropriation of \$2000.00 be made for the construction and maintenance of detours on Project 186, Route 12, Sandy River, West. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that the request of the Pittsburgh-DesMoines Steel Company to reject their bid on Project S-215, Appomattox River Bridge, be turned down and that they be required to enter into a contract to do this work. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the request of the Chesapeake and Potomac Telephone Company to be allowed to be bonded by a Telephone Company of another State for the erection of pole lines, be rejected. Motion carried.

Moved by Mr. Truxton, seconded by Mr. Sproul, that all

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Companies erecting pole lines carrying a voltage of less than 2200 volts be required to put up a bond for \$5,000.00 and all lines carrying a voltage of more than 2200 volts be required to put up a bond for \$20,000.00. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the Commission accept the following advancements under the Robertson Act:

Williamsburg-Toano	\$100,000.00
Lee Hall-Williamsburg	100,000.00
Williamsburg-Richmond	25,000.00
Fortsmouth-North Carolina Line	130,000.00
Streets of Victoria	25,000.00
Streets of Gordonville	8,000.00
Morefield-Hamlin	40,000.00
Williamsburg-Toano	50,000.00
Charlotte C.H. - Phanix	15,000.00
Rhebus-Buckree Beach	47,819.00
Gloucester-Gloucester Point	65,000.00
Suffolk-North Carolina Line	325,000.00
Smithfield - Isle of Wight	75,000.00

Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the Attorney for the Commission be authorized to appeal the case in regards to the location of Route 23 from Christiansburg, south, to the higher court. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the request to add to the State Highway System, under the 2 $\frac{1}{2}$ % Clause, the section of road from Sutherland through Amelia C.H. to Tobacoville be rejected as there is not available sufficient mileage at this time to take this piece of road into the System. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the request to add to the State System the section of road from Det. P.O. to Jonesville, known as the Fincastle Road, under the 2 $\frac{1}{2}$ % Clause,

be postponed. Motion carried.

East Street No. 41-2
Rocky Co.

Moved by Mr. Massie, seconded by Mr. Sproul, that the request to add to the State Highway System the section of road from Wytheville to Independence, under the 2½% Clause, be rejected. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the Chairman be authorized to set a date for the Commission to go over the road leading from the Valley Pike to Broadway, in Rockingham Co. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that request having been made that the section of road leading from Virginia Beach to Fort Story be added to the State Highway System under the 2½% Clause, that the Chairman be authorized to set a date for those interested in this addition to appear before the Commission and present the merits of this road. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the location of Route No. 10 between Appomattox and Lynchburg be from Appomattox to a point at or near Concord thence to a point near James River and thence to Lynchburg. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the location of Route No. 20, between Charlotte C.H. and Brockneal be from Charlotte C.H. to a point at or near Phenix and thence to Brockneal. Motion carried.

Whereas, the road leading from Suffolk to the North Carolina Line by way of Somerton, Cypress and White Marsh, on the west side of the railroad, then crossing the railroad track to the east and

Book Street No. 11-P
and Walker Co.

intersecting the North Carolina State Line near Corapeake, having been advertised for a period of thirty days and a public notice given that any objections to the location as advertised should be filed on or before March 3rd, 1923, at 12:00 o'clock noon, in writing in the office of the State Highway Commission, and whereas, there were objections filed on or before the said date and hour requesting that a local hearing be given to those interested in the location of this highway; it was moved by Mr. Sanders, and seconded by Mr. Truxtun, that a hearing be given those requesting same and that this hearing be held on April 11th, 1923 at the Court House at Suffolk, at 1:30 P.M. Motion carried.

Whereas, the road leading from Negrofoot in the general direction of Ashland, crossing the South Anna River at or near a point where the present Richmond-Washington Highway crosses and thence to or through Ashland to Route No. 1, having been advertised in accordance with law for a period of thirty days and a public notice given that any objections to the location as advertised should be filed in writing in the office of the State Highway Commission on or before March 3rd, 1923, at 12:00 o'clock noon, and whereas, there were no objections filed to the location so advertised, it was moved by Mr. Sproul, seconded by Mr. Sanders, that the Commission hereby declares the route so advertised to be an established State Highway between the points designated and to be known as State Route No. 39. Motion carried.

There being no further business the meeting adjourned.

Book Sheet No. 10-2
and Waiver Co.

APPROVED:

W. G. Shirley
Chairman

ATTESTED:

Robt H. Manier
Secretary