



**DISCUSS GAS TAX FUNDS**—One of the major topics discussed at the 56th annual Purdue Road School was the allocation and use of additional highway funds resulting from the two-cent gas tax increase passed by the 1969 Legislature. Shown from the left are R. H. Harrell, Seymour, executive director, Indiana State Highway Commission (ISHC); John Baerwald, director, Highway Traffic Safety Center, University of Illinois; Ruel W. Steele, Bedford, chairman, ISHC; Prof. John F. McLaughlin, head, School of Civil Engineering, Purdue, who presided; Charles H. Weyrick, Fort Wayne, Allen County commissioner, and State Sen. Dean V. Kruse, Auburn, chairman, Comprehensive Transportation Study Committee, State Legislature. Mayor John W. Miller, Kokomo, also appeared on the panel, but is not shown in the photograph.

## UTILIZATION OF ADDITIONAL HIGHWAY FUNDS PROVIDED BY 1969 LEGISLATURE

(Panel Discussion—Part I)

# Indiana Arterial Road and Street Board and the Local Road and Street Account

RUEL W. STEEL

Chairman

Indiana State Highway Commission

## INTENT OF LAW

*Intent of Chapter 352 of the Acts of 1969 Which Created the Indiana Arterial Road and Street Board.*

“Section 1. It is the intent of the legislature to strengthen the administration of local road and street departments and thereby to con-

tribute to the increased safety and utility of Indiana's highways. It is also the intent that the use by local government of state-collected highway user revenues shall be devoted exclusively to highway purposes, allocated and programmed to best serve the highway user, and to better coordinate the various highway systems within the state."

*Scope of Chapter 352, Acts of 1969*

Chapter 352, Acts of 1969, provides for a board made up largely of local officials to serve as the policy and decision making agency on local highway matters that the legislature felt that state-wide decisions or uniformity was needed.

## FUNCTION OF THE DIVISION OF STATE AID

The Division of State Aid is responsible for providing technical service and other requested services to the Indiana Arterial Road and Street Board, and for providing coordination and assistance for local government highway agencies.

"Section 7. The Division of State Aid shall have the following powers, responsibilities and duties:

(a) Provide technical services to the arterial road and street board necessary to carry out provision of section five of this act;

(b) Assist cities and counties in their efforts to secure engineers and other technically qualified personnel to staff their street and highway departments;

(c) Advise and cooperate with local government agencies upon construction programs with the view of improving coordination among road building agencies;

(d) Provide assistance, as requested by counties and cities, in the areas of management, programming and financing;

(e) Administration of federal-aid secondary highway funds allocated to local government;

(f) Coordination with the Office of Highway Development in updating local road and street inventories, highway needs data, local road and street maps, and other planning statistics;

(g) All other activities which may be directed by the arterial road and street board".

## EXPERIENCE OF WORK—PROBLEMS AND ERRORS

Most of the applications have been for very good projects. Most of the problems that have occurred are the result limiting the requirements, paperwork and procedures to the simplest form possible. The

best answer to these problems is close contact with the Arterial Road and Street Board and the Division of State Aid. More complex requirements, paperwork and procedures would only create greater problems at the local level.

A common problem for most units is that for years they have placed all highway problems and needs on one list and then established priorities and programs with all needs considered together. It is normal that the top priority project for most highway agencies is in the area of maintenance. This is as it should be. However, these projects should be accomplished with Motor Vehicle Highway Funds. Establishing needs and priorities by categories, such as traffic, maintenance, and construction and reconstruction, local officials can better picture where Local Road and Street Account Funds are needed.

## CONSTRUCTION AND RECONSTRUCTION

Construction and reconstruction work includes two general categories, as follows.

### *New Location*

Work to develop highways on new locations shall be classed as construction. New location is considered to be an improvement where there is substantial deviation from the existing alinement and provision of an entirely new roadbed for the greater part of the length involved.

### *General Reconstruction*

Construction operations involving realinement or the use of standards well above those of the existing highway, whereby the type of highway or its geometric and structural features are significantly changed, shall be classed as reconstruction.

The following types of work are included in construction and reconstruction operations.

Removal of old roadbed and structures, and detour expense when done in connection with a larger construction project.

Widening of an existing roadway sufficiently to change its geometric type, as from a 2-lane to a 3- or 4-lane, from a 3- to a 4-lane, or from a 4- to a 6-lane highway, provided the resulting traffic lanes are not less than 11 feet wide, and other features of the highway are in accordance with modern standards and commensurate with traffic requirements.

Alinement, profile, and cross section changes without change in highway type but utilizing appropriate standards.

Original surfacing of shoulders with material higher in quality than the adjacent roadside.

First erection of traffic signs.

Installations or extensions of curb, gutter, or underdrain.

Reconstruction of an intersection and its approaches.

*Incidental Items*

When the improvements as a whole are classed as construction or reconstruction, incidental operations of the type that normally are considered as maintenance should be considered as part of the construction or reconstruction.

SUMMATION OF ARTERIAL ROAD AND STREET BOARD ACTION ON LOCAL  
ROAD AND STREETS ACCOUNT PROJECTS

In eight meetings of the Arterial Road and Street Board the following actions have been taken on Local Road and Street Account Projects.

	No. of Approved Projects	No. of Govt. Units	Estimated Cost		Length (miles)		Structures	
			Total	LRSA Funds Requested	Reconstr.	New	Number	Feet
Cities	49	24	\$ 4,308,821	\$2,858,515	20.6	1.4	1	90
Towns	21	18	276,333	193,116	4.7	0.2	0	0
Counties	97	46	7,219,564	4,283,455	79.4	4.1	31	4059
Totals	167	88	11,804,717	7,335,086	104.7	5.7	32	4149

Additional work included in the number projects and estimated cost above:

Cities —One project for drainage construction

Towns —Two projects for drainage construction

Counties—One project for 27.5 miles of signing. Nine projects for R.R. crossing 4.2 miles of new construction. 5.7 miles of reconstruction and three bridges with a total length of 671 feet.

Six projects have been rejected by the Arterial Road and Street Board. Five county projects: a new bridge less than minimum standard width, repairs to an old truss less than minimum width to remain in place, chip and seal surfacing for county road, road identification signs, and reconstruction to less than minimum standards. One city project for chip and seal surfacing.