

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

FEBRUARY 4, 5, 1924

Book Sheet No. 11-2
 1924 Hodge Co.

MINUTES OF THE MEETING OF THE STATE HIGH-
 WAY COMMISSION, RICHMOND, VA.
 FEBRUARY 4 and 5, 1924.

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On the morning of February 4th, 1924, the State Highway Commission, consisting of Messrs. H. G. Shirley, Chairman, H. B. Sproul, I. Walke Truxtum and R. E. Sanders, met at their office Tenth and Marshall Streets, Richmond, Virginia.

The meeting was called to order by the Chairman.

A small delegation from Scott County, headed by Mr. Quillen appeared before the Commission and requested that a bridge be constructed over Clinch River at Spears Ferry. They stated that the road leading to this ferry runs through a very rich agricultural country and as Bristol is their market it would be of great benefit to have a bridge constructed. There is at present a ferry operating at this point but it does not give good service and traffic is greatly handicapped and the construction of a bridge would give a much desired connection.

This delegation was advised that the Commission would take their request under consideration when the allocation of funds are made in March.

A delegation from Prince Edward County then came before the Commission and requested an allocation of funds to Route No. 32 between Farmville and Keysville. They were advised that the Commission would go into this when allocations of funds are made in March.

Mr. Ozlin and others appeared before the Commission

Post Road No. 4-7
and Walker Co.

and requested that the section of road leading from Burkeville by way of Victoria to Chase City be added to the State System under the 2½% Clause. This would give the most direct route from Richmond to Clarksville, a distance of approximately one hundred and fifteen miles and a portion of which is already in the State Highway System. If the entire distance between Burkeville and Clarksville could not be added this year they requested that as much as ten miles be added starting at Chase City and going towards Victoria. They were advised that this matter would be given careful consideration when the distribution of the mileage under the 2½% Clause was made.

Mrs. Henderson, Messrs. Henderson, Trollinger, Dodson, Stuart, Kendrick, Thompson and Dr. Garland, also came before the Commission and requested that the section of road leading from Rosedale to Hayti, a distance of approximately 30 miles, be added to the State Highway System. There is a school located at Council and the students have no way of getting to and from it as the road is in such bad condition. This school is an accredited high school and is doing an excellent work. They stated that if the Commission could not add the entire distance at this time, they add just as much as possible, starting at the end of the graded road and running to Council. The Commission advised them that their request would be given consideration when the distribution of the mileage under the 2½% Clause was made.

A delegation from Grayson and Carroll Counties, represented by Mr. Thompson, Senator Parsons, Mr. Nichols, Dr. Cardwell,

Deck Elev. No. 44-P
and Shelby Co.

Mr. Cox, Mr. Earley, and Mr. Edwards came before the Commission and requested that an allocation of funds be made to the section of Route 12 between Woodlawn and Hillsville. During dry weather this road is in fairly good condition but during a wet spell it is impassable and the people cannot get to the court house to transact business. They also requested that the section of road leading from Floyd to Hillsville be added to the State Highway System under the 2½% Clause as they considered this a very important connection.

A delegation from Madison and Greene Counties appeared and requested the addition to the State System of the road leading from Route No. 17 at Rockersville and running thence to Shelby and Shiffletts Corner to the intersection of Route No. 16. This road is impassable with an automobile and would connect the two county seats of Greene and Madison. They filed a petition signed by from four to five hundred people making this request.

Senator Layman came before the Commission and requested that the road from Covington to Clifton Forge be improved but that if this was impossible to put heavy maintenance on it. He also requested that the section of road from Eagle Rock to Fincastle be added to the State Highway System under the 2½% Clause. This road has been graded but the surface is beginning to get rough.

Messrs. George, Ashby and Clark, then appeared and requested that there be added to the State Highway System the section of road leading from Stuart to the North Carolina Line, a distance of about eight miles. They stated that Patrick was one of three Counties that did not have a connection with North Carolina and is

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 and Waddy Co.

get to North Carolina it is necessary to go to Hillsville and thence south. The road from Stuart south would give a good connection with the North Carolina Highway System.

Moved by Mr. Fruxtun, seconded by Mr. Sanders, that the Commission recommend to the Governor that a law be passed specifying that on the higher types of surfaces such as concrete, asphalt or other standard higher type pavements, that the maximum load shall not exceed 20,000 pounds, that on bituminous macadam, surface treated macadam, or heavy gravel, the maximum load shall not exceed 16,000 pounds, and on sand-clay, soil, and other low types the load shall not exceed 14,000 pounds. The weight per inch width of tire not to exceed 700 pounds when measured in contact with the road, with the right of the Commission to give permission to increase the maximum loads in certain seasons of the year when the sub-grade or foundation is capable of carrying a greater weight. Motion carried.

Messrs. Holladay, Smith, Mason, Burnett, and Taliferro then appeared before the Commission and requested that the section of road leading from Orange to Rapidan be taken into the State Highway System. This road would serve not only Orange County but a large portion of Culpeper as well, and would be of great benefit to the people of that section. They did not want this request to supersede the continuation of the road from Orange to Wilderness, but asked that if the Commission could not take it over under the original 2½¢ they would take it over for maintenance under the 2½¢ that is contemplated being added by the Legislature.

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 with Trolley Co.

Mr. Gatewood from Amherst came before the Commission and requested that the section of road leading from Lynchburg to Allwood be added to the State Highway System. He stated that the County did not have sufficient money to maintain this road and it was going to pieces, and that if the Commission could not take it under the original 2½% Clause, he would be glad if they would take it under the additional 2½% which the Legislature proposes to make available for maintenance. Mr. Gatewood was advised that the Commission would give this matter careful consideration when the distribution of this mileage was made.

The minutes of the meeting of January 8th and 9th, were then read and it was moved by Mr. Sanders, seconded by Mr. Sproul, that they be approved. Motion carried.

The Commission then recessed for lunch.

On reassembling, Mr. Tho. B. Keith of Fairfax appeared in regards to the permit issued the Fairfax-Loudoun Light and Power Company. He stated that he did not consider that the Commission had the authority to make a charge of 25¢ per pole. He stated that permission had been given this Company by the Board of Supervisors, and filed with the Commission a copy of certain sections of law in regards to this authority. He was advised that this matter would be referred to Mr. J. F. Hall, the Commission's Attorney, for an opinion.

A delegation from Sussex County then came before the Commission and requested that the road leading from Sussex C.E. to the intersection of State Highway No. 35 be added to the System

Rock Hill Pk. W-P
and Waddy Co.

This is one of the few County seats not connected with any State Highway and by the addition of this six to eight miles of road it would be of great benefit to the people in that vicinity.

Messrs. Vernon Ford, Weaver, Tiffany, and Spencer appeared before the Commission in behalf of an allocation of funds for No. 21 in Page County to the top of the Blue Ridge Mountain. This would give them a direct road to Richmond if they could get over the mountain. They were advised that this matter would be given consideration when the allocation of funds is made.

Messrs. Quillen, Johnson, Dodson, and Dr. McConnell then appeared and requested the addition of the road from Gate City to Goeburn, a distance of approximately thirty-six miles to the Highway System. This would give an outlet for the agricultural products of Scott County. They also requested that due to some misunderstanding the wrong road from Moccasin Gap to the Tennessee Line was adopted and requested the Commission to approve of a bill changing this road to run via Wilhelm Bridge.

A large delegation from Richmond, West Point, New Kent, and James City, were given a hearing by the Commission as to the most feasible location for a proposed bridge over the Pamunkey at or near West Point. There were three locations suggested, one at Sweet Hall Ferry, one at the Lee Farm and the other at Fourteenth Street, West Point.

Mr. Marcus, representing the Chamber of Commerce of Richmond, stated that they wanted the shortest and most direct route between Richmond and West Point. Mr. Mitchell represented

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West Wadley Co.

the Sweet Hall Ferry location, Mr. Lewis and Mr. Crosby Thompson on the Lee Farm location, Mr. Bell, Mayor of West Point and Mr. Devell wanted the bridge located at Fourteenth Street. Those favoring the Lee Farm and Sweet Hall Ferry locations stated that if the Bridge was built across the Pamunkey River at Fourteenth St. it would keep the harbor at West Point from developing and hurt the town, while the people of West Point stated that 90% of the business men of the town wanted the bridge located at Fourteenth Street, and all harbor activities are below Fourteenth Street. This discussion lasted until 6:00 P.M.

Mr. D.B. Ryland of Lynchburg then appeared before the Commission and requested an allocation on Route No. 14 leading from Lynchburg towards Balcony Falls as they are greatly in need of a north and south road and this would give them a connection with the valley.

The Commission then adjourned until the next day.

FEBRUARY 5th, 1924.

On the morning of the 5th, the Commission, consisting of Messrs .H. G. Shirley, Chairman, H. B. Sproul, I. Walke Truxtun and H. K. Sanders, again assembled and were called to order by the Chairman.

Mr. Wilkins and Mr. Devell appeared in behalf of two bills they were preparing to introduce into the Legislature to take over the Gloucester Point Ferry and wanted to get the approval of the Highway Commission. They were advised that if Mr. Devell's bill could be made general so as to cover all ferried on

the State Highway System, the Commission would approve it.

High Road No. 94-7
Waddy Co.

Senators Rogers and Goodie then came before the Commission and requested that the Halifax Road leading from Petersburg to Emporia be added to the State Highway System. They stated that if the whole distance could not be added this year they would be very glad of whatever mileage they could get as it would encourage the people if a start towards including this road in the System was made.

Moved by Mr. Truxton, seconded by Mr. Sproul, that Mr. Wilkins be notified that the Commission believes that the legislation referring to ferries should be made Statewide and that if Mr. Devell's bill is amended to that extent they will approve it. Motion carried.

Mr. Long of Russell County then appeared and requested that the Commission appeal the decision of the lower court in the Buzzard Roost Route, and carry the case to the higher court.

Mr. Richards and the President of the Chamber of Commerce of Warrenton asked the Commission for an allocation of funds to Route No. 32 in Fauquier County. They stated that there had been no allocation to Fauquier County since 1918 and requested the allocation to be applied between Warrenton and Baxington.

Senator White appeared and requested that the road leading from Washington to Leesburg be added to the State Highway System. He stated that Loudoun County was the only available county for residences up the Potomac and this road would put them into close communication with Washington and the Valley. He also

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and Waddy Co.

stated that there was a movement on foot to purchase a summer home for the President and they were considering one in Loudoun County near Harper's Ferry, and further requested an allocation on Route 32 starting four miles north of Leesburg to a point eight miles north of Leesburg for the purpose of putting in three small culverts over three streams.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that a permit be granted the town of Virginia Beach to lay a 16" water main from Norfolk to Virginia Beach, State Highway No. 10 along the marginal edge of the right of way. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the Commission reaffirm their decision adopting the Ben Venue Route as the final location of Route 21 between Massie's Corner and Warrenton. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Shirley, that the contractor, G. B. Hester, on Project 2273, Route 12, Henry County line towards Stuart, be granted an extension of time equal to the delays caused by not securing rights of way. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the contractor, Royer-Ferguson Company, on Project 160D, Route 12, Suffolk, Five miles west, be charged the cost of engineering and inspection after October 26th, 1923. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the contractor, Battershill and Goode, on Project F141B, Route 18, Brookneal-Veolem, be granted an extension of time to November 1st, with the exception that they be charged the cost of engineering

and inspection after October 1st, 1923. Motion carried.

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and Waddy Co.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contractor, Turntail and Johnson Company, on Project F264, Route 40, Portsmouth-Deep creek, be granted an extension of time to February 1st, due to this work being extended 1200 feet together with bridge over Paradise Creek. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the contractor, Robert Martin Company, on Project 3265, Route 111, Grundy-Hanger, be granted an extension of time to April 1st, 1924, due to delays and right of way difficulties. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the contractor, Pittsburgh-Des Moines Steel Company, On Project 178, Route 31, Bridge over Grassy Creek, be granted an extension of time to February 1st with the exception that engineering and inspection costs be charged against them after November 2nd, 1923. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the contractor, Pace Construction Company, on Project 192A, Route 33, Greenville-Fairfield, be granted an extension of time to January 1st, 1924, with the exception that the cost of engineering and inspection be charged after that date. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contractor, Spotsylvania Construction Company, on Project 205, Route 31, Fredericksburg-Spotsylvania C.H. be granted an extension of time to July 1st, 1924, with the exception that the cost of engineering and inspection be charged after December 6th, 1923, and

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 W. W. Whaley Co.

with the understanding that they will store sufficient materials in stock piles during the winter and start work as early in 1924 as possible with two mixers. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the contractor, Lilly and Baldwin, on Project 208, Route 11, Bridge over Clinch River, be granted an extension of time to May 15th, 1924, with the exception that engineering and inspection costs be charged against them after November 11, 1923, with the understanding that they will store sand and gravel during the winter. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contractor, Carpenter-Major Brothers on Project 865D, Route 33, Buffalo Creek-Fancy Hill, be charged the full penalty for noncompletion of this contract. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the contractor, Vaughan and Deaper, on Project 110, Route 22, Salem-Catawba, be granted an extension of time to June 15, 1923, with the exception that the cost of engineering and inspection be charged after that date. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the contractor, Warden Construction Company, Project 107, Route 23 Pearisburg-Ripplensad, be granted an extension of time equal to the delays caused by lack of right of way. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the contractor, L. R. Colbert, on Projects 1350 and 136A, Route 17, Barboursville-Greene County Line and Greene County Line-Midway, be charged the cost of engineering and inspection. Motion carried.

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 with Waddy Co.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contractor, Jones and Combs, on Project S138, Route 11, Donkey-Pound Gap, be granted an extension of time to July 15, 1924, with the exception that engineering and inspection costs will be charged against them. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the contractor, Battershill, Goods and Clay, on Project S151, Route 10 Draper-Fort Chiswell, be granted an extension of time to December 15th, with the exception that the cost of engineering and inspection be charged against them. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the contractor Burgess and Atkinson, on Project S155, Route 32, Bridge over Raceoon Creek, be granted an extension of time to November 15th, 1923. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the contractor, Ford and Harvey, on Project 160A, Route 35, Franklin-Carrville, be penalized \$10.00 per day for noncompletion of their contract. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul; that the contractor, Fardo-Gillespie Company, on Project 168, Route 36, Chantilly-Loudoun County Line, be charged the cost of engineering and inspection for all overtime. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the contractor, Battershill and Goods, on Project 171, Route 13, St. Pauls Church-Bray's, be granted an extension of time to November 6th, 1923, and that the cost of engineering and inspection be charged after that date. Motion carried.

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 not Water Co.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contractor, C. H. Oliver, on Project 214, Route 32, Coopers Store-Park Union be granted an extension of time to December 15th, 1923. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the contractor, Timley Construction Company, on Project 158, Route 31 Streets of Clarksville, be granted an extension of time to February 1st, 1924. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the contractor, Allport Construction Company, on Project 171, Route 13, Bridge over Piscataway Creek, be granted an extension of time to December 5th, 1923. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the contractor, R. W. Curtis, on Project 248B, Route 18, Bridge over Piney River, be granted an extension of time to February 15, with the exception that engineering and inspection costs be deducted after January 15th, 1924. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the contractor, G. M. Waugh and Company, on Project 185, Route 37, Wilderness Tavern-Lignum, be granted an extension of time to January 30, 1924, with the exception that they be charged the cost of engineering and inspection after contract time. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contractor, R. W. Curtis, on Project 227, Route 12, Bridge over Spoon Creek, be granted an extension of time to December 11, 1923, with no penalty. Motion carried.

Jack Sheet No. 12-P
and Walker Co.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the contractor, H. A. Donald and Company, on Project 192, Route 33, Bridge over Marl Creek, be granted an extension of time to September 25th, 1923. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the contract for Project 118A, Route 33, Roanoke-Five Miles South, be awarded to the low bidder, Roberts Construction Company, Pulaski, Virginia, at their bid of \$167,911.97 and that 10% additional be set aside to cover the cost of contingencies and engineering and \$2,000.00 for detour, making a total chargeable to this Project of approximately \$187,000.00. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that all bids for Project 118E, Route 33, Rocky Mount-Five Miles North, 5.1 miles 18' bituminous macadam road, be rejected and this work immediately readvertised. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the contract for Project 143G, Route 10, Bridge over Little Otter River near Bedford, 83'6" reinforced concrete arch span, be awarded to the low bidder, Overstreet and Hance, Bedford, Virginia, at their bid of \$8,737.70 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total chargeable to this Project of \$9,611.47. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that all bids be rejected on Project 166G, Route 13, Manquin-Mechanicsville and the Chairman be authorized to work out some plan whereby this road can be constructed and report back to the Commission. Motion carried.

Dept. Road No. 742
and Whaley Co.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the contract for Project 297B, Route 28, Red Hill Cross Roads 5.8 miles north, 18' bituminous macadam road, be awarded to the low bidder, Pace Construction Company, at their bid of \$200,874.54, and that 10% additional be set aside to cover the cost of contingencies and engineering, and also \$2,100.00 for detour, making a total chargeable to this Project of \$223,061.99. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that all bids be rejected on Project 317, Route 12, Chase City-Boydton, and that this work be immediately readvertised. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the contract for the construction of Project 321, Route 36, Gere-West Virginia Line, be awarded to the low bidder L. J. Chandler, Virgilina, Virginia, at his bid of \$78,942.70 with an additional 10% set aside to cover the cost of contingencies and engineering and also \$206.25 for detour, making a total of \$87,043.22 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the contract for the construction of Project 323, Route 20, Phoenix-Charlotte C.H. be awarded to the low bidder, Jamison Brothers, High Point, N.C. at their bid of \$52,834.53, and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total chargeable to this Project of \$58,117.98. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the contract for the construction of Project 3327, Route 113, Moore-

Jack Mann Es. R-F
and Waddy Co.

field-Hanlin, be awarded to the low bidder, M.T. McArthur and London Company, Johnson City, Tennessee, at their bid of \$55,786.87 setting aside 10% additional to cover the cost of contingencies and engineering, making a total chargeable to this Project of \$61,365.53
Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that as there were no bids received on Project 9349, Route 29, Gloucester C.H.-Woods Cross Roads, that this work be immediately readvertised
Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contract for Project 188, Route 323, Keysville 9.5 miles towards Lunenburg C.H. 22' top soil road, be awarded to the low bidder, Perkins and Barnes, Blackstone, Virginia, at their bid of \$87,067.3 and that 10% additional be set aside to cover the cost of contingencies and engineering, and also \$836.00 for soil rights, making a total of \$96,609.34 chargeable to this Project, and that the Chairman be authorized to advertise the next five miles of this road to Lunenburg Court House. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that Mr. Frank H. West of the Times Dispatch, be notified that after carefully considering the matter the Commission decided not to establish a good will department for publicity. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the following men be appointed Traffic Officers:

J. F. Walker,	Foreman,	Blackstone, Va.
D. O. Bolte,	"	Dinwiddie, Va.

Motion carried.

Each Sheet No. H-P
and Shady Co.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the State Highway Commission approve of a bill to be submitted to the Legislature by Senator Johnson of Gate City correcting a misunderstanding in the location of Routes Nos. 102 and 26, and they recommend such corrections to the Governor. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the following permits be granted:

- To G. W. Heater, to drill under State Highway No. 373, with a 1" pipe for an electric wire,
- To C & P Telephone Company, to replace and relocate poles on Route 33, Frederick County,
- To C & P Telephone Company, to replace and relocate poles on Route 361, Clarke County,
- To C & P Telephone Company, to replace and relocate poles on Route 36, east of Winchester, Frederick County,
- To Roanoke Railway and Electric Company to erect a pole line on Route 10 west of Glads Creek,
- To Standard Oil Company to lay a tile drain on Route No. 10 east of Pennington Gap, Lee County,
- To Surry, Sussex and Southampton Railway, Sedley, Virginia to construct a logging road across Route 10 in Surry County.

Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that an option be gotten on the Graham Bridge at West Point if it can be secured at the approximate estimated cost of \$70,735.26. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Sproul, that the Commission do not appeal the decision of the lower court on the location of the Buzzard Roost Route, Route 11, Russell County. Motion carried.

The Commission then recessed for lunch.

Map Sheet No. 497
of Wading Co.

Dr. Southall of Amelia appeared before the Commission and requested an allocation for Amelia County. He stated that when Route 20 was constructed one third of this road had been constructed by the County, one third the State had constructed with the county equipment and that only the other third had been constructed entirely by the State. He also reminded the Commission of a request previously made to add to the State Highway System the section of road leading from Norven to Amelia C.H. under the 2^{1/2} Clause.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the check for \$500.00 of the Major Construction Company which is being held on Project 166B, Route 13, Pamunkey River Bridge, be returned in lieu of the use of the equipment left on the job and the work which had been done. Motion carried.

Mr. Buchanan of Smyth County appeared before the Commission and requested them to take the Tin Bridge Route between Saltville and Old Glade Springs for maintenance.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the right of way as conveyed to the Commonwealth of Virginia by the Virginia-Kentucky Turnpike Association in deed dated May 28th, 1923, be abandoned in lieu of another right of way having been given over a new location. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the Chairman be authorized to investigate the proposition of the Arundel Corporation to sell or lease their plant for supplying gravel

to the State, and report back to the Commission. Motion carried.

Spk. Reed No. 207
and Whaley Co.

Moved by Mr. Sanders, seconded by Mr. Truxtun, that the Chairman be authorized to trade in the old Cadillac car that has been run over fifty thousand miles and get a new car. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Sproul, that \$55,00 be appropriated for prizes for the best papers on Highways from the various schools as requested by Mrs. M. C. B. Munford of the Cooperative Education Association. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the agreement entered into with the Dismal Swamp Canal Bank Route Corporation for advancing \$130,000.00 under the Robertson Act for the construction of Route 40 from Deep Creek to the North Carolina Line be cancelled and substitute therefor an agreement by the Board of Supervisors of Norfolk County for \$390,000.00 for the construction of the same section of road. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Sanders, that the request of the American Association of Engineers to straighten up and place the old milestones along the Petersburg Pike so they can be seen by the Public be granted as the association is desirous of erecting a memorial to Colonel Claudius Crozet, Engineer of the State Board of Public Works by placing a tablet on the tenth milestone stating that this road was constructed under his direction. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the Chairman be authorized to take up with General Jervey and Mr. R. B.

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 and Walker Co.

Preston their proposition for constructing Route No. 40 from Deep Creek to the North Carolina Line for \$18,000.00 per mile under the County specifications if acceptable to the Chairman, or for \$23,000.00 per mile under the State Specifications on water-bound macadam construction. Motion carried.

There being no further business the meeting adjourned, subject to the call of the Chairman.

APPROVED:

J. G. Shirley
 Chairman.

ATTESTED:

Wade H. Massie
 Secretary.