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FEDERAL FUNDS FOR HIGHWAY AND GRADE CROSSING WORK IN OHIO

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Under the Emergency Relief Appropriation Act of 1935 \$200,000,000 has been allocated by the President specifically for highways and a similar amount for grade crossing work. The funds for highways have been apportioned on the basis of population, area and mileage of post roads with population having slightly greater weight than the other factors. There is available to Ohio \$7,670,315 for highways.

Funds for grade crossing work have been apportioned on the basis of mileage of railroads, population and mileage of the Federal-aid system, the mileage of railroads being given a weight equal to the other two factors combined. The apportionment to Ohio for grade crossing work is \$3,439,897.

Since Ohio ranks high among the States in both population and mileage of railroads--the two factors carrying greatest weight--it has shared liberally in the total funds provided.

In addition to the above funds Ohio has been apportioned \$4,565,435 of regular Federal-aid for the fiscal year that began on July 1, 1935. A total of over \$20,000,000 of new funds is therefore available to Ohio.

Rules and regulations under which the Work Relief funds will be expended were digested in the July issue of Highway Topics. The regulations were drawn with the intent to take as many men as possible from relief rolls and give them direct employment in highway and grade

crossing work. In the selection of projects and carrying on of construction all other considerations will be regarded as of secondary importance.

Arrangements have been perfected with the U. S. Employment Service whereby they will furnish to contractors lists of men who may be employed. In preparing these lists preference will be given to those on public relief rolls. When one list is exhausted another must be requested. When qualified workers from relief rolls have been absorbed others may be employed, but only through certification by the U. S. Employment Service. Contractors must furnish certified copies of all pay rolls and these will be carefully examined to see that the spirit and intent of the regulations are being carried out. Any contractor who deliberately violates any of the regulations or special provisions will not be eligible to bid on further work.

New amendments to the regulations liberalize the requirements as to employment on grade crossing work. The requirement that a man-year of employment must be given for each \$1,400 expended or that forty percent of the expenditure go to labor employed directly on the job has been revoked. This action, however, does not in any way affect the requirements that projects must be selected where the relief load is the heaviest or that preference must be given to qualified workers on relief rolls.

The Department of Highways of Ohio has already submitted to the bureau a program covering twenty-five percent of the States Works Program highway funds and it is expected that the State will be authorized to let contracts and proceed with construction within a short time.

Highway requirements have been made secondary to employment needs in planning the program, but the relief load is such that needed improvements will be provided in all parts of the State. The broadened highway policies adopted in the public works program under which extensions of the Federal-aid system into and through municipalities and secondary and feeder roads are eligible for improvement with Federal funds are being continued. The dense traffic on Ohio's network of roads has created a demand for all classes of improvements. Further improvements on the Federal-aid system are needed, particularly widening and resurfacing. The extension of main routes into and through cities is a matter that has received only slight attention until recently and is of particular importance in Ohio with its numerous cities of considerable size. Secondary roads carrying considerable traffic have been neglected in the past because of more pressing needs for primary roads. All of these classes of work are being included in the program and the amount of funds available is sufficient to make substantial improvements in the highway system.

The \$8,439,897 provided for grade crossing work will provide structures and safety devices that will save many lives and greatly facilitate travel.

The partial program submitted by the Ohio authorities makes provision for two classes of work of particular interest to the bureau. Roadside improvement, in which an excellent beginning has been made in the past two years is to be continued. Provision is also made for an economic and planning study in cooperation with the bureau. In this

study an inventory of the present highway system and the use being made of it will be taken that will enable the planning of future work on a more intelligent basis.