

(Twentieth)

MINUTES OF THE MEETING OF THE STATE  
HIGHWAY COMMISSION, HELD AT TAXSWELL AND ROANOKE,  
VIRGINIA, JANUARY 25TH, 26TH, and 27TH, 1921.

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All members of the State Highway Commission, namely: Wade H. Nassie, Chairman, Henry F. Beck, Secretary, James A. Mandy, Jr., Horace Hardaway, and J. W. Davis, assembled at Taxswell Court House Monday, January 24th, for the purpose of hearing an appeal from the decision of G. P. Coleman, State Highway Commissioner, on the location of a portion of Route No. 11 in Taxswell County, between Taxswell Court House and the Russell County Line.

After a thorough inspection of the route as located by Mr. Coleman, together with an inspection of the alternate route, known as the River Route, the Commission spent the night in Taxswell.

On Tuesday morning, January 25th, the Commission further inspected the various State Routes in the vicinity of Taxswell Court House, and at 2 P. M. assembled in the Taxswell County Court House for a formal hearing of the appeal, which was fully gone into by counsel representing the opposing routes.

At the conclusion of the hearing the Chairman of the Commission announced that the matter would be taken under advisement by the Commission and their decision made known at a later date.

On Wednesday, January 26th, the State Highway Commission; with all members present, namely: Wade H. Masnie, Chairman, Henry P. Beck, Secretary, James A. Mundy, Jr., Horace Haraway, and F. W. Davis, assembled at the Hotel Roanoke in Roanoke City, the Highway Commissioner, G. P. Coleman also being in attendance.

The minutes of the meetings of December 15th were read and on motion of Mr. Davis were approved as correct, and the Chairman authorized to sign the same.

On motion of Mr. Davis, the appeal of certain freeholders of Appomattox County from the decision of the State Highway Commissioner in the location of State Route No. 10 between Farmville and Appomattox, which decision was filed with the Clerk on November 26th, 1920, was postponed.

On motion of Mr. Mundy the following employees of the State Highway Department were appointed members of the State Traffic Police Force:

G. L. Scott, Jr., Resident Engineer.  
F. E. Egan, Maintenance Foreman,  
F. W. Waggoner, Foreman.

Mr. R. H. Sanders of Saltville, Va., together with a delegation of citizens of that vicinity, appeared before the Commission with reference to the extension of the State Highway System so as to include Saltville. Beyond hearing the delegation no action was taken by the Commission.

On January 27th the Highway Commission, with the following members present, Wade H. Masnie, Chairman, Henry P. Beck, Secretary, James A. Mundy, Jr., and F. W. Davis,

assembled at the Hotel Romeke for the transaction of general business.

On motion of Mr. Davis the West Harrisonburg Light Company was granted a permit to erect and maintain a pole line along State Highway No. 17 from the western limits of the City of Harrisonburg to Pleasant Hill, Virginia, and the Highway Commissioner was authorized to issue the necessary permit.

On motion of Mr. Mundy the request of the American Gas Accumulator Company to sell advertising space on signals, to be installed under agreement between the State Highway Commission and the American Gas Accumulator Company, to tobacco companies, hotel companies, and banks, was approved.

On motion of Mr. Davis, the request of J. L. Baldwin to be allowed to furnish advertising signs on the State Highway System was postponed for future consideration, and the Highway Commissioner was instructed to so notify him.

The request of Buchanan and Dickenson County, concerning the advancement of funds for the construction of a portion of The State Highway System, which was presented to the Commission by Honorable Roland E. Chase and others, was, on motion of Mr. Davis deferred for future consideration.

On motion of Mr. Mundy, the revised agreement with the Board of Supervisors of Louisa County for the advancement of \$200,000 to be used in the construction of a portion of State Highway No. 9 between Guckee and the Albemarle County Line, in Louisa County, was approved, and the Chairman and Secretary of the Commission were authorized and empowered to sign the agreement in the name and on behalf of the State

**Highway Commission.**

Upon the request of the Board of Supervisors and Bridge Commissioners of Stafford County, and upon motion of Mr. F. W. Davis, the Commission adopted, unanimously, the following resolution, authorizing C. O'Connor Soelrick and G. B. Wallace, or either of them, to institute, conduct and conclude condemnation proceedings to acquire the necessary land on Route No. 1 of The State Highway System, between the Town of Falmouth and the South Side of the Rappahannock River in Stafford and Spotsylvania Counties:

**RESOLVED**, That in the judgment of this Commission it is requisite, necessary, and suitable for the proper location, reconstruction and maintenance of that portion of State Highway No. 1 as indicated above, to acquire the following property to wit: "All that property known as the Falmouth Bridge, consisting of the bridge erected across the Rappahannock River from the town of Falmouth to opposite bank of said River on the Spotsylvania side, with all abutments, piers, superstructures, and appurtenances of said bridge, and all the franchises and privileges pertaining to said bridge, also the toll house lot and the toll house thereon situate on the Spotsylvania side, also the lot of land appurtenant to the abutments on the Falmouth side, also the roadway leading from the gates of said bridge on the Spotsylvania side to the southwest side of the plank bridge over the waste raceway running from the bridge water mills, but not embracing any lands or property lying between said roadway and the bridge water mills, being part of the property conveyed by Francis Thornton and wife to Robert Dunbar by deed of June 27th, 1805, which deed is duly recorded in the records of the District

Court of Fredericksburg, in Deed Book E, page 354, and part of the property conveyed unto Joseph B. Ficklen by A. C. Henson, R. C. J. Kenore and Thomas E. Barton, Commissioners of the Circuit Superior Court of Spotsylvania County, in the suit of Mitchell and others vs. Dunbar, by deed of January 29th, 1847, which deed is recorded in the Clerk's office of Spotsylvania County in Deed Book N. D., page 105, and the same property conveyed unto The Bridge Commissioners of Stafford County by the heirs of Joseph B. Ficklen by deed of March 1st, 1886, which deed is recorded in the Clerk's office of Stafford County, to which several deeds, reference is made for a more complete and detailed description of said property.

RESOLVED FURTHER, That O. O'Conor Geolrick and G. E. Wallace, or either of them, be appointed attorneys for this Commission and directed to secure said right of way from the owners by gift, purchase, or condemnation proceeding.

On motion of Mr. Hardy, the Chairman and Secretary of the Commission were authorized and empowered to sign an agreement, in the name and on behalf of the State Highway Commission, with L. E. Masley, for the advancement of funds to be used in the construction of bridge and approaches in Halifax County, known as the Bannister River Bridge, the name of L. E. Masley being substituted for the name of the Halifax Hydro-Electric Corporation, with whom the Commission had previously entered into an agreement.

On motion of Mr. Davis, an additional allocation of \$12,100 was made to Project B-61 (Gooden Bridge Road-Route 20.

On January the 28th, the Highway Commission, with the following members present; Wade H. Mascia, Chairman, Henry P. Beck, Secretary, and James A. Mundy, Jr., met in the Hotel Rossmore for the further transaction of general business.

On motion of Mr. Mundy the Commission approved the Highway Commissioner's recommendation to transfer, from the allocation of \$100,000 for State Highway No. 13, between Richmond and Powhatan, \$19,627.89 to Project 82 on Route 13; and an additional allocation of \$18,000.00 was made to Route 21, Project 112, Vienna to Brots.

The Commission rejected bid for the concrete road from Suffolk to Wilroy, as well as the bid on the concrete road from Humphreys, south, with the understanding that this work would be readvertised by the Highway Commissioner.

On motion of Mr. Mundy the Commission adjourned.

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CHAIRMAN.

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SECRETARY.

**VIRGINIA STATE HIGHWAY COMMISSION**  
**PARTIAL**  
**PROPOSED PROGRAM OF CONSTRUCTION AND RESURFACING**  
**1917 to 1921**

Inclusive

APPROXIMATE LOCATION	New Construction	New Resurfacing	Contracts Under Way and Other	Construction Here, Awaiting Under Way and Completed	Resurfacing Under Way and Completed	Other State's Work
<b>ROUTE 1: Alexandria, North</b>	<b>100,000.00</b>					
Esapphars, South	225,000.00					
Chapparrons Swamp	25,000.00		46,162.38			
Fredericksburg, North or South	100,000.00					
Richmond—Petersburg	500,000.00		36,563.69			
Petersburg—Pittsboro	25,000.00		5,000.00			
Marston—Nashico			87,033.72			
Richmond—Falling Creek			88,037.30			
Bridge over North Anna River			22,872.14			
Stafford County Line—Falmouth	10,000.00					
Spotsylvania C. H.—Chilmark	15,000.00					
Anderson's Bridge—Olin Allen	15,000.00					
Dumfries (Charlottesville)	15,000.00				14,000.00	
Blue Creek Bridge						5,556.84
<b>Richmond—Salomon's Store</b>	<b>125,000</b>					
<b>ROUTE 2:</b>						
Point of Rocks, South	25,000.00		7,782.61			
The Plains, South	25,000.00		2,250.37			
Brans, North	50,000.00					
Dilroy, South	25,000.00					
Farmville, North	75,000.00					
Farmville—North Carolina Line (second year)	75,000.00					
Rothel—Old Tavern					64,437.05	
Willis Mountain—Shepherd's Store				37,036.33		
The Plains—Middleburg		15,000				
Calpaper—Elkwood		10,000.00				
Calpaper—Bandy (Convent)		8,000				
Marston—Sidney College, North	10,000.00					
Jonas Run—Elkwood						13,451.37
Halfway—The Plains					6,000.00	
Orange—Charlottesville					20,000.00	
<b>ROUTE 3:</b>						
Fisher Hill Bridge and change	20,000.00					
Greensville, South	75,000.00					
Greensville, South (second year)	40,000.00					
Natural Bridge—Lexington	100,000.00					
Natural Bridge Connection (second year)	25,000.00		4,084.59			
Buchanan—Roanoke	55,000.00					
Henry County Line, North	70,000.00					
Sytacoville—Rocky Mount				88,514.05		
Buchanan—Natural Bridge				62,572.95	61,500.00	
Ridgeway—North Carolina Line				75,573.05		
Fairfield—Flower Ridge				61,536.90		
West Virginia Line—Lexington	140,000					
West Virginia Line— " (second year)	125,000					
Lexington—South River District Line						29,194.30
Bridge over Mill Creek						8,000.00
Buchanan—Blue Ridge Church						15,000.00
<b>ROUTE 4:</b>						
Maryland Line—Cape Charles	200,000.00					
Maryland Line—Cape Charles (second year)	50,000.00					
Bayside Road—Cape Charles				40,864.44		
<b>ROUTE 5:</b>						
Courtland—Franklin	25,000.00		15,6214.00			
Franklin—Courtland			94,107.81			

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APPROXIMATE LOCATION	New Construction	New Resurfacing	Complete Under Way and Completed	Construction From Account Under Way and Completed	Resurfacing Under Way and Completed	Other State Work
<b>ROUTE 6:</b>						
Fairfax, West	\$150,000.00					
Fairfax, West (second year)	\$0,000.00					
Winchester—Oquon Creek			\$ 89,322.10			
Winchester, West		\$ 12,000.00				
<b>ROUTE 7</b>						
Chancellorsville—Culpeper		20,000				
King George—Oak Cross	\$0,000.00					
Oak Cross, East (second year)	\$0,000.00					
Charlottesville—Stovingsburg	\$0,000.00					
*Washington—Benton	128,000					
Fredericksburg—Sperryville					\$ 10,000.00	
Fredericksburg—Coates			\$ 89,322.26			
Canons—King George			\$ 89,322.10			
Fredericksburg—Charlottesville		16,000				
Culpeper—Stovingsburg		26,000.00				
Culpeper—Thompson's Gap					\$ 30,000.00	
Chester Gap—Forest Royal					38,000	
Front Royal—Riverton	\$5,000					
<b>ROUTE 8:</b>						
Carlisle—Essex Line			\$ 89,322.26			
Bridge over Snow Creek			11,500.25			
Fort Royal, East and West						\$ 10,000
Fredericksburg—Saluda		20,000.00				
<b>ROUTE 9:</b>						
Landon Church—Toms	285,000					
Williamsburg—Toms (second year)	70,000.00					
Negro—Culpeper	<del>100,000.00</del>					
Louis—Negro (second year)	<del>100,000.00</del>		189,257.12			
Mechum River—Swin Oaks	<del>100,000.00</del>		152,713.65			
West Augusta	\$0,000.00					
Williamsburg—Springfield			09,014.44			
Low Fountain—Montezuma			40,800.00			
Iry—Mechum River				\$ 43,787.88		
West Point—Saluda		10,000	05,426.04			
Malvern Hill—Wade			18,204.30			
Williamsburg—James town		15,000				
Roanoke—Newport News						
Bridge (Jackson Street)						\$ 8,500.00
<b>ROUTE 10:</b>						
Fleming's Corner—Virginia Beach	<del>180,000.00</del>		180,000			
(Fleming's Corner—Virginia Beach (second year)	<del>180,000.00</del>		150,000			
Wilroy—Norfolk	224,700.00		259,310.16			
Wilroy—Bristol			20,000.00			
Smithfield, South	90,000.00		163,470.01			
Petersburg—Farmville—Lynchburg	200,000.00					
Roanoke—Lynchburg	200,000.00					
Glenvar—Christiansburg	175,000.00					
Altus	<del>100,000.00</del>		997,293.24			
Princeton—Spots Ferry	75,000.00					
Iron Hill—Jocoseville	50,000.00					
Greendale—Russell County Line	<del>100,000.00</del>		143,756.25			
Wylherville, West (second year)	75,000.00					
Lebanon District Line			29,441.23			
Stickneyville—Scott County Line			42,200.00			
Cobb's Point—Barrowsville			35,529.80			
Fleming's Corner—Broad Creek			84,200.00			
Delight Lane—Glenvar			29,624.15			
Gregory's Store—Forest			120,800.78			
Old Glade—Astor						\$ 418.25
Barrowsville—Spradley's Store			08,487.27			
Branch—Haleigh Court			24,904.00			
Dora, West		75,000.00			6,376.14	
Meadowview—Abingdon		15,000				
Abingdon—Bristol		10,000.00				
Pendleton—Farmville—Camberland Gap (County)		50,000.00				
Hog Tied Creek						25,000.00
Old Glade—Astors						28899.09
Petersburg—Smithfield	25,000					
Abingdon—Greendale	50					
Radford Bridge						



APPROXIMATE LOCATION	New Construction	New Reopening	Contracts Under Way and Completed	Construction Here Amount Under Way and Completed	Reopening Under Way and Completed	Other State Work
<b>Bridge Shunta Creek</b>						787.67
Streets of Columbus						1,400.00
Inland Road						2,800.00
Eastville District—Highway Stone						32,000
Chick River—Spotts Ferry						2,800.00
Bridge, Rowan						800.00
Bucksville—Cove						
Seven Mile Ford—Washington County Line					20,000	
Pennington Gap—Jonesville					7,000.00	
Fortsummit—Suffolk			312,900.00			
Dorrel River—L. & N. Bridge						25,000
<b>ROANOKE—SALISBURY</b>						
<b>ROUTE 11:</b>						
Capehaver—Russell County Line	25,000.00		6,3721.42			
St. Paul—Cochran	70,000					
Norton—Appelton—Big Stone Gap	75,000					
Wise County Line—Pennington	65,000.00					
*Claywood—Fremont	25,000.00		130,000.00			
Bolton—Hansonville			33,186.30			
Graben—Tazewell—Capehaver			20,000.00			
Graben—Tazewell—Capehaver (second year)			40,000.00			
Tazewell County Line—Wise County Line	25,000		75,000.00			
Norton, West			50,000.00			
Big Stone Gap—Pennington Gap			15,000.00			
Bluffton					1,000.00	
Graben—Tazewell					15,000.00	
Tazewell County Line—Hansonville					8,000.00	
<b>STREETS OF GRABEN</b>						35,000
<b>ROUTE 12:</b>						
Wyllsburg—Houston	40,000.00					
Horton—Dunville	40,000.00					
Martinsville, West	40,000.00		74,194.67			
*Street, East or West	125,000.00					
*Hillsville—Gates— <b>JACKSON RIVER</b>	70,000					
*Cedar—Dunsmuir	100,000.00					
Martinsville, West (second year)	25,000.00					
Wyllsburg—Houston (second year)	15,000.00					
Buckler's Hall—Henry County Line			21,887.44			
Emporia—Cham City			15,000.00			
Point near Dunsmuir—Hansonville			80,000.00			
<b>DUNVILLE, WEST</b>						18,000
<b>ROUTE 13:</b>						
Richmond—Tappahannock	125,000.00					
Richmond—Fowlesville	80,972.1					
Fowlesville—Cumberland	25,000.00		44,077.89			
Richmond—Farmville			40,000.00			
Buryside—Cumberland						12,000
Scoville—Cumberland						18,000.00
Cumberland—Farmville						
<b>ROUTE 14:</b>						
*Wards Road	50,000.00		100,000			
Dunville, South	50,000.00		52,950			
Chatham—Danville	50,000.00					
Blount—Big Island—Snowden	150,000.00					
Blount—Big Island (second year)	80,000.00					
Wilson Creek—Loughlin Farm			87,304.08			
Dunville—Chatham			45,518.00			
Lynchburg—Snowden			100,714.44			
<b>Natural Bridge Station-Natural Bridge</b>						15,000
<b>ROUTE 15:</b>						
Orange—New Market	50,000.00	50,000				
<b>ROUTE 16:</b>						
Gordonville—Stonewall	75,000.00					
Harrisonburg—Lace Springs	40,000.00					
Bridges	20,000.00					
*Hot Springs—Covington—Clifton Forge	100,000.00					
Orange—Stonewall	50,000.00					
Harrisonburg—Dayton—Augusta County	50,000.00					

APPROXIMATE LOCATION	New Construction	New Surfacing	Complete Under Way and Completed	Construction Plans Approved Under Way and Completed	Manufacturing Under Way and Completed	Other State Work
<b>ROUTE 18:</b>						
Lynchburg—Rustburg	\$100,000.00					
Clifton—Collins	125,000.00					
Livingston—Afton	20,000.00					20,000.00
Livingston—Afton (second year)	20,000.00					20,000.00
Ryan Mill—Collins			\$ 24,000.00			
Lynchburg—Clifton		\$ 80,000.00				
Lynchburg—Clifton (second year)		20,000.00				
Lynchburg—Afton					\$ 15,000.00	
Livingston—Afton						\$ 15,000.00
Rustburg—South Boston			\$ 22,000.00			
Beacon—Harrison			20,000.00			
<b>ROUTE 19:</b>						
Richmond—Tuckahoe	20,000.00					
Tuckahoe—Columbia <b>Dixie</b>	20,000.00					
Cary Street Road						5,000.00
<b>ROUTE 20:</b>						
Charlottesville—Bathville	20,000.00					25,000.00
Richmond—Bathville (second year)	20,000.00					25,000.00
Green Springs—Appleton <b>D. H.</b>						5,000.00
Wooden Bridge—Richmond						42,100.00
<b>ROUTE 21:</b>						
Chain Bridge—Fisher	75,000.00				10,000.00	
Warrenton—Madison—Fairfax	60,000.00					
<b>ROUTE 22:</b>						
To be designated <b>Catawba</b>	75,000.00					
<b>ROUTE 23:</b>						
Blackburg—Fountain	100,000.00					
Floyd—Blackburg	100,000.00					
<b>ROUTE 24:</b>						
Bridge near Emporia						2,000.00
<b>ROUTE 25:</b>						
To be designated	80,000.00					

G. P. COLEMAN, State Highway Commissioner.

Richmond, Va., November 1, 1919.

\*Allotment conditioned on the use of certain county funds in conjunction with State funds.

†Allotment conditioned on the advancement of 20 per cent of the amount by the county or parties interested, to be determined.

‡Conditioned on certain subscriptions.

For rights of way 1920 \$20,000

" " " " 1921 25,000

For Surveys 1920 20,000

" " " " 1921 20,000