

(Fourth)

Minutes of a Special Meeting of the State Highway Commission
Held at Richmond, Virginia, December 27, 1919.

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The State Highway Commission met in special session on December 27th, 1919, at 10 A. M. in the Senate Chamber in the Capitol Building, hearing delegations from various sections of the State relative to changes in and additions to The State Highway System, which require legislative action.

Following is a list of the delegations which were heard:

ROUTE 1:	W. L. Caldwell " J. Dittmer George A. Ainslie, L. B. Bremer G. O. C. Coolrick F. E. Dabney Mr. Wallinger Mr. Gridlin	Hanover County Attorney, Fredericksburg Mayor, City of Richmond Board of Supervisors of Hanover County Fredericksburg Chamber of Commerce, Richmond ? T. P. A., Richmond
ROUTE 3	Dr. J. W. McCorkle	Rockbridge County
ROUTE 9 (Barthonsville to Richmond)	Mr. Richardson C. L. Harrison (Letters and Brief filed) John S. Harrold	New Kent County New Kent County Westover
(Mathews C.H. to Gloucester)	A. G. Hiller	Mathews
ROUTE 11	Mr. Flanagan (Brief)	Dickenson County

ROUTE 14:	J. W. Stull R. D. Holton	Nototourt County Nototourt County
ROUTE 16:	G. C. Loundsback Mr. Fletcher Mr. Bailey J. J. Miller	Page County Rappahannock County Lacey Rappahannock County
ROUTE 24:	Mr. Gato Mr. Coaks (Petition) Senator P. H. Dabury Mr. Oridin (Chief)	Esperia Senator elect-Sussex County Petersburg T. P. A. Richmond

The question of the right of appeal to The State Highway Commission from the decision of the Highway Commission in the location of Route 2 between Culpeper and Warrenton was taken up and discussed at length, it being claimed on the one hand; That, on account of a misunderstanding on the part of the Highway Commissioner, at the time of determining the route to be followed, the Commission could hear an appeal and relocate the route if they deemed proper - and on the other hand it was claimed - That, as the route had already been definitely established prior to the creation of The State Highway Commission, they had no right, under the law, to make any change in it, and therefore any change in this route would require legislative action; the following parties being heard:

Mr. Brinkley	Counsel for a number of Citizens of Culpeper County
G. O'Connor Gedrick	Fredericksburg
Mr. Richards	Warrenton
Mr. Morgan	Warrenton

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Upon conclusion of the argument, the Commission held an executive session, coming to the following decision:

That, as the location of this road between Warrenton and Culpeper had been definitely made by the Highway Commissioner prior to the creation of The State Highway Commission, they have no jurisdiction in the matter and could not hear an appeal from this decision.

They then heard arguments for and against a legislative change in this location; the following parties being heard:

Capt. Grimsley (filed Map)	Culpeper County
Mr. Richards	Warrenton
Mr. Morgan (encl)	Warrenton
Mr. C. O'Conner Coulrick	Fredericksburg
Mr. R. L. Willis	Chairman, Board of Supervisors, Fauquier County

Senator Rison, representing a large number of citizens of Pittsylvania County, the City of Danville, and Franklin County, appeared before the Commission requesting them to recommend to the Legislature the following addition to The State Highway System:

From New Design northwest to Rocky Mount on the Franklin Turnpike.

Having heard all persons present at this meeting the Commission adjourned to one of the Committee Rooms in the Senate Chamber, where they held an executive session, reviewing the requests made to them during the day.

The question of the allocation of funds having been postponed by the Commission for later consideration, Mr. Colerun appeared before them at this executive session and re-

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requested The Commission to allot sufficient funds to Route 11 to permit him to let to contract that section from Clintwood to Prement on which a satisfactory bid had already been received. On motion duly seconded and carried unanimously Mr. Coleman was authorized to let this contract.

The Commission then proceeded with the reviewing of the evidence submitted to them at the several public hearings, held on December 15, 16, 17, and 27th, and after careful consideration decided to make the following recommendations to His Excellency Westmoreland Davis, Governor of Virginia:

ROUTE 1:

(a) That from this Route the word "Lorton" be eliminated so that the Commission can consider and pass upon certain suggested changes in the route between Washington and Dumfries.

(b) The Commission heard extensive arguments for and against changes in Route 1 between Solomon's Store and a point where the Telegraph Road intersects the Richmond-Washington Highway South of Fredericksburg, and also from Solomon's Store to the Gum Tree, and thence via the Ridge Road to the same point, but could not recommend any immediate changes from the Route as located, as there are no funds available at present for new construction; such funds as are allocated to this Route between the points designated being required for maintenance so as to keep it open for traffic. When the State has provided sufficient ^{funds} for the construction of this Route, by a bond issue, or otherwise, the Commission proposes to go over the present location and the suggested changes and make such

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such recommendations as the conditions justify.

(c) That the word "Warfield" be eliminated from this Route so that the Commission can consider and pass upon a certain suggested change from Dinwiddie to Lawrenceville.

ROUTE 2:

The following resolution was unanimously adopted:

In regard to the suggested change in Route 2 between Guilpeper and Warrenton, there having been considerable work done and money expended upon this road, this Commission does not recommend any change from the location as at present made.

ROUTE 8:

That the word "Fathers" be stricken out and "Twigg's Ferry" substituted in its stead; as this Commission recommends a change in Route 9 which takes the place of the present location.

ROUTE 9:

(a) After the word "Williamsburg" in line 1, insert the words "Providence Forge". R This change is recommended as it is the shorter and better route, in the judgment of the Commission, and is necessary since the Highway Commissioner has designated the route through Charles City and spent some funds thereon.

(b) After the words "Gloucester Court House" line 5, insert "Mathews Court House and from Gloucester Court House" as

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a substitute for the section in Route C from Mathews Court House to Triggs Ferry, which we have recommended be eliminated.

ROUTE 11:

After the word "Clintwood" line 5, strike out the words "to Grundy" and insert "Fremont, and from Grundy to Raven", to give Buchanan an outlet to the Norfolk and Western Railroad.

ROUTE 16:

Strike out the word "Stanley" and in lieu thereof insert the word "Sperryville", as this Commission believes this change will best serve the interests of the State.

Aside from the changes hereinbefore recommended, the Commission decided that no further additions to The State Highway System should be made at this time; as the available funds are sadly inadequate to construct and maintain the mileage already adopted.

The Commission also decided to recommend that the State Highway Commissioner be authorized to take over for maintenance the entire State Highway System, and that the necessary funds be appropriated therefor; and

That necessary study should be made leading to the systematic elimination of all possible grade crossings.

It was also the sentiment of this meeting that the Commission could not too strongly recommend that sufficient

funds be provided promptly to complete the State Highway System and furnish adequate funds for its maintenance, including additions thereto; and urge that these funds be secured in whole or in part by a bond issue.

There being no further business before the Commission, motion was made to adjourn to meet again on January 14, 1920; the motion being unanimously adopted.

CHAIRMAN

SECRETARY

December 27, 1919.

His Excellency Westmoreland Davis,
Governor of Virginia,
Richmond, Virginia.

Sir:

Pursuant to Section 4, Chapter 31, Acts of 1919, we, the State Highway Commission, have the honor to submit our first report and recommendations:

The Commission met November 1st, 1919, with all of the members present, namely: Wade H. Massie, Henry P. Beck, Frank W. Davis, James A. Bundy, Jr., and H. Bardsley, and organized by electing Wade H. Massie as Chairman and Henry P. Beck as Secretary.

The Commission, after proper notice, held its first public hearings upon the allocation of funds and proposed changes in The State Highway System, commencing with December 15th and continuing intermittently until the 27th.

In regard to proposed changes in Routes and additions thereto your Commission recommends as follows:

ROUTE 1;

(a) That from this Route the word "Lorton" be eliminated so that the Commission can consider and pass upon certain suggested changes in the route between Washington and Dumfries.

(b) Your Commission heard extensive arguments for and against changes in Route 1 between Solomon's Store and a point where the Telegraph Road intersects the Richmond-Washington Highway

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South of Fredericksburg, and also from Solomon's Store to the Gun Tree, and thence via the Ridge Road to the same point, but we cannot recommend any immediate changes from the Route as located, as there are no funds available at present for new construction; such funds as are allocated to this Route between the points designated being required for maintenance so as to keep this route open for traffic. When the State has provided sufficient funds for the construction of this Route, by a bond issue or otherwise, your Commission proposes to go over the present location and the suggested changes and make such recommendations as the conditions justify.

(c) That the word "Warfield" be eliminated from this Route so that the Commission can consider and pass upon a certain suggested change from Dinwiddie to Lawrenceville.

ROUTE 8:

That the word "Mathews" be stricken out and "Twiggs Ferry" substituted in its stead; as this Commission recommends a change in Route 9 which takes the place of the present location.

ROUTE 9:

(a) After the word "Williamsburg" in line 1, insert the words "Providence Forge". This change is recommended as it is the shorter and better route, in the judgment of the Commission, and is necessary since the Highway Commissioner has designated the route through Charles City and spent some funds thereon.

(b) After the words "Gloucester Court House" line 5, insert "Mathews Court House and from Gloucester Court House" as

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a substitute for the section in Route 8 from Mathews Court House to Twiggs Ferry, which we have recommended be eliminated.

ROUTE 11:

After the word "Clinkwood" line 5, strike out the words "to Grundy" and insert "Freemont, and from Grundy to Raven", to give Buchanan an outlet to the Norfolk and Western Railroad.

ROUTE 16:

Strike out the word "Stanley" and in lieu thereof insert the word "Sperryville", as this Commission believes this change will best serve the interests of the State.

Aside from the changes hereinbefore recommended, we do not believe that any further additions to the State Highway System should be made at this time; as the available funds are sadly inadequate to construct and maintain the mileage already adopted.

We recommend that the State Highway Commissioner be authorized to take over for maintenance the entire State Highway System, and that the necessary funds be appropriated therefor.

We recommend that necessary study should be made leading to the systematic elimination of all possible grade crossings.

The Commission cannot too strongly recommend that sufficient funds be provided promptly to complete the State Highway

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System and furnish adequate funds for its maintenance, including additions thereto; and urge that these funds be secured in whole or in part by a bond issue.

Respectfully submitted,