

34 PURDUE ENGINEERING EXTENSION DEPARTMENT

For a 5½-inch slab, such as we have been laying, the materials required per square yard of paving, including the curb, are:

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| Cement | .2016 barrels, |
| Gravel | .2001 tons, |
| Sand | .0569 cubic yards. |

Approximately 5 square yards of pavement are grouted per barrel of cement. The cost of the curb on our work is just a little less than 6 cents per lineal foot.

On 16 projects built last year, the front-foot cost to property owners ranged from \$1.47 to \$2.45, depending upon amount of excavation and storm sewers required. The average of the 16 projects was \$1.80 per front foot.

ACTIVITIES OF THE STATE PLANNING BOARD

Lawrence V. Sheridan, Consultant,
State Planning Board of Indiana, Indianapolis

(Editor's note: Mr. Sheridan did not prepare a formal paper. This is a very brief resumé of his extemporaneous address.)

The State Planning Board, in co-operation with the National Resources Committee, has made extensive studies of population, natural resources, land use, housing, gainful occupations, transportation, and the programming of public works. It has assembled the results of these studies in a preliminary report and several special reports.

There is a keen realization by the State Planning Board and its staff that real progress can be made most effectively through local understanding of planning problems and organization by cities and counties for working out solutions of their own planning problems. In order to bring about a better understanding, the State Planning Board is undertaking to make preliminary surveys of planning problems in the several counties and to set up reports which will include a summary of the situation and recommendations as to how these problems may be considered locally. The reports endeavor to set out the principal objectives which will make for greater progress in the counties.

The State Planning Board has two distinct reasons for making these studies. It believes fully that the reports will encourage counties and cities to do more planning themselves and that the studies will give the State Planning Board a better understanding of the local interpretation of general facts and in that way contribute to thoroughly practical recommendations on state planning.

The studies are being conducted in co-operation, and by interviews, with the county agricultural agent, the county surveyor, and many county and city officials and citizens who have a thorough and practical understanding of local problems.

SURVEY OF ROAD CONDITIONS BEFORE RESURFACING

George Gault,
Wayne County Surveyor,
Richmond

A great many mistakes in road building and road maintenance might be avoided if a careful survey of road conditions were made before the work was started. We are interpreting the word "resurfacing" to mean any change in the surface of the road after the first vehicle has passed over the road. In most cases it is not possible to take the time to run a transit line and a line of levels, and to cross-section the road to be improved. Much information, however, can be obtained by simply observing the road at different times of the year and in different kinds of weather. These observations should develop the following information:

1. Whether any changes in alignment should be made.
2. Whether any grade changes should be made.
3. Whether any additional right-of-way is necessary.
4. The general drainage of the right-of-way.
5. The condition of all drainage structures.
6. The character of the subgrade and the present surface.

These points are not listed in the order of their importance, but rather in the order in which they should be considered; and we will, therefore, discuss them briefly in the order named.

ALIGNMENT

Motor vehicles are being made to travel at higher rates of speed each year, and heavy trucks are now being driven over our roads at higher speeds than the light passenger cars of a few years ago. We all know that the wear on the road surface is much greater on curves than on tangents. It is often possible by shortening the road by the elimination of sharp bends to save enough in the cost of construction and maintenance to justify the purchase of the land which may be necessary to make the change. This is in addition to increasing the safety of the traveling public. If it is not possible to eliminate the curves or sharp bends, we should make the curves of as great a radius as possible, and give the proper superelevation to the roadway. If time and funds permit, we believe it will pay to run a straight line on roads