

Iowa Highway Program, Finances and Progress

Compiled by

Iowa Highway Commission

for

Meeting of Farm Bureau Resolutions Committee

November 12, 1952

1. Highlights:

(a) Iowa has a total of 101,620 miles of rural roads, both primary and secondary.

(b) On January 1, 1952, a total of 71,493 miles of these rural roads were surfaced - mostly with gravel and crushed stone.

(c) Additional roads are being surfaced at the rate of 2662 miles per year.

(d) Iowa's highway program provides for a surfaced road to every reasonably located rural home and a paved or other type of dustless surface on all primary roads.

(e) Iowa's highway funds come
26.0 per cent from property taxes,
63.5 per cent from road use taxes,
10.5 per cent from Federal aid.

(f) Annual income under present laws, available for highway construction, is approximately

For primary roads-----	23,000,000
For secondary roads-----	\$24,000,000
	41,967,000

(g) Iowa's highway improvements are being paid for as built. No new bonds are being issued.

(h) The surplus of farm to market road funds created during and immediately following the War have now been placed under contract, with only a minimum working balance remaining in the fund.

(i) Iowa's highway program was estimated to cost \$945,000,000 and to require twenty years to build, by

the 1948 Legislative Committee. This estimate would now have to be increased due to price increases and higher required standards.

These are the highlights of Iowa's highway program. The details will follow in succeeding paragraphs.

2. Mileage of Rural Roads:

Iowa has a total of 101,628 miles of rural roads. Only seven states have a larger mileage of rural road.

3. Classification of Rural Roads:

All rural roads in Iowa are by law classified into

Primary (or State) Roads-----	8,674 miles
Secondary (or County) Roads-----	<u>92,954</u> "
Total-----	101,628 "

4. Jurisdiction over Rural Roads:

The primary roads are under the control and jurisdiction of the State Highway Commission. The secondary roads in each county are under the control and jurisdiction of the county board of supervisors of that county. We have no "township roads". The county is our smallest road administrative unit. The township has no administrative control over any roads.

5. Secondary Roads Subdivided:

The 92,954 miles of secondary roads in Iowa are subdivided into

Farm to Market Roads-----	34,197 Miles	
Local Secondary Roads-----	58,757	"
Total-----	92,954	"

6. Condition of Rural Roads:

The condition of the rural roads in Iowa is indicated below:

a. <u>Primary Roads</u>	<u>Jan. 1, 1951</u>	<u>Jan. 1, 1952</u>	<u>Dif- ference</u>
Paved *	5,767 Mi.	5,832 Mi.	+ 65 Mi.
Bituminous Surfaced	875 "	948 "	+ 73 "
Gravel or Stone	2,002 "	1,870 "	-132 "
Unsurfaced	26 "	24 "	- 2 "
Total	8,670 Mi.	8,674 Mi.	+ 4 Mi.
*Includes approx. 600 miles resurfaced with asphaltic conc.			
b. <u>Secondary Roads</u>	<u>Jan. 1, 1951</u>	<u>Jan. 1, 1952</u>	<u>Dif- ference</u>
Farm to Market Roads,			
Paved	27 Mi.	33 Mi.	+ 6 Mi.
Bituminous	372 "	389 "	+ 17 "
Gravel or Stone	28,691 "	29,445 "	+754 "
Unsurfaced	5,100 "	4,330 "	-770 "
Total	34,190 Mi.	34,197 Mi.	+ 7 Mi.
Local Secondary Roads,			
Paved	44 Mi.	41 Mi.	- 3 Mi.
Bituminous	29 "	42 "	+ 13 "
Gravel or stone	31,062 "	32,893 "	+1831 "
Unsurfaced	27,625 "	25,781 "	-1844 "
Total	58,760 Mi.	58,757 Mi.	- 3 Mi.
All Secondary Roads,			
Paved	71 Mi.	74 Mi.	+ 3 Mi.
Bituminous	401 "	431 "	+ 30 "
Gravel or Stone	59,753 "	62,338 "	+2585 "
Unsurfaced	32,725 "	30,111 "	-2614 "
Total	92,950 Mi.	92,954 Mi.	+ 4 Mi.
c. <u>Summary of Condition of All Rural Roads</u>			
Paved	5,838 Mi.	5,906 Mi.	+ 68 Mi.
Bituminous (blacktop)	1,276 "	1,379 "	+ 103 "
Gravel or stone	61,755 "	64,208 "	+2453 "
Unsurfaced	32,751 "	30,135 "	-2616 "
Total	101,620 Mi.	101,628 Mi.	+ 8 Mi.

7. Urban Streets

In addition to rural roads, Iowa has 10,217 miles of Urban roads and streets; 1066.3 of this 10,217 miles

constitute extensions of the primary routes in cities and towns and are maintained and improved with Primary Road Funds under State control.

8. Iowa's Highway Program:

Iowa's highway program, as set forth on pages 54-55 of the report of November 15, 1948 by the Highway Investigation Committee created by the 52nd General Assembly, is as follows:

"A. Primary Roads

(1) Complete initial construction of the Primary road system, including its extensions within municipalities. This involves the construction of a dustless surface on all roads not now so improved, together with such grading and bridge and culvert work as is incidental thereto.

(2) Widen or reconstruct entirely, as conditions may require, all existing pavements, bridges, culverts, and earth shoulders where such facilities do not now serve today's traffic satisfactorily.

(3) Resurface pavements, as the need develops, for protecting original investments and providing satisfactory service to traffic.

It will be noted that the statement of objectives for the Primary road program makes no mention of any multiple lane highways, with access limited to occasional pre-determined locations. There are only a relatively few miles of rural highways in Iowa that serve enough traffic to justify the construction of more than a good two lane highway. The planning and financing of an extensive mileage of multiple lane highways must await the development of an actual need for such facilities.

B. Secondary Roads

(1) Extend all-weather road service to every reasonably located rural home.

(2) Surface all roads that are necessarily used as school bus and rural mail routes.

- (3) Reconstruct existing surfaced roads where grades or alignments are such that satisfactory service cannot be given at reasonable maintenance costs.
- (4) Conserve surfacing materials, reduce traffic hazards, and improve highway service by constructing dust-free surfaces on the most heavily traveled sections of the secondary road system".

This highway program was accepted by the 53rd General Assembly. With relatively few modifications, all but one of the bills recommended by the Highway Investigation Committee to implement this program, have been passed by the 53rd and 54th General Assemblies.

9. Estimated Cost of Highway Improvement Program:

The estimated cost of this highway improvement program as reported by the Highway Investigation Committee in 1948, was

On Primary Roads-----	\$482,000,000
On Secondary Roads-----	463,000,000
Total-----	\$945,000,000

The Highway Investigation Committee in 1948 estimated that a period of twenty years should be allowed for the construction of this highway program and shaped its recommendations so as to provide,

- a. Enough funds per year to maintain both the primary roads and the secondary roads, and
- b. Enough funds per year to pay for the above estimated construction program in a period of twenty years.

Since the preparation of these estimates, a general construction price increase of 11% has occurred. In addition, maintenance and engineering costs have increased, and considerable unanticipated "stop-gap" construction has been found necessary to retain roads in service until they can be reconstructed. Thus it now appears that the period for completion of the program will be lengthened, unless prices decline or income increases.

10. Average Cost Per Mile for Highway Construction and Reconstruction.

Since World War II the average cost per mile for highway construction and reconstruction is as follows:

ON PRIMARY ROADS

- a. For building new Portland cement paved primary roads.

Right of Way-----	\$ 3,546	per mi.
Grading-----	13,604	" "
Bridges-----	9,313	" "
Culverts-----	5,627	" "
Paving-----	52,203	" "
Detours-----	182	" "
Miscellaneous-----	1,488	" "
Total-----	\$ 85,963	per mi.

- b. For regrading, widening and resurfacing paved primary roads.

Right of way-----	\$ 3,041	per mi.
Grading-----	11,899	" "
Bridges-----	6,580	" "
Culverts-----	4,030	" "
Paving-----	44,422	" "
Detours-----	1,232	" "
Miscellaneous-----	851	" "
Total-----	\$ 72,055	per mi.

- c. For grading, bridges, culverts, stabilized base and bituminous surface.

Right of Way-----	\$ 2,894	per mi.	
Grading-----	13,266	"	"
Bridges-----	7,744	"	"
Culverts-----	4,292	"	"
Stabilized Base-----	25,446	"	"
Temporary Surfacing-----	1,142	"	"
Miscellaneous-----	1,066	"	"
Total-----	\$ 55,850		

- d. For hot-mix asphalt concrete resurfacing of old concrete pavements without widening.

Patching the old concrete pavements-----	\$ 2,000	per mi.	
Asphalt concrete resurfacing of 18 to 20 foot wide pavements-----	\$ 13,000	"	"
Reshaping earth shoulders-----	1,200	"	"
Total-----	\$ 16,200	per mi.	

ON FARM TO MARKET ROADS

Grading and small circular culverts	\$ 6,954	per mi.	
Bridges and culverts other than small circular culverts-----	\$ 4,050	"	"
Gravel or crushed stone surfacing--	2,556	"	"
Total-----	\$13,560	per mi.	

11. Sources of Highway Funds:

There are two general state and local sources of revenue for highway construction and maintenance in Iowa,

- a. Property Taxes,
- b. Road Use Taxes.

The highway funds derived from property taxes are expended only on secondary roads. Road use tax funds are expended in part on primary roads and in part on secondary roads.

The laws authorize the county board of supervisors of each county to levy certain millage taxes on the property in the county. It is within the discretion

of the county board as to how much of the authorized millage is actually levied in any year.

The road use tax fund consists of and includes the net proceeds of

- a. Motor vehicle registration fees,
- b. Motor vehicle fuel (gasoline) tax,
- c. Motor vehicle carrier tax,
- d. Use tax on new motor vehicles and trailers,
- e. Ten per cent of the 2.0% sales tax

12. Highway Income Per Year From State and Local Sources.

The income per year from state and local sources for primary and secondary roads under present laws is approximately as follows:

- a. From property taxes for calendar year ending December 31, 1952-----\$26,656,000
- b. From road use tax fund for fiscal year ended June 30, 1952--\$70,479,300
- c. Total from state and local sources-----\$97,135,300

13. Income in Road Use Tax Fund:

The income in the road use tax fund during fiscal year July 1, 1951 to June 30, 1952, as certified to us by the Treasurer of State, was as follows:

Motor Vehicle Fuel Tax-----	\$ 30,653,754.68
Motor Vehicle Registration Fees-----	29,434,568.19
Sales Tax (10%)-----	5,256,117.63
Use Tax on Motor Vehicles and Trailers-----	4,623,897.36
Motor Carrier Tax-----	510,681.26
Miscellaneous-----	281.50
Total-----	\$ 70,479,300.62

14. Allocation of Road Use Tax Fund to Various Road Funds:

The income in the road use tax fund during the year July 1, 1951 to June 30, 1952 was, by law al-

located to the various road funds as follows:

Primary Road Fund-----	42.0%-----	\$29,601,306.26
Secondary Roads (Counties)	35.0%-----	24,667,755.21
Farm to Market Road Fund	15.0%-----	10,571,895.11
Cities and Towns-----	8.0%-----	5,638,344.04
Total-----		\$70,479,300.62

15. Federal Aid Funds for Highways:

For the present fiscal year Federal aid road funds have been allotted to the state of Iowa under the Federal Aid Highway Act of 1950 in the following amounts:

For Urban primary roads-----	\$ 1,437,217
For Rural primary roads-----	5,409,589
For secondary roads-----	3,947,519
Total-----	\$10,794,325

For the fiscal year beginning July 1, 1953, Federal aid road funds have been allotted to the State of Iowa under the Federal Aid Highway Act of 1952 in the following amounts:

For urban primary roads-----	\$ 1,593,160
For rural primary roads-----	5,915,625
For interstate system primary roads-----	602,769
For secondary roads-----	4,328,851
	\$12,440,405

16. Total Highway Income Per Year.

From the above data the total income per year for primary and secondary roads is determined as follows:

From property taxes-----	\$ 26,656,000
From road use taxes-----	64,841,000
From Federal aid-----	12,440,000
Total per year-----	\$103,937,000

17. Increase in Traffic on Primary Roads.

Traffic on primary roads decreased during World War II to about 60.0% of prewar (1941) traffic. When,

at the end of the war, restrictions on highway traffic were lifted, in October, 1945, there was an immediate traffic increase. The 1946 primary road traffic was slightly less than 1941 traffic. The 1947 traffic was slightly greater than the 1941 traffic. In 1948 the Highway Investigation Committee estimated that primary road traffic would increase 33.0% from 1947 to 1960.

Since 1947 the increase in primary road traffic has been as follows:

<hr/>					
	:Total Average	:	:	:	:
	:Annual Daily	:Percent	:	:Difference in	:
	:Traffic Per	:Increase	:	:Percent Increase	:
	:Mile of Primary	:Over	:	:Over	:
Year:	Road (vehicles):	1947	:	1947	:
<hr/>					
1941:	917.0	:	-	:	-
1947:	959.1	:	-	:	-
1948:	1052.1	:	9.7%	:	9.7%
1949:	1168.2	:	21.8%	:	12.1%
1950:	1201.2	:	25.9%	:	4.1%
1951:	1242.0	:	29.5%	:	3.6%
1952:*	1242.0	:	29.5%	:	None

*Estimated by comparing traffic for the period January 1 to July 31, 1952 with traffic for the period January 1 to July 31, 1947.

It will be noted that traffic volume appears to have stabilized around current levels, which would indicate that road use tax income might also be expected to remain more or less uniform.

18. Division of Funds Among Road Systems

This total income is divided between primary roads and secondary roads:

- a. Primary Roads for both construction and maintenance

Road Use Tax-----	\$29,601,000	
Federal Aid-----	<u>8,111,000</u>	
Total to primary roads-----		\$ 37,712,000

b. Secondary Roads for Construction

On Farm to Market Roads

Road Use Tax-----	\$10,572,000	
Federal Aid-----	<u>4,329,000</u>	
		\$ 14,901,000

On All Secondary Roads

Property Tax-----	\$ 2,662,000	
Road Use Tax-----	<u>24,668,000</u>	
		\$ 27,330,000

Maintenance on All Secondary Roads

Property Tax-----	<u>\$ 23,994,000</u>
-------------------	----------------------

c. Total for all Rural Roads \$103,937,000

19. Allotment of Farm to Market Road Fund Among Counties.

All of the annual Federal Aid Secondary road funds, allotted to Iowa and 60.0% of the approximately \$10,572,000 of farm to market road funds per year, which came from the state road use tax fund, are allotted among the counties on the basis of area.

Forty percent of that part of the farm to market road fund income, which comes from the state road use tax fund is, under Section 308A.5, Code 1950, credited to the equalization farm to market road fund and allotted among the counties by the state highway commission, so as to equalize the condition of farm to market road improvement in all parts of the state, insofar as possible. Thus, about 71.6% of the farm to market road fund is allotted among the counties on the area basis. The remaining

about 28.4% of the farm to market road fund is allotted among the counties on an equalization basis.

20. Allotment of Equalization Farm to Market Road Funds Among the Counties.

The equalization farm to market road fund income for the fiscal year July 1, 1951 to June 30, 1952 was allotted among the counties as shown in the subjoined ExhibitA Page 29. These equalization farm to market road funds were allotted among the counties on two factors:

- "(a) The estimated cost of blade grading and surfacing those farm to market roads in each county which were not surfaced on January 1, 1950.
- (b) The equalization of secondary road income in the various counties per square mile of area insofar as available equalization funds will permit.

Adjustments, involving a little over seven per cent of the funds, are made in the allotments computed on these two factors to eliminate apparent inconsistencies in some of the counties."

21. Amount of Highway Construction Contracts Let Since World War II.

The amounts of highway construction contracts let by or under the State Highway Commission each year since the close of World War II are as follows:

<u>Fiscal Year or Part of Year</u>	<u>Primary Roads</u>	<u>Farm to Market Roads</u>	<u>Total</u>
10-30-45 to 6-30-46	\$ 8,638,518.10	\$ 2,327,213.10	\$ 10,965,731.20
7-1-46 to 6-30-47	8,433,920.51	4,817,434.08	13,251,354.59
7-1-47 to 6-30-48	12,759,517.18	5,969,005.86	18,728,523.04
7-1-48 to 6-30-49	11,548,334.95	11,272,021.18	22,820,356.13
7-1-49 to 6-30-50	16,041,925.55	15,610,946.68	31,652,872.23
7-1-50 to 6-30-51	28,085,175.89	20,912,134.10	48,997,309.99
7-1-51 to 6-30-52	28,642,718.96	18,526,719.68	47,169,438.64
Totals	\$114,150,111.14	\$79,435,474.68	\$193,585,585.82

It will be noted that there has been a steady increase in the amount of highway contracts let since the war, with the amount exceeding income for construction in the latest periods. This has been possible due to an accumulated surplus. (See Paragraph 25) The surplus is now practically exhausted and future contract lettings will have to be generally held to the amount of income.

(See Charts No. 1 Page 39 and No. 3 Page 41)

22. Increase in Mileage of Surfaced Secondary Roads:

On January 1, 1948 the mileage of surfaced secondary road was

On farm to market roads-----	25,466 Miles
On local secondary roads-----	26,730 "
Total-----	52,196 Miles

On January 1, 1952 the mileage of surfaced secondary road was

On farm to market roads-----	29,867 Miles
On local secondary roads-----	32,976 "
Total-----	62,843 Miles

Thus the total mileage of surfaced secondary roads increased 10,647 miles from January 1, 1948 to January 1, 1952, or an average increase of 2,662 miles per year. It is

believed that in the present calendar year (January 1 to December 31, 1952) the mileage of surfaced secondary road will increase at least 2,400 miles.

In addition to this increase in the total mileage of surfaced secondary roads, a very considerable mileage of old, worn-out, surfaced secondary road has been reconstructed, regraded, rebridged and resurfaced.

23. Condition of Farm to Market Road System

The condition of the farm to market road system in each county is shown in Exhibit B , Page 36 . In 22 counties, only five miles, or less than five miles, of farm to market road remained unsurfaced on January 1, 1952. Only 4329 miles of the 34,198 miles farm to market road system were unsurfaced on January 1, 1952. Many hundreds of miles of old surfaced farm to market roads need to be reconstructed.

24. No Bonds Being Issued.

Iowa's highway work, both State and County, is now wholly on the "pay-as-you-go" plan. The primary road bonds issued during the period 1919 to 1938 have all been paid off. No new primary road bonds are being issued. County road bonds previously issued have nearly all been paid off. No new county road bonds are being issued except in emergency cases.

25. Unobligated Available Farm to Market Road Funds.

During the war, highway construction work was shut down by Government order. Any highway income for construction work accumulated. It could not be spent. On July 1, 1945, when the war was about over, the balance in the farm to market road fund was \$5,730,291. There were no outstanding contracts.

The farm to market road fund income each year since the war, has been as follows:

During Fiscal Year Ended June 30.	From State Sources	Federal Funds Allotted	Total Income
1945	\$ 855,429	\$ 3,979,710	\$ 4,835,139
1946	2,245,665	3,971,103	6,216,768
1947	5,292,651	3,870,336	9,162,987
1948	9,319,638	-	9,319,638
1949	12,211,889	3,516,275	15,728,164
1950	8,863,594	3,513,955	12,377,549
1951	10,660,404	3,947,519	14,607,923
1952	10,571,895	3,932,247	14,504,142

(Chart No. 1, Page 39)

Due to shortages of labor, equipment, and materials in the early postwar years, the contracts let each year for farm to market road construction were less than the farm to market road fund income in that year. As a

result the unobligated available farm to market road funds increased from year to year, reaching a peak of \$23,560,797 on July 1, 1949. In the fiscal year ended June 30, 1950, the farm to market road contracts let (\$15,610,946) exceeded the farm to market road fund income (\$12,377,549) by more than three million dollars. In the fiscal year ended June 30, 1951, the farm to market road contracts let (\$20,912,000) exceeded the farm to market road fund income (\$14,⁶⁰⁸~~555~~,000) by more than six million dollars. In the fiscal year ended June 30, 1952, the farm to market road contracts let (\$18,526,720) exceeded the farm to market road fund income (\$14,504,142) by over four million dollars. As previously discussed, the surplus funds built up after the war have now been used up and the amount of future contracts let will closely parallel income.

The term "unobligated available farm to market road funds" includes and means (a) the cash balance in the farm to market road fund in the hands of the State, plus (b) the Federal Aid Secondary road funds allotted to the State of Iowa but not yet collected by the State from the Federal Government, and minus (c) the outstanding farm to market road contracts,

On June 30, 1952, the unobligated available farm to market road funds were as follows:

(a) Cash balance in the hands of the State	---\$12,613,374.13
(b) Contracts outstanding, 1951	----- 15,492,535.75
(c) Cash balance June 30, overobligated	---- 2,879,161.32
(d) Federal secondary road aid allotted to Iowa but not collected	----- 8,873,937.23
(e) Unobligated available farm to market	

road funds on June 30, 1952-----\$5,994,775.91

These Federal funds are not available "cash".

They are not a "balance". These Federal funds are a credit which the State may collect from the Federal Government when and as the several Federal Aid Secondary road projects by which these Federal Secondary Road Funds are obligated, are completed, accepted and paid for by the State and claims filed by the State against the Federal Government's prorata share of the cost of such projects.

In like manner the unobligated available farm to market road funds on July 1 of each postwar year were

July 1, 1945-----	\$5,730,291
July 1, 1946-----	13,184,856
July 1, 1947-----	17,554,785
July 1, 1948-----	18,039,540
July 1, 1949-----	23,560,797
July 1, 1950-----	19,579,408
July 1, 1951-----	11,431,078
July 1, 1952-----	5,994,776

The unobligated available farm to market road funds have been reduced from \$23,560,797 on July 1, 1949 to \$5,994,776 on July 1, 1952. That is a total reduction of \$17,566,021 in the past three years. Due to the lag in collecting Federal aid and the fact that contracts for each county cannot be let for the entire available amount at the same time, it is considered that the unobligated balance of approximately six million dollars represents a practical working minimum amount.

(Chart No. 2 Page 40)

26. Unobligated Available Primary Road Funds.

The primary road fund income each year since World War II has been as follows:

During Fiscal Year Ended June 30	: From : State : Sources	: Federal : Funds : Allotted	: Total Primary : Road Fund : Income
1945	: \$17,000,000	: \$7,159,367	: \$24,159,367
1946	: 17,000,000	: 7,146,424	: 24,146,424
1947	: 17,000,000	: 7,056,421	: 24,056,421
1948	: 17,000,000	: -	: 17,000,000
1949	: 17,000,000	: 6,331,438	: 23,331,438
1950	: 27,410,985	: 6,327,952	: 33,744,947
1951	: 29,700,767	: 6,846,806	: 36,547,573
1952	: 29,601,306	: 6,813,091	: 36,414,397

The term "unobligated available primary road funds" includes and means (a) the cash balance in the primary road funds in the hands of the State, plus (b) the Federal Aid Primary and Urban Road Funds allotted to the State of Iowa but not yet collected by the State from the Federal Government, and minus (c) the outstanding Primary and Urban road contracts.

On June 30, 1952, the unobligated available primary road funds were as follows:

(a)	Cash balance in hands of State	-----	\$14,969,000
(b)	Contracts Outstanding	-----	<u>30,949,000</u>
(c)	Cash balance June 30, 1952		
	overobligated	-----	\$15,980,000
(d)	Federal Aid Primary and Urban road		
	aid allotted to Iowa but not		
	collected	-----	<u>14,219,000</u>
(e)	Available primary road funds		
	overobligated on June 30, 1952	-----	\$ 1,761,000

These federal funds are not available "cash". They are not a "balance". These Federal funds are a credit which the State may collect from the Federal Government when and as the several Federal Aid Primary and Urban road projects by which these Federal aid road funds are obligated, are completed, accepted, and paid for by the State, and claims filed by the State against the Federal Government for the Government's prorata share of the cost of these projects.

In like manner, unobligated available primary road funds on June 30 of each postwar year were,

June 30, 1945	-----	\$22,741,014
June 30, 1946	-----	23,346,121
June 30, 1947	-----	21,419,273
June 30, 1948	-----	11,071,008
June 30, 1949	-----	10,871,234
June 30, 1950	-----	12,158,715
June 30, 1951	-----	7,938,000
June 30, 1952	<i>Overobligated</i>	1,761,000

The unobligated available primary road funds have been reduced from \$23,346,121 on June 30, 1946, to \$1,761,000/overobligated on June 30, 1952. That is a total reduction of \$25,107,000 in the past six years.

(Chart No. 4, Page 42)

Thus the early postwar accumulation of unobligated available primary road funds has been largely obligated and used up.

27. Miscellaneous Obligations Against Primary Road Fund.

Against this estimated annual primary road fund income (\$37,700,000) there are several annual obligations which are estimated as follows:

Maintenance of primary roads -----	\$9,400,000
Engineering and Administration -----	2,100,000
Inspection -----	1,700,000
Weighing of Traffic -----	240,000
Right of Way -----	790,000
Buildings and Grounds -----	200,000
Highway Planning Survey -----	146,000
Workmen's Compensation -----	40,000
Highway Research -----	54,000
Litigation -----	10,000
Drainage Assessments -----	20,000
Total -----	\$14,700,000

28. Annual Primary Road Fund Available for Construction.

The estimated primary road fund income available per year for construction is \$23,000,000 as follows:

Total estimated primary road fund income per year -----	\$37,700,000
Estimated miscellaneous expenditures per year -----	<u>14,700,000</u>
Estimated primary road fund income per year available for construction -----	\$23,000,000

29. Outstanding Highway Contracts Exceed Available Cash.

The statement has been made that "the highway income under laws passed by the 53d General Assembly is piling up"; that "the highway income is not being used up". Such statements are untrue, as evidenced by the following:

a. Primary Road Funds.

Primary road fund contracts outstanding	
October 31, 1952 -----	\$15,235,618
Cash in primary road fund	
October 31, 1952 -----	962,493
Excess of contracts over cash-----	\$14,273,125

b. Farm to Market Road Funds

Farm to market road fund contracts	
outstanding October 31, 1952-----	11,748,698
Cash balance in farm to market road	
fund October 31, 1952-----	7,201,846
Excess of contracts over cash-----	\$ 4,546,852

30. Cost of Maintaining Primary and Secondary Roads.

Maintenance is one of the principal items of expense incident to a modern highway system.

Primary Roads.

Maintenance of the primary road system and extensions of primary roads in cities and towns, cost

In fiscal year 1949 -----	\$6,903,671
In fiscal year 1950 -----	7,413,088
In fiscal year 1951 -----	8,090,728
In fiscal year 1952 -----	8,812,507

The 1952 primary road maintenance was at the average rate of \$905 per mile for the 9,740 miles of primary roads and their municipal extensions maintained.

Secondary Roads

Maintenance of the secondary road system cost

In the calendar year 1948-----	\$23,464,710
In the calendar year 1949-----	24,290,752
In the calendar year 1950-----	29,115,601
In the calendar year 1951 -----	30,715,591

The 1951 secondary road maintenance was at the average rate of \$330 per mile for the 92,954 miles of secondary road. About 16,000 miles of secondary road carry less than ten vehicles per day. An additional 29,000 miles of secondary road carry ten to twenty-four vehicles per day. The maintenance work done on these 45,000 miles of light traffic secondary roads is quite light. Since the remaining 47,954 miles of secondary road carry the bulk of the secondary road traffic, the bulk of the secondary road maintenance is done on these roads.

31. Missouri River Flood Damage.

The unprecedented flood in the Missouri River in April of 1952 damaged the primary roads in the Missouri River Valley in the amount of \$1,352,442 as follows:

Primary Road No. 2 -----	\$ 657,936
U. S. Road No. 30-----	236,582
U. S. Road No. 34 -----	430,736
U. S. Road No. 75 -----	23,569
U. S. Road No. 77-----	1,144
Primary Road No. 165 -----	2,475
Total -----	\$1,352,442

The Missouri River flood damage to farm to market roads was \$620,000; flood damage to local secondary roads was \$699,122, as follows:

<u>County</u>	<u>Farm to Market Roads</u>	<u>Local Secondary Roads</u>
Woodbury	\$10,000.00	\$ 20,500
Monona	100,000.00	112,500
Harrison	150,000.00	241,872
Pottawattamie	100,000.00	61,400
Mills	100,000.00	42,850
Fremont	160,000.00	220,000
Total	<u>\$620,000.00</u>	<u>\$ 699,122</u>

32. Hot-Mix Asphalt Concrete Resurfacing of Old
Concrete Pavements.

The 1951 spring breakup was the most severe since modern road building in this state was started nearly forty years ago. About 600 miles of old concrete pavement, weakened by age and pounding of traffic, was so badly damaged during this spring breakup that there was grave danger of their becoming impassable if prompt action were not taken to relieve their distress. The average age of these old pavements was 23.5 years. For the most part these old pavements were on the heaviest traffic roads - U. S. Road No. 6, U. S. Road No. 30, U. S. Road No. 69, etc. These battered old pavements presented a rough and very unsatisfactory riding surface.

The complete reconstruction, resurfacing, widening and modernizing of these 600 miles of battered old pavements was out of the question. That kind of a reconstruction job would have cost an average of about \$72,000 per mile, or a total of \$43,200,000 for the 600 miles. That sum of money was simply not available for this emergency job. Even if the funds had been available, the engineers necessary to survey, plan, and construct that volume of reconstruction, widening, and modernizing work were not available and could not be procured. Even if the

necessary money and engineers had been available, there was no possibility of now procuring the steel required for such an extensive remodeling program. In fact, only about one-half of the steel required is obtainable for the construction and reconstruction program now being carried on. If there had been enough funds available, if there had been enough engineers available, if there had been enough steel available, there still were not enough contractors available to reconstruct, widen, resurface, and modernize these 600 miles of battered old pavements in 1951 and 1952. The available concrete paving contractors were already loaded to their capacity with paving contracts.

In these circumstances it was decided to resurface these 600 miles of battered old pavements with hot-mix asphalt concrete three inches thick, but without widening, reconstructing, or modernizing these roads or the bridges thereon. Some of these old pavements are 20 feet wide. A very large portion of the mileage is 18 feet wide.

From May through October 1951, contracts have been let for 606 miles of this hot-mix asphalt concrete resurfacing of old pavement. The total amount of these contracts was \$9,826,290. The average amount per mile of road for the work included in these contracts, is

Patching old concrete pavement-----	\$1,218
Hot-Mix Asphalt Concrete	
Resurfacing -----	13,797
Shouldering -----	1,200
Total per mile -----	\$16,215

To date, all except about 11 miles of this resurfacing work has been completed. An additional 300 or so miles of similar work is contemplated for 1953, which should substantially complete this type of work except for isolated sections which might require such treatment in the future.

By this relatively cheap method of resurfacing these old pavements, traffic is provided with a smooth, satisfactory travel surface. Due to this smooth traffic surface, the impact or pounding effect of traffic is reduced. The destructive effect on the pavement due to the pounding of traffic, is minimized. The old pavement is strengthened by the addition of a three-inch layer of asphaltic concrete. These old pavements may thus be kept in service and in travelable condition for a few years, until financial, economic, and physical conditions permit the complete reconstruction, widening, and modernizing of these roads.

It is, of course, intended that as soon as financial and other conditions will permit, these resurfaced roads will be reconstructed, widened, and modernized, or new and better routes will be built on new locations which have better alignment, better grades, better sight distances, and decreased total length. In fact, steps to that effect have already been taken with

respect to some of these roads which are now being resurfaced with hot-mix asphaltic concrete.

When the complete reconstruction, widening, and modernizing of these old pavements is undertaken, if the reconstructed road follows the same grade and alignment as the present road, the asphalt concrete resurfacing layer which is now being added, will be incorporated in and form an integral part of the reconstructed and modernized road. Studies indicate that about 80 per cent of the asphaltic concrete resurfacing now being placed will thus become a part of the reconstructed and modernized road.

Thus the hot-mix asphaltic concrete resurfacing now being placed on these old concrete pavements, is in fact the first stage of the reconstruction and modernizing of these roads.

33. Conclusion:

Road use tax income appears to have stabilized at around present levels under current legislation.

During the current year, it is estimated that about 2400 miles of surfaced road will be added to the 71,493 miles of surfaced rural roads in the State.

The rapid increase in highway traffic in the early postwar years appears to have run its course

and leveled off.

With current income, somewhat less road construction can be anticipated within the State, due to increased costs and exhaustion of the postwar surplus.

Of course the demand for improved highways far exceeds the rate at which highway improvements can be built and paid for. Everybody wants his road built first. It is difficult to do that. Regardless of the funds made available, patience is going to be required by many. If progress under the new laws does not finance highway improvements with reasonable rapidity to meet our reasonable needs, and if in the future the people are willing to dig up more funds with which to pay for more roads in less time, the legislature will undoubtedly respond to such demand.

EXHIBIT A.

August 26, 1952

To -- State Highway Commission

From - F. R. White.

Subject: Allocation among the counties, of Equalization Farm to Market Road Fund Income for the fiscal year, July 1, 1951 to June 30, 1952.

For the fiscal year July 1, 1951 to June 30, 1952, the income in the equalization farm to market road fund and the allocation of said fund among the counties of the state, were as follows:

I. Receipts.

The receipts in the equalization farm to market road fund during the fiscal year July 1, 1951 to June 30, 1952, were

From July 1 to December 31, 1951	----\$1,627,053.45
From January 1 to June 30, 1952	-----2,561,704.66
Total receipts for whole year	-----\$4,188,758.11

II. Counties Not Eligible to Receive Equalization Farm to Market Road Funds on an Equalization Basis.

The following twenty-six counties were found to have failed to levy sufficient millage tax for secondary roads in 1951, payable in 1952, to qualify under Section 310.9, Code 1950, to receive equalization farm to market road funds on the equalization basis in 1952:

Black Hawk	Dickinson	Humboldt	Polk
Buena Vista	Emmet	Lyon	Sac
Calhoun	Greene	O'Brien	Scott
Carroll	Grundy	Osceola	Sioux
Clay	Hamilton	Palo Alto	Story
Dallas	Hancock	Pocahontas	Tama
			Washington
			Wright

These counties were, therefore, found not eligible in 1951 to receive equalization farm to market road funds on an equalization basis.

III. Reserve for Emergency and Special Case Allotment.

The following amounts of the equalization farm to market road fund income during the fiscal year July 1, 1951 to June 30, 1952, were reserved for emergency and special case allotments:

	:Total Amount	:Reserved for	: Net Income
	:Equalization	:Emergency and	: Allotted to
	:Farm to Market	:Special Case	: Counties
	:Road Fund	:Allotments	:
	:Income	:	:
Income :			
7-1-51 to :			
12-31-51 :	\$1,627,053.45	:\$ 98,720.43	:\$1,528,333.02
Income :			
1-1-52 to :			
6-30-52 :	2,561,704.66	: 155,434.66	: 2,406,270.00
	:\$4,188,758.11	:\$ 254,155.09	:\$3,974,603.02

The equalization farm to market road funds reserved for emergency and special case allotments, consist of \$230,383.09, which would have been allotted to the twenty-six ineligible counties if such counties had been eligible to receive such funds. In addition, these reserve funds include \$23,772.00 which would have been allotted to Plymouth County if said funds had been needed in said county.

IV. Allotment of Net Income to Counties.

The \$1,528,333.02 of net equalization farm to market road fund income for the six-month period July 1 to December 31, 1951, was allotted among seventy-two eligible counties on January 30, 1952, as shown in Column 2 of the attached Table No. 1. The \$2,406,270.00 of net equalization farm to market road fund income for the six month period January 1, to June 30, 1952, was allotted among seventy-two eligible counties on July 2, 1952 as shown in Column 3 of the attached Table No. 1.

V. Allocation of Funds Reserved for Emergency and Special Case Allotments.

Emergency and special case allotments of equalization farm to market road funds were made to five counties as follows:

County	: Amount of	: Date of
	: Allotment	: Allotment
Butler	: \$ 54,114.00	: Sept. 4, 1951
Franklin	: 75,000.00	: Aug. 21, 1951
Hamilton	: 350.00	: Jan. 30, 1952
Polk	: 85,000.00	: Aug. 8, 1951
Wapello	: 150,000.00	: Sept. 5, 1951

\$364,464.00

The special allotment of \$54,114.00 to Butler County, \$75,000.00 to Franklin County, and \$150,000.00 to Wapello County, were to assist in payment for new structures where farm to market road bridges had been destroyed by floods and ice jams. The special allotment of \$85,000.00 to Polk County was to aid in widening the pavement on Southwest Ninth Street Road between Des Moines

and Fort Des Moines, where the average annual daily traffic is about 8000 vehicles. The special allotment of \$350.00 to Hamilton County was to pay for a special bridge design which is of use to all the counties of the State.

VI, Condition of Reserve Fund for Emergency and Special Case Allotments.

The condition of the equalization farm to market road fund reserved for emergency and special case allotments is, on this date, as follows:

Balance July 1, 1950 -----\$367,370.65

Receipts by transfer from	
Equalization Farm to Market	
Road Fund Feb. 1, 1952 -----	98,720.43
July 2, 1952 -----	155,434.66
Total -----	\$621,525.74

Allocations

To Butler County-----	\$ 54,114.00	
To Franklin County -----	75,000.00	
To Hamilton County -----	350.00	
To Polk County -----	85,000.00	
To Wapello County -----	150,000.00	364,464.00
Balance August 1, 1952 -----		257,061.74
Total -----		\$621,525.74

Table No. 1.

ALLOCATION AMONG THE COUNTIES OF
THE EQUALIZATION FARM TO MARKET
ROAD FUND NET INCOME FOR FISCAL
YEAR July 1, 1951 to June 30, 1952.

County	: Net Income : July 1 to : Dec. 31, 1951 : Allotted : Jan. 30, 1952 : \$1,528,333.02	: Net Income : Jan. 1 to : June 30, 1952, : allotted : July 2, 1952 : \$2,406,270.00	: Total Net Income : July 1, 1951 to : June 30, 1952 : \$3,934,603.02
Adair	: \$ 28,026.00	: \$ 44,125.00	: \$ 72,151.00
Adams	: 23,430.00	: 36,889.00	: 60,319.00
Allamakee	: 48,079.00	: 75,698.00	: 123,777.00
Appanoose	: 48,526.00	: 76,403.00	: 124,929.00
Audubon	: 20,745.00	: 32,662.00	: 53,407.00
Benton	: 5,695.00	: 8,966.00	: 14,661.00
Black Hawk	: -	: -	: -
Boone	: 203.00	: 320.00	: 523.00
Bremer	: 6,386.00	: 10,055.00	: 16,441.00
Buchanan	: 16,475.00	: 25,937.00	: 42,412.00
Buena Vista	: -	: -	: -
Butler	: 16,230.00	: 25,553.00	: 41,783.00
Calhoun	: -	: -	: -
Carroll	: -	: -	: -
Cass	: 30,223.00	: 47,584.00	: 77,807.00
Cedar	: 9,274.00	: 14,602.00	: 23,876.00
Cerro Gordo	: 41.00	: 64.00	: 105.00
Cherokee	: 1,790.00	: 2,818.00	: 4,608.00
Chickasaw	: 15,742.00	: 24,784.00	: 40,526.00
Clarke	: 32,541.00	: 51,234.00	: 83,775.00
Clay	: -	: -	: -
Clayton	: 30,914.00	: 48,672.00	: 79,586.00
Clinton	: 8,095.00	: 12,744.00	: 20,839.00
Crawford	: 16,840.00	: 26,514.00	: 43,354.00
Dallas	: -	: -	: -
Davis	: 48,445.00	: 76,275.00	: 124,720.00
Decatur	: 49,015.00	: 77,171.00	: 126,186.00
Delaware	: 10,413.00	: 16,395.00	: 26,808.00
Des Moines	: 12,406.00	: 19,533.00	: 31,939.00
Dickinson	: -	: -	: -
Dubuque	: 12,325.00	: 19,405.00	: 31,730.00
Emmet	: -	: -	: -
Fayette	: 16,230.00	: 25,553.00	: 41,783.00
Floyd	: 15,050.00	: 23,696.00	: 38,746.00
Franklin	: 81.02	: 128.00	: 209.02
Fremont	: 21,925.00	: 34,519.00	: 56,444.00
Greene	: -	: -	: -
Grundy	: -	: -	: -

County	:Net Income		:Net Income		:Total Net Income	
	:July 1 to	:Dec. 31, 1951	:Jan. 1 to	:June 30, 1952	:July 1, 1951 to	:June 30, 1952
	:Allotted	:Jan. 30, 1952	:Allotted	:July 2, 1952		
	:\$1,528,333.02		:\$2,406,270.00		:\$3,934,603.02	
Guthrie	:\$ 28,595.00		:\$ 45,022.00		:\$ 73,617.00	
Hamilton	:	-	:	-	:	-
Hancock	:	-	:	-	:	-
Hardin	:	1,424.00	:	2,241.00	:	3,665.00
Harrison	:	51,496.00	:	81,078.00	:	132,574.00
Henry	:	12,935.00	:	20,366.00	:	33,301.00
Howard	:	17,776.00	:	27,987.00	:	45,763.00
Humboldt	:	-	:	-	:	-
Ida	:	4,800.00	:	7,557.00	:	12,357.00
Iowa	:	16,067.00	:	25,297.00	:	41,364.00
Jackson	:	38,765.00	:	61,033.00	:	99,798.00
Jasper	:	20,297.00	:	31,957.00	:	52,254.00
Jefferson	:	20,501.00	:	32,277.00	:	52,778.00
Johnson	:	10,047.00	:	15,819.00	:	25,866.00
Jones	:	9,884.00	:	15,562.00	:	25,446.00
Keokuk	:	20,623.00	:	32,470.00	:	53,093.00
Kossuth	:	2,685.00	:	4,227.00	:	6,912.00
Lee	:	18,264.00	:	28,755.00	:	47,019.00
Linn	:	7,688.00	:	12,104.00	:	19,792.00
Louisa	:	16,515.00	:	26,001.00	:	42,516.00
Lucas	:	32,704.00	:	51,490.00	:	84,194.00
Lyon	:	-	:	-	:	-
Madison	:	26,846.00	:	42,268.00	:	69,114.00
Mahaska	:	19,565.00	:	30,804.00	:	50,369.00
Marion	:	17,654.00	:	27,794.00	:	45,448.00
Marshall	:	732.00	:	1,153.00	:	1,885.00
Mills	:	17,206.00	:	27,090.00	:	44,296.00
Mitchell	:	12,406.00	:	19,533.00	:	31,939.00
Monona	:	36,365.00	:	57,254.00	:	93,619.00
Monroe	:	32,704.00	:	51,490.00	:	84,194.00
Montgomery	:	17,491.00	:	27,538.00	:	45,029.00
Muscatine	:	8,420.00	:	13,257.00	:	21,677.00
O'Brien	:	-	:	-	:	-
Osceola	:	-	:	-	:	-
Page	:	32,582.00	:	51,298.00	:	83,880.00
Palo Alto	:	-	:	-	:	-
Plymouth	:	-	:	-	:	-
Pocahontas	:	-	:	-	:	-
Polk	:	-	:	-	:	-
Pottawattamie	:	64,268.00	:	101,187.00	:	165,455.00
Poweshiek	:	17,247.00	:	27,154.00	:	44,401.00
Ringgold	:	48,811.00	:	76,851.00	:	125,662.00
Sac	:	-	:	-	:	-
Scott	:	-	:	-	:	-
Shelby	:	44,256.00	:	69,678.00	:	113,934.00
Sioux	:	-	:	-	:	-
Story	:	-	:	-	:	-

County	:Net Income :July 1 to :Dec. 31, 1951 :Allotted :Jan. 30, 1952 :\$1,528,333.02	:Net Income :Jan. 1 to :June 30, 1952 :Allotted :July 2, 1952 :\$2,406,270.00	:Total Net :Income July 1, 1951 :to June 30, 1952 : :\$3,934,603.02
Tama	: -	: -	: -
Taylor	: 30,345.00	: 47,776.00	: 78,121.00
Union	: 25,585.00	: 40,283.00	: 65,868.00
Van Buren	: 39,985.00	: 62,954.00	: 102,939.00
Wapello	: 22,697.00	: 35,736.00	: 58,433.00
Warren	: 27,009.00	: 42,524.00	: 69,533.00
Washington	: -	: -	: -
Wayne	: 49,056.00	: 77,235.00	: 126,291.00
Webster	: 447.00	: 704.00	: 1,151.00
Winnebago	: 7,729.00	: 12,168.00	: 19,897.00
Winneshiek	: 31,890.00	: 50,209.00	: 82,099.00
Woodbury	: 12,284.00	: 19,341.00	: 31,625.00
Worth	: 8,542.00	: 13,449.00	: 21,991.00
Wright	: -	: -	: -
Net Total	: \$1,528,333.02	: \$2,406,270.00	: \$3,934,603.02

EXHIBIT B

CONDITION OF FARM TO MARKET ROAD SYSTEM

January 1, 1952

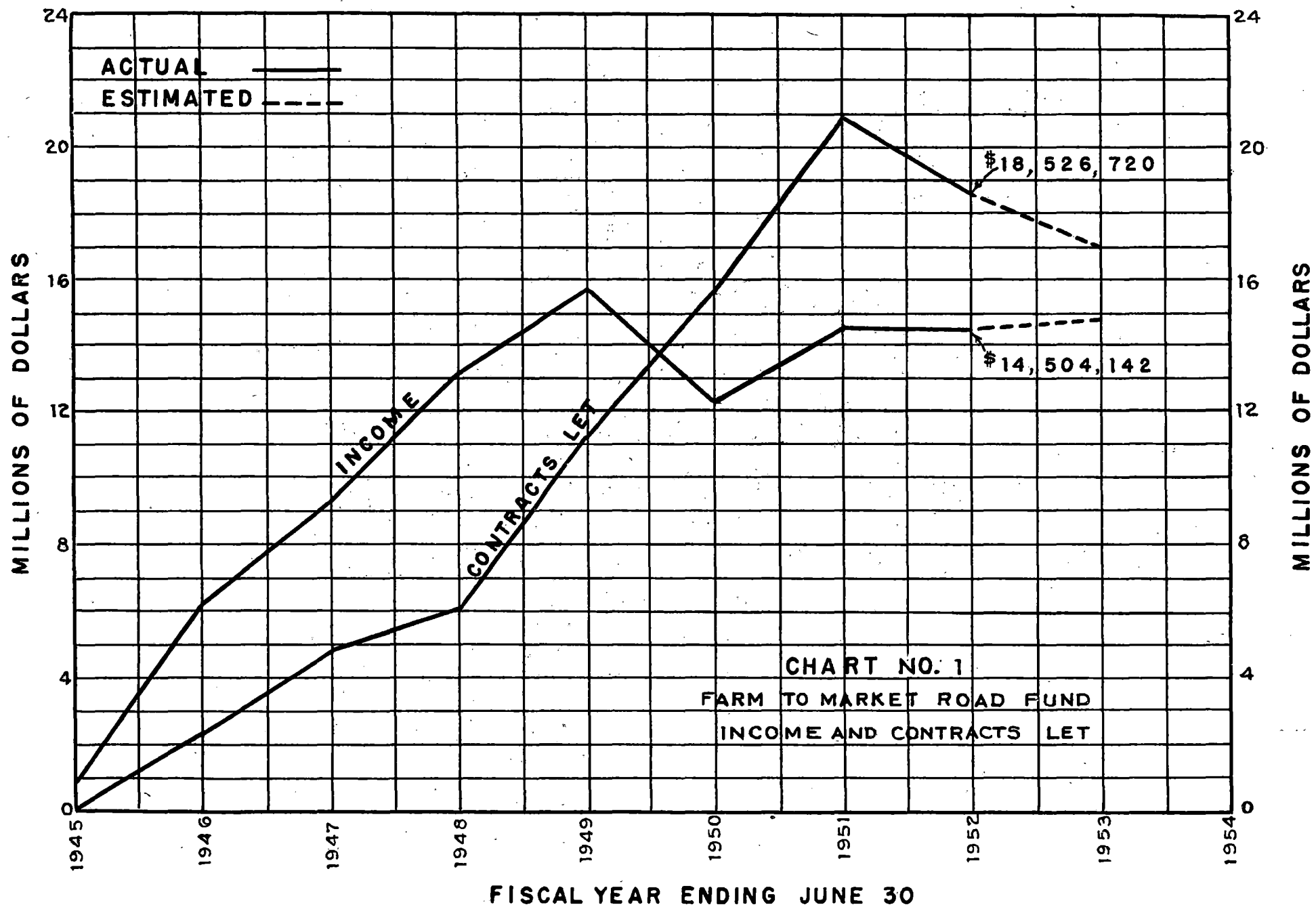
1	2	3	4
MILES OF FARM TO MARKET ROAD			
County	Unsurfaced Miles	Surfaced Miles	Total Miles
Adair	48.15	299.23	347.38
Adams	96.52	163.93	260.45
Allamakee	5.00	377.69	382.69
Appanoose	52.67	257.29	309.96
Audubon	102.86	181.84	284.70
Benton	25.90	404.20	430.10
Black Hawk	21.16	344.99	366.15
Boone	1.70	366.90	368.60
Bremer	13.72	266.84	280.56
Buchanan	126.75	245.29	372.04
Buena Vista	6.90	353.86	360.76
Butler	9.60	355.39	364.99
Calhoun	4.26	364.58	368.84
Carroll	4.05	361.57	365.62
Cass	157.33	186.23	343.56
Cedar	19.52	332.74	352.26
Cerro Gordo	.25	359.03	359.28
Cherokee	11.03	328.05	339.08
Chickasaw	25.55	285.93	311.48
Clasme	69.25	163.47	232.72
Clay	7.01	323.29	330.30
Clayton	66.05	411.86	477.91
Clinton	39.71	388.80	428.51
Crawford	135.96	300.59	436.55
Dallas	5.05	361.34	366.39
Davis	76.56	224.10	300.66
Decatur	113.06	200.50	313.56
Delaware	15.94	337.01	352.95
Des Moines	27.67	225.36	253.03
Dickinson	4.11	232.57	236.68
Dubuque	16.08	343.70	359.78
Emmet	2.40	233.46	235.86
Fayette	37.13	433.98	471.11
Floyd	3.60	297.71	301.31
Franklin	.84	339.56	340.40
Fremont	82.97	214.70	297.67

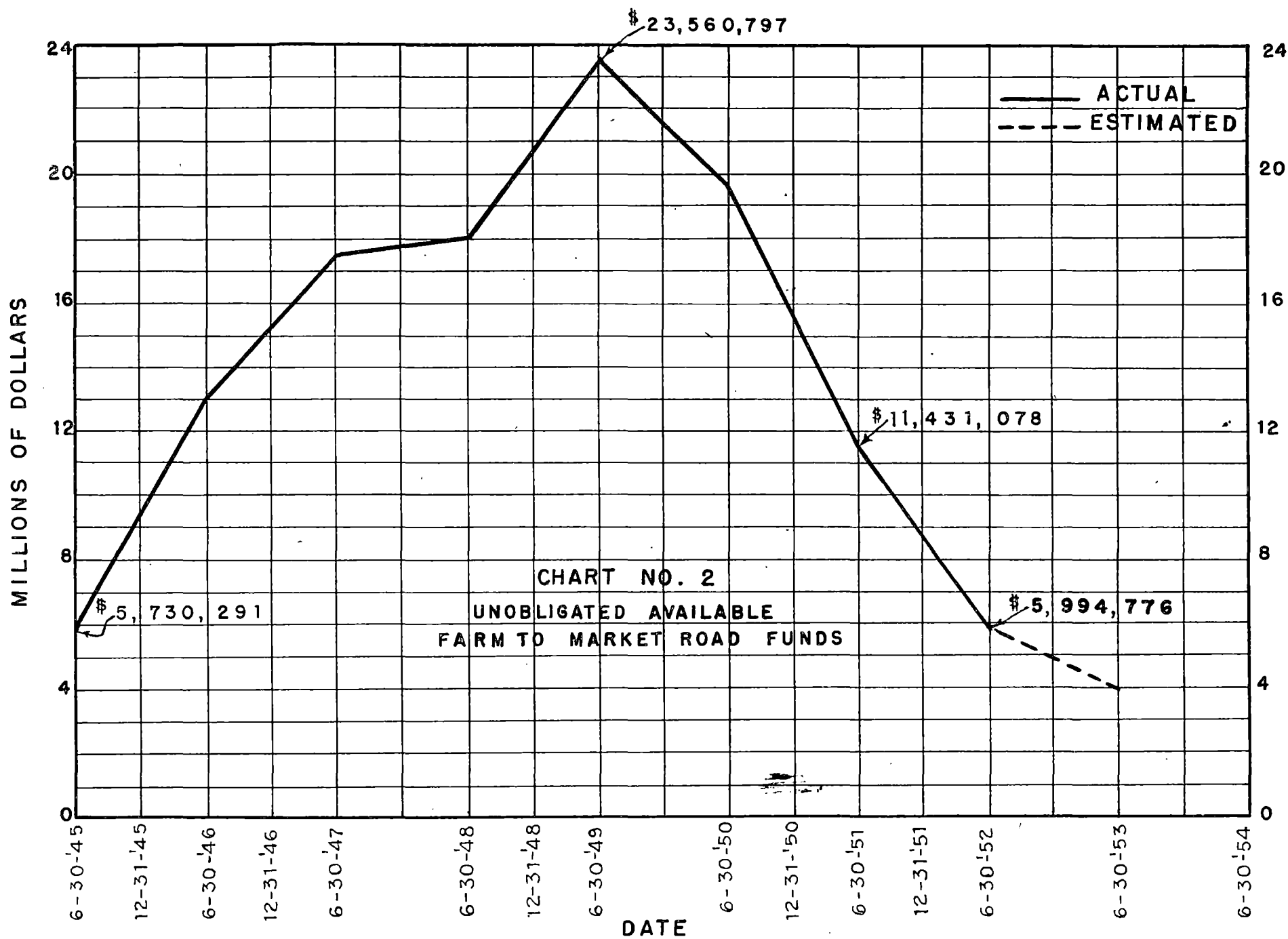
CONDITION OF FARM TO MARKET ROAD SYSTEM=

January 1, 1952.

1	2	3	4
	MILES OF FARM TO MARKET ROAD		
County	Unsurfaced Miles	Surfaced Miles	Total Miles
Greene	1.95	344.90	346.85
Grundy		312.33	312.33
Guthrie	86.97	277.01	363.98
Hamilton	2.50	352.19	354.69
Hancock	1.40	342.78	344.18
Hardin	5.85	354.14	359.99
Harrison	207.86	224.10	431.96
Henry	27.05	250.70	277.75
Howard	1.00	280.22	281.22
Humboldt	.35	258.09	258.44
Ida	30.35	239.26	269.61
Iowa	43.67	312.52	356.19
Jackson	134.13	226.43	360.56
Jasper	52.24	426.30	478.54
Jefferson	45.55	216.42	261.97
Johnson	36.95	353.28	390.23
Jones	31.22	328.42	359.64
Keokuk	132.57	242.21	374.78
Kossuth	32.38	532.99	565.37
Lee	19.56	300.81	320.37
Linn	36.74	423.43	460.17
Louisa	12.81	223.06	235.87
Lucas	33.17	218.28	251.45
Lyon	2.10	340.30	342.40
Madison	39.78	296.05	335.83
Mahaska	22.20	343.54	365.74
Marion	34.73	344.44	379.17
Marshall	3.56	352.36	355.92
Mills	38.17	210.96	249.13
Mitchell	2.75	276.51	279.26
Monona	134.20	245.56	379.76
Monroe	53.49	194.28	247.77
Montgomery	65.25	209.57	274.82
Muscataine	28.42	259.80	288.22
O'Brien	18.46	351.48	369.94
Osceola	10.71	236.10	246.81
Page	220.86	130.30	351.16
Palo Alto	2.05	340.12	342.17
Plymouth	16.13	474.90	491.03
Pocahontas	5.58	337.22	342.80
Polk	1.95	365.60	367.55
Pottawattamie	186.12	397.52	583.64
Poweshiek	83.47	276.37	359.84

1	2	3	4
	: MILES OF FARM TO MARKET ROAD		
County	: Unsurfaced : : Miles	: Surfaced : : Miles	: Total : : Miles
Ringgold	: 110.65	: 182.40	: 293.05
Sac	: 10.15	: 348.39	: 358.54
Scott	: 46.31	: 268.29	: 314.60
Shelby	: 295.68	: 57.80	: 353.48
Sioux	: 2.69	: 504.62	: 507.31
Story	: 2.50	: 367.75	: 370.25
Tama	: 38.60	: 398.23	: 436.83
Taylor	: 145.42	: 180.03	: 325.45
Union	: 43.33	: 196.17	: 239.50
Van Buren	: 42.15	: 229.61	: 271.76
Wapello	: 47.70	: 238.45	: 286.15
Warren	: 26.65	: 332.15	: 358.80
Washington	: 28.73	: 287.18	: 315.91
Wayne	: 57.31	: 238.50	: 295.81
Webster	: 5.75	: 416.94	: 422.69
Winnebago	: 9.69	: 255.54	: 265.23
Winneshiek	: 11.10	: 418.84	: 429.94
Woodbury	: 17.36	: 473.72	: 491.08
Worth	: 4.35	: 241.64	: 345.99
Wright	: .88	: 341.48	: 342.36
Total	: 4,329.56	: 29,868.16	: 34,197.72





-04-

