

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

NOVEMBER 6, 1924

Book Form No. 33-F
 Smith-Woodley Co.

MINUTES OF THE MEETING OF THE
 STATE HIGHWAY COMMISSION, HELD
 RICHMOND, VA. NOVEMBER 6, 1924.

In pursuance to call, on the morning of November 6th, 1924, the State Highway Commission consisting of Messrs. H. G. Shirley, Chairman, Wade H. Massie, Secretary, H. B. Sproul, I. Walke Truxtun and A. J. Huff, met at their office, Room 614, State Office Building, Richmond, Virginia, and the meeting was called to order by the Chairman.

The minutes of the meeting held on September 10th were read and it was moved by Mr. Truxtun, seconded by Mr. Huff, that they be approved. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the petition for a rehearing on the route leading from Route 10 to Princess Anne Court House, be denied. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that all bids be rejected on Project 126, Route 38, Mass Neck-Sappahannock Academy and that same be immediately readvertised, due to the low bidder not signing his proposal. Motion carried.

Moved by Mr. Massie, seconded by Mr. Truxtun, that the contract for the construction of 2.434 miles 18' concrete road, Project 1450, Route 35, 2.53 miles south of Petersburg to Petersburg be awarded to the Southern Construction Corporation, Petersburg, Virginia, on their bid of \$54,391.65, and that 10% additional be set aside to cover the cost of contingencies and engineering, \$4,100.00 for Detours, and \$40.00 for Right of Way Markers, making a total of \$68,370.61 chargeable to this Project, subject to the approval of the plans by the Bureau of Public Roads. Motion carried.

Book Entry No. 97-9
Wall & Wall Co.

Moved by Mr. Sproul, seconded by Mr. Massie, that the contract for the construction of 4.24 miles grading and drainage, with concrete surfaces, 18' in width, on 2.091 miles, Project 379, Route 31, Ritchies Store-4.24 Miles south, be awarded to the Southern Construction Corporation, Petersburg, Va. at their bid of \$61,164.40 and that 10% additional be set aside to cover the cost of contingencies and engineering, \$9,200.00 for Detours and \$42.00 for Right of Way Markers, making a total of \$76,522.84 chargeable to this Project, with the right reserved to place concrete on the entire length, additional allocation required to be anticipated from 1925 funds, subject to the approval of the plans by the Bureau of Public Roads. Motion carried.

Moved by Mr. Massie, seconded by Mr. Huff, that the Chairman be authorized to extend the concrete surfacing on Project 379, Route 31, Ritchie's Store-4.24 Miles South, for the full length of the contract, with the understanding that the contractor will take it as his rate of \$2.00 per sq.yd. for concrete, provided that the Petersburg Sand and Gravel Company will waive any claims for the sand and gravel furnished on this Project and Project 1450 and if the contractor should default they will furnish the gravel and sand to the Commission at a rate which will enable the Commission to lay the concrete for \$2.00 a sq.yd. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Huff, that the contract for the construction of 3.71 miles of 18' concrete road, Project 5156A, Route 29, Oloneester Point 3.71 miles north, be awarded to the Malony Paving Company, 3817 Alton Place, Washington, D. C. at their bid of \$108,141.63 and that 10% additional be set aside to cover the cost of contingencies and engineering, \$4,500.00 for Detours and \$50.00 for Right of Way Markers, making a total of \$123,505.79 chargeable to this Project. Motion carried.

Book Sheet No. 10-1
West Wadding Co.

Moved by Mr. Shirley, seconded by Mr. Huff, that the contract for the construction of .63 miles of 15' concrete road, Route 13, Project 131D Main and Church Streets of Smithfield, be awarded to Aunburg and Hill, Princeton, West Virginia, at their bid of \$20,460.70, and that 10% additional be set aside to cover the cost of contingencies and engineering, and \$1,000.00 for Detours, making a total of \$23,513.37 chargeable to this Project. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the contract for the construction of the Bridge over Don River at South Boston and Approaches, .496 miles 18' concrete road, Route 18, Project 278A, be awarded to Robert W. Curtis, Lynchburg, Virginia, at his bid of \$66,936.90 and that 10% additional be set aside to cover the cost of contingencies and engineering, \$400.00 for Detours and \$14.00 for Right of Way Markers, making a total of \$74,044.59 chargeable to this Project, with the understanding that Mr. Curtis will give the Commission assurance that he can put the necessary equipment on this work to complete it within the contract time. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the contract for the construction of 3.713 miles of 18' concrete road, Route 31, Project 347, .19 miles south of Chappawamsic Creek to 3.85 miles north of Stafford C.H. be awarded to the Maloney Paving Company, Washington, D.C. at their bid of \$143,803.54 and that 10% additional be set aside to cover the cost of contingencies and engineering, \$3,100.00 for Detours and \$60.00 for Right of Way Markers, making a total of \$161,343.89 chargeable to this Project, the additional allocation necessary for this Project to be anticipated from the 1925 funds, amounting to approximately \$11,000.00 and subject to the approval of the plans by the Bureau of Public Roads. Motion carried.

Moved by Mr. Sproul, seconded by Mr. Shirley, that the contract for

c. Beck Bros. Co. 1927
 c. Beck Bros. Co. 1927

the construction of 5.436 miles grading and drainage, Route 37, Project 370AGM Lanouster O.H. to .56 Miles west of Lanouster-Richmond County Line, be awarded to Satterhill and Goodo, Charlottesville, Virginia, at their bid of \$50,121.79 and that 10% additional be set aside to cover the cost of contingencies and engineering, \$6,100.00 for Detours and \$29.00 for Right of Way Markers, making a total of \$56,250.79 chargeable to this Project, subject to the approval of the plans by the Bureau of Public Roads, and that the remainder of the allocation be expended by the Commission with its own forces. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Huff, that the contract for the construction of Bridge over Clinch River near Spears Ferry, Route 10, Project 378, be awarded to Robert W. Curtis, Lynchburg, Virginia, at his bid of \$48,115.17 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$52,926.68 chargeable to this Project, with the understanding that Mr. Curtis will give the Commission assurance that he will put sufficient equipment on this work to complete it within the contract time. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Sproul, that the award of contract for the construction of Project 382, Route 36, Bridge over Lillwood Creek be held up until the right of way difficulties have been settled and the taking care of the mill race be arranged for. Motion carried.

Moved by Mr. Massie, seconded by Mr. Shirley, that the contract for the construction of Project 390, Route 251, Bridge over Pinnett Run near Washington D.C. be awarded to Robert W. Curtis, Lynchburg, Virginia, at his bid of \$11,085.42 and that 10% additional be set aside to cover the cost of contingencies and engineering, making a total of \$12,193.96 chargeable to this

Spec. Sheet No. 99-P
 Wm. Wabley Co.

Project, with the understanding that Mr. Curtis will give the Commission assurance that he will place sufficient equipment on this work to complete it within the contract time, and also that a portion of the allocation set aside for the section of Route 36 from Alexandria west be applied to this Project. Motion carried.

Messrs J. U. Addenbrook's Sons of Norfolk, Virginia, then appeared before the Commission in regards to Project 179, Route 39, Williamsburg-Towne, and requested that the Commission remit the liquidated damages amounting to \$836.56 for non-completion of contract on time, due to the difficulty encountered by them in securing material on account of car shortage and also that all rights of way had not been secured and it was necessary for them to work in spots causing them to sustain a loss.

Mr. C. S. Mullen, Chief Engineer, was asked for a statement concerning this Project and stated that both Major Lemmon and Mr. Bell, District Engineers, had reported that there were no delays on account of right of ways not being secured and that all the delays were on account of lack of material due to car shortage. If the full penalty had been enforced it would have been in excess of five thousand dollars but an extension of time of seventy-four days had been granted and the \$836.56 was the engineering charges from the attended time until the completion of the Project.

Moved by Mr. Traxton, seconded by Mr. Huff, that the Commission do not charge J.U.Addenbrook's Sons, contractors on Project 179, Route 39, Williamsburg-Towne, the \$836.56 engineering charges for non-completion of their contract on time due to car shortage which was beyond their control. Motion carried.

Book Five No. 487
West Waddy Co

Miss E. A. Hill, then appeared before the Commission and requested that the Commission construct that portion of Route 31 through her property in Stafford County on the old location rather than over the new location which would run back of her house and thence through a negro settlement and would not serve the white families that now live on the old road. She stated that the people in the county desired the old location which would be of greater benefit to them than the new one.

The Commission then recessed for lunch.

The Commission convened again after lunch and were called to order by the Chairman.

Moved by Mr. Mussie, seconded by Mr. Spraul, that the Rules and Regulations adopted controlling traffic on the State Highways by the State Highway Commission on May 25th, 1920, and effective July 25th, 1920, under Section 4, Chapter 31, Acts of 1919 and as amended March 31st, 1921, be repealed as of February 1st, 1925 and that the following rules and regulations be adopted in lieu thereof and to become effective as of that date, in compliance with Acts of the Assembly approved March 30, 1921, Section 5, Chapter 403, and as amended in Chapter 448, Acts of 1924:

RULES AND REGULATIONS HEREBY ADOPTED AS OF NOVEMBER 6th, 1924, BY THE STATE HIGHWAY COMMISSION OF VIRGINIA, FOR THE PROTECTION OF AND GOVERNING TRAFFIC ON AND USE OF THE STATE HIGHWAY SYSTEM UNDER PROVISIONS OF SECTION 5, CHAPTER 403, ACTS OF ASSEMBLY 1922, AS AMENDED BY CHAPTER 448, ACTS OF ASSEMBLY 1924, AND REPEALING THOSE ADOPTED MAY 25, 1920, AND AS AMENDED BY RCN 31, 1921, ALL TO BECOME EFFECTIVE AS OF FEBRUARY 1st, 1925.

ADOPTED	NOVEMBER 6, 1924
EFFECTIVE	FEBRUARY 1, 1925.

ARTICLE I.

SURFACE AND SUBSURFACE STRUCTURES

Section 1. No telephone, telegraph, electric light, power or other pole or poles shall be planted or erected upon the State highways of this State, until written permission from the State Highway Commission is first obtained. No permits will be required for repairs of lines or replacing poles in same position.

Section 2. No pipes, conduits, sewers, drains or subsurface structures of any description shall be placed in or under the bed or right of way of any State highway, except by special written permission of the State Highway Commission.

Section 3. No logs, lumber, cord wood, other material or produce shall be placed upon the roadway or shoulders or so placed as to interfere with the use, drainage, or maintenance of any State highway.

Section 4. No house or structure shall be moved along or across a State highway or any substance weighing more than ten (10) tons, except by special written permission of the State Highway Commission.

Section 5. No logging road, tram road, railroad, or tracks of any description shall be laid along or across a State highway until permission in writing is given by the State Highway Commission.

Section 6. No fence, building, shed, or other structure shall be erected or placed on the right of way of a State highway.

Section 7. No advertising or signs of any description, except the standard direction, caution and danger signs of the State Highway Commission, health signs erected by the State Board of Health, and forestry signs erected by the State and National Forester, will be allowed within the right of way

of any State highway.

State Board No. 81-1
and Kaddy Co.

Section 8. Mail boxes shall be so placed as to not interfere with traffic, maintenance or drainage of the State highways, and shall be relocated or changed upon request of the State Highway Commission.

Section 9. No person, or persons, shall dig up or disturb the surface within the right of way of any State highway until a special permit in writing is first obtained from the State Highway Commission.

Section 10. No private driveway or roadway shall be constructed to intersect any State highway until the drainage structure necessary to carry the cross drainage therefrom shall have been approved by the State Highway Commission.

Section 11. In granting permits to plant poles or lay pipes or drains or to erect structures, it must be understood that all poles or other structures, surface or subsurface, must be planted or placed as close to the property line as possible and all pipes, sewers, etc. must be laid either under the gutter or as far from the surface of the highway as is possible to lay same, it being the intent of these regulations that all surface and subsurface structures shall be placed on that portion of the right of way between the gutter and the property line.

Section 12. In making application for permits, the request should be made through the District or Resident Engineers in their respective territories.

Section 13. It is unlawful to remove, injure, tamper with, destroy, break or deface in any way signs, bridges or other structures placed by the State Highway Commission, or signs placed by the State Board of Health or the State and National Forester.

Let Sheet No. 31-F
of Walley Co.

Section 14. All wires strung upon the State highways shall be so strung as not to interfere with the convenience and safety of travel and shall be kept in safe repair at all times and not less than fourteen (14) feet above the surface of the highway.

Section 15. The provisions of all permits granted under these rules and regulations shall be construed as regulations and not as a contract and no interest or right of the applicant shall be transferred except by written consent of the State Highway Commission, and in granting permits no right or privilege belonging to the abutting property owner is interfered with or abridged, nor is the State responsible for any damage which may arise between the applicant and the property owner concerning said right of way.

Section 16. Applicants to whom permits are granted shall at all times indemnify and save harmless the State Highway Commission and the Commonwealth of Virginia from responsibility for damage or liabilities arising from the construction, maintenance, repair or the operation of pole lines, surface, subsurface, or other structures, and agree to move and relocate poles, wires, surface or subsurface structures erected or constructed under the provisions herein granted when ordered to do so by the State Highway Commission.

Section 17. All poles, wires, surface or subsurface structures shall be maintained in good condition at all times so as not to obstruct or become dangerous to the traveling public, and in event of such poles, wires, surface or subsurface structures becoming out of repair or dangerous the State Highway Commission may give notice to the applicant of its intention to revoke the permission herein granted and that if repairs are not made within three months after mailing said notice, the permit will be revoked and annulled.

Book House No. 55-1
 1011 Building Co.

and the poles, wires, surface or subsurface structure will be removed from the highway. Where these structures obstruct or interfere with traffic or create a danger, they must be removed at once.

Section 18. Any permit granted by the State Highway Commission shall be revocable at its pleasure.

ARTICLE II.

TRACTION ENGINES, TRACTORS, MOTOR VEHICLES, HORSE DRAWN AND OTHER VEHICLES AND CONTRIVANCES.

Section 1. No vehicle, engine, implement or contrivance whatsoever, having wheels equipped with sharp cleats, rough surface or other device which will injure the surface of the road or bridge, shall be operated or moved or cause to be operated or moved upon any portion of a State highway, which has not been treated with bituminous or other artificial binder or which has not had placed on it any other improved surface, provided that this shall not apply to traction engines and tractors weighing less than five (5) tons, when drawing threshing machines, hay balers or other farm machinery for local farm use; and, provided this regulation shall not be construed to prohibit the use of tire chains or standard sections and approved design when necessary for the safe operation of vehicles.

NOTE: For Act prohibiting the driving of traction engines, tractors or motor truck or other motor vehicles, the wheels of which are equipped with cleats or other devices which penetrate or cause unreasonable injury to the surface of the road or any State highway treated with bituminous or other artificial binder, or which has had placed upon it other improved surface, see Acts of Assembly 1919, Page 97.

Section 2. No person, firm or corporation shall put or cast, or cause to be put or cast into any road or on any bridge in the State Highway System, any glass, bottles, glassware, crockery, porcelain or pieces thereof, or

High Street No. 25-17
Not Washby Co.

any pieces of iron or hard or sharp metal, or any nails, tacks or sharp pointed instruments of any kind, or any object or substance of any kind likely in nature to cut or puncture any tire of any vehicle, or injure any animal or person, or any other refuse or material within the right of way.

NOTE: For Act of the Legislature similar in purport,
see Code Section 4745.

Section 3. No person, firm or corporation shall drag or cause to be dragged along or across a State highway any sled, log, harrow or other implement or article that would injure the surface of the highway or the shoulders thereof.

Section 4. No person, firm or corporation shall drive or operate, or cause to be driven or operated along or over any State highway, any truck or other vehicle with tires worn to such extent as to cause damage to the highways or bridges.

Section 5. No person, firm or corporation shall cause or permit to stand on any State highway any vehicle, implement or contrivance, for the purpose of taking in gasoline, or being repaired, or for any other purpose, in such a way as to impede, block or jeopardize the safety of traffic on or over a State highway.

Section 6. No person, firm or corporation shall load or cause to be loaded any vehicle, implement or contrivance on any State highway, in such manner as would interfere with traffic along or on said highway.

Section 7. No person, firm or corporation shall leave or cause to be left standing any vehicle, implement or contrivance, on the traveled portion of any State highway, or any part thereof not well out of the traveled portion thereof, at any time when there is not sufficient daylight to render

Book Sheet No. 1247
and Walker Co.

Clearly discernible a person, vehicle or other substantial object in the highway at a distance of two hundred (200) feet ahead, without at all such times having at least one white, or tinted light other than red, visible to the front, and red to the rear, carried on the left of such vehicle, implement or contrivance. No vehicle, implement or contrivance shall be left standing within the right of way of any State highway, whether such vehicle implement or contrivance be lighted or not, for a greater period than twelve (12) hours.

NOTE: See on the subject of lighting of vehicles generally Code Section 2142, as amended Acts 1923, Page 167.

Section 8. No person, firm or corporation shall operate or cause to be operated along or over any State highway any vehicle, implement or contrivance that has a width over all of more than ninety-six (96) inches, except traction engines lawfully operated which shall not exceed one hundred and eight (108) inches, nor a height of more than twelve (12) feet six (6) inches, nor a length of more than thirty (30) feet, and no combination of vehicles coupled together shall be so operated that its full length shall be greater than sixty (60) feet. All trailers shall be so operated as to prevent swinging from side to side. For the purpose of this section the width, height and length of such vehicles, implement or contrivance shall be inclusive of the load thereof, if any.

Section 9. Vehicles on which there are built up tires other than solid or pneumatic can be operated over the State highways of this State, provided the said tires will not give an impact of twenty-five (25%) percent in excess of the impact of pneumatic tires of relatively the same size and under an air pressure specified by the manufacturers for the various sizes (balloon

Book 1800, No. 2-1
 State of Washington

and semi-balloon tires excepted) when tested under the standard impact test used by the Department of Agriculture, Bureau of Public Roads, and will be classified as pneumatic tires. Tires giving a greater impact than twenty-five (25%) percent than the above described pneumatic tires will be classified as solid tires.

Section 10. No person, firm or corporation shall operate or cause to be operated along or over any road in the State Highway System, any vehicle, implement or contrivance with a load in excess of five tons, or ten thousand pounds, or shall the gross weight of the vehicle exceed five tons or ten thousand pounds, the loads and weight to be determined separately and not as a combination, without written permission of the Chairman of the State Highway Commission.

NOTE: See as to weight of gross load Acts 1923 Page 170.
 See as to weight per inch of tire Code Section 2132,
 as amended Acts 1924 Page 495.

Section 11. Speed Law - See law relating to rates of speed, Section 2136 of the Code as amended, Acts 1922, Page 747.

Section 12. Railroad Crossing Law - See law as to stopping at railroad crossings, Acts 1923, Page 190.

Section 13. Closing Highways - See law relating to the closing of highways to traffic, and interference with any signs or barriers, Acts 1922, Chapter 403, Section 12.

Section 14. No person, firm or corporation shall pasture or graze or cause to be pastured or grazed, or allow to run at large on any right of way of any road in the State Highway System, any live stock, unless such animal or animals be securely tied or held by chain or rope, so as to prevent such animal from getting on the traveled portion of the highway; provided, however, this

does not apply to State Highways running through State and National Forestry Preserves.

Roll Over No. 81-P
1st Wabey Co.

ARTICLE III.

TRAFFIC REGULATIONS FOR STATE HIGHWAYS

Any person, firm or corporation driving, propelling or operating, or causing to be driven, propelled or operated, any vehicle over any State highway in this State shall observe the following traffic rules and regulations:

Section 1. All vehicles not in motion shall be placed with their right side as near the right hand side of the highway as practicable.

Section 2. Slow moving vehicles shall at all times be driven or operated as close to the right hand side of the highway as practicable.

NOTE 1. As to duties of driver on meeting riders or vehicles, see Code Sections 2139 and 4739.

NOTE 2. As to duties of driver on approaching curves see Section 2143, as amended Acts 1922 Page 747, and section 2138 as amended Acts 1922 Page 747.

NOTE 3. As to duties of driver overtaking animal or vehicles see Code Section 2138 as amended Acts 1922 Page 747, and Section 2140 and 4739.

Section 3. When the operator, conductor or driver of any vehicle, motor or otherwise, on any road in the State Highway System, intends to stop such vehicle, or turn to the right or left, as the case may be, he shall within fifty (50) feet give a suitable signal which will plainly indicate to any person behind or in front of him his intention to so stop or to turn to the right or left, and shall slow down before stopping or turning. Such suitable signal of intention to stop shall be by extending the arm outside of the vehicle and slanting downward, or by mechanical device; of intention to turn

Print Sheet No. 90-F
and Wadding Co.

to the left, by extending the arm outside of the vehicle in a horizontal position, or by mechanical device; of intention to turn to the right, by extending the arm outside of the vehicle raised at an angle, or by mechanical device.

Section 4. When two machines or vehicles equally distant from a point of intersection approach each other at an angle at a crossing or road intersection on the State Highway System, the one on the right shall have right of way. (See Section 2143 of the Code as amended, Acts 1922 Page 747.)

Section 5. Every operator, driver and conductor of a vehicle on a State highway shall come to a full stop not less than five (5) feet from the rear of a street car headed in the same direction which has stopped for the purpose of taking on or discharging its passengers; provided, however, that such operator of a vehicle can pass such car where a safety zone is established by proper authorities, or where such operator may pass said car at least eight (8) feet therefrom, but must proceed cautiously.

Section 6. No person, firm or corporation shall drive or operate, or cause to be driven or operated on or over any road in the State Highway System any motor vehicle with muffler out out, or not in operation.

Section 7. All vehicles being operated or driven on any State highway, carrying poles or other objects which project from the rear of such vehicles five (5) feet or more, shall carry a red flag on the rear end of the object by day, and for one-half hour after sunset until one-half hour before sunrise shall carry a red light on the end of such projection.

Section 8. Pedestrians walking along State highways shall keep to the left hand side of the road.

11-6-24
11-6-24

NOTE: The law provides that any violation of the rules and regulations of the State Highway Commission for the protection of and covering traffic on and use of the State Highway System, shall be a misdemeanor punishable by a fine of not less than Five (\$5.00) Dollars, nor more than One Hundred (\$100.00) Dollars for each offense.

Motion carried.

- Moved by Mr. Cassie, seconded by Mr. Huff, that the following permits be granted under the usual rules and regulations of the Commission:
- To J. J. Shitley, Mayor of Tazewell, to replace a 2" water line along Route 117 for a distance of about 1200 feet, Tazewell County, Virginia.
 - To Town of Virginia Beach to place water mains across Route 10 within the town limits.
 - To Department of Public Works, Bureau of Water, Norfolk, Virginia, to install lead taps to supply water to houses between Thomas Corner and the City limits of Virginia Beach.
 - To The Valley Light and Power Company, Inc, to extend transmission line from Edinburg to Mt. Jackson, Route 33, Shenandoah County, Virginia.
 - To Dr. J. B. Tuttle, to lay a 1" water pipe 1000 ft, more or less, along Route 17 at Craigsville, Virginia, and make connection from water pipe to house and store.
 - To S. L. Ramey, to lay a $\frac{1}{2}$ " water pipe line parallel to Route 33 from Woodstock Filling Station for a distance of 120 ft. north.
 - To The Corporation of Woodstock, to lay a 1" water pipe line along and across Route 33 in Woodstock for a distance of 85 feet starting at water hydrant at Massachusetts Academy and then crossing the road.
 - To Mr. J. H. Murray, to place a $\frac{1}{2}$ " water pipe across Route 33, Project 1162, Roanoke County, Virginia.
 - To The Roanoke Railway and Electric Company, to construct an electric transmission line on Route 10 from end of present line eastward for a distance of about one and one-half miles to a point near Villamont School.
 - To The Roanoke Railway and Electric Company, to construct and maintain electric lighting and power line on Route 10 from Villamont School east a distance of about 4800 feet, Bedford County, Virginia.
 - To Mr. J. J. Leddy, Bluefield, Virginia, to lay a $\frac{1}{2}$ " pipe under Route 11 just outside western limits of Bluefield, Tazewell County, Virginia.

Book Sheet No. 10-P
1924 Washby Co.

- To Mr. R. L. Eppes, to construct a concrete apron in front of shop on Brook Road near Solomon's Store, Route 31, Henrico County, Virginia.
- To Mr. R. I. Purcell, to lay a 6" terra cotta sewer pipe for a distance of 250 ft. along Route 37 in Sperryville, Rappahannock County, Virginia,
- To The Bachelor's Hall Rural Telephone System, to replace telephone line along the north side of Route 12 between Martinsville and Danville, in Pittsylvania County, Virginia.
- To The C & P Telephone Company, to replace in the same location 35 ft. pole No. 37 on State Highway No. 37 between Winchester and Berryville,
- To Mrs. Ann Jane Petwell, to construct a concrete pavement between her restaurant and the roadway of Route 31 at Triangle, Virginia, Prince William County,
- To Mr. Silas B. Tryslov, to construct a drive into filling station off Route 31 between Falmouth Bridge and Fredericksburg, Spotsylvania County, Va.
- To R. A. Farr, to construct a roadway from State Highway to present sidewalk, Fairfax County, Virginia, Route 36.

Motion carried.

Moved by Mr. Spraul, seconded by Mr. Masie, that telephone, telegraph and electric light and other companies, corporations or individuals be required to pay 25¢ per pole as an inspection charge, for the erection of poles on the State-Highway System. Motion carried.

Moved by Mr. Spraul, seconded by Mr. Masie, that the following special traffic officers be appointed as provided for by Acts of 1922, Section 5, Chapter 403, Approved March 24, 1922.

Mr. C. M. Moyer,	Resident Engineer,
Mr. E. O. Foytes,	Franklin, Virginia,
Mr. O. K. Baylor,	Staunton, Virginia,
Mr. E. B. Watkins,	Sutherland, Virginia,
Mr. G. L. Silvey,	Roseoke, Virginia,
Mr. M. G. Speed,	Stafford, Virginia,
Mr. H. W. Williamson,	Lee Hall, Virginia,
Mr. W. T. Allen,	Virginia Beach, Va.
Mr. P. C. Via,	Geer, Virginia,
Mr. C. E. Lee,	Abingdon, Virginia,
Mr. Walter Breckenridge,	Bluefield, Virginia.

Motion carried.

Book 2607 No. 15-F
West Workday Co.

Moved by Mr. Spreul, seconded by Mr. Shirley, that the request of the Virginia Engineering Company for a further extension of time on Project 295A, Route 39, Seven Pines to Bottoms Bridge, be rejected as per recommendation of Chief Engineer Mallen. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that the contractor, Ford and Harvey on Project 160A, Route 12, Carrville towards Suffolk, be charged with engineering costs only for non-completion of their contract on time instead of liquidated damages and that the difference of \$200.88 be allowed the contractor, as per recommendation of Chief Engineer Mallen. Motion carried.

Moved by Mr. Massie, seconded by Mr. Spreul, that the Chairman be authorized to repay loans made under the Robertson Act within thirty days after coming due, to the amount of one million dollars in accordance with the terms of said Act. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Massie, that:

WHEREAS, State Highway No. 19 has been established and improved on a new location between Station 1+33.3 and Station 29+00 near the Country Club in Henrico County as shown on Sheet 3, Project 81,

THEREFORE, BE IT RESOLVED: that the portion of the old road bed outside of the fifty foot width of the new location between these stations be, and is hereby abandoned as a State Highway, but that any privileges and rights for ingress and egress enjoyed by property below are not abridged or interfered with by such abandonment. Motion carried.

Moved by Mr. Massie, seconded by Mr. Trantun, that the Commission adjourn until November 7th. Motion carried.

NOVEMBER 7th.

Book Order No. 20-F
and Hickey Co.

On the morning of the 7th, the Commission, consisting of Messrs. H. O. Shirley, Chairman, Wade H. Massie, Secretary, I. Walk Truxtun, and A. J. Huff, assembled in the Chairman's office and the meeting was called to order.

Moved by Mr. Massie, seconded by Mr. Huff, that the Commission confirm the location of the route taken into the State Highway System in Princess Anne County under the 2 $\frac{1}{2}$ % Clause as follows: Thomas Carper on State Highway No. 10 to or near Kempeville, thence to Princess Anne Court House along the most feasible location and that the unconfirmed mileage allocated to this County of five miles for maintenance and six miles from the Rappahannock River opposite Tappahannock to Warsaw for construction, be applied to this road as per resolution passed by the Commission on September 10th, 1924, and provided further, that this route shall be No. 10-12. Motion carried.

Moved by Mr. Truxtun, seconded by Mr. Shirley, that the request of Miss E. E. Bell to locate that portion of Route 31 through Stafford County between Station 75+25 and Station 89+30 along the old road be denied and that the Commission adopt the new location between these Stations as recommended by the Federal and State Engineers. Motion carried.

Moved by Mr. Shirley, seconded by Mr. Huff, that an extension of time on Project 320, Route 10, Three Bridges over Broad Creek, Lynhaven River and Thalia Arm, to one-half of the actual time of over-run, be granted to Carpenter and Petrie, due to abnormal rains and unforeseen difficulties, as per recommendation of Chief Engineer Wallen. Motion carried.

11-7-24.


49.

Book Sheet No. 21-P
West Valley Co.

Moved by Mr. Massie, seconded by Mr. Shirley, that an extension of time to the completion of Project 166B, Route 13, Bridge over Farunky River, be granted to H. H. George and Son, due to excessive high waters and floods on this stream during the erection of this structure, as per recommendation of Chief Engineer Hallen. Motion carried.

There being no further business before the Commission, It was moved by Mr. Massie, seconded by Mr. Truett, that the meeting adjourn, subject to the call of the Chairman. Motion carried.

APPROVED:-


Chairman.

ATTESTED:-


Secretary.