

County mileage	82.09 miles
Miles of road repaired	70.00 miles
Expended on roads (approximately)	\$17,000.00
New machinery purchased and other items.....	1,500.00
Balance, December 22, 1924.....	4,000.00
Classification:	
Labor	\$3,300.00
Team and truck	6,300.00
Materials and supplies	5,100.00
Superintendent's salary	1,096.00
Superintendent's expense	167.70

HOW HUNTINGTON SOLVED THE PROBLEM OF PAVING ITS CITY APPROACHES

By W. F. EBERHART,
Huntington County Highway Superintendent.

The improvement of the approaches to the City of Huntington has been the subject of discussion for a number of years.

In 1922 a petition was filed to improve one of the approaches to the city under the County Unit Road Law. The figures in Table I were compiled and attention directed to the fact that the wealthiest township (Huntington) in the county had only spent about an equal amount with the other townships for roads. Expenditures under the Three Mile Road Law were used in the table for comparison.

About 225 miles of road had been built by taxing costs against farms one and one-half to two miles on each side of the roads improved. However, it was thought best to limit comparisons to more recent construction.

The attention of civic and business organizations such as Kiwanis, Rotary and Exchange clubs and the Chamber of Commerce was directed to the relative amount of road work done by the various taxing units of the county. Their co-operation was secured in making out an equitable solution of the problem of city approaches.

By common consent it was agreed that Huntington Township should bear the expense of hard surfacing the main approaches to the city.

Petitions were circulated simultaneously for the improvement and each person was asked to sign all of the petitions. Between six and seven hundred names were signed on each petition. A remonstrance under such conditions seemed practically

useless. In spite of the fact that we were almost unanimous that the things should be done, difficulties arose when the type of pavement was to be determined. To date, we have plans for concrete, Kentucky rock asphalt on concrete, Kentucky rock asphalt on macadam, sheet asphalt on concrete, and sheet asphalt on macadam.

We have received assistance from the Engineering Extension Service of Purdue University and the State Highway Commission and present indications are that our plans will be carried out successfully in the near future.

TABLE I.—HUNTINGTON COUNTY ROAD DATA DEC. 31, 1922.

Township	Total Road Tax Levy	*(1) *(2) *(3) *(4)	County Road Mileage	State Road Mileage	Township Road Mileage	Bonds	Debt	Valuation
Jackson	.832	(.03-.132-.12-.55)	26.71	7	35.88	\$174,109.80	\$103,728.64	\$4,174,920.00
Clear Creek	.302	(.03-.132-.17-.07)	44.54		26	76,471.70	8,025.36	3,621,870.00
Warren	.482	(.03-.132-.05-.27)	40.24		14	111,556.00	27,550.00	2,958,290.00
Dallas	.642	(.03-.132-.10-.38)	23.68	5	15	123,220.00	54,026.96	2,822,290.00
Huntington	.262	(.03-.132-.10)	40.03	7.75	21	121,576.00	5,754.00	24,475,610.00
Union	.382	(.03-.132-.13-.09)	40.84	2.5	24	68,125.00	15,566.50	4,463,400.00
Rock Creek	.802	(.03-.132-.15-.49)	44.44		26.5	133,737.00	64,188.50	3,733,430.00
Lancaster	.622	(.03-.132-.16-.30)	45.02	4.75	16.5	75,910.00	53,663.90	3,119,110.00
Polk	.672	(.03-.132-.16-.35)	27.16	1.75	17	56,903.40	21,989.90	1,621,410.00
Wayne	.532	(.03-.132- .37)	36.99	5.75	7.25	94,178.00	37,274.00	2,023,950.00
Jefferson	.650	(.03-.132-.22-.30)	46.80	.50	18.50	113,389.00	42,342.00	2,957,730.00
Salamonie	.672	(.03-.132-.06-.43)	56.53		8.50	201,334.00	98,645.60	4,824,600.00

* NOTE: In the above table (1) went to the State Highway Commission, (2) to turnpike repair, (3) was the township road levy and (4) was for bond retirement.

GRAVEL ROAD MAINTENANCE

By J. T. DONAGHEY,
State Highway Engineer of Wisconsin.

Wisconsin is blessed by nature with a goodly supply of road materials of various kinds and quality, none of which are so valuable as its gravel deposits, especially those throughout the glacial district, covering the eastern and southern portion of the state.

We have over 25,000 miles of gravel roads in Wisconsin. About 5,000 miles of which are what is termed full depth gravel, or from eight to twelve inches. The majority of this mileage is