

(Twenty-third)

MINUTES OF THE MEETING OF THE STATE
HIGHWAY COMMISSION, HELD AT RICHMOND, VIRGINIA,
MARCH 30TH, APPRAL AT FRANKLIN, VIRGINIA, MARCH
31ST, AND INSPECTION TRIP APRIL 1ST AND 2ND,
1921.

----- ooo0ooo -----

The State Highway Commission, all members present; namely, Wade H. Massie, Chairman, Henry P. Book, Secretary, James A. Mandy, Jr., Mornes Hardaway, and F. W. Davis, met in the office of the State Highway Department, 116 South Third Street, Richmond, Virginia, March 30th, 1921, 10 A. M.

On motion of Mr. Davis, 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 Ira Vaughan, for the advancement of \$24,000 to be used in the construction of bridge over the Damister River near Halifax in Halifax County, the State Highway Commissioner being authorized to prepare the agreement for this anticipation; said agreement to be substituted for the agreement executed in the name of L. E. Masley.

On motion of Mr. Hardaway an allocation of \$5,000 additional was made to the Damister River Bridge and approaches.

On motion of Mr. Hardaway, H. K. White of Dillwyn was elected a member of the Special Traffic Police Force in Buckingham County.

On motion of Mr. Davis, the minutes of the meeting of February 22nd and 23rd were approved, after being read.

On motion of Mr. Handy the following salary schedule for the State Highway Department was approved:

Assistant Commissioner	\$ 4000.
Second Asst. Commissioner	3300.
Engineer of State Highways	3300.
Engineer of State Aid	3000.
Asst. Engr. of State Highways	3000.
Asst. Engr. of State Aid	3000.
Attorney	3000.
Special Agent	600.
Test Engineer	2400.
Bridge Engineer	3000.
Chief Draftsman (Bridge De-)	1800.
Draftsman (partment)	1800.
Engineer of Surveys	2400.
Chief Computer	2100.
Senior Computers	1500.

	Draftsman (State Aid)	\$ 1800
2	Junior Computers	1320
4	Junior Computers	1080
2	Junior Computers	720
	Tracer (Bridge Department)	540
	Office Engineer	2250
2	Office Engineers	1800
	Office Engineer	1500
	Secretary to the Commissioner	1800
	Chief Clerk	1800
	Clerk (Commission)	900.
	Clerk	1320.
	Stenographer	1320.
2	Bookkeepers	1800.
	Clerk (Filing)	1200.
	Clerk, Junior	1000.
	Clerk, Junior	1200.
3	Stenographers	1200.
	Stenographer	1000.
	Clerk (Stock and Office Boy)	900.
	Office Boy	600.
	Janitor	900.
EQUIPMENT	Equipment Engineer	2700.
DIVISION	General Superintendent	2100.
	Chief Clerk (Equip. Div.)	1680.
	Stenographer	1380.
	Driver	1080.
	Driver	960.
2	Drivers	900.
	Carpenter	1500.

		Electrician	\$ 1500.
		Painter	960.
		Mechanic	1680.
11		Mechanics	1620.
		Mechanic	1560.
16		Mechanics	1500.
5		Mechanics	1380.
2		Mechanics	1080.
		Mechanics Helper	1500.
		Mechanics Helper	1080.
		Mechanics Helper	960.
		General Foreman	1800.
		Shop Foreman	1740.
		Inspector	1680.
		Shipping Clerk	1500.
		Inventory Clerk	1440.
2		Stock Room Clerks	1440.
		Stock Room Clerk	1200.
		Stock Room Clerk	960.
		Upholsterer	1500.
		Blacksmith	1500.
		Labor Foreman	1200.
RESIDENCES	3	Resident Engineers	2700.
	4	Resident Engineers	2400.
		Asstg Resident Engineer	2100.
	3	Instrumentmen	1500.

	Instrumentman	\$ 1200.
3	Roomen	900.
	Roomen	780.
	Clerk	1500.
7	Clerks	1200.
1	Extra Stenographer & Clerk	420.
1	Extra Stenographer & Clerk	300.
13	Project Engineers	2100.
	Project Engineer	2010.
	Project Engineer	1950.
8	Project Engineers	1800.
	Project Engineer	1650.
2	Project Engineers	1500.
2	Inspectors	1800.
7	Inspectors	1500.
	Inspector	1380.
3	Inspector	1200.
4	Maintenance Superintendents	2100.
4	Maintenance Superintendents	1800.
3	State Aid Resident Engineers	2400.
2	State Aid Resident Engineers	2100.
3	Assistant Resident Engineers	1800.
2	Assistant Resident Engineers	1500.
	Inspector	1200.
	Instrumentman	1200.
2	Roomen	900.

SURVEY	4	Chiefs of Party	2100.
DEPART-	4	Chiefs of Party	1800.
MENT		Chie. of Party	1500.
		Instrumentman	1500.
	5	Transitman	1500.
	4	Levelman	1200.
	4	Boysen	900.
		Boysen	780/
	23	Boysen	720.
		Topographer	1080.
		Topographer	1020
	4	Cooks	720.
	2	Truck Drivers	900.
	2	Assess	720.

On motion of Mr. Davis, the following resolution, regarding the acquisition of right of way for State Highway No. 10, Project 64, in Norfolk County, was unanimously adopted:

BE IT RESOLVED by the State Highway Commission of Virginia that in the judgment of this Commission, it is necessary, requisite and suitable, for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route No. 10, between Wilroy's and the Norfolk County Line in Norfolk County, Virginia, to change the location of said portion of said State Highway through the lands of M. J. S. Bullock, as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 14, Project No. 64, Route No. 10, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Norfolk County, to which said blueprint map reference is here made; and

RESOLVED FURTHER that this Commission deems it necessary, requisite and suitable that the right of way of said Highway through the lands of the said M. J. S. Bullock, as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 feet right of way;

RESOLVED FURTHER that a profile showing the grade line, cut and fills as shown on said blueprint map be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite and suitable for the alteration, construction, reconstruction and maintenance of said State Highway to acquire said right of way over such lands of said M. J. E. Bullock that may be necessary to fill out and complete said 80 foot right of way, the additional right of way required over the lands of said M. J. E. Bullock, as shown on said blueprint map, being described as follows:

That parcel or strip of land shown on the plans for Project 64, Route 10, included between the present right of way line and line south, parallel to and 25 feet distant from the center line of the survey, beginning at Sta. 320/50 and running thence with the tangent south 76 degrees 44' east to Sta. 322/55.4, a distance of 805.4 feet, thence along 2 degree curve to left to Sta. 332/22.1, a distance of 366.7 feet, thence with the tangent south 64 degrees 4' east to Sta. 336/45 at property line between M. J. E. Bullock and J. F. Walker, for a distance of 422.9 feet, and containing .7 of an acre, more or less.

RESOLVED FURTHER that A. S. Carney, Commonwealth's Attorney of Norfolk County, be appointed agent and attorney for this Commission in this matter, and directed to secure said right of way through the lands of said M. J. E. Bullock, by gift, purchase or condemnation proceedings, in accordance with the statutes of this State in such cases made and provided.

On motion of Mr. Davis, the following resolution, regarding the acquisition of right of way for State Highway No. 9, Project No.43, in Albemarle County, Virginia, was unanimously adopted:

BE IT RESOLVED by the State Highway Commission of Virginia that in the judgment of this Commission it is necessary, requisite, and suitable, for the alteration, construction, reconstruction, and maintenance of a portion of the road embraced in the State Highway System, Route No. 9, between Meschum's River and Seven Oaks, in Albemarle County, Virginia, to change the location of said portion of said State Highway through the lands of Capt. Leslie Vickers, as shown by lines on blueprint map of a portion of said road, identified as Sheet No. 3, Project 43, Route No. 9, to be filed in the condemnation proceedings to be instituted in the Circuit Court of Albemarle County, to which said blueprint map reference is here made; and

RESOLVED FURTHER that this Commission deems it necessary, requisite and suitable that the right of way of said highway through the lands of Capt Leslie Vickers, as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said blueprint map shall be the center line of said 50 feet right of way;

RESOLVED FURTHER that a profile showing the grade line, cut and fills as shown on said blueprint map may be made a part hereof, and that the grade line shown therein be adopted and established; and

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite and suitable for the alteration, construction, reconstruction and maintenance of said State Highway to acquire said right of way over such lands of said Capt. Leslie Vickers that may be necessary to fill out and complete said 50 foot right of way, the additional right of way required over the lands of the said Capt. Leslie Vickers, as shown on said blueprint map, being described as follows:

Being that parcel or strip of land twenty-five feet wide lying north of and adjacent to the center line of survey as shown on the plans for Project 43, Route 9, beginning at Station 53+70, and running thence with the tangent north 61 degrees 32' East to Sta. 55+88.6, a distance of 218.6 ft., thence along 10 degree curve to left to Sta. 57+52.4, a distance of 163.8 ft., thence with the tangent north 45 degrees 09' East to Sta. 58+78.8 a distance of 126.4 ft., thence along 11 degree curve to right to Sta. 61+06 a distance of 227.2 ft., thence with the tangent north 70 degrees 09' East to Sta. 61+73.3 a distance of 67.3 ft., thence along 10 degree curve to left to Sta. 62+00, the property line between Capt. Leslie Vickers and Eliza Wood, a distance of 94 ft., and containing .47 of an acre, more or less.

Also that parcel or strip of land lying on the south line of and adjacent to the center line of the survey, beginning at a point at Sta. 56+71.1 on the tangent bearing north 61 degrees 32' east, thence in a northeasterly direction to Sta. 58+78.8, a distance of 207.7 ft., where the distance between north edge of present road and center line of survey is twenty-five feet, thence for a width of twenty-five ft. along 11 degree curve to right to Sta. 61+06, a distance of 227.2 ft., thence with the tangent north 70 degrees 09' east to Sta. 61+73.3, the property line between Capt. Leslie Vickers and Eliza Wood, a distance of 77.3 ft., and containing .22 of an acre, more or less.

RESOLVED FURTHER that R. T. W. Duke, Commonwealth's Attorney of Albemarle County, be appointed agent and attorney for this Commission in this matter, and directed to secure said right of way through the lands of said Capt Leslie Vickers, by gift, purchase, or condemnation proceedings, in accordance with the statutes of this State in such cases made and provided.

On motion of Mr. Davie, action on the application of Dickenson and Buchanan Counties to advance money for the construction of State Highway No. 11, from Kaye to Grundy, was postponed.

On motion of Mr. Mundy, action on the application for the allocation of funds to Route 7 near Stevensburg was postponed.

On motion of Mr. Hardaway, action on the application for additional funds for construction work on Route 7 from Front Royal towards Winchester was postponed.

On motion of Mr. Hardaway, the Commission allocated \$15,000 from the 1921 One Mill Tax for the construction of the extension of State Street from Bristol west, provided the City of Bristol and the State of Tennessee will provide similar amounts.

The whole Commission approved the previous action of a meeting of three members of the Commission, held on March 21st, in the matter of the allocation of certain funds.

On motion of Mr. Hardaway, S. P. Colman, State Highway Commissioner, was authorized to advise the Board of Supervisors of Scott County that if they would appropriate \$30,000 for the construction of the missing link (2 miles) in the road between Gate City and Bristol, Route 10 of the State Highway System, that the Commission would allocate that amount to that project out of the 1922 revenue.

On motion of Mr. Hardaway, the following amendment to the traffic rules, relative to moving tractors, was adopted:

Section 1. It is forbidden to drive, propel or operate, or to cause to be driven, propelled or operated over any State Highway, any implement, vehicle, or contrivance having wheels provided with sharpened or roughened surfaces other than roughened pneumatic rubber tires; provided, however, that this restriction does not apply to vehicles or implements used by the State in the construction and maintenance of said State Highways, or to farm implements weighing less than one thousand (1000) pounds. Wheels of traction engines, etc., when provided with suitable filler blocks between discs, will be considered as having smooth tires.

Traction engines or tractors, used for furnishing power to machinery, may be transported under their own power over the roads of the State Highway System and may have attached to them machines operated or used in connection with them, provided such machines shall weigh not in excess of

six thousand (6000) pounds, and shall be mounted on wheels complying with the requirements of these Regulations. However, such traction engines or tractors shall be provided with cleats not less than two and one-half ($2\frac{1}{2}$) inches in width attached to the driving wheels in such manner that not less than two cleats shall be in contact with the road surface at all times and the front wheels of same shall be equipped with guide tires of not less than two (2) inches in width on tractors of eighteen (18) horse power, or less; two and one-half ($2\frac{1}{2}$) inches on twenty-five (25) horse power, or less; and three (3) inches on thirty (30) horse power, or less. Such traction engines or tractors shall under no conditions be moved over the roads for the purpose of hauling supplies or commodities but only for the purpose of transporting themselves, and machines operated by power furnished by themselves, as hereinbefore provided. Should a traction engine or tractor, equipped as hereinbefore specified, appear to be causing noticeable damage to the road, the operation of the same over any road in the State Highway System shall be immediately discontinued.

On motion of Mr. Davie, the application of the Board of Supervisors of Loudoun County to advance \$40,000. for construction work on Route 6 from Aldie (end of macadam road) to the Fairfax County line was accepted, Wade H. Nassie, Chairman, and Henry P. Beck, Secretary, being authorized to enter into an agreement with them in the name of and on behalf of this Commission.

On motion of Mr. Hundy, the application of the Board of Supervisors of Halifax County to advance Six Thousand (\$6000.00) dollars for construction work on Route 18 of the State Highway system between Staunton River and Todd's Hill was accepted, Wade H. Massie, Chairman, and Henry P. Beck, Secretary, being authorized and empowered to enter into an agreement with them in the name and on behalf of this Commission.

On motion of Mr. F. S. Davis, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, That the petition of certain citizens and freeholders of Tazewell and Russell Counties, appealing from the decision of Highway Commissioner George F. Coleman in his location of that portion of State Road No. 11, between Tazewell and Belfast Hills (Russell County) is hereby granted; and

That in lieu of the route as located by the Highway Commissioner the following route is hereby adopted as the State Highway (Route 11) between Tazewell and a point on the Old Fincastle Turnpike near Belfast Hills; viz., starting at Tazewell, thence by what is known as the River Route to Wardell, thence up Indian Creek to a connection with the old Fincastle Turnpike at or near Belfast Hills in Russell County.

At the conclusion of this session the Commission adjourned and proceeded by train to Norfolk, Virginia, where they spent the night.

On the morning of March 31st, the Commission proceeded from Norfolk to Franklin, Virginia, inspecting two routes under dispute between Franklin and Holland, Route 5, State Highway System.

At Franklin, Va., 2 p.m., the Commission heard the argument and testimony from both sides in the case of the appeal from the location of the route as made by G. F. Coleman, State Highway Commissioner between Franklin and Holland.

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

The Commission then proceeded by train to Portsmouth, where, on the night of the 31st, they were the guests of the City of Portsmouth and various civic organizations of that City.

On April 1st, the Commission proceeded in automobile from Portsmouth by way of Deep Creek Boulevard to Deep Creek, in Norfolk County, where they embarked on a motor boat and proceeded down the Dismal Swamp Canal, for the purpose of inspecting the proposed Dismal Swamp Canal Road from Deep Creek, south to the North Carolina line; this inspection being made at the request of all parties interested, and with a view to having the Highway Commission make recommendations as to adding this proposed road to The State Highway System.

On April 1st, after this inspection trip, the Commission assembled in Portsmouth, and on motion of

Mr. Davie, the following resolution, relative to the acquisition of right of way for State Highway No. 10 through Hennessy County, Virginia Project 64-A, was passed, in lieu of the resolution adopted at the meeting of the Commission on March 21st, covering the acquisition of this right of way:

BE IT RESOLVED by the State Highway Commission of Virginia, that in the judgment of this Commission it is necessary, requisite and suitable for the alteration, construction, reconstruction and maintenance of a portion of the road embraced in the State Highway System, Route 10, from Wilroy, in Hennessy County, Virginia, to the beginning of the concrete road to Portsmouth, in Norfolk County, Virginia, to change the location of said portion of said State Highway, through the lands of the hereinafter mentioned parties, as shown by the lines on the blueprint map of said portion of said road, identified as Sheets Nos. 6, 7, 8, 9, and 10, of Project 64-A, Route 10, to be filed in condemnation proceedings to be instituted in the Circuit Court of Hennessy County, blueprint maps of said Project being on file in the office of the State Highway Commission of Virginia, at Richmond, Virginia, to which said blueprint map reference is here made; and

RESOLVED FURTHER that this Commission deems it necessary, requisite and suitable that the right of way of said highway through the lands of the said hereinafter mentioned parties, as shown on said blueprint map, shall be 50 feet wide, and that the center line as shown on said map shall be the center line of said 50 ft. right of way; and

RESOLVED FURTHER that the profile showing grade line, cut and fills, as shown on said blueprint map, be made a part hereof, and that the grade line shown therein be adopted and established;

RESOLVED FURTHER that in the judgment of this Commission it is necessary, requisite and suitable for the alteration, construction, reconstruction and maintenance of said State Highway to acquire such right of way over such lands of the hereinafter mentioned parties in said County of Hancock, as may be necessary to fill out and complete said 50 ft. right of way, the right of way required over the said lands, as shown on said blueprint map with the name of the owners thereof, being described as follows:

(1) The land of SAMUEL HALLOWAY:

Starting at the lands of J. F. & J. B. Wilroy, being Sta. 89+60, a strip of land on the West side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 28 minutes E. for Five Hundred and Forty (540) feet to the land of Martha Mason, said strip of land containing One-tenth (1/10) acres, more or less.

(2) The land of MARTHA MASON:

Starting at the lands of Samuel Holloway, being Sta. 95+00, a strip of land on the West side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 28 minutes E. for Two Hundred and Thirty (230) feet to Land of Mary Smith, said strip of land containing Forty-Five Thousandths (.045) acres, more or less.

(3) The land of MARY SMITH:

Starting at the lands of Martha Mason, being Sta. 97+30, a strip of land on the West side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 28 minutes E. for Two Hundred and Forty (240) feet to the land of Eugene Pope, said strip of land containing Five Hundredths (.05) acres, more or less.

(4) The land of AUGUSTINE POPE:

Starting at the land of Mary Smith, beginning at Sta. 99+70, a strip of land on the West Side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 28 minutes E. for Four Hundred and Fifty (450) feet to the land of Peggy Coley, said strip of land containing Eleven Hundredths (.11) acres, more or less.

(5) The land of PEGGY COLLEY:

Starting at the land of Augustin Pope, beginning at Sta. 104+20, a strip of land on the West side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 28 minutes E. for One Hundred and Thirty (130) feet to the land of James Keling, said strip of land containing Three Thousandths (.003) acres, more or less.

(6) Shareland of KENNIE KELING:

Starting at the land of Peggy Coley, beginning at Sta. 106+80, a strip of land on the West side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 28 minutes E. for One Hundred and Seventy (170) feet to the land of Josiah Lewis, said strip of land containing Six Thousandths (.006) acres, more or less.

(7) The land of JAMES KELING:

Starting at a point where these lands join the lands of Peggy Coley on the West, a strip of land Ten (10) feet wide on the left side of the present road, running along a tangent N. 54 degrees and 28 minutes E. for One Hundred and Thirty (130) feet to the adjoining property, being Sta. 106+80, said strip of land containing Three Hundredths (.03) acres, more or less.

(8) The lands of ISAAH LEWIS:

Starting at the land of Kennie Keling, beginning at Sta. 108+50, a strip of land on the West side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 28 minutes E. for Three Hundred and Seventy (370) feet to the land of Josiah White, said strip of land containing Nine-tenths (.9) acres, more or less.

(9) The land of F. S. WIGGINS:

Starting at the land of Isaiah Lewis, beginning at Sta. 117+20, a strip of land on the West side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 28 minutes E. for One Hundred and Sixty (160) feet to the land of Martha Mason, Mary Smith, and Eugenie Pope, said strip of land containing Five Thousandths (.005) acres, more or less.

(10) The land of MARTHA MASON, MARY SMITH & EUGENIE POPE:

Starting at the land of F. S. Wiggins, beginning at Sta. 118+75, a strip of land on the West side of the present road, and Ten (10) feet wide, running around curve at the end of tangent N. 54 degrees and 28 minutes E. for Two Hundred and Seventy-Five (275) feet to the land of J. B. Wilroy and Joe L. Morris, said strip of land containing Six Hundredths (.006) acres, more or less.

(11) The land of J. B. WILROY AND J. L. MORRIS:

Starting at the land of Martha Mason, Mary Smith and Eugenie Pope, beginning at Sta. 121+40, a strip of land on the West side of the present road and Twenty-five (25) feet wide, running for Eighty (80) feet, and a triangular strip of land, leg to be Twenty-five (25) feet to base to be Fifty (50) feet, running around curve at end of tangent N. 54 degrees and 28 minutes E. said strip of land containing Four Thousandths (.004) acres, more or less.

(12) The land of LOU BROWN:

Starting at the land of Garfield Shafer, being at Sta. 95+90, a strip of land on the East side of the present road, and Ten (10) feet wide, running on tangent N. 54 degrees and 28 minutes E. for Four Hundred and Ten (410) feet to the land of J. T. Brewer, said strip of land containing Nine Thousandths (.009) acres, more or less.

(13) The land of EDWARD BROWN:

Starting at the land of J. T. Brewer, beginning at Sta. 101+90, a strip of land on the East side of the present road and Ten (10) feet wide, running on tangent N. 54 degrees and 28 minutes E. to the land of J. C. Bailey, said strip of land to contain Three Thousandths (.003) acres, more or less.

(14) The land of INDIANA YOLK:

Starting at the land of J. C. Bailey, beginning at Sta. 113+50, a strip of land on the East side of

the present road, and Ten (10) feet wide, running on tangent N. 54 degrees and 28 minutes E. to the land of J. G. Bailey, said strip of land containing Three Thousandths (.003) acres, more or less.

(15) The land of J. G. BAILLY:

Starting at the land of Indiana Volk, being at Sta. 115+00, a strip of land on the East side of the present road, through his land, and Ten (10) feet wide, running on tangent N. 54 degrees and 28 minutes E. then around curve to Sta. 121+00, then from Sta. 122+25, to Sta. 132+90, Fifty (50) feet wide, running on tangent N. 19 degrees and 26 minutes E. to the lands of Joe Gordon heirs, said strip of land containing One and Thirty-six Hundredths (1.36) acres, more or less.

(16) The land of JOE GORDON; deceased:

Starting at the land of J. G. Bailey, being at Sta. 132+90, a strip of land running through said property, and Fifty (50) feet wide, running on tangent N. 19 degrees and 26 minutes E. to the land belonging to the Poor House, said strip of land containing One and Thirty Five Hundredths (1.35) acres, more or less. The heirs of Joe Gordon are Tom Gordon, David Gordon, James Gordon, Rebecca Gordon, Lena Scott, Clara Scott, Evereen Scott, Thomas Scott, Calala Scott, Leonard Wood Scott, Sarah Saunders and Cherry Gordon, his wife.

(17) The land of THOMAS RIZ:

Starting on his own property, being Sta. 144+75 a strip of land on the West side of the present road, triangularly shaped, running on tangent N. 19 degrees and 26 minutes E. to the Poor House property, said strip of land containing Two Ten-thousandths (.0002) acres, more or less.

(18) The land of MARY E. JORDAN, Deceased:

Starting at the Poor House Property, being at Sta. 175+80, a strip of land running through said property, and fifty (50) feet wide, being Thirty (30) feet from the Atlantic Coast Line right of way to the Poor House property, to Sta. 183+40, then from Sta. 185+00 to the property of the Poor House, said strip of land to contain Ninety-four Hundredths (.94) acres, more or less. The heirs of Mary E. Jordan are Elliott Driver Jordan, and James E. Jordan, her husband.

- (19) The land of the POOR HOUSE, SLEEPY HOLE DISTRICT, held by G. B. Godwin, H. C. Hall, M. J. Kirby and W. T. Jordan, Trustees.

Parcel 1.

A strip of land Fifty (50) feet wide beginning at Sta. 144 on the right, and at Sta. 145 on the left, thence N. 19 degrees and 26 minutes E. to Sta. 171-25, thence on a 6 degree curve to the right, to the property of Mary E. Jordan heirs at Sta. 175-75, said strip of land containing Three and Six-tenths acres, (3.6) more or less.

Parcel 2.

A strip of land Fifty (50) feet wide beginning at Sta. 157-75; thence S. 79 degrees and 16 minutes E. to Sta. 202-57; thence on a 4 degree curve to the right to Sta. 205-45; thence S. 69 degrees and 16 minutes E. to Sta. 231-00, containing Four and Nine-tenths (4.9) acres, more or less.

- (20) The land of the ISRAELITE HALL, held by Cornelius Smith, Willis Council and Granville Herflet, Trustees:

Starting at the property of Willis Council, being Sta. 104-00, a strip of land on the North side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 26 minutes E. for Two Hundred and Twenty-five (225) feet to the land of PEGGY Coley, said strip of land containing Five Thousandths (.005) acres, more or less.

- (21) The land of VIRGINIA WHITE:

A strip of land Twenty-five (25) feet wide on the South side of the present highway, and starting at the lands of George Taylor on the West, Sta. 298-50, and running along tangent S. 79 degrees and 16 minutes E. for Thirteen Hundred and Twenty (1320) feet to the Norfolk County line, said strip of land containing Five-tenths (.5) acres, more or less.

- (22) The land of WILLIS COUNCIL:

Starting at the property of Eugenie Pope, being Sta. 100-75, a strip of land on the North side of the present road, and Ten (10) feet wide, running along tangent N. 54 degrees and 26 minutes E. for 125 feet to the land of the Israelite Hall, said strip of land containing Twenty-five Ten-thousandths (.0025) acres, more or less.

RESOLVED FURTHER that H. H. Everett, of Suffolk, Virginia be appointed agent and attorney for this Commission in this matter, and directed to secure said right of way through the lands of the hereinabove mentioned parties by gift, purchase or condemnation proceedings, in accordance with the statutes of this State in such cases made and provided,

The Commission proceeded from Portsmouth to Newport News and from Newport News by automobile to Hampton, with a view to inspecting the roads and bridges in the vicinity of this town.

At Hampton the Commission was met by a delegation of leading citizens who fully explained the road situation in that vicinity.

After spending the night in Hampton, the Commission proceeded by automobile to Newport News, where a short meeting was held to discuss the proposition of General C. C. Vaughan to anticipate the construction of a section of Route No. 5 from Courtland towards the Sussex County line under Chapter 184 of the Acts of 1920, advancing therefor the sum of One Hundred and Seventy-Five Thousand Dollars (\$175,000), One Hundred Thousand Dollars (\$100,000) to be paid back in 1922, and the residue to be paid back as the funds become available, and of course contingent upon the action of the State legislature and the Federal Government.

At the conclusion of this general conference, the Commission adjourned, subject to the call of the Chairman and the members proceeded to their various homes by the most direct routes.

CHAIRMAN

SECRETARY

PROPOSED PARTIAL ALLOCATION PROGRAM OF CONSTRUCTION AND RESURFACING—CONTINUED.

No.	APPROXIMATE LOCATION	New Construction Budget 1951	New Resurfacing Budget 1951	Contracts Under Way	Contracts Completed	Funds Available		Resurfacing		Other Street Work	
						Under Way	Completed	Under Way	Completed	Under Way	Completed
72	ROUTE 134 Richmond—Tyrone road	\$ 20,000.00		\$ 65,919.00							
82	Richmond—Pawnee	68,972.11		44,637.89							
815	Richmond—Camden		\$ 40,000.00		\$ 15,000.00						
84	Stonyfield—Farmville			33,857.84					\$ 3,674.34		
86	Camden—Farmville								15,000.00		
	Richmond—Pawnee										
70	ROUTE 164 Ward—Kear			10,000.00							
83	Danville—Boyd			50,000.00							
86	Charlotte—Danville			10,000.00							
498	Benson—Big Island	60,000.00		10,000.00							
480	Roanoke—Big Island	200,000.00		116,370.16							
74	Wilson Creek—Longlake Furnace			13,971.39							
75	Danville—Charlton	2,157.44									
48A	Lynchburg—Sawade										
575	Natural Bridge Station—Natural Bridge										
571	Moore—Crown										
569	ROUTE 161 Orange—New Market Orange—New Market, Ky.	50,000.00	20,000.00					\$ 11,000.00		15,000.00	
41	ROUTE 371 Goodsonville—Stansville Harrisonburg—Long Fountain Bridle	75,000.00 40,000.00 20,000.00									
95	Hot Springs—Covington— Clifton Park—Covington— Harrisonburg—Dayton—Augusta Dayton	100,000.00	20,000.00								
84	ROUTE 481 Lynchburg—Kingsburg	100,000.00									
85	Clifton—Culpeper	125,000.00									
820	Lynchburg—Arlington										
53	Ryan—Culpeper										
83	Ryan—Culpeper	6,885.59									
85	Lynchburg—Culpeper										
85A	Lynchburg—Arlington										
516	Harrisonburg—South Boston	2,190.00									
50	Roanoke—Furthburg	4,539.00									
572	Bridge and Approaches Basin River—Meadow—New Market	4,000.00	5,000.00								
		14,000.00									
81	ROUTE 191 Richmond—Tuckahoe	50,000.00									
813	Curry Street Road			69,865.81							

\$ 775,903.59

\$ 11,589.77

\$ 21,207.47

69,865.81

