

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

NOVEMBER 8, 9, 10, 1922

Book Order No. 65-P
and Waddy Co.

MINUTES OF THE FIFTH MEETING OF THE STATE HIGH-
WAY COMMISSION HELD NOVEMBER 8th, 9th, 10th
and 11th, 1922, RICHMOND, VIRGINIA.

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On the morning of the 8th, the Commission consisting of H. G. Shirley, Chairman, Wade H. Massie, Secretary, and I. W. Truxtun, inspected the Route to Mathews C.H. and there held a public meeting at 2:00 P.M. to determine the Route to be selected between Mathews C.H. and Gloucester C.H. After the hearing they proceeded to Tappahannock and from there on the morning of the 9th inspected the Route leading from Totusky Bridge across the Callee and from Callee to Hague where they held a meeting at 11:00 A.M. to determine the location of the branch from Callee north to some point to intersect Route 7 from a point at or near Warsaw or between Warsaw and Montross. After the hearing they inspected the eastern Route north of Hague by Templeman's Cross Roads and proceeded to Richmond where on the morning of the 10th a meeting was called, those being present were, H. G. Shirley, Chairman, Wade H. Massie, Secretary, I. W. Truxtun, R. K. Sanders, and Hugh B. Sproul.

The meeting was called to order by the Chairman and the minutes of the last meeting were read and approved.

Captain McDonald Lee and the President of the Peaks of Otter Company appeared before the Commission and requested that the Commission appropriate \$500.00 per mile to build the road from

High Road No. 617
and Middle Co.

Months to Bedford and that the Peaks of Otter Company would guarantee to build the road for this amount. The Commission advised them that this road was not in the State System and that unless it was added under the 2½% Clause no State money could be spent on same. They suggested that possibly the Board of Supervisors of Botetourt and Bedford Counties would build this road under the State Aid Law. The President of the Company said he would get in to communication with the Board of Supervisors of the respective Counties and see what could be done.

A delegation from Caroline County headed by Mr. Lyon, Chairman of the Board of Supervisors, appeared before the Commission and requested that the Commission take over for permanent maintenance the road running through Bowling Green to Fredericksburg. After thoroughly discussing the advantages this road would be to Caroline County as well as the adjoining Counties and the service it would render in handling the heavy traffic during the construction of the Richmond-Washington Highway, the Commission passed the following resolution:

Moved by Mr. Sanders, seconded by Mr. Sproul, that the Chairman be authorized to notify Mr. Lyon and through him the delegation from Caroline County, that the Highway Commission under the Law is compelled to maintain the Bowling Green Road until May 1st, 1924 and provisions have been made for the year 1923 and this road will be maintained until the Richmond-Washington Highway between Richmond and Fredericksburg has been completed. Motion carried.

Order of the Board of
Public Works Co.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that a permit be granted the Chesapeake and Potomac Telephone Company to erect and maintain certain poles on the right of way of State Highway No. 3, between Harrisonburg and Winchester under the usual rules and regulations of the State Highway Commission. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the Chairman be authorized to purchase the land necessary to take care of the Equipment Division in Bristol at \$10.00 per linear front foot, as recommended by Commissioner Calman. Motion carried.

Mr. Brownlow, City Manager of Petersburg, appeared before the Commission in interest of the proposed bridge over the Appomattox River on State Highway No. 1, leading into Petersburg. He went into the situation fully, stating the amount each party interested would pay towards its construction and requested that the State Highway Commission let him know to what extent they would participate and whether they would grant the Virginia Railway and Power Company permission to put tracks and operate cars on the highway to the bridge. He was advised that a definite plan and request would have to be submitted by the Virginia Railway and Power Company before the Commission could act.

Moved by Mr. Macsic, seconded by Mr. Sproul, that December 15th at 10:00 A.M. o'clock be the date and time set for the hearing on the location of Route No. 9-X from West Point to Richmond either via New Kent C.H. or King William C.H. through New Kent and Henrico Counties or through King William County, the meeting to be held in the American Legion Hall at West Point. Motion

carried.

Act 2207 No. 15-7
at 10:45 A.M.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that the Chairman be authorized to purchase the land necessary to take care of the Equipment Division in Bristol at \$10.00 per linear front foot, as recommended by Commissioner Coleman. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that hereafter all Publicity go out under the name of the State Highway Commission and that the Chairman be authorized to provide a way to put this order into effect. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the organization plan showing the divisions and classifications and the salary list submitted be approved subject to the approval of the Governor, and that the Chairman be authorized to take the same up with the Governor for his approval:

EXECUTIVE DEPARTMENT

<u>Force</u>	<u>Range of Salary</u>
Engineer of Right of Way	3000 to 4500
Field Agents, Class C	1500 " 2000
" B	2000 " 2500
" A	2500 " 3000
Purchasing Agent & Office Manager	3000 " 4000
Asst. Purchasing Agent, General	2000 " 2700
Asst. Purchasing Agent, Equipment	2000 " 2400
Auditor	3000 " 4000
Chief Clerk	2400 " 2700
Counselor	3000
Statistician	1500 " 2400

Pub. Hist. No. 617
1930 Shelby Co.

<u>Force</u>	<u>Range of Salary</u>
Secretary to the Chairman	1200 to 2400
Bookkeepers	
Class C	1620 " 1800
" B	1800 " 2200
" A	2200 " 2400
Stenographers	
Class C	900 " 1200
" B	1200 " 1400
" A	1400 " 1620
Clerks	
Class D	900 " 1200
" C	1200 " 1500
" B	1500 " 2000
" A	2000 " 2400
Typist	720 " 1000
Office Boy	420 " 600
Janitor	900

ENGINEERING DEPARTMENT

Commissioner	5000 " 8000
Assistant Engineers	
Class C	3000 " 3500
" B	3500 " 4000
" A	4000 " 4500
Chief Computer	2000 " 3000
Designers	
Class C	2000 " 2400
" B	2400 " 2700
" A	2700 " 3000
Computers	
Class C	900 " 1320
" B	1320 " 1800
" A	1800 " 2100
Tracers & Draftsmen	
Class C	900 " 1200
" B	1200 " 1620
" A	1620 " 2000

Book Sheet No. 62-P
1918 Printing Co.

<u>Force</u>	<u>Range of Salary</u>
Assistant Office Engineers	
Class C	1200 to 1500
" B	1500 " 2000
" A	2000 " 2400
Secretary to Commissioner	2400
Clerks	
Class D	900 " 1200
" C	1200 " 1500
" B	1500 " 2000
" A	2000 " 2400
Stenographers	
Class C	900 " 1200
" B	1200 " 1400
" A	1400 " 1600
Office Boy	420 " 900
District Engineers	
Class C	2400 " 2800
" B	2800 " 3300
" A	3300 " 3600
Resident Engineers	
Class C	1500 " 1800
" B	1800 " 2100
" A	2100 " 2700
County Engineers	200 " 500
Inspectors	
Class C	1000 " 1320
" B	1320 " 1800
" A	1800 " 2100
Instrumentmen	
Class C	900 " 1200
" B	1200 " 1500
" A	1500 " 1800
Rodmen	
Class C	600 " 720
" B	720 " 900
" A	900 " 1000
Whainmen	
Class C	500 " 600
" B	600 " 800
" A	800 " 900

Pub. Stat. No. 10-7
of 1914, Ch.

<u>Jobs</u>	<u>Range of Salary</u>
Accountants	360 to 600
Cooks	600 * 1000
Superintendents	
Class C	1200 * 1620
" B	1620 * 1800
" A	1800 * 2400
Foremen	
Class C	900 * 1000
" B	1000 * 1100
" A	1100 * 1200
Patrolmen	
Class C	700 * 800
" B	800 * 900
" A	900 * 1000
Chiefs of Party	
Class C	1800 * 2100
" B	2100 * 2700
" A	2700 * 3000
Shop Superintendent	1800 * 2800
Shop Foreman	
Class C	1200 * 1500
" B	1500 * 1800
" A	1800 * 2000
Automobile Mechanics	
Class C	1200 * 1320
" B	1320 * 1500
" A	1500 * 1800
Automobile Mechanic Helpers	
Class C	600 * 720
" B	720 * 900
" A	900 * 1200
Machinists	
Class C	1200 * 1320
" B	1320 * 1500
" A	1500 * 1800
Electricians	
Class C	1200 * 1320
" B	1320 * 1500
" A	1500 * 1800

Book Sheet No. 10-F
and Walker Co.

<u>Forms</u>	<u>Range of Salary</u>
Upholsterers	
Class B	1000 to 1200
" A	1200 " 1500
Carpenters	
Class B	1000 " 1200
" A	1200 " 1500
Blacksmiths	
Class B	1000 " 1200
" A	1200 " 1500
Chauffeurs	
Class C	900 " 1000
" B	1000 " 1100
" A	1100 " 1200
Drivers	
Class C	700 " 800
" B	800 " 900
" A	900 " 1000
Firmen	900 " 1100
Stock Room & Other Help	400 " 720
Watchman	900
Painter	800 " 1000
Labor at Current rates in District in which hired.	
Laboratory Assistants	
Class C	600 " 900
" B	900 " 1200
" A	1200 " 1500
Chemists	
Class B	1500 " 2000
" A	2000 " 2500

Motion carried.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the Chairman be authorized to make arrangements with the Secretary of the Commonwealth whereby there will be an officer to whom the traffic officers designated by the State Highway Commission will

be required to report. Motion carried.

Roll Sheet No. 65-2
and Waddy Co.

Moved by Mr. Massie, seconded by Mr. Sproul, that the following traffic officers be appointed:

J. D. Reed,	Traffic Officer No. 166
Lewis Kaufman,	" " " 159
G. B. Cooks,	" " " 170
L. R. Jette	" " " 171

Motion carried, Mr. Truxtun voting in the negative in the case of J. D. Reed and Lewis Kaufman.

Moved by Mr. Sanders, seconded by Mr. Shirley, that the revised bid of Messrs. Lowe and McKulty on the construction of the bridges on Project 256 be accepted, their unit prices being as follows:

Class A Concrete	\$20.00
Class B Concrete	\$19.00
Reinforcing Steel	\$.07 $\frac{1}{2}$

these prices to include excavation and time to complete to be April 30th, 1923. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sproul, that Route No. 2, between Orange and Culpeper be located from a point on Route 16 at or near Madison Mills, thence via or near Locustdale to Culpeper, with the understanding that the rights of way over this line be turned over to the Commission without expense. Motion carried. Mr. Massie not voting.

Moved by Mr. Sproul, seconded by Mr. Truxtun, that the Commission adopt as a part of the State Highway System, the section of road leading from the Mouth of Wilson in Grayson County, to the North Carolina Line under the 2 $\frac{1}{2}$ % Clause, provided the Board of Supervisors of Grayson County will agree to turn over?

Book No. 10-11
of Whitley Co.

to the State Highway Commission the amount of money set aside for the construction of the Bridge over New River and secure the right of way without expense to the Commission. Motion carried.

The meeting then recessed to meet again the next morning.

November 11th, 1922, meeting called to order by the Chairman, those present being; H. G. Shirley, Chairman, Wade H. Massie, Secretary, I. Walks Truxtun, and R. E. Sanders.

Moved by Mr. Massie, seconded by Mr. Sanders, that an additional allocation of \$3280.50 be made to straighten out the road just east of Chilhowie, Route 10, Smyth County. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that Mr. Pulley be paid \$350.00 for damage done during 1921 on Project 121 Route 5, as recommended by Mr. J. F. Hall, Attorney for the Commission. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Sanders, that the location of Route 12-2 between Hillsville and the North Carolina line in Carroll County be by way of Fancy Gap. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Massie, that there being no further business before the Commission that the meeting adjourn until called by the Chairman. Motion carried.

APPROVED:


Chairman

ATTESTED:


Secretary.