

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

FEBRUARY 3, 1926

MINUTES OF THE MEETING OF THE STATE HIGH-
 WAY COMMISSION, HELD RICHMOND, VIRGINIA,
 FEBRUARY 3, 1926.

The State Highway Commission consisting of Messrs. H. G. Shirley, Chairman, Hugh B. Sproul, I. Walks Truxtum and A. J. Huff, met at their office, State Office Building, Richmond, Virginia, on the morning of February 3rd, 1926.

The meeting was called to order by the Chairman and the following business transacted.

The minutes of the meeting of the Commission held on January 8th, were read and it was moved by Mr. Truxtum, seconded by Mr. Huff, that they be approved. Motion carried.

Moved by Mr. Huff, seconded by Mr. Shirley, that the contract for the construction of .698 Miles 18' Bituminous Macadam Road, Route 33, Project 1188 from .3 Miles North of Rocky Mount to Claiborne Street, Rocky Mount, be awarded to the low bidder Aker and Frye, Ivanhoe, Virginia, at their bid of \$18,653.05 and that 10% additional be set aside to cover the cost of contingencies and engineering and \$300.00 for detours, making a total of approximately \$21,000.00 chargeable to this Project, provided, however, that this contract will not be signed until the \$13,000.00 promised to be advanced under the Robertson Act by the Town of Rocky Mount has been put up. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtum, that the contract for the construction of a reinforced concrete bridge over Rockfish River, Route 18, Project 8207, be awarded to the low bidder Moore and Brooks, Staunton, Va. at their bid of \$17,403.20 and that 10% additional be set aside to cover the cost

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of contingencies and engineering, making a total of approximately \$20,000.00 chargeable to this Project. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the contract for the construction of Bridge over South Branch Elizabeth River at Great Bridge, be awarded to the low bidder W. L. Jones Construction Company, Elizabeth City, North Carolina, at their bid of \$8,710.81 and that 10% additional be set aside to cover the cost of contingencies and engineering and \$900.00 for detour, making a total of approximately \$11,000.00 chargeable to this Project. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the following Permits be granted under the usual rules and regulations of the Commission:

- To Branson Service Company, Gate City, Virginia, to lay two water lines under State Highway No. 10 West of Gate City,
- To O. L. Burtner, Hinton, Virginia, to cross State Highway No. 333, one-half mile west of Hinton, with a 1" pipe line,
- To Capital Oil Company, Petersburg, Virginia, to construct a concrete approach to Filling Station on State Highway No. 31, south of Petersburg,
- To Central Virginia Power Company, Roanoke, Virginia, to cross State Highway No. 18 at two points, approximately one mile Southwest of Winesap, and approximately one-half mile south of Monroe, Amherst County, with transmission lines.
- To Chesapeake & Potomac Telephone Company, Roanoke, Virginia, to erect 21 poles along State Highway No. 18 west of Roanoke,
- To Department of Public Works, Bureau of Water, Norfolk, Virginia, to install 4" lead tap under State Highway No. 10 to supply J. W. Murphy with water,
- To M. F. Maxwell, Woodstock, Virginia, to cross State Highway No. 331 with 1" pipe line at Mile Post 2,
- To E. W. Franzel, Vienna, Virginia, to construct a concrete entrance into his property on State Highway No. 25, Fairfax County,
- To Town of Kecoughtan, Newport News, Virginia, to construct a foot bridge 48' long 5' from present bridge on Route 39 between Kecoughtan and Newport News,

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Street Waddy Co.

- To James B. Martin, Washington, D. C. to lay a 4" pipe across Route 251 to make connection for Lot 39, Block 4, Wilmar Park,
- To New River Development Company, Roanoke, Virginia, to cross State Highway No. 33 at four points between Roanoke and Martinsville,
- To Oak Ridge Telephone Company, Oak Ridge, Virginia, to erect a telephone line along State Highway No. 16, Nelson County,
- To Otto V. Pence, Woodstock, Virginia, to lay a 1" pipe line across State Highway No. 331 at Mile Post 3.1.
- To Portsmouth Water Department, Portsmouth, Virginia, to repair leak in water line under State Highway No. 40,
- To Roselyn Gas Company, Glarendon, Virginia, to make permanent repairs to leak in gas main along Route 21 about 300' west of Bisher Ave, Cherrydale,
- To Allen J. Saville, Inc., Richmond, Virginia, to construct 7/8" water and 1/2" gas connections across State Highway No. 19,
- To Standard Oil Company, (New Jersey) Richmond, Virginia, to lay two pipe lines across Route 19 at Columbia, 718' west of Mile Post 56 of the C&O,
- To Standard Oil Filling Station, Suffolk, Virginia, to drill a 3/4" pipe under State Highway No. 10 at Filling Station,
- To Virginian Railway Company, Norfolk, Virginia, to construct an electric transmission line across State Highway No. 10 west of Salem, Virginia,
- To Virginia Western Power Company, Clifton Forge, Virginia, to cross State Highway No. 14 at three points in Alleghany County,
- To Windsor Farms, Inc., Richmond, Virginia, to construct a telephone conduit line along South side of Route 19 from Richmond Limits to Lock Lane,
- Motion carried.

Moved by Mr. Shirley, seconded by Mr. Huff, that resolution passed by the State Highway Commission at their meeting on December 9, 1925, granting the National Company, Norfolk, Virginia, permission to encroach one foot on the right of way of Route 10 at Chalmers Corner with two gas pumps, with certain provisions, be rescinded as said pumps encroach 2'6" and were constructed after being notified by the engineers of the Highway Department that same would have to be set back off the right of way and that the National Oil Company be noti-

Missile Book Sheet No. 66-7
 Newark Waddy Co.

fied that these pumps will have to be removed within thirty days from date of notice to do so. Motion carried.

Moved by Mr. Huff, seconded by Mr. Truxtun, that the Western Union Telegraph Company, Southern Division, Atlanta, Georgia, be granted permission to make three attachments to the highway bridge over the James River at Buchanan, provided, however, that they will pay to the State Highway Commission one hundred and fifty (\$150.00) dollars for this privilege. Motion carried.

Mr. James A. Bear appeared before the Commission and requested that they rescind the action taken sometime ago in regards to not allowing any member of the Legislature to do any legal work for the Commission. He stated that this ruling prohibited many lawyers who were very much interested in the development of the highways from serving the State in a legal capacity and requested the Commission to reconsider this action in its respect to lawyers.

Mr. Shephard, and Mr. Warren from Pittsylvania County came before the Commission in regards to Route 14 from Gretna to Hart. They wanted to know if there was not some way possible for the Commission to construct this section of road either under the Robertson Act or any way they could. They were advised that the Commission had taken the full allotment of Robertson Act money for the year 1925-26 and there were no funds available for the construction of this road at the present time.

Messrs. Alsop and Peires, and Mr. R. B. Allport of the Allport Construction Company, came before the Commission in regards to awarding the contract for the construction of the bridge across the Nappahannock River at Tappahannock. Alsop and Pierce were low bidders on the combination bid on the approach spans and the swing span, and low bidder on the swing span. The All-

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Dorsett Molding Co.

port Construction Company was low bidder on the approach spans. Alsop and Pierce wanted the Commission to award the entire structure to them. They stated that Allport's bid was unbalanced and that under the specifications the Commission should not consider it. Mr. Allport stated that he did not consider his bid unbalanced as he had gotten bids from the Bethlehem Steel Company and the Phenix Steel Company on the swing span and had submitted the lowest of these bids, and requested the Commission to award to him the approach spans as there was a special provision in the proposal which stated that the two might be considered separately.

Moved by Mr. Huff, seconded by Mr. Sproul, that the contract for the construction of the Swing Span on the Bridge over the Rappahannock River at Tappahannock, Route 13, Project 409, be awarded to Alsop and Pierce, Newport News, Virginia, at their bid of \$37,478.35 setting aside 10% additional to cover the cost of contingencies and engineering, making approximately \$41,000. chargeable to this Project for this span and that the contract for the construction of the approach spans on this Project be awarded to Allport Construction Company, Richmond, Virginia, at their bid of \$353,168.42 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of approximately \$389,000.00 chargeable to this portion of the Project, or a grand total of approximately \$431,000.00 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxton, that the Chairman be instructed in expending the allocation made to Route 12, Emporia-East, to start from the Purdy Road - East. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Huff, that an extension of time be granted M. S. Ridgins and Company, Roanoke, Virginia, on Project 139AB,

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Frank Waddy Co.

Route 23, Bridges over West Fork Little River and Dodds Creek near Floyd, to October 16, 1925, as per recommendation of Chief Engineer Mullen. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Huff, that an extension of time be granted Scott & Trinkle, Norton, Virginia, on Project 2718, Route 11, Wardell - West, for a period of 424 days and return to them \$4,840.00 of the \$5,500.00 deducted from them, as per recommendation of Chief Engineer Mullen. Motion carried.

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

APPROVED:-

H. G. Shirley
Chairman

ATTESTED:-

W. H. Nassie
Secretary.

Minutes Book Sheet No. 18-P
 Everett Washby Co.

MINUTES OF THE MEETING OF THE STATE
 HIGHWAY COMMISSION HELD AT RICHMOND,
 VIRGINIA, MARCH 3rd, 1926.

On the morning of March 3rd, 1926, the State Highway Commission, consisting of Messrs. H. G. Shirley, Chairman, Wade H. Massie, Secretary, Hugh E. Sproul, I. Waite Truxtun, and A. J. Huff, met at their office, State Office Building, Richmond, Virginia.

The meeting was called to order by the Chairman.

The minutes of the meeting held on February 3rd, 1926, were read and it was moved by Mr. Huff, seconded by Mr. Sproul, that they be approved. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the following recommendation be made to the General Assembly of Virginia, in response to a joint resolution:

To the Senate and House of Delegates of the State of Virginia,
 Gentlemen:

In response to your joint resolution requesting the State Highway Commission of Virginia to formulate and transmit to you a plan for the efficient and economical construction and maintenance of the public roads and bridges of the State, not included within the State Highway System; we have the honor to submit the following.

COUNTY UNIT SYSTEM

Your Highway Commission, after a careful study of the roads of the State, recommend that they be divided into three general classes, first, State Highways; second, Feeder Roads; and third, County Roads.

The State Highways are omitted from this report.

Highway Bond Sheet No. 26-7
 Everett Washley Co.

FEEDER SYSTEM

The State Aid System as now laid out should be revised and a system of Feeder Roads be established in lieu thereof. This to be done by joint cooperative action between the Boards of Supervisors and the State Highway Commission. That no county Feeder System become effective until approved by both bodies. The Feeder System to consist of about 20% of the total mileage of roads within the county. The remaining mileage to be County Highways and constitute a system of Public Roads other than State and Feeder Roads.

The Feeder Roads should be the important roads in each county leading from the large agriculture sections to the State highways, cities, towns, and railroad stations and connecting with each other.

The construction and maintenance of Feeder Roads should be in the hands of the Board of Supervisors subject to the approval and supervision of the State Highway Commission and all funds appropriated from State sources such as gas and other taxes, along with funds specially provided by the county, be expended on this system, first for continuous maintenance and the remainder for construction.

COUNTY SYSTEM

The County System to be auxiliary to the State and the Feeder Systems. District and other county funds should be used on the County System for maintenance first and any balance left for construction.

COUNTY MANAGER

There should be appointed by the Board of Supervisors a County Manager, a man experienced in road construction and maintenance, who shall have charge of all roads, bridges and other public works of the county, schools excepted. The County Manager to be employed for an indefinite term and subject to removal for cause by the Board of Supervisors after written charges

Machine Book Chart No. 97
Keweenaw Valley Co.

have been preferred and a public hearing given. Such hearing not to take place within twenty days after such charges have been handed to the County Manager.

The County Manager to be bonded for such amount as the Board may deem proper but in no instance should it be less than \$10,000.00. The County Manager should be the Executive and Administrative Officer in all matters pertaining to roads, bridges, and all public works other than school; purchase all supplies used for the same, and such other duties as may be prescribed by the Board of Supervisors.

The Construction and maintenance of all roads and bridges in the county, other than State highways, should be independent of district lines and the county covered as a unit. By such operation, duplication of equipment owned by the various districts would be eliminated and the same equipment could be used over the entire county, whereas at the present time much of it is used in one district and only about 50% of its time operating.

Regular and experienced forces could be employed for maintenance work throughout the year and very much more efficient and better results secured.

The systems of roads selected should be numbered, each road being given a number and a letter. The letter "C" after the number would signify a county road and the letter "F" a feeder road.

REPORT

On or before the first day of December of each year the County Manager shall submit to the Board of Supervisors a report showing the condition of each road and bridge in the county, other than State highways, and bridges, the amount expended on each for material and labor and kind and a-

North Book Sheet No. 187
Frank Shady Co.

amount of materials used, with recommendation as to what should be done on such during the coming year. A copy of this report to be sent to the Governor and the State Highway Commission.

BUDGET

He should at the same time submit to the Board a budget showing the allocations of funds recommended to be expended on each road during the coming year. The Board of Supervisors should publish this budget during the month of December stating that at their annual meeting in January they would give a public hearing on such allocations to all citizens who wished to be heard. After this public hearing the Board of Supervisors shall have the right to alter, amend or change any allocation recommended by the County Manager and on or before the first day of February of each year ratify the Budget submitted or amended.

Should the Board of Supervisors fail to make any alterations, changes or approve the budget as submitted during the month of January, then the budget as submitted by the County Manager shall be come operative and be in full force and effect. No changes should be made in the allocations after the first day of February except upon the recommendation of the County Manager and approved by the Board of Supervisors, but under no circumstances shall any change be made in the amounts set forth of more than 10%.

Provisions should be made that the County Manager could make payments on the budget fund for labor, materials and supplies so as to take advantage of all cash discounts and keep the work going during the interim of the meetings of the Boards of Supervisors, but submit to the Board at their next meeting a statement of all such payments for their approval and ratification.

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Ewell-Wadley Co.

The duties of the County Manager and how all funds should be expended and other details should be carefully worked out in any act creating such a system. The Commission is of the opinion that it is the general plan the Legislature desires to consider rather than going into details.

We are submitting herewith a map showing a typical county, the various systems of roads and a budget as provided for in the recommendations above. The map will show at a glance just exactly the method of handling the work. The Commission recommends that the first call on all State Aid and County funds for the Feeder and County Systems be for maintenance and the remainder applied to construction.

Respectfully submitted.

Motion carried.

Moved by Mr. Spraul, seconded by Mr. Masie, that the award of the contract for the construction of Bridge over North Anna River, 1.5 Miles North of Denwell, Route 31, Project 158-I, to the low bidder, Roanoke Iron & Bridge Works, Roanoke, Virginia, at their bid of \$27,813.35, with 10% additional set aside for contingencies and engineering, making a total of approximately \$31,000.00 chargeable to this project, subject to the approval of the plans by the Bureau of Public Roads, be confirmed. Motion carried.

Moved by Mr. Masie, seconded by Mr. Huff, that the contract for the construction of 5.52 miles well road, Route 32, Project 153A, Wyllisburg-Hed Oak, be awarded to the low bidder C. R. Sanderson, Cartersville, Virginia, at his bid of \$26,005.52, setting aside 10% additional to cover the cost of contingencies and engineering and \$4,663.56 for guard rail, making a total of approximately \$33,500.00 chargeable to this project, subject to the approval of the plans by the Bureau of Public Roads. Motion carried.

Minute Book Sheet No. 14-P
Browell-Walshy Co.

Moved by Mr. Sproul, seconded by Mr. Huff, that the contract for the construction of 2.536 Miles of 18' Concrete Road, Route 12, Project 186B, West of Sandy River towards Browell, be awarded to the low bidder Allport Construction Corporation, Richmond, Virginia, at their bid of \$104,645.90, setting aside 10% additional to cover the cost of contingencies and engineering and \$600.00 for detectors, making a total of approximately \$116,000.00 chargeable to this Project. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Massie, that the contract for the construction of 2.743 Miles graded road, Route 111, Project 299A, be awarded to the low bidder Brown, Murphy, Wright Company, Princeton, West Virginia, at their bid of \$49,709.50, setting aside 10% additional to cover the cost of contingencies and engineering and \$8,479.20 for guard rail, making a total of approximately \$64,000.00 chargeable to this Project, with the understanding, however, that this work can be extended to the amount of the general allocation of \$100,000.00 at the unit prices bid. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxton, that the contract for the construction of 3.457 miles Graded Road, Route 37, Project 407, .56 Miles West of Lancaster County Line to 4.02 Miles West of Lancaster County Line, be awarded to the low bidder, Battershill and Coode, Virgilina, Virginia, at their bid of \$19,414.69, and that 10% additional be set aside to cover the cost of contingencies and engineering and \$1,935.12 for Guard Rail, making a total of approximately \$23,500.00 chargeable to the \$30,000.00 left over from the 1925 allocation of \$100,000.00 Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that the contract for the construction of 7.573 Miles 18' Concrete Road, Route 31, Project 420A, 4.42 Miles South of Rickie's Store to .24 Miles North Winwiddle Court House, be awarded to the low bidder Weinbrunn and Carpenter, Chester, Virginia at their

Woods' Book Store No. 94-7
 Everett K. Hickey Co.

bid of \$224,751.24, setting aside 10% additional to cover the cost of contingencies and engineering and \$14,750.00 for Detours, making a total of approximately \$262,000.00 chargeable to this Project, subject to the approval of the plans by the Bureau of Public Roads. Motion carried.

Moved by Mr. Nassie, seconded by Mr. Huff, that the contract for furnishing surface treatment materials and the application of same be awarded to the low bidder as per bids submitted February 3, 1926 and as recommended by Chief Engineer Mullen. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Truxtun, that the request of the Allport Construction Corporation, Richmond, Virginia, for an extension of time on Project 145E, Route 35, South of Petersburg, be rejected as per recommendation of Chief Engineer Mullen. Motion carried.

Moved by Mr. Huff, seconded by Mr. Shirley, that an extension of time be granted Bexley, Chisholm and Hall, Roanoke, Virginia, on Project 118F, Route 33, Approaches to Overhead Crossing at Barnes Mill, to December 24, 1925 as per recommendation of Chief Engineer Mullen. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Nassie, that an extension of time be granted Robert Martin Company, Salem, Virginia, on Project 391a, Route 17, Goschen - West, to December 11, 1925, as per recommendation of Chief Engineer Mullen. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that an extension of time be granted O. F. Leighton and Company, Inc., Richmond, Virginia, on Project 350, Route 103, Suffolk - North Carolina Line, to September 29th, 1925, as per recommendation of Chief Engineer Mullen. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Huff, that the following Permits be granted under the Rules and Regulations of the Commission:

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 Everett-Walby Co.

- To Alexandria Light & Power Company, Alexandria, Virginia, to erect four poles along Route No. 251 in Arlington County,
- To Alexandria Light and Power Company, Alexandria, Virginia, to erect one pole on State Highway No. 21 in the Town of Fairfax,
- To American Telephone & Telegraph Company, to relocate forty poles along State Highway No. 31 at Quantico, Virginia,
- To Chesapeake & Potomac Telephone Company to locate two anchors on State Highway No. 21 at Falls Church, Virginia.
- To Department of Public Works, Bureau of Water, Norfolk, Virginia, to install four $\frac{3}{4}$ " lead taps under State Highway No. 10 to supply water to residence of H.M. Capps, John Y. Davis, Mrs. Susana Bright, and garage of Mr. Young.
- To Edgerton Home Demonstration and Tuesday Clubs to plant trees and beautify State Highway No. 12 between Lawrenceville and Edgerton,
- To The Gray Lumber Company, Waverly, Virginia, to cross State Highway No. 35 with trestway $\frac{1}{2}$ miles east of Sonceville,
- To Holladay & Taylor, Orange, Virginia, to store building materials along State Highway No. 32 in Town of Orange, space 12' wide and 50' long.
- To Loudoun Light & Power Company, Parsonville, Virginia, to erect 18 poles along State Highway No. 32 and 36 between The Plains and Middleburg,
- To Lynchburg Traction & Power Company, Lynchburg, Virginia, to erect 15 poles along Route 18 between Old Slaughter House and P. W. Ponton's Store,
- To D. Lynn and Son, Chula, Virginia, to lay a 12" pipe in ditch in front of Filling Station on Route 20, Amelia County,
- To James E. Martin, Washington, D. C. to open Route 251, Lot 41, Block 4, in Subdivision of Wilmar Park for 6" sewer connection and 1" water connection,
- To Pembroke Pettit, Palmyra, Virginia, to move a school house 17x18' along Route 32 from Wildwood to Palmyra, Virginia,
- To Roanoke County School Board, Salem, Virginia, to lay a $\frac{1}{2}$ " water pipe across State Highway No. 232,
- To Smith Brothers, Inc., Richmond, Virginia, to install 6" water line on Norwood Avenue, State Highway No. 31,
- To Standard Oil Company, Richmond, Virginia, to construct a driveway into plant connecting with State Highway No. 19 at Columbia, Virginia.
- To Standard Oil Company, Williamsburg, Virginia, to cut curbing on Duke of Gloucester Street, Williamsburg, to provide driveway into Filling Station.
- To Town of Taxewell to repair leak in Water Main on State Highway No. 11.

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Knoxville Wadding Co.

Motion carried.

Moved by Mr. Huff, seconded by Mr. Sproul, that the resolution of the State Highway Commission passed on October 28th, rejecting the request of the Chesapeake & Potomac Telephone Company to cut and trim trees along State Highway No. 10 between Wytheville and Pulaski, be rescinded and that a permit be granted this company to cut down two trees and place twenty-five poles along this route, as there are a number of trees at this point and it will narrow the looks of the highway, as per recommendation of District Engineer Ellison. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that Permit #731 issued to J. H. Morrison, Bassett, Virginia, on June 5, 1925, be cancelled as this work has been indefinitely postponed. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that Permit #1580 granted the Central Virginia Power Company, Roanoke, Virginia, to cross State Highway No. 10, 1 1/2 miles south of Monroe, with transmission line, approved December 9, 1925, be cancelled as this work has been abandoned. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Huff, that if the property owners to the east of the Town of Appomattox will give the right of way free of cost to the Commission as provided in agreement filed, the Commission will place a hard surface on the road from the end of the present hard surface to a point near the overhead bridge, State Highway No. 10, and the Chairman is hereby authorized to proceed with the work. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the Chairman be authorized to negotiate with the American Gas Accumulator Company in regards to removing signal lights on the highways and to arrive at some definite understanding concerning same. Motion carried.

Deed Book No. 4-7
Frank Waddy Co.

Moved by Mr. Spraul, seconded by Mr. Huff, that whereas, Mary Lewis Kallister and Bessie H. Bratton conveyed to the Commonwealth of Virginia a certain right of way over their property on Route 17, Project 391, which is entered in Deed Book 34, Page 235, at the Clerk's Office of Bath County, and it appearing that the right of way conveyed will not be used for highway purposes, that on delivery of a duly executed deed conveying the right of way on which the improvement was actually constructed, the right of way which was thus conveyed and not occupied by the highway shall forthwith be abandoned as a highway and revert to the said property owners. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Huff, that the Budget for construction and reconstruction of funds transferred from 1926 Auto License Fees be approved as submitted for the Suffolk District. Motion carried.

Moved by Mr. Massie, seconded by Mr. Spraul, that the Budget for construction and reconstruction of funds transferred from 1926 Auto License Fees be approved as submitted for the Richmond District. Motion carried.

Moved by Mr. Spraul, seconded by Mr. Massie, that the Budget for construction and reconstruction of funds transferred from 1926 Auto License Fees be approved as submitted for the Fredericksburg District. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the Budget for construction and reconstruction of funds transferred from 1926 Auto License Fees be approved as submitted with the provision that sufficient funds be set aside to break the road over to Etna in the Calpeper District. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the Budget for construction and reconstruction of funds transferred from 1926 Auto License Fees be approved as submitted for the Staunton District. Motion carried.

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Essex Whiskey Co.

Moved by Mr. Sproul, seconded by Mr. Nassie, that the Budget for construction and reconstruction of funds transferred from 1926 Auto License Fees be approved as submitted for the Lynchburg District. Motion carried.

Moved by Mr. Huff, seconded by Mr. Sproul, that the Budget for construction and reconstruction of funds transferred from 1926 Auto License Fees be approved as submitted for the Salem District. Motion carried.

Moved by Mr. Huff, seconded by Mr. Truxton, that the Budget for construction and reconstruction of funds transferred from 1926 Auto License Fees be approved as submitted for the Bristol District with the exception that the road between Dublin and Fulaski be widened. Motion carried.

There being no further business, it was moved by Mr. Truxton, seconded by Mr. Huff, that the meeting adjourn. Motion carried.

APPROVED:-

H. G. Shirley
Chairman

ATTESTED:-

Wade H. Marrie
Secretary.