

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

**JULY 9, 1924**

MINUTES OF THE MEETING OF THE  
STATE HIGHWAY COMMISSION, AT  
RICHMOND, VA. JULY 9th, 1924.

The State Highway Commission, consisting of Messrs. H. G. Shirley, Chairman, J. H. Massey, Secretary, A. K. Sanders, and I. Walke Truxtun, met at their office, Richmond, Virginia, and the meeting was called to order by the Chairman.

The minutes of the meeting on May 22nd, 1924, were then read and it was moved by Mr. Truxtun, seconded by Mr. Sanders, that they be approved. Motion carried.

Mr. Walter H. Robertson and Mr. Buchanan appeared before the Commission in regards to the Route between Glade Springs and Saltville, known as the Tin Bridge Route. They stated that the County had sufficient money to construct this route, which money could not be expended on any other route, and requested that the Commission take this road into the State Highway System.

They stated that when bonds were issued it was locally understood that it would become a State highway and they felt that the Commission was obligated to take this road over. They were advised that this Commission, or the former Commission, had made no such promise, or had no such understanding and when the section of road between Glade Springs and Saltville was added to the State System, the Commission gave a hearing as to which route should be adopted and it was unanimously decided to take the McCall's Gap Route, and under the law the Commission's powers were exhausted and the only way that this route could be changed was by an act of the Legislature.

28 Rock Street No. 29-27  
Farm Valley Co.

A large delegation of citizens interested in the proposed widening of the Cary Street Road then came before the Commission and presented their arguments for and against such an action.

Mr. Neils Jills, President of the Westhampton Citizens Association, voiced the opinion of the Directors of his Association, that the Cary Street Road was dangerous, due to the very heavy traffic which it carries, and that it should be widened, if not to the full width of eighty ft. with a two-way drive, as proposed, then certainly to such a width as would give relief from the congested conditions. He also expressed the wish that the Commission would destroy as few shade trees as possible.

Mr. Allen Saville, Director of Public Works, outlined the plan which the City had for five main highways going west out of Richmond, namely the Cary Street Road, Grove Avenue, Patterson Avenue, Monument Avenue, and Broad Street Road. These are the only roads that are continued out to the Three Chop Road. The Cary Street Road is only twenty feet wide at the present time and carries about seven hundred cars an hour, which is almost the capacity of the road. The Country Club fixes a point that a great many people drive to and at this point the Three Chop Road and the River Road converge into the Cary Street Road causing it to carry not only local but through traffic from Charlottesville and other points. He figures the best time to widen a street or road is before it is built up for afterwards the cost makes it prohibitive.

Mr. James Mullen addressed the Commission in behalf of the greater part of the property owners on the Cary Street Road. He stated that this road had been developed as a residential road and was one of the

\* Back Street No. 52-7  
Wright-Walshley Co.

Prettiest out of Richmond because it has not been touched. The widening of the road would cut down five-hundred trees and strip the road. He could not see the necessity of widening Cary Street Road, if the other four roads referred to by Mr. Saville were extended.

Dr. Hodges then spoke of the disadvantages the widening of this road would be. Those who lived there came because they loved the country and did not want to live on a city street. He said in his opinion it could all be summed up in three facts, first, it is unfair to the residents on the Cary Street Road, second, it is unwise, and third, it is unnecessary. The people wanted homes and this land was not for sale, and in his opinion if the road was widened it would destroy its beauty.

Mr. Shirley advised the delegation that he did not know what the attitude of the Commission would be in regards to this question of widening Cary Street to eighty feet but its policy was to insist on a right of way of fifty feet on all State Highways. This did not necessarily mean that all trees within this right of way would be destroyed but only such trees within the travelway or at points making it dangerous to traffic. The Commission would go carefully into the project and render a decision as speedily as possible.

Mr. Thompkins of Hillsville came to see the Commission in regards to the location of Route 12 between Woodlawn and Hillsville. He stated that about twelve or thirteen names had been withdrawn from the petition requesting a hearing on this location, which brought the number below the legal requirements, and he expressed the wish that the Commission would proceed with the construction of the Southern Route as speedily as possible, but if there should be a delay that the allocation be transferred to the road lead-

ing from Hillsville to the North Carolina Line.

W. Book No. 10. 10-P  
 State Road Co.

Mr. Vernon Ford and Mr. Weaver appeared before the Commission in regards to the section of road from the top of the Blue Ridge Mountain to the beginning of the improved surface. They stated that with the exception of this short stretch the road was in splendid condition but there was a great need to have the graded section to the top of the mountain surfaced and asked that next year's funds be anticipated.

Moved by Mr. Shirley, seconded by Mr. Massie, that an extension of time to June 15th, 1924, be granted to R.H. Belling, on Project 325, Route 11, bridges West of Lebanon, as per recommendation of Mr. C. S. Lillian, Chief Engineer. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that in case of McGlelland vs. Whitten, the opinion of Mr. J. F. Hall, its Attorney, that the Commission had no right to pay claim, and that the Legislature was the only body who could authorize such a payment, be sustained. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that the Streets of Dayton, Route 17, Project 339, be constructed by convict force and charged to allocation for maintaining Convict Camp No. 32. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the State Highway Department proceed with the construction of Route 104, from the Depot at Appomattox to the intersection of Route 10, on a force account basis, using concrete construction. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the South Hill Bridge Company be notified that under the law taking the section of road from South Hill to the North Carolina Line near Palmer Springs, into the State System, the Commission is not empowered to approve of the building of any

1. Book Files No. 97-P  
 Street Railway Co.

portion of this road nor would it have the authority to reply for any construction work done previous to the taking over of the bridge. Motion carried.

Whereas, claims have been submitted by J. A. Lane and Company for approximately \$30,000.00 for excess cost and extra work on Project 113, Route 36, Alexandria-Fairfax, and after thoroughly going into all these claims it was ascertained that the gross amount of such claims actually due J. A. Lane and Company and properly allowable under the contract and specifications of the State was \$4,000.00. It was moved by Mr. Shirley, seconded by Mr. Austin, that this amount be paid the J. A. Lane and Company as full settlement of all claims of every kind and description on this Project and that the resolution passed December 11, 1923, allowing \$1,000.00 for this work be rescinded. Motion carried.

The Commission then recessed for lunch.

Mr. Thom. J. Hundley of Newport News, Virginia, then appeared before the Commission in regards to the road between Gloucester C.H. and Gloucester Point. He wanted to know what steps the Commission had taken in regards to taking over the Gloucester Point Ferry, as it is the policy of the Commission not to construct a road leading to a toll bridge or ferry. He was advised that the Commission had not as yet come to any definite decision in regards to this matter but were still trying to reach some agreement whereby this ferry could be taken over.

Mr. G. P. Coleman of the American Gas Accumulator Company then discussed with the Commission the light houses and reflectors on the highways. The contract which the State now has with this Company ran out the first of the month and if the State wanted to renew this contract it will be necessary that the signals be repainted and wanted to know what the Commission contemplated doing.

to Book Road No. 51-P  
 from Waddy Co.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the Commission accept an advancement under the Robertson Act for the construction of route 39 in the town of Ashland and that G. S. Luck and Sons, contractors doing work on route 31 at this point, be offered the work on Route 39 at their unit prices on his present contract. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the following additions to the State Highway System be confirmed:

COUNTY	LOCATION	LENGTH IN MILES	
		MAINT.	CONSTR.
King William	From Intersection of Route 30 over what is known as Fourteenth Street, West Point, to near the Water front		.5
Washington	Cedarville to a point five miles towards Rock Springs Church	5.0	
Gulpeper	Gulpeper to a point three miles towards Rixeyville	3.0	
	and From that point to a point five miles towards Rixeyville		5.0

Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the Commission accept an advancement of \$26,000.00 under the Robertson Act for the construction of section of route 34 in the town of Wags Charles. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that the Commission adopt the route leading from South Boston on the east side of the Southern Railway tracks to a point at or near Cluster Springs, thence in the general direction of the present highway to connect with the North Carolina State Highway System at the most feasible point, as the location of route 18 between South Boston and the North Carolina Line. Motion carried.

> Book Sheet No. 22-2  
 from Waddy Co.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the Chairman be instructed to immediately make a valuation of the Yorktown Ferry with a view of taking over this ferry and report back to the Commission his findings and see what arrangements can be made with the Federal Government so that Federal Aid can be secured for the construction of the road from Gloucester Point towards Fredericksburg. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the State Highway Commission adopt as the location of Route 211 between Fairfax and Manassas, the road leading from Fairfax over Route 36 to Route 21, thence over Route 21 to a point at or near Centerville and thence over the most feasible route to Manassas. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the petitioners asking for a rehearing on the location of Route 12 between Woodlawn and Hillsville, be notified that inasmuch as a number of names having been withdrawn from their petition, leaving it below the number required by law, and whereas, the location between the controlling points, Hillsville and Woodlawn, was an engineering problem to get the best location, and it having been determined that the southern route was cheaper to construct, easier grades and better alignment, the Commission declines to grant a rehearing on this location. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that Mr. Hall be instructed in drawing up the new rules and regulations for the Commission, that "Trubiprof" tires be included as pneumatic tires. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the contract for the construction of Project 246A, Route 16, Clifford-Colleen, be awarded to the Warden Construction Company, Pulaski, Virginia, at their bid of \$130,055.00



Book No. 10-2  
 West Valley Co.

and that 10% additional be set aside to cover the cost of contingencies and engineering, and \$800.00 for detour, making a total of \$143,000.50 chargeable to this Project. Motion carried.

Moved by Mr. Massie, seconded by Mr. Sanders, that the contract for grading and drainage of Project 118E, Route 33, 0.16 miles south of Roanoke to 10.13 miles south of Roanoke, be awarded to Jamison Brothers, at their bid of \$65,141.04, and that 10% additional be set aside to cover the cost of contingencies and engineering, and \$2,000.00 for detour, making a total of \$73,655.14 chargeable to this Project. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Massie, that the contract for the construction of Project 118G, Route 33, 10.13 miles south of Roanoke to 14.51 miles south of Roanoke, be awarded to Robert Martin Company, Salem, Va. at their bid of \$71,588.76 and that 10% additional be set aside to cover the cost of contingencies and engineering, and \$1,750.00 for detours, making a total of \$80,497.63 chargeable to this Project. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Fruxtun, that the contract for the construction of Project 118D, Route 33, 14.51 miles south of Roanoke to 5.11 miles north of Rocky Mount, be awarded to R. H. Langborne, Swington, Va. at his bid of \$29,375.46, and that 10% additional be set aside to cover the cost of contingencies and engineering, and \$1,800.00 for detours, making a total of \$33,113.00 chargeable to this Project. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the contract for the construction of project 132A, Route 10, Kumis-Klinton, be awarded to the Halton Construction Company, Roanoke, Va. at their bid of \$47,843.82, and that 10% additional be set aside to cover the cost of contingencies and engineering and \$000.00 for detours, making a total of \$51,220.00 chargeable to this project. Motion carried.

7 West Side Ka. 12-2  
West Valley Co.

Moved by Mr. Fruxtun, seconded by Mr. Sanders, that the contract for the construction of Project 142C, Route 10, 3 miles west of Appomattox C.H. to Concord, be awarded to Ford and Harvey, Lynchburg, Va. at their bid of \$164,391.33 and that 10% additional be set aside to cover the cost of contingencies and engineering, and \$900.00 for detours, making a total of \$203,730.46 chargeable to this Project, with the distinct understanding, however, that the contractor must complete this work within the time limit of the contract or a penalty of \$15,000.00 will be enforced, which is the difference between their bid and that of the low bidder whose bid was based on completing the job in July 1925 instead of December 1924. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sanders, that the contract for the construction of Project 146B, Route 10, 6.09 miles east of Radford to 3.03 miles east of East Radford, be awarded to the Pindleton Construction Company, Shawsville, Va. at their bid of \$96,240.05, and that 10% additional be set aside to cover the cost of contingencies and engineering, and \$3300.00 for detours, making a total of \$109,164.05 chargeable to this Project, subject to the approval of plans by the Bureau of Public Roads. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that all bids be rejected on Project 144A, Route 32, 1.2 miles south of Warrenton to 11.34 miles north of Remington and that this work be readvertised for grading and drainage only. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that all bids be rejected on Project 145B, Route 35, 3.84 miles south of Homeville to 1.42 miles north of Homeville and that this project be investigated with the view of re-advertising asking for an alternate bid on asphalt construction. Motion carried.

Moved by Mr. Fruxtun, seconded by Mr. Massie, that the contract for

to Book 2001 No. 20  
 Small Waddy Co.

the construction of Project 2800, Route 34, Maryland Line-1.74 miles north Oak Hill, be awarded to the Baker-Doye Co. of Richmond, Va. to the amount of \$100,000.00. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the contract for the construction of Project 3100, Route 12, Edgerton-1.09 miles east Lawrenceville, be awarded to Ford and Harvey, Lynchburg, Va. at their bid of \$62,620.80 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$68,882.00 chargeable to this Project, subject to the approval of plans by the Bureau of Public Roads. Motion carried.

Moved by Mr. Sanders, seconded by Mr. Truxtun, that the contract for the construction of Project 323, Route 20, Sugar Hill-Brookneal, be awarded to J.F. Milligan Construction Co. North Wilkesboro, N.C. at their bid of \$29,629.14 and that 10% additional be set aside to cover the cost of contingencies and engineering, and \$500.00 for detours, making a total of \$33,092.05 chargeable to this Project. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the contract for surfacing with bituminous macadam the northern end of Project 134A, Route 14, Lawyers Road, south, be awarded to John T. McKinney, Lynchburg, Va. at his price of \$1.95 per sq. yd. as far as the balance of approximately \$29,000.00 will go. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the contract on Route 21, Project 294, be extended over the bad section between Muray and Sperryville and charged against next year's allocation, if Mr. Spraul so desires. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the request of Mr. J. W. Fuqua and Mr. H. M. Morfleet, to be appointed special traffic officers

Rock Hill No. 99-P  
 Great Valley Co.

be turned down, as due to conditions on the highways, the Commission believes it unwise to appoint men other than the employees of the Department as special officers. Motion carried.

Moved by Mr. Frutkin, seconded by Mr. Sanders, that the Chairman be instructed not to issue any more special permits for gas pumps on the right of way of any State Highway. Motion carried.

Moved by Mr. Frutkin, seconded by Mr. Masnie, that the following permits be granted under the usual rules and regulations of the State Highway Commission:

- To Paul J. Fearsall, Bensacks, Virginia, to construct a concrete approach to his storage house, Route 10,
- To Shawsville Light Company, Inc, to cross Route 10, Montgomery County, with two electric lines,
- To Edinburg Garage, Inc, to erect a gas pump on right of way of Route 33, Shenandoah County,
- To F.L.Lindsay, Blue Ridge, Va. to construct a driveway and erect a pump on right of way, Route 10 nine miles west of Roanoke,
- To Henrico Lumber Company, Inc, Warsaw, Va. to construct a tramway across Route 37 about one-half mile west of Dobley, Richmond County, Virginia,
- To Maselyn Gas Company, Clarendon, Va. to lay two gas mains under and along Route 21, Arlington County, Virginia,
- To James A. Perry, Boulevard, Va. to construct a tram track across Route 39 in James City County, Virginia,
- To J. F. Gray, Blacksburg, Va. to construct a sewer and water line across Route 23 just east of Blacksburg, Virginia,
- To R. J. James, to construct a pole line along Route 12 between Brownell and Danville,
- To Jerry, Sussex and Southampton Railway, Sedley, Va. to construct a tram track across Route 10 between California Cross Roads and Sacons Castle,

Book Sheet No. 247  
Walter Kidder Co.

To J. A. Loomer, Roanoke, Virginia, to erect two signs one on either side of Louisa, Va. limiting speed through the town to 15 mi. per hr.

To Sharpsack Lumber Company, Gratton, Va. to move a locomotive from the railroad at Burkes garden siding over about 1,000 feet of Route 11 to road leading to Gratton,

To Peninsula Enterprise Company, Accomac, Va. to construct a 6' sidewalk along Route 34, in the Town of Accomac, Va.

To A. H. Campbell, Gooden, Va. to install a 15" corrugated metal pipe under Route 10 at Forest, Virginia.

Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that the appointments of all traffic officers who are not employees of the State Highway Commission be revoked. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the contract which the State has with the American Gas Accumulator Company, be extended for a period of twelve months beginning January 1, 1925 to January 1, 1926. Motion carried.

There being no further business before the Commission the meeting adjourned.

APPROVED:-

H. G. Shirley  
Chairman.

ATTESTED:-

Wade H. Massie  
Secretary.