THE PRESENT AND FUTURE INDIANA STATE HIGHWAY SYSTEM.

By Earl Crawford, Commissioner, Indiana State Highway Commission.

Mr. Crawford gave a splendid resume of the past, present and future work of the state highway department. The following points are taken from the editor's notes as the speaker did not present a paper.—Editor.

Many of our state roads were created by legislative acts during the period of 1821 to 1840. About all the state did was to fix the width and clear the right-of-way. All repairs were made by local farmers. For many years we worked under the system of permitting the farmers to work out the road tax. This system has proved to be an absolute failure, especially since the advent of the automobile.

In 1917 a law was passed creating a state highway commission, but it was held up two years by a test suit. In 1919 this law was repealed and a new one passed under which we are working at present. The law provides that the commission shall lay out a system of state roads touching every county seat and all towns of 5,000 population or over. But we have gone farther and our system now reaches every town in the state of 2,500 population or over with the exceptions of Gas City, Dunkirk and Nappanee.

At the present time there are 4,100 miles of road in the state system. Eventually this will be increased, (as funds are available), to approximately 5,000 miles to comply with the Federal Aid law specifying that each state must take over seven percent of its entire road mileage as a state system.

About 800 miles of our state roads are now paved. Our program, based on increased revenue from gasoline tax and auto license fees, provides for increasing this total to 1,500 miles by the end of 1925. This is two percent of the total road mileage in Indiana and will reach 66 counties, serving 50 percent of the state population.

Indiana has approximately 72,000 miles of roads of which 39,000 miles are improved. This is the greatest mileage of improved roads of any state in the U. S.

Federal Aid funds are provided to help construct and reconstruct approved roads in state systems. By the end of 1925 we will have $6,000,000 of Federal Aid money available which we will match with state funds to complete our two-year program. Indiana is receiving Federal Aid at the rate of about $200,000 a year.