NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

4740

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: State Highway Department Testing Laboratory
Other names/site number: Oklahoma Veterans Memorial Building
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 2311 North Central Avenue
City or town: Oklahoma City State: Oklahoma County: Oklahoma
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national **_X_statewide** **___local**

Applicable National Register Criteria:

_X_A **___B** **_X_C** **___D**

Oct 21, 2010

Signature of certifying official/Title: **Date**

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper — Date of Action: 12/2/2019

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	X
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	X
District	☐
Site	☐
Structure	☐
Object	☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions
(Enter categories from instructions.)
GOVERNMENT/government office

Current Functions
(Enter categories from instructions.)
VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions.)
MODERN MOVEMENT/Art Deco

Materials: (enter categories from instructions.)
Principal exterior materials of the property: __BRICK_____

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Built in 1934, the State Highway Department Testing Laboratory at 2311 North Central Avenue is located near the heart of the State Capitol Complex in Oklahoma City. It retains a high degree of historic integrity. The building is clad in blonde brick and has a distinct, T-shaped footprint. Other notable exterior features include a low-sloping barrel roof, cast stone parapet caps and details, and steel-framed, multi-light industrial windows. The building's setting and location place it squarely within the everyday operations of Oklahoma's state government. The historic use of the facility by the State Highway Department, combined with the building's architectural design and proximity to the Oklahoma State Capitol (NRIS #76001572), place it firmly within the context of Oklahoma politics and government during the mid-twentieth century.

Narrative Description

Site and Setting

The State Highway Department Testing Laboratory is located at 2311 North Central Avenue, approximately two miles north of downtown Oklahoma City and one-quarter of a mile west of the Oklahoma State Capitol (NRIS #76001572). It is situated within the State Capitol Complex on Lots 1-3 in Block 6 of the State Capitol Addition to Oklahoma City. The building is located on the southwest corner of the intersection of North Central Avenue, which has a north-to-south orientation, and Northeast 23rd Street, which extends east-to-west. There is a parking area directly in front of the Laboratory's east-facing façade. A concrete sidewalk extends from the parking area to the main entrance, which is centered on the façade. The sidewalk has a slight incline and is flanked by metal railing. A grass lawn and a large tree are located on each side of this sidewalk. There is another sidewalk that extends parallel and adjacent to the south end of the façade. This sidewalk has a slight incline. There is a set of metal railings located at the intersection of this sidewalk and a paved driveway that extends east-to-west along the south side elevation of the building. A flagpole is located near the southeast corner of the property.

The Laboratory is closely associated with the everyday operations of Oklahoma's state government. Several state government buildings, driveways, and parking lots are located to the west, south, and east of the Laboratory. Several other state government buildings are located further to the southeast along North Lincoln Boulevard, including the Office of the Attorney General, the Jim Thorpe Office Building (known historically as the State Capitol Office Building), the Oklahoma Department of Transportation, and the Wiley Post Historical Building (formerly the Oklahoma Historical Society Building, NRIS #90000124). Interstate 235/US Highway 77 (Centennial Expressway) is approximately 0.25 miles west of the Laboratory. Various fast food restaurants and small businesses line the north side of Northeast 23rd Street.

General Building Description

The State Highway Department Testing Laboratory is a one-story building with a partly exposed, cast in place concrete foundation. The building is clad in blonde brick laid up in a common bond with sixth course Flemish headers. The windows are painted, cold-rolled steel, multi-light industrial units. There is a brick soldier course above and a cast stone subsill below each window. The building has a T-shaped footprint. The easternmost block, herein referred to as the east block, extends north-to-south parallel to North Central Avenue. The westernmost block, herein referred to as the west block, is centered on the west (back) elevation of the east block and extends east-to-west parallel to Northeast 23rd Street. Each block has a low-sloping barrel roof and cast stone parapets, which in turn are partially covered by painted metal caps.

Façade (Photos #0001-0002, 0005-0006)

The Laboratory has a symmetrical, east-facing façade. There are seven bays of equal width and spacing located on the façade. The bays are defined by brick pilasters. Each pilaster has a cast stone cap and a cast stone base. The pilasters are two brick courses taller than the top of the parapet. Directly below the roofline, there is a brick soldier course that extends the full width of each bay. Another brick soldier course extends the full width of each bay atop the concrete foundation. In the northernmost and southernmost bays, there is a metal collector head and downspout abutting the inner pilaster.

The primary entrance is located in the centermost bay. Unlike the rest of the façade, the roofline of this bay is pedimented. Cast stone volutes are atop the parapet cap and adjacent to the outer edges of the pilasters. A brick soldier course is located directly below the cast stone cap. The pediment is marked by cast stone polygons at each end and a keystone at the top that are aligned with the soldier course. A contemporary, plaque sign with metal framing is mounted to the building face below the soldier course. The sign reads, "OKLAHOMA VETERANS MEMORIAL BUILDING." A flat, painted metal awning is located seven brick courses below the sign and is secured by a pair of painted iron cables with rectangular escutcheons at the building face. A pair of metal slab doors is located underneath the awning. A single column of stretcher brick flanks each side of the doors. A memorial plaque is mounted to the building face to the left of the doors.

Three windows are located within each of the three bays situated to the north and to the south of the entrance bay. Each window opening contains a pair of casement windows with a fixed, 8-light transom panel above. Each transom window is 4 lights wide by 2 lights tall. Each casement sash is 2 lights wide by 4 lights tall.

South Elevation (Photos #0002-0003)

The south side elevation of the east block is comprised of a single bay that is defined by a brick pilaster on each end. Each pilaster has a cast stone cap and a cast stone base. The pilasters are two brick courses taller than the abutting parapet. A brick soldier course is located directly below the cast stone cap. The cast stone-capped parapet has a modest and continuous arch that extends the full width of the bay, which is matched by the roofline behind it. The arch is marked by a cast stone polygon at the springing of each end and in line with the soldier course. A rectangular louver with a cast stone subsill is nearly centered horizontally and vertically on the bay between the parapet cap and the window heads. There are seven windows of equal width and spacing below the louver. Each window opening contains a pair of casement windows with a fixed, 8-light transom panel above. Each transom window is 4 lights wide by 2 lights tall. Each casement sash is 2 lights wide by 4 lights tall.

The south side elevation of the west block is comprised of eight bays of equal width and spacing. The five easternmost bays were built in 1934. The three westernmost bays were constructed in 1949-1950. The brick exterior of the addition is a slightly darker color than the brick from the

original 1934 construction. Each bay is defined by brick pilasters. Each pilaster has a cast stone cap and a cast stone base. The pilasters are two brick courses taller than the cast stone-capped parapet. Between the pilasters and directly below the parapet cap, there is a brick soldier course that extends the full width of each bay. A metal collector head and downspout abut a pilaster in the easternmost, centermost, and westernmost bays.

There are eleven windows arranged in no apparent pattern in the five easternmost bays, with one two, or three openings per bay. Each window opening contains a pair of casement windows with a fixed, 8-light transom panel above. Each transom window is 4 lights wide by 2 lights tall. Each casement sash is 2 lights wide by 4 lights tall.

There is a door opening in the center bay of the 1949-1950 addition. This opening was larger at one time and is partly infilled with a lighter colored brick. The opening contains a single metal slab door. A course of header brick is located above the door. The entrance is protected by a flat, painted metal awning. The awning is secured by a pair of painted iron cables with rectangular escutcheons at the building face. A window opening to the west of the door is infilled with a lighter colored brick.

There are two windows in each bay that is adjacent to the center bay. Each window opening contains is a pair of casement windows with a fixed, 4-light transom panel above. Each transom window is 2 lights wide by 2 lights tall. Each casement sash is 1 light wide by 4 lights tall. One window opening in the bay located to the east of the center bay is infilled with a lighter colored brick.

A raised concrete platform extends from the westernmost end of the west block to the third bay from the intersection of the west and east blocks. There is a set of six concrete steps on each end of the platform. Near the westernmost end of the platform, there is a steep concrete ramp that descends to the basement. The ramp, steps, and platform all have painted iron pipe railings. There is a single metal slab door located at the bottom of the ramp. This entrance is covered by a fiberglass shed roof that extends the full width of the ramp. This roof tucks under the concrete platform.

West (Back) Elevation (Photos #0003-0004)

There are four bays on the west (back) elevation of the east block; two on each side of the block's intersection with the west block. The bays are defined by brick pilasters. Each pilaster has a cast stone cap and a cast stone base. The pilasters are two brick courses taller than the top of the parapet. Directly below the roofline, there is a brick soldier course that extends the full width of each bay. There are three windows in each of the two innermost bays (bays located closest to the intersection with the west block) and one window in each of the two outermost bays. Each window opening contains a pair of casement windows with a fixed, 8-light transom panel above. Each transom window is 4 lights wide by 2 lights tall. Each casement sash is 2 lights wide by 4 lights tall. A metal collector head and downspout abut a pilaster in both outermost bays.

The west (back) elevation of the west block is comprised of a single bay that is defined by a brick pilaster on each end. Each pilaster has a cast stone cap and a cast stone base. The pilasters are two brick courses taller than the top of the parapet. A brick soldier course is located directly below the cast stone cap. The roofline has a modest and continuous arch that extends the full width of the bay. The arch is marked by a cast stone polygon at the springing of each end and in line with the soldier course. A rectangular louver with a cast stone subsill is nearly centered horizontally and vertically on the bay between the parapet cap and the window heads. A set of six concrete steps with painted, iron pipe railing is located on the southernmost end of the block. This set of steps provides access to the raised concrete platform that extends along much of the south side elevation.

There are three windows on the west (back) elevation of the west block. Each window opening contains a pair of casement windows with a fixed, 8-light transom panel above. Each transom window is 4 lights wide by 2 lights tall. Each casement sash is 2 lights wide by 4 lights tall. Three window openings and a larger opening (presumably an entrance) are infilled with a lighter colored brick. Five window openings located at basement level are similarly infilled.

North Elevation (Photo #0004-0005)

The north side elevation of the east block is comprised of a single bay that is defined by a brick pilaster on each end. The parapet and each pilaster have a cast stone cap. The pilasters also have a cast stone base. The pilasters are two brick courses taller than the top of the parapet. Between the pilasters, a brick soldier course is located directly below the parapet cap. Another brick soldier course extends the full width of the bay atop the concrete foundation. The parapet cap has a modest and continuous arch that extends the full width of the bay, which is matched by the roofline behind it. The arch is marked by a cast stone polygon at the springing of each end and in line with the soldier course. A rectangular louver with a cast stone subsill is nearly centered horizontally and vertically on the bay between the parapet cap and the window heads. There are six windows of equal width and spacing below the louver. Each window opening contains a pair of casement windows with a fixed, 8-light transom panel above. Each transom window is 4 lights wide by 2 lights tall. Each casement sash is 2 lights wide by 4 lights tall.

The north side elevation of the west block is comprised of eight bays of equal width and spacing. The five easternmost bays were built in 1934. The three westernmost bays were constructed in 1949-1950. The brick exterior of the addition is a slightly darker color than that of the original 1934 construction. Each bay is defined by brick pilasters. Each pilaster has a cast stone cap and a cast stone base. The cast stone cap on each pilaster is two brick courses higher than the parapet on the roofline. Directly below the roofline, there is a brick soldier course that extends the full width of each bay. Another brick soldier course extends the full width of each of the five easternmost bays atop the concrete foundation. A metal collector head and downspout abut a pilaster in the easternmost, centermost, and westernmost bays.

There are three windows of equal width and spacing in each of the five easternmost bays. Each window opening contains a pair of casement windows with a fixed, 8-light transom panel above.

Each transom window is 4 lights wide by 2 lights tall. Each casement sash is 2 lights wide by 4 lights tall.

There is a single, metal slab door in the center bay of the addition. A course of header brick is located above the door. There is a section of lighter colored brick infill between the course of header brick and a course of soldier brick above, presumably indicating a former window opening or transom. The door is located atop an unprotected, concrete landing and a set of six concrete steps that extend adjacent and parallel to the building. The steps and landing are framed by painted, iron pipe railing. To the left of the door, there is a window opening that contains a pair of casement windows with a fixed, 4-light transom panel above. The transom window is 2 lights wide by 2 lights tall. Each casement sash is 1 light wide by 4 lights tall. To the right of the door, there is a window opening infilled with a lighter colored brick. Two window openings located at basement level are similarly infilled.

There are three window openings of equal width and spacing in the east bay of the addition. Each window opening contains a pair of casement windows with a fixed, 4-light transom panel above. The transom window is 2 lights wide by 2 lights tall. Each casement sash is 1 light wide by 4 lights tall. Two window openings at basement level are infilled with a lighter colored brick. In the west bay of the addition, three window openings of equal width and spacing and three window openings located at basement level are similarly infilled.

Interior (Photos #0007-0009)

Many interior features reflect the renovated character to fit the needs of the Oklahoma Veterans Memorial Building during the late twentieth century. A central corridor extends from the primary entrance to a large room located at the westernmost end of the building. Smaller, subdivided spaces are located on each side of the corridor. Visible finishes for the corridor and smaller spaces include painted gypsum board or wood paneled walls. The corridor has a vinyl composition tile floor. The other spaces have carpet floors. Suspended acoustical tile ceiling systems with fluorescent lighting are located throughout the building.

Known Alterations

Besides the contemporary interior finishes noted in the description above, there are several known exterior alterations. The exterior brick walls retain their historic configuration, and most window openings remain extant. Some window and door openings have been infilled with brick, as noted in the description above. The concrete foundation is exposed on the north side elevation of the east block. A 2006 photograph from the *Oklahoman* indicates that the primary entrance to the building was comprised of a pair of metal-framed, full-light doors with flanking side lights at that time. A 1934 historic image indicates that the original doors may have been wood-framed with glass. This historic image also indicates that the contemporary, metal-framed plaque sign above the primary entrance is possibly covering an inset monument.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
POLITICS/GOVERNMENT
_ARCHITECTURE__

Period of Significance
_1934-1950_____

Significant Dates
_1934_____
_1949-1950_____

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
_UNKNOWN_____

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The State Highway Department Testing Laboratory, herein referred to as the Testing Laboratory, is eligible for listing in the National Register of Historic Places under Criterion A at the state level of significance for Politics/Government and under Criterion C at the state level of significance for Architecture. The Testing Laboratory played a key role in the evolution of the State Highway Department as a "centralized authority" for the construction, maintenance, and administration of Oklahoma's roads and bridges. Located at 2311 North Central Avenue, the Testing Laboratory was described as one of the most modern facilities of its time upon its construction in 1934. By the mid-twentieth century, state engineers and chemists conducted approximately 16,000 tests per month on all materials utilized in road building and upkeep. These tests ensured that Oklahoma's highways adhered to federal standards and guidelines. In all, the Testing Laboratory was a lynchpin for the bureaucratic, regulatory framework that endeavored to provide safe and dependable roadways for car drivers throughout Oklahoma.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historic Context

The City of Oklahoma City was formally incorporated on July 15, 1890. At that time, the city had approximately 4,000 residents. By the end of the decade, the combination of an agricultural boom in the surrounding countryside and the completion of five railroad lines to and from town limits transformed the city into a commercial hub. In June 1910, three years after Oklahoma achieved statehood, Oklahoma City became the political center of the state after voters approved the transfer of the capital from Guthrie, which had served as the territorial capital since 1890.[1]

Upon the relocation of the capital to Oklahoma City, several prominent citizens sought to profit from the construction of new state government buildings. William Fremont Harn and John James Culbertson, who formed the State Capitol Building Company, were among these individuals.[2] Both men owned land northeast of downtown Oklahoma City and they offered forty acres from

[1] Linda D. Wilson, "Oklahoma City," *The Encyclopedia of Oklahoma History and Culture*, accessed December 19, 2018, www.okhistory.org.

[2] Harn arrived in Oklahoma in 1891 as an agent of the General Land Office. In 1897, he purchased a 160-acre farm approximately two miles northeast of downtown Oklahoma City, between present-day Northeast 13th Street and Northeast 23rd Street. Harn House (NRIS #73001566), a two-story, Queen Anne style building, was constructed on the farm in 1904. By the time the capital relocated to Oklahoma City in 1910, Harn was practicing law and speculating in real estate. For more information on Harn, see Don Green, "Harn, William Fremont (1859-1944)," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entry=HA027, accessed January 15, 2019, and National Register of Historic Places, "Harn House, Oklahoma City, Oklahoma County, Oklahoma," NRIS #73001566, available at http://nr2_shpo.okstate.edu/pdfs/73001566.pdf.

their respective landholdings (eighty acres in all) to the state for the location of the state capitol building. A state commission approved Harn and Culbertson's donation and, in 1911, the State Capitol Building Company platted the State Capitol Addition to Oklahoma City between present-day Northeast 21st Street and Northeast 23rd Street.[3] "Capitol Square," located in the center of the addition, indicated the site of the new Oklahoma State Capitol building (NRIS #76001572).[4] Much of the eastern half of the addition, along with the Lincoln Terrace Addition to the south, became a premier residential area in Oklahoma City.[5] Meanwhile, in 1915, the State Capitol Building Company conveyed much of the western half of the addition, specifically Blocks 6, 7, and 8, to the state of Oklahoma.[6] The state formally assumed ownership of these blocks in 1917.[7] Two years later, the state created a Capitol Improvement District, which authorized the State Board of Public Affairs to oversee the construction and maintenance of any government buildings or structures on state-owned land located within one mile of the Capitol.[8]

Prior to statehood in 1907, governmental responsibilities associated with road construction and maintenance were relegated to counties and townships. Overland travel on roads and trails was slow, subject to the season, and dependent largely upon animal power (especially horses). Transportation was particularly inefficient in rural areas. As Bill Corbett notes, "[F]armers and others frequently battled mud, washouts, and bank-full streams in their travels."[9] Although motor vehicles had been invented in the late nineteenth century, they remained a rare luxury. As historian David Danbom writes, "In 1900 there were only a few thousand automobiles in the

[3] Harn and Culbertson competed with other individuals for the location of the state capitol building in Oklahoma City, most notably Israel M. Putnam and John W. Shartel. These men offered the state over 1,500 acres and over $1 million for the construction of the state capitol building in "Putnam City," a planned community located directly west of Oklahoma City along an interurban railway line to the neighboring town of El Reno. See See Bob L. Blackburn, *Heart of the Promised Land: Oklahoma County, An Illustrated History* (Woodland Hills, CA: Windsor Publications, Inc., 1982), 105 and Richenda Davis Bates, "Putnam, Israel Mercer (1873-1961)," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entry=PU007, accessed January 25, 2019.

[4] Construction on the State Capitol Building began in 1914 and was completed in 1917. According to the National Register nomination, Harn and Culbertson initially disagreed on the location of the state capitol building within their addition. The dispute was settled by a judge who ruled that the west half of Capitol Square would derive from land originally owned by Harn and that the east half would derive from land originally owned by Culbertson. Quit Claim Deed to State of Oklahoma, Oklahoma County Clerk, Book 173, Page 71, June 22, 1914, records J. J. Culbertson relinquishing his claim to the east half of Capitol Square. Also see National Register of Historic Places, "Oklahoma State Capitol, Oklahoma City, Oklahoma County, Oklahoma," NRIS #76001572, available at http://nr2_shpo.okstate.edu/pdfs/76001572.pdf and Cynthia Savage, "Oklahoma Capitol," *The Encyclopedia of Oklahoma History and Culture*, accessed January 15, 2019, https://www.okhistory.org/publications/enc/entry.php?entry=OK080.

[5] The Lincoln Terrace Addition was platted by John James Culbertson in 1926. Much of the addition is incorporated in the Capitol-Lincoln Terrace Historic District (NRIS #76001569).

[6] Warranty Deed to State of Oklahoma, Oklahoma County Clerk, Book 182, Page 248, February 12, 1915.

[7] Quit Claim Deed, Oklahoma County Clerk, Book 196, Pages 135-138, September 27, 1917.

[8] Chapter 35, Senate Bill No. 86, *State of Oklahoma Session Laws of 1919* (Oklahoma City: Harlow Publishing Co., 1919).

[9] Bill Corbett, "Transportation," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entryname=TRANSPORTATION, accessed March 14, 2019.

entire nation, most of them the playthings of wealthy hobbyists."[10] A national highway system did not exist. As a result, road conditions varied widely in Oklahoma and throughout the United States during the late nineteenth and early twentieth centuries.[11]

Building and maintaining highways became among the most important responsibilities of Oklahoma's state government. In 1907, the state constitution authorized the creation of a "Department of Highways" to administer a public highway system within Oklahoma. Four years later, in 1911, the state legislature gave the governor the authority to appoint a commissioner to lead the department.[12] Sidney Suggs, the first Oklahoma Highway Commissioner, was a chief proponent of the "Good Roads Movement" and he traveled across the state under the promotional slogan, "A good road for tire and hoof."[13] Local good roads associations, municipal officials, county commissioners, and many others supported Suggs by arguing that improved road conditions would better facilitate commerce, tourism, and travel throughout the state.[14]

Greater federal involvement in the construction of highways, increased state tax revenue and appropriations, and the growing popularity of the automobile helped foster the evolution of the Oklahoma State Highway Department "into a centralized authority in road construction."[15] Beginning in 1916, the federal government passed a series of Federal Aid Highway Acts. These measures distributed federal money in the form of matching grants to any state highway construction or improvement project that was approved by the federal Office (later, Bureau) of Public Roads.[16] At the state level, the Oklahoma legislature began appropriating up to $1 million for highway projects in 1917. The levying of a state gasoline tax in 1924, along with implementing automobile registration and drivers' license fees, provided additional revenue that worked in concert with federal money and expertise "to ensure that the best roads and bridges were constructed where and when they were needed."[17] These roads and bridges accommodated

[10] David B. Danbom, *Born in the Country: A History of Rural America*, 2nd ed. (Baltimore: Johns Hopkins University Press, 2006), 166. Also see Clay McShane, "Motor Vehicles," in *The Oxford Companion to United States History*, ed. Paul S. Boyer (New York: Oxford University Press, 2001), 517-518.
[11] Dianna Everett, "Highways," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entry=HI004, accessed March 27, 2019.
[12] Edward Everett Dale and Gene Aldrich, *History of Oklahoma*, 3rd ed. (Edmond: Thompson Book and Supply Co., 1972), 520.
[13] Quoted in ibid., *History of Oklahoma*, 521.
[14] See Corbett, "Transportation"; Dale and Aldrich, *History of Oklahoma*, 520-21; Larry O'Dell, "Suggs, Sidney (1853-1935)," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entry=SU004, accessed March 14, 2019; and Dianna Everett, "Good Roads Association," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entryname=GOOD%20ROADS%20ASSOCIATION, accessed March 14, 2019.
[15] *Report of the State Highway Commission For the Years 1929 to 1930 Inclusive to the Governor of Oklahoma* (Oklahoma City, Oklahoma, December 31, 1930), 11.
[16] Bruce Seely, "Highway System," in *The Oxford Companion to United States History*, ed. Paul S. Boyer (New York: Oxford University Press, 2001), 337.
[17] *Oklahoma Depression-era Road-related Resources*, 5. By the end of the 1920s, all revenue for the State Highway Department derived from a combination of state appropriations, state automobile registration and license fees, the state gasoline tax, and allocations provided by the federal government and by individual counties in Oklahoma. Also

an ever-growing number of cars. Most notably, the mass production of the Model T by the Ford Motor Company made automobile ownership available to many Americans and opened new opportunities for work, travel, and recreation. Between 1918 and 1926, the number of registered vehicles in Oklahoma increased from 127,000 to 500,000. By 1929, over 23 million automobiles traveled on the nation's roadways.[18]

Politics/Government Significance

When highway officials and engineers assessed the benefits of state and federal cooperation in the construction of "better roads," one criterion they used was whether a state highway department had established a testing laboratory. Frederick E. Everett, president of the American Association of State Highway Officials, noted that in 1917, only five states had facilities to test "local road building materials." By April 1932, however, Everett commented that "nearly every state has an efficient laboratory." According to Everett, a rigorous testing system, along with federal aid and oversight in road construction and maintenance, increased the quality of highways that Americans drove upon. "Before the introduction of federal aid," Everett said, "there was a decided tendency [among state highway departments] to obtain mileage at the sacrifice of quality. The states have adopted the federal precept that roads should be designed and built [to] be adequate for the traffic and at the same time be marked with the lowest possible maintenance cost." Thomas MacDonald of the federal Bureau of Public Roads concurred by saying, "Federal road aid has been a large factor in bringing constructive economy into our expenditures for improved highways."[19]

According to a department report, the Oklahoma State Highway Department Testing Laboratory was "founded and equipped" by July 1, 1924.[20] Department officials described the laboratory's first location as a "small wooden building" situated southwest of the State Capitol building in Block 10 of the State Capitol Addition, near the intersection of Northeast 21st Street and North Central Avenue. Initially headed by engineer Frank Herrmann, the laboratory's activities were divided into two research areas: physical and chemical. The "physical laboratory" tested materials such as cement and aggregate (i.e. concrete). The "chemical laboratory" examined the composition of asphalt, paints, and oils.[21] Taken together, laboratory research was "equipped to make both physical and chemical tests on practically all materials used in highway construction and maintenance…."[22]

The primary purpose of the Testing Laboratory was to make the inspection of all highway materials cheaper and more efficient. One of its first projects involved examining the composition of asphalt used in paving sections of Oklahoma Highway 4 in Cleveland County.

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see *Report of the State Highway Commission For The Years 1927 To 1928 Inclusive to the Governor of Oklahoma* (Oklahoma City, Oklahoma, January 1, 1928), 2-3.

[18] See Corbett, "Transportation"; Danbom, *Born in the Country*, 166-67; and McShane, "Motor Vehicles".

[19] "Federal Aid Great Factor In Building Better Roads," *Daily Oklahoman*, April 17, 1932, 14-C.

[20] *Annual Report of the State Highway Commission for the years 1919 to 1924 Inclusive to the Governor of Oklahoma* (Oklahoma City, Oklahoma, January 1, 1925), 4

[21] *Report of the State Highway Commission…1929 to 1930*, 58-59.

[22] *Report of the State Highway Commission…1927 To 1928*, 45.

On previous projects like this, the Department contracted with a commercial laboratory to complete the work. State engineer Herrmann noted that a commercial laboratory typically charged $450 per month for asphalt tests. He also estimated that a commercial laboratory would have cost the department over $3,300 for the project in Cleveland County. However, the State Testing Laboratory completed the work for half the cost, or approximately $1,900.[23] With this statistic in mind, Herrmann predicted that the Testing Laboratory would become an integral facet in the everyday work of the State Highway Department. He also commented that rigorous inspection from the Testing Laboratory ensured that Oklahoma's roadway projects would continue to adhere to federal regulations and guidelines.[24]

In addition to tests conducted at its Oklahoma City facility, Testing Laboratory technicians could establish a field laboratory at any highway construction or maintenance project. For example, if a project involved paving a stretch of roadway with asphalt, a field chemist tested all incoming materials, designed the asphalt mixture, and examined it routinely as work progressed. Similarly, full-time or part-time laboratory employees inspected cement manufacturing facilities throughout the state and submitted samples to the Testing Laboratory in Oklahoma City. In all, any material utilized in road building was subject to visual observations, chemical analyses, and various tests to determine its resiliency in relation to certain variables such as pressure and temperature. This combination of inspection, experimentation, and supervision reinforced the expanded role that the state government had assumed in overseeing Oklahoma's roadways.[25]

After approximately two years in operation, the Testing Laboratory was operating at full capacity and ensured that the best possible materials went into the construction of roads and bridges without substantially increasing the cost of these projects. At the end of 1926, the Department reported that the state highway system comprised of over 5,700 miles of roadway, the surfaces of which were "kept in the best condition possible for the use of the public travel at all times."[26] Department officials went on to comment that "the very efficient functioning of the Highway Department Testing Laboratory," combined with rigid enforcement by the Department's engineers in the field, increased in "the quality of materials" used in highway construction. The Department also noted an overall decrease in construction costs in the years since the Testing Laboratory had been in operation.[27]

By the end of 1926, the Testing Laboratory had outgrown its original space and was searching for a new location. By this time, the Highway Department noted that laboratory equipment was "obsolete" and in need of repair or replacement. Laboratory technicians and engineers were also

[23] *Annual Report of the State Highway Commission…1919 to 1924*, 52, 103.
[24] Ibid., 104.
[25] *Report of the State Highway Commission for the Years 1925 to 1926 Inclusive to the Governor of Oklahoma* (Oklahoma City, Oklahoma, January 1, 1927), 158-62 includes a detailed list of the variety of materials tested by the laboratory.
[26] Ibid., 1.
[27] Ibid., 2-3. There are other possible reasons why highway construction costs decreased during this period, the most notable of which being the Highway Department's utilization of prison laborers. The cited report mentioned that two "convict camps" were in operation by the end of 1926. The same report recommended the continued use of incarcerated persons for road construction. See ibid., 3-4.

working in unhealthy conditions, as officials noted that the laboratory building required the installation of ventilation "to remove irritating and corrosive fumes…." In addition to outdated equipment and dirty air, work space was tight to the point that personnel had constructed additional office and storage space on site in their "spare time."[28]

Therefore, in early 1930, the Testing Laboratory relocated from its original, small wooden building to an "adjacent brick building, formerly used as a Federal Equipment warehouse." According to the Department, this building "afforded considerably more floor space and has greatly improved the general working conditions."[29] *Polk's Oklahoma City Directory* lists the location of this building near the intersection of Northeast 22nd Street and North Walnut Avenue.[30] By this time, the State Highway Department had approximately 2,800 employees. These individuals oversaw the construction and maintenance of an over 6,400-mile-long state highway system with an annual budget of over $18.5 million.[31]

Just four years later, however, on the morning of February 14, 1934, this brick building was destroyed by a fire. According to Department investigators, the fire "was caused either by defective wiring or by combustion of chemicals."[32] Regardless of its cause, the fire rendered the facility unusable and the damage was assessed at $30,000. One day after the fire, Department engineers insisted that the laboratory be rebuilt. Indeed, engineer Charles L. Wilson argued that a reconstructed Testing Laboratory was essential if Oklahoma's highway construction projects were to remain under federal compliance.[33]

Construction of the State Highway Department Testing Laboratory at 2311 North Central Avenue was completed by the end of 1934. The biennial report of the State Highway Commission published in December 1934 included a photograph of the new building (See Section 11, Page 11). The address of the new building was originally listed at the intersection of Northeast 23rd Street and North Walnut Avenue.[34] This address changed in 1942, when the *Polk's* directory listed the Testing Laboratory at the intersection of Northeast 23rd Street and North Central Avenue. In 1944, the *Polk's* directory listed the Laboratory at 2315 North Central Avenue. The *Polk's* directory continued to list the Laboratory at this location until 1970, when it listed the building at 2311 North Central Avenue. [35]

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[28] Ibid., 155.
[29] *Report of the State Highway Commission…1929 to 1930*, 58.
[30] *Polk's Oklahoma City Directory* (Kansas City: R. L. Polk & Co., 1930). This is the first time that the State Testing Laboratory appeared in *Polk's* directory.
[31] *Report of the State Highway Commission…1929 to 1930*, 12.
[32] *Report of the Oklahoma State Highway Commission For the Calendar Years 1933 to 1934 Inclusive to the Governor of Oklahoma* (Oklahoma City, Oklahoma, December 31, 1934), n.p. The report does not provide any information on the architect, builder, or construction costs.
[33] "Road Laboratory Must Be Rebuilt," *Daily Oklahoman*, February 15, 1934, 3.
[34] According to *Polk's* directory, North Central Avenue extended north only to Northeast 13th Street at this time, which could explain why the new building was initially listed at the intersection of Northeast 23rd and North Walnut. By the mid-1940s, North Walnut Avenue was closed between Northeast 16th and Northeast 23rd streets.
[35] See *Report of Oklahoma State Highway Commission…1933 to 1934* and *Polk's Oklahoma City Directory* (Kansas City: R. L. Polk & Co., 1935, 1942-1944, 1970).

Shortly after the new building's completion, the *Daily Oklahoman* called it "one of the most modern testing laboratories in the nation…."[36] It contained the office of the chief Testing Engineer and accommodated the work of thirty engineers and chemists. Within the first two years of operation at this location, these individuals examined over 680,000 bins of cement, over 1,000 samples of aggregate, and over 950 samples of sand utilized in highway construction projects throughout the state.[37] By the late 1940s, the Testing Laboratory supported approximately 16,000 tests per month. These tests covered every aspect of highway building and maintenance, including investigating soil samples from construction sites, assessing the integrity of concrete or asphalt, and evaluating the quality of steel cables, paints/oils, or any other material utilized to maintain the stability and durability of a highway. The *Daily Oklahoman* commented on the extensive nature of the work involved at the building by stating, "Everything from the finest cement for an intercity highway to the gravel which might be used on a farm-to-market road goes through…the [highway] department's materials testing laboratories at NE 23rd and Central." The same article went on to endorse the repetitive and rigorous nature of the tests involved, commenting, "It's next to impossible to slip an inferior product through the laboratories and have it come out with the engineers' approval."[38] The completion of a one-story addition (plus a basement) to the westernmost end of the building by 1950 expanded the capabilities of the Testing Laboratory even further.[39]

In 1976, the Highway Department was reorganized into the Oklahoma Department of Transportation (ODOT). That same year, employees from the Testing Laboratory relocated to the Department of Transportation building located at 200 Northeast 21st Street. Governor David Boren re-dedicated the Testing Laboratory at 2311 North Central Avenue as the Oklahoma Veterans Memorial Building. Converted to a new use, the building went on serve as the headquarters of the Oklahoma Veterans Affairs Department and housed state offices for the Veterans of Foreign Wars, the American Legion, and the Disabled Veterans of America.

By the early twenty-first century, the former Testing Laboratory building had fallen into disrepair. In 2006, the *Oklahoman* described it as an "out-of-the-way," deteriorating facility located "off a dead-end street just west of the state Capitol…." The newspaper also quoted Veterans Affairs director Philip Driskell as stating, "It's not a healthy work environment for any of the people that are here," with employees and visitors subject to a leaking roof, inadequate

[36] "30 Experts Keep Watch Over Quality," *Daily Oklahoman*, March 29, 1936, 8A.
[37] *Report of the Oklahoma State Highway Commission for the Calendar Years 1935 and 1936 to the Governor of Oklahoman* (Oklahoma City, Oklahoma, December 31, 1936), 117-18.
[38] "Test System Checks State Road Materials," *Daily Oklahoman*, October 26, 1947, 6A.
[39] According to the 1949-1950 biennial report, the Highway Department authorized the construction of the addition in 1949 and recorded a construction cost of $61,871. The report does not provide information on the architect, builder, or completion date. *Report of the State Highway Commission and Director to the Governor of Oklahoma for the period January 1, 1949 to December 31, 1950* (Oklahoma City, Oklahoma, January 16, 1951), 110.

plumbing, and crumbling walls.[40] In 2017, the Department of Veterans Affairs vacated the building and relocated to the Vezey Veterans Complex at 2132 Northeast 36th Street.[41]

Architectural Significance

At the time of its construction, the State Highway Department Testing Laboratory was notable for its clean look and modest, geometric touches inspired by the Art Deco architectural style. According to the guidebook *Identifying American Architecture*, "Art Deco is characterized by a linear, hard edge or angular composition often with a vertical emphasis and highlighted with stylized decoration."[42] The building is clad in blonde brick, which, along with limestone, was a popular building material among Art Deco-inspired architecture throughout Oklahoma, including the Fire Alarm Building in Tulsa (NRIS #3000879).[43] The Laboratory also conveys a "vertical emphasis" even though it is only one-story in height. It achieves this by having its exterior subdivided into bays of equal width and spacing. Each bay is framed by brick pilasters with cast stone caps and bases. Several modestly "stylized" decorative elements are present within each bay, including brick soldier courses directly below the roofline and, in several bays, cast stone polygons and keystones geometrically arranged within the courses. The most notable decorative element is the pedimented roofline above the building's main entrance. This roofline has a cast stone cap and is flanked by cast stone volutes. These geometric elements, combined with the symmetrical orientation of the Testing Laboratory as a whole, reflect Art Deco's emphasis on linear form and details.

Conclusion

When driving east towards the State Capitol building, one would not likely think about the modest, one-story brick building located on the corner of Northeast 23rd Street and North Central Avenue. Yet this building, and the engineers and chemists who worked within it, were key contributors to the formation of a statewide love affair with automobiles by the mid-twentieth century. The Testing Laboratory subjected all highway construction or maintenance materials to rigorous and extensive testing within its walls. In turn, this system ensured that drivers traveled upon safe and stable roadways throughout Oklahoma. Whereas in the early twentieth century, when road quality varied significantly and highway travel was a slow undertaking, the Testing Laboratory contributed to the evolution of the American roadway experience to one of speed, quality, and convenience. Although most Oklahomans did not consider the amount of testing and analysis involved with the road materials that their automobiles drove upon, this work was essential for the creation of a modern car culture that embraced consumption, innovation, and progress.

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[40] Michael McNutt, "Agency seeks building funds," *Oklahoman*, December 27, 2006, 13A.
[41] "ODVA on the Move," Oklahoma Department of Veterans Affairs, https://odva.ok.gov/content/odva-move, and "Vezey Veterans Complex," Oklahoma Department of Veterans Affairs, https://odva.ok.gov/content/vezey-veterans-complex. Accessed February 10, 2019.
[42] John J. G. Blumenson, *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945*, rev. ed. (Nashville: American Association for Local and State History, 1981), 77.
[43] National Register of Historic Places, "Tulsa Fire Alarm Building, Tulsa, Tulsa County, Oklahoma, NRIS #3000879," http://nr2_shpo.okstate.edu/pdfs/3000879.pdf.

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Previous documentation on file (NPS):

__X_ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:
__X_ State Historic Preservation Office
__X_ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property _0.70 acres MOL__

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 35.492895 Longitude: -97.507646

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary includes less than one acre within the State Capitol Complex, beginning at the southeast corner of Lot 1 in Block 6 of the State Capitol Addition, extending west approximately 235 feet to the southwest corner of the building, then north approximately 135 feet to the sidewalk that extends along the south side of Northeast 23rd Street, then east for approximately 235 feet to the northeast corner of Lot 1, then south to the point of beginning.

Boundary Justification (Explain why the boundaries were selected.)

The State Highway Department Testing Laboratory is situated on Lots 1-3 in Block 6 of the State Capitol Addition. The State Board of Public Affairs did not confine development to the platted lots after this block was conveyed to the state. Therefore, the boundaries are limited to the area directly related to the Laboratory.

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11. Form Prepared By

name/title: _Catherine Montgomery AIA, President; Matthew A. Pearce, Ph.D., Historian _
organization: _Preservation and Design Studio, PLLC_____
street & number: _616 Northwest 21st Street, Suite 114_____
city or town: _Oklahoma City__ state: _Oklahoma_ zip code: _73103-1861_____
e-mail: _cm@PandDStudio.com__
telephone: _405-601-6814_____
date: _May 3, 2019_____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: State Highway Department Testing Laboratory

City or Vicinity: Oklahoma City

County: Oklahoma State: Oklahoma

Photographer: M. Pearce; Preservation and Design Studio, PLLC

Date Photographed: February 2019; March 2019

Description of Photograph(s) and number, include description of view indicating direction of camera:

Number	Subject	Direction
0001	East-facing façade.	West
0002	South side elevation (left) and east-facing façade (right).	Northwest
0003	West elevation (left) and south side elevation (right).	Northeast
0004	North side elevation (left) and west elevation (right).	Southeast
0005	East-facing façade (left) and north side elevation (right).	Southwest
0006	Exterior of main entrance.	West
0007	Central corridor.	West
0008	Typical smaller space.	Southwest
0009	Conference room, west end of building.	North

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

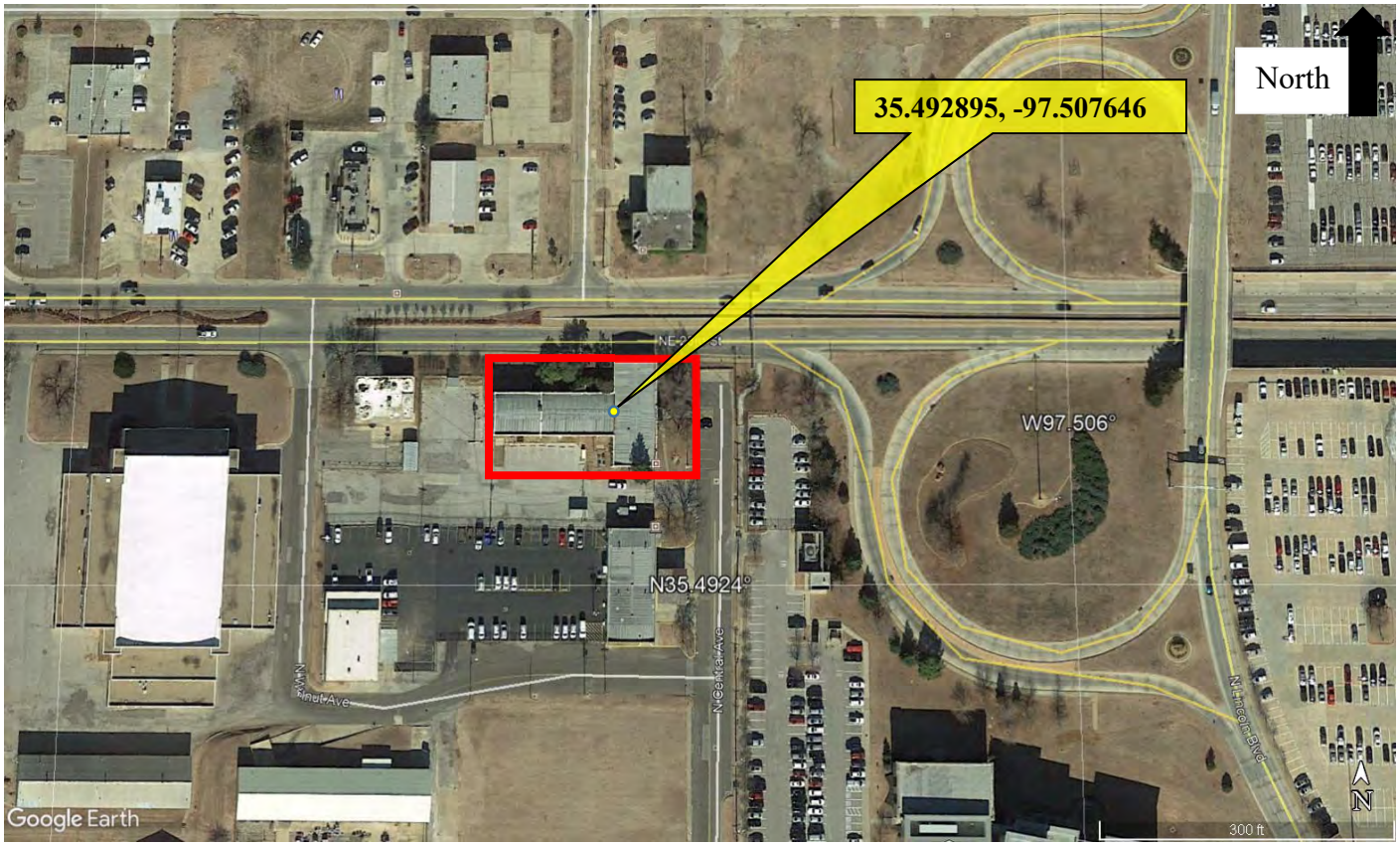
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

State Highway Department Testing Laboratory
Name of Property Oklahoma County, Oklahoma
County and State N/A
Name of multiple listing (if applicable)

Section number 10 Page 1

Location Map



United States Department of the Interior
National Park Service

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State Highway Department Testing Laboratory
Name of Property
Oklahoma County, Oklahoma
County and State
N/A
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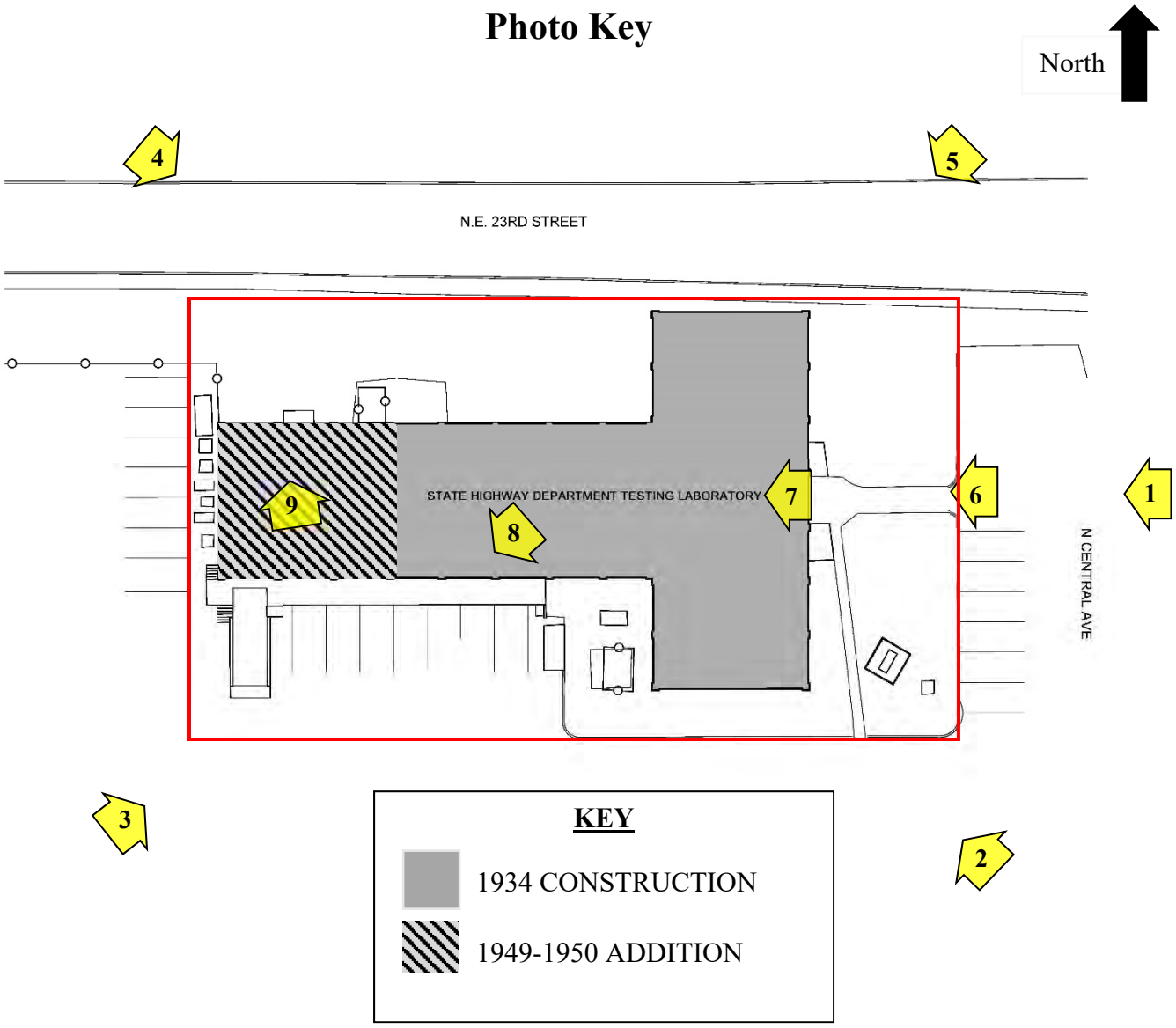
Section number 11 Page 1

Photo Key



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

State Highway Department Testing Laboratory
Name of Property Oklahoma County, Oklahoma
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Section number 11 Page 2



The Big Picture: Aerial

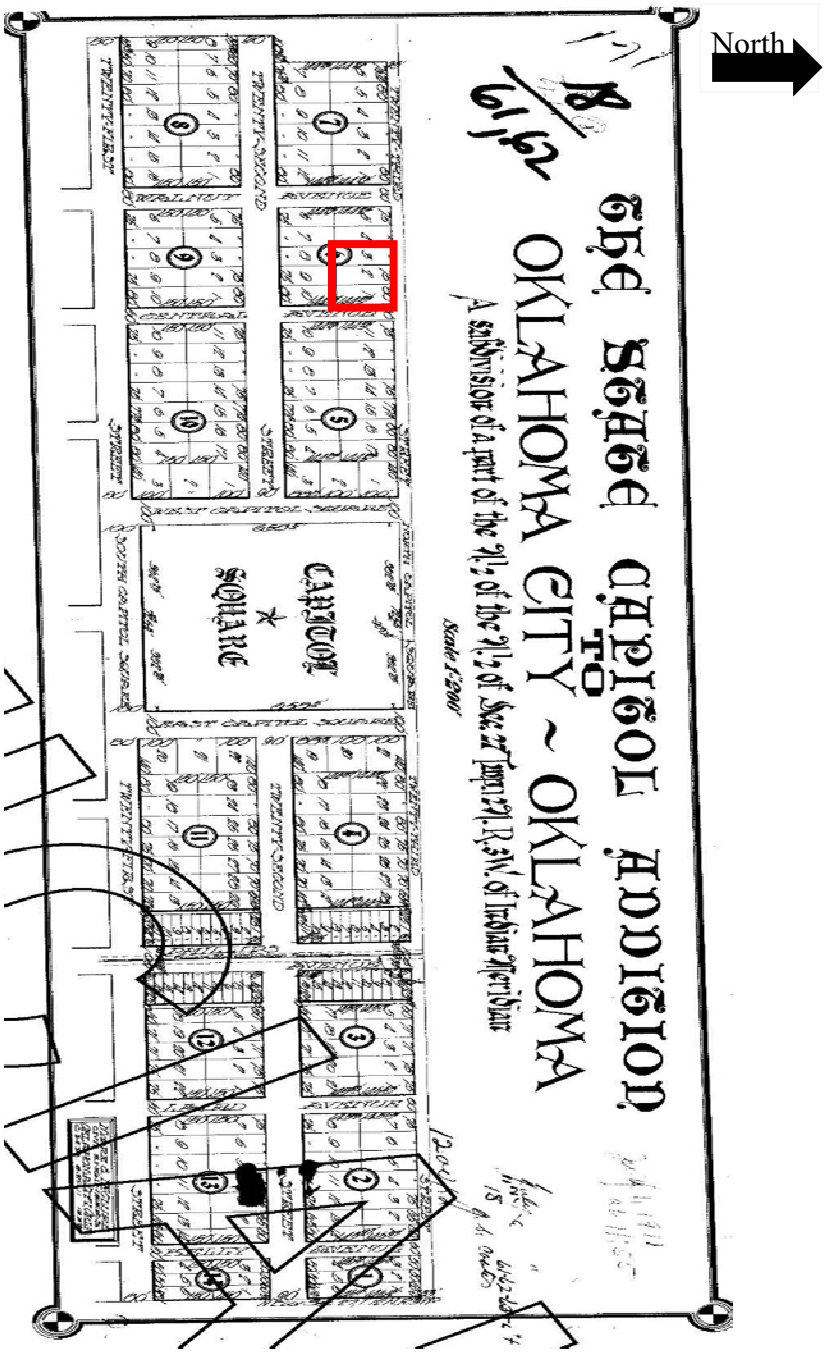
(Google Earth 2018)

The State Highway Department Testing Laboratory is located at 2311 North Central Avenue, approximately two miles north of downtown Oklahoma City. It is closely associated with the everyday operations of Oklahoma's state government. The Oklahoma State Capitol building (NRIS #76001572) is located approximately one mile east of the Laboratory. The Oklahoma City National Guard Armory is located less than 0.1 miles to the west. Many state government buildings are located to the northeast and southeast along North Lincoln Boulevard, including the Will Rogers Building, the Office of the Attorney General, and the Jim Thorpe Office Building (historically, the State Capitol Office Building). Various businesses, including several fast food restaurants, are located along the north side of Northeast 23rd Street. The Centennial Expressway (Interstate 235/US Hwy 77) is approximately 0.25 miles west of the Laboratory.



Close Up: Aerial
(Google Earth 2018)

Built in 1934 and 1949-1950, the State Highway Department Testing Laboratory is a one-story brick building that spans Lots 1-3 in Block 6 of the State Capitol Addition to Oklahoma City. It has an east-facing façade. Northeast 23rd Street extends the full length of the building's north side elevation. Large, paved parking lots are located along the west (back) and south side elevations of the building.



The Big Picture: 1911, The State Capitol Addition to Oklahoma City
(Oklahoma County Clerk)

The State Capitol Addition to Oklahoma City was platted by the State Capitol Building Company in 1911. In 1915, the company conveyed all of Blocks 6, 7, and 8 to the state. Although the state did not confine development to the platted lots, Lots 1-3 in Block 6 would become the site of the Testing Laboratory.

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State Highway Department Testing Laboratory
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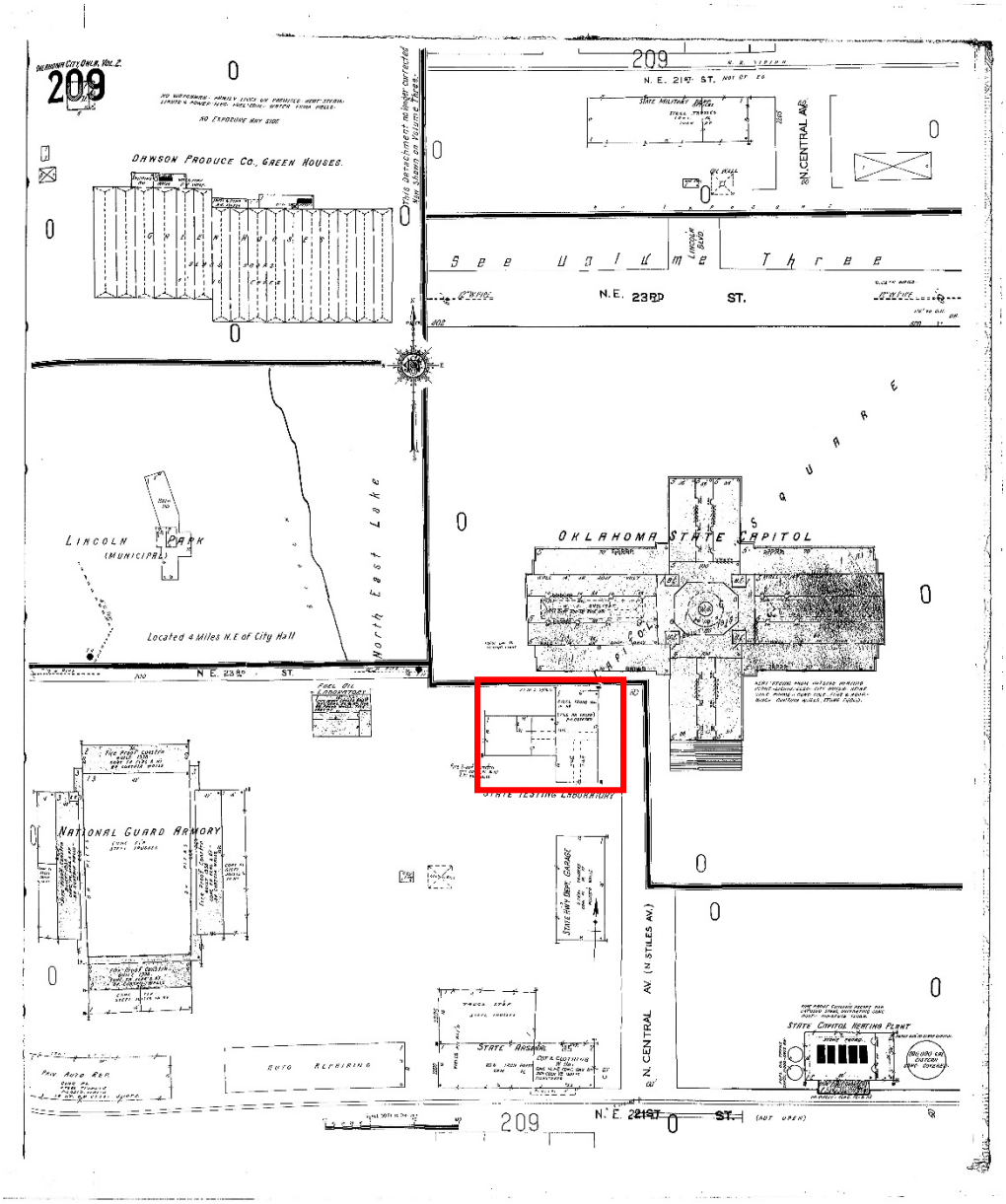

North

The Big Picture: 1949, Volume 2, Map #209

(Sanborn Fire Insurance Maps)

The State Highway Department Testing Laboratory was constructed in 1934 at the intersection of Northeast 23rd Street and North Central Avenue. The property first appears in the updated edition of the 1922 Sanborn maps published in 1949.

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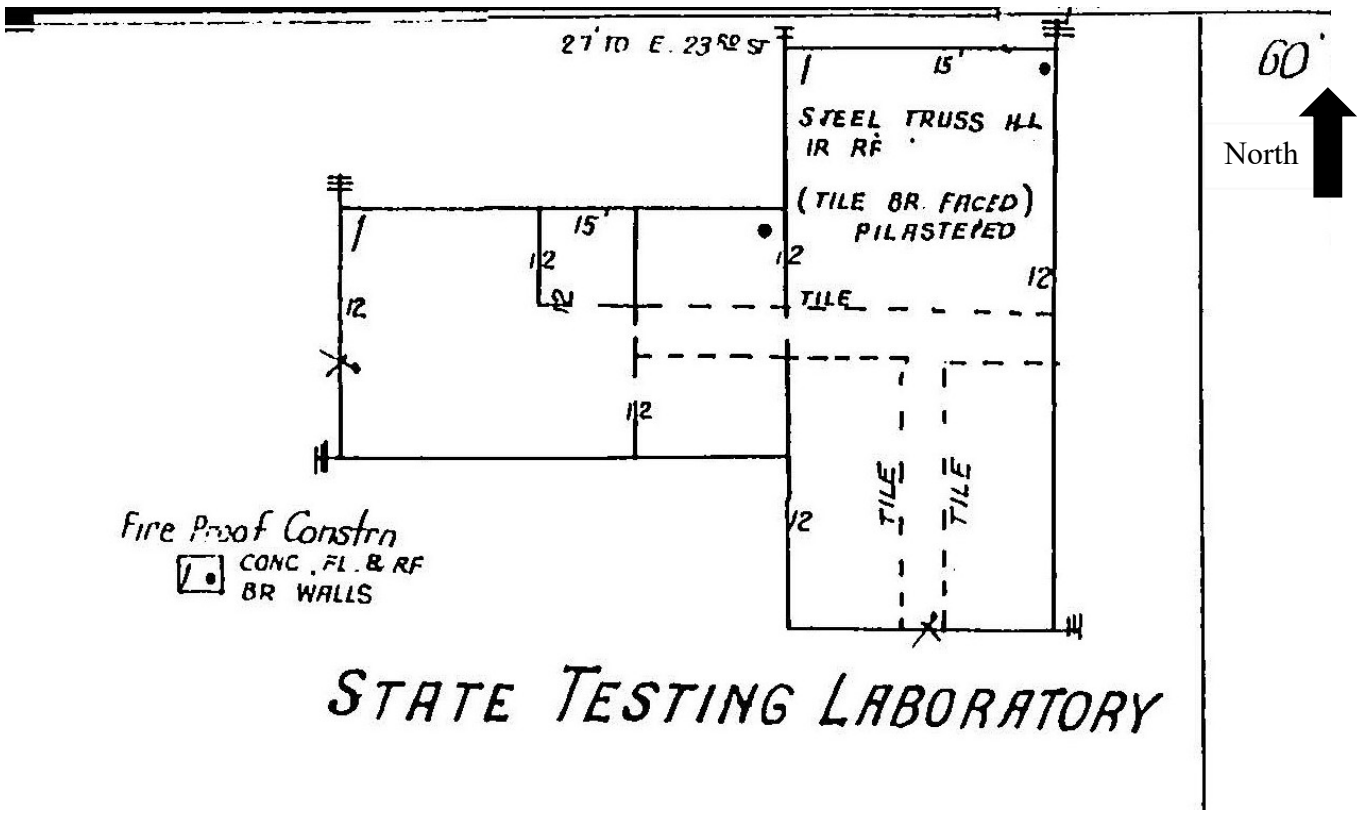

Close Up: 1949, Volume 2, Map #209

(Sanborn Fire Insurance Maps)

A closer view of the 1949 edition of the Sanborn map provides more details about the Laboratory. It is a one-story building that resembles the shape of a “T”. It has a brick-faced exterior and a clay tile block interior. The walls are 12 inches thick. The roof is supported by steel trusses and has an 18-inch-tall parapet.

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State Highway Department Testing Laboratory
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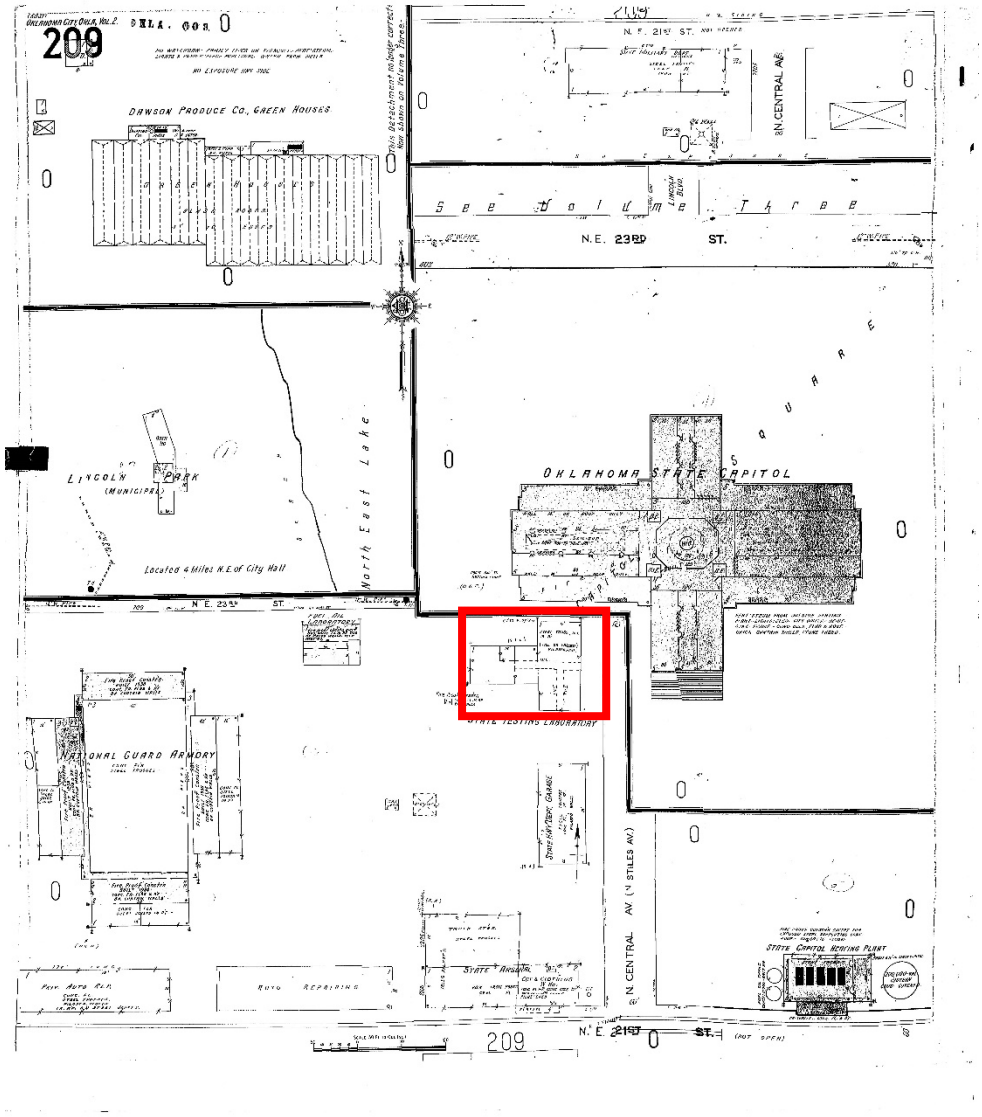
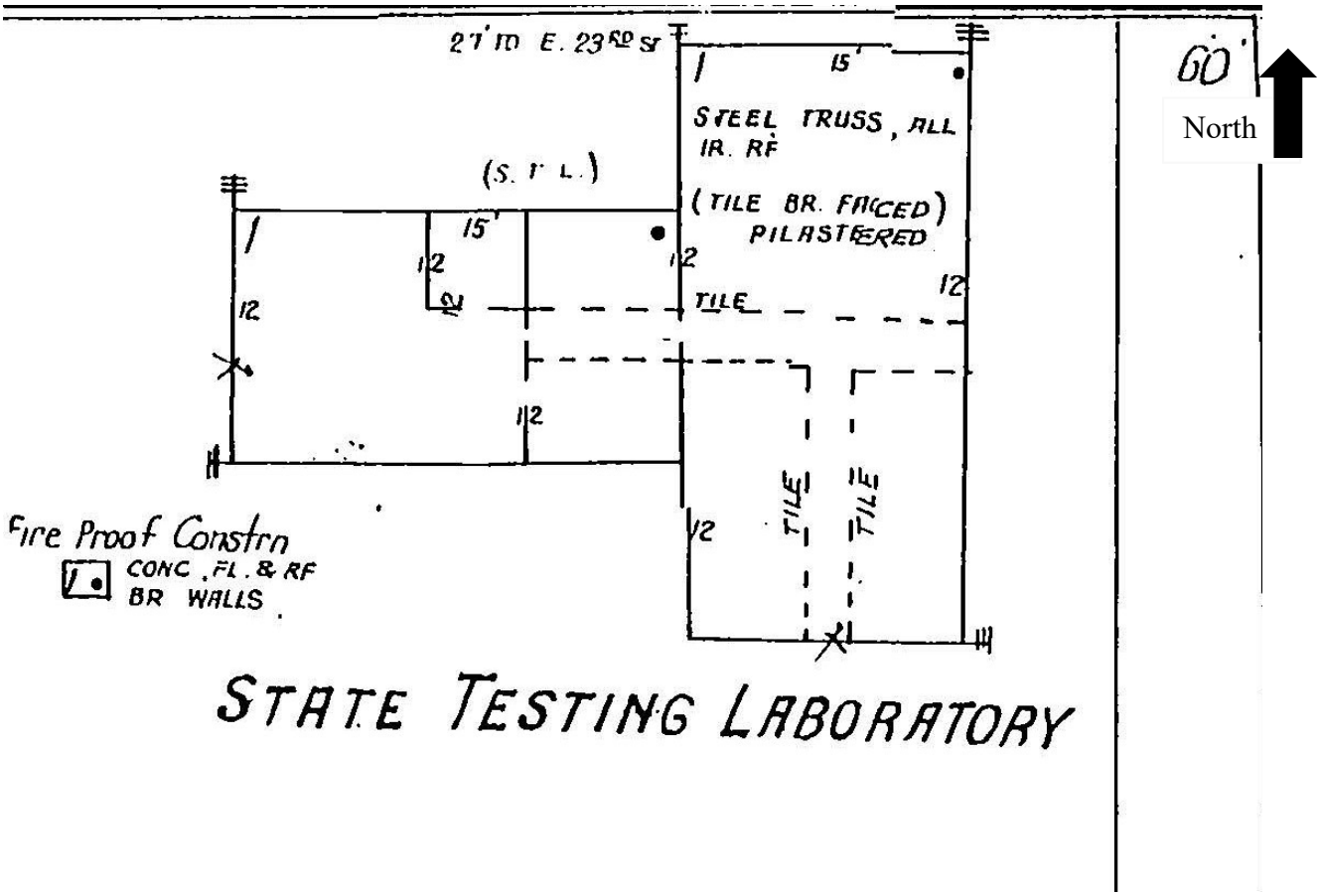
North



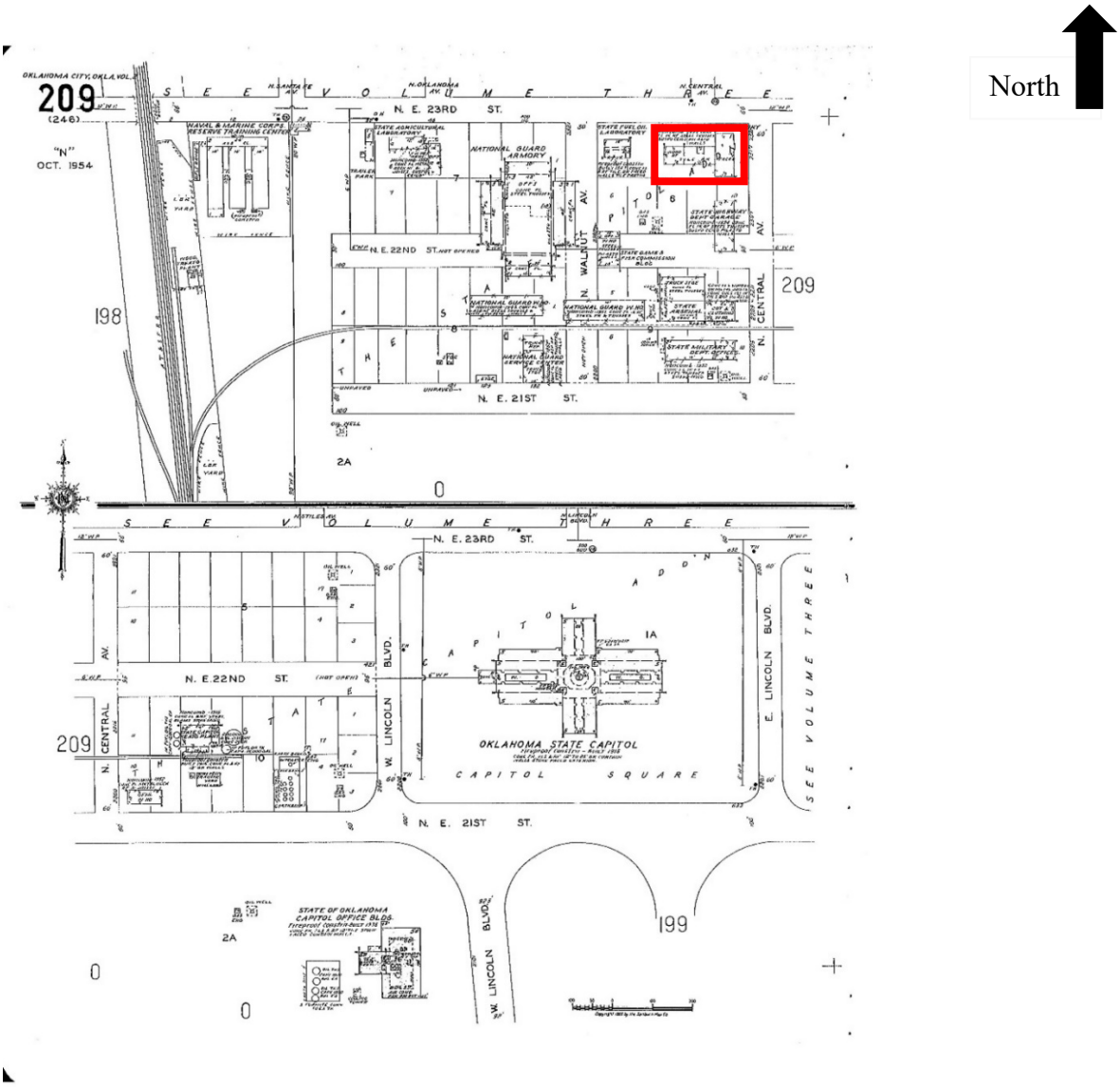
Big Picture: 1950, Vol. 2, Map #209
(Sanborn Fire Insurance Maps)

The 1950 edition of the Sanborn map does not indicate any major changes in the immediate vicinity of the State Highway Department Testing Laboratory.



Close Up: 1950, Vol. 2, Map #209
(Sanborn Fire Insurance Maps)

A closer view of the 1950 edition of the Sanborn map indicates no changes to the Laboratory.



The Big Picture: 1955, Vol. 2, Map #209

(Sanborn Fire Insurance Maps)

The 1955 edition of the Sanborn map illustrates the continued development of the State Capitol Complex.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

State Highway Department Testing Laboratory
Name of Property Oklahoma County, Oklahoma
County and State N/A
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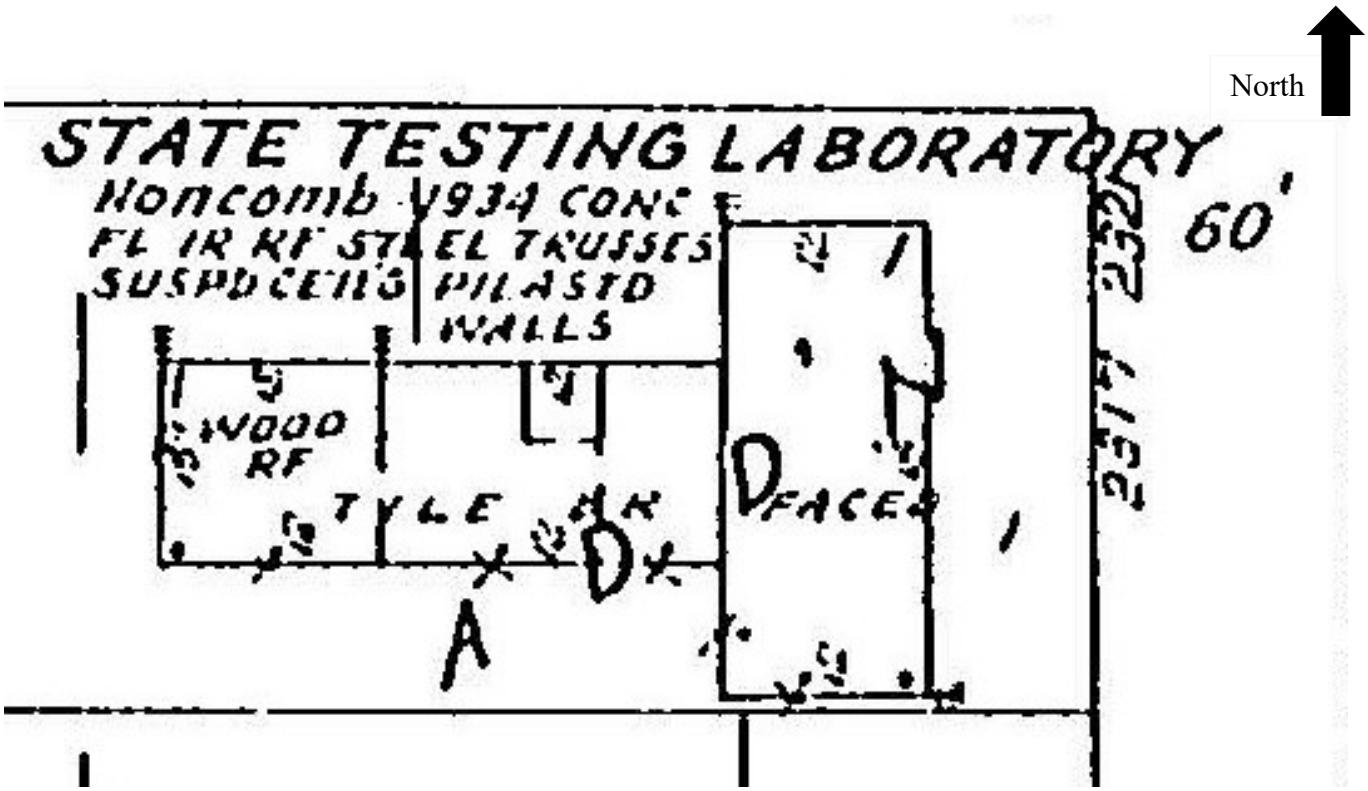
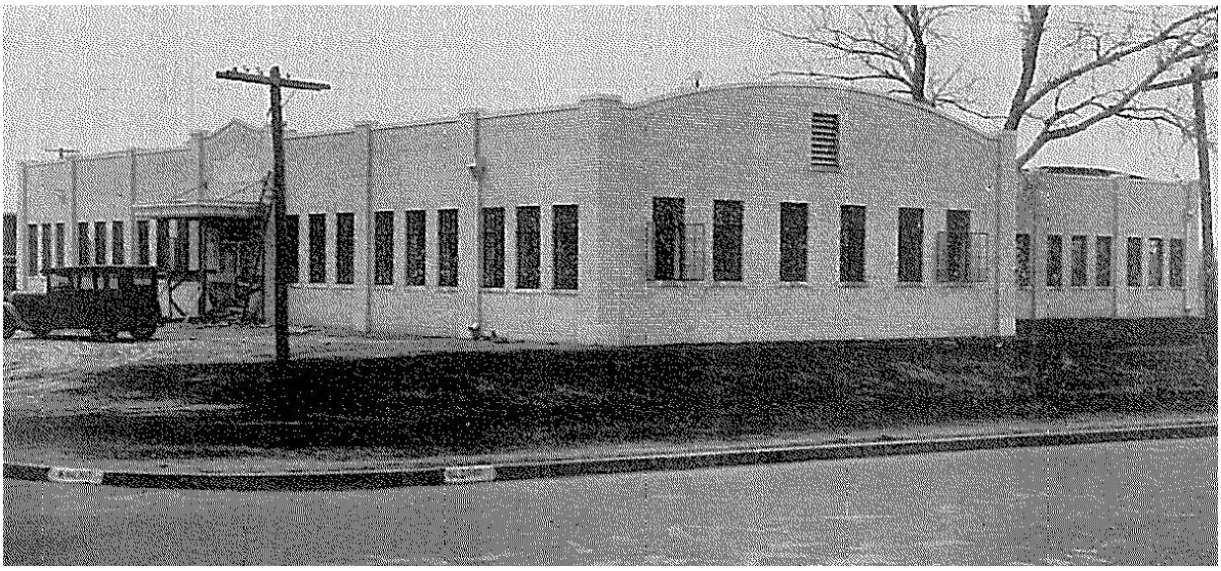
Section number 11 Page 10



Close Up: 1955, Vol. 2, Map #209
(Sanborn Fire Insurance Maps)

A closer view of the 1955 edition of the Sanborn maps illustrates the completion of a square addition to the westernmost end of the Laboratory. The addition has a wood roof with an 18-inch-tall parapet. The Sanborn also notes that the Laboratory has a suspended ceiling system. Finally, this edition of the Sanborn maps lists the physical address of the Laboratory as 2317 North Central Avenue. This address differs from the *Polk's* directory, which listed the physical address of the Laboratory as 2315 North Central Avenue until 1970, when it changed to 2311 North Central Avenue.



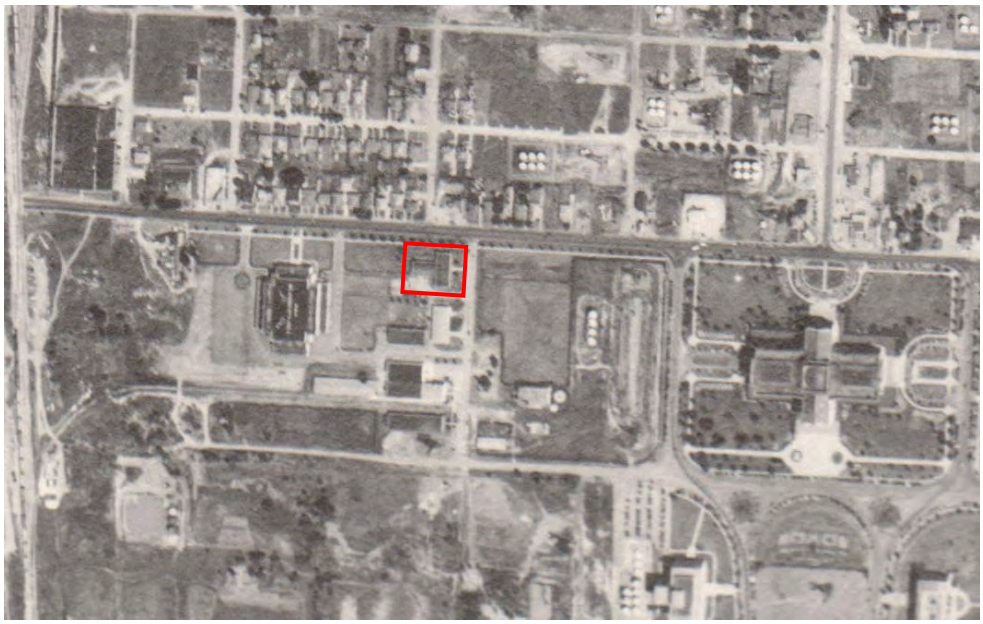
1934

View of the State Highway Department Testing Laboratory building shortly after its construction in 1934. (*Report of the Oklahoma State Highway Commission For the Calendar Years 1933 to 1934 Inclusive to the Governor of Oklahoma*, December 31, 1934)



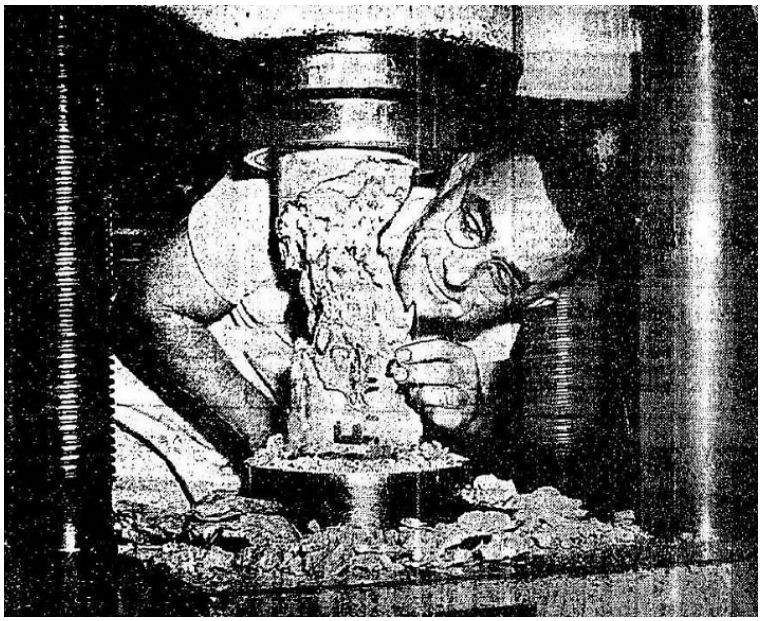
1936

Two chemists at work in the State Highway Department Testing Laboratory. ("30 Experts Keep Watch Over Quality," *Daily Oklahoman*, March 29, 1936, 8A)



1941

This aerial photograph shows the location of the State Highway Department Testing Laboratory directly west of the Oklahoma State Capitol building. (Map Room, Oklahoma State University Library)



1947

G. K. Goodrich, a physical testing engineer at the Testing Laboratory, examines a sample of cement after subjecting it to over 85,000 pounds of pressure. ("Test System Checks State Road Materials," *Daily Oklahoman*, October 26, 1947, 6A)



1947

Engineer Ray R. Miller examines a sample of asphalt in the Testing Laboratory. ("Test System Checks State Road Materials," *Daily Oklahoman*, October 26, 1947, 6A)



2006

In 1976, the State Highway Department Testing Laboratory building was re-dedicated as the Oklahoma Veterans Memorial Building. By 2006, the *Oklahoman* described the building as rundown and deteriorating. Photograph by John Clanton. (Michael McNutt, "Agency Seeks Building Funds," *Oklahoman*, December 27, 2006, 13A)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

State Highway Department Testing Laboratory
Name of Property Oklahoma County, Oklahoma
County and State N/A
Name of multiple listing (if applicable)

Section number 11 Page 14



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0001



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0002



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0003



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0004

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

State Highway Department Testing Laboratory
Name of Property Oklahoma County, Oklahoma
County and State N/A
Name of multiple listing (if applicable)

Section number 11 Page 18



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0005

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

State Highway Department Testing Laboratory
Name of Property Oklahoma County, Oklahoma
County and State N/A
Name of multiple listing (if applicable)

Section number 11 Page 19



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0006

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

State Highway Department Testing Laboratory
Name of Property Oklahoma County, Oklahoma
County and State N/A
Name of multiple listing (if applicable)

Section number 11 Page 20



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0007



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0008



OK_OklahomaCounty_StateHighwayDepartmentTestingLaboratory_0009


OKLAHOMA
VETERANS
MEMORIAL BUILDING


SPEED
LIMIT
15








OKLAHOMA
VETERANS
MEMORIAL BUILDING
breatheeasy
no
tobacco
use


SMOKE FREE
BUILDING
SMOKING? WANT TO QUIT?




EXIT

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.
Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: State Highway Department Testing Laboratory

Multiple Name:

State & County: OKLAHOMA, Oklahoma

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
10/24/2019	12/2/2019 4:33:39 PM	11/29/2019	12/9/2019	

Reference number: SG100004740

Nominator: Other Agency, SHPO

Reason For Review:

__ Appeal	X PDIL	__ Text/Data Issue
__ SHPO Request	__ Landscape	__ Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	__ Period
X Other	__ TCP	__ Less than 50 years
	__ CLG	

__X__ Accept _____ Return _____ Reject **12/2/2019** Date

Abstract/Summary Comments: The State Highway Department Testing Laboratory is of statewide significance and meets National Register Criteria A and C in the areas of Politics/Government and Architecture. Completed in 1934, with a compatible 1949-50 addition, the one-story, T-shaped building with a shallow barrel-vault roof is an excellent local expression of modest Depression era Art Deco inspired design. The building served as an integral component of the State's public highway program facilitating the research and testing of roadway construction in the state. Maintaining quality control and compliance with federal standards was key to the Highway Department's goals of advancing commerce, economic development, tourism and public safety. [Part tax certification approval 7/2/2019 No. 40471]

Recommendation/ Criteria: Accept NR Criteria A & C

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 12/2/2019

DOCUMENTATION: see attached comments : No see attached SLR : No

CERTIFIED LOCAL GOVERNMENT
NATIONAL REGISTER NOMINATION REPORT

Note: This report shall be completed for each nomination to the National Register of Historic Places submitted to the State Historic Preservation Office. Each item must be completed. The report form shall be attached to the complete National Register nomination. All comments received from the owner and others must also accompany the report.

1. Name of Nominated Property: State Highway Department Testing Laboratory
   Location (Street Address): 2311 N Central Avenue
   City: Oklahoma City
   State: Oklahoma
   County: Oklahoma

2. CLG Reporting: Oklahoma City
   Contact Person: Katie McLaughlin Friddle
   Title: Preservation Officer
   Address: Planning Department
   420 W. Main Street, Suite 930 OKC, OK 73102
   Telephone: 405-297-3084

3. a. Date CLG received the nomination(s): July 10, 2019
   b. Date Property Owner(s) notified: July 11, 2019
   c. Date of Public Hearing (if appropriate): September 4, 2019
   d. Date nomination considered by local review commission: September 4, 2019
   e. Date nomination submitted to SHPO:

4. Recommendations of the CLG (check appropriate item):

XXX The chief elected local official and the local review commission agree that the property is eligible for nomination to the National Register of Historic Places.

The chief elected local official and the local review commission agree that the property is not eligible for nomination to the National Register of Historic Places.

The chief elected local official considers the property eligible for nomination to the National Register of Historic Places, but the local review commission disagrees.

The local review commission considers the property eligible for nomination to the National Register of Historic Places, but the chief elected local official disagrees.

RECEIVED
OCT 11 2019
BY SHPO

5. Owner(s) Response (check appropriate item):

XXX The owner (majority of owners) consent to listing of the nominated property in the National Register of Historic Places.

The owner (majority of owners) object to listing of the nominated property in the National Register of Historic Places.

(Additional comments should appear in this area)

6. Local Review Commission's Statement of Opinion:

The Local Review Commission considers the property

XXX Eligible

Not Eligible

For nomination to the National Register of Historic Places for the following reasons:

The Historic Preservation Commission considered a resolution that was prepared to aid them in their consideration of the National Register nomination at their September 4, 2019 meeting. The resolution was adopted, and the Historic Preservation Commission voted unanimously to recommend the State Highway Department Testing Laboratory as eligible for the National Register of Historic Places.

The executed resolution is attached for your reference.

Signature of Chairman

Allen Brown

Printed Name

September 4, 2019

Date

*Add additional pages if necessary

6. Chief Elected Local Official's Statement of Opinion:

The Chief Elected Local Official considers the property

XXX Eligible

Not Eligible

For nomination to the National Register of Historic Places for the following reasons:

The City Council considered a resolution that was prepared to aid them in their consideration of the National Register nomination at their 10/8/2019 meeting. The resolution was adopted, and the City Council and Mayor recommended the State Highway Department Testing Laboratory as eligible for the National Register of Historic Places.

The executed resolution is attached for your reference.

David Holt

Signature of Chief Elected Local Official

David Holt, Mayor

Printed Name

October 8, 2019

Date

*Add additional pages if necessary

CAPITOL – MEDICAL CENTER IMPROVEMENT AND ZONING COMMISSION
2401 N. Lincoln Blvd. Ste. 212
Oklahoma City, OK 73105
Office: 405-522-0440
Fax: 405-522-3861

August 26, 2019

DAN ROSS
CHAIRMAN
CAPITOL – MEDICAL CENTER
IMPROVEMENT AND ZONING COMMISSION

Catherine Montgomery, AIA, President
Matthew A. Pearce, Ph.D., Historian
Preservation and Design Studio, PLLC
616 NW 21st St., Ste. 114
Oklahoma City, OK 73103-1861

RE: National Register Nomination for
State Highway Department Testing Laboratory
2311 North Central Avenue, Oklahoma City, Oklahoma County, Oklahoma

Dear Ms. Montgomery and Dr. Pearce:

The State Highway Department Testing Laboratory located at 2311 North Central Avenue in Oklahoma City, Oklahoma County, Oklahoma, is within the zoning jurisdiction of the Capitol-Medical Center Improvement and Zoning Commission.

I am pleased to inform you that the Commission, at its regularly scheduled meeting on August 23, 2019, voted unanimously to support the nomination of the State Highway Department Testing Laboratory to the National Register of Historic Places due to its statewide significance under National Register Criterion "A" for Politics/Government and under Criterion "C" for Architecture.

Respectfully,



Casey A. Jones, AICP
Assistant Planner
Capitol-Medical Center Improvement and Zoning Commission
405-522-1650
casey.jones@omes.ok.gov

cc: Sara Werneke, National Register Program Coordinator
Oklahoma State Historic Preservation Office

Reset Form Print Form

EXHIBIT “A”

PROPERTY OWNER FORM

Name of Property: State Highway Department Testing Laboratory

Location of Property (Street/City/County):
2311 N. Central Ave/Oklahoma City/Oklahoma County

I, Matthew Pearce, Ph.D., Historian , hereby certify that the following constitutes the complete list of owners of record for the property named above. This information was obtained from the Oklahoma County Assessor .

Name: State of Oklahoma

Address: PO Box 52000

City: Oklahoma City

State: Oklahoma

Zip Code: 73152

_____
(Signature of Nomination Preparer)

Typed Name and Title: Matthew Pearce, Ph.D., Historian

Date: March 28, 2019

Note: If nomination affects multiple property owners, please contact the SHPO’s Architectural Historian at 405/522-4478 for details on how to document all property owners.

Reset Form Print Form

EXHIBIT “B”

ELECTED OFFICIALS FORM

Name of Property: State Highway Department Testing Laboratory

Location of Property (Street/City/County): 2311 North Central Avenue, Oklahoma City, Oklahoma

1. For the above referenced property, provide both:

   Mayor’s Name (if within a city or town): David Holt

   Address: 200 North Walker Avenue

   City/State/Zip Code: Oklahoma City, Oklahoma 73102

AND

   Name of Chairman, Board of County Commissioners: Raymond L. Vaughn, Jr.

   Address: 320 Robert S. Kerr Avenue #621

   City/State/Zip Code: Oklahoma City, Oklahoma 73102

2. The above named property is located in Oklahoma Senate District(s): 48

   The State Senator(s)’ name(s) and address(es) is (are):

   Senator George E. Young
   2300 North Lincoln Boulevard, Oklahoma City, OK 73105

3. The above named property is located within Oklahoma State House of Representatives District(s): 99

   The State Representative(s)’ name(s) and address(es) is (are):

   Representative Ajay Pittman, 2300 North Lincoln Boulevard, Oklahoma City, OK 73105

Note: The above information is used for satisfying federal requirements for notification that properties are being considered for nomination to the National Register of Historic Places and for courtesy notices of listing in the National Register.

Dan Ross
Administrator
Capital Assets Management

OMES
OFFICE OF MANAGEMENT & ENTERPRISE SERVICES

John Budd
Director

Mr. Dan Ross
Capital Assets Management
Will Rogers Building
2401 N. Lincoln Blvd., Room 206
Oklahoma City, OK, 73105

Ms. Catherine Montgomery AIA, President
Preservation and Design Studio PLLC
616 NW 21st Street
Oklahoma City, OK 73103

May 7, 2019

Regarding: Proposed National Register Nomination for
State Highway Department Testing Laboratory
2311 North Central Avenue, Oklahoma City, Oklahoma County, Oklahoma

To whom it may concern:

I represent the entity that is the fee simple owner of the above referenced property.

I am aware of the action being taken relative to the preparation of a National Register of Historic Places Registration Form involving the above referenced property.

I have no objection to the stated action.

Yours truly,

Dan Ross
Capital Assets Management Administrator

RECEIVED
MAY 08 2019
BY SHPO

Oklahoma Historical Society *Founded May 27, 1893*
State Historic Preservation Office
Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

October 22, 2019

Joy Beasley
Keeper and Chief National Register and
National Historic Landmark Programs
National Park Service
1849 C Street NW, Mail Stop 7228
Washington D.C. 20240

Dear Ms. Beasley:

We are pleased to transmit three National Register of Historic Places nominations for Oklahoma properties. The nominations are for the following properties:

Oklahoma National Guard Armory, 200 Northeast 23rd Street, Oklahoma City, Oklahoma County

State Highway Department Testing Laboratory, 2311 North Central Avenue, Oklahoma City, Oklahoma County

Iroquois Apartments, 900 NW 13th Street, Oklahoma City, Oklahoma County

Harmony School, 1537 NE 24th Street, Oklahoma City, Oklahoma County

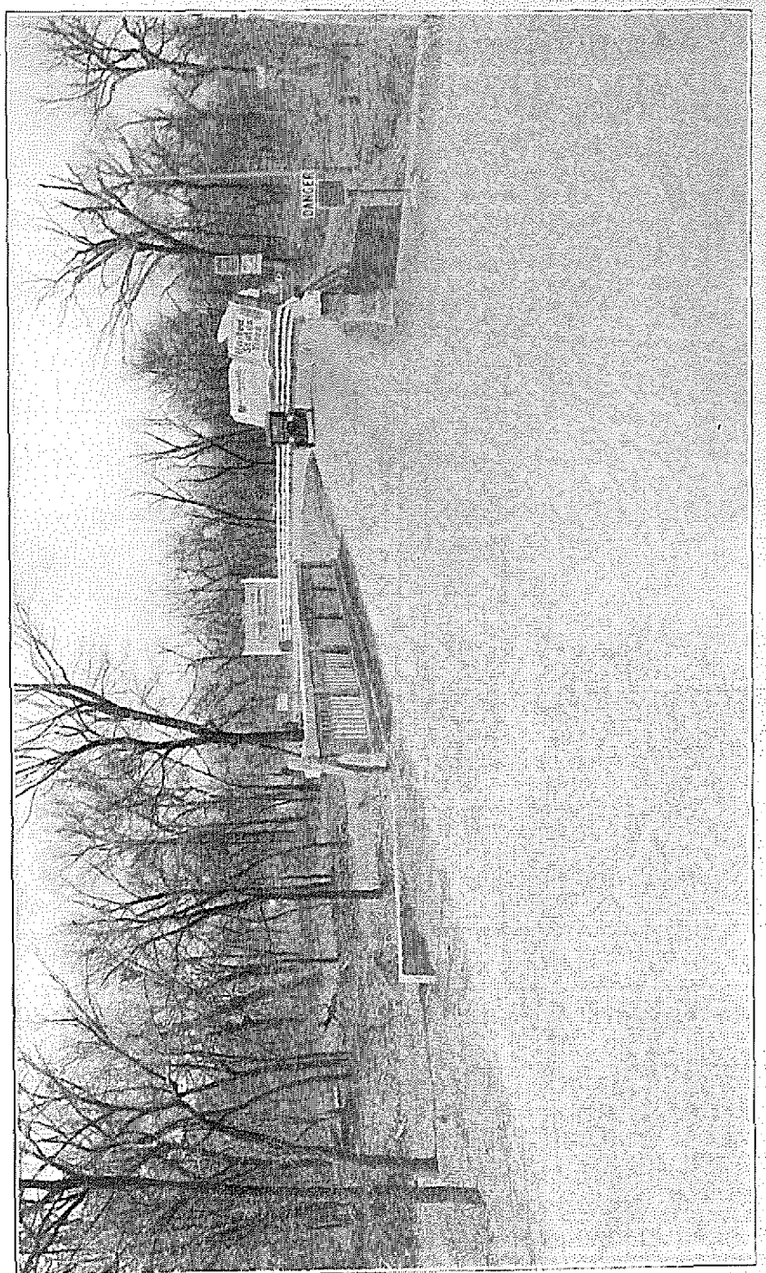
Three of the five members of the Historic Preservation Review Committee (state review board) were present for the public meeting at which each of these nominations was considered and the recommendation to the State Historic Preservation Officer was formulated. Therefore, the member possessing the requisite professional qualifications for evaluation of each nominated property participated in the recommendation's formulation.

We look forward to the results of your review. If there any further questions regarding the nominations, please do not hesitate to contact me.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

*Enclosures



Concrete Pavement on the Capitol Highway between Tulsa and Bartlesville.
Oklahoma Federal Aid Project No. 15, Washington County.
STATE HIGHWAY No. 32.

OKLAHOMA STATE LIBRARY

ANNUAL REPORT

OF THE

STATE HIGHWAY COMMISSION

FOR THE YEARS

1919 TO 1924 INCLUSIVE

TO THE

GOVERNOR OF OKLAHOMA

OKLAHOMA CITY, OKLAHOMA
January 1, 1925

December 15, 1924.

Oklahoma State Highway Commission,
Oklahoma City, Oklahoma.

Gentlemen:

There is being transmitted herewith the Annual Engineering Report of the Oklahoma State Highway Department.

The last report issued by this Department covered the years 1919 to 1923, inclusive—as it was the first report to be issued by the Department since 1918. The present report covers the Department's activities during 1924 and includes all available statistical information in tabular form, complete up to the date of this report.

Very respectfully yours,

J. M. PAGE,

State Highway Engineer.

To His Excellency, M. E. Trapp, Governor of Oklahoma:

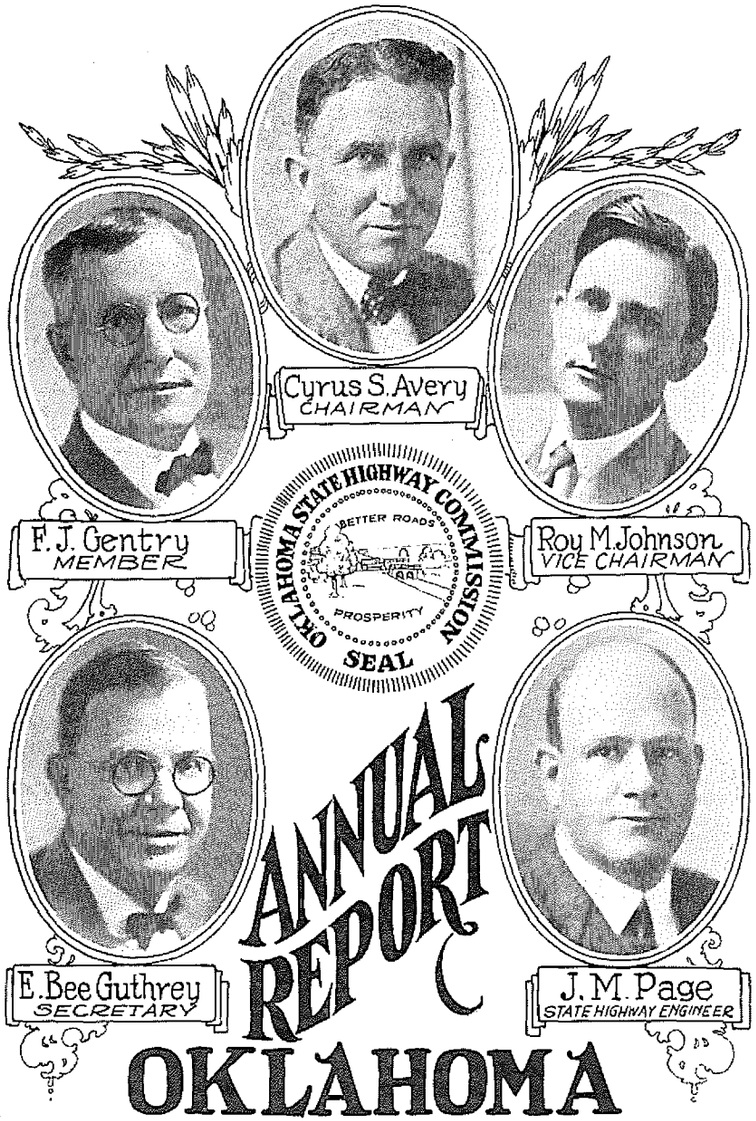
In conformity with Section 10112 of Compiled Statutes, 1921, I am transmitting herewith for the Commission the annual report of the State Highway Commission.

Respectfully,

The State Highway Commission.

E. Bee Guthrey,

Secretary to the Commission.



ANNUAL REPORT

OKLAHOMA STATE HIGHWAY COMMISSION

January 1, 1925

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PERSONNEL

OKLAHOMA ROAD AND BRIDGE BUILDING PERSONNEL

Oklahoma Sub-Office—U. S. Bureau of Public Roads.

A. R. LOSH, ---- District Engineer, ---- Fort Worth, Texas
W. V. SMILEY, ---- Associate Highway Engineer, in charge Okla. City Office, Oklahoma City, Okla.
F. T. STODDARD, ---- Associate Highway Engineer, Oklahoma City, Okla.
W. J. ARNOLD, ---- Assistant Highway Engineer, Oklahoma City, Okla.
MRS. JEAN RANDLE, Clerk, ---- Oklahoma City, Okla.

STATE HIGHWAY COMMISSION

CYRUS S. AVERY, Chairman, ---- Tulsa
ROY M. JOHNSON, Member, ---- Ardmore
F. J. GENTRY, Member, ---- Enid
E. BEE GUTHREY, Secretary to the Commision.
J. M. PAGE, State Highway Engineer.

STATE HIGHWAY DEPARTMENT ORGANIZATION

DUDLEY H. JONES, Office Engineer.
W. C. BURNHAM, Bridge Engineer.
WM. H. RHODES, Maintenance Engineer.
M. E. HIET, Engineer of Plans and Surveys.
FRANK HERRMANN, Engineer of Tests.
M. R. KESTER, Chief Draftsman.
HARDY WATSON, JR., Department Auditor.

DIVISION ENGINEERS

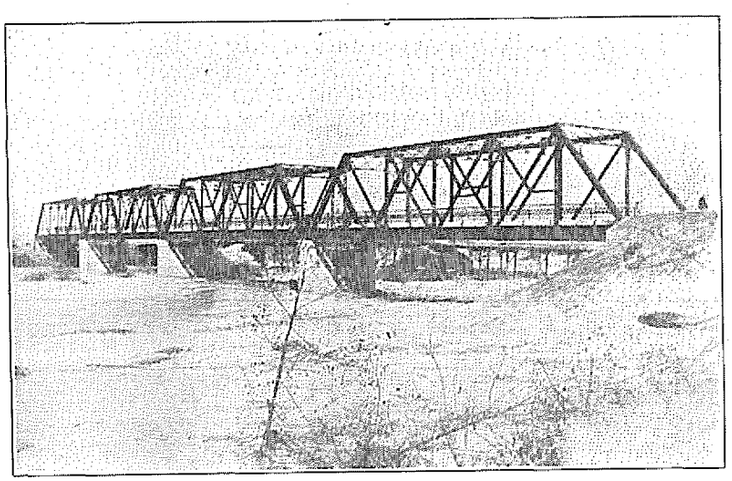
Division No. 1, ---- C. SAMUEL JOHNSON ---- Tulsa
Division No. 2 ---- J. H. TAIT, ---- Muskogee
Division No. 3, ---- RAY LINDSEY, ---- McAlester
Division No. 4, ---- W. M. TROTTER, ---- Ardmore
Division No. 5, ---- C. K. HOWARD, ---- Oklahoma City
Division No. 6, ---- CARL R. REID, ---- Altus
Division No. 7, ---- C. H. RIGHTMIRE, ---- Enid

CHIEFS OF SURVEY PARTIES

M. T. LATIMER ---- Oklahoma City
J. A. HUBBARD ---- Oklahoma City
HENRY FOX, ---- Oklahoma City
C. E. BIDWELL, ---- Oklahoma City
J. F. RIGHTMIRE ---- Oklahoma City

RESIDENT ENGINEERS ON PROJECTS

Project No.	Engineer	Address
33-C	James R. Earl,	Idabel
73	C. R. Morgan,	Muskogee
59	L. Varner Stinson,	Durant
148	F. E. Blackert,	Enid
140	Paul L. Laws	Blackwell
63	L. K. Forde,	Cement
66	P. F. Williams,	Ft. Smith. Ark.
67	Burt McCaleb,	Tishomingo
68. 87, 69. 87	C. G. Keiger,	P. O. Box 420, Ardmore
74. 92	A. O. Walker,	Sulphur
85	J. Paul Crane,	Cleveland
82, 94	R. T. Campbell,	Wilburton
106, 107	C. W. McFerron,	Copan
110, 127	C. E. Ensminger,	Drumright
112, 173	W. P. Danford,	Oklahoma City
113, 118. S.A. 6 & S	Homer X. White	Oklahoma City
116, S.A. 20	C. P. Smith,	Talihina
117	T. P. Clonts,	Muskogee
120	W. H. Drover,	McAlester
121	W. Claude Sale,	Cleveland
123, 125, 62	H. O. WRAY.	Ponca City
158	R. D. Rhodes,	Sapulpa
60	H. V. Hinckley,	Oklahoma City
S. A. 2	Thomas W. Bailey,	Claremore
114	Geo. Dolph,	Red Oak
98 & 129	J. H. Merkle	Kingston
15C	Wood & Witten	Tulsa
105	Jno. Speer	Miami



Oklahoma Federal Aid Project No. 113, Canadian County. Bridge Over the North Canadian River north of El Reno.
STATE HIGHWAY NO. 2.

INTRODUCTION

Highway and bridge construction in 1924 may well be separated into two general divisions. First, the large amount of uncompleted construction work which had been awarded by previous administrations and which had been taken over by State Highway Commission and has been almost entirely completed. The total value of the uncompleted work taken over by the State Highway Commission and completed is in excess of three million dollars. Second, the new construction placed under contract by the State Highway Commission which amounts to nearly six million dollars.

When the present State Highway Commission entered upon its duties about the middle of last March, by virtue of the new highway laws that had just been passed by the Legislature and signed by the Governor, the State Highway Department had no organization or facilities for adequately administering and supervising the large program that was to unfold itself almost immediately after the naming by Governor Trapp of the members of the State Highway Commission.

Public confidence in the State Highway Commission was immediately evidenced and counties and townships voted bonds for highway construction to be expended in conjunction with State and Federal Aid, under the supervision of the Highway Department, so enthusiastically that at the present time there is more county money available for construction than there is State and Federal Aid combined to match it. This is a healthy state of affairs and will insure the maximum progress possible with the funds available for matching the various county funds and if continued uninterruptedly for the next several years cannot fail to give to the State of Oklahoma a completed State Highway System, provided, of course, that we carefully maintain and care for each mile that we build.

The organization of the Highway Department on a plane capable of adequately taking care of the great amount of work that we had before us was the first duty of the writer after

assuming the office of State Highway Engineer. This was effected by dividing the department into four major divisions and placing a capable man in charge of each with the following titles, which to a large degree also outline the scope of their respective duties, i. e.; Bridge Engineer, Office Engineer, Engineer of Plans and Surveys, Engineer of Tests and Materials. The Office Engineer rates as Assistant State Highway Engineer and acts as such in the absence of the State Highway Engineer.

The State was divided into seven divisions and a Resident Division Engineer established in each division in full charge of all construction and maintenance in his division. Each individual piece of construction is in charge of a Resident Engineer assisted by sufficient inspectors to properly supervise the work in hand. Maintenance superintendents have also been appointed to supervise the maintenance of that part of the State Highway System which has been taken over by the Commission up to the present time. Maintenance is organized on the patrol system, supplemented by maintenance gangs where necessary. Up to the present time the maintenance of the State Highway mileage in 54 counties has been taken over by the Commission, totalling 3,300 miles. The Highway Department has five survey parties continuously in the field and is making all of the field surveys and preparing all of its plans, specifications and estimates complete in the Oklahoma City office where a well equipped drafting department has been organized. Twenty-three draftsmen under a chief draftsman are required to handle this part of the work. We have also founded and equipped a complete testing laboratory where tests of all materials entering into our construction are made. This department has been developed until a complete control over the quality of materials used is obtained.

Because of the great volume of work that this construction season brought forth, it was necessary that our organization function not only effectively and immediately but with a maximum of efficiency in order to keep up with the great amount of work in hand. Every man in the organization has given himself fully and wholeheartedly to the work and has labored unceasingly to promote efficiency and progress. Each man in the organization has been made to realize that the Commission and the writer were back of him and were betting on him, which

has resulted in a very gratifying esprit de corps. This co-operation and lack of friction in our department has been extended to embrace the organization of the Bureau of Public Roads, both in the local office and in the District Office in Fort Worth. Realizing as we do that both the State and Federal Departments have but one main objective, that of obtaining the best location, design and construction of our highway system possible, there is no room whatever for lack of harmony or lack of co-operation.

The State Highway Commission has adopted a policy of holding weekly meetings in Oklahoma City and as frequently as possible meetings in the various towns and cities throughout the State, at all of which the County Commissioners, County Engineers and citizen delegations are free to meet with the Commission and present the matters in which they are interested for the consideration of the Commission. By this method the State Highway Commission and the State Highway Department have kept in close touch with the various counties and every effort has been made to take care of the individual urgent construction needs of the counties by alloting State Aid to match county funds, thus forming a State Aid Project and financing the construction of the project concerned.

At the present time we have 136 State Aid Projects, ranging in size from a few hundred dollars in value to several thousand. A number of these State Aid Projects provide for the construction of individual bridges, principally in the western part of the State where it is oftentimes the case that the construction of a substantial bridge will remove an otherwise effective traffic barrier to a large and productive area. The State Aid Projects are in addition to, and to a large degree supplement, the Federal Aid Projects which in general provide for the construction of comparatively large sections of highway or large bridges.

During the present year there has been completed 347 miles of highways and approximately 320 miles of new work has been placed under construction. Approximately 330 miles additional have been surveyed and plans are now being prepared. This work will be placed under construction in the near future. Since taking office the State Highway Commission has disbursed approximately $6,250,000.00.

There is already financed through the various county bond issues, in conjunction with State and Federal Aid a large construction program to be executed during the construction season of 1925. Surveys for this work will be made and plans prepared during the winter months so that the 1925 construction season can be launched as soon as weather conditions permit.

Perhaps the greatest problem facing us in the future is the adequate maintenance of the State Highway System, consisting of nearly 5,000 miles of highways. On November 1st a State Maintenance Engineer was employed who is now engaged in organizing and co-ordinating the State maintenance forces employed on the State Highways in the several counties in which the State Highway System has been taken over for maintenance by the Commission. This phase of the work of the State Highway Department is rapidly assuming major proportions but very gratifying results are being obtained. The State Highway Department is striving to establish a high standard of maintenance and expects to keep the State Highway System in such a condition that it will at all times give to the public a highway service that can be depended upon to be uniformly good. However, a great deal remains to be done in perfecting an organization both in the field and in the office. A complete record of costs must be kept, accounts audited in a manner that will insure prompt payment of salary and material accounts, and a satisfactory and efficient method of conducting the many kinds of work that is to be done must be worked out. A considerable amount of necessary equipment must be procured and distributed throughout the State and most important of all, sufficient funds must be provided for maintenance to enable this most important activity of the State Highway Commission to function as it should.

At the present time the law restricts the maximum expenditure for maintenance to 25 per cent of the 1½c gasoline tax, which constitutes the State Highway Construction and Maintenance Fund, which only provides ⅜ of 1c of the gasoline tax for maintenance, which is the only State fund which is available for this purpose.

The revenue derived from this percentage of the tax is approximately $450,000.00, and is wholly inadequate to finance

the maintenance of the State Highway System. We are now, in a great many counties, combining our maintenance funds with the 1c gasoline tax which is returned to the counties and attempting to finance the maintenance of the State Highways in this manner in the counties where this method of financing is in operation.

The writer is convinced, however, that an adequate state maintenance fund, administrated entirely by the State Highway Commission, is essential, if we are to obtain satisfactory and uniform maintenance of our State Highways as under the present system an individual agreement to provide sufficient funds for the maintenance of the State Highways must be made with each individual county.

A convict camp has recently been organized and located in the Arbuckle mountains, north of Ardmore, in Murray and Carter Counties to provide for the construction of State Highway No. 4, through the Arbuckles, thereby eliminating what now constitutes a very formidable barrier for automobile traffic between Oklahoma City and the Red River valley. State Highway No. 4 provides the most direct route from Oklahoma City to Fort Worth, Dallas and all central and south Texas points, and the construction of this section of the highway by the use of convicts from the State Penitentiary is resorted to because financing the construction would otherwise be impossible. Gratifying results of the work of this convict camp, consisting of fifty-two men, is confidently expected.

A provision of the act creating the State Highway Commission charged the Commission with the duty of designating a State Highway System to be composed of inter-county and inter-state highways.

Complying with this provision of the Act, the Commission has, after a thorough study of the highways of the State, designated a system which is intended to fairly serve the best interests of the various counties and communities of the State and has caused to be published a map with the State Highway System plainly indicated thereon. This system consists of State Highways, numbered consecutively from 1 to 26, embracing nearly 5,000 miles of road, and described by listing the major towns or control points through which each highway passes. Each State Highway will be marked by erecting a sufficient

number of official State Highway signs in the center of which will be a figure denoting the number of the highway.

In addition to the metal signs marking the State Highways, a somewhat similar sign will be stenciled at frequent intervals on roadside objects, such as poles, rocks, trees, and the ends of culverts and bridges so that the traveler need never be in doubt for a moment as to whether or not he is on the State Highway he is endeavoring to follow. Several of the State Highways have already been provided with stenciled markers preparatory to erecting the metal state highway route markers.

Among the achievements of the State Highway Department worthy of note is the financing jointly with the State of Texas in conjunction with Federal Aid of a bridge spanning Red River between Hugo and Paris to replace the toll bridge constructed at this location three years ago which was destroyed by flood waters shortly after its completion. This structure, which will cost approximately $160,000.00, to be divided equally between the two states, will constitute the first free bridge over Red River between the two states of Oklahoma and Texas. A contract for the construction of this bridge should be let early in 1925 and it is to be hoped that this will lead to the eventual freeing of the remaining toll bridges now spanning the Red River at each of the important interstate crossings.

We feel that the work of the State Highway Commission during the present year has been successful, but with the experience gained and the more intimate knowledge of conditions and needs throughout the State more fully understood, there is every reason to believe that the results obtained in 1925 will greatly exceed the record of 1924.

SUMMARY OF FEDERAL AID WORK TO DATE.

The tabulation following gives the status of Federal Aid construction in Oklahoma, to date, showing by counties the character, mileage and values, of the projects completed, those under construction to-day and what is being prepared for bidding as quickly as finances and other conditions will permit.

Following each part of the tabulation is a summary giving the mileage and value of types. This summary was not prepared for the last section because the items listed are subject to change, however, the grand totals are given.

The projects being prepared are being submitted for Federal approval as rapidly as possible, those being given prior attention for which all funds are available.

The following counties have bond issue funds immediately available for this purpose: Blaine, Carter, Cleveland, Creek, Garfield, Grant, Hughes, Johnston, Le Flore, Logan Marshall, Murray, McClain, Nowata, Okfuskee, Okmulgee, Pawnee, Pittsburg, Rogers, Stephens, Tulsa, and Washington. These counties may also use revenue wherever necessary in addition to the bond proceeds. The following counties are planning to supply their share of the cost of these projects from revenue: Alfalfa, Canadian, Kay, Kingfisher, Kiowa, Muskogee, Noble, Oklahoma, Osage, Ottawa, Pottawatomie, Pushmataha, and Sequoyah. Bond issues are being proposed in the following counties: Coal, Craig, Garvin, Grady, Kingfisher, Lincoln, Love, Noble, Payne, Pottawatomie, Seminole and Woods.

By revenue is meant the proceeds of the gasoline, automobile and gross production taxes. Some counties even make allotments from the advalorem and quarter-mill taxes.

By "high" type in the last part of the tabulation is meant a surface which is more permanent than gravel or macadam. Before construction commences, the type ultimately chosen may be entirely different from the one at first contemplated. For which reason, the exact type is not given.

The list of plans being prepared is subject to considerable extension as funds become available, because it is the ultimate

aim of the commission to improve the whole state Highway system.

The Department is making its own surveys and plans at a considerable saving. Heretofore, these were made by contract engineers for the counties and the Department, in order to secure conformity with Federal requirements, had to, in practically all cases, revise these plans completely. Our organization is trained in this respect so that surveys are made and completed, plans prepared with the maximum of efficiency and accuracy and in a much shorter time than was possible formerly.

FEDERAL AID PROJECTS
STATE ROAD AND BRIDGE CONSTRUCTION
1919-1924, Inclusive
COMPLETED

County	TYPE	MILES	COST
Atoka	Gravel	0.85	$ 19,349.11
Beckham	Bridge	0.57	63 971.60
Blaine	Bridge	0.70	81,127.34
Bryan	Gravel	68.11	1,284,650.74
Caddo	Gravel	7.28	97,000.00
Canadian-Grady	Bridge	1.25	398,809.16
Carter	Gravel	15.95	394,087.21
Carter	Asphalt	1.99	60,636.80
Choctaw	Gravel	51.41	549,639.24
Cleveland-McClain	Bridge	0.67	412,036.36
Cleveland	Asphalt	11.60	386,242.36
Cleveland	Concrete	1.00	35 937.98
Comanche	Concrete	2.68	77,576.74
Comanche	Gravel	5.95	73,416.00
Creek	Concrete	17.76	468,766.03
Garfield	Asphalt	12.38	569,102.95
Haskell-Muskogee	3 Bridges	0.89	386,474.30
Hughes	Bridge	0.80	182,678.41
Jackson	Gravel	3.00	59,113.50
Jackson	Bridge	0.10	25,200.00
Johnston	Gravel	17.48	264,230.07
Kay	Brick	0.89	67.967.85
Kay	Concrete	17.14	698,188.75
Kay	Bridge	0.20	58,125.50
Kingfisher	Bridge & Appr.	0.47	130,526.60
Kingfisher	Concrete	3.10	104,524.21
Latimer	Gravel	13.42	249,995.57
Latimer	Concrete	0.80	22,520.70
LeFlore	4 Bridges	0.35	160,633.61
McCurtain	Graded	27.41	198,227.89
McCurtain	Gravel	51.38	778,054.66
McIntosh	Gravel	21.78	368,158.21
McIntosh	Concrete	0.62	74,646.75
Marshall	Gravel	13.95	192,662.17
Mayes	Gravel	6.47	75 968.86

County	Type	Miles	Cost
Murray	Concrete	0.44	11,952.27
Murray	Gravel	14.10	264,403.69
Muskogee	Asphalt	2.50	80,422.55
Muskogee	Gravel	74.63	1,080,874.12
Muskogee-Sequoyah	Bridge & App.	1.55	295,055.30
Nowata	Gravel	6.23	74,419.83
Okfuskee	Gravel	41.36	715,434.64
Oklahoma	Brick	3.17	129,835.03
Oklahoma	Asphalt	4.04	155,806.25
Oklahoma	Concrete	16.97	708,077.71
Oklahoma	Gravel	0.20	3 696.00
Okmulgee	Concrete	11.12	409,734.30
Okmulgee	Asphalt	11.90	596,865.40
Osage	Concrete	7.19	330,565.23
Ottawa	Asphalt	19.11	441,162.42
Ottawa	Gravel	2.36	29,821.76
Pittsburg	Bridge	0.07	61,838.63
Pittsburg	Concrete	24.53	801.184.29
Pontotoc	Gravel	5.23	94,700.22
Pottawatomie	Bridge	0.25	179,889.59
Pushmataha	Bridge	0.04	15.626.59
Pushmataha	Gravel	4.92	75,892.92
Rogers	Gravel	4.20	48.903.69
Rogers	Concrete	0.84	41,043.30
Sequoyah	2 Bridges	0.45	78,326.23
Sequoyah	Gravel	2.15	29,673.53
Stephens	Concrete	26.23	853,287.76
Texas	Gyp Rock	8.20	37,915.19
Tulsa	Concrete	67.76	2,074,616.72
Wagoner	Gravel	17.62	238,104.80
Washington	Concrete	29.24	1,014.036.27
Woods-Woodward	Bridge	0.98	160.040.76
	Totals	789.98	$20,203,353.72

SUMMARY OF FEDERAL PROJECTS COMPLETED

Bridge Projects	9.34 miles	$2,690 259.48
Asphalt	63.52 miles	2,290,238.73
Brick	4.06 miles	197,802.88
Concrete	227.42 miles	7,726,659.01
Grading	27.41 miles	198,227.89
Gravel	450.03 miles	7,062 250.54
Gypsum Rock	8.20 miles	37,915.19
Total	789.98 miles	$20,203,353.72

UNDER CONSTRUCTION

County	Type	Miles	Estimated Cost
Bryan	Concrete	1.10	$ 35,874.24
Bryan	Gravel	10.93	162,829.03
Carter	Concrete	11.01	370,340.11
Choctaw	Gravel	5.42	53,432.76
Cleveland	Concrete	7.86	239,452.73
Cleveland	Asphalt	7.85	260,331.46
Cleveland	Gravel	2.22	23,324.12
Cleveland	Bridges	0.02	21 945.90
Creek	Concrete	28.61	1,365,084.79
Garfield	Concrete	8.98	283,068.32
Grant	Concrete	13.25	427,959.78
Haskell	Gravel	6.43	108,781.47
Jackson	Gravel	2.17	30,449.28
Johnston	Gravel	9.91	153,972.33
Johnston	Concrete	8.78	308,257.83
Kay	Bridge	0.11	90,104.96
Kay	Asphalt	1.66	86,173.17
Kay	Concrete	14.67	524 383.16
Kingfisher	Concrete	2.00	64,623.48
Latimer	Gravel	21.23	327,158.29
LeFlore	Gravel	63.01	988,213.07
Marshall	Concrete	6.07	188,013.18
Marshall	Gravel	14.51	135,948.35
Murray	Concrete	9.58	193,755.71
Muskogee	Gravel	10.22	179,043.88
Oklahoma	Concrete	1.00	45,307.24
Oklahoma	Bridge	0.02	62,736.52
Osage-Pawnee	Bridge	0.33	192,986.24
Ottawa	Asphalt	4.69	185,211.77
Pawnee	Gravel	11.57	162,695.90
Pittsburg	Concrete	6.56	226 877.71
Sequoyah	Gravel	4.03	31,466.34
Wagoner	Gravel	14.66	185,036.45
Washington	Bridge	0.24	96,471.16
Washington	Concrete	18.78	665,611.47
	Totals	329.48	$8,476,922.20

SUMMARY OF FEDERAL PROJECTS UNDER CONSTRUCTION

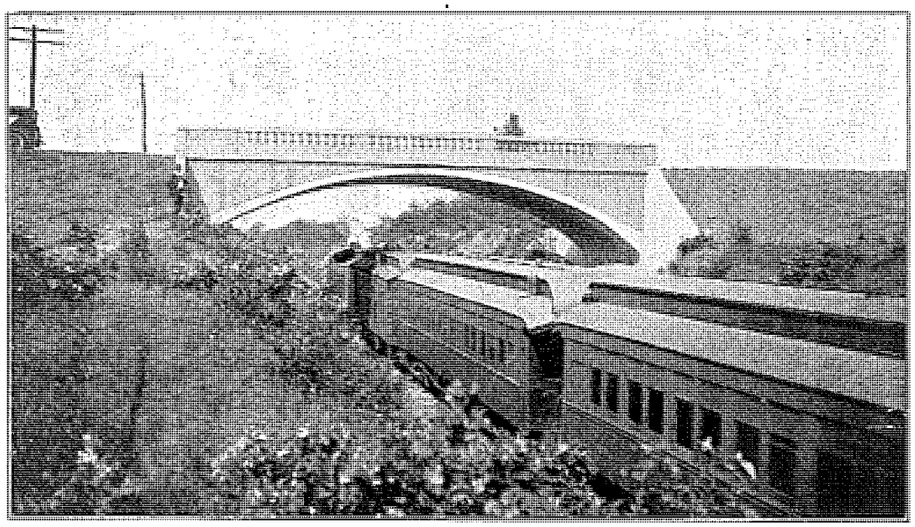
Bridge Projects	0.72	miles	$ 464,244.78
Asphalt	14.20	miles	531,716.40
Concrete	138.25	miles	4,938,609.75
Gravel	176.31	miles	2,542,351.27
Totals	329.48	miles	$8,476,922.20

PROSPECTIVE CONSTRUCTION SUBMITTED TO THE U. S. BUREAU OF PUBLIC ROADS FOR THEIR APPROVAL

COUNTY	Type	Miles	Estimated Cost
Alfalfa	Gravel	9.5	$ 110,000.00
Canadian	High Type Pavement	8.0	100,000.00
Carter	Various	34.0	700,000.00
Coal	Gravel	20.0	300,000.00
Craig	Gravel	27.0	130,000.00
Creek	High Type Pavement	35.0	900,000.00
Garfield	High Type Pavement	47.0	1,200,000.00
Garvin	Gravel	46.0	800,000.00
Hughes	Gravel	39.0	700,000.00
Johnston	Gravel	37.0	600,000.00
Kay	High	15.0	500,000.00
Kingfisher	Gravel	15.0	500,000.00
Kiowa	Gravel	6.0	75,000.00
Latimer	Gravel	3.0	40,000.00
LeFlore	Gravel	24.8	400,000.00
Lincoln	High Type Pavement	32.0	1,200,000.00
Logan	High Type Pavement	37.0	1,500,000.00
Love	Gravel	40.0	650,000.00
McClain	Gravel	16.0	250,000.00
Major	Gravel	18.0	300,000.00
Marshall	Gravel	11.0	175,000.00
Mayes	Gravel	3.0	50,000.00
Murray	Gravel	15.0	250,000.00
Muskogee	Gravel	7.5	110,000.00
Noble	High Type Pavement	45.0	1,200,000.00
Nowata	High Type Pavement	57.0	1,000,000.00
Okfuskee	High Type Pavement	7.0	100,000.00
Oklahoma	High Type Pavement	17.0	500,000.00
Okmulgee	High Type Pavement	11.0	300,000.00
Osage-Pawnee	Belford Bridge		200,000.00
Osage	High Type Pavement	38.0	1,000,000.00
Ottawa	High Type Pavement	3.0	90,000.00
Pawnee	Gravel	20.2	300,000.00
Pittsburg	Concrete	10.7	250,000.00
Pottawatomie	Gravel	11.0	170,000.00
Pushmataha	Gravel	20.0	300,000.00
Rogers	High Type Pavement	56.0	1,400,000.00
Sequoyah	Gravel	43.0	650,000.00
Stephens	High Type Pavement	23.0	600,000.00
Washington	High Type Pavement	10.0	250,000.00
Woods	Gravel	52.0	800,000.00
Totals		958.70	$20,650,000.00

SURVEYS AND PLANS MADE BY STATE HIGHWAY COMMISSION 1924

Proj. No.	County	Miles	Location	Plans
SA-10	Wagoner	4.85	on Haskell-Tulsa Road	Completed
SA-29	Blaine	3.94	Geary, south	Completed
SA-51	Murray-Carter	9.46	Ardmore-Davis Road	Completed
SA-67	Pawnee	1 5	Thru Town of Kingston	Completed
SA-77	Pottawatomie	4.00	Shawnee-Tecumseh Road	Completed
SA	Okmulgee	5.29	Okmulgee, west	In preparation
15-C	Washington	5.16	Ochelata to Ramona	Completed
105	Ottawa	6.00	Commerce to Kansas State Line	Completed
111	Washington	8.75	Ramona, south to County Line	Completed
116	Le Flore	3.75	on Talihina-Summerfield Road	Completed
124	Kingfisher	3.00	Hennessey, south	Completed
124	Garfield	13.61	Enid, south to County Line	In Preparation
125-B	Noble	8.4	Kay County Line, south thru Marland	Completed
130-B&C	Oklahoma	5.0	on Edmond-Guthrie Road	In Preparation
130-D, E&F	Logan	10.1	on Edmond-Guthrie Road	In Preparation
130	Logan	21.0	on Guthrie-Perry Road	In Preparation
140	Noble	10.11	Perry, north	In Preparation
146	Stephens	24.00	Duncan, east to County Line	In Preparation
148	Garfield	8.98	Enid, North to County Line	Completed
148	Grant	13.40	Garfield County Line, north to Jefferson	Completed
159	Okmulgee	7.82	on Okmulgee-Sapulpa Road	In Preparation
167	Kay	7 6	Newkirk, north to Kansas State Line	Completed
168	Okmulgee	5.25	on Henryetta-Okemah Road	In Preparation
169	Okmulgee	9.65	on Okmulgee-Boynton Road	In Preparation
172	Kay	6.2	Tonkawa-Blackwell Road	In Preparation
174	Hughes	4.0	Holdenville, west to County Line	Completed
175	Hughes	8.0	Holdenville, east	Completed
178	Pawnee	11.6	on Keystone-Cleveland Road	In Preparation
191	Nowata	4.0	Goody's Bluff north	In Preparation
	Nowata	11.0	Nowata to Washington County Line	In Preparation
	Nowata	12.0	Nowata to Alluwee	In Preparation
	Nowata	14.0	Nowata-Coffeyville Road	In Preparation
	Nowata	9.0	Nowata, south to County Line	In Preparation
	Stephens	20.0	Comanche, east to County Line	In Preparation
	Stephens	4.0	Marlow, east to County Line	In Preparation
	Pushmataha	1.0	Sulphur Canon Bridge to Clayton.	
	Love	8.00	Love County Line to Red River.	



Overhead Crossing of the K. C. S. R. R./ Oklahoma Federal Aid Project No. 84, LeFlore County.
STATE HIGHWAY NO. 3.

OKLAHOMA STATE LIBRARY

GRADE SEPARATION.

Worthy of attention is the progress being made in the increase of the highway safety factor by eliminating grade crossings on the State Highways. This is being accomplished by the construction of bridges carrying the highways over or under the railroads. In many cases it was found possible to use existing railroad structures, frequently with little or no alterations.

In the location of Federal Aid Projects the Bureau of Public Roads is very insistent that grade crossings wherever encountered be eliminated if reasonably possible. The majority are eliminated by relocation, which frequently also affects a reduction in distance. Where elimination is impossible the grade crossings are usually located within town limits where the Railroad traffic is generally under control.

The grade separation is effected by locating the highway under the railroad by means of an underpass or over the railroad by means of an overhead crossing.

To date the State Highway Department has been instrumental in the construction of the following grade separations. The estimated costs are given where known.

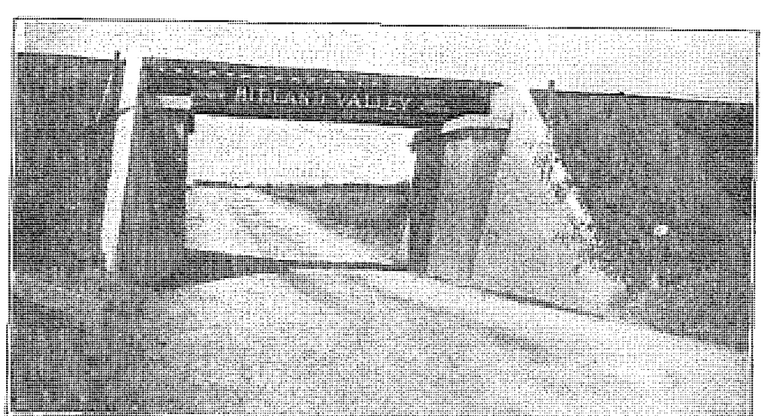
Proj. No.	Railroad	Type—Location	Estimated Cost
18	M.V.	Underpass Muskogee	$19,011.60
19	M.K.T.	Overhead Okla. City	30,179.00
19	Frisco	Underpass Grieg	20,000.00
20	A.T.S.F.	Underpass Ponca City-Newkirk	35,243.78
21	M.K.T.	Underpass Onapa	20,390.07
21	M.K.T.	Underpass Eufaula	1,081.90*
21	M.K.T.	Underpass Shea	4,462.72*
32	M.K.T.	Underpass Coweta	8,800.00*
33	Frisco	Underpass Sta. 255	6,600.00
33	Frisco	Underpass Unger	8,433.65
41	M.K.T.	Underpass Bennington	6,630.00
41	M.K.T.	Underpass Colbert	20,272.00
41	Frisco	Underpass Bennington	17,355.60
42	M.K.T.	Overhead Pershing	6,090.30
47	R.I.	Underpass Milburn	pending.
53	Frisco	Underpass Preston	8,205.00
53	Frisco	Underpass Preston	10,639.00
59	Frisco	Underpass Durant	13,078.00
68	R.I.	Underpass Maunsville	5,727.99
68	R.I.	Underpass Mannsville	4,284.38
70	R.I.	Underpass Enid	no cost *
84	K.C.S.	Overhead Braden	7,090.00
84	K.C.S.	Underpass Spiro	8,505.00

Proj. No.	Railroad	Type—Location	Estimated Cost
89	G.C.F.S.	Underpass Ardmore	no cost*
91	A.T.S.F.	Underpass Sulphur-Davis	no cost*
109	A.T.S.F.	Overhead Oilton	pending
112	Okla.Ry.	Underpass Moore	23,968.96
112	A.T.S.F.	Underpass Moore	33,267.00
120	R.I.	Underpass Haileyville	7,955.20
131	R.I.	Overhead Harrah	pending
134	G.C.S.F.	Overhead So. of Davis	proposed
135	M.P.	Underpass Moffet	8,671.90
139	A.T.S.F.	Underpass Perry	proposed
141	G.C.S.F.	Underpass Thackerville	proposed
144	A.T.S.F.	Underpass Wayne	proposed
155	A.T.S.F.	Overhead Alva	proposed
161	R.I.	Underpass Tecumseh	proposed

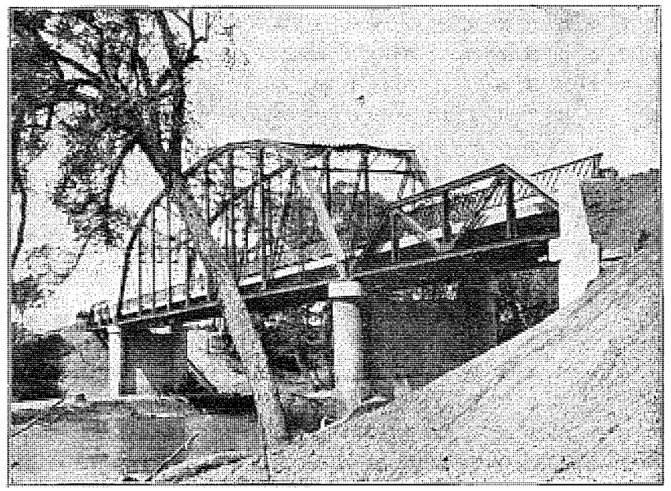
*Using existing trestles.

The list of those proposed is incomplete and it may be found possible to eliminate some of them by final location.

More crossings have been eliminated by relocation than in any other manner.



Midland Valley R. R. Underpass, Oklahoma Federal Aid Project No. 18, Muskogee County.
STATE HIGHWAY NO. 1.



Oklahoma Federal Aid Project No. 54, Sequoyah County. Bridge over the Illinois River near Gore.
STATE HIGHWAY NO. 1.

BRIDGES

Attention is called to the fact that Oklahoma now has no toll roads and that toll bridges are gradually being eliminated. The Red River forming the southern boundary of the State has no free bridges to date, but a project is now in progres for a free bridge between Hugo and Paris.

All bridges have clear roadways of not less than sixteen feet, and the width is eighteen feet or more on the bridges constructed more recently. Wherever considerable traffic is expected, wider roadways on the bridges are recommended and constructed.

The materials generally employed in the construction of these bridges are steel and concrete. Timber, where used, is generally creosoted to reduce maintenance costs, and prolong the life of the structure.

The department has standardized plans for structural steel superstructures. Substructure plans are also available, but it is preferable to design these to suit each particular bridge site.

OKLAHOMA FEDERAL AID

OKLAHOMA ALLOTMENTS BY THE UNITED STATES

Fiscal Year	1917	$ 115,139.00	
	1918	230,278.00	
	1919	346,489.34	
	1919	1,153,055.49	
	1920	461,222.20	
	1920	1,729,583.24	
	1921	575,619.58	
	1921	1,726,858.75	
Total old appropriations			$ 6,338,245.60
	1922		1,752,339.44
	1923		1,168,226.29
	1924		1,524,701.96
	1925		1,753,189.71
	GRAND TOTAL		$12,535,852.29

Permissible Maximum Participation:

Old Appropriation—50% on roads and bridges but not exceeding $20,000.00 per mile for roads.

1922 Appropriation—Same.

1923 Appropriation—Same but not exceeding $16,250 per mile for roads.

1924 Appropriation—Same but not exceeding $15,000 per mile for roads.

1925 Appropriation—Same as 1924.

Federal Aid collected to January 1, 1925 *on vouchers for construction*:

Calendar Year	1919	$ 15,977.86
	1920	44,120.89
	1921	2,345,353.95
	1922	2,213,985.62
	1923	3,484,072.13
	1924	2,991,787.25
Total to January 1, 1924		$11,095,297.70

County funds deposited for Federal Aid construction:

Calendar Year	1919	$ 602,702.16
	1920	2,326,605.51
	1921	3,644,296.88
	1922	2,352,656.89
	1923	2,415,534.06
	1924	2,721,148.76
TOTAL		$14,062,944.26

State Appropriations for completion of Federal Aid Projects:

Calendar Year	1917	$ 491,319.27
	1920	202,169.42
	1921	128,126.65
	1922	None
	1923	107,500.00
	1924	None
TOTAL		$929,115.34
Total road mileage in State		135,000 Miles
Designated State Highways		4,523 Miles
Approved 7% Federal Aid System		5,550 Miles

The amount designated as State Highways is included in the total road mileage. State road mileage is designated by the State Highway Commission and may be changed by addition or subtraction as conditions require.

The 7% Federal Aid System was approved by the Secretary of Agriculture on September 25, 1923. It consists of certain state and other roads upon which the expenditure of Federal Aid will be approved. All county seats are connected and connections are made with the main highways in the adjacent counties.

Practically all of the hard surfacing done to date has been placed on the 7% system. It is therefore safe to estimate 15% of it as completed. After completion of the present approved 7% system, the Federal Government would approve an additional 2,400 miles, approximately, for Federal Aid.

The 7% system as approved, includes the old red line system almost in its entirety. The old red line system was devised in 1915 for improvement by a proposed $50,000,000.00 state bond issue which failed to secure public approval.

TITLE—GENERAL DATA—FEDERAL AID PROJECTS.

In general all pavements in Oklahoma, which have been constructed under the supervision of the Oklahoma State Highway Commission have been eighteen feet wide, such exceptions as have been made from this rule are noted in the following descriptions.

The graded shoulders on either side of the pavement are three feet or more in width, with provision made for side ditches

through cuts to handle drainage and protection berms, three feet or more in width, at the foot of all embankments.

Grades do not exceed five per cent (a rise of five feet vertically in each horizontal one hundred feet), except in a very few instances in the mountainous sections of the State where the roughness of the topography makes it impracticable to remain within this limiting grade, because of the greatly increased earth or rock excavation quantities that would be involved. In general, however, the grades are much less than five per cent.

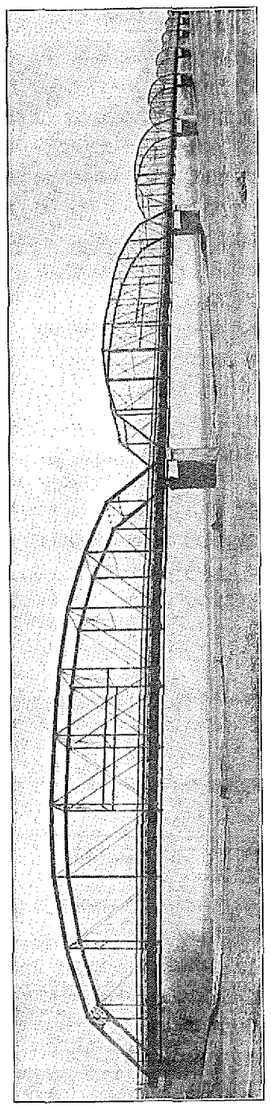
All structures are made as nearly permanent as it is possible to design them. In the construction of many of these projects, old drainage structures built by the counties with State Aid in 1917-1919 were used where their condition justified, but a large number of them have had to be widened to conform to the new standards.

Our standard right-of-way is now sixty-six feet, minimum width. In all cases where physical conditions make it necessary, a wider right-of-way is required.

In the earlier projects some very shart curves were allowed. But the later projects seldom have curves with radii of less than five hundred feet and they are banked or super-elevated. This is a development tending to make the roads safer for traffic.

High fills and sharp curves are generally protected by guard rails. As designed so far, the guard rails used are intended only to guide the traffic and are not designed to sustain considerable impact. Several types of guard rail are indicated in the views presented herewith.

Practically all known types of paving surfaces are represented. The choice has generally depended upon the funds available and the recommendations of the State Highway Engineer regarding traffic conditions probable in the near future, the sub-grade conditions, the materials available, etc. Tabulations following herein give the amount of mileage of each type constructed.



Oklahoma Federal Aid Project No. 1. Cleveland-McClain Counties. Newcastle Bridge over the South Canadian River. STATE HIGHWAY NO. 9.

OKLAHOMA FEDERAL AID PROJECTS

No. 1. The "Newcastle Bridge Project" consists of a steel bridge with approaches crossing the South Canadian River on the main highway between Oklahoma City and Chickasha, State Highway No. 9, connecting Cleveland and McClain Counties, The bridge has an 18 foot roadway and is 2280 feet long. This free bridge replaces a toll ferry which operated intermittently before the construction of this bridge.

No. 2. The "Williams Highway Project" consists of 27.41 miles of graded and drained road in McCurtain county from Bethel southerly to Broken Bow, State Highway No. 21, where it connects with Project No. 40. Most of the roadway is on a natural gravel location so that no surfacing had to be purchased for this project. This highway passes through very beautiful mountainous country.

No. 3. The only experimental Federal and State road project in Oklahoma was constructed on the East 23rd Street Highway in Oklahoma county. Beginning at the east Santa Fe right-of-way line there was laid 1000 feet of waterbound macadam surfacing which was subsequently repaired with gravel and has since been replaced with asphalt on a cement concrete base. Following this section is 2640 feet of asphalt (Topeka mix) on a macadam base (broken stone). Following this there are 1840 feet of 3 inch vitrified brick on a cement concrete base, which has given very good service with very little maintenance. Next is 2640 feet of two inch penetration asphalt on a macadam base and 2650 feet of one course cement concrete.

No. 4. The "Fort Sill Boulevard" road is one course plain cement concrete extending from Lawton north 2.18 miles to the Military Reservation in Comanche county.

No. 5. The Bryan County section of the Jefferson Highway between Durant and the Atoka County line is 14.65 miles long and is gravel surfaced.

No. 6. At the request of the County Commissioners the fourteen miles on the Morris-Twin Hills Muskogee Road in Okmulgee County, was cancelled as a Federal Aid Project. The six miles from Okmulgee to Morris has been paved with concrete by the county.

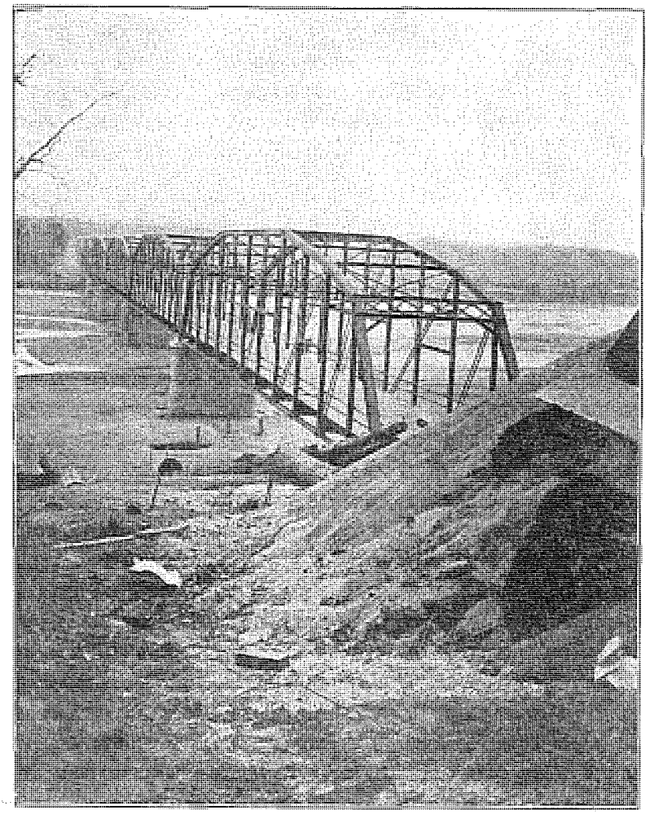
No. 7. The first Federal Aid Project constructed in Muskogee County is 2.5 miles of asphalt (Topeka) surface on a cement concrete base, extending southerly from the city limits of Muskogee on the Jefferson Highway.

No. 8. The same kind of surfacing was constructed in Ottawa County from the Neosha River Bridge near Miami southwesterly through Narcissa to Afton, for 15.47 miles. The "Topeka" asphalt mixture is practically the same as the sheet asphalt pavement usually laid on city streets, with the addition of larger stone up to and including ½-inch in size. The pavement is 9 feet wide for 13.33 miles.

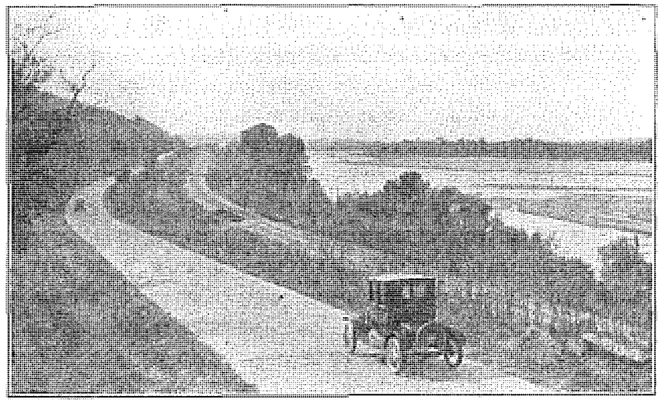
No. 9. Over the Black Fork Creek, east of Hodgens, Le Flore County, the state constructed a through 3-span steel truss bridge on reinforced concrete substructures. The middle span is 160 feet long, the end spans are 100 feet long. The total length of the bridge is 364 feet. The roadway is 16 feet wide of reinforced concrete surfaced with bituminous wearing surfaces (asphalt).

No. 10. At the same time the state constructed three other steel and concrete bridges in Le Flore County; the Wister Bridge over Caston Creek consists of 3 spans, each 150 feet long; the Peno Bridge over the Poteau River consists of three spans, the middle one is 200 feet long, the end ones are 75 feet long. The Shady Point Bridge, also over the Poteau River is similar to the Peno Bridge. All three bridges have 16-ft. roadways, reinforced concrete floors with bituminous wearing surfaces.

No. 11. Between Pottawatomie, McClain and Pontotoc Counties, over the South Canadian River, south of Asher, the state constructed a through steel bridge 1308 feet long on reinforced concrete substructures some of which are founded on piles. The bridge consists of six spans, each 218 feet long. The roadway consists of creosoted wood block on a creosoted wood plank base. Since its completion the south approach fill has been replaced with wooden trestling and a part of the south bank has been protected with steel jetties.



Oklahoma Federal Aid Project No. 11, Pottawatomie-Pontotoc-McClain Counties. Asher Bridge over the South Canadian. STATE HIGHWAY NO. 18.

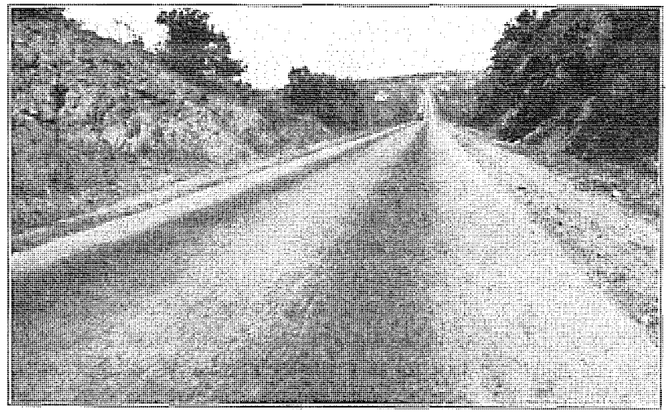


Oklahoma Federal Aid Project No. 12. The Albert Pike Highway in Tulsa County. Keystone Road along the Arkansas River.
STATE HIGHWAY NO. 1.

No. 12. Tulsa County was one of the first to take advantage of Federal aid and constructed 64.27 miles of cement concrete pavement eighteen feet wide. This system has since been considerably extended. This project includes the road from Tulsa to Skiatook, from Tulsa to Owasso, from Tulsa to Wagoner County line on the Catoosa Road, from Tulsa to Jenks and south and from Tulsa to Keystone. The county has extended this project so that it now has a connected system of 131 miles of concrete pavement.

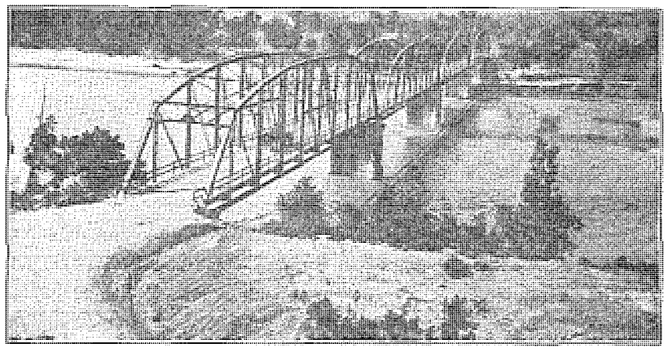
No. 13. On the road between Antlers and Ft. Smith over Cedar Creek in Pushmataha County on the Bonnerville Trail, the State constructed 225 feet of steel bridge on steel towers and stone masonry foundations. It consists of three 75-ft. deck spans (trusses below the roadway). The floor is of timber and is 16 feet wide.

No. 14 was to be 0.8 mile of pavement in Oklahoma County on East 23rd Street to extend Project No. 3. This project was cancelled and built as part of No. 19.



Oklahoma Federal Aid Project No. 15, Washington County. Capital Route between Bartlesville and Tulsa.
STATE HIGHWAY NO. 12.

No. 15 consists of 18.84 miles of cement concrete pavement from Bartlesville to Ramona in Washington County, all of which is complete except 5.147 miles from Ramona northerly towards Ochelata.



Oklahoma Federal Aid Project No. 16, Calvin Bridge over the South Canadian River, Hughes County.
STATE HIGHWAY NO. 3.

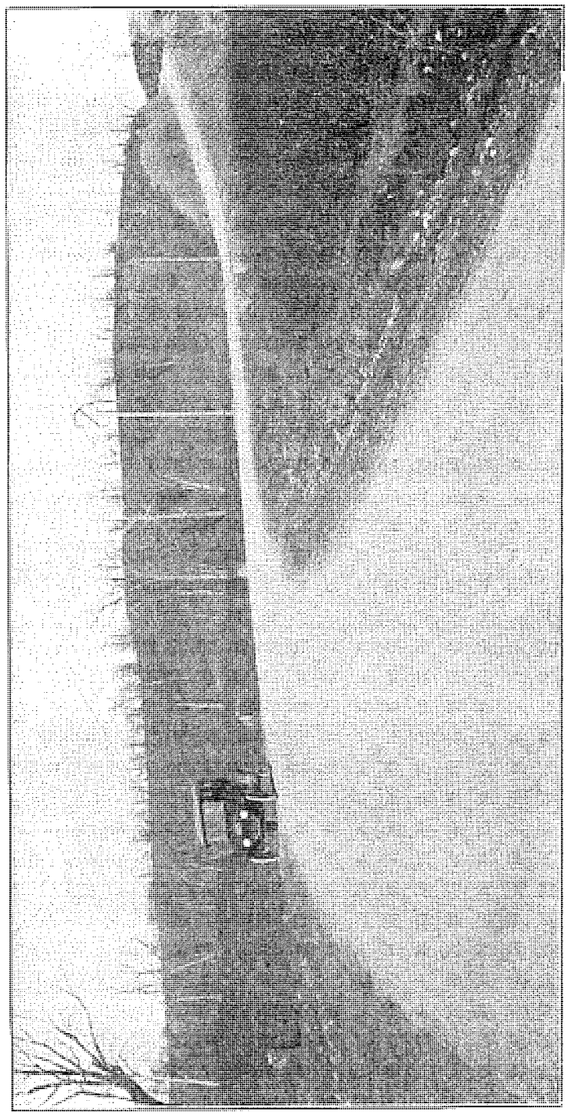
No. 16. The Calvin Bridge over the South Canadian River in Hughes County is 766 feet long. It consists of 4 through steel spans with reinforced concrete 18 ft. roadway and wood block

wearing surface. There was also constructed 0.658 miles of clay surfaced road on the Calvin side and the north approach was properly graded.

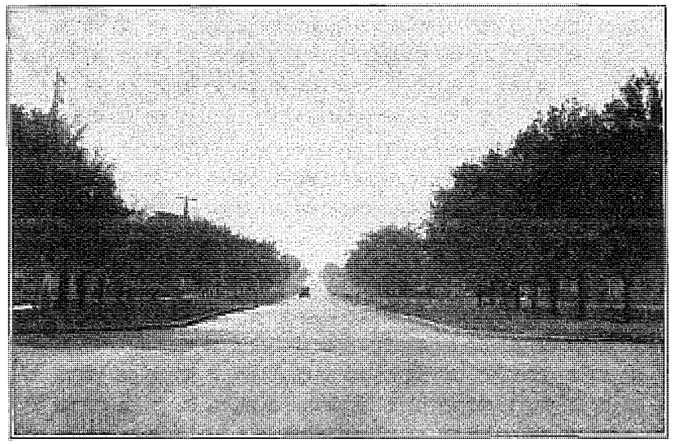
No. 17 is the Union City-Minco Bridge over the South Canadian River paralleling the Rock Island railroad crossing, connecting Canadian and Grady Counties. The north approach is graded and partially surfaced with clay for 600 feet. The bridge consists of six steel spans 144 feet long, two steel spans 190 feet long, two steel spans 144 feet long and reinforced concrete trestle for 585 feet consisting of 15 spans each 39 feet long. The roadway on the bridge proper is 18 feet wide of reinforced concrete surfaced with asphalt (modified Topeka mix).

No. 18 is a gravel road 52.8 miles long in Muskogee County. It is graded 24 ft. wide with a 16 ft. gravel surface and extends from the south city limits of Muskogee near the M. K. & T. R. R. southeasterly to Keefton; from the south end of No. 7 (2.5 miles southwest of Muskogee) to No. 21 in McIntosh County on the Eufaula Road; it also follows the M. K. and T. R. R. from Muskogee westerly through Taft and Haskell to No. 55, which goes north to the Wagoner County bridge; from Muskogee through Boynton to Okmulgee County; and from Muskogee northeast to the Arkansas River. This road has been coated with bituminous (asphalt) coat.

No. 19 is in Oklahoma County and consists of nine miles of concrete pavement east from Oklahoma City on East 23rd St., towards Choctaw with an overhead crossing of the M. K. & T. R. R., an underpass at the Frisco R. R. and a new steel bridge over the new by-pass of the North Canadian River. The by-pass was constructed as a part of a local drainage project. A part of this project extends south from Oklahoma City to the Cleveland County line and consists of three miles of Topeka asphalt pavement on concrete base.

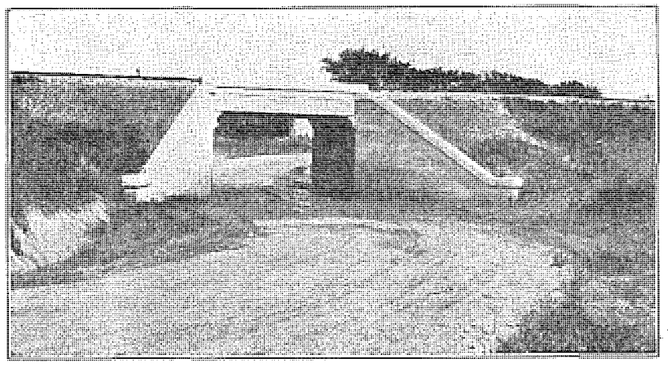


"Yahola Hill", Muskogee County, Oklahoma Federal Aid Project No. 18.

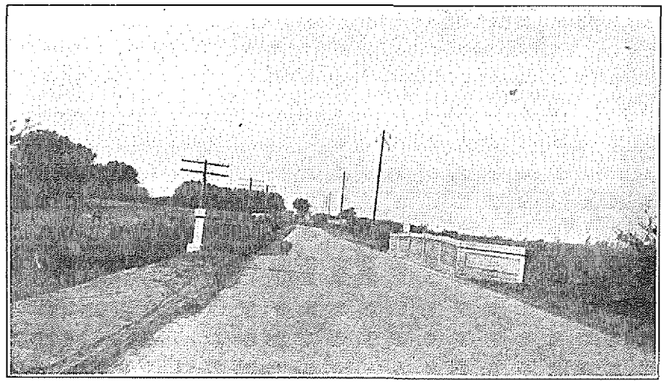


Oklahoma Federal Aid Project No. 20—Kay County Near Ponca City.
STATE HIGHWAY NO. 4.

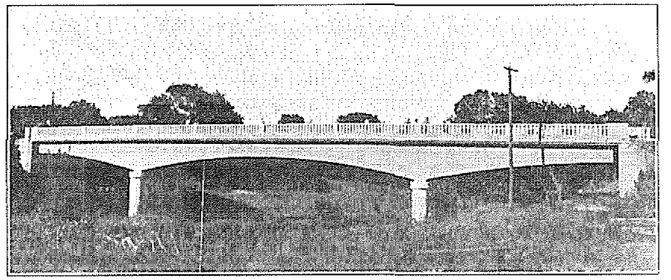
No. 20, in Kay County, extends from the Arkansas River east of Ponca City, west to the east city limits of Ponca City and thence north, with an underpass of the Santa Fe R. R., to Newkirk, a distance of 16.27 miles. Except for a short stretch of brick pavement at Ponca City the entire project is surfaced with concrete.



Oklahoma Federal Aid Project No. 21, McIntosh County. M. K. & T. R. R. Underpass near Onapah.
STATE HIGHWAY NO. 6.



Oklahoma Federal Aid Project No. 24, Garfield County.



Kingfisher—200 ft. Reinforced Concrete Cantilever Bridge. Oklahoma Federal Aid Project No. 25.
STATE HIGHWAY NO. 2.

No. 21 in McIntosh County extends for 22.4 miles from the Eufaula Bridge over the South Canadian River northerly along the Jefferson Highway to Muskogee County. The paving in the town of Eufaula is of concrete and is a part of this project (0.98 miles). The surfacing is of Salina gravel which has since been given a protective coating of asphalt.

No. 22 consists of 5.95 miles of gravel surfaced road in Comanche County extending south from Lawton.

No. 23 is 4.9 miles of graveled road in Pushmataha County extending from Antlers to the Choctaw County line.

No. 24 in Garfield County radiates from Enid north, south, east and west for a total of 7 miles of asphaltic (Topeka) pavement on concrete base.

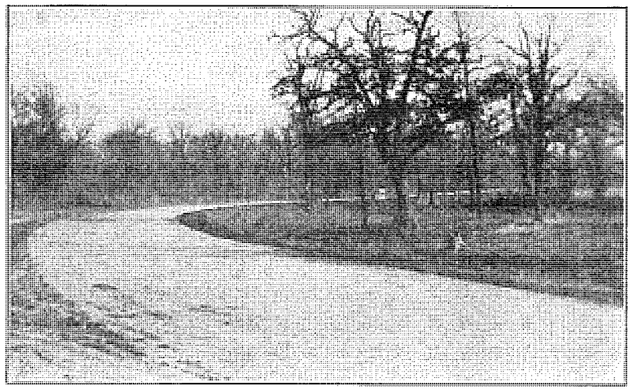
No. 25 in Kingfisher County is a concrete road and bridge project 3.14 miles long, extending from the south city limits of Kingfisher, north on the Meridian Highway. Included in this project is a 200 ft. reinforced concrete girder deck cantilever bridge (overhanging ends), with a roadway 20 feet wide.

No. 26 is the Pond Creek Bridge over the Salt Fork of the Arkansas River in Grant County. The county withdrew its application for Federal Aid and constructed the bridge without financial assistance using plans as recommended and approved by this department. The bridge is a series of low steel trusses on reinforced concrete substructures, 850 feet long.

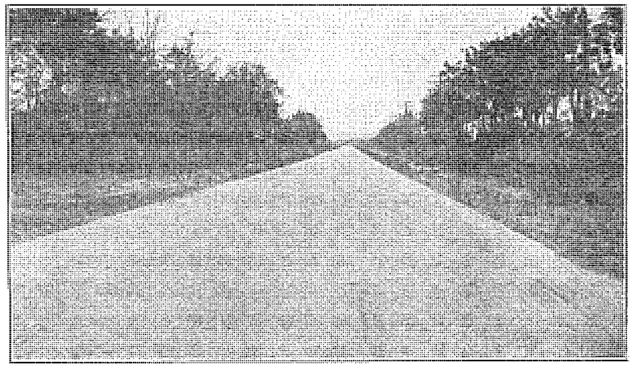
No. 27 in Kay County, is 1.76 miles of concrete pavement, extending south from the city limits of Blackwell. Eleven hundred feet of this project is surfaced with brick.

No. 28 is a bridge 1538 ft. long over the Cimarron River near Freedom between Woods and Woodward Counties. It consists of a reinforced concrete trestle, on concrete pile bents. There are three gravity piers on wooden piles. The abutments are reinforced concrete. The grading of the approaches are a part of this project.

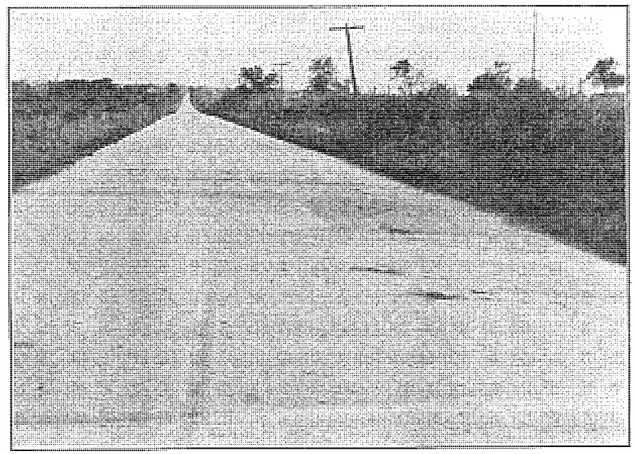
No. 29 was a Cotton County project which was cancelled because funds were never made available.



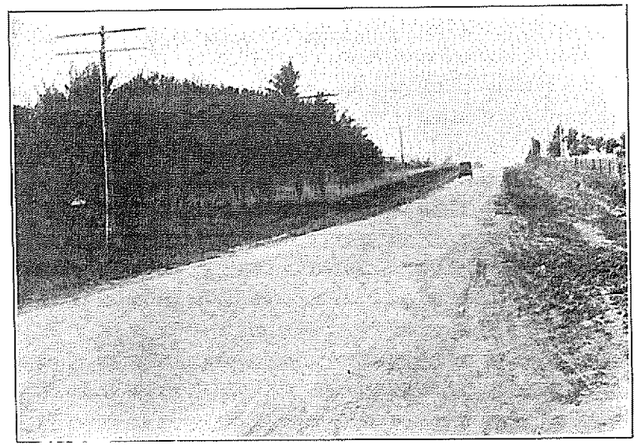
**Oklahoma Federal Aid Project No. 15, Washington County.
STATE HIGHWAY NO. 12.**



Oklahoma Federal Aid Project No. 24, Near Enid, Garfield County.



Oklahoma Federal Aid Project No. 25, North of Kingfisher, Kingfisher County.
STATE HIGHWAY NO. 2.

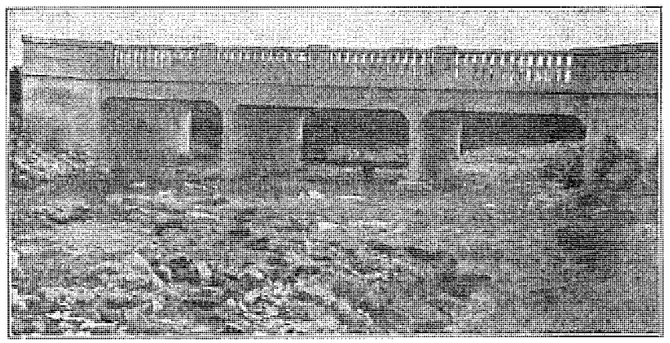


Oklahoma Federal Aid Project No. 27, South of Blackwell, in Kay County.

No. 30 was a Nowata County project cancelled for the same reason, but this has since been constructed as No. 56.

No. 31 is 2.5 miles of gravel road in Wagoner County, between Okay and Wybark. It was built without Federal Aid, the request for which was withdrawn.

No. 32 is 17.62 miles of gravel road in Wagoner County, extending from No. 55 at the Muskogee County line, traversing the Haskell-Coweta road, crossing the Arkansas River Bridge and passing through Coweta, Oneta, thence west to the Tulsa County line.

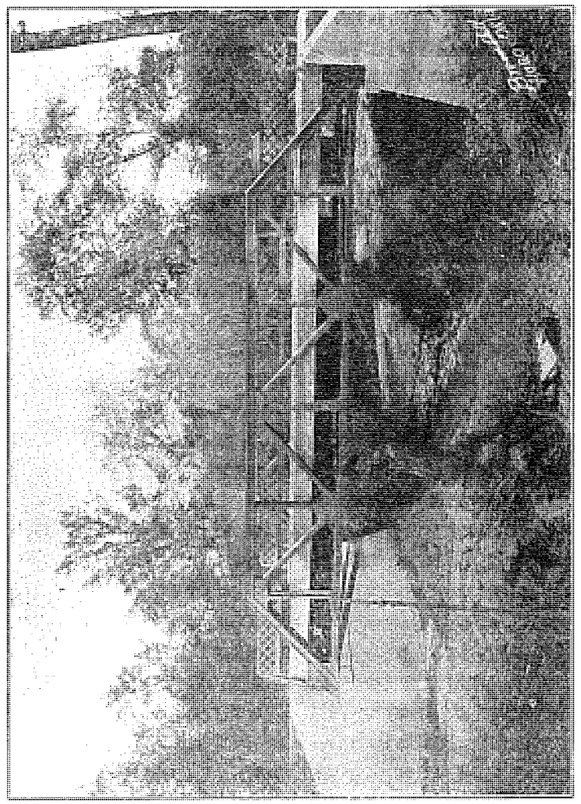


Oklahoma Federal Aid Project No. 33, Choctaw County.
STATE HIGHWAY NO. 5.

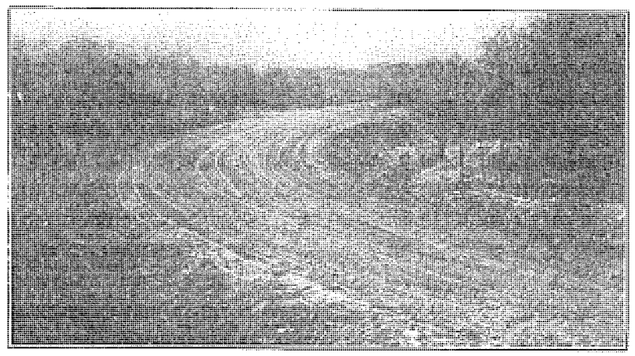
No. 33 is the Bankhead Highway crossing Choctaw County, and the road from Hugo to the Red River, where a free bridge will be constructed as a joint State (Oklahoma-Texas) Federal Aid Project.

No. 34 is 2.36 miles of gravel road extending from the Horse Creek Bridge near Afton, south to the Delaware County line. In the order named projects 34, 8 and 105 complete the surfacing of the north and south highway in Ottawa County. No. 105 is not yet finished.

No. 35. Adair County proposed to build 6.04 miles of gravel road along the Bunch-Stillwell road. This project was cancelled because funds were not available.



Oklahoma Federal Aid Project No. 37, Atoka County.
STATE HIGHWAY NO. 6.



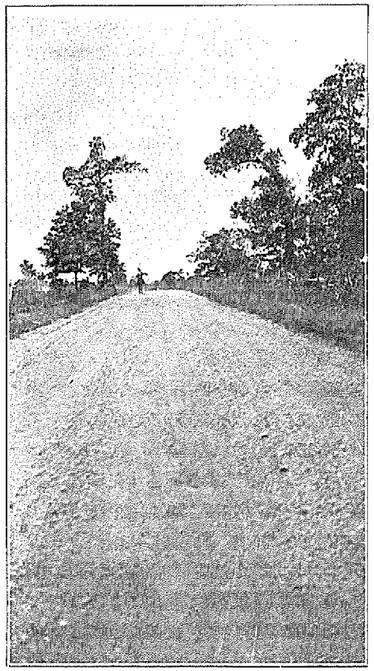
Oklahoma Federal Aid Project No. 36, Latimer County.
STATE HIGHWAY NO. 3.

No. 36 in Latimer County was originally 2.76 miles of burnt shale road surface on Macadam base. The project was then partly reconstructed by the addition of a concrete overflow pavement constructed on the Macadam base.

No. 37 is 0.85 miles of gravel road on the Jefferson Highway in Atoka County on the southeast side of the M. K. & T. Railroad. The gravel is laid on a Telford base.

No. 38 was intended to be one and one-half miles of concrete road in Noble County from the Red Rock Creek, south on the Blackwell road between Perry and the Kay County line. The project was cancelled due to lack of county funds and was never built. It is now proposed to be constructed as part of another project.

No. 39 in Carter County between Lone Grove and Healdton is 15.95 miles of gravel road and passes through the Hewitt oil fields.



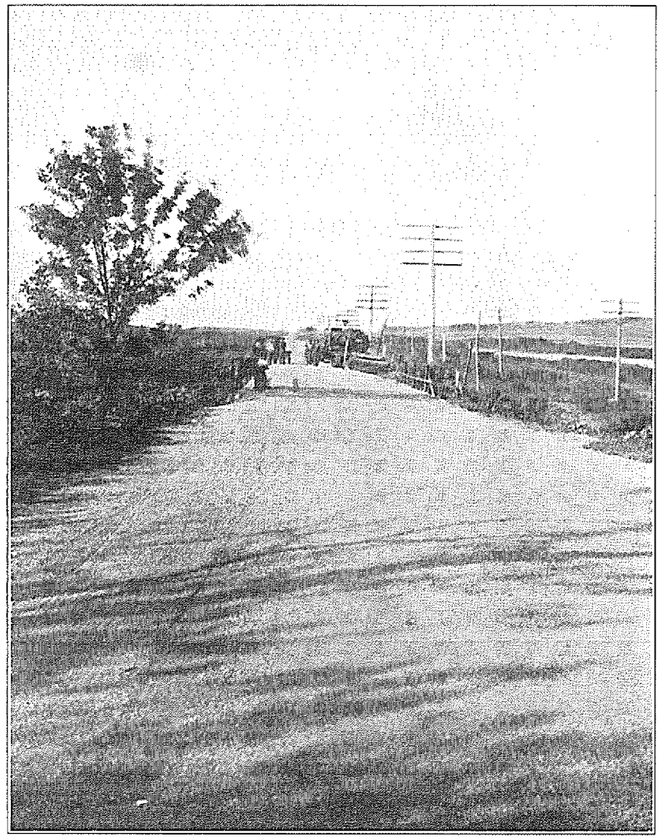
A Scene on State Highway No. 5 in McCurtain County. This is a part of Federal Aid Project No. 40.
STATE HIGHWAY NO. 5.

No. 40 was a bond issue proposition in McCurtain County now being given the finishing touches although it has been under traffic for some time. Beginning at Project 33 in Choctaw County it goes to the Arkansas line passing through Valliant, Millerton, Garvin, Idabel, Holley Creek, Broken Bow (where it connects to No. 2) thence to the state line. It consists of 51.38 miles of gravel road and several large bridges.

No. 41 in Bryan County, funds also supplied by a bond issue, radiates from Durant south 14.44 miles to the Red River Bridge; from Durant to Tishomingo, 11 miles; from Durant for 28.02

miles to Blue, Bokchito, Bennington and Choctaw County line. This is a gravel road, part of which is now being given a protective asphalt coating.

No. 42 is the 7.19 miles of concrete road between Pawhuska and Pershing in Osage County.



Oklahoma Federal Aid Project No. 43. A short stretch of improved highway in Rogers county.
STATE HIGHWAY NO. 7.

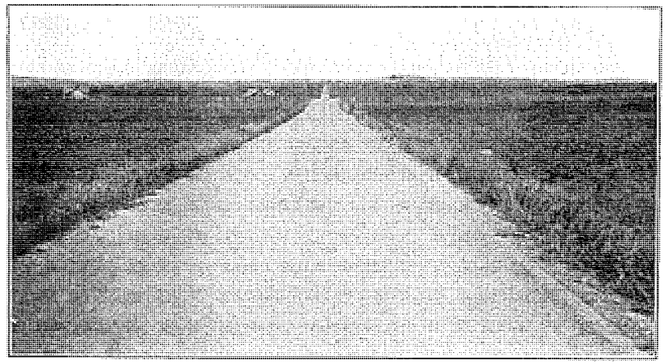
No. 43 has 0.84 miles of concrete pavement from Claremore to the Oklahoma Military Academy and 5.91 miles of gravel road extending southwest from Claremore. This latter Rogers County road has since been given a protective asphaltic coat.

No. 44 in Jackson County is located west of Altus and consists of one mile of gravel road including 300 feet of wooden trestle bridge over the North Fork Creek. This stream is of the meandering kind with poorly defined banks so that it was practically impossible to locate the bridge over a fixed channel, considering the lack of funds available, which made bank protection out of question.

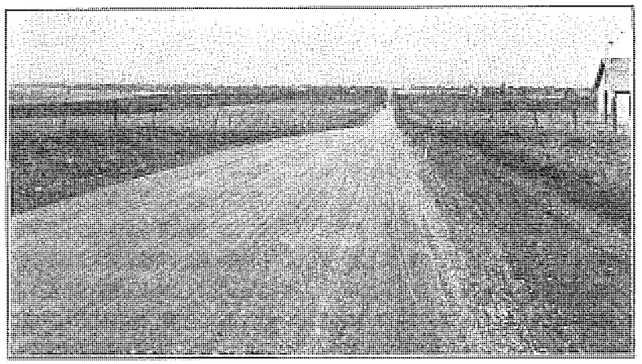
No. 45 was a project for Logan County which was cancelled for lack of funds. It will now be built as a part of the new projects made possible by the recently passed bond issue.

No. 46 in Love County as proposed called for 28 miles of gravel road between Rudbottom and the East county line. It was disapproved by the United States Bureau of Public Roads because it was not on the approved Federal Aid system; and was therefore cancelled by the highway department.

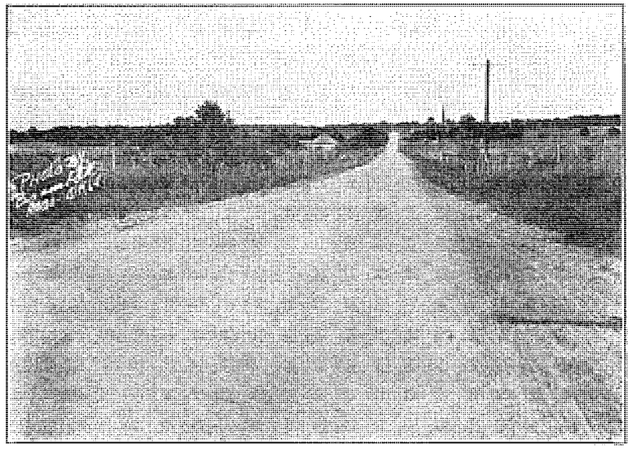
No. 47 in Johnston County consists of 17.49 miles of gravel road from Tishomingo to the Bryan County line where it connects with No. 41.



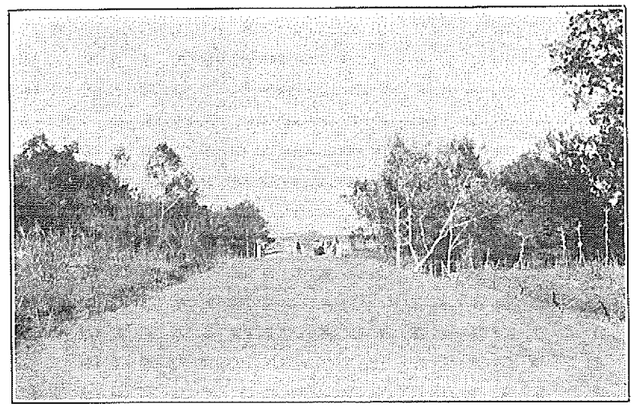
This is a scene upon the Bankhead and Lee Highway in Marshall County. It is a section of Federal Aid Project No. 48.
STATE HIGHWAY NO. 5.



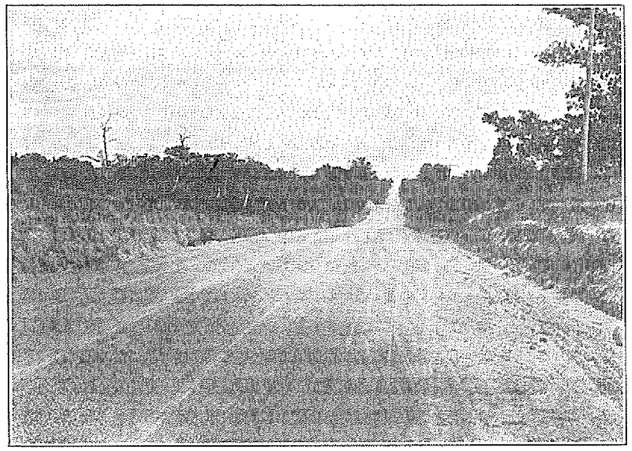
Oklahoma Federal Aid Project No. 22, near Lawton in Comanche County.
STATE HIGHWAY NO. 8.



Oklahoma Federal Aid Project No. 33, Section B 1-2, Choctaw County.
STATE HIGHWAY NO. 5.



Oklahoma Federal Aid Project No. 41, vicinity of Island Bayou Bridge, looking towards Calera, Bryan County.



Oklahoma Federal Aid Project No. 47, near Milburn, Johnston County. STATE HIGHWAY NO. 22.

No. 48 in Marshall County, comprises 13.96 miles of gravel road extending from Madill to Aylesworth thence to the Washita River, connecting with Gravel Road in Bryan County, or Federal Aid Project No. 59.

No. 49 is a steel bridge on reinforced concrete substructures crossing Gaines Creek in Pittsburg County on the Eufaula-McAlester Road. It is 366 feet long and consists of one central high through truss span with a low truss pony span at each end.

No. 50 consists of 5.23 miles of gravel road, extending east from Ada toward Allen in Pontotoc County.

No. 51 is a Muskogee County bond issue project and consists of 3 long steel bridges, two of which span the Arkansas River (near the Frisco and the K. O. and G. R. R. crossings) and the other crossing the South Canadian River at Whitefield Ferry. They are respectively 1,120 feet, 2,020 feet and 1,600 feet long not including the approaches. They helped to eliminate toll crossings.

No. 52 was similarly financed by Muskogee and Sequoyah Counties with Federal Aid. It is a bridge 2,800 feet long over the Arkansas River between the two counties near Gore and is called the Webbers Falls Bridge.

No. 53 in Okmulgee County consists of two different kinds of road. From Beggs to Okmulgee there is 11.12 miles of plain concrete pavement. From Okmulgee to Henryetta there is 11.9 miles of Topeka top (asphalt) on a plain cement concrete base.

No. 54 consists of two bridges in Sequoyah County. The first is a steel bridge 345 feet long over the Illinois river. The second is a reinforced concrete arch bridge with three 30-foot clear spans over the adjacent crossing of Deep Branch. The approaches were a part of the project.

No. 55 in Muskogee County connects No. 18 and No. 32 previously described, it consists of two miles of gravel road from Haskell north to the County line.

No. 56 is 6.23 miles of gravel road between Delaware and Lenapah in Nowata County paralleling the Iron Mountain R. R.

No. 57 is 6.47 miles of gravel road in Mayes County extending

from a point south of Choteau to the Wagoner County line where it connects with No. 58.

No. 58 originally started as a project for the improvement of all of the Jefferson Highway in Wagoner County; but only 4.53 miles of gravel road between Wagoner and Gibson, has been constructed.

No. 59 is 12.03 miles of road in Bryan County from Durant to the Washita River Bridge on No. 48 in Marshall County. Concrete is being placed on 1.09 miles of this project, the remainder will be gravel.

No. 60 is the 7.01 miles of concrete road in Oklahoma County from Oklahoma City west to the city Reservoir. The city has constructed the balance of the roadway to the Canadian County line. This reservoir section will temporarily be a gravel road.

No. 61 consists of 2 miles of gravel surfacing in Jackson County, west of No. 44 on the Altus-Duke road.

No. 62 begins at Blackwell and extends 1.77 miles towards Kildare in Kay County. This includes the steel bridge over the Chickaskia River near Blackwell. The paving is asphalt (Topeka) on a concrete base.

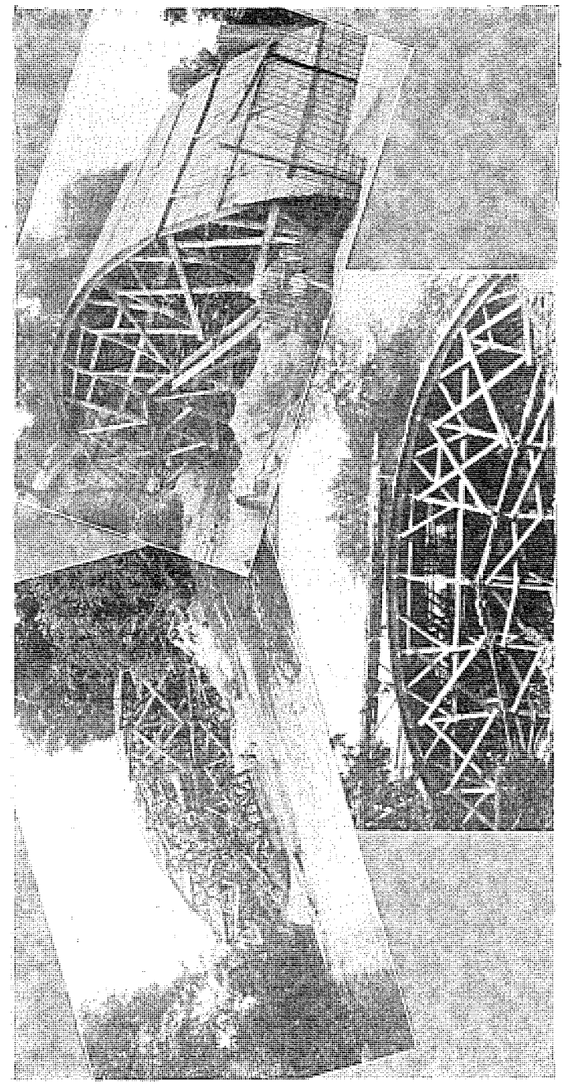
No. 63 in Caddo County is 7.28 miles of gravel road in the southeast corner of the County from the Grady County line through Cement to Cyril.

No. 64 is one of Okfuskee County's bond issue roads and consists of 12.20 miles of gravel surfacing extending from the east boundary of Okemah east towards the Weleetka road.

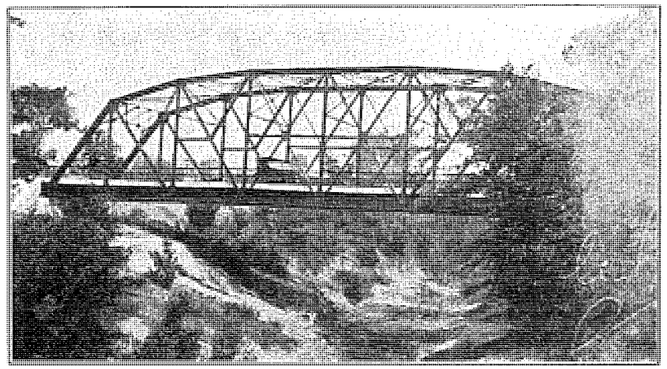
No. 65 in Sequoyah County connects No. 54 with Gore by means of 1.80 miles of gravel road.

No. 66 in Sequoyah County consists of 4.03 miles of gravel road extending west towards Muldrow from No. 135 and the Ft. Smith Bridge.

No. 67 in Johnston County is 4.06 miles of gravel road extending from Tishomingo to Ravia and includes the concrete bridges over Pennington and Rock Creeks. It is a continuation of No. 47.



Three views of Federal Aid Project 67-B, Johnston County. Concrete arch over Pennington Creek near Tishomingo. The false-work and forms for this arch required 55,000 feet of lumber. The abutment bases are set two feet in solid granite. Work is being done by F. S. Alderman, contractor, of Oklahoma City, at a cost of $20,972.80.
STATE HIGHWAY NO. 5.



Turkey Creek Bridge—144 ft. Span—Oklahoma Federal Aid Project No. 68 B. Johnston County. STATE HIGHWAY NO. 22.

No. 68 is an extension of No. 67, from Ravia towards the Carter County line. It consists of 5.93 miles of gravel surfacing and 8.87 miles of concrete pavement.

No. 69 in Carter County, extends west 5.09 miles from No. 68 at the Johnston County line. This project includes the grading and permanent structures to which a hard pavement is to be later applied.

No. 70 is an extension of No. 24, in Garfield County, which is on the east-west and Meridian Highways out of Enid. It is Asphalt on a concrete base and extends north 1.00 mile, east 2.90 miles, south 0.50 miles, altogether being 4.50 miles long.

No. 71 also extends No. 24 in Garfield County, going west 1 mile. The pavement is asphalt on a concrete base.

No. 72 is the first project in the northwest part of the state. It is 8.20 miles of Gypsum rock surfaced road paralleling the Rock Island R. R. in Texas County between Guymon and Optima.

No. 73 is an extension of No. 51-C, the Whitefield Ferry Bridge. It is 6.43 miles of gravel surfacing, from the bridge towards Stigler in Haskell County.

No. 74 is 10.22 miles of gravel road in Murray County, extending from Sulphur towards Mill Creek as far as the Johnston County line.

No. 75 is 7.44 miles of gravel road in Okfuskee County from Weleetka northerly to No. 64.

No. 76 also in Okfuskee County, is 10.06 miles of gravel road extending from the Lincoln County line through Paden to a point ½ mile east of Boley where it connects with No. 100. Bond issue proceeds furnished the county's share of the construction of No. 64, 75, 76 and 100, which make a connected system in and through the county. A connection northeast towards Okmulgee is now being contemplated.

No. 77 consists of 3.17 miles of Gravel road in Latimer County, extending from No. 36 to the Pittsburg County line.

No. 78 in Pittsburg County is temporarily held up but was intended to be 7.14 miles of gravel road extending south from the Eufaula bridge towards McAlester.

No. 79 in Pittsburg County is one of the bond issue roads between Savanna and Kiowa. It consists of 7.42 miles of concrete pavement.

No. 80 also in Pittsburg County covers 5.66 miles of concrete pavement from McAlester towards Crowder.

No. 81 is the Pittsburg County project consisting of 3.90 miles of concrete pavement from Hartshorne to the Latimer County line.

No. 82 covers 12.25 miles of gravel road between Red Oak and Wilburton in Latimer County.

No. 83 comprises 7.74 miles of gravel road from Poteau through Wister in Le Flore County.

No. 84 comprises 31.07 miles of gravel roads from Ft. Smith to Peno, Spiro and Poteau in Le Flore County, a bond issue road, connecting with No. 83.

No. 85 in Pawnee County is 11.57 miles of gravel road (bond issue) extending from Cleveland to Pawnee and southeasterly toward Sand Springs.

No. 86 is 3.49 miles of concrete pavement in Tulsa County, on the Tulsa-Sapulpa Road. Of this project 1.49 miles is 27 feet wide making this the widest concrete highway pavement in the State outside of incorporated towns.

No. 87 consists of 6.07 miles of concrete pavement in Marshall County from Madill north to the Johnston County line. It connects No. 68 and No. 48, except for a very small section north of the county line.

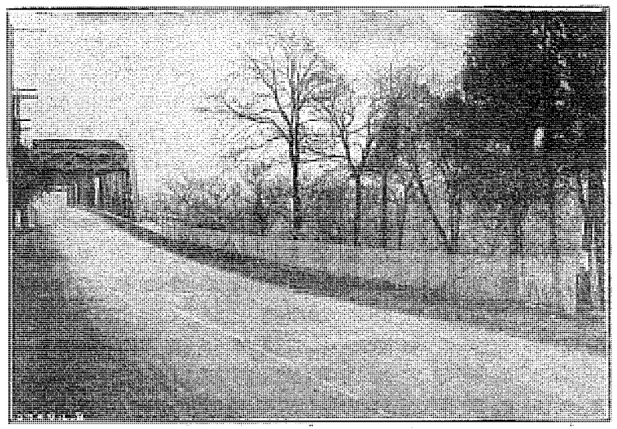
No. 88 covers 1.63 miles of concrete pavement in Creek County, north of Bristow.

No. 89 in Carter County is 2.93 miles grading and permanent structures placed in preparation for a hard surface. It is on the Ardmore-Tishomingo road.

No. 90 covers 1.99 miles of pavement in Carter County extending north from Ardmore. It is natural rock asphalt on a concrete base.

No. 91 in Murray County is 7.80 miles of gravel road between Sulphur and Davis. It includes about 0.4 miles of concrete paving near Davis.

No. 92 in Murray County is to be 9.57 miles of concrete and gravel road from Davis towards Wynnewood. The grading and permanent structures are to be constructed first.



Federal Aid Project No. 93-A between Sapulpa and Tulsa in Creek County, about three miles north of Sapulpa.
STATE HIGHWAY NO. 7.

No. 93 in Creek County is 5.0 miles of concrete pavement extending from Sapulpa to the Tulsa County line where it connects with No. 86.

No. 94 in Latimer County is 7.79 miles of gravel road extending from Wilburton towards Gowan, connecting with No. 36.

No. 95 extends west from No. 83 and provides for 11.75 miles more of proposed gravel road in LeFlore County. This completes the Postal Highway in this county (No. 84, 83 and No. 95 in the order named and crossing some of the bridges of No. 10.)

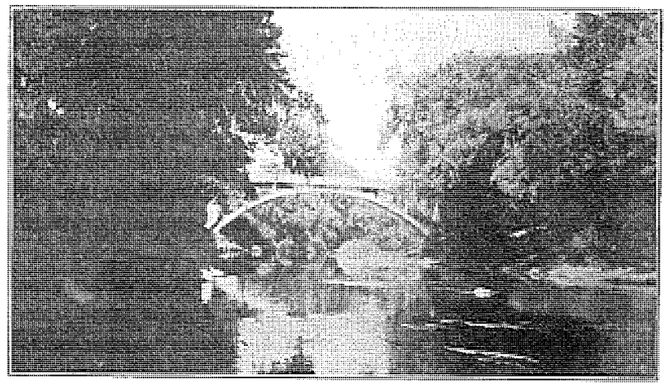
No. 96 in Muskogee County is a gravel road extending 2.37 miles from Warner southeasterly towards Stigler.

No. 97 also in Muskogee County is 17.45 miles of gravel extending from No. 51-C to No. 96 and from No. 18 to 51-B on the Muskogee-Stigler and the Muskogee-Ft. Gibson roads.

No. 98 comprises 6.18 miles of gravel road in Marshall County on the Madill-Kingston Road.

No. 99 comprises 5.01 miles of concrete pavement on the Meridian Highway in Stephens County extending north from the Jefferson County line and connecting with No. 102.

No. 100 covers 11.50 miles of gravel road in Okfuskee County between Boley and Okemah.



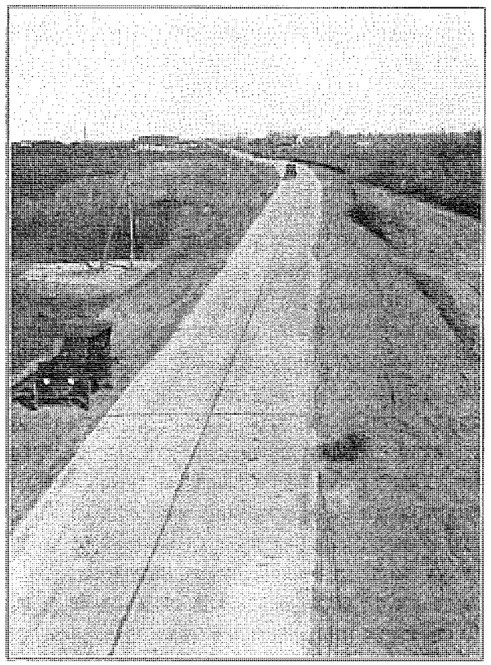
Oklahoma Federal Aid Project No. 101, Washington County.
STATE HIGHWAY NO. 12.

No. 101 in Washington County, is the Memorial Arch bridge south of Bartlesville. The project is 0.22 miles long, the bridge and pavement approaches being concrete.

No. 102 comprises 10.06 miles of concrete pavement in Stephens County between Comanche and Duncan and also connects with No. 99 at the south end and No. 103 at the north end.

No. 103 comprises the balance of the concrete pavement of the Meridian Highway in Stephens County. It is 11.16 miles long.

No. 104 is a bridge and its approaches over Turkey Creek in Jackson County. It is altogether 0.09 miles long.



Oklahoma Federal Aid Project No. 106, Washington County, "Bates" Type Concrete Pavement.
STATE HIGHWAY NO. 12.

No. 105 covers 8.33 miles of pavement in Ottawa County, extending north from Miami to the state line. No. 34, No. 8 and No. 105 complete the north and south highway in this county. The pavement is asphalt (Topeka) on a concrete base.

No. 106, in Washington County, covers 7.20 miles of concrete pavement extending from Dewey north to No. 107.

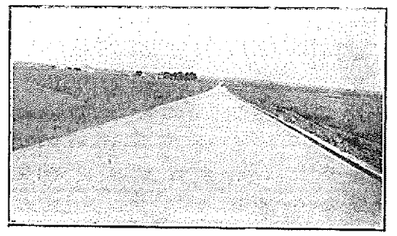
No. 107, in Washington County, comprises 8.04 miles of concrete pavement extending from No. 106 through Copan to the Kansas line.

No. 108, in Pawnee County, is held up pending the settlement of a local controversy. It was intended to be 6.21 miles of gravel surfacing on the Hallet-Jennings road.

No. 109, in Creek County, is approximately 10.0 miles of proposed improvement, beginning at the Payne and Creek County line north of Oilton and ending at the east line of Tiger township. At present 0.87 miles of concrete pavement of this project through Oilton is under construction.

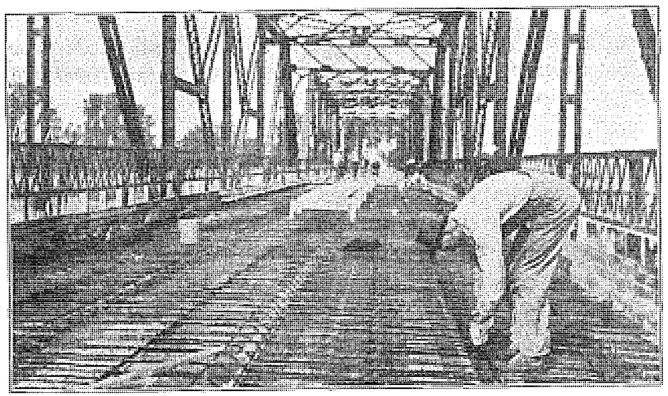
No. 110, in Creek County, covers 8.12 miles of concrete pavement on the Tulsa-Cushing road between Oilton-Drumright and the Payne County line.

No. 111, in Washington County, is to be 14.5 miles of hard surfacing connecting No. 15 with the Tulsa County line. Thus the Capitol Highway in Washington County will be wholly improved by No. 107, 106, Dewey-Bartlesville concrete road No. 101, No. 15 and No. 111.



Oklahoma Federal Aid Project No. 112-A, Cleveland County.
STATE HIGHWAY NO. 4.

No. 112 is the road in Cleveland County, extending from the Oklahoma County line south through Moore, Norman and Noble to Lexington. From Norman north the completed pavement is of asphalt (Topeka) on a concrete base and is 11.72 miles long. Between Noble and Norman a hard surface is to be placed consisting of natural rock asphalt on a concrete base, the balance of the road to Lexington is to be of cement concrete. It connects with No. 19 in Oklahoma County. The whole project is 27.43 miles long.



Oklahoma 113. North Canadian River. El Reno. Floor Steel S. Span. STATE HIGHWAY NO. 2.

No. 113 in Canadian County is a steel bridge over the North Canadian River north of El Reno and the approaches. The project is 0.43 miles long.

No. 114 completes the Postal Highway in Latimer County. It is 8.98 miles of gravel road extending from Red Oak towards Fanshawe.

No. 115 covers 1.0 miles of concrete pavement in Cleveland County, extending north from the New Castle bridge over the South Canadian River (Project No. 1), on the Oklahoma City-Chickasha road.

No. 116 covers 24.0 miles of gravel road in LeFlore County between Fanshawe and Talihina.

No. 117 in Muskogee County comprises 10.21 miles of gravel road extending from Webbers Falls Bridge (No. 53) easterly towards Warner.

No. 118 in Blaine County is the Watonga Bridge over the North Canadian River. The steel bridge including approaches makes a project 0.70 miles long.

No. 119 is 7.55 miles of concrete pavement in Pittsburg County from F. A. P. No. 79 at Savanna towards F. A. P. No. 80 at McAlester.

No. 120 covers 4.56 miles of concrete pavement in Pittsburg County extending from Hartshorne (No. 81) towards McAlester.

No. 121 is the Arkansas River steel bridge between Pawnee and Osage Counties near Cleveland. The project including earth approaches is 0.33 miles long.

No. 122 in Pottawatomie County between Shawnee and Tecumseh was proposed as 4.25 miles of concrete. This is being held up on account of county funds being unavailable.

No. 123 in Kay County comprises the bridge and approaches over the Salt Fork of the Arkansas River on the Ponca City-Noble road between Kay and Noble Counties. The project is 0.19 miles long.

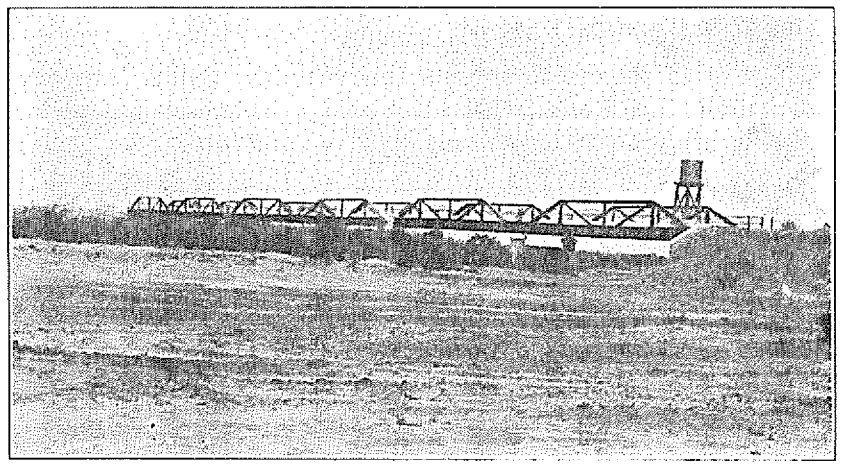
No. 124 covers two miles of concrete road in Kingfisher County from Hennessey south on the Meridian Highway.

No. 125 is 7.90 miles of concrete pavement in Kay County, extending from F. A. P. No. 20 toward Marland.

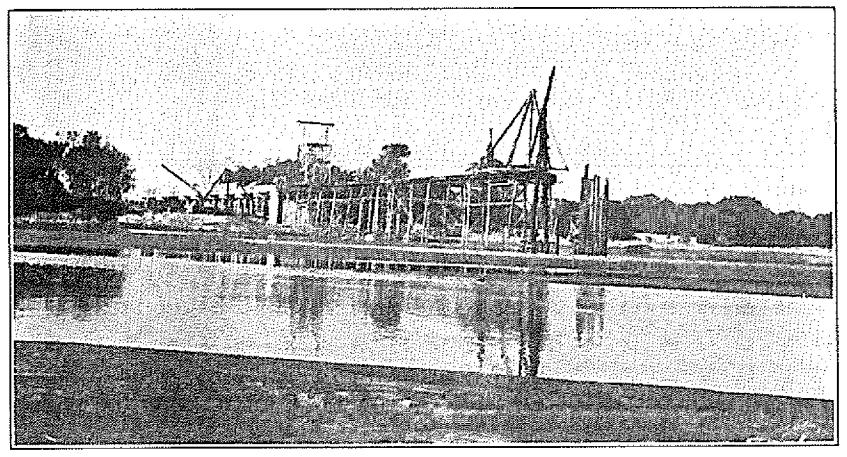
No. 126 has just been submitted, asking for Federal aid on 24 miles of gravel road extending from No. 116 at Talihina towards Clayton, through LeFlore, Latimer and Pushmataha Counties.

No. 127 covers 17.5 miles of hard surfacing proposed for Creek County on the Keystone-Oilton Road of which 6.13 miles have been placed under contract as concrete pavement.

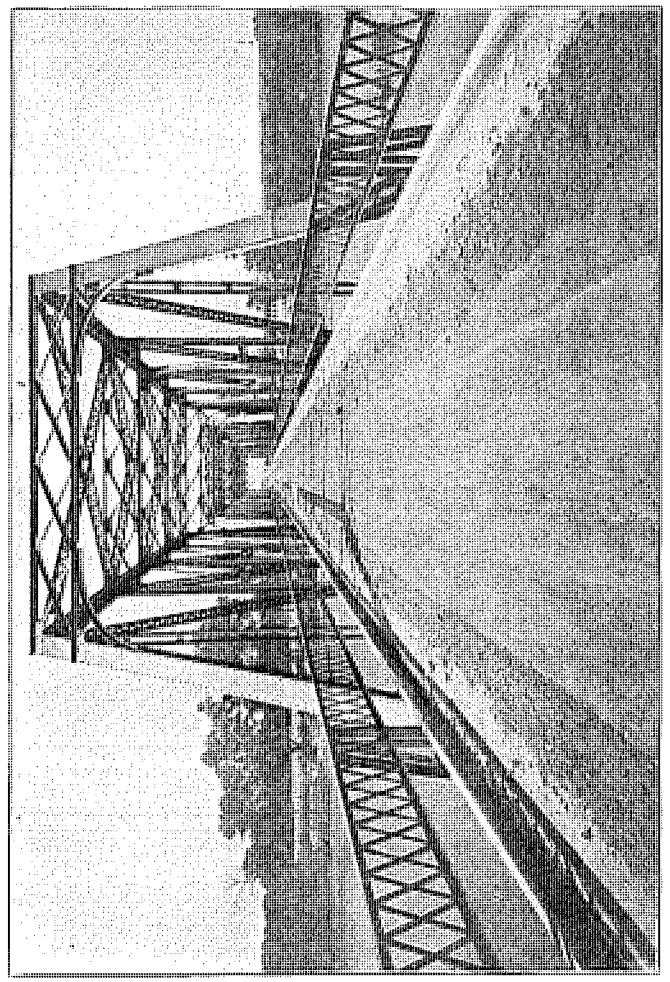
No. 128 covers 2.65 miles of concrete pavement in Creek County on the Bristow-Drumright road.



North Canadian River Bridge near Watonga, Federal Aid Project No. 118, Blaine County.
STATE HIGHWAY NO. 8.



Arkansas River Bridge near Cleveland, Oklahoma Federal Aid Project No. 121, Pawnee-Osage Counties.



Crossing the Salt Fork of the Arkansas near the 101 Ranch in Kay County. This bridge consists of four 90-foot steel spans with 331,265 pounds of structural steel and is finished with concrete floor. The work was done by the Pioneer Construction Company of Kansas City, Missouri, at a cost of $58,125.50.
Oklahoma Federal Aid Project No. 123.
STATE HIGHWAY NO. 4.

No. 129 is to be 8.5 miles of gravel road in Marshall County between Kingston and Woodville.

No. 130 is to be about 18 miles of improvement in Oklahoma and Logan Counties between Guthrie and Edmond. Sec. A of this project 2.82 miles of brick road has been completed. Survey and plans for the balance are under way.

No. 131 will be about 21 miles of improvement in Oklahoma and Lincoln Counties on the Postal Highway between Oklahoma City and Meeker. Sec. A which is 1.0 mile of concrete pavement near Choctaw, is now under construction.

No. 132 covers 12 miles of gravel road in LeFlore County between Wister and Heavener.

No. 133 calls for 26 miles of improvement (probably gravel surfacing) in Marshall and Love Counties between Madill and Marietta.

No. 134 is proposed as 21 miles of improvement in Carter and Murray Counties between Ardmore and Davis. It connects with Project No. 91 at Davis and No. 90 near Ardmore.

No. 135 is the gravel road approaching the Ft. Smith Bridge over the Arkansas River on the Oklahoma side including the grade separation. This project is 0.51 mile long.

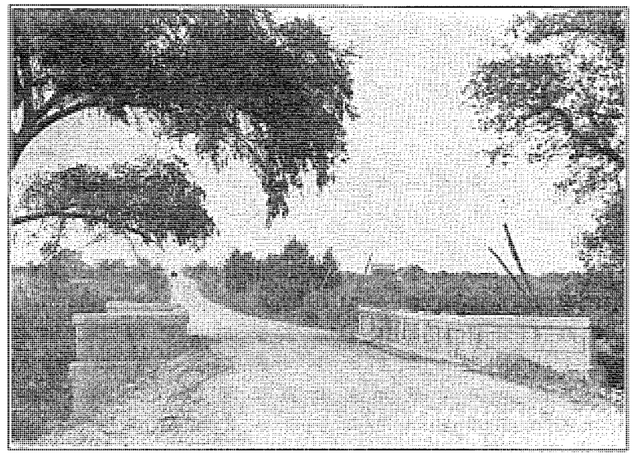
No. 136 provides for 35 miles of improvement of the Ozark Trail in Creek and Lincoln Counties between Bristow and Chandler.

No. 137 is to be 33 miles of improvement of the Ozark Trail in Oklahoma and Lincoln Counties between Chandler and Edmond.

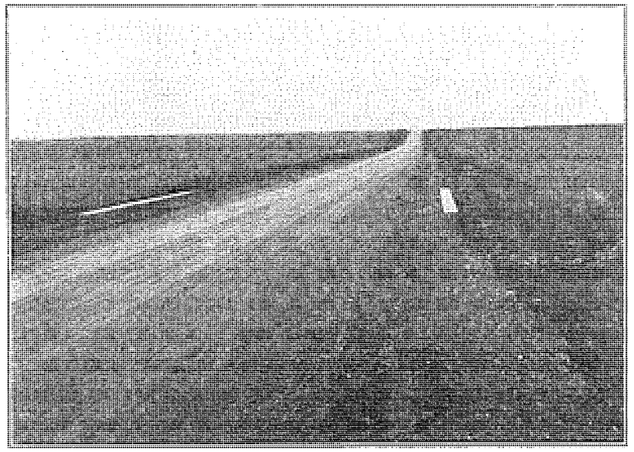
No. 138 is to be 11 miles of improvement in Jackson County between Altus and Duke, connecting projects 104, 61 and 44.

No. 139 provides for improving 35 miles in Logan and Noble Counties between Guthrie and Perry.

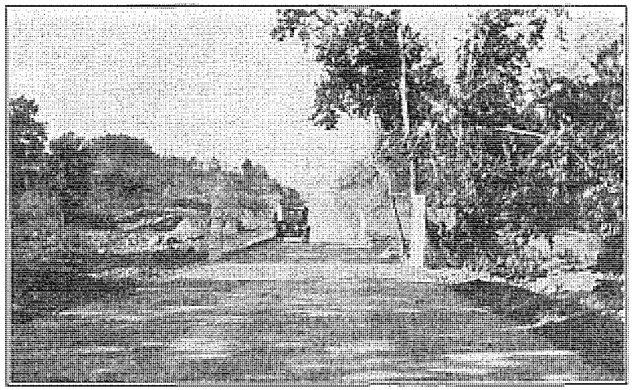
No. 140 covers 28 miles of improvement in Noble and Kay Counties between Tonkawa and Perry. The first 10.5 miles from Perry has been placed under construction.



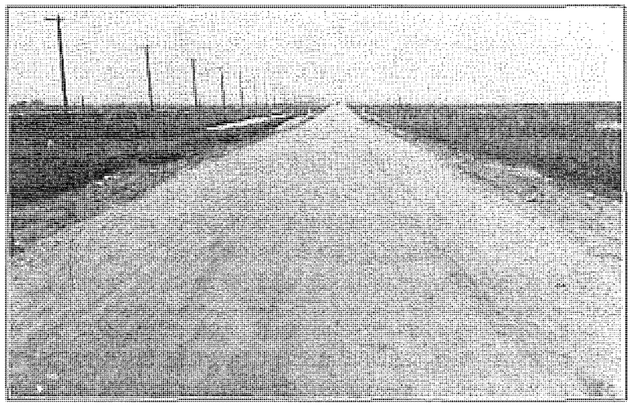
Oklahoma Federal Aid Project No. 21, north of Checotah, McIntosh County.
STATE HIGHWAY NO. 6.



Oklahoma Federal Aid Project No. 22, south of Lawton, Comanche County.
STATE HIGHWAY NO. 8.



Oklahoma Federal Aid Project No. 82, showing overflow bridge and water level Gauges, Latimer County.
STATE HIGHWAY NO. 3.



Oklahoma Federal Aid Project No. 56. Delaware-Lenapah road, Nowata County.
STATE HIGHWAY NO. 16.

No. 141 provides for 15.5 miles in Love County extending from Marietta to the State line near Gainesville.

No. 142 covers 16 miles in Carter and Love Counties between Ardmore and Marietta.

No. 143 is the first Garvin County project, proposing to improve 6 miles between Pauls Valley and Wynnewood, connecting with F. A. P. No. 92.

No. 144 proposes to improve 25 miles in Garvin and McClain Counties between Pauls Valley and Purcell.

No. 145 is for 23 miles of improvement in Johnston and Murray Counties between Sulphur and Tishomingo. This is the closing link between the Arkansas State line and Wynnewood.

No. 146 proposes to improve 57 miles in Stephens and Garvin Counties between Duncan and Wynnewood.

No. 147 covers 3.5 miles of proposed improvement in Alfalfa County on the Albert Pike Highway between Ingersoll and Cherokee.

No. 148 is to be 32 miles of improvement in Grant and Garfield Counties between Medford and Enid connecting with F. A. P. No. 70. All of this is at present under construction.

No. 149 provides for 12 miles of improvement in Ottawa and Craig Counties between Afton and Vinita.

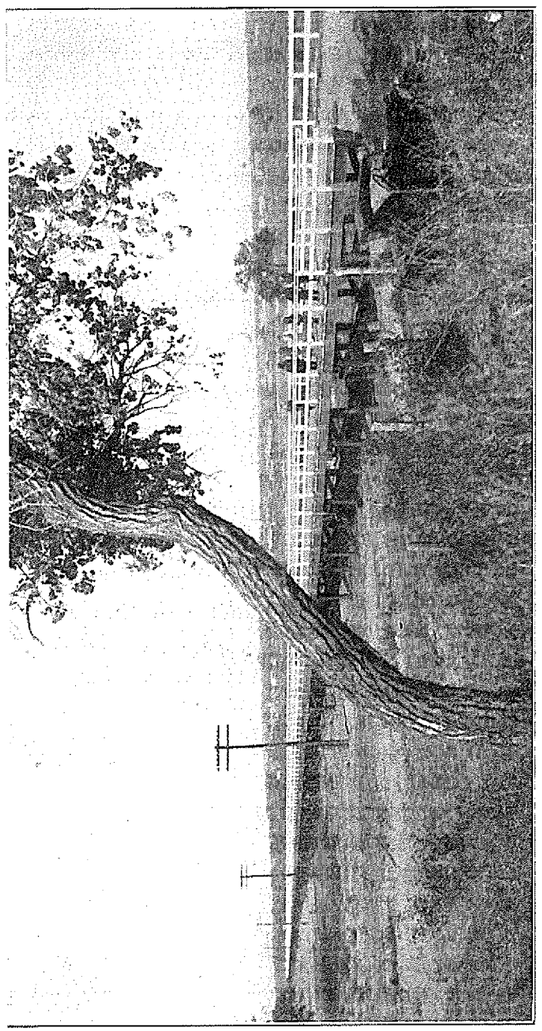
No. 150 covers 20 miles of proposed improvement in Sequoyah County between Sallisaw and Webbers Falls.

No. 151 provides for 23 miles of improvement in Sequoyah County extending No. 150 from Sallisaw towards Ft. Smith (to No. 66 and No. 135.)

No. 152 proposes an improvement of 40.5 miles of road in Osage County between Pawhuska and the Arkansas river near Ponca City.

No. 153 will connect No. 42 and No. 111 by 30 miles of improvement in Osage County, extending from Pershing to Skiatook.

No. 154 covers 15 miles of proposed improvement in Woods and Alfalfa Counties between Ingersoll and Alva.



Oklahoma Federal Aid Project No. 160. A Scene on State Highway No. 3 near Sayre in Beckham County. Crossing the North Fork of the Red River at Sayre, Beckham County, Oklahoma. This bridge contains 456,000 feet of lumber, 14,000 lineal feet of creosoted piles, is 2,600 feet long exclusive of 200 feet of dirt approaches and was constructed by The Mann Construction Co., highway construction contractors of Oklahoma City, at a contract price of $63,971.60. STATE HIGHWAY NO. 24.

No. 155 proposes an improvement of 28 miles in Woods County between the Freedom Bridge (Project No. 28) over the Cimarron River and Alva on the Albert Pike Highway.

No. 156 proposes to improve 24 miles in Woods County beginning at the State line near Coy and ending on the state road near Freedom.

No. 157 provides for 38 miles of improvement in Johnston and Coal Counties between Coalgate and Tishomingo.

No. 158 covers 21 miles of improved road being constructed in Creek County between Sapulpa and Bristow. 10.00 miles at Sapulpa and have been placed under construction.

No. 159 is 15 miles connecting No. 93 in Creek County and No. 53 in Okmulgee County between Sapulpa and Beggs.

No. 160 will ultimately include 40 miles in Beckham and Greer Counties between Sayre and Mangum. The bridge and approaches across the North Fork of the Red River have just been completed.

No. 161 provides for 25 miles on the Meridian Highway in Kingfisher and Canadian Counties between El Reno and Kingfisher, crossing No. 113 and ending at No. 25.

No. 162 proposes to improve 33.5 miles of Meridian Highway in Canadian and Grady Counties between Chickasha and El Reno.

No. 163 is for 16.5 miles in Canadian County extending from El Reno toward No. 60 in Oklahoma County.

No. 164 will be 34.5 miles in Canadian and Caddo County between El Reno and Bridgeport.

No. 165 provides for 18 miles of improvement in Carter County from Healdton on No. 39, north to the Ardmore-Duncan road.

No. 166 is for the improvement of 38 miles in Osage and Pawnee County between Ponca City (No. 20) and Pawnee, to include the construction of the Belford Bridge.

No. 167 is 6.77 miles of improvement in Kay County from

Newkirk north to the State line. The grading and structures are being constructed in preparation for a hard surface.

No. 168 is for 5.5 miles in Okmulgee County between Okemah and Henryetta, connecting projects 53 and 64.

No. 169 is 14 miles of improvement between Okmulgee and Boynton in Okmulgee and Muskogee Counties, connecting No. 18 and No. 53.

No. 170 is for the improvement of 22 miles in Blaine County between Watonga and Bridgeport.

No. 171 is for 4.5 miles of improvement in Muskogee County between Muskogee and Haskell.

No. 172 is 7 miles of proposed improvement in Kay County, between Blackwell and Tonkawa extending Project No. 27.

No. 173 is for 28 miles in Cleveland and Pottawatomie County between Norman and Tecumseh; 2.2 miles east from Norman is now being constructed as gravel road.

No. 174 is 10 miles in Hughes County between Holdenville and Wewoka.

No. 175 is for 8 miles in Hughes County from Holdenville towards Lamar and construction is proposed as soon as plans now being prepared are completed.

No. 176 is 50 miles in Mayes and Delaware County between Choteau and the state line near Siloam Springs.

No. 177 is for 36 miles in Greer and Kiowa Counties between Hobart and Mangum.

No. 178 is to be 14 miles in Pawnee County between Cleveland and Keystone. This will connect with projects 12, 85, 121 and 127.

No. 179 proposes 38 miles for improvement in Garfield and Noble Counties between Perry and Enid.

No. 180 is 28 miles of proposed improvement in Garfield and Major Counties between Enid and Cleo.

No. 181 proposes to improve 12 miles in Garfield and Noble Counties from Billings west on the Ponca City-Enid road.

No. 182 is for 29 miles of road in Pittsburg and Hughes County between McAlester and Calvin near Federal Aid Project No. 16, the Calvin Bridge.

No. 183 is for 9.32 miles of grading and structures in preparation for hard surfacing being constructed in Rogers County between Claremore and Tulsa, extending No. 43.

No. 184 proposes to improve 18 miles in Rogers County between Chelsea and Claremore.

No. 185 is for 19 miles of proposed improvement in Rogers and Craig Counties between Chelsea and Vinita.

No. 186 is 20.5 miles between McAlester and Eufaula in Pittsburgh County.

No. 187 is for 30 miles of improvement in Kingfisher and Logan Counties between Kingfisher and Guthrie.

No. 188 is 10 miles of proposed improvement in Okfuskee and Hughes County between Weleetka and Wetumka. Funds are available for the entire project.

No. 189 is for 18 miles in Hughes County from Wetumka connecting the Federal Aid road between McAlester and Ada. Funds are available for immediate construction.

No. 190 is for 38 miles in Nowata and Craig Counties between Coody's Bluff and Bluejacket. Funds are available for the Nowata County section.

No. 191 is for 4 miles in Nowata County between Nowata and Coody's Bluff.

No. 192 is for 20 miles in Nowata and Washington Counties between Nowata and Bartlesville.

No. 193 proposes to improve 14 miles of road in Nowata County from Nowata north to the State line.

No. 194 proposes to improve the 22 miles of road in Nowata and Rogers Counties between Coody's Bluff and Chelsea.

When the Federal Aid Highway System for Oklahoma was adopted and officially approved by the Secretary of Agriculture on September 25th, 1923, each Highway was desiganted by a

number of control points, as for instance Federal Aid Route No. 1 is described as follows:

From Narcissa via Bluejacket, Coody's Bluff, Nowata, Bartlesville, Pawhuska, Ponca City, Kildare, Blackwell, Medford, Ingersoll Alva, Freedom, Buffalo, Gate, Forgan, Guymon to the Oklahoma-Texas State line at Texahoma.

Prior to the adoption of the Federal Highway System, a Federal Aid Project embraced only that section of road for which construction was immediately contemplated and very little consideration was given to the location with respect to the through highway of which it was a part. Because of this rather haphazard policy of construction, it became evident that a great many serious mistakes in location were being made and it was found that in order to connect up the various isolated short sections of road already constructed, involved unnecessary distance, useless crossing and recrossing of railroads, and frequently very materially increased the cost over what would have been required had the entire section between control points been carefully investigated and the section constructed located with the idea in mind of its ultimately being only one section of the contemplated highway between control points.

Upon the adoption of the Federal Aid Highway System, it became the policy of the Bureau of Public Roads to investigate the entire route between control points and make an approximate location before granting approval for the expenditure of Federal funds in the construction of any part of the section. In this manner, future extensions of the section first to be constructed are anticipated and mistakes in location are guarded against from the beginning, so that when the entire section between control points has been constructed, all of it will be on the location originally argeed upon between the State Highway Department and the Federal Government as the best and most logical one. In making route inspections between control points, the most direct route consistent with the topography of the country traversed and the local development encountered is adopted.

Under this system, Federal Aid Projects now embrace the

entire mileage between control points and are divided up into sections of eight miles or less in length and constructed by sections as funds become available. Usually large bridges and railroad grade separation structures are constructed as separate sections.

The designation of the Federal Aid Highway System in no manner prevents the State from constructing any part of it without participation by the Federal Government, but Federal Aid funds are not applicable to the construction of that part of the State Highway System which is not coincident with the Federal Aid Highway System. All Federal Aid must be applied to the construction of the Federal Aid Highway System.

In granting State Aid to the various counties the State Highway Commission has made every effort to take care of the more urgent construction needs of the counties by alloting State Aid to match County funds, thus forming a State Aid project and financing the construction of the project concerned.

State Aid has not been limited to furthering the construction of the State Highway System but has been granted, in a number of cases, for the construction of urgently needed road and bridge projects on county and township roads.

It is recommended that in future State Aid be applied only to projects contemplating permanent construction of a section of road or a bridge on the State Highway System. In order to complete the construction of the State Highway System, within a reasonable length of time, it is essential that State funds be applied solely to furthering the construction of this system.

Following is a list of the projects which the State Highway Commission has agreed to participate in without Federal Aid.

State Aid No. 1 is 0.17 miles of asphalt (Topeka) road in Miami, making Federal Aid Project No. 8 and No. 105 continuous. This section was ineligible for Federal Aid. This was constructed by the same contractor and at the same rates as No. 105.

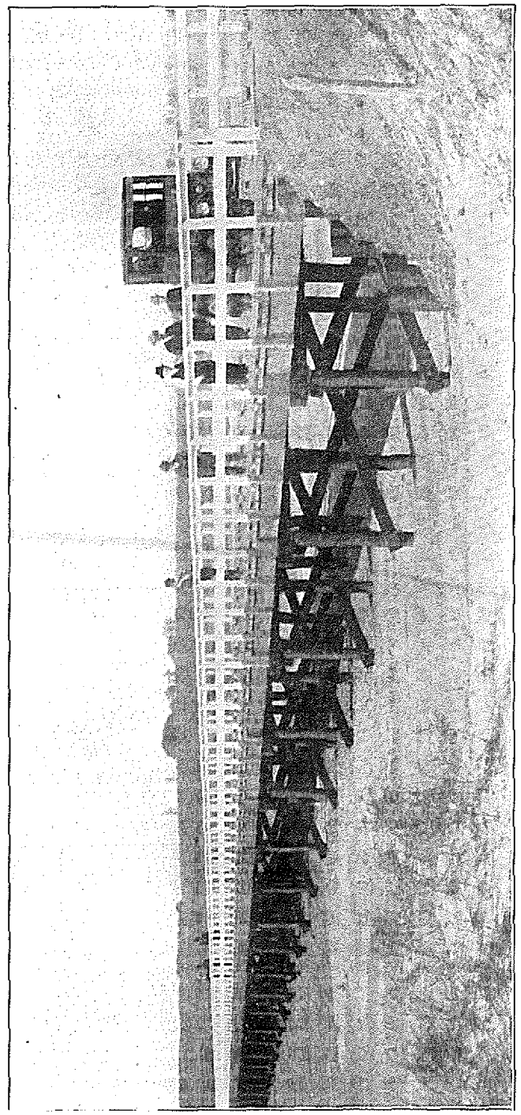
State Aid No. 2 is a state road not on the Federal aid system. It covers 42 miles of proposed improvement located through Claremore from the Nowata-Rogers County line to Rogers-Mayes County line. The Commission has placed under construction 18.49 miles of grading and structures.

State Aid No. 3 is the steel bridge over the Salt Fork of the Arkansas River near Lamont in Grant County, on the road to Medford. It consists of seven 96 foot steel spans on reinforced concrete substructures and is rapidly nearing completion.

State Aid No. 4 is the Erick Bridge over the North Fork of the Red River in Beckham County. It is of creosoted timber construction and is 1,830 feet long and including approaches the project is 0.51 miles. It was recently completed and placed under traffic.

State Aid No. 5 in Creek County is an extension of Federal Aid No. 93-B within the city limits of Sapulpa which was not eligible for Federal Aid. The project is 0.49 miles of Bates concrete pavement and was built by the contractors of Federal Aid No. 93-B.

State Aid No. 6 is a bridge 180 feet long over the Washita River north of Clinton. Due to the emergency created by the flood destruction of the light bridge previously in place, Custer County purchased the steel spans used in State Aid No. 6 and No. 8 and was lacking funds to build the substructures and erect the superstructures. The steel was on the ground before state assistance was requested. This bridge is rapidly nearing completion.



Oklahoma State Aid Project No. 4. Out in Beckham County two new bridges span the North Fork of the Red River. The bridge at Sayre is 2,660 feet long exclusive of 200 feet of dirt approaches. It contains 465,000 feet of lumber and 14,000 lineal feet of creosoted wood piles. Cost $63,971.60. The one at Erick is 1,380 feet long exclusive of 870 feet of dirt approaches. Contains 280,000 feet of lumber and 8,726 lineal feet of creosoted wood piles. Cost $35,247.88.

State Aid No. 7 in Garfield County is 1.42 miles of gravel road northeast of Enid. The state's share in the construction of this project was the furnishing of the gravel surfacing 18 feet wide and 8 in. deep.

State Aid No. 8 in Custer County is the 33-foot steel I-beam bridge mentioned in the note on State Aid No. 6. It is located north of Weatherford and has been completed for some time.

State Aid No. 9 in Alfalfa County is 475 feet of steel bridge 5 miles north of Cherokee crossing the Salt Fork of the Arkansas River. It is an extension of the south and of the existing bridge. This is under construction.

State Aid No. 10 in Muskogee County is 4.76 miles of gravel road including drainage structures located between Haskell and Bixby. This project is under construction.

State Aid No. 11 in Rogers County is 4 miles of grading and structures on the White River Trail near the Verdigris River. This project is practically completed.

State Aid No. 12 consists of 0.24 miles of bridge and graded approaches over Spavinaw Creek south of Jay in Delaware County and is under construction.

State Aid No. 13 in Delaware County is 0.40 miles of concrete bridge and graded approaches being constructed over Honey Creek near Grove on the road to Jay.

State Aid No. 14 in Pittsburg County is 3,187 feet of concrete pavement under construction extending Federal Aid Project No. 80 into McAlester on Main Street. The drainage structures were built by the city. Owing to the closeness of the houses, this section was ineligible for Federal Aid. The low value of the abutting property made an improvement district unlikely. State aid was therefore applied to assure a connected system of pavement on the State road being completed in this vicinity.

State Aid No. 15 in Mayes County is 3.35 miles of gravel road extending from Pryor west and is under construction.

State Aid No. 16 in Mayes County is 0.30 miles of gravel road approaches and 335 feet of wooden trestle bridge extension to the Grand River Bridge near Salina and now is under construction.

State Aid No. 17 in Woods County is a 90-foot reinforced concrete girder bridge located south of Freedom and 16 standard culverts on 4 miles of road south of the State line, north of Lookout. This project is now under construction.

State Aid No. 18 under construction in Major County consists of an eighty-foot steel bridge over Indian Creek between Ringwood and Isabella just north of the Cimarron River, and also another eighty-foot steel bridge over Sand creek north of Homestead.

State Aid No. 19 under construction in Murray County is the rebuilding of the suspension bridge over the Washita River two miles west of Davis.

State Aid Project No. 20 under construction in LeFlore County is 4.77 miles of gravel road and drainage structures complete located from Talihina south to the Pushmataha County line.

State Aid No. 21 in Cherokee County is the construction of 200 feet of steel bridge over Barrow Fork, south of Welling.

State Aid No. 22 in Woodward County is the construction of a bridge project 0.30 miles long being 812 feet of wooden trestle bridge and graded earth approaches, located on the Woodward Buffalo Road over the North Canadian River.

State Aid No. 23 in Marshall County is the construction of 2.43 miles of gravel road from Woodville to the Red River bridge.

State Aid No. 24 is the construction in Seminole County of a bridge project over the North Canadian River near Keokuk falls, between Pottawatomie and Seminole Counties. The Bridge is a 108 foot steel span with timber trestle approaches.

State Aid No. 25 in Ottawa County is 2.51 miles of gravel road from the connection of Federal Aid Projects 8 and 34 in Afton, south to the Delaware County line and is now under construction.

State Aid No. 26 construction has just begun in Carter County. It consists of 0.62 miles of Bates Section Concrete pavement extending Federal Aid Project No. 39 to the railroad depot in Healdton.

State Aid No. 27 is one mile of asphalt penetration macadam

surfacing in Carter County north of Ardmore, extending Federal Aid Project No. 90.

State Aid No. 28 is to be 2.5 miles of gravel road on the Vian-Sallisaw Road in Sequoyah County.

State Aid No. 29 is 4.5 miles of gravel road on the Postal Highway in Blaine County from Geary south. This is the extension of a project begun by the county.

State Aid No. 30 in Seminole County is the construction of a concrete bridge 34 feet long and graded approaches making the project 0.64 miles long. This work is located north of Seminole.

State Aid No. 31 in Murray County is under construction and consists of 5.26 miles of gravel road extending from Federal Aid No. 74 south of Sulphur to the Carter County line on the road to Ardmore.

State Aid No. 32 in Payne County is to be four miles of grading and structures east of Yale, three miles of grading and structures north of Cushing, a bridge over Salt Creek east of Yale and a bridge over Lost Creek, north of Perkins.

State Aid No. 33 on the Wybark-Okay road in Wagoner County is the construction of 3 miles of gravel road from Okay.

State Aid No. 34 is the construction of 116 culverts scattered over Garfield County.

State Aid No. 35 is to be 1,800 feet of gravel road in Sequoyah County connecting the Federal Aid Project with the paving in the town of Vian.

State Aid No. 36 is to be the construction of a culvert in the slough on the graded road to the bridge north of Moffett in Sequoyah County.

State Aid No. 37 in Sequoyah County is the Ferryroad project cancelled on account of lack of county funds.

State Aid No. 38 in Caddo County is to be the bridge and graded approaches south of Hydro, consisting of a 95-foot steel bridge and 85 feet of I-beam trestle bridge. This project is under construction.

State Aid No. 39 in Delaware County is a bridge project under

construction on the road to Jay, west of Maysville over Beaty Creek. It consists of 550 feet of earth approaches and a 40-foot concrete girder bridge.

State Aid No. 40 is a project being planned in Cherokee County.

State Aid No. 41 is 7 miles of asphalt penetration macadam surfacing under construction in Carter County from Ardmore to Lone Grove connecting Federal Aid Project No. 39 to the Federal projects terminating at Ardmore.

State Aid No. 42 is 12 miles of asphalt penetration macadam under construction in Bryan County on the road between Durant and the Red River. This is the reconstruction of a part of Federal Aid Project No. 41.

State Aid No. 43 in Creek County is under construction and consists of 212.7 feet of steel bridge over Polecat Creek southeast of Sapulpa on the road to Kiefer.

State Aid No. 44 also in Creek County connects two sections of Federal Aid Project No. 110-A north and south by 0.61 miles of Bates type concrete pavement in Drumright.

State Aid No. 45 is to be 6 miles of grading and drainage structures to be constructed between Kingfisher and Cashion in Kingfisher County.

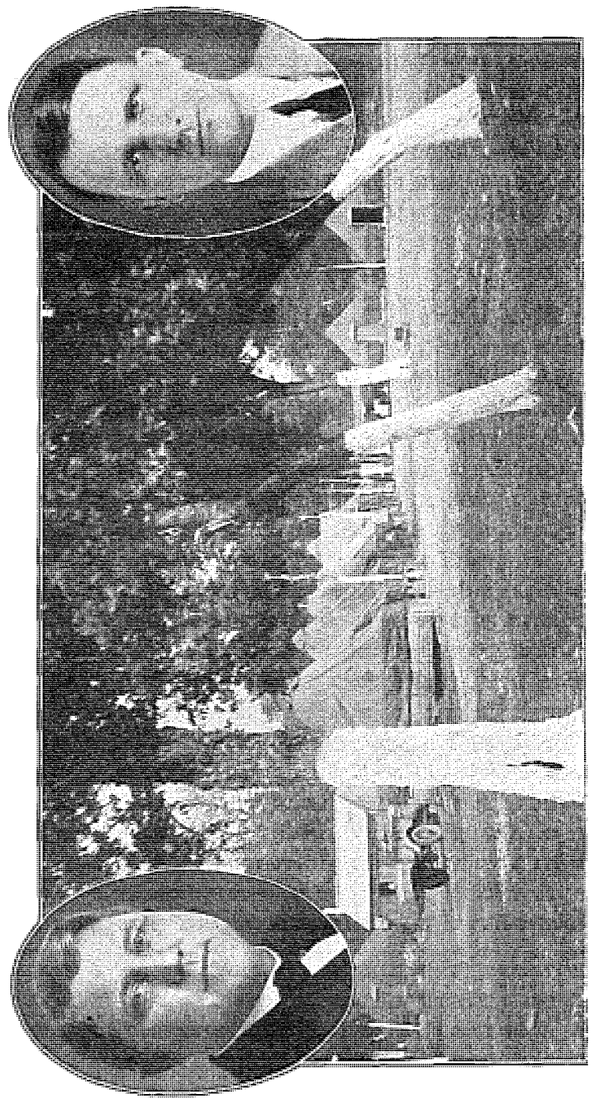
State Aid No. 46 is a 1500 foot extension of State Aid No. 45 in Kingfisher County.

State Aid No. 47 is a concrete girder bridge completed on the Kingfisher-Crescent Road in Kingfisher County.

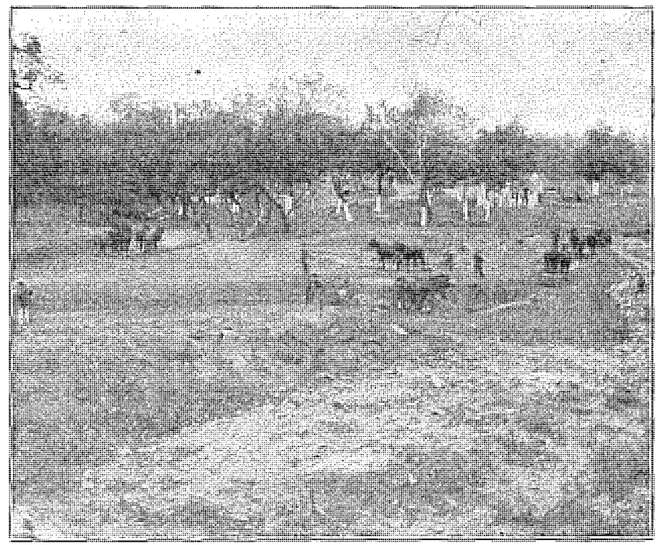
State Aid No. 48 is a 119-foot steel span with trestle approaches, constructed on the Meridian Highway in Kingfisher County between Kingfisher and Hennessey.

State Aid No. 49 is a bridge and approaches on the Dover-Loyal road in Kingfisher County.

State Aid No. 50 is a 75-foot steel bridge to be constructed on the Hennessey-Marshall Road in Kingfisher County.



Convict Road Camp No. 1, located on the south slope of the Arbuckle Mountains in Carter County. State Highway No. 4. (Insert upper left) Gov. M. E. Trapp. (Inset upper right) Warden W. S. Key of the State Penitentiary. These two officials are working whole-heartedly with the State Highway Commission in the effort that is being made to successfully use convict labor upon Oklahoma highway construction work.



A scene at Oklahoma Convict Camp No. 1, in Carter County on the south slope of the Arbuckle Mountains, showing prisoners beginning work on State Highway No. 4, immediately in front of their newly fixed camp.

State Aid No. 51 is the first convict labor road work undertaken by the present State Highway Commission. Very good progress is being made in the construction of the road located between Ardmore and Davis, and consisting of about 21 miles of grading and structures.

No. 52 in Sequoyah County is 1.52 miles of gravel road under construction east of Gore connecting with Federal Aid Project No. 54 towards Ft. Smith.

State Aid No. 53 in Blaine County is a bridge consisting of 440 feet of Wooden trestle, being built over the North Canadian River, northwest of Watonga, known as the "Reelan Bridge."

State Aid No. 54 is the 222-foot steel bridge being constructed over the Washita River north of Mountain View between Washita and Kiowa Counties.

State Aid No. 55 of 4 culverts constructed in Sequoyah County between Sallisaw and Hanson.

State Aid No. 56 is to be the 108-foot steel bridge proposed for the crossing of Fourfeen-Mile Creek near McBride in Cherokee County.

State Aid No. 57 is to be the construction of an embankment and culvert in Sequoyah County between Vian and Tommahawk Ferry.

State Aid No. 58 in Carter County provides for the construction of one mile of concrete road from Ardmore south.

State Aid No. 59 is for proposed road work in Greer County.

State Aid No. 60 proposes an improvement on the Hughes-Weleetka road in Okfuskee County.

State Aid No. 61 proposes an improvement between Okemah and Cromwell in Okfuskee County.

State Aid No. 62 is for the construction of bridges and culverts on the road from Okemah to the Creek County line in Okfuskee County.

State Aid No. 63 is a wooden trestle bridge being constructed at the Tusing crossing in Canadian County.

State Aid No. 64 is for a proposed improvement (bridge) on the Stillwell-Talequah road in Adair County.

State Aid No. 65 in Harper County consists of three bridges. A 512-foot wood trestle bridge is being constructed north of May, one 406 feet long north of Buffalo, another 89 feet long east of Kibby and the last 87 feet long south of Kibby.

State Aid No. 66 is 32 miles of grading being done in Lincoln County, on the road through Prague and Meeker.

State Aid No. 67 is an improvement proposed on the Keystone Road between Tulsa and Pawnee.

State Aid No. 68 in Cimarron County is a 435-foot wood pile trestle bridge being built over Cenequa Creek and a 551-foot trestle bridge over Currumpaw Creek, both near the New Mexico line.

State Aid No. 69 is a proposed improvement on the Perry-Enid road in Noble County.

State Aid No. 70 is for scattered small improvements on the county roads of Noble County.

State Aid No. 71 is for a proposed improvement on Perry-Stillwater road in Noble County.

State Aid No. 72 proposes an improvement on the Perry-Marland road in Noble County.

State Aid No. 73 is the construction of the extension of the Bixby paved road in Tulsa County consisting of 5.89 miles of concrete now being built towards the Tulsa-Wagoner County line.

State Aid No. 74 is now being built as 6.08 miles of gravel road and drainage structures in Wagoner County from Wagoner north to the Mayes-Wagoner County line.

State Aid No. 75 in Beaver County is the 90-foot pile trestle bridge over the Coon Creek west of Sunset, under construction.

State Aid No. 76 in Beaver County is a 522-foot wooden trestle bridge being built over the Cimarron River northwest of Gate.

State Aid No. 77 in Beaver County is a 450-foot timber trestle bridge being built over the Kiowa River east of Logan.

State Aid No. 78 in Ellis County is a 290-foot wooden trestle bridge being built over the Wolf Creek north of Fargo, extending the existing 570-foot wooden trestle bridge.

State Aid No. 79 is a bridge improvement in Pottawatomie County proposed to be located west of Wanette.

State Aid No. 80 comprises 4 bridges in Grant County, construction has just begun. They are located as follows: 84-ft. steel bridge north of Sand Creek P. O. over Sand Creek; 39-ft. steel and concrete bridge south of Sand Creek P. O.; 96-ft. Steel bridge south of the same place on the road to Jefferson; 149.5 foot steel bridge over Deer Creek east of Medford north of the A., T. & S. F. R. R.

State Aid No. 81 is the 124.3-ft. steel bridge being built in McClain County south of Purcell over Walnut Creek.

State Aid No. 82 in Beaver County is for 1 mile of gypsum surfaced road north of Beaver and 4 miles of the same type south of this town on the Forgan-Booker Road.

State Aid No. 83 is to be a 100-ft. wooden pile trestle bridge over Clear Creek west of Elmwood, a 120-ft. wood pile trestle over Duck Pond Creek northwest of Como and 90 feet of trestle over Clear Creek northeast of Balko.

State Aid No. 84 in Beaver County is to be 1 mile of gyp surfaced road north of Boyd on the Liberal-Perryton Road.

State Aid No. 85 in Grant County consists of 4 bridges; 96-ft. steel bridge over a branch of Crooked Creek northeast of Nashville in Coldwater Township; 75-ft. steel bridge over a branch of Sand Creek north of Nashville in Ware Township; 80-ft. steel bridge east of Deer Creek in Dirigo township and 80-ft. steel bridge over Sand Creek east of Wakita in Manchester Township.

State Aid No. 86 in Payne County is for the construction of a concrete box culvert on the Stillwater-Perkins road.

State Aid No. 87 in Wagoner County is the construction of 1.47 miles of gravel road from Coweta south along the west side of the M., K. & T. R. R.

State Aid No. 88 in Pittsburg County is to be the grading, draining and shale surfacing of the road from Kiowa to the Atoka County line for 2.89 miles.

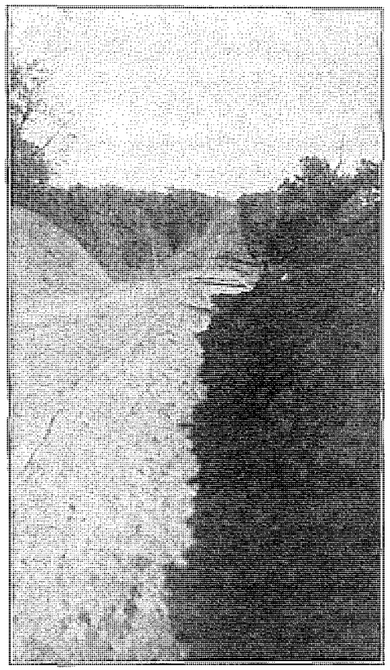
State Aid No. 89 is the improvement of the east and west road to Grove in Delaware County.

General Note:

Federal aid amounts are subject to change according to the requirements of the project during construction and the approval of the State and Federal authorities.

The grading and permanent drainage structures are constructed and generally some time is allowed for natural settlement to occur before hard surfaces such as brick, asphalt and concrete are applied.

Surveys and plans have been made and are being made for the projects not yet under construction, but which are listed in the descriptions. This is being done as rapidly as possible so that there will be no delay when funds become available. The Federal approval of routes, surveys and plans is also being secured in anticipation of funds being made available for any part of these projects, thereby making these sections immediately eligible for participation in Federal aid.



Oklahoma Federal Aid Project No. 2, McCurtain County. Williams Highway between Broken Bow and Bethel.
STATE HIGHWAY NO. 21.

STATUS OKLAHOMA FEDERAL AID

January 1 1925

Proj. No.	County	Type	Length Miles	Date Contract	Percent Complete	Date Complete	Estimated or Contract Cost	Federal Aid
1	Cleveland—McClain	Bridge	0.67	5- 1-22	100	4-23-23	412,036.36	162,163.73
2	McCurtain	Natural Gravel	27.41	12- 3-20	100	10- 6-22	198,227.89	98 222.05
3	Oklahoma	Experimental	2.00	6-29-18	100	6- 9-19	43,211.97	20,400.00
4	Comanche	Concrete	2.68	6-29-18	100	11- 7-19	77.576.74	35,983.57
5	Bryan	Gravel	14.65	7- 9-21	100	7-25-22	283,769.92	116,824.54
6	Okmulgee	Gravel	14.00	(Cancelled—10 miles built by county)				
7	Muskogee	Topeka	2.50	12-30-18	100	12-31-19	80,422.55	38,194.70
8	Ottawa	Topeka	15.47	12-30-18	100	3- 1-22	347,370.52	164,156.75
9	LeFlore	Bridge	0.07	6-18-19	100	6-13-22	33,521.93	16,770.19
10	LeFlore	3 Bridges	0.28	6-18-19	100	7-25-24	112,064.87	56,032.43
11	Pottawatomie	Bridge	0.25	6-18-19	100	4- 1-21	179,889.59	85,131.53
12	Tulsa	Concrete	64.27	2-17-19	100	11-11-22	1.937,645.60	680,000.00
13	Pushmataha	Bridge	0.04	6-29-19	100	3-15-21	15.626.59	7,796.22
14	Oklahoma	Road		Cancelled—(included in No. 19)				
15	Washington	Concrete	18.28	3- 5-21	72		660.866.47	317,228.73
16	Hughes	Bridge	0.80	9- 2-21	100	3-11-22	182,678.41	90 000.00
17	Canadian—Grady	Bridge	1.25	1-28-20	100	5-29-24	398,809.16	198,396.93
18	Muskogee	Gravel	52.81	1-22-20	100	3-10-22	788,327.47	392,966.78
19	Oklahoma	Concrete 9.96 / Topeka on Concrete 3.04		1-20-21	100	11-20-22	624,381.69	282,129.08
(k)20	Kay	Concrete	16.27	12- 3-20	100		698.772.93	288,728.60
21	McIntosh	Gravel	22.40	1- 6-21	100	8-16-21	368,158.21	202,535.67
22	Comanche	Gravel	5.95	8-16-20	100	4-24-21	73,416.00	36,708.00
23	Pushmataha	Gravel	4.92	12- 3-20	100	2-17-22	75,892.92	37,890.00
24	Garfield	Topeka on Concrete	6.98	4-10-20	100	12- 1-21	375,005.76	162,186.40
25	Kingfisher	Bridge & Concrete	3.14	8-17-20	100	8- 1-22	146.950.81	83,563.58
26	Grant	Bridge		Cancelled—(built by county.)				
27	Kay	Concrete	1.76	4-28-20	100	12- 1-22	67,383.67	33.686.61
28	Woods & Woodward	Bridge & Approach	0.98	6- 6-20	100	10- 1-23	160.040.76	80,018.78
29	Cotton			Cancelled				
30	Nowata			Cancelled—(built as No. 56)				
31	Wagoner	Gravel	2.46	Cancelled				
32	Wagoner	Gravel	17.62	5-10-21	100	6- 7-22	238,104.80	117,986.78

ANNUAL REPORT

Proj. No.	County	Type	Length Miles	Date Contract	Percent Complete	Date Complete	Estimated or Contract Cost	Federal Aid
33	Choctaw	Gravel	56.83	9-30-21	90		603,072.00	276,147.91
34	Ottawa	Gravel	2.36	5-24-21	100	10-25-21	29,821.76	14,468.72
35	Adair			Cancelled				
36	Latimer	Shale & Gravel	2.00	12- 3-20	100	9- 5-23	53,842.92	26,132.50
37	Atoka	Gravel	0.85	1- 6-21	100	10- 4-21	19,349.11	9,420.88
38	Noble	Concrete	1. 5	Cancelled				
39	Carter	Gravel	15.95	3-16-21	100	9-23-22	394,087.21	175,000.00
40	McCurtain	Gravel	51.38	6-24-22	100	11-10-23	778,054.66	389,027.32
41	Bryan	Gravel	53.46	7- 2-21	100	9-23-22	1,000.880.82	492,644.15
42	Osage	Concrete	7.19	4-28-21	100	11-20-22	330,565.23	126,322.57
43	Rogers	Gravel 4.20 / Concrete 0.84		2- 8-22	100	6-27 23	89,940.99	41 043.28
44	Jackson	Gravel & Bridge	1.00	4- 7-21	100	2-21-23	31,704.63	15,685.91
45	Logan	Bridge		Cancelled				
46	Love	Bridge & Gravel	28.0	Cancelled				
47	Johnston	Gravel	17.48	6-14-21	100	4- 7-23	264,230.07	116,231.12
48	Marshall	Gravel	13.96	5-16-21	100	8-11-24	192,662.17	96,329.07
49	Pittsburg	Gravel	0.07	8- 8-21	100	7- 1-22	61,828.63	26,730.35
50	Pontotoc	Gravel	5.23	6- 4-21	100	3-15-22	94,700.22	46,273.57
51	Muskogee—Haskell	3 Bridges	0.89	11-26-21	100	8-31-23	386.474.30	192,860.02
52	Muskogee—Sequoyah	Bridge & Approach	1.55	12- 1-21	100	11-24-23	295.055.30	147,527.65
53	Okmulgee	Concrete &Topeka	23.02	11-29-21	100	10- 1-23	1,006,599.70	394,509.99
54	Sequoyah	Bridge & Approach	0.45	5- 7-23	100	5-24-24	78.326.23	39,163.11
55	Muskogee	Gravel	2.00	7-31-22	100	6-15-23	31,689.37	15,832.47
56	Nowata	Gravel	6.23	7- 3-22	100	1-16-24	79,419.83	39,709.91
57	Mayes	Gravel	6.47	5-15-23	100	6- 7-24	75,968.86	37,984.43
58	Wagoner	Gravel	14.66	5-15-23	40		185,036.45	55,950.44
(a)59	Bryan	Gravel & Concrete	12.03	4-23-23	85		198,703.27	95,221.48
(b)60	Oklahoma	Concrete & Bridge	7.01	8-19-22	83		324,925.78	110,000.00
61	Jackson	Gravel	2.00	9-19-22	100	2-14-23	27,408 87	13,688.02
(c)62	Kay	Bridge & Topeka	1.77	7-14-23	85		176,278.12	60,000.00
63	Caddo	Gravel	7.28	11- 3-23	93		97,000.00	48,500.00
64	Okfuskee	Gravel	12.36	2- 8-23	100	9-29-24	211,476.60	105,738.30
65	Sequoyah	Gravel	1.80	4-14-23	100	10-27-23	11,442.33	5,721.16
66	Sequoyah	Gravel	4.03	6- 2-24	75		31,466.34	15,733.17
67	Johnston	Gravel	4.06	4-21-23	70		85,110.63	42,555.31

STATE HIGHWAY COMMISSION

Proj. No.	County	Type	Length Miles	Date Contract	Percent Complete	Date Complete	Estimated or Contract Cost	Federal Aid
(d) 68	Johnston	Gravel & Concrete	14.63	4-23-23	41		277,062.79	126,349.44
69	Carter	Concrete	5.09	8-15-24	10		185,167.37	39,978.01
70	Garfield	Topeka	4.40	12- 8-22	100	7-23-23	158,067.88	76,489.12
71	Garfield	Topeka	1.00	12-28-22	100	4- 5-23	36,029.31	18,003.96
72	Texas	Gyp Rock	8.20	8-28-23	100	7-31-24	37,915.19	17,248.31
73	Haskell	Bridge & Gravel	6.43	6-30-23	41		108,781.47	40,751.60
74	Murray	Gravel	10.53	12-17-23	94		148,989.12	74,494.55
75	Okfuskee	Gravel	7.44	2- 8-23	100	10-25-24	141,219.12	70,609.56
76	Okfuskee	Gravel	10.06	2- 8-23	100	8- 4-24	171,270.15	85,635.07
77	Latimer	Gravel	3.17	5-30-23	100	6- 4-24	46,706.69	23,353.34
78	Pittsburg	Concrete	7.14	Cancelled			146,745.98	73,372.99
79	Pittsburg	Concrete	7.42	6-30-23	100	10-10-24	253,831.61	125,543.88
80	Pittsburg	Concrete	5.66	6-30-23	100	9-18-24	187,125.79	74,501.80
81	Pittsburg	Concrete	3.90	6-30-23	100	6- 4-24	128,024.13	60,000.00
82	Latimer	Gravel	12.25	7-17-23	55		220,261.42	110,130.71
83	LeFlore	Gravel	7.74	2-15-23	100	8- 6-24	92,226.24	46,113.12
84	LeFlore	Gravel	31.07	3-17-23	100	7- 3-24	411,926.83	205,963.40
85	Pawnee	Gravel	11.57	11- 1-23	42		162,695.90	81,347.95
86	Tulsa	Concrete	3.49	12-15-22	100	8-13-23	136,971.12	39,492.27
87	Marshall	Concrete	6.07	3-26-23	75		188,013.18	90,510.71
88	Creek	Concrete	2.63	11-19-23	100	7- 5-24	55,992.78	27,996.39
(a) 89	Carter	Concrete	5.92	6-30-23	52		185,172.74	61,172.74
90	Carter	Rock Asphalt	1.99	2-17-23	100	10-25-23	60,636.80	30,318.40
(f) 81	Murray	Gravel & Concrete	6.50	5-25-23	99		127,366.84	63,683.41
92	Murray	Concrete	9.58		10		193,755.71	177,024.56
93	Creek	Concrete	7.01	2-23-23	100	7-25-24	147,988.28	73,947.83
94	Latimer	Gravel	9.05	7-17-23	86		171,966.66	85,883.32
95	LeFlore	Gravel	11.75	In Litigation			164,831.39	75,439.54
96	Muskogee	Gravel	2.37	4- 9-23	100	4-15-24	30,456.74	15,728.37
97	Muskogee	Gravel	17.45	4- 9-23	100	5-24-24	224,400.54	112,200.26
98	Marshall	Gravel	6.18	8-14-23	84		55,266.47	27,633.23
99	Stephens	Concrete	5.01	9-20-23	100	10-30-24	168,098.46	84,049.23
100	Okfuskee	Gravel	11.50	4-10-23	100	8-23-24	191,468.77	95,734.38
101	Washington	Bridge	0.24	7-14-23	99		99,471.16	25,000.00
102	Stephens	Concrete	10.06	9-20-23	100	10-10-24	335,458.51	167,729.25
103	Stephens	Concrete	11-16	9-20-23	100	10- 6-24	349,730.79	174,865.39

Proj. No.	County	Type	Lengt Milesh	Contract Date	Complete Percent	Complete Date	Contract Cost Estimated or	Aid Federal
104	Jackson	Bridge	0.10	12- 3-23	100	5-24-24	25,200.00	12,600.00
105	Ottawa	Topeka on Concrete	8.33	11- 1-23	38		279,003.67	66,361.99
106	Washington	Concrete	7.20	10-11-24	99		229,333.35	105,000.00
107	Washington	Concrete	8.04	10-11-23	99		274,702.92	129,900.00
108	Pawnee	Gravel	6.21	In Litigation			82,632.00	41,316.00
109	Creek	Concrete	10.00	1- 7-24	2		708,435.90	80,000.00
110	Creek	Concrete	8.12	1- 7-24	98		264,784.97	121,725.00
111	Washington	Concrete	14.50	11- 6-24	0		514,745.00	50,000.00
(g) 112	Cleveland	Rck.Asp.,Top. & conc.	28.43	12-17-23	60		870,915.75	448,918.82
113	Kingfisher	Bridge	0.43	1-16-24	94		88,000.00	44,000.00
114	Latimer	Gravel	8.98	9-10-24	25		106,896.87	53,448.43
115	Cleveland	Concrete	1.00	2- 6-24	100	4-25-24	35,937.98	17,968.99
116	LeFlore	Gravel	24.20	6- 2-24	30		484,060.00	100,000.00
117	Muskogee	Gravel	10.22	5-10-24	37		179,043.88	70,000.00
(h) 118	Blaine	Bridge	0.70	12-17-23	100		81,127.34	40,563.83
119	Pittsburg	Concrete	7.55	5-10-24	100		232,202.76	113,298.00
120	Pittsburg	Concrete	6.56	5-10-24	8		226,877.71	102,428.60
121	Pawnee-Osage	Bridge	0.33	12-17-23	61		192,986.24	50,000.00
122	Pottawatomie	Concrete	4.00				180,000.00	27,000.00
123	Kay	Bridge	0.20	1-16-24	100	8-24-24	58,125.50	29,062.75
124	Kingfisher	Concrete	2.00	10-31-24	80		64,623.48	29,959.50
125A	Kay	Concrete	7.90	6-24-24	25		255,380.73	118,549.50
126	See description							
127A	Creek	Concrete	6.037	9-24-24	59		200,423.88	90,405.00
127B	Creek	Bridge	0.01	9-24-24	60		8,074.53	4,037.26
127C	Creek	Concrete	6.2147	11-26-24	0		28,732.96	14,365.48
127D	Creek	Bridge	0.08	11-26-24	0		16,944.51	8,472.25
128A	Creek	Concrete	2.65	6- 2-24	100		88,267.76	39,753.00
129	Marshall	Gravel	8.33	11-10-24	10		80,681.88	40,340.94
130A	Oklahoma	Brick	2.82	6- 2-24	100	10-28-24	121,739.03	42,283.50
131A	Oklahoma	Concrete	1.00	7- 5-24	90		45,307.24	20,347.37
131B	Oklahoma	Bridge						
132-135		See description						
135	Sequoyah—Arkansas	Bridge & Approach	0.35	8-11-22	100	3- 8-23	64,000.00	18,231.20
136-137		See description						
138	Jackson	Gravel	2.17	11- 7-24	10		30,449.28	15,224.64
139		See description						

Proj. No.	County	Type	Length Miles	Date Contract	Percent Complete	Date Complete	Estimated or Contract Cost	Federal Aid
140A	Noble	Concrete	7.8867	12- 2-24	5		220,019.62	110,009.81
140B	Kay	Concrete	2.1869	12- 2-24	5		68,657.98	32,803.50
141-148		See description						
148A	Garfield	Concrete	4.477	9-20-24	85		132,982.38	66,491.19
148B	Garfield	Concrete	4.498	9-30-24	80		150,085.94	71,272.53
148C	Grant	Concrete	2.926				103,713.76	10,551.12
148D	Grant	Concrete	4.1287		5		120,399.22	4,900.72
148E	Grant	Concrete	3.634				114,562.55	8,515.95
148F	Grant	Concrete	2.5638				76,404.57	38,202.28
148G	Grant	Bridge	2.30'	Girders			7,794.98	3,897.49
149-150		See description						
151		See Fed. Aid No. 66						
151-157		See description						
158A	Creek	Concrete	4.976	11- 1-24	15		162,512.92	74,640.00
158D	Creek	Concrete	4.960	11- 1-24	25		187,348.64	75,315.00
159		See description						
160	Beckham	Bridge	0.57	6-11-24	100	11- 5-24	63,971.60	31,985.80
161-167		See description						
(j)167	Kay	Concrete	6.77	11- 1-24	10		269,002.43	27,513.65
168-173		See description						
173	Cleveland	Gravel	2.22	11-12-24	20		23,324.12	11,662.05
174-182		See description						
(j)183A	Rogers	Concrete	4.33				118,381.23	46,229.76
(j)183B	Rogers	Concrete	4.99				131,573.73	29,077.49
183C	Rogers	Bridge	0.02				17,526.85	8,763.42
184-194		See description						

Notes: .(a) Includes 1.10 miles concrete
(b) Includes 0.46 miles grading and bridge
(c) Includes 1.66 miles Topeka on concrete approach
(d) Includes 8.78 miles concrete
(e) Includes 0.44 miles concrete in Davis
(f) Includes 2.93 miles concrete
(g) Includes 0.62 miles concrete approach
(h) Includes 12.72 miles Topeka, 7.86 miles Rock Asphalt and 7.85 miles concrete
(i) Includes 8.98 miles concrete, the balance is planned for concrete
(k) Includes 0.8 miles brick
(j) Federal Aid to be increased as required during construction

No. 90, Carter County.
STATE HIGHWAY NO. 5.

Oklahoma Federal Aid Projects.
No. 2. McCurtain County.
STATE HIGHWAY NO. 21.

No. 15, Washingon County.
STATE HIGHWAY NO. 12

STATUS OF STATE AID PROJECTS

December 31, 1924

Proj.	County	Type and Location	Estimate	Per cent Complete
1	Ottawa	Extension F. A. P. 8—882 ft. 2" Asphalt	$ 4,687.24	100
2	Rogers	Nowata County line to Mayes County line	90,525.22	80
3	Grant	Bridge over Salt Fork	80,000.00	80
4	Beckham	Bridge 6 miles north of Erick	41 127.07	100
5	Creek	Extension F. A. P. 93 in Sapulpa		100
6	Custer	Bridge over Washita River	12,894.74	90
7	Garfield	1½ miles gravel road to State Hospital	7,056.72	100
8	Custer	Bridge near Weatherford	3,333.72	100
9	Alfalfa	Bridge near Cherokee	8,400.00	30
10	Wagoner	4 miles gravel road on Albert Pike Highway	40,000.00	0
11	Rogers	10 miles grading on White River Trail	20,000.00	100
12	Delaware	Bridge over Spavinaw Creek	1,752.13	30
13	Delaware	Bridge over Honey Creek	12,000.00	30
14	Pittsburg	Extension F. A. P. 80 in N. McAlester	14,969.00	100
15	Mayes	3.409 Miles Grading and Bridges	47,157.14	20
16	Mayes	Approaches to Grand River Bridge	14 215.16	30
17	Woods	Culverts northwest of Woodward	14,414.36	70
18	Major	Bridges over Sand Creek & Indian Creek	17,047.85	50
19	Murray	Bridge repair on Washita River west of Davis	5,912.23	100
20	LeFlore	4.7 Miles gravel road Talimina south	66,800.43	
21	Cherokee	Bridge over Barron Fork Creek	6,686.06	
22	Woodward	Bridge over N. Canadian River	23,813.00	20
23	Marshall	Gravel Road Woodville to Red River	30 000.00	10
24	Pottawatomie & Seminole	Bridge over N. Canadian near Keokuck	10,000.00	10
25	Ottawa	2.5081 miles Gravel Road, Afton, southwest	16,441.11	10
26	Carter	½ mile of Concrete Road thru Healdton	15,000.00	17
27	Carter	1 mi. penetration Macadam North of Ardmore	17,424.00	Cancelled
28	Sequoyah	1 mile Gravel Road in Sallisaw	4 000.00	
29	Blaine	4 mi. gravel road near Geary	60,230.12	Advertised
30	Seminole	Grading and Bridge north of Seminole	10 000.00	10
31	Murray	5 miles Gravel Road south of Sulphur	50,000.00	10
32	Payne	4 miles of Grading and 1 Bridge		0

ANNUAL REPORT

Project	County	Type and Location	Estimate	Percent Complete
33	Wagoner	3 miles of Gravel Road south from Okay	26,000.00	
34	Garfield	Culverts on Belt Road	71,288.45	15
35	Sequoyah	Road through Vian	600.00	
36	Sequoyah	Bridge north of Moffett	800.00	
37	Sequoyah	Road north of Moffett (Cancelled)	800.00	
38	Caddo	Bridge near Hydro	3,667.29	90
39	Delaware	Bridge near Jay	6,000.00	
40	Cherokee	Survey to Tahlequah	1,000.00	
40	Carter	2½" Top on 7 miles Road from Ardmore to Lone Grove	60,000.00	5
42	Bryan	1" Top on 12 miles of Road from Durant to Red River	28,175.40	
43	Creek	Bridge over Pole Cat Creek	27,130.29	15
44	Creek	Extension on F A P 110 in Drumright	16 499.74	100
45	Kingfisher	Bridge between Kingfisher and Cashion	33,000.00	
46	Kingfisher	Bridge between Kingfisher and Cashion	3,300.00	
47	Kingfisher	Bridge between Kingfisher and Crescent	9,000.00	
48	Kingfisher	Bridge between Kingfisher & Hennessey	28,250.00	
49	Kingfisher	Bridge between Dover and Loyal	9,000.00	
50	Kingfisher	Bridge between Hennessey and Marshall	10.000.00	
51	Carter	Turner Falls Road (Convict Labor)		5
52	Sequoyah	Road from Illinois River Bridge east	8,000.00	
53	Blaine	Bridge between Watonga and Eagle City	9,460.00	
54	Washita	Bridge over Washita River	25,823.60	5
55	Sequoyah	4—10 ft. x 3 ft. Culverts	2,310.00	
56	Cherokee	Bridge over Fouteen Mile Creek near McBride	3,800.00	Advertised
57	Sequoyah	Road from Vian to Tommehaw	700.00	
58	Caddo	Road near Hydro		
59	Greer	Road work	7,000.00	
50	Okfuskee	Hughes County to Weleetka		
61	Okfuskee	Okemah to Cromwell		Advertised
62	Okfuskee	Okemah to Creek County, Bridge and Culverts		
63	Canadian	Bridge		0
64	Adair	Stillwell and Tahlequah Bridge	500.00	
65	Harper	4 Timber Trestles	24.018.23	10
66	Lincoln	32 miles through Meeker and Prague	30,000.00	15
67	Tulsa & Pawnee	1.487 mile Concrete Road	44,180.44	5
68	Cimarron	2 Timber Trestles	10,000.00	10

STATE HIGHWAY COMMISSION

Project	County	Type and Location	Estimate	Percent Complete
69	Noble	Perry to Enid	1,600.00	
70	Noble	County Roads	3,400.00	
71	Noble	Perry to Stillwater	3,250.00	
72	Noble	Perry to Marland	1,600.00	
73	Tulsa	5.89 miles Concrete Road near Bixby	149,026.50	10
74	Wagoner	6.0793 miles Gravel Road	39,542.52	5
75	Greer	Maugum-Sayre Road	57,438.26	Advertised
76	Beaver	Bridge 522 ft. Wooden Trestle	13,000.00	10
77	Pottawatomie	Bridge on Shawnee-Tecumseh Road		Advertised
78	Ellis	Bridge, Fargo, 290 ft. Wooden Trestle	7,250.00	10
79	Pottawatomie	Bridge west of Wanette	1,250.00	100
80	Grant	4 Bridges	42,956.25	15
81	McClain	Walnut Creek Bridge	16,900.00	10
82	Beaver	Forgan-Booker Road	13,933.58	
83	Beaver	6 Bridges	20,013.05	10
84	Beaver	Liberal-Perryton Road	3,000.00	
85	Oklahoma	M K & T Crossing		Advertised
86	Payne	Culvert, 10 ft x 6 ft	2,000.00	5
87	Wagoner	Coweta Road	14,337.31	5
88	Pittsburg	Kiowa to Atoka County line	17,814.37	5
89	Delaware	East and west through Grove		5
90	Alfalfa	Culverts	30,770.14	
91A&B	Washington	1.98 miles of Concrete Road	34,250.00	
92A&B	Texas	Bridge and Grading	8,000.00	Advertised
93	Custer	60' Bridge		
94	Custer	45' Bridge		
95	Custer	35 miles Grading		
96	Caddo	15 miles Grading, Clinton to Weatherford	81,600.00	
97	McClain	7 miles Gravel Road	18,000.00	Advertised
98	Caddo	Bridge over Washita River		
99				
100	Pittsburg	5.7292 mile Grading and Structures	19,471.16	5
101				
102				
103	Ellis	96-12' Kellner Jetties.		
104	Texas	Concrete Dip.		
105	Texas	3 miles Grading and Structures.		

Oklahoma Federal Aid Project No. 22, Comanche County.
STATE HIGHWAY NO. 8.

AMOUNTS CONTRACTS AWARDED BY CALENDAR YEAR

Year	Amount
1918	$ 476,673.95
1919	1,735,991.87
1920	1,725,390.13
1921	6,431,413.96
1922	2,780,094.20
1923	7,071,569.68
1924 (note below)	5,748,349.18
TOTAL	$25,969,482.97

NOTE: Contracts have been let in 1924 for the construction of 63.5 miles of grading and drainage structures, on which ultimately a high type of surface is to be constructed. Contracts will be let for the surfacing early in 1925 and will cost approximately $1,500,000, which added to the value of the contracts already let, makes a total of $7 248,349.15, as the value of new contracts awarded and provided for in 1924.

CONTRACTS LET IN 1918

Proj. No.	Description	Name of Contractor	Date	Amount of Contracts
3	1 mi. conc. paving	Western Paving Co.	6-29-18	$ 20,380.80
3	1 mi. conc. paving	M. A. Swatek Co.	6-29-18	17,117.00
4	2.68 mi. conc.	Western Paving Co.	6-29-18	48,727.27
7	2.5 mi. conc.	Western Paving Co.	12-30-18	76,536.00
8	15.6 mi. conc.	Western Paving Co.	12-30-18	313,912.88
		Total for 1918		$476,673.95

CONTRACTS LET IN 1919

No. Proj.	Description	Name of Contractor	Date	Amount of Contracts
9	360' Bridge	Kansas City Bridge Co.	6-18-19	$ 28,920.00
10	3— Bridges	Kansas City Bridge Co.	6-18-19	91,973.00
11	Bridge	Union Bridge & Const. Co.	6-18-19	164,163.00
12	2.0 mi. conc. paving	C. O. & H. Frye	2-17-19	47,490.17
12	2.0 mi. conc. paving	C. O. & H. Frye	2-17-19	46,245.54
12	2.0 mi. conc. paving	C. O. & H. Frye	2-17-19	46,185.54
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	54,717.53
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	54,802.99
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	54,739.98
12	1.0 mi. conc. paving	J. T. Lantry	5- 5-19	27,572.10
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	56,904.70
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	56,865.70
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	47,638.00
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	48,485.50
12	2.0 mi. conc. paving	Matthews, Sturtevant & Vanderlick	5-12-19	52,804.05
12	2.0 mi. conc. paving	Matthews, Sturtevant & Vanderlick	5-12-19	52,607.55
12	1.0 mi. conc. paving	Matthews, Sturtevant & Vanderlick	5-19-19	25,855.50
12	2.0 mi. conc. paving	Matthews, Sturtevant & Vanderlick	5-12-19	52,230.50
12	2.0 mi. conc. paving	Matthews, Sturtevant & Vanderlick	5-12-19	51,969.50
12	1.0 mi. conc. paving	J. T. Lantry	5- 5-19	25,100.40
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	50,498.30
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	50,271.80
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	43,944.26
12	2.0 mi. conc. paving	J. T. Lantry	5- 5-19	43,944 26
12	2.0 mi. conc. paving	J. T. Lantry	6- 2-19	50,156.82
12	2.0 mi. conc. paving	J. T. Lantry	6- 2-19	50,156.82
12	2.0 mi. conc. paving	J. T. Lantry	6- 2-19	50,184.82
12	1.5 mi. conc. paving	J. T. Lantry	6- 2-19	40,529 79
12	1.0 mi. conc. paving	J. T. Lantry	6- 2-19	23,536.00
12	2.0 mi. conc. paving	J. T. Lantry	6- 2-19	46,780.00
12	2.0 mi. conc. paving	J. T. Lantry	6- 2-19	46,666.00
13	1 bridge	Kansas City Bridge Co.	6-29-19	11,051.75
16	1 bridge	Mo. Valley Bridge & Iron Works	11-17-19	140,000.00
		Total for 1919		$1,735,991.87

CONTRACTS LET IN 1920

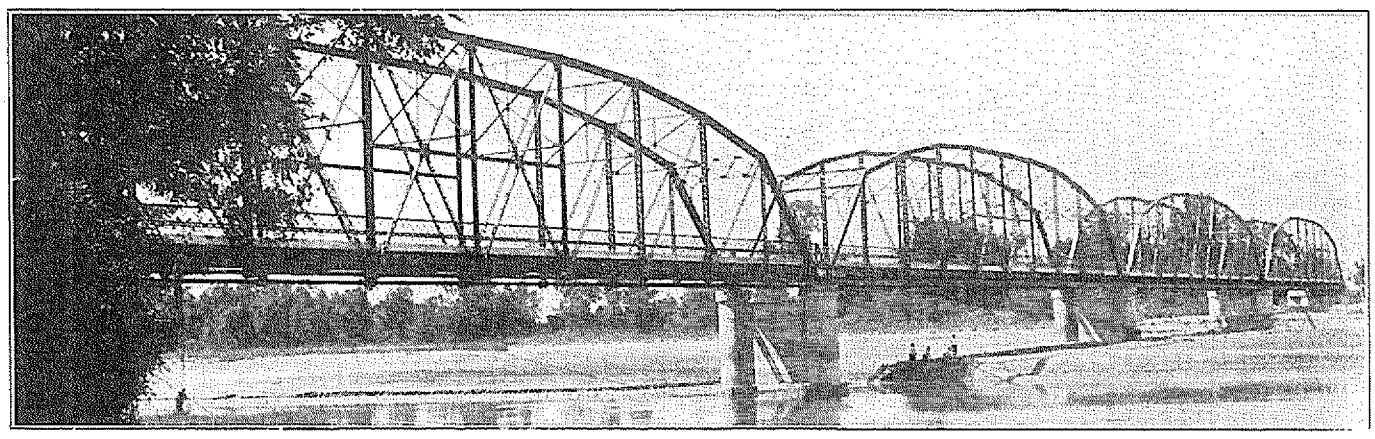
Proj. No.	Description	Name of Contractor	Date	Amount of Contracts
2	17.0 miles grading	S. B. McCartney	12-3 -20	$ 113,497.78
12	0.6 miles concrete paving	C. O. & H. Frye	8-12-20	22,376.95
12	0.6 miles concrete paving	Burke Gibbs Co.	11-10-20	24,160.00
17	Bridge	Topeka Bridge & Const. Co.	1-28-20	337,396.00
18	30.0 miles gravel	Froebe Briscoe Const.	1-22-20	390,500.00
18	Bridge (Under pass)	Midland Valley R. R.	12- 8-20	30,025.00
20	0.8 miles brick	M. A. Swatek & Co.	12- 3-20	61,163.96
20	1.35 miles concrete	Ben Flynn Const. Co.	12- 3-20	52,744.12
22	5.95 miles gravel	Allen & Harrison	8-16-20	73,481.65
23	4.9 miles gravel	J. W. Rooks	12- 3-20	62,186.72
24	6.75 miles concrete and Topeka Top	Hyde Const. Co.	4-10-20	262,185.60
25	1.36 miles concrete	Gibson & Mitchell	8-17-20	58,797.50
27	1.75 miles concrete	M. A. Swatek & Co.	4-28-20	62,363.92
28	Bridge	Boardman Co.	6- 6-20	137,633.23
36	1.63 miles shale	J. S. Terry	12- 3-20	36,877.70
		Total for 1920		$1,725,390.13

CONTRACTS LET IN 1921

Proj. No.	Description	Name of Contractor	Date	Amount of Contract
5	14.65 mi. conc. pav.	Womack Construction Co.	7-9 -21	$ 210,968.10
12	2.0 mi. conc. pav.	J. T. Lantry	1-13-21	21,400.00
12	2.0 mi. conc. pav.	J. T. Lantry	1-13-21	21,000.00
12	2.0 mi. conc. pav.	J. T. Lantry	1-13-21	20,700.00
12	2.0 mi. conc. pav.	J. T. Lantry	1-13-21	20,600.00
12	1.0 mi. conc. pav.	J. T. Lantry	1-13-21	10,600.00
12	2.0 mi. conc. pav.	J. T. Lantry	1-13-21	21,100.00
12	2.0 mi. conc. pav.	J. T. Lantry	1-13-21	21,400.00
12	1.0 mi. conc. pav.	J. T. Lantry	1-13-21	12,600.00
12	2.0 mi. conc. pav.	C. O. & H. Frye	5-19-21	72,550.00
12	6.0 mi. conc. pav.	Tibbets & Pleasant	7-18-21	190,000.00
15	7.0 mi. conc. pav.	Hamilton Const. Co.	3- 5-21	248,001.60
16	Bridge Approach	C. E. Jarrett	9- 2-21	17,944.61
18	0.8 mi. gravel	Healy Const. Co.	5- 2-21	7,961.23
18	6.79 mi. gravel	Healy Const. Co.	5- 2-21	82,984.58
18	6.47 mi. gravel	Healy Const. Co.	5- 2-21	70,295.86
18	4.87 mi. gravel	Healy Const. Co.	5- 2-21	48,258.06
18	4.35 mi. gravel	Healy Const. Co.	5- 2-21	40,941.11
19	Bridge	St. Louis Struc. Steel Co.	11-14-21	19,525.08
19	Bridge (Overhead)	M. K. & T. R. R.	2-15-21	15,000.00
19	3.0 mi. conc. pav.	Allen & Harrison	1-20-21	154,725.21
19	3.0 mi. conc. pav.	Allen & Harrison	1-20-21	165,033.70
19	3.0 mi. conc. pav.	M. A. Swatek & Co.	1-20-21	138,793.97
19	Bridge (Underpass)	St. L. & S. F. R. R.	3-29-21	10,000.00
19	3.0 mi. conc. pav.	Western Paving Co	1-20-21	128,747.50
20	3.6 mi. conc. pav.	Gibson &Mitchell	6-16-21	129,717.82
20	Bridge	Pioneer Const. Co.	4-29-21	7,149.44
21	21.78 mi. gravel	A. A. Davis & Co.	1- 6-21	356,000 00
21	Bridge (Underpass)	M. K. & T. R. R.	10- 3-21	25,000.00
21	(wide conc. paving)	Healy Const. Co.	3-23-21	57,363.30
21	(streets conc. paving)	Comstock & Harrison	7- 8-21	34,682.00
21	(streets conc. paving)	Comstock & Harrison	7- 8-21	51,800.00
25	0.4 mi. conc. pav.	Gibson & Mitchell	2- 5-21	16,000.00
25	City paving	Ziegler & Dalton	5- 5-21	137,900.00

Proj. No.	Description	Name of Contractor	Date	Contract Amount of
32	5.21 mi. gravel	Froebe Briscoe Const.	5-10-21	67,085.05
32	5.42 mi. gravel	Froebe Briscoe Const.	5-10-21	54,089.11
32	2.96 mi. gravel	Froebe Briscoe Const.	5-10-21	38,441.95
32	4.03 mi. gravel	Froebe Briscoe Const.	5-10-21	46,655.31
32	Bridges (2)	K. C. Bridge Co.	8-11-21	8,890.00
32	Bridge (Underpass)	Midland Valley R. R.	1-18-21	5,500.00
33	4.32 mi. gravel	H. B. Garrett	9-30-21	57,585.23
33	3 Bridges (B)	Allen & Harrison	11-29-21	12,424.80
33	7.33 mi. gravel (B 1-2)	J. W. Rooks	10-24-21	63,465.16
33	10.97 mi. gravel	J. W. Rooks	10-24-21	89,762.76
33	7.24 mi. gravel (B 3-4)	A. A. Davis & Co.	10-19-21	63,989.67
33	6.13 mi. gravel (E 1-2)	Cobb & Jenkins	11- 5-21	51,361.22
33	Bridge (D)	St. Louis Struc. Steel Co.	11-14-21	7,421.91
34	2.63 mi. gravel	Allhands & Davis	5-24-21	26,306.78
37	0.85 mi. gravel	Williams & Speakman	1- 6-21	18,181.81
39	4.0 mi. gravel	Maney Bros	3-16-21	67,000.00
39	4.0 mi. gravel	Maney Bros.	3-16-21	76,500.00
39	4.0 mi. gravel	Maney Bros.	3-16-21	92,000.00
39	4.0 mi. gravel	Maney Bros	3-16-21	84,000.00
41	8.0 mi. gravel	Hinson Bros.	7- 2-21	119,989 67
41	6.44 mi. gravel	Hinson Bros.	7- 2-21	111,384.02
41	10.0 mi. gravel	Healy Const. Co.	7-11-21	122,575.67
41	10.3 mi. gravel	Healy Const. Co.	7-11-21	139,994.34
41	10.0 mi. gravel	Healy Const. Co.	7-11-21	131,205.46
41	10.0 mi. gravel	Healy Const. Co.	7-11-21	131,861.48
41	Bridges	General Const. Co.	8- 6-21	9,400.14
41	Bridges	General Const. Co.	8- 6-21	7,046.11
41	Bridges	General Const. Co.	8- 6-21	10,548.68
41	Bridges	General Const. Co.	8- 6-21	16,847.43
41	Bridges	General Const. Co.	8- 6-21	19,092.57
41	Bridges	General Const. Co.	8- 6-21	7,614.27
41	Bridges	General Const. Co.	8- 6-21	11,207.06
42	7.19 mi.conc. pav.	M. R. Ammerman	4-28-21	315,856.14
44	1.0 mi. conc. pav.	Alderson, Howland & McCoy	4- 7-21	48,687.45
47	8.92 mi. gravel road	Pharoah Bros. & Terry	6-14-21	76,208.58
47	12.25 mi. gravel road	Pharoah Bros. & Terry	6-14-21	127,597.90

Proj. No.	Description	Name of Contractor	Date	Amount of Contract
48	Bridge	St. Louis Struc. Steel Co.	11-14-21	31,774.95
48	Bridge	St. Louis Struc. Steel Co.	11-14-21	9,389.55
49	Bridge	Froebe Briscoe Const.	8- 8-21	50,511.00
48	Bridge	J. T. Ables	5-16-21	6,925.72
50	5.23 mi. gravel	T. C. Ottinger	6- 4-21	78,345.05
51	Bridge	Vincennes Bridge Co.	12- 1-21	139,503.55
51	Bridge	Virginia Bridge & Iron	12-10-21	67,132.75
51	Bridge	Pioneer Const. Co.	11-26-21	87,309.00
52	Bridge	Vincennes Bridge Co.	12- 1-21	231,137.50
53	11.12 mi. conc.	M. R. Amerman	12- 1-21	412,829.49
53	11.81 mi. Topeka top	Allen & Harrison	11-29-21	372,485.82
		Total for 1921		$6,431,413.96

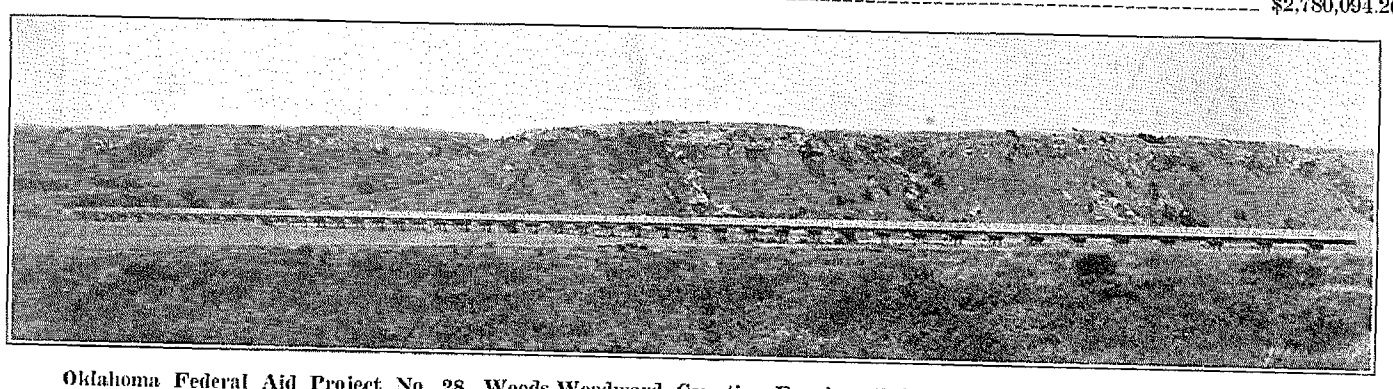


Oklahoma Federal Aid Project No. 51-C. Bridge over the South Canadian River near Stigler, Muskogee-Haskell Counties. STATE HIGHWAY NO. 9.

CONTRACTS LET IN 1922

Proj. No.	Description	Name of Contractor	Date	Amount of Contract
1	Bridge—2300 ft.	Mo. Valley Br. & I. Co.	5- 1-22	$ 276,009.46
2	10.41 mi. grading	Davis & Dunn	4- 6-22	77,592.44
12	4.87 mi. pav. conc.	Dan A. Burton	7-14-22	125,686.96
12	2.0 mi. pav. conc.	Max L. Cunningham	1-18-22	21,185.00
12	2.99 mi. pav. conc.	Tibbets & Pleasant	2- 6-22	91,908 00
12	3.37 mi. pav. conc.	Keliher Const. Co.	2-23-22	92,664.76
18	Bridge (Underpass)	Midland Valley R. R.	1- 3-22	10,067.00
20	4.04 mi. conc. pav.	Gibson & Mitchell	2-25-22	109,699.96
21	Grade Separation	M. K. & T. R. R.	3-15-22	33,970.00
25	0.2 mi. conc. & bridge	Hyde Const. Co.	1-12-22	42,426.60
28	Bridge Surfacing	S. N. Johnson	3-31-22	4,915 30
28	Bridge Approaches	J. E. Patterson	1-28-22	14,914.59
33	4.08 mi. gravel (E-3)	H. B. Garrett	8-20-22	38,079.98
33	Bridge (Underpass)	Frisco R. R.	6- 6-22	10,000.00
36	0.8 mi. concrete	Green Const. Co.	12-11-22	20,473.37
40	51.25 mi. gravel	A. A. Davis & Co.	7-15-22	548,467.08
40	Bridge	Ill. Steel Bridge Co.	8- 4-22	33,286.90
40	6—bridges	Pioneer Const. Co.	6-24-22	112,254.65
41	Bridge (Underpass)	Frisco R. R.	9- 2-22	10,000.00
42	Bridge (Underpass)	M. K. & T. R. R.	4-28-22	6,090.30
43	0.84 mi. concrete	M. A. Swatek & Co.	11-10-22	28,941.62
43	4.2 mi. gravel	Gould & Turner	2- 8-22	45,817.45
47	Bridge	St. Louis Structural	3- 4-22	7,011.65
47	Bridge	St. Louis Structural	3-10-22	9,960.90
47	Bridge	Campbell Bros.	3-24-22	4,784.38
48	4 55 mi. gravel	Garrett & Evans	2-24-22	31,231.91
48	5.0 mi. gravel	Garrett & Evans	2-24-22	22,966.62
48	Culverts	Keim & Griebel	1- 4-22	5,056.40
48	Culverts	Keim & Griebel	1- 4-22	5,075.82
48	Culverts	Keim & Griebel	1- 4-22	6,304.41
48	Culverts	Keim & Griebel	1- 4-22	4,258 89
51	Bridge	Mo. Valley Br. & I. Co.	1-28-22	66 337.50
51	Surfacing	Connelly Const. Co.	9-20-22	3,597.44

Proj. No.	Description	Name of Contractor	Date	Contract Amount of
53	2—bridges	Keim & Greible	6- 3-22	13,499.05
53	Bridge	Mo. Valley Br. & I. Co.	1-28-22	19,551.46
53	2—Bridges	Mo. Valley Br. & I. Co.	1-28-22	11,243.20
53	1—Bridges	Mo. Valley Br. & I. Co.	1-28-22	11,416.63
53	2—Bridges	Mo. Valley Br. & I. Co.	1-28-22	14,535.36
55	2.0 mi. gravel	Hinson Bros.	7-31-22	28,786.32
56	6.228 mi. gravel	Froebe-Gravelle-Hamblin	7- 3-22	67,087.82
60	5.03 mi. concrete	Green Const. Co.	8-19-22	330,185.92
61	2.0 mi. gravel	T. C. Ottinger	9-19-22	25,270.51
70	4.4 mi. Topeka	Hyde Const. Co.	12- 8-22	147,281.82
71	1.0 mi. Topeka	Hyde Const. Co.	12-28-22	33,747.47
86	3.49 mi. conc.	Standard Paving Co.	12-15-22	127,150.35
135	0.35 mi. gravel	Allen & Harrison	8-11-22	6,250.00
135	Bridge (Underpass)	Mo. Pac. R. R.	10- 9-22	3,776.25
	Taloga Bridge	Killough Bros.	1-10-22	19,274.70
TOTAL FOR 1922				$2,780,094.20



Oklahoma Federal Aid Project No. 28, Woods-Woodward Counties. Freedom Bridge over the Cimarron River. STATE HIGHWAYS NO. 11 and 14.

CONTRACTS LET IN 1923

Proj. No.	Description	Name of Contractor	Date	Amount of Contract
1	0.24 miles grading	Froneberger & Rice	2- 3-23	$ 7,411.57
10	Bridge Repairs	Topeka Br. & Const. Co.	10-22-23	2,600.00
11	Steel Jetties (168 Units)	Patent Steel Jetty Co.	10-15-23	8,601.60
15	7.0 Miles concrete	Hamilton Const. Co.	6-30-23	199,104.32
17	Bridge extension	Topeka Br. & Const. Co.	7-16-23	47,592.41
17	Bridge Approach	Smith & Sons	7-14-23	8,962.21
20	6.0 miles concrete	M. A. Swatek & Co.	2-17-23	196,114.45
20	Underpass	A. T. & S. F. R. R.	9- 4-23	25,000.00
21	Underpass	Lyman Transfer Co.	10-18-23	749.65
28	Bridge Approach	Smith & Sons	7-31-23	9,701.00
33	4.1 mi. gravel (E-4)	Garrett & Mills	2- 9-23	38,343.84
33 (C-1)	Gravel Rd., 6.9177 mi.	Garrett & Mills	12-17-23	79,921.36
33	96. ft. Steel Bridge	F. E. Watson	12-17-23	12,956.52
41	Underpass	M. K. & T. R. R.	2- 1-23	65 %
41	Bridge	M. K. & T. R. R.	2- 1-23	8,000.00
41	Bridge	M. K. & T. R. R.	2- 1-23	6,500.00
43	4.2 mi. gravel	Salina Rd. Surface Co.	7- 2-23	6,832.80
52	Bridge Approach	Stebbins, Wernham, Ellis & Lewis	4-14-23	21,637.37
54	2 bridges & approach	T. C. Ottinger	5-15-23	73,524.74
57	6.47 mi. gravel	Froebe-Gravelle-Hamblin Co.	5-15-23	69,062.00
58	4.53 mi. gravel	Forebe-Gravelle-Hamblin	5-15-23	56,091.72
59	12.02 mi. gravel	Southern Const. Co.	4-23-23	153,053.31
60	Bridge	General Const. Co.	9-20-23	57,033.20
62	1.66 mi. Topeka Top	M. R. Ammerman	7-14-23	78,339.25
62	Bridge	General Const. Co.	7-14-23	81,913.60
63 (A)	7.2802 mi. gravel	A. A. Davis & Co.	11- 3-23	92,952.78
64	12.2 mi. gravel	A. A. Davis & Co.	2- 8-23	185,078.19
65	1.8 mi. gravel	Stebbins, Wernham, Ellis & Lewis	4-14-23	10,402.12
67	4.05 mi. gravel	Madill Const. Co.	4-21-23	44,184.60
67	2 bridges—100 ft. & 130 ft. Conc.	S. T. Keim	11- 1-23	30,152.98
68	14.88 mi. gravel	Garrett & Mills	4-23-23	99,602.69
68	Bridges	General Const. Co.	4-23-23	48,083.70
68	Bridges—140 & 40 ft. Steel	General Const. Co.	12- 3-23	27,822.22
72	8.4 mi. grading	T. C. Ottonger	8-28-23	31,360.56

Proj. No.	Description	Name of Contractor	Date	Contract Amount of
73 (A)	2.0 mi. Grav. & Bri.	J. S. Terry	6-30-23	44,507.12
74 (A)	6.1185 mi. gravel	Maney Bros.	12-17-23	75,474.85
74 (B)	60 ft. Steel & 28 ft. Cone Bridge	F. E. Waton	12-17-23	11,779.54
75	7.44 mi. gravel	A. A. Davis & Co.	2- 8-23	128,381.02
76	10.03 mi. gravel	A. A. Davis & Co.	2- 8-23	155,209.34
77	3.17 mi. gravel	A. A. Davis & Co.	5-30-23	30,504.23
79	7.42 mi. conc.	Gibson & Mitchell	6-30-23	230,756.02
80	5.66 mi. conc.	Smith Bros.	6-30-23	170,114.36
81	3.92 mi. conc.	Green-Beekman Const. Co.	6-30-23	116,869.58
82	12.75 mi. gravel	J. S. Terry	8-30-23	174,149.42
82	Bridges	J. C. Towell	7-17-23	21,414.80
83	7.74 mi. gravel	T. C. Ottonger	2-15-23	83,842.04
84	Bridge	J. S. Terry	3-22-23	14,253.40
84	7.85 mi. gravel	Froebe-Gravelle-Hamblin Co.	3-17-23	80,119.83
84	7.99 mi. gravel	A. A. Davis & Co.	3-17-23	80,588.20
84	7.26 mi. gravel	A. A. Davis & Co.	3-27-23	89,318.79
84	7.97 mi. gravel	A. A. Davis & Co.	3-17-23	114,317.12
85 (A)	6.06 mi. gravel	McCoy & Son	11- 1-23	71,507.58
85 (B)	5.5 mi. gravel	McCoy & Son	11- 1-23	73,466.16
85 (B)	75 ft. steel bridge	J. C. Towell	11- 1-23	12,281.16
87	6.7 mi. gravel	Madill Const. Co.	3-26-23	68,507.47
88	1.63 mi. conc.	General Contracting Co.	11- 1-23	54,168.91
89	2.93 mi. conc.	Southern Const. Co.	6-30-23	84,090.72
90	1.99 mi. rock asphalt	Baum Const. Co.	2-17-23	54,881.45
91	1.29 mi. gravel	Southern Const. Co.	8-11-23	18,028.49
91	6.5 mi. gravel	Southern Const. Co.	5-25-23	97,759.56
93 (A)	3.03 mi. conc.	Highway Const. Co.	2-23-23	84,752.63
93 (B)	1.99 mi. conc.	Davis & Craig	8-15-23	56,914.22
94	2 Bridges	Womack Const. Co.	7-18-23	25,503.16
94	7.79 mi. gravel	E. L. Terry	7-17-23	102,444.26
95	11.8 mi. gravel	Womack Const. Co.	enjoined	114,277.70
96	Bridge (Underpass)	Midland Valley R. R.	8- 8-23	10,000.00
96	2.37 mi. gravel	Stebbins, Wernham, Ellis & Lewis	4- 9-23	24,866.32
97	2.44 mi. gravel	Stebbins, Wernham, Ellis & Lewis	4- 9-23	25,557.16
97	15.02 mi. gravel	Hinson Bros.	4- -9-23	178,423.34
98	6.18 mi. gravel	H. B. Garrett	8-14-23	50,242.25

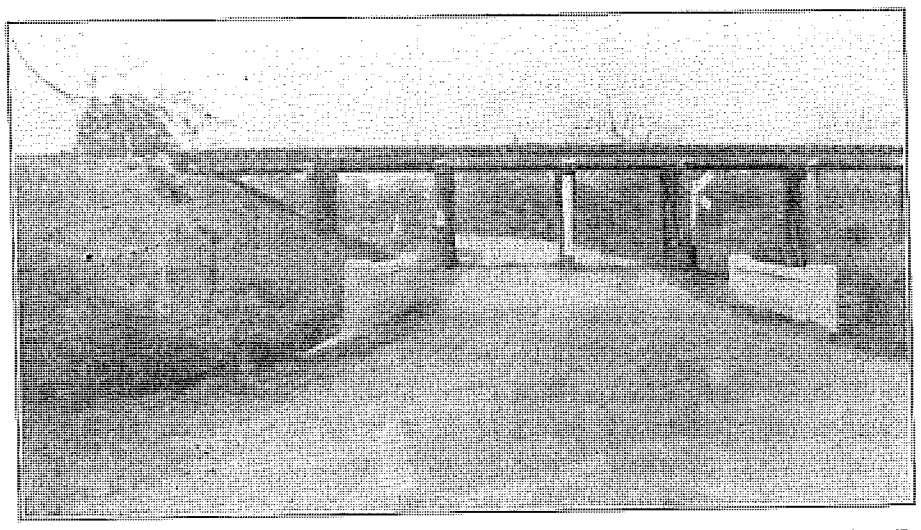
Proj. No.	Description	Name of Contractor	Date	Amount of Contract
99	5.01 mi. concrete	Smith Bros.	9-20-23	161,633.14
100	11.5 mi. gravel	A. A. Davis & Co.	2- 8-23	173,704.32
101 (A)	Bridge	K. C. Bridge Co.	7-14-23	72,105.56
101 (B)	Approach	General Const. Co.	7-14-23	17,595.50
102	10.06 mi. conc.	Smith Bros.	9-20-23	322,556.26
103	11.16 mi. conc.	Smith Bros.	9-20-23	336,279.61
104	Bridge	Gaines & Yeokum	11-28-23	23,831.03
105 (A)	3.64 mi. Bit. Surf.	General Const. Co.	11- 1-23	85,265.37
106 (A)	7.2 mi. conc.	Green-Beekman Const. Co.	10-11-23	201,766.89
106 (B)	Bridge 120 ft. steel	Hamilton Const. Co.	10-11-23	16,645.83
107 (A)	8.04 mi. concrete	Green-Beekman Const. Co.	10-11-23	231,828.48
107 (B)	Bridge	Hamilton Const. Co.	10-11-23	29,793.36
112	11.6 mi. asphalt	Southern Const. Co.	12-12-23	345,242.69
118	Bridge, Steel 6-70 ft. Spans	Davis & Co.	12-17-23	76,473.41
121	Bridge, 7-144 & 1-60 ft. Steel	General Const. Co.	11-28-23	220,099.60
	Taloga Bridge	Killough Bros.	1-10-23	19,274.70
	Wagoner County Bridge	K. C. Bridge Co.	6-25-23	32,702.40
	Soldiers Hospital	Southern Const. Co.	5-25-23	7,305.27
	Capitol Grounds	Western Paving Co.	7-19-23	218,288.88
TOTAL FOR 1923				$7,071,569.68

CONTRACTS LET IN 1924

Proj. No.	Description	Contractor	Date of Contract	Amount of Contract
15-C	5.15 mi. grading and structures	Maney Bros. & Co.	10-30-24	$ 23 381.65
21	Repair flood damage	A. A. Davis & Co.	10- 7-24	16,183.15
32	Surface repairs	Salina Gravel Co.	5- 6-24	7.500.00
33-A1	5.4211 mi. gravel road	E. S. Alderman	10- 3-24	48,575.24
40	80 ft. steel bridge	Pioneer Const. Co.	4-12-24	7,325.40
59	20 ft. Underpass	S. L. & S. F. R. R.	2- 6-24	6,700.00
66	4.03 mi. gravel road	Stebbins, Wernham, Ellis & Lewis	6- 2-24	28,605.77
68-D	8.427 mi. concrete road	Garrett & Mills	6- 2-24	179,756.16
69-A	5.0875 mi. grading and structures	A. A. & E. D. Davis	8-15-24	28,201.17
69-B	40 ft. conc. bridge	F. E. Watson	8-16-24	10,501.20
73-B	4.4442 mi. gravel road	J. J. Harrison	9-20-24	19,552.10
73-C	80 ft. steel bridge	J. J. Harrison	9-20-24	11,499.50
74-C	4.1068 mi. gravel road	W. T. Pharoah	6- 2-24	48,190.28
87-C	6.0707 mi. concrete road	Madill Const. Co.	6-24-24	151,810.68
89-B	2.9925 mi. grading structures	A. A. Davis & Co.	8-15-24	15.867.30
89-C	50 ft. conc. bridge	Wicker Bros. & Richmond	8-16-24	7,527.22
92-A	8.52 mi. grading and structures	Maney Bros. & Co.		42,491.86
92-C	4 bridges	Gaines, Yeokum & Mackey		42,341.75
105-B	1.42 mi. asphalt surface	T. E. Ward	11-10-24	15,157.26
105-C	3.27 mi. grading and structures	Altman Rogers Co.	11-10-24	17,757.78
109-E	0.88 mi. conc. rd.	Ward-Brooks Const. Co.	7- 5-24	28,207.61
110-A	3.871 mi. conc. rd.	General Const. Co.	1-10-24	120,937.37
110-B	4.244 mi. concrete road	Green-Beekman Co.	1-10-24	131 200.49
111-A	8.7 mi. grading and structures	Hamilton Const. Co.		42.444.18
111-B	3 bridges	Green-Beekman Co.		24,513.47
112-C	Underpass	Oklahoma Ry. Co.	6-19-24	7,000.00
112-D	Underpass	A. T. & S. F. R. R.	6- 2-24	9,475.41
112-E	7.862 mi. conc. rd.	Gibson & Mitchell	8-21-24	217,684.30
112-F	7.845 mi. grading & struc. & conc. base	Gibson & Mitchell	8-21-24	158-252.62
112-F2	7.845 mi. rock asphalt	T. E. Ward	9-11-24	78,412.35
112-G	60 ft. steel bridge & 2—30 ft. conc. bridges	Gibson & Mitchell	8-21-24	19.950.82
113	480 ft. steel bridge	K. C. Bridge Co.	1-16-24	75,833.70
114-A&B	8.957 mi. gravel road & bridge	W. P. McCoy	9-10-24	97,178.98

Proj. No.	Description	Name of Contractor	Date	Amount of Contract
115	0.946 mi. conc. rd.	Gudgel & McVey	2- 6-24	35.008.04
116-A	6.6712 mi. gravel road	Maney Bros. & Co.	6- 2-24	61,813.11
116-B	4.4150 mi. gravel road	Gravelle & Hamblin	6- 2-24	160,855.09
116-E	Bridges	Green-Beekman Co.	6- 2-24	20,669.16
116-E-F	Bridges	Green-Beekman Co.	6- 2-24	49,509.16
117-A	10.2538 mi. gravel road	Maney Bros. & Co.	5-10-24	110,561.14
117-B	2 Steel Bridges	Gravelle & Hamblin	5-10-24	28,427.26
119	7.5532 mi. concrete road	Smith Bros.	5-10-24	211,093.42
120-A	4.5634 mi. concrete road	Smith Bros.	5-10-24	140,841.78
120-B	Bridge	Gaines-Yeokum-Mackey	12-11-24	64.118.20
120-C	Underpass	Altman, Rogers Co.	12-11-24	6,397.30
120-D	2 mi. conc. rd.	Flynn Const. Co.		55 932.21
123	Steel Bridge, 4—96 ft. & 1—20 ft. spans	Pioneer Const. Co.	1-16-24	52,840.45
124-A	1.00 mi. conc. rd.	Gudgel & McVey	6- 2-24	28,908.89
124-B	1.00 mi. conc. rd.	Dan Burton	10-31-24	29,543.44
125	7.9033 m. conc. rd.	F. P. McElwrath	6-24-24	225,261.53
127-A	6.027 mi. conc. rd.	Ward Brooks Const. Co.	9-24-24	198,757.83
127-B	50 ft. Steel Bridge	J. C. Towell	9-24-24	6,880.52
127-C	6.13 mi. grading and structures	Ward Brooks Const. Co.	11-26-24	26,384.62
127-D	96 ft. bridge	Maney Bros. & Co.	11-26-24	15,785.10
128-A	2.033 mi. conc. rd.	J. J. Harrison	6- 2-24	63 302.00
129	8.33 mi. gravel	Johnson Bros.	11-10-24	54,080.09
130-A	2.8189 mi. brick rd.	Green-Beekman Const. Co.	6- 2-24	110,409.68
131-A	1.00 mi. conc. rd.	A. A. Davis & Co.	7- 5-24	29,999.40
138	2.17 mi. gravel rd.	J. J. Harrison	11- 7-24	22,950.62
140-A	7.8867 mi. conc. rd.	Gantt-Baker Const. Co.	12- 2-24	208,379.75
140-B	2.1859 mi. conc. rd.	Gantt-Baker Const. Co.	12- 2-24	64,830.70
148-A	4.477 mi. conc. rd.	Yates Constr. Co.	9-20-24	125,864.63
148-B	3.03 mi. grading and structures	Hdye Constr. Co.	9-30-24	270,482.45
148-C	4.49 mi. conc. rd.	Garfield County Const. Co.		19,728.89
148-D	4.13 mi. grading and structures	Allhands & Davis		7.431.00
148-E	2.93 mi. grading and structures	Gudgel & McVey		13,468.80
148-F	2.56 mi. concrete road	Gudgel & McVey		62,605.66
148-G	Bridge	Garfield County Constr. Co.		9,719.55
158-A	4.97 mi. grading and structures	Maney Bros. & Co.	11- 1-24	22,981.50

Proj. No.	Description	Name of Contractor	Date	Contract Amount of
158-D	5.02 mi. grading and structures	J. J. Harrison	11- 1-24	31,638.57
160-A	3000 ft. creo. Tres. Br.	The Mann Co.	6-11-24	58,156.00
167-A	6.7712 mi. grading and structures	T. C. Ottinger	11- 1-24	25,661.70
167-B	96 ft. truss bridge	I. E. Beecher	11- 1-24	10,756.50
173-A	2.2165 mi. gravel road	M. A. Swatek & Co.	11-12-24	18,422.60
183-A	4.99 mi. grading and structures	Hamilton Const. Co.		41,814.65
183-B	4.3 mi. grading and structures	Maney Bros. & Co.		41,628.30
183-C	Bridges	Green-Beekman Const.		13,333.00
		Total 1924 Federal Aid Contracts		$4,597,251.06



Oklahoma Federal Aid Project No. 91 B, Murray County. Underpass using existing Railroad Trestle.
STATE HIGHWAY NO. 22.

CONTRACTS LET IN 1924
State Aid Work

Proj. No.	Description	Contractor	Date of Contract	Amount of Contract
1	0.16 mi. Topeka top	General Contr. Co.	5-10-24	$ 4,687.23
2-B	5.0947 mi. grading & structures	Gravelle & Hamblin	7-24-24	15,756.31
2-D	7.412 mi. grading & structure	Hamilton Constr. Co.	7-24-24	36,771.81
2-F	5.9848 mi. grading & structure	Gravelle & Hamblin	7-24-24	29,465.99
4	2700 feet creosoted trestle bridge	The Mann Co.	6-11-24	37,388.25
5	0.5 mi. concrete road	U. S. F. & G. Co.	5-13-24	26,126.71
6	Steel Bridge 180 ft.	Crawford & Biggs	7-18-24	11,722.50
7	1.0 mi. gravel	Troy Granite Gravel Co.	6-30-24	6,415.20
7.	0.5 mi. gravel	Yahola Sand & Gravel	6-30-24	2,754.00
8	32.5 ft. steel bridge	Nims & Frost	6-30-24	3,029.75
9	1500 foot steel Jetty	Kellner Hardware Co.	10-15-24	1,890.00
9	475 foot bridge	The Boardman Co.	10-15-24	13,907.36
10	4.7569 mi. grading & structures	Maney Bros. & J. J. Harrison	11-10-24	28 816.13
13	40 foot concrete arch	Altman Rogers Co.	10-22-24	10.834.76
14	0.6 mi. concrete road	Smith Bros.	7-26-24	15 000.00
15-A	3.409 mi. grading and structures	McCulley Const. Co.	10-17-24	12,164.04
15-B	90 foot, 20 foot & 30 foot bridges	Gaines, Yoekum & Mackey	10-21-24	20,851.60
16	Bridge Approach Grand River	Woodward Const. Co.	11-10-24	8,123.37
17-A	66 foot Steel Bridge	Nims & Frost	9- 5-24	8.140.20
17-B	16 foot concrete bridge	R. R. Litterell	9-10-24	6 274.16
18	80 foot steel bridge	Gaines, Yoekum & Mackey	9- 5-24	17,047.85
20	4.7672 mi. gravel road	A. A. Davis & Co.	9-10-24	60,727.67
22	1600 foot bridge	The Boardman Co.	10-15-24	15,311.50
23	2.4281 mi. gravel road	Johnson Bros.	11-10-24	17,159.44
24	108 foot truss bridge	S. W. Bridge & Culvert Co.	10-31-24	13,916.20
25	2.5081 mi. graded road	Altman Rogers Co.	11- 1-24	14,946.47
26	3250 foot concrete road	Dan Blackburn	11- 5-24	17 253.09
30	0.6439 mi. grading & structures	Maney Bros. & Co.	12-10-24	9,790.35
31-A	5.2753 mi. graded road	Johnson Bros.	11-10-24	35,270.76
31-B	40 & 30 foot pile trestles	A. A. Davis & Co.	12- 2-24	3,750.20
34	116 culverts	Green-Beekman Constr. Co.	10-24-24	64 897.60
38	85 foot timber trestle	Nims & Frost	10-20-24	2 845.20

Proj. No.	Description	Name of Contractor	Date	Amount of Contract
39	550 foot bridge	Altman Rogers Co.	10-22-24	6,791.00
41	7 mi. bituminous surface	M. A. Swatek & Co.	11-10-24	76,855.38
42	12 mi. bituminous surface	Salina Road Surf. Co.	10-27-24	17,490.00
43	120 foot truss	Klingelsmith Constr. Co.	11-10-24	24,663.90
53	440 foot pile trestle	The Boardman Co.	12- 2-24	8,600.61
54	222 foot bridge	The Mann Co.	11-10-24	23,476.00
65-A&B	522 foot & 406 foot trestle bridge	Pioneer Constr. Co.	12-30-24	16,069.00
65-C&D	89 foot & 87 foot trestle and bridge	Nims & Frost	12- 8-24	5,705.76
67	1.487 mi. concrete road	Hanson Pierce Constr. Co.		44,180.44
68-A	435 foot trestle bridge	Pioneer Constr. Co.	12- 2-24	17,929.90
68-B	551 foot trestle bridge	Pioneer Constr. Co.	12- 2-24	
73	5.89 mi. concrete road	J. S. Terry	10-29-24	141,930.00
74	3.0793 mi. gravel road	Stebbins-Werhman, Ellis & Lewis	11-21-24	39,542.52
76	322 foot trestle bridge	Pioneer Constr. Co.	12- 6-24	9,876.80
78	290 foot trestle bridge	The Boardman Co.	12- 9-24	6,548.00
80	4 bridges	Pioneer Const. Co.	12- 6-24	39,051.14
81	120 foot steel truss	Geo. Sutherland	12- 4-24	15,088.90
87	1.4078 mi. gravel road	Maney Bros. & Co.	12-10-24	14,337.31
88-A	2.894 mi. burnt slate road	J. G. Newkirk	12-10-24	13,385.87
88-B	26 foot concrete girder bridge	B. S. Miser & Son	12-10-24	4,428.50
90	28 culverts	Garfield County Const. Co.	12-22-24	30,770.14
100	5.7292 mi. grading	Pharoah Bros. & Sharp	12-10-24	19,471.16
TOTAL				$1,151,098.12

REPORT OF TESTING DIVISION

TESTING OF MATERIALS

Frank Herrmann, Engineer of Tests.

There is presented herewith a tabulation, representative of the activities of the Testing Division of the Department of Highways. This work has been handled by a commercial testing laboratory and is being gradually taken over by the newly organized State Testing Laboratory. This transition is being accomplished without any construction delays. The department is already doing its own testing of all the items listed except concrete pipe inspection at the plant, creosoted material at the plant, structural and reinforcing steel at the mills and fabricating plants. Besides affording more satisfactory and closer control of material inspection, a considerable saving is being effected.

The asphalt work on Oklahoma Federal Aid Project No. 112, was the first work of this character taken over by the State Laboratory. On previous projects of this character, the commercial laboratory furnished the job with a field laboratory and chemist. The resident Engineer provided quarters and a road assistant. The commercial charge for this work was 2½ cents per square yard with a minimum of $450.00 per month. At this rate, the work would have cost the State $3,341.04.. The cost of this work as done by the State was $1,925.82.

The first brick work handled by the State Laboratory was for Oklahoma Federal Aid Project No. 130, on which 1,130,600 brick were used. The commercial charge for this work had been 50 cents per thousand, at which rate the cost would have been $565.30. As done by the State this cost was $341.27.

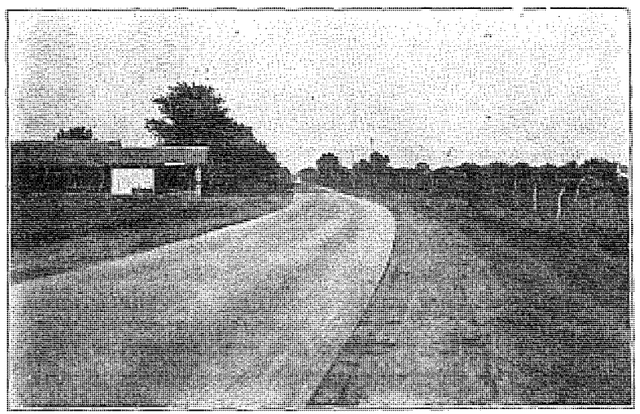
When the work was handled as much as possible by the commercial laboratory, it was found impracticable for them to test gravel surfacing, fine and course aggregate, steel shipments from local sources, and miscellaneous other items. The State was obliged to employ men to do this work. One Engineer was able to do this at first, but the increased road program and closer control of materials enforced, made necessary increasing the personnel for this purpose.

A Laboratory has been established near the State Capitol Heating Plant. The machinery purchased in 1919, by the High-

way Department for testing materials and used by the University of Oklahoma, has been installed in the laboratory. Equipment was purchased for cement and asphalt testing. No chemical apparatus has been purchased yet because of lack of time to choose same.

It is intended to be able to ultimately dispense with the services of the commercial laboratory and have all work done by the State. This will afford a saving financially, and give closer and more satisfactory control of the inspection of materials. This progressive step conforms with Federal recommendations. Most of the other State Highway Departments have already taken this step.

At some time or other, research will have to be undertaken and this laboratory will afford a means with which to accomplish this.



Oklahoma Federal Aid Project No. 103, Stephens County. Meridian Highway South of Marlow.
STATE HIGHWAY NO. 2.

TESTING. JULY 1—DECEMBER 31, 1924

	July	Aug.	Sept.	Oct.	Nov.	Dec.
Gravel surfacing—samples	39	38	50	52	71	43
Concrete coarse aggregate—samples	21	12	14	25	24	22
Concrete fine aggregate—samples	17	24	38	26	24	30
Cement—O. K. — barrels	25 299	19,264	27,609	28,366	19,589	17,300
Dewey — barrels	11,985	8,075	12,939	9,721	19,364	8,482
Lehigh — barrels	6,646	3,342	3 120	2,696	872	623
Pretonia — barrels	300	300	625	0	2,425	3,250
Atlas — barrels	464	132	------	132	210	------
Texas — barrels	------	1,250	150	350	940	400
Victor — barrels	------	------	------	1,423	------	------
Ash Grove — barrels	------	928	1,842	------	------	------
Asphalt — sq. yds.	------	18,913	22,000	27,553	29,176	5 151
Brick — number	------	378,400	752,200	379,400	185,024	298,666
Reinf. pavement — pounds	114,953	9	154,100	9	9	5
samples	94,496	24	6	113,646	48 767	21,046
Structural Steel — pounds	------	642 694	144,473	------	4	4
Concrete cylinders — tests	------	1	------	594	492	162
Concrete pipe — feet	------	------	360	------	2	1
Paint — n mber	------	3	1	------	------	------
Asphalt filler — number	------	------	1	------	------	------
Water — number	------	1	1	------	------	------
Creosoted Lumber — F. M. B.	------	60 530	------	------	3,997	------
Creosoted piles — feet	------	18,965	------	------	600	------
Laminite cement - - sample	4,200	------	------	------	1	------



MAINTENANCE

W. H. Rhodes, Maintenance Engineer

The maintenance of state roads in counties where we have Maintenance Agreements is being done by state forces working under state control and supervision. The nature of the work is entirely different from construction and the methods followed necessarily are different. Maintenance is entirely detail work on small tasks spread out over a long mileage whereas construction is heavy work concentrated on a few miles of road. For this reason construction can be done efficiently by contract whereas Maintenance necessarily must be done by day labor with state equipment. Maintenance by contract has been tried at various times and always found expensive and unsatisfactory.

For the purpose of administration each Division Engineer has complete responsibility of the maintenance as well as the construction in his district. There are seven Division Engineers in the state. Each Division Engineer has two or more foremen who give direct supervision to their counties. We have found that one foreman can supervise two to four counties, depending on the types of roads and the excellence of construction. The higher type roads are easier and cost less to maintain than the gravel or dirt surfaces.

The entire state highway system is divided into patrol sections which vary in length from eight to fifteen miles, according to the type of road and traffic conditions. To each patrol section is assigned a patrolman who is regularly employed and works on his section every day.

The patrolman is equipped by the State with a maintenance grader, a fresno, and a plow. He furnishes four horses when necessary, a slat-bottom wagon, and all necessary small tools. It is his duty to work continuously and faithfully every day on his section, blading and shaping the road surface, repairing culverts and bridges, filling washes in the shoulders, and keeping the ditches clean. He does all he can to make his section comfortable and safe to travel.

In direct charge of from twelve to twenty patrolmen we have a foreman whose duties are to personally inspect, direct and supervise the work in his division, also to keep the costs and records and report directly to the Division Engineer.

In the Division Engineer's office these records are tabulated, payrolls made out and all necessary information forwarded to the Oklahoma City office.

The organizing and training of a maintenance department is a very slow and tedious process. We have our own patrolmen now at work on about 3,300 miles of state highways. We have purchased some equipment but most of our tools we have been able to borrow from the county commissioners who have given us much cooperation. In as much as we have been in operation only two months and already have made much progress, I believe we can safely predict that during the next three months the organization will be complete and functioning in a very satisfactory manner.

By that time we will have all the state roads graded to a better shape, with few low sections subject to overflow. We expect ditches and outlets to be dug so as to drain the roads. Bridge floors will be repaired, and guard rails built, both on the bridges and on embankments.

We are now erecting signs at each dividing line between the patrol sections. These signs give the state route number and also the patrolman's name and address. At each corner crossroads we will erect a direction sign giving the mileage to the various towns. At each dangerous curve, school, railroad crossing we will erect proper warning signs. We hope to have the state completely marked in a few months.

OKLAHOMA'S NEW HIGHWAY LAW

Senate Bill No. 44

Section 1. The State Highway Commission is hereby created with offices at the State Capitol, and said offices shall be furnished and provided for by the State Board of Public Affairs. The State Highway Commission created by this act shall consist of three members, not more than two of whom shall belong to the same political party, and said commission shall be appointed by the governor, by and with the advice and consent of the senate, one member shall be appointed for a term of six years, and one member shall be appointed for a term of four years and one member shall be appointed for a term of two years, and upon the expiration of each of the foregoing terms of said commissioners the successor shall be appointed by the governor for a term of six years, with the advice and consent of the senate. Any commissioner appointed under the provisions of this act shall hold office during the term for which the appointment is made, but may be removed from office by impeachment, for wilful neglect of duty, corruption in office, drunkenness, incompetency, or any offense involving moral turpitude committed in office, in the same manner as is provided for the removal of elective state officials and not otherwise.

Section 2. The State Highway Commission is hereby vested with the powers and duties necessary and proper to enable the commission to fully and effectively carry out all of the objects of this act, and in addition thereto shall have the following specific powers and duties:

(a) Have supervision of highways and bridges which are constructed, improved or maintained, in whole or in part, by the aid of state monies, and of highways constructed in whole or in part, by the aid of monies appropriated by the United States government so far as such supervision is consistent with the acts of Congress relating thereto.

(b) Prescribe rules and regulations not inconsistent with this act or other laws of the State of Oklahoma, fixing the duties of all persons employed by the State Highway Commission, and prescribing the manner of co-operation between county, township and city officials with the State Highway Commission.

(c) Investigate and determine upon the various methods of road and bridge construction to the different sections of this state and as to the best methods of construction and maintenance of state highways and bridges.

(d) Aid at all times in promoting highway improvement and maintenance throughout the state.

(e) Let, or supervise the letting of, all contracts for construction or improvement of state highways, or any contract for road or bridge construction or improvement where the work is being done in whole or in part with federal monies.

Section 3. The State Highway Commission shall appoint a state highway engineer who shall hold office at the pleasure of the commission, and who shall be empowered to appoint such assistant engineers and clerical help as may be by the commission deemed necessary for the proper discharge of the duties of such office.

Section 4. The State Highway Commission shall appoint a secretary who shall serve at the pleasure of the commission, and whose duties it shall be to keep full and true records of all proceedings of the commission, and who shall be the custodian of all books, maps, documents, papers and files connected with or belonging to the commission. Under the direction of the commission the secretary shall have general charge of its office and shall superintend its clerical business and perform such other duties as may be by the commission required. The commission shall have an official seal and the secretary shall be the custodian thereof, and shall have power to administer oaths in any matter connected with the business of the commission.

Section 5. The commission, in addition to the appointment of a state highway engineer and a secretary, as herein provided, is also authorized and empowered to employ such other assistants and clerical help as may, in the judgment of the commission, be necessary to fully and properly carry out the objects and purposes of this act.

Section 6. All members of the commission, engineer, secretary and every other person appointed to office or employed by the commission, shall, before entering upon the duties of his or her office or employment, take and subscribe to an oath or

affirmation to support the constitution of the United States and of the state, and to faithfully and honestly discharge the duties of such office or employment. No members of the commission, engineer or other person appointed or employed by the commission shall have any pecuniary interest in the sale of road or bridge building material, tools, machinery or supplies, or in any contract for the construction of highways or bridges, nor shall it be lawful for any member of said commission, after his resignation, or expiration of his term, to be financially interested in any contract made, or awarded, while he was in office. The engineer or any other officer or employee of the commission, who has custody or control of property or funds of the state, shall give a good and sufficient bond, in an amount and with sureties satisfactory to the commission, conditioned upon the faithful discharge of the duties of their respective offices and accounting for all property and funds coming into their hands by, through or from, such office. Any officer or employes who shall violate the provisions of this act shall be guilty of a misdemeanor, and shall be cause for impeachment.fff

Section 7. When directed by the governor or requested by the commission in writing, the attorney general shall act as the legal advisor of the commission, and shall appear for and assist the commission in any proceedings in any of the courts of the state in which the state is a party.

Section 8. The highways of the state of Oklahoma shall be divided into three classes, to-wit: state highways, county highways and township roads.

(a) The state highway system shall be designated by the highway commission, and be composed of inter-county and inter-state highways and embracing at least five per cent (5%) of the county highway system of each county.

(b) When the State Highway Commission shall have taken over any highway, or part thereof, as a state highway, said state highway commission shall become responsible for the construction, repair and maintenance of such highway and for this purpose shall be authorized to use any funds in the state highway fund, together with any money derived from any agreement entered into between the state highway commission and the federal government, and county or township, or any citizen or group of citizens who have made donations for that purpose.

(c) The county highway shall be composed of all roads within any county, designated as such by the county commissioners less any part of any road or roads which will be taken over as a state highway by the state highway commission; provided, the county commissioners shall not designate more than twenty-five per cent (25%) of their public highways as county highways. It shall be the duty of the county commissioners of each county to designate, construct and maintain as county highways, those roads which best serve the most people in their travels from points in the county to trade centers of said county, and for this purpose the county commissioners are authorized to use any funds which are in their county highway fund, together with any money derived from any agreement entered into between the state highway commission and the federal government, any county or township, or any citizen or group of citizens who have made donations for that purpose. Provided, further, that the county commissioners, of the various counties, shall have exclusive jurisdiction over the designation, construction and maintenance and repair of all of said county highways and bridges thereon. That the decision of the county commissioners in all matters pertaining to the county highways shall be final and that the empowering clause in this act gives to the county commissioners the same final jurisdiction to designate, construct, hard surface, maintain or repair county highways and bridges thereof, as is given the state highway commission on state highways. Every new permanent bridge, hereafter built, shall have a clear roadway of not less than sixteen feet between curbs and be designed and constructed to carry with an ample factor of safety the following live loads in addition to the actual dead loads; all spans up to and including thirty-six feet, and the floor systems of all spans thirty-six feet and longer, one hundred pounds per square foot, or fifteen ton truck. For all spans over thirty-six foot, or trusses, girders or arch ribs shall be designed and constructed to carry with ample factor of safety the following live loads in addition to the actual dead loads:

36 feet to	90 feet	100 lbs. per sq. ft. of floor.
90 feet to	150 feet	80 lbs. per sq. ft. of floor.
151 feet to	200 feet,	70 lbs. per sq. ft. of floor.
201 feet and	over,	60 lbs. per sq. ft. of floor.

(d) The township roads shall be composed of any roads coming under the jurisdiction of the township government, and said township government shall construct and maintain such roads as now provided by law. It shall be the duty of the township government to use its money and labor on those roads which will best take the most people into the county or state highways.

(e) All monies raised by taxation or otherwise for use on the state highways of this state shall, unless otherwise provided by law, be placed in the state treasury in a fund, to be known as the state highway construction and maintenance fund, and shall be expended on state or county highways as herein provided, upon warrants issued by the state auditor after the filing of proper vouchers or claims, by the state highway commission.

(f) All monies raised for the use on the county highways in each county, or apportioned to each county for road purposes, from any source, including all funds and monies heretofore used by the board of county commissioners derived by law, levy, taxation, or apportionment and which have heretofore been known as the county road maintenance fund, state highway construction fund, and all of the funds and revenues which have been made up of advalorem taxation, automobile license taxes, one-fourth of one mill levy, and gross production tax going to the various counties for county road purposes, shall be placed in the county treasury in a fund to be known as the county highway fund, to be expended on order of the county commissioners without the supervision of the state highway commission, on county highways, as defined herein, or on state highways, within their respective counties, if in the judgment of the county commissioners such expenditure would be just and equitable and for the best interest of the county. Townships are also authorized to participate with their funds and labor in the construction of the state highways or county highways, constructed in that particular township, in the discretion of the township government. All monies collected, apportioned or received from any source by any county for road purposes under existing statute laws of this state, are hereby diverted into the county highway fund, which shall consist of the advalorem tax levy.

provided for in section 10202, Compiled Oklahoma Statutes, Annotated, 1921, and all monies heretofore received as automobile license tax, provided for in section 10139, Compiled Oklahoma Statutes, Annotated, 1921, and all monies heretofore received from gross production tax, which is now apportioned as provided for in section 9822, Compiled Oklahoma Statutes, Annotated, 1921, to be expended by the county commissioners, as provided by this act.

Section 9. The State Highway Commission is empowered, on behalf of the state, to enter into any arrangement or contract required by the duly constituted federal authorities, in order to secure the full co-operation of the government of the United States, and the benefits of all present and future federal allotments in aid of highway construction, reconstruction, improvement or maintenance. The good faith of the state is hereby pledged to cause to be made available each year, sufficient funds equal the total of any sums now or hereafter apportioned to the state for road purposes by the United States government and to maintain the roads constructed with said funds. The board of county commissioners of each county is empowered to enter into any arrangement or contract submitted by the state highway commission, in order to fully carry into effect the provisions of this act.

Section 10. The construction and maintenance of the state highway system and all work incidental thereto, shall be under the general supervision and control of the state highway commission, which is hereby authorized, empowered and directed to take whatever steps may be necessary to cause said state highway system to be constructed at the earliest possible time, consistent with good business management and funds available after this act takes effect, and also to provide for the maintenance of said state highway system. The state highway commission shall have the power to make all final decisions affecting the work provided for herein, and all rules and regulations it may deem necessary, not inconsistent with this act, for the proper management and conduct of said work, and for carrying out all the provisions of this act, in such manner as shall be to the best interest and advantage of the people of this state. The commission is hereby given power and authority to purchase lease, or otherwise acquire any tools, machin-

ery, supplies, material or labor needed for said work, and to pay for engineering, preparation of plans and specifications; cost of advertising, engineering, supervision and inspection, and all expenses and contingencies in connection with the construction and maintenance of such state highway system, and that preference shall be given to materials produced within the state, when quality and prices are equal. The provisions of this section apply with equal force to the county commissioners of the various counties in all matters pertaining to county highways and the same rights of general supervision and control given the state highway commission over the state highways is hereby given to the county commissioners over county highways and all matters related thereto.

Section 11. Whenever the construction or location of any state highway, or any part thereof, or in the obtaining of right-of-way, or road building materials for the construction, or maintenance of such roads shall require that private property be taken or damaged; or where a change in gradient, a detour or an elimination of grade crossing is to be effected, or where the proper and economical location of a highway requires the changing of the channel of any stream, or the right-of-way to any deposit of road building material or any water supply or any water power site or land to be used in connection therewith, which may be necessary for the proper and economical construction and maintenance of said roads, then the commission, in the name of the State of Oklahoma, shall have the right to purchase or lease the necessary land, or the right-of-way to any deposit of road material, water supply or any water power site or land to be used in connection therewith, or materials from the owner thereof, and if compensation therefor cannot be agreed upon, just compensation may be ascertained and the property acquired and paid for in the manner as provided by law for the exercise of the right of eminent domain by railroad corporations in this state, and in determining the damages or compensation to be paid the owner thereof, the court or jury shall take into consideration the benefits to be derived by the owner, as well as the damages sustained thereby.

Section 12. All contracts for construction work upon the state highway system shall be let to the lowest responsible bid-

der, or bidders, after notice by publication in a newspaper published in the county where the work is to be done in two consecutive weekly issues of said paper; provided, that in all cases where the project advertised shall be for the construction of more than eight miles of road, such advertisments shall provide for bids on sections of said road not to exceed eight miles as well as on the project as a whole, and such contract shall then be let so as to provide for the most economical construction of said project. Each bid shall be accompanied by a certified check equal to five per cent of the bid which shall be deposited with the commission as a guaranty, and forfeited to the state treasurer to the credit of the state highway fund, in the event the successful bidder fails to comply with the terms of the proposal, and returned to the successful bidder on execution and delivery of the bond herein provided for, and the checks of unsuccessful bidders shall be returned to them in accordance with the terms of the proposal. All notices of the letting of contracts under this section shall state the time and place, when and where, bids will be received and opened, and all bids shall be sealed and opened only at the time and place mentioned in such notice, and in the presence of a majority of the commission. The successful bidder for the construction of said work shall enter into contract furnished and prescribed by the commission and shall give good and sufficient bond, in a sum equal to the contract price, to the state of Oklahoma, with sureties approved by the commission to insure the proper and prompt completion of said work in accordance with the provisions of said contract and the plans and specifications; provided, that if in the opinion of a majority of the commission, the lowest responsible bid or bids for the construction of any of the roads or parts of roads, herein authorized to be constructed, shall be execssive, then in that event said commission shall have the right to reject any or all bids and to construct, under its own direction and supervision, all of such roads and bridges, or any part thereof, or to re-advertise the same for additional bids, if, in the judgment of the commission, the best interests of the state would be served by so doing. The provisions of this section apply with equal force to the county commissioners of the various counties, in all matters pertaining to county highways with the exception that the sureties shall run to the counties instead of the state, and the forfeitures shall be paid to the

county treasurers for the credit of the county highway fund, and the same right, discretion and option given the state highway commission over contracts and bids in all matters pertaining to state highways by the provision of this section is hereby given to the county commissioners over county highways; provided further, that nothing in this act shall be construed to deny the right of the county commissioners to hard surface county highways, and build bridges thereon out of county highway funds.

Section 13. The State Highway Commission shall have no authority to grade or drain any highway, street or alley within the corporate limits of any city, or incorporated town, but it is hereby given authority to hard surface within the limits of any city or incorporated town, any street which has been properly drained and put to grade, and which is a continuation of the state highway system; provided, that no hard surfacing done under the provisions of this section, shall exceed eighteen (18) feet in width; and after the completion of such improvement, the same shall be maintained by the city or town and said city or town shall rest under the same obligations for the care of such highway as is now or may hereafter be provided for the care of the federal aid roads. This section shall apply with equal force to the hard surfacing of county highways by the county commissioners.

Section 14. Any such city or town, through its duly constituted authorities, is hereby authorized and empowered to enter into an agreement with the state highway commission or county commissioners, as the case may be, to determine the location of such improvements within such town, and for its care and maintenance after construction. That said highway, in all towns of one thousand (1000) and less, shall be maintained by the state highway commission in the same mannner as all other state highways.

Section 15. The entire mileage of the state highway system as established and designated by the commission, except that portion of the same that shall be inside the corporate limits of incorporated towns and cities, shall be maintained by the state highway commission under a patrol system, to be provided for in the rules and regulations promulgated by the commission. The entire mileage of county highways, in each county, shall be

maintained by the county commissioners under a patrol system to be provided for in rules and regulations promulgated by the county commissioners.

Section 16. The term "hard surface" as used in this act shall be construed to mean a road surfaced with concrete, brick, water bound or bituminous macadam, or the equivalent of properly bound gravel, or other material to be approved by the state highway commission, and meeting the federal requirements.

Section 17. The commission is authorized to prescribe uniform marking and guide boards on the state highways; provided, that nothing in this act shall be construed to authorize the removal, or prevent the maintenance of, marking signs, guide boards, and danger or warning signals, whether carrying advertising matter or not, erected and maintained under the terms of any contract heretofore made with, or permit heretofore granted by the commission.

Section 18. There is hereby created in the state treasury a fund to be known as the state highway construction and maintenance fund, which shall consist of all monies heretofore appropriated to the state highway construction and maintenance fund now in the state treasury and such other monies as may from time to time be appropriated by the legislature

Section 19. The expenditure of the state highway construction and maintenance fund shall be under the control and supervision of the state highway commission, and all claims against this fund shall be paid on its itemized voucher forms, prepared by the state highway commission, and sworn to by the claimant, and all such claims, when duly signed and sworn to, shall be audited by the commission, and upon final approval vouchers which are payable from the state highway fund, shall be forwarded to the auditor of the state, who shall draw warrants therefor, and said warrants shall be paid by the state treasurer from the said state highway construction and maintenance fund.

Section 20. Each of the three commissioners of the state highway commission shall be paid upon a per diem of ten dollars ($10.00) per day, for the time actually and necessarily devoted to the duties of the office and the secretary of the commission shall receive a salary of thirty-six hundred dollars ($3,600.00)

per year, and the state highway engineer shall receive a salary not to exceed the sum of six thousand ($6,000.00) dollars, per year, and all other assistants and employees shall be paid such salary or compensation as may be by the commission deemed just and equitable for the services rendered. All salaries and compensation for services provided for in this section shall be payable monthly out of the state highway construction and maintenance fund. Any employee of the commission shall be allowed actual and necessary expenses while absent from the state capitol upon official duty, and members of the commission shall, in addition to their per diem be allowed their actual and necessary expenses incurred in the performance of official duty, but no expense account of either a member of the commission or any employee thereof, shall be allowed until the same has been itemized, sworn to and filed with the secretary of the commission.

Section 21. The state examiner and inspector shall audit the books of the state highway commission annually, between the 15th day of Novmber and the 15th day of December, of each year, and his report of such audit shall be made in triplicate, one copy thereof to be filed with the governor, one with the state auditor, and one with the state highway commission, and said copies of the report shall be filled in each of the departments here named on or before the 31st day of December of each year. Provided, the state examiner and inspector, under the direction of the governor, shall determine the amount of all unexpended appropriated funds remaining to the credit of the state departments and the state institutions, at the end of each fiscal year after all outstanding obligations have been fully satisfied, and shall certify such funds to the state treasurer who is authorized and directed to transfer such amounts to the state highway construction and maintenance fund.

Section 22. When the county excise board shall have levied the tax provided for in section 10202, Compiled Oklahoma Statutes 1921, the state treasurer shall pay out to the county treasurer the amount due said county, from the levy made in Section 10204, to be deposited by said county treasurer in the county highway fund.

Section 23. Sections 10100, 10116, 10117, 10118, 10120, 10124, 10127, 10205, of the Compiled Oklahoma Statutes, Annotated, 1921, and all acts and parts of acts in conflict herewith,

are hereby repealed. Provided, that in all places in any of the Compiled Oklahoma Statutes, 1921, or the Session Laws of 1923, providing for the construction and maintenance of the roads and bridges, of the state, where the words "state roads", or "state highways" are used, the same shall be construed to mean "county roads" or "county highways."

Section 24. It being immediately necessary for the preservation of the public peace, health and safety, an emergency is hereby declared to exist by reason whereof this act shall take effect and be in full force from and after its passage and approval.

Approved by the governor the 14th day of March, 1924.

IN THE SUPREME COURT OF THE STATE OF OKLAHOMA

A. J. EDWARDS, Plaintiff in Error.
vs.
C. C. CHILDERS, State Auditor, **No. 15-453.**
A. S. J. SHAW, State Treasurer,
CYRUS S. AVERY, ROY M. JOHNSON and F. J. GENTRY, Members of the State Highway Commission,
Defendants in Error.

SYLLABUS

1. The appropriation of money is the setting it apart formally or officially for a special use or purpose, and where that is done by the Legislature in clear and unequivocal terms in a duly enacted law, it is an "appropriation." State ex rel. Bonsteel v. Allen, 91 So. 104.

2. No arbitrary form of expression or particular words are required by the Constitution in making an appropriation, which may be made by implication, when the language employed reasonably leads to the belief that such was the intention of the Legislature. Kenafee v. Askew, 25 Okla. 623, 107 Pac. 159.

3. A legislative act creating a special fund, all of which is, by the terms of the act, appropriated and directed to be expended for a special purpose and in an express manner amounts to an appropriation of the entire fund so created and where the amount accruing to and paid into said fund is capable of being definitely ascertained, it is sufficiently definite and certain to comply with the provisions of Article 5, Section 55 of the Constitution.

4. Where a special fund is created from sources not coming from, or out of, the general revenue fund of the State, the authority to the official board or commission to spend said fund for a special purpose may be granted where the authority to disburse said fund or obligate the State is limited to the amount of money that may go into said fund, and such officer is not permitted to incur an indebtedness against the State which may be payable out of, or charged against the general revenue funds, of the State.

5. The construction, maintenance and repair of a system of State High-

ways is incapable of being arbitrarily classified and itemized as to the amounts that may be expended for various purposes, in view of the fact that such amounts cannot be ascertained in advance of the work and the further fact that such work is usually constructed through federal, county, city and township aid, and for these reasons a lump sum or amount may be, by the Legislature, appropriated for such purpose.

6. Sec. 3 of Chap. 101 and Sec. 8, (4) of Chap. 48, of the Session Laws of 1923-24, are valid appropriations of public funds for purposes stated and do not contravene the provisions of Art. v, Sec. 55, of the Oklahoma State Constitution.

ERROR FROM THE DISTRICT COURT OF MUSKOGEE COUNTY.

Hon. R. A. Summers, Judge.

Affirmed.

J. Berry King, For Plaintiff in Error.

George F. Short, Atty. Gen., John Barry, Asst. Atty. Gen., McPherren & Wilson, for Defendants in Error.

LYDICK, J.

This is a suit brought by A. J. Edwards as plaintiff in the District Court of Muskogee County against the State Auditor, the State Treasurer, and the three members of the State Highway Commission, wherein the plaintiff seeks an injunction prohibiting the parties defendant from creating or paying any obligations out of the State Highway Construction and Maintenance Fund. The relief sought, if granted, would practically destroy the State Highway Commission and prevent the further construction and maintenance of State highways under the present law. The lower court denied the petition of the plaintiff in all respects except that it did enjoin the defendants from diverting and transferring to the State Highway construction and Maintenance Fund the unexpended appropriated funds remaining to the credit of the State Departments at the end of each fiscal year as provided in Section 21 of Chapter 48, being Senate Bill Number 44, of the Session Laws of Oklahoma of 1923-24. The case was determined in the lower court solely upon the law, and the plaintiff brings the case here on appeal by petition in error with transcript of the record attached. No cross-appeal is filed by the defendants. The right of the plaintiff to maintain this action has not been challenged, and we will, therefore, determine the issues presented upon the merits of the case.

In Section 1, Chap. 101, Sess. Laws of 1923-24, being House Bill Number 14, approved March 7, 1924, we have an act which levies a tax of two and one-half (2½c) cents per gallon of gasoline consumed in this State. By Section 3 of that Act, sixty per cent. thereof, or one and one-half (1½c) cents per gallon, is placed in a special fund designated as "the State Highway Construction and Maintenance Fund." It is therein provided that all of this fund shall be expuended without provision for residue to remain therein. It is therein provided that in so expending all of said fund, the Department must use not less than seventy-five per cent. thereof for the construction of new highways, with the privilege of using a greater percentage, even to the inclusion of all the fund for this purpose. The portion not thus used must be used for the repair and maintenance of highways already constructed. Section 3, supra, reads as follows:

> "One and one-half cents (1½c) on each gallon of gasoline produced by the said excise tax on gasoline shall be deposited in the State Depository to the credit of the "State Highway Construction and Maintenance Fund," and which shall be expended as provided by law under rules and regulations not inconsistent therewith to be promulgated by the Highway Department. That the said fund so deposited shall be expended; First, in the repair and maintenance of State Highways theretofore or hereafter constructed through the use of State funds with or without Federal Aid, or the proceeds of county aid or bond issue in connection with State or Federal Aid; Second, in the construction of a primary system of State highways which shall fairly serve all parts of the State and to be designated by the Highway Department; provided that not less than seventy-five per cent (75%) of the funds going into the State Highway Construction and Maintenance Fund shall be used in the construction of new highways."

Chapter 48 of Session Laws of 1923-24, being Senate Bill Number 44, approved March 14, 1924, created a State Highway Commission consisting of three members and makes extensive provision for the building and maintenance of State highways. In Section 8, Paragraph 3, the State Highway Construction and Maintenance Fund is clearly defined as follows:

> "All moneys raised by taxation or otherwise for use on the state Highways of this state shall, unless otherwise provided by law, be placed in the State Treasury in a fund to be known as the State Highway Construction and Maintenance Fund, and shall be expended on State or County highways as herein provided, upon warrants issued by the State Auditor after the filing of proper vouchers or claims, by the State Highway Commission."

It is here urged that the two sections of the Statute above quoted, in so far as they purport to permit the use of funds for the purposes stated, are insufficient and contrary to the provisions of the Constitution of the State and that they are, therefore, void. Two reasons are assigned to support this theory, to-wit: 1, that these sections of the Statute do not attempt or purport to appropriate funds for uses of the department, and without such an appropriation these funds are unavailable: 2 that these sections of the Statute do not "distinctly specify the sum appropriated and the object to which it is to be used" as required of appropriation bills by Article V, Section 55 of the Oklahoma State Constitution.

It is admitted that the Department cannot use the moneys in his fund unless the Legislature has appropriated the same for its use. What is an appropriation? The Supreme Court of Florida, in the case of State ex rel Bonstell v. Allen, 91 So. 104, said:

> "The appropriation of money is the setting it apart formally or officially for a special use or purpose and where that is done by the Legislature in clear and unequivocal terms in a duly enacted law it is an 'appropriation'."

In Campbell v. State Soldiers' & Sailors' Monument Commissioners, 18 N. E. 33, 115 Ind. 591, the Supreme Court of Indiana so clearly analyzed the terms being considered that its conclusion is set out by the author of "Words & Phrases," First Series, Vol. 1, Page 472, as follows:

> "The use of technical words in a statute making an appropriation is not necessary. There may be an appropriation of public money without in any manner designating the act as an 'appropriation.' A direction to a proper officer or officers to pay money out of the treasury, or for a given object, may by implication be held to be an appropriation of a sufficient amount of money to make the required payments."

This rule was re-affirmed by the court in the case of Carr v. State, 127 Ind. 209, 11 L. R. A. 372, and the opinion of the Court was quoted

with approval by the Supreme Court of North Dakota in the case of State v. Jorgenson, 142 N. W. 450.

In the case of Menafee, State Treasurer v. Askew, 25 Okla. 623, 107 Pac. 159, we said:

> "No arbitrary form of expression or particular words are required by the Constitution in making an appropriation, which may be made by implication, when the language employed reasonably leads to the belief that such was the intention of the Legislature."

We know of no well reasoned cases to the contrary. It clearly appears from the language of these Statutes that the lawmakers intended to set apart the moneys coming into this special fund for the sole use of this Department in the construction and maintenance of State highways. If we find the Statutes to be otherwise sufficient, we shall hold them to be valid appropriations of public money for the purposes stated.

Do these Acts specify the sum appropriated? It is helpful to review the reasons why such a requirement of appropriation bills is found now in the organic law of all English speaking nations. In earlier centuries in England the Crown wholly disregarded the people's Parliament and constantly plunged the kingdom into useless and extravagant debt. In State v. Jorgenson, 142 N. W. (N.D.) 450, the Court said:

> "The reason for requiring Legislative appropriations is to be found in the extravagance and prodigality and favoritism of the English kings, who, for purposes of their own, would squander the revenues, and in the desire of the Parliament to control these kings, not merely in their expenditures, but in their intrinsic powers, by themselves controlling the purse strings of the State."

In State v. Moore, Neb. 88, 69 N. W. 383, the Court says that this organic law was wrested by the people from the English King in the Revolution of 1688, with the primary intention "to control the Crown in disbursement" of public moneys. This law was brought across the seas by our forefathers and has found its place in the Constitutions of the Nation and the States of the Union in order that the legislative and not the executive, department of the State should say how much of the public funds should be expended for every purpose. In Menafee v. Askew, supra, we interpreted this constitutional limitation to require a specific appropriation in order that the power of the Executive Department and the discretion of its officers should be limited and controlled by the legislative arm of the government. We there approve the definition of a specific appropriation as set out in Stratton v. Green, 45 Calif. 149, where the Court defined such an appropriation to be "the amount which is designated by law and, therefore, capable of exhaustion." If the appropriation bill sets aside an entire fund and no other money to be used for the purpose designated there in, then such fund is capable of exhaustion, and the power of the Executive Department is limited to moneys which the Legislature has ordered to be expended, and this harmonizes with the spirit of the organic law under consideration. This law was brought into being to curb the power of the monarch, to save the people from the prodigality of the King. This requirement was not intended, nor was it originally so worded as to protect the people from the ill-advised judgment and extravagance of Parliament itself. It merely made the will of the lawmakers paramount to that of the Crown in the expenditure of public funds. Neither the people nor their Parliament, by this law, sought to curb or regulate their own powers. It is well said in State v Jorgenson, Supra: "We have yet to learn that either the English Parliament or the American Legislature has ever been jealous of itself." So, it would

seem that an act appropriating public funds to be used by a Department of State conflict in no wise with the letter or spirit of this law if it leaves no power in such Department to use or expend any fund except those funds which the lawmakers viewed and considered, and, so beholding, clearly instructed such Department to employ. In such case the Department is restricted by legislative will to a definite limit for purposes stated.

In both actions of the Statute under consideration, the Legislature has given the Department an imperative command that all the moneys in this specific fund "shall be expended" for purposes and in the manner therein provided. The question before us is not new to the jurisprudence of our country. In Holmes v. Olcott, 189 Pac. 202, The Supreme Court of Oregon said:

> "Vesting the fish and game commission with authority to expend all moneys and license fees collected, as was done by Laws of 1915, c. 257, 3, as amended by Laws of 1917, c. 243, 1, was a matter within the discretion of the Legislature upon which the court has no right to express its views.
>
> "It must be conceded that such fees and fines, when collected, are to be paid to the state treasurer, who shall place them in the general fund under the title o. the 'Game Protective Fund Account,' and it is made his duty to pay all warrants drawn on such fund by the authority of the Fish and Game Commission, after the same shall have been duly audited by the Secretary of State, to the full amount of that fund.
>
> "Although, according to the weight of authority, the amount of an appropriation must be definite and certain, and the sum is not specified in the act in question, it becomes definite and certain when the money from such sources are collected and turned in to the State Treasurer. All o. such revenues shall be appropriated under the terms of the Statute. That is the effect of the decision in State v. Moore, 50 Neb. 98, 69 N. W. 377, 61 Am. St. Rep. 539, where it is said:
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> "'An appropriation may be specific, according to any of the definitions heretofore given, when its amount is to be ascertained in the future from the collection of the revenue.'
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> "In People v. Miner, 46 Ill. 384, on the same question it was held:
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> "'There is no force in the objection that the appropriation is for no certain amount. * * * It is not essential or vital * * * that it should be an amount certainly ascertained prior to the appropriation.'
>
> "On the same point, in State v. Searle, 79 Neb. 111, 112 N. W. 380, the opinion says:
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> "'No matter what the valuation of the grand assessment roll may be, the rate of taxation is fixed and it is merely a question of computation to determine what the tax will yield.'
>
> "This doctrine is founded upon the maxim 'Id certum est quod certum reddi potest.' So in the instant case, when collected and paid over to the State Treasurer, the amount of the license fee is annually made definite and certain."

In Norcross v. Cole, 189 Pac. 877, the Supreme Court of Nevada said:

> "That this is the general rule of law cannot be doubted, and in construing appropriation statutes the general rule has been adhered to. State ex rel. Ledwith v. Brian, 84 Neb. 30, 120 N. W. 916; Town of Highgate v. State, 50 Vt. 39, 7 Alt. 898; People ex rel. v. Miner, 46 Ill. 389; 36 Cyc. 892."

The Supreme Court of Nebraska followed the same line of reasoning in the case of State v. Babcock, 40 N. W. 316.

In the case of McClelland v. Lewis, 40 Okla. 551. 139 Pac. 990, we said concerning the organic law under discussion:

> "Its object is to secure to the legislative department of the government the exclusive power of deciding how, when, and for what purpose the public funds shall be applied in carrying on the government.
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> * * * *
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> "To the legislative department of the Government is intrusted the power to say to what purpose the public funds shall be devoted in each fiscal year, and, as stated before, when the Legislature has clearly indicated its will as to the claim which is to be paid and the fund from which it is to be paid, the constitutional requirement is satisfied."

In the case of Menafee v. Askew, supra. we have before us a case just sufficiently different from the case at bar as to well illustrate the reasons establishing the correctness of the rules we here announce. There a system of licenses, fines and penalties was provided in a fish and game act. That measure was essentially a revenue producing measure, but its primary purpose was to protect the fish and game of the State and at the same time to produce a large amount of revenue for the ultimate benefit of the general fund of the State. The moneys to be produced thereunder were multiplied thousands of dollars a year while the expense of operating the department was small. The act specifically provided for the ultimate transfer of this money from the special fund to the general revenue fund of the State. The act contained also a provision for the payment out of these moneys of the cost of catching and shipping game, which normally, under honest and efficient management, would be so small as to constitute a very meager percentage of the vast amount of revenue to be raised by the bill. In the case at bar the special fund is directed to the sole use of the Highway Department in carrying into effect the provisions of the bill. This was not the intention of the Legislature. In the case at bar there is no provision permitting to accrue any unexpended residue in the fund created, while under the fish and game act the unexpended residue was intended to be the major portion of the fund and one of the two principal reasons why it was created. In the highway bill under consideration, there is no provision by which any part of the moneys received can ever be transferred to the general revenue fund of the State, while in the fish and game act it is provided that all but the contemplated small expense of catching and shipping game should be transferred into the general revenue fund of the State and be ultimately used generally for the public welfare. In the case before us no department of State other than the Highway Department and no other public interests can ever hope to benefit from the funds received under the highway act, and, therefore, no other Department or public interest can be made to suffer by the acts of the highway department in the extent of its use of this fund. that amount being fixed by the legislators as the total amount to be received into the fund. In the fish and game act, through the looseness and carelessness of the language used therein, it was left to the discretion of the fish and game department, without limitation, to expend all the moneys the department might see fit to expend in catching and shipping game, and by the abuse of that privilege and power the vast funds created by the above measure could all be consumed and other departments of the State and other general public interests be thereby made to suffer by the prodigality of the Fish and Game Department. In the case at bar the will of the lawmakers absolutely controls this amount of the fund to

be expended by the Highway Department, while this is not true according to the provisions of the fish and game act. In the case before us the entire fund is set aside by the Act to be used by the Highway Department and the amount thereof will be certainly and definitely ascertained before the same can be expended. In the fish and game act, the contemplated advisable and necessary small expense of the department in catching and shipping game is not limited by the language of the Act and yet the Act does not appropriate the entire fish and game fund for the stated uses of the department. In the case at bar the entire fund is clearly appropriated. while in the Fish and Game Act neither all the fund nor any specific part thereof is dedicated to the use of that department. Accordingly we held that the fish and game act did not so specify and limit the expense of catching and shipping game by the Department to a fund or an amount then certain or capable of being made certain as to satisfy the provisions of the organic law under consideration. That holding of the court we here affirm. The reasons supporting that holding do not appear in the case at bar, where the acts of the executive Department are definitely controlled by the provisions of the bill.

The plaintiff in error quotes in his brief from the case of Fervis v. Russell, 110 N. E. 130, Ann. Cas. 1916-B, Page 1120, where the Court said that an act which merely appropriated "such sums as may be necessary to refund taxes. etc." is void under the organic law now being considered. as we agree with that holding. The amount to be expended was not limited by legislative will. The rule is well expressed in the case of State v. Holmes, 1232 N. W. 884, where the Supreme Court of North Dakota said:

> "A statute, in order to constitute a legislative appropriation, must limit the amount of the State's funds which may be applied to the contemplated purpose."

This our lawmakers have well done in the Statutes now under consideration.

A legislative act creating a special fund. all of which is, by the terms of the act, appropriated and directed to be expended for a special purpose and in an express manner amounts to an appropriation of the entire fund so created, and where the amount accruing to and paid into said fund is capable of being definitely ascertained, it is sufficiently definite and certain to comply with the provisions of Art. 5, Sec. 55. of the Constitution. Where a special fund is created from sources not coming from, or out of, the general revenue fund of the State. the authority to the official board or Commission to spend said fund for a special purpose may be granted where the authority to disburse said fund or obligate the State is limited to the amount of money that may go into said fund, and such officer is not permitted to incur an indebtedness against the State which may be payable out of, or charged against the general revenue funds, of the State.

The plaintiff complains that these two statutes do not specify "the object to which" the moneys appropriated should be applied as required by Article V, Section 55, of the Constitution. The construction, maintenance and repair of system of State highways is incapable of being arbitrarily classified and itemized as to the amounts that may be expended for various purposes. in view of the fact that such amounts cannot be ascertained in advance of the work and the further fact that such work is usually constructed through federal, county, city and township aid, and for these reasons a lump sum or amount may be. by the Legislature, appropriated for such purpose.

We observe that the acts of the Legislature under discussion do not repeal the voluminous laws already on the books regulating the Highway Department except in so far as they are modified by these acts. Speaking generally and not definitely, these acts merely create a Highway Commission to be composed of three members in lieu of one Highway Commissioner, as provided under the old law, and graft onto the department a new system of field work for the construction and maintenance of highways. The existing laws provide, with much definiteness and certainty, for the employment and compensation of officers, deputies assistants, clerks, stenographers, and other help and incidental expenses of the Department itself aside from the cost and expense of the actual building and repairing of highways. A general appropriation bill passed by the Legislature specifically appropriated, with much definiteness, the moneys to be paid to officers and employees and for the payment of all incidental expenses above referred to aside from the cost of the actual construction of public highways. No set of lawmakers can sit in the Capitol of the State and intelligently specify for a year or two in advance, the moneys to be expended in the different items of cost of the various projects of road business or just how that detailed work shall be done. The general object for which these moneys are to be expended is designated in the Statutes under consideration as "the construction of a primary system of highways" and "the repairing and maintenance of State highways." No law could intelligently and successfully make detailed classifications and distinctions in a very extensive further subdivision of these objects, specified in the Statute. The term "object" may be satisfied by a descriptive designation without a complete description of its various possible sub-divisions. The constitutional rule requiring the specification of the object for which the moneys appropriated shall be expended is a wholesome one, for reasons already discussed and easily apparent, but where the reason for the rule ceases, then an intelligent application of the rule must require that the rule be thereby satisfied. So it was held by the Supreme Court of the State of Illinois in the case of Martens v. Brady, 106 Ill. 266. In that opinion the Court, among other things, said upon a similar point:

> "Building roads and maintaining them when built are different undertakings, but both are necessary to carry out the general scheme of purpose of the act, which is to provide for better highways throughout the state. The purpose of the constitutional provision here invoked is to enable the Governor, when passing on appropriation bills, to consider and act on the items of the appropriations separately. In order to carry out the general scheme of the act, however, the building and maintenance of roads are so closely connected that it is difficult to say where one ends and the other begins.' The act itself clearly contemplates but one fund to carry out its provisions, as is evidenced by section 1, which provided 'that the term "state road and bridge fund," when used herein, shall mean all moneys appropriated by the state of Illinois for road and bridge purposes.' We do not think the construction and maintenance of said aid roads constitute separate and distinct items which, under the constitutional provision, it is required should be separately itemized in the bill making the appropriation."

Our attention is called to the provisions of Article V, Sec. 55, of the Constitution, which provides that no money shall be paid out of the State Treasury or any of its funds "unless such payments be made within two and one-half years after the passage of such appropriation act." It is urged that, under the provisions of the Statutes under considreation, the appropriation of the fund so created continues as long as the act remains in force. The parties have referred us to no case squarely in point and we have found none applying this limitation to a case where the appropriation is that of a special fund created by a continuing special tax, the whole of which is dedicated to a single purpose.

A somewhat analagous question was before the Supreme Court of Pennsylvania for consideration in the case of Commonwealth ex rel. Bell, Atty. Gen. v. Powell, Aud. Gen., et al., 94 Atl. 746. The act, the validity of which was there attacked, was one creating a special fund and dedicating it to a particular use for an indefinite length of time, as is here done with the State Highway Construction and Maintenance fund. The Constitution of the State of Pennsylvania required that all appropriations other than those provided for in the general appropriation bill should be by a separate bill embracing but one subject. It was urged that the Pennsylvania Act was not a general appropriation bill but was a distinct and separate appropriation by a bill embracing more than one subject. The Court there said:

> "It has no application to a fund created for a special purpose and dedicated by the act under which such fund is to be created to a particular use. The appropriation of the fund so created continues as long as the act, which dedicates it to a particular use, remains in force.
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> * * * *
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> "When a fund is thus created and dedicated to a particular use by an act of assembly, which provides for its safe-keeping and prescribes how it shall be made available, no further legislation is needed to make the act effective. Whether it be called an appropriation or a dedication of a particular fund makes no essential difference, because the fund, being set aside for the specified use, must be so held and paid out in the manner prescribed as long as the act which provides for its creation remains in force. The requirement of section 16, Art. 3, of the constitution, that 'no money shall be paid out of the treasury except upon appropriation made by law and on warrant drawn by the proper officer in pursuance thereof,' simply means that the public funds are not to be expended in any way except as directed by the law-making powers. * * *"

It is sufficient to say that it is wholly unnecessary for a determination at this time as to whether or not the appropriation of the funds created by the acts under consideration elapse at the end of two and one-half years from the date of the passage of the Act. The question is prematurely presented to the Court.

Aside from the building and institutions for the education and religious training of our people, probably no civic improvement is of greater necessity to our people than the construction of an adequate system of public highways. The advent of the automobile has increased this necessity. Social intercourse, made easy by the good highways, spreads learning, develops and elevates the ambition and moral standard of the individual citizen, creates pride and thereby patriotism for home and country: it tends to detect crime, destroy suspicion, creates faith and imparts to the whole people knowledge of the greatness of the Nation and elevates civilization rapidly to a higher and more efficient standard. The Constitutionality of a legislative enactment must be presumed when attacked, and in its favor we will indulge every reasonable intendment in applying and interpreting the same in the light of the Constitution. And so, under the well recognized rules of

construction, we are of the opinion that the Statutes under consideration do not deny the will but in fact keep the faith of those who wrote our constitutional law.

Judgment of the lower court is, therefore, affirmed.

CONCURRING: Johnson, C. J. and McNeill, Nicholson, Harrison, Branson, Warren and Gordon, J.

GASOLINE TAX

Thirty-Seven States Have Already Voted a Gasoline Tax

The gasoline tax is a new development in highway finance, and is one of the most popular of the methods of raising funds for highway purposes. Thirty-seven out of forty-eight states (and the District of Columbia) have already levied a gasoline tax. Yearly levies are usually 1 to 2 cents per gallon of gasoline. Many of the states are increasing the levy, and one state has reached 4 cents per gallon.

The advocates of this form of tax believe that it is the fairest of the taxes that have been devised. The road users pays in proportion to his use of the road. Heavy trucks use more gasoline and therefore pay more tax than the light touring cars. The only place where the payment is not in proportion to service is in comparison of road surface.

The other usual form of State tax on the motor vehicle is the license tax. The rate is either by value, horsepower or weight of vehicle, or a combination of weight and horsepower. All operators of the same class of vehicles pay the same tax regardless of the use they make of the highways. The person driving 2,000 miles per year pays the same as the person driving 20 000 miles per year.

Is 4 cents per gallon of gasoline an excessive tax? The passenger automobile will travel 10 to 20 miles per gallon of gasoline. The road surface is worth at least 1 cent per vehicle mile. If the gasoline tax paid for the full service rendered, a tax of from 10 to 20 cents per gallon could be justified. It is doubtful whether the tax in the next few years will exceed 5 or 6 cents per gallon, but the chances are that within the next few

years a tax of from 3 to 5 cents will be prevalent all over the country. The following table shows the states levying a gasoline tax and the levy in cents per gallon.

State	Levy
Alabama	2
Arizona	3
Arkansas	4
California	2
Colorado	2
Connecticut	1
Delaware	2
District of Columbia	2
Florida	3
Georgia	3
Idaho	2
Indiana	2
Kentucky	3
Louisiana	2
Maine	1
Maryland	2
Massachusetts	2
Mississippi	3
Montana	2
Nevada	2
New Hampshire	2
New Mexico	1
North Carolina	3
North Dakota	1
OKLAHOMA	2½
Oregon	3
Pennsylvania	2
South Carolina	3
South Dakota	2
Tennessee	2
Texas	1
Utah	2½
Vermont	1
Virginia	3
Washington	2
West Virginia	2
Wyoming	1
Missouri	2

This source of revenue has great possibilities. The consumption of gasoline in the United States in 1923 was 6,685,-035,000 gallons, and at a one cent tax would raise 66,850,350, or at a five cent tax would raise $334,251,750.

The following table shows motor vehicles registration, gasoline consumption and annual consumption per vehicle in the United States since 1918:

Year	Cars Registered	Consumption of Gasoline	Consumption Per Car
1918	6,146,617	3,129,266,000	509
1919	7,530,105	3,434,812,000	456
1920	9,177,129	4,250,696,000	464
1921	10,464,005	4,516,027,000	432
1922	12,289,114	5,372,085,000	439
1923	15,092,177	6,685,035,000	443

GASOLINE TAX

The Ninth (9th) legislature passed the "Gasoline Tax" (approved March 23rd, 1923, effective July 1st, 1923) which provided a levy of one cent (1c) per gallon of gasoline "on each and every gallon of gasoline consumed in the State of Oklahoma." (House Bill 503, Session Laws 1923). Collections are made as specified in the bill, through the State Auditor's office. A state appropriation provides funds for the cost of collection which amounts to about $13,000.00 and does not change with the amount of gasoline tax to be collected. Distribution to the counties is made by the State Highway Commission based upon the statement of the amount to be distributed as certified by the State Auditor. This distribution is made quarterly.

Taxing interstate gasoline commerce is not avoided. By agreement, the tax may be paid either by the foreign shipper or by the local consignee, jobber or dealer.

The original bill (1923) provides that the distribution be made in that percentage, which the present (March 23rd, 1923) approved State Highway mileage within such County, bears to the present approved State Highway mileage within the State." The tabulation of these mileages and percentages were made a part of the 1923-1924 report and are repeated here as a matter of record.

The new (1924) amended law raised the gasoline tax to two and one-half (2½) cents. One cent still reverted to the County and the balance to the State Highway Department in it's State Highway Construction and Maintenance Fund.

The percentage method of distribution mentioned above was an attempt to most equitably aid the counties, especially the poorer ones, in state road maintenance and construction, but the amount provided was insufficient to be effective. The amounts received by the counties are now being matched with

the State fund and considerable new maintenance and construction has been started.

The new 1924 gasoline tax law specifies the distribution of the one (1) cent on a basis of population (1920 census) area and valuation. The percentage tabulation used in the apportionments to date, computed using the valuations reported in March, 1924 is shown herewith, also a revised tabulation of percentages based on the latest known revised valuations. A tabulation of the amounts turned over to the counties is presented herewith.

GASOLINE TAX LAW

House Bill 503 (1923) *as amended by House Bill* 14 (1924).

AN ACT levying an excise tax of 2½c per gallon on gasoline providing for the distribution of 1c on each gallon of the proceeds of the state tax to the county highway fund of each county and for the deposit of the balance of the said proceeds in the state depository to the credit of the State Highway Construction and Maintenance Fund; and the expenditures of both funds in the construction and maintenance of permanent state highways and bridges; providing for the collection of the tax. fixing the penalty for violation thereof, creating the necessary officers and positions, fixing the salaries and making an appropriation to pay same and for equipment, supplies, communications, and traveling expenses for the fiscal years 1924-1925; repealing all acts in conflict herewith, and declaring an emergency.

BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:

Gasoline—Tax On

"Section 1. There is hereby levied an excise tax of Two and One-half Cents (2½c) per gallon on each and every gallon of gasoline consumed in the State of Oklahoma, to be reported and collected as hereinafter provided. Provided that Ninety-seven Per Cent (97%) of the gallonage reported by the deputy inspector shall be the basis used in computation of the amount of tax due the State."

Gasoline—Definition of Term.

Section 2. The term "Gasoline", for the purpose of this Act, shall include gasoline, benzol, liberty fuel, and such other volatile and inflammable petroleum products having a Baume gravity above 50 degrees at a temperature of 60 degrees, Fahrenheit; and the term "Consignee" shall mean the person, firm or corporation immediately receiving gasoline subject to inspection as now required by law.

Oil Inspectors—Duties—Reports.

Section 3. It shall be the duty of the oil inspectors and their deputies to include in their reports to the State Oil inspector the name and address of the consignee of the gasoline inspected, the date of inspection, the number of gallons inspected, and the amount of tax thereon herein provided for; and to transmit to the State Auditor concurrently, a duplicate copy of said report. And it shall be the duty of the consignee of all gasoline so inspected on or before the fifteenth day of each month to make and file with the State Auditor a report under oath showing the number of gallons of gasoline inspected for and received by him during the preceding calendar month, and to pay to the State Auditor the tax thereon herein provided for.

Manufacturers—Duties.

Section 4. It shall be the duty of any manufacturer or producer of gasoline, who consumes the gasoline so manufactured or produced by him, without the same being inspected, at the same time and in the same manner as required by the consignee of gasoline that has been inspected, to report the amount of such gasoline so consumed, and pay the taxes thereon herein provided for.

Tax Refund.

Section 5. Any tax on gasoline in this State provided for herein is subject to refund in the manner herein provided: Where such gasoline is transported out of and not consumed in this State, such refund shall be made by the State Auditor upon the application of the person, firm or corporation paying same, duly verified, within thirty days after payment of the tax. Provided that any dealer charging or making any profit whatsoever upon the tax herein provided or who shall increase the

retail price of motor vehicle fuels, by virtue of this tax in excess of the tax levied, shall be guilty of a misdemeanor and fined as other penalties herein provided.

Delinquent Taxes.

Section 6. The tax provided for herein shall become delinquent after the date fixed for each monthly report to be filed in the office of the State Examiner and Inspector on request of the State Auditor and from such time shall, as a penalty for such delinquency, bear interest at the rate of eighteen per cent per annum. If any person, firm or corporation shall fail to make the report herein provided for within the time prescribed by law for such report, it shall be the duty of the State Auditor to examine the books and files of such person firm or corporation to ascertain the amount of gasoline subject to the tax, and to compute the tax thereon and he shall add thereto the cost of such examination, together with all penalties accruing thereon. And when any tax provided for by this Act shall become delinquent the State Auditor shall issue his warrant directed to the sheriff of any county wherein the same, or any part thereof, accrued, for the collection of the amount of such tax, interest and penalty and the sheriff to whom said warrant shall be directed shall proceed to levy upon the property, assets and effects of the person, firm or corporation against whom said tax is assessed, and to sell the same and make return thereof as upon execution. And such tax, interest and penalty shall constitute and remain a lien upon the property, assets and effects of such person. firm or corporation until paid, and may be recovered at the suit of the State in any court of competent jurisdiction of the County where such property, assets and effects are located.

Perjury.

Section 7. Any person who shall make any false oath to any report required by the provisions of this Act shall be deemed guilty of perjury and shall be punished accordingly.

Apportionment—Use of

Section 8. That One cent (1c) on each gallon of gasoline raised by this Act shall be apportioned quarterly by the State Commissioner of Highways, or his successor in office, to each

county in the state, in that percentage which the population, valuation and area of each county bears to the population, valuation and area of the entire state; that said fund after being apportioned shall be sent to the County Treasurer of each county to be deposited in the County Highway Fund, to be used by the County Commissioners for the purpose of constructing and maintaining permanent highways and bridges under the direction of the State Commissioner of Highways, or his successor in office. No part of this fund shall be used for any other purpose except the construction and maintenance of permanent highways and bridges in said county; Provided, that the fund herein created, when apportioned to the respective counties as herein provided shall not thereafter be diverted to any other county in the state, but shall only be expended in the county to which same was apportioned.

Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than Fifty Dollars ($50.00), or more than Five Hundred Dollars ($500.00), or by imprisonment in the county jail for not less than thirty (30) days, or more than ninety (90) days, or by both said fine and imprisonment. If any part of said fund is diverted for any other purpose, the county commissioners shall become liable on their bond for double the amount of the money so diverted.

One and One-half cent (1½c) on each gallon of gasoline produced by the said excise tax on gasoline shall be deposited in the State Depository to the credit of the "State Highway Construction and Maintenance Fund," and which shall be expended as provided by law under rules and regulations not inconsistent therewith to be promulgated by the Highway Department. That the said fund so deposited shall be expended: First. In the repair and maintenance of State Highways heretofore or hereafter constructed through the use of state funds with or without Federal Aid, or the proceeds of county aid or bond issued in connection with State or Federal Aid; Second. In the construction of a primary system of State Highway which shall fairly serve all parts of the State and to be designated by the Highway Department; provided that not less than seventy-five per-cent (75%), of the funds going into the State Highway Construction and Maintenance Fund shall be used in the construction of new highways.

State Auditor—Additional Officers.

Section 9. That there is hereby created in the department of the State Auditor, for the purpose of collecting the said excise tax herein levied, the following officers and salaries named:

One Auditor, at.....$2,400.00 per year.
One Bookkeeper, at..... 1,800.00 per year.
One filing Clerk and stenographer, at..... 1,500.00 per year.

Appropriation—Salaries—Supplies.

Section 10. For the purposes of paying the salaries of the offices created in Section 9, hereof and for equipment, communications, supplies and printing, there is appropriated out of any monies in the State Treasury for the fiscal years ending June 30, 1924, and June 30, 1925, the following sums:

	1924	1925
Office supplies, desk, chair, typewriters, table and filing cabinets for 1924.....$	500.00	$
Printing-blanks, record books, etc.....	1500.00	1500.00
Salaries	5700.00	5700.00
Office supplies and furniture.....	2000.00	2000.00

Approved March 23, 1923.

Repealing Section.

Section 11. That all acts and parts of acts in conflict herewith are hereby repealed.

Emergency.

Section 12. It being immediately necessary for the preservation of the public peace, health and safety, an emergency is hereby declared to exist, by reason whereof this Act shall take effect and be in full force from and after its passage and approval.

Approved March 7, 1924.

APPORTIONMENT OF ONE (1) CENT GASOLINE TAX TO THE COUNTIES

County	Fiscal Year 1924	July 1 to Dec. 1, 1924	Total to Dec. 1, 1924
Adair	5,694.95	4,204.82	9,899.77
Alfalfa	15,782.29	8,435.01	24,217.30
Ataka	12,522.48	7,122.20	19,644.68
Beaver	29,439.91	9,928.51	39,368.42
Beckham	14,278.49	7,470.88	21,749.37
Blaine	18,254.80	7,188.26	25,443.06
Bryan	13,535.21	10,482.46	24,017.87
Caddo	26,303.49	11,486.13	37,789.62
Canadian	16,979.24	8,807.19	25,786.43
Carter	17,332.00	12,367.80	29,699.80
Cherokee	8,071.12	6,006.30	14,077.42
Choctaw	10,602.70	8,048.81	18,651.51
Cimarron	18,671.04	7,771.11	26,442.15
Cleveland	11,371.58	6,168.39	17,539.97
Coal	9,516.49	4,923.02	14,439.51
Comanche	17,482.77	9,180.71	26,663.48
Cotton	12,008.06	5,764.56	17,772.62
Craig	15,074.66	7,028.94	22,103.60
Creek	20,836.42	17,247.15	38,083.57
Custer	16,553.50	8,208.81	24,762.31
Delaware	10,555.51	4,928.64	15,484.15
Dewey	15,504.04	6,135.28	21,639.32
Ellis	18,435.92	7,215.03	25,650.95
Garfield	23,141.53	14,518.88	37,660.41
Garvin	17,411.51	9,146.17	26,557.68
Grady	18,716.96	11,564.35	30,281.31
Grant	20,982.75	9,011.55	29,994.30
Greer	9,361.63	5,374.10	14,735.73
Harmon	7,288.57	4,155.49	11,444.06
Harper	16,424.92	5,706.76	22,131.68
Haskell	9,246.01	5,100.63	14,346.64
Hughes	14,745.83	7,611.14	22,356.97
Jackson	16,113.60	7,034.60	23,148.20
Jefferson	10,552.79	6,549.69	17,102.48
Johnston	6,900.43	5,823.05	12,723.48
Kay	20,825.57	12,986.64	33,812.21
Kingfisher	16,831.01	7,632.29	24,463.30
Kiowa	20,212.74	8,951.76	29,164.50
Latimer	10,227.85	4,978.00	15,205.85
LeFlore	18,476.51	13,024.69	31,501.20
Lincoln	22,445.12	11,244.39	33,689.51
Logan	16,673.91	8,761.36	25,435.27
Love	5,179.28	4,063.17	9,242.45
McClain	9,255.64	5,531.97	14,787.61
McCurtain	17,081.46	12,458.73	29,540.19
McIntosh	12,819.10	7,006.41	19,825.51
Major	17,991.08	6,423.56	24,414.64
Marshall	6,678.84	4,347.92	11,026.76
Mayes	14,145.34	5,923.14	20,068.48
Murray	6,940.94	4,016.65	10,957.59
Muskogee	21,503.44	17,717.97	39,221.41
Noble	13,984.34	6,627.22	20,611.56
Nowata	9,863.64	5,617.23	15,480.87
Okfuskee	12,227.51	7,107.90	19,335.41
Oklahoma	31,058.10	35,982.86	67,040.96

County	Fiscal Year 1924	July 1, to Dec. 1,	Total to Dec. 1,
Okmulgee	18,509.76	15,428.07	33,937.83
Osage	24,933.83	19,441.20	44,375.03
Ottawa	13,146.48	8,738.81	21,885.29
Pawnee	13,076.21	7,071.96	20,148.17
Payne	17,873.20	12,281.14	30,154.34
Pittsburg	17,151.55	14,399.75	31,551.30
Pontotoc	13,680.85	8,502.00	22,182.85
Pottawatomie	15,887.48	11,684.88	27,572.36
Pushmataha	19,540.21	7,916.28	27,456.49
Roger Mills	18,767.73	6,224.77	24,992.50
Rogers	14,212.21	6,757.62	20,969.83
Seminole	10,289.99	6,076.05	16,366.04
Sequoyah	8,551.83	7,418.02	15,969.85
Stephens	12,192.35	8,518.20	20,710.55
Texas	31,010.58	11,339.52	42,350.10
Tillman	16,917.22	8,385.68	25,302.90
Tulsa	26,456.98	35,316.10	61,773.08
Wagoner	11,588.82	6,562.38	18,151.20
Washington	9,088.05	9,362.55	18,450.60
Washita	17,060.24	8,456.17	25,516.41
Woods	20,406.28	8,599.25	29,005.53
Woodward	14,244.09	8,199.64	22,443.73
TOTAL	$1,194,700.56	$ 704,800.32	$1,899,500.88

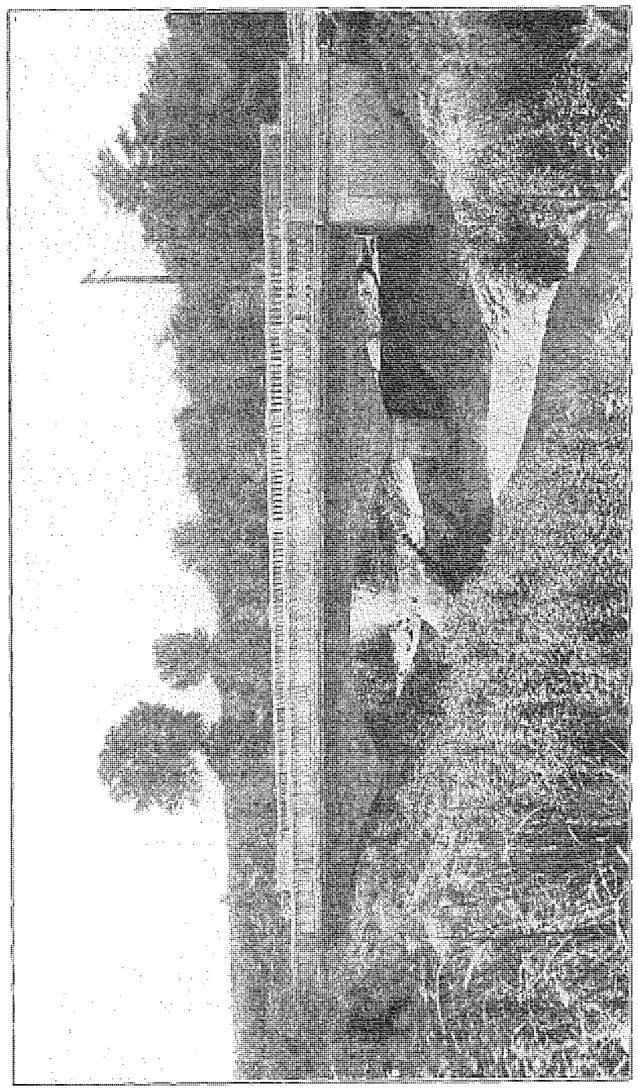
THE AUTO LICENSE TAX.

The average rate per car in Oklahoma for the year 1923 was $10.48. Twenty-nine states in the Union charge more than this and eighteen states charge less.

We are indebted to Henry R. Trumbower, of the United States Bureau of Public Roads, for the statement of average fees per motor vehicle based on gross registration receipts for the year 1923.

New Hampshire	$26.36
Oregon	24.52
Connecticut	23.82
Maryland	20.90
Vermont	17.79
New Jersey	17.76
Delaware	17.22
Rhode Island	16.86
West Virginia	16.52
New York	16.49
Minnesota	16.33
Louisiana	16.04
Iowa	15.46
Maine	15.29
Pennsylvania	15.18
North Carolina	15.10
Washington	15.10
Idaho	14.65

Virginia	14.62
Massachusetts	14.53
Michigan	14.37
Kentucky	13.50
Florida	12.92
Arkansas	12.67
Georgia	12.40
Alabama	12.17
Tennessee	11.82
Nebraska	11.72
Wisconsin	10.84
OKLAHOMA	**10.48**
Wyoming	10.40
Mississippi	10.33
Illinois	10.00
Montana	9.88
Nevada	9.80
California	9.64
New Mexico	9.21
Kansas	9.15
Ohio	9.04
South Dakota	8.59
Missouri	8.43
Texas	7.91
Utah	7.23
South Carolina	7.08
North Dakota	6.96
Indiana	6.33
Colorado	5.96
Arizona	5.73
District of Columbia	4.78



Oklahoma Federal Aid Project No. 24, Garfield County. 85 ft. Concrete Cantilever Bridge over Skeleton Creek.

COLLECTION OF GROSS PRODUCTION TAX BY FISCAL YEARS

January 1, 1919, to September 30 1924

County	1-1-19 6-30-19	7-1-19 6-30-20	7-1-20 6-30-21	7-1-21 6-30-22	7-1-22 6-30-23	7-1-23 6-30-24	7-1-24 9-30-24	TOTAL
Potawatomie							2.14	2.14
Washington	93,419.25	202,035.69	241,387.38	117,210.54	107,321.70	50,560.83	8,555.62	$20,491.01
Tulsa	171,859.26	263,660.34	415,046.01	168,647.70	185,174.73	75,259.57	19,014.90	1,298,662.51
Creek	493,191.99	1,180,184.25	1,666,294.50	901,161.57	1,467,169.50	911,726.46	123,297.93	6,743,026.20
Nowata	75,758.16	167,189.22	189,757.71	93,993.54	73,687.14	49,370.76	7,069.60	656,826.13
Muskogee	56,536.08	122,835.06	110,044.80	36,243.60	27,464.40	14,440.40	2,801.22	370,365.56
Okmulgee	187,128.84	706,972.05	1,585,547.16	572,569.65	474,459.96	225,231.08	33,424.16	3,785,332.90
Rogers	28,925.64	151,609.62	66,325.11	27,382.20	24,285.21	12,345.87	1,823.19	312,696.84
Wagoner	35,367.72	55,680.54	58,455.39	17,539.71	14,347.08	4,436.25	1,964.29	187,790.98
Carter	275,209.11	535,160.52	1,423,821.66	789,367.56	714,609.69	440,523.54	66,872.81	4,245,564.89
Pawnee	103,030.77	220,857.66	302,983.56	125,448.45	135,721.53	76,807.62	14,865.96	979,715.55
Ottowa	26,750.61	86,906.01	92,641.89	36,776.34	73,047.60	143,397.20	Schools	459,519.65
Kay	144,651.42	236,495.43	217,650.48	90,592.35	281,880.12	974,495.74	96,591.46	2,042,357.00
Payne	112,253.25	198,613.68	272,764.44	183,064.80	187,282.80	88,601.19	9,474.42	1,052,054.58
Jefferson	1,555.92	1,177.98	2,147.85	547.74	647.28	808.79	37.37	6,922.93
Stephens	6,141.84	19,708.05	195,243.12	318,470.10	266,805.00	137,437.96	14,080.29	957,886.36
Okfuskee	1,846.17	6,686.64	177,873.69	219,505.05	404,461.11	98,774.24	15,872.44	925,019.34
McIntosh	1,003.08	7,456.41	6,060.30	4,581.60	3,943.05	1,484.66	233.34	24,762.44
Marshall	------	59.48	136 80	93.36	50.05	64.74	4 39	408.82
Comanche	68.34	44.61	170.52	128.61	77.97	116.77	10.04	616.86
Pontotoc	6,093.03	15,333.51	22,260.30	13,387.83	13,256.16	9,314.51	1,314.55	80,959.89
LeFlore	680.61	1,855.41	1,438.26	1,834.44	1,301.37	1,220.37	154.92	8,485.38
Craig	2.61	4.95	6.00	406.11	38.70	32.53	7.55	498.45
Garfield	92,962.20	321,143.64	364,338.90	144,643.71	237,417.12	102,384.78	11,728.81	1,274,619.16
Cotton	12,710.88	86,690.10	151,300.08	33,204.30	21,830.34	11,172.32	1,605.64	318,513.66
Caddo	395.67	6,998.01	21,368.70	13,992.21	26,409.99	13,955.54	1,885.94	85,006.06
Haskell	207,06	16.20	150,54	832.62	1,330.14	1,011.24	103.82	3,651.62
Noble	64,936.77	72,270.06	123,494.10	66,689.22	420,463.95	572,628.84	39,590.87	1,360,073.81
Pittsburg	1,316.43	1,820.67	2,467.38	1,979.19	2,085.78	1,441.90	116.02	11,227.37
Osage	-------	-------	1,316.43	1,236,201.48	2,191,886.46	1,301,282.10	204,824.78	4,935,511.25
Grant	-------	-------	1,601.79	10,735.20	6,219.99	5,072.07	551.53	24,180.58
Grady	-------	-------	-------	-------	2,259.09	2,822.36	789.57	5,871.02

COLLECTION OF GROSS PRODUCTION TAX BY FISCAL YEARS

January 1, 1919, to September 30, 1924

County	1-1-19 6-3-19	7-1-19 6-30-20	7-1-20 6-30-21	7-1-21 6-30-22	7-1-22 6-30-23	7-1-23 6-30-24	7-1-24 9-30-24	TOTAL
Garvin			7.83	4,143.78	37,882.26	24,148.98	3,265.94	69,448.79
Beckham					68.36	3,356.17	611.39	4,035.92
Murray						51.99	4.89	56.88
Tillman						5,696.54	1,520 27	7,216.81
Lincoln		11.52	747.43	634.62	270.72	6,227.54	17,143.94	25,035.77
Hughes			463.44	366.06	3,947.25	12,817.07	6,859.44	24,453.26
Sequoyah		.66						.66
Seminole					77.79	44,623.51	28,293.70	72,995.00
Penalty	7,445.62	30,288.83	19,940.02	7,910.54	12,742.89	17,226.94	Not listed	95,554.84
TOTALS	$2,001,448.33	$4,699,766.80	$7,735,253.57	$5,240,285.78	$7,421,924.28	$5,442,370.97	$736,369.14	$33,277,418.87

The distribution of this tax is made as follows:

Two-thirds of this tax collected returns to the state.

One-sixth of the tax collected returns to the County and is used for common schools.

One-sixth of the tax collected returns to the County and is used for public highways.

All penalties are retained by the State.

The tabulation following shows the amount applied to roads.

Penalty not listed after December 1, 1923.

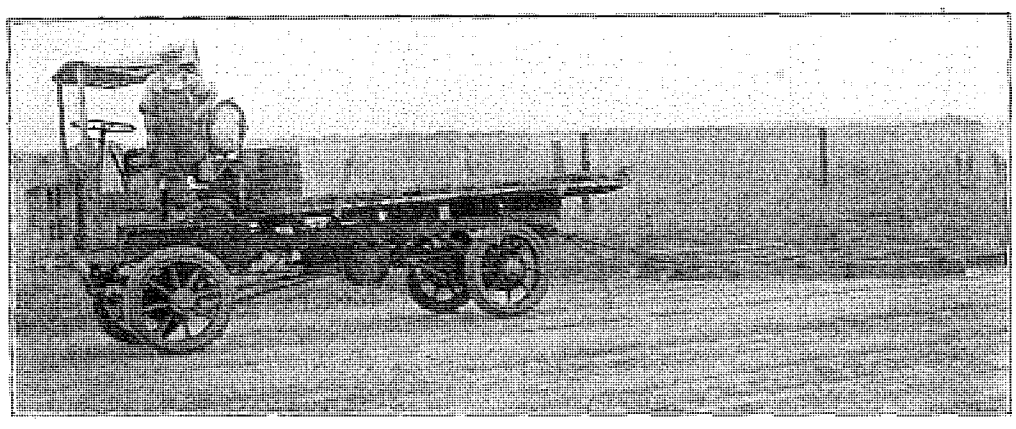
Ottawa County, by special act, is permitted to use all of this tax for schools, beginning January 1, 1924.

GROSS PRODUCTION TAX FOR ROAD AND BRIDGE CONSTRUCTION
(Fiscal Year)

County	1919	1920	1921	1922	1923	1924	7-1-24 to 9-30-24	Total
Beckham	----------	----------	----------	----------	11.39	559.36	101.90	672.64
Caddo	65.95	1,166.34	3,561.45	2,332.03	4,401.67	2,325.92	314 33	14,167.69
Carter	45,868.18	89,193.42	237,303.61	131,561.26	119,101.62	73,420.59	11,145.47	707,594.16
Comanche	11.39	7.44	28.42	21.43	12.99	19.47	1.67	102.82
Cotton	2,118.48	14,448.35	25,216.68	5,534.05	3,638.39	1,862.05	267.61	53,085.61
Craig	0.43	0.82	1.00	67.69	6.45	5.42	1.26	83.07
Creek	82,198 67	196,697.38	277,715.75	150,193.59	244,528.25	151,954.41	20,549.66	1,123,837.71
Garfield	15,493.70	53,523.94	60,723.15	24,107.29	39,569.52	17,064.13	1,954.80	212,436.53
Garvin	----------	----------	1.30	690.63	6,313.71	4,024.83	544.32	11,574.79
Grady	----------	----------	----------	----------	376.52	470.39	131.60	978.50
Grant	----------	----------	266.96	1,789.20	1,036.67	845.34	91.92	4,030.09
Haskell	34.51	2.70	25.09	138.77	221.69	168.54	17.50	608.60
Hughes	----------	----------	77.24	61.01	657.87	2,136.18	1,143.24	4,075.54
Jefferson	259.32	196.33	357.97	91.29	107.88	134.80	6.22	1,153.82
Kay	24,108.57	39 415.91	36,275.08	15,098.72	46,980.02	162,415 96	16,098.57	340,392.83
LeFlore	113.44	309.22	239.71	305.74	216.90	203.40	25.82	1,414.24
Lincoln	----------	1.92	124.57	105.77	45.12	1,037.92	2,857.32	4,172.62
McIntosh	167.18	1,242.74	1,010.05	763.60	657.17	247.44	38.89	4,127.07
Marshall	----------	9.91	22.80	15.56	8.34	10.79	0.73	68.13
Murray	----------	----------	----------	----------	----------	8.66	0.82	9.48
Muskogee	9,422.68	20,472.51	18,340.80	6,040.80	4,577.40	2,406.73	465.87	61,727.59
Noble	10,822.80	12,045.01	20,582.35	11 114.87	70,077.33	95,438.14	6,598.47	226,678.97
Nowata	12,626.36	27,864.87	31,626.28	15,065.59	12,281.19	8,228.46	1,178.27	109,471.02
Okfuskee	307.70	1,114.44	29,645.61	36,584.17	67,410.19	16,462.37	2,645.41	154,169.89
Okmulgee	31,188.14	117,828.68	264,257.86	95,428.28	79,076.66	37,538.51	5,570.69	630,888.82
Osage	----------	----------	219.41	206,033.58	365,314.41	216,880.35	34,137.46	822,585.21
Ottawa	4,458.44	14,484.33	15,440.32	6,129 39	12,174.60	23,899.53	----------	76,586.61
Pawnee	17,171.79	36,809.61	50,497.26	20,908.08	22,620.25	12,801.27	2,477.66	163,285.92
Payne	18,708.88	33,102.28	45,460.74	30,510.80	31,213.80	14,766.86	1,579.07	175,342.43
Pittsburg	219.40	303.44	411.23	329.87	347.63	240.32	19.34	1,871.25

GROSS PRODUCTION TAX FOR ROAD AND BRIDGE CONSTRUCTION
(Fiscal Year)

County	1919	1920	1921	1922	1923	1924	7-1-24 to 9 30-24	Total
Pottawatomie	----------	----------	----------	----------	----------	0.35	----------	0.35
Pontotoc	1,015.50	2,555.59	3,710.05	2,231.30	2,209.36	1,552.42	219.09	13,493 32
Rogers	4,820.94	25,268.27	11,054.18	4.563.70	4,047.54	2,057.65	303.87	52,116.14
Seminole	----------	----------	----------	----------	12.96	7,437.25	4,715.62	12,165.83
Sequoyah	----------	0.11	----------	----------	----------	----------	----------	0.11
Stephens	1,023.64	3,284.67	32,540.52	53,078.35	44,467.50	22,906.32	2,346.72	159,647.72
Tillman	----------	----------	----------	----------	----------	949.42	253.38	1,202.80
Tulsa	28,643.21	43,943.39	69,174.34	28,107.95	30,862.45	12,543.26	3,169.15	216,443.75
Wagoner	5.894.62	9,280.09	9,742.56	2,923.28	2,391.18	739.38	327.38	31,298.49
Washington	15,569.88	33,672.62	40,231.23	19,535.09	17,886.95	8,426.80	1,425.94	136,748.51
TOTALS	$332,333.80	$778,246.34	$1,285,885.59	$872,062.54	$1,234,863.57	$904,190.64	$122,728.19	$5,530,310.67



Road Maintenance in Kay County

ROAD AND BRIDGE BONDS VOTED BY COUNTIES AND TOWNSHIPS IN THE STATE OF OKLAHOMA
(From Attorney General's Records)

County	Township	Purpose	Amount	Percent	Date	Due
Nowata		Br.	$ 100,000.00	5	8- 1-10	8- 1-35
Okfuskee		"	100,000.00	5	3- 1-10	3- 1-30
Kay	Miller	Rd.	18,000.00	6	7- 1-10	7- 1-35
Creek		Br.	200,000.00	5	2- 1-10	$50,000 due 2-1-20, 25, 30 & 35
Coal		Br.	35,000.00	5	1- 1-10	1- 1-35
Tulsa		"	75,000.00	5	6- 1-10	$7500 due 12-1, 21 to 30, inc.
Caddo	N. Latham	Rd.	2,000.00	6	7- 2-10	7- 1-35
Tulsa	Red Fork	"	50,000 00	6	2- 1-10	2- 1-35
Muskogee		Br.	14,000.00	5	12- 1-10	12- 1-30
Choctaw		"	120,000.00	5	7- 1-11	7- 1-36
Caddo	Lockobo	Rd.	4,000.00	6	2-25-11	2-25-31
Wagoner		Br.	75,000.00	5	9- 1-12	9- 1-37
	King	Rd.	27,500.00	6	2- 1-12	2- 1-37
	Stone Bluff	"	4,500.00	6	1- 1-13	1- 1-38
Beckham	Bettina	"	7,500.00	6	9- 1-13	9- 1-38
Okfuskee	Weleetka	"	25,000.00	6	7- 5-13	7- 5-38
Mayes	Salina	Br.	20,000.00	5	5- 1-14	$10,000 due 5-1-19 & 1924 (Only $19,800 approved)
McCurtain	Eagle	Road	17,000.00	6	11-22-13	11-22-23
LeFlore	Howe	"	15,000.00	6	7- 1-14	$5,000 due 7-1-24, 29 & 34
LeFlore	Talihina	"	20,000.00	6	8-22-14	$10,000 due 8-22-24 and $5,000.00 due 8-22-29 & 34
Creek	Tiger	Rd.	20,000.00	6	12- 6-13	12- 6-38
"	Sapulpa	"	50,000.00	6	10-20-13	10-20-23
Tulsa		Br.	200,000.00	5	4-12-15	$50,000 due 4-12-20, 25, 30 & 35
Pushmataha		"	45,000.00	5	6-19-15	6-19-40
Ottawa		Br.	85,000.00	5	10- 1-15	$4,000 due 10-1-21 to 35 inc. $5,000 due 10-1-36 to 40 inc.
Murray	Turner	Rd.	7,500.00	6	5-22-15	$500 due 5-22-26 to 40, inc.

County	Township	Purpose	Amount	Percent	Date	Due
Murray	Coyle	Rd.	10,000.00	6	1-23-15	1-23-40
"	Leeper	Rd.	10,000.00	6	1-23-15	1-23-40
"	Morgan	Rd.	10,000.00	6	4-17-15	$1,000 due 4-17-31 to 40, inc.
Marshall	Halford	Rd.	33,000.00	6	3-13-15	$16,000 due 7-1-25, $1000 due 7-1-26, 27, 28, $2000 due 7-1-29, 30, 31, 32, 33, 34 & 35
Marshall	Odell	Rd.	38,000.00	6	6- 9-15	$18,000 due 7-1-25, $2000 due 7-1-26 to 35, incl.
Marshall	Willis	Rd.	3 7,000.00	6	5-12-15	$17,000 due 7-1-25, $2000.00 due 7-1-26 to 35, incl.
"	Taliaferro	"	35,000.00	6	11-20-14	11-20-29. Option prior payment
Creek	Sunnyslope	"	10,000.00	6	7-27-15	$4500 due 7-27-25, $500 due 7-27-26 to 34 incl., $1000 due 7-27-35; ten year option in payment
"	Tiger	Br.	27,000.00	5	10- 1-14	10- 1-24
Dewey		"	45,000.00	5	11-18-14	$12,000 due 11-18-19 and 24, $11,000 due 11-18-29, $10,000 due 11-18-34
Creek	Tiger	Rd.	75,000.00	6	1- 1-15	1- 1-25
"	Depew	Rd.	18,000.00	6	10- 2-15	10- 2-40
Wagoner	Coweta	"	20,000.00	6	12- 7-15	$10,000 due 12-7-25 and $1,000 each year 1925 to 1935
"	Wagoner	"	19,000.00	6	12- 7-15	$9000 due 12-7-25, $1000 due 12-7-26 to 35
"	Shahan	"	6,000.00	6	12- 1-15	$1000 due 12-1-25, 27, 29, 31, 33 and 35
Sequoyah	Paw Paw	"	20,000.00	6	6-28-16	6-28-41
Sequoyah	Salina	"	11,000.00	6	6- 9-16	6- 9-41
"	Rowland	"	13,000.00	6	6-28-16	6-28-41
"	Vian	"	22,000.00	6	6- 9-16	6- 9-41
"	Muldrow	"	10,000.00	6	6-28-16	6-28-41
Pushmataha	Tuskahoma	"	45,000.00	6	2- 5-16	2- 5-41
Rogers	Inola	"	30,000.00	6	11- 6-15	$14000 due 11-6-25, $1000 due 11-6-26, 28, 31 and 33, $2000 due 11-6-27, 29, 30, 32, 34 and 35

County	Township	Purpose	Amount	Percent	Date	Due
Rogers	Collinsville	Rd.	46,000.00	6	11- 9-15	$21,000 due 11-9-25, $5000 due 11-9-27, 29, 31, 33 & 35
"	Verdigris	"	50,000.00	6	11- 9-15	$25,000 due 11-9-25; $5000.00 due 11-9-27, 29, 31, 33 and 35.
"	Catoosa	"	18,000.00	6	11- 6-15	$10,000 due 11-6-25, $2000 due 11-6-27, 29, 31 and 33
"	Foyil	"	25,000.00	6	11- 9-15	$11,000 due 11-9-25, $2000 due 11-9-26, 29, 32 & 35; $1000 due 11-9-27, 28, 30, 31, 33 & 34
"	Chelsea	"	50,000.00	6	11- 9-15	$25,000 due 11-9-25; $5000 due 11-9-27, 29, 31, 33 & 35
Ottawa	Peoria	"	19,000.00	6	10-10-16	10-10-41
Okmulgee	Henry	"	50,000.00	5	3- 1-16	3- 1-41
Osage	Bigheart	"	45,000.00	6	11-25-16	11-25-41
Ottawa	Quapaw	"	45,000.00	6	5-31-16	5-31-41
McCurtain	Wilson	"	14,000.00	6	6-12-15	$5000 due 7-1-25 and 30; $4000 due 7-1-35—option prior payment
"	Kirk	"	22,000.00	6	10- 2-15	$10,000 due 10-2-25; $6,000 due 10-2-30 & 35.
"	Wilson	"	20,000.00	5	10- 5-15	$4000 due 10-5-20, 23, 25, 28, & 30.
LeFlore	Wister	Br.	6,500.00	6	4-15-16	4-15-41
"	Bokoshe	Rd.	18,000.00	6	4-29-16	4-29-41
"	Pocola	Rd.	10,000.00	6	10- 9-15	$1000 due 10-9-26 to 35, inc.
"	Wister	Rd.	25,000.00	6	10- 5-15	$10,000 due 10-5-25; $1000 due 10-5-26, 28, 30, 32 & 34; $2000 due 10-5-27, 29, 31, 33 & 35. Option prior payment
"	Summerfield	"	18,000.00	6	2-15-16	2-15-41
"	Spiro	Rd.	25,000.00	6	5- 6-16	5- 6-41
"	Monroe	"	10,000.00	6	9-16-16	9-16-41
"	Cowlington	"	7,500.00	6	5- 6-16	5- 6-41
"	Braden	"	20,000.00	6	5- 6-16	5- 6-41
"	Heavener	"	16,000.00	6	7-22-16	7-22-41

County	Township	Purpose	Amount	Percent	Date	Due
McClain	Munerief	Rd.	10,000.00	6	7- 1-16	7- 1-41
"	Johnson	"	7,000.00	6	7- 1-16	7- 1-41
Latimer	Red Oak	"	32,500.00	6	10-10-16	10-10-41
"	Buffalo	"	10,000.00	6	11- 1-16	11- 1-41
"	Damon	"	10,000.00	6	4-15-16	4-15-41
Jefferson	Earl	"	25,000.00	6	5-11-16	5-11-41
Johnston	Ratliff	"	17,000.00	6	3- 1-16	$5000 due 3-1-26, 31, $7000 due 3-1-36
Hughes	Calvin	"	30,000.00	6	5-27-16	5-27-41
"	Stuart	"	25,000.00	6	5-27-16	5-27-41
Grady	Pocasset	"	5,000.00	6	12-18-15	$2000 due 12-18-25 & 30; $1000 due 12-18-35
Haskell	Diamond	"	20,000.00	6	7- 8-16	7- 8-41
Haskell	Beaver	"	20,000.00	6	7- 8-16	7- 8-41
"	San Bois	"	30,000.00	6	7-20-16	7-20-41
"	Liberty	"	12,000.00	6	9-16-16	9-16-41
Creek	Tiger	"	25,000.00	6	3-11-16	3-11-41
"	Sapulpa	"	45,000.00	6	2- 7-16	2- 7-41
"	Shannon	"	20,000.00	6	1-15-16	$10,000 due 1-15-26, $2000 due 1-15-27, 28, 29, 30, 31.
"	Lakeside	"	11,000.00	6	1-10-16	$5000 due 1-10-31, $6000 due 1-10-36
"	Hazlip	"	7,000.00	6	11- 1-15	11- 1-40
"	Mannford	"	23,000.00	6	6- 1-16	6- 1-41
"	Mounds	"	100,000.00	6	12-28-15	12-28-40
Bryan	No. 9	"	25,000.00	6	1-15-16	$8000 due 1-15-26, 31, $9000 due 1-15-36
Woods	Waynoka	"	58,500.00	6	5-28-17	5-28-41
Sequoyah	Blackgum	"	4,000.00	6	7-16-17	$2000 due 7-16-27, $1000 due 7-16-32, 37
"	Hanson	"	16,000.00	6	4- 2-17	4- 2-42
"	Redland	"	12,000.00	6	5-10-17	$6000 due 5-10-27 & 32
"	Gans	"	8,000.00	6	5-10-17	$4000 due 5-10-27, 32
"	Brent	"	4,000.00	6	5-10-17	$2000 due 5-10-27, 32
Pushmataha	Finley	"	15,000.00	6	12-20-16	12-20-41.
Okfuskee	Paden	"	40,000.00	5	7- 1-17	$1739.13 due 7-1-18 to 39, inc.; $1739.14 due 7-1-40

County	Township	Purpose	Amount	Percent	Date	Due
Okfuskee	Castle	Rd.	10,000.00	5	7- 1-17	$500 due 7-1-18 to 37, inc.
"	Okemah	"	35,000.00	5	7- 1-17	$1521.74 due 7-1-18 to 39, inc.; $1521.72 due 7-1-40
"	Lincoln	"	13,000.00	5	7- 1-17	$565.22 due 7-1-18 to 39 inc.; $565.16 due 7-1-40
Okmulgee		"	800,000.00	5	12-15-16	$32,000 due 12-15-17 to 41, inc.
Mayes	Choteau	"	20,000.00	5	7- 1-17	$1000 due 1-1-19 to 38, inc.
McClain	Goldsby	Rd. & Br.	13,500.00	6	8-25-17	8-25-42
"	"	Rd.	13,500.00	6	4- 2-17	4- 2-42
McCurtain	Fowler	Road	9,000.00	6	7- 1-17	7- 1-42
"	Kirk	"	18,000.00	6	9- 1-17	9- 1-42
McIntosh	Turner	Rd. & Br.	45,000.00	6	8-15-17	$10,000 due 8-15-27, 32 & 37; $15,000 due 8-15-42
Lincoln	Tohee	Rd.	16,000.00	6	6-25-17	6-25-37
"	Wellston	"	12,000.00	6	4-10-17	$4000 due 4-10-32, 37, 42
LeFlore	Muse	"	6,000.00	6	6- 1-17	6- 1-42
"	Shady Point	"	12,000.00	6	5-27-16	5-27-41
"	"	Br.	8,000.00	5	5-27-16	5-27-36
"	Houston	Rd.	10,000.00	6	3- 1-17	3- 1-42
"	Pocola	"	9,000.00	6	7- 1-17	7- 1-42
"	Kennedy	"	10,000.00	6	12- 1-16	12- 1-41
"	Milton	"	5,000.00	6	12-23-16	12-23-41
"	Talihina	"	10,000.00	6	7- 1-17	7- 1-42
"	Heavener	Rd. & Br.	30,000.00	6	7- 1-17	7- 1-42
"	Cameron	Rd.	10,000.00	6	7- 1-17	7- 1-42
Hughes	Wetumka	"	34,000.00	6	7-21-17	7-21-42
"	"	"	30,000.00	6	12- 1-16	$1000 due 12-1-26 to 36; $20,000 due 12-1-41
Johnston	Garrett	"	28,600.00	6	6- 1-17	$1140 due 7-1-18 to 42, inc.
"	Harris	"	14,000.00	6	6- 1-17	$560 due 7-1-18 to 42, inc.
"	Garner	"	20,000.00	6	7- 1-17	$1250 due 7-1-18 to 42, inc.
Harper	Good	"	13,500.00	6	10-14-16	10-14-41
"	Buffalo	"	11,500.00	6	4- 1-17	4- 1-42
"	"	Br.	7,700.00	5	4- 1-17	2700 due 4-1-27; $5000 due 4-1-32.

County	Township	Purpose	Amount	Percent	Date	Due
Harper	Good	Br.	13,800 00	5	10-14-16	$10,000 due 10-14-26, $3800.00 due 10-14-31
"	Little	"	14,600.00	5	10-14-16	$7000 due 10-14-26, $7600 due 10-14-31
"	Saline	"	7,000.00	5	10-14-16	$4000 due 10-14-26, $3000 due 10-14-31
"	Little	Rd.	18,000.00	6	11-15-16	11-15-41
Haskell	Taloka	"	7,500.00	6	8- 6-17	8- 6-42
"	Center	"	20,000.00	6	8- 6-17	8- 6-42
Grady	Tuttle	"	10,000.00	5½	5- 1-17	$2500 due 5-1-27, 32, 37 & 42
Harmon	Francis	Br.	4,000.00	5	2- 5-17	2- 5-32
"	"	Rd.	6,000.00	6	2- 5-17	2- 5-42
Ellis	Benton	"	20,000.00	6	1- 5-17	1- 5-42
"	Day	"	5,800.00	6	1- 5-17	1- 5-42
"	Grand	"	7,700.00	6	1- 5-17	1- 5-42
"	Parkman	"	8,600.00	6	1- 5-17	1- 5-42
Creek	Olive	"	13,000.00	6	4-24-17	4-24-42
Coal	Phillips	"	12,500.00	6	2-10-17	2-10-42
Carter	Hewitt	"	70,000.00	6	8- 1-17	8- 1-42
Carter		"	200,000.00	5	7- 1-17	$8000 due 7-1-18 to 42, inc.
Caddo	Hydro	"	20,000.00	5	5- 1-17	5- 1-42, option ten years
Tulsa		"	1,750,000 00	5	7- 1-18	$70,000 due 1-1-19 to 43, inc.
Roger Mills	Wilcox	"	5,000.00	6	5- 1-18	5- 1-28
" "	Washita	"	15,000.00	6	5- 1-18	$5000 due 5-1-33, 38, 43
" "	Bowman	"	20,000.00	6	5- 1-18	$5000 due 5-1-28, 33, 38 & 43
Seminole	Lincoln	"	35,000.00	6	5- 1-18	5- 1-43
"	Miller	Rd. & Br.	25,000.00	6	5- 1-18	5- 1-43
"	Brown	"	50,000.00	6	5- 1-18	5- 1-43
Sequoyah	Paw Paw	Rd.	18,000.00	6	10-22-17	10-22-42
Pontotoc	Allen	Rd.	57,000.00	6	3- 1-18	$2000 due 3-1-19 to 29, inc.; $2500 due 3-1-30 to 43, inc.
"	Francis	"	52,000.00	6	3- 1-18	$2000 due 3-1-19 to 39 inc, $2500 due 3-1-40 to 43, inc.
McClain	Johnson	"	7,000.00	6	7- 1-18	7- 1-43
LeFlore	Page	"	20,000.00	6	9- 1-17	9- 1-42

County	Township	Purpose	Amount	Percent	Date	Due
LeFlore	Cameron	Rd.	6,500.00	6	7- 1-18	7- 1-43
Jefferson	Wray	Rd. & Br.	25,000.00	6	11- 3-17	11- 3-42
Hughes	Dustin	Rd.	73,000.00	6	10- 1-17	10- 1-42
Grady	Waldon	"	5,000.00	6	9- 1-17	9- 1-42
Garvin	Stratford	Rd. & Br.	85,000.00	5	7- 1-18	$17,000 due 7-1-23, 28, 33, 38 & 43
"	Elmore	"	50,000.00	6	8-15-18	8-15-43
"	Brady	"	70,000.00	6	7- 1-18	7- 1-43
Creek	Shannon	"	55,000.00	6	10-22-17	10-22-42
Atoka		Br.	98,750.00	5	8- 1-18	$3950 due 8-1-19 to 43, inc.
Woodward	Penn	Rd.	16,000.00	6	7- 1-19	7- 1-44
"	Cedardale	"	16,000.00	6	5- 1-19	5- 1-44
"	Garvey	Rd & Br.	50,000.00	6	3-15-19	3-15-44
Woods	Penn.	Rd.	10,000.00	6	7- 1-19	7- 1-39
Sequoyah	Campbell	Rd & Br.	20,000.00	6	7-25-19	7-25-44
Seminole	Econtuchka	Rd.	50,000.00	6	10- 8-19	10- 8-44
"	Wolf	"	25,000.00	6	9- 2-19	9- 2-39
"	Konawa	"	25,000.00	6	9- 2-19	9- 2-44
"	Miller	"	20,000.00	6	9- 2-19	9- 2-44
"	Econtuchka	"	50,000.00	6	1-14-19	1-14-44
"	Konawa	"	25,000.00	6	1-14-19	1-14-44
"	Wolf	"	25,000.00	6	1-14-19	1-14-44
"	Red Mound	"	38,000.00	6	1-14-19	1-14-44
Roger Mills	Cheyenne	"	60,000.00	6	4-14-19	4-14-44
Pushmataha	Kosoma	"	50,000.00	6	4-12-19	4-12-44
"	Kiamichi	"	29,000.00	6	2-15-19	2-15-44
"	Antlers	"	100,000.00	6	2-15-19	2-15-44
Pottawatomie	Eason	"	50,000.00	6	4-15-19	4-15-44
"	Burnett	"	70,000.00	6	4-15-19	4-15-44
Pittsburg	Ti	"	25,000.00	6	9-23-19	9-23-44
McIntosh	McDaniel	Rd. & Br.	25,000.00	6	5-15-19	5-15-44
"	Simpson	"	25,000.00	6	8- 1-19	8- 1-44
McCurtain	White	"	50,000.00	6	2-15-19	$2500 due 2-15-25 to 44, inc.
"	Frisco	"	90,000.00	6	6- 1-19	6- 1-44
McClain	Byars	"	25,000.00	6	10- 1-19	10- 1-44
"	Hopping	"	15,000.00	6	9- 1-19	9- 1-44

Amount	Percent	Date	Due	County	Township	Purpose
McClain			Wayne	Rd.	9- 1-19	9- 1-44
Mayes			River	Br.	11- 1-19	$10,000 due 11-1-24, $15,000 due 11-1-34 and 44
Love				Rd.	7-15-19	$6000 due 7-15-20 to 34; $7000 due 7-15-35 to 44
"			Hickory	Rd. & Br.	7-15-19	7-15-44
"			Burney	"	7-15-19	7-15-44
"			Washington	"	7-15-19	7-15-44
LeFlore			Kennedy	Rd.	8-16-19	8-16-44
"			Octavia	Rd & Br.	5-24-19	5-24-44
Latimer			Gowen	"	7-22-19	7-22-44
Johnston			Myrick	Rd.	8-11-19	$2000 due 8-11-20 to 44, inc.
Hughes				Br.	7- 1-19	$3000 due 7-1-20 to 44, inc.
Garvin			Walker	Rd. & Br.	4- 1-19	4- 1-44
Creek				Rd.	10- 1-19	$40,000 due 10-1-20 to 44, inc.
"			Sapulpa	"	3-20-19	3-20-44
Coal			Bryan	"	9- 1-19	9- 1-44
Cleveland			Stella	"	9- 1-19	9- 1-44
"			Case	"	10- 1-19	10- 1-44
Choctaw			Ratliff	Rd. & Br.	7- 5-19	7- 5-44
"			Hunter	"	6- 1-19	6- 1-44
Washington			Jackson	"	12- 9-19	12- 9-44
Wagoner			Coweta	Rd.	12-29-19	12-29-44
"			Stone Bluff	"	12-29-19	12-29-44
"			Lone Starr	"	12-29-19	12-29-44
Sequoyah			McKey	Rd. & Br.	11-20-19	11-20-44
"			Marble	"	11-20-19	11-20-44
"			Akins	"	11-20-19	11-20-44
"			Prices Chapel	Rd. & Br.	11-20-19	11-20-44
Pottawatomie			Earlsboro	"	12-15-19	12-15-44
"			St. Louis	"	12- 1-19	12- 1-44
Pittsburg			Alderson	Rd.	1-20-20	1-20-45
Ottawa				Br.	12- 1-19	$3600 due 12-1-20 to 44, inc.
Okfuskee			Creek	Rd.	4- 1-20	4- 1-45
"			Morris	Rd. & Br.	1- 1-20	1- 1-45

County	Township	Purpose	Amount	Percent	Date	Due
Okfuskee	Okfuskee	Rd.&Br.	40,000.00	6	1- 1-20	1- 1-45
McIntosh		Rd.	125,000.00	5	4- 1-20	$5000 due 4-1-21 to 45, inc.
"	Ryal	Rd. & Br.	16,500.00	6	10-10-19	10-10-44
McCurtain		Rd.	350,000.00	5	4-15-20	$14,000 due 4-15-21 to 45, inc.
Johnston		"	380,000.00	5	6- 1-20	$15,200 due 6-1-21 to 45, inc.
"	Thomas	"	39,000.00	6	1- 1-20	$1000 due 1-1-22 to 30, inc., $2000 due 1-1-31 to 45, inc.
Garvin	Whitebead	"	150,000.00	6	9- 1-20	$30,000 due 9-1-25, 30, 35, 40 & 45
Choctaw		"	300,000.00	5	4- 1-20	$12,000 due 4-1-21 to 45.
Carter	Berwyn	"	48,000.00	6	7- 1-20	7- 1-45
"	Hewitt	"	110,000.00	6	1- 1-20	1- 1-45
"	Lone Grove	"	25,000.00	6	1- 1-20	1- 1-45
Bryan		"	900,000.00	5	7- 1-20	$36,000 due 7-1-21 to 45
Adair	Ballard	"	16,000.00	6	3-20-20	$4000 due 3-20-25, 30, 35, 40
Wagoner	Gatesville	"	79,000.00	6	11- 1-21	11- 1-46
"	Tallahassee	"	53,550.00	6	11- 1-21	11- 1-46
"	Porter	"	67,000.00	6	11- 1-21	1- 1-46
Tulsa	Dawson	"	250,000.00	6	9-15-21	$10,000 due 9-15-22 to 45, inc.
Sequoyah		Br.	202,000.00	5	4- 1-21	$8000 due 4-1-22 to 33, inc., $9,000.00 due 4-1-34, $8000 due 4-1-35 to 45, inc.
Oklahoma		Rd.	750,000.00	5	1- 1-21	$30,000 due 1-1-22 to 46, inc.
Nowata	Lenapah	"	35,000.00	6	8- 1-21	8- 1-46
Muskogee	Moore	Rd.& Br.	75,000.00	6	8-15-21	$3000 due 8-15-22 to 45, inc.
McCurtain	Sulphur	Rd.	65,000.00	6	10-30-21	10-30-45
LeFlore	Talihina	Rd.	20,000.00	6	5-10-21	$5000 due 5-10-26, 31, 36 & 41
Jefferson	Wright	"	20,000.00	6	9- 1-21	9- 1-41
Haskell	Beaver	"	5,000.00	6	1 -1-21	1- 1-36
"	Center	"	16,500.00	6	1- -1-21	1- 1-46
"	Diamond	"	5,000.00	6	1- 1-21	1- 1-36
"	Machire	"	16,500.00	6	1- 1-21	1- 1-46
Creek	Euchee	"	48,000.00	6	5-20-21	5-20-41
Coal	Ash Flat	"	60,000.00	6	2-15-21	2-15-46
"	Haskell	"	32,400.00	6	12-18-20	$8000 due 12-18-30, 35 & 40; $8400 due 12-18-45
Wagoner	Shannon	"	45,000.00	6	12- 1-21	$9000 due 12-1-26, 31, 41 & 46

County	Township	Purpose	Amount	Percent	Date	Due
Wagoner	Creek	Rd.	70,000.00	6	1- 1-21	$14,000 due 12-1-26, 31, 36, 41 & 46
Sequoyah	Sallisaw	"	10,000.00	6	3- 6-22	3- 6-47
Pittsburg		"	750,000.00	5	4- 1-22	$30,000 due 4-1-28 to 31, inc., 33 to 36, inc., 38 to 41 inc. and 43 to 46 inc.; $60,000 due 4-1-32, 37 & 42, $90,000 due 4-1-47
Payne	Jordan Valley	Rd. & Br.	81,000.00	6	6-20-22	$20,000 due 6-20-27, 32, 37; $21,000 due 6-20-42
Okfuskee		Rd.	500,000.00	6	4- 1-22	4- 1-47
Marshall		"	350,000.00	5	6-15-22	6-15-47
LeFlore		"	800,000.00	6	4- 1-22	$40,000.00 due 4-1-28 to 47, inc.
Latimer		"	300,000.00	5¼	6- 1-22	6- 1-47
"	Degnan	"	40,000.00	6	6- 1-22	6- 1-47
Delaware	No. 1	"	20,000.00	6	3- 1-22	3- 1-47
"	No. 2	"	30,000.00	6	3- 1-22	3- 1-47
Creek	Shannon	Rd. & Br.	50,000.00	6	6- 1-22	6- 1-47
Carter		Rd.	500,000.00	6	12- 1-21	$25,000 due 12-1-27 to 46, inc.;
Caddo	Ft. Cobb	"	40,000.00	6	7- 1-22	$8000 due 7-1-27, 32, 37, 42 & 47
"	Cement	"	49,000.00	6	4- 1-22	4- 1-47
Beckham	Erick	"	30,000 00	6	1-10-22	1-10-47
Washington		Br.	25,000.00	5½	4- 1-22	$5000 due 4-1-27, 32, 37, 42 & 47
Creek	Tiger	Rd.	300,000.00	6	3-15-23	$25,000 due 3-15-28; $50,000 due 3-15-33 & 38; $75,000 due 3-15-43; $100,000 due 3-15-48
Creek	Mannford	Rd. & Br.	69,000.00	6	7-17-23	7-17-48
"	Euchee	"	30,000.00	6	8- 1-23	8- 1-48
Cleveland		Rd.	500,000.00	5½	6- 1-23	$100,000 due 6-1-28, 33, 38, 43 & 48
Blaine		Rd. & Br.	225,000.00	5½	8- 1-23	$45,000 due 8-1-28, 33, 38, 43 & 48
Pottawatomie		Br.	100,000.00	5	1- 1-19	$4,000 due 7-1-20 to 44 inc.
Muskogee		Br.	400,000.00	5	7- 1-20	$16 000 due 7-1-21 to 45 inc.
Mayes	Mazie	Rd.	30,000.00	6	2- 1-22	$ 1 2?0 due 2-1-23 to 47 inc.
Osage	Fairfax	Rd.	50,000.00	6	8- 1-22	8-1-47.
Cleveland		Br.	100,000.00	5½	6- 1-23	$20,000 due 6-1-28 33, 38, 43 & 48.

County	Township	Purpose	Amount	Date
McClain	Goldsby	Rd.	$ 40,800.000	S- 8-24
Okmulgee			400,000.00	S- 1-24
Garfield		Rd. & Br.	1,000,000.00	S- 2-24
Novata		Rd.	500,000.00	10- 4-24
Noble	Buffalo	Rd. & Br.	20,000.00	9-22-24
Hughes		Rd.	400,000.00	10-30-24
Logan		Rd. & Br.	750,000.00	11- 6-24
McCurtain	Mountain	Rd. & Br.	50,000.00	12- 1-24
Creek	Lakeside	Rd. & Br.	15,000.00	11-19-24
Creek	Sapulpa	Rd.	40,000.00	12-28-23
Creek		Rd.	250,000.00	1-29-24
Pontotoc	Maxwell	Rd.	30,000.00	1-29-24
Creek		Rd.	448,000.00	3-11-24
Oklahoma	Cimarron	Br.	200,000.00	4-12-24
Pawnee		Rd.	41,000.00	5-19-24
Pawnee		Br.	200,000.00	5-21-24
Kay	Miller	Rd. & Br.	65,000.00	5-24-24
Stephens		Rd.	800,000.00	$150,000 due 12- 1-27
				32, 37, 42 and 47
Hughes	Wetumka	Rd.	34,000.00	8-28-19
Seminole	Konowa	Rd.	75,000.00	10-22-19
Pawnee	McElroy	Rd.	100,000.00	2-13-23
Creek	Dejew	Rd.	65,000.00	Pending
Rogers		Rd.	650,000.00	Approved
Total of bonds voted for roads and bridges				$ 25,254,100.00
Total of bonds voted for all purposes				$130,000,000.00
Percentage of road and bridge bonds to all bonds 19 per cent.				

HOLDERS OF PERMANENT ENGINEERING CERTIFICATES

Following herewith is a list of those who have been awarded permanent Engineering Certificates, secured as a result of successfully passing examination held by a board appointed by the State Highway Department. This certificate is required by law, of those who seek employment in Oklahoma as County Engineers and Engineers in responsible positions in the State Highway Department. This list is herewith presented for the first time. The addresses given are the latest known.

Examination dates are set by the State Highway Engineer whenever a sufficient number of applications are on hand to justify the meeting of the Board of Examiners.

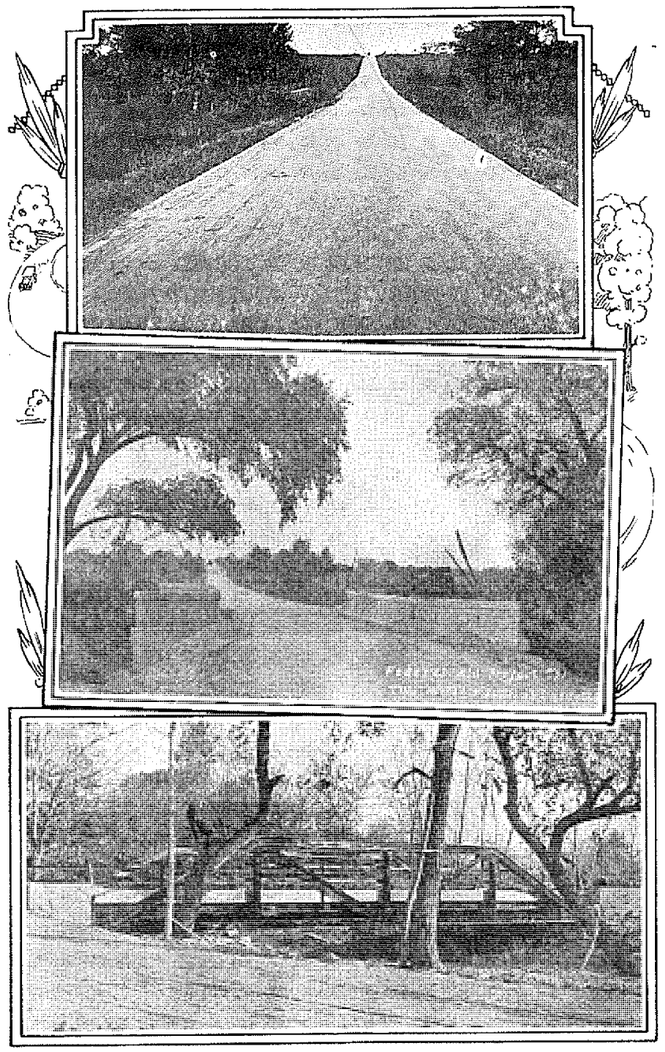
Possession of these certificates is deemed a mark of merit; and they have been sought by many engineers who are not engaged, or who have no intention of engaging in public work, for which it is required.

Adams, H. C.	Oklahoma City, Oklahoma.
Alderman, Ernest S.	Oklahoma City, Oklahoma.
Allord, T. P. (deceased)	Newkirk, Oklahoma.
Allen, Glen S.	Sallisaw, Oklahoma.
Ashby, Geo.	Vinita, Oklahoma.
Bandelier, Geo. E.	Stillwater, Oklahoma.
Barnes, Paul S.	Duncan, Oklahoma.
Barney, W. E.	Perry, Oklahoma.
Barry, Robert L.	Okemah, Oklahoma.
Bechtold, Earl C.	Perry, Oklahoma.
Benham, W. L.	Kansas City, Missouri.
Bennett, Bayson J.	Norman, Oklahoma.
Bernard, L. C.	Cherokee, Oklahoma.
Bidwell, C. E.	Oklahoma City, Oklahoma.
Binckley, M. E.	Sapulpa, Oklahoma.
Blackert, F. E.	Enid, Oklahoma.
Boggess, L. S.	Lexington, Kentucky.
Boyd, F. H.	Claremore, Oklahoma.
Boyd, F. M.	Stillwater, Oklahoma.
Brown, Frank M.	Shawnee, Oklahoma.
Brown, Geo. M.	McAlester, Oklahoma.
Brown, W. C.	Shawnee, Oklahoma.
Brownell, R. E.	Los Angeles, California.
Burnham, W. C.	Oklahoma City, Oklahoma
Byrne, W. E.	Norman, Oklahoma.
Calvert, Wm. C.	Sapulpa, Oklahoma.
Campbell, R. T.	Wilburton, Oklahoma.
Carpenter, M. E.	Norman, Oklahoma.
Carson, A. B.	Madill, Oklahoma.
Carson, R. L.	Durant, Oklahoma.
Chandler, J. H.	Bartlesville, Oklahoma.
Cheatham, Jas. L.	Oklahoma City, Oklahoma.

Clark, Brent E.	Oklahoma City, Oklahoma.
Clark, J. S.	Newkirk, Oklahoma.
Clark, Will M.	Pawhuska, Oklahoma.
Clonts, T. P.	Muskogee, Oklahoma.
Cobb, Fred	Norman, Oklahoma.
Cobb, Schooler S.	Norman, Oklahoma.
Colby, E. E.	Chickasha, Oklahoma.
Conn, J. H.	Hanna, Oklahoma.
Crane, J. Paul	Cleveland, Oklahoma.
Cunningham, Max L.	Oklahoma City, Oklahoma.
Curl, V. B.	Perry, Oklahoma.
Curry, John W.	Wagoner, Oklahoma.
Dale, Ernest D.	Headrick, Oklahoma.
Danford, W. P.	Oklahoma City, Oklahoma.
Darlington, H. S.	Ada, Oklahoma.
Denner, F. W.	Enid, Oklahoma.
Dolph, George L.	Wilburton, Oklahoma.
Douglass, G. N.	Oklahoma City, Oklahoma.
Drover, W. H.	McAlester, Oklahoma.
Earl, James R.	Idabel, Oklahoma.
Ellis, Lester W.	Norman, Oklahoma.
Farrington, Paul L.	Stillwater, Oklahoma.
Fellows, Keith R.	Stillwater, Oklahoma.
Fisher, Delbert C.	Beaver, Oklahoma.
Flood, Ray	Perry, Oklahoma.
Ford, F. D.	Cordell, Oklahoma.
Forde, L. K.	Cement, Oklahoma.
Frazee, E. A.	Lenora, Oklahoma.
Frazier, J. Floyd	McAlester, Oklahoma.
Gallagher, Jas. P.	Lawton, Oklahoma.
Gibson, Harry W.	Muskogee, Oklahoma.
Gilbert, Chas. S.	Okmulgee, Oklahoma.
Gillett, J. R.	Sapulpa, Oklahoma.
Glendenning, Geo. W.	Enid, Oklahoma.
Grace, Roy	Holdenville, Oklahoma.
Gravelle, E. E.	Muskogee, Oklahoma.
Guyer, Ernest L.	Frederick, Oklahoma.
Harris, C. C.	Blackwell, Oklahoma.
Harvey, H. D.	Ponca City, Oklahoma.
Hatcher, H. A.	Tishomingo, Oklahoma.
Haviland, Wm.	Alva, Oklahoma.
Hebard, Chas.	Clinton, Oklahoma.
Heiser, E. L.	Hartshorne, Oklahoma.
Herr, Chas. L.	Oklahoma City, Oklahoma.
Herrmann, Frank	Oklahoma City, Oklahoma.
Hiet, Melvin E.	Oklahoma City, Oklahoma.
Higgens, R. N.	Cheyenne, Oklahoma.
Highfill, O. E.	Ft. Towson, Oklahoma.
Hill, J. R. (deceased)	Shawnee, Oklahoma.
Hinckley, H. V.	Oklahoma City, Oklahoma
Hopkins, Omar C.	Crescent, Oklahoma.
Hott, Sabert A.	Medford, Oklahoma.
Howard, C. K.	Oklahoma City, Oklahoma
Hubbard, J. A.	Oklahoma City, Oklahoma
Hughes, Clay	Copan, Oklahoma.
Hughes, R. K.	Tulsa, Oklahoma.
Ingram, W. A.	Guymon, Oklahoma.
Irwin, J. C.	Poteau, Oklahoma.
Jackson, J. A.	Ada, Oklahoma.
James, Guy R.	Talihina, Oklahoma.
James, C. W.	Okmulgee, Oklahoma.

James, Ralph S.	Oklahoma City, Oklahoma.
James, R. V.	Norman, Oklahoma.
Jennings, A. H.	Ardmore, Oklahoma.
Johnson, C. Samuel	Tulsa, Oklahoma.
Johnston, Fred E.	Sallisaw, Oklahoma.
Johnston, Geo. L.	Lexington, Oklahoma.
Jonas, C. B.	Pawnee, Oklahoma.
Jones, D. H.	Oklahoma City, Oklahoma.
Keiger, C. G.	Hobart, Oklahoma.
Kester, M. R.	Oklahoma City, Oklahoma.
King, H. C.	Okmulgee, Oklahoma.
Lary, J. H. (deceased)	Watonga, Oklahoma.
Lawrence, C. M.	Holdenville, Oklahoma.
Lawrence, F. E.	Sapulpa, Oklahoma.
Laws, Paul L.	Perry, Oklahoma.
Leon, Milton	Muskogee, Oklahoma.
Leverett, E. J.	Waurika, Oklahoma.
Lewis, Ben F. (deceased)	Enid, Oklahoma.
Lindsay, Ray V.	McAlester, Oklahoma.
Little, Pearl A.	Chickasha, Oklahoma.
Loughmiller, J. R.	Oklahoma City, Oklahoma.
Marden, Leslie O.	Lincoln, Nebraska.
Mars, Edward W.	Norman, Oklahoma.
Martin, Chas. S.	Bartlesville, Oklahoma.
Mathews, S. P.	Ardmore, Oklahoma.
Mathews, Thos. B.	Durant, Oklahoma.
McCaleb, Bert	Tishomingo, Oklahoma.
McClearey, B. C.	Atoka, Oklahoma.
McCulley, D. G.	Ardmore, Oklahoma.
McFerron, C. W.	Tulsa, Oklahoma.
McLain, F. R.	Broken Bow, Oklahoma.
McLoughlin, Jr., T. W.	Wilburton, Oklahoma.
Miller, W. E.	Oklahoma City, Oklahoma.
Mills, Leo W.	Hugo, Oklahoma.
Mitchell, Geo. W.	Eufaula, Oklahoma.
Mitchell, S. W.	Tulsa, Oklahoma.
Moore, Warren E.	Oklahoma City, Oklahoma.
Moore, Wm. P.	Bartlesville, Oklahoma.
Morgan, C. R.	Muskogee, Oklahoma.
Mullins, C. H.	Pawnee, Oklahoma.
Murphy, Geo. R.	Oklahoma City, Oklahoma.
Myers, A. W.	Poteau, Oklahoma.
Norris, Carl T.	Chandler, Oklahoma.
Olbrich, E. R.	Stillwater, Oklahoma.
Page, John Marshall	Oklahoma City, Oklahoma.
Palmer, L. T.	Enid, Oklahoma.
Parker, Howard A.	Tulsa, Oklahoma.
Patterson, W. H.	Okemah, Oklahoma.
Patton, D. W.	Tulsa, Oklahoma.
Paxton, T. P.	Okmulgee, Oklahoma.
Peckham, Fred H.	Oklahoma City, Oklahoma
Phillips, Jr., R. L.	Pauls Valley, Oklahoma.
Powell, Dwight E.	El Reno, Oklahoma.
Powell, H. G.	El Reno, Oklahoma.
Powell, J. D.	Norman, Oklahoma.
Pratt, Fletcher H.	Salina, Oklahoma.
Ramseier, Irvin B.	Fairview, Oklahoma.
Reid, Carl R.	Altus, Oklahoma.
Rhodes, Ralph D.	Sapulpa, Oklahoma.
Rightmire, C. H.	Enid, Oklahoma.
Rightmire, J. F.	Oklahoma City, Oklahoma.

Riley, John W.	Altus, Oklahoma.
Sale, Claude	Cleveland, Oklahoma.
Salwaechter, C. H.	Fairview, Oklahoma.
Sanford, F. M.	Arnett, Oklahoma.
Schmieding, H. A.	Poteau, Oklahoma.
Settle, F. C.	Pryor, Oklahoma.
Sewell, Oscar F.	Pawnee, Oklahoma.
Simonds, C. W.	Watonga, Oklahoma.
Smith, C. P.	Talihina, Oklahoma.
Smith, H. C.	Kansas City, Missouri.
Smith, M. J.	Mannsville, Oklahoma.
Smith, Newman B.	Oklahoma City, Oklahoma.
Speer, John L.	Miami, Oklahoma.
Stalnaker, A. N.	Ponca City, Oklahoma.
Steel, C. R.	Kingfisher, Oklahoma.
Stein, Geo. J.	Miami, Oklahoma.
Stinson, L. Varner	Durant, Oklahoma.
Sutton, L. P.	Oklahoma City, Oklahoma.
Tait, J. H.	Muskogee, Oklahoma.
Terrell, Robert C.	Lexington, Kentucky.
Thompson, Verlin G.	Norman, Oklahoma.
Todd, E. N.	Lexington, Kentucky.
Toler, Geo.	Pawnee, Oklahoma.
Trotter, Willis M.	Ardmore, Oklahoma.
Tucker, Jas. I.	Oklahoma City, Oklahoma.
Tway, R. R.	Oklahoma City, Oklahoma.
Vance, W. H.	Cement, Oklahoma.
Walker, A. O.	Sulphur, Oklahoma.
Warner, H. A.	Norman, Oklahoma.
Wheeler, C.	Pawhuska, Oklahoma.
White, Homer X.	Oklahoma City, Oklahoma.
Whittenburg, Geo. W.	Oklahoma City, Oklahoma.
Wilkins, Homer J.	Oklahoma City, Oklahoma.
Williams, P. F.	Ft. Smith, Arkansas.
Wilson, O. P.	Hobart, Oklahoma.
Winans, Lawrence W.	Shawnee, Oklahoma.
Witt, Robert E.	Okmulgee, Oklahoma.
Witten, Donald	Tulsa, Oklahoma.
Wolford, N. E.	Norman, Oklahoma.
Wood, Clarence A.	Stillwater, Oklahoma.
Woods, C. T.	Norman, Oklahoma.
Wood, Eugene N.	Tulsa, Oklahoma.
Word, C. V.	Arnett, Oklahoma.
Yoekum, Geo. H.	Oklahoma City, Oklahoma.
Yerby, Harold V.	Oklahoma City, Oklahoma.



1. Federal Aid Project No. 8, Ottawa County, Miami-Afton Road.
2. Federal Aid Project No. 21, McIntosh County, Bridge near Checotah.
3. Federal Aid Project No. 20, Kay County, Turkey Creek Bridge.

TABULATIONS

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AUTO TAX PAID TO COUNTIES FOR FISCAL YEAR ENDING JUNE 30th

County	1919	1920	1921	1922	1923	1924	July, Aug., Sept., 1924	Totals
Adair	1,276.56	2,387.07	3,889.67	3,444.26	4,444.72	6,793.46	649.03	22,884.77
Alfalfa	22,880.62	32,097.05	31,147.62	31,151.13	32,243.57	38,466.50	4,216.72	192,203.21
Atoka	2,161.94	4,949.56	3,695.64	3,957.68	4,357.71	7,067.34	704.10	26,893.97
Beaver	6,720.87	16,311.31	11,836.56	21,649.01	20,432.05	20,736.15	4,054.23	101,740.18
Beckham	9,619.26	23,470.49	21,956.59	20,127.42	26,902 80	41,461.74	2,575.06	146,113.36
Blaine	14,751.91	25,048.73	29,691.88	23,971.26	26,956.21	30,185.54	3,117.18	153,722.71
Bryan	8,767.23	24,057.67	22,467.48	13,817.47	20,387.59	30,041.46	2,672.65	122,211.55
Caddo	16,213.48	34,817.74	35,677.31	36,956.24	42,341.61	63,600.06	4,136.45	233,742.89
Canadian	15,990.46	30,125.19	36,737.66	37,622.95	36,969.81	45,241.79	2,457 50	205,145.36
Carter	16,802.65	47,354.08	72,514.99	73,552.05	82,263.67	95,355.52	6,382.13	394,225.09
Cherokee	1,878.79	3,893.14	3,915.07	4,872.23	5,550.38	6,955.52	606.35	27,671.48
Choctaw	7,361.00	13,578.10	10,741.18	12,993.07	13,720.42	16,030.74	1,731.79	76,156.30
Cimarron	1,629.66	6,272.53	4,337.22	7,806.83	5,699.44	7,425.24	732.15	33,903.07
Cleveland	9,690.84	18,604.53	18,789.33	21,601.32	24,779.73	27,698.34	1,665.77	122,829.86
Coal	4,249 40	7,740.65	8,373.20	7,497.66	6,775.85	8,580.29	525 37	43,742.42
Comanche	12,657.46	24,834.90	35,448.99	32,455.20	36,396.84	45,515.54	3,247.82	190,546.75
Cotton	5,612.28	22,213.15	24,051.50	23,471.76	21,220.87	24,176.06	2,443.26	123,188.88
Craig	8,711.90	16,590.59	13,616.78	15,529.21	18,560.30	18,839.56	1,182.87	93,031.21
Creek	31,399.54	69,781 32	89,946.47	100,177.40	144,217.86	146,673.30	17,437.49	599,633.38
Custer	10,977.27	22,191.14	25,391.69	29,259.38	27,487.80	33,373.77	2,987.13	151,668.18
Delaware	2,109.96	3,929.14	4,009.92	3,905.14	5,429.35	7,232.87	596.29	27,212.67
Dewey	5,436.60	14,290.17	11,166.22	15,878.63	14,639.46	19,558.89	2,335.02	83,304.99
Ellis	4,653.23	11,145.48	10,345.49	13,488.26	12,518.09	17,569.65	1,663 85	73,384.05
Garfield	41,271.63	71,832.66	92,107.24	85,180.16	100,611.86	91,975.74	16,123.22	499,102.51
Garvin	9,091.97	20,753.40	21,964.51	20,897.00	27,486.27	31,783.09	2,770.77	134,747.01
Grady	12,049.45	28,744.69	31,008.35	34,308.48	48,312.09	55,136.84	4,173.94	213,733.84
Grant	21,553.51	35,673.65	36,614.05	38,807 12	38,477.26	41,073.29	3,514.28	215,713.16
Greer	4,202.05	15,088.05	13,771.10	13,380.51	11,000.03	24,522.19	2,054.28	84,018.21
Harmon	2,823 52	7,347.93	9,661.11	10,174.23	10,196.28	14,714.77	1,262.45	56,180.29
Harper	3,887.36	9,132.87	5,948.06	11,482.55	10,880.40	12,500.46	1,658.36	55,490.06
Haskell	3,689.55	7,732.19	6,251.32	9,742.17	9,325.19	9,891.59	1,046.30	47,678 31
Hughes	8,091.30	12,885.12	15,711.23	14,981.74	19,786.17	25,305.33	3,294.27	100,055.16
Jackson	8,720.05	23,623.61	27,948.76	26 053.39	30,572.52	36,410.40	2,614.71	155,943.44
Jefferson	6,625.25	15,736.21	13,833.75	13,508.80	16,386.88	20,907.46	1,433.37	88,431.72
Johnston	5,192.35	9,394.53	7,416.78	7,071.83	8,126.28	10,673.02	1,249.70	49,124.49
Kay	43,080.35	65,901 15	70,035.87	81,856.11	118,553.04	130,453.87	17,957.26	527,837 65
Kingfisher	13,561.71	27,155.83	29,033.23	29,688.03	30,793.26	29,877.66	2,222.07	162,331.79
Kiowa	10,092.17	27,619.00	25,743.61	33,332.47	30,527.88	38,386.59	2,816.00	168,517.72
Latimer	2,866.48	4,720.46	4,519.33	5,405.67	5,381.22	5,568.81	726.28	29,188.25
LeFlore	7,890.49	15,673.85	14,761.37	20,896.90	20,735.00	24,175.18	3,105.94	107,238.73
Lincoln	16,967.12	28,452.94	29,233.59	26,904.74	33,312.44	40,239.35	2,943.74	178,053.92
Logan	14,062.87	29,264.06	29,056.00	32,096.61	35,683.90	39,848.45	2,299.38	182,311.27
Love	3,727 84	6,408.39	6 378.52	5,432 37	5,864.54	8,374.85	824.77	37,011.28
McClain	5,869.06	12,626.42	6,196.50	12,829.22	14,053.32	16,536.91	1,316.02	69,427.45
McCurtain	6,146.32	10,383.53	18,106.71	9,467.99	11,977.96	16,158.49	2,052.41	74,293.41
McIntosh	5,788.68	10,986.25	8,018.44	13,110.92	13,575.05	15,061.08	1,465.51	68,005.93
Major	10,712.04	19,507.66	11,901.96	15,570.79	20,411.87	20,935.19	2,245.88	101,285 39
Marshall	3,178.48	7,090.53	6,852.50	6,652.98	6,377.41	11,170.25	1,325.66	42,647.81
Mayes	4,710.55	8,541.94	12,154.76	7,961.02	11,789.77	15,221.72	1,267.74	61,647.50
Murray	3,920.27	9,363.17	10,046.27	7,865.92	11,456.94	18,174.66	913.62	61,740.85
Muskogee	29,074.13	55,930.39	66,061.97	80,634.49	83,222.32	84,427.53	2,080.23	401,431.06
Noble	10,207.63	22,383.46	21,864.68	25,038.34	35,189.62	40,944.54	3,829.82	159,458.09
Nowata	9,851.56	24,625.66	21,772.29	18,996.93	21,235.57	21,561.87	2,111.05	120,154.93
Okfuskee	6,554.09	12,488.10	14,352.48	15,252.65	27,958.00	26,272.02	4,048.38	106,925.72
Oklahoma	76,509.74	168,589.53	214,353.11	227,578.29	295,903.20	319,089.05	15,904.24	1,317,927.16
Okmulgee	31,226.08	65,571.23	80,583.48	80,158.40	103,976.08	112,502.79	10,413 38	484,431.44
Osage	18,763.85	46,151.39	69,348.66	72,837.36	124,941.55	151,608.72	16,243.24	499,894.77
Ottawa	21,565.84	40 554.07	31,319.98	28,799.71	51,024.89	69,006.07	6,144.35	248,414.91
Pawnee	11,544.64	23,521.49	32,984.34	29,873.25	34,225.00	40,668.93	2,451 40	175,269 05
Payne	16,844.68	40,881.03	50,479.72	50,198.47	64,671.41	73,893.44	4,833.74	301,802.49
Pittsburg	13,655.93	25,182.90	31,012.52	36,297.64	34,354.84	53,569.08	8,291.84	202,364.75
Pontotoc	9,818.00	79,978.87	20,383.28	20,263.25	21,807.79	25,843.80	2,659.23	180,754.22
Pottawatomie	14,377.17	36,644.96	33,071.36	39,319.26	45,406.70	52,286.05	3,626.45	224,751.95
Pushmataha	1,345.70	4,598 14	4,903.94	4,422.66	6,015.35	6,835.57	589.43	27,810.79
Roger Mills	3,673.81	9,007.57	7,515.57	7,234.57	12,149.62	15,464.71	1,118.67	56,164.52
Rogers	9,232.37	18,588.11	16,140.36	14,034.92	17,680.23	24,748.13	2,079.06	102,503.18
Seminole	3,775.73	8,786.04	9,408.72	6,992.88	8,581.13	16,899.04	3,121.07	57,564.61
Sequoyah	3,686.46	7,339.48	7,383.89	7,356.56	7,583.17	9,521.43	807.18	43,678 17
Stephens	10,367.04	20,721.63	37,723.27	48,700.80	49,894.18	50,702.59	8,613.96	226,723.47
Texas	6,715.47	19,609.91	20,031.63	33,028.59	21,937.79	26,945.73	4,140.62	132,409.74
Tillman	8,436.08	29,716 70	36,829.94	31,817.23	34,132.98	42,500.05	3,892.94	187,325.92
Tulsa	82,901.98	181,522.94	221,442.86	240,071 95	291,354.57	365,734.56	28,136.01	1,411,164.87
Wagoner	5,335.42	11,103.04	11,445.26	12,140.99	13,710.71	15,659.56	1,622.39	71,017.37
Washington	19,559.35	47,465.53	48,700.44	44,951.39	37,973.57	69,740.09	12,124.90	280,515.27
Washita	13,995.67	28,547.46	28,522.73	32,272.92	29,640.98	40,747.98	3,412.03	177,139.77
Woods	17,996.47	25,356.11	19,698.00	26,561.20	27,501.88	34,559.96	3,323.55	155,087 17
Woodward	10,084.35	15,710.80	12,547.93	22,370.43	20,969.90	25,307.95	2,420.91	109,212.27
TOTALS	$ 968,424.57	$2,087,700.36	$2,263,005.79	$2,409,050.41	$2,859,083.99	$3,380,697.81	$ 310,838.21	$14,278,801.14

Total for 5½ years $14,278,801.14

QUARTER MILL LEVY PAID TO COUNTIES FOR FISCAL YEARS ENDING JUNE 30th.

County	1919	1920	1921	1922	1923	1924	July, Aug. Sept. 1924	Total to Oct. 1, 1924
Adair	$ 1,023.26	$ 1,294.01	$ 1,117.68	$ 775.68	$ 1,225.96	$ 2,423.18	$ 352.47	$ 8,212.24
Alfalfa	6,400.52	6,969.83	6,677.87	6,867.11	6,876.59	6,361.46	2,316.26	42,469.64
Atoka	2,116.90	3,850.98	1,757.14	2,088.72	2,319.24	1,928.77	112.15	14,173.90
Beaver	2,159.68	6,061.42	3,201.19	4,527.63	4,225.37	2,980.17	437.23	23,592.69
Beckham	2,794.73	3,883.20	3,073.76	3,948.14	3,684.21	7,970.58	320.51	25,675.13
Blaine	3,462.35	4,102.84	2,390.68	2,860.42	4,045.59	6,477.56	722.08	24,061.47
Bryan	4,008.89	1,318.69	6,324.38	3,874.22	4,893.62	7,058.15	385.57	27,863.52
Caddo	4,620.53	6,178.49	5,035.48	7,677.55	5,685.66	7,172.89	1,143.25	37,513.85
Canadian	5,269.03	6,519.84	5,857.93	6,861.01	6,244.87	10,268.70	1,721.07	42,742.45
Carter	5,121.66	7,823.22	6,884.71	7,567.85	7,664.19	7,824.62	1,749.76	44,636.01
Cherokee	1,490.53	1,849.07	1,582.56	3,480.40	1,694.77	2,334.90	76.03	12,508.26
Choctaw	2,375.34	3,109.81	2,325.91	2,858.85	2,867.38	2,125.08	768.72	16,431.09
Cimarron	1,137.44	2,242.06	1,597.45	2,305.46	2,195.15	2,674.41	186.52	12,338.49
Cleveland	2,161.97	1,092.96	2,775.95	5,167.04	3,388.84	4,451.73	1,001.97	20,040.46
Coal	1,719.38	3,288.11	1,691.38	1,832.27	1,923.02	1,698.63	105.73	12,258.52
Comanche	3,063.98	7,472.44	3,008.01	3,801.49	4,441.86	5,748.61	342.39	27,878.78
Cotton	1,830.39	4,198.02	2,552.09	5,214.45	3,268.45	2,314.55	974.24	20,352.19
Craig	3,771.61	4,534.91	3,939.53	3,052.15	4,135.64	3,923.70	521.70	25,879.43
Creek	9,655 21	4,918.01	16,386.60	12,048.89	11,262 62	15,027.11	3,823.73	73,122.17
Custer	4,153.02	5,298.75	4,814.97	5,129.52	5,089.42	4,981.26	1,054.07	30,521.01
Delaware	1,061.18	1,788.78	1,309.65	1,394.48	1,330.53	992.48	250.99	8,128.09
Dewey	1,927.90	2,668.19	2,482.58	2,916.89	2,809.67	2,127.31	748.85	15,681.39
Ellis	2,825.06	3,682.77	2,955.37	3,786.41	3,357.49	2,155.52	288 11	19,050.73
Garfield	9,364.84	3,312.88	18,555.97	12,523.29	9,992.34	19,432.11	2,742.15	75,923.58
Garvin	2,580.21	4,398.17	4,461.00	5,396 62	5,108.52	3,200.45	1,364.43	26,518.40
Grady	5,250 93	6,628.55	5,775.67	7,661.93	7,323.46	13,895.72	1,067.12	47,603.38
Grant	6,654.82	7,319.99	6,744.49	7,607.46	7,531.40	12,749.56	1,357.59	49,965.31
Greer	1,918.89	4,059.21	2,229.83	2,687.17	2,716.94	2,173.35	250.98	16,036.37
Harmon	1,368.39	1,993.32	1,682.84	3,055.46	1,717.42	1,464.60	100.45	11,332.48
Harper	1,582.88	3,025.54	4,468.21	1,567.58	2,330.07	5,884.39	281.19	19,139.86
Haskell	1,503.38	1,906.76	1,589.98	1,740.84	1,632.28	1,197.94	368.59	9,939.77
Hughes	4,397.14	3,612.80	3,091.94	3,652.38	3,777.90	3,404.64	169.48	22,106.28
Jackson	7,729 91	4,329.14	6,870.27	3,550.42	3,977.32	2,145.97	304.75	28,907.78
Jefferson	2,859.03	2,141.41	3,394.22	4,736.62	4,054 26	3,226.45	1,146.83	21,558.82
Johnston	1,910.06	2,609.67	1,752.34	2,204.98	2,734.53	4,724.68	101.22	16,037.48
Kay	7,182.73	8,775.94	8,811.04	10,380.32	9,920.79	14,654.06	3,133.29	62,858.17
Kingfisher	3,869.26	5,067.01	4,361.12	6,091.47	5,099.74	5,588.41	963.81	31,040.82
Kiowa	3,912.39	5,074.33	4,612.60	5,542.54	4,715.52	3,466.35	1,349.16	28,672.89
Latimer	1,283.54	2,550.41	1,521.56	1,582.99	1,493.75	1,861.70	132.93	10,426.88
LeFlore	3,750 50	7,259.98	3,551.00	4,698.12	3,738.51	9,996.73	197.85	33,192.69
Lincoln	6,156.80	2,154.49	11,206.72	8,453.53	7,682.57	8,520.51	189.22	44,363.84
Logan	4,779.19	5,738.99	4,770.04	6,721.87	5,680 97	6,299.45	1,148.46	35,138.97
Love	1,480.11	1,960.51	1,517.07	1,876.23	1,971.91	1,562.73	117.71	10,486.27
McClain	1,912.25	3,700.34	1,916.70	2,860.35	2,736.17	2,307.41	298.51	15,731.73
McCurtain	2,248.21	2,210.00	2,258.72	4,197.41	3,357.42	3,072.68	496.74	17,841.18
McIntosh	3,275.83	3,310.61	2,435.20	4,406.91	2,172.03	2,116.47	485.21	18,202.26
Major	2,969.13	1,740 03	1,898.11	2,476.21	3,419.59	7,488.63	552.65	20,544.35
Marshall	1,565.33	12,723.47	1,553.43	1,977.68	2,236.57	2,131.04	199.77	22,387.29
Mayes	2,888.49	2,843.27	2,621.60	3,667.08	3,347.01	2,358.46	232.68	17,958.59
Murray	1,571.50	2,920.42	1,490.00	1,613.96	2,522.51	1,300.12	558.99	11,977.50
Muskogee	10,010.06	3,808.05	12,080.29	13,638.26	9,571.42	22,918.85	4,255.80	76,282.73
Noble	3,415.73	6,723.78	4,213.65	4,463.97	4,734.66	4,442.03	461.00	28,454.82
Nowata	6,578.51	3,843.03	1,845.67	4,674.17	3,654.39	2,534.51	665.62	23,795.90
Okfuskee	4,751 35	2,973.34	2,755.55	3,026.16	3,116.24	2,833 05	774.45	20,230.14
Oklahoma	22,993.56	24,681.02	41,730.00	34,926.54	41,590.19	50,880.21	5,933.85	222,735.37
Okmulgee	6,123.05	9,182.72	9,182.15	10,181.75	11,113.01	18,435.40	1,438.97	65,657.05
Osage	7,468.88	10,416.07	9,823.83	10,167.34	11,252.43	11,101.60	4,719.53	64,949.68
Ottawa	3,322.73	4,340.93	4,065.11	4,592.14	3,804.11	8,017 25	502.72	28,644.99
Pawnee	4,563.45	5,981.27	4,818.52	5,395.53	4,965.32	4,828.03	1,047.12	31,599.24
Payne	9,424.57	14,271.86	11,253.80	11,867.46	12,129.88	8,555.93	4,499.27	72,002.77
Pittsburg	4,012.65	6,424 26	5,973.92	10,167.74	9,408.40	15,006.87	364.68	51,358.52
Pontotoc	3,280.82	3,342.08	3,403.35	5,424.65	5,760.28	3,119 43	1,175.03	25,505 64
Pottawatomie	5,461.91	10,954.36	5,886.13	7,605.44	6,950.22	6,204.49	581.72	43,644.27
Pushmataha	1,411.59	3,893.41	1,327.94	1,514.44	2,047.01	3,816.41	486.20	14,497.00
Roger Mills	2,053.24	2,414.57	844.41	3,752.92	2,195.62	1,851.86	133.47	13,066.09
Rogers	3,589.80	6,982.21	10,374.63	4,239.31	3,988 02	4,020.22	589.34	33,783.53
Seminole	1,887.57	2,377.43	1,557.91	2,274.55	2,118.01	1,954.47	142.93	12,312.87
Sequoyah	1,280 35	3,161.65	1,778.68	2,965.83	2,399.28	4,056.25	144.12	15,786.16
Stephens	2,644.66	3,665.59	3,092.09	4,987.55	4,531.96	3,728.32	251.58	22,901.75
Texas	3,333.44	4,355.74	3,537.37	4,738.07	4,956.12	3,949 06	961.75	25,831.55
Tillman	3,560.05	1,495.92	5,931.97	7,661.40	5,809.30	4,050.65	708.23	29,217.52
Tulsa	17,803.48	24,477.00	23,575.15	32,888.96	33,511.18	36,100.24	6,754.50	175,110.51
Wagoner	3,588.62	3,446.29	3,379.70	4,841.92	4,135.08	3,039.84	1,183.98	23,615.43
Washington	8,429.24	8,225.73	4,206.85	6,779.39	7,713 88	7,545.82	765.00	43,665.91
Washita	3,963.87	7,142 09	5,828.11	4,514.13	4,634.37	8,654.37	1,320.68	36,057.62
Woods	5,110.52	5,350.11	4,695.00	6,253.42	5,005.82	4,262.81	1,508.55	32,186.23
Woodward	3,117.70	6,456.16	2,189.01	2,962.77	4,047.36	6,728.65	388.34	25,889.99
TOTALS	$323,297.70	$397,900.31	$394,235.33	$441,243.86	$422,765.20	$509,891.79	$ 80,473.54	$2,569,807.73

Total for 6¼ Years $2,569,807.73

ADVALOREM TAX FOR ROADS AND BRIDGES EXPENDED BY THE COUNTIES BY FISCAL YEAR ENDING JUNE 30th

County	1919	1920	1921	1922	1923	1924
Adair	----------	----------	----------	----------	----------	1,049.13
Alfalfa	$6,459.00	123,499.00	87,089.40	32,700.00	70,382.41	66,887.06
Atoka	20,288.00	23,200.00	20,100.00	25,100.00	11,145.00	10,308.85
Beaver	63,548.00	64,100.00	43,500.00	56,380.00	45,799.00	31,850.00
Beckham	15,349.00	7,310.00	30,247.00	41,800.00	23,275.00	46,956.00
Blaine	38,700.00	34,400.00	43,800.00	32,280.00	41,000.00	40,000.00
Bryan	25,000.00	75,077.00	26,698.17	31,222.59	44,175.00	43,610.80
Caddo	120,000.00	121,940.00	138,803.00	85,168.00	102,586.00	90,795.00
Canadian	110,120.00	149,149.00	121,200.00	109,524.00	75,200.00	75,452.80
Carter	173,400.00	200,084.00	234,487.00	405,908.00	241,935.00	123,961.00
Cherokee	11,500.00	9,717.26	11,984.10	10,000.00	10,625.50	4,706.00
Choctaw	8,457.00	26,209.00	20,000.00	20,475.00	15,304.00	14,303.05
Cimarron	20,500.00	21,781.00	21,600.00	22,000.00	25,000.00	20,000.00
Cleveland	No Report	----------	----------	----------	50,699.48	17,798.17
Coal	13,692.00	9,500.00	3,844.00	5,170.00	4,050.00	3,441.76
Comanche	68,844.00	78,800.00	62,560.00	63,260.00	55,244.00	55,308.60
Cotton	34,000.00	40,000.00	27,500.00	7,000.00	18,066.00	10,035.50
Craig	35,250.00	44,899.00	43,906.00	41,995.00	40,311.00	12,774.00
Creek	178,857.00	180,170.00	137,000.00	88,547.00	101,250.00	98,750.00
Custer	55,000.00	50,800.00	83,000.00	52,500.00	48,964.00	49,901.30
Delaware	6,425.00	22,100.00	10,800.00	3,620.00	10,000.00	8,250.00
Dewey	40,000.00	40,000.00	40,000.00	40,000.00	43,118.00	40,000.00
Ellis	23,495.00	24,100.00	50,300.00	31,400.00	29,452.00	26,495.70
Garfield	192,000.00	300,000.00	289,950 00	224,387.50	157,175.00	165,986.30
Garvin	66,201.57	60,000.00	52,725,00	27,089.54	51,800.00	31,210.16
Grady	No Report	----------	----------	----------	----------	135,436.34
Grant	96,500.00	102,800.00	95,050.00	82,570.00	135,924.00	135,924.00
Greer	50,900.00	49,400.00	45,833.00	46,086.38	16,979.06	16,979.00
Harmon	5,170.00	15,000.00	23,268.00	20,000.00	17,000.00	19,691.48
Harper	19,447.44	47,555 39	40,469.13	46,394.61	24,876.92	18,346.25
Haskell	11,600.00	11,000.00	8,900.00	8,498.00	8,330.00	8,330.00
Hughes	70,098.00	95,129.00	101,368.00	74,480.00	79,167.00	50,259.00
Jackson	39,125.00	81,300.00	63,975.00	53,308.00	62,272.00	33,616.21
Jefferson	42,500.00	87,150.00	97,100.00	68,515.00	53,306.00	53,220.00
Johnston	84,416.38	87,758.60	86,692.54	78,347 54	72,547.15	15,025.81
Kay	21,000.00	18,963.53	53,000.00	48,500.00	16,861.91	135,000.00
Kingfisher	33,850.00	77,825.00	99,626.00	74,961.00	30,400.00	52,440.00
Kiowa	41,050.00	70,900.00	110,264.00	115,000.00	60,616.00	34,439.00
Latimer	9,171.45	11,179.45	8,590.00	2,000.00	4,100.00	1,000.00
LeFlore	16,000.00	30,073.00	32,000.00	30,720.00	33,485.00	30,281.00
Lincoln	103,777.00	111,020.00	116,684.00	95,088.00	105,582.00	100,332.59
Logan	64,002.00	70,781.00	48,232.00	52,947.00	53,679.00	32,075.05
Love	26,750.00	26,950.00	26,999.98	20,165.84	23,183.31	1,500.00
McClain	No Report	----------	----------	----------	----------	17,591.49
McCurtain	47,715.00	43,655.50	40,428.00	40,249.00	37,709.74	7,838.00
McIntosh	35,565.88	49,394.62	59,033.96	17,753.13	31,811.18	18,153.75
Major	59,520.00	53,350.00	73,000.00	65,000.00	36,500.00	38,613.25
Marshall	20,000.00	21,776.00	22,000.00	7,600.00	10,800.00	10,515.00
Mayes	35,474.00	26,655.00	23,989.00	60,400.00	66,630.00	66,630.00
Murray	8,000.00	8,000.00	8,000.00	4,500.00	4,500.00	5,996.83
Muskogee	44,068.00	200,905.00	130,218.00	203,059.00	198,705.00	203,059.07
Noble	65,987.97	48,860.00	90,000.00	76,536.40	120,972.85	100,000.00
Nowata	27,500.00	21,780.00	34,000.00	40,000.00	23,300.00	28,300.00
Okfuskee	11,000.00	33,000.00	49,000.00	17,000.00	31,000.00	71,000.00
Oklahoma	317,235.00	172,800.00	151,800.00	322,580.00	405,825.14	255,308.00
Okmulgee	58,819.00	99,682.00	100,182.00	161,000.00	103,116.00	182,652.00
Osage	91,906.00	146,425.00	230,441.98	80,875.69	136,937.51	211,135.00
Ottawa	45,170.00	64,141.00	64,158.00	46,722.00	72,720.00	46,360.00
Pawnee	72,712.24	83,451.15	73,071.45	71,237.95	72,907.95	57,171.00
Payne	116,385.00	178,762.89	149,746.21	192,469.32	172,632.54	88,966.52
Pittsburg	47,517.00	69,115.00	69,643.00	63,540.00	64,050.00	59,950.00
Pontotoc	28,176.00	51,069.00	56,352.00	49,308.00	55,541.00	50,427.00
Pottawatomie	89,000.00	92,000.00	64,423.20	66,000.00	85,046.00	69,342.67
Pushmataha	16,363.00	7,500.00	1,800.00	6,100.00	1,796.74	6,913.31
Roger Mills	25,000.00	15,100.00	18,900.00	22,900.00	15,000.00	28,133.19
Rogers	77,422.09	110,822.45	62,777.95	52,510.84	49,902.56	48,000.00
Seminole	6,782,34	15,000.00	14,000.00	11,988.59	9,000.00	9,000.00
Sequoyah	11,150.00	27,450.00	14,700.00	23,754.00	18,750.00	30,995.00
Stephens	72,563.60	75,900.00	119,500.00	142,850.00	93,750.00	62,677.78
Texas	----------	68,900.00	52,470.00	50,900.00	32,000.00	30,000.00
Tillman	----------	28,613.00	25,000,00	40,000.00	46,494.06	40,949.16
Tulsa	152,270.00	408,084.07	346,708.71	432,669.05	456,207.84	459,040.00
Wagoner	41,414.00	42,481.20	50,512.75	75,178.10	30,098.00	31,924.00
Washington	46,249.00	102,870.00	89,261.00	85,402.00	65,085.00	110,746.00
Washita	74,912.00	74,090.00	81,075.00	55,161.00	73,584.09	75,185.24
Woods	74,197.00	98,152.00	123,650.00	80,570.00	63,000.00	63,000.00
Woodward	41,775.00	55,715.00	58,871.00	36,500.00	55,000.00	45,000.00
TOTAL REPORTED	$4,004,291.96	$5,298,120.20	$5,207,848.53	$5,077,422.07	$4,855,238.94	$4,593,300.17

SUMMARY OF MONEYS EXPENDED ON ROADS AND BRIDGES BY COUNTIES 1919—1924

County	Advalorem To July 1, 1924	State ¼ Mill Levy To Sept. 1, 1924	Gross Production To Sept. 1, 1924	Motor Vehicle To Sept. 1, 1924	Gasoline Tax To Dec. 1, 1924	Bond Issues To Dec. 1, 1924	Total
Adair	1,049.13	8,212.24		22,884.77	9,899.77	16,000.00	58,045.91
Alfalfa	467,016.87	42,469.64		192,203.21	24,217.30		725,907.02
Atoka	110,141.85	14,173.90		26,893.97	19,644.68	98,750.00	269,604.40
Beaver	305,177.00	23,592 69		101,740.18	39,368.42		469,878.29
Beckham	164,937.00	25,675.13	672.64	146,113.36	21,749.37	30,000.00	389,147.50
Blaine	230,180.00	24,061.47		153,722.71	25,443.06	225,000.00	658,407.24
Bryan	245,783.56	27,863.52		122,211.55	24,017.67	900,000.00	1,319,876.30
Caddo	650,292.00	37,513.85	14,167.69	233,742.89	37,789.62	89,000.00	1,062,506.05
Canadian	640,645.80	42,742.45		205,145.36	25,786.43		914,320.04
Carter	1,379,775.00	44,636.01	707,594.16	394,225.09	29,699.80	683,000.00	3,238,930.06
Cherokee	58,532.86	12,508.26		27,671.48	14,077.42		112,790.02
Choctaw	104,748.05	16,431.09		76,156.30	18,651.51	375,000.00	590,986.95
Cimarron	130,881.00	12,338.49		33,903.07	26,442.15		203,564.71
Cleveland	90,000.00	20,040.46		122,829.86	17,539.97	520,000.00	770,410.29
Coal	39,697.76	12,258.52		43,742.42	14,439.51	142,000.00	252,138.21
Comanche	384,016.60	27,878.78	102.82	190,546.75	26,663.48		629,208.43
Cotton	136,601.50	20,352.19	53,085.61	123,188.88	17,772.62		351,000.80
Craig	219,135.00	25,879.43	83.07	93,031 21	22,103.60		360,232.31
Creek	784,574.00	73,122 17	1,123,837.71	599,633.38	38,083.57	2,310,000.00	4,929,250.83
Custer	340,165.30	30,521.01		151,668.18	24,762.31		547,116.80
Delaware	61,195.00	8,128.09		27,212.67	15,484.15	60,000.00	172,019.91
Dewey	243,118.00	15,681.39		83,304.99	21,639.32		363,743.70
Ellis	185,242.70	19,050.73		73,384.05	25,650.95		303,328.43
Garfield	1,329,498.80	75,923.58	212,436.53	499,102.51	37,660.41	1,000,000 00	3,154,621.83
Garvin	288,026.27	26,518.40	11,574.79	134,747.01	26,557.68	424,000.00	911,424.15
Grady	700,000.00	47,603.38	978.50	213,733.84	30,281.31		992,597.03
Grant	648,768.00	49,965.31	3,030.09	215,713.16	29,994.30		948,470.86
Greer	226,177.44	16,036.37		84,018.21	14,735.73		340,967.75
Harmon	100,129.48	11,332.48		56,180.29	11,444.06		179,086.31
Harper	197,089.74	19,139.86		55,490.06	22,131.68		293,851.34
Haskell	56,658.00	9,939.77	608.60	47,678.31	14,346.64	43,000.00	172,231.32
Hughes	470,501.00	22,106.28	4,075.54	100,055.16	22,356.97	475,000.00	1,094,094.95
Jackson	333,496.21	28,907.78		155,943.44	23,148.20		541,495.63
Jefferson	401,791.00	21,558 82	1,153.82	88,431.72	17,102.48	20,000.00	550,037.84
Johnston	424,788.11	16,037.48		49,124.49	12,723.48	469,000.00	971,673 56
Kay	293,325.44	62,858.17	340,392.83	527,837.65	33,812.21	65,000.00	1,323 226.30
Kingfisher	369,102.00	31,040.82		162,331.79	24,463.30		586.97.91
Kiowa	432,269.00	28,672.89		168,517.72	29,164.50		658,624.11
Latimer	36,040.90	10,426.88		29,188.25	15,205.85	370,000.00	460,861.88
LeFlore	172,559.00	33,192.69	1,414.24	107,238.73	31,501.20	851,000 00	1,196,905.86
Lincoln	632,483.59	44,363 84	4,172.62	178,053.92	33,689.51		892,763.48
Logan	321,716.05	35,138.97		182,311.27	25,435.27	750,000.00	1,314,601.56
Love	125,549.13	10,486.27		37,011.28	9,242.45	401,000.00	583,289.13
McClain	100,000.00	15,731.73		69,427.45	14,787.61	102,800.00	302,746.79
McCurtain	217,595.24	17,841.18		74,293.41	29,540.19	605,000.00	944,270.02
McIntosh	211,712.52	18,202.26	4,127.07	68,005.93	19,825.51	191,500.00	513,373.29
Major	324,983.25	20,544.35		101,285.39	24,414.64		471,227.63
Marshall	92,691.00	22,387.29	68.13	42,647.81	11,026.76	350,000.00	518,820.99
Mayes	279,778.00	17,958.59		61,647.50	20,068.48	40,000.00	419,452.57
Murray	38,996.83	11,977.50	9.48	61,740.85	10,957.59	225,000.00	348,682.25
Muskogee	980,014.07	76,282.73	61,727.59	401,431.06	39,221.41	475,000.00	2,033,676.86
Noble	502,357.22	28,454.82	226,678.97	159,458.00	20,611.56	20,000.00	957,560.66
Nowata	174,970.00	23,795.90	109,471.02	120,154.93	15,480.87	535,000.00	978,872.66
Okfuskee	212,000.00	20,230.14	154,169.89	106,925.72	19,335.41	599,000.00	1,111,661.16
Oklahoma	1,625,548.14	222,735.37		1,317,927.16	67,040.96	1,450,000.00	4,683,251.63
Okmulgee	705,451.00	65,657.05	630,888.82	484,431.44	33,937.83	400,000.00	2,320,366.14
Osage	879,721.18	64,949.68	822,585 21	499,984.77	44,375.03	50,000.00	2,379,535.87
Ottawa	340,271.00	28,644.99	76,586.61	248,414.91	21,885.29	90,000.00	805,802.80
Pawnee	430,551.74	31,599.24	163,285.92	175,269.05	20,148.17	241,000.00	1,061,854.12
Payne	898,962.48	72,002.77	175,342.43	301,802.49	30,154.34	81,000.00	1,559,264 51
Pittsburg	373,815.00	51,358.52	1,871.25	202,364.75	31,551.30	820,000.00	1,480,960.82
Pontotoc	290,873.00	25,505.64	13,493.32	180,754.22	22,182.85	30,000.00	562,809.03
Pottawatomie	465,811.87	43,644.27	0 35	224,751.95	27,572.36	205,000.00	966,780.80
Pushmataha	40,473.05	14,497.00		27,810.79	27,456.49	179,000.00	289,237.33
Roger Mills	125,033.19	13,066.09		56,164 52	24,992 50	60,000.00	279,256.30
Rogers	401,435.89	33,783.53	52,116.14	102,503.18	20,909.83	650,000.00	1,260,808.57
Seminole	65,770.93	12,312.87	12,165.85	57,564.61	16,366.04	258,000.00	422,180.28
Sequoyah	126,779.00	15,786.16	0.11	43,678.17	15,969.85	322,000.00	524,213.29
Stephens	567,241.38	22,901.75	159,647.72	226,723.47	20,710.55	800,000.00	1,797,224.87
Texas	234,270.00	25,831.55		132,409.74	42,350.10		434,861.39
Tillman	181,056.22	29,217.52	1,202.80	187,325.92	25,302.90		424,105.36
Tulsa	2,254,979.67	175,110.51	216,443.75	1,411,164.87	61,773.08	2,000,000.00	6,119,471.88
Wagoner	271,608.05	23,615.43	31,298.49	71,017.37	18,151.20	398,350.00	814,040.54
Washington	499,613.00	43,665.91	136,748.51	280,515.27	18,450.60	825,000.00	1,803,993.29
Washita	434,007.33	36,057.62		177,139.77	25,516 41		672,721.13
Woods	502,569.00	32,186 23		155,087.17	29,005.53	10,000.00	728,847.93
Woodward	292,861.00	25,889.99		109,212.27	22,443.73	82,000.00	532,406.99
TOTAL	$29,694,676.39	$ 2,569,807.73	$ 5,530,310.67	$14,278,801 14	$ 1,899,500.88	$22,411,400.00	$76,384,496.81

Reports incomplete, total estimated

Counties for 5 years, as above	$ 76,384,496.81
Estimated Township Expenditure	15,000,000.00
Federal Aid Expended	10,650,795.76
State Appropriations	929,115.34
Poll Tax (No Estimate Available)	
TOTAL	$102,964,407.91
Less approximate amount bond issues unexpended	4,500,000.00
GRAND TOTAL	$ 98,464,407.91

TOWNSHIP EXPENDITURES

Fiscal Years

(Poll Tax Expenditures and Estimates not Available)

County	(Expended) 1923-24 Advalorem Tax	1923-24 Other Sources	1923-24 Total	(Estimated) 1924-25 Advalorem Tax	1924-25 Other Sources	1924-25 Total
Adair	14,948.55		14,948.55	20,445.61		20,445.61
Alfalfa	31,250.00		31,250.00	30,100.00		30,100.00
Atoka	25,372.82		25,372.82	24,517.00		24,517.00
Beaver	33,481.00		33,481.00	33,481.00		33,481.00
Beckham	31,566.69		31,566.69	34,556.28		34,556.28
Blaine	No Report			No Report		
Bryan	40,957.34		40,957.34	39,969.06		36,969.06
Caddo	64,000.00*		64,000.00	64,166.00		64,166.00
Canadian	No Report			52,687.71		52,687.71
Carter	58,066.06		58,066.06	70,031.00		70,031.00
Cherokee	13,788.10		13,788.10	14,550.00		14,550.00
Choctaw	26,938.67		26,938.67	28,371.43		28,371.43
Cimarron	No Report			No Report		
Cleveland	32,250.00		32,250.00	29,238.00		29,238.00
Coal	4,441.76		4,441.76	3,012.40		3,012.40
Comanche	47,780.00		47,780.00	32,377.20		32,377.20
Cotton	29,917.14		29,917.04	29,756 01		29,756.01
Craig	40,740.00		40,740.00	42,901.00		42,901.00
Creek	107,513.08		107,513.08	112,040.35		112,040.35
Custer	51,295.82		51,295.82	56,693.33		56,693.33
Delaware	16,631.00		16,631.00	16,675.00		16,675.00
Dewey	No Report			No Report		
Ellis	34,666.43		34,666.43	31,666.84		31,666.84
Garfield	No Report			No Report		
Garvin	19,469.85		19,469.85	19,720.00		19,720.00
Grady	54,964.62		54,964.62	63,085.54		63,085.54
Grant	No Report			No Report		
Greer	20,737.26		20,737.26	23,609.70		23,609.70
Harmon	10,488.80		10,488.80	11.235.00		11,235.00
Harper	17,605.42		17,605.42	15,796.60		15,796.60
Haskell	17,459.00		17,459.00	17,045.00		17,045.00
Hughes	35,467.00		35,467.00	32,292.50		32,292.50
Jackson	25,036.82		25,036.82	14,271.00		14,271.00
Jefferson	35,715.58		35,715.58	37,020.90		37,020.90
Johnston	22,826.03		22,826.03	24,229.15		24,229.15
Kay	60,000.00*		60,000.00	65,000.00*		65,000.00
Kingfisher	35,137.00		35,137.00	35,797.00		35,797.00
Kiowa	40,806.23		40,806.23	34,930.00		34,930.00
Latimer	19,166.28		19,166.28	18,037.21		18,037.21
LeFlore	44,945.00		44,945.00	46,602.00		46,602.00
Lincoln	77,963.40		77,963.40	85,796.00		85,796.00
Logan	43,221.73		43,221.73	43,326.17		43,326.17
Love	18,611.08		18,611.08	20,839.50		20,839.50
McClain	38,318.88		38,318.88	33,608.73	41,800.00	75,408.73
McCurtain	29,871.73		29,871.73	30,709.00		30,709.00
McIntosh	27,801.39		27,801.39	25,192.48		25,192.48
Major	25,726 30		25,726.30	36,536.00		36,536.00
Marshall	24,686.00		24,686.00	21,330.00		21,330.00
Mayes	37,286.00		37,286.00	35,063.00		35,063.00
Murray	7,663.17		7,663.17	7,694.00		7,694.00
Muskogee	70,498.00		70,498.00	66,650.74		66,650.74
Noble	No Report			No Report		
Nowata	30,950.00		30,950.00	37,550.00		37,550.00
Okfuskee	17,754.00		17,754.00	3,800.00		3,800.00
Oklahoma	84,080.16		84,080.16	85,126.55		85,126.55
Okmulgee	76,520.51		76,520.51	69,080.00		69,080.00
Osage	112,878.00		112,878.00	135,102.00		135,102.00
Ottawa	29,392.00		29,392.00	30,000.00		30,000.00
Pawnee	44,108.00		44,108.00	40,051.00	119,426.00	159,477.00
Payne	113,498.43		113,498.43	107,526.89		107,526.89
Pittsburg	47,416.39		47,416.39	51,110.00		51,110.00
Pontotoc	40,715.00		40,715.00	38,375.00		38,375.00
Pottawatomie	58,755.07		58,755.07	55,228.00		55,228 00
Pushmataha	25,945.88		25,945.88	21,289.00		21,289.00
Roger Mills	17,216.79		17,216.79	22,392.30		22,392.30
Rogers	37,018.00		37,018.00	36,000.00		36,000.00
Seminole	20,625.00		20,625.00	24,125.00		24,125.00
Sequoyah	22907.73		22,907.73	24,131.66		24,131.66
Stephens	33,351.74		33,351.74	33,250.00		33,250.00
Texas	No Report			No Report		
Tillman	44,662.00	4.265.45	48,927.45	48,922.00	3,017.86	51,939.86
Tulsa	126,150.00		126,150.00	126,000.00		126,000.00
Wagoner	46,436.52		46,436.52	40,954.60		40,954.60
Washington	94,365.00		94,365.00	62,475 00		62,475.00
Washita	19,644.14		19,644.14	50,206.26		50,206.26
Woods	53,740.71		53,740.71	41,335.94		41,335.94
Woodward	33,836.25		33,836.25	35,820.45		35,820.45
TOTAL	$2,799,044.35	$ 4.265.45	$2,803,310.80	2,852,504.09	$ 164,243.86	$3,016,747.95

Funds listed under other sources do not include bond issues, but do include funds created by transfers, donations, special levies, etc.

CALCULATION OF PERCENTAGE FOR DISTRIBUTION OF GASOLINE TAX TO COUNTIES

County	Area (Sq. Miles)	Per Cent Total Area	Population	Per Cent Total Population	Valuation	Per Cent Total Valuation	Average Per-on Valuation Area and Popula-tion
Adair	584	0.8413	13,703	0.6757	$ 4,568,388.00	0.2743	0.5971
Alfalfa	867	1.2490	16,253	0.8014	25,431,994.00	1.5269	1.1924
Atoka	997	1.4363	20,862	1.0286	9,344,057.00	0.5610	1.0086
Beaver	1,813	2.6118	14,048	0.6927	15,001,602.00	0.9007	1.4017
Beckham	917	1.4211	18,989	0.9362	15,722,523.00	0.9440	1.0671
Blaine	913	1.3412	15,875	0.7826	15,460,906.00	0.9283	1.0173
Bryan	928	1.3369	40,700	2.0067	17,034,544.00	1.0227	1.4554
Caddo	1,289	1.8569	34,207	1.6865	24,833,383.00	1.4910	1.6781
Canadian	891	1.2836	22,228	1.0988	25,222,154.00	1.5143	1.2989
Carter	831	1.1971	40,247	1.9842	34,601,464.00	2.0775	1.7529
Cherokee	791	1.1395	19,872	0.9797	7,005,176.00	0.4206	0.8466
Choctaw	790	1.1381	32,144	1.5847	11,737,339.00	0.7047	1.1425
Cimarron	1,849	2.6637	3,436	0.1698	7,850,807.00	0.4714	1.1016
Cleveland	554	0.7981	19,389	0.9559	14,324,713.00	0.8601	0.8713
Coal	525	0.7563	18,406	0.9075	6,715,490.00	0.4032	0.6890
Comanche	1,096	1.5789	26,629	1.3128	17,006,110.00	1.0210	1.3042
Cotton	630	0.9075	16,679	0.8223	11,084,017.00	0.6655	0.7984
Craig	757	1.0905	19,160	0.9447	15,724,359.00	0.9441	0.9931
Creek	962	1.3858	62,480	3.0804	48,846,975.00	2.9328	2.4663
Custer	998	1.4377	18,836	0.9238	18,879,972.00	1.1335	1.1650
Delaware	794	1.1438	13,868	0.6839	4,360,462.00	0.2618	0.6965
Dewey	989	1.4247	12,434	0.6130	9,287,042.00	0.5576	0.8651
Ellis	1,218	1.7546	11,673	0.5757	12,237,153.00	0.7347	1.0216
Garfield	1,061	1.5285	37,500	1.8488	47,985,293.00	2.8810	2.0861
Garvin	821	1.1830	32,445	1.6000	18,089,695.00	1.0861	1.2897
Grady	1,112	1.6020	33,943	1.6734	27,598,140.00	1.6570	1.6441
Grant	994	1.4320	16,072	0.7923	26,940,790.00	1.6175	1.2806
Greer	644	0.9280	15,836	0.7807	9,618,260.00	0.5775	0.7620
Harmon	598	0.7894	11,261	0.5554	7,085,585.00	0.4254	0.5900
Harper	1,033	1.4881	7,623	0.3758	9,063,566.00	0.5442	0.8027
Haskell	615	0.8860	19,397	0.9563	5,320,667.00	0.3195	0.7206
Hughes	790	1.1380	26,045	1.2840	13,647,579.00	0.8194	1.0804
Jackson	778	1.1208	22,141	1.0916	13,176,040.00	0.7911	1.0011
Jefferson	767	1.1050	17,664	0.8708	13,939,655.00	0.8369	0.9375
Johnson	658	0.9480	20,125	0.9922	8,787,742.00	0.5276	0.8226
Kay	934	1.3455	34,907	1.7210	46,687,189.00	2.8031	1.9565
Kingfisher	890	1.2821	15,671	0.7726	19,854,285.00	1.1920	1.0822
Kiowa	1,062	1.5300	23,094	1.1385	18,868,823.00	1.1329	1.2671
Latimer	735	1.0590	13,866	0.6837	6,474,871.00	0.3887	0.7104
Le Flore	1,614	2.3251	42,765	2.1084	18,468,351.00	1.1088	1.8474
Lincoln	959	1.3815	33,406	1.6470	27,030,930.00	1.6229	1.5504
Noble	734	1.0574	13,560	0.6685	19,175,273.00	1.1513	0.9590
Logan	739	1.0650	27,550	1.3582	21,344,265.00	1.2815	1.2349
Love	496	0.7145	12,433	0.6129	6,704,066.00	0.4025	0.5766
McClain	562	0.8100	19,326	0.9528	9,708,348.00	0.5829	0.7819
McCurtain	1,897	2.7330	37,905	1.8688	11,963,817.00	0.7183	1.7733
McIntosh	708	1.0200	26,404	1.3017	10,739,966.00	0.6448	0.9888
Major	937	1.3500	12,426	0.6126	12,689,915.00	0.7619	0.9081
Marshall	419	0.6040	14,674	0.7234	9,032,437.00	0.5423	0.6232
Mayes	676	0.9740	16,829	0.8300	11,645,698.00	0.6992	0.8344
Murray	424	0.6110	13,115	0.6470	7,616,794.00	0.4573	0.5717
Muskogee	814	1.1730	61,710	3.0424	55,074,278.00	3.3066	2.5073
Nowata	586	0.8442	15,899	0.7838	12,305,380.00	0.7388	0.7889
Okfuskee	623	0.8975	25,051	1.2350	14,435,196.00	0.8667	0.9997
Oklahoma	717	1.0330	116,307	5.7342	143,947,011.00	8.6425	5.1305
Okmulgee	697	1.0041	55,072	2.7152	46,704,583.00	2.8041	2.1744
Osage	2,277	3.2803	36,536	1.8013	57,908,194.00	3.4768	2.8528
Ottawa	477	0.6871	41,108	2.0267	16,483,921.00	0.9897	1.2345
Pawnee	584	0.8413	19,126	0.9431	20,519,341.00	1.2320	1.0054
Payne	678	0.9770	30,180	1.4879	40,359,918.00	2.4229	1.6292
Pittsburg	1,370	1.9730	52,570	2.5918	25,893,797.00	1.5547	2.0398
Pontotoc	728	1.0487	30,949	1.5258	17,079,010.00	1.0254	1.1999
Pottawatomie	793	1.1424	46,028	2.2693	26,070,398.00	1.5653	1.6590
Pushmataha	1,430	2.0601	17,514	0.8634	7,415,177.00	0.4452	1.1229
Roger Mills	1,135	1.6351	10,638	0.5346	8,127,507.00	0.4880	0.8859
Rogers	710	1.0228	17,605	0.8679	16,016,443.00	0.9616	0.9507
Seminole	633	0.9119	23,808	1.1738	9,119,679.00	0.5475	0.8777
Sequoyah	693	0.9983	26,786	1.3206	8,573,942.00	0.5148	0.9445
Stephens	897	1.2922	24,692	1.2173	18,244,544.00	1.0954	1.2016
Texas	2,065	2.9749	13,975	0.6890	19,241,480.00	1.1552	1.6063
Tillman	850	1.2245	22,433	1.1060	20,541,069.00	1.2333	1.1878
Tulsa	585	0.8427	109,023	5.3751	150,896,685.00	9.0598	5.0924
Wagoner	545	0.7851	21,371	1.0536	15,892,214.00	0.9542	0.9308
Washington	425	0.6122	27,002	1.3312	31,987,884.00	1.9205	1.2878
Washita	1,006	1.4492	22,237	1.0963	17,505,289.00	1.0510	1.1987
Woods	1,255	1.8079	15,939	0.7858	17,493,891.00	1.0503	1.2145
Woodward	1,233	1.7762	14,663	0.7229	16,195,950.00	0.9724	1.1570
TOTALS	69,414	100.00	2,028,283	100.00	$1,665,566,451.00	100.00	100.00

MILES OF
ROAD IMPROVEMENTS—(September 1924)

COUNTY	Brick	Top. Asph.	Rock Asph.	Con-Crete	Gravel Un-Treated	Grav Treateed	Macad. Chat Treat-ed	Macad. Un-Treat-ed	Macad. Macad, Treat-ed	Graded Perm. Struc-ture	Grad-ed	Shale Un-Treat-ed	Shale Treat-ed	Total Miles Im-proved
Adair	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	60.0	-----	-----	60.0
Alfalfa	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	215.0	-----	-----	215.0
Atoka	-----	-----	-----	-----	0.8	-----	-----	24.7	-----	-----	91.0	-----	-----	116.5
Beaver	-----	-----	-----	-----	No Report	-----	-----	-----	-----	-----	-----	-----	-----	-----
Beckham	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	93.0	-----	-----	93.0
Blaine	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	96.0	-----	-----	96.0
Bryan	-----	-----	-----	-----	8.1	2.0	-----	-----	-----	33.0	281.0	-----	-- -	397.1
Caddo	-----	-----	-----	-----	9.3	-----	-----	-----	-----	4.0	114.0	-----	-----	127.3
Canadian	-----	-----	-----	-----	-----	-----								
Carter	-----	-----	2.0	3.0	73.8	-----	-----	-----	-----	72.0	108.0	-----	-----	258.8
Cherokee	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	50.0	-----	-----	50.0
Choctaw	-----	-----	-----	-----	58.6	-----	-----	-----	-----	16.0	108.0	-----	-----	182.6
Cimarron	-----	-----	-----	-----	No Report	-----								
Cleveland	-----	-----	-----	-----	No Report	-----	-----	-----	-----	-----	-----	-----	-----	11.5
Coal	-----	-----	-----	-----	-----	-----	-----	-----	-----	21.0	63.0	12.0	-----	96 0
Comanche	-----	-----	-----	2.2	6.0	-----	-----	-----	-----	39.0	102.0	-----	-----	149.2
Cotton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	150.0	-----	-----	150.2
Craig	-----	-----	-----	-----	2.0	-----	-----	-----	-----	125.0	68.0	-----	-----	196.0
Creek	-----	-----	-----	18.0	-----	-----	64.0	2.0	-----	-----	183.0	-----	-----	267.0
Custer	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	112.0	-----	-----	112.0
Delaware	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	140.0	-----	-----	140.0
Dewey	-----	-----	-----	-----	-----	-----	-----	-----	-----	52.0	171.0	-----	-----	223.0
Ellis	-----	-----	-----	-----	No Report	-----	-----	-----	-----	-----	-----	-----	-----	-----
Garfield	-----	12.2	-----	-----	No Report	-----	-----	-----	-----	-----	-----	-----	-----	12.2
Garvin	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	245.0	-----	-----	245.0
Grady	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	240.0	-----	-----	240.0
Grant	-----	-----	-----	-----	No Report	-----	-----	-----	-----	-----	-----	-----	-----	-----
Greer	-----	-----	-----	-----	6.5	-----	-----	-----	-----	22.0	105.0	-----	-----	133.5
Harmon	-----	-----	-----	-----	-----	-----	-----	-----	-----	25.6	86.0	-----	-----	111.6
Harper	-----	-----	-----	-----	-----	-----	-----	-----	-----	25.0	150.0	-----	-----	175.0
Haskell	-----	-----	-----	-----	2.0	-----	-----	-----	-----	-----	20.0	-----	-----	22.0
Hughes	-----	-----	-----	0.2	-----	-----	-----	-----	-----	77.0	71.0	-----	-----	148.2
Jackson	-----	-----	-----	-----	4.5	-----	-----	-----	-----	67.0	117.0	-----	-----	188.5
Jefferson	-----	-----	-----	-----	-----	-----	-----	-----	-----	6.0	127.0	-----	-----	133.0
Johnston	-----	-----	-----	-----	20.0	-----	-----	-----	-----	-----	62.0	-----	-----	82.0
Kay	1.0	-----	-----	17.0	No Report	-----	-----	-----	-----	-----	-----	-----	-----	18.0

Kingfisher	-----	-----	-----	4.0	-----	-----	0.5	-----	-----	50.0	150.0	-----	-----	204.5
Kiowa	-----	-----	-----	-----	5.0	-----	-----	-----	-----	140.0	144.0	-----	-----	289.0
Latimer	-----	-----	-----	0.7	11.4	-----	-----	-----	-----	24.0	35.0	7.8	-----	78.9
LeFlore	-----	-----	-----	-----	40.0	-----	5.0	-----	-----	40.0	210.0	-----	-----	295.0
Lincoln	-----	2.0	-----	1.0	-----	-----	-----	-----	-----	-----	311.0	-----	-----	314.0
Logan	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	231.0	-----	-----	231.0
Love	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	119.0	-----	-----	119.0
McClain	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	118.0	-----	-----	118.0
McCurtain	-----	-----	-----	-----	52.6	-----	-----	-----	-----	20.0	181.0	-----	-----	254.3
McIntosh	-----	-----	-----	-----	-----	21.8	-----	-----	-----	-----	140.0	-----	-----	161.8
Major	-----	-----	-----	-----	No Report	-----								
Marshall	-----	-----	-----	-----	14.1	2.7	-----	-----	-----	8.4	86.0	-----	-----	111.2
Mayes	-----	-----	-----	-----	19.0	-----	-----	-----	-----	-----	120.0	-----	-----	139.0
Murray	-----	-----	-----	0.4	17.6	-----	-----	-----	-----	-----	39.0	-----	-----	57.0
Muskogee	-----	2.5	-----	-----	81.5	70.6	-----	-----	-----	89.0	100.0	-----	-----	343.6
Noble	-----	-----	-----	-----	No Report	-----								
Nowata	-----	-----	-----	-----	6.2	6.0	-----	-----	-----	153.0	331.0	-----	-----	496.2
Okfuskee	-----	-----	-----	-----	41.0	-----								41.0
Oklahoma	16.2	4.5	2.0	33.0	-----	-----	-----	-----	-----	-----	272.3	-----	-----	328.0
Okmulgee	-----	12.0	-----	17.6	3.0	16.0	-----	-----	-----	149.0	-----	5.5	-----	203.1
Osage	-----	-----	-----	9.0	-----	-----	4.0	-----	2.7	280.0	651.0	-----	-----	946.7
Ottawa	-----	20.5	-----	-----	20.0	-----	35.0	-----	-----	40.0	5.0	-----	-----	120.5
Pawnee	-----	-----	-----	-----	11.5	-----	-----	-----	-----	170.0	170.0	-----	-----	351.5
Payne	-----	-----	-----	2.0	-----	-----	29.0	-----	-----	-----	341.0	-----	-----	372.0
Pittsburg	-----	-----	-----	29.0	-----	-----	-----	1.0	-----	-----	-----	46.0	4.0	80.0
Pontotoc	-----	-----	-----	-----	4.0	-----	-----	-----	-----	69.0	122.0	-----	-----	195.0
Pottawatomie	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	187.0	-----	-----	187.0
Pushmataha	-----	-----	-----	-----	15.0	-----	-----	-----	-----	-----	136.0	-----	-----	151.0
Roger Mills	-----	-----	-----	-----	-----	-----	-----	-----	-----	12.0	152.0	-----	-----	164.0
Rogers	-----	-----	-----	1.0	-----	4.5	-----	2.0	-----	400.0	400.0	-----	-----	807.5
Seminole	-----	-----	-----	-----	-----	-----	-----	-----	-----	18.0	83.0	-----	-----	101.0
Sequoyah	-----	-----	-----	-----	7.0	-----	-----	-----	-----	-----	77.0	-----	-----	84.0
Stephens	-----	-----	-----	-----	27.9	-----	-----	-----	-----	-----	139.0	-----	-----	166.9
Texas	-----	-----	-----	-----	No Report	-----								
Tillman	-----	-----	-----	-----	3.3	-----	-----	-----	-----	100.0	73.0	-----	-----	176.3
Tulsa	-----	-----	-----	131.0	1.6	-----	-----	-----	-----	830.0	600.0	-----	-----	1,562.6
Wagoner	-----	-----	-----	-----	53.4	-----	-----	-----	-----	-----	89.0	-----	-----	142.4
Washington	-----	-----	-----	31.0	-----	-----	-----	-----	-----	431.0	115.0	-----	-----	577.0
Washita	-----	-----	-----	-----	-----	-----	-----	-----	-----	9.0	158.0	-----	-----	167.0
Woods	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	210.0	-----	-----	210.0
Woodward	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	200.0	30.0	-----	230.0
TOTAL	17.2	65.2	4.0	328.0	671.8	123.6	137.5	29.7	2.7	3,618.7	10,193.3	101.3	4.0	15,297.0



160 foot Reinforced concrete semicircle arch over Penning ton Creek in Johnston County, near Tishomingo. Structure designed by W. C. Burnham. State Bridge Engineer, and built by E. S. Alderman at a cost of $25,264.36. This bridge is a part of Federal Aid Project No. 67, and was financed w ith county funds and Federal Aid. It is the largest bridge of its type in the State and is set on solid granite.

REPORT

OF THE

STATE HIGHWAY COMMISSION

FOR THE YEARS

1925 TO 1926 INCLUSIVE

TO THE

GOVERNOR OF OKLAHOMA

OKLAHOMA CITY, OKLAHOMA

January 1, 1927

December 15, 1926

THE STATE HIGHWAY COMMISSION,

State Capitol,

Oklahoma City, Oklahoma.

Gentlemen:

I have the honor to submit to you herewith the Engineer's report embracing the activities of the State Highway Department covering the biennial period from January 1, 1925, to December 31, 1926.

This report supplements the report submitted on December 15, 1924, covering the activities of the Department for the year 1924.

Respectfully,

J. M. PAGE,

State Highway Engineer.

To His Excellency, M. E. Trapp, Governor of Oklahoma:

In conformity with Section 10112 of Compiled Statutes, 1921, I am transmitting herewith for the Commission the annual report of the State Highway Commission.

Respectfully,

The State Highway Commission.

E. Bee Guthrey,

Secretary to the Commission.



Oklahoma
State Highway Commission
January 1, 1927

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STATE HIGHWAY COMMISSION

Cyrus S. Avery, Chairman, Tulsa.
Roy M. Johnson, Vice-Chairman, Ardmore.
F. J. Gentry, Vice-Chairman, Enid.
E. Bee Guthrey, Secretary State Highway Commission.
J. M. Page, State Highway Engineer.

STATE HIGHWAY DEPARTMENT ORGANIZATION

Dudley H. Jones, Office Engineer.
W. C. Burnham, Bridge Engineer.
Wm. H. Rhodes, Maintenance Engineer.
M. E. Hiet, Engineer of Plans and Surveys.
J. F. Rightmire, Engineer Right-of-way.
Frank Herrmann, Engineer of Tests.
M. R. Kester, Chief Draftsman.
W. B. Graham, Department Auditor.

DIVISION ENGINEERS

Division No. 1—Thomas W. Bailey, Tulsa.
Division No. 2—J. H. Tait, Muskogee.
Division No. 3—Ray Lindsey, McAlester.
Division No. 4—W. M. Trotter, Ardmore.
Division No. 5—C. K. Howard, Okla. City.
Division No. 6—Carl R. Reid, Altus.
Division No. 7—C. H. Rightmire, Enid.

INTRODUCTION

During the two-year period embraced in this report the construction and maintenance of the State Highway System has progressed steadily and at the maximum rate possible with the funds that have been available.

The State Highway System has been enlarged somewhat by the addition of sections of State Highway, thereby enabling the system to more adequately and completely serve the needs of the state. At the present time the State Highway System consists of 5,787.2 miles of highway, which connects every county seat with every other county seat in the state and embraces every major traffic route in the state. Every mile of this system is under daily patrol maintenance and the highway surface regardless of its type or stage of improvement is kept in the best condition possible for the use of the public travel at all times. Standard state highway route markers have been erected on all State Highways which are supplemented by a carefully planned and complete system of cautionary and directional signs. In addition to this, Standard U. S. Highway route markers have been erected on those routes which have been designated as parts of Interstate or National Highways. The Interstate routes were designated by a Joint Board of State Highway Officials appointed by the Secretary of Agriculture for this purpose, and the Board's recommendations concerning the selection and designation of a primary interstate highway system serving the entire United States has been approved and adopted by the American Association of State Highway Officials and the Secretary of Agriculture. The state highway map accompanying this report has indicated thereon both the State Highway System and the U. S. Highway System insofar as it affects Oklahoma. Mr. Cyrus S. Avery, Chairman of the Oklahoma State Highway Commission, was appointed by the Secretary of Agriculture as a member of the Joint board which selected the interstate highway system and which devised the scheme of numbering the interstate highways.

During the past two years much progress has been made in properly locating and constructing the road bed in accordance with standard design and practice on those sections of the State Highway System which, because of the centers of population served and the volume of traffic carried, must be considered of primary importance.

Our standard width of roadbed is thirty feet between side ditches. This provides for an eighteen-foot width of pavement with shoulders six feet wide on either side, which makes it possible for vehicles stopping on the road for any reason to get entirely off of the paved area thereby greatly reducing the accident hazard.

About six hundred miles of standard roadbed has been constructed on the State Highway Ssytem in addition to those sections which have been paved. The roadbed consists of the grading and drainage structures and all incidental work necessary to prepare the highway for paving. A very light surfacing of gravel has been placed upon the greater part of the mileage of state highways thus graded and drained which under daily maintenance will serve to afford an "all weather" road until such time as finances are available to replace the light gravel surfacing (ten cubic yards per one hundred feet of road) with a standard form of pavement.

We have four survey parties continuously at work and are pushing vigorously the work of properly locating the State Highway System. Many miles of distance between controlling points have been eliminated by careful location uninfluenced by the circuitous or section line location of the present roads. Because of the fact that Oklahoma is at the present time in the early stages of its development, a much better opportunity is offered to design and construct a properly located State Highway System than is possible in the older states where property development along the old established routes has become intensive. The great benefits that will accrue to Oklahoma because of this condition will be more fully realized by the public in general in the future than at the present time. Many unnecessary railroad grade crossings have been eliminated, square turns and short curves done away with, excessive grades reduced, unsatisfactory drainage conditions have been corrected, and the cost of construction in general greatly reduced by properly locating our highways.

The highway and bridge contractors doing business with the State Highway Department have in general rendered most satisfactory service and have co-operated wholeheartedly with the department in its efforts to increase the standards of workmanship and obtain in general a higher standard of construction.

Due to the very efficient functioning of the Highway Department Testing Laboratory the quality of materials entering into

our construction has measurably increased, and although our field engineers rigidly enforce the provisions of our specifications, our construction costs have not increased but show a general but slight decrease during the past three years, which fact is brought out in a tabulation attached to this report.

Highway construction, using convict labor, has proven to be a successful venture. Two convict camps have been in operation during the period of this report. One, established in October, 1924, has nearly completed the construction of nine and one-half miles of heavy mountain construction involving much difficult rock excavation on State Highway No. 4 across the Arbuckle Mountains in Murray and Carter counties. Another camp established in April, 1925, has largely completed approximately ten miles of similar construction on State Highway No. 10 across the Kiamichi Mountains in Pushmataha County. Both of these construction projects were ideally situated for construction with the use of convict labor in that they are in isolated sparsely settled districts and the work involved was heavy and did not require the men to be scattered out over any great extent of territory. Should the use of convict labor be continued as a policy of the State Highway Commission, the following recommendations are respectfully submitted for consideration:

Give each man a monthly allowance for clothing and tobacco and in addition five or ten dollars per month. Permit them to spend their clothing and tobacco money each month at the camp commissary in accordance with their own ideas and place the five or ten dollars allowed each man per month in a fund for them which they would receive when their sentence had expired. This would give them some money to start out on and would also be an incentive for them to make good on the job. Allowing them to buy their own clothing and tobacco from the commissary store would eliminate any chance of them requisitioning more than they actually needed, would be less trouble to handle at the commissary and promote a better spirit among the men. Adopt some method whereby men with long prison sentences can, by maintaining good camp records, be assured of a parole or a reduction in length of sentence.

It is next to impossible to handle convict labor and carry on a successful job unless a spirit of enthusiasm for the work, and good feeling among the men can be maintained. They must have some objective ahead of them. It is not enough to assure them good food, a place to sleep, and the like, but they must be

able to feel that they have a chance to better themselves, either by a shorter sentence, a parole, a pardon or any way to gain their freedom.

The success of our convict labor work has been in part at least due to the one hope in the heart of each man that if he made good, he stood a better chance to gain a pardon or parole than at the penitentiary. Some few have, and in every case the clemency was well deserved. Many others deserve the same consideration and should be given the chance to make of themselves good citizens.

The work of our construction engineer in charge of both convict camp construction projects, Mr. A. O. Walker, should be especially commended. The success of these undertakings is largely due to his personality in dealing with the men and his faithful and untiring attention to his work, often in the face of discouraging difficulties.

The laws under which the State Highway Department is operating have enabled us to function very well but some minor changes are recommended. The laws providing for the acquirement of right-of-way under the state's right of eminent domain are so written that the procedure is slow and cumbersome. In many instances important construction has been delayed for periods of time out of all proportion to the value of the land necessary to acquire for right-of-way purposes before construction could proceed. Our right-of-way department has become one of our major activities and the work involved in acquiring necessary rights-of-way should be simplified by corrective legislation.

Also it is strongly recommended that Section 13 of Chapter 48, of the Session Laws of 1925 be repealed. This section prohibits the expenditure by the State Highway Commission of state funds for the construction of grading and drainage structures necessary to construct a road bed within the corporate limits of any city or incorporated town, but does give to the State Highway Commission authority to pave such sections after they have "been properly drained and put to grade." when the section involved is located upon the State Highway System. There are many instances where the construction of a section of State Highway traversing the outlying part of a city or town where property values are negligible, involves the construction of a bridge or extensive grading operations, perhaps in rock, the cost of which is entirely beyond the ability of the property owners or the municipality to meet. The section involved is an

essential link in a continuous State Highway System and it is believed that the State Highway Commission should have full authority to use its discretion in constructing sections of State Highway within the corporate limits of cities and towns.

Because of the large amount of county funds derived from road bond issues or from other sources, made available by the counties for use in conjunction with state funds, the funds available for expenditure by the State Highway Commission do not to a considerable degree suffice to meet the demands made upon them by the various counties for highway construction in conjunction with local funds, and still permit the Commission to finance other construction projects more essential to the orderly improvement of the State Highway System as a whole, but where local funds are not available. There is a very marked increase in the public demand for the more rapid construction of a system of adequate state highways and with the rapid increase in the number of motor vehicles now owned and operated in Oklahoma, totalling in excess of 500,000 increased revenue provided by the state to be applied to the construction and maintenance of the State Highway System would appear to be logical and sound and an economic necessity.

The main body of this report has been prepared by the various department heads in direct charge of that branch of the departments' activities reported upon and comprises individual reports of the Maintenance Engineer, Bridge Engineer, Office Engineer, Engineer of Plans and Surveys, Engineer of Tests, Right-of-way Engineer, and Department Auditor.

The Highway Department organization throughout the entire state is functioning efficiently and effectively and with a spirit of co-operation and loyalty that is most gratifying.

The Oklahoma State Highway Department has in the past two or three years been recognized throughout the country and in the Southwest in particular as an efficient organization that has been successful in carrying out the purposes for which it was created.

It is also strongly recommended that more satisfactory quarters be secured for the general office of the State Highway Department than those now in use in the basement of the Capitol Building. The present quarters are particularly unsatisfactory in the following respects:

All light and ventilation is of necessity artificial. Working continuously for any length of time under such conditions cannot but be injurious. The air throughout the office is often-

times dust laden, dead and enervating which lessens to some degree at least the efficiency of the office force employed. The lack of natural light is particularly objectionable in the drafting room. The draftsmen transcribing field survey notes and preparing detailed plans are subjected to an eye strain, notwithstanding the excellent lighting system that has been installed, that will surely prove injurious to many of our draftsmen.

The entire lack of any office privacy for the heads of departments causes them to be subjected to a great deal of unnecessary interruption by numerous callers at the office, many of whom having business with only one individual but seeing others with whom they are acquainted habitually stop and visit, with no consciousness of the fact that they are seriously hindering the work of the man thus engaged in idle conversation and materially lessening his efficiency. No one can work at his best when his train of thought is interrupted every few minutes by someone whose topic of conversation is entirely foreign to the department employees' present activity. Private offices for the department heads would materially increase the general efficiency of the office.

Also a properly designed and adequate conference room should be provided in which the many and frequently numerous delegations that are present at each meeting of the State Highway Commission could present to the Commission the matters in which they are interested in a more orderly and satisfactory manner than is possible in the present Commission room. A room somewhat similar to that used by the State Corporation Commission is recommended.

A more complete separation of the offices of the automobile tag department from those of the engineering department would also be desirable, as the business transacted by the two departments are in no respect similar.

STATE HIGHWAY MAINTENANCE

(By Cyrus S. Avery, Chairman, Oklahoma State Highway Commission)

When this Commission was organized under the Act of March, 1923, one of the things provided for by the Legislature was the laying out of a state highway system by the State Highway Department. Wisely, the Legislature did not attempt to designate that system, nor to limit either by minimum or maximum, the number of miles to be taken over.

The Commission started out by designating practically 3,600 miles of state highways. We now have 5,500 miles. During the first year of the Commission we maintained highways in a few counties by joint agreement with the County Commissioners and the highway department. In May, 1925, we took over the maintenance of the entire system, purchased all of our own equipment and maintained the state highways without any expense to the counties.

In organizing the maintenance department the question that confronted the Commission was whether we would motorize the department or whether we would adopt the individual patrol system of the one-man, horse or mule blade grader. In figuring out our budget we found that should we adopt the motorized equipment it would take the entire budget for over one year to just purchase the equipment and leave us without funds for its operation. However, that was not the reason that the Commission adopted the other plan. We are firmly convinced that fundamentally the motorized equipment for a State like ours, with its large proportion of dirt highways, is not feasible. The individual patrolman that furnishes all of his own equipment except the blade grader, gives the department the opportunity to invest practically all of its budget in labor and not equipment, and for the year 1926 the records of our department show that a little over 80 per cent of every dollar expended by the maintenance department was paid direct to citizens of Oklahoma and represents financially, one of the big crops for the year 1926 in Oklahoma. Our replacement for equipment will be very slight for the year 1927 and the year 1927 will show a greater percentage of maintenance funds paid out for labor to our own citizens.

Under the Maintenance Engineer's careful supervision, directing the maintenance superintendents who have charge of

from three to five counties, we are able to conduct a tremendous transportation system of 5,500 miles, upon which over half a million local cars and many inter-state cars operate practically 24 hours in the day. The instructions of the Commission are that this traffic must be kept moving under all conditions, regardless of weather. We find by comparison, that the maintenance cost per mile in the State of Oklahoma is less than many of the western central states.

As a rule, it is much easier for a State Highway Commission to organize an efficient construction department than it is a maintenance department. Construction is a science—maintenance is an art. You deal with all kinds of men and materials and for that reason, this Commission has given unstintedly of their time in trying to perfect a maintenance department.

The individual patrolmen and maintenance superintendents deserve great credit for whatever success we have had. The loyalty to the State by this department, has been unquestioned.

U. S. INTERSTATE HIGHWAYS

In 1925 the chairman of the Oklahoma State Highway Commission was appointed by the Secretary of Agriculture as a member of the Joint Board to lay out and designate an interstate highway system for all of the United States. Later, the chairman of this Commission was made one of the Committee of five who numbered the roads that had been designated by the Committee of twenty-one. At the meeting of the American Association of State Highway Officials in Pinehurst, North Carolina, in November, 1926, the two years' work of this Committee was approved by the American Association, which means the approval of the 48 States of the United States.

2,120 miles of the Federal Aid designation in the State of Oklahoma have been designated as U. S. Interstate routes. The following numbers have been given to the interstate roads that traverse the State of Oklahoma: 66, 64, 266, 70, 73, 75, 77, 81 and 271.

Route No. 66. From Chicago to Los Angeles via St. Louis, Joplin, Mo., Tulsa, Oklahoma City, Okla., Amarillo, Texas, Tucumcari, Santa Fe, Albuquerque, N. M., Holbrook, Arizona, to Los Angeles.

Route No. 64. Little Rock, Fort Smith, Ark., Muskogee,

Tulsa, Perry, Enid, Alva, Guymon, Boise City, Okla., Raton, N. M.

Route No. 81. Canadian border, Fargo, N. D., Yankton, S. D., Salina, Wichita, Kansas, Enid, El Reno, Okla., Ft. Worth, Texas, Laredo, Texas.

Route No. 75. Canadian border, Moorhead, Minn., Sioux City, Council Bluff, Iowa, Topeka, Independence, Kansas, Bartlesville, Tulsa, Okmulgee, Atoka, Okla., Dallas, Houston, Galveston, Texas.

Route No. 77. Sioux City, Iowa, Lincoln, Nebraska, Junction City, Arkansas City, Kansas, Ponca City, Perry, Guthrie, Oklahoma City, Ardmore, Oklahoma, Dallas, Texas.

Route No. 266. Warner, Henryetta, Oklahoma City, Oklahoma.

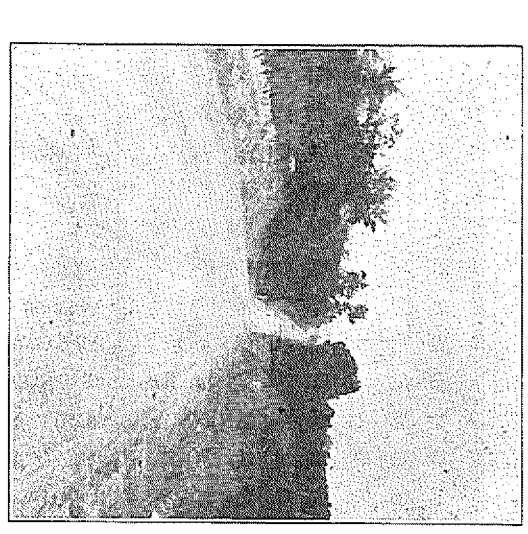
Route No. 271. Fort Smith, Ark., Poteau, Oklahoma, Mena, Arkansas.

Route No. 73. Atoka, McAlester, Muskogee, Vinita, Oklahoma, Parsons, Fort Scott, Lawrence, Kansas, Falls City, Nebraska.

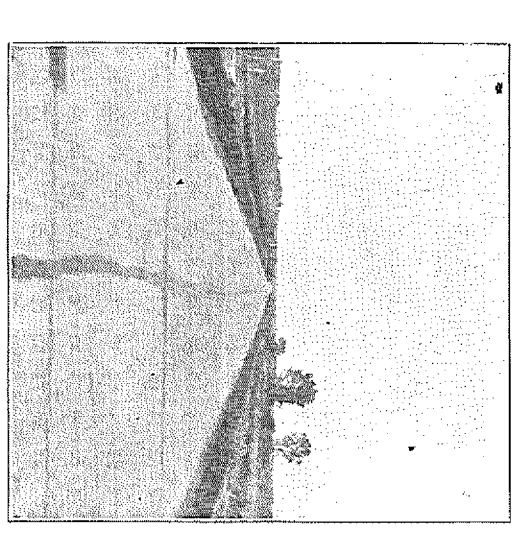
Route No. 70. Newbern, Raleigh, Ashville, N. C., Knoxville, Nashville, Memphis, Tenn., Little Rock, Hot Springs, Arkansas, Idabel, Durant, Ardmore, Oklahoma, Wichita Falls, Texas, Clovis, N. M., Holbrook, Arizona.

The Commission is adopting the interstate system of marking both as to the State highway system and the U. S. Interstate highway system. We expect in the next sixty days to have every state highway so carefully marked through the country and through the cities, that all that will be necessary is to know the number of the route that takes you to your point of destination.

The Commission hopes in the near future to see all of the state highway system paved, but in the meantime in order to render the greatest service to the entire state, we expect to major upon our maintenance of the highways that we now have. It is hoped that the present state highway system will not be enlarged faster than funds are made available for its adequate maintenance. This is a lesson that can be learned from many states that have added excessive state highway mileage.



Federal Aid Project No. 82, Latimer County. Coltn gravel construction in the foreground of the picture and concrete overflow bridge and pavement on Little Fourche Maline Creek. E. L. Terry, Contractor.



Oklahoma Federal Aid Project No. 148-B. Garfield County. 4.5 miles Bates type concrete. Built by Hyde Construction Company, cost $149,097.73. F. E. Blackert, resident engineer.

The State Highway Commission has adopted the policy of constructing permanent drainage structures and putting the highways to grade well in advance of the surfacing. This is done in order to permit the grades to settle and eliminate the failures of the paving due to the settling of new fills. At the present time 645 miles of grading and structures on the State Highways have been completed or are now under construction. Below we give a tabulation showing the projects on which the grading and structures have been completed or are under construction. Also, showing the type of proposed surfacing and the estimated cost.

SECTIONS OF STATE HIGHWAYS PERMANENTLY LOCATED, GRADED AND DRAINED AND READY FOR SURFACING

State Aid Project	S. H. No.	Length in Miles	County	Proposed Type of Surfacing	Estimated Cost of Surfacing	Location
2-EFG	16	15.631	Rogers	Gravel	101,601.50	Nowata-Collinsville
10	1	4.757	Wagoner	Paving	110,766.70	Tulsa-Muskogee
32	18	2.069	Payne	Gravel	13,448.50	Yale north
40	10	13.587	Cherokee	"	88,315.50	Tahlequah-Muskogee
50-AB	3	9.296	Pittsburg	Paving	216,457.00	McAlester west
100	6	5.729	"	"	133,400.00	McAlester north
111	11	6.947	Kay	"	161,760.00	Ponca City-Tonkawa
112	1	2.035	Sequoyah	Gravel	13,227.50	Vian west
121-AB	20	9.003	Rogers	"	64,434.50	Claremore east
141-E	28	3.304	"	"	16,520.00	Chelsea northwest
145	3	1.536	Custer	"	9,984.00	Clinton east
158-AB	6	9.934	Mayes	"	64,571.00	Pryor north
180-BDE	29	23.604	Stephens	"	165,208.00	Duncan east
181	7	6.787	McClain	"	44,115.50	Newcastle south
184	10	27.359	Cherokee	"	54,718.00	Tahlequah-Kansas
197	1	4.925	Grant	Paving	123,125.00	Nash-Jet
264	2	3.679	Kingfisher	"	85,665.50	Hennessey north
267	7	12.606	Craig	"	293,530.00	Vinita southwest
268	2	6.479	Grant	"	150,863.50	Jefferson-Medford
319	1	1.369	Payne	"	31,224.00	Yale west
Sub-Total		170.636			1,945,935.70	

Project	S. H. No.	Length in Miles	County	Proposed Type of Surfacing	Estimated Cost of Surfacing	
Federal						
92-ABC	4	4.505	Murray	Paving	112,625.00	Wynnewood south
95-AB	3	12.584	LeFlore	Gravel	75,296.00	Wister west
108-A	18	6.214	Pawnee	"	18,642.00	Jennings-Hallett
132-AB	23	9.792	Le Flore	"	64,648.00	Poteau-Heavener
134-ABDE	4	13.408	Murray	Paving	335,400.00	Davis south
136-AB	7	14.124	Creek	"	328,877.00	Bristow west
139-ABDE	4	14.338	Logan	"	358,450.00	Guthrie north
139-H	4	6.444	Noble	"	161,100.00	Orlando north
140-DE	4	10.455	"	"	261,375.00	Three Sands south
141-C	4	6.015	Love	"	150,375.00	Marietta south
142-AB	4	9.445	"	"	236,125.00	Marietta north
142-D	4	6.734	Carter	Paving	168,350.00	Ardmore south
143-ABC	4	7.927	Garvin	"	187,975.00	Pauls Valley-Wynnewood
144-DE	4	6.917	"	"	172,925.00	Pauls Valley-Paoli
144-ABC	4	13.181	McClain	"	329,525.00	Purcell-Paoli
145-AB	29	14.415	Comanche	"	360,375.00	Lawton-Marlow
145-CD	29	10.229	Stephens	"	255,725.00	Lawton-Marlow
146-BDC		22.570	"	Gravel	112,850.00	Marlow east
150-AB	1	10.842	Sequoyah	"	54,210.00	Sallisaw-Vian
152-A11	11	32.606	Osage	Paving	815,150.00	Ponca City-Pawhuska
157-CD	5	9.636	Stephens	"	240,900.00	Comanche west
159-CD	12	7.910	Creek	"	197,750.00	Sapulpa-Mounds
165-AB	26	14.693	Kay	"	367,305.00	Blackwell north
175-A	3	8.121	Hughes	"	189,087.50	Holdenville east
179-C	1	7.498	Garfield	"	187,450.00	Covington-Perry
179-DFG	1	5.300	Noble	"	132,500.00	" "
182-ABC	3	11.944	Hughes	"	298,600.00	Calvin east
184-A to E	7	18.203	Rogers	"	455,075.00	Chelsea-Claremore
185-ACD	7	16.952	"	"	423,810.00	Chelsea northeast
187-B		7.330	Stephens	"	183,250.00	Comanche east
188-AB	12	5.765	Okfuskee	"	144,125.00	Weleetka south
189-ABCD	12	18.759	Hughes	"	468,975.00	Wetumka-Calvin
192-ABC	25	18.017	Nowata-Washington	Gravel	90,085.00	Nowata-Bartlesville
193-D	16	5.238	Nowata	Paving	121,967.00	Nowata-Delaware
196-B	9	5.168	Haskell	Gravel	25,840.00	Stigler east
196-EF	9	9.761	Le Flore	"	48,805.00	Spiro west
203-B	7	4.264	Caddo	"	21,320.00	Verden west
208-AC	2	15.102	Grady	Paving	226,530.00	Chickasha south
210-B	4	6.448	Noble	"	161,200.00	Marland west
211-A to G	3	13.866	Pottawatomie	"	346,650.00	Shawnee west
212-ABCD	3	15.076	Beckham	Gravel	75,380.00	Elk City-Sayre
214-ABC	12	10.585	Hughes	"	52,925.00	Calvin-Allen
226-B	14	5.805	Washita	Paving	145,150.00	Cordell north
Sub-Total		474.186			9,164,677.50	
TOTAL		644.822			11,116,613.20	

List of State Aid Projects Built or Financed During the Last Biennial, January 1, 1925 to January 1, 1927.

(The description of some of the older projects is given in the 1924 annual report and is not repeated here on account of space that would be required. Immediately following the list of State Aid Projects, is the list of Federal Aid Projects, which were built either by state funds or with state and county funds. On account of prior designation of federal aid numbers on some of the projects, the numbers were carried through, although federal aid did not participate.)

No. 6 A bridge over the Washita River, just north of Clinton in Custer County. Was financed and construction started in the summer of 1924 and bridge was finished about a year later.

No. 9. A bridge over Salt Fork Creek, in Alfalfa County north of Cherokee. Project financed and awarded in the fall of 1924, and construction started in 1925 and finished the same year.

No. 10. 4.75 miles of grading and drainage structures in Wagoner County, on State Highway No. 1. This also includes some large bridges. Most of the work was done in 1925, but some of it extended over in 1926.

No. 11. Grading and drainage work in Rogers County on State Highway No. 11. This work was handled by force account during the spring and summer of 1925.

No. 13. Honey Creek bridge in Delaware County, two miles south of the town of Grove. Work started in December, 1924 and was finished during the year 1925.

No. 15. Is in Mayes County and consists of several sections of road and bridge work west of Pryor, on State Highway No. 20. This was handled during the year 1925. The graveling of this highway was handled in 1926.

No. 16. Approaches to Grand River bridge in Mayes County, on State Highway No. 20, near Salina, Oklahoma. Built in the spring of 1925.

No. 17. Miscellaneous bridges and culverts in Woods County. Financed in the fall of 1924, but built during the winter and spring of 1925.

No. 18. Two bridges in Major County, on State Highway No. 13. Started in October, 1924, but most of the work was

done in the winter and spring of 1925; one section of this project consisted of placing sand on the Ringwood-Enid road; one section included a short realignment near Ringwood; another section consisted of placing clay on State Highway Nos. 8 and 13, between Ringwood and the Cimarron River; another section consisted of grading and drainage on State Highway No. 8 in Major County, between Cimarron River and Okeene; and two sections consisted of grading and drainage on the west end of State Highway No. 13, in Major County.

No. 20. 4.76 miles of gravel road built in LeFlore County, between Talihina and the south county line, in the year 1925.

No. 22. A bridge over North Canadian River, near the town of Woodward in Woodward County. Construction was started in the fall of 1924 and finished in April, 1925.

No. 23. 2.42 miles of gravel road in Marshall County, between Woodville and Red River. Construction started in November, 1924 and finished about a year later. One section consisted of an 88 foot concrete bridge.

No. 25. 2.5 miles of gravel road in Ottawa County, between Afton and southwest county line, on State Highway No. 7. Work started in December, 1924 and finished in May, 1925.

No. 26. 3250 foot concrete road, just east of the town of Healdton, in Carter County. Work started in November, 1924 and finished in May, 1925.

No. 29. 4.5 miles of gravel road from Geary, in Blaine County, southwest to the river. Construction was started in February, 1925 and after much litigation over right-of-way, was finally completed more than a year later.

No. 30. 0.6 mile of grading and drainage structures north of the town of Seminole. Awarded in December, 1924, but the work was not done until the spring and summer of 1925.

No. 31. 5.27 miles of gravel road and two bridges in Murray County south of Sulphur. Built during the winter and spring of 1925, after contract was let in November, 1924.

No. 32. 2 miles of grading and drainage structures, two miles of gravel road and two bridges, all in Payne County, on State Highway No. 18, between Yale and the Payne-Pawnee County line. Constructed in successive stages over a period of two years.



Hanging Stair Mountain in LeFlore County State Highway No. 10. Richards & Moorman, sub-contractors under Gravelle-Hamb in Construction company of Muskogee, C. P. Smith resident engineer over the Windlacre Federal Aid Project No. 116-B

No. 34. 116 concrete culverts on various highways in Garfield County. Work was started in October, 1924 and finished about a year later.

No. 37. An extension to Federal Aid Project No. 120 in Pittsburg County consisting of 1800 feet of paving through the town of Hartshorne. Built in the early part of 1925.

No. 38. Grading work and bridges on State Highway No. 3, between Bridgeport and Hydro in Caddo County. Construction started in the fall of 1924 and was finished in the summer of 1925.

No. 40. Grading and drainage structures in Cherokee County, between the town of Tahlequah and Muskogee County line; built in the year 1925. The culverts were all contracted and the grading was handled by force account. Later on, short sections of this road were graveled.

No. 41. 7 miles of bituminous surfacing, in Carter County, between Ardmore and Lone Grove. Built in successive stages as county and state funds were available. Work started in December, 1924 and was finished in 1926, all handled by contract.

No. 42. Resurfacing in Bryan County on the north and south highway and the highway east of Durant. Amiesite was used on several miles and rock asphalt was used on 3.5 miles, north of Durant. This reconstruction was handled in successive stages over a period of about two years and involved more than $200,000.00 of state and county funds.

No. 43. Bridge over Pole Cat Creek, near Sapulpa in Creek County. This project was contracted in November, 1924 and built in the spring of 1925.

No. 45. 6 miles of grading and two 80' steel trusses constructed between Kingfisher and Cashion, in Kingfisher County. Contracted in the fall of 1924 and built in 1925.

No. 47. 102' girder bridge built on the Kingfisher-Crescent road in the spring of 1925, after having been contracted in the fall of 1924.

No. 48. 3-119' steel truss spans. Construction started in the fall of 1924 and finished in 1925. This project was started by Kingfisher County some time ago and with the aid of the

State was finished in 1925. This bridge is over the Cimarron River near Dover, Oklahoma.

No. 49. 6.7 miles of grading and drainage structures on State Highway Number 11, between Choteau and Locust Grove, in Mayes County. Built in 1925 and gravel work was started in the fall of 1926, and will likely be finished during this winter.

No. 50. 9.29 miles of grading and drainage structures west of McAlester on State Highway No. 3. Part of this project was contracted and part of it was built under an agreement with the State Penitentiary. It has been under construction during the past two years.

No. 51. This project was started in the fall of 1924 by convicts of the State Penitentiary and has been continuously under construction since. It consists of building an entirely new road through solid rock over the Arbuckle Mountains in Carter and Murray Counties, between the towns of Davis and Ardmore.

No. 52. 1.5 miles of gravel road east of Illinois River bridge in Sequoyah County. Construction was started in the fall of 1924 and was finished in the early part of 1925.

No. 53. 44′ wood trestle over North Canadian River in Blaine County. Contract was awarded and work started in November, 1924 and finished in May, 1925.

No. 54. Bridge over North Canadian River, near Mountain View, between Washita and Kiowa counties. Construction was started in January, 1925 and finished four months later.

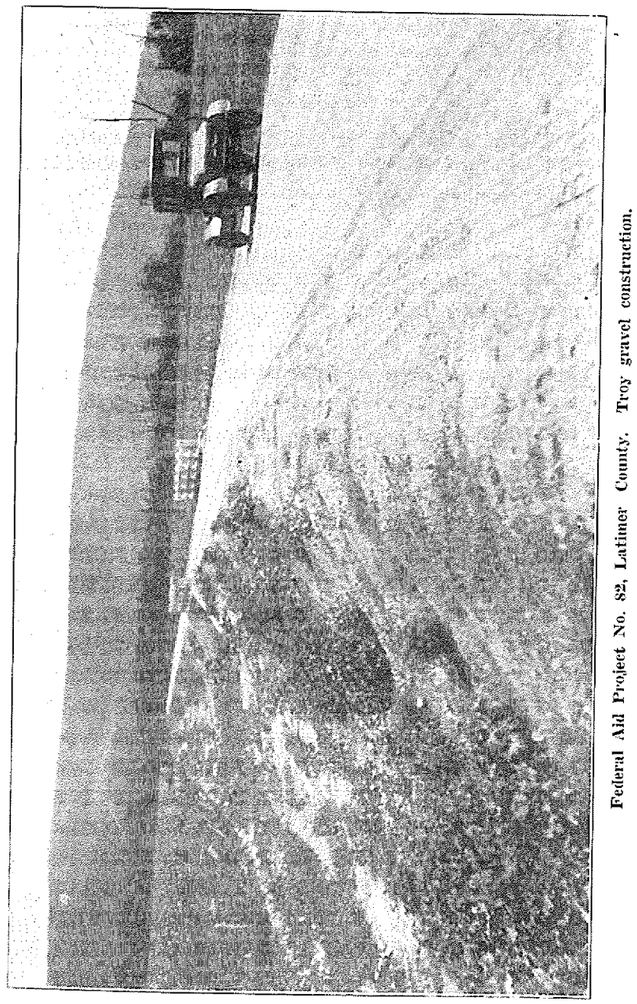
No. 60. 1 mile of grading and drainage structures near Hydro in Caddo County, handled as an extension to the contract on State Aid Project No. 29 and built during the summer of 1925.

No. 61. Grading and drainage structures in Okfuskee County, on the Okemah-Cromwell road southwest of Okemah. Built during the spring and summer of 1925.

No. 62. One large culvert, two miles south of Asher bridge in McClain County. Finished in June, 1925.

No. 63. 210′ bridge over the North Canadian at Tusing Crossing, in Canadian County. Built in 1925.

No. 64. A small amount of paving just north of the town



Federal Aid Project No. 82, Latimer County. Troy gravel construction.

of Enid, connecting State highway paving with city paving. Finished in April, 1925.

No. 65. Four timber trestles at various locations in Harper County. Work started in the fall of 1924 and all finished about May, 1925.

No. 66. 32 miles of grading in Lincoln county on State Highway No. 9 and through the southern tier of townships in that county. Work on this project started in September, 1924 and was finished about a year later.

No. 67. 1.48 miles of concrete road near Keystone in Tulsa and Pawnee counties, connecting the paving in Creek and Tulsa counties, on State Highway No. 1. This project was built in the spring of 1925.

No. 68. Two long timber trestles in Cimarron County, west of Boise City. They were started in the fall of 1924 and finished in the spring of 1925.

No. 73. 5.89 miles of concrete road on State Highway No. 1, south of Bixby. Work started in December, 1924 and was finished in the spring of 1925.

No. 74. 4.7 miles of gravel road in Wagoner County on State Highway No. 6, beginning at the Mayes County line and also 4.2 miles of gravel road through Wagoner township, excepting the town of Wagoner. Work on the first section was started in December, 1924 and that on the second section, in May 1925. All of this project was finished during the latter year.

No. 75. Bridge over Elm Fork of Red River, three miles north of Mangum in Greer County. Built during the year 1925.

No. 76. 522′ timber trestle over the Cimarron River, in Beaver County. Built in the year 1925.

No. 77. Concrete paving, a bridge and underpass in Pottawatomie County between Shawnee and Tecumseh. First work started in 1924 and project was finally completed in 1926.

No. 78. 290′ trestle over Wolf Creek in Ellis County. Work started in April, 1925 and was finished that year.

No. 80. Four bridges in Grant County at different locations. Contracted in November, 1924 and built in 1925.

No. 81. Bridge over Walnut Creek near Purcell, in McClain County and about one mile of gravel road north of Walnut Creek. Built in 1925.

No. 83. Six bridges in Beaver County at various locations. Contracted in December, 1924 and finished during the summer of 1925.

No. 84. Underpass under Frisco railroad in Okmulgee County, near the south end of Federal Aid Project No. 159. Completed in the fall of 1926.

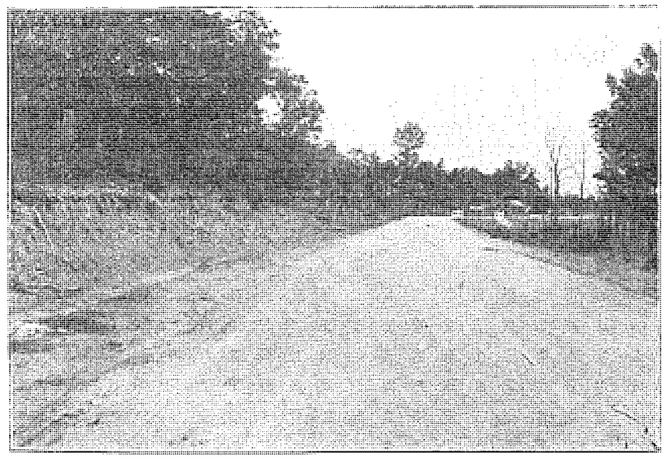
No. 85. Repairs to overhead crossing of the M. K. & T. Railroad in Oklahoma County, on East 23rd Street. Finished in May, 1925.

No. 86. One bridge and large culvert on the Stillwater-Perkins road, State Highway No. 18. Built in 1925.

No. 87. 1.46 miles of gravel road in Wagoner County, southeast of Coweta. Built in the spring of 1925.

No. 88. One bridge and 2.89 miles of burnt shale road in Pittsburg County, from Kiowa southwest to county line. Built and finished in the year 1925.

No. 89. Delaware County. Originally started as grading



Federal Aid Project No. 82, Latimer County. Troy gravel construction, State Highway No. 3, E. E. Terry, Contractor.

and drainage on the highway east and west through the town of Grove, but later extended to include grading, drainage and gravel road, built by force account. The work was under construction for two years.

No. 90. Culverts in Alfalfa County. Built in various places during the spring and summer of 1925.

No. 91. 1.8 miles of concrete road as a loop through the town of Romona. Work started in December, 1924 and was finished about a month later.

No. 92. A 40′ I-beam bridge and small amount of road work in Texas County on State Highway No. 11 near Optima. Built in the spring of 1925.

No. 93. One mile of gravel surfacing on State Highway No. 8, north of the town of Okeene.

No. 97. 6.42 miles of gravel road and grading and drainage structures in McClain County, from Blanchard northeast towards the New Castle bridge.

No. 98. Bridge over the Washita River, just north of the town of Anadarko in Caddo County.

No. 100. 5.72 miles of grading and drainage structures in Pittsburg County, between McAlester and Crowder, and north of Federal Aid Project No. 80.

No. 101. Underpass under the Frisco railroad just east of Manford in Creek County, completed in March, 1925.

No. 102. Underpass in Creek County under the Frisco west of Sapulpa. Completed in 1925.

No. 103. Woodward County, installation of steel jetties on Wolf Creek to control the location of the stream.

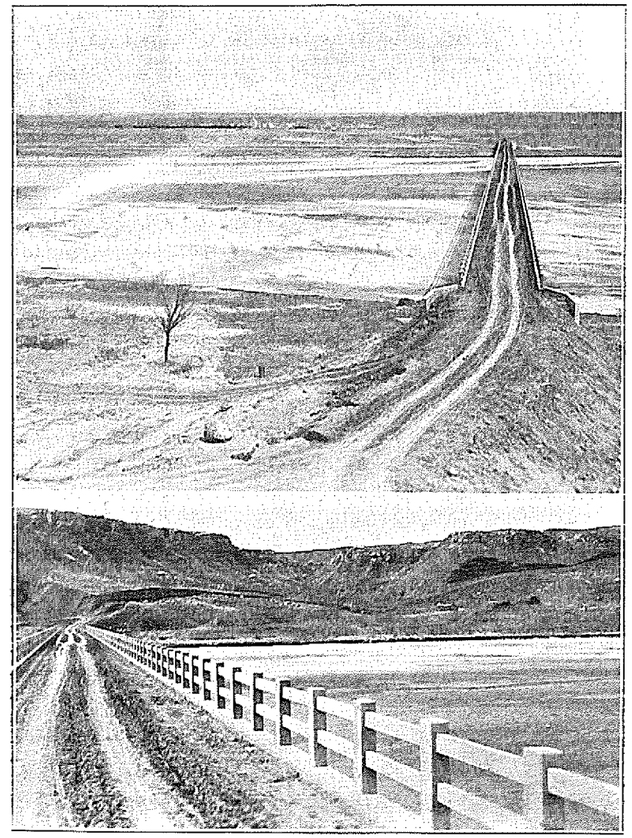
No. 106. 5.35 miles of gravel road in Nowata County south of Nowata completed in the latter part of 1925. This also includes a 36′ I-beam bridge.

No. 107. Canadian County. Three miles of concrete road from El Reno north. Built in 1925.

No. 109. Grading and drainage and bridges in Cotton County on State Highway No. 5 west of Walters. Work done in 1926.

No. 110. 3450 feet of gravel road in Haskell County built as an extension to Federal Aid Project No. 73 near Stigler, Oklahoma.

No. 111. 1.1 miles of concrete road in Kay County on State Highway No. 11 between Ponca City and Tonkawa. The



Two views of Federal Aid Project No. 28. Crossing the Cimarron River near Freedom, Oklahoma, on the County line between Woods and Woodward counties. The top view was taken from the hill on the Woodward county side looking toward Freedom. The bottom view was taken on the bridge from the Woods county side.

balance of this distance is under contract for grading and drainage under the same project number.

No. 112. Sequoyah County. Consists of grading and drainage from Vian west two miles.

No. 113. Two and one-half miles of gravel road west of Watonga, built in 1925, Blaine County.

No. 114. Brick pavement through the town of Choteau on State Highway No. 6, built in 1925, Mayes County.

No. 116. Ottawa County. Gravel road from Fairland southeast toward Turkey Ford and grading the road from Dripping Springs, east of Miami.

No. 118. Pushmataha County. A bridge over Jack Fork Creek, northeast of Clayton. Built in the spring of 1926.

No. 120. Grading seven miles of State Highway No. 14 in Harper County south of Buffalo by State forces.

No. 121. Rogers County, grading and drainage and gravel all on State Highway No. 20 from Claremore east to the county line.

No. 122. Grading and concrete culverts, gravel shoulders and an underpass in Love County south of Thackerville, part of which was handled by contract but the greater portion built by State forces.

No. 123. Muskogee County. Consisted of several sections, a portion of which was surfacing west Okmulgee Avenue from the city limits of Muskogee west on State Highway No. 1, Amiesite surfacing west and east of Muskogee and brick surfacing on various sections, all of which was done in 1925.

No. 125. Canadian County, four miles of grading on the State Highway between El Reno and Kingfisher, beginning at the county line and running south. Work was handled by State forces.

No. 127. Four bridges in Adair County, all handled by contract and built during the latter part of 1925. Bridges are known as the Baron Fork bridge, two Evansville Creek bridges, and Duncan Creek bridge.

No. 128. In Woodward County, completed in the summer of 1925 and consisting of building approach to a bridge south-

east of Richmond, grading a hill three miles east of Woodward and a pile trestle north of Mooreland, all of which was done by State forces.

No. 129. Mayes County. Grading and drainage north of Adair and graveling south of Pryor, all built in the spring of 1925.

No. 131. Ellis and Dewey Counties. Grading and drainage between Vici and Arnett. Started in the fall of 1924 and work continued until the early part of 1926, all handled by State forces.

No. 132. Lincoln County. Grading State Highway No. 7 between Stroud and Davenport.

No. 133. Ottawa County. Paving at Commerce and Carden on sections of Federal Aid Project No. 105 that were nonparticipating in Federal Aid.

No. 134. One and one-half miles of grading and drainage from Lookeba west on State Highway No. 8 in Caddo County.

No. 135. Consisting of grading and drainage on three sections in Woods County, Alva-Freedom road, Alva Waynoka road, and the Freedom-Kansas line road.

No. 136. Chat surfacing in Osage County on State Highway No. 25 between Cleveland and Pawhuska.

No. 138. Fifty-foot steel bridge in Creek County between Mounds and Keifer.

No. 139. Paving in Okmulgee County on State Highway No. 27 west of Okmulgee. This also included three bridges.

No. 140. Concrete surfacing in the City of Cherokee, Alfalfa County, built in the spring of 1925.

No. 141. Gravel road and bridges from Nowata southeast toward Chelsea in Rogers County. Also the section of this highway in Rogers County is listed under State Aid Project No. 141.

No. 142. Grading and drainage structures from Newkirk north to the Kansas line all in Kay County, built in 1925.

No. 143. Culverts in Garfield County from Enid west.

No. 144. Paving in the town of El Reno on State Highway No. 2, Canadian County.

No. 145. Bridge over the Washita River in Custer County just east of Clinton finished in 1926.

No. 147. Several bridges and structures in Harmon County on State Highway No. 7. Built in 1925.

No. 148. Convict road work in Pushmataha County, building a road over the mountains between Antlers and Clayton. Work started early in 1925 and has been continuously under construction since that time.

No. 149. Okfuskee County, is a 96 foot steel truss over Alabama Creek between Weleetka and Wetumka and paving on Main Street in Weleetka.

No. 150. Murray County, participation in the Government National Park Road improvement at Sulphur.

No. 151. Creek County. Dewey Avenue paving at Sapulpa.

No. 152. One and one-half miles of concrete paving from Picher north to the State line completed in the early part of 1926, Ottawa County.

No. 155. Choctaw County underpass under the Frisco railroad near the town of Grant, built in conection with Federal Aid Project No. 33, but non-participating in Federal Aid.

No. 156. Tillman County. Three and one-half miles of grading from Tipton west to the north fork of the Red River, two miles of gravel surfacing east of Frederick, and one and one-half miles of clay surfacing west of Tipton.

No. 157. Gravel surfacing at the town of Pond Creek, Grant County.

No. 158. Ten miles of grading and drainage and gravel surfacing and two bridges all in Mayes County on State Highway No. 6, north of Pryor.

No. 159. Grading in Delaware County from Jay east to the state line.

No. 160. Choctaw County. Resurfacing and widening shoulders on various gravel roads in Choctaw County.

No. 162. Cleveland County paving on Porter Avenue in Norman.

No. 163. Bridge over Salt Creek, south of Nowata, Nowata County.

No. 164. Grading from Grove north to Peoria and to state line through Delaware and Ottawa counties.

No. 167. Grading and structures between Bunch and Marble City in Adair and Sequoyah counties, all handled by State forces.

No. 179. 13.8 miles of grading, drainage and concrete pavement in Garfield County on the road from Enid to Covington.

No. 180. 9.4 miles of grading and drainage structures east of Duncan and one I-beam bridge. Work started in the fall of 1925 and progressed throughout 1926 and in the latter part of 1926 additional contracts were let for extending the project east toward the county line, Stephens County.

No. 181. Grading and drainage and gravel road in McClain County, south of Newcastle bridge between this bridge and Blanchard and built as an extension to State Aid Project No. 97.

No. 183. Paving in the town of Hartshorne, Pittsburg County, to connect with Federal Aid Project No. 80 and 120.

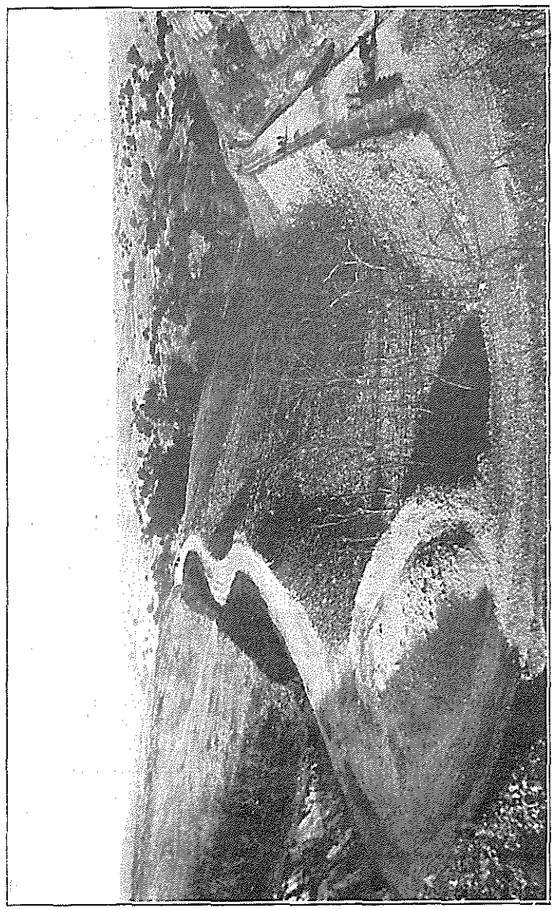
No. 184. Cherokee and Delaware Counties. Work placed under construction to date includes grading and drainage and much solid rock construction on the first sections northeast out of Tahlequah.

No. 185. Delaware County. Grading work between Kansas and Grove, done by State forces.

No. 187. One-half mile of Amiesite surfacing on state highway No. 6, Muskogee County, on Gibson Street in the town of Muskogee.

No. 188. Woods and Woodward counties, consisting of repairs to the old Freedom bridge built as Federal Aid Project No. 28, several years ago.

No. 189. Dewey County. River bank protection at the north end of the Taloga bridge.



View of the famous Blue Hole Loop on National Highway No. 77 in Murray County, coming off the Arbuckle Mountains near Turner Falls. Work being done by State Road Camp No. 1, under supervision of the Oklahoma State Highway Commission.

No. 190. Pushmataha County gravelling of four miles in the black land south of Antlers by State forces.

No. 191. Repairs to the Coyle bridge in Logan County.

No. 192. Reflooring Bixby bridge, Tulsa County. -

No. 193. Garfield County underpass under the Rock Island south of Enid.

No. 194. Paving in the town of Perry as an extension to Federal Aid Project No. 140, Noble County.

No. 195. Paving old highways in Muskogee County with brick, one and one-half miles on state highway No. 1, southeast of Muskogee, two and one-half miles on State Highway No. 6, north of Muskogee; and one and one-half miles on State Highway No. 6, southwest of Muskogee.

No. 197. Bridges and culverts built in Grant County between Nash and Jet on State Highway No. 1.

No. 199. Major County. Repairs to the Ringwood bridge.

No. 200. Harper County. Repairs to Dry Buffalo Creek bridge, three and one-half miles west of Buffalo.

No. 201. Atoka County—many bridges and culverts on State Highway No. 6, north and south through Atoka County, but mostly between the town of Atoka and south county line. Work started in the fall of 1925 and finished in 1926.

No. 202. Delaware County—grading and otherwise improving State Highway No. 11 between the town of Kansas and Arkansas state line.

No. 203. Grading and other improvements in McIntosh County between Checotah and McIntosh County line.

No. 204. McIntosh County, improving State Highway No. 9 between Checotah and west county line.

No. 205. Carter County, two miles of concrete paving near the east county line on State Highway No. 5.

No. 206. Grading on State Highway No. 14, in Harper County between Supply and the intersection with State Highway No. 11.

No. 207. Carter County, 2046′ paving in the town of Ardmore, as an extension to old Federal Aid Project No. 90, on

Twelfth Avenue, northwest of Ardmore. This project was built in 1925.

No. 208. Large concrete box culvert in Major County over Possum Creek. Built in 1925.

No. 209. Grading, concrete paving and gravel surfacing in Cleveland County between Lexington and Purcell bridge.

No. 210. Hughes County, through the town of Wetumka, to connect Federal Aid Projects No. 188 and 189.

No. 211. 1190′ Creosoted pile trestle bridge in Woods County across the Cimarron River, south of Waynoka. Completed in 1926.

No. 212. Gravel surfacing in the town of Nowata to connect with State Aid Project No. 106, south of the town of Nowata.

No. 213. Woods and Harper counties. Bridge over Cimarron River, between Alva and Buffalo, known as Keno crossing. Bridge completed in 1926.

No. 214. Mayes County. Six miles of gravel surfacing, grading and other improvements from Choteau, north.

No. 215. Oklahoma County. Repairs to old river bridge on Twenty-third Street, east of Oklahoma City.

No. 216. Pontotoc County. One mile of concrete surfacing on the Ada-Roff highway, State Highway No. 12, at the west city limits of Ada. Work finished in the fall of 1926.

No. 217. Pile trestle bridge over Wolf Crook, just north of the town of Shattuck in Ellis County. Work completed in 1926.

No. 219. 1.34 miles of grading, drainage and gravel surfacing just north of Red River in Love County, on State Highway No. 4. Also miscellaneous gravel surfacing through the central part of Love County on the same highway. All work handled by force account.

No. 220. 2.2 miles of grading and gravel surfacing in Mayes County, south of the north county line, on State Highway No. 6.

No. 221. Woodward and Dewey counties. 9.5 miles of

grading and drainage on State Highway No. 14 from Vici north into Woodward County. Work handled by State forces.

No. 222. Woods County, three miles of gravel surfacing on State Highway No. 15, beginning four miles south of Alva and extending south. Work handled by State forces.

No. 223. Three miles of grading and gravel surfacing in Woods County, beginning eight miles west of Alva and extending west. Work handled by State forces.

No. 224. In Kiowa County, grading and gravel surfacing between Mt. Park and Snyder, 2.98 miles on State Highway No. 14. Work handled by contract and finished in 1926.

No. 226. Kiowa County, 7.89 miles grading and gravel surfacing between Gotebo and Hobart, on State Highway No. 9.

No. 227. Grading, structures and gravel surfacing from Lone Wolf to Hobart, in Kiowa County, on State Highway No. 9.

No. 228. Tillman County—grading and drainage between Davidson and Red River. Handled by State forces and finished in 1926.

No. 229. ¾ mile grading and gravel surfacing in Jackson County just east of Altus, on State Highway No. 7.

No. 230. Osage County—7 miles of gravel surfacing in Osage County, extending from Hominy north, on State Highway No. 25.

No. 244. Kingfisher County. Tractor work and grading State Highway No. 2 from Kingfisher north.

No. 245. Small bridge on State Highway No. 11 north of Turpin. Built by force account in 1925.

No. 247. Harper County, grading and drainage between Buffalo and east county line at the Keno crossing on State Highway No. 11. Work extended over a period of nearly a year.

No. 248. Concrete paving in Payne County, from Stillwater north and from Stillwater east, on State Highway No. 1.

No. 251. Kingfisher County—bridge over Cimarron River, just south of Dover on State Highway No. 2. Under construction in the year 1926.

No. 252. Stephens County, being several large bridges west of Comanche, on State Highway No. 5.

No. 253. Several large bridges on State Highway No. 29, west of Marlow in Stephens County.

No. 254. Craig County—bridge on State Highway No. 7 between Chelsea and Vinita.

No. 255. Several large bridges in Murray County, south of Davis on the highway being built over the mountains by state convicts, State Highway No. 4.

No. 258. Dewey County—one large concrete culvert, one small pile trestle and two small pipes, built on State Highway No. 13, about 8 miles east of Vici.

No. 260. Major County. Clay surfacing northeast of Seiling. Done by State forces and about $10,000.00 spent, on State Highway No. 13.

No. 262. The second free bridge over Red River, was completed in the summer of 1926 and is located south of Davidson, in Tillman County and Vernon, Texas. Creosoted wood pile bridge, fir decking and flooring. The largest highway bridge in or bordering the State of Oklahoma, being 5,423 feet in length, State Highway No. 5.

No. 264. Kingfisher County. 3.67 miles of grading and drainage structures between Hennessey and north county line, State Highway No. 2.

No. 265. Gravel surfacing in Choctaw County, north of Forney. About $4,000.00 spent, force account, State Highway No. 10.

No. 267. Craig and Delaware Counties. 12.56 miles of grading and drainage structures between Vinita and Afton, State Highway No. 7.

No. 268. 6.47 miles of grading and drainage in Grant County, between Medford and Jefferson, State Highway No. 2.

No. 269. Jackson County. 0.5 mile of gravel surfacing in the town of Blair, State Highway No. 24.

No. 271. Machine grading on State Highway Nos. 2 and 5 through the County of Jefferson.

No. 280. Concrete paving south of Tonkawa, in Kay County, to connect with Federal Aid Project No. 140, on State Highway No. 26.

No. 281. Major County—bridge repair six miles southwest of Waynoka. Done by State forces.

No. 282. Jackson and Tillman Counties. Repairing the Headrick bridge.

No. 283. Major County. Grading and drainage structures for four miles east of Fairview, State Highway No. 13.

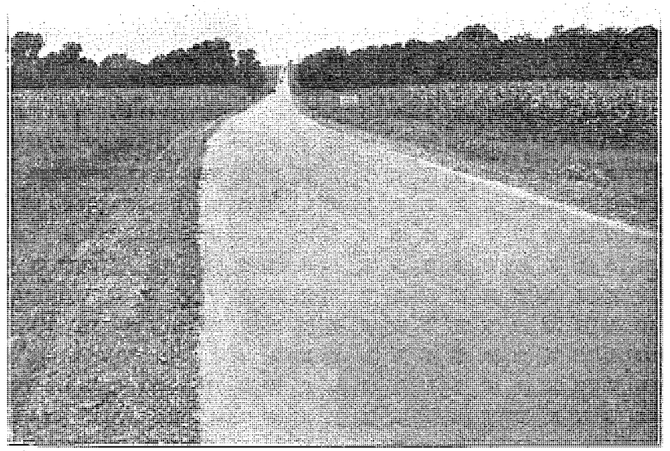
No. 284. Reflooring Cimarron River bridge north of Oilton, State Highway No. 1.

No. 285. Tillman County. Repairs to Tipton bridge, three miles west of Tipton, State Highway No. 24.

No. 286. Jackson County—2.5 miles of realignment, grading and drainage structures on State Highway No. 7, near Duke.

No. 287. Adair County. Grading State Highway No. 17 from Stilwell to Bunch.

No. 288. Kingfisher County. Concrete paving through the town of Hennessey, State Highway No. 2.



Scene on State Highway No. 6 (The Jefferson Highway) three miles south of Durant. Amiesite construction on old gravel base.

No. 289. Muskogee County. Resurfacing State Highway No. 1, from Haskell north to the county line.

No. 290. Blaine County. Gravel surfacing from Watonga south to the North Canadian River bridge about one mile, State Highway No. 8.

No. 291. Beaver and Harper counties. Grading and realignment of State Highway No. 11, east of Gate, extending across the county line.

No. 292. Woods County. Graveling State Highway No. 1, west of old Freedom.

No. 293. Grant County. Three small drainage structures, four miles west of Lamont, State Highway No. 11.

No. 295. City paving in the town of Durant to connect with State Highways 5 and 6.

No. 297. Two miles of gravel surfacing north of Alva in Woods County, State Highway No. 15.

No. 298. One mile concrete paving in Woods County near the south side of the city of Alva, State Highway Nos. 1 and 11.

No. 299. Bryan County. Two large bridges at Durant, one at the east city limits and one at the south city limits, State Highway No. 5, and State Highway No. 6.

No. 300. Miscellaneous painting jobs on old bridges on the State Highway system.

No. 301. Tulsa County, 400 feet of concrete paving on the Sand Springs-Keystone highway; a small strip that was never completed on account of slides and settlement of the roadway, State Highway No. 1.

No. 302. Mayes County, road work handled by force account located between Salina and the east county line, also including reflooring of Salina bridge, State Highway No. 20.

No. 303. Choctaw county; small amount of additional gravel used for resurfacing east of Hugo, State Highway No. 5.

No. 304. McCurtain County; road work and gravel surfacing on State Highway No. 21 southeast of Idabel toward the state line.

No. 305. Gravel surfacing near the east county line of Carter County between the concrete paving in Johnston County and the concrete paving in Carter County, on State Highway No. 5.

No. 306. Canadian County, paving in the town of Yukon, State Highway No. 3.

No. 307. Mayes County, paving in the town of Pryor, State Highway No. 6.

No. 308. Tillman County. One mile of gravel road just east of the town of Frederick, State Highway No. 5.

No. 309. Replacing span of the Sand Springs bridge, State Highway No. 1.

No. 312. Garfield County. A spur to the main highway connecting the town of Waukomis with State Highway No. 2.

No. 313. Okmulgee County; relocation of the highway around the city dam west of Okmulgee, the town paying the entire cost of moving the highway, State Highway No. 27.

No. 314. One bridge near the county line west of Idabel, McCurtain County, built in the summer of 1926, State Highway No. 5.

No. 315. Washita River bridge near Ravia in Johnston County. Placed under contract in the fall of 1926, State Highway No. 22.

No. 318. Okmulgee County, 4.0 mi. of concrete paving on the road east of Morris, State Highway No. 27.

No. 319. About two miles of grading and structures and one bridge in Payne County near Yale, State Highway No. 1.

No. 320. Rogers County. Macadam road constructed as a spur to State Highway No. 7 at the town of Catoosa.

No. 321. West 39th Street paving and one new bridge west of Oklahoma City near the city water works, State Highway No. 3.

No. 322. Paving in Chickasha at the Oklahoma College for Women, State Highway No. 2-A.

No. 323. Lincoln County. Small amount of grading and drainage work near the town of Agra, State Highway No. 18.

No. 324. Woods County. Slight change in alignment and small amount of grading near Anderson Creek fifteen miles west of Alva, State Highway No. 1, and State Highway No. 11.

No. 325. Woodward County. Bank protection six miles west of Woodward, State Highway No. 15.

No. 329. Grady County. Replacing 80 foot bridge on State Highway Nos. 7 and 9 near Ninnekah.

No. 331. Texas and Beaver counties. Grading and draining State Highway No. 11 between Forgan and Hooker.

No. 340. Woods County. Repair to bridge over Salt Fork near Alva, State Highway No. 15.

No. 341. Mayes County. Repair to Grand River bridge near Salina, State Highway No. 20.

No. 350. Delaware County. Triple arch over Arkansas River northeast of Grove, placed under construction in the fall of 1926, State Highway No. 10.

No. 351. Pawnee County. Repairs to the Keystone bridge, State Highway No. 30.

No. 356. Cotton County. Machine grading under construction on State Highway Nos. 5 and 8.

No. 357. Dewey and Major counties. Grading between Seiling and Fairview, State Highway No. 13.

No. 358. Carter County. Paving State Highway No. 5 in Ardmore to connect with city paving on Highway No. 5.

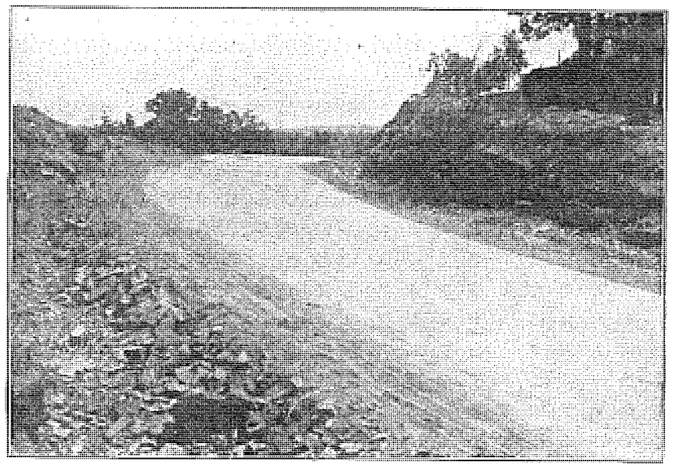
No. 359. Garfield County. Paving on Van Buren street in Enid to connect city paving with Federal Aid Project No. 24, State Highway No. 2.

The following State Aid Projects have been financed and were placed under construction during the fall of 1926:

No. 361. Paving near the city limits of Stillwater, Payne County, to connect city paving with State Highway No. 40.

No. 363. The construction of the Cleo bridge in Major County between Fairview and Cleo, State Highway No. 8.

No. 366. Tillman and Jackson counties. Repairs to the Hedrick bridge, State Highway No. 7.



Oklahoma Federal Aid Project No. 120-A in Pittsburg County. 4.56 miles of Bates type concrete paving between McAlester and Hartshorne on State Highway No. 3. Estimated cost $154,925.26. Contractor Smith Brothers of Dallas, Texas. Resident engineer W. H. Drover.

No. 368. Gravelling work between Hugo and Grant, Choctaw County, State Highway No. 10.

No. 369. Gravelling State Highway No. 4 at several locations between Purcell and the south county line of McClain County.

No. 370. Gravelling State Highway No. 4 between Paoli in Garvin County and the north county line.

No. 371. Improving State Highway No. 2 in Kingfisher County between Hennessey and the north county line.

No. 372. About four and one-half miles of gravel work between Davis and Wynnewood in Murray County, State Highway No. 4.

No. 373. Small amount of gravel to be placed on Federal Aid Project No. 175 in Hughes County, east of Holdenville, State Highway No. 3.

No. 375. Gravel shoulders on old Federal Aid Project No. 68 in Johnston County to be completed about December, 1926, State Highway No. 22.

No. 376. Underpass under the Rock Island, east of Calvin in Hughes County, State Highway No. 3.

No. 377. Fill to the Sayre bridge in Beckham County, State Highway No. 3, and State Highway No. 24.

No. 378. Small amount of gravel surfacing as a maintenance feature on Federal Aid Project No. 95 between Wister and the west county line in LeFlore County, State Highway No. 3.

No. 388. Adjustment of grade on highway in Pawhuska at the intersection of the Santa Fe railroad, State Highway No. 11.

No. 389. Miscellaneous gravel surfacing in Cleveland and McClain counties, State Highway No. 7.

No. 397. Gravel surfacing south of Chickasha on State Highway No. 2.

The following projects given Federal Aid numbers were handled the same as State Aid Projects and are non-participating in Federal Aid:

F. A. 68-A Extension: About three miles of concrete paving in Johnston County, handled as an extension to the contract previously made, on State Highway No. 22.

F. A. No. 95-C: The bridge in LeFlore County between Wister and the west county line, on State Highway No. 3.

F. A. P. No. 116-D and G: 5.2 miles of grading, structures and gravel surfacing and one large bridge in LeFlore County, on State Highway No. 10, between Wister and Talihina.

F. A. P. No. 132-C: A large bridge in LeFlore County, on State Highway No. 23, north of Heavener.

F. A. P. No. 134: 3.9 miles of grading and drainage structures in Murray County, south of Davis, on State Highway No. 4.

F. A. P. No. 136: Three grade separations in Lincoln County, on State Highway No. 7.

No. 139: Nine separate sections involving grading and drainage and bridge work between Perry in Noble County and Guthrie in Logan County, all on State Highway No. 4.

F. A. No. 140: Three separate sections involving grading and drainage work in Noble and Kay counties between Perry and Tonkawa, on State Highway Nos. 4 and 26.

F. A. No. 143: Grading and drainage structures, Garvin County between Pauls Valley and Wynnewood on State Highway No. 4. Construction started in the fall of 1926.

F. A. No. 144: Grading and drainage structures, several sections in McClain and Garvin counties between Purcell and Paoli, on State Highway No. 4.

F. A. No. 148. A bridge in Grant County, on State Highway No. 2.

F. A. No. 149: A bridge in Creek County, on State Highway No. 7.

F. A. P. No. 150: Four sections in Sequoyah County consisting of 10.8 miles of grading and drainage structures between Vian and Sallisaw, on State Highway No. 1.

F. A. P. No. 152: Several sections of grading and drainage structures between Pawhuska and Ponca City in Osage County, State Highway No. 11.

F. A. P. No. 153: Nine sections of grading and drainage structures in Osage County between Pershing and Skiatook, State Highway No. 11.

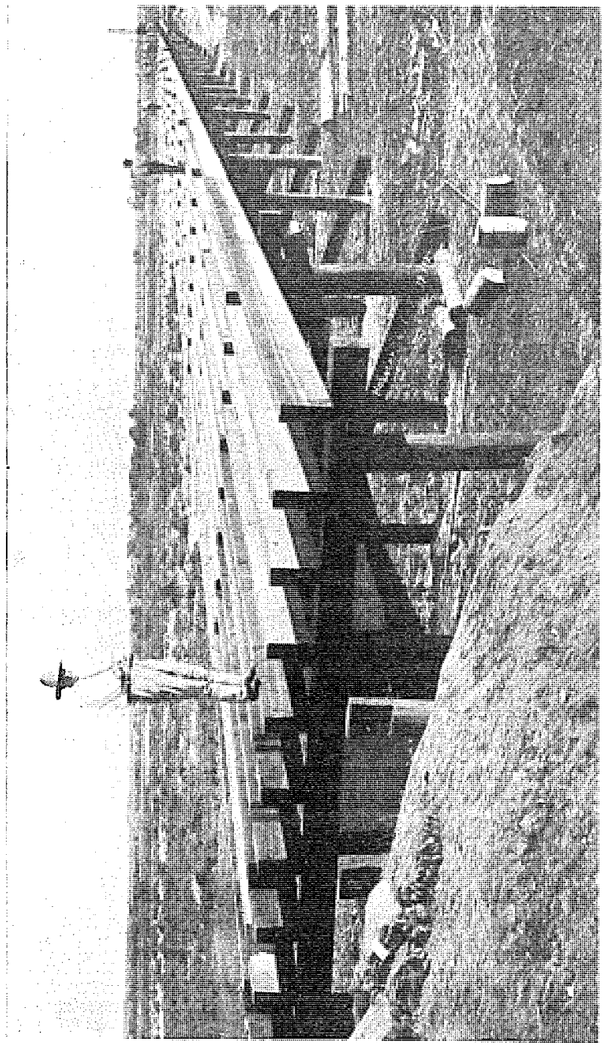
F. A. No. 159: Three sections in Creek County of grading and drainage structures, including two large bridges between Sapulpa and Mounds, the distance being 10.8 miles, State Highway No. 12.

F. A. No. 165: 8.3 miles of grading and drainage structures between Braman and the state line, in Kay County, on State Highway No. 26.

F. A. No. 174: Seminole County, 4.1 miles of grading and drainage structures. The paving on this same project is participating in Federal Aid and listed under Federal Aid numbers, on State Highway No. 3.

F. A. No. 179: Several sections of grading and drainage structures on State Highway No. 1 east of Covington in Garfield and Noble Counties.

F. A. No. 180: Garfield county; 5.4 miles of grading and drainage structures from Enid west, on State Highway No. 13.



Crossing the North Fork of the Red River at Sayre, Beckham County, Oklahoma. This bridge contains 456,000 feet of lumber, 14,000 lineal feet of creosoted piles, 2,600 feet long exclusive of 200 feet of dirt approaches and was constructed by The Mann Construction Co., highway construction contractors, of Oklahoma City, at a contract price of $63,971.60. It is on State Highway No. 3.

The paving on this highway project is participating in Federal Aid and is listed with the Federal Aid Projects.

F. A. No. 182: Hughes County, between Calvin and the Pittsburg County line, on State Highway No. 3. One section, a bridge project, is non-participating in Federal Aid; all other sections are listed under Federal Aid Projects and are participating in Federal Aid.

F. A. No. 184: Six sections of grading and drainage structures in Rogers County on State Highway No. 7 from Claremore northeast.

F. A. No. 187: Stephens County; several sections of grading and drainage structures and bridge work east of Comanche, on State Highway No. 5.

F. A. No. 189: Several sections of grading and drainage structures and bridges in Hughes County from Calvin north to the intersection of State Highways No. 3 and 12, and on State Highway Nos. 3 and 12.

F. A. No. 196: Four sections of grading and drainage and larger structures between Spiro and Stigler in LeFlore and Haskell Counties, State Highway No. 43.

F. A. No. 208: Five sections of grading and drainage and bridges in Grady County, the concrete surfacing awarded in the fall of 1926 is participating in Federal Aid as shown elsewhere in this report, on State Highway No. 2.

F. A. No. 210: 6.44 miles of grading and drainage structures west of Marland in Noble County, on State Highway No. 4.

List of Federal Aid Projects Built or Financed During the Last Biennial, January 1, 1925, to January 1, 1927.

(A description of all the older projects is given in the 1924 Annual Report and is not repeated here on account of space that would be required.)

No. 15. Washington County. Most of this project was completed prior to January 1, 1925, but Section G, 5.14 miles of concrete paving north of Ramona was built later and completed the paving between Ramona and Bartlesville.

No. 33. Choctaw County. This is the same number as carried on all work in Choctaw County and originally consisted of the east and west gravel road project across the county and the gravel road from Hugo south to the Red River. All of the project was completed prior to 1925 except Section A, that portion from Hugo to Grant. The grading and drainage work on this latter section, also the underpass near Grant, was built during 1925 and 1926 and a gravel surface has been placed on this section by State Forces under the direction of the maintenance department.

No. 89. Carter County, two miles of concrete paving east of Ardmore, on State Highway No. 5, completed during the fall of 1925.

No. 92. Murray and Garvin counties. 9.5 miles of grading and drainage structures between Davis and Wynnewood completed during 1925. 5.07 miles of this project has been awarded for concrete paving. The paving is to be built during the spring and summer of 1927.

No. 94. Latimer County. Gravel road 7.79 miles in length west of Wilburton, built during the year 1925, a small portion of this highway near the town of Wilburton being concrete.

No. 95. LeFlore County, 11.57 miles of grading and drainage structures from Wister west to the county line built during the constructon season of 1926. This state made arrangements to gravel a portion of this highway during the fall of 1926.

No. 105. Ottawa County; 4.69 miles of paving between Commerce and the state line, on State Highway No. 7. Built by sections and completed during the year 1926.

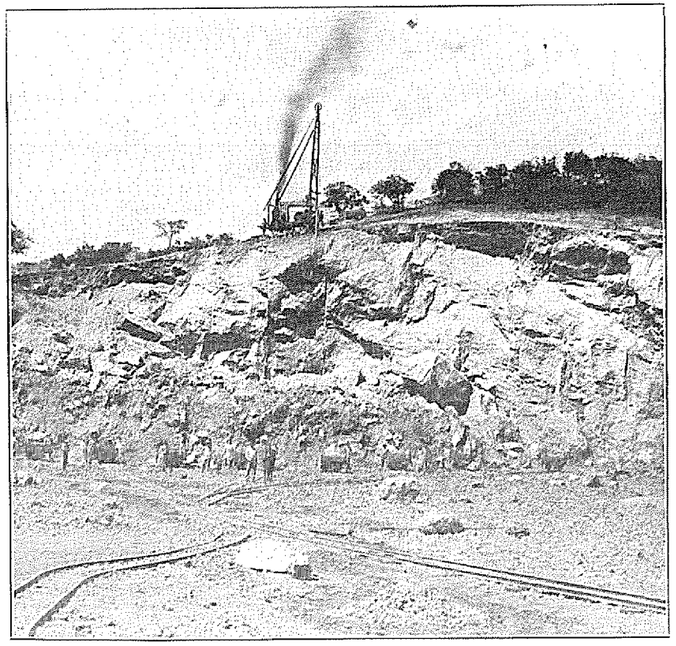
No. 108. Pawnee County. The work near Jennings, on

State Highway No. 18, a short section of grading and drainage structures built out of the proceeds of the McElroy township funds together with Federal Aid. The township funds on this project have been in litigation for several years and a portion was finally released for participation with Federal Aid. Some of the township funds were spent without either state or Federal Aid.

No. 109. Creek County; 3.7 miles of concrete paving south of Oilton.

No. 111. Concrete highway in Washington and Tulsa Counties; 8.7 miles being in Washington County and 2.99 miles in Tulsa County; this together with 15-G completes the paving entirely through Washington County.

No. 112. High type paving on State Highway No. 4 through Cleveland County. Sections E, F. and G, from Norman to Lex-



Mining Oklahoma Rock Asphalt near Daugherty, Oklahoma

ington were built during 1925. The other four sections from Norman north to the Oklahoma County line were built prior to January 1, 1925. The exact length of paving, not including the city streets of Norman, between the Oklahoma County line and the center of the town of Lexington is 27.42 miles, the construction being concrete base and rock asphalt top except the first 7.8 miles north of Lexington which is concrete.

No. 114. Gravel road 8.97 miles in length in Latimer County between Red Oak and the east county line. This project was financed and contract awarded during the fall of 1924 but the bulk of the work was done during the construction season of 1925.

No. 116. LeFlore County; 21.74 miles of gravel road from Talihina north to a connection with State Highway No. 23 just west of Wister. The first work began on the two sections nearest Talihina in the summer of 1924 but the bulk of the work was done in 1925 and 1926. This was an expensive mountainous job requiring considerable skill both in engineering and in construction to get a line over the mountains.

No. 120. 6.56 miles of concrete paving from Hartshorne west toward McAlester. Most of this work was done prior to 1925. However, two miles of concrete and one large bridge over Brushy Creek were built during 1925.

No. 124. 15.67 miles of concrete paving south of Enid; 13.67 miles being entirely in Garfield County and two miles being in Kingfisher County, the latter being south of the town of Hennessey. This also includes an underpass under the Rock Island Railroad south of Enid. All except one mile of this project was built during 1925.

No. 125. 10.24 miles of concrete road in Kay and Noble Counties between Ponca City and Marland, on State Highway No. 4; 7.9 miles being in Kay County and completing the north and south highway for that county.

No. 127. Concrete paving between Oilton and Keystone, Creek County, total 18.26 miles, all built during 1925 and completes the pavement between Oilton and Tulsa.

No. 129. 8.32 miles of gravel road in Marshall County between Kingston and Woodville. This together with State Aid Project No. 23 south of Woodville completed all of the projects

for Marshall County, this project being built during the year 1925.

No. 130. High type paving between Edmond in Oklahoma County and Guthrie in Logan County. The Oklahoma County work was completed in 1925 and the Logan County work in 1926.

No. 131. Concrete paving from Choctaw to Harrah; 4.42 miles built in 1925. This also includes a bridge over the North Canadian River built during 1925 and 1926; also an expensive overhead crossing over the Rock Island under construction during the fall of 1926.

No. 132. A portion of the highway from Heavener north to a connection with State Highway No. 3 between Wister and Poteau in LeFlore County. The work now under construction is 9.78 miles of grading and drainage structures, and one large bridge across Poteau River. Said bridge is being built with state and county funds without participation in Federal Aid.

No. 136. Grading and drainage structures from Bristow west toward the Lincoln-Creek county line totalling 14.01 miles in length, on State Highway No. 7, will be completed during the spring of 1927 and the paving of this project will probably be completed during 1927.

No. 137. Between the control points of Edmond in Oklahoma County and Chandler in Lincoln County. The first section of this project consists of 2.98 miles and is under contract for concrete base and brick top and is located east of Edmond beginning at the turn on State Highway No. 4 and extending east to near the town of Arcadia. Work was placed under construction in the fall of 1926 and should be finished during that winter.

No. 138. 2.16 miles of gravel road in Jackson County west of Altus, on State Highway No. 7, built in 1925.

No. 139. Has control points of Perry in Noble County and Guthrie in Logan County. The grading and drainage structures, constituting the road bed on all of this mileage has been constructed with state and county funds in both counties. The first section west out of Perry, 6.07 miles in length, was placed under contract in November, 1926, for concrete paving and is to be built during the construction season of 1927.

No. 140. Several sections of State Highway No. 4 and No. 26 between Perry and Tonkawa. The first sections north of Perry, ten miles of concrete, were built during 1925. Another section 3.9 miles of concrete paving north of Perry in Kay County is now under contract and will be built during the 1927 construction season. Several sections of grading work have been completed placing all of the highway between Perry and Tonkawa to grade ready for a slab.

No. 141. 8.7 miles of concrete paving, 10-foot slab, south of Marietta, in Love County. Completed during 1926 and the other one-half of the roadway was built of gravel without federal aid. This project together with the construction of grading and drainage, constituting the road bed on the balance of Highway No. 4 between Marietta and the Red River makes this a good highway through Love County and the concrete paving and gravel work are on a section of highway where the old road was very sandy.

No. 142. 16.16 miles of grading and drainage structures between Ardmore and Marietta. The first section 6.73 miles south of Ardmore being in Carter County and the other 9.43 miles being in Love County. All of this work was placed under construction in the fall of 1926 and should be completed in the spring of 1927. This work also includes three bridges.

No. 145. 24.58 miles of grading and drainage structures from Lawton, Comanche County, east to the north and south highway, State Highway No. 2, through Stephens County. The first two sections totalling 14.36 miles are in Comanche County and the other 10.22 miles are in Stephens County. Some large bridge projects on this highway have been built with state and county funds without participation in Federal Aid. The entire grading and drainage work will be completed in the early part of 1927.

No. 146. 22.57 miles of grading and drainage structures east of Marlow under contract and should be completed during the summer of 1927. There are also some large bridges on this project and all of this work is being built with county and Federal funds.

No. 148. Grading and drainage and concrete work between Enid in Garfield County and Medford in Grant County. The first two sections, 8.96 miles, the exact distance from Enid to the county line, were started in the fall of 1924 and finished

in the early part of 1925. Concrete, 2.56 miles in length, was built during the summer of 1925 just west of Pond Creek and farther west of Pond Creek 7.75 miles were filled in during the construction season of 1926; also 2.92 miles of concrete were built north of Pond Creek in 1926.

No. 152. Between Pawhuska and Ponca City all in Osage County. The first 5.77 miles west of Pawhuska has been completed of concrete base and rock asphalt top. The first 6.28 miles of road east of the Arkansas River and east of Ponca City has been completed to grade and the balance of State Highway No. 11 between these two sections is now under contract for grading and drainage.

No. 153. 7.69 miles of grading and drainage structures southeast of Pershing, on State Highway No. 11, completed in the early part of 1926.

No. 157. 9.62 miles of grading and drainage sturctures in Stephens County from Comanche west to the county line completed during the fall of 1926. Several large bridges on this project are non-participating in Federal Aid and were also completed during the same year.

No. 158. Creek County, between Sapulpa and Bristow, 14.9 miles of concrete and built during 1925 and 1926.

No. 159. Okmulgee County; 7.09 miles of concrete highway from Beggs north to the county line, finished during the 1926 construction season.

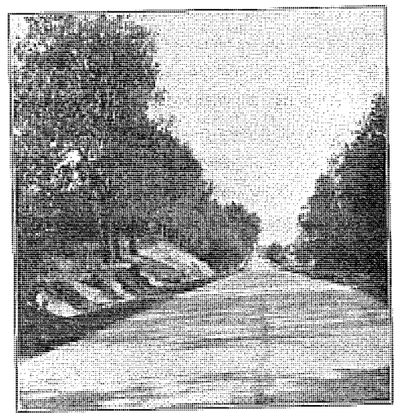
No. 163. 2.8 miles of concrete paving on State Highway No. 3 east of Yukon, completed during the early fall of 1926.

No. 165. 8.3 miles of grading and drainage structures in Kay County north of Braman on State Highway No. 26 extending to the Kansas state line. The grading work is being financed with county and state funds without participation in Federal Aid. All the work, however, will be finished during the early construction season of 1927.

No. 166. A bridge project across the Arkansas River on State Highway No. 18, between Osage and Pawnee counties, known as the Belford bridge, under contract for the past two years and will probably be completed during the spring of 1927.

No. 167. 6.77 miles of concrete paving in Kay County from Newkirk north to the state line. Completed during the latter part of 1925.

No. 168. 5.21 miles of concrete base and asphalt top in Okmulgee County from Henryetta west to the county line and completed during the latter part of 1926.



Federal Aid Project No. 148-A, Garfield County. Country Club drive looking South. 4.5 miles Bates type concrete. Yates Construction Co. and Gibson & Mitchell, contractors. Cost $132 982.38.

No. 172. 6.16 miles of concrete highway between Blackwell and Tonkawa in Kay County completed in 1926. This finishes the entire paving between the two towns.

No. 174. 4.79 miles of paving concrete base and rock asphalt top, Hughes County, from Holdenville west to the county line and another section 4.15 miles in length of concrete pavement in Seminole County from Wewoka south and east to the Seminole-Hughes county line. Both sections will be completed during the early part of 1927.

No. 175. Hughes County; 8.12 miles of grading and drainage work east of Holdenville completed in the summer of 1926.

No. 178. 11.82 miles of concrete paving in Pawnee County between Cleveland and Keystone. The grading and drainage structures and a bridge were completed during 1926. The concrete paving is under contract and is to be built during 1927.

No. 180. Between the control points of Enid in Garfield County and Fairview in Major County. The first 5.46 miles west out of Enid was placed under contract in November, 1926, for concrete paving and will be built during the 1927 construction season. The highway from Enid west to the Garfield-Major county line has been placed to grade and drainage ready for the slab.

No. 182. Grading and drainage work, Hughes County, State Highway No. 3 from Calvin east to the Pittsburg County line, 10.93 miles in length. This is a rough piece of work and includes bridges, all placed under construction during the summer of 1926 and should be completed about the middle of the construction season of 1927.

No. 183. 9.31 miles of concrete paving in Rogers County south of Claremore on State Highway No. 7, completed in December, 1926.

No. 185. 11.28 miles of grading and drainage structures in Craig County and one section of 5.66 miles in Rogers County on State Highway No. 7, completed during the summer of 1926.

No. 188. 9.0 miles on State Highway No. 12, Hughes County, from the north county line south to the connection with Highway No. 3 east of Holdenville and 3.25 miles of this same project is now under contract for concrete paving. This project also included an expensive bridge across the North Canadian River. The balance of this highway to Calvin was handled as a state aid project.

No. 191. Nowata County; 3.9 miles of gravel road east of Nowata.

No. 192. Eighteen miles of grading and drainage structures from the town of Nowata west to a connection with a north and south highway, State Highway No. 12, in Washington County and just south of the town of Bartlesville. This is the entire distance between the two north and south highways and 9.9 miles is in Nowata County and 8.3 miles in Washington County. This construction also includes one large bridge in Washington County. Work was placed under construction

in the summer of 1926 and should be finished in the early spring of 1927.

No. 193. 9.8 miles of gravel road between Nowata and the state line, completed in 1926.

No. 203. 4.24 miles of grading and drainage structures in Caddo County between Anadarko and the east county line near Verden. Work was started in the fall of 1926 and should be completed in the spring of 1927.

No. 208. Grady County, consisting of several sections from Chickasha south to the Grady-Stephens county line. All of the grading and drainage structures have been completed and two sections, consisting of 10.24 miles on the south end have been placed under contract for ten feet of concrete slab, this concrete participating in Federal Aid. The other one-half of the road way will be built of gravel with state and county funds.

No. 210. North of Marland, 1.74 miles of concrete paving completed in the summer and fall of 1925.

No. 211. Between the control points of Shawnee, Pottawatomie County, and Harrah, Oklahoma County. Section H. consists of 2.95 miles of concrete base and asphalt top in Oklahoma County and completing the paving between the Pottawatomie-Oklahoma county line and the paving just south of Harrah. The other sections of this project are all in Pottawatomie County and all except one have been placed under contract for grading and drainage and will probably be completed during the summer of 1927.

No. 212. Beckham County; 14.96 miles of grading and drainage structures from Sayre to Elk City placed under contract during 1926 and financed by Federal and state funds.

No. 214. Hughes County. On State Highway No. 12 from Calvin southwest to the county line near Allen, 10.57 miles in length and includes bridges. Was placed under construction during the summer of 1926 and should be completed about a year later.

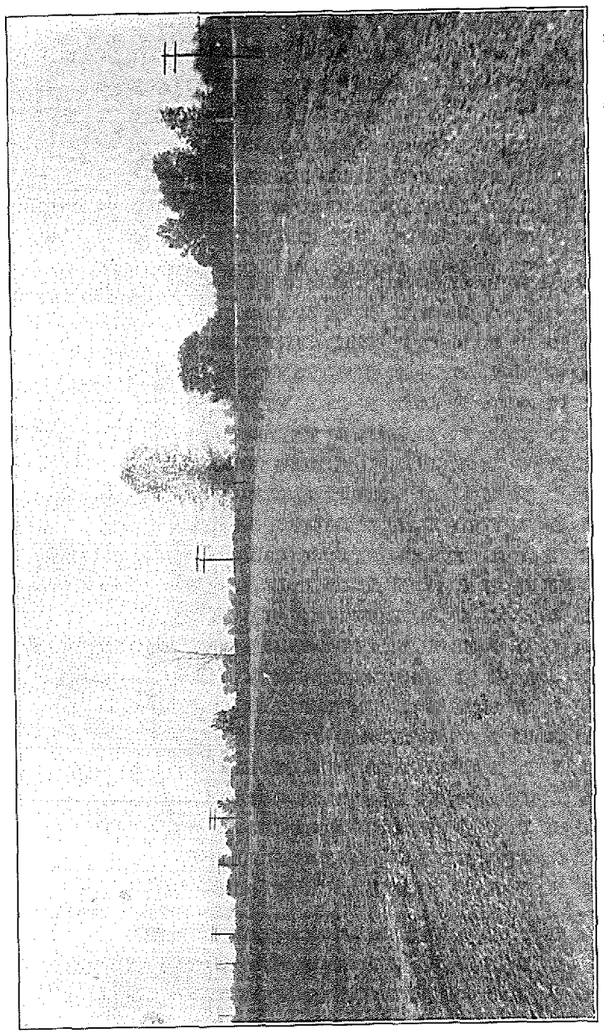
No. 222. Between the control points of Shawnee, Pottawatomie County and Wewoka, Seminole County. That portion from Shawnee east to Pottawatomie-Seminole county line has

been placed under contract for concrete paving and is 7.83 miles in length. This project will be completed during 1927.

No. 226. Washita County. Grading and drainage work between Cordell and Bessie, 5.8 miles in length. Started in November, 1926, and should be finished in the early spring of 1927.

No. 469. A bridge over Red River south of Hugo between Hugo, Oklahoma, and Paris, Texas, financed by Oklahoma and Texas and completed during 1926. This is the first free bridge built over Red River between the states of Oklahoma and Texas.

No. 491. A bridge over Red River, south boundary of Cotton County between Randlett and Wichita Falls, Texas. Work started in the summer of 1926. Should be completed late in 1927.



F. A. P. No. 84 in Le Flore County. Looking west from Peno Bridge between Ft. Smith and Poteau. Gravel Construction.

OKLAHOMA FEDERAL AID

OKLAHOMA ALLOTMENTS BY THE UNITED STATES:

Fiscal year	1917	$ 115,139.00
" "	1918	230,278.00
" "	1919	346,489.34
" "	1919	1,153,055.49
" "	1920	461,222.20
" "	1920	1,729,583.24
" "	1921	575,619.58
" "	1921	1,726,858.75
Total old appropriations		$6,338,245.60
1922		1,752,339.44
1923		1,168,226.29
1924		1,524,701.96
1925		1,753,189.71
1926		1,770,889.00
1927		1,752,245.00
GRAND TOTAL		$16,059,787.00

Permissible Maximum Participation:

Old appropriation—50% on roads and bridges but not exceeding $20,000.00 per mile for roads:

1922 appropriation—Same.

1923 appropriation—Same but not exceeding $16,250.00 per mile for roads.

1924 appropriation—Same but not exceeding $15,000.00 per mile for roads.

1925 appropriation—Same as 1924.

1926 appropriation—Same as 1925.

1927 appropriation—Same as 1926.

Federal Aid collected to December 1, 1926, *on vouchers for construction:*

Total old collections		$9,135,306.41
Calendar Year	1925	3,304,128.70
December 1, 1926		2,112,159.84
Total to December 1, 1926		$14,551,594.95

County funds deposited for Federal Aid Construction:

Calendar Year	1919	$ 602.702.16
	1920	2,326.605.51
	1921	3,644,296.88
	1922	2,352,656.89
	1923	2,415,534.06
	1924	2.721,148.76
	1925	2 501,946.87
	December 1 1926	1.963,090.40
TOTAL		$18.527,981.53

State Appropriations for completion of Federal Aid Projects:

Calendar Year	1919	$ 491,319.27
	1920	202,169.42
	1921	128,126.65
	1922	None
	1923	107,500.00
	1924	None
	1925	745,516.56
	December 1 1926	1,488.181.32
TOTAL		$ 3.162,813.32
Total Road Mileage in State		135.000 Miles
Designated State Highways		5.787 Miles
Approved 7% Federal Aid System		5.520 Miles

The amount designated as State Highways is included in the total road mileage. State road mileage is designated by the State Highway Commission and may be changed by addition or subtraction as conditions require.

The 7% Federal Aid System was approved by the Secretary of Agriculture on September 25, 1923. It consists of certain state or other roads upon which the expenditure of Federal Aid will be approved. All county seats are connected and connections are made with the main highways in the adjacent states.

The standard right-of-way is now eighty feet, minimum width. In all cases where physical conditions make it necessary, a wider right-of-way is required.

Practically all known types of paving surfaces are represented. The choice has generally depended upon the funds available and the recommendations of the State Highway Engineer regarding traffic conditions probable in the near future, the subgrade conditions, the materials available, etc. Tabulations following herein give the amount of mileage of each type constructed.

FEDERAL AID PROJECTS

STATE ROAD AND BRIDGE CONSTRUCTION

1919 January 1, 1925

COMPLETED

County	TYPE	MILES	COST
Atoka	Gravel	0.85	$ 19,349.11
Beckham	Bridge	0.57	63,971.60
Blaine	Bridge	0.70	81,127.34
Bryan	Gravel	68.11	1,284,650 74
Caddo	Gravel	7.28	97,000.00
Canadian-Grady	Bridge	1.25	398,809.16
Carter	Gravel	15.95	394 087.21
Carter	Asphalt	1.99	60.636.80
Choctaw	Gravel	51.41	549,639.24
Cleveland-McClain	Bridge	0.67	412 036 36
Cleveland	Asphalt	11.60	386,242.36
Cleveland	Concrete	1.00	35.937.98
Comanche	Concrete	2.68	77,576.74
Comanche	Gravel	5.95	73,416.00
Creek	Concrete	17.76	468,766.03
Garfield	Asphalt	12.38	569,102.95
Haskell-Muskogee	3 Bridges	0.89	386,474.30
Hughes	Bridge	0.80	182,678.41
Jackson	Gravel	3 00	59,113.50
Jackson	Bridge	0.10	25,200.00
Johnston	Gravel	17.48	264,230.07
Kay	Brick	0.89	67,967.85
Kay	Concrete	17.14	698 188.75
Kay	Bridge	0.20	58,125.50
Kingfisher	Bridge & Appr.	0.47	130,526.60
Kingfisher	Concrete	3.10	104 524.21
Latimer	Gravel	13.42	249,995.57
Latimer	Concrete	0.80	22,520.70
LeFlore	4 Bridges	0.35	160,633.61
McCurtain	Graded	27.41	198,227.89
McCurtain	Gravel	51.38	778,054.66
McIntosh	Gravel	21.78	368,158.21
McIntosh	Concrete	0.62	74,646.75
Marshall	Gravel	13.95	192.662.17
Mayes	Gravel	6.47	75.968.86
Murray	Concrete	0.44	11,952.27
Murray	Gravel	14 10	264.403.69
Muskogee	Gravel	74.63	1.080,874.12
Muskogee	Asphalt	2.50	80,422.55
Muskogee-Sequoyah	Bridge & App.	1.35	295.055.30
Nowata	Gravel	6.23	74 419.83
Okfuskee	Gravel	41.36	715.434.64
Oklahoma	Brick	3.17	129.835.03
Oklahoma	Asphalt	4.04	155,806.25
Oklahoma	Concrete	16.97	708.077.71
Oklahoma	Gravel	0.20	3.696.00
Okmulgee	Concrete	11.12	409,734.30

COUNTY	TYPE	MILES	COST
Okmulgee	Asphalt	11.90	596,865.40
Osage	Concrete	7.19	330,565.23
Ottawa	Asphalt	19.11	441,162.42
Ottawa	Gravel	2.36	29,821.76
Pittsburg	Bridge	0.07	61,838.63
Pittsburg	Concrete	24.53	801,184.29
Pontotoc	Gravel	5.23	94,700.22
Pottawatomie	Bridge	0.25	179,889.59
Pushmataha	Bridge	0.04	15,626.59
Pushmataha	Gravel	4.92	75,892.92
Rogers	Gravel	4.20	48,903.69
Rogers	Concrete	0.84	41,043.30
Sequoyah	2 Bridges	0.45	78,326.23
Sequoyah	Gravel	2.15	29,673.53
Stephens	Concrete	26.23	853,287.76
Texas	Gyp Rock	8.20	37,915.19
Tulsa	Concrete	67.76	2,074,616.72
Wagoner	Gravel	17.62	238,104.80
Washington	Concrete	29.24	1,014,036.27
Woods-Woodward	Bridge	0.98	160,040.76
Totals		789.98	$20,203,353.72

SUMMARY OF FEDERAL PROJECTS COMPLETED

Bridge Projects	9.34 miles		$2,690,259.48
Asphalt	63.52 miles		2,290,238.73
Brick	4.06 miles		197,802.88
Concrete	227.42 miles		7,726,659.91
Grading	27.41 miles		198,227.89
Gravel	450.03 miles		7,062,250.54
Gypsum Rock	8.20 miles		37,915.19
Totals	789.98 miles		$20,203,353.72

FEDERAL AID PROJECTS

January 1, 1925, to January 1, 1927

Completed or Under Contract

COUNTY	TYPE	MILES	COST
Beckham	Bridges		$ 51,455.30
Beckham	Graded	14.978	60,642.13
Caddo	Graded	4.264	23,958.44
Canadian	Concrete	2.80	72,242.62
Canadian	Bridge		4,927.93
Carter	Concrete	2.00	45,904.32
Carter	Graded	6.734	29,499.14
Choctaw	Bridge		93,079.36
Comanche	Bridge		12,992.32
Comanche	Graded	14.404	87,978.88
Craig	Bridges		19,490.90
Creek	Concrete	33.881	901,404.02
Creek	Bridge		97,102.37
Creek	Graded	29.937	124,756.24
Garfield	Concrete	33.133	878,781.75
Garfield	Graded	12.967	41,125.85
Garvin	Bridge		99,203.92
Garvin	Graded	14.894	64,078.71
Grady	Concrete	10.242	140,115.57
Grady	Bridge		43,485.17
Grady	Graded	25.429	89,813.84
Grant	Concrete	9.501	226,782.81
Grant	Bridge		14,831.64
Haskell	Gravel	4.428	17,246.10
Haskell	Graded	5.24	25,629.64
Hughes	Asphalt	4.793	149,488.35
Hughes	Concrete	3.248	77,723.17
Hughes	Bridge		200,514.93
Hughes	Graded	58.467	380,252.31
Kay	Concrete	15.708	374,285.95
Kay	Bridge		65,221.98
Kay	Graded	23.628	74,516.87
Kingfisher	Graded	6.153	20,970.62
LeFlore	Gravel	5.219	66,367.58
LeFlore	Bridge		166,410.25
LeFlore	Graded	31.125	131,829.78
Logan	Concrete	10.0	222,126.47
Logan	Bridge		73,170.57
Logan	Graded	30.707	200,950.35
Love	Concrete	8.608	133,443.69
Love	Bridges		39,163.19
Love	Graded	15.460	62,162.95
McClain	Concrete	1.616	24,943.57
McClain	Graded	11.747	48,671.29
Murray	Concrete	5.07	125,062.22
Murray	Graded	3.929	9,274.76
Noble	Concrete	10.783	252,384.57
Noble	Bridges		64,618.62
Noble	Graded	34.725	163,525.97

COUNTY	TYPE	MILES	COST
Nowata	Gravel	13.77	100.775.99
Nowata	Bridges		58,193.68
Nowata	Graded	14.313	55.866.83
Okfuskee	Graded	3.766	23.373.14
Oklahoma	Asphalt	2.952	92,054.57
Oklahoma	Brick	7.888	316,599.66
Oklahoma	Concrete	4.24	104,948.23
Oklahoma	Bridges		119.819.04
Okmulgee	Asphalt	5.1	157,200.26
Okmulgee	Concrete	7.09	155 072.67
Okmulgee	Bridge		10,649.26
Okmulgee	Graded	12.317	52 363.42
Osage	Asphalt	5.771	178,273.58
Osage	Concrete	7.7	243.078.33
Osage	Bridge and approach		199.744.18
Osage	Graded	45.834	320,223.09
Ottawa	Concrete	3.27	77.554.69
Pawnee	Gravel	5.508	38,118.79
Pawnee	Concrete	11.39	290.942.07
Pawnee	Bridge and approach		164.606.17
Pawnee	Graded	17.604	97,754.86
Pittsburg	Bridge		46.010.81
Pottawatomie	Concrete	7.822	237.582.78
Pottawatomie	Bridge		109.499.92
Pottawatomie	Graded	13.866	57.201.70
Rogers	Concrete	8.415	191.326.28
Rogers	Bridges		4.095.85
Rogers	Graded	35.776	125.222.13
Seminole	Concrete	4.15	112.488.81
Seminole	Graded	4.174	17.388.04
Sequoyah	Bridges		13.379.74
Sequoyah	Graded	10.841	45.719.87
Stephens	Bridge		75.433.76
Stephens	Graded	50.001	274.800.91
Tulsa	Concrete	4.956	144.310.46
Washington	Concrete	13.848	334 838.60
Washington	Bridges		43.790.17
Washington	Graded	8.033	34.684.70
Washita	Bridges		13.314.16
Washita	Graded	5.805	20.610.00
	Total	842.018	$11.152.520.18

Summary of Federal Aid Projects Completed or Under Contract

January 1, 1925—January 1, 1927

Bridge Projects			$ 1,904.205.19
Asphalt	18.616	miles	577.016.76
Brick	7.888	miles	316.599.66
Concrete	219.471	miles	5 367.343.65
Grading and drainage	567.118	miles	2 764.846.46
Gravel	28.925	miles	222.508.46
Total	842.018	miles	$11.152.520.18

UNDER CONSTRUCTION

January 1, 1927

COUNTY	TYPE	MILES	COST
Beckham	Bridge		$ 51,455.30
Beckham	Grading	14.976	60,642.68
Caddo	Grading	4.245	25,049.58
Carter	Grading	6.734	29.673.23
Comanche	Bridge		25 984.64
Comanche	Grading	14.405	87,978.84
Creek	Bridge		50 105.26
Creek	Concrete	1.0	23.167.20
Creek	Grading	14.124	61.430.93
Garfield	Concrete	5.46	128,837 85
Garfield	Grading	13.855	57.076.73
Garvin	Bridge		109.208.32
Garvin	Grading	14.744	65.503.65
Grady	Concrete	10.290	198,596.35
Grant	Concrete	3.579	56.429.73
Greer	Bridge		32.538.07
Hughes	Bridge		195.388.69
Hughes	Asphalt	4.793	149.488.35
Hughes	Concrete	3.417	77.650.48
Hughes	Graded	21.583	162.253.02
Kay	Bridges		74 907.21
Kay	Concrete	2.756	70 094.79
Kay	Graded	14.693	49.429.67
Kiowa	Bridge		32.538.08
LeFlore	Bridge		129.230.35
LeFlore	Graded	36.376	165.033.07
Lincoln	Underpass		11.689.50
Logan	Bridge		37.403.41
Logan	Graded	8.118	39.006.02
Love	Bridge		40.161.19
Love	Graded	15 460	62.401.95
McClain	Concrete	1.616	29,692.68
Murray	Concrete	4.5	125 062.22
Murray	Graded	3.929	9 274.76
Noble	Bridge		25.519.38
Noble	Concrete	6.07	137 706.65
Noble	Graded	22.203	123,568.86
Nowata	Graded	9.974	37.781.17
Oklahoma	Brick	2.988	111 654.13
Oklahoma	Asphalt	2.952	92.054.57
Okmulgee	Bridge		28.219 57
Okmulgee	Concrete	7.099	177.634.76
Osage	Bridge		212.254.01
Osage	Asphalt	7.70	243.078.33
Osage	Graded	26.328	156.024.77
Pawnee	Bridge		163.570.55
Pawnee	Concrete	11.377	290 942.05
Pawnee	Graded	17.591	104.369.87
Pittsburg	Bridge		46 010.81
Pottawatomie	Bridge		111.671.32
Pottawatomie	Concrete	7.822	246 963.71

COUNTY	TYPE	MILES	COST
Rogers	Concrete	8.415	191,946.29
Seminole	Concrete	4.150	130,029.31
Sequoyah	Bridge		13,379.74
Sequoyah	Graded	10.842	45,880.47
Stephens	Bridge		62,441.43
Stephens	Graded	49.767	276,910.34
Tulsa	Concrete	1.965	60,615.42
Washington	Bridge		30,520.54
Washington	Graded	9.369	45,255.34
Washita	Bridge		13,314.17
Washita	Graded	5.805	20,610.01
	Total	437.088	$5,724,371.37

Summary of Federal Aid Projects Under Construction

January 1, 1927

Bridge Projects			$ 1,485,882.04
Asphalt	15.445 miles		484,621.25
Brick	2.988 miles		111,654.13
Concrete	83.534 miles		1,945,369.49
Grading and drainage	335.121 miles		1,685,154.96
Underpass			11,689.50
Totals	437.088 miles		$ 5,724,371.37

STATE AID PROJECTS

STATE ROAD AND BRIDGE CONSTRUCTION

January 1, 1925—January 1, 1927

County	TYPE	MILES	COST
Adair	Bridges		$ 60,687.71
Adair	Graded	11.256	37,874.00
Alfalfa	Bridge		2,947.36
Alfalfa	Graded	2.463	8,499.90
Atoka	Bridges		48,568.29
Blaine	Gravel	3.997	46,673.69
Bryan	Asphalt	3.50	47,530.35
Bryan	Concrete	1.00	18,842.25
Bryan	Amiesite	11.30	162,469.65
Bryan	Bridge		24,928.03
Caddo	Bridge		16,299.31
Caddo	Graded	3.820	12,920.49
Canadian	Concrete	3.00	79,135.42
Canadian	Bridge		47,716.22
Canadian	Graded	7.00	22,420.07
Carter	Asphalt	3.90	68,012.00
Carter	Concrete	2.68	60,112.09
Carter & Murray	Graded	10.02	174,081.19
Cherokee	Bridge		50,731.35
Cherokee	Graded	40.950	203,953.45
Choctaw	Gravel	36.02	61,322.87
Cleveland	Gravel	0.75	11,090.80
Cotton	Bridge		16,030.11
Craig	Bridge		5,548.88
Craig	Graded	8.5	34,348.82
Creek	Bridge		7,665.90
Custer	Bridge		30,286.30
Custer	Graded	1.50	3,734.02
Delaware	Bridge		69,227.84
Delaware	Graded	80.02	125,206.45
Dewey	Bridge		3,623.18
Ellis	Bridge		30,239.00
Ellis	Graded	21.05	18,047.72
Garfield	Concrete	0.36	8,979.60
Garfield	Bridge		20,501.96
Grady	Asphalt	0.25	32,658.78
Grant	Bridge		5,953.97
Grant	Graded	8.941	26,932.16
Greer	Bridge		81,368.06
Harmon	Bridge		5,651.58
Harper	Bridge		35,349.82
Harper	Graded	16.10	42,185.57
Haskell	Gravel	0.62	4,507.19
Jackson	Gravel	0.74	5,633.70
Jackson	Graded	0.50	2,271.06
Johnston	Bridge		51,967.85
Kay	Concrete	3.092	65,082.74
Kay	Graded	10.16	45,447.86
Kingfisher	Bridge		118,545.95

COUNTY	TYPE	MILES	COST
Kingfisher	Graded	3.60	9,417.94
Kiowa	Bridge		35,791.88
Kiowa	Graded	20.20	50,562.58
Logan	Bridge		2,348.40
Love	Underpass		18,027.06
Love	Gravel	1.30	25,192.94
Love	Bridge		6,383.16
McClain	Gravel	6.428	70,948.92
McClain	Bridge		7,470.06
McClain	Graded	6.789	19,785.90
McCurtain	Gravel	3.0	2,744.10
McCurtain	Bridge		2,780.27
Major	Clay Surfacing	25.01	17,578.87
Major	Bridge		21,000.00
Marshall	Gravel	3.70	49,140.00
Marshall	Bridge		11,009.59
Mayes	Gravel	6.50	25,209.80
Mayes	Bridge		30,599.41
Mayes	Graded	27.562	149,432.24
Murray	Bridge		85,920.96
Muskogee	Concrete	2.50	54,608.40
Muskogee	Brick	5.955	128,548.51
Muskogee	Bridge		11,473.44
Nowata	Gravel	15.983	142,313.65
Nowata	Bridge		139,198.76
Okfuskee	Concrete	0.196	6,206.37
Okfuskee	Bridge		26,592.79
Okfuskee	Graded	1.601	8,511.50
Oklahoma	Concrete	0.34	12,819.58
Oklahoma	Bridge		1,944.25
Okmulgee	Underpass		8,220.91
Okmulgee	Concrete	7.00	173,890.88
Okmulgee	Bridge		15,316.40
Okmulgee	Graded	8.517	28,130.57
Ottawa	Concrete	1.332	31,078.58
Ottawa	Gravel	3.00	5,698.30
Pawnee	Bridge		11,396.44
Payne	Concrete	2.793	77,623.35
Payne	Bridge		46,893.97
Payne	Graded	3.586	33,562.57
Pittsburg	Graded	9.20	54,096.79
Pontotoc	Concrete	0.50	19,864.20
Pottawatomie	Concrete	4.015	108,851.85
Pottawatomie	Bridge		9,914.08
Pottawatomie	Graded	0.937	8,074.34
Pushmataha	Bridge		25,415.31
Pushmataha	Graded	9.50	175,041.98
Rogers	Macadam	0.60	4,400.00
Rogers	Bridge		60,013.04
Rogers	Graded	36.210	152,670.25
Sequoyah	Gravel	4.132	29,055.62
Sequoyah	Graded	12.421	43,611.74
Stephens	Bridge		110,271.13
Stephens	Graded	23.696	103,460.22
Texas	Graded	1.886	17,107.43

Tulsa	Bridge		22,589.54
Wagoner	Gravel	7.121	40,965.53
Wagoner	Bridge		36,262.92
Woods	Concrete	1.00	29,727.15
Woods	Bridge		28,094.60
Woodward	Bridge		12,992.74
Woodward	Graded	11.00	7,394.94
	Totals	572.599	$4,878,061.27

Summary of State Aid Projects Completed or Under Contract

January 1, 1925—January 1, 1927

Bridge Projects			$1,504,511.81
Amiesite	11.30	miles	162,469.65
Asphalt	7.650	miles	148,201.13
Brick	5.955	miles	128,548.51
Clay surfacing	25.010	miles	17,578.87
Concrete	29.808	miles	746,822.47
Grading and drainage	398.985	miles	1,618,783.75
Gravel	93.291	miles	520,497.11
Macadam	0.60	miles	4,400.00
Underpass			26,247.97
Totals	572.599	miles	$4,878,061.27

STATE AID PROJECTS UNDER CONSTRUCTION

January 1, 1927

COUNTY	TYPE	MILES	COST
Alfala	Graded	2.462	$ 8,500.40
Beaver	Bridge		755.13
Beckham	Bridge		1,925.00
Bryan	Bridge		25,928.03
Bryan	Gravel	10.00	10,000.00
Canadian	Bridge		23,609.06
Carter & Murray	Graded	9.50 (Murray)	230,000.00
Cherokee	Graded	27.0	154,371.39
Choctaw	Gravel	8.0	4,070.00
Cotton	Bridge		16,100.51
Cotton	Graded	5.0	4,275.00
Delaware	Gravel	21.0	11,000.00
Delaware	Bridge		69,227.84
Dewey	Graded	26.0	15,000.00
Garfield	Concrete	0.281	9,407.59
Garvin	Gravel	2.00	2,400.00
Grady	Gravel	10.00	22,000.00
Grant	Graded	8.942	27,896.44
Greer	Bridge		40,494.89
Harper	Bridge		24,768.86
Harper	Graded	10.0	61,759.00
Hughes	Gravel	8.12	3,783.80
Jackson	Bridge		9,117.50
Jackson	Gravel	0.749	7,699.05
Jackson	Graded	2.50	6,500.00
Johnston	Bridge		52,891.85
Johnston	Gravel	10.0	2,133.60
Kay	Bridge		22,889.64
Kay	Concrete	1.173	30,764.40
Kingfisher	Gravel	4.0	4,650.00
Kiowa	Bridge		47,600.89
Kiowa	Gravel	20.941	98,406.00
Kiowa	Graded	20.941	66,613.38
LeFlore	Gravel	11.40	6,415.20
Lincoln	Bridge		850.00
McClain	Gravel	18.0	40,295.00
McCurtain	Bridge		2,780.27
Mayes	Bridge		25,006.03
Mayes	Gravel	15.5	14,150.00
Mayes	Graded	2.227	5,744.10
Murray	Bridge		83,360.48
Murray	Gravel	4.0	6,000.00
Okmulgee	Concrete	3.03	69,355.92
Pawnee	Bridge		11,396.44
Payne	Bridge		38,455.23
Payne	Graded	1.586	12,482.96
Pittsburg	Graded	13.960	119,100.58
Pushmataha	Graded	10.0	221,739.39
Rogers	Bridge		15,511.60
Rogers	Macadam	0.5	4,400.00
Rogers	Gravel	9.0	10,000.00

Rogers	Graded	8.444	29,521.82
Sequoyah	Graded	3.5	23,981.89
Stephens	Bridge		107,690.24
Stephens	Graded	14.259	64,661.47
Woods	Bridge		700.00
Woods	Concrete	1.0	31,142.73
	Total	325.015	$2,071,272.60

Summary of State Aid Projects Under Construction

January 1, 1927

Bridge Projects			$ 621,059.49
Concrete	5.484	miles	150,670.64
Grading and drainage	166.321	miles	1,052,138.82
Gravel	152.710	miles	243,003.65
Macadam	0.5	miles	4,400.00
Total	325.015	miles	$2,071,272.60

ROAD & BRIDGE BONDS VOTED BY COUNTIES & TOWNSHIPS IN OKLAHOMA SINCE NOVEMBER 1, 1923

COUNTY	TOWNSHIP	AMOUNT	DATE
Rogers		$ 650,000	Nov. 1 1923
Pontotoc	Maxwell	30,000	Jan. 1 1924
Pawnee		200,000	May 1 1924
Pawnee	Cimarron	41,000	May 6 1924
Okmulgee		400,000	July 1 1924
Oklahoma		250,000	Jan. 15 1924
Nowata		500,000	Aug. 1 1924
Noble	Buffalo	40,000	Sept. 4 1924
McCurtain	Mountain	50,000	Oct. 15 1924
McClain	Goldsby	40,800	Jan. 7 1924
Logan		750,000	Sept. 1 1924
Kay	Miller	65,000	May 23 1924
Hughes		400,000	Sept. 1 1924
Garfield		1,000,000	July 7 1924
Creek	Sapulpa	40,000	Nov. 21 1923.
Creek	Lakeside	15,000	Oct. 1 1924
Creek	Tiger	448,000	Mar. 1 1924
Creek	Tiger	300,000	Jan. 1 1924
Stephens	Brown	108,000	May 1 1925
Stephens	Loco	67,000	May 1 1925
Stephens	McPherson	65,000	May 1 1925
Pottawatomie		750,000	Oct. 22 1925
Noble		900,000	June 15 1925
Grady		450,000	Mar. 1 1925
Comanche		400,000	Aug. 1 1925
Adair	Stilwell	10,000	Feb. 1 1925
Adair	Baron	12,400	Feb. 1 1925
Payne		1,000,000	Sept. 14 1926
Pawnee		400,000	

REPORT OF SURVEYS, PLANS AND CONTRACTS

By M. E. Hiet, Engineer of Plans and Surveys

Plans and surveys were made by various methods when federal aid was first allotted to the state. In a number of cases consulting engineers made the survey and plans; in other counties and on other projects the surveys were made by the county engineer, while some counties sent funds to the State Highway Department with the request that the plans and surveys be made under the supervision and direction of the State Highway Engineer.

The State Highway Commission, soon after their appointment, designated and adopted the State Highway System and a different policy with reference to plans and surveys was established and has proven sucecssful and economical.

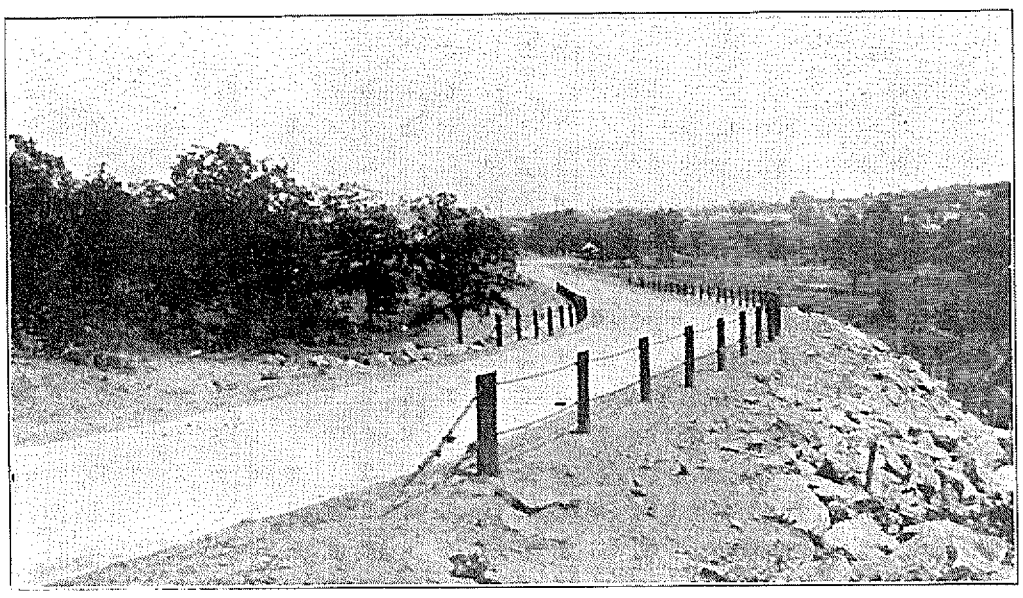
The surveys on the state highway system are all made by a regular survey party which is in charge of a Chief of Party who is directly under the Division Engineer (in some instances the Division Engineer uses a Resident Engineer to make a portion of the surveys). The personnel of the survey party consists of a chief of party, instrument man, rodman and two chainmen, except in cases where it is necessary to employ additional help. The equipment of the survey party consists of a light truck, a full set of surveying instruments and other necessary field equipment. At the present time there are employed four field parties and we have found that four or five field parties can keep the surveys well in advance of construction. The field parties obtain all the data necessary for completing the plans on a project except the soundings for large and important bridges which are made by the bridge department.

The work in the drawing room is under the supervision of a Chief Draftsman. The drawing room prepares plans for all projects and designs all bridges. A force of from twenty to twenty-five draftsmen is usually required to keep the plans prepared as fast as the notes are received from the field parties. The drawing room is divided into squads of approximately five men to each squad and one man is designated or termed "squad boss" and is responsible for the work accomplished by his squad.

In connection with the drawing room, the Department

owns and operates an up-to-date blue printing machine and blue prints are made economically and without unnecessary delay.

The following is a list of the important projects that have been surveyed and on which plans have been completed during the years of 1925 and 1926:



Oklahoma Federal Aid Project No. 120-A in Pittsburg County. 4.56 miles of Bates type concrete paving between McAlester and Hartshorne on State Highway No. 3. Estimated cost $154,925.26. Contractor Smith Brothers of Dallas, Tex. Resident engineer W. H. Drover.

SUMMARY OF SURVEYS AND PLANS

Project	County	Location	Gross Length	Survey	Plans	Total
S. 148	Pushmataha	Clayton-Antlers	8.943	$ 902.69	$ 86.93	$ 989.62
F. 95	LeFlore	Wister west	11.671	985.10	532.86	1,517.96
S. 77	Pottawatomie	Shawnee-Tecumseh	4.047	600.62	62.50	663.12
F. 124	Kingfisher	Kingfisher N. to County line	23.469	1,168.52	638.72	1,807.24
F. 139-AB	Logan	Guthrie north	8.333	998.04	651.59	1,649.63
F. 140-DE	Noble	North of Perry	13.676	820.62	720.86	1,541.48
F. 210	"	Marland west	2.225	127.64	137.19	264.83
F. 145	Comanche-Stephens	Lawton-Marlow	24.187	2,628.09	1,607.01	4,235.10
F. 180	Garfield	West of Enid	5.469	934.75	68.47	1,003.22
F. 181	"	North of Covington	3.000	101.68	489.58	591.26
F. 182	Hughes	Calvin-McAlester	20.230	2,332.66	1,342.54	3,675.20
S. 50	Pittsburg	McAlester west	9.344	2,713.36	159.62	2,872.98
F. 185	Craig	Chelsea to Vinita	8.800	384.67	861.18	1,245.85
F. 192	Wash.-Nowata	Bartlesville-Nowata	18.031	798.77	770.67	1,569.44
F. 188	Hughes	Weleetka to Wetumka	9.100	964.76	249.77	1,214.53
F. 189	"	Wetumka to Calvin	19.072	2,268.51	1,048.48	3,316.99
F. 190	Nowata-Craig	Nowata to Vinita	18.440	1,046.18	653.86	1,700.04
F. 174-B	Seminole	Wewoka south	4.150	380.45	310.49	690.94
F. 157	Stephens	Comanche west	10.100	602.67	402.67	1,005.34
F. 146	"	Marlow east	22.815	2,006.73	1,498.35	3,505.08
F. 208	Grady	Chickasha south	25.670	1,479.19	1,430.25	2,909.44
F. 206	Beckham-Roger Mills	Cheyenne to Sayre	22.000	1,172.14	199.69	1,371.83
F. 212	Beckham	Elk City to Sayre	15.156	1,940.41	1,007.09	2,947.50
F. 213	"	Sayre to State line	22.427	1,224.57	1,293.80	2,518.37
F. 165	Kay	Blackwell to State line	15.245	1,114.23	1,182.50	2,296.73
S. 129	Mayes	Pryor south	2.000	67.14	37.90	105.04
S. 165	Craig	Vinita south	13.190	543.22	449.96	993.18
F. 144	Garvin	Purcell to Pauls Valley	21.178	1,233.56	754.83	1,988.39
F. 141	Love	Marietta south	16.020	2,006.73	279.89	2,286.62

Project	County	Location	Gross Length	Survey	Plans	Total
S. 66	Lincoln	Meeker west	18.659	514.06	777.50	1,291.56
F. 198	Payne	Stillwater east	25.269		147.20 Brs.	3,305.82
F. 151	Sequoyah	Sallisaw east	21.590	3,193.37	960.40	4,153.77
F. 150	"	Sallisaw west	20.500	1,256.98	264.00	1,520.98
S. 327	LeFlore	Heavener to Arkansas line	22.199	5,038.11	1,033.38	6,071.49
F. 153	Osage-Tulsa-Wash't'n	Barnsdall to Avant	18.995	4,096.66	1,118.15	5,214.81
F. 136	Lincoln	Bristow to Stroud	14.435	877.68	1,851.27	2,728.95
F. 137	Lincoln	Chandler-Edmond	21.023	988.92	1,215 44	2,204.36
F. 173		Norman to Tecumseh	20.000	1,803.96	29.64	1,833.60
F. 203	Caddo	Verden to Anadarko	4.272	76.04	397.86	473.90
S. 249	Rogers	Collinsville east	8.851	2,340.95	261.27	2,602.22
F. 214	Hughes	Calvin to Allen	10.780	1,920.65	367.15	2,287.80
F. 205	Custer	Clinton to Elk City	27.620	473.27	937.74	1,411.01
S. 224	Kiowa	Snyder to Mountain Park	4.026	266.93	234.54	501.47
S. 227	"	Hobart to Lone Wolf	12.142	1,008.60	695.27	1,703.87
F 222	Pottawatomie	Shawnee east to Co. line	17.082	2,480.11	1,052.19	3,532 30
F. 211	Okla. & Pott.	Shawnee to Harrah	14.779	775.16	1,035.80	1,810.96
S. 296	Pushmataha	Albion Northeast to S. 20	4.540	1,022.89		1,022.89
F. 163	Canadian	Yukon west to Co. line	17.000	1.182.92	347.42	1,530.34
S. 239	McCurtain	Bethel to Arkansas line	28.000	5,588.37	284.44	5,872 81
F. 187	Stephens	Comanche east	25.000	523.43	2,558.86	3,082.29
S. 250	Adair-Chero.	Tahlequah east to S. A. 17	20.000	2,375.08		2,375.08
S. 225	Kiowa	Snyder west to Co. line	5.690	968.30	364.23	1,332.53
S. 269	Jackson	Town of Blair	0.503	34.71	18.75	53.46
S. 251	Kingfisher	South of Dover bridge	0.168	138.76	113.45	252.21
S. 264	"	Hennessey North to F. 124	3.679	65.00	105.75	170.75
F. 155	Harper-Woods	Buffalo east to S. A. 1	18.350	457.86	939 42	1,397.28
F. 179	Noble-Garf.	Covington east to Perry	14.00	1,480.32	1,077.02	2,557.34
F. 196	LeFlore-Hask.	Spiro to Stigler	27.859	350.31	2,021.05	2,371.36
S. 216	Pontotoc	Ada west	1.500	89.29	48.57	137.86
F. 138	Jackson	Altus east	0.749	80.02	57.97	137.99
F. 152	Osage	Ponca City-Pawhuska	23.868	3,085.37	1,407.52	4,492.89
S. 226	Kiowa	Gotebo-Hobart	15.911	709.27	872.13	1,581.40
S. 345	Pontotoc	Ada to Stratford	16.000	1,740.02	800.00	2,540.02
F. 229	Pawnee	Pawnee-Cleveland	6.000	1,011.41	189 19	1,200.60
F. 230	Noble-Pawnee	Pawnee to Perry	7.040	944.87	700.00	1,644.87
		TOTAL	916.067	$82,507.35	$43,213.82	$128,879.79
		Average cost per mile for survey and plans		$140.68		

CONTRACTS AWARDED IN 1925

Projects	Location	County	Length in miles	Type	Amount of Contract	Date	Contractor	Bonding Co.
F. 15-C	Ochelata-Ramona	Washington	5.147	Concrete	$ 119,275.51	2-24-25	Hamilton Const.	Southern Surety
F. 85-B	Cleveland S. & E.	Pawnee	5.508	9" gravel	34,653.45	2-24-25	E. J. Franklin	" "
F. 111-A	Ramona south	Washington	8.701	Concrete	199,618.40	2-24-25	Gravelle-Hamblin	U. S. F. & G.
F. 130-C	N. E. of Edmond	Oklahoma		Bridge	9,428.10	2-24-25	Woodward Const.	New Amsterdam
F. 130-D	South of Guthrie	Logan	5.089	G. & Str.	27,983.96	2-24-25	Maney Bros.	Southern Surety
F. 130-E	" " "	"	4.959	Gr. & Str.	44,568.98	2-24-25	J. J. Harrison	" "
F. 130-F	" " "	"		Bridge	14,873.50	2-24-25	E. G. Fike & Co.	" "
F. 131-D	At Harrah	Oklahoma		Bridge	99,498.30	2-24-25	Klein & Evans	Fidelity & Deposit
F. 152-A	West of Pawhuska	Osage	5.771	Gr. & Str.	23,795.42	2-24-25	Maney Bros.	Southern Surety
F. 152-F	East of Ponca City	"	6.280	Gr. & Str.	55,386.67	2-24-25	E. G. Fike & Co.	" "
F. 153-A	East of Pershing	"	3.911	Gr. & Str.	37,977.11	2-24-25	J. J. Harrison	" "
F. 153-B	East of Pershing	"	3.789	Gr. & Str.	34,369.37	2-24-25	J. J. Harrison	" "
F. 167-A	Newkirk north	Kay	6.771	Concrete	153,733.17	2-24-25	I. E. Hanson	" "
F. 124-D	Enid south	Garfield	7.206	Concrete	178,638.25	3- 5-25	H. L. Cannady	" "
F. 124-E	" "	"	6.474	Concrete	158,711.70	3- 5-25	H. L. Cannady	" "
F. 172-A	Blackwell-Tonkawa	Kay	6.165	Gr. & Str.	16,708.29	3- 5-25	Maney Bros.	" "
F. 172-B	" " "	"		Bridge	982.40	3- 5-25	Dan Blackburn	Federal Surety
F. 191-A	Nowata east	Nowata	3.909	Gravel	39,054.83	3- 5-25	M. E. Gillioz	Southern Surety
F. 127-C	Oilton to Keystone	Creek	6.127	Concrete	144,988.55	3- 5-25	Hanson-Pearce	" "
F. 127-E	" " "	"	5.162	Gr. & Str.	21,926.72	3- 5-25	M. A. Swatek	U. S. F. & G.
F. 127-E	" " "	"	5.162	Concrete	126,313.38	3- 5-25	M. A. Swatek	U. S. F. & G.
F. 127-G	" " "	"		Bridge	9,191.72	3- 5-25	J. W. Williams	Globe Indemnity
F. 158-A	Sapulpa-Bristow	"	4.976	Concrete	117,473.50	3- 5-25	Sam Ward Paving	U. S. F. & G.
F. 158-B	" "	"	4.900	"	136,997.34	3- 5-25	Standard Paving	Southern Surety
F. 158-C	" "	"	4.217	"	109,577.74	3- 5-25	Standard Paving	" "
F. 158-D	" "	"	4.960	"	111,204.12	3- 5-25	Gallamore Const.	" "
F. 158-F	" "	"		Bridges	14,641.20	3- 5-25	Tom Collins	Federal Surety
F. 159-A	Beggs-Mounds	Okmulgee	7.099	Gr. & Str.	19,212.36	3- 5-25	Pharoah & Sharp	Southern Surety
F. 159-B	" "	"		Bridge	6,243.80	3- 5-25	Pharoah & Sharp	" "
F. 168-A	Henryetta west	"	5.218	Gr. & Str.	28,390.75	3- 5-25	E. G. Fike & Co.	" "
F. 168-B	" "	"		Bridge	3,437.35	3- 5-25	E. G. Fike & Co.	" "
F. 174-A	Holdenville west	Hughes	4.793	Gr. & Str.	22,998.54	3- 5-25	J. E. Smith	U. S. F. & G.
F. 175-A	Holdenville east	"	8.121	Gr. & Str.	37,050.84	3- 5-25	Johnson Bros.	Federal Surety
F. 125-B	Ponca City south	Noble	2.341	Concrete	56,890.40	5-12-25	Gudgel & McVey	" "
F. 125-C	South of Ponca	"		Bridge	3,916.10	5-12-25	Gudgel & McVey	" "
F. 179-A	East of Enid	Garfield	7.853	Concrete	223,214.43	5-12-25	Hyde Const.	H. H. Champlin
F. 210-A	Marland west	Noble	1.42	Concrete	$ 43,769.21	5-12-25	Gudgel & McVey	Federal Surety
F. 73-B	Stigler west	Haskell	4.429	Gravel	15,678.28	5-12-25	Ellis & Lewis	Southern Surety
F. 89-B	East of Ardmore	Carter	2.0	Concrete	43,718.40	5-12-25	Gibson & Mitchell	" "
F. 109-F	East of Oilton	Creek	3.7	"	111,925.39	5-12-25	Ward-Brooks	" "
F. 130-B	East of Edmond	Oklahoma	4.9	Brick	195,186.12	5-12-25	Green-Beekman	" "
F. 166-ABC	North of Pawnee	Osage-Pawnee		Bridge	264,255.85	5-12-25	Green-Beekman	" "
F. 193-AB	Nowata-Coffeyville	Nowata	9.86	Gravel	52,559.71	5-12-25	M. E. Gillioz	Hartford Accident
F. 193-C	" "	"		Bridges	40,063.45	5-12-25	M. E. Gillioz	" "
F. 469	Hugo bridge	Choctaw		Bridge	84,617.60	6- 4-25	Austin Bridge	American Surety
F. 139-DE	North of Guthrie	Logan	12.54	Gr. & Str.	72,015.77	6-16-25	M. A. Swatek	U. S. F. & G.
F. 141-AB	South of Marietta	Love	8.608	Concrete	127,089.23	6-16-25	Flynn Const.	Southern Surety
F. 179-B	Covington north	Garfield	6.139	Concrete	147,532.77	6-16-25	B. J. & L. Paving	Federal Surety
F. 188-A	North of Wetumka	Hughes	5.248	Gr. & Str.	36,305.54	6-16-25	J. E. Smith & Sons	Southern Surety
F. 188-B	" " "	Okfuskee	3.766	Gr. & Str.	21,248.31	6-16-25	W. T. Pharoah	" "
F. 193-D	Nowata-Coffeyville	Nowata	5.238	Gr. & Str.	16,441.50	6-16-25	Armstrong-Teenor	U. S. F. & G.
F. 193-E	" "	"		Bridge	12,839.90	6-16-25	W. F. Froebe	" "
F. 131-B	Choctaw-Harrah	Oklahoma	4.424	Concrete	99,950.70	6-30-25	Highway Const.	Southern Surety
F. 178-A	Cleveland-Keystone	Pawnee	5.763	Gr. & Str.	37,568.88	7-14-25	Gibson & Mitchell	" "
F. 178-B	" "	"	5.627	Gr. & Str.	34,490.45	7-14-25	Southwestern Const.	U. S. F. & G.
F. 178-C	" "	"		Bridge	12,044.00	7-14-25	J. J. Harrison	Southern Surety
F. 172-A	Blackwell-Tonkawa	Kay	6.164	Concrete	135,560.32	8-10-25	I. E. Hanson	" "
F. 172-B	" " "	"		Br. Repair	5,516.70	8-10-25	I. E. Hanson	" "
F. 111-B	North of Collinsville	Tulsa	2.99	Concrete	87,372.79	9-15-25	Highway Const.	" "
F. 139-A	Guthrie-Perry	Logan	4.267	Gr. & Str.	14,060.07	9-15-25	J. E. Smith & Sons	" "
F. 139-B	" "	"	3.852	Gr. & Str.	23,947.36	9-15-25	J. E. Smith & Sons	" "
F. 139-C	" "	"		Bridge	25,534.00	9-15-25	Stone & Johnson	" "

Project	Location	County	Length in Miles	Type	Amt. of Contract	Date	Contractor	Bonding Co.
F. 139-H	" "	Noble	6.444	Gr. & Str.	19,157.21	9-15-25	Gantt-Baker	Federal Surety
F. 139-I	" "	"	6.078	Gr. & Str.	19,179.83	9-15-25	Gantt-Baker	" "
F. 144-A	Purcell-Paoli	McClain	5.995	Gr. & Str.	30,615.64	9-15-25	O. J. Pharoah	Southern Surety
F. 144-B	" "	"	5.752	Gr. & Str.	13,630.99	9-15-25	George Southerland	" "
F. 208-A	Chickasha south	Grady	7.898	Gr. & Str.	25,619.13	9-15-25	Ottinger & Frost	New Amsterdam
F. 208-B	" "	"	8.342	Gr. & Str.	23,358.47	9-15-25	Gibson & Mitchell	Southern Surety
F. 208-C	" "	"	9.189	Gr. & Str.	32,671.26	9-15-25	Ottinger & Frost	New Amsterdam
F. 189-ABC	Calvin north	Hughes	14.352	Gr. & Str.	57,524.59	10- 6-25	D. T. Allen	Southern Surety
F. 189-D	" "	"	4.407	Gr. & Str.	45,569.09	10- 6-25	Gibson & Mitchell	" "
F. 184-ABC DE	Claremore-Chelsea	Rogers	18.723	Gr. & Str.	53,827.64	10- 6-25	Hamilton Const.	Southern Surety
F.174-B	Wewoka south	Seminole	4.147	Gr. & Str.	15 807 31	10- 6-25	Gibson & Mitchell	" "
F. 159-C	Sapulpa-Mounds	Creek	5.191	Gr. & Str.	21,288.02	10- 6-25	Gibson & Mitchell	" "
F. 159-D	" "	"	5 465	Gr. & Str.	14,353.72	10- 6-25	W. P. McCoy	U. S. F. & G.
F. 152-A	Pawhuska west	Osage	5.771	Rock Asphalt	169 784.37	10- 6-25	Tibbetts & Pleasant	Southern Surety
F. 116-D	South of Wister	LeFlore	5.219	Gravel	60,334.17	10- 6-25	J. J. Harrison	" "
F. 180	West of Enid	Garfield	5.469	Grading	6.294.00	10- 6-25	Maney Bros	" "
F. 208-D	S. of Chickasha	Grady		Bridge	16,977.13	11- 3-25	Boardman Co.	U. S. F. & G.
F. 139-J	South of Perry	Noble		"	13,541.96	11- 3-25	McNeal & Wells	Federal Surety
F. 139-F	" " "	Logan		"	20,926.50	11- 3-25	Gaines, Yeokum & M.	" "
F. 116-G	South of Wister	LeFlore		"	33,699.00	11- 3-25	Gaines, Yeokum & M.	" "
F. 95-C	West of Wister	"		"	36,187.91	11- 3-25	J. S. Terry	Southern Surety
F. 189-E	North of Calvin	Hughes		"	25,608.45	11- 3-25	Boardman Co.	U. S. F. & G.
F. 149-C	East of Vinita	Craig		"	17,719 00	11- 3-25	Pittsbg.-Des Moines	Globe Indemnity
F. 140-C	North of Perry	Noble		"	18,461.80	11- 3-25	George Southerland	Southern Surety
F. 148-I	North of Jefferson	Grant		"	13,483.31	11- 3-25	Boardman Co.	U. S. F. & G.
F. 188-D	North of Wetumka	Hughes		"	82,589.63	11- 3-25	Gaines, Yeokum & M.	U. S. F. & G.
F. 132-C	North of Heavener	LeFlore		"	35 242.20	11- 3-25	J. S. Terry	Southern Surety
S. 61-A	Okemah-Cromwell	Okfuskee	1.601	Gr. & Str.	7,737.73	1- 6-25	Green-Beekman	" "
S. 61-B	" "	"		Bridge	11,359.49	1- 6-25	Green-Beekman	" "
S. 92	Near Guymon	Texas	1.886	Br. & Gr.	15,552.21	1- 6-25	A. F. Jarvis	" "
S. 98	Near Anadarko	Caddo		Bridge	14,817.56	1- 6-25	National Const.	U. S. F. & G.
S. 77	South of Shawnee	Pottawatomie	0.937	Gravel	7,340.31	1- 6-25	Flynn Const.	Southern Surety
S. 85	East of Okla. City	Oklahoma		Br. repair	1,767.50	1- 6-25	Green-Beekman	" "
S. 56	Near McBride	Cherokee		Bridge	3,504.00	1- 6-25	Killough Bros.	Federal Surety
S. 75	North of Mangum	Greer		"	41,432.90	1- 6-25	National Const.	U. S. F. & G.
S. 29-A	Geary south	Blaine	2.997	Gravel	39,369.42	1- 6-25	T. C. Ottinger	New Amsterdam
S. 2-E	Oologah southeast	Rogers	7.013	Gr. & Str.	42,277.67	2-24-25	Hamilton Const.	Southern Surety
S. 63	North of El Reno	Canadian		Bridge	21,915.60	2-24-25	Klein & Evans	Fidelity & Deposit
S. 77-B	South of Shawnee	Pottawatomie		"	9,012.80	2-24-25	Klein & Evans	Fidelity & Deposit
S. 106	South of Nowata	Nowata	5 356	Gravel	51,611.46	2-24-25	J. J. Harrison	Southern Surety
S. 122	South of Marietta	Love		Culverts	5.802.88	2-24-25	Bybee & Wallace	Federal Surety
S. 123	West of Muskogee	Muskogee	0.5	Brick	8,976.00	2-24-25	Standard Paving	Southern Surety
S. 142	North of Newkirk	Kay	0.82	Concrete	5.448.91	2-24-25	I. E. Hanson	" "
S. 86-A	West of Cushing	Payne		Bridge	1.298.11	3- 3-25	Tom Collins	Federal Surety
S. 86-B	" " "	"		"	5,022.75	3- 3-25	Tom Collins	" "
S. 107	El Reno north	Canadian	3.0	Gr. & Str.	16,265.43	3- 3-25	H. L. Cannady	Southern Surety
S. 107	" " "	"	3.0	Concrete	75 367.07	3- 3-25	Green-Beekman	" "
S. 143	Around Enid	Garfield		Culverts	18,638.15	3- 3-25	Mark Butterton	U. S. F. & G.
S. 121-A	Claremore east	Rogers	4.924	Gr. & Str.	29,707.04	3- 3-25	Dan Blackburn	Federal Surety
S. 121-B	" "	"	4.988	Gr. & Str.	19,880.98	3- 3-25	Dan Blackburn	" "
S. 121-C	" "	"		Bridges	26 548.75	3- 3-25	Dan Blackburn	" "
S. 138	Mounds & Keifer	Creek		Bridge	5 290.60	3- 5-25	E. G. Fike	Southern Surety
S. 139-A	West of Okmulgee	Okmulgee	8.517	Gr. & Str.	27.573 25	3- 5-25	Ellis & Lewis	" "
S. 139-B	West of Okmulgee	Okmulgee		Bridges	13,924.00	3- 5-25	Altman-Rodgers	U. S. F. & G.
S. 45-B	East of Kingfisher	Kingfisher		"	9.717.10	5-12-25	Gaines, Yeokum & M.	Federal Surety
S. 45-C	East of Kingfisher			"	10,350.60	5-12-25	Gaines, Yeokum & M.	" "
S. 77-A	South of Shawnee	Pottawatomie	0.935	Concrete	23.760.00	5-12-25	G. P. Carr	Hartford Accident
S. 97-A	North of Blanchard	McClain	6.428	Gravel	64 490 02	5-12-25	R. R. Tway	Southern Surety
S. 97-B	" " "	"		Bridge	2.562 25	5-12-25	Woodward Const.	New Amsterdam
S. 110	At Stigler	Haskell	0.345	Gravel	4.097.45	5-12-25	Ellis & Lewis	Southern Surety
S. 111	Ponca City-Tonkawa	Kay	1.1	Concrete	27.235.23	5-12-25	R. H. Baldwin	U. S. F. & G.
S. 149-A	At Weleetka	Okfuskee		Bridge	12 815.77	5-12-25	Wilson & Bush	Hartford Accident
S. 158-A	Pryor north	Mayes	3.676	Gr. & Str.	12.584.19	5-12-25	Green-Beekman	Southern Surety

Project	Location	County	Length in Miles	Type	Amt. of Contract	Date	Contractor	Bonding Co.
S. 158-B	Pryor, North	Mayes	6.258	Gr. & Str.	16,779.46	5-12-25	Green-Beekman	Southern Surety
S. 158-C	" "	"		Bridge	13,867.10	5-12-25	"	"
S. 32	Yale north	Payne	2.0	Gr. & Str.	19,163.28	5-12-25	Tom Collins	Federal Surety
S. 40-AB	Talequah-Muskogee	Cherokee		Culverts	42,615.41	5-12-25	E. L. Terry	Southern Surety
S. 49-A	Choteau-L. Grove	Mayes	6.7	Gr. & Str.	32,119.89	5-12-25	A. A. Davis	Globe Indemnity
S. 50-A	McAlester west	Pittsburg	4.2	Grading	11,763.03	5-12-25	Johnson Bros.	Federal Surety
S. 50-B	" "	"	5.0	"	22,255.64	5-12-25	Flynn Const.	Southern Surety
S. 63	South of Asher	McClain		Bridge	2,082.72	5-12-25	D. S. Miser & Sons	Maryland Casualty
S. 128-CD	North of Mooreland	Woodward		Bridges	8,142.80	5-12-25	Pioneer Const.	Globe Indemnity
S. 141-B	East of Nowata	Nowata		"	69,186.49	5-12-25	M. E. Gillioz	Hartford Accident
S. 74-C	North of Wagoner	Wagoner	4.0214	Gravel	26,355.29	6- 1-25	Ellis & Lewis	Southern Surety
S. 106-B	South of Nowata	Nowata		Bridge	9,207.61	6- 1-25	Kansas City Bridge	Globe Indemnity
S. 127-AB	Barron & Duncan Cr.	Adair		"	34,290.75	6- 1-25	Pioneer Const.	" "
S. 127-CD	Evansville Creek	"		"	20,879.90	6- 1-25	Leroy Johnson	" "
S. 147-AB	On S. H. No. 7	Harmon		Culverts	5,137.80	6- 1-25	Lee Chisum	Maryland Casualty
S. 149-B	At Weleetka	Okfuskee	.1959	Concrete	5,910.83	6-16-25	Wilson & Bush	Hartford Accident
S. 180-AB	Duncan east	Stephens	9.437	Gr. & Str.	35,543.42	6-16-25	J. E. Smith & Sons	Southern Surety
S. 180-C	" "	"		Bridge	7,695.00	6-16-25	Woodward Const.	New Amsterdam
S. 42-B	North of Durant	Bryan	3.5	Rock Asphalt	45,267.00	7-14-25	Western Paving	Southern Surety
S. 42-C	South of Durant	"	3.7	Amiesite	46,800.00	7-14-25	McInerney & Barbre	U. S. F. & G.
S. 70	West of Cushing	Payne		Culvert	1,350.72	7-14-25	Tom Collins	Federal Surety
S. 23-B	South of Kingston	Marshall		Bridge	10,008.72	5-13-25	Johnson Bros.	U. S. F. & G.
S. 141-A	East of Nowata	Nowata	1.0	Gravel	12,434.86	6-15-25	M. E. Gillioz	Hartford Accident
S. 10-B	Stone Bluff	Wagoner		Bridge	32,966.29	8-10-25	Gaines, Yeokum & M.	Federal Surety
S. 192	Bixby Bridge	Tulsa		Br. repair	16,189.80	8-10-25	George Southerland	Southern Surety
S. 191	Coyle Bridge	Logan		" "	2,134.91	8-10-25	" "	" "
S. 163	East of Coody's Bl.	Nowata		Bridge	12,157.32	8-10-25	Armstrong & Teenor	U. S. F. & G.
S. 77-CD	South of Shawnee	Pottawatomie	3.0792	Concrete	79,908.44	8-10-25	Dougherty, N. & W.	Southern Surety
S. 26-B	At Healdton	Carter	0.425	"	11,025.44	9-15-25	Dan Blackburn	Aetna Casualty
S. 41-B	West of Ardmore	"	2.685	"	64,533.51	9-15-25	Flynn Const.	Southern Surety
S. 123-C	West of Muskogee	Muskogee	2.5	Concrete	52,008.00	9-15-25	Gravelle-Hamblin	Southern Surety

S. 145-A	East of Clinton	Custer	1.5	Gr. & Str.	3,394.56	9-15-25	Rice & Patterson	U. S. F. & G.
S. 145-B	East of Clinton	"		Bridge	27,533.00	9-15-25	Kansas City Bridge	Globe Indemnity
S. 195-ABC	Around Muskogee	Muskogee	5.455	Brick	113,451.15	9-15-25	Standard Paving	Southern Surety
S. 205	East of Ardmore	Carter	2.0	Concrete	46,464.00	10- 6-25	Gibson & Mitchell	" "
S. 141-C	North of Alluwe	Nowata	5.868	Gravel	48,875.58	10- 6-25	Ellis & Lewis	" "
S. 208	Possum Creek	Major		Bridge	3,169.41	11- 3-25	Fred Norwine	American Surety
S. 201	S. H. No. 6	Atoka		"	44,152.41	11- 3-25	J. S. Terry	Southern Surety
S. 141-D	North of Alluwe	Nowata		"	35,992.91	11- 3-25	M. E. Gillioz	" "
S. 152	North of Commerce	Ottawa	1.332	Concrete	29,598.65	11- 3-25	Ward-Beekman-Brooks	" "
S. 50-B	West of McAlester	Pittsburg		Culverts	15,160.23	11- 3-25	Altman-Rodgers	U. S. F. & G.
S. 153	South of Claremore	Rogers		Bridge	5,666.35	11- 3-25	Hamilton Const.	Southern Surety
S. 118	Jack Fork Bridge	Pushmataha		Culverts	23,104.83	11- 3-25	Des Moines Steel	" "

TOTAL--$6,989,086.15

CONTRACTS AWARDED IN 1926

Project	Location	County	Length in miles	Type	Amount of Contract	Date	Contractor	Bonding Co.
F. 184-F	Claremore-Chelsea	Rogers		Bridge	$ 3,723.50	2-2-26	E. G. Fike	Southern Surety
F. 159-E	Sapulpa-Mounds	Creek		Bridges	14,012.59	2-2-26	E. G. Fike	" "
F. 139-K	North of Guthrie	Logan		Bridge	5,184.70	2-2-26	McNeil & Wells	Federal Surety
F. 130-DE	South of Guthrie	"	10.048	Concrete	211,549.02	2-2-26	Green-Const.	Southern Surety
S. 268	Jefferson-Medford	Grant	6.479	Gr. & Str.	16,756.61	2-2-26	Garfield Co. Cons.	" "
S. 267-BD	Vinita-Afton	Craig-Dela.	8.606	Gr. & Str.	31,226.20	2-2-26	O. M. Drake	Fidelity Deposit
F. 95-A	West of Wister	LeFlore	5.586	Drainage	9,751.34	2-2-26	James & Hopper	Southern Surety
F. 95-B	" " "	"	5.998	"	7,764.21	2-2-26	James & Hopper	" "
F. 95-A	" " "	"	5.586	Grading	9,990.30	2-2-26	J. J. Harrison	" "
F. 95-B	" " "	"	5.998	"	6,168.14	2-2-26	J. J. Harrison	" "
S. 264	Hennessey north	Kingfisher	3.679	Gr. & Str.	8,561.77	2-2-26	J. E. Smith & Sons	" "
S. 262	South of Davidson	Tillman		Bridge	95,949.49	2-2-26	Frederick-Vernon Br.	(Personal)
S. 257-B	East of Vinita	Rogers		"	14,688.66	2-2-26	E. G. Fike	Southern Surety
F. 185-A	" " "	"	5.662	Gr. & Str.	29,614.08	2-2-26	Green Const.	" "
S. 255	South of Davis	Murray		Bridge	10,764.00	2-2-26	Southwestern Const.	U. S. F. & G.
S. 255-F	" " "	"		"	39,779.10	2-2-26	Austin Bridge	Federal Surety
S. 255-F	" " "	"		"	22,027.90	2-2-26	W. L. Davis	" "
F. 185-E	Vinita-Chelsea	Craig		"	5,044.04	2-2-26	O. M. Drake	Fidelity Deposit
F. 185-CD	" "	"	11.29	Gr. & Str.	30,416.58	2-2-26	Julian C. Field	Southern Surety
S. 253-G	Marlow-Lawton	Stephens		Bridges	31,367.70	2-2-26	National Const.	U. S. F. & G.
S. 252-E	Marlow west	"		"	20,296.72	2-2-26	" "	" "
S. 252-CD	Comanche west	"	9.637	Gr. & Str.	34,669.51	2-2-26	Green Construction	Southern Surety
S. 251	North Kingfisher	Kingfisher		Bridge	87,701.35	2-2-26	E. G. Fike	" "
S. 248-AB	East of Stillwater	Payne	2.793	Concrete	73,997.34	2-2-26	Dougherty N. & W.	" "
S. 217	Shattuck bridge	Ellis		Bridge	27,498.00	2-2-26	Leo Sanders	Federal Surety
S. 215	East of Okla. City	Oklahoma		Br. Repair	3,147.00	2-2-26	Gaines, Yeokum & M	" "
S. 213	Keno bridge	Woods-Harper		Bridge	19,238.10	2-2-26	Leo Sanders	" "
S. 211	Waynoka bridge	Woods-Major		"	31,843.00	2-2-26	Woodward Const.	Southern Surety
S. 197-D	Nash-Jet	Alfalfa		Culvert	2,679.42	2-2-26	Mark Butterton	National Surety
S. 197-C	" "	Grant		Bridge	5,412.70	2-2-26	McNeal & Wells	" "
S. 195-C	East of Muskogee	Muskogee		Br. Repair	1,822.05	2-2-26	Ellis & Lewis	Southern Surety
S. 181-A	South Newcastle	McClain	6.789	Gr. & Str.	17,987.18	2-2-26	Dan Sweeney	Union Indemnity
S. 181-B	" "	"		Bridge	2,146.00	2-2-26	Geo. Southerland	Southern Surety
S. 180-F	East of Duncan	Stephens		"	40,887.45	2-2-26	O. J. Pharoah	Federal Surety
S. 123-C	West of Muskogee	Muskogee		"	10,430.40	2-2-26	Ellis & Lewis	" "
S. 2-H	North of Talala	Rogers		Bridges	13,127.40	2-2-26	E. G. Fike	" "
S. 284	North of Oilton	Creek		Br. Repair	6,969.00	3-16-26	J. W. Williams	" "
S. 280	N. of Three Sands	Kay	1.172	Gr. & Str.	$ 2,959.75	3-16-26	McCoy & Sons	Southern Surety
S. 258		Dewey		Culverts	3,293.80	3-16-26	D. S. Miser & Sons	Federal Surety
S. 247	State Hwy. No. 13	Harper		Bridge	22,517.15	3-16-26	Pioneer Const.	Globe Indemnity
S. 229	At Blair	Jackson	0.749	Gravel	5,121.55	3-16-26	Brown Const.	U. S. F. & G.
S. 227-BCE	Lone Wolf-Hobart	Kiowa	10.055	Gr. & Str.	19,303.96	3-16-26	Maney Bros.	Southern Surety
S. 226-AB	Gotebo-Hobart	"	7.897	Gr. & Str.	19,842.44	3-16-26	Biggs-Bodenhammer	U. S. F. & G.
S. 224-B	Snyder West	"	2.989	Gr. & Str.	6,819.59	3-16-26	Ledford & Way	Fidelity & Deposit
S. 111-C	Ponca Cy.-Tonkawa	Kay		Bridges	18,720.50	3-16-26	Pioneer Const.	Globe Indemnity
S. 111-B	" "	"	6.997	Gr. & Str.	19,635.99	3-16-26	T. C. Ottinger	New Amsterdam
S. 109	West of Walters	Cotton		Drainage	14,572.83	3-16-26	Ledford & Way	Fidelity & Deposit
S. 2-G	Talala north	Rogers	5.0	Gr. & Str.	12,831.31	3-16-26	Ellis & Lewis	Southern Surety
F. 208-E	South of Chickasha	Grady		Bridge	22,554.95	3-16-26	Nims & Frost	New Amsterdam
F. 168-A	West of Henryetta	Okmulgee	5.218	Rock Asph.	140,714.54	3-16-26	Park-Moran	Southern Surety
F. 163-B	East of Yukon	Canadian	2,807	Concrete	68,802.50	3-16-26	Flynn Const.	" "
F. 163-C	" " "	"		Bridge	4,479.94	3-16-26	Okla. Stone Setting	Globe Indemnity
F. 159-A	South of Mounds	Okmulgee	7.099	Concrete	147,688.26	3-16-26	Flyn Const.	Southern Surety
F. 148-C	S. of Pond Creek	Grant	2.926	"	69,742.12	3-16-26	Hanson-Pierce	" "
F. 148-D	" " " "	"	4.128	"	91,725.84	3-16-26	Flynn Const.	" "
F. 136-D	West of Bristow	Creek		Bridges	45,604.78	3-16-26	Altman-Rodgers	U. S. F. & G.
F. 136-AB	West of Bristow	"	14.124	Gr. & Str.	55,846.31	3-16-26	Hamilton Const.	Southern Surety
F. 132-E	North of Heavener	LeFlore		Bridges	29,939.10	3-16-26	Woodward Const.	" "
F. 132-A	" " "	"	5.148	Gr. & Str.	33,323.06	3-16-26	J. J. Harrison	" "
S. 132-B	" " "	"	4.644	Gr. & Str.	18,789.80	3-16-26	Ed. Smittle	" "
F. 140-F	N. of Three Sands	Kay	2.773	Gr. & Str.	6,098.25	3-16-26	McCoy & Sons	" "
F. 105-C	North of Commerce	Ottawa	3.271	Concrete	73,861.61	3-16-26	Ward, Beekman & B.	" "

Project	Location	County	Length in Miles	Type	Am't of Contract	Date	Contractor	Bonding Co.
S. 269	At Blair	Jackson	½	Gr. & Str.	2,064.60	5-18-26	Taylor & Younger	Federal Surety
S. 216	At Ada	Pontotoc	½	Concrete	18,942.96	5-18-26	Hill Construction	Southern Surety
S. 184	North of Tahlequah	Chero.-Dela.	27.0	Grading	87,189.79	5-18-26	Hamilton Const.	" "
S. 141-F	East of Alluwe	Nowata	3.758	Gravel	16,454.15	5-19-26	Ellis & Lewis	" "
S. 112-B	West of Vian	Sequoyah	1.745	Gr. & Str.	9,462.11	5-18-26	Ellis & Lewis	" "
S. 84	North of Beggs	Okmulgee		Underpass	7,473.56	5-18-26	Gibson & Mitchell	" "
F. 192-D	Nowata-Bartlesv.	Washington		Bridge	13,849.95	5-18-26	E. G. Fike	" "
F. 192-C	" "	Wash.-Nowata	4.904	Gr. & Str.	18,791.24	5-18-26	Ellis & Lewis	" "
F. 192-A	" "	" "	8.033	Gr. & Str.	31,531.57	5-18-26	Hamilton Const.	" "
F. 192-B	" "	" "	5.072	Gr. & Str.	15 555.29	5-18-26	Ellis & Lewis	" "
F. 146-E	East of Marlow	Stephens		Bridges	35,452.97	5-18-26	Wiggins & Co.	" "
F. 146-B	" " "	"	7.783	Gr. & Str.	22,927.74	5-18-26	Taylor & Younger	Federal Surety
F. 145-E	East of Lawton	Comanche		Bridges	23,622.40	5-18-26	National Const.	U. S. F. & G.
F. 145-A	" " "	Stephens	6.812	Str	15,303.90	5-18-26	E. S. Alderman	Fidelity & Deposit
F. 145-B	" " "	"	7.593	Str.	16,533.43	5-18-26	Wiggins & Company	Southern Surety
F. 145-C	" " "	Comanche	4.872	Str.	15,938.71	5-18-26	J. E. Smith & Sons	" "
F. 145-D	" " "	"	5.357	Str.	15,843.39	5-18-26	J. E. Smith & Sons	" "
F. 108-A	Jennings north	Pawnee	6.214	Gr. & Str.	16,808.72	5-18-26	S. E. Gray	" "
S. 322	At Chickasha	Grady		Asphalt	31,103.60	6-29-26	Ward, Beekman & B.	" "
S. 321	West of Okla. City	Oklahoma	0.337	Concrete	12,209.13	6-29-26	Flynn Const.	" "
S. 320	At Owasso	Rogers	2804'	Macadam	4 000.00	6-29-26	Standard Paving	" "
S. 319	At Yale	Payne	1.586	Gr. & Str.	11 348.15	6-29-26	Tom Collins	Federal Surety
S. 318	East of Morris	Okmulgee	3.5	Concrete	80,572.80	6-29-26	Park-Moran Co.	Southern Surety
S. 314	East of Valliant	McCurtain		Bridge	2,527.52	6-29-26	George M. Brown	U. S. F. & G.
S. 299	East of Durant	Bryan		Bridges	22,661.85	6-29-26	Woodward Const.	Southern Surety
S. 298	East of Alva	Woods	1.00	Concrete	28,311.58	6-29-26	Shultz Const.	Federal Surety
S. 280	South of Tonkawa	Kay	1.1725	Concrete	29,209.43	6-29-26	Hyde Const.	H. H. Champlin
S. 220-C	North of Adair	Mayes		Bridges	6,667.17	6-29-26	Gooldy & Epperson	Southern Surety
S. 197-AB	Nash-Jet	Woods-Alfal.	4.925	Gr. & Str.	15,454.37	6-29-26	Hyde Const.	H. H. Champlin
S. 139-A	West of Okmulgee	Okmulgee	3.5	Concrete	85,037.57	6-29-26	Park-Moran Co.	Southern Surety
F. 226-D	North of Cordell	Washita		Bridge	12,103.79	6-29-26	Nims & Frost	New Amsterdam

F. 226-C	North of Cordell	"	5.805	Gr. & Str.	18,736.37	6-29-26	Grant Kerr	U. S. F. & G.
F. 222-C	East of Shawnee	Pottawatomie		Bridges	90,545.39	6-29-26	C. G. Landon	Federal Surety
F. 222-AB	" " "	"	7.821	Gr., Str. & Pavement	226,269.32	6-29-26	G. P. Carr Const.	U. S. F. & G.
F. 214-D	East of Allen	Hughes		Bridges	24,041.35	6-29-26	Southwestern Const.	" "
F. 214-ABC	" " "	"	10.585	Gr. & Str.	83,554.90	6-29-26	Lee Sutley	Southern Surety
F. 212-D	Elk City-Sayre	Beckham		Bridges	46,777.55	6-29-26	Nims & Frost	New Amsterdam
F. 212-AB	" " "	"	8.412	Gr. & Str.	29,376.38	6-29-26	The Mann Co.	Metropolitan
F. 212-C	" " "	"	6.564	Gr. & Str.	25,753.13	6-29-26	T. C. Ottinger	New Amsterdam
F. 211-H	Harrah-Shawnee	Oklahoma	2.952	Rock Asph.	87,671.02	6-29-26	Green-Boots Const.	Southern Surety
F. 211-FG	" "	Pottawatomie	6.684	Gr. & Str.	23,377.79	6-29-26	M. A. Swatek	U. S. F. & G.
F. 211-ABC	" "	"	7.282	Gr. & Str.	28,623.76	6-29-26	M. A. Swatek	" "
F. 208-BC	South of Chickasha	Grady	10.242	Concrete	133,443.40	6-29-26	Garrett & Mills	" "
F. 203-B	West of Verden	Caddo	4.264	Gr. & Str.	21,787.40	6-29-26	Short & Ables	Fidelity Deposit
F. 188-A	North of Weleetka	Hughes	3.248	Concrete	74,022.07	6-29-26	Gibson & Mitchell	Southern Surety
F. 187-C	East of Comanche	Stephens		Bridges	21,311.98	6-29-26	Garrett & Mills	U. S. F. & G.
F. 187-B	" " "	"	7.330	Gr. & Str.	30,351.67	6-29-26	Pharoah & Fell	Southern Surety
F. 183-A	S. of Claremore	Rogers	3.868	Concrete	86,131.23	6-29-26	Standard Paving	" "
F. 183-B	" " "	"	4.547	"	96,084.28	6-29-26	Maxwell & Mead	Aetna Casualty
F. 182-F	East of Calvin	Hughes		Bridges	50,046.87	6-29-26	Altman-Rodgers	U. S. F. & G.
F. 182-ABC	" " "	"	10.944	Gr. & Str.	62,680.82	6-29-26	D. T. Allen	Southern Surety
F. 174-A	W. of Holdenville	"	4.793	Rock Asph.	142,369.86	6-29-26	H. L. Cannady	" "
F. 165-C	North of Blackwell	Kay		Bridges	52,793.61	6-29-26	Pioneer Const.	Globe Indemnity
F. 165-AB	" " "	"	14.693	Gr. & Str.	44,936.07	6-29 26	J. H. Maxwell	Aetna Casualty
F. 152-C	West of Pawhuska	Osage		Bridge	7,984.50	6-20-26	E. G. Fike	Southern Surety
F. 152-B	" " "	"	4.016	Gr. & Str.	24,851.37	6-29-26	Tibetts & Pleasant	"
F. 148-E	W. of Pond Creek	Grant	2.463	Concrete	54,515.67	6-29-26	Hyde Const.	H. H. Champlin
F. 142-C	South of Ardmore	Love		Bridges	30,871.00	6-29-26	Woodward Const.	Southern Surety
F. 142-A	South of Ardmore	"	4.939	Gr. & Str.	16,633.53	6-29-26	Julian C. Fields	"
F. 142-B	" " "	"	4.506	Gr. & Str.	16,620.04	6-29-26	Joe Taylor	Federal Surety
F. 141-B	South of Marietta	"		Bridge	4,731.90	6-29-26	W. L. Davis	National Surety
F. 141-C	" " "	"	6.015	Gr. & Str.	23,258.21	6-29-26	Julian C. Fields	Southern Surety
F. 140-F	South of Tonkawa	Kay	2.773	Concrete	67,169.32	6-29-26	Hyde Const.	H. H. Champlin

Project	Location	County	Length in Miles	Type	Am't of Contract	Date	Contractor	Bonding Co.
F. 137-H	East of Edmond	Oklahoma	2,988	Brick	106,337.37	6-29-26	Ward, Beekman & B.	Southern Surety
F. 124-H1	North of Kingfisher	Kingfisher	6.257	Gr. & Str.	19,064.20	6-29-26	Dan Sweeney	Federal Surety
S. 359	South of Enid	Garfield	1485.4'	Concrete	8,552.36	10-12-26	Hyde Const.	" "
S. 351	North of Keystone	Pawnee		Br. repair	10,360.40	10-12-26	Flynn Const.	Southern Surety
S. 350	North of Grove	Delaware		Bridge	62,934.40	10-12-26	Flynn & Alderman	" "
S. 341	East of Salina	Mayes		Br. repair	6,000.39	10-12-26	Gooldy & Epperson	" "
S. 321-B	East of Yukon	Canadian		Bridge	21,462.79	10-12-26	Woodward Const.	" "
S. 319-B	At Yale	Payne		"	13,807.30	10-12-26	Tom Collins	Federal Surety
S. 315	Near Ravia	Johnston		"	48,083.50	10-12-26	Vincennes Bridge	Metropolitan
S. 220-B	North of Adair	Mayes		"	9,464.80	10-12-26	Gooldy & Epperson	Southern Surety
S. 220-A	North of Adair	Mayes	2.227	Gr. & Str.	5,157.91	10-12-26	Gooldy & Epperson	" "
S. 218	South of Stillwater	Payne		Bridge	21,152.00	10-12-26	Pioneer Const.	Fidelity Deposit
S. 180-D	East of Duncan	Stephens	7.281	Gr. & Str.	33,198.43	10-12-26	Ledford & Way	Federal Surety
S. 180-E	" " "	"	6.978	Gr. & Str.	25,584.73	10-12-26	Pharoah & Fell	Southern Surety
S. 141-E	Alluwe to Chelsea	Rogers	3.304	Gr. & Str.	13,950.71	10-12-26	Hamilton Const.	" "
F. 210-B	West of Marland	Noble	6.448	Gr. & Str.	26,998.55	10-12-26	B. J. & L. Paving	Federal Surety
F. 196-I	Stigler to Spiro	LeFlore		Bridges	16,203.84	10-12-26	Southwestern Const.	" "
F. 196-EF	" " "	"	9.769	Gr. & Str.	34,449.41	10-12-26	John Ables	" "
F. 196-B	" " "	Haskell	5.24	Gr. & Str.	23,299.68	10-12-26	Altman-Rodgers	U. S. F. & G.
F. 182-G	West of McAlester	Pittsburg		Bridges	41,828.01	10-12-26	Altman-Rodgers	U. S. F. & G.
F. 179-E	West of Perry	Noble		"	23,199.44	10-12-26	E. S. Alderman	Southern Surety
F. 179-CD FG	West of Perry	Noble-Garfield	12.798	Gr. & Str.	71,288.65	10-12-26	B. J. & L. Paving	Federal Surety
F. 178-A	Keystone-Cleveland	Pawnee	5.763	Concrete	133,406.36	10-12-26	Flynn Const.	Southern Surety
F. 178-B	" "	"	5.614	"	143,681.33	10-12-26	E. W. Baker	Metropolitan
F. 174-B	South of Wewoka	Seminole	4.15	"	107,132.20	10-12-26	H. L. Cannady	Southern Surety
F. 153-F	North of Skiatook	Tulsa	1.965	"	57,380.65	10-12-26	Highway Const.	" "
F. 153-LG	Pawhuska-Skiatook	Osage-Wash.		Bridges				
F. 153-DE	" "	"	6.525	Gr. & Str.				
F. 153-IJ KC	Pawhuska-Skiatook	Osage	10.314	Gr. & Str.				
F. 153-AB	" "	"	7.7	Rock Asph.	231,503.18	10-12-26	Carl Pleasant	" "
F. 152-HK	" Ponca City	"		Bridges	36,003.14	10-12-26	Osage Const.	Citizens Trust
F. 152-J	Pawhuska " Ponca City	"	5.174	Gr. & Str.	22,677.46	10-12-26	Osage Const.	" "
F. 152-DI	" "	"	5.412	Gr. & Str.	24,275.64	10-12-26	Osage Const.	" "
F. 152-EG	" "	"	11.724	Gr. & Str.	67,778.85	10-12-26	A. L. Cook	Metropolitan
F. 150-D	Sallisaw-Vian	Sequoyah		Bridge	12,163.40	10-12-26	Altman-Rodgers	U. S. F. & G.
F. 150-ABC	" "	"	10.842	Gr. & Str.	41,563.52	10-12-26	James & Hopper	Southern Surety
F. 146-C	Marlow east	Stephens	7.251	Gr. & Str.	42,097.28	10-12-26	W. L. Davis	National Surety
F. 146-D	" "	"	7.536	Gr. & Str.	49,880.24	10-12-26	Pharoah & Fell	Southern Surety
F. 145-AB CD	Marlow west	Com & Ste.	24.661	Gr. & Str.	86,711.95	10-12-26	J. J. Harrison	Metropolitan
F. 144-F	Pauls Valley-Purcell	Garvin		Bridges	37,867.74	10-12-26	Southwestern Const.	U. S. F. & G.
F. 144-DE	" " "	"	6.917	Gr. & Str.	22,637.72	10-12-26	J. E. Smith & Sons	Southern Surety
F. 144-A	" " "	McClain	1.616	Conc. Grav.	28,228.75	10-12-26	Gibson & Mitchell	" "
F. 143-D	" " Wynne	Garvin		Bridges	52,317.65	10-12-26	C. G. Landon	Federal Surety
F. 143-AB	" " "	"	7.100	Gr. & Str.	31,628.61	10-12-26	Pharoah & Long	" "
F. 143-C	" " "	"	0.827	Gr. & Str.	3,977.05	10-12-26	J. E. Smith & Sons	Southern Surety
F. 142-D	North of Marietta	Carter	6.734	Gr. & Str.	26,817.40	10-12-26	Taylor & Whitson	Federal Surety
F. 140-D	North of Perry	Noble	5.104	Gr. & Str.	21,631.77	10-12-26	R. R. Tway	Southern Surety
F. 140-E	" " "	"	5.351	Gr. & Str.	21,088.82	10-12-26	J. H. Maxwell	Aetna Casualty
F. 134-DE	South of Davis	Murray	3.929	Grading	8,431.60	10-12-26	Blackburn Const.	Federal Surety
F. 92-A	North of Davis	"	5.076	Concrete	119,106.88	10-12-26	Gibson & Mitchell	Southern Surety
S. 227-F	Granite Bridge	Greer-Kiowa		Bridge	65,076 15	11- 3-26	J. W. Williams	" "
F. 180-A	West of Enid	Garfield	5.469	Concrete	128,837.85	11- 3-26	Hyde Const.	H. H. Champlin
F. 139-I	West of Perry	Noble	6.079	Concrete	137,706.65	11- 3-26	Maxwell & Mead	Aetna Casualty

Total ____ $6,853,426.39

NOTE: Another letting is advertised for opening of bids and awarding of contracts on December 21, 1926. This embraces the following projects, the estimated cost of which is $1,530,056.91.

Project	County	Length in Miles	and Type	Location	Estimate
F 124-D	Kingfisher		Overhead	Dover-Kingfisher	$ 17,199.34
F 151-AB	Sequoyah	11.312	Gr. & Strs.	Sallisaw-Muldrow	64,674.60
F 151-E	Sequoyah		3 bridges	Sallisaw-Muldrow	47,562.97
F 153-C to K	Osage and Washington	16.839	Gr. & Strs.	Barnsdall- Skiatook	113,419.64
F 164-AB	Canadian	17.15	Gr. & Strs.	El Reno west	4,753.81
F 164-C	Canadian		1 bridge	El Reno west	7,480.08
F 187-DEFG	Stephens	17.137	Gr. & Strs.	East of Comanche	91,373.85
F 187-H	Stephens		7 bridges	East of Comanche	94,467.81
F 198-BCDG	Payne	20.714	Gr. & Strs.	Stillwater-Oilton	154,061.73
F 198-H	Payne		5 bridges	Stillwater-Oilton	61,954.94
F 199-ABCD	Logan	13.243	Gr. & Strs.	Guthrie-Coyle	77,016.78
F 199-E	Logan		2 bridges	Guthrie-Coyle	22,987.25
F 199-GH	Payne	15.155	Gr. & Strs.	Cushing-Perkins	151,305.61
F 199-I	Payne		2 Bridges	Cushing-Perkins	38,080.31
F 221-AB	Pottawatomie	5.315	Gr. & Strs.	Tecumseh south	14,178.35
F 233-ABCE	Grant	13.919	Gr. & Strs.	Medford to State line	49,601.20
F 223-D	Grant		2 Bridges	Medford to State line	17,141.19
F 229-AB	Pawnee	5.209	Gr. & Strs.	Pawnee east	43,435.84
S 112-B	Sequoyah		2 Bridges	West of Vian	21,964.91
S 148-B	Pushmataha		3 Bridges	South of Clayton	36,970.80
S 165-AB	Craig	9.930	Gr. & Strs.	South of Vinita	33,248.87
S 165-C	Craig		2 Bridges	South of Vinita	10,376.52
S 285	Jackson and Tillman		1 Bridge	West of Tipton	19,810.45
S 337	Payne		1 Bridge	Cushing-Perkins	164,339.83
S 339-A	Alfalfa	6.504	Gr. & Strs.	Cherokee south	24,619.06
S 339-B	Alfalfa		Bridge	Cherokee south	14,422.51
S 348	Grady		2 Bridges	East of Chickasha	82,251.86
S 352	Cimarron		Bridge	North of Boise City	13,450.25
S 363	Major		Bridge	South of Cleo	37,906.55
				TOTAL	$1,530,056.91

The following tabulation is based upon a summary of the contracts awarded by the Department during the years of 1923, 1924, 1925 and 1926. In this tabulation is shown the amount of each important item awarded by contract and the average price paid per unit:

SUMMARY OF UNIT PRICES ON ROAD WORK

		1923		1924		1925		1926	
Item	Unit	Quantity	Average Price	Quantity	Average Price	Quantity	Average Price	Quantity	Average Price
Earth Excavation	C. Y.	1,222,869	$ 0.281	962,400	$ 0.267	1,745,466	$ 0.2565	2,379,637	$ 0.2423
Loose Rock Excavation	"	49,473	0.641	55,714	0.663	63,895	0.6022	117,595	0.5931
Solid Rock Excavation	"	78,479	1.337	109,932	1.194	128,205	1.1359	170,247	1.2261
Channel Excavation	"	126,165	0.249	11,439	0.333	63,851	0.2871	132,720	0.2901
Borrow	"	678,723	0.261	1,011,730	0.241	1,428,622	0.2274	1,362,618	0.2280
Overhaul	"	779,017	0.040	230,474	0.043	752,299	0.0475	1,266,921	0.0476
Class A Concrete	"	16,312	21.690	26,525	20,199	30,817	19.4810	32,514	19.9547
Class AA Concrete	"			1,213	19.193	716	20.4040	744	21.2162
Bridge rail (concrete)	L. F.	983	1.779	1,989	2,251	966	2.2320	1,294	2.0440
Reinforcing Steel	Lbs.	1,384,402	0.057	1,812,492	0.050	2,306,072	0.0460	2,415,322	0.0526
15" Concrete Pipe	L. F.	310	1.750	1,364	1.902	2,866	1.3850	172	3.4152
18" Concrete Pipe	"	1,725	1.330	1,572	2.532	7,900	1.5670	5,986	2.5380
24" Concrete Pipe	"	3,351	1.290	3,665	3.066	4,462	1.8490	6,533	1.8556
30" Concrete Pipe	"	228	2.100	726	3.231	1,300	2.3750	3,732	2.4346
36" Concrete Pipe	"	1,280	2.005	574	4.236	1,030	2.2270	584	2.7020
Wood Guard Rail	"	12,193	0.889	44,400	0.761	41,976	0.7513		
Wire Mesh Rail	"					8,030	0.7382	7,990	0.8000
Cable Rail	"	930	0.250			24,940	0.6841	18,965	0.7699
Rip-Rap	S. Y.	839	1.910	1,852	2.247	3,567	1.1324	2,356	1.4142
Stone Masonry	C. Y.	152	10.780	5,450	12.123	2,301	9.0890		
Concrete Base	S. Y.	164,743	1.550	128,388	1.500	112,958	1.5063	416,892	1.5996
Rock Asphalt Surface	"	19,829	0.950			55,670	1.5200	263,675	1.2491
Bituminous Macadam	"			57,585	0.870				
Topeka surface	"	168,871	1.110	80,163	1.112				
2½" Brick Surface	"							55,032	1.8600

SUMMARY OF UNIT PRICES ON BRIDGE WORK

Item	Unit	1923 Quantity	1923 Average Price	1924 Quantity	1924 Average Price	1925 Quantity	1925 Average Price	1926 Quantity	1926 Average Price
3" Brick Surface	"			28,415	1.970	108,299	1.9449		
Concrete Curb	L. F.			2,405	0.400	57,480	0.3800		
Gravel	C. Y.	762,590	2.190	145,103	2.561	114,220	2.9074	24,557	2.6086
10' Concrete Pavement	S. Y.					51,795	2.2000	124,715	2.0717
18' Concrete Pavement	"	805,041	2.400	1,019,800	2.325	1,281,146	2.1574	2,353,179	2.0878
Class A Concrete	C. Y.	8,206	23.330	8,637	21.040	8,272	20.2080	14,023	20.6290
Class A Concrete in Abutments & Pier Tops	"	2,190	30.580	624	31.230	5,297	20.2570	5,213	21.7710
Class A Concrete in Pier bases	"	1,560	54.490	895	34.280	3,667	39.1510	2,751	32.6280
Class AA Concrete	"	2 020	21 790	3.657	21.410	5,817	20.3480	6,992	17.7440
Rock Excavation	"	685	15.260	82	18.030	163	15.4280	157	10.1340
Reinforcing Steel	Lbs.	1,183,998	0.061	1 085,043	0.051	1,661,330	0.0584	2,096,355	0.0493
Structural Steel	"	4.011.653	0.074	3,630,460	0.070	9,162,252	0.0607	7,841,804	0 0634
Wood Piling	L. F	8,208	1.260	9.608	1.051	16,166	1.0179	40.281	0 9622
Creosoted Piling	"			70,976	1.167	17,665	1.0217	52,972	0.9717
Concrete Piling	"	6.508	5 180	1.300	3 373	16.726	3.6663	23 512	3.9434
Concrete Rail	"	4.017	2.060	3 343	2.039	6.834	2.1430	12 393	1.9890
Expansion Plates	Lbs.	37.740	0.085	19.750	0.083	49.750	0.0762	34.400	0.0698
Stone Masonry	C. Y.			1,916	12.000	103	8.965	893	12.5910
Untreated Timber	F. B. M.			1,382.249	89.595	158,860	81 937	1.139 826	79.4010
Untreated Painted Tim.	"			85 251	96 952	26.863	87.126	51.991	88 6450
Creosoted Timber	"			163.549	123.200	271.425	109.410	290.164	112.4880
4" Laminated Floor	L. F.					3.161	6.760	4,453	9.4630
Painting, old work						2.555	0.778	402	1.1720

CONTRACTS THAT HAVE BEEN AWARDED BY THE STATE HIGHWAY DEPARTMENT BY CALENDAR YEARS

Year	Amount
1918	$ 476,673.95
1919	1,735,991.87
1920	1,725,390.13
1921	6,431,413.96
1922	2,780,094.20
1923	7,071,569.08
1924	5,748,549.18
1925	6,989,086.15
1926	6,853,426.39
TOTAL	$39,811,995.51

The detailed descriptions of the contracts awarded for the years of 1918 to 1924, inclusive, are given in the Bi-Annual Report of 1924 commencing on Page 87. Therefore, a detailed description of the projects awarded during the calendar years of 1918 to 1924, inclusive, will not be included in this report. Following is a list giving a detailed description of the projects awarded for the years of 1925 and 1926.

Report of Right-of-way Engineer

By Jno. F. Rightmire

Prior to the organization of the present Highway Commission, all additional right-of-way necessary for the construction of improved highways in the State of Oklahoma, was acquired by the County Commissioners of the various counties wherein the proposed highway improvement was to be constructed. At that time the State Highway Department had no funds available with which to purchase additional right-of-way necessary in the construction of improved highways. The only funds that were available or handled by the State Highway Department was the federal aid which was allotted to the State. This Federal Aid was allotted by the State Highway Department to the various counties in the ratio of population, wealth and area, with the provision that when it had been matched by county funds and the right-of-way had been provided, construction might be commenced in line with plans which had been submitted to the State Highway Department and the Federal Bureau, and approved by them as to location and type of construction.

Where the Federal Aid Funds allotted to the various counties were not matched by county funds within a certain time, they were allotted to counties that had funds available, in order that the state should not lose the Federal Aid, as the Federal Aid Act provided that all federal aid not matched within a specified time should revert to the Federal Government and be reallotted to the various states.

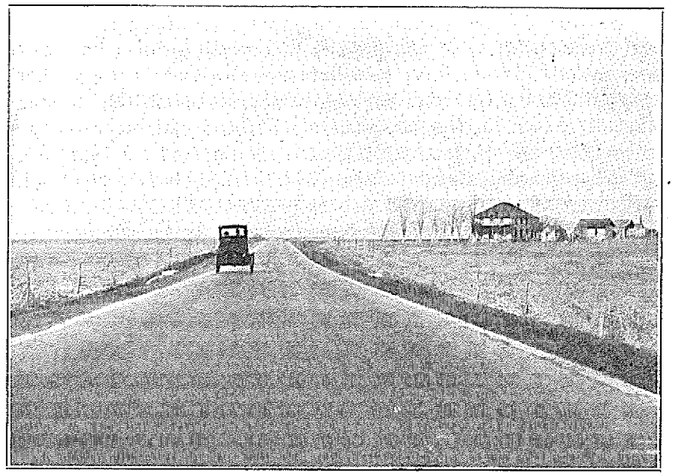
When the law was passed in March, 1924, creating the State Highway Commission a Gasoline Tax bill was also passed, which allotted to the Highway Commission a part of the revenue accruing to the State on the taxation of gasoline. This bill provided funds with which the State might purchase right-of-way and construct improved highways. However, very little right-of-way was purchased by the State until the Act was passed in March, 1925, which in effect put the State Highway System under the direct control of the State Highway Commission, both as to maintenance and construction; and limited the activities of the County Commissioners to the County roads, except where they desired to act in conjunction with the State Highway Commission on the improvement of

State highways. This act was declared an emergency and went into effect at once; and it became necessary for the State Highway Commission to secure such rights-of-way, as were needed in connection with the construction of the various projects.

The procuring of these rights-of-way were handled by various employees of the State Highway Commission, until the Spring of 1925, when the work had increased to such a magnitude that the Commission deemed it advisable to create a special department, whose specific duty would be to handle all right-of-way problems which arise in connection with the construction of new projects or the improvement of any existing highway.

The personnel of the right-of-way department at present is composed of three engineers, who are writing and checking easements, two stenographers, three right-of-way agents in the field, and one Attorney, who is assisting the Attorney General's office in handling the legal work involved in clearing and securing title to right-of-way which is secured through condemnation proceedings.

At the present time, the procedure followed by this department of the State Highway Commission, is as follows:—



A Cleveland county section of State Highway No. 4, between Oklahoma City and Norman—Federal Aid Project No. 112.

The locating engineers while making surveys in the field, work up section plats which show the approximate alignment of the location survey across the various sections, giving the ties to the various stones and monuments, defining the various sub-divisions of the sections. These section plats are forwarded to the right-of-way Engineer, who in turn sends copies of them to an abstractor, located in the county traversed by the survey, with a request that he furnish the office with the following information on each parcel of land adjacent and bisected by the survey; the name and address of the owner and, if married, the name and address of his wife; notation as to back taxes; and if mortgaged, the name and address of the mortgagee, the date of the mortgage; and if assigned, the date of assignment and the name and address of the assignee, together with the book number and page number upon which the mortgage and assignment are recorded. If any of the parcels of land involved are Indian allotments, the name of the allottee, the tribe he belongs to, his allotment number, and the name and address of the Indian Agent, who has jurisdiction over his affairs, are also requested. It is necessary that all this information be furnished, in order that the right-of-way agents may know the proper parties to approach in securing easements covering the required right-of-way.

As soon as the abstractor has furnished the State Highway Commission with the desired information, and the plans covering the project have been advanced to such a stage that the alignment across the various sub-divisions of the land is correctly shown on the plans, easements and claims are written covering the various parcels of land required for right-of-way. These easements and claims are checked, before they are typed; and after typing, all papers are proof-read before they are transmitted to the right-of-way agents for handling.

In some instances, where the State Highway Commission is interested in the construction of improved highways in the various counties and where the county is sharing a portion of the expense of such construction, arrangements are made whereby the county commissioners undertake to secure the necessary right-of-way required. In such instances, the easements are prepared by this department and forwarded to the County Commissioners for handling, as it has been found that in certain cases the County Commissioners can effect a more reasonable settlement with the property owners than can be

effected by an outsider or representative of the State Highway Commission.

At the present time this department has three right-of-way agents in the field working on various projects, securing right-of-way. It is the general policy of the department to secure, by donation, the right-of-way required in the construction of the various projects. Where the owner will not donate the necessary right-of-way, an effort is made to reach a settlement with him at a fair figure by our right-of-way agent, who advises the property owner that such settlement is contingent upon the approval of the State Highway Commission. In case the owner does not wish to accept this settlement, condemnation proceedings are instituted to secure the necessary right-of-way.

In case the property owner will not make a settlement for the right-of-way and it is necessary to condemn the land, we are compelled to make the holder of the mortgage or others interested in the property, parties to the condemnation suit, when same is instituted, to secure title to the land. The information in regard to the Indian allotments is necessary in order that the matter of securing right-of-way across restricted Indian land, may be taken up through the proper channel without delay.

At this point, it might be pertinent to remark, that a county road may meander where it will, without let or hindrance, but when a State Highway is projected, land values take on a tremendous increase and thoughts of great damages arise in the minds of the owners: and in various ways the projected road is hindered and hampered by residents along the line of survey, who think they foresee a chance to enrich themselves, at the expense of the State, through the disposal of necessary right-of-way to be used in the construction of the project. Where such cases arise and a reasonable settlement cannot be effected, papers are prepared by the right-of-way department covering condemnation proceedings, and are forwarded to the Attorney General's office, who in turn handles them, with the assistance of the County attorney, in the District Court of the County in which the project is located. The Judge of the District Court, selects three appraisers from a jury list to view the land being condemned; and they make an award covering the damages sustained by the property owners, by reason of the appropriation of the land for high-

way purposes, and as the judge has no knowledge, at the time of choosing these appraisers, as to whether they will be fair in the appraisal of damages or otherwise, it does not always follow that an equitable award is made covering the damages due the property owner. In numerous cases, the appraisers appointed by the Judges of the District Court, have placed the damages to the property owner at a higher figure than the right-of-way agent could have settled for before condemnation proceedings were started. Ordinary farm land five to seven miles from town which is carried on the assessment rolls at a value of from $15.00 to $30.00 per acre, has been appraised, by commissioners in condemnation proceedings, at values ranging from $300.00 to $500.00 per acre. Where the award of the appraisers is out of line with settlement made with other property owners along the line of survey for the project, an appeal is taken by the State Highway Commission, asking for a jury trial to fix the damages due the property owners, and at such trials the jury, in general, places a fair valuation on the property appropriated for highway purposes.

The right-of-way agents are instructed to forward all claims and easements to the State Highway Commission before these papers are recorded with the County Clerk, in order that they may be considered and the terms of settlement approved by the State Highway Commission before the papers are forwarded to the County Clerk for recording. When such papers reach this office they are checked over; and if approved, the easements are sent to the County Clerk for recording in the County records and upon their return from his office, are filed in the office of the Secretary of State. In line with a recent ruling of the Attorney General and State Auditor, no claims covering right-of-way are passed by the State Auditor until the instrument covering the parcel of right-of-way upon which the claim applies, has been filed with the Secretary of State. As soon as the easements have been returned from the County Clerk and filed with the Secretary of State, the claims are passed for payment and warrants are issued and sent forward to the property owners who executed the easements.

The following tabulations show the amount of right-of-way secured and the cost of same, since the inception of the right-of-way department:

STATUS OF RIGHT-OF-WAY ON COUNTY GENERAL

County	No. acres Required	No. acres Secured	Amount Pd. land & Damages	Incidental Cost	Total Cost	Average Cost per Acre
Grant	13.00	13.00	100.00	5.00	105.00	80.76
Mayes	88.50	88.50	5,172.34	0.00	5,172.34	58.41
Delaware	10.50	10.50	255.00	0.00	255.00	24.28
LeFlore	20.00	20.00	50.00	0.00	50.00	2.50
Creek	0.18	0.18	25.00	0.00	25.00	138.88
Wagoner	13.30	13.30	520.60	250.00	770.60	33.07
Nowata	5.04	5.04	563.71	0.00	563.71	111.84
Rogers	1.43	1.43	14.58	0.00	14.58	10.19
Alfalfa	1.02	1.02	0.00	0.00	0.00	0.00
Blaine	5.67	5.67	42.80	0.00	42.80	7.54
Carter	1.09	1.09	276.00	0.00	276.00	252.29
Cimarron	2.14	2.14	0.00	0.00	0.00	0.00
Garfield	0.28	0.28	25.00	32.35	57.35	204.82
Harper	9.77	9.77	1,000.00	0.00	1,000.00	102.35
Hughes	0.12	0.12	12.00	0.00	12.00	100.00
Ellis	20.93	20.93	150.00	58.60	208.60	9.96
Kay	1.69	1.69	30.00	0.00	30.00	17.75
Sequoyah	6.52	6.52	360.00	3.00	363.00	55.67
TOTAL	201.18	201.18	$8,596.03	$348.95	$9,006.87	$ 44.77

STATUS OF RIGHT-OF-WAY ON FEDERAL AID PROJECTS COMPLETED

Proj. No.	Rt. No.	County	No. acres Required	No. acres Condemned	No. acres Indian Land	No. Acres Secured	Amt. Paid Land & Damages	Incidental Cost	Total Cost	Ave. Cost Per Acre
33	10	Choctaw	9.21	0.39		9.21	$ 1,221.00	$ 204.47	$ 1,425.47	$154.77
92	22	Murray	0.09			0.09	75.00	0 00	75.00	833.33
111	12	Washington	0.70			0.70	245.00	0.00	245.00	350.00
125	4	Noble	10.18			10.18	142.00	0.00	142.00	13.94
130	4	Logan	4.85			4.85	1,225.00	25.00	1,250.00	257.73
134	4	Murray	60.16		11.07	60.16	3,809.60	190.00	3,999.60	66.48
139	4	Logan	135.94	56.70		135.94	15,600.90	1,097.81	16,698.71	122 83
140	4	Kay	8.78			8.77	0.00	0.00	0 00	0.00
144	4	McClain	105.60	3.93	3.02	105.60	9,141.82	89.80	9 231.62	87.42
159	12	Okmulgee	3.40	2.30		3.40	515.00	12.00	527.00	155.00
168	9	Okmulgee	15.21	9.84		15.21	3,232.50	479.60	3,712.10	244.05
174	3	Hughes	12.89			12.89	837.50	0.00	837.50	64.97
183	7	Rogers	10.63	2.57	3.03	10.63	582.75	52.75	635.50	59.78
188	12	Hughes	50.90	4.83		59.90	3,460.45	31.74	3,492.19	68.60
189	12	Hughes	101.69	32 39		101.69	7,440 55	279.70	7,720 25	75.91
193	16	Nowata	85.99	5.75		85.99	4,308.50	240.15	4,548 65	52.89
210	4	Noble	22.04			22.04	807.20	231.04	1,038.24	47.10
226	14	Washita	21.63	10.12		21.63	2,080.00	65.00	2,145.00	99.16
		TOTAL	659.89	128.82	17.12	659 89	$54.724.77	$2 999.06	$57,723.83	$87.47

STATUS OF RIGHT-OF-WAY ON FEDERAL AID PROJECTS UNCOMPLETED

Proj. No.	Route No.	County	No. Acres Required	No. Acres Condemned	No. Acres Ind. Land	No. Acres Secured	Amt. Paid Land and Damages	Incidental Cost	Total Cost	Ave. Cost Per Acre
95	3	LeFlore	83.95	9.14	0.12	72.82	$ 2,501.80	$ 95.00	$ 2,597.07	$ 35.66
108	30	Pawnee	21.48	9.55		13 95	3.151.85	110.35	3.262.20	233.84
111	12	Tulsa	8.01			7.53	653.00	465.40	1,118.46	148.52
116	10	LeFlore	120.32	60.12	2.20	83.86	3 060.53	412.91	3,473.44	41.41
124	2	Garfield	54.04	5.38		54.04	5,149.00	238.35	5,387.35	99.69
124	2	Kingfisher	87.10	9.64		68.42	7,406.60	70.00	7,476.70	109.27
132	23	LeFlore	99.10	3.00	9.10	57.41	322.40	0 00	322.40	5.61
136	7	Lincoln	101.36	4,22		14.17	528.76	2.50	531.26	37.49
139	4	Noble	30.24	8,38		28.22	2,452 08	698.34	3,150.42	111.63
140	4	Noble	18.14			17.31	1,707.60	230.71	1,938.31	111.97
141	4	Love	62.37	14.36	1.75	48.16	1,002.50	304.40	1,306.90	27.13
142	4	Love	65.48	12.56	5.96	44.34	145.00	100.00	245.00	55.25
142	4	Carter	35.87	3.45		21 78	486.00	42.00	528.00	24 24
143	4	Garvin	61.56	5.38		46.58	0.00	0.00	0.00	0.00
144	4	Garvin	111.47			109.72	576.77	0.00	576.77	5.25
145	29	Comanche	25.89	1.68	2.94	20.85	0.00	214.00	214.00	10.26
145	29	Stephens	20.87	1 47	3.27	42.00	0.00	15.00	15.00	0.35
146	2	Stephens	125.10	5.89	9.03	123 58	513.68	100 00	613.68	4.96
148	2	Grant	80.09	17.39		75.48	10.015.20	36.15	10.051.35	133.16
149	25	Craig	60.37	10.42	0.37	59.00	2,968.81	563.79	3,532.60	59.87
149	25	Delaware	9.19	0,11	0.11	8.87	213.90	0.00	213.96	24.11
150	1	Sequoyah	91.75	1.06	29.09	61.16	0.00	134.30	134.40	2.19
151	1	Sequoyah	149.97		14.05	71.43	0.00	40.00	40.00	0.55
153	11	Tulsa	3.92			1.74	0.00	95.60	95.60	54.91
157	5	Stephens	21.98	2,59	0.31	19 34	14.20	20.00	34.20	1.76

Proj. No.	Route No.	County	No. Acres Required	No. Acres Condemned	No. Acres Ind. Land	No. Acres Secured	Amt. Paid Land and Damages	Incidental Cost	Total Cost	Ave. Cost Per Acre
163	3	Canadian	27.05	0.45		25.72	252.68	495.85	748.53	29.10
165	26	Kay	135.72	13.19		127.34	0.00	215.10	215.00	1.68
175	3	Hughes	20.13	3.32		19.03	1,057.50	0.00	1.057.50	53.87
178	33	Pawnee	36.49			36.43	6,277.07	766.39	7,043.46	193.34
179	1	Garfield	73.40			52.54	4,486.45	12.00	4,498.45	85.61
179	1	Noble	18.13	3.23		12.21	1,268.10	11.50	1.279.60	104.79
182	3	Hughes	102 82	52.55		71.60	3 029.60	491.05	3,520.65	49.17
184	7	Rogers	132.96	15.78		129.12	9,010.60	668.56	9.679.16	64.96
185	7	Craig	92.27	11.53	6.45	81.71	3,651.82	164.55	3,816.37	46.70
185	7	Rogers	54.11	14.83		50.23	3,069.44	155.79	3,225.23	64.20
187		Stephens	206.04		28.84	101 24	0.00	49.93	49.93	0.49
192	11	Nowata	67.70	0.67	4.94	62.09	3,442.05	153.20	3.595.25	57.90
196	9	Haskell	114.56		26.95	71.31	0.00	574.53	574.53	8.05
196	9	LeFlore	75.26			69.56	0.00	3 50	3.50	0.05
203	9	Caddo	38.49	29.17		29.18	4,979.50	1,382.58	6,362.08	218.02
208	2	Grady	175.23	44.60	11.23	169.30	23,189.00	1,233 25	24,422.25	144.25
211	3	Pottawatomie	89.24	46.36	16.43	47.42	6,990.35	209.75	7.200.10	151.83
212	3	Beckham	157.87	25.99		154.38	17,528.33	610.54	18,138.87	117.49
214	3	Hughes	102.26	50.08		50.67	3,502.25	3.50	3,505.75	69.18
222	3	Pottawatomie	21 29	4.74		15.29	1,393 50	135.00	1,528.50	99.96
223	2	Grant	95.45			46.89	1,013.80	12.00	1,025.80	21.87
188	12	Okfuskee	31.69	7.71		30.07	2,469.15	69.10	2,538.25	84.41
		TOTAL	3,417.78	509.99	173.14	2,625.68	$139,480.87	$11,406.15	$150,887.02	$ 57.46

STATUS OF RIGHT-OF-WAY ON STATE AID PROJECTS COMPLETED

Project No.	Route No.	County	No. Acres Required	No. Acres Condemned	No. Acres Ind. Land	No. Acres Secured	Am't Paid Land and Damages	Incidental Cost	Total Cost	Ave. Cost per Acre
15	20	Mayes	11.96			11.96	$ 472.80	$ 0.00	$ 472.80	$ 39.53
29	8	Blaine	19.83	7.33		19.83	4,531.50	182.50	4,714.00	237.72
41	5	Carter	3.75			3.75	1,054.40	289.45	1,343.85	358.36
49	11	Mayes	45.76			45.76	3,424.60	243.09	3,667.69	80.15
50	3	Pittsburg	69.51			69.51	5,586.40	118.50	5,704.90	82.07
74	6	Wagoner	34.74			34.74	1,764.15	1,011.55	2,775.70	79.89
77	18	Pottawatomie	15.57			15.57	3,177.55	611.60	3.789.15	243.36
84	12	Okmulgee	1.47			1.47	900.00	40.00	940.00	639.45
111	11	Kay	64.81			64.81	1,232 50	0.00	1,232.50	19.01
123	10	Muskogee	11.47			11.47	1,757.00	0.00	1,757.00	153.18
158	6	Mayes	51.16			51.16	2,613.20	0.00	2,613.20	50.58
181	4	McClain	38.64	3.79	2.41	38.64	736.00	$22.80	1,558.80	40.34
197	1	Alfalfa	1.68			1.68	0.00	2.00	2.00	1.19
214	20	Mayes	13.87			13.87	$98.30	0.00	$98.30	64.76
220	20	Mayes	16.15			16.15	930.20	0.00	930.20	57.59
224	14	Kiowa	10.47			10.47	979.70	12.50	992.20	94.76
		TOTAL	410.84	11.12	2.41	410.84	$ 30.058.30	$ 3.333.99	$ 33.392.29	$ 81.27

STATUS OF RIGHT-OF-WAY ON STATE AID UNCOMPLETED

Project No.	Route No.	County	No. Acres Required	No. Acres Condemned	No. Acres Indian Land	No. Acres Secured	Amt. Paid Land and Damages	Incidental Cost	Total Cost	Ave. Cost Per Acre
2	16	Rogers	49.10	3.37		47.73	$ 1,619.30	$ 63.03	$ 1,682.33	$ 35.24
32	18	Payne	15.16			11.84	1,615.00	342.00	1,957.00	165.28
66	12	Lincoln	99.81	13.54		59.28	8,260.97	325.24	8,586.21	144.84
97	4	McClain	53.74			50.21	5,161.18	217.65	5,378.83	107.21
141	28	Nowata	13.01	0.23		12.53	847.00	263.49	1,110.49	88.62
141	28	Rogers	20.97	3.38	2.70	17.37	1,672.80	35.80	1,708.60	98.36
164	7	Ottawa	203.91			35.48	2,552.73	980.21	3,532.94	99.57
165	6	Craig	59.49	6.42	1.14	59.14	3,134.05	62.50	3,196 55	54.05
180	29	Stephens	140.94	32.59	8.46	99.25	2,271.55	215.80	2,487.35	25.06
184	10	Cherokee	225.75	5.35	42.97	187.70	41.00	243.99	284.99	1.51
184	10	Delaware	28.75		14.04	20 23	170.80	300.00	470.80	23.27
197	1	Grant	6.93			6.30	228.96	79.01	307.97	48.87
196	11	Rogers	52.80			29.78	264.00	185.73	449.73	15.10
196	11	Wagoner	37.26		2.05	14.99	280.00	0.00	280.00	18.67
226	9	Kiowa	21.50			15.35	82.00	35.00	117.00	7.62
227	9	Kiowa	28.70			26.22	1,631.90	37.50	1,669.40	63.66
235	11	Harper	19.97			15.84	392.20	0.00	392.20	24.76
235	11	Woods	25.23			24.81	10.00	85.38	95.38	3.84
236	11	Beaver	44.51			34.54	1,637.60	0.00	1,637.60	47.41
260	13	Major	38.49	4.05		28.90	2,647.65	49.75	2,697.40	93.33
		TOTAL	1,186.02	68.93	71.36	797.49	$ 34,520.69	$ 3,522.08	$ 38,042.77	$ 47.70

SUMMARY

	No. Acres Required	No. Acres Secured	Total Cost	Ave. Cost Per Acre
F. A. Projects Uncompleted	3,417.78	2,625.08	$150,887.61	$57.46
S. A. Projects Uncompleted	1,186.02	797.49	38,042.77	47.70
F. A. Projects Completed	659.89	659.89	57,723.83	87.47
S. A. Projects Completed	410.84	410.84	33,392.29	81.27
County General Completed	201.18	201.18	9,006.87	44.77
TOTAL	5,875.71	4,695.08	$289,053.37	$61.56

TABULATION SHOWING COST OF RIGHTS-OF-WAY IN THE VARIOUS COUNTIES

County	No. Acres Secured	No. Acres Condemned	No. Acres Incl. Land	Amt. Paid Land and Damages	Incidental Cost	Total Cost	Ave. Cost Per Acre
Alfalfa	2.70	0.00	0.00	$ 2.00	$ 0.00	$ 2.00	$ 0.74
Beaver	34.54	0.00	0.00	1,637.60	0.00	1,637.60	47.41
Beckham	154.38	25.90	0.00	17,528.33	610.54	18,138.87	117.49
Blaine	25 50	7.33	0.00	4,574.30	182.50	4,756.80	186.54
Caddo	29.18	29.17	0.00	4,979.50	1,382.58	6,362.08	218.02
Canadian	25.72	0.45	0.00	252.68	495.85	748.53	29.10
Carter	26.62	3.45	0.00	1,815.40	331.45	2,146.85	78.90
Cherokee	187.70	5.35	42.97	41.00	243.99	284.99	1.51
Choctaw	9.21	0.39	0.00	1,221.00	204.47	1,425.47	154.77
Cimarron	2.14	0.00	0.00	0.00	0.00	0.00	0.00
Comanche	20.85	1.68	2 94	0.00	214.00	214.00	10.26
Craig	199.85	28.37	7.96	9,754.68	790.84	10,545.52	52.76
Creek	0.18	0.00	0.00	25.00	0.00	25.00	138.88
Delaware	39.60	0.11	14.15	639.70	300.00	939.70	23.72
Ellis	20.93	0.00	0.00	150.00	58.60	208.60	9.96
Garfield	106.86	5.38	0.00	9,660.45	282.70	9,943.15	93.04
Garvin	156.30	5.38	0.00	576.77	0.00	576.77	3.69
Grady	169.30	44.60	11.23	23,189.00	1,233.25	24,422 25	144.25
Grant	141.67	17.39	0.00	11,357.96	132.16	11,490.12	81.10
Harper	25.61	0.00	0.00	1,392.00	0.00	1,392.00	54.36
Haskell	71.31	0.00	26.95	0.00	574.53	574.53	8.05
Hughes	307.50	143.17	0.00	19,339.35	805.99	20,145.34	65.51
Kay	202.62	13.19	0.00	1,262.50	215.00	1,477.50	72.42
Kingfisher	68.42	9.64	0.00	7,406.60	70.00	7,476.60	109.27
Kiowa	52.04	0.00	0.00	2,693.60	85.00	2,778.60	53.39
LeFlore	303.65	72.26	11.42	5,934.73	511.68	6,446.41	21.22
Lincoln	73.45	17.76	0.00	8,789.73	327.74	9,117.47	124.13
Logan	140.79	56.70	0.00	16,825.90	1,122.81	17,948.71	127.48
Love	92.50	26.92	7.71	1,147.50	404.40	1,551.90	16.77
McClain	194.45	7.72	5.43	15,039.00	1,130 25	16,169.25	83.15
Major	28.90	4.05	0.00	2,647.65	49.75	2,697.40	93.33
Mayes	227.40	0 00	0.00	13,511.44	243.09	13,754.53	60.35
Murray	60.25	0.00	11.07	3,884.60	190.00	4,074.60	66.58
Muskogee	11.47	0.00	0.00	1,757.00	0.00	1,757.00	153.18
Noble	89.96	11.61	0.00	6,376.98	1,171.59	7,503.57	83.41
Nowata	165.65	6.65	4.94	9,161.26	656.84	9,818.10	59.27
Okfuskee	30.07	7.71	0.00	2 469.15	69.10	2,538.25	84.41
Okmulgee	20.08	12.14	0.00	4,647.50	531.60	5,179.10	257.92
Ottawa	35.48	0.00	0.00	2,552.73	980.21	3,532.94	99.57
Pawnee	50.38	9.55	0.00	9,428.92	876.74	10,305.66	204.55
Payne	11.84	0.00	0.00	1,615 00	342.00	1,957.00	165.28
Pittsburg	69.51	0.00	0.00	5,586.40	118.50	5,704.90	82.07
Pottawatomie	78.28	51.10	16.43	11,561.40	956.35	12,517.75	159.90
Rogers	286.29	39.93	5.73	16,233.47	1,161.66	17,395.13	60.76
Sequoyah	139.10	1.06	43.14	360.00	177.30	537.30	3.86
Stephens	385.14	42.54	49.91	2,799.43	400.73	3,200.16	8.30
Tulsa	9.27	0.00	0.00	653.00	561.00	1,214.00	130.96
Wagoner	63.03	0.00	2.05	2,564 75	1,261.55	3,826.30	60.70
Washington	0.07	0 00	0.00	245.00	0.00	245.00	350.00
Washita	21.63	10.12	0.00	2,080.00	65.00	2,145.00	99.16
Woods	24.81	0.00	0.00	10.00	85.38	95.38	3.84
TOTAL	4,695.08	718.86	264.03	$267.381.92	$21,671.41	$289,053.37	$ 61.56

Bridge Construction

By W. C. Burnham

The Highway Commission had no funds before the Ninth Legislature gave it a source of revenue. Federal Aid had been allotted to the state since 1919. This money could only be used when it was matched dollar for dollar. The counties in the western part of the state were not able to do this and there was, therefore, no Federal Aid spent on permanent bridges, with the single exception of the structure across the Cimarron River at Freedom between Woods and Woodward counties. This was financed by two townships, one in each county, and by county funds. The counties had to take two years to raise their share. This was done at a considerable sacrifice.

The Ninth Legislature passed the present State Highway law and also gave the Commission an income. One of the first acts by the Commission was to build the bridge across the North Fork of the Red River at Sayre, and also a bridge north of Erick. The county paid one-third of the cost of these two structures.

Custer County had purchased the steel for a bridge but did not have the funds to erect it between Clinton and Arapaho on the Washita River. The state erected this structure and also built a long trestle relief opening.

The bridge across the Washita east of Clinton was built by the state without county participation.

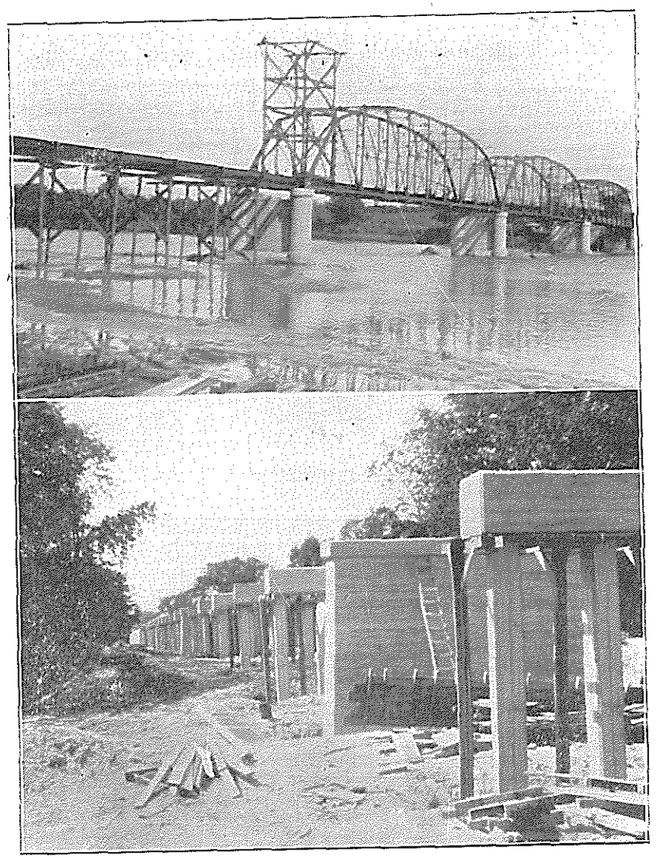
The Commission aided Beaver County in building six small trestles, and also to build one trestle across the Cimarron River northeast of Knowles.

Two trestles on county roads, each about 400′ long, were built in Cimarron County on county highways.

The bridge across the Washita at Mountain View was built with State Aid.

The structure across the North Canadian northeast of Geary in Canadian County was built with State and Canadian County funds.

State funds were also used in constructing a bridge across the North Canadian southeast of Prague at Keokuk Falls between Lincoln and Seminole counties. This structure is the lightest bridge we have constructed and was not intended for truck traffic. However, this has recently been designated a



Belford Bridge—Pawnee-Osage Counties—Arkansas River. Federal Aid Project 166. Green Construction Company, contractors. Claude Sales, resident engineer. The lower view is concrete trestle approach on Osage County side, 100 feet in length. Total length of structure 2213 feet.

State Highway due to the necessity of more roads to the Seminole oil fields.

The record floods of 1923 made it imperative that State Aid be extended to the western counties to replace some of the important structures which the counties were not able to finance.

The Tenth Legislature amended the law and required that all State money be spent on the State Highways. The department has not participated, for this reason, in building any county bridges in the last two years.

We have not built many large bridges. The largest one is the Belford bridge across the Arkansas River north of Pawnee.

We have built four first class structures across the North Canadian. These are all now open to traffic and we do not have a bridge on the river under construction.

We are using in the western part of the state, timber trestles across the sand streams. The piling, caps, and sways are creosoted. The panels are either 25′ or 29′ long, giving a long clear span for the drift. We are keeping a very close record on all piling, requiring a record on each pile, giving the length of pile; the amount of cut-off; the elevation of the cut-off, and the penetration of the pile under the last ten blows of the hammer. We have also required a heavy hammer and water jets, when necessary. This requirement has been justified by the last flood. The bridge across the Red River at Davidson was the only pile bridge left standing on the river. Also the bridge at Sayre and Erick, driven with the same requirements, stood the flood, although the North Fork at these points was not at extreme flood.

On some projects, especially on the cut-off between Buffalo and Alva, we used creosoted timber in building the culverts. The floors of these are covered with dirt and maintenance is not interrupted. If this type of structure proves satisfactory, and if the expectations of creosoted timber are reached, we have very economical construction.

Some of the existing steel bridges, which are of good design, were not intended for modern truck traffic. We are experimenting with creosoted wooden floors, with a wearing surface of creosoted black gum or oak. If this material will live up to the reputation given it, we will be able to maintain our wooden floor bridges very economically. We have refloored

the bridge at Oilton, across the Cimarron, in this manner. This type of construction will have a very severe test here.

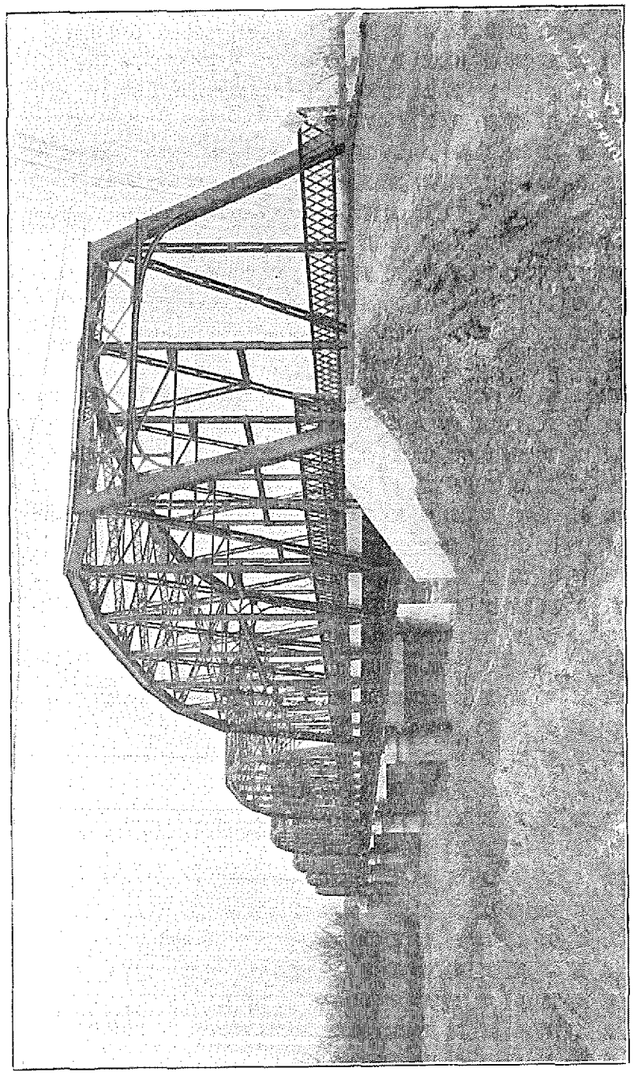
We have recently let the contract for reflooring the bridge at Keystone, with a similar floor. In Tulsa County, the bridge at Bixby was refloored with a laminated floor, with a carpet of asphalt for a wearing surface. This wearing surface has not proven satisfactory and another type will be used. We recently contracted for reflooring the bridge across the Grand River at Salina, with a laminated floor, and will maintain a carpet asphalt wearing surface.

We have recently, in place of the short steel bridges, been constructing many concrete pile trestles. These are proving satisfactory. The data on driving the piling is checked up with care, and the specifications for driving the piles is as heavy as we feel the pile will stand. Our reports on all this work show the length of pile cast, the elevation of the cut-off, and the penetration for the last ten blows of the hammer. This information is shown on the plans after the job is completed, together with any other changes that have been made. The revised plan is checked up with the final estimate and all discrepancies are corrected before final payment is approved.

We keep the same kind of record on all concrete construction work for all bridges over 20′, for which a special plan is drawn. No changes are permitted without approval. When the structure is completed, all changes are noted on the plan in the office. Quantities are revised and checked with the contractor and resident engineer before the final estimates are prepared and submitted. This gives an opportunity to check up all differences before the work is completed.

We do not prepare a separate plan for culverts, as most of these are built under our standard plans. When it is found necessary to change the size of the culvert, another size of our standard is specified. Each month when the estimate comes in, a separate sheet is attached showing the culvert construction to date, and also note any changes that have been made and approved. A complete culvert record is made by the resident engineer, showing all structures as shown on the plans, also all as built, before the final estimate is prepared. This is shown on a special form for each section as constructed. The quantities are all re-checked in the office and discrepancies corrected before the final estimate is approved.

We have, since the department was organized, built many large bridges, and will in the near future, build many more. On



Federal Aid Project 131-D, recently completed by Klein & Evans of Oklahoma City, spans the North Canadian River and low ground at Harrah, Oklahoma near junction of State Highways Nos. 3 and 9. Cost approximately $100,000.

the Arkansas River—Route No. 11, we have one at Ponca City. This is a good type, wooden floor structure, but not designed for modern truck traffic. North of Pawnee, we are building a new high type structure at Belford. The bridge at Ralston is a light steel, wooden floor structure. The bridge at Cleveland, on Route No. 25, is a high type structure. The bridge at Sand Springs in Tulsa County on Route No. 1, is a wreck. This is a very light steel bridge which was originally built at Tulsa and moved to Sand Springs when the arch bridge at Tulsa was built. At Bixby, the bridge is a light steel, wooden floor structure, not intended for truck traffic. The bridges on Routes No. 6, 10, and 1 and 9, in Muskogee County, are all high type structures.

On the Grand River we do not have a first class bridge. We have one good bridge across the Neosho River at Miami and one high type bridge on the Verdigris on Route No. 25, east of Nowata. The two structures, one on Route No. 7 and the one on Route No. 11, are well designed, wooden floor bridges. They were built under the requirements of the law passed in 1915. The bridges on Caney River, are wooden floor bridges and were not designed for modern loads.

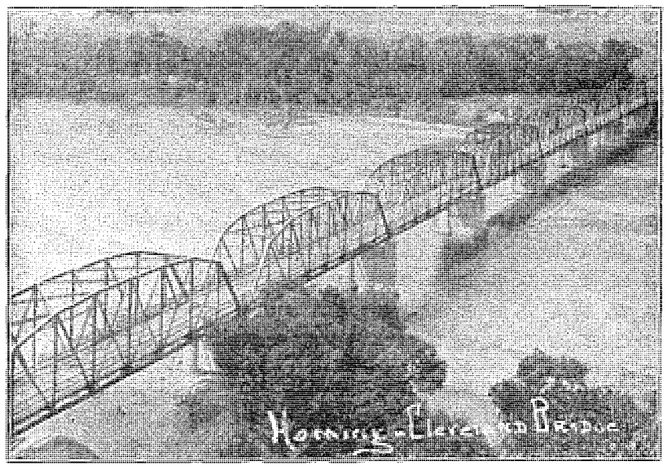
On Route No. 2, across the Cimarron River in Kingfisher County, we are building a first class bridge. There is not a first class bridge designed for modern truck traffic below this structure. Our Highway system crosses this river in Logan County, north of Guthrie, at Coyle, west of Cushing, and north of Cushing. Payne County has recently voted bonds and plans are being prepared for a new bridge west of Cushing, and a county bridge at Ripley. The bridge at Oilton is a wooden floor bridge, built under the 1915 requirements. The one at Keystone is a still older structure, and is a light steel, wooden floor bridge. Plans have been drawn for a new pile bridge at Cleo. In Major County we recently built a new pile bridge at Waynoka. We have a first class concrete trestle at Freedom. A new pile trestle has just been completed between Buffalo and Alva, at the old Keno crossing. The next pile trestle in Oklahoma, is northeast of Knowles, and we have the plans drawn, ready for letting. Also one pile trestle north of Boise City.

The North Canadian River is very much better bridged. However, until the new bridge was opened on Route No. 12, across the river at Wetumka, there was not a high type bridge below Harrah in Oklahoma County. The bridge in McIntosh County is a light steel, wooden floor structure.

The following bridges have been built on this stream in the last two years, with State, County and Federal Aid: Two pile trestles in Cimarron County, west of Boise City; south of Watonga; northeast of Geary; El Reno; West 39th Street, Okla. City; East 23rd Street, Oklahoma County, and Harrah. Bids have been received for structure east of Shawnee, one south of Prague and the Wetumka bridge.

We have not built a bridge on the South Canadian River in the last two years. Soundings have been made for a bridge between Cheyenne and Arnett. We have high type bridges on this river at Union City, Newcastle, Asher, Calvin, Eufaula and Whitefield.

On the Washita we have built bridges between Clinton and Arapaho on Route No. 14; east of Clinton on Route No. 3, and a county bridge at Mountain View. Also one at Anadarko on a county highway on Route No. 8. We have plans prepared to advertise the bridge on Route No. 9 east of Chickasha. We have one north of Pauls Valley; one at Wynnewood under contract, and one not yet opened for traffic, south of Davis. We also have under contract, a new bridge at Ravia. The bridge across the



Oklahoma Federal Aid Project No. 121, between Pawnee and Osage counties. A bridge over Arkansas River on State Highway No. 25, between Cleveland and Hominy 7-144 ft. and 1-60 ft. steel trusses and 390 feet of concrete approach. Approximate cost $240.000.00. General Construction Company, St. Louis, Contractor.

Washita on Route No. 5 is a Federal Aid bridge built four years ago.

On the North Fork of the Red River, the recent flood took out the bridge at Tipton and at Headrick. The greatest need of a new bridge in the state, is at Headrick. The flood took out the bridge at Granite. This is now under contract for a new steel bridge. We have also built the bridge at Sayre.

The recent flood damaged our bridge west of Altus on the Salt Fork of the Red River. Evidently the piles used on this structure were not long enough, which accounts for part of the loss. The structure was also broken by the railroad bridge going out above. We will be called upon shortly to build a new bridge on Boggy River at Soper, and also at Caney. Both of these structures are light, wooden floor bridges, and are of little value. The same is true of the bridge west of Hugo across the Kiamichi. The bridges at Antlers and at Clayton, also at Tuskahoma, are steel bridges with wooden floors, designed under the requirements of the 1915 law, and will be serviceable on this road for many years.

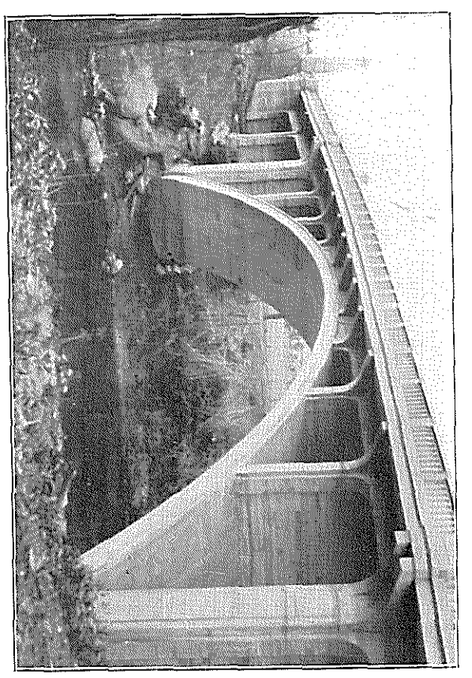
We have not been able to do anything on the Red River until the last two years. Last March the first free bridge on the Red River was opened between Frederick and Vernon, Texas, on Route No. 5. This is a pile trestle, over a mile in length and cost a little less than $100,000.00. Texas paid 50%, Tillman County 25% and the State 25%. The bridge between Hugo and Paris was opened October 6th, as a free bridge. This was washed out and was under litigation until two years ago. The old bridge was purchased for $50,000.00 and the new bridge, together with the repairs to the piers, cost about $94-000.00, making a total cost of $144,000.00. Lamar County, Texas, is paying approximately $70,000.00 of this expense. A new bridge is being built at Burkburnett on Route No. 8. This is a concrete pile trestle and will cost about $300,000.00. Oklahoma is to pay one-fourth of the cost of this structure. The injunction on this bridge was recently dismissed by a Circuit Court of Appeals of Texas. We will, with the completion of this bridge, have three free bridges on the Red River.

The State Highways of Oklahoma and Texas across this river at four other points. Route No. 6, south of Durant; Route No. 12, south of Madill; Route No. 4, south of Ardmore, and Route No. 2, south of Waurika. An effort is being made to contract with the owners of these bridges, so that they will come under the control of the state. It is hoped something can

be accomplished this next year. The capital stock of these four bridges is $330,000.00 and the tolls collected last year was $180,000.00.

We have three Toll Bridges on State Highways in the state. One crosses the South Canadian at Bridgeport; one over the South Canadian at Purcell and the other one crosses the Grand River at Bernice on Route No. 25. The Eufaula bridge which crosses the South Canadian, is a steel bridge but under contract since 1923 with the state, so that the tolls collected are paying out the cost of this structure. The agreed cost of this bridge was $194,000.00. This has been reduced to $136,000.00 January 1, 1926.

We are giving below, tabulation on culverts, which is drawn up to show the total amount of concrete and steel that goes into the small structures. One tabulation is for culverts and small structures under 20' and built with State Aid, and one tabulation is for culverts built with Federal Aid. Also tabulation showing the bridges built with State and Federal Aid.



Federal Aid Project No. 161, State Highway No. 12 Washington County. Bartlesville memorial bridge. Contractor, Kansas City Bridge Company. Wood & Witten of Tulsa, resident engineers.

TABULATION OF STATE AID CULVERT PROJECTS CONTRACTED FOR IN 1924

Proj. No.	County	Location	Route No.	Contractor	Quantities Conc. Cu. Yd.	Reinf. Steel Lb.	Conc. Pipe Lf.	Conc. Hand Rail Lf.
2-B	Rogers	Inola N. W.		Gravelle & Hamblin	471	21162	180	
2-D	"	Claremore N. W.		Hamilton Const. Co.	869	35032	281	
2-F	"	Oologah to Talala	16	Gravelle & Hamblin	956	35248		160
10-A	Wagoner	Muskogee Co. line to Tulsa Co. line	1	Maney Bros.	341	28543	610	
11	Rogers	Inola to Tulsa Co. line	11	Ira Goss	422	8295		
15-A	Mayes	Pryor, west	20	McCulley Const. Co.	145	6533		
17-B	Woods	North of Freedom		Littrell & Sprague	190	9336		
20-A	LeFlore	Talahina, south	10	A. A. Davis & Co.	298	12866	388	
21	McIntosh	Wellington to Stilwell	6	A. A. Davis	47	830	372	
23	Marshall	Woodville to Red River	12	Johnson Bros.	238	10380	56	
25	Ottawa	Afton to Delaware line	10	Altman-Rodgers	103	4140		
26-A-B	Carter	Healdton	5	Dan Blackburn	11	590	88	
29-A	Blaine	Geary, southwest	3	T. C. Ottinger	460	42853	36	
30	Seminole	Seminole, north	3	Maney Bros.	230	13013		70
31-A	Murray	South of Sulphur		Johnson Bros.	137	6616	130	
34	Garfield	Scattered		Green-Beekman	2905	280220		
36	Sequoyah	North of Moffet		Day Work	17	791		
55	"	West of Hanson	1	" "	110	9000		
59	"	East and west of Willow		" "	No report			
74	Wagoner	Wagoner, north	6	Stebbins-Werham-Ellis	368	22068	70	
87	Wagoner	Coweta, south	6	Maney Bros.	155	11800		
88-A	Pitts.	Kiowa, south	6	James Newkirk	120	6883	44	
89	Delaware	Vinita, east to Mohene	25	Ellis & Lewis	1345	45372		
90	Alfalfa	Scattered		Garfield County Const. Co.	1286	77658		
	TOTAL				11224	690120	2185	230

TABULATION OF FEDERAL AID CULVERTS CONTRACTED FOR IN 1924

Proj. No.	County	Location	Route No.	Contractor	Quantities Conc. Cu. Yd.	Reinf. Steel Lb.	Conc. Pipe Lf.	Conc. Hand Rail Lf.
15-C	Washington	Ramona, northwest	12	Maney Bros.	635	35000	36	
21	McIntosh	North of Eufaula	6	A. A. Davis	43	830	370	
33-A	Choctaw	Southeast of Hugo	10	E. S. Alderman	548	35250		
69-A	Carter	East of Ardmore	5	A. A. Davis	744	57013		71
73-B	Haskell	Stigler, west	9	J. J. Harrison	460	25452	316	
87-C	Johnston	Madill, north		Madill Const.	170	8704		
89-B	Carter	East of Ardmore	5	A. A. Davis	308	22548		
92-A	Murray	Davis to Wynnewood	4	Maney Bros.	1051	71265		
105-B	Ottawa	Northeast of Commerce		T. E. Ward	56	2351	56	
109-E	Creek	Oilton, south	33	Ward-Brook	100	8105		28
111-A	Washington	Ramona, southeast	12	Hamilton Const. Co.	815	45107	268	
112-E	Cleveland	Lexington, north	4	Gibson & Mitchell	475	37260		
112-F	"	Norman, south	4	Gibson & Mitchell	737	64660		
114	Latimer	Red Oak, west	3	W. P. McCoy	925	46788		
116-A	LeFlore	Talihina, northeast	10	Maney Bros. & Harrison	587	11526		
116-B	"	" "	10	Gravelle & Hamblin	2230	8749		
116-C	"	" "	10	Maney Bros. & Harrison	1624	14423		
117-A	Muskogee	Warner to Webbers Fall	10	Maney Bros.	707	35980		
119	Pittsburg	McAlester, southwest	6	Smith Bros.	690	38900		76
120-A	"	Hartshorne, northwest	3	Smith Bros.	313	20930		
120-D	"		3	Flynn Const. Co.	132	14746		
124-A	Kingfisher	Hennessey, south	2	Gudgel & McVay	32	3450		
124-B	"	Hennessey, south	2	Dan Burton	51	2145		
125-A	Kay	South of Ponca City	4	F. P. McElrath	484	26900		114
127-A	Creek	Mannsford	33	Ward-Brooks	247	15087	548	110
127-C	"	Mansford, northwest	1	Ward-Brooks	211	14279	516	54
128-A	"	Bristow, north	7	J. J. Harrison	81	4612	208	60
129	Marshall	Kingston to Woodville	12	Johnson Bros.	813	42860		
130-E	Sequoyah	Guthrie, south	4	J. J. Harrison	527	46570	276	
131-A	Oklahoma	East of Choctaw	3	A. A. Davis & Co.	22	2200		
138	Jackson	West of Altus		J. J. Harrison	29	885	72	
140-A&B	Noble	Perry, north	4	Grant Baker	896	55190		
148-A	Garfield	North of Enid	2	Yates Const. Co.	1076	23245	424	128
148-B	"	Grant Co. line, south	2	Hyde Const. Co.	721	34565	160	117
148-C	Grant	Garfield Co. line, north	2	Garfield Co. Const. Co.	508	36556		142
148-D	"	"	2	Garfield Co. & Davis	162	5659	304	
148-E&F	"	Garfield Co. line, north	2	Gudgel & McVay	686	58000	296	142
158-A	Creek	Sapulpa-Bristow	7	Maney Bros. & Co.	152	6570	628	16
158-D	Creek	Sapulpa to Bristow	7	J. J. Horrison	373	22342	784	206.9
167-A	Kay	Northeast of Newkirk	4	T. C. Ottinger	574	29805		
173-A	Cleveland	East of Norman	37	M. A. Swatek	212	9588		
183-A	Rogers	Tulsa Co., northeast	7	Hamilton Const. Co.	615	27512	432	
183-B	"	Northeast of Verdigris River	7	Maney Bros. & Harrison	1369	82287	144	
	TOTAL				23191	1155894	5838	1265

TABULATION OF FEDERAL AID CULVERTS CONTRACTED FOR IN 1925

Proj. No.	County	Location	Route No.	Contractor	Conc. Cu. Yd.	Reinf. Steel Lb.	Conc. Pipe Lf.	Conc. Hand Rail Lf.
15-C	Washington	Ocheleta to Ramona	12	Hamilton Const. Co.	635	35007		
85-B	Pawnee	Cleveland, southeast	30	E. J. Franklin	12	849		
109-F	Creek	Oilton, east		Ward Brooks	356	25328	312	15
111-D	Tulsa	North of Collinsville	12	Highway Const. Co.	118	9913	56	
116-D	LeFlore	Summerfield, northeast	10	J. J. Harrison	301	19409	724	
116-C	"	Talihina, northeast	10	J. J. Harrison	232	12625	1016	
124-D&E	Garfield	South of Enid	2	H. L. Canady Co.	398	30730	16	
125-B	Noble	Marland, north	4	Gudgel & McVay	102	3816		68
127-E	Creek	Mansford, southwest	1	M. A. Swatek	391	21982	400	132
130-D	Logan	South of Guthrie	4	Maney Bros.	300	29890	172	
130-E	"	South of Guthrie	4	J. J. Harrison	527	465	276	
139-A&B	"	Guthrie, north	4	J. E. Smith & Son	550	33470		
139-D&E	"	Noble Co. line, south	4	M. A. Swatek & Co.	1129	78853	72	
139-H&I	Noble	Perry to Logan Co.	4	Gantt-Baker	753	52126		
141-A&B	Love	South of Marietta	4	Flynn Const. Co.	53	2715	428	
144-A	McClain	Purcell, south	4	O. H. Pharoah	726	52553	168	
144-B	"	Garvin Co. line, north	4	Geo. Southerland	183	13900	32	
152-F	Osage	Between Ponca City & Pawhuska	11	E. G. Fike & Co.	1059	72529	532	
152-A	"	Between Ponca City & Pawhuska	11	Maney Bros. & Co.	192	15892	200	
153-B	"	Northwest of Barnsdall	11	J. J. Harrison	526	43595	260	
153-A	"	East of Pershing	11	J. J. Harrison	463	32982	60	
158-B	Creek	Bristow to Sapulpa	7	Standard Pav. Co.	276	22350	148	46
158-C	"	Bristow to Sapulpa	7	Standard Pav. Co.	299	17876	316	
159-D	"	South of Keifer	12	W. P. McCoy	292	20244	452	
159-C	"	Southeast of Sapulpa	12	Gibson & Mitchell	451	31776	300	
159-A	Okmulgee	North of Beggs	12	Pharoah-Best-Sharp	304	16180	120	
166-B	Pawnee	Belford	2	Green-Beekman	405	33091		
168-A	Okmulgee	West of Henryetta		E. G. Fike				
172-A	Kay	South of Blackwell	26	Maney Bros. & Co.	245	9656	432	
174-B	Seminole	South of Wewoka	3	Gibson & Mitchell	216	16279	84	
174	Hughes	West of Holdenville	3	J. E. Smith	430	30315		
175	"	East of Holdenville	3	Johnson Bros.	317	20114	640	
178-A	Pawnee	Northwest of Keystone	30	Gibson & Mitchell	635	43389	612	
178-B	"	Northwest of Keystone	30	D. C. Sampley	667	50405	156	
179-B	Garfield	North of Covington	1	B. J. & L. Paving Co.	14	274	192	
179-A	"	East of Enid	1	Hyde Const. Co.	551	15402	404	
184-C	Rogers	Northeast of Sequoyah	7	Hamilton Const. Co.	346	26405	28	
184-A	"	Northeast of Claremore	7	Hamilton Const. Co.	39	2414	92	
184-B	"	Northeast of Claremore	7	Hamilton Const. Co.	336	26755	64	
184-D	"	Northeast of Foyle	7	Hamilton Const. Co.	273	15990	236	44
184-E	"	Southeast of Chelsea	7	Hamilton Const. Co.	300	21060	256	
188-B	Okfuskee	Southeast of Weleetka	12	W. T. Pharoah	479	34200	376	74
188-A	Hughes	Northeast of Wetumka	12	J. E. Smith & Sons	518	30916	330	36
189-A	"	South of Wetumka	12	D. T. Allen	260	15874	304	36
189-B	"	South of Wetumka	12	D. T. Allen	400	24585	320	36
189-C	"	South of Wetumka	12	D. T. Allen	289	20123	132	
189-D	"	North of Calvin	12	Gibson & Mitchell	1232	39147	232	
191	Nowata	East of Nowata	25	M. E. Gillioz	225	16151	120	
193-A	"	North of Lenapah	16	M. E. Gillioz	201	10139	312	
193-B	"	South of Coffeyville	16	M. E. Gillioz	69	1257	344	
193-D	"	North of Nowata	16	Armstrong-Teenor-Spaulding	305	19780	316	
208-A	Grady	South of Chickasha	2	Ottinger & Frost	502	37067	268	92
208-B	"	South of Chickasha	2	Gibson & Mitchell	405	30553	276	
208-C	"	South of Chickasha	2	Ottinger & Frost	777	45557	328	57
210-A	Noble	Southwest of Marland	4	Gudgel & McVay	140	5979	104	
	TOTAL				21204	1376824	13242	636

TABULATION OF FEDERAL AID CULVERTS CONTRACTED FOR IN 1926

Proj. No.	County	Location	Route No.	Contractor	Conc. Cu. Yd.	Reinf. Steel Lb.	Conc. Pipe Lf.	Conc. Hand Rail Lf.
95-A	LeFlore	Wister, east	3	James & Hopper	660	51550		
108-A	Pawnee	Jennings, south		S. E. Gray	385	21861		
124-H&I	King	South of Dover	2	Dan Sweeney	133	9706	204	
132-A	LeFlore	South of Poteau	23	J. J. Harrison	890	21684	636	
132-B	"	Howe to Heavener	23	Ed Smittle	293	20082	398	
136-A	Creek	Depew to Stroud	7	Hamilton Const. Co.	389	25500	428	
136-B	"	Depew to Bristow	7	Hamilton Const. Co.	359	66200	384	
140-D	Noble	North of Perry	4	R. R. Tway	435	36892	242	
140-E	"	North of Perry	4	J. H. Maxwell	392	31650	140	
140-F	Kay	North of Three Sands	26	McCoy & Son	132	10395		66
141-C	Love	Marietta, south	4	Julian C. Field	401	28433	226	
142-A	"	Carter Co. line, south	4	Julien C. Field	167	11742	252	
142-B	"	Marietta, north	4	Joe Taylor	153	11016	140	
142-D	Carter	Love Co. line, north	4	Taylor & Whitson	638	45418	314	
143-A&B	Garvin	Wynnewood, north	4	Pharoah & Long	534	39638	232	55
143-C	"	Pauls Valley, south	4	J. E. Smith & Sons	31	2268		
144-C	"	Paoli, north	4	Geo. Southerland	109	8835		
144-D&E	"	Pauls Valley, north	4	J. E. Smith & Sons	352	25800	304	
145-A	Commanche	Lawton, east	29	E. S. Alderman	702	52906	230	
145-B	"	Stephens Co. line, west	29	Wiggins & Co.	673	47291	625	
145-C&D	Stephens	Comanche Co. line, east	29	J. E. Smith & Son	1462	102121	312	
146-B	"	Marlow, east		Taylor & Younger	444	32964	28	
146-C	"	East of Marlow		W. L. Davis	1024	76397	296	
146-D	"	Garvin Co. line, west		Pharoah & Fell	1104	84818	252	
150-B	Sequoyah	Southeast of Vian	1	James & Hopper	370	29309	68	
150-C	"	Southeast of Vian	1	James & Hopper	465	37435		96
152-B	Osage	West of Pawhuska	11	Tibbetts & Pleasant	517	25651		124
152-E	"	East of Ponca City	11	A. L. Cook	516	40509	308	
152-G	"	East of Ponca City	11	A. L. Cook	401	32608	60	
152-D	"	East of Burbank	11	Osage Const. Co.	32	2253	120	
152-I	"	East of Burbank	11	Osage Const. Co.	232	16090	272	
152-J	"	East of Burbank	11	Osage Const. Co.	371	25782	152	122
153-F	Tulsa	Washington Co., south	11	Highway Const. Co.	77	6581		
157-C	Stephens	West of Comanche	5	Green Const. Co.	309	22891		
157-D	"	West of Comanche	5	Green Const. Co.	338	24172		
163-B	Canadian	East of Yukon	3	Flynn Const. Co.	164	12765	28	
165-B	Kay	Northwest of Braman	26	J. H. Maxwell	350	27194	248	
165-A	"	Northwest of Blackwell	26	J. H. Maxwell	380	30236	96	
174-A	Hughes	West of Holdenville	3	H. L. Canaday & Co.	6	132	84	
179-DF&G	Noble	West of Perry	1	B. J. & L. Paving Co.	556	42086	440	
179-C	Garfield	East of Covington	1	B. J. & L. Paving Co.	746	57821	668	
182-A	Hughes	East of Calvin	3	D. T. Allen	22	1231	96	
182-B	"	East of Calvin	3	D. T. Allen	448	35120	252	
182-C	"	East of Calvin	3	D. T. Allen	399	35212	296	
185-A	Rogers	Northeast of Chelsea	7	Green Const. Co.	540	41040	96	
185-D	Craig	West of Vinita	7	Julius C. Field	140	9635	92	
185-C	"	West of Vinita	7	Julius C. Field	437	34917	60	
187-B	Stephens	East of Comanche		Pharoah & Fell	345	25244	584	
192-A	Washington	East of Bartlesville	25	Hamilton Const. Co.	485	35091	216	
192-B	Nowata	West of Nowata	25	Ellis & Lewis	252	18742	244	
192-C	"	West of Nowata	25	Ellis & Lewis	235	16647	304	
196-B	Haskell	East of Stigler	9	Altman & Rodgers	453	30023	132	111
196-E	LeFlore	West of Spiro	9	J. T. Ables	276	22491	28	
196-F	"	West of Spiro	9	J. T. Ables	190	15302	176	
203-B	Caddo	West of Verden	9	Short & Ables	658	49341	36	57
210-B	Noble	West of Marland	4	B. J. & L. Paving Co.	583	48623	100	
211-F	Pottawatomie	Northwest of Shawnee	3	M. A. Swatek & Co.	499	29572	412	
211-G	"	Northwest of Shawnee	3	M. A. Swatek & Co.	17	1385	40	
211-A	"	West of McCloud	3	M. A. Swatek & Co.	159	12992		
211-B	"	East of McCloud	3	M. A. Swatek & Co.	244	21048	192	

Proj. No.	County	Location	Route No.	Contractor	Conc. Cu. Yd.	Reinf. Steel Lb.	Conc. Pipe Lf.	Conc. Hand Rail Lf.
211-C	"	East of McCloud	3	M. A. Swatek & Co.	187	15325	104	
212-B	Beckham	West of Elk City	3	Mann Co.	593	48671	284	
212-C	"	East of Sayre	3	T. C. Ottinger	445	34225	204	
214-A	Hughes	Southeast of Calvin	12	Lee Sutley Const.	110	8182	264	
214-B	"	Southeast of Calvin	12	Lee Sutley Const.	888	68126	928	
214-C	"	Northeast of Allen	12	Lee Sutley Const.	371	26687	424	
222-B	Pottawatomie	East of Shawnee	3	G. P. Carr	587	45066	28	133
226-C	Washita	North of Cordell	14	Grant Kerr	387	29685	228	67
	TOTAL				27642	2059115	14007	831

TABULATION OF STATE AID CULVERT PROJECTS CONTRACTED FOR IN 1925

Proj. No.	County	Location	Route No.	Contractor	Quantities Conc. Cu. Yd.	Reinf. Steel Lb.	Conc. Pipe Lf.	Conc. Hand Rail Lf.
2-E	Rogers	Oolagah, southwest	16	Hamilton Const Co.	494	28875		
32-A	Payne	North of Cushing	18	Tom Collins	440	34840		
40-A&B	Cherokee	Tahlequah, southwest	10	E. L. Terry	800	33396	256	117
41	Carter	Lone Grove	5	Flynn Const Co.	10	245	160	
49-A	Mayes	Locust Grove, S. W.	11	A. A. Davis & Co.	480	31640	302	76
50-A	Pittsburg	McAlester, west	3	Altman-Rogers	1073	21235		
60	Caddo	South of Hydro	3	T. C. Ottinger	252	30100		
61-A	Okfuskee	West of Okemah	9	Green-Beekman	78	5096		
62	McClain	2-miles south of Asher Br.	18	D. S. Miser & Son	99	6000		
67	Tulsa & Pawnee	Keystone, east and west	1	Hansen & Pearce	195	17017		72
70	Payne			Tom Collins	51	3490		
74-C	Wagoner	Wagoner, north and south	6	Ellis & Lewis	285	20750	30	
77-A	Pott.	South of Shawnee		Flynn Const Co.	24	972		
92-A	Texas	North of Optimo		A. F. Jarvis	260	6582		
97-A	McClain	Blanchard, north	7	R. R. Tway	444	24054	485	
100	Pitts.	Southeast of Crowder	6	Pharoah Bros. & Sharp	435	27030		76
106 A	Nowata	South of Nowata	16	J. J. Harrison	318	21145		
107	Canadian	North of El Reno	2	H. L. Canady Co.	164	5524	450	
109	Cotton	West of Walters	5	Ledford & Way	472	33000	150	
111-B	Kay	East of Tonkawa	11	T. C. Ottinger	270	20400	100	
121-A&B	Rogers	East of Claremore	20	Dan Blackburn	1155	58000		
122	Love	Overbrook and Thackerville	4	Bybee & Wallace	236	13893	634	
124	Jackson	Altus, north	24	Force account	30	3200		
128-D	Woodward	East of Woodward		Pioneer Const Co.	158	9550		71
135	Wood	Alva and Avard	15	Day Work	5	157	24	

Proj. No.	County	Location	Route No.	Contractor	Conc. Cu. Yd.	Reinf. Steel Lb.	Conc. Pipe Lf.	Conc. Hand Rail Lf.
141-A	Nowata	East of Cody's Bluff		M. E. Gillioz	67	4822		
141-C	"	North of Alluwe		Ellis & Lewis	345	31276	40	
142	Kay	Kansas line south		I. E. Hansen	14	563	30	
143	Garfield	West of Enid	13	Mark Butterton	807	38548	456	
147	Harmon	East and west of Vinson	7	Lee Chisum	135	8687		
149-B	Okfuskee	Weleetka	12	Wilson & Bush	6	88	80	
158-A	Mayes	North of Pryor	6	Green Beekman	177	11790	68	
158-B	"	South of Adair	6	" "	309	9328	242	
159	Delaware	Jay to Arkansas line	20	O. M. Drake	163	12011		
164	"	& Ottawa—Grove, north	10	S. P. Lanchard	245	15244		
167	Adair	Bunch, north	17	Day work	no information on quantities			
180-A&B	Stephens	East of Duncan	29	J. E. Smith & Sons	1059	64637		
184	Del. & Cherokee	Tahlequah to Kansas	10	Day Work	386	27433		67
201	Atoka	South of Atoka	6	J. S. Terry	583	37139		
208	Major	East of Fairview	13	Fred Norwine	104	6450		
	TOTAL				12637	725107	3507	479

TABULATION OF STATE AID CULVERT PROJECTS CONTRACTED FOR IN 1926

Proj. No.	County	Location	Route No.	Contractor	Quantities Conc. Yd. Cu.	Reinf. Lb. Steel	Conc. Lf. Pipe	Conc. Rail Hand Lf.
2-G	Rogers	Talala, north	16	Ellis & Lewis	292	21921	28	
111-B	Kay	East of Tonkawa	11	T. C. Ollinger	270	20402	100	
112	Sequoyah	West of Vian	1	Ellis & Lewis	185	12712	40	
141-D	Rogers	N. W. of Chelsea	28	Hamilton Const Co.	43	3020		
180-D	Stephens	East of Duncan	29	Ledford & Way	585	40305		
180-E	Stephens	" "	29	Pharoah & Fell	327	23529		
181-A	McClain	South of New Castle Br.	7	Dan Sweeney	376	25495	140	
197-B	Grant and Alfalfa	West of Nash	1	Hyde Const. Co.	177	13471	44	
197-D	Alfalfa	East of Jet	1	Mark Butterton	101	6929		
202	Delaware	Dripping Springs, east	11	Day Work	no information			
214	Mayes	Pryor, south	6	Force Account	300	25000		
216	Pontotoc	Ada	12	Gibson & Mitchell	20	2012		
220-A	Mayes	North of Adair	6	Goolsby & Epperson	39	3157	32	
219	Love	South of Thackerville	4	Flynn Const. Co.	68	5625		
224-A&B	Kiowa	East of Snyder	29	Ledford & Way	116	7630	112	
226-A	Kiowa	Northeast of Hobart	9	Biggs & Bodenhammer	361	26962	228	
227	Kiowa	Lone Wolf to Hobart	9	Maney Bros.	315	22350	292	
248	Payne	East and north of Stillwater	1	Dougherty-Nichols & Wiggins Const.	210	25420		
258	Dewey	East of Vici	13	D. S. Miser & Son	123	8618		
264	Kingfisher	North of Hennessey	2	J. E. Smith & Son	233	20216		
267	Craig	East of Vinita	7	O. M. Drake	482	46192	164	92
268	Grant	Medford to Jefferson	2	Garfield Co. Const. Co.	306	22290	32	55
269	Jackson	Blair	24	Taylor & Younger	50	700	456	
280	Kay	North of Three Sands	26	McCoy & Son	23	1765		
283	Major	East of Fairview	13	Day Work	40		40	

Proj. No.	County	Location	Route No.	Contractor	Quantities Conc. Cu. Yd.	Reinf. Steel Lb.	Conc. Pipe Lf.	Conc. Hand Rail Lf.
298	Woods	Alva	1	Shultz Const. Co.	40	3565		
319-A	Payne	West of Yale	1	Tom Collins	115	7179		
323	Lincoln	East of Prague	9	Day Work	22	1088		
	TOTAL				5219	398353	1708	147

GRADE SEPARATIONS AND GRADE ELIMINATIONS

W. C. Burnham, Bridge Engineer.

Grade Separations are all made after an order has been issued by the Corporation Commission of Oklahoma. The first step in Grade Elimination is the route inspection for the survey. The necessary information to make up a tentative design, is gathered in the field, and the layout is made in the Highway Department at Oklahoma City.

The Separations are made with the help and assistance of the County officials. The complaint is taken up with the Board of County Commissioners. If it meets their approval, they sign it. Then it is submitted to the Corporation Commission, together with the information prepared by the State Highway Department. The Railroad Company is required by the Corporation Commission to prepare a design and estimate and submit them to the Corporation Commission, at a set date. The Railroad Company examines the complaint and if they do not agree with the suggestions submitted for the improvement, or if they wish to make changes, their requests are taken up with the Corporation Commission, or directly with the Highway Department. The question of design is settled, and the location is agreed upon. The estimate is then discussed and investigated. A tentative agreement is drawn up between the Highway Commission and the Railroad Company, if the Department can agree upon the estimate and upon the division of the cost with the Railroad Company. This agreement is then submitted to the Corporation Commission. We request that they examine it and if found satisfactory. they are requested to issue an order, using the agreement as an agreed statement of facts.

When the Highway Department and the Railroad Company cannot agree, either on location, design. estimate or division of cost, this is reported to the Corporation Commission, with the request that the case be docketed and a hearing be held.

At the hearing the design, estimate and questions in controversy are submitted to the Court. They examine the evidence submitted and issue their orders. This order is binding upon both parties, and if it is not satisfactory, notice of appeal to the State Supreme Court may be given. This appeal must be taken within six months.

Since the State Highway System has been established, we

have built approximately fifty grade separations and have about fifteen under consideration.

As an example, on the road between Oklahoma City and Tulsa, on Route No. 7, we have eliminated all grade crossings by grade separations and grade crossing eliminations by relocation.

Creek County. The road through Creek County, used as a State road before relocation, crossed the main line of the Frisco seven times. Six of these crossings have been eliminated by relocation and the seventh one by an underpass west of Sapulpa.

In Lincoln County, it is proposed to separate the grade between the Highway and all Railroads, except the Fort Smith and Western. We have now under construction west of Chandler, an underpass, and have also reached an agreement with the Frisco for an underpass one mile east of Warwick. We also have an overhead with the Frisco at the city limits of the city of Chandler. A grade separation is proposed with the Santa Fe, north of Davenport. All dangerous grade crossings in the county will thus be eliminated.

In Oklahoma County we have proposed an overhead, crossing the Frisco at Luther and over the Katy between Luther and Arcadia. This will eliminate all grade crossings between Oklahoma City and Tulsa, except in Sapulpa and with the Fort Smith & Western.

Another example of what we have done in the matter of grade separation, is on Route No. 4, which is between Wichita, Arkansas City, Ponca City, Guthrie, Oklahoma City, Ardmore, Gainesville, and Fort Worth, Texas. In Kay County we have a separation north of Ponca City, and south of Ponca City, the new road of the Rock Island crosses at grade. This crossing is, however, fully protected. The road now is not an important railroad and will not be for several years. The grade separation can be made at the present crossing. We also cross a branch line of the Santa Fe, which taps the oil fields at Three Sands, at grade.

In Noble County we do not cross the Santa Fe main line, but do cross the Frisco in Perry. The road has been relocated between Perry and Guthrie, using one underpass near Orlando and keeping on the east side of the Santa Fe through Mulhall clear into Guthrie. We keep on the east side of the Santa Fe from Guthrie south to Oklahoma City. In Cleveland County we cross the interurban north of Moore, through an underpass, and

also the Santa Fe, south of Moore through an underpass. We cross over the Santa Fe at Purcell and keep on the west side of the Santa Fe through McClain County to Wynnewood. We cross at grade near the depot at Wynnewood and also cross at grade in Davis. We keep on the west side of the Santa Fe then through Carter County and Love County, to an underpass north of Thackerville, then on the east side until we cross the Red River into Texas.

We have received the fullest co-operation from the County officials. The railroads have been very willing to co-operate with the State and County.

We have also had the fullest co-operation with the Corporation Commission. We have not always gotten from them all we asked, but neither have the Railroads.

Below we are giving in a paragraph, the grade separations and eliminations in each county. For instance, the road in Harper County is relocated between Buffalo and Alva, and we have eliminated five grade crossings. This railroad is not an important road and the elimination of the grade crossings is only an incident in shortening the road between these county seats. The eliminating of bad river crossings, two of Buffalo Creek, one of Bent Creek and one of Sleeping Bear, with the direct short line, justify the relocation, but in the tabulation given, all grade crossings eliminated are noted, and as in the case cited, are sometimes only incidental to the other construction.

Alfalfa County.

One grade separation to be made at the crossing west of Jet, when this road is paved.

Atoka County.

We have one grade separation under contract south of Tuska with the Katy and will abandon two low, narrow, dangerous underpasses at Caney. North of Atoka the new route will keep on the west side of the Katy; this will abandon one dangerous underpass just north of Atoka; a grade crossing in Stringtown; a grade crossing at Chockie; another narrow, dangerous underpass at Limestone Gap, and the present grade crossing at Reynolds. This will necessitate changing the present underpass under the Rock Island from the east to the west side of the Katy. In Pittsburg County, just north of the county line, an underpass is proposed which will be used by State Highway No. 6, and the

county highway between Pittsburg and Coalgate. Complaints have been filed on this underpass, but no agreement with the Railroad Company has been reached.

Beaver County.

Two grade crossings can be eliminated between Mocane and Forgan. This is justified, not on account of the Railroad, but will save distance and the relocation can be built on high ground without large structures. We cross at grade the new railroad built between Forgan and Hooker.

Beckham County.

We have a location where the present highway crosses the Rock Island in Canute. This is not being pushed as the road now is on the location of the proposed underpass.

Blaine County.

Two grade crossings are to be eliminated south of Watonga in connection with the new bridge across the river. Surveys have not been made north of Watonga, and no improvements are contemplated at present. Two grade crossings on Route No. 3, south of Geary eliminated by relocation.

Bryan County.

On Route No. 5 west of Durant, there is one underpass. East of Durant near Bennington, there is one underpass, and two new crossings at grade where it was not practicable to make grade separations. On Route No. 6, south of Durant, we have two underpasses, one on the north bound track of the Katy, and one on the south bound track. One of these is an old arch culvert and was flooded to a depth of six feet this fall. We are preparing plans to change the drainage condition, so this underpass will be safe.

Caddo County.

State Highway No. 7, relocation and one underpass eliminates two grade crossings. On Route No. 9, two grade crossings between Verden and Anadarko eliminated by relocation, and also two river bridges west of Anadarko. Four river bridges may be eliminated and four or five grade crossings by relocating the road from Fort Cobb to Anadarko, on the south side of the river.

Canadian County.

On Route No. 2, relocation south of Union City eliminated two grade crossings when the South Canadian River bridge was built. Relocation on Route No. 3, west of Yukon eliminated one bad grade crossing on the interurban. The department is now considering a route into El Reno and several plans have been discussed with the Railroad Company and the city.

Carter County.

One grade separation at Ardmore on Route No. 5.

Cherokee County.

On relocation between Fort Gibson and Tahlequah, grade crossing was added.

Choctaw County.

State Highway No. 10, at Grant, one underpass on the main line of the Frisco Railroad. On Route No. 5, underpass between Boswell and Soper. Several grade crossings on State Highway No. 5 could not be eliminated without considerable expense, which at this time is not justified, as this line of the Frisco is of secondary importance.

Cimarron County.

One new grade crossing on State Highway No. 11 east of Boise City. This is the only railroad in this county and was recently constructed.

Cleveland County.

On Route No. 4, underpass north of Moore under the interurban. One underpass south of Moore under the Santa Fe. The road was also relocated between Norman and Noble, keeping on the west side of the Santa Fe, south of Norman. This relocation and underpass eliminated six grade crossings in the county.

Coal County.

No survey has been made through this county on Route No. 19. When this is surveyed, several grade crossings can be eliminated and the road shortened a great deal and many turns eliminated. Survey has been made between Coalgate and Calvin, but there are no railroads to cross.

Comanche County.

Route No. 7, west of Comanche has been surveyed and on the relocation there will be two or three grade crossings eliminated

south to the county line. On Route No. 8 two grade crossings will be eliminated when the road is improved.

Cotton County.

No grade crossings eliminated.

Craig County.

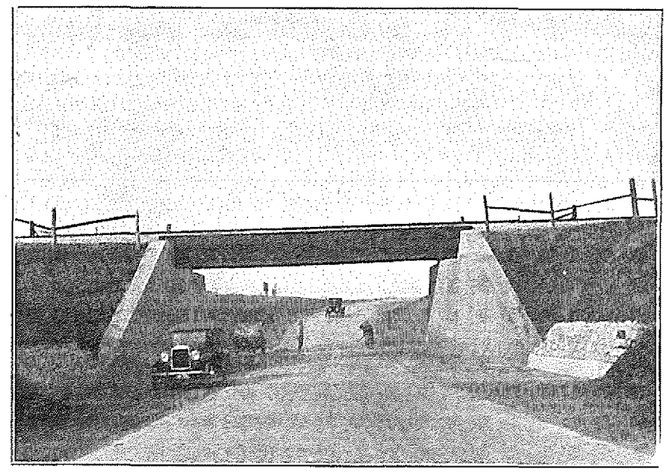
Route No. 7 will some time be built just south of the city limits of Vinita and will cross over the Katy. This will shorten the distance and keep the through traffic out of the city.

Creek County.

On Route No. 7 underpass four miles west of Sapulpa. By relocation two grade crossings were eliminated between Sapulpa and Bristow. Between Bristow and Depew, two grade crossings were eliminated and at Depew two grade crossings were eliminated. On Route No. 33, south of Oilton, one grade crossing was eliminated by relocation. On Route No. 12, south of Sapulpa, two grade crossings were eliminated by relocation. Route No. 1, between Mansford and Keystone, two underpasses have been built, eliminating two grade crossings.

Custer County.

On Route No. 3, two grade crossings were eliminated east



Atchison, Topeka & Santa Fe Railroad underpass south of Moore, in Cleveland county—State Highway No. 4.

of Clinton on the Rock Island by relocation. South of Clinton, underpass under contract with the Clinton, Oklahoma & Western, to eliminate their grade crossing on Routes No. 3 and 14. Also preparing agreement with the Frisco to eliminate grade crossing on Route No. 14, and relocating Route No. 3, to keep on the west side of the Frisco, thereby eliminating a grade crossing. The grade crossing with the Orient on Route No. 3 has been left for future consideration, as the present location is satisfactory for future grade separation. One grade crossing east of Foss was eliminated by relocation.

Delaware County.

Three grade crossings eliminated by relocation of Route No. 25.

Dewey County.

No grade separations or eliminations.

Ellis County.

No grade separations or eliminations.

Garfield County.

On Route No. 2, one underpass under the Rock Island south of Enid, relocation eliminating two other grade crossings. On Route No. 1, one underpass east of Enid, relocation east of Covington eliminating three additional grade crossings.

Garvin County.

On Route No. 4, between Paoli and Pauls Valley, eliminating two grade crossings by relocation.

Grady County.

On Route No. 2, proposed underpass at Minco, relocation between Pocasset and Chickasha, eliminating two additional grade crossings on the Rock Island and net work of switching tracks north of Chickasha. South of Chickasha eliminate two grade crossings by relocation north of Rush Springs. On Route No. 9, eliminate two grade crossings between Verden and Chickasha, and one in Verden by relocation.

Grant County.

Elimination by relocation, two grade crossings, one at Jefferson and one at Medford.

Greer County.

No grade separations or eliminations.

Harmon County.

No grade separations or eliminations.

Harper County.

Route No. 11 has been relocated and five grade crossings have been eliminated on this route. Route No. 14 has two grade crossings that can easily be eliminated.

Haskell County.

One proposed grade crossing to be eliminated six miles east of Stigler. No other grade separations or eliminations proposed.

Hughes County.

On Route No. 3, one underpass under construction on the Rock Island four miles east of Calvin, and two grade crossings eliminated at Stuart by relocation. On Route No. 12, one new grade crossing proposed east of Atwood and two grade crossings eliminated by relocation. On Route No. 12, north of Wetumka, one grade crossing eliminated with an underpass on the Frisco.

Jackson County.

No grade crossings eliminated or grade separations built. When a new bridge is built on the North Fork of the Red River, we will eliminate a grade crossing at Headrick.

Jefferson County.

No grade crossings eliminated and none proposed at this time, although on relocation, three grade crossings can be eliminated on the Rock Island.

Johnston County.

On Route No. 22, grade separation was effected at Milburn by relocating the bents in an existing trestle. One underpass at Tishomingo on the Rock Island by relocating our highway and using the present structure on the Rock Island. Two underpasses, one east and one west of Mannsville. One underpass on Route No. 12, at Russett.

Kay County.

Two grade crossings eliminated on Route No. 4, north of Newkirk by relocation. One grade crossing between Ponca City and Newkirk by an underpass. One grade crossing has been added south of Ponca City on the new line of the Rock Island. This would be eliminated at some future date if this railroad is extended. North of Blackwell, on Route No. 26, two grade crossings eliminated by relocation and one underpass on the new line of the Rock Island south of Tonkawa.

Kingfisher County.

Two grade crossings north of Hennessey on Route No. 2, eliminated by relocation. One grade crossing at Dover eliminated by relocation and one overhead now before the Corporation Commission, north of Kingfisher. It will also be advisable to make another grade separation south of Kingfisher.

Kiowa County.

On Route No. 9, at Lone Wolf, two grade crossings were eliminated on the Orient by relocation and one grade crossing is to be eliminated east of Mountain View, with an underpass. On Route No. 7, a grade separation is contemplated west of Snyder.

Latimer County.

Route No. 3 by relocation between Wilburton and LeFlore County, four grade crossings were eliminated.

LeFlore County.

On Route No. 3, one overhead two miles east of Spiro, and an underpass at Spiro eliminated two grade crossings on the Kansas City Southern. Two new grade crossings were built on Route No. 10, north of Summerfield to connect Route No. 3. One on the Frisco and one on the Rock Island. Five grade crossings were eliminated between Fort Smith and Poteau. From Wister to Fanshawe, three grade crossings on the Rock Island were eliminated by relocation.

Lincoln County.

Two grade crossings were eliminated by relocations between Stroud and Davenport. Overhead proposed on the Santa Fe, north of Davenport. Underpass under construction three miles east of Chandler on the Frisco. Overhead at Chandler on the Frisco is now before the Corporation Commission. Underpass one mile east of Warwick under contract with the Frisco. This will eliminate five grade crossings in Lincoln County. One un-

derpass has been constructed on Route No. 9 at Prague, under the Fort Smith & Western Railroad.

Logan County.

On Route No. 4, two grade crossings at Orlando were eliminated by relocation. Two grade crossings were eliminated on County roads, south of Orlando with an underpass on the Santa Fe. One grade crossing was eliminated at Mulhall by relocation, and two grade crossings north of Guthrie by relocation.

Love County.

One grade crossing was eliminated north of Thackerville on the Santa Fe with an underpass.

McClain County.

On Route No. 4, four grade crossings were eliminated on the Santa Fe by relocation. At Blanchard on Routes 7 and 9, one grade crossing eliminated with an underpass.

McCurtain County.

No grade separations or grade crossings eliminated.

McIntosh County.

On Route No. 6, one underpass at Onapa, and one underpass south of Eufaula.

Major County.

Four grade crossings on the Orient eliminated by relocation. If Route No. 13 is relocated to connect with Route No. 8, south of Cleo, two more grade crossings will be eliminated.

Marshall County.

On Route No. 5, two grade crossings were eliminated by relocation at Aylesworth. On Route No. 12, four grade crossings were eliminated between Kingston and Woodville.

Mayes County.

One underpass on the Katy north of Pryor.

Murray County.

On Route No. 22, one grade crossing eliminated by an underpass. Abandoning one grade crossing south of Davis on Route No. 4 and crossing the Santa Fe in the city of Davis.

Muskogee County.

On Route No. 1, two miles west of Taft, underpass on the

Midland Valley. Two grade crossings eliminated at Haskell by relocation. Route No. 1, south of Muskogee, underpass on the Midland Valley. Underpass on the Midland Valley south of Warner. Two grade crossings eliminated between Porum and the South Canadian River bridge by relocation. One grade crossing eliminated on Route No. 9 by relocating through the underpass south of Warner. The record is not available on the grade crossings eliminated by relocation on Federal Aid Project No. 18.

Noble County.

Two grade crossings are to be eliminated on Route No. 1, east of Luciene, with an underpass. Two grade crossings are to be eliminated east of Morrison by relocation.

Nowata County.

On Route No. 16 two grade crossings were eliminated by relocation north of Watova. Two grade crossings eliminated between Delaware and Lenapah on the Missouri Pacific by relocation. Two grade crossings eliminated on the Union Traction Interurban Line by relocation.

Okfuskee County.

When Route No. 9 was built through Okfuskee County, seven grade crossings were eliminated by relocation.

Oklahoma County.

On Route No. 9, overhead under construction at Harrah. Underpass on the Frisco six miles east of the Capitol and an overhead on the Katy two miles east of the Capitol. There is an underpass on 23rd Street under the Santa Fe in the city. On Route No. 3, west of town, two grade crossings on the interurban were eliminated by relocation. There are now no grade crossings on the interurban between Oklahoma City and El Reno. On Route No. 7, east of Edmond to the county line, there is an overhead over the Frisco proposed at Luther, and one just east of this on the Katy. This will eliminate all grade crossings on this road and also four grade crossings were eliminated by relocation between Edmond and Oklahoma City. Two grade crossings on the interurban and two on the Santa Fe eliminated by relocation. On Routes No. 7 and 9, south of Oklahoma City, two grade crossings eliminated on the Frisco by relocation.

Okmulgee County.

On Route No. 12, one underpass north of Beggs. Two underpasses between Beggs and Preston eliminated three grade crossings.

Osage County.

One overhead crossing has been built in Osage County at Pershing. One additional grade crossing has been made at Pawhuska on the new line of the Santa Fe. The other Highways in Osage County, which have been taken over as State Highways, do not follow section line and there are very few grade crossings. The grade crossing between Cleveland and Pershing on Route No. 25 on the main line of the Katy will soon need to be protected by adequate signals, or eliminated. The Katy runs the fastest train of any railroad in the county.

Ottawa County.

No grade separations or grade eliminations.

Pawnee County.

On the road between Jennings and Hallet, two grade crossings were built on relocation to get better sight distance and shorten the distance. These together with the crossing at Hallet will be protected with automatic signals. On the relocation of State Highway No. 25, four grade crossings will be eliminated and one overhead built. This work is being surveyed at the present time.

Payne County.

One grade crossing will be eliminated west of Cushing when Route No. 18 is changed. This will be built in connection with the river bridge across the Cimarron.

Pittsburg County.

On Route No. 3 there is an underpass at Hartshorne and one at Haileyville. The underpass at Haileyville is under the yards and there are nine or ten tracks. South of McAlester on Route No. 6 an underpass is proposed. South of Kiowa on the Katy an underpass is proposed. An overhead south of Crowder, over the Fort Smith & Western in conection with the bridge, and the elimination of two grade crossings on the Katy by a relocation is proposed.

Pontotoc County.

On Highway No. 12, two grade crossings at Allen can be eliminated and two more between Allen and Ada. No other grade separations or eliminations are contemplated at this time.

Pottawatomie County.

On Route No. 18, there has been contemplated an underpass between Shawnee and Tecumseh. On Route No. 3, the elimination of one grade crossing between McLoud and Dale by relocation is proposed.

Pushmataha County.

No grade separations built or eliminations of any grade crossings contemplated.

Roger Mills County.

No grade separations made or grade eliminations contemplated.

Rogers County.

On Route No. 7, two grade crossings were eliminated from Claremore to Catoosa by relocation. Two grade crossings were eliminated from Claremore to Chelsea by relocation. On State Highway No. 16, two grade crossings were eliminated by relocation from Talala to Oolagah.

Seminole County.

On Route No. 3, one relocation between Seminole and Wewoka shortened the distance several miles and eliminated one grade crossing on the Rock Island, which will necessitate an overhead in connection with the bridge across Wetumka Creek.

Sequoyah County.

On Route No. 1, between Gore and Vian, we relocated to eliminate two grade crossings. An overhead crossing just east of Vian is under contract and a relocation into Sallisaw will eliminate a grade crossing on the Missouri Pacific, and enable us to cross the Kansas City Southern near the railroad block where it crosses the Union Pacific. Our relocation from Sallisaw to Muldrow eliminated two grade crossings.

Stephens County.

Two grade crossings eliminated between Duncan and Marlow by relocation.

Texas County.

No grade crossings or eliminations.

Tillman County.

Two grade crossings are to be eliminated by relocation on Routes 5 and 14, between Frederick and Davidson.

Tulsa County.

No grade eliminations or grade separations. However, when the roads were paved they were located with a minimum number of crossings on the important roads and on the second class railroads, eliminations were not justified on account of the cost.

Wagoner County.

On Federal Aid Project No. 32, one underpass at Coweta on Route No. 6 was constructed. One underpass is proposed north of Wagoner on the Katy.

Washington County.

One underpass on Route No. 12, near Vera was constructed. Relocation between Dewey and Copan eliminated two grade crossings. Relocation at Ramona eliminated two grade crossings.

Washita County.

Grade crossings at Foss eliminated by relocation and future grade crossings can be eliminated with an underpass at Canute. We can also eliminate two grade crossings south of Cordell on Route No. 14, when the road is improved.

Woods County.

On Route No. 11, by relocation eliminated grade crossing at Freedom and when Route No. 15 was relocated, two grade crossings on the Santa Fe, between Avard and Waynoka were eliminated.

Woodward County.

No grade separations or grade crossings have been eliminated, though several will be when the road is improved and built as a high type road.

COMPLETED GRADE SEPARATIONS DEC. 1926

County	Route No.	Type	Location	Proj. No.	Railroad	Grade Crossings Eliminated
Bryan	5	Underpass	W. of Durant	FA. 41	Frisco	1
"	5	"	E. of Durant	FA. 59	Frisco	
"	6	"	S. of Colbert	FA. 41	Katy	1
"	6	"	S. of Colbert	FA. 41	Katy	1
Caddo	7	"	E. of Cyril	FA. 63	Frisco	1
Carter	5	"	Ardmore	FA. 89	Santa Fe	1
Choctaw	10	"	Grant	FA. 33	Frisco	1
"	5	"	Unger	FA. 33	Frisco	1
Cleveland	4	"	N. of Moore	FA. 112	Ok. Ry. Co.	1
"	4	"	S. of Moore	FA. 112	Santa Fe	1
Creek	7	"	W. of Sapulpa	SA. 102	Frisco	1
"	1	2 "	Mansford	SA. 101	Frisco	2
Garfield	2	"	S. of Enid	SA. 124	Frisco	1
"	1	"	E. of Enid	FA. 24	Frisco	1
Hughes	3	"	N. of Wetumka	FA. 188	Frisco	1
Johnston	22	"	Milburn	FA. 47	CRI&P	1
"	22	"	Tishomingo	FA. 67	CRI&P	1
"	5	2 "	E. & W. of Mannsville	FA. 68	CRI&P	?
"	12	"	Russet	FA. 87	CRI&P	1
Kay	4	"	N. of Ponca City	FA. 120	Santa Fe	1
"	26	"	S. of Tonkawa	FA. 140	CRI&P	1
LeFlore	3	Overhead	E. of Spiro	FA. 84	K. C. S.	1
"	3	Underpass	Spiro	FA. 84	K. C. S.	1
Logan	4	"	Orlando	FA. 139	Santa Fe	2
Love	4	"	N. of Thackerville	SA. 122	Santa Fe	1
McClain	7 & 9	"	Blanchard	SA. 97	Ok. Central	1
McIntosh	6	"	S. of Onapa	FA. 21	Katy	1
"	6	"	S. of Eufaula	FA. 21	Katy	1
Mayes	6	"	N. of Pryor	SA. 158	Katy	1

County	Route No.	Type	Location	Proj. No.	Railroad	Grade Crossings Eliminated
Murray	22	"	W. of Sulphur	FA. 91	Santa Fe	1
Muskogee	1	"	W. of Taft	FA. 18	Mid-Valley	1
"	1	"	S. of Muskogee	FA. 18	Mid-Valley	1
"	10	"	S. of Warner	FA. 96	Mid-Valley	1
Oklahoma	3	"	E. of Okla. City	FA. 19	Frisco	1
"	3	Overhead	E. of Okla. City	FA. 19	Katy	1
Okmulgee	12	"	N. of Beggs	SA. 84	Frisco	1
"	12	2 "	Beggs to Preston	FA. 53	Frisco	3
Osage	11	"	Pershing	FA. 42	Katy	1
Pittsburg	3	Underpass	E. of Hartshorne	FA. 81	CRI&P	1
"	3	"	Haileyville	FA. 120	CRI&P yards	1
Pottawatomie	18	"	N. of Tecumseh	FA. 77	Santa Fe	1
Wagoner	6	"	Coweta	FA. 32	Katy	1
Washington	12	"	Vera	FA. 111	Santa Fe	1
Lincoln	9	"	Prague	SA. 66	FS&W	1

PROPOSED GRADE SEPARATIONS

County	Route No.	Type	Location	Proj. No.	Railroad	Grade Crossings Eliminated	
Alfalfa	1 & 11	Underpass	W. of Jet		DE&G	1	
Atoka	6	"	S. of Tuska	SA. 201	Katy	2	
Custer	3 & 14	"	S. of Clinton	FA. 205	CO&W	1	Under construction
"	14	"	" "	FA. 226	Frisco	1	
Grady	2	"	Minco	FA. 164	CRI&P	1	
Haskell	9	"	E. of Stigler	FA. 196	Mid. Val.	1	
Hughes	3	"	E. of Calvin	FA. 182	CRI&P	1	Under construction
Kingfisher	2	Overhead	N. of Kingfisher	FA. 124	"	1	
Kiowa	7	Underpass	W. of Snyder		Frisco	1	
"	9	"	Mountain View	SA. 226	CRI&P	1	
Lincoln	7	Overhead	N. of Davenport	FA. 136	Santa Fe	1	
"	7	Underpass	E. of Chandler	FA. 136	Frisco	1	Under construction
"	7	Overhead	Chandler	FA. 136	"	1	
"	7	Underpass	E. of Warwick	FA. 137	"	1	Under construction
Logan	33	"	E. of Guthrie	FA. 199	FS&W	1	
Noble	1	"	E. of Luciene	FA. 179	Frisco	1	
Oklahoma	9	Overhead	Harrah	FA. 131	CRI&P	1	Under construction
"	7	"	Luther	FA. 137	Frisco	1	
"	7	"	Luther	FA. 137	Katy	1	
Payne	33	"	W. of Cushing	FA. 199	Santa Fe	1	
Pittsburg	6	Underpass	S. of Kiowa	SA. 201	CRI&P	1	
"	6	"	S. of Kiowa	SA. 201	Katy	1	
"	6	Overhead	S. of Crowder	FA. 186	FS&W	1	
Seminole	3	"	W. of Wewoka	FA. 222	CRI&P	1	
Sequoyah	1	"	E. of Vian	SA. 242	Mo. Pac.	1	Under construction
Wagoner	6	Underpass	N. of Wagoner	FA. 58	Katy	1	

GRADE CROSSINGS ELIMINATED BY RELOCATION

County	Route No.	Location	Proj. No.	Railroad	No. Eliminated	
Atoka	6	N. of Atoka	SA. 201	Katy	3	gr. crossings, 2 underpasses
Blaine	3 & S	S. of Geary	SA. 29	CRI&P	2	" "
"	" "	" " "	FA. 118	"	2	" " in connection with bridge
Bryan	22	N. of Durant	FA. 41	KO&G	1	" "
Caddo	7	W. of Cement	FA. 63	Frisco	2	" "
"	9	E. of Anadarko	FA. 203	CRI&P	2	" "
Canadian	2	S. of Union City	FA. 17	"	2	" "
"	3	Yukon	FA. 163	Ok. Ry. Co.	1	" "
Cherokee	11	S. of Tahlequah	SA. 40	Frisco	1	" " added
Cleveland	4	Norman to Noble	FA. 112	Santa Fe	4	" "
Creek	7	Sapulpa & Bristow	FA. 158	Frisco	2	" "
"	7	Bristow & Depew	FA. 136	"	2	" "
"	33	S. of Oilton	FA. 110	OF&SF	1	" "
"	13	S. of Sapulpa	FA. 159	Frisco	2	" "
Custer	3	E. of Clinton	SA. 145	CRI&P	2	" "
"	3	E. of Foss	FA. 205	"	1	" "
Delaware	25	E. of Grove	SA. 89	Frisco	3	" "
Garfield	2	Bison	FA. 124	CRI&P	2	" "
"	1	E. of Covington	FA. 179	Frisco	3	" "
Garvin	4	N. of Pauls Valley	FA. 144	Santa Fe	2	" "
Grady	2	N. of Chickasha	FA. 162	CRI&P	2	" " & Switching tracks
"	2	S. of "	FA. 208	"	2	" "
"	9	W. of "	FA. 203	"	3	" "
Grant	2	Jefferson & Medford	FA. 148	"	2	" "
Harper	11	E. of Buffalo	SA. 247	B&NW	5	" "
Hughes	3	Stuart	FA. 182	CRI&P	2	" "
"	12	E. of Atwood	FA. 214	KO&G	2	" "
Johnston	5	Tishomingo to Mannsville	FA. 68	CRI&P	2	" "
Kay	4	N. of Newkirk	FA. 167	Santa Fe	2	" "
"	26	N. of Blackwell	FA. 165	"	2	" "
Kingfisher	2	N. of Hennessey	SA. 264	CRI&P	2	" "
"	2	Dover	SA. 251	"	1	" "
Kiowa	9	Lonewolf	SA. 226	"	2	" "
Latimer	3	Wilburton to Red Oak	FA. 82	"	4	" "
LeFlore	3	Ft. Smith to Poteau	FA. 84	KCS	5	" "
"	3	Wister to Fanshawe	FA. 95	CRI&P	3	" "
Lincoln	7	Stroud & Davenport	FA. 136	Frisco	2	" "
Logan	4	Guthrie to Mulhall	FA. 139	Santa Fe	3	" "
Love	4	Marietta to Thackerville	SA. 122	"	2	" "
McClain	4	S. of Purcell	FA. 144	Santa Fe	4	gr. Crossings
Major	8	Cleo	SA. 363	CRI&P	2	" "
"	8	S. of Cleo	SA. 363	KCM&O	2	" "
Marshall	5	Aylesworth	FA. 48	Frisco	2	" "
"	12	Kingston to Woodville	FA. 98	"	4	" "
Murray	4	Davis	FA. 91	Santa Fe	1	" " & cross. in Davis
Muskogee	1	Haskell	FA. 55	Mid Valley	2	" "
"	9 & 10	Porum south	FA. 97	" "	2	" "
Noble	4	S. of Perry	FA. 139	Santa Fe	2	" "
"	25	E. of Morrison	FA. 111	Frisco	2	" "
Nowata	16	N. of Watova	FA. 15	Mo. Pac.	2	" "
"	16	Delaware to Lenapah	FA. 56	" "	2	" "
"	16	" " "	FA. 56	Union Trac.	2	" "
Okfuskee	9		FA. 100	Ft.Smith-Wes.	7	" "
Oklahoma	3	W. of O. C.	FA. 60	Okla.Ry.Co.	2	" "
"	4	O. C. to Edmond	County	Ok Ry.Co. & Santa Fe	4	" "
"	7	E. & W. of Arcadia	FA. 137	Katy	4	" "
"	7 & 9	S. of O. C.	FA. 19	Frisco	2	" "
Pawnee	25	Pawnee	FA. 22	" &SantaFe	5	" "
Pittsburg	6	Crowder	FA. 186	Katy	2	" "
"	3	McAlester to Haileyville	FA. 81	Pittsburg Co.R.	3	" "
Pottawatomie	18	Tecumseh	FA. 77	CRI&P	2	" "

County	Route No.	Location	Proj. No.	Railroad	No.	Eliminated
"	3	Dale to McLoud	FA. 211	"	1	" "
Rogers	7	Claremore to Catoosa	FA. 183	Frisco	2	" "
"	7	" to Chelsea	FA. 184	"	2	" "
"	16	Talala to Oologah	SA. 2	Mo. Pac.	2	" "
Sequoyah	1	Gore to Vian	FA. 54	" "	1	" "
"	1	Sallisaw	SA. 242	" "	1	" "
"	1	" to Muldrow	FA. 151	" "	2	" "
Stephens	2	Duncan to Marlow	FA. 103	CRI&P	2	" "
Washington	12	Dewey to Copan	FA. 106	Santa Fe	2	" "
"	12	Ramona	FA. 15	" "	2	" "
Washita	3	Foss	FA. 205	CRI&P	1	" "
Woods	11	Freedom	SA. 135-247	B&NW	1	" "
"	15	Avard-Waynoka		Santa Fe	2	" "

COMPLETED GRADE CROSSINGS

County	Route No.	Location	Proj. No.	Railroad	
Beaver	11	W. of Forgan		BM&E	New Railroad
Bryan	22	N. of Durant	FA. 47	KO&G	Relocation
"	5	Bokchito to Bennington	FA. 41	Frisco	Relocation
Choctaw	5		FA. 33	"	Relocation
Cimarron	11	E. of Boise City		Santa Fe	New Railroad
Hughes	3	Holdenville	FA. 174	Frisco	New Crossing within Addition to City
Kay	4	Ponca City	FA. 125	CRI&P	New Railroad
LeFlore	3	Panama	FA. 84	Mid. Val.	Relocation
"	10	Caston	FA. 116	Frisco	New Crossing
"	10	Caston	FA. 116	CRI&P	Relocation
Marshall	5	S. of Madill	FA. 98	Frisco	Relocation
Osage	11	Pawhuska	FA. 42	Santa Fe	New Railroad
Pawnee		Hallet to Jennings	FA. 108	2 over Frisco & Katy	Relocation

TABULATION OF FEDERAL AID BRIDGES CONTRACTED FOR IN 1924

Proj. No.	County	Route No.	Type	Length	Conc. Cu. Yd.	Reinf. Steel Lbs.	Struc. Steel Lbs.	Conc. Piling Lf.	Handrail lf.	Contractor
69-B	Carter	5	40' Conc. Girder	40	404	39,188			85	F. E. Watson
73-C	Haskell	31	80' Truss	80	297	21,090	670,000			J. J. Harrison
89-C	Carter	5	40' Girder	40	232	19.822			85	Wicker Bros. & Richmond
92-C	Murray	4	3-Steel Trusses & 1-Conc. Girder	300	986	6.223	221,000			Gaines, Yeokum & Mackey
111-B	Washington	12	2-Steel Trusses 1- Conc. Girder	175	673	39.370	113,000			Green-Beekman
112-G	Cleveland	4	2-Conc. Girders & 1-Steel Truss	90	625	50.450	46,000		142	Gibson-Mitchell
113	Canadian	2	4-Steel Trusses	491	700	53.700	478,000	400		Kansas Cy Br. Co
114-B	Latimer	3	1-Steel Truss 2-Conc. Girders	150	728	35 950	67,000		226	W. P. McCoy
116-E	LeFlore	10	4-Conc. Slab Spans 1-Steel Truss	300	942	37.120	46,000			Green-Beekman Co.
116-F	LeFlore	10	7-Conc. I-beam spans	400	1138	50,330				Green-Beekman Co.
117-B	Muskogee	10	2-Steel trusses	224	403	33 735	215.000	540		Gravelle-Hamblin
120-B	Pittsburg	3	1-Steel Truss Bridge		1247	89,250	473,500	900	1476	Gaines, Yeokum & Mackey
127-B	Creek	1	1-Steel Truss	50	168	14.120	32,000			J. C. Towell
127-D	Creek	1	1-Steel Truss	96	334	27,700				Davis & Dunn
131-A	Oklahoma	3	3-Conc Girders	90	314	32,876				Woodward Const.
148-G	Garfield	2	Conc Girder	40	280	30.097			85	Garfield Co. Const.
160-A	Beckham	4 3	Creo. Wood Trestle	3000						Mann Co.
167-B	Kay	4	96' Steel Truss	96	183	16.300	87.000			I. E. Beacher
183 C	Rogers	7	96' Steel Truss	96	243	18,850	87,000			Green-Beekman
	TOTAL			5757	9897	616,171	1.932,500	1840	2099	

TABULATION OF FEDERAL AID BRIDGES CONTRACTED FOR IN 1925

Proj. No.	County	Route No.	Type	Length	Conc. Cu. Yd.	Reinfg. Steel Lbs.	Struct. Steel Lbs.	Conc. Piling Lf.	Conc. Handrail Lf.	Contractor
95-C	LeFlore	3	2-Steel Truss spans 2-I-beam spans	340	1374	30,500	221,100			J. S. Terry
116-G	LeFlore	16	2-Conc. Slab spans 1-Steel Truss	360	678	28.400	256,000	408		Gaines-Yeokum & Mackey
125-C	Noble	4	1-Conc Girder	32	166	14,700			69	Gudgel & McVay
127-G	Creek	1	1-I-beam Trestle	80	138	16,420	44,000	690		J. W. Williams
130-C	Oklahoma	4	3-Conc. Girders	90	298	31,420			225	Woodward Const Co.
130-F	Logan	4	1 Steel Truss 1-Conc. Girder	80	540	26,880	32,000		65	E. G. Fike & Co.
131-D	Oklahoma	3	6-Steel Trusses	877	1250	87,400	876,000	846		Klein & Evans
132-C	LeFlore	23	Steel Truss	336	522	38,200	343,000			J. S. Terry
139-C	Logan	4	Steel Truss	212	368	28,800	248,000			Stone & Johnson
139-F	Logan	4	Steel Truss, with I-beam approach	142	540	31.250	106,200		130	Gaines-Yeokum & Mackey
139-J	Noble	4	Triple I-beam span	102	481	27,400	61,000		205	McNeal & Wells
140 C	Noble	4	Steel Truss with I-beam approach	165	334	23,200	116,200	432	130	Geo. Southerland
148-I	Grant	2	Steel Truss-2-I-beam approaches	141	301	21.815	99,400		146	Boardman & Co.
149-C	Craig	25	Steel Truss & 2-I-beam approaches	160	374	23.700	108,000		114	Pittsburg-Des Moines St.
158-F	Creek	7	60' Steel Span & repair 100' ---- Steel span	160	496	28.300	46,000			Tom Collins
159-B	Okmulgee	12	40' Conc Girder	40	239	21,630			85	Pharoah Bros & Sharp
166-A	Pawnee & Osage		2-21 & 1-60' trusses & 32-34' I-beams	2200	2825	209,500	1.802,000	8446	2178	
168-B	Okmulgee	9	20' Conc Girder	26	145	12.320			53	E. G. Fike & Co.
172-B	Kay	26	40' I-beam	40	147	10,150	27,700			I. E. Hanson
172-B	Kay	26	Repair 60' Steel Truss	60	26	800				Dan Blackburn

Proj. No.	County	Route No.	Type of Structure	Length	Conc. Cu. Yd.	Reinfg. Steel Lbs.	Struct. Steel Lbs.	Conc. Pile Lf.	Conc. Handrail Lf.	Contractor
178-C	Pawnee	30	96′ Truss	96	253	20,850	87,000			J. J. Harrison
178-C	Ext. Pawnee	30	2-I-beam approaches	68	78	8,350	32,000	326	148	Gaines-Yeokum & Mackey
188-D	Hughes	12	5-144′ Trusses & 1-30′ I-beam	750	1045	75,400	745,500	360	65	Gaines-Yeokum & Mackey
189-E	Hughes	12	40′ I-beam & 6-34′ I-beams	244	431	32,850	112,200	1490	496	Boardman & Co.
193-C	Nowata	16	2-Steel Trusses-1-slab & -1 girder	390	950	67,445	301 000		109	M. E. Gillioz
193-E	Nowata	16	120′ Truss	120	217	19,300	119,000			W. F. Froebe
208-D	Grady	2	70′ truss-2-26′ beams	122	385	21,950	79,000		114	Boardman Co.
469	Choctaw	101	220′-1-200′-1-180′ trusses	600	514	12 800	611,400			Austin Br. Co.
	TOTAL			8033	15,115	971.730	6,473,700	13,008	4332	

TABULATION OF FEDERAL AID BRIDGES CONTRACTED FOR IN 1926

Proj. No.	Co.	Route No.	Type	Length	Conc. Cu. Yd.	Reinfg. Steel Lbs.	Struct. Steel Lbs.	Conc. Pile Lf.	Conc. Handrail Lf.	Contractor
132-E	LeFlore	33	8-34′ & 3-34′ I-beams	374	450	47,420	168,800	2146	752	Woodward Const.
136-D	Creek	7	4-I-beam spans-3-Steel trusses	365	812	71,045	171,860	720	456	Altman-Rodgers
139-K	Logan	4	Triple Conc. Slab	60	148	13,520		720	135	McNeal & Wells
142-C	Love	4	Girders and Trusses	264	561	47,670	138,600	2100	416	Woodward Const. Co.
143-D	Garvin	4	Girders and Trusses	478	766	60,250	333,000	2225	410	C. G. Landon
141-D	Love	4	1-26-I-beam span	26	510	10.160	10,870		59	W. L. Davis
144-F	Garvin	4	2-Steel Trusses		748	45,120	241,000		135	Southwestern Const.
145-E	Comanche	29	3-I-beam spans-1-Steel Truss	152	651	40,350	88,680		203	National Const. Co.
146-E	Stephens		4-I-beam spans-1-Steel Truss	200	995	60,890	114,840		300	Wiggins & Co.
150-D	Sequoyah	1	96′ Steel Truss	96	250	17,500	87,000			Altman-Rodgers
152-C	Osage	11	60′ Steel Truss	60	187	11.450	46,000			E. G. Fike & Co.
152-H	Osage	11	60′ Conc. Arch & 60′ Steel truss with 2-36′ approaches	192	544	37,650	78,600	540	304	Osage Const. Co.
152-K	Osage	11	2-40′ beams	85	313	21,250	42,600		172	Osage Const. Co.
153-G	Washington	11	60′ Steel truss and 2-26′ approaches	116	289	19.650	66.600		116	Gaines-Yeokum & Mackey
				80	217	14,750	67,000			Gaines-Yeokum & Mackey
153-L	Osage	11	80′ Steel Truss	128	538	33,590	46,000		135	E. G. Fike & Co.
159-E	Creek	12	60′ Steel Truss & 68′ Conc. Slab	40	202	12.630	21,260		87	Okla. Stone Setting
163-C	Canadian	3	40′ I-beam							
165-C	Kay	26	1-Steel truss-2-Conc. slabs-3-I beams	620	1453	111.430	255,550	2177	1096	Pioneer Const. Co.
174-C	Seminole	3	40′ I-beam span	40	206	12.730	21.310		87	Gibson & Mitchell
179-C	Rogers		96′ Truss	96	243	18.850	87,000			Green-Beekman
179-E	Noble	1	30′ arch & 2-60′ trusses & 30′ I-beam span	90	571	35,875	107,600		157	E. S. Alderman

Proj. No.	Co.	Route No.	Type	Length	Conc. Cu. Yd.	Reinfg. Steel Lbs.	Struct. Steel Lbs.	Conc. Pile Lf.	Conc. Handrail Lf.	Contractor
182-G	Pittsburg	3	--40′ I-beam 75′ & 96′ truss	307	917	61,880	253.313	540	87	--Altman & Rodgers
182-F	Hughes	3	--34′ I-beam 3-34′ I-beam 3-40′ I-beam 96′ truss & 2-34′ I-beams	430	1166	83.415	242,500	750	675	--Altman & Rodgers
184-F	Rogers	7	--30′-I-beam	39	146	8.660	14,180		67	--E. G. Fike & Co.
187-C	Stephens		--3-26′ I-beams-2-34′ I-beams & 1-34′ I-beam	180	616	43.750	96.250	575	386	--Garrett & Mills
										--E. G. Fike & Co.
192-D	Washington	25	--120′ truss	120	258	19.300	119.000		285	--Southwestern Const.
196-I	LeFlore	9	--40′ I-beam-3-30′ beams	130	549	33.430	63.600		614	--Nims & Frost
208-E	Grady	2	--9-34′ I-beams	308	311	32,600	136.700	2030	342	--Nims & Frost
212-D	Beckham	3	--80′-96′-60′ trusses 5-34′ I-beams	466	697	66 550	275,900	1330	87	--Southwestern Const.
214-D	Hughes	12	--120′ Truss 1-40′ I-beam	160	518	31.930	140.313		67	--G. P. Carr
222-B	Pottawatomie	3	--30′ I-beam	30	188	9.600	14.020		87	--C. G. Landon
222-C	Pottawatomie	3	--40′ I-beam	49	217	12.330	21.315		258	--Nims & Frost
226-D	Washita	14	--3-40′ I-beams	120	359	26.650	63,900		7501	--Wichita Co. Tex.
491	Cotton	8	--I-beam trestle	3750	2919	355 912	1.720.400	17030		
	Total			957,30 0	1.950,690	1.529,787	5.355.561	32228	15389	

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TABULATION OF STATE AID BRIDGE PROJECTS CONTRACTED FOR IN 1924

Proj. No.	County	Route	Type of Structure	Length	Concrete Cu. Yards	Reinforcing Steel Lbs.	Structural Steel Lbs.	Concrete Piling L. Ft.	Concrete Handrail L. Ft.	Contractor
3	Grant	2	--Steel Truss	690		99,420	653.684	767		--Pioneer Const Co.
4	Beckham	3	--Timber Trestle	1830						--J. W. Mann Co.
6	Custer	14	--Steel Truss with timber trestle approach	469	272	16,800	100,000			--Crawford & Biggs
				35	113	7,100	12,000			--Nims and Frost
8	Custer		--Steel I-Beam Span	365	120	7.720	116,940			--Boardman Co.
9	Alfalfa	8	--Steel Trusses	60	214	11,700	46,000			--Gaines-Yeokum-Mackey
10-B	Wagoner	1	--Steel Truss	269	378	31,600	183.000	924	295	--Gaines-Yeokum-Mackey
10-B	Wagoner	1	--1-Steel Truss & I-Beam Approach	165	346	4,556				--Altman-Rogers
13	Delaware	10	--Concrete Girder	137	338	22.900	93,400			--Gaines-Yeokum-Mackey
15-B	Mayes	20	--1-Steel Truss & I-Beam Approach	50	212	11,550	23,900		117	--Gaines-Yeokum-Mackey
		20	--2-I-Beam Spans	234						--Woodward Const.
16	Mayes	20	--Timber Trestle	70	177	10,050	31,750		154	--Nims & Frost
17-A	Woods		--2-I-Beam Spans	160	232	20,800	124,100			--Gaines-Yeokum-Mac
18	Major	8	--2-80 Trusses	733						--Day Work
19	Murray		--Timber Trestle	160	713	52,287	115,000			--A. A. Davis & Co.
20	LeFlore	10	--1-Steel Truss, 2-I-Beam Spans	100	92	3,200	42,750			--Killough Bros.
21	McIntosh	6	--Steel Truss	812						
22	Woodward	15	--Timber Trestle							--Boardman & Co.
24	Seminole & Pott.		--Steel Truss & Timber Trestle Approach	297	140	3,520	61,785			--J. R. Clarke
			--2-Timber Trestles	80						--A. A. Davis & Co.
31-B	Murray	3	--Timber Trestle	120						--Nims & Frost
38	Caddo			43	172	10,650			112	--Altman-Rogers
39	Delaware	20	--Conc Girder	146	450	29,000	177,100			--Klinglesmith Eng. Co.
43	Creek	12	--Steel Truss							

Proj. No.	County	Route No.	Type of Structure	Length	Conc. Cu. Yd.	Reinfg. Steel Lbs.	Struct. Steel Lbs.	Conc. Pile Lf.	Conc. Handrail Lf.	Contractor
47	Kingfisher		--Concrete Girder	102	262	34,534				--Pioneer Const Co.
48	Kingfisher	2	--Steel Trusses	359	100	2,133	228,460			--Vincennes Bridge
53	Blaine		--Timber Trestle	440						--Boardman Co.
54	Washita & Kiowa		--Steel Truss	722	420	30,800	141,000			--The Mann Co.
65-A	Harper	2	--Timber Trestles	958						--Pioneer Co.
68	Cimarron	2	--Timber Trestles	986						--Pioneer Co.
76	Beaver	1	--Timber Trestles	522						--Pioneer Co.
78	Ellis	15	--1-Timber Trestles	290						--Boardman Co.
79	Pottawatomie		--Steel Truss	70			540.000			--St. Louis Steel
80	Grant		--5-Steel Trusses	473	927	61,400	284,600			--Pioneer Const. Co.
81	McClain	4	--1-Steel Truss	120	299	18,800	119,000			--G. Southerland
83	Beaver		--6-Timber trestles	912						Killough Bros.
88	Pittsburg		--Concrete Girder	30	194	15,170			57	--J. G. Newkirk
	Total			13009	6171	505,690	3,595,469	1691	735	

TABULATION OF STATE AID BRIDGE PROJECTS CONTRACTED FOR IN 1925

Proj. No.	County	Route	Type of Structure	Length	Concrete Cu. Yds.	Reinforcing Steel Lbs.	Structural Steel Lbs.	Concrete Piling Lf.	Concrete Handrail Lf.	Contractor
45-C	Kingfisher	33	--2-Steel Trusses	160	386	29,000	134,000			--Gaines-YoekumMac
56	Cherokee		--Steel Truss with Timber Trestle Approach	174	115	4,800	21,600			--Killough Bros.
61	Okfuskee	9	--Timber Trestle	477						--Green-Beekman
63	Canadian		--Steel Truss	160	293	17,600	158,000			--Klein & Evans
75	Greer	24	--6-Steel Trusses	492	598	49,800	402.000			--Nat'l Const.
77-B	Pottawatomie	3	--1-Steel Truss	60	185	14,900	46,000			--Klein & Evans
86-B	Payne		--1-Concrete Girder	36	182	17,050			77	--Tom Collens
92-B	Texas	11	--1-I-beam bridge	40	266	9,600	24,800			--A. T. Jarvis
97-B	McClain	7	--2-Timber Pile trestle	150						--Woodward Const.
98	Caddo	8	--2-Steel Trusses	208	362	26,240	150,350			--Nat'l Const.
106-B	Nowata	16	--1-I-beam	80	311	18,250	47,700		158	--K. C. Bridge Co.
112-B	Sequoyah	1	--I-beam span	25	127	7,800			51	--Ellis & Lewis
118	Pushmataha	10	--1-Steel Truss with Pile trestle approach	354	276	16,950	168,000			--Des Moines Steel
121	Rogers		--1-Steel Truss & 3 I-beam spans	188	685	46,289	142,485			--Dan Blackburn
127-AB	Adair	17	--2-Steel Truss Bridges	380	578	47,125	303,500			--Pioneer Const.
127-CD	Adair		--2-Steel Truss Bridges	165	394	30,700	124.000			--Leroy Johnson
128-C	Woodward		--1-Pile Trestle	174						--Pioneer Const.
138	Creek	7	--1-Steel Truss	50	128	11,600	32,000			--E. G. Fike & Co.
139	Okmulgee	27	--3 Conc. Girders	94	554	49,040			202	--Altman-Rogers
141-B	Nowata	25	--2-Steel Truss Bridges	562	1050	80,420	510 600	2155	546	--M. E. Gillioz
141-D	Nowata	25	--2-Steel Truss Bridges	312	653	52,300	149,500	535	192	--M. E. Gillioz
145-B	Custer	3	--Steel Truss Bridge with wood Trestle Approach	431	369	22,600	175,000	---		--Kansas City Bridge

Proj. No.	Co.	Route No.	Type of Structure	Length	Conc. Cu. Yds.	Reinfg. Steel Lbs.	Struct. Steel Lbs.	Conc. Pile Lf.	Conc. Handrail Lf.	Contractor
149	Okfuskee	12	1-Steel Truss	96	254	16,950	87,000			Wilson & Bush
153	Rogers	7	1-Conc Girder	40	192	18,440			79	Hamilton Const.
158-C	Mayes	6	1-I-beam & Steel Truss	114	375	23,100	69,350		147	Green-Beekman
163	Nowata	25	3-I-beam spans	80	243	14,525	51,500		174	Armstrong & Teenor
180-C	Stephens		1-I-beam span	40	196	11,700	24,800		85	Woodward Const.
191	Logan		Timber Trestle	50						Geo. Southerland
192	Tulsa		Refly Bixby Bridge	2228						Geo. Southerland
201	Atoka		10-Timber trestles	1266						J. S. Terry
	TOTAL (30 Projects)			8686	8772	636,779	2,822,385	2690	1711	

TABULATION OF STATE AID BRIDGE PROJECTS CONTRACTED FOR IN 1926

Proj. No.	County	Route No.	Type of Structure	Length	Conc. Cu. Yds.	Reinfg. Steel Lbs.	Structural Steel Lbs.	Conc. Piling Lf.	Conc. Handrail Lf.	Contractor
2-H	Rogers	16	1-Steel Truss 1-I-beam	1000	330	27,830	67,260		87	E. G. Fike & Co.
23	Marshall	12	Conc. Pile Trestle	87	168	14,600		900	174	Johnson Bros.
111-C	Kay	11	I-beam Truss 1-Steel Truss	90	470	15,500	60,180			Pioneer Const.
123-C	Muskogee	1	1-Steel Truss	96	224	15,800	87,000			Ellis & Lewis
180-F	Stephens	29	6-I-beam spans	220	1182	70,610	95,600			O. J. Pharoah
181-B	McClain	7	Timber Trestle	58						Geo. Southerland
195-C	Muskogee	1	Conc. Girder	21	71	2,500			42	Ellis & Lewis
197-C	Grant	1	I-beam span	40	189	11,930	21,260		87	McNeal & Wells
211	Woods & Major	15	1-Timber trestle	1189						Woodward Const.
213	Woods & Harper	11	1-Timber trestle	697						Leo Sanders
215	Oklahoma	3	1-I-beam span	20	22	1,775	19,850		57	Gaines, Yoekum & Mackey
217	Ellis	15	Timber Trestle	1218						Leo Sanders
218	Payne	46	Steel Truss	187	144	27,200	138,000			Pioneer Const.
220-B	Mayes	6	Steel Truss	70	266	17,300	54,000			Gooldy-Epperson
220-C	Mayes	6	2-I-beam spans	46	112	5,400	7,700		47	Gooldy-Epperson
226	Kiowa	9	1-Timber Trestle	51						Biggs & Bodenhammer
227-F	Kiowa	9	Steel Truss bridge	728	880	74,500	533,800	770	288	J. W. Williams
245	Beaver	11	Timber Trestle							Day Work
247	Harper	11	27-Timber Trestles	578						Pioneer Const.
251	Kingfisher	2	1-Steel Truss	891	1100	81,020	859,300		69	E. G. Fike Co.
252-E	Stephens	5	2-Steel Trusses 1-I-beam span	144	645	38,300	102,220			Nat'l. Const. Co.
253-G	Stephens	29	3-Steel Trusses	250	691	43,900	219,000			Nat'l. Const. Co.
254-E	Craig	7	1-I-beam span	40	184	10,930	21,260			O. M. Drake
255-F1	Murray	4	1-Triple I-beam span	90	417	23,600	41,500			Southwestern Const. Co.
255-F2	Murray	4	Steel Trusses	360	460	35,250	364,000	384		Austin Bridge Co.

Proj. No.	County	Route No.	Length	Conc. Cu. Yds.	Reinf. Steel Lbs.	Structural Steel Lbs.	Conc. Pilings L.F.	Conc. Handrail L.F.	Contractor
255-E3	Murray	4	1-Conc. Pile Trestle	307	32,900	136,300	1740	614	Davis-Stumpley
257-B	Rogers	7	1-Steel Truss	120	18,830	119,000			E. G. Fike Co.
262	Tillman & Wilbarger, Texas	5	1-Timber trestle	5423					Austin Bridge Co.
284	Creek	1	Reflooring Clifton Bridge	505					J. W. Williams
299	Bryan	6	2-I-beam trestles	238	37,635	175,700	20.4	280	Woodward Const.
301	Tulsa	1	Steel Truss	117		30,433			Patterson Steel Co.
309	Tulsa	1	Repair Sand Springs Br. floor						Day Work
314	McCurtain	5	I-beam span	72	5,100	22,000	112		Geo. Brown
315	Johnston	5	Steel Trusses	379	43,250	285,850			Vincennes Br. Co.
310-B	Payne	1	I-beam	105	18,070	32,150	1050	206	Tom Collins
321	Canadian	3	I-beam trestle	216	25,500	106,750	1940	429	Flynn Const.
329	Grady	9	Timber trestle	80					Day Work
340	Woods	15	Repair Bridge Floor	60					Day Work
341	Mayes	20	Reflor	627					Gooldy-Epperson
350	Delaware	10	Cone Arch	682	208,530			1201	Flynn Const.
351	Pawnee	30	Reflooring	787					Flynn Const.
365	Greer	1	Bank Protection						Day Work
366	Greer	7	Timber Trestle Repair	500					Day Work
	TOTAL			18311	11580	907 770	3,659,263	8896	3581

REPORT OF THE TESTING ENGINEER

The Testing Laboratory was organized under authority from the State Highway Commission for the examination of all materials used in the construction and maintenance of our highway projects for conformity with the requirements of the specifications under which they are purchased or contracted for. This work was formerly done by commercial laboratories at contract unit prices. The organization of the laboratory was primarily a matter of economy and the cost of testing has actually been considerably reduced. In addition to the saving in cost of operation, this laboratory, located as it is within the Department, has been able to render far prompter service and our engineers have had easy access for frequent technical consultations.

The equipment at the laboratory is restricted to that which is absolutely necessary for performance of the routine testing as outlined below. The testing machines in the physical laboratory were purchased by the Highway Commission in 1920. They were used by the University of Oklahoma at Norman until July, 1924, when they were brought to the Testing Laboratory. Some of these machines are obsolete and others, in a short time, will require considerable repair and possibly replacement. In addition to the machines now on hand a 300,000 lb. Universal Testing Machine is badly needed. At present all of our steel samples have to be taken to Norman for the tension test and from time to time we have many samples of concrete which cannot be broken on our small hand operated machine. The remaining equipment for physical work is, in general, reasonably adequate. The equipment for bituminous work is also fairly complete. The chemical laboratory is equipped for handling cement, paints, water, etc., but a number of equipment items are needed to increase the general efficiency of this work. For example, the use of platinum crucibles in certain analyses would permit the saving of considerable time. An electric driven suction pump is needed to replace the present inadequate water pumps. Steps are being taken at the present time to install an exhaust fan to remove irritating and corrosive fumes from the laboratory atmosphere.

During the last two years it has been found that the original laboratory quarters were decidedly inadequate. Hence a miniature construction program was started, making use of the spare time of the entire laboratory personnel. An office room was

first constructed to release sufficient room in the old building for the bituminous and chemical laboratory. A reinforced concrete moist closet was then built to furnish adequate storage and curing facilities for mortar and concrete samples. A small extension, intended to afford additional space for the sand and coarse aggregate work, is under construction at the present time. The erection of one small additional room is contemplated to permit the removal of the balances and other delicate apparatus from the general chemical laboratory.

To give an idea of the number of individual tests and the total work involved in the testing of the various materials a list of the routine tests made on a single sample of each type of material is appended to this report, followed by a complete tabulation of samples and of quantities of the various materials tested for the two-year period.

Much of our structural steel work and creosoted lumber, timber and piling originates at points too widely scattered to permit of the economical inspection of their preparation by this laboratory. All such work is handled for us by the Southwestern Laboratories of Fort Worth, Texas. A tabulation of their work for this period is also appended hereto.

On most of our larger projects we have found it economical, both as to time and to money, to have a portion of the testing carried out at the site of the work. To this end field laboratory equipment, sufficient to permit of making screen tests on fine and coarse aggregate for concrete and on surfacing gravel, is supplied to the resident engineers. Whenever possible the inspector, who is to carry out this work, is trained for it in advance during a short period spent in the Testing Laboratory. On projects where this "field control" is in effect incoming bulk materials are so tested and check samples are submitted to the laboratory at regular intervals so that the accuracy of both the equipment and the operative work may be checked.

On asphalt projects, a chemist from this laboratory is placed in charge of the preparation and laying of the asphaltic mixture. He assists the contractor in prospecting and selecting the most suitable sands available. He then checks all incoming materials and designs the mix. He supervises the mixing of the materials and tests the finished product from day to day. The handling of the asphaltic mixture on the road is supervised by a "street inspector" acting under the instruction of our chemist. A field laboratory is used in this work and includes all equipment necessary for the testing of each of the raw materials and of the finished mix.

On brick projects, one of the laboratory assistants samples and tests each car of brick at the producing plant. He seals all cars accepted with State Highway Commission seals thus permitting the use of the brick immediately upon arrival at the project.

About ninety percent of the Portland cement used on our contracts is manufactured in Oklahoma. This cement is sampled as it flows into the bins at the producing plant by our inspector or representative. The samples are forwarded to the laboratory for test and all inlets to the sampled bins are sealed. After the bins have been tested and approved the loading therefrom of cars for our work is supervised by our man and the cars are sealed with our seals. Our representative at Ada (The Oklahoma Portland Cement Company) is a full time employee on the laboratory pay roll. We are represented at the other plants in Oklahoma and Kansas by part time employees operating on a fee basis, some of whom also represent other state and private laboratories. At some of the plants in Kansas we have found it more satisfactory to have this work handled by the Missouri State Highway Department.

The majority of the paint used on our projects is made by a local manufacturer. This plant purchases its linseed oil in car load lots. The oil is unloaded into storage tanks which are then sealed by the laboratory so that no more may be added and no withdrawals are made for our paint until our analysis shows the oil to be satisfactory. All the other paint ingredients used in our paints are furnished in separate barrels and samples are taken from each barrel for individual tests. The laboratory inspects the cleaning of the grinding (pebble) mill (with raw linseed oil) and the weighing out and mixing of the batches. Each batch mixed is sealed during grinding and also sealed in storage. Withdrawals of tested paint are made under laboratory supervision and the containers are sealed. These precautions have all been taken in order to prevent adulteration at the plant or until the paint containers are opened on the projects. Besides determining the pigment and vehicle percentages our paint work may require the examination of boiled and raw linseed oil, red lead, litharge, zinc oxide, sublimed blue lead, white lead, lamp black, graphite, iron oxide, silica, asbestine, turpentine, etc.

The laboratory is not properly equipped for thorough re-

search work, nevertheless in co-operation with the U. S. Bureau of Public Roads research work on the concrete used in one course concrete pavement has been carried out. As a result of this work, the compressive strength of concrete on our projects has been raised from an average of about 3,500 lbs. per sq. inch to 4,500 lbs. per sq. inch. We have had projects on which the strength was well over 5,000 lbs. per sq. inch and occasional tests which indicate over 6,300 lbs. per sq. inch which is the limit of capacity of our testing machine. We find that our practice at present in this work is of as high a standard as is shown anywhere in the United States.

In connection with the above tests we have also investigated the use of calcium chloride as a curing agency. Our tests indicate that most satisfactory results are obtained when the calcium chloride is used integrally. When used integrally calcium chloride seems to have a tendency to maintain practically the same strength as could be obtained under any other method of curing. In surface curing with calcium chloride the top ⅛" or thereabout of mortar on the pavement is weakened or burned so that in course of time, the length of which is indefinite, peeling takes place leaving an uneven and rough surface. The peeling takes place gradually and is continuous.

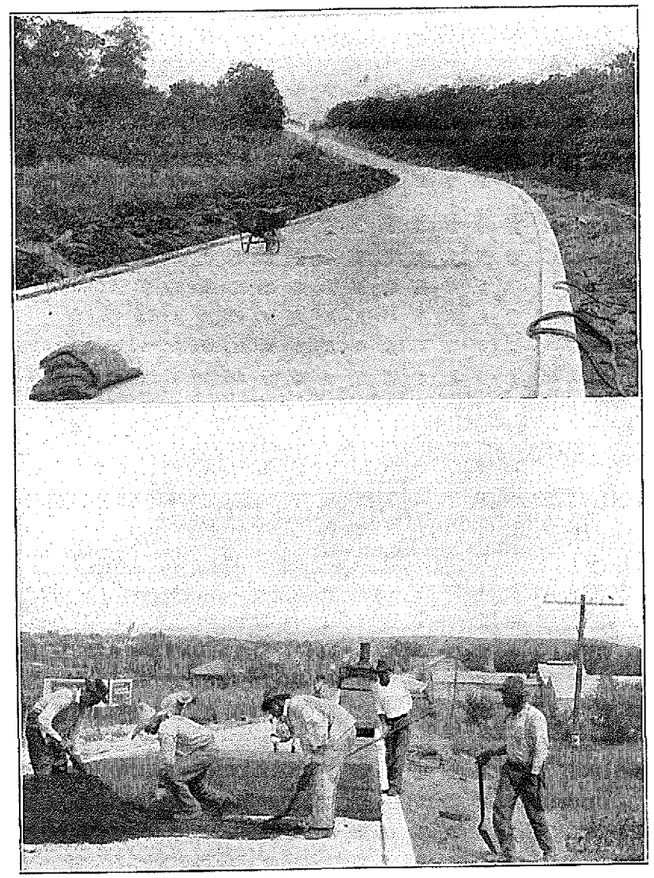
We have also incompletely investigated such rock asphalts as have been brought to our notice and to date have found none except the Daugherty crushed limestone rock asphalt suitable for use in pavements under the methods of construction now prevalent.

TESTS REQUIRED FOR EACH MATERIAL

Portland Cement.

For each bin:
Chemical analysis to determine

1. Insoluble residue.
2. Loss on ignition.
3. Sulphuric anhydride.
4. Magnesia.
5. Lime.
6. Alumina and iron oxide.
7. Silica.



Federal Aid Project No. 168, Okmulgee County, 5 miles of concrete and asphalt paving west of Henryetta, being built by Park and Moran of Okmulgee; C. P. Smith resident engineer and J. H. Tait division engineer.

For each 200 bbls. in the bin or each car sample.

1. Fineness test.
2. Initial and final set.
3. Soundness test.
4. Normal consistency.
5. Seven day tension test.
6. Twenty-eight day tension test.

For each bin or car test on special request.

1. Specific gravity.

Fine Aggregate for Concrete (each sample).

1. Visual examination for quality and objectionable foreign materials.
2. Mechanical analysis.
3. Clay and silt determination.
4. Seven and twenty-eight day strength tests.
5. Color test for organic matter.
6. Chemical analysis to determine presence of other deleterious material. This examination made on special order.

Coarse Aggregate for Concrete (each sample).

1. Visual examination for quality and objectionable foreign materials.
2. Mechanical analysis.
3. Clay and dust determination; made when sample appears to require it.
   When a coarse aggregate sample of a certain kind appears for the first time or the character changes from any source the following tests may be made:
4. French coefficient determination.
5. Test for soundness.
6. Test for toughness.
7. Test for percent of wear.
8. Test for specific gravity.
9. Test for cementing value.
10. Compressive strength.

Water for Concrete (each sample).

1. Total dissolved and suspended matter.
2. Chemical analysis of above for
   A. Salt.
   B. Sulphates.

   C. Organic matter.
   D. Any other ingredient present in appreciable quantity.
3. Soundness test.
4. Seven day tension test in mortar.
5. Twenty-eight day tension test in mortar.
6. Time of setting with Portland cement.

Reinforcing Steel (each bar of different size and shape in each sample).

1. Bend test.
2. Yield point.
3. Tensile strength.
4. Percent of elongation in eight inches.

Surfacing Gravel (each sample).

1. Visual examination for quality.
2. Mechanical analysis.
3. Clay and dust determination.
4. Test for percent of wear.

Asphalt (each sample).

1. Flash point.
2. Specific gravity (special samples only)
3. Melt point.
4. Volatility.
5. Penetration of residue or
6. Float test of residue (special samples only).
7. Penetration.
   A. At 0° C.
   B. At 25° C.
   C. At 46.1° C.
8. Ductility.
   A. At 0° C.
   B. At 25° C.
9. Solubility.
   A. In carbon disulphide.
   B. In carbon tetrachloride.
   C. In 88° Be. paraffine naphtha.
10. Viscosity (special samples only)
    A. At 25° C.
    B. At 46.1° C.
    C. At 100° C.

11. Percent of residue of 100 penetration (special samples only).
12. Float test (special samples only).
    A. At 25° C.
    B. At 46.1° C.
    C. At other temperature as needed.

Mixed Paint (*each sample*).

On paint as received:
1. Percent of pigment.
2. Volatile thinners.

On separated pigment:
1. Shop coat:
    A. Red lead.
    B. Litharge.
    C. Insoluble residue.
    D. Any other materials present in appreciable quantities.
2. First field coat:
    A. Red lead.
    B. Litharge.
    C. Insoluble residue.
    D. Carbon.
    E. Any other materials present in appreciable quantities.
3. Second field coat:
    A. Red lead.
    B. Litharge (special samples only).
    C. Zinc oxide.
    D. Carbon.
    E. Iron and aluminum oxides.
    F. Insoluble residue.
    G. Any other materials present in appreciable quantities.

On separated vehicle:
1. Specific gravity.
2. Iodine absorption number.
3. Saponification value.
4. Acid number.
5. Unsaponifiable matter (special samples only)

SAMPLES AND QUANTITIES TESTED AT TESTING LABORATORY DURING PERIOD OF REPORT

	1925	1926	TOTAL
Cement tested in separate cars—Bbls. accepted	32,000	6,294	38,294
" Bbls. rejected	800	none	800
Cement tested in storage—Bbls. accepted	764,600	323,000	1,087,600
" " rejected	43,800	51,600	95,400
Surfacing gravel—Samples accepted	173	108	281
" rejected	21	23	44
" accepted conditionally	95	31	126
Gravel for concrete—samples accepted	242	280	522
" repected	30	6	36
" accepted conditionally	124	56	180
Stone for concrete—samples accepted	261	241	502
" rejected	24	42	66
" accepted conditionally	88	53	141
Sand for concrete—samples accepted	475	752	1,227
" rejected	58	182	240
" accepted conditionally	117	44	161
Sand for asphalt—samples accepted	24	5	29
" " rejected	4	5	9
Stone test for quality—samples accepted	5	10	15
" " rejected	8	5	13
Reinforcing steel—Lbs. accepted	5,142,420	4,638,000	9,780,420
" rejected	1,000	28,000	29,000
samples accepted	201	none	201
" rejected	2	none	2
Fabricated structural steel—Lbs. accepted	268,443	2,156,716	2,425,159
Asphalt materials—samples accepted	40	46	86
" rejected	4	8	12
Concrete compression test cylinders broken	46	402	448
Rupture " beams broken	none	99	99
Pavement cores broken	115	15	130

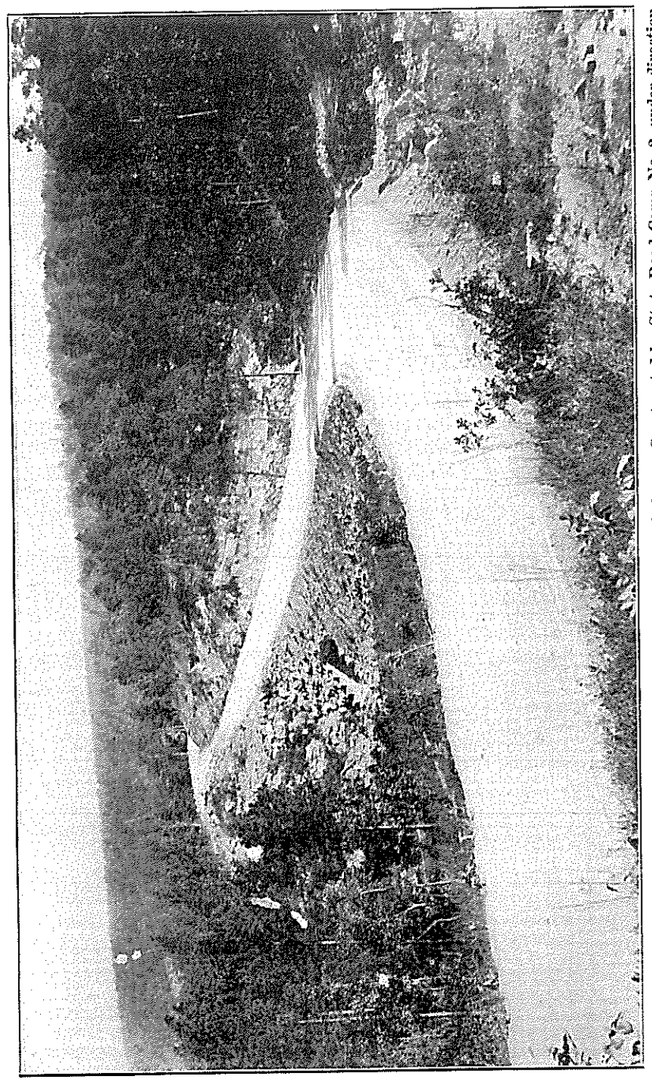
	1925	1926	Total
Water—samples accepted	15	13	28
" rejected	3	2	5
Rock asphalt—samples accepted	3	5	8
" rejected	1	3	4
Miscellaneous materials tested	10	26	36
Mixed paints—gallons accepted	none	795	795
" rejected	none	1,076	1,076
Tested paint shipped—Gallons	none	3,673	3,673
Paint ingredients—samples accepted	1	37	37
Brick—individual samples accepted	4	0	1
" rejected	2,454,500	1	5
Paving brick—number accepted at plant	189,100	855,100	3,309,600
" rejected " "	4,665	25,800	214,900
Closed binder—tons laid	114,345	none	4,665
Rock Asphalt Topeka—sq. yards laid	32,937	107,975	222 320
Topeka mix— " " "	2,170	none	32,937
Amiesite— " " "		none	2,170

CEMENT TESTED IN BINS AT VARIOUS PLANTS
(barrels)

Ash Grove—Chanute, Kansas	12,200	8,800	21,000
Atlas—Independence, Kansas	4,000	5,000	9,000
Dewey—Dewey, Okla.	198,400	113,000	311,400
Fredonia—Fredonia, Kansas	10,000	cars	10,000
Kansas—Bonner Springs, Kansas	4,000	cars	4,000
Lehigh—Iola, Kansas	11,000	7,000	18,000
Monarch—Humboldt, Kansas	60,800	cars	60,800
Oklahoma—Ada, Oklahoma	508,000	240,800	748,800
Tested Storage Totals	808,400	374,600	1,183,000

TESTING BY THE SOUTHWESTERN LABORATORY
(not included above)

Structural steel-mill inspection—Lbs. accepted	1,967,127	2,811,754	4,778,881
" " fabrication " " "	4,267,525	4 383,507	8,651,032
Creosoted lumber—F. B. M. accepted	359,459	1,014,481	1,373,940
" piling—Lin. ft. "	45,939	43,917	89,856
Cement—Bbls. accepted	16,714	1,418	18,132
Reinforcing steel—Lbs. accepted	2,240 543	244,952	2,485,495



A scene on State Highway No. 10 in Pushmataha County, near Tuskahoma, Constructed by State Road Camp No. 2, under direction of the Oklahoma State Highway Commission.

MAINTENANCE

W. H. Rhodes, Maintenance Engineer

During the past two years the State has assumed the entire operation and cost of keeping in good repair all of the highways embraced in the state highway system. In the early part of 1925 we still had a few maintenance agreements with counties but in March of that year the agreements terminated and since then the work and organization has been entirely under state control. We have employed the necessary labor and purchased all the equipment and tools required for operation.

The organization of the department is simple and direct. There is a minimum of "overhead." The basis of our system is the patrolman. All the state highways are divided into sections or patrols. These sections vary in length from seven miles to twelve and fourteen miles each according to the type of road, the nature of the soil, extent or volume of traffic and the type of equipment used. On all dirt roads and nearly all gravel roads the patrolman employed furnishes four horses, a wagon and some small tools such as shovels, picks, etc. He is paid on a daily basis and works every day in the year except Sundays. On paved roads and on some gravel roads the patrols are lengthened to from twenty to thirty miles each and the patrolman is furnished a light inexpensive truck and given two helpers. As nearly all the maintenance on paved roads is hand work we have dispensed with steady team hire.

The state is divided into twenty-six maintenance districts each of which is in direct responsible charge of a maintenance superintendent. In each of the districts there are between twenty to thirty patrol sections so it is evident each maintenance superintendent has a very responsible and arduous position in supervising and directing all of the patrolmen in his district. It requires constant traveling and infinite attention to detail of the work as well as constant vigilance in protecting public interest and safety.

The superintendents are responsible directly to the Maintenance Engineer in the Oklahoma City office whose duty is to supervise and direct the organization. This is done through personal travel throughout the state and also by issuing maintenance circulars of instructions and directions. In every instance our superintendents have had previous road experience and the direction of labor.

The duties of the Maintenance Department are varied and quite numerous. They are briefly listed as follows:

A. Safeguarding the travelling public in the erection and up-keep of directional and warning signs and markers. The erection of barricades and warnings with lanterns at night at all obstructions or washouts in the roadway. The erection of proper and adequate route markers and detour notices so that travel will be kept on the proper road. The removal of all advertising from within the limits of the right-of-way.

B. The maintenance of the road such as smoothing the surface with a grader, the filling of holes and ruts with scrapers and fresnos, the shaping and cleaning of the road shoulders and ditches, the repair and inspection of all culverts and bridges, the cutting of weeds and brush, especially on curves where long vision is essential.

C. Improving the roadway by filling the low spots, digging new ditches and installing new drainage structures, erecting additional guard fences, hauling and spreading sand and gravel on clay or gumbo soils, claying the sand beds.

D. Each patrolman also reports all accidents on his section, provided he is able to secure authentic information. On designated days he takes traffic count or census. He is the representative of the Commission in closest contact with the traveling public and the citizens of the state and for this reason we use the utmost care in employing men who are industrious, sober and of good standing in their community.

Mileage of the state routes are given in Table II. The entire mileage in the State Highway System as of December 1st, 1926, is 5500.9 miles. This is composed of the various types of surface and degrees of improvement as follows:—

TABLE I.

Dirt	2383.1
Improved Dirt	1019.4
Gravel	975.5
Surface Treated Gravel	99.3
Concrete	549.9
Brick on Concrete	23.4
Brick on gravel	6.
Asphalt on Concrete	70.5
Rock asphalt on concrete	16.7
Shale	18.
Amiesite on gravel	18.5
Dirt oiled	4.
Asphalt macadam	6.5
Under construction	310.1
	5500.9

TABLE II.

MILEAGE OF STATE ROUTES

Route	County	Dirt	Improved Dirt	Gravel	Surface Treated Gravel	Conc.	Brick on Conc.	Misc.		Total
1	Sequoyah	36.	2.7	9.5		2.5		Amiesite on gravel	1.5	48.2
	Muskogee			13.5	33.3			Brick on gravel	2.	52.8
										5.
	Wagoner			5.		40.4				46.4
	Tulsa					23.				28.
	Creek	5.				2.8				34.
	Payne	31.2								25.
	Noble	20.5	4.5					Asphalt on concrete	9.	41.
	Garfield		9.			23.				18.
	Grant	13.				5.		Under construction	1.	32.
	Alfalfa		26.6	4.4						44.5
	Woods		36.5	8.					13.5	374.9
		165.7	79.3	40.4	33.3	102.7				
2	Grant	20.00	6.6			8.8		Asphalt on Concrete	2.	35.4
	Garfield					14.				16.
	Kingfisher	24.6	5.5			4.3				34.4
	Canadian	18.9				4.4				23.3
	Grady	20	22.					Under construction	9.	51.
	Stephens					26.				26.
	Jefferson	35.								35.
		118.5	34.1			57.5			11.	221.1
3	LeFlore		5.9	40.4				Under construction	5.8	52.1
	Latimer			34.				Shale	1.	35.8

Route	County	Dirt	Improved Dirt	Improved Gravel	Surface Treated Gravel	Concrete	Brick on Conc.	Misc.		Total
	Pittsburg	13.	5.	-----	-----	.8	-----	Shale	7.	
								Under construction	3.	38.5
	Hughes		4.	4.	-----	10.5	-----	Under construction	14.7	22.7
	Seminole	30.	-----	-----	-----	-----	-----	Under construction	4.5	34.5
	Pottawatomie	18.5	-----	-----	-----	-----	-----	Under construction	8.	26.5
	Oklahoma		-----	-----	-----	26.7	-----	Under construction	3.	29.7
	Canadian	39.4	-----	-----	-----	3.8	-----		----	43.2
	Blaine	.3	-----	7.8	-----	-----	-----		----	8.1
	Caddo	14.	1.	-----	-----	-----	-----		----	15.
	Custer	31.6	1.4	-----	-----	-----	-----		----	33.
	Washita	14.	-----	-----	-----	-----	-----		----	14.
	Beckham	46.5	-----	-----	-----	-----	-----		----	46.5
		20.73	17.3	86.2	-----	41.8	-----		47.	399.6
4	Kay		-----	-----	-----	27.	.6		-----	27.6
	Noble		8.	-----	-----	14.5	-----	Under construction	16.	38.5
	Logan		10.5	-----	-----	10.	-----	Under construction	13.	33.5
	Oklahoma		-----	-----	-----	4.5	17.8		-----	22.3
	Cleveland		-----	-----	-----	6.1	-----	Asphalt on concrete	22.4	28.5
	McClain		-----	11.8	-----	-----	-----		-----	11.8
	Garvin		-----	5.	-----	-----	-----	Under construction	20.	25.
	Murray	3.	-----	-----	-----	-----	-----	Under construction	20.5	23.5
	Carter		-----	11.4	-----	-----	-----	Rock Asphalt on conc.	2.	
								Under construction	7.	20.4
	Love		-----	1.4	-----	8.	-----	Under construction	16.	25.4
		3.	18.5	29.6	-----	70.1	18.4		116.9	256.5
5	McCurtain		-----	51.5	-----	-----	-----		------	51.5
	Choctaw		-----	48.5	-----	-----	-----		-----	48.5
	Bryan		-----	36.0	-----	-----	-----	Amiesite on gravel	4.0	40.
	Marshall		-----	14.	-----	6.	-----		------	20.
	Johnston		-----	-----	-----	9.7	-----		-----	9.7
	Carter	5.	4.	12.	-----	9.	-----	Asphalt macadam	3.9	33.9
	Jefferson	26.	-----	-----	-----	-----	-----		-----	26.
	Stephens		6.	-----	-----	-----	-----	Under construction	4.	10.
	Cotton	24.	6.	-----	-----	-----	-----		-----	30.
	Tillman	17.	1.	-----	-----	-----	-----		-----	18.
		72.	17.	162.	-----	24.7	-----		11.9	287.6
6	Craig		37.	3.	-----	-----	-----		-----	40.
	Mayes	6.5	-----	32.5	-----	-----	-----		-----	39.
	Wagoner		-----	20 5	-----	-----	-----		-----	20.5
	Muskogee		-----	-----	13.6	-----	-----	Asphalt on concrete	2.5	-----
	McIntosh		-----	1.	25.0	-----	-----	Brick on gravel	4.	20.1
	Pittsburg	14.	7.	3.	-----	25.	-----		-----	26.
	Atoka	26.	-----	23.	-----	-----	-----		-----	49.
	Bryan		-----	13.	-----	-----	-----		-----	49.
								Rock asphalt on conc.	4.	-----
								Amiesite	13.	30.
		46.5	44.	96.	38.6	25.	-----		23.5	273.6
7	Ottawa		-----	2.	-----	4.5	-----	Asphalt on concrete	18.6	25.1
	Delaware		4.	-----	-----	-----	-----		-----	4.
	Craig		17.8	-----	-----	-----	-----		-----	17.8
	Rogers		24.2	-----	4.7	10.	-----		-----	38.9
	Tulsa		-----	-----	-----	18.	-----		-----	18.
	Creek	11.	-----	-----	-----	30.	-----	Under construction	11.	52.
	Lincoln	35.	-----	-----	----4	-----	-----		-----	35.
	Oklahoma	14.7	-----	-----	-----	8.2	-----	Under construction	3.	25.9
	Cleveland	4.3	-----	-----	-----	1.	-----		-----	5.3

Route	County	Improved Dirt	Improved Gravel	Surface Treated Gravel	Concrete	Brick on Conc.	Misc.	Total
	McClain ---------- 7.6	-----	7.0	-----	-----	-----	-----	14.6
	Grady ---------- 30.2	-----	-----	-----	-----	-----	-----	30.2
	Caddo ---------- 5.	-----	7.2	-----	-----	-----	-----	12.2
	Comanche ---------- 46.	-----	-----	-----	2.5	-----	-----	48.5
	Tillman ---------- 5.	-----	-----	-----	-----	-----	-----	5.
	Kiowa ---------- 13.	-----	-----	-----	-----	-----	-----	13.
	Jackson ---------- 27.	-----	7.	-----	-----	-----	-----	34.
	Harmon ---------- 21.5	-----	-----	-----	-----	-----	-----	21.5
	220.3	46.	23.2	4.7	74.2	-----	32.6	401.
8	Alfalfa ----------	42.	-----	-----	-----	-----	-----	42.
	Major ----------	32.2	-----	-----	-----	-----	-----	32.2
	Blaine ---------- 43.6	-----	2.8	-----	-----	-----	-----	46.4
	Caddo ---------- 59.	-----	2.4	-----	1.	-----	-----	62.4
	Comanche ---------- 11.3	-----	6.	-----	-----	-----	-----	17.3
	Cotton ---------- 28.	-----	-----	-----	-----	-----	-----	28.
	141.9	74.2	11.2	-----	1.	-----	-----	228.3
9	Muskogee ----------	3.	-----	-----	-----	-----	-----	3.
	McIntosh ----------	31.5	-----	-----	-----	-----	-----	31.5
	Okmulgee ---------- 12.5	-----	-----	-----	-----	-----	-----	12.5
	Okfuskee ----------	-----	21.	-----	-----	-----	-----	21.
	Lincoln ---------- 30.7	-----	-----	-----	-----	-----	-----	30.7
	Oklahoma ---------- 1.7	-----	-----	-----	-----	-----	-----	1.7
	Grady ---------- 10.6	-----	-----	-----	-----	-----	-----	10.6
	Caddo ---------- 25.8	-----	9.5	-----	-----	-----	-----	35.3
	Kiowa ---------- 23.00	14.	7.	-----	-----	-----	-----	44.
	Greer ---------- 31.2	-----	6.5	-----	-----	-----	-----	37.7
	Harmon ---------- 16.	-----	-----	-----	-----	-----	-----	16.
	151.5	48.5	44.				-----	244.
10	Ottawa ---------- 18.0	6.5	3.	-----	-----	-----	-----	27.5
	Delaware ---------- 33.2	-----	12.5	-----	-----	-----	-----	45.7
	Cherokee ----------	-----	14.	-----	-----	-----	Under construction	42.
	Muskogee ---------- 13.	-----	36.	-----	-----	-----	-----	49.
	Haskell ---------- 19.4	-----	6.6	-----	-----	-----	-----	26.
	LeFlore ---------- 31.	-----	24.	-----	-----	-----	-----	55.
	Pushmataha ------ 49.0	20.0	8.	-----	-----	-----	-----	77.
	Choctaw ---------- 5.5	-----	12.5	-----	-----	-----	-----	18.
	169.1	26.5	116.6				28.	340.2
11	Delaware ---------- 27.5	-----	-----	-----	-----	-----	-----	27.5
	Mayes ----------	15.2	10.	-----	-----	-----	-----	25.2
	Rogers ---------- 13.	-----	1.	-----	-----	-----	-----	14.
	Wagoner ---------- 3.	-----	-----	-----	-----	-----	Oiled dirt	7.
	Tulsa ----------	-----	-----	-----	18.8	-----	-----	18.8
	Osage ---------- 33.9	24.7	-----	-----	7.1	-----	Under construction	4.
							Rock asphalt on conc.	5.7
	Kay ----------	7.0	-----	-----	7.	-----	Asphalt macadam	2.6
	Grant ---------- 20.	-----	-----	-----	-----	-----	Under construction	9.
	Woodward ----------	3.5	-----	-----	-----	-----	-----	20.
	Harper ---------- 44.	-----	-----	-----	-----	-----	-----	3.5
	Beaver ---------- 59.	-----	-----	-----	-----	-----	-----	44.
	Texas ---------- 66.5	-----	4.0	-----	-----	-----	-----	59.
	Cimarron ---------- 29.7	-----	-----	-----	-----	-----	-----	70.5
	296.6	50.4	15.	-----	32.9	-----	-----	29.7
							25.3	420.2

Route	County	Dirt	Improved Dirt	Gravel	Surface Treated Gravel	Conc.	Brick on Conc.	Misc.		Total
12	Washington				-----	48.	-----		----	48.
	Tulsa		.5	-----	-----	21.	-----		----	21.5
	Creek		11.	-----	-----	1.	-----		----	12.
	Okmulgee		-----	-----	-----	19.5	-----	Rock asphalt on conc.	5.	-----
								Asphalt on concrete	14.	38.5
	Okfuskee	8.8	-----	19.5	-----	-----	-----		----	28.3
	Hughes	3.5	18.	-----	-----	-----	-----	Under construction	19.6	41.1
	Pontotoc	32.7	-----	5.5	-----	-----	-----		----	38.2
	Johnston	-----	-----	2.0	-----	2.5	-----		----	4.5
	Murray	6.5	-----	-----	-----	-----	-----		----	6.5
	Marshall	-----	-----	17.	-----	-----	-----		----	17.
		51.5	29.5	44.	-----	92.	-----		38.6	255.6
13	Garfield	9.5	-----	-----	-----	-----	-----	Asphalt on concrete	2.	11.5
	Major	3.	50.	-----	-----	-----	-----		-----	53.
	Dewey	-----	17.2	1.	-----	-----	-----		-----	18.2
	Ellis	-----	36.	-----	-----	-----	-----		-----	36.
		12.5	103.2	1.	-----	-----	-----		2.	118.7
14	Harper	21.	-----	-----	-----	-----	-----		-----	21.
	Woodward	47.	-----	-----	-----	-----	-----		-----	47.
	Dewey	2.	24.8	-----	-----	-----	-----		-----	26.8
	Custer	23.	-----	-----	-----	-----	-----		-----	23.
	Washita	31.	-----	-----	-----	-----	-----		-----	31.
	Kiowa	36.	6.	-----	-----	-----	-----		-----	42.
	Tillman	21.5	23.5	-----	-----	-----	-----		-----	45.
		181.5	54.3	-----	-----	-----	-----		-----	235.8
15	Alfalfa	-----	3.	-----	-----	-----	-----		-----	3.
	Woods	-----	37.	-----	-----	-----	-----		-----	37.
	Major	-----	6.	-----	-----	-----	-----		-----	6.
	Woodward	-----	26.	2.	-----	-----	-----		-----	28.
	Ellis	33.	-----	-----	-----	-----	-----		-----	33.
		33.	72.	2.	-----	-----	-----		-----	107.
16	Nowata	-----	-----	21.1	6.	-----	-----		-----	27.1
	Rogers	7.	13.	-----	-----	-----	-----		-----	20.
	Tulsa	4.	-----	-----	-----	-----	-----		-----	4.
		11.	13.	21 1	6.	-----	-----		-----	51.1
17	Adair	-----	-----	52.5	-----	-----	-----		-----	52.5
	Sequoyah	12.6	5.	-----	-----	-----	-----		-----	17.6
		12.6	5.	52.5	-----	-----	-----		-----	70.1
18	Osage	8.9	7.	-----	-----	-----	-----		-----	15.9
	Pawnee	28.	-----	-----	-----	-----	-----		-----	28.
	Payne	16.5	2.	-----	-----	2.	-----		-----	20.5
	Lincoln	33	-----	-----	-----	-----	-----		-----	33.
	Pottawatomie	33 5	-----	-----	-----	4.	-----		-----	37.5
	McClain	9.5	-----	-----	-----	-----	-----		-----	9.5
	Garvin	16.5	-----	-----	-----	-----	-----		-----	16.5
	Murray	9.	-----	-----	-----	-----	-----		-----	9.
		154.9	9.	-----	-----	6.	-----		-----	169.9
19	Atoka	-----	-----	5.	-----	-----	-----		----	5.
	Coal	27.	-----	-----	-----	-----	-----	Shale	10.	37.
	Pontotoc	33.5	-----	-----	-----	-----	-----		-----	33.5
		60.5	-----	5.	-----	-----	-----		10.	75.5

Route	County	Dirt	Improved Dirt	Gravel	Surface Treated Gravel	Conc.	Brick on Conc.	Misc.		Total
20	Rogers	-----	-----	9.9	-----	-----	-----		-----	9.9
	Mayes	-----	8.5	21.	-----	-----	-----		-----	29.5
	Delaware	-----	16.2	11.	-----	-----	-----		-----	27.2
		-----	24.7	41.9	-----	-----	-----		-----	66.6
21	McCurtain	-----	32.5	21.5	-----	-----	-----		----	54.
22	Bryan	-----	-----	10.	-----	-----	-----		----	10.
	Johnston	19.	-----	26.5	-----	-----	-----		----	45.5
	Murray	-----	-----	21.	-----	-----	-----		----	21.
		19.	-----	57.5	-----	-----	-----		----	76.5
23	LeFlore	18.7	13.5	4.5	-----	-----	-----		-----	36.7
24	Tillman	-----	9.	-----	-----	-----	-----		-----	9.
	Jackson	26.	-----	1.5	-----	-----	-----		-----	27.5
	Greer	19.5	-----	-----	-----	-----	-----		-----	19.5
	Beckham	15.5	-----	-----	-----	-----	-----		-----	15.5
	Roger Mills	51.5	2.	-----	-----	-----	-----		-----	53.5
		112.5	11.	1.5	-----	-----	-----		-----	125.
25	Delaware	-----	14.3	9.	-----	-----	-----		-----	23.3
	Craig	-----	17.	-----	-----	-----	-----		-----	17.
	Nowata	6.	-----	7.	-----	-----	-----	Under construction	10.	23.
	Washington	-----	-----	-----	-----	-----	-----	Under construction	8.	8.
	Osage	19.5	16.8	15.7	-----	-----	-----		-----	52.

	Pawnee	-----	26.5	6.2	-----	-----	-----		-----	32.7
	Noble	10.5	-----	-----					-----	10.5
		36.	74.6	37.9	-----	-----	-----		18.	166.5
26	Noble	-----	-----	-----	-----	-----	-----	Under construction	3.	3.
	Kay	-----	-----	-----	-----	7.5	5.	Under construction	24.	36.5
					-----	7.5	5.		27.	39.5
27	Okmulgee	11.	10.	-----	5.	6.5	-----		-----	32.5
	Muskogee	-----	-----	5.	11.7	-----	-----		-----	16.7
		11.	10.	5.	16.7	6.5	-----		-----	49.2
28	Rogers	-----	4.5	-----	-----	-----	-----	Under construction	5.	9.5
	Nowata	-----	-----	7.7	-----	-----	-----		-----	7.7
		-----	4.5	7.7	-----	-----	-----		5.	17.2
29	Comanche	-----	-----	-----	-----	-----	-----	Under construction	14.	14.
	Stephens	-----	9.4	-----	-----	-----	-----	Under construction	26.	35.4
	Carter	14.8	-----	8.2	-----	1.	-----		-----	24.
		14.8	9.4	8.2	-----	1.	-----		40.	73.4
30	Pawnee	-----	11.4	5.5	-----	-----	-----		-----	16.9
31	Haskell	-----	16.3	-----	-----	-----	-----		-----	16.3
	Pittsburg	27.	-----	-----	-----	-----	-----		-----	27.
		27.	16.3	-----	-----	-----	-----		-----	43.3

Route	County	Improved Dirt	Improved Gravel	Surface Treated Gravel	Brick or Conc.	Misc.	Total
32	Jefferson	12.					12.
	Cotton	18.					18.
		30.					30.
F.A.P.32	Wagoner		18.				18.
33	Creek	1.	8.				8.
	Payne	27.			7.		35.
	Logan	14.					14.
		42.	8.		7.		57.
40	Payne		8.5				8.5
41	Washita		44.5				44.5
42	Beaver	6.					6.
43	Haskell	25.2					25.2
	LeFlore	16.2					16.2
		16.2	25.2				41.4

Traffic Census. To properly design road improvement, to know the width of surface essential, or the thickness of surfacing material needed on any particular road to accommodate and withstand the traffic it was found imperative to take a traffic count throughout the state at the points or sections of road most likely to require improvement later on.

To secure an average or fair count it was decided to take the census in the fall of the year, to take it seven times with a period of thirteen days between each count and to count for the entire twenty-four hours each day. This census was taken and the results show that the amount of travel throughout the state far exceeds previous estimates. It is safe to assume that as the roads improve, as new construction is completed the amount of travel will increase. The results of this traffic census are tabulated in Table III.

TABLE III.

TRAFFIC CENSUS

Rt.	Sec. No.	Description	County	Total	Type
1	1	City limits west of Moffat	Sequoyah	2101	Gravel
	5	City limits west of Vian	Sequoyah	668	Dirt
	2	City limits east of Warner	Muskogee	504	Gravel
	3	City limits south of Muskogee	Muskogee	1845	Sur.treated gravel
	4	City limits west of Muskogee	Muskogee	2425	Concrete
	1	Stonebluff	Wagoner	552	Gravel
	1	Hickory Mine south of Tulsa	Tulsa	3022	Concrete
	1	East city limits of Keystone	Creek	1653	Concrete
	1	1 mile east of Jct. with Route 33	Creek	1521	Concrete
	2	Bridge at Oilton	Creek	1378	Concrete
	4	City limits north of Stillwater	Payne	1339	Concrete
	2	Waterworks west of Tulsa	Tulsa	8454	Concrete
	3	City limits east of Stillwater	Payne	1507	Concrete
	2	City limits east of Perry	Noble	890	Dirt
	3	Noble-Garfield county line	Noble	577	Dirt
	4	Three miles east of Enid	Garfield	1736	Concrete
	4	Three miles north of Enid	Garfield	1603	Concrete
	2	Garfield-Grant county line	Garfield	931	Concrete
	1	One mile west of Jct. with No. 1	Grant	503	Dirt
	1	One mile east of Jct with No. 8	Alfalfa	560	Dirt
	1	One mile south of Cherokee	Alfalfa	597	Gravel
	8	2½ miles north of Cherokee just south of Jct of Rt. 1-8&11	Alfalfa	768	Dirt
	1	2 miles east of Alva in front of Fred Meyer Home	Woods	481	Dirt
		1 mile west of Alva	Woods	586	Dirt
	6	Lookout	Woods	88	Dirt
2		Kansas state line	Grant	532	Dirt
		Seven miles east of Medford	Grant	430	Dirt

Sec. Rt. No.	Description	County	Total	Type
	1 mile west of Pond Creek	Grant	815	Concrete
2	2 miles south of Enid	Garfield	1201	Concrete
1	Kingfisher-Garfield county line	Garfield	664	Concrete
2	Corner 2 miles north of Dover	Kingfisher	538	Dirt
3	Corner ¼-mile south Dover bridge	Kingfisher	654	Dirt
4	Corner 3 miles south of Kingfisher	Kingfisher	504	Dirt
	Corner 9 miles north of El Reno	Canadian	518	Dirt
1	Corner 1 mile east of Okarche	Canadian	676	Dirt
3	Just south of corner one mile east and 1 mile south of El Reno Junction with No. 3	Canadian	538	Dirt
3	Just north of corner Jct. with Rt. 3	Canadian	1430	Dirt
3	Union City Bridge	Canadian	444	Dirt
2 3	Two miles north of Chickasha	Grady	560	Dirt
2	Just south of Jct. of Routes 2 & 7 ½ mile south and 1 mile west of Ninnekah	Grady	608	Imp. Dirt
2	Stephens-Grady Co. line	Grady	934	Dirt
1	1 mile north of Duncan	Stephens	1712	Concrete
2	1 mile south of Duncan	Stephens	1832	Concrete
2	Jefferson-Stephens Co. line	Stephens	481	Concrete
1	1 mile south of Addington	Jefferson	453	Dirt
1	1 mile north of Waurika	Jefferson	604	Dirt
2	1 mile south of Waurika	Jefferson	1144	Dirt
2	Red River Bridge —Texas line	Jefferson	204	Dirt.
3	Arkansas-Oklahoma state line	LeFlore	1096	Gravel
1	At Braden	LeFlore	602	Gravel
2	Two miles west of Spiro	LeFlore	979	Gravel
	1 mile north of Panama	LeFlore	603	Gravel
4	½ mile east of Wister	LeFlore	390	Gravel
1	Latimer-LeFlore county line	LeFlore	256	Gravel
2	1 mile east of Wilburton	Latimer	1140	Gravel
4	1 mile west of Wilburton	Latimer	589	Gravel
1	Latimer-Pittsburg county line	Pittsburg	903	Gravel
1	1 mile east of McAlester	Pittsburg	1741	Shale
3	1 mile west of McAlester	Pittsburg	402	Dirt
	Hughes-Pittsburg county line	Hughes	313	Dirt
3	Calvin Bridge	Hughes	697	Dirt
2	1 mile east of Holdenville	Hughes	1029	Gravel
1	2½ miles south of Wewoka	Seminole	1144	Dirt
3	Bowleg	Seminole	407	Dirt
4	1 mile north of Seminole	Seminole	6510	Dirt
5	Pottawatomie-Seminole county line	Seminole	2678	Dirt
1	East city limits of Shawnee	Pottawatomie	1683	Concrete
	Just west of Kickapoo Ave. north of Baptist University	Pottawatomie	1064	Dirt
4	1 mile east of McLoud	Pottawatomie	1050	Dirt
2	M. K. & T. Overhead—East 23rd	Oklahoma	3431	Concrete
3	39th St. Bridge-N. Canadian	Oklahoma	1409	Concrete
2	Corner ¼-mi. south of Banner	Canadian	1136	Dirt
4	Corner 9 miles west of El Reno	Canadian	765	Dirt

Sec. Rt. No.	Description	County	Total	Type
6	Canadian-Blaine county line	Canadian	682	Dirt
1	Bridge at Bridgeport	Blaine	433	Dirt
	Custer-Caddo county line	Custer	522	Dirt
	Bridge over Washita east Clinton	Custer	758	Dirt
	1 mile south of Clinton	Custer	537	Dirt
1	Custer-Washita county line	Custer	701	Dirt
	Washita-Beckham county line	Beckham	575	Dirt
	3 miles east of Sayre	Beckham	359	Dirt
	Texas line	Beckham	388	Dirt
4 1	Kansas state line	Kay	1924	Concrete
1	1 mile north of Ponca City	Kay	2291	Concrete
5	Just east of Wye Junction of Routes 4 and 11	Noble	1289	Concrete
1	North side of Marland	Kay	1284	Concrete
4	1 mile north of Perry	Noble	1080	Concrete
5	5 miles south of Perry east of Jct. with Routes 1 and 4	Noble	778	Imp. Dirt
	Cimarron R. Bridge N. of Guthrie	Logan	993	Imp. Dirt.
	Just north of monument east of Edmond	Oklahoma	1390	Brick on Concrete
2	1 mile north of Capitol	Oklahoma	3368	Brick on Concrete
3	Oklahoma-Cleveland county line	Oklahoma	3073	Concrete
1	1 mile north of Noble	Cleveland	1113	Concrete
	South Canadian Bridge at Purcell	McClain	891	Gravel
2	1 mile north of Pauls Valley	Garvin	1482	Dirt
1	1 mile north of Davis	Garvin	855	Dirt
1	1 mile north of Springer	Carter	271	Gravel
3	1 mile north of Ardmore	Carter	168	Rock Asp. on Concrete
4	1 mile south of Ardmore	Carter	744	Dirt
2	5 miles southeast of Overbrook	Love	447	Dirt
3	1 mile south of Marietta	Love	591	Dirt
4	Red River Bridge	Love	370	Gravel
5 1	Mountain Ford Bridge	McCurtain	613	Gravel
3	Little River Bridge	McCurtain	680	Gravel
4	Garvin	McCurtain	832	Gravel
1	Swink	Choctaw	395	Gravel
3	Hugo Golf Club	Choctaw	1387	Gravel
4	Hugo Cotton Oil Mill	Choctaw	1428	Gravel
5	East of Soper	Choctaw	606	Gravel
5	Unger	Choctaw	418	Gravel
6	West edge of Boswell	Choctaw	435	Gravel
3	One mile east of Durant	Bryan	910	Amiesite or Gravel
4	One mile west of Durant	Bryan	956	Gravel
1	Aylesworth	Marshall	548	Gravel
3	Just east of Lone Grove	Carter	1496	Gravel
5	Hewitt	Carter	2280	Gravel
3	1 mile east of Waurika	Jefferson	927	Dirt

Rt.	No. Sec.	Description	County	Total	Type
	1	Stephens-Cotton county line	Stephens	244	Dirt
	2	West of Walters	Cotton	810	Dirt
	2	Just west of Jct. with Rt. 8	Cotton	442	Dirt
	3	Just west of Jct. with Rt. 14	Tillman	674	Dirt
	4	2 miles south of Frederick	Tillman	857	Dirt
	4	Red River Bridge	Tillman	395	Gravel
6	1	Kansas State line	Craig	374	Dirt
	3	2 miles north of Vinita	Craig	477	Dirt
	4	Big Cabin Bridge	Craig	413	Dirt
	2	1 mile north of Pryor	Mayes	518	Gravel
	3	1 mile north of Choteau	Mayes	532	Gravel
	2	City limits north of Wagoner	Wagoner	530	Gravel
	1	Ark. R. Bridge north of Jct.	Muskogee	1049	Surface treated gravel
		Five miles south of Muskogee	Muskogee	648	Asp. on Concrete
	1	Just north of Checotah	McIntosh	955	Surface treated gravel
	1	Just north of Eufaula	McIntosh	824	Surface treated gravel
	1	South Canadian Bridge	McIntosh	551	Gravel
	3	Just north of McAlester	Pittsburg	773	Concrete
	5	Underpass south of Kiowa	Pittsburg	450	Gravel
	4	Just north of Atoka	Atoka	613	Dirt
		South of Atoka	Atoka	567	Dirt
	1	North City limits of Caddo	Bryan	875	Gravel
		Armstrong	Bryan	710	Gravel
	3	1 mile south of Durant	Bryan	848	Amiesite on gravel
	2	Red River Bridge	Choctaw	568	Gravel
7	1	Kansas state line	Ottawa	4172	Concrete
	2	North City limits of Miami	Ottawa	7719	Asphalt on concrete
	2	Bridge over Neosho River south of Miami	Ottawa	3653	Asphalt on concrete
	2	East City limits of Vinita	Craig	899	Imp. Dirt
	2	Bridge south of Vinita	Craig	691	Imp. Dirt
	1	North City limits of Chelsea	Rogers	550	Imp. Dirt
	2	South City limits of Chelsea	Rogers	533	Imp. Dirt
	3	North City limits of Claremore	Rogers	567	Imp. Dirt
	4	South City limits of Claremore	Rogers	1631	sur. treated gravel
	1	Just east of Avery Filling Station	Tulsa	1681	Concrete
	1	Just west of Avery Filling Station	Tulsa	3127	Concrete
	1	City limits of Tulsa, east side	Tulsa	7873	Concrete
	2	West City limits, West Tulsa	Tulsa	10057	Concrete
	1	North City limits of Sapulpa	Creek	4900	Concrete
	1	Kellyville	Creek	2937	Concrete
	1	North City limits of Bristow	Creek	3749	Concrete
	3	1 mile east of Depew	Creek	1165	Dirt

Rt.	No. Sec.	Description	County	Total	Type
	4	1 mile west of Depew	Creek	1126	Dirt
	1	1 mile west of Stroud	Lincoln	1785	Dirt
	3	East City limits of Chandler	Lincoln	1443	Dirt
	3	West of Jct. with 18 west of Chandler	Lincoln	627	Dirt
	4	Oklahoma-Lincoln Co. line	Lincoln	407	Dirt
	2	1 mile west of Arcadia	Oklahoma	463	Dirt
	3	May Avenue Bridge	Oklahoma	2269	Concrete
	1	Newcastle	Cleveland	1279	Dirt
	2	1 mile south of Blanchard	McClain	594	Dirt
	3	Suspession Bridge, E. of Chickasha	Grady	1003	Dirt
	3	1 mile south of Chickasha	Grady	1150	Dirt
	4	Grady-Caddo county line	Grady	404	Dirt
	1	1 mile west of Cement	Caddo	481	Gravel
	1	1 mile west of Elgin	Comanche	366	Dirt
	2	North Gates of Fort Sill	Comanche	994	Dirt
	3	South Gate of Fort Sill	Comanche	2518	Concrete
	4	1 mile east of Cache	Comanche	822	Dirt
	1	1 mile east of Snyder	Kiowa	562	Dirt
	1	1 mile east of Altus	Harman	1267	Dirt
	3	Bridge just west of Altus	Jackson	1153	Gravel
	2	1 mile east of Hollis	Harmon	1361	Dirt
8	1	Kansas state line	Alfalfa	523	Dirt
	2	1 mile north of Jct. where Route 1 leaves Route 8	Alfalfa	431	Dirt
	5	1 mile east of Cameran	Alfalfa	467	Dirt
	1	Cimarron R. Bridge So. of Cleo	Major	375	Dirt
	3	In front of home of Joe E. Ethredge	Major	301	Dirt
	1	1 mile north of Okeene	Blaine	466	Dirt
	1	5 miles south of Okeene	Blaine	245	Dirt
	2	1 mile east of Hitchcock	Blaine	327	Dirt
	3	1 mile north of Watonga	Blaine	431	Gravel
	6	½ mile west and 1 mile north of Geary	Blaine	344	Dirt
	1	1 mile south of Bridgeport	Caddo	238	Dirt
	2	1 mile south of Lookeba	Caddo	371	Dirt
	5	1 mile north of Anadarko	Caddo	925	Dirt
	5	1 mile south of Anadarko	Caddo	980	Dirt
	1	Caddo-Comanche Co. line	Caddo	509	Dirt
	3	North City limits of Lawton	Comanche	3706	Concrete
	4	South City limits of Lawton	Comanche	906	Gravel
	1	1 mile north of Jct. with Rt. 5	Cotton	505	Dirt
	3	1 mile south of Jct. with Rt. 5	Cotton	282	Dirt
	4	Red River Bridge-Texas line	Cotton	350	Dirt
9		1 mile west of Wye at Spiro	LeFlore	477	Dirt
	1	1 mile east of Keota	Haskell	401	Dirt
	2	1 mile east of Stigler	Haskell	549	Dirt
	3	1 mile west of Stigler	Haskell	673	Gravel
	3	North Canadian Bridge No. of Whitefield	Haskell	401	Gravel
	3	1 mile west of Jct. with Rt. 6	McIntosh	556	Dirt

Rt.	Sec. No.	Description	County	Total	Type
	2	East City limits of Dewar	Okmulgee	934	Dirt
	4	1 mile west of Henryetta	Okmulgee	2613	Rock asp. on concrete
	1	Just east of Wye where Route 12 leaves Rt. 9	Okfuskee	1030	Gravel
	1	Just west of Wye where Route 12 leaves Route 9	Okfuskee	1021	Gravel
	1	Just east of Okemah	Okfuskee	1549	Gravel
	2	Just west of Okemah	Okfuskee	1146	Gravel
	1	1 mile east of Prague	Lincoln	801	Dirt
	2	2 miles east of Meeker	Lincoln	530	Dirt
	3	1 mile west of Meeker	Lincoln	795	Dirt
	1	No. Canadian Bridge at Harrah	Oklahoma	1113	Dirt
	1	1 mile west of Chickasha	Grady	1022	Dirt
	1	1 mile east of Anadarko	Caddo	1136	Dirt
	2	1 mile west of Anadarko	Caddo	979	Gravel
	4	1 mile east of Carnegie	Caddo	708	Dirt
	4	East City limits of Hobart	Kiowa	721	Gravel
	4	West City limits of Hobart	Kiowa	862	Gravel
	5	North Fork Bridge at Granite	Kiowa	629	Gravel
	1	1 mile west of Granite	Greer	870	Dirt
	1	1 mile north of Mangum	Greer	1280	Dirt
		1 mile west of Mangum	Greer	850	Dirt
		Texas State line	Harmon	394	Dirt
10	1	1 mile east of Miami	Ottawa	859	Gravel
	2	Grahams corner	Ottawa	201	Dirt
	3	1 mile south of Wyandotte	Ottawa	362	Dirt
	2	Honey Creek Bridge	Delaware	302	Gravel
	3	1 mile south of Jay	Delaware	176	Gravel
		1 mile north of Kansas	Delaware	113	Gravel
		1 mile south of Jct. where Route 10 leaves Route 11	Delaware	77	Dirt
	5	1 mile south of Tahlequah	Cherokee	574	Imp. Dirt
	1	1 mile east of Ft. Gibson	Muskogee	633	Gravel
	4	1 mile north of Braggs	Muskogee	335	Gravel
	6	1 mile north of Gore	Sequoyah	239	Dirt
	9	City limits of Warner	Muskogee	501	Gravel
	1	1 mile south of Wister	LeFlore	32	Gravel
	6	1 mile north of Talihina	LeFlore	260	Gravel
	6	1 mile south of Talihina	LeFlore	416	Gravel
	2	1 mile east of Tuskahoma	Pushmataha	250	Dirt
	4	3 miles south of Clayton	Pushmataha	152	Dirt
	9	Sulphur Canyon Bridge	Pushmataha	132	Dirt
	9	1 mile northeast of Antlers	Pushmataha	630	Dirt
	2	1 mile south of Antlers	Choctaw	1043	Gravel
	1	1 mile north of Jct. with Rt. 5	Choctaw	620	Gravel
	2	1 mile south of Hugo	Choctaw	802	Gravel
	2	Red River Bridge—Texas line	Choctaw	789	Gravel
11	1	Arkansas state line	Delaware	500	Dirt
	1	2 miles east of Kansas	Delaware	145	Dirt
		Mayes-Delaware county line	Mayes	305	Dirt

Rt.	Sec. No.	Description	County	Total	Type
	2	Bridge over Grand River west of Locust Grove	Mayes	391	Dirt
	1	1 mile east of Inola	Rogers	513	Dirt
	1	1 mile west of Inola	Rogers	534	Dirt
	1	1 mile east of Jct. with No. 7	Wagoner	543	Oiled Dirt
	1	North city limits of Tulsa	Tulsa	4337	Concrete
		Tulsa-Osage county line	Osage	466	Dirt
		1 mile southeast of Barnsdall	Osage	922	Dirt
		1 mile southeast of Pawhuska	Osage	2302	Concrete
		2 miles west of Pawhuska	Osage	1362	Asphalt Macadam
		1 mile east of Burbank	Osage	898	Dirt
	1	Ark. River bridge east Ponca City	Kay	1448	Concrete
	1	1 mile west of Wye where Route 4 leaves Route 11	Kay	2055	Concrete
		1 mile east of Tonkawa	Kay	1129	Dirt
	3	1 mile west of Tonkawa	Kay	834	Dirt
		1 mile east of Pond Creek	Grant	490	Dirt
	4	Keno Crossing Bridge	Woods	83	Dirt
		Steel Bridge west of Buffalo	Harper	167	Dirt
	2	1 mile west of Knowles	Beaver	183	Dirt
	5	Intersection of Liberal Road 21 miles west of Forgan	Beaver	365	Dirt
	3	Beaver River Bridge east of Guymon	Beaver	387	Dirt
		1 mile east of Boise City	Cimarron	223	Dirt
12	1	Kansas state line	Washington	1042	Concrete
	1	North city limits of Dewey	Washington	1967	Concrete
	1	North city limits of Bartlesville	Washington	2705	Concrete
	2	South city limits of Bartlesville	Washington	2641	Concrete
	2	2 miles south of Ramona	Washington	1192	Concrete
	1	2½ miles northwest of Collinsville	Tulsa	1240	Concrete
	1	1 mile south of Collinsville	Tulsa	1938	Concrete
	1	1 mile north of Avery's Fill. Sta.	Tulsa	1438	Concrete
	1	1 mile southeast of Sapulpa	Creek	2150	Dirt
	1	Creek-Okmulgee county line	Okmulgee	1278	Dirt
	2	1 mile north of Okmulgee	Okmulgee	2595	Concrete
	3	1 mile south of Okmulgee	Okmulgee	2718	Asphalt on concrete
	1	1 mile north of Weleetka	Okfuskee	1123	Gravel
	2	1 mile south of Weleetka	Okfuskee	810	Dirt
	1	1 mile south of Wetumka	Hughes	729	Dirt
	3	Bridge over S. Canadian at Calvin	Hughes	579	Dirt
	5	1 mile north of Atwood	Hughes	292	Dirt
	1	1 mile south of Allen	Pontotoc	636	Dirt
	2	1 mile east of Ada	Pontotoc	1268	Gravel
	1	1 mile south of Mill Creek	Johnston	299	Dirt
	1	Bridge over Washita River west of Ravia	Johnston	286	Gravel
		1 mile south of Wye where Route 12 leaves Route 5	Marshall	533	Gravel
	3	Red River Bridge Texas state line	Marshall	162	Gravel

Rt.	Sec. No.	Description	County	Total	Type
12		West city limits of Enid	Garfield	1169	Asphalt on concrete
	1	1 mile east of Ringwood	Major	429	Dirt
	3	South Canadian Bridge So. of Ringwood	Major	392	Dirt
	4	1 mile west of Fairview	Major	388	Dirt
	7	N. Canadian Bridge No. of Seiling	Major	443	Dirt
	1	1 mile west of Seiling	Dewey	450	Dirt
		Four miles east of Vici	Dewey	551	Dirt
		1 mile east of Vici	Dewey	663	Dirt
		1 mile west of Vici	Dewey	442	Dirt
	4	Texas state line	Ellis	374	Dirt
14	1	1 mile south of Wye where Rt. 14 leaves Route 11	Harper	127	Dirt
	1	N. Canadian Bridge north of Supply	Harper	138	Dirt
	3	1 mile north of Tangier	Woodward	210	Dirt
		1 mile west of Woodward	Woodward	812	Dirt
	5	1 mile south of Woodward	Woodward	538	Dirt
	6	1 mile east of Sharon	Woodward	370	Dirt
	2	S. Canadian Bridge north of Taloga	Dewey	326	Dirt
	4	2 miles south of Putnam	Dewey	329	Dirt
		1 mile north of Arapaho	Custer	356	Dirt
		1 mile north of Clinton	Custer	746	Dirt
		1 mile north of Cordell	Washita	509	Dirt
		1 mile south of Cordell	Washita	620	Dirt
	3	1 mile north of Roosevelt	Kiowa	844	Rirt
	5	1 mile north of Snyder	Kiowa	763	Dirt
	5	1 mile south of Snyder	Kiowa	462	Dirt
	2	1 mile north of Jct. with Rt. 5	Tillman	275	Dirt
15		Salt Fork Bridge No. of Alva	Woods	606	Dirt
	2	1 mile south of Alva	Woods	820	Dirt
	4	1 mile north of Waynoka	Woods	516	Dirt
		Cimarron Bridge south of Waynoka	Woods	307	Dirt
	3	N. Canadian Bridge east of Woodward	Woodward	333	Dirt
		1 mile south of Tangley	Woodward	212	Dirt
	1	1 mile east of Gage	Ellis	405	Dirt
		6 miles east of Shattuck at Lone Wolf	Ellis	596	Dirt
	3	1 mile south of Shattuck	Ellis	429	Dirt
16	1	Kansas state line	Nowata	820	Gravel
	2	1 mile north of Delaware	Nowata	694	Gravel
	2	1 mile north of Nowata	Nowata	954	Gravel
	1	1 mile north of Oologah	Rogers	299	Imp. Dirt
	3	1 mile south of Oologah	Rogers	315	Dirt
17		Just south of Jct. where Route 17 leaves Route 11	Adair	360	Gravel

Rt.	Sec. No.	Description	County	Total	Type
	1	1 mile south of Watts	Blaine	344	Dirt
	1	1 mile south of Westville	Adair	477	Gravel
	1	1 mile south of Stilwell	Adair	390	Gravel
	1	1 mile north of Marble City	Sequoyah	199	Imp. Dirt
	2	1 mile north of Jct. with Rt. 1	Sequoyah	735	Dirt
	3	1 mile south of Muldrow	Sequoyah	109	Dirt
18		1 mile south of Jct. where Rt. 18 leaves Route 11	Pawnee	625	Dirt
		1 mile north of Fairfax	Osage	388	Dirt
		Ralston Bridge	Pawnee	712	Dirt
		1 mile north of Pawnee	Pawnee	533	Dirt
	1	Payne-Pawnee county line	Payne	337	Dirt
	2	1 mile north of Cushing	Payne	2100	Dirt
	2	1 mile west of Cushing	Payne	2220	Dirt
	1	1 mile south of Agra	Lincoln	480	Dirt
		1 mile south of Rt. 7 at Chandler	Lincoln	1105	Dirt
	1	1 mile south of Meeker	Lincoln	536	Dirt
	2	Bridge over N. Canadian, Shawnee	Pottawatomie	2728	Concrete
	4	Bridge over S. Canadian, Asher	Pottawatomie	417	Dirt
	1	1 mile north of Stratford	Garvin	551	Dirt
	1	1 mile south of Stratford	Garvin	593	Dirt
	1	Bridge just north of Sulphur	Murray	591	Dirt
19	4	1 mile east of Jct. with Route 4	Garvin	392	Dirt
	2	1 mile east of Jct. with Route 18	Garvin	431	Dirt
	3	2 miles west of Ada	Pontotoc	830	Dirt
	2	2 miles south of Ada	Pontotoc	891	Dirt
	1	Coal-Pontotoc county line	Pontotoc	308	Dirt
	1	1 mile west of Coalgate	Coal	607	Dirt
	2	1 mile south of Coalgate	Coal	542	Shale
	5	1 mile west of Atoka	Atoka	521	Gravel
20	1	1 mile east of Claremore	Rogers	532	Gravel
	4	1 mile west of Pryor	Mayes	675	Gravel
	3	1 mile east of Pryor	Mayes	791	Gravel
	2	Grand River Bridge west of Salina	Mayes	732	Gravel
	1	Bottom Spavinaw Hill	Mayes	423	Gravel
	2	1 mile south of Jay	Delaware	242	Gravel
	2	1 mile east of Jct. where Route 10 leaves Route 20	Delaware	130	Dirt
21	4	1 mile north of Broken Bow	McCurtain	551	Dirt
	3	1 mile south of Idabel	McCurtain	716	Dirt
	2	1 mile south of Haworth	McCurtain	350	Dirt
	1	Arkansos state line near America	McCurtain	260	Dirt
22	1	1 mile west of Jct. with Rt. 6	Bryan	450	Gravel
	4	1 mile east of Milburn	Johnston	490	Gravel
	4	1 mile east of Tishomingo	Johnston	690	Gravel
	2	1 mile east of Ravia	Johnston	604	Gravel
	1	1 mile west of Mill Creek	Johnston	333	Gravel
	2	Soldiers Hospital So. of Sulphur	Murray	1136	Gravel

Rt.	Sec. No.	Description	County	Total	Type
	1	1 mile west of Sulphur	Murray	910	Gravel
	1	1 mile east of Davis	Murray	738	Gravel
23	1	1 mile south of Jct. with Rt. 3	LeFlore	1131	Imp. Dirt
	2	1 mile south of Howe	LeFlore	450	Imp. Dirt
	2	1 mile south of Heavener	LtFlore	379	Imp. Dirt
		Arkansas state line	LeFlore	54	Dirt
24	1	1 mile south of Tipton	Tillman	1052	Imp. Dirt
	1	North Fork Bridge	Tillman	479	Imp. Dirt
		1 mile south of Altus	Jackson	1090	Dirt
	2	1 mile north of Altus	Jackson	1121	Gravel
		1 mile east of Mangum	Greer	718	Gravel
		Greer-Beckham county line	Greer	249	Dirt
		1 mile south of Jct. of Rt. 3	Beckham	248	Dirt
	3	North Fork Bridge one-half mile south of Sayre	Beckham	786	Dirt
	6	Beckham-Roger Mills Co. line	Beckham	159	Dirt
		1 mile south of Cheyenne	Roger Mills	219	Dirt
	1	1 mile north of Cheyenne	Roger Mills	257	Dirt
		Texas state line	Roger Mills	657	Dirt
25	1	Missouri state line	Delaware	200	Imp. Dirt
	1	1 mile east of Grove	Delaware	239	Gravel
	2	Grand River Bridge west of Grove	Delaware	172	Imp. Dirt
	1	1 mile west of Jct. with Rt. 6	Craig	458	Imp. Dirt
	2	1 mile east of Nowata	Nowata	1046	Gravel
	3	1 mile west of Nowata	Nowata	325	Dirt
	1	1 mile east of Jct. with Rt. 12	Washington	1012	Dirt
	2	Osage Co. line west of Bartlesville	Washington	945	Dirt
		1 mile east of Pawhuska	Osage	656	Dirt
		1 mile west of Pershing	Osage	1081	Gravel
		1 mile south of Wynona	Osage	1901	Gravel
		1 mile south of Hominy	Osage	1253	Gravel
	5	Ark. River Bridge at Cleveland	Pawnee	1157	Dirt
		1 mile west of Cleveland	Pawnee	971	Gravel
		1 mile east of Jct. with Rt. 18	Pawnee	475	Dirt
		1 mile west of Pawnee	Pawnee	534	Imp. Dirt
		1 mile east of Jct. with Rt. 1	Noble	1035	Dirt
	1	1 mile east of Morrison	Noble	722	Dirt
26		Kansas state line	Kay	1318	Dirt
	1	1 mile south of Braman	Kay	1269	Dirt
		1 mile south of Blackwell	Kay	3161	Concrete
	3	1 mile north of Tonkawa	Kay	2530	Concrete
	4	1 mile south of Tonkawa	Kay	3237	Brick on concrete
	1	Noble-Kay county line	Noble	1880	Dirt
27	2	Just south of Jct. with Rt. 1	Muskogee	639	Gravel
	2	Okmulgee-Muskogee County line	Muskogee	643	Gravel
	3	1 mile east of Okmulgee	Okmulgee	2866	Concrete
	4	1 mile west of Okmulgee	Okmulgee	1267	Sur. treated gravel

Rt.	Sec. No.	Description	County	Total	Type
28	1	1 mile west of Chelsea	Rogers	556	Dirt
	1	1 mile north of Alluwe	Nowata	636	Gravel
29	1	1 mile north of Jct. with Rt. 5	Carter	1305	Gravel
	3	6 miles north of Healdton	Carter	1049	Dirt
	4	3 miles north of Fox	Carter	1040	Dirt
		Stephens-Carter county line	Carter	405	Dirt
	3	1 mile east of Duncan	Stephens	826	Dirt
	5	1 mile west of Jct. with Rt. 2	Stephens	44	Dirt
	2	1 mile east of Lawton	Comanche	1183	Dirt
	1	Stephens-Comanche county line	Comanche	316	Dirt
30		1 mile north of Keystone	Pawnee	258	Imp. Dirt
		1 mile south of Cleveland	Pawnee	590	Gravel
31	3	1 mile east of Crowder	Pittsburg	181	Dirt
	2	1 mile west of Quinton	Pittsburg	410	Dirt
	1	1 mile north of Quinton	Pittsburg	442	Dirt
	1	1 mile west of Whitefield	Pittsburg	239	Dirt
32	1	1 mile west of Waurika	Jefferson	239	Dirt
	1	1 mile east of Temple	Cotton	320	Dirt
	2	1 mile south of Jct. with Rt. 5	Cotton	489	Dirt
33		1 mile south of Junction with Route 1 at Oilton	Creek	2269	Concrete
		West city limits of Drumright	Creek	1507	Concrete
	1	1 mile east of Cushing	Payne	1468	Dirt
	2	1 mile west of where Route 18 leaves to the south	Payne	710	Dirt
	3	Perkins Bridge	Payne	924	Dirt
	4	Coyle Bridge	Payne	799	Dirt
	1	1 mile west of Coyle	Logan	704	Dirt
	2	1 mile east of Guthrie	Logan	978	Dirt
	3	1 mile west of where Route 33 leaves Route 4	Logan	541	Dirt
		Kingfisher county line east	Kingfisher	104	Dirt
		1 mile east of Kingfisher	Kingfisher	350	Dirt
		1 mile west of Kingfisher	Kingfisher	338	Dirt
		1 mile east of Watonga	Blaine	311	Dirt
		1 mile west of Watonga	Blaine	414	Dirt
		1 mile south of Canton	Blaine	295	Dirt
	2	1 mile east of Jct. with Route 13 at Seiling	Dewey	194	Dirt
39	2	1 mile south of Quapaw	Ottawa	1030	Dirt
	1	1 mile east of Quapaw	Ottawa	815	Dirt

N. B.: This tabulation is the average of seven readings. The census was taken on the following seven days, for twenty-four hours each, from 6 A. M. to the following morning, on Sept. 6, Sept. 19, Oct. 2, Oct. 15, Oct. 28, Nov. 11, Nov. 23, 1926.

Costs of Maintenance. A very complete system of cost accounting is kept. Every purchase or labor bill paid is charged to the maintenance of the particular section or patrol where incurred. We can give the itemized cost for maintenance on every section on the entire state system. Table IV shows the amount of funds expended by the Maintenance organization for each county separated as to labor, equipment, material and supplies.

TABLE IV.

MAINTENANCE EXPENDITURES

From January 1st to December 31st, Inclusive 1926.

County	Labor	Equipment	Material 1. Lumber 2. Gravel 3. Asphalt 4. Oil	Supplies & Repairs 1. Oil & gas 2. Lubricants 3. Blacksmithing 4. Signs painted 5. Machinest	Total
Adair	12,507.25	1,037.29	266.58	111.49	13,922.61
Alfalfa	13,951.89	1,217.96	569.93	1,132.21	16,871.99
Atoka	18,479.50	903.97	487.64	923.50	20,794.61
Beaver	10,607.03	664.40	1,196.28	502.50	12,970.21
Blaine	12,716.10	668.52	2,324.95	791.82	16,501.39
Beckham	16,593.63	196.71	433.25	548.18	17,771.77
Bryan	18,244.40	2,427.16	794.84	1,037.64	22,504.04
Caddo	32,096.12	1,981.62	3,357.33	3,686.45	41,121.52
Canadian	17,817.04	1,805.82	760.94	1,924.63	22,308.43
Carter	58,160.13	3,641.94	3,879.03	4,411.37	70,092.47
Choctaw	23,881.46	2,972.54	1,077.22	4,250.13	32,181.36
Cimarron	3,873.50	52.05	57.95	177.25	4,160.75
Cleveland	7,960.55	167.19	1,177.10	842.18	10,147.02
Coal	9,736.81	1,140.98	136.10	252.42	11,266.31
Comanche	18,301.10	489.48	1,163.20	548 66	20,502.44
Cotton	13,138.90	955.12	942.95	689.74	15,726.71
Craig	17,513.25	385.24	146.02	499.70	18,544.21
Creek	32,462.39	1,863.16	971.14	1,808.03	37,104.72
Custer	15,224 89	738.51	4,222.70	510.44	20,696.54
Delaware	28,219.96	1,941 23	1,000.00	320.81	31,482.00
Dewey	12,713.19	254.38	871.45	529 15	14,368.17
Ellis	12,799.00	431.54	302.35	140.35	13,673.24
Cherokee	3,804.00	152.46	24.50	6.00	3,986.96
Garfield	11,693.06	1,639.10	1,071.06	1,411.31	15,814.53
Garvin	15,334.92	474.33	764.12	2,810.19	19,383.56
Grady	24,630.27	1,721.78	1,352.01	902 83	28,606.89
Grant	14,674.87	304.73	530.06	781.67	16,291.33
Greer	13,618.63	685.30	1,883.73	408.78	16,596.44
Harmon	10,083.00	94.15	48.98	381.46	10,607.59
Harper	11,853.15	206.19	242.45	416.93	12,718.72
Haskell	14,246.60	641.22	401.44	103.77	15,393.03
Hughes	19,363.95	781.30	809.20	1,147.43	22,101.88

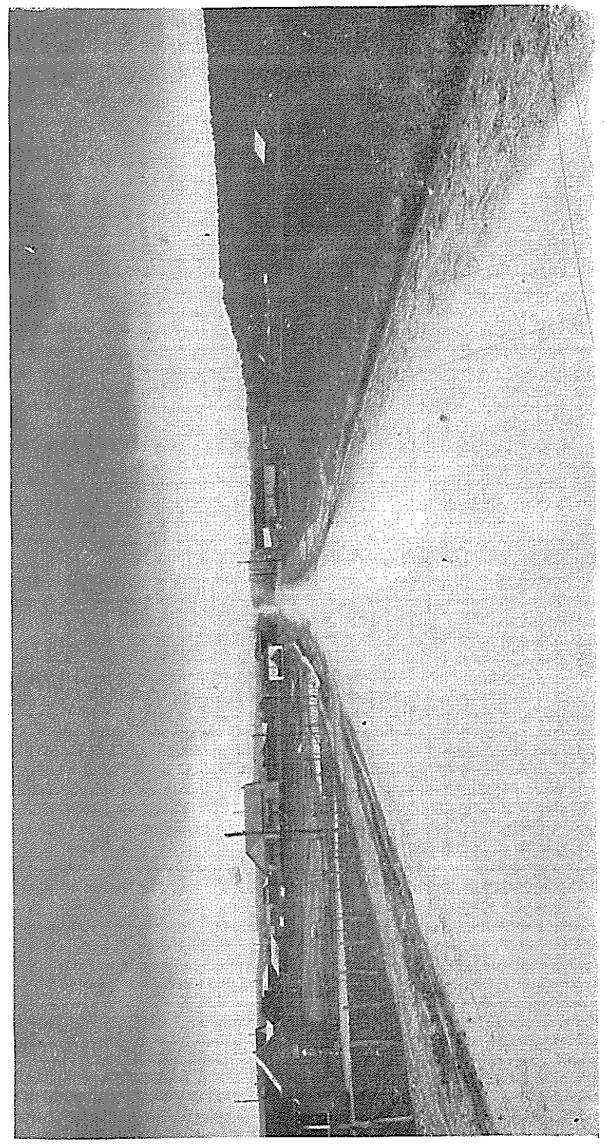
Jackson	21,352.62	1,626.09	4,080.54	2,104.64	29,163.89
Jefferson	14,308.50	703.14	177.65	462.82	15,652.11
Johnston	15,122.46	5,857.68	1,367.33	274.21	22,621.68
Kay	17,873.00	1,278.51	2,025.83	1,549.72	22,727.06
Kingfisher	8,026.20	566.63	182.47	573.66	9,348.96
Kiowa	22,452.15	138.16	1,444.90	1,172.59	25,207.80
Latimer	9,860.37	303.37	2,390.35	362.35	12,916.44
LeFlore	40,708.86	2,266.60	2,365.52	5,532.94	50,873.92
Lincoln	36,607.81	936.45	4,147.00	3,542.39	44,633.65
Logan	7,962.24	141.36	200.47	182.97	8,487.04
Love	8,815.01	137.13	142.65	357.11	9,451.90
McClain	9,172.98	149.73	296.35	555.96	10,175.02
McCurtain	24,169.91	982.16	1,790.00	1,929.30	28,871.37
McIntosh	16,318.05	1,773.29	6,765.50	1,171.25	26,028.09
Major	19,006.25	1,759.34	1,639.05	921.96	23,326.60
Marshall	11,480.38	85.11	457.75	425.11	12,448.35
Mayes	19,512.25	1,548.65	1,191.18	476.18	22,728.26
Murray	21,186.83	1,470.27	358.90	2,200.37	25,216.37
Muskogee	41,864.52	7,031.11	13,526.08	8,113.61	70,535.32
Noble	17,211.40	289.25	492.18	555.68	18,548.51
Nowata	16,481.75	1,302.95	958.15	1,673.89	20,416.74
Okfuskee	15,818.89	2,566.30	3,983.74	5,376.34	27,745.27
Oklahoma	26,087.56	1,238.54	3,478.90	4,856.93	35,661.93
Okmulgee	23,401.02	2,492.59	10,817.52	1,996.86	38,707.99
Osage	51,893.51	5,116.12	3,889.56	458.20	61,357.39
Ottawa	13,696.47	2,342.79	277.63	1,627.23	17,944.12
Pawnee	19,434.12	751.55	959.88	54.01	21,199.56
Payne	16,391.25	4,017.56	2,512.92	3,740.63	26,662.36
Pittsburg	24,498.10	886.24	1,639.88	1,728.41	28,752.63
Pontotoc	25,537.87	3,643.98	2,775.40	2,969.39	34,926.64
Pottawatomie	15,777.84	902.18	1,289.01	1,553.09	19,522.12
Pushmataha	19,295.05	148.02	802.20	700.53	20,945.80
Rogers	20,952.08	373.14	377.39	754.58	22,457.19
Roger Mills	10,540.75	344.77	490.05	336.24	11,711.81
Seminole	14,597.39	2,687.13	2,066.51	1,186.84	20,537.87
Sequoyah	21,078 39	796.44	596.62	781.64	23,253.09
Stephens	13,810.40	250.40	481.66	472.04	15,014.50
Texas	12,429.65	861.34	2,271.02	710.07	16,272.08
Tillman	17,143.65	1,893.13	2,026.93	173.20	21,236.91
Tulsa	15,616 50	2,337.83	5,336.86	4,965.03	28,256.22
Wagoner	15,706.86	1,027.15	2,605.95	417.89	19,757.85
Washington	11,693.00	216.65	2,855.17	1,161.24	15,926.06
Washita	11,981.80	448.07	180.74	456.81	13,067.42
Woods	18,299.25	1,527.96	713.45	1,418.03	21,958.69
Woodward	13,365.50	462.63	520.66	572.84	19,921.63
TOTAL	$1,399,240 98	100,316.86	132,216.00	106,615.80	1,738,389.64

SUMMARY BY PERCENT

Labor	80.5
Equipment—graders, tractors, plows, fresnos, etc	80.5
Material—Lumber, gravel, asphalt, oil, etc	7.6
Supplies & repairs—oil & gas, lubricants, blacksmithing, signs, etc	6.1
	100.0

Budget. At the beginning of each year each superintendent submits an estimate of the probable cost for maintenance during the coming year. These estimates are carefully checked and investigated and corrected by the Maintenance Engineer who in turn submits the entire estimate for the year to the State Highway Engineer. An appropriation to cover same is passed by the Commission. Strict compliance to this budget is enforced.

Marking. Oklahoma, together with all the other states in the Union has adopted the Standard System of Marking designed by the Joint Board of State Highway Officials. This applies to the shape and location of warning and caution signs, directional signs and route markers. We have marked all the state routes and are now engaged in erecting the U. S. Markers on Federal Routes and putting up the metal caution markers.



Troy Granite Gravel Construction near Welcetka in Okfuskee County.

STATEMENT
OF

REVENUES ACCRUING TO THE STATE HIGHWAY DEPARTMENT AND TOTAL APPORTIONMENT OF GASOLINE TAX AND AUTOMOBILE LICENSE FEES TO COUNTIES.

	1925	1926 11 months
Apportionment of Gasoline Tax to Counties	1,791,619.64	1,886,000.00
Apportionment of Auto License Fees to Counties	3,980,837.71	3,256,870.28
Revenues:		
Gasoline Tax	3,583,239.28	3,772,000.00
Auto License Fees	755,550.98	2,063,488.98
Federal Aid	3,304,128.70	1,918,850.80
County Deposits	3,088,104.15	2,531,914.93
Total Revenues	10,731,023.11	10,286,254.71

BALANCE SHEET DECEMBER 1, 1926.

	Dr.	Cr.
Cash:		
State Highway Const & Maint Fund	$ 1,870,540.22	
Highway Depository Account	1,005,324.64	
Estimate Accounts	17,121,843.25	
Liability Accounts:		
Balance due on State Aid Projects		$ 1,356,522.54
" " Federal Aid Projects		4,260,452.21
" " Maintenance		172,834.71
" " Administration		43,977 37
Total Liability Account		5,833,786.83
Resources:		
Fed. Aid Collected Trans. to SHCM Fund		1,918,850.80
" " " Depository Account		
County deposits Trans. to SHCM Fund		4,910,219.03
County Deposits—Depository Account		949,567.52
Automobile License Fees (40%)		2,063,488.98
Gasoline Tax (66 2/3%)		3,772,000.00
Blue Prints, Plans, Spec. Lists, etc.		10,788.89
Certificate of Title		9,475.00
Trans from old Dep Account to SHCM Fund		473,773.94
Interest on Depository Account		55,757.12
Total Receipts		14,163,921 28
Total	$19,997,708.11	19,997,708.11
Note: Federal Aid obligated by agreement, Uncollected		1,841,867.87

STATEMENT OF RECEIPT AND DISBURSEMENTS DECEMBER 1, 1926.

Account	Amounts
Receipts:	
Highway Depository Account	
Federal Aid Collected	$ 1,598,502.90
County Deposits	2,531,914.93
Interest	55,757.12
Transfers	601,017.14
Total Depository Account	4,787,192.09
State Highway Const & Maint Fund.	
Fed Aid Trans from Depository Account	1,918,850.80
County Dep Trans from Dep Account	825,726.74
Auto License Fees	2,063,488.98
Gasoline Tax	3,772,000.00
Blue Prints, Plans, Spec. Lists, etc.	10,788.89
Certificate of Title	9,475.00
Trans. from old Dep Account	1,780,024.13
Total SHCM Fund	10,380,354.54
Total Receipts—1926	15,167,546.63
" " —1925 (Not analyzed)	10,731,023.11
Disbursements:	
Highway Depository Account.	
Trans to SHCM Fund	2,909,033.85
Refunds to Counties	6,591.04
Claims paid	4,475 11
Trans to old SA Dep Account	432,416.18
" " " FA " "	167,879.46
Total Depository Account	3,520,395.64
State Highway Const & Maint Fund	
State Aid Construction	2,900,929.85
Federal Aid Construction	4,299,988.43
Maintenance	1,597,986.27

STATEMENT OF RECEIPT AND DISBURSEMENTS Dec. 1, 1926—Cont'd.

Account	Amounts
Administration:	
Engineers Office	135,474.19
Division "	69.724.61
License "	186.615.91
Drafting Room	60,189.05
Right of Way	31,732.43
Maintenance	122,286.44
Total SHCM Fund	9,404,927.18
Total Disbursements—1926	12,925,322.82
" " (Not analyzed) 1925	12,937,673.44

Note: An unexpended balance of $4,727,861.05 of 1924 revenue is not shown in figures representing Total Receipts 1925.

STATEMENT OF GASOLINE TAX APPORTIONMENT TO COUNTIES 1925-1926.

County	1925	11 Months 1926
Adair	$ 12,795.11	14,305.32
Alfalfa	19,209.56	19,335.27
Atoka	20,992.53	23,244.96
Beaver	28,407.77	31,102.37
Beckham	19,884.96	21,287.29
Blaine	18,819.16	20,027.43
Bryan	29,047.10	31,530.16
Caddo	31,045.44	33,414.28
Canadian	21,628.28	22,466.04
Carter	29,304.38	30,000.62
Cherokee	17,966.45	19,984.06
Choctaw	23,314.68	25,676.02
Cimarron	23,842.13	26,720.87
Cleveland	15,703.77	16,510.24
Coal	14,250.01	15,689.64
Comanche	25,201.95	27,269.69
Cotton	15,265.13	16,312.01
Craig	18,131.88	19,191.92
Creek	41,058.57	42,116.26
Custer	21,076.45	22,269.89
Delaware	15,320.75	17,236.14
Dewey	17,526.73	19,216.45
Ellis	20,181.72	21,975.65
Garfield	32,076.75	31,848.87
Garvin	24,470.18	26,243.70
Grady	29,356.56	30,887.00
Grant	20,742.77	20,976.07
Greer	14,856.71	16,113.99
Harmon	11,640.59	12,681.46
Harper	16,097.86	17,577.52
Haskell	15,535.42	17,373.82
Hughes	21,053.31	22,839.46
Jackson	19,288.53	20,862.91
Jefferson	17,411.88	18,631.79
Johnston	16,674.48	18,296.08
Kay	28,988.39	28,918.03
Kingfisher	18,679.37	19,376.76
Kiowa	23,590.60	25,164.88
Latimer	14,802.15	16,434.61
LeFlore	37,907 21	41,808.84
Lincoln	27,527.08	28,557.80
Logan	21,861.79	22,850.76
Love	11,463.15	12,517.39
McClain	15,317.89	16,623.20
McCurtain	38,607.38	43,394.95
McIntosh	19,979.24	21,892.69
Major	17,238.23	18,507.32
Marshall	11,661.36	12,517.37
Mayes	15,858.18	17,011.72
Murray	10,979.31	11,862.94

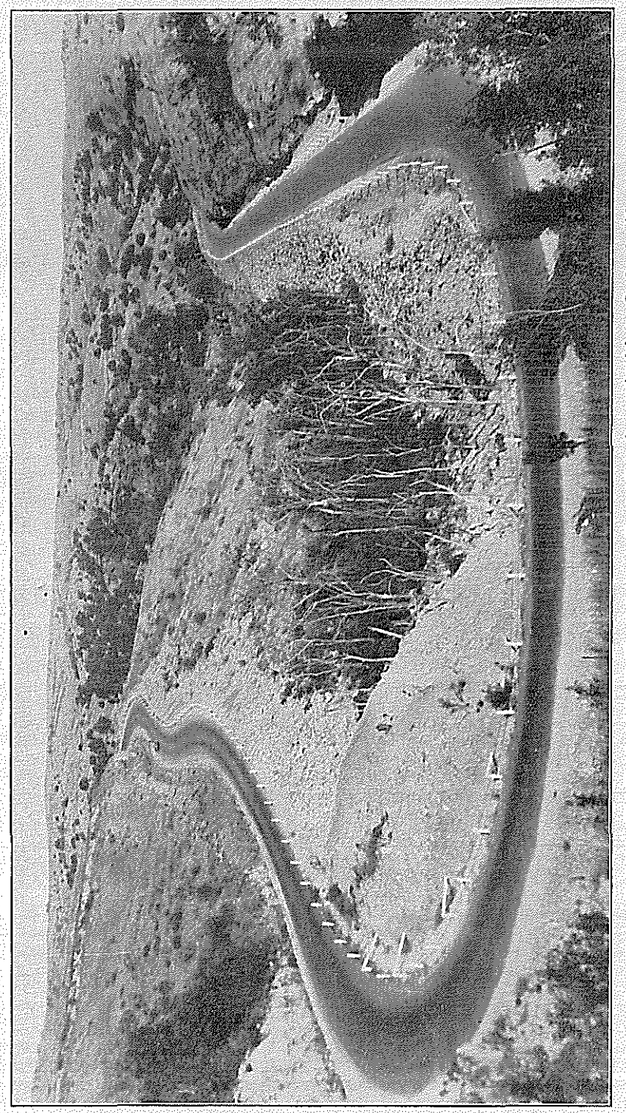
Muskogee	39,754.87	39,751.22
Noble	15,839.63	16,274.28
Nowata	14,500.36	15,352.04
Okfuskee	18,819.16	20,108.51
Oklahoma	69,068.73	63,814.68
Okmulgee	34,933.04	35,072.06
Osage	46 589.05	47,919.49
Ottawa	23,736.47	25,591.13
Pawnee	16,530.40	16,826.87
Payne	24,582.57	23,243.09
Pittsburg	39,717.85	43,046.06
Pontotoc	22,664.80	24,276.60
Pottawatomie	30,326 41	32,171.40
Pushmataha	24,527.36	27,567.66
Roger Mills	18,381.35	20,365.05
Rogers	17,002.42	17,828.37
Seminole	17,796.46	19,667.22
Sequoyah	20,247.57	21,866.31
Stephens	22,253.28	23,663.65
Texas	31,726.62	34,549.65
Tillman	20,996.62	21,975.67
Tulsa	65,030.73	58,633,82
Wagoner	16,528.25	17,338.01
Washington	19,159 20	18,326.27
Washita	22,444.29	24,003.13
Woods	22,857.40	24,457 67
Woodward	21 963.87	23,565.58
Totals	$1,791,619.64	1,886,000.00

STATEMENT OF APPORTIONMENT OF AUTOMOBILE LICENSE FEES TO COUNTIES 1925-1926

County	1925	Jan. 1, 1926 to Nov. 1, 1926
Adair	8,052.55	7,660.19
Alfalfa	40,251.59	31,471.76
Atoka	9,753.78	9,565.99
Beaver	24,848.58	20,165.41
Beckham	48,448.85	37,723.76
Blaine	32,601.07	25,079.99
Bryan	41,458.30	31,411.96
Caddo	77,039.56	63,352.72
Canadian	49,222.11	36,858.44
Carter	100,667.59	79,757.31
Cherokee	8,477.48	8,466.24
Choctaw	20,949.79	18,935.90
Cimarron	7,818.54	6,072.88
Cleveland	34,881.50	27,875.08
Coal	10,258.05	9,334.46
Comanche	52,899.93	40,446.85
Cotton	29,173.74	23,183.91
Craig	21,023.81	17,641.93

Creek	158,694.44	124,744.31
Custer	39,951.33	28,006.73
Delaware	8,258.58	7,529.46
Dewey	19,400.27	16,391.00
Ellis	18,601.28	16,916.91
Garfield	108,547.65	98,137.51
Garvin	41,186.14	32,277.74
Grady	65,321.92	57,725.08
Grant	43,964.25	35,645.32
Greer	35,098.33	26,593.62
Harmon	24,088.63	14,558.27
Harper	15,508.93	13,141.40
Haskell	12,540.77	11,082.72
Hughes	49,994.51	44,456.21
Jackson	56,244.87	40,647.46
Jefferson	26,179.63	19,022 34
Johnston	16,825.21	12,390.73
Kay	159,117.75	136,247.30
Kingfisher	35,058.58	27,344.98
Kiowa	52,971.00	40,215.00
Latimer	7,955 16	6,320.75
LeFlore	35,213.13	30 665.38
Lincoln	56,461.17	54,631.43
Logan	43,996.48	36,485.84
Love	14,737.06	10,462.58
McClain	23,075.81	18,018.55
McCurtain	26,840.92	24,109.17
McIntosh	20,471.65	19 007.20
Major	24,670.30	19,503 22
Marshall	13,957.40	9,847.03
Mayes	16,010.08	13,806.28
Murray	16,702.73	12,418.47
Muskogee	101,529.81	76,281.51
Noble	43,005.23	37 741.90
Nowata	23,609.23	19 772 41
Okfuskee	46,546.12	36,980.19
Oklahoma	345,280 56	283,785.65
Okmulgee	125,095.53	101 496.11
Osage	148 269 38	109,747.84
Ottawa	93 883.00	79,916.30
Pawnee	47,648.31	34 332 42
Payne	78,959 35	66,372.64
Pittsburg	55,112.36	46,062.57
Pontotoc	35,164.38	27,074.13
Pottawatomie	65,807.21	54,185.78
Pushmataha	11,326 88	11,882.13
Roger Mills	16,820.16	14,467.97
Rogers	25,584.41	21,251.08
Seminole	45,907.11	40 933 50
Sequoyah	13 532 75	13 866.92
Stephens	62,771.35	53 357.01
Texas	30,596.44	26,511.94
Tillman	59,796 46	42,074.23
Tulsa	389,743.89	339,835.26

Wagoner	20,641.29	16,826.82
Washington	69,283.42	59,437.69
Washita	55,744.58	36,247.92
Woods	36,502.36	29,924.89
Woodward	27,203.36	23,164.61
Totals	3,980,837.71	3,256,870.28



U. S. No. 77 built over Arbuckle Mountains near Turner Falls by convict labor. Surfaced with Rock Asphalt laid cold.

REPORT

of the

STATE HIGHWAY COMMISSION

FOR THE YEARS
1927 TO 1928 INCLUSIVE

to the

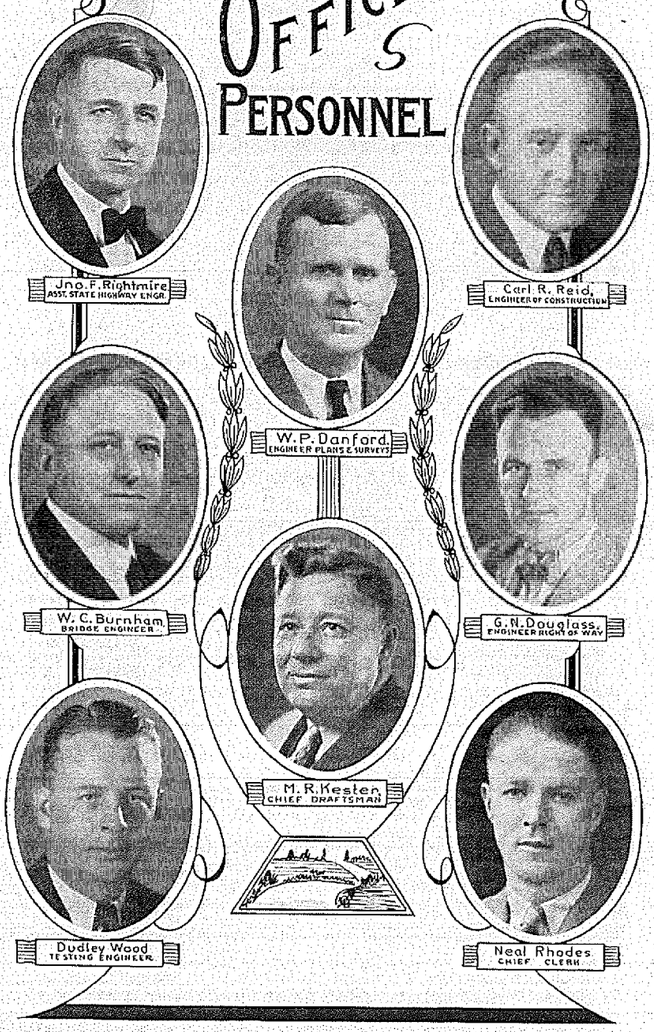
GOVERNOR *of* OKLAHOMA

OKLAHOMA CITY, OKLAHOMA
January 1, 1928



HON. HENRY S. JOHNSTON
Governor of Oklahoma

Office Personnel



Division Engineers



Chas. L. Wilson
TULSA DIV. No. 1



T. P. Clonts
MUSKOGEE DIV. No. 2



Geo. Whittenberg
McALESTER DIV. NO. 3



W. M. Trotter
ARDMORE DIV. NO. 4



L. C. Bernard
OKLAHOMA CITY DIV. NO. 5



W. H. Drover
LAWTON DIV. NO. 6



C. H. Rightmire
ENID DIV. NO. 7

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To the Honorable Henry S. Johnston, Governor of Oklahoma.

In pursuance of the provisions of the law, I have the honor to submit on behalf of the Oklahoma State Highway Commission, their report for the term ending December 1st, 1928.

I especially call your attention to the fact, that since this Commission has been in office, there has been completed 1260 miles of roads, including bridges, at a total cost of $15,950,-548.41; that 126 dangerous railroad crossings have been eliminated; that notwithstanding the great amount of construction work and additional miles of highway under maintenance, we have nearly 500 less employees on the payroll; that many improvements have been made in methods of accounting, bookkeeping, and daily balances, so that an intelligent audit may easily be made; and that on one Interstate and two state bridges the objectional toll has been removed.

With the increased traffic and the great demand for more improved roads, we find that the available funds are inadequate to meet said demands. I therefore trust that the Legislature will see their way clear to make some provision for more funds, so that the present generation may enjoy good roads.

Respectfully submitted,

State Highway Commission.

By H. W. Leininger, Chairman.

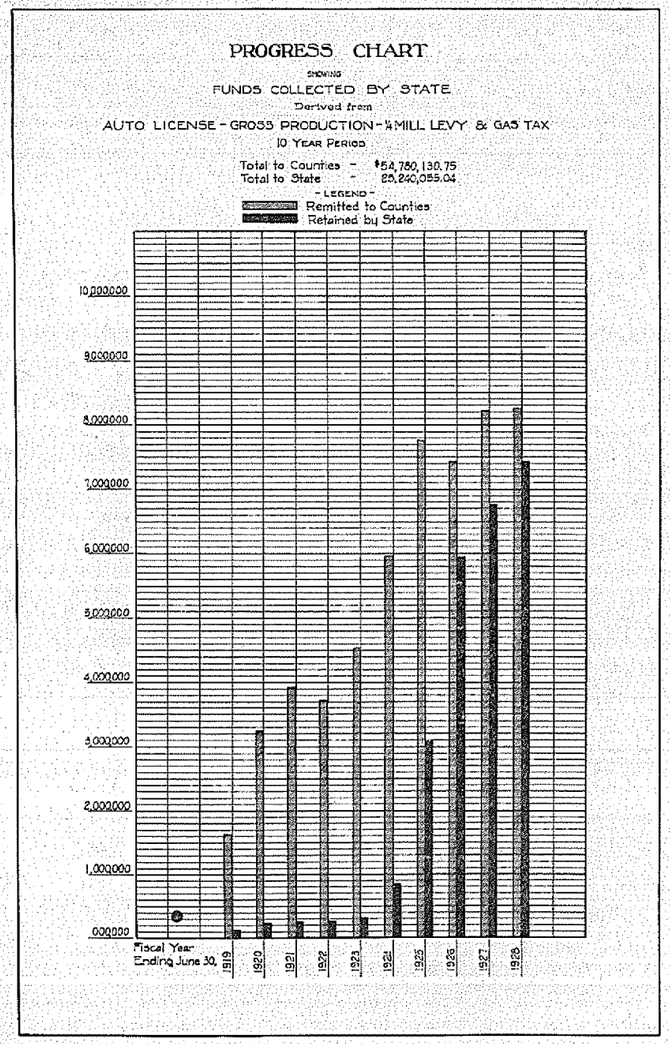
STATE HIGHWAY DEPARTMENT.

Report for Years 1927-1928

In the scheme of modern life rapid and efficient transportation is absolutely essential. Of the various modes of transportation, motor vehicle transportation on public highways now ranks second in importance in the United States and in the opinion of many economists it is of even greater importance than railroad transportation. It is, therefore, with a strong sense of responsibility that the Oklahoma State Highway Commission make this Report of their stewardship of the Oklahoma State Highway System which has been entrusted to their care during the past two years. It is fully realized that more citizens of the State are interested and vitally concerned in the operation of the State Highway Commission than any other Department of the State, and that more public income is handled by this Department than any other State Department. There is no question but that the need for State road improvement on the part of the public now far exceeds the financial ability of the Highway Commission to supply the demand. To meet this demand as far as financially possible, has required most careful planning and the fixing of certain general policies, which, while they have not entirely met the situation, have made possible greater progress than has ever been heretofore recorded.

In the first place, the development of a State Highway System requires continuity of policy and long time planning. Hence, the Commission has no radical reforms to record in the way of handling the work entrusted to it—it has carried on a continuous program and has continued agreements entered into in the past under previous Administrations. In the second place, it has applied all available funds possible to the further improvement of the State Highway System. In line with this policy it has set aside from the funds available the absolute minimum amounts for maintenance, general administration, and other overhead items and reserved the maximum amount possible for contract construction. An effort has been made to hasten the completion of all-weather surfacing on the principal main traveled routes across the State, at the same time recognizing that other State roads are of importance to the local communities. In pursuance of this policy, it has attempted to start as soon as possible a reasonable program of construction in Counties which have voted bond issues for their share of the cost of constructing State Highways and to maintain a reasonable program of construction until the agreement between the County and the State has been fulfilled.

There are four sources of revenue for the State Highway Commission. The State's share of the automobile license fees, 40% of the total, amounts to about $2,800,000.00; and the State's



share of the excise tax on gasoline, two-thirds of total collected, amounts to $5,000,000.00 These two sources are the basis of the State Highway Construction and Maintenance Fund as named in the law. From them must come all expenses of maintenance, reconstruction, administration, and other general and office expenses. In addition to these the State has been getting an allotment of about $1,750,000.00 annually from the Congressional appropriation for Federal Aid and contributions totaling from $3,000,000.00 to $4,000,000.00 from Counties of the State. These last named funds can be used for construction only and then only in accordance with prior agreements between the State and the Federal Government on the one hand, and the State and Counties on the other.

The total funds made available by the State for expenditure on the State roads has shown a moderate and normal increase from year to year and yet the amount of construction work done in this biennial period has been in far greater proportion than the increase in revenue. This accomplishment has been possible for two reasons: First, the hearty co-operation and financial assistance received from the County Governments of the State and, Second, the greater efficiency and economy in handling of the funds available. The Commission has established the Budget System for the control of their Revenue and have insisted on close supervision of expenditures for wages, supplies, and materials. A great deal of duplication of duties of employees has been eliminated, divisions and their functions combined, wasteful force account construction eliminated, engineering knowledge applied to the problems of maintenance, unnecessary employees dropped from the pay roll, programs of construction planned ahead so as to keep a continuous volume of work under way, and altogether a thoroughly business-like and efficient management of all of the affairs of the Commission instituted. As a result of this sort of planning and management, there has been a gradual lowering of prices obtained on the more expensive types of surfacing and it is not without reason to assume that this is due in some measure to the policy of the Commission in building some mileage of more than one type of so-called hard surface pavement, thereby securing keener competition in materials as well as among constructors.

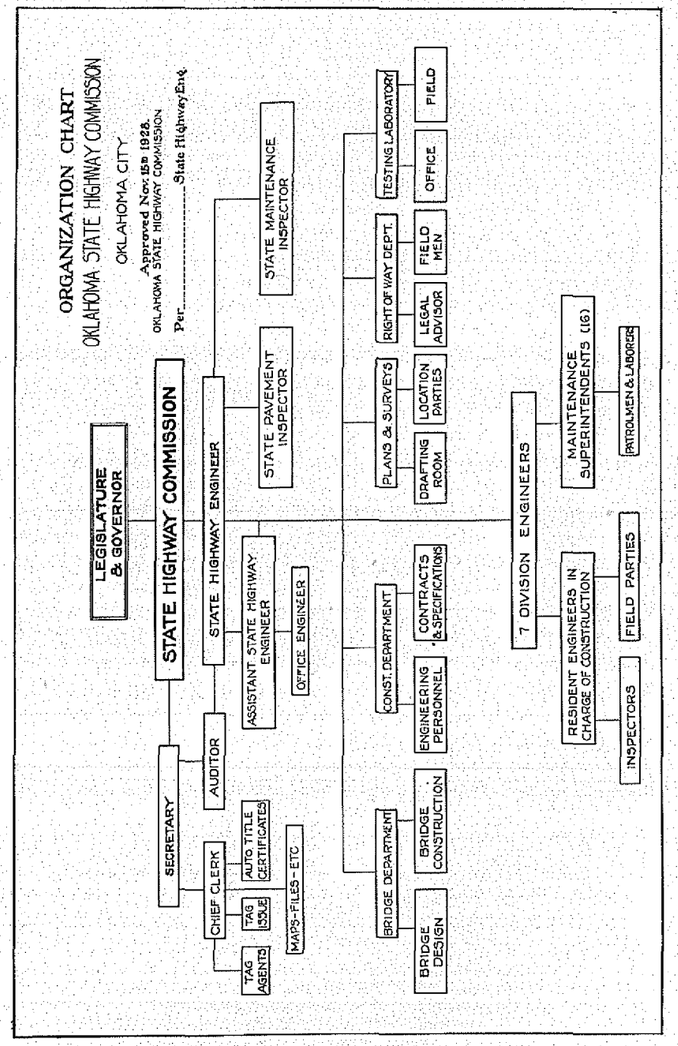
The law places with the Highway Commission the responsibility of issuing automobile licenses, certificates of title, the collection of the fees for the same, and the distribution of said fees in accordance with law to the Counties and the State High-

way Construction and Maintenance Fund. While the State funds allotted by law to the Highway Commission are deposited with the State Treasurer, the Commission maintains an Auditing Department for auditing of all accounts of receipts and expenditures. County funds deposited for construction passing through this Department are deposited with the State Treasurer in a separate depository account. Most of this money is expended through the Engineering Department in the construction and maintenance of the designated system. The law also vests the State Highway Commission with complete authority as to the designation of the roads which shall constitute what is known as the State Highway System.

The accompanying chart shows in a pictorial way the scheme of organization through which the various functions of the State Highway Commission operate. The public has little conception of the detailed care and steps necessary in the improvement by contract of a road so as to comply with the law, with the regulations of the Bureau of Public Roads and in the interest of safeguarding the expenditure of public funds. A brief statement of this routine is given as follows.

A route inspection is first made by the Division Engineer, usually in company with the Chief of Plans and Surveys and a representative of the Bureau of Public Roads, and a preliminary location for the road to be improved is picked which will best serve the people of the locality through which the road passes and fit in best with the present and future development of the State System. Drainage conditions, bridge sites, shortening of distance, safety and convenience of travel, and many other Engineering considerations enter into the final decision as to the general route to be taken. An appropriation is then made to cover the cost of the necessary surveys which furnish not only data as to the exact location, but also the drainage areas of all bridges and culverts, soundings for bridge foundations, new right-of-way required, abstract of property owners and land titles, topography, profile and cross-sections. These field notes are sent to the central office where they are worked up in the shape of plans in the Drafting Room. The alignment and profile plans, when they have been completed, are then returned to the Division Engineer for what is known as a "plan-in-hand" inspection. The entire route is walked over, width of right-of-way necessary determined, drainage is particularly checked up to see that it is adequate and properly placed and pencil notations made on the plans, showing corrections in grade and alignment. Soundings are also made to determine the character of

material which will be excavated in the construction of the grading. These plans are then returned to the central office and are completed with the corrections noted. The cubic yards of earth,



loose rock or solid rock excavation, cubic yards of embankment, the cubic yards of the various classes of concrete needed in the culverts and the small drainage structures are computed and estimate of cost made. The bridges are designed and an estimate of the quantities of the various materials necessary to build them computed. In case Federal Aid is requested for part of the cost of this construction, these completed plans and specifications are submitted through channels of the Bureau of Public Roads for approval, correction, and the preparation of a project agreement. The abstract of property owners and the plans are turned over to the Right-of-Way Department which secures the necessary land easements to be occupied by the Highway, either by agreement or by appraisal, and condemnation in accordance with law. Not until all of these preliminary steps have been taken is it possible to advertise for bids for construction. Advertisements for the construction are published, proposal blanks prepared, the time limit in which the work is to be completed fixed and bids are received at a given date and hour by the Highway Commission and then opened and read publicly. All contractors submitting bids are required to file with the Commission a sworn financial statement, giving a complete summary of their assets and liabilities, and a full and complete statement of their experience in the construction of work of a character similar to that on which they are bidding. With their proposal blank they are also required to state the amount and kind of equipment that they will agree to put on the job they bid upon if the same is awarded to them. These qualifications are carefully looked into by the Commission and are of valuable assistance in determining the lowest responsible bidder on any given project. Contract is awarded by the Commission to the lowest responsible bidder.

It is then necessary for the central office to prepare the contract in accordance with the bids submitted by the successful bidder and turn them over to him for signature and the securing of surety bond. After the contract and bond have been executed by the contractor and surety company, they are returned and the Highway Commission approves the bond and signs the contract in the name of the State. The signed contracts are then submitted to the Attorney General for his approval and the work order is issued thereafter. This Commission has established a rule not to sign a contract until all right-of-way has been secured and any funds agreed to be contributed by the County have been deposited. This has been a means of expediting the work as well as saving endless controversy after the work begins.

The actual construction work is in charge of the Resident Engineer who reports, and is accountable, to the Division Engineer in the Engineering District in which the work is being done. It is supervised from the main office by the Bridge Engineer, the Construction Engineer and the Testing Engineer. In case of Federal Aid Projects, the Bureau of Public Roads' field engineers make periodical inspections and reports on the progress of the work. Under the Resident Engineer are the engineers and inspectors necessary to lay out the work and to see that it is done in accordance with the original plans, specifications and contract. In the case of structures or paving, involving the incorporating of certain raw materials in the field into a finished structure, careful control and inspection is maintained throughout. Complete control of every step in the construction process is maintained through the field inspection and field and laboratory tests.

It is the general policy of the Commission to construct the bridges, culverts and grade the road at least a year prior to the placing of any permanent surfacing thereon; but in several instances where the demands of traffic and the importance of a road from a traffic standpoint, as well as the character of the soil and the amount of grading to be done, made it possible, the pavement slab has been laid immediately following the grading of the road or as one contract. In this way the public has been inconvenienced to the least possible extent and a finished road delivered to them in a shorter time than has ever been done before. Such a procedure is only possible, of course, under favorable circumstances of soil and topography.

The mileage of graded earth road constructed each year considerably exceeds the mileage of paving laid. The unimproved dirt road is a source of great annoyance and expense. It is easily damaged by heavy rains and floods and it usually includes many unsafe features, such as narrow bridges, sharp turns or railway grade crossings, the elimination of which make for greater ease and safety in travel.

A well located, well drained, uniform width dirt road is much less expensive to maintain as a dirt road than one which has not been improved. At the same time, any dirt road is an unsafe proposition and is seriously affected by the changing seasons and by increasing traffic. The only solution to the maintenance of a satisfactory road on the main traveled highways of Oklahoma is some form of hard-surfaced paving and it is regretable that lack of funds have prevented the Highway Commission from building more pavement than it has. To

temporarily improve the graded earth road surface, a very considerable mileage of this type, as built, has been lightly coated with a two or three inch layer of gravel. This fine gravel works into the earth road bed and forms a crust which prevents excessive rutting of the road bed in wet weather and makes a uniform, smooth surface easier to maintain. This Commission has done more of this class of work than any previous Commission and believes that it is money well expended even though this surface coating must of necessity be replaced after two or three years. It is, of course, not paving in any sense of the word and is classed as maintenance gravel.

Attention is also invited to the operation of the two prison camps in the State where considerable sections of State Highways are built through the use of convict labor from the State Penitentiary at McAlester. This work has been done economically and under the scheme of operation pursued has cost the State less than if the same had been done by contract construction. Attention is particularly invited to the more detailed report on the operation of these camps.

After the contract for construction of any piece of road has been completed, finally accepted and paid for, the maintenance department enters upon it again and takes charge of its upkeep. The entire State System, including both the improved and the unimproved mileage of roads, is under a patrol system of maintenance. The patrolmen and laborers working on the road report directly to their Maintenance Superintendent who in turn reports to the Division Engineer. This is a change in organization put into force and effect by the present Highway Commission and attention is particularly invited to the section in this report giving in more detail the operation of this very important division.

Early in 1927, when the present Commission took office, practically all construction work on State Highways was tied up by Court Injunction which involved the legality of allowing the contractor to fix the time in his proposal blank within which he would complete the contract awarded him. The Supreme Court of the State ruled that, time being an essence of the contract, bidders were not on an equal competitive basis unless all were bidding on completing the work within the same time limit and that, therefore, the State should fix the time within which the work was to be done before bids were received. The wisdom of this decision and its effect on construction work in the State has been borne out in the past year and a half. Contractors who are not equipped to carry through the work they bid upon in a business-

nesslike manner or who have other work in hand which would interfere with their constructing the work advertised within a reasonable time, no longer submit bids on given projects. The Commission, on the other hand, has distributed the lettings of contracts periodically throughout the year so that a contractor does not feel that he is obliged to load up with a full year's work at one letting and then drag out its construction over a twelve months' period.

Contract construction work has been completed more rapidly and in greater volume and with less controversy than at any time in the past. This has been a direct saving to the Highway Commission in the cost of Engineering and an immeasurable saving to the users of the Highways in being able to turn over completed work in the shortest space of time and discontinuing detours. The program of construction and the rapidity with which it has been carried on would have been impossible without the co-operation of the producers of the materials entering into said construction and the contractors who have undertaken to do the work. The material producer or contractor, who, through accumulated experience, has developed an organization of skilled employees and invested large sums in modern machinery and equipment for the special purpose of Highway construction, is a necessary and distinct asset to any State undertaking a considerable program of Highway building.

AUTO REGISTRATION DIVISION

The organization of the State Highway Department was commenced August 15, 1915, by order of Honorable Robert L. Williams, Governor. George B. Noble, of Poteau was named Commissioner of Highways and was assisted by A. N. Leecraft of Colvert, who at that time was Secretary to Governor Williams. The personnel consisted of George B. Noble, Commissioner; Miss Mae Sensabaugh, Cashier, Secretary and Stenographer; and W. P. Danford, Assistant State Engineer.

No funds were provided for office furniture, postage or supplies and the supplies and material used was contributed by various other State Departments. The office was located in the Mercantile Building in Oklahoma City, where the Department occupied two rooms, one 8x12 and the other 12x12. Opposition on the part of County Commissioners was almost universal but was gradually overcome. Larger quarters were soon deemed necessary on account of the increase in business, and the office was moved to the Campbell Building in the early part of 1916. In June, 1917, the office was moved to the Basement of the Capitol

Building, no provision having been made for necessary quarters when designing the Capitol for the reason that at that time few persons realized the importance to the State of the State Highway Department.

The growth of the Department is reflected to some extent by the fact that during the year 1927, $5,700,370.08 was collected from automobile tax alone and for the first nine months of 1928, automobile tax collections amounted to $5,769,502.91. License tax collections are now apportioned on a basis of 60% to the County in which the application originates, and 40% to the State Highway Commission, 15% of the County's portion being retained by the City or Town in which the owner of the motor vehicle resides.

Numerous improvements in the system of conducting the office have recently been inaugurated. For one thing, a Department Cashier was appointed September 1, 1928, who is under a $25,000.00 bond and whose duty it is to keep a record of all receipts and disbursements, to compile a daily statement not later than nine o'clock each morning covering all transactions of the previous day, and to prepare an additional statement showing from what sources all funds are derived. Believing that the taxpayers of the State, as stockholders in the Highway Department, are entitled to be kept fully advised, a plan has recently been adopted whereby statements are posted showing the exact condition of the affairs of the Department at the close of business on the previous day, one statement being posted in the office of the State Highway Commission and another on the main floor at the State Capitol, so that the public may be informed.

Prior to September 1st, 1928, no one person was held responsible for cash received by the Commission. An audit of the Cashier's window in the office of the State Highway Commission has been made to December 31st, 1927. This audit was prepared by George J. Mechling, Certified Public Accountant and former State Examiner and Inspector, under the direction and supervision of C. W. Parkinson, General Auditor for the State Highway Commission. This audit reflects a shortage of $10.03 for the period ending December 31st, 1927. Another audit has recently been completed of the Cashier's window from January 1st, 1928, to June 30, 1928, showing that $5,577,984.17 was received by the Cashier during the period audited and that discrepancies amounted to $204.40. It is the duty of the Cashier under the present system to keep a complete record of all receipts and disbursements and he is the only person in the Department authorized to receive money. Five audits of the Cashier's window have been made since September 1st, 1928. These are made at irregular intervals without notice to the Cashier and a written report is made to the Secretary of the condition of his office as soon as the audit is completed.

Until recently a very inefficient and unsatisfactory method of Bookkeeping was in effect in this office. No satisfactory record was kept on the License Tax Collectors in the various counties, and it was impossible to ascertain how many license plates were in the office or in the hands of the various agents. This resulted in numerous shortages throughout the State, some of which were of considerable size, and also resulted in much criticism as to the efficiency of this office. We believe that the records will disclose that the system now in use is a great improvement over the old method.

We now have one hundred and thirty License Tax Collectors in the State who show total discrepancies in their current (1928) accounts of $20.07. One other agent shows a shortage of $290.48 due to a bank failure and another shows a shortage of $697.10 due to an alleged robbery. Both of the above shortages are covered by Surety Bonds, and these cases have been referred to the Attorney General for such action as in his judgment is necessary for the protection of the State's interest. All agents are required to file tri-monthly reports and to make remittances covering such reports. When their reports and remittances are not received within a reasonable time their contracts are cancelled.

Numerous small details enter into the Bookkeeping, Checking, Filing, Shipping and Stolen Car Departments. The agents' tri-monthly reports are received by the Bookkeepers and after being checked the reports are passed to the checking table where they are re-checked and distributed to the different departments. The Bookkeepers keep an accurate account of each agent and if errors occur they are immediately notified and required to make corrections. The reports are passed from the Bookkeepers to the Checking Department where they are again checked for correct tag, title and motor numbers, and if errors are found they are called to the attention of the head of the Department and correspondence instituted with the agents for their correction. Later these applications for title are passed to the statistician who prepares reports that are sold throughout the state. This department is self-supporting and operates on revenue derived from its sales.

Our title files consist of three hundred and eighty-three

title books and this is indeed a very important Department. More than five hundred thousand applications each year pass through the hands of the employees in the County File Department.

All supplies and all shipments to Agents throughout the State are handled by the shipping department and it is also its duty to handle all mail.

The Stolen Car Department was authorized by the 1925 session of the Legislature for the purpose of assisting owners in locating motor vehicles that have been stolen and to furnish other information to the public. This department has also recently taken charge of the Enforcement Division in the matter of collection of delinquent tax on motor vehicles and, in addition to this, has perfected the system known as the inter-locking system, participated in by several states.

Daily publication of motor numbers and make of cars is sent out each afternoon at four o'clock through the Peace Officers' Bulletin reaching all sheriffs and Chief of Police offices within twenty-four hours after they have been reported to this Department. Two thousand officers in the states of Arkansas, Arizona, Kansas, Colorado. Missouri, New Mexico, Montana, Idaho, Texas and Oklahoma receive this daily report and it has been supported to the extent that it has justified the Insurance Companies in reducing their rates on fire and theft insurance 18%.

The record of the Department on recoveries of stolen vehicles is the best in the history of the Department, and the number of stolen tags has been greatly reduced. In previous years twenty-five to thirty-five thousand tags have been lost or mutilated. During the year of 1928, the records disclose 6,532 applications for duplicate tags.

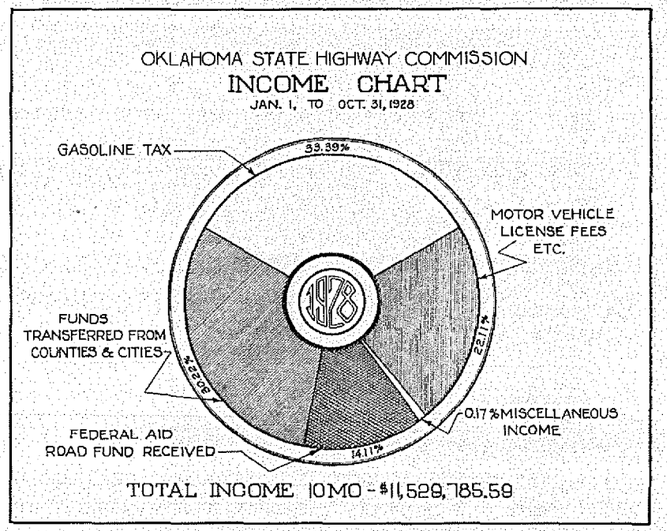
The number of employees in the License Tax Department has been materially reduced, the payroll for October showing a reduction of $2,024.02 over the payroll of June.

The quarters now being occupied as general offices is a matter of much concern. They are very unsatisfactory as all light and ventilation is of necessity artificial. Employees are further handicapped on account of the crowded condition of the office, and the lack of any office privacy for the heads of the various departments seriously handicaps their efficiency. A plan is now under way to take over the space occupied in the Basement by the Historical Society, and while this will furnish additional space, it will not make actual working conditions much more satisfactory.

ACCOUNTING DIVISION

New methods have been placed in operation to facilitate handling the vast amount of detail brought about by the large increase in construction and maintenance work. Claim forms have been revised so that one claim is now used in carrying amounts chargeable to several projects. This change alone has greatly decreased the number of claims to be acted upon by the Commission and in the number of warrants issued, reflecting a decrease in cost of operation of the accounting department and more careful supervision of expenditures. Changes are contemplated in the form of project ledger sheets to eliminate all unnecessary detail now recorded.

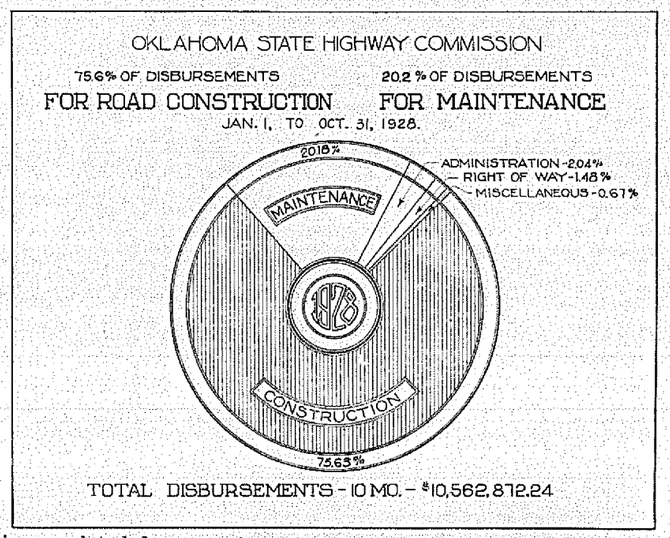
All financial transactions are budgeted, estimates are made of income from all sources and appropriations made for the various departments. An appropriation must be approved by the State Highway Commission before expenditures can be made on any project or for any department of the Commission.



On January 1, 19299, a uniform system of inventories of property and supplies, together with a method of maintaining an accurate control of such property, will be installed and placed in operation. This will not only reflect the quantity of articles on hand but also the present value, these values to be shown in the Balance Sheets and Financial Statements of the State Highway

Commission. A depreciation account can then be set up and worn out equipment replaced from this account.

In the past, accounts reflecting financial transactions and agreements with the Counties have not been analyzed or reports furnished the State Highway Commission or County Officials. Agreements were made with Counties in the financing of road construction and upon completion or on fulfillment of the contract an audit should have been made setting forth the total cost, County funds, and State and Federal funds contributed, and the apportionment of the total cost between the State and County Government. Several audits of this character have been made, copies being forwarded to the Counties interested in the projects or road construction. In preparing these audits it has been necessary to go back over the books to the inception of the State Highway Department and in Counties where a large amount of road work has been done, the resulting audit has consequently been voluminous and complicated. As fast as the audit



is completed for any given County, a copy is forwarded to the County Commissioners for checking with their records. Due to the laxity with which County and State funds have been handled in the past, the result of the audits so far completed have usually shown a balance due the State by the County according to the original or amended agreements. All past and current projects

are now being audited and reports submitted as soon as completed. Hereafter, statements will be submitted to the County Officials, of all projects, immediately after construction work has been completed.

The auditing division of the Engineering Department and Tag Division has been merged, resulting in one department auditing all expenditures of the State Highway Construction and Maintenance Fund and the collection of automobile license fees through agents of the Commission or by the Cashier's office. All 1927 accounts of tag and title collections have been audited and reports filed. In some instances, the accounts of agents and the Cashier have been audited for the years 1926 and 1928.

A complete up-to-date list of all employees of the Highway Commission, including temporary or emergency men employed on road maintenance, showing name, residence, position, date of employment and rate of pay, is now maintained in the auditor's office. Payrolls submitted can be checked both as to amounts and authority for the employment.

THE ENGINEERING DEPARTMENT

Construction and maintenance activities of the Commission are handled through the State Highway Engineer. The State Highway Engineer is assisted in his work by the Assistant State Highway Engineer who has general supervision of the office activities and acts for the State Highway Engineer in his absence; the Bridge Engineer, who has general supervision of the location of structures over the major streams of the State, the preparation of all bridge and culvert plans, railroad grade separations, and acts in a consulting capacity on bridge construction; the Construction Engineer, who handles all the details incidental to the receiving of bids and letting of contracts, employment and placing of the engineering personnel in the field, and acts in a consulting capacity on construction work; the Engineer of Plans and Surveys, who has general supervision of all location surveys through his locating parties and Resident Engineers temporarily assigned for short surveys or relocation work and also has charge of the preparation of plans in the drafting room; the Auditor, who records and checks the receipts and detailed expenditures and advises on the present and future revenue and the present uncompleted obligations; the Right-of-Way Engineer, who takes care of all matters pertaining to rights-of-way necessary for the construction and improvement of the highway, including checking of ownerships, preparation of easements, securing of easements, condemnation suits, etc.; the Testing En-

gineer whose duty it is to see that all materials entering into construction conform to the requirements of the State Highway Specifications; and the seven Division Engineers who keep direct supervision of construction through the Resident Engineers and field parties, and of Maintenance through the Maintenance Superintendents and patrolmen in the district of which they are in charge. The engineering supervision of the construction work being done by the convicts at the two State Prison Camps also comes within the province of the Division Engineers in whose territory such camps are located.

SURVEYS AND PLANS

By 1927 the volume of road work in Oklahoma had reached sufficient proportions to justify the separation of construction supervision from other necessary preliminary work, and the employment of a Construction Engineer enabled the Engineer of Plans and Surveys to devote his entire time to the consideration of the work that must precede construction. To the Engineer of Plans and Surveys is allotted the task of finding the road location which will give the greatest service for the least possible cost. Commencing at the time a tentative location for a highway is first suggested, ending when the contract is let, and including the items of preliminary route inspections, preliminary surveys of one or more routes, final locations and the completion of preliminary and final plans, his work is one of necessary preparation. He should be given every facility for this important task and be freed from the influence of local interests so that the final selection of a route will be of permanent and increasing value to all the users of the road.

To facilitate this work, which had been formerly under the general direction of the Division Engineers whose time was largely devoted to construction, it was necessary to devise a plan that would permit the Engineer of Plans and Surveys to have active control of all work in this connection. This was accomplished by separating the estimate for surveys and plans from construction in the annual budget. Costs of surveys are now paid from funds specifically appropriated and set aside by the Highway Commission for that purpose.

When a survey is contemplated a preliminary route inspection and a written report is made by the Engineer of Plans and Surveys, or by the Division Engineer in whose district the work is to be done, or both together, the report being accompanied by a route map, showing recommended and alternate routes. This is for the information of the Highway Commission and the

guidance of the locating party. Based on an estimate of cost of the survey, authority is given by the Highway Commission for the expenditure and the survey proceeds under the general direction of the Engineer of Plans and Surveys and local supervision by a Division Engineer. Four regular survey parties are engaged in this work exclusively and they are supplemented by from ten to fourteen Resident Engineers who are used on location when construction work is not in progress. Parties usually consist of a Chief of Party, an instrumentman, a rodman and one or more chainmen, with extra axeman provided when necessary. Delivery bodied trucks are used, as a rule, for transportation and the party is provided the necessary instruments to complete all preliminary investigations, including bridge soundings. Upon completion of the survey the following information is transmitted to the central office.

Transit, level and cross-section books, properly numbered and indexed and accompanied by the completed "Survey Questionnaire."

A pencil drawing, scale about 400 feet to the inch, showing the center line alignment, with curve data, drainage areas under 640 acres, land lines and ties and property owners.

A pencil profile, showing the ground line and recommended grade line.

Maps of all towns through which the survey passes.

A general report by the Chief of Party, including his recommendations as to the size of structures.

The number of miles surveyed and plans prepared and cost of same during the past two years are as follows:

SUMMARY

Surveys—January 1, 1927, to November 20, 1928

Year	Total Miles	Total Cost	Average Cost per mile
1927	601.79	68,922.55	114.52
1928	665.39	62,586.39	94.06
Total completed	1,267.18	131,508.94	
In progress	315.50		
Total miles	1,582.68		

Outside of preliminary drawings, accompanying the notes from the field parties, all plans are completed in the central office under the direction of the Chief Draftsman, assisted by "Squad Bosses," each of the latter supervising the work of about five men. The drawing room is fully equipped with an electrical

blue print machine and other economical methods of reproduction to meet requirements.

A State Road Map, showing the condition of all parts of the State Highways, is compiled every six months and these are available for free distribution to the public.

According to Chapter 105, Oklahoma Session Laws of 1927, the State Highway Commission is directed by the Legislature to co-operate with the Federal Government in the completion of the topographical mapping of the entire State and is authorized to appropriate not to exceed $15,000.00 annually, to be matched by Federal appropriation, to finance this work which is performed by specially trained Engineers in the employ of the U. S. Geological Survey. Including old topographical work, approximately forty per cent of the State has been covered and satisfactory progress is being made on the remainder, work now under way being mostly in the oil fields. Table No. 15 shows a detailed report of the work accomplished under this head during this bienniel.

The Oklahoma Geological Survey, Dr. Chas. N. Gould, Director, in co-operation with the State Highway Commission, has completed a rather detailed study of the undeveloped natural road materials in the area of southwestern Oklahoma covering about 150 townships and embraced within twelve counties. This work is of great value to the Highway Commission and a printed report of the investigations may be obtained by application to the Oklahoma Geological Survey at Norman, Oklahoma, care of the State University.

RIGHT-OF-WAY DIVISION

The act of March, 1924, which created the Highway Commission, provided for the exercise of the right of eminent domain in securing right-of-way and provided funds therefore. At first, each engineer in charge of a project secured the right-of-way necessary but it soon became necessary to centralize this work and an Engineer of Right-of-Way was appointed in June, 1925, and under his direction a department was organized. At the start, the Commission awarded contracts and issued work orders before all the right-of-way was secured. This practice caused considerable confusion. The contractor was often held up by not being able to enter upon new locations where right-of-way had not been secured and, therefore, was unable to complete the project within the time limit specified. The present Highway Commission, by planning its construction program aims well in advance and by distributing its contract lettings throughout

the year, has been able to reduce the number of employees. It also adopted the policy of not issuing a work order on a project where a contract had been awarded until all of the right-of-way was secured, thus eliminating one of the big causes of delay in completing work within the specified time. The next step which the Commission is expecting to take is not to advertise for bids on any project until all the right-of-way has been secured. It is believed that such a policy will lower the average cost of right-of-way and expedite road construction rather than retard it.

In securing rights-of-way the easements are prepared and a department right-of-way agent goes to the locality and endeavors to secure the right-of-way by dealing direct with the land owners. County Commissioners and local citizens interested in the particular project often render invaluable assistance in this work. The property owners are interviewed and an amicable settlement is made where possible. As soon as all of the owners have been interviewed, all papers are returned to the central office. In the case of non-resident owners, an offer is made by letter. In case of restricted Indian land, or land under the jurisdiction of the State School Land Commission, proper application is made to the Indian Department or State School Land Commission. Where an amicable settlement cannot be made, condemnation proceedings are instituted. If the award of the appraisers appears to be exhorbitant to the Department a demand for a jury trial is filed in the district court and the question of damages is thus finally determined.

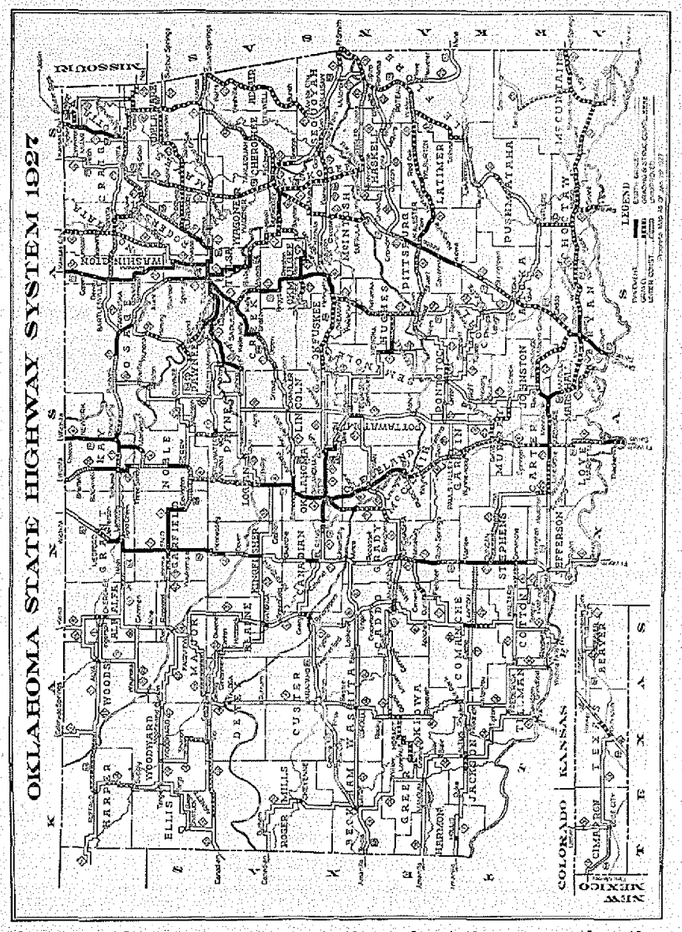
Experience and observation has shown the desirability of extending the right of eminent domain to include permanent camp sites and unobstructed view at dangerous curves, highway intersections and railway grade crossings, and some provision should be made whereby benefits to property could be taken into account in condemnation proceedings.

CONSTRUCTION DIVISION

After the plans for any particular project of highway construction have been completed the Construction Engineer prepares a statement of the estimated cost of the construction and in case Federal Aid is to be requested for payment of part of this cost, the plans, specifications and estimate are forwarded to the Bureau of Public Roads for checking and approval. When these have been approved and the Bureau of Public Roads indicates that they will allot Federal Aid on the estimated cost of the improvement, the work is ready for advertisement for bids. In

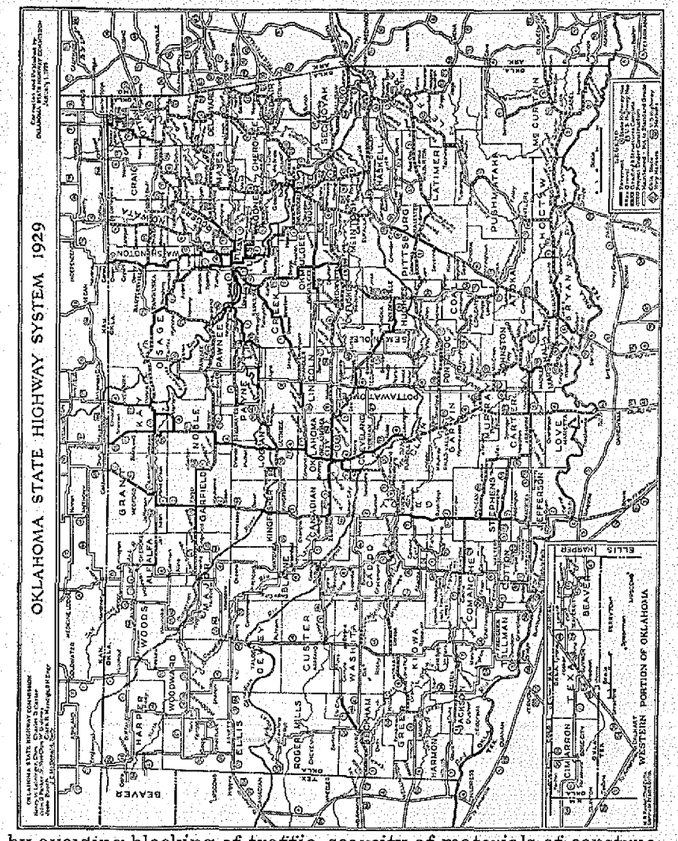
case the improvement is to be built without Federal Aid the same procedure is followed except that the plans and estimate are not submitted to the Bureau of Public Roads.

It has been the policy of the State Highway Commission to distribute the volume of construction work on which bids are to



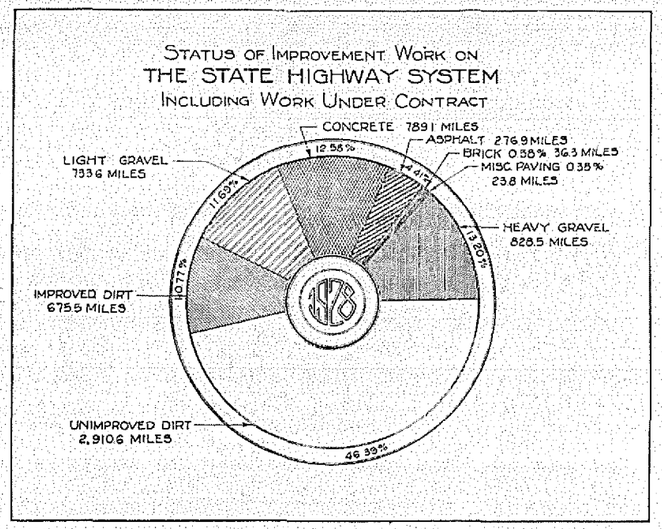
be received at regular intervals throughout the year rather than to have an excessive volume of work advertised at one time; sec-

ond, to distribute the character of work advertised at each letting between paving, bridge work and grading so that a more or less constant volume of such work may be under way at all seasons of the year; and third, to distribute the construction work on State Highways over the various sections of the State, there-



by avoiding blocking of traffic, scarcity of materials of construction and making the handling of the field inspection work easier, cheaper and more efficient. The Construction Engineer prepares the necessary legal advertisement after the State Highway Commission has determined the projects to be included at the next letting, and also prepares the proposal blanks and "Notice

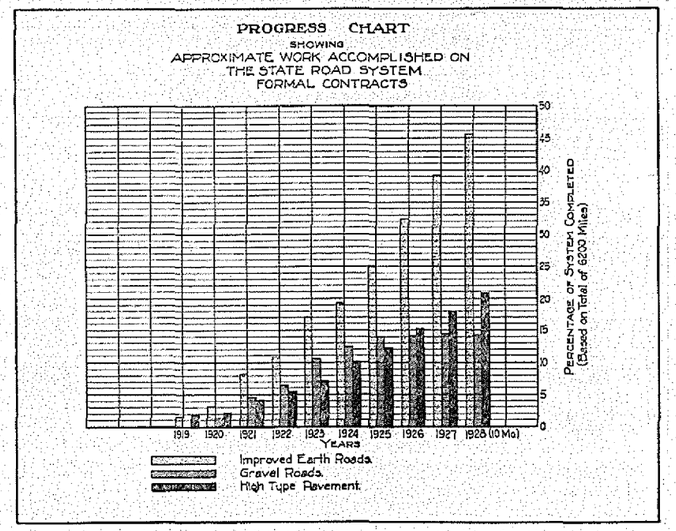
to Contractors." Bids are received on the designated date and hour, opened by the Sate Highway Commission and publicly read. The State Highway Commission awards the contracts to the lowest, responsible bidder and copies of the contract and bonds are then prepared on that basis for signature of the successful bidder. When these forms have been properly executed and signed by the State Highway Commission they are submitted to the Attorney General for his approval. If all other agreements concerning the financing of the work have been fulfilled



and right-of-way has been secured, the Engineering Department issues a work order and the contractor is permitted to proceed with construction.

The engineering supervision of construction is directly under a Resident Engineer who is assisted by necessary instrumentmen and inspectors. The usual force on a paving project consists of a Resident Engineer, a field party of three men, a slab inspector and assistant, and a material inspector. In addition to this, the State Paving Inspector visits each job of paving about once a week and checks all details and methods being used with the local engineering forces and the contractor, instructing them as to the necessary changes or improvements to be made to bring the work up to the proper standard being maintained throughout the State. Through this means the work in each sec-

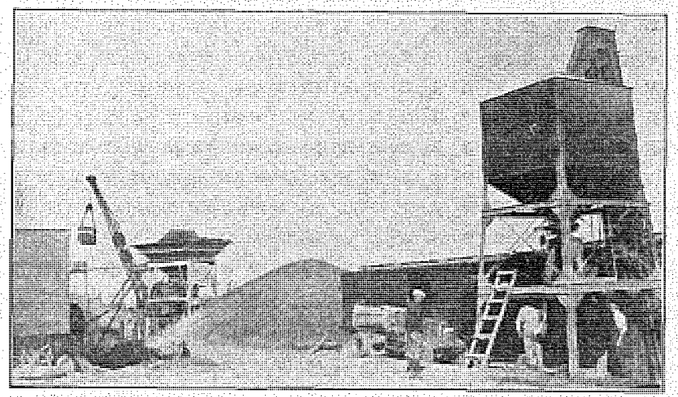
tion of the State is maintained at a high uniform standard and the interests of economy are best served. The Resident Engineer is responsible directly to the District Engineer in whose district the work is being done. The latter maintains a close general supervision over it. Any changes or modifications in the original plans are prepared by the Resident Engineer and forwarded through the District Engineer to the Construction Engineer for approval before these changes are made. In the case of Federal Aid construction, there is an additional check



in the efficiency of inspection by Inspectors of the Bureau of Public Roads, who operate independently of any department of the State Highway Commission, but copies of their reports come direct to the State Highway Engineer. The same standard of construction, however, is maintained on projects financed without the use of Federal Aid as those on which Federal Aid is being used.

A special effort has been made in the past two years to eliminate, as far as possible, the inconvenience and hazard of detours. Before a piece of work is started the District Engineer and his Maintenance Superintendent go over the project carefully, consult with the contractor as to the order in which he will do the work and select the shortest and best detour to be used by traffic during the period of construction. The County

Commissioners, in the Counties in which work has been undertaken, have co-operated in most instances to the fullest extent with the Engineering Department in laying out and preparing satisfactory detours. Particular attention has been given to the barricading of construction work and proper erection of signs and highway markers so that a person unfamiliar with the road will be able to follow the detour without losing his way. During construction the detour is maintained by the Maintenance forces under the District Engineer and every effort is made to see that it is as satisfactory as it is possible to make it by ordinary maintenance methods. It is often a question as to the amount of



A material plant such as is used in proportioning cement, sand, and stone for constructing concrete pavement.

money the State Highway Commission is justified in spending in the improvement of a detour road which is only to be used the comparatively short period of time that the designated State Highway is under construction. It has been the policy of the Commission, however, to at all times provide as good a detour road as existed prior to the beginning of the improvement of the State Highway. In some parts of the State the topography, or the condition of the local roads themselves, make such a standard impossible to attain, but it is believed that a marked improvement in detours has been made in this biennial period. No longer can a detour in Oklahoma be defined as the roughest distance between two points.

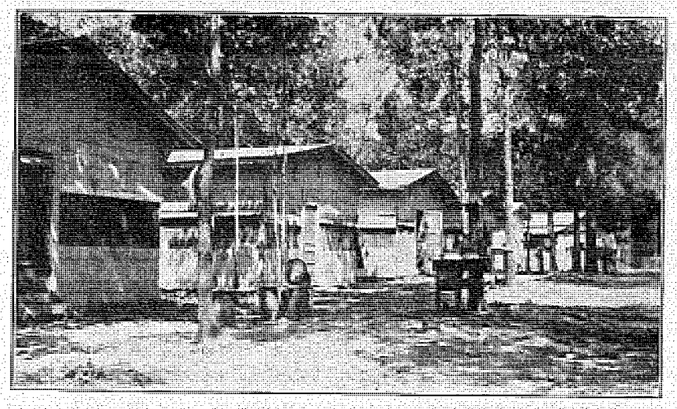
Conditions in the field, both from the standpoint of the contractor and the public in regard to effective supervision and control of the work, together with the specifications, are con-

tinually being studied in order that improvements may be made from time to time in the interest of improved quality and serviceability of the work. Special effort has been made in securing a uniform quality, regardless of the section of the State in which the work was done, the contractor performing the same or the local engineering forces in charge of its inspection. Prior to the final acceptance of the work, it is gone over carefully by the Resident Engineer in company with the District Engineer, one of the Division heads from the central office and in the case of Federal Aid, by a representative of the Bureau of Public Roads. In the interest of convenience to the public in turning the improvement over to their use in the shortest possible space of time, special attention has been given to the fixing of the time limit for the completion of the job and in enforcing the liquidated damage clause in the contract for failure to complete the work within the time specified. An exact record is kept by the Construction Division of the number of days lost on account of bad weather and any other lost time over which the contractor has no control. This is compared with the original estimate of time to do the work and extensions of time are given only where the same is merited. It would be desirable if the law allowed the payment of a bonus for completion of work in less than the contract time. Less difficulty has been experienced in 1928 in delayed work than in any previous time. It is believed that the public appreciates this rapid construction.

Any executive will appreciate the difficulty in directing a large number of employees scattered over the State who remain in the field and have no direct contact with the central office. The direction of the field engineering forces has, therefore, been given special study. A complete record of the training, experience and qualifications of each engineering employee has been made and filed with the Construction Engineer. This record is kept up to date and shows the time of his employment with the Highway Department, the character of work he has done, his rate of pay and other facts concerning him. Such a record is of invaluable assistance in the selection of the best men for a given place or type of construction, is a guide to promotion or increase in rate of pay and develops a feeling of fair dealing and closer touch on the part of the employee with the District Engineer and the central office. It also assists in the selection of the best men for vacancies from the list of applications for positions filed with the Construction Engineer. Conferences of District Engineers and heads of departments have been held at irregular in-

tervals and district meetings of engineering employees are planned in the future.

Two convict camps have been maintained on State Highway construction during the past biennial period. The work undertaken by these camps has been heavy grading or the primary improvement of stretches of road in rough country. A camp is established close to the center of activity, where the prisoners are housed in portable wooden buildings and where sanitary



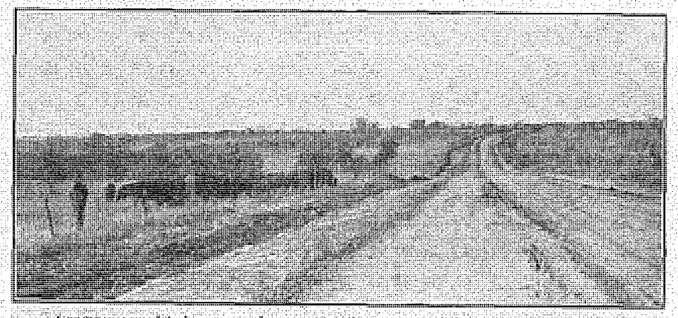
Prison Camp No. 2 now located between Wilburton and Quinton.

conditions are satisfactory. Only "trusties" are assigned by the Warden of the Penitentiary to these camps. No prison guards are provided, but rigid rules are laid down for the operation of the camps and any infraction of the rules means that the prisoner is returned to the State Penitentiary, or the "Walls" as they call it. The conditions in the camps are more satisfactory from the prisoners' standpoint than confinement and very little trouble is experienced in maintaining discipline. Each camp is under the supervision of an Engineering Superintendent, approved by the State Warden, who reports to the District Engineer in whose division the work is being done. Under the superintendent are employed the usual engineering field party and the necessary number of construction foremen. All of the rest of the work of preparing meals, maintaining the camp and actual road labor are performed by the prisoners. To handle this kind of labor and to efficiently operate such a camp, requires men of special personality and qualifications, and the success of the operation of these camps is due in a large measure to the character of the employees in charge.

Only work of character heavy enough to absorb the cost of camp construction can be economically undertaken by prison labor, and it is desirable to have the camp at a distance from any large towns or cities. The cost of maintaining prisoners in camp after the same has been constructed is approximately $1.25 per day, although this will depend on the season of the year and also on the number of prisoners in the camp. It has been found that a camp from 60 to 100 prisoners is the most economical to handle. For example, Camp No. 1 is located near Stringtown in Atoka County and is engaged in the construction of approximately 24 miles of grading, drainage and bridge work. Work on this project was started about June 15th, 1927, and camp construction and moving in consumed about one month. To date 6.67 miles have been completed and graveled, 2.75 miles of grading and drainage has been done and an additional 2.5 miles is approximately 75% completed. Figured on the basis of average contract prices for similar work, this camp has done to date $176,000.00 worth of work. Camp equipment at the beginning of the job amounted to $17,750.00 and since the work has been started an additional $2,600.00 worth of equipment has been purchased. Including this additional equipment the total expenditures for work done has been $146,900.00, making a net profit of nearly $30,000.00 on the work undertaken so far. The work already completed covers the heaviest part of the construction work.

The second camp was moved this year, at completion of State Highway No. 10 near Clayton, to a point north of Wilburton for the purpose of constructing a State road connecting State Highway No. 31 near Kinta and State Highway No. 3 near Wilburton through rough and mountainous country. This work has just got a good start and the heavy part of the construction work will not be encountered until this coming Winter.

Mention has already been made of the policy of the State Highway Commission in providing an even flow of construction work by distributing the lettings and the classes of work at fixed intervals throughout the year. It has also been the policy of the Construction Division to encourage the use of new methods in construction, in order to increase the quality of the work being secured or to lower its cost. During the latter part of 1927 the State Highway Commission took the opportunity to build a test piece of pavement 1.35 miles long on U. S. Highway No. 66, along the Reservoir of the City Waterworks of Oklahoma City in eastern Canadian County. This stretch of road was divided into four sections and a different method of construction and



Grading completed on new location U. S. 64 east of Pawnee, Payne County. Buffalo herd at left.

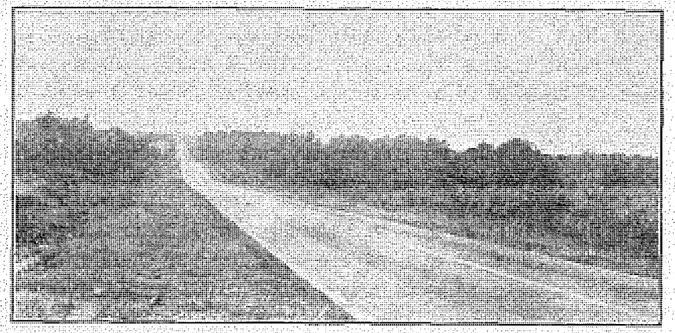
design was used in each of the several sections. Briefly, the four types used were as follows:

Type "A," 6-inch compacted gravel base with a 2-inch wearing surface of hot rock asphalt.

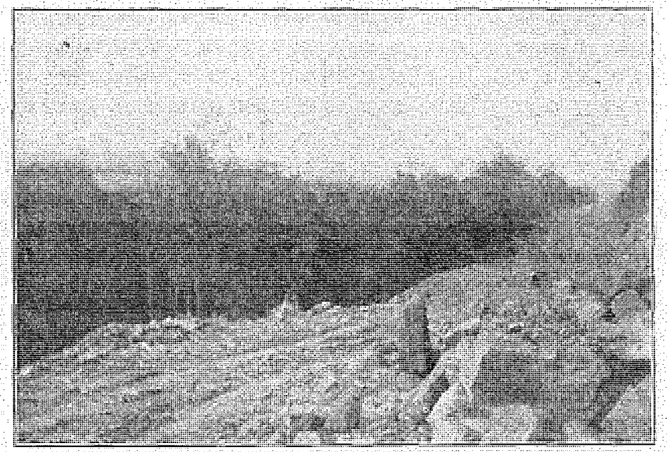
Type "B," 6-inch compacted gravel base with a 2-inch wearing surface of rock asphalt mixture laid and rolled cold.

Type "C," 2-inch sub-base of gravel on which was laid 4 inches of coarse graded cold rock asphalt and topped with a wearing surface similar to Type "B" except that it was 1½-inch thick.

Type "D," a base of 4½ inches of rock asphalt carefully graded and laid and compacted while hot. On this foundation was placed a 1 1-2-inch thickness of hot rock asphalt mixture similar to the wearing surface of Type "A."

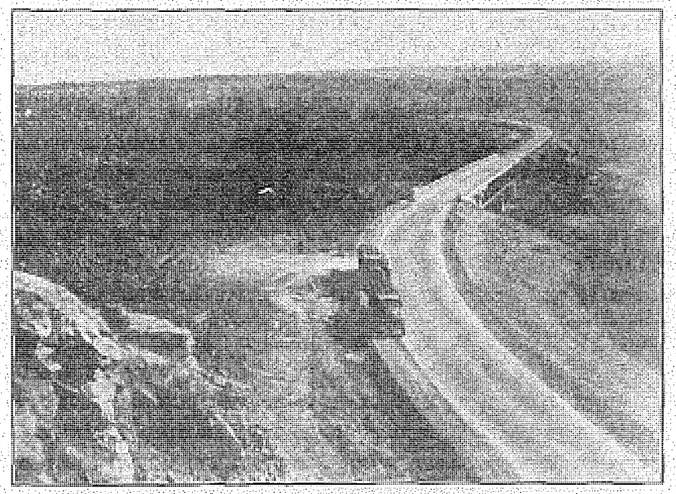


Brick pavement on U. S. 77, north and east of Edmond, Oklahoma County.

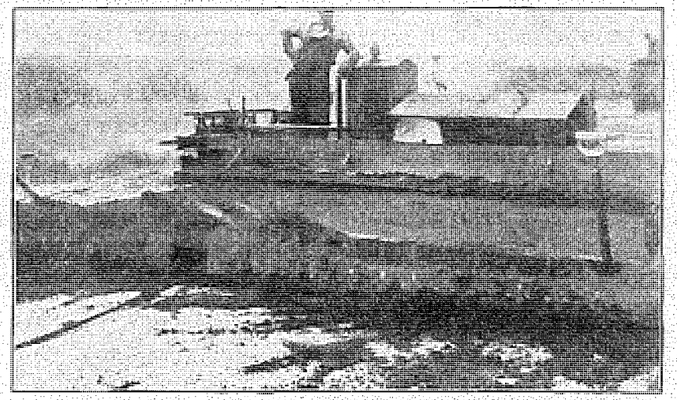


Type of construction on which Prison Camp No. 1 is engaged near Stringtown, Atoka County, U. S. No. 73.

This road was completed and opened to traffic in March, 1928. A complete record of all materials used in this project and the conditions entering into the handling and placing of the same was kept by the construction forces and the Testing Lab-

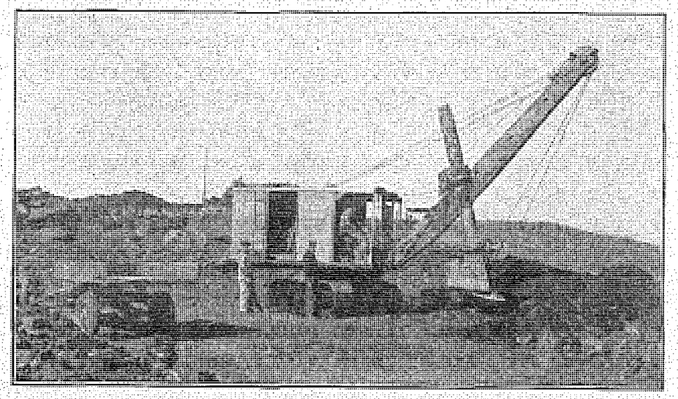


Asphalt paving on S. H. No. 3 between Seminole and Wewoka, completed 1928.

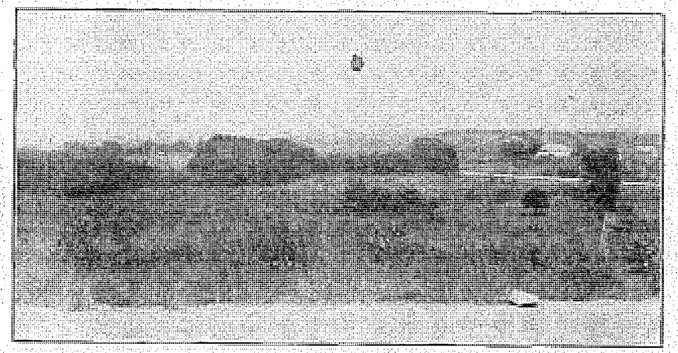


Asphalt wearing surface being leveled and finished by machine on U. S. No. 81, south of Rush Springs, Grady County.

oratory, so that it might be duplicated if the particular type proved satisfactory or changes might be made in future paving of this character should traffic and time indicate their advisaability. Each of the types mentioned can be built at less expense than the standard design for Rock Asphalt pavements now being used on State Highway construction, so that if the test road proves satisfactory under the traffic which it is receiving it will provide a guide for more economical construction of asphalt pavement in the future. To date no serious defects have occurred



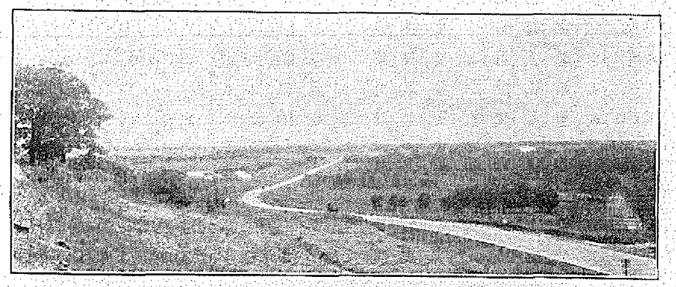
Contract grading work under way on S. H. No. 41 west of Cordell, Washita County.



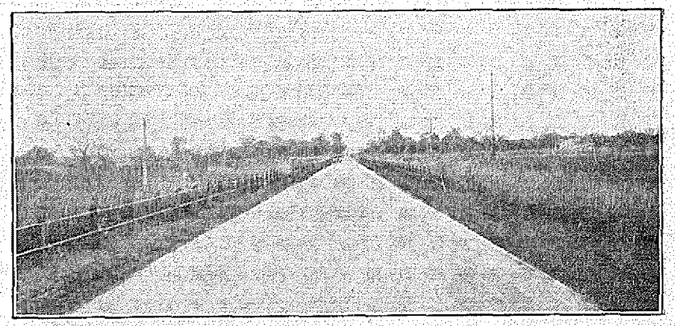
S. H. No. 25 south of Hominy in Osage County.

in any of the types constructed and there has been no maintenance expense on any of the pavement.

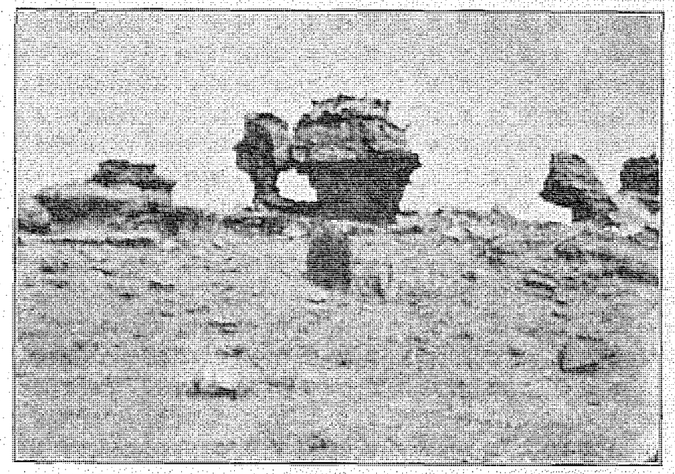
In the fall of 1927 the Highway Department of California built, at their own expense, a machine for levelling and finishing asphaltic wearing surfaces prior to the rolling and compacting of same. Data was immediately obtained by this Division concerning this machine and contractors, who had asphalt pavement jobs under construction on State Highways, were informed as to the results obtained in California. At their own expense, some of these contractors prepared similar machines and used them in assisting in the finishing of the asphaltic wearing surfaces during the late fall of 1927 and the spring of 1928. The results obtained in the greater accuracy of finished surfaces, the density of pavement and the speed of construction, warranted the investment on the part of the contractors in specially built machines for this purpose.



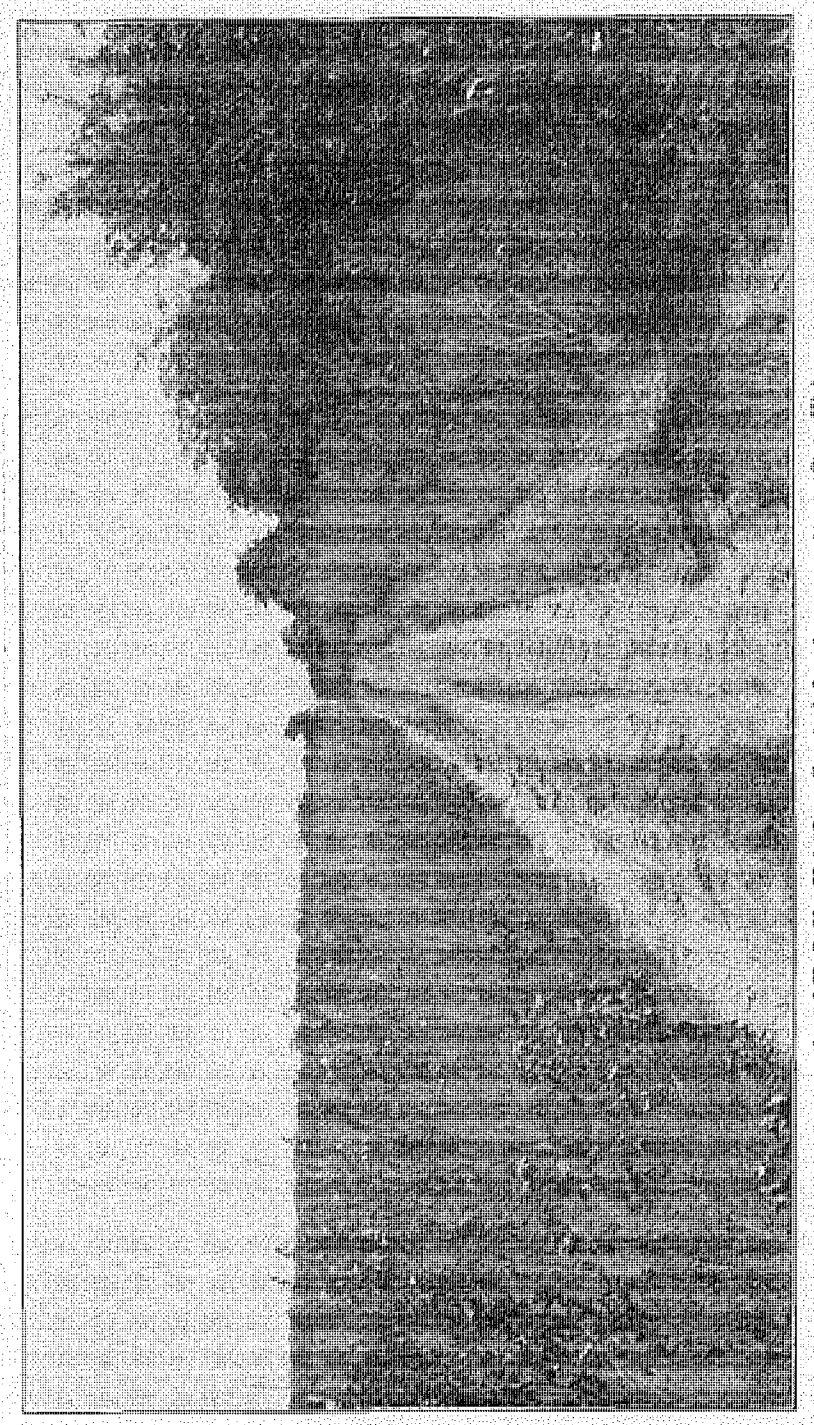
U. S. Highway No. 266 in Okmulgee County.



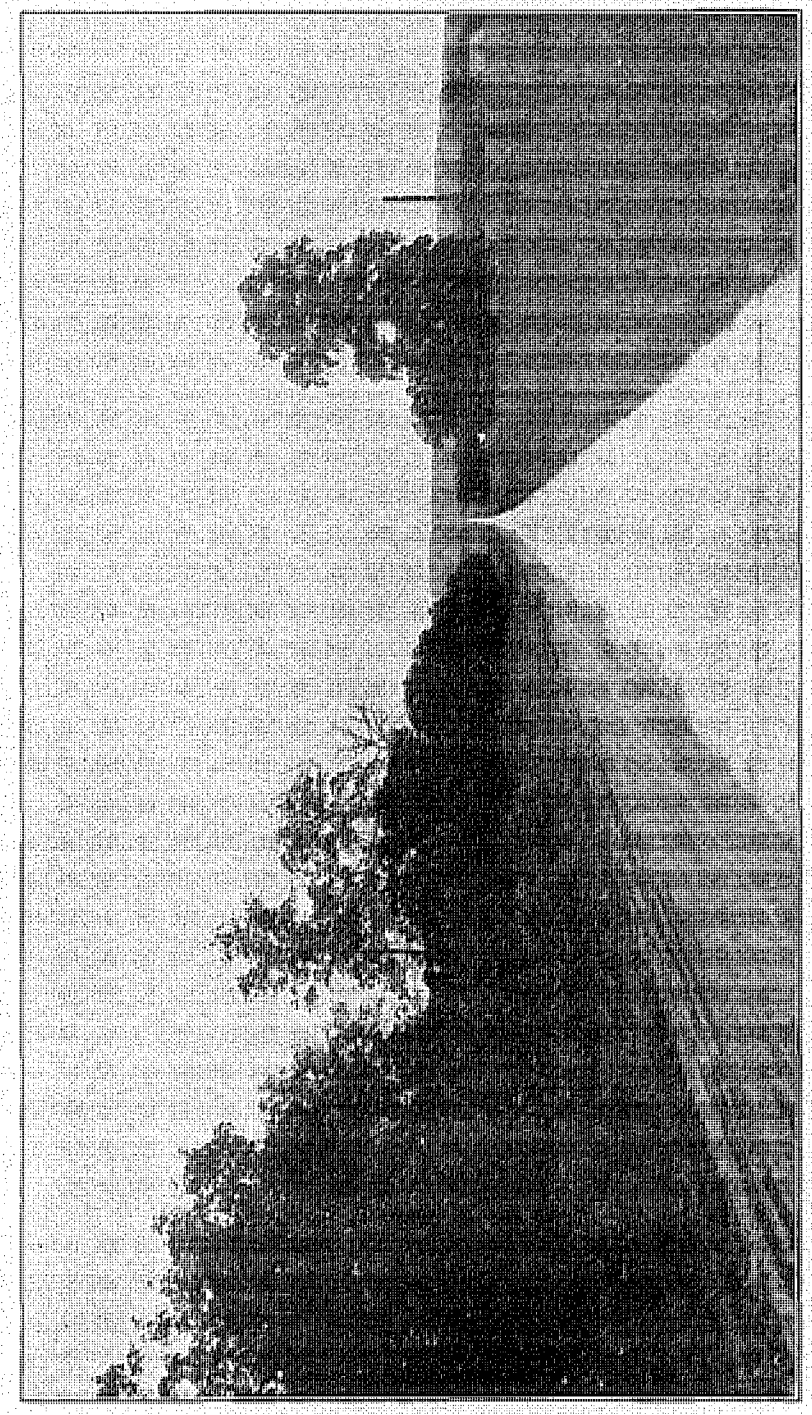
Concrete pavement on S. H. No. 29 east of Lawton, Comanche County. Completed 1928.



The "Old Maid," rock formation on U. S. No. 64 near Kenton, Cimarron County.



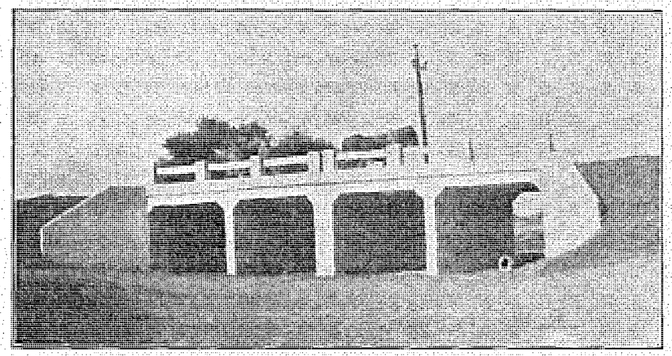
A section of U. S. No. 77 in Love County before improvement as a State Highway.



A section of U. S. No. 77 in Love County after improvement as a State Highway.

DIVISION OF BRIDGES

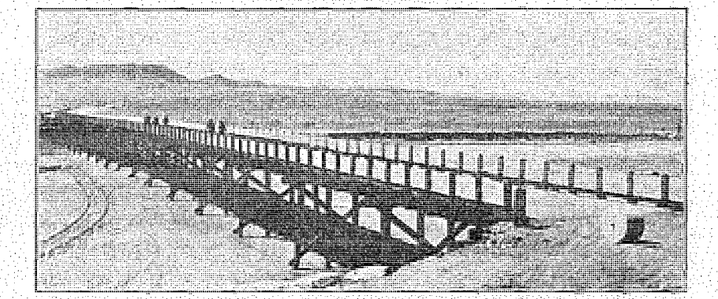
There has been no material change in the last biennial in the design of bridges for State Highways for maximum loading, impact and unit stresses. All highway structures are designed to carry two fifteen-ton trucks with 30% added for impact. Two-thirds of the truck load is assumed to be carried on the rear axle. The American Association of State Highway Officials have before them a modification of this loading which will require 80% of the maximum truck load figured as carried on the rear axle and the assumed impact varies with the length of the span. They are also considering the possibility of increasing the unit stresses for dead load which will balance the proposed change



Type of Quadruple Box Culvert built on S. H. No. 14 south of Cordell, Washita County.

in wheel concentrations. The Highway Commission in 1927 increased the width of roadway for bridges from eighteen feet to twenty feet. All structures of over thirty foot span since that time have been built with the new standard wider roadway. This has, of course, increased the cost per foot of bridge work in the State but, in view of the constantly increasing percentage of truck traffic and the larger size of loads being hauled, the change was deemed necessary as a matter of convenience and saftety.

In the interest of economy and to better fit conditions encountered on the small streams in the State, there have been other changes made in the standard type of structure built by the Highway Department. For example, steel girder bridges on either a concrete pile foundation or concrete piers have been used in place of steel truss spans of less than seventy feet in length. The standard bridge abutment design has been changed

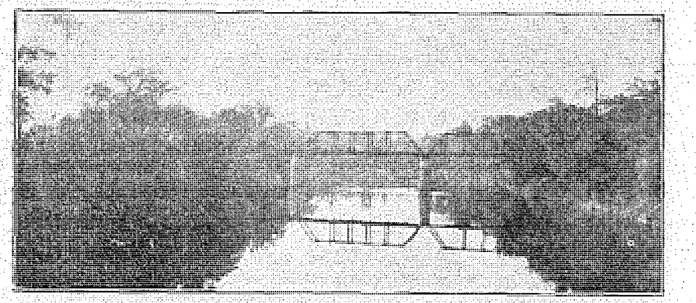


Creosoted timber bridge over Cimarron River west of Kenton, built 1928 jointly by States of Oklahoma and New Mexico. View looking toward New Mexico.

so that it supports approach slabs at both ends, thereby eliminating any chance of settlement of the pavement at the abutment.

An improvement has also been made in the standard culvert design which makes the ordinary culvert simpler and cheaper to build. A new standard multiple box culvert design has also been made for use where additional drainage opening is required and the headroom is low. In this standard a twenty-two foot roadway is provided, the top of the box is finished to act as the road surface and the end walls are constructed with an offset similar to bridge abutments to support the pavement approach slabs.

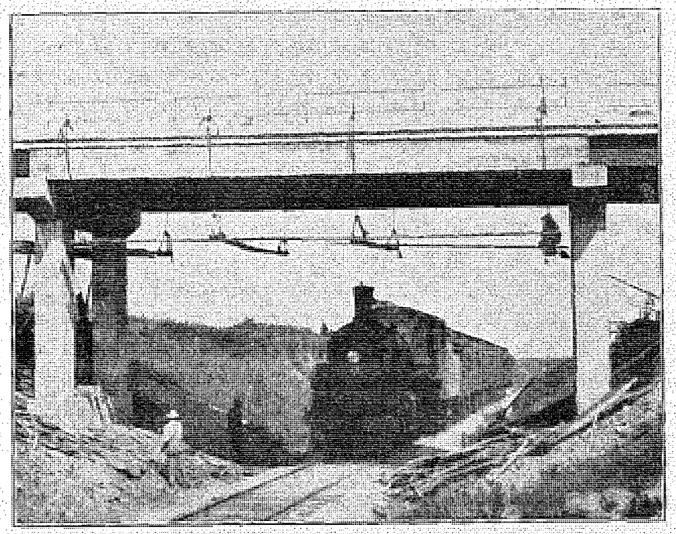
A number of creosoted wood pile trestles have been built, especially in the northwest part of the State where the wide stream beds are deep sand. This type of structure has proven entirely satisfactory, is economical to build and the only hazard is the danger of its catching fire. Only one of these timber structures, in Atoka County, has, however, been lost on account of fire. Creosoted timber structures have also been built in the



Mountain Fork near Earletown, McCurtain County, on U. S. No. 70. Taken from Highway Bridge.

place of concrete culverts in many instances. These are cheap in construction and will give satisfactory service for the expected life of timber and are especially desirable in the western part of the State where reinforced concrete is expensive. In these locations reinforced concrete would be unusually high priced on account of the necessity of shipping in the aggregates due to the alkali present in much of the local material. Several culverts of this type were built on U. S. Highway No. 64 between the Cimarron River and Buffalo. Ten foot creosote piling, driven five feet into the ground, were used, together with creosoted backing boards, joists and floor. The floor was covered with not over eight inches of clay and the surface maintained similar to the balance of the dirt road.

In most instances one of the numerous standard types of structures can be used in the design of any particular bridge, but there are places where, due to the character of the stream,

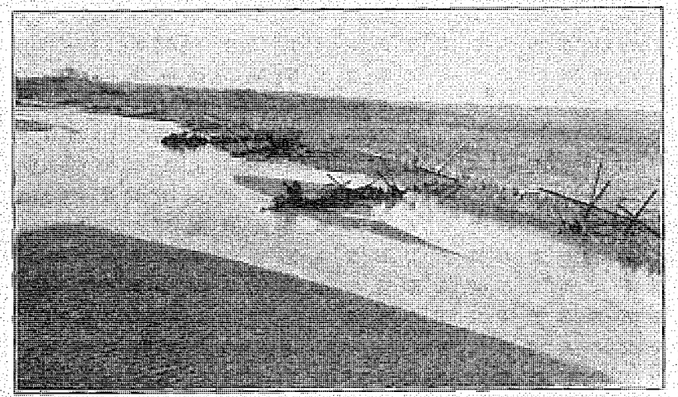


Completing railroad grade separation on U. S. No. 64 east of Pawnee.

the nature of the banks, the sub-foundation, or the material available, a specially designed structure is cheaper and more satisfactory. In 1928 a large reinforced concrete arch bridge over the Elk River in Delaware County on S. H. No. 10 was completed. This is the only large bridge of this type built on a State Highway but, in this instance, was cheaper than any other

design. In Beaver County there is now under construction across Beaver Creek a steel piling, steel frame, concrete floored bridge. This is the first bridge of this type built by the State, but in this instance, it was cheaper than any other design of comparative durability. Such a design should prove satisfactory on the western streams where the difference between high and low water is small and the stream bed is sand.

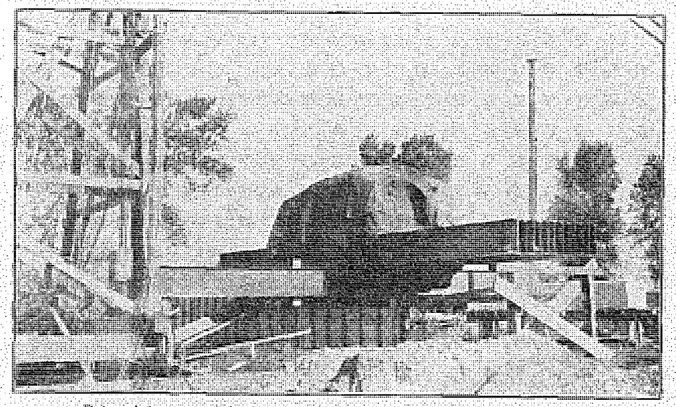
The standard bridge floor is of reinforced concrete, the surface being finished and built the same as are concrete pavements. In timber bridge construction, and on the numerous bridges on State Highways which were previously designed and built with a wooden floor, the wood floor problem presents itself. With the continually increasing amount of traffic on State Highways, the plain plank or untreated timber floor has not



Bank revetment work on Cimarron River near Keno, Woods County, to protect bridge on U. S. No. 64.

proved desirable or economical. In both the construction of wood floored bridges and in the maintenance of existing bridges, the laminated floor with a carpet coat of asphalt and chats as a wearing surface or the creosoted black gum timber floor has proven to be a good investment in spite of its increased first cost. Probably the best design is a plank sub-floor with a treated gum surface. This type has been used for the past three years and is proving very satisfactory. Several old structures on main highways which were not strong enough to carry a reinforced concrete floor have been put in first class condition in this manner. Timber floors are also being fastened with countersunk bolts in place of spikes, thereby saving maintenance and the wear of the planking due to the spikes pulling out.

All bridge structures built on State Highways are designed by the Bridge Division at the Oklahoma City office. The shop details are checked in this office and the weight of structural and reinforcing steel is checked and paid for from computations made from these shop details. There is a considerable amount of detail work in connection with this and if it were not for the standardization of plans and designs, a much augmented force of engineers would be required in the main office. The actual construction work is under the immediate direction of a Resident Engineer reporting direct to the District Engineer. Periodical inspections of routes, bridge sites and construction are made by the Bridge Engineer. A record is kept of all piles driven, which



Determining actual load supporting value of concrete pile for bridge.

gives the length of piles, the amount of cutoff, elevation of the top, the weight of hammer and the penetration of the pile during driving so that the carrying capacity of each pile may be figured. When the job is completed, the Resident Engineer files a plan showing the structure as built, and the plans in the office are changed to conform so that an accurate office record is maintained of each structure constructed. When it becomes necessary to make any changes in the field in the construction of a bridge, these changes are forwarded to the Bridge Engineer and approved before the contractor is authorized to proceed with his work. Culvert records are submitted with every monthly estimate on each project showing the structure built and the quantities of concrete and steel in each. These quantities are also checked in the main office. This procedure requires the fullest co-operation of the field engineering forces and the main

office. The quality of work being secured is of the highest standard and the prices at which it is being built are as low as is consistent with these standards.

With the development of a connected system of State Roads and the increased number of automobiles and amount of traffic, there has been a growing agitation for the elimination of the toll bridges that now exist on the State Highway system. These toll bridges were built a number of years ago before the road system had been designated and are located at strategic points on the main water ways within the State and particularly along the Red River which divides Oklahoma and Texas on the south. Bills introduced at the last session of the Legislature, intended to give the Highway Commission authority to take over the operation of these toll bridges, failed of passage. The Commission is, therefore, without authority to condemn or purchase any of these toll bridges. There are three toll bridges on the South Canadian not counting the one at Eufaula on U. S. Highway No. 73. This last named bridge is open at the present time as a free bridge under an injunction to enforce the terms of the contract entered into by the company owning the bridge and the State, approved by special act of the Legislature of 1923. The toll bridge west of Grove over the Neosho River is open as a free bridge by an injunction granted in the lower courts. The Bridge Company appealed to the Supreme Court which, however, sustained the lower court. In this instance the injunction was granted on the grounds that the original franchise had expired. Along the Red River on the south there are now three free bridges on State Highways, one between Paris, Texas, and Hugo, Oklahoma; one between Burkburnett, Texas and Randlett, Oklahoma, and one south of Frederick, Oklahoma. All the other bridges over the Red River are toll bridges. Of these, the bridge south of Terral, Oklahoma, on U. S. Highway No. 81; the one south of Marietta, Oklahoma on U. S. Highway No. 77, and the one south of Durant, Oklahoma, on U. S. Highway No. 75, carry the greatest amount of traffic and are, therefore, the most important. Since a new structure can be built over the Red River for approximately $200,000.00, new bridges could be built at these locations for not to exceed $650,000.00 of which the State of Texas would pay half the cost. In fact, the Texas Highway Commission was given authority by the last legislature to buy or build free bridges across the Red River and pay 50% of the cost. Special legislation is not needed by the Oklahoma Commission where a new bridge is to be built, but it is questionable

whether State Highway funds can be used in the purchase of an existing toll bridge. In order to relieve the toll bridge situation along the Red River the Highway Commission joined with the Texas Highway Commission in presenting to the Secretary of War, who by Federal Act has the authority to determine the reasonableness of tolls on bridges over the Red River, arguments in favor of a reduction in tolls on the principal toll bridges on the interstate highways. The two states were represented by their Attorney Generals who presented the facts in the case early in June and these have been forwarded to Washington. While a decision has not yet been forthcoming, it is hoped the Secretary of War will order an approximate 50% reduction in the present rate of tolls.

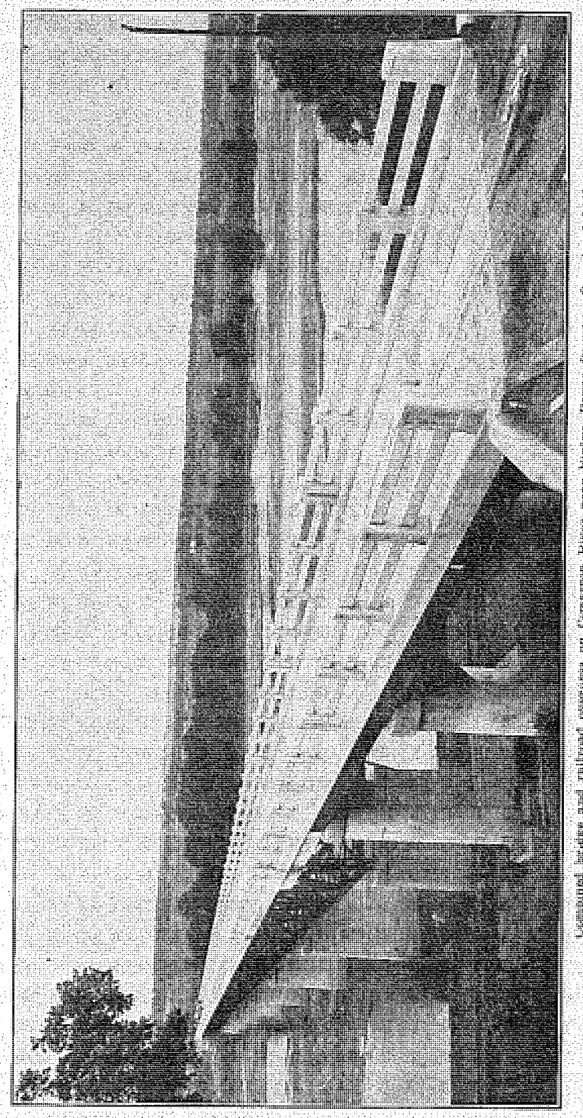
The Highway Commission has frequent requests on the part of Public Utility Companies to use some of the longer State Highway bridges for the support of their gas lines, water lines, electric and telephone lines. These companies are serving the public and it is, therefore, a convenience and service to the public as well as to the companies themselves to allow the use of State bridges for this purpose, where such use will not injure or danger the structure or interfere with maintenance. In order, however, to discourage the promiscuous use of bridges for this purpose, the Highway Commission requested the Attorney General to prepare a revocable permit carrying with it an annual rental charge for this purpose. The rental charge is fixed high enough so as to make it worth while for the companies to investigate other means of crossing the streams and the Commission is also protected by surety bonds furnished by the Public Utilities against any damage that may occur to the bridge.

Railroad grade crossing elimination, either by highway relocation or by the construction of subways and viaducts, has been given particular attention during the past two years. The best time to provide for grade separation is before any improvement work is done on the highway and location surveys on principal highways are being made with a view to crossing main line railroads at as few points as possible and then at a location where grade separation can be accomplished at a minimum of expense. In older states where this has been neglected in the past, it is proving very expensive to relocate the highways or build the necessary structures to eliminate grade crossings.

A tentative design is first worked up for the elimination of such crossings as occur on main line railroads. The Bridge Department then files with the Corporation Commission of the

is usually signed by the County Commissioners and is also taken State a complaint against the Railway Company. This complaint up informally with the Railway Company officials for their suggestions. The Corporation Commission notifies the Railway Company and asks them to prepare plans and estimates of cost. Frequently an agreement is reached between the Railway Company and the Highway Commission concerning the division of cost and the party which is to build the structure, and in this case the agreement is submitted to the Corporation Commission for its approval. If, however, such an agreement out of court cannot be reached, the case is docketed before the Corporation Commission who, upon hearing the cause, enter an order concerning the plans, division of work and apportion the cost between the State Highway Department and the Railway Company. Either party has, however, the right to appeal from the decision of the Corporation Commission but such an appeal is seldom, if ever, taken by either party in the case. The Railway Companies have all shown a willingness to co-operate with the Department and a desire to provide for separation of highway and railroad traffic. Practically the only difference which has existed has been the difference in the division of cost of construction. Nevertheless, it takes nearly a year from the time surveys are made and complaints filed before the actual construction on the subway or viaduct can be undertaken. The public is in the meantime apt to become impatient over what they think are unnecessary delays and do not realize road improvement work must be planned well in advance of when construction is expected to begin.

Tables of bridges and other highway structures are appended and it is believed careful study of these will indicate progress which has been made by the Commission in the past two years in making the State roads safer and more convenient to travel. They also indicate the great cost of construction preliminary to paving necessary in this State in crossing the streams and railroads and in the elimination of grade crossings.



Combined bridge and railroad overpass on Cimarron River near Ripley, Payne County. Completed 1928.

MATERIAL TESTING DIVISION

The department testing laboratory, located in the small wooden building northwest of the Capitol power plant building, is equipped to make both physical and chemical tests on practically all materials used in highway construction and maintenance with the one exception of determining the tensile strength of reinforcing steel. In this instance we have access to the two Universal machines, one 100,000 lb. and one 200,000 lb. capacity, located in the Engineering Laboratory of the State University. The routine testing conducted in the laboratory involves complete examination of cement, stone and gravel aggregates, sand, steel, paints, creosote, water, bituminous materials, etc., and the extent of such examination may be determined by referring to the appended tabulation of the various tests conducted during the years of 1927 and 1928. This chart, however, does not include any of the tests that have been conducted by the project Materials Inspectors in the field. Sufficient equipment to conduct physical tests on aggregates is furnished on each project to test promptly incoming material and report the results to the laboratory. This testing involves the examination of an immense quantity of material. During the year of 1927 the field organization conducted 2404 tests on fine aggregate and 4068 tests on course aggregate, while from January 1st to November 1st, 1928, field tests had been conducted on 2358 samples of sand and 3793 samples of course aggregate. Thus, approximately 630,000 cubic yards of these materials have been tested in the field. In proportioning asphalt mixtures for pavement, a plant chemist is sent out to the job to supervise this operation. Numerous tests on the individual ingredients entering into the mixture, as well as a daily analysis of the finished mix, are made.

The chemical laboratory is equipped to conduct analysis on cements, paints, waters, creosote oils, calcium chloride and other miscellaneous compounds pertaining to road construction. Practically all cement used by this department is ground into storage bins and sampled by our representative for examination at the laboratory. This examination includes a complete chemical analysis of a composite sample made up from the bin samples taken for each 200 barrels contained in the bin. Our examination of paints include the analysing of paints produced at points other than Oklahoma City and the inspection of the grinding of paint manufactured in Oklahoma City.

The Laboratory has this year been inspecting the creosote treatment of piling, timbers and guard rail posts treated at the treating plant recently located in Oklahoma City. Since the vol-

ume of business did not warrant the employment of a full time inspector, this work has been done by a local commercial laboratory. All of our inspection on this material is now handled in this manner as the treating plants are so widely separated that the cost makes inspection by us prohibitive.

Reinforced concrete pipe is tested by a representative of the laboratory at the plant of the manufacturer. We maintain a tested stock of pipe at yards in Oklahoma City, McAlester, Sapulpa, Tecumseh, Tulsa, Enid and Muskogee.

As far as the requirements of any given piece of highway construction are concerned, they are satisfied by insuring that the materials entering into the work are within the limits specified in the contract. In this respect, the work done by the Testing Laboratory is absolutely essential. But its work does not stop with this. In order to determine the fitness of the finished construction for the purpose intended, to accumulate a fund of information, as a guide in future specifications and design, to check the quality of the finished product, to compare the many sources of raw material and methods of construction, to determine the efficiency of engineering supervision and inspection and to accumulate accurate data as a guide to future economical construction, an important and major function of the Laboratory is the testing of the completed concrete, asphalt mixture or other finished work. The laboratory also makes many investigations of new materials, proposed methods of construction and in other ways is constantly accumulating information that will enable the use of local materials, lower the cost of construction and improve the quality. For example, in addition to the materials control maintained through the laboratory and field forces, the slab inspector on all concrete pavements casts two 6 x 12 inch cylinders daily. These cylinders are subjected to the same curing as the pavement and then forwarded to the Laboratory to determine the compressive strength of the concrete. Beam strength tests are made in the same way. Cores are also drilled from the pavement after completion of the project to determine the compressive strength of the pavement in place as well as to determine the thickness of the slab. This examination of cores and cylinders has been reflected in a better quality of pavement. The depth is more uniform and the average compressive strength has been slightly increased. Density tests of the finished asphaltic wearing surfaces are also made and the depth checked in the same manner.

The inspection on all asphalt construction is under direct supervision of the Laboratory. This neecssitates the full time employment of three or four plant chemists as well as a like number of road inspectors who are secured from the project parties.

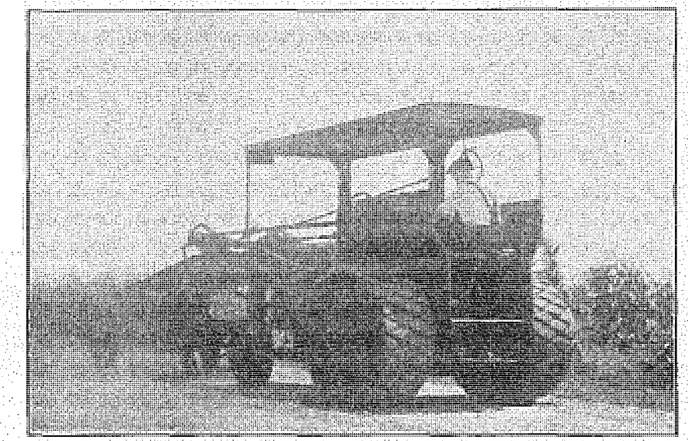
During the summer of 1927 the department, in connection with the Oklahoma Geological Survey, conducted a material survey of southwestern Oklahoma. Considerable gravel, suitable for surfacing material, was located through this survey. The only work of this nature conducted this season has been in connection with asphalt construction. On all asphalt projects a member of the laboratory personnel assists the contractor in prospecting for suitable sands to use in designing an asphaltic mixture.

MAINTENANCE

Maintenance, in the strict sense of the word, means keeping up the road surface in the condition in which it was delivered to the Maintenance Department by the Construction Division, either as a County road or as an improved road. When it is remembered that approximately one-half of the total mileage of State roads has been unimproved by construction; and that, of the other one-half not to exceed one-fourth of the mileage, or one-eighth of the entire system, has been paved with a type of surfacing adequate to handle economically and satisfactorily the amount and character of traffic that comes to it, it is evident that with traffic increasing in volume and weight at three or four times the rate at which the roads can be improved, the maintenance of the State System is a difficult and serious problem. The Highway Commission has, however, attempted to not only keep up the roads as it found them, or improved them by contract construction, but also to improve the condition of the large mileage of unimproved sections through maintenance. In order that public funds may not be wasted this maintenance improvement of roads can only be carried so far, since anything of a permanent nature or expensive character would be wasted if there were any change in alignment when time came to build the highway to standard grade and drainage. Neither can it afford to spend large amounts of money in placing temporary surfaces on the graded earth roads when such surfaces must of necessity be thrown away at the time adequate pavement is laid. The public, on the other hand, want and demand a smooth, easily traveled, safe road which they can use at the maximum legal speed limit with pleasure and comfort at all seasons of the year, and under all conditions of weather, little realizing what

an enormous investment of funds would be required to attain that end.

As stated at the outset of this report, the policy of the State Highway Commission has been to advance the improvement of the State system at the maximum rate and consequently only sufficient funds have been allotted to maintenance, to preserve the capital investments already made on State roads and to maintain the unimproved roads in as fair condition as is consistent with this policy. It is also recognized that the ideal condition, wherein all roads on the State System will be in a satisfactory condition of upkeep, can never be absolutely attained. A highway is never finished. There is always something that can be done to make it better, safer and of greater utility. In fact, as soon as a paved road has been accepted from the contractor



New type Motor Patrol Grader maintaining gravel road in Okfuskee County.

and his forces move off, the maintenance forces must of necessity take charge and from then on it is a constant problem to keep the road and its surfacing in good condition.

It is not out of place to remind the public that every piece of highway construction has a so-called "useful life"—none of it is permanent. If carefully located in the beginning and with a broad vision to the future usefulness of the highway, the right-of-way is about the only permanent feature to a road. The grading work and culverts come next in length of life and bridges of the character now being built will also be long lived unless they are rendered obsolete by allowing loads or size of vehicles to use

them for which they were not designed. The road surface itself gets the most severe usage and is the shortest lived. As has been mentioned heretofore, there has been a continual improvement in the quality of construction of pavements. Some of the high type pavements laid under previous administrations already show serious deterioration due to not having been built to the required thickness or of the required quality. Many miles of gravel roads three to five years old had been likewise practically worn out when this Commission took office through failure to properly maintain them in the past; by attempting to use this type of surfacing, on highways carrying too large a volume of traffic; or by using an inferior grade of gravel. With a traffic not exceeding a thousand vehicles a day, the normal wasting of the surfacing due to wear of a well-built, properly maintained gravel road is from one to two inches annually and this wear must be periodically replaced in order to preserve it in any sort of useful condition. Where gravel surfaces receive a traffic of over that amount, it is economy to either resurface them with a higher type wearing surface or replace them with a hard surface pavement. Reconstruction, or at least resurfacing of a high type pavement, will be required normally on an average of fifteen to twenty years. A construction program planned for a fifteen to twenty years period would, therefore, be practically continuous. Oklahoma will need to face the rebuilding or resurfacing problem with increasing frequency each year, since many State roads are now as old as ten years.

In pursuance of the policy of the Commission to secure the best results in maintenance with the least amount of funds, it has exercised the greatest economy in the expenditure of these funds and in the control of the maintenance forces. When it came into office in 1927 the Maintenance Division was entirely separate from the Construction Division of the Engineering Department. There was a Maintenance Engineer with his office force and twenty-seven Maintenance Superintendents scattered over the State, most of whom had offices and part time office help. This created a very considerable overhead at the outset and failed to secure the benefit of the engineering experience of the construction forces of the Engineering Department or their cooperation in assisting in emergency work and maintenance re-construction. This department was immediately re-organized, the maintenance districts were so divided as to coincide with the engineering divisions, the number of maintenance superintendents was reduced to seventeen, office work of these same maintenance superintendents was handled through the Di-

vision Engineer's office and the position of Maintenance Engineer with his office force was discontinued. It is evident that such a change immediately reduced by more than one-half the overhead cost and at the same time gave closer supervision and more adequate control than had existed in the past.

Prior to 1927 there were many miles of secondary roads on the State System which were not being maintained by the State so that in this biennial more than one thousand miles, most of which are unimproved roads, have been added to the mileage maintained by the Commission. In the meantime, also, as is proven by the traffic census, there has been an enormous increase in the number of vehicles using the State Highways. In some instances this traffic has more than doubled. Before this Commission took office, many of the surfaced roads, particularly the gravel roads, had been allowed to deteriorate to such an extent that they were practically worn out and if they had been allowed to go longer without reconstruction the entire original investment would have been lost. For these three reasons—increased mileage, increased traffic and necessary reconstruction, the total allotment for maintenance of highways based on previous operations of this important department would have required from 50% to 100% more funds than in the biennial proceding the one under consideration. It is therefore, with a great deal of pride that the Commission is able to report a condition of maintenance and upkeep on our highways better than at any time in the past and with only a small increased expenditure.

At the time the maintenance forces were re-organized, the practice of allowing any employee to purchase supplies, small tools, or hire additional help without first securing authority, was stopped by executive order and now materials or supplies can only be purchased by certain designated responsible employees and then only in limited quantities and in emergencies, except that proper requisition is made, approved by the Division Engineer and forwarded to the State Highway Commission for their approval. A complete record is kept in the office of all employees, their rates of pay and the authority for their employment. No payrolls are passed except after such employment and rate of pay has been previously authorized. This business-like way of handling these matters has in no wise proved a handicap to the efficient operation of the Department but has resulted in getting much more for a dollar spent than heretofore.

While previously an allotment of funds was made at the beginning of the calendar year for the regular maintenance or upkeep of the roads, no provision was made for larger items

of expenditure such as bridge reflooring, resurfacing of gravel roads, maintenance gravel or dirt roads, or clay on sand roads. In addition to such items, there is of necessity certain emergency work such as repairing the ravages of storms, high water and floods which cannot be foreseen at the beginning of the year. To meet this situation this Commission has set aside at the beginning of the year a special maintenance improvement budget apportioned to each Engineering Division, which is held as a reserve fund to take care of emergency and reconstruction work. In this State it must be expected that storms and floods will take their annual toll in washed-out bridges and roads and it is a function of the Maintenance Department to see that these roads are repaired and opened to traffic in the shortest space of time. The budget system instituted has proved very helpful in enabling the Commission to plan more closely than ever on their income and anticipated expenditures. In Divisions where this year, for example, less than the expected amount of damage was done by high water, the money so saved can be used in further improvement work on the roads and bridges in that Division. Before any of the Budget allowance is actually used, the Division Engineer makes a careful estimate of the cost of the Special Improvement work he deems necessary, describes the necessity therefor and requests an appropriation from his annual allotment. This is submitted to the Highway Commission, together with the balance on hand in the fund in that Division and appropriation is made before authority for the work is given.

In general, the patrol system of maintenance is used on State Highways. That is, a patrolman with his team is hired by the day to keep up a given mileage or section of road. The State supplies him with a light blade grader, plow, fresno and small tools. Special instructions are given to the patrolman by the Maintenance Superintendent over him and by the State Maintenance Inspector, looking to greater efficiency in his work and in teaching him when to blade and when to be doing other work such as cutting weeds, cleaning out culverts or hauling clay or gravel to repair bad spots. The State Maintenance Inspector reports directly to the State Engineer and covers the entire State. It is his business to check up the districts under each Maintenance Superintendent, to see that the same quality of maintenance is being secured in every section of the State, to transmit ideas as to methods used in different sections of the State, and in other ways to co-ordinate all of the upkeep work.

At the beginning of this last year the Commission purchased a few patrol graders for use on gravel roads under heavy

traffic where a light blade grader was inadequate. These have proved very satisfactory and it is anticipated that the amount of this equipment will be increased as rapidly as funds can be provided to purchase them and means established for their upkeep and repair. Motorized equipment will require the establishment of several garages and machine shops in different sections of the State and it is the plan of the Commission to construct these as soon as possible, making provision for future expansion. Due to the increased traffic on the improved earth roads and gravel roads it has been found necessary to supplement the lighter patrols with heavier motor equipment which can be used to periodically reshape and relevel the road bed, turning it back to the patrolman for another period of several months for daily attention.

On paved roads, the "truck and gang" method of maintenance is most economical and satisfactory. Light trucks with a driver foreman and a couple of laborers are used in going over from 30 to 40 miles of pavement, repairing rutted shoulders, filling cracks or broken places in the pavement, maintaining drainage structures, and all of the other things that need to be done. Our standard width of pavement is 18 feet and, on dense traffic roads, considerable expense is experienced in keeping up the earth shoulders because so much of the traffic tends to run off the pavement on to the shoulder, thereby rutting it. These shoulders are gradually being replaced by putting in a foot or eighteen inches of gravel or broken stone on each side of the pavement. This is expensive to start with but more than pays for itself in maintenance over several years time.

It must be constantly borne in mind that there is no fixed or fast rule for Highway Maintenance. An efficient Maintenance Department must be organized so as to meet conditions in the best possible manner as they occur. Each situation, whether arising from the kind of traffic on the highway, the kind of natural soil, type of surfacing, or season of the year, demands a different method of treatment. To meet such conditions as they arise has been the aim and object of the present Maintenance Division. All the Maintenance Superintendents have, from time to time, been called to Oklahoma City for conference and instruction and every means provided to give them the benefit of the experience not only in this State but in other states.

Another important function of the Maintenance Department has been the installation and the upkeep of Highway markers. Instructions have been issued first, see that the road numbers are properly installed; second, that the proper caution-

ary signs are installed; and third, that signs designating the distance between towns, etc., are placed as rapidly as possible. The standard system of marking adopted by all of the States of the Union is used and instructions have been issued as to the proper place for the markers. Under this system the large diamond sign indicates caution due to some condition that exists in the road itself, such as a turn, sharp curve or narrow bridge. The square sign indicates caution due to some condition that is off of the Highway itself, such as school or cross-roads. The round sign is reserved for use in indicating the approach to railroad grade crossings, while the octagonal sign is used where a stop is required. To adequately mark and yet not overdo the matter requires good judgment and a carefully worked out plan.

For the first time, all of the paved roads in the State have been center marked during the summer of 1928. This is a matter of safety and convenience to the users of the road but it also saves maintenance costs on shoulders since there is not the tendency for traffic to be crowded off the pavement on the shoulder where the pavement center line is clearly defined. The cost of this is not excessive but it will have to be done each year. To prevent the wastage of gravel surfacing and to permit blading in extreme dry weather, Calcium Chloride was used on several experimental sections of gravel road in three different parts of the State. This chemical has the property of taking moisture from the air and keeping the surface, on which it is spread, damp. The results obtained this year have been satisfactory but it is questionable whether the expense has been saved in lessening maintenance costs. It has, however, eliminated the dust nuisance and made the gravel road much more pleasant to travel and its use will probably be extended this coming year.

Some sections of the heaviest traveled gravel roads have been surfaced with a standard hot mixed asphalt wearing surface. In this way the original investment in the gravel road has been salvaged and used for a foundation for a high type wearing surface. It is hoped that funds can be set aside in the future for doing more of this work as it is a means of securing a hard surfaced pavement at half the cost of building such a pavement originally with a concrete foundation.

It would be impossible to recount in such a report as this all of the many methods in use in making the State Highway System more serviceable, more uniform throughout the different seasons of the year, safer and more pleasant to travel. Oklahoma is spending less per mile of road in upkeep than the surrounding States and while it is recognized that there are many

bad conditions inherent in the road as it exists which should be remedied, this can only be done by contract construction. The public, not only of Oklahoma but of other states and the touring bureaus throughout the middle west, know and recognize that the maintenance of the Oklahoma state roads is dependable and that traffic can and does get through even under extreme weather conditions.

RECOMMENDATIONS

The State law has for several years required employers to carry compensation insurance covering injuries by accidents to employees, the rate of compensation being fixed in the law. The Attorney General has ruled that this law does not apply to employees of the State Highway Commission and that none of the funds at the disposal of the Highway Commission can be used to pay premiums on compensation insurance to protect employees of this Department, most of whom are engaged in the more or less hazardous work of construction or maintenance of State roads under heavy traffic. It is recommended that the Legislature give the State employees the same protection as they demand that the private employer provide for his workmen.

The increasing amount of work handled by the Highway Commission, centralized at the office of the State Highway Commission at the State Capitol, the large number of people who come to these offices for consultation with the Highway Commission and the gradually increasing personnel necessary to handling the issuance of auto license tags, the auditing of the tag agents accounts, preparing of plans, awarding of contracts for highway construction, make more and more imperative adequate quarters and offices for the Commission and its personnel. Beginning with 1929 it is expected that the Highway offices at the State Capitol will be further expanded in the basement but even with this additional room the facilities are inadequate to an efficient handling of the work which is centralized there. Other states have found a seperate building a necessity for their Highway Department, with adequate room, light and ventilation. Our State Testing Laboratory is crowded into a small wooden shack which was never designed to be used for the purpose to which it is now being put and where facilities are entirely inadequate to handle the work which must be carried on in connection with the testing of materials entering into Highway construction. In the interests of efficiency, facility of operation and humanity, the State should provide adequate quarters for this Department.

It would seem advisable for the State Legislature to limit by law the total mileage of State Highway which the Highway Commission can place on the Highway System. Most of the other States have such Legislative limitations. The Legislature could at any time in the future increase the mileage if it were deemed advisable or if the progress in construction of the State System as it exists was far enough along to warrant additional road mileage. With a limitation in mileage close to the present designated State mileage the time of the Highway Commission could be devoted to the improvement and construction of this mileage.

The pavements, bridges, culverts and other structures being built on the State Highway System are designed to last a great number of years but they are only designed for the limitation in size and weight of vehicles now allowed by law to use these Highways. The law as it exists, regarding the allowable maximum wheel loads, width and length of trucks, is satisfactory and is ample to serve all requirements of traffic conditions. Any enlargement of the present limitations would seriously affect the pavements and structures already built, causing overloading or crowding of the same and tend to destroy the capital invested in their construction. While the present law appears to be ample and satisfactory, no adequate provision is made for its enforcement. At present the enforcement is left to the County officials and except for the speed limitations of passenger cars is a dead letter. Overloading of pavement slabs at certain seasons of the year may cause a very serious deterioration in the pavement and its actual breaking up. It is recognized that the question of enforcement is a serious proposition but the same should be given careful consideration in order to protect present and future investments of the people of the State in improved roads and some State agency given authority to enforce the present protective measures now in the law.

The Highway Commission has been unable to begin to meet the demand for improved roads in various sections of the State. A perusal of the work done, contracts awarded and miles of improved and unimproved roads indicate the State has spent approximately $47,000,000.00 on road improvement within the past ten years and the total amount of money available annually for construction at the present time approximates $5,500,000.00. At the present rate of progress it will be fifteen to twenty years before the present State Highway System can be completed. While the income allotted by law to the Highway Commission is increasing at the rate of about 10% per year, traffic on these

same roads is increasing at a much faster rate and maintenance costs are mounting so that it is believed some plan for increasing the revenues of the State Highway Department, in order that construction work on the State System can be speeded up, would meet with the approval of the large majority of the citizens of the State. The experience of other states indicates that the only practical way to secure a finished and connected state highway system within a reasonable time is by a State bond issue, interest and sinking fund to be paid by auto license and gasoline tax. How best to provide the funds necessary is a Legislative matter which should be given most careful consideration, but some action ought to be taken without delay.

NET COLLECTIONS FROM AUTOMOBILE LICENSE TAX

County	January 1, 1927, to December 31, 1927. Collections	No. Cars	Trucks	Tractors	January 1, 1928, to October 31, 1928. Collections	No. Cars	Trucks	Tractors
Adair	$ 13,050.14	1,131	116	9	$ 13,427.56	1,155	149	12
Alfalfa	56,344.74	4,255	535	1,055	58,476.65	6,406	653	1,587
Atoka	12,992.51	1,088	162	13	12,082.93	1,080	167	15
Beaver	36,124.87	2,598	432	614	38,362.63	2,843	594	657
Beckham	61,042.15	5,396	567	102	70,955.35	6,208	764	130
Blaine	49,202.39	4,052	514	562	51,189.47	4,317	608	651
Bryan	41,198.09	3,487	406	86	40,404.38	3,599	474	115
Caddo	98,987.69	8,778	1,172	395	108,429.29	9,157	1,277	441
Canadian	62,324.32	4,810	644	586	64,643.68	5,204	729	644
Carter	138,085.17	10,248	944	70	123,290.60	9,511	967	87
Cherokee	13,513.87	1,150	121	17	13,564.84	1,203	129	13
Choctaw	27,867.57	2,319	292	3	25,826.50	2,255	288	10
Cimarron	13,091.59	925	220	122	16,064.39	1,191	315	251
Cleveland	48,647.64	4,029	405	101	51,195.81	3,359	460	136
Coal	13,153.64	1,152	82	30	13,008.86	1,178	98	29
Comanche	65,791.55	5,657	883	276	75,802.11	6,311	750	354
Cotton	32,987.42	2,761	361	194	34,584.83	2,933	440	250
Craig	31,549.89	2,651	283	113	30,457.63	2,718	285	153
Creek	205,554.84	15,668	1,257	31	183,972.95	15,176	1,277	112
Custer	55,430.99	4,876	458	524	60,818.94	5,216	610	587
Delaware	13,125.92	1,099	174	14	14,747.36	1,336	206	27
Dewey	30,046.45	2,411	459	294	33,379.08	2,690	473	380
Ellis	29,851.72	2,334	298	373	31,758.02	2,468	361	496
Garfield	169,704.15	12,610	1,063	1,313	169,931.27	13,443	1,294	1,530
Garvin	51,847.05	4,754	512	98	49,324.15	4,463	453	98
Grady	94,698.14	7,797	880	258	102,912.72	9,039	1,033	287
Grant	65,540.35	4,635	685	1,296	65,405.15	5,200	1,114	1,554

NET COLLECTIONS FROM AUTOMOBILE LICENSE TAX—(Cont.)

County	January 1, 1927, to December 31, 1927. Collections	No. Cars	Trucks	Tractors	January 1, 1928, to October 31, 1928. Collections	No. Cars	Trucks	Tractors
Greer	44,804.80	3,690	543	132	50,098.35	4,150	441	145
Harmon	25,589.70	2,197	270	42	32,346.84	2,915	316	39
Harper	25,361.15	1,841	290	361	24,902.22	1,821	367	449
Haskell	15,738.55	1,426	92	11	12,843.27	1,204	121	8
Hughes	72,458.09	5,262	572	29	63,461.44	5,005	526	37
Jackson	63,668.77	5,794	557	182	69,385.56	5,909	530	137
Jefferson	33,416.20	2,856	341	147	33,277.86	2,835	334	46
Johnston	16,575.85	1,518	194	25	14,813.17	890	222	27
Kay	242,337.77	17,407	1,785	935	217,299.42	13,997	1,612	912
Kiowa	71,344.17	6,136	769	591	82,561.89	7,108	855	731
Kingfisher	47,891.99	3,732	520	677	50,290.32	4,050	533	847
Latimer	10,403.42	1,019	63	6	10,355.33	985	80	5
LeFlore	46,585.64	4,334	397	4	43,796.73	4,253	408	3
Lincoln	81,337.99	6,896	1,120	126	70,280.05	6,535	548	140
Logan	67,543.07	5,726	527	315	74,659.75	6,378	612	305
Love	14,362.67	1,302	113	8	11,934.54	1,155	135	7
McClain	27,819.27	2,515	307	64	29,606.97	2,644	370	92
McCurtain	34,046.49	2,766	419	7	32,383.98	2,829	446	9
McIntosh	24,863.02	2,090	293	21	21,740.94	1,893	201	22
Major	35,311.42	2,814	301	541	36,706.13	3,139	397	712
Marshall	14,080.55	1,170	152	36	13,681.62	1,158	161	40
Mayes	21,482.24	1,802	109	53	21,037.57	1,882	232	68
Murray	19,467.39	1,682	175	19	20,968.20	1,833	186	19
Muskogee	136,804.19	10,587	979	77	136,810.05	10,680	1,013	89
Noble	61,547.37	4,751	463	390	52,786.75	5,461	587	414
Nowata	31,831.87	2,562	222	129	31,159.52	1,531	120	51
Okfuskee	57,783.72	4,299	464	48	51,556.40	4,070	554	50
Oklahoma	513,806.12	37,300	3,248	363	565,075.15	42,071	3,497	441
Okmulgee	168,166.10	12,182	965	54	152,214.76	11,867	1,010	73
Osage	175,819.07	12,800	919	78	164,216.58	10,936	1,170	193
Ottawa	133,635.70	10,212	1,003	208	112,591.71	8,968	1,218	148
Pawnee	55,975.57	4,817	437	66	49,292.47	4,307	399	93
Payne	109,523.15	8,529	695	112	103,535.67	8,689	773	159
Pittsburg	73,235.10	7,047	506	13	72,154.59	6,535	693	46
Pontotoc	49,153.20	4,541	329	31	62,006.22	5,063	434	34
Pottawatomie	147,060.10	11,657	1,031	66	167,305.47	11,702	1,360	64
Pushmataha	18,343.03	1,342	300	4	17,989.58	1,404	224	2
Roger Mills	22,339.48	1,880	318	64	24,154.61	1,971	445	134
Rogers	34,177.60	3,034	318	117	33,713.14	2,806	252	124
Seminole	150,293.51	10,262	1,281	26	196,084.51	14,707	1,600	72
Sequoyah	19,342.13	1,678	230	....	15,532.21	1,425	190	4
Stephens	98,814.78	7,771	811	81	90,635.25	7,245	748	103
Texas	53,284.58	3,534	628	675	55,630.67	3,764	893	974
Tillman	63,702.75	5,192	772	363	70,712.62	5,723	809	482
Tulsa	645,914.52	40,301	4,600	519	658,378.33	43,330	4,349	346
Wagoner	24,423.65	1,963	219	34	24,333.06	2,408	268	42
Washington	107,738.45	7,644	781	232	96,189.72	6,574	628	134
Washita	60,603.93	5,507	596	605	71,783.51	6,353	686	876
Woods	54,672.90	4,274	525	776	55,349.74	4,298	675	898
Woodward	44,142.35	3,401	421	353	45,861.42	3,583	473	449
Total	$5,700,370.08	437,713	46,895	18,365	$5,769,502.91	451,563	50,983	21,054

NET COLLECTIONS FROM AUTOMOBILE LICENSE TAX—(Cont.)
Comparison of Registrations for 1927 and 1928.

	Jan. 1 to Dec. 31, 1927	Jan. 1 to Oct. 31, 1928	
Cars	437,713	451,563	
Trucks	46,895	50,983	
Tractors	18,365	21,054	
Totals	502,973		523,600

Table No. 2

STATEMENT OF RECEIPTS AND DISBURSEMENTS STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND

For the Year 1927 and Ten Months of Year 1928

RECEIPTS

	1927	Ten Months of 1928
Federal Aid	$ 1,206,556.58	$ 1,626,296.32
County Funds	3,132,137.46	3,484,322.30
Auto License Fees	2,550,000.00	2,550,000.00
Gasoline Tax	4,798,000.00	3,850,000.00
Interest	58,246.61	**
Sale of Blue Prints, Plans and Miscellaneous	9,812.75	19,166.97
Total Receipts	$11,754,753.40	$11,529,785.59
DISBURSEMENTS		
Federal Aid Projects	$ 6,405,577.82	$ 6,072,264.91
State Aid Projects	3,339,103.64	1,916,544.52
Highway Maintenance	2,359,583.67	2,131,304.72
Right-of-Way Expense	217,644.72	156,815.24
	$12,321,909.85	$10,276,929.39
Highway Commission	25,334.03	25,026.88
Engineer's Office	117,616.93	95,125.58
Division Offices	66,269.17	47,746.87
Drafting Room	51,654.27	48,324.10
Surveys	*	57,347.16
Topographical Surveys	2,111.01	12,322.26
State Examiner and Inspector (Annual Audit)	8,945.45	50.00
Auto License Department	227,069.00	201,490.75
	$12,820,909.71	$10,764,362.99

*Cost of Surveys charged to Federal and State Aid Projects during 1927.

**Interest credited direct to Counties.

Table No. 3

ANNUAL INCOME OF THE OKLAHOMA STATE HIGHWAY DEPARTMENT

For the Fiscal Years Ending June 30, 1924-25-26-27-28

Fiscal Years

Ending	Auto Tax	Gasoline Tax	Miscellaneous	Total
June 30, 1928	$2,386,057.08	$5,036,000.00	$10,527.40	$7,432,584.48
June 30, 1927	2,333,691.20	4,428,000.00	74,706.69	6,836,397.89
June 30, 1926	2,136,873.24	3,828,000.00	No Record	5,964,873.24
June 30, 1925	461,852.65	2,631,129.46	No Record	3,092,982.11
June 30, 1924	375,088.61	447,000.00	No Record	822,088.61
Totals	$7,693,562.78	$16,370,129.46	$85,234.09	$24,148,926.33

Gasoline Tax:

.01c per gallon from July 1, 1923, all to Counties.

.02½c per gallon from March 7, 1924; Counties .01c, State .01½c.

.03c per gallon from March 23, 1925; Counties .01c, State .02c.

Automobile Tax:

10% to State, Fiscal Years 1923-24, 1924-25.

40% to State, Fiscal Years 1925-26, 1926-27, 1927-28.

Table No. 4

OKLAHOMA FEDERAL AID

Oklahoma Allotments by the United States

Fiscal Year	1917	$ 115,139.00
	1918	230,278.00
	1919	346,489.34
	1919	1,153,055.49
	1920	461,222.20
	1920	1,729,583.24
	1921	575,619.58
	1921	1,726,858.75
Total old Appropriations		$ 6,338,245.60
1922		1,752,339.44
1923		1,168,226.29
1924		1,524,701.96
1925		1,753,189.71
1926		1,770,839.00
1927		1,752,245.00
1928		1,751,891.00
1929		1,749,066.00
Grand Total		$19,560,744.00
Total appropriations to all States		$840,000,000.00

Permissible Maximum Participation:

Old appropriation—50% on roads and bridges but not exceeding $20,000.00 per mile for roads.

1922 appropriation—Same.

1923 appropriation—50% on roads and bridges but not exceeding $16,250.00 per mile for roads.

1924 appropriation—50% on roads and bridges but not exceeding $15,000.00 per mile for roads.

1925 appropriation—Same as 1924.

1926 appropriation—Same as 1925.

1927 appropriation—Same as 1926.

1928 appropriation—Same as 1927.

1929 appropriation—Same as 1928.

Federal Aid collected to December 1, 1928, on vouchers for construction:

Total old collections to January 1, 1927	$13,635,217.71
Calendar year 1927	862,126.49
Year 1928 to December 1st	1,214,616.54
Total to December 1st, 1928	15,711,960.74

Table No. 23

THE COUNTIES COMPRISING EACH OF THE SEVEN ENGINEERING DISTRICTS INTO WHICH THE STATE IS DIVIDED, ARE LISTED BELOW

DIVISION I	DIVISION II	DIVISION III	DIVISION IV
Charles L. Wilson	T. P. Clonts	Geo. Whittenberg,	W. M. Trotter
Tulsa, Okla.	Muskogee, Okla.	McAlester, Okla.	Ardmore, Okla.
Craig	Adair	Coal	Atoka
Creek	Cherokee	Haskell	Bryan
Nowata	Delaware	Hughes	Carter
Osage	Mayes	Latimer	Choctaw
Ottawa	Muskogee	LeFlore	Garvin
Pawnee	Okmulgee	McIntosh	Johnston
Rogers	Sequoyah	Okfuskee	Love
Tulsa	Wagoner	Pittsburg	McCurtain
Washington		Pontotoc	Marshall
		Seminole	Murray
			Pushmataha

DIVISION V	DIVISION VI	DIVISION VII
L. C. Bernard	W. H. Drover	C. H. Rightmire
Okla. City, Okla.	Lawton, Okla.	Enid, Okla.
Canadian	Beckham	Alfalfa
Cleveland	Caddo	Beaver
Grady	Comanche	Blaine
Lincoln	Cotton	Cimarron
Logan	Custer	Dewey
McClain	Greer	Ellis
Oklahoma	Harmon	Garfield
Payne	Jackson	Grant
Pottawatomie	Jefferson	Harper
	Kiowa	Kay
	Roger Mills	Kingfisher
	Tillman	Major
	Stephens	Noble
	Washita	Texas
		Woods
		Woodward

Table No. 15

SUMMARY OF SURVEYS COMPLETED IN 1927

Project	County	Location	Gross Length	Total Cost
F. 215) S. 310)	Kiowa and Comanche	Lawton to Snyder	62.68	6,120.81
F. 161) S. 462)	Canadian and Kingfisher	Kingfisher-El Reno	9.5	1,001.94
F. 216) S. 225)	Kiowa and Jackson	Snyder-Altus	3.93	244.30
F. 221	Pottawatomie	Tecumseh-Asher	5.1	420.01
F. 231	Payne-Noble	Stillwater-Perry	22.0	4,215.57
S. 184	Cherokee-Dela.	Tahlequah-Kansas	27.4	3,617.83
S. 330	Grant	Nash east to S. H. 2	9.2	1,072.88
S. 332	(General)	Division No. 7	4.8	292.30
S. 338	Alfalfa	Carmen to S. H. 1	2.4	150.00
S. 339	Alfalfa	Cherokee to Jet	6.5	300.00
S. 344	Pontotoc	Ada to Allen	14.06	2,610.32
S. 345	Pontotoc	Ada to Stratford	15.0	1,986.73
S. 347	Coal	S. 326 to Centrahoma	5.4	336.10
S. 348	Grady	Blanchard-Chickasha	20.0	4,532.77
S. 360	Cherokee-Wag.	Coweta-Tahlequah	16.7	1,117.20
S. 395	(General)	Division No. 6	2.0	54.10
S. 404	Major	S. H. 13	4.0	505.61
S. 420	Craig	Vinita-State line	30.8	3,279.53
S. 422	Kay-Grant	Tonkawa-Pond Creek	9.1	960.24
S. 425	Adair	Stilwell-Siloam Springs	15.5	780.11
S. 433	Major	Lahoma-Cleo	12.0	546.91
S. 434	Okfuskee	Okemah north	13.3	1,235.24
S. 437	Payne	Stillwater-Perkins	8.4	1,812.32
S. 438	Payne	Cushing-Drumright	8.0	656.36
S. 439	Payne-Noble	Stillwater north	8.0	769.55
S. 446	Comanche	Lawton north	5.1	718.62
S. 448	Okfuskee	S. H. No. 27	4.07	356.19
S. 451	Tillman	Manitou south	3.0	143.36
S. 452	Tillman	Tipton on Route 24	3.4	164.60
S. 453	Tillman	Frederick east	3.8	512.44
S. 454	Tillman	Grandfield north	4.0	400.00
S. 463	Payne	Yale-Cushing	10.3	1,047.59
S. 466	Pontotoc	Ada north	10.93	867.77
S. 471	Latimer	Wilburton north	20.5	3,414.07
S. 478	Johnston-Pitts.	Mill Creek-Kiowa	59.21	4,518.25
S. 479	Okmulgee	Survey S. H. 27 to S. H. 9	4.83	2,116.67
S. 497	Washita	Cordell east and west	42.0	3,180.12
S. 502	Delaware	Jay-Beatty Creek	8.56	996.58
S. 503	Alfalfa	Survey S. H. No. 1	12.0	1,090.42
S. 505	Comanche	S. H. 7 Cyril southwest	8.56	3,203.90
S. 513	Carter	East of Fox	4.47	1,783.06
S. 551	Beckham	Sayre east	15.0	1,548.53
S. 540	Coal	Centrahoma-Stonewall	11.75	1,285.68
S. 541	Comanche	Military Reservation north	1.8	108.00
S. 548	Delaware	Jay to Grove	14.0	1,400.00

S. 549	Pontotoc	Stonewall west	14.0	927.47
S. 563	Bryan	5th Ave. and Bl. Blvd. east	0.3	40.00
S. 564	Choctaw	Boggy Creek	1.7	131.65
	Pushmataha	State Sanitarium	2.74	343.85
		Totals,	601.79	68,922.55

Average cost of surveys per mile $114.52—in some instances included partial completion of plans.

SURVEYS COMPLETED IN 1928

(Authorized by Work Order)

To December 1st

Project	County	Location	Gross Length	Total Cost	Cost per Mile
S. 570	Jefferson	Waurika N. to Co. line	9.76	1,596.06	163.53
S. 552	Caddo	S.H. No. 41 thru Binger	33.57	3,789.52	112.88
S. 552	Caddo	S. H. No. 41 relocation	11.98	1,255.06	104.76
S. 554	Comanche	S. H. No. 35 to Sterling	6.76	974.31	144.13
S. 446	Caddo	Porter Hill-Apache	9.00	2,495.68	277.30
S. 446	Caddo	Apache-Anadarko	18.50	2,185.65	118.14
S. 216	Jackson	Headrick Bridge west	3.70	172.66	46.66
S. 329	Grady	Cement E. to U.S. No. 81	7.98	798.00	100.00
S. 573	Haskell-LeFlore	Quinton-Bokoshe	34.86	3,102.25	88.99
S. 573	LeFlore	Bokoshe-Panama	7.48	521.20	69.67
S. 582	Pittsburg	Quinton W. to Blocker	13.80	1,470.55	106.56
S. 527	Seminole-Pott.	Ada to Prague	39.40	2,606.72	66.16
S. 583	Pittsburg	McAlester-Bache	8.14	1,346.59	165.42
S. 581	Harper	Rosston west and north	10.71	385.61	36.00
S. 569	Mayes	Locust Grove east	18.02	562.22	31.20
S. 569	Delaware	S. H. No. 11	18.20	1,526.94	83.90
S. 203	McIntosh	Checotah east	13.15	1,194.15	90.81
S. 438	Payne	Cushing-Drumright	9.20	492.99	53.58
S. 584	Pawnee	Hallet N. to U.S. No. 64	3.40	74.15	21.81
S. 558-B	Sequoyah	Sallisaw north	14.60	2,181.87	155.85
S. 585	Osage	Ralston north	14.10	1,485.38	105.35
S. 580	Woods	Freedom bridge north	3.23	164.77	51.01
S. 586	Noble	East thru Billings	10.00	130.48	13.05
S. 433	Major-Woodward	Orienta-Togo	26.65	2,963.96	111.22
S. 556	Canadian	El Reno-Geary	23.78	2,489.45	104.69
S. 549	Pontotoc	Ada-Roff	13.63	944.16	69.27
S. 588	Lincoln	S. H. No. 18	36.74	2,397.39	65.32
S. 590	Ottawa	Wyandotte east	9.30	944.13	101.52
S. 592	Woods	Alva east	5.97	322.10	53.95
S. 283	Major	Fairview east	6.00	298.49	49.75
S. 593	Major	Fairview north	7.28	497.81	68.38
S. 594	Lincoln	Wellston west	6.16	376.76	61.16
S. 595	Muskogee	Muskogee-Taft	4.60	570.05	123.92
S. 596	Caddo	Anadarko east	3.92	1,202.53	306.77
S. 328	Atoka-Push.	Atoka to Antlers	31.90	2,451.75	76.86
S. 196	Mayes	Choteau west	5.05	245.00	48.51
S. 421	Jeff.-Carter	Waurika east	32.71	3,648.73	111.54

S. 603	Pottawatomie	Shawnee-Meeker	9.13	536.05	58.71
S. 614	Pottawatomie	Pearson to Asher	8.32	993.31	119.39
F. 137-I	Oklahoma	Grade separation, Luther	1.00	124.87	124.87
S. 250	Adair-Cherokee	Tahlequah east	15.25	1,500.00	98.36
S. 239	McCurtain	Smithville east	15.70	319.50	20.35
S. 326	Hughes	Reloc., Coalgate-Calvin	.75	118.25	157.67
S. 273	Grady	North through Minco	5.16	699.69	134.55
S. 529	Garvin-Carter	Davis west	26.11	4,153.84	159.31
S. 589	Texas	S. H. No. 46	48.05	3,754.02	78.13
S. 564	Choctaw	Boggy Creek bot. & brdg	2.69	521.74	194.00
			665.39	62,586.39	

Average cost of surveys per mile, $94.06.

SURVEYS AUTHORIZED IN 1928

(Not completed)

Project	County	Location	Estimated Length
S. 553	Grady	S. H. 41	9.00
S. 273	Canadian	El Reno-Union City	10.00
S. 587	Osage	Pawhuska-Bartlesville	29.00
S. 597	Marshall-Love	Marietta-Madill	51.50
S. 598	Pushmataha	Antlers-Albion	52.00
S. 599	Kiowa-Caddo	Mt. View-Anadarko	34.00
S. 604	Custer-Grady	Clinton-Bridgeport	34.00
S. 616	McClain	Connect S. H. 18 and S. H. 4	22.00
S. 617	Jefferson	Waurika south to Red River	22.00
S. 618	Kingfisher	Kingfisher-Okarche	9.00
S. 619	Alfalfa	Carmen west	4.00
S. 620	Alfalfa	Carmen-Aline	8.00
S. 533	Adair	Stilwell south	28.00
S. 613	Alfalfa	S. A. 140-B through Ingersol	3.00
			315.50

SUMMARY

Surveys—January 1, 1927, to November 20, 1928

Year	Total Miles	Total Cost	Average Cost per Mile
1927	601.79	68,922.55	114.52
1928	665.39	62,586.39	94.06
Total completed	1267.18	131,508.94	
In progress	315.50		
Total Miles	1582.68		

Table No. 16

UNITED STATES DEPARTMENT OF THE INTERIOR GEOLOGICAL SURVEY

The following is a report from C. H. Birdseye, Chief Topographic Engineer, concerning the work performed by the United States Geological Survey in Oklahoma, co-operating with the State of Oklahoma through the State Highway Commission during the past biennial:

"The area mapped in Oklahoma from July 1, 1927, to October 30, 1928, is as follows:

McLoud	103 square miles
Drumright	114 square miles
Yale	64 square miles
Stroud	66 square miles
Skedee	129 square miles
Making a total of	476 square miles

The above represents the work of eight topographic engineers.

472 miles of spirit levels were run and 134 permanent bench marks established.

122 miles of transit traverse were run and 36 marks set.

This represents the work of three cartographic engineers.

Maps of all the areas above mentioned have been inked in the office and advance photolithographic copies are available for each sheet.

(Signed) C. H. BIRDSEYE,
Chief Topographic Engineer."

Table No. 17

TABULATION SHOWING COST OF RIGHT-OF-WAYS IN THE VARIOUS COUNTIES

County	No. Acres Secured 1927-1928	Amt. Paid Years of 1927-1928	Avg. Cost per Acre Years 1927-1928	Total No. Acres Secured	Total Amt. Paid to Nov. 1, 1928	Avg. Cost Per Acre to Nov. 1, 1928
Adair	170.49	$9965.94	58.45	206.49	$9965.94	48.26
Alfalfa	62.86	4546.45	72.32	65.56	4548.45	69.37
Atoka	25.75	1712.40	66.50	25.75	1712.40	66.50
Beaver	8.62	348.40	40.41	45.36	2186.00	48.19
Beckham	143.37	2305.78	16.08	297.75	20444.65	68.66
Blaine	1.85	134.01	72.43	27.35	5667.81	207.23
Bryan	65.12	2607.87	40.04	65.12	2607.87	40.04
Caddo	66.72	8838.30	132.46	95.90	15200.38	158.50
Canadian	97.27	3714.62	38.18	122.99	4463.15	36.28
Carter	101.71	2701.68	26.56	128.33	4848.53	37.78
Cherokee	144.01	169.00	1.17	331.71	453.99	1.36
Choctaw	2.86	277.14	96.90	12.07	1702.61	141.06
Cimarron	0.00	0.00	0.00	2.14	0.00	0.00
Cleveland	2.89	0.00	0.00	2.89	0.00	0.00
Coal	159.20	7689.41	48.30	159.20	7689.41	48.30
Comanche	103.46	8609.35	83.21	124.31	8823.35	70.97
Cotton	28.02	4128.10	147.32	28.02	4128.10	147.32
Craig	105.88	2963.06	27.98	305.73	13508.58	44.18
Creek	2.86	346.80	121.25	3.04	371.80	122.31
Custer	78.24	6788.40	86.76	78.24	6788.40	86.76
Delaware	65.53	1648.61	25.15	105.13	2650.20	25.20
Dewey	6.77	35.00	5.16	6.77	35.00	5.16
Ellis	11.71	261.10	22.29	41.87	469.70	11.21
Garfield	22.81	3963.69	173.76	129.67	13906.84	107.24
Garvin	25.70	2428.43	94.49	182.00	3005.20	16.51
Grady	151.42	15115.70	99.82	320.72	39537.95	123.27
Grant	102.52	10768.83	105.04	244.19	22258.95	91.15
Greer	15.74	740.00	47.01	15.74	740.00	47.01
Harmon	11.02	0.00	0.00	11.02	0.00	0.00
Harper	4.78	53.50	11.19	30.39	1445.70	47.57
Haskell	14.71	0.00	0.00	86.02	574.53	6.67
Hughes	102.75	7804.84	75.95	410.25	27950.68	68.13
Jackson	43.90	514.00	11.70	43.90	514.00	11.70
Johnston	6.95	326.50	46.97	6.95	326.50	46.97
Kay	20.72	722.75	34.88	168.11	2200.25	13.08
Kingfisher	14.45	2159.29	149.43	82.87	9635.99	116.27
Kiowa	96.93	7905.45	81.55	148.97	10684.05	71.71
Latimer	4.26	399.74	93.83	4.26	399.74	93.83
LeFlore	105.10	708.42	6.74	408.75	7154.83	17.50
Lincoln	249.75	32507.60	130.16	323.20	41625.07	128.79
Logan	102.43	27908.78	272.46	243.22	45857.49	188.54
Love	27.47	4676.38	170.23	119.97	6228.28	51.91

TABULATION SHOWING COST OF RIGHT-OF-WAYS IN THE VARIOUS COUNTIES—(Cont.)

County	No. Acres Secured 1927-1928	Amt. Paid Years of 1927-1928	Avg. Cost per Acre Years 1927-1928	Total No. Acres Secured	Total Amt. Paid to Nov. 1, 1928	Avg. Cost Per Acre to Nov. 1, 1928
McClain	15.75	267.05	16.95	210.20	16436.30	78.19
McCurtain	40.24	4020.00	99.90	40.24	4020.00	99.90
McIntosh	3.67	1985.00	540.87	3.67	1985.00	540.87
Major	61.88	4537.64	73.32	90.78	7235.04	79.69
Mayes	21.04	884.42	42.03	248.44	14638.95	58.92
Murray	2.46	232.85	94.65	62.71	4307.45	68.68
Muskogee	1.47	245.50	167.00	11.47	2002.50	174.58
Noble	170.68	13622.39	79.81	260.64	21170.96	81.22
Nowata	128.45	396.10	3.08	294.10	10214.20	34.73
Okfuskee	85.78	51.20	0.59	115.84	2589.35	22.35
Oklahoma	20.60	42.50	2.06	20.60	42.50	2.06
Okmulgee	4.47	807.50	180.64	24.55	5986.60	243.85
Osage	231.76	14695.63	63.40	231.76	14695.63	63.40
Ottawa	6.11	42.00	6.87	41.59	3574.94	85.95
Pawnee	190.39	21397.96	112.39	240.77	31703.62	131.67
Payne	229.92	35158.29	152.91	241.76	37115.29	153.52
Pittsburg	86.05	7818.82	90.86	155.56	13523.72	86.93
Pontotoc	310.55	16589.39	53.41	310.55	16589.39	53.41
Pottawatomie	100.29	18585.79	185.32	178.57	31103.54	174.18
Pushmataha	7.61	661.50	86.92	7.61	661.50	86.92
Rogers	23.30	1724.81	74.02	309.59	19119.94	61.75
Seminole	239.93	7540.62	31.42	239.93	7540.62	31.42
Sequoyah	94.32	13924.25	147.62	233.43	14461.65	61.95
Stephens	122.50	5784.77	47.22	507.91	8984.93	17.69
Tillman	35.09	1824.00	51.98	35.09	1824.00	51.98
Tulsa	19.96	58.80	2.94	29.23	1272.80	43.54
Wagoner	1.00	0.00	0.00	64.03	3826.30	59.75
Washington	12.74	2743.45	215.34	13.44	2988.45	222.35
Washita	226.80	24310.13	107.18	248.43	26455.13	106.48
Woods	2.14	25.00	11.68	26.95	120.38	1.26
Woodward	34.84	291.50	8.36	34.84	291.50	8.36
Total	5110.39	388764.18	76.07	9796.20	678794.55	69.29

Table No. 7

SUMMARY OF UNIT PRICES

		1923	1924	1925	1926	1927		1928	
		Avg. Price	Avg. Price	Avg. Price	Avg. Price	Quantity	Avg. Price	Quantity	Avg. Price
Grade and Drainage									
12.1 Earth excavation	C.Y.	0.281	0.267	0.2565	0.2423	1,797,295.	0.2547	1,792,698.	0.2414
12.2 Loose Rock excavation	C.Y.	0.641	0.663	0.6022	0.5931	110,341.	0.5169	101,063.	0.5654
12.3 Solid Rock excavation	C.Y.	1.337	1.194	1.1359	1.2261	194,667.	1.1724	211,148.	1.0608
12.4 Channel excavation	C.Y.	0.249	1.333	0.2871	0.2901	203,609.	0.2955	134,227.	0.2861
16.1 Borrow excavation	C.Y.	0.261	0.241	0.2274	0.2280	1,656,115.	0.2260	803,446.	0.2127
17.1 Overhaul	C.Y.	0.040	0.045	0.0475	0.0476	1,016,220.	0.0587	794,636.	0.0481
85.1 Class A Concrete	C.Y.	21.69	20.199	19.4810	19.9547	26,039.	20.3961	18,899.	20.0382
85.4 Class AA Concrete	C.Y.	.....	19.193	20.4040	21.2162	.....	.....	197.	21.01
86.1 Reinforcing Steel	Lbs.	0.057	0.050	0.0460	0.0520	2,082,932	0.0534	1,492,555.	0.0508
93.22 15 in. Conc. Pipe to lay	L.F.	1.750	1.902	1.3850	3.4152	52.	*2.0000	236.	*2.5000
93.23 18 in. Conc. Pipe to lay	L.F.	1.330	2.532	1.5670	2.5380	6,244.	*2.6524	4,962.	*2.5864
93.24 24 in. Conc. Pipe to lay	L.F.	1.290	3.066	1.8490	1.8556	3,944.	*3.1792	3,280.	*3.4007
93.25 30 in. Conc. Pipe to lay	L.F.	2.100	3.231	2.3750	2.4346	1,980.	*4.9262	1,118.	*4.3008
93.26 36 in. Conc. Pipe to lay	L.F.	2.005	4.236	2.2270	2.7020	628.	*7.3359	164.	*6.9146
104.1 Laid up Rip-Rap	S.Y.	1.910	*2.247	1.1324	1.4142	2,114.	2.1707	1,924.	2,2603
Bridges									
12.4 Channel excavation	C.Y.	.....	.....	.....	.....	.....	.....	42,830.	0.3007
13.1 Rock excavation	C.Y.	15.260	18.030	15.4280	10.1340	271.	15.4059	36.	22.0000
16.1 Borrow excavation	C.Y.	.....	.....	.....	.....	27,711.	0.2742	29,170.	0.2600
85.1 Class A Concrete A&P	C.Y.	30.580	31.230	20.2570	21.7710	2,079.	24.1552	16,368.	22.2178
85.1 Class A Conc. P. Bases	C.Y.	54.49	34.280	39.1510	32.6280	3,811.	34.6408	980.	36.8742
85.11 Class A Conc. Pneu	C.Y.	.....	.....	.....	.....	651.	52.0000	.....	.....
85.4 Class AA Concrete	C.Y.	21.790	21.410	20.3480	17.7440	10,250.	21.9155	4,389.	20.3683

SUMMARY OF UNIT PRICES—(Cont.)

			1923	1924	1925	1926	1927		1928	
			Avg. Price	Avg. Price	Avg. Price	Avg. Price	Quantity	Avg. Price	Quantity	Avg. Price
86.1	Reinforcing Steel	Lbs.	0.061	0.051	0.0584	0.0493	2,276,367.	0.0487	1,256,608.	0.0459
87.1	Structural Steel	Lbs.	0.074	0.070	0.0607	0.0634	8,671,484.	0.0591	3,773,498.	0.0549
87.2	Expansion Plates	Lbs.	0.085	0.083	0.0762	0.0698	59,600.	0.0782	----------	----------
102.7	Wood Piling	L.F.	1.260	1.051	1.0179	0.9622	32,020.	0.9509	15,944.	0.8516
102.2	Creosoted Piling	L.F.	------	1.167	1.0217	0.9717	32,914.	1.0434	1,500.	1.5466
102.3	Concrete Piling	L.F.	5.180	3.373	3.6663	3.9434	44,701.	4.1308	19,277.	3.6504
89.1	Stone Masonry	S.Y.	10.780	12.123	9.0890	12.5910	64.	14.0000	2,213.	8.0000
83.1	Untreated Timber	M.F.B.M.	------	89.595	81.937	79.401	597,720.	59.9926	66,100.	72.0000
83.2	Untreated Painted Timber	M.F.B.M.	------	96.952	87.126	88.645	61,750.	103.3900	5,500.	106.5272
83.3	Creosoted Timber	M.F.B.M.	------	123.200	109.410	112.4880	297,870.	112.5126	62,730.	108.1691
83.31	Creosoted Black Gum	M.F.B.M.	------	------	----------	----------	73,300.	120.6481	----------	----------
83.11	Unt. Timber Floor	M.F.B.M.	------	------	----------	----------	135,100.	62.7000	71,850.	72.0000
83.1	Unt. Timber Floor	L.F.	------	------	----------	----------	1,406.	13.7892	----------	----------
83.10	Creosoted Lam. Floor	M.F.B.M.	------	------	----------	----------	16,100.	130.0000	----------	----------
	Painted Steel	L.F.	------	------	0.7780	1.1720	----------	----------	925.	0.8377
109.1	Concrete Rail	L.F.	2.060	2.039	2.1430	1.9890	22,561.	2.0049	11,180.	1.7060
83.10	Laminated Floor	L.F.	------	------	----------	----------	2,554.	8.8545	784.	7.6403
85.1	Class A. Conc. Ord. Paving	C.Y.	23.330	21.048	20.2080	20.6290	16,170.	21.0663	9,859.	19.4526
12.1	Earth excavation	C.Y.	------	------	----------	----------	----------	----------	39,220.	0.3634
16.1	Borrow	C.Y.	------	------	----------	----------	----------	----------	52,050.	0.3488
17.1	Overhaul	C.Y.	------	------	----------	----------	----------	----------	13,340.	0.0491
34.1	Conc. Base and Curb	S.Y.	1.550	1.550	1.5063	1.5996	249,237.	1.5980	654,427.	1.6871
53.1	Gravel	C.Y.	------	------	----------	----------	1,690.	2.2000	14,151.	3.4690
57.1	Bituminous Macadam	S.Y.	------	.870	----------	----------	----------	----------	----------	----------
65.1	1½ in. Rock Asphalt	S.Y.	0.950	------	1.5200	1.2491	231,981.	1.1130	141,800.	1.0500

65.1	2 in. Rock Asphalt	S.Y.	------	------	----------	----------	3,514.	1.2845	415,980.	1.1780
60.1	2½ in. Vit. Brick	S.Y.	------	------	----------	1.8600	8,405.	1.6370	----------	----------
65.1	2 in. R. A. resurfacing	S.Y.	------	------	----------	----------	----------	----------	383,552.	1.3208
53.1	Gravel surfacing	C.Y.	2.190	2.561	2.9074	2.6086	6,854.	1.9958	----------	----------
62.1	18 ft. Conc. Pavement	S.Y.	2.400	2.352	2.1574	**2.0878	1,144,111.	2.2443	839,321.	2.0418
101.1	Concrete Curb	L.F.	------	0.400	0.3800	----------	11,070.	0.3200	56,704.	0.5943
108.1	Type B. Grd. Rail	L.F.	.250	------	0.6841	0.7699	64,058.	0.6109	96,112.	0.6719

*Pipe furnished by the contractor.

**The average price given for Concrete pavement in 1926 does not include necessary reinforcing steel, which was bid as a separate item. In other years the average price is for pavement complete.

Th unit price in 1926, including reinforcing steel, would be $2.2375 per square yard.

The average unit price for concrete pavement in 1927 after bids were made for pavement complete was $2.2059.

Table No. 12

STATEMENT OF CONTRACT WORK DURING BIENNIAL 1927 1928

Type	Miles Under Const. Jan. 1st 1927	Contract Price of Work Under Construction Jan. 1st, 1927	Miles Contracted in 1927 & 1928	Contract Price Work Contracted in 1927 & 1928	Miles Completed in 1927 & 1928	Contract Price of Work Completed in 1927 & 1928	Miles Under Construction Jan. 1, 1929	Contract Price of Work Under Construction Jan. 1, 1929
Bridges	.....	2,188,631.03	6.579	2,686,331.40	*3.748	3,801,610.30	2.831	1,003,352.13
Concrete Paving	89.018	2,096,040.13	191.084	4,514,838.45	213.901	5,136,295.95	66.201	1,474,582.63
Asphalt Paving	15.445	484,621.25	124.756	3,316,128.45	85.286	2,358,512.19	54.915	1,442,237.51
Grading and Drainage	501.442	2,737,293.78	609.411	3,302,922.82	800.137	4,262,964.58	310.716	1,777,252.02
Gravel	152.710	243,003.65	.....	.....	152.710	243,003.65	.....	.....
Brick	2.988	111,654.13	0.935	28,079.61	3.923	139,733.74	.....	.....
Miscellaneous	0.500	4,400.00	.....	8,856.75	0.500	8,464.00	.....	4,792.75
Totals	762.103	7,795,643.97	920.241	13,670,334.43	1,260.205	15,950,584.41	434.663	5,702,217.04

*Does not include length of Bridges contracted prior to January 1, 1927.

Table No. 14

PROJECTS PROPOSED FOR HIGHWAY LETTING

January 9, 1929

Project Number	County	Highway Number	Type	Miles Gross Length	Description
F. 153	Osage	S. H. 11	Asphalt or Concrete	5.00	Barnsdall-Avant
F. 136	Creek	U. S. 66	Concrete	0.50	In Bristow
F. 7-R	Muskogee	U. S. 73	Brick Resurfacing	2.50	Muskogee south
S. 595	Muskogee	U. S. 64	Concrete	2.50	Muskogee west
F. 188	Okfuskee	U. S. 75	Concrete	3.70	Weleetka south
S. 615	Seminole	S. H. 48	Asphalt or Concrete	4.30	Konawa north
F. 134	Murray	U. S. 77	Asphalt Surface on Gravel	6.00	Davis south
S. 605	Bryan	U. S. 70	Asphalt Surface on Gravel	6.50	Bokchito-Bennington
F. 199	Logan	S. H. 33	Concrete	4.00	Between Guthrie and Coyle
F. 228	Lincoln	U. S. 266	Concrete	8.00	Meeker west
F. 161	Canadian	U. S. 81	Asphalt or Concrete	5.00	El Reno north
F. 137	Oklahoma	U. S. 66	Asphalt or Concrete	4.50	Arcadia east
F. 213	Beckham	U. S. 66	Asphalt or Concrete	5.00	Sayre west
S. 140	Alfalfa	U. S. 64	Concrete	1.50	Cherokee north
F. 140	Noble	U. S. 77	Concrete	3.50	North of Red Rock Creek
F. 179	Noble	U. S. 64	Concrete	5.00	Garfield County line east
F. 223	Grant	U. S. 81	Concrete	5.00	North of Medford
F. 179	Garfield	U. S. 64	Concrete	7.50	Covington east
F. 185	Craig	U. S. 66	Bridge		Big Cabin Creek
S. 628	Ottawa	U. S. 66	Bridge		North of Afton
F. 245	McIntosh	U. S. 266	Grading and Drainage	8.00	Checotah west
S. 569	Delaware	S. H. 11	Bridge		Flint Creek
S. 583	Pittsburg	S. H. 3	Grading and Drainage	8.00	McAlester-Bache
F. 196	Haskell	S. H. 9	Grading and Drainage	5.50	Keota east

PROJECTS PROPOSED FOR HIGHWAY LETTING
January 9, 1929—(Cont.)

Project Number	County	Highway Number	Type	Miles Gross Length	Description
S. 536	Murray	U. S. 77	Bridge Extension		Near Wynnewood
S. 629	Atoka	U. S. 73	Bridge		North of Tuska
S. 627	McCurtain	S. H. 21	Bridge		South of Idabel
S. 564	Choctaw	U. S. 70	Bridge		Boggy Creek
S. 598	Pushmataha	S. H. 10	Grading and Drainage	5.50	Clayton-Tuskahoma
F. 162	Grady	U. S. 81	Bridge, Grading and Drainage	8.00	Chickasha-Pocassett
F. 164	Canadian	U. S. 66	Grading and Drainage	16.00	El Reno west
F. 137	Oklahoma	U. S. 66	Overpass		West of Luther
F. 137	Oklahoma	U. S. 66	Grading and Drainage	4.50	West of Luther
S. 454	Tillman	S. H. 36	Grading and Drainage	3.00	Grandfield north
F. 216	Kiowa	S. H. 7	Grading and Drainage	5.00	Headrick bridge east
S. 505	Comanche	S. H. 7	Grading and Drainage	4.00	Caddo County line south
S. 215	Comanche	S. H. 7	Grading and Drainage	6.00	Lawton west
S. 570	Jefferson	U. S. 81	Grading and Drainage	8.50	Waurika north
S. 497	Washita	S. H. 41	Grading and Drainage	11.00	Caddo County line west
S. 505	Caddo	S. H. 7	Grading and Drainage	4.50	Cyril south to County line
S. 552	Caddo	S. H. 41	Grading and Drainage	5.00	Washita County line east
S. 552	Caddo	S. H. 41	Grading and Drainage	4.00	Binger west
S. 205	Custer	U. S. 66	Grading and Drainage	6.00	Clinton to Foss
S. 551	Beckham	S. H. 41	Grading and Drainage	8.00	Sayre east
S. 433	Major	S. H. 15	Bridge and Grading		Main Creek
S. 630	Harper	U. S. 64	Bridge		Dry Buffalo Creek
S. 357	Dewey	S. H. 14	Bridge		Between Vici and Seiling
F. 124	Kingfisher	U. S. 81	Grading and Drainage	6.00	Hennessey to Dover

PROJECTS PROPOSED FOR HIGHWAY LETTING
January 9, 1929—(Cont.)

F. 221	Pottawatomie	S. H. 18	Grading and Drainage	3.00	5 miles south of Tecumseh
F. 140	Noble	U. S. 77	Bridge and Grading	1.00	Red Rock bottom
	Approximate total length			210.50	

Summary

Type	Miles Length
Asphalt or Concrete	23.80
Brick resurface	2.50
Asphalt on Gravel	12.50
Concrete	41.20
Grading and Drainage	130.50
Total Miles	210.50
Approximate Cost	$3,000,000.00

Table No. 9

STATUS OF IMPROVEMENT WORK ON THE STATE HIGHWAY SYSTEM, INCLUDING WORK UNDER CONTRACT

	Concrete	Asphalt	Brick	Heavy Gravel	Maintenance Gravel	Improved Dirt	Unimproved Dirt	Miscellaneous	Total Mileage
Adair	----	----	----	----	68.0	1.0	3.0		72.0
Alfalfa	7.9	----	----	----	----	13.7	58.5		80.1
Atoka	----	----	----	27.0	----	2.0	57.0		86.0
Beaver	----	----	----	----	----	----	63.0		63.0
Beckham	----	14.0	----	----	----	25.1	39.0		78.1
Blaine	0.6	----	----	9.0	2.0	----	82.5		94.1
Bryan	6.2	24.7	----	48.0	----	----	----		78.9
Caddo	----	----	----	15.3	----	5.6	208.2		229.1
Canadian	8.0	13.1	----	0.5	----	8.3	29.2		59.1
Carter	10.0	5.9	----	27.0	26.0	13.4	14.0		96.3
Cherokee	----	----	----	----	66.0	----	5.0		71.0
Choctaw	----	----	----	58.5	8.0	----	----		66.5
Cimarron	----	----	----	----	----	----	86.0		86.0
Cleveland	8.8	19.8	----	4.0	4.2	----	18.5		55.3
Coal	----	----	----	10.0	----	8.0	34.0		52.0
Comanche	16.0	----	----	7.0	----	17.9	72.5		113.4
Cotton	----	----	----	----	----	----	77.1		77.1
Craig	----	----	----	3.8	35.8	14.5	22.5		76.6
Creek	77.5	----	----	----	6.0	10.0	----		93.5
Custer	----	----	----	----	----	3.0	51.5		54.5
Delaware	----	----	----	3.0	101.0	----	10.0		114.0
Dewey	----	----	----	----	2.0	----	68.0		70.0
Ellis	----	----	----	----	----	----	65.0		65.0
Garfield	44.5	12.5	----	----	----	7.5	----		64.5
Garvin	----	----	----	----	18.8	2.1	31.7		52.6
Grady	----	14.0	----	----	----	15.8	57.6	12.0 mi. 10 ft. Conc.	99.4
Grant	24.1	----	----	----	----	13.9	27.0		65.0
Greer	----	----	----	----	----	----	53.3		53.3
Harmon	----	----	----	----	----	----	37.5		37.5
Harper	----	----	----	----	----	----	75.0		75.0
Haskell	----	----	----	18.4	----	----	47.5		65.9
Hughes	5.4	13.0	----	29.1	----	13.0	24.0		84.5
Jackson	----	----	----	7.3	----	----	55.3		62.6
Jefferson	----	----	----	----	----	----	59.0		59.0
Johnston	11.0	----	----	29.5	18.0	----	7.5	3.0 mi. 9 ft. Conc.	69.0
Kay	63.8	----	4.8	----	----	15.4	----		84.0
Kingfisher	14.7	----	----	----	----	6.5	31.5		52.7
Kiowa	----	----	----	26.0	----	14.0	60.8		100.8
Latimer	1.0	----	----	34.0	----	----	----		35.0
LeFlore	----	----	----	32.0	67.1	5.9	34.7		139.7
Lincoln	----	10.5	----	----	----	45.4	51.3		107.2
Logan	43.0	6.0	----	----	----	12.8	6.5		68.3
Love	----	----	----	15.1	9.5	----	----	8.8 mi. 10 ft. Conc.	33.4
McClain	0.5	----	----	8.8	25.3	----	9.0		43.6
McCurtain	----	----	----	61.5	54.0	----	27.0		142.5
McIntosh	----	22.0	----	----	----	----	28.0		50.0
Major	----	----	----	----	----	1.8	97.0		98.8
Marshall	7.0	----	----	33.0	----	----	----		40.0
Mayes	----	----	----	49.0	35.0	----	9.0		93.0
Murray	5.0	1.0	----	20.5	18.4	----	15.3		60.2
Muskogee	11.0	24.5	6.5	66.0	13.0	----	29.0		150.0
Noble	38.4	----	----	----	----	38.9	----		77.3
Nowata	----	11.2	----	30.4	----	10.0	6.0		57.6
Okfuskee	----	----	----	43.0	----	7.7	22.5		73.2
Oklahoma	41.5	7.9	25.0	----	----	4.1	5.6		84.1

STATUS OF IMPROVEMENT WORK ON THE STATE HIGHWAY SYSTEM, INCLUDING WORK UNDER CONTRACT
(Continued)

	Concrete	Asphalt	Brick	Heavy Gravel	Maintenance Gravel	Improved Dirt	Unimproved Dirt	Miscellaneous	Total Mileage
Okmulgee	34.0	24.0	.....	.....	.....	6.0	14.0		78.0
Osage	7.1	16.0	.....	15.7	22.2	51.0	52.2		164.2
Ottawa	4.5	7.1	.....	3.0	35.7	.....	8.0		58.3
Pawnee	16.6	.....	.....	11.7	.....	22.4	28.0		78.7
Payne	17.6	.....	.....	.....	.....	54.2	28.8		100.6
Pittsburg	31.3	10.2	.....	18.0	.....	12.8	39.9		112.2
Pontotoc	.....	.....	.....	12.4	.....	20.8	52.8		86.0
Pottawatomie	12.0	5.3	.....	.....	.....	17.3	45.2		79.8
Pushmataha	.....	.....	.....	8.0	18.0	.....	61.0		87.0
Roger Mills	.....	.....	.....	.....	.....	.....	59.0		59.0
Rogers	10.0	4.3	.....	.....	44.6	17.0	22.5		98.4
Seminole	4.2	9.9	.....	.....	.....	9.1	35.5		58.7
Sequoyah	.....	.....	.....	4.0	30.0	10.0	26.0		70.0
Stephens	48.4	.....	.....	.....	.....	47.4	.....		95.8
Texas	.....	.....	.....	.....	.....	9.0	92.5		101.5
Tillman	.....	.....	.....	3.0	.....	.....	92.8		95.8
Tulsa	107.2	.....	.....	.....	.....	.....	4.5		111.7
Wagoner	.....	.....	.....	36.0	.....	.....	32.0		68.0
Washington	48.0	.....	.....	.....	.....	8.0	.....		56.0
Washita	.....	.....	.....	.....	.....	53.2	34.0		87.2
Woods	2.3	.....	.....	.....	5.0	.....	104.8		112.1
Woodward	.....	.....	.....	.....	.....	.....	104.0		104.0
Totals	789.1	276.9	36.3	828.5	*733.6	675.5	2,910.6	23.8	6,274.3

*Includes all weather roads not to standard grade and drainage.

Table No. 8

TYPES AND MILEAGE OF STATE ROADS IN OKLAHOMA
To December 1, 1928

Type	Div. I	Div. II	Div. III	Div. IV	Div. V	Div. VI	Div. VII	Total
Concrete Pavement, 18 foot	287.93	45.0	41.94	39.2	143.24	54.4	196.20	817.91
Concrete Pavement, 9 foot	.....	.....	.....	3.0	.....	.....	.....	3.00
Concrete Pavement, 10 foot	.....	.....	.....	8.8	.....	.....	.....	8.80
Brick on Concrete	.....	3.0	.....	.....	25.0	.....	4.75	32.75
Brick on Gravel	.....	3.5	.....	.....	.....	.....	.....	3.50
Asphalt on Concrete, 18 foot	20.74	21.5	32.97	2.0	63.72	14.0	12.50	167.43
Asphalt on Concrete, 9 foot	13.37	.....	.....	.....	.....	.....	.....	13.37
Asphalt on Macadam	18.9	.....	.....	13.1	7.5	.....	.....	39.50
Ameisite on Gravel	.....	.....	.....	16.5	.....	.....	.....	16.50
Penet. Asph. Macadam	.....	49.0	.....	.....	.....	.....	.....	49.00
Gravel (Heavy)	63.8	158.0	171.63	328.1	13.3	58.45	9.00	802.28
Maintenance Gravel	132.48	312.74	67.1	170.6	29.0	.....	9.0	720.92
Shale and Gyp Rock	.....	.....	25.0	.....	.....	.....	3.0	28.00
Dirt (Improved)	124.97	16.97	60.93	17.4	151.8	165.4	103.25	640.72
Dirt (Unimproved)	140.04	132.0	303.76	213.5	257.38	899.45	954.75	2900.88
Oiled	4.0	.....	.....	.....	.....	.....	.....	4.00
Not under Maintenance	.....	24.0	2.7	.....	.....	.....	.....	26.70
Bridges	0.20	.28	1.13	.88	1.37	1.24	.95	6.05
Totals	806.43	765.99	707.16	813.08	692.31	1202.94	1293.40	6281.31

TYPES AND MILEAGE OF STATE ROADS IN OKLAHOMA—(Cont.)

Summary

Item	Miles	Total Miles Surfaced	Total Miles Improved	Total Miles in System
High Type	1046.81	.....	.....	.....
Medium Type	935.23	.....	.....	.....
Maintenance Gravel	720.92	2702.96	.....	.....
Improved Earth	644.72	.....	.....	.....
Bridges	6.05	.....	3353.73	3353.73
Unimproved	2900.88	.....	.....	2900.88
Not Maintained	26.70	.....	.....	26.70
Total				6281.31

NOTE: High Type includes Concrete, Brick and Asphalt Top on Concrete Base; Medium Type includes Heavy Gravel, Shale, Asphalt Top on Graval or Macadam Base; Maintenance Gravel includes 7½ to 15 C. Y. Gravel per Station; Improved Earth includes grading and drainage complete.

Table No. 10

CONTRACTS THAT HAVE BEEN AWARDED BY THE STATE HIGHWAY DEPARTMENT BY CALENDAR YEARS

Year	Amount
1918	$ 476,673.95
1919	1,735,991.87
1920	1,725,390.13
1921	6,431,413.96
1922	2,780,094.20
1923	7,071,569.68
1924	5,748,349.18
1925	6,989,086.15
1926	6,853,426.39
1927	7,487,832.94
1928	6,182,501.49
Total	$53,482,329.94

Table No. 11

SUMMARY OF WORK BY TYPES AND DIVISIONS FOR 1927-1928

Contracts Awarded

Divisions	I	II	III	IV	V	VI	VII	
	Miles							Total Miles
Grading and Drainage	53.619	43.420	109.961	17.409	184.105	133.000	67,897	609.411
Concrete Pavement	19.235	10.414	.495	3.00	42.507	40.855	74.578	191.084
Asphalt Pavement	5.238	.....	43.986	14.285	46.621	14.626	.....	124.756
Brick Pavement	.....	.935	.....	.....	.....	.....	.....	.935
Bridges	0.206	.307	.857	0.867	1.460	1.589	1.293	6.579
Total Miles	78.298	55.076	155.299	35.561	274.693	190.070	143.768	932.765
Total Miles Pavement	24.473	11.349	44.481	17.285	89.128	55.481	74.578	316.775
Miscellaneous and Special Maintenance Improvements (does not include repairs or resurfacing)								
Light Gravel Surface	81.9	46.50	38.7	65.7	.....	3.0	.....	235.80
Pavement	.....	2.699	.....	.....	0.74	.487	2.699	6.625
Grade and Drain	40.05	28.84	5.4	22.43	.....	7.000	13.940	117.66
Total Miles								1.292.85

Table No. 13

STATUS OF CONTRACTS AWARDED IN 1927-1928

County	Project	Length	Type	Location	Contractor	Contract Price	Status
Adair	S. 250-H	0.019 Mi.	Bridge	Courthouse Cr.	Edward Coady	$11,581.66	100%
Adair	S. 250-DE	12.192 Mi.	G. & D.	Westville-Christie	S. E. Gray	67,735.58	100%
Adair	S. 250-F	0.010 Mi.	Bridge	Near Christie	Pioneer Const. Co.	8,069.40	100%
Adair	S. 250-C	4.569 Mi.	G. & D.	E. & W. of Proctor	Altman-Rogers	61,250.92	Begun
Adair	S. 250-IJ	0.038 Mi.	Bridge	E. of Talequah	Stephens Co. Const. Co.	23,665.52	Begun
Alfalfa	S. 339-A	6.504 Mi.	G. & D.	S. of Cherokee	Albert-Pike Const. Co.	21,350.59	100%
Alfalfa	S. 339-B	0.015 Mi.	Bridge	S. of Cherokee	Albert-Pike Const. Co.	11,256.40	100%
Alfalfa	S. 338	1.403 Mi.	Conc. Paving	N. of Carmen	Rightmire & Baldwin	37,560.59	100%
Alfalfa	S. 339	6.504 Mi.	Conc. Paving	S. of Cherokee	Highway Const. Co.	159,585.45	100%
Alfalfa	S. 503-AB	12.085 Mi.	G. & D.	W. of Jet	T. C. Ottinger	40,749.12	97%
Alfalfa	S. 503-C	0.068 Mi.	Bridge	E. & W. of Jet	H. B. Garrett	35,014.42	90%
Alfalfa	S. 140-BC	1.608 Mi.	G. & D. Bri.	N. of Cherokee	Alderman-Apple-Miller	15,848.20	81%
Atoka	S. 591-A	2.000 Mi.	G. & D.	S. through Caney	Gaines & Yeokum	18,084.87	Begun
Atoka	S. 591-B	0.053 Mi.	Bridge	S. through Caney	Gaines & Yeokum	17,803.57	Begun
Beaver	S. 606	0.218 Mi.	Bridge	In Beaver City	Nims & Frost	23,042.30	10%
Beckham	F. 160-B	0.762 Mi.	G. & D.	S. of Sayre	Maney & Alley	3,940.62	100%
Beckham	F. 213-ABC	21.584 Mi.	G. & D.	W. of Sayre	Maney & Alley	74,543.29	100%
Beckham	F. 213-D	0.079 Mi.	Bridge	W. of Sayre	H. B. Garrett	39,833.96	80%
Beckham	F. 205-H	0.037 Mi.	Bridge	E. of Elk City	Stephens Co. Const. Co.	9,301.86	85%
Beckham	F. 212-BCE	14.626 Mi.	Asph. Paving	W. of Elk City	Standard Paving Co.	426,219.93	70%
Bryan	S. 445-AB	3.000 Mi.	Conc. Paving	E. of Durant	S. O. Maxey & Sons	74,752.47	100%
Bryan	S. 605-AB	8.195 Mi.	Asph. Paving	Pirtle-Bokchito	Ward-Beekman & Brooks	124,263.62	19%
Caddo	S. 596-B	0.106 Mi.	Bridge	E. of Anadarko	Nims & Frost	44,779.42	Begun
Caddo	S. 446-F	0.061 Mi.	Bridge	S. of Apache	Boardman Company	31,763.30	Begun
Caddo	S. 446-E	3.439 Mi.	G. & D.	S. of Apache	D. T. Allen	14,034.74	Begun
Caddo	S. 596-A	3.811 Mi.	G. & D.	E. of Anadarko	D. T. Allen	30,824.52	Begun

STATUS OF CONTRACTS AWARDED IN 1927-1928—Cont.)

County	Project	Length	Type	Location	Contractor	Contract Price	Status
Canadian	F. 164-AB	1.715 Mi.	G. & D.	W. of El Reno	Patterson & Patterson	2,918.53	100%
Canadian	F. 164-C	0.008 Mi.	Bridge	W. of El Reno	George Merveldt	5,387.70	100%
Canadian	S. 163-E	4.944 Mi.	G. & D.	E. of El Reno	Robinson & Bybee	21,203.43	100%
Canadian	S. 163-F	4.825 Mi.	G. & D.	E. of El Reno	T. C. Ottinger	23,992.31	100%
Canadian	F. 163-G	0.066 Mi.	Bridge	E. of El Reno	Garrett & Mills	32,666.51	100%
Canadian	S. 321-A	1.500 Mi.	Asph. Paving	E. of Yukon	Western Paving Company	29,576.45	100%
Canadian	F. 164-B	1.280 Mi.	Conc. Paving	W. of El Reno	S. O. Maxey & Sons	29,725.85	100%
Canadian	F. 161-AD	4.778 Mi.	G. & D.	S. of Okarche	J. E. Smith & Sons	34,287.57	66%
Canadian	F. 161-B	4.549 Mi.	G. & D.	S. of Okarche	G. B. Rice	22,285.68	85%
Canadian	F. 161-C	0.014 Mi.	Bridge	S. of Okarche	Turner & Ayres	11,454.30	55%
Canadian	F. 163-EF	9.768 Mi.	Asph. Paving	Yukon & El Reno	Park & Company	295,546.49	100%
Canadian	F. 163-H	1.789 Mi.	G. & D. & Pav.	Yukon & El Reno	Park & Company	65,703.66	29%
Canadian	F. 164-D	6.825 Mi.	G. & D.	W. of El Reno	Merveldt & Lawson	20,018.22	Begun
Canadian	F. 164-E	0.026 Mi.	Bridge	W. of El Reno	T. C. Ottinger	13,722.84	Begun
Canadian	S. 600-B		Bri. Protec.	N. of El Reno	Conc. Steel Jetty	950.00	100%
Canadian	M. 54		Road Protec.	E. of Yukon	Robinson & Bybee	4,792.75	30%
Carter	F. 187-I	4.407 Mi.	G. & D.	E. of Step. Co. Line	Blackburn & Rimbey	26,746.98	Begun
Carter	F. 187-J	0.015 Mi.	Bridge	E. of Step. Co. Line	Blackburn & Rimbey	8,992.62	Begun
Carter	S. 513-AB	8.901 Mi.	G. & D.	E. of Duncan	D. T. Allen	49,116.83	100%
Cherokee	S. 537	0.125 Mi.	Bridge	E. of Talequah	Boardman Company	17,181.39	100%
Cherokee	S. 250-AB	10.585 Mi.	G. & D.	E. of Illinois River	Blackburn & Rimbey	143,857.77	Begun
Choctaw	M. 404	6.090 Mi.	Asphalt Surf.	W. of Hugo	T. E. Ward	90,284.50	Begun
Cimarron	S. 352	0.088 Mi.	Bridge	N. of Boise City	A. R. Mackey	10,919.79	100%
Cimarron	S. 508	0.094 Mi.	Bridge	Okla.-New Mexico Line	L. N. Swope & Son	24,871.70	48%
Cleveland	S. 311-C	0.528 Mi.	Bridge	SW. of Norman	Nims & Frost	54,495.30	100%
Coal	S. 540-E	0.035 Mi.	Bridge	Tupelo to Stonewall	Woodward Const. Co.	28,477.95	Begun
Coal	S. 540-C	6.626 Mi.	G. & D.	Tupelo to Stonewell	J. T. Ables	31,556.45	Begun

Coal	S. 347-AB	9.310 Mi.	G. & D.	N. of Coalgate	J. T. Ables	37,448.60	75%
Coal	S. 347-C	0.061 Mi.	Bridge	N. of Coalgate	J. W. Williams	34,734.16	100%
Coal	S. 540-A	4.438 Mi.	G. & D.	Tupelo & Centrahoma	J. T. Ables	24,337.15	Begun
Coal	S. 540-B	0.035 Mi.	Bridge	Tupelo & Centrahoma	Southwestern Const. Co.	18,292.34	Begun
Comanche	F. 145-B	7.593 Mi.	Conc. Paving	E. of Lawton	Hyde Const. Co.	186,559.48	25%
Comanche	F. 215-C	0.073 Mi.	Bridge	W. of Lawton	Southwest Bridge Const.	45,470.40	100%
Comanche	F. 215-AB	10.047 Mi.	G. & D.	W. of Lawton	Witt & Bolton	34,807.04	100%
Comanche	S. 446-A	5.100 Mi.	G. & D.	N. of Ft. Sill	Interstate Const. Co.	22,421.48	90%
Comanche	S. 446-B	0.041 Mi.	Bridge	N. of Ft. Sill	Interstate Const. Co.	22,569.67	100%
Comanche	S. 446-C	4.973 Mi.	G. & D.	N. of Lawton	D. T. Allen	27,996.02	Begun
Comanche	S. 446-D	0.049 Mi.	Bridge	N. of Lawton	Boardman & Company	30,801.36	Begun
Comanche	F. 145-A	6.362 Mi.	Conc. Paving	E. of Lawton	Hyde Const. Co.	146,489.01	88%
Cotton	F. 157-F	1.912 Mi.	G. & D.	E. of Walters	Grant Kerr	10,238.39	69%
Cotton	F. 157-G	0.072 Mi.	Bridge	E. of Walters	Joe Biggs	49,909.88	100%
Cotton	S. 574	0.037 Mi.	Bridge	W. of Temple	Stephens Co. Const. Co.	16,024.50	Begun
Craig	F. 243-B	4.485 Mi.	G. & D.	N. of Vinita	S. E. Gray	22,514.35	79%
Craig	S. 165-A	4.550 Mi.	G. & D.	S. of Vinita	S. E. Gray	13,681.26	100%
Craig	S. 165-B	5.380 Mi.	G. & D.	S. of Vinita	S. E. Gray	13,241.19	100%
Craig	S. 165-C	0.015 Mi.	Bridge	S. of Vinita	Gooldy & Epperson	8,647.20	100%
Creek	F. 136-A	7.248 Mi.	Conc. Paving	SW. of Depew	Altman-Rogers	182,441.46	100%
Creek	F. 136-B	6.773 Mi.	Conc. Paving	Depew to Bristow	Tom Collins	152,127.62	100%
Garfield	F. 180-B	3.950 Mi.	Conc. Paving	E. of Lahoma	Hyde Const. Co.	88,900.33	100%
Garvin	S. 600-A		Bri. Protec.	N. of Pauls Valley	Kellner Jetty Co.	642.75	100%
Garvin	F. 143-E	0.061 Mi.	Bridge	S. of Pauls Valley	J. W. Williams	24,135.04	100%
Garvin	F. 235-C	2.101 Mi.	G. & D.	E. of Stratford	O. W. Pharaoh	10,115.43	100%
Grady	S. 348	0.077 Mi.	Bridge	E. of Chickasha	Boardman Company	75,367.33	100%
Grady	F. 208-A	6.883 Mi.	Asph. Paving	S. of Chickasha	Western Paving Co.	185,868.94	100%
Grady	F. 202-A	5.869 Mi.	G. & D.	E. of Chickasha	Dan Sweeney	33,956.29	100%
Grady	F. 202-B	0.115 Mi.	Bridge	E. of Chickasha	Nims & Frost	52,235.69	100%
Grady	S. 329-A	5.233 Mi.	G. & D.	E. of Cement	Dan Sweeney	27,531.92	Begun

STATUS OF CONSTRACTS AWARDED IN 1927-1928—(Cont.)

County	Project	Length	Type	Location	Contractor	Contract Price	Status
Marshall	S. 485 B	0.035 Mi.	Bridge	Near Aylesworth	Whitson-Kirby	13,583.05	100%
Muskogee	S. 449-B	1.089 Mi.	Conc. Paving	E. of Muskogee	Ellis & Lewis	28,056.05	100%
Muskogee	S. 450-A	5.872 Mi.	Conc. Paving	S. of Muskogee	Ellis & Lewis	144,289.96	100%
Muskogee	S. 449-A	0.580 Mi.	Brick Paving	E. of Muskogee	Gravelle & Hamblin	19,474.03	100%
Muskogee	S. 450-B	0.355 Mi.	Brick Paving	S. of Muskogee	Gravelle & Hamblin	8,605.58	100%
Noble	F. 230-C	3.345 Mi.	G. & D.	W. of Morrison	R. R. Tway	17,432.08	100%
Noble	F. 231-A	6.047 Mi.	G. & D.	E. of Perry	Taylor & Younger	49,282.16	100%
Noble	F. 231-B	6.029 Mi.	G. & D.	E. of Perry	Taylor & Younger	47,708.38	100%
Noble	F. 231-C	0.044 Mi.	Bridge	E. of Perry	M. A. Swatek	29,288.65	100%
Noble	F. 139-H	6.444 Mi.	Conc. Paving	S. of Lucien	Standard Paving Co.	160,881.21	100%
Noble	F. 230-D	5.012 Mi.	G. & D.	Morrison to Lela	Carl McCoy	37,968.56	100%
Noble	F. 230-E	0.095 Mi.	Bridge	Morrison to Lela	Gaines-Yeokum & Mackey	53,358.06	100%
Noble	F. 140-DE	5.990 Mi.	Conc. Paving	S. of Tonkawa	A. L. Cook	122,809.83	Begun
Noble	F. 210-B2	4.000 Mi.	Conc. Paving	W. of Marland	Hanson-Pearce	83,857.92	100%
Noble	F. 210-B3	2.450 Mi.	Conc. Paving	W. of Marland	A. L. Cook	50,653.87	Begun
Noble	F. 231-D	2.97 Mi.	G. & D.	N. of Stillwater	Carl McCoy	9,251.39	63%
Nowata	F. 193-D	5.238 Mi.	Asph. Paving	N. of Nowata	Ellis & Lewis	152,057.85	8%
Okfuskee	S. 434-AB	13.020 Mi.	G. & D.	N. of Okemah	R. T. Amis	60,531.75	4%
Okfuskee	S. 434-C	0.020 Mi.	Bridge	N. of Okemah	Stephens Co. Const. Co.	18,439.16	Begun
Okfuskee	S. 448-A	4.191 Mi.	G. & D.	W. of Okmulgee	Gravelle & Hamblin	25,718.96	4%
Okfuskee	S. 448-B	0.047 Mi.	Bridge	W. of Okmulgee	Grant Williams	20,058.74	Begun
Okfuskee	M. 303	12.524 Mi.	Asph. Surf.	E. of Okemah	C. S. Beekman	186,823.05	Begun
Oklahoma	F. 137-FI	4.849 Mi.	G. & D.	E. of Edmond	Maney & Alley	16,857.33	20%
Oklahoma	F. 137-F2	4.849 Mi.	Asph. Paving	E. of Edmond	Western Paving Co.	141,273.24	Begun
Oklahoma	F. 137-G	4.052 Mi.	G. & D.	E. of Arcadia	Taylor & Younger	24,125.79	74%
Okmulgee	S. 139-C	3.453 Mi.	Conc. Paving	W. of Okmulgee	Ellis & Lewis	97,045.15	100%
Osage	F. 153-CD	5.438 Mi.	G. & D.	E. of Avant	Hamilton Construction Co.	32,396.51	100%
Osage	F. 153-F	3.890 Mi.	G. & D.	N. W. of Avant	Hamilton Construction Co.	13,609.71	100%
Osage	F. 153-IJ	6.175 Mi.	G. & D.	Barnsdall-Avant	Hamilton Construction Co.	40,604.57	100%
Osage	F. 153-J-3	0.060 Mi.	Bridge	E. of Barnsdall	E. G. Fike	36,666.77	Begun
Pawnee	F. 229-AB	5.209 Mi.	G. & D.	E. of Pawnee	Altman-Rodgers	37,283.68	100%
Pawnee	F. 229-CD	10.346 Mi.	G. & D.	E. of Pawnee	M. A. Swatek	68,964.83	96%
Pawnee	F. 230-A	6.810 Mi.	G. & D.	W. of Pawnee	Carl McCoy	48,269.81	89%
Pawnee	F. 229-E	0.092 Mi.	Bridge	E. of Pawnee	Gaines-Yeokum & Mackey	53,968.51	100%
Pawnee	F. 230-B	0.039 Mi.	Bridge	W. of Pawnee	Gaines-Yeokum & Mackey	23,662.30	100%
Pawnee	F. 229-A2	0.436 Mi.	Conc. Paving	E. of Pawnee	Standard Paving Co.	9,901.73	Begun
Pawnee	F. 229-B2	4.778 Mi.	Conc. Paving	E. of Pawnee	Standard Paving Co.	99,933.46	Begun
Payne	F. 199-G	7.145 Mi.	G. & D.	W. of Cushing	Blackburn & Rimbey	69,551.59	100%
Payne	F. 199-H	8.010 Mi.	G. & D.	W. of Cushing	Blackburn & Rimbey	47,435.86	100%
Payne	F. 199-I	0.042 Mi.	Bridge	W. of Cushing	Gooldy & Epperson	32,115.14	100%
Payne	S. 377	0.182 Mi.	Bridge	W. of Cushing	Pioneer Construction Co.	135,758.70	100%
Payne	F. 198-BCD	16.891 Mi.	G. & D.	E. of Stillwater	Blackburn & Rimbey	90,747.05	95%
Payne	F. 198-G	3.835 Mi.	G. & D.	E. of Yale	Tom Collins	23,658.20	100%
Payne	F. 198-H	0.065 Mi.	Bridge	E. of Stillwater	Tom Collins	42,138.56	100%
Payne	S. 437-A	1.432 Mi.	G. & D.	S. of Stillwater	J. C. Carlile	4,362.69	100%
Payne	S. 437-A2	1.432 Mi.	Conc. Paving	S. of Stillwater	Roy Tanner	33,207.68	37%
Payne	F. 199-AJ	10.491 Mi.	G. & D.	W. of Perkins	E. R. Hert	58,602.08	58%
Payne	F. 199-F	0.038 Mi.	Bridge	W. of Perkins	Theo. Gudgel	21,955.09	80%
Payne	F. 199-GH	10.087 Mi.	Conc. Paving	W. of Cushing	American Paving Co.	213,908.88	10%
Payne	F. 231-EF	8.004 Mi.	G. & D.	N. of Stillwater	A. T. Postlewait	36,920.70	66%
Pittsburg	F. 186-C	0.909 Mi.	G. & D.	S. of Crowder	M. A. Swatek	17,986.18	100%
Pittsburg	F. 186-D	0.091 Mi.	Bridge	S. of Crowder	Gaines-Yeokum & Mackey	65,580.86	100%
Pittsburg	S. 354	0.495 Mi.	Conc. Paving	Hartshorne	J. S. Martin	11,973.71	100%
Pittsburg	F. 186-AB	5.679 Mi.	Asph. Paving	S. of Crowder	Ward-Beekman & Brooks	160,335.76	100%
Pittsburg	F. 182-DE	9.368 Mi.	G. & D.	E. of Stewart	Hamilton Construction Co.	54,026.14	100%
Pittsburg	S. 50	3.00 Mi.	Asph. Paving	W. of McAlester	Ward-Beekman & Brooks	84,576.60	100%
Pontotoc	S. 540-DG	0.894 Mi.	G. & D.	E. of Stonewall	J. T. Ables	11,269.85	Begun

STATUS OF CONSTRACTS AWARDED IN 1927-1928—(Cont.)

County	Project	Length	Type	Location	Contractor	Contract Price	Status
Pontotoc	F. 235-A	7.063 Mi.	G. & D.	W. of Ada	J. W. Harrison	38,369.58	100%
Pontotoc	F. 235-B	7.004 Mi.	G. & D.	W. of Ada	J. W. Harrison	41,668.88	100%
Pontotoc	F. 235-D	0.161 Mi.	Bridge	W. of Ada	Boardman Company	97,445.84	100%
Pontotoc	F. 242-AB	13.646 Mi.	G. & D.	E. of Ada	Pharaoh & Company	80,292.08	26%
Pontotoc	F. 242-C	0.062 Mi.	Bridge	E. of Ada	Boardman Company	38,254.84	82%
Pontotoc	S. 540-F	0.045 Mi.	Bridge	Centrahoma-Stonewal	Boardman Company	17,723.85	Begun
Pottawatomie	F. 221-AB	5.315 Mi.	G. &. D.	S. of Tecumseh	J. W. Crites	13,968.51	100%
Pottawatomie	F. 211-AB	3.250 Mi.	Asph. Paving	W. of Shawnee	Ward-Beekman & Brooks	97,388.64	100%
Pottawatomie	F. 211-F	2.002 Mi.	Asph. Paving	W. of Shawnee	H. L. Canady	58,760.01	100%
Pushmataha	S. 511	0.010 Mi.	Bridge	N. of Antlers	D. S. Miser & Sons	7,692.95	100%
Seminole	F. 222-GH	10.996 Mi.	Asph. Paving	S. E. of Seminole	Ward-Beekman & Brooks	360,849.86	100%
Seminole	F. 222-GH	11.760 Mi.	G. & D.	E. of Seminole	Maney & Alley	99,252.05	100%
Seminole	F. 222-IJ	0.146 Mi.	Bridge	E. of Seminole	Caines-Yeokum & Mackey	104,408.35	100%
Seminole	S. 615-A	3.558 Mi.	Asph. Paving	Konawa	C. S. Beekman	103,035.51	Begun
Seminole	F. 222-DE	8.991 Mi.	G. & D.	N. W. of Seminole	Taylor & Younger	38,349.77	49%
Seminole	F. 222-F	0.021 Mi.	Bridge	N. W. of Seminole	Stephens Co. Const. Co.	10,185.50	5%
Sequoyah	F. 151-A	6.624 Mi.	G. & D.	E. of Sallisaw	Altman & Rodgers	32,819.30	100%
Sequoyah	F. 151-B	4.687 Mi.	G. & D.	E. of Sallisaw	Altman & Rodgers	25,847.20	100%
Sequoyah	S. 112-B	0.026 Mi.	Bridge	W. of Vian	S. W. Construction Co.	18,569.00	100%
Sequoyah	F. 151-E	0.062 Mi.	Bridge	E. of Sallisaw	Gooldy & Epperson	36,693.49	100%
Sequoyah	F. 151-D	4.763 Mi.	G. & D.	E. of Muldrow	James & Hopper	19,293.14	100%
Sequoyah	F. 151-F	0.027 Mi.	Bridge	E. of Muldrow	James & Hopper	17,038.76	100%
Stephens	F. 187-D	4.852 Mi.	G. & D.	E. of Comanche	J. E. Smith & Sons	23,492.14	100%
Stephens	F. 187-E	4.876 Mi.	G. & D.	E. of Comanche	J. E. Smith & Sons	21,686.45	100%
Stephens	F. 187-FG	7.409 Mi.	G. & D.	E. of Comanche	J. E. Smith & Sons	37,056.72	100%
Stephens	F. 187-H	0.149 Mi.	Bridge	E. of Comanche	Stephens Co. Const. Co.	77,007.54	100%
Stephens	F. 146-AB	2.348 Mi.	Conc. Paving	E. of Marlow	Hanson-Pearce	60,249.12	100%
Stephens	F. 157-AC	4.854 Mi.	Conc. Paving	W. of Comanche	Reynolds & Sutton	124,121.61	100%
Stephens	S. 180	2.000 Mi.	Conc. Paving	E. of Duncan	Hanson-Pearce	51,492.74	100%
Stephens	F. 187-AB	7.469 Mi.	Conc. Paving	E. of Comanche	Reynolds & Sutton	177,535.34	100%
Stephens	F. 145-CD	10.229 Mi.	Conc. Paving	W. of Comanche	Altman-Rodgers	240,534.43	8%
Tillman	S. 453	3.818 Mi.	G. & D.	E. of Frederick	Witt & Bolton	23,473.34	100%
Washington	F. 153-E	1.336 Mi.	G. & D.	N. of Skiatook	Hamilton Construction Co.	9,138.54	100%
Washita	F. 239-AB	13.056 Mi.	G. & D.	S. of Cordell	J. E. Smith & Sons	53,201.18	65%
Washita	F. 239-C	0.127 Mi.	Bridge	S. of Cordell	Boardman Company	53,099.80	79%
Washita	S. 497-A	7.837 Mi.	G. & D.	W. of Cordell	Dan Sweeney	30,523.08	100%
Washita	F. 155-FG	14.550 Mi.	G. & D.	W. of Cordell	Maney & Alley	56,136.94	50%
Washita	F. 155-I	0.061 Mi.	G. & D.	W. of Cordell	Richards & Moorman	37,395.82	36%
Washita	F. 155-H	0.061 Mi.	Bridge	W. of Cordell	S. W. Br. & Culv. Co.	39,293.75	77%
Woods	S. 399	1.024 Mi.	Conc. Paving	S. of Waynoka	Rightmire & Baldwin	28,148.94	100%
Woods	S. 608-B	0.032 Mi.	Bridge	E. of Edith	S. W. Construction Co.	17,263.00	Begun
Woods	S. 600-C		Bri. Protec.		Kellner Jetty	671.25	100%

Table No. 20-A
MISCELLANEOUS IMPROVEMENTS AND BETTERMENTS—YEARS 1927 AND 1928

Project SA.	County	Route	Location—Type	Miles	Cost
127B	Adair		Repair Duncan Creek Bridge		$ 2,821.00
148	Pushmataha	10	Clayton S. Heavy const. Prison camp	12.93	336,411.78
227G	Kiowa-Greer	9	East and west of Bridge—grade and drainage	1.5	4,803.83
239	McCurtain	21	Bethel northeast, general improvement		8,005.17
272	Atoka	6	Near Stringtown—heavy construction	23.4	163,520.92
304	McCurtain	21	Idabel southeast, gravel	26.0	39,791.62
315	Johnston	12	Washita River Bridge repair		50,095.42
338B-Ex	Alfalfa	8	Through Carmen, concrete pavement	1.074	29,031.98
349	Woodward	15&24	Woodward east—grade and drainage	2.71	9,723.61
356	Cotton-Comanche	5-8	Both routes—heavy blading	8.6	7,942.43
357	Dewey	13	Seiling west—grade and drainage	26.0	20,748.38
368	Choctaw	10	Hugo to Red River—gravel	10.5	2,783.92
398	Tulsa	12	Mohawk Park construction	7.05	31,467.49
403	Cotton	8	Connect to new bridge—grade	2.5	15,436.70
414	Carter	4	Ardmore south—gravel	6.7	4,569.14
436	Woodward	47	In Woodward—concrete paving and culvert	1.97	47,867.21
471	Latimer		Quinton-Wilburton heavy grade prison camp	20.0	29,567.50
479	Okmulgee	9	Henryetta east, grade and drainage	4.84	2,412.78
490	Seminole		Paint Keokuk Falls Bridge		247.90
493	Kiowa	14	North of Hobart, widen culverts and grade	3.0	403.75
495	Custer	66	East of Clinton, channel to bridge		14,413.10
517	Garvin	4	Gravel surface	8.0	12,728.01
518	Garvin	4	Gravel surface	8.0	10,192.72
520	Tulsa	1	Between Sand Springs and Tulsa, culverts		5,633.10
528	Grant	81	In Pond Creek, concrete paving	0.71	8,064.00
543	Nowata		Wann east, grade and drainage (Co.)	9.0	36,164.39
544	Nowata	16	2 miles south of line and east, grade and drainage (Co.)	2.0	1,164.78
546	Nowata		South of Delaware and east, grade and drainage (Co.)	6.0	47,790.95
547	Nowata		North of Coodys Bluff, grade and drainage (Co.)	5.0	10,197.98
557AB	Muskogee	1&6	In Muskogee, 24 and 30-foot, 2½-inch brick pavement	2.059	56,561.80
558	Sequoyah	1	In Sallisaw, grading	1.6	1,131.17
562	Comanche	29	In Lawton, Frisco underpass		1,998.12
562B	Comanche	29	In Lawton, concrete pavement	0.487	No Pay't
566	Tulsa	11	Bird Creek Bridge and Culvert		3,639.23
568	Caddo	7	Through Cement, repair gravel	7.3	6,940.12
571	Osage	11&25	West of Pawhuska and at Hominy, gravel	45.0	45,661.10
576	Lincoln	266	In Prague, concrete pavement	0.48	13,182.32
578	Pottawatomie	18	In Tecumseh, concrete pavement	0.26	6,169.20
580	Woods	50	Through Freedom, grading	3.23	469.12
611	Cherokee	10&27	In Tahlequah, concrete paving	0.64	156.00
612	Woods	1&15	Near Normal at Alva, concrete pavement	0.445	No Pay't

GRADE CROSSINGS ELIMINATED BY SEPARATIONS AND RELOCATIONS, 1927-1928

Table No. 6

County	Route No.	Proj. No.	Location	RR.	Method of Elimination	Grade Cross. Elim.	Status	Remarks
Adair	S27	S250	3 mi. west of Westville	SL&SF	Overhead	1	Complete	Crossing closed.
Adair	S17	S425	3 mi. north of Westville	KCS	Underpass	1	Under Const.	Crossing closed.
Adair	S17	S425	Bunch to Siloam Spgs., Ark	KCS	Relocation	6	Under Const.	3 crossings closed, 3 converted to private crossings.
Alfalfa	US64	S503	2 mi. west of Jet	AT&SF	Underpass	2	Complete	Crossing closed.
Atoka	US75	S201	1-5 mi. south of Tuska	MK&T	Underpass	1	Complete	Crossing closed.
Atoka	US73	S272	Atoka to Pitts. Co. line	MK&T	Relocation	5	Under Const.	3 grade crossings and two narrow low underpasses revert to County.
Atoka	US75	S591	Caney	MK&T	Relocation	2	Under Const.	Narrow low underpasses, revert to County.
Beaver	S11	F236	Forgan to Mocane	MK&T	Relocation	2	Proposed	Revert to County.
Beck.	US66	F205	1 mi. east of Elk City	MK&T	Underpass	1	Docket for hearing	Crossing closed.
Beck.	US66	F212	Sayre to Elk City	CRI&P	Relocation	4	Complete	Revert to County.
Blaine	S8	S316	Geary to Greenfield	CRI&P	Relocation	2	Complete	Revert to County.
Blaine	S8	S602	3 mi. south of Hitchcock	CRI&P	Underpass		Complete	Existing underpass widened from 13 feet to 20 feet.
Caddo	S9	S599	Anadarko to Carnegie	CRI&P	Relocation	2	Proposed	Surveyed.
Can.	US81	F161	1 mi. south of Okarche	CRI&P	Underpass	1	Under Const.	Revert to County.
Coal	S19	S540	Tupelo and Centrahoma	OCAA	Relocation	2	Under Const.	Revert to County.
Com.	S7	F215	1¾ mi. east of Cache	SL&SF	Underpass	1	Under Const.	Closed.
Com.	S29		In Lawton	SL&SF	Underpass	1	Complete	Closed—City street.
Custer	US66	F205	½ mi. south of Clinton Co.	CO&W	Underpass	1	Complete	Closed.
Custer	US66	F205	Clinton to Washita Co. line	CRI&P	Relocation	1	Proposed	Revert to County.
Custer	US66	F205	2 mi. south of Clinton	KCM&O	Underpass	1	Proposed	Closed.
Custer	US66	F205	1 mi. south of Clinton	SL&SF	Relocation	1	Complete	Revert to County.
Custer	S14	F226	2 mi. south of Clinton	SL&SF	Underpass	1	Complete	Closed.
Custer	US66	S604	In Weatherford	CRI&P	Underpass	1	Proposed	Revert to County.
Garfield	US64	F178	Covington to Noble Co. line	SL&SF	Relocation	3	Complete	Revert to County.
Garvin	US77	F144	Pauls Valley-McClain Co. line	AT&SF	Relocation	2	Complete	Revert to County.
Grady	US81	F162	1 mi. north of Minco	CRI&P	Overhead	1	Proposed	Closed.
Grady	S7-9	F202	2 mi. northeast of Tabler	AT&SF	Underpass	1	Proposed	Revert to County.
Haskell	S9	F196	5 mi. east of Stigler	MV	Underpass	1	Complete	Closed.
Hughes	S3	F182	4½ mi. east of Calvin	CRI&P	Underpass	1	Complete	Closed.
Hughes	S12	F214	Allen to Atwood	KO&G	Relocation	2	Complete	Revert to County.
Jack.	S7	F216	Headrick	SL&SF	Relocation	1	Under Const.	Revert to County.
Jeff.	US81	S570	3½ mi. north of Waurika	CRI&P	Overhead	1	Proposed	Closed.
Kay	US177	F165	Blackwell to Kansas line	AT&SF	Relocation	2	Complete	Revert to County.
King.	US81	F124	3½ mi. north of Kingfisher	CRI&P	Overhead	1	Complete	Revert to County.
King.	US81	S618	Okarche to Kingfisher	CRI&P	Relocation	1	Proposed	Revert to County.
Kiowa	S9	S226	1 mi. west of Mt. View	CRI&P	Underpass	1	Complete	Revert to County.
Kiowa	S14	S610	Hobart and Roosevelt	SL&SF	Relocation	2	Proposed	Revert to County.
Lincoln	US66	F136	3½ mi. east of Chandler	SL&SF	Underpass	1	Complete	Closed.
Lincoln	US66	F136	Chandler	SL&SF	Overhead	1	Complete	Closed.
Lincoln	US66	F137	½ mi. east of Warwick	SL&SF	Underpass	1	Complete	Closed.
Logan	S33	F199	1 mi. north of Guthrie	FS&W	Underpass	1	Complete	Closed.
Major	S8	S593	Fairview to Cleo Springs	KCM&O	Relocation	2	Complete	1 revert to Co.; 1 divert traffic.
Noble	US64	F179	1 mi. east of Lucien	SL&SF	Underpass	1	Complete	Closed.
Noble	US64	F230	Morrison to Lela	SL&SF	Relocation	3	Complete	Revert to County.
Okla.	US66	F137	Luther	SL&SF	Overhead	1	Under Contract	Closed.
Okla.	US66	F137	½ mi. west of Luther	MK&T	Overhead	1	Under Contract	Closed.
Okla.	US66	F137	Edmond to Luther	MK&T	Relocation	4	Complete	Revert to County.
Okla.	S9	F131	Harrah	CRI&P	Overhead	1	Complete	Revert to County.
Pawnee	S25	F229	5 mi. east of Pawnee	AT&SF	Underpass	1	Complete	Closed.

GRADE CROSSINGS ELIMINATED BY SEPARATIONS AND RELOCATIONS, 1927-1928—(Cont.)

County	Route No.	Proj.	Location	RR.	Method of ation	No. Grade Elim.	Status	Remarks
Pawnee	S25	F229	6 mi. east of Pawnee	SL&SF	Overhead	1	Complete	Closed.
Pawnee	S25	F229	Pawnee to Cleveland	SL&SF	Relocation	4	Complete	Revert to County.
Pawnee	S25	F230	Pawnee to Lela	SL&SF	Relocation	3	Complete	3 crossings, 1 underpass revert to County.
Payne	S33	S337	7½ mi. west of Cushing	AT&SF	Overhead	1	Complete	Revert to County.
Pitts.	US73	F186	½ mi. south of Crowder	FS&W	Overhead	1	Complete	Existing narrow und'pass closed.
Pitts.	US73	F186	Crowder to Canadian	MK&T	Relocation	2	Proposed	Revert to County.
Pitts.	US73	S201	South of Kiowa	MK&T	Underpass	1	Complete	
Pitts.	US73	S201	South of Kiowa	CRI&P	Underpass	0	Proposed	Widen existing underpass.
Pont.	S12	F242	Ada to Allen	MO&G	Relocation	4	Under Const.	Revert to County.
Pont.	S12	S549	Ada to Roff	SL&SF	Relocation	2	Proposed	Revert to County.
Pont.	S19	S550	Ada to Stonewall	AT&SF	Relocation	4	Proposed	Revert to County.
Pont.	S19	S550	1 mi. south of Ada	AA&OC	Underpass	1	Proposed	Closed.
Pott.	S18	F221	Tecumseh to S. Canadian line	CRI&P	Relocation	3	Proposed	Revert to County.
Sem.	S3	F222	Seminole to Wewoka	CRI&P	Overhead	1	Complete	Closed.
Seq.	US64	F151	2½ mi. east of Vian	MP	Overhead	1	Complete	Closed.
Seq.	US64	F151	Vian to Sallisaw	MP	Relocation	1	Complete	Revert to County.
Seq.	US64	F151	Sallisaw to Arkansas	MP	Relocation	4	Complete	Revert to County.
Till.	S7	F216	East of N. Fork of Red River	SL&SF	Overhead	0	Under Const.	
Wash.	US66	F205	Canute to Custer Co. line	CRI&P	Relocation	1	Proposed	Revert to County.
Wash.	S14	F226	Rocky to Custer Co. line	CRI&P	Relocation	4	Complete	Revert to County.
Wood.	S46		Woodward to Major Co. line	AT&SF	Relocation	6	Proposed	Revert to County.

Summary of Projects Eliminating Grade Crossings

Overheads	14
Underpasses	24
Relocation	32
Total number of Projects	70

Summary of Dangerous Railroad Crossings Eliminated From State Highway System

Crossings closed to all traffic	31
Crossings abandoned by State Highways	87
Dangerous Underpasses closed	1
Dangerous Underpasses enlarged	2
Dangerous Underpasses abandoned by State Highways	5
Total number dangerous crossings eliminated	126

Table No. 18

MATERIALS TESTED AT TESTING LABORATORY

		1927	Jan. 1 to Nov. 1 1928	Total
Cement tested—Storage bins—bbls.	Accepted	709,600	516,600	1,704,614
	Rejected	27,200	17,200	44,400
Cement tested—In cars—bbls.	Accepted	33,820	5,923	39,743
	Rejected	None	None	None
Sand for concrete—samples	Accepted	399	353	752
	Rejected	53	29	82
Gravel for concrete—samples	Accepted	240	246	484
	Rejected	22	23	45
Crushed Stone for concrete—samples	Accepted	309	256	565
	Rejected	56	46	102
Quality tests on stone	Accepted	32	19	51
	Rejected	18	8	26
Asphalt expansion joint—drums	Accepted	1,710	938	2,648
	Rejected	1,071	546	1,617
Calcium Chloride—lbs.	Accepted	None	180,000	180,000
	Rejected	None	None	None
Brick—number tested and accepted at plant		668,350	1,205,900	1,874,250
Sand for asphalt—samples	Accepted	2	9	11
	Rejected	None	11	11
Filler for asphalt—samples	Accepted	None	55	55
	Rejected	None	None	None
Asphaltic cement—tons	Accepted	270	2,837	3,107
	Rejected	141	None	141
Asphaltic wearing surface laid—sq. yds.	Accepted	316,175.67	587,882.45	904,058.12
Reinforcing steel—lbs.	Accepted	7,541,596	5,415,438	12,957,034
	Rejected	23,772	98,600	122,372
Fabricated Structural steel—lbs.	Accepted	2,349,420	1,737,493	4,086,913
	Rejected	None	None	None
Concrete cylinders broken (compression test)		1,436	1,839	3,275
Concrete pavement cores broken		606	1,531	2,137
Water samples	Accepted	8	20	28
	Rejected	1	4	5
Paint ingredients	Accepted	47,650	21,200	68,856
	Rejected	None	3,000	3,000
Linseed oil—gals.	Accepted	8,185	485	8,670
Mixed paints—(inspected at plant)—gals.		6,698	1,969	8,667
Tested paint—gals.	Accepted	1,801	2,220	4,021
	Rejected	256	295	551
Paint for center strip marking—samples	Accepted	None	8	8
	Rejected	None	2	2
Creosote oil—gals.	Accepted	10,090	18,178	28,268
	Rejected	None	None	None
Creosoted lumber—F. B. M.	Accepted	None	9,312	9,312
	Rejected	None	8,238	8,238
Creosoted piling—lin ft.	Accepted	None	3,316	3,316
	Rejected	None	None	None
Creosoted guard rail posts	Accepted	None	2,400	2,400
	Rejected	None	None	None
Reinforced concrete pipe—lin. ft.	Accepted	925	13,844	14,769
	Rejected	None	None	None
Miscellaneous samples		17	78	95
Samples accepted conditionally	Accepted	106	68	174
Center Strip L. F.	Accepted	57,000	75,400	132,400
	Rejected	None	21,000	21,000

MATERIALS TESTED BY COMMERCIAL LABORATORIES REPRESENTING THIS DEPARTMENT

	1927	1928	Total
Fabrication of Structural Steel—lbs.	5,985,355	2,655,243	8,640,598
Creosoted lumber—F. B. M.	821,635	297,402	1,119,037
Creosoted piling lin. ft.	81,447	6,524	87,971
Creosoted guard rail posts—lin. ft.	20,802	38,651	59,453
Cement—Bbls.	37,536	5,010	42,546

Table No. 19

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1928

Division I

No.	County	Location	Mi.	Description	Amt. Expended to Oct. 1, 1928
M.11	Osage	S. A. P. 411, Route 25	4.9	Maintenance Gravel	$4,325.30
M.12	Osage	S. A. P. 413 Route 25	4.0	Maintenance Gravel	3,869.69
M.14	Rogers	U. S. 66, Claremore-Chelsea	18.0	Maintenance Gravel repair	21,439.91
M.15	Pawnee	Br. Black Bear Creek N. Pawnee		Refloor bridge	2,500.00*
M.16	Rogers-Craig	Chelsea E. to Delaware County line	28.0	Maintenance Gravel	27,548.33
M.17	Rogers	Claremore east 10 mi. Route 20	10.0	Light Calcium Chloride Treat.	3,261.00*
M.18	Osage	From 4 mi. north Hominy-Pawhuska	12.6	Shape and Maintenance Gravel	14,982.73
M.19	Pawnee	North of Pawnee, Route No. -8	11.0	General improvements for safety	5,000.00*
M.101	Tulsa	Bixby Bridge		Surface floor	2,500.00*
M.102	Tulsa	Sand Springs-Keystone, U. S. 64		Remove dips and pave gap	7,370.00*
		Division II			
M.21	Wagoner	Wagoner-Coweta, Route 51	18.0	Completion of work	7,339.15
M.22	Adair	Eldon-Stilwell, Route 51	8.0	Light construction, Heavy Main.	12,781.04
M.23	Muskogee-Sequoyah	Braggs and Gore, Route 10	10.0	Relocation const. Co. R/W	3,466.08
M.24	McIntosh	Through County Rt. 6	21.0	Resurfacing Spec. Main. Imp't	12,935.23
M.25	Delaware	Elk River Bridge North of Grove, Rt. 10	0.5	Approach to Elk River Bridge	7,500.00
M.26	Adair	North of Westville, Route No. 17	4.0	Grading and Drainage, Conc.	5,568.61
	Sequoyah	Vian-Sallisaw, F. 150, No. 1	8.5	Mtn. Gravel on new grade	4,945.06
M. 27	Cherokee	Muskogee County line-Tahlequah	13.0	Reshape and pl. Mtn. Gravel	9,516.46
M.28	Wagoner	Through County, Route No. 6	5.0	Mtn. Gravel Resurfacing	4,000.00
M.29	Adair	Arkansas line west through County	12.0	Mtn. Gravel on new grade	15,933.70
M.203	Mayes	Pryor to Spavinaw, No. 20	12.0	Scarify and renew gravel	399.00
M.204	Delaware	S. H. No. 11	6.0	Regrading	693.58
M.205	Muskogee	Bridges, U. S. 64		Extend 4-10 foot Bridges	207.00
M.206	Sequoyah	Vian and Sallisaw and 2 mi. east	1.5	Mt. Gravel and Grade	2,918.24
M.207	Cherokee	2 mi. north 27 on Route No. 10		Jetty Protec. Illinois River	332.50

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1928—(Cont.)

M.208	Sequoyah	Sallisaw-Muldrow, U. S. 64	11.5	Mtn. Gravel 10 yd. Sta.	15,000.00*
		Division III			
No.	County	Location	Mi.		Amt. Expended
M.32	Coal	S. A. P. No. 347	9.3	Mtn. Gravel	408.26
M.33	Latimer	Route No. 3 near Gowen	1.0	Mtn. Gravel	1,550.18
M.34	Pontotoc	Route No. 12, Ada east	5.5	Scarify and resurf. Gravel	1,747.22
M.35	Haskell	F. A. P. No. 196-B	7.5	Mtn. Gravel	7,329.06
M.36	Haskell	F. A. P. No. 196 CG	6.7	Mtn. Gravel	10,635.42*
M.37	Haskell	F. A. P. No. 196-C, San Boise Creek	.25	Rip-Rap River bottom	24.93
M.38	Pontotoc	Ada west, F. A. P. No. 235	14.2	Mtn. Gravel	5,913.01
M.39	Hughes	Wetumka-Calvin	26.0	Mtn. Gravel Repair	3,443.91
M.301	LeFlore	Poteau River bottom		Rebuild Grade and Rip-Rap	6,244.11*
M.302	LeFlore	Stapp to Page	5.4	Clear Grade and Drain	8,789.12*
M.304	Pittsburg	McAlester		Warehouse	250.00*
		Division IV			
M.41	Carter	Ardmore south to County line, U. S. 77	7.0	Troy Granite Resurf.	7,787.73
M.42	Garvin	Through Garvin County, U. S. 77	16.7	Troy Granite Resurf.	8,545.90
M.43	Murray	Davis south Rep. 5 mi., U. S. 77	5.0	Gravel and repair holes	9,796.01
M.44	Bryan	From north of Durant, Highway No. 6	10.0	Repair holes	6,107.45
M.45	McCurtain	Idabel-Broken Bow, U. S. 70	13.0	Repair gravel	10,199.24*
M.46	Love	U. S. 77 in County	13.0	Resurf. Gravel	6,912.81
M.47	McCurtain	Idabel to State line, Highway No. 21	26.0	Resurf. and repair Gravel	7,197.91
M.48	Love	Red River Bridge northwest, U. S. 77	1.5	Gravel Surf.	2,211.12
M.49	Choctaw	Hugo west to Forney, U. S. 70	7.0	Gravel. Resurf.	18,521.71*
M.401	Choctaw	Hugo to Red River Bridge, Highway No. 10	9.0	Gravel Resurf.	20,050.77*
M.402	Choctaw	Messer Pit road, local	5.0	Gravel Surfacing	1,378.04*
M.403	See 47-49-401	State Pit to Idabel RR.		Gravel haul from St. Pit	16,170.00*
M.405	Choctaw	1 mi. east of Fort Towson, U. S. 70		Dbl. 10x4x26 RC 5a Culv.	1,860.78*
M.406	Carter	Ardmore north to Springer, U. S. 77	7.0	Resurf. of Gravel	17,494.40*

M.407	Murray	Sulphur south, Highways 18 and 22	7.5	Resurf. of Gravel	17,595.60*
M.408	Love	Bomar, U. S. 77	8.5	Resurf. of Gravel	11,084.00
		Division V			
M.51	Pottawatomie	Route No. 18		1850 foot guard rail for bridge	1,462.00
M.52	Payne	North of Cushing, Route No. 18		Refloor Cimarron River Bridge	563.04
M.53	Payne	Bridge 1 mi. north of Coyle, Route No. 33		Refloor Bridge	17,340.93
M.55	Oklahoma	Oklahoma City to Edmond, U. S. 77		Guard Cable 3700 foot	2,977.99
M.56	Cleveland-McClain	Newcastle Bridge		Refloor three spans	10,000.00*
		Division VI			
M.62	Custer	SA 145 Washita Bridge, Clinton		Asphalt top on wide approach	240.00*
M.63	Beckham	SA 160, North Fork Bridge, Sayre, 66	0.5	Asphalt top on Bridge	680.81
M.64	Beckham	Stretches, Sayre-Erick, F. 213	3.0	Clay plating, F. 213	6,022.00
M.65	Harmon	West of Vinson, Highway No. 9		Rebuild Bridge	3,816.31
M.66	Caddo	Bridgeport-Hydro, Highway No. 66		New Bridge west of Bridgeport	2,299.63
M.67	Caddo	Bridgeport-Hydro, No. 66		Repair 2 Bridges east of Hydro	3,012.08
M.68	Tillman	2 bridges north of Grandfield, No. 36		Bridges over drainage ditch	1,800.00*
M.69	Beckham	East of Elk City, Highway No. 66		Embankment to Bridge	577.50*
M.601	Comanche	Lawton west, Highway No. 7		Maintenance Gravel	12,177.00*
M.601	Caddo	West of Anadarko, Highway No. 9		Renew Bridge	3,000.00*
		Division VII			
M.71	Cimarron	Near New Mexico line		Embkf. to Bridge	4,572.00*
M.72	Kingfisher	Route No. 3		Corr. Pipes as needed	2,499.58
M.73	Ellis	Route U. S. No. 164		Corr. Pipes as needed	550.00*
M.74	Blaine	Route No. 33		Corr. Pipes as needed	1,099.93
M.75	Dewey	Route No. 33		Corr. Pipes as needed	644.15
M.76	Grant	Arkansas River Bridge, Pond Creek, Rt. No. 11		Dbl. runway, 836-foot Bridge	907.20
M.79	Major	No. 8, Orienta south, new location		Plans for grade separation	
M.701	Major	6 mi. west from Garfield County	6.0	Culvert extension, repair and grade	7,755.71
M.702	Garfield	Enid Warehouse		Mtn. Warehouse	858.44
M.703	Harper	Southwest of Buffalo (Dry Buffalo Creek)	2.5	Creo. Pile Bridge and new Grade	15,000.00*

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1928—(Cont.)

No.	County	Mi.	Location	Amt. Expended
M.705	Woods	2.0	Alva north	2,500.00*
M.704	Major		Northeast of Ringwood, S. H. No. 47	2,104.10
M.706	General		Asphalt coating on floors	5,025.00*

* Appropriation made. No money expended.

Grade up sand and top soil
Grade to Bridges
Repairs to 8 Bridges

COMPARISON OF COSTS OF MAINTENANCE FOR THE YEAR OF 1927 AND ELEVEN MONTHS OF 1928

Table No. 20

County	1927	11 Months of 1928
Adair	$ 28,831.74	$ 32,769.07
Alfalfa	17,753.03	17,571.48
Atoka	25,445.32	21,069.18
Beaver	14,825.34	13,100.13
Beckham	27,138.71	24,816.17
Blaine	21,967.96	23,474.36
Bryan	63,424.10	59,836.03
Caddo	89,466.41	58,450.23
Canadian	23,255.20	22,325.10
Carter	73,956.70	72,685.52
Cherokee	18,646.50	22,586.36
Choctaw	48,925.95	39,832.10
Cimarron	4,730.45	10,313.30
Cleveland	13,344.10	9,742.93
Coal	11,997.11	16,250.22
Comanche	26,016.28	26,937.94
Cotton	20,873.96	22,150.59
Craig	22,710.62	21,869.59
Creek	38,417.91	32,412.04
Custer	25,346.98	18,083.66
Delaware	33,028.28	34,192.24
Dewey	16,346.21	18,965.18
Ellis	14,884.45	15,870.33
Garfield	13,054.83	10,911.60
Garvin	19,644.34	21,105.07
Grady	48,842.47	45,217.94
Grant	18,551.56	13,535.31
Greer	18,958.28	17,815.69
Harmon	12,546.24	9,784.68
Harper	14,930.20	14,348.93
Haskell	23,395.16	24,880.76
Hughes	23,145.37	25,607.96
Jackson	24,622.71	29,729.05
Jefferson	18,503.75	19,931.27
Johnston	23,606.29	37,123.13
Kay	28,045.82	18,386.55
Kingfisher	13,688.90	16,227.18
Kiowa	31,434.90	24,673.63
Latimer	10,747.12	17,710.40
LeFlore	55,756.91	69,961.91
Lincoln	44,231.93	49,748.08
Logan	16,090.80	23,285.64
Love	9,008.58	10,629.17
McClain	13,339.41	17,695.89
McCurtain	37,066.69	34,127.34
McIntosh	18,468.55	26,733.71
Major	24,929.21	24,583.94
Marshall	14,584.10	11,638.58

Mayes	23,978.73	26,111.86
Murray	39,245.66	27,328.22
Muskogee	100,265.86	77,643.98
Noble	33,128.64	25,410.66
Nowata	24,670.07	17,583.78
Okfuskee	44,831.58	43,606.76
Oklahoma	25,286.54	22,311.02
Okmulgee	30,083.75	23,454.95
Osage	62,519.21	54,484.26
Ottawa	23,691.67	23,238.13
Pawnee	23,301.84	25,882.50
Payne	40,796.69	30,748.44
Pittsburg	28,657.45	31,695.54
Pontotoc	31,451.66	30,724.74
Pottawatomie	35,903.86	42,545.34
Pushmataha	19,887.66	20,749.77
Roger Mills	12,264.18	12,729.94
Rogers	32,920.42	40,775.65
Seminole	78,356.46	38,438.44
Sequoyah	26,377.08	24,766.20
Stephens	15,224.82	18,854.27
Texas	19,698.87	19,870.28
Tillman	23,698.87	25,028.57
Tulsa	28,700.59	30,392.87
Wagoner	19,848.64	22,242.74
Washington	14,227.87	13,588.25
Washita	26,880.06	22,956.14
Woods	26,385.10	30,517.35
Woodward	17,912.06	22,550.58
Totals	$2,188,973.23	$2,096,928.39

BUS TRAFFIC

Tabulation of number of miles traveled on State Highway by common carrier Busses and Trucks by fiscal years:

1924-25	7,528,680 miles
1925-26	13,072,740 miles
1926-27	17,896,525 miles
1927-28	21,449,335 miles
Total	59,947,280 miles

Table No. 21
BUS TRAFFIC

The Biennial Report for 1926, page 179 and following, contains the result of the first traffic census on the State Highway System. This census was taken for seven 24-hour periods during the Fall of 1926, with 13 days between each day on which the count was taken. The census was repeated in October, 1928, but many of the stations listed on the first count were dropped as being unimportant in furnishing the kind of information desired and the expense of the census was decreased by taking it on three days only. On any particular station where traffic was unusually light or heavy on the days on which the census was to be taken, due to bad weather or unusual local conditions, it was repeated on a corresponding day of the week. Tuesday, Friday and Sunday were the week days selected for taking the census.

The automobile license tax collected in the fiscal year 1927-1928 shows an increase of 12% over that of the fiscal year 1925-1926. At the same time the gasoline consumption in the same fiscal years shows an increase of 31%. This would indicate that while there has been a moderate increase in the number of vehicles registered in the State, each vehicle has been driven more miles per year, thereby increasing the gasoline consumption in greater proportion than the increase in number of automobiles. This is borne out by comparison of the traffic census with that of 1926 and is to be expected with the continued improvement of the State Highway System. On an average, the 1928 traffic census shows an increase of approximately 33% over that of two years ago and substantiates the statement made that traffic on State Highways is increasing in greater proportion than the revenues for furthering the improvement of the State roads. Careful analysis of a number of the counting stations shows a traffic increase of from 40% to 60% on through routes and an increase of 10% to 20% on secondary routes. It also indicates that traffic seems to follow the road of greatest improvement or that road improvement encourages a large increase in traffic. This has been borne out by experience in the maintenance districts that, as a through route nears completion as an improved road, the unimproved sections become increasingly difficult and expensive to maintain, due to the enormous increase in traffic. Near the larger cities and in the newer oil fields there have been large increases in traffic.

The rapid development and prosperity of the western and southwestern sections of the State the past few years is also reflected in the increase of traffic using the roads and points to the necessity of speeding up road improvement work in these sections of the State.

The following table gives the road number, the location of the traffic counting station, the County, the total average traffic at the station in 1926 and the total average 24-hour traffic on the 1928 count.

Table No. 22

1928 Traffic Census Report Compared With the Report of 1926.

Route No.	Location	County	Type of Surface	Total 1926	Total 1928
US 64	City limits west of Moffatt	Sequoyah	Gravel	1997	1826
	City limits east of Warner	Muskogee	Gravel	499	612
	City limits south of Muskogee	Muskogee	Brick	1861	1623
	City limits west of Muskogee	Muskogee	Concrete	2423	2937
	Hickory mine south of Tulsa	Tulsa	Concrete	3017	3779
	Sand Springs Bridge	Tulsa	Concrete	.....	3553
SH 1	1 mi. E. of Junction with No.33	Creek	Concrete	1515	1596
US 64	City limits east of Perry	Noble	Dirt	887	789
	Three miles east of Enid	Garfield	Asphalt	1729	2313
	Three miles north of Enid	Garfield	Asphalt	1597	1945
	One mile south of Cherokee	Alfalfa	Concrete	594	958
	One mile west of Alva	Woods	Dirt	580	1050
US 81	Two miles south of Enid	Garfield	Concrete	1194	1255
	N. Canadian Br. N. of El Reno	Canadian	Concrete	.....	1502
	Union City Bridge	Canadian	Dirt	600	1495
	One mile south of Chickasha	Grady	Asphalt	.....	2320
	One mile north of Duncan	Stephens	Concrete	1715	2135
	One mile north of Waurika	Jefferson	Dirt	600	772

1928 Traffic Census Report Compared With the Report of 1926—(Cont.)

	Red River Bridge	Jefferson	Dirt	200	277
SH 3	Arkansas-Okla. State line	LeFlore	Gravel	1093	1463
	One mile north of Panama	LeFlore	Gravel	645	1041
	One mile east of Wilburton	Latimer	Gravel	846	859
	One mile west of McAlester	Pittsburg	Asphalt	397	820
	Calvin Bridge	Hughes	Gravel	697	1087
	One mile east of Holdenville	Hughes	Asphalt	1024	1960
	2½ miles south of Wewoka	Seminole	Asphalt	1152	3666
	One mile SE. of Seminole	Seminole	Asphalt	6495	5381
	N. Canadian Br. E. of Shawnee	Pottawatomie	Concrete	1536	3667
US 266	MK&T overhead E. of Ok. Cy.	Oklahoma	Concrete	3569	5865
US 66	¼ mile south of Banner	Canadian	Concrete	1118	1880
	Bridgeport Bridge	Blaine	Gravel	428	648
	Washita Riv. Br. E. of Clinton	Custer	Dirt	758	1516
	Washita-Beckham Co. line	Beckham	Dirt	573	1146
	Oklahoma-Texas line	Beckham	Dirt	384	655
US 77	One mile north of Ponca City	Kay	Concrete	2885	3302
	One mile north of Perry	Noble	Concrete	1083	1449
	Cimarron Br. N. of Guthrie	Logan	Concrete	988	1874
	1 mi. N. of Capitol, Okla. City	Oklahoma	Brick	3362	5134
	Okla.-Cleveland Co. line	Oklahoma	Asphalt	3081	3843
	S. Canadian Bridge at Purcell	McClain	Gravel	872	1199
	One mile N. of Pauls Valley	Garvin	Gravel	1478	2007
	One mile north of Ardmore	Carter	Asphalt	1593	2401
	One mile south of Ardmore	Carter	Gravel	630	1050
	Red River Bridge	Love	Dirt	361	832
US 70	Little River Bridge	McCurtain	Gravel	677	793
	Garvin	McCurtain	Gravel	829	864
	Hugo Cotton Oil Mill	Choctaw	Gravel	1424	1051
	One mile east of Durant	Bryan	Amiesite	907	1045
	One mile north of Madill	Marshall	Concrete	.....	822
	Two miles east of Ardmore	Carter	Concrete	.....	2244
	One mile east of Waurika	Jefferson	Dirt	923	832
	One mile west of Walters	Cotton	Dirt	806	1160
	One mile east of Lone Grove	Carter	Asphalt	1497	1526
	Just W. of Junction with No. 14	Tillman	Gravel	671	936
	Red River Bridge	Tillman	Gravel	393	650
US 73	Two miles north of Vinita	Craig	Dirt	443	276
	One mile north of Pryor	Mayes	Gravel	515	537
	North city limits of Wagoner	Wagoner	Gravel	529	771
	Arkansas R. N. of Junction	Muskogee	Brick	1048	1003
	S. Canadian Br. S. of Eufaula	McIntosh	Gravel	548	604
	Two miles south of McAlester	Pittsburg	Concrete	.....	1335
	One mile south of Atoka	Atoka	Gravel	563	681
US 75	One mile north of Durant	Bryan	Amiesite	845	1552
	Red River Bridge	Choctaw	Gravel	554	836
US 66	North city limits of Miami	Ottawa	Asphalt	7715	4656
	Neosho Bridge south of Miami	Ottawa	Asphalt	3655	3017
	North city limits of Chelsea	Rogers	Gravel	547	1119
	North city limits of Claremore	Rogers	Gravel	563	1474

1928 Traffic Census Report Compared With the Report of 1926—(Cont.)

	Just E. of Avery Filling Sta.	Tulsa	Concrete	1678	3397
	Just W. of Avery Station	Tulsa	Concrete	3110	7498
	North city limits of Sapulpa	Creek	Concrete	4896	5795
	North city limits of Bristow	Creek	Concrete	3747	2787
	One mile west of Depew	Creek	Concrete	1280	1642
SH 7	Newcastle Bridge	Cleveland	Gravel	1275	1605
	One mile south of Blanchard	McClain	Gravel	588	985
	One mile west of Cement	Caddo	Gravel	480	1052
	South gate of Fort Sill	Comanche	Concrete	2518	2662
	One mile east of Cache	Kiowa	Dirt	559	1017
	One mile east of Altus	Harmon	Dirt	1263	1658
	One mile east of Hollis	Harmon	Dirt	1359	2922
SH 8	One mile east of Carmen	Alfalfa	Concrete	464	838
	Cimarron Bridge S. of Cleo	Major	Dirt	370	527
	One mile north of Watonga	Blaine	Dirt	429	459
	Two miles south of Bridgeport	Caddo	Dirt	237	652
	One mile north of Anadarko	Caddo	Dirt	937	705
	One mile south of Anadarko	Caddo	Dirt	977	1321
	South city limits of Lawton	Comanche	Gravel	894	1577
	Red River Bridge	Cotton	Dirt	341	1248
SH 9	One mile west of Wye at Spiro	LeFlore	Gravel	472	648
	One mile west of Stigler	Haskell	Gravel	670	535
US 266	1 mi. W. of Junction with No. 6	McIntosh	Dirt	552	654
	One mile west of Henryetta	Okmulgee	Asphalt	2608	2952
	Just east of Okemah	Okfuskee	Gravel	1688	2373
	One mile west of Meeker	Lincoln	Dirt	785	1112
SH 9	One mile west of Chickasha	Grady	Dirt	1018	1411
	One mile west of Anadarko	Caddo	Gravel	976	1874
	East city limits of Hobart	Kiowa	Gravel	717	1524
	One mile north of Mangum	Greer	Gravel	1276	2201
	Texas-Oklahoma line	Harmon	Dirt	391	685
SH 10	One mile south of Wyandotte	Ottawa	Dirt	369	230
	One mile south of Jay	Delaware	Gravel	172	137
	1 mi. S. of Junction with No. 11	Delaware	Gravel	75	120
	One mile south of Tahlequah	Cherokee	Gravel	598	666
	One mile north of Braggs	Muskogee	Gravel	333	406
	One mile south of Wister Wye	LeFlore	Gravel	288	439
	One mile north of Talihina	LeFlore	Gravel	267	550
	One mile N. of Antlers	Pushmataha	Dirt	624	194
	One mile south of Antlers	Choctaw	Gravel	1039	482
	Red River Bridge	Choctaw	Gravel	775	776
SH 11	Two miles east of Kansas	Delaware	Gravel	145	276
	Grand River Bridge west of Locust Grove	Mayes	Gravel	384	414
	1 mi. E. of Junction with No. 7	Wagoner	Dirt	540	926
	Tulsa-Osage County line	Osage	Dirt	463	836
	One mile SE. of Pawhuska	Osage	Concrete	2299	2443
	Two miles west of Pawhuska	Osage	Concrete	1359	1413
	Ark. R. Br. E. of Ponca City	Kay	Concrete	1446	1662
	One mile east of Tonkawa	Kay	Concrete	1125	2713

1928 Traffic Census Report Compared With the Report of 1926—(Cont.)

US 64	Steel Bridge west of Buffalo	Harper	Dirt	164	257
	Intersection of Liberal Road, 21 miles west of Forgan	Beaver	Dirt	361	354
	Beaver R. Br. E. of Guymon	Beaver	Dirt	384	606
	One mile east of Boise City	Cimarron	Dirt	221	340
US 75	N. city limits of Bartlesville	Washington	Concrete	2702	3457
	2¼ miles NW. of Collinsville	Tulsa	Concrete	1235	1767
	1 mi. N. of Avery Filling Sta.	Tulsa	Concrete	1436	2174
	One mile SE. of Sapulpa	Creek	Gravel	2159	2637
	One mile north of Okmulgee	Okmulgee	Concrete	2593	2734
	One mile south of Okmulgee	Okmulgee	Asphalt	2703	3256
	One mile south of Weleetka	Okfuskee	Gravel	805	1221
SH 12	One mile east of Ada	Pontotoc	Gravel	1264	1401
	Washita R. Br. W. of Ravia	Johnston	Gravel	282	328
	Red River Bridge	Marshall	Gravel	160	230
US 164	West of city limits of Enid	Garfield	Asphalt	1167	1918
	One mile west of Fairview	Major	Dirt	381	417
	N. Canadian Br. N. of Seiling	Major	Dirt	440	377
	One mile west of Vici	Dewey	Dirt	437	540
	Texas-Oklahoma line	Ellis	Dirt	371	446
SH-14	N. Canadian Br. N. of Supply	Harper	Dirt	134	174
	One mile west of Woodward	Woodward	Dirt	811	950
	S. Canadian Br. N. of Taloga	Dewey	Dirt	325	501
	One mile north of Arapaho	Custer	Dirt	352	841
	One mile north of Cordell	Washita	Dirt	506	980
	One mile north of Snyder	Kiowa	Dirt	761	1269
	One mile south of Snyder	Kiowa	Dirt	459	600
SH 15	Salt Fork Bridge N. of Alva	Woods	Dirt	602	799
	One mile south of Alva	Woods	Gravel	817	1116
	Cimarron R. Br. S. of Waynoka	Woods	Dirt	304	346
	N. Canadian B. E. of Woodward	Woodward	Dirt	329	512
	One mile south of Shattuck	Ellis	Dirt	426	481
SH 16	Kansas-Oklahoma line	Nowata	Gravel	817	1646
	One mile north of Oolagah	Rogers	Dirt	296	398
SH 17	Just S. of Junction with 11	Adair	Dirt	356	334
	One mile south of Westville	Adair	Gravel	476	323
	1 mi. N. of Junction with No. 1	Sequoyah	Dirt	731	362
SH 18	1 mi. S. of Junction with No. 11	Osage	Dirt	621	327
	One mile north of Fairfax	Osage	Dirt	384	964
	One mile north of Cushing	Payne	Concrete	2095	2091
	One mile south of Agra	Lincoln	Dirt	476	673
	One mile south of Meeker	Lincoln	Dirt	534	884
	Three miles S. of Tecumseh	Pottawatomie	Concrete	2725	1953
	S. Canadian Bridge at Asher	Pottawatomie	Dirt	412	729
	Bridge just north of Sulphur	Murray	Dirt	559	867
SH 19	1 mi. E. of Junction with No. 4	Garvin	Dirt	389	441
	Two miles west of Ada	Pontotoc	Gravel	822	1302
	One mile west of Coalgate	Coal	Dirt	602	453
US 75	One mile west of Atoka	Atoka	Gravel	519	515
SH 20	One mile east of Claremore	Rogers	Gravel	528	1156

1928 Traffic Census Report Compared With the Report of 1926—(Cont.)

	Grand R. Bridge W. of Salina	Mayes	Gravel	714	772
	1 mi. E. of Junction with No. 10	Delaware	Gravel	127	299
SH 21	One mile north of Broken Bow	McCurtain	Gravel	548	544
	One mile south of Idabel	McCurtain	Gravel	705	1056
	One mile south of Haworth	McCurtain	Gravel	362	479
SH 22	One mile east of Ravia	Johnston	Gravel	601	553
	One mile west of Mill Creek	Johnston	Gravel	354	649
	One mile east of Davis	Murray	Gravel	734	1270
US 271	1 mi. S. of Junction with No. 3	LeFlore	Gravel	728	473
SH 24	North Fork Bridge	Tillman	Dirt	477	378
	One mile north of Altus	Jackson	Dirt	1114	1496
	1 mi. S. of Junction with No. 3	Beckham	Dirt	245	341
	One mile south of Cheyenne	Roger Mills	Dirt	216	542
SH 25	One mile east of Grove	Delaware	Gravel	236	327
	Grand R. Br. W. of Grove	Delaware	Gravel	169	429
	1 mi. W. of Junction with No. 6	Craig	Dirt	455	544
	One mile east of Nowata	Nowata	Gravel	1043	1153
	1 mi. E. of Junction with No. 12	Washington	Gravel	1009	832
	One mile east of Pawhuska	Osage	Dirt	654	993
	One mile south of Wynona	Osage	Gravel	1896	1497
	Ark. R. Bridge at Cleveland	Pawnee	Gravel	1154	1687
US 64	1 mi. E. of Junction with No. 1	Noble	Dirt	1030	433
US 177	One mile south of Braman	Kay	Concrete	1264	1241
	One mile south of Tonkawa	Kay	Brick	3235	2269
SH 27	West of Junction with No. 17 west of Westville	Adair	Gravel	.....	665
	One mile east of Okmulgee	Okmulgee	Concrete	2864	3020
	One mile west of Okmulgee	Okmulgee	Asphalt	1406	1596
SH 28	One mile west of Chelsea	Rogers	Gravel	553	811
SH 29	1 mi. N. of Junction with No. 5	Carter	Gravel	1301	1219
	Stephens-Carter County line	Carter	Dirt	401	1347
	One mile east of Duncan	Stephens	Concrete	822	1182
	One mile east of Lawton	Comanche	Concrete	1182	1772
US 64	One mile north of Keystone	Pawnee	Concrete	256	910
SH 31	One mile east of Crowder	Pittsburg	Dirt	192	494
	One mile east of McCurtain	Haskell	Dirt	.....	299
SH 32	One mile east of Temple	Cotton	Dirt	319	525
SH 33	1 mi. S. of Junction with No. 1	Creek	Concrete	2264	2781
	One mile west of Cushing	Payne	Dirt	1465	1612
	One mile east of Guthrie	Logan	Concrete	961	1544
	1 mi. W. of Junction with No. 4	Logan	Dirt	529	1275
	One mile east of Kingfisher	Kingfisher	Dirt	345	503
	One mile east of Watonga	Blaine	Dirt	308	471
	1 mi. E. of Junction with No. 13	Dewey	Dirt	192	253
SH 36	One mile north of Grandfield	Tillman	Dirt	.....	1060
US 66	One mile east of Quapaw	Ottawa	Gravel	814	1082
SH 41	One mile east of Cordell	Washita	Dirt	.....	920
	1 mi. W. of Junction with No. 2	Grady	Dirt	.....	1115
SH 43	One mile west of Whitefield	Pittsburg	Dirt	236	185
SH 47	1 mi. W. of Junction with No. 8	Major	Dirt	.....	137

1928 Traffic Census Report Compared With the Report of 1926—(Cont.)

SH 50	Cimarron R. Br. S. of Freedom	Woods	Dirt	396
SH 51	One mile east of Coweta	Wagoner	Dirt	344
	One mile west of Stillwell	Adair	Gravel	286
	One mile west of Tahlequah	Cherokee	Dirt	241
SH 53	One mile east of Comanche	Stephens	Concrete	737

Table No. 5

TOTAL COUNTY REVENUE FOR ROAD PURPOSES AND AMOUNT DEPOSITED WITH THE STATE.

	7-1-1918 to 7-1-1928 1-4 Mill	7-1-1923 to 7-1-1928 Gas Tax	7-1-1918 to 7-1-1928 Auto License	7-1-1918 to 7-1-1928 Gross Production	7-1-1918 to 7-1-1928 County Advalorem	7-1-1923 7-1-1928 Township Advalorem	7-1-1918 7-1-1928 County Bond Issues	7-1-1918 7-1-1928 Township Bond Issues	Total For County	7-1-1918 7-1-1928 Deposited with State
Adair	$ 12,479.43	$ 66,330.03	$ 51,612.11	.....	$ *5,983.53	73,297.36	.....	38,400.00	250,452.46	40,400.00
Alfalfa	65,012.87	103,050.13	332,132.04	.....	599,922.22	163,408.80	.....	.....	1,263,526.06	161,696.15
Atoka	22,425.77	111,682.94	61,466.43	.....	147,902.54	127,893.81	98,750.00	.....	570,121.47	10,000.00
Beaver	38,293.57	163,100.33	189,875.50	.....	331,586.78	*66,406.00	.....	.....	789,262.18	23,651.20
Beckham	40,812.88	106,895.66	311,905.40	2,375.68	467,874.44	159,185.19	760,000.00	40,000.00	1,889,049.25	233,467.88
Blaine	38,340.62	105,694.70	271,486.55	.....	287,709.67	*128,110.24	225,000.00	.....	1,056,341.78	49,335.83
Bryan	44,937.17	149,605.65	246,043.68	.....	383,934.71	197,645.91	900,000.00	.....	1,922,167.12	800,951.77
Caddo	60,977.96	171,224.63	498,793.91	30,309.53	987,523.92	362,641.83	1,225,000.00	89,000.00	3,425,471.18	810,493.37
Canadian	66,566.23	116,483.50	366,495.89	.....	896,594.30	*216,430.19	1,000,000.00	.....	2,662,570.11	631,489.11
Carter	77,643.03	151,364.51	731,449.01	1,163,304.27	1,688,901.00	325,058.06	500,000.00	183,000.00	4,820,719.88	514,749.31
Cherokee	19,638.80	93,098.36	61,079.78	8.30	71,457.53	34,603.64	.....	61,000.00	340,886.41	1,017.84
Choctaw	26,784.83	120,480.27	148,199.77	.....	167,491.87	125,123.36	300,000.00	75,000.00	963,080.10	230,192.85
Cimarron	20,331.34	131,866.16	65,559.87	.....	*138,191.10	*69,634.00	.....	.....	425,582.47	14,860.34
Cleveland	34,565.89	84,028.18	245,059.10	.....	*158,178.50	148,423.84	600,000.00	20,000.00	1,290,255.51	474,953.66
Coal	18,328.49	76,667.39	79,179.66	.....	*39,697.76	89,927.64	.....	142,400.00	446,200.94	.....
Comanche	44,211.50	135,385.46	368,319.89	988.31	495,370.05	206,410.56	400,000.00	.....	1,650,685.77	399,072.23
Cotton	30,403.52	83,054.50	214,499.61	63,635.78	164,655.62	145,239.35	.....	.....	701,537.78	33,851.62
Craig	39,352.73	99,134.61	169,642.55	165.31	423,015.88	190,699.54	.....	.....	922,010.62	45,000.00
Creek	117,388.02	208,777.68	1,116,951.01	1,793,941.22	1,054,915.15	659,912.22	1,250,000.00	1,125,000.00	7,326,885.30	1,215,018.38
Custer	48,369.47	114,195.05	291,040.58	.....	611,450.44	263,740.54	.....	.....	1,328,796.08	.....
Delaware	13,179.95	83,411.22	59,603.22	.....	61,195.00	74,236.26	.....	50,000.00	341,625.65	18,147.12
Dewey	24,569.43	97,950.91	157,166.84	.....	278,950.21	*93,569.63	.....	.....	652,207.02	.....
Ellis	30,458.44	113,099.97	145,744.21	.....	254,725.38	158,248.27	.....	.....	702,276.27	19,894.73
Garfield	119,801.64	168,079.27	908,224.36	613,339.46	*1,477,336.07	*359,266.55	1,000,000.00	.....	4,646,047.35	794,765.69
Garvin	44,065.66	131,470.83	269,182.54	31,720.69	358,314.20	83,139.39	.....	424,000.00	1,341,893.31	.....
Grady	75,860.37	154,481.59	455,285.81	44,401.69	*379,053.71	314,274.01	450,000.00	70,000.00	1,943,357.18	454,309.05
Grant	75,400.10	115,390.83	373,309.57	18,229.67	*302,723.18	*289,013.74	.....	.....	1,674,067.09	256,494.84
Greer	25,754.52	78,934.73	203,354.00	.....	226,177.44	116,379.17	.....	.....	650,599.86	37,824.04
Harmon	18,432.26	61,900.78	132,841.74	.....	107,337.02	56,233.44	.....	.....	376,745.24	4,883.12
Harper	26,777.10	92,020.66	114,326.62	.....	250,526.43	109,619.86	.....	.....	593,270.67	20,795.88
Haskell	16,786.63	82,936.41	88,968.82	1,533.05	68,043.00	85,019.00	.....	43,000.00	386,286.91	69,199.96
Hughes	36,731.42	113,345.27	276,020.09	234,991.71	582,889.31	187,539.74	475,000.00	34,000.00	1,940,517.54	620,362.04
Jackson	42,425.89	106,336.95	324,638.84	.....	391,142.70	149,348.97	600,000.00	.....	1,623,893.35	172,820.42
Jefferson	33,658.28	91,636.91	174,178.17	23,480.83	513,636.87	203,663.58	600,000.00	20,000.00	1,660,254.64	200,000.00
Johnston	23,875.43	85,363.45	98,134.55	.....	467,068.83	110,839.46	380,000.00	89,000.00	1,254,281.72	251,830.00
Kay	111,232.20	152,051.77	1,102,868.78	1,246,810.63	779,221.82	585,040.86	.....	65,000.00	4,042,226.06	1,377,738.05
Kingfisher	49,208.59	102,721.54	283,065.34	.....	465,683.04	194,084.49	.....	.....	1,094,763.00	195,513.57
Kiowa	47,880.06	129,929.25	353,867.36	19.42	684,919.00	182,850.23	.....	.....	1,399,465.32	106,650.89
Latimer	15,971.63	80,226.41	56,011.32	.....	*36,040.90	*19,166.28	300,000.00	70,000.00	577,416.54	311,471.08
Le Flore	50,815.43	197,237.46	227,794.11	2,734.84	*172,559.00	226,646.34	800,000.00	71,500.00	1,749,287.18	756,335.00
Lincoln	71,350.10	149,024.08	381,279.54	173,994.30	872,776.59	451,398.40	1,200,000.00	.....	3,299,823.01	916,050.00
Logan	56,065.63	117,507.38	346,978.92	6,209.10	467,777.39	236,058.48	750,000.00	.....	1,980,596.90	532,814.85
Love	16,760.60	59,011.45	78,707.55	.....	198,620.56	*75,307.46	160,000.00	241,000.00	829,407.62	.....

McClain	25,656.41	81,004.55	145,563.24		*93,912.94	164,822.72		150,800.00	661,759.86	121,950.00
McCurtain	28,588.86	200,503.49	167,135.60		217,595.24	159,293.18	350,000.00	255,000.00	1,378,216.37	423,258.33
McIntosh	28,625.94	106,779.99	136,099.15	5,252.55	222,351.42	120,797.46	125,000.00	66,500.00	811,406.51	166,745.00
Major	33,264.41	98,376.43	188,665.76		411,458.15	88,048.15			819,802.90	42,657.09
Marshall	30,293.39	61,053.84	83,493.59	1,549.48	103,529.00	123,294.51	350,000.00		753,213.81	199,801.75
Mayes	28,479.67	88,070.31	117,006.04	34.06	376,108.81	208,063.25		70,000.00	887,762.14	121,002.81
Murray	19,380.65	58,274.82	115,383.35	13.24	64,443.01	39,309.75			296,804.82	208,925.87
Muskogee	125,814.90	205,154.23	767,841.60	74,342.05	1,356,951.07	342,266.50	400,000.00	75,000.00	3,347,370.35	1,064,638.24
Noble	47,665.89	86,536.23	369,132.64	448,367.50	550,488.55	230,449.08	900,000.00	40,000.00	2,612,639.89	630,338.80
Nowata	35,331.06	77,094.81	201,094.63	152,906.82	230,644.11	163,480.03	500,000.00	35,000.00	1,395,551.46	434,370.76
Okfuskee	35,707.77	99,812.79	257,055.58	304,327.53	647,452.65	160,472.61	500,000.00	99,000.00	2,103,828.93	429,155.13
Oklahoma	357,387.50	334,602.37	2,580,180.61	19.57	2,639,766.19	422,278.12	3,100,000.00		9,434,234.36	1,386,955.21
Okmulgee	108,021.64	177,047.82	904,844.76	871,498.47	934,347.10	350,402.07	400,000.00		3,746,161.86	1,081,814.29
Osage	125,397.72	238,423.85	964,031.61	1,821,404.16	1,630,920.22	714,532.30		150,000.00	5,644,709.86	823,252.45
Ottawa	45,555.05	124,026.67	570,410.69	373,796.29	470,631.88	159,067.65	90,000.00		1,833,488.23	152,650.09
Pawnee	51,164.94	88,510.43	321,029.01	325,889.16	515,454.67	381,783.02	600,000.00	141,000.00	2,424,822.23	759,143.61
Payne	112,141.39	126,860.29	574,989.84	321,541.24	1,379,058.84	515,418.26	1,000,000.00	81,000.00	4,111,009.86	627,613.60
Pittsburgh	73,910.41	203,088.76	389,885.51	3,455.79	467,497.90	248,675.39	750,000.00	70,000.00	2,206,513.76	837,538.10
Pontotoc	42,154.08	119,269.64	310,511.13	33,563.18	508,213.00	199,617.00	425,000.00	30,000.00	1,668,328.03	206,646.99
Pottawatomie	68,857.71	156,610.76	529,746.15	106,683.44	639,953.18	296,820.77	850,000.00	205,000.00	2,853,672.01	415,504.98
Pushmataha	21,111.54	136,129.87	72,701.33		40,473.05	84,397.47		179,000.00	533,813.26	23,644.00
Roger Mills	21,006.76	105,614.20	115,436.10		318,272.80	121,816.15	650,000.00	60,000.00	742,146.01	
Rogers	48,143.65	92,734.58	189,930.25	67,799.84	610,295.42	154,501.34			1,813,405.08	543,643.30
Seminole	25,749.18	94,283.61	347,186.02	1,504,323.66	116,859.52	122,488.25		333,000.00	2,543,890.24	161,700.00
Sequoyah	23,639.02	103,200.07	92,960.88	44.36	160,412.00	113,292.73	202,000.00	120,000.00	815,549.06	131,557.54
Stephens	40,734.26	115,555.25	458,825.19	267,774.44	567,241.38	156,125.74	800,000.00	240,000.00	2,646,256.26	1,030,153.85
Texas	44,891.85	179,832.05	250,322.68		*248,702.32	148,700.00			872,448.90	28,553.72
Tillman	49,401.22	113,812.64	371,584.95	5,254.47	226,327.57	304,072.00			1,070,452.85	41,889.60
Tulsa	316,097.94	309,654.82	2,911,425.74	322,789.19	5,635,603.43	666,366.02	1,750,000.00	250,000.00	12,161,937.14	1,430,323.39
Wagoner	38,889.16	87,933.60	138,266.76	41,538.67	341,241.75	217,213.77		398,350.00	1,263,433.71	203,491.74
Washington	75,253.77	94,408.84	531,276.60	191,402.45	751,641.07	322,564.69	25,000.00	50,000.00	2,044,547.42	898,621.61
Washita	53,165.48	121,554.89	350,206.30		662,087.09	229,782.09	800,000.00		2,216,795.85	187,612.72
Woods	48,589.27	126,847.10	286,864.53		725,687.67	217,480.72		10,000.00	1,415,469.29	107,658.84
Woodward	41,436.39	116,638.71	213,146.20		317,029.97	199,419.38		82,000.00	969,670.65	44,939.95
TOTALS	$4,165,374.36	$9,485,640.55	$28,409,569.06	$12,697,815.40	$43,204,027.63	$16,261,897.86	$28,540,750.00	$6,141,950.00	$148,907,024.86	$27,639,208.23

*Incomplete Information.

Note Township Ad Valorem Column is For Five Years Only.

COUNTY REVENUE FROM ALL TAX SOURCES FOR ROADS AND BRIDGES

QUARTER MILL LEVY FOR ROADS AND BRIDGES RETURNED TO THE COUNTIES BY FISCAL YEARS

	7-1-1918 to 7-1-26	7-1-1926 7-1-1927	7-1-1927 7-1-1928	Total for Ten Years
Adair	$ 10,158.75	$ 1,156.33	$ 1,164.35	$ 12,479.43
Alfalfa	53,019.10	5,682.58	6,311.19	65,012.87
Atoka	18,103.26	2,040.79	2,281.72	22,425.77
Beaver	30,391.43	4,136.99	3,765.15	38,293.57
Beckham	32,649.39	4,054.77	4,108.72	40,812.88
Blaine	30,532.16	3,902.37	3,906.09	38,340.62
Bryan	35,885.79	4,147.71	4,903.67	44,937.17
Caddo	48,308.01	6,160.21	6,509.74	60,977.96
Canadian	53,545.27	6,740.26	6,280.70	66,566.23
Carter	58,736.60	9,361.07	9,544.76	77,643.03
Cherokee	16,383.30	1,705.12	1,550.38	19,638.80
Choctaw	21,629.23	2,569.99	2,585.61	26,784.83
Cimarron	15,881.31	2,330.87	2,119.16	20,331.34
Cleveland	26,692.24	4,055.44	3,818.21	34,565.89
Coal	15,207.63	1,515.94	1,604.92	18,328.49
Comanche	35,678.16	4,223.19	4,310.15	44,211.50
Cotton	25,180.45	2,649.66	2,573.41	30,403.52
Craig	31,215.69	4,076.94	4,060.10	39,352.73
Creek	93,871.09	12,211.67	11,305.26	117,388.02
Custer	38,701.22	4,802.69	4,865.56	48,369.47
Delaware	10,547.04	1,286.39	1,346.52	13,179.95
Dewey	19,824.83	2,361.58	2,383.02	24,569.43
Ellis	24,415.71	3,042.47	3,000.26	30,458.44
Garfield	95,590.40	12,190.54	12,020.70	119,801.64
Garvin	35,071.74	4,451.10	4,542.82	44,065.66
Grady	60,294.33	7,703.05	7,862.99	75,860.37
Grant	61,429.65	7,187.72	6,782.73	75,400.10
Greer	20,584.41	2,496.61	2,678.50	25,754.25
Harmon	14,636.66	1,719.18	2,076.42	18,432.26
Harper	22,990.16	1,977.30	1,809.64	26,777.10
Haskell	13,446.94	1,693.60	1,646.09	16,786.63
Hughes	29,003.14	3,779.37	3,948.91	36,731.42
Jackson	35,004.02	3,476.57	3,945.30	42,425.89
Jefferson	27,264.42	3,277.39	3,116.47	33,658.28
Johnston	19,909.49	1,888.87	2,077.07	23,875.43
Kay	84,396.82	13,335.84	13,499.54	111,232.20
Kingfisher	39,618.06	4,962.40	4,628.13	49,208.59
Kiowa	36,865.38	4,970.78	6,043.90	47,880.06
Latimer	13,053.74	1,480.59	1,437.30	15,971.63
LeFlore	41,674.31	4,556.64	4,584.48	50,815.43
Lincoln	56,258.35	7,608.22	7,483.53	71,350.10
Logan	44,534.74	6,075.36	5,455.53	56,065.63
Love	13,490.15	1,656.86	1,613.59	16,760.60
McClain	20,416.25	2,670.24	2,569.92	25,656.41
McCurtain	23,100.10	2,625.13	2,863.63	28,588.86
McIntosh	23,645.80	2,449.45	2,530.69	28,625.94
Major	26,720.09	3,379.64	3,154.68	33,254.41
Marshall	26,262.12	1,919.86	2,111.41	30,293.39
Mayes	22,931.72	2,764.40	2,783.55	28,479.67
Murray	15,287.21	1,910.82	2,182.62	19,380.65
Muskogee	99,876.13	13,051.86	12,886.91	125,814.90
Noble	37,405.09	5,242.39	5,017.91	47,665.39
Nowata	29,181.81	3,172.06	2,977.19	35,331.06
Okfuskee	27,578.36	4,058.65	4,070.76	35,707.77
Oklahoma	286,494.68	37,516.60	33,376.22	357,387.50
Okmulgee	85,124.94	12,392.55	10,504.15	108,021.64
Osage	91,751.77	18,201.34	15,444.61	125,397.72
Ottawa	36,700.33	4,513.05	4,341.67	45,555.05
Pawnee	40,296.71	5,501.60	5,366.63	51,164.94
Payne	89,012.62	12,166.60	10,962.17	112,141.39
Pittsburg	62,208.21	4,918.26	6,693.94	73,910.41
Pontotoc	33,317.28	4,467.48	4,369.32	42,154.08
Pottawatomie	55,258.23	6,904.63	6,694.85	68,857.71
Pushmataha	17,591.56	1,701.58	1,818.40	21,111.54
Roger Mills	16,868.12	2,008.59	2,130.05	21,006.76
Rogers	40,618.15	3,784.09	3,741.41	48,143.65
Seminole	17,449.62	3,631.30	4,668.26	25,749.18
Sequoyah	19,844.10	2,051.66	1,743.26	23,639.02
Stephens	31,012.05	4,757.21	4,965.00	40,734.26
Texas	34,895.14	5,271.38	4,725.33	44,891.85
Tillman	38,644.81	5,298.78	5,457.63	49,401.22
Tulsa	237,417.04	38,510.57	40,170.33	316,097.94
Wagoner	31,004.47	3,829.03	4,005.66	38,839.16
Washington	57,105.68	8,839.24	9,308.85	75,253.77
Washita	43,957.54	4,626.77	4,581.17	53,165.48
Woods	39,489.83	4,810.10	4,339.34	48,589.27
Woodward	33,091.27	4,325.68	4,019.44	41,436.39
Totals	$3,303,273.40	$433,976.71	$428,124.25	$4,165,374.36

GASOLINE TAX FOR ROADS AND BRIDGES RETURNED TO THE COUNTIES, BY FISCAL YEARS

	7-1-23 to 7-1-26	7-1-1926 7-1-1927	7-1-1927 7-1-1928	Total for Five Years
Adair	$ 14,517.69	$ 16,793.20	$ 19,023.20	$ 66,380.08
Alfalfa	54,640.22	22,697.90	25,712.01	103,050.13
Atoka	53,484.28	27,287.56	30,911.08	111,682.92
Beaver	85,078.75	36,581.89	41,439.69	163,100.33
Beckham	53,598.47	24,989.41	28,307.78	106,895.66
Blaine	55,551.77	23,510.46	26,632.47	105,694.70
Bryan	70,663.26	37,013.65	41,928.74	149,605.65
Caddo	87,564.40	39,225.42	44,434.21	171,224.03
Canadian	60,235.06	26,373.14	29,875.30	116,483.50
Carter	76,251.64	35,218.10	39,894.77	151,364.51
Cherokee	43,064.05	23,459.54	26,574.77	93,098.36
Choctaw	56,194.96	30,141.40	34,143.91	120,480.27
Cimarron	64,964.87	31,367.95	35,533.34	131,866.16
Cleveland	42,616.23	19,416.79	21,995.16	84,028.18
Coal	37,385.10	18,418.26	20,864.03	76,667.39
Comanche	67,110.03	32,012.24	36,263.19	135,385.46
Cotton	42,213.97	19,148.86	21,691.67	83,054.50
Craig	51,083.56	22,529.65	25,521.40	99,134.61
Creek	103,330.70	49,440.81	56,006.17	208,777.68
Custer	58,437.68	26,142.91	29,614.46	114,195.05
Delaware	40,256.86	20,233.77	22,920.59	83,411.22
Dewey	49,838.45	22,558.43	25,554.03	97,950.91
Ellis	58,079.23	25,797.53	29,223.21	113,099.97
Garfield	88,338.88	37,387.81	42,352.58	168,079.27
Garvin	65,764.17	30,807.82	34,898.84	131,470.83
Grady	77,149.46	36,258.64	41,073.49	154,481.59
Grant	62,872.74	24,624.11	27,893.98	115,390.83
Greer	38,589.96	18,916.42	21,428.35	78,934.73
Harmon	30,150.06	14,886.93	16,863.79	61,900.78
Harper	48,011.62	20,634.48	23,374.56	92,020.66
Haskell	39,437.38	20,395.34	23,103.69	82,936.41
Hughes	56,161.85	26,311.54	30,371.88	113,845.27
Jackson	54,102.00	24,491.45	27,743.50	106,336.95
Jefferson	44,988.27	21,872.09	24,776.55	91,636.91
Johnston	39,555.35	21,478.02	24,330.08	85,363.45
Kay	79,649.32	33,947.27	38,455.18	152,051.77
Kingfisher	54,207.72	22,746.63	25,767.19	102,721.54
Kiowa	66,923.63	29,541.40	33,464.22	129,929.25
Latimer	39,078.91	19,292.79	21,854.71	80,226.41
LeFlore	92,560.17	49,079.95	55,597.34	197,237.46
Lincoln	77,523.55	33,524.39	37,976.14	149,024.08
Logan	60,295.66	26,824.80	30,386.92	117,507.38
Love	27,671.50	14,694.33	16,645.62	59,011.45
McClain	39,384.84	19,514.20	22,105.51	81,004.55
McCurtain	91,955.03	50,941.91	57,706.55	200,603.49
McIntosh	51,966.97	25,700.16	29,112.86	106,779.99
Major	52,039.40	21,726.01	24,611.02	98,376.43
Marshall	29,713.81	14,694.31	16,645.72	61,053.84
Mayes	45,477.87	19,970.28	22,622.16	88,070.31
Murray	28,573.44	13,926.06	15,775.32	58,274.82
Muskogee	105,628.63	46,664.46	52,861.14	205,154.23
Noble	45,790.12	19,104.60	21,641.51	86,536.23
Nowata	38,657.73	18,021.96	20,415.12	77,094.81
Okfuskee	49,466.84	23,605.66	26,740.20	99,812.70
Oklahoma	174,828.65	74,913.03	84,860.69	334,602.37
Okmulgee	89,237.51	41,171.56	46,638.76	177,047.82
Osage	118,447.27	56,253.32	63,723.26	238,423.85
Ottawa	59,953.85	30,041.75	34,031.07	124,026.67
Pawnee	46,380.74	19,753.31	22,376.38	88,510.43
Payne	68,666.23	27,285.47	30,908.59	126,860.29
Pittsburg	95,313.83	50,532.34	57,242.59	203,088.76
Pontotoc	58,488.09	28,498.58	32,282.97	119,269.64
Pottawatomie	76,062.89	37,766.41	42,781.46	156,610.76
Pushmataha	67,108.44	32,362.01	36,659.42	136,129.87
Roger Mills	54,626.04	23,906.78	27,081.38	105,614.20
Rogers	48,097.49	20,928.95	23,708.14	92,734.58
Seminole	45,042.60	23,087.59	26,153.42	94,283.61
Sequoyah	48,453.21	25,669.11	29,077.75	103,200.07
Stephens	56,308.35	27,779.05	31,467.85	115,555.25
Texas	93,320.70	40,558.28	45,944.07	179,832.05
Tillman	58,791.92	25,797.50	29,223.22	113,812.64
Tulsa	162,852.75	68,830.87	77,971.20	309,654.82
Wagoner	44,524.23	20,358.31	23,056.06	87,933.60
Washington	48,525.20	21,513.43	24,370.21	94,408.84
Washita	61,457.97	28,177.58	31,919.34	121,554.89
Woods	65,612.21	28,711.15	32,523.74	126,847.10
Woodward	57,637.33	27,663.94	31,337.44	116,638.71
Totals	$4,763,640.55	$2,214,000.00	$2,508,000.00	$9,485,640.55

AUTOMOBILE TAX FOR ROADS AND BRIDGES RETURNED TO THE COUNTIES, BY FISCAL YEARS

	7-1-1918 7-1-1926	7-1-1926 7-1-1927	7-1-1927 7-1-1928	Total for Ten Years
Adair	$ 37,336.37	$ 9,181.41	$ 8,094.33	$ 54,612.11
Alfalfa	261,600.96	34,774.10	35,756.98	332,132.04
Atoka	45,932.24	8,183.14	7,351.05	61,466.43
Beaver	142,911.76	26,019.63	20,944.11	189,875.50
Beckham	231,868.48	36,606.82	43,430.10	311,905.40
Blaine	209,082.16	31,103.41	31,300.98	271,486.55
Bryan	196,517.68	23,934.39	25,591.61	246,043.68
Caddo	369,372.67	63,927.00	65,494.24	498,793.91
Canadian	288,216.26	39,286.48	38,993.15	366,495.89
Carter	571,767.16	83,812.19	75,869.66	731,449.01
Cherokee	44,113.91	8,389.92	8,575.95	61,079.78
Choctaw	115,180.33	16,187.15	16,832.29	148,199.77
Cimarron	46,880.72	9,061.76	9,617.39	65,559.87
Cleveland	184,761.43	29,420.66	30,877.01	245,059.10
Coal	63,277.92	7,956.97	7,944.77	79,179.66
Comanche	282,444.20	39,568.84	46,306.85	368,319.89
Cotton	172,916.16	20,325.62	21,257.23	214,499.01
Craig	131,860.06	19,226.92	18,555.57	169,642.55
Creek	876,376.14	126,976.33	113,598.54	1,116,951.01
Custer	218,183.13	32,758.52	40,098.93	291,040.58
Delaware	42,368.97	7,958.71	9,275.54	59,603.22
Dewey	117,307.18	18,975.54	20,884.12	157,166.84
Ellis	106,900.11	19,301.87	19,542.23	145,744.21
Garfield	697,334.69	106,095.63	104,794.04	908,224.36
Garvin	205,281.61	33,791.25	30,109.68	269,182.54
Grady	334,715.97	57,980.49	62,589.35	455,285.81
Grant	291,608.45	40,227.38	41,473.74	373,309.57
Greer	145,285.82	26,879.78	31,188.40	203,354.00
Harmon	95,942.33	16,680.98	20,218.43	132,841.74
Harper	82,952.55	16,375.39	14,998.68	114,326.62
Haskell	70,909.14	10,090.97	7,968.71	88,968.82
Hughes	188,422.40	43,414.54	44,183.15	276,020.09
Jackson	253,809.80	37,651.86	43,177.19	334,638.84
Jefferson	133,100.66	20,455.07	20,622.44	174,178.17
Johnston	78,283.72	10,821.08	9,029.75	98,134.55
Kay	817,538.83	149,422.72	135,907.23	1,102,868.78
Kingfisher	222,101.58	30,141.38	30,822.38	283,065.34
Kiowa	258,891.78	44,000.07	50,975.51	353,867.36
Latimer	43,177.09	6,588.42	6,245.81	56,011.32
LeFlore	171,616.94	28,409.85	27,767.32	227,794.11
Lincoln	286,451.79	50,696.24	44,131.51	381,279.54
Logan	259,932.21	36,899.14	50,147.57	346,978.92
Love	62,293.46	8,521.12	7,892.97	78,707.55
McClain	110,237.77	17,282.47	18,043.00	145,563.24
McCurtain	116,763.27	28,622.36	21,749.97	167,135.60
McIntosh	106,387.79	15,526.50	14,184.86	136,099.15
Major	143,557.90	22,604.55	22,503.31	188,665.76
Marshall	66,579.23	8,767.27	8,147.09	83,493.59
Mayes	90,615.34	12,426.37	13,964.33	117,006.04
Murray	90,779.77	11,543.11	13,060.47	115,383.35
Muskogee	594,047.17	88,010.86	85,783.57	767,841.60
Noble	237,819.32	38,690.83	32,622.49	309,132.64
Nowata	162,097.20	20,339.67	18,657.76	201,094.63
Okfuskee	188,357.76	36,367.30	32,330.52	257,055.58
Oklahoma	1,934,885.33	303,076.25	342,219.03	2,580,180.61
Okmulgee	707,635.95	103,559.77	93,649.04	904,844.76
Osage	744,595.87	113,245.41	106,190.33	964,031.61
Ottawa	416,671.35	82,190.73	71,548.61	570,410.69
Pawnee	255,718.35	34,779.20	30,522.46	321,020.01
Payne	442,950.18	67,245.87	64,793.79	574,989.84
Pittsburg	301,025.48	44,426.36	44,433.67	389,885.51
Pontotoc	243,734.82	29,582.32	37,193.99	310,511.13
Pottawatomie	342,162.86	81,635.93	105,947.36	529,746.15
Pushmataha	50,141.70	11,416.15	11,143.48	72,701.33
Roger Mills	85,979.96	14,699.10	14,757.04	115,436.10
Rogers	148,323.51	20,839.49	20,767.25	189,930.25
Seminole	130,362.57	84,546.16	132,277.29	347,186.02
Sequoyah	70,231.94	12,849.19	9,879.75	92,960.88
Stephens	340,584.70	60,759.72	57,480.77	458,825.19
Texas	183,396.11	37,931.07	28,995.50	250,322.68
Tillman	288,885.81	38,794.03	43,905.11	371,584.95
Tulsa	2,121,389.83	389,053.26	400,982.65	2,911,425.74
Wagoner	107,594.22	15,608.25	15,064.29	138,266.76
Washington	404,126.72	66,881.73	60,268.15	531,276.60
Washita	269,721.32	36,716.38	43,768.60	350,206.30
Woods	218,503.10	35,002.67	33,358.76	286,864.53
Woodward	157,255.62	27,435.74	28,454.84	213,146.20
Totals	$21,329,946.64	$3,500,536.80	$3,579,085.62	$28,409,569.06

GROSS PRODUCTION TAX FOR ROADS AND BRIDGES RETURNED TO COUNTIES, BY FISCAL YEARS

This is 1-6 of Total Gross Production Tax or ½ the Total Returned to Counties

	7-1-1918 to 7-1-1926	7-1-1926 to 7-1-1927	7-1-1927 to 7-1-1928	Total for Ten Years
Adair				
Alfalfa				
Atoka				
Beaver				
Beckham	$ 1,396.92	$ 473.41	$ 505.35	$ 2,375.68
Blaine				
Bryan				
Caddo	22,175.63	4,889.99	3,243.91	30,309.53
Canadian				
Carter	937,285.88	135,735.88	90,823.51	1,163,304.27
Cherokee	8.30			8.30
Choctaw				
Cimarron				
Cleveland				
Coal				
Comanche	469.45	391.68	127.18	988.31
Cotton	58,631.63	3,233.33	1,770.82	63,635.78
Craig	110.94	47.52	6.85	165.31
Creek	1,479,262.97	199,304.74	115,373.51	1,793,941.22
Custer				
Delaware				
Dewey				
Ellis				
Garfield	435,709.17	142,961.77	34,668.52	613,339.46
Garvin	21,526.87	6,284.48	3,909.34	31,720.69
Grady	9,524.55	12,121.86	22,755.29	44,401.69
Grant	8,380.64	4,129.32	5,719.71	18,229.67
Greer				
Harmon				
Harper				
Haskell	1,178.45	247.52	107.08	1,533.05
Hughes	137,928.67	72,633.71	24,429.33	234,991.71
Jackson				
Jefferson	11,714.31	8,345.16	3,421.36	23,480.83
Johnston				
Kay	873,273.37	278,637.87	94,899.39	1,246,810.63
Kingfisher				
Kiowa			19.42	19.42
Latimer				
LeFlore	2,130.72	274.53	329.59	2,734.84
Lincoln	112,548.02	48,643.74	12,802.54	173,994.30
Logan		10.18	6,198.92	6,209.10
Love				
McClain				
McCurtain				
McIntosh	4,580.24	237.00	435.31	5,252.55
Major				
Marshall	544.31	585.58	419.59	1,549.48
Mayes	34.06			34.06
Murray	13.24			13.24
Muskogee	67,350.57	4,044.77	2,946.71	74,342.05
Noble	392,924.79	40,778.16	14,664.55	448,367.50
Nowata	130,372.66	13,318.07	9,216.09	152,906.82
Okfuskee	241,488.99	29,892.15	32,946.39	304,327.53
Oklahoma			19.57	19.57
Okmulgee	769,689.50	69,107.08	32,701.89	871,498.47
Osage	1,362,781.11	303,149.88	155,473.17	1,821,404.16
Ottawa	248,419.78	80,061.27	45,315.24	373,796.29
Pawnee	261,547.36	47,225.80	17,116.00	325,889.16
Payne	246,653.93	51,852.17	23,035.14	321,541.24
Pittsburg	2,749.56	306.09	400.14	3,455.79
Pontotoc	19,565.16	3,957.04	10,040.98	33,563.18
Pottawatomie	337.18	11,289.70	95,056.56	106,683.44
Pushmataha				
Roger Mills				
Rogers	59,377.41	4,851.45	3,570.98	67,799.84
Seminole	259,249.05	417,855.96	827,218.65	1,504,323.66
Sequoyah	0.11		44.25	44.36
Stephens	216,998.71	28,344.10	22,431.63	267,774.44
Texas				
Tillman	3,480.78	1,153.16	620.53	5,254.47
Tulsa	274,817.02	31,318.61	16,653.56	322,789.19
Wagoner	36,319.11	3,118.76	2,150.80	41,588.67
Washington	164,953.72	15,999.35	10,449.38	191,402.45
Washita				
Woods				
Woodward				
Totals	$8,877,504.84	$2,076,807.83	$1,743,502.78	$12,697,815.40

ADVALOREM TAX FOR CO… BRIDGES, BY F…

	7-1-1918 7-1-1926	7-1-1926 7-1-1927
Adair	*$ 5,283.55	*
Alfalfa	517,723.82	$ 42,019.01
Atoka	138,960.78	3,800.00
Beaver	305,177.00	
Beckham	317,187.00	67,812.09
Blaine	267,902.40	
Bryan	324,940.24	30,956.06
Caddo	834,592.13	92,149.03
Canadian	768,294.30	81,300.00
Carter	1,605,291.00	
Cherokee	61,832.56	3,300.00
Choctaw	147,936.72	
Cimarron	*133,153.12	*
Cleveland	*96,922.65	30,693.75
Coal	*39,697.76	*
Comanche	468,567.61	
Cotton	142,123.50	2,612.38
Craig	331,567.06	43,713.50
Creek	937,344.94	48,586.93
Custer	494,305.82	54,224.95
Delaware	61,195.00	
Dewey	254,148.93	13,708.39
Ellis	228,692.48	4,958.09
Garfield	*1,378,079.10	*
Garvin	320,657.20	
Grady	*351,443.14	
Grant	*673,577.75	54,975.61
Greer	226,177.44	
Harmon	103,649.53	1,787.88
Harper	226,301.49	14,155.08
Haskell	67,158.00	
Hughes	544,255.09	
Jackson	358,487.28	3,767.62
Jefferson	475,511.42	25,615.45
Johnston	455,114.25	5,055.00
Kay	497,747.91	134,826.98
Kingfisher	465,683.04	
Kiowa	559,039.00	62,480.00
Latimer	*36,040.90	*
LeFlore	*172,559.00	*
Lincoln	749,194.59	60,381.00
Logan	374,516.05	58,874.57
Love	172,468.56	26,152.00
McClain	*54,934.20	14,013.78
McCurtain	217,596.24	
McIntosh	217,069.68	2,706.16
Major	372,206.51	25,995.43
Marshall	103,529.00	
Mayes	319,573.81	36,879.00
Murray	60,881.70	6,967.84
Muskogee	1,159,889.07	105,437.00
Noble	530,833.48	5,116.73
Nowata	207,566.01	10,761.40
Okfuskee	414,848.65	100,781.00
Oklahoma	2,062,309.16	246,510.76
Okmulgee	829,042.50	55,743.29
Osage	1,282,361.69	183,494.00
Ottawa	424,568.44	41,332.16
Pawnee	478,043.29	17,400.89
Payne	1,088,321.15	150,065.70
Pittsburg	376,246.90	54,575.00
Pontotoc	395,462.00	57,756.00
Pottawatomie	591,448.97	
Pushmataha	40,473.05	
Roger Mills	214,593.17	52,133.19
Rogers	482,958.17	66,437.25
Seminole	90,824.97	
Sequoyah	148,813.00	
Stephens	567,241.38	
Texas	*248,702.32	*
Tillman	186,328.14	
Tulsa	4,021,402.91	826,557.46
Wagoner	315,690.07	
Washington	656,791.58	45,180.00
Washita	530,384.02	65,034.04
Woods	619,629.10	52,267.56
Woodward	*292,861.00	24,168.97
Totals	$36,278,420.72	$3,224,221.32

*Inco…

COUNTY REVENUE FROM [illegible]URCES FOR ROADS AND BRIDGES

[GAS]OLINE TAX FOR ROADS AND BRIDGES RETURNED TO THE COUNTIES, BY FISCAL YEARS / **AUTOMOBILE TAX FOR ROADS AND BRI[DGES RE]TURNED TO THE COUNTIES, BY FISCAL [YEARS]**

County	Gasoline [7-1-19]23 [to 7]-1-26	Gasoline 7-1-1926 7-1-1927	Gasoline 7-1-1927 7-1-1928	Gasoline Total for Five Years	Automobile 7-1-1918 7-1-1926	Automobile 7-1-1926 7-1-1927	Automobile 7-1-1927 7-1-1928	Automobile [Total]
Adair	,517.69	$ 16,793.20	$ 19,023.20	$ 66,380.03	$ 37,336.37	$ 9,131.41	$ 8,094.33	
Alfalfa	,640.22	22,697.90	25,712.01	103,050.13	261,800.96	34,774.10	35,756.98	
Atoka	,484.28	27,287.56	30,911.08	111,682.92	45,932.24	8,183.14	7,351.05	
Beaver	,078.75	36,581.89	41,439.69	163,100.33	142,911.76	26,019.63	20,944.11	
Beckham	,598.47	24,989.41	28,307.78	106,895.66	231,868.48	36,600.82	42,430.10	
Blaine	,551.77	23,510.46	26,632.47	105,694.70	209,082.16	31,103.41	31,300.98	
Bryan	,663.26	37,013.66	41,928.74	149,605.65	196,517.68	23,934.39	25,591.61	
Caddo	,564.40	39,225.42	44,484.21	171,224.03	369,372.67	63,927.00	65,494.24	
Canadian	,235.06	26,373.14	29,875.30	116,483.50	288,216.26	39,286.48	38,993.15	
Carter	6,251.64	35,218.10	39,894.77	161,364.51	571,767.16	83,812.19	75,869.66	
Cherokee	3,064.05	23,469.54	26,574.77	93,098.36	44,113.91	8,389.92	8,575.95	
Choctaw	6,194.96	30,141.40	34,143.91	120,480.27	115,180.38	16,187.15	16,832.29	
Cimarron	4,964.87	31,367.95	35,583.34	131,866.16	46,880.72	9,061.76	9,617.39	
Cleveland	2,616.23	19,416.79	21,995.16	84,028.18	184,761.43	29,420.66	30,877.01	
Coal	7,385.10	18,418.26	20,864.03	76,667.39	68,277.92	7,956.97	7,944.77	
Comanche	7,110.03	32,012.24	36,268.19	135,385.46	282,444.20	39,568.84	46,306.85	
Cotton	2,213.97	19,148.86	21,691.67	83,054.50	172,916.16	20,325.62	21,257.23	
Craig	1,083.56	22,529.65	25,521.40	99,134.61	131,860.06	19,226.92	18,555.57	
Creek	3,330.70	49,440.81	56,006.17	208,777.68	876,376.14	126,976.33	113,598.54	
Custer	8,437.68	26,142.91	29,614.46	114,195.05	218,183.13	32,758.52	40,093.93	
Delaware	0,256.86	20,233.77	22,920.59	83,411.22	42,368.97	7,953.71	9,275.54	
Dewey	19,838.45	22,558.43	25,554.03	97,950.91	117,307.18	18,975.54	20,884.12	
Ellis	8,079.23	25,797.53	29,223.21	113,099.97	106,900.11	19,301.87	19,542.23	
Garfield	3,338.88	37,887.81	42,352.58	168,079.27	697,384.69	106,095.68	104,794.04	
Garvin	65,764.17	30,807.82	34,898.84	131,470.83	205,281.61	38,791.25	30,109.68	
Grady	77,149.46	36,258.64	41,073.49	154,481.59	334,715.97	57,980.49	62,589.36	
Grant	62,872.74	24,624.11	27,893.98	115,390.83	291,608.45	40,227.38	41,473.74	
Greer	38,589.96	18,916.42	21,428.35	78,934.73	145,285.82	26,879.78	31,188.40	
Harmon	30,150.06	14,886.93	16,863.79	61,900.78	95,942.38	16,680.98	20,218.43	
Harper	48,011.62	20,634.48	23,374.56	92,020.66	82,952.55	16,375.39	14,998.68	
Haskell	39,437.88	20,395.34	23,103.69	82,936.41	70,909.14	10,090.97	7,968.71	
Hughes	56,161.85	26,811.54	30,371.88	113,345.27	188,422.40	43,414.54	44,183.15	
Jackson	54,102.00	24,491.45	27,748.50	106,336.95	253,800.80	37,651.86	43,177.19	
Jefferson	44,988.27	21,872.09	24,776.55	91,636.91	133,100.66	20,455.07	20,622.44	
Johnston	39,555.35	21,478.02	24,380.08	85,368.45	78,283.72	10,321.08	9,029.75	
Kay	79,640.32	38,947.27	38,455.18	152,051.77	817,538.83	149,422.72	135,907.23	
Kingfisher	54,207.72	22,746.63	25,767.19	102,721.54	222,101.58	30,141.38	30,822.38	
Kiowa	66,923.68	29,541.40	33,464.22	129,929.25	258,891.78	44,000.07	50,975.51	
Latimer	39,078.91	19,292.79	21,854.71	80,226.41	48,177.09	6,588.42	6,245.81	
LeFlore	92,560.17	49,079.95	55,597.34	197,237.46	171,616.94	28,409.85	27,767.32	
Lincoln	77,523.55	33,524.39	37,976.14	149,024.08	286,451.79	50,606.24	44,181.51	
Logan	60,295.66	26,824.80	30,380.92	117,507.38	259,932.21	36,899.14	50,147.57	
Love	27,671.50	14,694.33	16,645.62	59,011.45	62,293.46	8,521.12	7,892.97	
McClain	39,384.84	19,514.20	22,105.51	81,004.55	110,237.77	17,282.47	18,043.00	
McCurtain	91,955.08	50,941.91	57,706.55	200,603.49	116,763.27	28,622.36	21,749.97	
McIntosh	51,966.97	25,700.16	29,112.86	106,779.99	106,387.79	15,526.50	14,184.86	
Major	52,039.40	21,726.01	24,611.02	98,376.43	143,557.90	22,604.55	22,503.31	
Marshall	29,718.81	14,694.31	16,645.72	61,053.34	66,579.23	8,767.27	8,147.09	
Mayes	45,477.87	19,970.28	22,622.16	88,070.31	90,615.34	12,426.37	13,964.83	
Murray	28,573.44	13,926.06	15,775.32	58,274.32	90,779.77	11,543.11	13,060.47	
Muskogee	105,628.63	46,664.46	52,861.14	205,154.23	594,047.17	88,010.86	85,783.57	
Noble	45,790.12	19,104.60	21,641.51	86,586.23	237,819.32	38,690.88	32,622.49	
Nowata	38,657.73	18,021.96	20,415.12	77,094.81	162,097.20	20,339.67	18,657.76	
Okfuskee	49,466.84	23,605.66	26,740.29	99,812.79	188,357.76	36,867.30	32,330.52	
Oklahoma	174,828.65	74,913.03	84,860.69	334,602.37	1,034,885.33	308,076.25	342,219.03	
Okmulgee	89,237.51	41,171.55	46,638.76	177,047.82	707,635.95	103,559.77	98,649.04	
Osage	118,447.27	56,253.32	68,723.26	238,423.85	744,595.87	113,245.41	106,190.33	
Ottawa	59,953.85	30,041.75	34,031.07	124,026.67	416,671.35	32,190.72	71,548.61	
Pawnee	46,380.74	19,753.31	22,376.38	88,510.43	255,718.35	34,779.20	30,522.46	
Payne	68,666.23	27,285.47	30,908.59	126,860.29	442,950.18	67,245.87	64,798.79	
Pittsburg	95,313.83	50,532.34	57,242.59	203,088.76	301,025.48	44,426.36	44,433.67	
Pontotoc	58,488.09	28,498.58	32,282.97	119,269.64	243,734.82	29,582.32	37,193.99	
Pottawatomie	76,062.89	37,766.41	42,781.46	156,610.76	342,162.86	81,635.93	105,947.36	
Pushmataha	67,108.44	32,362.01	36,659.42	136,129.87	50,141.70	11,416.15	11,143.48	
Roger Mills	54,626.04	23,906.78	27,081.38	105,614.20	85,979.96	14,609.10	14,757.04	
Rogers	48,097.49	20,928.95	23,708.14	92,734.58	148,323.51	20,839.49	20,767.25	
Seminole	45,042.00	23,087.59	26,153.42	94,283.61	130,362.57	34,546.15	132,277.29	
Sequoyah	48,453.21	25,669.11	29,077.75	103,200.07	70,231.94	12,849.19	9,879.75	
Stephens	56,308.35	27,779.05	31,467.55	115,555.25	340,584.70	60,759.72	57,420.77	
Texas	93,329.70	40,558.28	45,944.07	179,832.05	158,396.11	37,931.07	28,995.50	
Tillman	58,791.92	25,797.50	29,223.22	113,812.64	288,885.81	38,794.03	43,905.11	
Tulsa	162,852.75	68,830.87	77,971.20	309,654.82	2,121,389.83	389,053.26	400,982.65	2.
Wagoner	44,524.23	20,358.31	23,056.06	87,933.60	107,594.22	15,608.25	15,064.29	
Washington	48,525.20	21,513.43	24,370.21	94,408.84	404,126.72	66,881.73	60,268.18	
Washita	61,457.97	28,177.58	31,919.34	121,554.89	269,721.32	36,716.33	43,768.60	
Woods	65,612.21	28,711.15	32,523.74	126,847.10	218,503.10	35,002.67	33,358.76	
Woodward	57,637.38	27,663.94	31,337.44	116,638.71	157,255.62	27,435.74	28,454.84	
Total	763,640.55	$2,214,000.00	$2,508,000.00	$9,485,640.55	$21,329,945.64	$3,500,536.80	$3,579,085.62	$28,4

GROSS PRODUCTION TAX FOR ROADS AND BRIDGES RETURNED TO COUNTIES, BY FISCAL YEARS
This is 1-6 of Total Gross Production Tax or ½ the Total Returned to Counties

County	7-1-1918 to 7-1-1926	7-1-1926 to 7-1-1927	7-1-1927 to 7-1-1928	Total for Ten Years
Adair				
Alfalfa				
Atoka				
Beaver				
Beckham	$ 1,396.92	$ 473.41	$ 505.35	$ 2,375.68
Blaine				
Bryan				
Caddo	22,175.68	4,889.99	3,243.91	30,309.58
Canadian				
Carter	937,285.88	135,735.88	90,282.51	1,163,304.27
Cherokee	8.30			8.30
Choctaw				
Cimarron				
Cleveland				
Coal				
Comanche	469.45	391.68	127.18	988.31
Cotton	58,631.68	3,233.33	1,770.82	63,635.78
Craig	110.94	47.52	6.85	165.31
Creek	1,479,262.97	199,304.74	115,373.51	1,793,941.22
Custer				
Delaware				
Dewey				
Ellis				
Garfield	435,709.17	142,961.77	34,668.52	613,339.46
Garvin	21,526.87	6,284.48	3,909.34	31,720.69
Grady	9,524.56	12,121.86	22,755.29	44,401.69
Grant	8,380.64	4,129.32	5,719.71	18,229.67
Greer				
Harmon				
Harper				
Haskell	1,178.45	247.52	107.08	1,533.05
Hughes	137,928.67	72,633.71	24,429.33	234,991.71
Jackson				
Jefferson	11,714.31	8,345.16	3,421.36	23,480.83
Johnston				
Kay	873,273.37	278,637.87	94,899.39	1,246,810.63
Kingfisher				
Kiowa			19.42	19.42
Latimer				
LeFlore	2,130.72	274.53	329.59	2,734.84
Lincoln	112,548.02	48,643.74	12,802.54	173,994.30
Logan		10.18	6,198.92	6,209.10
Love				
McClain				
McCurtain				
McIntosh	4,580.24	237.00	435.31	5,252.55
Major				
Marshall	544.31	585.58	419.59	1,549.48
Mayes	34.06			34.06
Murray	13.24			13.24
Muskogee	67,350.57	4,044.77	2,946.71	74,342.05
Noble	392,924.79	40,778.16	14,664.55	448,367.50
Nowata	130,372.66	13,318.07	9,216.09	152,906.82
Okfuskee	241,488.99	29,892.15	32,946.39	304,327.53
Oklahoma			19.57	19.57
Okmulgee	769,689.50	69,107.08	32,701.89	871,498.47
Osage	1,362,781.11	303,149.88	155,473.17	1,821,404.16
Ottawa	248,419.78	80,061.27	45,315.24	373,796.29
Pawnee	261,547.36	47,225.80	17,116.00	325,889.16
Payne	246,653.93	51,852.17	23,035.14	321,541.24
Pittsburg	2,749.56	306.09	400.14	3,455.79
Pontotoc	19,565.16	3,957.04	10,040.98	33,563.18
Pottawatomie	337.18	11,289.70	95,056.56	106,683.44
Pushmataha				
Roger Mills				
Rogers	59,377.41	4,851.45	3,570.98	67,799.84
Seminole	259,249.05	417,856.96	827,218.65	1,504,323.66
Sequoyah	0.11		44.25	44.36
Stephens	216,998.71	28,344.10	22,431.63	267,774.44
Texas				
Tillman	3,480.78	1,153.16	620.53	5,254.47
Tulsa	274,817.02	31,313.61	16,658.56	322,789.19
Wagoner	36,319.11	3,118.76	2,150.80	41,588.67
Washington	164,953.72	15,999.35	10,449.38	191,402.45
Washita				
Woods				
Woodward				
Total	$8,877,504.84	$2,076,807.83	$1,743,502.73	$12,697,815.40

ADVALOREM TAX FOR COUNTIES FOR ROADS AND BRIDGES, BY FISCAL YEARS / **ADVALOREM TAX FOR TOWNSHIPS FOR ROADS AND BRIDGES, BY FISCAL YEARS**

County	Counties 7-1-1918 7-1-1926	Counties 7-1-1926 7-1-1927	Counties 7-1-1927 7-1-1928	Counties Total for Ten Years	Townships 7-1-1923 7-1-1926	Townships 7-1-1926 7-1-1927	Townships 7-1-1927 7-1-1928	Townships Total for Ten Years
Adair	*$ 5,283.53	*	*	$ 5,283.53	$ 42,991.29	$ 15,146.51	$ 15,159.26	73,297.36
Alfalfa	517,723.82	$ 42,019.01	$ 40,179.39	599,922.22	96,501.80	36,077.00	30,830.00	163,408.80
Atoka	138,960.78	3,800.00	5,141.76	147,902.54	74,780.32	27,930.25	25,183.24	127,893.81
Beaver	305,177.00		26,409.78	331,586.78	*33,481.00	*	32,925.00	*66,406.00
Beckham	317,187.00	67,812.09	82,875.35	467,874.44	92,882.26	32,474.27	33,828.66	159,185.19
Blaine	267,902.40		19,807.27	287,709.67	*65,540.88	30,634.00	33,935.36	*128,110.24
Bryan	324,940.24	30,956.06	28,038.41	383,934.71	120,134.03	38,514.28	38,997.60	197,645.91
Caddo	834,592.13	92,149.03	60,782.76	987,523.92	235,356.62	62,904.82	64,350.39	362,641.83
Canadian	768,294.30	81,300.00	47,000.00	896,594.30	*104,349.77	54,940.42	57,140.00	*216,430.19
Carter	1,605,291.00		83,610.00	1,688,901.00	188,729.06	66,034.00	70,295.00	325,058.06
Cherokee	61,832.86	3,300.00	6,324.67	71,457.53	31,373.21	3,230.43		34,603.64
Choctaw	147,936.72		19,555.15	167,491.87	78,552.82	30,467.76	16,102.78	125,123.36
Cimarron	*133,158.12	*	5,032.98	*138,191.10	*25,219.00	18,492.00	25,923.00	*69,634.00
Cleveland	*96,922.65	30,693.75	30,562.10	*158,178.50	89,616.42	28,610.51	30,196.91	148,423.84
Coal	*39,697.76	*	*	*39,697.76	43,770.04	21,270.66	24,886.94	89,927.64
Comanche	468,567.61		26,802.44	495,370.05	128,931.90	37,987.62	39,491.04	206,410.56
Cotton	142,123.50	2,612.88	19,019.24	164,655.62	89,199.59	28,078.38	28,011.38	145,289.35
Craig	331,567.06	43,713.50	47,735.32	423,015.88	108,870.78	41,306.05	40,522.71	190,699.54
Creek	937,344.94	48,586.93	68,983.28	1,054,915.15	439,224.78	111,800.42	108,887.02	659,912.22
Custer	494,305.82	54,224.96	62,919.67	611,450.44	160,766.15	52,376.96	50,597.53	263,740.54
Delaware	61,195.00			61,195.00	46,702.26	13,932.00	13,602.00	74,236.26
Dewey	254,148.93	13,708.39	11,092.39	278,950.21	*28,920.63	28,916.00	35,734.00	*93,569.63
Ellis	223,692.48	4,058.09	26,074.81	254,725.38	95,953.27	31,027.00	31,268.00	158,248.27
Garfield	*1,378,079.10	*	99,256.97	*1,477,336.07	*173,871.00	80,262.55	96,133.00	*359,266.55
Garvin	320,657.20		37,657.00	358,314.20	33,434.35	23,584.04	26,121.00	83,139.39
Grady	*351,443.14		27,610.57	*379,053.71	183,559.92	58,632.84	72,081.25	314,274.01
Grant	*678,577.75	54,975.61	74,169.82	*802,723.18	*136,579.00	75,702.39	76,642.35	*289,013.74
Greer	226,177.44			226,177.44	67,043.42	23,788.44	25,547.31	116,379.17
Harmon	103,649.53	1,787.83	1,899.66	107,337.02	33,948.80	11,019.69	11,264.95	56,233.44
Harper	226,301.49	14,155.08	10,068.96	250,526.43	66,221.11	23,742.00	19,656.75	109,619.86
Haskell	67,158.00		885.00	68,043.00	51,549.00	16,900.00	16,570.00	85,019.00
Hughes	544,255.09		38,634.22	582,889.31	106,884.26	37,604.83	42,760.65	187,539.74
Jackson	358,487.28	3,767.62	28,887.80	391,142.70	82,790.27	30,446.70	36,112.00	149,348.97
Jefferson	475,511.42	25,615.45	12,510.00	513,636.87	126,101.76	37,203.35	40,357.97	203,663.58
Johnston	455,114.25	5,055.00	6,299.58	467,068.83	68,009.79	21,720.62	21,109.05	110,839.46
Kay	497,747.91	134,826.98	146,646.98	779,221.82	302,281.57	137,288.93	145,470.36	585,040.86
Kingfisher	465,683.04			465,683.04	111,584.68	39,979.81	42,520.00	194,084.49
Kiowa	559,039.00	62,480.00	63,400.00	684,919.00	115,192.23	39,826.00	27,832.00	182,850.23
Latimer	*36,040.90	*	*	*36,040.90	*19,166.28	*	*	*19,166.28
LeFlore	*172,559.00	*	*	*172,559.00	133,233.94	44,985.40	48,427.00	226,646.34
Lincoln	749,194.59	69,381.00	54,201.00	872,776.59	254,650.40	98,777.00	97,971.00	451,398.40
Logan	374,516.05	53,874.57	34,386.77	467,777.39	138,604.05	46,999.43	50,255.00	236,058.48
Love	172,468.56	26,152.00		198,620.56	*37,867.98	18,665.19	18,774.29	*75,307.46
McClain	*54,934.20	14,013.78	24,964.96	*93,912.94	102,615.31	30,522.36	31,685.05	164,822.72
McCurtain	217,595.24			217,595.24	94,309.18	31,097.00	33,887.00	159,293.18
McIntosh	217,069.68	2,706.16	2,575.58	222,351.42	74,075.43	22,052.89	23,769.14	120,797.46
Major	372,206.51	25,995.43	13,256.21	411,458.15	54,123.30	15,206.25	18,718.60	88,048.15
Marshall	103,529.00			103,529.00	73,985.74	24,755.84	24,552.93	123,294.51
Mayes	319,573.81	36,879.00	10,656.00	376,108.81	122,115.23	45,107.54	40,840.48	208,063.25
Murray	60,881.70	6,967.84	6,593.47	64,443.01	23,334.58	8,128.67	7,846.50	39,309.75
Muskogee	1,159,889.07	105,437.00	91,625.00	1,356,951.07	203,201.61	64,264.74	74,800.15	342,266.50
Noble	530,833.48	5,116.73	14,538.34	550,488.55	*114,414.78	56,542.50	59,491.30	*230,449.08
Nowata	207,566.01	10,761.40	12,316.70	230,644.11	98,074.03	33,432.00	31,974.00	163,480.03
Okfuskee	414,848.65	100,781.00	131,823.00	647,452.65	88,147.87	32,898.47	39,426.27	160,472.61
Oklahoma	2,062,309.16	246,510.70	330,946.27	2,639,766.19	252,044.61	83,198.51	87,036.00	422,278.12
Okmulgee	829,042.50	55,743.29	49,561.31	934,347.10	221,582.76	65,234.82	63,634.49	350,402.07
Osage	1,282,351.69	183,494.00	165,074.53	1,630,920.22	402,206.63	155,094.94	157,230.73	714,532.30
Ottawa	424,568.44	41,332.16	4,731.28	470,631.88	93,421.30	33,851.60	31,794.75	159,067.65
Pawnee	478,043.29	17,400.89	20,010.40	515,454.67	204,245.92	93,760.40	88,776.70	381,783.02
Payne	1,088,321.15	150,065.70	140,671.99	1,379,058.84	310,076.57	109,169.45	96,172.24	515,418.26
Pittsburg	376,246.90	54,575.00	36,676.00	467,497.90	155,050.39	47,724.00	45,901.00	248,675.39
Pontotoc	395,462.00	57,756.00	54,995.00	508,213.00	115,591.00	41,956.00	42,070.00	199,617.00
Pottawatomie	591,448.97		48,504.21	639,953.18	176,942.99	56,992.66	62,885.12	296,820.77
Pushmataha	40,473.05			40,473.05	58,661.64	12,067.14	13,668.69	84,397.47
Roger Mills	214,598.17	52,133.19	51,546.44	318,272.80	64,574.99	23,527.22	33,713.94	121,816.15
Rogers	482,958.17	66,487.25	60,900.00	610,295.42	102,503.21	30,434.46	21,563.67	154,501.34
Seminole	90,324.97		26,534.55	116,859.52	73,599.51	16,133.37	32,755.37	122,488.25
Sequoyah	148,813.00		11,599.00	160,412.00	72,494.73	22,410.00	18,388.00	113,292.73
Stephens	567,241.38			567,241.38	96,051.74	21,778.00	38,296.00	156,125.74
Texas	*248,702.32	*	*	*248,702.32	*74,300.00	37,100.00	37,300.00	148,700.00
Tillman	186,328.14		39,999.43	226,327.57	154,932.00	90,970.00	58,170.00	304,072.00
Tulsa	4,021,402.91	826,557.46	787,648.07	5,635,603.43	381,604.80	138,293.71	146,467.51	666,366.02
Wagoner	315,690.07		25,551.68	341,241.75	131,265.75	45,107.54	40,840.48	217,213.77
Washington	656,791.58	45,180.00	52,669.49	754,641.07	215,557.00	80,302.24	26,705.45	322,564.69
Washita	530,384.02	65,034.04	66,669.03	662,087.09	121,405.52	53,381.16	54,995.41	229,782.09
Woods	619,629.10	52,267.56	53,791.01	725,687.67	136,030.40	39,386.74	42,063.58	217,480.72
Woodward	*292,861.00	24,168.97	*	*317,029.97	115,402.22	41,809.98	42,207.18	199,419.38
Total	$36,278,420.72	$3,224,221.32	$3,701,385.59	$43,204,027.63	$9,440,514.43	$3,393,252.45	$3,428,130.98	$16,261,897.86

*Incomplete information.

REPORT

of the

State Highway Commission

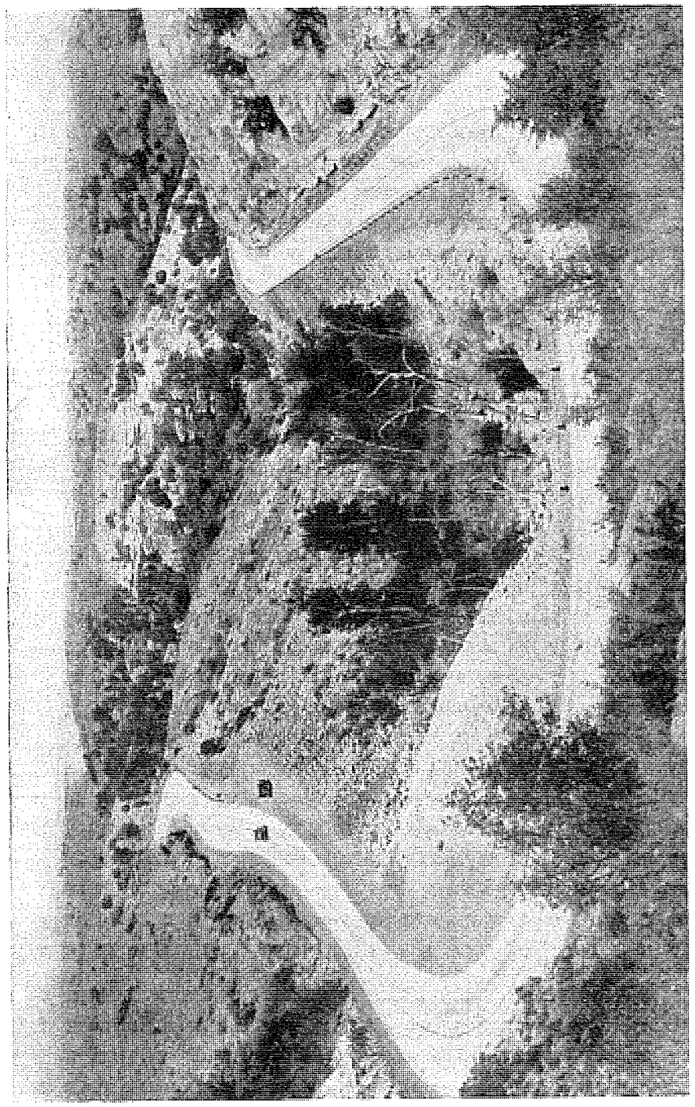
For the Years

1929 to 1930 Inclusive

to the

GOVERNOR OF OKLAHOMA

OKLAHOMA CITY, OKLAHOMA
December 31, 1930



U. S. 77-Arbuckle Mountains

OKLAHOMA STATE HIGHWAY COMMISSION

W. J. HOLLOWAY, *Governor*

L. H. WENTZ, *Chairman* — L. C. HUTSON, *Vice-Chairman*

S. C. BOSWELL, *Member* — ED. MCDONALD, *Secretary*

A. R. LOSH, *State Highway Engineer*

J. A. Ryndak, Chief of Accounts

N. D. Rhodes, Chief Clerk License Division

John F. Rightmire, Ass't. State Highway Engineer & Chief Division of Engineering

W. C. Burnham, Chief Division of Construction

Ray Lindsey, Chief Division of Maintenance

Charles L. Wilson, Chief Division of Design

Homer X. White, Bridge Engineer

Dudley Wood, Testing Engineer

Glen Douglas, Right-of-Way Engineer

A. B. Thomas, Purchasing Agent

Fred L. Verity, Statistician

Dudley H. Jones, Division Engineer, Division 1, Tulsa, Okla.

T. P. Clonts, Division Engineer, Division 2, Muskogee, Okla.

Geo. W. Whittenberg, Division Engineer, Division 3, McAlester, Okla.

W. M. Trotter, Division Engineer, Division 4, Durant, Okla.

L. C. Bernard, Division Engineer, Division 5, Oklahoma City, Okla.

W. H. Drover, Division Engineer, Division 6, Lawton, Okla.

C. H. Rightmire, Division Engineer, Division 7, Enid, Okla.

C. P. Smith, Division Engineer, Division 8, Clinton, Okla.

W. C. Sale, Division Engineer, Division 9, Woodward, Okla.

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To His Excellency
The Governor

Sir:

We have the honor to submit the following report, covering the operations of the State Highway Commission of Oklahoma for the period from January 1, 1929, to December 31, 1930.

Respectfully submitted

STATE HIGHWAY COMMISSION

(Signed) L. H. WENTZ, *Chairman.*
(Signed) L. C. HUTSON, *Vice-Chairman.*
(Signed) S. C. BOSWELL, *Member.*

ADMINISTRATION

THE biennial period covered by this report has been marked by substantial progress by the State Highway Commission. The administrative problems have been met by the adoption of policies based on the accepted modern ideas of scientific highway development and maintenance.

Modernization of highway maintenance has been secured by the substitution of motor patrols for horse-drawn equipment on the principal highways. Patrolmen have been placed under the supervision of competent maintenance engineers who have exercised their authority in the selection of patrolmen without the interference of political considerations.

After careful consideration of the methods of other states, the adoption of oil treatment for loose gravel roads was ordered. The results have been very satisfactory. Through applications of asphaltic base oil the elimination of dust and the removal of much of the menace of loose gravel have been attained, together with a great saving in the cost of maintenance. During the year oil applications were placed on 855 miles of gravel roads. Various classes of oils were used and different methods employed with the view of developing standard materials and methods best suited to the needs of the State. Replacement costs have been radically reduced, since the oil binder prevents the loss of road material through the usual washing and blowing incident to untreated gravel surfaces.

Visionizing the traffic demands of the future, the Highway Commission has adopted as standard 100-foot right-of-ways. This permitted the construction of wider shoulders and the construction of sloping ditches further removed from the driving lanes, thus reducing the hazard of travel where traffic congestion, or accidents, caused cars to leave the pavement and narrow shoulders.

This was followed by adoption of the 20-foot pavement. The increase of two feet over the width of the old standard carried with it a change in specifications to govern the construction of concrete pavements which added materially to strength and permanency. This was secured through increasing the thickness of the slab and by the addition of a more thorough system of reinforcement.

The policy of the state of purchasing in large quantities the more important materials entering into the construction of pavements, such as cement and steel, has proven its worth. A great saving in costs and the securing of higher standard in the grades of materials have been attained.

By the adoption of the modern system of center lining all paved highways, the marking of hills and dangerous curves with a white line, and the installation of proper signs warning the public not to cross these white lines, a greater degree of safety has been attained. Safety of the public has been a foremost consideration at all times. Elimination of railroad grade crossings has been accomplished whenever it was possible to do so, even though it was necessary at times to make slight changes in the alignment of the highway route. Hundreds of railroad crossings at grades have been eliminated from the state highway system.

One of the major accomplishments of the period covered by this report is the progress made in filling in the gaps, or unimproved sections, of important highways. A connecting up of completed sections, by the paving of sections left unimproved because of local financial considerations, has resulted in the stimulation of traffic between community centers. Outstanding achievement was the completion of U. S. highway 77 entirely across the state. This work has been under way for the past ten years but all existing gaps were completed in 1930, giving the state its first paved highway from border of border. This is 269 miles in length and represents a total expenditure of approximately $9,750,644.00. Roads have also been completed connecting Oklahoma City, the State Capitol, with many of our important cities. There is a continuous paved highway from the Red River south of Marietta through Oklahoma City and Tulsa to the Kansas line north of Bartlesville, 343 miles in length.

The American Association of State Highway Officials gives Oklahoma sixth place on the mileage of roads improved for the year 1930, with pavement, low type surfacing and roads graded and drained, totaling 1,208 miles.

Unusual progress has been made in bridge construction. During the year 136 bridges were completed, including such major structures as the Sand Springs bridge on highway 64 in Tulsa County, the Pack Saddle bridge over the South Canadian between Ellis and Roger Mills counties and the Boggy River bridge on highway 70 in Choctaw county. In co-operation with the State Highway Commission of Texas, four toll bridges over the Red River connecting the highway system of the two states are being replaced with free bridges.

The Woodville bridge between Madill and Denison on highway 12 was purchased from the owners. The Terral bridge between Waurika and Bowie, Texas, on highway 81, has just been completed and will soon be opened to traffic. The Colbert bridge between Durant and Denison on highway 75 is well along toward completion and the Gainesville bridge on highway 77, between Marietta and Gainesville will be completed later in the spring. The toll bridges at Konowa and Bridgeport on highways 48 and 66 were freed from tolls by purchases of the structures. This leaves but one toll bridge on the state highway system between Lexington and Purcell, which will be free by operation of the Law in April 1931.

In securing materials for construction and maintenance work it has been found advantageous for the state to purchase these direct from the producer, cement, steel, lumber, gravel, asphalt and road oils are purchased in large quantities by the state at a better price than could be secured by the individual.

Contractors are saved carrying charges on these materials and give the state lower bids on their work. Such materials are inspected by the state at the point of production so that the quality is determined before the materials are shipped. The practice followed by many states of shipping the materials to the job and then determining their suitability has been done away with.

To relieve unemployment throughout the state as far as it is possible to do so, the Commission has placed all of the funds at their command in construction and improvement work. Local labor is given preference on all contracts let by the Commission.

Much of the community disagreements and disappointments which have been met by this Commission, and its predecessors, grew out of the practice of making long time promises to different counties and visiting delegations. A policy has been adopted to terminate this practice. The Commission prefers to be in a position to meet the most important problems as they arise, rather than to make promises of future action which it cannot fulfill itself and which would but embarrass future commissioners.

In the administration of the fiscal affairs of the State Highway Commission, a thorough reorganization of the system of the accounting department was wrought through installation of modern accounting machines. The Commission is now able to have its statements up to the minute in every detail. It has thus attained the standard of efficiency usually found in the larger and successful private business institution. So thorough is the present system of departmental accounting that not a dollar has been lost to the state through delinquencies of tag agencies during the service of the present Commission.

Oklahoma was fortunate during the past two years in receiving U. S. designation on a number of State Highways which will be links in inter-state roads. U. S. Highway No. 60 has termini at Newport News in Virginia, and Los Angeles, California, entering Oklahoma at a point east of Wyandotte, thence via Vinita, Ponca City, Pond Creek, Enid, Fairfax, and Arnett, thence westerly to the Texas line. U. S. 62 has termini at Maysville, Kentucky, and El Paso, Texas, entering the state east of Westville and thence continuing west through Muskogee, Okmulgee, Okemah, Oklahoma City, Chickasha, Anadarko, Lawton, Altus and thence westerly to the Texas State line.

U. S. Highway No. 270 extends from Oklahoma City easterly through Shawnee, Holdenville, McAlester, Wilburton and Heavener to the Arkansas and Oklahoma line and follows the Arkansas Highway system to Hot Springs. U. S. Highway No. 271 begins at Fort Smith, Arkansas, and passes through Spiro, Poteau, Talahina, Antlers, and Hugo to the Red River, and in Texas it extends south to Beaumont.

HISTORICAL REVIEW OF OKLAHOMA STATE HIGHWAY ORGANIZATION AND ACTIVITIES

The personnel of the Commission is a continuing one. While there have been minor changes and adjustments from time to time in the organization incidental to changes in administration, the rank and file of the employees has not been disturbed. Loyalty to the organization, efficiency in handling work, and an earnest desire to serve the public has at all times been the aim of the Commission and its employees. Some of the engineers and some of the employees in the Auto License Department were employed by the Department prior to the establishment of the State Highway Commission and a large number of the maintenance men have been employed continuously since maintenance of state highways was taken over by the State.

FORMATION—1911 to 1914: When Oklahoma became a State in 1907, the authors of the state constitution provided for the establishment of a State Highway Department. In 1911 the Legislature created the first Department of Highways by authorizing the appointment of a highway commissioner by the Governor and fixed a fee of $1.00 on each automobile in the State of Oklahoma.

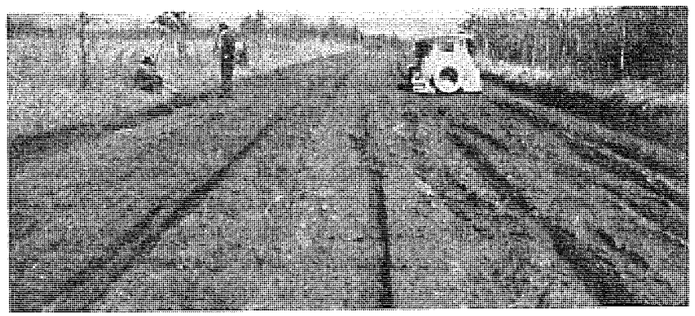
Greatly handicapped by the lack of appropriation, the activities of the Department during the period from 1911 to 1914, inclusive, were of necessity largely confined to promotion, assisted financially and otherwise by various good roads associations throughout the state. Much credit is due the first Commissioner of Highways, Sidney Suggs, whose untiring efforts and visions of the future brought together those interested in roads and established the nucleus of the State Highway Department that we have today. During this period a state highway system of 2400 miles was proposed.

ORGANIZATION—1915 to 1923: The real organization of the State Highway Department began in 1915 when the Legislature provided for the appointment of a Commissioner of Highways by the Governor, a State Engineer, an Assistant State Engineer, and a Secretary. Provision was made for a system of state highways which was to consist of from 10% to 15% of the road mileage of each county and also for a ¼ mill advalorem levy to be collected and returned to the counties and used in construction of state highways. At this time a motor vehicle tax was also provided for, consisting of $0.50 per horsepower the first year, and $0.20 per horsepower the fourth year, of which fund the state kept 10% and returned 90% to the counties.

In 1917 the Legislature appropriated $1,000,000.00 for each of the fiscal years ending June 30, 1918 and June 30, 1919, which was to be expended in the construction of state roads and bridges under the supervision of the County Commissioners in accordance with plans prepared by the State Highway Department. At this time the Legislature assented to the Federal Aid Road Act







Earth Roads prior to State Highway Maintenance

and appropriated a total of $690,834.00 to match Federal Aid that would be available to Oklahoma during the years 1917, 1918 and 1919.

In 1919 no legislation affecting the construction of the state highways was passed, but the license fee for motor vehicles was placed on the initial valuation instead of horse power, except as to trucks, where a fee was based on carrying capacity. In 1921 the Legislature described the manner in which improvement bonds might be issued by the various counties for construction of state highways. This resulted in many counties voting bonds and started the construction of a county system of highways.

With the rapid increase in traffic the Legislature of 1923 turned its thoughts to the regulation of motor bus and freight traffic and provided that the State Corporation Commission regulate and control all vehicles operating commercially. A law was also passed at this time governing the gross weight of vehicles, the distribution of loads, and speeds on any public highway, pertaining particularly to truck traffic.

During this period, from 1915 to 1923, the State Highway Department gradually developed from a very small beginning into an organization of centralized authority in road construction. Maintenance work on the highways during this period was entirely under the supervision of the various counties.

DEVELOPMENT AND EXPANSION—1924 to 1929: Legislation enacted at a special session of the Legislature in 1924 was constructive in character and in line with the Federal Aid Highway Act, as amended by Congress in 1921. It also provided additional revenues by a 2½ cent tax per gallon on gasoline, of which 1 cent was returned to the county and the remaining 1½ cents was credited to the state highway construction and maintenance fund. This marked the beginning of a new epoch in Oklahoma highway activities, as it furnished additional funds for construction and placed the maintenance of the state highway system under the State Highway Commission with funds provided to finance such maintenance.

At this special session of the Legislature the Highway Commission was changed from a one-man to a three-man Commission.

During 1925, amended legislation was passed increasing the amount of license fee collected and provided for, 40% being retained by the state and 60% being returned to the counties. The gasoline tax was increased at this time from 2½ cents to 3 cents per gallon, two-thirds of it to be retained by the state for use in construction of highways. This additional source of revenue was of great benefit to the construction and maintenance of the highways.

In 1927, the Legislature changed the law and created a five-man commission in the place of the three-man commission, but in 1929 returned to a three-man commission, and raised the gasoline tax from 3 cents to 4 cents per gallon. Progress in road con-

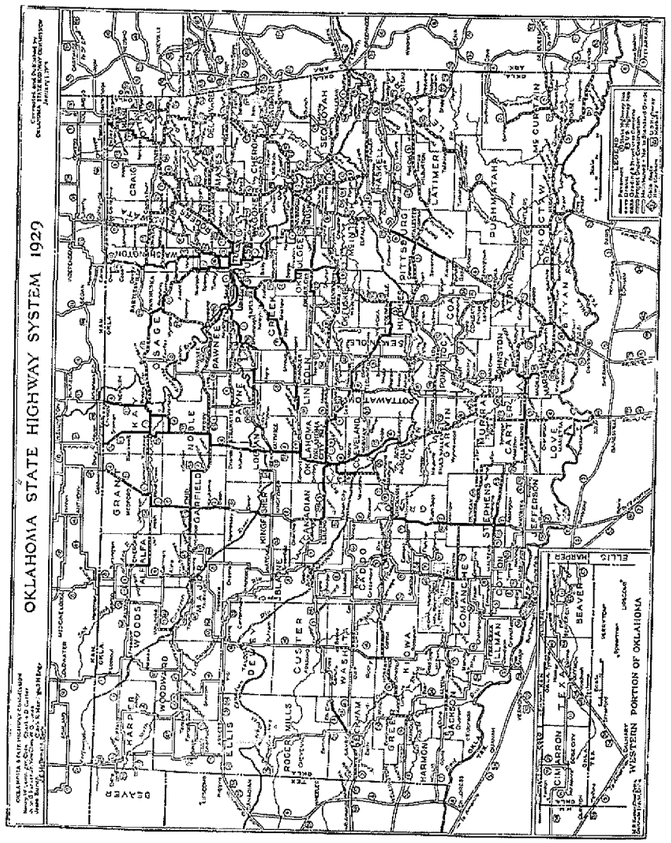
struction and maintenance during this period has been marked, and results obtained are in every way consistent with the funds that have been available for expenditure, notwithstanding the many political changes.

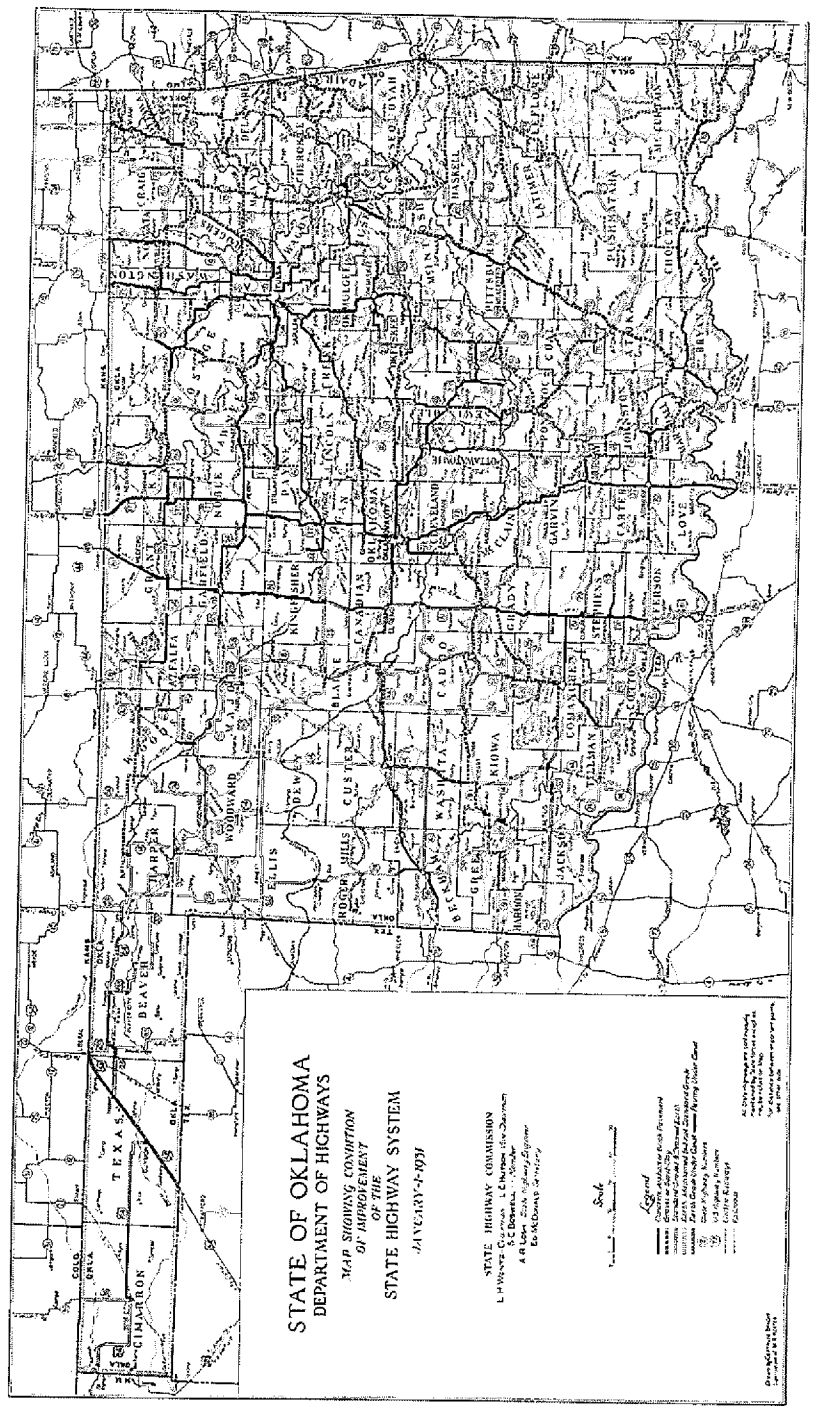
PERSONNEL

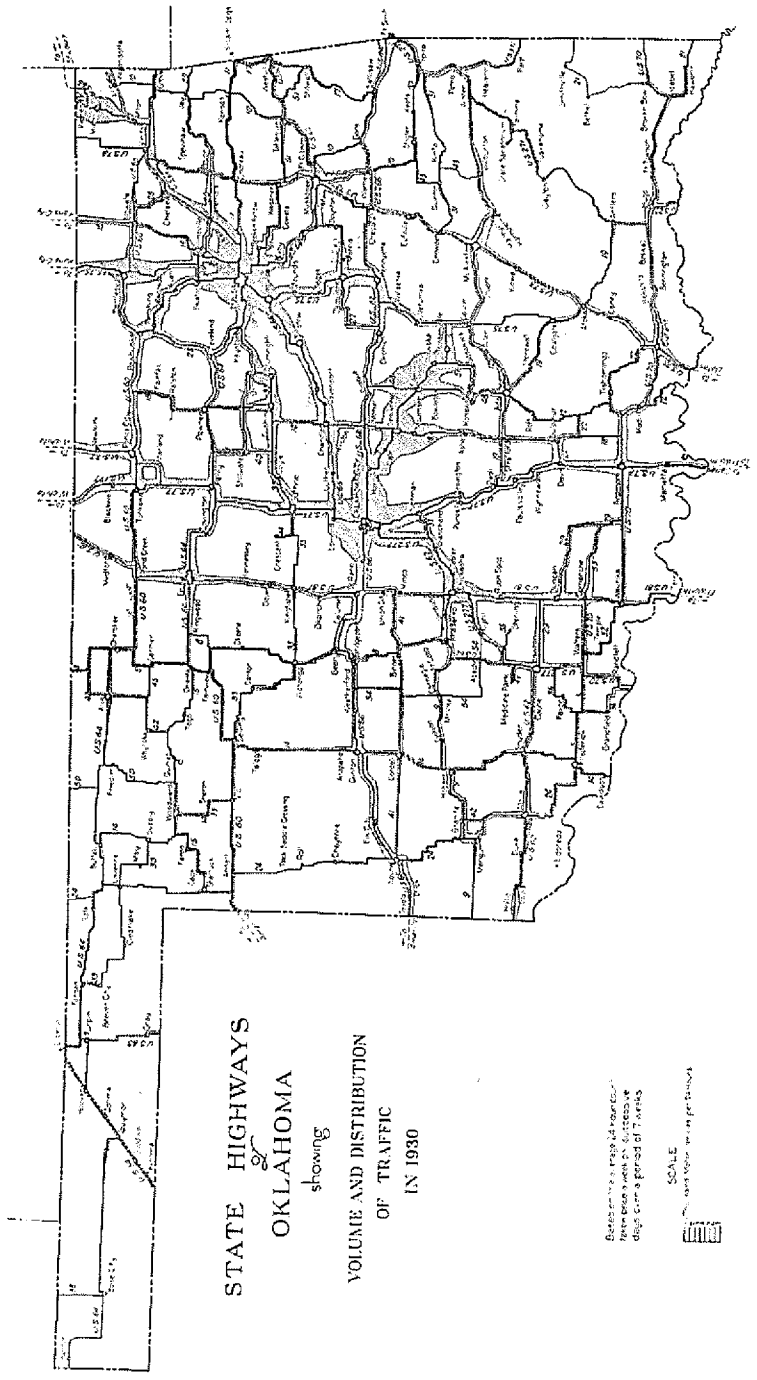
Governor	State Highway Commission Personnel Name	Title	In Office From	In Office To	Remarks
Chas. N. Haskell	None		11-16-07	1- 9-11	
Lee Cruce			1- 9-11	1-11-15	
	Sidney Suggs	Commissioner	7- 1-11	6-30-15	Commr. 1
	Clark Hudson	Ass't Commr.	7- 1-11	6-30-15	
	W. P. Goit	St. Hy. Engr.	7- 1-11	6-30-15	
R. L. Williams			1-11-15	1-13-19	
	A. N. Leecraft	Act'g Commr.	7- 1-15	7-31-15	Commr. 1
	Geo. Noble	Commissioner	8- 1-15	5-30-19	
	W. P. Danford	Act'g Hy. Engr.	7- 1-15	4-30-16	
	Max L. Cunningham	S. H. Engr.	5- 1-16	1-31-2	
J. A. B. Robertson			1-13-19	1- 8-23	
	Henry Wood	Commissioner	6- 1-19	1-31-21	Commr. 1
	B. E. Clark	Commissioner	2- 1-21	9-30-22	
	M. M. Henderson	Commissioner	11- 9-22	1- 8-23	
	R. C. Terrell	S. H. Engr.	2- 1-20	3-31-21	
	E. S. Alderman	S. H. Engr.	4- 1-21	9-30-22	
	Max L. Cunningham	S. H. Engr.	10- 1-22	4-30-23	
J. C. Walton			1- 8-23	11-19-23	
	Paul Nesbitt	Commissioner	1- 8-23	3- 1-24	Commr. 1
	F. G. Simmons	S. H. Engr.	5- 1-23	11-15-23	(Dec'd)
M. E. Trapp			11-19-23	1-10-27	
	E. Bee Guthrey	Act'g Commr.	2-26-24	3- 1-24	
	Cyrus S. Avery	Commissioner	3- 1-24	2- 8-27	
	F. J. Gentry	Commissioner	3-15-24	2- 8-27	(Dec'd)
	Roy Johnson	Commissioner	3-15-24	2- 8-27	
	E. Bee Guthrey	Secretary	3-15-24	3- 2-27	
	W. C. Burnham	S. H. Engr.	11-16-23	4-30-24	
	J. M. Page	S. H. Engr.	5- 124	5-30-27	
Henry S. Johnston			1-10-27	3-20-29	
	H. W. Leininger	Commissioner	2- 9-27	4- 1-29	Commr. 5
	John G. Parker	Commissioner	2- 9-27	4- 1-29	
	Chas. D. Carter	Commissioner	3- 1-27	4- 1-29	(Dec'd)
	Jesse Bunch	Commissioner	2- 9-27	4- 1-29	
	W. G. Jones	Commissioner	2 -9-27	4- 1-29	
	R. L. Seaman	Secretary	3- 2-27	6- 1-28	
	Ed McDonald	Secretary	6- 1-28	to date	
	Clark R. Mandigo	S. H. Engr.	6- 1-27	4- 8-29	(Dec'd)
W. J. Holloway			3-20-29		
	Lew Wentz	Commissioner	4- 1-29		Commr. 3
	L. C. Hutson	Commissioner	4- 5-29		
	S. C. Boswell	Commissioner	4- 5-29		
	Ed. McDonald	Secretary			
	J. F. Rightmire	Act'g S.H.Engr.	4- 9-29	9-15-29	
	A. R. Lash	S. H. Engr.	9-15-29	to date	

PRESENT STATUS: The organization of the State Highway Department has increased from a personnel of four in 1911 to approximately 2,800 employees in 1930, who are engaged in the construction and maintenance of a system of state highways comprising approximately 6,418 miles.

The income for the State Highway Department has gradually been increased year by year from various sources. In 1911 it was practically nothing. The income at the present time from automobile license fees, gasoline tax and Federal appropriation is further added to by the county contributions. The income from all sources for the year of 1929 was $16,024,089.44. Federal appropriations were substantially increased during 1930 and the income from all sources amounted to $18,717,127.22.




STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
MAP SHOWING CONDITION OF IMPROVEMENT OF THE
STATE HIGHWAY SYSTEM
JANUARY 1-1931
STATE HIGHWAY COMMISSION
Scale
Legend


STATE HIGHWAYS
of
OKLAHOMA
showing
VOLUME AND DISTRIBUTION
OF TRAFFIC
IN 1930
SCALE

DUTIES AND FUNCTIONS OF ENGINEERING DEPARTMENTAL HEADS

THE STATE HIGHWAY ENGINEER: The State Highway Engineer's duties are largely executive in nature, carrying out the orders and policies of the Commission in dealing with the public, directing the operation of all the various subordinate departments and such routine duties as are involved in centralizing and co-ordinating the many operations of the State Highway Commission in the location, design, construction and maintenance of the state highways of Oklahoma.

THE ASSISTANT STATE HIGHWAY ENGINEER: The Assistant State Highway Engineer supervises those office details of an engineer nature which pertain to the preparation of plans for projects to be constructed, preparation of notices to contractors and proposals, writing of contracts and the handling of details in connection with Federal co-operation on Federal Aid projects. His duties also include the recording and collection of financial obligations with the various counties in the state for highway construction within such counties. He is also Acting State Highway Engineer when the State Highway Engineer is absent.

Working in conjunction with the Assistant State Highway Engineer are the drafting and blue print rooms. In the drafting room all plans for roads are prepared. Maps, profiles and other necessary drawings are prepared from notes and data sent into the office by the forces of Locating Engineers working under the Engineer of Design. In the blue print room, blue prints are made of the completed plans for projects as are necessary in connection with the advertising for bids, for the direction of the contractors who are awarded work and for the engineers who are in charge of the construction of such work.

THE CONSTRUCTION ENGINEER: The Construction Department has general supervision over all construction details in the field; the issuing of work orders for contracts; the handling and checking of monthly and final estimates upon which payments under contracts are based; the employment of engineers on construction work and such other details as are connected with the handling of construction.

THE BRIDGE ENGINEER: The Bridge Department handles all matters pertaining to bridges and similar structures. This Department prepares and designs plans and specifications for bridges and has general supervision of bridge construction work.

THE MAINTENANCE ENGINEER: The functions of the Maintenance Department are to supervise and co-ordinate the handling of the highway maintenance operations in the several divisions into which the state is divided for the handling of construction and maintenance work. The immediate direction of maintenance operations is handled by the division organization hereinafter described, but the allotment of equipment and all

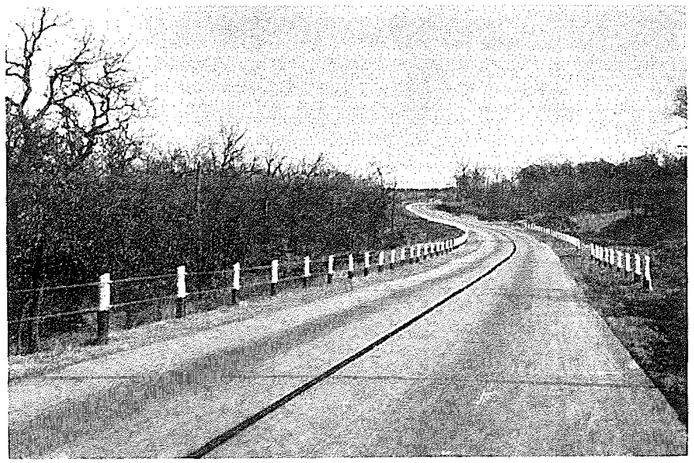
matters involved in the co-ordinating and standardizing of the many details involved in the maintenance work are controlled by the Maintenance Department. Among the most important of the details is the organization and direction of road oiling crews. These crews are moved from one division to another as necessity requires, and must, therefore, be controlled by a central authority.

THE MATERIALS ENGINEER: The Materials Department has charge of the acceptance and use of all materials used in the construction and maintenance of highways and bridges, and of such laboratory and field tests and examinations as are necessary to control those features of highway work which involve chemical and mechanical combinations of such materials. For the testing of materials and mixtures, a small but well equipped laboratory is maintained at Oklahoma City. All materials proposed for use are tested according to standard methods and are then passed upon by the Engineer of Materials. Results of bituminous and Portland cement mixtures are checked by testing daily samples from the field. A complete record of tests is kept for each project. Special tests and investigations are conducted by the laboratory in order to determine what type of material, or mixture, is best suited for special conditions. Inspectors are kept at the various cement plants furnishing cement for use in state highway construction, and inspectors are also on duty at refinery plants furnishing road oil for the state highway use. On construction jobs, inspection and tests are also made at the source of supply on all materials entering into such construction work. When such materials are received on the work, frequent tests are made by engineers on the project and a sample is taken from each tenth car, or shipment, and forwarded to the laboratory for check test and for checking the accuracy of the field tests.

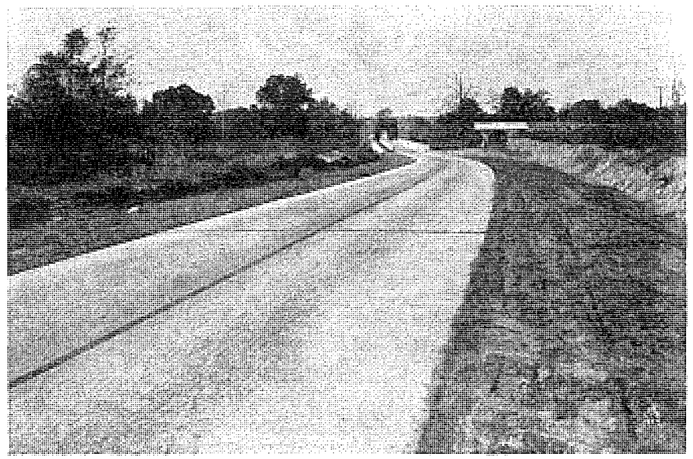
ENGINEER OF DESIGN: The duties of the Engineer of Design include reconnaissance for proposed locations; route reports in connection with the Bureau of Public Roads' Engineers; general supervision of the locating parties, and such other duties as are incidental to the preliminary surveys and preparation of plans prior to advertising of the work of contract.

RIGHT-OF-WAY ENGINEER: The Right-of-Way Engineer has charge of the preparation of all easements for right-of-way; the direction of the right-of-way men who are negotiating for such right-of-way, and all dealings with the various counties of the state involving the securing of right-of-way by the counties.

PURCHASING AGENT: The Purchasing Agent has charge of the purchase of all necessary equipment and supplies for the Maintenance Department, as well as cement and steel furnished to the contractors on paving projects, road oils, automobiles, tires, etc.



Guard Rail and Center Line Marking-U. S. 266 West of Meeker



U. S. 70 and Boggy Creek Bridge-Choctaw County

Requisitions for equipment, materials and supplies needed, are, after receiving proper approval, forwarded to the Purchasing Department where competitive prices are secured and the orders placed with the lowest bidders consistent with the quality required. Preference is given to Oklahoma concerns where everything else is equal.

Specifications for the various purchases are worked out in advance of the placing of the order, and the deliveries are inspected to insure that these specifications are observed.

Negotiations for favorable discounts on standard products in general use have been particularly successful with subsequent material savings to the Commission.

Approximately 3,000 claims clear through this department monthly, where they are recorded, and checked as to price, quantity and for proper form.

On March 15, 1930, a Purchasing Department was organized for the purpose of centralizing all purchases of the Commission under one head. This enables the Commission to obtain wider competition on purchases of supplies and materials, thereby obtaining the most satisfactory prices and earliest deliveries.

THE SAFETY ENGINEER: The Safety Engineer handles the adjustment of claims for personal injuries with the insurance company which carries the workmens' compensation insurance on maintenance and other employees. In connection with these duties he also has supervision of the regulation of traffic, both as to loading, speed and other elements entering into lawful use of the highways.

DIVISIONAL FIELD ORGANIZATION: In the performance of field duties incidental to the supervision and direction of the construction, maintenance and operation of state highways, the State Highway Engineer is assisted by nine Division Engineers, each of whom has charge of work in one of the nine districts, or divisions, into which the state has been divided. Each Division Engineer supervises and directs all engineering work, construction work and maintenance work upon the state highways within his division, and attends to all matters having to do with highways in that territory under the general supervision of the State Highway Engineer, the Construction Engineer and the Maintenance Engineer. He acts as local representative of the central office of the Commission in dealing with the contractors, with county officials, and with the public in general. He collects information for, and makes recommendations to, the State Highway Engineer in those matters calling for field information and intimate knowledge of local conditions.

In the supervision of construction work, the Division Engineer is assisted by Resident Engineers, each of whom has direct supervision over one or more projects. The Resident Engineers in charge of construction, work out the details of construction plans, adjust them in the interests of economy, alter them to suit conditions encountered, set stakes for the guidance of the work-

men, inspect workmanship and materials, insure compliance with specifications and measure the qualities of work for which the contractor is entitled to payment, prepare estimates covering such work performed, and otherwise look after and protect the interests of the state in all matters connected with such contract work.

ACCOUNTING DIVISION

THE system of accounting employed by the State Highway Commission has gradually been improved from time to time, making more or less progress toward facilitating the handling of the volume of business. Though this progress was apparent it did not make available much detail that was requested by the public. The Commission, therefore, on April 1st, 1930, employed an experienced auditor to modernize the system of accounting.

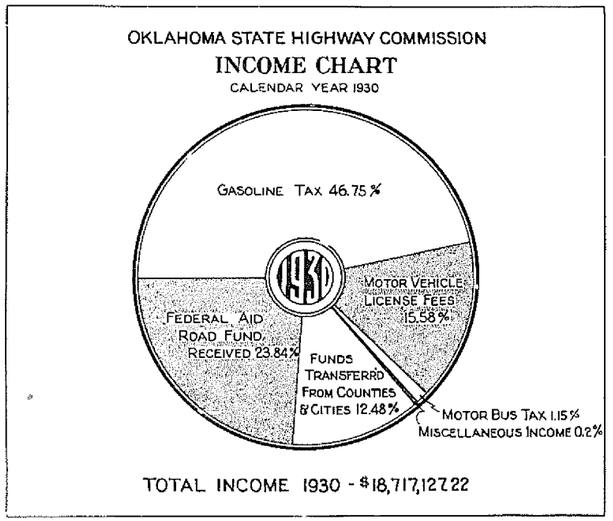
Assistance was secured from the Chief of Accounts of the Bureau of Public Roads at Washington, D. C. The program of revising the accounting system was carefully studied and analyzed by the auditor and the Washington accountant and a definite program reached before revisions were attempted. A study of the accounting methods in states where modern accounting was installed also proved to be a guiding factor in outlining a program for Oklahoma. The revision of accounts has now been progressing for eight months and much improvement has been made and modern accounting methods installed.

All departments are budgeted for periods of six months at a time and estimates of income from all sources are made. Appropriations are approved for all budget items as well as for all construction items. When claims are approved they are required to be properly financed and all expenditures are required to remain within the budget to which it is chargeable or within the appropriation duly approved by the Commission.

On the basis of budgeting and setting up appropriations for construction work, and the estimating of income from all sources, a monthly statement is prepared estimating the revolving of cash funds, which is a governing factor, assuring the Commission that there will be ample funds during any one month, or during any period, to promptly meet all obligations. In addition to this there is a monthly statement prepared which analyzes in detail all expenditures. These statements have been made possible by revision of accounts and further serve the purpose of an analysis of the progress made by the Highway Department from time to time.

Federal funds aliotted to the state are now set up on the books and made a part of the records. This enables a careful reconciliation of this account monthly. This account now appears on the records the same as it is handled on the records at Washington, viz: "Federal funds due," "Federal funds requested," "Federal funds allotted." By careful supervision and reconciliation of these accounts it has enabled the Department to use the entire amount allotted by the Federal government and

has made the collection thereof speedy and accurate. By monthly reconciliation of these accounts none of the funds allotted become delinquent and, therefore, no part of the funds are lost by the state because of delinquencies which would cause the funds to revert back to the Federal government.



The volume of business of the State Highway Commission during the past two years has materially increased, as is seen by a comparison of the number of warrants issued during the period:

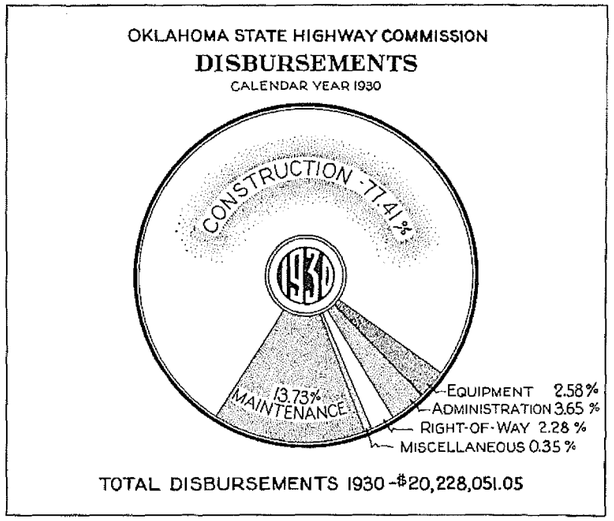
Year	Number of Warrants	Amount
1928	40,165	$13,250,426.71
1929	50,685	13,978,469.84
1930	71,383	19,965,314.33

The peak of construction was reached in the month of August, at which time 8,109 warrants were issued for a total amount of $2,383,677.24. The activity of the Highway Commission has practically doubled since the last biennial report.

Claims

Payroll claim forms and miscellaneous claim forms have been revised so as to materially speed up the handling. The third copy of each claim now shows a full distribution of the total claim. From this the posting is made to the subsidiary ledger on the posting machines. These claims are then filed num-

erically, which provides a cross index which heretofore has not been available. With the volume of business, it is necessary to have this cross index for quick reference in serving the public.



Pay Rolls

Before the improved system of pay roll accounting was installed it often was detected in auditing that duplicate time had been allowed. By installation of a visible card index a card is now kept on the time of each employee showing the exact dates on which he worked. Each pay roll is first passed over the pay roll desk for this record. If any duplication is present it is immediately detected and the pay roll is sent back to the field for correction.

This card index also makes available a complete index to all employees of the State no matter how short the time of employment might have been.

County Funds

The handling of county funds have been more accurate under the improved posting of construction work. A record sheet is now maintained on each county showing all construction by projects and the final distribution of cost. As a project

is completed an adjustment is made for overruns, or underruns, and the county funds are applied exactly in keeping with agreements of record in the minutes of the Highway Commission. Under the improved system a detailed audit of each county is not necessary, as this information is compiled and corrected on each job at the time the project is completed and is recorded on the record of the respective county.

Tabulating Machine

The first of the modern accounting equipment installed was the Hollerith tabulating machines. All expenditures of the Highway Department each month are placed through these tabulating machines which make available detailed analysis of the cost of all construction, maintenance, administration and any other expenditures. A monthly statement is prepared which exhibits this information and shows the progress from month to month. These machines are further used on vehicle registrations and vehicle titles. Approximately 1,400,000 cards will be placed through these tabulating machines yearly. Each of these cards representing an analysis of some particular unit of the total to which it applies.

Posting Machines

Two posting machines have been installed. One is now in use for the license tax collectors throughout the state. Each collector is now furnished a monthly statement of his account, which is prepared on the posting machines at the same time the work is posted. Much comment has been received from the collectors in appreciation of this information which heretofore had not been furnished. This enables the auditor in charge of the division to keep a very close check on all collections. The average outstanding items at the end of any one month are but nominal, consisting principally of current corrections found necessary in the audit of tri-monthly reports. This machine reflects a daily balance of all tags, titles and transfers sold to date. It also reflects all cash collected, which must control with the cash account carried by the cashier. It also controls with the total sales as is shown by the tabulating machines, and finally with the control ledger. By reason of the numerous proofs obtained, it is next to impossible for funds from license tax collections to be misappropriated.

The other posting machine has been installed for the purpose of recording all expenditures for construction, maintenance, administration, etc. A daily balance is obtained from this subsidiary posting which controls with each control account on the general ledger. All claims are now financed through this posting machine at the same time the claim is posted. This is made possible for reason all accounts are controlled by a specific appropriation which had been previously approved by the State Highway Commission. When a claim is posted and financed, and

the appropriation exhausted, such claim is held pending further appropriation, duly approved by the Highway Commission. By this improved method it has been made possible to finance state purchased material on all construction work. Under the old method the total appropriation was not divided to show what part was approved for state purchased material, such as cement and steel. Under the improved method the purchasing department must now operate entirely within the estimated appropriation allowed each project. Likewise, the contractor must complete the project within the estimated appropriation allotted following the award of his contract. This machine has further made it possible to record all pending claims, and the work now is up to date at the close of each day, whereas, in the past, no records were made on the books of any claims until paid and as such the work usually lagged a month or more behind.

Traffic Desk

A further improvement has been the addition of a traffic desk for the handling of all freight bills. This allows the checking of the correctness of freight claims, and has created a new source of income due to reclamations. This desk was added July 30, 1930, and the total recoveries to date have amounted to $4,197.70. For the six months period this reclamation is practically four times the salary of the traffic clerk's time actually employed in auditing freight claims. It is anticipated that the reclamations will increase from month to month as the volume of construction work increases.

Cashier

Periodical audits are made of the cashier's records. These audits usually average from two to three audits yearly. In 1929 two audits were made, covering a period of six months each. In 1930 there have been two audits made of these records and immediately at the close of the year another audit will be made, which will complete the auditing of all these records for the entire year of 1930. These records have been materially improved during this year so as to show identification of all funds collected. All employees handling state funds are required to furnish surety bonds to protect the state from any loss.

LICENSE TAX COLLECTORS

ON January 1, 1931, there were 134 License Tax Collectors distributed over the state according to convenience and population of their respective districts.

License Tax Collectors are appointed by the State Highway Commission and they have authority to collect motor vehicle tax. The revenue of the collectors is derived from notary fees. The law provides that applications for license shall be made in duplicate; one copy of the application being mailed to the office of

the Commission and one copy being retained by the agent. It is thought that the present method of tax collection is the best method that could be inaugurated as long as the tax is collected by the Highway Commission as it enables the Commission to supervise the activities of the collectors. They are required to make reports of remittances on the 1st, 10th and last day of each month.

Several methods of collecting license tax have been suggested within recent years, each having merit. The present system of complete control over all license tax agents, however, is believed to afford a close supervision and a closer cooperation between such agencies and the Commission than would be possible by any other suggested method.

Agents, or collectors, whose tenure of office is entirely based upon the character of service rendered, readily perform added duties which could not be expected of ex-office assistants not wholly responsible to the Highway Commission.

License tax agents aid in law enforcement, both in the detection of delinquent vehicle owners, car theft, and in the establishment of ownership essential to the present system of maintaining a thorough title division. Such assistance enables the Commission to fully co-operate with officers of the law in the identification of stolen vehicles.

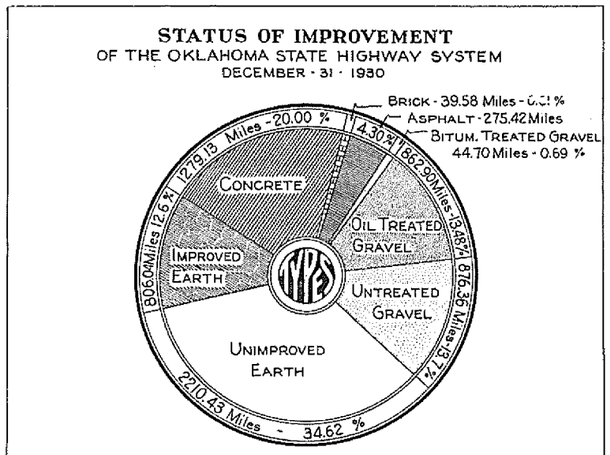
As now operating the title division has proved its worth. The demands of officers of the law have greatly increased. It is the belief of the Commission that effectiveness of the law enforcement feature, which is necessary for the establishment and transfer of titles, can be most economically and satisfactorily administered when the agents are free of conflicting official duties.

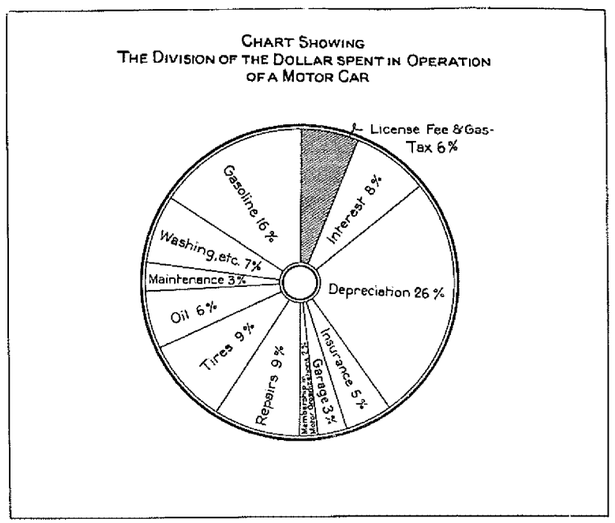
According to statement of the Bureau of Public Roads, Washington, D. C., the administration expense of the collectors of motor vehicle tax is lower in Oklahoma than in any other state collecting a similar amount of tax. Table furnished by the United States Bureau of Public Roads is included in this report.

The License Division handles approximately 2,000,000 pieces of record each year and handles a very large volume of correspondence. The various departments of the License Division are reflected in the organization chart which is made a part of this report.

This Division handles an average of 1253 pieces of mail daily and an average of 1172 telephone calls. These calls effecting the entire personnel of the office of the Commission. Many calls are from the Peace Officers of the state concerning accidents, stolen and suspicious cars.

All 1929 accounts have been audited in detail and each collector has been furnished a copy of the audit. All audits for the first six months of 1930, and several of the audits for the



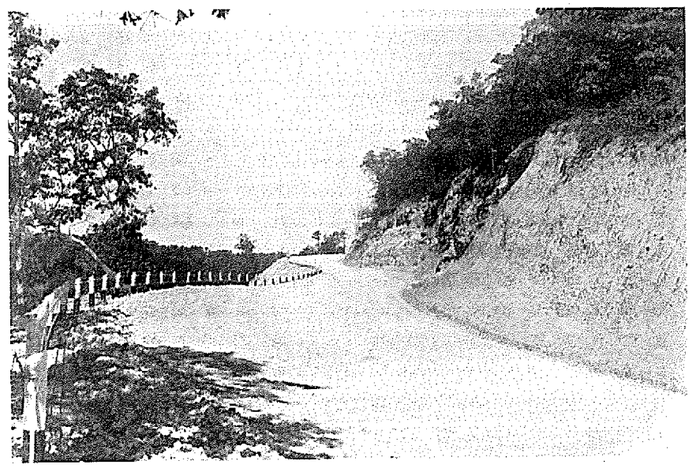


entire year, have been completed and in each case the collector has been furnished a copy of the audit. There are not at this time any monies due the state except current collections by the collectors. **No shortages detected have proved to be a loss to the state during the past two years.** Irregularities have been very few; but in each case full collection has been made. A closer check is maintained on all collectors by means of two traveling auditors, under the supervision of the Chief Auditor, who have been placed in the field and have averaged from two to four audits of the accounts of each collector during the past eight months. This method has enabled us to keep the work up to date and to detect irregularities early enough to make collections without difficulty. Where irregularities prove to be a wilful act on the part of the collector, he has immediately been removed by the Highway Commission. These traveling auditors have also been of material assistance to collectors in training them to keep their work uniform and accurate and to make their filing system easily accessible to information so that the public may be more quickly and more satisfactorily served.

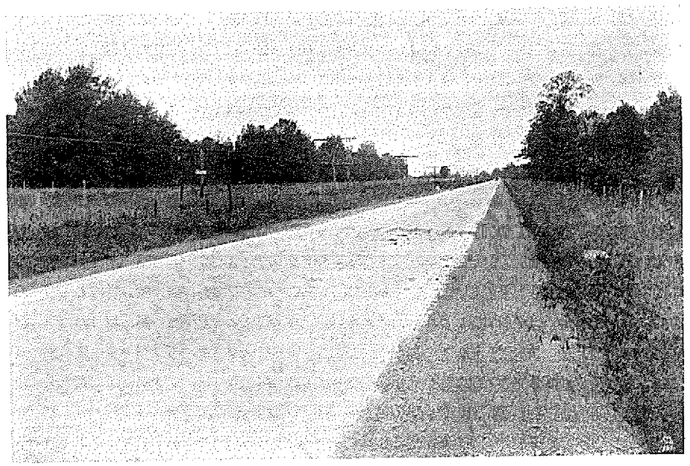
STATE HIGHWAY CONSTRUCTION PRACTICE

In order to bring construction practice up to date it was found necessary to completely revise the specifications governing all road and bridge work. No revision had been made since 1925. New specifications were prepared embodying all the latest developments in construction. It was deemed best in lieu of incurring the expense of publishing a permanent bound volume of specifications, to issue them in inexpensive pamphlet form and adopt them for a year to establish definitely the desirability of each provision before permanent adoption.

In the construction of concrete pavement, greater care has been exercised in designing the mix. Abandoning the former practice of measuring sand and stone for paving by volume, more accurate control has been obtained by weighing the required amount of each material going into each batch. It was believed that by more careful control of the proportion of sand to coarse aggregate the strength could be maintained with less cement. This hope was fully realized and an average of 1,591 cylinders cast from the 1930 paving mixture gave a crushing strength of 4,040 pounds per square inch, or 60 pounds greater than the average of 1,947 cylinders taken from the 1929 paving projects, with a decrease from 6.5 sacks of cement used in 1929 to 6.2 sacks per cubic yard of cement placed on the road in 1930. The slab was built with only one inch "crown" instead of having the center two inches above the edge as formerly. This gives a flatter and more comfortable riding surface which also has less tendency to cause skidding or slipping off of the pavement. Since the riding qualities of a pavement depend upon the smoothness of the surface, additional precautions were taken to



U. S. 62 Natural Gravel-west of Proctor-Adair Co.



2" Natural Rock Asphalt on Gravel Base-S.A.P. 746 U. S. Highway No. 70 McCurtain Co.

secure more nearly perfect surfaces by the use of the longitudinal float.

As motor vehicles are improved we may expect higher speeds. The present Oklahoma legal speed limit of 45 miles per hour will, in all probability, be increased as soon as highways are developed which are safe for a greater speed. Sight distance, curvature and superelevation, or "banking" of curves, must provide for increased speed if our present construction is not to become obselete next year.

A minimum sight distance on main highways of 700 feet is being adopted for 1931 construction. Curvature is being held to a minimum, and the largest possible radii obtained for curves which cannot be eliminated. Superelevation, a most essential feature to permit constant driving speed with safety around curves, has been increased to give perfect balance at 45 miles per hour and to provide safety at speed up to 60 miles per hour.

The most careful studies have established the fact that ten feet is the minimum requirement for one traffic lane and any less width is a hazard.

In the Spring of 1930 the Commission adopted 10 feet as a standard width, making all two-lane roads 20 feet wide.

The Bates road test in Illinois first established the thickened edge pavement as the best design, placing additional thickness at the weakest place, the edge. Until recently all concrete pavements were built six inches in thickness at the center with a nine inch edge, which is sufficient to withstand repeated applications of a 16,000 pound axle load. Heavier loadings have recently become so common that correspondingly stronger pavement slabs must be constructed if they are to endure. Enforcing a reasonable load limitation is essential to prevent the destruction, by excessive loads, of pavement already built.

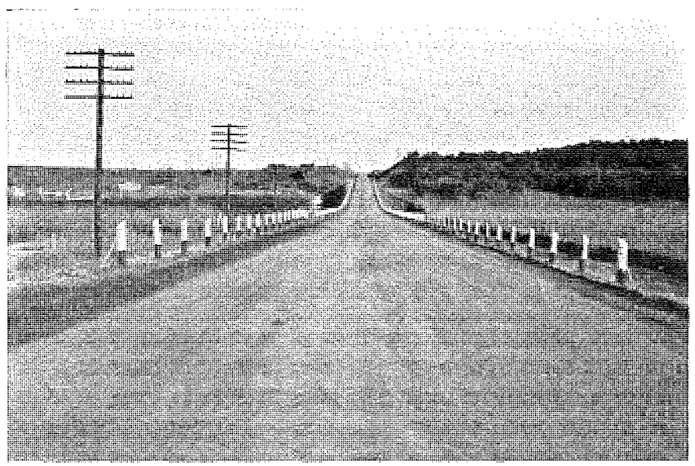
Early in the 1930 construction season the thickness of concrete pavement was increased one inch, or 16 2/3%, in thickness, providing a pavement with a 7-inch thickness at center and a 10-inch edge, having 33 1/3% greater strength.

The reinforcing steel required was increased from 5.74 pounds per foot of pavement to 8.3 pounds. This was to reduce cracking. The increased thickness and additional steel increased the cost per square yard of pavement from 10% to 12%. This most recent pavement design, when submitted to the American Road Builders Association, was declared one of the most substantial now in use in the United States and the equal of anything in use except adjacent to the great industrial cities.

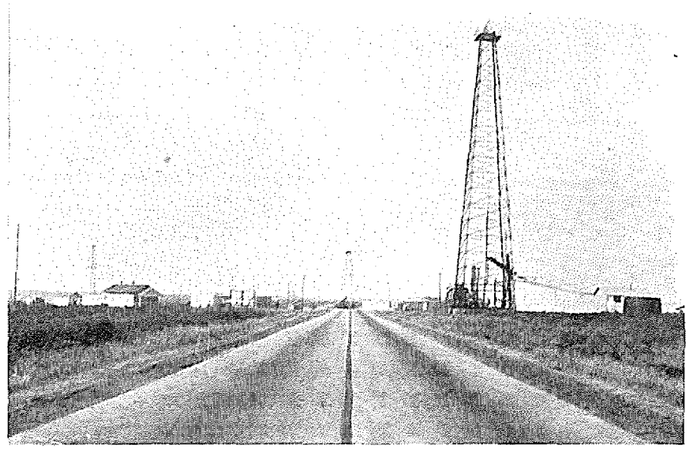
In former years paving contractors were required to build the earth shoulders along the completed slab, which required their keeping an earth moving crew. Few paving contractors are also engaged in the earth moving business and since paving is necessarily a manufacturing process, highly specialized, it was decided to let the shoulder work in another contract, or do it with the maintenance crew while waiting for newly completed



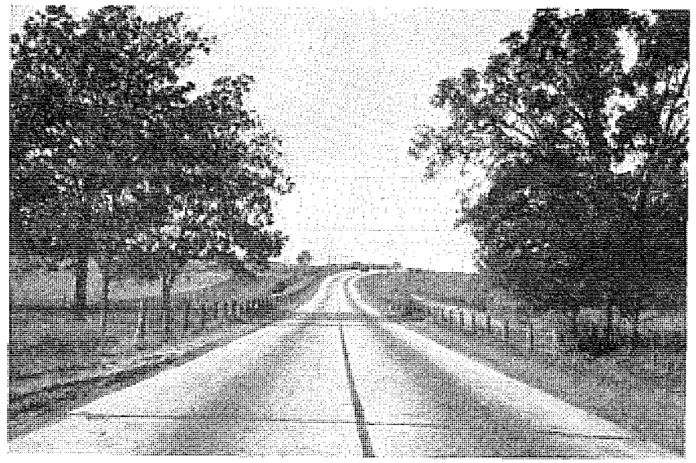
Improved Earth Road-U. S. 81 South of Minco



Oiled Gravel on U. S. No. 62 West of Anadarko



U. S. Highway No. 270 West of Seminole



U. S. Highway No. 270 East of Shawnee



Overhead Crossing on U. S. 73 at Crowder



Bridge over Boktuklo Creek-S.H. 21-McCurtain County

pavements to be cured and to age sufficient for opening to traffic. The elimination of such subsidiary work from the highly specialized paving operation has increased the paving contractor's efficiency.

The Oklahoma State Highway Commission has adopted a standard width of thirty-six (36) feet for embankments, allowing a twenty (20) foot pavement and an eight (8) foot earth shoulder on each side. This allows room for a vehicle to be parked on the shoulder without obstructing in any way the flow of traffic on the pavement. This eliminates one of the most common causes of accidents—collisions with vehicles parked on the slab. Where the cost is not excessive the embankment slopes have been flattened with resultant safety to traffic and reduced erosion of hills.

To conserve the shoulder material washed away by rain running off the edge of the slab, and to eliminate the dangerous rut at the edge of the pavement which it causes, "lipcurb" was used in 1929 and 1930 pavement, thus retaining water on the slab and conducting it to the convenient spillways. A material decrease in maintenance cost on pavement provided with "lipcurb" is thus affected.

The construction of stronger, heavier bridges and pavements inevitably increase the costs, and to offset these increases it has been necessary to effect savings at every opportunity. Open competitive bids were received for the furnishing of cement and reinforcing steel for an entire year's construction program. Assured of prompt cash payment and a large volume of sales, cement and steel companies have given the Commission cheaper prices than they could have given the contractors themselves. The contractors have been asked to bid on the construction projects with the understanding that the state will furnish these materials. The contractors have been saved the premium on bonds which would have included these materials if they had been compelled to furnish them. These economies have been reflected in lower bidding by the contractors.

It has been the policy of the Commission to use the type of construction best fitted to the circumstances. Where a substantial gravel base is already in place, economy would best be secured by surfacing with asphalt. Cold rolled rock asphalt was used on the Buckhorn Road through Platt National Park and from Sulphur to Davis where substantial gravel bases were already constructed and were compacted by traffic. **The intention has been not to discriminate between the materials, but to utilize the materials available to the best advantage and to promote competition between them.**

MAINTENANCE ORGANIZATION

IN August, 1929, the Highway Commission appointed a Maintenance Engineer to co-ordinate and supervise maintenance activities throughout the state.

THE MAINTENANCE ENGINEER works directly under the Chief Engineer, supervising the various activities of the Maintenance Department, including all special improvement projects, makes recommendations to the Chief Engineer on the purchase of equipment and supplies used by the department, passes on claims, pay rolls and personnel changes, and compiles equipment records and cost data.

THE DIVISION ENGINEER has direct supervision of all maintenance activities and all special improvement work in his division. He approves all claims, equipment reports and cost data for his district. Each Division Engineer has an assistant engineer in field charge of the maintenance forces.

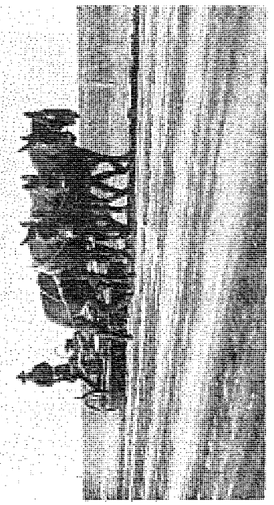
THE FOREMAN is in direct charge, and responsible for any gang, or outfit, on special improvement projects, difficult or heavy maintenance work, grading, major bridge repairs, material production plants or shops. He must be competent to plan and direct work, and carry it through to completion in an efficient and economical manner with the minimum of supervision from the Division Engineer or his assistant. The foreman is required to possess the ability to direct men and deal with the public so as to reflect credit to the Highway Department. He makes out daily reports of material used and employees' time, showing distribution for cost records. On small outfits the foreman generally operates a truck, tractor or grader.

THE PATROLMAN: The State Highway System is divided into sections from six to forty miles in length, and each section is in charge of a patrolman. On unimproved dirt roads the patrolman generally employs four horses and an eight or ten foot patrol grader weighing about eighteen hundred pounds. On improved dirt roads, he has either a four horse grader or a crawler type motor patrol grader. Practically every patrol on gravel roads has a motor patrol grader. On nearly all paved roads the patrolman has a light truck with one or more helpers. Paved road sections are approximately thirty to forty miles in length. The marked improvement noted in maintenance during the period covered by this report is due primarily to the industrious and efficient patrol organization developed.

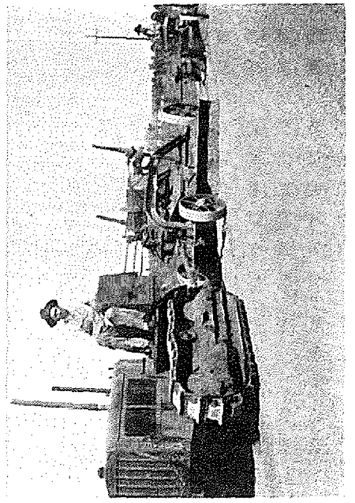
EQUIPMENT AND SUPPLIES: Equipment is an essential factor in maintenance. The records and experiences of this department show that motor equipment is the most practical, efficient and economical power available for road work. Data is kept covering operation cost. Efficiency records of the various makes of equipment furnishes a satisfactory basis of consideration in the purchase of additional equipment. It has been found that first costs are often deceptive, since a careful study of operation costs oftimes show that it is not economical to buy the lowest priced unit.

Practically all new equipment purchased is of standard designs which have proved satisfactory and dependable by continued use in maintenance work, and is manufactured and hand-

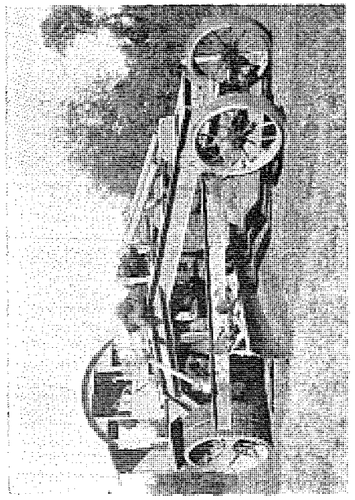
Four Types of Maintenance Equipment



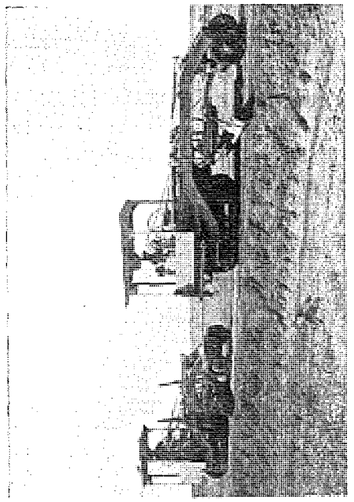
Team Patrol Grader



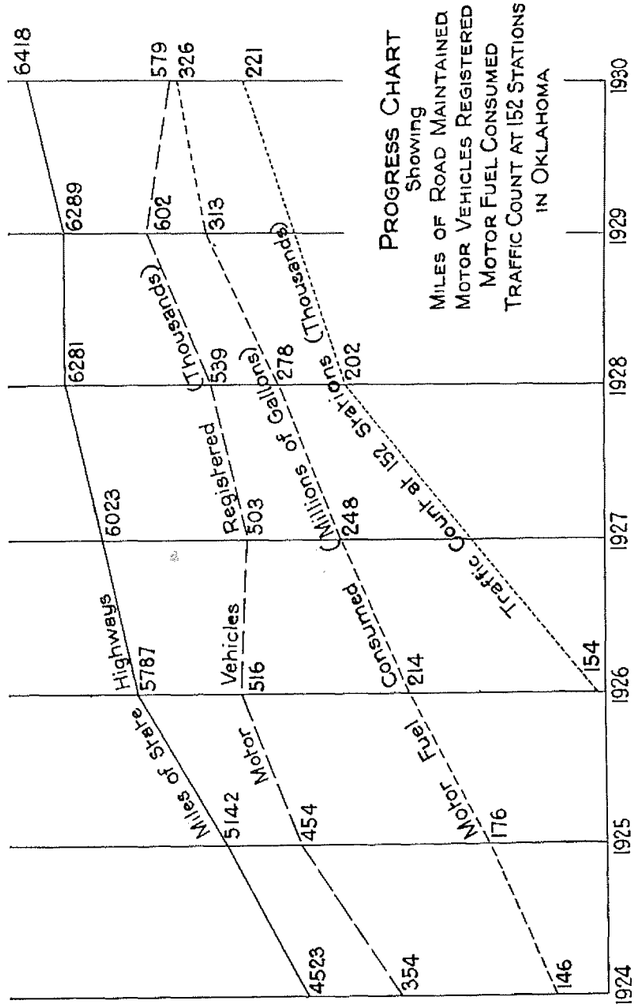
Motor Patrol Grader-Pull Type



Motor Patrol Grader



Motor Patrol Grader-Crawler Type



led by firms in a position to give continuous and prompt service on parts. The purchase of all new equipment and supplies costing fifty dollars or more is handled through the central office on competitive quotations. This permits the department to secure better prices through quantity discounts, and to keep closer check on the quality of the materials purchased. A considerable saving and increased efficiency is secured by standardization of equipment and supplies. An illustration: All moldboards on blade graders have been punched to conform to the standards of the Mississippi Valley States and this punching is required on all new graders purchased. Formerly, it was necessary to carry from eight to ten different kinds of blades in stock, but due to standardization of punching, the same size blades can be used on any grader in the state. This allows the department to buy blades in car load lots at a saving of several thousand dollars per year and also to secure a more uniform material. Many small economies are worked out. Though some of these do not amount to much on a single item, considering the amount used in the entire state, they make a considerable saving. Heretofore all grader blades were six inches wide. When the blade is worn down to three inches it is necessary to replace it with a new blade. By using eight inch blades we secure seventy percent more service at twenty percent increased cost.

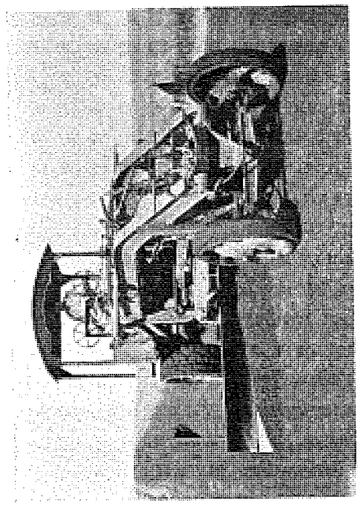
Every piece of State Highway Department equipment is numbered and the number stenciled in appropriate size letters. Painting our field equipment yellow has increased visibility and materially reduced accidents. A complete historical record of all equipment is kept in the central office.

The field organization prepares and sends to the central office a report on each piece of motor equipment showing the operating cost each month. A check of the operating cost records reveals the efficiency of the equipment and the ability of the operator.

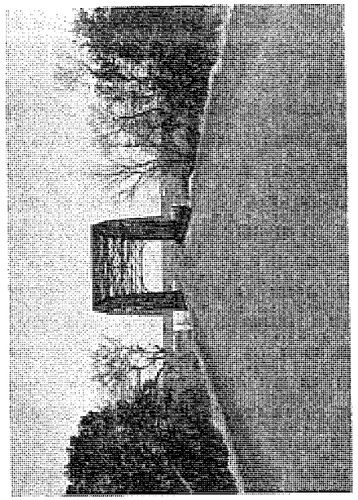
SHOPS AND WAREHOUSES: Heretofore practically all blacksmith, shop work and repairing has been done in commercial shops. During 1930 two divisions operated their own shops, which proved more satisfactory and economical than having the work done in commercial shops. The department has secured sites for shops in practically all divisions and expects to establish a shop, warehouse and garage in each division in the near future. This will provide a place for parts, supplies, small tools, and to repair and rebuild equipment.

STATE HIGHWAY MAINTENANCE PRACTICE

THE USE OF ROAD OIL IN MAINTENANCE: The maintenance and replacement charges on gravel roads are becoming excessive. It is necessary to add from one hundred fifty to four hundred cubic yards of gravel per year, per mile, to care for the loss of material due to traffic, wind and rain. The amount

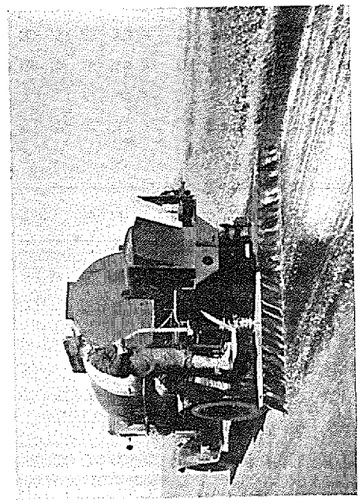


Mixing Road Oil and Gravel

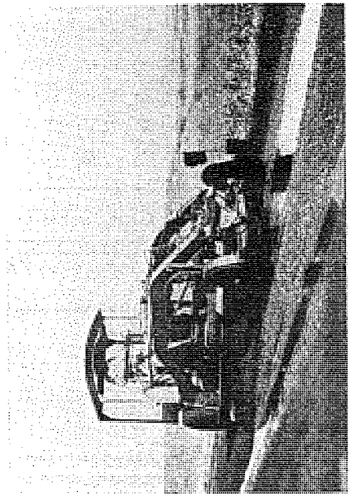


Oiled Gravel-U. S. 62 South of Apache

Oiled Gravel Roads



Applying Road Oil to Gravel



Covering Road Oil with Gravel

varies according to the traffic and type of gravel. Fast moving traffic on low pressure tires pulls the clay and sand binder out of the road, to be blown or washed away. This leaves a surplus of loose gravel on the surface. The dust nuisance is becoming a hazard with the increased speed of traffic. Many serious accidents are caused by loose gravel.

In order to provide a better riding surface, the Highway Department in 1929, reduced the maximum size of gravel used from one and one-half inch to three-fourth inch. This provided a better surface, but increased maintenance and replacement charges. The public was demanding maintenance gravel, or all weather roads on a larger mileage than it was possible to cover with available funds. The Federal government and nearly all state highway departments are directing their efforts toward securing a satisfactory low cost surfacing by the use of road oil, or other bituminous materials, in a mixture of crushed stone, gravel or sand. It was realized that this should be especially true of Oklahoma, where oil is produced in practically every part of the state. Accordingly, in the spring of 1930, the department began using road oil on an extensive scale.

Extensive experiments were carried on in the laboratory and the field to determine the materials that would give the best results. Studies were made of methods and materials used in other states. On account of different conditions, methods successfully used in other states could not be followed here. It was necessary to build up an organization for this type of maintenance construction and develop methods for carrying on efficient field work, with a minimum annoyance to the traveling public. Laboratory and field work are closely correlated to take full advantage of roadside material. Experiments were conducted toward developing methods of stabilizing dirt roads with road oil and gravel. Over a hundred miles of dirt roads were treated with oil and a small amount of gravel or sand. This has provided a riding surface that is pleasing to the public, at a cost less than we have been paying for maintenance gravel alone.

Two general methods of oiling gravel roads are used. The mulch method and the mat method.

The mulch method is used as a dust palliative, and to eliminate a surplus of loose gravel and corrugations. This method is used where it is necessary to cover a large mileage of gravel roads in a short time, and at a minimum cost. Additional cover material may or may not be added, depending on the amount and the grading of loose material on the road. Either asphalt or paraffin base oil with an Engler viscosity at 122° F. of 15 to 45 is used. The oil is applied by distributors at the rate of 0.4 to 0.6 gallons per square yard and enough loose fine gravel bladed over the fresh oil to blot it so it will not pick up under traffic. Two applications per year are required.

The mat method is used when it is desired to secure an asphalt mat surface. Only the best grades of asphalt base oil

are satisfactory for this surface. The oil used this year has a maximum viscosity at 122°F. of 60 and a ductility of 50 cm. at 77°F.

In the mat method the aggregate must be of the proper grading and amount. State specifications require from four hundred to five hundred cubic yards per mile, with about fifty percent passing the number ten screen. Oil is applied to the bladed surface in two applications, a primer coat of 0.3 to 0.4 gallons per square yard, which is allowed to penetrate for a day, then a seal coat of 0.5 to 0.6 gallons is applied and blotted with the loose gravel. The oiled gravel is then turned and mixed by blading across the road several times with power patrols. When the oil and gravel are thoroughly mixed the roll is spread out on the road and bladed smooth. It is then maintained as a mat surface by patching with oiled material, either mixed on the road when the surface is mixed, or in small concrete mixers.

The success of mat surface oiled roads depend on continuous high type maintenance. The light mats, one inch or less in thickness, require much closer attention than the more expensive three inch mats. The light mat is simply a bituminous blanket vulcanized to the road and it is necessary to patch small breaks and holes immediately with pre-mixed material to keep the surface waterproof and prevent progressive destruction of the mat. It is also necessary to close these types of roads to heavy truck traffic during continued wet periods, if the base becomes too soft to support the loads. Oiled roads have a definite place in our road program, not as a substitute for pavement, but as a temporary type, bridging the gap between dirt roads and pavement.

THE USE OF LOCAL MATERIALS: The public is insisting that all weather, dependable, and dustless roads be provided until such time as funds are available for pavements. This demand can only be met by developing a type of "low cost" surfacing that can be built on newly graded roads. The Highway Commission believes that the first and fundamental requirement of a satisfactory "low cost" road is to develop methods of using local materials that are available along the roadside. The freight on crushed stone and gravel is generally more than the cost of the material, ofttimes from two to four times as much.

During the year 1930, the Department conducted an extensive materials survey in a number of counties in the Western part of the state, prospecting for suitable materials for road building purposes. The counties included in this survey could not economically be served by commercial sources of material in that section of the state. Several deposits of suitable local materials were located through this survey. This investigation is still incomplete and should, next season, be carried on into the Northwest and Southwest portions of the state.

In the western part of the state, very little stone or gravel is available, except by long freight haul. Various grades of sand,

from fine to coarse, are often available along the roadside or in nearby creeks. Experimental sections of local sand and asphaltic road oil have been built and are giving excellent service. In other parts of the state mixtures of local sand, stone screenings, and gravel with road oil are being tried out.

In the eastern part of the state, where local stone is available, experimental sections have been built using stone crushed along the roadside, treated with cut back asphalt and heavy asphaltic road oil.

The Department has purchased four crushing units for utilizing local roadside material and crushing over-size gravel, formerly placed on the roads. These units have clearly proved the economy of using local materials.

Heretofore, it has been taken for granted that satisfactory asphaltic road oils could not be made from Oklahoma oil, but experiments in the laboratory and in the field have proved that a satisfactory asphaltic road oil can be made from the heavy crude produced in the southern part of the state. This will materially reduce the cost of road oil, and in addition provide a market for a large amount of heavy Oklahoma crude oil that heretofore has been hard to sell at a price that would pay for production.

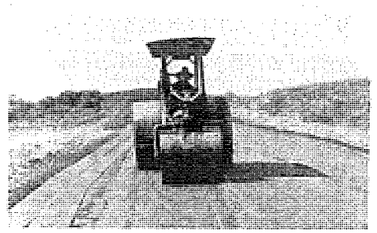
The success of field experiments this year prove that by the use of the correct grade of asphaltic road oil, or cut back asphalt, and local aggregate, a smooth dustless surface can be secured at a cost that makes it possible to provide this type of maintenance construction far in advance of paving.

Waynoka Experimental Road

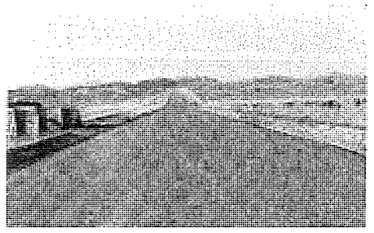
State Highway No. 42, from Waynoka south in Woods County, passes through approximately 6 miles of shifting sand hills on each side of the Cimarron River. The sand had drifted over the old road covering it to a depth of 30 to 40 feet in places. The experimental section (State Aid Project No. 399-C-I) began a mile south of Waynoka and extended 5 miles south. The road was practically all built on new location and the subgrade was light blow sand so unstable that a light car could not get over the road under its own power except when the sand was wet.

The nearest clay suitable for sand clay surfacing was about a 5 mile haul, which would have been very expensive on account of the deep sand in the road. Sand clay surfacing gives very good results under light traffic, but under heavy, fast moving traffic, the maintainence and replacement charges become excessive and the surface can seldom be maintained in a satisfactory condition during the summertime.

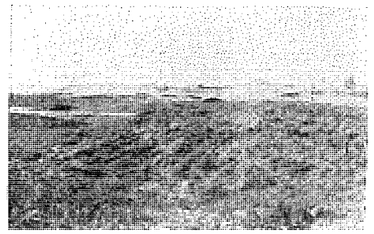
On account of the large mileage of sandy roads in the western part of the state, it was decided to try stabilizing the sand subgrade with an asphaltic material and build a surfacing on this section by the mixed in place method; using roadside ma-



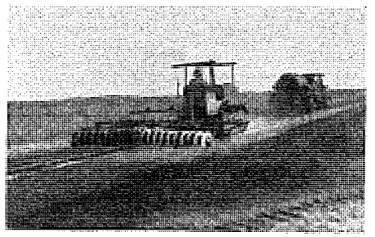
Rolling Oil Mat Surface



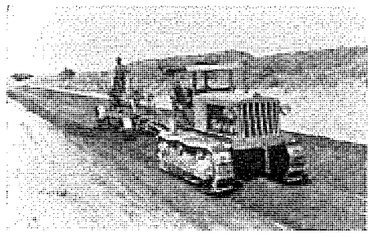
Completed Road



View of Road and Sand Dunes



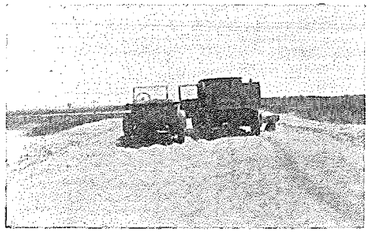
Applying Oil and Mixing



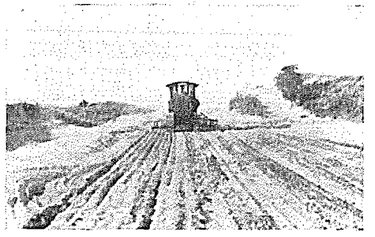
Mixing Oil and Sand With Grader



Road Showing Oil Mixed Sand



Old Road Before Grading



Mixing Sand and Oil With Disc

Waynoka Experimental Road

terial. After several unsuccessful efforts to stabilize the sand subgrade with different grades of road oil, it was found that an asphalt cut back with a slow drying distillate gave satisfactory results. The asphalt was spread with a distributor pulled by a crawler tractor and followed by a double disc. Approximately 2 gallons of asphalt per square yard were applied in three or four applications and disced into the subgrade.

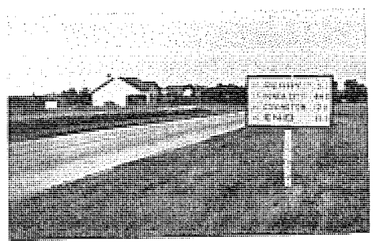
The sand and asphalt were thoroughly mixed by turning and blading across the road with graders and then spread on the road and bladed smooth, making a mat approximately 3" thick and 22' wide. Sand from a roadside pit, to which was added about 10% dust, was spread on this base and approximately 2 gallons of asphalt road oil per square yard were applied to the sand in three applications and mixed with the sand by discing and turning with graders. When thoroughly mixed the material was spread on the road and bladed with power patrol graders for several days until it set up in a smooth, hard mat about 2 ½" thick and 20' wide. This mat has an excellent riding surface and is not showing any indications of failure.

This road being an experimental project, several different grades of road oil and asphalt were used. The grading of the sand aggregate was varied as much as possible, with the use of local material.

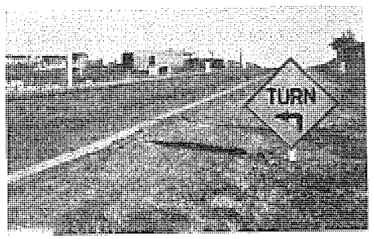
SIGNS AND MARKERS: Aside from the good road itself, there is nothing that offers more direct public service than signs and markers properly placed. The Maintenance Department erect and maintain route markers, warning, directional and information signs on all state highways in accordance with the standards recommended by the American Association of State Highway Officials. An effort is made to keep all highways so well marked that a stranger can follow them at night without confusion.

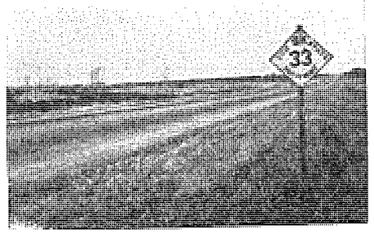
A traffic line is maintained on the center of all pavement for the guidance and protection of traffic. Black lines are used on concrete pavement and yellow lines on asphalt and brick. On all vertical and horizontal curves, where the sight distance is less than six hundred feet, a white line is painted along the center of the pavement with an eighteen inch solid white circle at each end. A sign is placed at each end of the white line warning traffic not to cross white line. At the top of a hill, where visibility is good, the line is broken to speed up traffic as much as possible with safety.

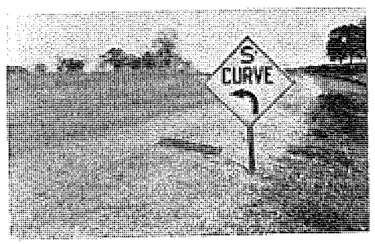
The Maintenance Department made an improved center line striping machine which stripes with asphalt from ten to twenty miles of concrete pavement per day, compared with two or three miles by hand methods formerly used. Machines for striping with paint were also made, and a noticeable improvement was noted in the neatness of the center stripes by the use of these machines.

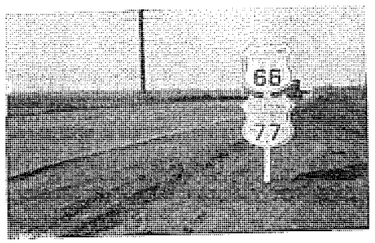


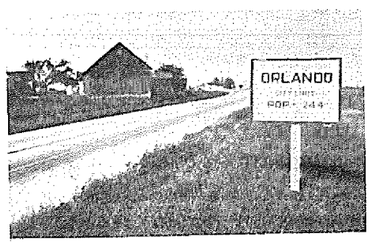


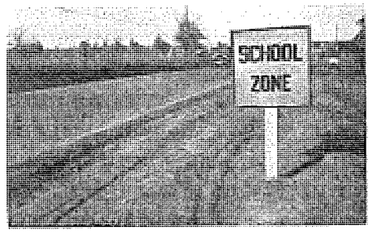




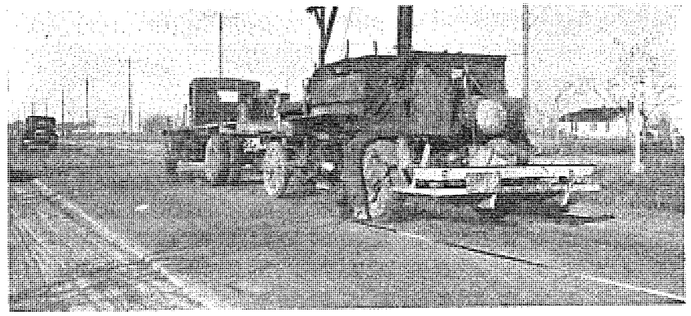




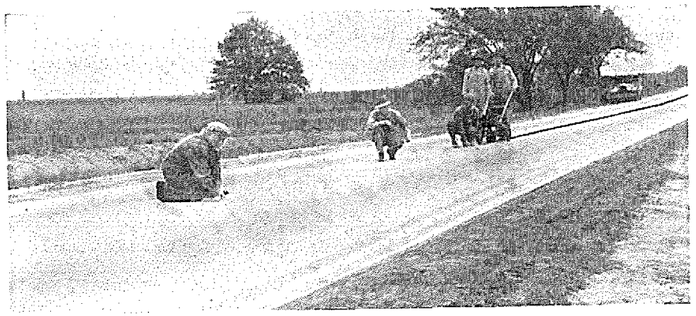




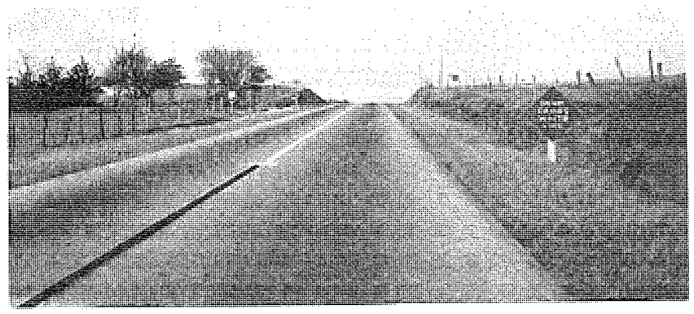
State Highway Markings



Center Line Marking by Machine, Using Asphalt



Center Line Marking by Hand, Using Paint



White Line Marking on Hill Tops

MAINTENANCE OF RIGHT-OF-WAY: The standard right-of-way is one hundred feet, although on the older work, the right-of-way is only eighty feet and in some places only sixty-six feet. There are approximately sixty thousand acres of right-of-way on state highways. A continuous effort is made to keep this mowed, free from weeds, brush, debris, trash, unsightly places and advertising signs. As the highway is a convenient place to throw rubbish, waste material and put up advertising signs, this cleaning up work is an endless task. All trees along the highway, that do not interfere with sight distance, are protected and an effort made to preserve all natural beauty spots along highways.

Hundreds of ditch checks have been built to check erosion of side ditches and prevent them from becoming dangerous and unsightly.

SHOULDER MAINTENANCE: As all pavement built prior to 1930 was eighteen feet in width, shoulder maintenance near the larger cities, and on heavy traffic roads, is fast becoming a serious problem, with the necessity of preventing dangerous ruts along the edge of the pavement and widening the traveled roadway. Waterproofing the dirt shoulders along the slab with road oil has proved a satisfactory temporary method of taking care of the situation. Gravel shoulders have also been built to a limited extent.

Where traffic will permit, all shoulders on paved roads are sodded to bermuda grass and maintained as sodded shoulders. All slopes on fills on all improved roads are sodded to bermuda grass. This has reduced erosion and loss of valuable embankments, saving many times the cost of the sodding. Hundreds of miles are sodded and re-sodded every year. The exceptional hard freeze during the winter of 1929-30 killed a considerable amount of grass which had to be replaced this spring. This materially increased sodding costs this year.

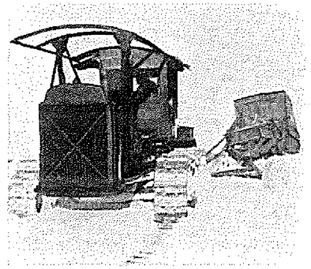
PAVEMENT REPAIRS: Pavement is sometimes erroneously called "permanent roads". However, it is necessary to continuously maintain pavement to prevent loss of original investment and afford a satisfactory riding surface. Cracks must be kept filled with asphalt, blow-ups and spalled places repaired, settlements and uneven places repaired and replaced.

LIP CURB: An outstanding improvement in pavement design from a maintenance standpoint is the placing of a low, or lip curb on concrete pavements. Lip curb carries the water from the pavement surface along the edge of the pavement to a concrete outlet or run-off and this prevents dangerous and destructive ruts along the pavement edge. The curb also tends to keep traffic from running off the edge, and adds to the safety and comfort of the driver.

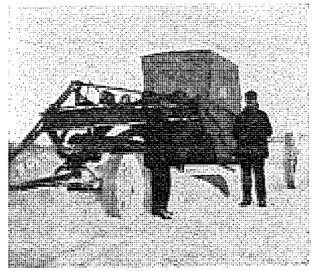
BRIDGE MAINTENANCE: Steel bridges do not wear out but rust out. It is very poor economy to let expensive bridges



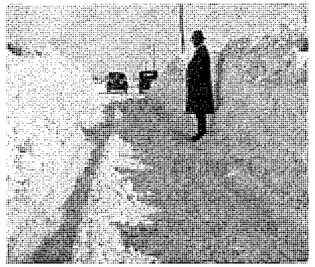
Highway No. 33 E. of Kingfisher



In Seminole County



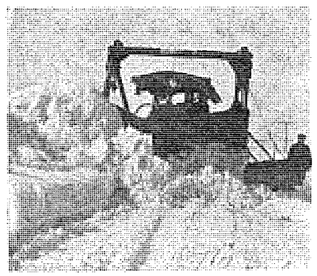
Highway No. 3 East of Holdenville



Highway 64 and 77 West of Perry

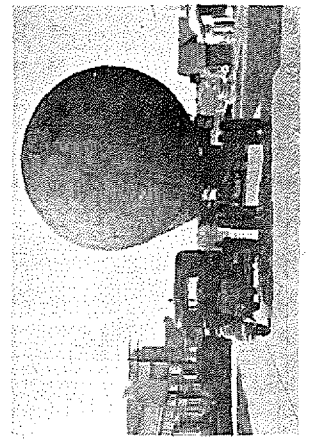


Snow Plow Near Enid

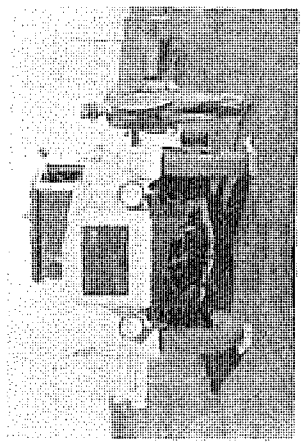


Seminole and Hughes County

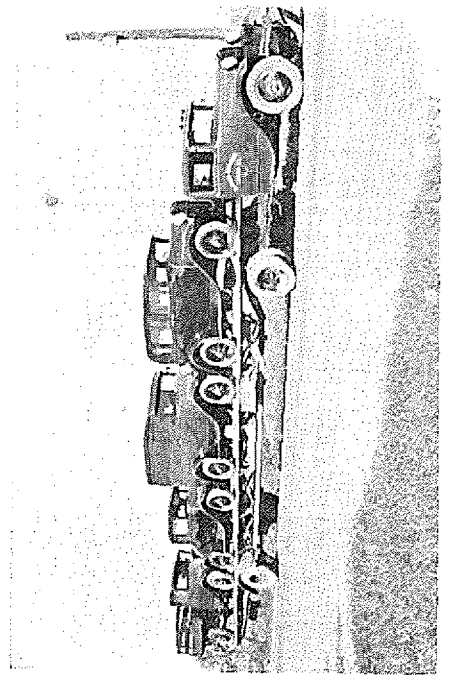
Types of Excessive Traffic Loads Seen on Oklahoma Highways



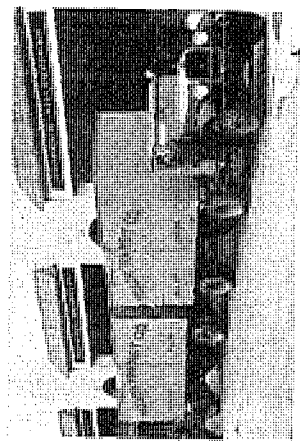
Endview of 10 Foot Tank on Truck



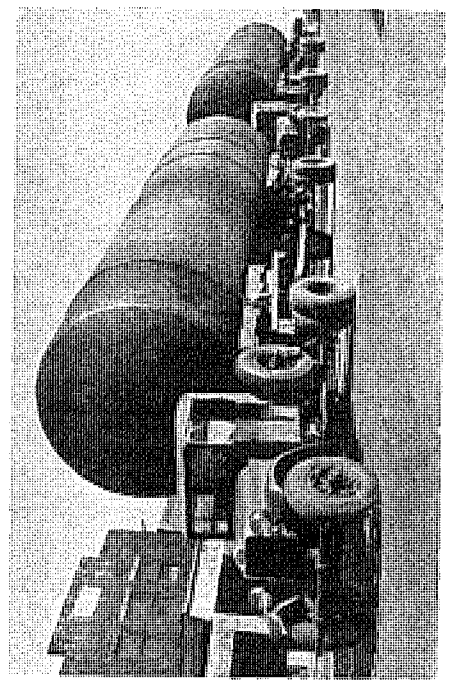
Weighing Heavy Truck on Highway



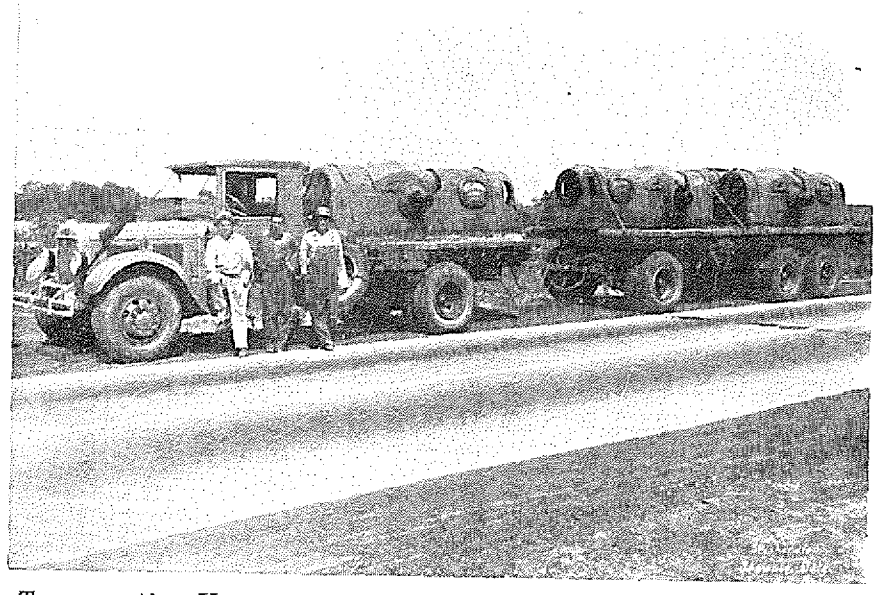
Automobile Transport-Length 60 Feet



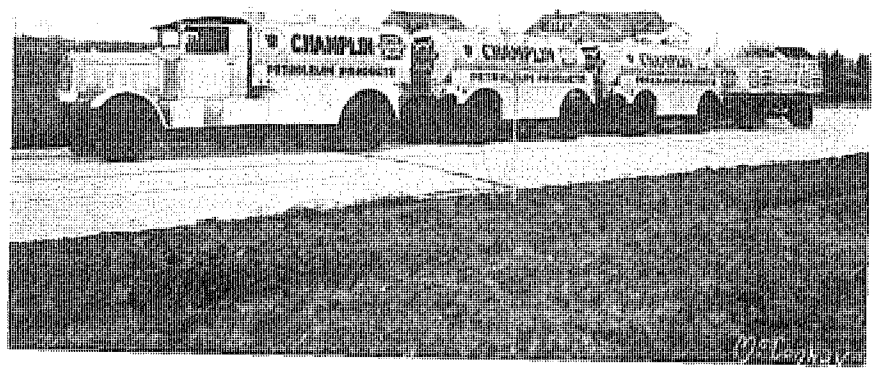
Freight Truck and Trailer



Transporting 10x40 Foot Steel Tanks



Transporting Heavy Oil Field Machinery With Dual Axle Trailer



A Gasoline Train-Excessive Width, Length and Weight

become rusted and permanently damaged. More bridges were repainted during the year of 1930 than in the four previous years. A lead paint was used for the first coat and aluminum paint for the second. This increases visibility, adds to the appearance and reduces traffic hazard. Bridges are examined and needed repairs made promptly before the safety of the structure is endangered.

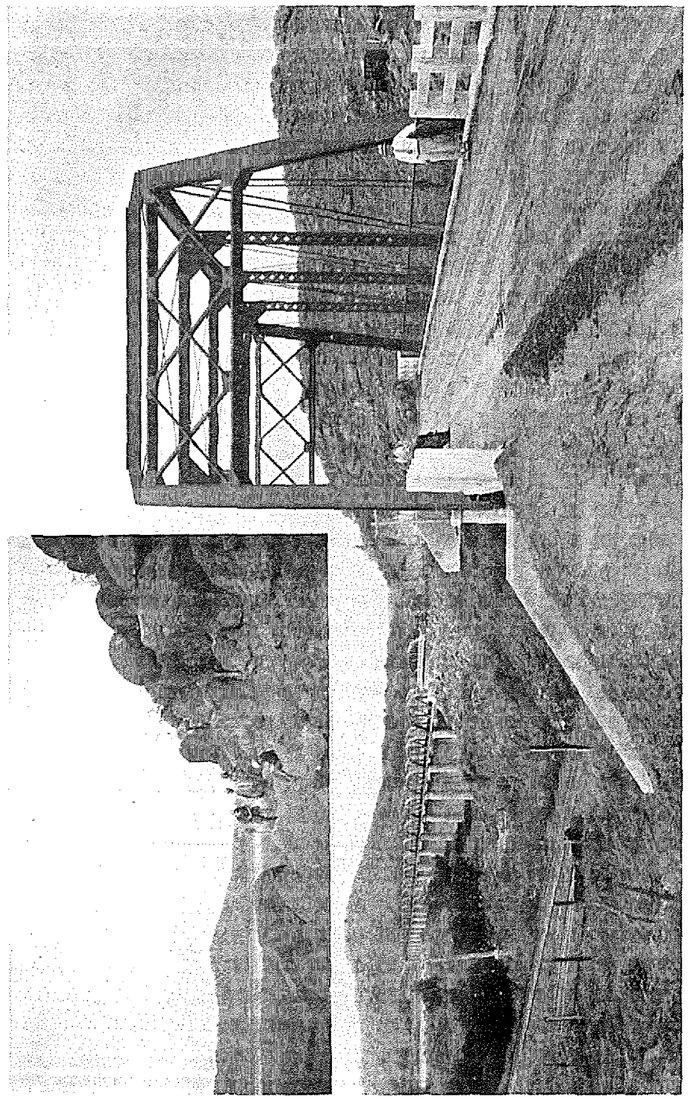
THE ROAD MAGNET—or nail picker, is a machine equipped with a powerful electro magnet, so located that it picks up all iron and steel scraps from the roadway. When conditions are favorable three of these machines are in continuous operation on dirt and gravel roads. They pick up an average of six to eight pounds of nails, tacks, staples, and other metal scraps per mile. It would be difficult to estimate just how much these machines have been worth to the traveling public.

SNOW REMOVAL: During the winter of 1929-30, several unusually heavy snowfalls occurred and it was necessary to employ a large number of extra men and all available equipment to remove snow from the highways. At the time of the first heavy snowfall, January 1930, the Department had very little snow equipment. Several snow plows were purchased, all available equipment belonging to counties, or contractors, was placed in use and the roads cleared in a reasonably short time. Approximately $120,000.00 was spent in snow removal last winter. This year the Department is equipped and prepared to secure better results with far less expense. Approximately eighteen miles of snow fence is placed at locations where bad drifts occurred.

BRIDGE CONSTRUCTION PRACTICE

THE period immediately following the admission of Oklahoma to Statehood was characterized by an intense campaign of bridge construction. Bids were ordinarily received for a complete or "turnkey" job with the bidder furnishing the plans and specifications. This method of awarding construction work led to a variety of designs and construction methods. The structures were very light as compared with the standards of today. The sub-structures for the small bridges were either steel or wood piles, while for the larger ones small tubes were used. Super-structures were usually either light I-beam spans or pin connected trusses.

With the organization of the State Highway Department came the first standardization of bridge design and construction. One of the first acts of the Department was to draw up standard designs and specifications, which provided for the control of materials and construction methods. Present methods of construction are the outgrowth of this initial work, modified to suit the existing conditions and strengthened as dictated by experience.



U. S. 62-Frisco Overpass and Bridge Over North Fork of Red River Near Headrick
Inset—Making Location Prior to Building of Bridge

The original standard designs have been revised and added to from time to time so that today we have a complete series of standard superstructure plans ranging in length from ten (10) to two hundred and ten (210) feet. For the shorter spans the designs call for concrete slabs, concrete girders or I-beams, and for the longer spans, steel trusses. The state has never attempted to standardize the sub-structure plans since the conditions to be met vary greatly and it would be impossible to cover any substantial portion of the field with standard designs.

From the standpoint of both bridge design and construction, the State may be divided into half. The dividing line roughly being the Santa Fe railroad. The area west of the Santa Fe is practically all underlaid with permian red shale or red bed. This formation is covered with fine sand, sandy loam or clay to various depths, but often less than thirty feet and is hard enough for good foundation, though usually having some soft material on top which makes it possible to land and seal cassions readily.

Practically all the streams in this region are wide, shallow and ofttimes entirely dry. Since it is usually possible, except in the spring, to work from the river bed, dispensing with falsework entirely, pile trestles either of wood or concrete are both satisfactory and easy to construct.

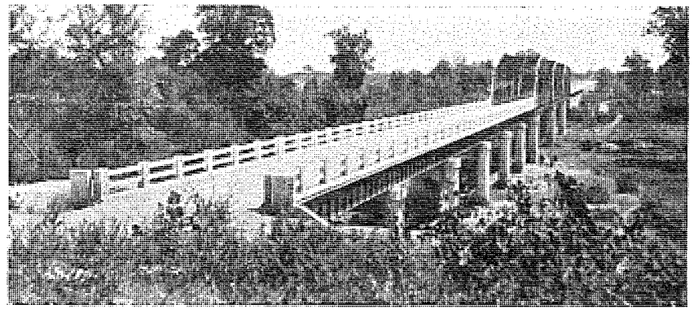
It may be said that the western half of the state usually presents little difficulty to the bridge constructor.

East of the Santa Fe the difficulties of design and construction rapidly increase. The sub-surface conditions are much more erratic. The hard rock may occur in ledge formation or boulders and, if in ledge formation, the surface may be very irregular or sloping. These conditions may make it difficult to seal rigid cylindrical cassions and make special methods necessary in many cases.

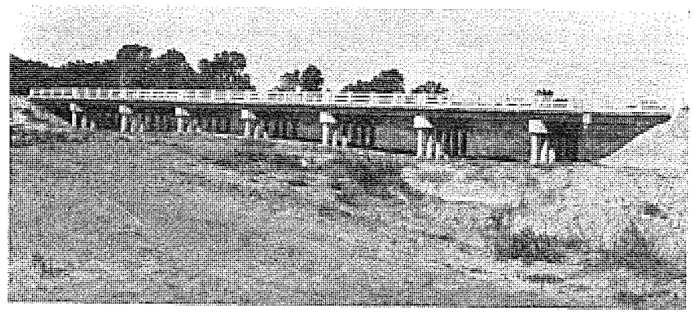
Under the new specifications adopted for 1931, equipment for bridge work is more definitely specified than ever before. All concrete mixers shall have a rated capacity of at least fourteen cubic feet of dry material and shall be equipped with accurate timing and water measuring devices. On the larger structures weighing equipment will be required for the proportioning of aggregate. Gravity pile hammers for driving wood piling shall weigh at least 2,400 pounds, and for driving concrete pile at least 4,000 pounds. Steam hammers shall be the equivalent of a No. 2 Vulcan for driving wood piling and a No. 1 Vulcan for driving concrete piling.

The most satisfactory method of making excavation for pier bases is to sink a steel cylinder, or tube, of the proper size to the bed rock, weighing in with sand boxes to force it down and excavating from the inside with an orange peel dredge. In some cases concrete cylinders or sheet piling may be substituted for the steel cylinders. On the Pack Saddle bridge the Lakeside Bridge & Steel Company used a sand siphon for the excava-

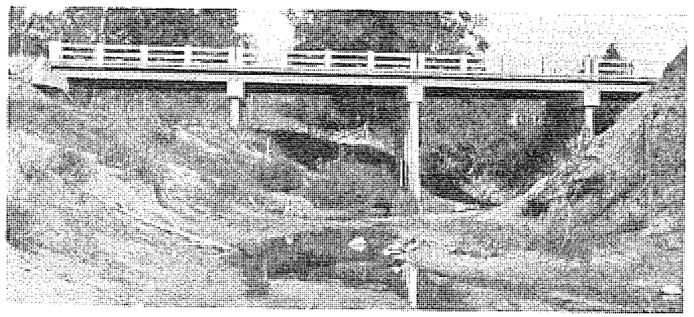
Typees of Bridge Construction



F. A. P.-Boggy Creek Bridge on U. S. 70 in Choctaw Co.



F. A. P. 211-Canadian River Overflow Bridge at Dale, U. S. 270



F. A. P. 198 on S. H. No. 1, West of Yale

tion for pier bases on twenty-three piers. This equipment was very simple and effective. On the Red River bridge south of Marietta on U. S. No. 77, the Missouri Valley Bridge & Iron Company are using the pneumatic method for building the piers. This method was adopted on account of the extraordinary depth of the piers. Under the usual foundation conditions in Oklahoma the pneumatic method of constructing piers is neither necessary or economical. After the excavation is complete the cylinder is sealed by sinking it into impervious foundation material, grouting around the outside or in some other manner.

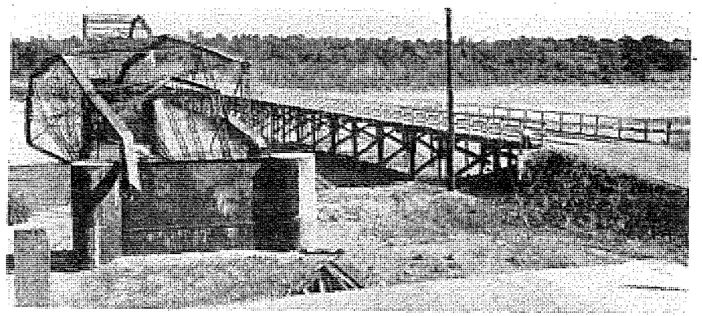
Forms for pier tops and abutments are usually made of dressed lumber and oiled inside. They must be tight, well nailed, securely braced and have smooth surface. When properly made they are usually used two or three times. Steel forms for pier tops have been used this year by the Vincennes Bridge Company on the Terral-Ringgold bridge over the Red River; the Lakeside Bridge and Steel Company at the Pack Saddle Bridge over the South Canadian River, and by the Missouri Valley Bridge and Iron Company on the Red River bridge south of Marietta on U. S. 77. In each case the forms were well made and lasted the entire job. In the case of the Pack Saddle bridge the one set was used twenty-two times.

Forms for slab and girder bridges must be carried on driven piling instead of mud sills. The piles shall be so spaced that there shall be no appreciable deformation in the forms. This requirement, while rather severe in some cases, has been adopted to make sure that there will be no settlement in any case. It is the result of unfortunate previous experience.

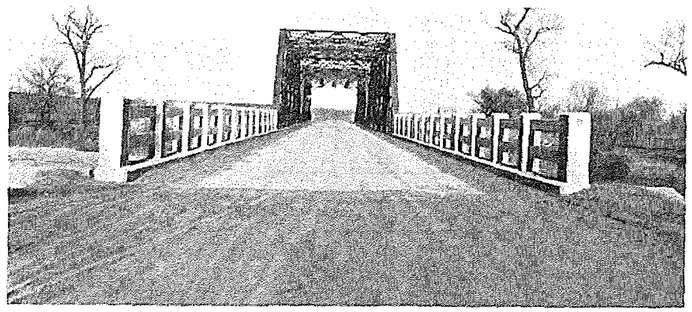
In the erection of structural steel nothing new has been developed in recent years. Riveting has been very largely put on a piece work basis which has resulted in a new record for speed and quality of work. Under this system the number of rivets driven in a day is about twice the usual amount and in general the number of cutouts runs less since only good rivets are paid for. It, however, requires a high grade inspector to maintain satisfactory quality of work.

The structural steel painting is now practically all done with air sprays. This method wastes lots of material but the saving in time more than compensates for the loss. The air spray in the hands of a competent operator gives a better paint job as it blows the paint into the cracks not touched ordinarily by the brush.

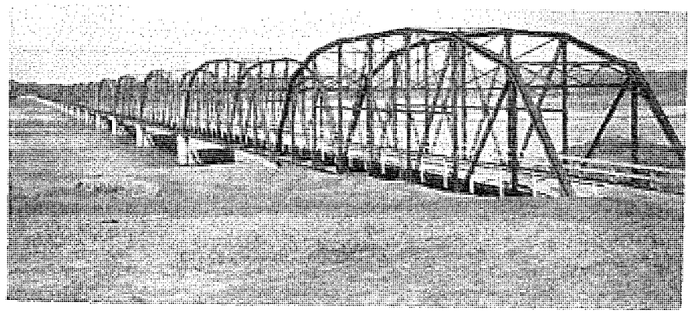
The finishing of the bridge floor is perhaps the most difficult operation in the entire construction of the bridge. In any case it is the part of the bridge by which the public judges the entire structure, and therefore, it is deserving of extra care to insure good results. At present the Oklahoma State Highway Commission is requiring two screeds, one immediately behind the concrete gang to roughly shape the crown while the concrete is still entirely plastic, and about a panel further back a second



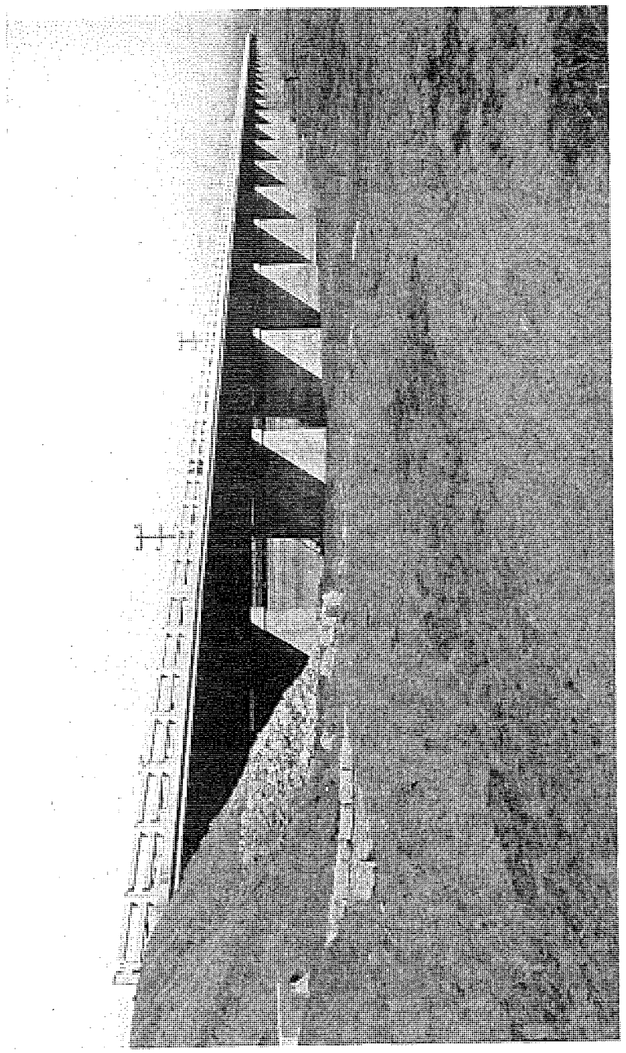
Cimarron River Bridge S. H. 33 Near Coyle-Destroyed by Fire



F. A. P. 162-U. S. Highway No. 81 North of Chickasha



S. H. No. 24 Pack Saddle Crossing South Canadian River



Arkansas River Bridge at Sand Springs

screed is used to give the final shape to the crown. After the second screed the surface is floated with a long handle float and finished with a belt or rubber hose. The final finishing is given with a longitudinal float about ten feet long operated from bridges across the ffoor. This longtitudinal float has made a marked improvement in the riding qualities of the floor. When the finishing is complete the surface is covered with wet burlap for twenty-four hours. After this time, the curing continues for ten days either by wet sand or by impounding water on the surface.

Changes in Bridge Design During 1929-1930

Within the biennial period covered by this report there have been two important changes in the design of bridges. First, the minimum width of roadway was increased from twenty (20) feet to twenty-two (22) feet and second, the design loading was increased about twenty (20) percent.

When the eighteen and twenty-foot width were used for bridge roadways, the traffic was largely composed of passenger vehicles, the speed of which was comparatively low. As the speed and volume of traffic and the size of the individual vehicles increased, additional roadway was needed to prevent the bridges becoming a source of danger and congestion. Traffic which goes rapidly over eighteen and twenty foot pavements adjacent to the bridges unconsciously reduces speed and crowds toward the center upon coming to a bridge of the same roadway. Two feet of additional roadway will in a large measure overcome both of these difficulties and, therefore, the minimum width was fixed at twenty-two (22) feet.

The second change is to increase the design load for structures about twenty (20) percent, which in effect means that the bridges are safe for trucks having a gross weight of twenty (20) tons. Until recently a truck having a gross weight of fifteen (15) tons was a rariety, since no trucks were registered for that capacity. The traffic officers weighing loads have found a large number of trucks were overloaded and, in some cases, the loads were actually double the loads for which the bridges were designed.

CONTRACTS—INSPECTION—TESTS

CONTRACTS: When a project has been selected by the State Highway Commission for construction the State Highway Engineer's office completes the plans, a "notice to contractors" is prepared and given legal publication in the county or counties where the project is located, and copies are mailed to all contractors on the State Highway Commission mailing list. Proposal forms are also prepared for submission by bidding contractors. When bids are received they are publicly opened and read, after which they are tabulated and carefully checked be-

fore being considered by the Commission for awarding of the work. After the award is made by the Commission the formal contract and bonds are prepared by the State Highway Engineer's office for execution by the contractor, the surety company who is bonding the contractor and the State Highway Commission. The contract, when executed by all interested parties, is then submitted to the Attorney General for his approval. When such approval has been given, of the financing of the project is completed, and Federal approval has been received (where the project is being handled in connection with the United States Bureau of Public Roads), the project is ready for the issuing of a formal work order to the contractor to begin operations.

INSPECTION: On all construction contracts, inspection is made of all materials entering into construction by the Resident Engineer and his assistants, to see that the specifications for such materials are fully complied with. The work performed by the contractor is also given constant inspection to see that it conforms in every detail with the plans and specifications; that the State's interests are protected in every way, as well as insuring the contractor that he will not proceed in good faith along wrong lines, doing unsuitable work that will have to be removed and done over at his own expense. General inspections are also made of the work from time to time by the Division Engineers and Engineers from the Oklahoma City office in an effort to keep all construction work up to the high standard required by the State Highway Commission.

TESTS: When a work order is issued to the contractor he is requested to advise the State Highway Engineer immediately as to the source of supply from which he expects to obtain his materials for construction in order that proper inspection and tests may be made at the source of supply to determine that such materials will be acceptable when received on the work. Such tests and inspection are made under the general supervision of the Testing Engineer. This system incidentally serves to speed up construction by early acceptance of materials ordered for construction.

MATERIALS TESTING DIVISION

The installation of the testing laboratory of the Highway Department was authorized by the Commission in 1924. At that time it was located in a small frame building near the Capitol heating plant. These quarters soon become inadequate and early in 1930 the laboratory was moved into the adjacent brick building, formerly used as a Federal Equipment warehouse. This location afforded considerably more floor space and has greatly improved the general working conditions.

The general laboratory includes two distinct units, namely the physical laboratory and the chemical laboratory, each of which is equipped to handle all routine tests on materials entering into highway construction. The physical laboratory conducts

tests on cement, fine and course aggregates, water, re-inforcing steel, etc., while the chemical laboratory tests paints, oils, cement, water, creosote, bituminous products, etc. The actual tests, necessary to control the quality of each of the respective materials, together with the quantity of materials tested during the years of 1929 and 1930, are set out in appended tabulations. The tabulation on quantities, not only includes the testing conducted in the state laboratory, but includes the inspection services of commercial laboratories, which were authorized to inspect materials that could not economically be inspected by the state organization.

In addition to the inspection conducted in the state laboratory and by commercial inspection agencies, the Project Materials Inspectors and Plant Inspectors test all fine and coarse aggregate used in state highway projects. Prior to 1930 this inspection was conducted at the site of the project. Throughout the year of 1929 approximately 11,100 cars of material received such inspection. This season, however, Materials Inspectors were stationed at the principal sources of supply and the aggregates were tested prior to shipment. This not only has reduced the cost of such inspection but has resulted in cheaper aggregates through the elimination of freight expended on material not in accordance with standard specifications. Inspection at the source was inaugurated in March, 1930, and on December 1st this organization, which ranged from eight to twelve employees, had tested 15,982 cars of sand, gravel and crushed stone. This does not include the material originating at plants which were not shipping sufficient volume to justify the necessary expenditure for plant inspection. Material from these sources was tested on arrival at the project. In addition to the above inspection, each Project Engineer submitted to the laboratory a sample of every tenth car, of both fine and coarse aggregate, received on his project. This served as a check on both the field testing equipment and the operator conducting the tests.

The Department has entered into the treatment of earth and gravel roads with oils and bituminous materials. Thorough examination of these materials served a twofold purpose. Primarily the purpose was to determine the quality and conformity with specifications under which the respective materials were purchased. Secondly it was necessary to know the physical properties of the material used on each project, to intelligently draw up standard specifications applicable to the road oils produced in this territory. In order to economically carry on this inspection, and not materially delay its application by the field organization, the oil was tested in storage at the refinery. This inspection was conducted by four men, who tested 887 cars or approximately 8,000,000 gallons.

The work carried on by the laboratory is absolutely essential to the successful construction and maintenance of highways, to insure that all materials will satisfactorily serve the purpose for

which they are intended. Throughout this extensive examination of materials, it is the policy of the laboratory to co-operate with the material producers and contractors, thus hastening the completion of projects under contract. Whenever possible a supply of tested and approved material is maintained in the storage yard or warehouse of the producer, awaiting purchase orders or shipping instructions. On December 1st, 1930, the Department had in storage 106,821 barrels of tested and approved cement ready for shipment as ordered; and designated by the plant for shipment only to highway projects. This tested storage is located at the plants of the Oklahoma Portland Cement Company, Monarch Cement Company, Universal Atlas Cement Company, Dewey Portland Cement Company and Ash Grove Portland Cement Company. The state likewise maintains a tested stock of reinforced concrete pipe at yards located in Oklahoma City, Tulsa, Muskogee, Tecumseh, Enid and Sapulpa, and stocks of tested paints for structural steel at the warehouses of the paint companies furnishing the bulk of paint on highway bridges. Throughout the summer season, tested storage of road oils was maintained at refineries suitably equipped for such storage.

Even though the quality of all materials is determined before entering the structures, the Department takes further precautions to insure the fitness of the finished construction for its intended purpose. On all projects, both pavement and bridges, two test specimens are cast daily. These specimens are 6x12 inch cylinders and are cast directly from the concrete which is entering the work. These cylinders are properly cured and forwarded to the laboratory for determining the compressive strength of the concrete. Likewise, 6x6 inch beams are cast and broken at various ages to determine the flexural strength attained by the concrete. In addition to these determinations the completed pavement is cored at frequent intervals. The specimens, thus drilled from the pavement, are a true index as to the quality of the pavement and serve as a check, not only to the previous material tests, but also on the workmanship of the contractor's organization, the efficiency of his equipment and the character of engineering supervision and inspection. These cores are delivered to the laboratory to determine the average thickness of the slab as well as to determine the compressive strength of the pavement in place. The data accumulated through such determinations not only serves as a check for the one particular project, but as a guide in the design of future construction and affords a close estimate as to the strength of concrete to be expected from various combinations of materials.

Strength of Concrete Pavement Laid Since 1926 as Determined By Cores Drilled From Pavement.

Year	Specified Mix	Cement Factor	No. of Cores	Average Strength
1929	1:2:3½	1.625 bbls.	49	5078 lbs. Sq.In.
1925&26*	1:2:3½	1.13 bbls.	154	3532 lbs. Sq.In.
1927 *	1:3:5	1.625 bbls.	1059	6138 lbs. Sq.In.
1927 *	1:2:3½	1.13 bbls.	455	4106 lbs. Sq.In.
1928 *	1:3:5	1.625 bbls.	634	6125 lbs. Sq.In.
1928 *	1.2.3½	1.13 bbls.	291	3530 lbs. Sq.In.
1929	1:3:5	1.625 bbls.	1052	5509 lbs. Sq.In.
1930	1:2:3½ Approximately	1.55 bbls.	1042	5367 lbs. Sq.In.

*Prior to 1929 all cores were broken with a hand power machine which recorded relatively high values.

Tests Required For Each Material

PORTLAND CEMENT

For each bin:

Chemical analysis to determine—

1. Insoluble residue.
2. Loss on ignition.
3. Sulphuric anhydride.
4. Magnesia.
5. Lime.
6. Alumina and iron oxide.
7. Silica.

For each 200 bbls. in the bin or each car sample—

1. Fineness test.
2. Initial and final set.
3. Soundness test.
4. Normal consistency
5. Seven day tension test.
6. Twenty-eight day tension test.

For each bin or car test on special request—

1. Specific gravity.

FINE AGGREGATE FOR CONCRETE:

(Each sample)—

1. Visual examination for quality and objectionable foreign materials.
2. Mechanical analysis.
3. Clay and dust determination; made when sample appears to require it.

When a coarse aggregate sample of a certain kind appears for the first time or the character changes from any source the following tests may be made:

4. French coefficient determination.
5. Test for soundness.

6. Test for toughness.
7. Test for percent of wear.
8. Test for specific gravity.
9. Test for cementing value.
10. Compressive strength.

WATER FOR CONCRETE:
(Each sample)—
1. Total dissolved and suspended matter.
2. Chemical analysis of above for:
   A. Salt.
   B. Sulphates.
   C. Organic matter.
   D. Any other ingredient present in appreciable quantity.
3. Soundness test.
4. Seven day tension test in mortar.
5. Twenty-eight day tension test in mortar.
6. Time of setting with Portland cement.

REINFORCING STEEL:
(Each bar of different size and shape in each sample)—
1. Bend test.
2. Yield point.
3. Tensile strength.
4. Percent of elongation in eight inches.

SURFACING GRAVEL:
(Each sample)—
1. Visual examination for quality.
2. Mechanical analysis.
3. Clay and dust determination.
4. Test for percent of wear.

ASPHALT:
(Each sample)—
1. Flash point.
2. Specific gravity (special samples only).
3. Melt point.
4. Volatility.
5. Penetration of residue or
6. Float test of residue (special samples only).
7. Penetration.
   A. At 0° C.
   B. At 25° C.
   C. At 46.1°C.
8. Ductility.
   A. At 0° C.
   B. At 25° C.
9. Solubility.
   A. In carbon disulphide.
   B. In carbon tetrachloride.
   C. In 88° Be. paraffin naphtha.

10. Viscosity (special samples only).
    A. At 25° C.
    B. At 46.1° C.
    C. At 100° C.
11. Percent of residue of 100 penetration (special samples only).
12. Float test (special samples only).
    A. At 25° C.
    B. At 25° C.
    C. At onther temperature as needed.

MIXED PAINT:
(Each sample)—
On paint as received:
1. Percent of pigment.
2. Volatile thinners.

On separated pigment:
1. Shop coat:
   A. Red lead.
   B. Litharge.
   C. Insoluble residue.
   D. Any other materials present in appreciable quantities.
2. First field coat:
   A. Red lead.
   B. Litharge.
   C. Insoluble residue.
   D. Carbon.
   E. Any other materials present in appreciable quantities.
3. Second field coat:
   A. Red lead.
   B. Litharge (special samples only).
   C. Zinc oxide.
   D. Carbon.
   E. Iron and aluminum oxides.
   F. Insoluble residue.
   G. Any other materials present in appreciable quantities.

On separated vehicle:
1. Specific gravity.
2. Iodine absorption number.
3. Saponification value.
4. Acid number.
5. Unsaponifiable matter (special samples only).

Table No. 1
MATERIAL TESTED AT TESTING LABORATORY

	1929	1930
Cement tested—storage bins—bbls. accepted	767,400	1,212,317
Cement tested and shipped—bbls. accepted	660,352	1,000,459
Cement tested in separate cars—bbls. accepted	1,533	1,492

Table No. 1
MATERIAL TESTED AT TESTING LABORATORY

Cement tested in seperate cars—bbls. rejected	0	280
Cement tested in seperate cars—bbls. accepted conditionally	0	1,900
Sand for concrete—samples accepted	500	729
Sand for concrete—samples rejected	82	76
Sand for concrete—samples accepted conditionally	20	53
Sand for concrete—samples for information	0	7
Gravel for concrete—samples accepted	429	725
Gravel for concrete—samples rejected	40	33
Gravel for concrete—samples accepted conditionally	25	34
Gravel for concrete—samples for information	6	30
Crushed stone for concrete—samples accepted	171	359
Crushed stone for concrete—samples rejected	30	38
Crushed stone for concrete—samples accepted conditionally	3	37
Crushed stone for concrete—samples for information	6	25
Quality tests on stone samples accepted	18	12
Quality tests on stone—samples rejected	8	1
Quality tests on stone—samples accepted conditionally	1	0
Quality sets on stone—samples for information	3	24
Water for concrete—samples accepted	68	104
Water for concrete—samples rejected	8	4
Water for concrete—samples accepted conditionally	3	4
Sodium silicate—samples accepted	3	0
Center strip steel—lineal feet accepted	353,736	125,749
Center strip steel—lineal feet rejected	24,000	16,850
Re-inforcing steel—lbs. accepted	10,338,529	6,405,922
Re inforcing steel—lbs. rejected	69,492	0
Asphalt expansion joint filler—drums accepted	2,861	2,275
Asphalt expansion joint filler—drums rejected	0	116
Asphaltic wearing surface laid—Sq. yds. accepted	362,321	68,485
Filler for asphalt—samples accepted	55	1
Asphaltic cement—drums accepted	12,246	2,000
Asphaltic cement—drums rejected	0	1,600
Asphaltic cement—samples for information	0	11
Asphalt cut-back—gallons accepted	0	157,500
Asphalt cut-back—gallons rejected	0	10,000
Asphaltic sand—samples for information	0	1
Road oil—samples accepted	0	111
Road oil—samples rejected	0	36
Road oil—samples accepted conditionally	0	5
Road oil—samples for information	4	20
Crushed stone—oil treatment—for information	0	1
Stone screenings—oil treatment—for information	0	1
Conglomerate gravel—oil treatment—samples accep.	0	2
Conglomerate gravel—oil treatment—samples rej.	0	2
Gravel—oil treatment—for information	0	33
Gravel—oil treatment—samples accepted	0	4
Gravel—oil treatment—samples rejected	0	4
Sand—oil treatment—for information	0	1
Sand stone—oil treatment—for information	0	1
Linseed oil—gallons accepted	851	778
Paint ingredients—lbs. accepted	16,884	18,849
Mixed paints (inspected at plant) gallons accepted	1,283	1,503
Tested paint—gallons accepted	2,464	6,193
Tested paint—gallons rejected	95	1,015
Tested paint—gallons accepted conditionally	0	425
Paint for center strip marking—samples accepted	9	3

Paint for center strip marking—samples rejected	2	3
Creosote oil—gallons accepted	79,506	90,821
Creosote oil—gallons rejected	3,000	200
Re-inforced concrete pipe—lineal feet accepted	11,896	11,870
Re-inforced concrete pipe—lineal feet rejected	2,598	Not reported
Surfacing gravel—samples accepted	2	25
Surfacing gravel—samples rejected	4	4
Surfacing gravel—samples accepted conditionally	2	1
Surfacing gravel—samples for information	13	30
Caliche—samples for information	0	65
Caliche—samples rejected	0	3
Equipment paint—gallons accepted	0	200
Miscellaneous chemical samples	8	13
Miscellaneous physical samples	10	7
Bronze—samples accepted	3	21
Bronze—samples rejected	1	20
Bronze—samples for information	0	2
Concrete cylinders broken—compression test	3,114	3,464
Concrete beams broken	30	641
Concrete pavement cores broken	1,062	1,694

Testing By Other Laboratories

	1929	1930
Structural steel (fabricated) lbs. accepted	6,137,092	19,315,363
Re-inforcing steel—lbs. accepted	0	9,241,412
Structural steel (mill inspected)	6,654,409	6,913,590
Creosoted lumber—F. B. M. accepted	960,237	1,877,432
Creosoted piling—lineal feet accepted	9,968	21,437
Creosoted guard rail posts—lineal feet accepted	96,627	138,512
Cement—bbls. accepted	3,580	11,431
Cast Iron—lbs. accepted	0	1,175
Cut-back asphalt—gallons accepted	0	40,000

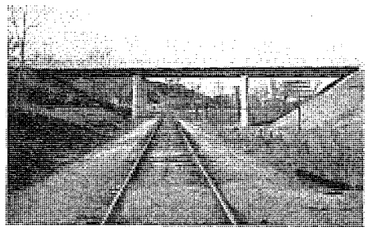
RIGHT OF WAY

Table on page No. 116A shows the cost of rights of way by counties from 1925 to 1930, inclusive. The acreage shown is the net additional amount secured, exclusive of that dedicated to the public as section line right of way and that previously obtained by the counties. The cost includes the value of the land, cost of moving fences, or building new fences where required, the cost and damages to moving improvements, and crops and trees.

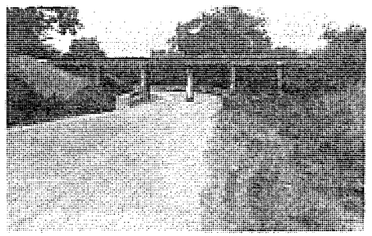
During 1930 the standard width of right of way was increased from 80 to 100 feet. This increase has necessitated the moving of a great many more improvements.

GEOLOGICAL SURVEY

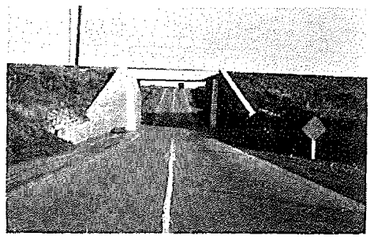
The Geological Survey of the Department of the Interior has completed during the fiscal year July 1929, to July, 1930, field surveys of the Kaw, Belford and Pawnee quadrangles, totaling topographic maps of 720 square miles. This work was carried on in cooperation with the State of Oklahoma, through the State Highway Commission. as authorized by House Bill 340, Session Laws of 1927 of Oklahoma. The expenditure for this period by



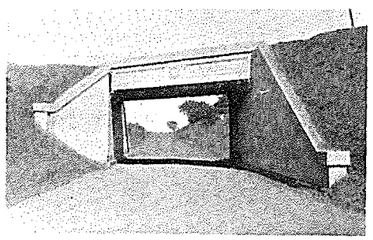
Frisco Overhead Near Sand Springs



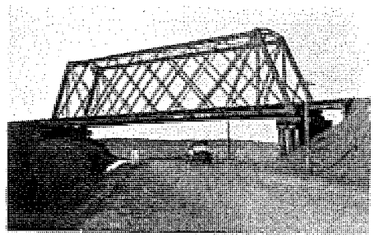
Underpass Between Davis and Sulphur



U. S. 77-Under Interurban So. Okla. City



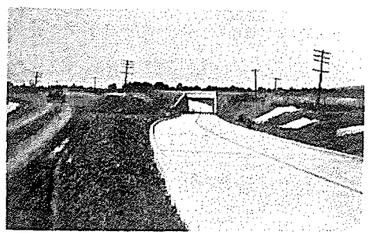
U. S. 66-Under M.K.T. Ry. Near Elk City



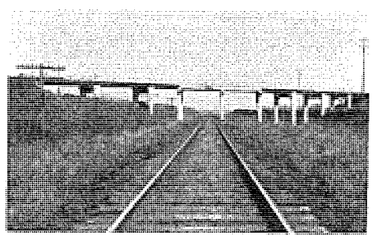
S. H. No. 9 West of Mountain View



U. S. 277-Under Santa Fe Near Blanchard



U. S. 73-M.K.T. Underpass South of Kiowa



U. S. 81 Over Rock Island Near Minco

Various Types Grade Separations

the Federal Government was $17,734.88 and $13,387.36 by the State.

The Annual Report of the Geological Survey, ending June 30, 1930, shows that a total of 41,927 square miles or 59.8% of the area of the State has been surveyed and mapped.

LOCATION AND SURVEYS

In the planning of the highway system, the first problem encountered is the matter of the location upon which to construct the highway.

This is of vital importance and must be viewed from several angles before a decision is finally made. The three main features which must be considered are:

1. The relation the particular piece of road being considered bears to the state system as a whole, and the manner in which it may be fitted into the state system.
2. The service to the country and communities through which it passes, or its economic value to the state.
3. The alignment and cost of construction which depends upon the general topography of the country.

The general matter of location is handled by several inspections by the Division Engineers in conjunction with the Division of Design and, in case of Federal Aid Highways, in conjunction with the Bureau of Public Roads. These inspections are carried on with the above general features in mind and a general location is decided upon and a route map prepared showing the location.

After this is done, in order to prepare plans for the construction, it is necessary to make a detailed survey and determination of the quantities that will be involved. This is done by a field survey party, of which there are seven in the state. These consist of a Chief of Party, an Instrument Man, two rodmen and two chainmen.

It is the duty of this party to start the survey from a designated known point and by a line of stakes mark out the center line to be followed. Over this stake line, a line of levels is taken in order that the grades may be laid. Cross sections are taken to determine the amount of grading necessary to produce the given grade. It is also necessary to run out the areas drained by the water courses in order that the size of structures may be determined. Information acquired is turned over to the drafting room for the preparation of the finished plans.

When the plans are drawn, a copy is taken into the field and checked on the ground in order to be sure that the plan meets all the conditions encountered and to eliminate any errors.

While this procedure may appear to be rather a matter of routine, the locating engineer is in reality faced with a serious

problem. Upon him rests the responsibility of the safety of the traffic on the road in the choice of his curves and structure approaches and the elimination of grade crossings of railroads. It is also his assignment to place the road in the most economical location. A few dollars spent in preliminary investigation on location may save thousands in construction.

Table No. 24

SURVEYS COMPLETED IN 1929

Project No.	County	Location	Miles of Survey	Total Cost	Cost Per Mile
F 147	Alfalfa	Through Ingersol	3.00	$ 432.37	$ 144.21
S 619	Alfalfa	Carmen west	3.94	746.32	189.42
S 620	Alfalfa	Carmen south	7.86	1,984.63	252.50
S 236	Beaver-Harper	Buffalo-Forgan	53.80	4,343.15	80.73
S 331	Beaver-Texas	Hooker-Forgan	40.21	2,460.64	61.19
S 552	Caddo	Relocation, Eakley south	1.00	230.66	230.66
S 604	Caddo-Custer	Weatherford-Clinton	12.73)	2,987.94	110.10
F 204	Caddo-Custer	Weatherford-Bridgeport	14.40)		110.10
S 641	Caddo	Apache-Anadarko	10.52	1,317.00	125.12
S 651	Caddo	Anadarko-Binger	15.53	1,668.55	107.44
S 273	Canadian	El Reno south	9.92	812.04	81.86
S 676	Carter	Springer south	7.00	954.30	136.25
S 637	Carter	Wilson south	5.60	730.47	130.28
S 326	Coal	Boggy River Relocation	0.60	274.19	456.98
S 505	Comanche-Caddo	Cyril-Elgin	9.97	775.50	77.75
S 624	Comanche	Lawton south	10.55	875.78	83.01
S 625	Comanche	F. 215 Fort Sill	1.00	481.39	481.39
S 648	Comanche	Medicine Park northwest	19.54	2,556.44	130.80
S 240	Cotton	Walters east	7.71	742.82	96.35
S 420	Craig	Welch south	1.80	462.78	257.10
S 631	Custer-Dewey	Arapaho-Putnam	19.38	2,175.55	112.22
S 660	Ellis-Roger Mills	So. Canadian Br. Survey	19.96	2,455.40	123.02
S 342	Grady	Chickasha-Verden	8.63	536.96	62.18
S 553	Grady	Through County	8.90	988.67	111.09
S 422	Grant	Lamont-Pond Creek	19.45	2,129.05	109.46
S 669	Harmon	Gould-Red River	18.10	1,171.33	64.71
S 673	Harmon	Hollis No. S.H. 9	15.55	1,314.75	84.55
S 247	Harper	Buffalo east	18.57	1,452.38	78.20
S 636	Jackson	Altus-Headrick	8.69	1,018.56	117.14
S 646	Jackson	Altus-Olustee & El Dorado	26.40	2,701.75	102.34
S 645	Jackson-Greer	Mangum-Duke	16.46	1,227.25	74.56
S 617	Jefferson	Waurika south	11.95	2,713.63	227.06
S 618	Kingfisher	Kingfisher-Okarche	10.11	631.80	62.49
S 601	Latimer-Push	Wilburton to Clayton	30.00	3,239.25	107.98
S 616	McClain	Wayne-Stratford	24.08	1,897.17	78.79
S 685	McClain	Bridge survey		106.40	
S 245	McIntosh	Checotah west	6.80	553.79	81.42
F R18	Muskogee	Taft-Haskell	12.00	1,013.04	84.42
F R18	Muskogee	Boynton north	8.64	729.39	84.42
F R18	Muskogee	Summit south to Co. line	11.50	970.83	84.42
F R18	Muskogee	Muskogee-Taft	5.00	422.10	84.42
F 117	Muskogee	Warner-Webber Falls	11.04	932.01	84.42
F 248	Muskogee	Arkansas River-Fort Gibson	4.62	390.02	84.42
F 249	Muskogee	Keefton-Warner	10.73	906.67	84.42
S 639	Okmulgee	Grade Separation	3.90	893.12	229.00
S 635	Major	Ringwood southwest	11.67	1,739.97	149.10
S 582	Pittsburg	Quinton west	20.27	1,215.27	59.95
S 598	Pushmataha	Antlers-Buzzard Creek	27.39	3,996.84	145.92
S 196	Rogers	U. S. No. 66 east	4.38	1,145.87	261.49
S 241	Rogers	Collinsville north	7.98	1,343.29	168.21
S 633	Woods	Alva west	10.00	1,100.00	110.00
S 642	Woods	Alva-Waynoka	26.14	1,935.85	74.05
S 643	Woods	Carmen west	8.00	563.19	70.40
		Totals	683.05	$70,448.11	

The average cost of surveys per mile is $117.16, which includes general overhead expense incurred in repair and replacement of equipment and other general incidental expense.

SURVEYS COMPLETED IN 1930

Project No.	County	Location	Miles Of Survey	Total Cost	Cost Per Mile
F. 147	Alfalfa	S.H.8 Jct.11 to Salt Fork Bri.	1.91	$ 210.43	$109.82
F. 154	Alfalfa	Ingersoll-County line	8.00	1,279.03	159.88
S. 668	Alfalfa-Major	Cherokee—so.-Ringwood bridge	28.45	2,957.96	103.97
S. 674	Atoka	Atoka—south	17.42	1,489.39	85.48
F. 206	Beckham-Roger Mills	Sayre to Cheyenne	22.45	1,606.48	71.56
S. 686	Blaine-Canadian	El Reno—west	15.66	3,681.33	235.08
S. 727	Blaine	Geary at Jct. 66 to Watonga	22.20	2,209.82	99.54
F. 41	Bryan	Durant—south-Red River	14.08	2,388.71	169.59
S. 599	Caddo-Kiowa	Mt. View-Anadarko	21.88	5,671.22	259.17
S. 656	Caddo	Binger—north	19.50	4,833.75	247.88
F. 115	Cleveland	Okla. County line—south	5.30	1,036.74	195.61
F. 215	Comanche-Kiowa	Indiahoma to Snyder	16.67	1,607.34	96.42
S. 623	Comanche	Chattanooga-Faxon-Holiday	16.90	2,613.76	154.66
S. 726	Cotton	Red Riv. Bridge N. to Walters	14.95	1,961.25	131.14
F. 184	Craig-Rogers	Claremore to Delaware Co. line	19.28	360.08	18.68
F. 243	Craig	Relocation Overhead	4.01	866.90	215.70
F. 159	Creek	Reloc. Sapulpa-Mounds	8.35	788.73	94.46
S. 662	Creek	Cimarron Bridge-Oilton NW.	4.52	758.52	167.67
S. 658	Delaware	Kansas line-Grove	20.51	2,083.96	101.60
S. 659	Ellis-Woodward	E. of Tangier thru. Shattuck	24.63	2,944.40	119.50
S. 751	Greer	Mangum-Harmon Co. line	13.14	1,069.58	81.40
S. 758	Greer	Mangum—east-Granite	14.70	1,101.12	74.91
S. 655	Harmon	Hollis-Gould-Duke	24.91	4,148.79	166.55
S. 471	Haskell-Latimer	San Bois Br. N. to S.H. 31	2.36	212.68	90.12
S. 654	Jackson	Altus—west	9.50	2,173.14	228.75
S. 728	Jefferson	Waurika-Hastings	8.46	1,468.43	173.57
S. 713	Johnston-Murray	Rolf south to County line	2.71	478.95	176.73
S. 713	Johnston-Murray	Pont.-Mur. Co. line S. to Ravia	25.90	2,198.94	84.90
F. 276	Kingfisher	No. 33 W. to Blaine Co. line	7.00	1,835.32	262.19
F. 271	Kiowa-Caddo	Mt. View to Carnegie	7.18	901.59	125.56
F. 268	Kiowa-Tillman	Snyder-Frederick	18.87	2,284.05	121.00
S. 619	Kiowa	Hobart-Mt. Park	23.00	1,949.15	84.75
S. 327	LeFlore	Reloc. Heavener-Stapp	11.40	884.66	77.60
S. 710	LeFlore	Braden-Ft. Smith	5.34	152.25	28.49
S. 603	Lincoln-Pottawatomie	Shawnee to 4 Mi. N. Meeker	14.95	1,992.52	133.28
S. 666	Love	Reloc. Red River Bridge		154.05	
S. 684	Major	Orienta—west to No. 433	9.87	1,213.75	122.92
S. 747	McClain-Garv.-Mur.	Asher Bridge to Sulphur	38.67	3,126.15	80.84
S. 720	McCurtain	Idabel-Broken Bow	10.12	1,929.87	192.60
F. 290	Murray	Sulphur-Scullins	6.46	353.89	54.78
F. 273	Muskogee	Ft. Gibson east County line	6.91	585.87	84.42
S. 657	Muskogee	S. H. 1 to S. Boynton	8.63	729.39	84.45
S. 657	Muskogee	Boynton-Okmulgee Co. line	5.59	471.91	84.42
S. 749	Muskogee-Wagoner	Haskell N. to Tulsa Co. line	8.60	987.43	114.82
S. 657	Okmulgee	E. Morris-Muskogee Co. line	3.79	319.95	84.42
S. 587	Osage	Reloc. Pawhuska-Bartlesville	22.95	2,262.90	98.60
S. 704	Ottawa	Miami-Baxter Springs	12.20	1,997.77	163.75
S. 573	Pittsburg-Haskell	Quinton-Kinta	5.79	533.77	92.19
S. 663	Woods	Alva thru Whitehorse	10.00	1,469.41	146.94
WO 141	Woodward-Dew.-Blaine	Watonga to Woodward	40.00	3,816.71	95.42
		Totals	685.66	$84,153.77	

The average cost per mile is 136.70, which includes general overhead expense incurred in repair and replacement of equipment and other general incidental expense.

SURVEYS IN PROCESS OF COMPLETION DECEMBER 1, 1930

Survey No.	County	Location
160	Beckham	Sayre-Mangum
162	Blaine	Watonga N. to Ringwood Bridge
182	Blaine	Watonga east.
172	Coal-Atoka	Coalgate to Atoka
166	Craig	Connect US 73 with Nowata
133	Delaware-Mayes	Jav-Spavinaw
137	Haskell	Whitefield to intersection SH 43 & 31
156	Kingfisher	Kingfisher east
163	Tillman	Frederick east.
171	Tillman	End of No 349 to SE corner Curtiss
130	Woodward	Frederick-Red River

STATE HIGHWAY PRISON CAMP WORK

STATE prisoners from the Oklahoma State Penitentiary were used with rather indifferent success on road projects in Pittsburg County for several years previous to their use by the Oklahoma State Highway Commission.

The first state road camp using convict labor on State highways was organized in September 1924 on U. S. No. 77 in Carter and Murray counties, and the road was built over the Arbuckle mountains by the use of convict labor. When this camp was organized prisoners were furnished the State Highway Department at a cost of $1.00 per day per man. The Oklahoma State Penitentiary furnishing all supervision except engineering supervision. This method proved unsatisfactory and was shortly afterward changed to the present system by which the penitentiary releases a trusty to the State Highway Department, which is responsible for the food, clothing, quarters, medical attention, discipline and supervision. Only minor ailments are given local medical attention. When a trusty has been injured, or is ill enough to require hospital treatment, he is removed to the hospital at the penitentiary. When the discipline of a trusty becomes a problem too serious for attention at the camp he is removed to the penitentiary.

No guards are employed in the camps as all prisoners employed are trusties. All supervision is supplied by the Highway Department and men on duty at the camps are hired by the Department. The State Penitentiary authorities make frequent inspections and act in an advisory capacity.

In March, 1925, a second camp was established in the Kiamichi mountains near the town of Clayton for the purpose of constructing State Highway No. 10 in Pushmataha County. This camp was continued until March, 1928, with an average employment of 50 convicts at an average daily per capita cost of 48 cents.

In March, 1928, construction work ceased on this project and the men were returned to camp No. 1 which, at that time, was engaged in the construction of U. S. No. 73 in Atoka County but were moved in July, 1928, to Wilburton in Latimer County for the construction of State Highway No. 43 from Wilburton to Kinta.

In October, 1930, a small camp was established in Coal County for the purpose of constructing culverts on U. S. No. 75 north of Coalgate. This camp consists of about 20 men and their activities are confined to concrete culverts. This camp is at present operated as a sub-camp from Camp No. 2 and has been in operation such a short time that detailed statements are not available. It's purpose is to get culvert work sufficiently advanced so that there will be no delay in the use of heavy grading equipment when the larger camp is placed on the project.

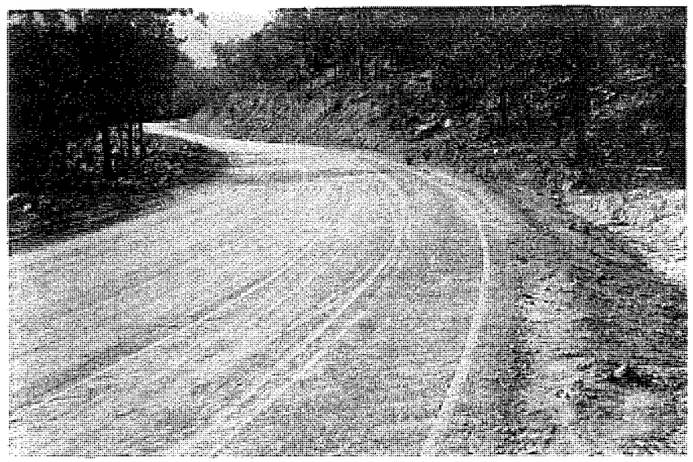
State convict camps now employ 220 men. Camp No. 1 operates with approximately 110 men.



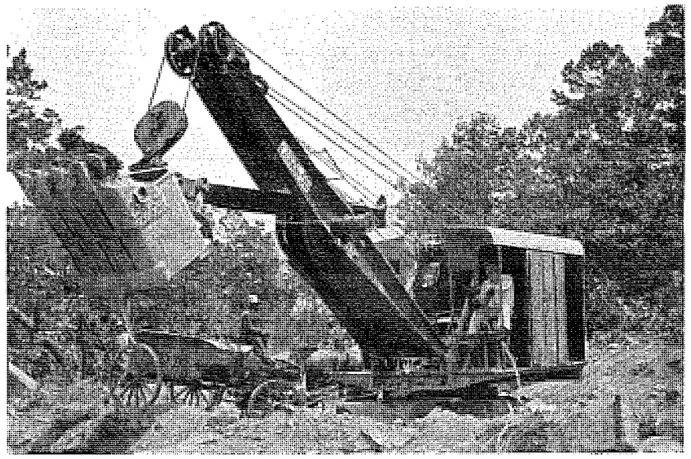
Bridge on S. H. 43 S. A. P. 471



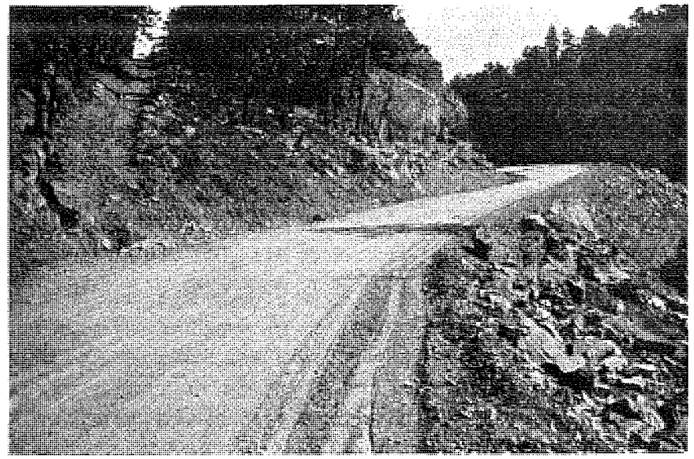
Convicts Constructing S. H. 43-Latimer County



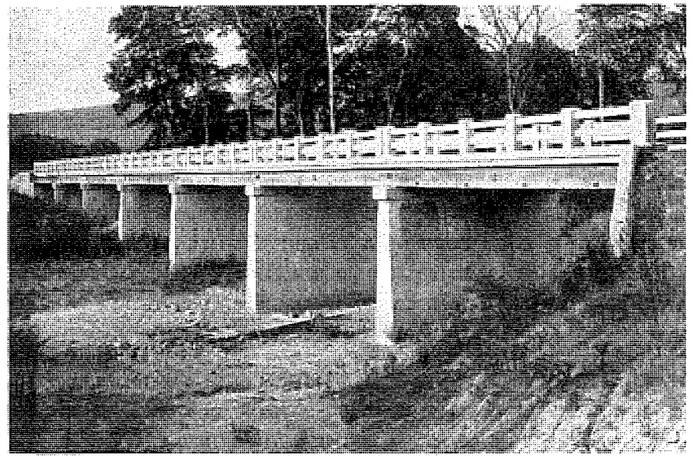
Mountain Road Built by Convict Labor



Convicts Operating Steam Shovel-S. A. P. 471



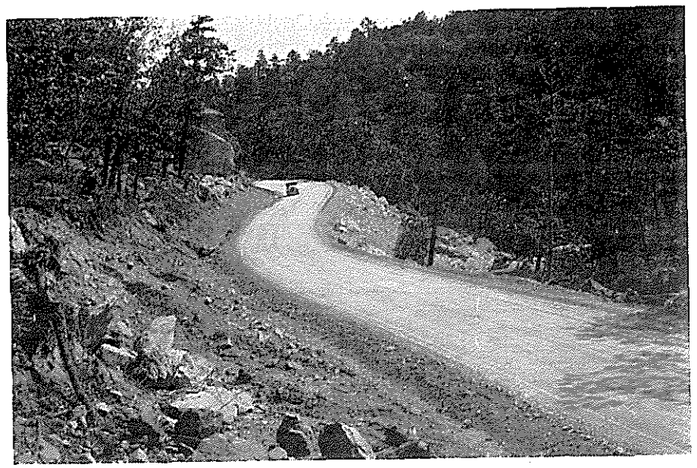
S. H. 43 Latimer County-Old Road Shown at Left



Bridge on S. H.-Built by Convict Labor



S. H. 43-Latimer County-Under Construction by Convicts



S. H. 43-Latimer County-Built by Convict Labor

Camp No. 2 consists of approximately 90 men, and is now located at Kinta, engaged in the construction of State Highway No. 43 from Kinta to Whitefield.

Camp No. 3 consisting of about 20 men, is located 7 miles north of Coalgate and is engaged in the construction of concrete culverts.

All three camps are operating quite efficiently. Discipline is well maintained and morale is quite high. The number of escapes are neligible and the number of men returned to the penitentiary for correction does not exceed two men per week.

The cost of the convict camps including maintainance and supervision is less than the value of the work done on the highway. The camps in reality are conducted at a profit. Convict work on highways can be carried on successfully only where there is a large colume of work necessary on a short section of road. For this reason convict camps have been placed in the rougher and mountainous sections of the state.

ROAD PROTECTION AND SOIL CONSERVATION

Types of Construction

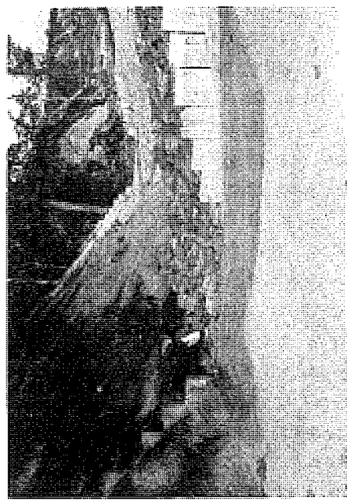
DITCH baffles should be constructed as cheaply as possible, giving due regard to permanence and to the future necessity of widening the road. A good temporary baffle may be constructed with chicken wire and small bits of cedar brush. In general, this should be used only where it is desired to build up a ditch through the winter and spring seasons preparatory to widening the roadway in the spring. Such ditch checks will cost about $2.00 each for material and lumber but are satisfactory for only one year.

Construction methods are simple: Chicken wire should be staked in place, set well back into the ditch banks on either side, then allowed to loop down stream to form almost a half circle. Small cedar limbs should be placed behind the chicken wire with the brush end up stream; these should be staked in place.

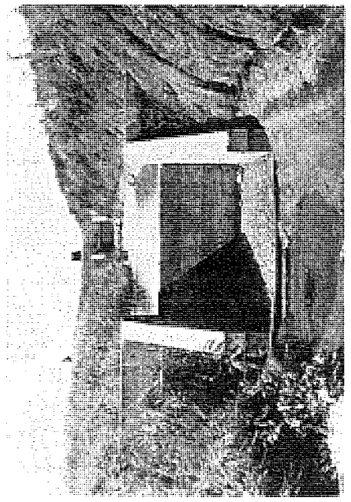
In a rocky, mountainous country where stone is readly available, either dry masonry, or laid-up masonry baffles, are usually cheaper than any other type. Several different types are in use in the state. Where the baffle is of any considerable height, an earth embankment is usually built and riprapped, sometimes grouting the riprip. These vary in cost according to size and are generally used only on the larger walls; costing from $15.00 to $20.00 each.

Small ditch checks may be made satisfactorially with loose rock, not necessarily laid-up, but piled in the ditch with sufficient width of base to give about a 2:1 slope both ways. The cost of such is approximately $3.00.

Laid-up masonry walls are generally more satisfactory but are more expensive. In the construction of these walls, the



Timber Ditch Check

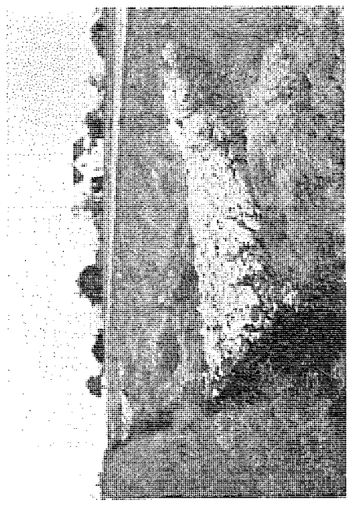


Standard Concrete Ditch Check

Types of Side Ditch Protection



Drop Inlet Culvert



Stone Ditch Check

trenches are dug across the ditch and well back into the sides, rock is placed and grouted in place, the top course being laid carefuliy to provide the necessary weir. These are estimated to cost approximately $10.00 each.

An excellent type of baffle where rock is not readily available is made of 3x12 timber, boards being driven to place vertically and scabbed at the top. Untreated lumber baffles will last 3 to 4 years; treated lumber baffles will last 15 to 20 years. The untreated baffles cost about $6.00. Treated baffles cost about $10.00. These baffles are considered superior to laid-up baffles, as they may be removed and salvaged when the road is widened or changed.

In general, it is advisable to throw loose rock in the bottom of the ditch on the down stream side from the baffle. A good example of this is illustrated in this report.

Conditions Where Checks or Baffles are Necessary

In the past very little attention has been paid by road builders to the problems of soil conservation. Their efforts having been directed almost entirely to the preservation of the shoulders and ditches on the roadway. Lately many farms are being terraced, and the terrace ditches turned into the roadside ditch, increasing the amount of water carried by the roadside ditches and making ditch protection imperative.

A consideration of the first importance to roadside property is the "turnout" or point at which ditch water may be released from the ditch and turned on adjourning property. These should be located at well defined channels which are adequate to carry the water and the "turnout" should be so constructed that both the shoulder of the road and the adjoining property are protected from erosion. It has been found advisable to start with the "turnout" when attempting to solve an erosion problem and base construction entirely on the conditions imposed by the "turnout." Two examples of well constructed "turnouts" which are designed to protect both the road and adjoining property are illustrated in this report. With the water once turned out of the road it will be very easy to construct sufficient baffles at the proper places and insure the ditch against erosion.

Baffles are necessary in ditches on all sandy or joint clay soils; in general, where the grade exceeds 2% and at the "turnout" point regardless of grade. Also in red clay or gumbo sections, on grades of 4 or 5%, or in mountainous sections where "run-off" is heavy and no rock is present in the ditches.

Baffles are especially necessary along the South Canadian River as the soil is very soft and sandy, and the surrounding territory is extremely rough, giving a high "run-off" coefficient.

Effects of Ditch Checks

It has been the experience of the Department that a badly eroded ditch should be filled and reshaped by fresno work before placing baffles, baffles should then be constructed as short as possible in order to prevent erosion. In general, it is not considered good practice to allow more than 24" drop from one baffle to the next. In no case should soil which has collected behind the baffle wall be removed for the purpose of rebuilding shoulders or filling washes. All borrow necessary should be taken from some point other than the ditch. If taken from the back side of the ditch it frequently permits the ditch to cut on the outside of the wall, go around the wall and undermine the fence against the adjoining property. "Turnouts," or spillways, are generally better constructed by earth fills properly riprapped, as illustrated, rather than by the use of a high wall.

It has been found that the better practice is to construct the necessary baffle walls on new projects as soon as the project has been finaled rather than wait until erosion begins.

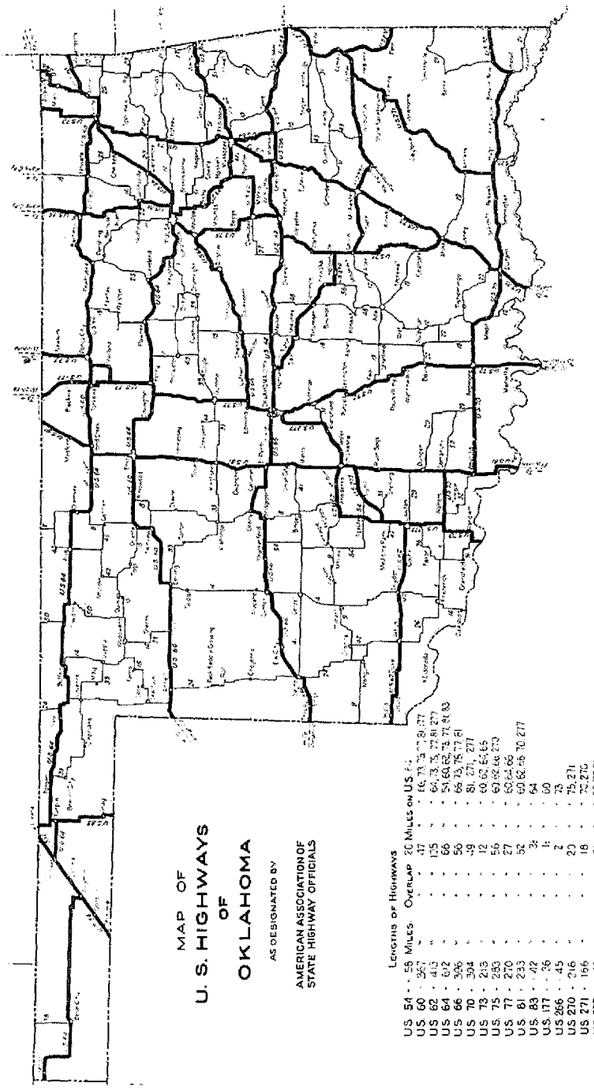
NEW U. S. ROUTES

In 1925 and 1926 the American Association of State Highway Officials, together with the United States Bureau of Public Roads, outlined a highway system for the entire United States embracing the principal highways of the various States carrying interstate traffic and furnishing, when completed, a continuous nationwide system with standard signs and markers, replacing and correlating the work being carried on in a haphazard fashion at that time by the various trail and highway associations throughout the country.

This plan was approved by the various State Highway Departments and all of them agreed to cooperate in putting the plan into effect. Nine routes through Oklahoma were included in the U. S. numbering plan as finally adopted, thus favoring Oklahoma with recognition of the state's increasing tourist traffic. These routes were all given U. S. numbers and are marked with standard markers and caution signs.

The adoption of the U. S. numbering plan did not, in any way, change the status of these roads. They are under complete control of the state as before. Forming a link in the through routes of this U. S. system they are constantly being called upon to handle an ever increasing flow of interstate through traffic.

The U. S. marking has no relation to the Federal Aid System, nor are all U. S. routes in Oklahoma on roads designated to receive Federal Aid, although there are several thousand miles of Federal Aid roads in Oklahoma not marked with U. S. numbers.



HIGHWAY DESIGNATION IN OKLAHOMA

Year	Total Road Mileage of State	Designated State Highways	Approved 7% Federal Aid System	U. S. Highway Designation
1923	.....	.....	5506	.....
1924	112698	4523	5573	.....
1925	112698	5142	5545	2305.5
1926	112698	5787	5520	2334.0
1927	112698	6023	5520	2606.5
1928	112698	6281	5528	2836.4
1929	112698	6289	5594	3016,4
1930	112698	6418	5574	3452.4

THE ROADS OF THE FORE-RUNNERS

By Joseph B. Thoburn of the Oklahoma Historical Society.

INTENT as we are upon the construction of modern highways, a brief account of earlier roads and highways which traversed various parts of the present state of Oklahoma is not uninteresting in such a connection. Nearly all of these have long since been abandoned and some of them seem to have almost passed from the memory of men.

Prehistoric Roads and Trails

The first routes of travel in Oklahoma were undoubtedly those of the prehistoric Red Men of the Stone Age. These generally consisted of faintly worn paths and, not infrequently, only more or less well known but unmarked courses through the wilderness. What these were, wither they led and why they were traveled none can say with assurance, now. Indeed, it would have been well-nigh impossible to have mapped them, even when the first white men came, to say nothing of a century or two after they have been forgotten.

The First White Travelers

The first white men to traverse the soil of Oklahoma were explorers and traders. These represented two European nationalities, namely, Spaniards who came from Mexico, and Frenchmen, who made their way thither from Canada and from the Illinois country, by way of the Mississippi and Arkansas rivers, and from Louisiana by way of the Mississippi and Red Rivers. The Spaniards made their way regardless of stream courses, with mounted cavalcades and pack trains. The French, on the other hand, navigated the Arkansas and Red rivers and their larger tributaries by means of canoes, pirogues and bateaux. Aside from a few geographical names and an occasional camp site that has been identified, but little remains to remind us of the men of Spain and France who operated in Oklahoma in the 16th, 17th and 18th centuries. The only known road which was officially projected into Oklahoma during that long period was one which was planned during the Spanish regime in Louisiana Province. It was to extend from Santa Fe into the present Oklahoma, paralelling the course of the Red River, along the southern borders of Harmon, Jackson, Tillman and Cotton counties, and to a point below the mouth of Cache creek, where it crossed the Red River proper, and led off southeastward across Northern Texas, toward Natchitoches, Louisiana.

Early American Roads and Trails

The first American traders who came into Oklahoma, just after the close of the second War with Great Britain, like their Creole French predecessors, resorted to river navigation for the transportation of wares which they bartered to or received from the Indians. The first exception was the development of the overland trade with New Mexico and the establishment of the Santa Fe Trail, during the years between 1820 and 1825. This noted thoroughfare of international commerce traversed only a small part of Oklahoma, for a distance of about forty-five miles, in the present Cimarron County. This route was officially surveyed and laid out in 1825, by a commission appointed by President John Quincy Adams, in accordance with an act of Congress. It was continuously used until the construction of railways into Eastern Colorado in the late '60s and early '70s.

The First Military Roads

The establishment of the first military posts—Forts Gibson and Towson—in 1824, led to the surveying and devolpment of the first military roads in Oklahoma during the years immediately following. These extended from Fort Smith to each of the posts mentioned. Within a few years thereafter, a road was established from St. Louis, by way of Springfield, Missouri, to Fort Gibson. In 1834, the Leavenworth-Dodge expedition laid out a road from the mouth of the Neosho, or Grand, River, by way of Camp Holmes, in the present Hughes County, to the confluence of the Washita and Red rivers. The building of military roads, a century ago and later, was quite an important matter at the time, though such operations were simple in comparison with modern road construction. It consisted in searching out the easiest grades, and fordable stream crossings, cutting and removing trees and brush, digging down creek banks and leveling up uneven spots on the course of the proposed road.

The Texas Road

Some of the emigrants from the, then, central western states to Texas, followed the trail made by the Leavenworth-Dodge Expedition to the Red River country for a time but, after Texas

had established its independence, a new and shorter route was traversed from the crossing of the Arkansas River to a crossing of Red River at Preston Bend. From that time on until the outbreak of the Civil War, it was almost exclusively used by emigrants from Kentucky, Indiana, Illinois and Missouri. After the establishment of Fort Scott (Kansas), in 1842, there was a military road between that post and Fort Gibson, which virtually became a northward extension of the Texas Road. In the early '70s, when the Missouri, Kansas & Texas Railway line was built southward across the Indian Territory, it virtually followed the route of these two connected roads, from the Kansas line to the Red River, as it has also been followed in more recent years by the line of the Jefferson Highway.

The California Road

In the winter of 1848-9, a great throng of intending imigrants to California, gathered at Fort Smith and Van Buren, Arkansas, for the purpose of going westward from the Arkansas River toward Santa Fe, New Mexico, en route to the newly discovered gold fields. Although this route had been traversed ten years earlier by the trader and writer, Dr. Josiah Gregg, but little was known concerning its adaptability for such travel. Especially because of the fact that it crossed the ranges of the Comanche and Kiowa Indians, who were not always friendly in their attitude toward overland travelers, there was some anxiety concerning the proposed movement of such an extensive body of argonauts over the trackless wilderness. Hence it was deemed expedient to send a military escort along, for the purpose of guiding and guarding the caravan. This escort, consisting of a company of infantry, a platoon of dragoons and one piece of artillery, was commanded by Capt. Randolph B. Marcy. This movement, which was made in the spring and early summer of 1849, marked a new road, which was the longest highway in the pioneer history of the old Indian Territory, though its length was exceeded by that of the Santa Fe Trail. It was largely traveled during the ensuing twelve years, but the outbreak of the great War Between the States, caused its abandonment. Throughout the greater part of its course, it followed the divide between the Canadian River and the Washita and other tributaries of Red River.

Indian Immigrant Roads

When the Choctaw Indians immigrated to their new country, west of the Mississippi, in what is now Oklahoma, most of them traveled overland and, after reaching its bounds, west of Arkansas, they had to cut roads through the timber. One of these parallelled the valley of Red River through the present McCurtain County, while another entered farther north, in the present Le Flore County. In the poetic pathos of their unhappy

condition, each of these woodland lanes was designated as "the Trail of Tears." Most of the Creek and Seminole immigrants to the Indian Territory were transported thither by steamboats, keelboats and barges which ascended the Arkansas River, as were some of the earlier Cherokee immigrants also. In the case of the big Cherokee migration of 1838-39, practically all traveled over roads which had previously been in use, though, withal, these were poor at best. So, too, the Chickasaw people came over roads which had been traveled and partly built by their kinsmen, the Choctaws. Yet, figuratively speaking, to all of them every road that brought them farther away from the homes where their people had dwelt for generations uncounted were, indeed, veritable "Trails of Tears."

Additional Military Roads

With the building of additional military posts—Fort Washita (1843), Fort Arbuckle (1852) and Fort Cobb (1859), other military roads were surveyed and established. In 1859, the Butterfield Stage Line, operating between St. Louis and San Francisco, put on its regular service, the trip ordinarily requiring from twenty-one to twenty-five days. It passed across the southeastern part of the present Oklahoma, on the shortest practicable route between Fort Smith and Preston's bend, on Red River. At the outbreak of the Civil War, this overland stage line service was changed to a new route, farther north, in Kansas.

The Chisholm Trail

In the spring of 1861, when the garrisons of the military posts in the Indian Territory were consolidated to be withdrawn to the North, the line of march led northward from a point near the present town of Minco, in Grady County, to a junction with the Santa Fe Trail, at Lost Springs, Kansas. Nearly four years later, in March, 1865, Jesse Chisholm, the mixed-blood Cherokee trader, made a trading trip to the valley of the Washita River, in the present Caddo County, from his temporary trading post at the mouth of the Little Arkansas (on the site of the city of Wichita, Kanas). In doing so, he merely followed the faint traces of the trail made by the retreating garrisons under the command of Col. William H. Emory. Thereafter, for two years, it was a traders' road and, as such came to be called the Chisholm Trail. In 1867, the first cattle trail across the western part of the Territory formed a junction with the Chisholm Trail, just north of the Cimarron crossing. Eventually, the name of the Chisholm Trail was extended down the cattle trail, clear into Texas. The Chisholm Trail was continuously in use until the southward extension of the Rock Island Railway line from Caldwell toward Fort Worth put an end to its usefulness, in 1889-90.

The Texas Cattle Trail

When the principal northern terminus of the overland cattle trade from Texas was shifted from Wichita to Dodge City, in 1876, a new drovers' trail, from Doan's Crossing on Red River, northward across the Territory between the 99th and 100th meridians was established. It was largely patronized until 1884, when the westward extension of the settlements in Kansas led to its abandonment. It was known as Doan's Trail, the Dodge City Trail, the Texas Cattle Trail and by several other appelations. It was a cattle trail only, however, as there was but little occasion to use it for any other purpose, so, strictly speaking, it was not a road in the sense in which that word is commonly understood.

There were numerous other roads and trails in what is now Oklahoma, but the foregoing are the most important. It is to be hoped that many, if not most, of these may be marked at intersections with modern highways, at stream fords, and on known camp sites at least. Their traces have been obliterated by the plow, grassed over in the pastures and gullied on the steeper slopes, but each is entitled to live in history.

TOLL ROADS

While several toll bridges were built in Oklahoma during the early days there was only one toll road constructed of which there is available record. This road was constructed in Rogers County, extending from Chelsea to Claremore, a distance of 21 miles, under a franchise given to one Kelly F. Gibson on the 9th day of November, 1916. Under the franchise the roadway of this toll road was to be 33 feet wide from Chelsea to Foyil and 30 feet wide from Foyil to Claremore. The franchise provided that three toll gates would be constructed on said road—one between Chelsea and Bushyhead, one between Bushyhead and Foyil and one between Sequoyah and Claremore, and at each of the gates toll charges were to be as follows:

For automobiles, each	$ .20
For all other vehicles, each	.10
For loose stock, horses or cattle, per head	.01
For traction engines, separators, threshing machines, each	.50
For oil drilling machines, each	5.00

It was provided that tickets should be sold for 50c to each automobile good for all three toll gates, and for 25c to other vehicles good for all three toll gates.

The franchise for this toll road was taken over by Rogers County through court action on November 15, 1919, at a cost to the county of approximately $100,000.00

TOLL BRIDGES—LITIGATION

The Twelfth Oklahoma Legislature passed a general toll bridge bill granting authority to the State Highway Commission

to acquire by purchase, by condemnation or otherwise, toll bridges within the state, and toll bridges between this and other states. This Legislature also passed a bill affecting toll bridges, relating to re-organization, re-incorporation and extension of charters and franchise.

Both of these measures were the result of a public demand for free bridges on state highways, crystalized by newspaper agitation. During the summer of 1928 every candidate for the Legislature was asked to state if he favored free bridges and if he would support necessary legislation. The bills passed almost unanimously.

The Legislature, in 1923, by Joint Resolution, authorized the State Highway Commission to enter into contracts with two companies operating toll bridges with a view of state acquirement. Toll schedules were to be set and the profit applied on the purchase price of the bridges, leaving the control of the bridge and the collection of tolls to the operating companies. One bridge company, the Jefferson Highway Bridge Co., operating a bridge on what is now U. S. Highway No. 73 across the South Canadian River between Eufaula and McAlester, executed a contract with the state under this authorization. The tolls collected increased from approximately $20,000.00 per year in 1923 to over $80,000.00 in 1927. The books were audited by the Attorney General at the request of the State Highway Commission and when it was found the toll receipts had paid out as provided in the contract, an injunction against further private operation was sought and obtained in July, 1929. The bridge was then opened by the State and operated free of tolls. This action was finally brought to trial in April, 1930, and the injunction was made permanent.

This case had considerable bearing on the toll bridge legislation passed by the 1929 Legislature.

The Legislature of 1929, by resolution, directed the Attorney General to make an investigation of the legal status of the Bridgeport bridge. This structure is across the South Canadian River near Bridgeport on U. S. Highway No. 66. A temporary injunction was obtained in the District Court and the bridge opened as a free bridge. Some six months later the Supreme Court dissolved the injunction and the structure was then operated as a toll bridge until May 1, 1930; however, the tolls were reduced from $1.00 per car to 50c per car.

The State Highway Commission, acting on authority given in the toll bridge bill, reached an agreement with the owners to purchase the Bridgeport bridge and the Ada-Konawa bridge, by negotiation. The latter structure is across the South Canadian between Ada and Konawa. The Highway Commission purchased the two bridges for $140,000.00, delivery to be made the first of May, 1930. This, the final price agreed upon and reached by negotiation, was less than the estimated replacement value. They were delivered to the State and opened as free bridges May 1, 1930.

The House of Representatives of the Twelfth Session directed the Attorney General to investigate the Purcell-Lexington bridge, and to secure a reduction of tolls if the earnings were excessive. This structure spans the South Canadian River on U. S. Highway No. 77, the first completed paved road across the state. The Highway Department was asked to estimate the replacement value. The Attorney General filed a complaint with the Corporation Commission. A schedule of tolls was set reducing the tolls on an automobile from 50c to 25c, with substantial reductions on all other items of the schedule.

The charter on this bridge expires in May, 1931, and procedure will then come under Chap. 257 of the 1929 Session Laws, which relates to the extension of charters. The owner of this bridge has made application to the Secretary of State for an extension of their charter. This was not granted and legal proceedings were instigated to force the Secretary of State to extend their charter. The District Court refused their request and the case was appealed to the Supreme Court. No decision has been handed down. This will be a free bridge in May, 1931, unless their demand for extension of charter is granted.

Interstate bridges are those across the Red River—the boundary between Oklahoma and Texas. There were seventeen toll bridges and three free bridges across this stream January 1, 1930.

The Hugo-Paris bridge was reconstructed and opened as a free bridge in October, 1926. The bridge between Frederick, Okla., and Vernon, Texas, known as the Davidson bridge, was purchased from a company building it as a toll bridge. This was opened as a free bridge in June, 1926. The other free bridge at Burkburnett, Texas, was constructed jointly by Wichita County, Texas, the State of Texas and the State of Oklahoma, and was opened for traffic in February, 1928. This bridge is the first bridge designed and built to carry present highway traffic loads. The Hugo-Paris bridge is a steel truss structure with a wood floor, designed to carry a 15-ton truck. The Davidson bridge, the longest structure in the State, is a light pile bridge, 5,400 feet long.

In March, 1927, the Legislature of Texas approved a toll bridge bill authorizing the Highway Commission of Texas to co-operate with neighboring states in buying or building free bridges. From the language of the bill it is observed that the Texas Commission is authorized, in no uncertain terms, to obtain free bridges either by purchase or by construction. They were also authorized to pay 50% of the cost of the bridges.

The Oklahoma Legislature in 1929 authorized the State Highway Commission to co-operate with Texas in obtaining or building free bridges. Pusuant to this authorization the State Highway Commission of Oklahoma met the Highway Commission of Texas at Austin, August 1, 1929, and there agreed to build three bridges across the Red River on the most important highways. The structures being on U. S. Highway No. 81 at

Terral; on U. S. Highway No. 77 at Gainesville, and on U. S. Highway No. 75 at Denison. The toll bridges operating at these points are light and narrow, making them unsatisfactory for modern traffic.

These structures are now under contract. The Terral bridge is nearing completion; the foundations for the Denison bridge are nearly finished, and construction has been started on the Gainesville bridge.

The Peston bridge, known in Oklahoma as the Woodville bridge in Marshall County, pursuant to the authority given the two State Commissions, was purchased and opened for traffic January 1, 1930, making the fourth free bridge between the two states assured in the past two years. Another between Quanah, Texas, and Eldorado, Oklahoma, is under contract, and plans are being prepared for a bridge between Altus, Oklahoma, and Vernon, Texas, to be built south of Elmer. When these are completed there will be nine free bridges between the states of Oklahoma and Texas.

The letting of these contracts has not been without litigation and delays. The Red River between Oklahoma and Texas is not a navigable stream. This was determined by the Supreme Court of the United States, (Oklahoma vs. Texas 258US) in the state boundary case.

The control of tolls on the Red River bridges was, therefore, not under the jurisdiction of the War Department. Congress, on March 4, 1927, approved a special act relating only to the bridges across the Red River, placing the control of the tolls under the jurisdiction of the War Department.

The Highway Commissions of the two states requested their respective Attorney Generals to file a complaint against the four toll bridges operating structures on connecting state highways. These were the Denison, also known as the Colbert bridge; the Preston bridge, Gainesville bridge and Terral bridge. The complaint was filed in January, 1928. Hearings were held in April and June, 1928. A revised toll schedule was approved by the Secretary of War December 31, 1928. The War Department did not reduce the toll schedule on the Preston bridge. The Gainesville bridge tolls were reduced on automobiles from $1.00 to 45c. Their gross tolls in 1929 were $73,966.58 at the reduced rates. The Terral bridge tolls were reduced from $1.00 to 50c. Gross tolls in 1929 were $27,255.80. This was also on the revised toll schedules. The tolls on the Colbert, or Denison bridge were reduced from 75c to 35c. Their gross tolls in 1929 were $106,207.40 and was on the old schedule which is being collected by the receivers under the jurisdiction of the Federal Court of the Eastern District of Oklahoma.

The owners of the Denison bridge obtained a temporary injunction in the Supreme Court of the District of Columbia against the War Department, preventing the government from putting the revised schedule into effect.

The State of Oklahoma, through its Attorney General, obtained a temporary injunction on April 11th in the District Court at Durant against the bridge company from doing business in the state. They promptly moved their toll collector across the river into Texas and an injunction was then sought by the State of Texas in the District Court at Sherman, prohibiting them from collecting tolls. It was alleged that their charter had expired and the bridge was, therefore, public property. An injunction was granted against the bridge company and the bridge opened as a free bridge for a short time. A stockholder in the bridge company asked for receivership in the Federal Court of the Eastern District of Oklahoma. The receivers were appointed by the Federal Judge and have since collected tolls. The Court has ordered a division of the tolls based on the amount charged under the old schedule and the schedule approved by the War Department. The receivers are issuing receipts to patrons and are impounding the tolls pending the adjudication of the case before the Supreme Court of the District of Columbia. This litigation has been in court since January, 1929, on the temporary injunction without decision.

The bridge company also transferred the injunction suit obtained by the State of Oklahoma from the District Court at Durant to the Federal Court. This was done in May, 1929. No decision has been given.

Injunctions were also threatened against the two states if they should co-operate in constructing the bridges, alleging that this was an agreement between the states and must have the approval of the Congress of the United States. The Attorney Generals of the two states recommended that this be obtained and House Resolution No. 7968 was passed in April, 1930, approving past, present and future agreements between Oklahoma and Texas in the construction of bridges across the river. This seemed to be the last legal impediment and, as stated, the bridges are now under construction.

STUDENT ENGINEERS

OKLAHOMA is spending large sums of money annually educating young men to follow the engineering profession and, at the same time, is disbursing millions of dollars and employing many engineers for the construction of highways and bridges. Previous to 1930 there had not been a thorough understanding between the schools producing the engineers and the department employing them. The possibilities of obtaining practical experience for the student had been overlooked.

There is here, an apparent opportunity for coordination which will benefit the student and equip him for his work; able the schools to better fulfill their mission; the faculty to keep in touch with up-to-date, practical methods, and afford the state a direct return for its investment in the education of its young men.

In the past, students seeking employment have depended upon their acquaintance with Resident and Division Engineers of the Department. Within the past year arrangements were made to have state engineering students and graduates desiring work on the highways, make application direct to the Engineering Department. As many as could be economically used were employed in the various divisions. The Construction Division alone employed thirty-five graduates and under-graduates.

There are nine Division Engineers having general charge of maintenance, rec-oenstruction projects and general supervision of grade and drainage projects. The division of Plans and Surveys has five to nine surveying parties consisting of five men each. In the Construction Department there are forty to fifty resident engineers with parties consisting of from three to nine men, all with more or less engineering experience. In the Maintenance Department there are about sixteen engineers in charge of regular maintenance divisions under the Division Engineer. On special work, such as oiling, placing of bituminous surfaces, etc., there are ten or twelve requiring technical knowledge. Besides these there are technical employees such as the drafting and designing engineers. Others are engaged in the testing laboratory, inspecting and testing materials.

The requirements of the several branches of engineering are changing very rapidly and this is particularly true in highway construction. If the schools are to equip their students and train them for this particular branch, they must of necessity cooperate very closely with the Highway Department.

The method of handling a paving job will illustrate the work of a student engineer. The student can gain valuable experience as an instrument man in staking out the work with the regular survey party. Present policies require four men in this crew. Two men are used at the mixer; one a form inspector and the other a slab inspector. The form inspector may be a student under the directon of the more experienced men employed as slab inspector, who looks after the placing of the concrete, the finished sections, the forms and general supervision of the curing of the pavement and the construction of the expansion joints. A man is employed at the plant to check the mix, make the moisture determination and control the batches. It has been found that a student in his junior year who has studied concrete in school makes a valuable man for the position. Three or four students can be used to advantage on each paving job. It is necessary for two of them to have had some previous experience. The Resident Engineer is in charge of the whole project. Careful cooperation between the schools and the Department would give employment and practical experience to sixty or seventy students every summer.

During the past summer the Department has placed students in many positions. They were assigned to the different positions after consulting with school authorities and obtaining from each one a statement of previous experience. Where they

had previously worked for the Department, a reference of their record was required. The employment of students is particularly advantageous as the peak of highway construction is in the summer months.

The experience of the past summer justifies the extension of the work and a closer cooperation with the two state engineering schools.

The tendency of the Resident Engineer, to whom the student is assigned, will be to continue him on the same job for which he is best equipped. After a regular course is agreed upon and followed out, a student taking two summers work before graduation and continuing his connection with the Department for two years after graduation, would be thoroughly equipped to handle any highway job.

The Highway Department, in the employment of students, can determine the fitness and the desirability of hiring the proper men when they graduate. The shifting out can be done at an early stage and the under-graduate would not lose or waste the time to determine his fitness after leaving school. Some students would soon find that they were not fitted to be engineers and might possibly take up some other profession. A close cooperation with the schools would also keep the teaching force of the institutions in closer touch with the latest practices in construction and design, which are constantly changing.

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TABLES

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OKLAHOMA STATE HIGHWAY COMMISSION

BALANCE SHEET

As at December 31st, 1930

ASSETS:		
Cash Balance (State Highway Construction and Maintenance Fund)	$1,035,264.56	
Cash Balance (Subject to transfer from Official Depository	20,934.88	
Total Cash Balance		$1,056,199.44
Federal Aid Funds:		
Accounts Receivable (Federal Government)	706,601.73	
Federal Aid Requested on work in progress	284,531.23	
Total Federal Funds		$ 991,132.96
Accounts Receivable (Obligations of Counties by agreements recorded in Minutes of Commission)		$1,146,789.89
Total Assets		$3,194,122.29
LIABILITIES:		
Uncompleted Construction:		
State Aid Projects	615,427.67	
Federal Aid Projects	1,285,220.94	
Special Improvement Projects	124,820.56	
Total Uncompleted Work		$2,025,469.17
Claims Registered (Not Paid):		
Current Claims in transit		262,736.72
Due Counties: (Monies deposited on advertised projects, on contracts let and credit to Counties on completion of work which proved to underrun estimates)		467,667.30
		$2,755,873.19
Surplus: (Unobligated balance)		$ 438,249.10

STATE HIGHWAY COMMISSION

RECEIPTS AND DISBURSEMENTS

Of State Highway Construction and Maintenance Fund for Calendar Years 1929 and 1930

Receipts

	1929	1930
Federal Aid	$ 1,664,289.01	$ 4,463,272.09
County Funds	3,142,110.62	2,337,324.42
Auto License Fees	3,147,175.09	2,917,130.64
Gasoline Tax	8,014,909.95	8,752,058.03
Motor Bus Tax	35,638.16	208,766.73
Miscellaneous	19,966.61	38,575.31
Total Receipts	$16,024,089.44	$18,717,127.22

Disbursements

Construction	$ 8,664,391.12	$14,349,475.76
Special Improvements	1,254,833.31	963,894.66
Bridge Soundings	4,376.04	4,597.22
Compensation Insurance	3,466.67	38,691.46
Bridge Purchases		190,000.00
Right of-way	340,354.97	460,747.02
Surveys	110,033.05	112,494.41
Maintenance	2,930,810.38	2,776,152.45
Administration	520,233.69	738,620.22
Equipment	141,493.30	521,838.87
State Examiner and Inspector	8,477.31	9,271.34
Miscellaneous		62,267.64
Total Disbursements	$13,978,469.84	$20,228,051.05
Less Encumbered claims not paid		262,736.72
Net cash Disbursements	$13,978,469.84	$19,965,314.33
Cash Balance beginning of period	$ 237,832.07	$ 2,283,451.67
Receipts during period	16,024,089.44	18,717,127.22
	$16,261,921.51	$21,000,578.89
Less Disbursements	13,978,469.84	19,965,314.33
Net cash balance State Highway Construction & Maintenance Fund at end of period	$ 2,283,451.67	$ 1,035,264.56

ANNUAL INCOME OF THE OKLAHOMA STATE HIGHWAY DEPARTMENT

For the fiscal years ending June 30, 1924-25-26-27-28-29-30, and six months of current fiscal year.

Fiscal Years Ending	Auto Tax	Gasoline Tax	Motor Bus & Miscellaneous	Total
Last 6 Months 1930	$ 216,943.94	$ 4,581,745.94	$ 97,251.78	$ 4,895,941.66
June 30, 1930	3,147,361.79	8,995,222.04	179,186.63	12,321,770.46
June 30, 1929	3,125,000.00	5,690,000.00	27,238.18	8,842,238.18
June 30, 1928	2,386,057.08	5,036,000.00	10,527.40	7,432,584.48
June 30, 1927	2,333,691.20	4,428,000.00	74,706.69	6,836,397.89
June 30, 1926	2,136,873.24	3,828,000.00	None	5,964,873.24
June 30, 1925	461,852.65	2,631,129.46	None	3,092,982.11
June 30, 1924	375,088.61	447,000.00	None	822,088.61
	$14,182,868.51	$35,637,097.44	$388,910.68	$50,208,876.63

Gasoline Tax:
One cent per gallon from July 1, 1923, all to Counties.
Two and one-half cents per gallon from March 7, 1924, Counties 1c, State 1½c.
Three cents per gallon from March 23, 1925, Counties 1c, State 2c.
Four cents per gallon from June 22, 1929, Counties 1c, State 3c.

Automobile Tax:
10% to State, Fiscal Years 1923-24, 1924-25.
40% to State, Fiscal Years 1925-26, 1926-27, 1927-28, 1928-29, 1929-30.

STATUS OF CASH FUNDS DECEMBER 31, 1930

State Highway Construction and Maintenance Fund	$1,035,264.56
Auto Tax Account	24,355.74
Highway Depository Account	269,024.10
Total	$1,328,644.40

LICENSE TAX COLLECTIONS

January 1, 1929 to December 31, 1929

Adair	$ 14,905.66	Grant	$ 68,228.54	Nowata	$ 33,743.51
Alfalfa	62,521.40	Greer	58,043.74	Okfuskee	53,701.87
Atoka	14,396.19	Harmon	35,483.85	Oklahoma	712,474.90
Beaver	50,542.96	Harper	29,812.81	Okmulgee	152,286.37
Beckham	89,800.99	Haskell	13,293.47	Osage	160,075.88
Blaine	62,099.44	Hughes	73,760.10	Ottawa	114,524.45
Bryan	49,818.46	Jackson	80,535.10	Pawnee	50,858.56
Caddo	136,909.71	Jefferson	39,062.28	Payne	110,698.34
Canadian	82,755.64	Johnston	17,283.23	Pittsburg	82,303.18
Carter	126,064.20	Kay	210,797.14	Pontotoc	70,739.55
Cherokee	16,353.18	Kingfisher	57,653.33	Pottawatomie	236,531.29
Choctaw	29,765.72	Kiowa	91,834.09	Pushmataha	18,168.52
Cimarron	23,970.01	Latimer	10,500.45	Roger Mills	31,228.28
Cleveland	56,708.37	LeFlore	49,647.71	Rogers	37,071.18
Coal	14,463.03	Lincoln	76,641.48	Seminole	275,600.63
Comanche	85,151.61	Logan	84,787.37	Sequoyah	17,155.56
Cotton	37,988.53	Love	12,454.91	Stephens	97,071.44
Craig	35,600.34	McCla'n	42,710.09	Texas	77,320.70
Creek	188.049.61	McCurtain	38,636.50	Tillman	79,507.32
Custer	76,080.95	McIntosh	24,771.16	Tulsa	752,331.58
Delaware	17,077.59	Major	39,852.15	Wagoner	25,812.87
Dewey	38,908.57	Marshall	15,533.49	Washington	106,850.81
Ellis	34,945.26	Mayes	26,030.65	Washita	82,636.12
Garfield	189,100.04	Murray	26,013.68	Woods	66,259.80
Garvin	59,282.97	Muskogee	148,585.31	Woodward	53,149.99
Grady	121,972.14	Noble	49,383.32		
				Total	$6,634.671.22

January 1, 1930 to December 30, 1930

Adair	$ 16,143.30	Grant	$ 64,587.88	Nowata	$ 32,904.32
Alfalfa	60,215.92	Greer	52,429.96	Okfuskee	49,738.69
Atoka	14,089.97	Harmon	29,973.14	Oklahoma	842,363.92
Beaver	53,605.31	Harper	32,072.11	Okmulgee	144,193.49
Beckham	87,006.48	Haskell	14,185.92	Osage	143,633.64
Blaine	60,345.68	Hughes	71,662.48	Ottawa	102.637.82
Bryan	48,117.45	Jackson	70,673.74	Pawnee	48,204.27
Caddo	125,483.53	Jefferson	34,448.75	Payne	110,907.56
Canadian	83.294.89	Johnston	16,650.53	Pittsburg	80,884.48
Carter	115,872.42	Kay	188,531.95	Pontotoc	64,488.33
Cherokee	16,758.13	Kingfisher	56,279.88	Pottawatomie	215,108.00
Choctaw	28,137.64	Kiowa	81,690.33	Pushmataha	19,615.34
Cimarron	27,453.26	Latimer	10,777.16	Roger Mills	30,936 56
Cleveland	60,726.76	LeFlore	50.148 25	Rogers	38,212.39
Coal	14,590.99	Lincoln	76,340.25	Seminole	260,583.63
Comanche	81,325.61	Logan	81,627.70	Sequoyah	18,152.31
Cotton	37,275.86	Love	12,862.28	Stephens	92,308.78
Craig	33,985.76	McClain	40,759.44	Texas	79,692.39
Creek	171,399.19	McCurtain	39,328.19	Tillman	70,741.68
Custer	75,884.01	McIntosh	25,038.98	Tulsa	754,803.61
Delaware	17,870.07	Major	39,375.28	Wagoner	25.250.43
Dewey	38,578.10	Marshall	17,396.23	Washington	104,554.13
Ellis	36,944.02	Mayes	27,615.96	Washita	77,675.41
Garfield	181.179.14	Murray	28,609.95	Woods	65,365.73
Garvin	53.586.59	Muskogee	145.595.84	Woodward	51,315.04
Grady	115,650.70	Noble	47,906.48		
				Total	$6,536,361.39

FUNDS DERIVED FROM ORIGINAL, DUPLICATE AND TRANSFERRED TITLES, AND USED DEALER'S LICENSE FOR THE YEARS 1929 AND 1930

1929

Original Titles	$153,788.00
Transferred Titles	167,467.00
Duplicate Titles	10,690.00
Used Dealers' License	8,720.00
Total	$340,665.00

1930

Original Titles	$104,448.00
Transferred Titles	157,184.00
Duplicate Titles	9,196.50
Used Dealers' License	7,885.00
Total	$278,713.50

TOTAL REGISTRATION OF AUTOS, TRUCKS AND TRACTORS IN THE STATE OF OKLAHOMA

From January 1, 1929, to December 31, 1929

County	Cars	Trucks	Tractors	Total
Adair	1,345	183	20	1,548
Alfalfa	4,580	721	1,281	6,582
Atoka	1,228	208	16	1,452
Beaver	3,315	792	1,126	5,233
Beckham	7,916	934	183	9,033
Blaine	5,006	736	731	6,473
Bryan	4,185	596	123	4,904
Caddo	11,337	1,579	570	13,386
Canadian	6,506	969	861	8,336
Carter	9,517	1,024	118	10,659
Cherokee	1,422	171	17	1,610
Choctaw	2,466	342	10	2,818
Cimarron	1,456	455	465	2,376
Cleveland	5,290	550	155	5,995
Coal	1,371	116	31	1,518
Comanche	6,916	870	368	8,154
Cotton	3,097	503	312	3,912
Craig	3,138	379	123	3,640
Creek	15,322	1,244	122	16,888
Custer	6,118	784	669	7,571
Delaware	1,510	237	39	1,786
Dewey	2,981	525	415	3,921
Ellis	2,678	424	555	3,657
Garfield	14,437	1,441	1,662	17,540
Garvin	5,080	555	149	5,784
Grady	9,979	1,241	560	11,580
Grant	4,890	901	1,630	7,421
Greer	4,755	713	229	5,697
Harmon	3,119	371	64	3,554
Harper	2,124	428	510	3,062
Haskell	1,241	136	6	1,383
Hughes	5,749	649	48	6,446
Jackson	6,657	691	233	7,581
Jefferson	3,451	431	65	3,947
Johnston	1,487	215	20	1,722
Kay	15,142	1,474	980	17,596
Kingfisher	4,262	728	1,000	5,990
Kiowa	7,380	878	1,019	9,277
Latimer	931	90	5	1,026
LeFlore	4,614	485	5	5,104
Lincoln	6,974	604	151	7,729
Logan	7,101	709	351	8,161
Love	1,123	151	22	1,296
McClain	3,701	542	108	4,351
McCurtain	3,204	591	8	3,803
McIntosh	2,085	277	19	2,381
Major	3,194	459	733	4,386
Marshall	1,382	182	41	1,605
Mayes	2,273	327	79	2,679
Murray	2,452	250	62	2,764
Muskogee	11,525	1,124	89	12,738
Noble	4,009	528	478	5,015
Nowata	2,874	327	159	3,360

TOTAL REGISTRATION OF AUTOS, TRUCKS AND TRACTORS IN THE STATE OF OKLAHOMA

From January 1, 1929, to December 31, 1929 (Continued)

County	Cars	Trucks	Tractors	Total
Okfuskee	4,357	504	47	4,908
Oklahoma	52,586	4,853	555	57,994
Okmulgee	12,212	995	87	13,294
Osage	12,052	1,241	218	13,511
Ottawa	9,456	1,046	141	10,643
Pawnee	4,565	434	79	5,078
Payne	9,516	829	188	10,533
Pittsburg	7,182	635	4	7,821
Pontotoc	5,774	575	39	6,388
Pottawatomie	18,414	1,821	80	20,315
Pushmataha	1,420	330	2	1,752
Roger Mills	2,323	511	163	2,997
Rogers	3,030	401	101	3,532
Seminole	20,235	2,257	59	22,551
Sequoyah	1,543	195	3	1,741
Stephens	7,843	865	104	8,812
Texas	4,745	1,358	2,041	8,144
Tillman	6,313	999	739	8,051
Tulsa	50,425	5,450	269	56,144
Wagoner	2,199	306	53	2,558
Washington	8,119	783	158	9,060
Washita	7,129	820	999	8,948
Woods	4,914	749	1,020	6,683
Woodward	4,075	593	498	5,166
Grand Total	516,322	60,390	26,242	602,954

TOTAL REGISTRATION OF AUTOS, TRUCKS AND TRACTORS IN THE STATE OF OKLAHOMA

From January 1, 1930 to December 31, 1930

County	Cars	Trucks	Tractors	Total
Adair	1,309	195	21	1,525
Alfalfa	4,134	781	1,331	6,246
Atoka	1,094	217	18	1,329
Beaver	3,021	894	1,269	5,184
Beckham	6,985	925	301	8,211
Blaine	4,659	729	811	6,199
Bryan	4,009	623	125	4,757
Caddo	10,019	1,442	607	12,068
Canadian	6,234	1,000	858	8,092
Carter	8,776	917	104	9,797
Cherokee	1,439	167	20	1,626
Choctaw	2,218	357	9	2,584
Cimarron	1,401	455	623	2,479
Cleveland	4,860	538	174	5,572
Coal	1,305	129	34	1,468
Comanche	6,340	869	389	7,598
Cotton	2,850	503	387	3,740
Craig	2,958	369	158	3,485
Creek	13,699	1,180	123	15,002
Custer	5,970	777	738	7,485
Delaware	1,506	257	60	1,823
Dewey	2,911	564	468	3,943
Ellis	2,479	460	623	3,562
Garfield	13,628	1,498	1,699	16,825
Garvin	4,376	525	188	5,089
Grady	9,088	1,137	451	10,686
Grant	4,455	908	1,638	7,001
Greer	4,126	620	273	5,019
Harmon	2,454	329	116	2,899
Harper	2,009	448	625	3,082
Haskell	1,231	137	10	1,378
Hughes	5,329	600	51	5,980
Jackson	5,727	680	374	6,781
Jefferson	2,876	424	74	3,374
Johnston	1,429	215	20	1,664
Kay	14,273	1,457	960	16,690
Kingfisher	4,112	719	1,034	5,865
Kiowa	6,407	864	1,039	8,310
Latimer	963	90	4	1,057
LeFlore	4,501	460	4	4,965
Lincoln	6,830	595	147	7,572
Logan	6,660	695	358	7,713
Love	1,091	163	36	1,290
McClain	3,284	488	148	3,920
McCurtain	2,904	567	6	3,477
McIntosh	2,034	290	23	2,347
Major	3,046	451	760	4,257
Marshall	1,388	215	47	1,650
Mayes	2,293	331	100	2,724
Murray	2,334	276	25	2,635
Muskogee	11,112	1,095	119	12,326
Noble	3,858	489	501	4,848
Nowata	2,788	308	172	3,268
Okfuskee	3,982	464	40	4,486

TOTAL REGISTRATION OF AUTOS, TRUCKS AND TRACTORS IN THE STATE OF OKLAHOMA

From January 1, 1930 to December 31, 1930 (Continued)

County	Cars	Trucks	Tractors	Total
Oklahoma	61,022	5,511	689	67,222
Okmulgee	11,629	903	92	12,714
Osage	10,727	1,211	200	12,138
Ottawa	8,090	969	140	9,199
Pawnee	4,074	388	97	4,559
Payne	9,290	788	198	10,276
Pittsburg	6,867	637	8	7,512
Pontotoc	5,179	508	47	5,734
Pottawatomie	16,135	1,550	108	17,801
Pushmataha	1,334	346	5	1,685
Roger Mills	2,368	465	233	3,066
Rogers	3,106	411	125	3,642
Seminole	18,345	1,920	64	20,329
Sequoyah	1,540	242	7	1,789
Stephens	7,128	790	103	8,021
Texas	4,237	1,308	1,763	7,308
Tillman	5,254	901	944	7,099
Tulsa	50,532	5,313	361	56,206
Wagoner	2,096	319	62	2,477
Washington	7,855	771	153	8,779
Washita	6,292	793	1,118	8,203
Woods	4,548	764	1,067	6,379
Woodward	3,761	592	537	4,890
Grand Total	492,173	59,384	28,414	579,971

LOST TAGS

January 1 to December 31, 1929

Adair	24	Grant	26	Nowata	28
Alfalfa	32	Greer	60	Okfuskee	61
Atoka	26	Harmon	36	Oklahoma	1061
Bever	15	Harper	13	Okmulgee	137
Beckham	106	Haskell	16	Osage	127
Blaine	64	Hughes	77	Ottawa	102
Bryan	81	Jackson	99	Pawnee	35
Caddo	155	Jefferson	58	Payne	119
Canadian	55	Johnston	23	Pittsburg	92
Carter	191	Kay	121	Pontotoc	91
Cherokee	19	Kingfisher	44	Pottawatomie	473
Choctaw	64	Kiowa	100	Pushmataha	28
Cimarron	15	Lat mer	12	Roger Mills	24
Cleveland	58	LeFlore	48	Rogers	30
Coal	26	Lincoln	75	Seminole	594
Comanche	109	Logan	59	Sequoyah	25
Cotton	50	Love	19	Stephens	131
Craig	30	McClain	43	Texas	70
Creek	164	McCurtain	82	Tillman	129
Custer	62	McIntosh	21	Tulsa	855
Delaware	18	Major	19	Wagoner	32
Dewey	21	Marshall	24	Washington	80
Ellis	7	Mayes	25	Washita	55
Garfield	138	Murray	27	Woods	37
Garvin	72	Muskogee	169	Woodward	47
Grady	181	Noble	36		

TOTAL 7478

January 1, to December 31, 1930

Adair	18	Grant	19	Nowata	22
Alfalfa	34	Greer	56	Okfuskee	48
Atoka	16	Harmon	31	Oklahoma	1,655
Beaver	33	Harper	19	Okmulgee	139
Beckham	120	Haskell	13	Osage	114
Blaine	70	Hughes	80	Ottawa	144
Bryan	89	Jackson	90	Pawnee	41
Caddo	108	Jefferson	45	Payne	119
Canadian	78	Johnston	35	Pittsburg	103
Carter	192	Kay	131	Pontotoc	99
Cherokee	23	Kingfisher	48	Pottawatomie	359
Choctaw	61	Kiowa	69	Pushmataha	31
Cimarron	27	Latimer	9	Roger Mills	26
Cleveland	61	LeFlore	58	Rogers	54
Coal	18	Lincoln	65	Seminole	469
Comanche	91	Logan	79	Sequoyah	23
Cotton	45	Love	23	Stephens	142
Craig	30	McClain	42	Texas	45
Creek	146	McCurtain	84	Tillman	83
Custer	64	McIntosh	27	Tulsa	977
Delaware	26	Major	35	Wagoner	32
Dewey	29	Marshall	37	Washington	111
Ellis	20	Mayes	24	Washita	70
Garfield	138	Murray	33	Woods	35
Garvin	67	Muskogee	202	Woodward	43
Grady	170	Noble	28		

Total 8,140

NEW CAR AND TRUCK REGISTRATIONS IN THE STATE OF OKLAHOMA

January 1 to December 31, 1929

County	Total	County	Total
Adair	258	LeFlore	877
Alfalfa	755	Lincoln	1,248
Atoka	212	Logan	1,342
Beaver	933	Love	179
Beckham	1,756	Major	455
Blaine	967	Marshall	257
Bryan	712	Mayes	389
Caddo	2,235	McClain	778
Canadian	1,285	McCurtain	678
Carter	1,925	McIntosh	360
Cherokee	268	Murray	466
Choctaw	468	Muskogee	1,984
Cimarron	573	Noble	591
Cleveland	1,013	Nowata	476
Coal	229	Okfuskee	807
Comanche	1,256	Oklahoma	11,862
Cotton	558	Okmulgee	2,009
Craig	471	Osage	2,514
Creek	2,827	Ottawa	1,681
Custer	1,490	Pawnee	788
Delaware	178	Payne	1,710
Dewey	544	Pittsburg	1,340
Ellis	499	Pontotoc	1,308
Garfield	2,617	Pottawatomie	5,181
Garvin	1,074	Pushamatha	267
Grady	2,035	Roger Mills	608
Grant	671	Rogers	642
Greer	967	Seminole	6,168
Harmon	587	Sequoyah	272
Harper	491	Stephens	1,578
Haskell	230	Texas	1,695
Hughes	1,374	Tillman	1,236
Jackson	1,113	Tulsa	11,314
Jefferson	668	Wagoner	268
Johnston	301	Washington	1,720
Kay	2,726	Washita	1,385
Kingfisher	755	Woods	1,027
Kiowa	1,246	Woodward	880
Latimer	157		

GRAND TOTAL 106,764

NEW CAR AND TRUCK REGISTRATIONS IN THE STATE OF OKLAHOMA

January 1 to December 31, 1930

Adair	158	Grant	329	Nowata	290
Alfalfa	432	Greer	298	Okfuskee	386
Atoka	118	Harmon	156	Oklahoma	11,733
Beaver	404	Harper	228	Okmulgee	1,106
Beckham	709	Haskell	130	Osage	1,594
Blaine	362	Hughes	665	Ottawa	696
Bryan	401	Jackson	346	Pawnee	475
Caddo	833	Jefferson	274	Payne	1,067
Canadian	699	Johnston	140	Pittsburg	771
Carter	1159	Kay	1509	Pontotoc	629
Cherokee	203	Kingfisher	338	Pottawatomie	2,279
Choctaw	193	Kiowa	355	Pushmataha	196
Cimarron	306	Latimer	78	Roger Mills	259
Cleveland	607	LeFlore	599	Rogers	388
Coal	202	Lincoln	786	Seminole	2,973
Comanche	572	Logan	796	Sequoyah	184
Cotton	228	Love	148	Stephens	819
Craig	315	McClain	290	Texas	668
Creek	1657	McCurtain	324	Tillman	408
Custer	576	McIntosh	218	Tulsa	7,905
Delaware	123	Major	249	Wagoner	135
Dewey	227	Marshall	203	Washington	1,245
Ellis	233	Mayes	250	Washita	437
Garfield	1522	Murray	297	Woods	436
Garvin	438	Muskogee	1215	Woodward	358
Grady	963	Noble	382		

Total 61,680

LIST OF MOTORCYCLE REGISTRATIONS IN THE STATE OF OKLAHOMA

From January 1 to December 31, 1929

County	Total	County	Total
Adair	1	LeFlore	4
Alfalfa	4	Lincoln	8
Atoka	1	Logan	12
Beaver		Love	1
Beckham	12	McClain	
Blaine	3	McCurtain	
Bryan	2	McIntosh	2
Caddo	21	Major	3
Canadian	7	Marshall	
Carter	9	Mayes	1
Cherokee	2	Murray	2
Choctaw	3	Muskogee	45
Cimarron	5	Noble	8
Cleveland	20	Nowata	
Coal		Okfuskee	1
Comanche	35	Oklahoma	317
Cotton	7	Okmulgee	54
Craig	1	Osage	13
Creek	24	Ottawa	17
Custer	5	Pawnee	1
Delaware		Payne	20
Dewey	1	Pittsburg	7
Ellis	4	Pontotoc	9
Garfield	49	Pottawatomie	54
Garvin	6	Pushmataha	1
Grady	22	Roger Mills	1
Grant	3	Rogers	
Greer	9	Seminole	23
Harmon	3	Sequoyah	2
Harper	2	Stephens	6
Haskell	2	Texas	9
Hughes	20	Tillman	13
Jackson	25	Tulsa	254
Jefferson	7	Wagoner	
Johnston		Washington	36
Kay	26	Washita	9
Kingfisher	10	Woods	13
Kiowa	19	Woodward	2
Latimer			

GRAND TOTAL 1,337

These figures are included in the automobile registration for 1929.

LIST OF MOTORCYCLE REGISTRATIONS IN THE STATE OF OKLAHOMA

From January 1 to December 31, 1930

Adair	2	Grant	3	Nowata	
Alfalfa	2	Greer	10	Okfuskee	7
Atoka	1	Harmon	2	Oklahoma	317
Beaver		Harper	1	Okmulgee	39
Beckham	9	Haskell		Osage	17
Blaine	5	Hughes	16	Ottawa	7
Bryan	4	Jackson	20	Pawnee	3
Caddo	7	Jefferson	1	Payne	21
Canadian	12	Johnston	1	Pittsburg	7
Carter	9	Kay	26	Pontotoc	5
Cherokee		Kingfisher	5	Pottawatomie	30
Choctaw	1	Kiowa	13	Pushmataha	1
Cimarron	2	Latimer		Roger Mills	2
Cleveland	20	LeFlore	2	Rogers	2
Coal		Lincoln	6	Seminole	19
Comanche	27	Logan	13	Sequoyah	1
Cotton	3	Love	1	Stephens	5
Craig		McClain	5	Texas	5
Creek	14	McCurtain		Tillman	8
Custer	6	McIntosh	4	Tulsa	248
Delaware		Major	3	Wagoner	1
Dewey	5	Marshall		Washington	35
Ellis	7	Mayes	4	Washita	8
Garfield	43	Murray	3	Woods	11
Garvin	3	Muskogee	56	Woodward	5
Grady	12	Noble	9		

TOTAL 1198

STOLEN AND RECOVERED MOTOR VEHICLES REPORTED TO THIS DEPARTMENT FOR THE YEARS 1929 AND 1930

	Stolen 1929	Recovered 1929	Stolen 1930	Recovered 1930
January	142	70	107	63
February	129	60	169	83
March	152	57	178	90
April	133	83	186	84
May	120	75	158	76
June	103	51	212	59
July	119	45	179	107
August	168	63	185	232
September	140	54	163	99
October	147	57	215	96
November	155	46	173	99
December	170	48	143	67
TOTALS	1678	709	2068	1155

MOTOR VEHICLES STOLEN AND RECOVERED DURING THE MONTH, NOT LISTED ON MONTHLY BULLETIN

	1929	1930		1929	1930
January	51	57	August	52	55
February	46	60	September	48	62
March	39	60	October	67	59
April	47	72	November	58	54
May	56	76	December	64	43
June	58	56			
July	63	58	TOTALS	649	712

LOST AND STOLEN TAGS

	1929	1930		1929	1930
January	39	12	August	982	881
February	83	134	September	845	826
March	749	715	October	745	688
April	1,044	1,204	November	434	527
May	828	1,032	December	169	240
June	727	973			
July	833	908	TOTALS	7,478	8,140

Three hundred ninety two (392) Bulletins mailed by the Department showing Motor vehicles stolen and recovered each month, also showing lost and stolen tags reported each month.

MUNICIPALLY OWNED CARS

January 1 to December 31, 1929

Adair	None	Grant	17.00	Okfuskee	31.00
Alfalfa	31.00	Greer	38.00	Oklahoma	931.00
Atoka	8.00	Harmon	17.00	Okmulgee	152.00
Beaver	17.00	Harper	1.00	Osage	214.00
Beckham	41.00	Haskell	1.00	Ottawa	24.00
Blaine	47.00	Hughes	36.00	Pawnee	40.00
Bryan	34.00	Jackson	70.00	Payne	146.00
Caddo	44.00	Jefferson	44.00	(Pen. 40c)	
Canadian	46.00	Johnston	7.00	Pittsburg	65.00
Carter	156.00	Kay	150.00	Pontotoc	44.00
Cherokee	4.00	Kingfisher	34.00	Pottawatomie	73.00
Choctaw	23.00	Kiowa	42.00	(Pen. 1.00)	
Cimarron	1.00	Latimer	7.00	Pushmataha	8.00
Cleveland	70.00	LeFlore	17.00	Roger Mills	28.00
Coal	8.00	Lincoln	40.00	Rogers	15.00
Comanche	67.00	Logan	36.00	Seminole	61.00
Cotton	31.00	Love	6.00	Sequoyah	13.00
Craig	12.00	McClain	26.00	Stephens	84.00
Creek	151.00	McCurtain	28.00	Texas	15.00
Custer	25.00	McIntosh	38.00	Tillman	73.00
Delaware	8.00	Major	7.00	Tulsa	466.00
Dewey	5.00	Marshall	4.00	Wagoner	20.00
Ellis	1.00	Mayes	15.00	Washington	106.00
Garfield	125.00	Murray	18.00	Washita	71.00
Garvin	40.00	Muskogee	130.00	Woods	24.00
(Pen. 2.00)		Noble	60.00	Woodward	23.00
Grady	71.00	Nowata	43.00		
				TOTAL	4,725.00
				PENALTY	3.40

January 1 to December 31, 1930

Adair	1	Grant	13	Nowata	42
Alfalfa	35	Greer	44	Okfuskee	36
Atoka	17	Harmon	33	Oklahoma	993
Beaver	13	Harper	4	Okmulgee	144
Beckham	59	Haskell		Osage	208
Blaine	56	Hughes	34	Ottawa	29
Bryan	31	Jackson	70	Pawnee	36
Caddo	49	Jefferson	57	Payne	135
Canadian	49	Johnston	13	Pittsburg	65
Carter	150	Kay	166	Pontotoc	37
Cherokee	9	Kingfisher	37	Pottawatomie	78
Choctow	22	Kiowa	43	Pushmataha	12
Cimarron		Latimer	12	Roger Mills	35
Cleveland	71	Le Flore	23	Rogers	16
Coal	20	Lincoln	24	Seminole	68
Comanche	63	Logan	35	Sequoyah	16
Cotton	27	Love	25	Stephens	80
Craig	18	McClain	26	Texas	16
Creek	163	McCurtain	41	Tillman	74
Custer	35	McIntosh	23	Tulsa	513
Delaware	3	Major	3	Wagoner	21
Dewey	2	Marshall	3	Washington	104
Ellis	1	Mayes	12	Washita	71
Garfield	128	Murray	19	Woods	30
Garvin	27	Muskogee	137	Woodward	25
Grady	73	Noble	60		
				TOTAL	4,961

FEDERAL AID

Federal Aid is made available and apportioned under the Federal Aid Road Act of the United States. Under this Act the Government appropriates certain amounts which are allotted to the States each year upon a basis of population, area in square miles and mileage of public roads. The Bureau of Public Roads was formed to handle all detail work.

In order to secure these funds for any road the State is required to submit location, plans and specifications for approval of the Bureau of Public Roads. When such approval has been secured, and the State has awarded a contract for construction of the project, an estimate of cost based on the contract prices is submitted to the Bureau of Public Roads and an agreement is made wherein a specific amount of Federal Aid is apportioned to this project; such aid for Oklahoma being based on 55.3% of the total cost, not to exceed $16,590.00 per mile of roadway, and 55.3% of cost of bridges. The amount of Federal Aid so apportioned is paid to the State in this ratio as the construction work progresses.

FEDERAL APPROPRIATIONS

Fiscal Year	FEDERAL AID		FOREST ROADS		ROADS & TRAILS, NAT'L PARKS	
	Authorizations For U. S.	Apportionments For State of Okla.	Authorization For U. S.	Apportionments For State of Okla.	Authorizations For U. S.	Expenditures State of Okla.
1913				351.38		
1914				269.28		
1915				255.56		
1916				303.01		
1917				394.11		
1918				608.12		
1919				603.84		
1920				530.87		
1921				2,811.05		
1922				6,477.59		
1923				6,225.71		
1924				7,446.66		
1925				7,754.34	1,000,000.00*	27,359.34*
1926				5,756.53	2,500,000.00	3,493.76
1927				3,296.32	2,500,000.00	
1928				3,045.06	3,000,000.00	
1929				3,108.74	5,000,000.00	
1930				2,661.89	3,500,000.00	
1931						
1932						
1933						
1934						
1935						
1936						
1937						
1938						
1939						
Total		$54,683.10		$17,500,000.00†		$40,853.09

Fiscal Year	FEDERAL AID		FOREST ROADS	
	Authorizations For U. S.	Apportionments For State of Okla.	Authorization For U. S.	Apportionments For State of Okla.
1913				207,304.66
1914				234,638.68
1915				239,708.86
1916				244,319.10
1917				1,278,216.56
1918	5,000,000.00	115,139.00		1,339,459.61
1919	10,000,000.00	230,278.00		4,350,533.75
1920	65,000,000.00	1,499,544.83		4,427,783.66
1921	95,000,000.00	2,190,805.44		4,472,025.25
1922	100,000,000.00	2,302,473.33		6,403,235.53
1923	75,000,000.00	1,752,339.44		11,335,576.96
1924	95,000,000.00	1,524,791.96		8,025,663.06
1925	75,000,000.00	1,753,489.71		8,026,181.57
1926	75,000,000.00	1,770,439.00		8,007,181.29
1927	75,000,000.00	1,752,245.00		8,014,206.38
1928	75,000,000.00	1,751,891.00		8,014,086.78
1929	75,000,000.00	1,749,066.00		8,040,528.50
1930	75,000,000.00	1,748,857.00		8,125,855.89
Total	$915,000,000.00	$21,309,601.00		$91,783,011.09

*For Fiscal Years 1924 and 1925.
†Expended by Federal Authorities.

FEDERAL AID (Continued)

Permissible Maximum Participation:

Old appropriation—50% on roads and bridges but not exceeding $20,000.00 per mile.
1922 appropriation—50% on roads and bridges but not exceeding $20,000.00 per mile.
1923 appropriation—50% on roads and bridges but not exceeding $16,250.00 per mile.
1924 appropriation—50% on roads and bridges but not exceeding $15,000.00 per mile.
1925 appropriation—50% on roads and bridges but not exceeding $15,000.00 per mile.
1926 appropriation—50% on roads and bridges but not exceeding $15,000.00 per mile.
1927 appropriation—50% on roads and bridges but not exceeding $15,000.00 per mile.
1928 appropriation—50% on roads and bridges but not exceeding $15,000.00 per mile.
1929 appropriation—50% on roads and bridges but not exceeding $15,000.00 per mile.
1930 appropriation—55.3% on roads and bridges but not exceeding $16,590.00 per mile.

FEDERAL AID COLLECTED ON VOUCHERS SUBMITTED

Total old collections to January 1, 1927	$13,635,217.71
Calendar year 1927	862,126.49
Calendar year 1928	1,687,996.20
Calendar year 1929	1,664,289.01
Calendar year 1930	4,463,272.09
Total	$22,312,901.50

1931 APPROPRIATION

Total Allotment	*$2,926,196.00
Amount Under Agreement	2,926,196.00
Project Agreements Pending	None
Amount Available for Request	None

*Includes $7,838.00 from apportionment of Hawaii, 1928.

1932 APPROPRIATIONS

Total Amount Obligated	$2,946,971.45
Amount Claimed	2,754,743.67
Amount Collected	2,222,580.42
Balance Due on Claims	532,163.25
Balance Yet Claimable	189,461.58
Underrun on Completed Projects	2,766.20

PROJECT STATEMENTS APPROVED

Project	County	Highway	Location	Miles
271	Caddo-Kiowa	S.H. 9	Hobart-Anadarko	57.3
273	Muskogee-Cherokee	U.S. 62	Fort Gibson-Cherokee Co. line	6.938
274	Lincoln-Pottawatomie	S.H. 18	Meeker-Chandler	10.1
275	Payne	S.H. 40	Stillwater south	7.064
276	Kingfisher-Blaine	S.H. 33	Kingfisher west	17.0
243	Craig	U.S. 73	Welch to Kansas line	13.8
247	Kiowa	S.H. 14	Hobart-Snyder	27.3
248	Muskogee	S.H. 27	Muskogee-Fort Gibson	3.89
250	Hughes-Coal	U.S. 75	Calvin-Coalgate	28.3

FEDERAL AID PROJECT STATEMENTS SUBMITTED—PENDING

Project	County	Highway	Location
177	Kiowa	S.H. 9	Big Elk Creek fill and bridge.
232	Comanche-Caddo	U.S. 62	Lawton-Apache-Anadarko.
234	Comanche-Caddo	S.H. 54	Cyril—point south of Apache.
240	Comanche-Cotton	U.S. 277	Lawton—west of Walters.
245	McIntosh	U.S. 266	Checotah-Henryetta.
254	Coal-Atoka	U.S. 75	Coalgate-Atoka.
255	Major-Woodward	S.H. 15	Cleo Springs-Woodward.
257	Woodward-Ellis	S.H. 15	Tangier-Shattuck.
258	Jackson-Harmon	U.S. 62	Duke west.
259	Caddo	S.H. 8	Anadarko-Bridgeport.
261	Ellis	S.H. 24	Arnett south.
262	Roger Mills	S.H. 24	Cheyenne north and Washita River bridge.
263	Lincoln	S.H. 18	Meeker-Chandler.
264	Woods	S.H. 42	Alva-Waynoka.
266	Osage	S.H. 25	North of Okesa to Pawhuska.
268	Tillman	S.H. 14	Frederick-Red River.
269	Woodward-Ellis	S.H. 15	Woodward-Tangier.
270	Kiowa-Tillman	S.H. 14	Frederick-Snyder.
272	Ottawa	U.S. 66	Miami-Kansas State line.
277	Wagoner-Muskogee	U.S. 64	Haskell-Bixby.
278	Greer	S.H. 9	Mangum west.
282	Woodward-Dewey	S.H. 33	Woodward-Seiling.
283	Kay-Grant	U.S. 60	Ponca City-Pond Creek.
284	Cotton	U.S. 277	Walters-Burkburnett bridge.
287	Payne-Pawnee	S.H. 18	Cushing-Pawnee.
288	Lincoln-Payne	S.H. 18	Chandler north.
289	Garvin-Murray	S.H. 18	Stratford-Sulphur.
293	Woods	U.S. 64	W. of Alva—point 1¼ miles southeast of Keno bridge.

PLANS FOR CONSTRUCTION APPROVED BY BUREAU OF PUBLIC ROADS

Project	County	Highway	Location	Miles	Est. Cost
131-G	Lincoln	U.S. 62	Oklahoma Co. line to Meeker	7.325	$202,635.89
164-D	Canadian	U.S. 66	El Reno west	6.843	175,666.02
184-ABCDEG	Rogers	U.S. 66	Claremore-Chelsea	19.278	533,736.07
218-ABCDE	Jefferson	U.S. 70	Waurika east	24.276	368,204.34
273-AB	Muskogee	U.S. 62	Fort Gibson east	6.938	97,128.13
274-ABCD	Lincoln-Pott.	S.H. 18	Shawnee-Meeker	10.32	127,810.79
275-B	Payne	S.H. 40	Stillwater south	7.064	182,791.25
278-AB	Greer	S.H. 9	Mangum west	13.413	84,806.20
293-A	Woods	U.S. 64	Alva west	4.997	42,202.76
23 -C	Noble	U.S. 64	Morrison west	3.345	86,409.68

STATUS OF PROJECT PLANS
DECEMBER 31, 1930

Completed—Ready to Advertise for Bids

Project	County	Highway	Location
S. 425	Adair	17	Westville north
S. 552	Caddo	41	Binger east to County line
S. 641	Caddo	8	Apache-Anadarko
S. 623	Comanche	36	Chattanooga through Faxon
F. 149	Craig-Del.-Ottawa	66	Vinita-Afton
F. 185	Craig-Rogers	66	Chelsea-Vinita
S. 231	Custer	14	Clinton-Arapaho
S. 569	Delaware	11	Mayes Co. line E to Arkansas line
F. 224	Grant	64	Pond Creek-Jet
F. 278	Greer	9	Mangum west to County line
S. 581	Harper	24	U. S. 64 North to State line
F. 250	Hughes	75	Calvin south to County line
F. 218	Jefferson-Carter	70	Waurika-Joiner City
S. 610	Kiowa	14	Snyder south to County line
F. 216	Kiowa	62	Snyder west
F. 274	Lincoln	18	Shawnee north to U. S. 62
F. 137	Lincoln	66	Bri. and grading, Captain Creek
S. 593-AB	Major	8	Fairview-Orienta
S. 283-A	Major	8	Fairview east
F. 245-DEG	McIntosh	266	County line east to Checotah
S. 547	Nowata	—	Coody's Bluff-Childers School
S. 590	Ottawa	—	Wyandotte E. to State line
S. 463	Payne	18	South of Cushing
S. 584-A	Pawnee	—	Hallet north to U. S. 64
F. 184	Rogers	66	Claremore-Chelsea
S. 451	Tillman	14	Manitou south
S. 275	Washington	75	Ocheleta cut-off
F. 264	Woods	42	Alva-Hopeton
S. 580	Woods	50	Freedom north
S. 349	Woodward	47	Relocation E. of Woodward

Partially Completed—Out for Plan-in-hand

S. 533	Adair	17	Westville south to County line
F. 254	Atoka	75	Atoka north to Coal County line
S. 328	Atoka	19	Atoka east to County line
S. 668	Alfalfa	8	Cherokee south to County line
F. 206	Beckham-Rog. Mills	24	Cheyenne south to County line
S. 686	Blaine-Canadian	66	Bridgeport east
S. 446	Caddo	54	Apache-Cyril
F. 142	Carter	77	Relocation through Ardmore
S. 689	Carter	70	Lone Grove-Wilson
S. 637	Carter	—	Wilson south to County line
S. 730	Cimarron	64	Boise City west
S. 731	Cimarron	38	Boise City north
S. 554	Comanche	35	Sterling road
S. 648	Comanche	—	Medicine Park to S. H. 54
S. 624	Comanche-Cotton	8	Lawton south
S. 726	Cotton	70	Red River to Walters
F. 243	Craig	73	Welch north to Kansas line
S. 662	Creek	1	Oilton west to County line
S. 631	Custer-Dewey	14	Arapaho-Putnam
S. 502	Delaware	—	Jay to Beaty Creek

Partially Completed—Out for Plan-in-hand—(Continued)

Project	County	Highway	Location
S. 659	Ellis-Woodward	15	Tangier-Shattuck
S. 747	Garvin-Murray	18	Stratford-Sulphur
S. 422	Grant	60	Pond Creek east to County line
S. 758	Greer	9	Mangum east to County line
S. 395	Harmon	—	At Gould
F. 258	Harmon	62	Jackson Co. line W. to Texas line
S. 673	Harmon	—	Hollis north to S. H. 9
S. 669	Harmon-Jackson	—	Gould south
S. 471	Haskell	43	Relocation near Quinton
S. 573	Haskell-Pittsburg	31	Relocation Quinton-Kinta
S. 654	Jackson	62	Altus west
S. 728	Jefferson	32	Waurika-Hastings
S. 478	Johnson-Pittsburg	—	Mill Creek-Kiowa
F. 276	Kingfisher	33	Kingfisher W. to County line
S. 610	Kiowa	14	Hobart-Mt. Park
S. 227	Kiowa	9	Relocation Big Elk Creek
F. 271	Kiowa	9	Relocation Mt. View-Carnegie
S. 83-95	LeFlore	271	Relocation at Wister
S. 710	LeFlore	271	Relocation Spiro E. to Ark. line
F. 263	Lincoln	18	Chandler south to U. S. 62
S. 648	Major	8	South of Cherokee to Ringwood
S. 616	McClain	—	Paoli-Byars
S. 720	McCurtain	70	Relocation in Idabel
S. 747	McClain-Garvin	18	Asher Bridge to Stratford
S. 713	Murray-Johnston	12	Pontotoc County line south-Ravia
S. 695	Muskogee	62	Fort Gibson east to County line
S. 749	Muskogee-Wagoner.	64	Haskell north
F. 117	Muskogee	64	Warner-Webber Falls
S. 657	Muskogee	62	Boynton west to County line
F. 75	Okfuskee	75	Relocation in Weleetka
S. 657	Muskogee	62	County line to Boynton
F. 252	Osage	60	W. of Bartlesville to N-Pawhuska
S. 704	Ottawa	66	Miami-Baxter Springs
S. 463	Payne	18	North of Cushing
S. 582	Pittsburg	31	Quinton west
S. 713	Pontotoc	12	Roff-Ravia
F. 274	Pottawatomie	18	Shawnee north to U. S. 62
S. 598	Pushmataha	271	Antlers-Buzzard Creek
F. 194	Rogers	11	Near Inola
S. 660	Roger Mills	24	Cheyenne-Pack Saddle crossing
S. 451	Tillman	14	Kiowa County line to Frederick
S. 643	Woods	45	Greenville-Alfalfa County line
F. 264	Woods	42	Hopeton-Waynoka
F. 293	Woods	64	From 10 mi. W. of Alva W. 5 mi.

Under Preparation in the Drafting Room

Project	County	Highway	Location
S. 674	Atoka	75	Atoka south to County line
	Blaine	33	Watonga west 8 miles
S. 656	Caddo	8	Binger north to Bridgeport
S. 552	Caddo	41	Binger east to County line
S. 658	Delaware	10	Kansas-Jay
S. 553	Grady	41	County line to Minco
S. 645	Greer-Jackson	—	Duke Mangum
S. 236	Harper-Beaver	64	Buffalo-Forgan
S. 668	Major	8	S. of Cherokee to Ringwood Br.
F. 290	Murray	22	Sulphur-Scullin
S. 702	Pushmataha	271	Antlers south
S. 527	Pottawatomie	48	Keokuk Falls north of U. S. 62
S. 699	Texas	64	Guymon north and west 12 miles

New Work—Notes on the Following Projects Are in the Office but Plans Have Not Been Started

S. 422	Grant	60	Relocation around Lamont

GRADE SEPARATIONS 1929-1930

County	Route No.	Project	Location	R. R.	Type	No. Grade Cross. Elim.	Status	Remarks
Adair	S 27	S425	3 mi. north of Westville	KCS	Underpass	1	Complete	Grade crossing closed.
Beckham	U 66	P2005K	1½ mi. northeast Elk City	MKT	Underpass	1	Complete	Grade crossing closed.
Bryan	U 75	FR41	2 mi. southwest Colbert	SLSF	Underpass	0	Under Const.	2 narrow, dangerous underpasses elimin.
Caddo	S 9	S5891	1 mi. northeast Carnegie	CRIP	Overhead	1	Complete	
Canadian	U 81	F761	1 mi. south Okarche	CRIP	Underpass	1	Complete	Grade crossing closed.
Comanche	S 7	F715	1¾ mi. east Cache	SLSF	Underpass	1	Complete	Grade crossing closed.
Custer	U 66	S664	In Weatherford	CRIP	Underpass	1	Under Const.	Revert to county.
Custer	U 66	F204	3 mi. east Weatherford	CRIP	Underpass	1	Under Const.	Replace narrow, crooked underpass.
Custer	U 66	F205	2½ mi. south Clinton	KCMO	Overhead	1	Under Const.	Grade crossing closed.
Grady	U 81	F162G	1½ mi. north Minco	CRIP	Overhead	1	Complete	Crossing closed.
Grady	U277	F202	2 mi. northeast Tabler	ATSF	Underpass	1	Complete	Revert to county.
Oklahoma	U 66	F137	½ mi. west Luther	MKT	Overhead	1	Complete	Crossing closed.
Oklahoma	U 66	F137	Luther	SLSF	Overhead	1	Complete	Crossing closed.
Pittsburg	U 73	S201	South of Kiowa	CRIP	Underpass	0	Complete	Present structure extended.
Pontotoc	S 12	S549E	3 mi. northeast Roff	SLSF	Overhead	1	Complete	Crossing closed.
Pontotoc	S 19	S550	1 mi. south Ada	OCAA	Underpass	1	Complete	Crossing closed.
Pontotoc	S 12	S549D	½ mi. southwest Ada	ATSF	Underpass	0	Complete	Revert to county.
Tillman	S 7	F216D	E. of No. Fork Red. Riv.	SLSF	Overhead	0	Complete	
Tulsa	U 64	S400C	Near Arkansas Riv. Bridge	SLSF	Overhead	0	Complete	
Washita	U 66	P205	Canute	CRIP	Underpass	1	Under Const.	Complaint filed.
			Number of grade separations constructed					20
			Number of grade crossings eliminated					16

GRADE CROSSINGS ELIMINATED BY RELOCATION 1929-1930

County	Route No.	Project	Location	R. R.	No. Grade Cross. Elim.	Status	Remarks
Adair	S 17	S425	Westville-Siloam Spgs.	KCS	2	Complete	Revert to county.
Atoka	U 73	S272	Atoka-Pitts. Co. line	MKT	5	Complete	3 crossings and 2 narrow low underpasses.
							Revert to county.
					2	Complete	Narrow low underpasses. Revert to county.
					2	Under Construction	Revert to county.
					2	Under Construction	2 narrow, dangerous underpasses
Atoka	U 75	S591	Caney	MKT	2	Complete	Revert to county.
Beaver	S 11	F236	Forgan to Mocane	MKT	2	Complete	Revert to county.
Bryan	U 75	FR41	Colbert south	SLSF	2	Complete	Revert to county.
Caddo	S 8	S651	Anadarko to Binger	CRIP	4	Complete	Revert to county.
Caddo	S 9	S599	Anadarko to Carnegie	CRIP	1	Complete	Revert to county.
Caddo	S 7	S505D	Cyril south	SLSF	2	Complete	Revert to county.
Coal	S 19	S540	Tupelo & Centrahoma	OCAA	2	Complete	Revert to county.
Comanche	U 62	F215	Cache to Indiahoma	SLSF	1	Complete	In Elgin.
Comanche	S 7	S505D	Elgin-Cyril	SLSF	1	Under Construction	Revert to county.
Cotton	S 66	F205	Clifton-Washita Co. line	CRIP	2	Complete	One closed; one revert to county.
Grady	S 9	F203	Verden west	CRIP	1	Complete	Revert to county.
Grant	U 81	F223BC	Medford north		1	Complete	Revert to county.
Jackson	S 7	F216	Headrick north	SLSF	1	Complete	Revert to county.
Kingfisher	U 81	S618	Okarche to Kingfisher	CRIP	2	Complete	Revert to county.
Muskogee	S 27	S671A	Ft. Gibson southwest	MET. Co.	1	Complete	Revert to county.
Osage	U 60	F252	Pawhuska to Bigheart	ATSF	2	Under Construction	Revert to county.
Pittsburg	U 73	F186	Crowder to Canadian	MKT	2	Complete	Revert to county.
Pittsburg	U 73	F81	McAlester to Haileyville	CRIP	3	Complete	Revert to county.
Pottawatomie	S 18	F221	Tecumseh to S. Cana. Riv.	CRIP	3	Complete	Revert to county.
Texas	U 54	S589	Texhoma-Kansas State line	CRIP	6	Under Construction	Crossings in towns.
Washita	U 66	F205	Cnute to Custer Co. line	CRIP	1	Complete	Revert to county.
			Total grade crossings eliminated by relocation during the biennial period		51		

County	Cost Acre	1930 Acres	1930 Cost	1930 Ave. Cost Per Acre	Total 1925 to December 31, 1930 Total Acres	Total Cost	Ave. Cost Per Acre
Adair	81	1.03	$ 40.00	$ 38.83	234.06	$13,083.86	$55.90
Alfalfa	00	78.06	1,431.30	18.34	149.09	6,556.25	43.97
Atoka	38	399.96	2,512.48	6.28	600.95	6,042.63	10.05
Beaver	00	110.12	5,844.25	53.07	168.92	8,155.45	51.31
Beckham	00	98.41	9,024.59	91.70	467.83	28,359.37	60.61
Blaine	00	176.46	21,130.05	120.02	203.81	26,266.86	128.87
Bryan	51	90.22	8,041.35	89.13	174.10	11,916.47	68.44
Caddo	87	342.13	42,976.00	125.61	847.78	106,976.61	126.18
Canadian	20	3.68	865.20	235.10	280.00	20,507.77	73.24
Carter	38	57.87	6,611.90	114.25	241.20	15,987.25	66.28
Cherokee	17	11.19	77.00	6.88	370.91	740.35	1.99
Choctaw	30	49.01	4,125.40	84.17	98.49	10,967.41	111.35
Cimarron	00	124.43	9,271.50	74.51	126.57	9,271.50	73.25
Cleveland	00	21.26	3,144.00	147.88	25.05	3,313.50	132.27
Coal	69	96.53	130.00	1.34	269.87	8,411.50	31.16
Comanche	34	129.88	13,853.28	106.60	355.16	34,766.91	97.89
Cotton	40	22.52	731.00	32.46	96.31	11,672.85	121.20
Craig	17	36.95	5,200.75	140.75	350.52	18,949.51	54.06
Creek	85	21.38	321.50	15.03	64.94	1,126.80	17.35
Custer	57	56.92	11,346.70	199.55	208.59	26,021.40	124.74
Delaware	31	57.26	5,211.85	91.02	188.86	10,099.60	53.47
Dewey	20	0.00	0.00	0.00	7.73	160.00	20.69
Ellis	00	0.00	0.00	0.00	29.62	261.10	8.81
Garfield	00	0.00	0.00	0.00	129.67	13,762.84	106.13
Garvin	08	56.71	9,956.80	175.57	272.66	12,732.38	46.69
Grady	83	6.73	3,618.95	537.73	744.13	87,289.32	117.30
Grant	31	8.35	1,196.00	143.30	292.89	29,070.63	99.25
Greer	96	61.32	11,298.50	184.25	83.99	12,051.00	143.48
Harmon	00	0.00	0.00	0.00	11.02	0.00	0.00
Harper	26	2.98	298.00	100.00	68.79	3,683.70	53.45
Haskell	15	0.00	0.00	0.00	86.02	557.00	6.47
Hughes	00	23.28	152.50	6.55	559.49	28,228.63	50.45
Jackson	49	54.64	7,721.75	141.32	142.14	14,161.04	99.63
Jefferson	16	32.96	5,783.95	175.48	188.40	20,235.90	107.40
Johnston	00	0.00	0.00	0.00	6.95	537.50	77.33
Kay	00	6.53	25.00	3.82	174.06	795.75	4.57
Kingfisher	60	37.60	2,656.70	70.65	243.22	29,640.36	121.86
Kiowa	00	77.16	8,667.45	112.33	226.66	19,560.50	86.29
Latimer	71	8.21	242.50	29.53	17.50	1,073.24	61.32
Le Flore	47	15.00	1,080.64	72.04	440.86	8,603.07	195.14
Lincoln	71	25.01	3,967.61	158.64	410.59	57,714.79	140.56
Logan	00	45.94	3,949.85	85.89	289.92	49,961.29	172.32
Love	82	95.60	4,723.33	49.44	217.97	11,021.66	50.56
McClain	13	41.11	6,205.45	150.94	318.77	23,598.03	74.02
McCurtain	95	28.60	25.00	0.87	97.54	5,861.30	60.09
McIntosh	58	2.52	238.80	94.76	58.88	3,001.80	50.98
Major	00	0.50	50.00	100.00	195.88	21,341.34	108.95
Marshall	00	0.00	0.00	0.00	0.00	0.00	0.00
Mayes	70	41.88	246.00	5.87	368.03	20,092.47	54.59
Murray	00	19.30	1,211.05	62.74	101.36	5,508.90	54.34
Muskogee	93	421.64	57,130.43	135.49	538.75	71,360.58	132.45
Noble	35	2.52	562.50	223.21	280.74	25,329.61	90.22
Nowata	55	2.50	94.00	37.60	363.17	12,351.10	34.00
Okfuskee	13	19.83	22.60	1.13	136.22	2,786.05	20.45
Oklahoma	21	5.37	835.00	155.47	49.78	7,364.30	14.79
Okmulgee	97	26.38	6,954.35	263.62	78.53	15,093.10	192.19
Osage	39	193.43	23,528.44	121.63	530.98	46,764.43	88.07
Ottawa	00	7.76	0.00	0.00	51.28	2,700.73	52.66
Pawnee	00	11.17	547.50	49.01	252.53	33,362.58	132.11
Payne	11	14.31	3,982.00	278.26	279.68	48,074.57	171.89
Pittsburg	67	6.06	1,062.85	175.38	388.87	37,581.25	96.64
Pontotoc	39	4.31	1,292.26	299.82	584.20	67,887.22	116.20
Pottawatomie	34	40.93	8,349.50	203.99	391.12	49,719.47	127.12
Pushmataha	80	81.19	371.50	4.57	254.65	1,146.46	4.50
Roger Mills	00	34.23	2,251.03	65.78	37.32	2,430.53	64.26
Rogers	82	190.12	12,325.63	61.90	537.83	31,366.67	58.32
Sequoyah	00	0.04	9.25	231.25	232.21	15,070.80	64.90
Seminole	00	17.05	621.98	36.43	338.66	8,237.80	24.32
Stevens	44	0.00	0.00	0.00	490.84	9,790.59	19.94
Texas	00	306.07	16,083.84	52.54	389.91	16,083.84	41.25
Tillman	09	0.00	0.00	0.00	51.92	5,679.16	109.38
Tulsa	00	81.00	5,242.70	64.72	157.30	6,244.10	39.69
Wagoner	00	47.85	4,478.45	93.59	110.52	7,990.40	72.27
Washington	00	14.96	50.00	3.34	31.80	3,158.15	99.31
Washita	67	1.93	2,672.70	1,003.81	331.39	40,228.13	121.39
Woods	95	158.86	10,938.45	68.85	196.75	12,043.45	61.20
Woodward	00	0.00	0.00	0.00	54.95	1,898.50	34.54
Total	95	4,385.71	$384,638.19	$87.70	18,440.14	$1,144,451.96	$78.16

TABULATION SHOWING COST OF RIGHT OF WAY BY COUNTIES FROM 1925 TO NOVEMBER 1, 1930

County	1925 Acres	1925 Cost	1925 Ave. Cost Per Acre	1926 Acres	1926 Cost	1926 Ave. Cost Per Acre	1927 Acres	1927 Cost	1927 Ave. Cost Per Acre	1928 Acres	1928 Cost	1928 Ave. Cost Per Acre	1929 Acres	1929 Cost	1929 Ave. Cost Per Acre	1930 Acres	1930 Cost	1930 Ave. Cost Per Acre	Total 1925 to December 31, 1930 Total Acres	Total Cost	Ave. Cost Per Acre
Adair	0.00	$ 0.00	$ 0.00	0.00	$ 0.00	$ 0.00	87.07	$4,447.06	$51.07	127.43	$5,655.58	$ 44.38	18.52	$2,941.22	$158.81	1.03	$ 40.00	$ 38.83	234.05	$13,083.86	$55.90
Alfalfa	0.59	2.00	3.38	11.17	0.00	0.00	46.08	3,623.85	78.76	8.22	1,001.60	121.84	4.97	497.00	100.00	78.06	1,431.80	18.34	149.09	6,556.25	43.97
Atoka	0.00	0.00	0.00	0.00	0.00	0.00	80.72	586.50	7.26	38.30	1,272.90	33.23	81.97	1,670.75	20.38	399.96	2,512.48	6.28	600.95	6,042.63	10.05
Beaver	0.00	0.00	0.00	38.56	1,837.60	47.65	6.80	348.60	51.26	3.44	125.00	36.33	0.00	0.00	0.00	110.12	5,844.25	53.07	158.92	8,155.45	51.31
Beckham	85.40	6,558.15	76.79	107.56	12,154.63	113.00	105.37	587.00	5.57	21.79	35.00	1.60	49.30	0.00	0.00	98.41	9,024.59	91.70	467.83	28,359.37	60.61
Blaine	18.85	3,168.60	168.09	8.50	1,918.21	225.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	176.46	21,180.05	120.02	203.81	26,266.86	128.87
Bryan	0.00	0.00	0.00	53.67	2,113.42	39.37	11.23	494.45	44.02	6.21	0.00	0.00	18.77	1,267.25	67.51	90.22	8,041.35	89.13	174.10	11,916.47	68.44
Caddo	0.00	0.00	0.00	34.24	7,176.73	209.60	10.44	1,433.55	137.31	50.26	6,568.50	130.69	410.71	48,821.83	118.87	342.13	42,976.00	125.61	847.78	106,976.61	126.18
Canadian	0.00	0.00	0.00	27.96	1,437.76	51.42	35.26	1,887.78	53.54	128.49	1,661.96	12.93	84.61	14,655.07	173.20	3.68	865.20	235.10	280.00	20,507.77	73.24
Carter	0.00	0.00	0.00	29.44	2,694.70	91.53	55.93	963.78	17.23	39.48	1,425.35	36.10	58.48	4,291.52	73.38	57.87	6,611.90	114.25	241.20	15,987.25	66.28
Cherokee	53.40	0.00	0.00	132.83	69.50	0.52	48.33	150.25	3.12	116.78	174.00	1.48	8.38	269.60	32.17	11.19	77.00	6.88	370.91	740.35	1.99
Choctaw	5.90	826.00	140.00	3.14	435.85	138.80	3.01	440.76	146.43	0.00	0.00	0.00	37.43	5,139.40	137.30	49.01	4,125.40	84.17	98.49	10,967.41	111.35
Cimarron	0.00	0.00	0.00	0.00	0.00	0.00	2.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	124.43	9,271.50	74.51	126.57	9,271.50	73.25
Cleveland	0.00	0.00	0.00	3.79	169.50	44.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.26	3,144.00	147.88	25.05	3,313.50	132.27
Coal	0.00	0.00	0.00	0.00	0.00	0.00	68.96	2,674.86	38.78	100.63	5,375.30	53.41	3.75	231.34	61.69	96.53	130.00	1.34	269.87	8,411.50	31.16
Comanche	0.00	0.00	0.00	25.38	1,175.51	46.31	73.49	5,742.94	78.14	27.59	2,398.86	86.94	98.82	11,596.32	117.34	129.88	13,853.28	106.60	355.16	34,766.91	97.89
Cotton	0.00	0.00	0.00	0.00	0.00	0.00	20.41	672.00	32.92	8.41	3,506.10	416.89	44.97	6,763.75	150.40	22.52	731.00	32.46	96.31	11,672.85	121.20
Craig	122.08	5,989.60	48.65	84.64	4,412.31	52.13	8.23	541.60	65.80	85.38	2,217.35	25.97	13.24	637.90	48.17	36.95	5,200.75	140.75	350.52	18,949.51	54.06
Creek	21.73	0.00	0.00	16.05	111.80	6.96	2.44	276.50	113.31	0.00	0.00	0.00	3.34	417.00	124.85	21.38	321.50	15.03	64.94	1,126.80	17.35
Custer	7.00	130.00	18.57	1.58	244.00	154.43	63.66	6,414.40	92.88	0.88	0.00	0.00	62.55	7,886.30	126.07	66.92	11,346.70	169.55	208.59	26,021.40	124.74
Delaware	30.39	624.80	20.55	39.34	1,438.50	36.56	8.90	451.00	50.67	26.03	452.15	17.37	26.94	1,921.30	71.31	57.28	5,211.85	91.02	188.86	10,099.60	53.47
Dewey	6.65	10.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.12	25.00	208.54	0.96	125.00	130.20	0.00	0.00	0.00	7.73	160.00	20.69
Ellis	7.18	0.00	0.00	13.71	261.10	19.04	0.00	0.00	0.00	0.01	0.00	0.00	8.72	0.00	0.00	0.00	0.00	0.00	29.62	261.10	8.81
Garfield	54.04	5,420.70	100.30	61.22	5,623.34	91.85	9.31	1,359.50	146.05	5.10	1,359.30	266.52	0.00	0.00	0.00	0.00	0.00	0.00	129.67	13,762.84	106.13
Garvin	93.06	204.25	2.19	76.18	1,178.32	15.46	12.30	1,390.01	113.00	0.00	0.00	0.00	34.41	3.00	0.08	56.71	9,956.80	175.57	272.66	12,732.38	46.69
Grady	132.71	15,926.45	120.00	38.54	8,384.99	217.56	65.65	5,650.32	86.06	256.71	19,619.37	76.42	243.79	34,089.24	139.83	6.73	3,618.95	537.73	744.13	87,289.32	117.30
Grant	43.06	6,478.50	150.45	160.72	10,255.08	63.80	40.41	4,187.65	103.62	0.00	0.00	0.00	40.35	6,952.80	172.31	8.35	1,196.60	143.30	292.89	29,070.63	99.25
Greer	0.00	0.00	0.00	0.00	0.00	0.00	15.74	725.00	46.07	0.00	0.00	0.00	6.93	27.50	3.96	61.32	11,298.50	184.25	83.99	12,051.00	143.48
Harmon	0.00	0.00	0.00	0.00	0.00	0.00	11.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.02	0.00	0.00
Harper	7.30	1,000.00	136.98	18.31	392.20	21.41	4.78	50.00	10.46	32.39	1,021.50	59.32	3.03	22.00	7.26	2.98	298.00	100.00	68.79	3,683.70	53.45
Haskell	33.40	63.00	1.88	42.48	12.00	0.28	0.00	0.00	0.00	9.43	156.00	16.59	0.71	326.00	459.15	0.00	0.00	0.00	86.02	557.00	6.47
Hughes	166.24	11,220.45	67.49	225.15	16,214.18	72.01	7.39	518.00	70.09	11.45	123.50	10.78	125.98	0.00	0.00	23.28	152.50	6.55	559.49	28,228.63	50.45
Jackson	0.00	0.00	0.00	0.00	0.00	0.00	5.71	504.00	88.26	38.61	1,337.00	34.62	43.18	4,598.29	106.49	54.64	7,721.75	141.32	142.14	14,161.04	99.63
Jefferson	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.90	800.00	89.88	146.54	13,651.95	93.16	32.96	5,783.95	175.48	188.40	20,235.90	107.40
Johnston	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.95	537.50	77.33	0.00	0.00	0.00	0.00	0.00	0.00	6.95	537.50	77.33
Kay	0.00	0.00	0.00	152.60	734.50	4.81	14.30	36.25	2.53	0.63	0.00	0.00	0.00	0.00	0.00	6.53	25.00	3.82	174.06	795.75	4.57
Kingfisher	0.00	0.00	0.00	77.62	9,250.20	119.17	1.83	387.39	211.68	20.50	3,545.50	172.95	105.67	13,800.57	130.60	37.60	2,656.70	70.65	243.22	29,640.36	121.86
Kiowa	0.00	0.00	0.00	56.10	4,108.50	73.23	66.11	5,069.10	76.67	27.29	1,715.45	62.86	0.00	0.00	0.00	77.16	8,667.45	112.33	226.66	19,560.50	86.29
Latimer	0.00	0.00	0.00	0.00	0.00	0.00	4.26	424.74	99.70	0.00	0.00	0.00	5.03	406.00	80.71	8.21	242.50	29.53	17.50	1,073.24	61.32
Le Flore	36.80	1,674.49	45.50	281.17	5,132.39	18.21	94.19	295.05	3.13	4.87	275.00	56.46	8.83	145.50	16.47	15.00	1,080.64	72.04	440.86	8,603.07	195.14
Lincoln	30.31	4,873.07	160.77	64.70	4,586.57	70.88	134.27	16,231.41	120.88	92.39	16,186.82	175.20	63.91	11,869.31	185.71	25.01	3,967.61	158.64	410.59	57,714.79	140.56
Logan	92.26	10,591.10	114.79	59.38	9,689.18	163.17	91.62	25,213.47	275.19	0.72	517.69	719.01	0.00	0.00	0.00	45.94	3,949.85	85.89	289.92	49,961.29	172.32
Love	25.78	911.00	35.33	80.21	2,707.80	33.75	13.23	846.66	63.99	2.21	1,772.87	802.20	0.94	60.00	63.82	95.60	4,723.33	49.44	217.97	11,021.66	50.56
McClain	148.91	13,789.23	92.60	44.81	2,331.20	52.02	13.65	18.00	1.31	20.80	950.65	45.70	49.49	303.50	6.13	41.11	6,205.45	150.94	318.77	23,598.03	74.02
McCurtain	0.00	0.00	0.00	0.11	0.00	0.00	40.13	4,020.00	100.22	9.15	468.30	51.18	19.55	1,348.00	68.95	28.60	25.00	0.87	97.54	5,861.30	60.09
McIntosh	3.65	1,985.00	543.83	0.00	0.00	0.00	0.00	0.00	0.00	4.99	15.00	3.00	47.72	763.00	15.98	2.62	238.80	94.76	58.88	3,001.80	50.98
Major	0.00	0.00	0.00	28.90	2,667.05	92.28	56.98	4,086.48	71.71	61.39	4,748.05	77.34	48.11	9,814.76	204.00	0.50	25.00	50.00	195.88	21,341.34	108.95
Marshall	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mayes	150.23	9,542.59	63.51	104.86	5,028.28	47.95	15.30	617.50	40.35	1.72	188.85	109.79	54.04	4,469.25	82.70	41.88	246.00	5.87	368.03	20,092.47	54.59
Murray	0.09	75.00	833.33	60.16	3,990.00	66.32	1.26	182.85	145.11	1.20	50.00	41.66	19.35	0.00	0.00	19.30	1,211.05	62.74	101.36	5,508.90	54.34
Muskogee	0.00	0.00	0.00	11.47	2,002.50	174.58	1.43	41.95	29.33	0.00	0.00	0.00	104.21	12,185.70	116.93	421.64	57,130.43	135.49	538.75	71,360.58	132.45
Noble	57.03	2,756.63	48.33	40.27	5,503.97	136.67	149.90	10,787.35	72.15	13.36	2,004.26	150.01	17.66	3,714.90	210.35	2.52	562.50	223.21	280.74	25,329.61	90.22
Nowata	95.89	5,387.15	56.18	70.11	4,036.04	57.56	59.14	1,767.91	28.89	103.33	146.55	1.41	32.20	919.45	28.55	2.50	94.00	37.60	363.17	12,351.10	34.00
Okfuskee	24.31	1,578.15	64.91	7.38	898.70	121.77	32.84	43.50	1.32	51.28	0.00	0.00	0.58	243.10	419.13	19.83	22.60	1.13	136.22	2,786.05	20.45
Oklahoma	0.00	0.00	0.00	2.20	12.50	5.68	0.60	50.00	83.33	25.30	493.80	19.51	16.31	5,973.00	366.21	5.37	835.00	155.47	49.78	7,364.30	14.79
Okmulgee	15.00	4,937.50	329.16	7.35	449.10	61.10	2.20	600.00	272.72	0.00	0.00	0.00	27.60	2,152.15	77.97	26.38	6,954.35	263.62	78.53	15,093.10	192.19
Osage	0.00	0.00	0.00	14.57	854.35	58.67	211.71	10,994.10	51.69	22.15	3,152.93	142.34	89.12	8,234.11	92.39	193.43	23,528.44	121.63	530.98	46,764.43	88.07
Ottawa	38.21	2,670.73	69.89	3.02	30.00	9.93	0.00	0.00	0.00	0.00	0.00	0.00	2.29	0.00	0.00	7.76	0.00	0.00	51.28	2,700.73	52.66
Pawnee	15.63	3,665.50	234.51	68.13	10,154.97	149.05	156.03	18,654.91	119.55	1.57	339.70	216.36	0.00	0.00	0.00	11.17	547.50	49.01	252.53	33,362.58	132.11
Payne	0.00	0.00	0.00	47.57	5,997.90	126.08	132.08	17,990.20	136.20	68.78	15,427.06	224.29	16.94	4,677.41	276.11	14.31	3,982.00	278.26	279.68	48,074.57	171.89
Pittsburg	57.88	4,479.90	77.36	12.91	1,303.55	100.97	78.67	5,311.25	67.51	42.85	4,339.52	101.27	190.50	21,084.18	110.67	6.06	1,062.85	175.38	388.87	37,581.25	96.64
Pontotoc	0.00	0.00	0.00	0.00	0.00	0.00	211.77	7,283.44	34.39	126.98	11,712.60	92.23	241.14	47,598.92	197.39	4.31	1,222.26	299.32	584.20	67,887.22	116.20
Pottawatomie	12.66	3,434.30	275.22	72.48	10,160.84	140.18	66.84	8,722.10	130.49	53.69	11,004.30	204.95	144.52	7,998.43	55.34	40.93	8,349.50	203.99	391.12	49,719.47	127.12
Pushmataha	1.00	0.00	0.00	2.00	100.00	50.00	4.61	541.50	117.46	0.00	0.00	0.00	165.85	133.46	0.80	81.19	371.50	4.57	254.65	1,146.46	4.50
Roger Mills	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.59	179.50	50.00	34.23	2,251.03	65.78	37.82	2,430.53	64.26
Rogers	120.96	5,722.13	47.30	160.29	11,281.51	70.38	40.15	811.40	20.20	0.00	0.00	0.00	17.31	1,226.00	70.82	199.12	12,325.63	61.90	537.83	31,366.67	58.32
Sequoyah	1.00	50.00	50.00	145.78	6,354.50	43.58	82.08	7,896.55	96.20	3.31	760.50	229.75	0.00	0.00	0.00	0.04	9.25	231.25	232.21	15,070.80	64.90
Seminole	4.39	374.00	85.19	66.31	669.40	10.09	134.80	4,630.85	34.35	30.38	1,942.37	63.93	85.73	0.00	0.00	17.05	621.98	36.43	338.66	8,237.80	24.32
Stevens	187.87	1,092.50	5.81	194.46	3,147.28	16.18	105.27	5,275.81	50.11	0.81	150.00	185.18	2.43	125.00	51.44	0.00	0.00	0.00	490.84	9,790.59	19.94
Texas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83.84	0.00	0.00	306.07	16,083.84	52.54	389.91	16,083.84	41.25
Tillman	0.00	0.00	0.00	0.00	0.00	0.00	17.62	592.92	33.65	19.34	3,050.30	157.71	14.96	2,035.94	136.09	0.00	0.00	0.00	51.92	5,679.16	109.38
Tulsa	7.53	761.00	101.06	4.19	150.40	35.89	17.62	90.00	5.10	21.56	0.00	0.00	25.40	0.00	0.00	81.00	5,242.70	64.72	157.30	6,244.10	39.69
Wagoner	46.90	2,495.25	53.20	9.23	721.70	78.19	1.50	222.00	148.00	2.76	25.00	9.05	2.28	67.00	25.00	47.85	4,478.45	93.59	110.52	7,999.40	72.37
Washington	0.70	245.00	350.00	1.29	190.00	77.51	7.91	2,494.40	315.34	6.94	268.75	38.72	0.00	0.00	0.00	14.96	50.00	3.34	31.80	3,158.15	99.31
Washita	23.25	2,274.60	97.83	16.16	435.25	26.93	0.00	0.00	0.00	270.38	31,350.90	115.95	19.67	3,494.68	177.67	1.93	2,672.70	1,003.81	331.39	40,228.13	121.39
Woods	0.00	0.00	0.00	25.45	10.90	0.39	1.92	25.00	13.02	9.30	920.00	98.92	1.22	150.00	122.95	158.86	10,938.45	68.85	196.75	12,043.45	61.20
Woodward	0.00	0.00	0.00	0.00	0.00	0.00	34.99	339.50	9.70	17.48	1,311.00	75.00	2.48	248.00	100.00	0.00	0.00	0.00	54.95	1,898.50	34.54
Total	2,087.22	$142,988.32	$68.50	3,247.40	$194,311.86	$59.83	3,015.59	$208,716.90	$69.20	2,292.40	$176,582.54	$77.02	3,411.82	$334,214.15	$97.95	4,385.71	$384,638.19	$87.70	18,440.14	$1,144,451.96	$78.16

OKLAHOMA STATE HIGHWAY COMMISSION

CONDITION OF STATE HIGHWAY MILEAGE BY DIVISIONS AS OF DECEMBER 31, 1930, INCLUDING WORK UNDER CONTRACT

Type of Surfacing	Div. 1	Div. 2	Div. 3	Div. 4	Div. 5	Div. 6	Div. 7	Div. 8	Div. 9	Totals
Concrete	323.669	80.032	88.331	126.790	235.192	88.636	323.916	11.860	0.70	1,279.126
Asphalt	61.588	36.300	56.528	43.280	66.083	12.890	24.030	19.422		320.116
Brick		9.970			25.113		4.500			39.583
Oil Treated Gravel	109.500	182.000	206.426	143.790	48.741	86.970	41.087	40.786	3.600	862.900
Untreated Gravel	72.50	271.800	159.792	196.185	40.680	26.40	29.503	38.755	40.750	876.365
Standard Gr. & Dr.	43.045	33.598	65.543	30.371	63.040	173.360	63.083	190.282	143.720	806.042
Not Stand. Gr. & Dr.	114.800	167.400	146.800	152.470	112.370	371.510	326.540	278.960	539.580	2,210.430
Totals	725.1 2	781.100	723.415	692.886	591.219	759.766	812.659	580.065	728.350	6,394.562

OKLAHOMA STATE HIGHWAY COMMISSION

CONDITION OF STATE HIGHWAYS AS OF DECEMBER 31, 1930

TYPE	PAVEMENT				GRAVEL			EARTH		TOTALS
	Concrete	Brick	Asphalt on Concrete	Asphalt on Gravel	Bit. Treated Surface	Oil Treated	Untreated	Standard Gr. & Dr.	Not Standard Gr. & Dr.	
Mileage as of Jan. 1, 1930, including work under contract	1,022.103	39.583	211.279	42.720	26.00	.....	1,624.334	763.346	2,616.697	6,346.062
Contracts awarded in '29 and completed since Jan. 1, 1930	4.173	.....	.....	.....	.....	.....	.....	373.921	.....	378.094
Contracts awarded in '30 and completed since Jan. 1, 1930	275.348	.....	0.488	20.929	18.70	876.442	87.630	224.973	.....	1,504.510
Contracts awarded in '29 and under construction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Contracts awarded in '30 and under construction	.....	.....	.....	.....	.....	.....	37.20	211.956	.....	249.156
Advertised for letting	.....	.....	.....	.....	.....	.....	.....	52.927	.....	52.927
Total miles adv., completed and under construction since January 1, 1930	279.521	.....	0.488	20.929	18.70	876.442	124.830	863.777	.....	2,184.687
Total mileage as of December 31, 1930, including work completed and under construction	1,279.126	39.583	211.767	63.649	44.70	862.90	876.365	806.042	2,210.430	6,394.562

OKLAHOMA STATE HIGHWAY COMMISSION

CONDITION OF STATE HIGHWAY MILEAGE BY COUNTIES AS OF DECEMBER 31, 1930—COMPLETED AND UNDER CONTRACT

County	Total Mileage	18-ft. Concrete 9-in. 6-in. 9-in.	20-ft. Concrete 9-in. 6-in. 9-in.	20-ft. Concrete 10-in. 7-in. 10-in.	9-ft. Concrete 9-in. 6-in. 9-in.	Asphalt on Concrete	Asphalt on Gravel	Brick on Concrete	Brick on Gravel	Bituminous Treated Gravel	Oil Treated Gravel	Untreated Gravel	Standard Gr. & Dr.	Not Standard Gr. & Dr.
Adair	84.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	84.00	.....	.....
Alfalfa	83.186	24.570	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14.566	44.05
Atoka	76.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46.800	.....	29.50
Beaver	143.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.850	25.250	108.30
Beckham	79.983	10.190	.....	.....	.....	19.422	.....	.....	.....	.....	.....	.....	34.121	16.20
Blaine	92.504	0.660	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.700	15.894	67.25
Bryan	80.521	10.855	.....	11.526	.....	.....	16.670	.....	.....	.....	22.00	16.920	2.550	.....
Caddo	215.722	.....	.....	.....	.....	.....	.....	.....	.....	.....	22.76	.....	82.251	110.711
Canadian	64.097	18.380	.....	.....	.....	11.557	1.50	.....	.....	.....	.....	22.740	9.920	.....
Carter	97.059	10.997	11.190	11.672	.....	2.00	3.90	.....	.....	.....	4.10	12.90	4.420	35.88
Cherokee	73.500	.....	.....	.....	.....	.....	.....	.....	.....	5.00	11.00	35.50	.....	22.00
Choctaw	68.150	7.40	.....	.....	.....	.....	6.05	.....	.....	.....	54.70	.....	.....	.....
Cimarron	85.350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28.50	56.850
Cleveland	36.030	9.678	3.894	.....	.....	19.597	.....	.....	.....	.....	0.66	.....	2.210	.....
Coal	48.976	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29.976	.....	19.00
Comanche	116.140	16.520	.....	.....	.....	.....	.....	.....	.....	.....	38.880	6.00	24.640	36.10
Cotton	84.790	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16.730	68.06
Craig	78.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	30.00	4.50	7.00	37.00
Creek	88.130	74.041	.....	8.601	.....	0.488	.....	.....	.....	.....	.....	.....	.....	5.00
Custer	52.846	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.50	27.706	20.640
Delaware	126.813	.....	.....	3.113	.....	.....	.....	.....	.....	.....	1.00	55.20	8.50	59.00
Dewey	71.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	71.50
Ellis	118.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	118.30
Garfield	67.310	55.280	.....	.....	.....	12.030	.....	.....	.....	.....	.....	.....	.....	.....
Garvin	53.711	1.10	.....	16.111	.....	.....	.....	.....	.....	.....	1.00	2.00	.....	33.50
Grady	88.715	1.520	11.731	.....	.....	12.890	.....	.....	.....	.....	35.516	.....	19.058	8.00
Grant	69.935	40.435	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29.50
Greer	64.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.50	13.41	45.09
Harmon	37.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37.20
Harper	108.350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13.40	2.50	92.450
Haskell	73.725	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24.125	5.00	44.600
Hughes	77.056	10.574	.....	.....	.....	13.022	.....	.....	.....	.....	30.318	5.142	.....	18.00
Jackson	60.770	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.770	3.00	15.40	38.60
Jefferson	69.880	.....	.....	9.160	.....	.....	.....	.....	.....	.....	.....	.....	8.720	52.00
Johnston	61.350	9.80	.....	.....	2.950	.....	.....	.....	.....	.....	.....	27.00	.....	21.60

Kay	84.560	75.970	2.08			2.00		4.50						
Kingfisher	62.370	23.010											9.160	31.200
Kiowa	97.976	1.01									44.056	4.500	7.660	40.750
Latimer	49.160	1.91									27.250	7.00	13.00	
LeFlore	149.479									8.00	43.584	57.85	5.845	34.20
Lincoln	97.882	21.194				10.578					16.185	5.870	7.415	36.640
Logan	63.595	44.161		8.184		4.750								6.50
Love	25.534		7.749	16.444									1.341	
McClain	45.108	1.00	0.793	12.281							13.670		7.364	10.00
McCurtain	131.989						7.089				44.20	55.00		25.70
McIntosh	52.00										22.00			30.00
Major	129.250						1.00					6.00	2.00	120.250
Marshall	38.180	7.340									13.90	16.940		
Mayes	94 00										62.50	31.50		
Murray	58.603	9.040	9.827			0.171	7.40					16.725		15.440
Muskogee	147.602	20.00		17.332				1.00	8.97	7.30	12.30	62.60	3.50	14.60
Noble	72.327	50.039	4.761	6.027							8.50	3.00		
Nowata	59.00					5.00				16.40	16.60	15.00		6.00
Okfuskee	61.752	3.760					12.524				28.394		17.074	
Oklahoma	80.465	36.811	4.721			11.666	0.666	25.113					1.488	
Okmulgee	80.798	42.70				19.00				5.00		4.00	10.098	
Osage	135.787	23.10				13.40	2.60				32.587		24.80	39.30
Ottawa	72.194	5.00		2.494		20.70						32.00		12.00
Pawnee	77.847	25.224	10.376								11.60		0.847	29.80
Payne	89.572	52.450		7.201								16.070	3.751	10.10
Pittsburg	110.537	37.096				8.575					27.734	10.132		27.00
Pontotoc	71.70										41.438	14.067	14.195	2.00
Pottawatomie	64.545	22.405		5.657		10.519							11.834	14.130
Pushmataha	73.520										4.890	12.80	26.480	29.350
Roger Mills	25.950												3.350	32.60
Rogers	107.630	15.830								3.00	45.50	19.00	15.80	8.50
Seminole	81.030	31.212		3.779		14.402					7.708		21.929	2.00
Sequoyah	67.50										48.70			18.80
Stephens	95.120	50.860											44.260	
Texas	105.850											4.00	87.470	14.380
Tillman	88.50											4.00	6.40	78.10
Tulsa	117.698	106.625		0.575							4.80	2.00	3.698	
Wagoner	59.00										25.50	10.50		23.00
Washington	56.00	55.50											0.50	
Washita	80.154											21.055	58.680	0.419
Woods	114.850	2.950					4.250				3.60	27.003	27.757	49.290
Woodward	109.20	0.70												108.50
TOTAL	6,394.562	1,068.897	67.122	140.157	2.950	211.767	63.649	30.613	8.970	44.70	862.90	876.365	806.042	2,210.430

STATUS OF CONTRACTS AWARDED IN 1929

County	Project Number	Highway	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Adair	None							
Alfalfa	S140B	64	1.61	Concrete	Cherokee north	Highway Const. Co.	24,606.65	100
Alfalfa	F224A2	64	6.0	Concrete	West of Jet	Standard Pav. Co.	101,742.00	100
Atoka	S272B	73	436 ft.	Bridge	North of Stringtown	E. S. Alderman	28,644.90	100
Atoka	S629	75	81 ft.	Bridge	1¼ mi. Sw. of Tushka	Gaines & Yeokum	8,901.34	100
Beaver	None							
Beckham	F213A2-B2	66	5.0	Concrete	Southwest of Sayre	Standard Pav. Co.	85,203.19	100
Beckham	F213A	66	4.19	Asphalt	Sayre west	Standard Pav. Co.	93,624.91	100
Beckham	F160B	66	0.76	Asphalt	Sayre south	Standard Pav. Co.	18,389.91	100
Beckham	F205ABK	66	2.83	Gr. & Dr.	Elk City east	Wade & Alderson	23,387.64	100
Beckham	F160CD	66	0.32	Gr. Dr. Br.	In Sayre	Standard Pav. Co.	13,407.60	100
Beckham	S551A	41	7.799	Gr. & Dr.	Sayre east	Standard Pav. Co.	69,516.30	100
Beckham	S551B	41	7.25	Gr. & Dr.	Washita Co. line west	B. F. Spaulding	50,038.13	100
Beckham	F205H	66	87 ft.	Bridge	East of Elk City	E.N. Wells & Son	10,043.28	100
Beckham	S551C	41	1,098 ft.	Bridge	East of Sayre	Standard Pav. Co.	97,028.48	100
Blaine	None							
Bryan	S605C	70	6.55	Concrete	East of Bokchito	S. O. Maxey	84,162.19	100
Bryan	OTF539H	75	1,242 ft.	Bridge	Over Red River	Sw. L.E.Myers Co.	230,291.59	100
Caddo	S552A	41	4.94	Gr. & Dr.	Caddo Co. line east	Asplund Const.Co.	27,108.99	100
Caddo	S552B	41	6.83	Gr. & Dr.	Caddo Co. line east	T. C. Ottinger	45,276.52	100
Caddo	S552C	41	4.249	Gr. & Dr.	Binger west	J.E.Smith & Sons	30,723.10	100
Caddo	S599CD	9	12.184	Gr. & Dr.	Kiowa Co. line east	Green Const. Co.	103,865.78	100
Caddo	S599EF	9	14.48	Gr. & Dr.	Fort Cobb to Anadarko	J. J. Harrison	124,470.40	100
Caddo	S505D	277	3.46	Gr. & Dr.	Cyril south	Asplund Const. Co.	16,671.20	100
Caddo	S604FG	66	14.280	Gr. & Dr.	Custer Co. line east	Green Const. Co.	106,891.04	100
Caddo	S505E	277	156 ft.	Bridge	Over Little Washita River	Mackey & Hopper	23,535.04	100
Caddo	S599H	9	947 ft.	Bridges	Fort Cobb to Anadarko	Tom Collins	93,926.26	100
Caddo	S599G	9	611 ft.	Bridges	Two miles N. of Carnegie	Whitson-Kirby	65,575.61	100
Caddo	S552D	41	246 ft.	Bridges	7 mi. Sw. of Eakley	Standard Pav. Co.	27,636.00	100
Caddo	S552E	41	377 ft.	Bridges	Washita Co. line east	Wade & Alderson	34,039.84	100
Caddo	S599I	9	122 ft.	Overhead	East of Carnegie	Sw.Br. & Cul. Co.	12,740.60	100
Caddo	S604J	66	664 ft.	Bridges	From E. to W. Co. line	Whitson & Kirby	104,337.91	100
Canadian	F161AB	81	5.04	Concrete	North of El Reno	Edminston Const.	66,926.13	100
Canadian	F162HI	81	9.94	Gr. & Dr.	Union City Bridge N.	Maney & Alley	34,028.51	100
Canadian	F164FG	66	15.915	Gr. & Dr.	Ceary east	Asplund Const.Co.	68,090.59	100
Canadian	F162J	81	184 ft.	Bridge	In limits of Sec. H & I	Nims & Frost	16,875.76	100
Canadian	F164H	66	175 ft.	Bridge	Geary-Calumet	Merveldt-Lawson	14,952.85	100
Carter	F134G	77	441 ft.	Bridge	Caddo Creek Bridge	Taylor & Majors	59,594.85	100
Cherokee	None							
Choctaw	S564A	70	2.435	Gr. & Dr.	Soper west	Hooven & Montgomery	13,637.44	100
Choctaw	F246	70	1.222 ft.	Bridge	Boggy River Bridge	Altman-Rodgers	151,560.39	100

STATUS OF CONTRACTS AWARDED IN 1929 (Continued)

County	Project Number	Highway	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Cimarron	None							
Cleveland	None							
Coal	None							
Comanche	F215D	7	5.676	Gr. & Dr.	E. and W. of Cache	J. W. Witt	$ 26,794.61	100
Comanche	S505AC	7	11.74	Gr. & Dr.	Caddo Co. line Southwest	J. T. Ables	53,990.95	100
Comanche	F215E	7	234 ft.	Bridge	E. and W. of Cache	Steph. Co. Const.	29,244.43	100
Comanche	S505B	7	294 ft.	Bridge	West of Elgin	Taylor & Majors	33,356.05	100
Comanche	S625B	7	196 ft.	Bridge	Over Medicine Creek	Gaines & Yeokum	20,461.14	100
Cotton	S240A	70	7.16	Gr. & Dr.	Walters east	J. T. Ables	40,215.95	100
Cotton	S240B	70	708 ft.	Bridge	East of Walters	The Boardman Co.	72,592.35	100
Cotton	S661	70	271 ft.	Bridge	Cache Creek Bridge	Whitson & Kirby;	33,047.30	100
Craig	F185E	73	266 ft.	Bridge	Big Cabin Creek	Osage Const. Co.	30,820.58	100
Creek	F136C	66	0.54	Concrete	South of Bristow	Roy Tanner	9,434.20	100
Custer	F205EF	66	9.178	Gr. &Dr.	Washita Co. line NE.	Blackburn-Rimbey	58,927.33	100
Custer	F205J	66	226 ft.	Bridge	Clinton to Foss	Joe Biggs	28,744.79	100
Custer	S604D	66	83 ft.	Bridge	East of Weatherford	L. S. Fisher	14,571.38	100
Delaware	S569I	11	248 ft.	Bridge	Over Flint Creek	Steph. Co. Const.	26,610.75	100
Dewey	S357A	1	60 ft.	Bridge	13 miles east of Vici	Gaines & Yeokum	2,884.00	100
Ellis	S660A	24	0.364	Approach	Pack Saddle Bridge	Sw.L.E.Myers Co.	7,413.29	100
Garfield	F179C	64	7.49	Concrete	Covington east	Theo. Gudgel	107.548.67	100
Garvin	F92AB (See Murray County)							
Grady	F162B	81	7.923	Gr. & Dr.	Chickasha north	Dan Sweeney	37,488.37	100
Grady	F162CD	81	12.18	Gr. & Dr.	North of Pocassett	Dan Sweeney	48,898.47	100
Grady	F202CDE	277	12.72	Gr. & Dr.	Blanchard southwest	Mackey-Hopper	54,019.23	100
Grady	S342AB	9	8.54	Gr. & Dr.	Chickasha west	Maney & Alley	33,100.54	100
Grady	F162E	81	880 ft.	Bridges	Chickasha-Pocassett	Tom Collins	95,915.76	100
Grady	F162F	81	100 ft.	Bridges	North of Pocassett	Tom Collins	14,730.00	100
Grady	F162G	81	364 ft.	Overhead	Mineo Overhead	L. S. Fisher	36,433.83	100
Grady	F202F	9	103 ft.	Bridge	½ mi. E. of Tabler	Nims & Frost	8,782.94	100
Grady	S342C	9	132 ft.	Bridge	Chickasha-Verden	Merveldt-Lawson	10,440.29	100
Grant	F223BC	81	5.00	Concrete	Medford north	Hyde Const. Co.	74,313.93	100
Grant	F223CE	81	5.63	Concrete	Renfrow north	Hyde Const. Co.	91,377.36	100
Greer	None							
Harmon	None							
Harper	S630	11	306 ft.	Bridge	3 mi. Sw. of Buffalo	L. S. Fisher	20,205.87	100
Haskell	F196D	9	5.51	Gr. & Dr.	Keota east	Ellis & Lewis	23,090.86	100
Hughes	None							
Jackson	None							
Jefferson	S570AB	81	9.57	Gr. & Dr.	Waurika north	J.E.Smith & Sons	53,834.55	100
Jefferson	S617E	81	8.01	Gr. & Dr.	Terrell north	Dan Sweeney	32,611.49	100
Jefferson	S570C	81	765 ft.	Bridges	Waurika north	Gaines & Yeokum	33,544.51	100

STATUS OF CONTRACTS AWARDED IN 1929 (Continued)

County	Project Number	Highway	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Jefferson	S617F	81	231 ft.	Bridges	Terrell north	Roberts & Fisher	24,442.83	100
Johnston	None							
Kay	S422	11	5.00	Concrete	Tonkawa N. and W.	Brooks-Dahlgren	75,854.36	100
Kingfisher	F124F2	81	6.383	Concrete	Dover-Hennessey	Park & Co.	94,671.88	100
Kingfisher	F124F	81	6.38	Gr. & Dr.	Dover-Hennessey	Asplund Const.Co.	12,499.65	10
Kiowa	S227F	9	171 ft.	Bridges	1¼ mi. W. of Hobart	Roberts & Fisher	17,872.10	100
Latimer	None							
Le Flore	S598EF	10	4.99	Gr. & Dr.	Pushmataha Co. line N.	I. T. Cole	38,590.78	100
Lincoln	F131F	266	6.65	Concrete	Meeker west	Brooks-Dahlgren	136,810.27	1 0
Lincoln	F136EGHJ	66	14.51	Concrete	Chandler east	H. L. Cannady	244,694.40	100
Lincoln	F137E	66	4.271	Gr. & Dr.	Wellston west	Maney & Alley	19,099.78	100
Lincoln	F137L	66	28 ft.	Bridge	W. of Wellston	Roberts & Fisher	3,001.01	100
Logan	F199BC	33	3.97	Concrete	Guthrie-Coyle	Tom Collins	58,495.76	100
Love	None							
McClain	S311A	37	7.36	Gr. & Dr.	Norman Bridge west	J.E.Smith & Son	34,402.90	100
McCurtain	S239C	21	1,327 ft.	Bridges	Bethel-Smithville	Mackey & Hopper	92,233.36	100
McCurtain	S627	21	67 ft.	Bridges	Mud Creek S. of Idabel	Hcoven & Montg.	9,756.72	1 0
McIntosh	F245F	266	631 ft.	Bridges	W. of Checotah	E. G. Fike	68,709.27	100
Major	S433E	14	170 ft.	Bridges	Main Creek	L. B. Bybee	11,510.31	100
Mayes	S569AB	11	9.43	Gr. & Dr.	E. of Locust Grove	J. H. Maxwell	46,457.81	100
Marshall	None							
Murray	F92AB	77	4.50	Concrete	Garvin Co. line S.	Ellis & Lewis	60,693.72	100
Murray	S536	4	80 ft.	Bridge	Exten. to Br. on Turkey Cr.	T. G. Ayres	1,696.20	100
Muskogee	FR7	73	2.50	Concrete	Muskogee south	Ellis & Lewis	39,632.85	100
Muskogee	FR18A	1	2.56	Concrete	Taft east	Locher Bros.	36,689.75	100
Muskogee	FR18B	64	2.623	Concrete	West of Taft	Locher Bros.	44,209.09	100
Muskogee	F171B2	64	1.50	Concrete	Muskogee west	Locher Bros.	21,477.40	100
Muskogee	FR18C	64	3.20	Gr. & Dr.	West of Taft	J. H. Maxwell	21,902.18	100
Muskogee	FR18G	73	6.052	Gr. & Dr.	N. & S. of Summitt	Ellis & Lewis	16,950.74	100
Muskogee	S671A	27	3.850	Gr. & Dr.	Ft. Gibson southwest	Stebbins-Werham	13,917.71	100
Muskogee	FR18D	64	218 ft.	Bridge	West of Taft	Garrett Const. Co.	27,400.21	100
Muskogee	FR18H	73	122 ft.	Bridges	N. & S. of Summitt	Garrett Const. Co.	9,472.78	100
Muskogee	S671B	27	205 ft.	Bridge	Sw. of Ft. Gibson	Nims & Frost	15,063.15	100
Noble	F140D	77	3.332	Concrete	Red Rock Creek N.	Hyde Const. Co.	51,604.07	100
Noble	F140H	77	1.008	Concrete	Red Rock Creek bottom	American Pav. Co.	19,844.18	100
Noble	F179DFG	64	5.24	Concrete	Garfield Co. line E.	Theo. Gudgel	76,541.02	100
Noble	F140HG	77	1.008	Gr. Dr. Br.	Red Rock Creek bottom	Hyde Const. Co.	54,413.44	100
Nowata	None							
Okfuskee	F188B	12	3.76	Concrete	Weleetka south	S. O. Maxey	47,457.68	100
Oklahoma	F137G	66	4.05	Concrete	East of Arcadia	Brooks-Dahlgren	81,103.44	100

STATUS OF CONTRACTS AWARDED IN 1929 (Continued)

County	Project Number	Highway	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Oklahoma	F137I	66	3.20	Gr. & Dr.	Lincoln Co. line S.	Green Const. Co.	53,840.99	100
Oklahoma	F137J	66	130 ft.	Overhead	West of Luther	Jim Beatty	42,910.85	100
Oklahoma	F137K	66	80 ft.	Bridge	Over Coon Creek	Gaines & Yeokum	9,098.79	100
Okmulgee	F245A	266	4.54	Gr. & Dr.	Deep Fork to Co. line	Pharoah & Co.	16,709.65	100
Okmulgee	S479C	266	1.46	Gr. & Dr.	Henryetta-Dewar	Pharoah & Co.	6,248.96	100
Okmulgee	F245B	266	44 ft.	Bridge	Deep Fork-County line	Pharoah & Co.	7,658.78	100
Osage	F153IJ	11	5.00	Concrete	Barnsdall S. and E.	Park & Co.	102,769.08	100
Osage	F153JJ2-F2	11	5.065	Concrete	Southeast of Barnsdall	Roy Tanner	88,304.82	100
Osage	F153JJ2	11	1.247	Concrete	Extension to F. 153-JJ2-F2	Roy Tanner	20,232.16	100
Osage	S585AB	18	9.59	Gr. & Dr.	North of Fairfax	J. H. Maxwell	53,622.11	100
Osage	S585D	18	402 ft.	Bridges	North of Fairfax	Montg.&Shoemaker	43,950.65	100
Ottawa	S628	66	111 ft.	Bridges	North of Afton	E. S. Alderman	13,874.60	100
Pawnee	F230A	64	6.81	Concrete	West of Pawnee	Highway Const.	108,636.56	100
Payne	F198BC	1	8.00	Concrete	Stillwater east	Tom Collins	134,957.33	100
Payne	F199AJH	33	15.55	Concrete	Perkins E. and W.	Ellis & Lewis	267,891.22	100
Payne	F231E	1	2.00	Concrete	N. of Stillwater	Tom Collins	31,209.00	100
Payne	S437B	40	7.7	Gr. & Dr.	Stillwater S. to S. H. 33	R. R. Tway	24,800.57	100
Payne	S438AB	33	7.94	Gr. & Dr.	Cushing-Drumright	J. J. Harrison	43,235.04	100
Payne	S437C	40	34 ft.	Bridge	Stillwater South-S. H. 33	Mackey & Hopper	5,294.80	100
Pittsburg	F186EF	73	10.99	Gr. & Dr.	Crowder north	Pharoah & Co.	23,991.95	100
Pittsburg	S583B	270	7.238	Gr. & Dr.	McAlester-Bache	J. J. Harrison	36,992.75	100
Pittsburg	F186G	73	107 ft.	Bridge	Crowder-Eufaula Bridge	E. S. Alderman	14,002.21	100
Pittsburg	S583C	270	77 ft.	Bridge	McAlester-Bache	S. E. Gray	9,393.38	100
Pontotoc	F236AB	19	12.13	Gr. & Dr.	Stonewall northwest	S. E. Gray	61,211.16	100
Pontotoc	S466A	48	6.53	Gr. & Dr.	Ada north	Montg.&Shoemaker	24,308.67	100
Pontotoc	S466B	48	5.36	Gr. & Dr.	S. Canadian Riv. S.	Montg.&Shoemaker	19,654.00	100
Pontotoc	S549A	12	7.85	Gr. & Dr.	Ada south	M. A. Swatek	31,817.04	100
Pontotoc	S549B	12	6.65	Gr. & Dr.	Roff north	Maney & Alley	32,811.54	100
Pontotoc	F236C	19	405 ft.	Bridges	Stonewall-Ada	W. S. Bicknell	41,648.81	100
Pontotoc	S466C	48	171 ft.	Bridges	North of Ada	Sw.Br. & Cul. Co.	13,898.90	100
Pontotoc	S549C	12	202 ft.	Bridges	Ada-Roff	E. S. Alderman	25,250.24	100
Pontotoc	S549E	12	162 ft.	Bridges	East of Roff	Gaines & Yeokum	18,869.78	100
Pottawatomie	F211F	3	3.99	Concrete	West of Shawnee	G. P. Carr	55,341.24	100
Pottawatomie	F221B	18	5.176	Concrete	S. of Tecumseh	G. P. Carr	69,128.20	100
Pottawatomie	F221C	18	3.317	Gr. & Dr.	S. of Tecumseh	J. S. Wade & Son	18,337.60	100
Pottawatomie	F221DF	18	13.59	Gr. & Dr.	Asher Bridge north	J.E.Smith & Sons	64,509.78	100
Pottawatomie	F221E	18	321 ft.	Bridge	Little River Bridge	Whitson & Kirby	37,777.95	100
Pottawatomie	F221EE	18	246 ft.	Bridge	Over Salt Creek	L. S. Fisher	31,285.60	100
Pushmataha	S328EF	19	9.25	Gr. & Dr.	Antlers west	J. J. Harrison	65,913.90	100
Pushmataha	S598EF	(See Le Flore Co.)						
Pushmataha	S598A	10	4.45	Gr. & Dr.	Tuskahoma southwest	I. T. Cole	47,690.25	100
Pushmataha	S598G	10	125 ft.	Bridge	Le Flore Co. line south	Sw.Br. & Cul. Co.	15,392.57	100

STATUS OF CONTRACTS AWARDED IN 1929 (Continued)

County	Project Number	Highway	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Pushmataha	S328G	19	103 ft.	Bridge	West of Antlers	Wade & Alderson	9,903.90	100
Roger Mills	S660C	24	0.631	Approach	Pack Saddle Bridge	Sw. L. E. Myers	7,885.37	100
Roger Mills-Ellis	S660B	24	3,810 ft.	Bridge	Pack Saddle, Canadian Riv.	LakesideBr.&S.Co.	305,830.25	100
Rogers	FR43B	66	4.50	Concrete	South of Claremore	Gravelle-Hamblin	96,666.14	100
Rogers	S424	66	45 ft.	Bridge	Chelsea Bridge	E. S. Alderman	6,174.78	100
Seminole	F222DE	3	9.0	Concrete	Nw. of Seminole	Ward-Beckman	143,496.43	100
Seminole	S615B	48	4.07	Concrete	Konawa northeast	Edminston Const.	67,520.72	100
Seminole	S527F	48	4.35	Gr. & Dr.	Seminole south	Taylor & Younger	26,233.18	100
Seminole	S527G	48	274 ft.	Bridge	Seminole south	J. J. Harrison	25,051.63	100
Sequoyah	None							
Stephens	None							
Texas	None							
Tillman-Kiowa	F216B	62	3.272	Gr. & Dr.	Leininger Bridge E.	Dan Sweeney	15,641.21	100
Tillman	S452A	24	3.403	Gr. & Dr.	E. and S. of Tipton	J. S. Wade & Son	8,248.28	100
Tillman	S454A	36	3.076	Gr. & Dr.	Grandfield north	A. J. Postlewait	11,794.55	100
Tulsa	S400A	64	0.865	Gr. & Dr.	Ap. to Arkansas Riv. Br.	Sw.L.E.Myers Co.	49,103.91	100
Tulsa	S400B	64	1,867 ft.	Bridge	Sand Springs bridge	Green Boots Co.	233,578.77	100
Tulsa	S400C	64	185 ft.	Overhead	Frisco-Sand Springs Bdg.	Green Boots Co.	24,808.82	100
Wagoner	S196C	11	1,329 ft.	Bridges	Verdigris bottom	Nims & Frost	86,926.63	100
Wagoner	S360D	51	452 ft.	Bridge	Verdigris bottom	H. G. Oleson	17,523.96	100
Washington	F192A	25	4.0	Concrete	E. of Bartlesville	Hamilton Const.	63,677.40	100
Washita	F205CDD	66	11.55	Gr. & Dr.	Beckham Co. line E.	S. E. Gray	49,829.98	100
Washita	F205D	66	1.941	Gr. & Dr.	Washita Co. line northeast	Blackburn-Rimbey	9,696.75	100
Washita-Custer	F226EFFCC	14	6.00	Gr. & Dr.	Custer Co. line N. and S.	Dan Sweeney	29,005.94	100
Washita	S497CD	41	10.54	Gr. & Dr.	Caddo Co. line west	Interstate Const.	79,526.61	100
Washita	S497G	41	1.56	Gr. & Dr.	Across Washita bottom	Dan Blackburn	19,562.61	100
Washita	S497F	41	90 ft.	Bridge	Caddo Co. line west	James Brothers	27,901.70	100
Washita	F205I	66	136 ft.	Bridges	Washita Co. line northeast	Joe Biggs	14,003.75	100
Washita	F205II	66	204 ft.	Bridges	East of Canute	E.N. Wells & Son	22,786.64	100
Woods	None							
Woodward	None							

OTHER CONTRACTS—CEMENT:

Monarch Cement Company	493,391 bbls.	$1,036,121.10
Dewey Cement Company	4,800 bbls.	10,080.00
Oklahoma Portland Cement Company	8,670 bbls.	18,207.00

STATUS OF CONTRACTS AWARDED IN 1930

County	Project	High. No.	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Adair	None							
Alfalfa	F224ABD	64	6.854	Concrete	East & West Jct.	Stand. Pav. Co.	$ 93,063.59	100
Alfalfa	F154A	64	7.975	Gr. Dr.	Ingersol west	Shultz Const.	34,908.86	100
Alfalfa	F147A	64	3.131	Gr. Dr.	N. Cherokee	Shultz Const.	17,916.98	100
Alfalfa	S619A	45	3.866	Gr. Dr.	Carmen west	Maney-Alley	11,016.45	100
Alfalfa	S619B	45	376 ft.	Bridge	Carmen west	Boardman Co.	32,178.28	100
Alfalfa	F154B	64	111 ft.	Bridge	Ingersol west	Merveldt & Lawson	6,520.50	100
Alfalfa	S674D	75	317 ft.	Bridges	Frontier House and Boggy Creek	Geo. M. Brown	37,683.62	60
Atoka	SA674	75	18.2	Hauling Gravel	Atoka south	L. L. Massey	2,745.50	00
Atoka	S272C	73	529 ft.	Bridge	Muddy Boggy	Stand. Pav.	62,650.38	40
Atoka								100
Beckham	F160C2	66	0.323	Concrete	Sayre to River	Ben Flynn	79,780.81	100
Beckham	F213BB	66	4.867	Concrete	East-Erick	Ben Flynn		100
Beckham	SA770	66		Hauling Gravel	West of Erick	L. L. Massey	361.00	00
Beckham	F206ABD	24	10.240	Gr. Dr.	Sayre north	Maney & Alley	34,349.70	70
Beckham & Roger Mills	F206C	24	37 ft.	Bridge	North Sayre	Merveldt-Lawson	5,871.00	100
Beckham	S331CDEF	64	25.2	Gr. Dr.	Texas Co. line east	Yancey Const. Co.	59,932.06	95
Beaver	F170AB	8	15.894	Gr. Dr.	Geary-Watonga	Maney-Alley	64,439.97	100
Blaine	F170C	8	430 ft.	Bridge	Geary-Watonga	Nims-Frost	46,534.49	100
Blaine	FR41A1	75	8.0	Concrete	Durant-Red River	Highway Const.	148,181.04	100
Bryan	FR41A2	75	3.531	Concrete	Durant-Red River	Highway Const.	61,756.50	100
Bryan	FR41A3-4	75	2.586	Gr. Dr.Br.	Durant-Red River	Highway Const.	21,254.06	100
Bryan								100
Caddo	S641B	8	3.210	Gr. Dr.	From S. H. 9 south	J. J. Harrison	18,779.55	100
Caddo	S651AB	8	7.624	Gr. Dr.	N. Anadarko	J. J. Harrison	31,700.07	100
Caddo	S651D	8	7.253	Gr. Dr.	Gracemont north	T. C. Ottinger	34,590.61	100
Caddo	S552ED	41	5.041	Gr. Dr.	Binger west	Richards-Moorman	37,401.18	100
Caddo	S651C	8	1038 ft.	Bridges	Anadarko-Gracemont	Tom Collins	39,017.43	100
Caddo	S651E	8	329 ft.	Bridges	Gracemont north	J. J. Harrison	12,473.00	100
Caddo	S552H	41	534 ft.	Bridges	Binger west	Mackey-Hopper	27,316.31	95
Canadian	F161	81	4.284	Concrete	Okarche south	Park & Co.	57,646.99	100
Carter & Murray	F134	77	21.02	Concrete	Davis south	Ward-Beekman	359,703.78	100
Carter	S745	70	4.949	Concrete	Junct. S-29 & U-70 & Ext. East	Ward-Beekman	76,142.02	100
Carter-Love	F142ABD	77	16.160	Concrete	Ardmore south	Stand. Pav.	279,380.38	100
Carter	F134AA	77	0.473	Gr. Dr.	Springer to Davis	Dan Blackburn	15,283.69	100
Carter	S676A	77	1.119	Gr. Dr.	N. Ardmore	F. Richmond	9,275.02	100
Cherokee	None							
Choctaw	FR33A	70	7.40	Concrete	Boggy River Bridge east	S. O. Maxey	104,048.09	100
Cimarron	S730ABCD	64	28.50	Gr. Dr.	Texas Co. line west	Yancey Const.	32,987.82	15
Cleveland	F115B)	277	4.27	Concrete	Okla. Co. line south	Ellis & Lewis	78,593.51	100
McClain	F181A)							
Cleveland	S311B	27	2.214	Gr. Dr.	Ext. Sec. A. Norman to Br.	J. E. Smith	6,432.91	100
Coal	None							

STATUS OF CONTRACTS AWARDED IN 1930 (Continued)

County	Project	High. No.	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Comanche	F215F	7	7.895	Gr. Dr.	Kiowa Co. line east	Montgomery-Shoemaker	32,462.45	100
Comanche	S623A	36	5.570	Gr. Dr.	West of S. H. 8	Dan Sweeney	15,696.81	65
Comanche	F215G	7	378 ft.	Br.	Kiowa Co. line east	S.W.Br.&Cul.Co.	33,800.47	100
Comanche	S623B	7	91 ft.	Br.	West of S. H. 8	Dan Sweeney	7,936.25	95
Comanche	S625C	8	103 ft.	Br.	In Ft. Sill Reservation	Roberts-Fisher	8,410.65	100
Comanche	S526C	29	60 ft.	Multiple Culvert	In Lawton	Taylor Bros.	6,106.07	00
Comanche	S623CD	36	11.13	Gr. Dr.	Chattanooga East	T. C. Ottinger	37,214.53	00
Comanche	S623E	36	400 ft.	3 Bridges	Chattanooga East	Mackey-Hopper	90,160.26	00
Cotton	S726	70	0.940	Gr. Dr. Br.	North of Randlett	Ledford-Way	46,130.42	85
Craig	S705A	73-66	1.024	Gr. Dr.	Vinita west	E. L. Redwine	11,765.61	100
Craig	F243C	73	7.061	Gr. Dr.	Vinita north	Cole & Jones	37,394.13	100
Creek	F159CD	75	8.35	Concrete	Sapulpa to Mounds	Roy Tanner Pav.	122,949.05	100
Creek	F159F	75	2.27	Gr. Dr.	Sapulpa to Keifer	J. H. Maxwell	14,004.58	40
Creek	F159G	75	53 ft.	Bridge	Childers Creek	W. S. Rimbey	7,419.05	45
Creek	S439AB		See Payne Co.					
Custer	F204E	66	4.67	Gr. Dr.	Weatherford-Caddo Co. line	T. C. Ottinger	26,823.68	100
Custer	F204EE	66	0.36	Gr. Dr.	East of Weatherford	Richards-Moorman	7,553.25	Begun
Custer	F204DD	66	123 ft.	Bridges	Weatherford-Caddo Co. line	Mackey-Hopper	11,847.25	100
Custer	S769	14	2.0	Hauling Gravel	Clinton south to 66	L. L. Massey	1,286.25	00
	S769	66	2.5	Hauling Gravel	Clinton west	L. L. Massey		
Delaware & Ottawa	F149FG	66	5.607	Concrete	Ottawa Co. line south	Brooks-Dahlgren	73,259.19	100
Delaware	S569KL	11	2.216	Gr. Dr.	East & West Flint Creek	Winstead-Gunter	28,539.42	100
Dewey	None							
Ellis	None							
Garfield	None							
Garvin	F143-144	77	16.11	Concrete	Wynnewood north	Gibson-Gibson	297,032.02	100
Garvin	F144F	77	124 ft.	Bridge	Owl Creek S. Paoli	J. S. Wade & Son	11,750.50	100
Grady	F162DD	81	1.155	Concrete	Union City Bridge south	Theo. Gudgel	18,538.27	100
Grady	F208	81	10.576	Concrete	Ninnekah south	H. L. Cannady	83,772.32	100
Grant	F224E	64	3.93	Concrete	Nash west	Stand. Pav. Co.	51,856.66	100
Greer	F278AB	9	13.41	Gr. Dr.	Mangum west	Dan Sweeney	52,685.52	00
Harmon	None							
Harper	None							
Haskell	None							
Hughes	F189B	75	5.142	Concrete	Wetumka south	S. O. Maxey	66,272.83	100
Jackson	F216GH	62	8.64	Gr. Dr.	Altus-Headrick	Dan Sweeney	30,602.72	100
Jackson	S654AB	62	8.92	Gr. Dr.	Altus west	Dan Sweeney	23,671.57	90
Jackson	S654C	62	277 ft.	Bridges	West of Altus	Mackey-Hopper	28,781.60	65
Jackson	F216I	62	290 ft.	Bridge	Altus to Headrick	Merveldt-Lawson	18,232.72	100
Jackson	S843D		1,910 ft.	Red River Br.	Eldorado-Quanah	Gaines-Yeokum	69,950.14	5
Jefferson	F244AAB	81	9.128	Concrete	Waurika north	J. P. Foty	138,384.97	100

STATUS OF CONTRACTS AWARDED IN 1930 (Continued)

County	Project	High. No.	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Jefferson	F589	81	2035 ft.	Red River Br.	Terrall-Ringgold	Vincennes Br. Co.	238,886.50	95
Johnston	None							
Kay	S422BB	11	4.188	Concrete	West of Tonkawa	Hyde Const.	51,070.70	100
Kingfisher	F161EF	81	9.16	Gr. Dr.	Okarche north	J. E. Smith & Sons	39,772.90	100
Kiowa	F215H	62	7.649	Gr. Dr.	Snyder east	T. C. Ottinger	29,813.12	100
Kiowa	F215I	62	276 ft.	Bridge	Snyder east	Merveldt-Lawson	22,569.04	100
LeFlore	S504	10	400 ft.	Tim. Trestle	Fourche Maline River	Geo. Brown	13,074.80	100
LeFlore	S715	271	124 ft.	Bridges	Caston Creek	Geo. Brown	19,952.72	100
LeFlore	S327A	271	48 ft.	Culverts	South of Heavener	Terry Const.	3,055.02	100
Lincoln	None							
Logan	F256AC	33	8.184	Concrete	West of Guthrie	Tom Collins	143,266.21	100
Logan	S703	33	0.211	Gr. Dr.	West of Guthrie	Geo. B. Rice	4,543.34	100
Logan	F256B	33	116 ft.	Bridge	5½ mi. West Guthrie	W. S. Rimbey	15,771.95	100
Logan	S756	33	616 ft.	Bridge	S. H. 33-north Coyle	Leo. Sanders	10,000.00	100
Logan	F199	33	906 ft.	Bridge	Cimarron River N. Coyle	Schlichter Br. Co.	89,905.17	95
Love	F141	77	5.657	Concrete	Marietta south	J. P. Foty	45,599.76	100
Love	F141B	77	3.093	Concrete	South of Marietta	J. P. Foty	36,912.60	100
Love	F141C	77	6.006	Concrete	South of Marietta	Stand. Pav. Co.	105,472.24	100
Love	F142	See Carter Co.						
Love	F588	77	1559 ft.	Bridge	Red River-Marietta-Gainesville	Mo. Val. Br. Iron	320,718.55	30
Love	F141-588	77	1.341	Gr. Dr.	Approach Red River Bridge	Scott-Lawson-Bybee	15,171.25	50
McClain	F181A	See Cleveland Co.						
McClain	F144ABH	77	12.18	Concrete	Purcell south	Ward-Beekman	172,033.21	100
McClain	F144G	77	467 ft.	Bridge	Walnut Creek S-Purcell	Schlichter Br. Co.	38,330.90	100
McCurtain	S746	70	7.089	2-in. Hot Asp. on Gravel	Garvin-Idabel	Ward-Beekman	78,750.00	100
McIntosh	None							
Major	None							
Marshall	None							
Mayes-Rogers	F194FG	11	5.187	Gr. Dr.	East & west of County line	Ellis & Lewis	29,416.03	100
Mayes-Rogers	FA194	11	6.0	Hauling Gravel	From U.S. 73 west	L. L. Massey	1,837.50	00
Murray	F134	See Carter Co.						
Murray	S718	22	7.400	Asp. Sur.	Davis to Sulphur	Western Pav. Co.	63,792.00	100
Murray	S763	18-22	1.24	Asp. Sur.	Main St. Sulphur-End Hospital road	Western Pav.	9,202.11	100
Muskogee	S671A	62	3.855	Concrete	Ft. Gibson-southwesterly	Ellis-Lewis	45,970.19	100
Muskogee	FR18C	64	2.820	Concrete	Taft west	Ellis-Lewis	36,598.52	100
Muskogee	S657A	62	3.348	Concrete	North of Boynton	Ellis-Lewis	56,638.29	100
Muskogee	FR18GI	73	7.344	Concrete	Oktaha through Summit	Ellis-Lewis	95,969.26	100
Muskogee	FR18I	73	5.248	Gr. Dr.	McIntosh Co. line north	Gravelle-Hamblin	21,671.86	100
Muskogee	FR18E	64	4.528	Gr. Dr.	Haskell southeast	Ellis-Lewis	20,654.13	100
Muskogee	FR18K	64	3.523	Gr. Dr.	Keefton north	Stebbins-Werham	12,062.62	100

STATUS OF CONTRACTS AWARDED IN 1930 (Continued)

County	Project	High. No.	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Muskogee	F249A	64	7.034	Gr. Dr.	Warner north	Gravelle-Hamblin	33,442.33	100
Muskogee	FA249C	64	11.0	Hauling Gravel	Warner north	R. B. Barnett	1,386.00	00
Muskogee	FR18L	64	82 ft.	Br. Ext.	Keefton north	Gravelle-Hamblin	4,286.50	100
Muskogee	F249B	64	425 ft.	Bridges	Warner north	Gravelle-Hamblin	38,907.92	100
Muskogee	S657B	52	109 ft.	Bridges	North of Boynton	Ellis-Lewis	12,325.05	100
Muskogee	FR18F	64	259 ft.	Bridges	Haskell southeast	Richards-Moorman	28,331.50	100
Muskogee	FR18J	73	224 ft.	Bridges	McIntosh Co. line north	Richards-Moorman	27,514.55	100
Noble	F231	64	12.067	Concrete	East of Perry	Hyde Const.	161,995.88	100
Noble	F231A3&4	64		Ext. Culverts	East of Perry	E. L. Redwine	5,392.34	100
Nowata	None							
Okfuskee	None							
Oklahoma	F137IJ	66	4.721	Concrete	Luther west	H. L. Cannady	70,927.78	100
Oklahoma	F131I	62	1.050	Gr. Dr.	Harrah east	H. L. Cannady	33,799.23	100
Okmulgee	S657A	62	3.798	Gr. Dr.	Muskogee Co. line west	J. W. Taylor	16,955.31	20
Osage & Washington	F153DE	11	5.53	Concrete	Avant south	Brooks-Dahlgren	74,208.51	100
Osage	F252C	25	7.398	Gr. Dr.	Wash. Co. line west	Garrett Const.	57,421.30	100
Osage	F252F	25	7.741	Gr. Dr.	Pawhuska northeast	J. J. Harrison	53,444.99	60
Osage	F252B	25	264 ft.	Bridge	West of Bartlesville	Fike & Co.	24,190.44	100
Osage	F252G	25	383 ft.	Bridge	Pawhuska northeast	Gravelle-Hamblin	36,809.04	80
Ottawa & Delaware	F149FG	See Delaware Co.						
Ottawa	F149H	66	33 ft.	Bridge	Afton S. of Delaware Co. line	Brooks-Dahlgren	1,769.17	100
Pawnee	F229	64	10.345	Concrete	East of Pawnee	Highway Const.	131,566.61	100
Pawnee	S698	25	0.847	Gr. Dr.	Cleveland North to River	J. W. Taylor	3,712.24	100
Payne	F198	1	10.575	Concrete	Stillwater to Yale	Park & Co.	144,596.41	100
Payne-Creek	S438AB	33	7.939	Concrete	Cushing east	Park & Co.	111,460.89	100
Payne-Logan	F199	33	See Logan Co.					
Pittsburg	None							
Pottawatomie	F221CD	18	5.657	Concrete	South of Tecumseh	Brooks-Dahlgren	91,128.09	100
Pottawatomie	F211D	3	0.544	Concrete	East of Dale	Leo Sanders)		
Pottawatomie	F211E	3	1011 ft.	Bridges	East of Dale	Leo Sanders)	92,325.03	100
Pottawatomie	F222BB	3	0.346	Concrete	Can. River Br. E-Shawnee	G. P. Carr)		
Pottawatomie	S77	18			Can. River Br. S-Shawnee	G. P. Carr)	7,469.40	100
Pushmataha	F126C	271	3.347	Gr. Dr.	Tuskahoma east	S. E. Evans	32,585.65	100
Pushmataha	F126D	271	4.874	Gr. Dr.	East of Tuskahoma	Cole & Jones	38,736.16	100
Pushmataha	S598H	10	185 ft.	Bridge	West of Albion	Haynes & Bruce	15,983.80	100
Pushmataha	F126H	271	459 ft.	Bridge	East of Tuskahoma	Roberts-Fisher	35,232.87	100
Roger Mills	F206D	See Beckham Co.						
Rogers-Tulsa	F267ABDE	16	9.956	Gr. Dr.	North of Collinsville	J. E. Smith	67,198.21	40
Rogers-Mayes	F194FG	16	See Mayes Co.					
Rogers	F194H	11	83 ft.	Bridge	East of Inola	E. S. Alderman	9,186.10	100
Rogers-Wagoner	F194E	11	27 ft.	Bridge	Tulsa Co. line east	E. G. Fike & Co.	15,634.54	90

STATUS OF CONTRACTS AWARDED IN 1930 (Continued)

County	Project	High. No.	Length	Type	Location	Contractor	Contractor's Bid Price	Status
Rogers-Wagoner	F194AB	See Wagoner Co.						
Seminole	S527D	48	3.779	Concrete	South of Seminole	Hyde Const. Co.	59,204.83	100
Seminole	S744A	48	2.122	Concrete	Konawa southeast	Ward-Beekman	28,356.12	100
Seminole	S527HI	48	11.329	Gr. Dr.	Seminole north	J. J. Harrison	45,399.77	Begun
Seminole	S527J	48	274 ft.	Bridge	North of Seminole	J. J. Harrison	22,119.20	00
Sequoyah	None							
Stephens	None							
Texas	S331AB	64	14.0	Gr. Dr.	Hooker to Beaver Co. line	Yancey Const. Co.	31,919.86	100
Texas	S589ABCD	54	25.25	Gr. Dr.	Kans. St. Line southwest	Yancey Const. Co.	43,343.38	20
Texas	S699ABC	64	23.02	Gr. Dr.	Cimarron Co. line east	Yancey Const. Co.	37,226.50	100
Texas	S220ABC	54	21.192	Gr. Dr. Brs.	South of Guymon	T. C. Ottinger	51,126.67	40
Texas	S706	54	614 ft.	Bridges	Northeast of Guymon	R. R. Tway	43,493.60	90
Tillman	None							
Tulsa-Rogers	F267ABDE—See Rogers							
Tulsa-Rogers	F267CF	16	1598 ft.	Bridges	North of Collinsville	Boardman Co.	149,025.10	90
Tulsa	S400	64	0.575	Concrete	Appr. to Sand Springs Br.	S. O. Maxey	11,536.24	100
Wagoner	F194AB	11	9.144	Gr. Dr.	Tulsa Co. Line east	Dan Blackburn	90,741.81	100
Wagoner	F194E See Rogers Co.							
Washington	F153E See Osage Co.							
Washington	F192AA	25	4.033	Concrete	Nowata Co. line west	Hamilton Const.	63,278.18	100
Washington	F252A	25	0.166	Gr. Dr.	In Bartlesville	Hamilton Const.	1,060.88	100
Washington	S757	75	22 ft.	Bridge	Wilson Creek	E. S. Alderman	3,923.38	100
Washita	S497E	41	989 ft.	Bridges	East of Cordell	Grant Williams	98,740.75	100
Washita	F155H	41	5.00	Gravel	Cordell west	L. L. Massey	6,480.00	100
Washita	F239AB	14	13.10	Gravel	Cordell to Kiowa Co. line	L. L. Massey	16,973.58	100
Washita	S497A	41	8.00	Gravel	Cordell east	L. L. Massey	14,816.25	100
Washita	F154C	64	5.959	Gr. Dr.	Alva east	Maney-Alley	15,494.06	100
Woods	F260ABC	64	9.740	Gr. Dr.	West of Alva	Asplund Const.	38,800.40	100
Woods	F264B	64	6.76	Gr. Dr.	South of Hopeton	Schultz Const. Co.	15,804.79	00
Woods	F264E	42	455 ft.	Bridges	North of Hopeton	Nims & Frost	31,909.16	100
Woods	F260D	64	135 ft.	Bridges	Alva west	L. S. Fisher	9,639.09	100
Woods	FA293A	64	4.997	Gr. Dr.	West of Alva	Schultz Const. Co.	28,312.30	00
Woodward	None							

STATUS OF CONTRACTS AWARDED IN 1930 (Continued)

CEMENT CONTRACTS

Monarch	253,325 bbls.	$ 506,650.00
Dewey	256,299 bbls.	512,598.00
Oklahoma Portland	248,614 bbls.	497,228.00
Universal	230,990 bbls.	461,980.00
Totals	989,288 bbls.	$ 1,978,456.00

STEEL CONTRACTS

Sheffield Steel Corporation, Kansas City, Mo., 4,303 tons @ $49.00 per ton ... $210,847.00

NOTE—Miscellaneous improvements and betterments are not included in the above, but are shown on separate table.

STATEMENT OF WORK BY CONTRACT DURING THE YEAR 1929

Type	Miles Under Construction Jan. 1, 1929	Contract Price of Work Under Construction Jan. 1, 1929	Miles Contracted in 1929	Contract Price of Work Contracted in 1929	Miles Completed in 1929	Contract Price of Work Completed in 1929	Miles Under Construction Jan. 1, 1930	Contract Price of Work Under Construction Jan. 1, 1930
Bridges	2.831	$1,003,352.13	5.244	$2,873,027.35	3.444	$1,314,570.04	4.631	$2,561,809.44
Concrete Paving	66.201	1,474,582.63	184.794	2,984,924.49	246.872	4,393,820.63	4.123	65,686.49
Asphalt Paving	54.915	1,442,237.51	4.950	112,014.82	59.865	1,554,252.33	.....	.....
Grade and Drainage	310.716	1,777,252.02	419.997	2,387,949.22	374.889	2,178,450.35	355.824	1,986,750.39
Miscellaneous	.....	4,792.75	.....	.....	.....	4,792.75	.....	.....
Cement Furnished by State	.....	.....	.....	1,054,408.10	.....	.....	.....	.....
Steel Furnished by State	.....	.....	.....	.....	.....	.....	.....	.....
Totals	434.663	$5,702,217.04	614.985	$9,412,323.98	685.070	$9,445,886.60	364.578	$4,614,246.32

NOTE—Miscellaneous improvements and betterments are not included in the above, but are shown in separate table.

STATEMENT OF CONTRACT WORK DURING YEAR 1930

Type	Miles Under Construction Jan. 1, 1930	Contract Price of Work Under Construction Jan. 1, 1930	Miles Contracted in 1930	Contract Price of Work Contracted in 1930	Miles Completed in 1930	Contract Price of Work Completed in 1930	Miles Under Construction Jan. 1, 1931	Contract Price of Work Under Construction Jan. 1, 1931
Bridges	4.631	$2,561,809.44	4.108	$2,043,144.75	6.715	$3,552,388.86	2.024	$1,052,565.33
Concrete Paving	4.123	65,686.49	266.564	3,935,722.64	270.687	4,001,409.13	.....	.....
Asphalt Paving	.....	.....	15.721	151,744.11	15.721	151,744.11	.....	.....
Grade and Drainage	355.824	1,986,750.39	413.336	1,704,444.71	577.997	3,084,157.16	191.163	607,037.94
Gravel	.....	.....	63.300	45,886.08	26.10	38,269.83	37.20	7,616.25
Cement Furnished by State	.....	.....	.....	1,978,456.00	.....	.....	.....	.....
Steel Furnished by State	.....	.....	.....	210,847.00	.....	.....	.....	.....
Totals	364.578	$4,614,246.32	763.029	$10,070,245.29	897.220	$10,827,969.09	230.387	$1,667,219.52

NOTE—Miscellaneous improvements and betterments are not included in the above, but are shown in separate table.

STATEMENT OF CONTRACT WORK DURING BIENNIAL 1929 AND 1930

Type	Miles Under Construction Jan. 1, 1929	Contract Price of Work Under Construction Jan. 1, 1929	Miles Contracted in 1929 and 1930	Contract Price of Work Contracted in 1929-1930	Miles Completed in 1929-1930	Contract Price of Work Completed in 1929-1930	Miles Under Construction January 1, 1931	Contract Price of Work Under Construction January 1, 1931
Bridges	2.831	$1,003,352.13	9.352	$4,916,172.10	10.159	$4,866,958.90	2.024	$1,052,565.33
Concrete Paving	66.201	1,474,582.63	451.358	6,920,647.13	517.559	8,395,229.76	.....	.....
Asphalt Paving	54.915	1,442,237.51	20.671	263,758.93	75.586	1,705,996.44	.....	.....
Grade and Drainage	310.716	1,777,252.02	833.333	4,092,393.93	952.886	5,262,608.01	191.163	607,037.94
Gravel	.....	.....	63.30	45,886.08	26.10	38,269.83	37.20	7,616.25
Miscellaneous	.....	4,792.75	.....	.....	.....	4,792.75	.....	.....
Cement by State	.....	.....	.....	3,032,864.10	.....	.....	.....	.....
Steel by State	.....	.....	.....	210,847.00	.....	.....	.....	.....
Totals	434.663	$5,702,217.04	1,378.014	$19,482,569.27	1,582.290	$20,273,855.69	230.387	$1,667,219.52

NOTE—Miscellaneous improvements and betterments are not included in the above, but are shown in separate table.

CONTRACTS THAT HAVE BEEN AWARDED BY THE STATE HIGHWAY DEPARTMENT BY CALENDAR YEARS

Year	Amount
1918	$ 476,673.95
1919	1,735,991.87
1920	1,725,390.13
1921	6,431,413.96
1922	2,780,094.20
1923	7,071,569.68
1924	5,748,349.18
1925	6,989,086.15
1926	6,853,426.39
1927	7,487,832.94
1928	6,182,501.49
1929	9,412,323.98
1930	10,354,841.89
Total	$73,249,495.81

REPORT

BEEN AWARDED BY THE
DEPARTMENT
AR YEARS

Amount
$ 476,673.95
1,735,991.87
1,725,390.13
6,431,413.96
2,780,094.20
7,071,569.68
5,748,349.18
6,989,086.15
6,853,426.39
7,487,832.94
6,182,501.49
9,412,323.98
10,354,841,89
$73,249,495.81

SUMMARY OF FEDERAL AND STATE AID CONSTRUCTION CONTRACTS AWARDED ON PRESENT STATE HIGHWAY SYSTEM FROM JANUARY 1, 1918, TO JANUARY 1, 1931

County	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927-28	1929	1930	Total
Adair								34,290.75		175,124.08			209,414.83
Alfalfa							15,797.36		2,679.42	350,396.75	126,348.65	195,604.66	690,826.84
Atoka				18,181.81				44,152.21		199,409.36	37,546.24	103,079.50	402,369.12
Beaver										23,042.30		59,932.06	82,974.36
Beckham							58,156.00		101,907.06	553,839.66	460,639.44	119,862.51	1,294,404.67
Blaine						76,473.41		39,369.42				110,974.46	226,817.29
Bryan				1,049,748.95	10,000.00	167,553.31	24,190.00	92,067.00	22,661.85	199,916.09	314,453.78	231,191.60	2,110,882.58
Caddo					92,952.78		2,845.20	14,817.56	21,787.40	128,342.10	816,798.29	201,278.15	1,278,821.48
Canadian			337,396.00			56,554.62	75,883.70	113,548.10	94,745.23	614,232.29	200,873.84	57,646.99	1,550,830.77
Carter				319,500.00		138,972.17	156,205.46	165,741.35	26,817.40	89,425.57	59,594.85	739,785.39	1,696,042.19
Cherokee								42,615.21	87,189.79	167,089.56			296,894.56
Choctaw				346,011.74	48,079.98	131,221.82	48,575.24	84,617.60		93,068.42	165,197.83	104,048.09	1,020,820.72
Cimarron										35,791.49		32,987.82	68,779.31
Cleveland					276,009.46	352,654.26	525,783.54			54,495.30		85,026.42	1,293,968.98
Coal										174,846.65			174,846.65
Comanche	48,727.27		73,481.65						55,404.50	519,112.58	163,847.18	231,787.49	1,092,360.67
Cotton									14,572.83	99,551.99	145,855.60	46,130.42	306,110.75
Craig								17,719.00	66,686.82	58,084.00	30,820.58	49,659.74	222,970.14
Creek						195,835.76	689,553.37	945,112.02	122,432.63	334,569.08	9,434.20	144,372.68	2,441,309.79
Custer							11,722.50	30,927.56		14,413.10	102,243.50	47,510.43	206,817.09
Delaware							17,625.76		62,934.40		26,610.75	101,798.61	208,969.52
Dewey						19,274.70			3,293.80	20,748.38	2,884.00		46,200.88
Ellis									27,498.00		7,413.29		34,911.29
Garfield			262,185.60		181,029.29		275,950.57	733,659.30	137,390.21	88,900.33	107,548.67		1,786,663.97
Garvin									148,428.67	57,813.95		308,782.52	515,025.14
Grady								98,625.79	155,998.35	549,775.48	339,809.43	102,410.59	1,246,619.64
Grant							50,532.63	13,483.31	238,152.84	314,015.99	165,691.29	51,856.66	833,732.72
Greer								41,432.90	65,076.15			52,685.52	159,194.57
Harmon								5,137.80					5,137.80
Harper									22,517.15		20,205.87		42,723.02
Haskell						44,507.12	31,051.60	19,775.73	23,299.68	84,097.56	23,090.86		225,822.55
Hughes		140,000.00		17,944.61				307,636.68	436,715.87	243,965.64		66,272.33	1,212,535.13
Jackson				48,687.45	25,270.51	23,831.03	22,950.62		7,186.15	256,646.14		171,238.75	555,810.65
Jefferson											144,433.38	377,271.47	521,704.85
Johnston				203,806.48	21,756.93	249,846.19	179,756.16		48,083.50	35,307.43			738,556.69
Kay			176,272.00	136,867.26	109,699.96	221,114.45	314,520.18	345,185.01	241,612.92	596,324.19	75,354.36	51,070.70	2,268,521.03
Kingfisher			56,797.50	153,900.00	22,426.60		58,452.33		115,327.32	264,394.30	107,171.53	39,772.90	820,242.48
Kiowa									45,965.99	74,540.73	17,872.10	52,383.16	190,760.98
Latimer			36,877.70		20,473.37	363,015.96	97,178.98			29,567.50			547,113.51
LeFlore		28,920.00				576,717.08	253,570.19	165,463.28	166,379.48	72,894.05	38,590.78	36,083.54	1,438,618.40
Lincoln										803,014.98	403,605.46		1,206,620.44
Logan								246,051.35	216,733.72	793,589.43	58,495.76	263,486.67	1,578,356.93
Love								132,892.11	92,114.63	33,452.35		523,874.40	782,333.54
McClain							15,988.00	113,490.62	48,361.93		34,402.90	210,864.11	423,608.46
McCurtain			133,497.78		771,601.07		7,325.40		2,527.52	47,796.79	101,990.08	78,750.00	1,123,488.64
McIntosh				524,845.30	33,970.00	749.65	16,183.15				63,709.27		639,457.37
Major							17,047.85	3,169.41		96,242.54	11,510.31		127,970.11
Marshall				48,065.22	74,894.05	118,749.39	223,050.21	10,008.76		31,196.45			505,964.08
Mayes						69,062.00	41,139.01	75,350.64	27,290.35		46,457.81	31,253.53	290,553.34
Murray						210,347.71	173,044.85		200,108.57		62,389.92	72,904.11	718,835.16
Muskogee	76,536.00		420,525.00	775,523.64	108,788.32	106,927.17	138,988.40	174,435.15	12,252.45	256,987.42	246,715.86	435,758.72	2,753,438.13
Noble							273,210.45	174,916.51	301,913.78	662,492.11	202,402.71	167,388.22	1,782,323.78
Nowata					67,087.82			400,425.62	82,332.25	153,222.63			703,068.32
Okfuskee						642,372.87		39,974.85		311,571.66	47,457.68		1,041,377.06
Oklahoma	37,497.80			631,825.38	330,185.92	57,033.20	140,408.98	405,830.72	209,364.52	182,256.36	186,954.07	104,727.01	2,286,083.96
Okmulgee				785,315.31	70,245.70			98,781.51	470,486.73	99,457.93	30,608.39	16,955.31	1,571,850.88
Osage				315,856.14	6,090.30			321,312.94	606,439.45	163,938.66	368,878.82	246,074.28	1,973,590.59
Ottawa	313,912.88			26,806.78		85,265.37	52,548.74	29,598.65	73,861.61		13,874.60	1,769.17	597,137.80
Pawnee						377,354.50	44,180.44	118,756.78	287,448.09	341,984.32	108,636.56	135,278.85	1,413,639.54
Payne								26,884.86	120,304.79	810,362.49	507,387.96	256,057.30	1,720,947.40
Pittsburg				50,511.00		517,739.75	512,854.07	49,178.90	41,828.01	394,479.24	84,380.29		1,650,971.26
Pontotoc				78,345.05					18,942.96	325,024.92	269,470.14		691,783.07
Pottawatomie		164,163.00				8,600.60	13,916.20	120,021.55	377,816.26	176,286.36	276,380.37	190,922.52	1,328,106.86
Pushmataha			62,186.72							344,104.73	138,900.62	122,538.48	667,730.55
Roger Mills											313,715.62		313,715.62
Rogers					74,759.07	6,832.80	96,775.95	177,908.43	274,151.17		102,840.92	92,018.85	825,287.19
Seminole							9,790.35	15,807.31	107,132.20	716,328.94	262,301.96	155,079.92	1,266,440.68
Sequoyah					10,026.25	83,926.36	28,605.77		63,189.03	151,392.06			337,139.97
Stephens						820,469.01		43,238.42	356,303.47	752,926.96			1,972,937.86
Texas						31,360.56						207,110.01	238,470.57
Tillman									95,949.40	23,473.34	35,684.04		155,106.78
Tulsa		388,658.55	46,536.95	262,550.00	458,595.08		141,930.00	103,562.59	57,380.65		307,491.50	160,561.34	1,927,266.66
Wagoner				220,661.42		56,091.72	75,859.65	59,321.58			104,450.59	90,741.81	607,126.77
Washington				248,061.60		768,839.94	90,339.30	318,893.91	13,849.95	9,138.54	63,677.40	68,262.44	1,581,063.08
Washita									30,840.16	269,650.57	252,313.98	137,010.58	689,815.29
Woods						9,701.00	14,414.36		94,847.05	46,552.31		139,460.00	304,974.72
Woodward			137,633.23		19,829.89			8,142.80		57,590.82			223,196.74
TOTAL—By Years	$476,673.95	$721,741.55	$1,725,390.13	$6,262,455.14	$2,833,772.35	$6,588,995.98	$5,137,853.42	$6,623,283.55	$6,846,516.21	$14,632,356.86	$8,357,915.88	$7,880,942.29	$68,087,897.31
Cement												1,978,456.00	3,032,864.10
Steel												210,847.00	210,847.00
											$ 9,412,323.98	$10,070,245.29	$71,331,608.41
Special Improvement (S.A.&M.) Projects												284,596.60	284,596.60
												$10,354,841.89	$71,616,205.01

CEMENT CONTRACTS—1929

Monarch Cement Co.	493,391 Bbls.	$1,036,121.10
Dewey	4,800 Bbls.	10,080.00
Oklahoma Portland Cement Co.	8,670 Bbls.	18,207.00
Total	506,861 Bbls.	$1,054,408.10

NOTE: (Contracts awarded by State Highway Commission for projects not on State Highway system not included in above tabulation.)

CEMENT CONTRACTS—1930

Monarch Cement Co.	253,325 Bbls.	$506,650.00
Dewey	256,299 Bbls.	512,598.00
Oklahoma Portland Cement Co.	248,614 Bbls.	497,228.00
Universal	230,990 Bbls.	461,980.00
Total	989,288 Bbls.	$1,978,456.00

STEEL CONTRACTS—1930

Sheffield Steel Corporation, Kansas City, Mo.	4,303 Tons	$210,847.00

MISCELLANEOUS IMPROVEMENTS AND BETTERMENTS
YEARS 1929-1930

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Atoka	272	US 73		Grade and Drainage	Near Stringtown	$164,056.82
Adair	690	SH 17	6.0	Maintenance Gravel	Westville north	4,742.55
Cotton	356	US 70	8.6	Heavy blading		20.85
Comanche	356	US 70	8.6	Heavy blading	For total expenditures see Cotton County.	
	721	SH 7	5.5	Maintenance gravel	East and west of Cache	5,189.89
Caddo	568	US 277	7.3	Repair gravel	Through Cement	1,731.46
Choctaw	691	US 70	1.8	Grade, drainage and gravel	Soper	10,770.45
Creek	761	US 66		Repainting bridges		7,677.96
Cherokee	761	SH 51		Repainting bridges	For total expenditures see Creek County.	
Canadian	765	US 66	24.0	Maintenance gravel	Geary to El Reno	12,155.66
Grady	708	US 81		Concrete paving	Chickasha	3,264.40
	714	US 270	31.0	Gravel and road oiling	Blanchard to Tabler	25,578.09
Garfield	649	US 60		Install R. R. crossing signal	West of Enid	553.83
Haskell	716	SH 10	6.0	Maintenance gravel	Keota east	11,908.04
Kiowa	493	SH 14	3.0	Widen culvert and grade	North of Hobart	10,508.50
Kay	678	US 77		Widen bridge	South of Newkirk	1,024.70
Latimer	471	SH 43	20.0	Grade and drainage	Quinton to Wilburton	186,113.98
Le Flore	327-A	US 270		Grade and drainage		14,163.79
Lincoln	694	US 62	16.7	Maintenance gravel	Meeker east	17,123.79
	764	US 66	4.3	Maintenance gravel	Luther pavement east	3,018.25
McCurtain	752	SH 21	6.0	Grading & Construction 4 Bridges	Between Bethel and Arkansas State line	2,965.85
Muskogee	761	US 64-62-73		Repainting bridges	For total expenditures see Creek County.	
Noble	717	US 64	8.4	Maintenance gravel	Pawnee County line west	4,885.23
	750	US 77		Concrete Paving	Perry	774.45
	751	SH 1	3.0	Gravel and road oiling	Stillwater north	6,365.39
Nowata	544	County	3.0	Grade and drainage	2 miles south of Kansas line	4,946.67
	546	County	6.0	Grade and drainage	South and east of Delaware	16,384.16
	547	County	5.0	Grade and drainage	North of Coody's Bluff	12,683.35
	761	SH 16		Repainting bridges	For total expenditure see Creek County.	
Osage	693	SH 11	4.5	Maintenance gravel	Skiatook to Avant	3,381.28
	761	SH 11		Repainting bridges	For total expenditures see Creek County.	
Pawnee	683	SH 18	1.5	Maintenance gravel	Pawnee north	1,504.60
Payne	761	SH 1	9.0	Gravel and road oiling	For total expenditure see Noble County.	
	760	SH 40	8.0	Maintenance gravel	Stillwater south	5,160.30
	761	SH 33		Repainting bridges	For total expenditure see Creek County.	
Pittsburg	644	US 73		Concrete paving	McAlester	17,850.25
	682	SH 3	7.3	Maintenance gravel	McAlester to Bache	7,059.10
	722	US 73	14.7	Gravel and road oiling	Crowder north	16,950.24

MISCELLANEOUS IMPROVEMENTS AND BETTERMENTS (Continued)

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Pontotoc	681	SH 12	14.2	Maintenance gravel	Ada to Allen	16,904.26
	733	SH 19	12.0	Gravel and road oiling	Ada to Stonewall	16,873.56
Seminole	675	SH 48		Concrete paving	Konawa	6,839.60
	680	SH 48	7.0	Maintenance gravel and grading	Salt Creek to Bowlegs	4,230.92
	732	SH 48	7.0	Road oiling and gravel	Seminole south	16,873.56
Sequoyah	761	US 64		Repainting bridges	For total expenditure see Creek County.	
Tulsa	398	SH 12	7.0	Mohawk Park Construction		28,532.51
	566	SH 11		Bird Creek Bridge and Culvert		3,012.91
Woods	612	US 64		Concrete paving	Near State Normal at Alva	4,444.80
	399-C1	SH 42	5.5	Bituminous surface	Waynoka south	42,837.44
Washington	761	US 75		Repainting bridges	For total expenditures see Creek County.	
	693	SH 11	1.2	Maintenance gravel	For total expenditures see Osage County.	

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1929 AND 1930

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Adair	M- 22	SH 51	8.0	Grade and Drainage	Between Eldon and Stilwell	1,698.37
	M- 29	US 62	12.0	Grading and Placing Maint. Gravel	Arkansas State Line west 12 miles	3,372.36
	M-217	US 62	15.5	Maintenance gravel	Tahlequah east	19,268.29
	M-225	SH 51	6.0	Grading	Between Eldon and Stilwell	4,783.01
Alfalfa	M-713	SH 8	1.0	Maintenance gravel	South Mule Creek	1,199.23
	M-735			Using heavy Trac. & Elev. grader		5,557.48
Atoka	M-430	US 75	18.2	Resurfacing gravel	Atoka to Bryan County line	15,365.90
	M-436	US 75		Widening Embankment	Tushka north 0.25 miles	539.00
	M-439	US 73	23.4	Maintenance gravel	Atoka north	19,860.50
	M-456	US 271	14.0	Road oiling	Antlers south	4,201.73
Beaver	M-712	SH 33		Claying & grading sandy sections		23,682.26
	M-714	US 64	9.0	Maintenance gravel	Near Knowles	10,950.11
Beckham	M- 63	US 66		Placing asphalt top on bridge	North Fork River at Sayre	2,093.22
	M- 69	US 66		Construction bridge approaches	East of Elk City, F. A. P. 205	564.00
	M-611	US 66	4.0	Claying sand	Erick east	3,195.15
	M-612	US 66	5.0	Claying sand	Weatherford east	1,516.24
Blaine	M-724	SH 8		Jetty Protection N. Canadian River	South of Watonga	3,318.80
	M-725	SH 33		Jetty Protection N. Canadian River	West of Watonga	2,120.00
	M-729	US 66	8.0	Reshape gravel	Geary to Bridgeport	12,879.62
	M-735				For total expenditures see Alfalfa County.	
	M-736	SH 33	4.0	Shale on sand	Watonga east	2,481.30
	M-741	SH 33		Refloor and construct seven panels of timber approaches of bridge	3 miles west of Watonga	4,994.76
	M-710			Reflooring wood bridges		3,457.18
Bryan	M-419	US 70		Jetty protection	Washita river near Aylesworth	3,513.00
	M-420	US 70	0.5	Grade and drainage	Big Creek east	10,110.53
	M-443	US 75	12.0	Gravel and road oil	Atoka County line south	11,051.59
	M-445	US 70	12.0	Maintenance gravel	Durant west	6,204.46
	M-446	US 70	4.0	Seal coat and repair Amiesite	Durant east	7,289.67
	M-451	US 70	26.0	Road oiling	Durant to Madill	13,902.23
Caddo	M-602	SH 9		Construct emergency trestle	3 miles east of Carnegie	3,112.95
	M-607	US 66		Temporary trestle	4 miles east of Hydro	1,500.00
	M-608	US 66		Construct temporary pile trestle	3 miles west of Bridgeport	2,655.12
	M-614	SH 9		Construct guard rail fence	S. A. P. 596	1,596.00
	M-615	SH 8	4.0	Maintenance gravel	Apache south	2,752.65
	M-617	SH 9	8.0	Gravel and road oiling	Verden to Anadarko	17,450.93
	M-626	US 277	15.1	Gravel and road oiling	Cyril to Junction S. H. 8	10,615.59
	M-628	US 62	8.0	Re-oiling	Verden to Anadarko	2,243.47
Canadian	M- 54	US 66		Bank protection		3,266.36
	M-502	US 81		Placing guard cable	Between Ninnekah and El Reno	11,269.72

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1929 AND 1930 (Continued)

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Carter	M-406	US 77	7.0	Resurfacing gravel	Ardmore to Springer	11,796.17
	M-421	US 77	9.0	Resurfacing and gravel	Ardmore south	14,664.13
	M-423	US 77	8.0	Resurfacing gravel	Springer north	5,559.92
	M-438	US 77	7.0	Maintenance gravel	Springer south	615.41
	M-441	US 70	4.2	Maintenance gravel	Johnston-Carter County line west	4,090.57
	M-442	SH 29	10.0	Maintenance gravel	North through Healdton	13,274.31
	M-458	US 70	4.2	Road oiling	Carter-Johnston County line west	893.70
Cherokee	M- 27	SH 10	13.0	Reshape and maintenance gravel	Muskogee County line to Tahlequah	2,380.43
	M-207	SH 10		Jetty protection Illinois River	2 miles north junction SH 27 and 10	296.42
	M-217	US 62	15.5	Maintenance gravel	For total expenditures see Adair County.	
	M-237	US 62	4.5	14 mi. Rock Base & 4.5 mi. Bit. sur.	Tahlequah south	29,939.81
Choctaw	M- 49	US 70	7.0	Resurfacing gravel	Hugo to Forney	17,835.15
	M-401	US 271	9.0	Resurfacing gravel	Hugo to Red River bridge	18,744.11
	M-404B	US 70	0.4	Surfacing with 2-in. rock asphalt	Hugo west	6,107.78
	M-409	US 271		Resurfacing bridge floor	Paris-Hugo Bridge	228.50
	M-410	SH 70	10.0	Maintenance gravel	Soper east and west	19,005.46
	M-412	US 70	8.0	Resurfacing gravel	Sawyer east and west	11,499.41
	M-413	US 70	6.0	Resurfacing gravel	Boswell east and west	14,298.70
	M-440	US 271	8.0	Maintenance gravel	Pushmataha County line south	7,578.33
	M-444	US 70	24.0	Gravel and road oil	McCurtain County line west	15,352.95
	M-453	US 271	10.4	Road oiling	Hugo south	3,036.66
	M-457	US 70	13.0	Road oiling	Boggy River west	4,261.35
	M-456	US 271	14.0	Road oiling	For total expenditures see Atoka County.	
Cimarron						
Cleveland	M- 56	US 277		Refloor bridge	Newcastle	32,038.85
	M-514	US 77	7.0	Gravel shoulder	Oklahoma City to Norman	12,898.29
Coal	M- 32	SH 19	9.2	Placing Maintenance gravel	S. A. P. 347	14,566.53
Comanche	M-601	US 62	11.0	Maintenance gravel	Lawton west	12,135.32
	M-603			Car of lumber and culvert pipe	Divisional supplies	2,653.08
	M-606			Old trestle bridge and cost of salv.	Lawton-Fort Sill Interurban line	150.00
	M-616	US 62	6.5	Maintenance gravel	Fort Sill north	12,286.76
	M-621	US 62	17.0	Gravel and road oiling	Lawton west	9,813.23
	M-623	US 62	13.7	Gravel and road oiling	Fort Sill to Apache	9,249.89
	M-626	US 277	15.0	Gravel and road oiling	For total expenditures see Caddo County.	
Cotton	M-610	US 70		Construct pile trestle	West of Cache	2,242.27
Craig	M-120	US 73	10.0	Gravel and road oiling	Junction U. S. 73 and 66 south	14,702.57
	M-123	US 73	4.5	Maintenance gravel	Vinita north	4,000.00
	M-125	US 66	46.0	Maintenance gravel and road oil	Claremore to 10 miles east of Vinita	38,795.69
	M-719	US 60		Refloor bridge No. 2, F. A. P. 20	Southeast of Ponca City.	
		US 177		Construct culvert	4 miles north of Tonkawa	2,946.97
Creek	M-111	US 75	6.0	Maintenance gravel	Sapulpa to Keifer	4,473.18
	M-132	US 66	8.5	Gravel and oil shoulders	Tulsa to Sapulpa	1,891.50

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1929 AND 1930 (Continued)

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Custer	M- 62	US 66		Placing asphalt top on wood app.	Washita River bridge at Clinton	157.63
	M-611	US 66	4.0	Claying sand	For total expenditures see Beckham County.	
	M-612	US 66	5.0	Claying sand	For total expenditures see Beckham County.	
Delaware	M-204	SH 11	6.0	Grading with heavy Trac. and Grad.		4,286.08
	M-212	SH 11	13.0	Regrading	Mayes County line east	4,993.52
	M-214	SH 11	4.0	Grading	Arkansas State Line west	6,993.95
	M-215	US 66	4.0	Maintenance gravel	Craig County line northeast	3,975.74
	M-219	SH 10	14.0	Regrading	Jay to Grove	8,728.86
	M-220	SH 20	10.0	Regrading	Jay west	2,989.04
	M-221	SH 25		Refloring bridge	Grand River bridge	29,532.10
	M-228	SH 11	6.0	Maintenance Gravel	Arkansas State Line west	3,915.92
	M-232	SH 10		Construct culverts	Between Grove and Jay	3,486.00
	M-243	SH 10	2.0	Grading	Elk River to Ottawa County line	2,497.24
	M-244	SH 10			Grand River Bridge to Missouri State line and	
		SH 25	18.0	Maintenance gravel	Ottawa County line to Junction S. H. 25	9,968.75
	M-109	US 66	4.5	Maintenance gravel	Craig County line northeast	1,788.91
Dewey	M-712	SH 33		Claying and grading sandy sections	For total expenditures see Beaver County.	
Ellis	M- 73	US 60		Placing corrugated iron culv. pipe		539.50
	M-712	SH 15		Claying and grading sandy section	For total expenditures see Beaver County.	
	M-739	US 60				
		SH 15		Claying	Arnett 12 miles east, Shattuck 5 miles south	4,998.56
Garfield	M-702			Construct warehouse	Enid	146.10
	M-711	US 81		Construct guard rail fences		9,000.00
	M-718	US 64		Install wig-wag signals	Frisco Crossing east of Enid	553.03
	M-726			Raise warehouse	Enid	476.19
	M-737	US 64		Extend narrow culverts and should.	Enid east	2,500.00
Garvin	M-415	SH 19	6.0	Maintenance gravel	Pontotoc County line to point South of Stratford	4,216.50
	M-418	US 77		Jetty protection	2 miles north of Pauls Valley	1,652.00
	M-422	US 77	9.0	Resurfacing gravel	Pauls Valley	7,570.01
	M-449	US 77	23.0	Construct detour	Wynnewood north to County line	4,258.95
Grady	M- 59	US 277	6.1	Maintenance gravel	Chickasha east	5,273.03
	M-502	US 81		Placing guard cable	For total expenditures see Canadian County.	
	M-512	US 62	9.0	Gravel and road oil	Chickasha west	13,256.26
	M-515	US 62		Const. 3 wooden bridges		393.94
	M-516	US 277	26.5	Road oiling	Blanchard to Tabler	8,744.82
	M-627	US 277	9.7	Gravel and road oil	Caddo County line to Junction U. S. 81	9,983.98
	M-735			Elevating grader	For total expenditures see Alfalfa County.	
Grant	M-711	US 81		Construct guard rail fences	For total expenditures see Garfield County.	
Greer	M-619	SH 9		Const. conc. box culverts		2,817.10
Harmon						

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1929 AND 1930 (Continued)

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Harper	M-712	SH 8		Claying and grading sandy section	For total expenditures see Beaver County.	
	M-715	US 64	19.0	Maintenance gravel	Keno west and Buffalo east on U.S. 64	16,384.48
	M-723	US 64		Jetty protection at bridge	Buffalo Creek north of Buffalo	1,933.75
Haskell	M- 35	SH 10	7.5	Maintenance gravel	F. A. P. 196B	2,304.72
	M- 36	SH 10	6.7	Maintenance gravel	F. A. P. 196 C & G	6,881.93
	M- 37	SH 10		Rip-rap	San Boise Creek F. A. P. 196C	1,832.88
Hughes	M- 39	US 75	26.0	Maintenance gravel	Wetumka to Stuart	11,665.55
	M-305	SH 12	13.0	Maintenance gravel	Calvin to Allen	18,766.60
	M-306	SH 12		Const. guard rail fence 5,000 L. F.		3,765.00
	M-308	US 270		Jetty protection	Calvin Bridge	2,896.00
	M-311	US 270		Construct guard rail fence		2,782.90
	M-323	US 270	30.0	Maintenance gravel and road oil	Pavement west of McAlester to Calvin	24,732.90
	M-325	US 75	9.0	Maintenance gravel and road oil	Calvin north	6,387.32
	M-326	SH 12	12.0	Maintenance gravel and road oil	Calvin to Allen	8,229.06
	M-330	US 75		Const. curb & gut. along conc. pav.	Canadian Bridge north	5,643.38
Jackson	M-618	US 62	1.5	Gravel	Altus west	1,162.91
	M-620	US 62	7.4	Gravel	F. A. P. 216 B. & F.	7,475.83
	M-622	US 62	7.4	Road oil	Headrick east	3,463.30
Jefferson						
Johnston	M-433	SH 22-12	4.0	Resurfacing gravel	Murray County line east on S. H. 22, 3 miles, and 1 mile on S. H. 12	2,339.05
	M-434	US 70		Replacement of portion of concrete slab account 6 breaks		2,112.67
Kay	M-720	US 177		Extend concrete culvert	4 miles north of Tonkawa	848.67
Kingfisher	M-710			Reflooring wood bridges	For total expenditures see Blaine County.	
	M-712	SH 14		Claying and grading sandy section	For total expenditures see Beaver County.	
Kiowa	M-604	SH 9	34.0	Maintenance gravel	Snyder north, Hobart west, Mt. View west	52,764.44
	M-620	US 62	7.4	Maintenance gravel	For total expenditures see Jackson County.	
	M-625	SH 9	39.5	Gravel and road oil	Mt. View west to County line.	4,744.69
Latimer	M- 33	US 270	1.0	Maintenance gravel	Near Gowen	1,137.40
	M-306	US 270		Construct guard rail fence 5,000 Lin. Ft.	For total expenditures see Hughes County.	
	M-312	SH 10-A	3.5	Grade and drainage	Talihina west	28,025.56
	M-320	US 270	33.0	Maintenance gravel and road oil	Wister to Wilburton	16,611.71
Le Flore	M-301	US 270		Regrading and rip-rap	Poteau River Bottom	6,439.62
	M-302	US 270	5.4	Clear grade and drain	Stapp to Page	10,072.55
	M-312	SH 10	3.5	Grade and drainage	For total expenditures see Latimer County.	
	M-314	US 270	6.0	Maintenance gravel	Caston to Wister	10,933.95
	M-315	SH 10-A	3.5	Gravel Sanitarium road	Talihina	2,650.13
	M-317	US 270	32.0	Maintenance gravel and road oil	Poteau to Braden, Braden to Arkansas State line	30,994.18
	M-318	US 270	12.0	Maintenance gravel	Heavener north	5,938.47

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1929 AND 1930 (Continued)

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Lincoln	M-509	US 66	1.7	Maintenance gravel	Davenport west	1,227.56
	M-513	US 62	16.0	Gravel and road oiling	Meeker east	13,185.35
	M-517	US 62	16.0	Re-oiling	Meeker east	2,332.56
Logan	M- 58	US 77 & SH 33		Placing guard cable		5,937.00
Love	M- 46	US 77	13.0	Resurfacing gravel	Overbrook south	8,003.58
	M- 48	US 77	1.5	Resurfacing gravel	Red River Bridge north	479.52
	M-408	US 77	8.5	Resurfacing gravel	Bomar south	11,775.86
	M-432	US 77	10.7	Resurfacing gravel	Bomar south	5,590.25
	M-421	US 77	9.0	Resurfacing and gravel	For total expenditures see Carter County.	
McClain	M-505	SH 18		Remove wood box and construct embankment approach	Asher bridge	309.45
	M-506	US 277		Reflooring two bridges		2,602.76
	M-510	US 277	12.0	Gravel and road oiling	Blanchard north	22,302.80
	M-516	US 277	26.5	Road oiling	For total expenditures see Grady County.	
McCurtain	M- 45	US 70	13.0	Maintenance gravel	Between Idabel and Broken Bow	13,596.94
	M- 47	SH 21	26.0	Resurfacing gravel	Idabel to Arkansas State line	13,739.33
	M-403			Gravel haul	State pit to Idabel	9,160.59
	M-426	US 70	5.0	Resurfacing gravel	Millerton south	13,461.42
	M-427	US 70	5.0	Resurfacing gravel	Garvin to Millerton	2,747.45
	M-428	US 70	16.5	Resurfacing gravel	Broken Bow east	16,052.06
	M-435	SH 21		Construct bridge approaches		25,735.96
	M-437	US 70	9.0	Maintenance gravel	Idabel west	5,369.98
	M-447	US 70	16.0	Gravel and road oil	Idabel west	5,097.66
	M-454	US 70	9.0	Maintenance gravel	Garvin to Idabel	8,954.58
	M-455	US 70	30.4	Road oiling	Idabel to Arkansas State line	6,832.63
McIntosh	M-218	US 73	34.0	Repair asphalt carpet coat	Muskogee County-south Canadian river	14,089.21
	M-242	US 73	22.0	Reshape, placing, screen. & road oil	Through McIntosh County	12,302.93
Major	M-701	US 60	6.0	Grade & drain. & ext. culvert pipe	Garfield County line west	17,957.58
	M-706			Placing asphalt carpet coat	Cleo Springs, Taloga, Ringwood, Tonkawa, Waynoka, Cherokee, Keno, Shattuck	500.15
	M-707	US 164	0.6	Grade and drainage	Ringwood north	7,793.02
	M-708	SH 8		Construct culvert	North and west of Fairview	79.62
	M-712	SH 14		Claying and draining sandy section	For total expenditures see Beaver County.	
	M-734	US 60	6.0	Maintenance gravel	Pavement west of Enid to Junction S. H. 58	5,586.98
	M-735			Using heavy Trac. & Elev. grader	For total expenditures see Alfalfa County.	
Marshall	M-416	US 70		Construct channel	West of the Relief Opening on S. A. P. 485-B	1,964.60
	M-429	US 70	15.0	Resurfacing gravel	Madill east	10,416.44
	M-434	US 70		Replacement of portion of concrete slab account of 6 breaks	For total expenditures see Johnston County.	
	M-451	US 70	26.0	Road oiling	For total expenditures see Bryan County.	

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1929 AND 1930 (Continued)

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Mayes	M-203	SH 20	12.0	Scarify and renew gravel	Pryor to Spavinaw	8,544.12
	M-231	US 73	19.0	Maintenance gravel	Choteau north	5,996.26
	M-234	SH 20	12.0	Maintenance gravel	Salina west	8,492.61
	M-239	US 73	40.0	Gravel and road oiling	Pryor south	14,014.24
	M-241	US 73	15.0	Gravel and road oiling	Pryor north	19,515.16
	M-246	SH 20	29.0	Road oiling	Spavinaw west	6,678.51
	M-247	SH 11	9.5	Maintenance gravel	Locust Grove east	4,659.77
Murray	M-407	SH 18-22	7.5	Resurfacing gravel	Sulphur south	13,410.59
	M-411	SH 22	8.5	Resurfacing gravel	Between Davis and Sulphur	17,145.15
	M-424	US 77	6.0	Resurfacing gravel	Davis south	11,283.15
	M-425	US 77	7.5	Surfacing detour	Wynnewood south	2,972.60
Muskogee	M- 23	SH 10	10.0	New location, const. & right-of-way	Between Braggs and Gore	1,091.53
	M-216	US 64	2.0	Maintenance gravel	Haskell north	2,622.17
	M-218	US 73	34.0	Repair asphalt carpet coat	For total expenditures see McIntosh County.	
	M-223	US 62	10.0	Repairing asphalt carpet coat	Junction U. S. 64 south	5,022.23
	M-240	US 73-64	8.0	Maintenance gravel on new grade		4,149.73
	M-248	US 64	17.0	Road oiling	Junction U.S. 62 to Tulsa County line	6,981.36
Noble	M-621	US 77		Construct guard rail fence	North of Perry	1,372.50
	M-727	US 64		Raise grade	Oak Creek east	2,721.80
	M-728	US 64		Construct concrete box culvert	8 mi. E. of Perry & ½ mi. E. of Mule Creek	464.65
	M-732	US 77	1.1	Maintenance gravel	South of Red Rock Creek	1,557.20
	M-733	US 77		Construct guard rail fence	Through Red Rock bottom F. A. P. 140DD	1,852.50
Nowata	M-121	US 60	10.0	Maintenance gravel	Nowata west	3,270.53
	M-134	US 60				
		SH 16	15.5	Road oiling	Nowata south to Rogers Co. line and Nowata west	4,435.56
Okfuskee	M-310	US 62		Construct guard rail fence	Okemah east	6,279.00
	M-316	US 62	21.5	Maintenance gravel and road oil	Okemah west	16,870.48
	M-331	US 75	7.5	Road oil	Weleetka north	814.00
Oklahoma	M- 55	US 77		Construct guard rail fence	Between Oklahoma City and Edmond	2.99
	M- 58	US 77-62		Placing guard cable	For total expenditures see Logan County.	
	M-514	US 77	7.0	Gravel shoulder	For total expenditures see Cleveland County.	
Okmulgee	M-213	US 62	3.7	Maintenance gravel	Morris west	3,133.00
	M-224	US 66	5.5	Maintenance gravel	Dewar east	5,678.42
	M-226	SH 27	5.0	Repair asphalt carpet coat	Okmulgee west	5,621.78
Osage	M- 18	SH 25	12.8	Shape and place maintenance gravel	1 miles north of Hominy	153.11
	M-104	US 60	21.0	Maintenance gravel	Pawhuska west to Burbank	7,541.56
	M-128	SH 25 US 60	2.6	Repair bituminous surface	Pawhuska west	3,817.93
	M-742	US 60	35.0	Road oiling	Arkansas River east	11,346.44
Ottawa	M-112	US 66		Replace culvert	4 miles north of Afton	1,714.02
	M-116	US 66		Const. App. embankment to bridge	East of Afton	2,462.75

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1929 AND 1930 (Continued)

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Pawnee	M- 19	SH 18	11.0	General improvement for safety	North of Pawnee	10,016.40
	M-103	SH 18		Repair to steel span	Ralston Bridge	224.46
	M-107	SH 18		Drainage structure and pipe	Pawnee south	10,150.24
	M-122	SH 18		Refloor and repair bridge	Ralston	6,516.69
	M-127	US 64	11.5	Road oiling	Cleveland east and west	3,890.56
Payne	M- 52	SH 18		Refloor Cimarron R. bridge	North of Cushing	40.04
	M-501	SH 33		Construct concrete box culvert	Perkins, Coyle and Horse Creek	5,817.91
	M-504	SH 33		Construct shoulder drain		3,968.00
	M-507	SH 33	8.6	Maintenance gravel	Cushing to Drumright	3,440.66
Pittsburg	M-304			Construct warehouse	McAlester	1,099.47
	M-307	US 270	15.0	Maintenance gravel	End of Pavt. W. of McAlester to Hughes Co. line	22,806.15
	M-309	SH 31	4.0	Grade and drainage	Quinton west	11,576.67
	M-321	US 73	1.0	Maintenance gravel	New Grade S.A.P. 272-Kiowa south	410.92
	M-323	US 270	30.0	Maintenance gravel and oil	For total expenditures see Hughes County.	
	M-328	SH 31		Repair bridge	East of Crowder	1,510.19
	M-329	US 270		Paving	Haileyville	988.09
Pontotoc	M- 34	SH 12	5.5	Scarify and resurface gravel	Ada east	3,300.45
	M- 38	SH 19	14.2	Maintenance gravel	Ada west F. A. P. 235	8,800.81
	M-322	SH 12	6.0	Maintenance gravel and road oil	Ada east	2,919.99
	M-332	SH 48	12.0	Maintenance gravel and road oil	Ada to Seminole County line	11,266.73
Pottawatomie	M-511	US 270	7.7	Gravel shoulders	Shawnee to Seminole County line	6,334.08
Pushmataha	M-431	US 271	5.0	Resurfacing gravel	Antlers south	3,141.03
Roger Mills	M- 81	SH 24	4.0	Grading and drainage	Pack Saddle Bridge south	1,920.64
Rogers	M-110	SH 20	10.0	Maintenance gravel	Claremore east	10,844.09
	M-124	SH 28	7.0	Maintenance gravel	Chelsea northwest	3,974.86
	M-125	US 66	46.0	Maintenance gravel and road oil	For total expenditures see Craig County.	
	M-129	SH 16	11.0	Maintenance gravel and road oil	Oolagah north	18,103.69
	M-131	SH 20	10.0	Road oiling	Claremore east	2,613.17
Seminole						
Sequoyah	M- 23	SH 10	10.0	New location, const. & right-of-way	For total expenditures see Muskogee County.	
	M-208	US 64	11.5	Maintenance gravel	Sallisaw to Muldrow	14,213.09
	M-210	US 64	5.5	Maintenance gravel	Muldrow east	5,883.85
	M-211	US 64	5.8	Construct grade 2 miles and place maintenance gravel	Sallisaw-Vian 1 1/3 mile Vian-Gore 4½ mile	7,812.72
	M-227	US 64	46.0	Maintenance gravel	Arkansas State line west	7,349.08
	M-233	US 64	20.0	Maintenance gravel	Gore to Sallisaw	11,830.00
	M-238	US 64	48.0	Gravel and road oil	Gore to Arkansas State line	13,929.94
Stephens	M-605	SH 53	1.5	Clay and maintenance gravel	Stephens County line west	1,881.59
Texas	M-735			Using heavy Trac. & Elev. grader	For total expenditures see Alfalfa County.	
Tillman	M- 68	SH 36		Construct two bridges	Drainage ditch north of Grandfield	1,571.32
	M-609	SH 24		Jetty protection	North Fork of Red River west of Tipton	2,544.50

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS—1929 AND 1930 (Continued)

County	State Aid Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1929—Nov. 1930
Tulsa	M-101	US 64		Surface bridge floor	Bixby	1,997.16
	M-102	US 64		Remove dip and pave gap		6,190.09
	M-105	US 64		Repair bridge	½ mile west of Sand Springs	15,630.69
	M-108	US 64		Temporary pile trestle	Anderson Creek near Sand Springs	1,315.83
	M-113	US 64		Repair bridge	Sand Springs	4,419.84
	M-114	US 64		Construct storm sewer drain	½ mile west of Verne	1,571.00
	M-115	SH 20	3.0	Maintenance gravel	Collinsville to Skiatook	4,976.34
	M-119	US 64		Painting bridge	Bixby	3,233.32
	M-132	US 66	8.5	Gravel and oil shoulder	For total expenditures see Creek County.	
	M-135	SH 20	5.5	Road oiling	Skiatook to Collinsville	1,988.61
Wagoner	M-222	US 64		Removal of slide	Near Stone Bluff	4,375.42
	M-229	SH 51	11.0	Maintenance gravel	Coweta to Tulsa County line	9,998.91
	M-230	US 73	3.3	Maintenance gravel	Okay south	3,198.21
	M-235	US 64	5.0	Maintenance gravel		3,007.80
	M-236	SH 51	17.0	Grading	Coweta to Wagoner	3,237.20
	M-239	US 73	40.0	Gravel and road oiling	For total expenditures see Mayes County.	
	M-248	US 64	17.0	Road oiling	For total expenditures see Muskogee County.	
Washington	M-137	US 75		Reflooring bridge	Rice Creek	116.52
Washita						
Woods	M-705	SH 15	2.0	Grade up sand and top soil	North of Alva	2,262.92
	M-710			Reflooring wood bridges	For total expenditures see Blaine County.	
	M-716	US 64	13.5	Maintenance gravel	Keno Crossing east	14,503.30
	M-730	US 64		Const. Reinf. Conc. box culvert	3½ miles east of Alva	708.71
	M-731	SH 15		Replace dip	East of Waynoka	2,163.95
	M-735			Using heavy Trac. & Elev. grader	For total expenditures see Alfalfa County.	
	M-740	SH 50	5.0	Gravel and road oiling	Junction U. S. 64 south	2,779.55
Woodward	M-712	SH 15-33		Claying and grading sandy section	For total expenditures see Beaver County.	
	M-738	SH 14-15		Claying		6,810.25

REPORT

SUMMARY OF MOTOR EQUIPMENT OWNED AND OPERATED BY OKLAHOMA STATE HIGHWAY COMMISSION

Automobiles	199
Graders—Motor Patrol	54
Tractors—Wheel Type	7
Tractors—Crawler Type	58
Trucks	148
Rollers	2
Gasoline Shovels	3
Rock Crusher	1

MOTOR EQUIPMENT OWNED AND OPERATED BY OKLAHOMA STATE HIGHWAY COMMISSION

Automobile	Buick Sedan	10
	Chevrolet Sedan	19
	Studebaker Sedan	1
	Ford Roadster	5
	Chevrolet Roadster	3
	Ford Sedan	29
	Ford Touring	44
	Chevrolet Touring	13
	Chevrolet Coach	13
	Ford Coach	36
	Buick Coupe	4
	Chevrolet Coupe	3
	Dodge Coupe	2
	Ford Coupe	4
	Ford Pick-up	2
	Chevrolet Pick-up	1
	Dodge Roadster	2
	Oldsmobile Sedan	1
	Dodge Sedan	2
	Hupmobile Sedan	2
	Reo Sedan	1
	Chrysler Sedan	1
	Hupmobile Coupe	1
	Total	199
Motor Patrol	Adams 10-20	4
	Gilbert 10-20	1
	Hawkeye 17-28	7
	Austin-Western 10-20	10
	Edwards 10-20	7
	Galion 10-20	7
	Warco 10-20	2
	Warco 15-30	2
	Austin-Western 12½-25	1
	Austin-Western 15-30	1
	Russell 10-20	2
	Good Roads 10-20	1
	Gilbert 15-30	1
	Rome 10-20	2
	Caterpillar 20	4
	Caterpillar 30	2
	Total	54

MOTOR EQUIPMENT OWNED AND OPERATED BY OKLAHOMA STATE HIGHWAY COMMISSION (Continued)

Tractor—Wheel Type	Fordson	7	
	Total		7
Tractor—Crawler Type	Caterpillar 20	1	
	Caterpillar 30	11	
	Caterpillar 60	16	
	Holt	1	
	Monarch 50	3	
	Monarch 75	5	
	Best 60	4	
	Cletrac 20	10	
	Cletrac 40	7	
	Total		58
Truck	Chevrolet	50	
	Ford	68	
	Liberty Class "B"	6	
	GMC	3	
	International	2	
	Packard	1	
	FWD 4-Wheel Drive	1	
	Federal	3	
	Dodge	14	
	Total		148
Roller	Austin-Western, 10-ton	1	
	Galion, 2½-ton	1	
			2
Rock Crusher	Iowa No. 916 Mounted with McCormick Deering Motor 10-20	1	
	Total		1
Shovel	Lorain 55—Gasoline	3	
	Total		3

STATEMENT OF MOTOR EQUIPMENT

ADMINISTRATION

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-15	Buick	Durant	S. C. Boswell
	01-16	Chrysler	Chickasha	L. C. Hutson
	01-17	Buick	Oklahoma City	Ed McDonald
	01-18	Ford	Oklahoma City	Neal Rhodes

Miscellaneous Equipment—

Description	Number of Units
File Cases (4 Sections each)	6
Typewriters	3
Desks	2

TAG DEPARTMENT

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-204	Ford	Oklahoma City	Gene Pryor
	01-235	Ford	Oklahoma City	Roy Cogswell

Miscellaneous Equipment—

Description	Number of Units
File Cases (4 Sections Each)	184
Typewriters	23
Desks	41
Adding Machines	4
Posting Machines	4
Comptometers	2
Monroe Calculators	2

AUDITING DEPARTMENT

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-236	Ford	Oklahoma City	H. R. Anderson

Miscellaneous Equipment—

Description	Number of Units
Adding Machines	4
Comptometers	2
Desks	11
File Cases (4 Sections each)	15
Typewriters	5

STATEMENT OF MOTOR EQUIPMENT
ENGINEERING DEPARTMENT

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-1	Buick	Oklahoma City	A. R. Losh
	01-2	Dodge	Oklahoma City	Homer White
	01-3	Buick	Oklahoma City	R. V. Lindsey
	01-5	Hupmobile	Oklahoma City	Guy James
	01-6	Reo	Oklahoma City	W. C. Burnham
	01-7	Buick	Oklahoma City	Chas. Wilson
	01-8	Chevrolet	Oklahoma City	Fred Verity
	01-14	Chevrolet 4	Oklahoma City	L. S. Carson
	01-173	Ford	Oklahoma City	Ovid Neal
	01-130	Hupmobile	Oklahoma City	Dudley Wood
	01-178	Ford	Fort Gibson	Ralph Lee
	01-174	Ford	Haskell	H. S. Elliott
	01-175	Ford	Faxon	Dean Hodges
	01-176	Ford	Lawton	Albert Shinault
	01-177	Ford	Tulsa	J. B. Davis
	01-194	Ford	Oklahoma City	A. J. Turner
	01-195	Ford	Oklahoma City	R. H. Walton
	01-196	Ford	Oklahoma City	Roy Potts
	01-197	Ford	Oklahoma City	New Sanders
	01-198	Ford	Oklahoma City	W. L. Sullins
	01-199	Ford	Oklahoma City	C. G. Landon
	01-200	Chevrolet	Oklahoma City	R. A. Keller
	01-201	Chevrolet	Oklahoma City	Raymond Board
	01-203	Ford	Oklahoma City	M. E. Elrod
	01-205	Hupmobile	Oklahoma City	Carl Reid
	01-218	Ford	Alva	C. D. Kesler
	01-220	Chevrolet	Sayre	E. E. Stubblefield
	01-221	Ford	Idabel	H. D. Evans
	01-222	Chevrolet	Frederick	Felix Carrol
	01-224	Ford	Kingfisher	J. W. Klinglesmith
	01-227	Ford	Oklahoma City	R. L. Maib
	01-228	Ford	Oklahoma City	Cole Williams
	01-238	Ford	Warner	Cecil Fife
Truck	S6-150	International (2-ton)	Oklahoma City	E. P. Boocher
	S6-182	Dodge ¾-ton	Alva	A. B. Stephens
	S6-183	Dodge ¾-ton	Haskell	C. S. Wortham
	S6-184	Dodge ¾-ton	Sayre	L. C. Irvin
	S6-185	Dodge ¾-ton	Idabel	Chas. Herr
	S6-186	Dodge ¾-ton	Frederick	Gains Stout
	S6-191	Dodge ¾-ton	Kingfisher	E. H. Durkee
	S6-201	Dodge	Warner	Blake Ross

Miscellaneous Equipment—

Description	Number of Units
Addressograph	1
Adding Machines	2
Blue Print Machines	1
Desks	35
File Cases (4 Sections each)	87
Mimeograph Machines	1
Monroe Calculators	6
Typewriters	16
Levels	6
Transits	6

STATEMENT OF MOTOR EQUIPMENT
CONSTRUCTION DEPARTMENT

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-9	Ford	Murray	John Houston
	01-11	Chevrolet	Woods	J. A. Lindsey
	01-78	Ford	Pawnee	Orval Stout
	01-79	Ford	Tulsa	L. T. Matson
	01-80	Ford	Survey Party	William H. Bell
	01-81	Chevrolet	Survey Party	A. S. Chisholm
	01-82	Chevrolet	Survey Party	C. G. Keiger
	01-83	Ford	Beaver	V. R. Black
	01-84	Ford	Beaver	Merl Privett
	01-85	Ford	Rogers	William Mize
	01_86	Ford	Creek	Roy Beville
	01-87	Ford	Creek	C. W. McPeron
	01-88	Chevrolet	Texas	A. H. Jennings
	01-89	Ford	Rogers	E. McKinney
	01-90	Ford	Rogers	J. J. Stobaugh
	01-91	Ford	Okmulgee	Lester Hamilton
	01-92	Ford	Muskogee	G. W. Allnutt
	01-93	Ford	Delaware	W. W. Gardner
	01-94	Ford	Okmulgee	Will A. Blake
	01-95	Ford	Muskogee	C. W. Gentry
	01-97	Ford	Muskogee	G. W. Toops
	01-98	Ford	Muskogee	John Lyles
	01-100	Ford	Pittsburg	E. F. Tucker
	01-101	Ford	Coal	Elmo Drumb
	01-103	Ford	Pushmataha	D. W. Bollinger
	01-104	Ford	Pushmataha	Chester Tucker
	01-105	Ford	Love	Earl Parker
	01-106	Ford	Love	Wayne Miller
	01-113	Ford	Blaine	W. E. Collet
	01-114	Chevrolet	Marshall	R. D. Rhodes
	01_115	Chevrolet	Beaver	Walden Wimbish
	01-116	Ford	Bryan	R. G. Sanders
	01-117	Ford	Atoka	Oscar Devers
	01-124	Chevrolet	Carter	Burt McCaleb
	01-125	Ford	Marshall	S. Cagle
	01-126	Ford	Carter	Stored in Warehouse
	01-127	Ford	Atoka	Bob Mitchell
	01-128	Chevrolet	Rogers	E. B. Kirkpatrick
	01-129	Ford	Woods	M. B. Turner
	01-131	Chevrolet	Carter	Stored in Warehouse
	01-132	Chevrolet	Seminole	E. N. Todd
	01-133	Chevrolet	Blaine	J. D. Powell
	01-134	Chevrolet	Blaine	D. D. Clifton
	01-136	Ford	Texas	Geo. Stiers
	01-139	Chevrolet	Oklahoma	J. B. Highfill
	01-147	Chevrolet	Oklahoma	Eugene Wheeler
	01-141	Chevrolet	Rogers	C. A. Smith
	01-142	Ford	Carter	Stored in Warehouse
	01-143	Chevrolet	Texas	Paschal Grimes
	01-146	Ford	Washita	O. V. Grimes
	01_147	Ford		Warehouse Div. No. 4
	01-148	Ford	Jefferson	L. W. King
	01-150	Ford	Cimarron	J. A. Bone
	01-151	Ford	Custer	R. K. Caswell
	01-152	Ford	Custer	P. E. Britt
	01-153	Ford	Washita	L. B. Daniel
	01-154	Ford	Washita	H. D. Brown
	01-157	Ford	Custer	A. P. McDonald
	01-158	Ford	Caddo	G. L. Johnson
	01-159	Ford	Comanche	Burton Warner
	01-160	Ford	Pottawatomie	P. E. Williams
	01-162	Ford	Oklahoma	Stored in Warehouse
	01-163	Ford	Caddo	D. Whittenberg
	01-164	Ford	Caddo	Clyde Ferguson
	01-165	Ford	Jefferson	Wm. Alexander
	01-166	Ford	Roger Mills	H. S. Van Fossen
	01-167	Chevrolet	Cotton	S. P. Barnes
	01-168	Ford	Jackson	LeRoy Berry
	01-172	Ford	Pontotoc	J. H. Hollingsworth
	01-183	Chevrolet	Jefferson	H. H. Hunt
	01_189	Chevrolet	Kiowa	Ray Stanley
	01-190	Ford	Woods	Leo West
	01-191	Ford	Logan	Paul Laws
	01-192	Chevrolet	Oklahoma	Stored in Warehouse

STATEMENT OF MOTOR EQUIPMENT

CONSTRUCTION DEPARTMENT (Continued)

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-193	Chevrolet	Tulsa	Stored in Warehouse
	01-202	Chevrolet	Tulsa	W. H. Rogers
	01-206	Ford	Kiowa	J. R. Keeth
	01-208	Ford	Texas	T. B. Matthews
	01-209	Chevrolet	Jackson	W. P. Danford
	01-210	Chevrolet	Osage	A. W. Pownell
	01-211	Ford	Osage	C. A. Breeden
	01-212	Ford	Osage	J. Paul Crane
	01-214	Ford	Alfalfa	E. B. Bursack
	01-215	Ford	Roger Mills	R. R. Cunningham
	01-216	Ford	Alfalfa	Geo. W. Wilkerson
	01-217	Chevrolet	Blaine	J. P. Jenkins
	01-219	Ford	Haskell	Neal Reeds
	01-230	Chevrolet	Pontotoc	Geo. G. Toler
	01-231	Chevrolet	Pontotoc	C. M. Linderking
	01-232	Ford	Rogers	Joe Terry
	01-237	Ford	Roger Mills	H. P. Addington

Miscellaneous Equipment—

Description	Number of Units
File Cases (4 Sections each)	1
Typewriters	25
Desks	1
Calculators	13
Levels	62
Transits	62
Adding Machines	1

STATEMENT OF MOTOR EQUIPMENT

ASSIGNED TO PRISON CAMP NO. 1
M. P. Latimer, Construction Engineer

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-118	Marquette	Atoka	M. P. Latimer
	01-119	Chevrolet	Atoka	Henry Williams
	01-120	Chevrolet	Atoka	W. R. Straud
	01-121	Ford	Atoka	Stansell Byers
	01-122	Ford	Atoka	J. E. Jennings
	01-123	Ford		
Tractor—Wheel Type	82-8	Fordson		
Tractor—Crawler Type	83-52	Cletrac 40		
	83-53	Monarch 75		
Truck	86-139	Ford		Operated by Convict Labor
	86-140	Ford		
	86-141	Ford		
	86-142	Ford		
	86-143	Ford		
	86-144	Ford		
	86-145	Ford		
	86-146	Ford		
	86-147	Ford		
	86-148	Ford		
	86-149	Ford		
	86-155	Chevrolet		
	86-156	Chevrolet		
	86-157	Chevrolet		
	86-158	Chevrolet		
	86-159	Chevrolet		
	86-160	Chevrolet		
	86-161	Chevrolet		

Miscellaneous Equipment—

Description	Number of Units
Air Compressors	2
Concrete Mixers	2
Fresnos—4-ft.	23
Fresnos—2½-ft.	1
Fresnos—3-ft.	6
Fresnos—5-ft.	4
Fresnos	27
Grader—Tractor Drawn—10-ft.	1
Grader—Tractor Drawn—12-ft.	1
Levels	1
Calculators	1
Acetylene Tools	1
Scrapers—Wheel	8
Shovel—Lorain Gasoline Nos. 4144-4353	2
Transits	2
Wagons	5
Wheelbarrows	10

STATEMENT OF MOTOR EQUIPMENT

ASSIGNED TO PRISON CAMP NO. 2
R. T. Campbell, Construction Engineer

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-107	Ford	Latimer-Haskell	R. T. Campbell
	01-109	Ford	Latimer-Haskell	John W. Cheek
	01-110	Ford	Latimer-Haskell	Carl Tucker
Tractor—Crawler Type	83-51	Caterpillar 60	Latimer-Haskell	S. G. Sperry
Tractor—Wheel Type	82-6	Fordson	Operated by Convict Labor	
	82-7	Fordson		
Truck	86-135	Ford		
	86-136	Ford		
	86-137	Ford		
	86-138	Ford		
	86-167	Dodge		
	86-168	Ford		

Miscellaneous Equipment—

Description	Number of Units
Air Compressors	3
Concrete Mixers	1
Fresnos—4-ft.	17
Fresnos—3-ft.	1
File Cases	1
Graders—Tractor Drawn—12-ft.	2
Graders—Tractor Drawn—8-ft.	1
Levels	1
Calculators	1
Rock Crushers—Portable	1
Shovels—Loraine Gasoline No. 4164	1
Transits	2
Typewriters	1
Wagons—1½-yard	8
Wheelbarrows	6

GENERAL MAINTENANCE

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-10	Ford	Oklahoma City	D. O. Rodenberger
	01-12	Ford	McAlester	J. W. Hervey
Truck	86-151	Federal	Oklahoma City	B. P. Garner
	86-187	Federal	Oklahoma City	L. Grant
	86-188	Federal	Oklahoma City	Mike Elder
	86-152	Ford	Oklahoma City	John Hames

Miscellaneous Equipment—

Description	Number of Units
Asphalt Distributors (S. H. C. No. 06-4 & 5)	2
Paint Machines	1
Trailers	1
Magnets—Electric Road	2

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. I

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-21	Chevrolet	General	R. B. McBride
	01-22	Chevrolet	General	E. L. Heiser
	01-213	Buick	General	D. H. Jones
Motor Patrol	42-1	Adams 10-20	Osage	R. C. Friend
	42-2	Gilbert 10-20	General	Not Assigned
	42-3	Hawkeye 17-28	Rogers	M. T. Sartore
	42-6	Adams 10-20	Craig	Jap Smith
	42-7	Hawkeye 17-28	Craig	Bill Infield
	42-8	Austin-West. 10-20	Rogers	C. D. Gilbert
	42-9	Edwards 10-20	Nowata	R. L. Coppick
	42-61	Gallion 10-20	General	L. Edwards
Tractor—Wheel Type	82-1	Fordson	General	Not Assigned
Tractor—Crawler Type	83-1	Caterpillar 60	General	Howard Smith
	83-2	Monarch 50	General	D. G. McKissick
	83-3	Caterpillar 6	General	Geo. Thomas
	83-4	Caterpillar 30	General	Lee Smith
	83-64	Cletrac 20	Ottawa	Gail Infield
Trucks	86-1	Chevrolet	Tulsa	Mac Green
	86-2	Chevrolet	Tulsa & Osage	E. Williams
	86-3	Chevrolet	Creek	C. F. Bethol
	86-4	Chevrolet	Creek	R. T. West
	86-5	Dodge	Pawnee & Osage	J. A. Gammell
	86-6	Ford	Tulsa & Pawnee	W. J. Irvin
	86-7	Ford	General	R. H. Hathway
	86-8	Chevrolet	Tulsa	W. M. Murphy
	86-9	Chevrolet	General	Roy Bloom
	86-10	Chevrolet	General	Cal Davis
	86-11	Chevrolet	General	Arpie Brown
	86-12	Chevrolet	General	Geo. Brittle
	86-13	Chevrolet	Osage	W. M. Williams
	86-14	Liberty	General	Floyd Sloan
	86-15	Ford	General	Not Assigned
	86-16	Ford	Ottawa	A. Revels
	86-17	Chevrolet	General	Guy Harris
	86-18	Chevrolet	Washington	J. P. Gardner
	86-19	Ford	Washington	Dewey Harris
	86-20	Ford	General	Not Assigned
	86-180	Ford	General	T. H. Pursell
	86-196	Liberty	General	Not Assigned

Miscellaneous Equipment—

Description	Number of Units
Air Compressors	1
Asphalt Heaters	5
Adding Machines	1
Concrete Mixers	2
Desks	4
Fresnos—2½-ft.	12
Fresnos—3-ft.	31
Fresnos—4-ft.	10
Fresnos	3
File Cases (4 Sections each)	8
Graders—Horse Drawn—8-ft.	49
Graders—Horse Drawn—6-ft.	2
Graders—Horse Drawn	4
Graders—Tractor Drawn—10-ft.	4
Graders—Tractor Drawn—12-ft.	8
Graders—Tractor Drawn	1
Mowing Machines—Motor Drawn	7
Mowing Machines—Motor Driven	2
Calculators—Monroe	1
Oxygen Tools (Sets)	1
Plows—Road	69
Pumps	1
Plows—Rooter	1
Scrapers—Drag No. 2	5
Trailers	3
Traffic Line Markers	1
Typewriters	3
Wheelbarrows	2

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. II

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-26	Chevrolet	General	Earl Brewer
	01-27	Chevrolet	General	H. J. Zufall
	01-28	Ford	Okmulgee	J. B. Permenter
	01-29	Ford	Wagoner	A. H. Knoblesdorf
	01-30	Chevrolet	Shop	Not Assigned
	01-31	Studebaker	General	T. P. Clonts
	01-32	Ford	Mayes	O. L. Elliott
	01-181	Chevrolet	General	A. O. Walker
Motor Patrol	42-14	Austin-Western 12½-25	Wagoner	Marion Graham
	42-15	Edwards 10-20	Mayes	C. Kopper
	42-11	Warco 10-20	Muskogee	Bert Satterfield
	42-12	Warco 15-30	Sequoyah	E. V. Kennedy
	42-13	Warco 10-20	Sequoyah	O. C. Florence
	42-16	Warco 15-30	Mayes	Fred Deffenbaugh
Tractor—Wheel Type	82-2	Fordson	Muskogee	Howard Smith
	82-3	Fordson	Mayes	Jess Wright
Tractor—Crawler Type	83-6	Cletrac 40	Muskogee	Howard Youngblood
	83-7	Monarch 75	Muskogee	D. B. Pearson
	83-8	Caterpillar 60	Mayes	T. J. Webb
	83-9	Monarch 75	Delaware	Loring Ross
	83-10	Caterpillar 30	Mayes	C. L. Samuel
Roller	60-1	Austin-Western 10-ton	Muskogee	Buel Miner
Rock Crusher	58-8	Iowa No.916 mounted with McCormick-Deering Motor 10-20	Cherokee	C. F. Reynolds
Trucks	86-25	Ford	Mayes	Andres Austin
	86-26	Dodge	Muskogee	L. C. Cantrell
	86-27	Ford	Okmulgee	J. W. Throckmorton
	86-28	Ford	Okmulgee	Jas. Carter
	86-29	Ford	Okmulgee	T. H. Gaither
	86-30	Ford	Muskogee	W. F. Jobe
	86-31	Ford	McIntosh	F. L. Ellison
	86-32	Ford	Muskogee	W. D. Walker
	86-33	Ford	General	Hubbard Hart
	86-34	Chevrolet	General	Clem Vann
	86-35	Ford	General	Raymond Thompson
	86-36	Liberty Class "B"	General	N. B. Compton
	86-37	Chevrolet	Muskogee	Frank Sanders
	86-38	Ford	Muskogee	Honer Casey
	86-39	GMC	General	Ralph Siegal
	86-153	Ford	Muskogee	Not Assigned

Miscellaneous Equipment—

Description	Number of Units
Air Compressors	2
Asphalt Distributors	1
Asphalt Heaters	2
Adding Machines	1
Boilers	1
Conveyors	1
Desks	3
Fresnos—2½-ft.	30
Fresnos—3-ft.	68
Fresnos—3½-ft.	7
Fresnos—4-ft.	6
File Cases (4 Sections each)	3
Graders—Patrol—Horse Drawn—8-ft.	85
Graders—Patrol—Horse Drawn	17
Graders—Tractor Drawn—10-ft.	1
Graders—Tractor Drawn—12-ft.	3
Graders—Tractor Drawn—8-ft.	1
Graders—Tractor Drawn—9-ft.	2
Mowing Machines—Horse Drawn	7
Plows—Road	65

STATEMENT OF MOTOR EQUIPMENT

Miscellaneous Equipment—

Description	Number of Units
Rock Crushers—Good Roads 10-30	1
Plows—Rooter	3
Graders—Rooter	2
Scrapers—Drag No. 2	9
Sweepers—4-Wheel, Horse Drawn	1
Screens—Gravel, Double Shaker	1
Trailers—4-Wheel	4
Trailers—2-Wheel	1
Tanks—10,000-gallon	1
Tanks—7,500-gallon	2
Typewriters	3
Traffic Line Marking Machines	1
Paint Machines	1
Calculators—Monroe	1

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. III

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-35	Buick	General	Geo. Whittenberg
	01-36	Chevrolet	General	A. C. Allnutt
	01-37	Ford	General	L. Paullin, Jr.
	01-38	Ford	General	Raymond Moody
	01-102	Ford	Seminole	E. I. Cherry
	01-179	Ford	Hughes	O. A. Burrus
	01-180	Ford	General	Frank Cobb
	01-39	Chevrolet	Pittsburg	W. J. Oglesby
	01-40	Chevrolet	Le Flore	O. S. Penix
Motor Petrol	42-18	Gallion 10-20	Latimer	Wallace Colvard
	42-19	Austin-West. 15-30	Le Flore	W. A. Gillian
	42-20	Edwards 10-20	Le Flore	W. M. Sweeten
	42-21	Russell 10-20	Haskell	A. C. Keith
	42-22	Hawkeye 17-30	Hughes	Tom Shipp
	42-23	Good Roads 10-20	Okfuskee	D. L. Crabtree
	42-24	Gilbert 15-30	Okfuskee	Lon Pace
	42-25	Edwards 10-20	Pontotoc	C. B. Oliver
	42-60	Edwards 10-20	Pontotoc	J. E. Crabtree
Tractor—Wheel Type	82-4	Fordson	General	Not assigned
Tractor—Crawler Type	83-12	Caterpillar 60	Le Flore	J. L. Duncan
	83-13	Cletrac 40	General	D. R. Johnson
	83-14	Caterpillar 60	Seminole	P. S. Karr
	83-15	Caterpillar 60	Seminole	Frank Nelson
	83-16	Caterpillar 60	General	Syd Johnsey
	83-65	Caterpillar 20	Hughes	Cal Crawshaw
Trucks	86-45	Ford	Pittsburg	C. C. Masoner
	86-46	Chevrolet	Latimer	Wm. Smith
	86-47	Ford	General	John Roberts
	86-48	Liberty "B"	Le Flore	Raymond Pickle
	86-49	Chevrolet	Le Flore	Ervin Sears
	86-50	Liberty "B"	Le Flore	Jack McCurtain
	86-52	Ford	Haskell	C. H. Parks
	86-53	Ford	Seminole	L. S. Wilson
	86-54	Chevrolet	Hughes	Edd Ferguson
	86-55	Ford	Hughes	W. O. Waldroup
	86-56	Chevrolet	Okfuskee	C. L. Cleaver
	86-57	Chevrolet	Okfuskee	Chas. Smith
	86-59	Ford	Seminole	C. E. Veach
	86-60	Chevrolet	Pontotoc	W. A. Evans
	86-61	Ford	Coal	E. Middleton
	86-62	Dodge	General	T. W. Watson
	86-63	International	General	F. Smith
	86-58	Liberty "B"	Okfuskee	A. A. Baughman
	86-193	Chevrolet	Le Flore	J. F. Callicoat

Miscellaneous Equipment—

Description	Number of Units
Air Compressors	1
Asphalt Distributors	1
Asphalt Heaters	2
Concrete Mixers	1
Drills—Power	2
Desks	4
Fresnos—2½-ft.	5
Fresnos—3-ft.	90
Fresnos—3½-ft.	7
Fresnos—4-ft.	9
Fresnos	5
File Cases (4 Sections each)	4
Graders—Patrol—Horse Drawn—6-ft.	2
Graders—Patrol—Horse Drawn—8-ft.	66
Graders—Tractor Drawn—10-ft.	4
Graders—Tractor Drawn—12-ft.	8
Mowing Machines—Horse Drawn	11
Calculators	1
Acetylene Tools (Sets)	1
Plows—Road	81
Plows—Rooter	1
Scrapers—Drag	37
Trailers	2
Center Line Marking Machines	1
Typewriters	1

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. IV

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-44	Buick	General	W. M. Trotter
	01-45	Dodge	General	L. T. Harris
	01-46	Dodge	General	W. E. Rye
	01-47	Chevrolet	General	Clyde Hubbard
	01-48	Ford	General	J. T. Dake
	01-49	Chevrolet	General	W. A. Mainard
	01-77	Ford	Stored in Ardmore Maintenance Warehouse	
Motor Patrol	42-27	Austin-West. 10-20	Choctaw-McCurtain	Lee Vancill
	42-28	Austin-West. 10-20	Choctaw-Pushmataha	C. B. Allen
	42-29	Austin-West. 10-20	Choctaw	M. C. Phillips
	42-30	Austin-West. 10-20	Bryan	T. B. Cook
	42-31	Austin-West. 10-20	Bryan-Marshall	D. B. Stoker
	42-32	Austin-West. 10-20	Love-Carter	Howard Todd
	42-33	Austin-West. 10-20	Carter	Edd Pruitt
	42-34	Edwards 10-20	Johnston	E. H. Chisholm
	42-35	Edwards 10-20	McCurtain	W. R. Luttrell
	42-36	Hawkeye 17-28	Atoka	Frank Hester
Tractor—Crawler Type	83-18	Holt	General	C. H. Campbell
	83-19	Monarch 75	General	G. M. Stewart
	83-20	Best 60	General	G. O. Black
	83-21	Caterpillar 60	General	J. W. Nix
Trucks	86-70	Ford	General	E. C. Simmons
	86-71	Ford	General	E. M. Harrington
	86-72	Chevrolet	General	R. L. Hamby
	86-73	Chevrolet	General	Choc Colbert
	86-74	Chevrolet	General	W. K. Wadley
	86-75	Ford	General	L. D. Cavner
	86-76	Ford	General	L. McBurnett
	86-77	Chevrolet	General	W. M. Stalling
	86-78	Chevrolet	General	Joe Gibbs
	86-79	Chevrolet	General	H. L. Murphy
	86-80	Chevrolet	General	W. E. Harmon
	86-81	Packard	General	James Splawn

Miscellaneous Equipment—

Description	Number of Units
Adding Machines	1
Concrete Mixers	1
Desks	3
Fresnos—2½-ft.	66
Fresnos—3-ft.	33
Fresnos—3½-ft.	1
Fresnos—4-ft.	39
Fresnos—5-ft.	1
File Cases (4 Sections each)	4
Graders—Patrol—Horse Drawn—6-ft.	13
Graders—Patrol—Horse Drawn—8-ft.	73
Graders—Patrol—Horse Drawn—10-ft.	3
Graders—Tractor Drawn—9-ft.	1
Graders—Tractor Drawn—12-ft.	3
Graders—Tractor Drawn—17½-ft.	1
Mowing Machines—Horse Drawn	6
Calculators—Monroe	1
Plows—Road	78
Plows—Rooter	3
Graders—Rooter	3
Scrapers—Drag	2
Typewriters	4
Wheelbarrows	8
Traffic Line Marking Machines	1
Tanks—250-barrel	1
Conveyors—Gravel	2
Screens—Gravel Shaker	1
Trailers	1
Asphalt Heaters	1
Air Compressors	1
Hoists—Chain	2

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. V

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-58	Buick	General	L. C. Bernard
	01-59	Ford	General	Jim Clark
	01-60	Chevrolet	General	Not Assigned
	01-61	Chevrolet	General	C. S. Dillingham
Motor Patrol	42-40	Rome 10-20	Grady	P. M. Cooper
	42-41	Caterpillar 10-20	Canadian	Albert Monroe
	42-42	Caterpillar 1 -20	Pottawatomie	Lewis Dostal
	42-43	Caterpillar 15-30	Canadian	Ed McVey
	42-44	Austin-West. 10-20	McClain	A. R. Watson
	42-45	Galion 10-20	Lincoln	V. K. Rounsevell
Tractor—Crawler Type	83-24	Cletrac 40	General	Frank Byrns
	83-25	Caterpillar 60	General	Wylie Bruant
	83-26	Caterpillar 30	General	Ben Hudgins
	83-27	Caterpillar 60	Lincoln	Earl Renner
	83-28	Caterpillar 30	Pottawatomie	M. J. Clark
	83-29	Caterpillar 30	Lincoln	Andy Fisher
	83-30	Caterpillar 30	General	Ted Renner
	83-31	Caterpillar 60	Pottawatomie	J. L. Honeycutt
Truck	86-105	Chevrolet	General	Oscar Allen
	86-106	Chevrolet	General	Ernest Lawson
	86-107	Chevrolet	General	Claude Brown
	86-108	Chevrolet	General	Wheelock
	86-109	Chevrolet	General	Bill Renner
	86-110	Chevrolet	General	Hugh Holland
	86-111	Chevrolet	General	D. L. Loyd
	86-112	Chevrolet	General	Bill Murray
	86-113	FWD 4-w. Drive	Oklahoma	Not Assigned
	86-189	Chevrolet	General	Jim Sampler
	86-190	Chevrolet	General	O. M. Grigsby

Miscellaneous Equipment—

Description	Number of Units
Air Compressors	3
Asphalt Heaters	3
Adding Machines	1
Concrete Mixers	2
Desks	4
Fresnos—2½-ft.	3
Fresnos—3-ft.	90
Fresnos—3½-ft.	2
Fresnos—4-ft	14
Fresnos—5-ft.	2
File Cases (4 Sections each)	4
Graders—Patrol—Horse Drawn—6-ft.	6
Graders—Patrol—Horse Drawn—8-ft.	19
Graders—Patrol—Horse Drawn—10-ft.	45
Graders—Patrol—Horse Drawn—16-ft.	1
Graders—Patrol—Horse Drawn	2
Graders—Tractor Drawn	1
Graders—Tractor Drawn—8-ft.	2
Graders—Tractor Drawn—9-ft.	1
Graders—Tractor Drawn—10-ft.	3
Graders—Tractor Drawn—12-ft.	2
Mowing Machines—Horse Drawn	7
Mowing Machines—Motor Driven	2
Calculators—Monroe	1
Paint Machines	1
Plows—Road	66
Plows—Rooter	2
Plows—Snow	4
Testing Machines	1
Trailers	5
Typewriters	1
Wheelbarrows	2
Levels	1
Transits	1

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. VI

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-13	Ford	Stephens-Grady	W. A. Cornelius
	01-64	Buick	General	W. H. Drover
	01-65	Dodge	General	O. E. Highfill
	01-66	Dodge	Cotton-Jefferson	J. E. Griffin
	01-67	Dodge	Kiowa-Jackson-Harmon	J. Ray Baker
	01-149	Ford	General	Harry Martin
	01-225	Ford	Caddo-Grady-Comanche	C. O. Brewster
Motor Patrol	42-48	Caterpillar 20	Caddo	Frank Petty
	42-64	Austin-West. 10-20	Comanche	J. Rolls Baker
	42-67	Galion 10-20	Grady	B. Davenport
	42-47	Caterpillar 20	Comanche	F. J. Conway
Tractor—Crawler Type	83-35	Caterpillar 60	General	F. Despain
	83-36	Best 60	General	E. H. Hutchins
	83-37	Cletrac 40	Stephens	R. A. Cohee
	83-38	Best 60	General	S. K. Clinkscales
	83-39	Cletrac 40	General	Frank Eller
	83-43	Cletrac 40	Caddo	Otto White
	83-69	Cletrac 20	Comanche	F. S. Conway
Truck	86-114	Ford	Grady	W. F. Ballenger
	86-115	Ford	Stephens	W. E. Raney
	86-116	Ford	Cotton-Jefferson	Morris Williams
	86-117	Ford	General	Geo. W. Ezell
	86-118	Chevrolet	General	C. H. Despain
	86-121	Ford	Tillman	L. D. Cain
	86-165	Ford	Caddo-Comanche	H. O. Tilford
	86-166	Ford	Caddo-Grady	F. O. Allison
	86-192	Ford	Stephens	Jimmie Howell
	86-198	Ford	Jackson-Kiowa	Roy Brown

Miscellaneous Equipment—

Description	Number of Units
Asphalt Heaters	1
Adding Machines	1
Fresnos—3-ft.	66
Fresnos—4-ft.	39
Fresnos—5-ft.	1
Fresnos	1
File Cases (4 Sections each)	5
Graders—Patrol—Horse Drawn—6-ft.	7
Graders—Patrol—Horse Drawn—8-ft.	70
Graders—Patrol—Horse Drawn—10-ft.	8
Graders—Patrol—Horse Drawn	5
Graders—Tractor Drawn—9-ft.	1
Graders—Tractor Drawn—10-ft.	2
Graders—Tractor Drawn—12-ft.	6
Graders—Tractor Drawn	1
Mowing Machines—Horse Drawn	15
Mowing Machines—Motor Driven	1
Calculators—Monroe	2
Plows—Road	92
Plows—Rooter	1
Graders—Rooter	2
Scrapers—Wheel	9
Trailers	4
Traffic Line Marking Machines	1
Typewriters	2

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. VII

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-71	Buick	General	C. H. Rightmire
	01-73	Chevrolet	General	I. B. Sharpless
	01-74	Chevrolet	General	Ben Mathers
	01-170	Ford	Garfield	Not Assigned
	01-171	Ford	Garfield	Not Assigned
	01-184	Ford	General	W. W. Woodward
	01-185	Ford	General	J. B. King
	01-186	Ford	Garfield	Not Assigned
	01-187	Ford	Garfield	Not Assigned
	01-207	Ford	General	Jack Hedrick
Motor Patrol	42-4	Adams 10-20	Osage	Leo West
	42-5	Adams 10-20	Osage	Elmer Butts
	42-55	Hawkeye 17-28	Noble	H. B. Wulf
	42-56	Caterpillar 30	Major	Tom Johnson
	42_58	Hawkeye 17-28	Woods	C. I. Hobbs
Tractor— Crawler Type	83-46	Monarch 50	General	Glen Hammond
	83-47	Caterpillar 60	General	Bob Brown
	83-48	Caterpillar 60	General	Asa Derrick
	83-50	Caterpillar 30	General	Eli Beasley
	83-55	Cletrac	Major	L. V. George
	83-56	Cletrac	Kingfisher	Frank Moshier
Truck	86-125	GMC	General	E. L. Jones
	86-126	Chevrolet	General	Russell Brown
	86-127	Chevrolet	Garfield	E. L. High
	86-128	Ford	General	S. B. Craddock
	86-129	Ford	Noble	Cecil Croka
	86-130	Ford	Garfield	C. A. Johnson
	86-131	Ford	Grant-Garfield	G. W. Tebow
	86-133	Ford	Kay	Ben Clark
	86-134	Ford	Kay	A. L. Clark
	86-169	Chevrolet	Noble	R. L. Cleveland
	86-170	Ford	General	C. C. Cooksey
	86-132	GMC	General	Ray Gratner
Roller	60-2	Galion 2½-ton	Woods	Not Assigned

Miscellaneous Equipment—

Description	Number of Units
Asphalt Heaters	5
Concrete Mixers	1
Desks	2
Graders—Elevating	2
Fresnos—2½-ft.	1
Fresnos—3-ft.	27
Fresno—4-ft.	2
Fresnos—5-ft.	24
Fresnos	21
File Cases (4 Sections each)	6
Graders—Patrol—Horse Drawn—8-ft.	37
Graders—Patrol—Horse Drawn—10-ft.	1
Graders—Patrol—Horse Drawn	20
Graders—Tractor Drawn—8-ft.	3
Graders—Tractor Drawn	8
Magnets—Electric Road	1
Mowing Machines—Horse Drawn	17
Mowing Machines—Motor Driven	4
Calculators—Monroe	1
Plows—Road	47
Plows—Snow	7
Trailers	4
Traffic Line Marking Machines	1
Typewriters	2
Wheelbarrows	3
Farm Trucks	3

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. VIII

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-68	Chevrolet	General	J. E. Moore
	01-182	Ford	General	H. C. Stallings
	01-223	Buick	General	C. P. Smith
	01-226	Ford		A. B. Jenkins
Motor Patrol	42-49	Galion 10-20	Kiowa	H. P. Bryan
	42-50	Galion 10-20	Washita-Custer	C. C. Gribble
	42-51	Galion 1020	Custer-Washita-Beckham	Bert Deal
	42-52	Rome 10-20	Kiowa	Lee Barton
	42-68	Russell		
Tractor— Crawler Type	83-66	Cletrac 20	Washita	H. A. Chism
	83-67	Cletrac 20	Washita	Ed Garsten
	83-68	Cletrac 20	Washita	S. O. Cloud
	83-40	Best 60	General	Graham Leary
	83-41	Caterpillar 30	General	Cul Lewis
	83-57	Caterpillar 30	Washita	E. Chedister
	83-63	Caterpillar 60	General	O. Thompson
Trucks	86-120	Ford	Beckham	Frank Jordan
	86-162	Dodge	General	J. D. Wright
	86-163	Chevrolet	General	R. L. Graves
	86-164	Ford	General	Jim Walker
	86-177	Ford	General	H. E. Dozier
	86-194	Dodge	General	Welton Moore

Miscellaneous Equipment—

Description	Number of Units
Concrete Mixers	1
Fresnos—2-ft.	1
Fresnos—3-ft.	51
Fresnos—4-ft.	20
Fresnos—5-ft.	1
Fresnos	14
Graders—Patrol—Horse Drawn—6-ft.	4
Graders—Patrol—Horse Drawn—8-ft.	46
Graders—Patrol—Horse Drawn—10-ft.	7
Graders—Patrol—Horse Drawn	11
Graders—Tractor Drawn—10-ft.	1
Graders—Tractor Drawn—12-ft.	3
Graders—Tractor Drawn	1
Mowing Machines—Horse Drawn	9
Plows—Road	80
Plows—Rooter	1
Trailers	4
Typewriters	2
Desks	4
Calculators—Monroe	1
File Cases (4 Sections each)	4
Adding Machines	1
Scrapers—Two-Wheel	1

STATEMENT OF MOTOR EQUIPMENT

DIVISION NO. IX

Type	S. H. C. No.	Make	Location County	Operator
Automobile	01-72	Ford	General	Newt Miller
	01-75	Oldsmobile	General	John Hamman
	01-169	Ford	General	Dan Willey
	01-229	Buick	General	W. Claude Sale
	01-234	Chevrolet	General	C. R. Berry
Motor Patrol	42-59	Hawkeye	Harper-Woods	P. H. Shurts
Tractor—Crawler Type	83-45	Monarch 75	General	J. H. Miller
	83-49	Monarch 50	General	E. W. Crites
	83-58	Cletrac 20	Texas-Beaver	N. O. Prowant
	83-59	Cletrac 20	Harper-Beaver	Earle Field
	83-60	Cletrac 20	Texas-Cimarron	R. Rexroat
	83-61	Caterpillar 30	General	R. Pollard
	83-62	Caterpillar 30	General	W. Keitel
Truck	86-176	Ford	General	Russell Kern
	86-178	Dodge	Texas	B. L. Britt
	86-195	Ford	General	Ross Venable
	86-197	Ford	General	O. Honsinger

Miscellaneous Equipment—

Description	Number of Units
Adding Machines	1
Desks	2
Graders—Elevating	1
Fresnos—2½-ft.	2
Fresnos—3-ft.	23
Fresnos—4-ft.	11
Fresnos—5-ft.	43
Fresnos—75 cubic feet	1
Fresnos	1
Filing Cases (4 Sections each)	4
Graders—Patrol—Horse Drawn—8-ft.	67
Graders—Patrol—Horse Drawn	3
Graders—Tractor Drawn—12-ft.	2
Graders—Tractor Drawn—10-ft.	1
Graders—Tractor Drawn	3
Jacks—10-ton	2
Jacks—12-ton	2
Jacks—1½x10	2
Jacks 20-ton	1
Levels—Gurley (39-56)	10
Mowing Machines—Horse Drawn	1
Calculators—Monroe	63
Plows—Road	2
Trailers	1
Transits—Gurley (94-55)	1
Typewriters	

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
US 54	Kansas State line	Texas	Dirt	384	606	574	659	45.3
US 54	Beaver Br. N. of Guymon	Texas	Dirt				647	21.4
US 54	One Mi. N. of Texhoma	Texas	Dirt				657	28.4
US 60	Just West of Jct. US 73	Craig	Dirt	455	544	831	677	8.4
US 60	Nowata County Line	Craig	Dirt				277	14.4
US 60	One Mile East of Nowata	Nowata	Gravel	1043	1153	1051	1137	7.2
US 60	Just East of Jct. US 75	Washington	Paving	1009	832	520	1104	8.8
US 60	West City Limits of Bartlesville	Washington	Dirt			1812	892	10.9
US 60	One Mile West of Pawhuska	Osage	Paving	1359	1413	1379	1904	16.5
US 60	Just East of Jct. SH 13	Osage	Gravel				1300	15.2
US 60	One Mile West of Burbank	Osage	Gravel				1243	14.6
US 60	Arkansas Riv. Br. E. of Ponca City	Osage	Gravel	1446	1662	1505	1961	14.5
US 60	One Mile W. of Jct. US 77	Kay	Paving				1981	15.5
US 60	Just West of Jct. US 177	Kay	Paving			200	2716	17.5
US 60	One Mile W. of Tonkawa	Kay	Paving				801	10.0
US 60	One Mile East of Pond Creek	Grant	Dirt				482	9.2
US 60	One Mile West of Pond Creek	Grant	Paving				1155	20.2
US 60	Grant County Line	Garfield	Paving				1225	20.6
US 60	Three Miles North of Enid	Garfield	Paving			1683	2598	12.2
US 60	One Mile North of Enid	Garfield	Paving				3334	10.9
US 60	One Mile West of Enid	Garfield	Paving	1597	1945	1698	1846	9.0
US 60	One Mile E. of Jct. SH 15	Major	Dirt	1167	1918	1698	773	15.1
US 60	Cimarron Br. S. of Cleo Springs	Major	Dirt	370	527	627	508	11.4
US 60	One Mile West of Fairview	Major	Dirt	370	527		477	16.1
US 60	No. Canadian River Br. at Selling	Major	Dirt	381	417	404	496	12.1
US 60	One Mile West of Selling	Dewey	Dirt	440	370	440	790	15.0
US 60	One Mile East of Vici	Dewey	Dirt			457	785	14.4
US 60	One Mile West of Vici	Dewey	Dirt	437	540	499	693	18.5
US 60	One Mile West of Arnett	Ellis	Dirt	371	446	488	524	20.7
US 60	Texas State Line	Ellis	Dirt	598	665	495	826	12.9
US 62	One Mile West of Westville	Adair	Gravel	2423	666	575	917	7.2
US 62	One Mile South of Tahlequah	Cherokee	Gravel				762	9.5
US 62	One Mile South of Fort Gibson	Muskogee	Gravel			1692	2533	11.0
US 62	One Mile West of Muskogee	Muskogee	Paving				474	7.7
US 62	One Mile South of Jct. US 64	Muskogee	Gravel			387	350	10.2
US 62	Okmulgee County Line	Muskogee	Gravel	2864	3020	2636	2202	6.3
US 62	One Mile East of Okmulgee	Okmulgee	Paving	2703	3256	2909	3331	6.5
US 62	One Mile S. of Okmulgee	Okmulgee	Paving				1801	7.4
US 62	Just West of Jct. US 75	Okmulgee	Paving				1601	9.5
US 62	One Mile West of Okmulgee	Okmulgee	Paving			1195	1306	9.4
US 62	Two Miles East of Prague	Lincoln	Gravel					

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
US 62	One Mile East of Meeker	Lincoln	Gravel	.....	.....	.....	1566	12.8
US 62	One Mile West of Meeker	Lincoln	Paving	785	1112	1254	1115	12.1
US 62	Just West of Jct. US 270	Oklahoma	Dirt	.....	.....	.....	3639	9.6
US 62	One Mile East of Oklahoma City	Oklahoma	Paving	3569	5865	4203	6647	5.8
US 62	One Mile W. of Okla. City Airport	Oklahoma	Paving	.....	.....	.....	3639	9.3
US 62	Newcastle Bridge	McClain	Paving	1275	1605	2278	2469	10.9
US 62	One Mile South of Blanchard	McClain	Gravel	588	985	.....	2004	14.7
US 62	Washita Br. East of Chickasha	Grady	Gravel	.....	.....	2932	3154	11.1
US 62	One Mile West of Chickasha	Grady	Gravel	1018	1411	1009	1646	4.2
US 62	One Mile East of Anadarko	Caddo	Gravel	.....	.....	1455	1814	5.1
US 62	One Mile West of Anadarko	Caddo	Dirt	976	1874	1365	1045	7.1
US 62	Comanche County Line	Caddo	Gravel	.....	.....	.....	511	6.4
US 62	Just South of Jct. SH 49	Comanche	Gravel	.....	.....	1081	1239	10.0
US 62	One Mile East of Cache	Comanche	Gravel	559	1017	1060	927	10.3
US 62	One Mile East of Snyder	Kiowa	Dirt	.....	.....	.....	649	14.2
US 62	One Mile East of Altus	Jackson	Gravel	1263	1658	1583	1133	6.6
US 62	Harmon County Line	Jackson	Dirt	.....	.....	.....	563	18.5
US 62	One Mile East of Hollis	Harmon	Dirt	1359	2922	2624	1523	9.1
US 62	Texas State Line	Harmon	Dirt	.....	.....	.....	992	22.6
US 64	Arkansas State Line	Sequoyah	Gravel	.....	.....	.....	3671	67.6
US 64	One Mile West of Moffett	Sequoyah	Gravel	1997	1826	1812	1507	40.4
US 64	One Mile East of Sallisaw	Sequoyah	Gravel	.....	.....	.....	816	32.9
US 64	One Mile West of Vian	Sequoyah	Gravel	.....	.....	626	935	29.8
US 64	One Mile East of Warner	Muskogee	Gravel	499	612	614	708	27.1
US 64	One Mile South of Muskogee	Muskogee	Paving	1861	1623	1353	1599	12.1
US 64	One Mile West of Muskogee	Muskogee	Paving	2423	2937	1692	2533	11.0
US 64	Just West of Jct. US 62	Muskogee	Dirt	.....	.....	.....	1631	13.6
US 64	Stone Bluff	Wagoner	Gravel	.....	.....	567	971	12.3
US 64	Bixby Bridge	Tulsa	Paving	.....	.....	.....	1719	10.7
US 64	Corner 3 Miles South of Tulsa	Tulsa	Paving	.....	.....	4689	3561	8.8
US 64	West City Limits of Tulsa	Tulsa	Paving	.....	.....	.....	7863	7.0
US 64	Sand Springs Bridge	Tulsa	Paving	.....	3553	2882	3641	11.3
US 64	One Mile East of Keystone	Tulsa	Paving	.....	.....	.....	1895	11.8
US 64	Cimarron River Br. N. of Keystone	Pawnee	Paving	256	910	948	1060	7.7
US 64	One Mile West of Cleveland	Pawnee	Gravel	.....	.....	.....	1778	4.2
US 64	Just East of Jct. SH 18	Pawnee	Paving	.....	.....	459	1122	9.9
US 64	One mile East of Jct. SH 1	Noble	Dirt	1030	433	326	592	16.6
US 64	One Mile East of Perry	Noble	Paving	887	789	632	1106	10.2
US 64	One Mile East of S. Jct. US 77	Noble	Paving	.....	.....	.....	2009	18.9
US 64	Garfield County Line	Noble	Paving	.....	.....	844	1346	16.3
US 64	Three Miles East of Enid	Garfield	Paving	1729	2313	2546	1976	9.5

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
US 64	Three Miles North of Enid	Garfield	Paving	1597	1945	1688	2598	12.2
US 64	One Mile North of Enid	Garfield	Paving	.....	.....	.....	3334	10.9
US 64	Grant County Line	Garfield	Paving	.....	.....	.....	1225	20.6
US 64	One Mile West of Jct. US 81	Grant	Paving	.....	.....	595	704	18.0
US 64	One Mile East of Jct. SH 8	Alfalfa	Paving	.....	.....	.....	671	16.4
US 64	Two Miles East of Alva (Detour)	Woods	Dirt	.....	.....	.....	560	13.6
US 64	One Mile West of Alva	Woods	Dirt	580	1050	753	708	10.4
US 64	Just East of Jct. SH 50	Woods	Gravel	.....	.....	..	372	18.7
US 64	Cimarron R. Br. at Harper Co. line	Woods	Dirt	.....	.....	162	277	24.1
US 64	Bridge Southwest of Buffalo	Harper	Dirt	164	257	227	452	20.8
US 64	One Mile West of Knowles	Beaver	Dirt	.....	.....	220	316	24.1
US 64	Two One-half Miles N. of Turpin	Beaver	Dirt	361	354	378	501	24.2
US 64	Beaver Br. N. of Guymon	Texas	Dirt	384	606	574	647	21.4
US 64	Cimarron County Line	Texas	Dirt	.....	.....	203	373	33.9
US 64	One Mile East of Boise City	Cimarron	Dirt	221	340	367	433	21.8
US 64	New Mexico State Line	Cimarron	Dirt	.....	.....	128	145	48.5
US 66	Kansas State Line	Ottawa	Gravel	.....	.....	.....	1624	52.9
US 66	One Mile North of Miami	Ottawa	Paving	7715	4656	4561	4796	22.1
US 66	Neosho Bridge S. of Miami	Ottawa	Paving	3655	3017	2264	4780	18.9
US 66	One Mile South of Narcissa	Ottawa	Paving	.....	.....	.....	1364	44.2
US 66	One Mile East of Vinita	Craig	Gravel	.....	.....	.....	1672	33.5
US 66	Big Cabin Br. South of Vinita	Craig	Gravel	.....	.....	.....	1909	38.2
US 66	One Mile East of Chelsea	Rogers	Gravel	547	1119	912	1338	29.3
US 66	One Mile North of Foyil	Rogers	Gravel	.....	.....	.....	1252	30.9
US 66	One Mile South of Claremore	Rogers	Paving	.....	.....	.....	2838	23.1
US 66	Just West of Jct. US 75	Tulsa	Paving	3110	7498	5793	5742	15.6
US 66	West City Limits of Tulsa	Tulsa	Paving	.....	.....	.....	5429	12.5
US 66	One Mile North of Sapulpa	Creek	Paving	4896	5795	4333	5263	12.3
US 66	One Mile South of Kellyville	Creek	Paving	.....	.....	.....	2524	15.3
US 66	One Mile North of Bristow	Creek	Paving	3747	2787	3516	3473	10.3
US 66	One Mile West of Depew	Creek	Paving	1280	1642	1700	2238	13.5
US 66	One Mile West of Stroud	Lincoln	Paving	.....	.....	.....	1948	17.1
US 66	One Mile East of Chandler	Lincoln	Paving	.....	.....	1713	3038	11.1
US 66	One Mile West of Chandler	Lincoln	Paving	.....	.....	2470	2933	10.7
US 66	One Mile West of Arcadia	Oklahoma	Paving	.....	.....	1036	1698	20.7
US 66	One Mile N. of State Capitol	Oklahoma	Paving	3362	5134	5573	7365	13.7
US 66	One Mile West of Okla. City	Oklahoma	Paving	.....	.....	.....	5734	11.1
US 66	Two Miles West of Yukon	Canadian	Paving	1118	1880	2229	2645	14.6
US 66	Seven Miles West of El Reno	Canadian	Dirt	.....	.....	1076	1853	15.0
US 66	Blane County Line	Canadian	Dirt	.....	.....	.....	1861	20.9
US 66	S. Canadian Br. at Bridgeport	Blaine	Gravel	428	648	913	1072	23.0

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
US 66	Caddo County Line	Custer	Dirt	.....	.....	812	697	28.7
US 66	Washita Br. East of Clinton	Custer	Dirt	758	1516	1066	1721	14.5
US 66	Just West of Jct. SH 14	Custer	Dirt	.....	.....	.....	1452	18.9
US 66	Washita County Line	Custer	Dirt	573	1146	1170	1305	34.9
US 66	Beckham County Line	Washita	Dirt	.....	.....	.....	1344	22.1
US 66	Three Miles East of Sayre	Beckham	Paving	.....	.....	1030	1389	21.9
US 66	North Fork River Br. at Sayre	Beckham	Paving	.....	.....	.....	1844	21.5
US 66	Texas State Line	Beckham	Dirt	384	656	707	849	43.0
US 70	Arkansas State Line	McCurtain	Gravel	.....	.....	.....	301	45.8
US 70	Mountain Fork Bridge	McCurtain	Gravel	.....	.....	369	382	33.0
US 70	One Mile South of Broken Bow	McCurtain	Gravel	548	544	627	717	15.7
US 70	Little River Bridge	McCurtain	Gravel	677	793	590	695	14.1
US 70	One Mile East of Garvin	McCurtain	Gravel	829	864	389	541	26.2
US 70	One Mile West of Swink	Choctaw	Gravel	.....	.....	.....	539	24.5
US 70	One Mile East of Hugo	Choctaw	Gravel	.....	.....	352	1104	14.6
US 70	One Mile West of Hugo	Choctaw	Paving	.....	.....	1135	1508	15.6
US 70	One Mile East of Soper	Choctaw	Gravel	.....	.....	.....	705	18.2
US 70	One Mile West of Boswell	Choctaw	Gravel	.....	.....	461	571	19.6
US 70	One Mile East of Durant	Bryan	Paving	907	1045	1080	1331	13.3
US 70	One Mile West of Durant	Bryan	Paving	.....	.....	1058	1306	10.0
US 70	One Mile East of Aylesworth	Marshall	Gravel	.....	.....	.....	480	19.5
US 70	One Mile North of Madill	Marshall	Paving	.....	822	1051	1372	17.2
US 70	One Mile East of Ardmore	Carter	Paving	.....	2244	.....	1823	11.3
US 70	One Mile East of Lone Grove	Carter	Paving	1497	1526	1378	1712	12.9
US 70	Jefferson County Line	Carter	Dirt	.....	.....	.....	677	29.2
US 70	One Mile East of Waurika	Jefferson	Dirt	923	832	758	715	13.1
US 70	Stephens County Line	Jefferson	Paving	.....	.....	.....	566	25.1
US 70	Cotton County Line	Stephens	Dirt	.....	.....	667	587	21.9
US 70	One Mile West of Walters	Cotton	Dirt	806	1160	1122	1047	17.0
US 70	One Mile East of Emerson	Cotton	Dirt	.....	.....	.....	1145	21.4
US 70	Three Miles South of Emerson	Cotton	Dirt	.....	.....	.....	777	35.7
US 70	Red River Bridge	Cotton	Dirt	341	1248	1303	1420	43.5
US 73	Kansas State Line	Craig	Dirt	.....	.....	.....	268	39.8
US 73	One Mile North of Welch	Craig	Dirt	.....	.....	205	501	10.5
US 73	Big Cabin Br. S. of Vinita	Craig	Gravel	.....	.....	.....	1909	38.2
US 73	One Mile North of Pryor	Mayes	Gravel	515	587	513	871	27.9
US 73	One Mile North of Choteau	Mayes	Gravel	.....	.....	.....	639	30.3
US 73	One Mile North of Wagoner	Wagoner	Gravel	529	771	730	874	23.2
US 73	Arkansas Br. North of Muskogee	Muskogee	Paving	1048	1003	791	1476	14.4
US 73	Five Miles South of Muskogee	Muskogee	Dirt	.....	1335	1007	1037	17.5
US 73	One Mile North of Checotah	McIntosh	Gravel	.....	.....	.....	881	26.3

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
US 73	One Mile North of Eufaula	McIntosh	Gravel	.....	.....	.....	917	23.6
US 73	South Canadian River Bridge	Pittsburg	Dirt	548	604	403	640	28.9
US 73	Overpass South of Crowder	Pittsburg	Dirt	.....	.....	.....	746	22.9
US 73	One Mile North of McAlester	Pittsburg	Dirt	.....	.....	886	1229	24.1
US 73	One Mile South of Savanna	Pittsburg	Paving	.....	.....	.....	928	27.4
US 73	Atoka County Line	Pittsburg	Gravel	.....	.....	651	496	46.4
US 73	Just North of Atoka	Atoka	Gravel	.....	.....	.....	1072	27.5
US 75	Kansas State Line	Washington	Paving	.....	.....	.....	1610	47.7
US 75	One Mile North of Dewey	Washington	Paving	.....	.....	.....	2527	20.2
US 75	One Mile North of Bartlesville	Washington	Paving	2702	3457	3233	4182	24.7
US 75	One Mile South of Bartlesville	Washington	Paving	.....	.....	.....	4638	14.8
US 75	Two Miles South of Ramona	Washington	Paving	.....	.....	.....	1362	20.0
US 75	Just North of Jct. SH 20	Tulsa	Paving	1235	1767	2213	1309	17.2
US 75	Just East of Jct. SH 20	Tulsa	Paving	.....	.....	.....	1847	15.1
US 75	Just North of Jct. US 66	Tulsa	Paving	1486	2174	2263	2349	13.0
US 75	Just West of Jct. US 66	Tulsa	Paving	3110	7498	5793	5742	15.6
US 75	West City Limits of Tulsa	Tulsa	Paving	.....	.....	.....	5429	12.5
US 75	One Mile North of Sapulpa	Creek	Paving	4896	5795	4333	5263	12.3
US 75	One Mile South of Sapulpa	Creek	Gravel	2159	2637	2284	2666	8.9
US 75	Okmulgee County Line	Creek	Paving	.....	.....	.....	1822	8.2
US 75	One Mile North of Okmulgee	Okmulgee	Paving	2593	2734	2809	3058	7.4
US 75	One Mile South of Okmulgee	Okmulgee	Paving	2703	3256	2909	3331	6.5
US 75	Okfuskee County Line	Okmulgee	Paving	.....	.....	.....	2522	9.5
US 75	One Mile North of Weleetka	Okfuskee	Gravel	.....	.....	1506	1615	6.4
US 75	One Mile North of Jct. US 270	Hughes	Dirt	.....	.....	.....	776	11.7
US 75	Calvin Bridge	Hughes	Dirt	697	1087	934	1016	12.0
US 75	Coal County Line	Hughes	Dirt	.....	.....	344	231	22.5
US 75	One Mile South of Coalgate	Coal	Gravel	.....	.....	.....	907	12.0
US 75	One Mile South of Atoka	Atoka	Gravel	563	681	693	1171	30.4
US 75	One Mile North of Caddo	Bryan	Gravel	.....	.....	.....	1532	27.3
US 75	One Mile S. of Durant (Detour)	Bryan	Dirt	.....	.....	.....	1654	29.7
US 75	Red River Bridge	Bryan	Dirt	554	836	742	723	55.5
US 77	Kansas State Line	Kay	Paving	.....	.....	.....	1923	45.5
US 77	One Mile North of Newkirk	Kay	Paving	.....	.....	1538	1654	41.1
US 77	One Mile North of Ponca City	Kay	Paving	2885	3302	3240	3166	18.5
US 77	One Mile North of Marland	Noble	Paving	.....	.....	.....	1152	18.8
US 77	One Mile North of Perry	Noble	Paving	1083	1449	1340	1808	17.9
US 77	One Mile South of Orlando	Noble	Paving	.....	.....	.....	1597	19.1
US 77	Cimarron R. Br. N. of Guthrie	Noble	Paving	988	1874	1972	2165	11.3
US 77	Just North of Jct. US 66	Oklahoma	Paving	.....	.....	3104	2827	19.2
US 77	One Mile North of State Capitol	Oklahoma	Paving	3362	5134	5573	7365	13.7

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
US 77	Cleveland County Line	Oklahoma	Paving	3081	3843	5337	5016	9.9
US 77	One Mile North of Noble	Cleveland	Paving	.....	.....	.....	2090	13.0
US 77	S. Canadian Br. at Purcell	McClain	Paving	827	1199	1761	1428	17.5
US 77	One Mile S. of Pauls Valley	Garvin	Dirt	1478	2007	1721	1411	18.2
US 77	One Mile North of Davis	Murray	Paving	.....	.....	.....	1542	20.6
US 77	One Mile South of Davis	Murray	Paving	.....	.....	1381	1489	23.8
US 77	Carter County Line	Murray	Paving	.....	.....	.....	1398	26.2
US 77	One Mile North of Ardmore	Carter	Paving	1593	2401	1515	2984	12.5
US 77	One Mile South of Ardmore	Carter	Paving	630	1050	1344	1272	23.9
US 77	Five Miles South of Overbrook	Carter	Paving	.....	.....	.....	869	36.1
US 77	Three Miles South of Marietta	Love	Paving	.....	.....	.....	842	41.0
US 77	Red River Bridge	Love	Dirt	361	832	1707	778	51.6
US 81	Kansas State Line	Grant	Paving	.....	.....	.....	973	45.3
US 81	One Mile North of Medford	Grant	Paving	.....	.....	.....	622	33.1
US 81	One Mile West of Pond Creek	Grant	Paving	.....	.....	.....	1187	20.2
US 81	Grant County Line	Garfield	Paving	.....	.....	.....	1225	20.6
US 81	Three Miles North of Enid	Garfield	Paving	1597	1945	1688	2598	12.2
US 81	One Mile North of Enid	Garfield	Paving	.....	.....	.....	3334	10.9
US 81	Two Miles South of Enid	Garfield	Paving	1194	1255	1232	1427	10.0
US 81	Kingfisher County Line	Garfield	Paving	.....	.....	.....	971	12.3
US 81	Cimarron R. Br. South of Dover	Kingfisher	Paving	.....	.....	.....	949	13.0
US 81	Three Miles South of Kingfisher	Kingfisher	Dirt	.....	.....	.....	671	14.2
US 81	Canadian County Line	Kingfisher	Paving	.....	.....	.....	766	15.7
US 81	N. Canadian Br. North of El Reno	Canadian	Paving	.....	1502	1931	2069	8.1
US 81	Just S. of Jct. US 66	Canadian	Dirt	.....	.....	.....	823	14.1
US 81	Canadian R. Br. S. Union City	Canadian	Paving	600	1495	1114	883	14.5
US 81	Two Miles North of Chickasha	Grady	Dirt	.....	.....	.....	864	13.5
US 81	One Mile South of Chickasha	Grady	Paving	.....	2320	3512	3784	10.3
US 81	One Mile S. of Jct. US 277	Grady	Paving	.....	.....	.....	2193	14.0
US 81	One Mile S. of Jct. SH 29	Stephens	Paving	.....	.....	.....	2136	15.7
US 81	One Mile South of Duncan	Stephens	Paving	.....	.....	.....	2613	12.2
US 81	Jefferson County Line	Stephens	Paving	.....	.....	.....	566	25.3
US 81	One Mile South of Waurika	Jefferson	Dirt	.....	.....	.....	804	23.0
US 81	Red River Br. South of Terrel	Jefferson	Dirt	200	277	197	383	50.3
US 177	Kansas State Line	Kay	Paving	.....	.....	.....	1149	45.3
US 177	One Mile South of Braman	Kay	Paving	1264	1241	1044	1630	37.7
US 177	One Mile South of Blackwell	Kay	Paving	.....	.....	.....	3376	11.4
US 177	One Mile South of Three Sands	Noble	Paving	.....	.....	.....	1879	13.5
US 266	One Mile East of Checotah	McIntosh	Dirt	.....	.....	.....	717	15.1
US 266	One Mile West of Checotah	McIntosh	Dirt	552	654	551	744	10.7
US 266	Two Miles East of Jct. US 75	Okmulgee	Dirt	.....	.....	.....	582	12.8

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
US 270	Arkansas State Line	Le Flore	Dirt	.....	.....	87	171	25.4
US 270	One Mile South of Heavener	Le Flore	Dirt	.....	.....	.....	520	7.9
US 270	One Mile South of Jct. US 271	Le Flore	Gravel	.....	.....	.....	682	13.9
US 270	One-half Mile East of Wister	Le Flore	Gravel	.....	.....	.....	688	21.6
US 270	Latimer County Line	Le Flore	Gravel	.....	.....	354	461	20.9
US 270	One Mile East of Wilburton	Latimer	Gravel	846	859	679	861	15.9
US 270	One Mile West of Wilburton	Latimer	Gravel	.....	.....	.....	980	14.5
US 270	Pittsburg County Line	Latimer	Gravel	.....	.....	1345	987	11.5
US 270	One Mile East of McAlester	Pittsburg	Gravel	.....	.....	1488	2622	6.7
US 270	One Mile West of McAlester	Pittsburg	Paving	397	820	708	894	9.5
US 270	Hughes County Line	Pittsburg	Gravel	.....	.....	.....	709	8.3
US 270	Calvin Bridge	Hughes	Gravel	697	1087	934	1016	12.0
US 270	Two Miles East of Holdenville	Hughes	Paving	1024	1960	1714	1841	5.0
US 270	Two One-half Miles S. of Wewoka	Seminole	Paving	1152	3666	5426	3664	3.7
US 270	One Mile East of Seminole	Seminole	Paving	6495	5381	.....	6487	1.9
US 270	Pottawatomie County Line	Seminole	Paving	.....	.....	.....	3069	6.1
US 270	One Mile East of Shawnee	Pottawatomie	Paving	1536	3667	5767	5884	3.2
US 270	One Mile West of Shawnee	Pottawatomie	Paving	.....	.....	.....	4650	6.2
US 270	One Mile East of McCloud	Pottawatomie	Paving	.....	.....	3439	3608	7.2
US 271	Arkansas State Line	Le Flore	Gravel	.....	.....	.....	1644	38.5
US 271	Just East of Jct. SH 10	Le Flore	Gravel	472	648	.....	761	22.3
US 271	Just South of Jct. SH 10	Le Flore	Gravel	.....	.....	.....	606	26.0
US 271	Just South of Jct. SH 31	Le Flore	Gravel	645	1041	874	853	26.6
US 271	One Mile South of Jct. US 270	Le Flore	Gravel	.....	.....	.....	682	13.9
US 271	One-half Mile East of Wister	Le Flore	Gravel	.....	.....	.....	688	21.6
US 271	Just South of Jct. US 270	Le Flore	Gravel	728	473	553	305	19.0
US 271	One Mile East of Talihina	Le Flore	Gravel	267	550	.....	436	19.4
US 271	One Mile South of Talihina	Le Flore	Gravel	.....	.....	.....	830	17.0
US 271	Just South of Clayton	Pushmataha	Gravel	.....	.....	.....	305	5.5
US 271	One Mile North of Antlers	Pushmataha	Dirt	624	194	264	377	12.3
US 271	One Mile North of Jct. US 70	Choctaw	Gravel	.....	.....	.....	486	19.0
US 271	One Mile West of Hugo	Choctaw	Paving	.....	.....	1135	1508	15.6
US 271	Red River Bridge	Choctaw	Gravel	775	776	.....	740	51.0
US 277	One Mile West of Cement	Caddo	Gravel	480	1052	804	1059	8.1
US 277	One Mile South of Elgin (Detour)	Comanche	Dirt	.....	.....	1632	357	5.6
US 277	One Mile South of Lawton	Comanche	Gravel	894	1577	.....	1646	17.9
US 277	One Mile North of Jct. US 70	Cotton	Dirt	.....	.....	.....	724	27.6
SH 1	Cimarron R. Br. at Oilton	Creek	Dirt	.....	.....	801	1012	7.3
SH 1	One Mile East of Stillwater	Payne	Paving	.....	.....	.....	1498	2.5
SH 1	One Mile North of Stillwater	Payne	Gravel	.....	.....	838	1208	6.6
SH 5	Two Miles East of Jct. SH 14	Tillman	Dirt	.....	.....	.....	589	10.7

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
SH 5	Two Miles East of Jct. SH 36	Cotton	Dirt	.....	.....	.....	362	20.7
SH 7	Kansas State Line	Ottawa	Gravel	.....	.....	.....	3688	43.6
SH 8	Kansas State Line	Alfalfa	Dirt	.....	.....	299	433	37.6
SH 8	One Mile North of Jct. US 64	Alfalfa	Dirt	.....	.....	440	523	15.7
SH 8	One Mile North of Carmen	Alfalfa	Dirt	464	838	.....	458	6.7
SH 8	Cimarron Br. S. of Cleo Springs	Major	Dirt	370	527	.....	508	11.4
SH 8	One Mile North of Okeene	Blaine	Dirt	.....	.....	.....	592	3.9
SH 8	One Mile East of Hitchcock	Blaine	Dirt	.....	.....	.....	495	3.2
SH 8	One Mile North of Watonga	Blaine	Dirt	429	459	432	551	2.7
SH 8	One Mile Northwest of Geary	Blaine	Dirt	.....	.....	610	644	6.0
SH 8	One Mile South of Lookeba	Caddo	Dirt	.....	.....	262	330	4.2
SH 8	One-half Mile West of Hinton	Caddo	Dirt	.....	.....	.....	746	2.7
SH 8	One Mile North of Anadarko	Caddo	Dirt	937	705	142	802	2.7
SH 9	One Mile East of Carnegie	Caddo	Dirt	.....	.....	945	744	6.5
SH 9	One Mile East of Jct. SH 14	Kiowa	Gravel	.....	.....	.....	645	10.8
SH 9	One Mile East of Hobart	Kiowa	Gravel	717	1524	.....	1398	3.7
SH 9	One Mile West of Hobart	Kiowa	Gravel	.....	.....	.....	1165	5.8
SH 9	Br. over North Fork of Red River	Kiowa	Gravel	.....	.....	1002	835	5.0
SH 9	One Mile North of Mangum	Greer	Gravel	1276	2201	.....	1820	7.2
SH 9	One Mile West of Mangum	Greer	Gravel	.....	.....	1408	782	5.8
SH 9	Harmon County Line	Greer	Dirt	.....	.....	.....	388	14.1
SH 9	Texas State Line	Harmon	Dirt	391	685	416	313	33.3
SH 10	One Mile East of Miami	Ottawa	Gravel	.....	.....	889	871	11.3
SH 10	One Mile South of Wyandotte	Ottawa	Gravel	369	239	228	192	18.5
SH 10	One Mile South of Grove	Delaware	Gravel	.....	.....	363	460	16.2
SH 10	One Mile South of Jay	Delaware	Gravel	172	137	132	189	9.8
SH 10	One Mile South of Jct. SH 11	Delaware	Gravel	75	120	144	202	11.5
SH 10	One Mile North of Jct. US 62	Cherokee	Gravel	.....	.....	.....	401	8.1
SH 10	One Mile South of Tahlequah	Cherokee	Gravel	598	666	575	917	7.2
SH 10	One Mile South of Fort Gibson	Muskogee	Gravel	.....	.....	.....	762	9.5
SH 10	One Mile North of Gore	Muskogee	Dirt	.....	.....	.....	326	15.2
SH 10	Just North of Jct. US 266	Muskogee	Gravel	.....	.....	.....	532	15.3
SH 10	Whitefield Bridge	Muskogee	Dirt	.....	.....	.....	489	13.3
SH 10	One Mile West of Stigler	Haskell	Gravel	670	535	476	677	8.5
SH 10	One Mile East of Keota	Haskell	Gravel	.....	.....	.....	385	14.9
SH 10	One Mile West of Jct. US 271	Le Flore	Gravel	.....	.....	438	546	13.9
SH 11	Arkansas State Line	Delaware	Gravel	145	276	356	808	28.6
SH 11	One Mile East of Jct. SH 10	Delaware	Gravel	.....	.....	.....	380	16.4
SH 11	Mayes County Line	Delaware	Dirt	.....	.....	.....	367	15.3
SH 11	Grand River Bridge	Mayes	Gravel	384	414	242	464	8.3
SH 11	One Mile East of Inola	Rogers	Dirt	.....	.....	394	439	8.7

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
SH 11	One Mile North of Tulsa	Tulsa	Paving	.....	.....	3428	3923	8.0
SH 11	One Mile North of Skiatook	Tulsa	Paving	463	836	.....	1328	14.6
SH 11	One Mile SE of Barnsdall	Osage	Paving	.....	.....	.....	1530	9.1
SH 11	One Mile Southeast of Pawhuska	Osage	Paving	2299	2443	2402	3099	11.3
SH 12	One Mile East of Atwood	Hughes	Gravel	.....	.....	.....	499	5.2
SH 12	One Mile West of Allen	Pontotoc	Gravel	.....	.....	.....	1042	4.3
SH 12	Two Miles East of Ada	Pontotoc	Gravel	1264	1401	1350	1324	6.1
SH 12	One Mile Southwest of Ada	Pontotoc	Dirt	.....	.....	.....	747	4.9
SH 12	Murray County Line	Pontotoc	Dirt	.....	.....	.....	309	9.5
SH 12	One Mile South of Mill Creek	Johnston	Dirt	354	649	598	474	19.9
SH 12	Washita Br. West of Ravia	Johnston	Paving	282	328	520	654	13.5
SH 12	One Mile North of Madill	Marshall	Paving	.....	822	1051	1372	17.2
SH 12	One Mile South of Jct. US 70	Marshall	Gravel	.....	.....	.....	610	27.2
SH 12	Red River Bridge	Marshall	Gravel	160	230	375	426	52.8
SH 14	One Mile Southeast of Buffalo	Harper	Dirt	.....	.....	.....	405	11.8
SH 14	N. Canadian Br. North of Supply	Woodward	Dirt	134	174	152	194	13.4
SH 14	One Mile West of Woodward	Woodward	Dirt	811	950	.....	817	11.7
SH 14	Just West of Jct. SH 33	Woodward	Dirt	.....	.....	.....	319	8.6
SH 14	One Mile South of Woodward	Woodward	Dirt	.....	.....	771	604	5.7
SH 14	One Mile East of Sharon	Woodward	Dirt	.....	.....	.....	443	6.9
SH 14	One Mile East of Vici	Dewey	Dirt	.....	.....	457	785	14.4
SH 14	One Mile West of Seiling	Dewey	Dirt	.....	.....	.....	790	15.0
SH 14	S. Canadian Br. N. of Taloga	Dewey	Dirt	325	501	452	584	5.7
SH 14	Custer County Line	Dewey	Dirt	.....	.....	.....	514	8.7
SH 14	One Mile North of Arapaho	Custer	Dirt	352	841	474	613	10.2
SH 14	One Mile North of Clinton	Custer	Dirt	.....	.....	.....	1145	4.9
SH 14	One Mile North of Cordell	Washita	Dirt	506	980	711	779	7.0
SH 14	One Mile South of Cordell	Washita	Dirt	.....	.....	.....	726	5.9
SH 14	One Mile East of Hobart	Kiowa	Gravel	717	1524	.....	1398	3.7
SH 14	One Mile West of Roosevelt	Kiowa	Dirt	.....	.....	.....	564	7.1
SH 14	One Mile North of Snyder	Kiowa	Gravel	761	1269	1077	1061	5.8
SH 14	One Mile North of Jct. SH 5	Tillman	Dirt	.....	.....	951	553	11.3
SH 14	Red River Bridge	Tillman	Dirt	361	832	836	603	57.0
SH 15	One Mile East of Jct. SH 42	Major	Dirt	.....	.....	.....	189	10.7
SH 15	One Mile West of Jct. SH 8	Major	Dirt	.....	.....	462	435	10.7
SH 15	N. Canadian R. Br. E. of Woodward	Woodward	Dirt	329	512	1312	667	16.4
SH 15	One Mile West of Woodward	Woodward	Dirt	811	950	.....	817	11.7
SH 15	One Mile South of Tangier	Woodward	Dirt	.....	.....	.....	311	12.9
SH 15	Six miles East of Shattuck	Ellis	Dirt	.....	.....	.....	577	10.7
SH 15	One Mile South of Shattuck	Ellis	Dirt	426	481	591	525	17.8
SH 16	Kansas State Line	Nowata	Gravel	817	1646	1504	1456	44.5

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
SH 16	One Mile South of Lenapah	Nowata	Paving	.....	.....	.....	687	21.8
SH 16	One Mile North of Nowata	Nowata	Paving	.....	.....	1103	1408	12.3
SH 16	One Mile North of Oolagah	Rogers	Dirt	296	398	422	477	12.4
SH 16	Caney Br. East of Collinsville	Tulsa	Dirt	.....	.....	.....	600	10.0
SH 17	Just South of Jct. SH 11	Adair	Gravel	356	334	333	445	31.0
SH 17	One Mile West of Westville	Adair	Gravel	.....	665	495	826	12.9
SH 17	One Mile South of Westville	Adair	Gravel	476	323	309	316	8.1
SH 17	One Mile South of Stilwell	Adair	Gravel	.....	.....	275	435	4.4
SH 17	One Mile North of Marble City	Sequoyah	Dirt	.....	.....	.....	143	18.5
SH 17	One Mile North of Sallisaw	Sequoyah	Dirt	731	362	235	281	7.9
SH 18	Ralston Bridge	Osage	Dirt	.....	.....	.....	641	4.6
SH 18	One Mile North of Pawnee	Pawnee	Paving	.....	.....	462	872	9.6
SH 18	One Mile South of Jct. US 64	Pawnee	Dirt	.....	.....	.....	396	5.3
SH 18	Payne County Line	Pawnee	Dirt	.....	.....	.....	290	4.8
SH 18	One Mile North of Cushing	Payne	Paving	2095	2091	2740	2330	3.2
SH 18	One Mile West of Cushing	Payne	Paving	1465	1612	1783	2360	6.5
SH 18	One Mile South of Agra	Lincoln	Dirt	476	673	544	576	5.5
SH 18	One Mile South of Chandler	Lincoln	Dirt	.....	.....	.....	1068	3.8
SH 18	One Mile South of Meeker	Lincoln	Dirt	534	884	927	1063	4.5
SH 18	N. Canadian R. Br. S. of Shawnee	Pottawatomie	Paving	.....	.....	4678	6590	4.0
SH 18	One Mile North of Pearson	Pottawatomie	Dirt	.....	.....	.....	936	4.4
SH 18	S. Canadian R. Br. at Asher	Pottawatomie	Dirt	412	729	846	886	6.1
SH 18	One Mile North of Stratford	Garvin	Dirt	.....	.....	.....	922	7.1
SH 18	One Mile South of Stratford	Garvin	Gravel	.....	.....	699	1021	8.9
SH 18	Br. Just North of Sulphur	Murray	Dirt	559	867	624	991	8.8
SH 18	Soldiers Hospital South of Sulphur	Murray	Gravel	.....	.....	.....	982	10.0
SH 18	Carter County Line	Murray	Gravel	.....	.....	.....	202	19.3
SH 19	One Mile E. of Jct. US 77 (Det.)	Garvin	Dirt	389	441	319	551	6.1
SH 19	Pontotoc County Line	Garvin	Gravel	.....	.....	.....	709	9.0
SH 19	One Mile West of Ada	Pontotoc	Gravel	822	1302	1086	1344	5.1
SH 19	One Mile Southeast of Ada	Pontotoc	Dirt	.....	.....	.....	879	3.3
SH 19	Coal County Line	Pontotoc	Gravel	.....	.....	260	517	5.0
SH 19	One Mile Northwest of Coalgate	Coal	Gravel	602	453	807	529	4.4
SH 19	Muddy Boggy Bridge	Atoka	Dirt	.....	.....	.....	162	9.5
SH 19	One Mile West of Antlers	Pushmataha	Dirt	.....	.....	.....	429	7.2
SH 20	Arkansas State Line	Delaware	Gravel	127	299	251	346	26.6
SH 20	One Mile West of Jct. SH 10	Delaware	Gravel	.....	.....	.....	364	13.4
SH 20	One Mile South of Spavinaw	Mayes	Gravel	.....	.....	.....	637	11.1
SH 20	One Mile East of Pryor	Mayes	Gravel	.....	.....	.....	1020	8.9
SH 20	One Mile East of Claremore	Rogers	Gravel	528	1156	869	1374	13.5
SH 20	Five Miles West of Claremore	Rogers	Paving	.....	.....	.....	867	16.3

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
SH 20	Just West of Jct. US 75	Tulsa	Gravel	.....	.....	.....	798	11.5
SH 21	North Arkansas State Line	McCurtain	Dirt	.....	.....	.....	118	18.9
SH 21	One-half Mile West of Smithville	McCurtain	Dirt	.....	.....	82	106	7.7
SH 21	One Mile S. of Bethel	McCurtain	Gravel	.....	.....	.....	134	2.4
SH 21	One Mile South of Broken Bow	McCurtain	Gravel	548	544	627	717	15.7
SH 21	Little River Bridge	McCurtain	Gravel	677	793	590	695	14.1
SH 21	One Mile South of Idabel	McCurtain	Gravel	705	1056	696	746	4.6
SH 21	South Arkansas State Line	McCurtain	Gravel	362	479	.....	145	33.8
SH 22	One Mile East of Davis	Murray	Dirt	734	1270	1077	2180	11.9
SH 22	Soldiers Hospital S. of Sulphur	Murray	Gravel	.....	.....	.....	982	10.0
SH 22	One Mile West of Mill Creek	Johnston	Gravel	.....	.....	.....	334	15.7
SH 22	One Mile South of Mill Creek	Johnston	Dirt	354	649	598	474	19.9
SH 22	One Mile East of Ravia	Johnston	Gravel	601	553	.....	701	16.6
SH 22	One Mile West of Jct. US 73	Bryan	Gravel	.....	.....	405	575	11.4
SH 24	Two Miles North of Jct. US 64	Harper	Dirt	.....	.....	.....	96	29.2
SH 24	N. Canadian River Br. N. Laverne	Harper	Dirt	.....	.....	203	257	14.7
SH 24	Ellis County Line	Harper	Dirt	.....	.....	.....	144	14.6
SH 24	Wolf Creek Bridge	Ellis	Dirt	.....	.....	.....	471	21.8
SH 24	One Mile South of Shattuck	Ellis	Dirt	426	481	591	525	17.8
SH 24	One Mile West of Arnett	Ellis	Dirt	.....	.....	.....	524	26.7
SH 24	One Mile Southeast Jct. US 60	Ellis	Dirt	.....	.....	.....	179	7.4
SH 24	Roger Mills County Line	Ellis	Dirt	.....	.....	.....	153	6.5
SH 24	One Mile North Cheyenne	Roger Mills	Dirt	.....	.....	530	443	4.9
SH 24	One Mile South Cheyenne	Roger Mills	Dirt	216	542	.....	459	5.7
SH 24	Three Miles North Sayre	Beckham	Dirt	.....	.....	.....	339	8.7
SH 24	North Fork River Br. at Sayre	Beckham	Paving	.....	.....	.....	1844	21.5
SH 24	One Mile South Jct. US 66	Beckham	Dirt	.....	.....	645	591	15.1
SH 24	Greer County Line	Beckham	Dirt	.....	.....	.....	597	18.7
SH 24	One Mile East of Mangum	Greer	Dirt	.....	.....	.....	535	10.3
SH 24	One Mile North of Altus	Jackson	Gravel	1114	1496	1552	1181	5.9
SH 24	One Mile South of Altus	Jackson	Dirt	.....	.....	.....	1089	10.0
SH 24	One Mile South of Tipton	Tillman	Dirt	.....	.....	.....	802	12.8
SH 24	One Mile West of Frederick	Tillman	Dirt	.....	.....	.....	844	6.4
SH 25	Missouri State Line	Delaware	Gravel	236	327	181	243	30.3
SH 25	Grand River Br. West of Grove	Delaware	Gravel	169	429	266	666	18.7
SH 25	One Mile South of Wynona	Osage	Gravel	1896	1497	971	1312	5.5
SH 25	Arkansas R. Br. Cleveland	Osage	Gravel	1154	1687	1240	1192	4.7
SH 26	Kansas State Line	Beaver	Dirt	.....	.....	.....	693	35.9
SH 26	One Mile South Jct. 64	Beaver	Dirt	.....	.....	.....	551	18.5
SH 26	Texas State Line	Beaver	Dirt	.....	.....	.....	547	34.7
SH 27	One Mile West of Okmulgee	Okmulgee	Paving	1406	1596	951	1362	3.2

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
SH 27	Okmulgee County Line	Okfuskee	Paving	.....	.....	.....	571	8.3
SH 27	One Mile N. Jct. US 62	Okfuskee	Dirt	.....	.....	305	874	4.1
SH 28	One Mile North of Chelsea	Rogers	Gravel	553	811	798	785	5.1
SH 29	One Mile North Jct. US 70	Carter	Gravel	1301	1219	1005	1466	5.6
SH 29	Three Miles North of Fox	Carter	Gravel	.....	.....	.....	935	2.9
SH 29	Carter County Line	Stephens	Gravel	401	1347	798	768	4.7
SH 29	One Mile East of Duncan	Stephens	Paving	822	1182	1246	1139	5.2
SH 29	One Mile West of Jct. US 81	Stephens	Paving	.....	.....	.....	1200	13.1
SH 29	One Mile East of Lawton	Comanche	Paving	1182	1772	1844	2009	9.5
SH 31	Haskell County Line	Le Flore	Dirt	.....	299	107	338	12.1
SH 31	Pittsburg County Line	Haskell	Dirt	.....	.....	.....	292	4.5
SH 31	One Mile West of Quinton	Pittsburg	Dirt	.....	.....	.....	445	4.0
SH 31	One Mile East of Crowder	Pittsburg	Dirt	192	494	105	178	3.3
SH 32	One Mile Northwest of Waurika	Jefferson	Dirt	.....	.....	.....	445	9.1
SH 32	One Mile South of Temple	Cotton	Dirt	319	525	406	534	11.1
SH 32	One Mile South of Walters	Cotton	Dirt	.....	.....	.....	572	17.3
SH 33	One Mile East of Oilton	Creek	Paving	1515	1596	1336	1537	9.4
SH 33	One Mile South of Oilton	Creek	Paving	2264	2781	.....	3412	5.4
SH 33	One Mile East of Cushing	Payne	Dirt	.....	.....	.....	2050	6.0
SH 33	One Mile West of Cushing	Payne	Paving	1465	1612	1783	2360	6.5
SH 33	One Mile West Jct. SH 18	Payne	Paving	.....	.....	.....	1693	6.5
SH 33	Cimarron R. Br. Coyle	Payne	Paving	.....	.....	.....	1229	8.2
SH 33	One Mile East of Guthrie	Logan	Paving	961	1544	1796	2338	6.7
SH 33	One Mile West of Guthrie	Logan	Dirt	529	1275	2086	618	6.4
SH 33	Kingfisher County Line	Logan	Dirt	.....	.....	.....	177	7.4
SH 33	One Mile East of Kingfisher	Kingfisher	Dirt	345	503	405	472	3.7
SH 33	One Mile West of Kingfisher	Kingfisher	Dirt	.....	.....	538	516	4.8
SH 33	Just East of Corner N. of Omega	Kingfisher	Dirt	.....	.....	.....	263	5.7
SH 33	One Mile East of Watonga	Blaine	Dirt	308	471	574	554	4.4
SH 33	Canadian R. Br. West of Watonga	Blaine	Dirt	.....	.....	.....	645	3.5
SH 33	One Mile South of Canton	Blaine	Dirt	.....	.....	789	1201	12.3
SH 33	One Mile East Jct. US 60	Dewey	Dirt	.....	.....	.....	348	8.4
SH 33	One Mile West of Seiling	Dewey	Dirt	.....	.....	.....	790	15.0
SH 33	One Mile East of Vici	Dewey	Dirt	.....	.....	457	785	14.4
SH 33	One Mile East of Sharon	Woodward	Dirt	.....	.....	.....	443	6.9
SH 33	One Mile South of Woodward	Woodward	Dirt	.....	.....	771	604	5.7
SH 33	One Mile West of Woodward	Woodward	Dirt	811	950	.....	817	11.7
SH 33	Harper County Line	Beaver	Dirt	.....	.....	196	241	12.1
SH 33	One Mile North of Beaver	Beaver	Dirt	.....	.....	.....	571	17.1
SH 36	One Mile North of Faxon	Comanche	Dirt	.....	.....	756	555	8.7
SH 36	One Mile North Grandfield	Tillman	Dirt	.....	1060	872	675	10.2

1930 TRAFFIC CENSUS COMPARED WITH THE REPORTS OF 1926, 1928 AND 1929 (Continued)

Route No.	Location	County	Type of Surfacing	TOTAL VEHICLES 1926	1928	1929	1930	Percent Foreign Traffic 1930
SH 37	Canadian R. Br. West Norman	Cleveland	Dirt	.....	.....	.....	715	7.2
SH 38	Three Miles North Boise City	Cimarron	Dirt	.....	.....	195	230	15.2
SH 40	Just North of Jct. SH 33	Payne	Dirt	.....	.....	.....	859	6.1
SH 41	Caddo County Line	Grady	Dirt	.....	.....	983	891	5.4
SH 41	Between SH 54 North and South	Caddo	Dirt	.....	.....	.....	294	7.0
SH 41	One Mile East of Cordell	Washita	Dirt	.....	920	571	896	4.8
SH 41	One Mile West of Cordell	Washita	Dirt	.....	.....	557	692	6.1
SH 41	Beckham County Line	Washita	Dirt	.....	.....	.....	443	12.1
SH 42	Salt Fork Br. North of Alva	Woods	Dirt	602	799	.....	796	14.9
SH 42	One Mile South of US 64 (Detour)	Woods	Gravel	817	1116	.....	721	8.7
SH 42	One Mile East of Waynoka	Woods	Gravel	.....	.....	.....	514	12.6
SH 42	Elm Fork Br. S. of Granite	Greer	Gravel	.....	.....	573	482	12.6
SH 43	Four Miles North of Wilburton	Latimer	Gravel	.....	.....	.....	293	8.2
SH 43	One Mile West of Whitefield	Haskell	Gravel	236	185	258	227	5.6
SH 44	Cimarron R. Br. S. of Crescent	Logan	Paving	.....	.....	.....	520	4.9
SH 45	Alfalfa County Line	Woods	Dirt	.....	.....	.....	163	6.6
SH 48	Canadian R. Br. at Keokuk	Seminole	Dirt	.....	.....	708	795	3.1
SH 48	One Mile North of Seminole	Seminole	Dirt	.....	.....	.....	6042	1.7
SH 48	One Mile South of Bowlegs	Seminole	Dirt	.....	.....	.....	2076	2.3
SH 48	South Canadian River Bridge	Seminole	Paving	.....	.....	.....	744	6.2
SH 48	One Mile North of Ada	Pontotoc	Paving	.....	.....	632	1188	3.1
SH 49	One Mile West of Jct. US 277	Comanche	Dirt	.....	.....	.....	720	11.7
SH 50	Freedom Bridge	Woods	Dirt	.....	396	233	233	6.8
SH 50	One Mile South of Jct. SH 15	Woodward	Dirt	.....	.....	.....	306	4.4
SH 51	Corner N. of Broken Arrow	Tulsa	Paving	.....	.....	.....	2236	6.6
SH 51	One Mile East of Coweta	Wagoner	Dirt	.....	344	316	566	5.5
SH 51	Grand River Bridge	Cherokee	Dirt	.....	.....	.....	287	4.4
SH 51	One Mile West of Tahlequah	Cherokee	Dirt	.....	241	275	730	5.1
SH 51	One Mile West of Stilwell	Adair	Gravel	.....	.....	527	612	10.0
SH 53	One Mile East of Comanche	Stephens	Paving	.....	737	1417	1983	9.5
SH 53	Carter County Line	Stephens	Dirt	.....	.....	.....	647	13.6
SH 54	8 Miles North of Eakley	Caddo	Dirt	.....	.....	298	234	4.9
SH 54	10 Miles North of Carnegie	Caddo	Dirt	.....	.....	303	403	6.9
SH 54	Eight Miles West of Apache	Caddo	Dirt	.....	.....	176	258	11.0
SH 54	Three Miles East of Apache	Caddo	Dirt	.....	.....	.....	214	5.5
SH 56	One Mile North of Sasakwa	Seminole	Dirt	.....	.....	1055	1009	1.8
SH 58	Cimarron R. Br. S. of Ringwood	Major	Dirt	.....	.....	291	441	16.3

COMPARATIVE DATA ON COUNTIES

County	1930 Population	Area Square Miles	Number Square Miles Non-Taxable Land	Number Square Miles Taxable Land	1930 Assessed Valuation Real Property	Total Assessed Valuation	Total Amount Contracts Awarded On Present State Highway System 1918 to 1930 Inclusive	Number Acres Taxable Land	Total Number Acres In County	Number Acres Non-Taxable Land
Adair	14,756	584	168.59	416.41	2,129,786	4,588,715	209,414.83	265,861	373,760	107,899
Alfalfa	15,228	867	43.05	823.95	19,393,491	25,571,973	690,826.84	527,328	554,880	27,552
Atoka	14,533	997	218.87	778.13	4,793,590	8,914,212	399,623.62	498,000	638,080	140,080
Beaver	11,452	1,812	36.56	1,776.44	12,710,546	15,682,306	82,974.36	1,136,920	1,160,320	23,400
Beckham	28,991	917	24.00	893.00	12,046,031	17,504,232	1,294,043.67	571,516	586,880	15,364
Blaine	20,452	931	134.12	796.88	11,720,472	16,206,082	226,817.29	510,000	595,840	85,840
Bryan	32,277	928	85.40	842.60	11,565,925	18,408,552	2,110,882.58	539,260	593,920	54,660
Caddo	50,779	1,288	329.27	959.73	19,025,498	25,625,282	1,278,821.48	614,222	824,960	210,738
Canadian	28,115	891	82.69	808.31	19,188,788	26,059,136	1,550,830.77	517,317	570,240	52,923
Carter	41,419	881	106.32	724.68	14,364,599	35,310,250	1,696,042.19	463,791	531,840	68,049
Cherokee	17,470	791	214.69	576.31	4,898,420	6,898,882	296,894.56	368,836	506,240	137,404
Choctaw	24,142	790	111.53	678.47	6,428,243	10,246,369	1,020,820.72	434,218	505,600	71,382
Cimarron	5,408	1,848	372.11	1,476.89	7,778,082	9,640,360	68,779.31	945,207	1,183,360	238,153
Cleveland	24,948	554	43.37	510.63	13,048,335	16,531,867	1,293,968.98	326,800	354,560	27,760
Coal	11,521	525	35.77	489.23	4,380,903	6,937,164	174,846.65	313,104	336,000	22,896
Comanche	34,317	1,095	426.59	669.41	12,146,600	18,607,398	958,879.81	428,422	701,440	273,018
Cotton	15,442	630	128.60	501.40	6,744,885	10,239,352	306,110.75	320,896	403,200	82,304
Craig	18,052	756	77.50	679.50	9,907,225	15,648,762	222,970.14	434,874	484,480	49,606
Creek	64,115	962	185.29	776.71	18,250,474	44,016,261	2,441,309.79	497,094	615,680	118,586
Custer	27,517	998	68.79	929.21	14,685,173	21,073,466	205,530.84	594,694	638,720	44,026
Delaware	15,370	794	111.64	682.36	3,314,249	4,260,369	208,969.52	436,708	508,160	71,452
Dewey	13,250	988	60.80	928.20	7,631,847	9,406,512	46,200.88	594,046	632,960	38,914
Ellis	10,541	1,218	22.97	1,195.03	8,644,547	12,149,317	34,911.29	764,818	779,520	14,702
Garfield	45,588	1,061	7.70	1,053.30	38,644,814	52,872,665	1,786,663.97	674,110	679,040	4,930
Garvin	31,401	821	93.69	727.31	12,684,900	19,009,883	515,025.14	465,478	525,440	59,962
Grady	47,638	1,112	123.86	988.14	28,096,210	32,734,279	1,246,619.64	632,404	711,680	79,276
Grant	14,150	994	41.64	952.36	22,201,503	28,032,955	833,732.72	609,506	636,160	26,654
Greer	20,282	664	42.07	621.93	7,987,928	10,726,715	106,509.05	398,035	424,960	26,925
Harmon	13,334	548	27.64	520.36	6,244,085	8,502,740	5,137.80	333,028	350,720	17,692
Harper	7,761	1,033	4.06	1,028.94	5,855,325	7,352,310	42,723.02	658,520	661,120	2,600
Haskell	16,216	615	118.40	496.60	4,463,750	6,258,648	225,822.55	317,818	393,600	75,782
Hughes	30,334	790	106.97	683.03	9,219,740	15,823,277	1,212,535.63	437,138	505,600	68,462
Jackson	28,910	778	16.86	761.14	12,644,689	17,362,690	555,810.65	487,125	497,920	10,795
Jefferson	17,392	767	142.67	624.33	6,576,039	12,491,480	521,704.85	399,567	490,880	91,313
Johnston	13,082	658	122.16	535.84	4,717,432	8,167,987	738,556.69	342,937	421,120	78,183

COMPARATIVE DATA ON COUNTIES (Continued)

County	1930 Population	Area Square Miles	Number Square Miles Non-Taxable Land	Number Square Miles Taxable Land	1930 Assessed Valuation Real Property	Total Assessed Valuation	Total Amount Contracts Awarded On Present State Highway System 1918 to 1930 Inclusive	Number Acres Taxable Land	Total Number Acres In County	Number Acres Non-Taxable Land
Kay	50,186	934	133.81	800.19	33,874,692	59,351,495	2,268,521.03	512,120	597,760	85,640
Kingfisher	15,960	890	29.37	860.63	16,074,028	19,701,800	820,242.48	550,800	569,600	18,800
Kiowa	29,630	1,062	195.51	866.49	14,316,146	19,884,764	190,760.98	554,553	679,680	125,127
Latimer	11,184	735	110.89	624.11	2,888,599	5,813,252	547,113.51	399,426	470,400	70,974
Le Flore	42,896	1,614	89.77	1,524.23	11,194,985	20,520,801	1,438,618.40	975,504	1,032,960	57,456
Lincoln	33,738	959	73.63	885.37	12,415,014	28,770,934	1,206,620.44	566,632	613,760	47,128
Logan	27,761	739	14.29	724.71	15,201,986	22,587,681	1,578,356.93	463,809	472,960	9,151
Love	9,639	496	18.93	477.07	3,864,043	6,270,770	782,333.54	292,523	304,640	12,117
McClain	21,575	562	42.85	519.15	7,439,610	12,451,176	422,608.46	332,250	359,680	27,430
McCurtain	34,759	1,897	369.79	1,527.21	7,368,967	11,233,816	1,123,488.64	977,414	1,214,080	236,666
McIntosh	24,924	708	106.21	601.79	6,334,099	9,499,547	639,457.37	385,145	453,120	67,975
Major	12,206	936	33.97	903.03	9,953,015	13,052,879	127,970.11	577,937	599,680	21,743
Marshall	11,026	419	60.99	358.01	4,755,656	7,657,588	505,964.08	229,126	268,160	39,034
Mayes	17,883	676	131.79	544.21	6,253,987	9,620,306	288,715.84	348,289	432,640	84,351
Murray	12,410	423	58.52	365.48	5,146,110	8,372,514	718,885.16	233,905	271,360	37,455
Muskogee	66,424	814	86.63	727.37	36,814,341	50,971,035	2,752,052.13	465,514	520,960	55,446
Noble	15,139	734	104.08	629.92	12,235,555	18,855,146	1,782,323.78	403,145	469,760	66,615
Nowata	13,611	586	67.31	518.69	7,217,817	11,116,831	703,068.32	331,959	375,040	43,081
Okfuskee	29,016	623	128.93	494.07	8,993,513	16,536,560	1,041,377.06	316,202	398,720	82,518
Oklahoma	221,738	716	66.56	650.44	136,438,830	185,160,413	2,286,083.96	416,277	458,880	42,603
Okmulgee	56,558	697	101.07	595.93	22,959,450	40,824,741	1,571,850.88	381,390	446,080	64,690
Osage	47,334	2,276	277.57	1,999.43	20,961,725	54,522,937	1,973,590.59	1,279,634	1,457,280	177,646
Ottawa	38,542	477	77.62	399.38	11,249,012	19,570,128	597,137.80	255,600	305,280	49,680
Pawnee	19,882	584	114.02	469.98	9,623,194	19,871,908	1,418,639.54	300,784	373,760	72,976
Payne	36,905	678	110.18	567.82	17,785,315	45,189,578	1,720,947.40	363,399	433,920	70,521
Pittsburg	50,778	1,370	158.53	1,211.47	13,358,362	24,295,135	1,650,971.26	775,338	876,800	101,462
Pontotoc	32,469	727	106.77	621.23	12,402,016	19,049,048	691,783.07	397,585	465,920	68,335
Pottawatomie	66,572	792	105.03	687.97	20,392,692	36,122,368	1,328,106.86	440,300	507,520	67,220
Pushmataha	14,744	1,430	129.41	1,300.59	4,126,295	7,237,497	667,730.55	832,375	915,200	82,825
Roger Mills	14,164	1,134	14.48	1,120.52	6,922,295	8,841,430	313,715.62	717,132	726,400	9,268
Rogers	18,956	710	63.85	646.15	9,864,400	15,876,452	825,287.19	413,530	454,400	40,870
Seminole	79,621	630	121.53	508.47	10,288,941	51,810,471	1,266,440.68	325,416	403,200	77,784
Sequoyah	19,505	693	136.14	556.86	3,185,477	6,586,443	337,139.97	356,388	443,520	87,132
Stephens	33,069	897	127.74	769.26	14,154,085	19,670,036	1,972,987.86	492,323	574,080	81,757
Texas	14,100	2,065	31.27	2,033.73	15,582,072	21,536,659	238,470.57	1,301,582	1,321,600	20,018

COMPARATIVE DATA ON COUNTIES (Continued)

County	1930 Population	Area Square Miles	Number Square Miles Non-Taxable Land	Number Square Miles Taxable Land	1930 Assessed Valuation Real Property	Total Assessed Valuation	Total Amount Contracts Awarded On Present State Highway System 1918 to 1930 Inclusive	Number Acres Taxable Land	Total Number Acres In County	Number Acres Non-Taxable Land
Tillman	24,399	849	41.91	808.09	16,383,693	21,265,625	155,106.78	517,175	544,000	26,82a
Tulsa	187,574	585	113.13	471.87	146,637,630	197,013,983	1,027,266.66	301,996	374,400	72,404
Wagoner	23,428	545	15.99	529.01	10,075,565	15,165,971	607,126.77	338,565	348,800	10,235
Washington	27,777	425	82.47	342.53	15,406,895	35,450,458	1,581,003.08	219,216	272,000	52,784
Washita	20,435	1,005	46.55	959.45	14,913,545	18,955,600	689,815.29	614,046	643,840	29,794
Woods	17,006	1,254	16.19	1,238.81	12,590,710	19,198,356	276,662.42	792,835	803,200	10,365
Woodward	15,844	1,232	56.77	1,176.23	11,715,986	17,245,518	223,196.74	752,784	789,120	36,336
Total	2,396,040	69,414	7,908.29	60,663.18	$1,178,838,052	$1,851,602,023	$67,865,802.38 *3,032,864.10 **210,847.00 $71,109,513.48	39,361,521	44,423,040	5,061,517

*Cement Contracts.

**Steel Contracts.

ADVALOREUM TAX FOR COUNTIES FOR ROADS AND BRIDGES BY FISCAL YEARS

ADVALOREUM TAX FOR TOWNSHIP FOR ROADS AND BRIDGES BY FISCAL YEARS

or s	7-1-1918 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 12 Years	7-1-1923 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 7 Years
..	5,283.53	.....	.....	5,283.53	73,297.36	16,768.68	15,175.67	105,241.71
..	599,992.22	88,896.00	52,011.50	740,899.72	163,408.80	40,573.00	46,593.92	250,575.72
..	147,902.54	.....	.....	147,902.54	127,393.51	27,339.71	27,814.48	182,548.00
..	331,586.78	26,409.78	111,900.00	469,896.56*	66,406.00	28,516.57	30,855.43	125,788.00
3	467,874.44	65,961.16	.....	533,835.60	159,185.19	21,470.33	36,838.55	217,494.07
..	287,709.67	23,438.38	40,375.79	351,523.84*	128,110.24	34,374.37	38,488.60	200,973.21
..	383,934.71	31,381.67	.....	415,316.38	197,645.91	43,060.33	42,666.82	283,373.06
8	987,523.92	61,341.46	164,998.00	1,213,863.38	362,641.83	69,713.51	62,000.00	494,355.34
..	896,594.30	23,278.28	.....	919,872.58*	216,430.19	54,393.58	59,523.62	330,347.39
8	1,688,901.00	14,895.00	30,000.00	1,733,796.00	325,058.06	78,295.00	64,356.72	467,709.78
0	71,457.53	.....	.....	71,457.53	34,603.64	.....	.....	34,603.64
..	167,491.87	6,237.20	6,912.44	180,641.51	125,123.36	28,856.42	27,413.60	181,393.38
..*	138,191.10	5,032.97	.....	143,224.07*	69,634.00	13,525.00	22,624.00	105,783.00
..*	158,178.50	30,946.73	28,892.00	218,017.23	148,423.84	30,737.13	29,873.16	209,034.13
..*	39,697.76	4,582.01	3,025.00	47,304.77	89,927.64	13,803.17	13,516.02	117,247.73
4	495,370.05	89,718.00	100,250.00	685,338.05	206,410.56	36,647.50	42,386.03	285,444.19
6	164,655.62	21,124.16	18,281.79	204,061.57	145,289.35	30,045.52	30,337.29	205,672.17
4	423,915.88	45,932.03	48,104.16	517,951.07	190,699.54	25,879.79	26,092.53	242,671.86
8	1,054,915.15	327,853.90	332,924.90	1,715,693.95	659,912.22	114,134.75	103,296.46	877,343.43
..	611,450.44	43,880.28	56,158.78*	711,489.50	263,740.54	51,622.59	50,562.66	365,925.79
..	61,195.00	.....	.....	61,195.00	74,236.26	6,683.80	6,651.99	87,572.05
..	278,950.21	12,676.12	.....	291,626.33*	93,569.63	29,219.82	29,311.06	152,100.51
..	254,725.38	24,301.31	23,550.62	302,577.31	158,248.27	31,081.78	30,790.14	220,120.19
1*	1,477,336.07	100,701.53	52,540.63	1,630,578.23*	359,266.55	82,169.41	81,382.67	522,818.63
3	358,314.20	45,957.30	38,213.92	442,485.42	83,139.39	48,459.00	47,288.43	178,886.82
9*	379,053.71	42,571.91	66,174.48	487,800.10	314,274.01	73,440.40	74,856.68	462,571.09
7*	802,723.18	120,993.01	100,822.49	1,024,538.68*	289,013.74	76,326.02	76,464.89	441,804.65
..	226,177.44	.....	.....	226,177.44	116,379.17	17,893.28	14,777.75	148,959.20
..	107,337.02	.....	.....	107,337.02	56,233.44	15,595.47	9,638.60	81,467.51
2	250,526.43	13,752.00	14,160.81	278,439.24	109,619.86	23,957.54	22,932.74	156,470.14
6	68,043.00	.....	.....	68,043.00	85,019.00	22,937.05	17,448.32	125,404.37
2	582,889.31	44,329.15	31,407.48	658,625.94	187,539.74	42,213.46	41,426.42	271,179.62
..	391,142.70	18,193.06	34,826.50	444,162.26	149,348.97	35,631.18	44,794.54	229,774.69
8	513,636.87	25,136.01	22,501.42	561,274.30	203,663.58	40,533.45	41,911.57	286,108.60
..	467,068.83	5,042.58	6,087.45	478,193.86	110,839.46	20,878.98	19,019.89	150,738.33
7	779,221.82	14,664.69	100,126.33	894,012.84	585,040.86	98,056.94	127,464.37	810,562.17
..	465,683.04*	.....	45,920.50	511,603.54	194,084.49	43,232.73	47,813.79	285,131.01
9	684,919.00	63,879.00	66,192.00	814,990.00	182,850.23	44,415.64	46,571.00	273,836.87
..*	36,040.90	.....	.....	36,040.90*	19,166.28	18,986.09	12,208.85	50,361.22
6*	172,559.00	.....	.....	172,559.00	226,646.34	53,997.05	47,643.00	328,286.39
3	872,776.59	55,498.00	57,815.00	986,089.59	451,398.40	69,458.49	86,780.00	607,646.89
9	467,777.39	5,489.85	11,231.34	484,498.58	236,058.48	48,632.62	49,705.88	334,396.98
..	198,620.56	.....	.....	198,620.56*	75,307.46	21,260.91	21,260.91	117,829.28
..*	93,912.94	17,935.95	17,568.21	129,407.10	164,322.72	32,689.15	37,651.01	235,162.88
..	217,595.24	.....	13,270.90	230,866.14	159,293.18	29,843.86	31,248.00	220,385.04
5	222,351.42	.....	.....	222,351.42	120,797.46	25,986.36	28,985.00	175,768.82
..	411,458.15	13,941.25	12,563.10	437,962.50	88,048.15	35,357.51	33,838.87	157,244.53
1	103,529.00	.....	.....	103,529.00	123,294.51	22,154.13	21,265.32	166,713.96
6	376,108.81	14,941.00	12,629.00	403,678.81	208,063.25	29,074.00	27,535.92	264,673.17
4	64,443.01	8,293.00	2,608.37	75,344.38	39,309.75	13,328.78	13,543.68	66,182.21
9	1,356,951.07	104,000.27	22,162.10	1,483,113.44	342,266.50	68,842.43	42,579.67	453,688.60
3	550,488.56	39,983.76	28,142.85	618,620.16*	230,449.08	55,987.50	53,279.64	339,716.22
4	230,644.11	11,182.42	11,161.60	252,988.13	163,480.03	18,278.00	16,450.00	198,208.03
1	647,452.65	50,709.03	50,511.20	748,672.88	160,472.61	43,174.17	43,562.93	247,209.71
0	2,639,766.19	43,625.35	.....	2,683,391.54	422,278.12	84,508.22	91,141.13	597,927.47
0	934,347.10	10,845.53	.....	945,192.63	350,402.07	56,014.25	56,919.00	463,335.32
0	1,630,929.22	478,863.53	432,921.90	2,542,705.65	714,532.30	91,338.91	40,453.52	846,324.73
4	470,631.88	53,072.74	.....	523,704.62	159,067.65	35,003.44	35,845.56	229,916.65
7	515,454.67	60,899.82	40,731.63	617,086.12	381,783.02	31,551.71	30,756.28	444,091.01
0	137,058.84	82,155.45	78,986.02	298,200.31	515,418.26	123,032.04	116,489.13	754,939.43
9	467,497.90	35,522.18	29,725.86	532,745.94	248,675.39	44,912.08	47,262.38	340,849.85
7	508,213.00	36,504.30	34,519.01	579,236.31	199,617.00	36,773.12	30,753.12	267,143.24
6	639,953.18	535,120.00	353,562.44	1,528,635.62	296,820.77	77,975.75	74,977.12	449,773.64
..	40,473.05	10,334.00	21,408.33	72,215.38	84,397.47	21,408.33	21,129.85	126,935.65
..	318,272.80	13,544.85	18,710.50	350,528.15	121,816.15	26,280.42	27,379.95	175,476.52
5	610,295.42	40,441.35	75,080.28	725,817.05	151,501.34	40,313.32	39,781.02	234,595.68
0	116,859.52	30,066.30	133,426.83	280,352.65	122,488.25	137,750.79	141,949.19	402,197.23
6	160,412.00	12,159.00	11,532.30	184,103.30	113,292.73	18,100.00	22,458.46	153,851.19
5	567,241.38	.....	.....	567,241.38	156,125.74	25,394.00	29,389.00	210,918.74
6*	248,702.32*	79,266.36	78,498.95	406,467.63	148,709.00	25,383.05	57,849.64	231,832.69
0	226,327.57	22,228.03	130,500.00	379,055.60	304,072.00	57,626.00	54,157.00	415,855.00
2	5,635,603.43	174,654.90	235,780.80	6,046,039.13	666,366.02	61,540.96	78,918.48	806,825.46
1	341,241.75	25,470.68	26,454.68	393,167.11	217,213.77	41,779.74	42,217.93	301,211.44
3	754,641.07	87,286.18	112,140.83	954,068.08	322,564.69	34,131.87	32,607.89	389,304.45
..	662,087.09	69,044.61	69,130.87	800,262.57	229,782.09	55,426.04	54,706.37	339,914.50
..	725,687.67	68,498.10	66,421.10	860,606.87	217,480.72	36,408.33	38,673.16	292,562.21
..	317,029.97	.....	*	317,029.97	199,419.38	43,574.36	46,243.13	289,236.87
5	$41,962,097.63	$3,734,689.47	$3,785,543.99	$49,482,331.09	$16,261,897.86	$3,306,678.79	$3,329,747.30	$22,898,323.95

*Incomplete Information.

COUNTY REVENUE FROM ALL TAX SOURCES FOR ROADS AND BRIDGES

QUARTER MILL LEVY FOR ROADS AND BRIDGES RETURNED TO COUNTIES BY FISCAL YEARS

County	7-1-1918 6-30-1928	7-1-1928 6-30-1929	7-1-1929 6-30-1930	Total For 12 Years
Adair	$12,479.43	$ 1,182.33	$ 440.60	$14,102.36
Alfalfa	65,012.87	6,289.75	6,581.36	77,884.58
Atoka	22,425.77	2,136.85	2,276.81	26,839.43
Beaver	38,293.57	3,983.52	4,052.37	46,329.46
Beckham	40,812.88	4,165.87	4,371.87	49,350.62
Blaine	38,340.62	3,887.67	3,668.36	45,896.65
Bryan	44,937.17	4,369.68	4,365.17	53,672.02
Caddo	60,977.96	4,890.94	5,626.57	71,495.47
Canadian	66,566.23	6,362.59	6,472.46	79,401.28
Carter	77,643.03	5,891.20	11,003.74	94,537.97
Cherokee	19,638.80	1,530.49	1,454.67	22,623.96
Choctaw	26,784.83	2,565.29	2,540.23	31,890.35
Cimarron	20,331.34	3,655.02	2,316.68	26,303.04
Cleveland	34,565.89	3,922.11	3,741.68	42,229.68
Coal	18,328.49	1,512.99	1,436.43	21,277.91
Comanche	44,211.50	4,729.89	4,377.93	53,319.32
Cotton	30,403.52	2,424.57	2,617.75	35,445.84
Craig	39,352.73	4,171.27	3,864.01	47,388.01
Creek	117,388.02	10,911.28	10,480.56	138,779.86
Custer	48,369.47	4,894.51	4,936.31	58,200.29
Delaware	13,179.95	1,227.65	1,166.84	15,574.44
Dewey	24,569.43	2,256.10	2,381.77	29,207.30
Ellis	30,458.44	2,985.48	2,882.22	36,326.14
Garfield	119,801.64	10,253.89	14,604.37	144,659.90
Garvin	44,065.66	4,854.59	4,368.54	53,288.79
Grady	75,860.37	7,916.61	7,897.45	91,674.43
Grant	75,400.37	6,957.67	6,436.43	88,794.47
Greer	25,754.25	2,413.71	2,505.11	30,673.07
Harmon	18,432.26	1,946.54	1,942.07	22,320.87
Harper	26,777.10	1,922.00	1,835.61	30,534.71
Haskell	16,786.63	1,590.75	1,399.70	19,777.08
Hughes	36,731.42	3,936.68	3,673.83	44,341.93
Jackson	42,425.89	3,367.13	3,725.95	49,518.97
Jefferson	33,658.28	3,099.51	2,949.83	39,707.62
Johnston	23,875.43	1,283.71	2,404.90	27,564.04
Kay	111,232.20	17,602.78	13,083.67	141,918.65
Kingfisher	49,208.59	6,556.51	4,734.18	60,499.28
Kiowa	47,880.06	4,587.34	4,767.32	57,234.72
Latimer	15,971.63	1,380.08	1,393.70	18,745.41
Le Flore	50,815.43	4,638.07	4,362.73	59,816.23
Lincoln	71,350.10	7,413.38	6,184.69	84,948.17
Logan	56,065.63	5,355.47	5,406.32	66,827.42
Love	16,760.60	1,681.18	1,552.81	19,994.59
McClain	25,656.41	2,867.91	2,847.00	31,371.32
McCurtain	28,588.86	2,573.80	2,520.45	33,683.11
McIntosh	28,625.94	2,592.93	2,710.96	33,929.83
Major	33,254.41	3,228.27	3,250.06	39,732.74
Marshall	30,293.39	2,102.98	1,836.64	34,233.01
Mayes	28,479.67	2,503.25	2,234.90	33,217.82
Murray	19,380.65	1,953.06	1,868.27	23,201.93
Muskogee	125,814.90	11,734.01	11,090.90	148,639.81
Noble	47,665.89	4,509.29	5,127.98	57,303.16
Nowata	35,331.06	2,681.54	2,649.95	40,662.55
Okfuskee	35,707.77	4,033.43	3,897.54	43,638.74
Oklahoma	357,387.50	34,788.34	46,228.14	438,403.98
Okmulgee	108,021.64	9,734.59	10,141.36	127,897.59
Osage	125,397.72	13,850.53	14,595.77	153,844.02
Ottawa	45,555.05	4,635.61	4,467.12	54,657.78
Pawnee	51,164.94	5,087.45	5,164.39	61,416.78
Payne	112,141.39	11,756.02	10,507.32	134,404.73
Pittsburg	73,910.41	5,837.71	5,610.38	85,358.50
Pontotoc	42,154.08	4,452.25	4,084.65	50,690.98
Pottawatomie	68,857.71	7,607.59	8,175.57	84,640.87
Pushmataha	21,111.54	1,658.71	1,509.60	24,279.85
Roger Mills	21,006.76	1,901.44	2,068.88	24,977.08
Rogers	48,143.65	3,899.18	3,841.23	55,884.06
Seminole	25,749.18	8,611.12	11,826.38	46,186.68
Sequoyah	23,639.02	2,000.56	1,655.22	27,294.80
Stephens	40,734.26	4,675.38	4,592.63	50,002.27
Texas	44,891.85	5,003.02	5,137.40	55,032.27
Tillman	49,401.22	5,139.19	4,975.27	59,515.68
Tulsa	316,097.94	45,195.04	43,672.01	404,964.99
Wagoner	38,839.16	3,405.49	3,619.40	45,864.05
Washington	75,253.77	9,321.74	8,478.27	93,053.78
Washita	53,165.48	4,454.26	4,648.56	62,268.30
Woods	48,589.27	4,555.57	4,572.03	57,716.87
Woodward	41,436.39	4,205.22	4,148.97	49,790.58
Totals	$4,165,374.36	$431,261.13	$442,041.40	$5,038,676.89

GASOLINE TAX FOR ROADS AND BRIDGES RETURNED TO COUNTIES BY FISCAL YEARS

County	7-1-1923 6-30-1928	7-1-1928 6-30-1929	7-1-1929 6-30-1930	Total For 7 Years
Adair	$ 66,380.03	$21,579.31	$23,404.16	$111,363.50
Alfalfa	103,050.13	29,166.94	31,633.45	163,850.52
Atoka	111,682.92	35,064.64	38,029.87	184,777.43
Beaver	163,100.33	47,007.92	50,983.17	261,091.42
Beckham	106,895.66	32,111.53	34,827.03	173,834.22
Blaine	105,694.70	30,211.04	32,765.86	168,671.60
Bryan	149,605.65	47,562.71	51,584.85	248,753.21
Caddo	171,224.03	50,404.88	54,667.35	276,296.26
Canadian	116,483.50	33,889.64	36,755.52	187,128.66
Carter	151,364.51	45,255.40	49,082.44	245,702.35
Cherokee	93,098.36	30,145.62	32,694.89	155,938.87
Choctaw	120,480.27	38,731.83	42,007.21	201,219.31
Cimarron	131,866.16	40,307.96	43,716.62	215,890.74
Cleveland	81,028.18	24,950.65	27,060.60	136,039.43
Coal	76,667.39	23,667.57	25,668.99	126,003.95
Comanche	135,385.46	41,135.84	44,614.51	221,135.81
Cotton	83,054.50	24,606.42	26,687.27	134,348.19
Craig	99,134.61	28,950.72	31,398.94	159,484.27
Creek	208,777.68	63,531.68	68,904.27	341,213.63
Custer	114,195.05	33,593.76	36,434.63	184,223.44
Delaware	83,411.22	26,000.47	28,199.20	137,610.89
Dewey	97,950.91	28,987.69	31,439.08	158,377.68
Ellis	113,099.97	33,149.94	35,953.28	182,203.19
Garfield	168,079.27	48,043.53	52,106.33	268,229.13
Garvin	131,470.83	39,588.16	42,935.97	213,994.96
Grady	154,481.59	46,592.58	50,532.68	251,606.85
Grant	115,390.83	31,642.09	34,317.90	181,350.82
Greer	78,934.73	24,307.68	26,363.26	129,605.67
Harmon	61,900.78	19,129.78	20,747.49	101,778.05
Harper	92,020.66	26,515.40	28,757.67	147,293.73
Haskell	82,936.41	26,208.14	28,424.46	137,569.01
Hughes	113,345.27	34,452.95	37,366.47	185,164.69
Jackson	106,336.95	31,471.39	34,132.79	171,941.13
Jefferson	91,636.91	28,105.74	30,482.51	150,225.16
Johnston	85,363.45	27,599.36	29,933.29	142,896.10
Kay	152,051.77	43,622.37	47,311.32	242,985.46
Kingfisher	102,721.54	29,229.53	31,701.32	163,652.39
Kiowa	129,929.25	37,960.85	41,171.01	209,061.11
Latimer	80,226.41	24,791.33	26,887.82	131,905.56
Le Flore	197,237.46	63,067.96	68,401.31	328,706.73
Lincoln	149,024.08	43,078.99	46,721.99	238,825.06
Logan	117,507.38	34,470.02	37,385.01	189,362.41
Love	59,011.45	18,882.25	20,479.06	98,372.76
McClain	81,004.55	25,075.83	27,196.38	133,276.76
McCurtain	200,603.49	65,460.62	70,996.30	337,060.41
McIntosh	106,779.99	33,024.76	35,817.51	175,622.26
Major	98,376.43	27,917.97	30,278.88	156,573.28
Marshall	61,053.84	18,882.28	20,479.05	100,415.17
Mayes	88,070.31	25,661.90	27,832.00	141,564.21
Murray	58,274.82	17,895.05	19,408.35	95,578.22
Muskogee	205,154.23	59,964.05	65,034.94	330,153.22
Noble	86,536.23	24,549.52	26,625.55	137,711.30
Nowata	77,094.81	23,158.30	25,116.69	125,369.80
Okfuskee	99,812.79	30,333.39	32,898.53	163,044.71
Oklahoma	334,602.37	96,263.42	104,403.94	535,269.73
Okmulgee	177,047.82	52,905.62	57,379.59	287,333.03
Osage	238,423.85	72,285.76	78,398.61	389,108.22
Ottawa	124,026.67	38,603.79	41,868.34	204,498.80
Pawnee	88,510.43	25,383.09	27,529.61	141,423.13
Payne	126,860.29	35,061.78	38,026.89	199,948.96
Pittsburg	203,088.76	64,934.28	70,425.46	338,448.50
Pontotoc	119,269.64	36,620.84	39,717.71	195,608.19
Pottawatomie	156,610.76	48,530.01	52,633.95	257,774.72
Pushmataha	136,129.87	41,585.38	45,102.04	222,817.29
Roger Mills	105,614.20	30,720.31	33,318.20	169,652.71
Rogers	92,734.58	26,893.77	29,168.06	148,796.41
Seminole	94,283.61	29,667.66	32,176.52	156,127.79
Sequoyah	103,200.07	32,984.93	35,774.29	171,959.29
Stephens	115,555.25	35,696.23	38,714.87	189,966.35
Texas	179,832.05	52,117.54	56,524.88	288,474.47
Tillman	113,812.64	33,149.94	35,953.28	182,915.86
Tulsa	309,654.82	88,448.22	95,927.83	494,030.87
Wagoner	87,933.60	26,154.07	28,365.80	142,453.47
Washington	94,408.84	27,644.88	29,982.67	152,036.39
Washita	121,554.89	36,208.30	39,270.28	197,033.47
Woods	126,847.10	36,893.96	40,013.89	203,754.95
Woodward	116,638.71	35,548.29	38,554.43	190,741.43
Totals	$9,485,640.55	$2,845,000.00	$3,085,588.17	$15,416,228.72

AUTOMOBILE TAX FOR ROADS AND BRIDGES RETURNED TO THE COUNTIES BY FISCAL YEARS

County	Total For 8 Years	7-1-1928 6-30-1929	7-1-1929 6-30-1930	Total For 10 Years
Adair	$ 50,948.48	$ 8,631.74	$10,233.26	$ 69,813.48
Alfalfa	274,011.40	38,390.05	37,025.38	349,426.83
Atoka	54,354.93	8,568.64	8,848.28	71,771.85
Beaver	166,843.32	29,632.19	34,496.05	230,971.56
Beckham	278,815.65	53,259.14	54,846.18	386,920.97
Blaine	231,686.91	37,576.81	37,659.19	306,922.91
Bryan	213,218.48	29,765.19	30,053.76	273,037.43
Caddo	448,390.69	83,216.44	78,267.85	609,874.98
Canadian	320,491.04	51,335.80	51,353.62	423,180.46
Carter	667,292.28	77,678.45	71,323.26	816,293.99
Cherokee	55,307.85	9,592.87	10,384.97	75,285.69
Choctaw	127,260.67	17,654.23	17,931.45	162,846.35
Cimarron	57,857.68	12,990.72	17,957.37	88,805.77
Cleveland	216,763.73	34,367.14	37,239.61	288,370.48
Coal	67,189.61	8,832.45	9,003.87	85,025.93
Comanche	330,837.53	51,602.64	50,406.73	432,846.90
Cotton	186,977.76	22,366.67	23,680.38	233,024.81
Craig	144,340.06	21,493.35	20,896.73	186,730.14
Creek	1,015,720.15	114,163.13	106,355.78	1,236,239.06
Custer	257,874.17	46,215.41	47,584.52	351,674.10
Delaware	53,564.12	9,890.04	11,085.76	74,539.92
Dewey	145,539.77	23,731.96	24,124.81	193,396.54
Ellis	129,945.50	20,650.51	23,470.52	174,066.53
Garfield	795,120.07	115,012.78	111,778.67	1,021,911.52
Garvin	239,337.17	35,982.72	33,426.90	308,746.79
Grady	414,489.67	73,337.82	72,123.23	559,950.72
Grant	316,082.41	41,903.59	40,002.01	397,988.01
Greer	190,063.90	34,515.34	33,547.34	258,126.58
Harmon	122,670.29	21,286.06	18,973.68	162,930.03
Harper	101,306.39	17,555.40	20,358.04	139,219.83
Haskell	77,547.08	7,835.27	8,699.99	94,082.34
Hughes	255,143.67	43,943.05	45,401.46	344,488.18
Jackson	302,295.18	48,930.70	44,378.42	395,604.30
Jefferson	151,816.71	23,518.53	21,492.81	196,828.05
Johnston	83,547.67	10,325.34	10,386.00	104,259.01
Kay	993,887.28	130,300.21	115,381.20	1,239,568.69
Kingfisher	242,327.80	35,691.01	34,966.82	312,985.63
Kiowa	316,156.19	55,291.69	51,538.86	422,986.74
Latimer	48,424.38	6,508.58	6,687.63	61,620.59
Le Flore	204,229.77	29,278.46	31,083.16	264,591.39
Lincoln	335,859.48	45,993.22	47,102.32	428,955.02
Logan	303,652.39	51,054.23	50,431.35	405,137.97
Love	68,571.32	7,509.50	7,874.50	83,955.32
McClain	132,773.22	25,109.01	25,721.10	183,603.33
McCurtain	139,351.54	22,350.79	25,370.19	187,072.52
McIntosh	123,460.55	14,955.44	15,326.10	153,742.09
Major	164,650.81	23,932.46	24,529.75	213,113.02
Marshall	72,568.58	9,287.33	10,686.12	92,542.03
Mayes	99,617.23	15,130.95	17,287.47	132,035.65
Murray	97,099.91	15,319.85	17,670.04	130,089.80
Muskogee	682,837.08	88,549.86	90,036.01	861,422.95
Noble	276,541.55	30,078.41	29,650.59	336,270.55
Nowata	166,617.41	20,062.88	20,446.16	207,126.45
Okfuskee	238,013.39	32,655.32	31,301.52	301,970.23
Oklahoma	2,266,081.64	428,458.10	506,180.00	3,200,719.74
Okmulgee	808,047.45	92,712.35	88,926.93	989,686.73
Osage	899,116.37	97,705.39	88,865.38	1,085,687.14
Ottawa	508,290.78	68,053.43	64,815.96	641,160.17
Pawnee	285,953.88	30,687.34	29,632.22	346,273.44
Payne	517,264.13	66,464.38	68,805.87	652,534.38
Pittsburg	351,046.68	50,130.63	50,094.94	451,272.25
Pontotoc	220,714.26	43,273.71	39,932.33	303,920.30
Pottawatomie	478,724.02	141,838.58	135,967.37	756,529.97
Pushmataha	66,757.49	10,928.81	12,359.85	90,046.15
Roger Mills	100,192.46	18,677.04	19,481.18	138,350.68
Rogers	164,668.03	22,067.64	23,701.28	210,436.95
Seminole	334,624.25	163,294.79	169,011.17	666,930.21
Sequoyah	81,935.50	9,829.39	11,485.74	103,250.63
Stephens	427,738.52	58,403.83	58,171.13	544,313.48
Texas	226,997.30	43,973.70	54,273.48	325,244.48
Tillman	333,432.17	47,547.76	44,903.62	425,883.55
Tulsa	2,647,010.72	457,259.42	461,656.53	3,565,926.67
Wagoner	121,827.74	15,397.20	15,472.44	152,697.38
Washington	484,254.02	66,073.33	64,052.32	614,379.67
Washita	307,663.77	49,757.89	48,439.00	405,860.66
Woods	243,511.95	40,379.17	40,407.33	324,298.45
Woodward	187,551.05	31,827.07	32,227.84	215,605.96
Totals	$25,314,696.05	$3,999,552.32	$4,056,752.68	$33,371,001.05

GROSS PRODUCTION TAX FOR ROADS AND BRIDGES RETURNED TO COUNTIES, BY FISCAL YEARS

This is One-Sixth of Total Gross Production Tax or One-Half of the Total Returned to Counties.

County	7-1-1918 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 12 Years
Adair				
Alfalfa				
Atoka				
Beaver				
Beckham	2,375.68	566.31	553.44	3,495.43
Blaine				
Bryan				
Caddo	30,309.53	2,965.59	4,040.56	37,315.68
Canadian				
Carter	1,163,304.27	70,808.97	65,322.14	1,299,435.38
Cherokee	8.30			8.30
Choctaw				
Cimarron				*
Cleveland				*
Coal				*
Comanche	988.31	103.89	56.14	1,148.34
Cotton	63,685.78	2,246.27	4,400.41	70,282.46
Craig	165.31	9.35	8.78	183.44
Creek	1,793,941.22	98,531.80	98,207.76	1,990,680.78
Custer				
Delaware				
Dewey				
Ellis				
Garfield	613,339.46	26,409.97	21,078.48	660,827.91*
Garvin	31,720.69	2,538.32	2,400.02	36,659.03
Grady	44,401.69	16,809.99	13,780.21	74,991.89*
Grant	18,229.67	4,420.08	4,596.62	27,246.37*
Greer				
Harmon				
Harper				
Haskell	1,533.05	167.34	121.77	1,822.16
Hughes	234,991.71	16,006.18	13,978.23	264,976.12
Jackson				
Jefferson	23,480.83	6,588.16	3,677.09	33,746.08
Johnston				
Kay	1,246,810	69,211.01	60,737.13	1,376,758.77
Kingfisher				
Kiowa	19.42	10.33	12.84	42.59
Latimer				*
Le Flore	2,734.84	387.81	306.61	3,429.26*
Lincoln	173,994.30	10,372.44	8,628.89	192,995.63
Logan	6,209.10	27,915.10	44,899.79	79,023.99
Love				
McClain				*
McCurtain				
McIntosh	5,252.55	17.38	33.62	5,303.55
Major				
Marshall	1,549.48	709.32	770.01	3,028.81
Mayes	34.06			34.06
Murray	13.24	532.91	107.09	653.24
Muskogee	74,342.05	3,685.90	4,197.84	82,225.79
Noble	448,367.50	19,055.00	10,204.13	477,626.63
Nowata	152,906.82	9,963.90	11,039.02	173,909.74
Okfuskee	304,327.53	27,562.56	27,108.92	358,999.01
Oklahoma	19.57	3,542.28	112,741.05	116,302.90
Okmulgee	871,498.47	23,481.20	16,347.03	911,326.70
Osage	1,821,404.16	139,658.61	112,752.73	2,073,815.50
Ottawa	373,796.29	47,301.96	41,665.89	462,764.14
Pawnee	325,889.16	16,113.71	13,576.30	355,579.17
Payne	321,541.24	17,029.15	19,933.51	358,503.90
Pittsburg	3,455.79	532.90	305.30	4,293.99
Pontotoc	33,563.18	12,166.10	13,280.19	59,009.47
Pottawatomie	106,683.44	278,715.27	248,361.75	633,760.46
Pushmataha				
Roger Mills				
Rogers	67,799.84	4,066.46	4,544.65	76,410.95
Seminole	1,504,323.66	633,546.63	663,315.21	2,801,185.50
Sequoyah	44.36	133.51	145.29	323.16
Stephens	267,774.44	29,633.76	32,109.55	329,517.75
Texas		43.38	100.88	144.26*
Tillman	5,254.47	458.12	373.51	6,086.10
Tulsa	322,789.19	13,621.68	11,302.55	347,713.42
Wagoner	41,588.67	1,741.77	1,673.17	45,003.61
Washington	191,402.45	8,942.53	8,852.85	209,197.83
Washita				
Woods				
Woodward				*
Totals	$12,697,815.40	$1,648,324.90	$1,701,648.95	$16,047,789.25

ADVALOREUM TAX FOR COUNTIES FOR ROADS AND BRIDGES BY FISCAL YEARS

County	7-1-1918 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 12 Years
Adair	5,283.53			5,283.53
Alfalfa	599,992.22	88,896.00	52,011.50	740,899.72
Atoka	147,902.54			147,902.54
Beaver	331,586.78	26,409.78	111,900.00	469,896.56
Beckham	467,874.44	65,961.16		533,835.60
Blaine	287,709.67	23,438.38	40,375.79	351,523.84
Bryan	383,934.71	31,381.67		415,316.38
Caddo	987,523.92	61,341.46	164,998.00	1,213,863.38
Canadian	896,594.30	23,278.28		919,872.58
Carter	1,688,901.00	14,895.00	30,000.00	1,733,796.00
Cherokee	71,457.53			71,457.53
Choctaw	167,491.87	6,237.20	6,912.44	180,641.51
Cimarron	138,191.10	5,032.97		143,224.07
Cleveland	158,178.50	30,946.73	28,892.00	218,017.23
Coal	39,697.76	4,582.01	3,025.00	47,304.77
Comanche	495,370.05	89,718.00	100,250.00	685,338.05
Cotton	164,655.62	21,124.16	18,281.79	204,061.57
Craig	423,015.88	45,932.03	48,103.16	517,051.07
Creek	1,054,915.15	327,853.90	332,924.90	1,715,693.95
Custer	611,450.44	43,880.28	56,158.78*	711,489.50
Delaware	61,195.00			61,195.00
Dewey	278,950.21	12,676.12		291,626.33
Ellis	254,725.38	24,301.31	23,550.62	302,577.31
Garfield	1,477,336.07	100,701.53	52,540.63	1,630,578.23
Garvin	358,314.20	45,957.30	38,213.92	442,485.42
Grady	379,053.71	42,571.91	66,174.48	487,800.10
Grant	802,723.18	120,993.01	100,822.49	1,024,538.68
Greer	226,177.44			226,177.44
Harmon	107,337.02			107,337.02
Harper	250,526.43	13,752.00	14,160.81	278,439.24
Haskell	68,043.00			68,043.00
Hughes	582,889.31	44,329.15	31,407.48	658,625.94
Jackson	391,142.70	18,193.06	34,826.50	444,162.26
Jefferson	513,636.87	25,136.01	22,501.42	561,274.30
Johnston	467,068.83	5,042.58	6,087.45	478,193.86
Kay	779,221.82	14,664.69	100,126.33	894,012.84
Kingfisher	465,683.04*		45,920.50	511,603.54
Kiowa	684,919.00	63,879.00	66,192.00	814,990.00
Latimer	36,040.90			36,040.90
Le Flore	172,559.00			172,559.00
Lincoln	872,776.59	55,498.00	57,815.00	986,089.59
Logan	467,777.39	5,489.85	11,231.34	484,498.58
Love	198,620.56			198,620.56
McClain	93,912.94	17,935.95	17,558.21	129,407.10
McCurtain	217,595.24		13,270.90	230,866.14
McIntosh	222,351.42			222,351.42
Major	411,458.15	13,941.25	12,563.10	437,962.50
Marshall	103,529.00			103,529.00
Mayes	376,108.81	14,941.00	12,629.00	403,678.81
Murray	64,443.01	8,293.00	2,608.37	75,344.38
Muskogee	1,356,951.07	104,000.27	22,162.10	1,483,113.44
Noble	550,488.55	39,988.76	28,142.85	618,620.16
Nowata	230,644.11	11,182.42	11,161.60	252,988.13
Okfuskee	647,452.65	50,709.03	50,511.20	748,672.88
Oklahoma	2,639,766.19	43,625.35		2,683,391.54
Okmulgee	934,347.10	10,845.53		945,192.63
Osage	1,630,920.22	478,863.53	432,921.90	2,542,705.65
Ottawa	470,631.88	53,072.74		523,704.62
Pawnee	515,454.67	60,899.82	40,731.63	617,086.12
Payne	137,058.84	82,155.45	78,986.02	298,200.31
Pittsburg	467,497.90	35,522.18	29,725.86	532,745.94
Pontotoc	508,213.00	36,504.30	34,519.01	579,236.31
Pottawatomie	639,953.18	535,120.00	353,562.44	1,528,635.62
Pushmataha	40,473.05	10,334.00	21,408.33	72,215.38
Roger Mills	318,272.80	13,544.85	18,710.50	350,528.15
Rogers	610,295.42	40,441.35	75,080.28	725,817.05
Seminole	116,859.52	30,066.30	133,426.83	280,352.65
Sequoyah	160,412.00	12,159.00	11,532.30	184,103.30
Stephens	567,241.38			567,241.38
Texas	248,702.32*	79,266.36	78,498.95	406,467.63
Tillman	226,327.57	22,228.03	130,500.00	379,055.60
Tulsa	5,635,603.43	174,654.90	235,780.80	6,046,039.13
Wagoner	341,241.75	25,470.68	26,454.68	393,167.11
Washington	754,641.07	87,286.18	112,140.83	954,068.08
Washita	662,087.09	69,044.61	69,130.87	800,262.57
Woods	725,687.67	68,498.10	66,421.10	860,606.87
Woodward	317,029.97		*	317,029.97
Totals	$41,962,097.63	$3,734,689.47	$3,785,543.99	$49,482,331.09

*Incomplete Information.

COUNTY REVENUE FROM ALL TAX SOURCES FOR ROADS AND BRIDGES

QUARTER MILL LEVY FOR ROADS AND BRIDGES RETURNED TO COUNTIES BY FISCAL YEARS

GASOLINE TAX FOR ROADS AND BRIDGES RETURNED TO COUNTIES BY FISCAL YEARS

County	7-1-1918 6-30-1928	7-1-1928 6-30-1929	7-1-1929 6-30-1930	Total For 12 Years	7-1-1923 6-30-1928	7-1-1928 6-30-1929	7-1-1929 6-30-1930	Total For 7 Years
Adair	$12,479.43	$ 1,182.33	$ 440.60	$14,102.36	$ 66,330.03	$21,579.31	$23,404.16	$111,363.50
Alfalfa	65,012.87	6,289.75	6,581.36	77,884.58	103,050.13	29,166.94	31,633.45	163,850.52
Atoka	22,425.77	2,136.85	2,276.81	26,839.43	111,682.92	35,064.64	38,029.87	184,777.43
Beaver	38,293.57	3,983.52	4,052.37	46,329.46	163,100.33	47,007.92	50,983.17	261,091.42
Beckham	40,812.88	4,165.87	4,371.87	49,350.62	106,895.66	32,111.53	34,827.03	173,834.22
Blaine	38,340.62	3,887.67	3,668.36	45,896.65	105,694.70	30,211.04	32,765.86	168,671.60
Bryan	44,937.17	4,369.68	4,365.17	53,672.02	149,605.65	47,562.71	51,584.85	248,753.21
Caddo	60,977.96	4,890.94	5,626.57	71,495.47	171,224.03	50,404.88	54,667.35	276,296.26
Canadian	66,566.23	6,362.59	6,472.46	79,401.23	116,483.50	33,889.64	36,755.52	187,128.66
Carter	77,643.03	5,891.20	11,003.74	94,537.97	151,364.51	45,255.40	49,082.44	245,702.35
Cherokee	19,638.80	1,530.49	1,454.67	22,623.96	93,098.36	30,145.62	32,694.89	155,938.87
Choctaw	26,784.83	2,565.29	2,540.23	31,890.35	120,480.27	38,731.83	42,007.21	201,219.31
Cimarron	20,331.34	3,655.02	2,316.68	26,303.04	131,866.16	40,307.96	43,716.62	215,890.74
Cleveland	34,565.89	3,922.11	3,741.68	42,229.68	81,028.18	24,950.65	27,060.60	136,039.43
Coal	18,328.49	1,512.99	1,436.43	21,277.91	76,667.39	23,667.57	25,668.99	126,003.95
Comanche	44,211.50	4,729.89	4,377.93	53,319.32	135,385.46	41,135.84	44,614.51	221,135.81
Cotton	30,403.52	2,424.57	2,617.75	35,445.84	83,054.50	24,606.42	26,687.27	134,348.19
Craig	39,352.73	4,171.27	3,864.01	47,388.01	99,134.61	28,950.72	31,398.94	159,484.27
Creek	117,388.02	10,911.28	10,480.56	138,779.86	208,777.68	63,531.68	68,904.27	341,213.63
Custer	48,369.47	4,894.51	4,936.31	58,200.29	114,195.05	33,593.76	36,434.63	184,223.44
Delaware	13,179.95	1,227.65	1,166.84	15,574.44	83,411.22	26,000.47	28,199.20	137,610.89
Dewey	24,569.43	2,256.10	2,381.77	29,207.30	97,950.91	28,987.69	31,439.08	158,377.68
Ellis	30,458.44	2,985.48	2,882.22	36,326.14	113,099.97	33,149.94	35,953.28	182,203.19
Garfield	119,801.64	10,253.89	14,604.37	144,659.90	168,079.27	48,043.53	52,106.33	268,229.13
Garvin	44,065.66	4,854.59	4,368.54	53,288.79	131,470.83	39,588.16	42,935.97	213,994.96
Grady	75,860.37	7,916.61	7,897.45	91,674.43	154,481.59	46,592.58	50,532.68	251,606.85
Grant	75,400.37	6,957.67	6,436.43	88,794.47	115,390.83	31,642.09	34,317.90	181,350.82
Greer	25,754.25	2,413.71	2,505.11	30,673.07	78,934.73	24,307.68	26,363.26	129,605.67
Harmon	18,432.26	1,946.54	1,942.07	22,320.87	61,900.78	19,129.78	20,747.49	101,778.05
Harper	26,777.10	1,922.00	1,835.61	30,534.71	92,020.66	26,515.40	28,757.67	147,293.73
Haskell	16,786.63	1,590.75	1,399.70	19,777.08	82,936.41	26,208.14	28,424.46	137,569.01
Hughes	36,731.42	3,936.68	3,673.83	44,341.93	113,345.27	34,452.95	37,366.47	185,164.69
Jackson	42,425.89	3,367.13	3,725.95	49,518.97	106,336.95	31,471.39	34,132.79	171,941.13
Jefferson	33,658.28	3,099.51	2,949.83	39,707.62	91,636.91	28,105.74	30,482.51	150,225.16
Johnston	23,875.43	1,283.71	2,404.90	27,564.04	85,363.45	27,599.36	29,933.29	142,896.10
Kay	111,232.20	17,602.78	13,083.67	141,918.65	152,051.77	43,622.37	47,311.32	242,985.46
Kingfisher	49,208.59	6,556.51	4,734.18	60,499.28	102,721.54	29,229.53	31,701.32	163,652.39
Kiowa	47,880.06	4,587.34	4,767.32	57,234.72	129,929.25	37,960.85	41,171.01	209,061.11
Latimer	15,971.63	1,380.08	1,393.70	18,745.41	80,226.41	24,791.33	26,887.82	131,905.56
Le Flore	50,815.43	4,638.07	4,362.73	59,816.23	197,237.46	63,067.96	68,401.31	328,706.73
Lincoln	71,350.10	7,413.38	6,184.69	84,948.17	149,024.08	43,078.99	46,721.99	238,825.06
Logan	56,065.63	5,355.47	5,406.32	66,827.42	117,507.38	34,470.02	37,385.01	189,362.41
Love	16,760.60	1,681.18	1,552.81	19,994.59	59,011.45	18,882.25	20,479.06	98,372.76
McClain	25,656.41	2,867.91	2,847.00	31,371.32	81,004.55	25,075.83	27,196.38	133,276.76
McCurtain	28,588.86	2,573.80	2,520.45	33,683.11	200,603.49	65,460.62	70,996.30	337,060.41
McIntosh	28,625.94	2,592.93	2,710.96	33,929.83	106,779.99	33,024.76	35,817.51	175,622.26
Major	33,254.41	3,228.27	3,250.06	39,732.74	98,376.43	27,917.97	30,278.88	156,573.28
Marshall	30,293.39	2,102.98	1,836.64	34,233.01	61,053.84	18,882.28	20,479.05	100,415.17
Mayes	28,479.67	2,503.25	2,234.90	33,217.82	88,070.31	25,661.90	27,832.00	141,564.21
Murray	19,380.65	1,953.06	1,868.27	23,201.93	58,274.82	17,895.05	19,408.35	95,578.22
Muskogee	125,814.90	11,734.01	11,090.90	148,639.81	205,154.23	59,964.05	65,034.94	330,153.22
Noble	47,665.89	4,509.29	5,127.98	57,303.16	86,536.23	24,549.52	26,625.55	137,711.30
Nowata	35,331.06	2,681.54	2,649.95	40,662.55	77,094.81	23,158.30	25,116.69	125,369.80
Okfuskee	35,707.77	4,033.43	3,897.54	43,638.74	99,812.79	30,333.39	32,898.53	163,044.71
Oklahoma	357,387.50	34,788.34	46,228.14	438,403.98	334,602.37	96,263.42	104,403.94	535,269.73
Okmulgee	108,021.64	9,734.59	10,141.36	127,897.59	177,047.82	52,905.62	57,379.59	287,333.03
Osage	125,397.72	13,850.53	14,595.77	153,844.02	238,423.85	72,285.76	78,398.61	389,108.22
Ottawa	45,555.05	4,635.61	4,467.12	54,657.78	124,026.67	38,603.79	41,868.34	204,498.80
Pawnee	51,164.94	5,087.45	5,164.39	61,416.78	88,510.43	25,383.09	27,529.61	141,423.13
Payne	112,141.39	11,756.02	10,507.32	134,404.73	126,860.29	35,061.78	38,026.89	199,948.96
Pittsburg	73,910.41	5,837.71	5,610.38	85,358.50	203,088.76	64,934.28	70,425.46	338,448.50
Pontotoc	42,154.08	4,452.25	4,084.65	50,690.98	119,269.64	36,620.84	39,717.71	195,608.19
Pottawatomie	68,857.71	7,607.59	8,175.57	84,640.87	156,610.76	48,530.01	52,633.95	257,774.72
Pushmataha	21,111.54	1,658.71	1,509.60	24,279.85	136,129.87	41,585.38	45,102.04	222,817.29
Roger Mills	21,006.76	1,901.44	2,068.88	24,977.08	105,614.20	30,720.31	33,318.20	169,652.71
Rogers	48,143.65	3,899.18	3,841.23	55,884.06	92,734.58	26,893.77	29,168.06	148,796.41
Seminole	25,749.18	8,611.12	11,826.38	46,186.68	94,283.61	29,667.66	32,176.52	156,127.79
Sequoyah	23,639.02	2,000.56	1,655.22	27,294.80	103,200.07	32,984.93	35,774.29	171,959.29
Stephens	40,734.26	4,675.38	4,592.63	50,002.27	115,555.25	35,696.23	38,714.87	189,966.35
Texas	44,891.85	5,003.02	5,137.40	55,032.27	179,832.05	52,117.54	56,524.88	288,474.47
Tillman	49,401.22	5,139.19	4,975.27	59,515.68	113,812.64	33,149.94	35,963.28	182,915.86
Tulsa	316,097.94	45,195.04	43,672.01	404,964.99	309,654.82	88,448.22	95,927.83	494,030.87
Wagoner	38,839.16	3,405.49	3,619.40	45,864.05	87,933.60	26,154.07	28,365.80	142,453.47
Washington	75,253.77	9,321.74	8,478.27	93,053.78	94,408.84	27,644.88	29,982.67	152,036.39
Washita	53,165.48	4,454.26	4,648.56	62,268.30	121,554.89	36,208.30	39,270.28	197,033.47
Woods	48,589.27	4,555.57	4,572.03	57,716.87	126,847.10	36,893.96	40,013.89	203,754.95
Woodward	41,436.39	4,205.22	4,148.97	49,790.58	116,638.71	35,548.29	38,554.43	190,741.43
Totals	$4,165,374.36	$431,261.13	$442,041.40	$5,038,676.89	$9,485,640.55	$2,845,000.00	$3,085,588.17	$15,416,228.72

AUTOMOBILE TAX FOR ROADS AND BRIDGES RETURNED TO THE COUNTIES BY FISCAL YEARS

County	Total For 8 Years	7-1-1928 6-30-1929	7-1-1929 6-30-1930	Total For 10 Years
Adair	$ 50,948.48	$ 8,631.74	$10,233.26	$ 69,813.48
Alfalfa	274,011.40	38,390.05	37,025.38	349,426.83
Atoka	54,354.93	8,568.64	8,848.28	71,771.85
Beaver	166,843.32	29,632.19	34,496.05	230,971.56
Beckham	278,815.65	53,259.14	54,846.18	386,920.97
Blaine	231,686.91	37,576.81	37,659.19	306,922.91
Bryan	213,218.48	29,765.19	30,053.76	273,037.43
Caddo	448,390.69	83,216.44	78,267.85	609,874.98
Canadian	320,491.04	51,335.80	51,353.62	423,180.46
Carter	667,292.28	77,678.45	71,323.26	816,293.99
Cherokee	55,307.85	9,592.87	10,384.97	75,285.69
Choctaw	127,260.67	17,654.23	17,981.45	162,846.35
Cimarron	57,857.68	12,990.72	17,957.37	88,805.77
Cleveland	216,763.73	34,367.14	37,239.61	288,370.48
Coal	67,189.61	8,832.45	9,003.87	85,025.93
Comanche	330,837.53	51,602.64	50,406.73	432,846.90
Cotton	186,977.76	22,366.67	23,680.38	233,024.81
Craig	144,340.06	21,493.35	20,896.73	186,730.14
Creek	1,015,720.15	114,163.13	106,355.78	1,236,239.06
Custer	257,874.17	46,215.41	47,584.52	351,674.10
Delaware	53,564.12	9,890.04	11,085.76	74,539.92
Dewey	145,539.77	23,731.96	24,124.81	193,396.54
Ellis	129,945.50	20,650.51	23,470.52	174,066.53
Garfield	795,120.07	115,012.78	111,778.67	1,021,911.52
Garvin	239,337.17	35,982.72	33,426.90	308,746.79
Grady	414,489.67	73,337.82	72,123.23	559,950.72
Grant	316,082.41	41,903.59	40,002.01	397,988.01
Greer	190,063.90	34,515.34	33,547.34	258,126.58
Harmon	122,670.29	21,286.06	18,973.68	162,930.03
Harper	101,306.39	17,555.40	20,358.04	139,219.83
Haskell	77,547.08	7,835.27	8,699.99	94,082.34
Hughes	255,143.67	43,943.05	45,401.46	344,488.18
Jackson	302,295.18	48,930.70	44,378.42	395,604.30
Jefferson	151,816.71	23,518.53	21,492.81	196,828.05
Johnston	83,547.67	10,325.34	10,386.00	104,259.01
Kay	993,887.28	130,300.21	115,381.20	1,239,568.69
Kingfisher	242,327.80	35,691.01	34,966.82	312,985.63
Kiowa	316,156.19	55,291.69	51,538.86	422,986.74
Latimer	48,424.38	6,508.58	6,687.63	61,620.59
Le Flore	204,229.77	29,278.46	31,083.16	264,591.39
Lincoln	335,859.48	45,993.22	47,102.32	428,955.02
Logan	303,652.39	51,054.23	50,431.35	405,137.97
Love	68,571.32	7,509.50	7,874.50	83,955.32
McClain	132,773.22	25,109.01	25,721.10	183,603.33
McCurtain	139,351.54	22,350.79	25,370.19	187,072.52
McIntosh	123,460.55	14,955.44	15,326.10	153,742.09
Major	164,650.81	23,932.46	24,529.75	213,113.02
Marshall	72,568.58	9,287.33	10,686.12	92,542.03
Mayes	99,617.23	15,130.95	17,287.47	132,035.65
Murray	97,099.91	15,319.85	17,670.04	130,089.80
Muskogee	682,837.08	88,549.86	90,036.01	861,422.95
Noble	276,541.55	30,078.41	29,650.59	336,270.55
Nowata	166,617.41	20,062.88	20,446.16	207,126.45
Okfuskee	238,013.39	32,655.32	31,301.52	301,970.23
Oklahoma	2,266,081.64	428,458.10	506,180.00	3,200,719.74
Okmulgee	808,047.45	92,712.35	88,926.93	989,686.73
Osage	899,116.37	97,705.39	88,865.38	1,085,687.14
Ottawa	508,290.78	68,053.43	64,815.96	641,160.17
Pawnee	285,953.88	30,687.34	29,632.22	346,273.44
Payne	517,264.13	66,464.38	68,805.87	652,534.38
Pittsburg	351,046.68	50,130.63	50,094.94	451,272.25
Pontotoc	220,714.26	43,273.71	39,932.33	303,920.30
Pottawatomie	478,724.02	141,838.58	135,967.37	756,529.97
Pushmataha	66,757.49	10,928.81	12,359.85	90,046.15
Roger Mills	100,192.46	18,677.04	19,481.18	138,350.68
Rogers	164,668.03	22,067.64	23,701.28	210,436.95
Seminole	334,624.25	163,294.79	169,011.17	666,930.21
Sequoyah	81,935.50	9,829.39	11,485.74	103,250.63
Stephens	427,738.52	58,403.83	58,171.13	544,313.48
Texas	226,997.30	43,973.70	54,273.48	325,244.48
Tillman	333,432.17	47,547.76	44,903.62	425,883.55
Tulsa	2,647,010.72	457,259.42	461,656.53	3,565,926.67
Wagoner	121,827.74	15,397.20	15,472.44	152,697.38
Washington	484,254.02	66,073.33	64,052.32	614,379.67
Washita	307,663.77	49,757.89	48,439.00	405,860.66
Woods	243,511.95	40,379.17	40,407.33	324,298.45
Woodward	187,551.05	31,827.07	32,227.84	215,605.96
Totals	$25,314,696.05	$3,999,552.32	$4,056,752.68	$33,371,001.05

GROSS PRODUCTION TAX FOR ROADS AND BRIDGES RETURNED TO COUNTIES, BY FISCAL YEARS

This is One-Sixth of Total Gross Production Tax or One-Half of the Total Returned to Counties.

County	7-1-1918 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 12 Years
Adair				
Alfalfa				
Atoka				
Beaver				
Beckham	2,375.68	566.31	553.44	3,495.43
Blaine				
Bryan				
Caddo	30,309.53	2,965.59	4,040.56	37,315.68
Canadian				
Carter	1,163,304.27	70,808.97	65,322.14	1,299,435.38
Cherokee	8.30			8.30
Choctaw				
Cimarron				*
Cleveland				*
Coal				*
Comanche	988.31	103.89	56.14	1,148.34
Cotton	63,685.78	2,246.27	4,400.41	70,282.46
Craig	165.31	9.35	8.78	183.44
Creek	1,793,941.22	98,531.80	98,207.76	1,990,680.78
Custer				
Delaware				
Dewey				
Ellis				
Garfield	613,339.46	26,409.97	21,078.48	660,827.91*
Garvin	31,720.69	2,538.32	2,400.02	36,659.03
Grady	44,401.69	16,809.99	13,780.21	74,991.89*
Grant	18,220.67	4,420.08	4,596.62	27,246.37*
Greer				
Harmon				
Harper				
Haskell	1,533.05	167.34	121.77	1,822.16
Hughes	234,991.71	16,006.18	13,978.23	264,976.12
Jackson				
Jefferson	23,480.83	6,588.16	3,677.09	33,746.08
Johnston				
Kay	1,246,810	69,211.01	60,737.13	1,376,758.77
Kingfisher				
Kiowa	19.42	10.33	12.84	42.59
Latimer				*
Le Flore	2,734.84	387.81	306.61	3,429.26*
Lincoln	173,994.30	10,372.44	8,628.89	192,995.63
Logan	6,209.10	27,915.10	44,899.79	79,023.99
Love				
McClain				*
McCurtain				
McIntosh	5,252.55	17.38	33.62	5,303.55
Major				
Marshall	1,549.48	709.32	770.01	3,028.81
Mayes	34.06			34.06
Murray	13.24	532.91	107.09	653.24
Muskogee	74,342.05	3,685.90	4,197.84	82,225.79
Noble	448,367.50	19,055.00	10,204.13	477,626.63
Nowata	152,906.82	9,963.90	11,039.02	173,909.74
Okfuskee	304,327.53	27,562.56	27,108.92	358,999.01
Oklahoma	19.57	3,542.28	112,741.05	116,302.90
Okmulgee	871,498.47	23,481.20	16,347.03	911,326.70
Osage	1,821,404.16	139,658.61	112,752.73	2,073,815.50
Ottawa	373,796.29	47,301.96	41,665.89	462,764.14
Pawnee	325,889.16	16,113.71	13,576.30	355,579.17
Payne	321,541.24	17,029.15	19,933.51	358,503.90
Pittsburg	3,455.79	532.90	305.30	4,293.99
Pontotoc	33,563.18	12,166.10	13,280.19	59,009.47
Pottawatomie	106,683.44	278,715.27	248,361.75	633,760.46
Pushmataha				
Roger Mills				
Rogers	67,799.84	4,066.46	4,544.65	76,410.95
Seminole	1,504,323.66	633,546.63	663,315.21	2,801,185.50
Sequoyah	44.36	133.51	145.29	323.16
Stephens	267,774.44	29,633.76	32,109.55	329,517.75
Texas		43.38	100.88	144.26*
Tillman	5,254.47	458.12	373.51	6,086.10
Tulsa	322,789.19	13,621.68	11,302.55	347,713.42
Wagoner	41,588.67	1,741.77	1,673.17	45,003.61
Washington	191,402.45	8,942.53	8,852.85	209,197.83
Washita				
Woods				
Woodward				*
Totals	$12,697,815.40	$1,648,324.90	$1,701,648.95	$16,047,789.25

ADVALOREUM TAX FOR COUNTIES FOR ROADS AND BRIDGES BY FISCAL YEARS

County	7-1-1918 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 12 Years
Adair	5,283.53			5,283.53
Alfalfa	599,992.22	88,896.00	52,011.50	740,899.72
Atoka	147,902.54			147,902.54
Beaver	331,586.78	26,409.78	111,900.00	469,896.56
Beckham	467,874.44	65,961.16		533,835.60
Blaine	287,709.67	23,438.38	40,375.79	351,523.84
Bryan	383,934.71	31,381.67		415,316.38
Caddo	987,523.92	61,341.46	164,998.00	1,213,863.38
Canadian	896,594.30	23,278.28		919,872.58
Carter	1,688,901.00	14,895.00	30,000.00	1,733,796.00
Cherokee	71,457.53			71,457.53
Choctaw	167,491.87	6,237.20	6,912.44	180,641.51
Cimarron	138,191.10	5,032.97		143,224.07
Cleveland	158,178.50	30,946.73	28,892.00	218,017.23
Coal	39,697.76	4,582.01	3,025.00	47,304.77
Comanche	495,370.05	89,718.00	100,250.00	685,338.05
Cotton	164,655.62	21,124.16	18,281.79	204,061.57
Craig	423,015.88	45,932.03	48,103.16	517,051.07
Creek	1,054,915.15	327,853.90	332,924.90	1,715,693.95
Custer	611,450.44	43,880.28	56,158.78*	711,489.50
Delaware	61,195.00			61,195.00
Dewey	278,950.21	12,676.12		291,626.33
Ellis	254,725.38	24,301.31	23,550.62	302,577.31
Garfield	1,477,336.07	100,701.53	52,540.63	1,630,578.23
Garvin	358,314.20	45,957.30	38,213.92	442,485.42
Grady	379,053.71	42,571.91	66,174.48	487,800.10
Grant	802,723.18	120,993.01	100,822.49	1,024,538.68
Greer	226,177.44			226,177.44
Harmon	107,337.02			107,337.02
Harper	250,526.43	13,752.00	14,160.81	278,439.24
Haskell	68,043.00			68,043.00
Hughes	582,889.31	44,329.15	31,407.48	658,625.94
Jackson	391,142.70	18,193.06	34,826.50	444,162.26
Jefferson	513,636.87	25,136.01	22,501.42	561,274.30
Johnston	467,068.83	5,042.58	6,087.45	478,193.86
Kay	779,221.82	14,664.69	100,126.33	894,012.84
Kingfisher	465,683.04*		45,920.50	511,603.54
Kiowa	684,919.00	63,879.00	66,192.00	814,990.00
Latimer	36,040.90			36,040.90
Le Flore	172,559.00			172,559.00
Lincoln	872,776.59	55,498.00	57,815.00	986,089.59
Logan	467,777.39	5,489.85	11,231.34	484,498.58
Love	198,620.56			198,620.56
McClain	93,912.94	17,935.95	17,558.21	129,407.10
McCurtain	217,595.24		13,270.90	230,866.14
McIntosh	222,351.42			222,351.42
Major	411,458.15	13,941.25	12,563.10	437,962.50
Marshall	103,529.00			103,529.00
Mayes	376,108.81	14,941.00	12,629.00	403,678.81
Murray	64,443.01	8,293.00	2,608.37	75,344.38
Muskogee	1,356,951.07	104,000.27	22,162.10	1,483,113.44
Noble	550,488.55	39,988.76	28,142.85	618,620.16
Nowata	230,644.11	11,182.42	11,161.60	252,988.13
Okfuskee	647,452.65	50,709.03	50,511.20	748,672.88
Oklahoma	2,639,766.19	43,625.35		2,683,391.54
Okmulgee	934,347.10	10,845.53		945,192.63
Osage	1,630,920.22	478,863.53	432,921.90	2,542,705.65
Ottawa	470,631.88	53,072.74		523,704.62
Pawnee	515,454.67	60,899.82	40,731.63	617,086.12
Payne	137,058.84	82,155.45	78,986.02	298,200.31
Pittsburg	467,497.90	35,522.18	29,725.86	532,745.94
Pontotoc	508,213.00	36,504.30	34,519.01	579,236.31
Pottawatomie	639,953.18	535,120.00	353,562.44	1,528,635.62
Pushmataha	40,473.05	10,334.00	21,408.33	72,215.38
Roger Mills	318,272.80	13,544.85	18,710.50	350,528.15
Rogers	610,295.42	40,441.35	75,080.28	725,817.05
Seminole	116,859.52	30,066.30	133,426.83	280,352.65
Sequoyah	160,412.00	12,159.00	11,532.30	184,103.30
Stephens	567,241.38			567,241.38
Texas	248,702.32*	79,266.36	78,498.95	406,467.63
Tillman	226,327.57	22,228.03	130,500.00	379,055.60
Tulsa	5,635,603.43	174,654.90	235,780.80	6,046,039.13
Wagoner	341,241.75	25,470.68	26,454.68	393,167.11
Washington	754,641.07	87,286.18	112,140.83	954,068.08
Washita	662,087.09	69,044.61	69,130.87	800,262.57
Woods	725,687.67	68,498.10	66,421.10	860,606.87
Woodward	317,029.97		*	317,029.97
Totals	$41,962,097.63	$3,734,689.47	$3,785,543.99	$49,482,331.09

*Incomplete Information.

COUNTY REVENUE FROM ALL TAX SOURCES FOR ROADS AND BRIDGES

R ROADS AND O COUNTIES ARS		GASOLINE TAX FOR ROADS AND BRIDGES RETURNED TO COUNTIES BY FISCAL YEARS				AUTOMOBILE TAX FOR ROADS AND BRIDGES RETURNED TO THE COUNTIES BY FISCAL YEARS				GROSS PRODUCTION TAX FOR ROADS AND BRIDGES RETURNED TO COUNTIES, BY FISCAL YEARS This is One-Sixth of Total Gross Production Tax or One-Half of the Total Returned to Counties.				ADVALOREUM TAX FOR COUNTIES FOR ROADS AND BRIDGES BY FISCAL YEARS				ADVALOREUM TAX FOR TOWNSHIP FOR ROADS AND BRIDGES BY FISCAL YEARS			
-1-1929 30-1930	Total For 12 Years	7-1-1923 6-30-1928	7-1-1928 6-30-1929	7-1-1929 6-30-1930	Total For 7 Years	Total For 8 Years	7-1-1928 6-30-1929	7-1-1929 6-30-1930	Total For 10 Years	7-1-1918 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 12 Years	7-1-1918 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 12 Years	7-1-1923 7-1-1928	7-1-1928 7-1-1929	7-1-1929 7-1-1930	Total For 7 Years
440.60	$14,102.36	$ 66,380.03	$21,579.31	$23,404.16	$111,363.50	$ 50,948.48	$ 8,631.74	$10,233.26	$ 69,813.48					5,283.53			5,283.53	73,297.36	16,768.68	15,175.67	105,241.71
6,581.36	77,884.58	103,050.13	29,166.94	31,633.45	163,850.52	274,011.40	38,390.05	37,025.38	349,426.83					599,992.22	88,896.00	52,011.50	740,899.72	163,408.80	40,573.00	46,593.92	250,575.72
2,276.81	26,839.43	111,682.92	35,064.64	38,029.87	184,777.43	54,354.93	8,568.64	8,848.28	71,771.85					147,902.54			147,902.51	127,893.81	27,839.71	27,814.48	183,548.00
4,052.37	46,329.46	163,100.33	47,007.92	50,983.17	261,091.42	166,843.32	29,632.19	34,496.05	230,971.56					331,586.78	26,409.78	111,900.00	469,896.56*	66,406.00	28,516.57	30,865.43	125,788.00
4,371.87	49,350.62	106,895.66	32,111.53	34,827.03	173,834.22	278,815.65	53,259.14	54,846.18	386,920.97	2,375.68	566.31	553.44	3,495.43	467,874.44	65,961.16		533,835.60	159,185.19	21,470.33	36,838.55	217,494.07
3,668.36	45,896.65	105,694.70	30,211.04	32,765.86	168,671.60	231,686.91	37,576.81	37,659.19	306,922.91					287,709.67	23,438.38	40,375.79	351,523.84*	128,110.24	34,374.37	38,488.60	200,973.21
4,365.17	53,672.02	149,605.65	47,562.71	51,584.85	248,753.21	213,218.48	29,765.19	30,053.76	273,037.43					383,934.71	31,381.67		415,316.38	197,645.91	43,060.33	42,666.82	283,373.06
5,626.57	71,495.47	171,224.03	50,404.88	54,667.35	276,296.26	448,390.69	83,216.44	78,267.85	609,874.98	30,309.53	2,965.59	4,040.56	37,315.68	987,523.92	61,341.46	164,998.00	1,213,863.38	362,641.83	69,713.51	62,000.00	494,355.34
6,472.46	79,401.23	116,483.50	33,889.64	36,755.52	187,128.66	320,491.04	51,335.80	51,353.62	423,180.46					896,594.30	23,278.28		919,872.58*	216,430.19	54,393.58	59,523.62	330,347.39
1,003.74	94,537.97	151,364.51	45,255.40	49,082.44	245,702.35	667,292.28	77,678.45	71,323.26	816,293.99	1,163,304.27	70,808.97	65,322.14	1,299,435.38	1,688,901.00	14,895.00	30,000.00	1,733,796.00	325,058.06	78,295.00	64,356.72	467,709.78
1,454.67	22,623.96	93,098.36	30,145.62	32,694.89	155,938.87	55,307.85	9,592.87	10,384.97	75,285.69	8.30			8.30	71,457.53			71,457.53	34,603.64			34,603.64
2,540.23	31,890.35	120,480.27	38,731.83	42,007.21	201,219.31	127,260.67	17,654.23	17,931.45	162,846.35					167,491.87	6,237.20	6,912.44	180,641.51	125,123.36	28,856.42	27,413.60	181,393.38
2,316.68	26,303.04	131,866.16	40,307.96	43,716.62	215,890.74	57,857.68	12,990.72	17,957.37	88,805.77				*	138,191.10	5,032.97		143,224.07*	69,634.00	13,525.00	22,624.00	105,783.00
3,741.68	42,229.68	84,028.18	24,950.65	27,060.60	136,039.43	216,763.73	34,367.14	37,239.61	288,370.48				*	158,178.50	30,946.73	28,892.00	218,017.23	148,423.84	30,737.13	29,873.16	209,034.13
1,436.43	21,277.91	76,667.39	23,667.57	25,668.99	126,003.95	67,189.61	8,832.45	9,003.87	85,025.93				*	39,697.76	4,582.01	3,025.00	47,304.77	89,927.64	13,803.17	13,516.92	117,247.73
4,377.93	53,319.32	135,385.46	41,135.84	44,614.51	221,135.81	330,837.53	51,602.64	50,406.73	432,846.90	988.31	103.89	56.14	1,148.34	495,370.05	89,718.00	100,250.00	685,338.05	206,410.56	36,647.60	42,386.03	285,444.19
2,617.75	35,445.84	83,054.50	24,606.42	26,687.27	134,348.19	186,977.76	22,366.67	23,680.38	233,024.81	63,635.78	2,246.27	4,400.41	70,282.46	164,655.62	21,124.16	18,281.79	204,061.57	145,289.35	30,045.53	30,337.29	205,672.17
3,864.01	47,388.01	99,134.61	28,950.72	31,398.94	159,484.27	144,340.06	21,493.35	20,896.73	186,730.14	165.31	9.35	8.78	183.44	423,015.88	45,932.03	48,103.16	517,051.07	190,699.54	25,879.79	26,092.53	242,671.86
0,480.56	188,779.86	208,777.68	63,531.68	68,904.27	341,213.63	1,015,720.15	114,163.13	106,355.78	1,236,239.06	1,793,941.22	98,531.80	98,207.76	1,990,680.78	1,054,915.15	327,853.90	332,924.90	1,715,693.95	659,912.22	114,134.75	103,296.46	877,343.43
4,936.31	58,200.29	114,195.05	33,593.76	36,434.63	184,223.44	257,874.17	46,215.41	47,584.52	351,674.10					611,450.44	43,880.28	56,158.78*	711,489.50	263,740.54	51,622.59	50,562.66	365,925.79
1,166.84	15,574.44	83,411.22	26,000.47	28,199.20	137,610.89	53,564.12	9,890.04	11,085.76	74,539.92					61,195.00			61,195.00	74,236.26	6,683.80	6,651.99	87,572.05
2,381.77	29,207.30	97,950.91	28,987.69	31,439.08	158,377.68	145,539.77	23,731.96	24,124.81	193,396.54					278,950.21	12,676.12		291,626.33*	93,569.63	29,219.82	29,311.06	152,100.51
2,882.22	36,326.14	113,099.97	33,149.94	35,953.28	182,203.19	129,945.50	20,650.51	23,470.52	174,066.53					254,725.38	24,301.31	23,550.62	302,577.31	158,248.27	31,081.78	30,790.14	220,120.19
4,604.37	144,659.90	168,079.27	48,043.53	52,106.33	268,229.13	795,120.07	115,012.78	111,778.67	1,021,911.52	613,339.46	26,409.97	21,078.48	660,827.91*	1,477,336.07	100,701.53	52,540.63	1,630,578.23*	359,266.55	82,169.41	81,382.67	522,818.63
4,368.54	53,288.79	131,470.83	39,588.16	42,935.97	213,994.96	239,337.17	35,982.72	33,426.90	308,746.79	31,720.69	2,538.32	2,400.02	36,659.03	358,314.20	45,957.30	38,213.92	442,485.42	83,139.39	48,459.00	47,288.43	178,886.82
7,897.45	91,674.43	154,481.59	46,592.58	50,532.68	251,606.85	414,489.67	73,337.82	72,123.23	559,950.72	44,401.69	16,809.99	13,780.21	74,991.89*	379,053.71	42,571.91	66,174.48	487,800.10	314,274.01	73,440.40	74,856.68	462,571.09
6,436.43	88,794.47	115,390.83	31,642.09	34,317.90	181,350.82	316,082.41	41,903.59	40,002.01	397,988.01	18,229.67	4,420.08	4,596.62	27,246.37*	802,723.18	120,993.01	100,822.49	1,024,538.68*	289,013.74	76,326.02	76,464.89	441,804.65
2,505.11	30,673.07	78,934.73	24,307.68	26,363.26	129,605.67	190,063.90	34,515.34	33,547.34	258,126.58					226,177.44			226,177.44	116,379.17	17,802.28	14,777.75	148,959.20
1,942.07	22,320.87	61,900.78	19,129.78	20,747.49	101,778.05	122,670.29	21,286.06	18,973.68	162,930.03					107,337.02			107,337.02	56,233.44	15,595.47	9,638.60	81,467.51
1,835.61	30,534.71	92,020.66	26,515.40	28,757.67	147,293.73	101,306.39	17,555.40	20,358.04	139,219.83					250,526.43	13,752.00	14,160.81	278,439.24	109,619.86	23,957.54	22,892.74	156,470.14
1,399.70	19,777.08	82,936.41	26,208.14	28,424.46	137,569.01	77,547.08	7,835.27	8,699.99	94,082.34	1,533.05	167.34	121.77	1,822.16	68,043.00			68,043.00	85,019.00	22,937.05	17,448.32	125,404.37
3,673.83	44,341.93	113,345.27	34,452.95	37,366.47	185,164.69	255,143.67	43,943.05	45,401.46	344,488.18	234,991.71	16,006.18	13,978.23	264,976.12	582,889.31	44,329.15	31,407.48	658,625.94	187,539.74	42,213.46	41,426.42	271,179.62
3,725.95	49,518.97	106,336.95	31,471.39	34,132.79	171,941.13	302,295.18	48,930.70	44,378.42	395,604.30					391,142.70	18,193.06	34,826.50	444,162.26	149,348.97	35,631.18	44,794.54	229,774.69
2,949.83	39,707.62	91,636.91	28,105.74	30,482.51	150,225.16	151,816.71	23,518.53	21,492.81	196,828.05	23,480.83	6,588.16	3,677.09	33,746.08	513,636.87	25,136.01	22,501.42	561,274.30	203,663.58	40,533.45	41,911.57	286,108.60
2,404.90	27,564.04	85,363.45	27,599.36	29,933.29	142,896.10	83,547.67	10,325.34	10,386.00	104,259.01					467,068.83	5,042.58	6,087.45	478,198.86	110,839.46	20,878.98	19,019.89	150,738.33
3,083.67	141,918.65	152,051.77	42,622.37	47,311.32	242,985.46	993,887.28	130,300.21	115,381.20	1,239,568.69	1,246,810	69,211.01	60,737.13	1,376,758.77	779,221.82	14,664.69	100,126.33	894,012.84	585,040.86	98,056.94	127,464.37	810,562.17
4,734.18	60,499.28	102,721.54	29,229.53	31,701.32	163,652.39	242,327.80	35,691.01	34,966.82	312,985.63					465,683.04*		45,920.50	511,603.54	194,084.49	43,232.73	47,813.79	285,131.01
4,767.32	57,234.72	129,929.25	37,960.85	41,171.01	209,061.11	316,156.19	55,291.69	51,538.86	422,986.74	19.42	10.33	12.84	42.59	684,919.00	63,879.00	66,192.00	814,990.00	182,850.23	44,415.64	46,571.00	273,836.87
1,393.70	18,745.41	80,226.41	24,791.33	26,887.82	131,905.56	48,424.38	6,508.58	6,687.63	61,620.59				*	36,040.90			36,040.90*	19,166.28	18,986.09	12,208.85	50,361.22
4,362.73	59,816.23	197,237.46	63,067.96	68,401.31	328,706.73	204,229.77	29,278.46	31,083.16	264,591.39	2,734.84	387.81	306.61	3,429.26*	172,559.00			172,559.00	226,646.34	53,997.05	47,643.00	328,286.39
6,184.69	84,948.17	149,024.08	43,078.99	46,721.99	238,825.06	335,859.48	45,993.22	47,102.32	428,955.02	173,994.30	10,372.44	8,628.89	192,995.63	872,776.59	55,498.00	57,815.00	986,089.59	451,398.40	69,458.49	86,789.00	607,645.89
5,406.32	66,827.42	117,507.38	34,470.02	37,385.01	189,362.41	303,652.39	51,054.23	50,431.35	405,137.97	6,209.10	27,915.10	44,899.79	79,023.99	467,777.39	5,489.85	11,231.34	484,498.58	236,058.48	48,632.62	49,705.88	334,396.98
1,552.81	19,994.59	59,011.45	18,882.25	20,479.06	98,372.76	68,571.32	7,509.50	7,874.50	83,955.32					198,620.56			198,620.56*	75,307.46	21,260.91	21,260.91	117,829.28
2,847.00	31,371.32	81,004.55	25,075.83	27,196.38	133,276.76	132,773.22	25,109.01	25,721.10	183,603.33				*	93,912.94	17,935.95	17,558.21	129,407.10	164,822.72	32,689.15	37,651.01	235,162.88
2,520.45	33,683.11	200,603.49	65,460.62	70,996.30	337,060.41	139,351.54	22,350.79	25,370.19	187,072.52					217,595.24		13,270.90	230,866.14	159,293.18	29,843.86	31,248.00	220,385.04
2,710.96	33,929.83	106,779.99	33,024.76	35,817.51	175,622.26	123,460.55	14,955.44	15,326.10	153,742.09	5,252.55	17.38	33.62	5,303.55	222,351.42			222,351.42	120,797.46	25,986.36	28,985.00	175,768.82
3,250.06	39,732.74	98,376.43	27,917.97	30,278.88	156,573.28	164,650.81	23,932.46	24,529.75	213,113.02					411,458.15	13,941.25	12,563.10	437,962.50	88,048.15	35,357.51	33,838.87	157,244.53
1,836.64	34,233.01	61,053.84	18,882.28	20,479.05	100,415.17	72,568.58	9,287.33	10,686.12	92,542.03	1,549.48	709.32	770.01	3,028.81	103,529.00			103,529.00	123,294.51	22,154.13	21,265.32	166,713.96
2,234.90	33,217.82	88,070.31	25,661.90	27,832.00	141,564.21	99,617.23	15,130.95	17,287.47	132,035.65	34.06			34.06	376,108.81	14,941.00	12,629.00	403,678.81	208,063.25	29,074.00	27,535.92	264,673.17
1,868.27	23,201.93	58,274.82	17,895.05	19,408.35	95,578.22	97,099.91	15,319.85	17,670.04	130,089.80	13.24	532.91	107.09	653.24	64,443.01	8,293.00	2,608.37	75,344.38	39,309.75	13,328.78	13,543.68	66,182.21
11,090.90	148,639.81	205,154.23	59,964.05	65,034.94	330,153.22	682,837.08	88,549.86	90,036.01	861,422.95	74,342.05	3,685.90	4,197.84	82,225.79	1,356,951.07	104,000.27	22,162.10	1,483,113.44	342,266.50	68,842.43	42,579.67	453,688.60
5,127.98	57,303.16	86,536.23	24,549.52	26,625.55	137,711.30	276,541.55	30,078.41	29,650.59	336,270.55	448,367.50	19,055.00	10,204.13	477,626.63	550,488.55	39,988.76	28,142.85	618,620.16*	230,449.08	55,987.50	53,279.64	339,716.22
2,649.95	40,662.55	77,094.81	23,158.30	25,116.69	125,369.80	166,617.41	20,062.88	20,446.16	207,126.45	152,906.82	9,963.90	11,039.02	173,909.74	230,644.11	11,182.42	11,161.60	252,988.13	163,480.03	18,278.00	16,450.00	198,208.03
3,897.54	43,638.74	99,812.79	30,333.39	32,898.53	163,044.71	238,013.39	32,655.32	31,301.52	301,970.23	304,327.53	27,562.56	27,108.92	358,999.01	647,452.65	50,709.03	50,511.20	748,672.88	160,472.61	43,174.17	43,562.93	247,209.71
16,228.14	438,403.98	334,602.37	96,263.42	104,403.94	535,269.73	2,266,081.64	428,458.10	506,180.00	3,200,719.74	19.57	3,542.28	112,741.05	116,302.90	2,639,766.19	43,625.35		2,683,391.54	422,278.12	84,508.22	91,141.13	597,927.47
10,141.36	127,897.59	177,047.82	52,905.62	57,379.59	287,333.03	808,047.45	92,712.35	88,926.93	989,686.73	871,498.47	23,481.20	16,347.03	911,326.70	934,347.10	10,845.53		945,192.63	350,402.07	56,014.25	56,919.00	463,335.32
14,595.77	153,844.02	238,423.85	72,285.76	78,398.61	389,108.22	899,116.37	97,705.39	88,865.38	1,085,687.14	1,821,404.16	139,658.61	112,752.73	2,073,815.50	1,630,920.22	478,863.53	432,921.90	2,542,705.65	714,532.30	91,338.91	40,453.52	846,324.73
4,467.12	54,657.78	124,026.67	38,603.79	41,868.34	204,498.80	508,290.78	68,053.43	64,815.96	641,160.17	373,796.29	47,301.96	41,665.89	462,764.14	470,631.88	53,072.74		523,704.62	159,067.65	35,003.44	35,845.56	229,916.65
5,164.39	61,416.78	88,510.43	25,383.09	27,529.61	141,423.13	285,953.88	30,687.34	29,632.22	346,273.44	325,889.16	16,113.71	13,576.30	355,579.17	515,454.67	60,899.82	40,731.63	617,086.12	381,783.02	31,551.71	30,756.28	444,091.01
10,507.32	134,404.73	126,860.29	35,061.78	38,026.89	199,948.96	517,264.13	66,464.38	68,805.87	652,534.38	321,541.24	17,029.15	19,933.51	358,503.90	137,058.84	82,155.45	78,986.02	298,200.31	515,418.26	123,032.04	116,489.13	754,939.43
5,610.38	85,358.50	203,088.76	64,934.28	70,425.46	338,448.50	351,046.68	50,130.63	50,094.94	451,272.25	3,455.79	532.90	305.30	4,293.99	467,497.90	35,522.18	29,725.86	532,745.94	248,675.39	44,912.08	47,262.38	340,849.85
4,084.65	50,690.98	119,269.64	36,620.84	39,717.71	195,608.19	220,714.26	43,273.71	39,932.33	303,920.30	33,563.18	12,166.10	13,280.19	59,009.47	508,213.00	36,504.30	34,519.01	579,236.31	199,617.00	36,773.12	30,753.12	267,143.24
8,175.57	84,640.87	156,610.76	48,530.01	52,633.95	257,774.72	478,724.02	141,838.58	135,967.37	756,529.97	106,683.44	278,715.27	248,361.75	633,760.46	639,953.18	535,120.00	353,562.44	1,528,635.62	296,820.77	77,975.75	74,977.12	449,773.64
1,509.60	24,279.85	136,129.87	41,585.38	45,102.04	222,817.29	66,757.49	10,928.81	12,359.85	90,046.15					40,473.05	10,334.00	21,408.33	72,215.38	84,397.47	21,408.33	21,129.85	126,935.65
2,068.88	24,977.08	105,614.20	30,720.31	33,318.20	169,652.71	100,192.46	18,677.04	19,481.18	138,350.68					318,272.80	13,544.85	18,710.50	350,528.15	121,816.15	26,280.42	27,379.95	175,476.52
3,841.23	55,884.06	92,734.58	26,893.77	29,168.06	148,796.41	164,668.03	22,067.64	23,701.28	210,436.95	67,799.84	4,066.46	4,544.65	76,410.95	610,295.42	40,441.35	75,080.28	725,817.05	154,501.34	40,313.32	39,781.02	234,595.68
11,826.38	46,186.68	94,283.61	29,667.66	32,176.52	156,127.79	334,624.25	163,294.79	169,011.17	666,930.21	1,504,323.66	633,546.63	663,315.21	2,801,185.50	116,859.52	30,066.30	133,426.83	280,352.65	122,488.25	137,759.79	141,949.19	402,197.23
1,655.22	27,294.80	103,200.07	32,984.93	35,774.29	171,959.29	81,935.50	9,829.39	11,485.74	103,250.63	44.36	133.51	145.29	323.16	160,412.00	12,159.00	11,532.30	184,103.30	113,292.73	18,100.00	22,458.46	153,851.19
4,592.63	50,002.27	115,555.25	35,696.23	38,714.87	189,966.35	427,738.52	58,403.83	58,171.13	544,313.48	267,774.44	29,633.76	32,109.55	329,517.75	567,241.38			567,241.38	156,125.74	25,394.00	29,399.00	210,918.74
5,137.40	55,032.27	179,832.05	52,117.54	56,524.88	288,474.47	226,997.30	43,973.70	54,273.48	325,244.48		43.38	100.88	144.26*	248,702.32*	79,266.36	78,498.95	406,467.63	148,700.00	25,883.05	57,049.64	231,632.69
4,975.27	59,515.68	113,812.64	33,149.94	35,953.28	182,915.86	333,432.17	47,547.76	44,903.62	425,883.55	5,254.47	458.12	373.51	6,086.10	226,327.57	22,228.03	130,500.00	379,055.60	304,072.00	57,626.00	54,157.00	415,855.00
43,672.01	404,964.93	309,654.82	88,448.22	95,927.83	494,030.87	2,647,010.72	457,259.42	461,656.53	3,565,926.67	322,789.19	13,621.68	11,302.55	347,713.42	5,635,603.43	174,654.90	235,780.80	6,046,039.13	666,366.02	61,540.96	78,918.48	806,825.46
3,619.40	45,864.05	87,933.60	26,154.07	28,365.80	142,453.47	121,827.74	15,397.20	15,472.44	152,697.38	41,588.67	1,741.77	1,673.17	45,003.61	341,241.75	25,470.68	26,454.68	393,167.11	217,213.77	41,779.74	42,217.93	301,211.44
8,478.27	93,053.78	94,408.84	27,644.88	29,982.67	152,036.39	484,254.02	66,073.33	64,052.32	614,379.67	191,402.45	8,942.53	8,852.85	209,197.83	754,641.07	87,286.18	112,140.83	954,068.08	322,564.69	34,131.87	32,607.89	389,304.45
4,648.56	62,268.30	121,554.89	36,208.30	39,270.28	197,033.47	307,663.77	49,757.89	48,439.00	405,860.66					662,087.09	69,044.61	69,130.87	800,262.57	229,782.09	55,426.04	54,706.37	339,914.50
4,572.03	57,716.87	126,847.10	36,893.96	40,013.89	203,754.95	243,511.95	40,379.17	40,407.33	324,298.45					725,687.67	68,498.10	66,421.10	860,606.87	217,480.72	36,408.33	38,673.16	292,562.21
4,148.97	49,790.58	116,638.71	35,548.29	38,554.43	190,741.43	187,551.05	31,827.07	32,227.84	215,605.96				*	317,029.97		*	317,029.97	199,419.38	43,574.36	46,243.13	289,236.87
42,041.40	$5,038,676.89	$9,485,640.55	$2,845,000.00	$3,085,588.17	$15,416,228.72	$25,314,696.05	$3,999,552.32	$4,056,752.68	$33,371,001.05	$12,697,815.40	$1,648,324.90	$1,701,648.95	$16,047,789.25	$41,962,097.63	$3,734,689.47	$3,785,543.99	$49,482,331.09	$16,261,897.86	$3,306,678.79	$3,329,747.30	$22,898,323.95

*Incomplete Information.

COMPARATIVE HIGHWAY CONSTRUCTION WORK BY STATES FOR PERIOD JANUARY 1, TO NOVEMBER 1, 1930

State	Miles Paved All Types	Miles Low Type Surface	Miles Graded and Drained	Bridges Constructed
Alabama	143	26	124	44
Arizona		292	27	49
Arkansas†				
California	185	106	61	41
Colorado	39	115	50	79
Connecticut	92	42	5	6
Delaware	71	15		3
Florida	142	16	135	8
Georgia	283	47	87	41
Idaho	6	535	65	24
Illinois	903	27	152	147
Indiana	438	115	159	100
Iowa	1,040	365	420	*4,025
Kansas	95	713	668	188
Kentucky	194	320	283	23
Louisiana	600	2,500	600	*515
Maine	34	72	2	31
Maryland	244	60		61
Massachusetts	309			47
Michigan	340	60	100	50
Minnesota	290	230	395	50
Mississippi†				
Missouri	431	639	294	*221
Montana		178	262	96
Nebraska	125	580	345	70
Nevada	171	269		2
New Hampshire	60	125	5	63
New Jersey	124	36		56
New Mexico	252	184	111	72
New York	650			200
North Carolina	170	103	248	21
North Dakota		322	442	34
Ohio	548	1,146	553	192
Oklahoma	299	932	643	136
Oregon†				
Pennsylvania	854	446	185	800
Rhode Island	48	6		25
South Carolina	235	95	15	46
South Dakota	23	520	221	35
Tennessee	575	600	1,361	183
Texas	674	155	552	186
Utah	9	280	10	75
Vermont	55	192	13	46
Virginia	125	250	40	90
Washington	42	127	42	37
West Virginia	358	272	148	33
Wisconsin	427	648	192	311
Wyoming	3	364	201	
Total	11,706	14,125	9,217	8,562

†—No Report: *—Includes Concrete Culverts

	7-1-1918 7-1-1930 1-4 Mill	7-1-1923 7-1-1930 Gas Tax	7-1-1920 7-1-1930 Auto License	7-1-1918 7-1-1930 Gross Production
Adair	$ 14,102.36	$111,363.50	$ 69,813.48	.....
Alfalfa	77,884.58	163,850.52	349,426.33	.....
Atoka	26,839.43	184,777.43	71,771.85	.....
Beaver	46,329.46	261,091.42	230,971.56	.....
Beckham	49,350.62	173,834.22	386,920.97	3,495.43
Blaine	45,896.65	168,671.60	306,922.91	.....
Bryan	53,672.02	248,753.21	273,037.43	.....
Caddo	71,495.47	276,296.26	609,874.98	37,315.68
Canadian	79,401.23	187,128.66	423,180.46	.....
Carter	94,537.97	245,702.35	816,293.99	1,299,435.38
Cherokee	22,623.96	155,938.87	75,285.69	8.30
Choctaw	31,890.35	201,219.31	162,846.35	.....
Cimarron	26,303.04	215,890.74	88,805.77	.....
Cleveland	42,229.68	136,039.43	288,370.48	.....
Coal	21,277.91	126,003.95	85,025.93	.....
Comanche	53,319.32	221,135.81	432,846.90	1,148.34
Cotton	35,445.84	134,348.19	233,024.81	70,282.46
Craig	47,388.01	159,484.27	186,730.14	183.44
Creek	138,779.86	341,213.63	1,236,239.06	1,990,680.78
Custer	58,200.29	184,223.44	351,674.10	.....
Delaware	15,574.44	137,610.39	74,539.92	.....
Dewey	29,207.30	158,377.68	193,296.54	.....
Ellis	36,326.14	182,203.19	174,066.53	.....
Garfield	144,659.90	268,229.13	1,021,911.52	660,827.91*
Garvin	53,288.79	213,994.96	308,746.79	36,659.03
Grady	91,674.48	261,606.85	559,950.72	74,991.89*
Grant	88,794.47	181,350.82	397,988.01	27,246.37*
Greer	30,673.07	129,605.67	258,126.58	.....
Harmon	22,320.87	101,778.05	162,930.03	.....
Harper	30,534.71	147,293.73	139,219.83	.....
Haskell	19,777.08	137,569.01	94,082.34	1,822.16
Hughes	44,341.93	185,164.69	344,488.18	264,976.12
Jackson	49,618.97	171,941.13	395,604.30	.....
Jefferson	39,707.62	150,225.16	196,828.05	33,746.08
Johnston	27,564.04	142,896.10	104,259.01	.....
Kay	141,918.65	242,985.46	1,239,568.69	1,376,758.77
Kingfisher	60,499.28	163,652.39	312,985.63	42.59
Kiowa	57,234.72	209,061.11	422,986.74	.....
Latimer	18,745.41	131,905.56	61,620.59	.....
Le Flore	59,816.23	328,706.73	264,591.39	3,429.26*
Lincoln	84,948.17	238,825.06	428,955.02	192,995.63
Logan	66,827.42	189,362.41	405,137.97	79,023.99
Love	19,994.59	98,372.76	83,955.32	.....
McClain	31,371.32	133,276.76	183,603.33	.....
McCurtain	33,683.11	337,060.41	187,072.52	.....
McIntosh	33,929.83	175,622.26	153,742.09	5,303.55
Major	39,732.74	156,573.28	213,113.02	.....
Marshall	34,233.01	100,415.17	92,542.03	3,028.81
Mayes	33,217.62	141,564.21	132,035.65	34.06
Murray	23,201.98	95,578.22	130,089.80	653.24
Muskogee	148,639.81	330,153.22	861,422.95	82,225.79
Noble	57,303.16	137,711.30	336,270.55	477,626.63
Nowata	40,662.55	125,369.80	207,126.45	173,909.74
Okfuskee	43,638.74	163,044.71	301,970.23	358,999.01
Oklahoma	438,403.08	535,269.73	3,200,719.74	116,302.90
Okmulgee	127,897.59	287,333.03	989,686.73	911,326.70
Osage	153,844.02	389,108.22	1,085,687.14	2,073,815.50
Ottawa	54,657.78	204,498.80	641,160.17	462,764.14
Pawnee	61,416.73	141,423.13	346,273.44	355,579.17
Payne	134,404.73	199,948.96	652,534.38	358,503.90
Pittsburg	85,358.50	338,448.50	451,272.25	4,293.99
Pontotoc	50,690.98	195,608.19	303,920.30	59,009.47
Pottawatomie	84,640.87	257,774.72	756,529.97	633,760.46
Pushmataha	24,279.85	222,817.29	90,046.15	.....
Roger Mills	24,977.08	169,652.71	38,350.68	.....
Rogers	55,884.06	148,796.41	210,436.95	76,410.95
Seminole	46,186.68	156,127.79	666,930.21	2,801,185.50
Sequoyah	27,294.80	171,959.29	103,250.63	323.16
Stephens	50,002.27	189,966.35	544,313.48	329,517.75
Texas	55,032.27	288,474.47	325,244.48	144.26*
Tillman	59,515.68	182,915.86	425,883.55	6,086.10
Tulsa	404,964.99	494,030.87	3,565,926.67	347,713.42
Wagoner	45,864.05	142,453.47	152,697.38	45,003.61
Washington	93,053.78	152,036.39	614,379.67	209,197.83
Washita	62,268.30	197,033.47	405,860.66	.....
Woods	57,716.87	203,754.95	324,298.45	.....
Woodward	49,790.58	190,741.43	251,605.96	.....
C.R.I.&P. Railway	.....	.....	.....	.....
Ft. S. & W. Railway	.....	.....	.....	.....
Mo. Kan. & Tex. Ry.	.....	.....	.....	.....
A. T. & S.F. Ry.	.....	.....	.....	.....
Miscellaneous	.....	.....	.....	.....
Totals	$5,038,676.89	15,416,228.72	$33,371,001.05	$16,047,789.25

*Incomplete Information

7-1-1918 7-1-1930 County Advalorem	7-1-1923 7-1-1930 Township Advalorem	Total For County	7-1-1918 7-1-1928 Deposited With State	7-1-1928 7-1-1929 Deposited With State	7-1-1929 7-1-1930 Deposited With State	7-1-1918 7-1-1930 Total in 12 Years
$ 5,283.53	$105,241.71	$ 305,804.58	$ 40,400.00	.....	.....	$ 40,400.00
740,899.72	250,575.72	1,582,637.37	161,696.15	.....	$125,000.00	286,696.15
147,902.54	183,548.00	614,889.25	10,000.00	.....	.....	10,000.00
469,896.56*	125,788.00	1,134,077.00	23,651.20	7,000.00	.....	30,651.20
533,835.60	217,494.07	1,364,930.91	233,467.88	151,198.75	50,000.00	434,666.63
351,523.84*	200,973.21	1,073,988.21	49,335.83	.....	.....	49,335.83
415,316.38	283,373.06	1,274,162.10	800,951.77	.....	.....	800,951.77
1,213,863.38	494,355.34	2,703,201.11	810,493.37	.....	.....	810,493.37
919,872.58*	330,347.39	1,939,930.37	631,489.11	170,652.06	42,242.39	844,383.56
1,733,796.00	467,709.78	4,657,475.47	514,749.31	19,751.28	60,000.00	594,500.59
71,457.53	34,603.64	359,917.99	1,017.84	267.84	.....	1,285.68
180,641.51	181,393.88	757,990.90	230,192.85	.....	.....	230,192.85
143,224.07*	105,783.00	580,006.62	14,860.34	.....	.....	14,860.34
218,017.23	209,034.13	893,690.95	474,953.66	.....	.....	474,953.66
47,304.77	117,247.73	396,860.29	.....	.....	.....	.....
685,338.05	285,444.19	1,679,232.61	399,072.23	9,390.45	.....	408,462.68
204,061.57	205,672.17	882,835.04	33,851.62	.....	.....	33,851.62
517,051.07	242,671.86	1,153,508.79	45,000.00	.....	.....	45,000.00
1,715,693.95	877,343.43	6,299,950.71	1,248,018.38	6,959.36	.....	1,251,977.74
711,489.50	365,925.79	1,671,513.12	.....	.....	.....	.....
61,195.00	87,572.05	376,492.30	18,147.12	.....	.....	18,147.12
291,626.33*	152,100.51	824,708.36	.....	.....	.....	.....
302,577.31	220,129.19	915,293.36	19,894.73	.....	73,700.00	93,594.73
1,630,578.23*	522,518.63	4,249,025.32	794,765.69	25,873.07	.....	820,638.76
442,485.42	173,886.82	1,234,061.81	.....	.....	10,000.00	10,000.00
487,800.10	462,571.09	1,928,595.08	454,309.05	.....	.....	454,309.05
1,024,538.68*	441,804.65	2,161,723.00	256,494.84	80,849.44	50,380.62	387,724.90
226,177.44	148,959.20	793,541.96	37,824.04	.....	.....	37,824.04
107,337.02	81,467.51	475,833.48	4,883.12	.....	.....	4,883.12
278,439.24	156,470.14	751,957.65	20,795.88	.....	.....	20,795.88
68,043.00	125,404.37	446,697.96	69,199.96	.....	.....	69,199.96
658,625.94	271,179.62	1,768,776.48	620,362.04	.....	20,000.00	640,362.04
444,162.26	229,774.69	1,291,001.35	172,820.42	.....	900.00	173,720.42
561,274.30	286,108.60	1,267,889.81	200,000.00	.....	.....	200,000.00
478,193.86	160,738.33	903,656.34	251,830.00	1,550.00	.....	253,380.00
894,012.54	810,562.17	4,705,806.58	1,377,738.05	.....	41,850.48	1,419,588.53
511,603.54	285,131.01	1,333,914.44	195,513.57	6,885.40	48,114.60	250,513.57
814,990.00	273,836.87	1,778,109.44	106,650.89	.....	27,558.83	134,209.72
36,040.90*	50,361.22	298,673.08	311,471.08	.....	.....	311,471.08
172,559.00	328,286.39	1,157,389.00	756,335.00	.....	.....	756,335.00
986,089.59	607,646.89	2,539,459.36	916,050.00	5,828.25	.....	921,878.25
484,498.58	334,396.98	1,559,247.35	532,814.85	.....	.....	532,814.85
198,620.56	117,329.28	518,772.51	.....	.....	.....	.....
129,407.10	235,162.88	712,821.39	121,950.00	45,000.00	7,500.00	174,450.00
230,866.14	220,385.04	1,009,067.22	423,258.33	.....	.....	423,258.33
222,351.42	175,768.82	766,717.97	165,745.00	.....	.....	165,745.00
437,962.50	157,244.53	1,004,626.07	42,657.09	7,850.00	.....	50,507.09
103,529.00	166,713.96	500,461.98	199,801.75	.....	.....	199,801.75
403,678.81	264,673.17	975,203.72	121,002.81	.....	.....	121,002.81
75,344.38	66,182.21	391,049.83	208,925.87	.....	.....	208,925.87
1,483,113.44	453,688.60	3,359,243.81	1,064,638.24	87,286.21	185,482.50	1,337,406.95
618,620.16*	339,716.22	1,967,248.02	639,338.80	.....	.....	639,338.80
252,988.13	198,208.03	998,264.70	434,370.76	96,500.00	35,000.00	565,870.76
748,672.88	247,209.71	1,863,535.28	499,155.13	.....	.....	499,155.13
2,683,391.54	597,927.47	7,572,015.36	1,386,965.21	276,665.91	.....	1,663,631.12
945,192.63	463,335.32	3,724,772.00	1,081,814.29	5,000.00	344.00	1,087,158.29
2,542,705.65	846,324.73	7,091,485.26	823,252.45	133,575.67	46,495.77	1,003,323.89
523,704.62	229,916.65	2,116,702.16	152,650.09	.....	30,000.00	182,650.09
617,086.12	444,091.01	1,965,869.65	759,143.61	93,500.00	23,623.90	876,267.51
289,200.31	754,939.43	2,398,531.71	627,643.60	259,472.77	389,680.00	1,276,796.37
532,745.94	340,849.85	1,752,969.03	837,838.10	.....	.....	837,838.10
579,236.31	267,143.24	1,455,608.49	206,646.99	235,299.69	.....	441,946.68
1,528,635.62	449,773.64	3,711,115.28	415,504.98	35,086.62	253,509.05	704,100.65
72,215.38	126,935.65	536,294.32	38,644.00	.....	.....	38,644.00
350,528.15	175,476.52	858,985.14	.....	.....	25,000.00	25,000.00
725,817.05	234,595.68	1,451,941.10	343,643.30	.....	1,312.00	344,955.30
280,352.65	402,197.23	4,352,980.06	101,700.00	183,635.82	112,744.42	398,080.24
184,103.30	153,851.19	640,782.37	131,557.54	.....	.....	131,557.54
567,241.38	210,918.74	1,891,959.97	1,030,163.85	.....	.....	1,030,163.85
405,467.63	231,632.69	1,366,995.80	28,553.72	.....	45,000.00	73,553.72
379,055.60	415,855.00	1,469,311.79	.....	.....	41,889.60	41,889.60
6,046,039.13	806,825.46	11,665,500.54	1,430,323.39	.....	150,000.00	1,580,323.39
393,167.11	301,211.44	1,030,397.06	203,494.74	.....	7,499.15	210,993.89
954,068.08	389,304.45	2,412,040.20	898,621.61	9,000.00	20,000.00	927,621.61
800,262.57	339,914.50	1,805,339.50	187,612.72	9,835.00	52,318.41	249,766.13
860,606.87	292,562.21	1,738,939.35	107,658.84	.....	20,000.00	127,658.84
317,029.97	289,236.87	1,098,404.81	44,939.95	.....	.....	44,939.95
.....	.....	.....	.....	.....	15,813.00	15,813.00
.....	.....	.....	.....	.....	6,000.00	6,000.00
.....	.....	.....	.....	10,000.00	5,405.16	15,405.16
.....	.....	.....	.....	2,853.47	.....	2,853.47
.....	.....	.....	.....	449.95	.....	449.95
$49,482,331.09	$22,898,323.95	$142,254,350.95	$27,639,208.23	$1,977,217.01	$1,982,474.28	$31,598,899.52

MOTOR VEHICLE REGISTRATION FEES, LICENSES, PERMITS, FINES, ETC., 1929

(Compiled from reports of State authorities)

State	Total Gross Receipts	Registration Receipts: Motor Car Receipts: Total Motor Cars	Passenger Cars and Buses	Trucks and Tractors	Other Vehicles: Trailers	Motorcycles	Miscellaneous Receipts: Dealers' Licenses	Chauffeur and Operator Permits	Other Miscellaneous
Alabama[2]	$ 3,736,380	$ 526,390	$ 300,214	$ 226,176	$ 13,311	$ 1,222	$ 775		
Arizona	748,565	4,125,968			42,120		6,510	$ 20,202	$186,665
Arkansas	4,212,161	9,026,648	5,729,508	3,297,140	330,908	34,681	48,540	23,019	14,544
California	10,489,068	1,691,618	1,382,742	308,876	2,138	1,985	30,256	327,085	721,206
Colorado	1,835,386	6,075,244	4,630,608	1,444,636	12,675	10,386	92,137	15,765	93,624
Connecticut	7,992,755	825,115	602,287	222,828	5,298	1,225	7,680	1,160,031	642,282
Delaware	1,023,440	4,893,564	3,601,701	1,291,863		5,291	25,329	183,259	863
Florida	4,959,129	4,491,505	3,705,564	785,941	20,199	5,619	38,427	4,279	30,666
Georgia	4,568,209	1,743,294	1,431,716	311,578	8,422	1,773	27,735	5,859	6,600
Idaho	1,787,467	15,938,407	12,249,403	3,689,004	84,549	19,770	90,140	1,560	4,683
Illinois	17,087,209	5,727,856	4,404,613	1,323,243	52,387	5,202	51,230	373,679	580,664
Indiana	6,253,424	11,048,755	9,849,983	1,198,772	6,511	5,871	84,166	37,130	379,619
Iowa	11,919,350	5,673,956				5,688	33,262	38,134	735,913
Kansas	5,697,306	5,204,833	4,023,896	1,180,937					19,220
Kentucky	5,381,302	4,456,325							
Louisiana	4,523,634	2,316,935	1,762,353	554,582	5,126	6,572	45,687	47,064	90,505
Maine	3,030,128	2,538,840	2,263,128	275,712	22,306	9,755	36,162	67,152	157
Maryland	3,295,314	4,125,779	2,927,100	1,198,679	24,310	8,768	9,283	478,411	177,397
Massachusetts	7,117,725	21,188,145	16,296,515	4,891,630	315,204	15,600	101,863	211,658	476,593
Michigan	23,212,316	10,690,671	8,871,718	1,818,953	21,570	7,081	39,384	1,888,676	1,060,909
Minnesota	10,846,826							297,657	1,293,847
Mississippi	2,963,381	9,663,645						55,647	32,473
Missouri	9,690,727								
Montana[2]	1,549,487	4,028,067	3,411,760	616,307	8,660	3,236	58,672		27,082
Nebraska	4,289,969	296,881	292,172			475	4,000		
Nevada	2,248,213	1,796,597				6,615	30,833		191,334
New Hampshire	14,803,016	10,814,412	6,850,483	3,963,929	88,322	13,062	85,240		234
New Jersey	756,763	723,234	646,505	82,729	5,648	563	11,144	291,207	122,961
New Mexico	38,293,313	34,040,850	24,411,272	9,629,578	147,714	59,210	216,279	2,901,719	900,261
New York	7,045,116								16,169
North Carolina[2]	1,989,475	1,973,344	1,564,028	409,316		1,222	14,909	3,146,192	683,068
North Dakota	12,860,453	12,324,285							
Ohio	6,964,360								
Oklahoma[2]	7,644,226	7,346,205	6,327,607	1,018,598		9,597	29,213		
Oregon	29,264,695	21,932,337	15,406,163	6,526,674	57,423	33,426	360,371	11,125	535,043
Pennsylvania	2,493,809	1,985,526	1,531,955	453,571	1,848	3,322	16,030		
Rhode Island	2,674,379	2,509,158	2,109,228	399,930	31,042	1,470	30,882	62,932	196,279
South Carolina	3,150,657	3,064,539	2,629,191	435,348		9,264	27,750	2,608,203	4,272,435
South Dakota	4,288,420							314,948	82,135
Tennessee[2]	20,418,696	19,678,457	16,240,125	3,438,332	205,932	15,918	71,160		101,827
Texas	838,300								57,404
Utah[2]	2,339,782	2,007,736	1,666,898	340,838		3,348	33,945		
Vermont	6,148,296	5,662,036	4,794,734	867,302	8,164	8,121	72,902	37,439	409,795
Virginia	7,547,382	6,962,851	5,451,794	1,511,057	59,766	12,647	90,606		
Washington	4,565,836	4,131,275	3,223,064	908,211	5,105	6,095	48,640	247,292	47,466
West Virginia	11,780,703	11,382,876	9,072,253	2,310,623	20,180	17,653	107,815	52,367	341,706
Wisconsin	647,200							407,958	13,554
Wyoming[2]	665,914	168,672	135,675	22,997		1,009	2,107	188,679	236,042
District of Columbia								71,703	180,476
Detailed Totals[2]	319,810,899	284,792,752	(13)	(13)	1,606,838	344,392	2,081,064	191,763	312,363
Grand Total	347,843,543							15,719,794	15,266,059

State	Disposition of Gross Receipts: Collection and Administration	For Highway Purposes: State Highways	Local Roads	State and County Road Bonds[4]	For Other Purposes	State
Alabama[2]	$177,819	$ 1,324,322	$ 728,594	$ 1,505,645		Alabama[2]
Arizona		748,565				Arizona
Arkansas	$4,243	914,039	543,369	[5] 2,670,510		Arkansas
California	2,098,197	4,195,436	4,195,435			California
Colorado	166,652	$34,367	$34,367			Colorado
Connecticut	618,158	7,374,597				Connecticut
Delaware		1,023,440				Delaware
Florida	297,548	3,496,186	1,165,395			Florida
Georgia	164,825	4,403,384				Georgia
Idaho	29,344	175,813	1,582,310			Idaho
Illinois		9,623,138		7,428,636	[6] $ 35,435	Illinois
Indiana	276,100	5,977,324				Indiana
Iowa	417,177	10,962,849	392,225		[7] 147,099	Iowa
Kansas	292,602	3,804,704	1,600,000			Kansas
Kentucky	235,562	4,555,272	590,468			Kentucky
Louisiana	50,000	4,473,684				Louisiana
Maine	267,806	1,958,220		664,102	[9] 140,000	Maine
Maryland	329,531	2,372,626			[9] 593,157	Maryland
Massachusetts	1,392,066	4,995,116		730,543		Massachusetts
Michigan	891,104	15,239,152	6,000,000	1,082,060		Michigan
Minnesota		6,990,359		[10] 3,800,527	[6] 55,940	Minnesota
Mississippi	151,380	255,401	2,558,600			Mississippi
Missouri	454,982	6,168,245		3,067,500		Missouri
Montana[2]	86,914		1,429,260		[11] 38,313	Montana[2]
Nebraska	105,927	1,239,342	2,891,798		[7] 52,902	Nebraska
Nevada	15,524	107,385		173,972		Nevada
New Hampshire	175,797	2,057,374			[7] 15,042	New Hampshire
New Jersey	948,071	8,716,581	4,782,258		[12] 356,106	New Jersey
New Mexico	74,692	449,726	224,862	[13] 7,483		New Mexico
New York	1,415,965	27,360,992	5,806,006		[14] 3,710,350	New York
North Carolina[2]	300,000	4,239,853		2,505,263		North Carolina[2]
North Dakota	262,915	[15] 928,280	798,280			North Dakota
Ohio	390,000	6,430,226	6,040,227			Ohio
Oklahoma[2]	215,310	2,770,092	3,978,958			Oklahoma[2]
Oregon	351,326	2,142,138	1,807,381	3,343,382		Oregon
Pennsylvania	1,750,000	23,321,287		2,761,783	[8] 931,645	Pennsylvania
Rhode Island	229,644	2,117,414	45,338		[16] 11,413	Rhode Island
South Carolina	29,907	2,644,472				South Carolina
South Dakota	63,013	1,575,329	1,512,315			South Dakota
Tennessee[2]	107,368	2,090,526	2,090,526			Tennessee[2]
Texas	796,572	11,521,233	8,100,891			Texas
Utah[2]	130,000	372,900		335,400		Utah[2]
Vermont		2,339,782				Vermont
Virginia	260,000	5,885,296				Virginia
Washington	346,714	4,561,223	2,231,487		[8] 407,958	Washington
West Virginia	215,621	1,210,460		3,106,667	[7] 33,088	West Virginia
Wisconsin	650,000	6,199,689	4,931,014			Wisconsin
Wyoming[2]		647,200				Wyoming[2]
District of Columbia	86,423				[17] 579,491	District of Columbia
Detailed Totals[2]						Detailed Totals[2]
Grand Total	17,402,798	223,292,969	66,861,364	33,183,473	7,102,939	Grand Total

[1] Financial data only on this table. For number of registrations, etc., see preceding page."
[2] Eight states thus noted do not report complete details, and receipts are not included in "detail totals."
[3] States for which no figures are shown make appropriations for administration.
[4] Payments on State highway bonds, except as noted.
[5] Includes payments on county bonds of $1,971,291.
[6] For State general funds.
[7] For State motor vehicle fee refunds.
[8] For State highway motor patrol.
[9] For Baltimore city streets.
[10] County bond payments assumed by State.
[11] For auto theft fund.
[12] Includes $105,106 for new State highway office building and $251,000 for free bridge commission.
[13] Interest on notes outstanding.
[14] For New York City general fund.
[15] Includes special State bridge fund.
[16] For administration of fuel tax law.
[17] For traffic control signals, and streets, as appropriated by Congress.
[18] Only 34 States report detail of motor car receipts as follows: Passenger car and bus receipts $189,499,784, and truck and tractor receipts $56,955,890, making a total of $246,455,674.

COMPARATIVE INCO
DISTRIBUTION ON AUTO LICENS

State	Federal Aid Allotment 1931	Number of Motor Vehicles	Gross Motor Vehicle License Fees	Total Tax on Gasoline For Motor Vehicles	Total License Tax and Gas Tax
Alabama	$2,615,434	285,533	$3,736,380	$7,105,009	$10,841,389
Arizona	1,768,023	109,013	748,565	2,559,831	3,308,396
Arkansas	2,174,786	233,128	4,212,161	6,681,029	10,893,190
California	4,181,212	1,974,341	10,489,068	34,192,087	44,681,155
Colorado	2,315,948	303,489	1,835,386	5,217,479	7,052,865
Connecticut	792,359	328,063	7,992,755	4,047,092	12,039,847
Delaware	609,375	54,960	1,023,440	935,947	1,959,387
Florida	1,543,232	345,977	4,959,129	12,203,056	17,162,185
Georgia	3,316,029	358,905	4,568,209	10,224,108	14,792,317
Idaho	1,554,594	118,074	1,787,467	1,945,980	3,733,447
Illinois	5,150,396	1,615,088	17,087,209	11,659,778	28,746,987
Indiana	3,172,253	866,715	6,253,424	15,610,251	21,863,675
Iowa	3,330,593	784,450	11,919,350	9,355,785	21,275,135
Kansas	3,397,874	581,223	5,697,306	8,171,205	13,868,511
Kentucky	2,356,367	332,848	5,381,302	7,742,564	13,123,866
Louisiana	1,745,445	280,868	4,523,634	6,978,651	11,502,285
Maine	1,121,860	184,506	3,030,128	3,708,682	6,738,810
Maryland	1,051,714	319,873	3,295,314	6,297,168	9,594,482
Massachusetts	1,813,916	817,704	7,117,725	9,758,816	16,876,541
Michigan	3,652	1,395,102	23,212,316	21,309,009	44,521,325
Minnesota	3,497,306	730,399	10,846,826	8,892,125	19,738,951
Mississippi	2,209,509	250,011	2,963,381	7,045,120	10,008,501
Missouri	3,957,237	756,680	9,690,727	7,680,672	17,371,399
Montana	2,580,405	140,387	1,549,487	2,802,017	4,351,504
Nebraska	2,644,726	418,226	4,289,969	7,799,479	12,089,448
Nevada	1,598,987	31,915	296,881	652,301	949,182
New Hampshire	609,375	108,880	2,248,213	2,267,052	4,515,265
New Jersey	1,565,749	832,332	14,803,016	9,961,276	24,764,292
New Mexico	1,984,363	78,374	756,763	2,273,966	3,030,729
New York	6,002,475	2,263,259	38,293,313	19,055,174	57,348,487
North Carolina	2,871,722	483,602	7,045,116	12,006,384	19,051,500
North Dakota	2,001,841	188,046	1,989,475	1,799,226	3,788,701
Ohio	4,584,440	1,766,614	12,860,453	34,182,188	47,042,641
OKLAHOMA	2,922,569	602,954	7,126,123	10,585,394	17,711,527
Oregon	1,997,569	269,007	7,644,226	4,542,602	12,186,828
Pennsylvania	5,517,738	1,733,282	29,264,695	35,747,314	65,012,009
Rhode Island	609,375	134,009	2,403,809	1,542,759	3,946,568
South Carolina	1,769,848	231,274	2,674,379	6,866,608	9,540,987
South Dakota	2,054,077	204,199	3,150,657	3,545,765	6,696,422
Tennessee	2,687,123	362,431	4,288,420	9,290,853	13,579,273
Texas	7,620,239	1,348,107	20,418,696	22,317,494	42,736,190
Utah	1,416,493	112,661	838,300	1,979,226	2,817,526
Vermont	609,375	93,030	2,339,782	1,703,091	4,042,873
Virginia	2,379,788	387,205	6,145,296	9,894,941	16,040,237
Washington	1,940,922	442,341	7,547,382	5,943,039	13,490,421
West Virginia	1,324,680	268,888	4,565,836	4,866,192	9,432,028
Wisconsin	3,075,234	793,502	11,780,703	7,485,039	19,265,742
Wyoming	1,568,607	60,680	647,200	1,296,299	1,943,499

ME DATA BY STATES
E AND GAS TAX FOR YEAR 1929

Gas Tax Per Gallon Jan.	Gas Tax Per Gallon Dec.	Gas and License Tax State Highways	Gas and License Tax Counties	Gas and Auto License Tax For St. & Co. Bonds	Average License Tax Per Vehicle	Average Gas Tax Per Vehicle	Property Tax	Total Of All Taxes To Vehicles
4	4	$3,691,345	$4,251,041	$2,683,331	$13.08	$24.88	$ 7.80	$45.76
4	4	2,348,459	959,945	None	6.87	23.48	8.80	39.15
5	5	5,109,725	964,274	4,701,543	18.07	28.66	4.00	50.73
3	3	27,376,692	15,156,103	None	5.31	17.32	15.00	37.63
3	4	4,454,171	2,269,845	None	6.05	17.19	9.36	32.60
2	2	11,471,772	None	None	24.36	12.49	9.29	46.14
3	3	1,959,387	None	None	13.62	17.03	None	35.65
5	6	9,163,007	2,709,541	None	14.33	35.35	10.00	59.68
4	6	10,970,793	2,195,045	None	12.73	28.49	6.90	48.12
4	4	2,108,359	1,582,310	None	15.14	16.48	None	31.62
0	3	17,379,657	3,878,259	7,428,636	10.57	7.21	9.37	27.15
3	4	17,660,402	2,920,770	None	7.21	18.01	5.24	30.46
3	3	15,574,629	5,104,502	None	15.19	11.92	None	27.11
2	3	10,175,909	3,400,000	None	9.80	14.06	5.16	29.02
5	5	12,272,059	590,468	None	16.17	23.26	8.40	47.83
2	4	9,729,416	None	1,722,869	16.11	24.85	6.64	47.60
4	4	4,259,864	1,389,986	664,102	16.42	20.10	10.18	46.70
4	4	7,408,360	None	None	10.30	19.69	6.25	36.24
2	2	11,765,923	2,968,009	730,543	8.70	11.92	11.33	31.96
3	3	26,297,469	12,810,406	4,082,060	16.64	15.28	None	31.92
2	3	13,274,262	2,608,222	3,800,527	14.86	12.17	None	27.02
5	5	2,990,002	6,782,132	None	11.85	28.70	12.41	52.96
2	2	13,793,977	None	3,067,500	12.81	10.15	8.60	31.56
3	5	2,788,433	1,429,260	None	11.04	19.96	3.00	34.00
2	4	7,221,771	4,701,348	None	10.25	18.65	3.98	32.89
4	4	706,762	52,924	173,972	9.30	20.44	52.88	82.02
4	4	3,757,663	None	566,763	20.65	20.82	None	41.47
2	2	18,602,645	4,782,253	None	17.79	12.01	None	29.80
5	5	2,202,448	224,862	498,733	9.66	29.22	8.50	47.38
0	2	41,639,036	9,613,484	None	16.92	8.43	None	25.35
4	5	11,942,500	None	6,800,000	14.57	24.83	3.38	42.78
2	3	2,324,383	1,178,280	None	10.58	9.58	None	20.16
3	4	27,747,194	12,608,014	None	7.26	19.29	10.40	36.97
3	4	10,682,085	7,029,442	None	11.82	17.55	None	29.37
3	3	6,675,889	1,807,381	3,343,382	23.42	16.89	None	45.31
3	4	50,882,366	5,217,705	6,094,970	16.88	20.63	None	37.51
2	2	3,277,685	45,338	385,690	17.94	11.54	20.00	49.48
5	6	8,370,369	1,145,179	None	11.56	20.71	5.00	46.27
4	4	4,161,223	1,512,315	845,416	15.43	17.36	None	32.79
3	5	7,027,515	3,809,855	2,588,081	11.83	25.63	9.30	46.76
2	4	28,359,354	8,100,891	None	15.15	16.55	3.28	34.98
3½	3½	1,909,860	None	873,900	7.44	17.57	7.25	32.26
3	4	4,042,873	None	None	25.15	18.31	None	43.46
5	5	12,481,923	3,293,314	None	15.87	25.55	5.00	46.42
2	3	9,224,535	3,511,164	None	17.06	13.44	10.87	41.37
4	4	3,587,185	None	5,603,240	16.98	18.12	7.47	42.57
2	2	8,951,901	9,114,065	None	14.84	9.43	6.15	30.42
3	4	1,671,357	268,076	None	10.67	21.36	9.10	41.13

TABLE SHOWING IMPORTANT STATISTICS BEARING ON THE ROAD PROBLEM OF EACH STATE, WITH THE FACTS AS TO THE ACCOMPLISHMENTS OF EACH STATE IN SEVERAL VITAL ASPECTS

State	Land Area Square Miles	Population 1930 Thousand	Approx. True Value of All Property Millions of Dollars	Number Motor Vehicles Registered 1929	Total Fees and Gas Tax Collected in 1929 in Thous. of Dollars	Gasoline Tax Per Gal.	Average Amount Collected Per Motor Vehicle 1929. In Dollars	Miles Rural Public Roads	Miles State Road System 1930	Per Cent State Rd. Sy. Is of All Public Roads	Per Cent State Rd. Sy. Maintained By State	Miles of Surfaced Roads in State System		Surfaced Roads in State System					
												1929-1930 Approx. Mileage	Per Cent Mileage State System	Per 100 Sq. Miles Area	Each 100,000 Inhabitants	For $100,000,000 True Value	Each 1,000 Motor Vehicles Registered	Each $100,000 Collected Motor Vehicles	Each 1,000 Miles Public Highways
Alabama	52,250	2,645	2,064	285,533	9,943	4c	34.90	63,706	5,590	8.8	86.2	5,031	90.0	9.6	190.2	243.7	.....	50.6	78.9
Arizona	113,810	435	.....	109,013	3,308	4c	30.30	74,545	2,457	14.0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arkansas	53,335	1,944	2,497	236,885	10,849	5c	45.80	66,039	8,461	12.8	100.0	1,015	12.0	1.9	52.2	40.6	4.3	9.3	15.4
California	155,652	5,642	14,718	2,026,868	43,394	3c	21.66	85,156	5,581	7.7	96.8	4,784	72.0	3.1	84.8	32.5	2.4	10.9	56.2
Colorado	103,658	1,035	2,650	303,189	7,396	4c	24.39	59,000	9,200	13.4	37.0	4,140	45.0	4.0	400.0	156.2	13.7	56.0	82.8
Connecticut	5,004	1,602	3,010	327,916	11,680	2c	34.56	9,674	1,342	13.9	100.0	1,141	85.0	22.8	71.2	37.9	3.4	9.8	118.0
Delaware	1,965	287	368	54,950	1,930	3c	35.12	3,796	794	20.9	93.5	794	100.0	40.4	335.0	215.8	14.4	41.1	208.9
Florida	54,861	1,466	.....	345,977	17,162	5&6c	49.60	29,583	8,524	28.80	.....	.....	.....	.....	.....	.....	.....	.....	.....
Georgia	58,725	2,902	.....	358,905	14,792	4&6c	41.20	98,462	7,088	7.2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Idaho	83,354	446	1,500	119,233	3,981	4&5c	33.39	39,078	4,245	10.9	68.3	2,674	63.0	3.2	599.6	178.3	22.4	67.2	68.4
Illinois	56,665	7,608	22,233	1,619,693	28,746	3c	17.75	93,200	9,800	10.0	86.7	7,500	77.0	13.2	98.6	33.7	4.6	.....	76.4
Indiana	36,045	3,226	10,334	882,802	22,375	4c	25.35	73,131	5,440	7.4	93.1	5,386	99.0	14.9	166.9	52.1	6.1	24.1	73.6
Iowa	56,147	2,500	7,250	800,000	19,561	3c	24.45	102,890	6,770	6.6	100.0	5,958	88.0	10.6	238.3	82.2	7.4	30.5	57.9
Kansas	82,020	1,860	5,737	585,683	16,585	3c	28.32	132,536	8,690	6.6	100.0	3,911	45.0	4.8	209.3	68.2	6.7	23.6	29.5
Kentucky	40,181	2,623	3,792	330,990	12,637	5c	38.18	53,000	15,000	28.3	30.1	4,350	29.0	10.8	165.8	114.7	13.1	34.4	82.1
Louisiana	45,409	2,094	.....	280,868	11,502	2&4c	39.80	33,120	7,939	24.0	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maine	33,040	800	.....	187,086	6,834	4c	36.53	23,104	6,303	27.3	9.8	1,197	19.0	3.6	149.6	.....	6.4	17.5	51.8
Maryland	9,938	1,631	2,968	320,081	10,076	4c	31.48	14,810	3,216	21.7	100.0	3,216	100.0	32.4	197.2	108.4	10.0	31.9	217.2
Massachusetts	10,078	4,254	.....	1,028,722	14,880	2c	14.46	24,000	5,976	24.9	100.0	1,800	30.0	17.9	42.3	.....	1.8	12.1	75.0
Michigan	57,380	4,842	.....	1,395,102	43,013	3c	30.83	75,000	7,764	10.4	99.9	7,453	96.0	13.0	153.9	.....	5.3	17.3	99.4
Minnesota	78,649	2,567	6,000	730,399	19,379	3c	27.02	110,500	6,955	6.3	100.0	1,391	20.0	1.8	54.2	23.2	1.9	7.0	12.6
Mississippi	46,362	2,007	.....	260,115	7,339	5c	28.22	59,035	4,000	6.8	100.0	350	9.0	0.8	.....	.....	1.3	4.8	5.9
Missouri	68,727	3,619	.....	756,680	18,059	2c	23.87	110,500	8,200	7.4	97.3	5,330	65.0	7.8	147.3	.....	7.0	29.6	48.2
Montana	.....	.....	.....	.....	.....	5c	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nebraska	76,808	1,334	4,223	546,358	11,756	4c	21.51	85,000	8,371	9.8	9.4	5,023	60.0	6.5	376.6	118.9	9.2	42.7	59.1
Nevada	110,000	91	334	32,007	949	4c	29.65	22,000	3,741	17.0	53.5	2,245	60.0	2.0	2,467.0	672.2	70.1	236.6	102.0
New Hampshire	9,031	465	.....	108,880	4,515	4c	41.40	12,025	1,494	12.4	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey	8,224	4,028	6,395	839,165	24,423	2c	29.10	18,734	1,873	10.0	64.3	937	50.0	11.4	23.3	14.7	1.1	3.8	50.0
New Mexico	122,634	427	502	78,116	3,047	5c	39.00	12,000	9,343	77.9	58.4	2,336	25.0	1.9	547.1	465.3	29.9	76.7	194.7
New York	47,654	13,000	38,876	2,313,825	58,068	2c	25.10	80,000	13,000	16.3	100.0	11,050	85.0	23.2	85.0	28.4	4.8	19.0	138.1
North Carolina	52,250	3,165	.....	503,190	19,776	5c	39.30	71,530	8,798	12.5	94.3	5,279	60.0	10.1	166.8	.....	10.5	26.7	.....
North Dakota	70,837	681	1,330	188,276	3,830	3c	20.34	106,000	7,500	7.1	60.0	3,000	40.0	4.2	440.5	225.6	15.9	78.3	28.3
Ohio	40,746	6,000	13,500	1,835,923	45,515	4c	24.80	73,563	11,670	15.9	100.0	11,437	98.0	28.1	190.6	84.7	6.2	25.1	155.5
Oklahoma	69,414	2,391	3,659	602,954	17,476	3&4c	28.90	112,698	6,418	5.7	90.0	3,368	52.0	4.9	140.9	92.0	5.6	19.3	29.8
Oregon	96,699	953	1,940	275,066	12,096	3c	43.97	50,470	4,368	8.7	88.6	3,669	84.0	3.8	385.0	189.1	13.3	30.3	72.7
Pennsylvania	44,832	9,641	19,419	1,830,021	51,837	4c	28.33	103,225	13,338	12.9	100.0	9,830	74.0	21.9	102.0	50.6	5.4	19.0	95.2
Rhode Island	1,053	687	1,858	135,000	3,999	2c	29.62	2,680	1,007	37.6	53.0	604	60.0	57.4	87.9	32.5	4.5	15.1	225.4
South Carolina	30,989	1,732	1,105	276,318	7,416	6c	26.84	53,218	5,981	11.2	92.2	1,794	30.0	5.8	103.6	162.4	6.5	24.2	33.7
South Dakota	77,615	891	1,744	202,959	8,188	4c	40.34	115,690	6,000	5.2	12.7	3,900	65.0	5.0	437.7	223.6	19.2	47.6	33.7
Tennessee	41,687	2,608	.....	362,431	13,579	3&5c	37.38	64,490	6,810	10.6	.....	.....	.....	.....	.....	.....	.....	.....	.....
Texas	265,896	4,280	.....	1,366,463	31,738	4c	23.23	200,000	18,323	9.2	100.0	9,994	55.0	3.8	233.5	.....	7.3	31.5	50.0
Utah	82,184	503	1,445	112,661	2,818	3½c	25.01	24,000	3,448	14.4	99.5	2,069	60.0	2.5	411.3	143.2	18.4	73.4	86.2
Vermont	9,565	359	.....	94,378	4,043	4c	42.84	10,826	4,215	38.9	55.4	3,456	82.0	36.1	962.7	.....	36.6	85.5	319.2
Virginia	40,262	2,419	.....	409,906	16,347	5c	39.88	59,080	7,132	12.1	100.0	5,349	75.0	13.3	221.1	.....	13.1	32.7	90.5
Washington	66,836	1,562	2,482	460,411	13,596	3c	29.53	43,930	3,312	7.5	96.9	2,881	87.0	4.3	184.4	116.1	6.3	21.2	65.6
West Virginia	24,022	1,728	3,460	268,888	9,439	4c	35.10	34,799	4,055	11.6	78.1	3,041	75.0	12.7	176.0	87.9	11.3	32.2	87.4
Wisconsin	55,858	3,000	5,976	822,644	19,280	2c	23.44	82,160	10,221	12.4	100.0	8,994	88.0	16.1	299.8	150.5	10.9	46.7	109.5
Wyoming	97,548	235	1,280	60,680	1,675	4c	27.60	46,319	3,100	6.7	100.0	1,891	61.0	1.9	804.7	147.7	31.2	112.9	40.8
Total	2,845,908	120,174	195,249	27,062,210	741,687	181.5	1,469.39	2,914,302	313,853	714.7	3,308.0	169,568	2,571.0	493.5	12,203.8	4,392.9	469.5	1,578.1	3,525.6
Average of all States	60,551	2,557	6,101	575,791	15,780	3.78c	31.26	62,006	6,677	15.2	80.7	4,136	62.7	12.3	305.1	137.3	11.7	39.5	88.1

SEMCO COLOR PRESS, OKLA. CITY

REPORT

of the

State Highway Commission

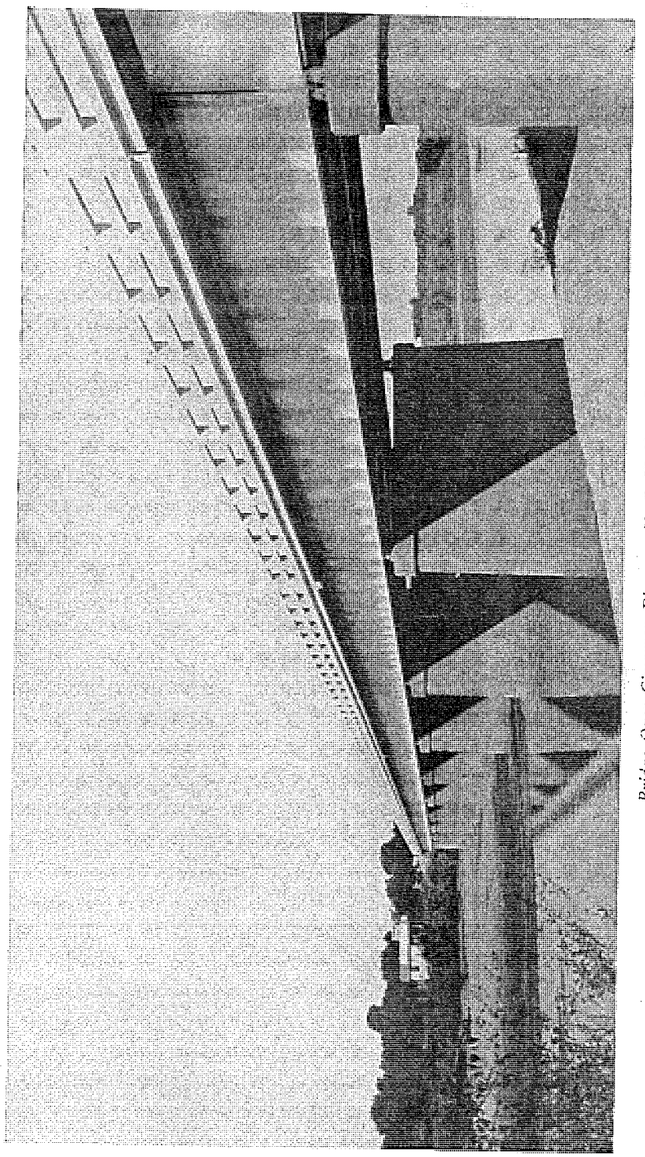
For the Years

1931 to 1932 Inclusive

to the

GOVERNOR OF OKLAHOMA

OKLAHOMA CITY, OKLAHOMA
December 31, 1932



Bridge Over Cimarron River on U. S. 77 Near Guthrie

OKLAHOMA STATE HIGHWAY COMMISSION

SAM R. HAWKS, *Chairman*

J. F. MCKEEL, *Member*

LEW H. WENTZ, *Member*

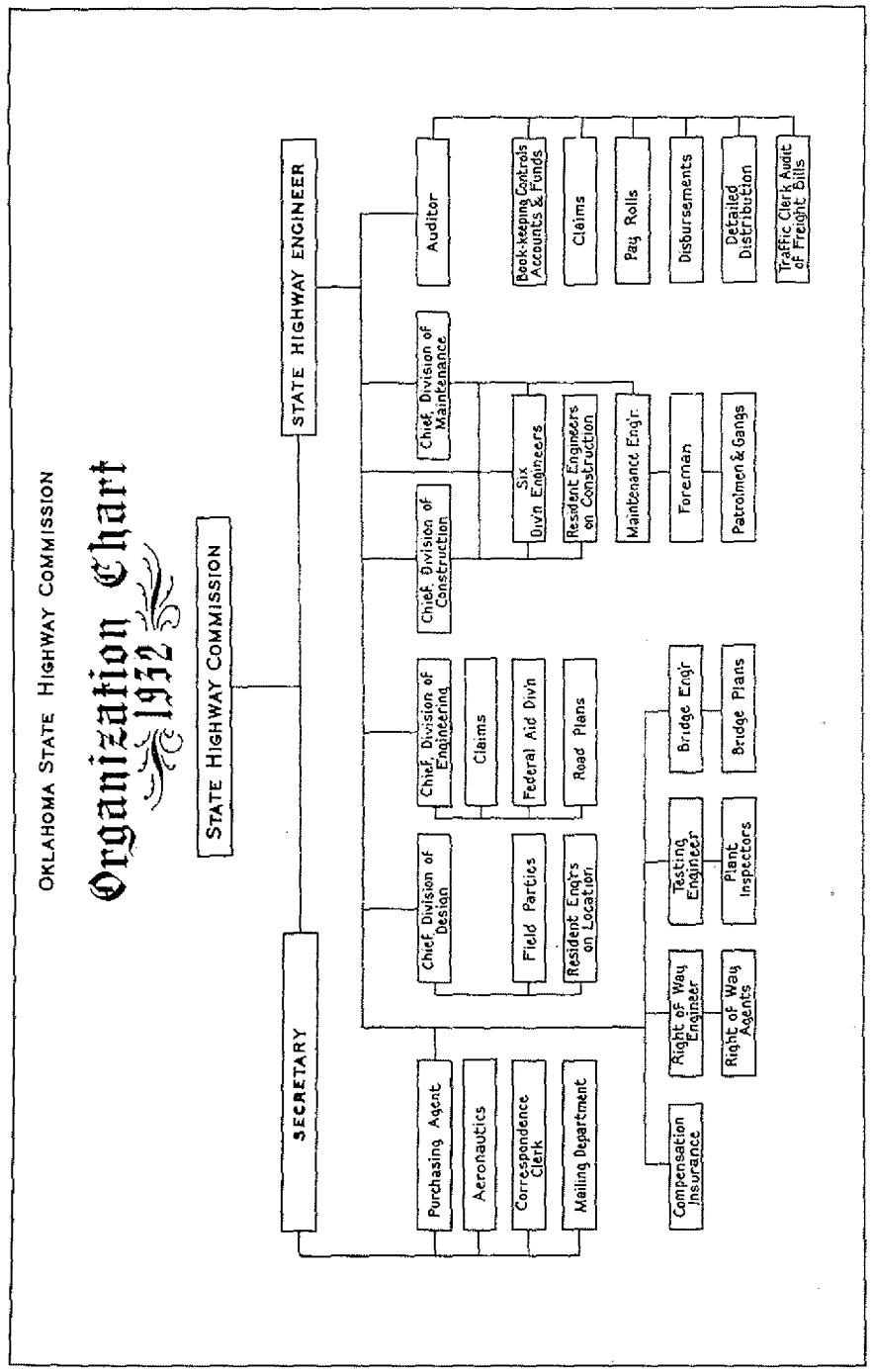
CHAS. L. WILSON,
State Highway Engineer

ED MCDONALD, *Secretary*

J. A. Ryndak, Chief of Accounts
L. C. Bernard, Ass't. State Highway Engineer
C. W. McFerron, Chief Division of Construction
C. G. Keiger, Chief Division of Maintenance
H. S. Elliott, Chief Division of Design
Homer X. White, Bridge Engineer
M. R. Kester, Chief Draftsman
Carl R. Reid, Testing Engineer
G. N. Douglass, Engineer of Right-of-Way
Ed McDonald, Purchasing Agent
J. D. Powell, Division Engineer, Division 1, Tulsa, Okla.
J. H. Merkle, Division Engineer, Division 2, Antlers, Okla.
R. T. Campbell, Division Engineer, Division 3, Ada, Okla.
H. D. Brown, Division Engineer, Division 4, Perry, Okla.
A. Montgomery, Division Engineer, Division 5, Clinton, Okla.
W. C. Sale, Division Engineer, Division 6, Woodward, Okla.

OKLAHOMA STATE HIGHWAY COMMISSION

Organization Chart
1932



OKLAHOMA STATE HIGHWAY COMMISSION
BETTER ROADS
PROSPERITY
SEAL

STATE OF OKLAHOMA

STATE HIGHWAY COMMISSION

OKLAHOMA CITY

December 20th, 1932.

To His Excellency
Hon. Wm. H. Murray, Governor.

Sir:

We have the honor to transmit herewith the report of the Oklahoma State Highway Commission for the biennium ending December 31, 1932.

Respectfully Submitted

Sam R. Hawks, Chairman

J. F. McKeel, Member.

ATTEST

SECRETARY.

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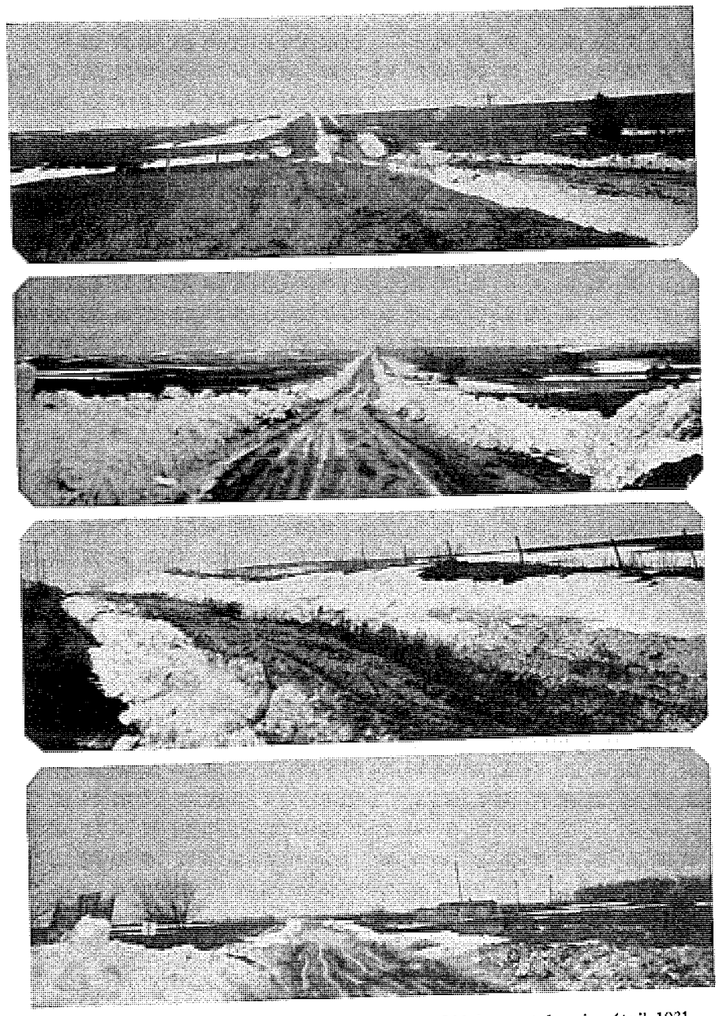


Snow scenes on unimproved roads in Western Oklahoma, taken in April 1931.

INTRODUCTION

In the selection of the material for this report of the Oklahoma State Highway Commission for the biennium ending December 31, 1932, we have departed somewhat from the custom of the past. Heretofore, it has been the practice to devote a substantial part of each biennial report to an extensive historical review of highway development, this information usually beginning with creation of the department and being brought down to and including the period covered by the report.

Such a policy has resulted in the production of documents of historical value, but which have been somewhat deficient in current information concerning the periods they were supposed to cover. It also has necessarily resulted in the repetition from year to year of a vast amount of general information concerning highway development, which now is, or at least should be, generally known. We have not ignored entirely this phase of what seems to be a fixed feature of Highway Commission reports, but we have not treated it as a major subject, since such information may be found in preceding reports.

We have endeavored to reveal in clear, concise and accurate form the accomplishments of the Highway Commission during the period this report covers. That is our conception of its primary purpose. We regard it as the medium through which the Commission in office gives an accounting of its work to the Governor, to the people of this State and to the Legislature. No material information concerning any major operation of this Commission during the biennium covered by this report has been purposely withheld. No effort has been made to emphasize any accomplishment of the past two years out of proportion to its true importance in relation to present and future development of highways in this State. The most painstaking effort has been made in the interest of accuracy to the end that a clear, uncolored picture of the voluminous operations of this department may be presented.

We have made a special effort to make this report truly instructive by presenting certain information in greater detail than ever before. We have not only shown what this Commission has accomplished during the past two years, but we also have presented its entire method of operation and routine in the hand-

ling of the major problems that are presented to it, to the end that the reader may readily visualize the inner workings of a Department of the State Government upon which rests a tremendous responsibility and obligation for the future development and material welfare of this State.

Naturally, any business operation, whether public or private, that assumes such enormous proportions as the varied activities of the Oklahoma State Highway Commission is somewhat complicated and often difficult to comprehend without careful study and analysis. The absence of correct information concerning the department's activities and accomplishments, in many instances, we have found, is little short of astounding. This is especially true of Federal Road Aid and the policy of the Federal Government with respect to the use thereof and the designation of the routes upon which it shall be applied. Little is generally known of the material factors which enter into each problem presented to the Commission and which must be considered in the determination of its course of action. This situation has made the Highway Commission an easy target for unjust criticism, based upon misrepresentation and the lack of correct information.

With this in mind we have, therefore, endeavored to present as clearly as the wide scope of the subject permits a comprehensive view of the principles, the methods, the work and the achievements of this department in such form that the reader may, without too exhaustive study, gain an intelligent general understanding of the activities of the Highway Commission.

RECORD OF ACHIEVEMENTS

In the study and consideration of this report, it should be borne in mind that the achievements for the calendar year of 1931, properly belong to the former Highway Commission. The construction program for each year and the policy of the Commission in relation thereto, is formulated during the month of January or February. Surveys and locations are made, plans are prepared and all necessary preliminary work is done as early as possible in order that construction may proceed as rapidly as possible with the advent of spring and good weather. The 1931 program was formulated before the Democratic members of the present Highway Commission assumed office, and they could not at that time alter, or extend the projected program without possible serious interference or delay in maintenance and construction activities. The present Commission, however, assumes full responsibility and likewise is entitled to the credit for the accomplishments of 1932.

COMPARATIVE STATEMENTS

Comparisons in this report with the records of former years are not made in a spirit of criticism, or with the intention of reflecting in any way upon former administrations of Highway Commission affairs in this State. This Commission much prefers to stand upon its own record of achievements, rather than attempt to turn to its advantage the errors, or absence of constructive accomplishments, if such be the case, of other Highway Commissions.

Any department of Government which annually expends such enormous sums of money as this Commission does, and which of necessity must make important decisions including those regarding locations of improved highways, selection of type, and the purchase of supplies naturally has its enemies and its critics. The underlying purpose of every official act of this Commission has been to bring about achievements in Highway development of permanent value to the people of this State, and in so doing, to fairly and equitably distribute the advantages of its work in such a manner as would benefit the greatest number of people and the greatest area of our State. At no time has it permitted selfishness or personal interest to enter into its decisions. It has established innumerable safeguards to protect its funds against exploitation by self seeking individuals and selfish interests. It has demanded

and received a full dollar's worth for every dollar expended for material, equipment, personal and contractual services and supplies.

It is to be expected that those whose selfish aims have come to naught by reason of such a policy of devotion to public interest and public duty, should attempt to lower this Commission in public estimation through misrepresentation of its record of accomplishments, and through false propaganda concerning its motives and purposes.

Therefore, comparisons are made solely in the interest of simple justice to ourselves, and with no other purpose in view than to set forth our record of accomplishments, which far exceed what may be considered "steady progress," leaving the true appraisal of our work to those whose attitude toward this Commission and the State administration under which it operates, is not controlled by purely selfish or partisan motives.

The difficulties with which this Commission has had to contend during the past twenty months are matters of general public knowledge. It would serve no useful purpose to ignore them, or attempt to minimize their far reaching and disastrous effect in retarding and obstructing the work of this Commission. Stubborn opposition, bickering and dissension were encountered where we should have received the fullest measure of co-operation and sincere assistance in the pursuit of an aggressive road building program. It is regretable that partisanship and a penchant for personal aggrandizement should obscure one's sense of duty to his State, and to his people. This disagreeable situation, however, was met with a carefully planned and aggressive course of action upon the part of the majority members of this Commission. The record of accomplishments herein set forth strikingly reflects the unprecedented measure of success that we attained in the face of the most difficult and the most numerous obstacles that any Commission in the history of the State has had to contend with.

PROGRAM EXPLAINED

In the formation of its 1932 program and policies, the Highway Commission had to take into consideration many factors which are not present under normal conditions. The foremost of these, of course, was the immediate needs of the State's Highway system, resulting from errors and discriminations of the past, the extraordinary economic situation, the attendant unemployment, and the universal demand from the people for retrenchment and economy in the expenditure of funds on public works.

Each of these problems was sympathetically approached and a sincere effort expended toward solving them. The results attained are more than gratifying. The immediate, pressing and paramount need of the highway system, as we found it, was the improvement, other than by paving, of the vast mileage of highways, which serve rural centers as distinguished from the large cities and, in many cases, the wholly neglected sections of the State. Past discrimination against certain sections had to be obliterated as nearly as possible, and a more just and equitable distribution of highway improvement worked out.

Sound public policy and proper regard for the interest and welfare of the people demanded a program that would not only distribute activity over a wider area, but one that would also furnish the maximum of employment to hundreds of unemployed at a minimum expense to the State. This phase of the situation was met with the launching of the most extensive program of grading and drainage the State has ever known. This character of work furnished employment to a great number of unskilled laborers.

Attention also was concentrated upon bridge construction to a greater degree than ever before. Structures, where needed, were placed in all roads which were brought to required grade and drainage, and in some instances obsolete structures on paved highways were widened or replaced with modern bridges of standard width and improved design. In the past it was more or less a practice when paving a highway to leave intact obsolete bridge structures of narrow width and poor design, if they were of sufficient strength to accommodate traffic. This was done to hold down costs and stretch the paving as far as possible. It is upon the removal or improvement of such structures that this Commission has concentrated its efforts. It is the policy of this Commission to complete from control point to control point all projects, which it undertakes, thereby obviating the necessity of later returning to the project for final improvement. This policy also eliminates the difficulties of broken sections. It also greatly reduces the use of detours.

The Commission also was confronted with the task of closing gaps on main highways, noteworthy accomplishments in this field of activity being the completion and final improvement of Highway 77, which completion was prematurely celebrated in 1930, and the paving of the gap in Highway 66, at Wellston, these being important North and South and East and West through Highways. The elimination of unpaved gaps from other highways are detailed later in this report.

FAVORITE CONTRACTOR ELIMINATED

If public confidence is to be strengthened and maintained in government every transaction of a public nature, which involves the expenditure of money, must be removed from the pale of suspicion or suggestion of favoritism and discrimination. It is a matter of general knowledge, as repeatedly recounted in the press of this State, that in the past certain contractors and bonding companies have been highly favored at the expense of the State and their competitors. This situation, so highly inimical to public interest, has been completely eradicated through important changes in the manner of awarding contracts, and by the adoption of a wholly different policy upon the part of the department in its relations with contractors, bonding companies and material concerns.

Prior to the time the present Commission assumed actual control of the Highway Commission, it was the practice to have but few contract lettings during a year, and to consolidate in these large volumes of work of varying character. The average letting was of such magnitude that only a few so called "big" contractors, were sufficiently financed or organized to handle construction undertakings of such vast proportions. This practice, whether by design or otherwise, resulted in awarding of contracts to relatively few firms and individuals. It also made possible collusion and conspiracies between contractors, wherein agreements might be reached, prior to the opening of bids, as to who should receive a contract. The need of correcting this situation was apparent beyond question when the present Commission was inducted into office. In lieu of the practice of a few lettings a year, we adopted the plan of weekly awards by which the letting of contracts is extended over a greater period of time. Under this arrangement the so called "big" and "little" contractor can participate alike. This plan, if not actually prohibiting, has at least destroyed all

incentive for conspiracies and collusions against the State on the part of contractors.

Of equal importance to the elevation of contract lettings to a high plane of honesty and equality to all, is the plan followed by the Oklahoma Highway Commission in the handling of bidding proposals. Bids never enter the Highway Department, and are never touched by Highway Commission officials and employees until they are ready for opening. Regulations of the Department require that sealed proposals be registered and mailed in care of the Capitol U. S. Sub Post Office Station, where they remain until a few minutes before the opening. Opening of the bids takes place in the Chamber of the House of Representatives in the presence of the bidders and other interested parties. No State in the Union, throws greater protection and safeguards around its highway contract lettings.

As a result of this change in policy tables submitted further in this report show a greater number of contracting, and bonding companies participating in the business of this department than ever before. This may be pointed to as one of the most generally wholesome achievements of the present administration, and one that will continue to be of inestimable benefit to the State. No attempt has been made by the department or any of its employees, to influence contractors in the selection of their bondsmen or designating where they shall purchase their material and supplies. Only faithful performance of contractual obligations has been demanded by the Highway Commission. The granting of this status of freedom and independence to the contractor is one of the main factors which has contributed to the marked reduction we have attained in construction costs.

(Continued on Page 18)

A Glance at the 1932 Record of the State Highway Commission

Here is submitted in abridged form for ready reference some of the salient points of the 1932 record of accomplishments of the Oklahoma State Highway Commission:

IT improved more miles of highways by grading, drainage and graveling than in any other year in the history of the Department.

IT maintained steady progress in the construction of pavement, at the same time reducing the cost per mile of slab more than $4,000 under the preceding year, thereby bringing construction costs to a new low level.

IT built more bridges, ranging from small twenty foot spans on up to one of the most mammoth and pretentious bridge structures in the Southwest, which now is under construction.

IT eliminated the "favorite" contractor, and completely divorced all of its employees from other than necessary and proper contact with private contracting, material and supply interests.

IT inaugurated changes in the manner of letting contracts that has resulted in the work awarded by the Highway Commission being distributed among a greater number of contractors than ever before.

IT established safeguards around contract lettings, which, if not actually prohibiting, have at least destroyed all incentive for conspiracies and collusions upon the part of contractors to obtain work.

AS in the case of the "favorite" contractor, it also has put to route the equally obnoxious "favorite" bond company. Records of the Department show more bonding companies participating in the writing of highway construction bonds than ever before.

IT inaugurated economies in every department of expenditures that have resulted in annual savings running into hundreds of thousands of dollars.

IT reduced the number of divisions and division engineers from nine to six, thereby effecting a saving in this phase of operation alone of thirty-three and a third percent below former operating costs.

IT lowered and placed upon a uniform basis the salaries of all department heads and maintenance superintendents.

IT brought about a saving of more than $600,000 in maintenance operating costs in each year of the past biennium, as compared with the cost of the preceeding like period.

IT reduced the administrative and engineering personnel and

lowered salaries throughout the entire Highway Department. The funds thus saved were expended in the employment of day laborers on construction.

IT consolidated the Purchasing Department with the Office of the Secretary of the Highway Commission, thereby effecting a saving equal to the salary of the Secretary, and facilitating the systematic business like handling of purchases.

IT developed the efficiency and accuracy of its accounting department to the point where it is now regarded as a model in highway cost accounting, and has received national recognition as such.

It placed in the Accounting Department the cost accounting of road maintenance, effecting a saving in each division office where cost of maintenance was formerly recorded.

IT shaped its 1932, program to meet the immediate needs of the Highway system, and the extraordinary economic conditions by providing work that gave employment to hundreds of unskilled laborers.

IT spread its activities over a greater area of the State, thereby eliminating discrimination, and providing just and equitable distribution of the benefits of its activities.

IT gave employment to practically twice as many unskilled laborers with dependents by a wide distribution in disbursing funds without increasing costs and entailing waste.

IT brought to virtual completion the campaign to remove the toll bridge traffic barrier from Red River.

IT has made efficiency and qualifications, rather than political considerations, the primary requisite in the selection of employees for important positions.

IT has maintained a minimum wage of thirty cents per hour through the year 1932.

IT has saved more than 50% of the cost of Workmen's Compensation by carrying its own risk.

IT has maintained approximately 1000 miles more road than was maintained during the former biennium and at less expense.

IT has greatly improved the standard of maintenance of roads during this biennium.

IT has maintained better detours than ever before.

IT has made the painting of bridges the rule for all sections of the State alike.

NO money has been lost by inefficiency, negligence, waste or peculation.

ESTIMATES PROMPTLY APPROVED

Another factor that has contributed materially to this situation is the policy of the present Commission to pay, without unnecessary delay, claims based upon approved estimates as construction work progresses. This practice is highly essential, both as a matter of fairness to the contractor, and to insure the adequate financing of construction projects. With few exceptions at present, contractors engaged in public work must obtain financial assistance in the handling of their work. This means the contractor must be in position to meet his financing obligation promptly in order to preserve his banking credit, and to meet his payrolls, supply and other bills. Prompt payment of payrolls is an obligation enjoined by the State upon the contractor. It, therefore, follows that if the contractor is to meet his obligations promptly, the State must do likewise and issue warrants in strict accord with the progress of the work. There is still another important side to this question. When the contractor knows that his money will be paid promptly when earned; that his claims, when shown to be regular and in order in every way, will not be subjected to unnecessary delays, which can only cause embarrassment and additional expense to him, he can give the State the advantage of a lower bid, and, complete the project in shorter time, resulting in a saving in engineering and other costs. In not a single instance in the history of the present Commission has the use of outside pressure or influence been necessary to secure prompt payment of claims based upon correct and regular estimates. The correctness of the claim is the sole and only factor taken into consideration by this Commission.

OPERATING EXPENSES LOWERED

There has never been a time in the history of our Government when there was such an insistent demand upon the part of the people for greater efficiency, economy and retrenchment in public expenditures as exists today. Never before has there been such compelling reasons for economy. This Commission met this extraordinary situation with results which we believe compare favorably with, if they do not actually exceed, those attained by other departments in the reduction of operating expenses. Economies have been brought about in every phase of activity of the Highway Commission, with a total annual savings to the State that runs into hundreds of thousands of dollars.

As an example of the economy accomplished by this Commission we may cite the reduction in the number of division engineers from nine to six. This necessarily increased the work of the Division officers by increasing the territory over which they have control. At the same time the salaries of the Division engineers were scaled downward from $375 to $350 per month. The salaries of maintenance Superintendents, whose duties and responsibilities likewise were increased, also were reduced from $225.00 to $175.00 per month.

This, together with the reduction in the number of engineers and divisions alone resulted in a cut of more than thirty-three and a third percent under former field operating expenses.

While other savings were brought about in field activities, corresponding reductions were made in the Highway Commission's office operations. Salaries were revised downward in the engineering and other divisions. New regulations were promulgated to conserve supplies and safeguard other factors of expense. Department heads were placed upon a uniform salary basis of $350 per month, and the personnel of the entire engineering department as well as salaries were lowered. In the engineering division alone a total of $66,400 was cut from the annual payroll. All of this has been accomplished without impairment or interference with the efficient, smooth operation of the department.

SECRETARY PURCHASING AGENT

Another important and far reaching economy move was the action taken by the Commission July 1, 1931, when it consolidated the purchasing department with the office of the Secretary of the Highway Commission. This not only resulted in an immediate saving, sufficient within itself to offset the salary of the Secretary, but it was also an important and effective step toward the promotion of economy throughout the entire Highway Commission organization and activities. All supplies are now purchased through the one centralized agency. Only emergency purchases, involving an expenditure of $50 or less, may be made by certain officials and employees independent of the purchasing department. This plan has resulted in the application of strict systematic, business like methods to the purchasing of supplies, and, as in the case of contractors and bondsmen, it has resulted in a

greater number of supply concerns participating in the business of the Highway Commission.

The retrenchment in expenditures, brought about by the present Commission, could never have been accomplished without the sincere spirit of co-operation and exceptional harmony that exists between all divisions, and the vast number of employees, who make up the Highway Commission's organization, both in the field and in the office positions. This is especially true of the co-operation the men in the field have given to the Oklahoma City Headquarters in the matter of purchasing supplies and in making other expenditures. This spirit of loyalty and co-operation also has aided materially in bringing the activities of the Highway Commission to their present high standard of efficiency.

Ninety percent of the work in the Highway Department proper is of a highly specialized nature, requiring special training and special qualifications. These, rather than political considerations, govern the selection of department employees and this fact has contributed to the high degree of efficiency we have attained in the handling of the business of the Department.

RECORD YEAR SHOWN

Each of the numerous activities of the State Highway Commission must necessarily lead to final accomplishment in major fields of highway development, namely the permanent improvement of the State's road system by:

1. *Bringing designated routes to proper grade and drainage.*
2. *Paving.*
3. *Construction of bridges.*
4. *Elimination of grade crossings from main traveled roads.*
5. *Proper maintenance of the system.*
6. *General improvement of right of way.*

Grading and drainage, which is the first essential and indispensable step toward surfacing, and the construction of bridges, of course, are by far the most highly important of these.

IN THE NUMBER OF MILES OF THE STATE'S ROAD SYSTEM BROUGHT TO GRADE AND DRAINAGE, AND IN THE CONSTRUCTION OF BRIDGES, THE CALENDAR YEAR OF 1932 WAS THE GREATEST, IN THE

HISTORY OF THE OKLAHOMA HIGHWAY COMMISSION.

IN ONLY ONE IMPORTANT INSTANCE DOES THE RECORD OF ACHIEVEMENTS FALL BELOW THAT OF OTHER YEARS, THAT BEING IN THE NUMBER OF MILES OF HARD SURFACED PAVING CONSTRUCTED. THIS IS IN PART DUE TO THE INTENSIVE GRADING AND DRAINAGE PROGRAM AND POLICY OF THE PRESENT COMMISSION, AND PARTLY DUE TO THE ABSENCE OF FEDERAL AID FUNDS, WHICH IS EXPLAINED IN DETAIL LATER IN THIS REPORT.

OF EQUAL IMPORTANCE AND SIGNIFICANCE AS INDICATING THE ECONOMY POLICIES OF THIS COMMISSION IS THE FACT THAT IN MAKING THIS UNPRECEDENTED RECORD OF ACHIEVEMENTS A NEW LOW RECORD WAS ESTABLISHED IN CONSTRUCTION COSTS AND IN ECONOMIC ADMINISTRATION.

TABLES SUBMITTED

Here submitted are tables, showing in detail the accomplishments of the Highway Commission for the present and the former biennium:

YEAR 1929

419.997 Miles Grade and Drainage	$ 2,387,949.22
184.794 Miles Concrete Paving	2,984,924.49
4.950 Miles Asphalt Paving	112,014.82
146 Bridges	2,873,027.35
Cement	1,054,408.10
Total Contracts Awarded 1929	$ 9,412,323.98
Total Receipts 1929	$16,024,089.44

(Cement and reinforcing steel furnished by State on above contracts)

YEAR 1930

413.336 Miles Grade and Drainage	$ 1,704,444.71
266.564 Mile Concrete Paving	3,935,722.64
15.721 Miles Asphalt Paving	151,744.11
120 Bridges	2,043,144.75
Cement	1,978,456.00
Steel	210,847.00
Total Contracts Awarded 1930	$10,024,359.21
Total Receipts 1930	$18,711,235.81

(Cement and Steel furnished by State on all contracts)

(Paving contracts do not include cement, steel, shoulders, shoulder drains or guard rail)

YEAR 1931

378.254 Miles	Grade and Drainage	$ 1,680,026.86
238.511 Miles	Concrete Paving	3,487,483.27
127	Bridges	1,377,383.39
	Revetment Work	93,960.00
800,000 Bbls.	Cement	1,300,000.00 (Approx.)
5,000 Tons	Steel	200,000.00 "
1	Overhead	23,201.57
Total Contracts Awarded 1931		$ 8,162,055.09
Total Receipts 1931		$15,654,451.00

(Paving Contracts *do not* include shoulders, Shoulder drains, guard rail, cement or steel)

(Grade and drainage contracts *do not* include cement or steel.)

(Bridge contracts *do not* include cement or steel.)

YEAR 1932

Projects awarded by the Oklahoma State Highway Commission from January 1st, 1932 to December 1st, 1932.

Awards by Months:	January	$ 35,266.56
	February	730,006.98
	March	557,923.35
	April	304,648.85
	May	1,277,620.91
	June	632,430.53
	July	710,916.29
	August	1,173,739.24
	September	533,153.79
	October	2,004,502.24
	November	1,490,541.11
	Total	$9,450,749.85
Awards by Types:	853.5213 Mi. Gr. & Dg.	3,616,269.99
	151.1795 Mi. Pavement	2,949,472.46
	368 Bridges	2,846,544.76
	4 Underpasses	38,462.64
	Total	$9,450,749.85
Average cost per mile for Pavement		$ 19,509.73
Average cost per mile for Grade & Drainage		$ 4,236.88

(Note) The average cost per mile for pavement includes all materials, guard rail, lip curb, shoulders and shoulder drains.

The average cost per mile for grade and drainage includes all materials and all structures up to 20' span.

In addition to the contracts awarded by the State Highway Commission during 1932, the following work was done by Force Account:

242.5 Miles .....Regraveling
709.7 Miles .....New Maintenance Gravel
150.8 Miles .....Grade and Drainage Work
27.7 Miles .....Bituminous Pavement

making a grand total for grading and drainage of 1004.3213 miles and a grand total for pavement of 178.8795 miles.

Emergency lettings on December 20th and 27th include 107.6260 miles of Gr. & Dr.; 28.7630 miles of paving and 55 bridges which when added to the above figures make the total 1932 awards 1111.9473 miles of Gr. & Dr.; 207.6455 miles of pav. and 423 bridges. For details of Emergency letting turn to page 32.

SLAB COST REDUCTION SHOWN

A review of the costs of concrete pavement for the past two years show that in 1931, the average cost for concrete slab, exclusive of shoulders, guard rail, etc., was $1.74 per S. Y. or $20,486.19 per mile for 20 foot slab. In 1932, contracts awarded during the first eleven months by the Oklahoma State Highway Commission show that concrete slab is costing $1.40 per S. Y. or $16,407.22 per mile on the 151.1795 miles of slab awarded by the Commission to date. Included in the pavement contracts for 1932, is 21.823 miles of Emergency Federal Aid pavement which shows an increase of approximately 15% over and above pavement on regular Federal Aid and State Aid Projects. The cost on Emergency Federal Aid Projects will continue to show an increase as compared with other work, due to the regulations of the Federal Government, requiring extensive use of hand labor in lieu of machines, and shorter hours for labor.

On the 1932 lettings up to Nov. 30th, cost of slab showed a reduction of $4,078.97 per mile under the 1931 figure.

Careful analysis of these figures for the years of 1929, 1930 and 1931, which include all of the preceding and the first year of the present biennium, which, as previously explained, properly belongs to the former Highway Commission, shows a definite trend toward increasing the mileage of paving, and a corresponding decrease in the mileage of grading and drainage. This reveals an unscientific and unbalanced situation, and one that necessarily and obviously involved discrimination in favor of the surfacing of the so called "tourists routes," as against the grading and drainage of other equally important highways to their respective sections and communities.

This tendency during the past three years to push to the practical exclusion of almost everything else the building of paving, which calls for the greatest outlay of cash of any highway activity, and which is contrary to accepted methods of highway im-

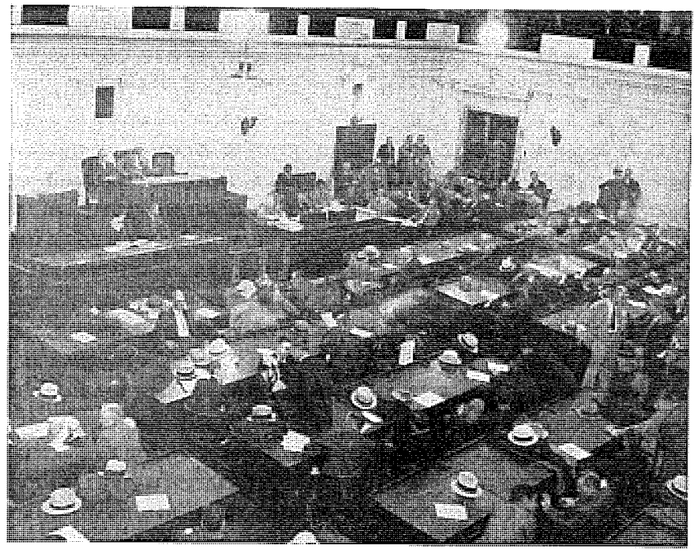
provement procedure, virtually exhausted the mileage of graded and drained roads, and created the necessity of a different and more consistent policy upon the part of the present Commission.

In the shaping of its course of action for the year of 1932, which is the only year the hands of the present Commission have been united, we have studiously endeavored to follow approved and well established lines of procedure, with proper regard for the present and for the future, and to avoid in every way the favoritism and discrimination of the past, to the end that the greatest area and the greatest number of people should benefit from our efforts.

TRAFFIC COUNTS GOVERN

Some highway construction authorities accept traffic counts as an aid in determining the character of improvement that should be made upon a highway. This simply means a check of the number of vehicles passing a certain point within a specified time to determine the extent to which the road is used. It would be contrary to sound reason to say that every highway in the State system should have the same character of improvement, regardless of the amount of traffic it carries. Some, it is shown, are so extensively used as to suggest a high type surface while others are shown to require only grading and drainage and careful maintenance. The roads in the latter group are vastly in the majority. No road should ever be paved merely for political considerations, or to satisfy local civic pride, when other sections of the State are so badly in need of the benefits of grading and drainage. The permanent development of a highway with paving and other improvements, is an investment, and it is worth no more than what it returns in the way of savings by facilitating economical transportation.

Traffic counts for 1931-1932 show that the average daily traffic upon 75 percent of the State's Highway system is between 200 and 1,000 automobiles, trucks or other vehicles. On the remaining 25 percent the traffic is 1500 cars or more daily. It is an accepted theory by Highway development authorities that roads which have a minimum daily traffic of 1,500 cars should be improved with some high type surfacing, such as concrete, brick or asphalt, while those showing less daily traffic should be brought



Typical scene in Chamber of Oklahoma House of Representatives at opening of bids for Highway work. Seated on the Speaker's stand is Chairman Sam R. Hawks and Commissioner J. F. McKeel

to proper grade and drainage, and possibly improved with some low type wearing surface, such as gravel, or other relatively inexpensive material.

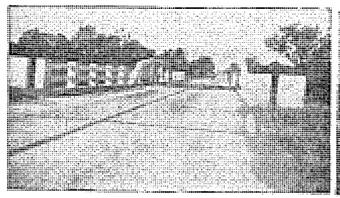
Applying this theory to the Oklahoma system, which we did, it can be seen that the highway impovement for 1932, should include 75 percent grading and drainage and 25 percent high type pavement. This ratio, of course, is subject to future change. In other words there should be on the basis of the present situation three times as much grading and drainage as there is paving in a well balanced, scientifically correct road improvement program. Any other plan, in the light of existing conditions would be discriminatory, and would work an injustice upon the large number of communities, which are entirely dependent upon the highways falling below the minimum traffic count necessary for permanent improvement.

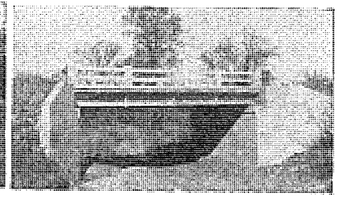
Moreover, when it is taken into consideration that a road bed should be drained and graded and subjected to the settling influences of traffic and the elements for at least a year and a half, or two years, before receiving a high type surface, the policy of concentrating upon this phase of activity is not only a matter of justice, but is quite consistent with sound and approved construction methods.

The phenominal progress that we have made along this line during the past twelve months, shattering all previous records for such period of time, has reduced the mileage of unimproved earth roads to less than 1,500 miles. This places the system in a condition where in the future greater attention can be centered upon paving than during the past year.

Grading and drainage work carries less profit to the contractor, perhaps, than any other feature of highway work and, consequently, is less attractive than expensive paving to those who have only a selfish, personal financial interest in highway construction and improvement.

There is organized opposition to an extensive grading and drainage program, while there is an abundance of evidence of organized, private promotion of paving projects. Money that is expended for grading and drainage, which is of such vital benefit and interest to the smaller, and in the past, somewhat neglected communities, necessarily reduces the amount available in any year for paving. We have endeavored to the very limit of our ability to balance the scales of justice as between paving and grading and drainage, ever mindful of the fact that progress must be maintained in hard surfacing of our highways, but not out of proportion to, or at the expense of the vastly greater mileage calling for grade and drainage improvement.





FEDERAL AID WITHHELD

Early in 1932, the Federal Bureau of Public Roads announced temporary withholding of Federal Aid Funds from Oklahoma. This decision culminated a series of prolonged disagreements between the Bureau and the Oklahoma Highway Commission as a result of the efforts upon our part to preserve agreements made by former Commissions with certain counties regarding the location of highways, for which the counties had voted bonds. The controversy simply resolved itself into a question of whether these agreements should be respected or repudiated. The Federal Bureau took the position that they should be disregarded. The Highway Commission took the opposite view. In considering the facts involved in this discussion it should be borne in mind that none of these controverted agreements were made by the present Commission. All of them ante-date our induction into office. The Highway Commission is a continuing thing and we feel that it is obligatory upon each succeeding Commission to carry out all agreements made by its predecessor with officials and the people of the various counties, with whom they have official transactions, when no showing is made of bad faith, fraud or deception in such agreements. This was the policy that governed our course of action in this matter.

Typical of the instances, which precipitated the controversies with the Federal Bureau, may be cited the Harmon County situation, which still is fresh in the public mind, and the situation at Wellston, on Highway 66, which has been a subject of controversy for years. Other similar instances may be recounted, but the same principle—the sanctity of agreement—is involved in each of them.

In Harmon County the people voted bonds for the improvement of U. S. Highway 62, and by their vote they also located the highway. It was proposed that U. S. 62, should be improved over a route, beginning at a point on the Texas line, proceeding East to and through Hollis to a point half way to Gould; thence South to a point across the railroad; thence East through Gould on the South side of the railroad to the Jackson County line. The construction of the highway along this route was set out in detail in all of the proceedings incident to the holding of the bond issue election, and it thereby became a fixed and inseparable part of the entire bond issue operation. These facts are undisputed.

COPY

State Of Oklahoma
HIGHWAY DEPARTMENT

Oklahoma City,
March 17, 1927

Board of County Commissioners,
Lincoln County,
Chandler, Oklahoma

Gentlemen:

In connection with the proposed bond issue of Lincoln County, the Highway Commission of the State of Oklahoma hereby agree to construct a road over the proposed route as advertised by the Board of County Commissioners in their call for road bond election to be voted on March 29th, 1927, same being that the road shall be constructed through Wellston, Chandler, Davenport and Stroud.

Very truly yours,

(signed) H. W. Leininger,
Chairman

PROVED March 17, 1927

MP

Here is a copy of the letter from the Chairman of the Highway Commission in March 1927, committing the State of Oklahoma to the plan of constructing U. S. Highway 66 through the town of Wellston. This location was set out in the bond issue proceedings. The Bureau of public roads has insisted that this promise on the part of the state be ignored and that a different location be adopted.

On January 6, 1931, the Oklahoma Highway Commission accepted from Harmon County the money accruing from the sale of its bonds, and by this act it assumed full and complete responsibility for the construction of this road on the route the people of that County approved. Thirty days later the Commission entered into an agreement with the Bureau of Public Roads, the effect and purpose of which, was to set aside and nullify the expressed will of the people of Harmon County by attempting to change the location of the road. This agreement proposed that the road be located on the North side of the railroad, thereby

missing Gould and abandoning the East half of the location made by the people.

In January 1932, the majority members of this Commission, realizing their responsibility and duty to the people of Harmon County, attempted to carry out the agreement made by its predecessors in office by advertising for bids on the East half of the road on the identical location made in the bond issue. After bids had been called for in the regular manner, the contract awarded, work orders issued, and work was in progress the Bureau of Public Roads, failing in its arbitrary effort to set aside the will of the people of that County, announced the withholding of Federal Aid from Oklahoma, basing its action upon the assertion that the Commission acted in "bad faith" in its effort to give effect to the will of the people of Harmon County.

The Bureau of Public Roads, by way of showing its financial interest, had never expended a dollar on this highway within ten miles of the project in question.

The situation with respect to the gap on U. S. Highway 66, at Wellston is a matter of more or less general knowledge. It was regarded as an eyesore on this nationally known, and widely traveled transcontinental highway. When the bonds were voted in Lincoln County in March, 1927, it was expressly stated that this road should go through Wellston. There is submitted in connection herewith a photostatic copy of the letter of a former Highway Commission, giving official sanction to the Wellston routing, and pledging the faith of the State that the agreement would be carried out. This was never done, due to the objection of the Federal Bureau. This Commission, however, has provided for the construction with State funds of the road as originally set out in the bond issue agreement.

In the various conferences with the Bureau of Public Roads regarding these situations, Bureau officials stated they were closed incidents so far as they were concerned, and that the Oklahoma Highway Commission would have to take care of its own troubles, even though the problems were not created by the majority members of the present Commission, but were inherited by them.

We can never agree with the doctrine that the people, must in all case, be denied the right of a voice in directing the expendi-



Typical Highway Scene Through Forest Land

ture of money, provided from what amounts to a personal obligation, and in its final analysis, a mortgage upon their property.

In order that the validity of agreements already made might be preserved and these controversies amicably adjusted, the majority members of this Commission proposed to the Bureau that if the agreements already existing were carried out repetition of such situations would be studiously avoided in the future. The Bureau, however, refused to acquiesce in this proposal, and Federal Aid was withheld, for the greater part of 1932. This Commission felt, and still feels, there is no justification for failing to uphold a valid, binding agreement.

COMMISSION FORCED TO YIELD

Recently, however, the Highway Commission yielded to the demands of the Bureau of Public Roads, and agreed to the paving of the Wellston gap on the old location. In so doing this Commission did not act upon its own judgment or volition. It was forced into this agreement to protect the interest of the State and to secure the release of its regular and emergency 1932 Federal

Aid allotments. Further insistence by this Commission upon strict adherence to the agreement with the people of Lincoln County would have continued Oklahoma's interest in Federal Aid in serious jeopardy. No other course was open to this Commission.

Developments of the past few months in our relations with the road department of the Federal Government have served to emphasize its rigid, unrelenting and dictatorial attitude toward this State. As indicated by these developments the judgment of the Bureau of Public Roads in local matters in which it sees fit to participate is final and conclusive. Unless its will prevails, even to the minutest detail, it withholds the funds allotted to this State until such time as it literally forces obedience to its dictates. Theoretically the idea of Federal Aid is predicated upon close, harmonious co-operation between the States in matters relating to joint construction of highways. It was not intended, at least according to our view, that every principle of the doctrine of State's rights should be set aside in its operation.

The Wellston incident situation may be cited as a typical example of the attitude of the Bureau of Public Roads.

The paving demanded by the Bureau is not essential in view of the work now in progress by this Commission, which closes the pavement by routing it through the town of Wellston. This causes only a slight increase in distance, and connects the hard surfacing of U. S. 66 between Oklahoma City and Tulsa. The closing of the gap demanded by the Bureau is wholly unnecessary, so far as the interest of traffic and the completing of the hard surfacing between the two control points is concerned. It is equally unimportant in its relation to the general plan of the development of a State highway system. Yet, the Bureau of Public Roads makes it a dominant issue and the key to the release of Oklahoma's regular and emergency aid money.

EXPLANATION OF FEDERAL AID

Federal Aid is made available and apportioned under the Federal Aid Road Act of the United States. Under this act Congress is empowered to appropriate certain funds which are allotted to

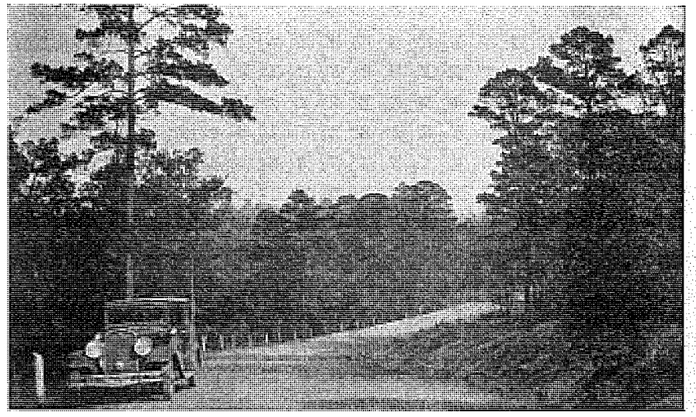
(Continued on page 33)

EMERGENCY CONSTRUCTION PROGRAM

The emergency federal aid appropriation was made by Congress on July 21, and had the Bureau of Public Roads pursued the proper course in its relations with this State, our program would have been approved in August, and work would have started then. As it was our funds were not released until December, and the awarding of contracts was delayed accordingly through no fault of the majority members of this Commission.

In addition to the awards to be made on December 20 and December 27, our Emergency program includes 195 miles of grade and drainage work; 36 miles of paving and approximately 40 bridges, all yet to be awarded. Therefore, it can be seen that had the Bureau of Public Roads released our funds when it should, we would now have actually completed, or well advanced in construction, a total of 1306.9473 miles of grade and drainage; 243.6455 miles of paving; and 463 bridges.

As satisfactory in every particular as our record is for the year of 1932, it can be seen, nevertheless, that the delay in action on the part of the Bureau of Public Roads deprived this Commission of the opportunity of making the greatest record in every particular for a single year in the history of the Oklahoma Highway Commission.



On U. S. 271 in Pushmataha County, North of Little Cedar Creek.

the various States each year upon a basis of population, area in square miles and mileage of public roads. Such Federal Funds can only be requested on roads which are on the Federal 7% System. This system is one which was laid out when Federal Aid was first made available to Oklahoma and is based on 7% of the total highway mileage of the State. Federal participation in construction work may be requested on any road in the Federal system between designated control points, but no Federal Aid may be had on any road not on the system, or which does not touch designated control points. Additions or revisions to the Federal System may be made upon proper request from the State Highway Commission and a fulfillment of rigid requirements of detail. At present the allowable 7% System of Oklahoma is 7,888.86 miles, of which 5,964.28 miles have been improved or are eligible for future improvement.

Federal aid funds may be obligated on approved projects until such time as they are exhausted. When these conditions arise no more Federal participation may be requested until the next appropriation is made. The Federal Aid Division in the office of the State Highway Commission functions to handle all detail and contact work for the state in its dealings with the Federal Government in the securing and handling of Federal Aid Funds. There are very rigid requirements which must be met before Federal Aid may be applied to the construction of any project, and in order to secure these funds for any road the State is required to submit location, plans and specifications for approval of the Bureau of Public Roads. When such approval has been secured the project may be advertised and awarded. An estimate based on contract prices is submitted to the Bureau and an agreement is made wherein a specific amount of Federal Aid is apportioned to the project, such aid for Oklahoma being based on a ratio of 55.3% of the total cost, not to exceed $16,590.00 per mile for roadway construction, and 55.3% of the total cost of bridges. This ratio of Federal participation was reduced to 52.55%, effective October 31, 1932. The amount of Federal Aid set up for the project is paid to the State as construction progresses, the final amount being paid when the project is completed and accepted.

In addition to the regular Federal Aid apportionment for Oklahoma, during the year 1931, a special apportionment was made to increase construction work with the view of relieving unem-

FEDERAL APPROPRIATIONS

Fiscal Year	Federal Aid Forest Roads Apportionments For State of Okla.	Federal Aid Forest Roads Authorizations For U. S.	Roads & Trails, Nat'l Parks Authorizations For U. S.	Roads & Trails, Nat'l Parks Expenditures State of Okla.
1913				
1914				
1915				
1916				
1917				
1918				
1919				
1920				
1921				
1922				
1923				
1924				
1925				
1926				
1927				
1928				
1929				
1930				
1931				
1932				
1933				
Total	$88,521.36	$17,500,000.00		$55,832.99

Fiscal Year	Federal Aid Apportionments For State of Okla.	Federal Aid Authorizations For U. S.	Forest Roads & Trails, Nat'l Parks Authorizations For U. S.	Forest Roads & Trails, Nat'l Parks Expenditures State of Okla.
1913	351.38			
1914	269.28			
1915	255.56			
1916	303.91			
1917	394.11			
1918	608.12			
1919	603.84			
1920	530.87			
1921	2,811.65			
1922	6,477.59			
1923	9,225.71			
1924	7,448.66			
1925	1,724.44	1,000,000.00*	297,304.66	37,359.24*
1926	5,775.48	1,500,000.00	234,698.68	7,438.75
1927	3,293.32	2,500,000.00	239,708.36	3,178.20
1928	3,045.06	3,000,000.00	244,310.10	3,976.15
1929	3,108.74	5,000,000.00		5,210.25
1930	2,661.89	3,500,001.00†		3,645.30
1931	3,173.26			
1932	3,628.00			
1933	7,035.00			
Total	$88,521.36	$17,500,000.00	$1,015,021.80	$55,832.99

Collections of earned Federal Aid. Oklahoma ranks high, having collected 99.3% of all earned Federal Aid due.
*For Fiscal years 1921-1925.
†Expended by Federal Authorities.

Permissible Maximum Participation:

Old appropriation—	50%	on roads and bridges	but not exceeding	$20,000.00	per mile.
1922 appropriation—	50%	on roads and bridges	but not exceeding	$20,000.00	per mile.
1923 appropriation—	50%	on roads and bridges	but not exceeding	$16,250.00	per mile.
1924 appropriation—	50%	on roads and bridges	but not exceeding	$15,000.00	per mile.
1925 appropriation—	50%	on roads and bridges	but not exceeding	$15,000.00	per mile.
1926 appropriation—	50%	on roads and bridges	but not exceeding	$15,000.00	per mile.
1927 appropriation—	50%	on roads and bridges	but not exceeding	$15,000.00	per mile.
1928 appropriation—	50%	on roads and bridges	but not exceeding	$15,000.00	per mile.
1929 appropriation—	50%	on roads and bridges	but not exceeding	$15,000.00	per mile.
1930 appropriation—	50%	on roads and bridges	but not exceeding	$16,500.00	per mile.
1931 appropriation—	50%	on roads and bridges	but not exceeding	$16,500.00	per mile.
1932 appropriation—	50%	on roads and bridges	but not exceeding	$16,500	per mile To October 1, 1932.
1932 appropriation—	52.65%	on roads and bridges	but not exceeding	$15,765.00	per mile After October 1, 1932.

ployment. This money was given with the requirement that the state could only claim upon work which was done before Septemper 1st, the idea being to cause work to be undertaken on as large a scale as possible and pushed rapidly so as to take care of a maximum amount of unemployed labor. The sum given Oklahoma was $1,926,351.00 and work was handled with such dispatch that Oklahoma not only earned all of the allotted but actually earned approximately $250,000.00 additional. During 1932 another appropriation to relieve unemployment was made and the amount allotted to Oklahoma was $2,888,723.00, the requirement being that this amount must be earned by July 1st, 1933. The State Highway Commission is now pushing construction work under this allotment so as to take care of the unemployment situation as much as possible.

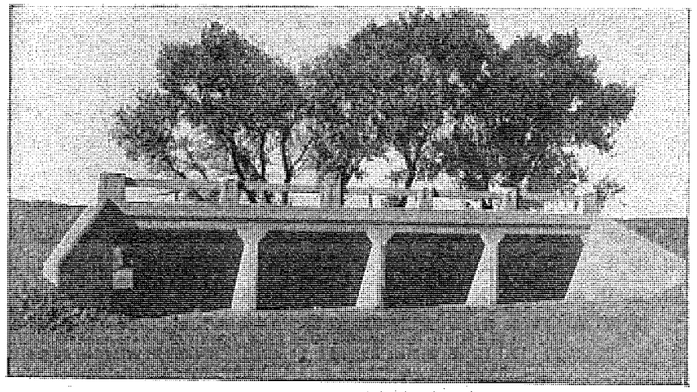
Detail requirements are not set out in the Federal Road Act, with the result that no two projects follow the same line of handling. Often times requirements are such that much effort is necessary to meet them and considerable time is required in completing the necessary details. This delay, to those who are not familiar with Federal requirements, may seem unnecessary and criticism may arise at the apparent slowness in completing all matters of detail and getting the work actually under way.

CONDITION FEDERAL AID ACCOUNT DEC. 1, 1932

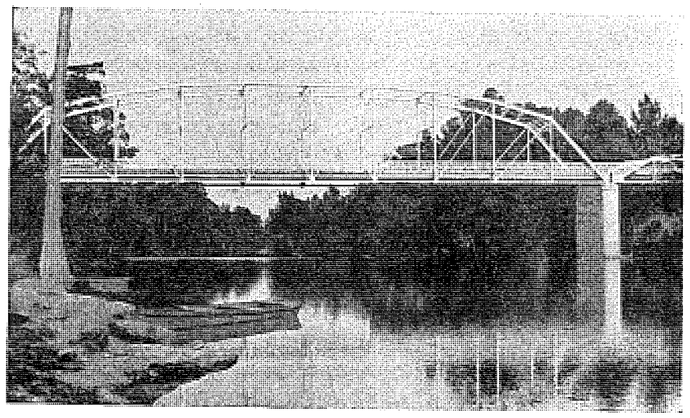
Federal Aid Allotted	$2,553,034.80
Federal Aid Accrued from completed projects	55,275.86
Federal Aid Obligated	442,320.68
Federal Aid Requested not obligated	1,496,265.05
Federal Aid available for request	669,724.93
Emergency Aid allotted	2,888,723.00
Emergency Aid obligated	none
Emergency Aid requested not obligated	1,391,915.42
Emergency Aid available for request	1,496,807.58

COLLECTIONS OF FEDERAL AID

Beginning to January 1, 1927	$13,635,217.71
Years 1927 and 1928	2,550,122.69
Years 1929 and 1930	6,127,561.10
Years 1931 and 1932	5,760,179.36
Total	$28,073,080.86



Scene on Highway No. 14 North of Roosevelt.



Mountain Fork Bridge on U. S. Highway No. 70 McCurtain County

ENGINEERING

CONSTRUCTION—MAINTENANCE

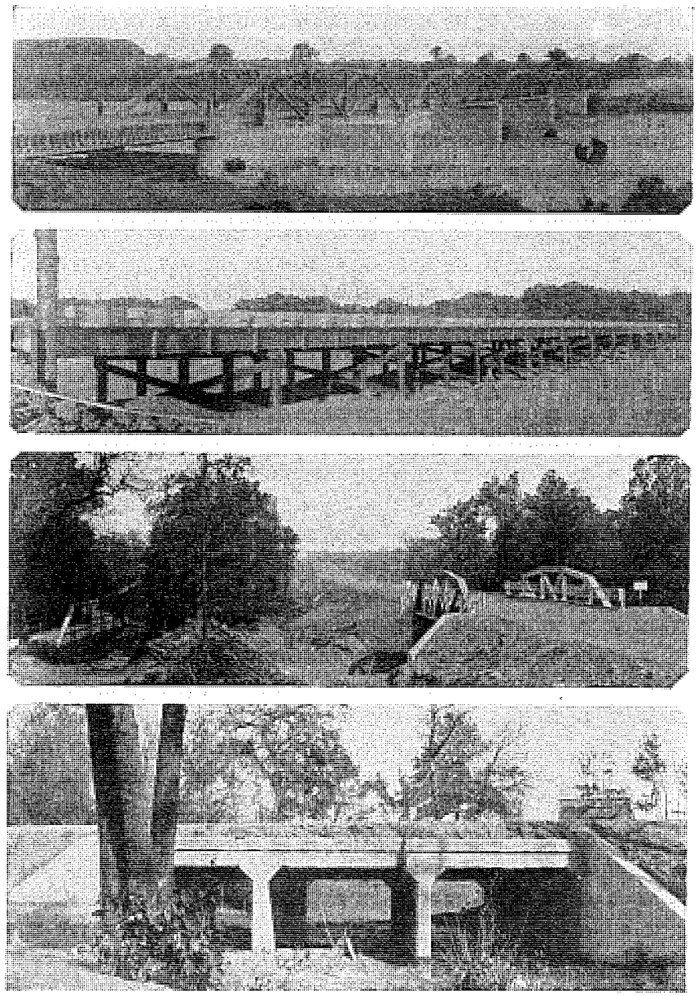
Under this general classification comes the vast majority of the important work and detail of the Highway Commission. This Department is headed by the State Engineer, who is the chief administrative officer for the Highway Commission in all matters relating to construction and maintenance, and also is the contact man between the Highway Commission and the various subordinate departments and divisions. With the exception of the members of the Commission, the State Engineer has the most important executive office in the organization of the State Highway Commission. The organization plan of the Oklahoma Commission follows closely the organization of other States, deviations being made only where necessary to meet peculiar local conditions.

Operating under the direct supervision of the State Engineer is an Assistant Engineer, who has supervision over office detail relating to the preparation of plans and specifications, preparation of bidding notices, tabulation of bids, and in fact all detail incidents to the general operation of the Engineering Department. The principal department heads in the Engineering Division includes Construction Engineer, Bridge Engineer, Maintenance Engineer, Locating Engineer, Chief Draftsman and an Engineer of Right-of-Way, each performing the duties suggested by their titles.

During the past biennium the Oklahoma Standard Road and Bridge Specifications have been revised and rewritten in order to keep abreast of the best current practice.

IMPROVEMENT SOUGHT

With the large highway program in force and the consequent research work essential thereto, construction methods, materials and equipment are being subjected to a continual improvement. Our specifications, while probably broader in interpretation and scope, are more restrictive in the type of work demanded, requiring a higher type personnel in the execution. A close cooperation has existed between the engineer and the contractor in regard to the results achieved and such personnel is entitled to the greatest consideration in the part they have played in making the construction program a success.



Top to bottom: Over north fork of Red River on S. H. 34; on U. S. Highway 70 and S. H. 5 near Walters; On U. S. 271 West of Finley; On Highway 48.

The past biennium has witnessed many improvements in design. Experience, plus the result of tests and experiments, has indicated economies that could be adopted without sacrifice of results. Department construction standards are being constantly analyzed with this feature in mind and it is significant that modifications result in a greater ease of construction as well as increased safety and symmetry of finished work.

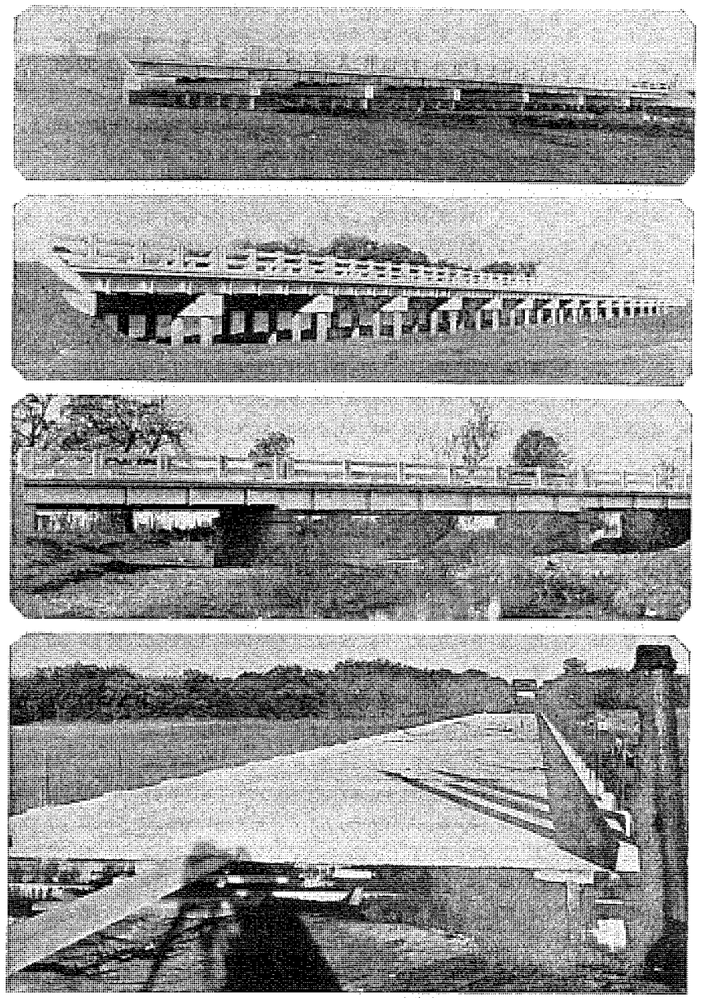
BRIDGE CONSTRUCTION

With the exception of the phenominal headway made in the construction of paving, grading and drainage, which is given elsewhere in this report, the next most important progress of the past two years has been in bridge construction. During the past year contracts have been awarded for the construction of 369 bridges and four underpasses and overheads, as against 129 bridges and 1 overhead during 1931. Included in this total is the Bridgeport Bridge on U. S. Highway No. 66. During the same period twenty-three dangerous grade crossings have been eliminated by relocation of roadway.

During the last eighteen months, the Commission has concentrated its efforts on the completion of the grading, drainage and bridge construction on S. H. No. 48, in the Eastern half of the State, and on S. H. No. 34, in the Western half of the State from the Kansas State line to Red River. These two highways pass through a portion of the State which, heretofore, has received little attention from the Highway Commission and had but few satisfactory structures on them.

On S. H. No. 48, between Tishomingo and Ada fifteen major structures has been constructed, costing in all $105,000.00. Of these structures the largest is across the beautiful Blue River fifteen miles North of Tishomingo. This structure consists of one 160′ truss and two 60′ I-beam approach spans. Between Tishomingo and Madill there are under contract three bridges at a total cost of $65,300.00. One of these structures, which is over the Washita River, consists of one 210′ truss, two 100′ trusses and four 36′ I-beams. South of Madill there are under contract three bridges at a cost of $14,500.00.

On this highway North of Oilton there is under construction a bridge across the Cimarron River. This is the largest new



Typical types of bridge construction.

structure required. The Cimarron River bridge is a deck plate girder 920 ft. long and with a roadway width of 25 ft. between hand rails and was let at a contract price of $78,900.00. It consists of eight 100′ plate girders and two 69′ I-beam approach spans. The design of the plate girder differs from the usual design in that the girder themselves will be continuous over four spans, taking advantage of the saving in structural steel due to the continuous action of the girders, which results in a saving of approximately 20% of structural steel over the usual design. This design is suitable for this location in that the piers are founded upon solid rock and there can be no settlement since any settlement would seriously effect the stress in the beams and at certain points increase the stress to a dangerous amount.

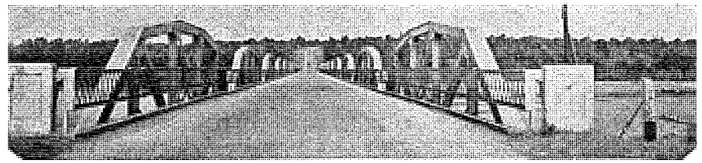
North of the Cimarron River in Creek and Pawnee counties there are three smaller structures, the total cost of which is approximately $20,000.00.

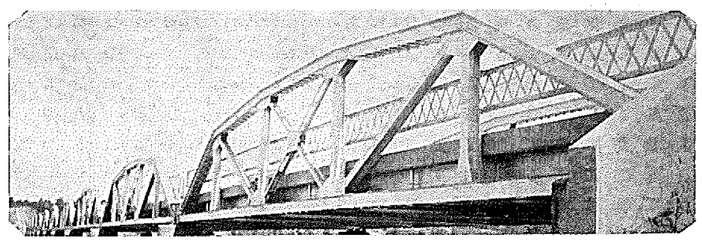
In Lincoln County there are seven bridges under contract. The most important is the bridge over Deep Fork drainage ditch and the relief opening in the flood bottom. The Deep Fork Bridge consists of 140′ truss, 2-36′ I-beam and the relief opening of 17 panels of concrete pile trestle.

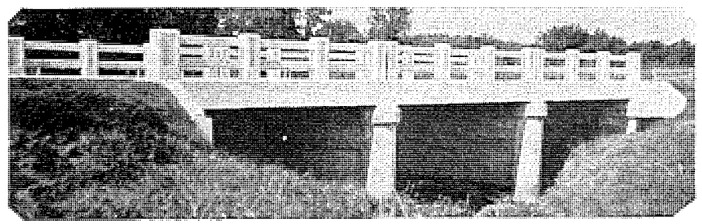
Plans are completed and ready for advertisement on the North Canadian River Bridge and overflow between Seminole and Prague. There are also several smaller structures on this road. The North Canadian River Bridge, which is the most important, will consist of one 160′ high truss over the main channel with two 100′ pony trusses at either end and 6-40′ approach spans. Two on the South and four on the North end. In addition the plans call for 5-36′ I-beams south of the main bridge and twelve 36′ I-beams North of the main bridge for flood relief opening. The total probable cost for these structures will be around $100,000.00.

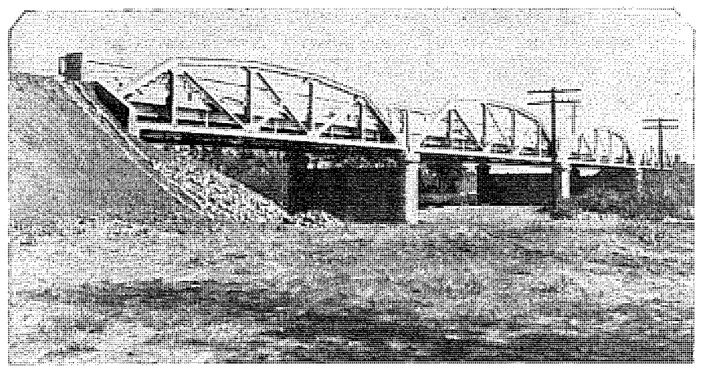
Also plans are complete for the structures from Cleveland to Pershing for six structures costing approximately $50,000.00. From Pawhuska to the Kansas line plans are complete for eight bridges at a total estimated cost of approximately $150,000.00. Of these the most important is a bridge across Caney River.

The first construction on S. H. 34, was between Hammon and the South Canadian River. On this stretch of road ten bridges









Bridge Replacements Constructed during 1932.

have been completed at a total contract price of approximately $80,000. Of these the most important is the Washita Bridge consisting of an 80′ truss, two 36′ I-beam approach spans and in addition 580 ft. of relief opening in the flood plain to the south of the river.

To complete the work to the South Canadian River will require three more structures, the plans for which are complete.

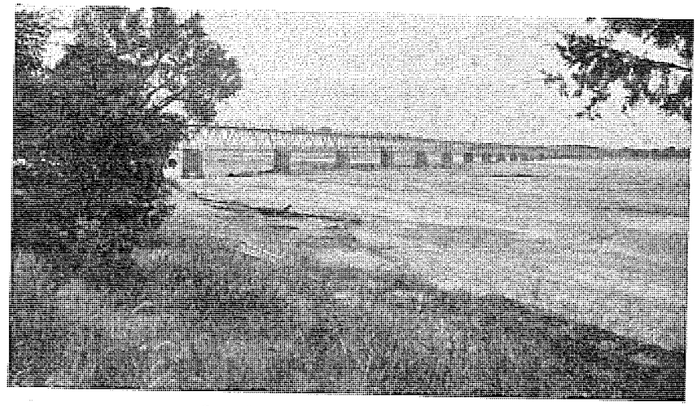
North of the Canadian River six bridges have been completed which completes the bridge work into Woodward. The cost of these six bridges is approximately $31,700.00.

South of Elk City in Beckham County a bridge across the North Fork of Red River consisting of seven 100′ pony trusses and two 60′ approach spans and relief opening in the flood plain south of the river consisting of seven 35′ I-beam spans, has been completed, making a total length of bridge at this point of 1,090 ft., costing approximately $74,194.00.

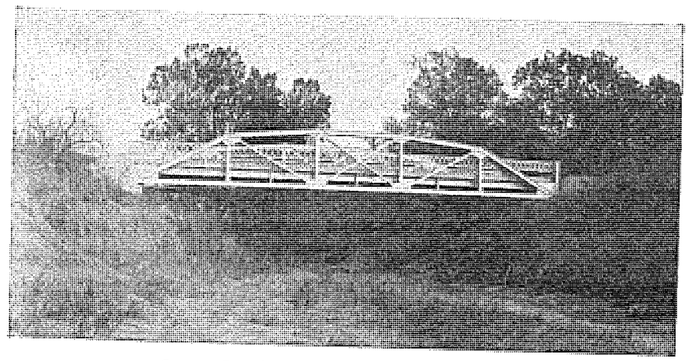
There are in addition in Beckham County south of Elk City four smaller structures which cost approximately $23,000.00.

In addition to the work under construction we have underway plans for the structures between Woodward and Supply which will cost approximately $100,000.00, a structure across the South Canadian between Camargo and Trail which is estimated to cost around $400,000.00 and plans for a structure across the Salt Fork of Red River south of Mangum which is estimated to cost about $75,000.00. When these plans are complete and work awarded this will pactically complete S. H. 34 north and south across the State of Oklahoma.

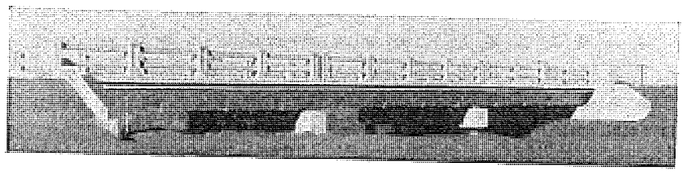
The third road which has received major attention from the Highway Commission and required a substantial amount of bridge work, is the Northwest highway, which when completed will be a short line from Oklahoma City to Guymon via Woodward. The work at present has been concentrated in Harper and Beaver counties between the towns of May and Beaver City on S. H. No. 35, and U. S. 270. This part of the road, which is forty to forty-five miles in length, has required a total of twenty-three bridges, most of which are a composite type of trestle with creosoted pile for sub-structure and steel I-beam and concrete deck superstructure. This type of structure which is a departure from the usual type of construction, is very well suited to this country and



Sam Hawks Bridge in Custer County.



On U. S. Highway No. 77 South of Calvin.



North of Roosevelt on S. H. No. 14.

takes the place of the old wood trestle. Its particular advantages are its resistance to fire and flood damage in comparison with the ordinary pile trestle and its cheapness in comparison with the other types of bridge. In addition the maintenance on the concrete floor is very low.

Plans are in preparation for the work on this highway from Beaver City into Guymon. The general type of structure will be the same as used further east.

In Jefferson County between Waurika and Ringling on U. S. 70 there are under construction sixteen structures at a total contract price of $103,724.00.

South of Waurika on U. S. 81 there are seven smaller structures under construction at a total contract price of $26,000.00. This completes all of the bridge work necessary to bring U. S. 81 up to standard requirements for major structures.

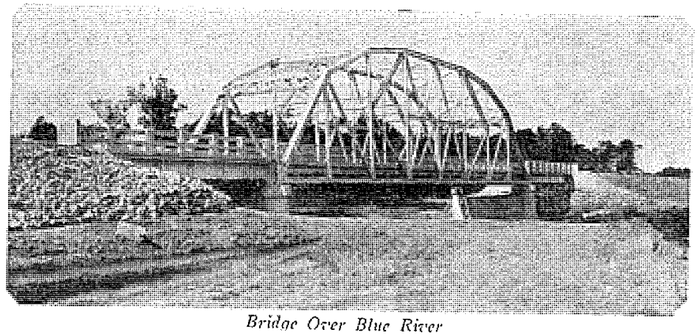
From Waurika to Temple on S. H. No. 32 there are six bridges under construction at a contract price of approximately $73,500.00 and between Temple and Walters in Cotton County four bridges are complete and open to traffic. The estimated cost of these was $42,230.00.

West of Walters on U. S. 70 relief openings have been constructed over the West Cache Creek flood bottom at a total estimated cost of $27,500.00. With these relief openings, the grade has been raised above high water which has caused serious inconvenience to traffic in past years.

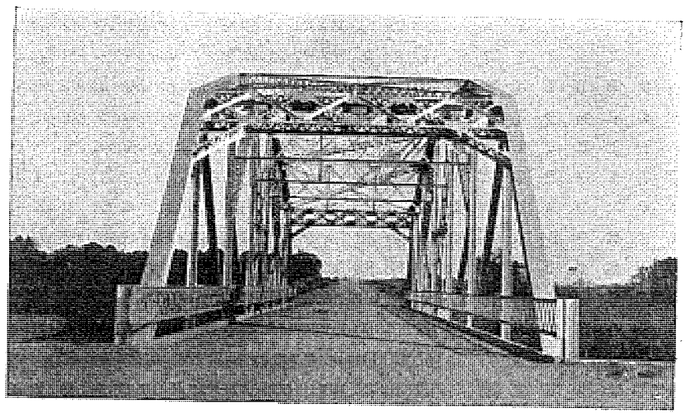
While the foregoing represents the most important concentration of bridge construction, we have a number of comparatively isolated projects which have required substantial structures.

In Ottawa County over Tar Creek we have built a series of I-beam spans on concrete substructure of 205 ft. in length. Further South at Watts on S. H. No. 17 is a bridge over the Illinois River. This consists of one 210′ high truss, one 100′ low truss and 4-50 I-beams. This structure replaces an old light truss which washed out during the spring floods and permitted the relocation of the highway to eliminate two very dangerous grade crossings over the Kansas City Southern Railroad.

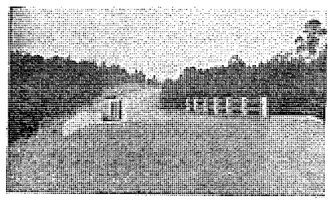
Dropping down in LeFlore County on U. S. 270 seven structures have been completed at a cost of $65,000.00. The most

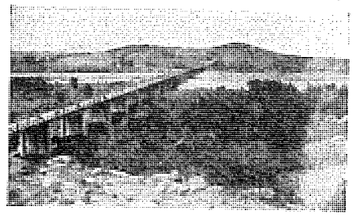


Bridge Over Blue River



On State Highway No. 48 South of Ada.





important spans the Poteau River. It consists of one 210′ high trusses and on each end a 70′ pony truss. There are also under construction three other structures between Stapp and Page.

During the past two years it has been necessary to make a number of bridge replacements on projects which had previously been considered complete. These replacements usually consisted of taking out structures having narrow roadway or unsatisfactory approach alignment.

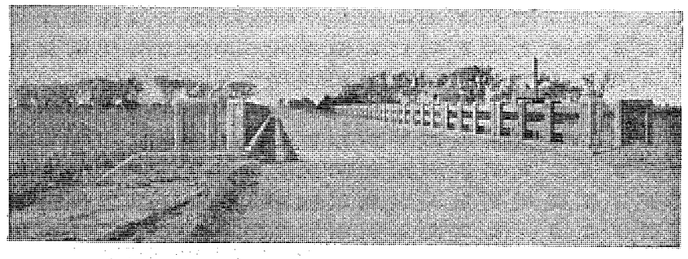
The first of these structures was the Coyle Bridge which was destroyed by fire in 1931. This structure was replaced by a bridge 906 ft. long costing approximately $90,000.00. It consists of eleven 80′ pony truss spans on concrete piers and has 22′ concrete roadway.

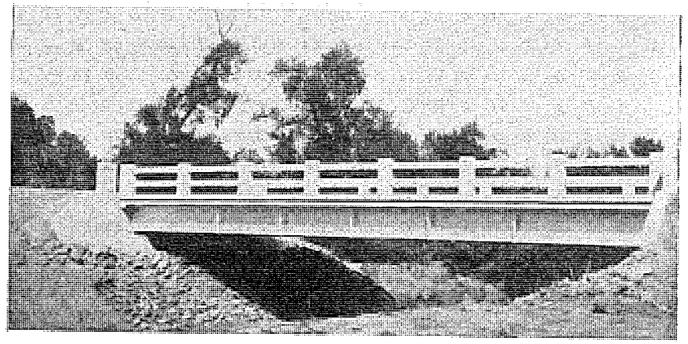
The next replacement of importance was the Guthrie Bridge which was a bridge across the Cimarron River on U. S. 77 North of Guthrie. This bridge was replaced in order to increase the width of roadway and to obtain a more satisfactory approach alignment. It consists of eleven 80′ deck plate girders on concrete piers. The cost of this structure and approach spans was approximately $120,000.00. A substantial portion of this cost was, however, in the approach fills and the replacement of concrete pavement.

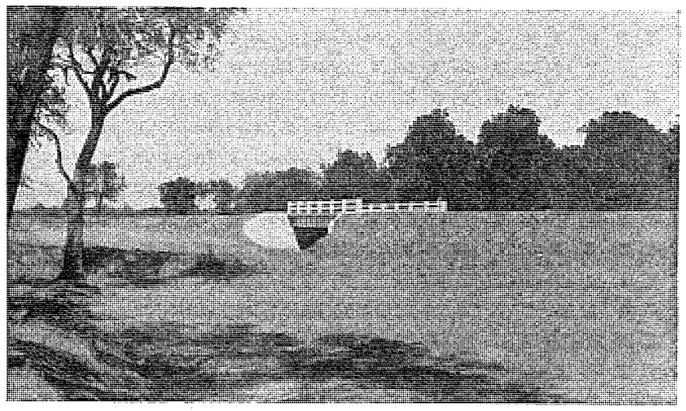
In the summer of 1931 a cloud burst west of Lawton washed out the West Cache Creek bridge which was an old 16′ roadway bridge with wood floor. This was replaced with two 100′ spans and two 80′ pony truss spans, having a clear roadway of 22′. Also in 1931 the old and very dangerous bridge East of Lawton on S. H. 29 over East Cache Creek was replaced with a 120′ thru span and two 50′ pony trusses.

On U. S. 64 West of Sand Springs two minor structures were replaced, one over Bakers Creek near Keystone and the other at Bruner Station.

The contract has been let for the replacement of Black Sulphur Canyon viaduct on U. S. 271 in Pushmataha County. This viaduct which is across a comparatively small stream is about 70′ from the flow line of the stream to the grade line of the highway and has a length of 320 ft. Its purpose is to span a deep and narrow gorge in the mountains North of Antlers. The structure







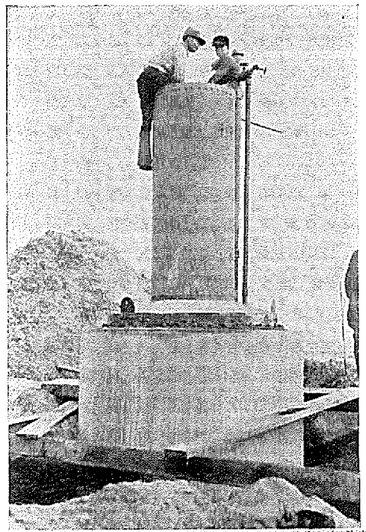
Miscellaneous types of bridge construction.

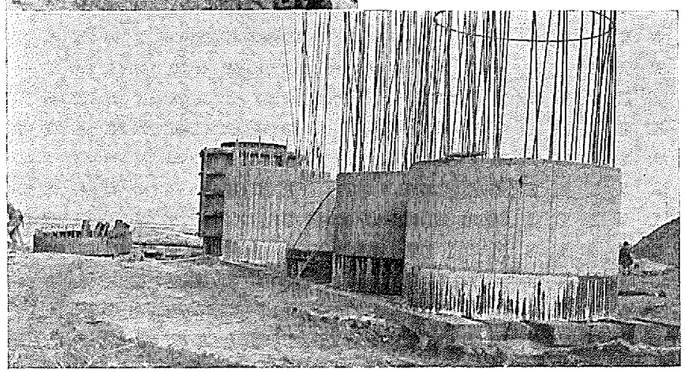
is an I-beam type with concrete deck and is carried on structural steel towers. The unusual feature about this structure is that it is built primarily to improve the alignment and grade on the adjacent highway and to save the cost of such construction. In order to obtain satisfactory grade and alignment it would have been necessary to have made large high fills and deep rock cuts out of solid rock.

BRIDGEPORT BRIDGE

The most pretentious bridge engineering project ever undertaken by the Oklahoma Highway Commission is the Bridgeport Bridge over the South Canadian River on the El Reno cut off on U. S. Highway 66. Construction work on this mammoth structure is now in progress. When completed it will be the longest bridge in Oklahoma, and one of the longest in the entire Southwest. The span will be 3,994 feet in length with a roadway of 25 feet between hand rails. The structure was planned, and the contract awarded during 1932. It will carry two 16½ ton trucks in any position, or two continuous strings of trucks the full length of the bridge. The structure will cost $346,663.40, that being the contract price. The Federal Government is participating in the construction of this bridge on the usual basis of participation in bridge construction.

In planning the El Reno cut-off the controlling factor was the construction of the bridge. This river, which flows in a generally easterly direction across the State, requires the longest bridges and presents the greatest difficulties in bridge construction of any river in Oklahoma. It has had few highway bridges built over it, and it constitutes a major impediment to free travel between the North and South sections of the State. In locating the cut-off the principal consideration was the reduction in length and the improvement of the alignment in the highway between El Reno and Bridgeport. The magnitude of the project warranted careful and exhaustive studies to obtain the most economical design consistent with the requirements of traffic and good construction. After investigating a number of designs three were tentatively adopted as fulfilling the requirements. These three designs provided for a wide variation in construction methods thereby opening up the field of competition to the fullest extent. The ultimate selection of the design was left until the bids were received and the contract awarded to the lowest bidder.





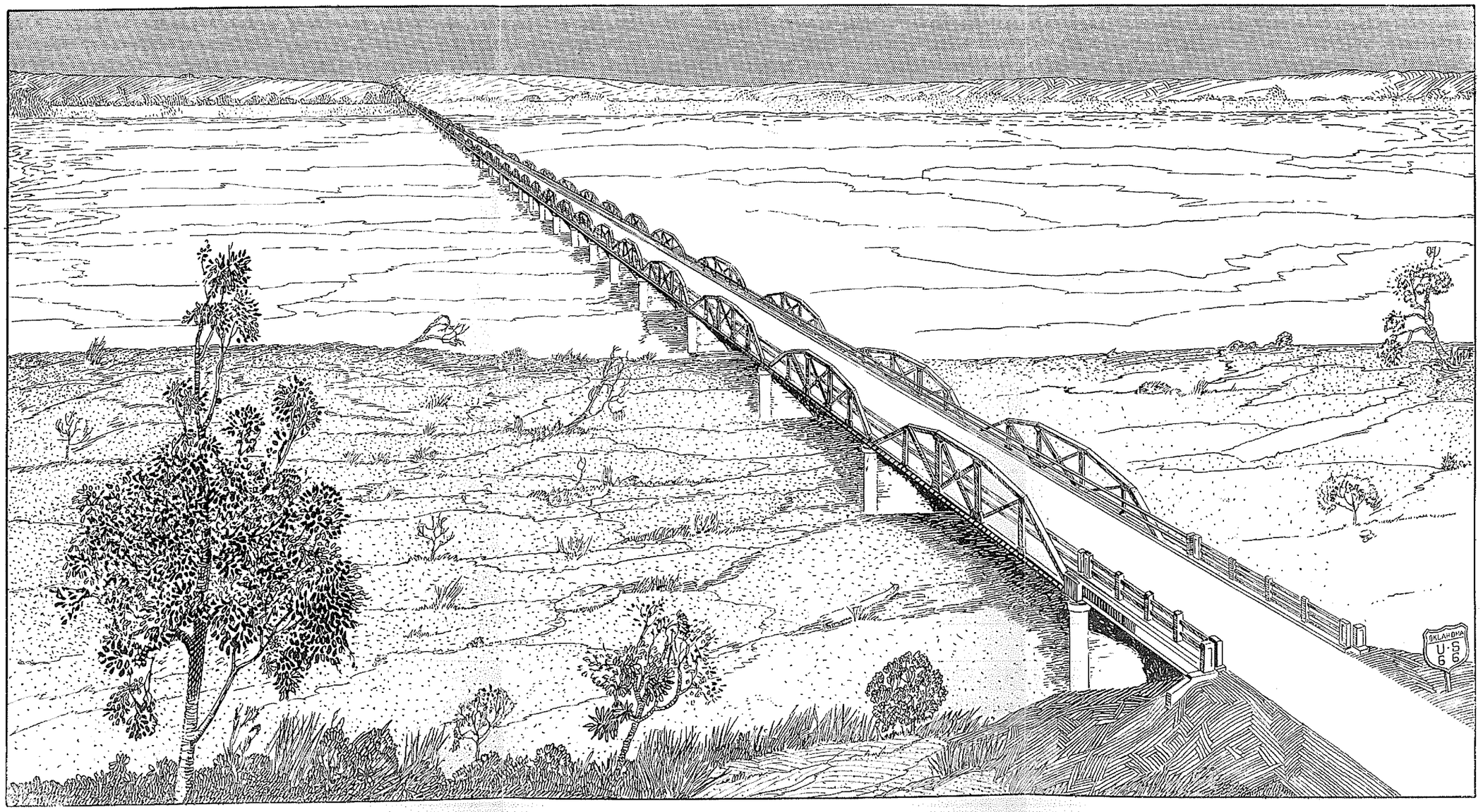
These two views show a part of the detail of the construction work of Bridgeport Bridge on U. S. 66. When completed it will be one of the longest bridges in the Southwest.

The bridge is made up of 38-100′ steel truss spans, and 2-36′ I-beam approach spans. The trusses are the low or pony type, which only extend about eight feet above the roadway and have no overhead bracing. This type of truss is very simple in design, economical to fabricate, erect and maintain, but withal a very rigid and sturdy structure.

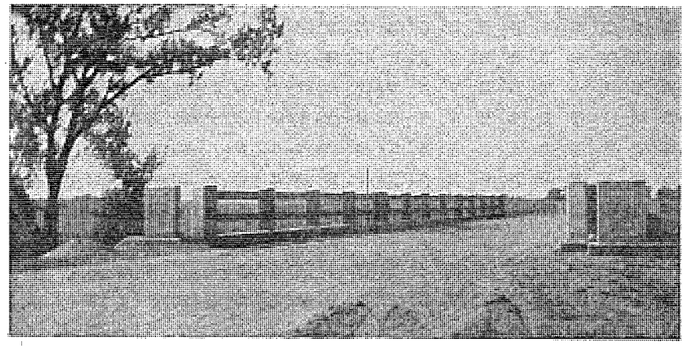
The foundations for piers are composed of two cylindrical concrete columns set four to six feet into the bed rock. Below the water line they are eight to nine feet in diameter depending upon the depth of the bed rock. Above they are four feet six inches in diameter, and are tied together by a concrete web wall.

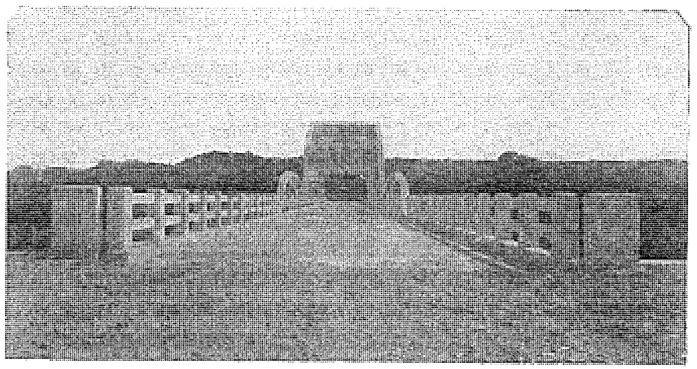
At this location the bed rock lies from thirty-five to sixty feet below the level of the stream bed. This thirty-five to sixty feet is practically all quicksand and makes the pier construction very difficult. This sand also becomes "quicky" at flood stages and provides no lateral support for the pier. It is necessary to key the pier into the bed rock with the highest quality of concrete. In order to make this excavation into the bed rock and place the concrete satisfactorily it is a condition of the specifications that all concrete shall be placed in a dry foundation. At this depth such requirement can only mean that the concrete in the bottom of the pier shall be placed under air pressure, or as it is called, the "pneumatic process." If the pneumatic process is used throughout the construction of the pier it would be very costly. Therefore, in order to make a satisfactory pier at a minimum cost, the combination of the common, or "open" method and the "pneumatic" method of construction was used.

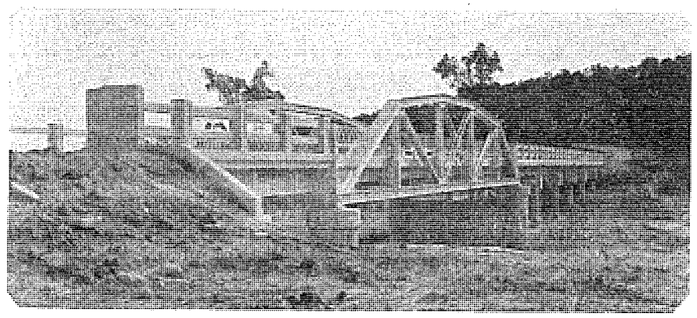
In starting the construction of a pier column a concrete pier caisson, which is a hollow concrete cylinder eight to nine feet outside diameter, six feet inside diameter and fifteen to twenty feet high, was cast at the exact location for the pier column. The caisson is then lowered by excavating or dredging the sand from the central area. This excavation is made through the water with an orangepeel dredge, which is a hemispherical bucket divided into quarters and opening downward automatically in the same manner as one peels an orange. The sharp points of the quarter sections stick in the earth and upon applying power from suitable mechanism from the top, close inwardly and the bucket is lifted out of the excavation and the load deposited outside of the caisson. This dredge is operated from a derrick caterpiller crane or other lifting



This is an artist's conception of how the Bridgeport Bridge, now under construction, will appear when completed. The drawing was made from the engineer's plans and is approximately correct.







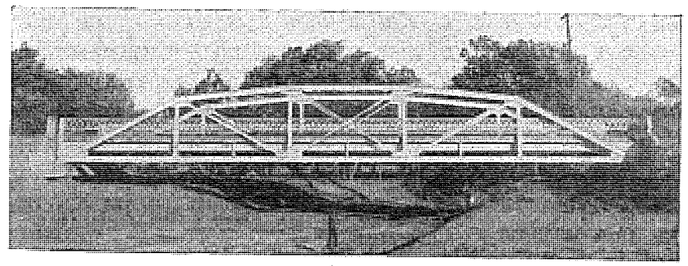
Varied Construction Types

mechanism. It is entirely automatic and can be handled by the crane operator without additional help.

When the first section of the caisson is lowered so that the top is practically level with the sand, another section of practically the same length is cast on top of it. After allowing the concrete to set the operation is again repeated until the bottom of the caisson finally reaches the bed rock. Upon reaching the bed rock the dump bucket of course will not make any further excavation and it is necessary to resort to some other means to carry the caisson down into the rock for the required key. In order to make this excavation into the rock an air lock is placed on top of the caisson and sufficient air pressure is applied to expell all of the water inside of the caisson. When the water has been expelled workmen called "sand hogs" go into the caisson and make the necessary excavation into the rock, squaring it up and shaping it to the required dimensions.

After completing the excavation into the rock the concrete is placed in the caisson to sufficient depth to hold the water out without the aid of air pressure. The air pressure, however, is held on the concrete until it has had sufficient time to make permanent set. After releasing the air pressure the air lock is then taken off and the pier completed in the regular manner.

This combination of methods takes advantage of the cheapness of the "open" method of excavation down to the rock and takes advantage of the "pneumatic" method in obtaining a satisfactory excavation into the rock and high grade of concrete in the bottom of the pier where it is needed most.



On Highway No. 32 south of Walters.

GRADE CROSSINGS AND SEPARATIONS

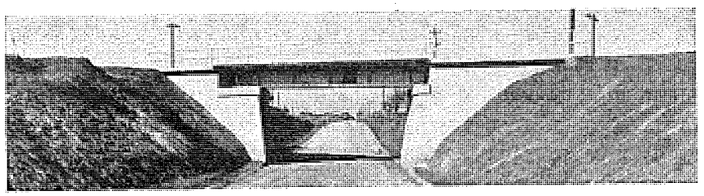
In the construction of highways it is frequently necessary to cross a railroad. In some cases this may be an existing crossing or it may be that an entirely new crossing must be opened up. It is the desire of the State Highway Commission to separate the highway grades from the railroad grades as far as practicable. However the authority over all railroad crossings, either at grade or separation of grade, is vested in the Corporation Commission.

Action from the Corporation Commission can be obtained in two ways. In the first instance if the Railway Company and the State Highway Commission can agree on a crossing or separation, the contract is drawn up and submitted to the Corporation Commission for their approval. If agreement cannot be reached between the State Highway Commission and the officials of the Railway Company, the case is brought before the Corporation Commission and evidence is presented by the Highway Commission to support their contention for the need for the crossing or separation, as the case may be.

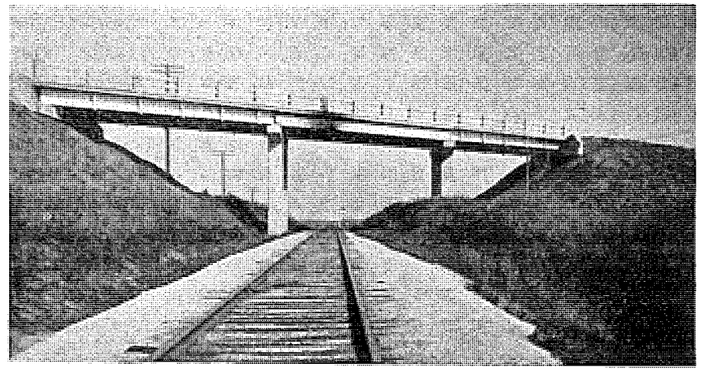
In the past biennium we have obtained by negotiation contracts for a separation of grade between the Atchison, Topeka & Santa Fe and U. S. 66 at Davenport and a separation of grades by means of an overhead between the Missouri-Kansas-Texas Railroad and U. S. 73 north of Welch.

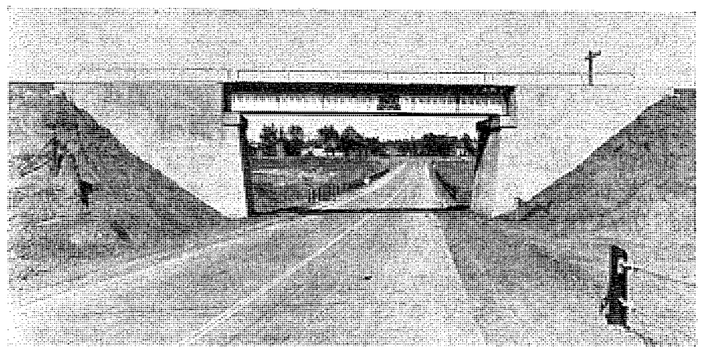
By hearing we have obtained a separation of grades between the Rock Island and U. S. 66 in the town of Weatherford and in the town of Canute.

In addition to the grade separations, grade crossing protection has been provided for the Frisco crossing over U. S. 66 east of

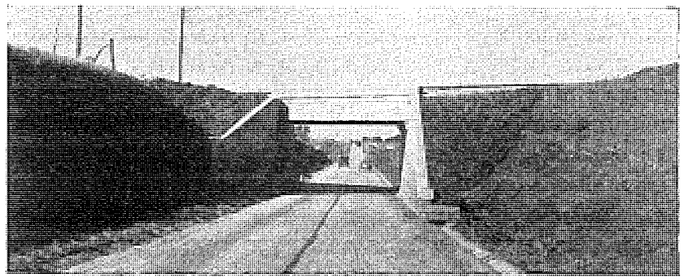


Underpass at Canute on U. S. Highway No. 66.





Types of 1932 Grade Crossing elimination construction.



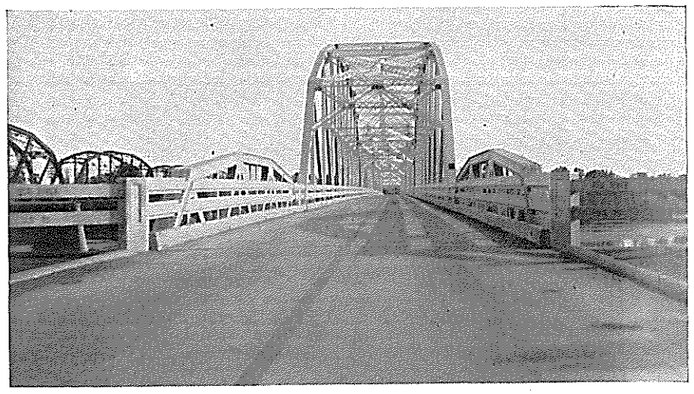
Underpass on U. S. 66 Near Elk City.

Quapaw and the Rock Island crossing over S. H. 34 at Merritt. These protections were obtained by negotiation with the railway companies.

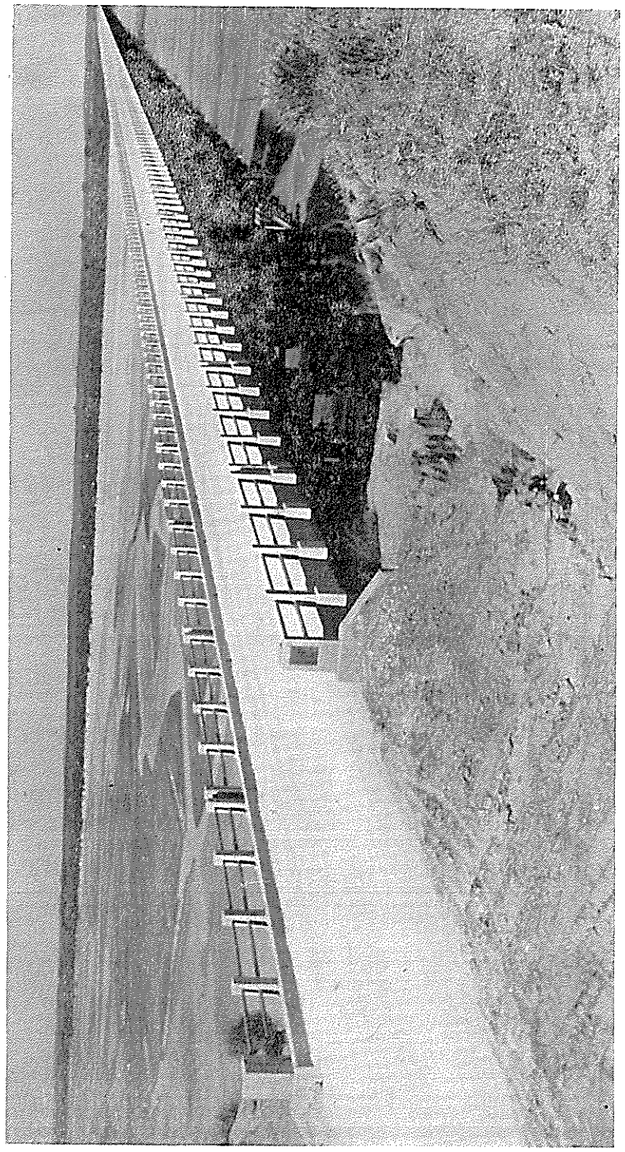
In addition we have obtained a number of grade crossings where it was not thought economical and practical to make the separation at this time. During the past year the Railway Companies, due to economic conditions, have been reluctant to enter into agreements for grade separations and protection.

RED RIVER BRIDGE

Up until October, 1926, when the Hugo-Paris Red River Bridge was opened to traffic as a free bridge, the Red River on the south boundary of Oklahoma constituted a traffic barrier, which was in effect a tariff wall, between Texas and Oklahoma. In practically all cases the tolls for crossing bridges or ferries over the Red River at this time were $1.00 for passenger vehicles and proportionately increased for commercial carriers. From that time



Oklahoma end of Red River free bridge on U. S. Highway 75 between Durant, Okla., and Denison, Texas.



Red River free bridge on Highway 283 between Altus, Oklahoma and Vernon, Texas. This is one of the longest spans over Red River.

until the beginning of this biennium the two States acquired, either by purchase or by construction, the following:

Burkburnett Bridge on U. S. 70 between Burkburnett, Texas and Randlett, Oklahoma.

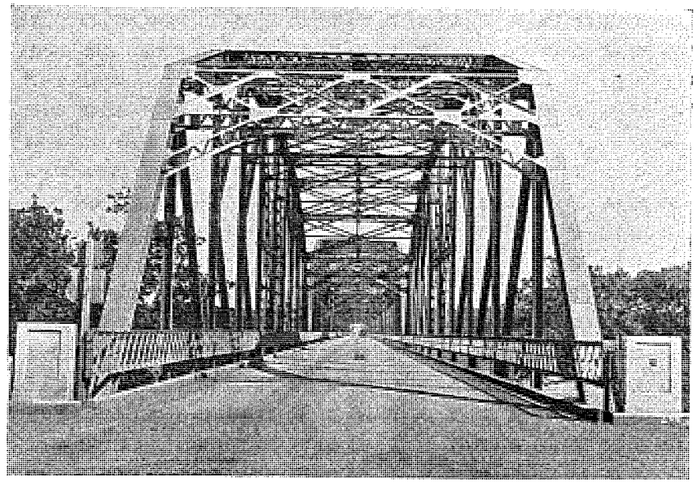
Frederick-Vernon Bridge on S. H. 14 between Frederick, Oklahoma and Vernon, Texas.

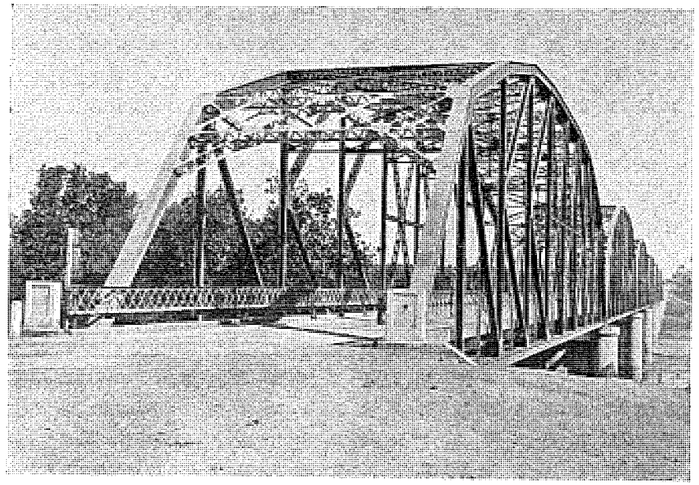
Preston Bridge on S. H. 48 between Woodville, Oklahoma and Denison, Texas.

At the beginning of this biennium the bridge on U. S. 81, south of Terral, Oklahoma was just being completed and work was well under way both on U. S. 77 between Gainesville, Texas and Marietta, Oklahoma and on U. S. 75 between Denison, Texas and Durant, Oklahoma.

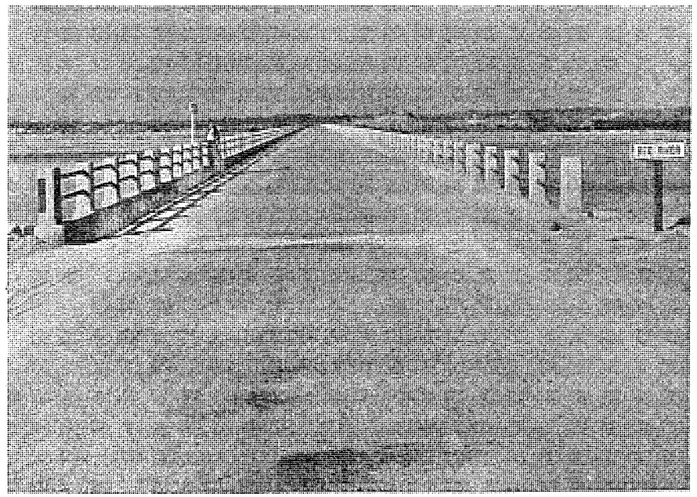
During this biennium, Oklahoma joined with Texas in the construction of two River bridges, one 1910′ in length on S. H. 44 between Eldorado, Oklahoma and Quanah, Texas, and 3770′ in length between Altus, Oklahoma and Vernon, Texas. Both structures having 22′ roadway. These two structures which are pile trestles, differ from the ordinary type of structure in that the sub-structure is creosoted wood piling and the super-structure is I-beam and concrete deck construction. These two structures represent a departure from the usual methods of design and construction employed prior to that time. They are a hybrid between the old type of our wood pile trestle and the new all concrete and steel type of pile trestle. The sub-structure consists of wood piling treated with creosote to prevent decay. Since the material overlying the bed rock was quicksand and provided no lateral support for piling, the plans required that pilot holes be drilled eight feet into the rock and timber piles be set into these holes and wedged tight with a heavy pile hammer. By this method the piles are rigidly fixed in position.

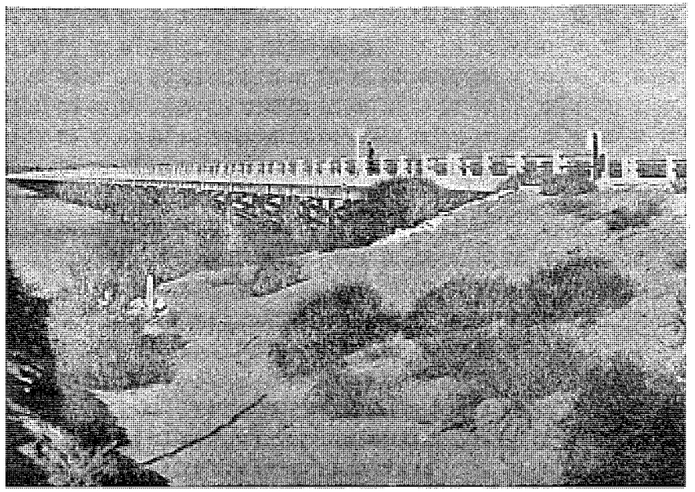
The particular advantage to this type of bridge is the extreme low cost of construction, high fire resistance and low maintenance cost. In comparing this type of structure with the ordinary pile trestle the first cost is only slightly higher, approximately 20%. It has greater stability due to the fact the piling are set into the rock and that the super-structure has greater





Two views of Gainsville free bridge over Red River.



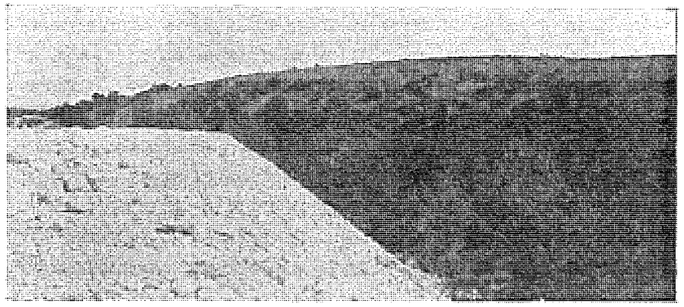


Two views of Eldorado-Quanah free bridge over Red River on Highway 34.

weight and therefore tends to hold the pile down in place and it is also practically fire proof.

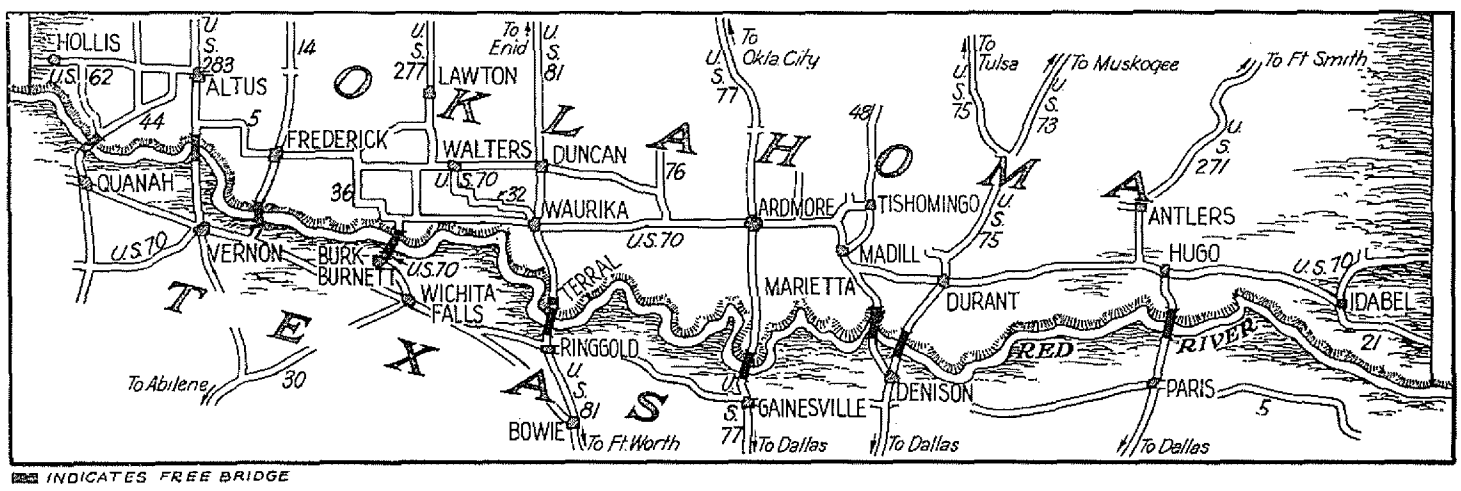
In comparing it with the concrete pile trestle, the cost is about half the cost of a concrete pile trestle and the life is probably almost as great. The use of this type of structure on the Red River is limited, however, to the western end since it will not withstand the floods occurring in the central and eastern reaches of the river.

With the completion of these two structures during this biennium the State Highway Department has in all provided bridges across the Red River on every State Highway except S. H. 57 between Idabel, Oklahoma and Clarksville, Texas, which highway has been only recently added to the State system and does not carry any large volume of traffic, and has connected up with Texas all of the major towns in the southern part of Oklahoma and the northern part of Texas.



Limestone Hill S. H. 48

FREE BRIDGE OVER RED RIVER



This illustration shows the location of free bridges over Red River between Oklahoma and Texas.

BRIDGES LET DURING 1931

Project	County	Contractor	No. Bridges	Contractor's Bid Price	Letting Date
F-117-B1	Muskogee	E. F. Fike and Company	1	$ 17,809.31	Jan. 6
F-194-J	Rogers	E. S. Alderman	2	9,588.30	Jan. 6
F-232-C	Caddo	Mackey and Hopper	2	24 678.35	Jan. 6
F-250-C	Hughes	L. B. Bybee	1	6,534.56	Jan. 6
F-271-B	Kiowa	Boardman Company	3	58,943.13	Jan. 6
F-273-B	Muskogee	Geo. M. Brown	5	37,332.26	Jan. 6
F-274-C	Pottawatomie		2	(not let)	
F-284-D	Lincoln	L. B. Bybee	1	10,286.39	Jan. 6
S-699-F	Texas	Boardman Company	4	68,125.53	Jan. 6
F-145-F	Comanche	S. W. Br. & Cul. Co.	1	32,764.02	Feb. 3
F-206-G	Roger Mills	Richard and Moorman	3	24,327.24	Feb. 3
F-224-H	Grant	R. R. Tway	6	52,438.47	Feb. 3
F-226-C	Washita	Nims and Frost	1	18,382.70	Feb. 3
F-243-F	Craig	H. L. Cannady	3	28,796.07	Feb. 3
F-263-C	Lincoln		4	(not let)	Feb. 3
F-270-D	Tillman	Portwood-Dennison	6	21,509.14	Feb. 3
F-276-E	Kingfisher	Aspland Const. Co	1	18,904.70	Feb. 3
F-293-F	Woods	Fred Woelke	1	20,973.50	Feb. 3
S-471-C	Haskell	S. W. Br. & Cul. Co.	2	3,643.50	Feb. 3
S-766	Tulsa	H. L. Cannady	1	11,259.61	Feb. 3
F-296-DE	Harper	Ledford and Way	3	17,889.86	Feb. 17
F-216-C	Kiowa	Roberts-Fisher	7	62,238.94	Mar. 10
F-140-A	Noble	L. S. Fisher Const. Co.	1 & Detr.	32,947.22	Mar. 10
SM-84	Blaine	R. R. Tway	Repr. & Appr.	4,108.90	Mar. 17
F-254-B	Atoka	D. C. Sampley	2	24,727.95	Mar. 17
SM-337	Seminole-Pont.	Grant Williams	1 & Refloor	6,605.00	Mar. 17
S-573-B	Haskell	Muskogee Iron Works	1	6,039.05	Mar. 17
F-39-D	Carter	Haynes & Box	1	16,916.02	Mar. 24
F-258-B	Jackson		1	(not let)	Apr. 7
F-293-C	Woods	Crushed Rock Const.	1	13,264.25	Apr. 7
S-657-CDE	Muskogee	Moran and Buckner	2	18 411.97	Apr. 7
S-674-E	Atoka	W. R. Montgomery	2	13,987.70	Apr. 7
F-138-C	Jackson	W. R. Montgomery	1	11,140.70	Apr. 14
F-258-EDG	Harmon	Kadane Const. Co.	11	50,897.16	Apr. 14
S-598-L	Pushmataha	D. C. Sampley	1	9,410.70	Apr. 14
F-279-C	Murray	W. L. James	3	28,183.20	Apr. 28
S-928-E	Jackson	W. S. Crawford	1	122,501.43	May 5
F-139-A	Logan	Woods Bros. Const.	1	121,892.14	May 26
F-245-H	McIntosh	Geo. M. Brown	2	7,641.93	June 2
F-185-A	Rogers	Gaines & Yeokum	1	12,979.45	June 9
F-254-E	Coal	J. W. Hopper	2	21,074.58	June 9
F-288-D	Lincoln	Boardman Company	4	28,775.91	June 9
F-48-C	Marshall		2	(not let)	June 16
F-150-B	Sequoyah	R. R. Tway	1	7,698.37	June 16
S-749-CD	Mukogee-Wagoner		2	(not let)	June 16

BRIDGES LET DURING 1931 (Continued)

Project	County	Contractor	No. Bridges	Contractor's Bid Price	Letting Date
S-798	Cleveland-McClain		1	(not let)	Aug. 11
S-463-F	Pawnee	Grant Williams	1	9,330.80	Aug. 18
F-264-F	Woods	Fred Woelke	3	18,516.92	Aug. 25
F-293-J	Woods		1	(not let)	Aug. 25
S-784-A	Tulsa	E. G. Fike & Co.	1	6,585.07	Nov. 17
F-215-J	Comanche	L. S. Fisher	1	30,994.50	Nov. 17
S-231-C	Custer		1	(not let)	Nov. 16
S-794-C	Johnston	Moran-Buckner	1	5,591.33	Nov. 24
S-794-J	Pontotoc	W. R. Montgomery	3	29,858.11	Nov. 24
S-328-D	Atoka	J. W. Hopper	7	62,053.67	Nov. 24
F-231-G	Payne	Schlichter Bridge Company	1	11,484.50	Dec. 15
F-243-G	Craig	Boardman Company	1 Overhead	23,201.57	Dec. 15
S-326-C	Coal	Ledford & Way	2	23,317.03	Dec. 15
S-327-D	LeFlore	Keliher Const.	2	39,614.61	Dec. 15
S-327-G	LeFlore	Muskogee Iron Works	6	25,519.69	Dec. 15
S-794-E	Johnston	B. M. Tallaferro	3	15,480.96	Dec. 15
S-616-B	McClain	W. J. James	1	2,284.24	Dec. 22
S-616-C	McClain	Bybee Const. Co.	5	9,527.62	Dec. 22
			129	$1,395,795.26	
			1 Overhead	23,201.57	

BRIDGES LET DURING 1932

Project	County	Contractor	No. Bridges	Contractor's Bid Price	Letting Date
F-264-F	Woods	Fred Woelke	3	$ 18,516.92	Jan. 19
S-631-A	Custer	J. W. Hopper	2	19,991.25	Feb. 2
S-810	Tulsa	Chas. Schultz	2	7,148.73	Feb. 2
S-598-L	Pushmataha	D. C. Sampley	1	9,410.70	Feb. 2
F-164-G	Canadian	R. R. Tway	5	36,423.53	Feb. 9
S-425-D	Adair	Keliher Const. Company	1	48,439.56	Feb. 9
S-728-A	Cotton	Roberts-Fisher	4	42,230.63	Feb. 16
S-728-B	Cotton	Roberts-Fisher	1	8,021.18	Feb. 16
F-290-C	Murray-Johnston	Muskogee Iron Works	1	10,127.51	Feb. 23
F-329-B	Ellis	McMillen Const. Company	2	6,342.72	Feb. 23
F-48-RC	Marshall	J. W. Hopper	1	19,138.48	Mar. 1
F-143-A	Garvin	Nims & Frost	2	15,422.08	Mar. 1
S-794-F	Johnston	W. R. Montgomery	3	32,145.27	Mar. 1
S-794-H	Pontotoc	W. L. James	4	19,061.60	Mar. 1
S-794-G	Pontotoc	H. S. Moore	1	3,058.20	Mar. 1
F-261-A	Ellis	W. L. Bottoms	1	3,792.22	Mar. 8
F-261-C	Ellis	Dan Sweeney	2	4,960.26	Mar. 8
F-278-D	Harmon	J. W. Hopper	1	11,224.70	Mar. 8
F-284-D	Cotton	W. L. Bottoms	3	7,326.70	Mar. 8
S-807	Canadian	J. W. Hopper	7	11,801.55	Mar. 22
F-268-A	Tillman	Roberts-Fisher	2	7,707.80	Mar. 29
F-268-B	Tillman	Merveldt & Lawson	2	7,196.59	Apr. 5
S-669-A	Harmon	Carl Merveldt & Company	1	1,789.35	Apr. 5
S-669-B	Harmon	Merveldt & Son	3	9,616.16	Apr. 5
S-813-A	Dewey	Carl Merveldt & Son	1	4,238.70	Apr. 5
S-789-A	Beaver	S. S. Strong	3	9,815.70	Apr. 19
S-326-D	Coal	Muskogee Iron Works	3	33,663.64	Apr. 19
F-50-R	Pontotoc	Muskogee Iron Works	1	3,183.92	Apr. 19
S-812-E	Custer	W. R. Johnston	4	42,856.12	Apr. 26
S-818-A	Woodward	L. S. Fisher Const.	1	1,370.92	Apr. 26
S-818-B	Woodward	L. S. Fisher Const.	4	17,097.81	Apr. 26
S-812-F	Custer	J. W. Hopper	6	34,180.41	May 3
F-247-B	Kiowa	Portwood Const. Co.	5	15,723.62	May 10
F-247-C	Kiowa	Hamilton & Johnston	6	31,212.54	May 10
S-601-C	Latimer	Haynes & Box	4	33,048.93	May 10
F-75-R	Okfuskee	Moran & Buckner	2	7,670.10	May 10
F-316-B	Ellis	Secor Const. Co.	2	13,182.88	May 10
F-189-C	Hughes	Moran & Buckner	2	3,770.54	May 10
F-247-A	Kiowa	Portwood Const. Co.	1	1,793.62	May 10
F-247-D	Kiowa	Ledford & Way	2	10,656.25	May 17
S-827-A	Lincoln	D. C. Sampley	2	24,488.12	May 31
S-822-A	Lincoln	W. L. James	1	9,191.90	May 31
S-822-B	Lincoln	W. L. James	2	13,814.40	May 31
S-826-F	Beaver	Herman Merveldt	3	18 178.00	May 31
S-826-G	Beaver	S. S. Strong	2	4,082.27	May 31

BRIDGES LET DURING 1932 (Continued)

Project	County	Contractor	No. Bridges	Contractor's Bid Price	Letting Date
S-816-B	Beckham	R. S. James	2	$ 8,384.91	May 31
S-816-C	Beckham	R. S. James Engr.	2	14,502.91	May 31
S-C-39	Comanche	Ledford & Way	2	9,325.78	May 31
S-828	Washita	Park & Company	Underpass	18,274.57	May 31
S-816-A	Beckham	Boardman Company	2	74,194.27	June 7
F-204-K	Custer	Park & Co.	Underpass	19,154.49	June 7
S-726-E	Cotton	W. L. Bottoms	1	1,512.25	June 14
F-218-A	Jefferson	W. S. Bellows Const.	4	5,573.98	June 14
F-218-B	Jefferson	R. S. James Engr.	3	23,127.00	June 14
F-218-C	Jefferson	E. L. Redwine	2	3,173.31	June 14
S-404-I	Major	Fred F. Woelke	1	12,176.40	June 14
S-818-C	Woodward	L. S. Fisher	1	3,436.55	June 14
S-818-D	Woodward	L. S. Fisher	2	21,012.42	June 14
S-726-D	Cotton	Roberts-Fisher	5	27,573.12	June 14
S-529-A	Carter	Witt & Tatum	4	14,958.35	June 21
F-108-C	Creek	Standard Pav. Company	1	11,083.90	June 21
S-792-E	Harper	R. R. Tway	4	21,322.80	June 21
F-108-B	Pawnee	Charles Schultz	2	9,929.24	June 21
F-109-A	Creek	L. H. Lacy Company	2	78,904.65	June 28
F-218-D	Jefferson	W. R. Montgomery	7	70,849.74	June 28
F-85-A	Pawnee	J. S. Corley	1	3,081.23	July 12
F-262-A	Roger Mills	T. C. Ottinger	1	1,578.98	July 12
S-826-B	Beaver	W. S. Potter	4	14,230.60	July 12
S-826-C	Beaver	Nims & Frost	4	25,632.00	July 12
S-826-A	Harper	Nims & Frost	3	7,289.36	July 12
S-704-A	Ottawa	W. L. James	2	5,491.31	July 12
S-704-B	Ottawa	R. R. Tway	3	16,922.91	July 12
F-244-H	Jefferson	C. S. Constant	4	8,961.29	July 19
F-244-G	Jefferson	C. S. Constant	1	17,965.49	July 19
F-258-A	Jackson	Kadane Const. Co.	2	17,788.80	July 19
F-258-C	Harmon	C. S. Constant	1	3,979.93	July 19
S-830-Br	Lincoln	J. W. Hopper	1	8,940.70	Aug. 2
F-164-H	Caddo	Kansas City Bridge Company	4	346,663.40	Aug. 2
F-315-A	Grant	Chas. M. Dunning Company	2	7,180.52	Aug. 2
F-315-B	Grant	Chas. M. Dunning Company	3	2,291.53	Aug. 2
S-673-A	Harmon	Nims & Frost	1	6,089.78	Aug. 2
S-673-B	Harmon	Herman Merveldt	4	5,360.95	Aug. 2
S-826-D	Beaver	Asplund Const.	4	14,404.85	Aug. 9
S-826-E	Beaver	Nims & Frost	1	16,874.75	Aug. 9
F-262-B	Roger Mills	Portwood Const. Co.	4	15,482.32	Aug. 9
F-262-C	Roger Mills	L. M. Mackey	3	40,243.58	Aug. 9
S-529-B	Carter	S. O. Maxey Company	5	16,907.83	Aug. 16
S-529-C	Garvin	S. O. Maxey Company	2	17,039.39	Aug. 16
S-529-D	Garvin-Murray	Kellher Const. Company	6	51,266.58	Aug. 16
S-327-B	LeFlore	Earl W. Baker Company		29,791.25	Aug. 30

BRIDGES LET DURING 1932 (Continued)

Project	County	Contractor	No. Bridges	Contractor's Bid Price	Letting Date
S-446-H	Caddo	Ledford & Way	3	$ 25,231.60	Sept. 6
S-829-A	Roger Mills	L. M. Mackey	6	83,673.27	Sept. 6
S-829-B	Roger Mills	E. G. Fike & Son, Inc.	1	8,206.54	Sept. 6
S-829-C	Roger Mills	L. M. Mackey	5	49,089.67	Sept. 6
S-792-C	Ellis	E. G. Fike & Company	1	4,007.96	Sept. 13
S-792-D	Harper	R. R. Tway	7	32,855.00	Sept. 13
S-800-B	Jackson	Dan Sweeney	2	3,708.90	Sept. 13
S-800-C	Jackson	Dan Sweeney	1	1,433.10	Sept. 13
S-140-E	Alfalfa	Hyde Const. Co.	5	17,373.29	Sept. 27
F-160-A	Beckham	Hyde Const. Co.	1	58,193.70	Sept. 27
S-811-A	Custer	Grant Kerr	2	24,850.75	Sept. 27
S-636-Br.	Custer	J. W. Hopper	1	7,822.55	Sept. 27
S-837-Br.	Kay	O. T. Tyler	1	2,673.14	Sept. 27
S-821-Br.	Love	Secor Const. Co.	8	24,559.44	Sept. 27
S-400-D	Tulsa	Nims & Frost	Removal		Sept. 27
D-833-Br.	Grant	Bybee Const. Co.	Repair	2,190.60	Oct. 4
S-728-E	Jefferson	Sherman Mach. & Iron Company	5	50,485.34	Oct. 4
S-728-F	Jefferson	Sherman Mach. & Iron Company	1	23,032.05	Oct. 4
S-203-A	McIntosh	Howard Fry, Inc.	3	19,497.95	Oct. 4
S-203-B	McIntosh	Howard Fry, Inc.	1	1,479.95	Oct. 4
S-203-C	Muskogee	Howard Fry, Inc.	1	9,688.96	Oct. 4
S-479-B	Okmulgee	Pharoah & Company	2	57,687.81	Oct. 4
F-322-E	Lincoln	W. L. James	1	9,140.36	Oct. 11
F-322-F	Lincoln	E. G. Fike & Son	1	2,272.77	Oct. 11
F-322-G	Lincoln	E. G. Fike & Son	5	56,025.48	Oct. 11
F-48-R	Marshall	H. S. Moore	2	10,992.80	Oct. 11
S-841-A	Seminole	H. S. Moore	1	9,963.65	Oct. 11
S-825-B	Johnston	Muskogee Iron Works	3	65,341.65	Oct. 18
S-831-A	Johnston		3	(All bids rejected)	Oct. 18
S-831-B	Johnston		2	(All bids rejected)	Oct. 18
S-824-A	Marshall	C. S. Constant	1	3,844.57	Oct. 18
S-824-B	Marshall	C. S. Constant	2	10,662.44	Oct. 18
S-825-A	Marshall	Chas. M. Dunning	5	20,969.25	Oct. 18
F-22I-	Pottawatomie	B. F. Dallas	Underpass	1,033.58	Oct. 18
F-284-A	Cotton	Roberts-Fisher	3	6,029.21	Oct. 25
S-791-C	Greer	Dan Sweeney	2	3,474.95	Oct. 25
S-844-A	Johnston	Roberts & Fisher	2	7,302.62	Oct. 25
S-844-B	Johnston	B. M. Taliaferro	2	14,483.35	Oct. 25
F-E-13-R	Pushmataha	Rogers Company	1	24,462.06	Oct. 25
F-E-326-A	Pushmataha	Rogers Company	4	30,623.25	Oct. 25
F-E-326-B	Pushmataha	Altman-Rogers Company	3	13,902.63	Oct. 25
F-E-326-C	Pushmataha	Arney Harbert	1	2,279.22	Oct. 25
S-831-A	Johnston	W. R. Lowe	3	28,736.40	Nov. 1
S-831-B	Johnston	H. E. Boecking	2	6,651.21	Nov. 1
S-817-A	Adair	R. R. Tway	4	13 072.52	Nov. 9

BRIDGES LET DURING 1932 (Continued)

Project	County	Contractor	No. Bridges	Contractor's Bid Price	Letting Date
F-259-A	Caddo	J. W. Hopper	4	15,024.14	Nov. 9
F-259-B	Caddo	J. W. Hopper	4	18,291.08	Nov. 9
F-259-C	Caddo	Merveldt & Lawson	1	1,435.26	Nov. 9
F-R-39-C	Carter	Roberts & Fisher	2	22,076.35	Nov. 9
F-214-B	Hughes	W. M. Merriman	1	1,936.65	Nov. 9
F-214-C	Hughes	J. W. Merriman	1	774.20	Nov. 9
F-136-K	Lincoln	Standard Pav. Company	Overhead	13,659.30	Nov. 9
S-825-A	Roger Mills	J. W. Hopper	3	13,926.25	Nov. 9
S-835-B	Roger Mills	J. W. Hopper	1	2,948.45	Nov. 9
F-335-A	Osage	John W. Fox	4	30,350.53	Nov. 22
F-335-B	Osage	W. R. Montgomery	1	1,732.20	Nov. 22
F-5	Bryan	Highway Const. Co.	6	42,566.92	Nov. 29
F-330-B	Cherokee	R. R. Tway	1	4,894.96	Nov. 29
S-833-C	Kiowa	J. W. Hopper	3	6,300.05	Dec. 6
S-839-D	Okfuskee	Boardman Company	5	83,835.16	Dec. 6
FE-33-F	Choctaw		1		Dec. 20
FE-240-A	Comanche		2		Dec. 20
FE-240-B	Cotton		2		Dec. 20
FE-274-B	Pottawatomie		4		Dec. 20
FE-276-CD	Kingfisher		9		Dec. 20
FE-277-A	Muskogee		2		Dec. 20
FE-277-B	Wagoner		1		Dec. 20
FE-322-B	Seminole		4		Dec. 20
TOTAL			369 Bridges	$2,914,650.04	
			4 Underpasses and Overheads	$52,121.94	

GRADE CROSSINGS ELIMINATED BY RELOCATION 1931-1932

County	Route	Project	Location	R. R.	No. Cross Eliminated	Status	Remarks
Adair	S-17	S-425	Watts to Siloam Springs	K. C. S.	2	Under Const.	Revert to County
Beckham	S-34		Mangum to Elk City	M. K. T.	1	Under Const.	Revert to County
Blaine	S-8		Geary to Watonga	C. R. I. P.	2	Competed	Revert to County
Coal	US-75		Calvin to Coalgate	C. R. I. P.	1	Competed	Revert to County
Carter	S-34	H	Hammon to Leedy	M. K. T.	2	Under Const.	Revert to County
Greer	S-34		Mangum to Elk City	M. K. T.	1	Under Const.	Revert to County
Haskell	S-31		Quinton to McCurtain	F. S. W.	1	Competed	Revert to County
Jefferson	US-81		Comanche to Ryan	C. R. I. P.	2	Under Const.	Revert to County
Johnston	S-12		Ada to Ravis	S. T. S. F.	4	Under Const.	Revert to County
Kiowa	S-14		Hobart to Snyder	S. T. S. F.	2	Competed	Revert to County
Roger Mills	S-34		Elk City to Hammon	M. K. T.	1	Competed	Revert to County
Tillman	S-14		Frederick to Davidson	S. T. S. F.	2	Competed	Revert to County
Woodward	S-34		Woodward to Vici	M. K. T.	2	Under Const.	Revert to County
TOTAL					23		

MAINTENANCE DIVISION

The addition of hundreds of miles of unimproved roads to the State system has greatly increased the duties and responsibilities of the Maintenance Division of the State Highway Commission during the past biennium. Despite this marked increase in operations the Maintenance Division, through the practice of the utmost economy and the further development of its system and greater co-ordination, reduced its expenses in 1931, more than $600,000 below the 1930 operating expenses. While definite figures are as yet not available it can be stated, on the basis of the record as of December 1, that the 1932 saving will equal, if not exceed, the 1931 figure.

Figures compiled by the Auditing and Accounting Department showing the elements of cost that enter into maintenance reveal that more money is expended for labor in maintenance operations than for any other item.

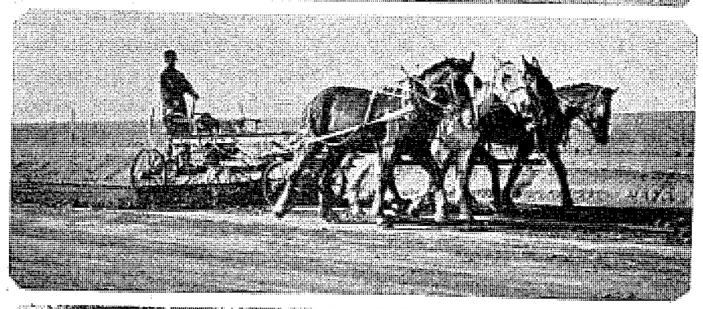
The table showing the classification of expenditures follows:

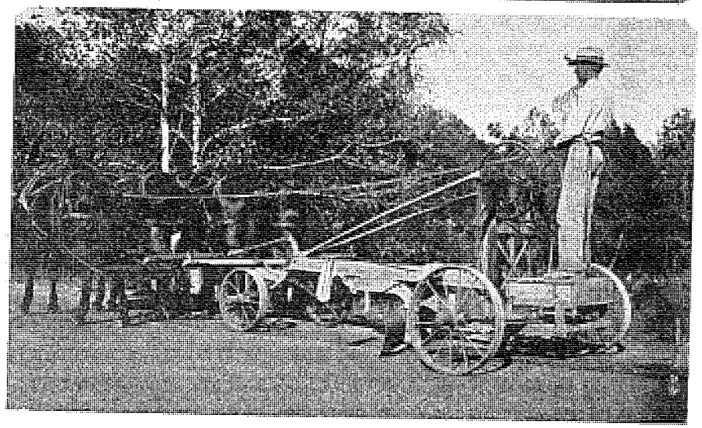
Classification	*Percent of Total*	*Amount*
Salaries and Wages	84.74	$1,737,848.51
Material and Supplies	6.13	125,639.70
Equip., Supplies and Expense	8.68	178,067.82
Traveling Expense	0.25	5,119.35
Miscellaneous Expense	0.20	4,045.92
Total	100.00	$2,050,721.30

The following table shows the present State mileage and the average maintenance cost per mile on each type of road for the period of eleven (11) months in 1932:

Type of Road	*Mileage*	*Average cost per mile— 11 mos., 1932*	*Average cost per mile per month, 1932*
Unimproved Earth	2,162	$254.37	$23.12
Improved Earth	536	314.86	28.62
Gravel	2,264	334.01	30.36
Class II Paving	362	325.03	29.55
Standard Paving	1,817	282.28	25.66
Total mileage and Average cost per mile	7,141	$295.34	$26.85







Horse drawn machinery used in maintenance work.

Maintenance is one of the most vital problems in Highway affairs, and may be given equal rank in importance with construction. Its duty and obligation is to keep the road system, from the so called high type paved roads on down to unimproved earth highways, in a safe and useable condition throughout all varying climatic and traffic conditions. The major part of its activities, of course, are centered upon other than the high type roads.

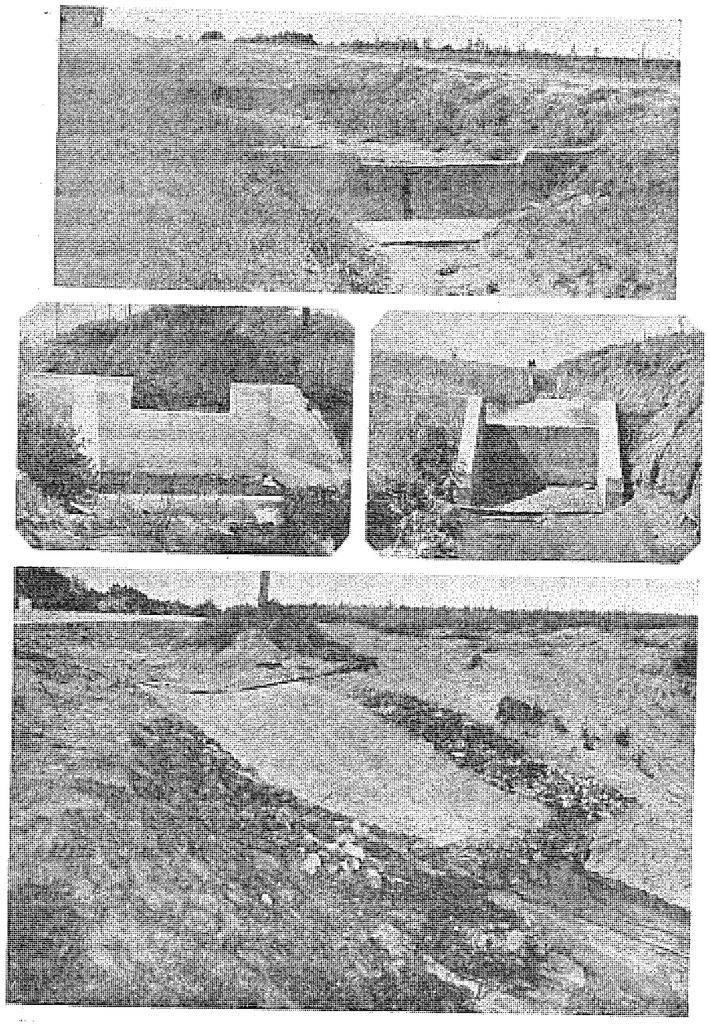
In this State maintenance is planned and executed with the greatest care. Maintenance methods and the results obtained are studied for the purpose of further improvement and lowering the costs. Traffic service, which is the primary objective in the operation of any road department, is dependent upon maintenance. Any expenditure of public funds for new roads, would not only be an unsound investment, but an unjust imposition upon the tax payers unless adequate provision for maintenance be made for the roads constructed.

The Maintenance Engineer has general supervision over highway maintenance operations in the several divisions of the State. He works under direct supervision of the Chief Engineer.

For administrative purposes, the State is divided into Six Divisions, each in charge of a Division Engineer. These Engineers must, of necessity, be well trained and highly skilled in both the construction and maintenance of highways, and must possess ability as well as technical knowledge.

Under the Division Engineer are the Maintenance Superintendents, who must be practical road men who can see what is necessary to speedily and efficiently correct an unsatisfactory condition on the highway. They are charged with the duty of seeing that each of the patrolmen and maintenance laborers perform the work for which he is hired. They are required to select their men and plan the work in their district, so that the roads will be kept in the best possible conditions with the least expenditure of funds.

The Maintenance Department is charged with the duty of keeping the State roads in such conditions that the flow of traffic is hampered as little as possible. This involves keeping the road bed smooth. On earth roads, this is done by blading the surface after each rain and by keeping the depressions filled with earth. When the chuck holes are filled with dry earth, it is soon whipped



Types of ditch checks and baffles.

out by traffic and it is frequently necessary, after a long continued dry spell, to haul water and dampen the earth, which is used to fill the larger chuck holes.

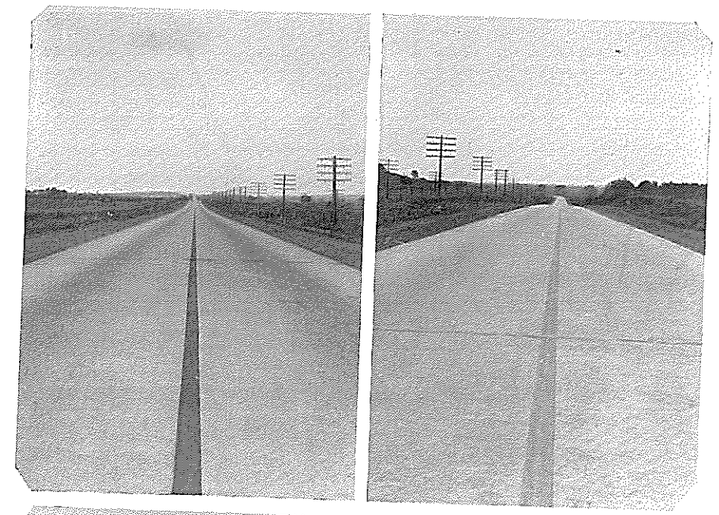
On gravel roads, maintenance consists of blading the road so that it will stay smooth. During dry weather, traffic whips the dust and finer materials out of the road surface and leaves thereon a considerable amount of loose gravel. When this loose gravel develops to such an extent that it interferes with driving at high speed, the gravel is bladed into a windrow on one side of the road and then on the next rain spread on the road to be again compacted by traffic while the grade still is wet. As the gravel wears out under traffic and disappears, it is necessary to add additional gravel from time to time to prevent the road from becoming muddy and slick in wet weather.

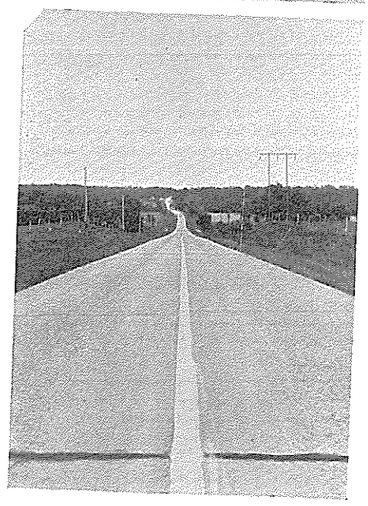
For this purpose, gravel is placed in stock piles along the road where the patrolmen can conveniently obtain it.

On a paved road, usual maintenance consists in keeping cracks and expansion joints filled and keeping the shoulders leveled off, so that in an emergency one can safely drive onto the shoulders and back onto the pavement without difficulty, even though running at high speed. After unusual weather conditions, it is sometimes necessary to replace short sections of the pavement or to raise the pavement where the fill has shrunk and permitted the slab to settle.

On all classes of roads, it is necessary to keep all obstructions off the Right-of-Way, keep the shoulders built out to the full widths, for the safety of the traffic, and keep the weeds and brush cut so that the road-way has a good appearance. It is frequently necessary on the older or unimproved roads to cut-out brush back off the Right-of-Way, on curves and short turns, to improve the visibility and thus make the highways safer for modern high speed traffic.

SIGNS AND MARKERS: One of the most important duties of the Maintenance Department is the erection and maintenance of the directional signs and road markers. On a perfectly marked road, it would be possible for a stranger to follow the road at normal driving speed, day or night, and in any kind of weather. While we do not state that the highways of Okla-





These pictures taken near Bartlesville and Claremore, are typical examples of the work of the maintenance department in marking highways as a safety measure. Drivers are warned to keep to the right of the line.

homa are perfectly marked, we do maintain that their markings compare favorably with the best of any of the surrounding States.

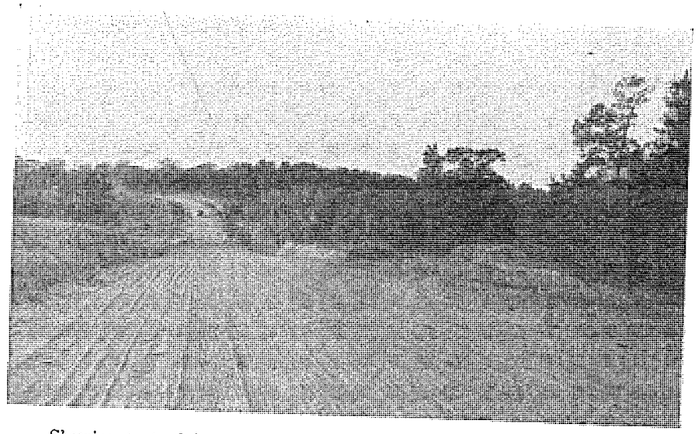
One of the largest single responsibilities of the Maintenance Department is the building and maintaining of detours. When the State Highway Commission builds approximately one thousand miles of road and in addition builds numerous bridges, it is necessary for the Maintenance Department to construct and maintain an equivalent mileage of detour road. Before traffic can be turned onto a detour, these roads must be graded, the bridges and culverts repaired and often strengthened or rebuilt. The Maintenance Department endeavors to so construct and maintain these necessary detours that the traveling public will be inconvenienced as little as possible. However, in order to avoid entirely the inconvenience to detours, it would be necessary to do away with all new construction and stop further improvement to the State Highway System.

The Maintenance Department in addition to regular Maintenance work, has charge of all work done with State Forces on the State Highway System. This includes the construction of roads on modified grade and drainage where available funds will not permit the construction of standard grade and drainage. The Maintenance Department also constructs all of the gravel roads of the State.

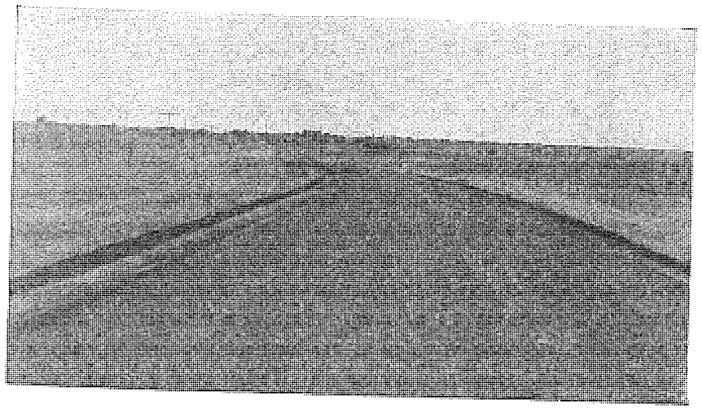
The Maintenance Department has done considerable experimenting on an oil treatment on the sandy stretches of road which occur frequently on the Highways of Western Oklahoma. One of these experiments was near Cleo Springs in Major County and one South of Sayre in Beckham County.

In Washita County, on State Highway No. 14, the Maintenance Department has built as an experiment a Bituminous Treated road using crushed stone with four different kinds of asphalt emulsion and two kinds of asphalt cut back.

SNOW REMOVAL: The last two winters have been unusually mild, and we have had no snow trouble in most of the State. However, in the Northwest Counties, on several occasions, blizzards have occurred so severe that the highways were completely covered by snow drifts for a considerable distance. The equipment and organization of the Maintenance Department is such that all of these roads were soon opened and the traffic flow was hindered but slightly.



Showing part of improvement on S. H. 19 between Atoka and Antlers.



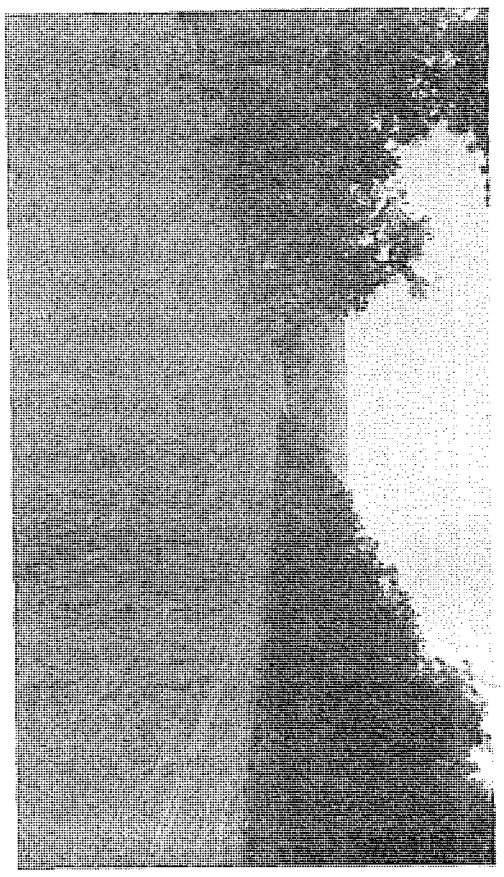
New gravel road south of Cordell.

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1931 AND 1932
(M) Projects Cover Work Done in the Recovery of the Original Construction

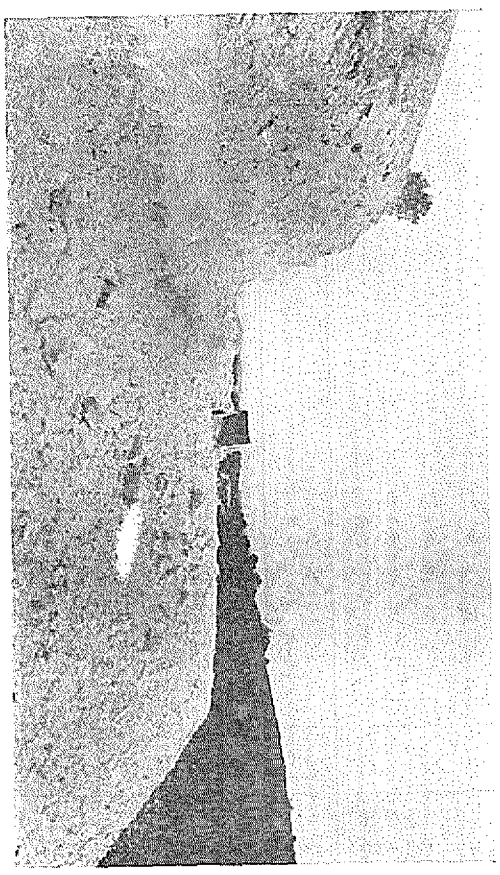
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
Adair	M-3	SH 17	180'	Bridge Repair		$ 1,894.38
Alfalfa	M-38	SH 45		Painting Bridges	North of Cherokee—West of Carmen	380.79
Atoka	M-35	US 75	460	Painting Bridges	Clear Boggy—Muddy Boggy Creeks	104.00
	M-58	US 73	23.5	Oiling Gravel	Atoka North	2,436.43
	M-85	US 75	4.5	Oil	Atoka West	0.0
	F-272-ABC6	US 73	23.5	Resurfacing	Pittsburg County Line to Atoka	18,492.88
	S-674-ABC6	US 75	10.8	Regravel	Bryan County Line to MK&T Underpass	7,180.22
Beckham	M-32			Painting Bridges	Over County	623.57
	F-160-B8	US 66	1,404'	Rebuilding and Extend'g New Channel	North to the North Fork of Red River	568.00
Blaine	M-47			Painting Bridge	South Canadian	1,063.07
Bryan	M-8	US 70	10.8	Placing Gravel	Durant to Washita River	7,275.38
	M-23	US 70	6.1	Placing Gravel	Bennington to Choctaw Co. Line	9,159.08
	M-34	US 75		Painting Bridge		93.60
	M-459	US 75	1.3	Scarifying, Reshaping, Graveling	Katy Underpass to Red R. Bridge	606.17
	M-461	SH 22	10.3	Placing Gravel	Johnson Co. Line Southeast	5,146.00
	S-42-B7	SH 22	3.5	Repairing Asphalt Road	Durant North to Junction	1,826.59
		US 75				
	F-5	US 75	900'	Replace Concrete Dip	0.5 North of Fish Hatchery	20.00
	F-5A	US 75	800'	Replace Concrete Dip	1.0 North of Caddo	0.0
	F-41-6, 7	US 70	9.3	Repairing Asphalt	Pirtle to Bokchito	2,665.77
Caddo	M-6	US 66		Detour Gravel		1,900.00
	M-25			Paint Bridges	Over County	0.0
	M-50			Flood Damage	SH 8-11-54; US 66	228.95
	M-53	SH 8		Extension of SH 8	Into Lookeba	926.45
	M-91	US 62	12.0	Regravel	Comanche County North	0.0
Carter	M-37	SH 76	13.9	Gravel	Stephens County Line South	2,808.42
	M-89	SH 22	3.0	Regravel	Ratcliff City West	0.0
Cherokee	M-237	US 62	9.0	Gravel	Muskogee County Line to Tahlequah	43,824.80
Choctaw	M-36	US 271	800'	Repair Floor	Paris-Hugo Bridge	0.0
	M-403	US 70		Paving and Re-surfacing	Through Town of Hugo	2,408.31
	F-33-D7	US 70	6.5	Repairing Asphalt	Forney Jct. East to Hugo	2,511.48
Cleveland	M-16	US 70	432'	Painting Bridge	Boggy River	775.03
	S-209-AB6	US 77	0.6	Regravel and oil	East End of Purcell Toll Bridge to pavement in City of Lexington	1,035.62
	S-311 AB-6	SH 37	10.2	Regraveling	US 62 East to Norman	1,643.69
Coal	M-83	US 75	8.7	Oil	Coalgate South	0.0
	M-84	SH 19	23.0	Oil	Coalgate to Pontotoc County Line	0.0
	S-347-6 S-540-ACd6	SH 19	20.7	Regravel	Coalgate to Stonewall	7,661.35
Comanche	M-26			Painting Bridges	Over County	0.0
	M-87	US 62	25.0	Regravel	Lawton West	0.0

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1931 AND 1932 (Continued)
(M) Projects Cover Work Done in the Recovery of the Original Construction

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	M-88	US 62	10.1	Regravel	Caddo County Line South	0.0
	F-145-D			Rip-Rap	Down Stream Side Little Beaver	982.60
Cotton	M-24			Paint Bridges	Over County	0.0
	-240-K	US 70	9.3	Gravel	Walters to Stephens Co. Line	6,966.99
Craig	M-55	US 66	2.0	Dust Palliative	Through County	1,145.10
Custer	M-30			Painting Bridges	Over County	920.47
	M-51	US 66		Flood Damage	Entire County	3,034.53
Delaware	M-82	SH 10	2.5	Oil	Through Jay to SH 20	0.0
	M-141	SH 11	30.0	Cleaning Ditches	Through County	8,931.64
DeWey	M-4	SH 34	29.3	Grading	Through County	1,000.00
	M-40	SH 14		Bridge Painting		704.93
Garfield	M-90	SH 15	14.0	Regravel	Garber North and East	0.0
Garvin	M-519	SH 19	2.0	Gravel	Stratford East	1,755.37
	F-144-E7	US 77	1.0	Re-gravel and Oil	Wynnewood to Washita River Bridge	952.65
Grady	M-61	US 62	2.0	Dust Palliative	Caddo Co. Line West to US 81	1,063.06
Grant	M-86	US 60	800'	Repair Bridge	East of Pond Creek	0.0
Greer	M-29			Painting Bridges	Over County	868.17
	M-85	SH 42	370'	Repair sub-structure and floor of trestle	Over Elm Fork of the Red River	850.29
Haskell	M-92	SH 10	25.7	Regravel	Through County	0.0
	S-823	SH 10	2,440.8'	Raise Grade	9.0 East of Stigler (San Bois Creek)	5,963.30
Jackson	M-31			Painting Bridges	Over County	373.80
Johnston	M-1	SH 22	7.0	Regravel	Mill Creek West	2,529.99
	M-462	SH 22	20.9	Placing gravel	Ravia to Bryan Johnston County Line	16,683.27
Kay	M-68			Painting 4 bridges	Over County	0.0
Kiowa	M-33			Painting Bridges	Over County	0.0
	M-522	SH 9	4.5	Gravel and oil for patching	1 Mi. South Lone Wolf to Greer Co. line	9.38
	S-227-BE6	SH 9	12.1	Patching and repairing present gravel surface		1,957.24
Latimer	M-48	US 270	13.0	Placing Gravel	Wilburton East	5,110.40
	M-49	US 270	9.5	Placing Gravel	Red Oak East	3,476.46
LeFlore	M-54	US 271	31.3	Regravel	½ mile in Push. Co. line Northeast	0.0
Latimer	M-251	SH 10	4.0	Regravel	Talihina to State Sanitorium	1,062.31
	M-335	US 271	32.0	Placing gravel	Poteau to Arkansas State line	21,998.65
Lincoln	M-20	SH 48	33.0	Grading	Through County	2,572.20
	M-63			Flood Damage		4,236.23
	F-137-E6	US 66	7.1	Regravel	Wellston	9,212.89
Logan 5	M-19	US 77	100'	Asphalt Floor	South City Limits, Guthrie	301.78
McClain-Cleveland	S-311-AB6	SH 37		Regravel	Jct. on US 62 East to Norman	1,643.60
McCurtain	M-17	SH 21	880'	Painting Bridges (3)		1,431.46



Improvement of U. S. 75 south of Calvin.



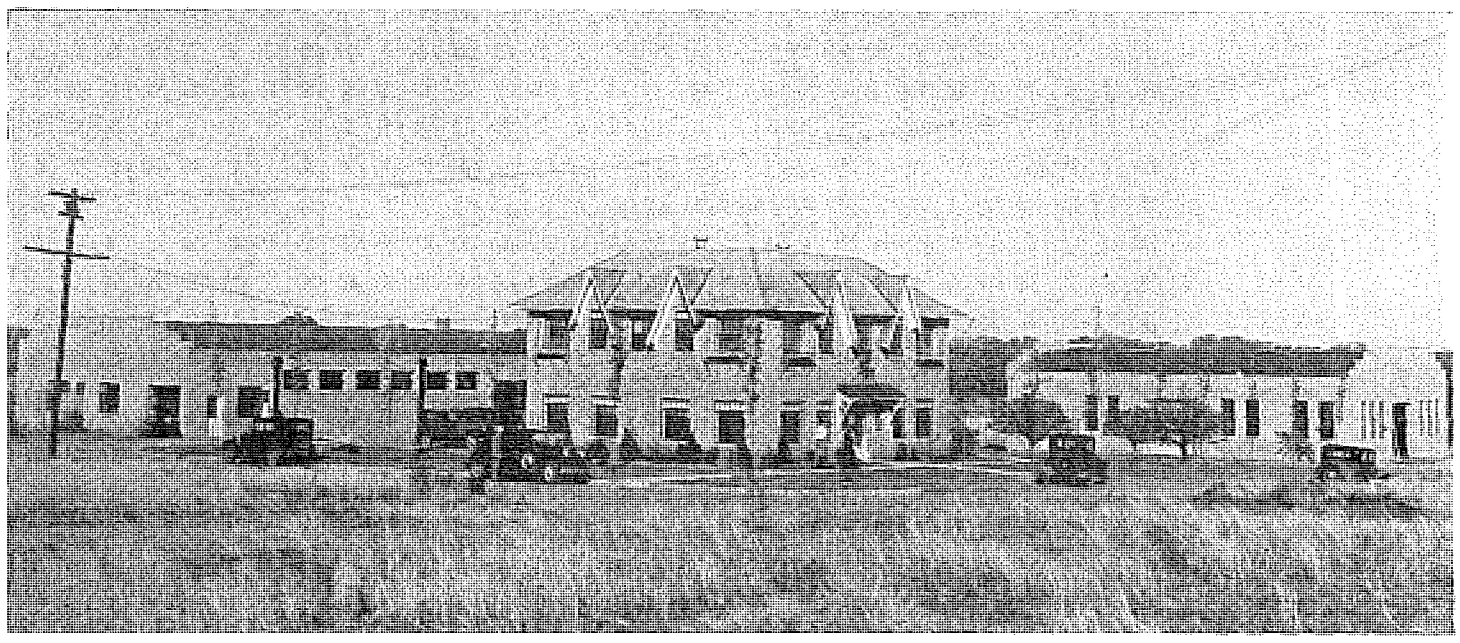
Limestone cut and fill south of Franks.

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1931 AND 1932 (Continued)
(M) Projects Cover Work Done in the Recovery of the Original Construction

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
McIntosh	M-60	US 73	8.0	Dust Palliative	Muskogee County Line South	426.00
Major	M-5	SH 14	16.5	Grading	North of Chester	1,000.00
Mayes	M-57	US 73	16.0	Dust Palliative	Pryor North	245.85
	M-73	SH 11	28.0	Oil	Through County	0.0
	M-80	SH 20	33.5	Oil	Through County	0.0
	M-249	SH 20	12.0	Crushing gravel	Between Salina and Spavinaw	7,496.40
	S-15-AC6	US 73				
		SH 20	16.5	Reshaping	Northwest of Pryor	846.42
	F-227-ABC6	US 73				
		SH 20	25.0	Scarify and reshaping old gravel surface	Pryor North and SH 20 Rogers Co. line	652.09
Murray	M-66	SH 18		Regravel	Jct. with SH 22 South to Carter	464.70
Muskogee	M-78	US 62	10.0	Oil	Through Boynton	0.0
Wagoner	M-248-A7	US 64	11.0	Road Oiling	Haskell to Tulsa Co. Line	7,668.64
	F-117-A6	US 64	11.2	Remove gravel and place on new constructed grade	Warner to Webber Falls	1,437.40
	F-273-A6	US 62	6.81	Remove gravel and place on new constructed grade	Ft. Gibson to Cherokee Co. line	999.00
Noble	M-46			Painting	North of Perry	0.0
Nowata	M-71	SH 16	7.0	Re-oil	Nowata to Rogers County	59.58
	M-73	SH 16	10.0	Oil	Lenapah North	0.0
Okfuskee	M-336	US 62	21.0	Placing gravel	Okemah west to Lincoln Co. line	9,743.56
Oklahoma	M-62			Flood Damage		632.22
	M-67	US 66		Rip-rap	Okla. City Lake	4,996.82
	M-520	US 77	12.0	Gravel shoulders	Okla. City to 3 miles east of Edmond	6,415.55
	M-520-7	US 77	15.0	Oil Gravel shoulders	Okla. City to 3 miles east of Edmond	2,458.55
Okmulgee	M-70	US 62	14.0	Repairing settled pavement	Okmulgee to Henryetta	0.00
	M-77	US 62	3.8	Oiling	Morris East	0.0
Osage-Pawnee	M-44		60'	Painting Bridge	Arkansas River	217.90
	M-45			Painting Bridge	North of Cleveland	848.80
	M-76	SH 48	7.84	Gravel	Pawhuska Northwest	2,546.07
	M-138	SH 25	3.5	Gravel	South of Hominy and North of Cleveland	2,440.69
	M-140	SH 25	25.2	Oiling Road	Cleveland to SH 11 east of Pawhuska	
Pittsburg	M-69	US 73	3.0	Gravel	South County Line North	0.0
	M-93	US 270	15.5	Regravel	Hughes County Line East	0.0
Pott.	M-65	SH 18		Flood Damage	Dale, Canadian and Little River	11,171.06
Pushamataha	M-81	SH 10	291'	Reflooring	Kiamichi Bridge at Clayton	1,376.00
	M-95	US 271		Bridge Repairs	Walnut Creek	0.00
	M-250	US 271	15.0	Widen roadbed, repair structures	Finley Northeast	5,208.76

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1931 AND 1932 (Continued)
(M) Projects Cover Work Done in the Recovery of the Original Construction

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
Rogers	M-72	SH 11	18.0	Oiling	Through County	54.14
	M-74	SH 16	10.0	Oiling	Collinsville to Oolagah	280.19
	M-79	SH 20	10.5	Oiling	Claremore to Mayes Co.	15.89
	F-184-BCDE(U	US 66		Remove, haul and stock pile gravel	Claremore to North of Chelsea	5,223.04
Seminole	M-64	SH 56		Flood Damage	North of Sasakwa and east of Seminole	5,071.09
	M-94	SH 56	12.0	Regravel	Sasakwa to SH 48	0.0
Texas	M-630			Constructing dike 700' long and 4' high		486.20
Tillman	M-27			Painting Bridges	Over County	0.0
Tulsa	M-135-7	SH 20	4.6	Oil Road	Between Sklatook and Collinsville	2,005.56
Wagoner	M-14	SH 51	28.5	Placing Gravel	Wagoner to Tulsa County Line	9,670.24
Washita	M-28			Painting Bridges	Over County	475.19
	M-51			Flood Damage	Entire County	3,034.53
Woods	M-39	SH 14		Painting Bridge	North of Alva	200.00



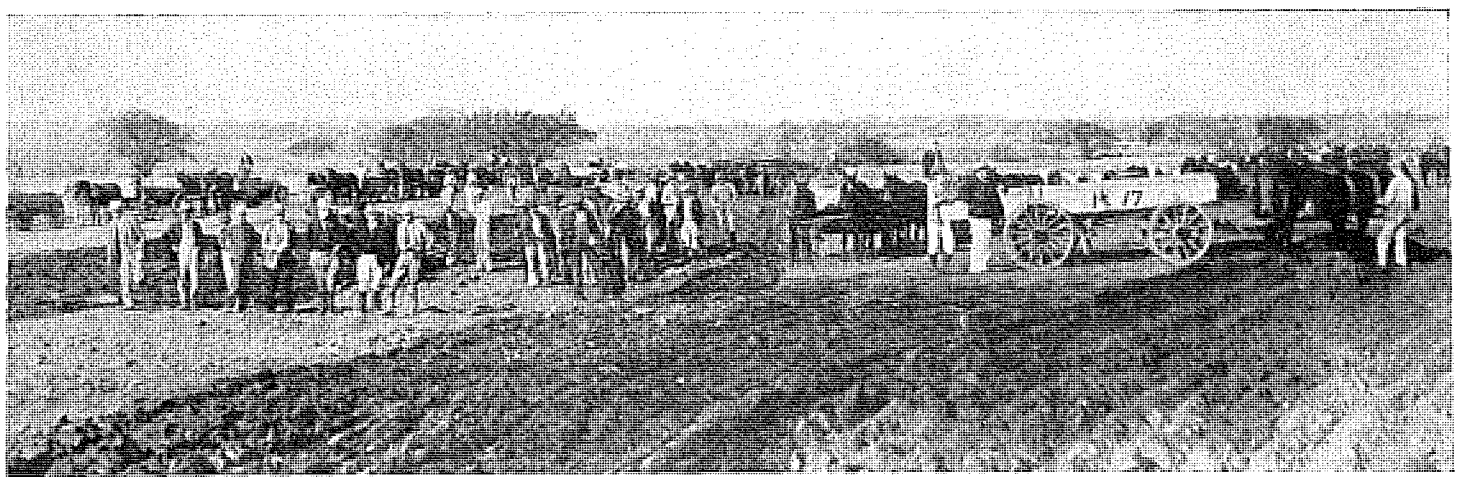
Highway Commission Division Headquarters at Clinton

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932
(C) Projects Cover New Work

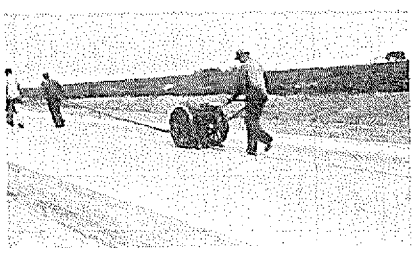
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
Adair	C-1	SH 51	16′	Bridge	2 miles west of Stilwell	$ 599.55
	S-250 DE6	US 62	25.0	Placing crushed stone	From Illinois R. to Arkansas State Line	1,486.93
Alfalfa	C-88	SH 45	4.0	Placing gravel	Carmen west	4,218.65
	F-147A6	US 64	2.83	Placing gravel	West city limits of Ingersoll extending east and south 2.83 mi.	3,055.34
	F-147-A7	US 64	10.8	Road Oiling	Woods County Line East	7,565.72
	F-154-A6	US 64	8.0	Gravel	Alfalfa-Woods County line east to Ingersoll	4,470.06
	F-154-A7	US 64	10.8	Road Oiling	Woods County Line East	See F-147-A7
Atoka	C-14	US 75	4.5	Placing gravel	Atoka West	6,282.39
	C-73	US 73	0.5	Grade, Drainage, Gravel	Caney to US 75	3,611.33
	C-135	US 75	12.3	Detour	Atoka south	1,810.86
	C-148	SH 19	6.89	Placing gravel	Pushmataha County Line West	929.15
	C-169	SH 19	15.59	Placing gravel	Atoka east	0.00
Beaver	C-9	US 64	6.0	Placing gravel	Gate west	
	C-31	US 75	38.5	Grading	Through county	1,802.63
	C-85	US 64	20.08	Placing Gravel	Forgan to Knowles	16,530.58
	C-162	SH 35	6.05	Placing Hard Dirt on Sand	Beaver City north	1,666.67
Beckham	C-10	US 66	1000′	Widen Shoulders		
	C-26	US 66	3.0	Ditch Checks	Washita Co. Line west to Elk City	164.30
	C-79	US 283	12.0	Oiling Sand Grade	US 66 south	1,231.02
	C-109	SH 34	2.4	Detour	South of Elk City	1,152.24
	S-551-B5	SH 41		Furnishing & Placing Flood-gate—Dike	Borrow Pit Outlet	465.72
	S-551-AB6	SH 41	15.44	Gravel	Sayre east to Washita county line	17,783.23
	S-551-AB7	SH 41	15.5	Road Oiling	Sayre east to Washita county line	7,164.82
Blaine	C-114	US 66	8.0	Oiling (Dust Preventive)	Geary south	2,596.66
	S-29-6, 7	US 66	7.5	Blotter treatment	Geary to Bridgeport	78.00
	F-170-AB6	SH 8	15.86	Gravel	Geary to Watonga	9,746.82
Bryan	C-25	US 75	1.0	Gravel Road & Street Intersections	Durant south to Red River	0.00
	C-134	SH 22	22.0	Grade, Drainage, Gravel	Durant southeast	5,805.39
	F-41-B7	SH 22	10.3	Road Oiling	Johnson County Line to Jct. US 75	2,597.39
	F-41-C5	US 70		Build Double Concrete Culvert	West of Bokchito	1,392.65
	F-41-C6, 7	US 70	6.1	Road Oiling & Graveling	Bennington to Choctaw County Line	832.72
	F-59-7	US 70	10.3	Light Blotter Job	Durant to Bryan-Marshall Co. line	Cancelled
	S-605-C6, 7	US 70	.45	Road Oiling	One Mile East of Bokchito	100.90
Caddo	C-3	US 66	1.5	Grade, Drainage, Gravel	Through Bridgeport	2,998.12
	C-29	US 66	16.0	Constructing Ditch Checks	Through County	970.58
	C-42	US 66	23.0	Sodding Shoulders	Through County	790.00
	C-113	SH 41	21.5	Placing Gravel	Washita County Line East to SH 8	14,113.27
	C-128	US 277	7.0	Bituminous Mat	Cyril to Grady County Line	5,507.06
	F-203-B6	US 62	4.24	Limestone screenings	Anadarko to Verden	3,940.27

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)
(C) Projects Cover New Work

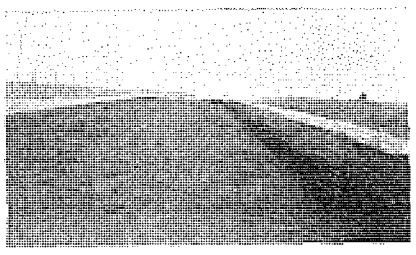
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	S-641B-6	US 62	3.0	Placing Gravel	Jct. of SH 9 South 3 Mi.	3,062.91
	F-204-G5	US 66		Place culvert	In Bridgeport	1,030.86
	S-651A-5	SH 8	5420 LF	Constructing Guard Rail	Anadarko to Jct. SH 41	1,652.30
(Grady)	F-203-B7	US 62	16.5	Road Oiling	Anadarko East to Jct. US 81	13,344.31
	S-596-A6	US 62	3.92	Limestone Screenings	Anadarko to Verden	3,072.26
	S-599-C5	SH 9	3200′	Guard Rail Fence	Between Carnegie & Fort Cobb	2,256.95
	S-599-C-I-6	US 62	27.1	Gravel	Anadarko to Jct. SH 9; on SH 9 from Jct. US 62 to Kiowa County Line	29,348.69
Caddo	S-599-C-I-7	US 62 SH 9	27.1	Road Oil	Anadarko to Kiowa County Line	25,926.55
	S-641-AB6	US 62	7.95	Placing Gravel	Apache North 8 Miles	4,982.89
	S-651 A to E6	SH 8	15.18	Gravel	Anadarko through Gracement to SH 41	11,628.70
	S-651-A to E7	SH 8	15.1	Road Oiling	Anadarko North to Jct. with SH 41	17,771.67
	S-775	SH 54	1.5	Grade, Drainage	Bakley South	3,430.25
Canadian	C-62	US 66		Ditch Check on Paved Roads		1,298.31
	C-149	US 66		Ditch Checks	Near Calumet	224.10
(Blaine)	C-154	US 66	2.0	Providing Short Cut for US 66	4 miles South of Geary	557.20
	S-807	FM	15.0	Rock Asphalt Top	Union City east to Okla. County Line	0.00
	F-164-FG-6, 7	US 66	16.5	Oil and Gravel	Pavement west of El Reno to Geary	24,416.45
Carter	C-91	US 70	4.0	Shoulders	Ardmore West	0.00
	F-R39-6	US 70	4.0	Placing Gravel	Lone Grove west	4,524.64
	F-69-A6, 7	US 70	4.2	Road Oiling	Johnston-Carter County Line West	3,275.27
	F-134-A6, 7	US 77	.8	Road Oiling	Near Caddo Bridge and one mile north of Springer	1,144.57
	F-187-I-6	SH 53	4.4	Gravel	Stephens County Line to Jct. with SH 29	6,994.76
Cherokee	C-127	US 62	9.0	Double Bituminous Surface	Muskogee County East	4,347.68
	S-778	SH 51	2.0	Grade & Drainage & Bridge Repair	Jct. of US 62 & Barron Fork Bridge	9,885.13
Cimarron	C-138	US 64	7.0	Placing Gravel	Boise City West	0.00
	C-139	US 64	28.0	Placing Gravel	Texas County Line to Boise City	3,876.77
	C-151	US 64	3.0	Grading	Boise City East and North	0.00
Choctaw	C-4	US 271		Placing Gravel	Hugo to Goodland Orphanage	299.50
	C-178	US 270	2.0	Grade and Drainage	Hugo to Goodland Orphanage	0.00
	F-33-A6	US 271	10.2	Gravel	Hugo to Red River	8,452.71
	F-33-A7	US 271	10.3	Road Oiling	Hugo to Red River	7,458.81
	F-33-BC-6	US 70	24.6	Gravel	Hugo East to McCurtain County Line	11,258.87
	F-33-BC-7	US 70	24.6	Road Oiling	Hugo East to McCurtain County Line	3,093.34
	F-33-E7	US 70	4.1	Road Oiling	Bryan County Line to Boswell	1,975.02
	S-265-7	US 271	8.0	Road Oiling	Jct. US 70 North to Pushmataha Co. Line	1,264.33
Cleveland	C-6	SH 37	1.25	Grade, Drainage, Gravel	West of Norman	1,163.82
	C-99	US 77		10x3x30 Culvert	2 Miles North of Lexington	823.93
	S-311-K	SH 37	10.2	Placing Gravel	Norman to US 62 West	8,760.84
Coal	C-30	US 75	8.7	Grading	Coalgate to Atoka County Line	2,610.00



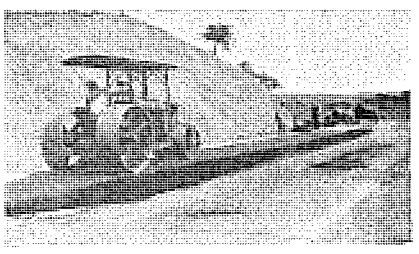
Scene showing part of 120 teams and wagons hauling gravel North of Grandfield on S. H. 36 as a part of relief work.



Center line marking machine in operation.



Patch material on U. S. 60 In Osage County.



Repairing paving with cold patch.

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)

(C) Projects Cover New Work

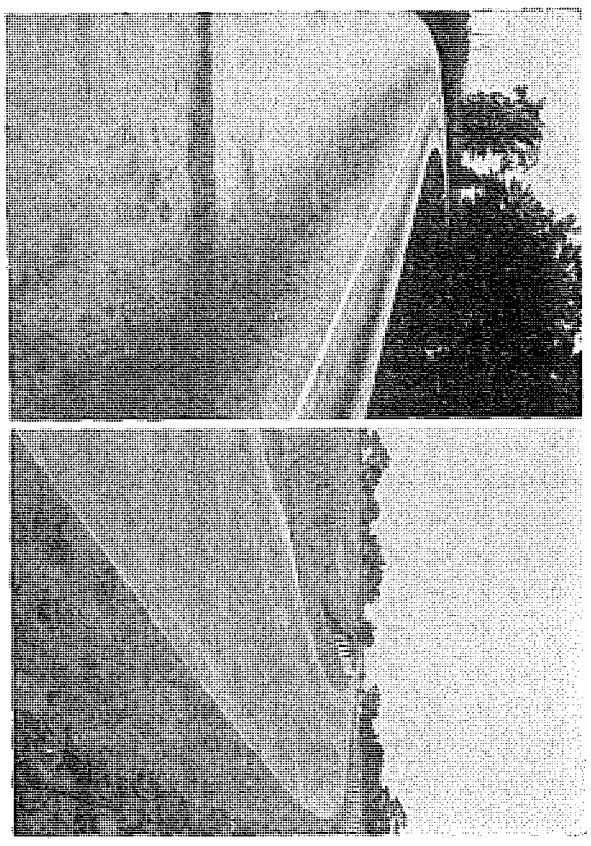
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	C-81	US 75	7.0	Placing Gravel	Section 19, North through Camp	6,259.60
	C-165	US 75	7.0	Placing Gravel	Hughes County Line, South	0.00
	S-767-C6	US 75	8.7	Placing Gravel	Coalgate to Atoka County Line	5,544.53
Comanche	C-15	SH 36	16.9	Placing Gravel	Chattanooga Northeast	12,379.20
	C-39	SH 35	9.1	Placing Gravel	Elgin to Sterling	16,413.54
	C-58	US 277	3.6	Grade, Drainage, Gravel	Through Fletcher	7,396.98
	C-74	US 62	0.27	Placing Gravel	North Line Ft. Sill to SH 49	702.79
	C-119	US 62	1.0	Placing Gravel	Cache West	412.00
	F-215K	US 62	8.0	Gravel	West of Cache through Indiahoma to Kiowa County Line	6,267.49
Cotton	C-55	SH 32	6.5	Detour	Temple North	543.16
	C-93	US 277	4.25	Placing Gravel	Jct. US 277 and SH 36 to East of Randlett	3,439.46
	C-94	SH 36	9.0	Grade, Drainage, Gravel	Jct. US 277 and SH 36 to Tillman County Line	9,294.01
	C-143	US 277	4.51	Grade, Drainage, Gravel	Burkburnett Bridge to SH 36	395.72
	C-155	SH 32	9.5	Placing Gravel	Walters to Temple	0.00
	C-168	US 70	19.0	Placing Gravel	Walters West and South	0.00
Craig	C-41	US 73	13.7	Placing Gravel	Kansas Line South	10,972.33
	S-165-AB7	US 73	10.0	Road Oiling	Jct. US 66 to Mayes Co. Line	2,960.02
	F-185-D7 / S-267-B7	US 66	13.0	Road Oiling	Jct. US 66 to Vinita and beginning 1 mile east of Vinita and extending East 9 Miles	3,315.57
	F-243-BC7	US 73	11.5	Road Oiling	Vinita North	4,831.15
	F-243-K	US 73	7.0	Placing chat	Vinita North	6,881.39
Creek	F-128 / F-136 / F-158	US 66		Construct Ditch Checks	Sapulpa Southwest to Lincoln County Line	1,131.56
Custer	C-28	US 66	31.0	Checks	Through County	1,036.18
	C-36	US 66	30.6	Sodding	Through County	1,491.15
(Roger Mills)	C-90	SH 34	23.0	Detour	Hammon to Leedy	1,186.83
	C-92	SH 14	0.5	Modified Grade & Drainage	Connection with SH 14 and S 631	3,857.41
	C-147	US 66		Extend Bridge Wings	West of Washita County Line	9.60
	F-204-B6	US 62		Pavement	Weatherford to end of pavement West of Weatherford	509.00
Delaware	C-158	SH 11	2.5	Improve Alignment	Rattlesnake Springs	0.00
	C-182	SH 10	2.0	Grade and Drainage	Grove South	0.00
	S-548-A	SH 10	12.0	Grade and Drainage	Jay to Grove	13 236.26
Dewey	C-84	SH 34	6.5	Detour	South of Leedy	380.46
	C-172	SH 34	7.35	Graveling	Dewey County Line North	0.00
Ellis	C-54	US 283	19.0	Detour	Arnett South	992.72
	C-121	US 283	9.2	Plating road with Caliche	Shattuck South	17,819.59
	C-164	US 283	18.94	Placing hardt dirt and Gravel	Arnett South	0.00

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
Grady	C-82	US 81		Ditch Checks	Chickasha North to River	1,022.68
	C-177	US 81		Bridge Extension	2 Mi. North of Marlow	0.00
	F-162-A6	US 81	1302'	Placing Gravel	City Limits of Chickasha to end of 20' pavement	920.71
	F-162-CD6	US 81	10.5	Placing Gravel	Pocasset to Minco	9,526.67
	F-202	US 62	7.5	Detour	Chickasha to Tabler	11,638.49
	S-329-AB6	US 277	9.7	Limestone Screenings	US 81 Ninneka West to Co. Line	5,113.79
	S-342-AB6	US 62	8.56	Limestone Screenings	Chickasha to Verden	6,903.03
Grant	F-224-FG6	US 64		Applying Surface Material	Jct. with US 81	9,448.17
Greer	C-11	SH 9	10.7	Placing Gravel	Granite to Mangum	5,259.33
	C-12	SH 9	13.4	Placing Gravel	Mangum to Harmon County Line	9,570.10
	C-125	SH 9	15.0	Bituminous Mat	Mangum East	1,392.00
Harmon	C-13	US 62	10.8	Placing Gravel	Through Hollis	8,986.48
	C-57	SH 9	27.5	Detour	Through County	2,106.91
	C-173	FM	10.8	Placing Gravel	Gould South	0.0
Harper (Beaver)	C-9	US 64	6.0	Placing Gravel	Near Gate	2,500.00
	C-77	US 64	15.8	Placing Gravel	Buffalo West	8,996.27
	C-117	US 64	2.5	Regrading, Placing hard dirt and gravel	Rosston East	8,235.67
Haskell	C-23	SH 43	6.8	Placing Gravel	SH 31 South	11,414.73
	C-44	SH 43	10.0	Grade, Drainage, Gravel	Kinto to Whitefield	4,737.26
	C-106	SH 31	1.3	Placing Gravel	County Line East to SH 43	1,177.39
	C-129	SH 31	11.0	Widening Grade	Near McCurtain and Lequire	3,289.72
	F-73-AB7	SH 10	24.5	Road Oiling	Whitefield to LeFlore County Line	12,615.29
	F-196-ABCD-7					
Hughes	C-86	SH 68	11.0	Grade, Drainage, Gravel	Holdenville to Citwood	23,245.28
	C-118	US 75	7.8	Placing Gravel	Calvin South	3,453.55
	C-166	US 75	6.7	Placing Gravel	Coal County Line North	
	F-189-CD6-7	US 75	8.97	Gravel and Oil	Calvin North to Horn's Corner	6,653.18
	F-214-ABCE6	SH 12	11.83	Gravel	Calvin West to Pontotoc Co. line	4,851.21
	F-214-ABCE7	SH 12	11.8	Road Oiling	Calvin to Allen	21.00
	F-50-AB7					
	F-182-A to E7	US 270		Road Oiling	McAlester to Calvin	8,770.98
Jackson	C-19	SH 34	6.0	Placing Gravel	Eldorado to Red River	3,857.41
	C-35	US 62	3.5	Placing Gravel	Duke East	1,706.33
	C-56	US 283	11.0	Detour	Altus to Blair	599.80
	C-83	US 283	8500'	Claying	North Red River Bridge	1,040.35
	C-152	US 283	10.0	Detour	Altus South	254.40
	C-175	US 283	4.8	Placing Gravel	South of Altus to River	.00
	C-176	US 283	9.4	Placing Gravel	Altus to Blair	.00

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	F-216-D-G6	US 62	9.0	Placing Gravel	Altus East to west end of gravel at Headrick	11,043.68
	S-651-AB6	US 62	9.26	Placing Gravel	Altus West	7,098.83
	S-793-A,B	US 283	11.0	Detour	Altus to Blaire	31,330.56
Jefferson	C-97	US 81	9.0	Detour	North of Terral	1,198.10
	C-120	US 70	21.0	Detour	Waurika East toward Ringling 6	2,004.15
	F-244-AB5	US 81	9770'	Guard Rail	Waurika North Stephens Co. line South	834.17
Johnston	C-5	SH 22	14.6	Placing Gravel	Mill Creek to Ravia	2,165.04
	C-18	SH 22	7.0	Placing Gravel	Mill Creek North	27,344.48
	C-87	SH 48	4.0	Detour	Blue River Bridge	402.30
	C-137	SH 22	12.4	Grade, Drainage, Gravel	Mill Creek to Ravia	6,004.21
	C-174	SH 48	19.2	Placing Gravel	Tishomingo North	.00
	F-47-AB7	SH 22	18.4	Road Oil	Tishomingo to Bryan Co. Line	6,493.96
Johnson	F-67-A7	SH 22	4.5	Road Oil	Ravia to Tishomingo	1,765.69
	F-68-A5	US 70		Cutting Ditch	7 Miles North of Madill	1,142.75
Kay	C-124	US 60		Bridge	½ Mi. East of Ponca City	573.69
Kiowa	C-102	SH 14	7.5	Bituminous Surface	Hobart North	See Washita C-101
	C-112	SH 14	12.5	Detour	Mt. Park to Bobbs Switch	1,246.24
	S-226-ACDE6	SH 9-14	42.01	Placing Gravel	Mt. View to Greer Co. Line	2,917.66
	S-226-ACDE6	SH 9	22.2	Loading & Hauling Gravel	Hobart East to Mt. View	3,367.75
	S-226-ACDE7	SH 9	42.4	Oiling	Mt. View to Greer Co. line and Jct. SH 14 & 9	
		SH 14				1,957.24
	S-227-ACDE7	SH 9			Washita Co.	12,468.81
		SH 14				495.24
	F-215-FH7	US 62	15.6	Oiling	Snyder East	4,815.76
	F-215-L	US 62	7.72	Gravel	Kiowa-Comanche Co. line to Snyder	4,201.90
(Comanche)	F-216-A6	US 62	5.2	Placing Gravel	Snyder West	3,769.38
(Comanche)	F-270-A6	SH 14	4.33	Placing Gravel	Snyder South to Tillman Co. line	7,714.99
(Caddo)	F-271-A6	SH 9	6.97	Placing Gravel	Mt. View East to County Line	13,604.59
Latimer	C-22	SH 43	18.0	Placing Gravel	Wilburton South	.00
	C-171	SH 43	8.0	Placing Gravel	Wilburton South	
	F-36-AB7					
	F-82-A7	US 270	32.6	Road Oiling	Pittsburg Co. Line East to LeFlore Co. Line	9,360.08
	F-94-ABC7					
	F114-A7					
LeFlore	C-145	SH 31	17.0	Semi-Grade and drainage	US 271 West to County Line	257.40
	C-150	US 270	10.0	Detour	Near Fish Hatchery	453.60
	C-160	US 270	6.4	Placing Gravel	Heavener	0.00
	C-170	US 270	4.27	Placing Gravel	Page North	0.00
	F-84-ABCD7	US 271	31.1	Road Oiling	Poteau to Arkansas State Line	29,264.60
	F-95-AB7	US 270	11.6	Road Oiling	Wister to Latimer County Line	1,100.58



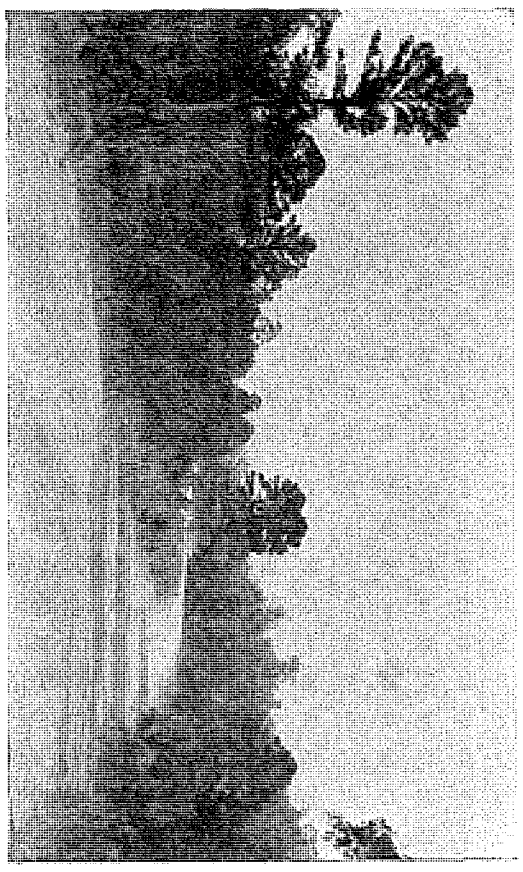
Road Scene in Pittsburg County. On U. S. 66 and 270 South of Calvanet.



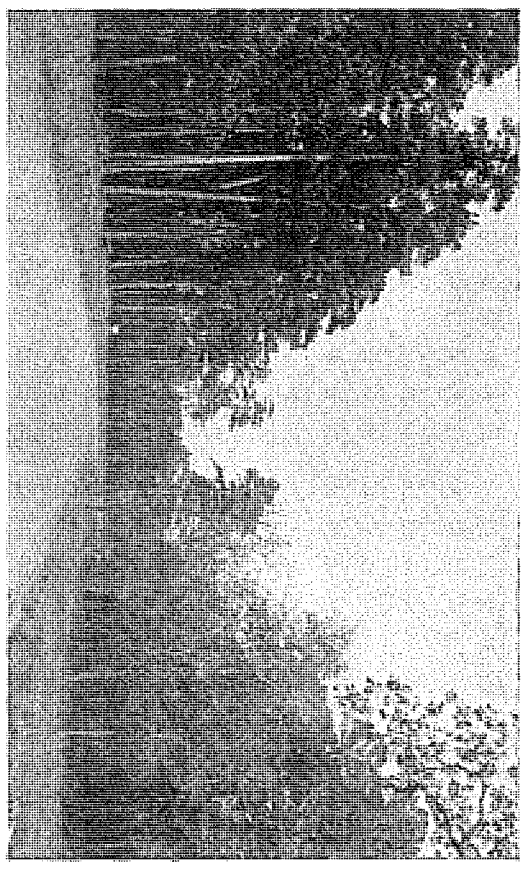
South of Muskogee.

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	F-196-EF7	SH 10	9.7	Road Oiling	Y West of Spiro to Haskell Co. Line	4,231.77
	S-327	US 270	27.0	Detour	Hogden to Page	5,988.24
Lincoln	C-65	US 66		Ditch Checks	Through County	2,754.20
	C-78	US 66		Rebuild Curve	South edge of Chandler	1,800.39
	C-103	US 66	10.0	Detour	Oklahoma Co. Line to Wellston	1,108.50
(Payne)	C-104	SH 48	17.5	Detour	Stroud North	1,607.76
	C-140	SH 18	16.28	Placing Gravel	Chandler North	0.0
	C-167	SH 48	22.5	Detour	Prague to Stroud	0.0
	F-136-K6.7	US 66	1.59	Gravel and Oil	Davenport Loop	574.05
(Okla.)	F-228-ACD6,7	US 62	16.4	Road Oiling	Meeker to Okfuskee County Line	3,604.03
	S-772	US 62		Gravel	Harrah East	6,600.85
	S-779	US 66		Grade and drainage	Through Wellston	5,445.67
Logan	C-37	US 77	3.3	Rock Work (Day lighting)	North of Guthrie along River	1,887.93
	C-61	US 77		Ditch checks	Through County	1,153.55
	F-256-AC5	SH 33	7100'	Guard Rail Fence	Guthrie West	2,298.38
McClain	C-122			Bridge Repair	Ashor Bridge	2,403.82
	C-159			Ditch Checks	Wayne East	0.0
	S-311-A5	SH 37		Culvert 10'x4'x31'		929.76
McCurtain	C-153	SH 21	2100'	Eliminating Curve	North of Broken Bow	0.0
	F-40-A6-B6	US 70	13.0	Placing gravel	Choctaw Co. Line to end of pavement	9,973.02
	F-40-A7	US 70	4.0	Road Oiling	Choctaw County Line east to Valliant	145.55
	S-239-K	SH 21	25.0	Placing gravel	Arkansas St. Line West	10,758.12
	S-752	SH 21	6.0	Grade & Drainage	Boktukola Creek to Smithville	10,624.26
McIntosh	C-75	US 266	12 Blocks	Oiling	Checotah	0.0
	C-123	US 266	17.92	Placing Gravel	Checotah West to Co. Line	13,987.46
	F-21-ABC6	US 73	22.0	Placing Gravel	Through County	
	F-21-BC7	US 73	14.0	Road Oiling	Onapa to South Canadian River	
	F-21-ABD	US 73	.75	Grade and Drainage	Three short sections on US 73	
	F-21-A7	US 73		Road Oiling	Muskogee Co. Line to Underpass near Onapa	
Major	C-2	US 60	8.0	Gravel	Garfield Co. line West	5,604.27
	C-20	US 60	2.0	Oiling	North and East of Orienta	2,442.94
	C-100	US 60	5.0	Oiling	North of Bridge at Orienta	0.0
	C-116	US 64	2.5	Grade, Drainage, Gravel	Orienta West	0.0
	C-156	US 60	21.0	Reshaping, Reshouldering & Plating with hard dirt	Fairview West	0.0
Major	C-161	US 60	10.1	Same as C-156	Ringwood West	1.60
	S-404-H9	US 60	1.0	Hard Dirting	North Canadian Bridge North	800.00
Marshall	C-64	US 70	15.6	Detour	Madill to Aylesworth	1,233.60
	C-146	US 70	8.0	Placing gravel	Aylesworth West	0.0



Near Little Cedar Creek



On U. S. 271 North of Talihina

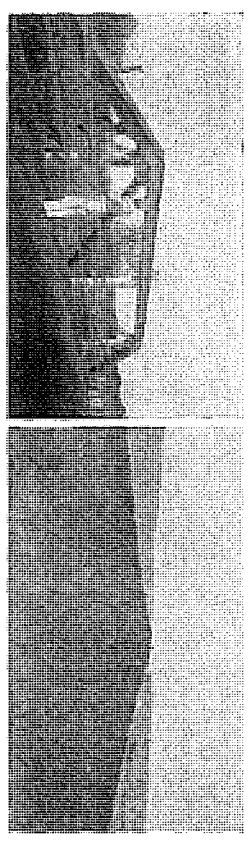
SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	S-783-AB6	SH 56	10.5	Surfacing	Sasakwa West to Intersection of No. 48 one mile West of Vamoosa	6,895.42
Sequoyah	(F-65-A7 (F-135-A7 (F-150-BC7 (F-151-ABD7 (S-211-A7	US 64	49.0	Road Oiling	Webbers Fall to Arkansas State Line	15,247.68
Stephens	F-157-K	US 70	5.2	Placing gravel	End of pavement west of Comanche to Cotton Co. Line	6,060.73
	(F-157-DF7 (S-240-A7 (S-187-I-1	US 70	14.5	Road Oiling	Walters East	177.00
	(S-774-A7	SH 53	16.8	Road Oiling	Jct. SH West	5.25
	S-774-A6,7	SH 53	12.4	Road Oil and Gravel	Carter County Line West	25,168.84
Texas	C-32	SH 54	22.0	Placing Gravel	Guymon to Texhoma 6	16,500.00
	S-331-AF6	US 64	40.25	Placing sand and gravel	Hooker to Forgan	12,414.08
	S-699-ABC6	US 64	23.0	Placing sand and gravel	Texas-Cimarron County Line	9,446.24
	S-699-DE6	US 64	12.38	Placing gravel	West of City Limits of Guymon	5,500.00
	F-72-A9	US 54 US 64	6.0	Placing Caliche	Guymon North East	13,318.31
Tillman	C-34	SH 36	14.0	Placing Gravel	Chattanooga to Grandfield	9,192.11
	C-95	SH 36	4.0	Grade, Drainage, Gravel	Cotton County Line to Grandfield	2,522.02
	C-115	SH 14	0.6	Detour	Approach to Red River Bridge	288.94
	C-126	SH 34	14.0	Bituminous Mat	Frederick North	1,296.00
	C-163	SH 14	6.7	Placing Gravel	Frederick South	.00
	F-270-BC6	SH 14	13.98	Placing Gravel	Frederick North to Kiowa Co. Line	17,108.26
Tulsa	C-69	US 64	15.08	Placing Asphalt	South End of Sand Springs Overhead	2,035.83
(Rogers)	F-267AE6	SH 16	9.616	Gravel	Collinsville to Oolagah	9,572.17
	F-267-AB7	SH 16	4.5	Oil Standard Grade	Collinsville Northeast 4½ miles	1,142.00
Wagoner (Muskogee)	10-A7	US 64	11.0	Oiling	Haskell to Tulsa Co. Line	2,887.19
	S-780-A6	SH 51	6.0	Placing gravel	Between Coweta and Wagoner	6,781.57
	S-780-BC6	SH 51	4.5	Gravel	Between Virdigris River and end of gravel road East of Coweta	10,172.07
	S-780-C6	SH 51	7.0	Placing gravel	West of Wagoner	249.25
(Rogers)	F-194-K	SH 11	9.0	Placing Gravel 66	Tulsa-Wagoner County Line East	7,488.86
(Mayes)	(F-57-A6 (F-58-A6 (F-74-A6 S-214-AC6	US 73	39.0	Placing gravel	Pryor South to Muskogee Co. Line	31,426.38

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)

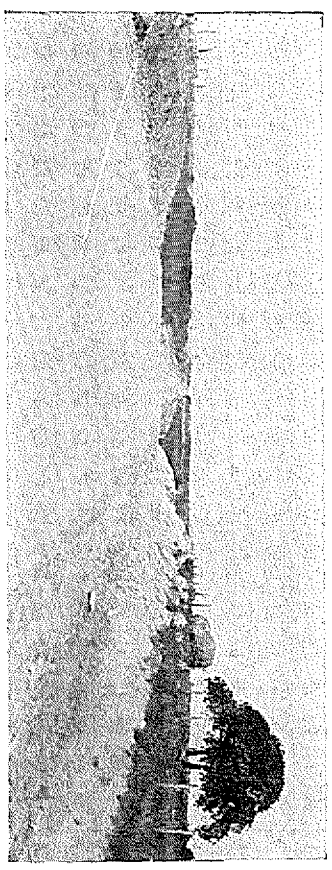
(C) Projects Cover New Work

County	Project Number	Number Highway	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	(F-57-A7 (F-58-A7 (F-74-A7 (S-214-AC7	US 73	39.0	Oiling	Pryor South to Muskogee Co. Line	28,537.65
Washington	C-131	US 75	350'	Paving	3 Miles South of Boswell	1,638.28
Washita	C-21	SH 41	12.1	Placing Gravel	Beckham County Line West	19,419.36
	C-27	US 66	14.0	Checks	Through County	1,131.53
	C-40	US 66	24.0	Sodding New shoulders	Through County	793.72
	C-76	SH 14-41		Operating Rock Crusher	Washita County	9,446.08
	C-96	SH 41	8.0	Placing Gravel	Beckham County Line East	13,434.36
	C-101	SH 14	13.0	Bituminous Surface	Cordell South	45,641.59
	F-155-G6	SH 41		Sub-base	West of Cordell	13,858.21
	(F-155-GH7 (F-239-AB7 (S-497-AG7	SH 14, 41		Oiling gravel road	East, West and South from Cordell	49.36
	F-226-E	SH 14	6.0	Graveling	Cordell North to Washita Co. Line	50,889.50
	S-843	SH 14	12.0	Bituminous Mat	Cordell North to Washita Co. Line	.00
Woods	C-80	US 64	9.2	Placing gravel	West from point 10 mi. West of Alva	6,757.56
	F-154-C6	US 64	6.0	Placing gravel	East from Alva to County Line	3,234.91
	F-260-AC6	US 64	10.0	Placing Gravel	Alva West 10 Miles	9,230.06
	(F-260-BC7 (F-154-C7	US US 64	16.0	Road Oiling	Alfalfa Co. Line to 10 mi. West of Alva	22,337.39
	F-294-D9	SH 14	5.75	Hard dirting	Wynoka City Limits East	7,525.40
	S-643-A9	SH 45	3.09	Hard dirting	Greenville corner East	2,421.88
Woodward	C-107	SH 50	500'	Blasting Rock Edges	One mile South of Freedom River	4,080.23

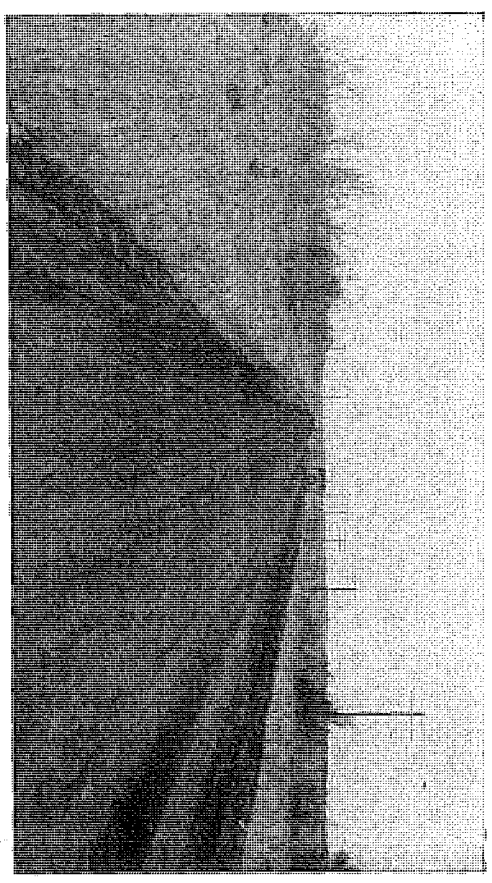


Paint craze at work on U. S. 77 in Kay County.

Section of repaired oil mat on U. S. 60 in Osage County.



Oiled sand Highway south of Sayre.



SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	S-23-A6, 7					
	F-98-6, 7	SH 12	17.3	Placing gravel	River to Jct. SH 12 and US 70	3,347.81
	F-129-A6, 7					
	F-48-ABCD7	US 70	13.9	Light Blotter Job	Bryan-Marshall County Line to Madill	1,608.85
Mayes	S-15-A7	SH 20	6.5	Road Oiling	Pryor West	2,400.52
	S-158-AB7					
	S-220-A7	US 73	16.5	Road Oiling	Pryor North to Craig Co. Line	4,864.82
	S-196	US 73-11	.6	Construct Wood bridge	Jct. of Highways	1,974.77
	F-57					
	F-58	US 73	39.0	Loading and Hauling Gravel	Pryor to Muskogee County Line	31,426.38
	F74-6					
	F-57					
	F-58	US 73	39.0	Oiling	Pryor to Muskogee County Line	28,537.65
	F-74-7					
Murray	C-17	SH 12	6.4	Placing Gravel	Mill Creek North	15,096.60
	C-179	SH 72	6.2	Placing Gravel	Sulphur East to Scullin	0.0
	C-181	SH 72		Fencing	Deaf School at Sulphur	0.0
	F74 AC 6 & 7	SH 22	10.2	Oil & Gravel	South of Sulphur	4,549.30
	F-289-AB6	SH 18	8.6	Placing Gravel	Sulphur North to County Line	4,729.98
Muskogee	F-249	SH 20	12.0	Crushing gravel and stone	Between Salina and Spavinaw	523.50
Noble	C-63	US 64		Ditch Checks	Through County	390.40
	F-231-AB5	US 64	8470'	Guard Rail Fence	Perry East	2,519.47
Nowata	S-106-7	SH 16	6.6	Road Oiling	Nowata South to County Line	1,569.70
	S-141-AB7	SH 28	10.0	Road Oiling	Jct. US 60 to Rogers County Line	3,872.32
	(F-191-7					
	(F-192-BC7	US 60	15.0	Road Oiling	Nowata East and West	4,165.34
Okfuskee	C-67	SH 27	17.0	Placing Gravel	US 62 West and South	10,101.35
	C-98	US 62	4.6	Oiling	Okemah West	2,073.54
	C-108	US 75	10.0	Detour	US 75 North from Weleetka to US 62	620.10
	(F-76-A7					
	(F-100-A7	US 62	21.75	Road Oiling	Okemah West	19,359.94
Oklahoma	C-47	US 62	1.0	Shoulders	East 23rd Street	234.15
	C-66	US 66		Ditch Checks	Through County	2,084.21
Okmulgee	C-141	US 266		Relay water line	DeWar	0.0
	S-657-ACD	US 62	13.72	Placing Gravel	End of Pavement North of Boynton to end of Pavement East of Norris	1,720.75
	F-245-A6	US 266	4.5	Placing Gravel	Deep Fork Bridge East to McIntosh to Co. Line	3,943.25
Osage	C-7	US 18	6.0	Placing Gravel	Fairfax to County Line	1,980.50
	C-8	SH 48	21.6	Grade and Drainage	Kansas Line South	6,203.90
	F-152-BDEF-7	US 60	32.5	Road Oiling	Ponca City East to Pavement West of Pawhuska	21,837.56
	F-152-A-J6	US 60	32.6	Gravel and crushed stone	Ponca City East to Pavement West of Pawhuska	26,637.48

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1931 AND 1932 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1931 to Nov. 1, 1932
	F-252-C6	US 60	7.6	Gravel	To Sate Grade and Drainage completed in Osage Co. West of Bartlesville	7,474.29
	F-252-F6	US 60	7.737	Sand, Gravel or Screenings	Standard grade section from Pawhuska East	6,264.68
	S-585-AB7	SH 18	9.0	Light Oil Mat	Fairfax North to Jct. on US 70	6,967.39
Ottawa	S-704-AB7	US 66	10.5	Road Oiling	Jct. SH7 to Kansas State Line	3,585.83
Pawnee	C-136	SH 48	12.0	Detour	Near Jennings	1,249.89
	F-85-AB7	US 64	12.0	Oil Gravel	East and West of Cleveland	1,065.34
Payne	C-60	SH 1		Ditch Checks	Through County	1,398.70
Ultsburg	C-59	US 270		Detour	Around Krebs	1,079.69
	C-105	SH 31	1.2	Placing Gravel	Quinton East	900.48
	C-132	US 73	12.07	Oiling	Crowder North to River	936.13
	(S-50-AB7					
	(F-182-AtoE7	US 270	26.7	Road Oiling	McAlester to Calvin	5,847.32
	S-583-B7	US 270	6.5	Road Oiling	McAlester to Bache	2,318.25
	F-186-CEF6	US 73	12.07	Placing Gravel	Crowder North to South Canadian R.	16,392.82
Pontotoc	C-16	SH 12	2.0	Grade, Drainage, Gravel	Roff South	4,929.39
	C-72	SH 48		Ditch Checks	Ada North	.00
	C-89	SH 19		Detour	Coal-Pontotoc Line Northwest	902.92
	C-180	SH 48	16.4	Placing Gravel	Johnston County Line North	.00
	S-549-K	SH 12	14.2	Road Oil and Gravel	Ada to Roff	18,485.60
	S-549-K5	SH 12	2000'	Guard Rail Fence	Approaches to the overhead crossing near Fitzhugh	2,065.85
	S-549-K7	SH 12	14.5	Road Oiling	Ada to Roff	5,387.12
	F-235-ABC-7	SH 19	16.3	Road Oiling	Ada to Stratford	9,056.66
	(F-242-AB7					
	(F-50-7	SH 12	18.9	Road Oiling	Ada to Hughes County Line	2,349.66
	F-50-6	SH 12	18.93	Gravel	Ada Northeast to the Hughes Co. Line	1,731.27
Pottawatomie	C-68	SH 18		Ditch checks	SH 18 South to Tecumseh	600.00
Pushmataha	C-24	SH 19	9.5	Placing Gravel	Antlers West	5,187.60
	C-33	US 271	10.9	Placing Gravel	Antlers to Finley	8,413.47
	S-23-7	US 271	5.0	Road Oiling	Choctaw County Line to Antlers	970.94
	S-328-EF6	SH 19	9.46	Placing Gravel	Route No. 19 Antlers West to Atoka Co. Line	7,062.22
	S-598-AtoF6	US 271	17.2	Placing gravel	LeFlore-Push. Co. Line South through Tuskahoma	8,750.20
	S-598-ABCDE7	US 271	19.4	Road Oiling	Clayton Jct. North to LeFlore Co. Line	14.20
Roger Mills	C-130	US 283	4.0	Detour	Roll to Packsaddle	183.58
	C-142	US 283	16.0	Detour	Cheyenne to Roll	522.75
Rogers	S-121-AB7	SH 20	10.0	Road Oiling	Claremore East	3,977.76
	S-141-C7	SH 28	7.5	Road Oiling	Nowata County Line to Chelsea	3,283.24
	F-194-D6	SH 11	7.5	Placing Gravel	Mayes-Rogers County Line	5,470.94
Seminole	C-70	SH 48		Ditch Checks	Seminole South	647.00
	C-71	SH 56		Ditch Checks	Sasakwas North	359.90

PAVING CONTRACTS—1931

County	Proj. No.	Highway	Length	Location	Contractor	Contractor Bid Price
Okla. Lin.	131-GI	US 62	8.814	Harrah East	Ellis and Lewis	146,308.80
Kingfisher	161-EF	US 81	9.151	Okarche-Kingfisher	E. E. Park & Co.	149,529.82
Grady	162-AB	US 81	9.15	Chickasha-Pocassett	Gibson & Gibson	133,532.11
Canadian	162-HI	US 81	9.894	El Reno-Canadian Riv.	Union Constr. Co.	160,223.45
Canadian	164-D	US 66	6.825	El Reno West	Union Constr. Co.	109,327.48
Rogers	184-A to G	US 66	18.84	Claremore-Chelsea	Ellis and Lewis	271,102.94
Rogers	185-A	US 66	5.044	Chelsea-Craig Co. Line	Ellis and Lewis	71,996.15
Stephens	187-D	SH 53	4.852	West of Loco	Standard Pav. Co.	77,977.72
Grady	202-A	US 62	5.862	Chickasha North	Gibson & Gibson	90,968.82
Cus. Wash.	205G-213-C	US 66	27.18	Clinton-Elk City	Standard Paving Co.	440,977.21
Beckham	205-205-A	US 66	7.142	Erick-Texas St. Line	Standard Paving Co.	118,904.35
Jefferson	244-DE	US 81	1.638	Terral-Red River	Standard Paving Co.	26,627.12
Custer	S-145) F-204-AB)	US 66	13.705	Clinton-Weatherford	E. E. Park & Company	202,017.93
Caddo-Cus.	F-204-EFG	US 66	18.011	Weatherford-Bridgeport	Ryan-Richards Co.	259,256.63
Muskogee	F-R-18-K	US 64	3.523	South of Muskogee	Ellis & Lewis	
Muskogee	F-248-A	US 64	7.03	South of Muskogee	Ellis & Lewis	103,506.51
Pontotoc	F-236-B	SH 19	5.0	South of Ada	Gibson & Gibson	59,848.16
Pontotoc	F-236-EXT	SH 19	1.0	South of Ada	Gibson & Gibson	12,703.13
Comanche	F-145-F	SH 29	0.101	East of Lawton	S. W. Br. & Culv. Co.	32,764.02
Muskogee	R-18-I	US 73	3.851	Oktaha South	Ellis & Lewis	49,222.06
Muskogee	R-18-E	US 64	4.528	Haskell Southeast	Moran-Buckner Co.	55,040.27
Kay	S-801-B		6.925	West of Blackwell	Highway Constr. Co.	92,813.71
Comanche	P. L. No. 1	US 277	1.541	North of Lawton	Standard Pav. Co.	24,613.04
Comanche	S-625	US 277	4.704	North of Lawton	Standard Pav. Co.	73,000.00*
Bryan	R-41	US 75	2.589	Colbert South	S. O. Maxey & Co.	45,679.26
Hughes	189-A	US 75	5.042	Wetumka-Harn Store	S. O. Maxey Company	79,397.06
Payne	275-B	SH 40	7.064	Stillwater South	Briscoe Constr. Co.	100,535.75
Seminole	S-527-DF	SH 48	7.71	South of Seminole	Hyde Constr. Co.	108,513.92
Noble	230-CD	US 64	8.365	Morrison-Pawnee Co. Line	Briscoe Constr. Co.	126,644.38
Pott.	F-22-IDF	SH 18	11.196	South of Tecumseeh	S. O. Maxey & Co.	143,199.44
Pontotoc	S-466-AB	SH 48	10.89	Ada-Canadian River	Hyde Constr. Co.	143 676.05
Love	141-588	US 77	1.342	Red Riv. Bri. North	Ryan-Richards Co.	21,346.21

*paid by State

238.506 Miles—Total for 1931

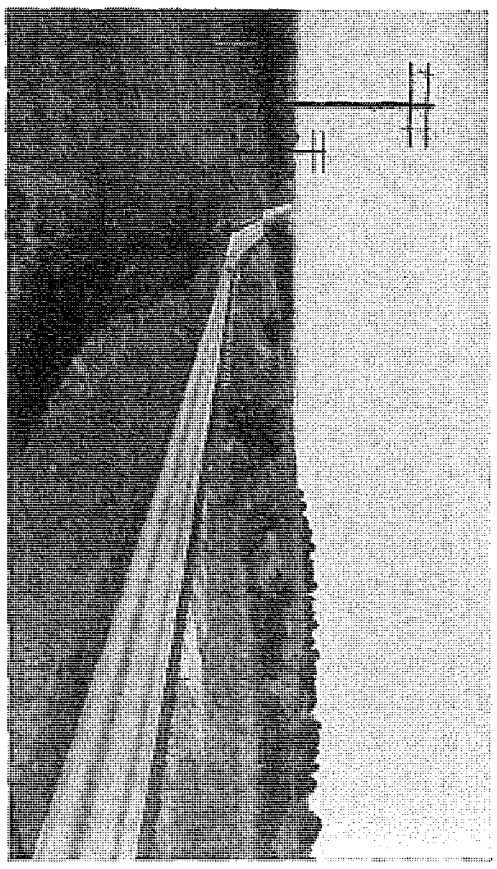
GRADING AND DRAINAGE STRUCTURES—1931

Hughes	F-250-B	US 75	7.754	Calvin South	Green Constr. Co.	47,212.63
Muskogee	F-273-A	US 62	6.87	Ft. Gibson-Cherokee Co.	Green Constr. Co.	31,303.07
Craig	F-243-D	US 73	6.380	Through Welch	J. W. Maxwell	33,473.19
Kiowa	F-270-A	SH 14	4.336	Snyder S to Co. Line	Merveldt & Lawson	19,084.24
Jackson	F-138-B	US 62	3.521	Duke East	Carl Merveldt	14,407.28
Pushmataha	S-598-JK	US 271	11.019	Antlers-Finley	J. H. Maxwell	58,677.37

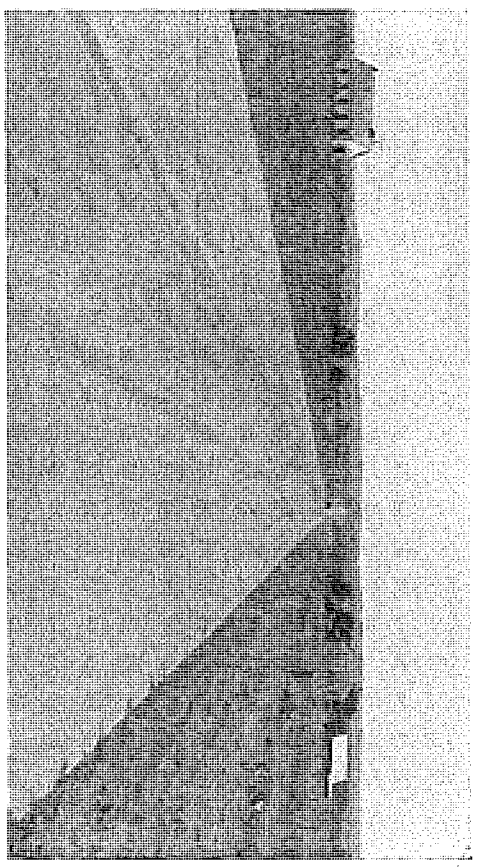
GRADING AND DRAINAGE STRUCTURES—1931 (Continued)

County	Proj. No.	Highway	Length	Location	Contractor	Contractor Bid Price
Lincoln	F-288-ABC	SH 18	16.28	Chandler North	J. H. Maxwell	94,096.13
Muskogee	F-117-A12	US 64	11.2	Warner-Webbers Falls	J. W. Taylor	40,461.76
Rogers	F-194-D	SH 11	7.059	Inola East	J. E. Smith & Sons	34,140.26
Pott.	F-221-D	SH 18	0.683	Pearson North	J. E. Smith & Sons	3,598.04
Greer	S-758-AB	S.0-24	10.613	Mangum Northeast	Dan Sweeney	47,497.42
Pontotoc	S-794-I	SH 48	7.996	South of Ada	J. E. Smith & Sons	51,583.72
Custer	S-231-B	SH 14	Co. Proj.	North of Clinton	J. E. Smith & Sons	
Jackson	S-800-A	SH 24	4.767	Elmer Bridge North	Dan Sweeney	17,126.83
Caddo	F-232-A	SH 8	7.867	Apache North	S. E. Gray	32,712.79
Kiowa	F-271-A	SH 9	7.085	Mt. View-Carnegie	T. C. Ottinger	28,763.89
Craig	F-243-E	US 73	7.100	Kansas State Line So.	S. W. Bridge & Culvert Co.	30,289.81
Texas	S-699-DE	US 64	11.38	Guymon North and West	Allhands & Davis	38,261.42
Muskogee	S-657-CDE	US 62	9.923	Okmul. Co. Line-Boynton	Moran-Buckner	51,458.94
Atoka	S-333-ABC	SH 19	22.6	Atoka Southeast	Moran-Buckner	104,337.89
Johnston	S-794-B	SH 48	6.637	No. of Tishomingo	Moran-Buckner	25,952.31
Lincoln	F-137-E	US 66	1.018	S. of Wellston	L. B. Bybee	6,697.94
Grant	F-224-FG	US 64	9.146	Nash East to US 61	Maney & Stone	39,424.49
Carter	F-39-D	US 70	3.986	Lone Grove West	J. J. Harrison	31,319.79
LeFlore	S-327-AC	US 270	10.504	South of Heavener	J. J. Harrison	82,920.03
Johnston	S-794-D	SH 48	7.754	North of Tishomingo	Jno. T. Ables	42,275.24
McClain	S-616-ABC	SH 19	22.438	Wayne E. to SH 18	G. A. Nichols	86,763.11
Roger Mills	F-206-EF	SH 24	11.519	Cheyenne S. Co. Line	Richards & Moorman	52,198.70
Tillman	F-270-BC	SH 14	13.906	Frederick N. Co. Line	J. S. Wads & Sons	62,992.11
Harmon	F-258-DEFG	US 62	10.787	Gould West	Kadane Constr. Co.	71,475.01
Custer	F-205-FG	US 66	1.034	3 Mi. S. of Clinton	Richards & Moorman	10,101.44
Woods	S-643-AB	SH 45	8.408	Alfalfa Co. Line West	Lee Shultz	21,581.16
McCurtain	S-787	US 70	1.306	Through Millerton	D. C. Sampley	2,973.35
Murray	F-289-AB	SH 18	8.59	Sulphur N. to Co. Line	D. C. Sampley	39,721.26
Woods	F-264-CD	SH 42	12.109	Waynoka East	Humphries & Thompson	28,448.01
Harper	F-296-ABC	US 64	15.66	Buffalo West	Humphries & Thompson	67,403.91
McIntosh	F-245-CDEG	US 266	17.77	Checotah East	J. W. Taylor	60,906.94
Comanche	P. L. No. 1	US 277	1.541	North of Lawton	Standard Pav. Co.	Combined
Beckham	S-791-AB	SH 24	11.126	Sayre North	Merveldt-Lawson-Scott	24,868.63
Beaver	S-236-DEF	US 64	19.8	Forgan East	Pharoah & Co.	62,145.30
Kingfisher	F-276-AB	SH 33	2.675	Kingfisher West	Green & Reece	10,428.28
Kiowa	F-216-A	US 62	5.038	Snyder West	T. C. Ottinger	18,978.44
Woods	F-293-BC	US 64	4.236	West of Alva	Crushed Rock Construction Co.	44,179.58
Texas	F-72-A	US 54-64	7.332	Optime to Guymon	Allhands & Davis	33,642.22

378.753 Miles—Total for 1931



On S. H. 40 South of Stillwater.



A Typical View of Section of Paved Road.

PAVING AND GRADING CONTRACTS AWARDED IN 1932

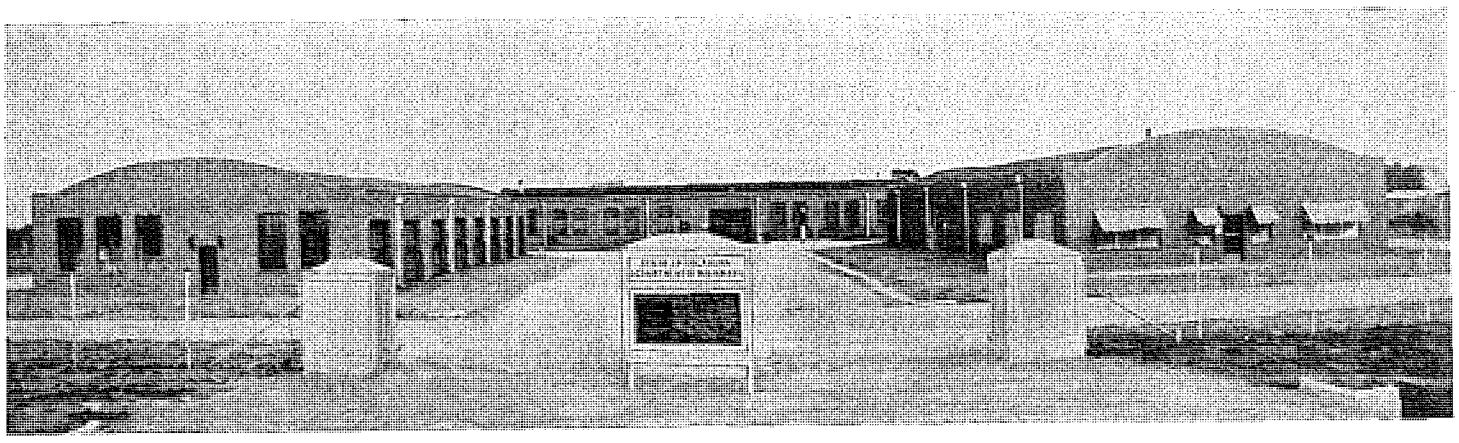
Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
F-258-BC	Harmon	Kadane Constr. Co.	8.445			16,749.64	Jan. 5, 1932
F-264-F Br	Woods	Fred Woelke			3—	18,516.92	Jan. 19, 1932
S-631-A	Custer	T. C. Ottinger	6.218			39,476.75	Feb. 2, 1932
S-631-A Dr.	Custer	J. W. Hopper			2—	19,991.25	Feb. 2, 1932
S-810 Dr.	Tulsa	Chas. Schultz			2—	7,148.73	Feb. 2, 1932
S-811-A	Custer	Dan Sweeney	2.678			13,026.02	Feb. 2, 1932
S-598-L Br.	Pushmataha	D. C. Sampley			1—	9,410.70	Feb. 2, 1932
F-164-F1	Canadian	Blackburn Constr. Co.	4.7083			21,285.48	Feb. 9, 1932
F-164-F2	Canadian	Ryan-Richards, Inc.		4.708		97,615.72	Feb. 9, 1932
F-164-G1	Canadian	J. J. Harrison	6.06			64,106.57	Feb. 9, 1932
F-164-G2	Canadian	Russ Mitchell		6.06		134,523.38	Feb. 9, 1932
F-164-G Br.	Canadian	R. R. Tway			5—	36,423.53	Feb. 9, 1932
S-425-D Br.	Adair	Kelliher Constr. Co.			1—	48,439.56	Feb. 9, 1932
S-728-AB	Cotton	Younger Brothers	8.564			20,772.22	Feb. 9, 1932
S-556-A	Canadian	Ryan-Richards		3.11		55,884.81	Feb. 9, 1932
S-728-A Br.	Cotton	Roberts-Fisher			4—	42,230.63	Feb. 16, 1932
S-728-B Dr.	Cotton	Roberts-Fisher			1—	8,021.18	Feb. 16, 1932
S-793-AB	Jackson	Merveldt & Lawson	9.388			22,211.93	Feb. 16, 1932
F-290-ABD	Murray-Johnston	Blackburn Constr. Co.	6.076			46,060.04	Feb. 23, 1932
F-290-C Br.	Murray-Johnston	Muskogee Iron Works			1—	10,127.51	Feb. 23, 1932
F-320-A	Ellis	Aspaund Constr. Co.	4.707			16,486.53	Feb. 23, 1932
F-320-B	Ellis	Dan Sweeney	4.448			10,421.72	Feb. 23, 1932
F-320-B Dr.	Ellis	McMillen Constr. Co.			2—	6,342.72	Feb. 23, 1932
F-48-RC Dr.	Marshall	J. W. Hopper			1—	19,138.48	March 1, 1932
F-143-A Br.	Garvin	Nims & Frost			2—	15,422.08	March 1, 1932
F-143-A1	Garvin	Blackburn Constr. Co.	.995			13,916.52	March 1, 1932
F-143-A2	Garvin	Ericson Constr. Co.		.995		22,511.60	March 1, 1932
S-794-F Br.	Johnston	W. R. Montgomery			3—	32,145.27	March 1, 1932
S-794-F	Johnston	J. W. Hopper	4.5			15,839.40	March 1, 1932
S-794-G	Pontotoc	Humphreys & Thompson	4.962			44,506.05	March 1, 1932
S-794-H	Pontotoc	Humphreys & Thompson	3.341			26,798.22	March 1, 1932
S-794-H Br.	Pontotoc	W. L. James			4—	19,061.60	March 1, 1932
S-794-G Br.	Pontotoc	H. S. Moore			1—	3,058.20	March 1, 1932
F-261-A Br.	Ellis	W. L. Bottoms			1—	3,792.22	March 8, 1932
S-669-B Br.	Ellis	Pharoah & Company	6.206			16,634.80	March 8, 1932
F-261-B	Ellis	Dan Sweeney	6.030			11,968.71	March 8, 1932
F-261C Br.	Ellis	Dan Sweeney			2—	4,960.26	March 8, 1932
F-261-C	Ellis	Pharoah & Co.	6.7			13,945.46	March 8, 1932
F-278-C	Harmon	Pharoah & Co.	7.902			24,853.58	March 8, 1932
F-278-D	Harmon	Pharoah & Co.	7.384			35,457.92	March 8, 1932
F-278-D Br.	Harmon	J. W. Hopper			1—	11,224.70	March 8, 1932
F-284-C	Cotton	Pharoah & Co.	4.046			6,380.36	March 8, 1932
F-284-D	Cotton	Pharoah & Co.	5.298			14,615.79	March 8, 1932

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

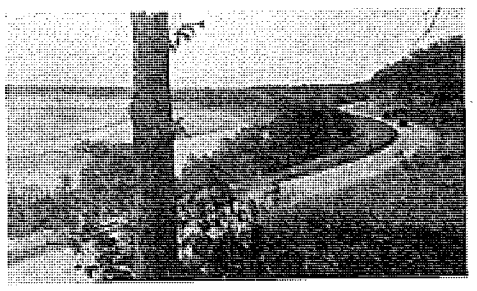
Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
F-284-D Br.	Cotton	W. L. Bottoms			3—	7,326.70	March 8, 1932
F-134-A	Carter	Ryan-Richards		.482		12,580.80	March 22, 1932
F-134-G	Carter	Ryan-Richards		806.1'		4,225.56	March 22, 1932
F-197-A	Pittsburg	S. O. Maxey & Co.		6.567		112,878.06	March 22, 1932
S-605-C	Bryan	Ryan-Richards		.450		9,598.58	March 22, 1932
S-807 Br.	Canadian	J. W. Hopper			7—	11,801.55	March 22, 1932
S-814	Oklahoma	Connelly Bros.		.4019		4,605.41	March 22, 1932
F-268-A	Tillman	J. E. Smith & Sons	6.605			12,357.18	March 29, 1932
F-268-A Br.	Tillman	Roberts & Fisher			2—	7,707.80	March 29, 1932
S-812-A	Beckham	Stephenson Constr. Co.	5.996			18,550.49	March 29, 1932
F-268-B Br.	Tillman	Merveldt & Lawson			2—	7,196.59	April 5, 1932
F-268-B	Tillman	Merveldt & Lawson	5.653			13,739.68	April 5, 1932
S-669-A	Harmon	Kadane Constr. Co.	4.684			5,515.40	April 5, 1932
S-669-A Br.	Harmon	Carl Merveldt & Co.			1—	1,789.35	April 5, 1932
S-669-B	Harmon	Kadane Constr. Co.	6.078			7,559.65	April 5, 1932
S-669-B Br.	Harmon	Merveldt & Son			3—	9,616.16	April 5, 1932
S-813-A	Dewey	Joe Biggs	6.936			17,916.62	April 5, 1932
S-813-A Br.	Dewey	Carl Merveldt & Son			1—	4,238.70	April 5, 1932
S-789-A	Beaver	S. S. Strong	6.048			12,757.94	April 19, 1932
S-789-A Br.	Beaver	S. S. Strong			3—	9,815.70	April 19, 1932
S-326-D Br.	Coal	Muskogee Iron Works			3—	33,663.64	April 19, 1932
F-50-R	Pontotoc	J. E. Smith & Sons	4.657			30,308.47	April 19, 1932
F-50-R Br.	Pontotoc	Muskogee Iron Works			1—	3,183.92	April 19, 1932
S-812-C	Custer	Kadane Constr. Co.	4.892			22,163.41	April 19, 1932
S-812-B	Roger Mills	Kadane Constr. Co.	2.996			11,206.31	April 19, 1932
S-812-D	Roger Mills	Kadane Constr. Co.	1.743			4,885.79	April 19, 1932
S-812-E	Custer	Carl Merveldt & Son	4.033			18,750.68	April 26, 1932
S-812-E Br.	Custer	W. R. Johnston			4—	42,856.12	April 26, 1932
S-818-A	Woodward	Allhands & Davis	3.990			7,663.46	April 26, 1932
S-818-A Br.	Woodward	L. S. Fisher Constr. Co.			1—	1,370.92	April 26, 1932
S-818-B	Woodward	Allhands & Davis	7.399			21,352.53	April 26, 1932
S-818-B Br.	Woodward	L. S. Fisher Con. Co.			4—	17,097.81	April 26, 1932
F-236-A	Pontotoc	Hyde Constr. Co.	6.363			12,113.14	May 3, 1932
F-236-A	Pontotoc	Hyde Constr. Co.		6.363		109,201.70	May 3, 1932
S-812-F	Custer	Kadane Constr. Co.	7.878			25,107.96	May 3, 1932
S-812-F Br.	Custer	J. W. Hopper			6—	34,180.41	May 3, 1932
F-247-B Br.	Kiowa	Portwood Con. Co.			5—	15,723.62	May 10, 1932
F-247-C	Kiowa	T. C. Ottinger	5.228			22,705.96	May 10, 1932
F-247-C Br.	Kiowa	Hamilton-Johnston			6—	31,212.54	May 10, 1932
S-601-C Br.	Latimer	Haynes & Box			4—	33,048.93	May 10, 1932
F-75-R	Okfuskee	Moran-Buckner	7.395			26,099.33	May 10, 1932
F-75-R Br.	Okfuskee	Moran-Buckner			2—	7,670.10	May 10, 1932
F-75-R	Okfuskee	Moran-Buckner		7.395		124,720.87	May 10, 1932

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

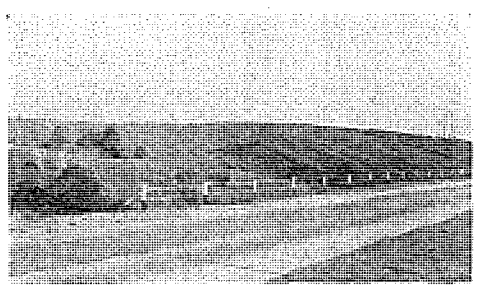
Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
S-463-C	Payne	Hoyt Constr. Co.	3.042			4,951.11	May 10, 1932
F-316-B	Ellis	J. W. Moorman	6.563			36,070.79	May 10, 1932
F-316-B Br.	Ellis	Secor Constr. Co.			2—	13,182.88	May 10, 1932
F-189-C1	Hughes	Moran-Buckner	4.627			8,023.04	May 10, 1932
F-189-C2	Hughes	Moran-Buckner		4.627		79,890.72	May 10, 1932
F-189-C Br.	Hughes	Moran-Buckner			2—	3,770.54	May 10, 1932
F-189-D1	Hughes	Moran-Buckner	3.716			19,158.70	May 10, 1932
F-189-D2	Hughes	Moran-Buckner		3.716		65,718.23	May 10, 1932
F-244-C	Jefferson	Porter Constr. Co.		6.577		120,001.01	May 10, 1932
F-247-A	Kiowa	Green & Reese	6.166			10,336.37	May 10, 1932
F-247-A Br.	Kiowa	Portwood Constr. Co.			1—	1,793.62	May 10, 1932
F-247-B	Kiowa	Herman Merveldt	6.239			11,387.16	May 10, 1932
F-247-D	Kiowa	Merveldt & Lawson	5.531			11,746.41	May 17, 1932
F-247-D Br.	Kiowa	Ledford & Way			2—	10,656.25	May 17, 1932
F-219-A	Atoka	Stand. Pav. Co.	6.507			4,725.51	May 24, 1932
F-219-A	Atoka	Stand. Pav. Co.		6.507		105,989.37	May 24, 1932
S-827-A Br.	Lincoln	D. C. Sampley			2—	24,488.12	May 31, 1932
S-827-A	Lincoln	Hyde Constr. Co.	5.381			21,431.54	May 31, 1932
S-827-A	Lincoln	S. O. Maxey Co.		5.381		95,041.41	May 31, 1932
S-822-A Br.	Lincoln	W. L. James			1—	9,191.90	May 31, 1932
S-822-B Br.	Lincoln	W. L. James			2—	13,814.40	May 31, 1932
S-826-F	Beaver	Green & Reese	7.426			23,125.80	May 31, 1932
S-826-F Br.	Beaver	Herman Merveldt			3—	18,178.00	May 31, 1932
S-826-G	Beaver	S. S. Strong	6.623			16,511.51	May 31, 1932
S-826-G Br.	Beaver	S. S. Strong			4—	4,082.27	May 31, 1932
S-816-A	Beckham	C. E. Merveldt	6.150			20,584.16	May 31, 1932
S-816-D	Beckham	Stephenson & Doyle	4.963			13,060.90	May 31, 1932
S-816-D Br.	Beckham	R. S. James			2—	8,384.91	May 31, 1932
S-816-C	Beckham	Stephenson & Doyle	6.737			18,427.46	May 31, 1932
S-816-C Br.	Beckham	R. S. James Engr. Co.			2—	14,502.91	May 31, 1932
S-C39 Dr.	Comanche	Ledford & Way			2—	9,325.78	May 31, 1932
S-828	Washita	Park & Co.		1491'	Underpass	18,274.57	May 31, 1932
S-816-A Br.	Beckham	Boardman Company			2—	74,194.27	June 7, 1932
F-204-K	Custer	Park & Company		2321.2'	Underpass	19,154.49	June 7, 1932
S-404-I	Major	G. E. Keck	7.693			20,250.57	June 7, 1932
S-818-D	Woodward	Dan Sweeney	4.020			8,830.47	June 14, 1932
S-726-D	Cotton	J. E. Smith	3.782			14,687.02	June 14, 1932
S-726-E Br.	Cotton	W. L. Bottoms			1—	1,512.25	June 14, 1932
S-726-E	Cotton	A. T. Postlewait	4.620			10,366.10	June 14, 1932
F-218-A Br.	Jefferson	W. S. Bellows Constr. Co.			4—	5,573.98	June 14, 1932
F-218-A	Jefferson	J. R. Stewart	7.094			15,807.96	June 14, 1932
F-218-B Br.	Jefferson	R. S. James Engr. Co.			3—	23,127.00	June 14, 1932
F-218-B	Jefferson	J. E. Smith & Sons		Bids rejected—Readvertised July 19, 1932			June 14, 1932



Front view of Highway Commission shops and office building at Ada.



North of Calvin on U. S. 75.



Geological structure in Arbuckle Mountains on U. S. 77.

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

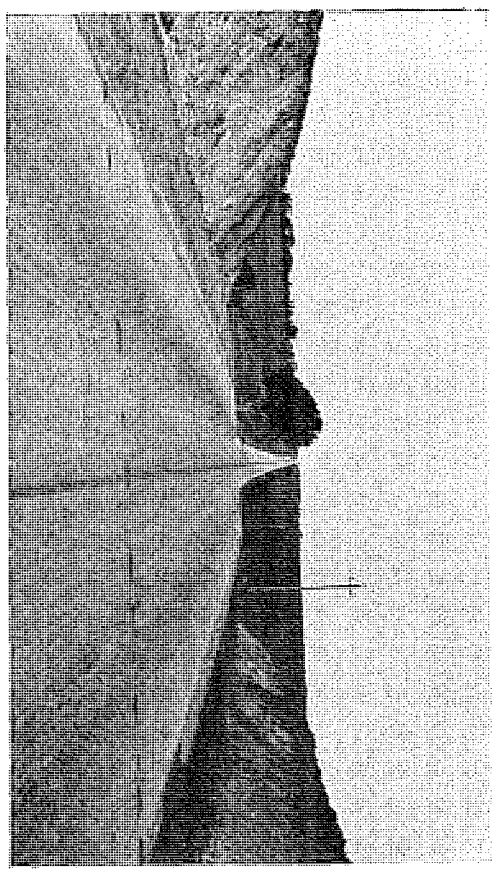
Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
F-218-C Br.	Jefferson	E. L. Redwine			2—	3,173.31	June 14, 1932
F-218C	Jefferson	J. R. Stewart	6.005			14,616.43	June 14, 1932
S-404-I Br.	Major	Fred F. Woelke			1—	12,176.40	June 14, 1932
S-818-C Br.	Woodward	L. S. Fisher			1—	3,436.55	June 14, 1932
S-818-C	Woodward	Dan Sweeney	4.047			10,593.32	June 14, 1932
S-818-D Br.	Woodward	L. S. Fisher			2—	21,012.42	June 14, 1932
S-726-D Br.	Cotton	Roberts & Fisher			5—	27,573.12	June 14, 1932
S-529-A	Carter	Blackburn Constr. Co.	4.0			39,621.40	June 21, 1932
S-529-A Br.	Carter	Witt & Tatum			4—	14,958.35	June 21, 1932
F-108-C	Creek	J. H. Maxwell	3.349			16,803.85	June 21, 1932
F-108-C Br.	Creek	Standard Paving Co.			1—	11,083.90	June 21, 1932
S-792-E	Harper	Miller & Venerable	6.620			21,309.10	June 21, 1932
S-792-E Br.	Harper	R. R. Tway			4—	21,322.80	June 21, 1932
F-108-B	Pawnee	J. W. Taylor	2.708			21,152.50	June 21, 1932
F-108-B Br.	Pawnee	Charles Schultz			2—	9,920.24	June 21, 1932
F-109-AE	Creek	Hoyt Constr. Co.	1.948			8,267.37	June 28, 1932
F-109-A Br.	Creek	L. H. Lacy Co.			2—	78,904.65	June 28, 1932
F-218-D	Jefferson	J. E. Smith & Sons	6.076			32,141.97	June 28, 1932
F-218-D Br.	Jefferson	W. R. Montgomery			7—	70,849.74	June 28, 1932
F-85-A Reop.	Pawnee	J. S. Corley			1—	3,081.23	July 12, 1932
F-108-A Reop.	Pawnee	J. H. Maxwell	5.602			30,349.35	July 12, 1932
F-108-A Reop.	Pawnee	Ellis & Lewis		5.602		98 037.58	July 12, 1932
F-262-A	Roger Mills	Pharoah & Company	5.0			19.077.50	July 12, 1932
F-262-A Br.	Roger Mills	T. C. Ottinger			1—	1 578.98	July 12, 1932
S-826-B	Beaver	A. L. Cook	6.923			25 319.95	July 12, 1932
S-826-B Br.	Beaver	W. S. Potter			4—	14,230.60	July 12, 1932
S-826-C	Beaver	A. L. Cook	6.856			18 321.55	July 12, 1932
S-826-C Br.	Beaver	Nims & Frost			4—	25,632.00	July 12, 1932
F-212-A	Beckham	R. R. Tway		2.661'		13 955.65	July 12, 1932
S-826-A	Harper	Guy James	6.276			19 424.49	July 12, 1932
S-826-A Br.	Harper	Nims & Frost			3—	7,289.36	July 12, 1932
S-704-A	Otawa	Ellis & Lewis	4.552			11 214 00	July 12, 1932
S-704-A Br.	Otawa	W. L. James			2—	5,491.31	July 12, 1932
S-704-A	Otaaa	Ryan-Richards		4.552		67,664.40	July 12, 1932
S-704-B	Otaaa	Ellis & Lewis	5.005			15,526.11	July 12, 1932
S-704-B Br.	Otaaa	R. R. Tway			2—	16,922.91	July 12, 1932
S-704-B	Otawa	Ryan-Richards		5.005		74 006.33	July 12, 1932
F-85-A Reop.	Pawnee	J. H. Maxwell	5.843			55,303.46	July 12, 1932
F. L. No. 2	Comanche	Stand. Pav. Co.	1.144			6,596.33	July 19, 1932
F. L. No. 2	Comanche	Stand. Paving Co.		1.144		23,473.80	July 19, 1932
F-218-B	Jefferson	G. A. Nichols	5.968			20.185.33	July 19, 1932
F-244-H	Jefferson	G. A. Nichols	5.332			32,013.43	July 19, 1932
F-244-H Br.	Jefferson	C. S.--Constant & Co.			3—	8,961.29	July 19, 1932

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
F-244-G	Jefferson	G. A. Nichols	6.841			28,043.59	July 19, 1932
F-244-G Br.	Jefferson	C. S. Constant & Co.			4—	17,965.49	July 19, 1932
F-258-A	Jackson	Kadane Constr. Co.	5.554			11,303.01	July 19, 1932
F-258-A Br.	Jackson	Kadane Constr. Co.			1—	17,788.80	July 19, 1932
F-258-C	Harmon	Kadane Constr. Co.	7.319			19,078.63	July 19, 1932
F-258-C Br.	Harmon	C. S. Constant & Co.			2—	3,979.93	July 19, 1932
S-822-A	Lincoln	J. E. Smith & Sons	6.298			38,688.61	Aug. 2, 1932
S-822-B	Lincoln	J. E. Smith & Sons	6.983			33,541.69	Aug. 2, 1932
S-830 Br.	Lincoln	J. W. Hopper			1—	8,940.70	Aug. 2, 1932
S-822-C	Payne	J. E. Smith & Sons	3.479			18,297.05	Aug. 2, 1932
F-164-H	Caddo-Can.	J. J. Harrison	1.679			24,896.60	Aug. 2, 1932
F-164-H	Caddo-Can.	Ryan-Richards		1.679		48,374.39	Aug. 2, 1932
F-164-H Br.	Caddo	K. C. Bridge Co.			1—	346,663.40	Aug. 2, 1932
F-315-A	Grant	S. E. Gray	6.005			19,083.98	Aug. 2, 1932
F-315-A Br.	Grant	Chas. M. Dunning Co.			4—	7,180.52	Aug. 2, 1932
F-315-B	Grant	Bybee Constr. Co.	4.966			12,368.21	Aug. 2, 1932
F-315-B Br.	Grant	Chas. M. Dunning Co.			2—	2,291.53	Aug. 2, 1932
S-673-A	Harmon	Pharoah & Company	7.939			14,819.73	Aug. 2, 1932
S-673-A Br.	Harmon	Nims & Frost			3—	6,089.78	Aug. 2, 1932
S-673-B	Harmon	Kadane Constr. Co.	6.999			28,253.68	Aug. 2, 1932
S-673-B Br.	Harmon	Herman Merveldt			1—	5,360.95	Aug. 2, 1932
S-826-D	Beaver	Asplund Constr. Co.	7.89			30,011.35	Aug. 9, 1932
S-826-D Br.	Beaver	Asplund Constr. Co.			4—	14,404.85	Aug. 9, 1932
S-826-E	Beaver	Humphreys & Thompson	6.77			36,686.46	Aug. 9, 1932
S-826-E Br.	Beaver	Nims & Frost			4—	16,874.75	Aug. 9, 1932
F-262-B	Roger Mills	T. C. Ottinger	6.254			36,874.20	Aug. 9, 1932
F-262-D Br.	Roger Mills	Portwood Constr. Co.			1—	15,482.82	Aug. 9, 1932
F-262-C	Roger Mills	T. C. Ottinger	6.056			30,274.07	Aug. 9, 1932
F-262-C Br.	Roger Mills	L. M. Mackey			4—	40,243.58	Aug. 9, 1932
S-425-A	Adair	Ellis & Lewis	4.315			50,816.66	Aug. 16, 1932
S-529-B	Carter	Blackburn Con. Co.	3.412			12,084.87	Aug. 16, 1932
S-529-B Br.	Carter	S. O. Maxey Co.			3—	16,907.83	Aug. 16, 1932
S-625-G2	Comanche	Standard Pav. Co.		2751'		11,431.42	Aug. 16, 1932
S-425-B	Delaware	Ellis & Lewis	1.197			4,115.60	Aug. 16, 1932
S-529-C	Garvin	Merveldt & Lawson	7.767			39,622.77	Aug. 16, 1932
S-529-C Br.	Garvin	S. O. Maxey Co.			5—	17,039.39	Aug. 16, 1932
S-529-D	Grv.-Murray	J. J. Harrison	5.521			49,955.22	Aug. 16, 1932
S-529-D Br.	Grv.-Murray	Kellher Constr. Co.			2—	51,266.58	Aug. 16, 1932
S-327-B	LeFlore	Blackburn Constr. Co.	6.324			55,005.25	Aug. 30, 1932
S-327-B Br.	LeFlore	Earl W. Baker Co.			6—	29,791.25	Aug. 30, 1932
S-446-G	Caddo	S. E. Gray	5.052			21,864.97	Sep. 6, 1932
S-446-H	Caddo	Humphreys & Thompson	3.83			24,133.80	Sep. 6, 1932
S-446-H Br.	Caddo	Ledford & Way			3—	25,231.60	Sep. 6, 1932

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
S-829-A	Roger Mills	Humphreys & Thompson	6.248			32,810.06	Sep. 6, 1932
S-829-A Br.	Roger Mills	L. M. Mackey			6—	33,673.27	Sep. 6, 1932
S-829-B	Roger Mills	Kadane Constr. Co	6.405			27,875.70	Sep. 6, 1932
S-829-B Br.	Roger Mills	E. G. Fike & Son, Inc.			1—	8,206.54	Sep. 6, 1932
S-829-C	Roger Mills	Kadane Constr. Co.	4.734			23,568.31	Sep. 6, 1932
S-829-C Br.	Roger Mills	L. M. Mackey			5—	49,089.67	Sep. 6, 1932
S-792-C	Ellis	Yancey Constr. Co.	1.8			3,116.79	Sep. 13, 1932
S-792-C Br.	Ellis	E. G. Fike & Son			1—	4,007.96	Sep. 13, 1932
S-792-D	Harper	Yancey Constr. Co.	7.739			26,772.55	Sep. 13, 1932
S-792-D Br.	Harper	R. R. Tway			7—	32,855.00	Sep. 13, 1932
S-800-D	Jackson	Witt & Tatum	4.258			10,162.56	Sep. 13, 1932
S-800-B Br.	Jackson	Dan Sweeney			2—	3,708.90	Sep. 13, 1932
S-800-C	Jackson	Merveldt & Lawson	4.214			8,191.19	Sep. 13, 1932
S-800-C Br.	Jackson	Dan Sweeney			1—	1,433.10	Sep. 13, 1932
S-140-E	Alfalfa	Lee Poole	5.271			10,977.95	Sep. 27, 1932
S-140-E Br.	Alfalfa	Hyde Constr. Co.			5—	17,373.29	Sep. 27, 1932
F-160-A Br.	Beckham	Hyde Constr. Co.			1—	58,193.70	Sep. 27, 1932
S-811-A Br.	Custer	Grant, Kerr, Clinton			2—	24,850.75	Sep. 27, 1932
S-636-Br.	Custer	J. W. Hopper			1—	7,822.55	Sep. 27, 1932
S-837 Br.	Kay	O. T. Tyler			1—	2,673.14	Sep. 27, 1932
S-821 Br.	Love	Secor Constr. Co.			8—	24,559.44	Sep. 27, 1932
S-400-D Br.	Tulsa	Nims & Frost			1—Removal	1.00	Sep. 27, 1932
S-231-B	Custer	Parke & Company		3.179		74,586.65	Oct. 4, 1932
S-838 Br.	Grant	Bybee Constr. Co.			1—Repair	2,190.60	Oct. 4, 1932
S-728-E	Jefferson	Kent & Wick	4.383			20,700.94	Oct. 4, 1932
S-728-E Br.	Jefferson	Sherman Mach. & Iron			5—	50,485.34	Oct. 4, 1932
S-728-F	Jefferson	Kent & Wick	4.711			16,061.87	Oct. 4, 1932
S-728-F Br.	Jefferson	Sherman Mach. & Iron			1—	23,032.05	Oct. 4, 1932
S-203-A Br.	McIntosh	Howard Fry, Inc.			3—	19,497.95	Oct. 4, 1932
S-203-B Br.	McIntosh	Howard Fry, Inc.			1—	1,479.95	Oct. 4, 1932
S-203-C Br.	Muskogee	Howard Fry, Inc.			1—	9,688.96	Oct. 4, 1932
S-479-D Br.	Okmulgee	Pharoah & Company			2—	57,687.81	Oct. 4, 1932
S-813-C	Dewey	A. L. Cook	5.397			40,217.85	Oct. 11, 1932
S-813-D	Dewey	A. L. Cook	5.604			24,885.15	Oct. 11, 1932
F-322-E	Lincoln	Hyde Constr. Co.	6.728			34,175.16	Oct. 11, 1932
F-322-E Br	Lincoln	W. L. James			1—	9,140.36	Oct. 11, 1932
F-322-F	Lincoln	S. E. Evans	5.964			39,809.03	Oct. 11, 1932
F-322-F Br.	Lincoln	E. G. Fike & Son			1—	2,272.77	Oct. 11, 1932
F-322-G	Lincoln	J. J. Harrison	5.559			44,452.10	Oct. 11, 1932
F-322-G Br.	Lincoln	E. G. Fike & Son			5—	56,025.48	Oct. 11, 1932
F-48-R AA	Marshall	H. S. Moore			2—	10,992.80	Oct. 11, 1932
S-203-A	McIntosh	Moran & Buckner	5.028			18,345.09	Oct. 11, 1932
S-203-B	McIntosh	J. W. Moorman	5.001			28,332.01	Oct. 11, 1932



Concrete Highway Showing Center Marking.



State Highway Along River Bank

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
S-203-C	Muskogee	Moran & Buckner	3.239			10,391.94	Oct. 11, 1932
S-841-A	Seminole	J. W. Taylor	3.678			16,328.88	Oct. 11, 1932
S-841-A Br.	Seminole	H. S. Moore			1—	9,963.65	Oct. 11, 1932
F-322-A	Seminole	S. O. Maxey & Co.	5.924			4,248.64	Oct. 11, 1932
F-322-A Pav.	Seminole	S. O. Maxey & Co.		5.921		126,619.60	Oct. 11, 1932
S-825-B Br.	Johnston	Muskogee Iron Works			3—	65,341.65	Oct. 18, 1932
S-404-BC Clv.	Major	Hileman & Sons			3—	2,340.42	Oct. 18, 1932
S-824-A	Marshall	John T. Ables	7.118			23,884.44	Oct. 18, 1932
S-824-A Br.	Marshall	C. S. Constant Co.			1—	3,844.57	Oct. 18, 1932
S-824-B	Marshall	John T. Ables	6.643			31,383.65	Oct. 18, 1932
S-824-B Br.	Marshall	C. S. Constant Co.			2—	10,662.44	Oct. 18, 1932
S-825-A	Marshall	John T. Ables	7.59			66,410.27	Oct. 18, 1932
S-825-A Br.	Marshall	C. M. Dunning Co.			5—	20,969.25	Oct. 18, 1932
S-479-D Pav.	Okmulgee	Brooks & Dahlgren		4.850		108,448.88	Oct. 18, 1932
S-479-E Pav.	Okmulgee	Brooke & Dahlgren		4.487		98,665.41	Oct. 18, 1932
F-221 Unp.	Pottawatomie	B. F. Dallas			1—Underpass	1,033.58	Oct. 18, 1932
FE-318-A Pav.	Grady	Highway Constr. Co.		5.597		117,422.80	Oct. 25, 1932
FE-318-B Pav.	Grady	Highway Constr. Co.		5.689		118,075.58	Oct. 25, 1932
FE-224-F Pav.	Grant	Standard Paving Company		5.238		114,812.76	Oct. 25, 1932
FE-224-G Pav.	Grant	Standard Paving Company		3.868		86,767.21	Oct. 25, 1932
S-791-C	Greer	C. E. Merveldt	7.399			16,756.85	Oct. 25, 1932
S-791-C Br.	Greer	Dan Sweeney			2—	3,474.95	Oct. 25, 1932
S-844-A	Johnston	Pharoah & Company	6.351			29,896.75	Oct. 25, 1932
S-844-A Br.	Johnston	Roberts & Fisher			2—	7,302.62	Oct. 25, 1932
S-844-B	Johnston	Pharoah & Company	5.777			27,778.08	Oct. 25, 1932
S-844-B Br.	Johnston	B. N. Tallaferro			2—	14,483.35	Oct. 25, 1932
FE-318-C Pav.	McClain	Highway Constr. Co.		1.431		39,163.03	Oct. 25, 1932
FE-13-R Br.	Pushmataha	Altman-Rodgers			1—	21,462.06	Oct. 25, 1932
FE-326-A	Pushmataha	Altman-Rodgers	5.356			40,495.48	Oct. 25, 1932
FE-326-A Br.	Pushmataha	Altman-Rodgers			4—	50,623.25	Oct. 25, 1932
FE-326-B	Pushmataha	Altman-Rodgers	6.787			43,696.01	Oct. 25, 1932
FE-326-B Br.	Pushmataha	Altman-Rodgers			3—	13,902.63	Oct. 25, 1932
FE-326-C	Pushmataha	Altman-Rodgers	5.949			35,876.14	Oct. 25, 1932
FE-326-C Br.	Pushmataha	Arney Harbert			1—	2,279.22	Oct. 25, 1932
FE-284-A	Cotton	Dan Sweeney	5.296			13,754.61	Oct. 25, 1932
FE-284-A Br.	Cotton	Roberts & Fisher			3—	6,029.21	Oct. 25, 1932
FE-284-B	Cotton	Witt & Tatum	4.281			18,852.40	Oct. 25, 1932
S-791-E	Beckham	Stephenson & Boyle	0.782			1,451.18	Nov. 1, 1932
S-791-D	Greer	Stephenson & Boyle	4.007			7,043.02	Nov. 1, 1932
S-825-B	Johnston	Luke & Co.	4.437			17,370.62	Nov. 1, 1932
S-831-A	Johnston	Luke & Company	6.292			37,061.25	Nov. 1, 1932
S-831-A Br.	Johnston	W. R. Lowe			3—	28,736.40	Nov. 1, 1932
S-831-B	Johnston	Luke & Company	6.779			41,365.65	Nov. 1, 1932

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
S-831-B Br.	Johnston	H. E. Boeking			2—	6,651.21	Nov. 1, 1932
F-48-R AA	Marshall	T. C. Ottinger	4.196			25,895.38	Nov. 1, 1932
F-214-B Br.	Hughes	W. M. Merriman			1—	1,936.65	Nov. 9, 1932
F-214-C	Hughes	Gaines Bros. Co.	4.564			12,280.67	Nov. 9, 1932
F-214-C Br.	Hughes	W. M. Merriman			1—	774.20	Nov. 9, 1932
F-214-E	Hughes	Gaines Bros. Co.	1.168			4,389.03	Nov. 9, 1932
F-136-K	Lincoln	Standard Paving Co.	1.646			12,087.92	Nov. 9, 1932
F-136-K Pav.	Lincoln	Standard Paving Co.		1.646		33,148.81	Nov. 9, 1932
F-136-K Br.	Lincoln	Standard Paving Co.			1—	13,659.30	Nov. 9, 1932
F-242-A	Pontotoc	Gaines Bros. Co.	6.247			39,370.83	Nov. 9, 1932
F-242-B	Pontotoc	Gaines Bros. Co.	7.281			33,702.84	Nov. 9, 1932
S-835-A	Roger Mills	Allhands & Davis	7.875			29,807.65	Nov. 9, 1932
S-835-A Br.	Roger Mills	J. W. Hopper			3—	13,926.25	Nov. 9, 1932
S-835-B	Roger Mills	Allhands & Davis	7.981			30,272.27	Nov. 9, 1932
S-835-B Br.	Roger Mills	J. W. Hopper			1—	2,948.45	Nov. 9, 1932
S-817-A	Adair	M. E. Gilloiz	7.244			47,537.55	Nov. 9, 1932
S-817-A Br.	Adair	R. R. Tway			4—	13,072.52	Nov. 9, 1932
F-259-A	Caddo	Allhands & Davis	5.365			41,947.40	Nov. 9, 1932
F-259-A Br.	Caddo	J. W. Hopper			4—	15,024.14	Nov. 9, 1932
F-259-B	Caddo	Allhands & Davis	6.164			33,294.41	Nov. 9, 1932
F-259-B Br.	Caddo	J. W. Hopper			4—	18,291.08	Nov. 9, 1932
F-259-C	Caddo	Allhands & Davis	5.376			17,007.30	Nov. 9, 1932
F-259-C Br.	Caddo	Merveldt & Lawson			1—	1,435.26	Nov. 9, 1932
FR-39-C	Carter	Blackburn Constr. Co.	3.016			29,199.22	Nov. 9, 1932
FR-39-C Br.	Carter	Roberts & Fisher			2—	22,076.35	Nov. 9, 1932
F-214-A	Hughes	Gaines Bros. Co.	0.834			6,867.74	Nov. 9, 1932
F-214-B	Hughes	Gaines Bros. Co.	5.187			27,843.17	Nov. 9, 1932
S-809-B	Blaine	J. J. Harrison	6.248			42,700.99	Nov. 22, 1932
S-662-A	Creek	Hoyt Constr. Co.	3.142			13,169.19	Nov. 22, 1932
S-809-A	Dewey	Emmett Wray	1.532			6,383.09	Nov. 22, 1932
S-833-C	Kiowa	Bybee Constr. Co.	7.358			9,858.34	Nov. 22, 1932
F-335-A	Osage	Asplund Constr. Co.	4.474			40,142.69	Nov. 22, 1932
F-335-A Br.	Osage	John W. Fox			4—	30,350.63	Nov. 22, 1932
F-335-B	Osage	Asplund Constr. Co.	4.008			29,171.86	Nov. 22, 1932
F-335-B Br.	Osage	W. R. Montgomery			1—	1,732.20	Nov. 22, 1932
F-50-R Pav.	Pontotoc	Gibson & Gibson		4.139		75 511.17	Nov. 22, 1932
F-50-R Pav.	Pontotoc	Gibson & Gibson		0.518		9,005.04	Nov. 22, 1932
S-839-A Pav.	Seminole	A. L. Cook		4.404		101,430.63	Nov. 22, 1932
S-839-B Pav.	Seminole	A. L. Cook		4.373		99 486.80	Nov. 22, 1932
F-5	Bryan	Highway Constr. Co.	6.962			15,552.92	Nov. 29, 1932
F-5 Br.	Bryan	Highway Constr. Co.			6—	42,566.92	Nov. 29, 1932
F-5 Pv.	Bryan	Highway Constr. Co.		6.962		137,497.05	Nov. 29, 1932
F-268-B Pav. (2)	Tillman	Ryan-Richards		5.653		123,790.61	Nov. 29, 1932

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's Bid Price	Letting Date
F-330-B	Cherokee	S. E. Evans	7.108			39,816.00	Nov. 29, 1932
F-330-B Br.	Cherokee	R. R. Tway			1—	4,894.96	Nov. 29, 1932
F-33-E 2 Reop.	Choctaw	Merveldt & Lawson	2.8			6,344.55	Dec. 6, 1932
F-33-E 3 Reop.	Choctaw	Merveldt & Lawson	3.715			14,071.50	Dec. 6, 1932
S-833-C Br.	Kiowa	J. W. Hopper			3—	6,300.05	Dec. 6, 1932
S-839-D	Okfuskee	G. A. Nichols	7.507			39,127.77	Dec. 6, 1932
S-839-D Br.	Okfuskee	Boardman Company			5—	83,835.16	Dec. 6, 1932
S-839-C	Seminole	G. A. Nichols	1.885			6,472 29	Dec. 6, 1932
F-E-33-F	Choctaw		.699			2,300.00*	Dec. 20, 1932
F-E-33-F Br.	Choctaw				1—	151,998.00*	Dec. 20, 1932
F-E-117-A1 & 2	Muskogee			10.814		230,400.00*	Dec. 20, 1932
F-E-117-A non-Prt.	Muskogee			.310		6,500.00*	Dec. 20, 1932
F-E-162-CD	Grady			9.992		217,007.80*	Dec. 20, 1932
F-E-240-A	Comanche		4.140			9,702.39*	Dec. 20, 1932
F-E-240-A Br.	Comanche				2—	10,479.20*	Dec. 20, 1932
F-E-240-B	Cotton		6.299			13,526.84*	Dec. 20, 1932
F-E-240-B Br.	Cotton				2—	4,448.20*	Dec. 20, 1932
F-E-274-A	Lincoln		2.836			15,844.23*	Dec. 20, 1932
F-E-274-B	Pottawatomie		7.096			15,213.35*	Dec. 20, 1932
F-E-274-B Br.	Pottawatomie				4—	16,155.42*	Dec. 20, 1932
F-E-276-C	Kingfisher		6.771			25,445.32*	Dec. 20, 1932
F-E-276-C Br.	Kingfisher				6—	28,844.95*	Dec. 20, 1932
F-E-276-D	Kingfisher		6.152			17,836.52*	Dec. 20, 1932
F-E-276-D Br.	Kingfisher				3—	20,394.00*	Dec. 20, 1932
F-E-277-A	Muskogee		3.198			12,160.73*	Dec. 20, 1932
F-E-277-A Br.	Muskogee				2—	5,043.95*	Dec. 20, 1932
F-E-277-B	Wagoner		4.699			28,090.02*	Dec. 20, 1932
F-E-277-B Br.	Wagoner				1—	12,190.30*	Dec. 20, 1932
F-E-322-B	Seminole		4.522			18,434.25*	Dec. 20, 1932
F-E-322-B Br.	Seminole				4—	32,379.15*	Dec. 20, 1932
F-E-322-D	Lincoln		1.588			6,495.92*	Dec. 20, 1932
S-603-A	Pottawatomie		1.99			8,340.00*	Dec. 20, 1932
F-315-C	Grant		3.945			14,742.31*	Dec. 27, 1932
F-315-C Br.	Grant				4—	28,814.65*	Dec. 27, 1932
F-E-329-A	Sequoyah		7.803			29,242.32*	Dec. 27, 1932
F-E-329-A Br.	Sequoyah				1—	8,604.10*	Dec. 27, 1932
F-E-137-E	Lincoln		2.287			55,832.04*	Dec. 27, 1932
F-E-137-E Br.	Lincoln				4—	31,419.66*	Dec. 27, 1932
S-849-A	Blaine		6.853			27,412.00*	Dec. 27, 1932
S-849-A Br.	Blaine				2—	9,418.00*	Dec. 27, 1932
S-809-D	Custer		2.702			10,428.00*	Dec. 27, 1932
F-335-C	Osage		7.561			68,200.00*	Dec. 27, 1932
F-335-C Br.	Osage				4—	24,118.00*	Dec. 27, 1932

PAVING AND GRADING CONTRACTS AWARDED IN 1932 (Continued)

Project	County	Contractor	Mi. Gr. Dr.	Mi. Paving	No. Bridges	Contractor's B'd Price	Letting Date
S-813-B	Dewey		6.25			24,620.00*	Dec. 27, 1932
S-813-B Br.	Dewey				4—	16,504.00*	Dec. 27, 1932
F-E-322-C	Pottawatomie		4.328			17,112.81*	Dec. 27, 1932
F-E-322-C Br.	Pottawatomie			7.647	3—	73,245.65*	Dec. 27, 1932
F-E-215-H	Kiowa					165,087.32*	Dec. 27, 1932
TOTALS			961.1473	179.9425	423	11,121,832.57	

* Estimated bid price

STRENGTH OF CONCRETE PAVEMENT LAID SINCE 1926 AS DETERMINED BY CORES DRILLED FROM PAVEMENT

Year	Specified Mix.	Cement Factor.	No. of Cores	Average Strength
1925-26	1-2-3½	1.625 Bbls.	49	5,078 Lbs. Sq. In.
1926	1-3-5	1.13	154	3,532
1927	1-2-3½	1.625	1,059	6,138
1927	1-3-5	1.13	455	4,160
1928	1-2-3½	1.625	634	6,125
1928	1-3-5	1.13	291	3,530
1929	1-2-3½	1.625	1,052	5,509
1930	1-2-3½ Approximately	1.55	1,042	5,367
1931	1-2-3½ Approximately (278 cores above drilled and broken in 1932)	1.5	1,932	5,122
1932	1-2-3½ Approximately (178 cores in laboratory for test December 1, 1932)	1.4	132	4,712

Prior to 1929 all cores were broken with a hand power machine which recorded relatively high values.

REINFORCED CONCRETE COSTS

Table showing average cost of 18'—9'—6"—9" Reinforced Concrete Paving—1923 to 1930 inclusive:

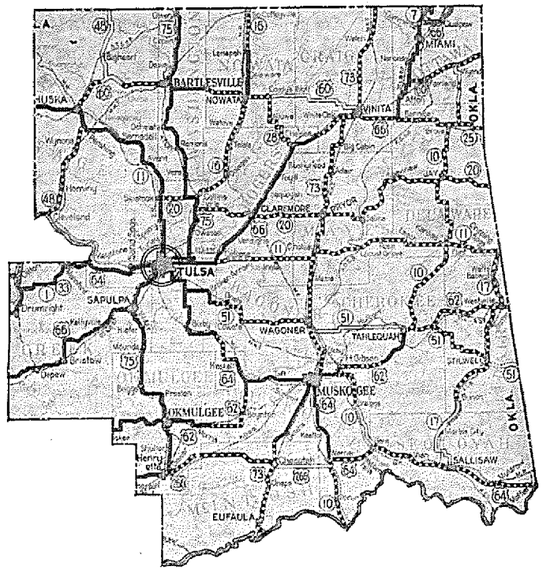
Year	Average	Average Cost Per Mile
1922	$2.414	$25,491.84
1923	2.40	25,344.00
1924	2.352	24,837.12
1925	2.1574	22,782.14
1926	2.0878	22,047.16
1927	2.2443	23,699.80
1928	2.0418	21,561.40
1929	1.975	20,856.00
1930	1.858	19,620.48

Table showing average cost of 20'—10"—7"—10" Reinforced Concrete Paving—1930 to 1932 inclusive:

1930	1.969	23,102.93
1931	1.746	20,486.19
11 Mo.—1932 (Jan. 1 to Dec. 1)	1.40	16,407.22

L. C. BERNARD,
Ass't State Highway Engr.

ENGINEERING DIVISION



DIVISION NO. 1

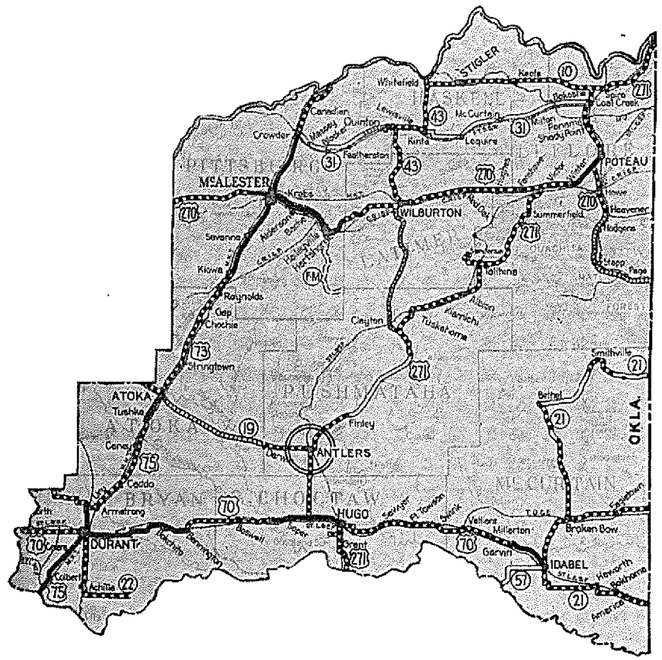
County	Area Sq. Mi.
Adair	584
Cherokee	791
Craig	756
Creek	962
Delaware	794
McIntosh	708
Mayes	676
Muskogee	814
Nowata	586
Okmulgee	697
Osage	*2,276
Ottawa	477
Rogers	710
Sequoyah	693
Tulsa	585
Wagoner	545
Washington	425
Total	12,246.72 Sq. Mi

(*1,443.72 Sq. Mi. in Division No. 1. The remainder in Division No. 4)

Type of Road	Total Mileage
Concrete, Brick and Asphalt on Concrete Base	500.14
Class II Paving	25.93
Gravel	809.26
Improved Earth	36.27
Unimproved Earth	105.0
Total	1,476.60 Miles

J. D. POWELL,
Division Engineer.

ENGINEERING DIVISION

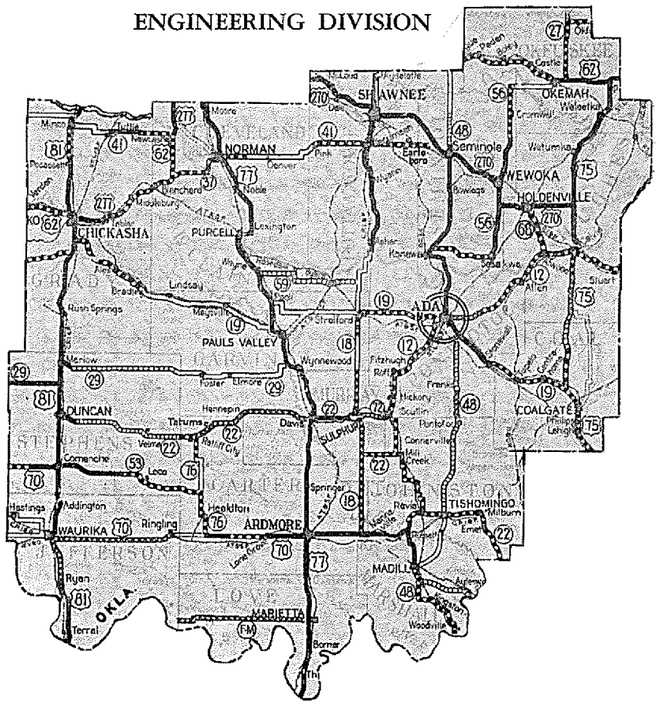


DIVISION NO. 2

Atoka	997 Sq. Mi.
Bryan	928 " "
Choctaw	790 " "
Haskell	615 " "
Latimer	735 " "
LeFlore	1,614 " "
McCurtain	1 897 " "
Pittsburg	1,370 " "
Pushmataha	1,430 " "
	10,376 " "

Paving	87.07 Mi.
Class II Paving	40.36 "
Oil Gravel	44.60 "
Gravel	502.64 "
Improved Earth	47.57 "
Unimproved Earth	142.03 "
	864.27

ENGINEERING DIVISION



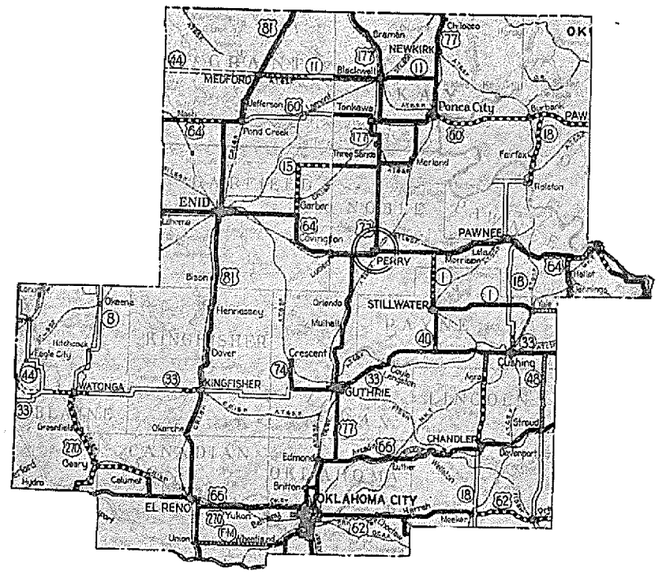
DIVISION NO. 3

County	Area in Sq. Miles
Carter	831
Cleveland	554
Coal	525
Garvin	821
Grady	1,112
Hughes	790
Jefferson	749
Johnston	658
Love	514
Marshall	419
McClain	562
Murray	424
Okfuskee	623
Pontotoc	728
Pottawatomie	793
Seminole	633
Stephens	897
Total	11,633.0 Sq. Mi.

Mileage in Division No. 3 by types:—

Pavement	449.39 Miles
Class H Pavement	109.22 "
Gravel	315.68 "
Improved Earth	124.40 "
Unimproved Earth	254.77 "
Total	1,253.46 "

ENGINEERING DIVISION

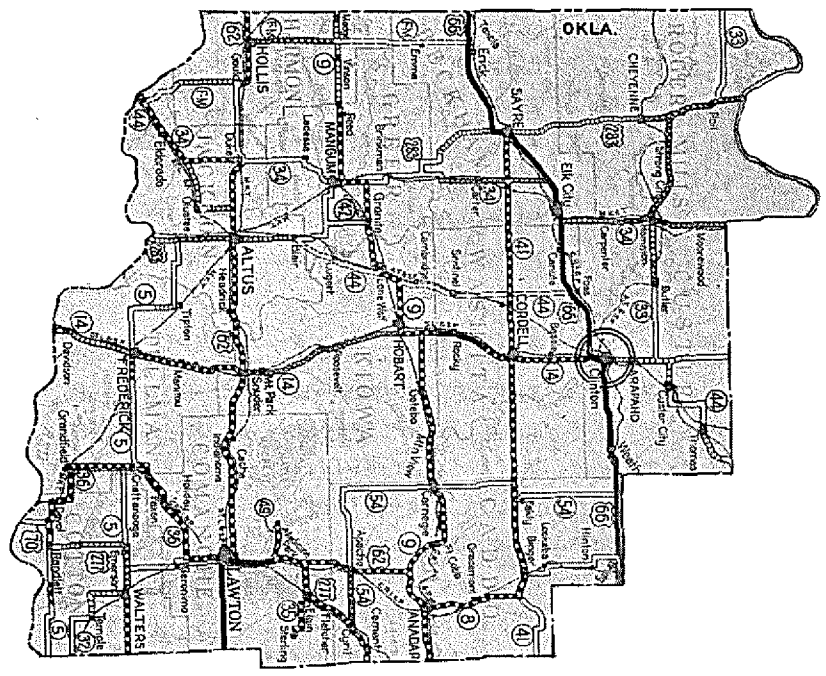


DIVISION NO. 4

Counties	Square Miles
Blaine County	931 Square Miles
Canadian County	891 Square Miles
Garfield County	1,061 Square Miles
Grant County	996 Square Miles
Kay County	934 Square Miles
Kingfisher County	890 Square Miles
Lincoln County	960 Square Miles
Logan County	739 Square Miles
Noble County	734 Square Miles
Oklahoma County	717 Square Miles
Osage County	833.28 Square Miles Div. 4
Total Osage	2,277
Pawnee County	584 Square Miles
Payne County	678 Square Miles
Total	10,948.28 Square Miles

TOTAL MILEAGE DIVISION NO. 4

Pavement	651.41 Miles
Oil and Gravel	45.33 Miles
Gravel	68.62 Miles
Improved Earth-Gravel	37.11 Miles
Improved Earth	23.53 Miles
Unimproved Earth	280.88 Miles
Total Div. 4	1,106.93 Miles

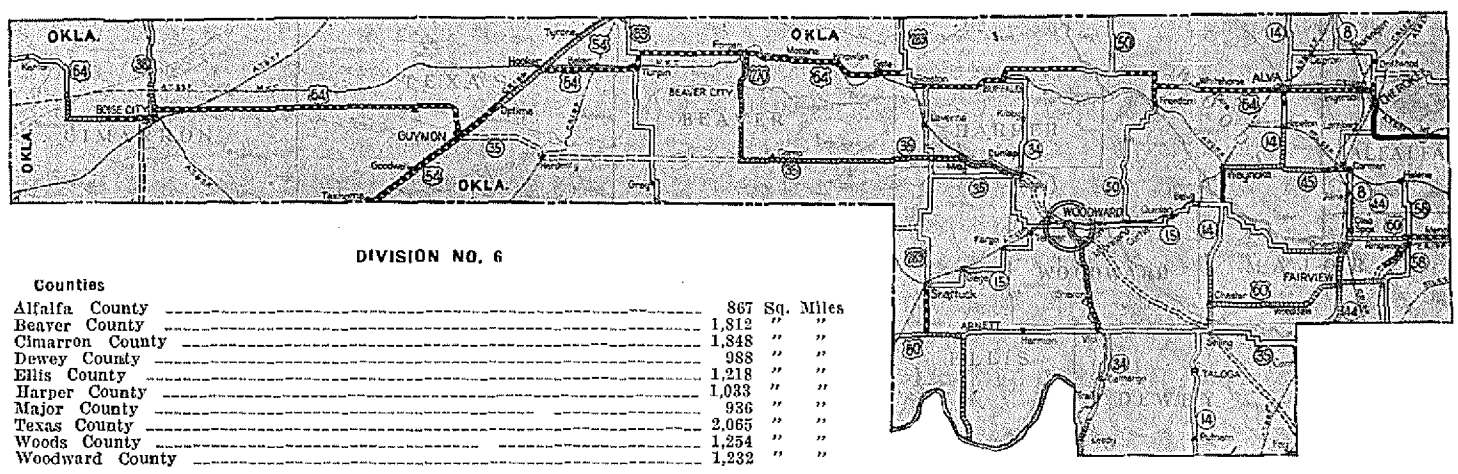


DIVISION NO. 5

Counties	Square Miles
Beckham	917
Caddo	1,296
Comanche	1,096
Cotton	630
Custer	998
Greer	644
Harmon	548
Jackson	778
Kiowa	1,062
Roger Mills	1,135
Tillman	850
Washita	1,006
Total	10,960 Miles

Standard Pavement	122.14
Class II Pavement	68.64
Gravel	398.83
Improved Earth	104.758
Unimproved Earth	173.486

ENGINEERING DIVISION



DIVISION NO. 6

Counties	
Alfalfa County	867 Sq. Miles
Beaver County	1,812 " "
Cimarron County	1,848 " "
Dewey County	988 " "
Ellis County	1,218 " "
Harper County	1,033 " "
Major County	936 " "
Texas County	2,065 " "
Woods County	1,254 " "
Woodward County	1,232 " "
Total	13,253 " "

Mileage	
Concrete	24.52
Caliche Plating	11.17
Oil Mat	37.30
Maint. Gravel	230.47
Improved Dirt	263.55
Unimproved Dirt	567.80
Total Miles in Division 6	1,134.8

ACCOUNTING AND AUDITING DEPARTMENT

The Oklahoma Highway Commission points with pardonable pride to the degree of system, accuracy and efficiency that has been developed during the past two years in its Accounting Department. This is said more in a spirit of tribute than in criticism of former Highway Commissions Administrations. We have builded upon the experience of the past—its achievements and its disappointments—until now we feel justified in saying that during the past Biennium we have brought this Department to the peak of efficiency and service.

There is nothing more essential in the entire scheme of Highway construction and maintenance activities than a well systematized, efficient and dependable Accounting Department. In it is centered the vital detail of safeguarding the funds of this Commission against deception, fraud and duplication in the handling of claims, and in the issuance of warrants for the millions of dollars expended annually by this Commission.

No greater compliment can be paid the present efficiency of



View of a section in the accounting department of the Highway Commission

this Department than to recite the fact that its system and method of operation is considered a model, and has been proposed by a nationally known accounting firm for universal adoption in Highway Accounting. Of further significance, as indicative of the preeminence of the Oklahoma system in the field of accounting, is the fact that copies of its reports and records have been requested by the National Government and by many States, for library and reference use.

While many interesting facts concerning the detail of the operation of this Department are set forth further in this discussion one thing may be pointed to in the beginning as reflecting the degree of accuracy and protection that now surrounds the handling of claims. This is the fact that duplicate payment of claims has been reduced from a yearly average of $2,179.05 for the period from 1927 to 1930 inclusive, to the vanishing point in 1932. The amount involved, of course, may be regarded as insignificant in the light of the tremendous sums handled by this Department. Its importance rests in the fact that it shows the general tightening up and improvement of the accounting system during the past two years. It shows the complete check and control that the division now has over claims. A system, as in the past, that had loop holes through which duplicate payments of $2,179.05 a year could pass, had potential possibilities for considerable loss to the State. A duplicate payment does not necessarily mean a loss in all cases. Frequently the excess payment is recovered.

OPERATION DETAIL

The adoption by the Oklahoma Highway Commission of the budget system has reduced to the minimum the possibilities of irregularities and the misappropriations of its funds. The budget plan is rigidly adhered to, and exceptions to its provisions are made only upon a showing of absolute necessity for such action.

Heads of the various departments under this Commission are required semi-annually to prepare a budget estimating as nearly as possible the cost of operating the department under their jurisdiction. These budgets then are submitted to the Commission. After it has carefully reviewed them and is satisfied that the anticipated expenditures are in keeping with an economical ad-

ministration, it approves the budget to the Accounting Department. These budgets are next set up on the records in the Accounting Department and claims approved by the various departments are not considered properly financed if the funds appropriated by the Commission are exhausted. Such claims then are held until the head of that Department confers with the Commission and presents sufficient reasons for having exceeded his appropriation. When construction contracts are awarded the Commission approves to this office an appropriation covering the estimated cost of the project. The engineer in charge of the project is required not to exceed the appropriation, and if the appropriation is exhausted claims are again held for further action of the Commission. On supply purchases, bids are requested and after being carefully considered a purchase order is issued by the Purchasing Department. This must accompany the claim, and this office does not approve the claim if there is any variation from that authorized by the purchase order. By careful co-operation with all departments this plan has brought about one of the most economical methods in the disbursement of the State funds.

RECORDING OF RECORDS

The Accounting Department records disbursements just as shown on claims approved for payment. A statement is prepared and released at the end of each month, which gives a complete picture of all receipts and disbursements. Disbursements made on budgets approved, or on appropriations approved, are analyzed in detail under their respective accounts so that each employee responsible for such disbursements may have full knowledge of all claims approved and of the status of his account. With the large program before us this monthly report has been enlarged to where the last report contained 81 pages.

This report makes available to the Commission a complete history of all transactions. It also analyzes in detail the disbursements made for the month and for the period and shows the balance of appropriations available for further financing of claims. These statements are cumulative and become a matter of department history so that at the end of any period, either monthly, calendar or fiscal year, there is available most any essential information which may be desired. The accuracy of these statements is made certain through posting machines which records all rec

ords, and the statement must agree and balance with the results obtained through the double entry accounting system. This requires efficiency upon the part of all employees for the reason that each position carries a fixed responsibility and interlocks with other positions until the routine of the work finally assembles itself and becomes a unit, upon which the monthly report is based.

A progressive monthly statement is also prepared by this Department for the purpose of keeping the Commission further advised. This statement anticipates future Revenues and estimates the probable disbursements for the same period. It serves the purpose of guiding the Commission in that it may have before it, at all times the history of the progression of contracts, as well as an anticipated future progress. It assures the Commission that ample funds will be on hand to promptly meet all obligations as claims are presented. This is necessary for the reason that the Commission is on a cash basis and is not permitted to issue deficiency warrants. Its failure to pay claims when presented would not only be an embarrassment but might prove disastrous to those with whom it must deal. Notwithstanding the fact that for the past several years we have been passing through a financial crisis, this Commission has made a record, possibly unequaled by any other State, in that there has never been a time when claims were presented but that there were ample funds on hand to promptly pay such obligations. A sufficient reserve in funds was available at all times to meet any emergency which might have arisen. This record was made notwithstanding the fact that Federal Funds have not been made available during the greater part of 1932.

ADMINISTRATION

The policy pursued by this Commission on economy and efficiency is shown in a saving of $49,593.29, covering the cost of administration in the year, 1931, as compared with the cost of administration in the year, 1930. Records indicate at this time that there will be a further saving of $85,027.40, in administration cost for the year, 1932, as compared with the cost of the year, 1931. It is now apparent that the cost of operating the Accounting Department in the year, 1932, will be approximately $27,000.00 less than for the year, 1931, and approximately $8,500.00, less than for the year, 1930. The excessive cost shown for the year, 1931, was in fact due to the

expense of maintaining tabulating machines for the year of 1930, for statistical purposes much of this expense was not presented for payment until 1931. This Department abandoned the tabulating machines in 1931, and statistics are now made available through a posting machine acquired for that purpose. The State did not own the tabulating machines, but paid a monthly rental for the use of same, creating a cost of $1,715.76, per month, while the approximate cost of operation of a posting machine is the operator's salary and stationery, which will not exceed $150.00 per month. The information made available on this posting machine is a permanent record and is legible to the layman whereas, the tabulating machine accumulated statistics through a punch card system and the results were entirely dependent upon the assorting machine handling the many thousands of cards.

CASHIER

The State Highway Cashier is now under the supervision of the Accounting Department. Prior to July 1, 1931, the State Highway Cashier was under the Auto license Department. The Cashier's Office and duties have been absorbed by the Accounting Department without any increase in cost. The total receipts of the Highway Commission from all sources during the year, 1931, were $15,766,451.57, and by anticipating receipts for December, the year, 1932, will show $11,455,223.77. The Cashier and his assistant are both bonded and the accounts are carefully supervised and audited. At no time has there been any irregularity or shortage of any nature.

MAINTENANCE COST

A further marked improvement in the accounting system was installed January, 1932, at which time the maintenance cost on each patrol section was taken over by this Department. This Department, through the co-operation of the Maintenance Division installed an accurate cost accounting system covering each patrol section of the entire net-work of State Highways. By assuming the responsibility for proper recording of maintenance costs, this Department made possible a saving to each Division Office, which in prior years had performed this work. This enabled the Division Offices to devote their entire time to construction and maintenance problems. The accuracy in cost distribution, of course, rests largely with the Division Offices for the reason that this office

merely records the facts as presented to it at the time duly approved claims are presented for payment. This maintenance cost is recorded by patrols, counties, divisions and finally assembled for the entire State. A statement exhibiting this cost is released monthly, in which is shown the maintenance cost per mile of the various types of roads; the total mileage of each type in each county, and the total mileage of each type of road in the State. The comparative cost made available by this system has a marked tendency toward causing each employee in charge of maintenance work over the State to more accurately allocate the expenditures and to hold such expenditures to a minimum.

By careful supervision of maintenance cost, this Commission made an actual saving in the year, 1931, of $603,516.07, as compared with maintenance cost in the year, 1930. Approximately the same saving will be shown for the year, 1932.

GENERAL

Due to the policy of the present Commission to adhere to approved appropriations it has been possible to revert to surplus in the year, 1931, a total of $966,759.69, and in the year, 1932, we will revert to surplus a total of $839,048.40. This is an index of efficiency and should prove to the public that even with a system of the most economical budgeting of expense, and appropriations allowed for cost of projects, the employees at all times have the public's interest at heart in an earnest effort to complete projects for even less than the estimated cost, and to maintain departments under their supervision for even less than the anticipated cost for the period. The unexpended balances on appropriations which were and will be reverted to surplus are not termed as a saving, but in fact become a saving and show the efficiency and the constant contact the Commission maintains with subordinate officers and employees.

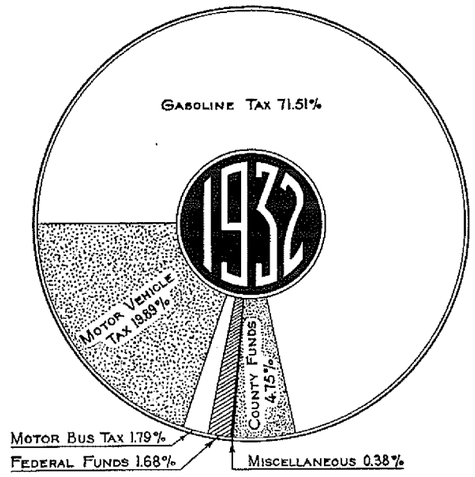
In prior years it was next to impossible to detect duplicate payment of certain purchases with the result that from 1927 to and including June, 1930, the average duplicate payments detected by the State Examiner and Inspector was $2,179.05, per year. In the year, 1931, the duplicate payments detected by the State Examiner and Inspector amounted to only $147.63, and of this amount $139.43, has been recovered. The State Examiner and Inspector has completed his audit on about one-half of the year, 1932, but so far has not detected any duplicate payments.

OKLAHOMA STATE HIGHWAY COMMISSION

INCOME CHART

CALENDAR YEAR 1932

DECEMBER ESTIMATED



TOTAL INCOME $10,564,575.65

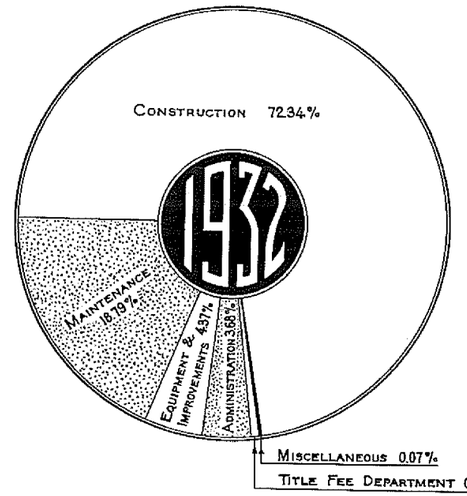
MONTH OF DECEMBER ESTIMATED

OKLAHOMA STATE HIGHWAY COMMISSION

DISBURSEMENTS

CALENDAR YEAR 1932

DECEMBER ESTIMATED



TOTAL DISBURSEMENTS $12,026,175.94

MONTH OF DECEMBER ESTIMATED

Periodical audits are made of all cash records and no shortages have been disclosed. All employees handling State funds are required to furnish surety bonds to protect the State from any loss. Periodical visits are made by the Chief of Accounts to district offices with view of keeping up efficiency in the field. Periodically a test is made to determine that all men on the payrolls actually have put in the time claimed and have personally signed and sworn to such claim.

REVENUES

The major revenues of the State Highway Commission are collected by other State Departments and remitted at the end of each month to the State Highway Construction and Maintenance Fund. This Commission does, however, through this Department, make collections of Federal Funds, County Funds, Vehicle Title Fees, Used Car Dealers License, sales of Auto Lists and Blue Prints, Miscellaneous Service charges and Refunds. The Oklahoma Tax Commission collects Gasoline Tax, Motor Vehicle License Tax, Motor Carrier Tax and apportions this Commission's share of such funds as prescribed by law. The Corporation Commission collects and apportions to this Commission Motor Carriers License Fees.

GASOLINE TAX is the principal source of Revenue. The law provides a tax of 4c per gallon. Two per cent (2%) of the total collections is allowed the Oklahoma Tax Commission for the administration of this collection. After this is deducted three-fourths (3/4) of the remaining balance is transferred to the State Highway Construction and Maintenance Fund. In the year, 1931, this Revenue amounted to $7,983,695.95. By estimating the collections for December this year, this revenue will amount to approximately $7,554,451.38.

The other one-fourth (1/4) of this revenue covering the counties' share is also remitted to this Commission. This Commission then apportions this part of this revenue to each county based on the per cent that the area and population in each county bears to the total area and population in the State.

In the year, 1931, there was a Special Relief Measure increasing the tax on gasoline from 4c per gallon to 5c per gallon. This extra 1c was distributed as follows:

House Bill No. 79	$300,000.00
Senate Bill No. 23	300,000.00
House Bill No. 236	400,000.00
State Highway Construction & Maintenance Fund	934,819.84

Of the above special collection, which was made available for the State Highway Commission, $518,576.08, was collected in the year, 1931, and $416,243.76 though collected in 1931, was not made available to this Commission until 1932.

MOTOR VEHICLE TAX is the next major revenue made available for Highway Construction. This is a tax on motor vehicles, of which the Oklahoma Tax Commission is allowed 5% for administration and collection of such tax. The net remaining is then apportioned 40% to this Commission and 60% is remitted direct to the counties by the Oklahoma Tax Commission. A further revenue is derived from this same source covering registration of motor vehicles, which collections are still under the Highway Commission. The revenue accruing to this Commission from both the license and registration of motor vehicles for the year 1931, amounted to $2,479,543.14, and by estimating this revenue for the month of December, the year, 1932, will show approximately $2,101,477.67.

MOTOR BUS TAX is made available to this Commission through collections made by the Corporation Commission and the Oklahoma Tax Commission. The Oklahoma Tax Commission collects that part of this Revenue covering the Carriers Tax, while the Corporation Commission collects that part of this Revenue covering Motor Carriers License Fees. The entire amount of both these collections reverts to this Commission, and in the year, 1931, amounted to $173,223.20, and by estimating the Revenue from this source for December, 1932, this year will yield approximately $188,972.96.

SPECIAL PERMITS FOR TRAFFIC ENFORCEMENT, which collection was made by this Commission, yielded a Revenue of $41,607.73, in the year, 1931, and $14,357.50 in the year, 1932.

However, the issuance of permits has been discontinued and no further revenues is available from this source.

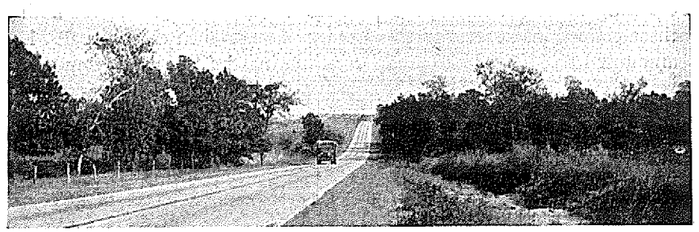
QUARTER MILL TAX as collected is transferred to this Commission but no part of this fund is used by this Commission. This is merely a gratuitous service performed by this Commission in remitting each quarter the said funds to the counties. The amount due each county is compiled by the State Auditor and certified to this Department for distribution.

FEDERAL FUNDS accrue from a yearly appropriation made by Congress and must be worked out in cooperation with the Federal Government. All collections of these funds are made by this Department. Total collections from this source in the year, 1931, amounted to $5,273,189.42, and the total collections in the year, 1932, amounted to (estimating the month of December) $176,989.94.

COUNTY FUNDS are deposits made by counties with this Commission, wherein the counties enter into agreements with this Commission to jointly construct certain roads. The Accounting Department files claims with the counties for the amounts agreed upon to be contributed by the counties toward the specific construction of roads and supplies such funds as agreed upon by the respective counties and this Commission. County funds received by this Commission in the two (2) years are as follows:

1931.....$637,070.71
1932..... 502,787.04

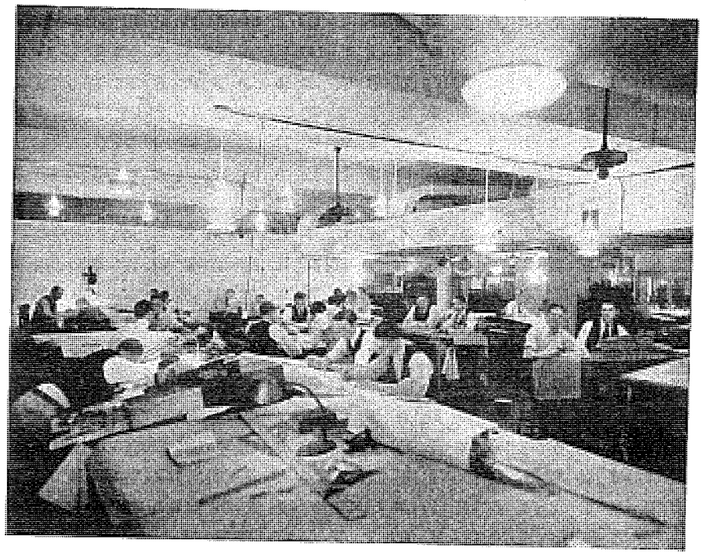
Prior to this Commission there was much confusion in obtaining information for committees from various counties meeting with the State Highway Commission. This Department, therefore, started early in 1931, to compile a record from the beginning of the Highway Commission showing the total amount of construction in each county and the amount contributed by each county, and although this report is not entirely accurate for reason of having to rely upon records as far back as the year, 1918, it is sufficiently accurate to be a very useful index to all programs carried out jointly with the counties. The first report of this character released by this Department was June 30, 1931. As this information is accumulated each six (6) months, a new report is prepared and made available to the Commission. Where a joint program is entered into with the County and when the project is completed, the County is then given credit for any under-run or is billed for any over-run on such project in keeping with the agreement entered into with this Commission.



S. H. 48 Seminole County

MISCELLANEOUS COLLECTIONS yielded a Revenue of $46,992.28, in the year, 1931, and by estimating this Revenue for December, 1932, this year will show a total Revenue of approximately $25,539.16.

Reading Matter Cont. Page 142, Tables Pages 132 to 141 Inclusive.



View of Section of Drafting Room

REVENUE OF THE OKLAHOMA STATE HIGHWAY DEPARTMENT FOR THE FISCAL YEARS ENDING June 30, 1924-25-26-27-28-29-30-31-32

Fiscal Years Ending	Auto Tax	Gasoline Tax	Extra 1c Gasoline Tax	Motor Bus & Miscellaneous	Traffic Permits	Total
June 30, 1932	$ 1,973,845.37	$ 7,063,806.58	$933,289.28	$213,057.33	$ 41,763.23	$ 10,225,761.79
June 30, 1931	2,556,805.59	8,270,450.11	.00	212,478.95	14,182.00	11,053,916.58
June 30, 1930	3,147,361.79	8,905,232.04	.00	179,186.63	.00	12,321,770.46
June 30, 1929	2,125,000.00	5,690,000.00	.00	27,238.18	.00	8,842,238.18
June 30, 1928	2,386,057.08	5,030,000.00	.00	10,527.40	.00	7,423,584.48
June 30, 1927	2,333,601.20	4,428,000.00	.00	74,706.69	.00	6,836,397.89
June 30, 1926	2,136,873.24	3,828,000.00	.00	.00	.00	5,964,873.24
June 30, 1925	461,852.65	2,631,129.46	.00	.00	.00	3,092,982.11
June 30, 1924	375,088.61	447,000.00	.00	.00	.00	822,088.61
	$18,490,575.46	$46,339,008.19	$933,289.28	$717,195.18	$ 55,945.23	$ 66,392,013.34

Gasoline Tax:
One cent per gallon from July 1, 1923 all to Counties.
Two and one-half cents per gallon from March 7, 1924, Counties 1c, State 1½c.
Three cents per gallon from March 23, 1925, Counties 1c, State 2c.
Four cents per gallon from June 23, 1929, Counties 1c, State 3c.
Five cents per gallon from March 1931 to December 31, 1931, Counties 1c, State 3c and excess over Emergency Relief Bills totaling one million dollars.
Four cents per gallon from January 1st, 1932, Counties 1c, State 3c.

Automobile Tax:
10% to State, 90% to Counties—Fiscal years 1923-24, 1924-25.
40% to State, 60% to Counties—Fiscal years 1925-26, 1926-27, 1927-28, 1928-29, 1929-30, 1930-31, 1931-32.

APPORTIONMENT OF EXTRA ONE CENT GASOLINE TAX EMERGENCY RELIEF MEASURE 1931

1931	House Bill No. 79	Senate Bill No. 23	House Bill No. 236	State Highway Construction & Maint. Fund	Total Extra 1 Cent Tax
April	$130,000.00				$ 130,000.00
May	150,000.00				150,000.00
June	20,000.00	$255,632.74			275,632.74
July		44,367.26	$178,622.60		222,989.86
August			124,467.54		124,467.54
September			96,909.86	$ 89,033.72	185,943.58
October				211,714.51	211,714.51
November				217,827.85	217,827.85
December				216,211.99	216,211.99
1931 Total	$300,000.00	$300,000.00	$400,000.00	$734,788.07	$1,734,788.07
January				$193,781.95	$ 193,781.95
February				2,843.81	2,843.81
March				1,526.04	1,526.04
April					
May					
June				349.41	349.41
July				433.40	433.40
August				392.13	392.13
September				16.66	16.66
October					
November				688.37	688.37
1932 Total				$200,031.77	$ 200,031.77
TOTAL	$300,000.00	$300,000.00	$400,000.00	$934,819.84	$1,934,819.84

House Bill No. 79 An appropriation providing for purchase and distribution of field and garden seed to farmers unable to purchase same.

Senate Bill No. 23 An appropriation providing food, clothing, fuel and shelter for destitute and suffering citizens of the State to be administered by an "Emergency Relief Board."

House Bill No. 236 An Act levying additional One Cent Tax on Gasoline prior to December 31, 1931 to reimburse State Treasury for Relief Measures appropriated and providing $400,000.00 to be distributed by Emergency Board and providing additional funds raised by Act should go into State Highway Fund.

STATEMENT OF HIGHWAY EXPENDITURES BY CALENDAR YEARS FROM 1918 INCLUDING 11 MONTHS OF 1932

Year	Construction	Re-construction	Maintenance	Administration	Total	Total Disbursements
1918	476,673.95	----------	----------	----------	476,673.95	----------
1919	1,735,991.87	----------	----------	----------	1,735,991.87	----------
1920	1,725,390.13	----------	----------	----------	1,725,390.13	----------
1921	6,431,413.96	----------	----------	----------	6,431,413.96	----------
1922	2,780,094.20	----------	----------	----------	2,780,094.20	----------
1923	7,071,569.68	----------	----------	----------	7,071,569.68	----------
1924	5,748,349.18	----------	----------	----------	5,748,349.18	----------
1925	10,836,479.00	----------	1,714,480.27	343,326.84	12,894,287.01	12,937,673.44
1926	8,078,965.82	----------	1,905,935.95	219,936.44	10,204,838.21	10,408,912.40
1927	10,016,091.46	----------	2,359,583.67	218,165.58	12,593,840.71	12,820,909.71
1928	10,015,111.16	342,819.50	2,459,478.64	204,805.46	13,022,214.76	13,250,526.07
1929	9,122,621.85	1,254,833.31	2,913,215.81	472,489.41	13,763,160.38	13,973,901.03
1930	15,167,912.81	963,719.00	3,295,778.22	547,857.01	19,975,267.04	20,217,085.83
1931	11,279,223.50	156,708.82	2,601,164.89	510,064.45	14,457,161.66	14,777,159.14
1932 11 Mos.	6,820,543.91	879,919.21	2,546,944.98	402,897.45	10,650,305.55	10,741,355.94
	104,691,328.57	3,597,999.84	19,796,582.43	2,919,542.64	133,620,558.29	109,127,523.56

Administration costs and total expenditures of the Department are not available up to 1925.

COUNTY CONSTRUCTION STATISTICS AS OF JUNE 30th, 1932

COUNTY	Cost Of Completed Project To 1930 Inclusive	Estimated and Actual Cost of 1931 Projects	Estimated Cost of 1932 Projects	Total Cost of Construction	Amount Contributed By Counties	Participation By Counties	County Funds On Deposit	County Area Square Miles	Population Census 1930	Assessed Valuation 1930	Assessed Valuation 1931	Assessed Valuation 1932	Outstanding Road And Bridge Bonds	State Highway Mileage	PER CAPITA CONSTRUCTION COST		
															State Share	County Share	Total
Adair	$366,387.69	$2,086.50	$55,283.52	$423,757.71	$22,522.01			584	14,756	$4,588,715.00	$4,439,608.00	$3,492,302.00	$30,000.00	92.50	$27.20	$1.52	$28.72
Alfalfa	951,120.51	16,103.97	5,050.00	972,274.48	309,623.66		$11,942.30	867	15,228	25,571,073.00	23,310,081.00	18,572,220.00		81.32	43.52	20.33	63.85
Atoka	716,537.50	316,039.34	24,321.96	1,056,898.80	9,928.23			997	14,533	8,914,212.00	8,101,751.00	6,308,598.00	47,400.00	76.30	72.04	.68	72.72
Beaver	153,709.18	90,982.14	44,731.00	289,422.32	73,818.40	$6,431.55		1,813	11,452	15,682,306.00	16,830,782.00	13,247,767.00		102.75	18.83	6.44	25.27
Beckham	1,528,192.25	316,411.13	30,170.82	1,874,774.20	440,161.56			917	28,991	17,504,232.00	17,580,689.00	13,992,163.00	760,000.00	101.45	49.49	15.18	64.67
Blaine	381,631.39	26,679.61	5,450.00	413,761.00	60,036.11	50,995.44		931	20,452	16,206,082.00	15,193,231.00	12,122,488.00	180,000.00	99.58	17.30	2.93	20.23
Bryan	2,939,854.42	82,695.35	34,848.51	3,057,398.28	819,395.52	7,817.00		928	32,277	18,408,552.00	16,674,023.00	13,313,216.00	540,000.00	100.42	69.34	25.38	94.72
Caddo	1,448,586.21	692,213.00	56,224.23	2,197,023.44	857,320.75			1,289	50,779	25,625,282.00	24,901,302.00	19,512,873.00	1,225,000.00	212.02	26.39	16.88	43.27
Canadian	1,631,027.62	478,612.79	449,584.75	2,559,225.16	770,665.83			891	28,115	26,059,136.00	24,599,074.00	19,790,748.00	1,000,000.00	79.27	63.62	27.41	91.03
Carter	2,062,844.49	81,277.02	34,447.11	2,178,568.62	649,516.24	187,531.79		831	41,419	35,310,250.00	31,246,621.00	24,311,396.00	663,000.00	111.24	36.92	15.68	52.60
Cherokee	683,530.04	9,885.13		693,415.17	1,017.84			771	17,470	6,898,882.00	5,901,037.00	4,802,316.00		73.50	39.64	.05	39.69
Choctaw	1,263,558.91	38,460.63	6,730.75	1,308,750.29	240,544.45			790	24,142	10,246,369.00	9,700,729.00	7,883,903.00	309,000.00	68.15	44.25	.996	54.21
Cimarron	99,030.24	4,850.18		103,880.42	14,889.22	2,175.08		1,849	5,408	9,640,360.00	10,129,978.00	8,680,569.00		83.85	16.45	2.75	19.20
Cleveland	1,401,909.85	10,003.21	3,500.00	1,415,413.06	484,612.32			554	24,948	16,531,867.00	16,169,273.00	12,875,722.00	480,000.00	36.74	37.31	19.42	56.73
Coal	234,107.25	151,638.77	78,588.73	464,334.75				525	11,521	6,937,164.00	6,494,452.00	5,277,691.00	35,000.00	49.00	40.30	.00	40.30
Comanche	1,238,263.02	324,819.80	32,060.60	1,595,143.42	387,431.66	32.40	51,923.44	1,096	34,317	18,607,398.00	16,917,805.00	13,527,472.00	380,000.00	113.40	34.80	11.68	46.48
Cotton	420,879.04	6,966.99	125,627.04	553,473.07	48,555.77	240.13		630	15,442	10,239,352.00	8,955,851.00	6,957,932.00		83.50	32.70	3.14	35.84
Craig	408,664.08	148,377.46	44,521.73	601,563.27	61,029.20			757	18,052	15,648,762.00	15,085,425.00	12,357,174.00		73.80	29.94	3.38	33.32
Creek	2,773,263.90	113,915.56	1,300.00	2,888,479.46	1,309,013.74	67,780.78		962	64,115	44,016,261.00	40,253,278.00	31,865,030.00	1,170,000.00	91.62	24.64	20.41	45.05
Custer	300,336.28	752,256.07	210,619.00	1,263,211.35	3,041.50	6,352.38		998	27,517	21,073,466.00	21,088,173.00	16,817,550.00	900,000.00	116.00	45.80	.11	45.91
Delaware	511,506.64	10,000.00	3,500.00	525,006.64	18,518.86	1,343.80		794	15,370	4,260,369.00	4,833,946.00	3,961,224.00		126.70	32.96	1.20	34.16
Dewey	73,874.38		26,870.85	99,745.23	1,000.00			989	13,250	9,406,512.00	8,352,445.50	6,663,612.00	10,000.00	100.75	7.46	.07	7.53
Ellis	246,241.41		166,587.36	412,834.77	93,663.80			1,218	10,541	12,149,317.00	11,811,926.00	9,367,996.00	100,000.00	126.80	30.28	8.88	39.16
Garfield	2,125,122.37	50.00		2,125,172.37	824,223.12	26,809.59		1,061	45,588	52,872,665.00	46,552,546.00	37,883,868.00	750,000.00	81.20	28.54	18.07	46.61
Garvin	788,763.76	9,108.21	55,459.39	853,331.36	10,170.04	123,426.56		821	31,401	19,009,883.00	18,136,185.00	14,584,416.00		67.70	26.86	.32	27.18
Grady	1,914,798.71	391,701.63	14,604.60	2,321,104.94	461,446.38			1,112	47,638	32,734,279.00	31,803,187.00	25,608,362.00	559,000.00	114.18	39.04	9.68	48.72
Grant	1,244,742.84	102,203.49	9,647.75	1,356,594.08	354,637.14	30,000.00	36,109.59	994	14,150	28,032,955.00	24,958,091.00	19,883,476.00		104.00	70.81	25.06	95.87
Greer	97,039.37	130,907.64	22,258.00	250,205.01	67,824.04	6,694.13		644	20,282	10,726,715.00	10,078,056.00	8,027,977.00		77.30	9.00	3.34	12.34
Harmon	16,050.11	77,352.16	186,043.01	279,445.28	48,436.30			548	13,834	8,502,740.00	8,171,177.00	6,424,058.00	75,000.00	37.50	16.70	3.50	20.20
Harper	208,494.54	104,298.73	23,500.00	336,293.27	33,125.00	15,099.34		1,033	7,761	7,352,310.00	7,071,573.00	5,712,424.00		91.85	39.07	4.26	43.33
Haskell	383,541.04	94,267.51	27,600.00	505,408.55	70,431.23			615	16,216	6,258,648.00	6,058,294.00	4,870,062.00		83.65	26.85	4.32	31.17
Hughes	1,605,864.41	189,329.47	209,971.63	2,005,165.51	566,681.76			790	30,334	15,823,277.00	14,134,760.00	11,099,895.00	362,000.00	98.40	47.42	18.68	66.10
Jackson	543,898.71	147,796.33	53,172.63	744,867.67	233,221.84	354.49		778	28,910	17,362,590.00	15,507,610.00	12,130,395.00	600,000.00	91.20	17.71	8.06	25.77
Jefferson	536,695.28	41,826.29	128,261.05	706,782.62	147,524.52		232,111.89	749	17,392	12,491,680.00	12,103,880.00	9,694,660.00	610,654.00	69.80	32.16	8.48	40.64
Johnston	829,135.23	9,426.90	175,496.99	1,014,059.12	271,019.09			658	13,082	8,167,987.00	7,636,083.00	6,508,538.00	312,800.00	80.25	56.53	20.99	77.52
Kay	2,726,147.44	138,075.89	1,300.00	2,865,523.33	1,491,179.88	19,749.07		934	50,186	59,351,495.00	54,047,034.00	42,665,392.00		101.50	27.39	29.71	57.10
Kingfisher	1,011,942.19	250,047.97	2,095.04	1,264,085.20	303,466.54	2,162.05	10,025.00	890	15,960	19,701,800.00	18,388,764.00	14,700,106.00		61.90	60.19	19.01	79.20
Kiowa	483,754.38	246,687.80	161,019.17	891,461.35	128,762.38	2,966.15		1,047	29,630	19,884,764.00	19,650,692.00	15,870,515.00		101.75	25.76	4.33	30.09
Latimer	945,462.66	72,499.75	65,353.82	1,083,316.23	326,774.12			735	11,184	5,813,252.00	5,513,570.00	4,463,031.00	300,000.00	56.00	67.65	29.21	96.86
Le Flore	2,036,316.90	254,206.02	28,000.00	2,318,522.92	793,090.16			1,614	42,896	20,520,801.00	18,992,083.00	15,479,176.00	640,000.00	152.90	35.57	18.48	54.04
Lincoln	1,517,193.18	346,955.65	10,800.00	1,874,948.83	938,416.07			959	33,738	28,770,934.00	26,994,656.00	21,490,886.00	1,200,000.00	132.37	27.76	27.81	55.57
Logan	1,839,523.47	134,132.21	3,516.70	1,977,172.38	581,261.81	78,535.04		739	27,761	22,587,681.00	22,897,704.00	18,229,302.00	714,000.00	63.99	50.29	20.93	71.22
Love	1,145,953.57	32,536.37	50,000.00	1,228,489.84				514	9,639	6,270,777.00	5,937,109.00	4,738,518.00	94,000.00	25.53	127.45	.00	127.45
Mc Clain	972,792.47	535.06	116,665.51	1,089,993.04	72,788.22	54,000.00		562	21,575	12,451,176.00	11,093,301.00	8,786,254.00		48.60	47.15	3.37	50.52
Mc Curtain	1,414,663.59	27,187.03	1,760.00	1,443,610.62	428,082.13			1,897	34,759	11,233,816.00	10,054,904.00	8,289,056.00	210,000.00	142.50	39.22	12.31	41.53
Mc Intosh	528,118.02	88,068.30	41,796.92	657,983.24	167,658.54			708	24,924	9,499,547.00	9,425,002.00	7,451,505.00	70,000.00	52.00	19.68	6.72	26.40
Major	296,218.98	57,893.57	14,500.00	368,612.55	44,586.72			937	12,206	13,052,879.00	12,981,946.00	10,359,216.00	600,000.00	150.00	26.55	3.65	30.20
Marshall	591,681.54	8,956.66	92,461.17	693,099.37	204,356.70			419	11,026	7,657,588.00	7,186,733.00	5,757,682.00	350,000.00	39.18	44.34	18.52	62.86
Mayes	614,478.83	48,217.04	3,200.00	665,895.87	118,125.13			676	17,883	9,620,306.00	9,848,731.00	7,926,045.00		94.00	30.65	6.59	37.24
Murray	1,178,652.89	84,566.62	62,534.77	1,325,754.28	214,985.25			424	12,410	8,372,514.00	7,809,117.00	6,423,786.00	135,000.00	61.60	89.51	17.32	106.83
Muskogee	3,485,080.69	602,146.26	25,767.51	4,113,003.46	1,336,642.16	15,201.04		814	66,424	50,971,035.00	47,338,887.00	37,984,487.00	750,000.00	144.10	34.30	27.62	61.92
Noble	2,133,076.92	235,557.10	4,701.03	2,373,335.05	646,670.50			734	15,139	18,855,146.00	17,095,577.00	13,468,688.00	684,000.00	77.65	114.06	42.71	156.77
Nowata	1,047,414.74	20,021.34		1,067,436.08	508,746.77	1,899.02		586	13,611	11,116,831.00	10,328,545.00	8,327,916.00	465,000.00	58.60	41.05	37.37	78.42
Okfuskee	1,241,318.36	29,103.50	19,500.00	1,289,921.86	482,562.66			623	29,016	16,536,560.00	13,934,990.00	11,285,056.00	320,000.00	69.20	27.83	16.63	44.46
Oklahoma	2,395,442.38	54,105.57	15,165.95	2,464,713.90	1,407,170.09			717	221,738	185,160,413.00	201,166,761.00	162,231,437.00	3,035,000.00	78.00	4.77	6.34	11.11
Okmulgee	2,016,789.96	5,664.00		2,022,453.96	1,086,754.86	6,664.25		697	56,558	40,824,741.00	34,860,771.00	27,764,883.00	732,000.00	81.00	16.54	91.21	35.75
Osage	2,378,318.18	77,920.82	11,220.00	2,467,459.00	1,043,069.97	131,915.91		2,227	47,334	54,522,937.00	49,915,119.00	39,583,368.00		163.95	30.10	22.03	52.13
Ottawa	775,758.14	3,673.82		779,431.96	191,470.58			477	38,542	19,570,128.00	18,049,626.00	14,913,756.00	95,400.00	72.10	15.26	4.96	20.22
Pawnee	1,791,518.65	16,154.08		1,807,672.73	711,908.81		60,018.31	584	19,882	19,871,908.00	17,213,165.00	13,687,787.00	450,000.00	91.49	55.12	35.80	90.92
Payne	2,345,461.80	151,971.73	15,055.44	2,512,488.97	1,043,706.85	13,844.24		678	36,905	45,189,578.00	34,965,466.00	26,646,327.00	1,000,000.00	94.49	39.80	28.28	68.08
Pittsburg	2,043,760.86	28,452.45	126,864.40	2,199,086.71	808,834.83			1,370	50,778	24,595,135.00	22,868,277.00	18,450,878.00	570,000.00	115.20	27.39	15.92	43.31
Pontotoc	906,999.72	466,909.72	280,337.95	1,654,247.38	479,727.53			728	32,469	19,049,048.00	18,066,551.00	14,640,588.00	405,000.00	90.50	36.18	14.77	50.95
Pottawatomie	1,780,978.04	224,393.27	7,600.00	2,012,971.31	861,540.14	7,126.86		793	66,572	36,122,368.00	35,618,621.00	28,222,978.00	675,000.00	63.44	17.30	12.94	30.24
Pushmataha	807,391.91	86,529.42	29,251.77	923,173.10	50,044.27			1,430	14,744	7,237,497.00	6,237,032.00	4,999,920.00	45,000.00	73.70	59.22	3.39	62.61
Roger Mills	196,436.69	93,061.24	12,326.94	301,824.87	25,000.00	51,215.27		1,135	14,164	8,841,430.00	8,555,006.00	6,733,259.00	90,000.00	79.95	19.55	1.76	21.31
Rogers	1,233,238.28	676,747.02		1,909,985.30	346,824.87			710	18,956	15,876,452.00	15,472,644.00	12,588,961.00	487,500.00	112.85	82.46	18.29	100.75
Seminole	1,506,925.84	266,162.57	28,301.43	1,801,389.84	896,026.15			633	79,621	51,810,471.00	41,700,059.00	32,652,806.00	202,215.00	112.40	11.37	11.25	22.62
Sequoyah	661,787.06	23,866.12	10,000.00	695,653.18	141,724.85			693	19,505	6,586,443.00	6,385,200.00	5,107,934.00	114,000.00	66.20	28.41	7.26	35.67
Stephens	2,399,990.99	148,842.38		2,548,833.37	1,073,861.10			897	33,069	19,670,036.00	18,885,439.50	15,204,997.00	640,000.00	96.50	44.83	32.17	77.00
Texas	353,118.92	190,184.39	16,500.00	559,803.31	150,154.17	79,074.23		2,065	14,100	21,536,659.00	22,286,287.00	18,317,587.00		104.57	29.06	10.64	39.70
Tillman	140,839.65	127,231.97	57,356.35	325,427.97	43,915.26	28,483.78		865	24,390	21,265,625.00	18,843,826.00	14,968,474.00		85.50	11.54	1.80	13.34
Tulsa	2,990,041.20	25,950.21	9,863.60	3,025,855.01	1,686,599.86	53,379.88		585	187,574	197,013,983.00	191,244,841.00	159,961,641.00	890,000.00	111.50	7.14	8.99	16.13
Wagoner	817,238.56	58,522.81	12,000.00	887,761.37	199,996.67			565	22,428	15,165,971.00	13,380,186.00	10,740,338.00	75,000.00	59.00	30.67	8.91	39.58
Washington	1,882,612.04			1,882,612.04	959,358.98			425	27,777	35,460,458.00	31,708,999.00	25,845,541.00	560,000.00	54.80	33.24	34.53	67.77
Washita	915,550.17	541,238.22	79,532.95	1,536,321.34	404,736.28	1,497.08		1,006	29,435	18,955,600.00	18,879,718.00	15,192,104.00	800,000.00	80.17	38.44	13.75	52.19
Woods	528,844.08	252,444.25	28,368.61	809,656.94	147,415.12	68,282.41	10,505.30	1,255	17,005	19,198,356.00	19,082,325.00	15,196,376.00		120.70	38.95	8.66	47.61
Woodward	149,369.27		56,233.18	205,602.45	39,361.00			1,233	15,844	17,245,518.00	18,025,860.00	14,195,102.00		114.95	10.50	2.48	12.98
TOTAL	$8,8356,429.87	$11,169,973.11	$3,846,983.22	$103,373,386.20	$32,850,395.12	$1,149,080.74	$412,635.83	69,414	2,396,040	$1,851,062,150.00	$1,753,690,249.00	$1,409,663,561.00	$28,496,969.00	6,952.98	$29.43	$13.71	$43.14

STATUS OF CASH FUNDS
November 30, 1932

State Highway Construction & Maintenance Fund	$1,481,093.46
Highway Depository Account	997,843.09
Auto Title Account	5,524.00
TOTAL	$2,484 460.55

TABLE OF PERCENTAGES
FOR DISTRIBUTION TO COUNTIES
ONE CENT SHARE OF GASOLINE TAX
BASED ON AREA AND 1930 CENSUS

Adair	.7286%	Grant	1.0113%	Nowata	.7062%
Alfalfa	.9423%	Greer	.8372%	Okfuskee	1.0543%
Atoka	1.0213%	Harmon	.6834%	Oklahoma	5.1437%
Beaver	1.5449%	Harper	.9060%	Okmulgee	1.6823%
Beckham	1.2655%	Haskell	.7814%	Osage	2.6279%
Blaine	1.0974%	Hughes	1.2020%	Ottawa	1.1479%
Bryan	1.3420%	Jackson	1.1637%	Pawnee	.8356%
Caddo	1.9881%	Jefferson	.9025%	Payne	1.2585%
Canadian	1.2285%	Johnston	.7470%	Pittsburg	2.0404%
Carter	1.4629%	Kay	1.7200%	Pontotoc	1.2019%
Cherokee	.9199%	Kingfisher	.9741%	Pottawatomie	1.9004%
Choctaw	1.0728%	Kiowa	1.3725%	Pushmataha	1.3378%
Cimarron	1.4447%	Latimer	.7628%	Roger Mills	1.1132%
Cleveland	.9197%	LeFlore	2.0577%	Rogers	.9070%
Coal	.6186%	Lincoln	1.3948%	Seminole	2.1175%
Comanche	1.5050%	Logan	1.1116%	Sequoyah	.9062%
Cotton	.7760%	Love	.5714%	Stephens	1.3362%
Craig	.9250%	McClain	.8550%	Texas	1.7817%
Creek	2.0309%	McCurtain	2.0918%	Tillman	1.1320%
Custer	2.2931%	McIntoh	1.0301%	Tulsa	4.3357%
Delaware	.8927%	Major	.9296%	Wagoner	.8750%
Dewey	.9889%	Marshall	.5319%	Washington	.8853%
Ellis	1.0973%	Mayes	.8601%	Washita	1.3389%
Garfield	1.7156%	Murray	.5644%	Woods	1.2588%
Garvin	1.2466%	Muskogee	1.9724%	Woodward	1.2188%
Grady	1.7951%	Noble	.8446%	Total	100%

OKLAHOMA STATE HIGHWAY COMMISSION
RECEIPTS AND DISBURSEMENTS
CALENDAR YEAR 1931

	DETAIL	TOTAL
CASH ON HAND—BEGINNING		$ 1,035,264.56
RECEIPTS:		
Federal Aid	$5,274,124.30	
County Funds	657,070.71	
Auto License Tax	2,468,799.36	
Gasoline Tax	7,118,848.11	
Motor Bus Tax	158,166.70	
Traffic Permits	41,607.73	
Miscellaneous	47,834.66	
* Total Receipts		15,766,451.57
Total		$16,801,716.13
DISBURSEMENTS:		
Construction		
Federal Aid Projects	$8,116,353.87	
State Aid Projects	2,408,564.86	
Special Improvement Projects	156,708.82	
Right of Way	451,087.51	
Survey	120,185.65	
Road & Bridge Plans	87,699.44	
Bridge Soundings	5,400.02	
Plant Inspection	26,335.42	$11,372,340.59
Maintenance		2,172,636.38
Administration		
State Highway Commission	$ 37,549.34	
Engineering Department	169,882.09	
Accounting Department	71,829.38	
Purchasing Department	6,807.68	
Division Administration	155,525.48	
Administration Farm to Market Program	4,869.51	
General Office	33,527.27	
Emergency Relief	13,351.08	
Advertising & Legal Expense	2,780.16	
Compensation Insurance	31,802.86	527,924.85
Auto Tag and Title Department (Combined)		227,801.97
State Examiner & Inspector (HB No. 356 Ch. 108- 1927)		7,856.50
Equipment and Miscellaneous Improvements		438,365.44
Senate Joint Resolution No. 8 and No. 9		29,633.41
Total Claim Disbursements		$14,777,159.14
Claims 1930 paid in 1931	$ 262,736.72	
Claims 1931 not paid	233,176.62	29,560.10
Total Cash Disbursements		$14,806,719.24
CASH ON HAND DECEMBER 31st, 1931		1,994,996.89
TOTAL		$16,801,716.13

* Items of Revenue under Receipts reflect Cash actually received during period and do not reveal amounts of Revenue accrued during the period.

COUNTY REVENUES FROM ALL TAX SOURCES FOR ROADS AND BRIDGES

COUNTY	Quarter Mill Levy for Road and Bridges Returned to Counties By Fiscal Years				Gasoline Tax for Roads and Bridges Returned to Counties by Fiscal Years				Automobile Tax for Roads and Bridges Returned to Counties By Fiscal Years				Gross Production Tax for Roads and Bridges Returned to Counties By Fiscal Years				Ad Valorem Tax Levied By Counties for Roads and Bridges By Fiscal Years			
	7—1—1918 TO 6—30—1930	7—1—1930 TO 6—30—1931	7—1—1931 TO 6—30—1932	TOTAL 14 YEARS	7—1—1923 TO 6—30—1930	7—1—1930 TO 6—30—1931	7—1—1931 TO 6—30—1932	TOTAL 9 YEARS	TOTAL FOR 10 YEARS	7—1—1930 TO 6—30—1931	7—1—1931 TO 6—30—1932	TOTAL FOR 12 YEARS	7—1—1918 TO 6—30—1930	7—1—1930 TO 6—30—1931	7—1—1931 TO 6—30—1932	TOTAL 14 YEARS	7—1—1918 TO 6—30—1930	7—1—1930 TO 6—30—1931	7—1—1931 TO 6—30—1932	TOTAL 14 YEARS
Adair	14,102.36	1,833.75	1,548.24	17,484.35	111,363.50	20,370.57	17,110.98	148,845.05	69,813.48	8,969.39	7,322.87	86,105.74	----------	----------	----------	----------	5,283.53	----------	----------	5,283.53
Alfalfa	77,884.58	5,893.44	4,430.75	88,208.77	163,850.52	26,808.49	22,129.67	212,788.68	349,426.83	39,842.00	25,729.26	405,998.09	----------	----------	----------	----------	740,899.72	59,796.43	34,693.00	835,389.15
Atoka	26,839.43	1,820.33	1,741.91	30,401.67	184,777.43	30,326.88	23,984.96	239,089.27	71,771.85	7,371.74	7,758.67	86,902.26	----------	----------	1.09	1.09	147,932.54	44,611.86	----------	192,544.40
Beaver	46,329.46	1,139.02	3,615.90	53,084.38	261,091.42	43,653.90	36,281.59	341,026.91	230,971.56	28,440.88	22,866.00	282,278.44	----------	----------	----------	----------	467,836.56	55,393.61	23,836.01	549,076.21
Beckham	49,350.62	3,491.61	3,636.27	56,478.50	173,834.22	33,404.99	29,719.96	236,959.17	386,920.97	38,671.43	28,553.99	454,146.39	3,495.43	691.78	610.92	4,738.13	533,835.60	----------	----------	533,835.60
Blaine	45,896.65	3,353.69	3,525.99	52,776.33	168,671.60	29,838.26	25,772.15	224,282.01	306,922.91	30,717.62	25,899.71	363,540.24	----------	----------	----------	----------	351,523.84	19,355.50	15,229.64	386,008.98
Bryan	53,672.02	3,655.64	3,602.14	60,929.80	248,753.21	40,397.39	31,516.52	320,667.12	273,037.43	25,544.26	23,674.37	322,256.06	----------	----------	----------	----------	415,316.38	32,086.07	32,430.39	479,822.84
Caddo	71,495.47	5,907.72	6,370.59	83,773.78	276,296.26	52,463.64	46,690.00	375,449.90	699,874.98	55,468.34	41,313.46	796,656.78	37,315.63	6,921.56	3,634.72	47,941.96	1,213,863.38	24,404.88	----------	1,238,268.26
Canadian	79,401.28	6,070.51	5,452.87	90,924.66	187,128.66	33,428.43	28,851.03	249,408.11	423,180.46	44,839.57	39,543.77	507,563.80	----------	----------	----------	----------	919,872.58	----------	----------	919,872.58
Carter	94,537.97	5,344.44	9,296.38	109,178.79	245,702.35	41,610.18	34,355.83	321,668.36	816,293.99	61,181.65	49,728.74	927,204.38	1,299,435.38	49,337.33	33,502.85	1,382,295.56	1,735,796.00	58,425.56	54,733.00	1,846,944.56
Cherokee	22,623.96	1,226.69	1,091.79	24,942.44	155,938.87	26,786.71	21,693.62	204,329.20	75,285.69	9,519.75	8,578.12	93,383.56	8.30	----------	----------	8.30	71,457.53	----------	----------	71,457.53
Choctaw	31,890.35	1,985.32	1,913.67	35,789.34	201,219.31	32,555.19	25,194.43	258,968.93	162,846.35	14,001.18	12,367.04	189,214.57	----------	----------	----------	----------	180,641.51	16,093.38	9,388.39	206,623.28
Cimarron	26,303.04	2,151.46	1,444.99	29,899.49	215,890.74	39,473.59	33,928.40	289,297.73	88,805.77	16,478.62	14,469.96	119,754.35	----------	----------	----------	----------	143,224.07	----------	----------	143,224.07
Cleveland	42,229.68	3,614.82	3,699.07	49,543.57	136,039.43	24,871.02	21,598.91	182,509.36	288,370.48	33,734.01	28,894.03	350,998.52	----------	937.06	220.86	1,217.92	218,017.23	39,826.64	38,634.44	296,478.31
Coal	21,277.91	1,069.55	1,395.83	23,743.29	126,003.95	19,263.06	14,527.67	159,794.68	85,025.93	7,809.64	7,002.90	99,838.47	----------	----------	----------	----------	47,301.77	7,694.57	6,077.67	61,077.01
Comanche	53,319.32	3,170.99	4,587.39	61,077.70	221,135.81	40,822.08	35,358.64	297,316.53	432,846.90	41,724.00	35,760.11	510,331.01	1,148.34	42.84	36.31	1,227.49	685,338.05	----------	----------	685,338.05
Cotton	35,445.84	2,225.60	2,138.54	39,809.98	134,348.19	22,293.31	18,224.14	174,865.64	233,024.81	18,013.62	15,147.93	266,186.36	70,282.46	4,925.41	1,850.07	77,057.94	204,061.57	17,850.00	15,727.39	237,638.96
Craig	47,388.01	3,467.67	3,472.02	54,327.70	159,484.27	26,382.66	21,652.93	207,519.86	186,730.14	18,923.46	19,909.79	225,563.39	183.41	17.57	30.46	231.47	317,051.07	43,666.94	28,615.26	389,333.27
Creek	138,779.86	4,724.33	13,057.29	156,561.48	341,213.63	58,023.66	47,695.17	446,934.46	1,236,239.06	88,414.68	69,288.87	1,393,943.61	1,993,633.78	63,935.75	43,563.49	2,093,055.02	1,715,693.95	72,656.28	66,528.72	1,854,878.95
Custer	58,200.29	3,511.37	4,071.51	65,783.07	181,223.44	34,421.35	33,368.11	249,012.93	351,674.10	37,870.14	33,878.63	423,422.84	----------	----------	----------	----------	711,489.50	47,457.02	30,736.70	789,683.22
Delaware	15,574.44	978.32	996.53	17,549.29	137,610.89	24,796.94	22,961.82	185,372.65	74,539.92	9,831.40	9,831.40	93,035.53	----------	----------	----------	----------	61,195.00	----------	----------	61,195.00
Dewey	29,207.30	2,031.67	2,008.27	33,247.24	158,377.68	27,537.36	23,224.06	229,139.10	193,396.54	18,103.58	15,698.96	227,199.08	----------	----------	----------	----------	291,626.33	----------	2,099.00	293,725.33
Ellis	36,326.14	2,679.93	2,636.58	41,642.65	182,203.19	30,918.37	25,769.80	238,891.36	174,066.53	18,596.92	15,861.90	208,523.35	----------	----------	----------	----------	302,577.31	23,738.36	3,085.92	329,401.59
Garfield	144,659.90	8,543.63	9,275.74	162,479.27	268,229.13	46,946.59	40,290.43	355,466.15	1,021,911.52	99,156.77	79,693.95	1,200,761.24	662,937.91	12,670.18	6,350.35	679,818.44	1,630,578.23	52,860.15	93,262.31	1,776,700.69
Garvin	53,288.79	3,988.46	3,794.09	61,071.34	213,994.96	35,834.80	29,376.07	279,105.83	308,746.79	27,067.99	21,748.06	357,563.84	36,659.03	1,863.50	3,014.48	41,571.93	442,485.42	----------	----------	442,485.42
Grady	91,674.43	7,109.95	6,857.22	105,641.60	251,606.85	47,768.48	42,157.48	341,532.81	559,950.72	56,931.24	43,639.78	660,511.74	74,991.89	8,194.90	4,837.60	88,024.39	487,800.10	81,847.03	32,401.00	602,048.13
Grant	88,794.47	5,073.18	5,825.36	99,693.01	181,350.82	28,896.49	23,750.11	233,997.42	397,933.01	34,920.95	30,348.71	463,257.67	27,246.37	3,281.13	1,405.83	31,934.33	1,025,538.63	50,259.09	35,114.57	1,109,912.34
Greer	30,673.07	1,982.80	1,958.65	34,614.52	129,605.67	24,080.01	20,835.68	174,521.36	258,126.58	22,837.97	17,977.07	298,941.62	----------	----------	----------	----------	226,177.44	----------	15,138.09	241,315.53
Harmon	22,320.87	1,503.02	1,410.78	25,234.67	101,778.03	18,697.95	16,019.48	136,525.48	162,933.03	12,839.26	10,753.63	186,532.89	----------	----------	----------	----------	107,337.02	2,125.93	5,462.40	114,925.35
Harper	30,534.71	1,545.33	1,469.01	33,549.05	147,293.73	25,213.33	21,377.17	193,784.23	139,219.83	16,186.59	12,897.36	168,303.68	----------	21.20	20.56	41.76	278,439.24	14,683.89	14,133.58	307,255.71
Haskell	19,777.08	1,146.44	891.90	21,815.42	137,559.01	22,975.01	18,350.98	178,885.00	94,082.34	7,553.07	6,282.09	107,917.50	1,822.16	92.00	99.02	2,013.18	68,043.00	----------	6,099.00	74,142.00
Hughes	44,341.93	3,261.58	2,672.44	50,275.95	185,164.69	33,183.80	28,228.66	246,577.15	344,488.18	35,131.45	25,229.20	404,838.83	251,976.12	8,727.31	5,931.16	279,607.62	658,625.94	48,850.88	----------	707,476.82
Jackson	49,518.97	2,995.15	2,766.66	55,280.78	171,941.13	31,433.04	27,339.19	230,703.36	395,604.30	31,374.86	25,708.91	452,688.07	----------	----------	----------	----------	444,152.26	34,995.66	35,537.82	514,715.74
Jefferson	39,707.62	2,187.51	2,484.31	44,379.44	150,225.16	25,739.04	21,194.98	197,159.18	196,828.05	15,738.41	13,605.66	226,172.12	33,746.03	4,241.09	2,553.01	40,540.21	561,274.30	23,334.39	17,542.87	602,151.56
Johnston	27,564.04	1,734.87	1,383.67	30,682.58	142,896.10	22,900.38	17,543.10	183,339.58	104,259.01	9,103.16	8,115.35	121,474.52	----------	----------	----------	----------	478,193.86	7,843.60	9,569.29	495,611.75
Kay	141,918.65	10,911.88	13,055.44	165,885.97	242,985.46	45,391.22	40,393.76	328,773.44	1,239,568.69	99,044.87	83,102.24	1,421,715.80	1,376,758.77	37,907.24	16,865.28	1,431,531.29	894,012.84	91,935.45	80,263.28	1,066,311.57
Kingfisher	60,499.28	3,978.69	4,735.94	69,213.91	163,652.39	27,373.93	22,876.48	213,902.80	312,985.63	29,404.82	26,120.03	368,510.48	----------	----------	----------	----------	511,603.54	4,966.03	22,947.40	539,516.97
Kiowa	57,234.72	3,740.90	4,585.44	65,561.06	209,061.11	37,383.15	32,232.81	278,677.07	422,936.74	38,493.14	32,374.74	493,754.62	42.59	8.47	11.09	62.15	814,990.00	72,455.50	71,879.00	959,324.50
Latimer	18,745.41	1,196.09	1,049.01	20,990.51	131,905.56	22,136.24	17,914.17	171,955.97	61,630.59	5,082.63	4,239.14	70,952.36	----------	----------	1.30	1.30	36,040.90	----------	----------	36,040.90
Leflore	59,816.23	3,121.34	4,353.43	67,291.00	325,706.73	58,312.07	48,324.54	435,343.34	261,591.39	26,387.56	20,980.58	311,959.53	3,429.26	183.67	291.28	3,912.21	172,559.00	----------	----------	172,559.00
Lincoln	84,948.17	7,667.44	3,612.27	96,227.88	238,825.06	39,647.50	32,756.52	311,229.08	428,955.02	38,967.14	29,076.56	496,998.72	193,095.63	11,410.82	7,753.43	212,159.88	936,089.59	49,456.00	56,601.00	1,042,146.59
Logan	66,827.42	4,555.84	2,938.72	74,321.98	189,362.41	31,648.19	26,105.65	247,116.25	435,137.97	42,933.84	33,833.60	481,877.41	79,023.99	9,746.49	4,337.35	93,157.83	481,198.58	45,204.63	----------	529,703.21
Love	19,994.59	1,336.66	1,238.82	22,570.07	98,372.76	16,696.53	13,419.19	128,488.48	83,955.32	7,015.50	6,208.74	97,179.56	----------	----------	----------	----------	195,630.56	----------	----------	198,620.56
McClain	31,371.32	2,481.40	2,230.86	36,083.58	133,276.76	23,813.55	20,079.45	177,169.76	183,603.33	19,174.22	13,476.70	216,254.25	----------	----------	----------	----------	129,107.10	13,719.87	----------	143,136.97
McCurtain	33,683.11	1,932.53	2,233.82	37,849.46	337,060.41	59,771.42	49,125.39	445,962.22	187,372.52	17,841.80	13,874.32	218,788.64	----------	----------	----------	----------	233,866.14	----------	5,028.00	238,894.14
McIntosh	33,929.83	1,878.21	1,770.82	37,578.86	175,622.26	29,726.12	24,191.63	229,540.01	153,742.09	12,793.10	9,325.37	175,860.46	5,303.55	59.04	134.00	5,496.59	222,351.42	----------	----------	222,351.42
Major	39,732.74	2,883.08	2,561.66	45,177.48	156,573.28	26,132.16	21,831.42	204,536.86	213,113.02	20,721.77	17,935.44	251,770.23	----------	----------	----------	----------	437,962.50	17,358.67	17,026.00	472,347.17
Marshall	34,233.01	1,195.42	1,326.87	36,755.30	100,415.17	16,022.80	12,491.53	128,929.50	92,542.03	9,230.02	7,264.76	109,036.81	3,028.81	1,707.20	431.94	5,167.95	103,539.00	7,655.48	7,186.72	118,371.20
Mayes	33,217.82	2,123.09	2,166.73	37,507.64	141,564.21	24,116.26	20,199.24	185,879.71	132,035.65	14,819.71	12,304.79	159,160.15	31.06	----------	.09	34.15	403,678.81	16,368.00	15,656.00	435,702.81
Murray	23,201.98	1,721.14	1,617.34	26,540.46	95,578.22	16,213.74	13,254.77	125,046.73	130,089.80	14,544.94	11,603.95	156,238.69	653.24	110.01	----------	763.25	75,344.38	----------	----------	75,344.38
Muskogee	148,639.81	10,408.33	9,383.56	168,430.70	330,153.22	55,714.61	46,321.29	432,189.12	861,422.95	80,477.77	70,938.17	1,012,838.89	82,225.79	2,583.56	1,920.95	86,730.30	1,433,113.44	----------	----------	1,433,113.44
Noble	57,303.16	3,534.71	3,778.64	64,616.51	137,711.30	23,442.42	19,835.22	180,988.94	336,270.55	26,266.46	21,156.69	383,693.70	477,626.63	8,333.39	4,603.88	490,562.90	618,630.16	----------	17,139.74	635,759.90
Nowata	40,662.55	2,555.84	2,326.17	45,544.56	125,360.80	20,569.74	16,584.92	162,524.46	207,126.45	19,557.84	15,468.92	242,153.21	173,909.74	9,632.41	7,336.17	190,878.32	252,988.32	----------	3,011.15	255,999.28
Okfuskee	43,638.74	3,244.90	3,062.10	49,945.74	163,044.71	29,148.17	24,759.94	216,952.82	301,970.23	33,852.83	18,299.76	344,122.82	358,999.01	11,446.11	6,786.74	377,231.86	748,672.88	32,065.22	24,706.99	805,445.09
Oklahoma	438,403.98	40,832.77	25,179.94	504,416.69	535,269.73	123,166.96	120,798.46	779,235.15	3,200,719.74	497,594.76	389,815.67	4,088,130.17	116,302.90	201,702.63	183,102.90	501,108.43	2,631,391.54	----------	----------	2,683,391.54
Okmulgee	127,897.59	6,773.17	6,093.48	140,764.24	287,333.03	48,168.38	39,508.39	375,009.80	989,866.73	69,934.37	53,218.22	1,112,839.32	911,326.70	2,025.44	747.67	922,099.81	915,192.63	----------	----------	945,192.63
Osage	153,844.02	11,891.87	14,384.24	180,120.13	389,108.22	71,430.61	61,715.56	522,254.39	1,085,687.14	71,940.87	57,079.34	1,214,707.35	1,073,815.50	77,724.06	43,434.34	2,195,033.90	2,542,705.65	190,977.16	163,349.02	2,897,031.83
Ottawa	54,657.78	4,259.44	2,534.32	61,451.54	204,498.80	33,788.98	26,958.13	265,245.91	641,160.17	52,206.87	43,557.56	736,924.60	462,764.14	----------	8,471.44	471,235.58	523,704.62	----------	4,647.36	528,351.98
Pawnee	61,416.78	3,547.94	4,337.62	69,302.34	141,423.13	23,595.76	19,623.77	184,642.66	346,273.44	25,853.16	20,645.71	392,772.31	355,579.17	10,938.55	6,390.45	372,908.17	617,036.12	27,033.07	34,069.70	678,188.89
Payne	134,404.73	7,705.36	8,406.06	150,516.15	199,948.96	34,371.58	29,555.55	263,876.09	652,534.38	57,919.99	47,504.72	757,959.09	358,503.90	11,235.29	6,621.34	376,360.53	298,200.31	101,674.30	75,865.44	475,740.05
Pittsburg	85,358.50	4,924.04	4,478.35	94,760.89	338,448.50	58,806.33	48,059.18	445,314.01	451,272.25	42,555.86	35,284.98	529,113.09	4,293.99	1,122.99	2,046.03	7,463.01	532,715.94	38,843.54	32,174.00	603,763.48
Pontotoc	50,690.98	3,852.00	4,003.90	58,546.88	193,608.19	33,980.10	28,226.31	257,814.60	303,920.30	34,446.42	28,716.10	367,082.82	59,009.47	12,763.73	7,092.75	78,865.95	579,236.31	47,624.91	----------	626,861.22
Pottowatomie	84,640.87	8,049.91	7,533.32	100,224.10	257,774.72	51,301.05	46,039.49	355,115.26	756,539.97	95,275.17	64,624.12	916,429.26	633,760.46	98,682.49	43,094.18	775,537.13	1,529,535.62	----------	70,592.89	1,599,228.51
Pushmataha	24,279.85	1,401.78	1,346.91	27,028.54	222,817.29	38,125.48	31,417.88	292,360.65	90,046.15	8,975.49	7,009.63	106,031.27	----------	----------	----------	----------	5,194.07	77,215.38	6,881.16	89,290.61
Roger Mills	24,977.08	1,621.08	1,648.01	28,246.17	169,652.71	30,295.21	26,143.21	226,091.13	138,350.68	13,450.23	10,702.83	163,403.73	----------	----------	----------	----------	353,538.15	17,628.00	16,300.37	387,466.52
Rogers	55,884.06	3,193.39	3,297.64	62,375.09	148,796.41	25,369.66	21,300.66	195,466.73	210,436.95	21,695.53	18,445.23	250,577.71	76,410.95	3,657.29	3,824.72	83,892.96	725,817.05	23,902.11	23,947.72	773,666.88
Seminole	46,186.68	8,757.18	13,441.15	68,385.01	156,127.79	47,037.32	49,728.94	252,894.05	666,930.21	104,870.76	74,390.48	846,191.45	2,801,185.50	336,316.42	174,513.46	3,312,014.39	283,352.65	150,263.86	80,739.35	510,855.76
Sequoyah	27,294.80	1,394.14	1,291.75	29,980.69	171,959.29	27,598.18	21,281.89	220,839.36	103,250.63	9,985.45	8,573.54	121,809.62	323.16	210.88	143.60	677.64	184,103.30	10,859.14	----------	194,962.44
Stephens	50,002.27	4,096.24	3,868.11	57,966.62	189,966.35	35,930.40	31,389.33	257,277.08	544,313.48	44,052.57	32,890.50	621,256.55	329,517.75	17,252.30	11,438.41	358,208.46	567,241.38	----------	----------	567,241.38
Texas	55,032.27	3,959.46	5,469.68	64,461.41	288,474.47	49,573.66	41,842.75	379,890.88	325,244.48	42,077.02	32,971.87	400,293.37	144.26	102.60	135.93	382.76	406,467.63	80,369.25	----------	486,836.88
Tillman	59,515.68	4,073.06	2,887.76	66,476.50	182,915.86	31,510.23	26,584.74	241,010.83	425,883.55	31,892.54	26,430.14	484,206.23	6,086.10	353.46	705.39	7,144.95	379,055.60	41,307.58	57,858.41	478,221.59
Tulsa	404,964.99	43,497.13	40,829.57	489,291.69	494,030.87	106,508.71	101,822.80	702,362.38	3,565,926.67	421,359.36	323,158.39	4,310,444.42	347,713.42	7,633.50	6,790.25	362,137.17	6,046,039.13	246,242.27	----------	6,292,281.40
Wagoner	45,864.05	2,964.27	2,881.37	51,709.69	142,453.47	24,551.58	20,549.13	187,554.18	152,697.38	13,881.97	11,841.09	177,420.44	45,003.61	1,078.70	968.89	47,051.20	393,167.11	27,602.49	----------	420,769.60
Washington	93,053.78	8,576.41	7,781.89	109,412.08	152,036.39	25,284.55	20,802.78	198,123.72	614,379.67	57,313.31	45,622.37	717,315.35	209,197.83	6,537.17	5,052.05	220,787.05	954,063.08	----------	31,859.79	985,936.87
Washita	52,268.50	3,832.57	3,667.99	59,768.86	197,033.47	36,164.94	31,443.71	264,642.12	405,860.66	35,874.25	27,411.04	469,145.97	----------	----------	----------	----------	803,262.57	31,218.97	71,587.60	906,069.14
Woods	57,716.87	4,285.17	4,377.60	66,379.64	203,754.95	35,051.13	29,562.60	268,368.68	324,298.45	34,147.04	27,869.18	386,314.62	----------	----------	----------	----------	863,636.87	70,393.16	65,667.07	996,662.10
Woodward	49,790.58	3,816.55	3,499.05	57,106.18	190,741.43	33,873.53	28,623.23	253,238.19	251,605.96	26,696.85	22,318.26	300,621.07	----------	----------	----------	----------	317,939.97	----------	----------	317,939.97
TOTALS	$5,038,676.89	$372,192.11	$367,790.70	$5,778,659.70	$15,416,238.72	$2,752,874.10	$2,348,474.12	$20,517,576.94	$33,371,031.05	$3,395,199.20	$2,709,579.46	$39,475,779.7	$16,047,789.25	$1,015,305.63	$669,790.05	$17,762,835.93	$49,433,331.09	$2,345,036.48	$1,683,114.52	$53,510,452.09

OKLAHOMA STATE HIGHWAY COMMISSION
RECEIPTS AND DISBURSEMENTS
JANUARY 1st, 1932 TO NOVEMBER 30th, 1932

	DETAIL	TOTAL
CASH ON HAND—BEGINNING		$ 1,994,996.89
RECEIPTS:		
Federal Aid	$ 161,989.04	
County Funds	472,787.04	
Auto License Tax	2,094,719.39	
Gasoline Tax	7,765,110.48	
Motor Bus Tax	186,617.20	
Traffic Permits	14,357.50	
Miscellaneous	22,739.16	
* Total Receipts		10,718,320.71
Total		$12,713,317.60
DISBURSEMENTS:		
Construction		
Federal Aid Projects	$3,236,849.57	
State Aid Projects	3,112,437.30	
Supplementary Construction Projects	697,306.95	
Special Improvement Projects	182,612.26	
Right of Way	241,567.81	
Surveys	115,952.49	
Road and Bridge Plans	87,576.71	
Bridge Soundings	7,872.52	
Plant Inspection	18,286.91	7,700,463.12
Maintenance		2,058,913.60
Administration		
State Highway Commission	$ 24,479.70	
Engineering Department	162,685.13	
Accounting Department	41,472.69	
Purchasing Department	5,575.79	
Division Administration	97,328.98	
Administration Farm to Market	7,404.33	
General Office	40,037.43	
Emergency Relief	51.79	
Advertising & Legal Expense	4,255.16	
Compensation Insurance	19,106.45	402,897.45
Title Fee Department (Auto Tag Dept. transferred)		83,659.72
State Examiner & Inspector (HB No. 356 Ch. 108- 1927)		7,390.67
Equipment and Miscellaneous Improvements		487,991.38
Senate Joint Resolution No. 8 and No. 9		40.00
Total Claim Disbursements		$10,741,355.94
Claims 1931 paid in 1932	$ 233,176.62	
Claims 1932 not paid	501,996.77	268,820.15
Total Cash Disbursements		$10,472,535.79
CASH ON HAND NOVEMBER 30th, 1932		2,240,781.81
TOTAL		$12,713,317.60

* Items of Revenue under Receipts reflect Cash actually received during period and do not reveal amounts of Revenue accrued during the period.

TOTAL COUNTY REVENUE FOR ROAD PURPOSES AND AMOUNT DEPOSITED WITH THE STATE

COUNTY	7—1—1918 6—30—1932 ¼ MILL	7—1—1923 6—30—1932 GAS TAX	7—1—1920 6—30—1932 AUTO LICENSE	7—1—1918 6—30—1932 GROSS PRODUCT'N	7—1—1918 6—30—1932 COUNTY ADVALOREM	TOTAL FOR COUNTY	7—1—1918 TO 6—30—1930 DEPOSITED WITH STATE	7—1—1930 TO 6—30—1931 DEPOSITED WITH STATE	7—1—1931 TO 6—30—1932 DEPOSITED WITH STATE	7—1—1918 TO 6—30—1932 TOTALS IN 14 YEARS
Adair	17,484.35	148,845.05	86,105.74	----------	5,283.53	257,718.67	40,400.00	----------	----------	40,400.00
Alfalfa	88,208.77	212,788.68	405,998.09	----------	835,389.15	1,542,384.69	286,696.15	21,761.76	11,711.00	320,168.91
Atoka	30,401.67	239,089.27	86,902.26	1.09	192,544.40	548,938.69	10,000.00	----------	----------	10,000.00
Beaver	53,084.38	341,026.91	282,278.44	----------	549,076.21	1,225,465.94	30,651.20	50,040.00	----------	80,691.20
Beckham	56,478.50	236,958.17	454,146.39	4,738.13	533,835.60	1,286,157.79	434,666.63	31,840.00	23,880.00	490,386.63
Blaine	52,776.33	224,262.01	363,540.24	----------	386,008.98	1,026,607.56	49,335.83	10,000.00	----------	59,335.83
Bryan	60,929.80	320,667.12	322,256.06	----------	479,822.84	1,183,675.82	800,951.77	----------	----------	800,951.77
Caddo	83,773.78	375,449.90	706,656.78	47,941.96	1,238,268.26	2,452,090.68	810,493.37	----------	----------	810,493.37
Canadian	90,924.66	249,408.11	507,563.30	----------	919,872.58	1,767,769.15	844,383.56	----------	6,180.00	850,563.56
Carter	109,178.79	321,668.36	927,204.38	1,382,295.56	1,846,944.56	4,587,291.65	594,500.59	60,000.00	----------	654,500.59
Cherokee	24,942.44	204,329.20	93,383.56	8.30	71,457.53	394,121.03	1,285.68	----------	----------	1,285.68
Choctaw	35,789.34	258,968.93	189,214.57	----------	206,623.28	690,596.12	230,192.85	----------	----------	230,192.85
Cimarron	29,899.49	289,297.73	119,754.35	----------	143,224.07	582,175.64	14,860.34	----------	----------	14,860.34
Cleveland	49,543.57	182,509.36	350,908.52	1,217.92	296,478.31	880,657.68	474,953.66	----------	----------	474,953.66
Coal	23,743.29	159,794.68	99,838.47	----------	61,077.01	344,453.45	.00	----------	----------	.00
Comanche	61,077.70	297,316.53	510,331.01	1,227.49	685,338.05	1,555,290.78	408,462.68	100,000.00	----------	58,462.680
Cotton	39,809.98	174,865.64	266,186.36	77,057.94	237,638.96	795,558.88	33,851.62	14,000.00	----------	47,851.62
Craig	54,327.70	207,519.86	225,563.39	231.47	589,333.27	1,076,975.69	45,000.00	15,431.00	----------	60,431.00
Creek	156,561.48	446,934.46	1,393,942.61	2,095,055.02	1,854,878.95	5,947,372.52	1,251,977.74	15,163.13	----------	1,267,140.87
Custer	65,783.07	249,012.90	420,422.84	----------	789,683.22	1,524,902.03	.00	----------	----------	.00
Delaware	17,549.29	183,372.65	95,085.53	----------	61,195.00	357,202.47	18,147.12	----------	----------	18,147.12
Dewey	33,247.24	209,139.10	227,199.08	----------	293,725.33	763,310.75	.00	----------	----------	.00
Ellis	41,642.65	238,891.36	208,528.35	----------	329,401.59	818,463.95	93,594.73	----------	30,000.00	123,594.73
Garfield	162,479.27	355,466.15	1,200,761.24	679,848.44	1,776,700.69	4,175,255.79	820,638.76	----------	----------	820,638.76
Garvin	61,071.34	279,105.83	357,562.84	41,571.93	442,485.42	1,181,797.36	10,000.00	----------	----------	10,000.00
Grady	105,641.60	341,532.81	660,511.74	88,074.39	602,048.13	1,797,808.67	454,309.05	----------	----------	454,309.05
Grant	99,693.01	233,997.42	463,257.67	31,934.38	1,109,912.34	1,938,794.82	387,724.90	35,000.00	----------	422,724.90
Greer	34,614.52	174,521.36	298,911.62	----------	241,315.53	749,363.03	37,824.04	15,000.00	15,000.00	67,824.04
Harmon	25,234.67	136,525.48	186,522.89	----------	114,925.35	463,208.39	4,883.12	75,000.00	10,000.00	89,883.12
Harper	33,549.05	193,784.23	168,303.68	44.76	307,255.71	702,937.43	20,795.88	15,000.00	----------	35,795.88
Haskell	21,815.42	178,895.00	107,918.50	2,020.18	74,142.00	384,790.10	69,199.96	----------	----------	69,199.96
Hughes	50,275.95	246,577.15	404,836.83	279,607.62	707,476.82	1,688,776.37	640,362.04	15,000.00	----------	655,362.04
Jackson	55,280.78	230,703.36	452,688.07	----------	514,715.74	1,253,387.95	173,720.42	30,250.00	----------	203,970.42
Jefferson	44,379.44	197,159.18	226,172.12	40,540.21	602,151.56	1,110,402.51	200,000.00	200,000.00	----------	400,000.00
Johnston	30,682.58	183,339.58	121,474.52	----------	495,611.75	831,108.43	253,380.00	----------	300.00	253,680.00
Kay	165,885.97	328,773.44	1,421,715.80	1,431,531.29	1,066,211.57	4,414,118.07	1,419,588.53	25,000.00	5,000.00	1,449,588.53
Kingfisher	69,213.91	213,902.80	368,510.48	----------	539,516.97	1,191,144.16	250,513.57	50,000.00	10,000.00	310,513.57
Kiowa	65,561.06	278,677.07	493,754.62	62.15	959,324.50	1,797,379.40	134,209.72	13,000.00	10,000.00	157,209.72
Latimer	20,990.51	171,955.97	70,942.36	1.30	36,040.90	299,931.04	311,471.08	----------	----------	311,471.08
Leflore	67,291.00	435,343.34	311,959.53	3,912.21	172,559.00	991,065.08	756,335.00	----------	----------	756,335.00
Lincoln	96,227.88	311,229.08	496,998.72	212,159.88	1,092,146.59	2,208,762.15	921,878.25	----------	----------	921,878.25
Logan	74,321.98	247,116.25	481,877.41	93,157.83	529,703.21	1,426,176.68	532,814.85	50,000.00	----------	582,814.85

Total County Revenue for Road Purposes and Amount Deposited With the State (Continued)

COUNTY	7—1—1918 6—30—1932 ¼ MILL	7—1—1923 6—30—1932 GAS TAX	7—1—1920 6—30—1932 AUTO LICENSE	7—1—1918 6—30—1932 GROSS PRODUCT'N	7—1—1918 6—30—1932 COUNTY ADVALOREM	TOTAL FOR COUNTY	7—1—1918 TO 6—30—1930 DEPOSITED WITH STATE	7—1—1930 TO 6—30—1931 DEPOSITED WITH STATE	7—1—1931 TO 6—30—1932 DEPOSITED WITH STATE	7—1—1918 TO 6—30—1932 TOTALS IN 14 YEARS
Love	22,570.07	128,488.48	97,179.56	----------	198,620.56	446,858.67	.00	----------	----------	.00
McClain	36,083.58	177,169.76	216,254.25	----------	143,126.97	572,634.56	174,450.00	----------	----------	174,450.00
McCurtain	37,849.46	445,960.22	218,788.64	----------	235,894.14	938,492.46	423,258.33	----------	----------	423,258.33
McIntosh	37,578.86	229,540.01	175,860.46	5,496.59	22,351.42	670,827.34	165,745.00	1,000.00	----------	166,745.00
Major	45,177.48	204,536.86	251,770.23	----------	472,347.17	973,831.74	50,507.09	----------	----------	50,507.09
Marshall	36,755.30	126,929.50	109,036.81	5,167.95	118,371.20	398,260.76	199,801.75	----------	----------	199,801.75
Mayes	37,507.64	185,879.71	159,160.15	34.15	435,702.81	818,284.46	121,002.81	----------	----------	121,002.81
Murray	26,540.46	125,046.73	156,238.69	763.25	75,344.38	383,933.51	208,925.87	----------	----------	208,925.87
Muskogee	168,430.70	432,189.12	1,012,838.89	86,630.30	1,483,113.44	3,183,202.45	1,337,406.95	507,500.00	----------	1,844,906.95
Noble	64,616.51	180,988.94	383,693.70	490,562.90	635,759.90	1,755,621.95	639,338.80	----------	----------	639,338.80
Nowata	45,544.56	162,524.46	242,153.21	190,858.32	255,999.28	897,079.83	565,870.76	----------	----------	565,870.76
Okfuskee	49,945.74	216,952.82	344,122.82	377,231.86	805,445.09	1,793,698.33	499,155.13	----------	----------	499,155.13
Oklahoma	504,416.69	779,235.15	4,088,130.17	501,108.48	2,683,391.54	8,556,282.03	1,663,631.12	41,435.84	----------	1,705,066.96
Okmulgee	140,764.24	375,009.80	1,112,839.32	922,099.81	945,192.63	3,495,905.80	1,087,158.29	----------	----------	1,087,158.29
Osage	180,120.13	522,254.39	1,214,707.35	2,195,023.90	2,897,031.83	7,009,137.60	1,003,323.89	13,000.00	24,318.26	1,040,642.15
Ottawa	61,451.54	265,245.91	736,924.60	471,235.58	528,351.98	2,063,209.61	182,650.09	----------	----------	182,650.09
Pawnee	69,302.34	184,642.66	392,772.31	372,908.17	678,188.89	1,697,814.37	876,267.51	----------	----------	876,267.51
Payne	150,516.15	263,876.09	757,959.09	376,360.53	475,740.05	2,024,451.91	1,276,796.37	10,847.23	----------	1,287,643.60
Pittsburg	94,760.89	445,314.01	529,113.09	7,463.01	603,763.48	1,680,414.48	837,838.10	----------	4,000.00	841,838.10
Pontotoc	58,546.88	257,814.60	367,082.82	78,865.95	626,861.22	1,389,171.47	441,946.68	----------	----------	441,946.68
Pottawatomie	100,224.10	355,115.26	916,429.26	775,537.13	1,599,228.51	3,746,534.26	704,100.65	64,918.30	100,000.00	869,018.95
Pushmataha	27,028.54	292,360.65	106,031.27	----------	84,290.61	509,711.07	38,644.00	----------	----------	38,644.00
Roger Mills	28,246.17	226,091.13	163,403.73	----------	384,456.52	802,197.55	25,000.00	----------	----------	25,000.00
Rogers	62,375.09	195,466.73	250,577.71	82,892.96	773,666.88	1,364,979.37	344,955.30	----------	2,433.87	347,389.17
Seminole	68,385.01	252,894.05	846,191.45	3,312,014.38	510,855.76	4,990,340.65	398,080.24	191,093.27	----------	589,173.51
Sequoyah	29,980.69	220,839.36	121,809.62	677.64	194,962.44	568,269.75	131,557.54	----------	----------	131,557.54
Stephens	57,966.62	257,277.08	621,256.55	358,208.46	567,241.38	1,861,950.09	1030,163.85	6,504.37	----------	1,036,668.22
Texas	64,461.41	379,890.88	400,293.37	382.76	486,836.88	1,331,865.30	73,553.72	75,000.00	----------	148,553.72
Tillman	66,476.50	241,010.83	484,206.23	7,144.95	478,221.59	1,277,060.10	41,889.60	----------	17,500.00	59,389.60
Tulsa	489,291.69	702,362.38	4,310,444.42	362,137.17	6,292,281.40	12,156,517.06	1,580,323.39	----------	91,213.15	1,671,536.54
Wagoner	51,709.69	187,554.18	177,420.44	47,051.20	420,769.60	884,505.11	210,993.89	----------	----------	210,993.89
Washington	109,412.08	198,123.72	717,315.35	220,787.05	985,936.87	2,231,575.07	927,621.61	----------	----------	927,621.61
Washita	69,768.86	264,642.12	469,145.95	----------	906,069.14	1,709,626.07	249,766.13	156,000.00	----------	405,766.13
Woods	66,379.64	268,368.68	386,314.67	----------	996,662.10	1,717,725.09	127,658.84	17,000.00	18,300.00	162,958.84
Woodward	57,106.18	253,238.19	300,621.07	----------	317,029.97	927,995.41	44,939.95	----------	10,000.00	54,939.95
C. R. I. & P. Ry.	----------	----------	----------	----------	----------	----------	15,813.00	7,972.70	----------	23,785.70
Ft. S. & W. Ry.	----------	----------	----------	----------	----------	----------	6,000.00	----------	----------	6,000.00
Mo. Kan. & Tex Ry.	----------	----------	----------	----------	----------	----------	15,405.16	----------	----------	15,405.16
A. T. & S. F. Ry.	----------	----------	----------	----------	----------	----------	2,853.47	----------	----------	2,853.47
Miscellaneous	----------	----------	----------	----------	----------	----------	449.95	----------	----------	449.95
TOTAL	$5,778,659.70	$20,517,576.94	$39,475,779.71	$17,762,885.90	$53,510,452.09	$137,045,354.34	$31,598,899.52	$1,933,757.60	$389,836.28	$33,922,493.40

STATE MILEAGE AND MAINTENANCE COST

Miles of Type of Road by Counties

COUNTY	Unimproved Earth	Improved Earth	Gravel	Class 2 Pavement	Standard Pavement	Total	Maintenance Cost 1st,11 Mos.1932	Maintenance Cost 1931	Average Cost Per Mile 1st,11 Mos.1932
Adair	8.50	------	84.00	------	------	92.50	25,838.26	27,300.22	279.33
Alfalfa	48.50	------	4.00	12.45	22.57	87.52	20,579.00	24,947.18	235.13
Atoka	29.50	------	46.80	------	------	76.30	25,740.29	25,368.06	337.36
Beaver	95.55	------	45.80	------	------	141.35	18,041.77	18,285.78	127.64
Beckham	19.50	26.24	------	15.44	40.27	101.45	27,411.57	26,810.76	270.20
Blaine	75.75	------	23.83	------	------	99.58	27,055.14	29,769.16	271.69
Bryan	21.00	------	38.90	19.45	21.07	100.42	35,579.56	39,555.98	354.31
Caddo	99.00	------	43.94	53.20	15.88	212.02	66,291.89	89,632.71	312.67
Canadian	15.00	------	------	11.281	52.17	78.45	23,630.82	18,095.55	301.22
Carter	24.80	------	43.18	8.10	35.16	111.24	46,506.11	50,626.84	418.07
Cherokee	20.00	------	49.60	4.40	------	74.00	26,099.00	27,541.93	352.69
Choctaw	------	------	44.50	16.25	7.40	68.15	27,465.71	26,748.19	403.02
Cimarron	34.35	51.50	------	------	------	85.85	21,222.78	21,730.60	247.21
Cleveland	16.00	------	5.40	------	34.24	55.64	10,838.37	10,065.35	194.79
Coal	16.00	------	31.70	------	------	47.70	11,353.73	16,538.44	238.02
Comanche	21.50	------	70.00	------	21.90	113.40	29,894.80	42,028.69	263.62
Cotton	34.00	10.26	37.50	------	------	81.76	22,270.35	26,335.74	272.39
Craig	19.00	------	54.80	------	------	73.80	22,796.96	22,791.32	308.90
Creek	8.20	------	------	------	83.42	91.62	26,347.81	30,560.04	287.58
Custer	63.50	20.50	1.36	------	30.64	116.00	29,675.49	26,949.30	255.82
Delaware	------	------	122.70	------	4.00	126.70	33,868.80	41,736.44	267.31
Dewey	100.75	------	------	------	------	100.75	26,565.91	19,576.23	263.68
Ellis	102.30	24.50	------	------	------	126.80	33,085.89	29,432.90	260.93
Garfield	------	------	14.00	------	67.20	81.20	21,980.65	13,440.18	270.70
Garvin	95.20	------	2.00	------	17.60	114.80	19,704.29	23,173.20	171.64
Grady	20.00	------	40.62	25.01	43.25	128.88	39,634.65	34,567.72	307.53
Grant	35.50	------	9.00	------	38.50	83.00	24,065.16	21,991.00	289.94
Greer	49.00	------	28.30	------	------	77.30	22,798.60	21,227.98	294.94
Harmon	24.286	------	12.80	------	------	37.09	11,490.84	11,871.86	309.84
Harper	82.59	------	15.66	------	------	98.25	25,275.77	28,637.69	257.26
Haskell	44.90	16.80	25.70	------	------	87.40	28,460.65	23,413.72	325.64
Hughes	19.40	7.80	35.00	------	28.40	90.60	32,133.24	25,270.68	354.67
Jackson	50.00	23.50	37.70	------	------	111.20	27,377.65	25,537.87	246.20
Jefferson	61.00	6.40	------	------	11.40	78.80	24,100.41	20,419.49	305.84
Johnston	21.60	18.90	6.10	20.90	12.75	80.25	18,785.27	16,984.35	234.08
Kay	------	------	------	------	101.50	101.50	15,376.33	13,850.39	151.49
Kingfisher	28.82	26.75	------	------	30.70	62.19	18,036.78	18,873.58	290.00
Kiowa	27.25	------	74.50	------	------	101.75	29,133.24	34,584.56	268.32
Latimer	------	------	51.60	------	------	51.60	20,582.49	17,556.59	398.89
Le Flore	34.20	7.40	69.60	41.70	------	152.90	44,977.46	51,627.09	294.16
Lincoln	52.86	16.28	23.00	------	40.24	132.38	46,882.11	40,133.98	354.15
Logan	6.50	------	------	------	58.15	64.65	18,563.30	17,997.52	287.14

STATE MILEAGE AND MAINTENANCE CAST (Continued)

Miles of Type of Road by Counties

COUNTY	Unimproved Earth	Improved Earth	Gravel	Class 2 Pavement	Standard Pavement	Total	Maintenance Cost 1st,11 Mos.1932	Maintenance Cost 1931	Average Cost Per Mile 1st,11 Mos.1932
Love	------	------	------	------	25.53	25.53	7,959.23	17,081.73	311.76
Mc Clain	10.00	21.70	11.72	13.70	13.18	70.30	17,716.55	21,085.83	252.01
Mc Curtain	10.00	------	124.90	7.10	------	142.00	50,874.89	43,605.97	358.27
Mc Intosh	30.00	------	22.00	------	------	52.00	17,869.60	21,207.04	343.65
Major	65.00	79.00	8.00	1.00	------	153.00	43,000.14	38,461.68	281.05
Marshall	------	------	30.84	------	7.34	38.18	14,187.70	10,431.87	371.60
Mayes	------	------	94.00	------	------	94.00	26,822.38	32,898.90	285.34
Murray	9.44	6.50	25.72	8.01	18.43	68.10	19,898.35	21,856.34	292.19
Muskogee	12.90	7.00	56.90	------	67.30	144.10	46,432.71	60,334.83	322.23
Noble	------	------	3.00	------	74.65	77.65	18,846.03	18,632.72	242.70
Nowata	6.00	------	41.54	6.00	5.27	58.81	18,336.26	20,961.12	311.79
Okfuskee	7.50	17.00	7.50	33.50	3.70	69.20	23,346.05	26,301.64	337.37
Oklahoma	------	------	------	------	78.40	78.40	26,046.19	19,339.92	332.22
Okmulgee	------	------	14.60	4.90	60.35	79.85	20,574.00	23,083.69	257.66
Osage	64.94	------	25.11	36.83	38.57	165.45	46,699.23	56,285.75	282.26
Ottawa	12.00	------	32.00	------	28.10	72.10	22,619.03	23,791.17	313.72
Pawnee	38.45	------	11.62	------	42.66	92.73	25,352.69	24,764.68	273.40
Payne	11.00	7.25	9.00	------	67.24	94.49	23,417.73	33,650.29	247.83
Pittsburg	28.00	------	35.10	------	52.10	115.20	35,270.93	42,044.22	306.17
Pontotoc	2.00	16.40	54.50	------	17.10	90.00	31,125.51	20,871.84	345.84
Pottawatomie	14.43	------	11.70	------	49.01	75.14	22,381.48	29,426.95	297.86
Pushmataha	14.60	------	55.25	------	------	69.85	32,326.29	26,762.75	462.80
Roger Mills	66.45	13.50	------	------	------	79.95	10,209.48	13,380.91	127.70
Rogers	------	------	69.90	2.90	39.50	112.30	29,936.55	37,738.86	266.58
Seminole	5.50	5.90	23.90	------	77.10	112.40	43,515.20	37,936.90	387.15
Sequoyah	17.50	------	48.70	------	------	66.20	18,806.82	26,068.34	284.09
Stephens	------	43.40	17.50	------	57.50	118.40	31,207.08	34,834.43	263.57
Texas	3.00	23.02	78.55	------	------	104.57	25,871.93	27,502.99	247.41
Tillman	37.50	187.58	26.00	------	------	82.26	22,308.30	29,798.54	271.20
Tulsa	------	------	6.20	------	105.30	111.50	29,267.93	24,034.58	262.49
Wagoner	4.00	------	54.00	------	------	58.00	18,216.35	24,325.69	314.08
Washington	------	------	------	------	54.80	54.80	14,440.60	22,084.11	263.51
Washita	------	------	66.73	------	13.45	80.18	22,419.22	26,485.67	279.61
Woods	51.89	43.71	3.60	20.25	1.25	120.70	32,981.26	38,269.86	273.25
Woodward	114.25	------	------	------	.70	114.95	32,918.71	33,268.40	286.37
TOTAL	2,162.156	535.893	2,263.67	362.371	1,816.94	7,141.03	2,050,721.30	2,162,197.07	287.17

DISBURSEMENTS

All Disbursements made by this Department are on claims properly submitted, sworn to before a notary public, duly approved by all parties incurring the obligation and which claims are then carefully audited by this office before they are finally approved and submitted to the Commission for its approval. All warrants covering Disbursements are drawn by the State Auditor.

The Disbursements in dollars and cents are considerably less than the prior two (2) years. However, the volume of claims and warrants actually handled and registered in this Department have materially increased and have been handled without any additional force. A comparison of the number of claims and warrants handled during the past five (5) years is shown below:

Year	*No. of Claims*	*No. of Warrants*	*Amount*
1928	not numbered	40,165	$13,250,426.71
1929	not numbered	50,685	13,978,469.84
1930	not numbered	71,383	19,965,314.33
1931	33,427	65,326	14,806,719.24
1932	35,992	94,377	12,026,175.94

The peak of construction in the year, 1931, was reached during month of July at which time this office handled 3,500 claims and 6,041 warrants, amounting to a total disbursement for the month of $2,497,304.01. In the year, 1932, the peak of construction was reached in the month of September, during which month this Department handled 3,565 claims and 11,721 warrants, amounting to a total disbursement for the month of $1,317,498.93.

Claims

Claims filed with the Department covering all items approved for payment must be submitted on a standard form adopted by the Highway Commission and the amount claimed must be sworn to before a notary public. The claim is then filed with the Accounting Department and is indexed and then mailed to the respective division engineers for approval. The party directly responsible for incurring the obligation first approves the claim to the division engineer. The division engineer then approves the claim to the State Engineer who then approves the claim to the Accounting Department, at which time it is carefully audited and if found correct is approved and sent to the Commission for further approval. The claim is again returned to the Accounting Department, is briefed and sent to the State Auditor's Office, which office issues all warrants.

There are various forms of claims adopted for various purposes. The principal claim and the one most generally used covers all miscellaneous purchases and other obligations. The next form is the payroll form, which all employees are required to sign and swear to before a notary public for the time employed. All construction work is submitted on estimates showing in detail all work performed and these estimates are sworn to before a notary public.

Payrolls

All payrolls submitted for final approval in the Accounting Department pass over the payroll desk and all time shown thereon is recorded on individual cards for each employee. This card record is complete for two (2) years. The card index makes available all time allowed employees no matter how short the time of employment may have been. This system has proven to be very valuable in avoiding duplication of time and making available to the public much information desired for first one purpose and then another. This system assures absolute accuracy in disbursing funds for labor.

Traffic Desk

This Commission has continued the Traffic Desk for the handling of all freight bills. The Traffic Clerk checks the correctness of all freight claims, and through the careful auditing of these freight claims, this Desk has created a new source of revenue due to reclamations. The refund on freight reclamation claims in the year, 1931, amounted to $4,497.89. For the first ten (10) months of the year, 1932, the refund on freight reclamation claims amounted to $618.84. The reduced Revenue on this Desk is a natural index to the efficiency in checking freight claims before passing same for payment. Corrections are now being made as the claim goes through this office instead of paying the claim and then filing a reclamation claim with the carrier. Therefore, the real value of this Desk cannot be measured by the dollars and cents actually returned. It requires possibly less than 25% of the Traffic Clerk's time to assure this accuracy in freight claims. The balance of his time is devoted to auditing gravel claims, royalty claims, etc.

Public Service

This Department is continually rendering service to the public. This service is rendered by mail, telephone and in person. This office has never acted as a collection agency except in protecting the laboring man. Payrolls are not permitted to be assigned or discounted. It has always been the desire of this Commission to see that the laboring man is paid in full for all time devoted to State work. There has been an earnest effort on the part of this Commission to distribute work among the many unemployed, and, this has practically doubled the work on the payroll desk. But by continuous work and efficient help, we have maintained this desk with a very slight increase in cost. By distribution of work this naturally increased the number of employees on maintenance work to practically double the number employed during normal times. The cost of maintenance does not increase but the number of employees increases because of the greater number of unemployed used by rotating time.

This office has handled all inquiries with the greatest of care and has shone every courtesy possible in serving the public.

STATEMENT OF PURCHASES

For the first time in the history of Oklahoma Highway Commission reports there is here presented a statement showing in detail all transactions of the Purchasing Department. This shows that 847 different firms, which furnish supplies and materials of various kinds that enter into the construction and maintenance of highways, participated in the distribution of $3,228,740.65 during 1931-32. This is an average payment of $3,811.97 to each firm receiving a portion of the State Highway Commission's business. These figures include the amount paid by the State for cement used in new road construction. During the period covered by the report the State spent $1,510,172.84 for cement. When this amount is deducted from the total spent by the Purchasing Agent, it shows an average of $2,043.48 to 841 firms furnishing other than cement. The significance of the detailed statement presented herewith is in the fact that it shows the wide distribution among firms and individuals of the money expended by this Commission.

It disproves in its entirety the propaganda that certain firms or individuals enjoy a monopoly in furnishing materials and supplies to the Highway Commission. As in the case of the "favorite" contractor and the "favorite" bond company, which have been eliminated from Highway Construction, this statement shows a greater number of firms doing business with the State today than ever before.

STATEMENT OF PURCHASES OF MATERIAL AND SUPPLIES
FOR PERIOD 1931-1932

FIRM NAME	TOTAL
Abbot, J. C.	$ 400.00
Acme Brick Company	1,206.85
Ada Brick Company	1,371.75
Adams Cattle Company	1,327.60
Adams Engineering Company	581.36
Adams Motor Company	1,010.60
Adams, V. H.	15.75
Addressograph Company	8.35
Adm., . K. Lowrance Estate	125.00
A. & E. Equipment Company	11,157.29
A. & E. Lumber Company	547.83
Albee, D. E.,	173.25
Alemite Company of Oklahoma	283.98
Alemite Company of America	555.01
Alexander Drug Company	82.95
Allen, Glenn	60.00
Allen Tractor & Implement Company	183.44
Allied Materials Corporation	6,823.40

FIRM NAME	TOTAL
Allis-Chalmers Mfg. Company	16.90
Allis-Chalmers Mfg. Company	16.60
Allis-Chalmers Mfg. Company	2.25
American Bitumuls Company	550.00
American Can Company	34.77
American Car & Foundry Company	27,827.50
American Creosote Works	327.24
American Electric Ignition Company	50.25
American Heating & Plumbing Company	795.00
American Instrument Company	101.00
American-LaFrance & Foamite Indus., Inc.,	137.96
American Metal Hose Company	42.24
American Optical Company	6.55
Amulco Products Company	4,946.37
Anderson-Prichard Oil Company	6,708.45
Antlers American	1,200.36
Apache City	390.72
Arbuckle Products Company	250.00
Archenbold Automobile Supply Company	51.30
Architects & Engineers Equipment Company	246.25
Arkola Sand & Gravel Company	1,729.72
Armour & Company	950.20
H.N. Arnold Motor Company	1,157.25
Arrington, C. N.	88.32
Ash Grove Lime & Portland Cement Company	477.60
Askew, O. D.	377.40
Atlas Powder Company	650.00
Atlas Powder Company	218.68
Atlas Supply Company	2,759.00
Atlas Supply Company	56.70
Atlas Wiring Company	174.87
Austin-Western Road Machinery Company	24,864.31
Automotive, The	29.15
Automotive, The	26.03
Automotive, The	778.93
Automotive Hardware Company, Inc.,	135.47
Auto Electric Sales & Service	21.00
B & A Specialty Company	66.02
Baer Brothers	1,947.50
Baker-Hanna & Blake	163.45
Baldwin, E. J.,	7,448.27
Balthrop, J. W.	1,108.20
Barker, Mr. D.,	320.00
Barney Lewis & Sons	384.00
Barnsdall Refining Company	542.82
Bass, Amos	480.00
Bates, Q. N.,	175.00
Beach Manufacturing Company	302.50
Bearly Lumber Company, F. B.,	87.50
Beauchamp & Son	394.13
Beaver Motor Company	450.00
Beck & Corbitt Company	65.00
Beck Motor Company	232.50
Belknap Hardware Manufacturing Company	443.95
Belknap Hardware Manfacturing Company	707.51
Bellamy, I. H.	944.40
Bennett, T. W.	120.00
Berger & Sons	5,820.00
Berkeley Envelope Company	306.84
Berry Hardware Company	7.38
Berry Dry Goods Company	2,315.82

FIRM NAME	TOTAL
Bethlehem Steel Company	276.98
Bickle Ink Company	8.75
Big Jo Lumber Company	734.80
Billingon Lumber Company	180.00
Bishop & Roach	55.00
Bishop & Roach Motor Company	976.25
J. Bishop & Company Platinum Works	65.25
Bogart, W.	136.85
Biticoats, Inc.	760.00
Black & Decker Company	1,659.50
Blackwell Job Printing Company	98.90
Black & Decker Company	575.00
Boardman Company, The	39,373.71
Borgman, Russell	468.00
Bostick, J. R.	518.40
Bowersack Motor Company	81.60
Bowman Stationery Company	37.00
Boyd Company, Inc., Clarence L.	61,457.29
Boynton Index	25.50
Bramon, Bill	63.94
Branham-Lucado Company	49.87
Braun Corporation	40.00
Brewer Motor Company	1,591.48
Briggs, John W.	23,709.49
Brinson, C. C.	121.44
Britton, Ollie	190.00
Broderick & Bascomb Rope Company	83.84
Broderick & Bascomb Rope Company	50.69
Brooks & Dahlgren	76.44
Broughton Printing Company	11.75
Brousseau-Hohman Company	625.89
Brown, C. A.	58.15
Bruning Company, Inc., Charles	722.69
Bruner Manufacturing Company	157.50
Bryan & Doyle	1,161.73
Buckeye Stamping Company	46.45
Buckwalk, Mrs. Johanne	503.80
Buffalo Scale Company	125.22
Buff & Buff Manufacturing Company	121.25
Burdett Oxygen Company	2,964.99
Burkett, E. G.	200.00
Burnett Hauert Lumber Company	546.89
Burroughs Adding Machine Company	2,593.50
Butler Hardware Company	5,175.73
Caddo Herald	31.00
Canadian Motor Company	542.00
Capitol Chevrolet Company	493.12
Capitol Steel & Iron Works	7,345.06
Capitol Typewriter Company	15.00
Carswell Manufacturing Company	37.92
Carter, A. A.	174.90
Carter-Waters Corporation	78,835.16
Cartwright, Sam	1,373.85
Case Company, J. I.	790.62
Cashier, S. H. C.	548.00
Caswell, J. B.	800.00
Cates Station, Bob	6.28
Cauthorn Chevrolet Company, Lee	79.50
Central Scientific Company	264.85
Chambless, T. J.	50.00
Champion Blower & Forge Company	362.00

FIRM NAME	TOTAL
Chandler-Deal Motor Company	2,908.05
Chandler News Publicist	37.40
Chaney, C. M.	165.33
Channon Company, H.	37.00
Check, John	39.72
Chemical Rubber Company	10.00
Chetwood, J. A.	520.00
Chicago Hardware & Fixture Company	40.43
Chicago Pneumatic Tool Company	32.00
Chicago Steel Tape Company	96.00
Chickasha Motor Company	486.19
Childers Motor Company	547.99
Choctaw Lumber Company	1,092.00
Choctaw Sand & Gravel Company	760.70
Christian, Ran	270.00
Christie, Jack	105.00
Chubb-Ferguson Company	13.35
Cities Service Oil Company	75.00
City Chevrolet Company	475.00
Clark Buick Service, Fred	543.75
Cleveland, W. C.	110.00
Cleveland Hardware Company	386.40
Clinton Motor Company	1,178.60
Close-to-Nature Corporation	167.04
Coalgate Publishing Company	39.08
Cochran Grocery Company	2,304.23
Coffey's Bake Shop	111.60
Coker, N. B.	195.30
Cole Hardware Company	115.00
Collier Chevrolet Company, Claude	503.32
Collins Desk Company	184.85
Colorado Fuel & Iron Company	2,626.44
Col-Tex Refining Company	7,239.26
Comanche Relfex	10.00
Concho Sand & Gravel Company	16,138.14
Concrete Engineering Company	2,280.36
Connery & Company	290.00
Continental Oil Company	480.00
Continental Printing Company	18.55
Continental Steel Corporation	1,756.20
Continental Supply Company	68.40
Cook-Chamberlin Supply Company	6.00
Cook Company, C. C.	1,041.00
Cook Electric Supply Company	140.52
Cook, I. J.	128.00
Cook, J. M.	429.08
Cook Paint & Varnish Company	192.75
Cook Lumber Company, V. S.	208.55
Cooperative Publishing Company	139.10
Cooper Motor Company, Tom	375.00
Copus, W. B.	240.00
Coplen, D. B.	109.20
Cornelius Hardware Company	7.00
Cornelius, W. A.	180.00
Cornell Office Supply Company	102.75
Costner, Fred	195.00
Cottrell, Walter H.	12.00
Council, M. E.	326.00
Cowan, I. E.	24.28
Cox, W. E.	420.00
Cox Fence Company	1,776.90

FIRM NAME	TOTAL
Cragon Motor Company	547.05
Crane Company	195.96
Creosoted Products Company	6,987.58
Crooks' Garage	125.00
Crouch, Mrs. Mamie	185.70
Cullen Lumber Company	882.37
Curtis, Inc.	97.50
Cyclone Fence Company	1,455.12
Davenport Locomotive & Mfg. Company	129.60
Davidson-Case Lumber Company	285.60
Davidson, Thos. W.	200.00
Davis, Henry	160.00
Davis Motor Company	721.60
Dealers Equipment Company	454.50
Deckery, G. A.	170.00
Deep Rock Oil Corporation	584.00
Deere Plow Company, John	109.57
Dehart, J. B.	61.40
Dempster Mill Mfg. Company	84.41
Demrill, T.	210.00
Dennan Floor Company	29.65
Denny-Haynes Chevrolet Company	356.00
Denny-Woods Chevrolet Company	652.05
Depron, R. O.	15.75
Derrick, Calvin A.	43.50
Detroit Graphite Company	880.00
Detty, W. H.	425.00
Dewey County News	21.75
Dewey Portland Cement Company	322,870.77
Dial, Glen	677.06
Diamond Hardware Company	36.90
Dietzgen Company, Eugene	1,705.02
Dillard & Ruth Easterwood	681.80
Ditto, Inc.	55.00
Doc & Bill Furniture Company	107.55
Dodge Electric Company	182.52
Dolese Brothers	92,044.05
Donaldson & Yahn	948.80
Douglas, B. E.	120.00
Dover Sand Company	1,043.37
Dowling Typewriter Company	49.10
Doyle, J. J.	649.00
Doyle Sand & Material Company	81.60
Dunlap, E.	4,480.00
DuPont DeNemours & Company, Inc.	409.25
Easterwood, Ruth & Dillard	405.40
East Oklahoma Publishing Company	176.24
Economy Chevrolet Company	515.10
Edwards Book Store	4.00
Edwards Motor Company, Joe	904.42
Eimer & Amend	37.00
Elam, Richard	225.00
Elbe File & Binder Company, Inc.	6.95
Electrozone Motor Company	33.00
Elden Mill & Lumber Company	1,591.19
Ellis & Lewis, Inc.	267.89
Ellis & Pipher	38.00
Elmore's Garage	88.20
El Reno Motor Company	480.22
Enid Sand & Gravel Company	1,975.40
Erickson Company, K. E.	6,127.23

FIRM NAME	TOTAL
Estes, Wm. T.	285.00
Etnyre & Company	5,160.95
Evans, Roy	1,012.50
Faichney Instrument Corporation	60.00
Fairfax Chief	22.40
Fairbanks-Morse Company	521.01
Farmers Supply Company	865.41
Faulkner, N. C.	381.11
Federal Truck Corporation	7,831.60
Fenstermacher, J. H.	50.00
Ferguson-Chandler, Inc.	664.00
Ferguson Motor Company	558.60
Ferguson Motor Company, Roy	204.25
Fester, J. B.	87.00
Field Stationery Company	70.20
Finkbeiner, Wm.	200.00
Firestone Tire & Rubber Company	16,377.56
Fisher Scientific Company	73.24
Flynn, J. C.	565.00
Foty, J. P.	421.15
Fox-Vliet Drug Company	53.71
Franklin Petroleum Company, Wirt	96,993.70
Frederick Leader	95.36
Frederick Post Company	1,664.81
Fremont Foundry & Bearing Works	126.90
Freeman Hardware Company	90.00
French & Hecht, Inc.	125.00
Frick-Reid Supply Corporation	904.59
Fuller & Johnson Manufacturing Company	17.45
Gallup Map & Supply Company	2,925.59
Gardner, Roy C.	75.00
Gaskill, M. E.	20.85
Gates Hardware Company	192.12
Gasteam Radiator Company	147.55
Gauthorn Chevrolet Motor Company	317.49
General American Tank Car Corporation	250.00
General Electric Supply Company	523.88
General Motors Truck Company, Oklahoma City	64.86
General Motors Truck Company, Tulsa	99.06
General Paint Company	16,208.54
George Brothers Lumber Company	470.00
George, Bert	120.52
George & Kirk Chevrolet Company	1,220.00
George-Robbins Motor Company	453.25
Gibson & Gibson	195.26
Girdner, R.	147.38
Globe Envelope Company	682.28
Globe Steel Abrasive Company	355.00
Godelard, J. M.	452.31
Goodrich Company	5,865.58
Goodyear Tire & Rubber Company	8,418.26
Gooldy Chevrolet Company	359.00
Gossett, E. J.	105.60
Grady Motor Company	823.26
Graham Paper Company	7.32
Grandfield Enterprise	24.00
Graves, Fred	290.21
Graybar Electric Company	477.64
Gray, A. J.	500.00
Greenlease-Moore Chevrolet Company	1,339.50
Griffin Grocery Company	1,434.53

FIRM NAME	TOTAL
Griffin Springer Company	422.64
Griffis, W. H.	101.64
Grigsby, Orr & Alletag Company	9.50
Griner, Oswald	10.25
Grove Sun	86.25
Grove Hardware Company	957.50
Gurley Company, W. & L. E.	394.70
Hackney Iron & Steel Company	536.00
Hale-Halsell Company	535.06
Hale Hardware Company	292.93
Hale Motor Company	11,456.62
Hall Hardware Company	75.00
Hallifax, George	122.90
Hamilton, J. C. Company	350.74
Hamre, J. J.	87.23
Hankins Chevrolet Company	511.62
Hankinson Company, General Tire Dealers	21,171.07
Harbaugh-Cline Tractor & Machinery Company	4,492.18
Harber, R. H.	204.90
Harlow Publishing Company	1,631.70
Harper County Motor Company	795.00
Harris, Guy Buick Company	80.00
Harrison Supply Company	36.00
Harry Moyer Motor Company	700.00
Hartwell Brothers	34.22
Harvick, W. M.	160.00
Haskell County Tribune	85.40
Hauert-Burnett Lumber Company	573.84
Haupt, G. H.	67.50
Hawkeye Maintainer Company	813.00
Hawley, A. E.	1,200.00
Hawthorne, C. C.	80.00
Haynes Auto Supply Company	306.29
Hazard Wire Rope Company	330.79
Hedlund Motor Company	1,588.93
Hennessey Motor Company	1,237.50
Henryetta News	47.50
Hercules Powder Company	2,912.54
Herd-Bailey Company	45.00
Herd Equipment Company	35,477.15
Hess & Jess Thompson, Inc.	8,688.33
Hickman, Frank	403.20
Hicks, H. M.	171.00
Highway Construction Company	60.90
Hill Brothers	300.00
Hill-Hubbell Company	674.00
Hill, R. W.	764.19
Hinds, W. E.	750.00
Hodge Hardware Company	38.00
Holdenville Motor Company, Inc.	424.49
Hollen & Truitt	202.95
Holt Motor Sales Company	705.75
Hoover Company	1.00
Hoozer, Van Chevrolet Company	1,472.19
Houston-McCune Lumber Company	108.00
Howell, H. S.	180.00
Hubbard & Company	105.43
Huckaby, A. B.	354.75
Hudson-Houston Lumber Company	10,996.81
Hudson, J. D.	175.00
Hudson Wire & Iron Company	1,917.35

FIRM NAME	TOTAL
Hudgins, H. P.	200.00
Hughes-Bozarth-Anderson Company	18.00
Hughes Hardware Company	7.55
Hughes Stone Company	5,178.34
Humboldt Manufacturing Company	207.30
Humphreys, J. W.	144.00
Hundley Company	5,154.40
Hunt, C. A.	157.68
Hunzicker Brothers Electric Company	788.19
Hurst, J. H.	409.22
Hutchens Chevrolet Company	4,646.98
Hutchens & Looney	60.00
Hyde Construction Company, Enid	77.50
Hyde Construction Company, Ada	250.00
Illinois Powder Mfg. Company	3,470.02
Illinois Scully Steel Warehouse Company	137.73
Independent Gravel Company, Miami	300.56
Independence Gravel Company, Picher	90.00
Independent Material Company, Tulsa	98.75
Indian Carbon & Ribbon Company	67.50
Indiana Truck Corporation	1,154.49
Industrial Printing Company	363.25
Industrial Sand & Gravel	890.60
Ingersoll-Rand, Inc.	9,221.08
Ingram Lumber Company	850.94
Institute of Paint & Varnish Research	35.00
International Hardware Company	9.99
International Harvester Company Oklahoma City	11,031.85
International Harvester	1,231.34
International Seal & Lock Company	50.00
Iowa Manufacturing Company	300.60
Jackson, Mrs. A. M.	300.00
Jacobs Manufacturing Company	4.61
Jameston Patent Bender Company	62.50
Jefferson, Henry	473.60
Jess Fields Plumbing Company	62.30
Jet, W. J.	144.00
Jones Motor Company, Fred	15,326.24
Jones Motor Company	1,243.00
Jones, R. C.	64.50
Jones, L. R.	100.00
Kansas City Paper House	14.97
Kansas Paint & Color Company	824.00
Kee Lox Manufacturing Company	3.75
Kellner Jetties Corporation	327.60
Kelley-Springfield Tire Company	3,374.28
Kennedy, Bill	160.00
Kennedy & Denny Company	771.00
Keuffel & Esser Company	2,882.45
Kile Motor Company	409.01
Killingsworth Brothers	98.13
Kilpatrick Post Company	4,984.92
Kincaid, J. W.	2,037.00
Kingham Trailer Company	35.20
Kinley, M. M.	56.90
Kinnebrew Motor Company	1,918.20
Kiowa Lumber Company	398.60
Kiowa Refining Company	501.50
Klein Iron & Foundry Company	54,457.22
Knight Supply Company	112.00
Knoles & Green Tulsa Plumbing Company	85.00

FIRM NAME	TOTAL
Know, Charles H.	130.00
Konawa Pipe & Supply Company	77.55
Krueger Electric Company	212.46
Kuhn Paint & Varnish Works	1,018.50
Kytle Motor Company	815.49
Laclede Steel Company	747.23
Lamberton & Scott	24.30
Land Supply Company	80.00
Lanier, A. F.	150.00
Landingham, E.	56.56
Langston, Bacon	450.00
Lassiter, J. P.	200.00
Latimer County News-Democrat	50.56
Laverne Motor Company	2,780.00
Lawton Typewriter Company	35.00
Lawrence, J. E.	240.00
Leader Press	835.37
Leecraft Mercantile Company	116.80
LeFlore County Sun	53.00
LeFlore Lumber & Mill Company	765.00
LeHigh Portland Cement Company	741,180.21
Leland Equipment Company	30,260.95
Leverich & Whitthorne	85.00
Lewter Tire Shop	673.00
Leitz & Company	684.78
Lively Motor Company	103.00
Linde Air Products Company	491.18
Lindsay Town	99.00
Livesay, O. R.	149.00
Local Property Owners	137.50
Lock-Joint Pipe Company	184.60
Lock Joint Pipe Company	195.50
Lone Star Cement Company	69,222.95
Long-Bell Lumber Company	15,174.32
Looper, Guy Auto Company	481.85
Louisiana State Penitentiary	6.00
Lowery, Rutherford	1,128.00
Lucas Chevrolet Company	670.09
Lucas, George	600.00
Lufkin Rule Company	598.63
Lucas Brick & Stone Company	188.00
Macy Chevrolet Company	390.00
Machine Tool & Supply Company	667.00
Mach Sales Company	32.40
Maddox, J. L.	110.00
Madison Paint Company	75.00
Mahoney Brothers	242.80
Makins Sand & Gravel Company	3,590.16
Manly Office Supply Company	449.07
Mansfield Lumber Company	606.87
Marathon Oil Company	232.73
Marshall-Bowles, Ins.	1,100.00
Martin Lumber Company	1,125.40
Marshall-Jarrett Motor Company	680.00
Massey Buick Company	846.41
Massey Hardware Company	180.00
Master-Craft Corporation	6.20
Materials Service Company	1,630.00
Medland, Jim	63.15
Mee-Oakes Corporation	28.00
Mercer Parks Motor Company	70.80

FIRM NAME	TOTAL
Merritt, Leon Company	58.40
Miami Chat Company	2,365.57
Mid-Continent Petroleum Company	18,773.40
Mid-Continent Sales Company	16.00
Mideke Supply Company	2,395.90
Mid-West Chevrolet Company	2,608.37
Mid-West Motor Company	220.00
Mid-West Steel Company	1,181.48
Miller, A. F.	70.25
Million-Hayden Motor Company	248.25
Milwaukee Brush Manufacturing Company	23.36
Minneapolis-Moline Power Company	1,905.27
Mitchell, Joe Company	5,642.49
Mitchell, W. N.	300.00
Mitchell, Q. B.	325.05
Mitchell, J. O.	350.00
Monarch Cement Company	7,218.48
Monroe Calculating Machine Company	2,496.55
Moore, John Corporation	56.00
Moore, Mrs. Mattie	62.65
Moran & Buckner	3,744.35
Morgan, John G.	168.00
Mosbacher, Frank, Inc.	7,500.81
Motor Equipment Company	1,706.17
Motor Equipment Company	138.85
Motor Machine Company	174.60
Motor Supply Company	18.00
Motor Trading Company	236.65
Mott, W. J.	256.68
Mount, John S.	625.00
Moyer, Harry Motor Company	397.00
Moynhan Plumbing Company	68.00
McAlester Fuel Company	298.53
McCormick Lumber	444.82
McCurtain Democrat	480.35
McDonald, A. L.	82.80
McElreath Chevrolet Company	1,329.00
McFarland, R. M.	300.00
McGee, Y. P.	111.65
McKesson-Bedsale-Calvin-O'Dell	24.00
McIntyre, R. A.	166.00
McLeod, N. J.	109.00
McMaster-Carr Supply Company	78.72
McMillen Petroleum Company	2,381.75
McMurtrie, W. B.	300.00
Mullinix, Ray, Inc.	1,483.09
Multipost Company	35.00
Muskogee Battery Company	86.60
Muskogee City	80.00
Muskogee Hardware Company	346.53
Muskogee Iron Works	26,217.31
Muskogee Sand & Gravel Company	16,676.00
Myers Motor Company	12,848.82
Nall Tire Company	64.96
National Lumber & Creo. Company	4,073.91
National Manufacturing Company	2,263.55
National Oil & Refining Company	2661.38
National Printing Company	437.60
National Refining Company	483.63
National Tank Company	80.00
Nebraska Bridge Supply & Lumber Company	1,870.27

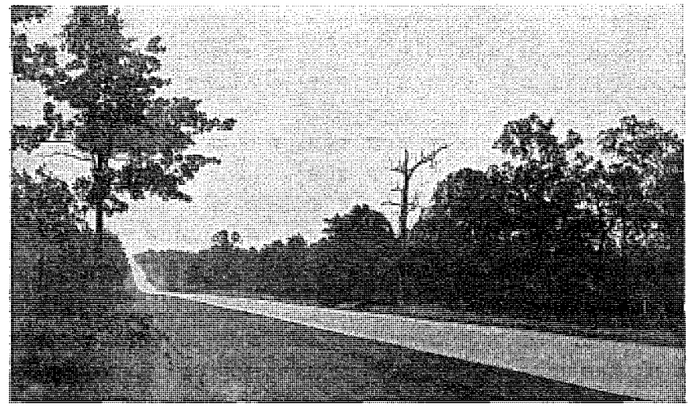
FIRM NAME	TOTAL
News Democrat, The	356.66
Neward Wire Cloth Company	334.22
Newman Brick Company, B. F.	299.00
New York Plate Glass Company	129.37
Nichols Lumber Company, G. A.	556.00
Niedermeuer-Martin Lumber Company	1,397.74
Noel-Boulware Company	62.30
Norton-Johnston Buick Company	3,646.91
Northway, Inc., F. E.	1,310.44
Nowata Machine Works	525.00
Nowata Motor Company	207.90
Nutt, Floyd	187.50
Nuway Laundry Company	183.60
Ohio Bronze Powder Company	1,794.00
Oilton Gusher, The	33.00
Oklahoma A. & M. College	437.40
Oklahoma Auto Supply Company	3,222.26
Oklahoma Baptist University Press	168.00
Oklahoma Bindry Company	61.50
Oklahoma City Battery Company	111.36
Oklahoma Blue Print & Supply Company	126.26
Oklahoma Cement Pipe Company	10,790.54
Oklahoma City Hardware Company	2,791.93
Oklahoma Equipment Company	62.71
Oklahoma Furniture Mfg. Company	105.30
Oklahoma Gas & Electric Company	175.14
Oklahoma Map & Sanitary Spec. Company	25.80
Oklahoma Map & Sanitary Spec. Company	15.35
Oklahoma Material Company, Inc.	144.32
Oklahoma Natural Gas Company	55.00
Oklahoma Horse and Mule Company	1,500.00
Oklahoma Paper Company	300.47
Oklahoma Portland Cement Company	365,625.91
Oklahoma Printing Company	264.05
Oklahoma Printing Company	138.18
Oklahoma Road Machinery Company	3,765.75
Oklahoma Road Machinery Company	180.00
Oklahoma Sash & Door Company	62.50
Oklahoma State Penitentiary	5,881.09
Oklahoma State Reformatory	1,268.60
Oklahoma Tent & Awning Company	6.50
Oklahoma Testing Laboratory	22.00
Oklahoma Tractor & Equipment Company	82,547.92
O. K. Stamp & Seal Company	81.55
Oklahoma Wire & Iron Works	1.95
Old, W. E.	1,525.00
Ottawa Silica Company	190.00
Ottinger, T. C.	1,312.08
Oxweld Acetylene Company	126.00
Park, E. E.	468.00
Paris-Cope Graham, Inc.	1,662.86
Park Company	1,428.50
Parkinson Motor Company	477.15
Parkinson-Neal Company	67.50
Parnell Machine Company, A. R.	139.20
Parrott Motor Company	6,535.49
Parry Printing Company	70.75
Pate, J. F.	160.00
Patterson, J. N.	125.00
Patterson, J. N.	160.00
Patterson & Hoffman	880.00

FIRM NAME	TOTAL
Patterson Steel Company	1,503.18
Patton A. S.	125.00
Patton A. S.	125.00
Payne, Mrs. C. O.	253.44
Payne Motor Company	57.99
Parring, J. L.	190.00
Pease & Company, C. F.	1,856.34
Peerless-Oklahoma Company	2,072.25
Peters Shoe Company	1,931.00
Pettee Hardware Company	1,707.87
Phillips Company, Victor L.	7,851.98
Pierce, E. H.	350.00
Pigg, Ben R.	81.95
Pittsburg Plate Glass Company	595.55
Pope, L. L.	600.00
Pope Road Equipment Company	817.50
Poteau Weekly News, The	373.06
Price, B. L.	204.85
Prince Chevrolet Company	1,417.61
Probst, G. A.	122.25
Producers Lumber Company	3,378.95
Producers Sand Company	924.50
Prompt Publishing Company	623.85
Pugh, Bill	517.95
Pugh-Bishom Chevrolet Company	1,560.40
Purchasing Agents Assn. of Oklahoma	40.00
Quinton Ice Company	360.00
Quinton Motor Company	560.00
Rader, L. E.	500.00
Ramsey, Pearl	60.00
Randolph, Walter	96.00
Raper-Blair	63.50
Ratliff, Ruth	126.00
Reddick, George	66.00
Red Jacket Manufacturing Company	21.25
Record-Register, The	List
Refinery Supply Company	79.50
Reimer, A. H.	229.60
Reinauer Brothers Motor Company	21.44
Remington-Rand Business Service	1,312.95
Renard, Alice	64.00
Renshaw, J. C.	225.00
Richmon, J. L.	151.80
Ricker Lumber & Paint Company, Claude	145.50
Riddle, C. W.	325.00
Rich-Con Hardware Company	2,277.57
Roberson, J. B.	320.00
Roberts Chevrolet Company	1,777.98
Roberts, L. P.	540.00
Roberts Printing Company	758.05
Robinson, Roy	416.25
Rock Island Implement Company	127.85
Roddler, Fred W.	20.00
Roger, S. N.	52.65
Rogers Iron Works Company	1,473.05
Rogers Lumber Company	516.56
Rogers Mills Cooperative Lumber Company	158.00
Rose, J. N.	300.00
Brown, J. L.	502.15
Royal, J. W.	253.44
Royal Typewriter Company	109.35

FIRM NAME	TOTAL
Royce Motor Company	619.69
Rush Chevrolet Company	492.23
Ryan Manufacturing Company	70.85
Ryan Richards, Inc.	212.73
Ryerson & Son, Joseph T.	101.01
Sapulpa Brick & Tire Company	1,650.00
Sargent & Company, E. H.	1,497.53
Schiff-Mayer Company	269.55
Schooler, W. E.	56.02
Seawell Lumber Company, W. F.	722.11
Sebastian, Ed	41.00
Seiberling Latex Products Company	10.80
Seiberling Tire Company	91.86
Seidlitz Varnish & Paint Company	783.10
Semco Color Press	3,211.60
Seminole Morning News	23.00
Severin Tire & Supply Company	5,235.50
Shambten, W. D.	70.73
Shapleigh Hardware Company	466.09
Sharp Lumber Company	195.00
Sharpe Auto Supply Company	776.00
Shteffer Mantel & Tile Company	37.50
Shearman Concrete Pipe Company	4,965.60
Shute, Mrs. Olive	253.44
Simpson, J. C.	1,385.50
Smallwood, E. H.	285.45
Smith, Ralph	3,456.00
Spencer, Parker	126.50
Steel Company, B. W.	2,274.71
Steel Chat & Grit Company	30.00
Stellman, A. A.	756.00
Stephens, B. R.	237.50
Stevenson, C. G.	255.60
Stewart Lumber Company	355.53
Stone Bearing Company	143.43
Stone Hardware Company	493.86
Strange-Jones Hardware Company	1,877.77
Stras Coung, Inc.	75.00
Stroup, R. B.	75.00
Success Motor Company	823.35
Sullivan Machinery Company	298.54
Sullivan Machinery Company	192.00
Sun Ray Oil Company	319.50
Sutherland Lumber Company	127.50
Sutton, B. F.	142.40
Swift & Company	26.37
Tarcypokeadooah, Wm.	100.00
Taylor Instrument Company	51.75
Taylor Tractor & Equipment Company	16,868.48
Temple Chamber of Commerce	152.50
Tennison Brothers	295.18
Texas Company	9,016.42
Texas Cement & Plaster Company	
Texas Pacific Coal & Oil Company	1,906.48
Thatcher, R. C.	292.00
Thew Shovel Company	13,760.00
Thompson Book Store	38.10
Thompson-Hayward Chemical Company	2,091.38
Thompson Instrument Company	67.00
Thompson, Malcolm	193.00
Thompson, E. H.	270.00

FIRM NAME	TOTAL
Times-Journal Publishing Company	777.89
Tindel, W. E.	2,542.60
Tinius-Olsen Testing Mach. Company	1,350.00
Tipton Tribune	18.68
Tishomingo Motor Company	2,277.79
Toledo Scale Company	109.50
Tolliver, Mr. L.	350.00
Tompkins Motor Company	1,117.00
Tosh, Jess	1,329.80
Totty, J. L.	100.00
Towner Road Machinery Company	1,219.80
Tractor Sales Company	10,321.67
Trave-Taylor Company	4,480.77
Travis, J. R.	220.00
Tomah, Lawrence	866.88
Triangle Blue Print & Supply Company	2,263.57
Tritchler, G. W.	499.40
True-Tagg Paint Company	4,340.93
Tulsa Blue Print Company	409.50
Tulsa Rig, Reel & Mfg. Company	501.79
Tulsa Steel Company	1,783.70
Tulsa Sand & Gravel Company	5,22.86
Tulsa Tractor Company	721.71
Turpin, C. M.	129.00
Tway, R. R.	103.31
Tyler Company, W. S.	107.48
Tyler & Simpson Company	6.97
Underwood-Elliott-Fisher Company	102.10
Underwood Typewriter Company	696.55
Union Asphalt Company	782.50
Union Construction Company	100.00
Union Iron Works	350.00
United Brick & Tile Company	312.65
United States Industrial Sales Company	28.75
Updegraff, Sam	531.75
U. S. Blue Print Company	749.62
U. S. Industrial Alcohol Sales Company	18.75
U. S. Supply Company	81.76
Universal Atlas Cement Company	4,052.52
Vacuum Oil Company	1,646.80
Vinita Daily Journal	66.63
Vinsonite Company	2,070.00
Visible Records Equipment Company	924.53
Vivid, Inc.	300.00
Vulcan Steel Tan Corporation	160.00
Wade, Z. A.	211.72
Wagoner Motor Company	475.00
Walters Motor Company	1,325.00
Walton Lumber Company	192.00
Waples-Platter Company	92.50
Washita Supply Company	195.00
Watronga Republican	21.25
Waynoka Sand & Gravel Company	70.80
F. Weber Company	438.97
Weil & Company	556.49
Weinberger, Harry	239.30
Welch, Ernest	222.50
Weldon Chevrolet Company	493.80
Welton & Company	2,809.82
Western Bank & Auto Supply Company	12,230.10
Western Brick Company	106.00

FIRM NAME	TOTAL
Western Chevrolet Company	529.50
Western Hardware Company	18.27
Western Paint & Chemical Company	197.50
Western Paving Company	85,214.07
Western Oil & Fuel Company	252.50
Western Oil Corporation	152.40
Westinghouse Electric Mfg. Company	161.70
West Sand Company	1,709.09
Wetherbee Electric Company	157.87
Wewoka Times Democrat	21.20
Whitey Mason Tire Company	63.00
White Eagle Oil Corporation	3,384.00
White Company	346.90
Widerich, J. B.	31.05
Wigger's, Inc.	404.55
Wilburton Baking Company	54.90
Wilburton Produce Company	270.75
Wilcox, Paul	345.80
Williams, Sherman	400.00
Williamsport Wire Rope Company	68.40
Wilson-Bennett Lumber Company	243.00
Wilson & Company	758.36
Winingham, M. J.	225.60
Wolff, Jack	207.06
Wooden Sheet & Metal Works	120.00
Woods Lumber Company	61.30
Wright, George C.	503.68
Wylie-Stewart Machinery Company	24,074.95
Wynnewood Sand & Gravel Company	144.65
Wynnewood Asphalt & Road Oil Company	19,614.94
Yahola Sand & Gravel Company	56,963.19
Yeokum, George	900.00
Young Service Company, Fred	897.50
Young, J. C.	677.00
Zenith Limestone Company	2,537.63
Zweigle Company	25.00



On U. S. 75 and 270 between Holdenville and Calvin.

PERSONNEL

Governor	State Highway Commission Personnel Name	Title	In Office From	In Office To	Remarks
Chas. N. Haskell	None		11-16-07	1- 9-11	
Lee Cruce			1- 9-11	1-11-15	
	Sidney Suggs	Commissioner	7- 1-11	6-30-15	Commr. 1
	Clark Hudson	Ass't Commr.	1- 1-11	6-30-19	
	W. P. Goit	St. Sy. Engr.	7- 1-11	6-30-15	
R. L. Williams			1-11-15	1-13-19	
	A. N. Leecraft	Act'g Commr.	7- 1-15	7-31-15	Commr. 1
	Geo. Noble	Commissioner	8- 1-15	5-30-19	
	W. P. Danford	Act'g Hy. Engr.	7- 1-15	4-30-16	
	Max L. Cunningham	S. H. Engr.	5- 1-16	1-31-20	
J. B. A. Robertson			1-13-19	1- 8-23	
	Henry Wood	Commissioner	6- 1-19	1-31-21	Commr. 1
	B. E. Clark	Commissioner	2- 1-21	9-30-22	
	M. M. Henderson	Commissioner	11- 9-22	1- 8-23	
	R. C. Terrell	S. H. Engr.	2- 1-20	3-31-21	
	E. S. Alderman	S. H. Engr.	4- 1-21	9-30-22	
	Max L. Cunningham	S. H. Engr.	10- 1-22	4-30-23	
			1- 8-23	11-19-23	
J. C. Walton	Paul Nesbitt	Commissioner	1- 8-23	3- 1-24	Commr. 1
	F. G. Simmons	S. H. Engr.	5- 1-23	11-15-23	(Dec'd)
M. E. Trapp			11-19-23	1-10-27	
	E. Bee Guthrey	Act'g Commr.	2-26-24	3- 1-24	
	Cyrus S. Avery	Commissioner	3- 1-24	2- 8-27	
	F. J. Gentry	Commissioner	3-15-24	2- 8-27	(Dec'd)
	Roy Johnson	Commissioner	3-15-24	2- 8-27	
	E. Bee Guthrey	Secretary	3-15-24	3- 2-27	
	W. C. Burnham	S. H. Engr.	11-16-23	4-30-24	
	J. M. Page	S. H. Engr.	5- 1-24	5-30-27	
			1-10-27	3-20-29	
Henry S. Johnston	H. W. Leininger	Commissioner	2- 9-27	4- 1-29	Commr. 5
	John G. Parker	Commissioner	2- 9-27	4- 1-29	
	Chas. D. Carter	Commissioner	3- 1-27	4- 1-29	(Dec'd)
	Jesse Bunch	Commissioner	2- 9-27	4- 1-29	
	W. G. Jones	Commissioner	2- 9-27	4- 1-29	
	R. L. Seaman	Secretary	3- 2-27	6- 1-28	
	Ed McDonald	Secretary	6- 1-28	to date	
	Clark R. Mandigo	S. H. Engr.	6- 1-27	4- 8-29	(Dec'd)
W. J. Holloway			3-20-29		Commr. 3
	Lew Wentz	Commissioner	3- 1-29		
	L. C. Hutson	Commissioner	4- 5-29	1-27-31	
	S. C. Boswell	Commissioner	4- 5-29	3-11-31	
	Ed. McDonald	secretary			
	J. F. Rightmire	Act'g S.H.Engr.	4- 9-29	9-15-29	
	A. R. Losh	S. H. Engr.	9-15-29	to date	
Wm. H. Murray					
	Sam R. Hawks	Commissioner	1-27-31		
	J. F. McKeel	Commissioner	3-11-31		
	Lew Wentz	Commissioner	3- 1-29		
	Ed. McDonald	Secretary			
	Charles L. Wilson	Engineer	9- 1-31		

SUMMARY OF NEW DESIGNATIONS AND ROUTE IMPROVEMENTS

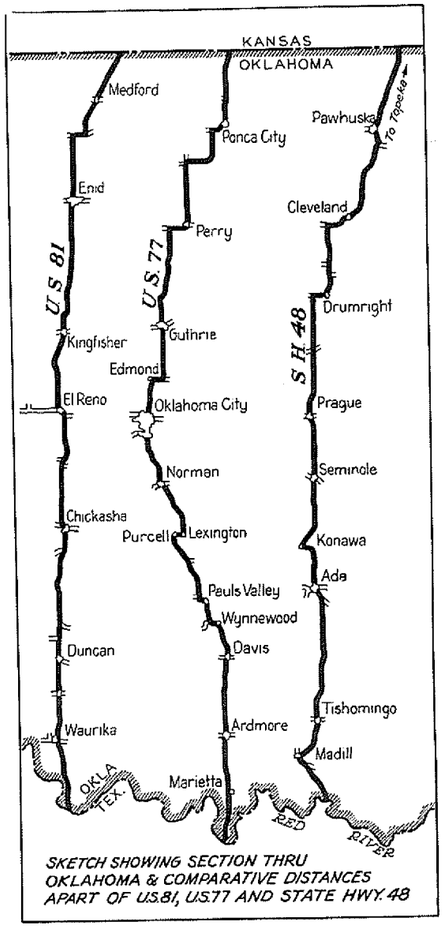
During the period covered by this report a total of 976.50 miles of highways were added to the State system, bringing the total as of December 31, 1932, to 7,371.06, exclusive of mileage of highways through cities and towns. During the same time an additional total of 463.49 miles of highways were made eligible for participation in Federal Aid, bringing the total mileage of approved Federal Highways in Oklahoma to 6,108.44 miles. Total Federal mileage designations can not exceed seven percent of the total mileage in the State.

Included in the new State and Federal designations is Highway 48, which crosses the East Central section of the State from the Kansas line, near Sedan, to the Texas line south of Woodville. Prior to this biennium this route from Ada, north through Konawa, Seminole and terminating at Prague, had received Federal designation. The present Commission extended the route north from Prague through Stroud, Drumright, Oilton, Hallett, Jennings, Cleveland, Hominy, Pawhuska and on to the Kansas line, connecting with Kansas State Highway No. 11. The route was extended at the same time south from Ada to Tishomingo, Madill, Kingston, Woodville and on to the Preston Bend Bridge over Red River, connecting with Texas State Highway No. 91. The entire route across the State now has Federal approval.

Some opposition developed among critics of the Commission to the development of this highway because it traversed a section of the State which is the home of a member of this Commission. Such criticism becomes absurd in the light of the essential facts taken into consideration by this Commission, and which were the sole determining factors in shaping its course of action. A study of the map shows that one member of this Commission lives in the north central section; another in the western portion, and the third in the east central section of the State. If the position of our critics holds good the ban on highway improvement would be applied to a very considerable area of our State.

Reference to the State Road Map shows that U. S. Highway No. 77, crosses the approximate geographic center of the State, and is paralelled to the west by Highway No. 81. The location of Highway No. 48, may be said to have the same relation to

Highway No. 77, on the east, that Highway No. 81, bears on the west. Therefore, it appears logical to compare the taxable wealth, area and population of the territory to be served by Highway No. 48, with that of Highway No. 81. In support of its action in the designation of Highway No. 48, for improvement the Commission points to an analysis made by Dr. W. E. Grisso, President



SKETCH SHOWING SECTION THRU OKLAHOMA & COMPARATIVE DISTANCES APART OF U.S.81, U.S.77 AND STATE HWY. 48

of State Highway No. 48, Association, in which he compares the importance of US No. 81, and SH No. 48. In this analysis comparison Dr. Grisso, among other things, says:

> "I have looked into the area, the population, the assessed valuation, and the amount of taxes paid for the past four years by counties through which Highway No. 81 passes and the counties through which SH No. 48 will pass.
>
> "We find that the area of counties through which U. S. No. 81 passes is 6,612 square miles, or 9% of the total area of the State. The population is 201,912, or .08.5% of the total population of the State. The assessed valuation is $191,562,351.00, or 10% of the assessed valuation of the entire State. The amount of taxes paid for the years 1927 to 1930, inclusive, is $9,897,100.00 or. 08.6% of the taxes paid by the entire State.
>
> "We also find that the area of the counties through which S. H. No. 48 will pass is 8,585 square miles, or .012.5% of the area of the entire State. The population is 404,743, or 21% of the total population of the entire State. The assessed valuation of these counties is $312,-277,148.00, or 17% of the total assessed valuation of the entire State. The amount of taxes paid for the years 1927 to 1930, inclusive, is $40,630,625.00 or 35% of the taxes paid for the entire State."

These observations were made by Dr. Grisso prior to the designation of S. H. No. 48, as a State Highway. The Doctor further adds:

> "I wish to call your attention to this comparison of area, population, assessed valuation and taxes paid by the people along the two routes and to the further fact that U. S. No. 81, is now almost a completed hard surfaced road from the Kansas to the Texas line, while proposed No. 48, which has more than twice as many people and population and pays four times as much taxes, has only forty miles of hard surfaced road on the whole of the proposed route."

While the matter of the designation of S. H. No. 48 was under consideration and early in the year 1931, a meeting of the

Highway Commissioners of Kansas and Oklahoma was held at Sedan, Kansas. Thereafter, on May 9, 1931, Mr. James M. Rhodes, State Highway Commissioner of Kansas, addressed a letter to the Hon. Wm. H. Murray, Governor of the State of Oklahoma, in which among other things he said:

> "I am just home again after our fine meeting at Sedan and am enclosing my Nebraska map of our route and showing in ink a new road the Governor is promoting from our No. 11, State line connection to Omaha.
>
> "I also enclose copy of our little daily with the marked pieces relative to the success we had with Governor Bryan in securing the connection with Nebraska.
>
> "Why would it not be a good idea for you to take up with our Governor Woodring and Governor Bryan of Nebraska the matter of a common number for all three States, having in mind the possibility of securing a Federal designation with the united efforts of the three Governors."

S. H. No. 48 connects at the south line of the State with the most important road across the Sate of Texas leading directly into Denison, Sherman, McKinley, Dallas, Hillesboro, Waco, Houston and Galveston with easy turn-offs for Ft. Worth and San Antonio. In fact, this Highway is being promoted by the people of the states through which is passes from the Gulf to Canada. It is fifty-seven miles shorter across the State of Oklahoma than is U. S. No. 75, and considerably shorter than 73, or 77. It passes through the oil producing territory of the State, through agricultural areas, and through sections of the State having no other north and south highway.

U. S. HIGHWAY NO. 77—The completion of this north and south highway between Oklahoma City and the Texas line was celebrated in 1930, but it was actually completed during the present biennium. No road can be considered completed until all gaps are eliminated, guard rails constructed, shoulders widened and the right of way generally developed to its final state of improvement. During the biennium covered by this report we have paved all gaps, amounting to between one and a half and two miles, constructed two bridges near Wynnewood, placed guard rails where necessary, widened and improved the shoulders, constructed ditch checks and baffles, and completed the marking of

the highway. Other minor, but essential improvements were also made.

U. S. HIGHWAY NO. 66—Approximately 121 miles high type paving was added to this route during this biennium. With the exception of a stretch in Craig County the route is now, or within a few weeks will be paved across the entire state in its diagonal course from the Kansas to the Texas line. Perhaps the most important accomplishment of the present Commission in bringing to completion the Oklahoma section of this transcontinental route, was the closing of the gap at Wellston, in Lincoln County. This section was left unpaved for many years as a result of disagreements between the State and the Bureau of Public Roads, the State contending that the route should pass through Wellston, as provided in the Lincoln County bond issue for the road, and the Bureau insisting that it should be constructed on the new location, which misses Wellston to the south by a mile. The gap is now being closed, as a result of the efforts of the present Commission, by routing the road through Wellston. The construction is of concrete. The Federal Government is not participating in this important improvement. It is being done altogether with state funds. Next in importance, is the mammoth bridge on this highway, now in course of construction across the South Canadian River near Bridgeport. When completed it will be the longest bridge in the State, and one of the longest in the southwest. The dangerous grade crossing at Davenport is being eliminated by the construction of an overpass over the Santa Fe Railroad.

COMPENSATION INSURANCE

One advanced step taken by the Highway Commission in both the interest of economy and the welfare of its employees, other than those engaged in clerical and office duties, was the adoption by the Commission of the plan of carrying its own compensation insurance in lieu of the practice of carrying this risk with insurance companies writing Workmen's Compensation Insurance. This plan has shown a saving of more than fifty per cent to the State as compared with the former practice.

Prior to June 30, 1931, Highway Commission employees, that is those who were engaged in work defined by the State Workmen's Compensation law as hazardous and dangerous, were insured in insurance companies. The total expended by the State in compensation insurance premiums for the last six months this plan was in effect amounted to $20,086.95. For the preceding six months period, or for the period from July 1, 1930, to December 31, 1930, was $23,248.45, or a total of $43,335.40, paid in premiums during the last year these risks were carried with insurance companies. The total spent by the present Commission for the entire year of 1932, amounts to only $19,106.45. Of this amount, $17,110.56 was expended for compensation and medical attention, the remainder being chargeable against administration. This shows a saving to the State of $24,228.55, as compared with the preceding year when compensation insurance was carried at the regular rates of the underwriters.

In handling of claims for compensation insurance for injuries, the Highway Commission, in all essential respects, follows the provisions of the State Workmen's Compensation Insurance law. Compensation is paid according to the State schedule, the amount in each instance depending upon the nature of the injury and the period of incapacitation. When the Compensation Department of the Highway Commission is unable for any reason to agree upon a settlement with an injured workman, the case is submitted to the State Industrial Commission for determination.

While this phase of the Commission's duties is necessary under the law, and is not considered a major activity, it nevertheless is significant as showing the results that are now being obtained in the matter of economy and reduced outlay generally in all of the various branches of the Highway Commission. In this one Department alone, it is shown that a saving of more than fifty per cent has been brought about.

LOCATION AND SURVEYS

The Department of Design has direct charge of the routing and surveying for all highway and bridge improvements constructed by the State Highway Commission. Due to the large number of construction projects let in 1932 it was necessary to use as many as eleven survey parties in the field, whereas only six parties were used in 1931.

After plans are completed from the survey a check or inspection in the field is made on all projects before their final approval by representatives of the Construction, Bridge, Maintenance and Design Departments. This check is made to make certain that the plans meet all the field conditions, and to eliminate errors not apparent by an office inspection of the plans. Where the improvement is on the Federal Aid system this inspection is made in conjunction with the Bureau of Public Roads.

It has been the endeavor of the Department of Design to keep abreast of the times and the newer developments in highway location and design insofar as local conditions would permit. In order to do this the Department has made a special effort to keep in touch with the developments, research work and recommendations of other states.

The changes made during the last two years, particularly affecting highway design in Oklahoma, are those providing for greater safety of the highways by the use of easier curves, the lengthening of sight distances, and the widening of roadways and bridges. The widening of bridges was particularly important in permitting a free flow of traffic without a feeling of constriction at any point on the highway. As drivers of vehicles become more and more accustomed to greater speeds, some of the former precautionary features of highway design have been discarded and such features as more nearly conform to advances in traffic speed and density have been provided.

It is believed that the maximum speed on through highways has not yet been reached. For this reason our present design and location is being made with the idea of building for the future so that it will not be necessary to relocate and redesign as many highways and bridges as has been found necessary in the past. This improved location has entailed more work for the field parties and is reflected in the increased cost per mile of the surveys.

The Table follows:

SURVEYS COMPLETED FROM DECEMBER 1, 1930 TO DECEMBER 31, 1931

Work Order No.	Project Number	County	Highway	Location	Miles of Survey	Total Cost	Cost Per Mile
130	S. 700	Woodward	SH 15	Curtis to point 3 Mi. east of Woodward	9.65	$1,142.44	$118.39
133	S. 712	Mayes-Delaware	SH 20	Spavinaw to Jay	18.70	1,533.22	81.99
160	F. 160	Greer-Beckham	US 283	Mangum to Sayre	19.70	2,488.27	126.39
171	F. 268	Tillman	SH 14	Frederick through Davidson to Red River Bridge	15.56	2,876.51	184.87
175	F. 293	Woods	US 64	15 Mi. West of Alva to Keno Crossing	18.29	2,214.97	121.10
176	S. 335	Cleveland	SH 41	3 Mi. E. of Norman E. to County line	15.00	576.00	38.40
177	S. 601	Pushmataha-Latimer	SH 43	Wilburton to Clayton	47.50	12,587.50	265.00
178	F. 48-59	Marshall-Bryan	US 70	Madill to Durant	28.0	2,483.58	88.70
182	F. 276	Blaine	SH 33	Watonga east to County line	12.0	1,320.00	110.00
183	F. 322	Seminole	SH 48	Highland Junction to US 62	16.64	1,842.11	110.70
184	S. 789	Beaver	US 270	Forgan to Beaver	6.21	736.28	118.56
185	S. 793) S. 800)	Greer-Jackson	US 283	Elmer Bridge through Altus to Blair	36.98	3,761.89	101.67
188	S. 792 F. 305	Woodward-Ellis-Harper	US 270	Woodward to US 283 west of May	36.86	3,100.03	84.10
189	F. 278	Harmon	SH 9	East and West across County	15.7	1,805.50	115.00
192	S. 845	Beaver-Texas	SH 35	Guymon to point 13 Mi. South of Beaver (preliminary)	55.0	1,934.99	35.18
194	F. 287	Payne-Pawnee	SH 18	North of Cushing to US 64	22.0	1,126.40	51.20
197	F. 293	Woods	US 64	Relocation at Red Horse Creek	3.79	226.25	59.70
198	F. 185	Rogers	US. 66	Relocation north of Chelsea	2.63	466.85	177.50
199	F. 5	Bryan	US. 75	3 Mi. North of Durant to Atoka County line	11.5	428.60	37.20
200	S. 801	Muskogee Sequoyah	SH 10	Gore to Braggs	12.0	1,320.00	110.00
200	S. 801	Muskogee	SH 10	Braggs to Fort Gibson	11.0	1,210.00	110.00
201		Tulsa	US 75	Relocation at Owassa	3.96	399.77	100.95
203		Pittsburg	US 270	Cutoff by Penitentiary to US 73	2.29	270.77	118.21
204	S. 613	Alfalfa	SH 8	Salt Fork Bridge north to Driftwood	5.51	487.63	88.50
205	F. 108	Creek	SH 1	Relocation north of Oilton	1.24	127.31	102.66
206	S. 794	Johnston-Pontotoc	SH 48	Tishomingo to Ada	54.0	3,500.00	64.81
207	F. 85	Pawnee	US. 64	5 Mi. W. to 5 Mi. E. of Cleveland	10.79	1,417.12	131.34
209	F. 330	Wagoner-Cherokee	SH 51	Tahlequah to Wagoner	25.00	3,000.00	120.00
210	F. 332) S. 631)	Custer-Dewey	SH 14	Arapaho to Putnam	13.75	2,000.00	145.30
211	F. 33-40	McCurtain-Choctaw	US 70	Sawyer to Valliant	14.10	2,000.00	142.00
212	S. 826	Beaver-Harper	US 270	Beaver City to pt. 6 mi. S. of Laverne	49.0	3,431.50	70.03
214	F. 164	Canadian-Caddo	US 66	10 Mi. W. of El Reno to Bridgeport	10.59	2,858.15	269.89
215	F. 316) F. 317)	Ellis	US 60	Vici through Arnett to Texas Line	39.75	2,429.05	61.11
216	S. 327	LeFlore	US 270	Re-Cross-Section Heavener to Page	10.0	1,000.00	100.00
218	S. 700	Woodward	SH 15	Relocation 3 Mi. East of Curtis to 2.6 Mi. East of Woodward	5.62	278.89	49.62
219	F. 108	Creek-Pawnee	SH 48	Jennings to point 2 Mi. north of Oilton	5.28	550.00	104.10
220	F. 108	Creek	SH 48	Relocation north of Oilton	2.33	225.00	96.55

SURVEYS COMPLETED FROM DECEMBER 1, 1930 TO DECEMBER 31, 1931

Work Order No.	Project Number	County	Highway	Location	Miles of Survey	Total Cost	Cost Per Mile
221	F. 320 F. 261)	Ellis	US 283	Pack Saddle Bridge north and west to pt. north of Shattuck	38.75	2,883.39	74.41
223	S. 731	Cimarron	SH 38	End of SAP 731 north of Boise City to Colorado Line	11.62	1,060.94	91.20
224	F. 322	Lincoln	SH 48	Prague to Stroud	18.0	1,269.00	70.50
228	S. 805	Woods	SH 14	Alva to Kansas State Line	12.4	1,668.63	134.20
230	F. 108	Pawnee	SH 48	Relocation Creek Co. line to Twp. line north of Hallett	6.0	789.46	131.58
231	F. 85	Pawnee	US 64	Relocation east and west of Cleveland	10.79	1,417.12	131.34
232	F. 252	Osage	US 60	4 Mi. between Pawhuska and Bartlesville	4.0	750.00	187.50
233	F. 258	Jackson-Harmon	US 62	Duke to Gould	16.11	1,581.35	98.15
234	F. 218	Jefferson	US 70	Waurika to Ringling	24.0	1,044.00	43.50
235	F. 315	Grant	SH 11	Medford to Kay Co. Line	13.88	1,800.51	129.72
236	S. 822	Payne-Lincoln	SH 48	Stroud to SH 33 W. of Drumright	16.8	889.12	52.92
237	S. 825	Johnston-Marshall	SH 48	Tishomingo to Madill	12.76	1,963.50	153.87
238		Osage	SH 48	Cleveland Bridge to SH 11 West of Pershing	26.95	3,498.58	129.81
239	S. 812	Beckham-Roger Mills	SH 34	Elk City to Hammon	15.6	3,098.63	198.63
240	S. 814	Oklahoma	US 62	Widening E. 23rd St.	0.41	65.30	160.05
244	S. 824	Marshall	SH 48	Woodville Bridge to Madill	13.45	1,922.67	142.90
247	S. 327	LeFlore	US 270	Relocation Heavener to Page	5.0	990.64	198.13
248	S. 811	Custer	SH 14	Clinton south	2.68	378.17	141.11
249	F. 318) F. 323)	McClain	US 62) US 277)	Relocation Grady Co. Line to 5 Mi. NE of Blanchard	7.81	893.54	114.41
250	F. 293	Woods	US 64	Relocation Devil's Elbow W. of Alva	1.44	198.38	137.76
250	F. 108) F. 85	Creek-Pawnee	SH 48	Relocations at Oilton, Cleveland and Hallett	4.4	498.92	113.39
				Total	950.77	97,818.43	

The average cost of surveys per mile was $138.06, which includes general overhead expense incurred in repair and replacement of equipment and other general incidental expense.

N. B. Records are not available for mileage and cost of surveys made during part of this year, when the surveys were handled by the division offices.

SURVEYS COMPLETED IN 1932

Work Order No.	Project Number	County	Highway	Location	Miles of Survey	Total Cost	Cost Per Mile
241	S. 816	Beckham	SH 34	1 Mi. N. Greer Co. Line through Carter to US 66	18.1	2,012.63	111.25
242	S. 813	Custer-Roger Mills-Dewey	SH 34	Hammon to Camargo	21.77	3,245.30	116.86
243	S. 827) F. 136)	Lincoln	US 66	Relocation at Wellston and Davenport	6.0	1,264.38	210.73
245		Caddo	SH 54	From US 66 south and east to Apache	60.82	6,569.19	108.01
246	F. 50	Pontotoc	SH 12	Relocation from Ada east	5.56	988.34	177.76
251	F. 242) S. 214)	Pontotoc-Hughes	SH 12	Relocation 6 mi. E. of Ada to Calvin	25.50	3,262.62	127.95
252	F. 263	Lincoln	SH 18	Meeker to Aydelotte	5.0	694.37	138.87
253	F. 319	Atoka	US 73	Resurvey Atoka S. to Bryan Co. Line	17.0	667.73	39.28
255	F. 75	Okfuskee	US 75	Resurvey Welcetka N. to US 62	7.42	684.68	92.33
256	S. 529	Carter-Garvin-Murray	SH 22				
257	S. 817	Adair	SH 51	Ratliff City to Davis	24.56	4,021.64	163.79
258	S. 818	Woodward	SH 34	Stilwell to Arkansas Line	9.66	1,820.69	188.33
259	F. 189	Hughes	US 270	Vici to Woodward	20.07	1,111.36	55.37
			US 75	Horns Corner to Calvin	8.36	598.53	71.59
260	S. 813	Dewey	SH 34				
262	F. 284	Cotton	US 277	Camargo to Vici	10.53	1,210.07	114.92
			US 70	Randlett to 1½ Mi. N. Red River Bridge	5.66	777.83	137.44
263	S. 829	Roger Mills	SH 33	US 283 through Strong City to Hammon	28.47	3,769.07	132.39
264	S. 673	Harmon	F-M	Hollis to SH 9	13.6	1,043.69	76.74
265	S. 844	Johnston	F-M	From SH 22 near Nida to SH 48 near Tishomingo	12.21	1,344.25	110.06
266	F. 218	Jefferson	US 70	Relocation Ringling southwest	2.87	498.38	173.59
267	S. 425	Adair-Delaware	SH 17	SH 11 to Point S. of Watts	8.6	2,497.18	290.37
268	F. 327	Ellis-Harper	US 283	From 5 Mi. N. of Shattuck to US 64	32.76	1,859.15	56.75
269	S. 839	Seminole-Okfuskee	SH 56	Wewoka to Okemah	20.75	2,432.13	117.19
271	F. 259	Caddo	SH 8	Binger to US 66	9.05	1,160.37	128.20
272	S. 833	Kiowa	SH 44	Blair to Lone Wolf	16.89	2,886.11	170.89
275	F. 13	Pushmataha	US 271	Relocation Black Sulphur Canyon	2.77	387.50	139.80
277	S. 831) S. 832)	Johnston	F-M	Troy to Wapanucka and Bromide	26.36	3,454.85	131.06
278	F. 244	Jefferson	US 81	Waurika to Ryan	12.33	1,080.17	87.60
279		Major	SH 8	US 60 through Cleo Springs to Co. Line	5.14	420.76	81.86
280	S. 848	Harmon-Beckham	F-M	US 66 W. of Erick S. to SH 9	21.8	2,592.38	118.94
281	S. 835	Roger Mills	SH 33	US 283 West to Texas Line	15.77	1,594.41	101.09
282	F. 330	Wagoner-Cherokee	SH 51	Tahlequah to Wagoner	13.18	1,660.38	125.98
283	F. 329	Sequoyah-Adair	SH 7	Sallisaw to Stilwell	30.00	5,462.64	173.24
284	S. 704	Ottawa	US 66	North of Commerce through Quapaw	7.44	639.34	85.93
285	S. 728	Jefferson	SH 32	Relocation between Waurika and Hastings	4.52	336.68	74.48
286	F. 324	Major-Woodward	SH 15	3 Mi. East of Curtis to Togo	19.25	3,215.66	167.08
287	S. 553	Caddo-Grady	SH 41	Jct. SH 41 and 8 to US 81 S. of Minco	18.1	2,889.83	159.51

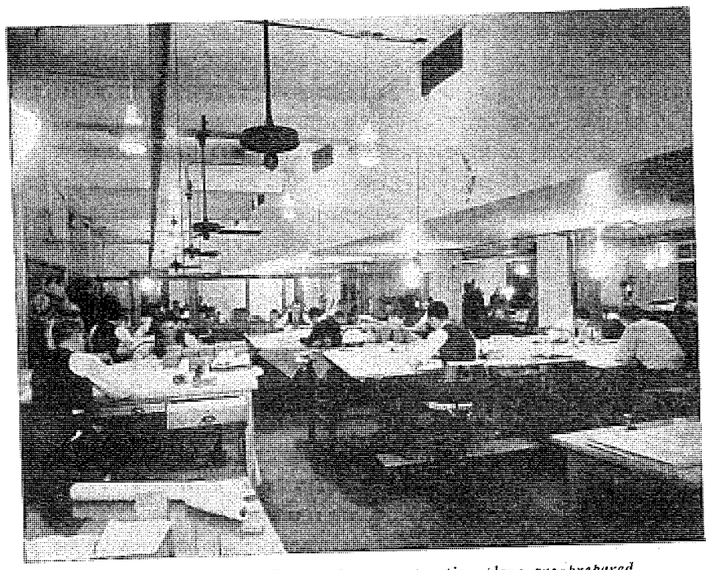
SURVEYS COMPLETED IN 1932 (Continued)

Work Order No.	Project Number	County	Highway	Location	Miles of Survey	Total Cost	Cost Per Mile
288	S. 834	Dewey-Blaine	SH 35	Canton to Seiling	21.33	1,195.03	56.03
289	S. 845	Beaver-Texas	US 270	Guymon to Pt. 14 Mi. S. of Beaver City	55.16	2,444.49	44.32
290	S. 601	Pushmataha	SH 48	Claytou to Winding State Mts.	12.36	1,721.81	139.30
291	S. 809	Dewey-Blaine	SH 44-35-33	Fay through Canton to Major Co. Line	39.72	5,393.58	135.79
292	F. 182	Pittsburg	US 270	Resurvey Stuart toward McAlester	8.0	850.00	106.25
293	F. 335	Osage	SH 48	Pawhuska to Kansas Line	22.52	2,841.02	126.15
294	F. 160	Greer-Beckham	SH 283	SH 34 North and West 6 miles	6.1	994.10	165.43
295		Grady	SH 41	US 81 to Tuttle	7.99	468.97	58.68
296	F. 323	McClain	US 62	Resurvey New Castle Bridge south	7.52	561.04	74.61
297	F. 282	Dewey-Woodward	US 270	Seiling to Woodward	30.42	1,988.68	65.37
299		Pawnee	SH 18	Pawnee north	4.86	687.38	141.44
300	F. 21	McIntosh	US 73	Resurvey Checotah to Muskogee County Line	5.6	499.06	89.12
301	F. 331) F. 332))	Dewey	SH 14	Putnam through Taloga to Vici	22.77	2,059.36	90.43
				Mangum south through Duke	18.94	1,144.28	60.41
302	S. 645	Jackson-Greer	SH 34	Henryetta to McIntosh County Line	8.1	642.46	79.31
303	S. 479	Okmulgee	US 266	Resurvey Vinita West through White Oak	11.78	652.62	55.40
304	F. 185	Craig	US 66	Woodward to Shattuck	26.88	2,313.16	86.05
305	F. 269) F. 257	Woodward-Ellis	SH 15				
				Total	877.92	96,611.23	

The average cost per mile was $128.50, which includes general overhead expense incurred in repair and replacement of equipment, the purchase of new equipment for five additional field parties, and other general incidental expense.

SURVEYS IN PROCESS OF COMPLETION DECEMBER 1, 1932

Work Order Number	County	Highway	Location
298	Washita-Kiowa	SH 44	Lone Wolf though Sentinel to US 66
307	Stephens-Garvin	SH 29	Marlow to Wynnewood
308	Garvin-Grady	SH 19	US 81 to Lindsay
309	Garvin	SH 29	Pauls Valley to Stratford
310	Tillman	SH 5	Frederick East to Cotton County Line
311	Adair	SH 17	Stilwell to Westville
314	Pushmataha-Choctaw	US 271	Antlers to US 70
315	Custer	SH 33	Custer City to Fay



A view of Drafting Room where construction plans are prepared

RIGHT OF WAY DIVISION

The Right of Way Division of the State Highway Commission, as its name indicates, is concerned solely with the acquisition of land for new road locations and in bringing the width of existing routes to the minimum now required by State Highway Commission regulations. This Department has existed as a part of the Highway Commission organization since 1925. Prior to that time it was the duty of the Board of County Commissioners to furnish all right of way, but in 1925, the Legislature authorized the State Highway Commission to purchase or acquire right of way and road building material, etc. To carry out this task it extended the right of Eminent Domain the same as used by railroads or other public utilities in this State, to the State Highway Commission. The change was made as a part of the general plan of centralizing in one State Highway Department all of the essential activities, incidental to the development of the State system of Highways. The effect of the mileage of new roads naturally has increased the duties and responsibilities of this division to where it now may be regarded as one of the most essential and important in the entire system of highway improvement and development.

The old policy of following section lines in all cases in the location of highways has long since been abandoned. This plan resulted in increased mileage, sharp and dangerous turns, short visibility and a general unsatisfactory situation. The section line has not been entirely abandoned. The change simply means that section lines are not followed where economy, reduced mileage and a greater degree of safety dictates diagonal or cross country routing.

This division begins to function as soon as the plans for a given project, which shows the ownership of adjoining land, have been completed.

In the old Indian Territory the various Government Treaties with the Indians defined certain widths along each section line to be reserved for public roads. This width varied from 33 feet to 49½ feet. In old Oklahoma the Enabling Act set aside 66 feet along each section line, 33 feet either side, for public roads. The present day standard of construction requires a minimum of 100 feet right of way. Therefore, it is necessary to secure an addi-

tional strip on each side of the present section line location, or an entire new right of way where the location does not follow the section line.

When a particular project has been agreed upon a Right of Way Agent is assigned to the project and is furnished with easements and claims on which appears a description of the land required from each owner. He acquaints himself with the location of the project, the various types and character of land along the project, the prevailing market price of land in the community, the price of fence building material, makes contact with moving contractors to figure on the cost of moving improvements if necessary, makes contact with the local county officials and road enthusiasts who can be of assistance to him in locating the owners who do not live on their farms and, who can lend local color and assistance in securing the right of way.

As soon as the Agent is sufficiently acquainted with these details he makes contact with the various owners and attempts to make an amicable settlement for the needed right of way, the moving of fences or construction of new fence where needed, and the moving back of improvements that encroach on the right of way. In the event an amicable settlement cannot be reached the Agent makes a written report to the Oklahoma City office and the Attorney General is then requested to file a condemnation proceeding in the District Court of the county in which the project is located. As soon as the needed right of way has been obtained the project is advertised for bids and the contract let to the lowest and best bidder and work order issued as soon as all details concerning contract and bonds have been completed.

It will be remembered that the right of way reserved for public roads along section lines varied from 33 feet to 66 feet or 33 feet each side of the section line, and this, therefore, requires that an additional strip be obtained varying from 17 feet to 33½ feet on each side and when the character of the terrain requires high fills or deep cuts an extra sufficient to provide the needed material is obtained. Often times it is necessary to obtain right of way to change the channel of a water course in order to provide proper drainage. A great many of the improvements on the farms were built up close to the right of way line as originally dedicated and it has been found necessary to move a large percentage of improvements in order to accommodate a 100 foot right of way.

In making settlement for right of way and the resultant damage the Agent takes into consideration the following element of damage. The dividing of a farm into two tracts, the close proximity of the highway to existing improvements, the dividing of pasture so that stock water is cutoff on one side and the bulk of the pasture on the opposite side, the general inconvenience in farming operations and occasionally it is found that a small tract has been sold off for public purposes, such as filling stations or a country store, which is damaged to such an extent that it cannot be used for this purpose and often times requires the taking of the entire tract.

Elsewhere in this report will be found a table which shows the total expenditures for right of way in each of the seventy-seven counties from the inception of the Right of Way Department to December 31st, 1930, the total number of acres acquired in addition to the existing right of way; also the expenditures from January 1, 1931 to December 1, 1932, and finally the total expenditures to date, the total acreage secured and the average price per acre paid. This table does not reflect the amount paid for moving improvements or damages, but an examination of a report by the State Examiner and Inspector covering the period from July 1, 1931 to July 1, 1932, shows the total expenditures for that period 45.94% was for damages and for moving of improvements.

It is a rather difficult matter to determine the percentage of right of way secured by amicable settlement and the percentage that it was necessary to resort to condemnation proceedings to obtain, for the reason that the records are not kept with that idea in mind, but it is sufficient to say that only a small percentage, approximately 10%, has to be secured by such proceedings, and fully half of that amount is occasioned by reason of title requirements rather than by failure to agree on a price.

At this point it might be said that where it is found that the record owner of a tract of land is deceased and that the heirs are widely separated, or are unable to agree among themselves, it has been found expedient to commence condemnation proceedings at once. Other cases where condemnation proceedings are resorted to are where foreclosure proceedings have been started or where the owner cannot be found. In cases where the owner is a non-resident an effort is made to obtain an easement by correspondence

BIENNIEL REPORT
TABULATION SHOWING COST OF RIGHT OF WAY BY COUNTIES FROM 1925 TO DECEMBER 1, 1932

County	6-1-25 to 12-31-30 Acres	6-1-25 to 12-31-30 Cost	1-1-31 to 12-1-32 Acres	1-1-31 to 12-1-32 Cost	Total to 12-1-32 Acres	Total to 12-1-32 Cost	Avg. per Acres
Adair	234.05	$ 13,083.86	87.33	$ 6,920.40	321.38	$ 20,004.26	62.24
Alfalfa	149.09	6,556.25	75.24	2,866.50	224.33	9,422.75	32.00
Atoka	600.95	6,042.63	338.38	2,526.72	939.33	8,569.35	81.22
Beaver	158.92	8,155.45	454.20	28,028.31	613.12	36,183.76	59.02
Beckham	467.83	28,359.37	402.35	28,884.78	870.18	57,244.15	65.78
Blaine	203.81	26,266.86	10.44	2,990.43	214.25	29,257.29	136.55
Bryan	174.10	11,916.47	1.91	266.55	176.01	12,183.02	96.92
Caddo	847.78	106,976.61	139.60	13,909.87	987.38	120,886.48	122.43
Canadian	280.00	20,507.77	146.43	16,739.20	426.43	37,246.97	87.34
Carter	241.20	15,987.25	239.13	20,812.49	480.33	36,799.74	76.61
Cherokee	370.91	740.35	1.26	0.00	372.17	740.35	1.99*
Choctaw	98.49	10,967.41	0.00	216.80	98.49	11,184.21	113.55
Cimarron	126.57	9,271.50	103.53	2,841.10	230.10	12,112.60	52.64
Cleveland	25.05	3,313.50	0.21	186.85	25.26	3,500.35	138.57
Coal	269.87	8,411.50	155.21	419.35	425.08	8,830.85	20.77*
Comanche	355.16	34,766.91	199.77	15,750.08	554.93	50,516.99	91.03
Cotton	96.31	11,672.85	276.67	28,846.87	372.98	40,519.72	108.63
Craig	350.52	18,949.51	212.42	21,718.33	562.94	40,667.84	97.22
Creek	64.94	1,126.80	117.09	9.50	182.03	1,136.30	6.24*
Custer	208.59	26,021.40	331.79	48,742.14	540.38	74,763.54	138.35
Delaware	188.86	10,099.60	17.38	3,093.40	206.24	13,193.00	63.96
Dewey	7.73	160.00	164.99	13,490.20	172.72	13,650.20	79.03
Ellis	29.62	261.10	292.49	22,807.40	322.11	23,068.50	71.61
Garfield	129.67	13,762.84	2.00	4,694.00	131.67	18,456.84	140.17
Garvin	272.66	12,732.38	80.78	11,218.62	353.44	23,951.00	67.76
Grady	744.13	87,289.32	52.82	4,913.36	796.95	92,202.68	115.69
Grant	292.89	29,070.63	79.52	2,348.87	372.41	31,419.50	84.36
Greer	83.99	12,051.00	55.58	12,648.63	139.57	24,699.63	176.96
Harmon	11.02	0.00	342.68	2,313.30	353.70	2,313.30	9.65*
Harper	68.79	3,683.70	288.30	21,733.50	357.09	25,417.20	97.12
Haskell	86.02	557.00	219.93	6,162.36	305.95	6,719.36	21.96
Hughes	559.49	28,228.63	60.22	5,516.75	619.71	33,745.38	54.45
Jackson	142.14	14,161.04	220.90	22,620.75	363.04	36,781.79	101.31
Jefferson	188.40	20,235.90	453.60	32,594.87	642.00	52,830.77	82.29
Johnston	6.95	537.50	558.91	20,702.78	565.86	21,240.28	37.53
Kay	174.06	795.75	25.25	0.00	199.31	795.75	3.99*
Kingfisher	243.22	29,640.36	43.79	6,610.25	287.01	36,250.61	126.30
Kiowa	226.66	19,560.50	393.51	41,376.25	620.17	60,936.75	98.25
Latimer	17.50	1,073.24	392.97	322.00	410.47	1,395.24	3.39*
LeFlore	440.86	8,603.07	206.34	6,785.47	647.20	15,388.54	23.77
Lincoln	410.59	57,714.79	345.39	40,788.28	755.98	98,503.07	130.29
Logan	289.92	49,961.29	13.42	0.00	303.34	49,961.29	164.70

BIENNIEL REPORT
TABULATION SHOWING COST OF RIGHT OF WAY BY COUNTIES FROM 1925 TO DECEMBER 1, 1932
(Continued)

County	6-1-25 to 12-31-30 Acres	6-1-25 to 12-31-30 Cost	1-1-31 to 12-1-32 Acres	1-1-31 to 12-1-32 Cost	Total to 12-1-32 Acres	Total to 12-1-32 Cost	Avg. per Acres
Love	217.97	11,021.66	6.11	8,359.75	224.08	19,381.41	86.49
McClain	318.77	23,598.03	191.76	8,690.91	510.53	32,288.94	64.51
McCurtain	97.54	5,861.30	22.10	1,998.25	119.64	7,859.55	65.69
McIntosh	58.88	3,001.80	187.65	15,768.89	246.53	18,770.69	76.14
Major	195.88	21,841.34	561.95	37,811.65	757.83	59,152.99	78.05
Marshall	0.00	0.00	182.75	10,719.20	182.75	10,719.20	58.65
Mayes	368.03	20,092.47	5.27	486.40	373.30	20,578.87	55.12
Murray	101.36	5,508.90	165.35	6,812.63	266.71	12,321.53	46.19
Muskogee	538.75	71,360.58	39.91	33,066.54	578.66	104,427.12	180.46
Noble	280.74	25,329.61	2.18	1,661.10	282.92	26,990.71	95.40
Nowata	363.17	12,351.10	2.67	389.90	365.84	12,741.00	34.82
Okfuskee	136.22	2,786.05	29.29	7,609.45	165.51	10,395.50	62.80
Oklahoma	49.78	7,364.30	2.37	406.05	52.15	7,770.35	149.00
Okmulgee	78.53	15,093.10	30.03	4,262.00	108.56	19,355.10	178.29
Osage	530.98	46,764.43	9.77	6,909.33	540.75	53,673.76	99.26
Ottawa	51.28	2,700.73	86.93	6,310.19	138.21	9,010.92	65.20
Pawnee	252.53	33,362.58	157.17	15,511.39	409.70	48,873.97	119.29
Payne	279.68	48,074.57	63.57	8,322.09	343.25	56,396.66	164.30
Pittsburg	388.87	37,581.25	66.09	2,256.81	454.96	39,838.06	87.56
Pontotoc	584.20	67,887.22	317.73	14,793.54	901.93	82,680.76	91.67
Pottawatomie	391.12	49,719.47	69.96	6,193.50	461.08	55,912.97	121.26
Pushmataha	254.65	1,146.46	116.27	109.50	370.92	1,255.96	3.38*
Roger Mills	37.82	2,430.53	656.11	49,788.60	693.93	52,219.13	75.25
Rogers	537.83	31,366.67	42.19	15,109.98	580.02	46,476.65	80.12
Sequoyah	232.21	15,070.80	12.02	273.40	244.23	15,344.20	62.82
Seminole	338.66	8,237.80	123.26	5,848.37	461.92	14,086.17	30.49
Stephens	490.84	9,790.59	17.09	39.89	507.93	9,830.48	19.35
Texas	389.91	16,083.84	195.05	19,859.67	584.96	35,943.51	61.44
Tillman	51.92	5,679.16	355.64	33,111.48	407.56	38,790.64	95.18
Tulsa	157.30	6,244.10	19.87	8,407.45	177.17	14,651.55	82.69
Wagoner	110.52	7,999.40	75.49	5,980.50	186.01	13,979.90	75.15
Washington	31.80	3,158.15	5.32	0.00	37.12	3,158.15	85.07
Washita	331.39	40,228.13	195.93	21,199.36	527.32	61,427.49	116.49
Woods	196.75	12,043.45	184.26	20,180.55	381.01	32,224.00	84.57
Woodward	54.95	1,898.50	177.90	17,058.35	232.85	18,956.85	81.41
TOTAL	18,440.14	$1,441,451.96	11,980.74	$920,723.98	30,420.88	$2,362,175.94	77.64

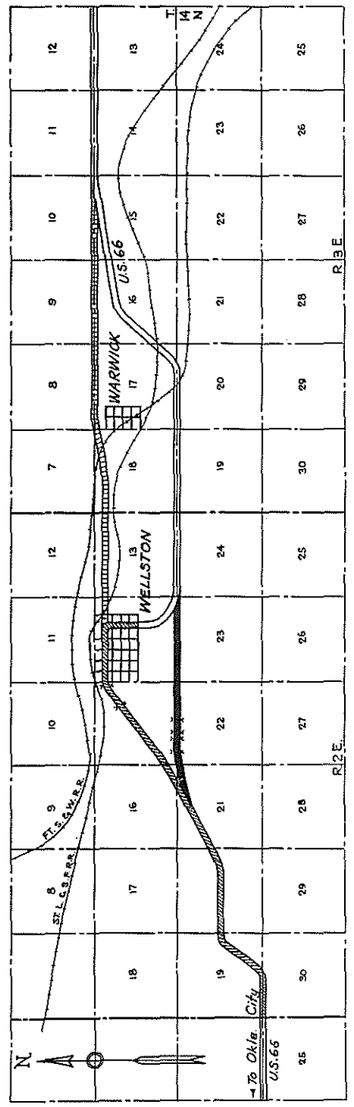
* Indicates Counties that have paid for a substantial amount of Right of Way out of County funds.

and if settlement cannot be made in a reasonable time proceedings are then started.

Some criticism has been made that the State Highway Commission pays an exorbitant price for right of way for what is commonly called a diagonal location. By this is meant a location that does not follow section lines. When one stops to consider that the diagonal distance across a section line is 1.4 miles and that the distance along the section line between these two points is 2.0 miles, a saving of 0.6 of a mile in distance is effected. Figuring the average cost of construction at $25,000.00 per mile it will be seen that a saving of $15,000.00 is made in the first cost, with a corresponding saving in maintenance.

The right of way required for 1.4 miles of road amounts to 17.0 acres, while the additional right of way required on 2.0 miles of location on the section line, where 66 feet has been set aside, amounts to 8.0 acres. In other words 9.0 acres additional right of way must be purchased on a diagonal location, therefore, any amount paid for right of way which is less than the amount saved in construction cost would eventually result in a saving.

To the public it means much more. On a road in which the average traffic is one thousand motor vehicles per day, the saving of 600 traffic miles per day is made, or 219,000 traffic miles per year. At an average of $0.05 per mile as the cost of operation it will be seen that the public saves $10,950.00 per year by the mere saving of 0.6 of a mile in location. It would, therefore, appear that the criticism offered is unjust in view of the fact that roads are built for the convenience of the public and that the saving in construction and operation eventually accrues to the public.



This sketch illustrates the situation on U. S. Highway No. 66 near Wellston, in Lincoln county, which the Bureau of Public Roads has made the subject of a controversy with the Oklahoma State Highway Commission. The road shown in diagonal lines from Wellston Southwest is now under construction, being paid for from state highway funds entirely. This is being built in strict conformity with the promise of the state to the people of Lincoln county at the time the bonds for the road were voted in 1927. The extension shown from Wellston to the point nearly 5 miles due east where it connects with the present Highway 66 shows the ultimate aim of the Commission. The present routing of 66, indicated by the white line, it will be seen, dips south, thence west and then north into Wellston. It will be noted that the eventual routing of the Highway, as planned by the Commission, will reduce future mileage construction and provide direct alignment for future traffic.

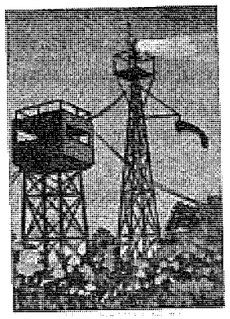
The section of 66, the elimination of which this plan eventually contemplates, is an obsolete type of construction. The roadway is only 18 feet in width. The wearing surface is of the black top type. It is constructed upon a five inch concrete base, which is without re-inforcements. There is evidence of serious base failure everywhere, and a general marked deterioration of the entire section. The life of this road, as estimated by engineers, will not be more than five years longer at best. Then complete replacement will be necessary. This is the factor taken into consideration by this Commission in the planning of the extension east from Wellston.

The heavy shaded section shows the paving demanded by the Bureau of Public Roads before it would agree to the release of our regular and emergency federal aid funds. The most casual observation of this situation shows how useless this section is to the completion of this Highway and the unjustified expenditure of funds that it involves.

AVIATION SECTION

The rapid development of commercial aviation during the past decade has created a new and rapidly expanding field of the entrance of government regulation and control. Taking cognizance of this situation and the need for State supervision over important features of this relatively new mode of transportation, the Thirteeith Legislature of Oklahoma, by the provisions of House Bill No. 352, provided for regulating the operation of aircraft in this State by the licensing of pilots and, such other governmental control and regulation as may appear necessary.

The responsibility for the enforcement of the law was enjoined upon the State Highway Commission. In both the enactment of an aircraft regulatory measure, and in placing its enforcement in the hands of the Highway Commission, the Legislature acted in accord with the majority of the States which have entered this field of governmental activity. So far as we are able to ascertain, a great many States which have enacted aircraft control legislation have placed the enforcement of the law in the hands of its Highway Commission. In doing this the various Legislatures, no doubt, had in mind that State Highway Commissions, by the very nature of their duties, are required to maintain large organizations extending to all sections of their respective States, and, therefore, have intact organizations that are sufficient and qualified to carry out enforcement regulations. The economic importance of this plan is readily apparent. The setting up of an independent aircraft organization, devoted exclusively to that work alone, would greatly increase administration cost.



Statistical information, showing the development and extent of the use of aircraft for commercial and pleasure pursuits reveals, not only the need for continuing, but also the need for strengthening State control over aircraft operations and development. Authentic figures reveal that between 7,000 and 10,000 people of Oklahoma annually use aircraft service. This does not include, an equal, if not greater number that cross the State in planes operated by the various transcontinental lines, which include Oklahoma in their routes. There are 54 airports in Oklahoma. Of this number 22 are municipal; 13 are commercial; 7 are designated as intermediate; 11 are auxiliary ports and one is an army port. There are between 7,000 and 8,000 acres of land embraced in these landing fields. The value of these ports, including hangars and other improvements, is estimated by aircraft authorities at more than $3,000,000. There are 350 pilots and 170 ships in the State of Oklahoma.

The provisions of the act passed by the Legislature and the rules and regulations that have been promulgated in pursuance of the authority it confers, carry out, in all material respects, the essential features of the Uniform Aeronautics act, which has the approval of the American Bar Association. Uniform regulations is one of the primary objectives of Government control. Safety, of the thousands of persons who now use this advanced mode of transportation, of course, is the chief goal of all Government aircraft regulation.

The Oklahoma law became effective July 10, 1931. The Highway Commission at this time appointed the Secretary of the Commission, as the State Aircraft Officer.

By the terms of Section 6 of the Oklahoma Act, the Highway Commission was empowered to make such rules and regulations and to employ and designate such persons as necessary to carry out the provisions of the law. This law extended to the agents of the Highway Commission all the duties now imposed upon peace officers within the State with reference to other laws. No specific appropriation was made to defray the expenses incidental to the enforcement of this Act. Patriotic citizens who are engaged in aviation, either for profit or for pleasure, have given their services gratuitously to the enforcement of law.

In accordance with the duty enjoined upon the Commission a great many Commissions have been issued to the operators of aircraft within the State authorizing the performance of any duty enjoined upon the Commission in connection with the law. Splendid results have been obtained through this system. An Advisory Committee of seven members has been appointed to confer with the Commission in the promulgation of rules and regulations, and the Highway Commission by reason of the services rendered by these gentlemen, has been able to efficiently perform the duties enjoined upon it.

Notwithstanding the fact that no appropriation was made the Commisson has been able to enforce all provisions of the Statute which have been brought to its notice, and by reason of the assistance of men who have given their time gratuitously in the enforcement of this Act, there are only two violations of record since the effective date thereof. In both of these cases the defendants were convicted and paid fines.

Those interested in aviation have deemed it best for the continued promotion of safety in aeronautics to ask the Legislature to enact a law prescribing a privilege tax upon gasoline based on the use of municipal and private airports, which will equal the amount of excise tax now paid on gasoline used in aircraft in intra State flights. If this Legislation is enacted, the funds derived from such revenue will be used in the promotion of the safety of aviation.

MOTOR TITLE DIVISION

The Legislature in 1931 transferred to the Oklahoma Tax Commission all of the duties and responsibilities, relating to the registration of motor vehicles and the collection of tag fees, with the exception of the Title division, which still remains under the control and supervision of the State Highway Commission. The division is concerned solely in the handling of titles to motor vehicles as required under the law at present. This is a highly important feature of motor registration, and the advantages of this division extend in several different directions. It provides a centralized agency where authentic information is obtainable, showing the ownership of motor driven vehicles, and by reason of this it is a distinct and valuable aid in the recovery of stolen cars and in the apprehension of those responsible for their theft. The division issues a bulletin each month giving a description of stolen cars reported to the division. The aid of this department is sought almost daily by peace officers in their effort to locate stolen cars. Commercial reporting agencies also avail themselves of the services of the Title division in obtaining information relating to automobile thefts. Requests for information from these agencies have become so numerous the division recently had to provide for the collection of a small fee to cover the cost of handling such requests.

SUMMARY REPORT OF TITLE DIVISION

Fiscal Year Ending June 30th, 1932

Original titles sold	55,028		$ 55,028.00
Duplicate titles sold	10,360		5,180.00
Transfer titles sold	99,006		99,006.10
Information Fee			1,914.75
Used Car Dealers' License			6,910.00
			$168,038.85
PAY ROLL		$ 89,946.76	
Equipment and supplies furnished office and agents		16,305.91	
		$106,252.67	
Net Revenue		61,786.18	
		$168,038.85	$168,038.85

Titles Sold from July 1, 1932 to December 1, 1932

Original	18,579	at $1.00 each	total	$18,579.00
Duplicates	1,950	at .50 each	total	975.00
Transfers	14,819	at 1.00 each	total	14,819.00
TOTAL				$34,373.00

OKLAHOMA STATE HIGHWAY COMMISSION
BALANCE SHEET
AS AT NOVEMBER 30th, 1932

ASSETS

Current		
Cash		
State Highway Construction & Maint. Fund	$1,481,093.46	
Due from Official Depository	759,688.35	
Total Cash		$2,240,781.81
Federal Aid Funds		
Accounts Receivable (Federal Government)	$ 603,215.18	
Federal Aid Requested on Work in Progress	1,352,440.65	
Emergency Federal Aid Requested on Work in Progress	621,285.97	
Total Federal Funds		$2,576,941.50
County Funds		
(Subject to transfer from Depository on projects recently awarded)		32,845.72
Total Current Assets		$4,850,569.33

LIABILITIES

Uncompleted Construction		
Federal Aid Projects	$3,523,941.66	
State Aid Projects	3,384,855.36	
Supplementary Construction Projects	641,811.48	
Special Improvement Projects	166,472.17	
Total Uncompleted Work		$7,717,080.67
Claims Registered and in Process of Payment		501,996.77
Total Liabilities		$8,219,077.44
Obligations in Excess of Current Assets		$3,368,508.11

TESTING OF MATERIALS

Since the establishment of the Materials Testing Laboratory by the Highway Commission in 1924, the work and equipment of this unit in Highway Commission activities has steadily increased until at this time tests for quality of materials for construction work, maintenance improvements and a large amount of other supplies purchased under certain specifications for Departmental use, are examined to determine compliance with the requirements of the specifications.

A large part of the work is in the physical analysis of materials such as; the grading, setting time and strength of cement, the grading, strength and hardness of sand, stone and gravel; water to be used in concrete, many types of surfacing gravel and other materials, the testing of reinforcing steel bars, bronze bearing plates, concrete and other pipe for culverts. In order to check theoretical conclusions, and for a record on which to base future requirements, cylinders and beams made from the concrete being used in the field are tested to determine their strength at seven and twenty-eight days. Cores six inches in diameter are drilled out of concrete pavement after it is opened to traffic and these are tested for compression to ascertain the actual bearing power of the finished concrete.

Many of these materials must also meet specified chemical requirements, such as cement, bronze bearing plates for bridges, guard cable and fittings. Other materials must conform to chemical requirements alone as in the case of shop and field paints for bridges, traffic line and miscellaneous paints, joint fillers for pavements, asphalts, asphalt emulsions, cut-back asphalts, road oils, motor oils and greases, and creosote oils.

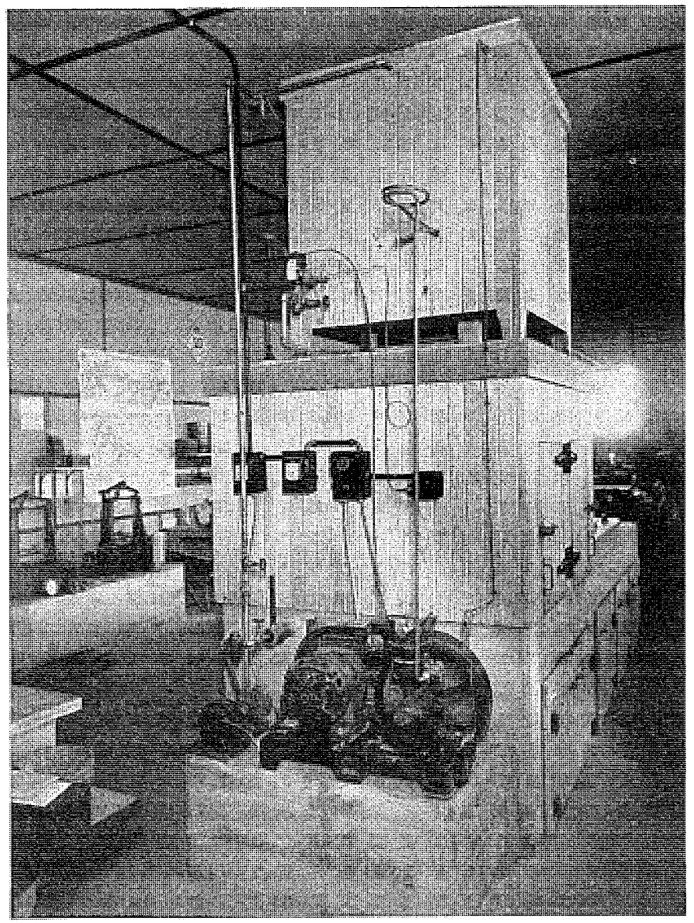
The practice of inspection of concrete aggregates at the source of supply has been continued so far as is practical and consistent with the volume of shipments at the various plants. This service is a distinct advantage in time saved to contractors in not having to re-order and wait for new materials to arrive when a shipment does not meet specifications, and, to material producers, as they do not have to pay demurrage on shipments delivered on car, or already unloaded and found unsatisfactory for state use. This saving in time and expense to all parties is actually a distinct saving in contract prices over and above the cost to the state for

such inspection. The co-operation of cement mills in reserving bins for tested cement for State Highway Commission use, has resulted in a great saving of time to contractors and expense of tests. The inspector takes samples of cement as these bins are being filled and upon completion the bin is sealed and the samples submitted to the laboratory for testing. When samples are approved, shipments may be made from these bins, and the cars are sealed by the inspector. So far as is practicable, mixed paints in batches or mixes are sampled when run. When tests are completed the cans are sealed for shipment. Asphalts and road oils, also, are sampled when practicable in storage tanks and when found to conform with specification requirements the same are sealed and shipments made in sealed cars as may be required.

Due to the fact that all structural steel is milled and a considerable amount of the same is fabricated outside the state, it has been the policy of the Commission to arrange for the handling of the inspection of this material by commercial laboratories. This has also been the policy followed in the inspection of creosoted materials.

The laboratory receives from time to time, for information, many samples of materials representing new products or new sources of supply. These are tested for conformity with specifications or, to learn whether the material is of value for a new use or, in combination with other materials might be an improvement in the finished product now being used in construction or maintenance work. A record of the findings is kept in the laboratory and all parties interested furnished with the information. Results in the field are then observed and compared with the original findings and recommendations in the hope the work may be more efficient, accurate and economical.

The following tabulation shows some of the results of tests carried on and the volume of materials and tests for 1931 and to December 1, 1932.



Machine for Testing Road Materials

MATERIALS TESTED AT LABORATORIES
1931 — 1932

	1931	1932
Cement tested separate cars—barrels accepted	2,359	255
Cement shipped from storage—barrels	952,179	402,334
Cement reserved storage—Bbls average per month	130,011	95,657
Concrete cylinders—tested	3,375	1,768
Concrete pavement cores—tested	1,560	410
Reinforced concrete pipe—lineal feet accepted	24,964	48,097
Reinforcede concrete pipe——lineal feet shipped	23,193	41,329
Reinforced concrete pipe—lineal feet rejected	1,685	3,155
Concrete beams—tested	31	8
Water for concrete—samples tested	78	86
Gravel for concrete—samples accepted	385	281
Gravel for concrete—samples rejected	41	63
Gravel for concrete—samples for information	2	4
Crushed stone for concrete—samples accepted	774	418
Crushed stone for concrete—samples rejected	16	35
Crushed stone for concrete—samples for information	0	10
Sand for concrete—samples accepted	828	543
Sand for concrete—samples rejected	67	141
Sand for concrete—samples for information	6	9
Sand tests for weight & strengath—samples accepted	159	242
Sand tests for weight & strength—samples rejeced	11	54
Coarse aggregate for quality test—samples accepted	60	88
Coarse aggregate for quality test—samples rejected	15	49
Coarse aggregate for quality test—samples for information	3	7
Mixed aggregates for concrete—samples accepted	4	0
Mixed aggregates for concrete—samples rejected	7	0
Mixed aggregates for concrete—samples for information	4	0
Chat for concrete paving—samples rejected	0	1
Chat for concrete paving—samples for information	0	4
Granite screenings, seal coat, information	1	0
Limestone screenings, seal coat, samples accepted	0	1
Stone screenings—samples rejected	1	0
Cover material—samples accepted	38	7
Cover material—samples rejected	48	6
Cover material—samples for information	61	34
Surfacing gravel—samples accepted	95	16
Surfacing gravel—samples rejected	56	28
Surfacing gravel—samples for information	16	11
Surfacing stone—samples accepted	2	0
Surfacing stone—samples rejected	1	0
Caliche—samples tested	8	4
Reinforcing steel (at laboratory) Lbs. accepted	5,436,659	12,173,250
Reinforcing steel (at laboratory) Lbs. rejected	11,000	184,000
Bronze bearing plates—samples accepted	23	28
Bronze bearing plates—samples rejected	2	12
Bronze bearing plates—samples for information	3	2
Mixed paints—(shop and field,——gallons accepted	4,083	10,285
Warehouse, equipment, handrail gallons rejected	480	2,520
and all others except traffic.)—samples for information	5	2
Paint prepared from tested materials	755	55
Traffic line paint—gallons accepted	1,145	3,855
Traffic line paint—samples for information	4	0
Aluminum vehicle—gallons accepted	530	6,700
Aluminum vehicle—gallons rejected	45	1,100
Aluminum vehicle—samples for information	12	3
Paint pigments—pounds accepted	2,775	0
Paint pigments—samples for information	1	1
Linseed oil—gallons accepted	418	0
Aluminum bronze powder—pounds accepted	1,087	13,450
Aluminum bronze powder—samples for information	6	1
Creosote —gallons accepted	30,254	0
Corrugated galvanized pipe—lineal feet accepted	0	2,412
Corrugated galvanized pipe—samples for information	0	3
Galvanized sheets—samples for information	0	9
Guard rail cable—lineal feet accepted	0	113,398
Guard rail cable—samples for information	0	2
Guard rail fittings—samples accepted	0	11
Guard rail fittings—samples for information	0	1
Grader blades—number accepted	0	1,667
Grader blades—samples for information	0	1
Chemical analysis—Misc. samples	6	1
Physical analysis—Misc. samples	5	0
Gear grease—samples for information	3	2
Motor oil—samples for information	0	3

MATERIALS TESTED AT LABORATORIES (Continued)

	1931	1932
Transmission oil—samples for information	0	1
Cut-back asphalt—samples accepted	0	18
Cold patch—samples for information	0	6
Emulsified asphalt—samples accepted	0	3
Emulsified asphalt—samples for information	2	6
Emulsified asphalt—samples rejected	0	14
Oil Mix—samples for information	3	37
Joint filler—samples accepted	40	22
Joint filler—samples rejected	11	7
Asphaltic cement—samples accepted	1	15
Asphaltic cement—samples for information	1	2
Asphaltic cement—samples rejected	0	1
Road oil—samples accepted	115	99
Road oil—samples rejected	20	53
Road oil—samples for information	69	50
Sand asphalt—samples for information	0	5
Sand asphalt—samples accepted	0	1

Concrete Aggregates Tested at Source.

Fine aggregates for concrete—cars shipped	5,171	2,650
Coarse aggregate for concrete—cars shipped	10,720	4,597

Materials Tested by Other Laboratories.	1931	1932
Reinforcing steel—Lbs. accepted	34,935,372	302,503
Structural steel (fabricated) Lbs. accepted	3,259,572	18,446,156
Structural steel (mill inspected)	7,482,721	13,251,649
Creosoted piling—lineal feet accepted	1,472	112,486
Creosoted lumber—F. B. M. accepted	150,611	783,385
Ceosoted guard rail posts—lineal feet accepted	80,006	131,677
Cement——barrels accepted	54,080.25	18,172
Paint—gallons accepted	137.5	450
Reinforced concrete pipe—lineal feet accepted	1,872	
Creosote—gallons	16,719	
Cast steel—samples accepted		8



Scene in Highway Commission's Testing Labratories

Tests Required For Each Material
PORTLAND CEMENT

For each bin:

Chemical analysis to determine—

1. Insoluble residue.
2. Loss on ignition.
3. Sulphuric anhydride.
4. Magnesia.
5. Lime.
6. Alumina and iron oxide.
7. Silica.

For each 200 bbls. in the bin or each car sample—

1. Fineness test.
2. Initial and final set.
3. Soundness test.
4. Normal consistency.
5. Seven day tension test.
6. Twenty-eight day tension test.

For each bin or car test on special request—

1. Specific gravity.

FINE AGGREGATE FOR CONCRETE:

(Each sample)—

1. Visual examination for quality and objectionable foreign materials.
2. Mechanical analysis.
3. Clay and dust determination; made when sample appears to require it.

   When a coarse aggregate sample of a certain kind appears for the first time or the character changes from any source the following tests may be made:
4. French coefficient determination.
5. Test for soundness.
6. Test for toughness.
7. Test for percent of wear.
8. Test for specific gravity.
9. Test for cementing value.
10. Compressive strength.

WATER FOR CONCRETE:

(Each sample)—

1. Total dissolved and suspended matter.
2. Chemical analysis of above for:
   - A. Salt.
   - B. Sulphates.
   - C. Organic matter.
   - D. Any other ingredient present in appreciable quantity.
3. Soundness test.
4. Seven day tension test in mortar.
5. Twenty-eight day tension test in mortar.
6. Time of setting with Portland cement.

REINFORCING STEEL:

(Each bar of different size and shape in each sample)—

1. Bend test.
2. Yield point.
3. Tensile strength.
4. Percent of elongation in eight inches.

SURFACING GRAVEL:

(Each sample)—

1. Visual examination for quailty.
2. Mechanical analysis.
3. Clay and dust determination.
4. Test for percent of wear.

ASPHALT:

(Each sample)—

1. Flash point.
2. Specific gravity (special samples only).
3. Melt point.
4. Volatility.
5. Penetration of residue or
6. Float test of residue (special samples only).
7. Penetration.
   - A. At 0° C.
   - B. At 25° C.
   - C. At 46.1° C.
8. Ductility.
   - A. At 25° C.
   - B. At 25° C.
9. Solubility.
   - A. In carbon disulphide.
   - B. In carbon tetrachloride.
   - C. In 88° Be. paraffin naphtha.
10. Viscosity (special samples only).
    - A. At 25° C.

B. At 46.1° C.
C. At 100° C.

11. Percent of residue of 100 penetration (special samples only).
12. Float test (special samples only).
    A. At. 25° C.
    B. At 25° C.
    C. At another temperature as needed.

MIXED PAINT:

(Each sample)—

On paid as received:

1. Percent of pigment.
2. Volatile thinners.

On separated pigment:

1. Shop coat:
    A. Red led.
    B. Litharge.
    C. Insoluble residue.
    D. Any other materials present in appreciable quantities.
2. First field coat:
    A. Red lead.
    B. Lithrage.
    C. Insoluble residue.
    D. Carbon.
    E. Any other materials present in appreciable quantities.
3. Second field coat:
    A. Red lead.
    B. Litharge (special samples only).
    C. Zinc oxide.
    D. Carbon.
    E. Iron and aluminum oxides.
    F. Insoluble residue.
    G. Any other materials present in appreciable quantities.

On separated vehicle:

1. Specific gravity.
2. Iodine absorption number.
3. Saponification value.
4. Acid number.
5. Unsaponifiable matter (special samples only).

OKLAHOMA STATE LIBRARY

REPORT

of the Oklahoma

State Highway Commission

For the Calendar Years

1933 to 1934 Inclusive

to the

GOVERNOR OF OKLAHOMA

OKLAHOMA CITY, OKLAHOMA
December 31, 1934

OKLAHOMA STATE LIBRARY

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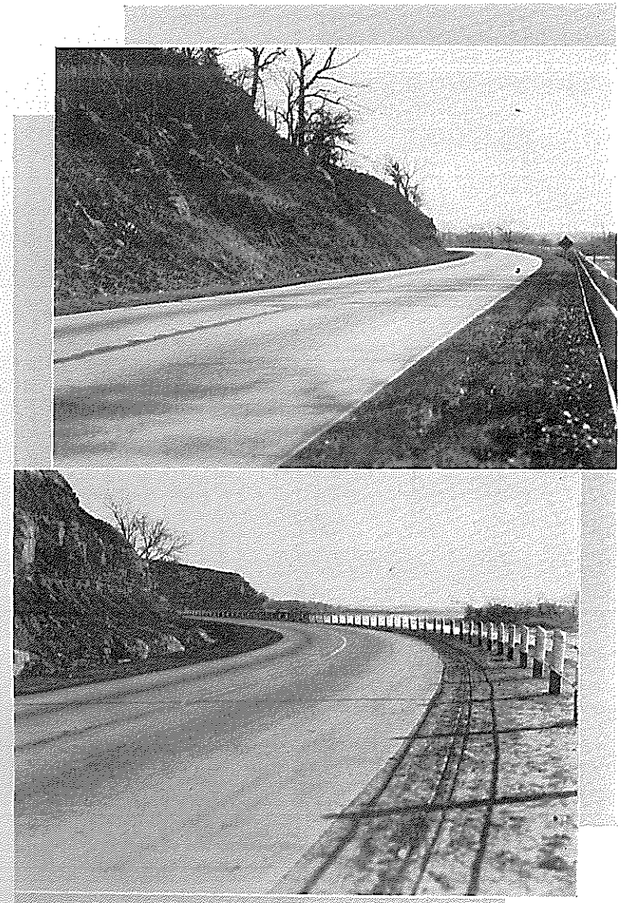
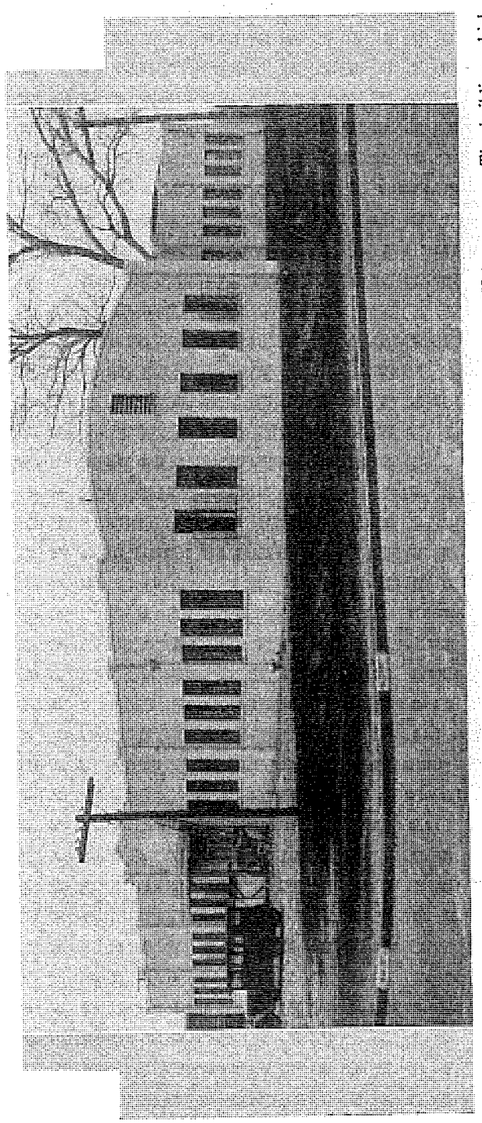


U. S. 77 as it winds around the banks of the Cimarron River north of Guthrie



View of the new laboratory building, located just west of the Capitol at Twenty-third street and Walnut avenue. The building which formerly housed the laboratory and testing department was destroyed by fire on the morning of February 14, 1934. Investigation revealed that the fire was caused either by defective wiring or by combustion of chemicals

PERSONNEL OF STATE HIGHWAY COMMISSION 1911 TO 1934 INCLUSIVE

Governor	State Highway Commission Personnel Name	Title	In Office From	In Office To	Remarks
Chas. N. Haskell	None		11-16-07	1- 9-11	
Lee Cruce			1- 9-11	1-11-15	
	Sidney Suggs	Commissioner	7- 1-11	6-30-15	Commr. 1
	Clark Hudson	Ass't Commr.	1- 1-11	6-30-15	
	W. P. Golt	St. Sy. Engr.	7- 1-11	6-30-15	
R. L. Williams			1-11-15	1-13-19	
	A. N. Leecraft	Act'g Commr.	7- 1-15	7-31-15	Commr. 1
	Geo. Noblo	Commissioner	8- 1-15	5-30-19	
	W. P. Danford	Act'g Hy. Engr.	7- 1-15	4-30-16	
	Max L. Cunningham	S. H. Engr.	5- 1-16	1-31-20	
J. B. A. Robertson			1-13-19	1- 8-23	
	Henry Wood	Commissioner	6- 1-19	1-31-21	Commr. 1 (Dec'd)
	B. E. Clark	Commissioner	2- 1-21	9-30-22	
	M. M. Henderson	Commissioner	11- 9-22	1- 8-23	
	R. C. Terrell	S. H. Engr.	2- 1-20	3-31-21	
	E. S. Alderman	S. H. Engr.	4- 1-21	9-30-22	
	Max L. Cunningham	S. H. Engr.	10- 1-22	4-30-23	
J. C. Walton			1- 8-23	11-19-23	
	Paul Nesbitt	Commissioner	1- 8-23	3- 1-24	Commr. 1
	F. G. Simmons	S. H. Engr.	5- 1-23	11-15-23	(Dec'd)
M. E. Trapp			11-19-23	1-10-27	
	E. Bee Guthrey	Act'g Commr.	2-26-24	3- 1-24	
	Cyrus S. Avery	Commissioner	3- 1-24	2- 8-27	
	F. J. Gentry	Commissioner	3-15-24	2- 8-27	(Dec'd)
	Roy Johnson	Commissioner	3-15-24	2- 8-27	
	E. Bee Guthrey	Secretary	3-15-24	3- 2-27	
	W. C. Burnham	S. H. Engr.	11-16-23	4-30-24	
	J. M. Page	S. H. Engr.	5- 1-24	5-30-27	
Henry S. Johnston			1-10-27	3-20-29	
	H. W. Lehinger	Commissioner	2- 9-27	4- 1-29	Commr. 5
	John G. Parker	Commissioner	2- 9-27	4- 1-29	(Dec'd)
	Chas. D. Carter	Commissioner	3- 1-27	4- 1-29	(Dec'd)
	Jesse Bunch	Commissioner	2- 9-27	4- 1-29	
	W. G. Jones	Commissioner	2- 9-27	4- 1-29	
	R. L. Seaman	Secretary	3- 2-27	6- 1-28	
	Ed McDonald	Secretary	6- 1-28	4- 1-29	
	Clark R. Mandigo	S. H. Engr.	6- 1-27	4- 8-29	(Dec'd)
W. J. Holloway			3-20-29		
	Lew Wentz	Commissioner	3- 1-29		Commr. 3
	L. C. Hutson	Commissioner	4- 5-29	1-27-31	
	S. C. Boswell	Commissioner	4- 5-29	3-11-31	
	Ed. McDonald	Secretary	4- 1-29	2-21-33	
	J. F. Rightmire	Act'g S. H. Engr.	4- 9-29	9-15-29	
	A. R. Losh	S. H. Engr.	9-15-29	9- 1-31	
Wm. H. Murray					
	Sam R. Hawks	Commissioner	1-27-31		Commr. 3
	J. F. McKeel	Commissioner	3-11-31		
	Lew Wentz	Commissioner	3- 1-29		
	Ed. McDonald	Secretary	2-21-33		
	Charles L. Wilson	Engineer	9- 1-31		
Wm. H. Murray	H. N. Arnold	Commissioner	2-22-33	to date	Commr. 4
	L. B. Selman	Commissioner	2-22-33	to date	
	L. V. Orton	Commissioner	2-14-33	to date	
	Ed. McDonald	Commissioner Secretary	2-21-33	to date	
	Chas. L. Wilson	Engineer	9- 1-31	to date	

PRESENT ORGANIZATION OKLAHOMA STATE HIGHWAY COMMISSION

H. N. Arnold, Chairman

L. B. Selman, Vice-Chairman — L. V. Orton, Member

Ed McDonald, Member-Secretary — Chas. L. Wilson, State Highway Engineer

J. A. Ryndak, Chief of Accounts

Jay E. Goss, Federal Aid Engineer

C. W. McFerron, Chief Division of Construction

C. G. Keiger, Chief Division of Maintenance

H. S. Elliott, Chief Division of Design

Homer X. White, Bridge Engineer

M. R. Kester, Chief Draftsman

Carl R. Reid, Testing Engineer

L. T. Dyche, Engineer of Right-of-Way

Y. E. McClendon, Purchasing Agent

R. T. Campbell, Division Engineer, Division 1, Muskogee, Okla.

E. B. Bursack, Division Engineer, Division 2, Antlers, Okla.

V. R. Black, Division Engineer, Division 3, Ada, Okla.

J. M. Gano, Division Engineer, Division 4, Perry, Okla.

H. D. Brown, Engineer, Division 5, Clinton, Okla.

W. C. Sale, Division Engineer, Division 6, Buffalo, Okla.

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STATE OF OKLAHOMA

STATE HIGHWAY COMMISSION

OKLAHOMA CITY

December 31, 1934.

To His Excellency
Hon. Wm. H. Murray, Governor.

Sir:

We have the honor to transmit herewith the report of the Oklahoma State Highway Commission for the biennium ending December 31, 1934.

Respectfully Submitted

H. N. Arnold, Chairman

L. B. Selman, Vice-Chairman

L. V. Orton, Member

Ed McDonald, Member-Secretary

CONTRACTS LET DURING YEAR OF 1933

County	Project Number	Hwy. No.	Miles of Gr & Dr	Miles Brick Paving	Miles Cold Rolled	Miles Concrete Paving	No. Brs.	No. Over-pass	Contractor	Contract Price	Award Date	Completion Date
Adair	None											
Alfalfa	None											
Atoka	NRH 343-A	SH 19	0.458				1		Standard Paving Co.	$53,925.79	10-19-33	95%
Beaver	NRH 297-A	US 64	4.018						Merveldt & Poole	16,080.27	9-7-33	2-5-34
	NRH NRM 297-A	US 64	3.811				1		Guy H. James	18,752.58	9-14-33	2-2-34
Beckham	None											
Blaine	S 849-A	SH 44	6.853						Merveldt & Lawson	27,456.65	12-27-32	8-30-33
	S 849-A	SH 44					2		Merveldt & Lawson	7,510.11	12-27-32	8-30-33
Bryan	None											
Caddo	NRH 164-I	US 66	2.677						J. J. Thompson	31,680.21	9-14-33	4-27-34
	NRH 164-I	US 66					1		Nims & Frost	35,828.38	9-14-33	5-21-34
	NRH 164-I	US 66					2		Maxwell Const. Co.	35,210.65	9-14-33	3-15-34
	NRH 164-I	US 66				2.677			Ryan Richards	65,629.98	9-14-33	7-14-34
Canadian	None											
Carter	FAP-E 218-E	US 70	5.060						Pharoah & Co.	22,036.83	1-31-33	6-24-33
	FAP-E 218-E	US 70					2		Roberts & Fisher	9,195.73	1-31-33	6-28-33
	NRH 39-CD	US 70				6.919			S. O. Maxey Co.	154,827.87	9-28-33	7- 5-34
	NRM 142-E	US 77				0.416			S. O. Maxey Co.	30,005.99	1-16-34	5- 7-34
Cherokee	NRH 330-A	SH 51	1.091						F. B. Richards	15,502.50	12-12-33	5-16-34
	NRH 330-D	SH 51					4		Boardman Co.	20,955.80	12-12-33	6-25-34
Choctaw	FAP-E 33-F	US 70	0.699				1		Kelber Const. Co.	136,336.09	12-20-32	8- 3-33
	NRH NRM 33-B	US 70	7.021				1		Pharoah & Co., Inc.	34,356.70	10- 5-33	9-26-34
Cimarron	None											
Cleveland	None											
Coal	None											
Comanche	FAP 240-A	US 277	4.140						T. C. Ottinger	11,461.00	12-20-32	6-20-33
	FAP 240-A	US 277					2		Roberts & Fisher	10,200.94	12-20-32	5-17-33
	NRH 22-A	US 277	0.564						B. W. Kent	5,788.76	10- 5-33	4-30-34
	NRH 22-A	US 277					4		B. & M. Const. Co.	36,965.08	10- 5-33	5-30-34
Cotton	FAP-E 240-B	US 277	6.299						Witt & Tatum	15 035.02	12-20-32	6-17-33
	FAP-E 240-B	US 277					2		Roberts & Fisher	4,039.38	12-20-32	4-17-33
	NRH 207-D	SH 5					2		W. S. Rimbey	10,650.63	9-14-33	2-19-34
	NRH 207-E	SH 5					2		Witt & Tatum	10,858.75	9-14-33	2-28-34
	NRH 157-F	SH 5	0.780				4		C. S. Constant Const. Co.	91,562.57	10-26-33	7-21-34
Craig	FAP-E 185 C	US 66				7.993	2	(Extend)	Park & Company	163,310.24	1-31-33	8-12-33
	FAP-E 185 D	US 66				3.250	1		Park & Company	66,514.47	1-31-33	7-28-33
Creek	NRM 93-B	US 66 & 75				0.174			Roy Taner Pav. Co.	9,014.32	1-16-34	4-13-34
Custer	S- 809-D	SH 33	2.702						Cedar Springs Const. Co.	8,052.61	12-27-32	6-21-33
	S- 811-A	SH 14				2.544			Park & Company	73,421.41	1- 3-33	3-25-33
												(Canceled)
	FAP-E 332-B	SH 14	4.163						Humphreys & Thomson	11,359.80	1-31-33	6-20-33
	FAP-E 332-C	SH 14	3.936						Humphreys & Thomson	9,944.81	1-31-33	6- 9-33
	FAP-E 332-C	SH 14					2		R. T. Moore	5,263.40	1-31-33	5-23-33
Delaware												
Dewey	S- 813-B	SH 34	6.193				4		Kadane Const. Co.	32,221.06	12-27-32	11-22-33
	S- 813-B	SH 34							Kadane Const. Co.	14,041.90	12-27-32	6- 1-33
	FAP-E 332-D	SH 14	2.996						T. C. Ottinger	10,485.97	1-31-33	6- 7-33
	FAP-E 332-E	SH 14	7.022						T. C. Ottinger	33,711.20	1-31-33	6-30-33
	FAP-E 332-F	SH 14	5.629						Lee Poole	16,177.40	1-31-33	6-20-33
Dewey	FAP-E 332-F	SH 14					1		T. C. Ottinger	1,574.60	1-31-33	4- 6-33
	NRH NRM 317-D	US 60	5.259						Fred F. Woelke	19,507.75	10- 5-33	5-17-34

CONTRACTS LET DURING

County	Project Number	Hwy. No.	Miles of Gr & Dr	Miles Brick Paving	Cold Rolled
Ellis	NRH 317-A	US 60	7.506		
	NRH 217-A	US 60			
	NRH 317-B	US 60	7.119		
	NRH 317-B	US 60			
	NRH 317-C	US 60	6.963		
Garfield	None				
Garvin	NRH 217-C	SH 19	5.566		
	NRH 217-C	SH 19			
	NRH NRM 217-D	SH 19	6.264		
	NRM 217-B	SH 19	0.601		
	NRM 217-B	SH 19			
	SAP 859 (Ped. Unpss.)	US 77			
Grady	FAP E-162-C	US 81			
	FAP E-162-D	US 81			
Grant	F- 315-C	SH 11	3.945		
	F- 315-C	SH 11			
	FAP-E 283-A	US 60	6.252		
	FAP-E 283-A	US 60			
	FAP-E 283-B	US 60	6.978		
	NRH 283-C	US 60	5.407		
	NRH 283-C	US 60			
Greer	S-833-B	SH 44	4.029		
	S-833-B	SH 44			
	NRH 340-C	SH 34			
Harmon	None				
Harper	FAP-E 293-J	US 64	7.642		
	FAP-E 293-J	US 64			
	NRH 339-C	SH 34	5.068		
	NRH 339-D	SH 34	5.521		
	NRH 339-D	SH 34			
	NRH 339-B	SH 34	6.617		
Haskell	NRM 196-A	SH 10			
Hughes					
Jackson	S- 833-A	SH 44	2.008		
	S- 833-A	SH 44			
	NRH 216-G	US 62			
Jefferson	None				
Johnston	None				
Kay	None				
Kingfisher	FAP-E 276-C	SH 33	6.771		
	FAP-E 276-C	SH 33			
	FAP-E 276-D	SH 33	6.151		
	FAP-E 276-D	SH 33			
Kiowa	FAP-E 215-H	US 62			
	S- 833-D	SH 44	2.882		
	S- 833-D	SH 44			6.172
	NRH 247-A	SH 14			6.290
	NRH 247-B	SH 14			4.998
	NRH 247-C	SH 14			5.536
Kiowa	NRH 247-D	SH 14			4.734
	NRH 216-AC	US 62			3.220
Kiowa-Tillman	NRH 216-B	US 62			

YEAR OF 1933 (Continued)

Miles Concrete Paving	No. Brs.	No. Under-pass	Contractor	Contract Price	Award Date	Completion Date
			J. E. Smith & Sons	33,722.79	9-21-33	4-25-34
	1		Merveldt & Lawson	2,161.10	9-21-33	11-29-33
			J. J. Harrison	36,421.74	9-21-33	4-14-34
	2		Merveldt & Lawson	5,693.57	9-21-33	12-16-33
			J. J. Harrison	38,531.54	9-21-33	4-23-34
			J. E. Smith & Sons	18,845.54	10- 5-33	5-11-34
	4		J. W. Hopper	23,405.08	10- 5-33	4-14-34
	1		J. E. Smith & Sons	36,633.26	10- 5-33	10-15-34
			J. E. Smith & Sons	5,768.49	11- 2-33	3-15-34
	1		The Boardman Co.	15,125.54	11- 2-33	3-12-34
		1	Gibson & Gibson	2,367.80	12-12-33	5-11-34
6.0			Ryan-Richards	122,954.72	12-20-32	6-12-33
3.992			Ryan-Richards	84,416.30	12-20-32	6-12-33
			A. L. Cook	15,914.89	12-27-32	8-17-33
	4		Bybee Construction Co.	27 255.07	12-27-32	6-19-33
			Dan Sweeney	20,884.57	7-27-33	12-19-33
	3		Roberts & Fisher	34,739.80	7-27-33	1-12-34
			A. L. Cook	29,106.97	7-27-33	12- 2-33
			A. L. Cook	16,276.18	9- 7-33	4-24-34
	1		Leo Sanders	106,897.05	9- 7-33	4-28-34
			Guy H. James	15,910.57	1- 3-33	9-26-33
	2		Boardman & Co.	80,409.75	1- 3-33	8- 4-33
	1		Kelliher Const. Co.	154 969.65	9-28-35	5-29-34
			Merveldt & Poole	30,966.50	7-27-33	12-15-33
	7		Sherman Mach. Iron Wks.	54,457.75	7-27-33	12-12-33
	1		Pharoah & Co., Inc.	59,967.48	10- 5-33	4-30-34
			Jones & Brooks, Inc.	38,420.44	10- 5-33	7-17-34
	2		Carl Merveldt & Sons	11,105.25	10- 5-33	1- 6-34
	1		G. E. Keck	38,298.08	11- 2-33	9- 7-34
1.235			B. & M. Const. Cpro.	48,561.03	12-15-33	6-29-34
			Guy James	4,021.38	1- 3-33	5-29-33
	2		Portwood Const. Co.	3,956.10	1- 3-33	5-29-33
3.273	2		Ryan Richards	83,818.30	11-14-33	6- 7-34
			G. E. Keck	25,853.02	12-20-32	9-21-33
	6		Chas. Dunning Const. Co.	29,014.40	12-20-32	7-28-33
			Saleska Boehs Const. Co.	16,836.47	12-20-32	8-31-33
	3		Chas. Dunning Const. Co.	21,842.80	12-20-32	7-28-33
7.703			Ryan Richards	171,221.29	12-27-32	6-17-33
			Kadane Const. Co.	32,923.15	1- 3-33	
	1		Portwood Const. Co.	955.04	1- 3-33	5-29-33
			Park Ward Company	67,498.52	9-28-33	6-18-34
			Park Ward Company	71,086.00	9-28-33	6-18-34
			Gaus Culligan Co.	45,927.22	11-16-33	9- 7-34
			Gaus Culligan	45,836.00	11-16-33	10-27-34
			Park Ward Company	57,470.28	1-16-34	70%
			Park Ward Company	38,228.03	1-16-34	90%

CONTRACTS LET DURING

County	Project Number	Hwy. No.	Miles of Gr & Dr	Miles Brick Paving	Cold Rolled
Latimer	FAP E 36	US 270	1.621		
	FAP-E 36	US 270			
	FAP 77	US 270	0.446		
	NRH 82-A	US 270	1.341		
	NRH 82-A	US 270			
LeFlore	NRM 83-Sec. 3	US 271			0.444
	NRH 83-Sec. 1 & 2	US 271			7.572
Lincoln	FAP-E 274-A	SH 18	2.836		
	FAP-E 322-D	SH 48	1.588		
	FAP-E 263-A	SH 18	6.049		
	FAP-E 263-A	SH 18			
	FAP-E 263-B	SH 18	7.327		
	FAP-E 263-B	SH 18			
Logan	NRH 256-D	SH 33	5.285		
	NRH 256-D	SH 33			
Love	None				
McClain	None				
McCurtain	S- 746-B	US 70			
McIntosh	FAE-E 21	US 73	5.564		
	FAE-E 21	US 73			
	NRH NRM 21-A	US 73	6.662		
	NRH 21-B	US 73	6.229		
Major-Dewey	NRH NRM 282-A	US 70	2.692		
	NRH NRM 282-A	US 70			
Major	FAP-E 294-A	US 60			
	NRH 180-C	US 60	5.333		
Marshall	None				
Mayes	None				
Murray	None				
Muskogee	FAP-E 117-A-1	US 64			
	FAP-E 117-A-2	US 64			
(Non-Part)	FAP-E 117-A	US 64			
	FAP-E 277-A	US 64	3.198		
	FAP-E 277-A	US 64			
	NRH NRM 277-A	US 64		5.446	
	NRH NRM 18-A	US 62			
Noble	FAP-E 231-D	SH 1			
Nowata	NRM 193-F	SH 16			0.386
Okfuskee	None				
Oklahoma	NRM 3-A	US 270			
Okmulgee	None				
Osage	F-335-C	SH 48	7.561		
	F-335-C	SH 48			
	FAP-E 266-A	US 60	7.361		
	FAP-E 266-A	US 60			
Ottawa	None				
Pawnee	FAP-E 166-E	SH 18	7.300		
	FAP-E 166-E	SH 18			
	NRH NRM 85-A	US 64			

YEAR OF 1933 (Continued)

Miles Concrete Paving	No. Brs.	Contractor	Contract Price	Award Date	Completion Date
		S. E. Evans	38 198.05	9- 7-33	12-17-33
	1	W. R. Johnston	37,031.08	9- 7-33	12-11-33
		F. B. Richards	7,956.03	9- 7-33	12-17-33
		S. E. Gray	8,510.26	10- 5-33	3-10-34
	1	T. C. Ottinger	21,518.71	10- 5-33	2-21-34
		Ryan Richards, Inc.	4,469.60	1-16-34	7- 5-34
		Ryan Richards, Inc.	75,151.83	1-16-34	7-12-34
		J. E. Smith & Sons	21 284.74	12-20-32	6-10-33
		M. A. Swatek	8,093.36	12-20-32	4-18-33
		J. M. Moorman	41,745.96	7- 7-33	12-18-33
	4	J. W. Hopper	52,915.35	7- 7-33	2-15-34
		J. E. Smith & Sons	39,842.47	7- 7-33	12-31-33
	5	Pharoah & Company	34,753.50	7- 7-33	1-24-34
		T. C. Ottinger	23,560.04	10-19-33	5- 8-34
	2	J. W. Hopper	14,919.96	10-19-33	5- 8-34
3.283		Hyde Const. Co.	78,678.05	1- 3-33	2- 8-34
5.564		Moran Buckner	135 899.45	7-27-33	12- 9-33
	3	E. G. Fike & Sons	24,294.51	7-27-33	12- 1-33
	1	Jones & Brooks, Inc.	27,835.39	10- 5-33	5-29-34
	2	Jones & Brooks, Inc.	40,573.95	10- 5-33	4-21-34
		J. J. Thompson	11,237.14	9-14-33	10-22-34
	2	Hileman & Sons	14,362.84	9-14-33	1-24-34
6.191		Standard Paving Co.	129,430.42	9-21-33	12-23-33
5.333		Hyde Construction Co.	137,338.00	9-28-33	9-18-34
5.223		Ellis & Lewis	89,543.48	12-20-32	7-23-33
5.587		Ellis & Lewis	101,045.93	12-20-32	8- 9-33
0.310		Ellis & Lewis	5,218.16	12-20-32	9- 9-33
		E. T. Werham	14,952.00	12-20-32	6-19-33
	2	S. E. Gray	4,937.00	12-20-32	4-19-33
3.430		Brooks & Dahlgren, Inc.	66,301.71	10- 5-33	2- 8-34
		Moran & Buckner	154,042.81	11- 2-33	4-30-34
2.961		Standard Paving Co.	57,896.75	1-31-33	7-13-33
		Western Paving Co.	8,034.46	1-16-34	7-31-34
0.906		M. A. Swatek	79,929.99	11-14-33	6- 7-34
		M. Wunderlich	59,150.16	12-27-32	8- 1-33
	4	C. & S. Bridge Co.	23,307.51	12-27-32	7-27-33
		M. E. Gillioz	78,417.00	7- 7-33	12-23-33
	3	Tway, Inc.	30,857.56	7- 7-33	12-12-33
		Gaines Bros.	52,596.54	7-27-33	12-21-33
	2	E. G. Fike & Sons	14,321.34	7-27-33	12-11-33
5.881		Ryan Richards, Inc.	128,468.13	9-14-33	1-15-34

CONTRACTS LET DURING

County	Project Number	Hwy. No.	Gr & Dr Miles of	Miles Brick Paving	Cold Rolled
Payne	FAP-E 231-E	SH 51			
	FAP-E 231-F	SH 51			
Pittsburg	SAP-50-R (RC pipe clvt)	US 270			
Pontotoc	None				
Pottawatomie	FAP-E 274-B	SH 18	7.096		
	FAP-E 274-B	SH 18			
	S- 603	SH 18	1.99		
	FAP-E 322-C	SH 18	4.328		
	FAP-E 322-C	SH 18			
Pushmataha	NRH 326-D	US 271	0.853		
Roger Mills	None				
Rogers	None				
Seminole	FAP-E 322-B	SH 48	4.522		
	FAP-E 322-B	SH 48			
	NRS 354-A	SH 56	0.656		
Sequoyah	FAP-E 329-A	SH 17	7.803		
	FAP-E 329-A	SH 17			
	NRH-150-C	US 64			
	NRM 151-A	US 64			
					7.101
Stephens	NRS 350-A	SH 22			7.226
	NRS 350-B	SH 22			
Texas	S- 845-A	SH 35	7.901		
Tillman	NRH-207-C	SH 5	6.604		
	NRH 207-C	SH 5			
Tulsa	NRM 12-E	US 66 & 75			
Wagoner	FAP-E 277-B	US 64	4.699		
	FAP-E 277-B	US 64			
	NRH 277-B	US 64			
	NRH NRM 330-F	SH 51	5.412		
Washington	None				
Washita	None				
Woods	FAP-E 293-G	US 64	3 830		
	FAP-E 293-G	US 64			
	NRH 293-E	US 64	5.920		
	NRH 293-E	US 64			
	NRH 293-D	US 64	6.003		
	NRH 293-D	US 64			
	NRH 293-D	US 64			
Woodward	FAP-E 305-A	SH 35	7.008		
	FAP-E 305-A	SH 35			
	FAP-E 305-B	SH 35	6.159		
	FAP-E 305-B	SH 35			
	FAP-E 257-A	SH 35	0.779		
	FAP-E 257-A	SH 35			
	NRH 282-B	US 270	0.448		
	NRH 282-B	US 270			
	NRH 282-C	US 270	7.172		

YEAR OF 1933 (Continued)

Miles Concrete Paving	No. Brs.	Contractor	Contract Price	Award Date	Completion Date
0.909		Standard Paving Co.	18,863.42	1-31-33	6-30-33
5.088		Standard Paving Co.	103,951.65	1-31-33	6-30-33
		T. C. Ottinger	583.72	9-28-33	10-31-33
		J. E. Smith & Sons	21,480.51	12-20-32	8-10-33
	4	Chas. M. Dunning Const.	13,757.20	12-20-32	7-24-33
		J. E. Smith & Sons	5,876.81	12-20-32	8- 4-33
		J. E. Smith & Sons	24,918.05	12-27-32	9-20-33
	3	J. W. Hopper	81,107.66	12-27-32	10-12-33
	1	Standard Paving Co.	86,319.66	9-14-33	7- 2-34
		M. A. Swatek	28,215.47	12-20-32	8-16-33
	4	W. R. Johnston Const. Co.	54,176.01	12-20-32	8-10-33
	3	Boardman Company	40,874.46	12-12-33	9-24-34
	1	M. Wunderlich	44,911.56	12-27-32	9-19-33
	3	R. R. Tway	8,549.84	12-27-32	6-15-33
1.679	1	Hyde Const. Co.	33,326.67	9-28-33	8- 3-34
		Ellis & Lewis	62,533.38	12-12-33	4-28-34
		Western Paving Co.	83,176.91	1-16-34	7- 9-34
		Western Paving Co.	86,821.65	1-16-34	9-18-34
		S. R. Miller	15,676.77	1- 3-33	8-14-33
		Kadane Const. Co.	29,939.00	9-14-33	6-20-34
	5	L. M. Mackey	30,346.13	9-14-33	3-23-34
1.401		B. & M. Const. Corp.	68,904.53	12-15-33	8-11-34
		J. W. Maney	37,781.74	12-20-32	9-21-33
	1	R. S. James Engr. Co.	13,278.30	12-20-32	6-24-33
4.694		Brooks & Dahlgren	103,640.45	10- 5-33	4-15-34
	1	Gaines Bros.	44,308.02	12-12-33	5-15-34
		Merveldt & Poole	20,910.73	7-27-33	12-15-33
	1	Dan Sweeney	2,092.87	7-27-33	10-20-33
		M. E. Gillioz	43,818.85	9-21-33	2-19-34
	3	Lee Harris	15,069.59	9-21-33	2-19-34
		M. E. Gillioz	72,972.04	9-28-33	5-28-34
	2	Kadane Const. Co.	29,158.21	9-28-33	5-28-34
	1	M. E. Gillioz	30,497.74	10-26-33	6- 6-34
		Witt & Tatum	39,261.92	7- 7-33	12-31-33
	2	Tway, Inc.	16,630.24	7- 7-33	12- 5-33
		Pharoah & Co.	36,401.95	7- 7-33	12-31-33
	2	Leo Sanders	105,568.22	7- 7-33	12-31-33
		Geo. B. Rice	3,565.12	7- 7-33	12-31-33
	1	Tway, Inc.	9,331.42	7- 7-33	12- 5-33
		J. J. Thomson	35,173.95	9-14-33	9-21-34
	2	Maxwell Const. Co.	47,384.00	9-14-33	5-23-34
		J. J. Thomson	32,967.28	9-14-33	8-21-34

STATE LIBRARY

CONTRACTS LET DURING

County	Project Number	Hwy. No.	Miles of Gr & Dr	Miles Brick Paving	Cold Rolled
	NRH 282-C	US 270			
	NRH 282-D	US 270	6.831		
Woodward	NRH 282-D	US 270			
	NRH 282-E	US 270	6.917		
	NRH 282-E	US 270			
	NRH 339-A	SH 34	1.617		
	NRH 339-A	SH 34			

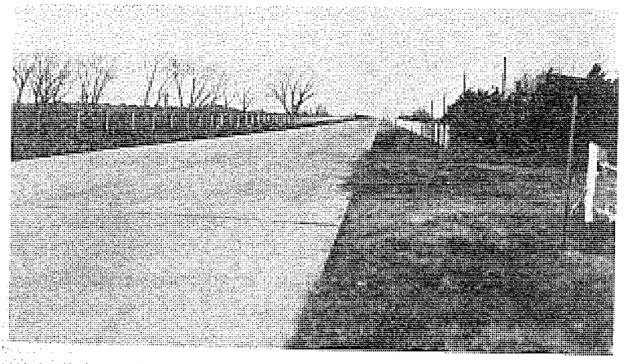
YEAR OF 1933 (Continued)

Miles Concrete Paving	No. No. Over-Brs. pass	Contractor	Contract Price	Award Date	Completion Date
	8	Guy H. James	51,481.15	9-14-33	4-28-34
		Merveldt & Lawson	37,172.08	9-14-33	3- 2-34
	3	Grant Kerr	19,530.65	9-14-33	4- 7-34
		Merveldt & Honaker	40,782.09	9-14-33	5-31-34
	1	Nims & Frost	26,701.25	9-14-33	4- 7-34
		Jones & Brooks, Inc.	10,245.60	10- 5-33	5-29-34
	1	Tway, Inc.	85,917.32	10- 5-33	5-10-34

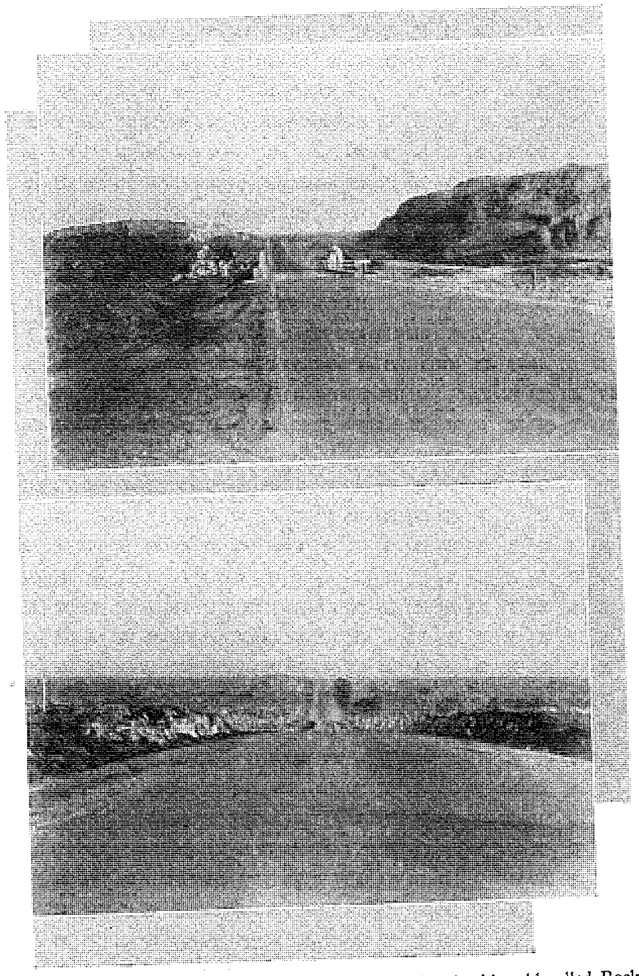
NOTE: This table includes awards made too late in 1932 to be included in final form in the 1931-32 report. These contracts were for 89.374 miles of grade and drainage; 28.815 miles of concrete and 10 bridges, representing an expenditure of $1,398,971.16. Therefore this table shows actual awards in 1933 as follows:

291.717 miles of grade and drainage
75.801 miles of concrete
5.446 miles of brick paving
53.635 miles of cold rolled asphalt
132 bridges
1 overpass
1 underpass

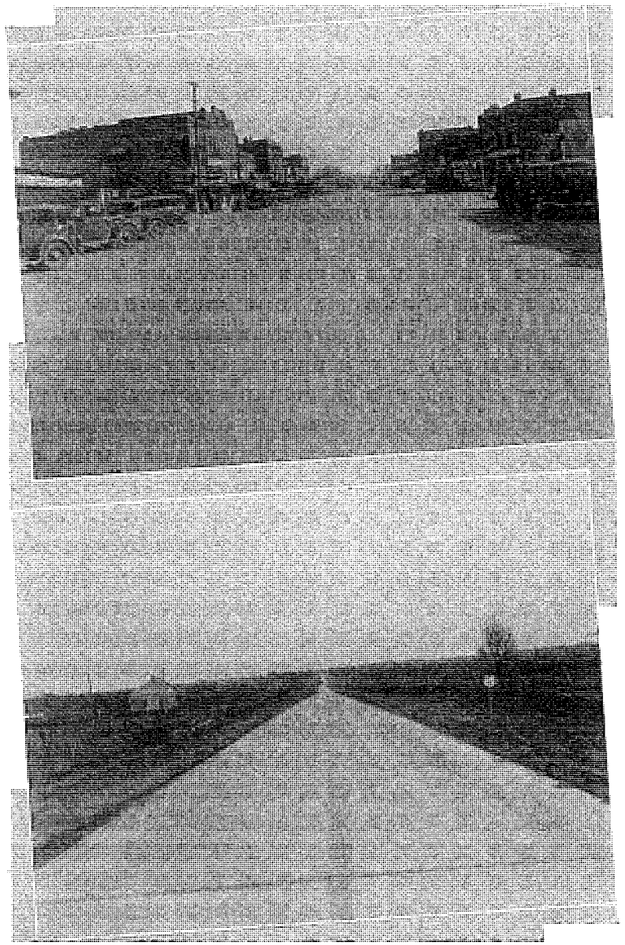
representing a contractual obligation of $5,861,696.41 during 1933.



Typical Example of Guard Rail Protection



Two views US Highway 64 West of Alva, surfaced with cold rolled Rock Asphalt under joint agreement between State and FERA



Top NRM paving through city of Wilburton on US 270. Below, scene on US 73 looking South toward Checotah

CONTRACTS LET

County	Project Number	Hwy. No.	Miles of Gr & Dr	Miles of Maint. Grav.	Caliche Surf.	Cold Rolled	Sheet	Cut-back
Adair	SAP-425-A	SH 17						
	NRH 329-D	SH 17 & 51						
	NRH 337-B	SH 17	5.714					
	NRH 337-B	SH 17						
Alfalfa	NRS 371-A	SH 64				3.626		
Atoka	NRS 388-A	W of Atoka	1.980	1.980				
	NRS 388-A	E of Wapanucka						
Beaver		County Road						
Beckham	NRS 362-A	Erick north	6.985	6.985				
	NRS 362-B	Erick north	7.806	7.806				
Blaine	NRS 349-A	SH 44	6.341					
	NRS 349-B	SH 44	3.039					
	NRS 348-A	Canton West	2.692	2.692				
	NRS-401-A	SH 35	4.874					
	NRS-401-A	SH 35						
Bryan	NRS 390-A	SH 22	4.195	4.195				
	NRS 390-A	SH 22						
Caddo	NRS 375-A	City of Apache						7.473
Canadian	NRS 368-A	E. of Union C.						7.480
	NRS 368-B	E. of Union C.						
Carter								3.563
Cherokee	NRH 344-A	US 62	3.563					
	NRH 330-D Force Acct.	SH 51	4.169					
Choctaw	NRM 33-D	City of Hugo				1.206		
Cimarron	NRH 342-A	US 64	6.950					
	NRH 342-B	US 64	7.525					
	NRM 341-A	US 64	1.254	1.254				
Cleveland	NRM 112-AB	US 77				0.727		
	NRM 112-FG	US 77				1.277		
Coal	NRM 254-A	City of Coalgate						
Comanche	NRM 232-B	US 277						
	NRS 359-A	SH 49	4.168			4.168		
	USPW Pub. Lands No. 4	SH 49	1.811					
	USPW Pub. Lands No. 3	US 62						3.703
	US Pub. Lands Forest	Feeder Road						
	Proj. No. NR-"2-A	W of Med. Park	0.132					
	NRS-410-A	F. to M.	4.728	4.728				
	410-A	Sterling East						
	NRM-232-C	In Lawton						
Cotton	SAP 728-C	SH 32	7.556					
	SAP 728-C	SH 32						
	NRM-207-F	City of Walters						
	NRH-157-G	US 70	3.0					
Craig	NRM 149-A & NRH 149-B	US 66						
	NRH 149-B	US 66						
Craig-Delaware	NRH-149-C	US 66	5.702					
	NRH-149-C	US 66						
Creek	NRM 159-C	Sapulpa US 75						
	NRM 159-C	Sapulpa						
	NRS 384-B	Slick-Bristow	4.929	4.929				

DURING 1934

Miles Concrete Paving	No. Brs.	No. Grade Separations	L. F. Guard Rail	Contractor	Contract Price	Award Date	Completion Date
			11,000	J. B. Klien & Fdy. Wks.	$ 3,239.50	4-17-34	7-25-34
		1		Gaines Bros.	19,135.75	6- 5-34	10-13-34
				F. B. Richards	43,765.78	11-19-34	
	2			S. E. Gray	6,443.60	11-19-34	
				Ryan-Richards	47,761.57	6- 7-34	98%
				John T. Ables	8,377.44	7-24-34	20%
	2			J. W. Hopper	38,806.94	7-24-34	13%
	1			Witt & Tatum	32 245.39	4-17-34	44%
	1			Witt & Tatum	33,002.07	4-17-34	63%
				Dan Sweeney	18,910.86	1-26-34	8-29-34
				Witt & Tatum	16,211.83	1-26-34	6-20-34
				Merveldt & Lawson	12,908.78	4- 2-34	8-17-34
				Joe Wenzel	13,451.63	12-19-34	
	2			Guy H. James	17,662.65	12-19-34	
				J. E. Smith & Sons	22,077.45	4-17-34	99%
	1			Secor Construction Co.	6,558.50	4-17-34	10-19-34
0.299				Briscoe Construction Co.	29,142.44	4-30-34	9-20-34
				San-Ore Construction Co.	76,251.85	5- 7-34	
				San-Ore Construction Co.	73,412.81	5- 7-34	10-31-34
	2			Martin Wunderlich	60,015.55	4- 2-34	76%
				Okla. State (Force Acct.)	28,703.91	4- 2-34	10-24-34
1.206				Luke & Company	43,127.18	4- 2-34	100%
	1			Ellis & Lewis, Inc.	14,837.45	4- 2-34	11-10-34
				Ellis & Lewis, Inc.	24,101.07	4- 2-34	9- 8-34
	1			Ellis & Lewis, Inc.	40 335.14	10-29-34	0%
0.727				Park-Ward Company	50,673.87	2-26-34	9-29-34
1.277		1		Park-Ward Company	55,602.72	2-26-34	9-29-34
1.425				Ellis & Lewis, Inc.	44,869.13	4- 2-34	7- 7-34
0.669				Standard Paving Co.	34,714.56	2-19-34	7-25-34
	1			J. E. Smith & Sons	74,792.15	5- 7-34	40%
				J. E. Smith & Sons	28,458.02	5- 7-34	34%
				Ryan-Richards	40 940.59	6- 5-34	51%
	1			J. E. Smith & Sons	4,214.30	10- 1-34	0%
				Witt & Tatum	20,555.74	12-31-34	
0.250				M. A. Connelly	23,316.10	12-12-34	
	7			S. E. Gray	25,676.56	4-17-34	67%
				Roberts & Fisher	24,960.07	4-17-34	100%
0.499				S. O. Maxey & Company	18,822.26	12-12-34	
3.0				S. O. Maxey & Company	32,919.41	12-12-34	
3.783	3			Harrison Engr. & Const. Corp.	114,249.57	2-13-34	56%
				Nims & Frost	42,760.37	2-13-34	99%
				Gaines Bros.	22,687.37	12-31-34	
	2			Merveldt & Lawson	6 765.25	12-31-34	
0.344				Roy Tanner Paving Co.	11,378.86	1-26-34	12%
	2			E. G. Fike & Son	24,075.29	2-13-34	10-30-34
				Kadane Const. Co.	37,661.38	4-10-34	45%

CONTRACTS LET

County	Project Number	Hwy. No.	Miles of Maint. Gr & Dr	Miles of Caliche Grav.	Cold Surf.	Rolled	Sheet	Cut-back
	NRS 384-C	Slick-Bristow	4.918	4.918				
	NRS 384-C	Slick-Bristow						
Custer	NRS 378-B	Feeder Road SW Weatherford	4.050	4.050				
Delaware	NRS 387-A	SH 20	5.0					
Dewey	NRS 348-B	W of Canton SH 35	3.002	3.002				
	SAP 813-CD	SH 34						
Ellis								
Garfield	NRM 24-A	City of Enid						
	NRH 24-C & NRM 24-D	City of Enid						
	NRM 24-J	US 60, 64 & 81				0.572		
								2.927
Garvin-Murray	NRS 346-D	SH 22						
Garvin	NRH 217-A	SH 19	4.940					
	NRH 217-E	SH 19	5.469					
	NRH 217-E	SH 19						
Grady	NRH NRM 162-G	US 81						
	NRM 162-G	US 81						
	NRM 162-G	US 81						
	NRM 202-B	Chickasha						
	NRS 379-A	Feeder Road Rush Spring W	4.509					
Grant	FAP 148-F	US 81						
	NRS-405-A	SH 44	4.508	4.508				
Greer	SAP 645-C	SH 34	6.798					
	*Spec. Maint. C-305	SH 34						
Harmon	NRH 278-C	SH 9			7.902			
	NRH 278-D	SH 9			7.384			
	NRS 352-A	F/M Hollis North			7.935			
	NRS 352-B	F/M Hollis North			7.003			
	FAP 258-E	US 62	1.033					
		County Road						
	NRH-258-D	US 62						
Harper	SAP 860-AB	N. of Buffalo						
	FAP 293-I	US 64	7.354					
	FAP 293-I	US 64						
	FAP 293-J	US 64						
	FAP 293-K	US 64	2.021					
	NRM-293-J	N. of Buffalo SH 34						
Harper-Woods	NRH-293-H	US 64	3.372					
	NRH-293-H	US 64						
Haskell	None							
Hughes	NRS 392-A	Near Lamar	7.097	7.097				
	NRM 174-A	US 270						0.723
	NRM 175-A	US 270						0.702
	NRS 392-B	County Road Lamar-Carson	6.727	6.727				
	NRS 392-B	Lamar-Carson Atwood-South	4.978	4.978				
	NRS 411-B	Secondary						
Jackson	NRS 233-A	SH 44			6.263			
	NRS 233-B	SH 44			7.053			
	NRS 233-C	SH 44			6.244			
	NRH-216-GH	US 62	2.938					

DURING 1934 (Continued)

Miles Concrete Paving	No. Brs.	No. Grade Separations	L. F. Guard Rail	Contractor	Contract Price	Award Date	Completion Date
				Kadane Const. Co.	33,045.21	4-10-34	77%
	3			Kadane Const. Co.	11,261.10	4-10-34	48%
				T. C. Ottinger	27,110.31	5-15-34	81%
	1			Pharoah & Co. & W. E. Logan	25,250.26	5- 7-34	86%
	1			Merveldt & Lawson	15,218.65	4- 2-34	7-28-34
			7,910	J. B. Klein Iron & Fdy. Wks.	2,329.49	4-17-34	6-24-34
0.965				Asplund Construction Co.	50,809.65	3-13-34	10-29-34
1.546				Asplund Construction Co.	79,865.44	3-13-34	10-24-34
0.572				Briscoe Construction Co.	44,890.89	3-13-34	0%
				Roy Tanner Paving Co.	29,316.91	2-13-34	6-27-34
				Merveldt & Lawson, Inc.	13,245.09	11-19-34	
				Merveldt & Lawson, Inc.	15,492.45	11-19-34	
	5			Merveldt & Lawson, Inc.	20,916.85	11-19-34	
0.776	1			Briscoe Construction Co.	56,183.55	2-26-34	11-12-34
	1			J. W. Hopper	23,450.80	2-26-34	9-22-34
		1		J. W. Hopper	16,079.85	4- 2-34	9-22-34
		1		J. W. Hopper	11,557.35	4- 2-34	10- 9-34
				E. E. Honaker	25,391.18	10- 1-34	0%
			3,360	J. B. Klein Iron & Fdy. Wks.	989.52	4-17-34	6- 8-34
				Dan Sweeney	19,354.84	12-31-34	
				Merveldt & Poole	38,723.59	4-26-34	82%
			1,170	Kellner Jettles Corp.	3,251.80	5- 2-34	6-21-34
				Park-Ward Co.	6,324.20	2- 5-34	8-12-34
				Park-Ward Co.	5,920.20	2- 5-34	8-15-34
				Park-Ward Co.	6,360.42	2- 5-34	7-14-34
				Park-Ward Co.	5,613.15	2- 5-34	8-15-34
	1			Merveldt & Lawson	23,716.12	4-10-34	10-13-34
3.471				Park-Ward Company	87,197.84	12-12-34	
	2 & Civis.			Merveldt & Poole	28,891.58	2-19-34	6- 4-34
				Merveldt & Lawson	37,351.12	4-17-34	10-20-34
	4			Merveldt & Lawson	17,579.91	4-17-34	8-30-34
			2,170	J. B. Klein Iron & Fdy. Wks.	659.06	4-17-34	6- 8-34
				Merveldt & Lawson	29,566.68	4-17-34	8- 1-34
0.655				L. S. Fisher Const. Co.	36,522.84	12-12-34	
				T. C. Ottinger	35,169.80	12-12-34	
	2			R. R. Tway	112,978.17	12-12-34	
	1			J. J. Harrison	61,708.59	4-10-34	76%
				Moran & Buckner Co.	22,068.49	5-15-34	9- 5-34
				Moran & Buckner Co.	29,614.90	5-15-34	9- 5-34
				J. J. Harrison	41,476.49	6- 5-34	39%
	4			J. J. Harrison	7,244.50	6- 5-34	100%
				J. J. Harrison	29,027.14	12-31-34	
	2			Kadane Constr. Co.	19,772.00		
				Park-Ward Company	6,000.76	2-20-34	6-15-34
				Park-Ward Company	6,734.82	2-20-34	7- 1-34
				Park-Ward Company	5,928.76	2-20-34	7-20-34
2.938				Park-Ward Company	77,845.12	12-12-34	

CONTRACTS LET

County	Project Number	Hwy. No.	Miles of Maint. Gr & Dr	Miles of Gravel	Caliche Surf.	Cold Rolled	Sheet	Cut-back
Jefferson	NRS 347-E	SH 32		4.376				
	NRS 347-F	SH 32		4.711				
	SAP 728-D	SH 32	1.939					
	SAP 850-A & B	Ringling	1.0					
Johnston	NRM 234-A	SH 48						
	NRM-67-C	In Tishomingo						
Kay	NRM 27	US 177				0.970		
	NRM 167-A	US 77						
	NRM 20-X	US 77						
		County Road						
Kingfisher	NRS 394-A	W of Hennessey	1.840					
	NRS 394-A	W of Hennessey						
	NRM-256-E	SH 33	0.077					
	NRM-256-E	SH 33						
	NRH-256-F	SH 33	1.050					2.941
Kiowa	NRH 247-E	SH 14	2.941					
	NRH 247-E	SH 14						0.4
	NRM 247-F	SH 14	0.4			0.303		
	NRM-216-AC	US 62						
Latimer	SAP 601-F	SH 2						
	NRM 94-A	US 270						
	NRH-77	US 270	2.466					
	NRH-94-AB	US 270						
	NRH-94-AB	US 270	7.699					
LeFlore	NR 270-A	US 270		7.523				
	NR 270-B	US 270		7.743				
	NRS 373-A	E of Big Cedar						
		County Road						
LeFlore— Sequoyah	NRS-412-B	Feeder Road S. of Sallisaw						
Lincoln	NRS 383-A	Carney North	4.452	4.452				
	NRS 383-B	Carney North	5.026	5.026				
Logan	NRS 365-A	A county rd.	2.060	2.060				
Love	NRS 381-A	W of Marietta	0.853	0.853				
	NRS 381-A	W of Marietta						
		County Road						
McClain	NRS 380-A	Purcell West	7.526	7.526				
	NRS 380-A	Purcell West						
McCurtain	NRM 40-C	Broken Bow						
	NRM 2-E	Broken Bow						
	NRH 40-C-2	US 70	5.193					
	NRH 40-C-2	US 70						
	NRH-NRM-40-c-1	US 70	6.100					
	NRH-40-C-1	US 70						
McIntosh	NRH 21-B	US 73						
Major	SAP 864	SH 15						
	NRH-180-D	US 60						
	NRM-402-A	Main Street Fairview						
Marshall	NRM 48-F	Madill						
	NRM 48-G	Madill						0.262
Mayes	NRS 374-A	SH 20						5.541
	NRS 374-C	SH 20						6.145
	NRS 374-B	SH 20						

DURING 1934 (Continued)

Miles Concrete Paving	No. Brs.	No. Grade Separations	L. F. Guard Rail	Miles Landscape	Contractor	Contract Price	Award Date	Completion Date
					Gibson & Gibson	4,448.56	2-13-34	8- 1-34
					Gibson & Gibson	5,337.15	2-13-34	8- 1-34
					S. E. Gray	7,841.88	4-17-34	100%
1.0					Gibson & Gibson	46,415.70	5- 7-34	8-23-34
1.711					Highway Construction Co.	91,226.58	2-26-34	10- 4-34
0.108					Highway Const. Co.	17,302.23	12-12-34	
0.990					Highway Construction Co.	32,316.84	1-19-34	8-19-34
					Ryan & Richards, Inc.	26,234.63	2- 5-34	3-24-34
0.969					Asplund Construction Co.	53,180.26	9-19-34	8- 7-34
					Merveldt & Poole	6,206.92	4-17-34	11-23-34
	1				L. M. Mackey	78,840.21	4-17-34	55%
					L. M. Mackey	1,397.08	12-31-34	
	1				L. M. Mackey	30,053.70	12-31-34	
	1				Dan Sweeney	11,311.49	12-31-34	
					Park-Ward Co.	48,236.64	7-25-34	15%
	3				Park-Ward Co.	22 827.45	7-25-34	25%
					Park-Ward Co.	7,650.37	7-25-34	25%
					Park-Ward Company	5,810.59	12- 3-34	
	1				T. C. Ottinger	24,955.95	1-19-34	8-20-34
1.250					Moran & Buckner	63,214.00	2-26-34	6- 1-34
					T. C. Ottinger	13,313.57	12-12-34	
	3				Lee Pool & Son	5,548.00	12-12-34	
					T. C. Ottinger	29,809.49	12-12-34	
					Ellis & Lewis	28,345.66	2-19-34	9-13-34
					Ellis & Lewis	29,114.09	2-19-34	60%
	1				Lee Harris	19,159.65	4-17-34	9-23-34
	1				Wisconsin Bri. & Iron Co.	239,747.42	12-28-34	
					Pharoah & Co. Inc.	23,633.06	4-17-34	12- 3-34
	1				Pharoah & Co. Inc.	35,092.92	4-17-34	70%
					J. J. Thomson	14,023.74	2-26-34	9-19-34
					Merveldt & Lawson	7,586.81	4-10-34	9-29-34
	2				W. R. Johnson	13,488.74	4-10-34	9-3- 34
					J. J. Harrison	48,710.42	4-30-34	45%
	2				R. R. Tway	9,528.75	4-30-34	11-19-34
					Townsend & Moore	13,181.92	5-15-34	10-12-34
0.155					Townsend & Moore	19 077.18	5-15-34	10-19-34
0.203					John T. Ables	30,796.08	10-29-34	
	1				Pharoah & Co. Inc.	25,327.97	10-29-34	
					S. E. Evans	58,867.48	12-31-34	
	4				Moran & Buckner	162,776.46	12-31-34	
	2				Moran & Buckner	93,087.84	11-19-34	--
	1				Witt & Tatum	5,256.95	4-2- 34	100%
3.946					Ryan-Richards, Inc.	99,146.33	12-31-34	
0.318					Hyde Constr. Company	10,848.58	12-12-34	
0.549					S. O. Maxey & Co.	51,719.38	3-5-34	8-3134
0.381					B. & M. Construction Co.	20,168.98	5-7- 34	10-17-34
	1				E. G. Fike & Sons	14,016.78	4-10-34	9-13-34
					Roy Tanner Paving Co.	21,371.35	5-15-34	10-24-34
					Roy Tanner Paving Co.	24,061.90	5-15-34	10-24-34

CONTRACTS LET

County	Project Number	Hwy. No.	Miles of Gr & Dr	Miles of Maint. Gray.	Miles of Caliche Surf.	Cold Rolled	Sheet	Cut-back
Murray	NRM 91-AB	SH 22				0.298		
	NRM 201-A	Sulphur				0.143		
Mus.-McIntosh	SAP 203-AB	SH 1						
Muskogee	SAP 203-C	SH 1					0.996	
	NRM 18-J	US 64						
Noble	NRS 364-A	County road Billings N.		4.041				
	NRS 360-A	County road S. of Perry	4.488	4.488				
		S. of Perry	1.344	1.344				
	NRS 360-B	County Road						
	NRS-363-A	Sumner South	1.994	1.994				
		US 60	2.384					
Nowata	NRH-190-A	Feeder Road N. of SH 27						
Okfuskee	NRS 385-A	NW of Okfuskee	1.603	1.603				
	NRS 385-A	US 77					1.148	
Oklahoma	NRM 19-ABCD	SW 44th St. Okla. City						
	NRM 19-ABCD	SW 29th St. Okla. City						
	NRM 345-A	US 62 & 277						
	NRM 345-A	Eastern Ave. Okla. City						
	NRS 351-A					0.306		
	NRM 130-A	US 66				1.004		
	NRM 269-A	US 66						
	NRS 351-B	Eastern Ave. Okla. City	0.724	0.724				
	NRH 211-H	US 270						
	NRH 393-B	US 270						
	NRM 393-A	US 270						
Okmulgee	NRS 366-A	County road W of Beggs						
	NRS-366-B	Feeder Road Near Beggs	1.965	1.965				
Osage	NRS 355-A	SH 18				5.058		
	NRS 355-B	SH 18				4.468		
	NRS 386-A	County Road E. of Hominy				0.553		
		SH 48 & US 73						
(1935)	NRH 335-D	SH 48	6.435					
(1935)	NRH 335-D		1.315					
Ottawa	NRM 8-A	US 66						
	NRM 8-A	US 66						
Pawnee	NRH 108-A	SH 48						
	NRH 108-A	SH 48						
	SAP 463-BD Clvts (47)	SH 18						
	SAP 877-A	US 64						
	NRS-400-A	SH 18						
		SH 18	5.308					
Payne	NRS 353-A	County road	2.471	2.471				
	NRS 365-B	SH 51						
	NRH-198-G	County Road N. of Carney	1.512	1.512				
	NRS-383-C	N. of Carney						
	NRS-383-C		3.747					3.747
Pittsburg	NRS 391-A	Krebs NW.						
	NRS 391-A	Feeder Road NE of Krebs						
		County Road SH 31						
	NRH-NRM-186-C	US 73						
		NW of Ada	7.860	7.860				
Pontotoc	NRS 361-A	NW of Ada	2.291	2.291				
	NRS 361-B							

DURING 1934 (Continued)

Miles Concrete Paving	No. Brs.	No. Grade Separations	L. F. Guard Rail	Miles of Landscape	Contractor	Contract Price	Award Date	Completion Date
					H. S. Moore	11,990.12	2-13-34	5-26-34
					H. S. Moore	2,861.75	2-13-34	5-16-34
			5,460		J. B. Klein Iron & Fdy. Wks.	1,607.97	4-17-34	6-11-34
			1,790		J. B. Klein Iron & Fdy. Wks.	527.15	4-17-34	6-11-34
0.996					Moran-Buckner Co.	27,170.56	5-15-34	10-12-34
					Emmett Wray	6,619.55	2-26-34	100%
					Asplund Construction Co.	14,419.36	3-5- 34	8-20-34
					Asplund Construction Co.	11,561.31	3-5- 34	9-9- 34
					Asplund Const. Co.	5,144.82	12-31-34	
					Merveldt & Lawson	29,557.74	12-19-34	
	4				J. W. Hopper	63,816.22	5-15-34	41%
					Gaines Bros.	19,729.15	6-5- 34	77%
1.148					Western Paving Co.	53,632.71	1-26-34	8-25-34
	1				Roberts & Fisher	15,347.80	1-26-34	7-11-34
	1				S. E. Gray	19,605.68	1-26-34	8-4- 34
0.860					S. E. Gray	59,648.30	2-13-34	8-4- 34
	1				Boardman Company	29,767.44	2-20-34	7-30-34
					Earl W. Baker	16,847.00	3-19-34	6-20-34
				1.004	Ryan-Richards, Inc.	19,357.77	4-30-34	0%
		1			Leo Sanders	30,725.74	5-15-34	80%
				2.046	R. S. Smith Const. Co.	11,702.03	8-13-34	50%
				1.417	R. S. Smith Const. Co.	6,688.62	8-13-34	30%
				0.246	R. S. Smith Const. Co.	2,011.01	8-13-34	58%
	2				Kadane Construction Co.	29,001.35	3-23-34	100%
					Kadane Construction Co.	12,848.22	12-12-34	
					A. L. Cook	5 716.93	2-5- 34	8-29-34
					A. L. Cook	4,779.55	2-5- 34	8-29-34
	1				Hileman & Sons	30,404.10	3-23-34	90%
	3				M. E. Gillioz	103,938.60	10-29-34	
					Pharoah & Co. Inc.	55,973.42	10-29-34	
0.046					Gaines Bros.	21,126.82	11-8- 34	
	1				M. E. Gillioz	127,171.00	11-8- 34	
0.282					Ellis & Lewis, Inc.	33,143.62	2-27-34	11-13-34
		1			Ellis & Lewis, Inc.	19,120.65	2-27-34	
					F. Merveldt	23,070.00	8-13-34	
0.006	1				F. Merveldt	6,951.48	8-13-34	0%
	1				List & Weatherly Const. Co.	167,274.85	12-19-34	
	1				Grant Kerr	21,510.84	2-26-34	98%
					J. J. Thomson	20,889.74	2-26-34	9-28-34
3.706					Ellis & Lewis, Inc.	90,482.93	12-31-34	
					Merveldt & Poole	16,803.34	12-31-34	
	1				W. R. Johnson	20,155.05	12-31-34	
					Consolidated Const. Co.	71,867.23	4-10-34	54%
	3				Pharoah & Company	22,596.45	4-10-34	98.5%
3.895	1				Moran-Buckner	106,500.40	12-31-34	
					Jones & Brooks	49,525.16	2-20-34	12-11-34
					Jones & Brooks	14,686.18	2-20-34	10-5- 34

CONTRACTS LET

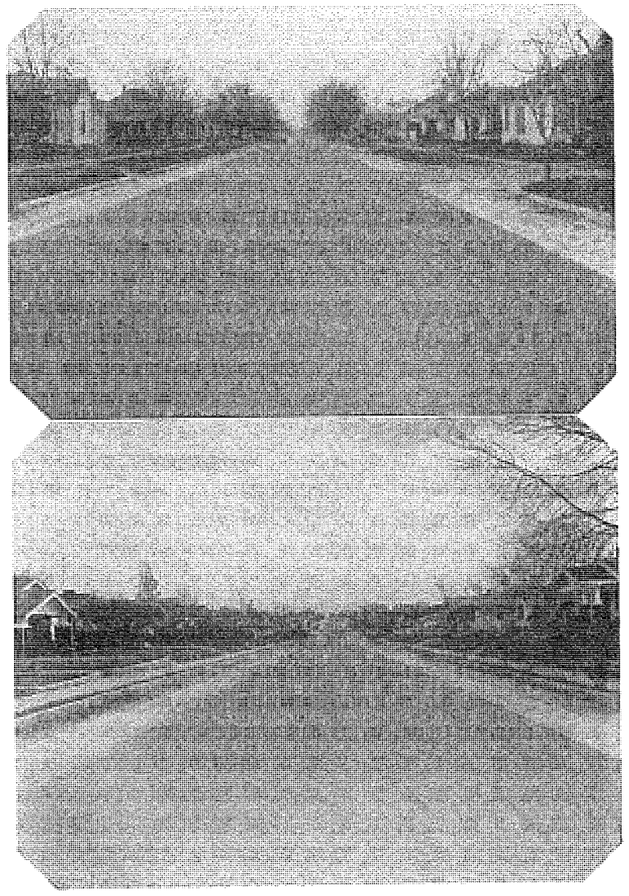
County	Project Number	Hwy. No.	Miles of Gr & Dr	Miles of Maint. Gray.	Miles of Caliche Surf.	Cold Rolled	Sheet	Cut-back
Pottawatomie	NRS 358-A	County road						
	NRM 211-1	Shawnee						
Pushmataha	SAP 601-E	SH 2						
	NRM 326-E	SH 19 & US 271						
	NRM 343-B	Antlers County Road						
Roger Mills	NRS 367-A	Berlin West	1.692	1.692				
	NRS 370-A	County Road near Reydon	0.202	0.202				
								4.899
Rogers	NRS 376-A	SH 20						4.968
	NRS 376-B	SH 20						
Seminole	NRM 222-G & H	US 270						
	NRS 357-A	County road NE of Maud						
	NRM 222-DEF	US 270						
Sequoyah								3.833
Stephens	NRS 350-C	SH 22						
	NRH-157-D	US 70						
Texas	NRH 298-A	US 54 & 64				7.054		
	NRM 72-A	US 54						3.908
	NRM 72-B	US 54						4.233
	NRH 298-B				3.374			
	NRM 298-C	US 54 & 64						
	NRH 298-B	US 54 & 64						
Tillman	NRM-207-A	SH 5						
	NRM-207-B	SH 5	0.907					
	NRH-207-B	SH 5						
Tulsa	NRM 12-C	US 64				3.318		
	NRM 12-C	US 64						
	NPS 382-A	Mohawk Park Tulsa						3.347
	SAP 784-B	US 64						
	SAP 400-D	US 64						
	NRM 12-C	US 66						
Wagoner								
Washington	NRM 252-ABC	SH 25						
	NRH-15-A	US 75						
Washita	NRS 377-A	SH 44	4.269	4.269				
	NRS 377-A	SH 44						
	NRS 377-B	SH 44	4.997	4.997				
		Feeder road						
	NRS 378-A	near Colony	6.905	6.905				
	NPS 378-A	near Colony						
	NRH 260-E	US 64						
Woods								
Woodward	NRH 257-A	SH 35				0.779		
	NRH 305-A	SH 35				7.008		
	NRH 305-B	SH 35				5.664		
	*Spec. Maint. C-302	SH 35						
	SAP 792-B (& culvts)	SH 35						
	NRH 305 C	SH 35						
	NRH 305-C	SH 35	0.062			0.062		

*Jetties.

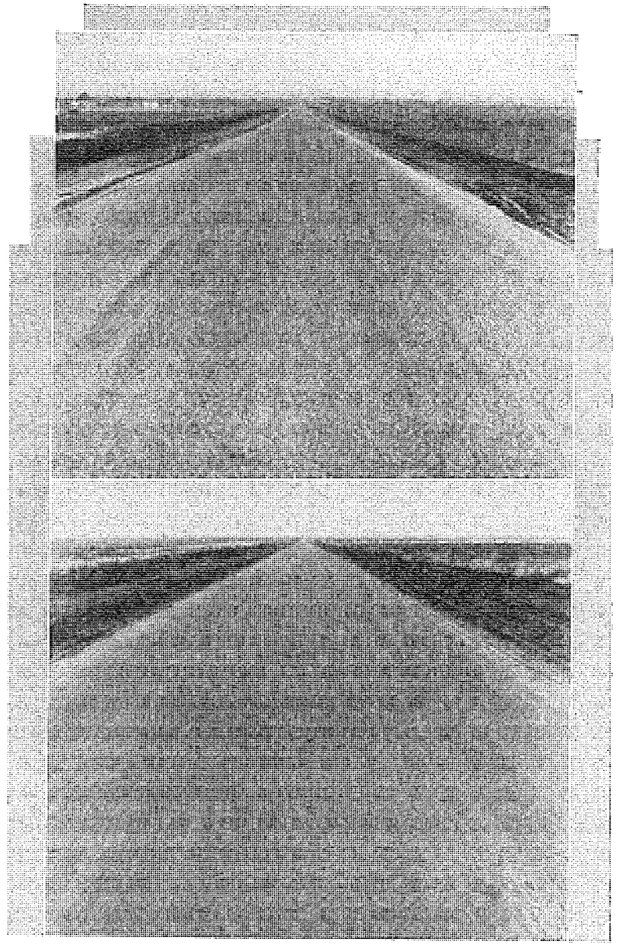
DURING 1934

Miles Concrete Paving	No. Brs.	No. Grade Separations	L. F. Guard Rail	Contractor	Contract Price	Award Date	
	2			Sherman Mach. & Iron Wks.	49,583.40	2-20-34	11-15-34
1.506		1		Standard Paving Co.	61,635.78	3- 5-34	10- 4-34
	3			Moran & Buckner	64,366.96	1-19-34	9-26-34
0.822				Moran & Buckner	38,577.15	2-26-34	7-18-34
0.193				Moran & Buckner	13,778.22	2-26-34	7-6- 34
				L. S. Fisher Const. Co.	$ 149.08	3-23-34	100%
	1			R. R. Tway	8,440.92	4-17-34	9-1- 34
				Roy Tanner Paving Co.	18,863.13	4-10-34	9-10-34
				Roy Tanner Paving Co.	18,794.91	4-10-34	9-10-34
0.370				Briscoe Construction Co.	18,847.38	2-20-34	6-29-34
	2			Sherman Mach. & Iron Wks.	55,256.85	2-20-34	97%
0.546				Townsend & Moore	22,045.89	3-5- 34	8-3- 34
				Roy Tanner Paving Co.	47,890.11	3-19-34	6-20-34
	1			Roberts & Fisher	4,648.50	12-31-34	
				Ellis & Lewis	103 549.74	1-16-34	6-19-34
				Cocke & Braden	36,006.05	3-5- 34	9-17-34
				Cocke & Braden	39,418.80	3-5- 34	9-12-34
				Ellis & Lewis	25,529.48	8-13-34	38%
	2			T. C. Ottinger	22,556.76	10-1 -34	10%
0.496				B & M Construction Co.	30,041.41	12-28-34	
				S. E. Gray	7,886.60	12-28-34	
	3			Guy H. James	45,462.68	12-28-34	
				Earl W. Baker & Co.	177,846.16	3-18-34	98%
	1			Cross Const. Co.	4,450.52	3-19-34	6-14-34
	1			Roy Tanner Paving Co.	57,635.63	4-10-34	40%
0.171				Standard Paving Co.	19,412.54	8-13-34	
0.339				Standard Paving Co.	12,408.48	8-13-34	0%
				Roy Tanner Paving Co.	36,104.80	1-19-34	5-31-34
0.626							
0.150	1			Consolidated Const. Co.	22,627.48	12-31-34	
				T. C. Ottinger	17,192.28	4-30-34	90%
	2			R. R. Tway	11,738.85	4-30-34	10-10-34
	3			T. C. Ottinger	28 889.85	4-30-34	80%
				T. C. Ottinger	16,262.97	5-15-34	55%
	2			Dan Sweeney	14,754.10	5-15-34	99.8%
	1			Brook & Dahlgren	9,528.90		
				A. L. Cook	3,191.17	1-16-34	4-24-34
				A. L. Cook	21,273.15	1-16-34	7-31-34
				A. L. Cook	19,682.21	1-16-34	7-24-34
			1,600	Kelliher Jetties Corp.	3,697.60	5-2 -34	6-22-34
				Guy H. James	9,869.09	7-25-34	0%
		(Steel for Underpass)		Mo. Valley Br. & Iron Co.	1,135.20	7-25-34	0%
		(2 piers for " ")		Classen & Venable	4,709.92	8-13-34	0%

Totals this table: 298.403 miles grade & drainage; 226.384 miles maintenance gravel; 18.141 miles caliche surfacing; 26.397 miles cold rolled Rock Asphalt; 2.144 miles sheet asphalt; 69.370 miles cut back asphalt; 62.906 miles concrete paving; 134 bridges; 7 grade separations; 34.460 feet of guard rail. Total, $7,324,303.15.



Typical views of NRM street widening projects. Top street widening scene in Muskogee and below widening of Twenty-third street in Oklahoma City West of Robinson Avenue



Two views of asphalt surfacing of SH 14 between Roosevelt and Mountain Park. Top picture shows a section of cut back asphalt and the lower picture is of a section of cold rolled rock asphalt

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
Adair	C-238	SH 51	7.284	Gravel	Stilwell east to Arkansas Line	$ 4,269.34
	C-278	SH 17	4.32	Gravel	Delaware County line south to Watts	1,581.15
	C-356	SH 17 & 51	1.17	Grade and Drainage	Stilwell southeast and south	14,234.13
Alfalfa	C-222	SH 8		Bridge Repair	North of Cherokee	635.49
	C-327	SH 8	5.3	Gravel	North and south through Driftwood	679.59
	C-348	SH 58	6.5	Regrade and clay surface	Helena south to Major County line	5,882.01
	SA-620	SH 8	7.86	Grade and Drainage	Carmen south to Major County line	3,972.69
Beaver	C-357	US 64	8.284	Gravel	Gate to Knowles	3,997.58
	SA-809A	US 64	2.88	Grade and Drainage	Gate east to Harper County line	6,340.93
Beckham	C-187	FM	13.	Grade and Drainage	From US 66 south	2,565.53
	C-197	SH 34	18.	Place hard dirt, oil and gravel	From US 66 south	1,909.01
	C-270	SH 34	18.8	Gravel	From US 66 south to Greer County line	26,908.17
	C-271	SH 34	6.2	Gravel	From US 66 north to Roger Mills County line	12,718.75
	C-274	US 283	8.3	Gravel	Roger Mills County line south to Sayre	9,983.80
	C-276	US 283	11.1	Gravel	Beckham County line north to US 66	15,633.02
Blaine	C-315	SH 35	11.	Gravel and Oil	Eagle City, south and east	6,121.78
	C-377	SH 44-33	5.02	Gravel and Oil	Custer County line to Jct. with SH 35	254.20
	C-384	SH 8	25.	Gravel	Watonga north to Major County line	9,781.46
Bryan	C-186	Detour US 75	13.	Detour	Near Caddo	6,040.86
	C-213	US 70	1.14	Grade and Drainage	West of Durant	523.41
	C-226	SH 22	22.0	Gravel	From Durant to point east of Achille	29,953.02
	C-285	US 73	13.	Detour	Caddo to Armstrong	2,150.41
	C-342	SH 22		Salvaging Bridge	Southeast of Achille	2,391.41
Caddo	C-255	SH 8	12.1	Gravel	Binger to Hinton	19,969.14
	C-272	SH 54	8.9	Gravel	Apache east to junction with US 277	6,474.52
	C-273	SH 8	4.6	Gravel	Hinton north to US 66	7,475.88

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
	C-306	US 66		Jetties	Bridgeport bridge	2,873.98
	C-329	SH 9	2.0	Raise grade and build culvert	Verden west	12,479.10
	C-352	SH 41	5.	Grade and Drainage	Between Binger and Mineo	12,353.62
	C-397	US 277	10.8	Gravel	Grady county line west and south	
Carter	C-185	US 70	0.2	Correct alignment	4 Miles west of Ardmore	1,111.95
	C-206	US 70	5.0	Detour	4 Miles west of Lone Grove west	203.00
	C-236	US 70	5.1	Gravel	Jefferson County line to end of pavement	5,986.79
	C-267	SH 22	14.1	Gravel	Stephens County line east through Carter County to Garvin Co. line	7,868.37
	C-291	US 70	9.	Oil detour	Lone Grove north 1 mile, west 7 miles and south 1 mile	3,117.94
Cherokee	C-304	SH 51	7.11	Gravel	Tahlequah west	6,688.84
Choctaw	C-178	US 271	2.	Grade and Drainage	Point south of Hugo to Goodland School	1,622.80
	C-234	SH 10-B	2.0	Grade, Drainage and Gravel	From US 271 to Goodland School	5,519.05
	C-237	US 70	6.515	Gravel	Boswell east to Boggy River	12,764.31
	C-282	US 70	0.7	Gravel	East and west of Hugo, at Sawyer Bridge and Boggy River west to Boswell	568.75
	C-289	US 70	8.5	Grade, repair bridges	Detour 2 miles Southeast of Hugo, extend 1½ mile. 3-5 miles east —2 miles north	1,736.11
	C-394	US 70	7.02	Gravel	East of Hugo	0.00
	C-359	US 70	1.3	Detour	Through town of Hugo	598.96
Cleveland	C-353	SH 41	5.702	Grade,drain gravel and black top	Norman east	12,371.80
Coal	C-240	US 75	1.8	Gravel	Hughes county line south	1,061.30
Comanche	C-184	SH 29	3.	Regrade and gravel	Through Lawton to a connection with US 62	1,174.61
	C-230	US 277	4.24	Gravel	Cotton-Comanche county line north	2,067.78
	C-297	SH 29	1.75	Gravel and Asphalt	Ft. Sill Blvd. to ¼ mile west of Cameron Collets	18,563.77
	C-399	US 277	16.94	Gravel	Caddo Co. line southwest and south to pavement north of Lawton	0.00
Cotton	C-168	US 277	19.00	Gravel	Walters west	8,198.13

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
	C-223	US 277-70	9.6	Gravel	Deep Red south through Randlett to Texas line	5,709.66
	C-229	US 277	6.4	Gravel	Comanche-Cotton county line south to Junction with US 70	3,403.55
	C-299	US 70	4.	Gravel on Detour	South and east of Walters	2,140.09
	C-349	SH 5	12.0	Culverts	Emerson Corner to the Tillman County line	14,262.97
	C-368	SH 32	1.5	Gravel	Temple south	896.63
	C-398	US 70	27.1	Gravel	Walters west and south through Randlett	0.00
Creek	C-293	SH 1	3.14	Gravel	Junction SH 48 to Payne County line	4,467.60
	C-294	SH 48	5.51	Gravel	Oilton north to Pawnee County line	6,494.80
Custer	C-188	SH 33	12.	Grade and Drainage	Butler to SH 14	10,107.87
	C-199	SH 34	9.3	Gravel	North and south through Monrewood	0.00
	C-258	SH 33		Improving Cattlepass	2 miles west of Butler	806.20
	C-322	SH 14	16.5	Gravel	Arapaho north to Dewey County line	16,881.67
	C-358	SH 33	2.70	Gravel and oil	Thomas Bridge northeast to Dewey county line	1,212.74
	C-378	SH 33	4.75	Gravel	Custer City west to SH 14	4,165.58
	C-379	SH 33	5.0	Gravel	Thomas northeast to Canadian River Bridge	3,994.30
	C-394	FM	0.5	Gravel	US 66 north to the Main Street of Foss	0.00
Delaware	C-182	SH 10	2.	Grade and Drainage	Grove south	5,764.24
	C-279	SH 17	1.2	Gravel	Junction SH 33 south to Adair County line	577.34
	C-400	SH 33		Curves graded	West of Siloam Springs	0.00
Dewey	C-172	SH 34	7.35	Gravel	Custer County line north	4,289.07
	C-218	SH 14	22.	Detour	Taloga south	661.60
Dewey	C-307	SH 34	6.24	Gravel	South Canadian River south	4,050.00
	C-311	SH 14	15.66	Gravel	Taloga south to Custer County line	7,845.14
	C-323	SH 34	9.93	Gravel	Camargo north to Woodward County line	0.00
	C-380	SH 33-44	1.53	Gravel and Oil	Across Dewey County	1,003.25
Ellis	C-192	US 60	6.936	Gravel	Arnett west	3,034.01
Garvin	C-269	SH 22	9.0	Gravel	Through Garvin county east and west	4,907.16

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number Description	of Project	Description of Project	Location	Total Expenditures Jan., 1933 to Oct. 1, 1934
Grady	C-177	US 81		Culvert extension	2 miles north of Marlow	343.20
	C-219	US 81	11.0	Detour	Pocasset north through Minco	873.80
	C-350	SH 41	8.0	Grade and Drainage	Minco west to Caddo county line	17,027.39
	C-387	SH 41	9.0	Gravel	Minco to Tuttle	2,146.56
	C-396	US 277	9.7	Gravel	Junction US 81 south of Chickasha, west to Caddo county line	0.00
Grant	C-309	SH 11	15.	Gravel	Medford east to County line	14,071.59
	C-360	US 60	13.23	Gravel	Beginning at Kay-Grant county line, west	14,541.88
	C-374	US 60	5.4	Gravel and Oil	Pond Creek east	9,530.83
Greer	C-256	SH 31	11.	Gravel	From SH 9 north to Beckham county line	9,928.69
	C-305	SH 34		Jotties	Near Mangum 1000'	3,541.34
	C-338	SH 44	4.029	Gravel	From Greer County line north to Kiowa County line	2,992.00
	C-361	SH 42	7.0	Gravel	Granite south to US 283	4,527.42
Harmon	C-283	US 62	18.2	Gravel	Jackson-Harmon county line to the Texas State Line	15,098.95
Harper	C-308	US 64	7.80	Hard Plating	Buffalo east	22,551.79
	C-381	SH 34	17.23	Hard Plating	Buffalo south to Woodward County line	1,560.89
	SA-860	SH 34	10.5	Grade	Jct. of US 64 to Kansas State line	10,626.50
	SA-869B	US 64	2.78	Grade and Drainage	Beaver County line to point 1 mile north and 1 mile west of Rosston	2,435.10
	F-2031-K	US 64	9.37	Gravel and asphalt	7.2 miles east of Buffalo east	116.83
	F-293-J	US 64	7.2	Gravel and asphalt	Buffalo east	14,362.01
Haskell	SA-870	SH 31	23.	Raise grade, construct drainage structure	LeFlore county line extend west to Pittsburg county line	34,103.13
	C-343	SH 10	1.75	Detour	Through Stigler	746.37
	C-390	SH 43	7.00	Repairs and Culverts	Through Pittsburg county line	2,946.99
Hughes	C-166	US 75	6.7	Gravel	Coal county line north	1,872.56
	C-239	US 75	6.6	Gravel	Beginning 4 miles north of Coal county, thence north	3,689.01
	C-254	SH 12	11.8	Gravel	Allen to Calvin	8,826.97

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
	C-321	US 270	11.4	Gravel	Calvin Bridge east to Pittsburg county line	10,133.19
	C-375	FM	10.0	Grade and Drainage	Beginning south city limits of Wetumka	698.77
Jackson	C-175	US 283	4.8	Gravel	South of Altus from Jct. with SH 5 south to Red River Bridge	5,095.28
	C-176	US 283	9.4	Gravel	Altus north to Blair	8,661.68
	C-250	US 283	8.5	Gravel	Altus south to Jct. SH 5	11,856.67
	C-277	US 62	6.1	Gravel	Harmon-Jackson county line east to Duke	8,410.97
	C-337	SH 44	2.008	Gravel	Blair north to Greer county line	1,911.22
Jefferson	C-245	US 81	13.0	Gravel	Waurika south to end of pavement	15,266.42
	C-264	US 70	25.4	Gravel	Waurika east to Carter County line	29,475.68
Johnston	C-174	SH 48	19.2	Gravel	Tishomingo north to Pontotoc county line	9,942.39
	C-196	FM	9.91	Drainage & Grade & Gravel	From SH 48 to SH 22	1,036.03
	C-248	SH 48	4.5	Gravel	Tishomingo south to county line	1,642.15
	C-249	FM	12.2	Gravel	From SH 48 south of Tishomingo and southeast to SH 22	6,153.46
	C-252	SH 22	7.	Gravel	In and near Troy	2,703.12
Johnston	C-303	FM	4.	Grade and Drainage	From SH 48 to the US Fish Hatchery	39,118.50
	C-320	SH 61	12.9	Gravel	FM road from SH 48 to Wapanucka	5,937.00
Kingfisher	C-371	SH 33	15.76	Gravel	Kingfisher west to Blaine county line	11,276.79
Kiowa	C-339	SH 44	10.271	Gravel	Lone Wolf to Lugert	8,134.59
Latimer	C-171	SH 43	8.0	Gravel	South of Wilburton	2,111.71
	C-204	US 270	20.	Widen roadway	Wilburton east	1,195.20
	C-243	SH 43	12.	Gravel	Wilburton south	9,964.47
	C-284	US 270	7.4	Detour	Gowan and Wilburton	3,338.66
	C-290	US 270	4.5	Detour	Near Red Oak	1,590.43
	C-326	US 270	2.07	Gravel	Gowan east to Gaines Creek bridge	2,836.19
	C-340	US 270	1.5	Detour	Through Wilburton	595.04
	C-345	US 270	1.38	Gravel and Crushing	East and west of Panola	2,588.21

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934 (Continued)
(C) Projects Cover New Work

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
LeFlore	C-160	US 270	6.4	Gravel	South of Heavener	4,099.78
	C-170	US 270	4.27	Gravel	North of Page	218.39
	C-205	SH 31	8.	Grade and Drainage	Near Bokoshe	96.85
	C-265	US 270	17.4	Gravel	Heavener south to Page	5,903.95
	C-330	US 271	9.1	Detour	Wister to Poteau	2,132.43
	C-363	US 270	16.2	Detour	Heavener southeast	1,161.05
	SA-871	SH 31	17.	Grade and surface	From Jct. US 271 west to Haskell county line	30,693.71
Lincoln	C-167	SH 18	22.5	Detour	Stroud to Prague	2,690.66
	C-242	SH 18	16.3	Crush and place rock	Chandler north to Payne county line	13,338.07
	C-251	SH 18	2.84	Gravel	Meeker south	3,096.00
	C-287	SH 18	35.23	Ditch checks	Payne County line south through Lincoln County	3,821.44
	C-300	SH 18	33.3	Gravel	Across Lincoln County	43,045.47
	C-335	SH 18	13.6	Gravel	Jct. US 66 south to Meeker	25,894.66
Logan	C-388	US 77	300'	Surfacing	Guthrie south	0.00
Love	C-231	FM	25.	Grade, drain and gravel	Marietta west	4,830.50
Major	C-161	US 60	10.1	Plat'ng	West of Ringwood	9,617.85
	C-310	SH 58	5.03	Grade and hard dirt'ng	Ringwood southwest	8,472.48
	C-370	SH 58	5.0	Sand-clay surface	Jct. of US 60 north to Alfalfa County line	2,591.94
Marshall	C-214	US 70	15.5	Detour	Madill south and Woodville northwest	268.60
	C-233	SH 48	13.8	Gravel	US 70 and Red River	10,095.99
	C-235	US 70	2.3	Gravel	Madill east	1,410.91
	C-301	SH 48	7.7	Gravel	North from Madill	8,023.01
Murray	C-179	SH 22	6.2	Gravel	Sulphur east to SH 12 at Scullin	3,850.57
	C-181	SH 22		Build fence	Sulphur at Oklahoma School for Deaf	334.00
	C-295	SH 22	1.	Surface	Sulphur east past the Deaf School	11,777.65
Muskogee	C-224	SH 1	3.32	Gravel	Warner west to county line	2,890.17
	C-275	US 62	7.0	Gravel	Ft. Gibson east to Cherokee County line	3,585.12

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934 (Continued)
(C) Projects Cover New Work

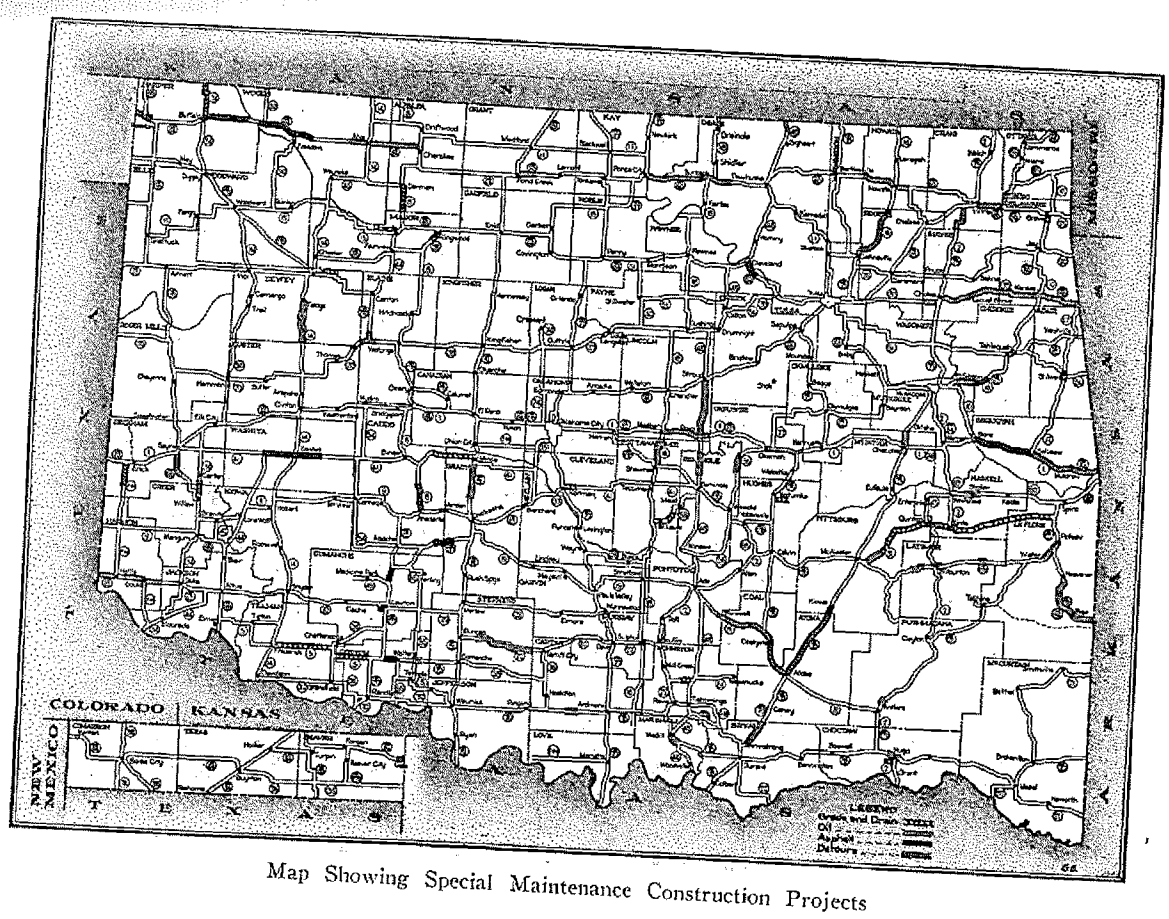
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan., 1933 to Oct. 1, 1934
McClain	C-159	SH 59		Ditch checks	East of Wayne	2,349.34
	C-194	SH 59	21.7	Gravel	Wayne to Byars	7,380.00
	C-262	US 62		Day light curve	East of Blanchard	236.08
	C-266	SH 59	13.4	Gravel	SH 18 west through Byars	8,039.77
McCurtain	C-209	US 70		Detour	Idabel	3,252.18
	C-354	SH 21	500'	Build bridges	East of Smithville	2,931.13
McIntosh	C-225	SH 1	10.02	Gravel	Checotah east to Muskogee County line	9,064.11
	C-247	US 73	6.	Detour	Checotah north	1,154.91
	C-298	US 73	6.	Detour	Checotah south and east	1,187.42
	C-351	US 73	12.91	Gravel	Checotah to Eufaula	11,177.70
	C-393	US 73	600'	Build wall, surface gutter fill back slope and sodding	Eufaula north	974.57
Okfuskee	C-245	US 75	300'	Back filling ditch	Approach to Springhill School	146.90
	C-336	SH 56	7.8	Gravel	Seminole County line east to Okemah	8,425.74
Osage	C-323	US 60	7.41	Gravel	Gravel west of Bartlesville	9,766.90
	C-328	SH 48	16.15	Gravel	Jct. US 60 north	16,958.35
Ottawa	C-319	US 66	13.8	Shoulder, ditch and chat	Miami south to Afton	9,953.17
Pawnee	C-207	US 64		Build slope drains	Keystone and Cleveland	886.17
	C-318	SH 18	7.5	Gravel	Black Bear Creek north	7,028.04
	C-333	SH 18	7.75	Gravel	Ralston west 3.75 miles then south 4.0 miles	5,644.77
	C-395	SH 18	5900'	Guard rail	Pawnee north	0.00
	SA-463C	SH 18	.087	Grade and drainage	4 miles south of US 64	0.00
Payne	C-241	SH 18	2.0	Crush and place rock	SH 33 south to Lincoln County line	2,173.59
	C-292	SH 48	3.479	Placing stone	North Lincoln County line to Junction of SH 33	5,089.15
	C-317	SH 51	4.25	Gravel	Yale east to county line	8,076.62
Pittsburg	C-332	SH 31	2.911	Rebuilding and straightening alignment	Northeast of Krebs	11,103.22

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934 (Continued)
(C) Projects Cover New Work

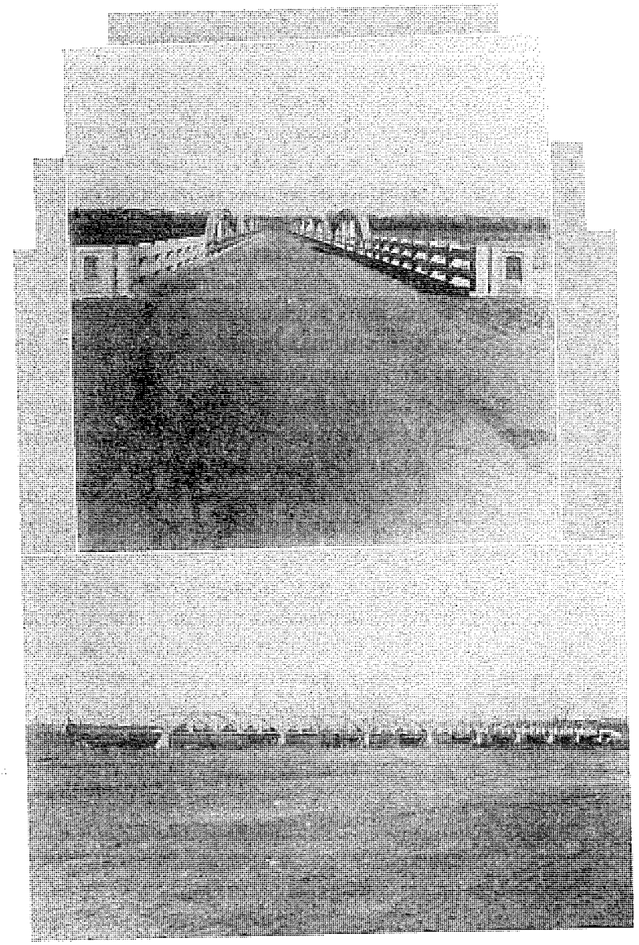
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
	C-334	SH 31	4.1	Drainage structures	Featherston west	26,908.65
	C-383	SH 31	6.0	Detour	North McAlester east	705.24
	C-389	SH 43	2.0	Rebuilding, reshaping and widening	Quinton north	1,218.69
Pontotoc	C-180	SH 48	16.4	Gravel	Johnston-Pontotoc county line north	9,470.34
	C-227	SH 48	6.4	Gravel	Johnston-Pontotoc county line north	5,463.68
	C-253	SH 12	13.6	Gravel	Allen southwest	8,269.83
Pottawatomie	C-210	SH 18	8.0	Detour	Shawnee north to Lincoln county line	800.00
	C-261	SH 18	9.1	Gravel	Shawnee north to county line	6,479.18
	C-280	SH 48	4.5	Gravel	Lincoln county line south to North Canadian river	3,462.83
	C-369	SH 41	11.7	Grade and gravel	Tecumseh to Cleveland county line	928.26
	C-392	SH 18		Bridge repair	South of Shawnee	4,604.66
Pushmataha	C-263	US 271	18.2	Gravel	Finley northeast toward Clayton	26,788.21
	C-331	US 271	1.0	Detour	Northeast Antlers	572.78
	C-346	US 271	1.0	Gravel	Antlers northeast	128.12
Roger Mills	C-312	SH 34	21.53	Gravel	Dewey-Custer county line south to Beckham county line	21,534.59
	C-372	US 283	31.5	Gravel	Roger Mills County US 283	23,403.90
Rogers	C-324	US 66		Bridge repair	Verdegris River	6,523.82
Seminole	C-193	SH 48	12.3	Widen shoulders and culverts	Near Konawa	456.17
	C-211	SH 56	12.0	Detour	Butner west and north	750.00
	C-257	SH 56	1.95	Gravel	From SH 48 east	839.67
	C-281	SH 48	4.6	Gravel	North Canadian River south	2,734.68
	C-296	SH 56	1.9	Gravel	North of Cromwell to Okfuskee county line	1,573.57
	C-385	SH 59	1.8	Grade and drain	Maud northeast	7,345.47
Sequoyah	C-260	SH 17	7.82	Gravel	Sallisaw northeast	8,220.33
	C-376	US 64	22.0	Surfacing	Sallisaw west	40,332.69

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1933 AND 1934 (Continued)
(C) Projects Cover New Work

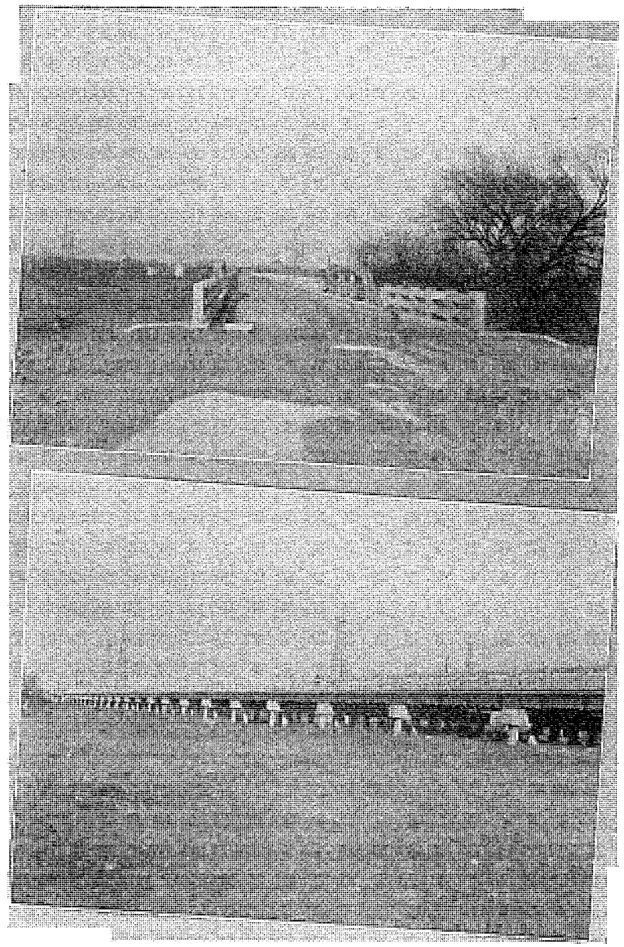
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan., 1933 to Oct. 1, 1934
Stephens	C-190	SH 22	22.15	Reshape ditches and surface	Pavement east of Duncan to county line	2,470.75
	C-208	SH 29		Partial grade and gravel	East of Marlow	596.60
	C-232	SH 29	19.6	Gravel	Marlow east	20,704.46
	C-341	SH 22	32.8	Detour	Between Duncan and Davis	3,841.36
	C-373	SH 22	3.7	Gravel	Carter County line west	4,448.72
Texas	C-195	US 54	23.	Gravel	State line southwest	21,362.98
Tillman	C-163	SH 14	6.7	Gravel	Frederick south	10,236.19
	C-355	SH 5	12.0	Grade and drainage	Frederick east	11,711.06
	C-366	SH 5	4.5	Grade and drainage	Tipton west	3,491.67
Washita	C-189	SH 44	25.	Grade and drainage	Sentinel northeast to Custer county line	6,995.57
	SA-863	SH 41	6.	Asphalt	Cordell west and east	45,578.89
Woods	C-314	SH 14-45	29.	Gravel	Waynoka through Hopeton, Woods County line west	16,557.54
	C-347	US 64	16.35	Gravel	Alva west	22,095.25
	F-293-D	US 64	7.36	Surfacing	West of Alva and extending east	6.00
	F-293-E-G	US 64	9.	Surfacing	West of Alva and extending east	117.70
Woodward	C-202	SH 34	11.4	Hard Dirt	Woodward south	8,986.61
	C-302	US 270	1600LF	Jetties	Wolf Creek	4,302.20
	C-313	SH 34	13.59	Caliche, hard dirt, gravel	Woodward south to Dewey county line	26,783.54
	C-316	SH 15	953'	Timber spands	West of Belva	1,999.98
	C-367	SH 34	14.32	Hard plating of shoulders and slopes	Woodward to Supply	2,433.18
	C-382	SH 34	1.84	Hard plating and gravel	Harper county line southeast	212.58
	SA-792-B	SH 35	1.35	Grade and drainage	Northwest of Supply	7,045.24



Map Showing Special Maintenance Construction Projects



Two views of bridge over Salt Fork River, South of Mangum on SH 34



Bridge across North Canadian River on Feeder Road East of Oklahoma City. This Project Built Jointly by State and Oklahoma County

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934
(M) Projects Cover Special Maintenance

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934.
			90.43	Special Maintenance	Entire County	4,395.66
Adair	M-208		217.3'	Repairing pavement	US 64 west of Jet	1,283.61
Alfalfa	M-110	US 64	12.2	Reshaping and replace oil mat	Woods county line east to SH 8 and 8 north from Cherokee	498.94
	M-122	US 64 & SH 8				1,131.36
	M-153	SH 45	4.0	Regravel	Carmen west	4,708.15
Atoka	M-106	US 75	12.3	Regravel	MK&T Underpass south to Bryan county line	9,357.46
	M-134	US 73	23.25	Regravel	Pittsburg county line south to Atoka	1,168.54
	M-163	US 75	768'	Repair bridges	North of Caney	12,299.62
	M-167	SH 19	22.5	Regravel	Pushmataha county line west to Atoka	6,926.00
	M-175	US 75	4.5	Regravel and oil	Atoka west to Coal county line	1,935.05
	M-183	SH 19	22.8	Sodding shoulders	Atoka east to Pushmataha county line	2,076.75
	M-209		69.30	Special Maintenance	Entire county	9,428.84
	M-272	US 73	23.5	Oiling	Atoka north to Pittsburg county line	296.75
Blaine	M-250	SH 8	6.0	Reshape & Cleaning ditches	Geary south	799.20
	M-252	US 270	15.83	Scarifying and adding gravel	Watonga to Geary	4,941.07
Bryan	M-210		103.88	Special Maintenance	Entire County	5,162.95
Caddo	M-91	US 62	12.0	Regravel	Comanche county line north	1,859.74
	M-191	SH 41	6.2	Regravel	Binger east	5,136.52
	M-198	SH 9, 8, 62	14.0	Replacing oil	Anadarko north	1,233.60
	M-199	US 66	.7	Regravel	Bridgeport south	1,920.87
	M-386	US 66		Ditch protection	Overpass near Bridgeport	
Canadian	M-242	US 270	11.28	Cleaning ditches		185.77
				Patching oil mat	From Calumet	1,088.20
	M-249	US 66	36.44	Special Maintenance	Through county	1,376.16
Carter	M-89	SH 22	3.00	Regravel	Stephens county line east	78.63
	M-96	US 70	4.0	Regravel	Lone Grove west	12,317.69
	M-99	SH 76	19.60	Grade, reshape and regravel	US 70 north to Ratliff City	

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934 (Continued)
(M) Projects Cover Special Maintenance

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
	M-173	SH 53	4.4	Regravel	Stephens county line east	1,560.00
	M-236		106.74	Special Maintenance	Entire county	6,901.89
Cherokee	M-211		74.	Special Maintenance	Entire county	3,789.24
	M-258	US 62	13.60	Oiling	Adair county line to Tahlequah	232.70
Choctaw	M-142	US 271	8.0	Regravel	Pushmataha county line extend 8 miles south to Junction US 70	4,238.60
	M-178	US 70	.8	Oiling	Through Ft. Towson	1,285.97
	M-179	US 70	1.	Oiling	Through Boswell	1,879.52
	M-212		69.96	Special Maintenance	Entire county	2,838.23
Cleveland	M-127	US 77		Bank protection	East end of South Canadian River	1,222.45
	M-138	SH 37	Joint	Bank protection	Norman Bridge	5,388.33
	M-233		55.64	Special Maintenance	Entire County	1,528.14
	M-276	SH 37	3.4	Oil and gravel	Southwest Norman	1,074.12
Coal	M-157	US 75	8.6	Lime stone screenings	Coalgate south to Atoka	11,018.85
	M-160	SH 19	18.0	Regravel	Southeast of Stonewall 18 miles southeast to Coalgate	21,213.48
	M-193	US 75	7.0	Regravel	SH 19 north	4,300.80
	M-213		42.60	Special Maintenance	Entire county	2,130.00
	M-277	US 75	12.	Oil and gravel	Intersection SH 19 and US 75 to Coal county line	15,175.24
	M-278	SH 19	18.	Oil	Southeast of Stonewall	2,444.78
Comanche	M-125	US 62	25.	Regravel	Kiowa County line east	12,921.78
	M-171	US 62	10.7	Regravel	Caddo county line south	2,941.84
	M-201	SH 36	17.0	Regravel	Chattanooga northeast through Faxon east	7,340.88
Cotton	M-148	US 70	9.4	Regravel	East of Walters	3,595.90
	M-200	US 270	4.0	Regravel	Walters west	2,660.52
Craig	M-113	US 66	10.	Oiling	Vinita east to end of pavement	186.26
	M-140	US 73	10.	Regravel	Mayes county line north	3,041.36
	M-259	US 73	9.96	Oiling	Junction US 66 to Mayes county line	18.08
	M-336		75.21	Special Maintenance	Entire county	3,855.42

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934 (Continued)
(M) Projects Cover Special Maintenance

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
	M-383	US 73	26.	Placing chat	Kansas line to Vinita	2,481.43
Creek	M-337		92.	Special Maintenance	Entire county	4,467.12
Custer	M-195	SH 14, 34 33-US 66		Repairing flood damages	Custer county	15,972.61
Delaware	M-129	SH 25	124'	Repairing bridge	Horse Creek Bridge, west of Bernice	0.00
	M-137	SH 33	26.1	Oiling	Mayes county line east to State line	6,953.67
	M-145	SH 33	5.	Regravel	Arkansas state line west	3,573.87
	M-182	SH 33	13.5	Regravel	Junction SH 10 west to Mayes county line	5,766.21
	M-338	SH 20	125.41	Special Maintenance	Delaware county line east of Jay	6,157.79
				Scarify and regravel	Pontotoc county line west	1,483.12
Garvin	M-189	SH 19	2.0			
	M-231			Special Maintenance	Entire county	4,636.39
	M-279	SH 19	2.0	Oil mat	To Pontotoc county	0.00
				Special Maintenance	Entire county	5,794.41
Grady	M-232		128.80			
	M-238	US 81	34.5	Trimming shoulders, straightening and cleaning ditches	North and south through county	332.00
	M-241	US 64	13.10	Build ditch checks and plant grass	Junction US 81 west to Alfalfa County	350.40
Greer	M-126	SH 9 & US 283	5.2	Regravel	Mangum north	3,100.00
	M-202	SH 9	6.5	Regravel	Granite west	3,325.02
Harmon	M-318	US 62	20.1	Oiling	Texas State line to Jackson county line	7,733.06
Haskell	M-92	SH 10	25.7	Regravel	Through county	12,838.51
	M-185	SH 2	6.7	Regravel	Latimer county line north	534.00
	M-214		87.40	Special Maintenance	Entire county	2,544.15
Hughes	M-156	SH 68	10.	Regravel	Atwood to Holdenville	8,222.54
	M-215		86.20	Special Maintenance	Entire County	4,977.86
Jackson	M-102	US 62	25.8	Regravel	Through Jackson county	25,918.29
	M-124	US 283	4.8	Regravel	Texas State line north to SH 5	2,490.59

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934 (Continued)
(M) Projects Cover Special Maintenance

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
	M-203	SH 34	2.	Regravel	Duke south	1,439.67
Jefferson	M-235		77.04	Special Maintenance	Entire county	3,839.12
Johnston	M-190	SH 48	16.6	Regravel	Tishomingo north through Connorsville	2,270.34
	M-216		105.85	Special Maintenance	Entire county	3,472.69
Kay	M-340	US 77	29.75	Trim shoulders, straighten, clean and check ditches	Kansas State line south to Noble county line	156.00
	M-341	US 177	31.5	Trim shoulders, straighten and clean ditches	Kansas State line south to Noble county line	166.80
Kingfisher	M-255	US 81	30.7	Clean, straighten and check ditches	US 81 north and south through county	136.80
Kiowa	M-97	US 62	8.3	Regravel	Snyder west to Jackson County line	2,808.45
	M-98	SH 14	4.4	Regravel	Snyder south to Tillman county line	2,463.52
	M-103	SH 9	40.	Regravel	Lone Wolf east to Caddo County line	5,196.13
	M-111	SH 9	28.5	Regravel	Hobart east to Caddo County line	19,828.98
	M-116	SH 14	3.	Regravel	SH 9 north to Washita County line	3,171.72
	M-132	SH 9	16.3	Regravel	North Fork of the Red River through Lone Wolf north and east	1,349.63
Latimer	M-186	SH 2	14.4	Regravel	Wilburton north	4,778.58
	M-217		65.69	Special Maintenance	Entire County	3,062.60
LeFlore	M-105	US 270	10.	Regravel	Poteau Y south	10,317.01
	M-143	US 270	11.6	Regravel	Wister and extend west to Latimer County line	4,577.77
	M-144	SH 10	9.2	Regravel	West of Spiro to Haskell County line	2,886.91
	M-165	US 271	30.5	Regravel	Poteau northeast to Arkansas line	2,142.35
	M-218		157.04	Special Maintenance	Entire County	4,000.99
	M-385	SH 10A	3.7	Repairs and Oil	West Talihina	0.00
Lincoln	M-114	SH 1	16.19	Regravel and oil	Meeker to Okfuskee County line	10,855.30
	M-343	SH 18	16.4	Check ditches and plant grass	Chandler to Pottawatomie County line	1,078.80
	M-344	SH 18	16.27	Check ditches and gravel	Payne County line south	785.10

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934 (Continued)
(M) Projects Cover Special Maintenance

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan., 1933 to Oct. 1, 1934
	M-347	US 62	16.19	Check and clean ditches	Okfuskee County line west to Meeker	776.00
	M-348	US 62	15.59	Plant grass, trim shoulders, straighten and clean ditches	Meeker west to Oklahoma County line	663.22
						118.79
Logan	M-349	SH 33	5.33	Plant grass	Jct. SH 74 west	552.40
	M-350	US 77	31.1	Widen and straighten shoulders, clean and check ditches	Noble County line south	196.32
	M-351	SH 33	21.45	Widen and straighten shoulders, clean and check ditches	Payne County line west	3,966.20
			50.53	Special Maintenance	Entire County	2,247.96
Love	M-234			Regravel	Ringwood east	5,423.52
Major	M-152	US 60	8.	Gravel and oil	Ringwood west	4,865.63
	M-334	US 60	7.	Regravel	Jct. SH 48 east through Aylesworth	7,230.60
Marshall	M-161	US 70	8.	Regravel	Red River north	471.48
	M-205	SH 48	13.8	Special Maintenance	Entire County	0.00
	M-219		42.37	Regravel	Madill southeast	
	M-382	SH 48 US 70	5.8			
Mayes	M-136	SH 33	26.1	Oiling	Rogers Co. line east	6,492.27
	M-139	US 73	15.	Regravel	Pryor north	3,950.86
	M-177	SH 33	5.	Regravel	Jct. US 73 west	1,505.13
	M-353		94.0	Special Maintenance	Entire County	4,623.37
Murray	M-104	SH 18	9.0	Regravel	Sulphur north	69.70
	M-229		64.06	Special Maintenance	Entire County	4,840.08
Muskogee	M-115	US 62	7.0	Regravel	End of pavement north of Boynton to Morris	2,969.50
	M-166	US 62	4.55	Regravel	End of pavement to Okmulgee County line	2,119.28
	M-222		144.28	Special Maintenance	Entire County	7,214.30
	M-263	US 62	7.0	Oiling	Cherokee to Ft. Gibson	167.84

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934 (Continued)
(M) Projects Cover Special Maintenance

County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan., 1933 to Oct. 1, 1934
McClain	M-128	SH 37	1.	Regravel and sand	West of Norman Bridge	1,937.54
	M-172	SH 59	9.0	Regravel	US 77 east through Rosedale	4,472.53
	M-230		71.04	Special Maintenance	Entire County	3,932.51
	M-280	SH 37	7.72	Gravel and oil	West Norman Bridge	1,979.85
McCurtain	M-164	SH 21	8.	Regravel	South and east of Idabel	3,824.20
	M-181	US 70	15.45	Regravel	Broken Bow east	4,418.47
	M-188	SH 21	24.0	Regrade and reshape	Broken Bow north to Bethel	2,398.92
	M-204	SH 57	9.6	Reshape and Resurface	Idabel southwest	1,854.47
	M-220		141.99	Special Maintenance	Entire County	7,093.59
McIntosh	M-192	US 73		Repair and refloor	North Canadian River Bridge north of Eufaula	972.00
	M-221		50.61	Special Maintenance	Entire County	2,524.31
Noble	M-354	SH 15	10.	Widen shoulders, open culvert channels, straighten and check ditches	Jct. US 77 to Garfield County line west	100.45
Nowata	M-141	SH 60	15.	Regravel	Coody's Bluff to the Washington County line	4,821.35
	M-265	SH 16	9.94	Oiling	Kansas line to Lenapah	00.00
	M-266	US 60	15.0	Oiling	Coody's Bluff to Washington County line	00.00
	M-357		58.81	Special Maintenance	Entire County	1,854.85
Okfuskee	M-170	US 62	13.	Seal treatment	East of Okemah	2,144.71
	M-335		69.50	Special Maintenance	Entire County	3,475.00
Oklahoma	M-159	US 66 US 77	2.5	Graveling shoulders	East of Edmond	2,267.91
	M-358	US 62	28.5	Shouldering, sodding and placing ditch checks	Across County	1,500.00
	M-361	US 66	16.7	Shouldering and clean ditch checks	Across County	560.75
Okmulgee	M-168	US 62	3.8	Regravel	Muskogee County line to end of pavement	1,195.09
	M-362	All	78.46	Special Maintenance	Entire County	3,873.67

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934 (Continued)
(M) Projects Cover Special Maintenance

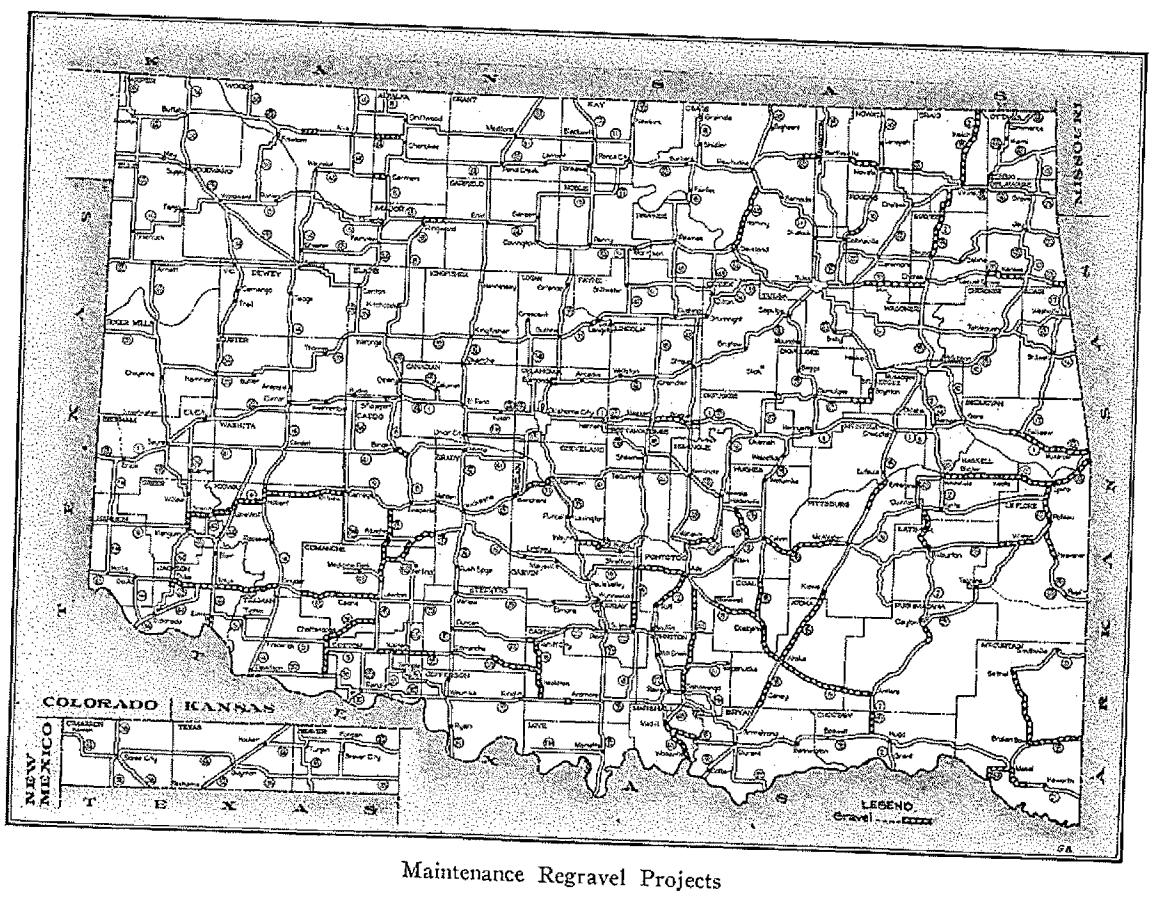
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
Osage	M-120	US 60	7.6	Regravel	Bartlesville west	4,930.36
	M-131	US 60	32.6	Oil and regravel	Kay County line east	15,829.96
	M-155	SH 48	27.84	Regravel	SH 11 to Cleveland	14,898.94
	M-268	SH 48	27.84	Oil	SH 11 to Cleveland	0.00
	M-365	SH 18	8.61	Clean ditch checks Paint bridges	US 60 south to Fairfax	0.00
	M-366	All	116.10			3,719.60
Ottawa	M-206	No. 10 US 60	116.0	Special Maintenance	Entire County	5,729.15
				Special Maintenance	No. 10 and US 60	3,299.10
	M-367	All	72.20	Special Maintenance	Entire County	6,069.91
Pawnee	M-117	US 64	5.5	Oil	Cleveland East to Pavement	909.95
	M-373	SH 18	11.2	Widen & improve grade	US 64 south to Payne County line	
Payne	M-374	SH 33	33.34	Cleaning, straightening ditch checks, Planting grass	East and west through County	812.70
					End of pavement South of Kiowa to Atoka County line	845.84
Pittsburg	M-133	US 73	2.9	Regraveling	Northeast of McAlester, three miles	7,179.58
	M-146	US 73	11.9	Regraveling		
	M-154	US 270	14.0	Gravel, scarify & place stock piles	West of McAlester West to Hughes County line	2,739.81
				Bridge Repairs		1,905.78
	M-169	SH 31		Rebuild wood culverts	Between Featherston and Quinton	1,629.68
	M-180	SH 31	8.0	Special Maintenance	Entire County	4,514.32
	M-223	All	121.2	Oiling	Kiowa south to Atoka county line	863.40
	M-273	US 73	3.1			6,615.14
Pontotoc	M-121	SH 12	14.4	Regraveling	Ada to Roff	13,480.34
	M-162	SH 48	9.8	Regraveling	From intersection of SH 48 and SH 19 south to SH 48	6,743.17
	M-187	SH 19	14.9	Regraveling	From Ada west to Garvin county line	3,490.58
	M-224	All	89.2	Special Maintenance	Entire County	114.69
Pontotoc	M-281	SH 19	14.9	Oil mat.	From Ada west to Garvin county line	2,073.66
	M-284	SH 48		Bridge Repair	West Ada	

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934 (Continued)
(M) Projects Cover Special Maintenance

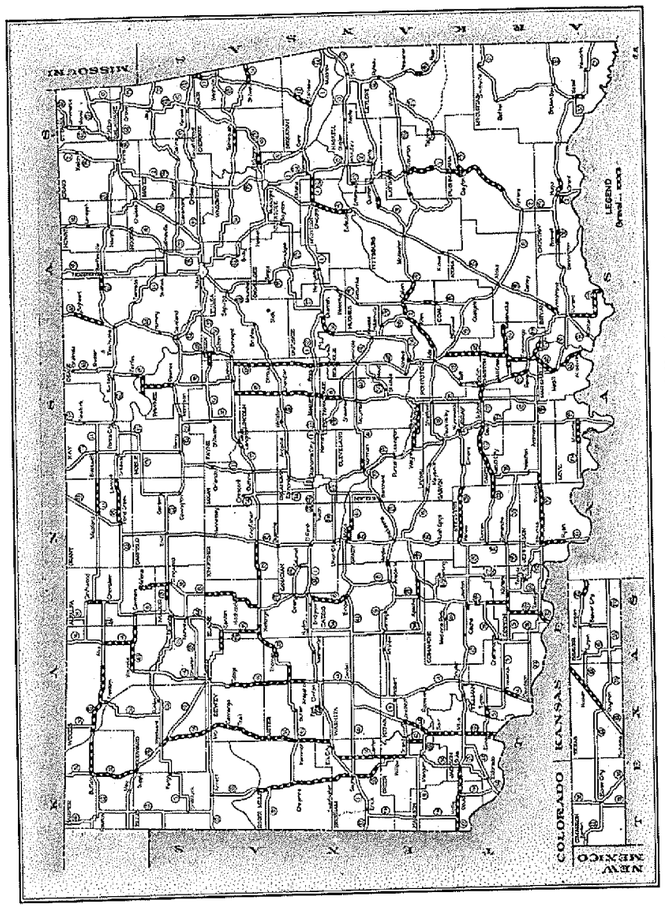
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan. 1933 to Oct. 1, 1934
Pottawatomie	M-225		74.36	Special Maintenance	Entire County	4,856.32
	M-282	SH 48	4.55	Oil	Lincoln County line south	20.03
Pushamatha	M-95	US 271		Repair Bridge	Walnut Creek	2,202.11
	M-158	SH 19	9.3	Regraveling	Antlers west to Atoka County line	3,937.17
	M-184	US 271	7.35	Regraveling	Jct. US 271 and SH 2 southwest 7.35 miles	1,446.32
	M-226	All	80.01	Special Maintenance	Entire County	3,824.38
Roger Mills	M-194	US 283 SH 33		Repair Flood Damage	Entire County	20,643.89
Rogers	M-119	SH 16	5.0	Regraveling	Collinsville through Caney Bottoms	3,076.91
	M-135	SH 33	18.0	Oiling	Tulsa County line east to Mayes county line	2,711.69
	M-176	SH 33	18.0	Regraveling	Jct. US 66 east to Mayes county line	3,380.98
	M-256	SH 16	23.5	Repairing oil mat	Through County	0.00
	M-378	All	112.3	Special Maintenance	Entire County	3,136.69
Seminole	M-94	SH 56	12.0	Regraveling	Sasakwa to SH 48	2,739.97
	M-130	SH 56		Building Culvert	Station 862-60	129.50
	M-227	All	108.42	Special Maintenance	Entire County	6,592.52
	M-283	SH 48	4.52	Oil	West Seminole	40.34
Sequoyah	M-118	SH 1 US 64	27.0	Regraveling	US 64	13,476.74
	M-150	US 64	18.7	Oiling	3 miles west of Sallisaw, east to the Arkansas River Bridge	7,351.98
Stephens	M-149	US 70	5.2	Regraveling	West of Comanche	1,570.65
	M-174	SH 53	12.3	Regraveling	From Carter county line west to pavement	8,379.89
	M-228	All	118.4	Special Maintenance	Entire County	5,801.25
Tillman	M-207	SH 36	5.0	Regraveling	One mile west of Chattanooga Then 4 miles on SH 36	2,315.24
	M-384	SH 36	9.0	Regraveling	Beginning at Grandfield and extending north	3,383.32
Tulsa	M-379	All	114.5	Special Maintenance	Entire County	5,660.21

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1933 AND 1934 (Continued)
(M) Projects Cover Special Maintenance

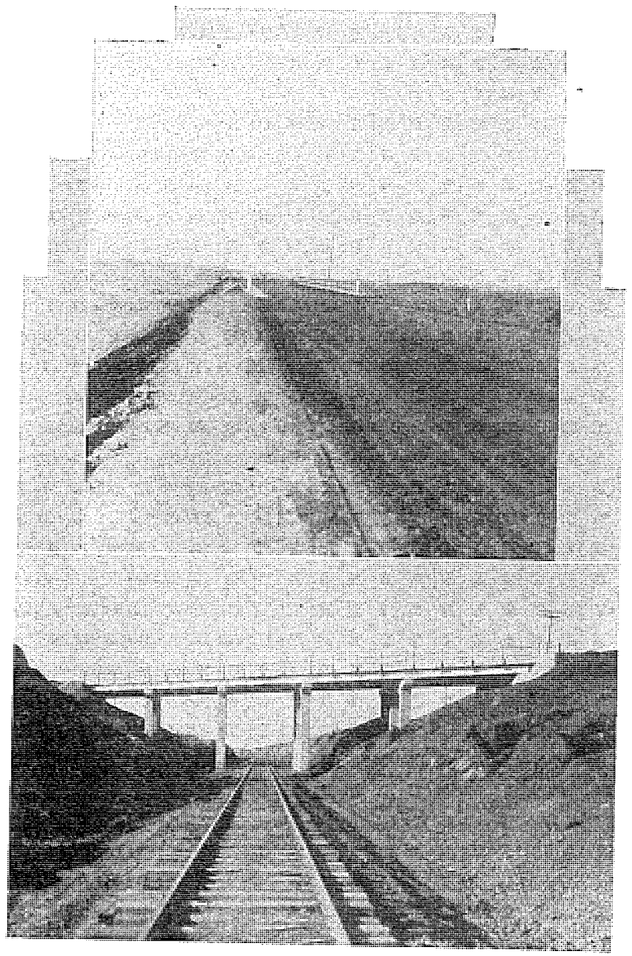
County	Project Number	Highway Number	Length of Project	Description of Project	Location	Total Expenditures Jan., 1933 to Oct. 1, 1934
Wagoner	M-380	All	57.72	Special Maintenance	Entire County	2,870.93
Washington	M-381	All	54.8	Special Maintenance	Entire County	2,700.60
Washita	M-196	SH 41		Repair Fill & Riprap	Washita River Bridge east of Cordell	436.25
Woods	M-123	US 64	16.0	Reshaping oil mat	East and west of Alva	929.23
	M-151	US 64	9.21	Regraveling	West of Alva and extending west toward Red Horse Creek	12,292.93



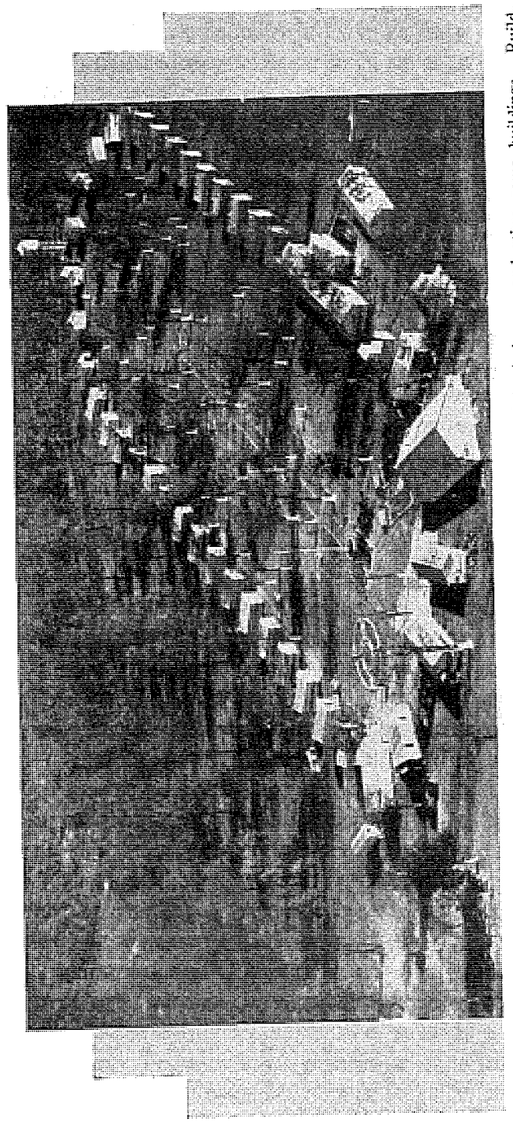
Maintenance Regravel Projects



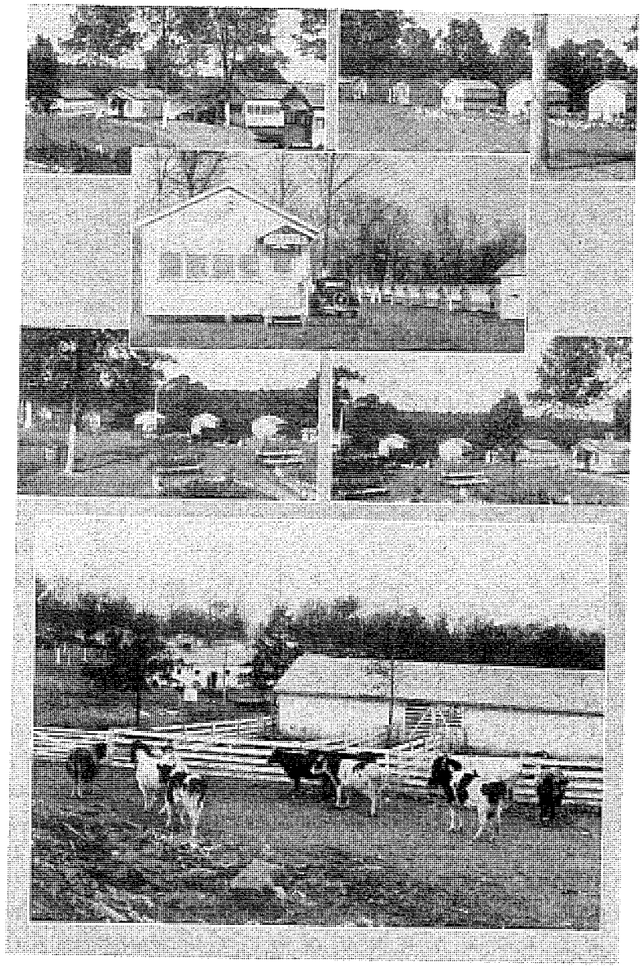
Maintenance—New Gravel Projects



Two views of overpass over M. K. & T. Railroad on US 62 near Gould



Aerial views of state prison road camp in Adair County, showing the arrangement of bunk houses and other camp buildings. Buildings to the front of the picture include the office, dining room, bakery and general store houses. To the extreme right may be seen the garage and machine shop building



General views of state prison road camp in Adair County. Lower picture shows a part of the dairy herd and camp buildings. Upper views show the office, a close up of prisoners' quarters and the care and upkeep of the camp grounds

ROADWAY SURVEYS COMPLETED 1933

Work Order No.	Project Number		County	Highway	Location	Miles of Survey	Total Cost	Cost per Mile
298	NRS	377	Washita-Kiowa	44	Lone Wolf through Sentinel to U. S. 66	36.40	$3402.81	$ 93.47
307	F	146	Stephens-Garvin	29	Marlow to Wynnewood	25.00	2785.00	111.13
308	S	852	Garvin-Grady	19	From U. S. No. 81 to Lindsay	23.36	2132.36	91.29
309	F	200	Garvin	19	Pauls Valley to Stratford	16.33	2074.54	127.04
310	F	207	Tillman	5	Frederick east to Cotton Co. line	22.00	1592.04	72.36
311	F	321	Adair	17	Stilwell to Westville	14.00	2093.60	149.83
312	F	40	McCurtain	US 70	Bridge Survey Little River Idabel	3.14	627.19	199.61
314	F	336	Pushmataha-Choctaw	US 271	Antlers to U. S. 270	14.55	1928.31	132.53
315			Custer	33	Custer City to Fay	10.50	1319.80	128.11
316	F	217	Garvin	19	Lindsay to Pauls Valley	35.72	2342.46	65.58
317	F	157	Cotton	5	County Line East to Emerson	12.20	855.27	70.11
318	S	112	Sequoyah	US 64	Gore to Vian	7.79	1530.28	196.45
319			LeFlore	FM	Talihina east to Arkansas line	40.12	5482.29	136.65
320	F	166	Pawnee	18	Pawnee to Ralston	19.89	1797.33	90.36
321	S	855	Carter & Garvin	76	Ratliff City to Lindsay	27.16	2511.48	92.45
322	NRS	378	Custer & Washita	FM	Clinton-Corn-Colony to No. 41	18.91	1944.82	102.86
323	F	283	Grant	US 60	Pond Creek east	10.29	830.67	80.73
324	F	296	Harper & Beaver	US 64	Rosston to Knowles	11.90	1012.12	85.05
325	F	33	Choctaw	US 70	Hugo to Fort Towsen	14.30	2108.80	142.48
326			Pushmataha	43	Clayton toward Bethel	14.00	3077.06	219.79
327	S	858	Love & Carter	76	Red River to Healdton	24.21	1758.47	72.62
328	F	21	McIntosh & Pittsburg	US 73	Checotah to Canadian	19.86	2419.06	121.81
329	F	293	Harper	US 64	Buffalo to Keno Bridge	41.70	3866.46	92.72
330			Garvin & McClain	76	Lindsay to Blanchard	22.00	1730.58	78.66
331			Major	US 60	Line change Orienta	1.76	326.78	185.84
332	S	854	Carter & Garvin	18	From U. S. No. 70 north	17.41	1413.65	81.18
333	S	856	Tillman & Jackson	5	Frederick west to U. S. 283	28.35	1498.14	52.85
334	S	857	Cotton	65	South Walters to Red River	10.24	819.90	80.06
335	F	339	Woodward-Harper	34	Buffalo to Supply	20.50	1781.56	86.90
336	F	299	Atoka-Pittsburg	US 73	Atoka to Kiowa	31.46	2405.72	76.48
337			Blaine-Canadian	8	Geary South to U. S. No. 66	6.07	844.24	139.28
339	F	58	Craig-Mayes-Wagoner	US 73	Wagoner to U. S. No. 66	49.04	3597.71	73.40

ROADWAY SURVEYS COMPLETED 1933 (Continued)

Work Order No.	Project Number		County	Highway	Location	Miles of Survey	Total Cost	Cost per Mile
340	F	293	Woods	US 64	West Alva to North of Freedom	12.30	1275.97	103.75
341	F	217	Atoka-Bryan	US 73	Tuska to Caddo	14.10	1344.32	95.31
343	F	222	Comanche	US 277	Lawton to Geronimo	7.94	697.67	87.92
344	F	228	Lincoln	US 62	East Meeker to Prague	13.55	936.32	69.10
346	NRWR	1	Harper	34	Buffalo to Kansas line	10.50	926.95	88.28
347	F	182	Hughes	US 270	Calvin to Stuart	11.04	1170.53	106.03
348	F	342	Cimarron	US 64	Boise City West	22.91	770.04	33.61
349	F	82	Latimer	US 270	Bridge Little Fourche Maline	1.68	221.83	132.04
350	F	150	Sequoyah	US 64	Bridge Sallisaw Creek	.90	184.70	205.33
359	F	72	Texas	US 64	Relocation Optima	3.01	281.56	93.54
360	F	362	Beckham	FM	Erick to Sweetwater	22.22	1714.83	77.17
361	NRS	361	Pontotoc	FM	West Ada to Asher Bridge	22.70	2051.00	90.35
362	NRS	377	Washita	FM	Sentinel North to No. 41	6.85	1033.94	150.94
368	NRS	354	Seminole	56	Bridge Wewoka Creek Wewoka	0.88	249.65	277.72
369	NRS	357	Seminole	FM	Little River Bridge near Maud	3.00	250.25	83.42
370	S	762	Seminole	56	Under Pass at Sasakwa	1.00	202.58	202.58
381	F	298	Texas	CS 64	Relocation Hooker to Optima	7.74	254.36	32.86
383	NRS	358	Pottawatomie	FM	Bridge Salt Creek near St. Louis	1.23	249.30	202.68
388	NRS	359	Comanche	49	From U. S. 277 to Medicine Park	11.70	1108.39	94.73
389	NRS	364	Noble	FM	Billings north to County line	4.00	136.31	34.07
390	NRS	363	Noble	FM	Sumner south to U. S. 64	2.00	101.60	50.80
391	NRS	360	Noble	FM	Perry South to County line	8.90	377.99	42.40
392	NRS	365	Logan & Payne	FM	South of Orlando east	7.00	506.16	72.30
393	NRS	392	Hughes	FM	Horns Corners to Carson	19.79	1916.38	96.83
394	NRS	366	Okmulgee	FM	2 Bridges west of Beggs	1.55	250.00	161.29
395	NRS	378	Washita & Custer	FM	West of Colony north to U. S. 66	13.71	921.47	67.21
396			Alfalfa	FM	Bridge Medicine Creek near Driftwood	3.76	385.46	102.52
397	NRS	391	Pittsburg	31	Krebs North-east	3.03	805.27	265.86
398			Cleveland & McClain	US 77	Purcell Bridge	1.54	642.63	418.38
399	NRS	394	Kingfisher	FM	Cimarron River Bridge west Hennessey	2.01	320.51	159.30
400	NRS	385	Okfuskee	FM	Deep Fork Bridge North Okemah	7.00	872.46	124.64
401	NRS	384	Creek	FM	Bristow via Slicks to County line	15.80	1169.79	74.04

ROADWAY SURVEYS COMPLETED, 1933 (Continued)

Work Order No.	Project Number	County	Highway	Location	Miles of Survey	Total Cost	Cost per Mile
402	NRS 162	Canadian	FM	Union City east to County line	15.01	753.94	50.23
403		Okfuskee	FM	Henryetta south to County line	5.27	466.48	88.60
404		Roger Mills	FM	Berlin west to U. S. 283	1.69	135.24	80.02
405	NRS 370	Roger Mills	FM	Reydon East	4.36	297.01	68.12
406	F 383	Lincoln	FM	Carney North to County line	11.60	819.15	70.62
407	F 344	Cherokee	US 62	Muskogee County line east	3.57	849.63	237.89
409		Mayes	20	Pryor to Salina	10.02	640.65	63.94
410	S 712	Delaware	20	Jay West to County line	17.32	1112.24	64.21
411	NRS 382	Tulsa	FM	Mohawk Park Tulsa	3.47	472.11	136.25
412		Oklahoma	FM	Frisco underpass Oklahoma City	0.99	136.39	138.47
413		Grady	FM	2 bridges west of Rush Springs	1.52	189.68	124.79
414	NRS 381	Love	FM	2 bridges west of Marietta	0.86	134.73	156.66
415	NRS 380	McClain	FM	Purcell west	11.46	1187.06	103.58
416	NRS 390	Bryan	22	Bonham Bridge Northeast	4.25	413.02	97.18
418	NRS 386	Osage	FM	Bridge Boar Creek east Hominy	1.00	243.83	243.83
				TOTAL	1,007.75	*95,092.38	94.36

NOTE:—This statement also includes surveys completed in December 1932, which, because of their incompleteness, were omitted from the 1931-32 report.

SURVEYS COMPLETED COVERING 1933 NATIONAL RECOVERY MUNICIPAL PROJECTS

W. O. Number	Project Number	County	Highway	Location	Miles of Survey	Total Cost	Cost per Mile
444	NRM 242	Garfield	US 81	Paving in Enid	.508	$535.46	$1054.05
448	SAP 877A	Pawnee	US 64	Paving in Pawnee	.420	140.91	335.50
458	NRM 162	Grady	US 84	School Underpass Chickasha	.250	96.78	387.12
463		Okmulgee	US 75	Paving Repairs Beggs	.570	287.52	504.42
469	NRM 231	Payne	No. 51	Paving in Stillwater	.630	191.22	303.53
470	NRM 243	Craig	US 73	Paving in Vinita	.610	216.87	355.52
471	NRM 402	Major	US 60	Paving in Fairview	.200	113.00	565.00
473	NRM 207	Cotton	US 70	Paving in Walters	.499	222.03	444.94
478	NRM 383	Payne	No. 51	Paving in Yale	.510	172.19	337.63
479	NRM 171	Muskogee	US 62 & 73	Paving in Muskogee	.600	300.71	501.19
480	NRM 256	Logan	No. 33	Bridge in Guthrie	.780	437.46	560.85
481	NRM 164	Canadian	US 66	C. R. I. & P. Underpass El Reno	.500	333.07	666.14
482	NRM 232	Comanche	US 277	Paving in Lawton	.250	166.59	666.36
483	NRM 207	Tillman	No. 5	Paving in Frederick	.473	185.75	392.70
484	NRM 232	Caddo	US 62	Paving in Anadarko	.423	181.47	429.00
487	NRM 67	Johnston	No. 22	Paving in Tishomingo	.108	125.39	1161.02
488	NRM 41	Bryan	US 75	Frisco Overhead Durant	.750	217.14	289.52
490	NRM 343	Atoka	No. 19	Paving in Atoka	.546	250.60	458.97
492	NRM 187	Carter	No. 76	Paving in Healdton	3.780	571.79	151.27
497	NRM 322	Lincoln	No. 48	Paving in Prague	.985	300.43	305.00
498	NRM 406	McCurtain	US 70	Relocation through Idabel	.739	264.07	357.33
500		Harmon	US 62	Paving through Gould	.319	142.73	447.43
425	NRM 211-I	Pottawatomie	US 270	School Underpass Shawnee	.500	202.77	405.54
				TOTAL	14.950	5,655.93	$378.45

The above figures cover field expense, grouping all classes of surveys and adding office expense, equipment, renewals, heavy repairs, etc. There is found a total of 591.01 miles of surveys run at a total cost of $68,292.24 or $115.55 per mile.

ROADWAY SURVEYS COMPLETED, 1934

W. O. Number	Project Number		County	Highway	Location	Miles of Survey	Total Cost	Cost per Mile
420	FAP	40	McCurtain	US 70	Idabel to Broken Bow	12.41	$1704.04	$137.31
421			Sequoyah-LeFlore	17	Sallisaw South to No. 10	16.66	2098.53	125.96
422			Pittsburg	31	Krebs to Blocker	11.98	1916.84	160.05
423			Bryan-Marshall	US 70	Durant to Aylesworth	12.71	1282.69	100.92
424	FAP	8	Ottawa	US 66	Afton to Miami	16.28	1625.93	99.87
425	NRS	232	Grady	FM	Rush Springs west to County line	15.68	1631.23	104.03
426	FAP	335	Osage	48	North Bigheart to Kansas line	6.59	1012.27	153.60
427			Beckham	FM	Sayre to Sweetwater	14.10	504.23	35.76
428	FAP	150	Sequoyah	US 64	Grade Separation at Sallisaw	0.62	146.73	236.66
429	FAP	59	Bryan	US 70	Bridge Blue River Durant	1.32	222.67	168.69
431			Hughes & McIntosh	41	Wetumka to Eufaula	40.47	3884.96	96.00
432	NRS	232	Comanche	35	Sterling east to County line	7.25	723.30	99.77
433			Woodward	50	Mooreland to Freedom Bridge	24.81	1018.82	41.07
434			Sequoyah-Cherokee	FM	Vian to Tahlequah	36.02	4033.58	111.98
436	FAP	178	Pawnee	US 64	Cleveland Southeast	2.00	509.67	254.83
437			Beaver	US 83	U. S. 83 across Beaver County	33.70	1858.56	55.15
438			Beckham	FM	Texas line via Sweetwater to U. S. 283	22.70	1579.59	69.58
439	FAP	247	Kiowa	14	Snyder to Mountain Park	4.01	547.16	136.44
440	FAP	82	Latimer	US 270	U. S. 270 across Latimer County	31.03	2662.84	85.81
441			Nowata	16	Line Change No. 16 in Nowata	2.30	220.02	95.66
442			LeFlore-Latimer	FM	From No. 2 east to Talihina	13.98	1290.86	92.34
446	FAP	344	Cherokee	US 62	Tahlequah East	7.37	1006.10	136.51
447			Haskell	31	Kinta to Lequire	15.00	1074.53	71.63
449	NRM	400	Pawnee-Osage	18	Ralston Bridge	6.67	508.03	76.20
450			LeFlore	FM	Spiro to Cameron	11.74	1780.82	151.69
451			Pottawatomie-Seminole	59	Pearson-Maud to No. 48	17.03	1475.89	86.66
454			Tulsa	11	Hominy Creek Bdg. Skiatook	.51	97.92	192.00
455	FAP	183	Rogers	US 66	Verdigris River Bridge Catoosa	2.00	203.98	101.99
456	SAP	196	Rogers	33	Verdigris River Bridge Inola	.30	144.44	481.47
457			Johnson	FM	Bromide South to No. 61	3.33	652.50	195.95
459			Carter	76	North Healdton to Ratliff City	10.36	922.28	89.02

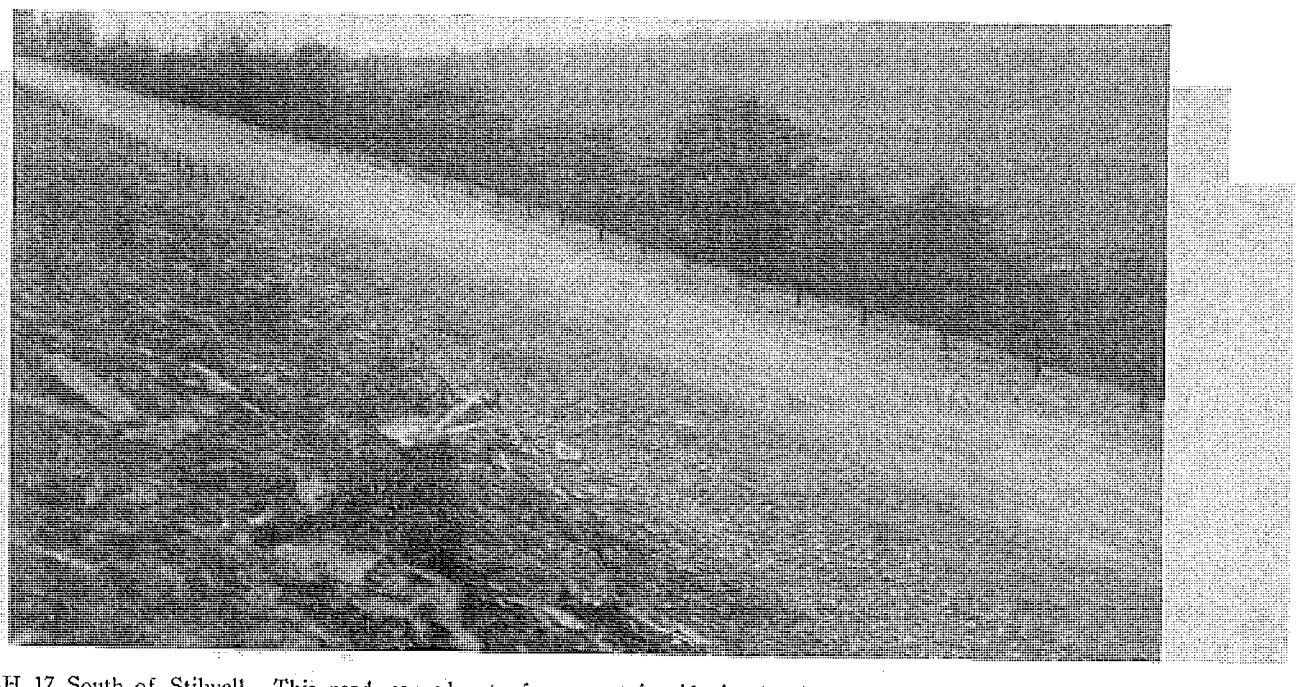
ROADWAY SURVEYS COMPLETED, 1934 (Continued)

W. O. Number	Project Number		County	Highway	Location	Miles of Survey	Total Cost	Cost per Mile
461			Alfalfa-Grant	11	North Cherokee to Medford	34.90	2199.03	63.01
462	FAP	8	Ottawa	US 66	Miami to Afton	17.46	988.19	56.60
464			Hughes	68	Atwood to Holdenville	21.20	2764.97	130.42
465	FAP	15	Washington	US 75	Rice and Keeler Creek Bridges	.94	256.41	272.78
466	NRS	232	Comanche-Grady	FM	Sterling to West of Rush Springs	6.77	781.57	115.44
467	FAP	255	Major	US 60	East Cleo Springs East to County Line	15.94	551.76	34.61
468	NRS	383	Payne	FM	Perkins Bridge South & East	1.51	217.95	144.33
472	NRS	377	Washita	FM	Sentinel South to County line	2.30	362.45	157.59
474	FAP	157	Cotton	US 70	Walters for 4 miles east	3.98	205.60	51.66
475	FAP	157	Stephens	US 70	West of Comanche west to County line	5.22	304.86	58.40
476	FAP	80	Pittsburg	US 73	Crowder North	7.62	629.02	82.55
477	FAP	20	Kay	US 77	Frisco Grade Separation North Ponca City	2.39	356.58	149.19
485	FAP	244	Jefferson	US 81	Addington Grade Separation	.78	197.75	253.52
486	NRS	266	Okmulgee	FM	County line east towards Beggs	2.80	301.67	107.73
491	NRH	236	Coal	US 75	Coalgate North & West 3 miles	3.30	289.79	87.81
338			Johnston & Atoka	FM	Atoka to Wapanucka	23.65	3140.69	132.77
325			Choctaw & McCurtain	US 70	Fort Towson to Valliant	24.37	3714.55	152.86
					TOTAL	576.06	55,603.25	96.52

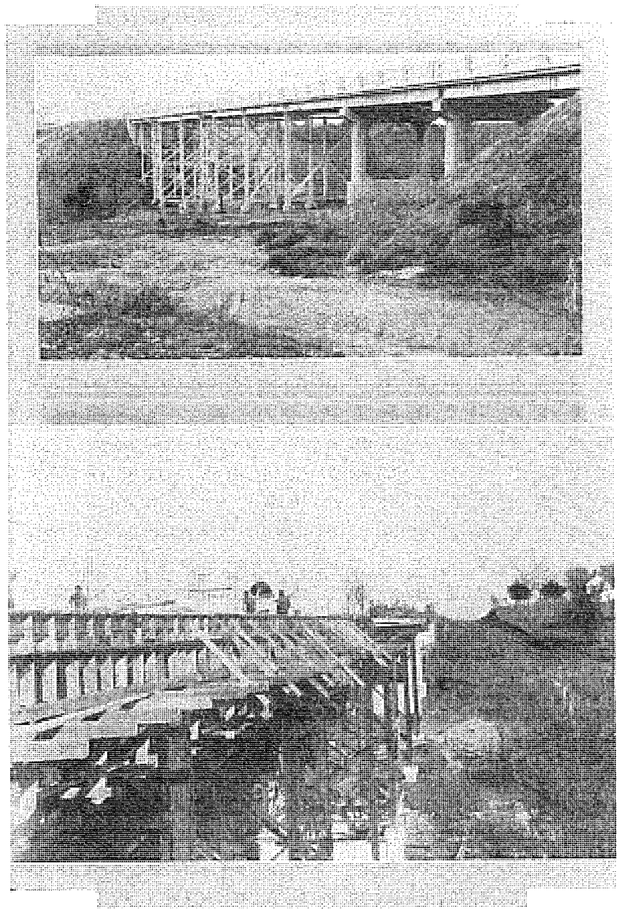
SURVEYS COMPLETED COVERING 1934 NATIONAL RECOVERY MUNICIPAL PROJECTS

Work Order No.	Project Number	County	Highway	Location	Miles of Survey	Total Cost	Cost per Mile
351	NRM 322	Seminole	US 270	Widening & Resurfacing Pavement in Seminole	1.644	$731.09	$440.70
352	NRM 175	Hughes	US 270	Widening & Resurfacing Pavement in Holdenville	2.900	418.37	144.26
353	NRM 151	Sequoyah	US 64	New Concrete Pavement in Sallisaw	1.700	217.45	127.93
354	NRM 94	Latimer	US 27	New Concrete Pavement in Wilburton	1.250	299.72	239.77
355	NRM 243	Craig	US 73	New Concrete Pavement in Vinita	0.610	260.10	426.39
356	NRM 193	Nowata	No. 16	Paving repairs in Nowata	0.330	103.07	312.33
357	NRM 252	Washington	US 60	New Paving in Bartlesville	0.630	368.65	585.16
358	F 196	Haskell	No. 10	New Paving in Stigler	1.310	298.90	229.21
363		Noble	US 64	Paving repairs Perry	1.660	385.06	231.96
364	NRM 334	Johnson	No. 48	New paving in Tishomingo	1.709	292.52	171.16
365		Marshall	US 70	New paving in Madill	1.120	351.89	314.18
366	NRM 93	Creek	US 75	Paving and Bridge at Sapulpa	0.650	207.88	319.70
371	NRM 167	Kay	US 77	Paving repairs in Newkirk	1.000	209.32	209.32
372	NRM 53	Okmulgee	US 75	Paving repairs in Okmulgee	1.700	635.87	374.00
373	NRS 375	Caddo	US 62	New paving in Apache	0.700	215.13	307.15
374	NRM 211	Pottawatomie	CS 270	Pavement widening in Shawnee	1.506	377.89	250.92
375	NRM 27	Kay	US 177	Pavement widening in Blackwell	1.000	191.98	191.98
376	NRM 33	Choctaw	US 70	Pavement repairs in Hugo	1.475	367.01	248.88
377	NRM 3	Oklahoma	US 66 & 77	Pavement widening in Edmond	0.280	97.43	347.95
378	NRM 162	Grady	US 81	Paving and Overhead in Chickasha	0.860	297.88	350.16
379	NRM 112	Cleveland	US 77	Paving widening in Norman	2.050	588.71	287.17
380	NRM 24	Garfield	US 81 & 64	Paving in Enid	1.517	331.05	218.22
382	NRM 20	Kay	US 60	Pavement widening in Ponca City	1.000	363.34	363.34
384	NRM 91	Murray	No. 22	Pavement repairs in Sulphur	0.530	143.10	269.88
385	NRM 343	Pushmataha	US 271	New Paving in Antlers	0.823	327.09	397.44
386	NRM 232	Comanche	US 277	Pavement widening in Lawton	0.672	177.25	263.76
387	NRM 40	McCurtain	US 70 & No. 21	New Paving in Broken Bow	1.113	320.75	288.15
408	NRM 18	Muskogee	US 64	Paving repairs in Muskogee	1.361	364.93	268.13
419	NRM 254	Coal	US 75	New Paving in Coalgate	1.460	436.17	298.74
				TOTAL	34.560	9,379.60	271.40

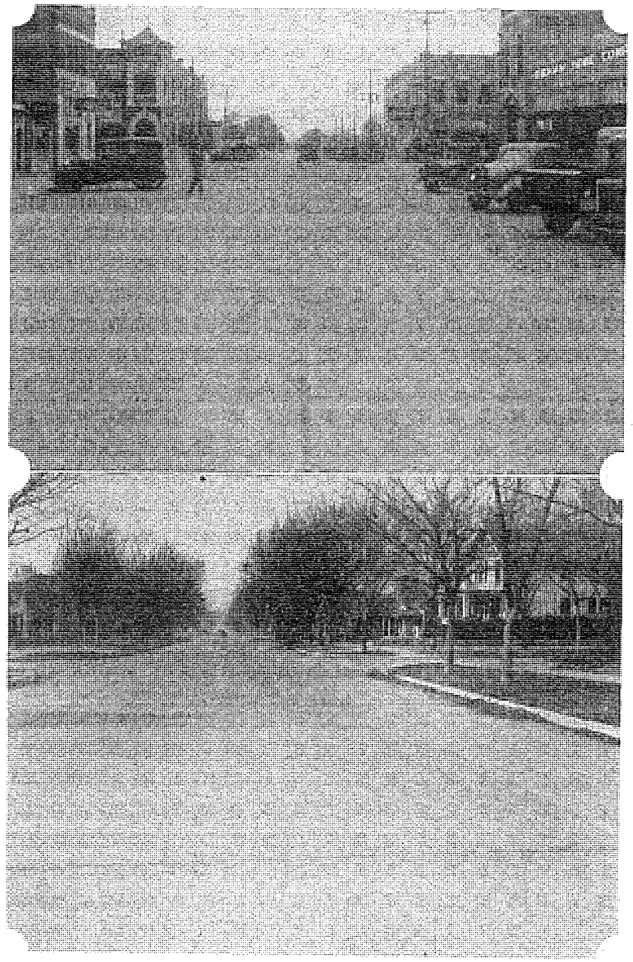
The above figures cover field expense. Grouping all classes of surveys and adding office expense, equipment renewals, heavy repairs, etc. There is found a total of 1042.31 miles of surveys run at a total cost of $119,490.21, or $114.64 per mile.



Scene on SH 17 South of Stilwell. This road, carved out of a mountain side in the Cherokee hills by convict labor, is one of the most picturesque spots on the state highway system



Two views of Rock Island overpass on US 66 West of Bridgeport. Top, completed structure, below during construction



Top, paving through city of Stigler on SH No. 10. Below, widening of US 270 through the city of Holdenville

TABULATION SHOWING COST OF RIGHTS OF WAY BY COUNTIES FROM 1925 TO DECEMBER 31, 1934

County	6-1-25 to 12-1-32 Acres	6-1-25 to 12-1-32 Cost	12-1-32 to 12-31-34 Acres	12-1-32 to 12-31-34 Cost	Total from 6-1-25 to 12-31-34 Acres	Total from 6-1-25 to 12-31-34 Cost	Avg. Cost Per Acre
Adair	321.38	$ 20,004.26	303.48	$ 18,560.93	624.86	$ 38,565.19	61.71
Alfalfa	224.33	9,422.75	4.88	423.90	229.21	9,846.65	42.95
Atoka	939.33	8,569.35	28.98	1,914.56	968.31	10,483.91	10.82*
Beaver	613.12	36,183.76	121.46	11,874.64	734.58	48,058.40	65.42
Beckham	870.18	57,244.15	241.36	22,686.43	1,111.54	79,930.58	71.91
Blaine	214.25	29,257.29	220.60	14,822.48	434.85	44,079.77	101.37
Bryan	176.01	12,183.02	62.36	20,702.27	238.37	32,885.29	137.96
Caddo	987.38	120,886.48	245.29	34,124.60	1,232.67	155,011.08	125.76
Canadian	426.43	37,246.97	0.00	0.00	426.43	37,246.97	87.34
Carter	480.33	36,799.74	114.88	34,478.50	595.21	71,278.24	119.75
Cherokee	372.17	740.35	149.91	14,243.90	522.08	14,984.25	28.70*
Choctaw	98.49	11,181.21	132.75	11,261.99	231.24	22,446.20	97.07
Cimarron	230.10	12,112.60	115.74	3,442.64	345.84	15,555.24	44.98
Cleveland	25.26	3,500.35	18.28	0.00	43.54	3,500.35	80.39*
Coal	425.08	8,830.85	4.17	216.53	429.25	9,047.38	21.08*
Comanche	554.93	50,516.99	67.44	9,815.83	622.37	60,332.82	96.94
Cotton	372.98	40,519.72	159.67	25,637.04	532.65	66,156.76	124.20
Craig	562.94	40,667.84	47.43	8,620.13	610.37	49,287.97	81.12
Creek	182.03	1,136.30	133.94	18,599.61	315.97	19,735.91	62.46
Custer	540.38	74,763.54	134.08	15,389.24	674.46	90,152.78	133.67
Delaware	206.24	13,193.00	78.12	5,971.90	284.36	19,164.90	67.39
Dewey	172.72	13,650.20	327.13	34,694.45	499.85	48,344.65	96.72
Ellis	322.11	23,068.50	562.23	8,939.28	884.34	32,007.78	36.19*
Garfield	131.67	18,456.84	4.73	7,440.20	136.40	25,897.04	189.86
Garvin	353.44	23,951.00	276.12	50,454.69	629.56	74,405.69	118.19
Grady	796.95	92,202.68	127.07	9,402.67	924.02	101,605.35	109.96
Grant	372.41	31,419.50	180.55	25,742.69	552.96	57,162.19	103.36
Greer	139.57	24,699.63	210.64	19,315.53	350.21	44,015.16	125.68
Harmon	353.70	2,313.30	56.13	9,080.65	409.83	11,393.95	27.80*
Harper	357.09	25,417.20	549.39	36,651.21	906.48	62,068.41	68.47
Haskell	305.95	6,719.36	94.94	4,419.99	400.89	11,139.35	27.78
Hughes	619.71	33,745.38	188.44	13,853.66	808.15	47,599.04	58.90

TABULATION SHOWING COST OF RIGHTS OF WAY BY COUNTIES FROM 1925 TO DECEMBER 31, 1934
(Continued)

County	6-1-25 to 12-1-32 Acres	6-1-25 to 12-1-32 Cost	12-1-32 to 12-31-34 Acres	12-1-32 to 12-31-34 Cost	Total from 6-1-25 to 12-31-34 Acres	Total from 6-1-25 to 12-31-34 Cost	Avg. Cost Per Acre
Jackson	363.04	36,781.79	30.50	7,590.66	393.54	44,372.45	112.75
Jefferson	642.00	52,830.77	42.90	11,165.14	684.90	63,995.91	93.44
Johnston	565.86	21,240.28	216.06	9,832.25	781.92	31,072.53	39.74
Kay	199.31	795.75	0.00	0.00	199.31	795.75	3.99*
Kingfisher	287.01	36,250.61	145.65	12,775.10	432.66	49,025.71	113.31
Kiowa	620.17	60,936.75	161.53	18,996.95	781.70	79,933.70	102.25
Latimer	410.47	1,395.24	340.88	10,447.57	751.35	11,842.81	15.76*
LeFlore	647.20	15,388.54	291.68	8,459.15	938.88	23,847.69	25.40
Lincoln	755.98	98,503.07	217.40	50,792.86	973.38	149,295.93	153.38
Logan	303.34	49,961.29	64.88	16,930.66	368.22	66,891.95	181.66
Love	224.08	19,381.41	4.60	115.00	228.68	19,496.41	85.25
McClain	510.53	32,288.94	69.10	10,665.70	579.63	42,954.64	74.11
McCurtain	119.64	7,859.55	170.04	7,454.15	289.68	15,313.70	52.87
McIntosh	246.53	18,770.69	226.66	27,375.43	473.19	46,146.12	97.52
Major	757.83	50,152.99	57.76	11,658.75	815.59	70,811.74	86.82
Marshall	182.75	10,719.20	155.14	10,983.09	337.89	21,702.29	64.23
Mayes	373.30	20,578.87	9.03	566.80	382.33	21,145.67	55.32
Murray	266.71	12,321.53	20.64	3,860.06	287.35	16,181.59	56.31
Muskogee	578.66	104,427.12	38.77	5,748.20	617.43	110,175.32	178.44
Noble	282.92	26,900.71	6.94	568.50	289.86	27,559.21	95.07
Nowata	365.84	12,741.00	0.00	0.00	365.84	12,741.00	34.82
Okfuskee	165.51	10,395.50	163.84	19,187.83	329.35	29,583.33	89.82
Oklahoma	52.15	7,770.35	16.49	2,516.50	68.64	10,286.85	149.86
Okmulgee	108.56	19,355.10	19.45	12,548.64	128.01	31,903.74	249.22
Osage	540.75	53,673.76	427.72	27,649.33	968.47	81,323.09	83.97
Ottawa	138.21	9,010.92	32.31	8,070.16	170.52	17,081.08	100.17
Pawnee	409.70	48,873.97	129.14	26,830.80	538.84	75,704.77	140.50
Payne	343.25	56,396.66	47.01	6,295.00	390.26	62,691.66	160.64
Pittsburg	454.96	39,838.06	71.47	3,396.23	526.43	43,234.29	82.12
Pontotoc	901.93	82,680.76	186.08	24,851.40	1,088.01	107,532.16	98.83
Pottawatomie	461.98	55,912.97	81.99	10,017.32	543.07	65,930.29	121.40

TABULATION SHOWING COST OF RIGHTS OF WAY BY COUNTIES FROM 1925 TO DECEMBER 31, 1934
(Continued)

County	6-1-25 to 12-1-32 Acres	6-1-25 to 12-1-32 Cost	12-1-32 to 12-31-34 Acres	12-1-32 to 12-31-34 Cost	Total from 6-1-25 to 12-31-34 Acres	Total from 6-1-25 to 12-31-34 Cost	Avg. Cost Per Acre
Pushmataha	370.92	1,255.96	183.09	4,794.70	554.01	6,050.66	10.92*
Roger Mills	693.93	52,219.13	107.18	10,026.76	801.11	62,245.89	77.69
Rogers	580.02	46,476.65	0.00	109.70	580.02	46,586.35	80.31
Sequoyah	214.23	15,344.20	262.54	14,358.59	506.77	29,702.79	58.62
Seminole	461.92	14,086.17	128.85	15,280.26	590.77	29,366.43	49.71
Stephens	507.93	9,830.48	8.01	247.25	515.94	10,077.73	19.38
Texas	584.96	35,943.51	201.53	13,191.15	786.49	49,134.66	62.47
Tillman	407.56	38,790.64	177.19	11,192.15	584.75	49,982.79	85.48
Tulsa	177.17	14,051.55	8.37	1,694.32	185.54	15,745.87	84.86
Wagoner	186.01	13,979.90	61.42	7,443.89	247.43	21,423.79	86.58
Washington	37.12	3,158.15	0.06	10.00	37.18	3,168.15	85.21
Washita	527.32	61,427.49	193.05	17,781.15	720.37	79,208.64	109.95
Woods	381.01	32,224.00	138.39	12,887.69	519.40	45,111.69	86.85
Woodward	222.85	18,956.85	676.02	82,388.27	908.87	101,345.12	111.50
TOTAL	30,429.88	2,362,175.94	10,553.55	1,050,937.25	40,974.43	3,413,113.19	83.30

*Indicates Counties that have paid for a substantial amount of Right of Way out of County Funds.

The cost per acre includes land taken, moving of improvements and all damages.

The above tabulations include claims totaling $154,542.57 which have been approved but not paid to the above date.

U. S. AND STATE HIGHWAY ROUTES

The following tables shows the number and route of each state and U. S. Highway in Oklahoma together with total mileage and the type of paving as of December 31, 1934.

U. S. HIGHWAY 54

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel
5.0	State Line	5.0			5.0
15.5	Tyrone	10.5			10.5
26.5	Hooker	11.0		7.7	3.3
35.0	Optima	8.5		8.5	
36.4	Guymon	1.4	1.4		
46.4	In Guymon	10.0			10.0
56.6	Goodwell	10.2			10.2
	Texhoma (State Line)				
	Totals	56.6	1.4	16.2	39.0

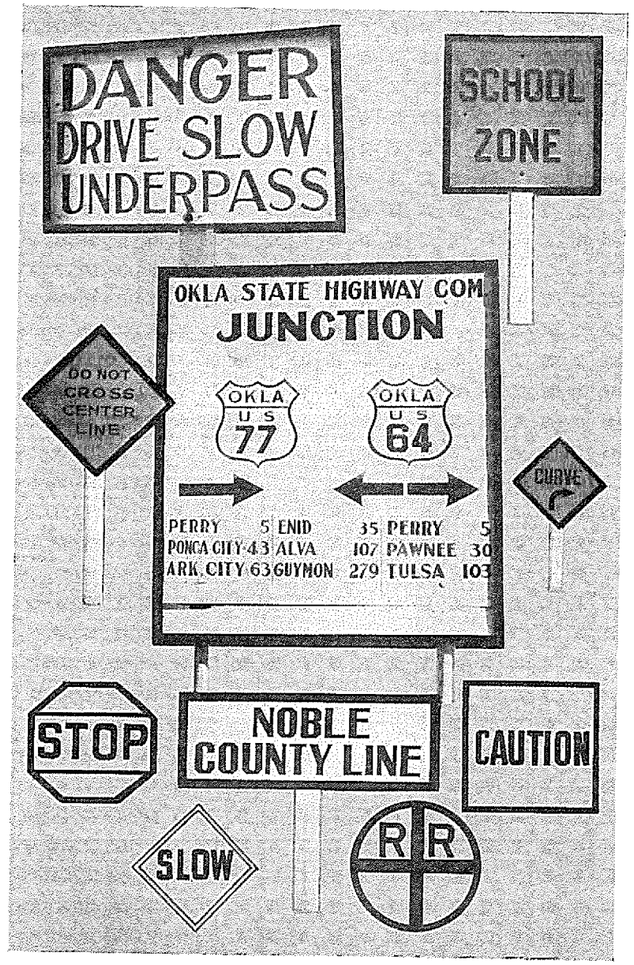
U. S. HIGHWAY NO. 59

Total Mileage	Towns	Miles	Concrete	Asphalt	Gravel
4.3	Kansas Line	4.3			
5.0	Quapaw	.7			
9.5	In Quapaw	4.5		.5	
10.4	Commerce	.5			
13.5	In Commerce	3.5		3.5	
15.5	Miami	2.0		2.0	
31.0	In Miami	15.5		15.5	
32.0	Afton	1.0		1.0	
36.7	In Afton	4.7	4.7		
42.7	Junction East of Vinita	6.0			6.0
50.6	Bernice	7.9			7.9
63.9	Grove	13.3			13.3
83.9	Jay	20.0			20.0
97.0	Junction with 33				
	Okla. Ark. line near Siloam Springs	13.1			13.1
	Sub-Total	97.0	14.2	22.5	60.3
	Okla. Ark. line near Ft. Smith				
112.0	Spiro	15.0			15.0
117.5	Coal Creek	5.5			5.5
119.7	Panama	2.2			2.2
122.0	Shady Pt.	2.3			2.3
128.6	Poteau	6.6			6.6
136.9	Howe	8.3		3.0	5.3
141.0	Heavener	4.1			4.1
147.3	Houston	6.3			6.3
152.7	Stapp	5.4			5.4
158.4	Page	5.7			5.7
164.2	Okla.-Ark. line	5.8			5.8
	Sub-Total	67.2	3.0	64.2	
	Total	164.2	14.2	25.5	124.5

U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY 60

Mileage	Towns	Total Mileage	Concrete	Asphalt	Gravel	Improv. Earth	Unimp. Earth
	State Line						
7.5	Wyandotte	7.5			7.5		
15.9	Fairland	8.4			8.4		
25.6	Afton	9.7		4.4	5.3		
26.6	In Afton	1.0	1.0				
40.6	Vinita	14.0	8.4		5.6		
41.0	In Vinita	0.4	0.4				
65.6	Codys Bluff	24.6					24.6
71.1	Nowata	5.5			5.5		
90.9	Bartlesville	19.8	9.8		10.0		
92.6	In Bartlesville	1.7	1.7				
115.3	Pawhuska	22.7			22.7		
117.4	In Pawhuska	2.1	2.1				
139.4	Burbank	22.0		11.8	10.2		
158.8	Ponca City	19.4	1.0		18.4		
160.4	In Ponca City	1.6	1.6				
172.8	Tonkawa	12.4	12.4				
174.2	In Tonkawa	1.4	1.4				
188.7	Lamont	14.5	9.0		5.5		
202.7	Pond Creek	14.0			14.0		
223.9	En'd	21.2	18.2	3.0			
227.3	In Enid	3.4	3.4				
237.2	Lahoma	9.9	8.9	1.0			
242.1	Meno	4.9	0.8		4.1		
259.4	Orienta	17.3	5.3		3.9	8.1	
265.4	Fairview	6.0	6.0				
266.4	In Fairview	1.0	1.0				
280.8	Wooddale	14.4				14.4	
292.5	Chester	11.7				11.7	
298.0	Selling	5.5				4.0	1.5
318.8	Vici	20.8					20.8
319.4	In Vici	0.6				0.4	0.2
333.9	Harmon	14.5				14.5	
346.0	Arnett	12.1				12.1	
358.5	State Line	12.5			6.0	6.5	
	Totals	358.5	92.4	20.2	127.1	71.7	47.1



Typical specimens of directional and safety signs on the State and Federal Highway System

U. S. AND STATE HIGHWAY ROUTES (Continued)

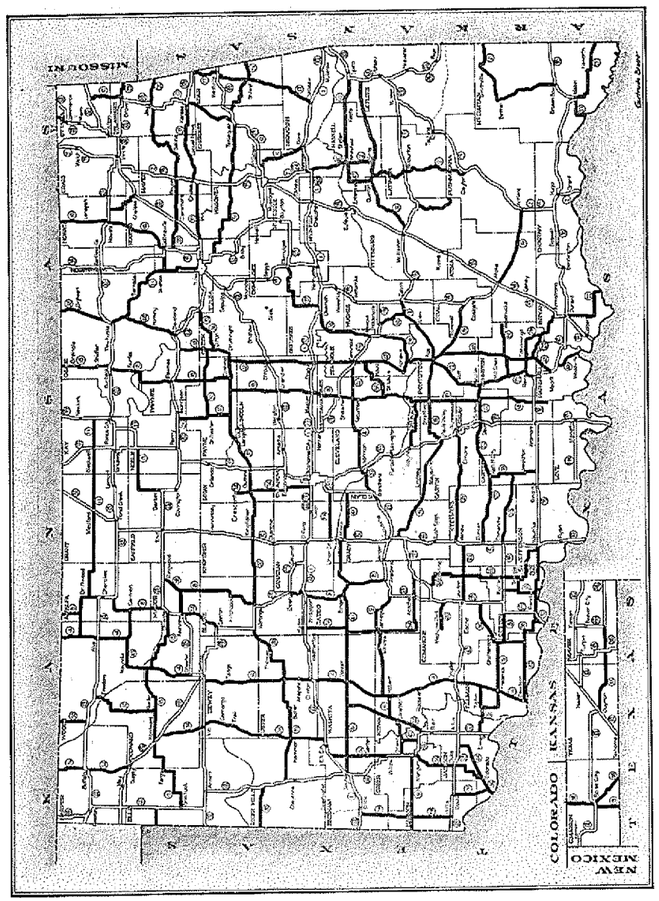
U. S. HIGHWY 62

Mileage	From	Total Miles	Concrete	Asphalt	Brick	Gravel
	State Line					
4.5	Hollis	4.5				4.5
5.6	In Hollis	1.1	1.1			
13.4	Gould	7.8				7.8
24.9	Duke	11.5				11.5
37.5	Altus	12.6				12.8
38.8	In Altus	1.3	1.3			
49.3	Headrick	10.5	3.2			7.3
61.4	Snyder	12.1		8.0		4.1
73.4	Indiahoma	12.0	7.7			4.3
80.7	Cache	7.3		3.7		3.6
93.7	Point N of Lawton	13.0	1.0			12.0
113.2	Apache	19.5	6.0			13.5
132.0	Anadarko	18.8				18.8
133.0	In Anadarko	1.0	1.0			
141.0	Verden	8.0				8.0
150.0	Chickasha	9.0				9.0
151.7	In Chickasha	1.7	1.7			
157.7	Tabler	6.0	6.0			
170.1	Blanchard	12.4	12.4			
180.4	New Castle	10.3				10.3
194.9	Oklahoma City	14.5	11.2			3.3
203.9	South to E. city limits	9.0	9.0			
215.6	Choctaw	11.7	11.7			
221.6	Harrah	6.0	6.0			
237.1	Meeker	15.5	15.5			
249.9	Prague	12.8				12.8
250.7	In Prague	.8	.8			
257.4	Paden	6.7				6.7
262.7	Boley	5.3				5.3
268.9	Castle	6.2				6.2
274.9	Okemah	6.0				6.0
292.9	Henryetta	18.0		18.0		
294.9	In Henryetta	2.0	2.0			
306.9	Okmulgee	12.0	12.0			
309.6	In Okmulgee	2.7	2.7			
315.3	Morris	5.7	5.7			
329.0	Boynton	13.7	4.5		1.0	8.2
342.3	Taft	13.3	8.8		4.5	
349.3	Muskogee	7.0	7.0			
354.3	In Muskogee	5.0			5.0	
360.6	Ft. Gibson	6.3	6.3			
380.6	Tahlequah	20.0		13.0		7.0
382.1	In Tahlequah	1.5	1.5			
409.4	Westville	27.3				27.3
411.4	State Line	2.0				2.0
	Totals	411.4	146.1	42.7	10.5	212.1

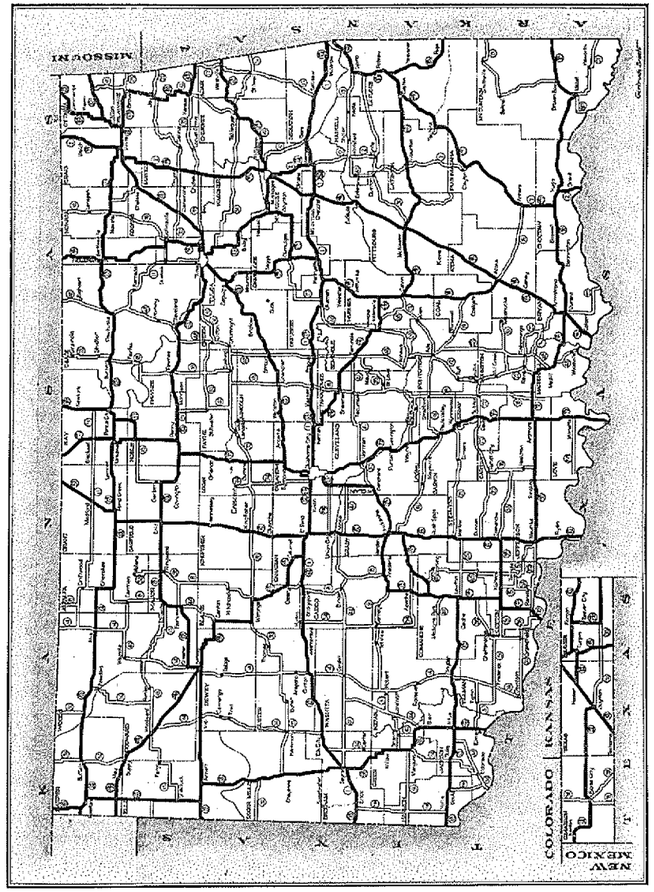
U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY 64

Mileage	Towns	Total Mileage	Concrete	Asphalt	Gravel	Brick	Imp. Earth	Unimp. Earth
	State Line							
9.2	Muldrow	9.2			9.2			
21.1	Sallisaw	11.9			11.9			
22.8	In Sallisaw	1.7	1.7					
33.2	Vian	10.4			10.4			
42.3	Gore	9.1			9.1			
44.1	Webber's Falls	1.8	0.3		1.5			
55.3	Warner	11.2	11.2					
62.9	Keefton	7.6	7.6					
73.8	Muskogee	10.9	9.4			1.5		
78.6	In Muskogee	4.8	2.7			2.1		
85.6	Taft	7.0	5.0	1.5		0.5		
96.2	Haskell	10.6	10.6					
113.1	Bixby	16.9	16.9					
129.9	Tulsa	16.8	16.8					
138.4	In Tulsa	8.5	8.5					
142.2	Sand Springs	3.8	3.8					
156.6	Keystone	14.4	14.4					
173.7	Cleveland	17.1	11.5		5.6			
196.8	Pawnee	23.1	23.1					
197.4	In Pawnee	0.6	0.6					
204.1	Lela	6.7	6.7					
207.2	Morrison	5.1	5.1					
224.3	Perry	15.1	15.1					
225.7	In Perry	1.4	1.4					
235.2	Lucien	9.5	9.5					
243.1	Covington	7.9	7.9					
263.3	Enid	20.2	13.9	6.3				
267.8	In Enid	4.5	4.5					
295.3	Nash	27.5	24.5	3.0				
302.5	Jet	7.2	7.2					
317.9	Cherokee	15.4	15.4					
319.4	In Cherokee	1.5	1.5					
323.7	Ingersoll	4.3	1.7	2.0	0.6			
337.8	Alva	14.1		1.6	12.5			
339.8	In Alva	2.0	1.3		0.7			
395.5	Buffalo	55.7		32.9	19.0			3.8
413.0	Rosston	17.5			17.5			
420.0	Gate	7.0					7.0	
428.1	Knowles	8.1			8.1			
438.9	Mocane	10.8			10.8			
448.2	Forgan	9.3			9.3			
468.9	Turpin	20.7			20.7			
487.6	Hooker	18.7			18.7			
498.1	Optima	10.5		7.8	2.7			
507.6	Guymon	9.5		9.1			0.4	
508.4	In Guymon	0.8	0.8					
571.1	Boise City	62.7			62.7			
609.1	State Line	38.0					14.5	23.5
Total		609.1	260.6	64.2	231.0	4.1	21.9	27.3



The State Highway System which does not overlap the U. S. Highway system shown in black



The U. S. Highway System shown in black

U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY NO. 66

Mileage	Towns	Miles	Concrete	Asphalt	Brick	Gravel
	Kansas Line					
4.3	Quapaw	4.3	4.3			
5.0	In Quapaw	.7	.7			
9.5	Commerce	4.5	4.5			
10.0	In Commerce	.5		.5		
13.5	Miami	3.5		3.5		
15.5	In Miami	2.0		2.0		
31.0	Afton	15.5		15.5		
32.0	In Afton	1.0		1.0		
46.0	Vinita	14.0	8.4			5.6
46.8	In Vinita	.8	.8			
50.2	Junction with US 73	3.4				3.4
63.9	Chelsea	13.7	5.7			8.0
64.7	In Chelsta	.8	.8			
72.7	Fevil	8.0	8.0			
77.3	Sequoyah	4.5	4.5			
82.7	Claremore	5.5	5.5			
83.7	In Claremore	1.0	1.0			
95.2	Catoosa	11.5	11.5			
108.2	Tulsa	13.0	13.0			
113.4	In Tulsa	5.2	5.2			
124.4	Sapulpa	11.0	11.0			
126.4	In Sapulpa	2.0	2.0			
150.4	Bristow	24.0	24.0			
151.6	In Bristow	1.2	1.2			
158.6	Depew	7.0	7.0			
168.3	Stroud	9.7	9.7			
169.4	In Stroud	1.1	1.1			
176.4	Davenport	7.0	7.0			
182.4	Chandler	6.0	6.0			
183.6	In Chandler	1.2	1.2			
201.8	Luther	18.2	8.2	10.0		
209.4	Arcadia	7.6	5.8	1.8		
218.1	Edmond	8.7		3.0	5.7	
218.7	In Edmond	.6		.6		
230.2	*Okla. City-Capitol	11.5			11.5	
234.2	W. Limits Okla. City	4.0	4.0			
	Sub-totals	234.2	162.1	37.9	17.2	5.6 17.0

* Alternate route via Britton 2.2 miles shorter to west limits of Okla. City

234.2	W. Limits Okla. City					
238.2	Bethany	4.0	4.0			
238.7	In Bethany	0.5	0.5			
244.0	Yukon	6.3	4.8	1.5		
245.9	In Yukon	0.9	0.9			
257.4	El Reno	11.5		11.5		
259.1	In El Reno	1.7	1.7			
283.6	Bridgeport	24.5	24.5			
301.6	Weatherford	18.0	18.0			
302.1	In Weatherford	0.5	0.5			
316.3	Clinton	14.2	14.2			
317.3	In Clinton	1.0	1.0			
331.1	Foss	13.8	13.8			
338.1	Canute	7.0	7.0			
344.6	Elk City	6.5	6.5			
345.6	In Elk City	1.0	1.0			
360.6	Sayre	15.0	0.5	14.5		
361.8	In Sayre	1.2	1.2			
376.5	Erick	14.7	9.2	5.5		
377.5	In Erick	1.0	1.0			
384.7	Texas State Line	7.2	7.2			
	Sub-total	150.5	117.5	33.0		
		234.2	162.1	37.9	17.2	17.0
	Total	384.7	279.6	70.9	17.2	17.0

U. S. AND STATE HIGHWAY ROUTES (Continued)

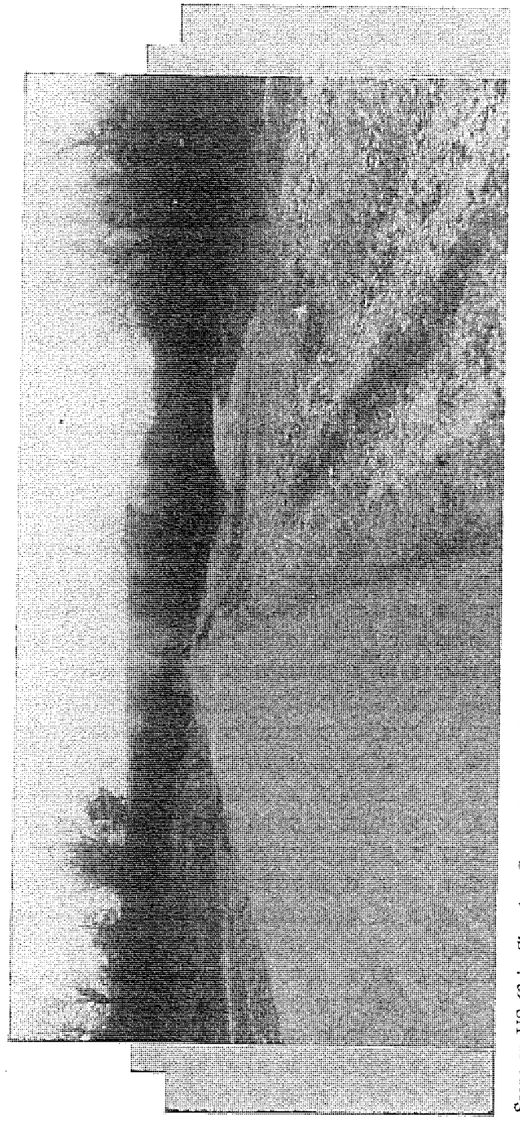
U. S. HIGHWAY 70

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel	Brick	Imp. Earth	Unimp. Earth
	State Line							
6.7	Eagletown	6.7			6.7			
16.3	Broken Bow	9.6			9.6			
29.4	Idabel	13.1			13.1			
38.5	Garvin	9.1	9.1					
42.9	Millerton	4.4			4.4			
47.9	Valliant	5.0			5.0			
58.3	Ft. Towson	10.4			10.4			
66.1	Sawyer	7.8			7.8			
74.2	Hugo	8.1			8.1			
75.7	In Hugo	1.5	1.5					
87.1	Soper	11.4	4.9	6.5				
97.8	Boswell	10.7	3.1	7.6				
109.0	Bennington	11.2	0.4		10.8			
115.7	Bokchita	6.7	6.7					
121.3	Blue	5.6	5.6					
130.2	Durant	8.9	4.9	4.0				
132.2	In Durant	2.0	2.0					
146.6	Aylesworth	14.4			14.4			
158.1	Madill	11.5			11.5			
159.0	In Madill	0.9	0.9					
167.1	Russett	8.1	8.1					
171.8	Mannsville	4.7	4.7					
186.1	Ardmore	14.3	14.3					
188.7	In Ardmore	2.6	2.6					
195.7	Lone Grove	7.0	2.7	4.3				
214.3	Ringling	18.6	12.5		6.1			
237.1	.5 Mi. East of Waurika	22.8			22.8			
242.6	Addington	5.5	4.7		0.8			
250.9	Comanche	8.3	8.3					
251.5	In Comanche	0.6	0.6					
271.0	Walters	19.5	4.4		15.1			
278.1	Emerson	7.1			7.1			
292.3	Randlett	14.2			14.2			
298.9	State Line	6.6			6.6			
	Totals	298.9	102.0	22.4	174.5			

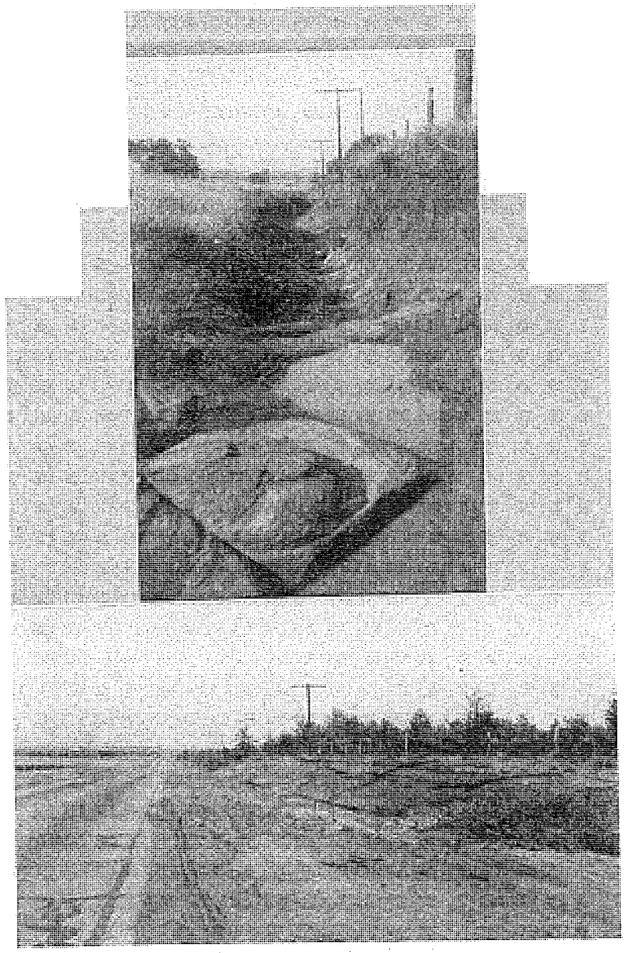
U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY 73

Mileage	From	Total Miles	Concrete	Asphalt	Brick	Gravel	Imp. Earth	Unimp. Earth
	State Line							
8.6	Welch	8.6				8.6		
25.1	Vinita	16.5				16.5		
25.9	In Vinita	0.8	0.8					
35.3	Big Cabin	9.4	3.5			5.9		
44.8	Adair	9.5				9.5		
54.8	Pryor	10.0				10.0		
56.0	In Pryor	1.2	1.2					
65.3	Choteau	9.3				9.3		
71.6	Mazie	6.3				6.3		
80.8	Wagoner	9.2				9.2		
83.0	In Wagoner	2.2	2.2					
91.2	Okay	8.2				8.2		
97.7	Muskogee	6.5			2.4	4.1		
102.7	In Muskogee	5.0	5.0					
108.3	Summit	5.6	4.1		1.5			
115.2	Oktaha	6.9	6.9					
123.1	Checotah	7.9	7.9					
124.1	In Checotah	1.0	1.0					
135.9	Eufaula	11.8				11.8		
136.8	In Eufaula	0.9	0.9					
147.6	Canadian	10.8		7.5		3.3		
151.1	Crowder	3.5		3.5				
163.1	McAlester	12.3	5.7	6.6				
166.9	In McAlester	3.5	3.5					
174.5	Savanna	7.6	7.6					
182.7	Kiowa	8.2	8.2					
187.1	Reynolds	4.4				4.4		
192.4	Gap	5.2				5.2		
194.7	Chockie	2.4				2.4		
203.2	Stringtown	8.5				8.5		
209.9	Atoka (City Limit)	6.7				6.7		
211.2	In Atoka	1.3	1.3					
216.0	Tushka	4.8	4.8					
223.0	Caney	7.0	1.5			5.5		
231.2	Caddo	8.2				8.2		
238.2	Armstrong	7.0	7.0					
243.4	Durant	5.2	5.2					
245.4	In Durant	2.0	2.0					
249.4	Calera	4.0	4.0					
256.9	Colbert	7.5	7.5					
259.7	State Line	2.8	2.8					
	Totals	259.7	94.6	17.6	3.9	143.6		



Scene on US 62 in Cherokee County West of Tahlequah. To the right of the picture may be seen a dangerous curve eliminated by the new alignment of the highway. The section pictured is of the cut back asphalt type of surfacing



Two views near Harrah showing result of improving shoulders and rights of way

U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY 75

Mileage	Towns	Total Mileage	Concrete	Asphalt	Gravel
	State Line				
1.2	Owen	1.2	1.2		
8.1	Copan	6.9	6.9		
15.2	Dewey	7.1	7.1		
19.3	Bartlesville	4.1	4.1		
20.8	In Bartlesville	1.5	1.5		
32.3	Ochelata	11.5	11.5		
39.3	Ramona	7.0	7.0		
46.5	Vera	7.2	7.2		
53.6	Collinsville	7.1	7.1		
60.9	Owasso	7.3	7.3		
72.7	Tulsa	11.8	11.8		
82.3	In Tulsa	9.6	9.6		
92.8	Sapulpa	10.5	10.5		
95.0	In Sapulpa	2.2	2.2		
99.5	Kiefer	4.5	4.5		
104.2	Mounds	4.7	4.7		
113.6	Beggs	9.4	9.4		
119.4	Preston	5.8	5.8		
125.0	Okmulgee	5.6	5.6		
129.0	In Okmulgee	4.0	4.0		
141.0	Henryetta	12.0	12.0		
143.0	In Henryetta	2.0	2.0		
150.5	Pharaoh	7.5	5.2	2.3	
157.3	Weleetka	6.8	6.8		
157.8	In Weleetka	0.5	0.5		
167.0	Wetumka	9.2	9.2		
168.0	In Wetumka	1.0	1.0		
187.1	Calvin	19.1	19.1		
219.8	Coalgate	32.7			32.7
220.4	In Coalgate	0.6	0.6		
222.6	Phillips	2.2			2.2
225.1	Lehigh	2.5			2.5
233.4	Atoka	8.3			8.3
234.7	In Atoka	1.3	1.3		
239.5	Tushka	4.8	4.8		
246.5	Caney	7.0	1.5		5.5
254.7	Caddo	8.2			8.2
261.7	Armstrong	7.0	7.0		
266.9	Durant	5.2	5.2		
268.9	In Durant	2.0	2.0		
272.9	Calera	4.0	4.0		
280.4	Colbert	7.5	7.5		
283.2	State Line	2.8	2.8		
	Totals	283.2	221.5	2.3	59.4

U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY 77

Mileage	Towns	Total Mileage	Concrete	Asphalt	Brick	Gravel	Wood Bridge Floor
	State Line						
7.6	Newkirk	7.6	7.6				
9.2	In Newkirk	1.6	1.6				
21.2	Ponca City	12.0	12.0				
22.4	In Ponca City	1.2	1.2				
35.1	Marland	12.7	12.7				
43.3	Junction with US 177	8.2	8.2				
60.8	Perry	17.5	17.5				
62.5	In Perry	1.7	1.7				
67.5	Junction with US 64	5.0	5.0				
76.2	Orando	8.7	8.7				
83.7	Mulhall	7.5	7.5				
95.7	Guthrie	12.0	12.0				
97.0	In Guthrie	.13			1.3		
114.6	Edmond	17.6	10.0		7.6		
115.3	In Edmond	.7	.7				
125.8	Oklahoma City	10.5			10.5		
128.8	Center of Okla. City	3.0	3.0				
132.7	South Limits Okla. City	3.9	3.9				
138.7	Moore	6.0		6.0			
139.2	In Moore	.5		.5			
147.4	Norman	8.2		8.2			
149.2	In Norman	1.8	1.8				
155.0	Noble	5.8		5.8			
164.9	Lexington	9.9		9.9			
165.9	N. Edge of Lexington to E. end of Bridge	1.0	0.6			0.4	
166.5	Purcell Bridge	0.6					0.6
167.7	Purcell Bridge	1.2	0.5		0.5	0.2	
175.1	Wayne	7.4	7.4				
183.4	Paoli	8.3	8.3				
190.1	Pauls Valley	6.7	6.7				
191.2	In Pauls Valley	1.1	1.1				
198.1	Wynnewood	6.9	6.9				
198.6	In Wynnewood	0.5	0.5				
208.7	Davis	10.1	10.1				
222.9	Springer	14.2	14.2				
231.2	Ardmore	8.3	6.3	2.0			
233.7	In Ardmore	2.5	2.5				
250.1	Marietta	16.4	16.4				
255.6	Bomar	5.5	5.5				
260.4	Thackerville	4.8	4.8				
265.3	To State Line (Across Br.)	4.9	4.9				
	Totals	265.3	211.8	32.40	19.9	0.6	0.6

U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY 81

Mileage	Towns	Total Mileage	Concrete	Asphalt	Gravel
	State Line				
5.7	Renfrow	5.7	5.7		
14.7	Medford	9.0	9.0		
15.4	In Medford	0.7	0.7		
22.1	Jefferson	6.7	6.7		
26.5	Pond Creek	4.4	4.4		
47.7	Enid	21.2	18.2	3.0	
51.4	In Enid	3.4	3.4		
64.8	Bison	13.7	13.7		
70.2	Hennessey	5.4	5.4		
71.0	In Hennessey	0.8	0.8		
79.8	Dover	8.8	8.8		
88.0	Kingfisher	8.2	8.2		
89.2	In Kingfisher	1.2	1.2		
98.4	Okarche	9.2	9.2		
111.1	El Reno	12.7	12.7		
113.1	In El Reno	2.0	2.0		
122.9	Union City	9.8	9.8		
127.8	Minco	4.9	4.9		
136.5	Pocassett	8.7	8.7		
146.5	Chickasha	10.0	10.0		
148.9	In Chickasha	2.4	2.4		
167.3	Rush Springs	18.4	18.4		
176.8	Marlow	9.5	9.5		
178.3	In Marlow	1.5	1.5		
189.0	Duncan	10.7	10.7		
190.2	In Duncan	1.2	1.2		
197.7	Comanche	7.5	7.5		
198.5	In Comanche	0.8	0.8		
206.6	Addington	8.1	8.1		
212.1	Point .5 Mi. East of Waurika	5.5	5.5		
222.3	Ryan	10.2			10.2
231.4	Terral	9.1	7.1		2.0
232.6	State Line	1.2	1.2		
	Total	232.6	217.4	3.0	12.2

U. S. HIGHWAY 83

Mileage	Towns	Total Mileage	Unimproved Gravel	Unimproved Earth
	State Line			
11.3	Turpin	11.3	2.8	8.5
36.2	Gray	24.9		24.9
41.2	State Line	5.0		5.0
	Total	41.2	2.8	38.4

U. S. HIGHWAY 177

Mileage	Towns	Total Miles	Concrete	Brick
	State Line			
7.2	Braman	7.2	7.2	
15.2	Blackwell	8.0	8.0	
17.1	In Blackwell	1.9	1.9	
26.1	Tonkawa	9.0	7.2	1.8
27.4	In Tonkawa	1.3	1.3	
33.9	Three Sands	6.5	6.5	
37.3	Junction US 77	3.4	3.4	
	Totals	37.3	35.5	1.8

U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY 266

Mileage	Towns	Total Miles	Concrete	Gravel
	Junction US 64 In Warner			
15.8	Checotah	15.8		15.8
16.1	In Checotah	0.3	0.3	
41.9	Dewar	25.8	8.2	17.6
43.1	Junction US 62 and US 75 East of Henryetta	1.2	1.2	
	Totals	43.1	9.7	33.4

U. S. HIGHWAY 270

Mileage	Towns	Total Miles	Concrete	Asphalt	Caliche	Gravel	Imp. Earth	Unimp. Earth
	State Line							
5.8	Page	5.8				5.8		
11.5	Stapp	5.7				5.7		
16.9	Houston	5.4				5.4		
23.2	Heavener	6.3				6.3		
27.3	Howe	4.1				4.1		
38.6	Wistor	11.3		5.2		6.1		
43.6	Victor	5.0				5.0		
44.6	Caston	1.0				1.0		
48.7	Fanshawe	4.1				4.1		
52.8	Hughes	4.1				4.1		
59.3	Red Oak	6.5				6.5		
72.2	Wilburton	12.9	0.7			12.2		
89.9	Hartshorne	17.7	4.5			13.2		
91.4	Haileyville	1.5	1.5					
96.9	Bache	5.5	5.5					
99.4	Alderson	2.5	2.5					
104.4	McAlester	5.0	5.0					
105.4	In McAlester	1.0	1.0					
123.8	Stuart	18.4		3.0		15.4		
133.6	Calvin	9.8				9.8		
149.9	Holdenville	16.3	8.2	8.1				
151.3	In Holdenville	1.4		1.4				
160.3	Wewoka	9.0	4.2	4.8				
161.8	In Wewoka	1.5	1.5					
172.5	Seminole	10.7		10.7				
173.7	In Seminole	1.2		1.2				
190.5	Shawnee	16.8	16.8					
192.2	In Shawnee	1.7	1.7					
199.8	Dale	7.6	4.5	3.1				
204.3	McLoud	4.5		4.5				
211.5	Harrah	7.2		7.2				
217.5	Choctaw	6.0	6.0					
229.2	Oklahoma City	11.7	11.7					
235.0	In Oklahoma City	5.8	5.8					
239.5	Bethany	4.5	4.5					
240.0	In Bethany	0.5	0.5					
246.2	Yukon	6.2	6.2					
247.1	In Yukon	0.9	0.9					
258.6	El Reno	11.5		11.5				
260.3	In El Reno	1.7	1.7					
273.5	Calumet	13.2	13.2					
285.4	Geary	11.9				11.9		
301.1	Watonga	15.7				15.7		
317.5	Eagle City	16.4				10.4		6.0
326.1	Canton	8.6						8.6
351.0	Seiling	24.9				5.7		19.2
384.1	Woodward	33.1			3.0		30.1	
386.0	In Woodward	1.9	1.9					
399.5	Supply	13.5			13.5			
404.9	Dunlap	5.4					5.4	
409.4	May	4.5					4.5	
466.6	Beaver City	57.2					57.2	
467.2	In Beaver City	0.6	0.6					
473.3	Junction US 64 East of Forgan	6.1				6.1		
	Totals	473.3	110.6	60.7	16.5	154.5	97.2	33.8

U. S. AND STATE HIGHWAY ROUTES (Continued)

U. S. HIGHWAY 271

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel
	Caston				
5.2	Summerfield	5.2			5.2
24.2	Talihina	19.0			19.0
28.4	Albion	4.2			4.2
33.2	Kiamichi	4.8			4.8
39.2	Tuskahoma	6.0			6.0
68.0	Finley	28.8			28.8
79.3	Antlers	11.3	0.4		10.9
98.9	Hugo	19.6	6.6	6.1	12.9
100.4	In Hugo	1.5	1.5		
104.3	Grant	3.9			3.9
109.5	State Line	5.2			5.2
	Totals	109.5	2.5	6.1	100.9

U. S. HIGHWAY 277

Mileage	Towns	Total Miles	Concrete	Gravel
	State Line			
6.6	Randlett	6.6		6.6
20.6	Emerson	14.0		14.0
38.8	Lawton	18.2		18.2
41.0	In Lawton	2.2	2.2	
57.6	Elgin	16.6	6.6	10.0
61.7	Fletcher	4.1		4.1
68.4	Cyril	6.7		6.7
73.3	Cement	4.9		4.9
91.1	Chickasha	17.8	5.8	12.0
92.6	In Chickasha	1.5	1.5	
98.6	Tabler	6.0	6.0	
111.0	Blanchard	12.4	12.4	
121.3	New Castle	10.3		10.3
135.8	Oklahoma City (City Limits)	14.5	11.2	3.3
140.8	Center of Okla. City	5.0	5.0	
	Totals	140.8	50.7	90.1

U. S. HIGHWAY 283

Mileage	Towns	Total Miles	Concrete	Improv. Gravel	Unimprov. Earth	Improv. Earth
	State Line					
15.2	Rosston	15.2			2.0	13.2
24.5	LaVerne	9.3			9.3 U.C.	
59.3	Shattuck	34.8			34.8 U.C.	
75.1	Arnett	15.8		15.8		
101.7	Roll	26.6		26.6		
114.1	Cheyenne	12.4		12.4		
135.8	Sayre	21.7		21.7		
137.0	In Sayre	1.2	1.2			
159.0	Willow	22.0	1.7	11.1		9.2
170.5	Mangum	11.5		11.5		
172.2	In Mangum	1.7	1.7			
188.0	Blair	15.8		6.0		9.8
197.4	Altus	9.4		9.4		
198.5	In Altus	1.1	1.1			
211.8	State Line	13.3		13.3		
	Totals	211.8	5.7	127.8	46.1	32.2

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 1

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel
	Ark. State Line				
9.2	Muldrow	9.2			9.2
21.1	Sallisaw	11.9			11.9
22.8	In Sallisaw	1.7	1.7		
33.2	Vian	10.4			10.4
42.3	Gore	9.1			9.1
44.1	Webber's Falls	1.8	.3		1.5
55.3	Warner	11.2	11.2		
71.1	Checotah	15.8			15.8
71.4	In Checotah	.3	.3		
97.2	Dewar	25.8	8.2		17.6
99.2	Henryetta	2.0	2.0		
101.2	In Henryetta	2.0	2.0		
119.2	Okemah	18.0		18.0	
125.2	Castle	6.0			6.0
131.4	Boley	6.2			6.2
136.7	Paden	5.3			5.3
143.4	Prague	6.7			6.7
144.2	In Prague	.8	.8		
157.0	Meeker	12.8			12.8
172.5	Harrah	15.5	15.5		
178.5	Choctaw	6.0	6.0		
190.2	City Limits Okla. City	11.7	11.7		
196.2	In Okla. City	6.0	6.0		
200.2	Bethany	4.0	4.0		
200.7	In Bethany	.5	.5		
207.0	Yukon	6.3	4.8	1.5	
207.9	In Yukon	.9	.9		
219.4	El Reno	11.5		11.5	
221.1	In El Reno	1.7	1.7		
245.6	Bridgeport	24.5	24.5		
263.6	Weatherford	18.0	18.0		
264.1	In Weatherford	.5	.5		
278.3	Clinton	14.2	14.2		
279.3	In Clinton	1.0	1.0		
293.1	Foss	13.8	13.8		
300.1	Canute	7.0	7.0		
306.6	Elk City	6.5	6.5		
307.6	In Elk City	1.0	1.0		
322.6	Sayre	15.0	.5	14.5	
323.8	In Sayre	1.2	1.2		
338.5	Erick	14.7	9.2	5.5	
339.5	In Erlik	1.0	1.0		
346.7	Texas State Line	7.2	7.2		
	Totals	346.7	183.2	51.0	112.5

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 2

Mileage	Towns	Total Miles	Concrete	Asphalt	Brick	Gravel
	State Line					
8.6	Welch	8.6				8.6
25.1	Vinita	16.5				16.5
25.9	In Vinita	.8	.8			
35.3	Big Cabin	9.4	3.5			5.9
44.8	Adair	9.5				9.5
54.8	Pryor	10.0				10.0
56.0	In Pryor	1.2	1.2			
65.3	Choteau	9.3				9.3
71.6	Mazie	6.3				6.3
80.8	Wagoner	9.2				9.2
83.0	In Wagoner	2.2	2.2			
91.2	Okay	8.2				8.2
97.7	Muskogee	6.5			2.4	4.1
100.5	In Muskogee	2.8			2.8	
111.4	Keefton	10.9	9.4		1.5	
119.0	Warner	7.6	7.6			
132.2	Porum	13.2				13.2
139.4	Whitefield	7.2				7.2
149.0	Kinta	9.6				9.6
172.8	Wilburton	23.8				23.8
202.9	Clayton	30.1				30.1
205.9	Junc. US 271	3.0				3.0
230.9	Finley	25.0				25.0
242.2	Antlers	11.3	0.4			10.7
261.8	Hugo	19.6	0.6	6.1		12.9
263.3	In Hugo	1.5	1.5			
267.2	Grant	3.9				3.9
272.4	State Line	5.2				5.2
		272.4	27.2	6.1	6.7	232.4

STATE HIGHWAY NO. 5

Mileage	Towns	Total Miles	Concrete	Gravel	Imp. Earth	Unimp.. Earth
	Junction SH 32 and US 81					
0.6	In Waurika to City Limits	0.6	0.6			
27.6	Randlett	27.0		3.0		24.0
74.6	Frederick	47.0		15.0	30.0	2.0
75.3	In Frederick	0.7	0.7			
100.3	To Junction US 283 south of Altus	25.0			8.5	16.5
		100.3	1.3	18.0	38.5	42.5

STATE HIGHWAY NO. 7

Mileage	Towns	Total Miles	Concrete	Asphalt
	State Line (Picher)			
1.5	In Picher	1.5	1.5	
3.2	Cardin	1.7	1.7	
5.6	Commerce (To Junction with US 66)	2.4	1.6	0.8
	Totals	5.6	4.8	0.8

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 8

Mileage	Towns	Total Miles	Concrete	Gravel	Imp. Earth	Unimp. Earth
	State Line					
10.6	Burlington	10.6				10.6
15.7	Driftwood	5.1			1.5	3.6
23.4	Cherokee	7.7	1.5	6.2		
24.9	In Cherokee	1.5	1.5			
33.1	Lambert	8.2	4.6			3.6
42.8	Carmen	9.7	1.4			8.3
48.8	Aline	6.0	1.0			5.0
55.6	Cleo Springs	6.8				6.8
59.7	Orienta	4.1	2.9			1.2
65.7	Fairview	6.0	6.0			
66.2	In Fairview	0.5	0.5			
85.9	Okeene	19.7			12.2	7.5
98.1	Hitchcock	12.2			12.2	
108.1	Watonga	10.0			10.0	
110.0	In Watonga	1.9	1.9			
125.7	Geary	15.7		15.7		
132.3	Bridgeport	6.6		6.6		
140.1	Hinton	7.8	2.0	5 8		
152.2	Binger	12.1		12.1		
164.6	Gracemont	12.4		12.4		
172.2	Anadarko	7.6		7.6		
172.6	Junction US 62 in Anadarko	0.4	0.4			
		172.6	23.7	66.4	35.9	46.6

STATE HIGHWAY NO. 9

Mileage	Towns	Total Miles	Concrete	Gravel	Imp.	Unimp.
	Junction US 62 West of Anadarko					
0.6	Ft. Cobb	6.6		6.6		
17.5	Carnegie	10.9		10.9		
25.7	Mt. View	8.2		8.2		
26.2	In Mt. View	0.5		0.5		
33.5	Gotebo	7.3	0.5	6.8		
48.5	Hobart	15.0		15.0		
49.4	In Hobart	0.9	0.9			
59.4	Lone Wolf	10.0		10.0		
67.6	Granite	8.2		8.2		
89.7	Reed	22.1		22.1		
98.6	Vinson	8.9		8.9		
105.8	Madge	7.2		7.2		
106.6	State Line	0.8		0.8		
	Totals	106.6	1.4	105.2		

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 10

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel	Improv. Earth	Unimp. Earth
	Wyandotte—Junction US 60						
19.3	Grove	19.3			3.3	5.3	10.7
32.6	Jay	13.3			13.3		
82.5	Tahlequah	49.9			49.9		
84.4	In Tahlequah	1.9		1.9			
103.0	Ft. Gibson	18.6		11.7	6.9		
116.5	Braggs	13.5	2.4				11.1
128.7	Gore	12.2					12.2
130.5	Webbers Falls	1.8	0.3		1.5		
141.7	Warner	11.2	11.2				
154.9	Porum	13.2			13.2		
162.1	Whitefield	7.2			7.2		
168.5	Stigler	6.4			6.4		
169.2	In Stigler	0.7			0.7		
179.9	Keota	10.7	0.6		10.1		
196.0	Junction US 271 West of Spiro	16.1			16.1		
	Totals	196.0	14.5	13.6	128.6	5.3	34.0

STATE HIGHWAY NO. 11

Mileage	Towns	Total Mileage	Concrete	Asphalt	Brick	Gravel
	Jct. U. S. 81 in Medford					
23.9	Blackwell	23.9	8.9			15.0
25.6	In Blackwell	1.7	1.7			
45.0	Ponca City	19.4		11.8	7.6	
45.5	In Ponca City	0.5	0.5			
64.9	Bu bank	19.4	1.0			18.4
86.9	Pawhuska	22.0		11.8		10.2
89.3	In Pawhuska	2.4	2.4			
96.5	Pershing	7.2	7.2			
104.2	Barnsdall	7.7		7.7		
114.2	Avant	10.0	10.0			
123.7	Sklatook	9.5	9.5			
128.5	Sperry	4.8	4.8			
136.2	Tulsa	7.7	7.7			
141.7	In Tulsa	5.5	5.5			
147.7	To Jct. State H. 33 East of Tulsa	6.0	6.0			
	Totals	147.7	65.2	31.3	7.6	43.60

STATE HIGHWAY NO. 12

Mileage	Towns	Total Miles	Concrete	Gravel
	Junction US 270 and US 75 in Calvin			
5.4	Atwood	5.4		5.4
12.3	Allen	6.9		6.9
30.7	Ada	18.4	5.2	13.2
32.4	In Ada	1.7	1.7	
46.9	Roff	14.5		14.5
52.0	Hickory	5.1		5.1
55.0	Scullin	3.0		3.0
56.0	Junction SH 22 south of Scullin	1.0		1.0
	Sub-Totals	56.0	6.9	49.1
62.5	Ravia to Junction with US 70	6.5	3.5(9' wide)	3.0
	Totals	62.5	10.4	52.1

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 14

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel	Improv. Earth	Unimp. Earth
	State Line						
13.3	Alva	13.3				2.0	11.3
14.6	In Alva	1.3	1.3				
21.5	Hopeton	6.9				6.9	
40.3	Waynoka	18.8	12.2			6.6	
69.7	Chester	29.4	1.0		3.5	8.4	16.5
74.7	Selling	5.0					5.0
84.5	Taloga	9.8					9.8
97.3	Putnam	12.8			12.8		
117.0	Arapaho	19.7			19.7		
121.3	Clinton	4.3	3.2		1.1		
122.3	In Clinton	1.0	1.0				
138.0	Cordell	15.7	11.8		3.9		
138.6	In Cordell	0.6	0.6				
149.1	Rocky	10.5	10.5				
170.5	Roosevelt	21.4		15.4	6.0		
182.2	Mt. Park	11.7		10.7	1.0		
184.7	Snyder	2.5			2.5		
185.3	In Snyder	0.6	0.6				
193.4	Siboney	8.1	3.8		4.3		
195.6	Manitou	2.2	2.2				
203.5	Frederick	7.9	7.9				
204.4	In Frederick	0.9	0.9				
215.2	Davidson	10.8	4.0		6.8		
216.9	State Line	1.7	1.7				
	Totals	216.9	62.7	26.1	61.6	23.9	42.6

STATE HIGHWAY NO. 15

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel	Improv. Earth	Unimp. Earth
	Junction with US 77						
9.0	Billings	9.0	9.0				
24.0	Garber	15.0	1.0		14.0		
27.0	Junction with US 64	3.0	3.0				
41.0	Enid	14.0	8.0	6.0			
45.0	In Enid	4.0	4.0				
55.3	Lahoma	10.3	8.3	2.0			
64.0	Pt. N. of Ringwood	8.7	.7		8.0		
77.3	Orienta	13.3	5.3		8.0		
114.2	Belva	36.9				11.5	25.4
120.7	Quinlan	6.5					6.5
127.4	Curtis	6.7					6.7
132.0	Mooreland	4.6					4.6
136.9	Alston	4.9					4.9
141.4	Woodward	4.5					4.5
143.5	In Woodward	2.1	2.1				
151.7	Tangier	8.2					8.2
159.7	Fargo	8.0					8.0
171.0	Gage	11.3					11.3
180.0	Shattuck	9.0					9.0
181.2	In Shattuck	1.2	0.4				0.8
198.6	State Line North of Shattuck	17.4				11.5	5.9
	Totals	198.6	41.8	8.0	30.0	23.0	95.8

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 16

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel
	State Line—South Coffeyville				
0.7	In South Coffeyville	0.7		0.7	
10.3	Lenapah	9.6		9.6	
15.6	Delaware	5.3		5.3	
21.4	Nowata	5.8		5.8	
	In Nowata	1.5	1.5		
28.9	Watova	5.6			5.6
35.1	Talala	6.6			6.6
41.5	Oolagah	6.4			6.4
52.5	Collinsville	11.0			11.0
53.2	Junction US 75 in Collinsville	0.7	0.7		
	Totals	53.2	2.2	21.4	29.6

STATE HIGHWAY NO. 17

Mileage	Towns	Total Miles	Concrete	Gravel	Improv. Earth	Unimprov. Earth
	State Line					
5.5	Watts	5.5		5.5		
6.7	Ballard	1.2		1.2		
14.9	Westville	8.2		8.2		
29.1	Stilwell	14.2		14.2		
30.9	In Stilwell	1.8	1.8			
44.5	Bunch	13.6		13.6		
52.9	Marble City	8.4			4.4	4.0
64.5	Sallisaw	11.6			2.6	9.0
64.9	Junction US 64 in Sallisaw	0.4	0.4			
	Totals	64.9	2.2	42.7	7.0	13.0

STATE HIGHWAY NO. 18

Mileage	Towns	Total Miles	Concrete	Gravel	Improv. Earth	Unimprov. Earth
	Kansas Line					
4.0	Grainola	4.0				4.0
16.5	Shidler	12.5				12.5
22.5	Junction US 60	6.0				6.0
32.1	Fairfax	9.6		9.6		
38.4	Ralston	6.3		6.3		
53.7	Pawnee	15.3		15.3		
54.2	In Pawnee	0.5	0.5			
80.4	Cushing	26.2	4.9		13.9	7.4
81.7	In Cushing	1.3	1.3			
93.5	Agra	11.8	5.2	6.6		
106.0	Chandler	12.5		12.5		
107.3	In Chandler	1.3	1.3			
125.4	Aydelotte	18.1		18.1		
132.7	Shawnee	7.3		7.3		
133.8	In Shawnee	1.1	1.1			
138.0	Tecumseh	4.2	4.2			
138.5	In Tecumseh	0.5	0.5			
158.6	Asher	20.1	20.1			
174.5	Stratford	15.9	2.0		13.9	
194.2	Sulphur	19.7		9.0		10.7
196.0	In Sulphur	1.8	1.8			
219.3	Junction US 70	23.3		23.3		
223.3	Junction Murray Lake Drive	4.0				4.0
	Totals	223.3	42.9	108.0	27.8	44.6

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 19

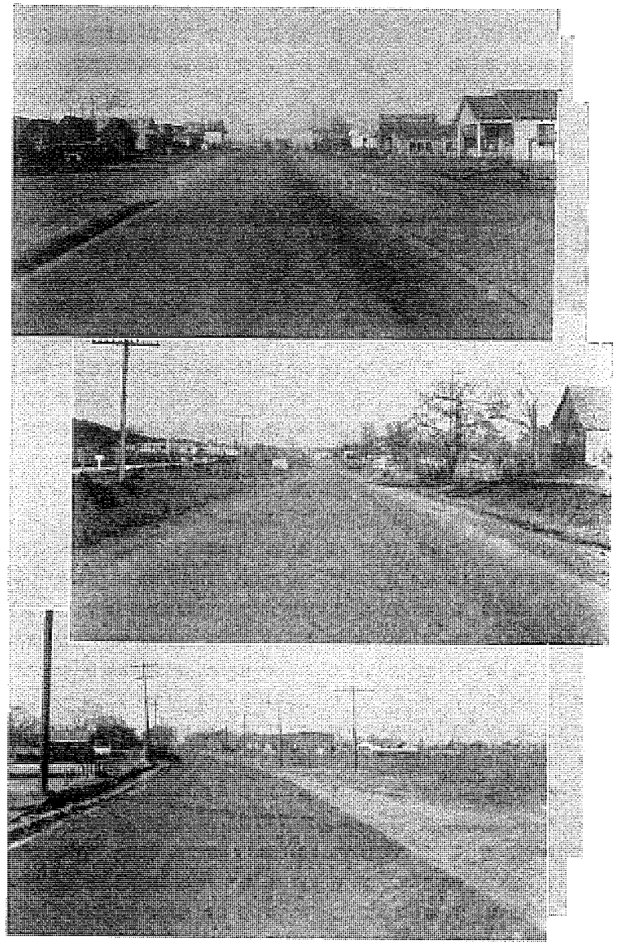
Mileage	Towns	Total Miles	Concrete	Gravel	Improv. Earth	Unimprov. Earth
	Junction US 81 South of Chickasha					
12.7	Alex	12.7		12.7		
18.0	Bradley	5.3		5.3		
26.0	Lindsay	8.0				8.0
38.3	Maysville	12.3			0.3	12.0
50.4	Pauls Valley	12.1			12.1	
51.1	In Pauls Valley	0.7	0.7			
64.6	Stratford	13.5				13.5
80.3	Ada	15.7		15.7		
82.0	In Ada	1.7	1.7			
93.8	Stonewall	11.8	11.8			
100.8	Tupelo	7.0	0.8	6.2		
105.2	Centrahoma	4.4		4.4		
114.6	Coalgate	9.4		9.4		
115.2	In Coalgate	0.6	0.6			
117.4	Phillips	2.2		2.2		
119.9	Lehigh	2.5		2.5		
128.2	Atoka	8.3		8.3		
129.0	In Atoka	0.8	0.8			
151.1	Darwin	22.1		22.1		
160.5	Antlers—Junc. US 271	9.4		9.4		
	Totals	160.5	16.4	98.2	12.4	33.5

STATE HIGHWAY NO. 20

Mileage	Towns	Total Miles	Concrete	Gravel
	State Line			
12.5	Jay	12.5		12.5
42.1	Salina	29.6		29.6
51.6	Pryor	9.5		9.5
52.3	In Pryor	0.7	0.7	
68.3	Claremore	16.0		16.0
70.3	In Claremore	2.0	2.0	
87.2	Collinsville	16.9	3.4	13.5
88.3	In Collinsville	1.1		1.1
96.3	Sklatook—Junction SH 11	8.0	2.0	6.0
	Totals	96.3	8.1	88.2

STATE HIGHWAY NO. 21

Mileage	Towns	Total Miles	Concrete	Gravel
	State Line			
11.2	Smithville	11.2		11.2
25.7	Bethel	14.5		14.5
63.3	Broken Bow	37.6		37.6
76.4	Idabel	13.1	1.0	12.1
90.9	Haworth	14.5		14.5
96.4	Bokhomo	5.5		5.5
98.6	America	2.2		2.2
103.0	State Line	4.4		4.4
	Totals	103.0	1.0	102.0



Top, beginning of widening of US 270 at Seminole. Center, scene near Poteau. Below, black top surfacing of SH 31 near Krebs

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 22

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel	Improv. Earth
	Junction US 75 North of Durant					
23.7	Tishomingo	23.7			23.7	
25.1	In Tishomingo	1.4	1.4			
29.5	Ravia	4.4			4.4	
36.0	Troy	6.5			6.5	
42.2	Mill Creek	6.2			6.2	
56.4	Sulphur	14.2			14.2	
57.8	In Sulphur	1.2	1.2			
65.4	Davis	7.8	0.5	7.3		
66.1	In Davis	0.7	0.7			
80.7	Hennepin	14.6		3.0	11.6	
87.4	Tatums	6.7			6.7	
91.8	Ratliff City	4.4			4.4	
118.5	Duncan	26.7	2.0	18.1	3.0	3.6
119.7	In Duncan, Junction US 81	1.2	1.2			
	Totals	119.7	7.0	28.4	80.7	3.6

STATE HIGHWAY NO. 25

Mileage	Towns	Total Miles	Gravel
	State Line		
9.5	Grove	9.5	9.5
17.4	Bernice	7.9	7.9
23.4	Junction US 60 and US 66 E. of Vinita	6.0	6.0
	Totals	23.4	23.4

STATE HIGHWAY NO. 27

Mileage	Towns	Total Miles	Concrete	Gravel
	Junction US 75 and US 62 In Okmulgee			
1.0	In Okmulgee	1.0	1.0	
19.6	Okfuskee	18.6	11.3	7.3
33.4	Junction US 62 East of Okemah	13.8		13.8
	Totals	33.4	12.3	21.1

STATE HIGHWAY NO. 28

Mileage	Towns	Total Miles	Gravel
	Chelsea—Junc. US 66		
11.1	Alluwe	11.1	11.1
17.0	Junction US 60—East of Nowata	5.9	5.9
	Totals	17.0	17.0

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 29

Mileage	Towns	Total Miles	Concrete	Gravel	Unimproved Earth
	Junction US 77 West of Wynnewood				
5.9	Brady	5.9			5.9
12.5	Elmore	6.6			6.6
18.7	Foster	6.2			6.2
46.7	Marlow	28.0	2.4	20.4	5.2
47.6	In Marlow	0.9	0.9		
75.5	Lawton	27.9	27.9		
77.6	In Lawton	2.1	2.1		
80.6	Junction US 62 North of Lawton	3.0	2.0	1.0	
	Totals	80.6	35.3	21.4	23.9

STATE HIGHWAY NO. 31

Mileage	Towns	Total Miles	Asphalt	Gravel	Improv. Earth	Unimprov. Earth
	Coal Creek—Junction US 59					
6.1	Bokoshe	6.1			3.0	3.1
11.3	Milton	5.2				5.2
17.2	McCurtain	5.9			5.9	
26.3	Lequire	9.1			9.1	
34.8	Kinta	8.5				8.5
43.8	Quinton	8.2		8.2		
50.5	Featherston	7.5			3.0	4.5
55.3	Blocker	4.8				4.8
72.1	Junction US 270 In Krebs	16.8	3.8		3.0	10.0
	Totals	72.1	3.8	8.2	24.0	36.1

STATE HIGHWAY NO. 32

Mileage	Towns	Total Miles	Concrete	Gravel	Improved Earth
	Waurika				
9.1	Hastings	9.1		9.1	
16.7	Temple	7.6			7.6
26.8	Walters	10.1		10.1	
27.6	In Walters—Junction US 70	0.8	0.8		
	Totals	27.6	0.8	19.2	7.6

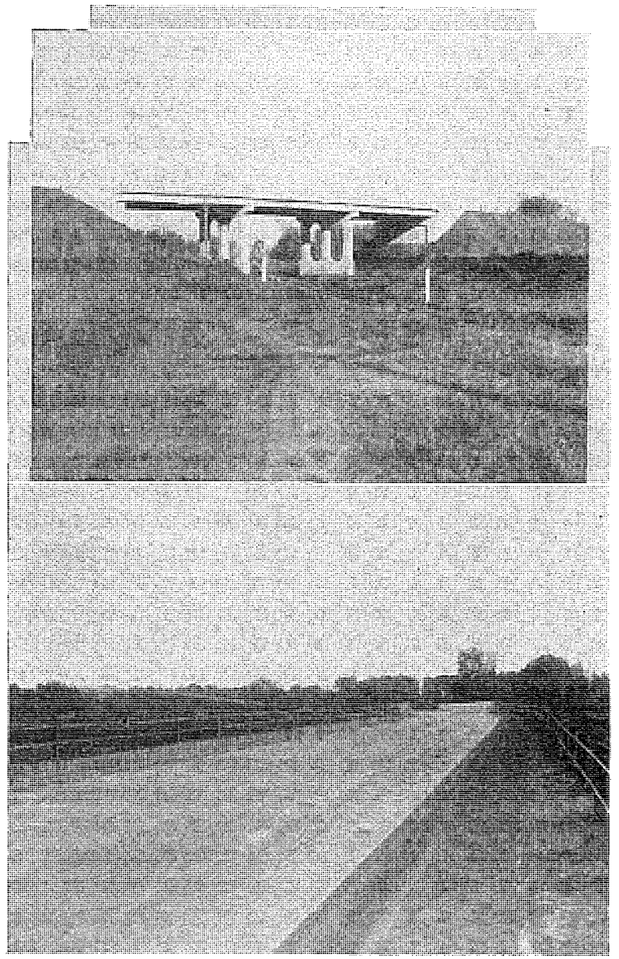
U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 33

Mileage	Towns	Total Miles	Concrete	Gravel	Improv. Earth	Unimprov. Earth
	Ark. State Line					
13.3	Kansas (town)	13.3		13.3		
21.1	Leach	7.8		7.8		
35.7	Locust Grove	14.6		14.6		
46.6	Choteau	10.9		10.9		
70.0	Junction US 66 East of Tulsa	23.4		23.4		
80.8	To Tulsa on US 66	10.8	10.8			
89.4	In Tulsa	8.6	8.6			
93.2	Sand Springs on US 64	3.8	3.8			
107.6	Keystone on US 64	14.4	14.4			
114.2	Mannford	6.6	6.6			
135.4	Drumright	21.2	21.2			
136.7	In Drumright	1.3	1.3			
145.3	Cushing	8.6	8.6			
147.6	In Cushing	2.3	2.3			
174.7	Coyle	27.1	27.1			
176.3	Langston	1.6	1.6			
186.7	Guthrie	10.4	10.4			
189.2	In Guthrie	2.5	2.5			
217.6	Kingfisher	28.4	8.1		5.3	15.0
218.6	In Kingfisher	1.0	1.0			
245.2	Watonga	26.6		5.0	13.0	8.6
246.6	In Watonga	1.4	1.4			
260.4	Fay	13.8		7.6		6.2
268.1	Thomas	7.7		7.7		
282.2	Custer City	14.1				14.1
301.1	Butler	18.9		4.4		14.5
312.4	Hammon	11.3			11.3	
326.6	Strong City	14.2			14.2	
338.2	Roll	11.6		7.8	3.8	
354.1	Texas State Line	15.9		1.5	14.4	
	Totals	354.1	129.7	104.0	62.0	58.4

STATE HIGHWAY NO. 34

Mileage	Towns	Total Miles	Concrete	Caliche	Gravel	Improv. Earth	Unimp. Earth
	State Line						
12.2	Buffalo	12.2			1.8	10.4	
31.0	Supply	18.8				18.8	
44.5	Woodward	13.5		13.5			
46.4	In Woodward	1.9	1.9				
57.8	Sharon	11.4			11.4		
67.0	Vici	9.2			9.2		
77.2	Camargo	10.2			10.2		
81.0	Trail	3.8			1.0		2.8
88.5	Leedey	7.5			7.5		
96.9	Moorewood	8.4			3.7	4.7	
104.9	Hammon	8.0				8.0	
121.7	Elk City	16.8	2.0		6.0	8.8	
122.7	In Elk City	1.0	1.0				
134.4	Carter	11.7	5.5		6.2		
146.1	Willow	11.7			11.7		
157.6	Mangum	11.5			11.5		
159.3	In Mangum	1.7	1.7				
174.4	Duke	15.1				6.8	8.3
192.3	Eldorado	17.9			17.9		
198.7	State Line	6.4			6.4		
	Totals	198.7	12.1	13.5	104.5	57.5	11.1



Two views of overpass over Frisco Railroad on US 81 in the city of Chickasha

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 35

Mileage	Towns	Total Miles	Impr. Earth
	Junction US 270 South of Beaver City		
37.6	Hardesty	37.6	37.6 Under Const.
55.4	Guymon—Junction US 64 and 54	17.8	17.8
	Totals	55.4	55.4

STATE HIGHWAY NO. 36

Mileage	Towns	Total Miles	Gravel
	Junction US 277 South of Lawton		
11.3	Faxon	11.3	11.3
16.6	Chattanooga	5.3	5.3
30.9	Granfield	14.3	14.3
38.4	Devol	7.5	7.5
47.1	Junction US 70 near Texas Line	8.7	8.7
	Totals	47.1	47.1

STATE HIGHWAY NO. 37

Mileage	Towns	Total Miles	Concrete	Gravel
	Junction US 77			
0.9	Edge of Norman	0.9	0.9	
11.3	Junction US 277 and US 62 E. of Blanchard	10.4		10.4
	Totals	11.3	0.9	10.4

STATE HIGHWAY NO. 38

Mileage	Towns	Total Miles	Improved Earth
	State Line		
7.7	Ramsey	7.7	7.7 Under Const.
18.7	Boise City	11.0	11.0 (6.2 U.C.)
41.1	State Line	22.4	22.4
	Totals	41.1	41.1

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 40

Mileage	Towns	Total Miles	Concrete
	Junction SH 51		
1.1	Edge of Stillwater	1.1	1.1
9.6	Junction SH 33 South of Stillwater	8.5	8.5
	Totals	9.6	9.6

STATE HIGHWAY NO. 41

Mileage	Towns	Total Miles	Concrete	Asphalt	Gravel	Imp ov. Earth	Unimp. Earth
	Junction US 270 West of Seminole						
5.6	Earlsboro	5.6			5.6		
13.2	Tecumseh	7.6			7.6		
23.4	Pink	10.2			10.2		
35.0	Denver	11.6					11.6
43.4	Norman	8.4				4.4	4.0
44.9	In Norman	1.5	1.5				
68.6	Tuttle	23.7	1.4	8.0	4.0		10.3
77.5	Minco	8.9					8.9
105.3	Binger	27.8	1.4		5.2		21.2
141.1	Cordell	35.8			35.8		
141.9	In Cordell	0.8	0.8				
179.0	Sayre—Junction US 66 and US 283	37.1			37.1		
	Totals	179.0	5.1	8.0	105.5	4.4	56.0

STATE HIGHWAY NO. 42

Greer County

Mileage	Towns	Total Miles	Gravel
	Junction SH 9 in Granite		
7.3	Junction US 283 South of Granite	7.3	7.3
	Totals	7.3	7.3

Woods-Alfalfa Counties

Mileage	Towns	Total Miles	Unimproved Earth
	Junction SH 14 North of Alva		
4.0	Capron	4.0	4.0
9.0	Junction SH 8 West of Burlington	5.0	5.0
	Totals	9.0	9.0

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 43

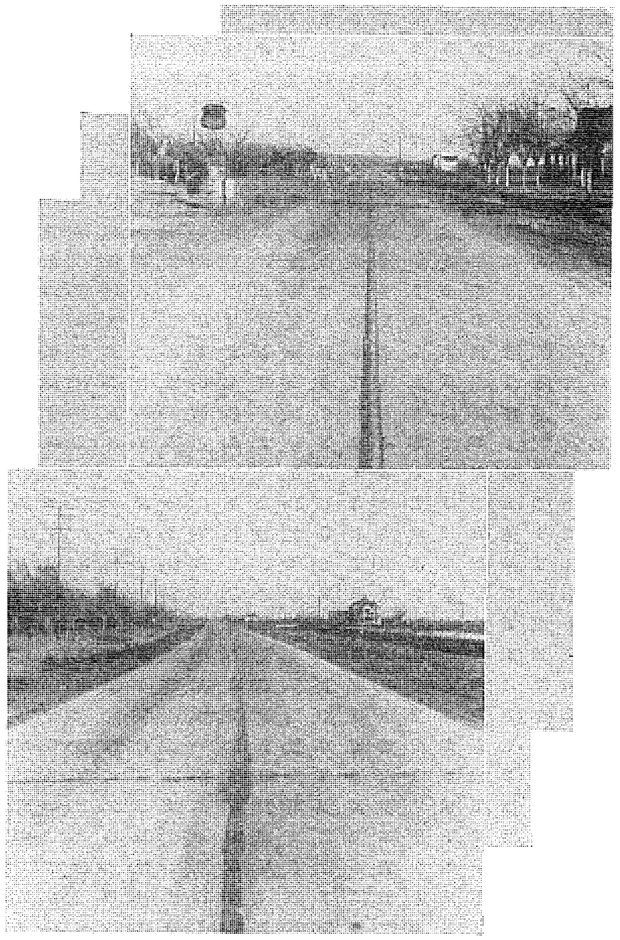
Mileage	Towns	Total Miles	Unimproved Earth
	Whitefield—Junction SH 2 and 10		
9.7	Enterprise	9.7	9.7
16.6	Quinton—June. SH 31	6.9	6.9
	Totals	16.6	16.6

STATE HIGHWAY NO. 44

Mileage	Towns	Total Miles	Concrete	Gravel	Improv. Earth	Unimprov. Earth
	State Line (Texas)					
6.4	Eldorado	6.4		6.4		
18.1	Olustee	11.7		11.7		
29.2	Altus	11.1		11.1		
30.4	In Altus	1.2	1.2			
39.8	Blair	9.4		9.4		
48.7	Lugert	8.9		8.9		
56.4	Lone Wolf	7.7		7.7		
62.2	Cambridge	5.8		2.7		3.1
68.7	Sentinel	6.5				6.5
88.0	Cordell	19.3		19.3		
103.7	Clinton	15.7	11.8	3.9		
104.7	In Clinton	1.0	1.0			
109.0	Arapaho	4.3		4.3		
119.6	Custer City	10.6		6.3	4.3	
133.7	Thomas	14.1				14.1
141.4	Fay	7.7			7.7	
152.7	Eagle City	11.3		6.9	4.4	
160.7	Canton	8.0				8.0
166.6	Longdale	5.9		5.9		
176.8	Fairview	10.2			10.2	
177.8	In Fairview	1.0	1.0			
183.8	Orienta	6.0	6.0			
187.9	Cleo Springs	4.1	2.9			1.2
194.7	Aline	6.8				6.8
200.7	Carmen	6.0	1.0			5.0
210.4	Lambert	9.7	1.4			8.3
218.6	Cherokee	8.2	4.6			3.6
220.1	In Cherokee	1.5	1.5			
262.5	Medford	42.4	1.6	0.9	2.9	37.0
	Totals	262.5	34.0	105.4	29.5	93.6

STATE HIGHWAY NO. 45

Mileage	Towns	Total Miles	Improved Gravel	Improved Earth
	Carmen—Junction SH 8 and 44			
12.3	Junction SH 14 East of Waynoka	12.3	12.3	
24.4	Waynoka	12.1	12.1	
	Totals	24.4	24.4	



Top., looking East from Snyder, below looking East from Altus on US 62

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 48

Mileage	Towns	Total Miles	Concrete	Gravel	Unimprov. Earth
	State Line				
24.2	Pawhuska	24.2		19.1	5.1
25.4	In Pawhuska	1.2	1.2		
33.1	Wynona	7.7	3.6	4.1	
43.9	Hominy	10.8		10.8	
52.4	Cleveland	8.5	0.4	8.1	
62.8	Hallet	10.4	10.4		
66.2	Jennings	3.4	3.4		
73.1	Oilton	6.9	1.4	5.5	
73.8	In Oilton	0.7	0.7		
81.9	Drumright	8.1	8.1		
83.2	In Drumright	1.3	1.3		
102.2	Stroud	19.0	5.7	13.3	
120.6	Prague	18.4		18.4	
139.0	Seminole	18.4	6.7	11.7	
140.0	In Seminole	1.0	1.0		
144.6	Bowlegs	4.6	4.6		
159.7	Konawa	15.1	15.1		
175.2	Ada	15.5	15.5		
176.4	In Ada	1.2	1.2		
187.3	Franks	10.9	2.9	8.0	
195.7	Pontotoc	8.4		8.4	
198.9	Connerville	3.2		3.2	
214.4	Tishomingo	15.5		15.5	
226.8	Madill	12.4		12.4	
227.5	In Madill	0.7	0.7		
235.3	Kingston	7.8		7.8	
243.0	Woodville	7.7		7.7	
245.4	State Line	2.4		2.4	
	Totals	245.4	83.9	156.4	5.1

STATE HIGHWAY NO. 49

Mileage	Towns	Total Miles	Asphalt	Gravel	Unimproved Earth
	Junction US 62 North of Lawton				
6.0	Medicine Park	6.0	6.0		
6.7	In Medicine Park	.7		.7	
11.3	Pt. on Reserve Road W. of Medicine Park	4.6			4.6
	Totals	11.3	6.0	.7	4.6

STATE HIGHWAY NO. 50

Mileage	Towns	Total Miles	Improved Gravel	Improved Earth	Unimproved Earth
	State Line				
22.6	Freedom	22.6	8.7	2.7	11.2
51.5	Mooreland—Junction SH 15	28.9		0.8	28.1
	Totals	51.5	8.7	3.5	39.3

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 51

Mileage	Towns	Total Miles	Concrete	Improved Gravel	Improved Earth	Unimproved Earth
	State Line					
8.0	Stillwell	8.0		8.0		
8.9	In Stilwell	0.9	0.9			
35.3	Tahlequah	26.4		26.4		
36.7	In Tahlequah	1.4	1.4			
46.3	Hulbert	9.6		8.2		1.4
62.4	Wagoner	16.1		2.0	4.3	9.8
64.8	In Wagoner	2.4	2.4			
80.3	Coweta	15.5		15.5		
87.8	Oneta	7.5		7.5		
94.2	Broken Arrow	6.4	3.4	3.0		
95.2	In Broken Arrow	1.0	1.0			
108.2	Tulsa	13.0	13.0			
116.7	In Tulsa	8.5	8.5			
120.5	Sand Springs	3.8	3.8			
134.9	Keystone	14.4	14.4			
141.5	Mannford	6.6	6.6			
156.6	Oilton	15.1	15.1			
157.3	In Oilton	0.7	0.7			
166.3	Yale	9.0		9.0		
167.0	In Yale	0.7	0.7			
187.4	Stillwater	20.4	20.4			
189.1	In Stillwater	1.7	1.7			
199.8	Junction US 64 East of Perry	10.7	10.7			
211.9	Perry	12.1	12.1			
	Totals	211.9	116.8	79.6	4.3	11.2

STATE HIGHWAY NO. 53

Mileage	Towns	Total Miles	Concrete	Gravel
	Junction US 81 in Comanche			
0.5	Edge of Comanche	0.5	0.5	
17.7	Loco	17.2	12.3	4.9
29.6	Junction SH 76 North of Healdton	11.9		11.9
	Totals	29.6	12.8	16.8

STATE HIGHWAY NO. 54

Mileage	Towns	Total Miles	Unimproved Gravel	Unimproved Earth
	Junction US 277 in Cyril			
9.6	Apache	9.6	9.6	
39.4	Carnegie	29.8		29.8
56.0	Eakley	16.6	2.5	14.1
72.5	Junction US 66 near Hydro	16.5		16.5
	Totals	72.5	12.1	60.4

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 56

Mileage	Towns	Total Miles	Concrete	Gravel
	Junction US 62 in Okemah			
13.8	Cromwell	13.8	3.1	10.7
25.6	Wewoka	11.8	11 8	
26.9	In Wewoka	1.3	1.3	
40.4	Sasakwa	13.5	13.5	
50.1	Junction 48 East of Konawa	9.7		9.7
	Totals	50.1	29.7	20.4

STATE HIGHWAY NO. 57

Mileage	Towns	Miles Total	Earth Unimproved
	Junction SH 21 in Idabel		
10.3	West and South to State Line	10.3	10.3
	Totals	10.3	10.3

STATE HIGHWAY NO. 58

Mileage	Towns	Total Miles	Improved Earth	Unimproved Earth
	Junction SH 8 East of Fairview			
7.1	Ringwood	7.1	5.1	2.0
20.0	Helena	12.9	5.9	7.0
	Totals	20.0	11.0	9.0

STATE HIGHWAY NO. 59

Mileage	Towns	Total Miles	Concrete	Gravel	Unimproved Earth
	Junction US 77 near Wayne				
7.5	Rosedale	7.5		7.5	
17.3	Byars	9.8		9.8	
31.6	Asher	14.3	1.8	5.0	7.5
41.1	St. Louis	9.5	6.4		3.1
49.6	Maud	8.5			8.5
58.6	Junction SH 48 South of Seminole	9.0			9.0
	Totals	58.6	8.2	22.3	28.1

STATE HIGHWAY NO. 61

Mileage	Towns	Total Miles	Gravel
	Junction SH 48 North of Tishomingo		
13.2	Wapanucka	13.2	13.2
	Totals	13.2	13.2

U. S. AND STATE HIGHWAY ROUTES (Continued)

STATE HIGHWAY NO. 65

Mileage	Towns	Total Miles	Unimproved Gravel	Unimproved Earth
	Red River			
15.5	Temple	15.5	4.5	11.0
32.0	Hulen	16.5	16.5	
36.8	Letitia	4.8	4.8	
51.3	Sterling	14.5	14.5	
60.8	Elgin	9.5	9.5	
	Totals	60.8	49.8	11.0

STATE HIGHWAY NO. 68

Mileage	Towns	Total Miles	Gravel
	Junction US 270 in Holdenville		
10.2	Atwood	10.2	10.2
	Totals	10.2	10.2

STATE HIGHWAY NO. 74

Mileage	Towns	Total Miles	Concrete
	Junction SH 33 West of Guthrie		
5.9	Crescent	5.9	5.9
	Totals	5.9	5.9

STATE HIGHWAY NO. 76

Mileage	Towns	Total Miles	Concrete	Gravel
	Junction SH 22 in Ratliff City			
16.5	Healdton	16.5	0.5	16.0
21.0	Junction US 70 West of Ardmore	4.5	0.5	4.0
	Totals	21.0	1.0	20.0

STATE HIGHWAY NO. 78

Mileage	Towns	Total Miles	Improved Earth
	Junction US 64 in Boise City		
18.0	State Line	18.0	18.0
	Totals	18.0	18.0

MATERIALS TESTED AT LABORATORY
1933-1934

	1933	1934	Total 1933 and 1934
Crushed stone for concrete—samples accepted	696	389	1,085
Crushed stone for concrete—samples rejected	19	14	33
Crushed stone for concrete—samples accept. cond.	45	18	63
Crushed stone for concrete—samples for inform.	6	7	13
Gravel for concrete—samples accepted	394	235	629
Gravel for concrete—samples rejected	38	11	49
Gravel for concrete—samples accept. cond.	47	29	76
Gravel for concrete—samples for inform.	17	7	24
Sand for concrete—samples accepted	865	439	1,304
Sand for concrete—samples rejected	58	54	112
Sand for concrete—samples accept. cond.	69	46	115
Sand for concrete—samples for inform.	17	44	61
Sand for concrete—tensile strength	175	7	182
Coarse aggregate—quality tests—samples accepted	118	52	170
Coarse aggregate—quality tests—samples rejected	22	20	42
Coarse aggregate—quality tests—samples ac. cond.	4	7	11
Coarse aggregate—quality tests—samples for infor.	11	6	17
Base and surfacing material—samples accepted	14	552	566
Base and surfacing material—samples rejected	8	21	29
Base and surfacing material—samples ac. cond.	7	159	166
Base and surfacing material—samples for inform.	29	76	105
Cover material—screenings—samples accepted	2		2
Cover material—screenings—samples for inform.	32		32
Shale—samples accepted	3		3
Subgrade soils—samples tested	9	267	276
Road oil—samples accepted	91	226	317
Road oil—samples rejected	26	3	29
Road oil—samples for inform.	23	14	37
Crude oil—samples for infor.	5	1	6
Motor oil—samples for inform.	18	6	24
Transmission grease—samples for inform.	7		7
Rock asphalt—samples accepted	20	6	26
Rock asphalt—samples for inform.	1	7	8
Sand asphalt—samples accepted	4		4
Sand asphalt—samples rejected	16		16
Sand asphalt—samples for inform.	6	10	16
Asphalt surfacing mixtures—samples for inform.	4	113	117
Stone dust for surfacing mixtures—samples for in.		6	6
Asphalt joint filler—samples accepted	11	104	115
* Asphalt joint filler—pounds accepted	561,518		561,518
Asphalt joint filler—samples rejected	6		6
Asphalt joint filler—samples for inform.	1	2	3
Premoulded joint filler—samples accepted		2	2
Cut-back asphalt—samples accepted	2	56	58
* Cut-back asphalt—gallons accepted	158,000		158,000
Cut-back asphalt—samples rejected	1		1
Cut-back asphalt—samples for inform.	2		2
Asphaltic cement—samples accepted	5	28	33
* Asphaltic cement—gallons accepted	60,100		60,100
Asphaltic cement—samples rejected		1	1
Asphaltic cement—samples for inform.	2	1	3
Bituminized felt—samples accepted		1	1
*Reinforcing steel—pounds accepted	16,134,588		16,134,588
* Reinforcing steel—pounds rejected	26,966		26,966
Reinforcing steel—samples accepted	221	1,057	1,278
Reinforcing steel—samples rejected		6	6

MATERIALS TESTED AT LABORATORY
1933-1934

	1933	1934	Total 1933 and 1934
Reinforcing steel—samples for inform.		66	66
Iron Castings—samples accepted	18	50	68
Steel castings—samples accepted		23	23
Steel castings—samples rejected		4	4
Wire mesh reinforcing—samples accepted		8	8
* Galv. guard rail cable—L.F. accepted	17,500	4,000	21,500
* Galv. guard rail cable—L.F. rejected	100		100
Galv. guard rail cable—samples accepted	24	22	46
Galv. guard rail fittings—samples accepted	18	28	46
Galv. metal pipe—L.F. accepted	600	26,737	27,337
Galv. metal pipe—L.F. rejected		20	20
Galv. metal pipe—samples for inform.	1		1
Grader blades—samples for inform.	3		3
Road markers—samples for inform.	13		13
Metal center strip—samples accepted	3		3
Bronze bearing plates—samples accepted	53	4	57
Bronze bearing plates—samples rejected	3		3
Rolled bronze—sq. ft. for inform.		58	58
Copper pipe and fittings—L.F. accepted		10,421	10,421
Concrete cylinders—compression tests	3,520	3,336	6,856
Concrete cores—compression tests	1,116	905	2 021
Concrete beams—transverse tests	178	67	245
Concrete pipe—L.F. shipped	46,875	38,606	85,481
Concrete pipe—L.F. tested	38,547	35,910	74,457
Brick—samples accepted		5	5
Brick—samples rejected		1	1
Brick—samples for inform.		1	1
Water—samples accepted	83	40	123
Water—samples rejected		1	1
Mixed paints—gallons accepted	13,409	5,054	18,463
Mixed paints—gallons rejected	236	260	496
Mixed paints—samples for inform.	2		2
Paint ingredients—samples accepted	2		2
Paint ingredients—samples for inform.	1		1
Linseed oil—gallons accepted	90		90
Linseed oil—samples for inform.	1		1
Aluminum vehicle—gallons accepted	506	425	931
Aluminum vehicle—gallons rejected		350	350
Paint thinner—gallons accepted	50	250	300
Aluminum bronze powder—Lbs. accepted	650	650	1,300
Traffic line paint—gallons accepted	1,580	50	1,630
Traffic line paint—gallons rejected	600		600
Methyl Alcohol—gallons for inform.	163		163
Copper sheet—samples accepted		1	1
Cement tested in sep. cars—bbls. accepted	1,107	170	1,277
Cement shipped from tested stock—bbls. accepted	724,743	379,151	1,103,894
Cement tested stock in storage—bbls. accepted		155,103	

* During the period of this report the practice of reporting the "quantity" was changed to show the number of "samples" or tests made, as otherwise shown herein.

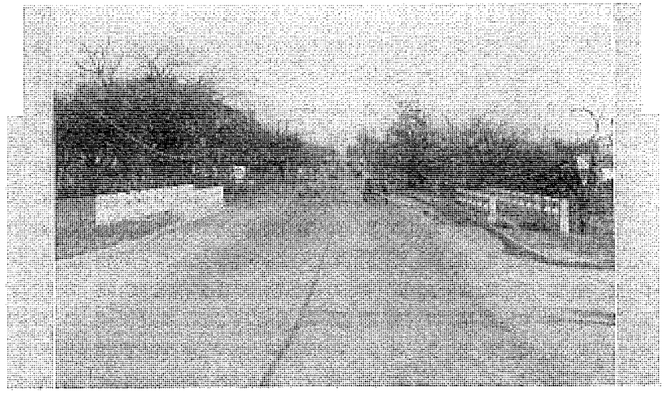
Inspectors working out of the Materials Laboratory tested and shipped:

	1933	1934	Total 1933-1934
Concrete aggregates and surfacing materials, cars	10,371	8,904	19,275
Paving Brick, Thousand		1,732.35	1,732.35

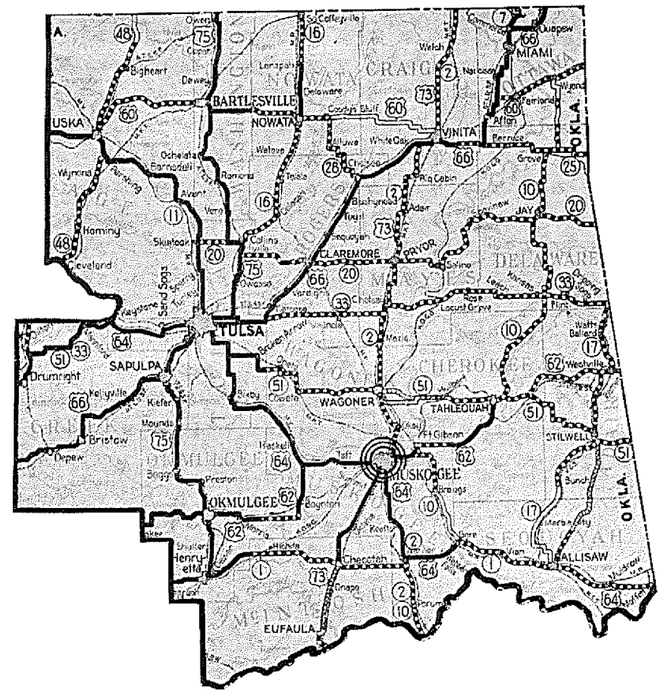
Sampling by these inspectors of oil, asphalt, paint, steel, concrete, pipe, and castings is included in the Laboratory Report.

MATERIALS TESTED BY OTHER LABORATORIES.

	1933	1934	Total 1933-1934
Structural steel (fab.)—pounds	24,947,268	9,197,231	34,144,499
Structural steel (mill)—pounds	16,841,449	6,981,429	23,822,878
Cement (barrels)	54,655	422,561	477,216
Piling—L.F.	93,550	66,116	159,666
Lumber—F.B.M.	291 661	139,302	430,963
Posts—L.F.	166,780	137,054	303,834
Bronze bearing plates—pounds	125		125
Paint—gallons		410	410
Sand—tensile strength tests		91	91
Water—samples tested		49	49
Road markers—samples		3	3

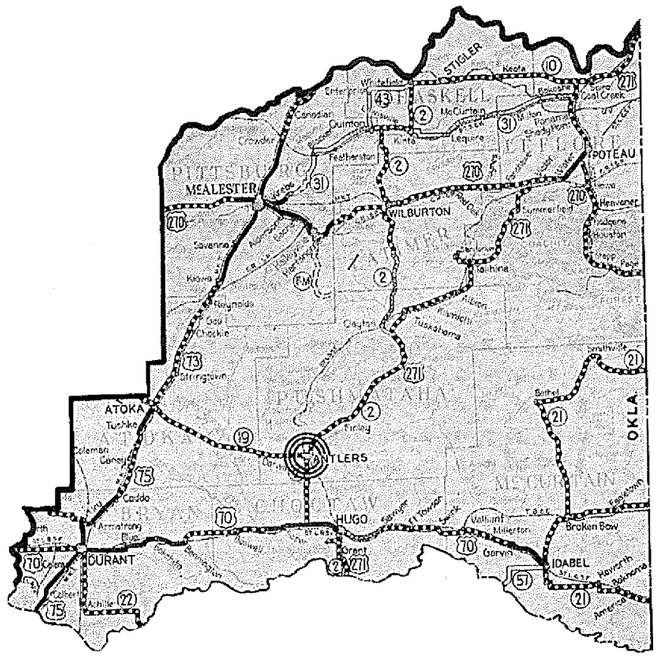


This view of US 77 in Capitol Hill, Oklahoma City, shows the type of pedestrian traffic lanes with guard rails now being constructed on NRM bridge projects in cities



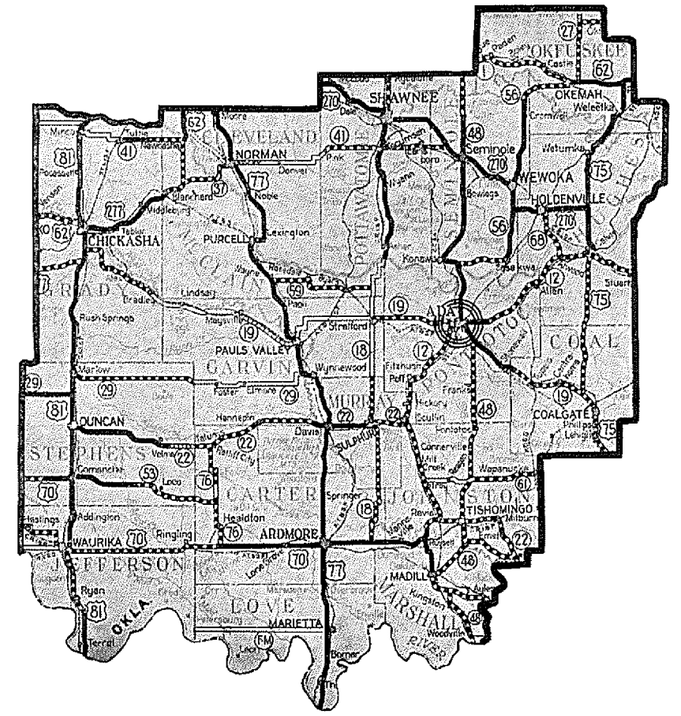
ENGINEERING DIVISION NO. 1

County	Area	
Adair	584	Sq. Miles
Cherokee	771	" "
Craig	757	" "
Creek	962	" "
Delaware	794	" "
McIntosh	708	" "
Mayes	676	" "
Nowata	586	" "
Okmulgee	697	" "
Osage	1,443.72	" "
Ottawa	477	" "
Rogers	710	" "
Sequoyah	693	" "
Tulsa	585	" "
Wagoner	565	" "
Washington	425	" "
Muskogee	814	" "
Revised Total	12,247.72	Sq. Miles



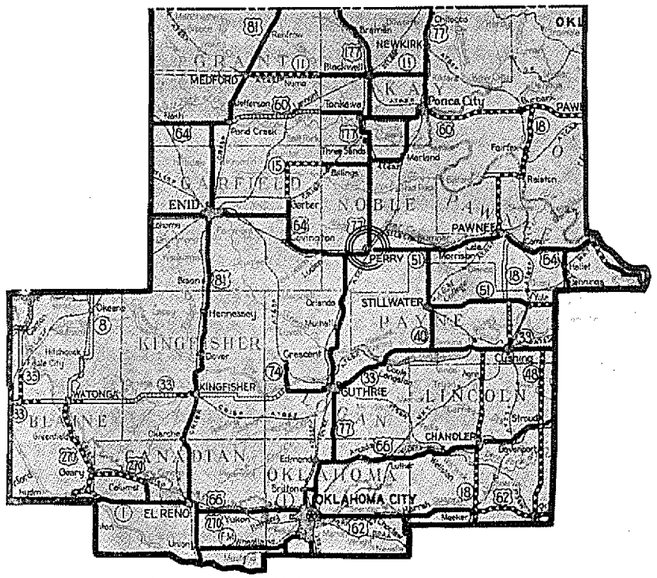
ENGINEERING DIVISION NO. 2

County	Area
Atoka	997 Sq. Miles
Bryan	928 " "
Choctaw	790 " "
Haskell	615 " "
LeFlore	1,614 " "
McCurtain	1,897 " "
Pittsburg	1,370 " "
Pushmataha	1,130 " "
Latimer	735 " "
Total	10,376 Sq. Miles



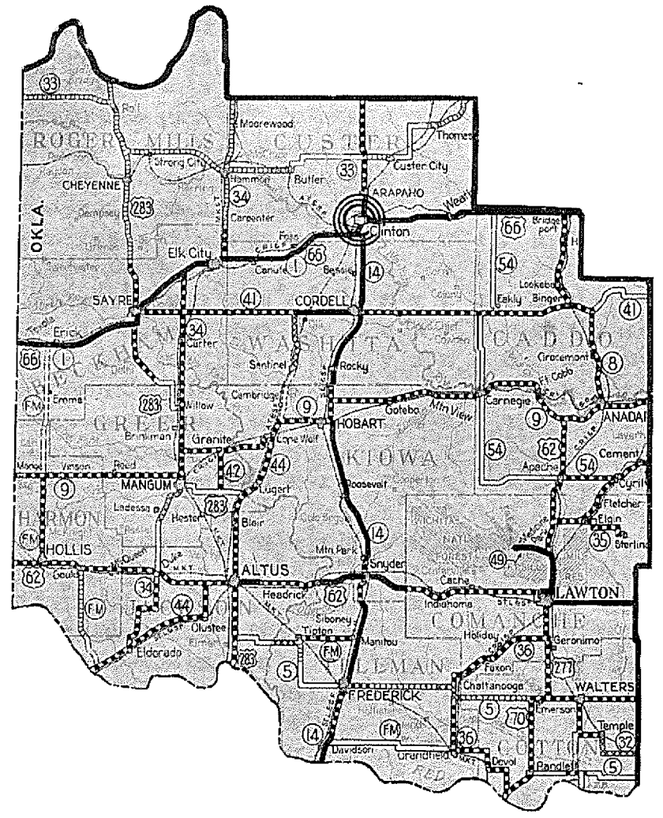
ENGINEERING DIVISION NO. 3

County	Area
Carter	831 Sq. Miles
Cleveland	554 " "
Coal	525 " "
Garvin	821 " "
Grady	1,112 " "
Hughes	790 " "
Jefferson	749 " "
Johnston	658 " "
Love	514 " "
Marshall	419 " "
McClain	562 " "
Murray	424 " "
Okfuskee	623 " "
Pontotoc	728 " "
Pottawatomie	793 " "
Seminole	633 " "
Stephens	897 " "
Total	11,633 Sq. Miles



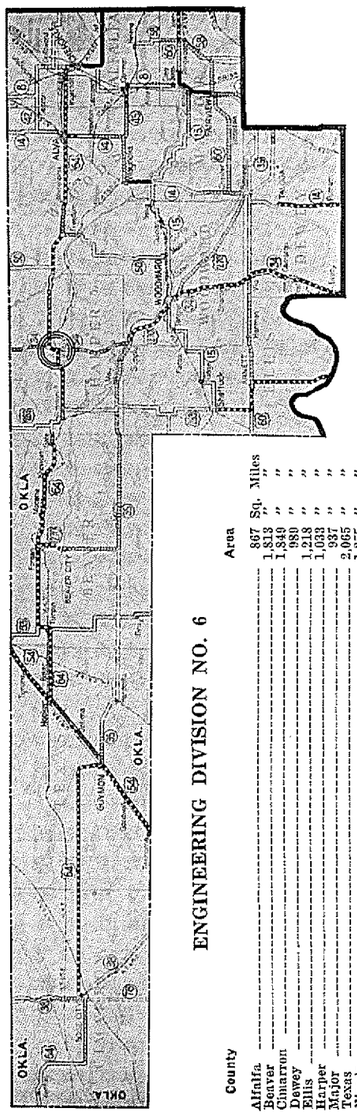
ENGINEERING DIVISION NO. 4

County	Area
Blaine	931 Sq. Miles
Garfield	1,061 " "
Grant	994 " "
Kay	934 " "
Kingfisher	896 " "
Lincoln	959 " "
Logan	739 " "
Noble	734 " "
Oklahoma	717 " "
Osage (part only)	833.28 " "
Pawnee	584 " "
Payne	678 " "
Canadian	891 " "
Total	10,945.28 Sq. Miles



ENGINEERING DIVISION NO. 5

County	Area
Beckham	917 Sq. Miles
Caddo	1,289 " "
Comanche	1,096 " "
Cotton	630 " "
Custer	998 " "
Greer	644 " "
Harmon	546 " "
Jackson	778 " "
Kiowa	1,047 " "
Roger Mills	1,135 " "
Tillman	865 " "
Washita	1,006 " "
Revised Total	10,953 Sq. Miles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FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Acme Brick Company		1,566.00	1,566.00
Agee Insect Screen Company		475.20	475.20
Aherns, Albert & Company		202.75	202.75
Allen, John H.		125.40	125.40
Amos, Charles		58.86	58.86
Anderson, Calvin		717.50	717.50
Abbott, J. C.		411.80	411.80
Affie, R. E.		350.00	350.00
Altman Rogers Company		600.00	600.00
Alva Record		337.75	337.75
Alva Review Courier		26.50	26.50
American Can Company		10.25	10.25
American La France Foamite Company		17.07	17.07
American Tank & Equipment Company		94.73	94.73
A. & E. Lumber Company		167.90	167.90
Acme Plumbing Company		32.75	32.75
Adair County Gleaner		38.00	38.00
Air Control Equipment Company		210.00	210.00
A-1 Scale Repairing Service		7.00	7.00
Auer Register Company		180.00	180.00
Anadarko News		17.00	17.00
Arapahoe Bee		74.60	74.60
Arbuthnot Oil Company		456.32	456.32
Ardmore Democrat		79.50	79.50
Askew, Bill		1,475.10	1,475.10
Associated Coal Company		136.00	136.00
Arkogral Pen Company		7.00	7.00
Asbill, Lizzie		18.70	18.70
Asbill, J. A.		5.00	5.00
Arendell, A. J.		38.70	38.70
Badger Lumber Company	1 011.90		1,011.90
Bailey Hardware Company	471.20	97.28	568.48
Baldwin-Southwark Company	4,535.00	902.50	5,437.50
Baker-Hanna-Blake Company	1,048.15	151.34	1,199.49
Bancroft-Whitney Company	15.00		15.00
Barry, J. E. Company	2.50		2.50
Barnsdall Refining Company	62.25	82.60	144.85
Balthrope & Reeves	2,000.00		2,000.00
Baxter Chat Company	65.50		65.50
Bearley Lumber Company	143.10	1,316.31	1,459.41
Bee Publishing Company	103.30		103.30
Baer Bros.	157.50	1 181.00	1,338.50
Belknap Hardware Company	1,163.63	2,271.31	3,434.94
Bellamy, J. H.	128.60		128.60
Berger, C. L. & Sons	4.70		4.70
Berry Hardware Company	1.50		1.50
Bethlehem Steel Company	286.03	197.90	783.93
Beznooka, James	375.00		375.00
Boardman Company	14,418.39	9,917.54	24,335.93
Bostwick, S. T.	43.60		43.60
Bowles, B. J.	250.00		250.00

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Bowen, Dora	100.00	108.40	208.40
Bowman Stationery Company	111.42	310.50	421.92
Boyd, Clarence L. Co. Inc.	24,472.48	66,662.07	91,134.55
Boynton Index	26.25	36.25	62.50
Branham-Lucado Stationery Co.	91.11	520.90	612.01
Brosseau-Holdman Tire Company	3,278.22		3,278.22
Briggs, John W.	2,847.20	331.20	3,178.48
Bridge, Eli	88.60		88.60
Broadway Garage	785.00		785.00
Brown, C. A.	6.00	990.00	996.00
Brown Sand Company	142.50	560.00	702.50
Brown, Joe	750.00	416.00	1,166.00
Bruning, Chas. & Company	346.50	195.00	541.50
Bryon & Dogle	134.00		134.00
Buff & Buff Company	9.90	1.50	11.40
Bunnell, John	150.00		150.00
Burdett Oxygen Company	1,304.26	848.41	2,152.67
Burnett-Huert Lumber Company	1,116.31	851.42	1,967.73
Burroughs Adding Machine Co.	164.74	832.68	997.42
Butler Hardware Company	142.14		142.14
Baumert & Tinch Company	30.95		30.95
Bell, Joe	3.25		3.25
Berry Dry Goods Company	2,534.07	4,732.37	7,266.44
Big Four Gas House	4,816.59	5,803.88	10,620.47
Bohanan, E. J.	38.25		38.25
Bracken-Hooper Hardware Company	1.50		1.50
Bray, R. E.	113.53		113.53
Brewer, Albert	32.80		32.80
Browne, Clayton	98.20		98.20
Brown, Freddie	3.45		3.45
Brown, Gedman	40.13		40.13
Brown, Willard	10.00		10.00
Brown, W. M.	10.00		10.00
Browne Mercantile Company	139.50		139.50
Bruce-Rogers Company	132.70	7.50	140.20
Buck, W. L. & Company	91.90	100.26	192.16
Burba Auto Supply	599.38	713.19	1,312.57
Burnett-Huert Mercantile Company	2,604.33	1,916.21	4,520.54
Banknote Printing Company		27.12	27.12
Bannings, Jim		84.00	84.00
Beaty, Loy		150.00	150.00
Berryhill, J. E.		50.00	50.00
Bitty, Neith Pothi		200.00	200.00
Bliss, Roy		1,187.00	1,187.00
Bausidin, S. N.		296.95	296.95
Berkowitz Envelope Company		64.80	64.80
Berry Asphalt Company		1,038.00	1,038.00
Biggerstaff Dry Goods Company		25.45	25.45
Billington Lumber Company		724.13	724.13
Bills Body Shop		56.80	56.80
Bish, A. A. Company		2.02	2.02

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Bishop & Company		27.72	27.72
Blake Auto Company		733.45	733.45
Boal Foundry		232.78	232.78
Boise City News		21.50	21.50
Bolinger & Company		458.00	458.00
Britton Progress		26.00	26.00
Buler Motor Company		116.80	116.80
Ballard, C. E.		6.00	6.00
Bitty, N. H.		179.80	179.80
Broughton Printing Company		30.00	30.00
Broadway Billiard Parlor		15.85	15.85
Brown, John A. Company		89.98	89.98
Brown Printing Company		22.15	22.15
Bryan, Mike Office Supply Co.		44.75	44.75
Buda Engine Company		225.00	225.00
Buffalo Furniture Company		47.02	47.02
Buschow Lumber Company		1,208.43	1,208.43
Bybee Construction Company		339.00	339.00
Buschow Lumber Company		254.45	254.45
Bybee Sand Company		142.50	142.50
Bracken, A. E.		310.00	310.00
Brown, Lester		245.00	245.00
Bryant, W. C.		350.00	350.00
Bumpers, Mrs. Myrtle		256.00	256.00
Buxton, Geo.		500.00	500.00
Butterly & Kincaid		77.70	77.70
Bush, C. P.		200.00	200.00
Bradley, Roy		500.00	500.00
Brinson, C. F.		500.00	500.00
Bailey, J. M. Seed Company		45.52	45.52
Barker, Bill		8.50	8.50
Barney, Lewis & Sons		270.00	270.00
Bass, Amos K.		617.50	617.50
Boggs, H. O.		32.41	32.41
Brannon, R. B.		45.00	45.00
Bruton, C. B.		40.38	40.38
Bud Engine Service		38.08	38.08
Budd, A. L. Hardwood Company		22.38	22.38
Butts, J. A. Lumber Company		295.87	295.87
Byrd, Bill		107.00	107.00
Calkins Printing Company	10.40		10.40
Camp, C. F. Company	3,385.22	22,587.60	25,972.82
Capitol Steel Company	6,002.59	35,539.14	41,541.73
Capitol Typewriter Company	523.11	25.00	548.11
Carter, Nick	3,318.90	83.00	3,401.90
Carter-Waters Corporation	1,405.38		1,405.38
Carpenter Paper Company	8.75	8.75	17.50
Case, J. I. & Company	322.87	528.73	851.60
Champlain Refining Company	1,183.07		1,183.07
Central Scientific Company	325.34	1,256.09	1,581.43
Chapman, Rexie A.	450.00		450.00

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Chapman, Fred	500.00		500.00
Chickasha Lumber Company	96.00		96.00
Chickasha Motor Company	9.09		9.09
Chieftain Motor Company	165.77	3.66	169.43
Chitwood, J. A.	524.00	750.00	1,274.00
Chio, Mrs. Clinton	119.44		119.44
Choctaw Sand Company	1,554.80		1,554.80
Cities Service Oil Company	2,246.46	37.50	2,283.96
Clark's Service Station	1,976.33	1,092.70	3,069.03
Clark, Fred	1,640.98	209.73	1,850.71
Clary, E. H.	622.60		622.60
Cleveland Hardware Company	9.00		9.00
Clinton Motor Company	135.00	625.49	760.49
Coalgate Record Register	27.52	57.57	85.09
Cohenour Motor Company	4.05		4.05
Coker, Bascom	240.00		240.00
Collier, Claud Company	67.71		67.71
Colorado Fuel & Iron Company	13,936.10		13,936.10
Comanche News	298.70	590.75	889.45
Comanche Reflex	248.33		248.33
Comstock, A. C.	1,000.00		1,000.00
Concho Sand Company	34,857.75	239,137.35	273,995.10
Continental Oil Company	1,717.89	1,538.00	3,255.89
Continental Printing Company	165.00	145.75	310.75
Continental Steel Company	588.53		588.53
Cook Electric Company	28.80	152.07	180.87
Cook, V. S. Lumber Company	1,714.17	462.82	2,176.99
Cook Paint Company	231.80	1,319.95	1,551.75
Co-Operative Publishing Company	401.95	433.15	835.10
Cook-Stucker Company	75.00		75.00
Cooper, Tom	1,737.48	220.94	1,958.42
Cox, Edwin B.	1,329.00		1,329.00
Cox Janitor Supply	13.72		13.72
Craig & Proctor	3.50		3.50
Crane Company	113.42	830.36	943.78
Crane Motor Company	111.42		111.42
Creosote Products Company	88.00		88.00
Cullen Lumber Company	298.75		298.75
Curtis, E. T.	1,300.00		1,300.00
Cromwell Press	78.00	5.00	83.00
Cutsinger Pipe Company	122.50	1,636.25	1,758.75
Caddo Herald		21.97	21.97
Collins Desk Company	96.20	112.75	208.95
Creese, Mrs. C. M.	180.00		180.00
Consolidated Lumber Sales	557.40	4,029.48	4,586.88
Cage, A. A.		204.18	204.18
Cagle, Earl	31.05	194.80	225.85
Campbell, J. R.	7.50		7.50
Cantrell, C. C.	53.15		53.15
Copewell House Nail Company	11.44		11.44
Carignans, C.	4.25		4.25

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Carpenter Machinery & Supply Company	64.00	10.00	74.00
Cattrey, W. B.	254.65		254.65
Central Welding Company	34.75	438.50	473.25
Century Electric Company	7.55		7.55
Cates, Dr. F. W.	67.00	8.00	75.00
Check, Geo. A.	62.95		62.95
Cherry, H. D.	30.00	24.00	54.00
Church, Dr. R. M.	29.00		29.00
City Bakery	67.80		67.80
City Chevrolet Company	39.63	93.75	133.38
Clark, J. W.	160.00		160.00
Clay, A. L. Saddle Shop	45.98		45.98
Clayton Garage	9.20	16.50	25.70
Clem, A. G.	17.52		17.52
Cochran, Grocery Co.	848.40		848.40
Coleman, P. S.	52.00		52.00
Cothran, H. A.	171.75		171.75
Courts-Shelton Company	243.27	776.83	1,020.10
Cox, J. L.	4.95		4.95
Crescent Drug Store	38.03		38.03
Crews Electric Repair Company	11.80		11.80
Crittendon, W. M.	15.00		15.00
Canton Record		70.00	70.00
Chapman Motor Company		508.00	508.00
Camargo Sand Company		16,658.75	16,658.75
Capitol Garage		658.97	658.97
Capitol Hill Equipment Company		81.40	81.40
Cald, J. W.		800.00	800.00
Canterbury, Mrs. D. E.		30.00	30.00
Christian, Sam		270.00	270.00
Carey, Lombard, Yeung & Company		218.70	218.70
Carter Express		36.50	36.50
C & C Plumbing Company		92.50	92.50
Central States Life Ins. Co.		350.00	350.00
Chase-Showmut Company		1.04	1.04
Cherokee News		25.00	25.00
Chicago Car Seal Company		17.10	17.10
Childers Motor Company		1,657.88	1,657.88
Columbia Ribbon Company		204.90	204.90
Commercial Press Company		39.42	39.42
Contractors Supply Company		99.41	99.41
Cochran, Hugh		215.90	215.90
Cothran, Hugh		800.00	800.00
Crookell, H. H.		100.00	100.00
Crowall, Geo. H.		250.00	250.00
Crowell, Geo.		400.00	400.00
Cook Publishing Company		29.00	29.00
Cook Supply Company		37.03	37.03
Cornell Office Supply Company		254.39	254.39
Courier Dispatch		53.00	53.00
Crucible Steel Company		14.25	14.25

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Cozart, C. C.		15.00	15.00
Cherokee Cotton Oil Company		609.81	609.81
Collins, L. M.		14.00	14.00
Cotton, Bert		31.70	31.70
Courts, J. F.		344.90	344.90
Carlile, Mary		392.29	392.29
Casy, A. A.		204.18	204.18
Davis, Lee	230.00		230.00
Davis, S. H.	250.00	100.00	350.00
Davis, Zeno	25.45		25.45
Dealers Equipment Company	1,005.18	67.51	1,072.69
Deep Rock Oil Company	109.93	1,032.65	1,142.58
Deere, John Plow Company	670.87	568.08	1,238.95
Dempster Mill Mfg Co.	808.75	412.50	1,221.25
Detty, W. H.	530.00		530.00
Dewey Portland Cement Company	13,209.00	49,828.02	63,037.02
Dietzen, Eugene Company	747.31	13.51	760.82
Dolese Bros.	32,885.93	27,128.50	60,014.43
Domestic Engine Company	37.75	3.85	41.60
Donaldson & Gahn	1,432.50		1,432.50
Donnell Typewriter Company	6.00		6.00
Dovark, Geo.	600.00		600.00
Dotts Monroe Hardware Company	593.13	842.99	1,436.12
Dover Sand Company	668.80	252.00	920.80
Downtown Chevrolet Company	80.65	866.62	947.27
Doyle, Bill	956.68	1,290.36	2,241.04
Drover, W. H.	910.00		910.00
Dryer, Clark & Dryer Oil Company	56.66	721.29	777.95
Duff, S. G.	31.39		31.39
Dugan Lumber Company	169.53		169.53
Duke, Mrs. J. M.	132.50	24.50	157.00
Duncan Motor Company	3,974.27	2,764.66	6,738.93
Dunn, A. G.	150.00		150.00
Dunn Fuel Company	283.68	1,295.00	1,578.68
DuPont De Nemours Company	2,715.90	1,021.68	3,737.58
Doc & Bill Furniture Company	89.08	118.10	207.18
Diamond Hardware Company	1.25		1.25
Ditzler, B. F.	4.00		4.00
Dixon Paint Company	10.00		10.00
Dulaney, W. F. & Sons	111.79		111.79
Democrat American		67.50	67.50
Denman Floors Company		222.25	222.25
Davidson, W. T.		455.60	455.60
Devanes, Wattie		120.48	120.48
Dean, B. M.		450.00	450.00
Debuhr, H.		400.00	400.00
Devoe & Reynolds		2.72	2.72
Davis, O. A.		42.00	42.00
Dow Chemical Company		25.00	25.00
Davill, O. W. Company		325.80	325.80
Davies, John A.		15.37	15.37

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Duff, L. C.	----------	45.00	45.00
Devolt, Waitie	----------	49.52	49.52
Donney, R.	----------	647.78	647.78
Dial, Glen, Inc.	----------	3,432.18	3,432.18
Dittner, E. H.	----------	178.75	178.75
Dillman Awning Company	----------	109.15	109.15
Dowling Typewriter Company	----------	121.20	121.20
Duke-Smith Printing Company	----------	177.51	177.51
Duncan American	----------	77.25	77.25
Duncan Eagle	----------	28.79	28.79
Dyke Lumber Company	----------	107.17	107.17
Eason Oil Company	555.66	1,763.30	2,318.96
Eastern Chevrolet Company	390.59	137.59	528.18
Eaves, S. A.	550.00	----------	550.00
Einer & Amend	16.50	----------	16.50
Eisele Motor Company	28.68	----------	28.68
Elbe Pile Company	26.70	----------	26.70
Eldon Lumber Company	59.60	----------	59.60
Eldorado Courier	23.80	126.25	150.05
Electric Equipment Company	95.26	237.44	332.70
Electrozone Water Company	90.00	132.99	222.99
Elk City Journal	117.40	----------	117.40
Elliott Addressing! Machine Company	10.40	----------	10.40
Elliss, O. M.	91.20	----------	91.20
Empire Oil Company	8,485.76	7,132.45	15,618.21
Enid Concrete Pipe Company	3,324.40	22,062.34	25,386.74
Everly, D. L.	130.66	----------	130.66
Edwards Book Store	1.80	----------	1.80
Electric Service Company	208.68	40.28	248.96
Emmert Oil Company	263.35	----------	263.35
Etchison, Ed	52.50	----------	52.50
Ely & Walker Dry Goods Company	1,070.60	485.92	1,556.52
Evans, C. C.	13.82	----------	13.82
Eversole, Harry	35.00	----------	35.00
Ewing, G. B.	51.90	----------	51.90
Eck, Henry	----------	589.50	589.50
Edgman, J. B.	----------	63.30	63.30
Electrolux, Inc.,	----------	64.00	64.00
Ellsworth, F. E.	----------	420.80	420.80
Ellsworth, Mary E.	----------	360.00	360.00
El Reno American	----------	18.94	18.94
Electric Guard Rail Co.,	----------	.72	.72
Ellis & Lewis	----------	31.50.	31.50
Enid Sand Company	----------	707.00	707.00
Equitable Powder Company	----------	664.70	664.70
Erickson, K. E. Company	----------	15.96	15.96
Eavans, Walter	----------	2.00	2.00
Egan, H. B.	----------	86.66	86.66
Evans, R. D. Inc.,	----------	65.75	65.75
Failing, Geo. E. Supply Company	2,602.56	253.78	2,856.34
Fairbanks-Morse Company	251.17	265.92	517.09

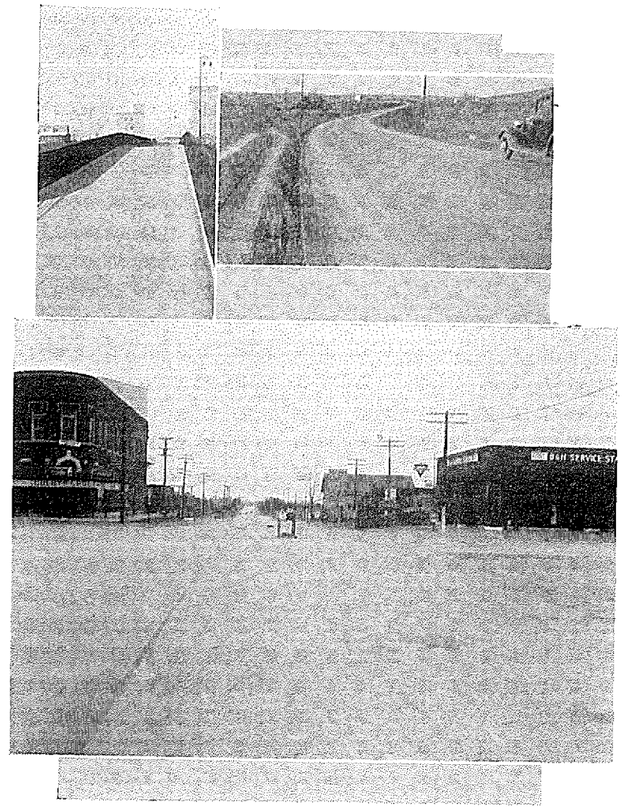
FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Farend Light Company	96.00	----------	96.00
Fast Motor Company	239.00	311.62	550.62
Federal Steam Specialties Company	1,563.17	1,436.15	2,999.32
Federal Truck Company	1,289.65	4,607.84	5,897.49
Federal Truck Company	364.94	----------	364.94
Ferguson Motor Company	87.00	24.35	111.35
Firestone Service Stores	866.39	2,208.06	3,074.45
Fisher Scientific Company	191.14	----------	191.14
Firestone Tire & Rubber Company	11,815.31	7,409.07	19,224.38
Fleming Lumber Company	587.25	----------	587.25
Fletcher Motor Company	510.24	2,985.55	3,495.79
Flynn, J. C.	720.00	453.25	1,173.25
Fogel Chevrolet Company	30.85	----------	30.85
Fort Cobb Express	121.55	113.25	234.80
Fowler-Dick Electric Company	26.90	----------	26.90
Franklin, Ben Press Company	743.25	123.65	866.90
Franklin, Wirt, Petroleum Company	9,867.12	39,953.67	49,820.79
Frederick-Post Company	9.40	75.45	84.85
Freeman, R. L.	450.00	----------	450.00
Frick-Reid Supply Corp.	602.50	7,844.32	8,446.82
Fry, R. M. Lumber Company	171.30	----------	171.30
Fuller Brush Company	3.30	----------	3.30
Fyr Fyter Company	12.00	----------	12.00
Farmer, Leo	87.75	----------	87.75
Files, M. C.	78.00	----------	78.00
Finch, W. V.	4.75	----------	4.75
Fletcher, C. L.	269.80	----------	269.80
Fletcher Hardware Company	236.50	804.80	1,041.30
Fox-Vliet Drug Company	126.99	673.15	800.14
Frix, Carl	100.00	100.00	200.00
Fuson, Ben	122.73	386.00	508.73
Fiolle, A. S.	----------	800.00	800.00
Fish Tire Company	----------	555.42	555.42
Ferguson Lumber Company	----------	409.63	409.63
Fentris Electric Company	----------	8.26	8.26
Folsom, Lucy	----------	400.00	400.00
Frazier, J. R.	----------	127.80	127.80
Fulton, R. L.	----------	810.00	810.00
Fitzgerald, W. J.	----------	20.00	20.00
Fort Smith Automotive Supply Co.	----------	11.19	11.19
Fort Smith Seed House	----------	146.16	146.16
Gadon, Henry	100.00	----------	100.00
Gallup Map & Supply Company	73.50	27.00	100.50
Gasteam Radiator Company	115.60	----------	115.60
Gates Hardware Company	244.04	256.45	500.49
Gaylord, Gertrude	180.00	----------	180.00
Geary Printing Company	46.00	----------	46.00
General Tire Company	49.30	326.15	375.45
General Motors Truck Corporation	42.03	----------	42.03
General Printing Company	69.50	30.00	99.50
General Paint Corporation	1,306.71	941.93	2,248.64

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
George, J. Bert	141.69	590.50	732.10
George, S. A.	200.00	----------	200.00
George Service Station	1.95	----------	1.95
Gilbert, H. E.	210.00	----------	210.00
Globe Envelope Company	140.69	45.60	186.29
Globe Steel Abrasive Company	152.00	29.40	181.40
Goodrich, B. F. Company	2,032.81	9,474.20	11,507.01
Goodrich Silvertown, Inc.,	57.81	374.65	432.46
Goodyear Service Stores	67.57	641.21	708.78
Goodyear Tire & Rubber Company	3,365.09	2,139.50	5,504.59
Gooldy Chevrolet Company	404.12	----------	404.12
Gould Democrat	59.60	379.95	439.55
Gould Motor Company	1,363.40	1,458.87	2,822.27
Graham-Walker Company	43.00	----------	43.00
Graham Paper Company	1.20	----------	1.20
Graves, F. B.	400.00	----------	400.00
Gravitt, Andy	398.20	----------	398.20
Graybar Electric Company	879.36	948.30	1,827.66
Greenlease-Moore Chevrolet Company	147.36	320.52	467.88
Griffith Electric Company	147.33	193.07	340.40
Griffith Hardware Company	4.95	----------	4.95
Grigsby, Orr & Alletag	8.60	----------	8.60
Grove Hardware Company	3,976.17	----------	3,976.17
Grimes, W. W.	200.00	500.00	700.00
Grove Motor Company	9.35	----------	9.35
Grove Company	64.00	----------	64.00
Grimes, Oswald	2.00	----------	2.00
Gurley, W. & L. E.	165.95	39.85	205.80
Gavin, R. L.	131.20	----------	131.20
Garnett, Sid	24.00	----------	24.00
Gates, Dr. F. W.	53.00	10.00	63.00
George & Kirk Chevrolet Company	107.57	----------	107.57
Gerard, Oscar	5.00	----------	5.00
Giacomo, Steve	122.40	369.57	491.97
Gibson, W. H.	4.20	----------	4.20
Gilmore, J. M. & Sons	103.98	----------	103.98
Gladstone Company	6.84	----------	6.84
Goldberg & Joseph	32.50	3.95	36.45
Goldberg, Jas.	228.16	----------	228.16
Goodner Wandevester Company	276.60	313.84	590.44
Gossett, Jack	231.64	----------	231.64
Grady Motor Company	21.20	----------	21.20
Gray, John	14.00	8.08	22.08
Griffin Grocery Company	7,479.16	11,962.99	19,442.15
Griffin-Springer Hardware Company	1,224.44	504.24	1,728.68
Gossman & Brown	997.50	----------	997.50
General Electric Supply Company	----------	21.48	21.48
Gillespie Motor Company	----------	744.09	744.09
Gittinger Recticopy Company	----------	1,620.00	1,620.00
Globe Transfer Company	----------	319.25	319.25
Gay, G. B	----------	49.56	49.56

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Goodman, J. R.	----------	90.00	90.00
Gossett, E. J.	----------	275.00	275.00
Grinnell Plumbing Company	----------	1,138.00	1,138.00
Grove Sun	----------	38.75	38.75
Guymon Herald	----------	67.25	67.25
Gough, W. J.	----------	196.68	196.68
Guinn, C. I.	----------	120.00	120.00
Gaddis Electric Company	----------	3.03	3.03
Gerard, Fred	----------	687.50	687.50
Gilbert, H. H.	----------	1,370.60	1,370.60
Gann Chevrolet Company	----------	1.91	1.91
Gipson, Bill	----------	23.60	23.60
Grop, J. F.	----------	568.12	568.12
Garrett, Sid	----------	48.62	48.62
Greis, H.	----------	40.00	40.00
Graham, James	----------	200.00	200.00
Hackney Iron & Steel Company	35.05	----------	35.05
Haga Motor Company	415.73	----------	415.73
Hale, Sam P.	15,401.34	7,657.14	23,058.48
Hale-Halsell Grocery Company	4,160.15	5,092.94	9,253.09
Hall, E. P. Hardware Company	102.39	----------	102.39
Hamilton, J. C.	3.25	41.93	45.18
Hammontree, C. E.	96.76	----------	96.76
Handlan-Buck Manufacturing Company	67.93	413.49	481.42
Hansen, J. T.	168.28	----------	168.28
Harbaugh, C. A.	24.00	----------	24.00
Hardeman-King Company	1,201.94	----------	1,201.94
Hardy, W. T.	12.10	----------	12.10
Harlow Publishing Company	1,053.69	5,003.74	6,057.43
Harrour-Longmire Company	----------	14.63	14.63
Harris, Lee	128.01	----------	128.01
Harris, Dr. J. M.	144.00	----------	144.00
Hart, J. D.	73.00	----------	73.00
Hart Welding Company	294.88	117.19	412.07
Hatch, B. M.	150.00	----------	150.00
Haskell County Trading Company	78.35	----------	78.35
Haskell County Tribune	155.35	68.40	223.75
Hatcher, T.	100.00	----------	100.00
Hawk, C. C.	300.00	----------	300.00
Hawkeye Maintainer Company	11.56	----------	11.56
Hawkley, A. C.	200.00	----------	200.00
Haynes Hardware Company	236.97	----------	236.97
Haynes & Box	1,812.50	3,706.10	5,518.60
Haynes Auto Company	51.73	----------	51.73
Hays, O. M.	800.00	----------	800.00
Headlight Journal	37.32	----------	37.32
Heckelman, F. E. Oil Company	1.25	----------	1.25
Helf, Paul	3,577.28	1,330.00	4,907.28
Helms, Earl	19.50	----------	19.50
Helton, Herbert H.	450.00	----------	450.00
Hendrickson, A. A.	230.00	----------	230.00

Purchase Materials & Supplies 1933-34, Continued on page 130

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Henry, Dr. T. L.	30.00	----------	30.00
Henryetta Fuel Company	265.00	----------	265.00
Henryetta News	81.60	208.95	290.55
Hercules Powder Company	2,471.33	1,826.70	4,298.03
Herd Equipment Company	7,210.72	5,471.72	12,682.44
Hess Auto Electric Company	423.15	307.25	730.40
Hill, R. W.	623.25	----------	623.25
Hill-Hubbell Company	107.65	----------	107.65
Hines, L. S.	97.28	----------	97.28
Hodges, H. C.	1,000.00	155.10	1,155.10
Hoge, A. C. Hardware Company	18.40	----------	18.40
Holberd, P. M.	1,486.74	----------	1,486.74
Holsom, Chas.	25.31	----------	25.31
Home Lumber Co.	6,883.41	3,836.40	10,719.81
Hope, Geo. D. Lumber Company	2,510.00	4.56	2,514.56
Hoover Company	7.71	7.40	15.11
Horner, H. M.	500.00	----------	500.00
Horner, Sam, Company	142.75	131.50	274.25
Hill & Dillion	56.87	9.12	65.99
Hudson-Houston Lumber Company	7,084.12	910.92	7,995.04
Houston-McClure Lumber Company	60.00	17.93	77.93
Hughes Hardware Company	4.05	5.65	9.70
Hughes Stone Company	111.00	88.20	199.20
Hugo Milling Company	885.00	297.60	1,182.60
Hullett Motor Company	1,300.00	----------	1,300.00
Humbolt Manufacturing Company	714.82	641.50	1,356.32
Hunter Drug Company	145.35	34.60	179.95
Hunt Battery Manufacturing Company	25.33	30.77	56.10
Hunt Electric Company	43.77	----------	43.77
Hunzicker Electric Company	222.97	844.91	1,067.88
Huskens Brothers	11.50	----------	11.50
Hutchens Chevrolet Company	11,291.30	4,214.49	15,505.79
Hyde Plumbing Company	125.28	51.13	176.41
Hohen Auto Supply Company	24.30	----------	24.30
Harper County Journal	----------	71.00	71.00
Hart Welding Supply Company	----------	26.51	26.51
Harrison Supply Company	----------	110.90	110.90
Harter Marblecrete Stone Company	----------	681.81	681.81
Hartshorne Sun	----------	63.30	63.30
Healdton Herald	----------	22.50	22.50
Henderson, M. E.	----------	2,272.50	2,272.50
Hicks Garage	----------	18.00	18.00
Herald Democrat Company	----------	19.19	19.19
Hickman, Frank	----------	196.56	196.56
Hodges, Palmer	----------	150.00	150.00
Holman, R. H.	----------	28.50	28.50
Holloway, P. H.	----------	150.00	150.00
Holloway, P. L.	----------	100.00	100.00
Holmes, Ed	----------	24.24	24.24
Hozink, A. F.	----------	760.00	760.00
Hollem & Truitt Lumber Company	----------	202.01	202.01

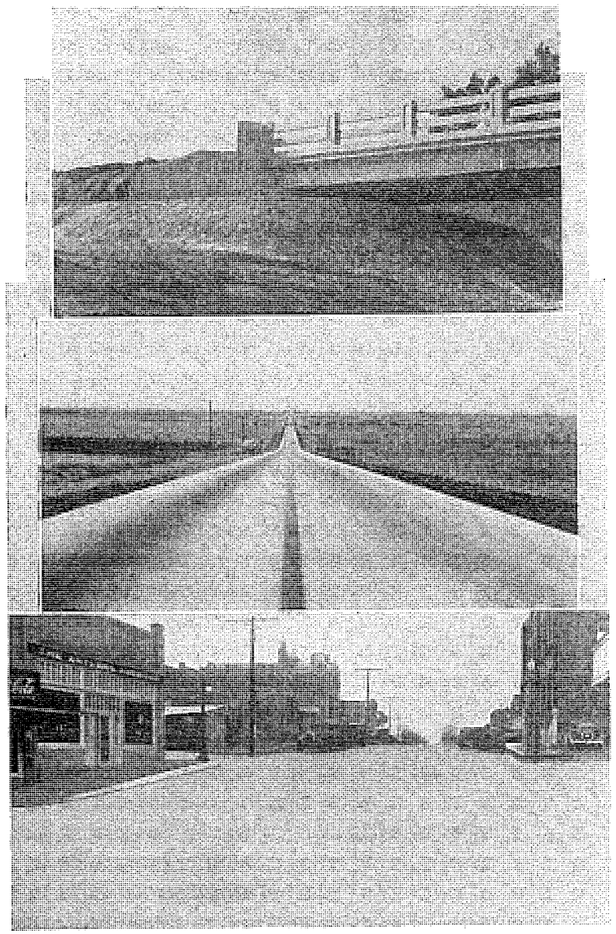


Top left, NRM reflooring of Rock Island overpass on US 62 and US 277 in Chickasha. Top right, paving on US 60 in city limits Bartlesville. Bottom, NRM paving on US 70 in Madill

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Hudspeth Sawmills Company	----------	3,980.16	3,980.16
Husonian Democrat	----------	56.80	56.80
Hutchinson, Floy	----------	138.80	138.80
Hammer Machine Works	----------	7.20	7.20
Haney, J. T. & Sons	----------	900.00	900.00
Hawkins, T. M.	----------	132.50	132.50
Herndon, J. E.	----------	146.80	146.80
Howdershell Bros.	----------	4.25	4.25
Hugo Creamery	----------	596.89	596.89
Illinois Bankers Life Ins. Co.	520.00	----------	520.00
Illinois Powder Company	188.00	6,669.88	6,857.88
Independent Gravel Company	78.40	----------	78.40
Independent Oil & Gas Company	2,130.40	----------	2,130.40
Indiana Liberty Service Company	8.47	----------	8.47
Industrial Paint Company	952.32	1,009.77	1,962.09
Ingersoll-Rand Company	2,577.00	4,764.15	7,341.15
International Harvester Company	7,319.12	5,566.02	12,885.14
International Time Recording Company	15.75	----------	15.75
Iowa Manufacturing Company	514.25	5,020.89	5,535.14
Isherwood, W. H.	472.62	658.62	1,131.24
Independent Lumber Company	----------	440.00	440.00
Industrial Printing Company	----------	197.25	197.25
Institute of Paint Research	----------	79.00	79.00
International Seal & Lock Company	----------	52.50	52.50
Ives, H. M. & Sons	----------	9.00	9.00
Ivy's Drug Store	----------	7.05	7.05
Jackson Sign Company	2.50	15.33	17.83
Jarrard, Olan	1.75	----------	1.75
Jefferson, Henry	106.00	----------	106.00
Jennings, Jeff	4.45	----------	4.45
Johnson, J. J. Blue Print Company	44.71	----------	44.71
Jones, Chas. A.	126.50	----------	126.50
Jones, Dr. S. B.	60.00	30.50	90.50
Jones, Jeff	100.30	----------	100.30
Jones, Sid	100.00	----------	100.00
Jones-Blair Paint Company	115.00	----------	115.00
Jones, Fred, Chevrolet Company	4,650.31	4,749.77	9,400.08
Jackson, Pearl	----------	420.00	420.00
Jennings, R. H.	----------	30.00	30.00
Jackson County Tribune	----------	213.65	213.65
Johnson County Capitol Democrat	----------	123.10	123.10
Jaegar Machine Company	----------	73.50	73.50
Johnson, H. A.	----------	150.00	150.00
Jordan, B. K.	----------	971.00	971.00
Johns-Mansville Company	----------	1,432.99	1,432.99
Johnson Motor Company	----------	128.26	128.26
Jones, W. C.	----------	20.80	20.80
Johnson, H. D.	----------	66.16	66.16
Kamen Iron Company	28.50	129.50	158.00
Karchmer Pipe Company	560.00	----------	560.00
Katy Flour & Feed Company	----------	1,390.00	1,390.00

Purchase Materials & Supplies 1933-34, Continued on page 133

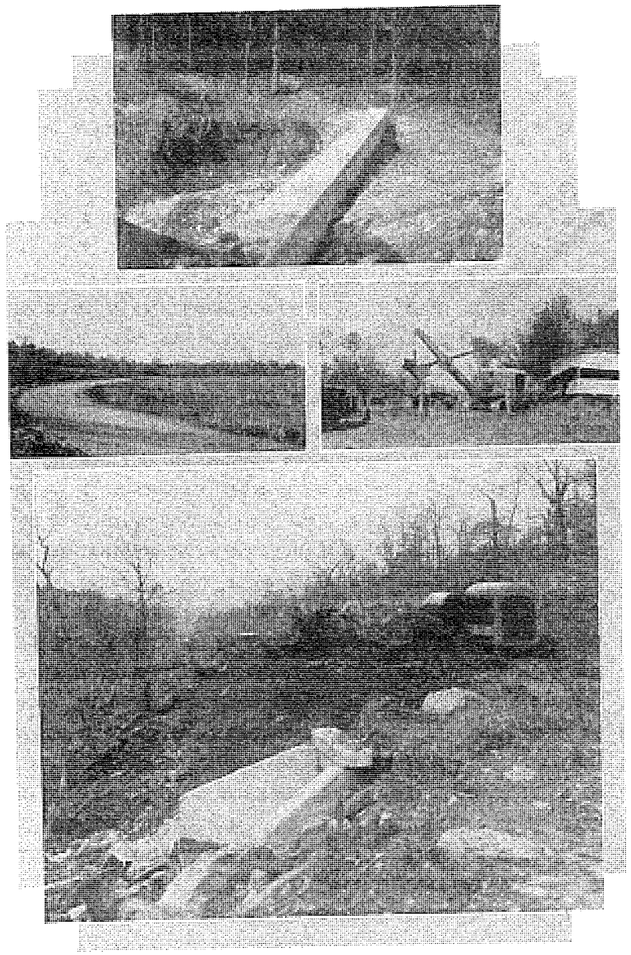
FIRM NAME	YEAR 1923	YEAR 1934	TOTAL
Kent, B. W.	754.95	----------	754.95
Kee Lox Manufacturing Co.	36.42	----------	36.42
Kelly Springfield Tire Company	1,314.30	----------	1,314.30
Ketchum, H. C. Lumber Company	30.50	----------	30.50
Keuffel & Esser Company	461.74	287.67	749.41
Kilpatrick Post Company	8,082.92	7,163.50	15,246.22
Kingfisher Company	52.07	----------	52.07
Kinney Manufacturing Company	90.06	----------	90.06
Kiowa Foundry Company	576.31	162.25	738.56
Kirkes, Lee	1,192.50	373.48	1,565.98
Klein Iron & Foundry Company	9,546.28	15,273.45	24,819.73
Kohler Chevrolet Company	37.60	----------	37.60
Kuhn Paint & Varnish Company	50.60	----------	50.60
Kupa, J.	50.00	----------	50.00
Kuykendall, Dr. L. C.	2.00	----------	2.00
Karns, D. R.	----------	660.00	660.00
Kelsey, J. B.	----------	1,028.50	1,028.50
Kensington Steel Company	----------	1,262.60	1,262.60
Kemsey Heating Company	----------	2,662.00	2,662.00
Kingham, Mrs. Sally	----------	450.00	450.00
Kinneg, J. T.	----------	75.00	75.00
Kiowa Indian Agency	----------	200.00	200.00
Kirk, Owen	----------	29.52	29.52
Klopfenstein, F. E.	----------	682.00	682.00
Kornele, C. E.	----------	949.60	949.60
Krueger Electric Comtpany	----------	17.75	17.75
Kimball Milling Company	----------	165.12	165.12
Kerbo, Dr. D. L.	----------	80.00	80.00
Kinninken, Jno. P.	----------	51.50	51.50
Keese, Jno. W.	----------	358.75	358.75
Larson Truck Company	98.62	----------	98.62
Larton Truck Company	109.74	----------	109.74
Latimer County Coal Company	56.50	----------	56.50
Lasley, R. L.	400.00	----------	400.00
Lawrence Tank Company	1,049.50	9,281.99	10,331.49
Leader Press	127.27	----------	127.27
LeFlore Lumber Company	3,500.18	911.85	4,412.03
Lee, G. M.	317.42	----------	317.42
Lee, L. P.	83.00	----------	83.00
LeFlore, Phelix	172.50	133.05	305.55
Leland Equipment Company	3,645.84	6,905.23	10,551.07
Leitz Company	2.25	----------	2.25
Leslie, Earl	109.27	----------	109.27
Leslie's Cash Store	455.41	----------	455.41
Lenis, C. E.	2.00	----------	2.00
Linde Air Products Company	1,014.56	888.98	1,903.54
Lincoln County News	29.88	----------	29.88
Lufkin Rule Company	1,496.92	853.00	2,349.92
Leonard, N. B.	3,732.30	----------	3,732.30
Lenk, A. P. Company	1.32	----------	1.32
Long, J. J.	660.00	----------	660.00



Top—Showing protection of bridge abutment over Little Cabin Creek on US 66 in Craig County. Center—New paving on US 66 near Vinita. Bottom—NRM paving in city of Antlers

Purchase Materials & Supplies 1933-34, Continued on page 135

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Long, Homer	461.10	----------	461.10
Long-Bell Lumber Company	4,221.97	9,728.46	13,950.43
Lopsitz Hardware Company	492.50	----------	492.50
Lowery & Rutherford	384.00	288.00	672.00
Lockhart, A. L.	2.50	----------	2.50
Lowery, Geo.	150.00	----------	150.00
Lawson, Dr. J. L.	221.50	31.25	252.75
Long, Edgar	17.40	----------	17.40
Lucas, Geo.	800.00	1,760.00	2,560.00
Lurraft, A. M.	660.00	----------	660.00
Lamson & Sessions Bolt Company	----------	111.90	111.90
Lakey, W. J.	----------	100.00	100.00
Losh, Willard Lee	----------	300.00	300.00
Latimer City Democrat	----------	15.40	15.40
Leash, L. H.	----------	360.00	360.00
Lehman, Geo.	----------	800.00	800.00
Leonard, W. E. B.	----------	5,700.00	5,700.00
Libby Cataphote Company	----------	15.25	15.25
Lincoln Republican	----------	28.75	28.75
Lion Chain Company	----------	10.58	10.58
Looney & Hutchens	----------	90.00	90.00
Laplant Choate Manufacturing Company	----------	50.82	50.82
Luke & Company	----------	141.25	141.25
Lockwood, G. E.	----------	7.50	7.50
Lawrence, S. W.	----------	1,167.50	1,167.50
Magneto Ignition Company	----------	2.96	2.96
Magnolia Petroleum Company	5,715.71	11,128.30	16,844.01
Makin, Robert	34.46	----------	34.46
Makins Sand Company	1,250.00	221.10	1,471.10
Maloney, J. C.	17.00	----------	17.00
Manley, L.	313.49	----------	313.49
Manly Office Supply Company	216.20	866.35	1,082.55
Mann, J. W.	49.00	----------	49.00
Mansfield Lumber Company	1,421.36	708.85	2,130.21
Marathon Oil Company	815.60	9,229.78	10,045.38
Marlow Review	116.95	178.45	295.40
Martin, A. J.	4.00	----------	4.00
Martin Chevrolet Company	736.96	----------	736.96
Martin, J. W. Lumber Company	1,130.53	1,048.30	2,178.83
Martin Towel Supply	168.10	304.80	472.90
Matthew Bros.	1,962.08	7,628.23	9,590.31
Mattrey Truck Company	76.00	----------	76.00
Mason-White Tire Company	11.00	----------	11.00
Massey Hardware Company	7.01	251.61	258.62
Massey Buick Company	113.25	----------	113.25
May, Sherman	24.57	----------	24.57
Mattox, E. E.	5.60	----------	5.60
Mays, C. M. Lumber Company	74.70	----------	74.70
Mays & Company	260.70	----------	260.70
Mayo & Company	2,717.37	1,221.76	3,939.13



Scenes on SH 17 in Adair County

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Mayo, Wheeler	52.06	----------	52.06
McAlester, Jno.	527.80	----------	527.80
McAlester Auto Hotel	64.49	----------	64.49
McAlester Barber Supply Co.	45.08	30.00	75.08
McAlester Cotton Oil Company	25.35	90.90	116.25
McClain, Jack	46.72	----------	46.72
McClaren Tire Company	5,188.42	10,403.42	15,591.84
McConnel, Mrs. Nettie	----------	65.00	65.00
McCowan, Supt. Indian Agency	1,632.00	----------	1,632.00
McGowan, A. E.	70.00	----------	70.00
McCurtain Gazette	28.80	663.53	692.33
McElreath Motor Company	74.49	----------	74.49
MeeOakes Supply Company	901.95	879.60	1,781.55
Mentzer Bros.	75.80	581.23	657.03
Mercer-Parks Motor Company	686.47	1,358.68	2,045.15
Miami Chat Company	5,178.50	16,649.84	21,828.34
Mid-Continent Petroleum Company	14,274.60	64,871.99	79,146.59
Mideke Supply Company	2,776.29	1,978.31	4,754.60
Midwest Steel Company	2,040.03	155.48	2,195.51
L. D. Miller	195.53	----------	195.53
Miller Auto Supply Company	13.63	----------	13.63
Milliton-Hayden Motor Company	2,050.58	44.04	2,094.62
Mills, L. E.	135.26	----------	135.26
Minneapolis Power Company	1,773.41	19.35	1,792.76
Missouri State Life Insurance Co.	1,200.00	----------	1,200.00
Mitchell & Reidt	252.60	----------	252.60
Mo-Ark Oxygen Company	642.99	32.00	674.99
Moncrief-Howe Seed Company	374.83	238.87	613.70
Monstatche, Kiowa Agency	300.00	----------	300.00
Monroe Calculating Machine Company	40.15	492.99	533.14
Montgomery Ward & Company	42.50	75.06	117.56
Mooney, Bob	540.89	364.70	905.59
Moore Chevrolet Company	1.50	----------	1.50
Moores Service Station	1.58	----------	1.58
Moore Tire Shop	52.35	343.95	396.30
Moore, Jno. C.	31.93	----------	31.93
Moore, W. A.	10.00	----------	10.00
Moore, W. D.	90.00	----------	90.00
Morrison, Clint	632.40	921.01	1,553.41
Morran, Jno. D.	13.00	36.00	49.00
Mosbacher, Frank	232.83	----------	232.83
Moss, T. J. Tie Company	309.00	----------	309.00
Motor Equipment Company	75.69	34.34	110.03
Motor Machine Company	55.30	----------	55.30
Motor Mechanic Garage	51.06	----------	51.06
Motor Sales Company	65.69	----------	65.69
Motor Supply Company	4.85	202.63	207.46
Mount-Fogle Hupmobile Company	14.20	----------	14.20
Moyers & Devorak	347.23	173.62	520.85
Moyer, Harry	345.00	----------	345.00
Mullinix, Roy	73.12	----------	73.12

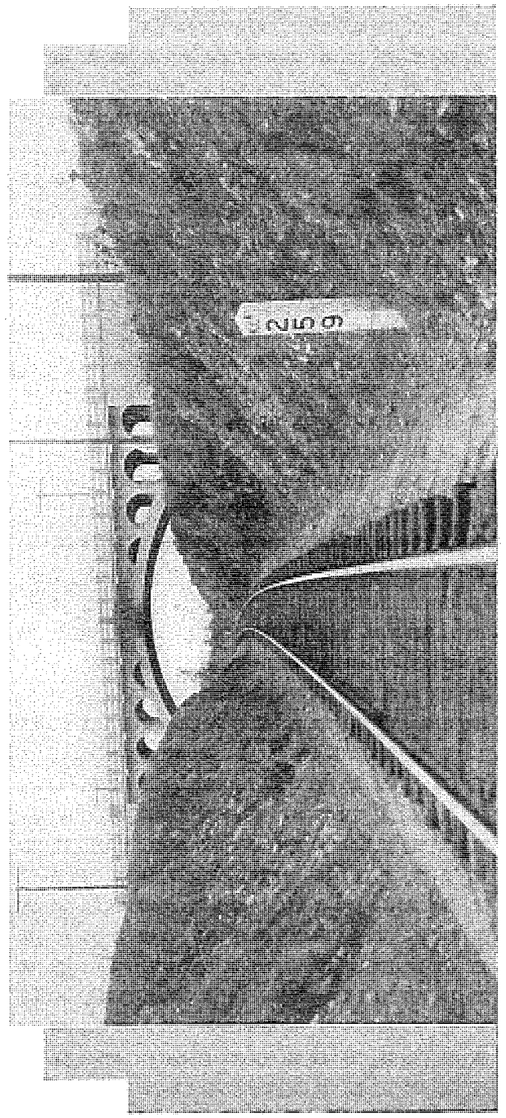
FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Multipost Company, Oklahoma City	6.69		6.69
Multipost Company, Rochester, N. Y.	3.50		3.50
Murphey, Okley	52.50		52.50
Muskogee Hardware Company	6.05		6.05
Muskogee Iron Works	626.51	3,008.98	3,635.49
Muskogee Mattress Company	152.72	256.34	409.06
Muskogee Sand Company	123.60		123.60
Muskogee Tire Shop	200.00	20.00	220.00
Myers Motor Company	13,484.02	4,906.92	18,390.94
Marietta Review		30.35	30.35
Martin, Mrs. George		300.00	300.00
Machine Tool & Supply Company		36.21	36.21
Macwhyte Company		391.68	391.68
Maddox, Jno.		107.10	107.10
Martin, L. A.		200.00	200.00
Matherson, Ed		300.00	300.00
Mathews, Henry		45.18	45.18
Muskogee Mill & Elevator Company	3,988.60	2,284.20	6,272.80
Mathews, Late H.		250.00	250.00
Mattox, C. W.		60.00	60.00
Mays, Ceral		233.85	233.85
Mays County Motor Company		93.09	93.09
Marietta Monitor Press		23.00	23.00
Massey Concrete Products Company		3,477.04	3,477.04
Mid-Continent Paint Company		43.00	43.00
Miller, T. J. Lumber Company		643.50	643.50
Mooreland Leader		57.33	57.33
Morton, Frank		73.62	73.62
Moss Motor Company		758.89	758.89
Motor Parts Company		91.64	91.64
Motor Trading Company		140.27	140.27
Mount-Fogle Motor Company		688.95	688.95
Muskogee Clay Products Company		2,365.24	2,365.24
Murray, L. B.		120.00	120.00
McCurtain Democrat		192.60	192.60
McDonald Chevrolet Company		436.03	436.03
McEldowney & Sons		58.67	58.67
McCormack, R. C.		99.00	99.00
McMurphy, Jno.		1,236.00	1,236.00
McMurphey, J. B.		825.50	825.50
Mattox Garage		748.87	748.87
Mehmel, E.		2.00	2.00
Mings, Geo. T.		123.60	123.60
Mitchell, Sidney		49.70	49.70
Morehart-Berney Company		568.87	568.87
Morris, D. C.		110.11	110.11
Moore, P. E.		117.00	117.00
Muskogee Seed House		44.50	44.50
Moore, W. C.		18.26	18.26
Mountcastle, R. M.		180.85	180.85
McGuire, W. E.		518.25	518.25

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
McKinney Grain Company		900.00	900.00
McCurdy, Frank		2.15	2.15
National Lumber Company	1,484.04	1,784.09	3,268.13
National Refining Company	362.59	239.98	602.57
Neal, M. R.	431.25		431.25
Nebraska Bridge Company	625.00	2,257.20	2,882.20
Neff, Greer	177.00		177.00
News Democrat	34.88		34.88
Newson, C. L.	148.97		148.97
Newton, Sam	57.60		57.60
New York Cable Company	196.80		196.80
New York Plate Glass Company	64.29	65.41	129.70
Nicholes, A. R.	14.50		14.50
Nichols, Inc.	99.00	49.50	148.50
Noble County Motor Company	141.25		141.25
North American Car Corporation	1,675.40		1,675.40
Northeast Motor Company	28.00		28.00
Northwest Motor Company	7,281.10	7,391.79	14,672.89
Northway, F. E. Inc.	2,609.53	1,756.40	4,365.93
Norton-Foresa Chevrolet Company	375.00		375.00
Norton-Johnson Buick Company	2,173.65	2,408.13	4,581.78
National Carbide Sales		112.00	112.00
Newbancer, W. J.		40.00	40.00
Newstate Clipping Press		41.00	41.00
Nichusen, W.		294.20	294.20
Novelty Concrete Works		514.45	514.45
Nelson, R. M.		230.00	230.00
National Casualty Company		25.00	25.00
New York Cordage & Cable Company		19.72	19.72
Newstate Flour & Feed Company		176.10	176.10
O'Brien, W. J.	50.00		50.00
Ochsner Bros.	360.00		360.00
Office Appliance Company	10.00	10.50	20.50
Office Needs Company	12.00		12.00
Ohio Bronze Powder Company	253.50		253.50
Oilton Selica Company		65.00	65.00
Oilton Gusher		44.75	44.75
Oklahoma Auto Supply Company	570.67	3,012.42	3,583.09
Oklahoma Baptist University	44.75		44.75
Oklahoma Bindery Company	45.23	22.73	67.96
Oklahoma Blue Print Company	66.12		66.12
Oklahoma Cement Pipe Company	1,463.75	7,678.28	9,142.03
Oklahoma City Battery Co.	89.07	146.45	235.52
Oklahoma City Hardware Company	1,053.37	2,117.95	3,171.32
Oklahoma Electric Supply Company	37.70	2,003.00	2,040.70
Oklahoma Engraving Company	52.74		52.74
Oklahoma Map Company	15.95		15.95
Oklahoma Paper Company	349.15	100.12	449.27
Oklahoma Photo Supply Company	9.42	38.02	47.44
Oklahoma Portland Cement Company	11,315.00	54,282.83	65,597.83
Oklahoma Printing Company	15.91	35.60	51.51

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Oklahoma Rig & Supply Company	19.80	----------	19.80
Oklahoma Road Machinery Company	38.34	----------	38.34
Oklahoma State Penitentiary	1,161.52	4,433.71	5,595.23
Oklahoma Tractor & Equipment Company	26,097.41	57,650.06	$3,747.47
Oklahoma Truck Company	17.00	----------	17.00
Oklahoma Stamp & Seal Company	27.80	5.00	32.80
O. K. Transfer Company	5.75	----------	5.75
Oklahoma Western Telephone Company	373.50	----------	373.50
Oklahoma A. & M. College	----------	451.50	451.50
Onyx Grease & Oil Company	142.40	----------	142.40
Ostranders Carbon Company	148.75	----------	148.75
Ottawa Motor Company	114.40	----------	114.40
Ottawa Selica Company	154.20	----------	154.20
Ozment Drug Company	7.50	----------	7.50
O. K. Plate Glass Company	----------	30.00	30.00
O'Dell, W. B.	----------	500.00	500.00
Oler, Mrs. W. H.	----------	400.00	400.00
O'Connell, J.	----------	71.50	71.50
Oklahoma State Registrar	----------	101.00	101.00
Old Dutch Carbon Company	----------	34.71	34.71
Overhead Door Company	----------	149.50	149.50
Overstreet, Ella	----------	250.00	250.00
Owatonna Tool Company	----------	67.25	67.25
O'Neil Typewriter Company	----------	19.40	19.40
Oloham, L. F. Adm.	----------	400.00	400.00
Okern, Gilbert	----------	1,100.00	1,100.00
Outboard Motors Corporation	----------	68.97	68.97
Padgett, Tom Company	40.65	65.48	106.13
Page Bros.	210.73	----------	210.73
Palace Drug Store	15.03	70.19	85.22
Paris Grocery Company	16.50	----------	16.50
Parkenson Motor Company	135.67	----------	135.67
Parkenson-Neal Motor Company	67.50	90.00	157.50
Pate, J. F.	1,065.00	247.00	1,312.00
Patterson & Hoffman	36.03	----------	36.03
Patterson Steel Company	965.14	4,055.92	5,021.06
Pease, C. F. & Company	35.31	91.03	126.34
Peerless Oklahoma Company	25.13	2.52	27.65
Pekin Leather Company	60.45	----------	60.45
Peoples Ice Company	16.50	----------	16.50
Perkins, O. H.	150.20	----------	150.20
Peters Shoe Company	2,815.56	3,552.80	6,368.36
Pettee, W. J. & Company	1,432.06	1,308.01	2,740.07
Phelps, W. J.	360.00	5,630.40	5,990.40
Phillips, Ben	37.50	----------	37.50
Phillips, O. J.	175.00	----------	175.00
Phillips Petroleum Company	11,201.24	3,343.23	14,544.47
Phillips, Victor L. Company	1,812.28	6,981.35	8,793.63
Pilgrim, Inc.	262.75	----------	262.75
Pioneer Paper Box Company	19.50	----------	19.50
Pioneer Tin Shop	18.50	----------	18.50

Purchase Materials & Supplies 1933-34, Continued on page 141

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Pitts, B. E.	141.90	----------	141.90
Pittsburgh Plate Glass Company	40.45	248.95	289.40
Poarch, J. E.	900.00	2,060.00	2,960.00
Pollock Stores	1,526.08	163.62	1,689.70
Pollard, H. C.	23.70	----------	23.70
Pollard, A. C.	31.85	----------	31.85
Pope, L. I.	1,056.93	----------	1,056.93
Porter-Crew Drug Company	41.96	66.77	108.73
Postal Telegraph Company	25.20	----------	25.20
Post, Frederick & Company	118.26	----------	118.26
Poteau News	190.99	548.63	739.62
Poteau Motor Company	50.70	----------	50.70
Powell, Mrs. S. L.	5.00	----------	5.00
Prince Chevrolet Company	280.59	----------	280.59
Prock, Ed	192.37	----------	192.37
Producers Lumber Company	580.33	96.00	676.33
Public Service Company of Oklahoma	1,372.40	105.58	1,477.98
Pyle Hardware Company	9.75	----------	9.75
Page, Clarence E. Inc.,	----------	801.23	801.23
Poarch & Lawrence	----------	250.00	250.00
Park Ward Company	----------	224.00	224.00
Penny, J. C. Company	----------	18.00	18.00
Powers Regulator Company	----------	677.00	677.00
Prest Machine Works	----------	109.80	109.80
Palace Office Supply Company	----------	281.14	281.14
Panhandle Herald	----------	30.75	30.75
Paschall, Jno. H.	----------	1,700.00	1,700.00
Pastock, H. A.	----------	93.00	93.00
P. & A. Chevrolet Company	----------	472.56	472.56
Pauls Valley Democrat	----------	217.00	217.00
Pauls, L. B.	----------	250.00	250.00
Penn. Metallic Company	----------	63.81	63.81
Pierce, J. B.	----------	80.00	80.00
Pioneer Materials Company	----------	26,345.90	26,345.90
Polk, R. L. & Company	----------	19.19	19.19
Poteau Lumber Company	----------	479.00	479.00
Parnell Lumber Company	----------	2,518.79	2,518.79
Prague Record	----------	49.50	49.50
Prompt Printing Company	----------	450.86	450.86
Pushmataha County Abstract Company	----------	80.85	80.85
Pycatt, L. C.	----------	80.00	80.00
Pace Bros.	----------	38.63	38.63
Phoenix Supply Company	----------	20.70	20.70
Phillips, J. H.	----------	59.64	59.64
Pine Valley Lumber Company	----------	336.67	336.67
Phillips, W. R.	----------	33.00	33.00
Prichett, Jno.	----------	13.96	13.96
Pryor Lumber & Grain Company	----------	4,525.20	4,525.20
Powers, W. H.	----------	9.03	9.03
Public Service Company of McAlester	----------	218.24	218.24
Quinn, S. S.	----------	75.00	75.00



Overpass over Kansas City Southern Ry. on SH 17 near its intersection with SH 51 at Stilwell. This structure marks the northern limit of the section of SH 17 constructed by convcit labor

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Quinton Chevrolet Company	2.82		2.82
Quinton-Spelter Company	21.46		21.46
Quinton Motor Company		13.00	13.00
Rains, Dane	166.00	6.50	172.50
Raymond Furniture Company	41.16		41.16
Reaves, Ed	15.69		15.69
Remington-Rand, Inc.,	487.20	1,448.46	1,935.66
Renegar, A. A.	137.11		137.11
Reynolds-Davis Grocery Company	163.06	206.44	369.50
Rice-Stix Dry Goods Company	3,416.61	1,824.68	5,241.29
Richards, J. C.	83.55		83.55
Richards & Conover	1,881.00	3,769.18	5,650.18
Riley, J. E.	200.00		200.00
Risenhoover, C. W.	6.00		6.00
Roberts, Johnson & Rand Shoe Company	61.48		61.48
Robertson, J. B.	560.00	480.00	1,040.00
Roberts Printing Company	21.96	40.35	62.31
Robertson, Maud	300.00		300.00
Rogers, H. B.	461.68		461.68
Rogers, John	97.20		97.20
Rogers, L.	250.00		250.00
Rogers, T. H.	60.00		60.00
Rogers, T. H. Lumber Company	136.87		136.87
Roggenbuck, Joe	21.15		21.15
Rorabaugh-Brown Company	67.10		67.10
Ross, O. B.	45.00		45.00
Ross, J. W.	2.84		2.84
Rowe Manufacturing Company	372.00		372.00
Routh, H. B.	5,000.00		5,000.00
Romig, L.	104.20		104.20
Rowland & Company	108.16	183.77	292.38
Royce Motor Company	4.50		4.50
Russell-Locke Company	2,588.50	3,489.99	6,078.49
Ryan Leader	77.68	52.50	130.18
Roger Mills County News		60.00	60.00
Reaves, P. M.		1,000.00	1,000.00
Reaves, B. M.		144.00	144.00
Record Democrat		331.65	331.65
Record Registrar		38.63	38.63
Reed, Al Lubricant Company		586.62	586.62
Refinery Supply Company		3,363.07	3,363.07
Reinaur Bros.		31.12	31.12
Rogers Iron Works		3,552.45	3,552.45
Richardson, J. C.		23.64	23.64
Roberson, R. H.		360.00	360.00
Rounds & Porter		357.72	357.72
Royal Typewriter Company		98.50	98.50
Ryan-Richards, Inc.,		129.80	129.80
Ralston Sand Company		545.40	545.40
Raymond, Drake		149.58	149.58
Reid Motor Company		55.40	55.40

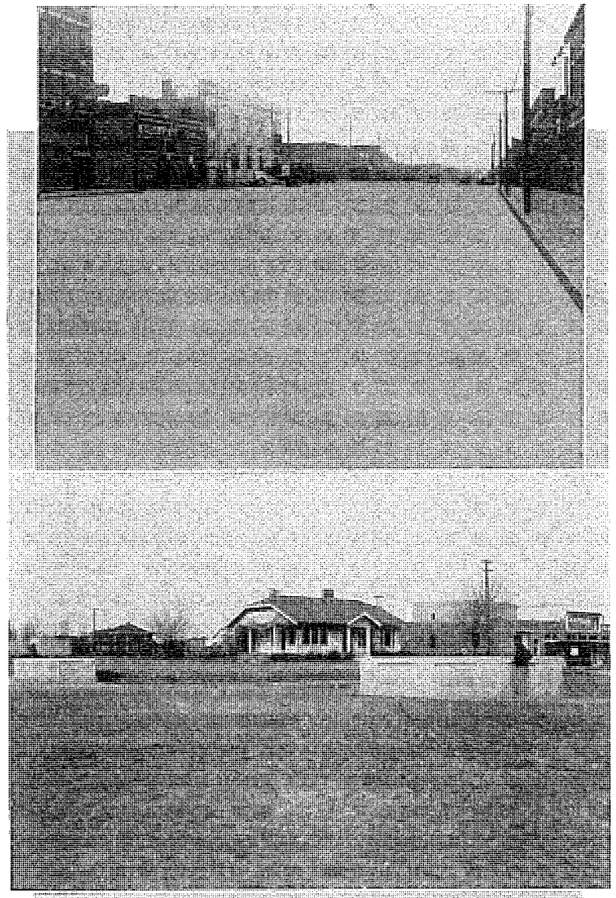
FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Romans, John	----------	23.22	23.22
Rogers, Cam	----------	34.20	34.20
Sallisaw Ice Company	51.75	763.88	815.63
Sallisaw Motor Company	1,428.03	724.27	2,152.30
Sanders, Curtis	750.00	----------	750.00
Sanitary Equipment Company	24.75	65.19	89.94
Sams & Jennings	34.00	21.00	55.00
Sargent, E. H. Company	399.54	1,395.62	1,795.16
Sauter Bros.	69.30	41.62	110.92
Sawney, John	90.00	----------	90.00
Scammahorn, H. E.	345.00	----------	345.00
Scareboraugh-Caldwell Company	609.38	----------	609.38
Schwuck, J. C.	27.15	----------	27.15
Schiff-Mayer Company	608.66	1,842.27	2,450.93
Schultz Motor Company	104.53	----------	104.53
Sebastian, Ed	60.50	30.00	90.50
S. E. B. Paint Company	28.50	56.00	84.50
Seiberling Rubber Company	9.40	----------	9.40
Scott, T. J.	520.00	----------	520.00
Semco Color Press	173.92	231.07	404.99
Seidlit Paint Company	28.40	----------	28.40
Seminole Manufacturing Company	5.85	----------	5.85
Sequoyah-County Times	559.69	1,209.14	1,768.83
Service Printing Company	108.12	29.30	137.42
Servis Equipment Company	11,993.30	2,721.09	14,714.39
Severin Tire & Supply Company	925.91	1,747.74	2,673.65
Shapleigh Hardware Company	646.22	596.87	1,243.09
Sharp Auto Supply	1,127.39	544.53	1,671.92
Shaw, Will	477.86	----------	477.86
Shaw Tractor	67.28	----------	67.28
Shawnee Motor Supply	196.59	----------	196.59
Sherwin-Williams Paint Co.	223.77	1,560.26	1,784.03
Sherman Concrete Pipe Company	332.40	11,802.77	12,135.17
Shockpoint, J. W.	110.00	----------	110.00
Sewall Paint Company	.50	----------	.50
Signal Service Company	3,617.00	----------	3,617.00
Simmons, J. E.	847.76	----------	847.76
Simmons Hardware Company	569.18	1,419.60	1,988.78
Simmons, J. E.	446.16	----------	446.16
Simpson Auto Company	5,863.42	9,976.89	15,840.31
Sinclair Refining Company	1,058.14	3,356.63	4,414.77
Skelly Oil Company	50.62	----------	50.62
Skinner, R. W.	106.80	----------	106.80
Smallwood, E. H.	274.72	----------	274.72
Smith, A. C.	2,500.00	----------	2,500.00
Smith, C. E.	10.00	----------	10.00
Smith, A. L. Company	71.60	----------	71.60
Smith, Bert Machinery Company	147.60	----------	147.60
Smith, E. W.	13.40	----------	13.40
Smith, L. C. Typewriter Company	1,052.74	2,443.96	3,496.70
Smith, Mrs. J. R.	100.00	200.00	300.00

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Smith, Mrs. J. W.	30.00	----------	30.00
Smith, R. V. Supply Company	1,531.95	3,664.76	5,196.71
Smith, W. B.	500.00	----------	500.00
Smith, C. W.	720.00	----------	720.00
Snyder Super Service	2.50	48.12	50.62
Southern Ice Company	834.60	----------	834.60
Southern Ribbon Company	23.50	----------	23.50
Southern Rock Asphalt Company	9,331.20	345,217.03	354,548.23
Southern Sand & Gravel Company	218.80	52.83	271.63
Southern Supply Company	137.27	----------	137.27
Southwest Factory	906.66	2,953.70	3,860.36
Southwest Bell Telephone Company	609.10	----------	609.10
Southwest Stone Company	30,867.50	757.40	31,624.90
Southwestern Drug Company	44.63	----------	44.63
Southwestern Engraving Company	272.02	216.02	488.04
Southwest Stamp Works	101.48	107.85	209.33
Sparks, Bob	70.00	----------	70.00
Spangler, Carl	5.75	----------	5.75
Spears, W. S.	600.00	----------	600.00
Spencer, Parker	175.70	182.00	357.70
Standard Office Supply Company	164.42	480.05	644.47
Standard Paving Company	6,716.87	112.40	6,829.27
Spencer, T. C.	340.00	----------	340.00
Standard Roofing & Material Company	75.75	2,449.35	2,525.10
Standard Steel Company	8.55	----------	8.55
Standard Tool Company	11.10	----------	11.10
Stanfield, A. A.	15.00	----------	15.00
Stanger, Floyd	190.00	----------	190.00
Star Printery	446.59	884.21	1,330.80
Starr, M. C.	280.09	1,220.20	1,500.29
Star Tin Shop	29.75	----------	29.75
Stephens, J. B.	3.60	----------	3.60
Stephens, R. B.	139.22	----------	139.22
Stewart Grain Company	1,340.50	3,312.80	4,653.30
Stewart Sand Company	2,500.00	----------	2,500.00
Stewart, T. J. Lumber Company	35.51	----------	35.51
Stevens Buick Company	11.75	----------	11.75
Stilwell Hospital	19.00	----------	19.00
St. Louis-San Francisco Ry. Company	81.51	----------	81.51
Stovall, Fred	102.38	----------	102.38
Strange-Jones Hardware Company	44.12	66.36	110.48
Strickland, J. C.	20.50	----------	20.50
Stringer, C. W.	800.00	----------	800.00
Stringtown Lumber Company	326.02	----------	326.02
Stove-Bearing Company	52.11	----------	52.11
Storms Manufacturing Company	87.32	----------	87.32
Sullivan Machine Company	77.26	36.83	114.09
Swift & Company	1,239.62	6,713.71	7,953.33
Stowe Hardware Company	34.21	----------	34.21
Stroud Democrat	56.00	236.37	292.37
Swanda Bros.	213.20	----------	213.20

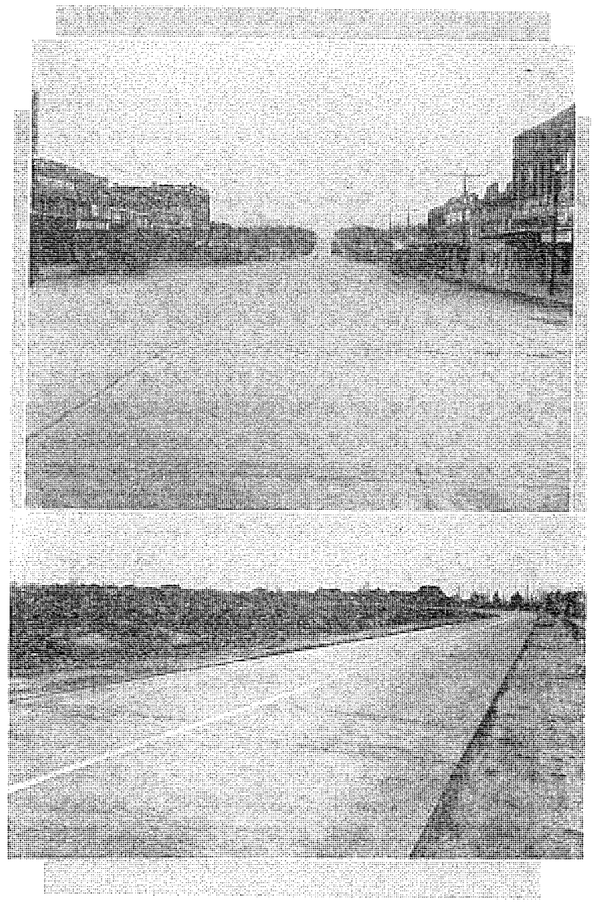
FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Self's Cash Store		40.00	40.00
Sharp, C. E. Lumber Company		43.25	43.25
Singer Pipe Company		200.00	200.00
Saner & Valk		414.35	414.35
Sayre Publishing Company		34.85	34.85
Scott, P. W.		620.00	620.00
Scully Steel Products Company		146.29	146.29
Self Winding Clock Company		18.00	18.00
Seminole Sand Company		220.00	220.00
Sewall Paint Company		463.00	463.00
Seymour, Chas. F. Company		6.55	6.55
Sipes, Jasper Company		30.00	30.00
Standard Asbestos Company		116.44	116.44
St. Louis Bolt & Screw Company		206.39	206.39
Southwestern Printing Company		55.25	55.25
Shaw, J. N.		114.80	114.80
Shipley, J. C.		600.00	600.00
Shunk Manufacturing Company		5,548.00	5,548.00
Simpson, Mrs. Mary		369.40	369.40
Smith, A. G.		450.00	450.00
Smith, A. G.		600.00	600.00
Smith, John A.		144.00	144.00
Smith, T. K.		162.00	162.00
Sooner State Oil & Gas Company		32.22	32.22
Southwest Wheel Company		11.06	11.06
Spencer Machine Shop		14.50	14.50
Standard Engraving Company		6.44	6.44
Stevenson-Browne Company		160.43	160.43
Stevens, W. E.		200.00	200.00
Stevenson News Stand		6.00	6.00
Straughn Chevrolet Company		2.80	2.80
Sun Company		90.63	90.63
Stinson, Arthur		200.00	200.00
Swindell, R. O.		715.00	715.00
Stumphorn, Burton		200.00	200.00
Swindell, B. O.		400.00	400.00
Starr, G. E.		109.70	109.70
Sallisaw Cash Grocery		100.00	100.00
Sallisaw Bakery		8.00	8.00
Scarbrough, John		1,082.53	1,082.53
Scotch-Tone Company		74.24	74.24
Sequoyah Motor Company		44.08	44.08
Shinn, Jess		31.93	31.93
Skinner, R. E. Hay Company		672.00	672.00
Starr, Joe		647.70	647.70
Slack Auto Service		14.17	14.17
Stilwell Ice Company		33.00	33.00
Talihina Ice Company	1,152.52	1,232.94	2,385.46
Temple Chamber of Commerce	59.02		59.02
Texas Company	1,209.35	1,394.07	2,603.42
Texas Pacific Coal & Oil Company	3,408.94	29,656.18	33,065.12

Purchase Materials & Supplies 1933-34, Continued on page 148

FIRM NAME	YEAR 1933	YEAR 1934	TOTAL
Thew Shovel Company	73.60	16,917.56	16,991.16
Thomas Bros.	1.10		1.10
Thotman Stove Company	18.00		18.00
Thompson, E. H.	125.00	221.75	346.75
Thompson, W. G.	518.40		518.40
Thompson-Haywood Company	43.50		43.50
Thompson, Hess & Jess	1,664.76	177.03	1,841.79
Times Journal Publishing Company	547.40	457.29	1,004.69
Tishomingo Motor Company	983.77		983.77
Todd Company	403.12		403.12
Toledo Scales Company	15.50		15.50
Totty & Smith	2.08		2.08
Towner Road Machinery Co.,	1,235.86	1,338.15	2,574.01
Trave Taylor Company	1,315.31	318.13	1,633.44
Tobets Service Station	280.00		280.00
Triangle Blue Print Company	2,930.00	1,266.15	4,196.15
Tripenbaum, A. J.	67.00		67.00
Tommis, Dorthy	450.00		450.00
Tranghler, G. S.	321.27		321.27
Trudgeon Lumber Company	32.50		32.50
True-Tagg Paint Company	693.00		693.00
Tulsa Auto Spring Company	5.32		5.32
Tulsa Paper Company	12.70	75.48	88.18
Tulsa Rubber Company	18.90		18.90
Tulsa Tractor & Equipment Company	136.48		136.48
Truman, F.	2.38		2.38
Turnbull-Russell Company	159.75		159.75
Turner & Foley	350.00		350.00
Turken, Melvin	352.50	1,724.75	2,077.25
Talihina American		81.75	81.75
Temple, City of		50.00	50.00
Tate, Herbert		29.05	29.05
Taylor, H. A.		200.00	200.00
Texola Tribune		13.00	13.00
Tipton Tribune		37.75	37.75
Tindall, F. E.		88.56	88.56
Tomah, Lawrence		438.00	438.00
Trindall, Mrs. Jennie, Admx.		450.00	450.00
Torsion Balance Company		119.56	119.56
Truscon Laboratory		162.00	162.00
Tulsa Sand Company		40,811.42	40,811.42
Tuthill Spring Company		73.83	73.83
Tuttle Times		65.50	65.50
Tyler, W. S.		35.97	35.97
That Man Stone Company		151.60	151.60
Tinius-Olsen Testing Machine Company		243.62	243.62
Tottle-Campbell Company		105.00	105.00
Talihina Motor Company		2.15	2.15
Tul Wet Wash System		35.90	35.90
Thurber, J. H.		134.20	134.20
Underwood-Elliott-Fisher	636.12	547.53	1,183.65



Top—NRM paving in city of Idabel. Below—School underpass on US 270 at Shawnee



Top—NRM paving in city of Tishomingo. Bottom—Short cut on US 81 between Enid and north Enid

R E P O R T

OF THE

O K L A H O M A S T A T E H I G H W A Y C O M M I S S I O N

FOR THE CALENDAR YEARS

1935 AND 1936

FILE COPY
PLEASE RETURN TO
STATE LEGISLATIVE COUNCIL
CAPITOL BLDG. OKLAHOMA CITY



TO THE

G O V E R N O R O F O K L A H O M A

OKLAHOMA CITY, OKLAHOMA

DECEMBER 31, 1936

SCOTT FERRIS, CHAIRMAN
H. N. ARNOLD, VICE CHAIRMAN
DR. W. E. GRISSO, MEMBER
J. M. GENTRY
MEMBER-SECRETARY
VAN T. MOON
STATE HIGHWAY ENGINEER

STATE OF OKLAHOMA

STATE HIGHWAY COMMISSION

OKLAHOMA CITY

December 31, 1936

To His Excellency
Hon. E. W. Marland, Governor.

Sir:

We have the honor to submit the following report covering the operations of the Oklahoma State Highway Commission during the biennium ending December 31, 1936.

Respectfully Submitted,

STATE HIGHWAY COMMISSION

Scott Ferris, Chairman

H. N. Arnold, Vice-Chairman

W. E. Grisso, Member

J. M. Gentry, Member-Secretary

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PERSONNEL OF STATE HIGHWAY COMMISSION
1911 TO 1936, INCLUSIVE

GOVERNOR NAME	STATE HIGHWAY COMMISSION - PERSONNEL NAME	TITLE	IN OFFICE FROM	IN OFFICE TO	REMARKS
* Chas. N. Haskell	None		11-16-07	1- 9-11	
* Lee Cruce			1- 9-11	1-11-15	
	* Sidney Suggs	Commissioner	7- 1-11	6-30-15	(1)
	Clark Hudson	Asst. Commr.	1- 1-11	6-30-15	
	W. P. Goit	St.Hwy.Engr.	7- 1-11	6-30-15	
R. L. Williams			1-11-15	1-13-19	
	A. N. Leecraft	Actg. Commr.	7- 1-15	7-31-15	(1)
	Geo. Noble	Commissioner	8- 1-15	5-30-19	
	W. P. Danford	Actg.Hwy.Engr.	7- 1-15	4-30-16	
	Max L.Cunningham	St.Hwy.Engr.	5- 1-16	1-31-20	
J.B.A. Robertson			1-13-19	1- 8-23	
	* Henry Wood	Commissioner	6- 1-19	1-31-21	(1)
	B. E. Clark	Commissioner	2- 1-21	9-30-22	
	M. M. Henderson	Commissioner	11- 9-22	1- 8-23	
	R. C. Terrell	St.Hwy.Engr.	2- 1-20	3-31-21	
	F. S. Alderman	St.Hwy.Engr.	4- 1-21	9-30-22	
	Max L.Cunningham	St.Hwy.Engr.	10- 1-22	4-30-23	
J. C. Walton			1- 8-23	11-19-23	
	Paul Nesbitt	Commissioner	1- 8-23	3- 1-24	(1)
	* F. G. Simmons	St.Hwy.Engr.	5- 1-23	11-15-23	
M. E. Trapp			11-19-23	1-10-27	
	E. Bee Guthrey	Actg. Commr.	2-26-24	3- 1-24	(3)
	Cyrus S. Avery	Commissioner	3- 1-24	2- 8-27	
	* F. J. Gentry	Commissioner	3-15-24	2- 8-27	
	Roy Johnson	Commissioner	3-15-24	2- 8-27	
	E. Bee Guthrey	Secretary	3-15-24	3- 2-27	
	W. C. Burnham	St.Hwy.Engr.	11-16-23	4-30-24	
	J. M. Page	St.Hwy.Engr.	5- 1-24	5-30-27	
Henry S. Johnston			1-10-27	3-20-29	
	* H. W. Leininger	Commissioner	2- 9-27	4- 1-29	(5)
	* John G. Parker	Commissioner	2- 9-27	4- 1-29	
	* Chas. D. Carter	Commissioner	3- 1-27	4- 1-29	
	Jesse Bunch	Commissioner	2- 9-27	4- 1-29	
	W. G. Jones	Commissioner	2- 9-27	4- 1-29	
	R. L. Seaman	Secretary	3- 2-27	6- 1-28	
	Ed McDonald	Secretary	6- 1-28	4- 1-29	
	* Clark R. Mandigo	St.Hwy.Engr.	6- 1-27	4- 8-29	

GOVERNOR	STATE HIGHWAY COMMISSION - PERSONNEL				
NAME	NAME	TITLE	IN OFFICE FROM	IN OFFICE TO	REMARKS
W. J. Holloway			3-20-29	1-12-31	
	Lew Wentz	Commissioner	3- 1-29	2-21-33	(3)
	L. C. Hutson	Commissioner	4- 5-29	1-27-31	
	S. C. Boswell	Commissioner	4- 5-29	3-11-31	
	Ed McDonald	Secretary	4- 1-29	2-21-33	
	J. F. Rightmire	Actg.St.Hwy.Engr.	4- 9-29	9-15-29	
	A. R. Losh	St.Hwy.Engr.	9-15-29	9- 1-31	
Wm. H. Murray			1-12-31	1-14-35	
	Sam R. Hawks	Commissioner	1-28-31	2-21-33	(3)
	J. F. McKeel	Commissioner	3-11-31	2-21-33	
	Lew Wentz	Commissioner	4- 1-29	2-21-33	
	Ed McDonald	Secretary	2-21-33	2-21-35	
	Chas. L. Wilson	St.Hwy.Engr.	9- 1-31	5-14-35	
Wm. H. Murray	H. N. Arnold	Commissioner	2-21-33	TO DATE	(4)
	L. B. Selman	Commissioner	2-21-33	2-21-35	
	L. V. Orton	Commissioner	2-14-33	1-24-35	
	Ed McDonald	Member-Secy.	2-21-33	2-21-35	
	Chas. L. Wilson	St.Hwy.Engr.	9- 1-31	5-14-35	
E. W. Marland			1-14-35	TO DATE	
	Scott Ferris	Commissioner	1-24-35	TO DATE	(4)
	H. N. Arnold	Commissioner	2-21-33	TO DATE	
	W. E. Grisso	Commissioner	2-21-35	TO DATE	
	J. M. Gentry	Member-Secy.	2-21-35	TO DATE	
	Van T. Moon	Chief Engr.	5-14-35	TO DATE	

Notes: Figures in parentheses indicate number of Commissioners.

* - Now deceased

PRESENT ORGANIZATION

OKLAHOMA STATE HIGHWAY COMMISSION.

SCOTT FERRIS, CHAIRMAN

H. N. ARNOLD
Vice-Chairman

W. E. GRISSO
Member

J. M. GENTRY
Member-Secretary

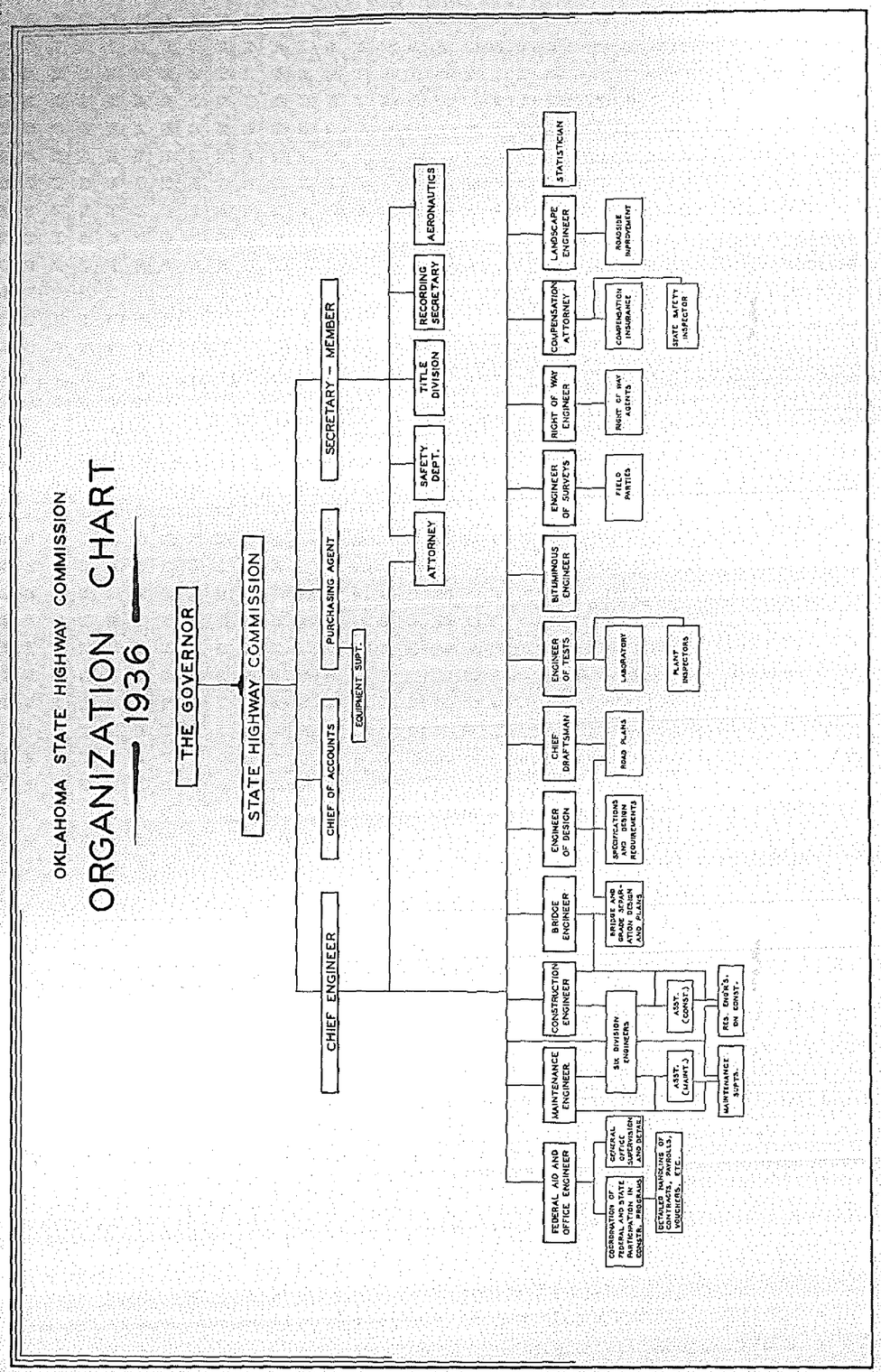
VAN T. MOON, Chief Engineer

Jay E. Goss, Federal Aid & Office Engineer
W. Claude Sale, Construction Engineer
D. H. Jones, Maintenance Engineer
Homer X. White, Bridge Engineer
Carl R. Reid, Engineer of Tests
H. S. Elliott, Engineer of Surveys
J. D. Powell, Engineer of Design
V. R. Black, Bituminous Engineer
John F. Larcey, Right-of-Way Engineer
Wm. J. Browne, Chief of Accounts
J. W. Hinton, Compensation Attorney
M. R. Kester, Chief Draftsman
Maurice J. Day, Landscape Engineer
J. A. Jackson, Statistician

Claude Weaver, Attorney
A. W. Kavanaugh, Purchasing Agent
Jack Treadwell, Chief Clerk, Title Division
Alma Rhodes Pace, Recording Secretary

DIVISION ENGINEERS:

A. O. Walker	Division 1	Muskogee
Jas. R. Earl	Division 2	Antlers
B. E. Clark	Division 3	Ada
H. E. Bailey	Division 4	Perry
W. H. Drover	Division 5	Clinton
H. B. McDowell	Division 6	Buffalo



STATEMENT OF REORGANIZATION

At the inception of this administration with the appointment of the new Highway Commission and Chief Engineer, it was the desire of all to place the Highway Department upon the highest plane of efficiency. In line with this thought the Engineering Division of the State Highway Department was reorganized with the idea of obtaining closer supervision and more efficient operation.

Division Assistants

Under the old organization the chief function of the Division Engineer was to look after maintenance only, and his services were not utilized to the fullest extent in handling construction. This arrangement was changed to place all work in each divisional area under the Division Engineer, with one Assistant Engineer assigned to the supervision of maintenance and one Assistant Engineer assigned to the supervision of construction, thus giving the Division Engineer more time to administer the general conduct of his division and providing closer contact with construction and maintenance operations throughout the State.

Department of Design

In order to eliminate the necessity for changing of plans after contracts are awarded, a Department of Design was formed to co-ordinate preliminary field work, survey information, and preparation of final plans, to insure more complete data with reference to all construction conditions before plans were completed.

The complete work of the Department of Design has not been fully developed as yet, and additional responsibility will be placed on this department in order to co-ordinate more closely the functions of various departments in the preparation of plans.

Bituminous Department

In the early part of 1936 the Commission established the policy of providing the low type surfacing on graveled roads, which for the type of traffic carried at the present time, is a very unsatisfactory surface. A program was approved involving several hundred miles of oil mat and cheaper types of asphalt surfacing.

Up to this time there had not been much study given by the Department to the cheaper types of surfacing, and the program which was carried out the first year indicated clearly that the co-ordination of this work over the entire state would require one or more persons to devote their entire time to programs such as that completed in 1936.

The Commission deemed it advisable to appoint an Engineer whose duty it would be to check the various types of surfacing proposed, as well as co-operate with the Division and Maintenance Engineers in carrying out a program which would be as nearly uniform as possible over the entire state. Also, the Bituminous Engineer was to see that records of the various types of asphalt surfacing were completed and filed in the Department for future use.

Right of Way Department

Prior to this administration the records will show that the cost of right of way was excessive and the Commission immediately set about to correct this condition. The Right of Way Department was instructed to acquire the right of way at the lowest possible cost. The Commission established the policy of having counties and municipalities provide right of way in every case possible, thereby eliminating a very large part of the costs of right of way as compared to the old policy.

Compensation Department

The Compensation Department was reorganized in July 1935, the Department taking over its own insurance risk for its employed. This reorganization has shown a considerable saving in compensation over the old policy of paying rates established by the Insurance Board. A Safety Inspector was employed to supervise working conditions and assist the Maintenance and Construction Departments in the prevention of accidents.

Accounting Department

The Accounting system used by the former organization was cumbersome, inasmuch as it was unable to give accurate costs of construction and maintenance, as well as other items of cost, in a reasonable length of time.

Due to this condition and the growth of the Department it became necessary to reorganize this department. A new system of accounting is being established with the idea of decentralizing cost accounting, thereby eliminating a considerable routine of work in transmitting claims, vouchers, etc., from one department to another in order to finally establish the proper distribution of costs. It has been determined that the only place an accurate distribution of costs can be made is at its source.

It is believed that the changes made in the Department during the present administration will show in the report that the Department as a whole has improved its efficiency and has handled with this small expansion one of the largest programs in any two years of the State's history.

CONTRACTS AWARDED PRIOR TO BUT COMPLETED SUBSEQUENT TO JANUARY 1, 1935

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	CALICHE SURF. (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P. U.P.	MISCEL.
ADAIR COUNTY										
N.R.H. 337-B	S H 17	5.714						2		
N.R.H. 337-B	S H 17									
	Totals	5.714						2		
ATOKA COUNTY										
N.R.S. 388-A	W. of Atoka	1.980	1.980							
N.R.S. 388-A	E. of Wapanucka									
	Totals	1.980	1.980					2		
BECKHAM COUNTY								2		
N.R.S. 362-A	Erick N.	6.985	6.985							
N.R.S. 362-A	Erick N.									
N.R.S. 362-B	Erick N.	7.806	7.806					1		
N.R.S. 362-B	Erick N.									
	Totals	14.791	14.791					1		
BLAINE COUNTY								2		
N.R.S. 401-A	S H 35	4.874								
N.R.S. 401-A	S H 35									
	Totals	4.874						2		
CANADIAN COUNTY								2		
N.R.S. 368-A	E. of Union City			(CB) 7.473						
	Totals			(CB) 7.473						
CIMARRON COUNTY										
N.R.M. 341-A	U S 64(Boise City)	1.254					1.254			
N.R.M. 341-A	U S 64(Boise City)									
	Totals	1.254					1.254	1		
COMANCHE COUNTY								1		
N.R.S. 359-A	S H 49	4.168		(CR) 4.168						
N.R.S. 359-A	S H 49									
U.S.P.W. Pub. Lands No. 4	S H 49	1.811		(CR) 1.811						
U.S.P.W. Pub. Lands No. 3	U S 62			(CB) 3.703						
N.R. - 2-A	W. of Med. Park	0.132								
N.R. - 2-A	W. of Med. Park									
N.R.S. 410-A	F. to M.	4.723	1.723					1		
N.R.M. 232-C	In Lawton						0.250			
	Totals	10.833	4.728	(CR) 5.979 (CB) 3.703			0.250	1		
COTTON COUNTY								2		
S.A.P. 728-C	S H 32	7.556								
N.R.M. 207-F	In Walters						0.499			
N.R.H. 157-G	U S 70	3.00					3.00			
	Totals	10.556					3.499			
CRAIG COUNTY										
N.R.M. 149-A	U S 66 (Vinita)						0.284			
N.R.H. 149-B	U S 66						3.499			
	Totals						3.783			
CRAIG-DELAWARE COUNTIES										
N.R.H. 149-C	U S 66	5.702								
N.R.H. 149-C	U S 66									
	Totals	5.702						2		
CREEK COUNTY								2		
N.R.M. 159-C	U S 75 (Sapulpa)	0.344					0.344			
N.R.S. 384-B	Slick-Bristow	4.929	4.929							
N.R.S. 384-B	Slick-Bristow									
N.R.S. 384-C	Slick-Bristow	4.918	4.918					1		
N.R.S. 384-C	Slick-Bristow									
	Totals	10.191	9.847				0.344	3		
								4		

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	TOTAL CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
P. B. Richards	11-19-34	3-27-36	$ 43,765.78	$ 77,156.68	$	$ 12,888.02	$ 90,044.70
S. E. Gray	11-19-34	3-9-35	6,443.60	6,349.60		644.03	6,993.63
			50,209.38	83,506.28		13,532.05	97,038.33
John T. Ables	7-24-34	7-23-35	8,377.44	8,856.24		2,018.87	10,875.11
J. W. Harper	7-24-34	4-23-35	38,806.94	39,373.53		4,183.38	43,556.91
			47,184.38	48,229.77		6,202.25	54,432.02
Witt & Tatum	4-17-34	4-6-35	30,462.04	34,029.20		5,500.00	39,529.20
Witt & Tatum	4-17-34	4-12-35	1,783.35	1,840.90		297.10	2,138.00
Witt & Tatum	4-17-34	4-12-35	31,418.33	31,719.96		6,820.41	38,560.37
Witt & Tatum	4-17-34	4-12-35	1,583.74	1,646.31		353.76	2,000.07
			65,247.46	69,256.37		12,971.27	82,227.64
Joe Wenzel	12-19-34	5-31-35	13,451.63	15,993.67	113.55	1,988.96	18,096.18
Guy H. James	12-19-34	4-27-35	17,662.65	17,537.53		1,751.05	19,288.58
			31,114.28	33,531.20	113.55	3,740.01	37,384.76
San-Ore Const. Co.	5-7-34	1-7-35	76,251.85	74,902.07		5,130.82	80,032.89
			76,251.85	74,902.07		5,130.82	80,032.89
Ellis & Lewis, Inc.	10-29-34	2-8-35	33,024.54	32,643.98		3,940.00	36,583.98
Ellis & Lewis, Inc.	10-29-34	2-8-35	7,310.60	7,310.60		884.70	8,195.30
			40,335.14	39,954.58		4,824.70	44,779.28
J. E. Smith & Sons	5-7-34	6-12-35	71,838.77	72,892.42		8,330.00	81,222.42
J. E. Smith & Sons	5-7-34	6-12-35	2,953.38	2,893.00		326.39	3,219.39
J. E. Smith & Sons	5-7-34	6-12-35	28,458.02	26,951.58		4,195.91	31,147.49
Ryan & Richards	6-5-34	1-4-35	40,940.59	41,613.36		5,739.24	47,352.60
J. E. Smith & Sons	10-1-34	1-6-35	776.50	837.35		282.99	920.34
J. E. Smith & Sons	10-1-34	1-6-35	3,437.30	3,496.86		1,875.00	5,371.86
Witt & Tatum	12-31-34	11-13-35	29,555.74	34,262.84		3,555.63	37,818.47
M. A. Connelly	12-12-34	6-12-35	28,316.10	28,743.59		2,979.60	26,723.19
			201,276.90	206,491.00		27,284.76	233,775.76
S. E. Gray	4-17-34	1-4-35	25,676.56	26,500.82		3,005.19	29,506.01
S. O. Maxey & Co.	12-12-34	4-22-35	18,822.36	20,523.23		1,877.52	22,400.75
S. O. Maxey & Co.	12-12-34	5-22-35	82,919.41	82,828.42		3,251.34	86,079.76
			127,418.33	129,852.47		8,134.05	137,986.52
Harrison Eng. & Const.Co.	2-13-34	2-28-35	8,464.50	7,529.09		653.32	8,187.41
Harrison Eng. & Const.Co.	2-13-34	2-28-35	105,785.07	114,310.96		10,000.00	124,310.06
			114,249.57	121,839.15		10,658.32	132,497.47
Gaines Bros.	12-31-34	7-31-35	22,687.34	23,585.81		2,244.00	25,829.81
Merveldt & Lawson	12-31-34	5-28-35	6,765.25	6,548.06		653.81	7,201.87
			29,452.59	30,133.87		2,897.81	33,031.68
Roy Tanner Const. Co.	1-26-34	2-25-35	11,378.86	12,738.58		4,010.58	16,749.16
Kadane Const. Co.	4-10-34	4-5-35	35,509.18	35,710.50		4,490.00	40,200.50
Kadane Const. Co.	4-10-34	4-5-35	2,092.20	2,092.20		268.37	2,360.57
Kadane Const. Co.	4-10-34	5-11-35	33,045.12	34,059.76		2,648.99	36,708.75
Kadane Const. Co.	4-10-34	1-18-35	11,268.60	11,972.32		865.27	12,837.59
			93,293.96	96,573.36		12,283.21	108,856.57

CONTRACTS AWARDED PRIOR TO BUT COMPLETED SUBSEQUENT TO JANUARY 1, 1935

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	CALICHE SURF. (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P.	NO. OF GRADE SEP. U.P.	MISCEL.
CUSTER COUNTY											
DELAWARE COUNTY											
N.R.S. 387-A	S H 20	5.00									
N.R.S. 387-A	S H 20							1			
	Totals	5.00						1			
DEWEY COUNTY											
ELLIS COUNTY											
GARFIELD COUNTY											
N.R.M. 24-J	U S 60,64 & 81 (Enid)				0.572						
	Totals				0.572						
GARVIN COUNTY											
N.R.H. 217-A	S H 19	4.940									
N.R.H. 217-E	S H 19	5.469									
	Totals	10.409						5			
GRADY COUNTY								5			
N.R.S 379-A	Feeder Road Rush Spgs. W.	4.509									
	Totals	4.509									
GRANT COUNTY											
N.R.S 405-A	S H 44	4.508									
	Totals	4.508									
GREER COUNTY											
S.A.P. 645-C	S H 34	6.798									
	Totals	6.798									
HARMON COUNTY											
N.R.H. 258-D	U S 62							3.474			
	Totals							3.474			
HARPER COUNTY											
N.R.M. 293-J	U S 64, S H 34 (Buffalo)							0.655			
	Totals							0.655			
HARPER-WOODS COUNTIES											
N.R.H. 293-H	U S 64	3.372									
N.R.H. 293-H								1			
	Totals	3.372						1			
HASKELL COUNTY											
HUGHES COUNTY											
N.R.S. 392-B	Lamar-Carson	6.727	6.727								
N.R.S. 411-A	Atwood South	4.978	4.978								
	Totals	11.705	11.705								
JACKSON COUNTY											
N.R.H. 216-G	U S 62	1.742						1.742			
N.R.H. 216-H	U S 62	1.196						1.196			
	Totals	2.938						2.938			
JEFFERSON COUNTY											
JOHNSTON COUNTY											
N.R.M. 67-C	In Tishomingo S H 22							0.108			
	Totals							0.108			
KAY COUNTY											

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	TOTAL CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Pharoah & Co. & W.E. Logan	5-7-34	2-22-35	$ 21,806.81	$ 44,418.30	$	$ 11,300.00	$ 55,718.30
Pharoah & Co. & W.E. Logan	5-7-34	2-22-35	3,443.45	3,822.42		955.53	4,777.95
			25,250.26	48,240.72		12,255.53	60,496.25
Briscoe Const. Co.	8-13-34	4-22-35	44,890.89	44,607.72		4,295.08	48,902.80
			44,890.89	44,607.72		4,295.08	48,902.80
Merveldt & Lawson, Inc.	11-19-34	2-5-35	13,345.09	16,040.94		1,369.25	17,410.19
Merveldt & Lawson, Inc.	11-19-34	3-23-35	15,492.45	19,483.26		1,536.34	21,019.60
Merveldt & Lawson, Inc.	11-19-34	3-23-35	20,916.85	21,399.45		2,079.74	23,479.19
			49,654.39	56,923.65		4,985.33	61,908.98
E. E. Honaker	10-1-34	8-16-35	25,391.18	27,604.53		5,319.50	32,924.03
			25,391.18	27,604.53		5,319.50	32,924.03
Dan Sweeney	12-31-34	6-19-35	19,354.84	21,633.28		4,806.11	26,439.39
			19,354.84	21,633.28		4,806.11	26,439.39
Merveldt & Poole	4-26-34	1-28-35	38,723.59	39,104.37		11,135.51	50,239.88
			38,723.59	39,104.37		11,135.51	50,239.88
Park-Ward Co.	12-12-34	9-10-35	87,197.84	86,983.96		5,823.81	92,807.77
			87,197.84	86,983.96		5,823.81	92,807.77
L. S. Fisher Const. Co.	12-12-34	5-3-35	36,522.84	36,775.63		6,081.15	42,856.78
			36,522.84	36,775.63		6,081.15	42,856.78
T. C. Ottinger	12-12-34	10-13-35	35,169.80	43,096.94		4,414.65	47,511.59
R. R. Tway	12-12-34	7-19-35	112,978.17	113,417.10		5,663.00	119,080.10
			148,147.97	156,514.04		10,077.65	166,591.69
J. J. Harrison	6-5-34	2-23-35	41,476.49	44,331.60		6,955.82	51,287.42
J. J. Harrison	12-31-34	11-21-35	29,027.14	30,325.87		3,893.93	34,219.80
			70,503.63	74,657.47		10,849.75	85,507.22
Park-Ward Co.	12-12-34	9-20-35	43,005.18	43,198.62		3,800.00	46,998.62
Park-Ward Co.	12-12-34	9-20-35	34,839.94	34,747.50		3,063.01	37,810.51
			77,845.12	77,946.12		6,863.01	84,809.13
Highway Const. Co.	12-12-34	3-19-35	17,302.23	18,165.94		3,392.06	21,558.00
			17,302.23	18,165.94		3,392.06	21,558.00

CONTRACTS AWARDED PRIOR TO BUT COMPLETED SUBSEQUENT TO JANUARY 1, 1935

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	CALICHE SURF. (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P. U.P.	MISCEL.
KINGFISHER COUNTY										
N.R.S. 394-A	W. of Hennessey							1		
N.R.M. 256-E	S H 33 (Kingfisher)	0.077								
N.R.M. 256-E	S H 33 (Kingfisher)							1		
N.R.H. 256-F	S H 33	1.050								
N.R.H. 256-F	S H 33							1		
	Totals	1.127						2		
KIOWA COUNTY										
N.R.H. 247-E	S H 14	2.971		(CB) 2.971						
N.R.H. 247-E	S H 14									
N.R.M. 247-F	S H 14(Snyder)	0.400		(CB) 0.400						
N.R.M 216-AC	U S 62(Snyder)			(CR) 0.303				3		
	Totals	3.371		(CB) 3.971						
				(CR) 0.303				3		
LATIMER COUNTY										
N.R.H. 77	U S 270	2.466								
N.R.H. 94-AB	U S 270	7.699								
	Totals	10.165						3		
LEFLORE COUNTY								3		
LEFLORE-SEQUOYAH COUNTY										
N.R.S. 412-B	S. of Sallisaw									
	Totals							1		
LINCOLN COUNTY								1		
LOGAN COUNTY										
LOVE COUNTY										
McCLAIN COUNTY										
N.R.S. 389-A	Purcell West	7.526								
	Totals	7.526	7.526							
McCURTAIN COUNTY										
N.R.H. 40-C-2	S H 21	5.193								
N.R.H. 40-C-2	S H 21									
N.R.M. 40-C-1	S H 21(Idabel)	0.125								
N.R.H. 40-C-2	S H 21	5.965						1		
N.R.H. 40-C-1	S H 21									
	Totals	11.293						4		
McINTOSH COUNTY								5		
N.R.H. 21-B	U S 73									
	Totals							2		
MAJOR COUNTY								2		
N.R.H. 180-D	U S 60									
N.R.M. 402-A	Main St. Fairview									
	Totals									
MARSHALL COUNTY				3.996						
MAYES COUNTY				0.318						
MURRAY COUNTY				4.314						
MUSKOGEE COUNTY										
NOBLE COUNTY										
N.R.S. 363-A	Sumner South	1.994								
	Totals	1.994	1.994							
NOTAWA COUNTY										
N.R.H. 190-A	U S 60	2.384								
	Totals	2.384								

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	TOTAL CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
L. M. Mackey	4-17-34	2-9-35	$ 78,840.21	$ 79,384.47	$	$ 9,692.01	$ 89,076.48
L. M. Mackey	12-31-34	8-26-35	1,397.08	1,383.10		139.40	1,522.50
L. M. Mackey	12-31-34	8-20-35	30,053.70	29,579.08		4,251.85	33,830.93
Dan Sweeney	12-31-34	9-7-35	5,667.49	5,723.41		1,198.00	6,921.41
Dan Sweeney	12-31-34	9-7-35	5,644.00	5,644.00		1,179.98	6,823.98
			121,602.48	121,714.06		16,461.24	138,175.30
Park-Ward Co.	7-25-34	7-10-35	48,236.64	53,966.35	1,847.85	1,544.86	57,359.06
Park-Ward Co.	7-25-34	2-1-35	22,827.45	22,950.35		1,217.25	24,167.60
Park-Ward Co.	7-25-34	6-27-35	7,650.37	7,791.29		636.38	8,427.67
Park-Ward Co.	12-3-34	4-18-35	5,810.59	6,487.84		512.07	6,999.91
			84,525.05	91,195.83	1,847.85	3,910.56	96,954.24
T. C. Ottinger	12-12-34	6-14-35	13,313.57	14,593.08	122.30	2,489.97	17,205.35
T. C. Ottinger	12-12-34	6-12-34	29,809.49	31,971.02	154.84	3,164.28	35,290.14
Lee Pool & Son	12-12-34	5-13-35	5,548.00	5,987.55		525.94	6,513.49
			48,671.06	52,551.65	277.14	6,180.19	59,008.98
Wisconsin Br. & Iron Co.	12-28-34	8-21-36	239,747.42	241,119.33		15,565.69	256,685.02
			239,747.42	241,119.33		15,565.69	256,685.02
J. J. Harrison	4-30-34	3-29-35	48,710.42	51,598.23		7,077.42	58,675.65
			48,710.42	51,598.23		7,077.42	58,675.65
John T. Ables	10-29-34	10-7-35	30,796.08	36,590.02		7,355.90	43,945.92
Pharoah & Co., Inc.	10-29-34	7-26-35	26,327.97	26,302.00		6,096.55	32,398.55
S. E. Evans	12-31-34	10-26-35	1,828.30	1,698.58		131.09	1,829.67
S. E. Evans	12-31-34	10-26-35	57,039.18	72,099.28		5,565.28	77,664.56
Moran & Buckner Co.	12-31-34	1-16-36	162,776.46	162,594.55		7,384.40	169,978.95
			278,767.99	299,284.43		26,533.22	325,917.65
Moran & Buckner Co.	11-19-34	5-25-35	93,087.84	90,161.90		6,316.90	96,478.80
			93,087.84	90,161.90		6,316.90	96,478.80
Ryan-Richards, Inc.	12-31-34	5-1-35	99,146.93	99,052.13		4,225.94	103,278.07
Hyde Const. Co.	12-12-34	3-29-35	10,848.58	10,644.68		1,052.18	11,696.86
			109,994.91	109,696.81		5,278.12	114,974.93
Asplund Const. Co.	12-31-34	5-3-35	5,144.82	4,697.80		910.58	5,608.38
			5,144.82	4,697.80		910.58	5,608.38
Merveldt & Lawson, Inc.	12-19-34	7-22-35	29,557.74	32,299.94		6,416.25	38,716.19
			29,557.74	32,299.94		6,416.25	38,716.19

CONTRACTS AWARDED PRIOR TO BUT COMPLETED SUBSEQUENT TO JANUARY 1, 1935

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV.SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.L	CALICHE SURF. (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P. U.P.	MISCEL.
OKFUSKEE COUNTY										
N.R.S. 385-A	N. of S H 27	1.603	1.603							
N.R.S. 385-A	N.W. of Okfuskee							4		
	Totals	1.603	1.603					4		
OKLAHOMA COUNTY										
N.R.M. 369-A	U S 66,77(Okla City)	1.004			1.004		1.004			
N.R.S. 351-B	Eastern Ave. O.C.	0.724	0.724							
N.R.S. 351-B	Eastern Ave. O.C.						2.046			1
N.R.H. 211-H	U S 270						1.417			
N.R.H. 393-B	U S 270						0.246			
N.R.M. 393-A	U S 270 (Harrah)									
	Totals	1.728	0.724		1.004		4.713			1
OKMULGEE COUNTY										
N.R.S. 366-B	Feeder Rd. near Beggs	1.965	1.965							
	Totals	1.965	1.965							
OSAGE COUNTY										
N.R.S. 386-A	Co.Rd. E. of Hominy	0.553	0.553							
N.R.S. 386-A	Co.Rd. E. of Hominy							1		
N.R.H. 335-D	S H 48 & U S 73	6.435								
N.R.H. 335-D	S H 48							3		
	Totals	6.988	0.553					4		
OTTAWA COUNTY										
N.R.M. 8-A	U S 66 (Miami)	1.315								
N.R.M. 8-A	U S 66 (Miami)				0.046					
N.R.M. 8-A	U S 66 (Miami)							1		
	Totals	1.315			0.046			1		
PAWNEE COUNTY										
S.A.P. 463-BD	S H 18									
S.A.P. 877-A	U S 64									
N.R.S. 400-A	S H 18						0.006	1		
N.R.S. 400-A	S H 18	0.461						1		
N.R.S. 400-A	S H 18						0.051			
	Totals	0.461					0.057	2		
PAYNE COUNTY										
N.R.S. 353-A	S H 18	5.304								
N.R.S. 353-A	S H 18							1		
N.R.H. 198-G	S H 51						3.706			
N.R.S. 383-C	Co.Rd. N. of Carney	1.510								
N.R.S. 383-C	N. of Carney							1		
	Totals	6.814					3.706	2		
PITTSBURG COUNTY										
N.R.S. 391-A	Krebs N.E.	3.747		(CB)3.747						
N.R.S. 391-A	Feeder Road							3		
N.R.H. 186-C	U S 73	3.391					3.391			
N.R.M. 186-C	U S 73 (Crowder)	0.504						1		
	Totals	7.642		(CB)3.747			3.895	4		
PONTOTOC COUNTY										
POTTAWATOMIE COUNTY										
PUSHMATAHA COUNTY										
ROGER MILLS COUNTY										
ROGERS COUNTY										
SEMINOLE COUNTY										
SEQUOYAH COUNTY										

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	TOTAL CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST	
Gaines Bros.	6-5-34	4-29-35	$49,729.15	$ 20,516.11	$	$ 1,436.84	$ 21,952.95	
J. H. Hopper	5-15-34	4-5-35	63,816.22	63,597.23		4,374.44	67,971.67	
			83,545.37	84,113.34		5,811.28	89,924.62	
Ryan-Richards, Inc.	4-30-34	6-10-35	31,549.82	48,842.92		6,702.66	55,545.58	
Leo Sanders	5-15-34	1-16-35	15,920.17	14,511.14		2,112.60	16,623.74	
Leo Sanders	5-15-34	1-16-35	14,805.57	15,182.97	2,702.34	2,259.48	20,144.79	
R. S. Smith Cons. Co.	8-13-34	3-29-35	11,702.43	13,131.27		3,115.50	16,246.77	
R. S. Smith Cons. Co.	8-13-34	4-17-35	6,688.62	8,840.20		2,637.02	11,477.22	
R. S. Smith Cons. Co.	8-13-34	2-5-35	2,011.01	1,765.32		609.78	2,375.10	
			82,677.62	102,273.82	2,702.34	17,437.04	122,413.20	
Kadane Cons. Co.	12-12-34	6-14-35	12,848.22	12,564.18		1,283.28	13,847.46	
			12,848.22	12,564.18		1,283.28	13,847.46	
Hileman & Sons	3-23-34	1-29-35	5,660.20	5,808.44		1,216.47	7,024.91	
Hileman & Sons	3-23-34	1-29-35	24,743.90	25,044.89		5,245.20	30,290.09	
Pharoah & Co.	10-29-34	10-9-35	55,973.42	61,366.01		12,795.79	74,161.80	
M. E. Gillioz	10-29-34	10-9-35	103,938.60	103,841.17		10,200.07	114,041.24	
			190,316.12	196,060.51		29,457.53	225,518.04	
Gaines Bros.	11-8-34	8-22-35	13,869.45	14,339.17		628.00	14,967.17	
Gaines Bros.	11-8-34	8-22-35	7,257.37	8,944.26		398.42	9,342.68	
M. E. Gillioz	11-8-34	9-6-35	127,171.00	127,188.14		9,679.48	136,867.62	
			148,297.82	150,471.57		10,705.90	161,177.47	
F. Merveldt	8-13-34	3-27-35	23,070.00	24,725.95		2,803.90	27,529.85	47 Clvts.
F. Merveldt	8-13-34	2-19-35	6,951.48	5,860.58		1,682.16	7,542.74	
List & Weatherly Cons.Co.	12-19-34	10-18-35	167,274.85	165,194.85		7,403.06	172,597.91	
Hyde Cons. Co.	12-19-34	1-20-36	9,580.72	10,905.66		1,052.61	11,958.27	
Hyde Cons. Co.	12-19-34	1-20-36	4,913.65	4,283.02		421.12	4,704.14	
			211,790.70	210,970.06		13,362.85	224,332.91	
Grant Kerr	2-26-34	1-15-35	18,728.14	18,640.31		3,500.00	22,140.31	
Grant Kerr	2-26-34	1-15-35	2,782.70	3,712.29		684.42	4,396.71	
Ellis & Lewis, Inc.	12-31-34	5-28-35	90,482.93	87,159.08		3,662.72	90,821.80	
Merveldt & Pool	12-31-34	8-16-35	16,803.34	21,810.90	194.16	4,298.48	26,303.54	
W. R. Johnston	12-31-34	7-23-35	20,155.05	20,149.82		3,307.96	23,457.78	
			148,952.16	151,472.40	194.16	15,453.58	167,120.14	
Consolidated Cons. Co.	4-10-34	1-29-35	71,867.23	76,961.51		6,249.58	83,211.09	
Pharoah & Co.	4-10-34	1-29-35	22,596.45	22,486.33		1,126.82	23,613.15	
Moran-Buckner Co.	12-31-34	8-24-35	89,360.30	88,166.47		6,825.00	94,991.47	
Moran-Buckner Co.	12-31-34	8-24-35	3,491.24	3,491.24		270.00	3,761.24	
Moran-Buckner Co.	12-31-34	8-24-35	13,648.86	13,519.11		1,038.42	14,557.53	
			200,964.08	204,624.66		15,509.82	220,134.48	

CONTRACTS AWARDED PRIOR TO BUT COMPLETED SUBSEQUENT TO JANUARY 1, 1935

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	CALICHE SURF. (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P.	NO. OF GRADE SEP. U.P.	MISCEL.
STEPHENS COUNTY											
N.R.H. 127-D	U S 70							1			
	Totals							1			
TEXAS COUNTY											
N.R.H. 298-B	U S 54 & 64	3.040				3.040					
N.R.H. 298-B	U S 54 & 64										
N.R.M. 298-C	U S 54 & 64(Optima)	0.330				0.330		2			
	Totals	3.370				3.370		2			
TILLMAN COUNTY											
N.R.M. 207-A	S H 5 (Frederick)										
N.R.H. 207-B	S H 5	0.907			0.496						
N.R.H. 207-B	S H 5										
	Totals	0.907			0.496			3			
TULSA COUNTY								3			
N.R.M. 12-C	U S 64 (Tulsa)										
N.R.M. 12-C	U S 64 (Tulsa)				3.318						
N.R.S. 382-A	Mohawk Park (Tulsa)	3.347		(CB)3.347						2 (P)	
S.A.P. 784-B	U S 64	0.171			0.171						
S.A.P. 784-B	U S 64										
S.A.P. 400-D	U S 64				0.339			2			
	Totals	3.518		(CB)3.347	3.828			2		2	
WAGONER COUNTY											
WASHINGTON COUNTY											
N.R.H. 15-A	U S 75										
N.R.H. 15-A	U S 75				0.151						
	Totals				0.151			1			
WASHITA COUNTY								1			
N.R.S 378-A	Near Colony	6.905	6.905								
N.R.S 378-A	Near Colony										
	Totals	6.905	6.905					2			
WOODS COUNTY								2			
WOODWARD COUNTY											
S.A.P. 792-B	S H 35										
N.R.H. 305-C	S H 35	0.062				0.062		1			Br.&Culvts.
N.R.H. 305-C	S H 35										Str.Steel
	Totals	0.062				0.062		1		1	
	GRAND TOTALS	196.273	64.321	(CB)21.641 (CR) 6.282	33.120	4.686	4.713	70	4		

NOTES: CB - Cut Back Asphalt Surfacing
CR - Cold Rolled (or Blended) Rock Asphalt Surfacing
P - Pedestrian
FB - Amount shown is that of Final Bill; submitted but not yet approved

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	TOTAL CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Roberts & Fisher	12-31-34	4-16-35	$ 4,663.50	$ 4,651.85	$	$ 42.65	$ 4,694.50
			4,663.50	4,651.85		42.65	4,694.50
Ellis & Lewis	8-13-34	2-16-35	22,226.15	22,160.27		2,110.00	24,270.27
T. C. Ottinger	10-1-34	2-1-35	22,556.76	22,170.57		2,493.66	24,664.23
Ellis & Lewis	8-13-34	2-16-35	3,303.33	3,564.39		330.38	3,894.77
			48,086.24	47,895.23		4,934.04	52,829.27
B & M Const. Co.	12-28-34	5-31-35	30,641.41	30,806.93		2,784.78	33,591.71
S. E. Gray	12-28-34	7-8-35	7,886.60	7,611.88		641.77	8,253.65
Guy H. James	12-28-34	7-8-35	45,462.68	45,538.86		1,793.79	47,332.65
			83,990.69	83,957.67		5,220.34	89,178.01
Earl W. Baker & Co.	3-18-34	6-25-35	162,982.93	187,293.04		16,700.29	203,993.33
Earl W. Baker & Co.	3-18-34	6-25-35	14,863.21	16,386.37		3,058.00	19,444.37
Roy Tanner Pav. Co.	4-10-34	7-27-35	57,635.63	73,606.01		6,909.06	80,515.07
Standard Pav. Co.	8-13-34	7-3-36	13,275.94	15,353.86		1,733.00	17,086.86
Standard Pav. Co.	8-13-34	7-3-36	6,136.60	7,072.24		799.66	7,871.90
Standard Pav. Co.	8-13-34	6-18-36	12,408.48	13,030.58		1,230.92	14,261.50
			267,302.79	312,682.10		30,430.93	343,113.03
Consolidated Const. Co.	12-31-34	8-22-35	9,277.86	9,540.79		1,553.00	11,093.79
Consolidated Const. Co.	12-31-34	8-22-35	13,349.62	13,489.98		2,050.26	15,540.24
			22,627.48	23,030.77		3,603.26	26,634.03
T. C. Ottinger	5-15-34	2-20-35	46,262.97	48,491.25		6,312.76	54,804.01
Dan Sweeney	5-15-34	1-19-35	14,754.10	14,754.10		836.00	15,590.10
			61,017.07	63,245.35		7,148.76	70,394.11
Guy H. James	7-25-34	2-22-35	9,869.09	9,729.46		4,556.19	14,285.65
Classen & Venable	8-13-34	4-2-35	2,415.61	3,374.45		3,162.94	6,537.39
Mo.Valley Br. & I. Co.	7-25-34	1-31-35	1,135.20	1,132.43		110.97	1,243.40
Classen & Venable	8-13-34	9-18-35	2,294.31	2,332.37	(FB)6,866.21	2,928.28	12,126.86
			15,714.21	16,568.71	6,866.21	10,758.38	34,193.30
			$ 4,159,422.32	$ 4,382,329.75	$ 12,001.25	$ 459,353.55	$ 4,853,684.55

CONTRACTS AWARDED DURING 1935

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP.	NO. OF O.P. U.P.	MISCEL.
ADAIR COUNTY										
ALFALFA COUNTY										
NRS 404-B	S H 11	5.662								
NRS 404-B	S H 11									
WPSS 404-A	S H 11	1.042	1.042				13			
	Totals	6.704	1.042				13			
ATOKA COUNTY										
NRH 290-A	U S 69	2.639			2.639					
NRM 342-C	S H 19 (Atoka)	0.361			0.961					
	Totals	3.000			3.000					
BEAVER COUNTY										
NRH 407-D	U S 83	0.181								
NRH 407-D	U S 83									
NRM 314-A	U S 270 (Beaver City)	0.247					1			
NRM 314-A	U S 270 (Beaver City)									
NRH 406-H	S H 35						1			
FAP 406-E	S H 35	0.145					1			
FAP 406-E	S H 35									
FAP 406-G	S H 35	0.081					1			
FAP 406-G	S H 35									
	Totals	0.654					1			
BECKHAM COUNTY							5			
WPGS 423-A	S H 34	0.409	0.409							
WPGS 423-A	S H 34									
	Totals	0.409	0.409						1	
BECKHAM-ROGER MILLS COUNTIES									1	
NRS 408-A)	F to M road	0.252								
NRS 408-A)	W. of Sweetwater									
	Totals	0.252					2			
BLAINE COUNTY							2			
BRYAN COUNTY										
NRM 5-A	U S 75 (Durant)									
WPH 5-A	U S 69,75	1.926	1.926		0.712					
WPH 5-A	U S 69,75									
WPGH 5-A	U S 69,75	0.530	0.530				1			
WPGH 5-A	U S 69,75									
WPMH 5-C	U S 69,75 (Caddo)	0.601	0.601						1	
WPH 5-C	U S 69,75	1.500	1.500							
	Totals	4.557	4.557		0.712		1		1	
CADDO COUNTY										
NRS 409-A	S H 54	0.281	0.281							
NRS 409-A	S H 54									
NRM 271-C	U S 62 (Anadarko)	0.425			0.425		2			
NRH 164-I	U S 66					0.440				
	Totals	0.706	0.281		0.425	0.440	2			
CANADIAN COUNTY										
NRM 164-A	U S 66 (El Reno)	0.277			0.277					
NRM 164-A	U S 66 (El Reno)									
	Totals	0.277			0.277				1	
CARTER COUNTY									1	
NRS 403-A	S H 76	4.227	4.227							
NRS 403-B	S H 76	4.208	4.208							
NRS 403-B	S H 76									
NRM 187-I	S H 76 (Healdon)	0.624			0.624		4			
NRH 187-J	S H 76	0.240			0.240					
NRH 187-J	S H 76									
WPH 187-J	S H 76	3.859	3.859				1			
WPH 187-J	S H 76									
	Totals	13.158	12.294		0.864		4			
							9			

DURING 1935

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Lee Pool & Son	3-25-35	4-2-36	$ 14,401.59	$ 21,403.33	$	$ 1,531.02	$ 22,934.35
Hyde Const. Co.	3-25-35	7-10-36	96,983.21	102,896.15		9,967.91	112,804.06
Lee Pool & Son	12-4-35	6-14-36	8,820.19	9,094.04		802.15	9,896.19
			120,204.99	133,393.52		12,301.08	145,634.60
Ellis & Lewis, Inc.	5-8-35	10-21-35	81,602.38	82,118.02		3,750.69	85,868.71
Ellis & Lewis, Inc.	7-8-35	10-21-35	31,319.72	31,737.15		2,216.29	33,953.44
			112,922.10	113,855.17		5,966.98	119,822.15
Kadane Const. Co.	1-4-35	1-24-36	890.44	863.32		74.12	937.44
Kadane Const. Co.	1-4-35	1-24-36	73,390.00	73,737.94		6,930.42	80,668.36
R. R. Tway	9-19-35	10-13-35	3,018.77	2,998.53		187.09	3,185.62
R. R. Tway	9-19-35	10-13-35	44,204.93	44,603.53		2,783.06	47,386.59
Classen & Venable	9-25-35	10-12-35	15,635.77	16,091.44		1,551.67	17,643.11
R. R. Tway	10-7-35	5-2-26	1,012.50	961.25		123.87	1,085.12
R. R. Tway	10-7-35	5-2-36	14,848.65	14,959.70		1,927.73	16,887.43
R. R. Tway	10-7-35	9-11-36	682.50	496.25		50.62	546.87
R. R. Tway	10-7-35	9-11-36	8,962.32	8,899.91		906.93	9,797.84
			162,635.88	163,602.87		13,935.51	177,538.38
Brooks & Dahlgren, Inc.	11-20-35	6-22-36	16,583.96	17,247.50		1,769.39	19,016.89
Brooks & Dahlgren, Inc.	11-20-35	6-22-36	17,047.57	14,565.37	202.56 (FB)	1,507.03	16,274.96
			33,631.53	31,812.87	202.56	3,276.42	35,291.85
R. R. Tway	9-23-35	6-25-36	2,512.80	2,616.60		254.84	2,871.44
R. R. Tway	9-23-35	6-25-36	24,579.14	23,963.97		2,333.97	26,297.94
			27,091.94	26,580.57		2,588.81	29,169.38
Moran-Buckner	8-26-35	1-1-36	53,219.21	53,572.58		3,470.00	57,042.58
S. O. Maxey & Co.	11-12-35	6-20-36	18,282.82	23,223.89		2,748.54	25,972.43
S. O. Maxey & Co.	11-12-35	6-20-36	4,166.50	4,166.50		493.11	4,659.61
Brooks & Dahlgren, Inc.	11-18-35	6-4-36	18,457.36	19,242.39		1,465.68	20,708.07
Brooks & Dahlgren, Inc.	11-18-35	6-4-36	19,657.74	19,679.64	119.20 (FB)	1,499.00	21,297.84
S. O. Maxey & Co.	11-18-35	7-23-36	4,965.89	8,561.59		479.30	9,040.89
S. O. Maxey & Co.	11-18-35	7-23-36	9,125.05	10,659.00		923.43	11,582.43
			127,874.57	139,105.59	119.20	11,079.06	150,303.85
Lee Pool & Son	1-4-35	6-19-36	11,128.30	12,834.54		3,102.60	15,937.14
J. W. Hopper Company	1-4-35	6-19-36	79,369.00	78,117.35		7,982.49	86,099.84
Ryan-Richards, Inc.	6-24-35	9-28-35	31,310.24	31,623.08		1,498.95	33,121.98
Merveldt & Lawson, Inc.	11-5-35		3,591.71	4,353.83		594.07	4,947.90 (I)
			125,399.25	126,928.75		13,178.11	140,106.86
Merveldt & Lawson, Inc.	10-7-35	7-11-36	35,074.84	39,276.70		5,115.63	44,392.33
Merveldt & Lawson, Inc.	10-7-35	7-11-36	19,928.78	20,536.73	4,720.00 (E)	3,289.60	28,546.33
			55,003.62	59,813.43	4,720.00	8,405.23	72,938.66
J.E. Smith & Sons	5-20-35	9-7-36	24,863.20	25,106.30		2,868.11	27,974.41
J.E. Smith & Sons	5-20-35	9-31-36	26,109.97	28,539.10		3,003.23	31,542.33
T. C. Ottinger	5-20-35	11-16-35	22,253.91	22,780.40		2,214.53	24,994.93
Highway Const. Co.	6-3-35	4-15-36	21,316.63	21,814.03		1,298.86	23,112.89
Highway Const. Co.	6-3-35	4-15-36	10,726.84	10,977.14		653.61	11,630.75
T. C. Ottinger	6-3-35	11-18-35	13,299.45	13,585.23		1,325.90	14,911.13
J.E. Smith & Sons	12-4-35	7-3-36	29,469.86	30,269.19		2,330.75	32,599.94
J.E. Smith & Sons	12-4-35	7-3-36	24,069.98	23,900.97		1,840.40	25,741.37
			172,109.84	176,972.36		15,535.39	192,507.75

CONTRACTS AWARDED

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF (Mi.)	CONCRETE PAVING (Mi.)	LAND SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P. U.P.	MISCEL.
CHEROKEE COUNTY									
CHEROKEE-WAGONER COUNTIES									
FAP 330-E	S H 51								
Totals							2		
							2		
CHOCTAW COUNTY									
NRM 33-B	U S 70 (Hugo)								
NRH 33-C	U S 70	3.528			0.445				
NRH 33-C	U S 70								
WPH 336-A	U S 271	4.016	4.016				1		
WPH 336-B	U S 271	4.355	4.355						
WPH 336-B	U S 271								
WPGH 33-B	U S 70	6.492	6.492				2		
WPGH 33-B	U S 70								
Totals		18.391	14.863		0.445		4		
							7		
CIMARRON COUNTY									
CLEVELAND COUNTY									
CLEVELAND-McCLAIN COUNTIES									
SAP M-397	S H 9								(BR)
SAP M-397-Ext.	S H 9								(BR)
Totals									2
COAL COUNTY									
NRH 296-A	U S 75	2.990			2.990				
Totals		2.990			2.990				
COMANCHE COUNTY									
NRS 410-A	F to M Sterling E								
PL 3-B	U S 62			(CB) 1.873			3		
PL 3-B	U S 62								
Totals				(CB) 1.873			1		
							4		
COTTON COUNTY									
SAP M-395	S H 65								(1) (BR)
Totals									1
CRAIG COUNTY									
NRM 243-A	U S 73 (Vinita)				0.607				
NRH 227-D	U S 69	2.938			2.983				
NRH 227-D	U S 69								
Totals		2.983			3.590		2		
							2		
CRAIG-DELAWARE COUNTIES									
FAP 149-C	U S 66				5.717				
Totals					5.717				
CREEK COUNTY									
NRS 384-A)	F to M road	5.121	5.121						
NRS 384-A)	Bristow S.E.								
Totals		5.121	5.121				1		
							1		
CUSTER COUNTY									
DELAWARE COUNTY									
NRH 395-A	S H 33								(2)
Totals									
DEWEY COUNTY									
WPSS 348-C	U S 270	1.988	1.988						
WPGS 418-A	S H 34	0.168	0.168						
WPGS 418-A	S H 34								
Totals		2.156	2.156				1		
							1		

DURING 1935

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
L. M. Mackey	11-8-35	11-6-36	$ 125,166.18	$ 124,292.31	$	$ 5,225.19	$ 129,517.50
			125,166.18	124,292.31		5,225.19	129,517.50
S. O. Maxey & Co.	4-4-35	7-3-35	$ 18,885.18	$ 18,899.40	$	$ 1,261.54	$ 20,160.94
Pharoah & Co.	5-8-35	4-2-36	22,852.08	24,613.45		3,166.20	27,779.65
Pharoah & Co.	5-8-35	4-2-36	3,374.28	3,275.20		421.32	3,696.52
Merveldt & Lawson, Inc.	11-12-35	9-12-36	31,997.32	36,598.63		2,824.10	39,422.73
Merveldt & Lawson, Inc.	11-12-35	7-17-36	25,915.68	29,907.40		2,585.16	32,492.56
Merveldt & Lawson, Inc.	11-12-35	7-17-36	5,417.65	5,417.64		468.30	5,885.94
J. E. Smith & Sons	12-4-35	9-3-36	45,743.98	48,996.91		3,443.05	52,439.96
Merveldt & Lawson	12-4-35	8-7-36	18,969.16	19,071.70		1,719.90	20,791.60
			173,155.33	186,780.33		15,889.57	202,669.90
Nims & Frost	6-24-35	8-26-35	6,328.80	6,310.65		625.42	6,936.07
Nims & Frost	9-12-35	10-30-35	7,492.17	7,492.17		742.53	8,234.70
			13,820.97	13,802.82		1,367.95	15,170.77
Ellis & Lewis, Inc.	2-7-35	9-2-35	87,220.90	87,112.67	778.26 (FB)	6,068.48	93,959.41
			87,220.90	87,112.67	778.26	6,068.48	93,959.41
Kadane Const. Co.	1-4-35	9-6-35	20,834.50	20,416.01		2,671.80	23,087.81
Ryan-Richards, Inc.	2-18-35	11-26-35	25,730.38	24,970.08		3,101.28	28,071.36
J. W. Hopper Co.	2-18-35	6-27-36	8,466.60	8,458.63		3,284.28	11,742.91
			55,031.48	53,844.72		9,057.36	62,902.08
Guy H. James	6-24-35	8-12-35	3,720.90	3,767.19		0.00	3,767.19
			3,720.90	3,767.19		0.00	3,767.19
S. O. Maxey & Co. Inc.	3-19-35	8-16-35	27,967.80	28,589.42		2,805.25	31,394.67
Ellis & Lewis, Inc.	5-8-35	3-6-36	90,316.71	90,350.03		6,818.44	97,168.47
Ellis & Lewis, Inc.	5-8-35	1-21-36	12,096.51	11,970.75		520.30	12,491.05
			130,381.02	130,910.20		10,143.99	141,054.19
Ellis & Lewis, Inc.	12-4-35	6-30-36	129,344.49	131,770.51		4,920.17	136,690.68
			129,344.49	131,770.51		4,920.17	136,690.68
J. W. Moorman	2-18-35	10-14-35	54,100.00	57,240.20		4,970.76	62,210.96
Gaines Brothers	2-18-35	8-10-35	10,137.61	9,939.05		1,006.90	10,945.95
			64,237.61	67,179.25		5,977.66	73,156.91
Merveldt & Lawson, Inc.	5-8-35		5,469.24	6,831.41 (I)		550.82	7,382.23(I)
			5,469.24	6,831.41		550.82	7,382.23
Witt & Tatum	11-12-35	6-1-36	12,394.01	15,827.69		1,227.61	17,055.30
The Boardman Co.	11-12-35	4-30-36	483.00	440.00		34.37	474.37
The Boardman Co.	11-12-35	4-30-36	10,376.75	10,762.30	284.98 (FB)	863.04	11,910.32
			23,253.76	27,029.99	284.98	2,125.02	29,439.99

CONTRACTS AWARDED DURING 1935

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P. U.P.	MISCEL.
ELLIS COUNTY									
NRH 316-C	U S 60	0.393						1	
NRH 316-C	U S 60								
	Totals	0.393						1	
GARFIELD COUNTY									
GARVIN COUNTY									
NRH 144-C	U S 77					2.375			
	Totals					2.375			
GRADY COUNTY									
GRANT COUNTY									
GREER COUNTY									
HARMON COUNTY									
SAP 887-A)	On P to M road						1		(J) 1850
SAP 887-A)	10 mi. N. of Hollis								
	Totals						1		1
HARPER COUNTY									
FAP 339-B	S H 34			(CR)6.624					
FAP 339-C	S H 34			(CR) 1.759					
	Totals			(CR)8.383					
HASKELL COUNTY									
HUGHES COUNTY									
NRS 411-A)	On P to M						3		
NRS 411-B)	road South	5.017	5.017						
NRS 411-B)	of Atwood						2		
FAP 182-A	U S 270 (Calvin)	0.263		0.263					
FAP 182-B	U S 270	5.412		5.412					
FAP 182-C	U S 270	5.254		5.254					
FAP 182-F	U S 270						6		
SAP C-509	U S 270						(D)1		
	Totals	15.946	5.017	10.929			12		
JACKSON COUNTY									
SAP M-398	U S 62						(D)1		
	Totals						1		
JACKSON-TILLMAN COUNTIES									
SAP M-399	S H 5								(BR)
	Totals								1
JEFFERSON COUNTY									
NRH 244-B	U S 81	0.672							
NRH 244-B	U S 81							1	
FAP 244-G	U S 81			6.849					
FAP 244-H	U S 81			5.342					
NRH 244-B	U S 81			0.672					
	Totals	0.672		12.863				1	
JOHNSTON COUNTY									
KAY COUNTY									
KINGFISHER COUNTY									
NRM 161-E	U S 81(Kingfisher)					0.155			
NRH 161-E	U S 81					4.315			
NRH 161-F	U S 81					4.458			
	Totals					8.928			
KIOWA COUNTY									

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Brooks & Dahlgren, Inc.	1-21-35	11-30-35	$ 9,416.71	$ 8,569.99	$	$ 1,339.55	$ 9,909.54
Brooks & Dahlgren, Inc.	1-21-35	11-30-35	18,284.19	19,387.29	1,261.97 (FB)	3,030.38	23,679.64
			27,700.90	27,957.28	1,261.97	4,369.93	33,589.18
Cook-Gardens	8-12-35		5,623.33	4,533.26 (I)		848.93	5,382.19 (I)
			5,623.33	4,533.26 (I)		848.93	5,382.19 (I)
Guy H. James	10-7-35	11-22-35	11,601.97	11,820.92		698.03	12,518.95
Kellner Jetties Corp.	11-8-35	12-21-35	2,986.80	2,986.80		292.12	3,278.92
			14,588.77	14,807.72		990.15	15,797.87
Ryan-Richards, Inc.	10-29-35	7-18-36	84,936.39	94,287.90		7,597.71	101,885.61
Ryan-Richards, Inc.	10-29-35	7-8-36	22,532.89	24,392.37		1,722.66	26,115.03
			107,469.28	118,680.27		9,320.37	128,000.64
Kadane Const. Co.	1-4-35	8-13-35	21,246.79	20,765.77		2,119.02	22,884.79
Kadane Const. Co.	1-4-35	12-13-35	28,485.66	30,397.21		6,848.55	37,245.76
Kadane Const. Co.	1-4-35	7-31-35	19,772.00	19,513.07		1,972.76	21,485.83
Moran-Buckner	11-8-35	5-30-36	11,729.10	11,780.82		538.72	12,319.54
Moran-Buckner	11-8-35	7-24-36	129,450.33	131,751.07		5,955.35	137,706.42
Moran-Buckner	11-8-35	7-24-36	137,783.62	132,798.68		6,041.83	138,835.51
Moran-Buckner	11-8-35	7-24-36	40,370.49	39,667.96		2,047.51	41,715.47
Moran-Buckner	12-19-35	4-2-36	4,251.54	4,244.01		581.00	4,825.01
			393,089.53	390,913.59		26,104.74	417,018.33
Austin Bridge Co.	6-24-35	8-21-35	11,031.35	11,067.95		1,293.88	12,361.83
			11,031.35	11,067.95		1,293.88	12,361.83
Austin Bridge Co.	6-24-35	8-8-35	5,568.55	5,520.56		576.16	6,096.72
			5,568.55	5,520.56		576.16	6,096.72
Brooks & Dahlgren, Inc.	3-19-35	10-30-35	12,725.40	12,599.31		604.12	13,203.43
Brooks & Dahlgren, Inc.	3-19-35	10-30-35	90,405.99	95,052.52	291.01	4,557.72	99,901.25
Ryan-Richards, Inc.	10-7-35	5-13-36	147,305.96	147,330.53		4,451.98	151,782.51
Briscoe Const. Co.	10-7-35	5-13-36	116,855.76	117,143.36		2,902.81	120,046.07
Ryan-Richards, Inc.	12-19-35	3-8-36	20,120.83	19,925.49		1,003.51	20,929.30
			387,413.94	392,051.11	291.01	13,520.44	405,862.56
Mrs. C. B. Whitehead	6-3-35		465.80	439.95 (I)		154.34	594.29 (I)
Mrs. C. B. Whitehead	6-3-35		5,491.27	5,586.62 (I)		1,959.92	7,546.54 (I)
Mrs. C. B. Whitehead	6-3-35		4,973.78	4,990.50 (I)		2,196.70	7,187.20 (I)
			10,870.85	11,017.07 (I)		4,310.96	15,328.03 (I)

CONTRACTS AWARDED

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P.	NO. OF GRADE SEP. U.P.	MISCEL.
LATIMER COUNTY										
WPH 82-A	U S 270	2.499	2.499							
WPH 82-A	U S 270						1			
Totals		2.499	2.499				1			
LEFLORE COUNTY										
NRM 116-A	U S 271 (Talihina)				0.883					
Totals					0.883					
LINCOLN COUNTY										
NRM 322-B	S H 48 (Prague)				0.784					
WPGH 263-B	S H 18	0.432	0.432							
WPGH 263-B	S H 18						1			
WPGH 263-B	S H 18							1		
Totals		0.432	0.432		0.784		1	1		
LOGAN COUNTY										
LOVE COUNTY										
McCLAIN COUNTY										
NRH 144-B	U S 77					4.542				
Totals						4.542				
McCURTAIN COUNTY										
NRH 40-A	U S 70	3.295								
NRH 40-A	U S 70						2			
Totals		3.295					2			
McINTOSH COUNTY										
FAP 21-A	U S 69				1.964					
FAP 21-B	U S 69				5.878					
WPGH 21-C	U S 69	0.487	0.487							
WPGH 21-C	U S 69						1			
Totals		0.487	0.487		7.842		1			
MAJOR COUNTY										
SAP C-443	S H 58									(BR)
SAP M-996	U S 60									(BR)
WPSS 349-C	S H 44	2.110	2.110							
WPSS 349-C	S H 44						1			
Totals		2.110	2.110				1			2
MARSHALL COUNTY										
NRH 48-A	U S 70	0.849					1			
NRH 48-A	U S 70							1		
NRH 48-A	U S 70									62,200 (S)
NRH 48-A	U S 70						1		1	
Totals		0.849					1	1		1
MAYES COUNTY										
WPH 57-A	U S 69	1.145	1.145							
WPMH 57-A	U S 69 (Choteau)	0.645	0.645							
WPMH 57-A	U S 69 (Choteau)						1			
WPGH 194-G	S H 33	0.536	0.536							
WPGH 194-G	S H 33							1		
WPMH 227-A	U S 69 (Pryor)	0.252	0.252							
WPH 227-A	U S 69	2.865	2.865							
WPH 227-A	U S 69						1			
Totals		5.443	5.443				2	1		
MURRAY COUNTY										
MUSKOGEE COUNTY										
NRM 171-A	U S 62,64,79 (Muskogee)				0.571					
NRH R-18-G	U S 69					3.006				
NRH R-18-I	U S 69					2.438				
Totals					0.571	5.444				

DURING 1935

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Classen & Venable	11-5-35	5-18-36	$11,438.64	$13,511.69	$	$ 1,849.25	$15,360.94
Classen & Venable	11-5-35	5-18-36	5,845.40	5,845.40		800.02	6,645.42
			17,284.04	19,357.09		2,649.27	22,006.36
Brooks & Dahlgren, Inc.	4-22-35	9-19-35	44,995.59	45,766.98		4,387.64	50,154.62
			44,995.59	45,766.98		4,387.64	50,154.62
Ryan-Richards, Inc.	3-25-35	6-5-35	26,129.33	25,749.81	0.00	1,330.30	27,080.11
Gaines Brothers	11-18-35	7-28-36	20,303.85	21,227.37		1,688.92	22,915.99
Gaines Brothers	11-18-35	7-28-36	2,938.87	2,756.21		219.31	2,975.52
Gaines Brothers	11-18-35	7-28-36	20,961.37	21,702.73	567.69 (FB)	1,726.77	23,997.10
			70,333.42	71,435.82	567.69	4,965.30	76,968.72
Cook-Gardens	8-12-35		10,189.09	8,699.47 (I)		1,629.11	10,328.58 (I)
			10,189.09	8,699.47 (I)		1,629.11	10,328.58 (I)
Brooks & Dahlgren, Inc.	2-18-35	3-27-36	19,412.32	21,902.21		3,325.43	25,227.64
W. R. Johnston	2-18-35	11-23-35	29,282.32	28,973.92		2,714.95	31,688.87
			48,694.54	50,876.13		6,040.38	56,916.51
Ellis & Lewis, Inc.	10-14-35	4-18-36	37,691.72	37,548.04		1,701.69	39,249.73
Ellis & Lewis, Inc.	10-14-35	5-6-36	117,623.17	116,254.22		3,737.33	119,991.55
Moran-Buckner Co.	10-14-35	6-18-36	25,741.26	23,564.70		1,199.12	24,763.82
Moran-Buckner Co.	10-14-35	6-18-36	25,361.00	25,229.74	2,152.00 (E)	1,283.85	28,965.59
			206,417.15	202,596.70	2,152.00	7,921.99	212,970.69
L. M. Mackey	5-24-35	6-2-35	445.00	445.00		113.12	558.12
L. M. Mackey	6-24-35	7-30-35	9,144.38	10,096.07		906.98	11,003.05
G. E. Keck	11-12-35	5-19-36	13,177.55	12,727.93		1,250.92	13,978.85
G. E. Keck	11-12-35	5-19-36	4,482.15	4,482.15		440.52	4,922.67
			27,249.08	27,751.15		2,711.54	30,462.69
R. S. Smith Const. Co.	3-5-35	10-8-35	7,026.55	8,224.72		1,932.66	10,157.38
R. S. Smith Const. Co.	3-5-35	10-8-35	2,899.70	2,899.70		681.37	3,581.07
R. S. Smith Const. Co.	3-5-35	10-8-35	5,388.55	5,401.35	2,682.53	1,899.59	9,983.47
Capitol Steel & Iron Co.	3-25-35	7-6-35	2,450.68	2,420.77		0.00	2,420.77
			17,765.48	18,946.54	2,682.53	4,513.62	26,142.69
A. L. Cook	11-5-35	5-14-36	8,171.85	9,050.45		717.87	9,768.32
A. L. Cook	11-5-35	5-14-36	3,233.88	3,354.34		350.00	3,704.34
A. L. Cook	11-5-35	5-14-36	2,224.50	2,221.50		232.12	2,456.62
T. C. Ottinger	11-5-35	6-3-36	30,832.22	27,147.10		1,573.80	28,720.90
T. C. Ottinger	11-5-35	6-3-36	15,356.60	15,377.48	1,998.00 (E)	891.29	18,266.77
A. L. Cook	11-12-35	6-30-36	1,233.72	1,307.63		114.04	1,421.67
A. L. Cook	11-12-35	6-30-36	21,717.43	23,705.86		2,178.09	25,883.95
A. L. Cook	11-12-35	6-30-36	3,485.05	3,622.80		332.87	3,955.67
			86,255.25	85,790.16	1,998.00	6,390.08	94,178.24
S. E. Gray	4-22-35	9-30-35	51,443.41	65,557.85		5,761.96	71,319.81
Cook-Gardens	10-7-35	12-3-36	3,361.89	3,394.24 (I)		1,534.06	4,928.30 (I)
Cook-Gardens	10-7-35	12-3-36	2,316.19	2,628.43		1,095.41	3,723.84
			57,121.49	71,580.52		8,391.43	79,971.95

CONTRACTS AWARDED DURING 1935

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP.	O.P.	U.P.	MISCEL.
NOBLE COUNTY											
NOWATA COUNTY											
OKFUSKEE COUNTY											
OKLAHOMA COUNTY											
NRM 60-E	U S 270 (Okla City)				(3)1.413						1(P)
NRM 60-E	U S 270 (Okla City)										
	Totals				1.413						1
OKMULGEE COUNTY											
NRS 372-A)	F to M road	4.429	4.429				1				
NRS 372-A)	Henryetta South				0.143						
NRH 53-B	U S 75						1				
NRM 53-B	U S 75				0.633						
NRM 53-B	U S 75 (Beggs)										
	Totals	4.429	4.429		0.776		2				
OSAGE COUNTY											
WPGH 416-A	S H 48	0.523	0.523							1	
WPGH 416-A	S H 48										
WPGH 416-C	S H 48	0.477	0.477							1	
WPGH 416-C	S H 48										
WPGH 416-C	S H 48						1				
WPGH 416-B	S H 48	5.883	5.883								
WPGH 416-B	S H 48						5				
	Totals	6.883	6.883				6			2	
OSAGE-PAWNEE COUNTIES											
NRS 400-A	S H 18	0.461									
NRS 400-A	S H 18				0.051						
	Totals	0.461			0.051						
OTTAWA COUNTY											
WPGH 8-B	U S 66		0.403	0.403						1	
WPGH 8-B	U S 66										
WPH 8-D	U S 66		5.896	5.896							
WPH 8-D	U S 66						2				
WPGH 8-D	U S 66		0.311	0.311						1	
WPGH 8-D	U S 66										
WPH 8-C	U S 66		5.933	5.933							
WPH 8-C	U S 66						1				
	Totals	12.543	12.543				3			2	
PAWNEE COUNTY											
PAYNE COUNTY											
NRM 198-G	S H 51 (Yale)				0.510						
	Totals				0.510						
PITTSBURG COUNTY											
WPH 182-I	U S 270		2.595	2.595							
WPH 182-I	U S 270						3				
	Totals	2.595	2.595				3				
PONTOTOC COUNTY											
PONTOTOC-SEMINOLE COUNTIES											
FAP 241-A	S H 48		0.772		0.772						
FAP 241-A	S H 48						1				
	Totals	0.772			0.772		1				
POTTAWATOMIE COUNTY											
WPGH 173-E	S H 9	0.370	0.370							1	
WPGH 173-E	S H 9										
	Totals	0.370	0.370							1	
PUSHMATAHA COUNTY											
ROGER MILLS COUNTY											

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
B. & M. Const. Corp.	12-31-34	11-22-35	$144,094.34	$132,575.03	$ -	$ 19,950.69	$152,525.72
B. & M. Const. Corp.	12-31-34	11-22-35	4,335.16	4,363.99		656.72	5,020.71
			148,429.50	136,939.02		20,607.41	157,546.43
J. E. Smith & Sons	5-8-35	2-7-36	47,911.42	49,952.58		5,119.75	55,072.33
Pharoah & Co.	5-8-35	9-30-35	12,987.41	12,287.50		1,198.31	13,485.81
Consolidated Const. Co.	5-20-35	10-30-35	5,841.03	5,594.86		350.36	5,945.22
Consolidated Const. Co.	5-20-35	10-30-35	2,484.47	2,546.67		159.48	2,706.15
Consolidated Const. Co.	5-20-35	10-30-35	50,766.76	49,461.08		3,097.41	52,558.49
			119,391.09	119,842.69		9,925.31	129,768.00
Guy H. James	10-14-35	5-22-36	25,452.06	21,728.80		1,338.35	23,067.15
Guy H. James	10-14-35	5-22-36	12,201.75	12,166.16	1,194.00 (E)	822.90	14,183.06
Guy H. James	10-14-35	6-2-36	32,463.32	29,044.83		1,877.38	30,922.21
Guy H. James	10-14-35	6-2-36	14,492.65	14,460.77	1,088.00 (E)	1,005.03	16,553.80
Guy H. James	10-14-35	6-2-36	14,864.20	14,996.20		969.32	15,965.52
Guy H. James	12-10-35	8-19-36	35,672.72	40,405.99		2,576.60	42,982.59
J. W. Moorman	12-10-35	7-9-36	42,807.94	43,336.56		1,726.20	45,063.06
W. R. Johnston			177,954.64	176,139.61	2,282.00	10,315.78	188,737.39
Hyde Const. Co.	1-23-35	1-20-36	9,580.72	10,905.66		1,099.41	12,005.07
Hyde Const. Co.	1-23-35	1-20-36	4,913.65	4,283.02		431.78	4,714.80
			14,494.37	15,188.68		1,531.19	16,719.87
Gaines Brothers	9-23-35	7-31-36	25,791.87	25,606.14		1,046.98	26,653.12
Gaines Brothers	9-23-35	7-31-36	22,552.56	22,625.46	532.81 (FB)	946.99	24,105.17
Pharoah & Company	9-23-35	7-29-36	42,916.03	46,910.83		1,935.71	48,896.54
Pharoah & Company	9-23-35	7-29-36	29,150.90	29,366.65		1,243.08	30,609.73
Gaines Brothers	9-23-35	7-29-36	27,491.13	24,296.90		1,169.95	25,466.25
Gaines Brothers	9-23-35	7-29-36	24,309.35	24,536.31	999.38 (FB)	1,229.63	26,765.32
Pharoah & Company	11-5-35	6-25-36	49,418.21	52,337.53		4,235.73	57,073.26
Pharoah & Company	11-5-35	6-25-36	2,686.79	2,686.54		215.37	2,901.91
			223,416.84	228,865.76	1,532.19	12,073.35	242,471.30
Ellis & Lewis, Inc.	4-4-35	5-28-35	20,392.01	20,734.25		589.76	21,324.01
			20,392.01	20,734.25		589.76	21,324.01
M. E. Gillioz	11-18-35	10-5-36	(39,068.20)	70,514.80		6,651.26	77,466.06
M. E. Gillioz	11-18-35	10-5-36	(47,304.30)				
			86,372.50	70,514.80		6,651.26	77,466.06
Keliher Const. Co.	10-7-35	8-22-36	58,802.05	74,247.89		3,292.05	77,539.94
Keliher Const. Co.	10-7-35	8-22-36	149,021.35	148,688.46		6,592.46	155,280.92
			207,823.40	222,936.35		9,884.51	232,820.86
S. E. Gray, Inc.	12-4-35	7-4-36	16,681.74	15,489.69		1,290.61	16,780.30
S. E. Gray, Inc.	12-4-35	7-4-36	16,460.20	16,464.47	792.82 (FB)	1,371.84	18,629.13
			33,141.94	31,954.16	792.82	2,662.45	35,409.43

CONTRACTS AWARDED

PROJECT NO.	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURF. (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NO. OF BRIDGES	NO. OF GRADE SEP. O.P.	U.P.	MISCEL.
ROGERS COUNTY										
NRH 183-A	U S 66	0.940			0.940					
NRH 183-A	U S 66									
NRH 183-B	U S 66	0.129			0.129		1			
WPGH 194-DJ	S H 33	0.460	0.460							
WPGH 194-DJ	S H 33									
	Totals	1.529	0.460		1.069		1	1		
SEMINOLE COUNTY										
NRH 322-A	S H 48 (Seminole)		0.303		0.499	0.303				
NRH 322-B	S H 48									
	Totals		0.303		0.499	0.303				
SEQUOYAH COUNTY										
STEPHENS COUNTY										
NRH 157-D	U S 70	5.205		(CR)5.205						
	Totals	5.205		(CR)5.205						
TEXAS COUNTY										
NRH 406-C	S H 35									
FAP 406-D	S H 35									
FAP 406-D	S H 35	0.082					2			
	Totals	0.082					2			
TILLMAN COUNTY							4			
SAP 1093-A	S H 14					(4) 1				
	Totals						1			
TULSA COUNTY										
NRM 86-A	U S 66,75 (Tulsa)				0.929					
NRM 86-A	U S 66,75 (Tulsa)									
	Totals				0.929					1(P)
WAGONER COUNTY										1
WPH 58-A	U S 69	4.497	4.497							
WPH 58-A	U S 69									
	Totals	4.497	4.497				2			
WASHINGTON COUNTY							2			
WASHITA COUNTY										
NRS 413-A	S H 44	2.716	2.716							
NRS 413-A	S H 44									
WPGS 430-A	S H 41	0.462		(CR)0.462			1			
WPGS 430-A	S H 41									
	Totals	3.178	2.716	(CR)0.462			1	1		
WOODS COUNTY										
NRH 260-E	U S 64	0.539								
NRH 260-E	U S 64									
SAP C-445	S H 14 (Detour)						1			
NRM 28-C	S H 50 (Freedom)									
FAP 260-A	U S 64			(CR)1.515	0.467					(BR)
FAP 260-B	U S 64			(CR)7.620						
FAP 260-E	U S 64			(CR)0.539						
	Totals	0.539		(CR)9.674	0.467		1			1
WOODWARD COUNTY										
FAP 339-A	S H 34			(CR)1.617						
	Totals			(CR)1.617						
	STATE TOTALS	136.567	91.597	(CR)25.941 (CB) 1.873	58.378	22.032	94	16	4	9 Items

NOTES:

(BR) Bridge Repair.
(CB) Cut Back Asphalt.
(CR) Cold Rolled Asphalt.
(D) Detour Bridge.
(E) Final Bill not yet received and the amount shown is that of the Revised Estimate.

(FB) Amount shown is that of the Final Bill for Force Account- which has been submitted but not yet approved.
(I) Incomplete
(J) Linear feet of Bank Protection or Jetties.
(OM) Oil Mat
(P) Pedestrian

(S) Pounds of Structural Steel.
(1) Repair of Red River Bridge. Amount shown represents Oklahoma's 50% share.
(2) Landscaping roadside park.
(3) Asphalt Surfacing and R. C. Pavement Widening. Major surfacing cost is for Concrete
(4) Reconstruction of Red River Bridge. Amount shown represents Oklahoma's 50% share.

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Standard Paving Co.	6-3-35	7-6-36	$ 52,452.95	$ 56,156.83	$	$ 3,478.85	$ 59,635.68
M. E. Gillioz	6-3-35	5-9-36	126,990.80	126,637.80		6,277.77	132,915.57
Standard Paving Co.	6-3-35	7-6-36	6,154.06	7,168.40		444.08	7,612.48
J. J. Thomson	10-12-35	6-10-36	29,805.07	29,063.58		1,248.48	30,312.46
J. J. Thomson	10-12-35	6-10-36	29,040.30	28,967.01	289.72 (FB)	1,256.79	30,513.52
			243,843.18	247,993.62	289.72	12,706.37	260,989.71
Ryan-Richards, Inc.	9-25-35	8-7-35	48,406.28	47,336.98		5,126.41	52,463.39
R. S. Smith Const. Co.	9-23-35	6-8-36	2,824.35	3,704.88		2,564.90	6,269.78
			51,230.63	51,041.86		7,691.31	58,733.17
Ryan-Richards, Inc.	1-23-35	8-20-35	89,607.02	90,029.16		3,471.66	93,500.82
			89,607.02	90,029.16		3,471.66	93,500.82
Hyde Const. Co.	1-23-35	10-20-35	53,645.64	51,344.13		3,888.67	55,232.80
R. R. Tway	10-7-35	4-30-36	655.00	696.00		162.53	858.53
R. R. Tway	10-7-35	4-30-36	32,874.05	33,144.95		3,400.25	36,545.20
			87,174.69	85,185.08		7,451.45	92,636.53
Austin Bridge Co.	7-17-35	10-14-35	6,172.96	5,977.65		0.00	5,977.65
			6,172.96	5,977.65		0.00	5,977.65
Standard Paving Co.	5-24-35	4-4-36	100,746.92	102,165.97		11,324.52	113,490.49
Standard Paving Co.	5-24-35	4-4-36	5,856.51	5,798.59		811.31	6,609.90
			106,603.43	107,964.56		12,135.83	120,100.39
T. C. Ottinger	11-18-35	7-8-36	28,919.17	30,893.22		2,106.70	32,999.92
T. C. Ottinger	11-18-35	7-8-36	14,873.75	14,802.10		1,009.41	15,811.51
			43,792.92	45,695.32		3,116.11	48,811.43
Merveldt & Stebbins	3-25-35	9-10-35	19,001.93	19,759.30		2,722.92	22,482.22
C. E. Merveldt	3-25-35	9-11-35	11,559.14	11,423.28		1,935.44	13,358.72
Park-Ward & Co.	11-18-35	6-13-36	28,925.16	29,751.23		1,670.79	31,422.02
Park-Ward & Co.	11-18-35	6-13-36	15,231.06	15,236.16	374.79 (FB)	855.85	16,466.80
			74,717.29	76,169.97	374.79	7,185.00	83,729.76
Brooks & Dahlgren, Inc.	1-21-35	8-5-35	7,844.70	8,513.68		1,579.25	10,092.93
Brooks & Dahlgren, Inc.	1-21-35	8-5-35	9,528.90	9,620.69	131.89	1,784.60	11,537.18
R. R. Tway	5-28-35	6-17-35	2,723.05	2,723.05		1,783.64	4,506.69
Highway Const. Co.	7-29-35	11-22-35	27,076.86	27,075.79		1,635.79	28,711.58
Ryan-Richards, Inc.	10-29-35	8-3-36	22,512.21	24,742.55		2,068.72	26,811.27
Ryan-Richards, Inc.	10-29-35	8-3-36	93,313.70	101,146.88		6,298.59	107,445.47
Ryan-Richards, Inc.	10-29-35	8-3-36	10,434.94	11,367.46		883.21	12,250.67
			173,434.36	185,190.10	131.89	16,033.80	201,355.79
Ryan-Richards, Inc.	10-29-35	7-18-36	21,974.14	22,857.27		618.08	23,475.35
			21,974.14	22,857.27		618.08	23,475.35
			$5,227,304.14	$5,326,195.81	$20,761.52	$408,179.35	$5,750,136.68

CONTRACTS AWARDED DURING 1936

PROJECT NUMBER	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV.SURF. (Mi.)	BITUMINOUS SURFACE (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NUMBER OF BRIDGES	NUMBER OF GRADE SEP. O.P.	NUMBER OF GRADE SEP. U.P.	MISCEL.
ADAIR COUNTY										
WPH 337-A	U S 59	1.102	1.102							
Totals		1.102	1.102							
ALFALFA COUNTY										
WISO 462-A	On F.to M. road	7.146	7.146							
WISO 462-A	North of Helena						1			
WPMS 462-A	On F.to M. road (Helena)	0.490	0.490							
Totals		7.636	7.636				1			
ATOKA COUNTY										
FAP 299-B	U S 69	7.830			7.830					
FAP 299-B	U S 69						1			
Totals		7.830			7.830		1			
ATOKA-BRYAN COUNTIES										
WPGH 5-C	U S 69, 75	0.530	0.530							
WPGH 5-C	U S 69, 75								1	
Totals		0.530	0.530						1	
BEAVER COUNTY										
SAP C-601	U S 83									
WPSO 463-A	F.to N. road S of Jct.S H 35	2.409	2.409							(J) 2500
WPSO 463-A	U S 270						2			
Totals		2.409	2.409				2			1
BECKHAM COUNTY										
WPSO 432-D	On F.to N. road	6.251	6.251							
WPSO 432-D	W & S of Erick						2			
WPSO 464-A	On F.to N. road	5.469	5.469							
WPSO 464-A	West of Elk City						5			
WPSO 464-B		4.849	4.849							
SAP C-442										(J) 1900
Totals		16.569	16.569				7			1
BLAINE COUNTY										
SAP M-520	U S 270									
WPMS 394-B	On F.to N. road	0.245	0.245							(BR)
WPSO 394-B	Okeene East	5.663	5.663							
Totals		5.908	5.908							1
BRYAN COUNTY										
NRS 955	S H 22						1			
WPH 41-A-1	U S 75 & 69					7.153				
Totals						7.153	1			
CADDO COUNTY										
WPSS 409-B	S H 54	3.449	3.449							
WPSS 409-B	S H 54						2			
Totals		3.449	3.449				2			
CANADIAN COUNTY										
WPMS 437-A	On F.to M. road East of Yukon	4.785	4.785							
WPGH 161-G	U S 81 (El Reno)	0.040			0.040					
WPGH 161-G	U S 81 (El Reno)						1			
WPGH 161-G	U S 81 (El Reno)	0.207			0.207					
WPGH 161-G	U S 81					5.028				
FAP 162-H (R)	U S 81					4.070			1	
FAP 162-I (R)	U S 81									
Totals		5.032	4.785		0.247	9.098	1	1		
CARTER COUNTY										
FAP 39-ABCD(R)	S H 76			3.987 (CR)						
FAP 39-ABCD(R)	S H 76						2			
FAP 137-I	S H 76			0.766 (CR)						
WPMH 575-A	U S 70	1.012			1.012					
WPMH 575-A	U S 70						2			
Totals		1.012		4.753 (CR)	1.012		4			

CONTRACTS AWARDED DURING 1936
(Continued)

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
F. B. Richards	4-17-36	7-28-36	$ 12,910.53	$ 14,321.31		$ 1,743.08	$ 16,064.39
			12,910.53	14,321.31		1,743.08	16,064.39
G. E. Keck	4-17-36		26,118.42	22,628.78 (I)		1,209.64 (I)	23,838.42 (I)
G. E. Keck	4-17-36		2,719.68	2,718.63 (I)		145.33 (I)	2,863.96 (I)
G. E. Keck	4-17-36	1-13-37	2,675.97	2,882.46		125.00	3,007.46
			31,314.07	28,229.87 (I)		1,479.97 (I)	29,709.84 (I)
S. O. Maxey & Co.	9-10-36		205,317.98	12,228.59 (I)		372.50 (I)	12,601.09 (I)
S. O. Maxey & Co.	9-10-36		1,411.29	0.00 (I)		0.00 (I)	0.00 (I)
			206,729.27	12,228.59 (I)		372.50 (I)	12,601.09 (I)
Lee Harris	5-13-36		10,147.95	9,069.90 (I)		298.92 (I)	9,368.82 (I)
Lee Harris	5-13-36		33,667.50	26,038.50 (I)	9,215.08 (EP)	856.16 (I)	36,111.74 (I)
			43,815.45	35,108.40 (I)	9,215.08	1,157.08 (I)	45,480.56 (I)
Kellner Jetties Corp.	9-17-36	11-20-36	5,107.80	5,107.80		0.00	5,107.80
R & M Constr. Co.	9-28-36		19,806.86	2,107.00 (I)		57.47 (I)	2,164.47 (I)
R & M Constr. Co.	9-28-36		6,760.00	150.00 (I)		4.09 (I)	154.09 (I)
			31,674.66	7,364.80 (I)		61.56 (I)	7,426.36 (I)
R. R. Tway	3-16-36	12-18-36	87,721.18	85,026.01 (I)		1,601.54 (I)	26,627.58 (I)
R. R. Tway	3-16-36	12-18-36	3,970.00	3,920.00 (I)		250.86 (I)	4,170.86 (I)
Merveldt & Stebbins	5-13-36		20,874.05	20,253.45 (I)		730.38 (I)	20,983.83 (I)
Classen & Venable	6- 8-36	10-22-36	15,754.17	15,669.63		1,506.09	17,175.72
Merveldt & Stebbins	7-22-36		24,720.25	16,563.14 (I)		486.92 (I)	17,050.06 (I)
Rehfeld Steel Jetty Co.	8-12-36	10-13-36	3,162.00	3,348.68		0.00 (I)	3,348.68 (I)
			106,201.65	84,780.94 (I)		4,575.79 (I)	89,356.73 (I)
Nims & Frost	5-29-36	7-16-36	675.00	675.00		40.00	715.00
Lee Pool & Son	7-10-36		1,009.76	300.96 (I)		7.76 (I)	308.72 (I)
Lee Pool & Son	7-10-36		26,824.99	16,263.48 (I)		419.48 (I)	16,682.96 (I)
			28,509.75	17,239.44 (I)		467.24 (I)	17,706.68 (I)
Kansas City Bridge Co.	12- 7-36		167,755.13 (½)	0.00 (I)		0.00 (I)	0.00 (I)
R.S. Smith Constr. Co.	12-21-36		16,880.07	0.00 (I)		0.00 (I)	0.00 (I)
			184,635.20	0.00 (I)		0.00 (I)	0.00 (I)
J. W. Hopper Company	1-21-36	12- 8-36	31,368.90	31,716.32 (I)		3,316.44 (I)	35,032.76 (I)
J. W. Hopper Company	1-21-36	12- 8-36	39,668.10	39,801.79 (I)		4,161.91 (I)	43,963.70 (I)
			71,037.00	71,518.11 (I)		7,478.35 (I)	78,996.16 (I)
Dan Sweeney	3-12-36	12- 7-36	30,720.01	36,794.39		2,898.70	39,693.09
R. R. Tway	7-10-36		9,327.93	6,791.98 (I)		289.86 (I)	7,081.34 (I)
R. R. Tway	7-10-36		12,332.04	5,848.60 (I)		249.62 (I)	6,098.22 (I)
R. R. Tway	7-10-36		32,500.90	4,037.75 (I)		172.32 (I)	4,210.07 (I)
R. R. Tway	7-10-36		137,204.69	46,708.00 (I)	1,062.13 (EP)	2,038.82 (I)	49,808.95 (I)
Richards & Mullinix	11-18-36		3,715.58	0.00 (I)		0.00 (I)	0.00 (I)
Richards & Mullinix	11-18-36		5,913.83	0.00 (I)		0.00 (I)	0.00 (I)
			232,914.89	100,180.12 (I)	1,062.13 (I)	5,649.32 (I)	106,891.57 (I)
J. E. Smith & Sons	11-18-36		84,766.37	0.00 (I)		0.00 (I)	0.00 (I)
J. E. Smith & Sons	11-18-36		6,201.90	0.00 (I)		0.00 (I)	0.00 (I)
J. E. Smith & Sons	11-18-36		24,718.11	0.00 (I)		0.00 (I)	0.00 (I)
John R. Alley & Co.	12-21-36		51,631.85	0.00 (I)		0.00 (I)	0.00 (I)
W. R. Johnston	11-18-36		21,838.52	0.00 (I)		0.00 (I)	0.00 (I)
			189,156.75	0.00 (I)		0.00 (I)	0.00 (I)

CONTRACTS AWARDED DURING 1936

(Continued)

PROJECT NUMBER	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV.SURF. (Mi.)	BITUMINOUS SURFACE (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NUMBER OF BRIDGES	NUMBER OF GRADE SEP. O.P.	NUMBER OF GRADE SEP. U.P.	MISCEL.
CHEROKEE COUNTY										
WPGH 344-B	U S 62	0.399		0.399 (CL)						
WPGH 344-B	U S 62							1		
WPSO 425-A	)F.to M. road	2.166	2.166							
WPSO 425-A	)S of Tahlequah						2			
Totals		2.565	2.166	0.399 (CL)			2	1		
CHEROKEE-WAGONER COUNTIES										
WPH 330-E	S H 51	2.102	2.102							
Totals		2.102	2.102							
CHOCTAW COUNTY										
CIMARRON COUNTY										
WPGH 341-A	U S 64	0.438	0.438							
WPGH 341-A	U S 64							1		
WPH 341-A	U S 64	0.478	0.478							
WPH 341-A	U S 64						1			
Totals		0.916	0.916				1	1		
CLEVELAND COUNTY										
WPMS 531-A	F.to M.Moore N.	4.375	4.375							
WPSO 466-B	)On F.to M. road	4.419	4.419							
WPSO 466-B	)E.of Lexington						1			
Totals		8.794	8.794				1			
COAL COUNTY										
WPSO 458-A	)On F.to M. road	4.207	4.207							
WPSO 458-A	)Tupelo South						1			
Totals		4.207	4.207				1			
COMANCHE COUNTY										
WPH 22-A	U S 277	5.627	5.627							
FAP 215-A (R)	U S 62	4.417			4.417					
FAP 215-A (R)	U S 62						1			
FAP 215-B (R)	U S 62	5.503			5.503					
FAP 215-B (R)	U S 62						2			
FAP 215-C (R)	U S 62						5			
FAP 215-D (R)	U S 62	2.068			2.068					
FAP 215-E (R)	U S 62						3			
Totals		17.615	5.627		11.988		11			
COTTON COUNTY										
ERP 4-3HC	U S 70						1			
WPSS 431-A	S H 65	1.857	1.857							
WPSS 431-A	S H 65						1			
FAP 157-F	U S 70	6.048		6.048 (CR)						
FAP 157-F	U S 70						1			
Totals		7.905	1.857	6.048 (CR)			3			
CRAIG COUNTY										
WPH 190-D	U S 60	1.625	1.625							
WPH 190-D	U S 60						1			
Totals		1.625	1.625				1			
CREEK COUNTY										
WPH 441-A	)On F.to M.road	5.237	5.237							
WPH 441-A	)Bristow South						1			
WPSO 467-A	West of Sapulpa	3.610	3.610							
WPH 441-B	)F.to M. road	0.501	0.501							
WPH 441-B	)South of Bristow						1			
Totals		9.348	9.348				2			
CUSTER COUNTY										
WPGS 429-A	S H 33	0.401	0.401							
WPGS 429-A	S H 33							1		
WPGM 548-A	)S H 14 (South	0.410			0.410					
WPGM 548-A	)Fourth Street,						1			
WPGM 548-A	)Clinton,Okla.)	3.396	3.396					2		
WPH 442-A	S H 33									
Totals		4.207	3.797		0.410		1	3		
DELAWARE COUNTY		3.099	3.099							
WPSS 445-A	S H 20	3.099	3..99							
Totals										

CONTRACTS AWARDED DURING 1936

(Continued)

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
T. C. Ottinger	7-10-36		$ 30,106.49	$ 17,934.51 (I)	$	$ 1,121.36 (I)	$ 19,056.17 (I)
T. C. Ottinger	7-10-36		24,951.00	24,910.14 (I)	499.11 (EP)	1,532.41 (I)	26,941.66 (I)
T. C. Ottinger	8-12-36		12,195.30	1,468.85 (I)		133.22 (I)	1,597.07 (I)
Harry Lyons, Inc.	8-12-36		7,279.87	0.00 (I)		0.00 (I)	0.00 (I)
Harry Lyons, Inc.			73,694.66	43,403.80 (I)	499.11 (I)	2,786.99 (I)	46,691.90 (I)
T. C. Ottinger	3-31-36	9-11-36	31,633.53	31,097.29		1,609.53	32,706.82
			31,633.53	31,097.29		1,609.53	32,706.82
R. R. Tway	1-21-36	9-22-36	23,682.20	23,925.40		1,477.08	25,402.48
R. R. Tway	1-21-36	9-22-36	22,709.00	22,942.20	257.62 (EP)	1,432.28	24,632.10 (I)
L. S. Fisher Constr. Co.	4-17-36	7-30-36	1,818.16	2,207.56		110.05	2,317.61
L. S. Fisher Constr. Co.	4-17-36	7-30-36	5,051.90	5,354.90		251.99	5,606.89
			53,261.26	54,430.06	257.62 (I)	3,271.40	57,959.08 (I)
J. J. Thomson	5-13-36		23,872.43	17,823.51 (I)		1,270.54 (I)	19,094.05 (I)
J. W. Hopper Company	6-24-36		25,182.87	15,302.34 (I)		857.71 (I)	16,160.05 (I)
J. W. Hopper Company	6-24-36		5,396.00	1,925.65 (I)		276.25 (I)	5,204.90 (I)
			54,451.30	35,051.50 (I)		2,404.50 (I)	40,459.00 (I)
S. O. Maxey & Co	5-29-36		18,079.05	9,301.03 (I)		478.95 (I)	9,779.98 (I)
S. O. Maxey & Co.	5-29-36		1,634.50	1,458.50 (I)		75.11 (I)	1,533.61 (I)
			19,713.55	10,759.53 (I)		554.06 (I)	11,313.59 (I)
Wenzel & Stewart	3-16-36	10-24-36	91,898.12	32,945.72		2,188.62	35,134.34
Briscoe Constr. Co.	9-28-36		101,207.35	0.00 (I)		0.00 (I)	0.00 (I)
Briscoe Constr. Co.	9-28-36		750.29	0.00 (I)		0.00 (I)	0.00 (I)
Briscoe Constr. Co.	9-28-36		128,096.06	0.00 (I)		0.00 (I)	0.00 (I)
Briscoe Constr. Co.	9-28-36		1,432.18	0.00 (I)		0.00 (I)	0.00 (I)
O'Shea & Spitler	9-23-36		24,848.13	2,856.00 (I)		0.00 (I)	2,856.00 (I)
Briscoe Constr. Co.	9-28-36		52,250.17	0.00 (I)		0.00 (I)	0.00 (I)
O'Shea & Spitler	9-28-36		3,682.64	2,579.46 (I)		0.00 (I)	2,579.46 (I)
			344,159.91	38,381.18 (I)		2,188.62 (I)	40,569.80 (I)
Jno. F. Buckner	3-12-36	8-15-36	6,329.66 (I)	6,488.74		0.00	6,488.74
Lee Pool & Son	3-31-36	10- 8-36	11,064.16	13,624.22		791.28	14,415.50
Lee Pool & Son	3-31-36	10- 8-36	3,649.50	3,649.50		211.44	3,861.94
R. R. Ryan Constr. Co.	8- 6-36		98,804.71	7,641.19 (I)		0.00 (I)	7,641.39 (I)
R. R. Ryan Constr. Co.	8- 6-36		1,149.37	0.00 (I)		0.00 (I)	0.00 (I)
			120,969.40	31,397.65 (I)		1,002.72 (I)	32,400.37 (I)
Gaines Brothers	3-12-36	11-11-36	11,682.82	12,248.05		747.37 (I)	12,995.42 (I)
Gaines Brothers	3-12-36	11-11-36	9,697.00	10,166.16		620.33 (I)	10,786.49 (I)
			21,379.82	22,414.21		1,367.70 (I)	23,781.91 (I)
Gaines Brothers	3-31-36	12- 7-36	50,348.67	51,502.32		1,681.93	53,184.25
Gaines Brothers	3-31-36	12- 5-36	30,851.70	31,568.61		1,030.62	32,599.23
J. E. Smith & Sons	4-27-36	11-20-36	31,995.36	32,669.72		2,373.82	35,043.54
Gaines Brothers	12-18-36		4,755.84	0.00 (I)		0.00 (I)	0.00 (I)
Gaines Brothers	12-18-36		7,286.81	0.00 (I)		0.00 (I)	0.00 (I)
			125,147.18	115,730.65 (I)		5,086.37 (I)	120,827.02 (I)
Merveldt & Lawson	1- 8-36	9- 9-36	26,838.33	27,449.78		981.51	28,431.24
Merveldt & Lawson	1- 8-36	9- 9-36	21,979.80	21,942.33	245.82 (FB)	793.37	22,981.52
T. C. Ottinger	1-21-36	9- 9-36	39,776.57	39,411.94		1,291.59 (I)	40,708.53 (I)
T. C. Ottinger	1-21-36	9- 9-36	9,289.67	9,602.39		314.68 (I)	9,917.07 (I)
T. C. Ottinger	1-21-36	9- 9-36	31,563.75	33,525.69	2,959.51 (EP)	1,205.30 (I)	37,984.49 (I)
Ray Mullinix, Inc.	3-31-36	10-14-36	37,098.96	40,912.48		1,735.57	42,648.05
			166,547.11	173,144.56	3,199.52 (I)	6,322.02 (I)	182,665.90 (I)
M. E. Gillioz	12-21-36		32,347.20	0.00 (I)		0.00 (I)	0.00 (I)
			32,347.20	0.00 (I)		0.00 (I)	0.00 (I)

CONTRACTS AWARDED DURING 1936

(Continued)

PROJECT NUMBER	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV.SURF. (Mi.)	BITUMINOUS SURFACE (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NUMBER OF BRIDGES	NUMBER OF GRADE SEP. O.P.	U.P.	MISCEL.
DEWEY COUNTY										
WPMH 281-A	U S 270(Seiling)	0.161	0.161							
WPH 281-A	U S 270	7.886	7.886							
WPH 281-A	U S 270						2			
WPSS 346-D	U S 270	5.625	5.625							
WPH 331-A	S H 14	2.491	2.491							
Totals		16.113	16.113				2			
ELLIS COUNTY										
WPH 316-C	U S 60	1.695								
Totals		1.695								
GARFIELD COUNTY										
WPMS 532-A	Broadway(Enid)				0.082					
WPGH 24-DE	U S 64	0.363			0.363					
WPGH 24-DE	U S 64						2			
WPGH 24-DE	U S 64									
WPMS 453-A	Willow Ave.Enid	1.734	1.734						1	
WPMS 453-B	26th.St. (Enid)	1.676		1.680 (OM)						
WPMS 453-B	26th.St. (Enid)						1			
Totals		3.773	1.734	1.680 (OM)	0.445		3		1	
GARFIELD - LOGAN COUNTIES										
WPSO 454-D	F.M. Marshall N&E	4.066	4.066							
WPSO 454-D	F.M. Marshall N&E						3			
Totals		4.066	4.066				3			
GARVIN COUNTY										
WPH 200-A	S H 19	2.031	2.031							
WPH 200-A	S H 19						1			
WPSO 439-A	)On F.to M. road	5.676	5.676							
WPSO 439-A	)S.E. of Lindsay						3			
Totals		7.707	7.707				4			
GRADY COUNTY										
WPGH 424-A	S H 19	0.315	0.315							
WPGH 424-A	S H 19						1			
WPSO 438-A	Tabler East	3.270	3.270							
FAP 203-D	U S 62,S H 9	4.046			4.046					
FAP 203-D	U S 62,S H 9						3			
FAP 203-D	U S 62,S H 9									1 (P)
FAP 203-E	U S 62,S H 9				4.338					
WPSO 379-B	F.M.West & S. of Rush Springs	3.868	3.868							
Totals		11.499	7.453		8.384		4	1		1 (P)
GRANT COUNTY										
WPSS 495-A	S H 11	1.493	1.493							
WPMS 435-A	)S H 11	0.895	0.895							
WPMS 435-A	) (Medford)						2			
Totals		2.388	2.388				2			
GREER COUNTY										
WPH 340-B	S H 34	3.880	3.880							
WPH 340-B	S H 34						1			
FAP 160-D	U S 283									
FAP 160-D	U S 283			7.931 (CR)						400 (J)
FAP 160-D	U S 283						1			
Totals		3.880	3.880	7.931 (CR)			2		1	
HARMON COUNTY										
WPSO 432-A	)On N & S F.to M.									
FAP 251-A	)road E. of Hadge U S 62	1.994	1.994							
				4.391 (CR)						
Totals		1.994	1.994	4.391 (CR)						
HARMON - JACKSON COUNTIES										
WPSO 441-A	)F.to M.road N.	2.825	2.825							
WPSO 440-A	)& W.of Eldorado						1			
Totals		2.825	2.825				1			
HARPER COUNTY										
WPH 443-A	U S 283	2.186	2.186							
SAP C-60-2	U S 283									1150 (J)
Totals		2.186	2.186							1

CONTRACTS AWARDED DURING 1936

(Continued)

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Ellis & Lewis, Inc.	1- 8-36	11- 5-36	$ 645.50	$ 512.70	$	$ 34.89	$ 547.59
Ellis & Lewis, Inc.	1- 8-36	11- 5-36	70,799.36	72,606.73		4,940.95	77,547.68
Ellis & Lewis, Inc.	1- 8-36	11- 5-36	17,399.75	16,605.46		1,130.02	17,735.48
J. J. Thomson	1- 9-36	8-11-36	33,763.08	36,268.14		3,347.72	39,615.86
Ellis & Lewis, Inc.	7-10-36	12-31-36	19,443.60	17,273.77 (I)		11.46 (I)	17,285.23 (I)
			141,991.29	143,266.80 (I)		9,465.04 (I)	152,731.84 (I)
L. S. Fisher Constr. Co.	6-24-36	11-30-36	9,165.00	10,585.95		782.63	11,367.98
			9,165.00	10,585.95		782.63	11,367.98
Asplund Constr. Co.	3-12-36	6- 9-36	9,597.66	9,395.22		381.21	9,776.43
Asplund Constr. Co.	3-27-36		95,695.05	14,502.40 (I)		1,692.65 (I)	16,195.05 (I)
Asplund Constr. Co.	3-31-36		11,154.10	10,751.95 (I)		1,254.91 (I)	12,006.86 (I)
Asplund Constr. Co.	3-31-36		25,136.75	24,998.50 (I)	7,871.19 (LP)	3,766.36 (I)	36,636.05 (I)
Asplund Constr. Co.	5- 5-36		14,918.69	4,071.43 (I)		366.59 (I)	4,437.99 (I)
Hyde Constr. Co.	9-19-36		30,654.40	0.00 (I)		6.60 (I)	6.60 (I)
Hyde Constr. Co.	9-10-36		2,213.35	0.00 (I)		0.50 (I)	0.50 (I)
			119,408.09	63,119.47 (I)	7,871.19 (I)	7,468.82 (I)	78,459.48 (I)
S. E. Gray	11-18-36		29,598.30	0.00 (I)		0.00 (I)	0.00 (I)
Asplund Constr. Co.	11-18-36		15,933.88	0.00 (I)		0.00 (I)	0.00 (I)
			45,532.18	0.00 (I)		0.00 (I)	0.00 (I)
Merveldt & Lawson, Inc.	4-17-36		12,536.20	5,550.70 (I)		268.33 (I)	5,819.03 (I)
Merveldt & Lawson, Inc.	4-17-36		11,452.00	6,072.00 (I)		293.52 (I)	6,365.52 (I)
Merveldt & Lawson, Inc.	4-27-36		23,829.58	4,107.08 (I)		1,147.08 (I)	5,254.16 (I)
Classen & Venable	5-13-36		6,447.02	4,405.50 (I)		87.14 (I)	4,492.64 (I)
			54,264.80	20,135.28 (I)		1,796.07 (I)	21,931.35 (I)
T. C. Ittinger	1-21-36	7-27-36	9,430.76	8,403.76		1,089.41	9,493.19
T. C. Ittinger	1-21-36	7-27-36	14,286.10	14,433.06	184.10 (FB)	1,894.87	16,512.03
Dan Sweeney	5-13-36	12-19-36	15,811.50	14,125.01 (I)		3,512.07 (I)	17,637.11 (I)
Ellis & Lewis, Inc.	8-12-36		98,549.46	2,420.00 (I)		0.00 (I)	2,420.00 (I)
Ellis & Lewis, Inc.	8-12-36		5,281.80	3,447.25 (I)		0.00 (I)	3,447.25 (I)
Ellis & Lewis, Inc.	8-12-36		5,197.55	0.00 (I)		0.00 (I)	0.00 (I)
Ellis & Lewis, Inc.	8-12-36		91,563.01	43,700.17 (I)		0.00 (I)	43,700.17 (I)
Ray Mullinix, Inc.	3-31-36		18,136.78	0.00 (I)		0.00 (I)	0.00 (I)
			258,256.96	96,529.30 (I)	184.10	6,496.35 (I)	93,209.75 (I)
Merveldt & Lawson, Inc.	4-17-36	11-16-36	7,084.67	7,516.15		464.04	7,980.19
Merveldt & Lawson, Inc.	4-17-36	11-16-36	6,411.86	6,358.90		307.98	6,666.88
Merveldt & Lawson, Inc.	4-17-36	11-16-36	5,383.10	5,383.10		260.72	5,643.82
			18,909.63	19,258.15		932.74	20,190.89
Witt & Tatum	1-21-36	11-19-36	25,436.04	26,142.88		2,490.62	28,633.50
Witt & Tatum	1-21-36	11-19-36	4,105.60	4,105.60		391.43	4,500.03
Kellner Jetties Corp.	7-22-36	9- 4-36	1,086.00	1,086.00		50.00	1,086.00
Ellis & Lewis, Inc.	7-22-36		196,834.76	0.00 (I)		0.00 (I)	0.00 (I)
Merveldt & Lawson	7-22-36		22,088.15	14,015.60 (I)		915.82 (I)	14,931.42 (I)
			159,508.55	45,303.08 (I)		3,847.87 (I)	49,150.95 (I)
Lee Pool & Son	1-21-36	9- 8-36	11,999.96	12,642.44		538.25 (I)	13,180.69 (I)
R. R. Ryan Constr. Co.	7-10-36	12-23-36	70,140.28	69,593.12		4,434.04	74,027.16
			82,140.24	82,235.56		4,972.29 (I)	87,207.85 (I)
J. J. Thomson	9-28-36		12,984.38	2,934.25 (I)		0.00 (I)	2,934.25 (I)
J. J. Thomson	9-28-36		2,927.06	630.00 (I)		0.00 (I)	630.00 (I)
			15,821.44	3,564.25 (I)		0.00 (I)	3,564.25 (I)
Lee Pool & Son	8-31-36	10-24-36	13,161.54	14,275.75		1,173.97	15,449.72
Kellner Jetties Corp.	9-17-36	11-20-36	2,300.60	2,300.60		0.00	2,300.60
			15,462.14	16,576.35		1,173.97	17,750.32

CONTRACTS AWARDED DURING 1936

(Continued)

PROJECT NUMBER	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV.SURF. (Mi.)	BITUMINOUS SURFACE (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NUMBER OF BRIDGES	NUMBER OF GRADE SEP. O.P.	NUMBER OF GRADE SEP. U.P.	MISCEL.
HARPER - WOODS COUNTIES										
SAP C-605	U S 64									1100 (J)
Totals										1
HASKELL COUNTY										
WPH 399-A	S H 48	2.122	2.122							
WPH 399-A	S H 48						1			
WPMS 538-A	S H 31	1.408	1.408							
Totals		3.530	3.530				1			
HUGHES COUNTY										
WPGS 420-A	S H 68	0.545	0.545							
WPGS 420-A	S H 68							1		
WPSO 417-F)	On F to M road	4.999	4.999							
WPSO 417-E)	Wetumka West						1			
WPGH 182-B	U S 270								1	
WPSO 461-A)	On F to M road	3.444	3.444							
WPMS 461-A)	Dustin S.W.	0.567	0.567							
WPSS 420-A	S H 68	0.735	0.735							
Totals		10.290	10.290				1	1	1	
JACKSON COUNTY										
WPH 340-A	S H 34	3.318	3.318							
WPH 340-A	S H 34						3			
FAP 44(R)	U S 62	0.241	0.241							
FAP 44(R)	U S 62						1			
FAP 44(R)	U S 62									3000 (J)
Totals		3.559	3.559				4			1
JEFFERSON COUNTY										
WPH 444-A	S H 32	1.319	1.319							
Totals		1.319	1.319							
JOHNSTON COUNTY										
WPSO 460-C)	On F to M road	4.705	4.705							
WPSO 460-C)	Wapanucka S.						1			
Totals		4.705	4.705				1			
JOHNSTON - ATOKA COUNTIES										
WPSO 388-B)	On F to M road	4.749	4.749							
WPSO 388-B)	Wapanucka E.						2			
Totals		4.749	4.749				2			
KAY COUNTY										
NRH 20-CD	U S 77				0.214					
NRH 20-DE	U S 77				0.840					
NRH 20-DE	U S 77								1	
WPMS 535-A)	Fulton Ave.			0.174 (OM)						
WPMS 535-A)	in Blackwell						1			
WPMS 536-A)	First Street			0.293 (OM)						
WPMS 536-A)	in Blackwell						1			
Totals				0.767 (OM)	1.054		2		1	
KINGFISHER COUNTY										
WPSO 394-C)	F to M road	1.801	1.801							
WPSO 394-C)	West of Hennessey						1			
Totals		1.801	1.801				1			
KIOWA COUNTY										
FAP 270-A(R)	S H 14			4.394 (CR)						
WPSS 413-C	S H 44	3.058	3.058							
WPSS 413-C	S H 44						2			
FAP 239-D	S H 14	5.911		5.911 (CR)						
FAP 239-D	S H 14						2			
Totals		8.969	3.058	10.245 (CR)			4			
LATIMER COUNTY										
WPMS 537-B	F-M- NW of Talihina	1.373		1.373 (OM)						
WPMS 537-C	P-M- W of Talihina&Ext.N	0.905		0.905 (OM)						
Totals		2.278		2.278 (OM)						
LATIMER - LEFLORE COUNTIES										
WPMS 537-A	S H 63	0.539	0.539							
WPMS 537-A	S H 63						2			
Totals		0.539	0.539				2			

CONTRACTS AWARDED DURING 1936

(Continued)

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Rehfeld Steel Jetty Co.	9-17-36		$ 2,253.82	$ 0.00 (I)	$	$ 0.00 (I)	$ 0.00 (I)
			2,253.82	0.00 (I)		0.00 (I)	0.00 (I)
T. C. Ottinger	7-10-36		17,883.19	18,901.25 (I)		435.70 (I)	14,336.95 (I)
T. C. Ottinger	7-10-36		28,347.00	24,005.80 (I)		752.41 (I)	24,758.21 (I)
Joyce & Company	7-10-36	12-31-36	5,806.10	3,997.72 (I)		509.67 (I)	4,507.39 (I)
			51,986.29	41,901.77 (I)		1,697.78 (I)	43,602.55 (I)
Nims & Frost	1-21-36	8-10-36	10,127.91	10,120.77		997.60	11,118.37
Nims & Frost	1-21-36	8-10-36	20,151.38	20,137.12	1,274.10 (LP)	2,110.49	23,521.71 (I)
Joyce-Logan Const. Co.	4-17-36		27,421.97	23,881.37 (I)		2,689.63 (I)	26,571.20 (I)
Joyce-Logan Const. Co.	4-17-36		2,057.17	1,999.77 (I)		225.22 (I)	2,224.99 (I)
S. S. Barber Const. Co.	6- 8-36	12- 8-36	21,230.41	20,977.18	2,667.80 (LP)	1,336.54	24,981.52 (I)
Joyce-Logan Const. Co.	7-13-36		13,620.41	1,689.00 (I)		0.00 (I)	1,689.00 (I)
Joyce-Logan Const. Co.	7-13-36		1,055.46	999.00 (I)		0.00 (I)	999.00 (I)
R. R. Tway	9-28-36		7,413.78	4,187.12 (I)		575.00 (I)	4,760.12 (I)
			106,078.52	83,988.53 (I)	3,941.90 (I)	7,934.18 (I)	95,959.91 (I)
Witt & Tatum	1-21-36	10-30-36	23,168.11	24,412.72		2,374.78	26,787.50
Witt & Tatum	1-21-36	10-30-36	11,613.00	11,510.90		1,122.66	12,669.56
Kelliher Const. Co.	4-27-36	12-19-36	2,133.06	2,058.60		101.75	2,160.35
Kelliher Const. Co.	4-27-36	12-19-36	111,963.75	109,888.50		5,433.21	115,321.71
Kellner Jetties Corp.	4-27-36	7- 4-36	7,497.00	7,497.00		0.00	7,497.00
			156,674.92	155,367.72		9,032.19	164,430.15
Blackburn Const. Co.	6- 8-36	12-18-36	25,071.52	25,116.15 (I)		750.41 (I)	25,866.56 (I)
			25,071.52	25,116.15 (I)		750.41 (I)	25,866.56 (I)
G. A. Nichols Co.	9-21-36	11-18-36	29,042.70	31,577.01 (I)		2,249.66 (I)	33,826.67 (I)
G. A. Nichols Co.	9-21-36	11-18-36	5,359.01	6,127.96 (I)		436.58 (I)	6,564.54 (I)
			34,401.71	37,704.97 (I)		2,686.24 (I)	40,391.21 (I)
S. O. Maxey & Co.	9-21-36		27,288.40	20,058.12 (I)		1,704.77 (I)	21,762.89 (I)
S. O. Maxey & Co.	9-21-36		6,416.85	5,696.85 (I)		484.18 (I)	6,181.03 (I)
			33,705.25	25,754.97 (I)		2,188.95 (I)	27,944.32 (I)
Standard Paving Co.	9-21-36		7,759.13	7,433.32 (I)		491.81 (I)	7,925.13 (I)
Standard Paving Co.	9-21-36		14,178.39	33,855.61 (I)		2,249.97 (I)	36,095.58 (I)
Standard Paving Co.	9-21-36		14,094.37	13,998.89 (I)	3,477.71 (EP)	1,152.33 (I)	18,568.93 (I)
Briscoe Const. Co.	6-24-36		9,776.66	4,039.88 (I)		225.32 (I)	4,265.20 (I)
Briscoe Const. Co.	6-24-36		3,551.00	3,551.00 (I)		198.05 (I)	3,749.05 (I)
Briscoe Const. Co.	6-24-36		12,082.46	8,629.61 (I)		972.98 (I)	9,602.59 (I)
Briscoe Const. Co.	6-24-36		4,830.76	4,768.42 (I)		537.07 (I)	5,300.49 (I)
			96,275.07	76,211.73 (I)	3,477.71 (I)	5,817.53 (I)	85,506.97 (I)
Lee Pool & Son	6- 8-36	12-22-36	6,428.40	6,346.68 (I)		308.90 (I)	6,655.58 (I)
Lee Pool & Son	6- 8-36	12-22-36	2,842.00	2,836.97 (I)		138.08 (I)	2,975.05 (I)
			9,270.40	9,183.65 (I)		446.98 (I)	9,630.63 (I)
Park-Ward Co.	6-24-36	10- 3-36	52,284.75	54,871.79		2,944.95	57,816.74
J. W. Hopper Co.	6-24-36		12,309.53	2,602.95 (I)		207.31 (I)	2,810.26 (I)
J. W. Hopper Co.	6-24-36		12,456.69	9,792.97 (I)		779.93 (I)	10,572.90 (I)
Park-Ward Co.	9-10-36		96,160.58	0.00 (I)		0.00 (I)	0.00 (I)
Park-Ward Co.	9-10-36		6,551.45	0.00 (I)		0.00 (I)	0.00 (I)
			179,762.40	66,767.71 (I)		3,932.19 (I)	70,699.90 (I)
Joyce & Company	12-10-36		12,335.10	0.00 (I)		0.00 (I)	0.00 (I)
Joyce & Company	12-10-36		12,638.30	0.00 (I)		0.00 (I)	0.00 (I)
			24,973.40	0.00 (I)		0.00 (I)	0.00 (I)
Hudson & Watson	8-12-36		9,618.46	2,141.42 (I)		76.42 (I)	2,217.84 (I)
Hudson & Watson	8-12-36		51,191.53	27,160.89 (I)		969.34 (I)	28,130.23 (I)
			60,809.99	29,302.31 (I)		1,045.76 (I)	30,348.07 (I)

CONTRACTS AWARDED DURING 1936

(Continued)

PROJECT NUMBER	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV.SURF. (Mi.)	BITUMINOUS SURFACE (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NUMBER OF BRIDGES	NUMBER OF GRADE SEP. O.P.	U.P.	MISCEL.
LEFLORE COUNTY										
WPGH 116-D	U S 271	0.504	0.504							
WPGH 116-D	U S 271							1		
WPSO 470-A	E.of Heavener	3.529	3.529							
FAP 84-C	U S 59, 271	6.872			6.872					
FAP 84-C	U S 59, 271						9			
WPGS 471-A	)On F.to M. road	0.462	0.462							
WPGS 471-A	)North of Howe							1		
FAP 225-A	U S 59, 270	0.090	0.090							
FAP 225-A	U S 59, 270						2			
For. Hy. 270-C	U S 59, 270	0.205	0.205							
WPGH 84-C-1	U S 59, 271	0.498	0.498							
WPGH 84-C-1	U S 59, 271						1			
WPGH 84-C-2	U S 59, 271							1		
WPGH 84-C-2	U S 59, 271	0.505			0.505					
WPGH 84-C-2	U S 59, 271						1			
WPGH 84-C-2	U S 59, 271							1		
WPSO 471-A	)On F.to M. road	2.961	2.961							
WPSO 471-A	)N. E. of Howe						2			
Totals		15.536	8.159		7.377		9	4		
LINCOLN COUNTY										
WPSO 472-B	)On F.to M. road	6.951	6.951							
WPSO 472-B	)South of Carney						3			
FAP 136-G (R)	U S 66	0.006		0.006 (OM)						
FAP 136-G (R)	U S 66						1			
Totals		6.957	6.951	0.006 (OM)			4			
LOGAN COUNTY										
WPGM 256-B	S H 33 (Guthrie)				0.979					
WPGM 256-B	S H 33 (Guthrie)							1		
Totals					0.979			1		
LOVE COUNTY										
WPMH 427-A	)On F.to M.road	0.119	0.119							
WPH 427-A	)in Marietta and	2.177	2.177							
WPH 427-A	)extending East						1			
WPSO 381-B	N.W.of Burneyville	7.604								7.604 (H)
Totals		9.900	2.296				1			1
McCLAIN COUNTY										
WPGM 421-B	S H 59 (Byars)	0.355	0.355							
WPGM 421-B	S H 59 (Byars)							1		
WPSO 380-B	West of Purcell	3.000	3.000							
WPGS 421-A	S H 59	0.321	0.321		0.357					
WPGS 421-A	S H 59								1	
Totals		3.676	3.676		0.357			1	1	
McCLAIN - POTTOTOC COUNTIES										
WPSO 361-C	)On F.to M. road	5.921	5.921							
WPSO 361-C	)N. W. of Ada						2			
Totals		5.921	5.921				2			
McCURTAIN COUNTY										
WPSS 446-A	S H 21	5.502	5.502							
WPSS 446-A	S H 21						1			
NRM 40-A	U S 70 (Valliant)	0.360								
FAP 40- (R)	U S 70	7.981			7.981					
Totals		13.843	5.502		7.981		1			
McINTOSH COUNTY										
WPMH 21-B	U S 69 (Eufaula)				0.404					
Totals					0.404					
MAJOR COUNTY										
WPH 324-E	S H 15	3.512	3.512							
WPH 324-E	S H 15						1			
FAP 180-E	U S 60	5.929			5.929					
FAP 180-E	U S 60						1			
WPSS 447-A	S H 58	2.026								2.026 (H)
SAP C-603	U S 60									2,550 (J)
Totals		11.467	3.512		5.929		2			2

CONTRACTS AWARDED DURING 1936

(Continued)

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Gaines Brothers	3-12-36	8- 1-36	$ 23,135.86	$ 22,874.85		$ 1,634.05	$ 24,508.90
Gaines Brothers	3-12-36	8- 1-36	18,116.00	18,165.94	455.65 (PB)	1,323.07	19,844.66
S. E. Evans	5-29-36		34,053.20	15,955.92 (I)		1,699.00 (I)	17,654.92 (I)
Brooks & Dahlgren	6- 8-36		192,291.80	110,941.14 (I)		4,932.79 (I)	115,173.93 (I)
Brooks & Dahlgren	6- 8-36		8,769.45	8,489.96 (I)		371.85 (I)	8,861.81 (I)
S. E. Gray, Inc.	6- 8-36		17,514.51	7,476.00 (I)		489.98 (I)	7,965.98 (I)
S. E. Gray, Inc.	6- 8-36		14,158.37	9,661.50 (I)	891.52 (EP)	692.05 (I)	11,251.07 (I)
J. W. Hopper Company	6-24-36		1,516.50	0.00 (I)		0.00 (I)	0.00 (I)
J. W. Hopper Company	6-24-36		13,744.67	1,128.40 (I)		23.96 (I)	1,152.36 (I)
J. W. Hopper Company	6-24-36		2,740.40	0.00 (I)		0.00 (I)	0.00 (I)
Nims & Frost	7-10-36		33,993.63	0.00 (I)		0.00 (I)	0.00 (I)
Nims & Frost	7-10-36		5,555.80	5,215.80 (I)		707.15 (I)	5,952.95 (I)
Nims & Frost	7-10-36		23,251.65	2,901.00 (I)	117.38 (EP)	407.25 (I)	3,426.28 (I)
Williams Brothers Corp.	7-10-36		42,432.14	14,725.68 (I)		944.42 (I)	15,670.10 (I)
Williams Brothers Corp.	7-10-36		13,777.12	10,604.55 (I)		680.11 (I)	11,284.66 (I)
Williams Brothers Corp.	7-10-36		16,491.21	10,692.51 (I)	165.58 (EP)	696.37 (I)	11,554.49 (I)
S. E. Gray, Inc.	7-22-36		18,724.85	8,705.19 (I)		321.58 (I)	9,029.77 (I)
S. E. Gray, Inc.	7-22-36		7,983.65	7,678.65 (I)		286.30 (I)	7,964.95 (I)
			505,188.81	254,553.12 (I)	1,632.78 (I)	15,112.93 (I)	271,298.83 (I)
J. E. Smith & Sons	7-22-36		22,291.45	7,359.30 (I)		409.53 (I)	7,768.83 (I)
J. E. Smith & Sons	7-22-36		9,716.56	3,752.40 (I)		217.68 (I)	3,970.08 (I)
Midwest Materials Co.	9-10-36		3,501.67	2,984.95 (I)		740.07 (I)	3,724.32 (I)
Midwest Materials Co.	9-10-36		12,305.21	2,110.00 (I)		523.42 (I)	2,633.42 (I)
			57,914.88	15,905.65 (I)		1,890.67 (I)	17,796.25 (I)
Guy H. James	4-27-36		22,358.97	15,125.76 (I)		681.01 (I)	15,806.77 (I)
Guy H. James	4-27-36		111,201.40	97,442.94 (I)	5,849.29 (EP)	1,650.51 (I)	107,942.74 (I)
			133,560.37	112,564.70 (I)	5,849.29 (I)	5,331.52 (I)	123,749.51 (I)
Highway Constr. Co.	8-16-36	12-16-36	3,382.60	3,373.68		203.30	3,577.18
Highway Constr. Co.	8-16-36	12-16-36	16,847.96	19,848.74		1,701.71	21,550.45
Highway Constr. Co.	8-16-36	12-16-36	3,611.45	3,611.45		309.63	3,921.08
Jno. R. Alley & Co.	6-24-36	1-16-37	20,682.54	21,065.54		1,800.30 (I)	23,866.11 (I)
			44,474.55	49,899.68		4,015.14 (I)	53,914.82 (I)
Nims & Frost	1-15-36	8-21-36	16,177.54	14,612.32		1,492.48	16,104.80
Nims & Frost	1-15-36	8-21-36	19,559.96	19,559.96	1,320.00 (EP)	2,132.65	21,012.61 (I)
Harrison & Harrison	4-17-36	12-16-36	17,819.95	19,606.81		1,608.38	21,215.19
Gibson & Gibson	5-13-36		23,206.08	21,347.23 (I)		790.36 (I)	22,137.59 (I)
Gibson & Gibson	5-13-36		22,558.69	19,813.71 (I)	1,162.81 (EP)	887.59 (I)	21,863.91 (I)
			98,622.17	94,940.03 (I)	5,482.81 (I)	6,911.36 (I)	107,334.00 (I)
Joyce-Logan Constr. Co.	3-31-36	12-22-36	27,487.86	28,047.01		2,429.93 (I)	31,476.94 (I)
Joyce-Logan Constr. Co.	3-31-36	12-22-36	7,291.86	7,293.81		610.16 (I)	7,903.97 (I)
			34,779.72	36,340.82		3,040.09 (I)	39,380.91 (I)
S. E. Evans	4-17-36	12-12-36	36,253.41	34,504.95 (I)		1,496.05 (I)	36,001.00 (I)
S. E. Evans	4-17-36	12-12-36	12,920.87	13,071.22 (I)		566.74 (I)	13,637.96 (I)
Merveldt & Lawson, Inc.	9-10-36	11-19-36	8,994.40	9,392.82		710.25	10,103.07
Standard Paving Co.	9-10-36		226,264.66	0.00 (I)		32.68 (I)	32.68 (I)
			284,432.87	56,968.99 (I)		2,805.72 (I)	59,774.71 (I)
Ellis & Lewis, Inc.	7-10-36	8-15-36	17,279.85	17,190.09		694.25	17,884.34
			17,279.85	17,190.09		694.25	17,884.34
J. W. Moorman	3-31-36		67,112.09	67,650.82 (I)		1,756.81 (I)	69,407.63 (I)
J. W. Moorman	3-31-36		20,756.50	20,609.95 (I)		794.91 (I)	21,404.86 (I)
Ryan-Richards, Inc.	4-17-36	11-12-36	134,378.94	141,113.59		6,060.62	147,174.21
Ryan-Richards, Inc.	4-17-36	11-12-36	834.49	834.49		35.76	870.25
T. C. Ottinger	5-29-36	11-30-36	8,541.91	9,342.60		426.62	9,769.22
Rehfeld Steel Jetty Co.	9-17-36		5,707.05	0.00 (I)		0.00 (I)	0.00 (I)
			247,330.98	249,851.45 (I)		9,074.72 (I)	258,926.17 (I)

CONTRACTS AWARDED DURING 1936
(Continued)

PROJECT NUMBER	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV.SURF. (Mi.)	BITUMINOUS SURFACE (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NUMBER OF BRIDGES	NUMBER OF GRADE SEP. O.P.	NUMBER OF GRADE SEP. U.P.	MISCEL.
MARSHALL COUNTY										
WPGM 129-A	S H 48(Woodville)	0.395	0.395							
WPGM 129-A	S H 48(Woodville)							1		
WPSO 459-A	Madill S. W.	5.040	5.040							
Totals		5.435	5.435						1	
MAYES COUNTY										
MURRAY COUNTY										
WPH 74-A	S H 18	2.777	2.777							
WPH 74-A	S H 18						1			
Totals		2.777	2.777				1			
MUSKOGEE COUNTY										
WPMS 474-A	)F.to M. road in	0.500	0.500							
WPSO 474-A	)Council Hill and	4.240	4.240							
Totals	)extending north	4.740	4.740							
NOBLE COUNTY										
WPSO 436-C	S of Ponca City	5.094	5.094							
Totals		5.094	5.094							
NOWATA COUNTY										
WPH 190-C	U S 60	1.994	1.994							
WPH 190-C	U S 60						1			
FAP 267-H	U S 169						2			
FAP 267-H	U S 169	4.847			4.847					
WPGH 267-I	U S 169	0.490	0.490							
WPGH 267-I	U S 169								1	
FAP 267-I	U S 169	2.656	2.656							
FAP 267-I	U S 169						2			
Totals		9.987	5.140		4.847		5	1		
OKFUSKEE COUNTY										
WPSO 452-A	)F.to M.road W &	3.566	3.566							
WPSO 452-A	)South of Castle						1			
Totals		3.566	3.566				1			
OKLAHOMA COUNTY										
WPGS 351-C	) S extension of	0.102			0.102					
WPGS 351-C	) Eastern Avenue							1		
WPMS 455-A	) On 36th Street	1.465		1.465 (OM)						
WPMS 455-A	) Oklahoma City						1			
WPMS 531-B	) F.to M.road S E	4.019	4.019							
WPMS 531-B	) of Oklahoma City						1			
WPGH 131-A	U S 62, 270	0.318			0.318					
WPGH 131-A	U S 62, 270							1		
WPGS 573-A	) F.to M.road 1.5	0.514	0.514							
WPGS 573-A	) Miles S W of						1			
WPGS 573-A	) Luther							1		
WPMS 540-A	)East Reno Ave.	1.372		1.372 (CR)						
WPMS 540-A	)Oklahoma City						1			
Totals		7.784	4.527	1.465 (OM) 1.372 (CR)	0.420		4	3	3	
OKMULGEE COUNTY										
WPMS 366-C	)On F.to M.road	0.413	0.413							
WPSO 366-C	)in Beggs and	4.458	4.458							
WPSO 366-C	)West						1			
WPGH 59-C	U S 62, 75	0.198			0.198					
WPGH 59-C	U S 62, 75							1		
WPGH 59-B-2	U S 75	0.339			0.339					
WPGH 59-B-2	U S 75							1		
Totals		5.408	4.871		0.537		1	2		
OSAGE COUNTY										
WPGH 266-B	U S 60	0.791	0.791							
WPGH 266-B	U S 60								1	
WPH 416-A	S H 48	0.854	0.854							
WPH 416-A	S H 48						1			
WPH 416-C	S H 48	0.971	0.971							
FAP 252-B (R)	U S 60						5			
FAP 252-C (R)	U S 60	5.368			5.368					
Totals		7.984	2.616		5.368		6		1	
OTTAWA COUNTY										
WPGS 509-A	U S 66	0.332			0.332					
WPGS 509-A	U S 66								1	
Totals		0.332			0.332				1	

CONTRACTS AWARDED DURING 1936
(Continued)

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Merveldt & Stebbins	1-21-36	9-10-36	$ 24,248.03	$ 23,759.84	$	$ 1,905.58	$ 25,665.42
Merveldt & Stebbins	1-21-36	9-10-36	14,895.00	14,450.43	1,654.11 (EP)	1,291.62	17,396.16
Joyce-Logan Constr. Co.	4-17-36	12-19-36	25,384.27	27,370.11 (I)		2,178.31 (I)	29,548.42 (I)
			64,527.30	65,580.38 (I)	1,654.11 (I)	5,375.51 (I)	72,610.00 (I)
Brooks & Dahlgren, Inc.	4-17-36	11-24-36	27,178.00	32,030.33		1,866.64	33,896.97
Brooks & Dahlgren, Inc.	4-17-36	11-24-36	5,167.60	5,167.60		301.15	5,468.75
			32,345.60	37,197.93		2,167.79	39,365.72
Pharoah & Company	6-11-36		4,291.94	3,344.49 (I)		239.36 (I)	3,583.85 (I)
Pharoah & Company	6-11-36		20,624.84	18,397.64 (I)	446.01 (EP)	1,345.58 (I)	20,189.23 (I)
			24,916.18	21,742.13 (I)	446.01 (I)	1,587.94 (I)	23,776.08 (I)
J. J. Thomson	3-16-36	12-17-36	31,799.65	31,890.20		3,175.64	35,065.84
			31,799.65	31,890.20		3,175.64	35,065.84
Gaines Brothers	3-12-36	11-11-36	11,978.96	12,317.27		690.64	13,007.91
Gaines Brothers	3-12-36	11-11-36	3,026.95	2,990.61		167.69	3,158.30
Brooks & Dahlgren, Inc.	3-31-36	11-19-36	7,423.01	5,482.77		312.57	5,795.34
Moran-Buckner Company	3-31-36		114,713.77	78,250.17 (I)		2,609.82 (I)	80,859.99 (I)
Moran-Buckner Company	4-17-36		20,674.45	14,566.21 (I)		343.64 (I)	14,909.85 (I)
Moran-Buckner Company	4-17-36		28,518.82	27,654.90 (I)	1,303.02 (EP)	693.17 (I)	29,641.09 (I)
Moran-Buckner Company	4-17-36		21,072.13	13,545.63 (I)		775.84 (I)	14,321.47 (I)
Nims & Frost	4-17-36	10-22-36	14,229.45	14,370.75		485.98	14,856.73
			219,636.57	169,178.31 (I)	1,303.02 (I)	6,069.35 (I)	176,550.68 (I)
Joyce & Company	7-10-36		19,300.00	1,858.25 (I)		0.00 (I)	1,858.25 (I)
Joyce & Company	7-10-36		2,287.68	304.60 (I)		0.00 (I)	304.60 (I)
			21,587.68	2,162.85 (I)		0.00 (I)	2,162.85 (I)
The Boardman Company	1-15-36		7,783.62	7,134.98 (I)		364.03 (I)	7,498.41 (I)
The Boardman Company	1-15-36		129,166.00	126,005.62 (I)	2,955.91 (EP)	6,549.56 (I)	134,911.09 (I)
Midwest Material Co.	8-16-36	5- 6-36	20,967.96	21,065.27		2,055.24	23,120.51
Midwest Material Co.	8-16-36	5- 6-36	2,144.58	2,040.02		199.03	2,239.05
J. J. Thomson	5-13-36		29,640.85	11,573.60 (I)		1,291.00 (I)	12,864.60 (I)
J. J. Thomson	5-13-36		371.00	0.00 (I)		0.00 (I)	0.00 (I)
The Boardman Company	7-10-36		23,875.10	516.89 (I)		35.15 (I)	552.03 (I)
The Boardman Company	7-10-36		84,874.40	22,949.46 (I)	555.66 (EP)	1,598.65 (I)	25,103.77 (I)
R. R. Tway	7-10-36		10,445.35	0.00 (I)		0.00 (I)	0.00 (I)
R. R. Tway	7-10-36		1,514.50	0.00 (I)		0.00 (I)	0.00 (I)
R. R. Tway	7-10-36		18,887.20	0.00 (I)	0.00 (EP)	0.00 (I)	0.00 (I)
Midwest Materials Co.	12-21-36		29,586.21	0.00 (I)		0.00 (I)	0.00 (I)
Midwest Materials Co.	12-21-36		3,857.71	0.00 (I)		0.00 (I)	0.00 (I)
			362,964.53	191,295.23 (I)	2,911.57 (I)	12,092.66 (I)	206,289.46 (I)
S. O. Maxey & Company	3-31-36	10-28-36	4,871.57	4,956.78		378.01 (I)	5,334.77 (I)
S. O. Maxey & Company	3-31-36	10-28-36	27,984.50	29,830.08		2,275.07 (I)	32,105.15 (I)
S. O. Maxey & Company	3-31-36	10-28-36	5,379.80	5,379.80		410.30 (I)	5,790.10 (I)
Moran-Buckner Co.	5-13-36		21,026.20	5,931.75 (I)		272.21 (I)	6,203.96 (I)
Moran-Buckner Co.	5-13-36		189,363.15	123,501.77 (I)	3,618.86 (EP)	5,833.55 (I)	132,954.18 (I)
Brooks & Dahlgren, Inc.	12-21-36		30,906.37	0.00 (I)		0.00 (I)	0.00 (I)
Brooks & Dahlgren, Inc	12-21-36		34,119.60	0.00 (I)		0.00 (I)	0.00 (I)
			313,651.19	169,600.13 (I)	3,618.86 (I)	9,169.17 (I)	182,388.16 (I)
Standard Paving Co.	3-12-36	9- 4-36	11,072.26	13,352.40		586.06	13,938.46
Standard Paving Co.	3-12-36	9- 4-36	14,642.75	11,515.30	3,424.45 (EP)	655.72	15,595.47
Guy H. James	4-17-36	8- 8-36	12,806.50	13,070.01		600.40	13,670.41
Guy H. James	4-17-36	8- 8-36	9,088.00	8,850.17		406.55	9,256.72
J. W. Moorman	5-13-36	7-30-36	9,057.48	10,181.55		390.52	10,572.07
Moran-Buckner	7-10-36		16,346.88	13,112.04 (I)		1,072.15 (I)	14,184.19 (I)
Ellis & Lewis, Inc.	7-10-36	12-31-36	134,274.15	138,998.59		5,147.01	144,145.60
			203,285.02	209,079.96 (I)	3,424.45 (I)	8,858.41 (I)	221,362.82 (I)
Williams Brothers	11-18-36		29,061.72	0.00 (I)		0.00 (I)	0.00 (I)
Williams Brothers	11-18-36		18,047.26	0.00 (I)	0.00 (EP)	0.00 (I)	0.00 (I)
			47,108.98	0.00 (I)	0.00 (I)	0.00 (I)	0.00 (I)

CONTRACTS AWARDED DURING 1936

(Continued)

PROJECT NUMBER	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURFACE (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NUMBER OF BRIDGES	NUMBER OF GRADE SEP. O.P.	NUMBER OF GRADE SEP. U.P.	MISCEL.
PAWNEE COUNTY										
WPSS 353-C	S H 18	5.495	5.495							
WPGH 85-B)	U S 64	0.262	0.262							
WPGM 85-B)	(Part in town	0.210	0.210							
WPGH-M 85-B)	of Cleveland)								1	
Totals		5.967	5.967						1	
PAYNE COUNTY										
WPMH 231-E)	S H 51	1.693	1.693							
WPMH 231-E)	(Stillwater N.)						1			
NRM 231-G	S H 51(Stillwater)				0.519					
WPMS 541-A)	F to M road	2.429	2.429							
WPMS 541-A)	Stillwater W.						3			
WPGM 199-G)	S H 18,33	0.109			0.109					
WPGM 199-G)	(Cushing)								1	
WPH 275-B	S H 40					7.045				
WPSS 353-B	S H 18	2.191	2.191							
WPSS 353-B	S H 18						2			
Totals		6.422	6.313		0.628	7.045	6	1		
PITTSBURG COUNTY										
WPSS 433-A	S H 31	1.650	1.650							
WPSS 433-A	S H 31						1			
WPSS 433-B	S H 31	0.502	0.502							
WPMS 542-A	U S 270 (McAlester)	1.054		1.054 (OM)						
Totals		3.206	2.152	1.054 (OM)			1			
PONTOTOC COUNTY										
POTTAWATOMIE COUNTY										
WPMS 358-A)	S H 59 (In	0.500	0.500							
WPSS 358-A)	Maud and SW)	5.918	5.918							
FAP 274-B(R)	S H 18				5.596					
FAP 222-B(R)	U S 270					1.271				
FAP 322-C(R)	S H 48				0.328					
Totals		6.418	6.418		5.924	1.271				
PUSHMATAHA COUNTY										
WPH 23-B	U S 271	2.993	2.993							
WPH 23-B	U S 271						2			
Totals		2.993	2.993				2			
ROGER MILLS COUNTY										
SAP C-589	U S 283						1			
WPSO 476-A)	F to M road	5.252								5.252 (H)
WPSO 476-A)	N. of Sweetwater						2			
Totals		5.252					3		1	
ROGERS COUNTY										
FAP 267-G	U S 169	3.260			3.260					
FAP 267-G	U S 169						3			
WPH 184-B	U S 66					5.024				
WPH 184-C	U S 66					4.158				
Totals		3.260			3.260	9.182	3			
SEMINOLE COUNTY										
WPMS 417-A	S H 9	4.679	4.679							
WPMS 417-A	S H 9						5			
WPSS 357-B	S H 59	4.954	4.954							
FAP 322-B(R)	S H 48				4.527					
SAP C-598	S H 56				0.656					
Totals		9.633	9.633		5.183		5			
SEQUOYAH COUNTY										
WPSS 412-C	U S 59	2.886	2.886							
WPSS 412-E	U S 59	3.192	3.192							
WPSS 412-E	U S 59						2			
Totals		6.078	6.078				2			
STEPHENS COUNTY										
WPSO 478-A)	Jn F to M road	5.449	5.449							
WPSO 478-A)	Duncan W.						2			
Totals		5.449	5.449				2			
TEXAS COUNTY										
SAP C-604	S H 35									1100 (J)
Totals										1

CONTRACTS AWARDED DURING 1936

(Continued)

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
J. J. Thomson	1-21-36	11- 2-36	$ 37,749.69	$ 39,039.99		$ 3,715.69	$ 42,755.68
Standard Paving Co.	7-22-36		19,915.24	11,118.10 (I)		498.73 (I)	11,616.83 (I)
Standard Paving Co.	7-22-36		8,915.32	1,979.98 (I)		88.82 (I)	2,068.80 (I)
Standard Paving Co.	7-22-36		34,311.15	5,905.26 (I)	301.36 (EP)	278.42 (I)	6,485.04 (I)
			100,891.40	58,043.33 (I)	301.36 (I)	4,581.66 (I)	62,926.35 (I)
C. S. Smith Const. Co.	2- 4-36	8-19-36	9,309.55	10,244.90		486.30	10,731.20
C. S. Smith Const. Co.	2- 4-36	8-19-36	5,436.50	5,436.50		258.06	5,694.56
C. S. Smith Const. Co.	4-16-36	10-23-36	63,150.49	63,630.45		3,148.21	66,778.66
Driscoe Const. Co.	4-17-36		21,826.71	13,570.56 (I)		1,186.16 (I)	14,758.72 (I)
Driscoe Constr. Co	4-17-36		47,564.20	45,765.80 (I)		4,007.00 (I)	49,772.80 (I)
R. R. Twoy	7-10-36		17,083.31	88.00 (I)		9.67 (I)	97.67 (I)
R. R. Twoy	7-10-36		154,640.55	15,603.24 (I)	246.20 (EP)	1,741.49 (I)	17,590.93 (I)
Richards & Mullinix, Inc.	11-18-36		11,632.79	0.00 (I)		0.00 (I)	0.00 (I)
Gaines Brothers	12-18-36		13,952.34	0.00 (I)		0.00 (I)	0.00 (I)
Gaines Brothers	12-18-36		27,501.32	0.00 (I)		0.00 (I)	0.00 (I)
			377,097.47	154,339.45 (I)	246.20 (I)	10,538.89 (I)	165,424.54 (I)
Guy H. James	4-17-36	12-31-36	19,764.82	24,554.04 (I)		498.70 (I)	25,052.74 (I)
Guy H. James	4-17-36	12-31-36	18,538.80	13,270.44 (I)		371.08 (I)	18,641.52 (I)
Joyce & Company	7-10-36		1,120.50	2,850.25 (I)		3.50 (I)	2,853.75 (I)
Jno. R. Alley & Co.	9-28-36		21,191.91	8,596.64 (I)		0.00 (I)	8,596.64 (I)
			63,716.03	54,271.37 (I)		873.28 (I)	55,144.65 (I)
Brooks & Dahlgren, Inc.	3-16-36	10-19-36	1,250.41	4,408.50		493.70	4,902.20
Brooks & Dahlgren, Inc.	3-16-36	10-19-36	39,131.96	41,581.15		3,009.23	44,590.38
Ellis & Lewis, Inc.	7-10-36	11-18-36	115,371.60	111,767.16		4,916.35	119,683.51
R. S. Smith Const. Co.	8-22-36	12-15-36	9,094.65	7,443.93 (I)		320.00 (I)	7,763.93 (I)
Moran-Buckner Co.	8-12-36	12-22-36	9,541.31	9,499.53 (I)		816.91 (I)	10,316.44 (I)
			178,189.13	177,700.27 (I)		9,556.19 (I)	187,256.46 (I)
J. E. Smith & Sons	3-12-36	11-16-36	35,362.79	34,406.75		2,154.54 (I)	36,561.29 (I)
J. E. Smith & Sons	3-12-36	11-16-36	25,333.10	25,155.44		1,575.23 (I)	26,730.67 (I)
			60,695.89	59,562.19		3,729.77 (I)	63,291.96 (I)
Roberts & Fisher	7-15-36	12- 8-36	6,331.60	4,521.60 (I)		0.00 (I)	4,521.60 (I)
B. & M. Const. Co. Inc.	9-10-36		20,626.99	9,715.07 (I)		631.49 (I)	10,346.56 (I)
B. & M. Const. Co. Inc.	9-10-36		1,864.91	5,782.79 (I)		375.89 (I)	6,158.68 (I)
			31,823.50	20,019.46 (I)		1,007.38 (I)	21,026.84 (I)
Moran-Buckner Co.	3-31-36		90,241.93	88,328.58 (I)		3,294.97 (I)	86,623.55 (I)
Brooks & Dahlgren, Inc.	3-31-36	11-19-36	35,738.00	35,396.26		1,341.31	36,680.57
A. L. Cook	9-10-36		9,066.80	2,191.18 (I)		12.50 (I)	2,143.68 (I)
A. L. Cook	9-10-36		2,702.70	0.00 (I)		0.00 (I)	0.00 (I)
			137,768.53	129,796.02 (I)		1,651.78 (I)	125,147.80 (I)
S. E. Gray, Inc.	1- 8-36	11-23-36	72,631.66	84,110.81		3,600.39	87,710.61
S. E. Gray, Inc.	1- 8-36	11-23-36	46,928.10	46,872.46		2,006.35	48,878.81
Brooks & Dahlgren, Inc.	7-10-36		36,027.37	0.00 (I)		0.00 (I)	0.00 (I)
Moran-Buckner Co.	8-12-36	12-22-36	101,372.96	101,609.34		4,680.25	106,289.49
Moran-Buckner Co.	8-18-36	9-11-36	19,000.00	19,000.00		0.00	19,000.00
			275,860.09	251,592.01 (I)		10,286.90 (I)	261,878.91 (I)
Moran-Buckner Co.	3-12-36	12-20-36	24,178.06	24,646.43		2,096.11	26,742.54
S. E. Evans	3-12-36	9-22-36	21,552.01	26,865.60		1,534.12	28,399.72
S. E. Evans	3-12-36	9-22-36	31,791.27	31,790.33		1,814.77	33,595.10
			77,521.34	83,292.36		5,445.00	88,737.36
Wenzel & Stewart	4-17-36		85,555.78	29,062.13 (I)		1,828.96 (I)	30,891.09 (I)
Wenzel & Stewart	4-17-36		4,360.38	2,601.89 (I)		163.74 (I)	2,765.63 (I)
			42,916.16	31,664.02 (I)		1,992.70 (I)	33,656.72 (I)
Kellner Jetties Corp.	9-17-36	11-20-36	2,576.20	2,576.20		0.00	2,576.20
			2,576.20	2,576.20		0.00	2,576.20

CONTRACTS AWARDED DURING 1936

(Continued)

PROJECT NUMBER	HIGHWAY NO.	GRADE & DRAINAGE (Mi.)	MAINT. GRAV. SURF. (Mi.)	BITUMINOUS SURFACE (Mi.)	CONCRETE PAVING (Mi.)	LAND-SCAPING (Mi.)	NUMBER OF BRIDGES	NUMBER OF GRADE SEP.	NUMBER OF O.P. U.P.	MISCEL.
TILLMAN COUNTY										
WPH 270-B	S H 14	0.420		0.420 (CR)						
WPGM 270-B	S H 14			0.383 (CR)						
WPGM 270-B	S H 14								1	
WPGH 270-B	S H 14									58,000 (S)
WPSS 434-A	S H 5	4.416								4.416 (H)
FAP 268-A(R)	S H 14			6.742 (CR)						
Totals		4.836		7.545 (CR)					1	2
TULSA COUNTY										
WPGS 515-A)	On F to M road	0.301			0.301					
WPGS 515-A)	N. of Tulsa							1		
WPMS 544-A)	On F to M road	7.957	7.957							
WPMS 544-A)	E. of Tulsa						1			
WPGS 422-A)	On F to M road	0.313		0.313 (OM)						
WPGS 422-A)	NE of Tulsa								1	
WPGM 574-A	U S 64 (Tulsa)	0.061			0.061					
WPGM 574-A	U S 64 (Tulsa)								1	
WPMH 12-C	U S 64 (Tulsa)				0.946					
WPGM 12-E	11th St. Tulsa			0.042 (SA)						
WPGM 12-E	11th St. Tulsa								1	
WPMH 86-A	U S 66,75 (Tulsa)				0.451					
WPGM 530-A	Riverside Dr.(Tulsa)				0.191					
WPGM 530-A	Riverside Dr.(Tulsa)								1	
WPGS 484-A	U S 75	1.182			1.182					
WPGM 484-A	U S 75(Collinsville)	0.158			0.158					
WPGM 484-A	U S 75(Collinsville)						1			
Totals		9.972	7.957	0.313 (OM) 0.042 (SA)	2.593		2	1	4	
WAGONER COUNTY										
WASHINGTON COUNTY										
WPMS 449-A	S H 23 (In Bartlesville & N.)	1.088	1.088							
WPMS 550-A)	U S 75 (In				0.378					
WPMS 550-A)	Bartlesville & N)						1			
Totals		1.088	1.088		0.378		1			
WASHITA COUNTY										
WPMS 479-A)	On F to M	0.582	0.582							
WPSO 479-A)	road in	3.976	3.976							
WPSO 479-A)	Sentinel & E.						1			
WPSO 479-B	F.M. W of Rocky	0.435	0.435							
WPSO 479-B	F.M. W of Rocky						1			
Totals		4.993	4.993				2			
WOODS COUNTY										
WPGS 414-A	S H 14	0.471								0.471 (H)
WPGS 414-A	S H 14							1		
FAP 265-A	S H 14						1			
FAP 265-A	S H 14									2950 (J)
FAP 265-B	S H 14	1.248	1.248							
FAP 265-B	S H 14						2			
SAP C-606	S H 14									1700 (J)
Totals		1.719	1.248				3	1	3	
WOODWARD COUNTY										
WPH 324-D	S H 15	5.194	5.194							
WPH 324-A	S H 15	2.574	2.574							
Totals		7.768	7.768							
GRAND TOTALS		419.127	312.603	0.042 (SA) 42.285 (CR) 0.399 (CL) 7.563 (OM)	82.667	33.749	149	25	13	17 Items

NOTES:

(BR) Bridge Repair
(CL) Cold Laid Asphalt
(CR) Cold Rolled (or Blended) Rock Asphalt
(FB) Amount shown is that of the Final Bill for Force Account - which has been submitted but not yet approved
(H) Miles of Hard Dirt or Earth Plating
(I) Project incomplete or final costs not yet available
(J) Linear feet of Bank Protection, or Jetties
(OM) Oil Mat
(P) Pedestrian
(S) Pounds of Structural Steel
(SA) Sheet Asphalt
(½) Interstate Bridge. Amounts shown represent Oklahoma's 50% share

(EP) Final Bill for Force Account not yet received and the amount shown =

Revised Estimate of Force Account × Work done on Principal Contract / Revised Estimate of Principal Contract

CONTRACTS AWARDED DURING 1936

(Continued)

CONTRACTOR	AWARD DATE	COMPLETION DATE	CONTRACT PRICE	CONTRACT COST	RAILROAD & UTILITIES FORCE ACCT.	FIELD ENGINEERING	TOTAL PROJECT COST
Park-Ward Co.	3-31-36	10-6-36	$ 8,174.47	$ 8,155.47		$ 697.05	$ 8,852.52
Park-Ward Co.	4-17-36	12-17-36	11,241.50	11,257.40 (I)		473.70 (I)	11,731.10 (I)
Park-Ward Co.	4-17-36	12-17-36	11,283.70	11,283.70 (I)	6,975.96 (EP)	768.35 (I)	19,028.01 (I)
Capitol Steel & Iron Co.	4-17-36	12-17-36	2,453.40	2,395.58		100.80 (I)	2,496.98 (I)
Lee Pool & Son	6- 8-36		23,704.36	16,149.68 (I)		513.31 (I)	16,662.99 (I)
Park-Ward Co.	6-24-36		82,608.54	88,720.44 (I)		3,174.61 (I)	91,895.05 (I)
			139,465.97	137,962.27 (I)	6,975.96 (I)	5,727.82 (I)	150,666.05 (I)
Williams Brothers, Inc.	5-13-36		24,882.37	0.00 (I)		0.00 (I)	0.00 (I)
Williams Brothers, Inc.	5-13-36		16,478.78	0.00 (I)	0.00 (EP)	0.00 (I)	0.00 (I)
Pharoah & Company	6-24-36		50,163.10	48,560.20 (I)		4,267.22 (I)	52,827.42 (I)
Pharoah & Company	6-24-36		16,381.60	16,322.13 (I)		1,434.31 (I)	17,756.44 (I)
Consolidated Const. Co.	7-22-36		9,479.75	4,738.50 (I)		1,472.97 (I)	6,201.47 (I)
Consolidated Const. Co.	7-22-36		11,540.80	0.00 (I)	0.00 (EP)	0.00 (I)	0.00 (I)
W. S. Grimshaw Co.	9-10-36		8,708.25	0.00 (I)		0.00 (I)	0.00 (I)
W. S. Grimshaw Co.	9-10-36		32,714.87	2,656.50 (I)	93.89 (EP)	312.97 (I)	3,063.36 (I)
Consolidated Const. Co.	11-18-36		28,700.03	0.00 (I)		0.00 (I)	0.00 (I)
List & Weatherly	11-18-36		2,845.20	0.00 (I)		0.00 (I)	0.00 (I)
List & Weatherly	11-18-36		19,859.37	0.00 (I)	0.00 (EP)	0.00 (I)	0.00 (I)
Consolidated Const. Co.	11-18-36		31,535.55	0.00 (I)		0.00 (I)	0.00 (I)
Williams Brothers Corp.	11-18-36		14,065.92	0.00 (I)		0.00 (I)	0.00 (I)
Williams Brothers Corp.	11-18-36		26,669.45	0.00 (I)	0.00 (EP)	0.00 (I)	0.00 (I)
Standard Paving Co.	12-21-36		97,721.33	0.00 (I)		0.00 (I)	0.00 (I)
Standard Paving Co.	12-21-36		4,659.43	0.00 (I)		0.00 (I)	0.00 (I)
Standard Paving Co.	12-21-36		4,840.11	0.00 (I)		0.00 (I)	0.00 (I)
			379,180.91	72,267.33 (I)	93.89 (I)	7,487.47 (I)	79,848.69 (I)
Highway Const. Co.	9-10-36		9,623.67	0.00 (I)		0.00 (I)	0.00 (I)
L. M. Mackey	9-28-36		22,646.72	0.00 (I)		0.00 (I)	0.00 (I)
L. M. Mackey	9-28-36		68,694.08	0.00 (I)		0.00 (I)	0.00 (I)
			100,964.47	0.00 (I)		0.00 (I)	0.00 (I)
Merveldt & Stebbins	1-21-36	6-30-36	1,788.65	2,100.99		131.61	2,232.60
Merveldt & Stebbins	1-21-36	6-30-36	15,430.79	16,292.46		1,706.72	17,999.18
Merveldt & Stebbins	1-21-36	6-30-36	2,906.98	3,254.18		340.89	3,595.07
R. S. Smith Const. Co.	12-21-36		6,634.94	0.00 (I)		0.00 (I)	0.00 (I)
R. S. Smith Const. Co.	12-21-36		19,099.50	0.00 (I)		0.00 (I)	0.00 (I)
			45,860.21	21,647.63 (I)		2,179.22 (I)	23,826.85 (I)
Brooks & Dahlgren, Inc.	5-13-36		27,985.05	13,381.50 (I)		642.25 (I)	14,023.75 (I)
Brooks & Dahlgren, Inc.	5-13-36		21,913.50	18,605.90 (I)	1,788.38 (EP)	978.59 (I)	21,367.87 (I)
T. C. Ottinger	6- 8-36		128,133.90	111,019.58 (I)		2,943.52 (I)	113,963.10 (I)
Rehfeld Steel Jetty Co.	6- 8-36	9-16-36	5,019.08	5,349.37		0.00	5,349.37
Merveldt & Lawson, Inc.	7-10-36		16,202.10	9,758.05 (I)		630.17 (I)	10,388.22 (I)
Merveldt & Lawson, Inc.	7-10-36		8,797.40	8,729.55 (I)		563.75 (I)	9,293.30 (I)
Rehfeld Steel Jetty Co.	9-17-36		4,311.61	0.00 (I)		0.00 (I)	0.00 (I)
			212,362.04	166,843.95 (I)	1,788.38 (I)	5,158.28 (I)	173,785.61 (I)
Ellis & Lewis, Inc.	9-16-36	12-14-36	11,042.03	11,904.25		2,037.28	13,941.53
L. S. Fisher Const. Co.	6-24-36		16,388.68	11,799.62 (I)		138.69 (I)	11,938.31 (I)
			57,430.71	53,703.87 (I)		2,175.97 (I)	55,879.84 (I)
			9,996,764.39	5,223,608.49 (I)	65,431.65 (I)	295,112.44 (I)	5,584,152.58 (I)

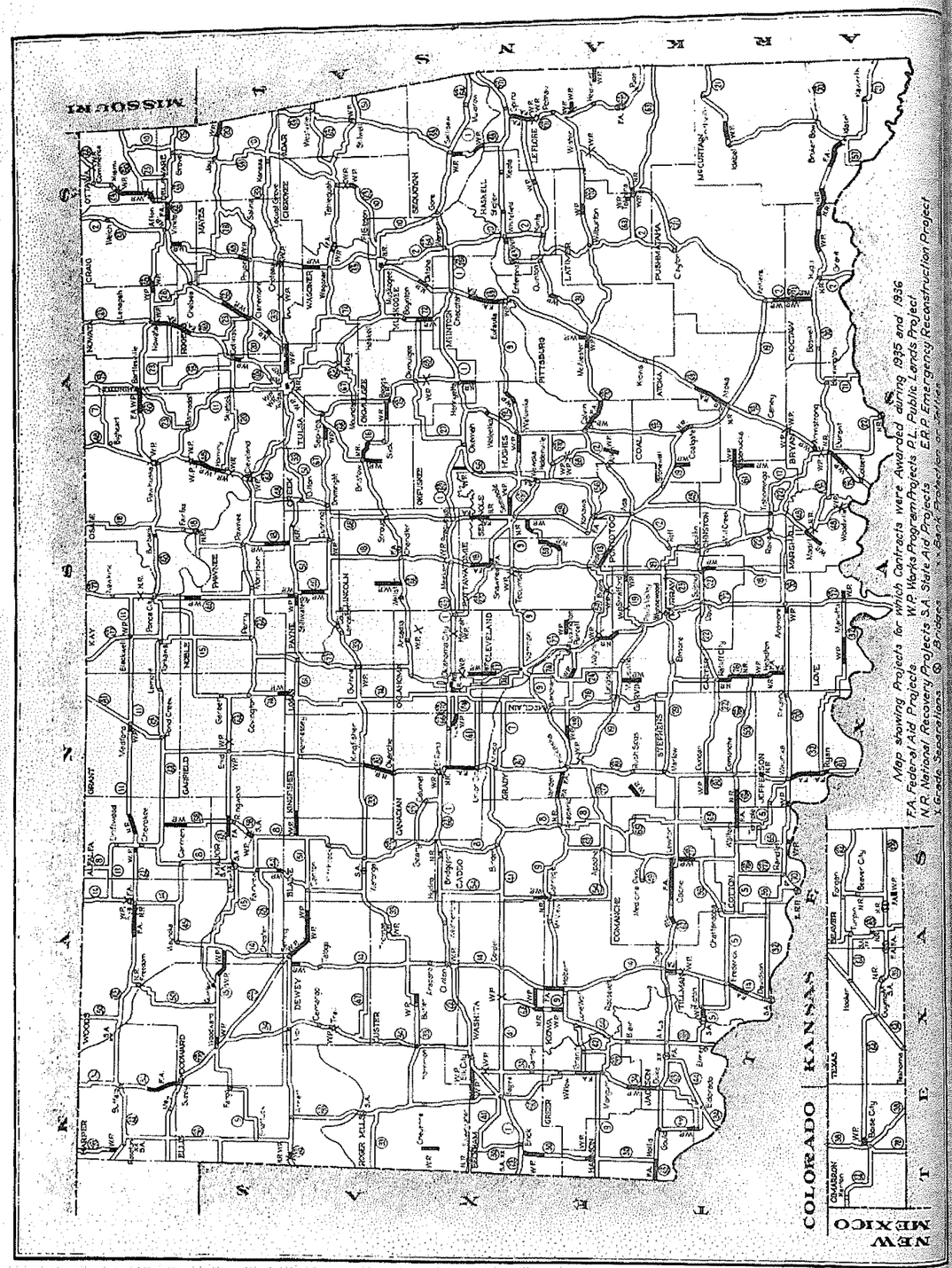
STATEMENT OF CONTRACT WORK DURING THE BIENNIUM

TYPE OF CONSTRUCTION	UNDER CONSTRUCTION JAN. 1, 1935 Miles	No. of Structures	Contract Price	CONTRACTS AWARDED IN 1935 Miles	No. of Structures	Contract Price	WORK COMPLETED IN 1935 Miles	No. of Structures	Contract Price	UNDER Miles
Reinf. Concrete Paving	21.77		$ 777,212.72	35.07		$ 1,193,820.90	28.34		$ 1,225,889.18	28.50
Gr.,Dr. & R. C. Paving	10.35		288,428.49	23.31		785,260.97	16.60		506,605.79	17.06
Gr.,Dr.,R.C.Paving and Landscaping	1.30		31,549.82				1.30		31,549.82	
Sheet Asphalt Surface										
Cut Back Asphalt Surf.	11.18		117,192.44	1.87		25,730.38	13.05		142,922.82	
Gr.,Dr. & C.B. Asphalt	10.46		185,389.87				10.46		185,389.87	
Cold Rolled Asph. Surf.	0.30		5,810.59	19.67		255,704.27	0.30		5,810.59	19.67
Gr.,Dr., & Cold Rolled Asphalt Surfacing	5.98		100,296.79	5.67		118,532.18	11.19		189,914.81	0.46
Gr.,Dr. & Cold Laid Asphalt Surfacing										
Oil Mat Surfacing										
Gr.,Dr. & Oil Mat										
Gr.,Dr.& Gravel Surf.	64.92		393,147.43	91.20		922,469.52	77.17		491,735.02	78.95
Grav.Surf. & Landscp.				0.30		2,824.35				0.30
Gr.,Dr.& Caliche Surf.	4.69		60,969.63				4.69		60,969.63	
Gr.,Dr.& Hard Dirt Plating										
Grading & Drainage	99.47		567,792.17	16.39		112,092.08	96.00		551,477.50	19.86
Landscaping	3.71		20,402.06	21.73		35,953.06	3.71		20,402.06	21.73
Bridges		70	1,555,061.99		94	1,331,871.08		91	1,463,307.93	
Overpasses					16	361,267.98		9	118,219.08	
Underpasses		2	18,295.08		2	27,768.01		3	26,074.31	
Miscellaneous			37,933.21			54,070.56			80,678.02	
T O T A L S	233.23	72	$ 4,159,422.29	215.21	112	$ 5,227,304.14	262.51	97	$ 5,196,935.73	157.9

STATEMENT OF CONTRACT WORK DURING THE BIENNIUM

(Continued)

CONSTRUCTION JAN. 1, 1936 No. of Structures	Contract Price	CONTRACTS AWARDED IN 1936 Miles	No. of Structures	Contract Price	WORK COMPLETED IN 1936 Miles	No. of Structures	Contract Price	UNDER CONSTRUCTION JAN. 1, 1937 Miles	No. of Structures	Contract Price
	$ 745,149.84	18.91		$ 600,732.67	40.61		$1,080,456.71	6.80		$ 265,419.80
	567,083.07	63.76		1,884,892.54	28.77		875,512.73	52.05		1,576,462.88
		0.04		2,845.20				0.04		2,845.20
	255,701.27	28.58		132,494.31	28.78		389,270.80	19.42		298,927.78
	28,925.16	13.75		232,725.97	0.88		37,099.68	13.33		224,551.50
		0.40		30,106.49				0.40		30,106.49
		0.77		21,861.12				0.77		21,861.12
		6.79		110,769.11	1.46		20,967.98	5.33		89,891.13
	820,891.93	312.69		2,414,595.82	241.26		2,152,486.66	149.69		1,082,991.09
	2,824.35				0.30		2,824.35			
		19.77		101,540.25	2.03		8,541.31	17.74		92,998.91
	125,346.15	2.36		18,159.40	21.92		148,505.85			
	35,953.06	33.75		59,926.58	3.71		12,311.04	51.77		83,568.55
73	1,423,625.14		149	1,167,319.55		124	1,932,697.77		98	958,216.92
13	243,048.90		25	1,201,752.40		22	406,309.92		16	1,038,491.38
1	19,928.78		12	282,199.32		4	65,539.04		9	236,589.06
	11,325.75			44,813.71			33,230.19			22,939.27
87	$ 4,279,790.70	501.13	186	$8,906,764.39	369.72	150	$7,160,753.98	317.34	123	$6,025,891.11



CONTRACTS THAT HAVE BEEN AWARDED BY THE STATE HIGHWAY DEPARTMENT BY CALENDAR YEARS

Year	Amount
1918	$ 476,673.95
1919	1,735,991.87
1920	1,725,390.13
1921	6,431,413.96
1922	2,780,094.20
1923	7,071,569.68
1924	5,748,349.18
1925	6,989,086.15
1926	6,853,426.39
1927	7,487,832.94
1928	6,182,501.49
1929	9,412,323.98
1930	10,354,841.89
1931	6,856,074.28
1932	11,116,157.80
1933	5,953,515.45
1934	7,788,243.62
1935	5,227,304.14
1936	8,906,764.39
TOTAL	$ 118,897,555.49

SPECIAL SUPPLEMENTARY CONSTRUCTION PROJECTS 1935 AND 1936
"C" PROJECTS - COVERING NEW WORK

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi. or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
ADAIR	C-356	S H 17&51	1.17	Grade and Drainage	Stilwell S.E. & South	$ 5,101.09
	C-524	U S 62	17.0	Oil Mat	Through County	35,598.15
Totals			18.2			40,699.24
ALFALFA	C-327	S H 8	5.30	Gravel	Driftwood North & South	5,509.25
	C-348	S H 58	6.5	Regrade & Sand Clay Surf.	Helena S. to Major Co.Line	106.30
	C-478	U S 64	1.02	Base & Rock Asphalt	Cherokee North	11,026.06
	C-608	S H 11	5.66	Hard Plating & Blanketing Sand Fills	SH 11 in Alfalfa County	1,611.97
	SA-620	S H 8	7.86	Grade & Drainage	Carmen South to Major County Line	10,041.54
Totals			26.3			28,295.12
ATOKA	C-444	U S 69	3.4	Detour	Atoka N. around NRH 299-A	1,075.30
	C-530	S H 19	22.5	New Oil Mat	Atoka S.E. to Pushmataha County Line	40,904.44
	C-565	U S 69	11.1	Gravel and Oil	From Bryan Co.Line North	21,212.15
	C-621	U S 69	8.3	Detour	End of pavement North of Atoka North	7,920.42
Totals			45.3			71,112.31
BEAVER	C-462	U S 64	2.63	Gravel	Gate East to Harper County	3,889.35
	C-480	U S 270	17.0	Gravel	Harper County Line West	16,605.04
	C-481	U S 270	19.79	Gravel	From 17 Mi. W. of Harper Co.Line, W. 12 then North	15,543.93
	C-628	U S	25.6	Emulsified Asphalt Mat	Forgan W. to Texas Co.Line	21,559.04
	SA-869-Rdy.	U S 64	2.88	Grade and Drainage	Gate E. to Harper Co.Line	24,921.00
Totals			67.9			82,518.36
BECKHAM						
Totals			0.0			0.00
BLAINE	C-315	U S 270	11.0	Gravel	Eagle City South & East	1,640.13
	C-384	S H 8	25.0	Maintenance Gravel	Watonga North	17,252.07
	C-441	S H 8		Channel change	Salt Fork near Okeene	539.20
	C-453	U S 270	4.87	Gravel	Eagle City North	2,205.25
	C-544	U S 270	15.83	Oil Mat	Geary North to Watonga	13,330.16
	C-547	S H 44	9.38	Hard Dirt & Gravel	Canton North & East	12,724.79
Totals			66.1			47,691.60
BRYAN	C-533	U S 69	3300'	Detour	North of Durant	848.62
	C-563	U S 70	6.6	Gravel and Oil	Bennington E.to Choctaw County Line	12,429.68
	C-592 C	U S 69,75		Culvert Extension	U S 69 & 75 Near Red River	258.67
Totals			7.2			13,536.97
CADDO	C-255	S H 8	12.1	Gravel	Binger to Hinton	382.40
	C-273	S H 8	4.6	Gravel	Hinton N. to U S 66	1,037.86
	C-306	U S 66	8200'	Jetties	½ Mi. W. of Bridge on South Canadian	6.95
	C-329	S H 9	2.0	Raise,Grade,Build Culvert	Verden West	863.32
	C-352	S H 41	5.0	Grade and Drainage	Binger to Minco	6,028.32
	C-397	U S 277	10.8	Gravel Base & Rock Asphalt Surface	Grady County West & South	79,378.06
	C-409	U S 66	2150'	Jetties	South Canadian Bridge	969.35
	C-474	U S 62	11.5	Gravel	Comanche Co.N. to Oil Mat	7,538.27
	C-479	U S 66	14000'	Jetties	Bridgeport Bridge	5,612.82
	C-573	U S 62	10.5	Oil Mat	Comanche Co.N. to Oil Mat	15,324.77
	C-580	S H 8	8.0	New Oil Stabilization	Binger to Lookeba	32,925.59
	C-591	S H 8	100 '	R. C. Paving	Intersection S H 8 and Main Street, Hinton	604.80
Totals			69.1			150,672.51

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT.1, 1934 DEC.1, 1936
CANADIAN	C-470	S H 41	14.95	Repair Asphalt Surf.	UnionCity E. to Okla.Co. Line	$ 7,864.88
	C-523	U S 66,270		Detour	In El Reno	850.00
Totals			15.0			8,714.88
CARTER	C-449	S H 76	8.0	Gravel for detour	Around NRS 403	852.40
	C-510	S H 76	7.0	Detour	Healdton North toward Fox	3,681.30
	C-534	U S 70	4.1	Recondition Oil Mat	Johnston Co. Line West	5,704.66
	C-588	U S 70	5.1	Gravel base & Rock Asph.	S H 76 & 70 W.to Co. Line	34,586.54
Totals			24.2			44,824.90
CHEROKEE	C-525	U S 62	13.6	New Oil Mat	Tahlequah E.to Adair County	27,448.65
Totals			13.6			27,448.65
CHOCTAW	C-289	U S 70	8.5	Detour	Southeast of Hugo	192.80
	C-394	U S 70	7.02	Gravel	Hugo East	10,928.58
	C-498	U S 271	13.5	Regrade & Gravel detour	Pushmataha Co.S.to U S 70	9,797.67
	C-561	U S 70	3.53	Gravel	McCurtain Co.West thru Swink	3,652.33
	C-564	U S 70	11.7	Gravel & Oil	Bryan Co. E. thru Boswell	28,165.60
Totals			44.3			52,736.98
CIMARRON	C-576	U S 64	14.48	Gravel	Boise City West	15,145.09
Totals			14.5			15,145.09
CLEVELAND	C-353	S H 41	5.70	Gr.Dr.,Gravel & Black Top	Norman East	3,709.82
	C-525	S H 9	6.0	Gravel	Norman East	4,063.43
	C-567	S H 9	1.0	Refloor Bridge	S.Canadian S.W.of Norman	16,604.86
	C-571	U S 77	3256	Refloor Bridge	Purcell bridge over South Canadian	5,066.23
Totals			13.3			29,435.34
CLEVELAND -OKLAHOMA	C-469	S H 74	19.7	Gravel & Oil	Norman to Oklahoma City	9,244.47
	C-560	S H 74	21.1	Re-Oil	Norman North to U S 62	12,835.24
Totals			40.8			22,079.71
COAL	C-440	U S 75	5.0	Detour	Coalgate to S H 19	910.82
	C-600	U S 75	14.0	Inverted Asphaltic Emulsion & Gravel Surf.	Hughes County Line South to S H 19	34,021.72
Totals			19.0			34,932.54
COMANCHE	C-399	U S 277	16.94	Gravel base & Rock Asph. Surfacing	Caddo County Line S. W. & S. to Concrete Paving	110,116.08
	C-402	S H 36	3.1	Gravel	On 11th St.tru Lawton to U S 62	1,258.08
	C-475	U S 62	5.0	Regravel	Porter Hill N.to Caddo Co. Line	1,564.29
	C-577	U S 62	5.0	New Oil Mat	Porter Hill N. to Caddo County Line	4,533.79
Totals			30.0			117,472.24
COTTON	C-349	S H 5	12.0	Culverts	Tillman County Line East	14,047.27
	C-398	U S 70	9.0	Gravel & Black Top	Walters West & South	64,888.87
	C-496	S H 5	7.6	Gravel	Temple S.& E.to Jefferson County Line	4,588.49
	C-590	S H 5	12.0	Gravel	Tillman Co.E. to Emerson	7,017.10
Totals			40.6			90,541.73
CRAIG	C-448	U S 69	10.0	Gravel for detour	Vinita to Big Cabin	3,745.94
	C-468	U S 66	7.0	Gravel & Oil	Detour - Vinita East	4,357.87
	C-582	U S 66, 69		Scale Installation	3 Mi. West of Vinita	902.54
Totals			17.0			9,006.35
CRAIG - OTTAWA	C-410	U S 66	10.0	Grading, Graveling and widening culverts	On Detour - Vinita to Afton	10,112.19
Totals			10.0			10,112.19

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT.1, 1934 DEC.1, 1936
CREEK	C-635	S H 67	21.1	Clean & shape ditches; grade & reshape road bed & crush oversize gravel on road	Drumright East	$ 1,472.84
Totals			21.1			1,472.84
CUSTER	C-322	S H 14	16.5	Gravel	Arapaho N.to Dewey Co.Line	28.50
	C-358	S H 33	2.7	Gravel & Oil	Thomas Br.NE to Dewey Co.Line	2,325.71
	C-391	F - M	0.5	Gravel	U S 66 N.to Main St.of Foss	795.93
	C-552	S H 33	12.0	Widen & shape grade, build culverts & bridge & repair bridge floors	Butler East	7,890.72
Totals			31.7			11,040.86
CUSTER - ROGER MILLS	C-312	S H 34	21.54	Gravel	Dewey Co. Line South to Beckham County Line	1,628.91
Totals			21.5			1,628.91
DELAWARE	C-400	S H 33	22.0	Day-lighting curves and improving alignment	Flint Hill just West of Siloam Springs	4,663.78
	C-404	S H 10		32' Wood bridge	South of Grove	237.21
	C-488	S H 20	5.0	Gravel	Noyes County East	1,780.03
Totals			27.0			6,681.01
DEWEY	C-323	S H 34	9.93	Regravel	Camargo North	5,681.99
	C-425	U S 270	1.32	Gravel base	Seiling Northwest	4,670.73
	C-467	U S 60	4.86	Hard Plating and gravel	Vici West	11,988.50
	C-613	U S 270	1.33	Rock Asphalt Surf.	Seiling N.W. to Major Co. Line	13,140.81
Totals			17.4			35,482.04
ELLIS	C-482	U S 60	7.0	Hard Plating & gravel	Dewey Co. Line West	19,450.74
	C-423	S H 35	1.82	Hard Plating & gravel	Across N.E. corner of County	1,582.20
	C-513	U S 60	7.0	Hard Plating & gravel	East & West thru Harmon	14,491.30
	C-514	U S 60,283	7.61	Hard Plating & gravel	Arnett East and South	16,168.11
Totals			23.4			51,692.35
GARFIELD	C-505	U S 60, 64 and 81	5.75	Build 3' Oil Mat shoulders and widen bridge & culvert	Enid North 2.25 Mi. Enid South 1.00 Mi. Enid West 2.50 Mi.	20,464.03
Totals			5.8			20,464.03
GARVIN	C-407	S H 19	3.5	Gravel	Lindsay W.to Grady Co.Line	3,724.20
	C-415	S H 19	12.5	Gravel	Pauls Valley to Maysville	14,676.83
	C-476	S H 19	11.0	Gravel	Lindsay to Maysville	15,713.86
	C-522	U S 77		Sidewalk on Rush Creek Bridge	In Pauls Valley	2,146.85
	C-630	S H 19	6.4	Gr.Dr. Gravel & Bridge	2 Mi. W. of Stratford West	148.40
Totals			33.4			36,410.14
GRADY	C-350	S H 41	8.0	Grade & Drainage	Minco W.to Caddo Co. Line	7,567.24
	C-387	S H 41	9.0	Gravel	Minco to Tuttle	2,758.20
	C-396	U S 277	9.7	Gravel	U S 81 S. of Chickasha West to County Line	76,283.26
	C-411	S H 19	5.0	Gravel	From Garvin County Line West through Bradley	4,755.13
	C-543	S H 19	2.75	Detour	Around Overpass E.of U S 81	1,260.40
	C-623	U S 62	10.0	Detour	Verden to U S 81	1,637.70
Totals			44.5			94,261.96
GRANT	C-374	U S 60	5.4	Gravel & Oil	Pond Creek East	19.97
	C-455	S H 11	4.51	Hard dirt plating	Alfalfa Co. Line East	11,326.97
Totals			9.9			11,346.94

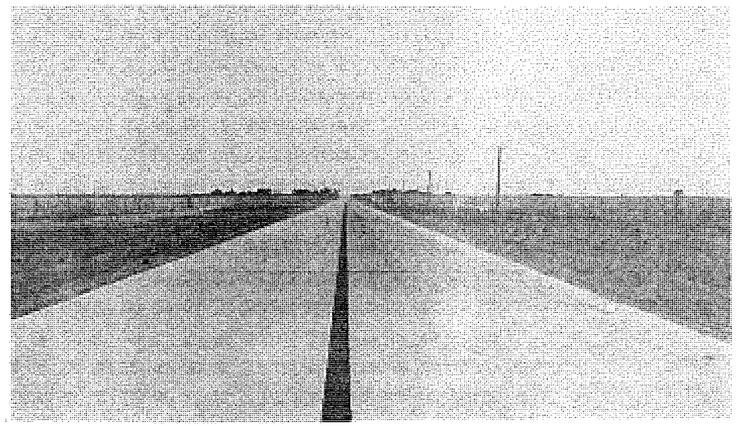
COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
GREER	C-361	S H 42	7.0	Gravel	Granite South to U S 283	$ 31.78
	C-492	S H 34	3.0	Grade & Clay Plating	South of Mangum	5,304.66
Totals			10.0			5,336.44
HARMON			0.0			0.00
HARPER	C-381	S H 34	17.23	Gravel & Hard Plating	Buffalo S.to Woodward Co. Line	32,551.06
	C-420	S H 34	10.5	Gravel	From Jct.with U S 64 North to Kansas Line	5,791.60
	C-422	S H 35	20.92	Regrade,Hard Dirt & Gravel	Ellis Co.Line W.to Beaver Co.Line	14,132.29
	C-463	U S 64	4.26	Gravel	Beaver County East to Rosston	5,627.35
	C-464	U S 64	1.51	Gravel base	Keno Bridge West	3,931.38
	C-472	U S 64	1.51	Asphalt Surface	Keno Bridge West	11,366.09
	C-473	S H 34	10.0	Asphalt Surface	Buffalo South	75,721.23
	C-493	U S 64	7.52	Regrade & Gravel	Buffalo West	16,250.94
	C-494	U S 64	4.51	Regrade & Gravel	7.5 Miles West of Buffalo West	14,886.22
	C-495	U S 64	4.5	Regrade & Gravel	Rosston East	)
	C-495 Ex	U S 64	4.6	Regrade & Gravel	Rosston West to Beaver County	) 25,901.70
	C-538	S H 34	10.47	Inverted Emulsion	Buffalo North	30,544.36
	C-551	U S 64	21.3	Inverted Emulsion	Buffalo West	51,972.59
	SA-860	S H 34	10.5	Grade	Jct.with US 64 to Kansas Line	10,990.70
	SA-869-B	U S 64	2.78	Grade & Drainage	Beaver County Line to 1 Mile North, 1 Mile West of Rosston	18,355.43
	F-293-I-K	U S 64	9.37	Gravel & Asphalt	7.2 Mi. East of Buffalo East	73,828.86
	F-293-J	U S 64	7.2	Gravel & Asphalt	Buffalo East	28,788.50
Totals			148.7			420,590.30
HASKELL	C-390	S H 43	7.0	Repair & Widen Rdwy & Culverts	Enterprise South to County Line	469.06
	C-430	S H 31	1.12	Exc. & Grading	McCurtain East to County Line	1,291.32
	SA-870	S H 31	23.0	Raise grade, construct drainage structure	LeFlore County Line West to Pittsburg County Line	20,011.55
Totals			31.1			21,771.93
HUGHES	C-489	U S 270	12.0	Detour	Calvin E. to Pittsburg County	13,280.01
	C-536	S H 12	11.8	New Oil Mat	Pontotoc Co. N.E. to Calvin	23,986.61
	C-557	S H 68	720'	Refloor Bridge	Canadian Bridge N. of Atwood	2,604.52
	C-599	U S 75	15.0	Inverted Asph.Emulsion	Calvin S. to Coal Co. Line	36,849.59
Totals			38.9			76,720.73
JACKSON			0.0			0.00
JEFFERSON	C-483	U S 81	17.7	Detour around 244-G	Waurika South	1,400.00
	C-486	U S 81	0.67	Gravel overpass	North of Addington	639.46
	C-497	S H 5	2.5	Gravel	Cotton Co. Line E. to Hastings	1,621.05
	C-586	U S 70	1.78	Gravel Base & Rock Asph.	Ringling East to County Line	10,165.18
Totals			22.6			13,825.99
JOHNSTON	C-574	S H 48	9.0	Inverted Emulsified Asphalt and Gravel	Tishomingo North to S H 61	20,484.95
Totals			9.0			20,484.95
KAY			0.0			0.00
KINGFISHER	C-371	S H 33	15.76	Maint. Gravel	Kingfisher West	5,830.43
	C-491	U S 81	1.0	2 Culverts-replace slab	1 Mile North of Kingfisher	9,672.02
	C-506	S H 33	14.14	General improvement	Kingfisher E. to Logan Co. Line	6,346.54
	C-545	S H 33	1.05	Maint. Gravel	Kingfisher East	1,706.55
	C-556	F - M	1.84	Repair of Wind and Water Erosion	Cimarron River to Blaine County Line	702.41
Totals			33.8			24,257.95

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITU OCT. 1,19 DEC. 1,19
KIOWA	C-339	S H 44	10.27	Gravel	Lone Wolf to Lugert	$ 808.
	C-401	S H 9		6-10'x6'x30' Concr.Culvert	East of Hobart	3,894.
	C-412	S H 9	1.7	Black Top	Hobart East	9,720.
	C-484	S H 9	7.1	Gravel Base	Mt.View East to Caddo Co. Line	11,639.
	C-559	S H 9	7.0	Black Top & Gravel Base	Mt.View East to Caddo Co. Line	45,568.
Totals			26.1			71,631.
LATIMER	C-204	U S 270	20.0	Widening Roadway	Wilburton East	1,021.
	C-432	U S 270	8.9	Detour	Around NRH 94-AB	3,759.
	C-447	U S 270	2.5	Gravel	Pittsburg County Line East	3,387.
	C-452	U S 270	8.0	Gravel	Wilburton West to Gaines Creek	8,650.
	C-504	U S 270	2.96	Detour	Red Oak West	99.
Totals			42.4			16,919.
LEFLORE	C-265	U S 270	17.4	Gravel	Heavener to Page	8,554.
	C-330	U S 271	9.1	Detour	Wister to Poteau	13.
	C-363	U S 270	16.2	Detour	Heavener Southeast	789.
	C-531	U S 271	16.3	Oil Mat	Arkansas Line thru Spiro to SH 10	37,370.
	C-537	U S 271	2600'	Detour	3 Mi. North of Summerfield	24.
	C-572	U S 270	7.0	Gravel & Oil	Wister West	11,034.
	C-593	U S 271	0.43	Detour	Southwest of Panama	318.
	C-594	U S 271,59	7.25	Detour	Panama to Spiro	3,438.
	C-627	S H 59	300'	Temporary Approach	S. End of Arkansas River Bridge	1,261.
	SA-871	S H 31	17.0	Grade and Drainage	Jct. U S 271 W.to Haskell Co.Line	3,928.
Totals			91.3			66,734.
LINCOLN	C-520	S H 18	3600'	Detour	North of Meeker	866.
	C-626	S H 48	20.00	Asphalt Emulsion	Prague North	67,887.
Totals			20.7			68,753.
LOGAN	C-388	U S 77	300'	Rock Asphalt	Near North end of Bridge	
					South Limits of Guthrie	46.
	C-546	S H 33	5.33	Maintenance Gravel	Kingfisher County Line East	7,845.
Totals			5.4			7,892.
LOVE			0 0			0.
McCLAIN	C-516	S H 9	0.5	Jetty	Canadian Bridge S W of Norman	1,192.
	C-622	S H 9	7.72	Oil Mat	U S 62 East to Canadian River	9,764.
Totals			8.2			10,957.
McCURTAIN	C-354	S H 21		2 Bridges	East of Smithville	74.
	C-456	U S 70	11.7	Gravel	Idabel to Broken Bow	8,735.
	C-562	U S 70	3.34	Gravel	Choctaw Co. Line East to Valliant	4,019.
	C-575	U S 70	2.4	Oil Mat	Idabel East	2,776.
	C-632	U S 70	12.3	Detour	Idabel Northwest	1,853.
Totals			29.7			17,459.
McINTOSH	C-540	U S 266	17.92	Oil Mat	Checotah W.to Okmulgee Co. Line	40,750.
	C-542	U S 266	10.08	Inverted Emulsion	Checotah E.to Muskogee Co. Line	6,980.
Totals			28.0			47,731.
MAJOR	C-426	U S 270	1.38	Gravel Base	Through County	3,267.
	C-566	U S 60	1.0	Oil Stabilization	Between Fairview & Seiling	638.
	C-611	U S 60	0.50	Raise,Grade,Clean Channel	North Canadian River Bottom	15.
	C-614	U S 270	1.38	Rock Asphalt Surface	Across S.W. Corner of County	9,791.
Totals			4.3			13,712.
MARSHALL	C-490	U S 70	3.1	Gravel	Madill South	3,105.
	C-587	U S 70, S H 48	4.3	Gravel Base & Rock Asph.	Madill S. E. to Junction	13,410.
Totals			7.4			16,516.

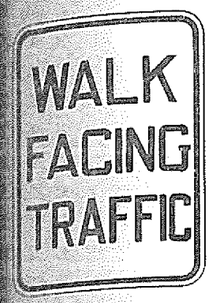
COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
MAYES	C-518	U S 69	7.0	Detour	Pryor North	$ 3,090.17
	C-526	S H 33	10.0	New Oil Mat	Locust Grove E.to Delaware Co.Line	29,172.34
	C-527	S H 33	11.1	New Oil Mat	Locust Grove West to U S 69	17,814.70
	C-528	S H 33	5.0	New Oil Mat	U S 69 W. to Rogers County Line	13,976.24
	C-568	S H 20	4.5	Gravel and Oil	Selina West	4,348.73
	C-636	S H 28	26.3	Clean & Slope Ditches, Reshape Roadbed,Repair Structures & Crush	From Jct. with S H 20 near Spavinaw westerly thru Adair to Rogers County Line	
				Oversize Gravel on roads		142.90
Totals			63.9			68,545.08
MURRAY	C-413	S H 18	11.5	Gravel Base & Cold Rolled Asph. Surface	South of Sulphur	6,346.09
	C-584	U S 77		Scale Installation	South of Davis	753.49
Totals			11.5			7,099.58
MUSKOGEE	C-502	S H 72	3.0	Gr. Dr. & Gravel	Haskell N. to Wagoner County Line	2,801.53
	C-541	S H 10, U S 266	6.0	New Oil	Warner South and West	11,583.57
Totals			9.0			14,385.10
NOBLE			0.0			0.00
NOWATA	C-454	U S 60	2.35	Gravel	S H 28 East	1,358.25
	C-458	S H 23	8.6	Repairs	General Improvements	7,590.92
	C-459	S H 23	8.6	Gravel	Through County	3,397.21
	C-569	U S 169	9.0	Detour	Nowata West & South	3,990.00
Totals			28.6			16,336.38
OKFUSKEE	C-336	S H 56	7.8	Gravel	Seminole Co. Line E. to Okemah	26.82
Totals			7.8			26.82
OKLAHOMA	C-427	U S 62		Guard Rail	In Harrah	290.76
	C-431	U S 77	1.0	Detour	Around Lincoln Blvd. project	1,416.34
	C-446	U S 66,77	1.00	Landscaping	Oklahoma Capitol North	2,806.07
	C-553	U S 66	2.75	Widen Shoulders,Gravel and Oil	Britton to Oklahoma City	3,076.35
	C-631	U S 62,270	3.3	Detour	East of Choctaw	3,208.75
Totals			8.1			10,798.27
OKMULGEE	C-451	U S 75	3.0	Detour	South of Beggs	1,519.19
	C-607	U S 62	3.0	Detour	South of Okmulgee	4,618.57
Totals			6.0			6,137.76
OSAGE	C-325	U S 60	7.41	Gravel	Bartlesville West	754.01
	C-457	S H 23	19.5	Repairs	Through County	1,943.55
	C-485	S H 18	0.5	Gravel	Approach to Arkansas River Bridge	535.49
	C-499	S H 23	19.5	Gravel	Bartlesville to Barnsdall	17,546.37
	C-503	S H 48	6.60	Chat & Gravel	Kansas Line South	8,846.91
	C-597	S H 18	9.5	Subgrade & Oil Mat	Fairfax North to U S 60	36,366.45
	C-610	S H 7	15.9	Grade & Drainage	S H 48 E. to Washington Co. Line	1,316.70
	C-619	U S 60	10.0	Gravel & Oil Emulsion	Pawhuska East	31,745.63
	C-620	S H 20	0.5	Drainage Correction	South of Hominy East 2400 Ft.	855.70
Totals			89.4			99,910.81
OTTAWA	C-487	U S 66	1.31	Chat Gravel	South of Miami	812.52
	C-517	U S 66	17.0	Detour	Afton E. and N. toward Miami	4,200.00
	C-558	U S 66,60	14.0	Gravel & Oil Detour	Afton E. and N. toward Miami	13,414.19
Totals			32.3			18,426.71

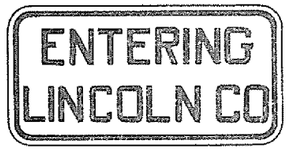
COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITU OCT. 1,19 DEC. 1,19
PAWNEE	C-395	S H 18	5900'	Guard Rail	Pawnee North	$ 1,371.
	C-408	F - M	2.3	Gravel	S H 18 to Belford Bridge	992.
	C-429	S H 18	11.09	Channel Change and Embankment	Jct. US 64 S.to Payne Co. Line	4,894.
Totals			14.5			7,259.
PAYNE	C-637	S H 33	1.1	Construct Detour	On Moses Street, Cushing	247.
Totals			1.1			247.
PITTSBURG	C-332	S H 31	2.91	Rebuild and Realign	Krebs Northeast	2,789.
	C-334	S H 31	4.1	Gr. Dr. and Gravel	Featherston West	25,542.
	C-383	U S 270	6.00	Detour	North McAlester East	69.
	C-389	S H 43	2.0	Repair & Widen Roadway and Culverts	Quinton North	489.
	C-421	U S 73	5.0	Detour	Canadian to Crowder	6,777.
	C-508	U S 270	1.02	Detour	5 Miles West of McAlester	2,861.
	C-581	F - M	0.86	Grade,Dr.,Gravel & Oil	Krebs South	3,611.
Totals			21.9			42,144.
PONTOTOC	C-466	S H 48	9.0	Oil Seal	Junction S H 19 South	4,330.
	C-535	S H 12	13.6	New Oil Mat	Hughes Co. Line Southwest	31,214.
Totals			22.6			35,545.
POTTAWATOMIE	C-555	S H 9	3.0	Gravel	Seminole County Line West	2,021.
	C-573	S H 18	0.88	Regrade & Gravel Detour	Around Tecumseh Underpass	713.
	C-579	S H 59	1.17	Grade,Drainage & Gravel	Through St. Louis	7,939.
	C-588	U S 270		Scale Installation	West of McLoud	1,343.
	C-625	S H 18	6.0	Detour	Shawnee North	618.
Totals			11.0			12,636.
POTTAWATOMIE AND SEMINOLE	C-624	S H 48	11.6	Detour	Lincoln County Line South	759.
Totals			11.6			759.
PUSHMATAHA	C-263	U S 271	18.2	Gravel	Finley Northeast	8,585.
	C-344	S H 19 U S 271	1.25	Detour	Through Antlers	131.
	C-346	U S 271	1.0	Gravel	Northeast of Antlers	756.
	C-511	U S 271	5.1	Detour	Choctaw Co. Line N. toward Antlers	6,433.
Totals			25.6			15,907.
ROGER MILLS	C-372	U S 283	31.5	Gravel	Across County	17,559.
Totals			31.5			17,559.
ROGERS	C-529	S H 33	11.0	Recondition Oil Mat	Mayes County Line West	30,479.
	C-539	S H 33	7.0	Gr. Dr. Stone Base and Cold Rolled Asphalt	U S 66 East	7,396.
	C-570	U S 169	4.4	Detour	North of Talala W. and N. to Nowata County Line	4,804.
Totals			22.4			42,681.
SEMINOLE	C-385	S H 59	1.8	Grade & Drainage	Maud N. E. toward S H 48	19,404.
	C-409	S H 56	11 00'	Channel Change	North of Wewoka	224.
	C-507	S H 9	1.7	Grade and Gravel	S H 48 West to U S 270	1,697.
	C-521	U S 270		R. C. Box Culvert	In Wewoka	1,067.
	C-554	S H 9	3.7	Gravel	U S 270 W. towards Earlsboro	2,646.
Totals			7.4			25,041.
SEQUOYAH	C-260	S H 17	7.82	Gravel	Sallisaw Northeast	475.
	C-376	U S 64	22.0	Cut Back Asphalt Surface	Sallisaw West	36,919.
Totals			29.8			37,397.

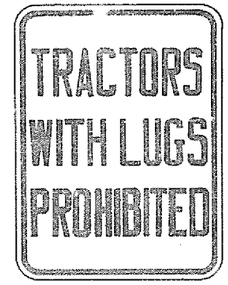
COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
STEPHENS	C-341	S H 22	32.8	Detour	Between Duncan & Davis	$ 40.10
	C-438	U S 70	7.0	Detour	Cotton County Line East	1,290.00
Totals			39.8			1,330.10
TEXAS	C-550	U S 54, 64	3.40	Rock Asphalt	Optima East	14,354.34
	C-609	U S 64	1700'	Raise Grade	2 Miles East of Baker	1,896.57
	C-629	U S 64	15.15	Emulsified Asphalt Surface	Hooker East	39,930.71
Totals			18.9			56,181.62
TILLMAN	C-355	S H 5	12.0	Grade and Drainage	Frederick East	19,081.03
	C-366	S H 5	4.5	Gr. Dr. and Gravel	Tipton West	998.15
	C-433	S H 5	34.0	Gravel	Tipton S & E to Cotton Co.Line	1,387.20
	C-435	S H 36	4.0	Gravel	Grandfield E.to Cotton Co.Line	401.90
	C-512	S H 5	8.8	Gravel	Cotton County Line West	4,338.62
	C-618	S H 5	1.0	Grade and Drainage	East of Frederick	59.05
Totals			64.3			26,265.95
TULSA	C-616	U S 64		New Culvert	Southeast of Bixby	1,109.04
Totals						1,109.04
WAGONER	C-501	S H 72	7.0	Gravel & Repair Bridge	Muskogee Co.Line to Coweta	9,329.31
	C-519	U S 69	5.0	Detour	North of Wagoner	1,674.53
Totals			12.0			11,003.84
WASHINGTON	C-460	S H 23	13.3	General Improvement	Through County	804.25
	C-500	U S 75		Automatic Pump	Vera Underpass	1,155.74
Totals			13.3			1,959.99
WASHITA	C-406	S H 41	8.75	Cold Rolled Asphalt	Cordell East	57,245.28
Totals			8.8			57,245.28
WOODS	C-314	S H 14, 45	29.0	Maintenance Gravel	Waynoka thru Hopeton & Alfalfa County Line West	8,287.70
	C-347	U S 64	16.36	Maintenance Gravel	Begin 19 Mi.W.of Alva and extending West	370.05
	C-414	U S 64	7.3	Maintenance Gravel	Begin 10 Mi. West of Alva and extending East	13,749.89
	C-465	U S 64	1.88	Gravel Base	Keno Bridge East	5,269.11
	C-471	U S 64	1.88	Rock Asphalt Surface	Keno Bridge East	14,376.35
	C-477	U S 64	9.21	Base & Rock Asphalt	10 Mi. West of Alva West	77,165.97
	F-293-D	U S 64	7.35	Gravel Base & Cold Rolled Asphalt Surface	Begin 26.57 Miles West of Alva and extending East	49,760.23
	F-293-E-G	U S 64	9.00	Gravel Base & Cold Rolled Asphalt Surface	Begin 35.57 Mi. West of Alva and extending East	55,882.32
Totals			82.0			224,861.62
WOODWARD	C-313	S H 34	13.59	Caliche,hard dirt & gravel	Woodward S. to Dewey Co. Line	9,998.57
	C-367	S H 34	14.32	Hard Plating Sh.& Slopes	Woodward to Supply	6,971.73
	C-382	S H 34	1.84	Hard Plating and Gravel	Harper Co.Line S.E. thru Supply	3,757.59
	C-424	U S 270	30.70	Regrade,hard dirt & gravel	Woodward S. E.to Major Co.Line	89,782.26
	C-439	U S 270	1.59	Gravel	Jct. S H 34 W.to Ellis Co.Line	1,153.75
	C-548	U S 270	10.0	Rock Asphalt Surface	Woodward Southeast	51,944.75
	C-549	U S 270	14.32	Rock Asphalt Surface	Supply to Woodward	88,062.85
	C-612	U S 270	8.41	Rock Asphalt Surface	15 Mi. N.W. of Seiling N.W.	53,019.20
	C-615	U S 270	12.29	Rock Asphalt Surface	Major County Line Northwest	18,684.91
	SA-792-B	U S 270	1.35	Grade & Drainage	Jct. S H 34 W.to Ellis Co.Line	25.19
Totals			108.4			353,734.10
GRAND TOTALS			2179.2			$ 3,301,289.69



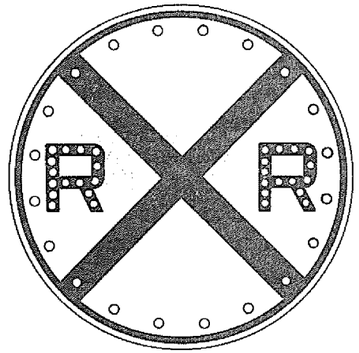
R. C. PAVING U. S. 69



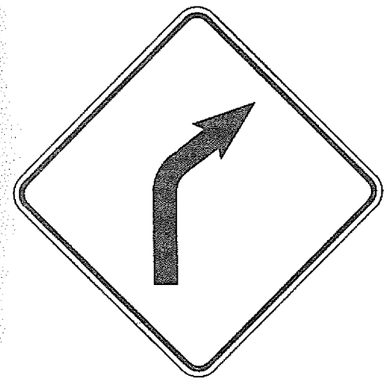




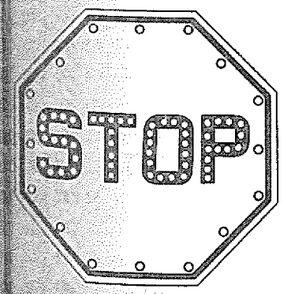
















TYPICAL HIGHWAY SIGNS AND MARKERS

SPECIAL MAINTENANCE IMPROVEMENT PROJECTS 1935 & 1936

"M" PROJECTS - COVERING SPECIAL MAINTENANCE

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDIT OCT. 1, DEC. 1,
ADAIR	M-208	All	90.43	Special Maintenance	Entire County	$ 91
Totals			90.43			91
ALFALFA	M-153	S H 45	4.00	Regravel	Carmen West	27
	M-447	U S 64	6.4	Recondition Oil Mat	Woods County Line East	1,26
	M-514	S H 11	12,000 Ft.	Jetties	Salt Fork of Arkansas River	1,100
Totals			12.7 (Mi.)			2,642
ATOKA	M-167	S H 19	22.5	Regrade and regravel	Pushmataha Co.Line W.to Atoka	6,39
	M-175	U S 75	4.5	Regravel and Oil	Atoka W. to Coal Co. Line	2,76
	M-209	All	69.3	Special Maintenance	Entire County	1,33
	M-272	U S 73	23.5	Oiling for dust palliative	Atoka N. to County Line	2,266
	M-417	U S 69	12.9	Regravel and Oil	Pittsburg Co. Line South	6,58
	M-467	U S 69,75	12.3	Scarify,reshape & regravel	Bryan Co.Line N. to pavement	4,95
	M-468	S H 19	22.5	Regravel	Atoka Southeast to Pushmataha County Line	6,27
	M-545	U S 69	12.9	Re-Oil and Regravel	Pittsburg Co. Line South	5,125
	M-548	U S 69	8.0	Re-Oil	N.from end of pavement North of Atoka	2,11
Totals			188.4			37,81
BEAVER	M-493	U S 64	25.6	Regrade and gravel	Forgan West and South to Texas County Line	35,062
	M-515	U S 83	5,000 Ft.	Jetties	Beaver River	34
Totals			26.6 (Mi.)			35,096
BECKHAM	M-536	S H 34	2.8	Road Oil	Greer County Line North	653
	M-539	U S 283	6.0	Road Oil	Jct. U S 66 South	535
Totals			8.8			1,188
BLAINE	M-540	S H 8	27.6	Regravel	Watonga N.to Major Co.Line	3,791
Totals			27.6			3,791
BRYAN	M-210	All	103.88	Special Maintenance	Entire County	135
	M-466	U S 69,75	2.4	Scarify,reshape & add gravel	Atoka Co.Line S. to Caddo	762
	M-546	U S 69,75	2.4	Road Oil for dust layer	Caddo N. to Atoka Co. Line	522
	M-547	U S 69,75	2.5	Road Oil for dust layer	Armstrong S.W. to pavement	555
Totals			111.2			1,976
CADDO	M-191	S H 41	6.2	Regravel	Binger East	2,126
	M-198	S H 8, 9, U S 62	6.0	Recoiling	Anadarko North and one mile on U S 62	835
	M-199	U S 66	0.7	Regravel	Bridgeport South to U S 66	15
	M-386	U S 66		Ditch protection	Bridgeport overpass	67
	M-419	S H 8, 9, U S 62	53.4	Repair Class 2 pavement in	County	7,926
	M-537	S H 8	15.2	Road Oil	Anadarko North to S H 41	1,162
Totals			81.5			12,164

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
CANADIAN	M-511	U S 66	6.5	3' Oil & Gravel Widening of Shoulders	From 1 Mi. West of El Reno East, South & East toward Oklahoma City	$ 6,442.93
Totals			6.5			6,442.93
CARTER	M-477	S H 22,76	5.0	Gravel	Pratt City North to S H 22 and West to County Line	7,106.96
	M-489	S H 53	4.4	Regravel	Stephens Co.Line E.to S H 76	3,812.25
Totals			9.4			10,918.61
CHEROKEE	M-258	U S 62	13.60	Oiling for dust palliative	Adair Co.Line to Tahlequah	4,253.86
	M-459	U S 62	13.6	Scarify,regrade & regravel	Tahlequah to Adair Co. Line	5,573.06
Totals			27.2			9,826.92
CHOCTAW	M-212	All	69.96	Special Maintenance	Entire County	604.20
	M-523	U S 271	807'	Clean and paint bridge	Red River Bridge S. of Hugo	1,418.33
Totals			70.1			2,022.53
CIMARRON	M-490	U S 64		Bridge Repair	Carrizozo Creek at State Line	158.21 (1)*
	M-572	U S 64	20.0	Regrade and regravel	Texas Co.Line W. to Santafe Ry.	30.05
Totals			20.0			188.26
CLEVELAND	M-276	S H 37	3.4	Regravel & Oil for dust	Norman Southwest to River	112.75
	M-557	S H 74, 9	4.0	Regravel & Oil for dust	Norman S.W.to S.end of bridge	2,113.97
Totals			7.4			2,126.72
COAL	M-160	S H 19	18.0	Regravel	Coalgate N.W.to end of Pavement	14.64
	M-277	U S 75	12.0	Gravel	Jct. SH 19 N.to Hughes Co. Line	2,140.57
	M-278	S H 19	18.9	Oil for dust prevention	Jct. US 75 N.W.to end of pavement	10,392.63
	M-426	S H 19 U S 75	9.0	Seal and blotter coat of Oil	Coalgate S. E. to Atoka County Line	1,630.00
	M-452	U S 75	14.0	Regrade and place Maintenance Gravel	Jct. S H 19 to Hughes County Line	11,662.74
	M-522	S H 19	15.51	Recondition Oil Mat	U S 75 N.W.to end of pavement	13,222.83
Totals			86.5			39,063.41
COMANCHE	M-485	U S 277	4.14	Additional Gravel	Cotton Co.Line N. to S H 36	2,700.73
	M-521	U S 62	5.58	Oil Seal	From Section Line East of Cache West	2,106.17
Totals			9.7			4,806.90
COTTON	M-200	U S 70	4.0	Regravel	Walters West	4.35
	M-474	U S 277	16.6	Additional Gravel	Red River Bridge North	7,150.01
	M-484	U S 277	6.25	Additional Gravel	Comanche County Line South to Jct. S H 5	3,909.08
Totals			26.9			11,063.24
CRAIG	M-123	U S 66	11.0	Oiling for dust palliative	Vinita E.to end of pavement	77.50
	M-140	U S 73	10.0	Regravel	Mayes Co.Line N. to U S 66	456.46
	M-259	U S 73	9.96	Oiling for dust palliative	U S 66 to Mayes County Line	3,311.48
	M-388	U S 73	26.0	Additional Chat	Kansas Line to Vinita	1,125.34
	M-437	U S 69	4.0	Re-Oil	Mayes Co.Line to Big Cabin	1,286.62
	M-552	U S 69	6.95	Re-Oil	Mayes Co.Line N.to end of pavement	1,846.72
Totals			66.9			11,104.12

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITU OCT. 1,19 DEC. 1,19
CREEK	M-337	All	92.0	Special Maintenance	Entire County	$ 87.
	M-420	U S 66	40.0	Repair Shoulders & Ditches	Through County	4,018.
Totals			132.0			4,106.
CUSTER	M-195	U S 66 & S H 14,33,34		Repair Flood Damage	Entire County	948.
	M-403	U S 66 & S H 14,33		Repair Flood Damage	On Washita West of Butler North & East of Clinton	3,936.
	M-531	S H 14	16.5	Regravel	Arapaho N. to Dewey Co. Line	737.
	M-543	S H 33	4000'	Bank Protection	South Canadian River	1,503.
Totals			17.3			7,126.
DELAWARE	M-137	S H 33	26.4	Oiling for dust prevention	Across County	357.
	M-338	S H 20	12.5	Special Maintenance	East of Jay	197.
	M-461	S H 10	210'	Reflooring Bridge	Spavinaw Creek S. of Jay	2,117.
	M-569	U S 59	14.0	Scarify and recondition	From Jct.U S 66 E.to Grove	1,036.
	M-570	U S 59	12.0	Scarify and recondition	Jay to Grove	73.
Totals			64.9			3,692.
DEWEY			0.0			0.
ELLIS			0.0			0.
GARFIELD	M-450	S H 15	7.0	Maintenance Gravel	Noble County Line West	4,924.
Totals			7.0			4,924.
GARVIN	M-504	S H 19	2.0	Regravel	Stratford East	1,326.
	M-530	S H 19	0.6	Oiling for dust prevention	Jct. S H 18 East	693.
Totals			2.6			2,020.
GRADY	M-455	U S 277	4.4	Regravel	U S 81 West	4,365.
	M-561	S H 7	4.8	1" Emulsion & Gravel Retread	Tuttle East	10.
Totals			9.2			4,375.
GRANT	M-402	S H 11		Bridge Repair	1.3 Mi. N.of Kay Co. Line	213.
	M-433	S H 11	15.00	Regravel	Medford E.to Kay Co. Line	11,350.
Totals			15.00			11,564.
GREER	M-202	S H 9	6.5	Regravel	Granite West to U S 283	10.
	M-404	S H 9,42 U S 283		Repair Flood Damage	On Elm Fork & North Fork	2,446.
	M-483	S H 34	6.0	Regravel	8 Mi. N. of Mangum North	3,649.
	M-491	S H 9	13.5	Regravel	U S 283 W. to Harmon Co.Line	10,387.
	M-535	S H 44	4.0	Regravel	Through County	3,101.
	M-538	S H 34	3.0	Road Oil	Beckham County Line South	554.
Totals			33.0			20,153.
HARMON	M-318	U S 62	20.1	Oiling for dust palliative	Through County	18,840.
Totals			20.1			18,840.

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
HARPER			0.0			0.00
HARPER-WOODS	M-445	U S 64	696'	Dismantle Bridge	Keno Bridge over Cimarron River	$ 1,676.87
Totals			0.1			1,676.87
HASKELL	M-214	All	87.40	Special Maintenance	Entire County	554.41
	M-476	S H 91	6.0	Additional Gravel	Stigler East	1,803.55
Totals			93.4			2,357.96
HUGHES	M-391	S H 12	11.8	Regravel	Calvin S.W.to Pontotoc Co. Line	6,792.74
	M-392	U S 270	11.0	Regravel	Calvin E.to Pittsburg Co. Line	6,584.74
	M-453	U S 75	15.0	Regrade & Place Maint.Gravel	Calvin S. to Coal County Line	7,482.94
Totals			37.8			20,860.42
JACKSON	M-405	S H 33,44 U S 62		Repair Flood Damage	On Turkey Creek, Salt Fork, North Fork, Lebos Creek and Clear Drift Creek	15,087.68
	M-487	U S 283	13.25	Regravel	Altus South to Red River	12,044.19
	M-534	U S 283	11.0	Regravel	Altus North to Greer Co. Line	9,954.06
Totals			24.3			37,085.93
JEFFERSON	M-564	U S 70	10.0	Gravel	Waurika East	16,364.94
Totals			10.0			16,364.94
JOHNSTON	M-443	S H 48	4.5	Regravel	Marshall Co.Line to Tishomingo	1,787.40
	M-488	S H 48	18.9	Regravel	Tishomingo N. to County Line	4,700.95
	M-505	S H 12	3.05	Regravel	3.1 Miles S.W. of Ravia and extending Southwest	1,063.54
	M-506	S H 12	3.1	Scarify,reshape & regravel	Ravia SW to 1/2 Slab Pavement	1,346.32
	M-532	S H 22	6.7	Oil Mat	Ravia East	2,156.87
	M-542	S H 22	20.3	Regravel	Ravia North to Scullin	60.00
Totals			83.6			11,115.08
KAY			0.0			0.00
KINGFISHER			0.0			0.00
KIOWA	M-406	S H 9		Repair Flood Damage	On Big Elk West of Hobart	2,615.33
	M-475	S H 9	10.0	Additional Gravel	Lone Wolf to Hobart	9,050.84
	M-492	S H 9	18.0	Regravel	Mt. View West to S H 14	15,134.25
	M-518	S H 14	14.1	Patching Cut Back Asph.Surf.	Snyder to Roosevelt	7,517.80
Totals			42.1			34,318.22
LATIMER	M-186	S H 2	14.4	Regravel	Wilburton N.to Haskell Co.Line	1,474.28
	M-217	All	65.69	Special Maintenance	Entire County	178.10
	M-464	U S 270	8.7	Additional Gravel	Red Oak E. to LeFlore Co. Line	2,214.79
	M-481	U S 270	1.4	Additional Gravel	6 Mi. East of Wilburton	897.17
	M-526	S H 2	5.0	Additional Gravel	Wilburton North	2,202.86
	M-566	U S 270	2.2	Additional Gravel	Gaines Creek to Gowan	3,853.41
Totals			97.4			10,820.61

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT.1, 19 DEC.1, 19
LeFLORE	M-165	U S 271	30.5	Regravel	Poteau N E to Arkansas Line	$ 6,476.
	M-218	All	157.04	Special Maintenance	Entire County	3,779.
	M-394	U S 270	0.5	Repair washouts	N.of Howe & N. of Cedar Creek	1,669.
	M-448	U S 271	1.2	Additional Gravel	Brazil Creek bottom N.of Poteau	2,679.
	M-465	U S 270,271	11.7	Scarify,reshape & add gravel	Wister West to Latimer County Line	5,395.
	M-527	U S 270	10.6	Scarify, reshape & add gravel	Heavener North to U S 271	4,719.
	M-568	U S 271	17.0	Regravel	Jct. U S 270 S. thru Summerfield	64.
Totals			228.5			24,778.
LINCOLN	M-114	US 62, SH 1	16.19	Regravel and Oil	Meeker to Okfuskee County Line	6,069.
	M-410	S H 18		Repair flood damage	6 Mi. N. and 1 Mi. S. of Chandler	996.
	M-411	U S 66	7.0	Repair flood damage	Near Chandler and Davenport	1,404.
	M-414	US 62, SH 1	16.19	Oil patch blotter	Meeker East to Okfuskee Co. Line	2,340.
	M-438	U S 66		Bridge repair	1 Mile East of Davenport	197.
	M-454	S H 18	3.0	Regravel	Pottawatomie Co.Line N. to U S 62	2,898.
	M-471	S H 48	1.59	Maint. Gravel	Prague S. to Pottawatomie Co. Line	778.
	M-495	U S 62, & S H 1	16.19	Repair old and add new oil mat	Meeker East to Okfuskee Co. Line	37,230.
Totals			60.2			51,915.
LOGAN						
Totals			0.0			0.
LOVE						
Totals			0.0			0.
McCLAIN	M-172	S H 59	9.0	Regravel	Jct. U S 77 E. thru Rosedale	7.
	M-280	S H 37	7.72	Regravel and oil	Norman bridge West to Jct. U S 62	272.
	M-412	U S 62,277	12.3	Scarify and re-oil	Blanchard North to slab	5,473.
	M-541	U S 77		Concrete ditch check	1-1/4 Mi. South of Purcell	967.
	M-558	S H 74	17.8	Oil for dust palliative	Jct. S H 9 South of Norman bridge to Purcell	6,519.
	M-559	U S 62	12.3	Seal with emulsified asphalt	Blanchard to Newcastle	3,930.
Totals			59.1			17,171.
McCURTAIN	M-181	U S 70	15.45	Regravel	Broken Bow east	16.
	M-188	S H 21	24.00	Regrade and reshape	Broken Bow to Bethel	0.
	M-204	S H 57	9.6	Reshape and regravel	Idabel Southwest to Red River	325.
	M-220	All	141.99	Special Maintenance	Entire County	3.
	M-516	U S 70		Bridge repair	Rock Creek East of Broken Bow	641.
Totals			191.0			988.
McINTOSH	M-457	US 266, SH 1	28.0	Regravel	Through County	30,584.
	M-549	U S 69	6.0	Blotter oil treatment	Checotah South to pavement (5 Mi.) and 1 mile South of Eufaula	1,904.
Totals			34.0			32,489.
MAJOR	M-334	U S 60	7.0	Maint. Gravel & Oil for dust prevention	Ringwood West	225.
Totals			7.0			225.

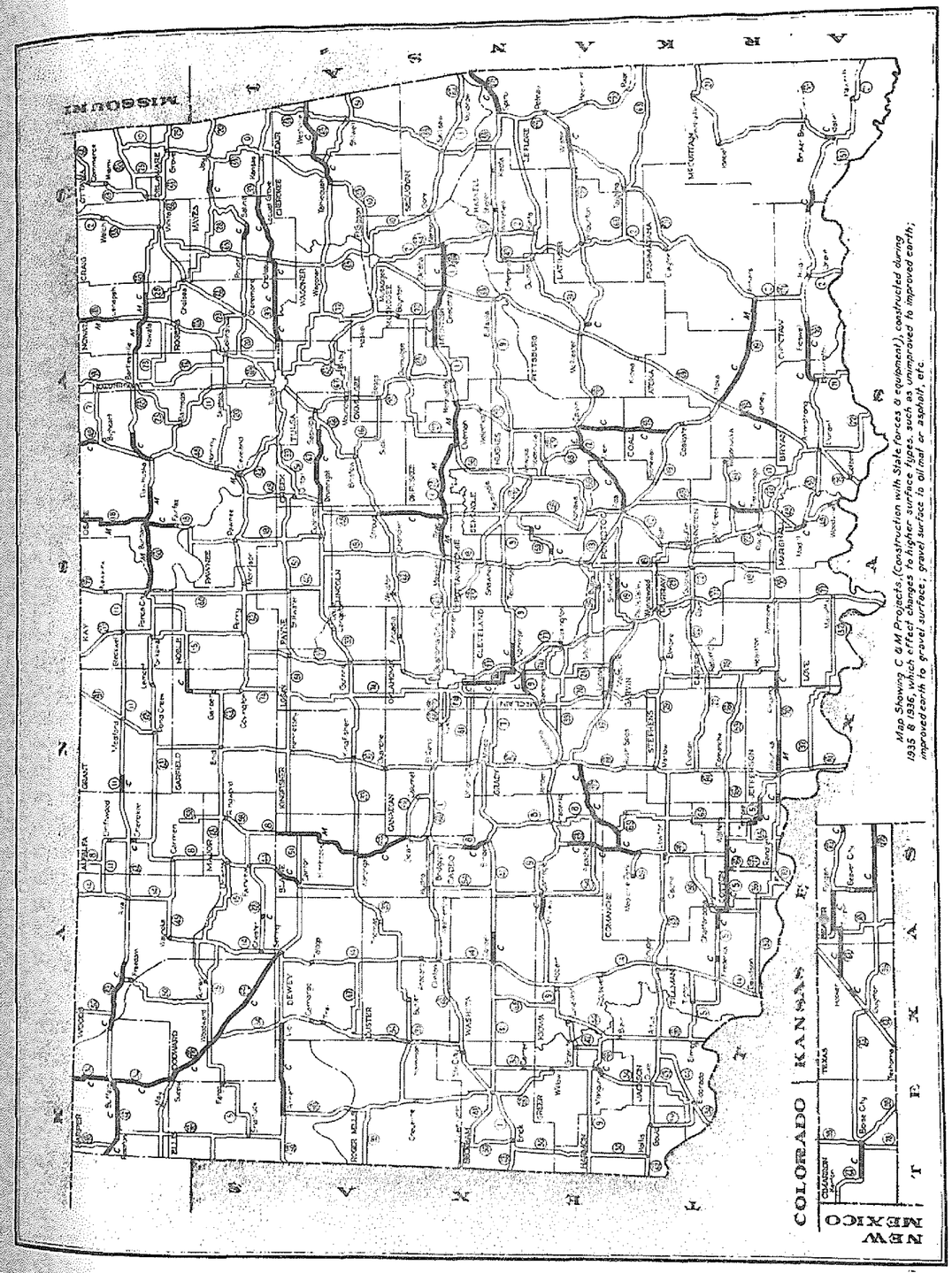
COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT.1, 1934 DEC.1, 1936
MARSHALL	M-382	U S 70	5.8	Regravel	Madill Southeast to Jct.S H 48	$ 3,065.08
	M-444	S H 48		Sealing & Painting	Woodville Bridge	2,000.00
	M-451	S H 48	8.0	Regravel	Madill to Johnston County Line	3,702.89
Totals			13.8			8,767.97
MAYES	M-136	S H 33	26.1	Oiling for dust prevent prevention	Through County	832.80
	M-139	U S 73	15.0	Regravel	Pryor North to Craig Co. Line	169.66
	M-260	U S 73	34.4	Oiling	Through County	923.91
	M-436	U S 69	34.4	Additional Chat Screenings & Oil	Through County	19,129.68
	M-478	S H 20	21.8	Scarify, Regrade and Regravel	Delaware County Line through Spavinaw & Salina to pavement	8,301.36
	M-460	S H 20	232'	Reflooring Bridge Approaches	Grand River bridge near Salina	3,056.51
	M-551	U S 69	16.5	Re-Oil	Craig Co. Line south to Pryor	6,468.13
Totals			148.2			33,881.05
MURRAY	M-393	S H 22	6.4	Regravel	Sulphur east to County Line	3,287.28
	M-423	S H 12	6.2	Regravel	Across County	4,996.30
Totals			12.6			8,283.58
MUSKOGEE	M-263	U S 62	7.0	Oiling for dust palliative	Cherokee County Line to Fort Gibson	76.33
	M-415	U S 64	224	Paint two bridges	Between Warner & Weber Falls	336.00
	M-440	U S 62	4.55	Additional Gravel	End of pavemert to Okmulgee County Line	1,499.90
	M-456	U S 266, S H 1	3.26	Regravel	S H 10 W. to McIntosh County Line	2,495.72
	M-502	U S 62	7.0	Recondition Oil Mat	Ft.Gibson E. to Cherokee Co. Line	5,466.19
	M-563	U S 62	4.55	Additional Gravel	Okmulgee County Line to end of pavement	111.90
Totals			26.4			9,985.14
NOBLE						
Totals			0.0			0.00
NOWATA	M-141	U S 60	15.0	Regravel	Coody's Bluff to Washington County Line	427.34
	M-265	S H 16	9.94	Oiling for dust palliative	Kansas Line to Lenapah	2,465.94
	M-266	U S 60	15.0	Oiling for dust palliative	Coody's Bluff to Washington County Line	4,468.46
	M-357	All	58.81	Special Maintenance	Entire County	581.77
	M-387	S H 16	160'	Paint Bridge	Hickory Creek 2½ Miles North of Lenapah	395.89
	M-418			Purchase, move & repair sub-warehouse & install facilities	Nowata	2,384.47
	M-439	S H 16	15.94	Regravel and Oil	Kansas Line to Delaware	9,551.38
	M-463	S H 28	10.0	Additional Gravel	Coody's Bluff to Rogers Co.Line	3,246.14
	M-499	U S 169	10.0	Additional Crushed Stone and Oil	Lenapah North to Kansas Line	10,971.53
	M-501	U S 60	15.0	Additional Crushed Stone and Oil	Coody's Bluff to Washington County Line	40,045.08
	M-553	S H 28	10.0	Additional Chat & Oil	Coody's Bluff to Rogers Co.Line	7,858.49
Totals			159.7			82,396.49
OKFUSKEE	M-507	U S 62	21.0	Recondition Oil Mat	Okemah West to Lincoln Co. Line	39,914.85
	M-560	U S 62	12.5	Seal Old Surface & add 1" Mat of Inverted Emulsified Asphalt	Okemah East to Okmulgee Co. Line	9,378.60
Totals			33.5			49,293.45

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
OKLAHOMA	M-159	U S 66,77	2.5	Gravel & Oil Shoulders	East of Edmond	$ 18.08
	M-432	U S 62,270	17.75	Ditch & Shoulder Work	Oklahoma City to Harrah	2,500.00
	M-512	U S 66	7.0	Gravel & Oil Shoulders	Oklahoma City West to Canadian County Line	4,613.23
Totals			27.2			7,131.31
OKMULGEE	M-441	U S 62	3.8	Regravel	Muskogee Co.Line W. to pavement	943.69
	M-562	U S 62	3.8	Additional Gravel	Muskogee County Line to end of pavement	100.00
Totals			7.6			1,043.69
OSAGE	M-131	U S 60	32.6	Oil, Sand and Gravel	Kay Co.Line east to pavement	585.15
	M-155	S H 48	27.84	Regravel	S H 11 to Cleveland	322.24
	M-268	S H 48	27.84	Oil for dust layer	S H 11 to Cleveland	8,904.56
	M-365	S H 18	9.61	Special Maintenance	U S 60 south to Fairfax	476.40
	M-366	All	116.1	Special Maintenance	Entire County	126.54
	M-389	S H 18	6.0	Maintenance Gravel	Fairfax south	920.74
	M-413	U S 60		Apron & Curtain Wall for Culvert	F A P 152-F. 8 Miles East of Ponca City	268.00
	M-431	U S 60	32.6	Repair Oil Mat	Arkansas River E.to pavement	9,785.14
	M-482	U S 60	18.0	Regravel	From 5 Mi. W. of Bartlesville W. to Pawhuska	13,555.48
	M-497	U S 60	32.6	Recondition Oil Mat	Kay Co.Line East to black top	68,543.38
	M-573	S H 18	21.0	Grade, Reshape, Open Drains & Remove Rock (21 Mi.) & place Maintenance Gravel Shidler S. (6.5 Mi.)	Kansas Line South to Junction with U.S. 60	2,064.70
Totals			324.2			105,552.33
OTTAWA						
Totals			0.0			0.00
PAWNEE	M-500	S H 48	0.85	Add Crushed Stone & Re-Oil	Arkansas River to Cleveland	2,628.35
	M-571	U S 64	0.3	Repair Old Asphalt Paving	On Harrison Street, Pawnee	340.20
Totals			1.2			2,968.55
PAYNE	M-409	S H 33		Repair Flood Damage	2½ Mi. West & 5 Mi. West of Jct. S H 40	1,596.60
	M-494	S H 18	7.31	Hard Dirt and Gravel	From Jct. S H 51 South	10,552.25
Totals			7.3			12,148.85
PITTSBURG	M-154	U S 270	14.0	Regravel	3 Mi.W. of McAlester West to Hughes County Line	18.00
	M-180	S H 31	8.0	Rebuild 59 Wood Culverts	Featherston to Quinton	408.69
	M-223	All	121.20	Special Maintenance	Entire County	1,104.49
	M-273	U S 73	3.1	Regravel & Oil for dust layer	Kiowa South to County Line	653.90
	M-416	U S 69	3.1	Regravel and Oil	Kiowa South to County Line	3,278.73
	M-424	U S 270	18.0	Regravel and Oil	Hughes County Line East	11,839.46
	M-425	U S 69	10.0	Regravel and Oil	Canadian North to County Line	5,074.82
	M-525	S H 31	3.4	Construct 12 Wood Culverts	Between Featherston & Blocker	182.20
	M-544	U S 69	3.1	Add Limestone Screenings and Oil	Atoka Co. Line N.to pavement	1,445.79
Totals			183.9			24,006.08
PONTOTOC	M-162	S H 48	9.8	Regravel and Oil	S H 19 South	456.03
	M-187	S H 19	14.9	Regravel	Ada West to Garvin Co.Line	0.98
	M-390	S H 12	13.6	Regravel	Hughes Co.Line S.W. to pavement	6,923.60
	M-429	S H 12	2.5	Regravel	Roff South to County Line	1,910.19
	M-430	S H 12	14.4	Oil for dust palliative	Ada to Roff	7,172.13
	M-486	S H 48	7.2	Regravel	Fittstown South to County Line	4,687.32
Totals			62.4			21,150.25

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
POTTAWATOMIE	M-427	S H 18	9.1	Regravel	Shawnee N. to Co.Line	$ 12,423.27
	M-469	S H 48	4.55	Reshape & Place Maint.Gravel	Lincoln Co.Line to Seminole County Line	2,536.00
	M-509	U S 270	13.5	Gravel & Oil on Shoulders	Seminole Co. Line West	17,885.16
Totals			27.1			32,844.43
PUSHMATAHA	M-184	U S 271	7.35	Regravel	Junction S H 2 South	1,690.80
	M-226	All	80.01	Special Maintenance	Entire County	142.50
	M-423	S H 19	9.3	Oil Mat	Antlers W. to County Line	15,037.84
	M-496	S H 19	9.1	Additional Sand, Gravel & Oil to Complete M-423	Antlers W.to Atoka Co.Line	7,995.77
Totals			105.8			24,866.91
ROGER MILLS	M-194	U S 283 S H 33		Repair Flood Damage	Entire County	1,009.87
	M-388	F - M		Rebuild Bridge Approaches	Near Reydon	766.43
	M-407	S H 33, 34 U S 283		Repair Flood Damage	Washita River & Quarter Quartermaster Creek	6,424.98
Totals						8,201.28
ROGERS	M-135	S H 33	18.0	Oiling for dust prevention	Tulsa Co.Line E. to Mayes County Line	2,361.08
	M-176	S H 33	18.0	Regravel	U S 66 E. to Mayes Co.Line	100.00
	M-256	S H 16	23.5	Additional Chat & Oil	Across County	5,386.83
	M-378	All	112.3	Special Maintenance	Entire County	2,446.15
	M-401	U S 66		Paint Bridge	Spunky Creek neat Catoosa	149.86
	M-434	S H 16	21.2	Regravel and Oil	Through County	10,594.16
	M-449	S H 20	4.4	Regravel	Claremore West	2,467.97
	M-462	S H 28	7.5	Regravel	Chelsea to Nowata Co.Line	4,000.60
	M-479	S H 20	5.8	Regravel	U S 75 East to pavement	1,579.18
	M-528	U S 169	10.0	Regravel and Oil	Tulsa Co. Line North through Oolagah	3,275.66
	M-554	S H 28	7.5	Oil	Chelsea to Nowata Co. Line	2,915.14
Totals			228.2			35,276.63
SEMINOLE	M-470	S H 48	4.52	Maintenance Gravel	Pottawatomie County Line to pavement	2,363.59
	M-508	U S 270	20.0	Gravel & Oil on Shoulders	Pottawatomie County Line East to Wewoka	15,609.70
Totals			24.5			17,973.29
SEQUOYAH	M-421	U S 64	22.0	Reshaping Shoulders & ditches & Scarify & Re-Oil & Reshape Surface	Sallisaw West to Gore	2,122.85
	M-422	U S 64	21.2	Regravel and Re-Oil	Sallisaw E. to Arkansas Line	15,554.48
	M-498	U S 64	21.2	Recondition Oil Mat	Sallisaw E. to Arkansas Line	13,103.78
Totals			64.4			30,781.11
STEPHENS	M-478	S H 22	3.7	Regravel	Carter County Line West to pavement	3,998.64
	M-490	S H 53	12.3	Regravel	Carter County Line West	13,937.83
	M-565	S H 29	10.0	Maintenance Gravel	East of Marlow	3,853.41
Totals			26.0			21,789.88
TEXAS	M-533	U S 64	14.25	Gravel	Beaver Co.Line W.to Hooker	15,760.36
Totals			14.25			15,760.36
TILLMAN	M-517	S H 14	14.1	Patching Cut Back Asphalt Surface	Frederick N. to County Line	16,348.81
Totals			14.1			16,348.81
TULSA	M-480	S H 20	4.8	Regravel	Jct. S H 11 E. to U S 75	2,468.92
	M-529	U S 169	4.0	Regravel and Oil	Collinsville to Rogers County Line	964.82
Totals			8.8			3,433.74

COUNTY	PROJECT NUMBER	HIGHWAY NUMBER	LENGTH OF PROJECT (Mi.or Ft.)	DESCRIPTION	LOCATION	EXPENDITURE OCT. 1,1934 DEC. 1,1936
WAGONER	M-435	U S 69	20.5	Regravel and Oil	Through County	$ 10,336.04
	M-442	S H 51	28.5	Regravel	Wagoner to Tulsa County Line	5,150.48
	M-550	U S 69	4.5	Oil	Mayes County Line South	1,654.12
Totals			53.5			17,140.64
WASHINGTON						
Totals			0.0			0.00
WASHITA	M-519	S H 14	25.5	Patching Class 2 Pavement	Across County	14,473.70
Totals			25.5			14,473.70
WOODS	M-151	U S 64	9.21	Regravel	From 10 Mi. West of Alva West	1,363.96
	M-446	U S 64	6.0	Recondition Oil Mat	Alva East to County Line	1,270.85
	M-513	U S 64	5000'	Jetties	Cimarron River	449.40
Totals			16.1			3,084.21
WOODWARD						
Totals			0.0			0.00
GRAND TOTALS			3762.7			$ 1,145,189.78

Note: (1)* *Amount shown represents 50% of cost. Remaining one-half to be paid by State of New Mexico*


MISSOURI
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GRANT
KAY
NOBLE
PAWNEE
OSAGE
WASHINGTON
NOWATA
CRAIG
OTTAWA
DELAWARE
MAYES
ROGERS
MUSKOGEE
WAGONER
CHEROKEE
ADAIR
SEQUOYAH
LE FLORE
MCCURTAIN
GARFIELD
MAJOR
GARVIN
MURRAY
CARTER
LOVE
MARSHALL
BRYAN
COAL
HUGHES
PONTOTOC
JOHNSTON
MARSHALL
CADDO
GRADY
STEPHENS
JEFFERSON
COMANCHE
TILLMAN
KIOWA
PITTSBURG
LATIMER
PUSHMATAHA
CHOCTAW
BLAINE
CANADIAN
KINGFISHER
LOGAN
CLEVELAND
POTTAWATOMIE
LINCOLN
OKLAHOMA
PAYNE
CREEK
OKMULGEE
MCINTOSH
PITTSBURG
HUGHES
COAL
ATOKA
BRYAN
MARSHALL
LOVE
CARTER
JEFFERSON
STEPHENS
COMANCHE
COTTON
TILLMAN
JACKSON
GREER
HARMON
KIOWA
PUSHMATAHA
CHOCTAW
MCCURTAIN
LE FLORE
SEQUOYAH
ADAIR
CHEROKEE
WAGONER
MUSKOGEE
MAYES
ROGERS
WASHINGTON
NOWATA
CRAIG
OTTAWA
DELAWARE
OSAGE
PAWNEE
TULSA
CREEK
OKMULGEE
MCINTOSH
PONTOTOC
JOHNSTON
MARSHALL
BRYAN
COAL
HUGHES
ATOK

STATUS OF WPA PROJECTS

As of November 1, 1936

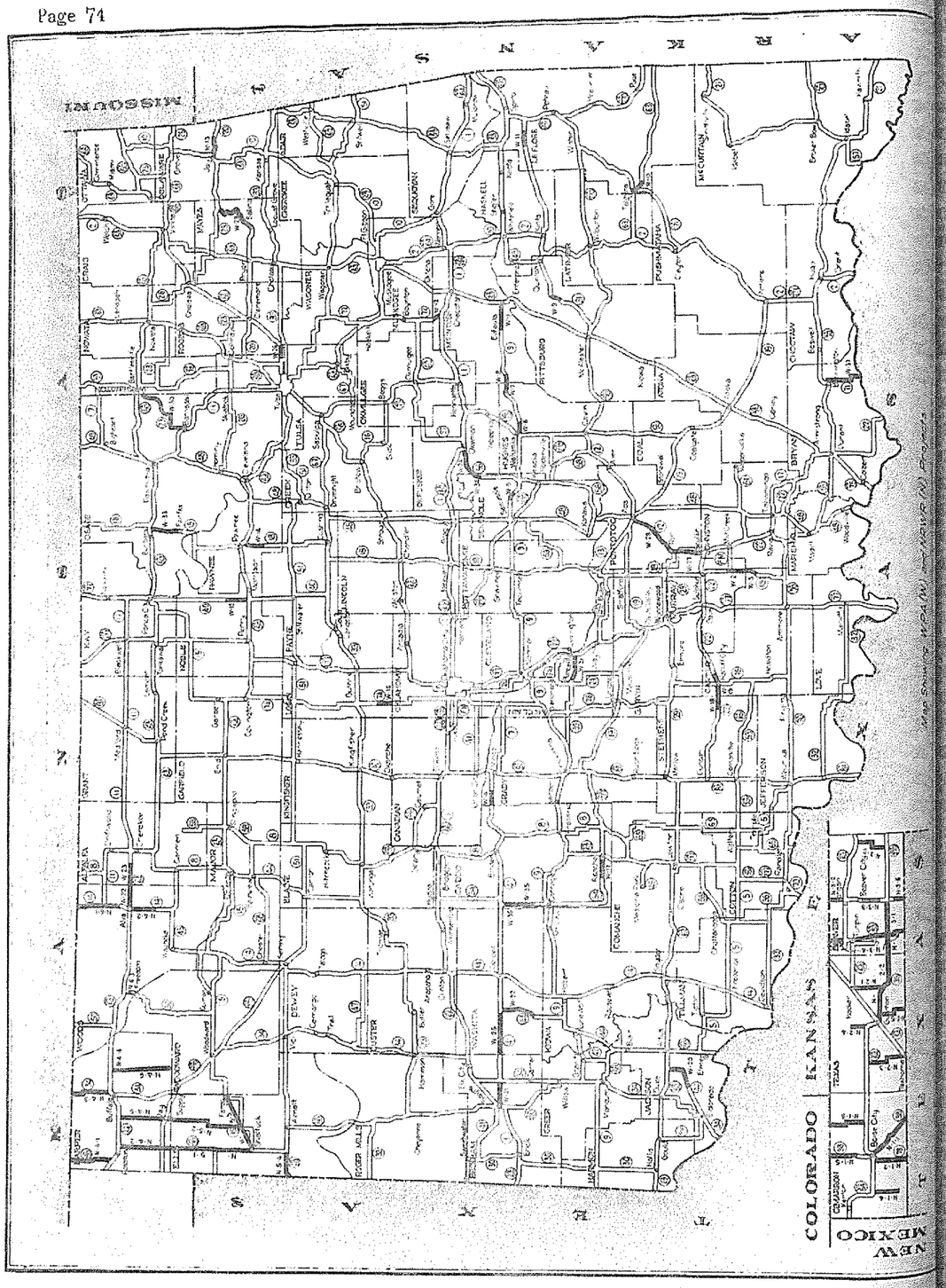
COUNTY	DIV. AND PROJECT NOS.	HI-WAY NO.	LENGTH (MI.)	DESCRIPTION AND LOCATION	APPROPRIATION State	APPROPRIATION W P A	EXPENDED State	EXPENDED W P A	% COMPLETE
McIntosh	1-1	F/M	6.5	Gr.,Dr.,Gr. (36' Rdy.) Eufaula West	$ 30,345.00	$ 74,667.00	$ 10,939.23	$ 15,990.90	60
Murray	3-2	SH 18	5.2	Gr.,Dr.,Gr. Carter Co. Line North	14,599.40	0.00	6,565.58	0.00	0
Carter	3-3	SH 18	3.0	Gr.,Dr.,Gr. Murray Co. Line South	8,534.00	0.00	3,901.39	0.00	0
Grady	3-4	SH 41	4.0	Gr.,Dr. & 1 Br. Caddo Co. Line East	23,326.00	0.00	5,883.31	0.00	0
Seminole	3-5	F/M	2.0	Gr.,Dr.,Gr. & Bridges 1 Mi. N. 5 E of Seminole	16,085.00	107,459.00	13,708.51	33,084.67	16
Hughes	3-6	F/M	3.0	Gr.,Dr., & Gravel Wetumka East	17,730.00	37,373.00	15,848.74	18,693.50	85
Hughes	3-7	F/M	3.0	Gr.,Dr., & Gravel (36' Rdy.)Dustin E. to Co. Line	11,075.00	77,584.00	2,673.56	8,855.65	35
McIntosh	1-8	F/M	2.0	Gr.,Dr., & Gr. (36' Rdy.) Hughes Co. Line E.	8,060.00	57,492.00	424.37	3,118.53	10
Pittsburg	2-9	SH 31	3.0	Gr.,Dr., & Gr. (36' Rdy.) S.W. of Blocker	12,260.00	74,360.00	11,872.21	41,679.23	79
LeFlore	2-10	SH 63	3.25	Gr.,Dr., & Gr. (36' Rdy.) Talihina S. E.	8,060.00	52,074.00	8,942.94	32,192.33	100 Oct.
LeFlore	2-11	SH 31	4.0	Gr.,Dr.,Gr. & 2 Brs. in Bokoshe & Ext. E.	19,285.00	75,300.00	14,242.44	35,238.06	53
McIntosh	1-12	F/M	3.5	Gr.,Dr., & Gr. (36' Rdy.) Council Hill S. to SH 1	15,055.00	35,354.00	5,338.09	10,343.27	85
Delaware	1-13	SH 20	5.0	Grade & Drainage Jay East	18,676.00	61,176.00	14,030.64	27,599.96	70
Pawnee	4-14	SH 18	5.5	Grading (36'Rdy.)and 3"Gr.Surf.from Jct.U.S. 64 East of Pawnee South	10,600.00	70,510.00	8,354.25	20,347.11	74
Noble	4-15	SH 40	6.0	Gr.,Dr. & Gravel North from Jct. with U.S. 64	20,818.00	78,135.00	16,829.23	21,695.31	67
Logan	4-16	SH 74	4.0	Gr., & Dr. from Oklahoma County Line North	18,937.00	37,162.00	11,280.66	8,416.14	18
Caddo	5-17	SH 54	5.0	Gr., Dr., & Gr. from 1.0 Mi. West of Apache W.	22,573.00	59,244.00	7,992.42	16,267.56	50
Stephens	3-18	SH 22	3.7	Light Grading; ditch imp; 6" Gravel base 1½" C.R. Asphalt Surf. Carter County Line West	25,113.00	26,642.30	10,603.90	15,964.44	80
Carter	3-19	SH 22	6.3	Same as above - Stephens Co. Line East	37,743.00	40,044.00	17,996.03	33,839.35	65
Jackson	5-20	SH 44	10.0	Light Grading & Gravel Base with C.R. Asph. Surf. and low water Bridge S. W. from Jct SH 62	67,090.00	64,355.50	15,948.84	36,481.75	45
Beckham	5-21	SH 41	7.5	C. R. Asph. Surf. on Red Bed base Sayre E. to Jct. with SH 34	55,020.00	46,194.00	27,023.47	29,309.44	85
Woods	6-22	US 64	6.0	Gravel Base & C. R. Asph. Alva East	42,714.00	53,921.00	1,772.39	3,894.92	7.4
Alfalfa	6-23	US 64	6.5	Gravel Base & C. R. Asph. Woods Co. Line East	51,255.00	31,473.00	0.00	0.00	0
Okfuskee	3-24	SH 56	7.8	2"x20' Inv. Emul.Asph. on 4"x22' Gravel Base from Seminole Co. Line N. E. to Pavement	42,250.00	33,076.00	14,298.62	19,856.83	45
Washita	5-25	SH 41	11.0	1½"x20' C.R. Asph. Surf. on 6"x24' Red Bed Base Beckham Co. Line E. to Jct. SH 44	81,205.00	70,634.00	9,021.30	29,387.98	40
Tulsa	1-26	SH 33	5.0	Gr.,Dr.,Stone Base & C.L. Asph. Surf. E. of Tulsa	54,144.09	71,400.00	52,045.79	57,012.73	95
Murray	3-27	SH 12	6.2	Oil Mat - Pontotoc Co. Line to Jct. SH 22	19,620.00	6,210.00	18,206.76	4,006.53	95
Pontotoc	5-28	SH 12	(8.0 (9.0	Inv. Oil Emul. on 4" Gravel Base) Oil Mat) S. W. of Ada	73,520.00	24,762.00	48,807.76	20,321.98	75
Mayes	1-29	SH 20	14.0	2" Oil Mat (22' Wide) Salina to Spavinaw	36,210.00	9,717.00	37,515.14	10,524.40	100 Oct
Osage	1-30	SH 23	19.5	2" Oil Mat. Barnsdall to Bartlesville	55,610.00	10,528.00	54,512.38	6,916.00	100 Oct
McClain	3-31	F/M	7.0	Subgrade Stab. & Oil Mat. - Purcell West	18,919.00	12,140.00	22,357.25	12,126.09	100 Oct
Washita	5-32	SH 44	9.25	2"x22' Oil Mat. Sentinel North	37,300.00	7,790.00	0.00	0.00	0
Osage	4-33 *	SH 18	9.5	Prepare Subgrade & Const. Oil Mat.-Fairfax N.	41,210.00	10,000.00	30,151.83	1,701.23	80
Seminole	3-34	SH 56	1.9	2"x20' Inv. Emul.Asph. on 4"x22' Gravel Base from Okfuskee Co. Line S. W. to Pavement	11,513.00	9,272.00	4,091.76	6,350.12	50
Caddo	5-35	SH 54	4.0	Gr.,Dr. & Gravel Surf. 4.5 Mi. N. of Carnegie N.	9,890.00	28,152.00	0.00	0.00	0
Caddo	5-36	SH 54	4.0	Gr.,Dr., & Gr. Surf.(32' Rdy. Beg. ½ Mi. S of Jct. with US 66 and extd. South	17,830.00	53,947.00	0.00	0.00	0
Bryan	2-37	F/M	12.0	Grade, Drainage & Brs. Bennington to Red River	13,273.85	38,275.95	0.00	0.00	0
TOTALS	6-37		256.1		$1,057,548.34	1,526,481.75	503,190.98	581,214.01	

(* Cancelled as a WPA Project as of July 31, 1936 and work continued since that date as State Project C - 297)

STATUS OF FARM PROJECTS
(Drouth Relief Program)
As of December 1, 1936

COUNTY	Proj. No.	Sec. No.	Length (Mi.)	Type (See Footnote)	Highway No.	-L O C A T I O N-	APPROPRIATIONS P.W.A.	APPROPRIATIONS Relief Agencies	EXPENDITURES P.W.A.	EXPENDITURES Relief Agencies	% Complete
Cimarron	1		88.0				$ 71,400.00	$ 166,600.00	$ 55,835.26	$ 165,212.24	92.9
		1	22.0	G-D-Br.	SH 38	Boise City S E to Texas Line					77.6
		2	17.5	G-HD	SH 78	Boise City S to Texas Line					36.4
		3	18.0	G-D-Gr.	F/M	From US 64 N thru Keyes to Colo. Line					33.9
		4	12.0	G-D-HD-Gr.	F/M	Felt North to U.S. 64					97.4
		5	18.5	G-D-Brs.	SH 38	Boise City North to Colo. line					95.3
Texas	2		83.5				142,500.00	332,500.00	114,883.36	288,805.90	83.0
		1	13.0	G-D	F/M	Hooker South to SH 35					80.0
		2	31.0	G-D-Cal-Br.	SH 35	Guymon E to Beaver Co. Line					96.0
		3	19.0	G-D-Gr-Brs	F/M	Texhoma N to US 64					96.0
		4	7.0	G-D-HD-Br.	F/M	From Jct. US 64 N of Guymon North					100.0
		5	13.5	G-D-Br.	F/M	From SH 35 4 Mi. E of Guymon S & E to Texas Line					56.0
Beaver	3		110.0				122,400.00	560,437.57	119,260.66	407,118.89	74.0
		1	24.0	G-D-Gr.-Brs.	SH 35	Texas Co. Line E to US 270					92.0
		2	7.0	G-D-HD	F/M	Forgan North to Kansas Line					86.0
		3	10.0	Gr-3.5 Mi.G	US 270	From Beaver City South					92.0
		4	45.0	G-D-Brs.	US 83	Texas Line to Kans. Line except Turpin to Lorena					74.0
		5	16.0	G-D-Gr.	F/M	Gate South & West to US 270					97.0
		6	8.0	G-D	F/M	From Jct. SH 35 and US 270 S to Texas Line					55.0
Harper	4		76.5				114,000.00	266,000.00	75,525.81	223,311.56	78.3
		1	12.5	G-D 2 Mi.HD	US 283	From Jct US 64 NW of Rosston N to Kans. Line					37.1
		2	15.0	G-D-HD-Brs.	US 283	From Jct US 64 E of Rosston S to Ellis Co.					99.0
		3	10.5	G	SH 34	From Jct US 64 NE of Buffalo N to Kans. Line					100.0
		4	5.5	G-D-Gr.	F/M	Selman North to US 64					99.9
		5	15.0	G-HD	F/M	From Ellis Co. Line S of May N to US 64					1.4
		6	20.0	G-D-Brs.	F/M	Selman S E to Woodward County Line					55.3
Ellis	5		66.1				82,200.00	191,800.00	65,868.22	186,734.49	93.0
		1	22.5	G-D-Br.	US 283	Shattuck N. to Harper Co. Line					78.0
		2	19.0	G-D-HD-Br.	F/M	Gage N. to Harper Co. Line					69.0
		3	17.6	G-D-HD	SH 15	Shattuck NE to Woodward Co. Line					67.0
		4	7.0	G-D-Br.	US 60	Texas Line E to Jct. US 283					83.0
Woods	6		24.0				37,500.00	92,409.08	40,777.42	89,887.88	99.5
		1	13.0	G-D-HD-Br.	SH 14	Kansas State Line South					
		2	7.0	G-D-Gr-Br.	SH 14	Alva South to Hopeton					
		3	4.0	G-HD	SH 50	From US 64 South thru Freedom					
TOTALS	6	29	448.1				$ 570,000.00	1,609,746.65	472,150.73	1,361,070.95	

Note: G = Grading; D = Drainage Structures; Gr. = Gravel Surfacing; Cal. = Caliche Surfacing; HD = Hand dirt plating; Br. = Bridge.



OKLAHOMA STATE HIGHWAY COMMISSION

SUMMARY OF NEW WORK AND EXTRAORDINARY MAINTENANCE FROM DEC. 31, 1934 to DEC. 31, 1936

Description	State Funds	Federal Funds	Total Funds
Federal Aid Program (1936)	2,686,320.34	2,947,521.00	5,633,841.34
R.R. Highway & Grade Crossing Program (1936)	0.00	9,497,640.27	9,497,640.27
W.P.A. Program (1936)	951,759.41	1,463,284.46	2,415,043.87
C & M Program (Jan. 1, 1936 to Nov. 15, 1936)	4,023,405.50	0.00	4,023,405.50
E.R. Program (Awarded after Jan. 1, 1935)	0.00	2,842,876.00	2,842,876.00
C & M Program (Dec. 31, 1934 to Jan. 1, 1936)	1,992,059.66	0.00	1,992,059.66
Right-of-Way (Jan. 1, 1935 to Nov. 22, 1936)	540,243.51	0.00	540,243.51
Bridge Repair (Contract 11 Structures)	79,598.00	0.00	79,598.00
M.K.&T.R.R. (Completed work from Jan. 1, 1935 to Oct., 1936)	0.00	544,629.69	544,629.69
Prison Camps (Jan. 1, 1935 to Oct., 1936)	459,635.57		459,635.57
	10,733,021.99	17,295,951.42	28,028,973.41

MILEAGE BY TYPES

Description	Miles
Concrete Paving (Highways)	125.89
Concrete Paving (City)	9.29
Rock Asphalt Surface & Base	286.80
Inverted Asphalt Emulsion	174.93
Cold Laid Asphalt Surfacing	12.00
Oil Mat (New)	433.01
Recondition Existing Oil Mats	558.50
Grade, Drainage & Gravel	512.89
Re-Gravel	1030.50
New Gravel	435.10
Dust Palliative	199.20
Oil Stabilization & Mat	7.00
Oil Stabilization	9.00
	3794.11

NOTES: These Funds are for Construction Work only and do not include Overhead Expense.

Of these programs, approximately $3,000,000.00 remained unawarded and uncompleted at the end of the biennium.

Mileage by Types Added to State System Since Dec. 31, 1934, as of Nov. 17, 1936:

Description	Miles
Concrete, Asphalt on Concrete, Brick	60.54
Asphalt Surface or Gravel Base	86.34
Gravel (Treated & Untreated)	475.18
Unimproved Earth	408.71
	1030.77

OKLAHOMA STATE HIGHWAY COMMISSION

SUMMARY OF 1936 HIGHWAY CONSTRUCTION PROGRAM

Description	Length Roadway Miles	State Funds	Federal Funds	Cost per Mile	Total Cost
FEDERAL AID PROGRAM:(1936)					
Concrete Paving	110.36			26,146.68	2,885,547.49
Rock Asphalt Surf. & Base	63.77			15,863,91	1,011,641.78
Inverted Asph. Emul.Surf. & Base	5.05			20,472.08	103,384.00
Grading, Drainage & Gravel Surf.	4.15			10,445.30	43,348.01
Bridges					1,449,785.06
Landscape	24.5				56,000.00
Planning					84,135.00
TOTALS	207.83	2,686,320.34	2,947,521.00		5,633,841.34
W.P. HIGHWAY AND GRADE CROSSING PROGRAM: (1936)					
Concrete Paving	3.74			67,106.64	251,045.97
Oil Mat	7.46			21,625.98	160,168.51
Inverted Asph.Emul.Surf.& Base	0.98			56,681.63	55,548.00
Grading, Drainage & Gravel Surf.	396.55			7,455.70	2,956,568.30
Bridges					1,080,650.44
Landscape					45,806.00
Planning (Highway Funds)					68,710.00
Sub-Total Highway Program					$4,618,497.2
Underpasses & Approaches (24)					1,354,814.52
Overpasses & Approaches (45)					3,297,757.53
Protection (Signals)					151,500.00
Planning (Grade Crossing Funds)					75,071.00
Sub-Total Grade Crossing Program					$4,879,143.0
TOTALS	408.73	0.00	9,497,640.27		9,497,640.27

Description	Length Roadway Miles	State Funds	Federal Funds	Cost per Mile	Total Cost
W.P.A. PROGRAM: (1936)					
Grading, Drainage & Gravel Surf.	68.0			17,850.21	1,213,814.06
Bridges					38,782.00
Rock Asphalt Surf. & Base	50.55			13,321.55	673,404.25
Cold Laid Asph.Surf. & Base	5.00			22,304.20	111,521.00
Inverted Asph. Emul. Surf. & Base	17.7			9,242.23	163,764.52
Oil Mat Surface	57.95			3,093.61	179,274.70
Oil Stabilization and Mat	7.00			4,926.19	34,483.34
	206.2	951,759.41	1,463,284.46		2,415,043.87
C & M PROGRAM: (Jan. 1, 1936 to Nov. 15, 1936)					
Oil Mat (New)	342.3			2,441.44	836,046.66
Recondition Oil Mat	204.9			1,347.55	276,113.45
Dust Palliative	88.6			456.83	40,475.00
Oil Stabilization	9.0			4,141.67	37,275.00
Inverted Asph.Emul.Surf.	151.2			3,539.24	535,132.99
Rock Asph. Surf. and Base	122.2			7,974.58	974,493.13
Cold Laid Asphaltic Surf.	7.0			9,546.00	66,822.00
New Gravel	125.2			1,395.62	174,731.96
Re-Gravel	377.0			783.33	295,315.73
Detours	111.4			718.32	80,021.21
Misc. Repairs & Const.					706,978.37
TOTALS	1,531.8	4,023,405.50	0.00		4,023,405.50

Description	Length Roadway Miles	State Funds	Federal Funds	Cost per Mile	Total Cost
N.R. PROGRAM (Awarded after Jan. 1, 1935):					
Concrete Paving (Highway)	11.79			37,255.55	439,243.00
Concrete Paving (City)	9.29			79,187.30	735,650.00
Rock Asphalt Surf. & Base	7.08			15,537.79	110,009.00
Grading, Drainage & Gravel Surfacing	42.19			9,407.20	396,890.00
Bridges (46 Strs.)					925,607.00
Overpasses & Approaches (3 Strs.)					133,326.00
Underpasses (3 Strs.)					48,755.00
Landscape	22.00				53,396.00
	92.35	0.00	2,842,876.00		2,842,876.00
C & M (Jan. 1, 1935 to Jan. 1, 1936):					
Oil Mat (New)	25.3	58,036.23		2,293.92	58,036.23
Recondition Oil Mat	353.6	170,296.15		481.61	170,296.15
Dust Palliative	110.6	40,991.46		370.63	40,991.46
Rock Asphalt Surface & Base	43.2	300,485.49		6,952.46	300,485.49
New Gravel	309.9	475,573.82		1,534.60	475,573.82
Re-Gravel	653.5	401,038.56		613.68	401,038.56
Detours	127.5	68,343.23		536.03	68,343.23
Grade & Drainage	62.0	172,383.95		2,780.38	172,383.95
Grade, Drainage & Gravel	2.0	25,542.35		12,771.18	25,542.35
Landscaping & Roadside Improvement	1.0	1,925.21		1,925.21	1,925.21
Misc. Repairs & Construction		277,443.21			277,443.21
		1,992,059.66	0.00		1,992,059.66
Bridge Repairs (Contract 11 Strs.)		79,598.00	0.00		79,598.00
Right-of-Way		540,243.51			540,243.51

Description	Length Roadway Miles	State Funds	Federal Funds	Total Cost
N.E.W.P. (From Jan. 1, 1935 to Oct. 1936):				
Grade, Drainage and Gravel	3.0			
Gravel Surfacing	97.5			
Grade & Drainage	26.9			
Drainage	66.5			
Grade, Drainage & Hard Dirt Plating	5.5			
Grading	15.0			
Hard Dirt Plating	14.5			
Concrete & Steel Bridges (2)				
Wooden Trestle (1) 46-25' Spans				
	228.9	0.00	544,629.69	544,629.69
Prison Camps (No. 1 and No. 2)		459,635.57	0.00	459,635.57

NOTES:

It will be noted on the W.P.A. Program that the cost per mile for grading and drainage is considerably in excess of the cost per mile on the other programs. The cost per mile as shown on the W.P.A. is not a true reflection of the actual cost as it was impossible to anticipate true costs on this work and all items were set high. Consequently the state has paid for nearly all the new equipment that was bought to do the work, and in addition considerably more mileage will be built when the program is completed than that actually set up.

It will be noted that on some of the other programs the cost per mile shown is high for the particular class of work shown, this is ordinarily the case only where the mileage is small, in which event the cost per mile should not be considered representative. For instance, the cost of concrete paving per mile on the W.P. Highway Program is exceptionally high, this was because the mileage shown is a total for several short jobs of city work, hence, in no way represents a true cost per mile of ordinary highway paving.

The prison camps are located in Divisions 1 and 2. Most of the roads built by prison labor are of heavy construction, being highways across the mountains.

All projects covered in this report have been completed or the money has been appropriated for completion, and is taken into consideration for making financial balance for December, 1936.

STATEMENT OF MAINTENANCE COSTS BY COUNTIES AND SURFACE TYPES FOR THE PERIOD JANUARY 1, TO DECEMBER 31, 1935

COUNTY	DIV. NO.		STANDARD PAVING	CLASS II PAVING	GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTALS
Adair	1	M			90.4			90.4
		C			29,992.55			29,992.55
		C-M			331.77			331.77
Alfalfa	6	M	22.6	12.4	23.7		37.1	95.8
		C	2,441.71	8,926.36	10,963.92		10,428.56	32,760.55
		C-M	108.03	719.86	462.61		281.09	341.96
Atoka	2	M	6.5	4.5	58.3			69.3
		C	851.28	1,244.49	33,838.98			35,934.75
		C-M	130.96	276.55	580.42			518.53
Beaver	6	M			65.7	55.6	21.2	142.5
		C			16,558.51	22,158.19	7,570.29	46,286.99
		C-M			252.03	398.52	357.08	324.82
Beckham	5	M	40.3	8.8	50.8		2.5	102.4
		C	9,174.88	1,539.27	21,472.53		352.01	32,538.69
		C-M	227.66	174.91	422.68		140.80	317.76
Blaine	4	M			67.4	7.6	24.9	99.9
		C			27,953.45	4,650.36	9,506.91	42,110.72
		C-M			414.73	611.88	381.80	421.52
Bryan	2	M	28.1	19.5	56.4			104.0
		C	5,692.96	7,517.63	25,800.55			39,011.14
		C-M	202.59	385.51	457.45			375.10
Caddo (Pt.)	4	M	0.7					0.7
		C	162.92					162.92
		C-M	232.74					232.74
Caddo (Pt.)	5	M	20.0	53.4	69.5	12.0	60.0	214.9
		C	4,823.11	21,725.42	34,000.84	4,302.08	21,043.41	85,894.86
		C-M	241.15	406.84	489.22	358.50	350.72	399.70
Canadian	4	M	63.8	26.3	0.3			90.4
		C	9,762.33	9,236.85	164.58			19,163.76
		C-M	153.01	351.21	548.60			211.98
Carter	3	M	42.2	8.1	51.5		5.0	106.8
		C	12,553.43	5,456.07	18,473.04		3,098.60	39,581.14
		C-M	297.46	673.59	358.69		619.72	370.60
Cherokee	1	M		13.0	48.8	4.2	6.0	72.0
		C		1,526.86	30,140.92	131.89	486.54	32,286.21
		C-M		117.45	617.64	31.40	81.09	448.41
Choctaw	2	M	7.4	6.0	56.5			69.9
		C	2,190.92	4,388.99	24,876.49			31,456.40
		C-M	296.07	731.49	440.29			450.02
Cimmarron	6	M			29.5	25.5	30.7	85.7
		C			5469.19	9,981.48	8,596.74	24,047.41
		C-M			185.39	391.43	280.02	280.59

COUNTY	DIV. NO.		STANDARD PAVING	CLASS II PAVING	GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTALS
Cleveland	3	M	34.2		16.0	4.0	12.0	66.2
		C	12,939.01		5,071.70	1,565.07	7,324.03	26,899.81
		C-M	378.33		316.98	391.26	610.33	406.34
Coal	3	M	1.4	27.2	14.0			42.6
		C	431.53	5,755.52	4,204.50			10,391.55
		C-M	308.23	211.60	300.32			243.93
Comanche	5	M	24.0	15.3	74.7		19.4	133.4
		C	5,065.17	2,537.26	21,756.23		3,358.93	32,717.59
		C-M	211.04	165.83	291.24		173.14	245.25
Cotton	5	M	1.5	4.5	60.5	18.5	51.5	136.5
		C	188.63	274.73	21,208.15	8,225.12	13,426.07	43,322.70
		C-M	125.75	61.05	350.54	444.60	260.70	317.38
Craig	1	M	15.1		41.1		19.0	75.2
		C	4,194.23		24,613.85		7,545.93	36,354.01
		C-M	277.76		598.87		397.15	483.43
Creek	1	M	83.4		8.6			90.2
		C	18,351.59		4,963.23			23,314.82
		C-M	220.04		577.11			253.42
Custer (Pt.)	4	M			2.7			2.7
		C			395.28			395.28
		C-M			146.40			146.40
Custer (Pt.)	5	M	34.8		36.4	11.0	27.5	109.7
		C	7,982.40		14,011.59	4,119.73	10,174.25	36,287.97
		C-M	229.37		384.93	374.52	369.97	330.79
Delaware	1	M	4.0		116.4	5.0		125.4
		C	802.92		49,702.47	496.67		51,002.06
		C-M	200.73		426.99	99.33		406.71
Dewey (Pt.)	5	M			6.8			6.8
		C			1,741.40			1,741.40
		C-M			256.08			256.08
Dewey (Pt.)	6	M			44.2	5.6	51.8	101.6
		C			16,039.19	2,784.60	19,376.77	38,200.56
		C-M			362.87	497.25	374.06	375.98
Ellis	6	M			37.0	22.5	60.0	119.5
		C			9,454.70	7,889.36	22,895.36	40,239.42
		C-M			255.53	350.63	381.58	336.73
Garfield	4	M	65.7		14.0			79.7
		C	10,050.24		4,675.34			14,725.58
		C-M	152.97		359.64			184.76
Garvin	3	M	17.6		15.6	12.5	68.0	113.7
		C	4,660.28		4,881.01	5,858.95	21,557.93	36,958.17
		C-M	264.78		312.88	468.71	317.02	325.04
Grady	3	M	65.0	13.4	41.8		8.7	128.9
		C	10,345.59	4,091.29	13,614.92		2,775.27	30,827.07
		C-M	159.16	305.32	325.71		318.99	239.15

COUNTY	DIV. NO.	STANDARD PAVING	CLASS II PAVING	GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTALS
Grant	4 M	47.6	4.4	29.4		10.4	91.8
	C	7,266.42	474.41	11,580.07		3,024.39	22,345.29
	C-M	152.65	107.82	293.87		290.80	243.41
Greer	5 M		3.0	47.8	6.8	23.0	80.6
	C		1,066.21	22,116.19	2,454.25	10,282.45	35,919.10
	C-M		355.40	462.68	360.91	447.06	445.64
Harmon	5 M	1.8	11.8	37.2			50.8
	C	696.43	4,666.48	17,149.47			22,512.38
	C-M	386.90	395.46	461.00			443.15
Harper	6 M	0.7	16.6	49.6	31.6	18.1	116.6
	C	613.06	3,609.01	13,637.99	13,043.91	8,934.96	39,838.93
	C-M	875.80	217.41	274.95	412.78	493.64	341.67
Haskell	2 M			55.5		29.7	85.2
	C			25,643.34		11,944.11	37,587.45
	C-M			462.04		402.15	441.16
Hughes	3 M	37.4		48.8			86.2
	C	6,612.65		14,939.02			21,551.67
	C-M	176.80		306.12			250.01
Jackson	5 M	4.8		92.8		12.5	110.1
	C	712.35		40,017.91		8,012.09	48,742.35
	C-M	148.40		431.22		640.96	442.70
Jefferson	3 M	18.0		48.0	2.0	9.0	77.0
	C	5,091.34		15,435.49	490.65	2,801.34	23,818.82
	C-M	282.85		321.57	245.32	311.26	309.33
Johnston	3 M	12.7	6.7	93.4			112.8
	C	3,362.48	1,803.65	31,780.58			36,946.71
	C-M	264.76	269.20	340.26			327.54
Kay	4 M	102.9					102.9
	C	11,726.91					11,726.91
	C-M	113.96					113.96
Kingfisher	4 M	30.7		15.8	0.6	14.6	61.7
	C	4,450.95		2,355.54	2,502.84	5,503.36	14,812.69
	C-M	144.98		149.08	4,471.40	376.94	240.07
Kiowa	5 M	8.0	37.4	67.6			113.0
	C	2,798.40	8,914.15	21,913.92			33,626.47
	C-M	349.80	238.34	324.17			297.57
Latimer	2 M			75.9			75.9
	C			29,947.68			29,947.68
	C-M			394.56			394.56
LeFlore	2 M		8.2	129.6	4.5	13.9	156.2
	C		2,268.97	59,043.11	628.78	4,592.21	66,533.07
	C-M		276.70	455.57	139.72	330.37	425.94
Lincoln	4 M	50.5		82.6			133.1
	C	19,261.44		32,876.99			52,138.43
	C-M	381.41		398.02			391.72

COUNTY	DIV. NO.	STANDARD PAVING	CLASS II PAVING	GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTALS
Logan	4 M	58.1			5.3	10.0	73.4
	C	10,926.84			2,440.35	6,583.85	19,951.04
	C-M	188.06			460.44	658.38	271.81
Love	3 M	25.5				25.0	50.5
	C	8,339.90				6,223.00	14,562.90
	C-M	327.05				248.92	288.37
McClain	3 M	14.6	12.3	34.1		10.0	71.0
	C	3,315.35	4,566.09	10,948.58		3,531.39	22,361.41
	C-M	227.07	371.22	321.07		353.14	314.94
McCurtain	2 M	3.3	7.1	131.6			142.0
	C	957.91	6,121.69	46,937.53			54,017.13
	C-M	290.27	862.20	356.66			380.40
McIntosh	1 M	5.6		45.0			50.6
	C	2,047.37		22,915.17			24,962.54
	C-M	365.60		509.22			493.33
Major	6 M	13.7	1.0	19.2	70.0	54.4	159.0
	C	8,510.68	314.08	7,744.48	31,947.82	20,736.19	69,253.25
	C-M	621.21	314.08	403.36	451.87	381.17	435.55
Marshall	3 M	7.3		35.0			42.3
	C	1,846.13		16,734.52			18,580.65
	C-M	252.89		478.12			439.25
Mayes	1 M		11.7	82.3			94.0
	C		1,221.01	37,564.68			38,785.69
	C-M		104.35	456.43			412.61
Murray	3 M	18.4	11.3	38.3			68.0
	C	3,636.88	3,189.77	10,483.21			17,309.86
	C-M	197.65	282.28	273.71			254.55
Muskogee	1 M	87.2		44.3		12.9	144.4
	C	19,458.73		15,829.36		5,713.30	41,001.39
	C-M	223.15		357.32		442.89	283.94
Noble	4 M	78.6					78.6
	C	11,542.49					11,542.49
	C-M	146.85					146.85
Nowata	1 M	5.3	6.0	41.5		10.3	63.1
	C	412.25	1,012.52	15,552.55		6,317.05	23,294.37
	C-M	77.78	168.75	374.76		613.30	369.16
Okfuskee	3 M	11.2	33.5	24.8			69.5
	C	2,559.84	16,710.20	11,140.05			30,410.09
	C-M	228.55	498.81	449.19			437.55
Oklahoma	4 M	80.4	15.8				96.2
	C	17,822.43	6,501.99				24,324.42
	C-M	221.67	411.51				252.85
Okmulgee	1 M	69.8	4.9	3.8			78.5
	C	16,331.20	1,279.22	1,837.50			19,447.92
	C-M	233.97	261.06	483.55			247.74

MAINTENANCE COSTS, 1935 (Continued)

COUNTY	DIV. NO.		STANDARD PAVING	CLASS II PAVING	GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTALS
Osage (Pt.)	1	M	38.6	2,7	76.6		7.9	125.8
		C	5,445.86	1,363.23	23,100.07		2,524.18	32,433.34
		C-M	141.08	504.90	301.56		319.51	257.81
Osage (Pt.)	4	M		32.6	15.6		17.5	65.7
		C		12,766.42	4,689.68		4,736.64	22,192.74
		C-M		391.60	300.62		270.66	337.78
Ottawa	1	M	38.7		21.5		12.0	72.2
		C	9,886.31		9,674.42		5,328.50	24,889.23
		C-M	255.46		449.97		444.04	344.72
Pawnee	4	M	56.8	5.2	18.4		11.5	91.9
		C	7,792.28	3,295.33	9,141.16		4,588.10	24,816.87
		C-M	137.18	633.71	496.80		398.96	270.04
Payne	4	M	75.8		8.6	7.3	2.3	94.0
		C	10,762.17		3,008.80	3,471.73	1,371.51	18,614.21
		C-M	141.98		349.86	475.57	596.30	198.02
Pittsburg	2	M	52.1	3.8	50.1		15.0	121.0
		C	6,412.53	1,498.71	26,409.70		5,780.57	40,101.51
		C-M	123.08	394.39	527.13		385.37	331.41
Pontotoc	3	M	28.2	9.2	51.8			89.2
		C	6,179.49	2,805.55	13,144.00			22,129.04
		C-M	219.13	304.95	253.74			248.08
Pottawatomie	3	M	49.0		16.6		22.0	87.6
		C	23,084.81		9,840.69		13,346.70	46,272.20
		C-M	471.11		592.81		606.66	528.22
Pushmataha	2	M			80.0			80.0
		C			37,884.92			37,884.92
		C-M			473.56			473.56
Roger Mills	5	M			44.0	34.0		78.0
		C			15,406.37	12,821.54		28,227.91
		C-M			350.14	361.18		723.79
Rogers	1	M	39.5	12.9	59.9			112.3
		C	6,815.29	2,430.44	12,850.99			22,096.72
		C-M	172.53	188.40	214.54			196.76
Seminole	3	M	91.8		25.6		3.7	121.1
		C	26,158.15		15,357.46		3,578.61	45,094.22
		C-M	284.94		599.90		967.19	372.37
Sequoyah	1	M		22.0	36.7			58.7
		C		14,203.89	16,262.92			30,466.81
		C-M		645.63	443.13			419.02
Stephens	3	M	57.5	18.2	40.8			116.5
		C	7,477.94	3,138.01	13,823.94			24,439.89
		C-M	130.05	172.41	338.82			209.78
Texas	6	M		15.1	89.4	7.9		112.4
		C		5,803.70	16,417.94	2,299.24		24,520.88
		C-M		384.35	183.64	201.04		218.35

MAINTENANCE COSTS, 1935 (Continued)

COUNTY	DIV. NO.		STANDARD PAVING	CLASS II PAVING	GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTALS
Tillman	5	M	5.6	14.1	56.2	23.0	17.0	115.9
		C	1,720.24	12,716.35	18,810.89	9,200.09	7,318.39	49,765.96
		C-M	307.18	901.86	334.71	400.00	430.49	429.38
Tulsa	1	M	108.3		6.2			114.5
		C	21,397.37		1,048.61	-		22,445.98
		C-M	197.57		169.13			196.03
Wagoner	1	M	4.7		49.0	4.8	4.0	62.5
		C	2,303.07		18,505.95	2,390.57	2,795.21	25,994.80
		C-M	490.01		377.67	498.03	698.80	415.91
Washington	1	M	54.8				5.5	60.3
		C	9,491.16				278.23	9,769.39
		C-M	173.19				50.58	162.01
Washita	5	M	13.5	38.0	35.0			86.5
		C	1,597.27	11,104.04	15,184.32			27,885.63
		C-M	118.31	292.21	433.83			322.37
Woods	6	M	1.6	28.1	52.1	3.2	34.8	119.8
		C	660.17	10,946.70	14,442.52	3,026.08	15,299.50	44,374.97
		C-M	412.60	389.56	277.20	945.65	439.64	370.40
Woodward	6	M	0.4		50.1	14.6	73.9	139.0
		C	509.98		12,864.06	5,711.75	23,796.91	42,382.70
		C-M	1,274.95		256.76	391.21	322.01	308.50

SUMMARY BY ENGINEERING DIVISIONS

Division No. 1	M	555.0	73.2	772.1	14.0	77.6	1,491.9
	C	116,997.35	23,037.17	314,555.24	3,019.13	30,988.94	488,597.83
	C-M	210.69	314.71	407.40	215.65	399.34	327.46
Division No. 2	M	97.4	49.1	693.9	4.5	58.6	903.5
	C	16,105.60	23,040.48	310,382.30	628.78	22,316.89	372,474.05
	C-M	165.35	469.25	447.30	139.72	380.83	412.25
Division No. 3	M	532.0	139.9	596.1	18.5	163.4	1,449.9
	C	138,594.80	47,516.15	209,872.71	7,914.67	64,236.87	468,135.20
	C-M	260.51	339.64	352.07	427.82	393.12	322.87
Division No. 4	M	711.6	84.3	254.8	20.8	91.2	1,162.7
	C	121,527.42	32,275.00	96,840.89	13,065.28	35,314.76	299,023.35
	C-M	170.78	382.85	380.06	628.13	387.22	257.18
Division No. 5	M	154.3	186.3	679.3	105.3	213.4	1,338.6
	C	34,758.88	64,543.91	264,789.81	41,122.81	73,967.60	479,183.01
	C-M	225.26	346.45	389.79	390.53	346.61	357.97
Division No. 6	M	39.0	73.2	460.5	237.2	382.0	1,191.9
	C	12,735.60	29,599.85	123,592.50	98,842.43	137,635.28	402,405.66
	C-M	326.55	404.36	268.38	416.70	360.30	337.61
State Totals	M	2,089.3	606.0	3,456.7	400.3	986.2	7,538.5
	C	440,659.65	220,012.56	1320,033.45	164,593.10	364,460.34	2509,759.10
	C-M	210.91	363.05	381.87	411.17	369.56	332.92



CLEARING RIGHT-OF-WAY BEFORE CONSTRUCTION

(PHOTO BY COURTESY OF U. S. BUREAU OF PUBLIC ROADS)

STATEMENT OF MAINTENANCE COSTS
BY COUNTIES AND SURFACE TYPES FOR
THE PERIOD JANUARY 1 TO NOVEMBER 30, 1936

COUNTY	DIV.NO.		CONCR., ASPH. ON CONCR., BRICK	ASPH.SURF. ON GRAVEL BASE	TREATED GRAVEL OR EARTH	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTAL
ADAIR	1	M			16.9	73.6			90.5
		C $			3,957.57	22,163.84			26,121.41
		C/M $			234.17	301.13			288.63
ALFALFA	6	M	22.6	4.4	8.0	23.9		43.2	102.1
		C $	3,719.84	568.36	1,810.57	7,621.91		17,338.78	31,059.46
		C/M $	164.59	129.17	226.32	318.91		401.36	304.21
ATOKA	2	M	9.8		51.0	8.0			68.8
		C $	1,586.26		25,323.69	3,447.29			30,357.24
		C/M $	161.86		496.54	430.91			441.23
BEAVER	6	M				98.3	27.6	14.9	140.8
		C $				20,829.51	8,650.87	4,440.98	33,921.36
		C/M $				211.90	313.44	298.05	240.92
BECKHAM	5	M	40.3		8.8	66.3		23.1	138.5
		C $	9,094.73		401.20	21,314.96		4,152.79	34,963.68
		C/M $	225.67		45.59	321.49		179.77	252.44
BLAINE	4	M				84.7		20.0	104.7
		C $				24,060.80		5,860.64	29,921.44
		C/M $				284.07		293.03	285.78
BRYAN	2	M	31.2	15.5	6.6	50.7			104.0
		C $	9,084.11	10,854.17	1,666.64	21,885.67			43,490.59
		C/M $	291.15	700.26	252.52	431.67			414.19
CADDO (Part)	4	M	0.7						0.7
		C $	56.85						56.85
		C/M $	81.21						81.21
CADDO (Part)	5	M	20.0	4.6	53.4	86.7	12.0	52.2	228.9
		C $	4,454.51	761.17	25,423.39	34,408.44	3,826.40	17,612.65	86,486.56
		C/M $	222.72	165.47	476.09	396.86	318.86	337.40	377.88
CANADIAN	4	M	63.9	26.2		0.6			90.7
		C $	13,548.32	4,272.45		82.52			17,903.29
		C/M $	212.02	163.07		137.53			197.39
CARTER	3	M	43.0	15.4	4.1	44.2			106.7
		C $	9,891.53	3,871.63	2,438.70	18,527.43			34,729.29
		C/M $	230.03	251.40	594.80	419.17			325.48
CHEROKEE	1	M		13.0	13.6	35.2	2.1	1.5	65.4
		C $		3,886.73	5,869.66	16,128.09	720.60	943.15	27,548.23
		C/M $		298.97	431.59	458.18	343.14	628.76	421.22
CHOCTAW	2	M	7.4	6.0	21.9	33.1			68.4
		C $	1,067.40	6,717.57	10,875.16	15,302.18			33,962.31
		C/M $	144.24	1,119.59	496.58	462.30			496.52
CIMARRON	6	M				29.5	47.6	30.8	107.9
		C $				3,986.56	9,184.36	8,588.88	21,759.80
		C/M $				135.14	192.95	278.86	201.67
CLEVELAND	3	M	33.5		20.8	9.4		12.0	75.7
		C $	7,491.09		16,537.34	2,793.27		4,513.58	31,335.28
		C/M $	223.61		795.06	297.15		376.13	413.94
COAL	3	M	4.4		38.2				42.6
		C $	1,315.91		8,720.88				10,036.79
		C/M $	299.07		228.29				235.60
COMANCHE	5	M	24.0	22.3		67.7		19.4	133.4
		C $	5,814.31	1,746.25		16,717.51		2,392.21	26,670.28
		C/M $	242.26	78.30		246.93		123.30	199.92

COUNTY	DIV.NO.		CONCR.,ASPH. ON CONCR., BRICK	ASPH.SURF. ON GRAVEL BASE	TREATED GRAVEL OR EARTH	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTAL
COTTON	5	M	3.0	9.0		73.0		51.5	136.5
		C $	116.01	1,300.09		21,610.89		11,370.27	34,397.20
		C/M $	38.67	144.45		296.03		220.78	251.09
CRAIG	1	M	23.3		7.0	26.0		19.0	75.3
		C $	13,936.15		3,604.17	13,734.50		7,293.51	38,568.33
		C/M $	598.12		514.88	528.25		383.86	512.19
CREEK	1	M	83.4			21.0		0.8	105.2
		C $	20,674.97			3,988.63		283.07	24,941.67
		C/M $	247.90			189.69		353.83	237.09
CUSTER (Part)	4	M				2.7			2.7
		C $				820.32			820.32
		C/M $				303.82			303.82
CUSTER (Part)	5	M	35.0		0.9	36.1	16.0	27.5	105.5
		C $	6,716.65		158.92	11,910.98	7,718.69	11,647.33	38,152.57
		C/M $	191.90		176.57	456.35	482.41	423.53	361.63
DELAWARE	1	M	4.0			129.9			133.9
		C $	1,755.25			48,290.29			50,045.54
		C/M $	438.81			371.75			373.75
DEWEY (Part)	4	M				1.5			1.5
		C $				464.87			464.87
		C/M $				309.91			309.91
DEWEY (Part)	5	M				13.6			13.6
		C $				3,603.86			3,603.86
		C/M $				264.98			264.98
DEWEY (Part)	6	M				36.2		52.2	88.4
		C $				12,049.72		18,583.05	30,632.77
		C/M $				332.87		356.00	346.52
ELLIS	6	M				59.9		59.3	119.2
		C $				13,383.83		16,261.08	29,644.91
		C/M $				223.44		274.22	248.70
GARFIELD	4	M	71.2			14.0			85.2
		C $	12,334.71			3,193.08			15,527.79
		C/M $	173.24			228.07			182.25
GARVIN	3	M	17.6			39.5		77.8	134.9
		C $	4,997.69			13,386.88		21,884.49	40,269.06
		C/M $	283.95			338.90		281.29	298.51
GRADY	3	M	65.0	14.5	8.6	32.1	8.7		128.9
		C $	10,550.95	1,948.62	3,493.14	12,018.54	2,220.68		30,231.03
		C/M $	162.30	134.38	406.17	374.40	255.25		234.53
GRANT	4	M	47.6		4.4	29.4	4.5	15.5	101.4
		C $	8,023.96		328.31	8,126.35	1,329.46	4,742.88	22,550.96
		C/M $	168.57		74.61	276.40	295.43	306.00	222.39
GREER	5	M			3.0	51.8	6.8	19.0	80.6
		C $			546.90	19,806.61	2,692.72	8,285.64	31,331.87
		C/M $			182.30	382.36	395.98	436.08	388.74
HARMON	5	M	3.5		12.1	35.2			50.8
		C $	1,331.85		4,779.90	15,255.48			21,367.23
		C/M $	380.52		395.03	433.39			420.61
HARPER	6	M	0.7	35.6	10.5	42.0	13.1	14.8	116.7
		C $	974.67	5,153.44	1,365.94	6,114.23	6,182.93	4,423.06	24,214.27
		C/M $	1,392.38	144.76	130.09	145.58	471.98	298.86	207.49
HASKELL	2	M				48.4	7.3	29.4	85.1
		C $				18,506.64	2,247.76	8,720.84	29,475.24
		C/M $				382.36	307.91	296.62	346.36

COUNTY	DIV.NO.		CONCR.,ASPH. ON CONCR., BRICK	ASPH.SURF. ON GRAVEL BASE	TREATED GRAVEL OR EARTH	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTAL
HUGHES	3	M	48.4		26.8	11.0			86.2
		C $	14,822.90		6,442.18	6,444.54			27,709.62
		C/M $	306.25		240.37	585.86			321.45
JACKSON	5	M	6.3			98.4		8.0	112.7
		C $	648.18			31,316.86		2,397.88	34,362.92
		C/M $	102.88			318.26		299.71	304.90
JEFFERSON	3	M	91.3	1.8		34.9		40.0	108.0
		C $	3,950.94	1,226.36		7,693.51		10,881.19	28,712.00
		C/M $	285.97	681.27		219.29		272.03	265.85
JOHNSTON	3	M	12.8		15.7	83.4			111.9
		C $	4,312.69		4,325.73	32,651.96			41,289.78
		C/M $	336.93		275.53	391.50			368.98
KAY	4	M	102.3						102.3
		C $	13,900.63						13,900.63
		C/M $	135.22						135.22
KINGFISHER	4	M	30.7			16.8		14.1	61.6
		C $	5,438.17			5,292.97		4,177.44	14,909.58
		C/M $	177.13			315.11		296.27	242.03
KIOWA	5	M	8.0	38.3		63.5		6.5	116.3
		C $	2,742.65	10,828.82		18,954.09		2,920.00	35,445.56
		C/M $	342.83	282.73		298.48		449.23	304.77
LATIMER	2	M				74.5	13.1		87.6
		C $				31,771.64	3,760.37		35,532.01
		C/M $				426.46	287.05		405.61
LEFLORE	2	M		8.2	37.8	85.4	3.5	13.2	148.1
		C $		2,175.46	16,551.25	36,268.08	1,719.54	3,247.10	59,961.43
		C/M $		265.30	437.86	424.68	491.29	245.99	401.87
LINCOLN	4	M	50.5		16.2	66.4			133.1
		C $	13,452.97		6,402.13	22,206.32			42,061.42
		C/M $	266.39		395.19	334.43			316.01
LOGAN	4	M	58.2			5.3		13.3	76.8
		C $	10,688.24			3,429.49		4,336.95	18,145.68
		C/M $	183.65			645.37		308.53	236.27
LOVE	3	M	25.5					26.0	51.5
		C $	5,187.91					7,762.30	12,950.21
		C/M $	203.44					298.56	251.46
MCCLAIN	3	M	14.6		12.3	52.9		15.4	94.3
		C $	4,681.50		3,208.18	14,382.30		5,857.51	28,129.49
		C/M $	320.65		260.82	276.58		380.35	298.29
MCCURTAIN	2	M	1.6	7.1	2.2	129.9			140.8
		C $	339.87	1,402.15	527.85	41,344.53			46,614.40
		C/M $	212.41	620.32	239.93	318.27			331.96
MCINTOSH	1	M	9.7	10.1	25.9		1.8	14.8	62.3
		C $	4,935.46	3,970.25	12,233.07		126.75	856.99	22,122.52
		C/M $	508.81	393.09	472.32		70.42	57.99	355.30
MAJOR	6	M	15.7		1.9	13.4	69.4	60.9	160.4
		C $	10,530.10		178.87	8,688.69	38,567.03	17,375.60	75,340.29
		C/M $	670.71		178.87	648.41	555.72	285.31	469.70
MARSHALL	3	M	7.3	4.3		30.7			42.3
		C $	1,372.23	2,422.18		14,475.98			18,270.39
		C/M $	187.97	563.29		471.53			431.92
MAYES	1	M		5.8	58.9	20.4		13.2	98.3
		C $		3,909.72	17,110.22	9,979.73		3,590.89	34,490.56
		C/M $		656.84	290.49	489.20		272.03	350.87

MAINTENANCE COSTS, 1936 (Continued)

COUNTY	DIV.NO.		CONCR.,ASPH. ON CONCR., BRICK	ASPH.SURF. ON GRAVEL BASE	TREATED GRAVEL OR EARTH	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTAL
MURRAY	3	M	18.4	11.3	6.2	32.1			68.0
		C $	3,270.98	4,155.95	1,295.47	8,923.55			17,645.95
		C/M $	177.72	367.78	208.94	277.99			259.4
MUSKOGEE	1	M	87.2	1.0	12.8	33.4	2.0	12.9	149.31
		C $	23,512.02	482.87	4,241.82	11,580.58	101.43	4,416.86	44,335.58
		C/M $	269.63	482.87	331.39	346.72	50.71	342.39	296.9
NOBLE	4	M	78.6						78.6
		C $	13,387.01						13,387.01
		C/M $	170.31						170.31
NOWATA	1	M	5.3	6.0	31.5	21.0		3.6	67.4
		C $	875.63	1,900.37	9,695.73	7,647.78		1,423.62	21,543.13
		C/M $	165.21	316.72	307.80	364.18		395.45	319.63
OKFUSKEE	3	M	11.2	12.5	21.0	24.8			69.5
		C $	2,152.47	9,846.86	4,995.89	7,384.44			24,379.66
		C/M $	192.18	787.74	237.89	297.75			350.78
OKLAHOMA	4	M	75.7	20.7					96.2
		C $	31,608.33	7,464.73					39,072.96
		C/M $	418.65	360.61					406.16
OKMULGEE	1	M	70.0	4.9		3.8			78.7
		C $	15,104.02	875.26		2,421.24			18,400.52
		C/M $	215.77	178.62		637.16			233.9
OSAGE (Part)	1	M	38.6	2.7	46.3	59.2			146.8
		C $	5,997.33	350.17	14,756.84	14,080.10			35,184.44
		C/M $	155.37	129.69	318.72	237.84			239.67
OSAGE (Part)	4	M			32.6	15.6		21.0	69.2
		C $			12,662.73	2,953.01		4,402.20	20,017.94
		C/M $			388.42	189.29		209.62	289.27
OTTAWA	1	M	23.7			41.2		12.0	76.9
		C $	7,188.14			21,211.20		3,956.45	32,355.79
		C/M $	303.29			514.83		329.70	420.75
PAWNEE	4	M	56.3		5.2	18.4		11.2	91.1
		C $	9,481.06		2,353.75	7,040.68		2,470.33	21,345.82
		C/M $	168.40		452.64	382.64		220.56	234.31
PAYNE	4	M	78.5			13.8		2.3	94.6
		C $	12,098.87			4,783.36		1,366.14	18,248.37
		C/M $	154.12			346.62		593.97	192.91
PITTSBURG	2	M	58.4	3.8	24.6	12.7	7.4	12.5	119.4
		C $	11,348.74	567.92	9,345.14	7,763.23	2,698.41	4,918.59	36,642.03
		C/M $	194.32	149.45	379.88	611.27	364.65	393.48	306.88
PONTOTOC	3	M	28.2		38.9	21.2		24.0	112.3
		C $	14,514.85		5,869.41	6,145.50		1,179.71	27,709.47
		C/M $	514.71		150.88	289.88		49.15	246.74
POTTAWATOMIE	3	M	49.0			33.8		13.1	95.9
		C $	20,976.61			16,082.19		4,794.74	41,853.54
		C/M $	428.09			475.80		366.01	436.42
PUSHMATAHA	2	M			14.5	65.5			80.0
		C $			8,804.80	28,733.83			37,538.63
		C/M $			607.22	438.68			469.23
ROGER MILLS	5	M				44.0	34.0		78.0
		C $				17,367.46	13,590.55		30,958.01
		C/M $				394.71	399.72		396.9
ROGERS	1	M	39.5	19.9	28.2	20.4			108.0
		C $	8,062.69	6,628.75	8,475.80	6,681.92			29,849.16
		C/M $	204.11	333.10	300.56	327.55			328.73

MAINTENANCE COSTS, 1936 (Continued)

COUNTY	DIV.NO.		CONCR.,ASPH. ON CONCR., BRICK	ASPH.SURF. ON GRAVEL BASE	TREATED GRAVEL OR EARTH	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTAL
SEMINOLE	3	M	91.8			30.6			122.4
		C $	23,186.18			13,691.25			36,877.43
		C/M $	252.57			447.41			301.28
SEQUOYAH	1	M		22.0	21.2	15.5	9.0		67.7
		C $		11,275.02	9,592.40	4,212.28	2,022.49		27,102.19
		C/M $		512.50	452.47	271.76	224.72		400.33
STEPHENS	3	M	57.5	27.1		31.9			116.5
		C $	11,417.37	1,735.14		9,463.08			25,615.59
		C/M $	198.56	174.72		296.64			219.87
TEXAS	6	M		15.1		89.3	7.9		112.3
		C $		2,062.79		15,116.78	2,343.11		19,522.68
		C/M $		136.61		169.35	296.60		173.84
TILLMAN	5	M	5.6	14.1		76.7	3.5	16.0	115.9
		C $	3,483.29	3,491.04		22,478.58	1,460.62	4,704.66	35,618.19
		C/M $	622.01	247.59		293.07	417.32	294.04	307.31
TULSA	1	M	114.6	8.8	5.2	10.2			138.8
		C $	34,013.40	1,950.13	2,080.16	3,322.64			41,366.33
		C/M $	296.81	221.60	400.03	325.74			298.02
WAGONER	1	M	4.7		20.5	30.5	4.8	4.0	70.5
		C $	1,048.23		8,378.98	13,195.91	1,471.27	1,629.75	26,124.14
		C/M $	223.03		408.73	361.53	389.84	407.43	370.55
WASHINGTON	1	M	54.8		2.3	11.0		4.1	72.2
		C $	12,169.07		307.10	2,505.44		187.44	15,169.05
		C/M $	222.06		133.52	227.76		45.71	210.09
WASHITA	5	M	13.5	44.0		35.0			92.5
		C $	2,561.68	9,452.39		11,823.41			23,837.48
		C/M $	189.75	214.82		337.81			257.70
WOODS	6	M	1.7	37.7	10.3	35.0		35.1	119.3
		C $	1,303.82	5,435.85	2,873.35	10,557.14		15,160.31	35,330.47
		C/M $	766.95	144.19	278.97	301.63		431.92	294.91
WOODWARD	6	M	0.7	24.4		40.3		73.9	139.3
		C $	1,392.25	4,037.97		5,938.91		23,956.83	35,225.96
		C/M $	1,988.93	165.49		147.37		322.83	252.88

NOTE:
M - Miles Maintained
C - Cost of Maintenance
C/M - Average Cost Per Mile

MAINTENANCE COSTS, 1936 (Continued)
SUMMARY BY ENGINEERING DIVISIONS

DIVISION NO. DIVISION NO.		CONCR., ASPH. ON CONCR., BRICK	ASPH. SURF. ON GRAVEL BASE	TREATED GRAVEL OR EARTH	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTAL
DIVISION NO. 1	M	558.8	94.2	290.3	558.3	19.7	85.9	1,607.2
	C	$ 149,272.36	35,129.27	100,303.52	201,139.17	4,842.54	24,581.73	515,268.59
	C/M	$ 267.13	372.92	345.51	360.27	245.81	286.16	320.60
DIVISION NO. 2	M	103.4	40.6	158.6	508.2	31.3	55.1	902.2
	C	$ 23,426.38	24,717.27	73,094.53	205,023.09	10,426.08	16,886.53	353,573.88
	C/M	$ 216.11	608.79	460.87	403.42	333.10	306.47	391.90
DIVISION NO. 3	M	559.5	86.9	192.6	511.6	8.7	208.3	1,567.6
	C	$ 149,092.00	28,206.74	57,326.92	184,023.82	2,220.68	56,873.52	477,743.68
	C/M	$ 266.47	324.58	297.64	359.70	255.25	273.03	304.76
DIVISION NO. 4	M	714.5	46.9	58.4	269.2	4.5	97.4	1,190.9
	C	$ 144,019.02	11,737.18	21,746.92	82,445.77	1,329.46	27,056.58	288,334.93
	C/M	$ 201.56	250.25	372.37	306.26	295.43	277.78	242.11
DIVISION NO. 5	M	159.2	132.3	78.2	738.0	72.3	223.2	1,403.2
	C	$ 36,963.86	27,579.76	31,310.31	246,569.07	29,288.98	65,488.43	437,195.41
	C/M	$ 232.18	208.46	400.38	334.11	405.10	293.38	311.57
DIVISION NO. 6	M	41.4	117.2	29.8	467.8	165.6	385.1	1,206.9
	C	$ 17,920.68	17,258.41	6,228.73	104,287.28	64,928.30	126,028.57	336,651.97
	C/M	$ 432.86	147.25	209.01	222.93	244.45	327.26	278.99
STATE TOTALS	M	2,141.8	518.1	807.9	3,053.1	302.1	1,055.0	7,878.0
	C	$ 520,694.90	144,628.63	290,010.93	1,023,488.20	113,036.04	316,910.36	2,408,769.18
	C/M	$ 243.11	279.15	358.96	335.22	374.16	300.38	305.81

NOTE: M - Miles Maintained
C - Cost of Maintenance
C/M - Average cost per mile

The Department of Plans and Surveys has jurisdiction over the making of surveys and the location of all highways under the direction of the State Highway Engineer.

The first step in the improvement of a highway is to establish its location so that it will serve its purpose for both local and through traffic between control points and to be so located that it can be maintained at a reasonable cost and so constructed that it will not only accommodate the present traffic but also future traffic which may be expected to develop within the next twenty-five years. This period of time is the least that can be estimated as the life of a modern paving.

To meet the above condition means that radical changes are necessary in the method of location from that used only a few years ago, when not enough consideration was given to future needs of highway transportation. The fact that this was overlooked makes it necessary, before paving or making extensive improvements on a highway which was built in the past, to make various changes in the alignment and grade and to widen the roadway, which cost could have been largely avoided if future developments had been given proper consideration.

Automobile designers and engineers now seem to be of the opinion that modern automobiles and trucks are designed for a speed which is as high as is required and there has been no general action on the part of automotive engineers for the past two years to increase speed as there was previous to that time.

All highways are now being designed and located so as to meet this speed with a wide margin of safety. To meet these requirements it is necessary to use curves of low degree with proper super-elevation and vertical curves with the maximum sight distance possible.

There is no question but that the density of traffic on our highways will increase from year to year, but if the highway is properly designed and located this can be taken care of, when necessary, by the widening of the roadway to provide for additional lanes of traffic at a minimum cost.

It is believed that all highways constructed in the State of Oklahoma in the past two years met all requirements of the modern highway and that they were located and built at the lowest possible cost. With very few exceptions, it has been found that if any extensive improvements are to be made on a highway, a survey is required before the work can be done.

The general routine of this office is as follows: The State Highway Commission will instruct the State Highway Engineer that certain improvements are desired on a highway; the State Highway Engineer will in turn convey this information to the Engineer of Plans and Surveys; it then becomes his duty to investigate on the ground to ascertain if any change of location is required, if it is an old highway being improved. If it is a new highway, to determine a proper location for same. After this is done a survey party is sent to the field which stakes the location on the ground and obtains all data necessary for the preparation of the plans, including the necessary earth work, structures, drainage areas and property required for the right-of-way. After the completion of the surveys the notes covering same are checked in this office and then turned over to the drafting room for the preparation of plans which when completed are returned to the Engineer of Plans and Surveys who, in connection with the Construction Department and the Division Engineer, checks the plans on the ground to see that all details are correct. If the project is one on which Federal funds are being used a representative of the Bureau of Public Roads is present on the field inspection. Any desired changes found in the field are noted and the plans are returned to the drafting room for completion of the final plans.

During the past two years all the survey work for location has been carried out by seven parties. The work has been heavy, due largely to the fact that under the National Recovery Act a considerable amount of money was set aside for municipal work in cities which required surveys covering minute details which are unnecessary in a usual location.

It will be noted, however, in the tables following showing actual cost of the various surveys, that the cost per mile is low. This being true even when the cost of municipal surveys are included. This is due not to the quality of the work performed but largely to the fact that trained men have been maintained on the various parties as very few changes have been made in the personnel in the past two years.

SURVEYS COMPLETED FROM NOVEMBER 1, 1934 to DECEMBER 31, 1935

WORK ORDER NO.	PROJECT NUMBER	COUNTY	HWY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
444	FAP 241	Seminole & Pontotoc	48	South Canadian River Bridge-Konawa	3.9	$ 478.60	$ 122.72
445	SWO 445	Seminole	56	Sasakwa west to Hwy.#48	10.0	922.12	92.21
452	FAP 236	Coal	19	East of Stonewall east to US75	16.95	1,781.43	105.10
453	SAP 29	Mayes & Delaware	33	Choteau east to Arkansas line	45.70	4,749.91	103.93
460	FAP 19	Oklahoma	US 270	No. Canadian River Br. E. 23d St., Okla. City	2.00	700.00	350.00
489	NRS 372	Okmulgee	FM	Henryetta South to Co. line	4.50	754.79	167.73
493	FAP 116	LeFlore	US 271	Paving in Talihina	1.722	458.69	266.36
494	SAP 471	Latimer-Haskell	2	Wilburton North to Hwy. 31	20.20	2,022.25	100.11
496	SWB 496	Coal - Atoka	FM	Coalgate east to US 69	12.33	1,755.08	142.34
497	NRM 322	Lincoln	48	Paving in Prague	0.99	300.43	303.46
498	WPMH 481	McCurtain	US 70	Relocation in Idabel	0.739	264.07	357.33
499	FAP 157	Cotton	US 70	East of Walters East to Co.line-	5.486	352.37	64.22
501	SWO 501	Tillman	FM	Tipton to Manitou	8.61	620.68	72.09
502	NRS 363 "A"	Noble	FM	Bridge Location So. of Summer	.50	168.28	336.56
503	FAP 260	Woods	US 64	Santa Fe O. H. West of Alva	1.00	141.48	141.48
504	WPGH 116	LeFlore	US 271	Grade Separations Albion and Summerfield	1.814	455.52	251.11
505	SWO 505	Woods-Beaver-Harper Texas & Cimarron	FM	N. R. W. R. Projects Div. 6	178.33	7,107.15	39.85
506	SWO 506	Beaver	US 283	From US 64 north to Kansas line	12.165	673.74	55.38
507	FAP 152	Kay - Osage	US 60	Ponca City for 5.0 Mi. East	8.28	1,543.36	186.40
508	WPGH 266 B	Osage	US 60	Santa Fe U.P. No. Pawhuska	0.82	200.42	244.41
509	WPH 5	Bryan	US 75	Paving in Durant and North	8.50	868.19	102.14
51[illegible]	FAP 152	Osage	US 60	West of Burbank to Pawhuska	43.22	4,444.94	102.84
511	WPH 74 A	Murray	18	Sulphur South 6.0 Miles	8.97	679.93	75.80
512	WPGH 494	Adair	US 62	K. C. & S. Overhead-Westville	0.91	125.00	137.36
513	WPSO 436	Noble	FM	From US 64 to South of Ponca City	31.99	2,232.12	69.77
514	WPGS 484	Tulsa	16	Grade Elimination-Collinsville	3.949	1,050.69	266.06
515	WPH 416	Osage	48	Hominy North to Wynona	12.13	1,020.53	84.13
516	WPH 28	Woods	50	Freedom north to US 64	6.83	552.87	80.95
517	FAP 43	Rogers	US 66	Verdigris River bottom near Catoosa	1.523	261.72	171.74
518	SWO 518	Ellis	FM	Shattuck to Higgins Overhead	10.0	900.40	90.04
519	FAP 173	Pottawatomie	9	Cleveland-Pottawatomie County line to Tecumseh	17.71	1,815.46	102.51
521	WPMS 417	Seminole-Hughes	9	Seminole east to Wetumka	26.79	3,658.63	136.57
522	SWO 522	Cleveland-McClain	US 77	Relocation Purcell Bridge	7.88	2,043.49	259.33
523	WPH 182	Pittsburg	US 270	7 Mi. West of McAlester - west 4 Miles.	7.33	1,106.90	151.01
524	SWO 524	Blaine	33	Watonga east to County line	13.00	1,099.66	84.59
525	FAP 265	Woods	14	Bridge location No. of Alva	3.83	502.74	131.26
526	FAP 44	Jackson	US 62	Bridge location West of Altus	1.41	377.20	267.52
527	SWO 527	Johnston	61	Location thru Fish Hatchery	1.45	324.44	223.75
528	WPH 416	Osage	48	Line change So. of Hominy	2.68	305.31	113.92
529	SWO 529	Oklahoma-Canadian and Kingfisher	US 270	10 Mi. E. of Watonga to Okla.City	42.369	3,806.75	89.85
530	SWO 530	Ellis-Harper-Custer	US 283 14	Four bank protection surveys	3.00	282.90	94.30
531	WPMS 437	Canadian-Oklahoma	FM	Yukon SE to 10th St.Okla.City	9.70	715.95	73.81
532	SWO 532	Seminole	9	Tecumseh to Earlsboro to US 270	12.82	1,453.10	113.35
533	WPSO 454	Logan-Garfield	74	Crescent to Jovington	24.62	2,407.83	97.80
534	WPSO 460C	Bryan-Johnston-Coal	FM	From SH 22 No. to Tupelo	38.82	3,615.20	93.13
535	WPSO 438	Grady-McClain	FM	Tabler E. to W. of Purcell	15.11	1,491.43	98.70
536	WPH 427 A	Love-Marshall	FM	Marietta to Madill	25.82	2,089.70	80.93
537	WPMH 481	McCurtain	US 70	Thru Idabel	0.02	135.73	678.65
538	FAP 203	Grady	US 62	Chickasha to Verden	8.48	671.97	79.24
539	FAP 252	Osage	US 60	Bartlesville West 4 miles	5.42	523.88	96.66
540	FAP 215	Comanche	US 62	Lawton to Cache	12.11	763.11	63.01
541	FAP 40	McCurtain	US 70	Idabel to Garvin	7.98	831.97	104.26
542	FAP 239	Kiowa	14	Hobart No. to County line	5.92	327.66	55.35
543	FAP 160	Greer	US 283	Mangum No. for Paving	8.08	223.30	27.64
544	WPH 441	Okfuskee-Creek	FM	#56 No. thru Castle to Bristow	28.40	3,193.37	112.44
545	WPSO 479 A	Washita	FM	Rocky to Sentinel	6.53	698.43	106.96
546	WPSO 366 C	Okmulgee	FM	Beggs west	2.50	441.75	176.70
547	WPSO 478	Stephens	FM	Duncan west 7.0 Miles	7.00	595.89	85.13
548	WPSO 469	Kiowa	FM	From SH 9 No. toward Sentinel	6.16	575.62	93.44
549	WPSO 472	Lincoln	FM	Carney South to US 66	8.94	989.12	110.64

SURVEYS COMPLETED FROM NOVEMBER 1, 1934 to DECEMBER 31, 1935
(Continued)

WORK ORDER NO.	PROJECT NUMBER	COUNTY	HWY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
550	WPSS 353C	Pawnee	18	Pawnee So. to County line	11.02	346.18	31.41
551	WPMS 451 A-B 453 B	Garfield	M	3 M Projects in Enid	4.54	640.69	141.12
552	WPSO 467	Creek	FM	West of Sapulpa W. toward Drumright	6.31	611.73	96.95
553	WPH 442	Custer	33	Butler east 5 Mi.	5.38	299.65	55.70
554	WPMS 543-544A 545-546	Tulsa	M	4 M Projects in Tulsa	21.56	2,252.45	104.47
555	FAP 181	Garfield	15	Garber No. 7 Mi. to corner 7 Mi. West of Billings	7.17	569.13	79.38
556	WPH 316	Ellis	US 60	Texas line east to US 283	4.26	103.58	24.31
557	WPSO 474	Muskogee	FM	From SH 1 north thru Council Hill to US 62	8.44	909.54	107.77
558	WPMS 445A	Oklahoma	M	North 36th St., Western Ave., to Lincoln Blvd.	1.50	262.99	175.33
559	WPH 444	Jefferson	3.2	Cotton County line E. to Waurika	8.00	852.16	106.52
560	WPSO 470	LeFlore	FM	Heavener E. to Arkansas line	10.14	1,349.79	133.12
561	WPSS 446	McCurtain	21	Idabel east	10.22	852.39	83.40
562	WPMH 90 A	Carter	US 77	Through Ardmore	0.90	243.03	270.03
564	WPH 443A	Harper	US 283	From US 64 North 2 Miles	2.00	22.00	11.00
565	WPSO 381-B	Love	FM	West of Marietta west	8.30	551.06	66.39
566	SWO 566	Canadian	FM	Yukon south to SH 41	6.12	499.00	81.54
567	WPSO 464	Beckham	FM	From US 283 East to US 66 west of Elk City	10.36	896.93	86.58
568	WPSO 463	Beaver	FM	Junct. #35 and US 270 South to Texas line	9.87	696.57	70.57
569	WPSO 466	Cleveland-Pottawatomie	FM	Lexington to Konawa	32.99	3,285.86	99.60
570	WPSO 477	Rogers	FM	Claremore to Oologah	12.20	831.94	68.19
574	WPSO 394	Blaine-Kingfisher	FM	Okeene east to West of Lacey	7.76	476.68	61.43
575	WPSO 462	Alfalfa	FM	Helena North to US 64	9.25	721.88	78.04
576	WPMS 531	Oklahoma	M	Eastern Ave., Oklahoma City So. 29th St. to US 77	8.38	1,644.58	196.25
577	FAP 267	Nowata	16	Nowata South to County Line	8.10	807.74	99.72
578	WPSS 445	Delaware	20	Jay East to Arkansas line	16.60	1,438.77	86.67
579	WPSS 434	Tillman	5	Tipton west to County line	4.08	572.08	140.22
581	WPMS 541	Payne	FM	Stillwater west	4.00	558.94	139.73
582	WPH 324	Woodward	15	Woodward east	13.26	1,474.38	111.19
583	WPSO 471	LeFlore	FM	From US 270 south of Poteau east to Monroe	6.89	788.15	114.39
584	WPMS 535	Kay	M	Fulton St., Blackwell from US 177 to SH 11	0.498	317.95	638.45
585	WPMS 536	Kay	M	1st St. Blackwell S.W.Blvd. to Lawrence St.	.33	422.24	1,279.52
590	WPMS 533	Haskell	31	Through McCurtain	1.70	198.80	116.94
520		All Counties	37	Surveys for Elimination of R. R. Grade Crossings		10,967.13	
				Total	1,088.07	111,121.24	102.13

The above figures cover field expense only. Grouping all classes of surveys and adding office expense, equipment, renewals, heavy repairs, etc., there is found to be a total of 1,088.07 miles of surveys run at a total cost of $125,945.44 or $115.75 per mile.

SURVEYS COMPLETED IN 1936 FROM JANUARY 1, 1936 TO NOVEMBER 1, 1936

WORK ORDER NO.	PROJECT NUMBER	COUNTY	HWY.	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
585	WPMS 536	Kay	M	1st St. Blackwell-Lawrence to Lincoln Sts.	0.136	$239.77	$1763.01
586	FAP 84	LeFlore	US 271	Poteau to Ft. Smith	28.576	3659.85	128.16
587	SWO 587	Coal	FM	1½ Mi. South of Tupelo west to County line	6.12	524.50	85.70
588	WPH 331	Dewey	14	Taloga North to US 60	7.265	954.60	131.39
589	WPSS 447	Major	58	SW of Ringwood to Cimarron River	2.20	523.53	237.61
591	WPMS 539	Oklahoma	M	S. Western Ave., Okla. City - From S. 29th south 2 Mi.	2.00	294.81	157.41
592	WPMS 540	Oklahoma	M	So. Reno Ave., Okla. City from City limits east	1.60	709.43	443.40
593	SAP 250	Cherokee-Adair	51	East of Tahlequah to Stilwell	15.00	1995.40	133.02
594	FAP 265	Woods	50	Relocation at Connection US 64	1.50	237.54	158.36
595	WPMH 369 D	Oklahoma	US 66 US 77	Paving in Edmond	0.20	225.07	1125.35
596	WPMS 534	Haskell	2 & 31	Through Kinta	2.59	575.04	222.11
597	WPH 399	Haskell	43	Whitefield west 2 Mi.	2.25	873.96	388.95
598	WPSO 454-C	Logan	74	From #33 south to county line	10.03	832.44	83.00
599	WO 599	Dewey	US 60	Vici to Seiling	23.07	2266.79	98.26
600	FAP 267	Rogers	16	Oologah north to county line	11.62	1133.62	97.56
601	WPSO 454	Logan & Garfield	FM	Crescent through Lovell and Marshall to US 64	19.43	1488.85	76.63
602	FAP 258	Harmon	US 62	Hollis west to Tex. line for paving	4.45	503.62	113.28
603	WPCM 343	Atoka	19	Overhead location on MKT at Atoka	1.28	276.68	216.15
604	FAP 203	Grady	41	Caddo Co. line east at Minco to US 81	8.90	360.81	40.54
605	WPSO 440	Jackson	FM	Eldorado north & west to Harmon county line	9.27	827.29	89.22
606	WPSS 448	Muskogee	10	From Jct. US 62, east 3 Mi.	3.00	297.86	99.28
607	WO 607	Garfield	M	26th St., Enid from Chestnut So. to Main St.	0.70	327.86	468.36
608	WO 608	Okmulgee	FM	Okmulgee West to SH 27 north of Lake	8.69	1132.57	130.33
609	FA 177	Greer-Kiowa	9	Mangum to Lone Wolf	18.99	1664.37	87.64
609	FA 271	Greer-Kiowa	9	Lone Wolf to Mtn. View	34.51	2945.61	85.36
610	WPMH 550	Washington	US 75	Caney River Bridge at Bartlesville	0.64	238.16	372.12
610	WPMH 550	Washington	US 75	Relocation Caney River Bridge at Bartlesville	0.38	240.00	631.58
611	FA 325	Major	14	From North of Chest r to So. of Waynoka	17.32	1357.62	78.38
612	WPMH 575	Carter	US 70	Lone Grove to Ardmore	4.30	953.82	221.60
613	WPSO 476	Roger Mills	FM	Reydon South	5.30	314.35	59.31
614	WO 614	Tulsa	M	4 Projects in City of Tulsa	3.10	1043.52	336.62
615	WPMS 537	LeFlore	FM	West of Talihina to Govt. Hospital	1.57	275.75	174.93
616	WO 616	Rogers	FM	From US 169 east to Will Rogers home	3.29	317.59	96.24
617	WPH 160	Greer	US 283	Willow northwest to Beckham Co. line	9.70	872.76	89.98
618	WO 618	Garfield-Grant-Kay	FM	North of Gar ber north to Kansas line	35.12	3180.16	90.55
620	FA 314	Beaver	US 270	Through Beaver City	0.48	111.92	233.17
619	FA 41	Bryan	US 70	Durant to Bennington	20.00	2400.00	120.00
622	WO 622	McIntosh	FM	South of Henryetta , South to #9.	8.80	1435.89	163.11
623	WO 623	Cotton	#32	Randlett east to county line	22.60	2374.70	105.07
624	WPMS 541	Payne	FM	West of Stillwater - west 8 Mi.	7.93	868.42	109.51
625	WO 625	Okmulgee	FM	Cain Creek Bridge	1.00	231.87	231.87

SURVEYS COMPLETED IN 1936 FROM JANUARY 1, 1936 TO NOVEMBER 1, 1936
(Continued)

WORK ORDER NO.	PROJECT NUMBER	COUNTY	HWY.	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
626	WO 626	Tulsa	11	Relocation at Sperry and Skiatook	1.23	212.19	172.51
627	WO 627	McIntosh	FM	So. Canadian river North to #9	12.73	2181.01	171.33
628	WO 628	Rogers-Mayes	28	Chelsea to Adair	17.63	2049.80	116.27
629	FA 222	Seminole	US 270	Drainage and Paving in Wewoka	0.65	288.14	443.29
102	WPH 348	Jackson	34	From So. of Duke, No. to WPH 348	2.01	202.51	100.74
630	WPH 399	Pittsburg-Haskell	9	US 69 East to 2 Mi. west of Whitefield	20.55	2275.98	110.73
580	FA 112	Cleveland	US 77	Landscaping Underpass No. and So. of Moore	1.00	166.54	166.54
630	WO 630	Kay	US 177	Tonkawa cut-off	3.12	322.45	103.34
632	WO 632	Pottawatomie	FM	No. Boundary St.-Shawnee	1.12	339.03	302.70
551	WPMS 451	Garfield	FM	Relocation Market St., cut-off in Enid	0.50	228.59	457.18
586	FA 84	LeFlore	US 271	Relocation thru Panama	2.74	430.08	156.96
580	WPH 275	Payne	40	Landscaping Stillwater south	8.38	498.66	59.50
580	FA 222	Pottawatomie	US 270	Shawnee east-(landscape)	1.37	371.60	271.83
513	WPSO 436	Noble	FM	Relocation at Red Rock Creek	1.70	370.37	211.64
513	WPSO 436	Noble	FM	Relocation at Red Rock Creek	2.00	248.19	124.09
554	WO 554	Tulsa	M	Relocation on Harvard Av., Tulsa.	2.00	311.88	115.94
522	WO 522	Cleveland-McClain	US 77	Relocation Purcell Bdg.	2.63	615.31	236.61
571	WPMS 537	LeFlore	FM	Talihina to Govt. Hosp.	3.45	490.08	142.05
430	WO 430	Haskell-McIntosh	#9	From US 69 to 2 Mi. West of Whitefield	20.56	2275.98	110.73
551	WO 551	Garfield	M	Four blocks on Chestnut St., Enid	0.64	102.42	159.04
520		All Counties		Fifteen Surveys for Elimination of Railroad Grade Crossings		3652.60	
627	WO 627	Pittsburg	FM	McAlester No. to So. Canadian River	16.00	1700.00	106.25
621	WO 621	Pushmataha	FM	Antlers east	27.00	4188.52	155.13
633	WO 633	Craig	US 60	1½ Mi. East of Nowata Co. line east to US 66 south of Vinita	6.00	800.00	133.33
634	WO 634	Kingfisher-Logan	51	East of Okeene to US 77 South of Orlando	8.00	470.00	58.75
		Total - - -			527.92	65,880.33	33,124.80

The above figures cover field expenses only. Grouping all classes of surveys and adding office expense, equipment, renewals, heavy repairs, etc., there is found to be a total of 527.92 miles of surveys, run at a total cost of $77,419.25 or $144.66 per mile.

TABULATION SHOWING COSTS OF RIGHTS-OF-WAY BY COUNTIES
FROM JUNE 1, 1925 TO DECEMBER 1, 1936

COUNTY	JUNE 1, 1925 TO DECEMBER 1, 1934 ACRES	COST	AVG. COST PER ACRE	DECEMBER 1, 1934 TO DECEMBER 1, 1936 ACRES	COST	AVG. COST PER ACRE	JUNE 1, 1925 TO DECEMBER 1, 1936 ACRES	COST	AVG. COST PER ACRE
Adair	624.86	$ 38,565.19	$ 61.71	156.96	$ 9,964.82	$ 63.49	781.82	$ 48,530.01	$ 62.07
Alfalfa	229.21	9,816.65	42.95	113.29	7,256.60	64.05	342.50	17,103.25	49.94
Atoka	968.31	10,468.91	10.82	70.96	5,344.85	75.32	1,039.27	15,828.76	15.23
Beaver	734.58	48,058.40	65.42	374.39	15,028.70	40.14	1,108.97	63,087.10	56.90
Beckham	1,111.54	79,930.58	71.91	95.12	7,501.65	78.87	1,206.66	87,432.23	72.46
Blaine	491.85	44,979.77	101.37	55.91	2,283.45	59.36	490.16	47,263.22	96.63
Bryan	238.97	32,885.29	137.96	68.67	6,629.21	96.54	307.04	39,511.50	128.69
Caddo	1,232.67	155,011.03	125.76	70.78	4,962.15	71.11	1,303.45	159,973.23	122.71
Canadian	426.43	37,246.97	87.34	52.05	6,116.72	118.09	478.48	43,393.69	90.69
Carter	595.21	71,278.91	119.75	146.45	25,488.54	174.04	741.66	96,766.78	130.47
Cherokee	522.08	14,981.25	28.73	34.29	4,773.05	139.56	556.28	19,757.30	35.52
Choctaw	231.24	22,446.29	97.07	208.63	12,906.82	61.86	439.87	35,353.02	80.37
Cimarron	345.34	15,555.24	44.98	103.49	2,525.01	24.40	449.33	18,080.25	40.24
Cleveland	43.51	3,500.35	80.30	38.15	5,120.83	134.23	81.69	8,621.15	105.54
Coal	439.25	9,047.38	21.03	44.70	3,301.52	73.86	473.95	12,348.90	26.06
Comanche	622.37	60,332.82	96.94	72.20	8,438.09	116.87	694.57	68,770.91	99.01
Cotton	532.65	66,756.76	124.20	16.71	4,490.40	265.13	549.36	70,587.16	128.76
Craig	618.37	49,287.97	81.12	60.17	5,397.50	89.73	670.54	54,685.47	81.55
Creek	315.97	19,735.91	62.46	102.04	19,295.18	189.09	413.01	39,031.09	98.37
Custer	674.46	90,152.78	133.67	45.51	6,106.25	134.17	719.97	96,259.03	133.73
Delaware	284.36	19,164.99	67.49	91.82	4,581.40	49.90	376.18	23,746.30	63.12
Dewey	439.85	48,344.65	96.72	138.09	25,621.78	192.67	632.85	73,969.43	116.88
Ellis	881.34	32,007.78	36.19	8.01	164.40	57.98	892.35	32,472.18	36.39
Garfield	136.41	25,897.04	189.86	14.60	1,469.90	100.68	151.00	27,366.94	181.24
Garvin	629.56	74,405.69	118.19	123.46	12,129.78	98.25	753.02	86,535.47	114.92
Grady	921.02	101,605.35	109.96	88.54	13,677.65	154.48	1,012.56	115,283.00	113.81
Grant	552.96	57,162.19	103.36	21.87	5,360.69	245.12	574.83	62,522.88	108.77
Greer	350.21	44,015.16	125.68	35.89	4,194.62	116.87	386.10	48,209.78	124.86
Harmon	400.88	11,393.95	27.90	24.82	903.55	36.41	434.65	12,297.50	28.29
Harper	906.48	62,068.41	68.47	66.28	4,044.55	61.02	972.76	66,112.96	67.96
Haskell	403.89	11,139.35	27.78	14.64	2,965.00	202.53	415.53	14,104.35	33.81
Hughes	808.35	47,599.04	58.90	237.64	12,581.71	52.91	1,045.79	60,180.75	57.55
Jackson	393.54	44,372.45	112.75	30.88	2,945.68	95.39	424.42	47,318.13	111.49
Jefferson	681.90	63,995.91	93.44	37.48	6,456.98	173.08	722.38	70,452.89	97.57
Johnston	751.92	31,972.53	99.74	59.69	1,506.49	25.24	811.61	32,578.93	38.71
Kay	199.31	795.75	3.99	16.33	1,500.75	275.61	215.64	5,296.50	24.56
Kingfisher	432.66	49,025.71	113.31	27.86	3,928.90	141.02	460.52	52,954.61	114.99
Kiowa	781.70	79,933.78	102.25	48.00	6,956.05	143.46	829.70	86,819.75	104.64
Latimer	751.95	11,842.81	15.76	169.41	15,756.75	91.01	920.76	27,599.56	29.97

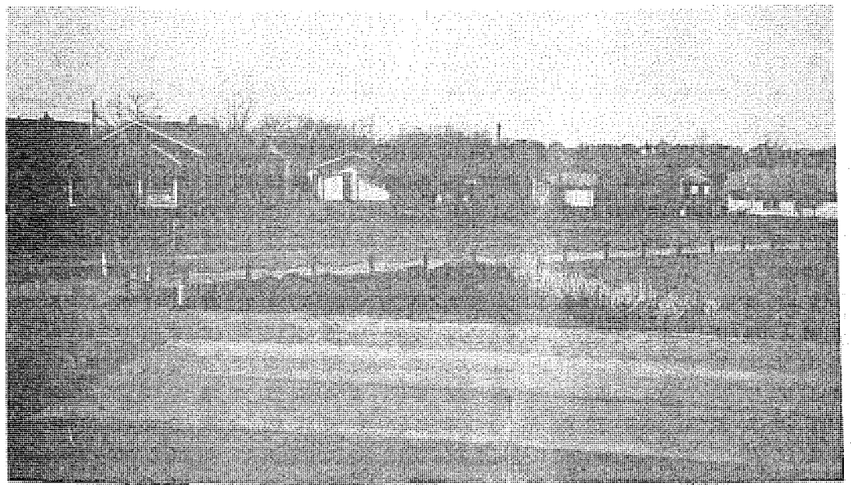
TABULATION SHOWING COSTS OF RIGHTS-OF-WAY BY COUNTIES
FROM JUNE 1, 1925 TO DECEMBER 1, 1936

(Continued)

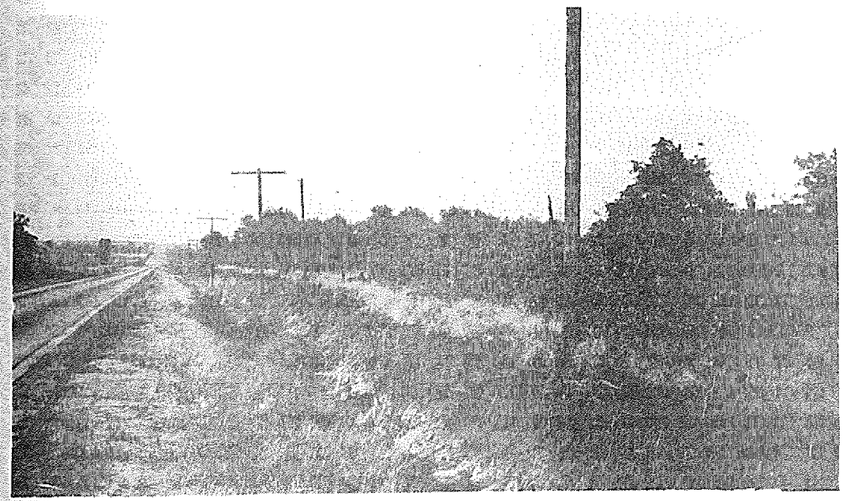
COUNTY	JUNE 1, 1925 TO DECEMBER 1, 1934 ACRES	COST	AVG. COST PER ACRE	DECEMBER 1, 1934 TO DECEMBER 1, 1936 ACRES	COST	AVG. COST PER ACRE	JUNE 1, 1925 TO DECEMBER 1, 1936 ACRES	COST	AVG. COST PER ACRE
LeFlore	938.88	$ 23,847.69	$ 25.40	444.92	$ 24,566.04	$ 55.21	1,383.80	$ 48,113.73	$ 34.99
Lincoln	973.33	149,295.93	153.38	50.74	4,826.56	95.12	1,024.12	154,122.49	150.49
Logan	868.22	66,891.95	151.66	31.27	3,279.00	104.86	899.49	70,170.95	175.65
Love	228.68	19,496.41	85.25	69.96	2,689.25	38.44	298.64	22,185.66	74.29
McClain	579.63	42,954.64	74.11	186.04	9,311.90	50.05	765.67	52,266.54	68.26
McCurtain	289.68	35,313.70	52.87	110.00	11,069.45	100.63	399.68	26,383.15	66.01
McIntosh	471.19	46,346.12	97.52	233.30	5,142.22	25.29	676.40	51,288.34	75.98
Major	815.59	77,811.74	86.89	79.69	3,404.10	42.72	895.28	74,215.93	82.90
Marshall	337.89	21,702.29	64.23	43.67	4,521.79	103.54	381.56	26,224.08	68.73
Mayes	382.33	21,145.67	55.32	77.25	5,802.15	75.08	459.67	26,947.82	58.63
Murray	287.35	16,181.59	56.31	48.51	4,295.50	87.29	335.87	20,477.09	60.79
Muskogee	617.43	110,175.32	178.44	28.82	1,897.50	65.84	646.25	112,072.82	173.42
Noble	289.86	27,559.21	95.07	100.60	6,791.40	67.51	390.46	34,350.61	87.97
Nowata	365.84	12,741.00	34.82	145.12	12,245.35	84.38	510.96	24,986.35	48.90
Okfuskee	329.35	29,581.33	89.82	24.94	2,123.55	85.18	354.28	31,706.88	89.50
Oklahoma	58.64	19,286.85	149.86	31.87	6,481.56	203.37	100.51	16,768.41	166.83
Okmulgee	128.01	31,903.74	249.22	81.09	11,546.47	142.39	209.10	43,450.21	207.80
Osage	968.47	81,923.09	83.97	190.16	21,585.79	113.51	1,158.63	102,908.88	88.82
Ottawa	170.52	17,081.08	100.17	151.13	15,968.75	105.66	321.65	33,049.83	102.75
Pawnee	538.84	75,704.77	140.50	42.00	3,981.33	213.84	580.84	79,686.10	137.30
Payne	390.26	62,691.66	160.64	76.24	16,866.96	221.24	466.50	79,558.62	170.54
Pittsburg	526.43	43,234.29	82.12	133.11	9,032.02	67.85	659.54	52,266.31	79.25
Pontotoc	1,068.01	107,532.16	98.83	74.93	6,610.03	88.22	1,162.94	114,142.19	98.15
Pottawatomie	543.07	65,980.29	121.40	53.98	12,852.82	238.10	597.05	78,783.11	131.95
Pushmataha	554.01	6,050.66	10.92	80.31	2,152.55	26.80	634.32	8,203.21	12.93
Roger Mills	801.11	62,245.89	77.69	30.13	1,675.40	55.61	831.24	63,921.29	76.90
Rogers	580.02	46,586.95	80.31	72.68	8,325.25	114.55	652.70	54,911.60	84.13
Seminole	590.77	29,366.43	49.71	93.01	6,420.23	69.03	683.78	35,786.66	52.34
Sequoyah	506.77	29,702.79	58.62	71.99	3,097.33	43.02	578.76	32,799.92	56.67
Stephens	515.94	10,077.73	19.38	29.88	1,516.00	50.74	545.82	11,593.73	21.24
Texas	786.49	49,184.66	62.47	33.95	2,866.78	84.44	820.44	52,001.44	63.38
Tillman	584.75	49,982.79	85.48	38.39	4,380.80	114.11	623.14	54,363.59	87.24
Tulsa	185.54	15,745.87	84.86	16.28	6,495.32	398.98	201.82	22,241.19	110.20
Wagoner	247.43	21,433.79	86.58	45.21	3,480.40	76.98	292.64	24,904.49	85.10
Washington	37.13	3,168.15	85.21	8.42	2,902.80	344.75	45.60	6,070.95	133.13
Washita	729.37	79,208.61	109.95	21.46	5,339.25	248.80	741.83	84,547.89	113.97
Woods	519.40	45,111.69	86.85	70.54	8,834.97	125.25	589.94	53,946.66	91.44
Woodward	998.87	101,345.12	111.50	66.15	8,916.60	133.28	975.02	110,161.72	112.98
TOTAL	40,974.43	$3,413,113.19	$ 83.30	6,337.77	$ 567,045.91	$ 89.47	47,312.20	$ 3,980,159.10	$ 84.13

Average Cost per acre last biennium . . . . . $ 99.58
Claims passed last biennium . . . . . $ 1,050,937.25
Acres secured last biennium 10,553.55

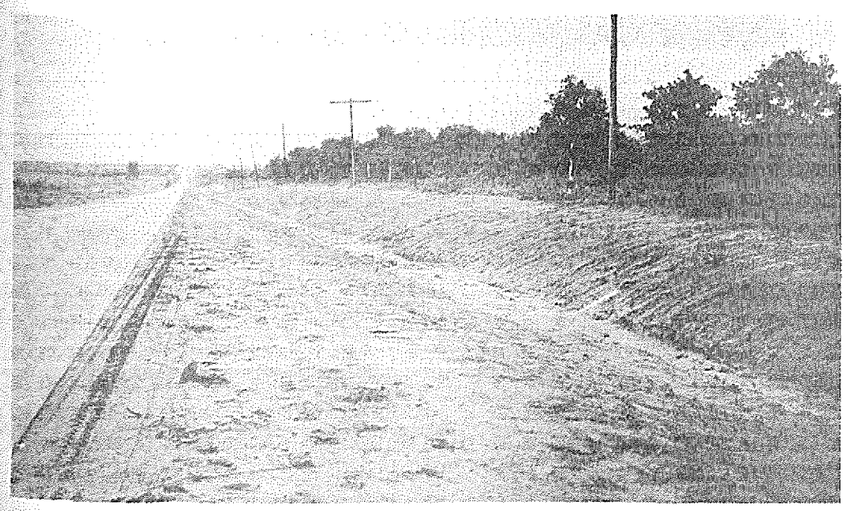
The "cost" column for this biennium includes $138,417.47 of claims approved by this department and in line for payment for which warrants have not yet been issued. It does not include $154,542.57 of claims approved prior to December 1, 1934 and for which warrants have been issued since December 1, 1934.



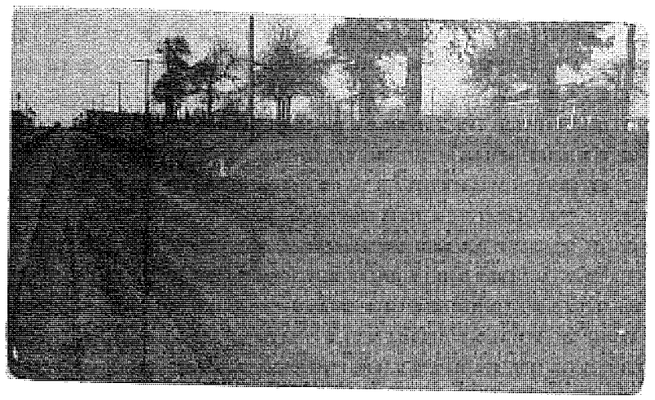
ROADSIDE IMPROVEMENT
LOW CORNER PLANTING IN
TRIANGULAR INTERSECTION



ROADSIDE IMPROVEMENT
ERODED BACKSLOPES BEFORE SHAPING



ROADSIDE IMPROVEMENT
SAME VIEW AFTER SHAPING BUT BEFORE PLANTING



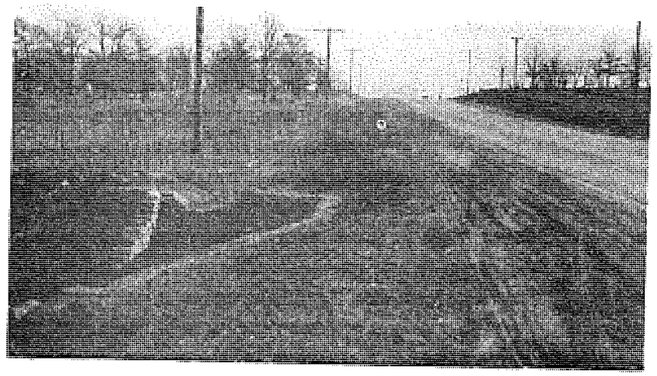
ROADSIDE IMPROVEMENT PROJECT
U. S. HIGHWAY 270

(PHOTO BY COURTESY OF U. S. BUREAU OF PUBLIC ROADS)



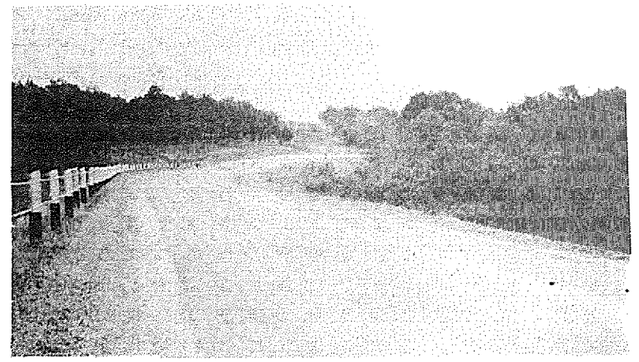
MASONRY DITCH CHECKS
ROADSIDE IMPROVEMENT PROJECT

(PHOTO BY COURTESY OF U. S. BUREAU OF PUBLIC ROADS)

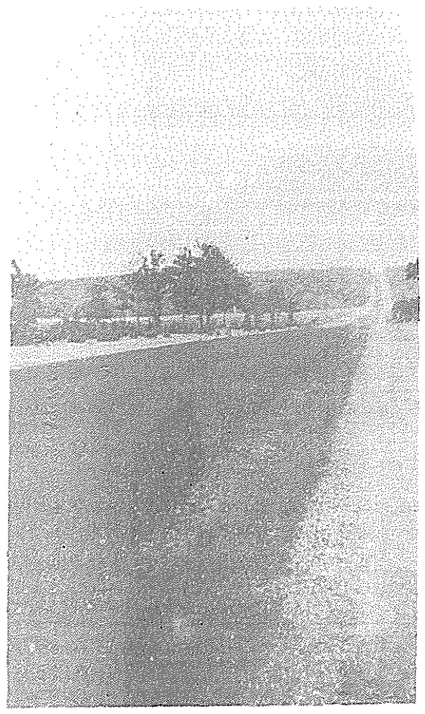


CULVERT EXTENTION AND DITCH IMPROVEMENT
ROADSIDE IMPROVEMENT PROJECT

(PHOTO BY COURTESY OF U.S. BUREAU OF PUBLIC ROADS)



OIL MAT U. S. 60



OIL SURFACE TREATMENT
S.H. NO. 20

ENGINEERING DIVISIONS



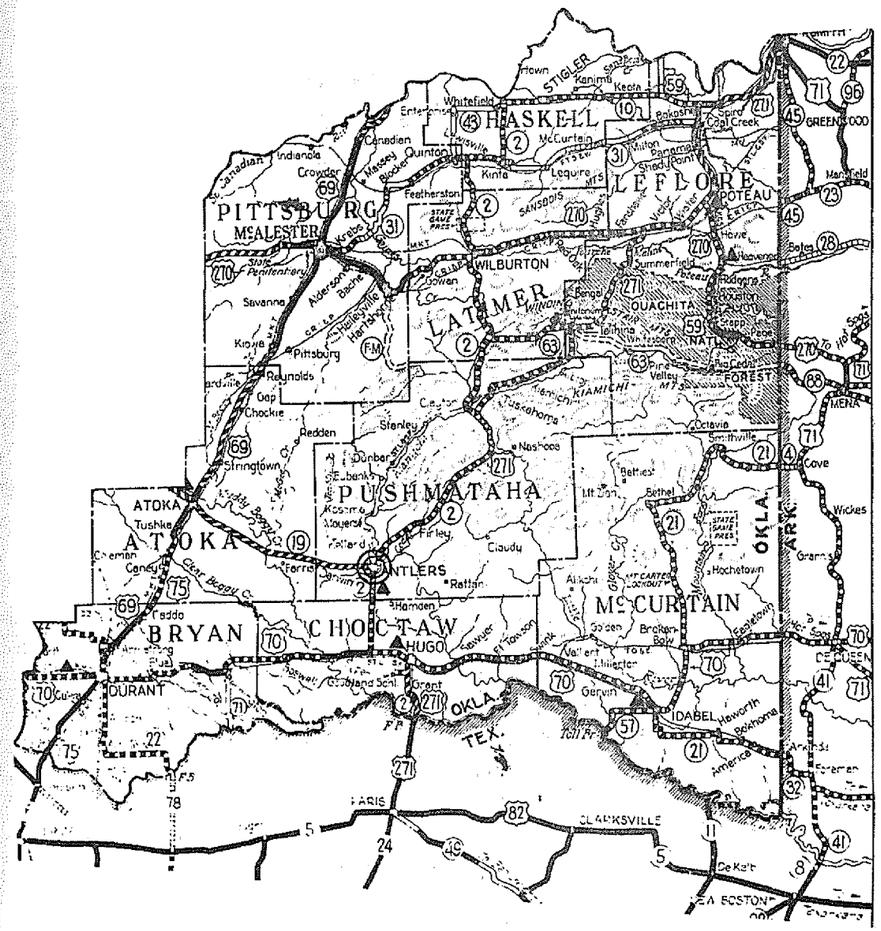
ENGINEERING DIVISION No. 1

COUNTY	AREA
Adair	584 Sq. Miles
Cherokee	771 " "
Craig	757 " "
Creek	962 " "
Delaware	794 " "
McIntosh	708 " "
Mayes	676 " "
Muskogee	814 " "
Nowata	586 " "
Okmulgee	697 " "
Osage (Part Only)	1,444 " "
Ottawa	477 " "
Rogers	719 " "
Sequoyah	693 " "
Tulsa	555 " "
Wagoner	565 " "
Washington	425 " "
Total	12,248 Sq. Miles

MILEAGE BY TYPES

(As of November 17, 1936)

TYPE	MILEAGE
Concrete; Asphalt on Concrete; Brick	563.20
Asphaltic Surface on Gravel Base	100.17
Treated Gravel or Earth	293.28
Untreated Gravel	613.43
Improved Earth	25.46
Unimproved Earth	151.65
TOTAL	1,747.14



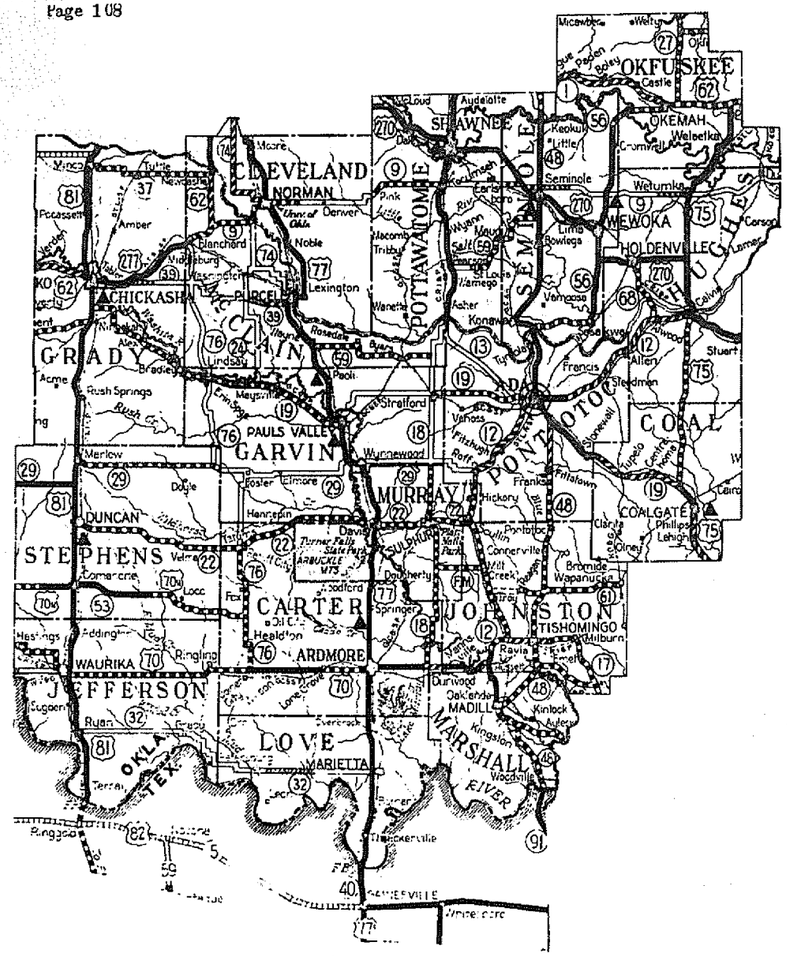
ENGINEERING DIVISION No. 2

COUNTY	AREA
Atoka	997 Sq. Miles
Bryan	928 " "
Choctaw	790 " "
Haskell	515 " "
Latimer	735 " "
LeFlore	1,614 " "
McCurtain	1,897 " "
Pittsburg	1,370 " "
Pushmataha	1,430 " "
Total	10,376 Sq. Miles

MILEAGE BY TYPES

(As of November 17, 1936)

TYPE	MILEAGE
Concrete; Asphalt on Concrete; Brick	108.36
Asphaltic Surface on Gravel Base	40.65
Treated Gravel or Earth	158.57
Untreated Gravel	510.22
Improved Earth	42.32
Unimproved Earth	91.60
TOTAL	951.72



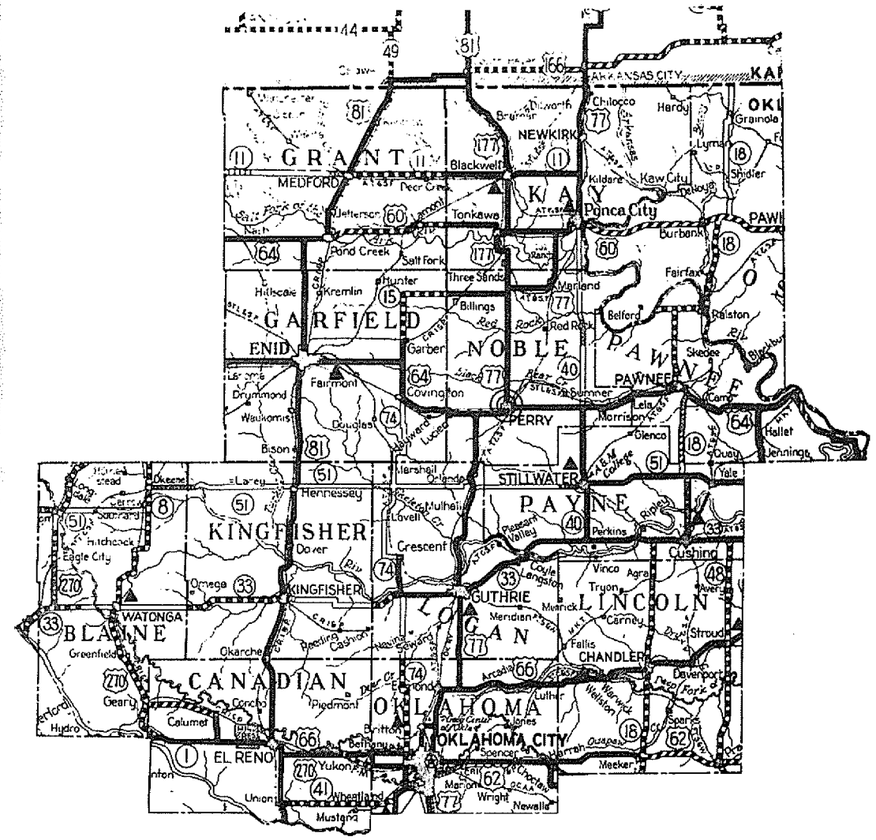
ENGINEERING DIVISION No. 9

COUNTY	AREA
Carter	831 Sq. Miles
Cleveland	554 " "
Coal	525 " "
Garvin	821 " "
Grady	1,112 " "
Hughes	790 " "
Jefferson	749 " "
Johnston	658 " "
Love	514 " "
Marshall	419 " "
McClain	562 " "
Murray	424 " "
Okfuskee	623 " "
Pontotoc	726 " "
Pottawatomie	793 " "
Seminole	633 " "
Stephens	897 " "
Total	11,633 Sq. Miles

MILEAGE BY TYPES

(As of November 17, 1936)

TYPE	MILEAGE
Concrete; Asphalt on Concrete; Brick	559.57
Asphaltic Surface on Gravel Base	86.91
Treated Gravel or Earth	192.61
Untreated Gravel	536.65
Improve Earth	8.70
Unimproved Earth	307.75
TOTAL	1,692.19



ENGINEERING DIVISION No. 4

COUNTY	AREA
Blaine	931 Sq. Miles
Canadian	891 " "
Garfield	1,061 " "
Grant	994 " "
Kay	984 " "
Kingfisher	890 " "
Lincoln	959 " "
Logan	739 " "
Noble	734 " "
Oklahoma	717 " "
Osage (Part Only)	883 " "
Pawnee	584 " "
Payne	678 " "
Total	10,945 " "

MILEAGE BY TYPES

(As of November 17, 1936)

TYPE	MILEAGE
Concrete; Asphalt on Concrete; Brick	719.18
Asphaltic Surface on Gravel Base	86.38
Treated Gravel or Earth	20.57
Untreated Gravel	269.26
Improved Earth	4.51
Unimproved Earth	224.94
TOTAL	1,324.94



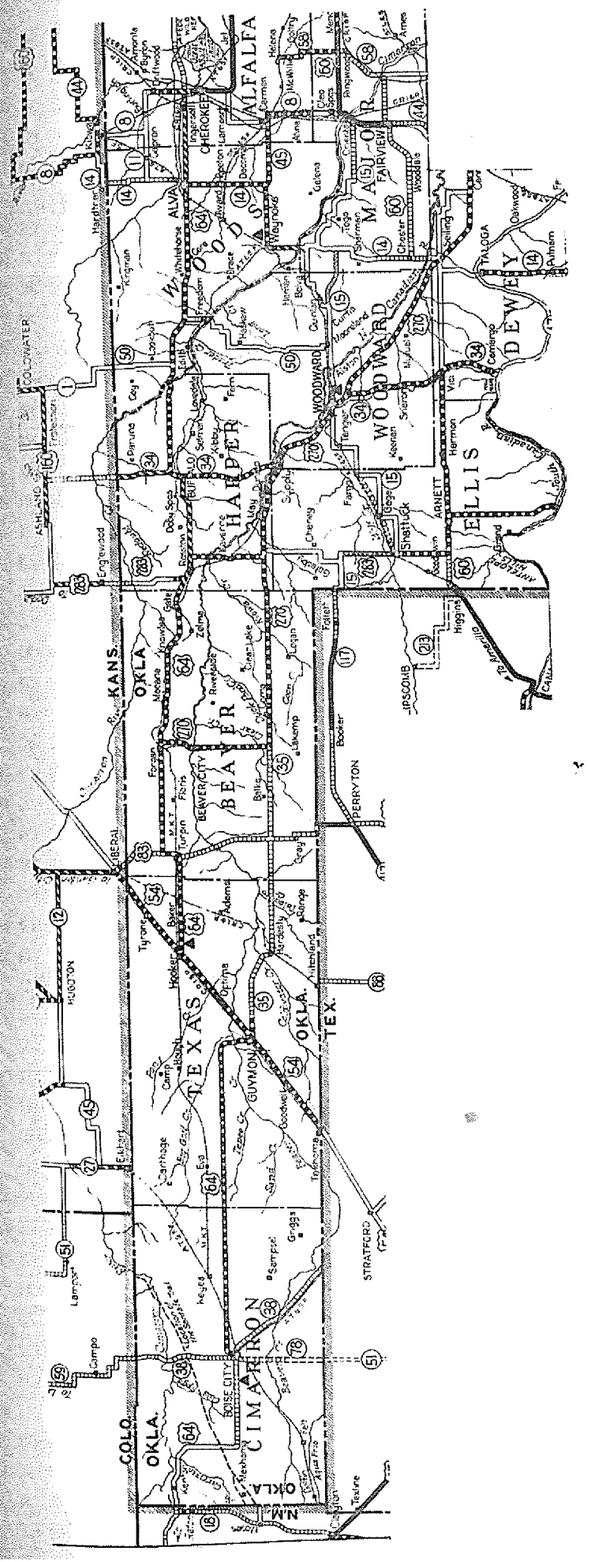
ENGINEERING DIVISION No. 5

COUNTY	AREA
Beckham	917 Sq. Miles
Caddo	1,289 " "
Comanche	1,096 " "
Cotton	630 " "
Custer	998 " "
Greer	644 " "
Harmon	548 " "
Jackson	778 " "
Kiowa	1,047 " "
Roger Mills	1,135 " "
Tillman	865 " "
Washita	1,006 " "
Total	10,953 Sq. Miles

MILEAGE BY TYPES

(As of November 17, 1936)

TYPE	MILEAGE
Concrete; Asphalt on Concrete; Brick	159.24
Asphaltic Surface on Gravel Base	192.28
Treated Gravel or Earth	78.20
Untreated Gravel	742.39
Improved Earth	80.60
Unimproved Earth	242.72
TOTAL	1,495.43



ENGINEERING DIVISION No. 6

COUNTY	AREA
Alfalfa	867 Sq. Miles
Beaver	1,813 " "
Cimarron	1,849 " "
Dewey	989 " "
Ellis	1,218 " "
Harper	1,033 " "
Major	957 " "
Texas	2,065 " "
Woods	1,255 " "
Woodward	1,233 " "
Total	13,259 Sq. Miles

MILEAGE BY TYPES

(As of November 17, 1936)

TYPE	MILEAGE
Concrete; Asphalt on Concrete; Brick	41.33
Asphaltic Surface on Gravel Base	119.12
Treated Gravel or Earth	50.88
Untreated Gravel	465.75
Improved Earth	217.08
Unimproved Earth	401.60
TOTAL	1,295.76

SUMMARY OF AREA AND MILEAGE BY DIVISIONS

DIVISION No.	AREA (Sq.Miles)	MILEAGE (As of 11-17-36)
1	12,248.	1,747.14
2	10,376.	951.72
3	11,693.	1,692.19
4	10,945.	1,324.84
5	10,953.	1,435.43
6	13,259.	1,295.76
STATE TOTALS	69,414.	8,447.08

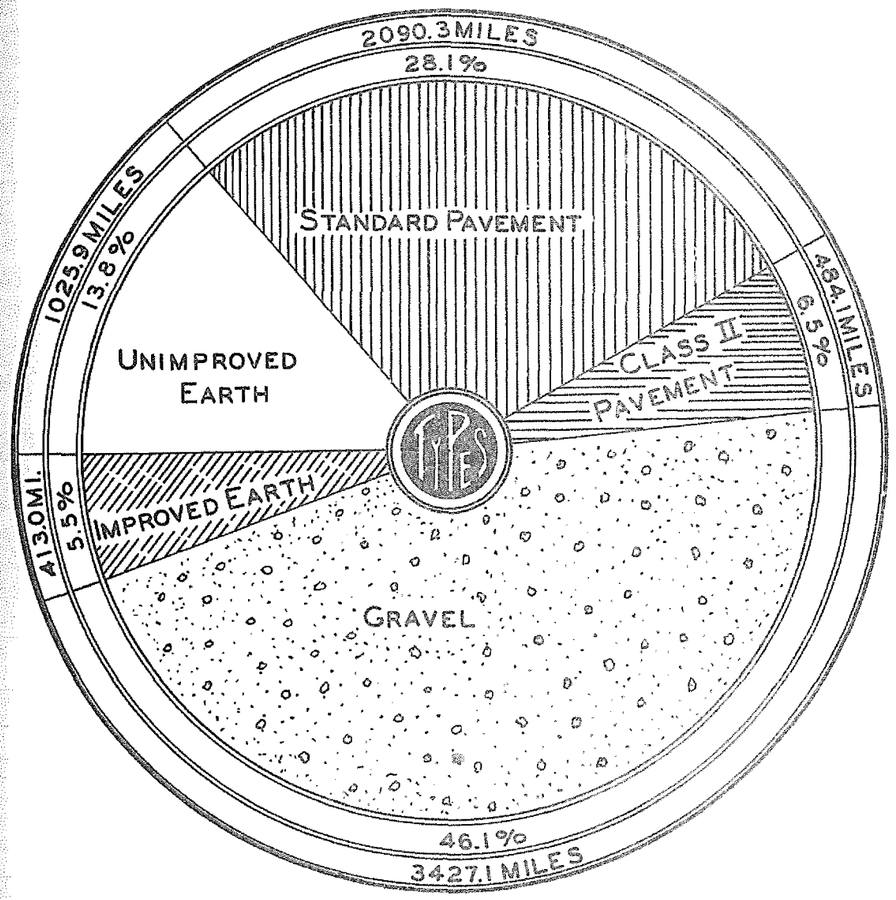
SUMMARY OF MILEAGE BY TYPES

(As of November 17, 1936)

TYPE	MILEAGE
Concrete; Asphalt on Concrete; Brick	2,150.88
Asphaltic Surface on Gravel Base	565.46
Treated Gravel or Earth	794.11
Untreated Gravel	3,137.70
Improved Earth	378.67
Unimproved Earth	1,420.26
STATE TOTAL	8,447.08

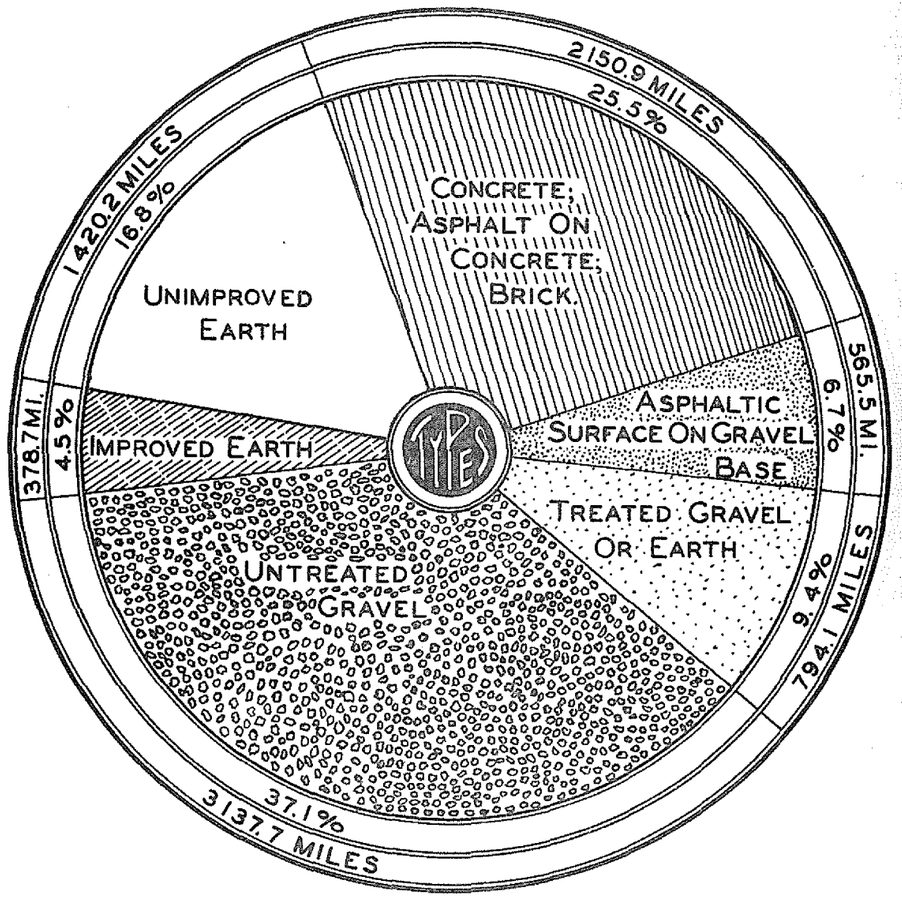
Total Mileage added to the State Highway System during this biennium:
1,006.7

STATUS OF IMPROVEMENT
OF THE
OKLAHOMA STATE HIGHWAY SYSTEM
AS OF
DECEMBER 31 1934

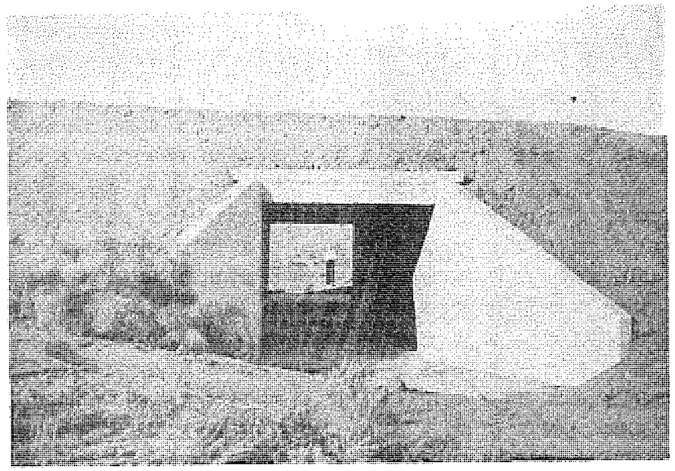


TOTAL MILEAGE U.S. AND STATE HIGHWAY SYSTEM 7440.4

STATUS OF IMPROVEMENT
OF THE
OKLAHOMA STATE HIGHWAY SYSTEM
AS OF
NOVEMBER 17, 1936



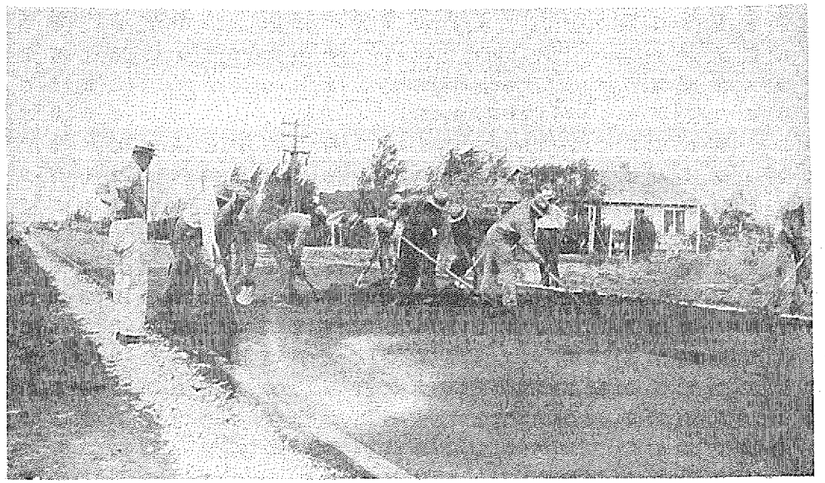
TOTAL MILEAGE U.S. AND STATE HIGHWAY SYSTEM 8447.1





CONCRETE BRIDGE AND CULVERT CONSTRUCTION

N R W R (DROUTH RELIEF) PROJECTS



SPREADING ASPHALT SURFACING MATERIAL
W P A PROJECT

MATERIALS TESTED JANUARY 1, 1935 TO DECEMBER 1, 1936

	1935	TO DEC. 1 1936	TOTAL 1935 & 1936
Cement shipped from tested bins - barrels	294,804	386,069	680,873
Cement accepted bin-samples	975	1,477	2,452
Cement rejected bin-samples	-	32	32
Cement reserved in storage (end of year)	87,017	107,961	
Cement - car tests	3	86	89
White Cement - samples.	3	3	6
Coarse aggregate - accepted samples	475	701	1,176
Coarse aggregate - conditional samples	25	34	59
Coarse aggregate - information samples	7	22	29
Coarse aggregate - rejected samples	7	18	25
Coarse aggregate quality tests - accepted samples	83	81	164
Coarse aggregate - information samples	36	45	81
Coarse aggregate quality tests - rejected samples	14	10	24
Coarse aggregate quality tests - conditional samples	4	-	4
Coarse aggregate gravity & absorption - tests	18	187	205
Base & Surface Material - accepted samples	267	384	651
Base & Surface Material - conditional samples	44	134	178
Base & Surface Material - information samples	143	187	330
Base & Surface Material - rejected samples	24	29	53
Sand for concrete - accepted samples	390	577	967
Sand for concrete - conditional samples	27	51	78
Sand for concrete - information samples	61	71	132
Sand for concrete - rejected samples	42	21	63
Sand strength tests - samples	116	233	349
Fine aggregate specific gravity test - samples	8	194	202
Fine aggregate unit weight tests	29	175	204
Cylinders broken (from field)	3,132	3,584	6,716
Concrete research cylinders made & broken	267	12	279
Pavement cores drilled & tested	492	560	1,052
Beams broken	34	64	98
Mortar void sand - tests	62	66	128
Reinforcing Steel - accepted samples	1,019	1,503	2,522
Reinforcing Steel - information samples	-	12	12
Reinforcing Steel - rejected samples	13	12	25
Wire Mesh Reinforcing - accepted samples	67	27	94
Wire Mesh Reinforcing - information samples	-	2	2
Iron Castings - accepted samples	38	18	56
Iron Castings - rejected samples	1	-	1
Steel castings - accepted samples	17	7	24
Steel castings - rejected samples	7	-	7
Bronze Bearing Plates - accepted samples	24	6	30
Bronze Bearing Plates - rejected samples	-	3	3
Sheet Copper - accepted samples	1	2	3
Galvanized Guard Rail Fittings - accepted samples	18	38	56
Galvanized Cable - accepted samples	46	100	146
Galvanized Cable - rejected samples	1	-	1
Guard Rail Spring Steel - accepted samples	-	2	2
Metal Plate Guard Rail - accepted samples	-	1	1
Galvanized Culvert Pipe - accepted samples	12	191	203
Galvanized Iron Sheets - accepted samples	-	1	1
Copper Pipe - accepted samples	18	6	24

MATERIALS TESTING LABORATORY

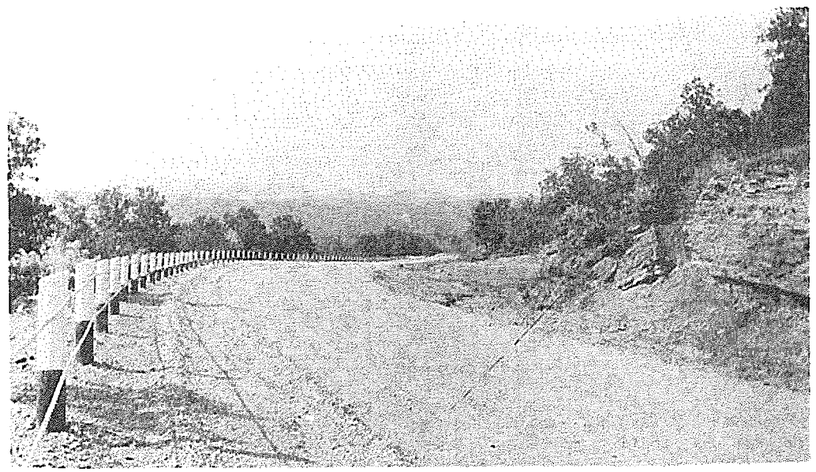
MATERIALS TESTED JANUARY 1, 1935 TO DECEMBER 1, 1936

(Continued)

	1935	TO DEC. 1 1936	TOTAL 1935 & 1936
Reinforced - Concrete Pipe - shipped L.F.	38,966	27,043	66,009
Reinforced - Concrete Pipe - tested L. F.	54,003	17,681	71,684
Plain Concrete Pipe - tested - shipped L.F.	318	865	1,183
Drain Tile - accepted samples	2	-	2
Asphaltic Surface Mixtures - accepted samples	98	29	127
Asphaltic Surface Mixtures - information samples	152	447	599
Asphaltic Surface Mixtures - rejected samples	-	14	14
Asphalt Cement - accepted samples	99	125	224
Asphalt Cement - rejected samples	2	2	4
Asphalt Cement - information samples	7	16	23
Liquid Asphalt - accepted samples	166	106	272
Liquid Asphalt - conditional samples	1	-	1
Liquid Asphalt - information samples	8	22	30
Liquid Asphalt - rejected samples	-	1	1
Asphaltic Research - determinations	-	2,276	2,276
Asphaltic Stability - tests	-	234	234
Mixed Paint - accepted samples	115	98	213
Mixed Paint - conditional samples	5	10	15
Mixed Paint - information samples	6	3	9
Mixed Paint - rejected samples	7	10	17
Varnish - accepted samples	2	3	5
Varnish - information samples	-	1	1
Paint Vehicles - tested samples	2	1	3
Paint Pigments - tested samples	1	1	2
Water for Concrete - accepted samples	47	66	113
Water for Concrete - information samples	1	-	1
Water for Concrete - rejected samples	-	1	1
Brick - accepted samples	11	18	29
Brick - rejected samples	1	1	2
Brick - information samples	-	3	3
Sub-Grade Soils - tested samples	682	1,537	2,219
Caliche for Surface Course - samples	22	-	22
Lubricants - accepted samples	16	-	16
Lubricants - information samples	3	-	3
Miscellaneous Chemical Analyses	13	5	18
Pre-Molded Expansion Joint - accepted samples	1	27	28
Rock Asphalt Plant Tests - Shipments cars	1,408	2,541	3,949
Asphaltic Material Plant Tests - Shipments cars	-	1,108	1,108
Aggregate Plant Tests - Shipments cars	3,803	6,947	10,750

MATERIALS TESTED BY OTHER LABORATORIES

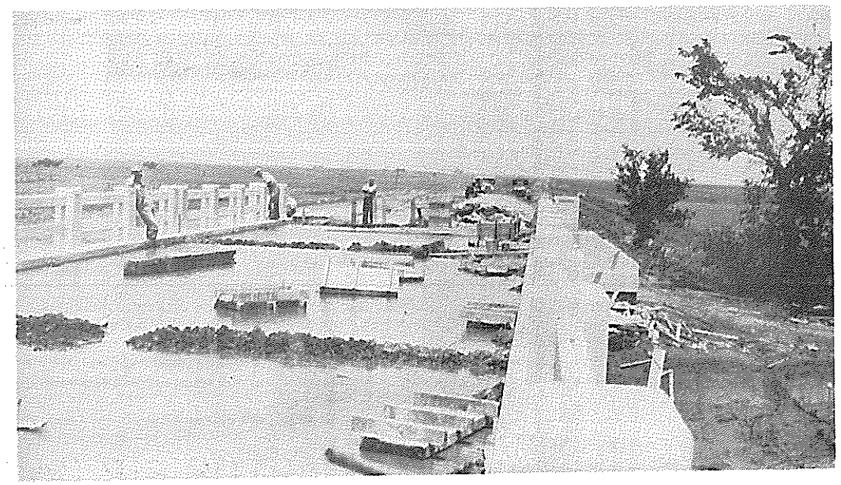
Struct'l Steel (Mill) lbs.	21,659,795	18,608,671	40,268,466
Struct'l Steel (Fab) lbs.	20,044,410	16,878,521	36,922,931
Treated Posts L. F.	96,292	146,005	242,297
Treated Piling L. F.	114,312	28,028	142,340
Treated Lumber F.B.M.	190,241	720,986	911,227
Pre-Tested Cement - barrels shipped	22,708	30,508½	53,216½
Sand Strengths Tests - samples	24	-	24
Water for Concrete - samples	2	-	2
Paint - sampled only	3	3	6
Untreated Lumber F.B.M.	1,167	-	1,167
Bronze Bearing Plates - samples	-	1	1



GRADE AND DRAINAGE U.S. 59

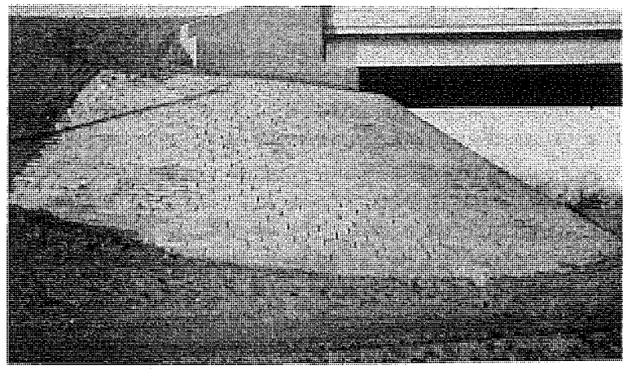


CONCRETE PAVING U.S. 66



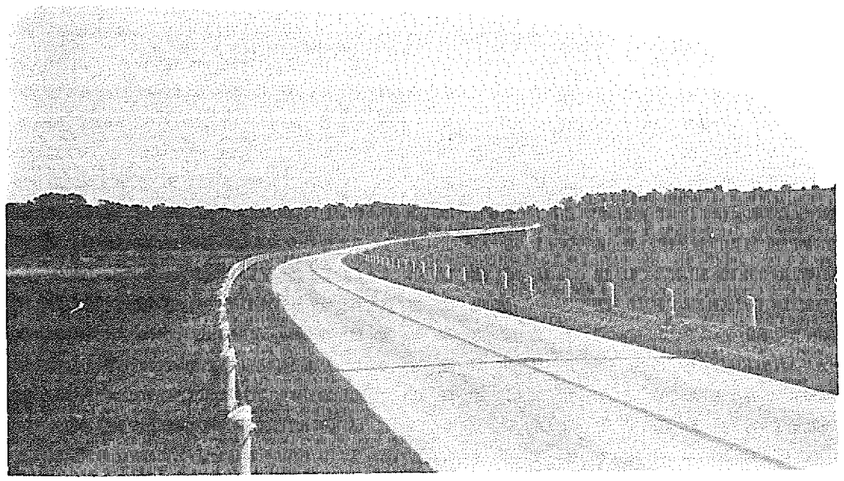
CONCRETE BRIDGE FLOOR PONDED FOR CURING

(PHOTO BY COURTESY OF U.S. BUREAU OF PUBLIC ROADS)



A GOOD EXAMPLE OF LAID UP RIP RAP

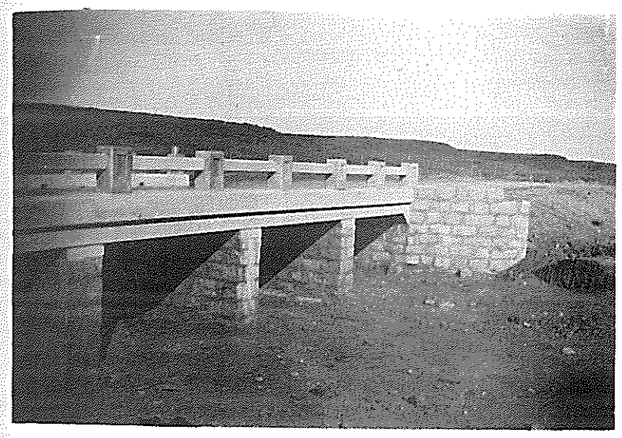
(PHOTO BY COURTESY OF U.S. BUREAU OF PUBLIC ROADS)

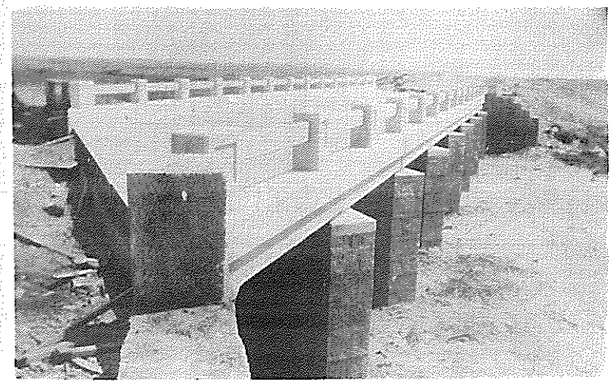


VIEW ON STATE HIGHWAY NO. 33



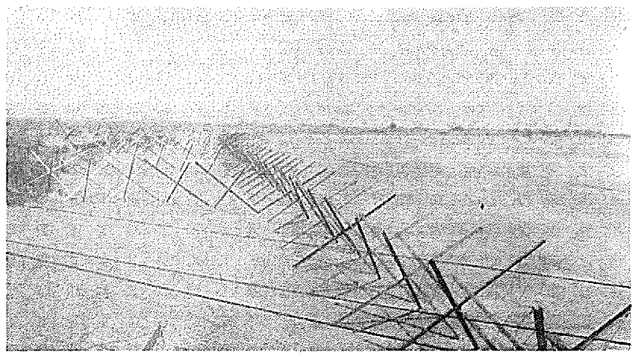
PLACING RED BED BASE FOR ROCK ASPHALT SURFACING. WPA PROJECT.





MASONRY AND CONCRETE BRIDGE CONSTRUCTION

NRWR (DROUTH RELIEF) PROJECTS



VIEW OF BANK PROTECTION WORK

(PHOTO BY COURTESY OF U. S. BUREAU OF PUBLIC ROADS)

U. S. HIGHWAY ROUTES

AS OF NOVEMBER 20, 1936

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State line							
6.0	Tyrone	6.0				6.0		
16.0	Hooker	10.0				10.0		
27.1	Optima	11.1			7.1	4.0		
35.2	Guymon	8.1			8.1			
36.6	In Guymon	1.4	1.4					
46.6	Goodwell	10.0				10.0		
57.5	Texhoma (State line)	10.9				10.9		
	TOTALS	57.5	1.4		15.2	40.9		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Kansas line	0.0						
9.5	Welch	9.5				9.5		
26.0	Vinita	16.5				16.5		
27.4	In Vinita	1.4	1.4					
36.8	Junction with US 66, 69	9.4	9.4					
42.8	Bernice	6.0				6.0		
50.8	Grove	8.0				8.0		
66.3	Jay	15.5				15.5		
88.0	Junction with SH 33	21.7				21.7		
100.8	Arkansas line near Siloam Springs	12.8				12.8		
	Sub-Total	100.8	10.8			90.0		
0.0	Arkansas line near Siloam Springs	0.0						
106.3	Watts	5.5				5.5		
107.5	Ballard	1.2				1.2		
116.2	Westville	8.7				8.7		
131.4	Stilwell	15.2				15.2		
132.2	In Stilwell	0.8	0.8					
166.6	Sallisaw	34.4				34.4		
167.5	In Sallisaw	0.9	0.4			0.5		
183.1	Junction with S H 10	15.6				15.6		
190.3	Junction with U. S 271	7.2				7.2		
194.0	Coal Creek	3.7			3.7			
196.4	Panama	2.4			2.4			
198.7	Shady Point	2.3			2.3			
205.5	Poteau	6.8			6.8			
214.3	Howe	8.8		2.0		6.8		
218.9	Heavener	4.6				4.6		
225.7	Houston	6.8				6.8		
231.6	Stapp	5.9				5.9		
237.8	Page	6.2				6.2		
243.9	Arkansas line	6.1				6.1		
	Sub-Total	143.1	1.2	2.0	15.2	124.7		
	TOTAL	243.9	12.0	2.0	15.2	214.7		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State line							
7.5	Wyandotte	7.5				7.5		
15.9	Fairland	8.4				8.4		
25.6	Afton	9.7				9.7		
26.6	In Afton	1.0	1.0					
40.6	Vinita	14.0	14.0					
41.0	In Vinita	0.4	0.4					
65.6	Junction S.H. 28 east of Coody's Bluff	24.6				7.4		17.2
71.1	Nowata	5.5			5.5			
90.9	Bartlesville	19.8	9.8		10.0			
92.6	In Bartlesville	1.7	1.7					
111.0	Junction SH 48 North of Pawhuska	18.4			18.4			
115.7	Pawhuska	4.7			4.7			
117.8	In Pawhuska	2.1	2.1					
139.8	Burbank	22.0	5.8	2.7	13.5			
159.2	Ponca City	19.4	1.0		18.4			
160.8	In Ponca City	1.6	1.6					
173.2	Tonkawa	12.4	12.4					
174.6	In Tonkawa	1.4	1.4					
189.1	Lamont	14.5	9.0			5.5		
203.1	Pond Creek	14.0			4.4	9.6		
224.3	Enid	21.2	21.2					
227.7	In Enid	3.4	3.4					
237.6	Lahoma	9.9	9.9					
242.5	Meno	4.9	2.9			2.0		
259.8	Orienta	17.3	13.3			4.0		
265.8	Fairview	6.0	6.0					
266.8	In Fairview	1.0	1.0					
281.2	Wooddale	14.4					14.4	
292.9	Chester	11.7					11.7	
298.4	Seiling	5.5					4.0	1.5
319.2	Vici	20.8						20.8
319.8	In Vici	0.6					0.4	0.2
334.3	Harmon	14.5				14.5		
346.4	Arnett	12.1				12.1		
358.9	State Line	12.5				5.5	7.0	
	TOTAL	358.9	117.9	2.7	74.9	86.2	37.5	39.7

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
4.9	Hollis	4.9		4.9				
6.0	In Hollis	1.1	1.1					
13.8	Gould	7.8	3.5		4.3			
25.8	Duke	12.0			7.3	4.7		
38.4	Altus	12.6				12.6		
39.7	In Altus	1.3	1.3					
50.2	Headrick	10.5	6.3			4.2		
62.3	Snyder	12.1		8.6		3.5		
74.3	Indiahoma	12.0	7.7			4.3		
81.6	Cache	7.3		4.5		2.8		
94.6	Point North Lawton	13.0	1.4	1.1		10.5		
114.1	Apache	19.5	6.1	5.2		8.2		
132.9	Anadarko	18.8			8.5	10.3		
133.9	In Anadarko	1.0	1.0					
141.9	Verden	8.0			8.0			
150.9	Chickasha	9.0	9.0					
152.6	In Chickasha	1.7	1.7					
158.6	Tabler	6.0	6.0					
171.0	Blanchard	12.4	12.4					
179.3	Newcastle	8.3			8.3			
193.8	Oklahoma City	14.5	10.5		4.0			
203.1	In Oklahoma City	9.3	9.3					
214.8	Choctaw	11.7	11.7					
220.8	Harrah	6.0	6.0					
236.8	Meeker	16.0	16.0					
249.6	Prague	12.8			12.8			
250.4	In Prague	0.8	0.8					
257.1	Paden	6.7			6.7			
262.4	Boley	5.3			5.3			
268.6	Castle	6.2			6.2			
274.6	Okemah	6.0			6.0			
292.0	Henryetta	17.4		17.4				
294.0	In Henryetta	2.0	2.0					
306.0	Okmulgee	12.0	12.0					
308.7	In Okmulgee	2.7	2.7					
314.4	Morris	5.7	5.7					
328.1	Boynton	13.7	8.5				5.2	
341.4	Taft	13.3	13.3					
348.4	Muskogee	7.0	7.0					
353.4	In Muskogee	5.0	5.0					
359.7	Fort Gibson	6.3	6.3					
379.7	Tahlequah	20.0		13.0	7.0			
381.2	In Tahlequah	1.5	1.5					
409.7	Westville	28.5			28.5			
411.7	State Line	2.0			2.0			
	TOTAL	411.7	175.8	54.7	114.9	66.3		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
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Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
9.2	Muldrow	9.2			9.2			
21.1	Sallisaw	11.9			11.9			
22.8	In Sallisaw	1.7	1.7					
33.2	Vian	10.4		10.4				
42.3	Gore	9.1		9.1				
44.1	Webbers Falls	1.8	1.8					
55.3	Warner	11.2	11.2					
62.9	Keefton	7.6	7.6					
73.8	Muskogee	10.9	10.9					
78.6	In Muskogee	4.8	4.8					
85.6	Taft	7.0	7.0					
96.2	Haskell	10.6	10.6					
113.1	Bixby	16.9	16.9					
129.9	Tulsa	16.8	16.8					
138.4	In Tulsa	8.5	8.5					
141.4	Sand Springs	3.0	3.0					
153.4	Keystone	12.0	12.0					
170.5	Cleveland	17.1	11.6		5.5			
193.6	Pawnee	23.1	23.1					
194.2	In Pawnee	0.6	0.6					
200.9	Lela	6.7	6.7					
206.0	Morrison	5 1	5.1					
221.1	Perry	15.1	15.1					
222.5	In Perry	1.4	1.4					
232.0	Lucien	9.5	9.5					
239.9	Covington	7.9	7.9					
260.1	Enid	20.2	20.2					
264.6	In Enid	4.5	4.5					
290.3	Nash	25.7	25.7					
297.5	Jet	7.2	7.2					
312.9	Cherokee	15.4	15.4					
314.4	In Cherokee	1.5	1.5					
318.7	Ingersoll	4.3	1.0	3.3				
332.8	Alva	14.1		1.1	13.0			
334.8	In Alva	2.0	1.3	0.7				
390.5	Buffalo	55.7	0.5	55.2				
408.0	Rosston	17.5			17.5			
415.0	Gate	7.0			3.6	3.4		
423.1	Knowles	8.1				8.1		
433.9	Mocane	10.8				10.8		
443.2	Forgan	9.3				9.3		
465.2	Turpin Junction	22.0				22.0		
483.9	Hooker	18.7				18.7		
495.0	Optima	11.1		11.1				
503.1	Guymon	8.1		8.1				
504.5	In Guymon	1.4	1.4					
567.2	Boise City	62.7				62.7		
605.2	State Line	38.0				1.3	15.4	21.3
	TOTAL	605.2	272.5	99.0	60.7	136.3	15.4	21.3

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
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Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	Kansas Line							
4.3	Quapaw	4.3	4.3					
5.0	In Quapaw	0.7	0.7					
9.5	Commerce	4.5	4.5					
11.0	In Commerce	1.5	1.5					
14.3	Miami	3.3	3.3					
15.5	In Miami	1.2	1.2					
29.1	Afton	13.6	1.5			12.1		
30.7	In Afton	1.6	1.6					
44.7	Vinita	14.0	14.0					
45.5	In Vinita	0.8	0.8					
48.9	Junction U. S. 69	3.4	3.4					
62.6	Chelsea	13.7	13.7					
63.4	In Chelsea	0.8	0.8					
71.4	Foyil	8.0	8.0					
75.9	Sequoyah	4.5	4.5					
81.4	Claremore	5.5	5.5					
82.4	In Claremore	1.0	1.0					
93.9	Catoosa	11.5	11.5					
106.9	Tulsa	13.0	13.0					
112.1	In Tulsa	5.2	5.2					
123.1	Sapulpa	11.0	11.0					
125.1	In Sapulpa	2.0	2.0					
149.1	Bristow	24.0	24.0					
150.3	In Bristow	1.2	1.2					
157.3	Depew	7.0	7.0					
167.0	Stroud	9.7	9.7					
168.1	In Stroud	1.1	1.1					
175.1	Davenport	7.0	7.0					
181.1	Chandler	6.0	6.0					
182.3	In Chandler	1.2	1.2					
200.5	Luther	18.2	18.2					
208.1	Arcadia	7.6	7.6					
216.8	Edmond	8.7	8.7					
217.4	In Edmond	0.6	0.6					
*228.9	Oklahoma City (Capitol)	11.5	11.5					
232.9	West limits Oklahoma City	4.0	4.0					
	Sub-Total	232.9	220.8			12.1		

*Alternate Route By Britton 2.2 miles shorter to West Limits of Oklahoma City.

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
232.9	West Limits Oklahoma City	0.0						
236.9	Bethany	4.0	4.0					
237.4	In Bethany	0.5	0.5					
243.7	Yukon	6.3	6.3					
244.6	In Yukon	0.9	0.9					
256.1	El Reno	11.5	11.5					
259.2	In El Reno	3.1	3.1					
282.2	Bridgeport	23.0	23.0					
300.2	Weatherford	18.0	18.0					
301.1	In Weatherford	0.9	0.9					
314.9	Clinton	13.8	13.8					
316.3	In Clinton	1.4	1.4					
330.1	Foss	13.8	13.8					
337.1	Canute	7.0	7.0					
343.6	Elk City	6.5	6.5					
344.6	In Elk City	1.0	1.0					
359.6	Sayre	15.0	15.0					
360.8	In Sayre	1.2	1.2					
375.5	Erick	14.7	14.7					
376.5	In Erick	1.0	1.0					
383.7	Texas State Line	7.2	7.2					
	Sub-Total	150.8	150.8				12.1	
	TOTAL	383.7	371.6				12.1	

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
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Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
2.0	In Picher	2.0	2.0					
2.5	Cardin	0.5	0.5					
3.9	In Cardin	1.4	1.4					
5.6	Commerce	1.7	1.7					
6.4	In Commerce	0.8	0.8					
9.7	Miami	3.3	3.3					
10.9	In Miami	1.2	1.2					
24.5	Afton	13.6	1.5				12.1	
26.1	In Afton	1.6	1.6					
40.1	Vinita	14.0	14.0					
40.9	In Vinita	0.8	0.8					
50.3	Big Cabin	9.4	6.4		3.0			
59.8	Adair	9.5			9.5			
69.8	Pryor	10.0			10.0			
71.0	In Pryor	1.2	1.2					
80.3	Choteau	9.3			9.3			
86.6	Mazie	6.3			6.3			
95.8	Wagoner	9.2			9.2			
98.0	In Wagoner	2.2	2.2					
106.2	Okay	8.2			8.2			
112.7	Muskogee	6.5	2.7		3.8			
117.7	In Muskogee	5.0	5.0					
123.3	Summit	5.6	5.6					
130.2	Oktaha	6.9	6.9					
138.1	Checotah	7.9	7.9					
139.1	In Checotah	1.0	1.0					
150.9	Eufaula	11.8	7.1				4.7	
151.8	In Eufaula	0.9	0.9					
162.6	Canadian	10.8	0.5		10.3			
166.1	Crowder	13.5	3.5					
178.4	McAlester	12.3	12.3					
181.9	In McAlester	3.5	3.5					
189.5	Savanna	7.6	7.6					
197.7	Kiowa	8.2	8.2					
202.1	Reynolds	4.4			4.4			
207.3	Gap	5.2			5.2			
209.7	Chockie	2.4			2.4			
218.2	Stringtown	8.5			8.5			
224.9	Atoka	6.7	3.5		3.2			
226.2	In Atoka	1.3	1.3					
231.0	Tuska	4.8	4.8					
238.0	Caney	7.0	1.7				5.3	
246.2	Caddo	8.2	1.5				6.7	
253.2	Armstrong	7.0	5.6				1.4	
257.4	Durant	4.2		1.6			2.6	
259.1	In Durant	1.7	1.7					
263.1	Calera	4.0	4.0					
270.6	Colvert	7.5	7.5					
273.4	State Line	2.8	2.8					
	TOTAL	273.4	145.7	1.6	93.3		32.8	

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
6.7	Eagletown	6.7				6.7		
16.3	Broken Bow	9.6				9.6		
28.5	Idabel	12.2			2.2	10.0		
37.2	Garvin	8.7	1.6	7.1				
41.0	Millerton	4.4				4.4		
46.6	Valliant	5.0				5.0		
57.0	Fort Towson	10.4				10.4		
63.5	Sawyer	6.5				6.5		
70.4	Hugo	6.9				6.9		
72.0	In Hugo	1.6	1.6					
83.4	Soper	11.4	5.3	6.1				
94.1	Boswell	10.7	2.1		8.6			
105.3	Bennington	11.2			11.2			
112.0	Bokchito	6.7	6.7					
117.6	Blue	5.6		5.6				
126.3	Durant	8.7	2.0	6.7				
128.3	In Durant	2.0	2.0					
142.7	Aylesworth	14.4	1.0			13.4		
154.2	Madill	11.5		4.3		7.2		
155.1	In Madill	0.9	0.9					
163.2	Russett	8.1	8.1					
167.9	Mannsville	4.7	4.7					
182.2	Ardmore	14.3	10.2		4.1			
185.2	In Ardmore	3.0	3.0					
192.2	Lone Grove	7.0	2.7	4.3				
210.8	Ringling	18.6	12.0			6.6		
234.1	Waurika	23.3	0.5			22.8		
234.6	In Waurika	0.5	0.5					
262.1	Randlett	27.5				3.5		24.0
268.7	State Line	6.6				6.6		
	TOTAL	268.7	64.9	34.1	26.1	119.6		24.0

U. S. HIGHWAY 70 NORTH

	Junction US 70 South Healdton	0.0						
4.0	Healdton	4.0				4.0		
5.5	In Healdton	1.5	1.5					
9.4	Junction with S H 76	3.9				3.9		
38.5	Comanche	29.1	12.2			16.9		
38.8	In Comanche	0.3	0.3					
58.3	Walters	19.5	7.9	5.2		6.4		
58.8	In Walters	0.5	0.5					
65.9	Emerson	7.1		7.1				
80.1	Randlett	14.2		1.9		12.3		
	TOTAL	80.1	22.4	14.2		43.5		

Type No. 1 - Concrete; Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
1.2	Owen	1.2	1.2					
8.1	Copan	6.9	6.9					
15.2	Dewey	7.1	7.1					
19.3	Bartlesville	4.1	4.1					
20.8	In Bartlesville	1.5	1.5					
32.3	Ochelata	11.5	11.5					
39.3	Ramona	7.0	7.0					
46.5	Vera	7.2	7.2					
53.6	Collinsville	7.1	7.1					
60.9	Owasso	7.3	7.3					
72.7	Tulsa	11.8	11.8					
82.3	In Tulsa	9.6	9.6					
92.8	Sapulpa	10.5	10.5					
95.0	In Sapulpa	2.2	2.2					
99.5	Kiefer	4.5	4.5					
104.2	Mounds	4.7	4.7					
113.6	Beggs	9.4	9.4					
119.4	Preston	5.8	5.8					
125.0	Okmulgee	5.6	5.6					
127.5	In Okmulgee	2.5	2.5					
139.5	Henryetta	12.0	12.0					
142.0	In Henryetta	2.5	2.5					
150.0	Junction US 62 & US 75	8.0	8.0					
156.8	Weleetka	6.8	6.8					
157.3	In Weleetka	0.5	0.5					
166.5	Wetumka	9.2	9.2					
167.5	In Wetumka	1.0	1.0					
186.6	Calvin	19.1	19.1					
218.2	Coalgate	31.6	3.0				28.6	
220.0	In Coalgate	1.8	1.8					
221.4	Phillips	1.4				1.4		
223.9	Lehigh	2.5				2.5		
232.2	Atoka	8.3				8.3		
233.5	In Atoka	1.3	1.3					
238.3	Tushka	4.8	4.8					
245.3	Caney	7.0	1.7				5.3	
253.5	Caddo	8.2	1.5				6.7	
260.5	Armstrong	7.0	5.6				1.4	
264.7	Durant	4.2			1.6		2.6	
266.4	In Durant	1.7	1.7					
270.4	Calera	4.0	4.0					
277.9	Colbert	7.5	7.5					
280.7	State Line	2.8	2.8					
	TOTAL	280.7	222.3		1.6	12.2	44.6	

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
7.5	Newkirk	7.5	7.5					
8.5	In Newkirk	1.0	1.0					
20.5	Ponca City	12.0	12.0					
22.6	In Ponca City	2.1	2.1					
34.9	Marland	12.3	12.3					
43.1	Junction with U S 177	8.2	8.2					
60.6	Perry	17.5	17.5					
62.3	In Perry	1.7	1.7					
67.3	Junction with U S 64	5.0	5.0					
76.0	Orlando	8.7	8.7					
83.5	Mulhall	7.5	7.5					
95.5	Guthrie	12.0	12.0					
97.0	In Guthrie	1.5	1.5					
114.8	Edmond	17.8	17.8					
115.5	In Edmond	0.7	0.7					
126.0	Oklahoma City	10.5	10.5					
132.4	In Oklahoma City	6.4	6.4					
138.4	Moore	6.0	6.0					
138.9	In Moore	0.5	0.5					
147.1	Norman	8.2	8.2					
149.1	In Norman	2.0	2.0					
154.9	Noble	5.8	5.8					
164.8	Lexington	9.9	9.9					
165.2	Purcell Bridge	0.4				0.4		
165.8	Across Purcell Bridge	0.6				0.6		
167.0	In Purcell	1.2	1.2					
174.4	Wayne	7.4	7.4					
182.7	Paoli	8.3	8.3					
189.4	Pauls Valley	6.7	6.7					
190.4	In Pauls Valley	1.0	1.0					
197.5	Wynnewood	7.1	7.1					
198.0	In Wynnewood	0.5	0.5					
208.1	Davis	10.1	10.1					
222.3	Springer	14.2	14.2					
230.6	Ardmore	8.3	8.3					
233.1	In Ardmore	2.5	2.5					
249.3	Marietta	16.2	16.2					
254.8	Bomar	5.5	5.5					
259.6	Thackerville	4.8	4.8					
264.5	State Line	4.9	4.9					
	TOTAL	264.5	263.5			1.0		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
5.7	Renfrow	5.7	5.7					
14.7	Medford	9.0	9.0					
15.4	In Medford	0.7	0.7					
22.1	Jefferson	6.7	6.7					
26.5	Pond Creek	4.4	4.4					
47.7	Enid	21.2	21.2					
51.4	In Enid	3.4	3.4					
64.8	Bison	13.7	13.7					
70.2	Hennessey	5.4	5.4					
71.6	In Hennessey	1.4	1.4					
80.4	Dover	8.8	8.8					
88.6	Kingfisher	8.2	8.2					
89.8	In Kingfisher	1.2	1.2					
99.0	Okarche	9.2	9.2					
111.7	El Reno	12.7	12.7					
113.7	In El Reno	2.0	2.0					
123.5	Union City	9.8	9.8					
128.4	Minco	4.9	4.9					
137.1	Pocassett	8.7	8.7					
147.1	Chickasha	10.0	10.0					
149.5	In Chickasha	2.4	2.4					
167.9	Rush Springs	18.4	18.4					
177.4	Marlow	9.5	9.5					
179.1	In Marlow	1.7	1.7					
187.6	Duncan	8.5	8.5					
189.1	In Duncan	1.5	1.5					
197.4	Comanche	8.3	8.3					
198.2	In Comanche	0.8	0.8					
206.6	Addington	8.4	8.4					
213.1	Point ½ mile East Waurika	6.5	6.5					
223.3	Ryan	10.2	10.2					
232.4	Terral	9.1	9.1					
233.6	State Line	1.2	1.2					
	TOTAL	233.6	233.6					

Type No. 1 - Concrete; Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
10.0	Turpin	10.0				3.0	7.0	
32.2	Gray	22.2					22.2	
37.2	State Line	5.0					5.0	
	TOTAL	37.2				3.0	34.2	

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Grave Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

U. S. HIGHWAY 169

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
0.6	South Coffeyville	0.6			0.6			
10.5	Lenapah	9.9			9.9			
16.8	Delaware	6.3		6.3				
22.1	Nowata	5.3	5.3					
23.5	In Nowata	1.4	1.4					
28.6	Watova	5.1			5.1			
34.6	Talala	6.0			6.0			
40.6	Oolagah	6.0			6.0			
51.9	Collinsville	11.3	0.3		11.0			
59.2	Owasso	7.3	7.3					
71.0	Tulsa	11.8	11.8					
73.5	Center Tulsa	2.5	2.5					
	TOTAL	73.5	28.6	6.3	38.6			

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
7.2	Braman	7.2	7.2					
15.2	Blackwell	8.0	8.0					
17.1	In Blackwell	1.9	1.9					
26.1	Tonkawa	9.0	9.0					
27.4	In Tonkawa	1.3	1.3					
33.9	Three Sands	6.5	6.5					
37.4	Junction with U S 77	3.5	3.5					
	TOTAL	37.4	37.4					

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

U. S. HIGHWAY 266.

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 64 Warner	0.0						
2.3	Junction S H 2	2.3				2.3		
15.0	Checotah	12.7			9.3	3.4		
16.2	In Checotah	1.2	1.2					
42.0	Dewar	25.8	7.7		18.1			
43.2	Junction U S 62 & U S 75 East of Henryetta	1.2	1.2					
	TOTAL	43.2	10.1		27.4	5.7		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
6.1	Page	6.1				6.1		
12.3	Stapp	6.2				6.2		
18.2	Houston	5.9				5.9		
25.0	Heavener	6.8				6.8		
29.6	Howe	4.6				4.6		
40.9	Wister	11.3		5.5		5.8		
45.9	Victor	5.0				5.0		
46.9	Caston	1.0				1.0		
51.0	Fanshawe	4.1				4.1		
55.1	Hughes	4.1				4.1		
61.6	Red Oak	6.5				6.5		
73.8	Wilburton	12.2				12.2		
75.1	In Wilburton	1.3	1.3					
92.1	Hartshorne	17.0	3.9			13.1		
94.6	In Hartshorne & Haileyville	2.5	2.5					
100.1	Bache	5.5	5.5					
102.6	Alderson	2.5	2.5					
107.6	McAlester	5.0	5.0					
110.5	In McAlester	2.9	2.9					
129.4	Stuart	18.9	3.5		15.4			
140.0	Calvin	10.6	10.6					
156.8	Holdenville	16.8	16.8					
159.9	In Holdenville	3.1	3.1					
168.9	Wewoka	9.0	9.0					
170.4	In Wewoka	1.5	1.5					
181.1	Seminole	10.7	10.7					
182.3	In Seminole	1.2	1.2					
199.0	Shawnee	16.7	16.7					
202.0	In Shawnee	3.0	3.0					
209.5	Dale	7.5	7.5					
213.9	McLoud	4.4	4.4					
221.0	Harrah	7.1	7.1					
227.0	Choctaw	6.0	6.0					
238.7	Oklahoma City	11.7	11.7					
244.5	In Oklahoma City	5.8	5.8					
248.5	Bethany	4.0	4.0					
249.0	In Bethany	0.5	0.5					
255.3	Yukon	6.3	6.3					
256.2	In Yukon	0.9	0.9					
267.7	El Reno	11.5	11.5					
270.8	In El Reno	3.1	3.1					
284.0	Calumet	13.2	13.2					
295.3	Geary	11.3				11.3		
311.9	Watonga	16.6				16.6		

(Continued)

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
327.9	Eagle City	10.0				10.0		6.0
336.9	Canton	9.0				6.0		3.0
357.9	Seiling	21.0				21.0		
391.1	Woodward	33.2		33.2				
393.0	In Woodward	1.9	1.9					
407.1	Supply	14.1		14.1				
412.5	Dunlap	5.4				5.4		
417.0	May	4.5				4.5		
474.2	Beaver City	57.2				57.2		
474.8	In Beaver City	0.6	0.6					
480.9	Junction with US 64 East of Forgan	6.1				6.1		
481.9	Forgan	1.0				1.0		
500.9	Junction with US 83 North of Turpin	19.0				19.0		
507.9	State Line	7.0					7.0	
	TOTAL	507.9	184.2	52.8	26.7	228.2	7.0	9.0

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

U. S. HIGHWAY 271.

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
7.3	Braden	7.3			7.3			
15.2	Spiro	7.9			7.9			
15.7	In Spiro	0.5			0.5			
22.7	Panama	7.0			7.0			
23.4	In Panama	0.7			0.7			
31.3	Poteau	7.9			7.9			
33.5	In Poteau	2.2	2.2					
41.7	Wister	8.2		8.2				
46.7	Victor	5.0			5.0			
53.5	Summerfield	6.8			1.3	5.5		
72.5	Talihina	19.0				19.0		
81.8	Albion	9.3				9.3		
86.6	Kiamichi	4.8				4.8		
92.6	Tuskahoma	6.0				6.0		
121.4	Finley	28.8				28.8		
132.1	Antlers	10.7				10.7		
133.3	In Antlers	1.2	1.2					
153.1	Hugo	19.8		6.1	5.2	8.5		
154.4	In Hugo	1.3	1.3					
158.4	Grant	4.0		4.0				
164.6	State Line	6.2		6.2				
	TOTAL	164.6	4.7	24.5	42.8	92.6		

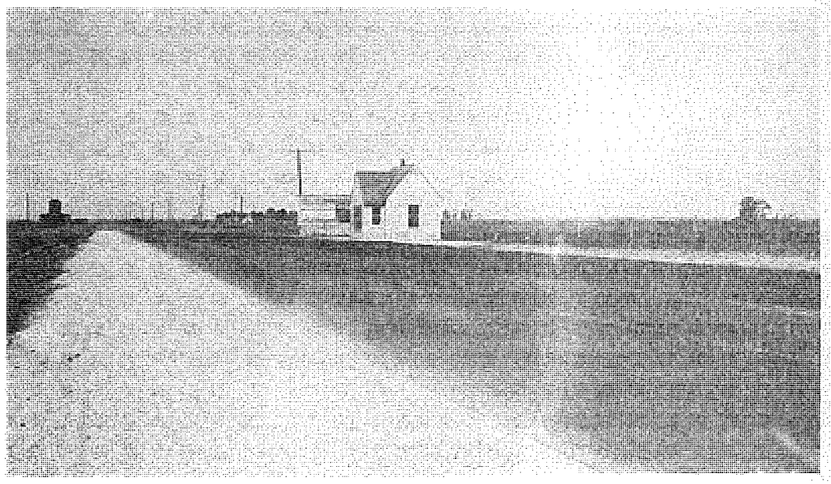
U. S. HIGHWAY 277.

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
6.6	Randlett	6.6				6.6		
20.8	Emerson	14.2		1.9		12.3		
38.3	Lawton	17.5		2.0		15.5		
40.8	In Lawton	2.5	2.5					
57.4	Elgin	16.6	6.4	10.2				
61.5	Fletcher	4.1				4.1		
68.2	Cyril	6.7				6.7		
73.1	Cement	4.9		4.9				
90.9	Chickasha	17.8	5.6	12.2				
92.9	In Chickasha	2.0	2.0					
98.9	Tabler	6.0	6.0					
111.3	Blanchard	12.4	12.4					
119.6	Newcastle	8.3			8.3			
134.1	Oklahoma City	14.5	10.5		4.0			
139.1	Center Oklahoma City	5.0	5.0					
	TOTAL	139.1	50.4	31.2	12.3	45.2		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	State Line							
15.2	Rosston	15.2				2.6	12.6	
24.5	Laverne	9.3			2.3	7.0		
55.3	Shattuck	30.8				6.0		24.8
71.1	Arnett	15.8				15.8		
97.7	Roll	26.6				26.6		
110.1	Cheyenne	12.4				12.4		
131.8	Sayre	21.7				21.7		
133.2	In Sayre	1.4	1.4					
156.5	Junction S.H. 34 at Willow	23.3		1.5	6.0	8.3		7.5
168.0	Mangum	11.5				11.5		
169.5	In Mangum	1.5	1.5					
185.3	Blair	15.8				4.3		11.5
194.7	Altus	9.4				9.4		
195.8	In Altus	1.1	1.1					
209.1	State Line	13.3				13.3		
	TOTAL	209.1	4.0	1.5	8.3	138.9	12.6	43.8

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth



SCALE HOUSE U.S. 66

STATE HIGHWAY ROUTES

AS OF NOVEMBER 20, 1936

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Arkansas State Line	0.0						
9.2	Muldrow	9.2			9.2			
21.1	Sallisaw	11.9			11.9			
22.8	In Sallisaw	1.7	1.7					
33.2	Vian	10.4		10.4				
42.3	Gore	9.1		9.1				
44.1	Webbers Falls	1.8	1.8					
55.3	Warner	11.2	11.2					
69.6	Checotah	14.3			9.3	5.0		
70.8	In Checotah	1.2	1.2					
96.6	Dewar	25.8	7.7		18.1			
98.6	Henryetta	2.0	2.0					
100.6	In Henryetta	2.0	2.0					
118.0	Okemah	17.4		17.4				
124.0	Castle	6.0			6.0			
130.2	Boley	6.2			6.2			
135.5	Paden	5.3			5.3			
142.2	Prague	6.7			6.7			
143.0	In Prague	0.8	0.8					
155.8	Meeker	12.8			12.8			
171.8	Harrah	16.0	16.0					
177.8	Choctaw	6.0	6.0					
189.5	Oklahoma City	11.7	11.7					
195.3	In Oklahoma City	5.8	5.8					
199.3	Bethany	4.0	4.0					
199.8	In Bethany	0.5	0.5					
206.1	Yukon	6.3	6.3					
207.0	In Yukon	0.9	0.9					
218.5	El Reno	11.5	11.5					
221.6	In El Reno	3.1	3.1					
244.6	Bridgeport	23.0	23.0					
262.6	Weatherford	18.0	18.0					
263.5	In Weatherford	0.9	0.9					
277.3	Clinton	13.8	13.8					
278.7	In Clinton	1.4	1.4					
292.5	Foss	13.8	13.8					
299.5	Canute	7.0	7.0					
306.0	Elk City	6.5	6.5					
307.0	In Elk City	1.0	1.0					
322.0	Sayre	15.0	15.0					
323.2	In Sayre	1.2	1.2					
337.9	Erick	14.7	14.7					
338.9	In Erick	1.0	1.0					
346.1	Texas State Line	7.2	7.2					
	TOTAL	346.1	218.7	36.9	85.5	5.0		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	State Line	0.0						
9.5	Welch	9.5				9.5		
26.0	Vinita	16.5				16.5		
27.4	In Vinita	1.4	1.4					
36.8	Big Cabin	9.4	6.4		3.0			
46.3	Adair	9.5			9.5			
56.3	Pryor	10.0			10.0			
57.5	In Pryor	1.2	1.2					
66.8	Choteau	9.3			9.3			
73.1	Mazie	6.3			6.3			
82.3	Wagoner	9.2			9.2			
84.5	In Wagoner	2.2	2.2					
92.7	Okay	8.2			8.2			
99.2	Muskogee	6.5	2.7		3.8			
104.2	In Muskogee	5.0	5.0					
115.1	Keefton	10.9	10.9					
122.7	Warner	7.6	7.6					
134.1	Porum	11.4				11.4		
141.3	Whitefield	7.2				7.2		
150.9	Kinta	9.6				9.6		
174.7	Wilburton	23.8				23.8		
204.8	Clayton	30.1				30.1		
207.8	Junction with U S 271	3.0				3.0		
232.8	Finley	25.0				25.0		
243.5	Antlers	10.7				10.7		
244.7	In Antlers	1.2	1.2					
264.5	Hugo	19.8			6.1	5.2	8.5	
265.8	In Hugo	1.3	1.3					
269.8	Grant	4.0			4.0			
276.0	State Line	6.2			6.2			
	TOTAL	276.0	39.9		16.3	64.5	155.3	

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 81 East of Waurika	0.0						
0.5	Waurika	0.5	0.5					
1.1	In Waurika	0.6	0.6					
10.8	Hastings	9.7				9.7		
20.9	Temple	10.1				10.1		
30.4	Walters	9.5				9.5		
31.5	In Walters	1.1	1.1					
38.6	Emerson	7.1		7.1				
71.6	Frederick	33.0				33.0		
73.0	In Frederick	1.4	1.4					
86.5	South Tipton	13.5					3.5	10.0
99.0	Junction with U S 283 South of Altus	12.5				4.5		8.0
	TOTAL	99.0	3.6	7.1		66.8	3.5	18.0

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 7

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	Junction with U.S. 75							
0.0	North of Copan	0.0						
7.5	Hula	7.5						7.5
21.8	Junction with S H 48	14.3						14.3
	TOTAL	21.8						21.8

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	State Line	0.0						
10.6	Burlington	10.6						10.6
16.0	Driftwood	5.4				1.7		3.7
23.7	Cherokee	7.7		2.3	1.6	3.8		
25.2	In Cherokee	1.5	1.5					
33.4	Lambert	8.2	4.4					3.8
42.6	Carmen	9.2	1.0					8.2
48.6	Aline	6.0	0.5			5.5		
55.4	Cleo Springs	6.8				3.0		3.8
59.5	Orienta	4.1	2.9					1.2
65.5	Fairview	6.0	6.0					
85.7	Okeene	20.2				3.4	9.0	7.8
97.7	Hitchcock	12.0				12.0		
109.3	Watonga	11.6				11.6		
125.9	Geary	16.6				16.6		
139.6	Hinton	13.7	3.0			10.7		
151.7	Binger	12.1				12.1		
164.1	Gracemont	12.4			7.6	4.8		
171.7	Anadarko	7.6			7.6			
172.7	In Anadarko	1.0	1.0					
186.7	Cyril	14.0						14.0
	TOTAL	186.7	20.3	2.3	16.8	85.2	9.0	53.1

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Eufaula	0.0						
7.5	Vivian	7.5						7.5
12.5	Raiford	5.0						5.0
28.6	Dustin	16.1						16.1
41.2	Wetumka	12.6				3.4		9.2
54.5	Junction with S H 56	13.3				5.0		8.3
66.0	Junction S H 48 North of Seminole	11.5				4.7		6.8
74.8	Earlsboro	6.8	1.3			1.8		5.7
82.7	Tecumseh	7.9						7.9
92.9	Pink	10.2				10.2		
104.5	Denver	11.6						11.6
112.9	Norman	8.4				6.4		2.0
114.4	In Norman	1.5	1.5					
125.1	Junction U S 277 & U S 62	10.7				10.7		
129.2	Blanchard	4.1			4.1			
141.6	Tabler	12.4	12.4					
147.6	Chickasha	6.0	6.0					
149.3	In Chickasha	1.7	1.7					
158.3	Verden	9.0	9.0					
166.3	Anadarko	8.0			8.0			
167.5	In Anadarko	1.2	1.2					
174.5	Junction with U S 62	7.0			7.0			
181.1	Fort Cobb	6.6			6.6			
192.1	Carnegie	11.0			11.0			
200.5	Mountain View	8.4		8.4				
201.0	In Mountain View	0.5	0.5					
208.3	Gotebo	7.3				7.3		
221.8	Hobart	13.5				13.5		
222.9	In Hobart	1.1	1.1					
232.9	Lone Wolf	10.0				10.0		
242.4	Granite	9.5				9.5		
264.5	Reed	22.1				22.1		
274.0	Vinson	9.5				9.5		
281.2	Madge	7.2				7.2		
282.0	State Line	0.8				0.8		
	TOTAL	282.0	34.7	8.4	36.7	122.1		80.1

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Wyandotte Junction U S 60	0.0						
20.0	Grove	20.0				8.0		12.0
35.5	Jay	15.5				15.5		
55.4	Tahlequah	49.9				49.9		
56.9	In Tahlequah	1.5	1.5					
106.9	Fort Gibson	20.0		13.0	7.0			
121.1	Braggs	14.2	2.3			11.9		
134.0	Gore	12.9						12.9
135.8	Webbers Falls	1.8	1.8					
147.0	Warner	11.2	11.2					
158.4	Porum	11.4				11.4		
165.0	Whitefield	7.2				7.2		
172.0	Stigler	6.4				6.4		
172.7	In Stigler	0.7				0.7		
184.2	Keota	11.5				11.5		
200.4	Junction U S 271 West of Spiro	16.2				16.2		
	TOTAL	200.4	16.8	13.0	7.0	138.7		24.9

STATE HIGHWAY NO. 11

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 14	0.0						
4.0	Capron	4.0						4.0
12.5	Burlington	8.5						8.5
17.9	Driftwood	5.4				1.7		3.7
23.3	Junction S H 64	5.4			1.6	3.8		
57.4	Junction U S 81 Medford	34.1					13.6	20.5
82.3	Blackwell	24.9	9.8			15.1		
84.0	In Blackwell	1.7	1.7					
104.0	Junction U S 60 at Ponca City	20.0	20.0					
122.4	Burbank	18.4			18.4			
144.4	Pawhuska	22.0	5.8	2.7	13.5			
146.0	In Pawhuska	1.6	1.6					
153.1	Pershing	7.1	7.1					
161.1	Barnsdall	8.0	8.0					
171.2	Avant	10.1	10.1					
183.2	Skiatook	12.0	12.0					
189.2	Sperry	6.0	6.0					
196.2	Tulsa	7.0	7.0					
201.2	In Tulsa	5.0	5.0					
206.2	Junction U S 66 East Tulsa	5.0	5.0					
	TOTAL	206.2	99.1	2.7	33.5	20.6	13.6	36.7

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 270 & 75 in Calvin	0.0						
5.4	Atwood	5.4			5.4			
12.3	Allen	6.9			6.9			
30.2	Ada	17.9	4.7		13.2			
32.4	In Ada	2.2	2.2					
46.9	Roff	14.5			14.5			
52.0	Wickory	5.1			5.1			
55.0	Scullin	3.0			3.0			
56.0	Junction S H 22 South Scullin	1.0			1.0			
63.5	Mill Creek	7.5				7.5		
76.3	Ravia	12.8				12.8		
82.5	Junction U. S. 70	6.2	3.1			3.1		
	TOTAL	82.5	10.0		49.1	23.4		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 13

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 19 2 Miles West of Ada	0.0						
16.1	Junction S H 18 South Asher Bridge	16.1				16.1		
	TOTAL	16.1				16.1		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	State Line	0.0						
14.2	Junction U S 64 at Alva	14.2						14.2
21.3	Hopeton	7.1				7.1		
40.7	Waynoka	19.4				19.4		
41.7	In Waynoka	1.0	1.0					
70.3	Chester	28.6	0.8		5.3		4.0	22.5
75.8	Seiling	5.5					4.0	1.5
86.0	Taloga	10.2						10.2
98.8	Putnam	12.8					12.8	
118.5	Arapaho	19.7					19.7	
122.8	Clinton	4.3	4.3					
123.8	In Clinton	1.0	1.0					
138.6	Cordell	14.8	2.0	11.9	0.9			
139.4	In Cordell	0.8	0.8					
149.9	Rockie	10.5		10.5				
171.3	Roosevelt	21.4		15.4		6.0		
183.5	Mountain Park	12.2		12.2				
186.0	Snyder	2.5		2.5				
186.6	In Snyder	0.6	0.6					
194.7	Siboney	8.1		3.6		4.5		
196.9	Manitou	2.2		2.2				
204.8	Frederick	7.9		7.9				
206.1	In Frederick	1.3	1.3					
216.9	Davidson	10.8	4.8			6.0		
218.6	State Line	1.7	1.7					
	TOTAL	218.6	18.3	66.2	6.2	43.0	36.5	48.4

STATE HIGHWAY NO. 15

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 77	0.0						
9.0	Billings	9.0	9.0					
24.0	Garber	15.0	1.0			14.0		
27.0	Junction U S 64	3.0	3.0					
41.0	Enid	14.0	14.0					
44.4	In Enid	3.4	3.4					
54.3	Lahoma	9.9	9.9					
59.2	Meno	4.9	2.9			2.0		
76.5	Orienta	17.3	13.3			4.0		
113.5	Belva	37.0					10.5	26.5
122.0	Quinlan	8.5						8.5
129.5	Curtis	7.5						7.5
133.1	Mooreland	3.6						3.6
138.0	Alston	4.9						4.9
142.5	Woodward	4.5						4.5
144.6	In Woodward	2.1	2.1					
152.8	Tangier *	8.2						8.2
160.8	Fargo	8.0						8.0
172.1	Gage	11.3						11.3
181.1	Shattuck	9.0						9.0
182.3	In Shattuck	1.2	1.2					
199.7	State Line North Shattuck	17.4						17.4
	TOTAL	199.7	59.8			20.0	10.5	109.4

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 16

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 66 Bristow	0.0						
0.8	In Bristow	0.8	0.8					
9.7	To Slick	8.9				8.9		
10.4	In Slick	0.7				0.7		
22.7	To Beggs (Junction U S 75)	12.3				12.3		
	TOTAL	22.7	0.8			21.9		

STATE HIGHWAY NO. 17

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 22 at Nida	0.0						
5.5	Emet	5.5				5.5		
8.3	Milburn	2.8				2.8		
15.3	Tishomingo	7.0		1.7	2.2	3.1		
15.6	Junction S H 48 in Tishomingo	0.3	0.3					
	TOTAL	15.6	0.3	1.7	2.2	11.4		

STATE HIGHWAY NO. 18

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Kansas State Line	0.0						
4.0	Grainola	4.0						4.0
16.5	Shidler	12.5						12.5
22.5	Junction U S 60	6.0						6.0
32.1	Fairfax	9.6			1.7	7.9		
38.4	Ralston	6.3				6.3		
56.4	Pawnee	18.0				18.0		
57.0	In Pawnee	0.6	0.6					
83.2	Cushing	26.2	4.5					21.7
83.9	In Cushing	0.7	0.7					
95.7	Agra	11.8	5.4			6.4		
108.6	Junction U S 66 at Chandler	12.9				12.9		
109.9	In Chandler	1.3	1.3					
123.5	Junction U S 62 Meeker	13.6				13.6		
133.9	Junction U S 270 at Shawnee	10.4				10.4		
137.6	In Shawnee	3.7	3.2			0.5		
141.8	Tecumseh	4.2	4.2					
142.3	In Tecumseh	0.5	0.5					
162.4	Asher	20.1	20.1					
178.4	Stratford	16.0	2.0					14.0
198.1	Sulphur	19.7				8.7		11.0
199.9	In Sulphur	1.8	1.8					
224.9	Junction U S 70	25.0				25.0		
228.9	Junction - Murray Lake Drive	4.0						4.0
	TOTAL	228.9	44.3		1.7	109.7		73.2

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 19

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U. S 81 South of Chickasha	0.0						
12.7	Alex	12.7				12.7		
18.0	Bradley	5.3				5.3		
26.0	Lindsay	8.0				8.0		
36.7	Maysville	10.7				10.7		
48.4	Pauls Valley	11.7				11.7		
49.9	In Pauls Valley	1.5	1.5					
67.9	Stratford	13.0						18.0
84.8	Ada	16.9				16.9		
86.5	In Ada	1.7	1.7					
98.3	Stonewall	11.8	11.8					
105.3	Tupelo	7.0	2.1		4.9			
109.7	Centrahoma	4.4			4.4			
119.1	Coalgate	9.4	3.0		6.4			
120.9	In Coalgate	1.8	1.8					
122.3	Phillips	1.4			1.4			
124.8	Lehigh	2.5			2.5			
133.1	Atoka	8.3			8.3			
133.9	In Atoka	0.8	0.8					
156.0	Darwin	22.1			22.1			
165.4	Junction U S 271 Antlers	9.4			9.4			
	TOTAL	165.4	22.7		59.4	65.3		18.0

STATE HIGHWAY NO. 20

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Arkansas State Line	0.0						
12.5	Jay	12.5				12.5		
29.1	Spavinaw	16.6				16.6		
42.1	Salina	13.0				13.0		
51.6	Pryor	9.5		5.7	3.8			
52.9	In Pryor	1.3	1.3					
68.9	Claremore	16.0		16.0				
70.9	In Claremore	2.0	2.0					
87.8	Collinsville	16.9	3.1	2.9		10.9		
88.9	In Collinsville	1.1	1.1					
98.0	Skiatook	9.1	4.3			4.8		
125.0	Junction S H 48 in Hominy	27.0						27.0
	TOTAL	125.0	11.8	24.6	3.8	57.8		27.0

Type No. 1 - Concrete, Asphalt on Concrete or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 21

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Arkansas State Line	0.0						
11.2	Smithville	11.2				11.2		
25.7	Bethel	14.5				14.5		
54.3	Broken Bow	28.6				28.6		
66.5	Idabel	12.2			2.2	10.0		
80.8	Haworth	14.3				14.3		
86.3	Bokhoma	5.5				5.5		
88.5	America	2.2				2.2		
92.9	Arkansas State Line	4.4				4.4		
	TOTAL	92.9			2.2	90.7		

STATE HIGHWAY NO. 22

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Texas State Line	0.0						
15.8	Achille	15.8				15.8		
20.1	Allison	4.3				4.3		
26.1	Durant	6.0				6.0		
27.7	In Durant	1.6	1.6					
29.4	Junction U S 75 and 69	1.7	1.7					
43.4	Nida	14.0				14.0		
55.6	Junction S H 48	12.2				12.2		
58.0	Tishomingo	2.4				2.4		
59.0	In Tishomingo	1.0	0.5		0.5			
63.5	Ravia	4.5			4.5			
70.0	Troy	6.5				6.5		
76.3	Mill Creek	6.3				6.3		
83.8	Junction S H 12	7.5				7.5		
90.2	Sulphur	6.4				6.4		
91.4	In Sulphur	1.2	1.2					
99.4	Davis	8.0		8.0				
100.1	In Davis	0.7	0.7					
113.5	Hennepin	13.4		3.3		10.1		
120.2	Tatums	6.7				6.7		
124.6	Ratliff City	4.4		3.2		1.2		
151.6	Duncan	27.0	2.0	25.0				
152.8	Junction U S 81 in Duncan	1.2	1.2					
	TOTAL	152.8	8.9	39.5	5.0	99.4		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 11 at Barnsdall	0.0						
19.5	Bartlesville	19.5			19.5			
21.0	In Bartlesville	1.5			1.5			
26.4	Junction U S 75 South of Bartlesville	5.4	3.0		2.4			
45.9	Junction U S 169 South of Nowata	19.5				19.5		
46.7	Watova	0.8			0.8			
52.7	Talala	6.0			6.0			
58.7	Oolagah	6.0			6.0			
60.4	Junction U S 169 Southwest of Oolagah	1.7			1.7			
72.5	Claremore	12.1				12.1		
72.7	Junction U S 66 in Claremore	0.2				0.2		
	TOTAL	72.7	3.0		37.9	31.8		

STATE HIGHWAY NO. 24

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 74 Northeast of Washington	0.0						
2.0	Washington	2.0						2.0
5.0	Junction S H 39	3.0						3.0
20.5	Junction S H 19 West of Maysville	15.5						15.5
	TOTAL	20.5						20.5

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 25

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Missouri State Line	0.0						
9.5	Grove	9.5				9.5		
15.7	Junction U S 59	6.2				6.2		
25.1	Junction U S 60 Fairland	9.4						9.4
	TOTAL	25.1				15.7		9.4

STATE HIGHWAY NO. 26

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 66 in Claremore	0.0						
0.2	In Claremore	0.2				0.2		
12.3	Junction U S 169 Southwest of Oolagah	12.1				12.1		
	TOTAL	12.3				12.3		

STATE HIGHWAY NO. 27

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 75 & 62 Okmulgee	0.0						
1.0	In Okmulgee	1.0	1.0					
19.6	Okfuskee	18.6	11.2	4.9		2.5		
32.1	Junction U S 62 East of Okemah	12.5				12.5		
	TOTAL	32.1	12.2	4.9		15.0		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 28

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 20 Spavinaw	0.0						
6.7	Strang	6.7						6.7
16.3	Adair	9.6						9.6
32.6	Junction U S 66 Chelsea	16.3				5.3		11.0
43.7	Alluwe	11.1				11.1		
49.6	Junction U S 60 East of Nowata	5.9				5.9		
	TOTAL	49.6				22.3		27.3

STATE HIGHWAY NO. 29

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 12 at Roff	0.0						
9.0	Junction S H 18	9.0						9.0
20.5	Wynnewood	11.5						11.5
21.5	In Wynnewood	1.0	0.2					0.8
29.5	Brady	8.0	1.5					6.5
36.1	Elmore	6.6						6.6
42.3	Foster	6.2						6.2
70.3	Marlow	28.0	2.3			19.6		6.1
71.2	In Marlow	0.9	0.9					
99.0	Lawton	27.8	27.8					
101.1	Junction U S 62 North of Lawton	2.1	2.1					
	TOTAL	101.1	34.8			19.6		46.7

STATE HIGHWAY NO. 30

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 62 Hollis	0.0						
0.9	In Hollis	0.9				0.9		
15.0	Junction S H 9	14.1				14.1		
36.9	Junction U S 66 West of Erick	21.9				2.0	19.9	
38.4	Junction to Erick	1.5	1.5					
39.2	In Erick	0.8	0.8					
52.0	Junction S H 41	12.8					12.8	
	TOTAL	52.0	2.3			17.0	32.7	

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 59 Coal Creek	0.0						
7.2	Bokoshe	7.2						7.2
12.4	Milton	5.2					2.8	2.4
18.9	McCurtain	6.5					1.5	5.0
28.0	Lequire	9.1					3.5	5.6
37.0	Kinta	9.0					2.3	6.7
43.5	Junction S H 2	6.5				6.5		
45.4	Quinton	1.9				1.9		
52.9	Featherston	7.5				7.5		
56.3	Blocker	3.4					3.4	
73.9	Junction U S 270 Krebs	17.6		3.8			1.3	12.5
	TOTAL	73.9		3.8		15.9	14.8	39.4

STATE HIGHWAY NO. 32

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Marietta Junction U S 77	0.0						
37.6	Grady	37.6						37.6
55.0	Ryan	17.4						17.4
65.2	Waurika	10.2	10.2					
66.2	In Waurika	1.0	1.0					
94.2	Randlett	28.0	1.0				3.0	24.0
103.2	Devol	9.0					5.0	4.0
111.2	Grandfield	8.0					8.0	
134.7	Junction S H 14 North of Davidson	23.5					19.0	5.5
	TOTAL	134.7	12.2				34.0	88.5

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Arkansas State Line	0.0						
12.8	Junction U S 59 East of Kansas	12.8				12.8		
14.2	Kansas	1.4				1.4		
22.2	Leach	8.0				8.0		
36.8	Locust Grove	14.6			10.1	4.5		
47.8	Choteau	11.0			11.0			
72.8	Junction U S 66 East of Tulsa	25.0		7.0	18.0			
81.8	To Tulsa	9.0	9.0					
90.4	In Tulsa-Junction S H 11	8.6	8.6					
95.3	Sand Springs	4.9	4.9					
107.3	Keystone	12.0	12.0					
113.9	Mannford	6.6	6.6					
136.9	Drumright	23.0	23.0					
138.2	In Drumright	1.3	1.3					
146.8	Cushing	8.6	8.6					
148.6	In Cushing	1.8	1.8					
163.7	Junction S H 40 South of Stillwater	15.1	15.1					
175.3	Coyle	11.6	11.6					
176.9	Langston	1.6	1.6					
188.8	Guthrie	11.9	11.9					
191.3	In Guthrie	2.5	2.5					
219.2	Kingfisher	27.9	7.5			6.3		14.1
220.2	In Kingfisher	1.0	1.0					
247.0	Watonga	26.8				26.8		
247.8	In Watonga	0.8	0.8					
261.6	Fay	13.8				7.8		6.0
269.3	Thomas	7.7				7.7		
283.3	Custer City	14.0						14.0
302.3	Butler	19.0				4.5		14.5
313.3	Hammon	11.0					11.0	
326.8	Strong City	13.5					13.5	
339.3	Roll	12.5				8.0	4.5	
356.5	Texas State Line	17.2				1.2	16.0	
	TOTAL	356.5	127.3	7.0	39.1	89.0	45.0	48.6

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 34

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Kansas State Line	0.0						
11.5	Buffalo	11.5	0.5	0.5	10.5			
30.4	Supply	18.9		18.9				
44.5	Woodward	14.1		14.1				
46.4	In Woodward	1.9	1.9					
57.8	Sharon	11.4		3.2		8.2		
67.8	Vici	10.0				10.0		
77.9	Camargo	10.1				10.1		
81.2	Trail	3.3				1.8		1.5
88.7	Leedy	7.5				7.5		
98.0	Moorewood	9.3				9.3		
106.0	Hammon	8.0				8.0		
122.8	Elk City	16.8	1.5			15.3		
123.8	In Elk City	1.0	1.0					
141.2	Carter	17.4	5.5			11.9		
152.5	Willow	11.3			5.8	5.5		
164.0	Mangum	11.5				11.5		
165.5	In Mangum	1.5	1.5					
180.9	Junction U S 62 Duke	15.4				8.6	6.8	
197.9	Junction S H 44 at Eldorado	17.0				17.0		
205.4	Texas State Line	7.5				7.5		
	TOTAL	205.4	11.9	36.7	16.3	132.2	6.8	1.5

STATE HIGHWAY NO. 35

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 270 South of Beaver City	0.0						
17.0	Junction U S 83	17.0					17.0	
37.0	Hardesty	20.0					20.0	
54.9	Junction U S 64 & 54 Guymon	17.9					17.9	
	TOTAL	54.9					54.9	

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 62 North of Lawton	0.0						
1.0	Lawton	1.0	1.0					
2.5	In Lawton	1.5	1.5					
19.5	Faxon	17.0				17.0		
26.0	Chattanooga	6.5				6.5		
40.0	Grandfield	4.0				14.0		
48.0	Devol	8.0				8.0		
57.0	Junction U S 70	9.0				9.0		
	TOTAL	57.0	2.5			54.5		

STATE HIGHWAY NO. 37

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 81 Minco	0.0						
8.6	Tuttle	8.6				8.6		
20.2	Junction U S 62 & 277 North of Newcastle	11.6		4.8		6.8		
	TOTAL	20.2		4.8		15.4		

STATE HIGHWAY NO. 38

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Kansas State Line	0.0						
7.5	Ramsey	7.5					7.5	
18.5	Boise City	11.0					11.0	
40.9	Texas State Line	22.4					22.4	
	TOTAL	40.9					40.9	

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 77 Purcell	0.0						
7.2	Junction S H 37	7.2				7.2		
16.0	Dibble	8.8						8.8
18.2	Junction S H 76	2.2						2.2
28.2	Junction U S 62 & 77 at Tabler	10.0						10.0
	TOTAL	28.2				7.2		21.0

STATE HIGHWAY NO. 40.

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 33	0.0						
8.5	Stillwater	8.5	8.5					
10.0	In Stillwater	1.5	1.5					
21.7	Junction U S 64	11.7	11.7					
50.2	Junction U S 60 South of Ponca City	28.5						28.5
	TOTAL	50.2	21.7					28.5

STATE HIGHWAY NO. 41

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 62 & 277	0.0						
3.0	Wheatland	3.0		3.0				
7.3	½ Mile North Mustang	4.3		4.3				
19.3	Union City	12.0		12.0				
50.0	Binger	30.7	4.8			5.2	20.7	
87.9	Cordell	37.9		8.5		29.4		
88.4	In Cordell	0.5	0.5					
124.9	Sayre	36.5		10.0		26.5		
125.9	In Sayre	1.0	1.0					
146.5	Sweetwater	20.6					2.0	18.6
152.3	Texas State Line	5.8						5.8
	TOTAL	152.3	6.3	37.8		61.1	22.7	24.4

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 9 Granite	0.0						
7.0	Junction U S 283 South of Granite	7.0				7.0		
	TOTAL	7.0				7.0		

STATE HIGHWAY NO. 43

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 2 & 10 in Whitefield	0.0						
10.0	Enterprise	10.0						10.0
18.4	Junction S H 31 Quinton	8.4					2.7	5.7
	TOTAL	18.4					2.7	15.7

STATE HIGHWAY NO. 44

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Texas State Line	0.0						
7.5	Junction S H 34 at Eldorado	7.5				7.5		
22.5	Olustee	14.5				14.5		
32.5	Altus	10.5		6.0		4.5		
33.7	In Altus	1.2	1.2					
43.1	Blair	9.4				9.4		
51.5	Lugert	8.4				8.4		
59.5	Lone Wolf	8.0				8.0		
74.0	Sentinel	14.5				14.5		
93.2	Cordell	19.2		10.0		9.2		
94.0	In Cordell	0.8	0.8					
108.8	Clinton	14.8	2.0	11.9	0.9			
109.8	In Clinton	1.0	1.0					
114.1	Arapaho	4.3	4.3					
124.7	Custer City	10.6				10.6		
138.7	Thomas	14.0						14.0
146.4	Fay	7.7				7.7		
157.7	Eagle City	11.3				11.3		
166.7	Canton	9.0				6.0		3.0
174.2	Longdale	7.5				7.5		
183.8	Fairview	9.6				2.8	6.8	
	TOTAL	183.8	9.3	27.9	0.9	121.9	6.8	17.0

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 45

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H & Carmen	0.0						
12.5	Junction S H 14 East of Waynoka	12.5				12.5		
25.4	Waynoka	12.9				12.9		
	TOTAL	25.4				25.4		

STATE HIGHWAY NO. 47

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 14 Two miles South of Putnam	0.0						
8.5	Aledo	8.5						8.5
16.0	Rhea	7.5						7.5
24.0	Leedy, Junction S H 34	8.0						8.0
	TOTAL	24.0						24.0

STATE HIGHWAY NO. 48

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Kansas State Line	0.0						
25.5	Pawhuska	25.5				25.5		
26.0	In Pawhuska	0.5	0.5					
35.9	Wynona	9.9	4.4		5.5			
48.5	Hominy	12.6			12.6			
59.3	Cleveland	10.8			10.8			
69.7	Hallet	10.4	10.4					
73.1	Jennings	3.4	3.4					
80.2	Oilton	7.1	1.6			5.5		
80.9	In Oilton	0.7	0.7					
87.9	Drumright	7.0	7.0					
89.2	In Drumright	1.3	1.3					
107.3	Stroud	18.1	1.5			16.6		
125.6	Prague	18.3				18.3		
143.8	Seminole	18.2	7.2			11.0		
144.3	In Seminole	1.0	1.0					
149.4	Bowlegs	4.6	4.6					
165.0	Konawa	15.6	15.6					
181.6	Ada	16.6	16.6					
183.1	In Ada	1.5	1.5					
195.8	Fittstown	12.7	3.5		9.2			
204.1	Pontotoc	8.3				8.3		
207.3	Connerville	3.2				3.2		
221.8	Tishomingo	14.5			9.0	5.5		
222.8	In Tishomingo	1.0			1.0			
234.9	Madill	12.1				12.1		
235.6	In Madill	0.7	0.7					
243.4	Kingston	7.8				7.8		
251.1	Woodville	7.7				7.7		
253.8	Texas State Line	2.7				2.7		
	TOTAL	253.8	81.5		48.1	124.2		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 62 North of Lawton	0.0						
6.0	Medicine Park	6.0		6.0				
6.5	In Medicine Park	0.5		0.5				
11.3	Point on Reserve Road West of Medicine Park	4.8						4.8
	TOTAL	11.3		6.5				4.8

STATE HIGHWAY NO. 50

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Kansas State Line	0.0						
24.3	Freedom	24.3		9.0				15.3
24.8	In Freedom	0.5	0.5					
54.4	Junction S H 15 at Mooreland	29.6		0.3				29.3
	TOTAL	54.4	0.5	9.3				44.6

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Arkansas State Line	0.0						
8.5	Stilwell	8.5				8.5		
9.4	In Stilwell	0.9	0.9					
36.9	Tahlequah	27.5			7.5	20.0		
38.3	In Tahlequah	1.4	1.4					
47.9	Hulbert	9.6				8.2		1.4
61.5	Wagoner	13.6					9.0	4.6
63.5	In Wagoner	2.0	2.0					
81.5	Coweta	13.0				18.0		
89.0	Oneta	7.5				7.5		
96.0	Broken Arrow	7.0	4.0			3.0		
97.0	In Broken Arrow	1.0	1.0					
110.0	Tulsa	13.0	13.0					
118.5	In Tulsa	8.5	8.5					
121.5	Sand Springs	3.0	3.0					
133.5	Keystone	12.0	12.0					
140.1	Mannford	6.6	6.6					
155.2	Oilton	15.1	15.1					
155.9	In Oilton	0.7	0.7					
164.9	Yale	9.0	3.9			5.1		
165.6	In Yale	0.7	0.7					
186.4	Stillwater	20.8	20.8					
187.7	In Stillwater	1.3	1.3					
205.3	Junction U. S. 77	17.6						17.6
220.8	Junction S. H. 74	15.5						15.5
225.8	Sheridan	5.0	1.8					3.2
235.8	Junction U. S. 81 Hennessey	10.0						10.0
246.8	Lacy	11.0						11.0
260.1	Junction S H 8 Okeene	13.3						13.3
273.1	Southland	13.0						13.0
279.6	Junction S H 44 & U. S. 270 Canton	6.5						6.5
	TOTAL	279.6	96.7		7.5	70.3	9.0	96.1

STATE HIGHWAY NO. 53

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 81 Comanche	0.0						
0.5	Edge of Comanche	0.5	0.5					
29.6	Junction S H 76 North of Healdton	29.1	12.2			16.9		
	TOTAL	29.6	12.7			16.9		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 277 Cyril	0.0						
8.9	Apache	8.9				8.9		
38.7	Carnegie	29.8				20.8		9.0
51.7	Junction S H 41	13.0						13.0
54.2	Junction South Eakly	2.5				2.5		
71.7	Junction U S 66 near Hydro	17.5						17.5
72.7	Hydro	1.0	1.0					
	TOTAL	72.7	1.0			32.2		39.5

STATE HIGHWAY NO. 56

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 62 Okemah	0.0						
13.4	Cromwell	13.4	3.7			9.7		
20.9	Junction S H 9	7.5	7.5					
26.5	Wewoka	5.9	5.9					
27.2	In Wewoka	0.7	0.7					
43.4	Sasakwa	16.2	16.2					
53.6	Junction S H 48 East of Konawa	10.2				10.2		
	TOTAL	53.6	33.7			19.9		

STATE HIGHWAY NO. 57

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 21 Idabel	0.0						
10.3	Texas State Line	10.3				10.3		
	TOTAL	10.3				10.3		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 58

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 8 East of Fairview	0.0						
9.5	Junction U S 60 North of Ringwood	9.5				9.5		
21.0	Helena	11.5				11.5		
	TOTAL	21.0				21.0		

STATE HIGHWAY NO. 59

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 77 Wayne	0.0						
7.5	Rosedale	7.5				7.5		
17.3	Byars	9.8				9.8		
22.3	Junction S H 18	5.1				5.1		
32.4	Asher	10.0	2.0					8.0
38.6	Junction S H 18 & 59	6.2	6.2					
41.8	St. Louis	3.2				3.2		
50.2	Maud	8.4				8.4		
59.2	Junction S H 48 South of Seminole	9.0				9.0		
	TOTAL	59.2	8.2			43.0		8.0

STATE HIGHWAY NO. 61

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 48 North of Tishomingo	0.0						
13.2	Wapanucka	13.2				13.2		
	TOTAL	13.2				13.2		

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 2 West of Talihina	0.0						
13.8	Talihina	13.8				13.8		
24.2	Whitesboro	10.4						10.4
32.5	Pine Valley	8.3						8.3
39.7	Big Cedar	7.2						7.2
51.2	Arkansas State Line	11.5						11.5
	TOTAL	51.2				13.8		37.4

STATE HIGHWAY NO. 65

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Red River	0.0						
15.5	Temple	15.5				4.5		11.0
22.0	Junction U S 79	6.5						6.5
32.0	Hulen	10.0						10.0
36.8	Letita	4.8						4.8
38.8	Junction S H 29	2.0						2.0
51.3	Sterling	12.5						12.5
60.8	Elgin	9.5				9.5		
	TOTAL	60.8				14.0		46.8

STATE HIGHWAY NO. 66

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 66 East of Wellston	0.0						
3.3	Through Wellston	3.3	3.3					
	TOTAL	3.3	3.3					

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

STATE HIGHWAY NO. 67

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 33 at Drumright	0.0						
25.1	Junction U S 66 West of Sapulpa	25.1				25.1		
28.6	Sapulpa	3.5	3.5					
30.1	In Sapulpa	1.5	1.5					
34.6	Keifer	4.5	4.5					
39.3	Mounds	4.7	4.7					
53.9	Junction U S 64 South of Bixby	14.6	2.3			12.3		
	TOTAL	53.9	16.5			37.4		

STATE HIGHWAY NO. 68

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction 270 Holdenville	0.0						
11.0	Atwood	11.0				11.0		
	TOTAL	11.0				11.0		

STATE HIGHWAY NO. 71

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction U S 70 Bennington	0.0						
11.7	Red River	11.7						11.7
	TOTAL	11.7						11.7

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	Junction S H 1 & U S 266 8 miles West of Checotah	0.0						
3.5	Council Hill	3.5					3.5	
7.5	Junction U S 62 South of Boynton	4.0					4.0	
	SUB-TOTAL	7.5					7.5	
0.0	Junction U S 64 at Haskell	0.0						
10.5	Junction S H 51 at Coweta	10.5				10.5		
	SUB-TOTAL	10.5				10.5		
	TOTAL	18.0				10.5	7.5	

STATE HIGHWAY NO. 74

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
0.0	City Limits of Purcell	0.0						
9.5	Junction S H 37 Northeast of Washington	9.5				9.5		
22.3	Norman	12.8				12.8		
41.4	Junction U S 62 & U S 277, Oklahoma City	19.1			19.1			
48.7	Junction U S 66 & U S 270 Oklahoma City	7.3	7.3					
74.5	Junction S H 33	25.8		15.3				10.0
80.1	Crescent	5.6	5.6					
80.8	In Crescent	0.7	0.7					
89.6	Lovell	8.8				8.8		
94.3	Junction S H 51	4.7				4.7		
97.1	Marshall	2.8				2.8		
109.4	Junction U S 64 at Covington	12.3				12.4		
	TOTAL	109.4	13.6	15.8	19.1	50.9		10.0

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth

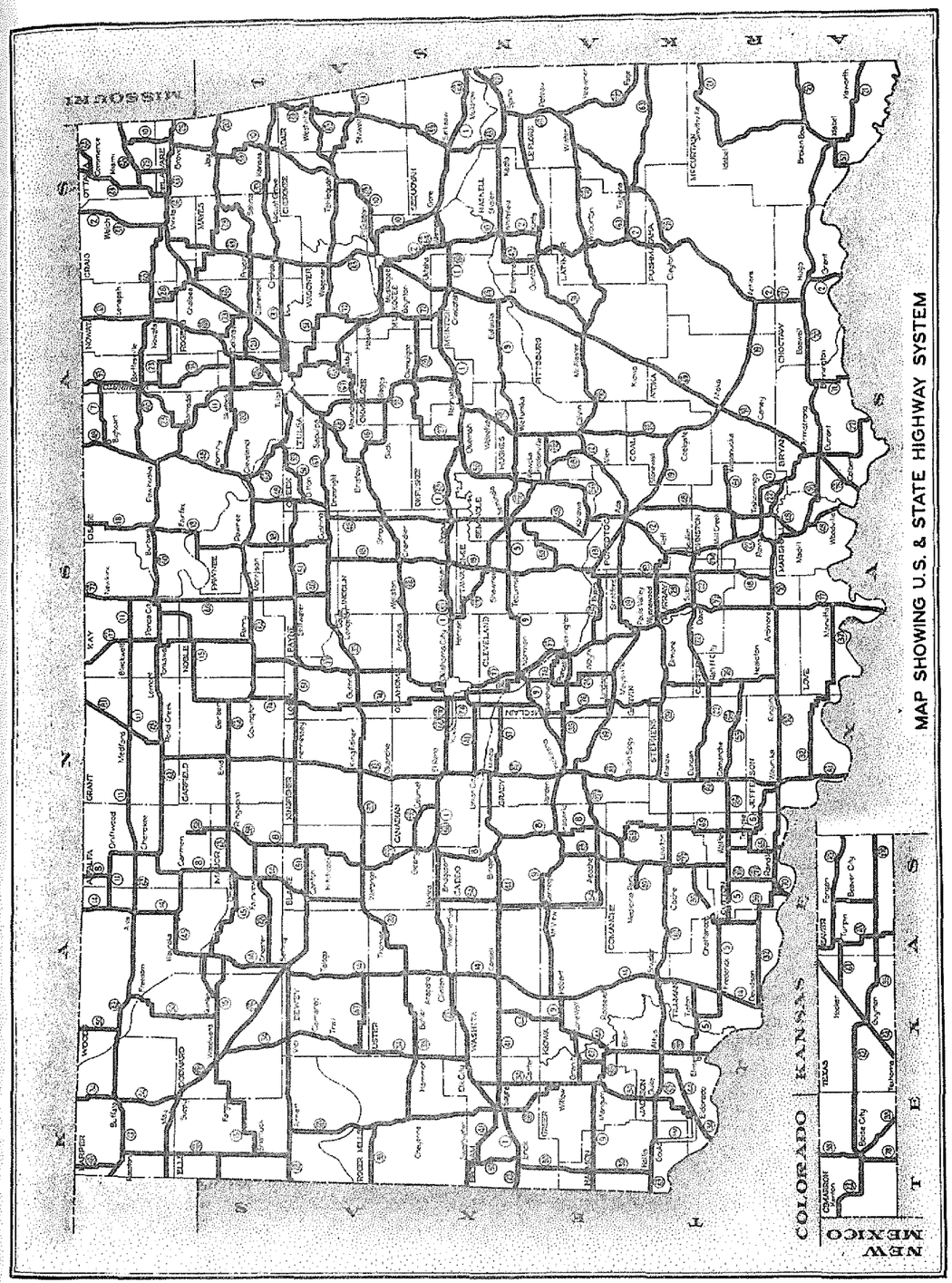
STATE HIGHWAY No. 76

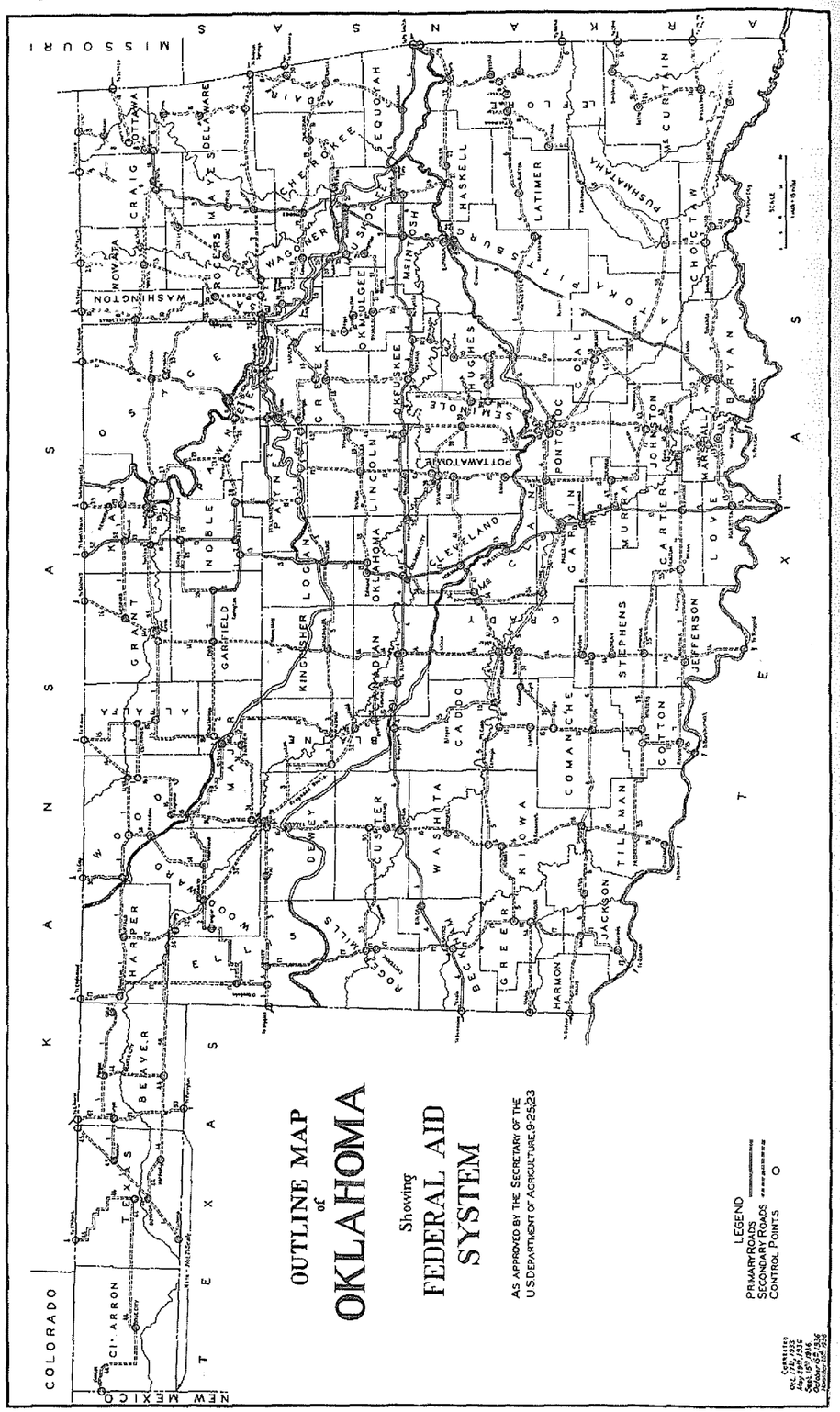
TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	Junction U S 62 & 277 at							
0.0	Blanchard	0.0						
6.5	Junction S H 39	6.5						6.5
12.0	Curty	5.5						5.5
25.3	Junction S H 19 Lindsay	13.3						13.3
35.0	Purdy	9.7						9.7
47.7	Foster	12.7						12.7
60.2	Junction S H 22							
	Ratliff City	12.5						12.5
74.4	Healdton	14.2				14.2		
75.9	In Healdton	1.5	1.5					
79.9	Junction U S 70 West of							
	Ardmore	4.0					4.0	
	TOTAL	79.9	1.5			18.2	4.0	60.2

STATE HIGHWAY No. 78

TOTAL MILEAGE	TOWNS	MILES	TYPE 1	2	3	4	5	6
	Junction U S 64 Boise City	0.0						
18.0	Texas State Line	18.0					11.5	6.5
	TOTAL	18.0					11.5	6.5

Type No. 1 - Concrete, Asphalt on Concrete, or Brick
Type No. 2 - Asphalt on Gravel Base
Type No. 3 - Treated Gravel
Type No. 4 - Untreated Gravel
Type No. 5 - Improved Earth
Type No. 6 - Unimproved Earth





COMPENSATION DIVISION

Prior to the enactment of Chapter 50. Article 4, House Bill 479, amending Section 1, Chapter 281 of the Session Laws of 1929, the State Highway Commission had no legislative authority for the payment of compensation to its injured employees; any claim for accidental injury had to be taken before the Legislature and each individual case acted upon by that Body.

The above amendment approved April 23, 1931 provided for the payment of Compensation to injured employees, reading in part:

> "for all salaries, compensation, bond premiums and expenses of Commission and employees; also for premium on Workmen's Compensation-Insurance, or in lieu thereof, for the payment of all claims arising from injuries sustained by employees of the Highway Commission while engaged in hazardous outdoor occupation, under the terms of the Workmen's Compensation Act."

On being given authority to carry its own compensation or to carry same through some Compensation Insurance Company, the Highway Commission took out Compensation Insurance in an Insurance Company and later carried its own risk.

On August 23, 1933, the Highway Commission began carrying its risk in the State Insurance Fund.

The Commission, by resolution made effective June 10, 1935, carried its own risk.

The State Safety Inspector, trained in First Aid and Safety Work, was employed with the view of lessening accidental injuries. The State Safety Inspector instructs all men coming under the Compensation Act employed by the State Highway Commission in First Aid and Safety; also inspects all equipment, shops, and warehouses, with the view of eliminating causes for accidents. At the present time, the equipment, tools, shops and warehouses, are second to none in the State. Machinery is all guarded, tools are kept in first class condition, material is piled in an orderly manner, and equipment is in better shape than it has ever been in the history of the Highway Commission.

Safety kits have been made available and men instructed in using same, and as result, we have had very few infections during the past year and a half.

In carrying its own compensation, the Commission was able to make a material saving in cost as well as a much better satisfied personnel in handling accidental injuries.

In the first half of 1936 during the peak of the building program, we employed a number of relief workers, which increased our compensation cost for that six months because of the fact that these men were not trained in accident prevention and most of them were only short time workers.

COST OF COMPENSATION DEPARTMENT OF
STATE HIGHWAY COMMISSION
FROM JANUARY 1, 1935 TO NOVEMBER 30,
1936

	AVG. MONTHLY COST	TOTAL COST FOR PERIOD SHOWN
January 1, 1935 to June 9, 1935 Risk carried by State Insurance Fund (5 months, 9 days)	6374.95	33787.25
June 10, 1935 to December 31, 1935 Highway Department takes over its own Risk under Compensation Insurance Division (6 months, 10 days)	2077.33	13159.58
January 1, 1936 to June 30, 1936 Highway Commission carries its Own Risk (6 months)	3405.71	20434.71
July 1, 1936 to November 30, 1936 Estimated cost under Highway Commission carrying Own Risk (5 months)	2500.00	12500.00

OKLAHOMA STATE HIGHWAY COMMISSION

STATEMENT OF PURCHASES OF MATERIAL AND SUPPLIES

YEARS 1935-1936

FIRM NAME	1935	1936	TOTAL
Aker, Pervin	200.00	-----	200.00
Acme Fdry. & Mach. Co.	150.00	-----	150.00
Acme Tile Co.	59.45	-----	59.45
Acme Plate & Window Co.	30.00	-----	30.00
Ada Lumber Co.	------	500.53	500.53
Ada News	97.50	24.75	122.25
Adams Engr. & Blue Prt. Co.	2,940.21	3,084.39	6,024.60
Adams, G. G. Co.	8.35	------	8.35
Adams Motor Co.	1,293.58	239.77	1,533.35
Addressograph Sales Co.	------	225.30	225.30
A & E Equipment Co.	5,634.86	5,219.19	10,854.05
Afton American	24.80	------	24.80
Ahrens, Albert Co.	143.00	------	143.00
Air Reduction Sales Co.	1,393.42	1,776.09	3,169.51
Alemite Co.	186.59	870.54	1,057.13
Alexander Drug Co.	345.29	703.00	1,048.29
Allied Equipment Co.	5,978.70	6,277.67	12,256.37
Allied Materials Co.	38,439.07	217,535.42	255,974.49
Altus Times Democrat	251.10	------	251.10
Alva Daily Review	123.00	114.75	237.75
Alva Printery	------	75.00	75.00
American Assn. S. H. Officials	118.00	3.00	121.00
American Body & Trailer Co.	------	674.80	674.80
American Cable Co.	------	110.70	110.70
American Elec. & Ignition Co.	------	941.70	941.70
American Investment Co.	------	70.40	70.40
American Optical Company	6.00	------	6.00
American Ry. Eng. Association	1.50	------	1.50
American Red Cross	------	5.40	5.40
American Road Builders Assn.	------	17.50	17.50
Amer. Soc. for Treating Materials	22.00	------	22.00
American Steel & Wire Co.	657.95	847.80	1,505.75
Amos, Charles H. Handle Co.	151.75	472.87	624.62
Amulco Products Co.	365.00	5,235.00	5,600.00
Anderson Artic Ice Co.	------	128.00	128.00
Anderson Prichard Ref. Co.	27,314.39	148,714.36	176,028.75
Anheuser Busch Co.	154.50	24.30	178.80
Antlers American	495.00	------	495.00
Antlers Auto Co.	4.68	------	4.68
Antrim Lumber Co.	------	81.02	81.02
Apache, City of	------	853.60	853.60
Arbiter Publishing Co.	------	529.58	529.58
Arkhola Sand & Gravel Co.	11,063.67	11,242.77	22,306.44
Armstrongs	4,594.59	2,910.39	7,504.98
Ash Grove Cement Co.	6,120.00	11,750.24	17,870.24
Askew, Bill Print Shop	415.55	826.05	1,241.60
Asphalt Products Co.	6,541.50	38,698.60	45,240.10
Associated Motor Carriers of Ok.	------	27.20	27.20

FIRM NAME	1935	1936	TOTAL
Assn. of American RR.	-----	58.51	58.51
Atlas Powder Co.	4,979.61	14,688.40	19,668.01
Atlas Scraper Co.	42.00	------	42.00
Atlas Supply Co.	1,766.68	6,320.82	8,087.50
Austin Auto Top & Trim Co.	42.50	------	42.50
Austin Western Rd. Mach. Co.	5,019.61	------	5,019.61
Auto Parts Depot	------	25.00	25.00
Automotive Co.	4,729.01	3,989.61	8,718.62
Auto Needs Co.	312.50	------	312.50
Automotive Service Works	96.60	------	96.60
Acre, John L.	271.60	600.00	871.60
Adams, Luther	------	943.25	943.25
Adams, A. W.	------	420.00	420.00
Allen, R. W.	180.00	------	180.00
Allen, J. L.	------	86.00	86.00
Allen, H. H.	------	75.00	75.00
Allen, I. I.	------	250.00	250.00
Alley, J. R.	------	336.81	336.81
Anderson, Impson	------	100.00	100.00
Anderson, Wade	255.50	------	255.50
Anthony, J. A.	------	1,573.00	1,573.00
Arnecher, Levi	------	50.00	50.00
Arnold, J. W.	------	25.20	25.20
Askew, O. D.	------	120.00	120.00
Avery, C. S.	------	144.00	144.00
Avery, Leighton	------	110.00	110.00
B & B Machine Works	687.50	------	687.50
Baer Bros.	687.00	------	687.00
Baggett Engraving Co.	39.80	------	39.80
Baker-Hanna-Blake Co.	2,806.49	7,071.96	9,878.45
Baldwin - Southwark Corp.	323.00	130.00	453.00
Ballard Palmer Co.	------	100.00	100.00
Barker, Cecil Co.	------	346.80	346.80
Barnett - Hauert Co.	1,117.52	113.19	1,230.71
Barnsdall Oil Co.	983.46	------	983.46
Berry Chevrolet Co.	87.35	------	87.35
Bartlesville News	------	56.75	56.75
Beals & Morrison	124.50	------	124.50
Bearley, F. D. Lbr. Co.	326.37	395.01	721.38
Beck, J. G. Mtr. Co.	4.12	------	4.12
Beckham County News	34.59	76.40	110.99
Belknap Hdwe. Co.	41.38	------	41.38
Benedictine, Fathers	180.00	------	180.00
Berger, C. L. & Sons	2.35	28.70	31.05
Berry Dry Goods Co.	1,280.83	57.45	1,338.28
Bethlehem Steel Co.	------	234.52	234.52
Big Jo Lumber Co.	20.78	------	20.78
Big Three Welding Co.	------	117.64	117.64
Billings News	------	141.87	141.87
Billington, E. S. Lbr. Co.	88.00	------	88.00
Binding Stavens Co.	------	331.85	331.85
Bissell Builders Supply Co.	128.00	179.00	307.00
Black & Decker Mfg. Co.	------	3,169.33	3,169.33
Boardman Co.	19,187.88	49,308.78	68,496.66
Black Gold Ref. Co.	146.89	------	146.89

FIRM NAME	1935	1936	TOTAL
Blackwell Tribune	1,002.45	------	1,002.45
Bostitch Sales & Service	3.75	------	3.75
Boley Machine Shop	------	200.00	200.00
Bosche Electric Co.	------	67.50	67.50
Bohanan, E. J.	303.59	------	303.59
Bowman Stationery Co.	40.41	75.35	115.76
Boyd, Clarence L.	27,041.48	133,411.75	160,453.23
Boynton Index	------	66.00	66.00
Boal Foundry	300.38	------	300.38
Boyle, R. V.	250.00	------	250.00
Branhams, Inc.	687.03	2,032.81	2,719.84
Bristow Motor Co.	558.50	660.00	1,218.50
Brauns Corp.	60.50	------	60.50
Broken Arrow Ledger	------	32.00	32.00
Brown, John A.	187.59	113.28	300.87
Bronicello Gro. Co.	75.90	------	75.90
Buckeye Stamping Co.	------	14.07	14.07
Buda Engine Service	220.78	52.50	273.28
Buff & Buff Mfg. Co.	232.15	47.00	279.15
Buck, W. L. Co.	55.89	------	55.89
Buford Williams Corp.	------	2,730.57	2,730.57
Bullard, E. D. Co.	97.33	47.75	145.08
Burdett Oxygen Co.	146.08	1,875.93	2,022.01
Burba Auto Supply	545.51	------	545.51
Burke, Marion Garage	18.55	------	18.55
Burnett - Hauert Co.	3,910.09	3,837.98	7,748.07
Burroughs Adding Mach. Co.	2,256.79	7,772.16	10,028.95
Butler, Fount	1,150.00	------	1,150.00
Baker, Cecil	------	101.73	101.73
Bacon, Ed	------	125.00	125.00
Bacon, John	------	200.00	200.00
Baker, Elizabeth J.	------	50.00	50.00
Barrett, M. A.	------	325.00	325.00
Barger, C. Bruce	108.57	------	108.57
Barr, S. V.	255.00	------	255.00
Barnett, R. B.	------	103.35	103.35
Bates, Q. E.	------	887.79	887.79
Beasley, T. A.	------	175.00	175.00
Benner, F. W. & Drury	26.30	------	26.30
Besnoska, Jim	------	319.80	319.80
Betty, W. H.	500.00	------	500.00
Bish, A. A.	10.00	------	10.00
Blasdel, Bert	------	240.00	240.00
Blasdel, L. M.	------	825.00	825.00
Bliss, Roy	400.85	------	400.85
Bowman, Mrs. Dora	------	350.00	350.00
Box, E. L.	5,145.00	------	5,145.00
Bowles, B. J.	------	239.20	239.20
Brake, G. W.	------	800.70	800.70
Brake, M. G.	150.50	10.00	160.50
Braningham, W. S.	------	3,680.00	3,680.00
Brink, Blanche	------	68.00	68.00
Brinson, C. D.	------	850.00	850.00
Brinson, C. N. & C. F.	1,310.00	------	1,310.00

FIRM NAME	1935	1936	TOTAL
Brosh, Joseph	------	400.00	400.00
Brown, P. H.	110.25	------	110.25
Brown, W. A.	------	35.50	35.50
Brown, Joe	------	800.00	800.00
Bumper, Myrtle	28.00	------	28.00
Burch, Mrs. Ollie	------	20.00	20.00
Bush, Mary O.	------	788.88	788.88
Bushyhead, D. W.	30.00	------	30.00
Button, Henry	------	1,025.00	1,025.00
Camargo Sand & Gravel Co.	3,737.13	------	3,737.13
Cameron, W. M.	54.00	------	54.00
Camp, C. F. Co.	33,540.85	141,220.58	174,761.43
Canadian Lbr. & Oil Co.	50.00	------	50.00
Capitol Garage	402.48	------	402.48
Capitol Steel & Iron Co.	14,495.14	37,912.73	52,407.87
Capitol Steam Generator Co.	40.00	------	40.00
Capitol Typewriter Co.	67.93	18.00	85.93
Carey - Lombard - Young	1,111.84	670.78	1,782.62
Carriger Motor Co.	422.50	------	422.50
Carpenter Paper Co.	------	1,236.19	1,236.19
Carswell Mfg. Co.	------	269.28	269.28
Carter, A. A. Lbr. Co.	------	66.19	66.19
Carter News	------	44.00	44.00
Case, J. I. Co.	------	1,838.04	1,838.04
Cashion Independent	------	101.80	101.80
Cason Motor Co.	204.20	------	204.20
Cellucoat Products Co.	155.00	655.00	810.00
Central Tire Co.	------	42.60	42.60
Central Printing Co.	350.40	------	350.40
Central Packing Co.	391.42	------	391.42
Central Welding Co.	1,197.95	999.10	2,197.05
Central Welding Works	------	1,526.82	1,526.82
Central Scientific Co.	391.83	------	391.83
Cermack Furniture Co.	------	33.64	33.64
Chalmers Elec. Co.	------	46.10	46.10
Chelsea Reporter	------	29.57	29.57
Champion Spark Plug Co.	------	30.00	30.00
Chapman Motor Co.	567.72	------	567.72
Chappell Oil Co.	211.95	------	211.95
Champlin Ref. Co.	207.48	------	207.48
Chemical Rubber Co.	80.00	------	80.00
Chevrolet Radiator Shop	------	110.00	110.00
Chicago Car Seal Co.	------	3.50	3.50
Chicago Pneumatic Tool	------	6,050.00	6,050.00
Childers Motor Co.	7,107.39	9,667.88	16,775.27
Chubb-Ferguson Mo.	643.68	20.50	664.18
Chickasha Iron Works	100.00	------	100.00
Chieftian Mtr. Co.	786.00	------	786.00
Cities Service Oil Co.	41.25	------	41.25
Claremore Progress	------	708.35	708.35
Clark - Darland Hdwe. Co.	------	68.00	68.00
Clarks, Frank	1,437.00	4,994.04	6,431.04
Clayton Garage	13.00	------	13.00
Cleveland County Times	749.80	------	749.80

FIRM NAME	1935	1936	TOTAL
Cleveland Trinidad Pav. Co.	51.00	------	51.00
Clinton Elec. Co.	37.50	------	37.50
Clinton Lbr. Co.	344.06	------	344.06
Clinton Mtr. Co.	117.00	------	117.00
Clow Gasteam Heating Co.	101.89	------	101.89
Coalgate Record	------	69.75	69.75
Collinsville News	------	35.50	35.50
Collins Dietz Morris Co.	446.18	------	446.18
Colvert, W. S. Co.	3.60	------	3.60
Comanche News	302.60	252.63	555.23
Commercial Letters Inc.	75.87	------	75.87
Commercial Lbr. Co.	------	874.36	874.36
Commissioners Land Off.	------	1,035.00	1,035.00
Concho Sand & Gravel Co.	17,792.75	104,027.50	121,820.25
Construction Foundation Co.	6.00	------	6.00
Continental Oil Co.	662.77	6,158.08	6,820.85
Continental Steel Corp.	------	292.84	292.84
Contractors Supplies Co.	59.61	------	59.61
Cook Electric Co.	239.78	1,437.85	1,677.63
Cook Paint & Varnish Co.	87.09	335.01	422.10
Cook, V. S. Lbr. Co.	------	162.18	162.18
Cooperative Pub. Co.	705.00	1,457.85	2,162.85
Cornelius Hdwe. Co.	------	26.65	26.65
Cosden Oil Co.	1,324.00	------	1,324.00
Cosco Oil Co.	------	165,951.17	165,951.17
Cosper Chev. Co.	------	92.00	92.00
Cottner-Haggard Lbr. Co.	------	139.86	139.86
Cotton Exchange Bldg.	------	103.33	103.33
County Democrat	------	250.55	250.55
Craig County Democrat	------	35.45	35.45
Crane Co.	74.87	39.21	114.08
Crawford, George	------	42.50	42.50
Crescent Mach. Co.	5.75	------	5.75
Carroll, C. C.	9.15	------	9.15
Crews Elec. Repair Co.	------	60.00	60.00
Crews Lbr. Co.	------	287.00	287.00
Crossett Chemical Co.	28.00	------	28.00
Crucible Steel Co.	196.35	322.30	518.65
Cushing Daily Citizen	------	21.25	21.25
Curtis Lbr. Co.	545.10	------	545.10
Cagle, J. W.	116.25	------	116.25
Cagle, Earl	11.16	------	11.16
Callaway, W. J.	------	1,117.00	1,117.00
Callahan, S. B.	------	100.00	100.00
Canter, B. S.	------	3,779.80	3,779.80
Carlile, Hall	462.75	------	462.75
Carter, E. C.	------	51.80	51.80
Carter, S. P.	------	159.10	159.10
Champeau, Julian	------	102.10	102.10
Chapman, Melissa	------	550.00	550.00
Chambers, J. E.	235.00	------	235.00
Chastian, Guy	------	77.35	77.35
Chickedarry, Thomsas-	------	508.40	508.40

FIRM NAME	1935	1936	TOTAL
Chronester, W. C.	------	33.00	33.00
Clapp, H. T.	------	105.60	105.60
Coatworth, R. G.	------	40.00	40.00
Cobb, Johnnie & Fannie	------	390.00	390.00
Clark, W.	120.00	------	120.00
Cochran, W. P.	------	544.80	544.80
Coffy, C. R.	------	100.00	100.00
Collins, C. C.	500.00	------	500.00
Collins, Lillie	------	754.80	754.80
Comstock, A. C.	1,781.76	688.08	2,469.84
Conkhite, J. B.	250.00	------	250.00
Cook, C. R.	------	403.00	403.00
Cook, O. R.	25.00	------	25.00
Conn, Marvin	------	990.90	990.90
Constitution, Teacher	------	100.00	100.00
Coon, Doss	8.50	------	8.50
Cothran, Hugh	------	164.80	164.80
Crider, C. H.	------	29.90	29.90
Crosby, Howard	------	28.00	28.00
Crosby, J. N.	------	50.00	50.00
Crow, Dr. E. S.	------	1,000.00	1,000.00
Curtis, C. R.	------	675.00	675.00
Curtis, N. R.	566.40	------	566.40
Curtis, E. T.	446.20	1,053.10	1,499.30
Daily American Democrat	22.50	7.00	29.50
Daugherty Ice Co.	------	147.62	147.62
Dayton Rubber Co.	792.22	------	792.22
D. & B. Chev. Co.	89.49	------	89.49
Delaware County Democrat	------	90.34	90.34
Democrat American	20.00	------	20.00
Dempster Mill Mfg. Co.	------	3,102.17	3,102.17
Denman Floors Co.	347.00	564.32	911.32
Detroit Graphite Co.	238.47	------	238.47
Devilbiss Company	12.73	------	12.73
Devoe & Reynolds	124.21	270.00	394.21
Dewey Portland Cement Co.	25,322.55	20,321.82	45,644.37
Deere, John Plow Co.	374.77	885.24	1,260.01
Dial, Glenn	1,485.70	80.89	1,566.59
Dicksons Garage	94.77	------	94.77
Dierks Lbr. & Coal Co.	------	110.00	110.00
Dinks Parrish Laundry	2.00	------	2.00
Ditto, Inc.	------	17.60	17.60
Dolese Bros.	10,748.60	12,537.31	23,285.91
Domestic Eng. & Pump Co.	43.50	------	43.50
Donaldon - Yahn	------	37.80	37.80
Dorsey Douglas Co.	------	432.75	432.75
Downtown Chev. Co. O. C.	1,346.96	5,860.33	7,207.29
Downtown Chev. Co. Tulsa	586.50	2,163.10	2,749.60
Doyle, Bill Office Supply	682.34	431.05	1,113.39
Duncan Eagle	------	48.75	48.75
Dupont, E. I.,Inc.	4,387.00	3,221.50	7,608.50
Durant Weekly News	------	540.25	540.25
Dalton, Clarence G.	------	430.00	430.00

FIRM NAME	1935	1936	TOTAL
Daugherty, John W.	------	480.00	480.00
Davidson, T. W.	------	900.00	900.00
Davis, Jess	335.04	------	335.04
Davis, John H.	------	650.00	650.00
Davis, Will	------	1,044.87	1,044.87
Dean, B. M.	------	514.50	514.50
Dellaplain, S. A.	------	2,100.00	2,100.00
Detty, W. H.	------	150.00	150.00
Dewing, C. E.	------	50.00	50.00
Dickens, Miles	------	75.00	75.00
Diver, Bunch	1,560.00	------	1,560.00
Dolphin, L. L.	------	472.50	472.50
Dobb, J. W.	784.10	------	784.10
Donley, William S.	------	900.00	900.00
David, C. C.	750.00	------	750.00
Dudley, C. E.	300.00	411.20	711.20
Dull, Myrtle	------	50.00	50.00
Duncan, L. W.	------	368.75	368.75
Eason Oil Co.	1,058.96	1,972.55	3,031.51
Eastern Chev. Co.	223.12	------	223.12
Ediphone Co.	495.50	------	495.50
Egan Mfg. Co.	38.00	------	38.00
Eicher-Woodland Co.	------	317.22	317.22
Electric Equip. & Supply Co.	------	166.20	166.20
Electric Service Co.	149.78	76.83	226.61
Electrozone Water Co.	66.00	152.50	218.50
Elk City Daily News	62.57	------	62.57
Elliott Adding Mach. Co.	------	9.15	9.15
Ellis County Capitol	------	72.56	72.56
Empire Oil & Ref. Co.	7,106.21	2,400.00	9,506.21
Empire Plow Co.	------	6,366.85	6,366.85
Equitable Plow Co.	361.98	4,100.60	4,462.58
Enid Concrete Pipe Co.	5,400.08	------	5,400.08
Evinrude Motors Co.	------	12.50	12.50
Excelsior Stove Mfg. Co.	------	153.50	153.50
Ebey, Harmon	------	59.52	59.52
Edwards, R. J.	------	1,900.00	1,900.00
Eiland, Dan J.	------	41.50	41.50
Ellsworth, Mary	390.00	160.50	550.50
Emmert, A. B.	120.42	------	120.42
Erdwurm, W. F.	------	12,744.00	12,744.00
Estes, William F.	------	200.00	200.00
Eversale, B. H.	------	24.00	24.00
Ewing, G. P.	7.20	------	7.20
Failing Supply Co.	189.76	------	189.76
Fairbanks - Morse Co.	690.96	7,499.67	8,190.63
Fast Motor Co.	------	66.22	66.22
Falkenberg & Early Chev. Co.	3,148.16	2,665.90	5,814.06
Farmers Lbr. Co.	------	42.50	42.50
Federal Laboratories, Inc.	335.48	545.65	881.13
Federal Truck Co.	2,162.37	125.08	2,287.45
Feenberg Supply Co.	------	150.00	150.00
Felt & Tarrant Mfg. Co.	------	130.00	130.00
Fentress Radio Supply	------	165.70	165.70

FIRM NAME	1935	1936	TOTAL
Ferguson Motor Co.	------	251.13	251.13
Field Stationery Co.	------	160.20	160.20
Fine Arts Co.	16.65	143.25	159.90
Finerty Inv. Co.	------	123.60	123.60
Fire Appliance Supply	46.50	------	46.50
Firestone Tire & Rubber Co.	5,614.60	3,937.40	9,552.00
First National Bank	120.00	595.00	715.00
First Trust Joint Stock Bank	------	83.60	83.60
Fisher Scientific Co.	------	30.76	30.76
Fisk Rubber Co.	3,227.05	54.69	3,281.74
Fletcher Hdwe. Co.	7.30	------	7.30
Fletcher Motor Co.	94.73	------	94.73
Ford Motor Co. Hollis	48.26	------	48.26
Ford Motor Co.	------	550.00	550.00
Forrester Welding Co.	------	247.50	247.50
Foster, J. Co.	1,367.84	176.23	1,544.07
Fort Cobb Express	65.00	------	65.00
Foster Drug Co.	78.19	------	78.19
Fox Vliet Drug Co.	160.78	------	160.78
Franklin, Wirt Co.	608.30	------	608.30
Frederick Post Co.	------	17.12	17.12
Frick Reid Supply Co.	4,960.98	7,745.07	12,706.05
Friden Calculating Mach. Co.	------	495.00	495.00
Fryers Plumbing Shop	------	135.81	135.81
Fry Lumber Co.	775.62	------	775.62
Faulkner, D. J.	------	175.00	175.00
Fisher, A. D.	------	42.50	42.50
Fogle, L. E.	334.00	------	334.00
Forrest, S. S.	------	39.20	39.20
Franklin, Frank	250.00	------	250.00
Frazier, Roe	------	60.90	60.90
Freeman, Sam	------	1000.00	1,000.00
Gann Chev. Co.	51.36	------	51.36
Galey & Maloy	11.75	------	11.75
Gallup Map & Supply Co.	119.68	------	119.68
Gallaway Elec. Co.	4.00	------	4.00
Garber Sentinel	------	67.80	67.80
Garvin County Commissioners	625.00	------	625.00
Gates Hdwe. Co.	95.71	78.10	173.81
Gardner Jones Hotel Supply	------	261.15	261.15
Geary Star	------	70.00	70.00
General Printing Co.	601.70	1,303.89	1,905.59
General Elec. Supply Co.	39.12	31.50	70.62
General Mtrs. Truck Co.	2,791.35	------	2,791.35
General Am. Trans. Corp.	------	245.00	245.00
General Am. Tank Car Corp.	------	675.00	675.00
General Paint Corp.	4,212.91	10,429.63	14,642.54
General Tire & Rubber Co.	8,166.54	4,036.21	12,202.75
Gibbs & Co.	------	11.49	11.49
Gillette Tire & Rubber Co.	965.32	2,971.03	3,936.35
Gillette Publishing Co.	30.69	------	30.69
Gittinger Photo Co.	875.60	270.00	1,145.60
Globe Envelope Co.	99.00	348.80	447.80

FIRM NAME	1935	1936	TOTAL
Globe Steel Abrasive Co.	107.60	84.85	192.45
Goodrich, B. F. Rubber Co.	5,226.29	9, 681.82	14,908.11
Goodner Van Deventer Co.	14.56	------	14.56
Goodyear Tire & Rubber Co.	1,799.90	3,633.48	5,433.38
Goff Lbr. Co.	222.40	------	222.40
Gothaner Noulty Works	------	6.00	6.00
Gould Democrat	121.15	------	121.15
Graham Paper Co.	326.17	2,267.06	2,593.23
Gram Chev. Co.	567.65	------	567.65
Gray, S. E. Inc.	------	1,200.00	1,200.00
Graybar Electric Co.	1,551.06	131.10	1,682.16
Greenlease Moore Chev.	6,580.54	70,846.70	77,427.24
Griffin Grocery Co.	8,165.99	8,884.39	17,050.38
Griffith Elec. Co.	302.57	1,522.52	1,825.09
Griner, A. J. Co.	234.85	------	234.85
Gross Motor Co.	------	791.50	791.50
Greer Oil Co.	------	8.00	8.00
Grove Sun	------	126.71	126.71
Grove Hdwe. Co.	70.00	------	70.00
Gurley, W. & L. E.	77.51	276.56	354.07
Gall, E. S.	------	20.00	20.00
Garner, Jack	45.00	------	45.00
Gawley, T. E.	245.00	------	245.00
Gayloe, Perry	------	200.00	200.00
Gerard, Fred	------	20.40	20.40
George, Walter	600.00	------	600.00
Gibbs, W. E.	59.90	------	59.90
Gibson & Gibson	------	33.60	33.60
Gifford, D. F.	------	7.50	7.50
Gilbert, H. E.	105.48	------	105.48
Goins, W. F.	------	75.00	75.00
Goldstein, Harry	------	160.38	160.38
Goodman, J. L.	------	164.00	164.00
Gordan, I. L.	------	60.40	60.40
Grey, W. T.	------	100.00	100.00
H. H. Garage	------	53.35	53.35
H. J. Chevrolet Co.	1,592.00	------	1,592.00
Hackney Iron & Steel Co.	19.70	337.28	356.98
Haha Auto Supply	5.88	------	5.88
Hale, Sam P.	12,908.86	33,825.00	46,733.86
Hale Halsell Co.	6,490.59	3,931.89	10,422.48
Hale, Geo. C.	------	28.69	28.69
Hall Motor Co.	586.55	801.80	1,388.35
Hamilton, J. C. Co.	------	173.58	173.58
Harber Longmire Co.	75.50	------	75.50
Harlow Pub. Co.	971.25	185.55	1,156.80
Harnischfeger Sales Corp.	------	187.79	187.79
Harris Repair	59.95	------	59.95
Hart Motor Co.	591.50	------	591.50
Hart Welding Co.	8.37	------	8.37
Hartshorne Sun	45.75	44.50	90.25
Haskell Trading Co.	------	97.70	97.70
Hawkshaw Auto Elec. Co.	------	62.30	62.30
Haynes Auto Supply	49.11	446.89	496.00
Henderson Bros.	------	53.00	53.00

FIRM NAME	1935	1936	TOTAL
Hecks Garage	24.00	------	24.00
Hilton & Forest Lbr. Co.	82.83	------	82.83
Henryetta News	21.20	------	21.20
Herald Pub. Co.	599.35	------	599.35
Hercules Powder Co.	6,514.40	1,102.68	7,617.08
Herd Equipment Co.	8,808.15	44,154.56	52,962.71
Hess Auto Elec. Co.	274.60	97.50	372.10
Highway Garage	------	80.01	80.01
Hines Chev. Co.	67.10	------	67.10
Hodgen, Dean S.	------	5,139.60	5,139.60
Hoffman Speed Printing Co.	------	60.50	60.50
Home Lbr. & Supply Co.	202.59	14,770.87	14,973.46
Hope Lbr. & Supply Co.	9.75	------	9.75
Horton Oil Co.	1,145.22	------	1,145.22
Horn Trading Co.	50.50	------	50.50
Houston McCune Lbr. Co.	189.98	1,175.16	1,365.14
Hudson Houston Lbr. Co.	768.15	203.05	971.20
Hudspeth Lumber Mills	1,332.26	------	1,332.26
Hughes Stone Co.	111.00	11,404.00	11,515.00
Hugo Creamery	192.05	------	192.05
Hugo Daily News	------	38.86	38.86
Humboldt Mfg. Co.	2,580.60.	922.45	3,503.05
Hunter Printing Co.	346.45	------	346.45
Hunzicker Bros.	27.24	38.90	66.14
Hyde Const. Co.	151.11	------	151.11
Hale, Geo. C.	------	5.17	5.17
Hamblin, W. H.	------	170.00	170.00
Hammond, Glen	------	50.00	50.00
Hamilton, W. F.	137.09	------	137.09
Hanningan	------	100.00	100.00
Hanson, Jerimiah	------	50.00	50.00
Hanson, James F.	------	821.00	821.00
Harke, A	------	500.00	500.00
Harper, Jess	------	100.00	100.00
Harzman, W. F.	------	875.00	875.00
Handy, Frank	550.00	------	550.00
Harmon, A. J.	199.60	------	199.60
Hatch, C. W.	416.00	------	416.00
Hastings, W. W.	427.27	------	427.27
Hawkins, Hal	2.50	------	2.50
Hawkins, T. M.	135.00	------	135.00
Joe Hegner	------	57.42	57.42
Henderson, A. C.	------	600.00	600.00
Hendricks, Rob't.	150.00	------	150.00
Hendricks, Frank	------	31.86	31.86
Hendrix, Hugh	------	175.00	175.00
Henthorn, A. J.	------	922.30	922.30
Hess, Van E.	------	27.50	27.50
Hibbs, Elizabeth	------	122.00	122.00
Hickman, Frank	------	736.58	736.58
Hill, R. W.	------	835.00	835.00
Hinchey, R. R.	------	761.60	761.60
Hines, L.	20.14	------	20.14
Hitchcock, W. I.	------	45.00	45.00

FIRM NAME	1935	1936	TOTAL
Hodges, A. P.	100.00	------	100.00
Hoge, A. O.	8.70	------	8.70
Hogentogler, C. A.	------	80.00	80.00
Holland, E. B.	------	200.00	200.00
Holmes, J. C.	------	520.00	520.00
Homan, J. G.	500.00	------	500.00
Hopkins, Don	------	50.00	50.00
Holbrock, H. L.	108.15	------	108.15
Hohlman, R. H.	35.00	------	35.00
Horinek, A. T.	------	58.00	58.00
Howard, C. H.	------	30.00	30.00
Howell, J. C.	3.00	------	3.00
Hurley, C. B.	110.00	132.00	242.00
Hutchins, H. E.	------	288.12	288.12
Hughes, H. T.	13.66	------	13.66
Hutton, Henry	------	125.00	125.00
Ill. Bankers Life Ins. Co.	------	1,134.00	1,134.00
Ill. Powder Co.	690.00	------	690.00
Independent Gravel Co.	166.00	------	166.00
Independent Motors Co.	------	93.13	93.13
Ingersoll Rand Co.	84.16	5,318.62	5,402.78
Internationa Bus. Mach. Co.	------	2,851.80	2,851.80
International Harvester Co.	1,487.87	3,463.69	4,951.56
International Seal & Lock Co.	26.25	26.25	52.50
Iowa Mfg. Co.	2,382.11	10,124.21	12,506.32
Iverson Tool Co.	------	800.00	800.00
Iveys Drug Co.	20.80	------	20.80
Ives, R. C. Lbr. Co.	------	373.21	373.21
Ingram, Golden	------	76.00	76.00
Ishurwood, W. H.	1,230.76	------	1,230.76
Jackson & Jackson	46.34	------	46.34
Jackson Signs Co.	62.50	------	62.50
Jewish Chronicle	------	26.00	26.00
Jones, Fred Mtr. Co.	13,745.22	24,654.60	38,399.82
Jones, T. G. Lbr. Co.	------	585.01	585.01
Jung Motor Co.	4,627.56	------	4,627.56
Jackson, Marion	73.96	------	73.96
Jackson, Ray	------	40.00	40.00
Jayne, E. H.	280.00	------	280.00
Johnson, Bell	------	1,010.00	1,010.00
Johnson, Ross	500.00	125.00	625.00
Johnson, H. D.	------	251.60	251.60
Jones, H. M.	------	312.00	312.00
Jones, B. F.	------	1,000.00	1,000.00
Jones, J. M.	------	825.00	825.00
Kamen Iron & Metal Co.	10.00	------	10.00
Kanima Cool Co.	------	20.00	20.00
Karchmer Pipe & Supply	529.30	1,270.00	1,799.30
Katy Flour & Feed Co.	------	1,309.50	1,309.50
K. C. Auto Hotel	------	88.96	88.96
K. C. Motor Co.	------	67.67	67.67
Kee Lox Mfg. Co.	176.30	113.62	289.92
Kelly Springfield Tire Co.	42.42	120.60	163.02
Kensington Steel Co.	428.50	------	428.50

FIRM NAME	1935	1936	TOTAL
Keuffel & Esser Co.	406.95	------	406.95
Keystone Supply Co.	------	109.75	109.75
Keystone Reamer & Tool Co.	------	118.46	118.46
Kilpatrick, J. J. Co.	8,628.79	8,000.19	16,628.98
Kimbell Milling Co.	2,320.68	------	2,320.68
Kinney Mfg. Co.	------	110.00	110.00
Kingsberry, Sallie	------	126.42-	126.42
Kiowa Indian Agency	596.90	338.20	935.10
Kiowa Lbr. Co.	23.40	------	23.40
Klein, J. B. Iron Co.	1,608.63	8,946.14	10,554.77
Knox, J. W.	------	98.06	98.06
Knight-Beck Co.	------	60.00	60.00
Koehring Co.	------	3,105.45	3,105.45
Ketchum, H. E. Lbr. Co.	176.47	------	176.47
Kuhn Paint & Varnish Co.	------	612.80	612.80
Kwik-Mix Concrete Co.	------	647.00	647.00
Kaup, Chester M	------	308.00	308.00
Keene, L. K.	631.58	908.30	1,539.88
Keith, J. F.	100.00	96.00	196.00
Kelly, Lee	144.50	------	144.50
Keyes, Lola	------	300.00	300.00
Kilgore, C. L.	------	540.00	540.00
Kinder, L. L.	------	162.80	162.80
Kinder, Mrs. M.	189.80	------	189.80
King, C. A.	------	1,469.70	1,469.70
Kline, I. M.	------	200.00	200.00
Kirkpatrick, Earl	1,277.50	------	1,277.50
Klopfenstine, F. E.	250.00	------	250.00
Koppitz, John	500.00	------	500.00
Laboratories Material Co.	420.37	------	420.37
Laclede Steel Co.	474.00	------	474.00
Larrance Tank Co.	------	1,293.30	1,293.30
Law Enforcement equip. Co.	201.15	------	201.15
Lawton Constitution	425.52	382.05	807.57
Lawton Morning Press	------	37.50	37.50
Leader Press	72.50	617.04	686.54
LeBus Mach. & Supply Co.	------	191.50	191.50
Lee, A. W. Oil Co.	------	33.20	33.20
Lee Seed Co.	44.15	------	44.15
Leedy Star	------	70.00	70.00
LeFlore County Sun	111.50	125.50	237.00
LeFlore Lbr. Co.	888.19	241.49	1,129.68
Leland Equip.Co.	910.88	5,186.97	6,097.85
Lievmanns Independent Ice Co.	------	1.70	1.70
Lewis, Barney & Sons	------	37.50	37.50
Lesh, Edward	7.00	------	7.00
Lexington Sun	105.80	136.06	241.86
Linde Air Products Co.	2,267.76	905.69	3,173.45
Litho Negative Co.	------	677.75	677.75
Little River Lbr. Co.	------	320.92	320.92
Littleford Bros.	62.00	------	62.00
Long Bell Lbr. Co.	7,476.55	63,675.55	71,152.10
Lufkin Rule Co.	------	15.60	15.60
Lusco Brick & Stone Co.	------	658.00	658.00

FIRM NAME	1935	1936	TOTAL
Larse, E. J.	------	169.90	169.90
Lahorne, F. A.	37.50	------	37.50
Lassiter, W. P.	------	868.00	868.00
Lawson, J. N.	72.50	------	72.50
Lawson, J. W.	------	494.40	494.40
Laycock, Sug	1,350.91	624.90	1,975.81
Lehl, W. M.	------	500.00	500.00
Lehmer, Geo.	------	422.94	422.94
Lester, Della	------	500.00	500.00
Lindsey, Joe C.	3,506.42	------	3,506.42
Linn, J. L.	------	140.00	140.00
Lewis, J. B.	257.60	------	257.60
Liversy, O. R.	------	70.00	70.00
Lockard, G. L.	259.29	25.93	285.22
Long, Geo.	------	30.00	30.00
Lucas, G. R.	360.00	------	360.00
Mack International Mtr. Corp.	------	19,712.42	19,712.42
Mking Sand & Gravel Co.	79.20	1,000.00	1,079.20
Magneto Ignition Co.	------	16.20	16.20
Magnolia Pet. Co.	1,083.16	173.30	1,256.46
Magnus Chemical Co.	27.61	------	27.61
Manley Office Supply Co.	183.50	59.75	243.25
Marathon Oil Co.	2,109.33	44.22	2,153.55
Mansfield Lbr. Co.	179.27	282.01	461.28
Marion Bruk Garage	19.60	56.65	76.25
Marchant Calculating Mach. Co.	900.00	------	900.00
Marlow Review	------	209.35	209.35
Martin Ebr. Co., J. W.	130.55	75.64	206.19
Martin Motor Co.	------	524.00	524.00
Martin Towel. Co.	81.00	369.80	450.80
Massey Hardware Co.	691.39	1,352.49	2,043.88
Matthews Bros.	2,155.25	4,916.46	7,071.71
Maxwell Mabry Co.	341.63	------	341.63
Mayers Photo Shop	20.00	162.75	182.75
Mayo & Co.	215.67	20.00	235.67
Mayes County Motor Co.	501.18	170.30	671.48
Mays Lbr. Co.	566.44	95.00	661.44
Mayo Building - Tulsa	80.00	------	80.00
McKinney Grain Co.	840.00	------	840.00
Meadow & Meadow	1,859.25	------	,859.25
Mee-Oaks Supply Co.	1,302.24	425.57	1,727.81
Mentzer Bros. Motor Co.	1,390.00	------	1,390.00
Miami Chat Co.	772.00	------	772.00
Miami Rock Product Co.	6,824.10	------	6,824.10
Mid-Continent Pet. Co.	23,637.67	152,821.41	176,459.08
Midkie Co.	------	12.00	12.00
Mid-Central Fish Co.	------	28.00	28.00
Mideke Supply Co.	3,746.70	3,854.28	7,600.98
Mid-Vale Industrial Chemical Co.	11.50	------	11.50
Mid-West Steel Co.	36.00	236.00	272.00
Mid-West Printing Co.	------	139.55	139.55
Miller Hardware Co.	75.00	------	75.00
Million-Hayden Motor Co.	------	358.41	358.41
Mine Safety Appliance Co.	216.60	468.13	684.73

FIRM NAME	1935	1936	TOTAL
Minco Minstrel	------	33.00	33.00
Moline Power Equipment Co.	139.46	------	139.46
Missouri Rolling Mills Co.	154.86	482.02	636.88
Modern Auto Repair	330.87	------	330.87
Monarch Cement Co.	1,103.60	241.78	1,345.38
Montfort Drug Co.	203.24	46.65	249.89
Monroe Calculating Mach. Co.	1,339.66	4,526.73	5,866.39
Moore Service Station	4.00	------	4.00
Moore Tire & Battery Shop	82.55	------	82.55
Moran Pipe & Supply Co.	100.00	------	100.00
Clint Morrison Service Station	230.77	199.52	430.29
Morning Press	------	173.00	173.00
Mosier, Bill Inc.,	------	194.49	194.49
Motor Sales Co.	257.36	128.19	385.55
Motor Trading Co.	105.06	1,604.00	1,709.06
Motor Truck Sales Co.	------	774.37	774.37
Moyer Motor Co.	------	1,722.00	1,722.00
Missouri & Arkansas Oxygen Co.	24.20	------	24.20
Mt. View, City of	------	127.53	127.53
Mullenix, Ray Inc.	1,271.17	426.97	1,698.14
Multigraph Sales Agency	274.68	2,933.95	3,208.63
Municipal Supply Co.	179.91	------	179.91
Murclock, F. L. Co.	------	67.50	67.50
Muskogee Clay Products Co.	------	1,227.55	1,227.55
Muskogee Iron Works	4,385.35	1,347.38	5,732.73
Muskogee Tin & Roofing Co.	------	13.15	13.15
Muskogee Sand & Gravel Co.	980.00	------	980.00
Muskogee Seed House	43.88	------	43.88
Myers Motor Co.	3,546.75	1,075.75	4,622.50
Martin, J. S.	20.00	------	20.00
Maddox, John	897.66	------	897.66
Magtie, Grace	200.00	------	200.00
Marshall, S. B.	------	92.30	92.30
Martin, Mrs.	------	80.00	80.00
Masterson, Jess	310.00	593.44	903.44
Matthews, Lafe	------	64.00	64.00
Matthews, W. E.	930.12	------	930.12
Maulkin, G. G.	64.10	------	64.10
May, S. R.	64.96	------	64.96
Maxwell, C. H.	64.58	------	64.58
Miller, Charlie	------	30.63	30.63
Miller, J. D.	------	500.00	500.00
Miller, J. M.	------	180.40	180.40
Miller, J. T.	------	35.75	35.75
Mings, C. T.	66.00	------	66.00
Mock, Julia	------	370.00	370.00
Moore, Roy	400.00	------	400.00
Moore, P. E.	1,234.20	------	1,234.20
Moore, W. S.	------	228.00	228.00
Morrow, Ruby	------	140.00	140.00
Mosley, G. W.	125.00	------	125.00
Moss, Frank	126.80	------	126.80
McAndrews, Rubber Co.	------	516.35	516.35
McBee Company	------	4,851.16	4,851.16

FIRM NAME	1935	1936	TOTAL
McDonald Chev. Co.	------	38.03	38.03
McLendon Bros.	254.00	948.96	1,203.56
McCoy & Spivey	------	259.00	259.00
McCurtain Gazett	31.75	127.50	159.25
McClaren Rubber Co.	632.66	------	632.66
McKinney Grain Co.	2,850.00	------	2,850.00
McKenzie Lumber Co.	------	93.07	93.07
McConnell, Edward	67.50	11.00	78.50
McAfee, B. C.	69.60	------	69.60
McCarty, T. A.	34.40	------	34.40
MacArthur, E. T.	------	1,400.00	1,400.00
McCurry, R. B.	201.25	------	201.25
McDuff, Fred	1,090.00	------	1,090.00
McElvain, P. A.	21.50	------	21.50
McGee, Bessie	152.50	------	152.50
McGee, C. F.	------	125.00	125.00
McGyre, W. E.	64.20	------	64.20
McGough, K. H.	150.00	------	150.00
McGowan, W. B.	1,449.90	------	1,449.90
McGurry, R. B.	------	260.00	260.00
MacKeller, Mrs. M. M.	------	200.75	200.75
McAlaster, John	------	320.00	320.00
McMillen, N. W.	------	723.70	723.70
McMurphy, J. B.	500.00	------	500.00
McWhorter, Allen	------	3.95	3.95
National Cash Register Co.	------	27.10	27.10
National Carbide Sales Co.	------	85.50	85.50
National Colortype Co.	------	896.25	896.25
National Parking Service	12.00	27.00	39.00
National Printing Co.	------	72.45	72.45
National Safety Council	122.00	70.00	192.00
National Refining Co.	153.75	------	153.75
National Theater Supply Co.	58.08	------	58.08
Nebraska Bridge & Supply Co.	3,430.52	5,333.02	8,763.54
News Dispatch	40.00	470.00	510.00
New Indian Chair Co.	------	490.00	490.00
New State Lumber Co.	------	1,188.57	1,188.57
New State Press Clipping Co.	40.00	------	40.00
New York Plate Glass Co.	80.58	------	80.58
Nichols Lumber Co., G. A.	------	58.58	58.58
Norick Bros. Printers	62.05	175.86	237.91
Norris, W. C. Mfgrs.	3,138.86	79.95	3,218.81
North American Shoe Co.	------	117.00	117.00
Northway, F. E. Inc.,	6,892.34	15,333.02	22,225.36
Northon-Johnson Buick Co.	79.04	1,040.32	1,119.36
Northwest Engineering Co.	------	6,963.50	6,963.50
Northwest Motor Co.	430.70	6,488.49	6,919.19
Nowata Pipe & Supply Co.	259.69	------	259.69
Noble, J. H.	------	168.20	168.20
Nordlinger, Don	875.00	------	875.00
Nugent, Sam	159.34	------	159.34
O.K. Transfer Co.	75.00	------	75.00
Oakite Products Co.	------	266.52	266.52
Oklahoma A & M College	150.00	50.00	200.00

FIRM NAME	1935	1936	TOTAL
Oklahoma Auto Supply Co.	897.16	957.48	1,854.64
Oklahoma Barber Supply	------	41.50	41.50
Okla Blue Print Co.	92.40	107.10	199.50
Okla Binder Co.	27.78	80.50	108.28
Oklahoma Cement Pipe Co.	2,168.95	1,484.45	3,653.40
Oklahoma City Battery Co.	297.50	139.00	436.50
Oklahoma City Hdwe. Co.	4,000.12	6,701.28	10,701.40
Okla Corrugated Steel & Iron Co.	597.61	1,184.50	1,782.11
Okla Electric Supply	533.04	740.67	1,273.71
O. K. Electric Service	------	155.92	155.92
Okla Tent & Awning Co.	------	54.08	54.08
O. G. & E. Co.	------	522.00	522.00
Okla Paper Co.	810.52	1,144.83	1,955.35
Okla Photo Supply	19.65	181.80	201.45
Okla Portland Cement Co.	21,697.66	10,540.32	32,237.98
Okla Power & Water Co.	------	88.71	88.71
Okla Shade Facotry	------	223.65	223.65
Okla State Journal	------	193.50	193.50
Okla Statesman	407.00	69.50	476.50
Okla State Register	72.00	969.46	1,041.45
Oklahoma State Penitentiary	11,952.81	16,715.33	28,668.14
Oklahoma Tractor & Equip. Co.	79,942.77	134,496.57	214,439.34
Okla Wire & Iron Co.	133.83	2,421.81	2,555.64
Okla Theatre Supply Co.	1,050.00	------	1,050.00
Old Dutch Carbon Co.	5.87	------	5.87
O'Neil Chevrolet Co.	157.19	------	157.19
Orrs Machine Co.	------	30.00	30.00
Osborns Elec. Co.	20.00	------	20.00
Ottawa Silica Co.	65.00	91.00	156.00
Overhead Door Co.	------	897.35	897.35
Oiler Coal Co.	------	36.00	36.00
O'Meilia, W. E.	------	16.65	16.65
O'Shea, J. H.	------	500.00	500.00
Overton, W. J.	400.00	200.00	600.00
P. & A. Chevrolet	480.00	29.85	509.85
Clarence E. Page	9,162.42	34,688.52	43,850.94
Palace Office Supply	83.00	------	83.00
Palace Drug Co.	8.16	------	8.16
Pugh Carson Motor Co.	1,074.35	------	1,074.35
Pallady Welding Supply	------	866.64	866.64
Park - Ward Co.	400.00	------	400.00
Parker Spencer	2,869.50	4,569.00	7,438.50
Parkinson Motor Co.	114.30	------	114.30
Parkinson Neal Motor Co.	2,738.67	134.55	2,873.22
Patterson Sargent Co.	170.00	612.50	782.50
Patterson Hoffman	36.90	------	36.90
Patterson Steel Co.	5,476.57	12,582.53	18,059.10
Joe Paul Master Station	3.87	79.40	83.27
Pawnee Courier	23.85	------	23.85
Pawnee Dispatch	------	287.70	287.70
Pease, C. F. Co.	70.00	29.80	99.80
Peck Publishing Co.	------	49.50	49.50
Peerless Mfg. Co.	------	18,889.46	18,889.46

FIRM NAME	1935	1936	TOTAL
Peerless Stone Co.	200.00	2,018.07	2,218.07
Penrox Oil Co.	------	585.12	585.12
Leonard Peterson & Co.	1,224.20	------	1,224.20
Perry Coal Foundry	4.00	------	4.00
Peters Brand Shoe Co.	1.32	------	1.32
Pettee, W. J. Co.	1,131.32	2.95	1,134.27
Phelan-Faust Paint Co.	------	1,492.20	1,492.20
Phillips Petroleum Co.	3,824.23	4,103.09	7,927.32
Phillips, Victor L.	10,720.17	23,513.79	24,233.96
Pine Valley Lbr. Co.	288.83	------	288.83
Pioneer Iron & Metal Co.	3,000.00	960.00	3,960.00
Pittsburg Plate Glass Co.	520.57	611.29	1,131.86
Pittsburg Water Heater Co.	132.00	------	132.00
Poarch & Lowrance	334.00	------	334.00
Pollacks Stores	------	220.50	220.50
Porter Crews Drug Co.	114.33	17.35	131.68
Poteau Weekly News	200.00	83.13	283.13
Post Motor Co.	276.00	------	276.00
Powell Lbr. Co.	------	9,987.53	9,987.53
Powers Printery	------	126.30	126.30
Prest Mach. Works	------	81.20	81.20
Prince Chevrolet Col	40.53	128.46	168.99
Producers Pipe & Supply	140.00	------	140.00
Prompt Printing Co.	------	625.20	625.20
Pryor Lbr. & Grain Co.	3,662.50	250.00	3,912.50
Public Service of Okla.	------	53.77	53.77
Purcell Register	70.75	------	70.75
Purity Drug Co.	15.33	------	15.33
Purox Oil & Gas Co.	------	76.80	76.80
Parker, P. M.	------	941.44	941.44
Parks, M. B.	------	50.00	50.00
Parrish, W. T.	------	344.00	344.00
Paschall, J. N.	300.00	52.80	352.80
Pate, J. F.	-----	6,394.64	6,394.64
Patterson, F. G.	1,116.00	------	1,116.00
Patton, J. R.	------	38.25	38.25
Peck, W. P.	240.00	------	240.00
Pellum, W. S.	------	138.00	138.00
Phillips, J. J.	270.00	450.00	720.00
Phillips, J. R.	------	337.00	337.00
Price, R. E.	------	408.00	408.00
Price, G. W.	65.00	------	65.00
Rahn Larson Co.	------	2,472.00	2,472.00
Record Democrat	29.25	25.50	54.75
Red Granite Water Power Co.	------	150.00	150.00
Red Star Yeast Products Co.	------	516.20	516.20
Reese Metal Weather Strip Co.	------	18.29	18.29
Reeves Coal Co.	------	27.35	27.35
Refinery Supply Co.	300.82	2,325.93	2,626.75
Register Publishing Co.	------	538.29	538.29
Reinaur Bros. Motor Co.	2,509.40	1,112.50	3,621.90
Reliable Tent & Awning Co.	------	180.00	180.00
Reliance Investment Co.	110.00	------	110.00
Remington - Rand, Inc.	424.83	1,232.94	1,657.77

FIRM NAME	1935	1936	TOTAL
Reliance Implement Co.	------	2.50	2.50
Rey & Sons Nursery	------	291.30	291.30
Rice Stix Dry Goods Co.	398.71	------	398.71
Rich - Con Hdwe. Co.	5,055.17	12,257.80	17,312.97
Richards, E. A. Co.	------	915.00	915.00
Riddell, W. A.	------	43.30	43.30
Roberts Tractor & Equip. Co.	92.85	------	92.85
Roach Drug Co.	------	504.86	504.86
Roger Mills County News	155.30	115.15	270.45
Rogers Iron Works	112.35	270.00	382.35
Rogers, T. H. Lbr. Co.	------	92.44	92.44
Ross Garage	79.63	------	79.63
Roscoe Mfg. Co.	------	9,329.65	9,329.65
Ringling Eagle	------	111.25	111.25
Rounds Porter Lbr. Co.	49.77	505.07	554.84
Rowland & Company	41.29	------	41.29
Rogers Tire & Battery Shop	73.95	------	73.95
Royal Road Mach. Co.	186.25	------	186.25
Royal Typewriter Co.	178.20	300.44	478.64
Rush Springs Motor Co.	52.79	------	52.79
Russell Uniform Co.	1,157.00	550.00	1,707.00
Ryan Leader	------	204.80	204.80
Ryand Richards Co.	112.00	------	112.00
Ryerson & Sons, J. T.	151.73	------	151.73
Rabon, Dorothy	------	1,138.50	1,138.50
Rabon, Rube	------	214.40	214.40
Raymond Denny	178.65	------	178.65
Rector, Roy	------	480.00	480.00
Reeves, Fred	150.00	------	150.00
Richmond, B. W.	------	193.56	193.56
Rider, W. J.	175.00	------	175.00
Richt, Mrs. Pete	------	200.00	200.00
Robbins, Mrs. Vesta	400.00	------	400.00
Robinson, John	177.63	------	177.63
Robinson, Mrs. Maud	------	2,760.00	2,760.00
Rodler, F. W.	50.00	------	50.00
Rogers, Lee	------	1,200.00	1,200.00
Roller, A. M.	920.00	------	920.00
Rowel, Larance	------	430.00	430.00
Rounds, Frank	150.00	------	150.00
Russell, Jesse	------	297.14	297.14
Rutherford, R. E.	------	450.84	450.84
Sallisaw Ice Co.	786.41	280.20	1,066.61
Sand Springs Leader	------	64.01	64.01
Sanitary Equipment Co.	37.37	178.00	215.37
Sarbers Press Clipping Service	------	93.00	93.00
Sargent, E. H. Co.	533.34	1,057.56	1,590.90
Sauberlich, G. Co.	------	1,060.50	1,060.50
Sauter Bros.	88.47	130.60	219.07
Savage Motor Co.	2,976.00	2,795.00	5,771.00
Sayre Headlight Journal	344.75	325.25	670.00
Schall & Starke	2,788.57	4,292.82	7,081.39
Schiff Mayer Co.	468.46	886.17	1,354.63
Sam Horn Trading Co.	10.25	------	10.25

FIRM NAME	1935	1936	TOTAL
Seiberling Latex Co.	5.50	10.80	16.20
Seiberling Rubber Co.	39.36	696.90	736.26
Semco Color Press	1,357.88	1,237.90	2,595.78
Seminole Motor Sales	37.18	643.50	680.68
Servis Equipment Co.	297.86	------	297.86
Sequoyah Lbr. Co.	------	2,838.22	2,838.22
Sequoyah Co. Times	187.87	------	187.87
Service Caster & Truck Co.	------	13.80	13.80
Sequoyah Motor Co.	25.50	------	25.50
Service Printing Co.	1.108.39	------	1,108.39
Severin Tire & Supply Co.	184.03	181.14	365.17
Seward Poultry & Egg Co.	49.40	------	49.40
Sewall Paint & Varnish Co.	839.50	494.59	1,334.09
Shamburger Lbr. Co.	961.26	------	961.26
Shapleigh Hdwe. Co.	1,538.76	2,713.14	4,251.90
Shaw Walker Co.	594.05	1,035.50	1,629.55
Sharp Auto Supply	186.50	------	186.50
Shawnee Motor Supply	6.48	------	6.48
Sherindan Motor Co.	84.81	176.00	260.81
Sherman Concrete Pipe Co.	4,376.17	768.40	5,144.57
Sherman Mach. & Iron Wks.	------	149.09	149.09
Sherwin Williams Co.	248.85	576.47	825.32
Silvey Motor Co.	426.44	------	426.44
Simmons Hdwe. Co.	371.72	1,216.24	1,587.96
Simmons Sheet Metal Co.	40.00	------	40.00
Simpson Auto Co.	9,674.12	858.22	10,532.34
Sims & Sims	51.50	------	51.50
Shunk Manufacturing Co	------	11,803.50	11,803.50
Signal Service Co.	------	286.40	286.40
Simpson Bros. Hdwe.	------	83.77	83.77
Sinclair Refining Co.	5,683.32	7,234.05	12,917.37
Singer Pipe & Supply Co.	360.00	------	360.00
Skelly Oil Co.	2,630.00	------	2,630.00
Skinner, R. W. Chat Co.	18,727.68	61,828.57	80,556.25
Sla ck Oil Service	25.83	------	25.83
Sligo Iron Stove Co.	6.15	------	6.15
Smith, L. C. Typewriter Co.	2,001.38	2,424.23	4,425.61
Smythe & Smythe Inc.	58.50	------	58.50
Smith Type Shop	------	11.43	11.43
Snap-on Tools, Inc.	5.20	------	5.20
Socony Vacuum Oil Co.	6,513.80	18,302.40	24,816.20
Sonken Galambra Co.	103.24	------	103.24
Southern Fish & Oyster Co.	86.00	------	86.00
Southern Ice Co.	5.50	------	5.50
Southern Rock Asphalt Co.	189,164.13	737,963.25	927,127.38
Southern Air Temp. Co.	------	1,961.50	1,961.50
Southwest Factory	------	1,767.60	1,767.60
Southwestern Engraving Co.	168.22	251.14	419.36
Southwestern Printing Co.	71.52	404.40	475.92
Southwestern Stamp Works	90.20	140.08	230.28
Southwest Stone Co.	583.80	2,696.20	3,280.00
Standard Roofing & Material	270.80	341.00	611.80
Star Printery	234.75	686.74	921.49
Spencer Lbr. Co.	------	276.44	276.44

FIRM NAME	1935	1936	TOTAL
Springfield Wagon & Trailer Co.	------	9.20	9.20
Standard Engraving Co.	579.61	63.33	642.94
Standard Asbestos Co.	45.00	------	45.00
Standard Office Supply Co.	4.93	37.64	42.57
Standard Paving Co.	2,440.00	29,352.33	31,792.33
Standard Parts Co.	------	33.98	33.98
Standard Mailing Mach. Co.	------	102.50	102.50
Standard Printing Co	------	361.25	361.25
Standard Steel Works	------	2,665.05	2,665.05
Standley Machinery Co.	30,624.70	46,530.94	77,155.64
Star Coal Company	------	164.80	164.80
Stauter Lumber Company	------	197.59	197.59
Stephens Bros. Service Station	59.70	------	59.70
Stewart Sand and Gravel Company	------	294.00	294.00
Stephens-Brown Lumber Company	------	160.00	160.00
Stimpson Chevrolet Company	603.34	35.05	638.39
Stringtown Lumber Company	-----	1,378.79	1,378.79
Stone-Nutt Motor Company	476.07	------	476.07
Stone Manufacturing Engine Co.	7.54	------	7.54
Strange-Jones Hardware Company	149.10	144.00	293.10
Strickler Tire Shop	------	31.38	31.38
Success Motor Company	6.85	------	6.85
Success Motor Car Company	102.42	------	102.42
Sullivan Auto Hospital	------	260.40	260.40
Sullivan Machinery Company	------	2,420.00	2,420.00
Sunray Oil Company	------	37.14	47.14
Swift and Company	7,067.90	7,447.79	14,515.69
Scarborough, John	658.38	------	658.38
Smith, Bert Road Machinery Co.	------	82.11	82.11
Sanders, Bob	99.70	------	99.70
Savoy, E. C.	------	95.85	95.85
Sawyer, Fred	22.50	------	22.50
Scott, T. L.	------	32.80	32.80
Seay, J. D.	67.70	------	67.70
Sellers, W. S.	------	180.00	180.00
Shaw, Will	465.00	100.00	565.00
Simons, J. E.	------	8,053.91	8,053.91
Simpson, Mrs. Mary	------	49.20	49.20
Sliger, F. W.	------	75.20	75.20
Skrodles, J.	50.15	------	50.15
Smith, Homer	58.88	------	58.88
Smith, J. B.	------	55.80	55.80
Smith, A. G. Perry	------	1,000.00	1,000.00
Smith, A. G. Seminole	520.00	445.70	965.70
Smith, A. G. Prague	60.00	------	60.00
Smith, Lula	------	1,670.00	1,670.00
Smith, G. J.	------	40.00	40.00
Smith, Lewis	------	92.28	92.28
Smith, C. W.	400.00	------	400.00
Smith, J. S. Gerry	------	1,000.00	1,000.00
Smith, J. S. Snyder	100.00	------	100.00
Smith, W. W.	------	80.00	80.00
Smithley, A. M.	------	160.00	160.00
Smoot, M.	------	47.50	47.50

FIRM NAME	1935	1936	TOTAL
Spears, R. D.	100.00	------	100.00
Speaker, Sam	------	11.95	11.95
Stoner, Geo.	------	700.00	700.00
Starr, Geo.	317.86	------	317.86
Starr, Joe	646.60	------	646.60
Starr, W. W.	1,159.27	------	1,159.27
Stephens, Fletcher	68.19	------	68.19
Stephens, M.	138.00	------	138.00
Stephens, M. W.	141.25	------	141.25
Stewart, David	------	45.00	45.00
Stewart, Will	------	78.35	78.35
Stinchcomb, R. P.	------	880.00	880.00
Stinson, W. D.	782.50	1,600.00	2,382.50
Stover, Albert	------	30.00	30.00
Stringer, C. W.	------	360.00	360.00
Stroud, Dick	------	202.36	202.36
Struds, W. I.	------	150.00	150.00
Strucker, R. B.	------	500.00	500.00
Summers, J. B.	------	1,050.00	1,050.00
Sutton, Ben	------	330.00	330.00
Swan, Kelly	------	56.00	56.00
Swindle, R. O.	40.00	------	40.00
Tackett, Clarence	907.58	1,201.42	2,109.00
Tahlequah Ice Co.	------	315.00	315.00
Talihina Ice Co.	1,156.19	808.23	1,964.42
Talihina Motor Co.	35.71	------	35.71
Taylor Chain Co.	4.73	------	4.73
Taylor Instrument Co.	------	46.08	46.08
Templeton - Kinly & Co.	29.22	------	29.22
Teel Wet Wash System	19.95	------	19.95
Temple Dept. Store	752.71	------	752.71
Texas Co.	4,374.20	2,348.56	6,722.76
Texas Pacific Coal & Oil Co.	2,059.52	------	2,059.52
That Man Stone Co.	194.64	------	194.64
Three State Lbr. Co.	1,683.12	-82.05	1.765.17
Thomas Concrete Pipe Co.	------	660.00	660.00
Thomas Howard Chemical Co.	225.00	524.88	749.88
Tibbs Dorsey Mfg. Co.	------	435.00	435.00
Thompson, S & Jess Inc.	265.05	------	265.05
Thompson Mill	164.77	------	164.77
Times Journal Publishing Co.	1,869.71	1,6489.93	3,518.64
Times Olson Testing Company	------	130.00	130.00
Tipton Tribune	79.40	------	79.40
Town-Sco Equipment Company	------	2,899.00	2,899.00
Trave-Taylor Company	1,890.61	672.50	2,563.11
Triangle Blue Print Company	------	3,445.40	3,445.40
Truscon Laboratories	959.25	------	959.25
Tulsa Rubber Products	117.92	207.71	325.63
Tulsa Camera Record Company	226.50	------	226.50
Tulsa Sand Company	10,193.00	13,266.50	23,459.50
Tulsa Paper Company	1,135.00	1,111.96	2,246.96
Tulsa Rig and Reel Company	------	90.00	90.00
Tulsa Seed Company	------	55.00	55.00
Tulsa Winch Mfg. Co.	100.00	43.39	143.39

FIRM NAME	1935	1936	TOTAL
Turben Motor Co.	740.86	------	740.86
Tuskahoma Gravel Co.	------	3,360.00	3,360.00
Tuthill Spring Company	------	1,804.30	1,804.30
Tyler, W. S. Co.	------	253.96	253.96
Telford, R. B.	------	432.00	432.00
Thway, R. R.	------	500.00	500.00
Tiefenbrum, A. J.	405.50	------	405.50
Thompson, D. L.	303.24	------	303.24
Tourtelotte, E. E.	------	199.71	199.71
Tracy & Irwin	------	42.48	42.48
Tracy, T. A.	------	510.00	510.00
Turpin, M.	------	536.08	536.08
Underwood-Elliott-Fisher	863.27	2,504.01	3,367.28
Union Traction Company	354.00	------	354.00
Union Iron Works	73.00	------	73.00
United Carbon & Ribbon Co.	------	27.40	27.40
United Plate Glass Company	------	170.02	170.02
U. S. Rubber Products	3,255.99	4,770.71	8,026.70
U. S. Supply Company	------	488.87	488.87
Universal Cruser Company	360.21	------	360.21
Updegraff Sand & Stone Company	------	9,904.00	9,904.00
Upjohn Company	1.08	------	1.08
Usher, E. W.	60.00	------	60.00
Van Horne, E.	------	425.00	425.00
Veazy Drug Company	------	22.00	22.00
Vernon Law Books Company	------	15.00	15.00
Vinita Hay Company	1,420.00	------	1,420.00
Victor Adding Machine Company	------	57.50	57.50
Visible Record Equipment Company	250.00	1,076.00	1,326.00
Van Dursen, A. M.	280.00	------	280.00
Van Noy, L. S.	------	180.00	180.00
Vance, Henry M.	------	60.00	60.00
Vater, John J.	193.62	------	193.62
Vice, E. E.	------	400.00	400.00
Vineyard, John	300.00	------	300.00
Waggener Paint Company	162.00	1,307.50	1,469.50
Walters Hearld	108.50	------	108.50
Wagoner Lumber Company	30.00	------	30.00
Walgren Drug Company	41.29	------	41.25
Walker Dry Goods Company	306.93	------	306.93
Walters Oil & Gas Company	1,872.20	------	1,872.20
Walters Publishing Co.	403.35	------	403.35
Ward Beekman Hodgen Co.	666.60	641.04	1,307.64
Warren Motor Co.	685.00	------	685.00
Washington Motor Co.	------	604.63	604.63
Waukesha Motor Co.	364.59	611.26	975.85
Waynoka Sand & Gravel Co.	6,958.72	------	6,958.72
Western Bank & Office Supply	4,861.11	9,094.16	13,955.27
Wetherbee Elec. Co.	878.72	630.03	1,508.75
Weldon Chev. Co.	64.92	------	64.92
Western Awning Co.	134.40	------	134.40
Western Barber Supply	1.50	------	1.50
Western Cataphote Co.	------	467.42	467.42
Western Hdwe. Co.	160.43	812.48	972.91
Western Lbr. & Hdwe. Co	1,260.07	5,036.81	6,296.88
Western Machinery Co.	485.05	361.78	846.83

FIRM NAME	1935	1936	TOTAL
Western Materials Co.	------	59,406.46	59,406.46
Western Newspaper Union	------	11.20	11.20
Western Sign Co.	63.83	------	63.83
Westinghouse Elec. Co.	------	1,522.70	1,522.70
Westville Milling Co.	60.00	------	60.00
Westmoreland, John	100.00	------	100.00
Wheelers Service Sta.	------	43.20	43.20
Wheeler Lbr. Co.	47.24	------	47.24
Whitlow, W. A.	50.00	------	50.00
Wiggers, Inc.	------	69.00	69.00
Wiley & Sons, John Inc.	------	5.20	5.20
Williams, E. P. Auto Co.	233.70	------	233.70
Williams Bros. Boiler Mfg. Co.	------	3,784.00	3,784.00
Williams Motor Co.	------	4,043.46	4,043.46
Williams Hdwe. Co.	522.39	690.65	1,213.04
Williamsport Wire Rope Co.	3,886.28	1,009.59	4,895.87
Wilson Bennett Lbr. Co.	222.80	1,354.13	1,576.93
Wilson & Co.	1,922.67	------	1,922.67
Witte Hardware Company	259.57	239.03	498.60
Wiley's Shoe Store	13.76	------	13.76
Woody Motor Company	------	60.51	60.51
Wray, Walter N.	495.00	------	495.00
Wright Lumber Co., Geo. C.	299.39	------	299.39
Wylie-Stewart Machinery Company	25,069.72	120,227.11	145,296.83
Wynnewood Asphalt Company	------	137,524.60	137,524.60
Wade, Sarah J.	------	61.90	61.90
Ward, W. B.	95.94	------	95.94
Walden, Joseph	------	134.80	134.80
Walker, Leslie	------	636.65	636.65
Walker, Earl	------	700.00	700.00
Wann, J. C.	------	593.40	593.40
Weber, Jacob	100.00	------	100.00
Welch, J. B.	438.49	------	438.49
West, Jeff	------	55.00	55.00
Weston, C. J.	25.00	------	25.00
Westmoreland, E. E.	------	264.60	264.60
White, Don	------	134.95	134.95
Whitcomb, James A.	523.00	------	523.00
Whitney, Ida A	450.00	------	450.00
Wilkerson, Roy	------	240.00	240.00
Williams, Vertes	------	116.00	116.00
Williams, S. N.	200.00	------	200.00
Williams, C. R.	------	61.40	61.40
Williams, Mrs. Hattie	------	225.00	225.00
Willis, Bentley	180.00	146.60	326.60
Witt, D. T.	40.00	------	40.00
Woods, Lloyd	57.18	------	57.18
Wright, Watson	466.78	------	466.78
Wynn, B. G.	------	323.00	323.00
Yahola Sand & Gravel Co.	61,716.14	61,307.94	123,024.08
Yarmuck Iron & Metal Co.	------	131.00	131.00
Zenith Limestone Co.	6,149.40	------	6,149.40
Total	$1,301,180.72	$3,813,644.65	$5,114,825.37

STATEMENT SHOWING TOTAL GASOLINE, AUTO LICENSE AND MOTOR CARRIER TAX COLLECTIONS AND APPORTIONMENT OF SUCH REVENUES, BY AMOUNTS AND PERCENTAGE OF THE TOTAL, TO THE TAX COMMISSION FOR COLLECTING; TO THE COUNTIES; TO THE STATE HIGHWAY DEPARTMENT; AND TO THE GENERAL REVENUE FUND -- FOR THE CALENDAR YEARS 1935 AND 1936.

Month	Total Collections	To Tax Comm. Amount	To Tax Comm. Per Cent	To Counties Amount	To Counties Per Cent	To State Highway Amount	To State Highway Per Cent	To Gen. Revenue Amount	To Gen. Revenue Per Cent
Year 1935									
January	$ 1,207,940.36	$ 32,369.30	2.68	$ 355,837.44	29.46	$ 547,111.29	45.29	$ 272,622.33	22.57
February	1,341,800.87	41,400.12	3.09	457,370.26	34.09	593,685.80	44.24	249,344.69	18.58
March	1,644,590.05	59,555.10	3.56	652,222.96	39.66	703,729.03	42.79	230,082.96	13.99
April	2,262,015.57	125,458.85	5.50	930,468.37	40.77	955,770.23	41.86	270,318.12	11.85
May	1,235,611.04	41,404.56	3.35	345,093.94	27.93	558,600.95	45.21	290,511.59	23.51
June	1,213,220.46	36,991.05	3.05	320,633.81	26.43	562,009.69	46.32	293,585.91	24.20
July	1,338,889.60	38,189.50	2.85	349,212.79	26.08	612,022.94	45.71	339,464.37	25.36
August	1,424,497.98	42,455.89	2.98	374,964.71	26.32	654,249.78	45.93	352,827.60	24.77
September	1,281,949.26	33,823.04	2.64	318,175.82	24.82	597,732.56	46.63	332,217.84	25.91
October	1,098,809.16	28,462.21	2.59	264,573.58	24.08	522,353.60	47.54	283,419.77	25.79
November	1,121,126.57	28,103.25	2.51	269,326.04	24.02	529,258.29	47.21	294,439.99	26.26
December	1,087,817.59	27,479.90	2.53	262,019.21	24.09	513,128.96	47.17	285,189.52	26.21
Totals	$ 16,278,268.51	$ 534,692.77	3.28	$ 4,899,898.93	30.10	$ 7,549,653.12	45.15	$ 3,494,025.69	21.47
Year 1936									
January	$ 1,442,905.53	$ 57,816.53	4.01	$ 431,526.05	29.91	$ 650,750.06	45.10	$ 302,812.89	20.98
February	1,569,142.43	71,848.04	4.58	508,755.33	32.42	689,758.13	43.96	298,780.93	19.04
March	1,944,683.42	113,732.43	5.85	754,684.56	38.81	817,742.96	42.05	258,523.47	13.29
April	2,616,382.79	172,127.75	6.58	1,053,102.43	40.25	1,078,142.08	41.21	313,010.53	11.96
May	1,478,692.66	57,270.50	3.87	437,103.21	29.56	665,982.14	45.04	318,336.81	21.53
June	1,390,582.64	43,833.24	3.15	370,788.08	26.66	640,995.41	46.09	335,073.91	24.10
July	1,577,453.46	44,090.38	2.80	403,860.10	25.60	727,244.63	46.10	402,258.35	25.50
August	1,405,956.46	37,761.71	2.69	353,694.69	26.16	650,860.77	46.29	363,639.29	25.86
September	1,241,212.71	33,392.08	2.69	302,734.88	24.39	588,905.88	47.45	316,179.87	25.47
October	1,232,597.20	31,549.27	2.56	294,274.13	23.87	587,546.87	47.67	319,226.93	25.90
November	1,299,150.16	32,001.78	2.46	308,764.09	23.77	615,536.13	47.38	342,848.16	26.39
December	1,198,051.65	30,518.24	2.55	285,763.18	23.85	570,453.88	47.62	311,316.35	25.98
TOTALS	$ 16,396,911.11	$ 725,941.95	3.95	$ 5,505,044.73	29.92	$ 8,283,916.94	45.03	$ 3,882,007.49	21.10
TOTALS FOR PERIOD	$ 34,675,179.62	$1,260,634.72	3.64	$10,404,943.66	30.01	$15,833,570.06	45.08	$ 7,376,031.18	21.27

PERCENTAGE DISTRIBUTION OF REVENUES

	To Tax Commission	To Counties	To State Hwy. Const. & Maint.	To General Revenue
Gasoline Tax	2.0%	24.5% (25% of 98%)	44.1% (60% of 75% of 98%)	29.4% (40% of 75% of 98%)
Auto License Tax	10.0%	54.0% (60% of 90%)	36.0% (40% of 90%)	
Motor Carrier Tax	5.0%		95.0%	

FEDERAL APPROPRIATIONS

Regular and Emergency Federal Aid; National Recovery; and Works Program Funds.)

	State Highways		Forest Roads		Roads & Trails, Natl. Perks	
Year	Authorizations For U. S.	Apportionments For State of Okla.	Authorizations For U. S.	Apportionments For State of Okla.	Authorizations For U. S.	Expenditures State of Okla.
1913			207,304.66	351.38		
1914			234,638.68	269.28		
1915			239,708.86	255.55		
1916			244,319.10	303.91		
1917	5,000,000.00	115,139.00	1,278,216.56	394.11		
1918	10,000,000.00	230,278.00	1,339,459.61	608.12		
1919	65,000,000.00	1,499,544.83	4,350,533.75	603.84		
1920	95,000,000.00	2,190,805.44	4,427,733.66	530.87		
1921	100,000,000.00	2,302,478.33	4,472,025.25	2,811.05		
1922	75,000,000.00	1,752,339.44	6,407,233.53	6,477.59		
1923	50,000,000.00	1,168,226.20	11,338,576.96	9,225.71		
1924	65,000,000.00	1,524,701.96	8,028,569.06	7,448.66		
1925	75,000,000.00	1,753,189.71	8,020,739.29	7,534.54	1,000,000.00	37,359.34
1926	75,000,000.00	1,770,859.00	8,997,181.57	5,756.48	2,500,000.00	3,493.75
1927	75,000,000.00	1,752,245.00	8,014,209.38	3,296.32	2,500,000.00	3,178.20
1928	75,000,000.00	1,751,891.00	8,014,086.78	3,045.06	3,000,000.00	2,976.15
1929	75,000,000.00	1,749,066.00	8,040,528.50	3,108.74	5,000,000.00	5,210.25
1930	75,000,000.00	1,748,857.00	8,125,855.89	2,661.89	3,500,000.00	3,615.30
1931	125,000,000.00	2,918,358.00	9,500,000.00	3,178.26		
1932	125,000,000.00	2,922,569.00	9,500,000.00	3,628.00		
1933	125,000,000.00	2,936,305.00	9,500,000.00	7,035.00		
1934	400,000,000.00	9,216,798.00	7,000,000.00	5,858.00		
1935	300,000,000.00	4,685,180.00		14,795.00		
1936	525,000,000.00	12,532,902.00		6,023.00		23,162.00
1937	125,000,000.00	2,937,406.00				
TOTAL	$2,540,000,000.00	$ 59,461,118.91	$ 127,282,921.00	$ 95,200.36		

Permissible Maximum Participation:

Old Appropriation - 50% on roads and bridges but not exceeding $20,000.00 per mile.
1922 appropriation - 50% on roads and bridges but not exceeding $20,000.00 per mile.
1923 appropriation - 50% on roads and bridges but not exceeding $16,250.00 per mile.
1924 appropriation 50% on roads and bridges but not exceeding $15,000.00 per mile.
1925 appropriation - 50% on roads and bridges but not exceeding $15,000.00 per mile.
1926 appropriation - 50% on roads and bridges but not exceeding $15,000.00 per mile.
1927 appropriation - 50% on roads and bridges but not exceeding $15,000.00 per mile.
1928 appropriation - 50% on roads and bridges but not exceeding $15,000.00 per mile.
1929 appropriation - 50% on roads and bridges but not exceeding $15,000.00 per mile.
1930 appropriation - 55.3% on roads and bridges but not exceeding $16,590.00 per mile.
1931 appropriation - 55.3% on roads and bridges but not exceeding $16,590.00 per mile.
1932 appropriation - 55.3% on roads and bridges but not exceeding $16,590.00 per mile to October 1, 1932.
1932 appropriation - 52.55% on roads and bridges but not exceeding $15,765.00 per mile after October 1, 1932.
1933-34 appropriation - Not percentage limitation.
1934-35 appropriation - No percentage limitation.
1935-36 appropriation - 52.55% on Regular Federal Aid.
1936-37 appropriation - 52.55% on Regular Federal Aid.

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONDENSED COMPARATIVE CONSOLIDATED BALANCE SHEETS
DECEMBER 31, 1934 AND NOVEMBER 30, 1936

PART I - PROPRIETARY ACCOUNTS

ASSETS	December 31, 1934	November 30, 1936	Increase	Decrease
Cash	488,597.94	1,943,977.15	1,455,379.21	
Accounts and Reimbursements Receivable	2,030,421.99	5,311,847.29	3,281,425.30	
Warehouse Stock	-	96,986.37	96,986.37	
Total Assets	2,519,019.93	7,352,810.81	4,833,790.88	
LIABILITIES AND SURPLUS				
Audited Claims Payable	1,596,801.15	4,481,675.14	2,884,873.99	
Working Fund Advance By U. S. Government	500,000.00	1,200,000.00	700,000.00	
Due Auto Theft Fund	-	202,000.00	202,000.00	
Total Liabilities	2,096,801.15	5,883,675.14	3,786,873.99	
Current Fund Surplus	422,218.78	1,469,135.67	1,046,916.89	
Total Liabilities and Surplus	2,519,019.93	7,352,810.81	4,833,790.88	

PART II - FUND ACCOUNTS

RESOURCES AND REQUIREMENTS				
Federal Funds Allotted For Construction	5,430,170.46	4,041,958.74		1,388,211.72
Appropriation Requirements	2,144,673.72	4,791,606.79	2,646,933.07	
Surplus (See Proprietary Accounts)	422,218.78	1,469,135.67	1,046,916.89	
Total Resources and Requirements	7,997,062.96	10,302,701.20	3,693,849.96	1,388,211.72
AUTHORIZATIONS AND COMMITMENTS				
Tentative Construction	3,555,592.50	2,563,421.98		992,170.52
Construction in Progress	2,170,782.14	5,513,858.89	3,343,076.75	
Total Authorizations and Commitments	5,726,374.64	8,077,280.87	3,343,076.75	992,170.52
UNAPPROPRIATED SURPLUS				
Funds Available For Construction	2,270,688.32	2,225,420.33		45,267.99
Total Authorizations, Commitments and Surplus	7,997,062.96	10,302,701.20	3,343,076.75	1,037,438.51

Note: For Purposes of Comparison "Appropriations For Maintenance and General Budgets to December 31, 1936" were omitted from the above statement.

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED BALANCE SHEET
NOVEMBER 30, 1936

PART I - PROPRIETARY ACCOUNTS

A S S E T S

	S.H.C.& M. FUND	TRUST FUND	INTER-FUND ELIMINATIONS	CONSOLIDATED
Cash				
Available For Expenditure	51,366.45	658,353.96	-	709,720.41
1936 Federal Aid Fund	1,234,256.74	-	-	1,234,256.74
Total Cash	1,285,623.19	658,353.96	-	1,943,977.15
Reimbursements Receivable				
From U. S. Government	252,893.72	805,347.93	-	1,058,241.65
From S. H. C. & M. Fund	-	12,069.17	12,069.17	-
Total Reimbursements Receivable	252,893.72	817,417.10	12,069.17	1,058,241.65
Accounts Receivable				
From U. S. Government	880,330.19	2,854,924.02	-	3,735,254.21
From Trust Fund (Engineering Claims)	431,236.02	-	431,236.02	-
From Oklahoma Tax Commission	514,186.13	-	-	514,186.13
From Miscellaneous Sources	4,165.30	-	-	4,165.30
Total Accounts Receivable	1,829,917.64	2,854,924.02	431,236.02	4,253,605.64
Warehouse Stock	96,986.37	-	-	96,986.37
Total Assets	3,465,420.92	4,330,695.08	443,305.19	7,352,810.81

LIABILITIES & SURPLUS

Audited Claims Payable				
General Claims	3,728,392.16	-	-	3,728,392.16
State Treasurer Claims (Repayments to Trust Fund)	12,069.17	-	12,069.17	-
Contractors' Estimates (NIR & WP Projects)	-	520,309.41	-	520,309.41
Contractors' Estimates (1936 Federal Aid Projects)	232,973.57	-	-	232,973.57
Total Audited Claims Payable	3,973,434.90	520,309.41	12,069.17	4,481,675.14
Other Liabilities				
Due To S. H. C. & M. Fund (Engineering Claims)	-	431,236.02	431,236.02	-
Working Fund Advance by U. S. Government	-	1,200,000.00	-	1,200,000.00
Due Auto Theft Fund	202,000.00	-	-	202,000.00
Total Other Liabilities	202,000.00	1,631,236.02	431,236.02	1,402,000.00
Current Fund Surplus	* 710,013.98	2,179,149.65	-	1,469,135.67
Total Liabilities and Surplus	3,465,420.92	4,330,695.08	443,305.19	7,352,810.81

* Indicates Deduction

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED BALANCE SHEET
NOVEMBER 30, 1936

PART II - FUND ACCOUNTS

RESOURCES AND REQUIREMENTS

	S.H.C.& M. FUND	TRUST FUND	INTER-FUND ELIMINATIONS	CONSOLIDATED
Federal Funds Allotted For Construction				
For 1936 Federal Aid Projects	861,820.08	-	-	861,820.08
For National Recovery Work Relief Projects	75,600.00	-	-	75,600.00
For U. S. Forest Projects	295.56	-	-	295.56
For National Industrial Recovery Projects	-	260,870.49	-	260,870.49
For Works Progress Projects	-	2,843,372.61	-	2,843,372.61
Total Funds Allotted	937,715.64	3,104,243.10	-	4,041,958.74
Due From S. H. C. & M. Fund	-	294,241.76	294,241.76	-
Appropriation Requirements	5,515,936.78	-	-	5,515,936.78
Surplus				
Available Current Surplus - Immediate demands in excess of available cash	* 2,173,625.58	138,044.55	-	*2,035,581.03
Unapplied Current Surplus - Non-Available balance including amounts not immediately collectible	1,463,611.60	2,041,105.10	-	3,504,716.70
Total Surplus	* 710,013.98	2,179,149.65	-	1,469,135.67
Total Resources and Requirements	5,743,638.44	5,577,634.51	294,241.76	11,027,031.19

AUTHORIZATIONS AND COMMITMENTS

Appropriations For Maintenance & General Budgets To December 31, 1936	724,329.99	-	-	724,329.99
Tentative Construction - Plans, surveys and Estimates Approved	1,263,257.92	948,709.06	-	2,211,966.98
Tentative Construction - Contracts Awarded	-	351,455.00	-	351,455.00
Construction in Progress	3,052,454.13	2,461,404.76	-	5,513,858.89
Due Trust Fund - State Appropriations on NIR and WP Projects	306,310.93	-	306,310.93	-
Less - Claim registered and in process of Payment	12,069.17	-	12,069.17	-
Total	294,241.76	-	294,241.76	-
Total Authorizations and Commitments	5,334,283.80	3,761,568.82	294,241.76	8,801,610.86

UNAPPROPRIATED SURPLUS

Funds Available For Construction				
National Industrial Recovery Funds	-	260,870.49	-	260,870.49
Works Progress Funds	-	1,555,195.20	-	1,555,195.20
National Recovery Work Relief Funds	75,600.00	-	-	75,600.00
1936 Federal Aid Funds	253,496.74	-	-	253,496.74
State Funds Available For 1936 Fed. Aid Projects	79,962.34	-	-	79,962.34
U. S. Forest Funds	295.56	-	-	295.56
Total Funds Available	409,354.64	1,816,065.69	-	2,225,420.33
Total Authorizations, Commitments & Surplus	5,743,638.44	5,577,634.51	294,241.76	11,027,031.19

*Indicates Deduction

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY TRUST FUND
CONSOLIDATED BALANCE SHEET
DECEMBER 31, 1934

PART I - PROPRIETARY ACCOUNTS

A S S E T S

	S.H.C.& M. FUND	TRUST FUND	INTER-FUND ELIMINATIONS	CONSOLIDATED
Cash	342,256.34	146,341.60	-	488,597.94
Reimbursements Due From S. H. C. & M. Fund	-	30,368.73	30,368.73	-
Accounts Receivable				
From U. S. Government	270,576.00	1,595,150.07	-	1,865,726.07
From Trust Fund (Engineering Claims)	452,147.11	-	452,147.11	-
From Oklahoma Tax Commission	156,796.22	-	-	156,796.22
From Oklahoma Corporation Commission	2,150.00	-	-	2,150.00
From Miscellaneous Sources	5,749.70	-	-	5,749.70
Total Accounts Receivable	887,419.03	1,595,150.07	452,147.11	2,030,421.99
Total Assets	1,229,675.37	1,771,860.40	482,515.84	2,519,019.93

LIABILITIES & SURPLUS

Audited Claims Payable				
General Claims	1,530,066.80	-	-	1,530,066.80
State Treasurer Claims (Repayments to Trust Fund)	30,368.73	-	30,368.73	-
Contractors' Estimates (National Industrial Recovery Projects)	-	66,734.35	-	66,734.35
Total Audited Claims Payable	1,560,435.53	66,734.35	30,368.73	1,596,801.15
Other Liabilities				
Due To S. H. C. & M. Fund (Engineering Claims)	-	452,147.11	452,147.11	-
Working Fund Advance By U. S. Government		500,000.00	-	500,000.00
Total Other Liabilities	-	952,147.11	452,147.11	500,000.00
Current Fund Surplus	* 330,760.16	752,978.94	-	422,218.78
Total Liabilities & Surplus	1,229,675.37	1,771,860.40	482,515.84	2,519,019.93

*Indicates Deduction

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY TRUST FUND
CONSOLIDATED BALANCE SHEET
DECEMBER 31, 1934

PART II - FUND ACCOUNTS

RESOURCES AND REQUIREMENTS

	S.H.C.& M. FUND	TRUST FUND	INTER-FUND ELIMINATIONS	CONSOLIDATED
Federal Funds Allotted For Construction				
For National Industrial Recovery Projects	-	4,984,594.51	-	4,984,594.51
For Regular Federal Aid Projects	138,601.99	-	-	138,601.99
For National Recovery Public Land Projects	473.96	-	-	473.96
For National Recovery Work Relief Projects	306,500.00	-	-	306,500.00
Total Funds Allotted	445,575.95	4,984,594.51	-	5,430,170.46
Due From S. H. C. & M. Fund	-	710,872.04	710,872.04	-
Appropriation Requirements	2,144,673.72	-	-	2,144,673.72
Surplus				
Available Current Surplus - Immediate Demands in excess of Available Cash	*1,059,232.97	109,975.98	-	*949,256.99
Unapplied Current Surplus - Non-Available Balance including Amounts not Immediately Collectible	728,472.81	643,002.96	-	1,371,475.77
Total Surplus	* 330,760.16	752,978.94	-	422,218.78
Total Resources and Requirements	2,259,489.51	6,448,445.49	710,872.04	7,997,062.96

AUTHORIZATIONS AND COMMITMENTS

Tentative Construction - Plans, Surveys and Estimates Approved	4,046.70	2,252,032.29	-	2,256,078.99
Tentative Construction - Contracts Awarded	25,377.00	1,274,136.51	-	1,299,513.51
Construction in Progress	1,073,617.82	1,097,164.32	-	2,170,782.14
Due Trust Fund (State Appropriations on National Industrial Recovery Projects)	741,240.77	-	741,240.77	-
Less: Claim Registered and in Process of Payment	30,368.73	-	30,368.73	-
Total	710,872.04	-	710,872.04	-
Total Authorizations and Commitments	1,813,913.56	4,623,333.12	710,872.04	5,726,374.64

UNAPPROPRIATED SURPLUS

Funds Available For Construction				
Regular Federal Aid Funds	138,601.99	-	-	138,601.99
National Recovery Public Land Funds	473.96	-	-	473.96
National Recovery Work Relief Funds	306,500.00	-	-	306,500.00
National Industrial Recovery Funds	-	1,825,112.37	-	1,825,112.37
Total Funds Available	445,575.95	1,825,112.37	-	2,270,688.32
Total Authorizations, Commitments and Surplus	2,259,489.51	6,448,445.49	710,872.04	7,997,062.96

* Indicates Deduction

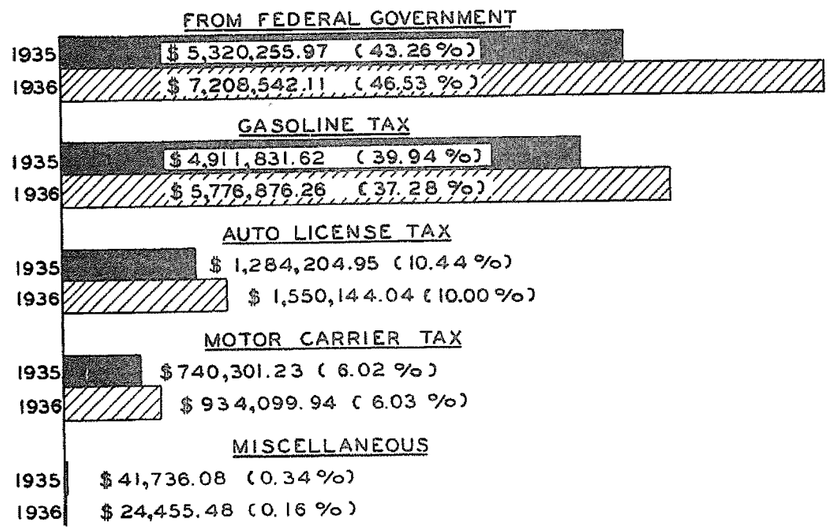
OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED RECEIPTS AND DISBURSEMENTS STATEMENT
JANUARY 1, TO NOVEMBER 30, 1936

Cash Balance Beginning of Year			$ 1,061,296.03
Receipts			
From Federal Government			
National Industrial Recovery Funds	$ 1,368,372.45		
Works Progress Funds	3,179,884.14		
Advance To NIR & WP Trust Fund	500,000.00		
1936 Federal Aid Funds	1,018,660.26		
1931-2-3 Federal Aid Funds	45,559.33		
U. S. Public Land Funds	2,021.82		
Emergency Relief Funds	3,173.87		
National Recovery Work Relief Funds	133,733.95		
Reimbursements For State Highway Planning Survey	168,862.82	$ 6,420,268.64	
From State Taxes			
Gasoline Tax	$ 5,362,758.12		
Auto License Tax	1,534,713.62		
Motor Carrier Tax	848,562.37	$ 7,746,034.11	
From Other Sources			
Miscellaneous Income	$ 7,248.45		
Refunds	1,787.36		
Cancelled Warrants	2,580.15	$ 11,615.96	
Total Receipts			$14,177,918.71
Total Cash to be Accounted For			$15,239,214.74
Disbursements			
Construction			
National Industrial Recovery Projects		$ 924,272.39	
Works Progress Projects		4,558,575.73	
1936 Federal Aid Projects		2,666,606.42	
1931-2-3 Federal Aid Projects		11,423.88	
Works Progress Administration Projects		554,084.55	
National Recovery Work Relief Projects		161,691.14	
U. S. Public Land Projects		12.25	
Emergency Relief Projects		7,294.31	
Maintenance Improvement Projects		2,128,498.75	
Maintenance Replacement Projects		844,040.59	
Prison Camp Projects		227,705.91	
State Projects		60,278.94	
Survey		74,963.79	
Road Plans		85,113.95	
Bridge Plans		32,800.38	
Bridge Soundings		11,963.15	
Right-of-Way Department		50,197.82	
Plant Inspection		17,489.29	
Project Advertising		4,488.44	
Acquisition of Right-of-Way (Not Charged Direct to Projects)		4,424.65	$12,425,926.33
Administration			
State Highway Commission		$ 38,059.61	
General Office		61,398.57	
Accounting Department		50,881.56	
Purchasing Department		26,531.57	
State Examiner & Inspector		6,987.10	
Legal Expense		14,873.36	
Division Administration		113,605.75	
Engineering Department		125,576.21	$ 437,913.73
Maintenance			$ 2,412,441.16
Equipment and Miscellaneous			
Purchase of Equipment		$ 503,373.55	
Cost of Land and Buildings		40,254.56	
Maintenance of Land and Buildings		3,231.48	
Operation of Shops		104,534.29	
Central Garage		16,273.40	
Testing Laboratory		69,737.90	
Compensation Insurance		41,323.76	
Geodetic Survey		649.69	
Miscellaneous - Senate Bill 77		1,200.00	
State Highway Planning Survey		313,140.10	$ 1,093,718.73
Net Expenditures During Period			$16,369,999.95
Add: Adjustments for Miscellaneous Receipts Credited to Expenditures			7,421.18
			$16,377,421.13
Deduct: Excess of Warehouse Stock Requisitioned and Charged to Expenditures over Additions to Warehouse Stock			52,828.12
Total Claims Registered During Period			$16,324,593.01
Deduct: Unpaid Claims End of Period		$ 4,481,675.14	
1935 Claims Unpaid Beginning of Year - Paid in 1936		1,452,319.72	3,029,355.42
Total Disbursements During Period (Warrants Issued)			$13,295,237.59
Add: Cash Balance End of Period			1,943,977.15
Total Cash Accounted For			$15,239,214.74

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED RECEIPTS AND DISBURSEMENTS STATEMENT
FOR THE YEAR ENDING DECEMBER 31, 1935

Cash Balance Beginning of Year			$ 488,597.94
Receipts			
From Federal Government			
National Industrial Recovery Funds	$ 4,711,662.38		
Advance to National Industrial Recovery Trust Fund	200,000.00		
1931-2-3 Federal Aid Funds	121,743.48		
Emergency Public Land Funds	9,000.33		
National Recovery Public Land Funds	48,219.23		
National Recovery Forest Funds	12,082.50		
National Recovery Work Relief Funds	217,548.05	$ 5,320,255.97	
From State Taxes			
Gasoline Tax	$ 4,911,831.62		
Auto License Tax	1,284,204.95		
Motor Carrier Tax	740,301.23	$ 6,936,337.80	
From Other Sources			
County Funds	$ 909.77		
Miscellaneous Income	19,907.87		
Refunds	2,826.33		
Cancelled Warrants	4,241.87		
Miscellaneous Accounts Receivable	13,847.24	$ 41,736.08	
Total Receipts			$12,298,329.85
Total Cash to be Accounted For			$12,786,927.79
Disbursements			
Construction			
National Industrial Recovery Projects		$ 5,759,125.12	
Works Progress Projects		63,746.07	
National Recovery Work Relief Projects		142,794.29	
Federal Aid Projects (Old)		284,064.09	
1936 Federal Aid Projects		69,387.72	
State Projects		332,584.86	
Maintenance Improvement Projects		852,661.52	
Maintenance Replacement Projects		313,939.00	
National Recovery Forest Projects		20,750.50	
Public Land Projects		83,664.51	
Survey		102,987.06	
Road Plans		98,094.36	
Bridge Plans		33,359.10	
Bridge Soundings		13,828.77	
Right-of-Way Department		59,904.95	
Plant Inspection		17,807.36	
Project Advertising		4,291.98	$ 8,252,991.26
Administration			
State Highway Commission		$ 45,930.31	
General Office		52,525.99	
Accounting Department		44,737.71	
Purchasing Department		26,004.83	
State Examiner and Inspector		7,587.32	
Legal Expense		10,128.24	
Division Administration		100,478.35	
Engineering Department		115,185.58	$ 402,578.33
Maintenance			
Regular Maintenance		$ 2,509,759.10	
General Maintenance		630.40	$ 2,510,389.50
Equipment and Miscellaneous			
Division Equipment		$ 227,242.20	
Central Garage		12,135.12	
Testing Laboratory		58,597.11	
Laboratory Building		18,651.25	
Compensation Insurance		80,849.87	
Shops and Office Buildings		2,641.11	
Wister Flood Damage		1,500.00	
Freight Refunds		5.03	$ 401,621.69
Net Expenditures During Year			$11,567,580.78
Add: Adjustments for Miscellaneous Receipts Credited to Expenditures			13,569.55
Total Claims Registered During Year			$11,581,150.33
Add: 1934 Claims - Unpaid Beginning of Year - Paid in 1935		$1,596,301.15	
1935 Claims - Unpaid End of Year - Paid in 1936		1,452,319.72	144,481.43
Total Disbursements During Year (Warrants Issued)			$11,725,631.76
Add: Cash Balance End of Year			1,061,296.03
Total Cash Accounted For			$12,786,927.79

OKLAHOMA STATE HIGHWAY COMMISSION
COMPARISON OF CASH RECEIPTS BY SOURCES
FOR THE YEARS 1935 AND 1936

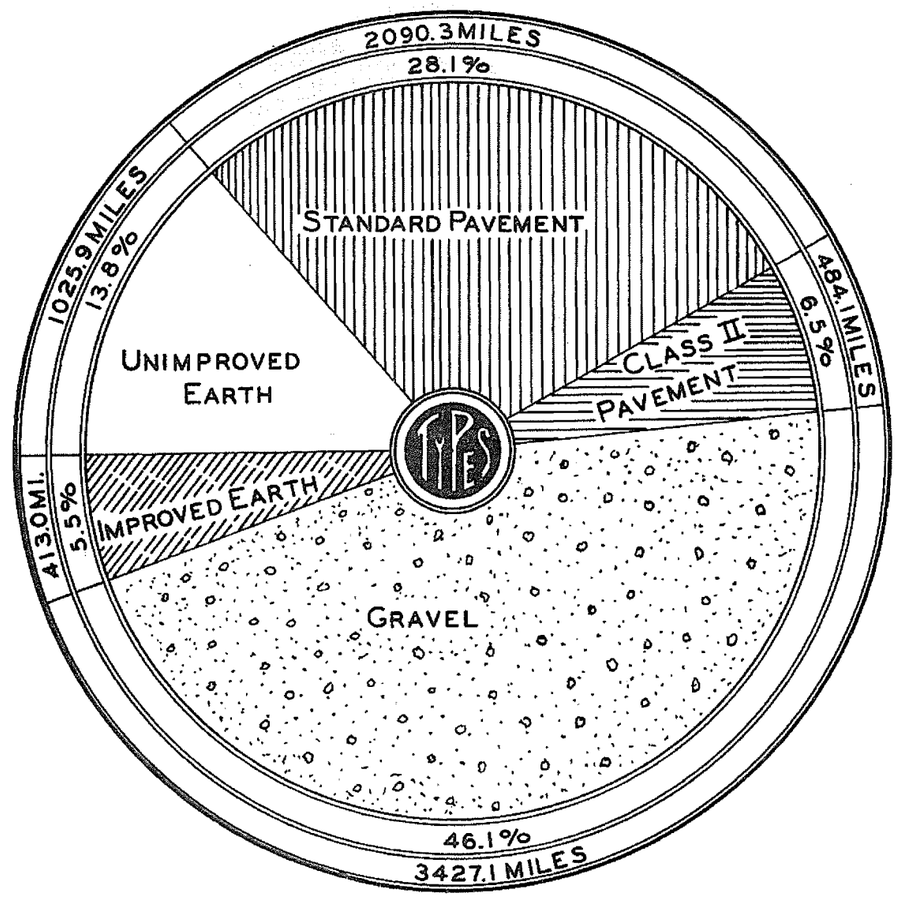


SUMMARY

TOTAL STATE & FEDERAL RECEIPTS

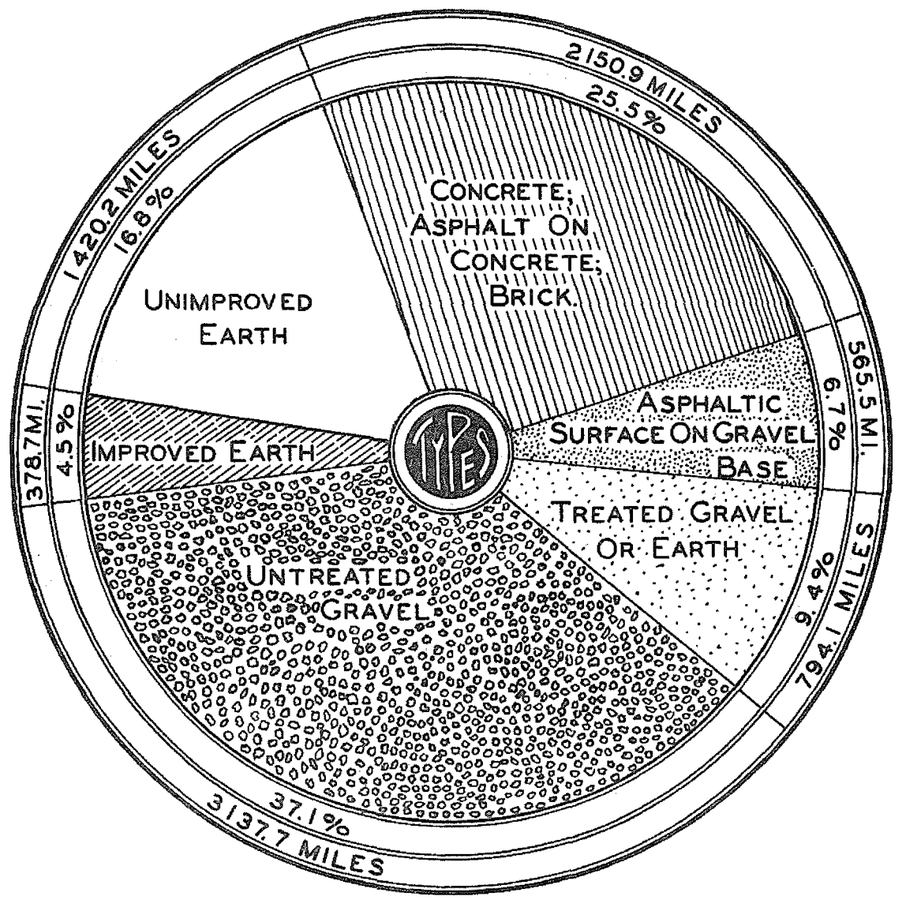
	1935	%	1936	%	1935 & 1936	%
FROM FEDERAL GOVERNMENT	$ 5 320255.97	43.26	$ 7 208 542.11	46.53	$ 12 528 798.08	45.08
FROM STATE TAXES & MISCEL.	$ 6 978073.88	56.74	$ 8 285 575.72	53.47	$ 15 263649.60	54.92
TOTALS	$ 12 298329.85	100.00	$ 15494 117.83	100.00	$ 27 792 447.68	100.00

STATUS OF IMPROVEMENT
OF THE
OKLAHOMA STATE HIGHWAY SYSTEM
AS OF
DECEMBER 31 1934



TOTAL MILEAGE U.S. AND STATE HIGHWAY SYSTEM 7440.4

STATUS OF IMPROVEMENT
OF THE
OKLAHOMA STATE HIGHWAY SYSTEM
AS OF
NOVEMBER 17, 1936



TOTAL MILEAGE U.S. AND STATE HIGHWAY SYSTEM 8447.1

OKLAHOMA STATE HIGHWAY COMMISSION
EXPENDITURES BY YEARS
JANUARY 1, 1916, TO NOVEMBER 30, 1936

YEAR	CONSTRUCTION	RECONSTRUCTION AND SPECIAL MAINTENANCE	MAINTENANCE	ADMINISTRATION	EQUIPMENT AND MISCELLANEOUS	TOTAL
1916	$ 476,673.95	$ -	$ -	$ -	$ -	$ 476,673.95
1919	1,735,991.87	-	-	-	-	1,735,991.87
1920	1,725,390.13	-	-	-	-	1,725,390.13
1921	6,431,413.96	-	-	-	-	6,431,413.96
1922	2,780,094.20	-	-	-	-	2,780,094.20
1923	7,071,569.68	-	-	-	-	7,071,569.68
1924	5,748,349.18	-	-	-	-	5,748,349.18
1925	10,836,479.90	-	1,714,480.27	343,326.84	-	12,894,287.01
1926	8,078,965.82	-	1,905,935.95	219,936.44	-	10,204,838.21
1927	10,016,091.46	-	2,359,583.67	218,165.58	-	12,593,840.71
1928	10,015,111.16	342,819.50	2,459,478.64	204,805.46	-	13,022,214.76
1929	9,122,621.85	1,254,833.31	2,913,215.81	472,489.41	-	13,763,160.38
1930	14,916,735.76	963,297.67	2,769,312.96	545,867.04	766,509.81	19,961,723.24
1931	11,215,570.12	156,708.82	2,172,636.38	467,074.98	519,498.19	14,531,488.49
1932	7,832,303.46	1,029,274.59	2,277,919.15	419,967.51	601,148.72	12,160,613.43
1933	10,870,899.26	788,889.38	1,760,034.20	359,493.03	405,221.57	14,184,537.44
1934	9,934,675.42	1,963,733.37	2,123,602.46	413,020.12	337,380.22	14,772,411.59
1935	7,086,390.74	1,166,600.52	2,510,389.50	402,578.33	401,621.69	11,567,580.78
1936 (11 Months)	9,453,386.99	2,972,539.34	2,412,441.16	437,913.73	1,093,718.73	16,369,999.95
TOTALS	$145,348,714.91	$10,638,696.50	$27,379,030.15	$4,504,638.47	$4,125,098.93	$191,996,178.96

Note: Maintenance and Administration Costs and Total Expenditures are not available up to 1925.
Expenditures for Equipment and Miscellaneous from 1925 through 1929 were absorbed in Construction, Maintenance and Administration Costs, as a result these figures are not absolutely correct.
Accurate and reliable records are available only since 1930. A further breakdown of expenditures for the past biennium may be found on Pages 210 and 211.

OKLAHOMA STATE HIGHWAY COMMISSION
CONSTRUCTION EXPENDITURES BY COUNTIES
JANUARY 1, TO NOVEMBER 30, 1936

COUNTY	NATIONAL INDUSTRIAL RECOVERY PROJECTS	WORKS PROGRESS PROJECTS	1936 FEDERAL AID PROJECTS	1931-2-3 FEDERAL AID PROJECTS	PUBLIC LAND PROJECTS	WORKS PROGRESS ADMINIS. PROJECTS	NATIONAL RECOVERY WORK RELIEF PROJECTS	STATE PROJECTS	PRISON CAMP PROJECTS	MAINTENANCE IMPROVEMENT PROJECTS	MAINTENANCE REPLACEMENT PROJECTS	EMERGENCY RELIEF PROJECTS	TOTALS	PER CAPITA COST
Adair	$ 20,063.48	$ 16,324.39	$ -	$ -	$ -	$ -	$ -	$ -	$70,186.82	$ 35,718.21	$	$ -	$142,292.90	$ 9.64
Alfalfa	65,976.88	36,111.41	-	-	-	349.34	-	-	-	10,648.43	1,100.00	-	114,185.86	7.50
Atoka	3,810.27	-	3,813.90	-	-	-	-	-	-	72,374.69	18,256.08	-	98,255.14	6.76
Beaver	8,942.66	1,009.50	18,940.50	-	-	-	40,119.88	477.00	-	50,744.22	35,197.79	-	155,431.55	13.57
Beckham	159.75	100,769.41	-	-	-	43,850.24	-	1,950.25	-	-	1,372.62	-	148,102.27	5.11
Blaine	113.55	13,584.40	-	-	-	-	-	-	-	28,395.28	6,561.85	-	48,655.08	2.38
Bryan	6,915.47	112,225.45	-	-	-	-	-	1,219.45	-	17,055.20	1,320.67	-	138,737.28	4.30
Caddo	49,376.44	73,202.57	-	-	-	15,087.07	-	-	-	97,668.35	4,099.85	-	239,434.28	4.72
Canadian	67,292.82	68,457.22	-	-	-	-	-	-	-	5,179.48	6,514.33	-	147,443.85	5.24
Carter	61,975.18	62,184.92	190.00	*135.55	-	29,202.39	-	176.00	-	48,705.49	10,897.07	-	211,177.90	5.10
Cherokee	-	71,194.89	130,001.32	-	-	-	-	-	-	29,737.66	5,573.06	-	236,507.03	13.54
Choctaw	21,247.04	157,732.09	-	-	-	-	-	-	-	40,608.23	1,416.33	-	220,595.69	9.15
Cimarron	-	59,659.73	-	-	-	-	17,705.65	186.61	-	15,409.40	585.72	-	93,477.11	17.31
Cleveland	-	29,393.80	-	-	-	-	-	-	-	40,355.01	2,069.92	-	71,818.73	2.88
Coal	170.95	9,324.71	-	-	-	-	-	-	-	35,322.13	26,347.17	-	71,164.96	6.18
Comanche	154.43	37,207.32	124.00	-	12.25	-	-	-	-	65,042.03	4,827.76	-	105,366.79	3.07
Cotton	10.00	17,253.57	490.00	*150.00	-	-	-	-	-	11,605.59	11,099.09	7,294.31	47,552.56	3.08
Craig	65,234.50	21,881.21	136,765.34	-	-	-	-	-	-	1,739.09	2,628.12	-	228,248.26	12.64
Creek	408.80	114,071.28	-	-	-	-	-	-	-	1,475.24	-	-	115,955.32	1.01
Custer	-	184,920.82	-	127.00	-	-	-	1,442.90	-	7,890.72	5,221.11	-	199,602.55	7.25
Delaware	183.35	515.00	-	-	-	15,997.51	-	-	-	1,363.23	3,227.33	-	21,306.42	1.39
Dewey	-	179,265.29	-	-	-	-	-	-	-	21,206.45	-	-	200,471.74	15.13
Ellis	3,161.91	8,242.56	-	-	-	-	17,022.54	-	-	46,361.60	-	-	74,788.61	7.10
Garfield	15.00	61,452.76	-	-	-	-	-	-	-	18,194.04	182.10	-	79,843.90	1.75
Garvin	144.70	11,922.34	-	-	-	-	-	-	-	14,345.96	2,020.24	-	28,433.24	.91
Grady	375.00	45,936.72	3,525.32	-	-	5,774.88	-	-	-	58,085.86	272.36	-	113,972.14	2.39
Grant	-	19,868.76	-	-	-	-	-	-	-	2,759.03	10,906.24	-	33,536.03	2.37
Greer	-	37,985.84	7,800.81	95.95	-	-	-	-	-	2,677.47	18,119.94	-	66,679.71	2.79
Harmon	-	13,365.91	39,597.94	-	-	-	-	15,283.69	-	-	-	-	68,247.54	4.93
Harper	*20.00	12,515.81	114,837.12	250.00	-	-	32,880.78	-	-	170,478.45	453.40	-	331,195.59	42.67
Haskell	-	26,933.20	-	-	-	-	-	-	-	-	1,166.87	-	28,100.07	1.73
Hughes	4,402.62	77,565.71	330,898.45	-	-	20,049.03	-	-	-	79,304.35	7,482.94	-	519,703.09	17.13
Jackson	89.73	36,513.99	110,303.17	-	-	8,089.05	-	75.00	-	-	22,016.00	-	177,086.94	6.13
Jefferson	21,599.74	20,517.82	268,742.39	-	-	-	-	-	-	13,167.31	17,179.04	-	341,217.30	19.62
Johnston	-	57,628.61	-	-	-	-	-	-	-	20,484.95	12,474.25	-	90,587.81	6.92
Kay	32,180.23	16,920.17	-	-	-	-	-	-	-	-	-	-	49,100.40	0.98
Kingfisher	12,169.01	6,766.96	-	-	-	-	-	-	-	13,645.76	-	-	32,580.83	2.04
Kiowa	13,616.81	11,667.39	59,951.39	-	-	-	-	-	-	53,608.64	32,487.29	-	170,731.52	5.76
Latimer	46.23	43,745.33	-	-	-	-	-	-	12,903.66	1,859.27	6,850.92	-	64,605.47	5.79
LeFlore	105,756.82	105,638.20	61,965.19	-	-	27,476.84	-	708.10	1,501.30	57,790.17	10,273.32	-	371,111.94	8.65
Lincoln	-	52,281.32	3,126.90	40.00	-	-	-	-	-	87,194.25	42,079.59	-	184,722.06	5.48
Logan	-	61,395.27	-	-	-	17,210.90	-	-	-	7,845.64	-	-	106,451.81	3.83
Love	-	38,973.40	-	-	-	-	-	-	-	-	-	-	38,973.40	4.04
McClain	10,365.97	129,110.60	-	-	-	21,587.33	-	60.00	-	12,803.09	11,698.97	-	185,625.96	8.61
McCurtain	39,997.30	50,886.49	267.38	-	-	-	-	-	-	11,168.87	641.04	-	102,951.08	2.96
McIntosh	409.04	71,131.15	158,616.16	-	-	16,675.21	-	-	-	58,632.39	30,947.58	-	338,411.53	13.58
Major	-	105,225.69	132,198.20	-	-	-	-	-	-	12,132.13	-	-	249,556.02	20.45
Marshall	5,842.53	55,280.73	-	-	-	-	-	-	-	18,491.75	5,652.21	-	85,267.22	7.88
Mayes	-	94,635.62	-	-	-	36,473.85	-	-	-	68,543.99	24,189.15	-	224,042.62	12.53
Murray	-	37,570.89	-	143.05	-	25,195.10	-	-	-	753.49	161.47	-	63,824.00	5.14
Muskogee	16,838.77	21,866.95	-	-	-	-	-	-	-	14,595.73	8,936.84	-	62,038.30	.93
Noble	-	30,749.99	-	-	-	27,340.50	-	-	-	-	-	-	58,090.49	3.84
Nowata	35.00	50,734.83	68,236.96	-	-	-	-	-	-	10,598.62	64,335.06	-	193,940.47	14.25
Okfuskee	-	1,744.95	-	-	-	17,326.56	-	-	-	-	61,932.43	-	81,003.94	2.79
Oklahoma	15,185.43	169,531.64	-	-	-	-	-	-	-	7,512.81	7,140.57	-	199,370.45	.90
Okmulgee	14,733.64	123,344.39	-	-	-	-	-	-	-	4,870.57	522.37	-	143,470.97	2.54
Osage	4.32	246,683.60	129,243.94	158.40	-	33,131.34	-	-	-	99,804.95	107,319.45	-	616,346.00	13.02
Ottawa	* 80.39	219,412.89	-	-	-	-	-	-	-	17,376.24	-	-	236,710.74	6.14
Pawnee	3,683.26	46,947.78	-	63.00	-	10,431.30	-	329.00	-	-	3,047.93	-	64,502.27	3.24
Payne	60,239.47	74,871.45	50.00	37.50	-	-	-	1,583.24	-	-	10,552.25	-	147,333.95	3.99
Pittsburg	14.16	118,269.24	-	-	-	16,072.65	-	-	-	6,201.14	4,935.73	-	147,492.92	2.90
Pontotoc	29.00	-	204,376.38	-	-	52,529.63	-	-	-	31,353.02	6,167.13	-	294,477.16	9.07
Pottawatomie	-	93,772.69	121,772.67	-	-	-	-	10.00	-	13,470.56	21,032.55	-	250,058.47	3.77
Pushmataha	-	59,085.27	-	-	-	-	-	-	114,570.87	6,472.23	12,348.94	-	192,477.01	13.30
Roger Mills	26,743.70	10,215.47	-	750.00	-	-	-	-	-	4,509.44	-	-	42,218.61	2.98
Rogers	133,705.40	59,671.52	111,833.39	-	-	-	-	-	-	44,364.45	11,164.10	-	360,738.90	19.03
Seminole	4,518.13	123,442.13	88,430.53	-	-	18,200.55	-	-	-	23,887.93	17,469.70	-	275,976.97	3.47
Sequoyah	-	86,141.74	-	-	-	-	-	523.95	26,543.36	-	17,980.75	-	133,199.80	6.83
Stephens	46.15	31,065.72	-	-	-	15,037.86	-	-	-	1,290.00	83,525.16	-	20,964.91	2.15
Texas	-	-	36,208.45	141.26	-	-	40,046.59	-	-	68,558.88	16,760.82	-	161,716.00	11.47
Tillman	-	40,216.80	54,397.14	-	-	-	-	4,572.15	-	4,660.52	17,946.01	-	121,684.62	4.99
Tulsa	25,960.14	68,211.05	-	-	-	62,063.71	-	26,217.71	-	1,109.64	3,433.74	-	186,995.39	1.00
Wagoner	-	50,623.13	-	-	-	-	-	-	-	9,974.43	5,884.63	-	66,482.19	2.96
Washington	-	1,068.00	-	-	-	-	-	-	-	1,586.54	-	-	2,654.54	.01
Washita	-	71,390.54	-	110.20	-	13,131.41	-	-	-	21,077.89	14,889.46	-	120,539.50	4.10
Woods	428.40	84,059.64	243,161.05	-	-	1,173.06	14,113.70	4,058.00	-	16,405.97	865.30	-	306,288.12	18.01
Woodward	-	44,666.07	23,515.05	-	-	-	-	-	-	251,813.62	-	-	319,894.74	20.19
TOTALS	$924,272.39	$4,558,631.78	$2,663,333.05	$1,630.81	$12.25	$553,459.32	$161,691.14	$58,645.06	$227,706.01	$2,326,786.46	$843,879.39	$7,294.31	$12,127,593.97	$ 5.06

* Indicates Deduction.

OKLAHOMA STATE HIGHWAY COMMISSION
CONSTRUCTION EXPENDITURES BY COUNTIES
FOR THE YEAR 1935

COUNTY	NATIONAL INDUSTRIAL RECOVERY PROJECTS	WORKS PROGRESS PROJECTS	1936 FEDERAL AID PROJECTS	1931-2-3 FEDERAL AID PROJECTS	PUBLIC LAND PROJECTS	FORREST PROJECTS	NATIONAL RECOVERY WORK RELIEF PROJECTS	STATE PROJECTS	PRISON CAMP PROJECTS	MAINTENANCE IMPROVEMENT PROJECTS	MAINTENANCE REPLACEMENT PROJECTS	TOTAL	PER CAPITA
Adair	$79,207.42	$1,686.50	$ -	$ -	$ -	$ -	$ -	$1,221.26	$109,264.20	$3,923.71	$ -	$195,303.69	$13.25
Alfalfa	74,372.29	445.00	-	-	-	-	-	5,036.85	-	2,796.00	1,269.48	83,939.58	5.51
Atoka	174,556.51	-	-	-	-	-	-	536.90	-	1,075.30	11,741.05	187,909.76	12.93
Beaver	140,271.46	-	9,436.53	-	-	-	34,642.40	28,144.43	-	15,075.79	-	227,777.61	19.29
Beckham	40,142.12	797.35	-	-	-	-	-	1,481.15	-	-	-	42,420.62	1.46
Blaine	38,284.23	-	-	-	-	-	-	490.10	-	10,184.47	-	48,958.80	2.39
Bryan	53,428.33	2,505.52	-	-	-	-	-	-	-	-	562.14	56,495.99	1.75
Caddo	91,381.54	-	-	-	-	-	-	155.00	-	46,298.79	6,281.18	144,116.51	2.84
Canadian	38,374.56	-	-	-	-	-	-	-	-	3,535.40	-	41,909.96	1.49
Carter	92,482.69	-	-	612.60	-	-	-	-	-	852.40	21.54	94,169.23	2.27
Cherokee	9,087.84	-	2,097.92	325.00	-	-	-	-	-	-	3,389.15	14,899.91	.85
Choctaw	40,919.85	15.00	-	-	-	-	-	-	-	7,033.25	604.20	48,572.30	2.01
Cimarron	44,767.33	-	-	-	-	-	15,310.67	307.00	-	-	916.42	61,301.42	11.34
Cleveland	90.63	-	-	-	-	-	-	-	-	10,688.97	15,114.82	25,894.42	1.04
Coal	94,172.72	-	-	-	-	-	-	-	-	910.82	449.96	95,533.50	8.29
Comanche	142,160.12	-	-	-	83,664.51	5,281.76	-	-	-	68,464.28	-	299,570.67	8.73
Cotton	111,529.66	-	-	* 250.00	-	-	-	10,888.71	-	61,740.04	7,534.38	191,402.79	12.39
Craig	140,935.09	5.00	-	140.40	-	-	-	-	-	17,814.07	709.51	159,104.07	8.81
Creek	132,834.77	-	-	-	-	-	-	-	-	-	4,018.96	136,853.73	2.13
Custer	4,982.10	-	-	159.20	-	-	-	1,264.90	-	1,679.46	3,914.70	11,980.36	.42
Delaware	42,702.22	-	-	-	-	-	-	-	-	2,692.66	401.10	45,795.98	2.98
Dewey	1,621.55	199.19	-	-	-	-	-	2,150.75	-	10,319.91	-	14,291.40	1.08
Ellis	23,326.70	-	-	-	-	-	22,390.54	-	-	6,632.75	-	58,549.99	5.55
Garfield	52,654.39	-	-	-	-	-	-	-	-	2,413.55	4,742.16	59,810.10	1.31
Garvin	67,209.16	-	-	-	-	-	-	462.50	-	22,928.57	-	90,600.33	2.89
Grady	40,702.32	2.50	-	-	-	-	-	1,470.30	-	49,415.44	4,129.66	95,720.22	2.01
Grant	26,484.39	-	-	963.27	-	-	-	-	-	8,602.24	655.77	36,685.67	2.59
Greer	-	-	-	-	-	-	-	19,777.23	-	2,527.19	2,446.94	24,851.36	1.23
Harmon	92,807.77	480.30	-	1,709.70	-	-	-	901.77	-	-	1,048.27	96,947.81	7.01
Harper	211,766.63	-	13,163.52	68,922.07	-	-	23,064.98	12,861.09	-	107,203.00	1,223.47	438,204.76	56.46
Haskell	-	-	-	-	-	-	-	7,329.02	-	1,324.82	636.68	9,290.52	.57
Hughes	164,340.14	-	2,795.91	126.14	-	-	-	-	-	5,598.74	13,377.48	186,238.41	6.14
Jackson	85,019.40	-	-	-	-	-	-	-	-	-	33,546.23	118,565.63	4.10
Jefferson	113,403.13	-	4,227.15	576.25	-	-	-	3,375.81	-	1,969.86	-	123,552.20	7.10
Johnston	21,580.74	-	-	-	-	-	-	2,958.18	-	-	125.67	24,664.59	1.89
Kay	47.62	-	-	-	-	-	-	-	-	-	-	47.62	-
Kingfisher	92,829.93	-	-	-	-	-	-	-	-	4,931.66	-	96,961.59	6.08
Kiowa	76,119.86	-	-	426.60	-	-	-	25.00	-	2,350.19	2,304.62	99,226.27	3.35
Latimer	69,826.38	506.20	-	-	-	-	-	-	114,150.25	15,660.11	* 29.90	200,113.04	17.58
LeFlore	201,077.90	-	-	-	-	15,468.74	-	* 774.53	25,145.92	7,856.94	7,046.77	255,821.74	5.96
Lincoln	36,318.66	-	25.00	2,595.96	-	-	-	-	-	-	6,138.87	45,078.49	1.34
Logan	-	-	-	-	-	-	-	-	-	-	-	-	-
Love	902.58	-	-	-	-	-	-	-	-	-	-	902.58	.09
McClain	37,187.84	-	-	* 50.00	-	-	-	550.89	-	435.40	5,473.81	43,597.94	2.02
McCurtain	359,056.44	-	-	-	-	-	-	-	-	5,386.59	325.08	364,768.11	10.49
McIntosh	$95,591.50	255.37	642.58	-	-	-	-	864.00	-	-	1,541.43	98,914.88	3.97
Major	116,052.14	632.50	-	-	-	-	-	46.10	-	3,825.99	11,003.05	131,559.78	10.76
Marshall	36,486.77	-	-	-	-	-	-	620.00	-	5.00	3,115.76	40,227.53	3.59
Mayes	-	3,086.58	-	-	-	-	-	-	-	870.70	12,993.47	16,950.75	.96
Murray	-	16.00	-	-	-	-	-	-	-	6,046.57	6,122.11	14,184.68	1.14
Muskogee	63,058.35	-	-	-	-	-	-	85.00	-	-	1,294.83	64,438.18	.97
Noble	6,299.83	71.00	-	-	-	-	-	-	-	-	-	6,370.83	.42
Nowata	40,187.99	-	-	-	-	-	-	-	-	6,873.14	12,082.99	59,124.12	4.34
Okfuskee	39,670.66	-	-	595.45	-	-	-	-	-	-	-	40,266.11	1.39
Oklahoma	226,565.43	-	-	-	-	-	-	-	-	3,532.25	2,500.00	232,597.68	1.05
Okmulgee	141,631.10	-	-	-	-	-	-	35.00	-	1,519.19	521.32	143,706.61	2.54
Osage	192,659.50	17,099.90	-	150.00	-	-	-	-	-	6,012.56	7,436.18	223,358.14	4.72
Ottawa	161,738.86	24,722.32	-	-	-	-	-	-	-	1,048.47	-	187,563.65	4.87
Pawnee	193,661.29	-	-	-	-	-	-	35,929.26	-	6,136.07	3.60	235,730.22	11.86
Payne	170,983.38	-	-	-	-	-	-	2,645.15	-	-	1,596.60	175,225.13	4.76
Pittsburg	137,736.30	1,573.48	-	-	-	-	-	50.00	-	21,200.31	19,919.29	180,479.38	3.55
Pontotoc	6,893.85	-	30,317.03	-	-	-	-	50.00	-	4,330.94	14,506.11	56,097.93	1.73
Pottawatomie	9,879.59	2,638.25	-	1,835.55	-	-	-	22.00	-	5.85	12,128.08	25,909.32	.39
Pushmataha	"	-	-	142.95	-	-	-	10,699.75	1,017.21	5,297.05	10,839.82	27,996.78	1.90
Roger Mills	3,283.26	-	-	-	-	-	-	850.00	-	86.64	6,462.26	10,682.16	.75
Rogers	69,986.33	4,753.77	-	-	-	-	-	-	-	-	16,709.17	91,429.27	4.82
Seminole	55,255.44	-	-	-	-	-	-	-	-	11,544.52	1,435.67	68,235.63	.86
Sequoyah	-	-	-	-	-	-	-	-	-	-	-	-	-
Stephens	99,202.60	-	-	-	-	-	-	8,968.66	9,961.84	3,572.53	17,690.81	40,133.84	2.06
Texas	91,580.18	-	1,196.72	-	-	27,843.21	-	3,296.50	-	1,290.00	18.00	125,916.61	8.79
Tillman	91,198.32	-	-	-	-	-	-	1,455.50	-	2,210.47	-	94,864.29	3.89
Tulsa	194,948.21	-	-	-	-	-	-	15,133.81	-	-	-	210,082.02	1.12
Wagoner	-	433.00	-	-	-	-	-	-	-	1,029.41	11,256.01	12,718.42	.57
Washington	28,468.83	-	-	-	-	-	-	-	-	373.45	-	28,842.28	1.04
Washita	68,949.69	1,661.34	-	110.20	-	-	-	-	-	35,584.47	-	106,245.70	3.61
Woods	50,249.30	-	5,286.36	84,068.46	-	-	19,342.49	35.00	-	97,277.96	851.95	257,130.52	15.12
Woodward	10,432.61	-	-	1,806.25	-	-	-	13,577.48	-	104,549.31	-	130,107.67	8.21
GRAND TOTALS	$5,767,269.24	$63,746.07	$69,187.72	$164,838.05	$83,664.51	$20,750.50	$142,794.29	$195,017.72	$259,539.42	$852,745.32	$319,308.62	$7,933,661.46	$3.21

* Indicates Deduction

BIENNIAL REPORT

of the

OKLAHOMA STATE HIGHWAY COMMISSION

for the calendar years

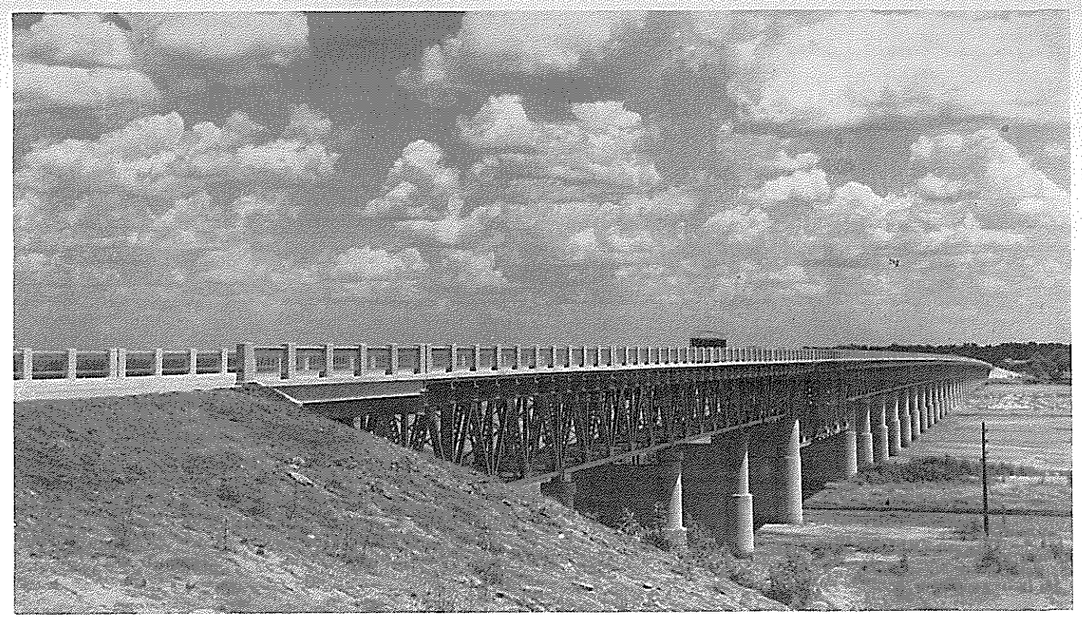
1937 and 1938

TO THE

GOVERNOR OF OKLAHOMA

OKLAHOMA CITY, OKLAHOMA

December 31, 1938



View, looking northeasterly, of Lexington-Purcell Bridge over South Canadian River on US Highway 77, Cleveland and McClain Counties. Project No. FAP 112-H; WPGM 112-H.

W. E. GRISSO, Chairman
H. M. ARNOLD, Vice-Chairman
JOHN L. COFFEY, Member
A. L. COMMONS, Member-Secretary
VANT MOON, State Highway Engineer

STATE OF OKLAHOMA
STATE HIGHWAY COMMISSION
OKLAHOMA CITY

December 31, 1938

To His Excellency
Hon. E. W. Marland, Governor

Sir:

We have the honor to submit the following report covering the operations of the Oklahoma State Highway Commission for the biennium period ending December 31, 1938. Statistics as of November 30, 1938.

Respectfully Submitted,

STATE HIGHWAY COMMISSION

W. E. Grisso, Chairman

H. M. Arnold, Vice-Chairman

John L. Coffey, Member

A. L. Commons, Member-Secretary

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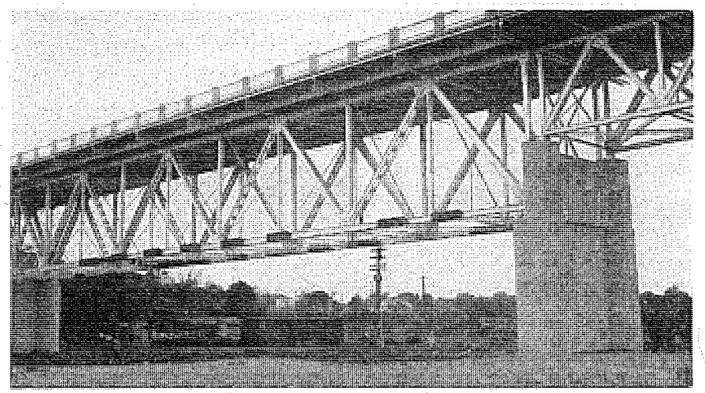
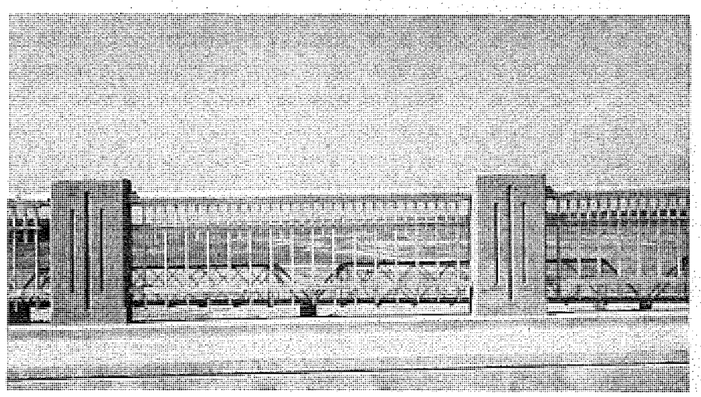


Overpass section—over nine tracks of A. T. & S. F. Railway at Purcell.



Detail of Hand Rail.
Note old highway bridge in background.

Views showing portions of Lexington-Purcell Bridge

(Photos by courtesy of U. S. Bureau of Public Roads)

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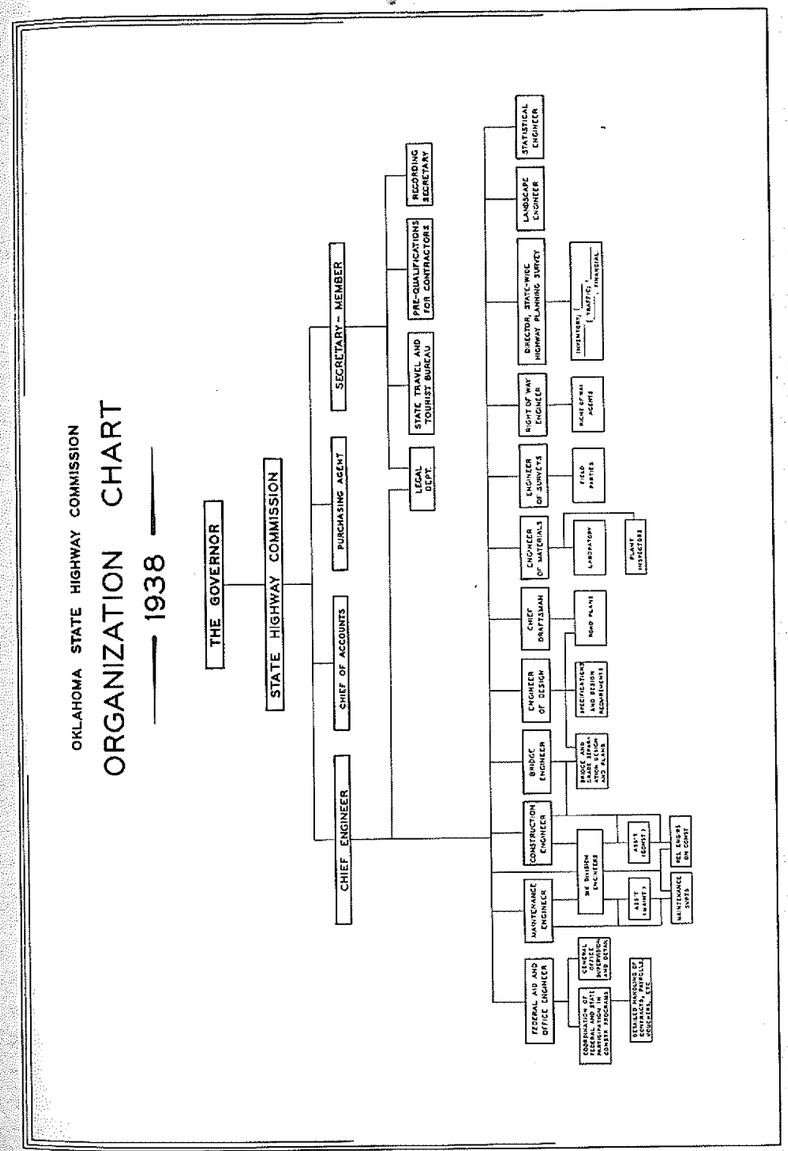
PRESENT ORGANIZATION
OKLAHOMA STATE HIGHWAY COMMISSION

W. E. GRISSO, Chairman
H. N. ARNOLD, Vice-Chairman
JOHN L. COFFEY, Member
A. L. COMMONS, Member-Secretary
VAN T. MOON, Chief Engineer

Jay E. Goss, *Federal Aid & Office Engineer*
W. Claude Sale, *Construction Engineer*
B. E. Clark, *Maintenance Engineer*
Homer X. White, *Bridge Engineer*
Carl R. Reid, *Engineer of Materials*
H. S. Elliot, *Engineer of Surveys*
J. D. Powell, *Engineer of Design*
John F. Larecy, *Right-of-Way Engineer*
D. H. Jones, *Director of State Highway Planning Survey*
Wm. J. Browne, *Chief of Accounts*
M. R. Kester, *Chief Draftsman*
Maurice J. Day, *Landscape Engineer*
J. A. Jackson, *Statistical Engineer*
Claude Weaver, Jr., *Attorney*
A. W. Kavanaugh, *Purchasing Agent*
Alma Rhodes Pace, *Recording Secretary*
Ennis C. Helm, *Director, State Travel and Tourist Bureau*

DIVISION ENGINEERS:

A. O. Walker	Division 1	Muskogee
James R. Earl	Division 2	Antlers
E. B. Bursack	Division 3	Ada
J. W. Klinglesmith	Division 4	Perry
W. H. Drover	Division 5	Clinton
H. B. McDowell	Division 6	Buffalo



PERSONNEL OF STATE HIGHWAY COMMISSION
1911 to 1938, INCLUSIVE

GOVERNOR AND COMMISSION PERSONNEL			CHIEF ENGINEER** IN OFFICE		
NAME	TITLE	NO. OF COM'RS		FROM	TO
*Chas. N. Haskell	Governor	0		11-16-07	1-9-11
*Lee Cruce	Governor	1		1-9-11	1-11-15
*Sidney Suggs	Commissioner		W. P. Goit	7-1-11	6-30-15
Clark Hudson	Asst. Commissioner			7-1-11	6-30-15
R. L. Williams	Governor	1		1-11-15	1-13-19
A. N. Leecraft	Act'g. Commissioner			7-1-15	7-31-15
Geo. Noble	Commissioner			8-1-15	5-30-19
			W. P. Danford (Acting)	7-1-15	4-30-16
			M. L. Cunningham	5-1-16	1-31-20
J. B. A. Robertson	Governor	1		1-13-19	1-8-32
*Henry Wood	Commissioner			6-1-19	1-31-21
B. E. Clark	Commissioner			2-1-21	9-30-22
M. M. Henderson	Commissioner			11-9-22	1-8-23
			R. C. Terrell	2-1-20	3-31-21
			E. S. Alderman	4-1-21	9-30-22
			M. L. Cunningham	10-1-22	4-30-23
J. C. Walton	Governor	1		1-8-23	11-19-23
Paul Nesbitt	Commissioner			1-8-23	2-1-24
			*F. G. Simmons	5-1-23	11-15-23
			W. C. Burnham	11-16-23	3-18-24
M. E. Trapp	Governor	3		11-19-23	1-10-27
E. B. Guthrey	Act'g. Commissioner			2-26-24	3-1-24
Cyrus S. Avery	Commissioner			3-18-24	1-27-27
*F. J. Gentry	Commissioner			3-18-24	1-27-27
Roy Johnson	Commissioner			3-18-24	1-27-27
E. B. Guthrey	Secretary			3-18-24	3-2-27
			J. M. Page	3-18-24	5-31-27
Henry S. Johnston	Governor	5		1-10-27	3-20-29
*H. W. Leininger	Commissioner			2-10-27	4-1-29
*John G. Parker	Commissioner			2-10-27	4-1-29
*Chas. D. Carter	Commissioner			3-4-27	4-1-29
Jesse Bunch	Commissioner			2-10-27	4-1-29
W. G. Jones	Commissioner			2-9-27	4-1-29
R. L. Seaman	Secretary			3-2-27	6-1-28
Ed McDonald	Secretary			6-1-28	
			*Clark R. Mandigo	6-1-27	4-8-29
W. J. Holloway	Governor	3		3-20-29	1-12-31
Lew Wentz	Commissioner			4-1-29	
L. C. Hutson	Commissioner			4-5-29	1-26-31
S. C. Boswell	Commissioner			4-11-29	3-11-31
Ed McDonald	Secretary				
			Jno. F. Rightmire (Acting)	4-9-29	9-15-29
			A. R. Losh	9-15-29	9-1-31
Wm. H. Murray	Governor	3		1-12-31	1-14-35
Sam R. Hawks	Commissioner			1-27-31	2-21-33
J. F. McKeel	Commissioner			3-11-31	2-21-33
Lew Wentz	Commissioner				4-1-32
Maud O. Thomas	Commissioner			4-1-32	2-21-33
Ed McDonald	Secretary				2-21-33
H. N. Arnold	Commissioner	4		2-21-33	
*L. B. Selman	Commissioner			2-21-33	2-21-35
L. V. Orton	Commissioner			2-14-33	1-21-35
Ed McDonald	Member-Secretary			2-21-33	2-21-35
			Chas. L. Wilson	9-2-31	5-14-35
E. W. Marland	Governor	4		1-14-35	To Date
Scott Ferris	Commissioner			1-24-35	1-1-37
*L. B. Selman	Commissioner			1-5-37	2-13-37
John L. Coffey	Commissioner			2-23-37	To Date
H. N. Arnold	Commissioner				To Date
W. E. Grisso	Commissioner			2-21-35	To Date
J. M. Gentry	Member-Secretary			2-21-35	1-15-37
A. L. Commons	Member-Secretary			1-15-37	To Date
			Van T. Moon	5-14-35	To Date

* Deceased

** Title changed by 1933 Law from State Highway Engineer.

STATE HIGHWAY CONSTRUCTION AND SPECIAL MAINTENANCE PROJECTS
Authorized by the State Highway Commission During the Calendar Years 1937 & 1938
(To November 30, 1938)

HIGHWAY NOS. US	SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O./P	U./P	RR X-Prot.	Other	Bank Prot. L.F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
								ADAIR COUNTY					
59		9- -37	S-533	6.466	1	.....	.....	.....	.....	.....	Prison Camp	Grade, Drainage, Gravel Surf. & Brs., from Jct. US 62 W. of Westville S.	$11,671
								ALFALFA COUNTY					
		8, 11	3- 2-37	C-663	10.000	.....	.....	.....	.....	.....	State Forces	Grav. Surf., Woods Co. Line E.	7,091
		8	6- 7-38	M-679	7.860	.....	.....	.....	.....	.....	State Forces	Repair Flood Damage, Carmen S. to Major County Line	4,300
												COUNTY TOTAL	$11,391
								ATOKA COUNTY					
69, 75			5- 5-37	M-590	11.100	.....	.....	.....	.....	.....	State Forces	Armor Coat, Bryan Co. Line N. to pavement	5,385
	3		5- 5-37	M-595	22.500	.....	.....	.....	.....	.....	State Forces	Armor Coat, Atoka SE. to Pushmataha Co. Line	12,983
75	3		5-21-37	M-611	4.500	.....	.....	.....	.....	.....	State Forces	1"x20' Retread; Coal Co. Line SE to Jct. US 69 at Atoka	8,105
69, 75			7- 1-37	M-625	.....	.....	.....	.....	.....	.....	State Forces	Clean & Paint, Muddy Boggy R. Br. N. of Atoka & Clear Boggy R. Br. S. of Atoka	807
		FM	9- 1-37	S-891-B	3.862	3	.....	.....	.....	.....	Prison Camp	Grade, Drainage & Brs. Coal Co. Line E. to US 69 N. of Stringtown	24,180
69, 75			1-17-38	Pt. F-5-(R)	0.169	.....	.....	.....	.....	.....	Contract	P. C. Conc. Pav., Bryan Co. Line NE.	4,245
69	3, 61		3- 9-38	M-639	.....	.....	.....	.....	.....	.....	State Forces	Repair Flood Damage—US 69 through Co.; SH 61 Wapanucka E; SH 3 Atoka SE.	751
75	3		4-28-38	M-654	4.500	.....	.....	.....	.....	.....	State Forces	Seal Coat, Atoka NW to Coal Co. Line	3,438
	61		7-21-38	FAS 388C (1)	4.426	.....	.....	.....	.....	.....	Contract	Grade, Drainage, T. B. S. C. (Traffic Bound Surf. Course), Atoka W.	24,000
		61	7-21-38	FAS 388-C (1)	0.021	3	.....	.....	.....	.....	Contract	Bridges W. of Atoka	8,600
		61	7-21-38	FAS 388D (1)	5.238	.....	.....	.....	.....	.....	Contract	Grade, Drainage, T. B. S. C., 4.5 Mi. W of Atoka W.	29,100
												Bridges, W of Atoka	15,400
		61	7-21-38	FAS 388D (1)	0.025	2	.....	.....	.....	.....	Contract	COUNTY TOTAL	$137,301

HIGHWAY NOS. US	HIGHWAY NOS. SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
					BEAVER COUNTY								
270		1-27-37	WPMH 314B	0.474							Contract	R. C. Pav. on Douglas Ave., in Beaver City	21,623
64		5-21-37	C-698	31.000							State Forces	1¼"x20' Emul. Mat., Harper Co. Line W. to Forgan	105,000
270		4- 9-38	C-801	7.000							State Forces	Grade & 1¼"x20' Emul. Mat., Beaver City N.	44,000
83		4-28-38	M-649	0.300							State Forces	Bridge Repair, Beaver R. S. of Turpin	25,000
64		4-28-38	M-674	58.000							State Forces	Seal Coat, Texas Co. Line to Harper Co. Line	18,900
												COUNTY TOTAL	$214,523
					BECKHAM COUNTY								
283		4- 5-37	Pt. F-160F	1.672							Contract	Gr. Dr. Gravel—Greer Co. Line NW	11,358
66, 283		5- 4-37	F-160B(R)	0.189							Contract	Roadside Improvement, S. of Sayre	5,447
	34	5-21-37	M-613	2.800							State Forces	Seal Coat, Greer Co. Line N.	1,182
66		10-26-37	F-160B(R)								Contract	Planting Roadside Park, near Sayre (Cost included above)	
	FM	5-31-38	FAS-1A (1)	3.995							Contract	Gr. Dr. T. B. S. C. & Ext. 1 Br. from Jct. SH 41 2 Mi. W. Washita Co. Line N.	39,090
	FM	5-31-38	FAS-1B(1)	4.007							Contract	Gr. Dr. T. B. S. C., from 4 Mi. N SH 41 N to Elk City	38,000
	FM	6- 1-38	FAS-1B(1)	0.022	1						Contract	Bridge, on Road into Elk City	15,300
												COUNTY TOTAL	$110,377
					BLAINE COUNTY								
270, 281	3, 33	2-23-37	F-281D	0.224	3						Contract	Bridges, west of Watonga	123,758
270, 281	3, 33	3-23-37	C-673	0.500							State Forces	Detour, approx. 2 Mi. W. of Watonga	1,137
270, 281	3, 33	6-21-37	F-281D(R)	5.747	1						Contract	Gr. Dr. Earth Plating, Grav. & Br., Watonga W.	59,425
	58	6-23-37	Pt. WPGS-566A					1			Cont. & Force Acct.	Flashing Light Signals, N. of Eagle City, St. L.-S. F. Ry.	2,046
270, 281	3	7-14-37	F-281F	3.534							Contract	Gr. & Dr., Jct. SH 33 NW to Dewey Co. Line	11,587
	3, 33	11- 8-37	F-276F	5.011							Contract	Gr. Dr. & Grav., Kingfisher Co. Line W.	21,734

HIGHWAY NOS. US	HIGHWAY NOS. SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
	3,33	11- 8-37	F-276F	0.029	2						Contract	Bridges, E. of Watonga	19,024
	3, 33	11-22-37	F-276G	6.878							Contract	Gr. Dr. & Grav., Watonga E.	48,998
	3, 33	12-15-37	C-785	14.000							State Forces	Detour, Kingfisher Co. Line W. to Watonga	1,391
281	8	4-28-38	M-670	15.830							State Forces	Seal Coat, Geary to Watonga	7,553
270, 281	3	4-28-38	F-281F(R)	3.533							Contract	P. C. Pav., Jct. SH 33 NW to Dewey Co. Line	60,000
270, 281	3, 33	5-17-38	C-834	9.170							State Forces	Grav. Base & Rock Asphalt Surf., Watonga W.	92,069
	58	5-26-38	C-830	0.008	1						State Forces	40' I-Beam Bridge, 1 Blk. S. Main St. in Canton	1,273
	3, 33	6- 1-38	F-276G(2)	5.434							Contract	P. C. Conc. Pav., Watonga E.	103,281
												COUNTY TOTAL	$553,276
					BRYAN COUNTY								
69, 75	22	4- 6-37	C-676	7.000							State Forces	Detour, Durant NE to end of Pav. at Armstrong	6,788
69, 75	22	4-12-37	F-5A(R)	4.090	1						Contract	Gr. Dr., P. C. Conc. Pav. & Br., Durant NE	142,032
70		5- 5-37	M-597	6.200							State Forces	Armor Coat, Bennington E to Choctaw Co. Line	3,268
69, 75		6-23-37	Pt. WPGM-567A					1			Cont. & Force Acct.	Flashing Light Signals, S. 9th St. in Durant—St. L.-S. F. Ry.	2,517
70		8- 3-37	M-631	8.300							State Forces	Armor Seal Coat, Bokchito W.	4,405
	22	10-12-37	C-777								State Forces	Creosote Wood Culvert, 3.2 Mi. W. Cobb & NW of Durant	692
70		11- 2-37	M-634	11.000							State Forces	Regravel, Durant W. to Marshall Co. Line	6,846
69, 75		1-17-38	Pt. F-5(R)	2.532							Contract	P. C. Conc. Pav., Caddo NE to Atoka Co. Line	63,525
	22	3-29-38	NRS 955							2,887'	Contract	Bk. Prot., adj. to interstate Br. at Red River SE of Durant	32,000
70		4-28-38	F-41ABC(R)C	0.054	3						Contract	Bridges, Durant E.	39,000
70		5-31-38	F-41ABC(R)-C	5.727							Contract	Gr., Dr. & Gravel, Durant E.	73,650
70		6-28-38	F-41ABC(3)-C2	0.174	5						Contract	Bridges, between a point W. of Blue R. & Bokchito	108,000
	22	9-27-38	C-844	0.090							State Forces	Approach fill, at N. end of Bonham Br.	1,980
												COUNTY TOTAL	$484,703

STATE LIBRARY

HIGHWAY NOS. US	HIGHWAY NOS. SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
					CADDO COUNTY								
62		5- 5-37	M-603	10.500							State Forces	Seal Oil Mat, Comanche Co. Line N. through Apache	5,571
		5- 5-37	C-687						1		State Forces	Warehouse & purchase of equipment, in Anadarko	23,191
	54	7- 1-37	M-626								State Forces	Repair washouts, N. of Carnegie	5,927
62	9	2-24-38	C-789	7.800							State Forces	Detour, N. & E. of Anadarko & back to present Hwy. W. of Verden	6,001
62	9	3-21-38	F-203A	3.826							Contract	Gr. Dr. & P. C. Conc. Pav. & Widen 2 Brs., Anadarko E.	124,000
62	9	3-21-38	F-203B(R)	4.224	2						Contract	Gr., Dr. P. C. Conc. Pav. & Brs., E. of Anadarko	162,061
281	8, 41	4-28-38	C-812	5.000							State Forces	Base Stabilization, Binger E.	31,880
281	8	4-28-38	M-671	11.800							State Forces	Seal Coat, Binger N.	9,632
66		5-27-38	SAP 895-A							4,350'	Contract	Bk. Prot., at SW end of S. Canadian River Br.	19,895
												COUNTY TOTAL	$388,158
					CANADIAN COUNTY								
66	1	6- 8-37	C-732	4.500							State Forces	Widen shoulders 3'x6" each side with asph. emul., Okla. Co. Line W.	27,709
	41	4-28-38	M-663	14.950							State Forces	Seal Coat, Union City E. to Okla. Co. L.	6,243
	FM	4-28-38	C-799	4.785							State Forces	Asphalt on Grav. Base, Jct. U. S. 66 at Yukon SE.	87,116
270	3	6-28-38	F-506C(1)	5.182							Contract	Gr., Dr. & T. B. S. C., Okla. Co. Line NW.	79,200
270	3	6-28-38	F-506B (1)	5.043							Contract	Gr., Dr. & T. B. S. C., SE. of Okarche ext. SE.	80,000
270	3	6-28-38	F-506A(1)	7.893							Contract	Gr., Dr., from U. S. 81 SE. of Okarche SE	114,400
270	3	6-28-38	F-506B(1)	0.013	2						Contract	Bridges, SE. of Okarche on Sec. B. Rdy.	13,900
270	3	6-28-38	F-506C(1)	0.020	3						Contract	Bridges, Okla. Co. Line NW	16,800
270	3	6-28-38	F-506A(1)	0.087	5						Contract	Bridges, SE. of Okarche	81,100
												COUNTY TOTAL	$506,468

HIGHWAY NOS. US	HIGHWAY NOS. SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	BANK PROT. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
					CARTER COUNTY								
70		2- 3-37	C-654	5.000							State Forces	Detour for U. S. 70 Paving, Ardmore W.	$2,500
77		2-23-37	F-142D(R)	6.028							Contract	Landscaping, S. of Ardmore	14,624
70		5- 5-37	M-598	4.100							State Forces	Armor Coat, Johnston Co. L. W.	1,867
77		6- 8-37	C-729	2.000							State Forces	Widen Shoulders 2' each side & retread with emul. asph., Ardmore N.	19,662
City Street		6-10-37	WPGM-524A	0.417			1				Contract	Gr. Dr. P. C. Pav. & U/P of G. C. & S. F., in Ardmore	135,488
	22	7- 1-37	C-761	5.000							State Forces	Grav. base & Rock Asph. Surf., Tatums E.	47,433
	76	11- 8-37	F-187J	4.221							Contract	Asphalt Surf., Healdton N.	44,556
	76	11-23-37	C-781	7.000							State Forces	Detour, Healdton N. to Jct. S. H. 53	2,422
	18	2- 9-38	M-636	0.112							State Forces	Repair 2 Brs., Washita R. 19 Mi. S. of Sulphur	4,420
	76	4-28-38	C-807	3.000							State Forces	Base & Rock Asph., Jct. S. H. 53 N.	32,030
												COUNTY TOTAL	$305,002
					CHEROKEE COUNTY								
	51	3-23-37	C-670	0.383							State Forces	Gr., Dr., Gravel, Oil, in Tahlequah	3,817
	51	4- 1-37	S-889C	3.156							Prison Camp	Gr., Dr. & Grav., Eldon to Adair Co. Line	46,323
62		5-21-37	M-604	3.600							State Forces	Seal with inv. asph. emul. & chat, Muskogee Co. Line NE	3,861
												COUNTY TOTAL	$54,001
					CHOCTAW COUNTY								
70		2-16-37	C-655	13.900							State Forces	2"x22' Oil Mat., Sawyer E. to McCurtain Co. Line	$31,477
271	2	5- 5-37	C-686	10.200							State Forces	1"x20' Retread, Hugo S. to Red R.	20,477
70		5- 5-37	M-596	10.800							State Forces	Armor Coat, Bryan Co. Line E.	5,350
70		5-21-37	C-702	11.400							State Forces	Detour, Hugo E. to Sawyer Br.	10,848
70		7-14-37	F-33ABDE(R)B	6.971							Contract	Gr., Dr., Conc. Pav., Hugo E.	150,598
70, 271	2	7-14, 26-37	F-336B	0.286							Contract	Roadside Park & Planting, Wye Jct., W. of Hugo	4,697
City Street		9-15-37	M-632	1 Blk.							State Forces	Repair Street, in Hugo	1,213
70, 271	2	3- 9-38	M-640								State Forces	Repair flood damage, U. S. 271 & S. H. 2 S. of Hugo, U. S. 70 E. of Hugo & W. of Soper	971
271	2	4-28-38	M-652	8.500							State Forces	Seal Coat, from Jct. S. H. 70 N. to Push. Co. Line	5,756
												COUNTY TOTAL	$231,387

HIGHWAY NOS. US	SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
							CIMARRON COUNTY						
64		3-16-37	C-665	5.970							State Forces	Gr., Dr. & Grav. Surf., from .88 Mi. E. of Boise City NE. parallel to A. T. & S. F. Ry. to U. S. 64	39,967
64	3	5-21-37	Pt. C-745	20.150							State Forces	Emul. Surf., Texas Co. L. W. to A. T. & S. F. Ry.	63,096
	3	5-21-37	Pt. C-745	18.500							State Forces	Grading, Grav. Base & Emul. Surf., Boise City N. to Colo. Line	84,679
	3	7- 1-37	WPGS 498-A	0.187	1						Contract	Br. & Reloc. elim. 2 Gr. xings, on A. T. & S. F. 14 Mi. N. of Boise City	109,680
64		4-28-38	C-820	8.000							State Forces	Bit. Mat., Boise City NE	44,000
64	3	4-28-38	M-665	38.000							State Forces	Seal Coat, U. S. 64 & S. H. 3, Texas Co. Line W. 20 Mi.; S. H. 3 Boise City N. 18 Mi.	9,000
												COUNTY TOTAL	$350,122
							CLEVELAND COUNTY						
77		2-23-37	F-112A(R)	0.355							Contract	Landscaping, S. of Moore	3,533
77		6- 8-37	C-727	8.000							State Forces	Widen & Seal Coat, Norman to Moore	69,608
77		6-10-37	Pt. F-112H	0.299	½						Contract	Br., over S. Canadian R. between Lexington and Purcell	287,830
	9	11- 8-37	F-173C	0.104	5						Contract	Brs., approxi. 15 Mi. E. of Norman	51,340
	9	11- 8-37	F-173B	0.087	3						Contract	Brs., approxi. 8 Mi. E. Norman	50,366
77		1-17-38	Pt. F-112H(R)	0.916							Contract	Gr., Dr., P. C. Pav., from E. end of Br. NE. & N.	55,612
77		2- 9-38	Pt. C-787	0.485							State Forces	Detour, around new Purcell Br.	2,568
	9, 74	4- 1-38	Pt. M-645								State Forces	Low water crossing of S. Canadian Riv., SW. of Norman	750
77		4-28-38	C-825	11.500							State Forces	Sh. widening (3.0 Mi.) & Seal, Norman N. to Okla. Co. Line	18,082
	9	4-28-38	F-173B	5.231							Contract	Gr., Dr. Grav., 6 Mi. E. of Norman E.	129,000
	9	5-31-38	F-173C	6.303							Contract	Gr., Dr. T. B. S. C. & Surf. over 3 Brs., Pott. Co. Line W.	89,000
												COUNTY TOTAL	$757,689

HIGHWAY NOS. US	SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
							COAL COUNTY						
75	3	5-11-37	M-608	8.700							State Forces	Retread old oil mat, Coalgate SE. to Atoka Co. Line	20,625
	3	6-22-37	M-621	15.510							State Forces	Seal Coat, end of pav. SE. of Stonewall SE. to U. S. 75	8,541
75		6-23-37	Pt. WPGH.-562A				1				Contract	Flashing Lt. Sig., O. C. A. & A. Ry. NW. of Coalgate	2,330
	3	6-23-37	Pt. WPGH.-562A				1				Contract	Flashing Lt. Sig., O. C. A. & A. Ry. W. of Tupelo	3,328
	3	7- 2-37	Pt. WPGH.-558A				1				Contract	Flashing Lt. Sig., K. O. & G. Ry. W. of Tupelo	3,826
	FM	9- -37	S-891A	7.198	5						Prison Camp	Gr., Dr. & Brs. Coalgate E. to Atoka Co. Line	45,067
												COUNTY TOTAL	$83,717
							COMANCHE COUNTY						
	29	1-27-37	F-145ABCDE(R)	0.350	1						Contract	R. C. Pav. & Br., 2½ Mi. W. of Stephens Co. Line	58,185
	17	4-20-37	C-678	9.500							State Forces	Grav. (800C. Y. Mi.), Sterling N. & W. to Elgin	9,348
62, 281		5- 5-37	M-602	5.000							State Forces	Seal Oil Mat, Porter Hill N. to Caddo Co. Line	3,662
	36	5-11-37	C-689	17.000							State Forces	1½"x22' Oil Mat, Jct. U. S. 277 W. & SW. to Chattanooga	45,964
	36	5-21-37	C-707	17.000							State Forces	Regravel, from Jct. U. S. 277 W. & SW. to Chattanooga	15,645
277, 281		7-14-37	F-240A(R)	4.140							Contract	Gr., Dr. & R. A. Surf., Cotton Co. Line N.	53,372
66, 277, 281		10-26-37	F-232D	3.998							Contract	Landscaping & Rdside Imp., Lawton, N.	7,947
277, 281	36	11- 8-37	F-22(R)	6.293							Contract	Gr., Dr. & 6" Asph. Macadam Base, Lawton S.	84,200
277, 281	36	2-24-38	C-788	6.000							State Forces	Detour, Lawton S. around F-22 Rdy. & Br. Reop.	2,289
62		7-21-38	F-215FG(2)	7.004	1						Contract	Gr., Dr., P. C. Pav., widen 3 Br., const. 1 Br., Kiowa Co. Line E.	256,300
62		8-31-38	C-837	12.000							State Forces	Detour, around F-215FG & repair bridge	3,938
277, 281	36	9-...-38	C-813	6.293							State Forces	1" Oil Mat, Lawton S.	10,556
												COUNTY TOTAL	$551,406

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							COTTON COUNTY						
	5	6-23-37	C-747	12.000							State Forces	3" Grav. Base, Tillman Co. L. E. to Jct. U. S. 277	23,288
	5	7-14-37	F-240B	6.299							Contract	Gr., Dr. & B. A. Surf., from 2 Mi. E. Emerson N.	67,661
277, 281		7-14-37	F-240B	6.299							State Forces	Oil Mat, Tillman Co. Line E. to Jct. U. S. 277	30,435
	5	4-28-38	C-813	12.400							Contract	5 Brs., from Jefferson Co. Line W.	35,100
70		5-31-38	F-444C	0.052	5						Contract	Gr., Dr., T. B. S. C., Jefferson Co. Line W.	41,700
70		6- 1-38	F-444C	5.903									
												COUNTY TOTAL	$198,184
							CRAIG COUNTY						
60		7- 1-37	M-624	17.400							State Forces	Recond. Surf. with Cr. Limestone, Jct. U. S. 59 W. to Nowata Co. Line	7,360
69	2	9- 1-37	F-227E	5.536	3						Contract	Gr., Dr. & Brs., Mayes Co. Line NE. through Big Cabin	40,113
69	2	11-30-37	C-782	10.000							State Forces	Chat Surf on detour, Big Cabin E. & N. to Vinita	3,102
69	2	1-18-38	Pt. C-786	2.000							State Forces	Grav. Detour, Mayes Co. Line N. to a pt. 2 Mi. E. of Big Cabin	780
	FM	4-28-38	C-809	8.600							State Forces	Gr., Dr., Grav. Base & Bit. Surf., Ottawa Co. Line W. through Welch	40,978
												COUNTY TOTAL	$92,333
							CREEK COUNTY						
66, 75		6- 8-37	C-716	5.200							State Forces	Widen Pav. with Bit. Mat. & retread, Tulsa Co. L. to Sapulpa	$44,527
75		6-17-37	C-737	1.500							State Forces	Detour, around Mounds O/P	1,209
75		6-21-37	WPGM-GH-159D	0.438		1					Contract	Gr., Dr., P. C. Pav. & O/P, over Frisco near Mounds	97,009
75		6-21-37	WPH-159D	0.422	1						Contract	Gr., Dr., P. C. Pav. Br., N. of Mounds	17,423
66		10-26-37	F-158AD(R)	2.935							Contract	Gr., Dr.,P. C. Pav., 6 Mi.NE of Bristow NE.	167,184
	56	1-17-38	F441G	7.012	1						Contract	Gr., Dr., Grav. & Br., from approx. 6 Mi. S. of Bristow S.	85,200
											State Forces	Detour, Oilton W. to Payne Co. Line	930
	48, 51	3-16-38	Pt. C-791	3.300							Contract	Gr. Dr. & P. C. Pav., from Jct. SH 51 N.	73,865
	48	3-21-38	F-108C(R)	3.324							Contract	Gr., Dr., P. C. Pav., Oilton N. to Jct. then W. to Payne Co. Line	109,837
	48, 51	3-21-38	F-109A(R); 109E	4.985							State Forces	Detour Br., about 15 Mi. NE. of Bristow	8,656
66		4-12-38	C-793		1								

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66, 75		4-28-38	C-824	5.300							State Forces	Mat., Sapulpa NE.	34,000
66		6-28-38	F-158BCF(2)C	0.254	1						Contract	Gr., Dr. & P. C. Pav. & Br., SW. of Kellyville	36,800
												COUNTY TOTAL	$676,604
							CUSTER COUNTY						
66		5- 4-37	F-205BCDE FGIJ(R)	0.283							Contract	Roadside Imp., S. of Clinton	4,703
	FM	9- 1-37	Pt. WPGS-554A					1			P&SF Force Acct.	Flashing Lt. Sigs., near Stafford	2,209
66		10-26-37	F-205 B to J (R)G								Contract	Planting & Rdside Park near Clinton (Cost incl. in F-205BCDEFGIJ(R))	
	33	5-17-38	Pt. C-829	0.212							State Forces & WPA	Oil Mat, from 1 Blk. E. to 2 Blks. W. of Main St., Butler	561
	FM	5-17-38	Pt. C-829	0.197							State Forces & WPA	Oil Mat, from 1 Blk. N. to 2 Blks. S. of S. H. 33 on Main St., Butler	508
												COUNTY TOTAL	$7,981
							DELAWARE COUNTY						
	33	3-16-37	C-666	13.500							State Forces	Gr., Dr., & Grav. Surf., Mayes Co. Line E.	$12,746
59	33	3-16-37	C-667	6.000							State Forces	Gr., Dr. & Grav. Surf., Arkansas Line W.	2,686
59	33	5-21-37	C-701	6.000							State Forces	2" Oil Mat, Arkansas Line W.	24,282
	33	5-21-37	C-700	13.500							State Forces	2" Oil Mat, Mayes Co. Line E. to Jct. S. H. 10	57,393
	20	6- 8-37	C-713	2.000							State Forces	Widen Roadway, open ditches, drainage, Arkansas Line W.	839
59	10	7- 1-37	C-750	10.000							State Forces	Grav. Base, Oil Prime, Rock Asph. Surf., Grove S. 5 Mi.; Jay N. 5 Mi.	88,974
59	10	7- 1-37	C-754	1.800							State Forces	2" Oil Mat, thru Grove and thru Jay	10,904
59	33	7-14-37	F-395E	3.292	1						Contract	Gr., Dr., Grav. & Br., Flint SE.	110,866
59	33	11- 8-37	F-395A	3.634	3						Contract	Gr., Dr., Grav. & Brs., Jct. S. H. 10 E.	82,370
60, 66, 69		7-21-38	FALS-149F(2)	3.112							Contract	Landscaping & Rdside Imp., Ottawa Co. Line S.	6,905
59, 60, 66, 69		7-21-38	FALS-149C(3)	0.811							Contract	Landscaping & Rdside Imp., Craig Co. Line E.	2,470
59		11-15-38	C-846						12,025		Contract	Flex beam Guard Rail, from Jct. S. H. 10 E.	13,094
												COUNTY TOTAL	$413,529

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					DEWEY COUNTY								
270	3	4-20-37	C-683	8.700							State Forces	Gravel, Seiling SE	23,464
183	14	5- 4-37	F-331B	4.447	1						Contract	Gr., Dr., Grav. & Br., Taloga N	34,274
	FM	5-21-37	C-709	23.300							State Forces	Recond. prep. for maint., Jct. S. H. 14 W. to Leedy	16,436
270	3	6- 8-37	C-711	8.700							State Forces	1½"x20' Rock Asph., Seiling SE	50,905
270, 281	3	7-14-37	F-281E	6.391							Contract	Gr., Dr., Blaine Co. Line NW. to Oakwood	26,720
270, 281	3	9- 1-37	F-281C	5.050							Contract	Gr., Dr., Oakwood NW	23,704
270, 281	3	9- 1-37	F-281B	5.214	1						Contract	Gr., Dr. & Br., NW of Oakwood	46,908
60		9- 1-37	F-356B	0.064	3						Contract	Brs., between Vici and Seiling	39,986
60		9- 1-37	F-356C	0.046	4						Contract	Brs., W. of Seiling	32,113
60		9- 1-37	F-356A	0.019	1						Contract	Br., E. of Vici	11,413
	34	10-19-37	C-778	0.179							State Forces & WPA	Asph. Surf. on Main St., Leedy from 75' N. of 4th St. to 10' S. of 6th St	4,901
183	14	12- 9-37	C-739							3,280	Contract	Jetties, W. of N. end of Taloga Br.	10,193
270, 281	3	4-28-38	F-281E(R)	6.391							Contract	P. C. Pav., Blaine Co. Line NW	107,000
270, 281	3	6-28-38	F-281B(2)	5.214							Contract	P. C. Pav., from NW of Oakwood NW	99,200
270, 281	3	6-28-38	F-281C(2)	5.050							Contract	P. C. Pav., ¾ Mi. N. of Oakwood N. W	95,300
270	3	9-__-38	C-841	5.050							State Forces	Oil Mat on Shoulders only, ¾ Mi. N. of Oakwood NW	17,151
270	3	9-__-38	C-840	6.391							State Forces	Oil Mat on Sh. only, Blaine Co. Line NW to Oakwood	21,705
270	3	9-__-38	C-842	5.208							State Forces	Oil Mat on Sh., 5 Mi. NW of Oakwood NW	17,687
												COUNTY TOTAL	$679,060
					ELLIS COUNTY								
283	15	2-23-37	F-327B	0.165	2						Contract	Gr., Dr. & Brs., N. of Shattuck	$25,924
283	15	2-23-37	F-327C	0.165	2						Contract	Gr., Dr. & Brs., N. of Shattuck	46,778
	15	1-17-38	F-257F	0.019	1						Contract	Br., approx. 4½ Mi. NE. of Shattuck	10,099
												COUNTY TOTAL	$82,801

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					GARFIELD COUNTY								
60	15	1-27-37	WPMS-451A	0.489	1						Contract	Bit. Surf. & Br., Market Ave. in Enid	$19,768
	15	5- 4-37	F-181A	5.059	1						Contract	Gr., Dr., Inv. Asph. Emul. & Br., S. of Garber N.	106,332
81		7- 1-37	WPGH-124D	0.709		1					Contract	Gr., Dr., P. C. Pav. & O/P of C. R. I. & P. Ry., S. of Enid	93,921
	15	4-28-38	M-662	8.000							State Forces	Seal Coat, Noble Co. Line W. 7 Mi., S. 1 Mi.	3,832
												COUNTY TOTAL	$223,853
					GARVIN COUNTY								
	19	3- 4-37	WPGH-200C	0.454		1					Contract	Gr., Dr., Grav. & O/P of A. T. & S. F., W. of Stratford	$57,174
	19	4- 5-37	F-200C	0.026	1						Contract	Br., 9 Mi. W. of Stratford	17,522
	19	5- 4-37	F-217A	0.194	2						Contract	Gr., Dr., Grav. & Brs., 2 Mi. E. of Lindsay	83,081
	18	6-10-37	F-283F	4.015							Contract	Gr., Dr., Grav., Stratford N	20,231
	22	7- 1-37	C-760	5.000							State Forces	Grav. & Rock Asph., from 3.3 Mi. W. of Davis W.	45,350
	FM	7-12-37	WPGM-571A					1			Contract & Force Acct.	Flashing Lt. Sigs. on G. C. & S. F. Ry., Church St. in Paoli	3,580
	19	7-13-37	C-736	2.000							State Forces	Rock Asph. Surf., Stratford E. to Pontotoc Co. Line	18,620
	19	3-21-38	F-200D	0.100	2						Contract	Bridges, NE. of Pauls Valley	77,000
	19	3-21-38	F-200D	4.457							Contract	Gr., Dr. & Gravel, Pauls Valley NE	28,700
	18	4-28-38	F-201C	0.014	3						Contract	Bridges, 6 Mi. S. of Stratford S	12,400
	18	4-28-38	F-201D	0.017	1						Contract	Bridge, S. of Stratford	17,478
	18	5-31-38	Pt. F-201C	4.994							Contract	Gr., Dr. & Grav., 6 Mi. S. of Stratford S	32,080
	18	5-31-38	F-201D	5.985							Contract	Gr., Dr., Grav., Stratford S	56,600
												COUNTY TOTAL	$469,816

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								GRADY COUNTY					
	39	1-27-37	WPSO-380D	1.719							Contract	Gr., Dr. & Grav., McClain Co. Line W.	$12,844
	17	3-23-37	C-674	8.380							State Forces	Recond., Rush Springs W. to Comanche Co. Line	25,401
	39	7- 1-37	WPSO-438B	3.692	4						Contract	Gr., Dr., Grav. & Brs., about 3 Mi. E. of Tabler E.	51,200
81		7-14-37	F-162CDF(R)	0.340							Contract	Rdside Park, 1½ Mi. N. of Minco	3,832
81		10-26-37	F-162CDF(R)								Contract	Planting Rds. Park ,near Minco (Cost included in above.)	
												COUNTY TOTAL	$93,280
								GRANT COUNTY					
60		5-25-37	F-283A(R)	6.618							Contract	Gr., Dr., P. C. Pav., Kay Co. Line W.	$137,141
	11	9-__-37	WPGH-553A								AT&SF Ry. Co.	Flashing Lt. Sigs., E. of Medford	2,906
60		4-28-38	M-661	12.611							State Forces	Seal Coat, from E. of Pav. W. of Lamont W. to Pond Creek	5,722
												COUNTY TOTAL	$145,769
								GREER COUNTY					
283		4- 5-37	Pt. F-160F	4.432	1						Contract	Gr., Dr., Grav. & 1 Br., from Beckham Co. Line SE.	31,835
	34	5-21-37	M-612	3.000							State Forces	Seal Coat, Beckham Co. Line S. to Willow	1,700
283	34	6-22-37	C-741	5.000							State Forces	Oil Mat, 8 Mi. N. of Mangum N.	17,144
	9	6-22-37	C-742	7.000							State Forces	6" Grav. Base & 1½" C. R. Rock Asph., Granite W. to Jct. S. H. 34	87,060
	9	7-27-37	C-763	1.000							State Forces	Gr. & Dr., Granite W.	2,883
283		9-__-37	Pt. WPGS-554A					1			AT&SF Ry. Co.	Flashing Lt. Sigs., near Blair	2,216
283	44	4-28-38	C-811	4.000							State Forces	Base & Mat., Jackson Co. Line NE to N. Fork of Red River	31,208
	FM	5-31-38	FAS-6A(1)	1.000	1						Contract	Gr., Dr., T. B. S. C. & Br., from U. S. 283 W. into Willow	9,500
	FM	5-31-38	FAS-7A	1.029							Contract	Gr., Dr. & T. B. S. C., from U. S. 283 W. into Brinkman	9,600
												COUNTY TOTAL	$193,146

HIGHWAY NOS. US	SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
								HARMON COUNTY					
	FM	5-11-17	C-696	8.000							State Forces & WPA	Light Oil Mat, Gould S.	1,871
								HARPER COUNTY					
64, 183	34	4-20-37	M-589								State Forces	Repairs to Buffalo St. intersections	1,819
64		1-17-37	FA-293J(R)	0.284							Contract	Landscaping & Rdside Imp., S of Buffalo	4,016
283		4- 9-38	C-802	7.500							State Forces	Grade & Mat, Laverne N.	50,000
64		4-28-38	M-673	23.000							State Forces	Seal Coat, Buffalo W to Beaver Co. Line	8,050
283		4-30-38	SAP-896A							4,000'	Contract	Bk. Prot. near Br. over Beaver R., 3 Mil N of Laverne	10,475
	FM	7-13-38	FAS-8A(1)	4.638							Contract	Gr. Dr. & Earth Plating, MayN.	15,900
	FM	7-13-38	FAS-8B	5.400							Contract	Gr. Dr. & T. B. S. C., 8 Mi. N of May N to US 64	32,100
												COUNTY TOTAL	$122,360
								HASKELL COUNTY					
	10	6-23-37	WPGH-568A					1			Contract	Flashing Lt. Sigs., MV Ry. W of Keota	2,505
	10	6-23-37	Pt. WPGM-569A					1			Contract	Flashing Lt. Sigs., MV Ry. Main St., Stigler	2,779
	2,10,31	3-9-38	M-641								State Forces	Repair Flood Dam. SH 2 Quinton S; SH 10 Stigler to Keota; SH 31 Kinta to Lequire	1,800
	10	4- 9-38	C-803	7.500							State Forces	Base & Mat, Stigler W.	27,840
												COUNTY TOTAL	$34,924
								HUGHES COUNTY					
	68	5-11-37	C-708	11.000							State Forces	Recond. Base & Oil Mat, Holdenville to Atwood	41,036
75		5-11-37	M-609	7.000							State Forces	Repair & Retread, Jct. US 270 S.	12,791
	9	6-23-37	Pt. WPGS-566A					1			Contract & Force Acct.	Flashing Light Signals, ST.L.-SF Ry. W of Wetumka	2,295
	12	7- 2-37	Pt. WPGH-558A					1			Contract	Flashing Lt. Sigs., KO&G Ry. E of Atwood	2,871
	FM	7- 2-37	Pt. WPGS-559A					1			Contract	Flashing Lt. Sigs., KO&G Ry. at Atwood	3,286
	9	8-19-37	WPA-3-38	5.100							State & WPA	Gr. Dr. Grav., Seminole County Line E.	98,700
												COUNTY TOTAL	$160,979

HIGHWAY NOS. US	HIGHWAY NOS. SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
					JACKSON COUNTY								
62		10-26-37	F-216GH1	6.649							Contract	Gr. Dr. P. C. Pav. & ext. 4 Brs., 7 Mi. E of Altus E	203,484
62		11- 9-37	C-779	7.500							State Forces	Grav. Surf. on Detour, 7 Mi. E of Altus E	4,427
62	44	3-21-38	F-44(R)	0.787							Contract	1½" Rock Asph., 3 Mi. W of Altus W	19,160
62	44	3-21-38	F-61(R)	0.294							Contract	1½" Rock Asph., approx. 4 Mi. W of Altus W	6,870
62	44	3-21-38	F-138A(R)	3.020							Contract	1½" Rock Asph., Altus W	44,993
62	44	4- 1-38	C-792	5.000							State Forces	Detour, W of Altus around F-44, F-61 and F-138	3,188
283	44	4-28-38	C-810	11.400							State Forces	Base & Mat., Altus N to Greer Co. Line	76,265
												COUNTY TOTAL	$358,387
					JEFFERSON COUNTY								
81		3-22-37	F-244C(R)	6.576							Contract	Landscaping & Rdside Imp., between Ryan and Terral	10,683
70		10-26-37	F-444B	6.570	4						Contract	Gr. Dr. Grav. & 4 Brs., from Waurika W	158,215
70		11-23-37	C-780	10.000							State Forces	Detour, around FAP-444B, Waurika W	1,336
70, 81	5	6- 7-38	M-676								State Forces	Ditch checks & widening, all Hwys. in Jefferson Co	1,000
70		7-21-38	F-218A(2)	5.983							Contract	Grav. Base & Rock Asph. Surf., Waurika E	80,752
70		7-21-38	F-218B(2)	2.970							Contract	Grav. Base & Rock Asph. Surf., from about 6 Mi. E of Waurika E	40,110
70		8-31-38	C-839	10.000							State Forces	Detour, Waurika E	1,325
												COUNTY TOTAL	$293,421
					JOHNSTON COUNTY								
	99	6-22-37	M-622	9.000							State Forces	Seal Coat, Tishomingo N	3,281
	99	12- 2-37	WPA-3-47	10.250							State & WPA	6"x24' Cr. Stone Base, from Pontotoc Co. Line S to Jct. SH 61	85,000
	22	6- 8-37	C-712	5.900							State Forces	Grav. & Oil Mat, Milburn W	9,690
												COUNTY TOTAL	$97,971
					KAY COUNTY								
177		5- 4-37	F-165A(R)	0.284							Contract	Landscaping & Rdside Imp., N of Blackwell	4,996
177		10-26-37	F-165A(R)								Contract	Planting Rdside Pk, near Blackwell (Cost incl. above)	
177		11- 3-37	M-635								State Forces	Repairs to Salt Fork Br., near Tonkawa	3,412
												COUNTY TOTAL	$8,408

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					KINGFISHER COUNTY								
81		4-20-37	M-588								State Forces	Br. Repair, Cimarron R. 2 Mi. S of Dover	7,013
	33	7- 1-37	WPGM-256E	0.371			1				Contract	Gr. Dr. P. C. Pav. & U/P of CRI&P Ry., in Kingfisher	209,494
	51	8-25-37	C-775								State Forces	Dr. Ditch, 6 Mi. E of Okeene	964
	33	11- 8-37	F-256H	0.042	5						Contract	Brs., from 7 Mi. E of Kingfisher E	22,423
	33	11- 8-37	F-256H	7.217							Contract	Gr. Dr. & Grav., from 7 Mi. E of Kingfisher E to Logan Co. Line	44,949
	33	12-15-37	C-784	8.000							State Forces	Detour, Logan Co. Line W	1,122
	51	8- 9-38	SA-897A							1,900'	Contract	Bank Prot. adj. to br. over Cimarron R., W of Hennessey	5,992
												COUNTY TOTAL	$291,957
					KIOWA COUNTY								
	9	5-11-37	C-690	18.000							State Forces	1½"x22' Oil Mat, from Mt. View W to Jct. SH 14	54,066
	9, 44	6-21-37	F-177A	5.487	2						Contract	Gr. Dr. Grav. & Brs., Lone Wolf E	24,432
	9	6-21-37	F-177B	4.978	5						Contract	Gr. Dr. Grav. & Brs., near Hobart	123,377
62		6-23-37	Pt. WPGH-565A					1			Contract & Force Acct.	Flashing Light Signals, St. L-SF Ry. E of Snyder	1,807
183	14	4-28-38	M-647	4.000							State Forces	Recond. Surf., Mt. Park to Roosevelt	11,367
	9	5-31-38	F-177C	4.788	2						Contract	Gr. Dr. Stab. Base Course & Brs., Greer Co. Line E to Lone Wolf	51,750
	9	7-15-38	C-836								State Forces	Constr. a culvert, in Lone Wolf	600
												COUNTY TOTAL	$267,399
	2	2-13-37	C-660	0.305							State Forces	Relocation & Culv. ext., Sec. 3-3-19, about 12 Mi. S of Wilburton	2,499
270		2-16-37	C-656	34.100							State Forces	Grav. Base & 2"x22' Oil Mat, thru Co	125,319
270	63	3- 9-38	M-642								State Forces	Repair Flood Dam., US 270 W of Wilburton; SH 63 W of Talihina	1,499
270		4-28-38	M-655	5.000							State Forces	Seal Coat, from pav. in W. edge of Wilburton W	3,651
												COUNTY TOTAL	$132,968

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							LEFLORE COUNTY						
59		3- 2-37	C-661	6.680							State Forces	Gr. & Dr., from Salisaw Br. S. to Jct. SH 10	20,532
270, 271		5- 5-37	M-593	7.000							State Forces	Seal Oil Mat, from Wister W	4,338
271		5- 5-37	M-591	15.300							State Forces	Armor Coat on 3" Oil Mat, Spiro NE to Arkansas State Line	7,808
59, 270		5-21-37	C-703	5.800							State Forces	2"x22' Oil Mat, Heavener N to Howe	23,987
270, 271		6-23-37	Pt. WPGH-565A					1			Contract & Force Acct.	Flashing Light Signals, St. L-SF Ry. E of Wister	1,813
	63	7-17-37	Forest 6-A	0.701	2						Contract	Gr. Dr. Grav. & Brs., near Big Cedar	10,309
59, 271		10-26-37	F-84-DE(R)	0.273	2						Contract	Gr. Dr. & Brs., from 1 Mi. S of Panama S	88,827
59, 270, 271		2- 9-38	M-638								State Forces	Repair Flood Damage, US 270 & 59 N & S of Heavener; US 271 & 59 N of Poteau	2,506
270		4-28-38	C-822	4.700							State Forces	Mat, from Latimer Co. Line E to present Oil Mat	15,860
59, 270		4-28-38	C-818	5.200							State Forces	Oil Mat, Howe N to Jct. US 271	20,594
59, 271		6-28-38	F-84DE(R)	2.982	3						Contract	Gr. Dr. Grav. & Brs., Panama S	72,000
												COUNTY TOTAL	$268,574
							LINCOLN COUNTY						
62	1	3-17-37	WPGH-553B					1			AT&SF Ry.	Flashing Lt. Sigs., on W Main St. Meeker	810
	18	4-12-37	F-271A(R)	2.838							Contract	R. C. Pav., Meeker S	62,907
	99	4-12-37	F-322D(R)	1.205							Contract	Gr. Dr. & P. C. Pav., Prague SE	26,139
62	1	5- 5-37	M-599	16.190							State Forces	Seal Oil Mat, Okfuskee Co. Line W to Meeker	6,222
	FM	5-25-37	WPGS-581A	0.155		1					Contract	Gr. Dr. Grav. & O/P of St. L-SF Ry., NE of Chandler	11,166
	99	6-21-37	WPGM-584A					1			Contract	Gr. X-ing. device, Ft. S & W in Prague	16,730
	18	7- 1-37	WPGH-263A	0.377		1					Contract	Gr. Dr. Grav. & O/P of Ft. S & W Ry., S of Chandler	36,059
	18	12- 2-37	WPA-4-49	14.000							State & WPA	Gr. Stone base, from Jct. US 66 at Chandler to Jct. US 62 at Meeker	129,055
	99	4-28-38	M-661	22.150							State Forces	Seal Coat, Prague N	8,222
												COUNTY TOTAL	$297,310
							LOGAN COUNTY						
	74	8- 9-38	SA-898A						2,900'		Contract	Bank Prot. adj. to br. over Cimarron R. S of Crescent	9,172

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							LOVE COUNTY						
	199	6-28-38	F-427C(1)	0.053	2						Contract	Brs., from a Pt. E of Marshall Co. Line W	28,600
	199	6-28-38	Pt. F-427C(1)	2.359							Contract	Gr. Dr. T. B. S. C., from Marshall Co. Line W	21,940
												COUNTY TOTAL	$50,540
							McCLAIN COUNTY						
	39	1-27-37	WPSO-380C	7.249							Contract	Gr. Dr. & Grav., Grady Co. Line E to W end Sec. B	51,266
62, 277	9	5- 5-37	M-600	12.300							State Forces	Seal Oil Mat., Newcastle Br. S to Blanchard	15,264
	18	5-21-37	C-705	5.250							State Forces	Detour, SH 59 NE to SH 13	1,068
	18	6-10-37	Pt. F-289D	3.703							Contract	Gr. Dr. & Grav., from N of Stratford NE	28,960
	18	6-10-37	F-289E	3.983							Contract	Gr. Dr. & Grav., N of Stratford	23,378
77		6-10-37	Pt. F-112H WPGM-112H	0.396	½	1					Contract	Br. & O/P over S. Canadian R. & AT&SF Ry., between Lexington and Purcell	383,267
	9, 74	7-13-37	M-628								State Forces	Br. Repair on Canadian R. 4 Mi. SW Norman	4,031
	24	7-13-37	M-627								State & WPA	Rebuild br. & build appr., 0.2 Mi. N of Washington	2,442
	76	11-30-37	C-783	2.000							State Forces	Grav., from Jct. US 62 S	963
77		1-17-38	Pt. F-112H(R)	0.505							Contract	Gr. Dr. P. C. Pav., from W end of Br. W & S	73,000
77		2- 9-38	Pt. C-787	0.315							State Forces	Detour, around new Purcell Br	1,669
	9, 74	4- 1-38	Pt. M-645								State Forces	Low Water Crossing on S. Canadian R., SW of Norman	750
	59	4-28-38	M-675	23.000							State Forces	Regrav. (600 C. Y. Mi.) Jct. US 77 E to Jct. SH 18	20,999
62, 277	9	4-28-38	F-323A	0.078	3						Contract	Brs., NE of Blanchard	53,973
62, 277	9	5-10-38	C-805	1.600							State Forces	Detour, Blanchard NE	1,114
62, 277	9	6-28-38	F-323A	4.460							Contract	Gr. Dr. T. B. S. C., Blanchard NE	48,400
	9	6-28-38	F-328C(1)	1.884							Contract	Gr. Dr. Grav., from Jct. US 62 E	19,000
												COUNTY TOTAL	$729,544
							McCURTAIN COUNTY						
70		5-11-37	C-693	12.600							State Forces	Oil Mat, Choctaw Co. Line E to Pav. at Garvin	30,616
70	21	5-11-37	C-694	11.700							State Forces	Regrav., from Idabel to Broken Bow	8,078

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70	21	2- 9-38	M-637								State Forces	Repair Flood Dam., US 70 Idabel to Arkansas State Line; SH 21 thru Co.	1,000
70	21	4-28-38	C-819	9.500							State Forces	Oil Mat, Broken Bow S.	33,690
70	21	5-17-38	C-832	0.900							State Forces	Oil Mat, in Idabel on US 70 & Idabel E on SH 21	3,493
												COUNTY TOTAL	$76,877
							McINTOSH COUNTY						
69		2-24-37	C-658	6.000							State Forces	Detour, Checotah SW	5,662
	9	2-24-37	WPA 1-1 Ext.	5.093							State & WPA	Gr. Dr. & Grav., from 8 Mi. W of Eufaula W.	70,000
69		3-22-37	F-21A(R)	4.716							Contract	R. C. Paving, Checotah S.	104,323
	9	5- 5-37	C-685	0.758							State Forces	Gr. Dr. & Grav., 7 Mi. W of Eufaula	18,669
69		5-21-37	C-699								State Forces	Steel Handrail & 350' of realign., on N appr. of S. Canadian River Br.	16,654
266	1	7- 2-37	Pt. WPGH-558A					1			Contract	Flashing Lt. Sigs., KO&G Ry. 10 Mi. E of Henryetta	2,737
69		7-13-37	C-762								State Forces	525' of Retaining Wall & Driveway at Eufaula Cemetery	2,253
	9	7-27-37	C-767	0.012	1						State Forces	New Bridge, W of Eufaula within limits of WPA 1-1 Ext.	9,165
69		7-21-38	Pt. F-21(8)C	0.241	2½					600'	Contract	Brs. & Bk. Prot., over S. Canadian R S of Eufaula	141,318
												COUNTY TOTAL	$370,781
							MAJOR COUNTY						
60	15	3-22-37	F-180F	5.979							Contract	RC Pav., Garfield Co. Line W	150,927
	15	4- 5-37	F-324F	4.283	2						Contract	Gr. Dr. Grav. & Brs., W of Togo	78,522
	15	4-12-37	F-324G	3.171	3						Contract	Gr. Dr. Grav. & Brs., W of Togo	62,688
281	14	4-12-37	F-325A	5.014							Contract	Gr. Dr. Grav., from Jct. SH 15 N	40,282
	15	4-28-38	F-324H	0.051	4						Contract	Brs. SE of Togo	34,800
	15	4-28-38	F-324H	7.049							Contract	Gr. Dr. & Grav., Togo SE	67,000
281	14	5-31-38	F-325C(1)	0.024	2						Contract	Brs., approx. 8½ Mi. N of Chester	17,540
281	14	5-31-38	F-325B(1)	6.416							Contract	Gr. Dr. & Traf. B. S. C., Jct. SH 15 S	66,600
281	14	5-31-38	F-325C(1)	3.400							Contract	Gr. Dr. TBSC, N of Chester N	42,000
	8	6- 7-38	M-678	5.000							State Forces	Repair Flood Dam., Cleo Spgs. N to Alfalfa Co. Line	1,500
												COUNTY TOTAL	$561,859

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							MARSHALL COUNTY						
70		1-26-37	M-587	2.500							State Forces	Regrav. slick hills, Bryan Co. Line W.	1,027
70		6-23-37	Pt. WPGM-567A					1			Contract & Force Acct.	Flashing Lt. Sigs., St. L-SF Ry., N First St. in Madill	1,878
70		9-18-37	M-633	9.230							State Forces	Spot Regrav. on slick hills, Bryan Co. Line W to SH 99	2,233
	199	6-28-38	FAS-459B(1)	5.937							Contract	Gr. Dr. T.B.S.C., SW of Madill SW	38,700
	199	6-28-38	Pt. F-427C(1)	0.200							Contract	Gr. Dr. T.B.S.C., Love Co. Line E.	1,860
	199	6-28-38	F-427D(1)	0.038	1						Contract	Br., E of Love Co. Line	28,000
	199	6-28-38	F-427D(1)	2.441							Contract	Gr. Dr. T.B.S.C., from 0.200 Mi. E Love Co. Line E	19,300
												COUNTY TOTAL	$92,998
							MAYES COUNTY						
69	2	5- 4-37	F-227A	3.442							Contract	P. C. Paving, Pryor N.	84,333
	20	5-11-37	M-606	12.080							State Forces	Ditch, Sh. Patch. & Seal., Pryor W 6.54 Mi. & E 5.54 Mi.	9,857
69	2	6-21-37	F-57B(R)	6.154	3						Contract	Gr. Dr. & Brs., Jct. SH 33 S to Wagoner Co. Line	62,817
	33	7- 2-37	Pt. WPGM-561A					1			Contract	Flashing Lt. Sigs., KO&G Ry. in Locust Grove	4,092
	20	7- 2-37	WPGM-560A					1			Contract	Flashing Lt. Sigs., KO&G Ry. in Salina	3,119
69	2	9- 1-37	F-582A	4.425	2						Contract	Gr. Dr. & Brs., Choteau N.	38,931
69	2	9- 1-37	F-582B	1.066	4						Contract	Gr. Dr. Grav. & Brs., Pryor S.	105,620
69	2	9- 1-37	F-227C	2.299	2						Contract	Gr. Dr. & Brs., Craig Co. Line SW	27,500
69	2	11- 8-37	F-57(R)	1.795							Contract	P. C. Pav., beginning in Choteau & ext. S.	34,940
69	2	1-18-38	Pt. C-786	10.000							State Forces	Grav. Surf. on detour, Adair E 5 Mi. N 5 Mi.	3,839
69	2	3-21-38	F-57(R)	6.122							Contract	P. C. Pav., Wagoner Co. Line N to Jct. SH 33	109,696
69	2	5-31-38	F-582A(R)	4.394							Contract	P. C. Pav., Choteau N.	101,900
69	2	5-31-38	F-582B(R)	3.930							Contract	P. C. Pav., from 4 Mi. N of Choteau N.	106,000
	FM	7-21-38	FAS-11C(1)	0.764	3						Contract	Gr. Dr. T.B.S.C. & Brs., from W of Adair W.	73,190
69	2	7-21-38	F-227F(1)	3.312							Contract	Gr. Dr. & T.B.S.C., Adair N.	15,230
69	2	7-21-38	F-227B(1)	5.850							Contract	Gr. Dr. & T.B.S.C., N of Pryor N.	40,700
69	2	7-21-38	F-227F(1)	0.014	2						Contract	Brs., Adair N.	8,060
69	2	7-21-38	F-227B(1)	0.029	3						Contract	Brs., from 3 Mi. N of Pryor N to Adair.	19,500
69	2	10-18-38	C-845	9.000							State Forces	Grav. Detour, Pryor to Adair.	3,862
												COUNTY TOTAL	$853,186

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					MURRAY COUNTY								
	22	6-22-37	C-743	5.400							State Forces	Base & Rock Asph., Sulphur to Scullin	$42,538
	18	8- 3-37	C-771	0.730							State Forces	Rock Asph., Platt Nat'l Pk. (Matl. laid by Park force)	2,916
	22	4-28-38	M-660	7.500							State Forces	Seal Coat, between Sulphur & Davis	2,178
	18	5-31-38	Pt. F-201C	0.143							Contract	Gr., Dr. & Grav., from Garvin Co. Line S.	920
												COUNTY TOTAL	$48,552
					MUSKOGEE COUNTY								
	10	3-22-37	WPSS-572A	2.109	2						Contract	Gr., Dr., Grav. & Brs., Jct. U. S. 62 E.	$26,108
62	72	3-23-37	C-671	4.500							State Forces	Detour, Boynton S.	1,055
64	1, 2, 10	4- 6-37	C-677	0.200							State Forces	Gr., Dr., Grav. & Oil, wye connection in Warner	4,404
62	72	4-12-37	F-18-I(R)	4.413							Contract	P. C. Paving, from 1 Mi. S. of Boynton S. & W. to Okmulgee Co. Line	105,938
64, 69		6- 8-37	M-619	6.600							State Forces	Seal Brick Pav., U. S. 64 Muskogee W. 0.5 Mi. & S. 1.6 Mi.; U. S. 69, N. 2.9 Mi.& S. 1.6 Mi.	8,057
64		6-23-37	Pt. WPGM-569A					1			Contract	Flashing Lt. Sigs., MV Ry. S. "B" St. in Muskogee	3,714
	72	7- 2-37	Pt. WPGS-559A					1			Contract	Flashing Lt. Sigs., K. O. & G. Ry. N. of Council Hill	3,077
	2, 10	7-14-37	C-753	10.000							State Forces	2" Oil Mat, Jct. U. S. 266 S.	49,575
64		1-12-38	WPGM-567C					1			St. L. - S. F. Ry.	Flashing Lt. Sigs., on S. "B" St., in Muskogee	2,846
	72	4-28-38	C-826	0.700							State Forces	Gravel, in Council Hill	2,676
	2, 10	4-28-38	C-823	6.700							State Forces	Mat, Porum S. to S. Canadian River	21,253
62	10	4-28-38	M-653	7.000							State Forces	Seal Coat, from end of conc. in Ft. Gibson E. to Cherokee Co. Line	7,575
64	1, 10	6-21-38	F-117AB(3) A(2)	5.436							Contract	Landscaping & Rdside Imp., from E. of Warner E.	8,400
64	1, 10	6-21-38	F-117AB(3) A(1)	4.250							Contract	Landscaping & Rdside Imp., Warner E.	10,150
62	72	7-21-38	FA-LS-18Bt. DDIJM(4)I	3.197							Contract	Landscaping & Rdside Imp., from 2 Mi. S. of Boynton S. & W.	6,100
												COUNTY TOTAL	$260,928

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					NOBLE COUNTY								
	40	11- 8-37	FLP-5A	0.058	1						Contract	Br., about 7 Mi. S. of Kay Co. Line	38,178
	40	1-17-38	FL-5A(R)	0.053	1						Contract	Br., approx. ½ Mi. N. of Red Rock Creek	21,295
												COUNTY TOTAL	$59,473
					NOWATA COUNTY								
169		2-23-37	F-267I(R)	3.151							Contract	R. C. Pav., thru Nowata	71,157
60		3-22-37	F-190B	1.740	2						Contract	Gr., Dr., Grav. & Br., E. of Coody's Bluff	12,029
169		6- 8-37	C-715	6.000							State Forces	Recond. with MC-2, widen 6' and retread, Delaware to Lenapah	11,951
	28	6-14-38	Pt. C-835	3.500							State Forces	Grav., Alluwe S. & E. to Rogers Co. Line	9,450
												COUNTY TOTAL	$134,587
					OKFUSKEE COUNTY								
	FM	2-23-37	WPGM-579A	0.122		1					Contract	Gr., Dr., Grav. & O/P of Ft. S. & W. Ry. in Paden	$13,796
62	I	5- 5-37	M-592	21.000							State Forces	Double Seal Oil Mat, Okemah W. to Lincoln Co. Line	9,506
	56	5-25-37	F-141E	0.050	2						Contract	Brs., N. of Castle	36,761
	56	6-21-37	WPH-141E	4.073							Contract	Gr., Dr. & Grav., 5 Mi. N. of Castle N.	32,373
	56	11- 8-37	F-141F	0.168	3						Contract	Brs., 13 Mi. S. of Bristow	88,710
	56	1-17-38	F-141F	1.847							Contract	Gr., Dr., Grav., from approx. 9 Mi. N. of Castle N.	15,900
												COUNTY TOTAL	$197,046
					OKLAHOMA COUNTY								
66W		1-27-37	WPGS-511A	0.245	1			1			Contract	R. C. Pav. U/P & Br., N. of Okla. City on Western Ave.	$59,010
	74	5-25-37	WPGS-505A	0.295				1			Contract	Gr., Dr., P. C. Pav. & U/P of St. L. - S. F. Ry., May Ave., Okla. City	76,353
62, 270	1, 3	6- 8-37	C-734	15.400							State Forces	Widen Shlds. with Oil Mat, 4 Mi. E. of Okla. City E. to Harrah; S. to Pott. Co. Line	92,734

HIGHWAY NOS. US	SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
66	1	6- 8-37	C-733	6.300							State Forces	Widen Shlds., O. C. W. to Canadian Co. Line	44,428
	41	6-23-37	Pt. WPGS-566A					1			Contract & Force Acct.	Flashing Lt. Sigs., St. L. - S. F. Ry. at Wheatland	1,880
City Street		8-11-37	WPGM-526A	0.068		1					Contract	Conc. Pav. & O/P of C. R. I. & P. Ry., on Walnut Ave., Okla. City	98,390
270	3	3-21-38	F-506D	7.004							Contract	Gr. & Dr., Okla. City NW	102,000
270	3	3-21-38	F-506D	0.016	3						Contract	Brs., NW. of Okla. City	21,600
62, 270	1, 3	5-31-38	F-19ABCD(3)B	0.182	1						Contract	Br. over N. Canadian River, approx. 3 Mi. E. of Okla. City	240,000
62, 270	1, 3	6- 7-38	C-831	1.300							State Forces	Detour at River, on 23rd St. E. of O. C.	11,450
												COUNTY TOTAL	$747,245

OKMULGEE COUNTY

62		3-23-37	C-672	5.000							State Forces	Detour, Muskogee Co. Line W.	$1,548
62		4-12-37	F-580A	3.794							Contract	P. C. Pav., Muskogee Co. Line W.	82,388
62, 75	1	5- 4-37	F-53ABC(R)C	0.189							Contract	Rdside Imp., N. of Henryetta	4,959
75		6- 8-37	C-714	0.336							State Forces	Detour for St. L. - S. F. Ry. U/P, W. of Preston	1,875
62, 75		6- 8-37	C-718	12.000							State Forces	Widen Shldrs. 3' each side & 24' retread, Okmulgee to Henryetta	114,116
75		7- 1-37	WPGH-53BI	0.233	1		1				Contract	Gr., Dr., Br. & U/P of St. L. - S. F. Ry., about 1 Mi. W. of Preston	60,000
62, 75	1	10-26-37	F-53ABC(R)								Contract	Planting Rdside Pk., near Henryetta (cost incl. in F-53ABC)	
62, 75		4-28-38	C-817	5.500							State Forces	1½"x24' retread, Shutler to Henryetta	35,500
	27	4-28-38	M-672	4.900							State Forces	Scarify & Prime, Okmulgee W.	7,110
	FM	6-28-38	FAS-16A(1)	0.021	1						Contract	Br. over Cain Cr., N. & E. of Pumpkin Center	12,148
62		7-21-38	FA-Ls-580A(2)	3.794							Contract	Landscaping & Rdside Imp., 4 Mi. E. of Morris E.	5,560
												COUNTY TOTAL	$328,501

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OSAGE COUNTY

	99	4-12-37	WPMH-416A	0.973							Contract	Gr., Dr. & Bit. Surf., in Hominy	$56,077
	99	5-28-37	F-416A	5.699	1						Contract	Gr., Dr., Grav. & Br., Ark. R. NE. toward Hominy	72,084
	99	6- 2-37	M-614	9.850							State Forces	Recond. Oil Mat., Ark. R. N. 6.55 Mi. & from Jct. S. H. 11 S. 3.3 Mi.	9,996
	99	6-21-37	F-416B	0.026	1						Contract	Br., near Hominy	32,718
	11	6-23-37	Pt. WPGM-569A					1			Contract	Flashing Lt. Sigs., M. V. Ry. Main St., in Pawhuska	2,659
	11	6-23-37	Pt. WPGM-569A					1			Contract	Flashing Lt. Sigs., M. V. Ry. Main St. in Barnsdall	3,958
	99	7-19-37	F-416B	2.335							Contract	Gr., Dr., Grav., Hominy N.	19,372
	99	12- 2-37	WPA-1-51	1.500							State & WPA	7"x22' Cr. Stone base course, S. City limits Hominy S.	8,605
	99	12- 2-37	WPA-1-50	7.500							State & WPA	7"x22' Stone base course, from N. City limits Hominy N.	55,112
60		12- 2-37	WPA-1-48	8.000							State & WPA	7" Cr. Stone base, end of Pav. W. of Bartlesville W.	55,112
	99	3-22-38	F-416C	4.721							Contract	Gr., Dr. & Grav., from 1 Mi. S. of Wynona N.	47,228
	99	3-22-38	F-416C	0.026	1						Contract	Br., N. of Wynona	16,433
	18	4-28-38	M-669	9.610							State Forces	Seal Coat, Fairfax N.	3,576
												COUNTY TOTAL	$382,930

HIGHWAY NOS. US	SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
							OTTAWA COUNTY						
66, 69		1-27-37	F-8(R)C	7.609							Contract	R. C. Pav., Miami SW. and S.	$170,685
60,66,69		1-27-37	F-8(R)D	6.212							Contract	R. C. Pav., Afton NE. & N.	133,257
60, 66		3-16-37	C-669	13.000							State Forces	Resurf., Fairland N. 8 Mi. on Detour; 5 Mi. on U. S. 60 from Jct. U. S. 66 E.	15,030
66		3-16-37	C-668	2.500							State Forces	Detour, Quapah W. and S.	3,697
66, 69		6- 8-37	C-720	10.100							State Forces	Widen Surf., Miami N. to Kansas Line and 4.6 Mi. 1½"x24' retread, Miami N.	86,153
69		7- 1-37	C-751	2.000							State Forces	Detour, Cardin to Picher	3,223
	10	7- 1-37	C-752	9.600							State Forces	4.6 Mi. Grav. Base & Oil Mat, Miami E, 5.0 Mi. Seal, E. of Miami S. & E.	24,764
60		7- 1-37	C-755	9.400							State Forces	Oil Mat, from Fairland E.	35,000
	FM	7- 1-37	WPMS-585A	1.728							Contract	Gr., Dr. & Bit. Surf., from 3rd Ave. & "H" St. in Miami NE.	31,151
66		7- 2-37	Pt. WPGS-559A					1			Contract	Flashing Lt. Sigs., K. O. & G. Ry. NE. of Quapaw	2,877
69		10-26-37	F-105BC(R)	0.138	1						Contract	P. C. Pav. & Br., from SW. of Cardin NE to Miami Mineral Belt Ry.	24,847
66, 69		1-17-38	F-105BC(R)	0.284							Contract	Landscaping & Rdside Imp., approx. ½ Mi. N. of Commerce	5,929
	FM	4-28-38	C-798	6.300							State Forces	Recond., Gr., Dr., Grav. Base & Asph. Chat Surf. Miami W. to Craig Co. Line	30,020
69		4-28-38	C-827	5.600							State Forces	Retread, Commerce N.	34,000
60,66,69		7-21-38	FA-Ls 149G(2)	1.146							Contract	Landscaping & Rdside Imp., Delaware Co. Line N.	1,420
												COUNTY TOTAL	$602,053
							PAWNEE COUNTY						
64		4- 5-37	F-85A(R)	1.476	2						Contract	Gr., Dr., Grav. & Brs., ¼ Mi. S. of Cleveland SE	$38,336
	18	5-11-37	C-691	7.320							State Forces	Cr. Rock Base, production & stock piling surf. aggregate, Pawnee N.	24,107
	99	6- 2-37	C-710	0.208							State Forces	Dr. Str., S. appr. of Ark. R. Br., N. of Cleveland	3,519
	99	3- 6-38	Pt. C-791	6.500							State Forces	Detour, Jennings W. & S. to Payne Co. Line	1,830
	18	4-28-38	C-800	7.320							State Forces	Base & Mat, N. of Pawnee	22,398
												COUNTY TOTAL	$90,190

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							PAYNE COUNTY						
	51, 99	3-16-38	Pt. C-791	8.000							State Forces	Detour, Creek Co. Line W. and N.	$2,249
	40	3-21-38	F-231EF(R)	1.699							Contract	P. C. Pav., Stillwater N.	48,140
												COUNTY TOTAL	$50,389
							PITTSBURG COUNTY						
270		6-21-37	F-182H	5.266							Contract	Gr., Dr. & Grav., from 6 Mi. W. U. S. 69 W.	$63,406
	31	7- 1-37	C-757	0.032	2						State Forces	Brs., W. of Quinton	8,442
270		7- 1-37	C-749	1.200							State Forces	Detour, W. of McAlester	5,991
69, 270	31	3- 9-38	M-643								State Forces	Repair Flood Dam., McAlester N. on U. S. 69; W. on U. S. 270; & NE. of Krebs on S. H. 31	996
270		5-10-38	C-804	1.100							State Forces	Detour, from end of Pav. W. of McAlester W. to Sandy Creek	1,095
270		5-31-38	F-182H(2)	5.266							Contract	P. C. Pav., Oakdale E.	130,022
270		5-31-38	F-182I(2)	2.602							Contract	P. C. Pav., from E. of Oakdale E.	73,179
69		7-21-38	Pt. F-21(8)C	0.131	½						Contract	Br., over S. Canadian River S. of Eufaula	76,222
												COUNTY TOTAL	$359,353
							PONTOTOC COUNTY						
	99	5-11-37	M-605	9.200							State Forces	Patch failures; Retread, Fittstown N. to Jct. S. H. 19	$31,217
	18	5-21-37	C-704	5.600							State Forces	Grav. Detour, Gar Corner 4 Mi. E. of Garvin Co. Line N. to S. H. 13	1,136
City St.		5-25-37	WPGM-578A	0.134		1					Contract	Gr., Dr., P. C. Pav. & O/P of O. C. A. & A. Ry., on 14th St. in Ada	25,814
	19	6- 8-37	C-735	14.500							State Forces	(1) 3.9 Mi. Grav. base & Oil Mat, Garvin Co. Line E.	31,745
												(2) 4.6 Mi. Grav. base & Inv. Emul., 3.9 Mi. E. of Garvin Co. Line E.	39,735
												(3) 6.0 Mi. Grav. base & Rock Asph., Ada W. to E. end of (2) above	66,915
	13,18	6-10-37	Pt. F-289D	0.345							Contract	Gr., Dr. & Grav., Asher Br. S. on Co. Line 0.69 Mi.	2,693

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3, 99		6-23-37	Pl. WPGH-562A					1			Contract	Flashing Lt. Sigs., O. C. A. & A. Ry. N. of Ada	2,548
3		6-23-37	Pl. WPGH-562A					1			Contract	Flashing Lt. Sigs., O. C. A. & A. Ry. E. of Stonewall	2,470
99		12-31-37	WPA-3-46	7.350							State & WPA	6"x24' Cr. Stone Base & armor coat, Fittstown S. to Johnston Co. Line	66,253
18		4-28-38	C-828	13.500							State Forces	Detour, E. of Stratford S. to S. H. 12 at Roff	921
												COUNTY TOTAL	$271,447
							POTTAWATOMIE COUNTY						
	FM	3-17-37	WPGS-554B					1			AT&SF. Ry.	Relocate 1 wigwag & install 1 wigwag, W. of Tecumseh	$ 649
99		4-12-37	F-322C2(R)	3.998							Contract	Gr., Dr. & P. C. Pav., from N. Canadian River N. to Lincoln Co. Line	87,198
18		4-12-37	F-274B(R)	3.498							Contract	P. C. Pav., S. of Meeker	79,488
99		4-20-37	C-681	8.300							State Forces	Detour, S. and W. from Prague	886
18		4-20-37	C-682	6.000							State Forces	Detour, N. of Shawnee	1,252
270	3	6- 8-37	C-724	7.280							State Forces	Widen Shlds. retread & seal with Emul., Date to Oklahoma Co. Line	72,774
270	3	6- 8-37	C-726	2.000							State Forces	Retread & seal with Emul., Shawnee W.	19,749
18		6-23-37	WPGM-564A					1			Contract	Flashing Lt. Sigs., O. C. A. & A. Ry., Beard St. in Shawnee	3,828
9		6-23-37	Pl. WPGS-563A					1			Contract	Flashing Lt. Sigs., O. C. A. & A. Ry., E. of Tecumseh	2,556
City St.		7- 1-37	WPGM-586A	0.188		1					Contract	Gr., Dr., Grav. & O/P of O. C. A. & A. Ry., in Shawnee on Chapman St.	15,691
9		9- 1-37	F-173E	7.233	2						Contract	Gr. Dr. Grav. & Brs., Brown E to Tecumseh	93,835
9		9- 8-37	C-776	9.000							State Forces	Detour, Tecumseh W to Brown	2,109
9		4-12-38	C-794	3.500							State Forces	Detour, Pink 1 Mi. N and 2.5 Mi. E to present detour	799
59		4-28-38	C-808	6.550							State Forces	6"x24' Grav. Base and 2"x22' Asphalt Emulsion Surface, Maud SW to St. Louis	56,742
9		5-31-38	F-173D	4.293							Contract	Gr. Dr. & Grav., Cleveland Co. Line E.	74,500
FM		6-28-38	FAS-21A(1)	6.381	1						Contract	Gr. Dr. T.B.S.C. & Br., E of Asher E.	68,350
												COUNTY TOTAL	$580,406

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							PUSHMATAHA COUNTY						
	FM	2-14-37	C-657	4.755							State Forces	Gr. Dr., Antlers SE	20,000
	FM	4-20-37	S-892AB	10.354							Prison Camp	Gr. Dr. Grav., Antlers SE	136,713
271	2	4-27-37	C-684	10.300							State Forces	Grav. Base, Antlers to Finley	8,221
	3	5- 5-37	M-594	9.100							State Forces	Armor Coat, Antlers W to Atoka Co. Line	4,878
271		6-23-37	Pl. WPGH-565A					1			Contract & Force Acct.	Flashing Lt. Sigs., St. L.-S.F. Ry. W of Albion	1,698
271	2	1-17-38	F-23(R)	0.030	1						Contract	Br., S of Antlers	24,144
271	2	1-17-38	F-23(R)	2.091							Contract	Gr. Dr. & Grav., Antlers S	23,404
	FM	3- 9-38	WPA-2-52	16.950							State & WPA	Continuation of Gr. Dr. & Grav., Antlers SE	183,783
271	2	3- 9-38	C-790	3.900							State Forces	Detour, Antlers S	5,997
271	2	3- 9-38	M-644								State Forces	Repair Flood Dam., US 271 at Tuskahoma and Antlers; SH 2 S of Clayton	1,200
271	2	4-28-38	C-821	10.300							State Forces	Oil Mat, Antlers NE to Finley	30,962
271	2	4-28-38	M-656	3.000							State Forces	Seal Coat, Choctaw Co. Line N	1,871
												COUNTY TOTAL	$442,871
							ROGER MILLS COUNTY						
283		9- 1-37	F-262C(R)	6.360							Contract	Bit. Surf., Cheyenne N	48,368
							ROGERS COUNTY						
	33	2-23-37	Pl. F-194B	0.241	3/4						Contract	Grav. Surf. & Br., W of Inola	75,150
	20	4-20-37	C-680	0.005							State Forces	Conc. Pav., W from RR R/W Claremore	908
	20	5-11-37	M-607	10.000							State Forces	Patch & Seal Oil Mat, Claremore E to Mayes Co. Line	6,820
	20	6- 8-37	C-719	2.900							State Forces	Widen 3' Each side and 24' retread with emul.,' Verdigris Riv. Br. W	23,661
	20	7-27-37	C-769	10.900							State Forces	Spot. Grav. & Oil, Claremore W.	17,449
	28	6-14-38	Pl. C-835	7.500							State Forces	Grav., Nowata Co. Line S&E To Chelsea	20,250
												COUNTY TOTAL	$144,238

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					SEMINOLE COUNTY								
	9	1-19-37	C-653	2.000							State Forces	New 6" Grav. Base & 1" temp. Oil Mat, SH 99 E	14,869
	56	3-26-37	C-675						1		State Forces	Const. of warehouse, 3 Mi. N Wewoka	15,921
	56	5-11-37	C-692	11.100							State Forces	Recond. Oil Mat, SH 99 E thru Sasakwa to concrete	26,705
	3, 99	5-11-37	M-610								Contract	Repair of Little River Br., S of Bowlegs and N of Konawa	4,337
	99	6- 8-37	C-730	1.000							State Forces	Widen Shlds., Seminole N	7,637
270		6- 8-37	C-725	10.460							State Forces	Retread & Seal with Emul., Wewoka to Seminole	82,174
	59	6-23-37	Pt. WPGS-563A					1			Contract	Flashing Lt. Sigs., OCA&A Ry. E of Maud	3,554
	3, 99	6-23-37	Pt. WPGS-563A					1			Contract	Flashing Lt. Sigs., OCA&A Ry. SE of Konawa	2,450
	9	6-28-37	WPA-3-39	6.690							State & WPA	Gr. Dr. Grav., from 6.7 Mi. E of SH 99 E	190,685
	56	4-28-38	M-657	11.000							State Forces	Seal Coat, from Sasakwa W to SH 99	4,714
	9	4-28-38	M-658	2.000							State Forces	Seal Coat, from SH 99 E	1,544
	59	4-28-38	C-797	8.700							State Forces	7"x24' Grav. Base and 2"x22' Asphalt Emulsion surface, from Jct. SH 99 W to Maud	73,258
	99	5-17-38	WPA-3-53	1.388							State & WPA	Drainage Canal, thru old Lake Magnolia	42,550
	59	5-31-38	WPSS-357A	1.623	1						Contract	Gr. Dr. T.B.S.C. & Br., Maud NE	17,815
	56	6 7-38	C-833	0.114							State Forces	Conc. Pav., N end Wewoka Ave. across CRI&P Ry. in Wewoka	3,549
												COUNTY TOTAL	$491,762
					SEQUOYAH COUNTY								
64	1	6-10-37	WPGH-GM-151A	0.355			1				Contract	Gr. Dr. P. C. Pav. & U/P of KCS Ry., Cherokee Ave. in Sallisaw	70,886
64	1	6-10-37	WPH-150C	0.299							Contract	Gr. Dr. P. C. Pav., Sallisaw W	10,950
64	1	6-17-37	C-738	1.250							State Forces	Grav. detour, around Sallisaw U/P	747
64	1	4- 9-38	M-646	12.000							State Forces	Recond. Surf., Arkansas River Br. E	22,459
64	1	4-28-38	M-650	21.000							State Forces	Recond. Surf., Sallisaw E to Arkansas R Br.	22,592
64	1	5-17-38	M-677	8.000							State Forces	Recond. old mat, Sallisaw W	7,892
												COUNTY TOTAL	$135,526

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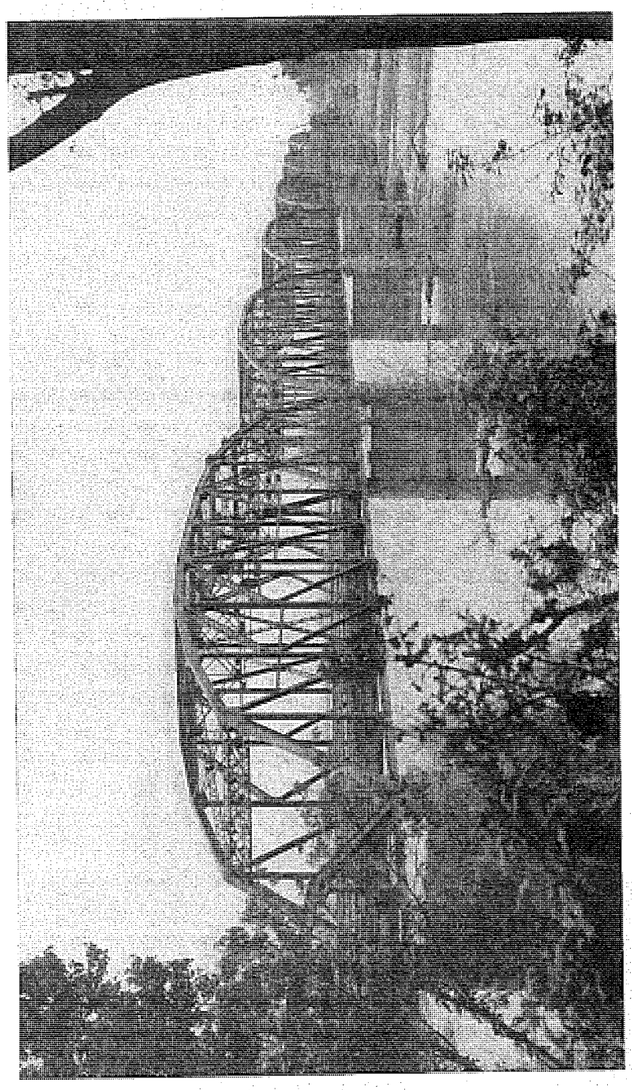
					STEPHENS COUNTY								
81		6-21-37	NRH-99	0.227							Contract	Landscaping & Rdside Imp., S of Comanche	4,805
81		10-26-37	NRH-99								Contract	Planting Rdside Pk., near Comanche (cost included in above).	
	22	4-28-38	M-659	4.000							State Forces	Seal Coat, from 3.75 Mi. W of Carter Co. Line W thru Velma	2,745
												COUNTY TOTAL	$7,550
					TEXAS COUNTY								
64	3	7- 6-37	C-759	35.180							State Forces	1½"x20' emul. surf., Guymon N and W to Cimarron Co. Line	106,764
	FM	12- 9-37	SAP-NRWR-2-3						1,100'		Contract	Bank Prot., at N end of Br. over Beaver Gr. 4½ Mi. N of Texhoma	3,657
64		4-28-38	M-666	15.000							State Forces	Seal Coat, from Hooker E	4,900
64	3	4-28-38	M-668	35.200							State Forces	Seal Coat, Guymon N and W to Cimarron Co. Line	11,000
												COUNTY TOTAL	$126,321
					TILLMAN COUNTY								
	5	2-24-37	C-659	3.000							State Forces	Detour, E of Deep Red Cr. around C-618 & 1 Mi. E	806
	5	3-16-37	C-664	4.500							State Forces	Regrav., Tipton W to River	4,098
	5, 36	5-11-37	C-688	24.700							State Forces	12.7 Mi. Oil Mat, Frederick E on SH 5; 12.0 Seal, Cotton Co. L W SH 5 & 36	40,017
	5, 36	5-21-37	C-706	24.700							State Forces	Grav., Frederick E to Jct. SH 36 & N & E to Cotton Co. L and S and E to Cotton Co. Line	27,329
183	14	6-17-37	M-620								State Forces	Temp. Repairs to Red River Br.	740
	5	4-28-38	M-651	12.000							State Forces	Seal Coat, Frederick E	7,543
	5, 36	4-28-38	C-816	12.700							State Forces	Oil Mat, Comanche Co. Line W	35,609
183	14	4-28-38	M-648	10.000							State Forces	Recond. Surf., Frederick N to Kiowa Co. Line	23,222
	36	5-23-38	WPA-5-54	9.36	10						State & WPA	Gr. Dr. Grav. & Brs., Grandfield N to SH 5	142,066
183	14	7-11-38	½ F-928A(1)	0.605	½						Contract	Gr. Dr. Conc. Pav. & Br., over Red River S of Davidson	309,000
183	14	8-31-38	C-838								State Forces	Clay Plating Detour, at Red River Br. S of Davidson	1,500
												COUNTY TOTAL	$591,930

HIGHWAY NOS. US	HIGHWAY NOS. SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
								TULSA COUNTY					
	FM	2-23-37	WPGM-577A					1			Contract	Grade Crossing Prot. Device, St. L.-SF. Ry, SW 40th St. in Tulsa	18,868
	33	5- 5-37	M-601	5.000							State Forces	Repair & Seal Asph. Mat., Jct. US 66 W	4,205
64		5-25-37	WPGH-12F	0.377			1				Contract	Gr. Dr. P. C. Pav. & U/P of MKT Ry., in Tulsa	86,800
66, 75		6- 8-37	C-717	3.400							State Forces	Widen & retread with Emul., Creek Co. Line NE	37,237
169		6-21-37	WPMS-583A	2.204							Contract	Gr. Dr. & Asph. Surf., from 1 Mi. E of SH 11, NE & E	35,702
169		6-22-37	M-623	5.100							State Forces	Seal Coat, from SH 11 E & NE	4,342
	20	4- 9-38	C-806	4.800							State Forces	Base and Mat, Skitook to US 75	26,600
66, 75		4-16-38	C-796								State Forces	Material for 810' cone. curb & widening pav., S. edge of W Tulsa	645
66, 75		6-28-38	M-680								State & WPA	Seal (materiat only), Tulsa	15,434
64		7- 1-38	F-12(7)	0.522	5						Contract	Brs., over Arkansas R. N of Bixby	325,000
64		7-11-38	F-12(7)							2,820'	Contract	Bank Prot., adj. to Arkansas R. Br. N of Bixby	10,000
												COUNTY TOTAL	$564,833
								WAGONER COUNTY					
	33	2-23-37	Pt. F-194B	0.081	½						Contract	Grav. Surf. & Br., W of Inola over Verdigris River	25,050
69	2	5- 4-37	F-58A	4.504							Contract	P. C. Pav., Mayes Co. Line S	89,311
	72	7- 1-37	C-758	0.212							State Forces	Conc. Pav., in Coweta	4,660
69	2	7- 2-37	Pt. WPGM-561A					1			Contract	Flashing Lt. Sigs., KO&G Ry. in Wagoner	2,952
69	2	12-16-37	WPGM-570B								MP Ry.	Flashing Lt. Sigs., S. McQuarrie Ave. in Wagoner	2,392
												COUNTY TOTAL	$124,365

HIGHWAY NOS. US	HIGHWAY NOS. SH	Date Authorized	Project No.	Length (Mi.)	NO. OF STRUCTURES BUILT BR.	O/P	U/P	RR X-Prot.	Other	Bank Prot. L. F.	BUILT BY	DESCRIPTION AND LOCATION	TOTAL PROJECT COST*
								WASHINGTON COUNTY					
75		4-20-37	C-679	3.000							State Forces	Detour, Bartlesville E, N and W	3,785
								WASHITA COUNTY					
	55	6-23-37	C-748	6.600	1						State Forces	Gr. Dr. Grav. and Br., and Oil Mat on 3" Grav. base, Rocky to Sentinel	51,120
	FM 44	7- -37	WPA-5-25Ext. 2	1.200							State & WPA	Red Shale base, Dill City N to SH 41	7,141
		7- -37	WPA-5-32	9.250							State & WPA	2"x22' oil Mat, Sentinel N to SH 41	16,270
												COUNTY TOTAL	$74,531
								WOODS COUNTY					
	11	3- 2-37	C-662	6.000							State Forces	Grav., from SH 14 E to Alfalfa Co. Line	3,750
281	14	7- 1-37	C-746	14.000							State Forces	5"x22' Grav. base, 1¼"x20' Inv. Emul Mat. & seal, Kansas Line S.	
				7.250							State Forces	2½"x22' Grav. base, Alva S to Hopeton	
				6.250							State Forces	2½"x22' Grav. base & seal coat, Hopeton S to Jct. SH 45	142,714
				12.000							State Forces	2½"x22' Grav. base, 1¼"x20' Inv. Emul. Mat and seal coat, Jct. SH 45 W to Waynoka	
281	14	4-28-38	M-667	27.000							State Forces	Seal, Alva N to Kansas Line; & Jct. SH 45 W to Waynoka	8,853
												COUNTY TOTAL	$155,317
								WOODWARD COUNTY					
183, 270	3, 34	7-14-37	F-282E	0.246							Contract	Rdside Park, about 3 Mi. SE of Woodward	4,331
183, 270	3, 34	10-26-37	F-282E								Contract	Planting Rdside Park, near Woodward (Cost included above)	
												STATE TOTAL	$20,138,168

* Actual Cost used if available. For Projects not yet complete, the estimated cost of the completed project is used.



Bonham Bridge over Red River on State Highway No. 299, Bryan County, Oklahoma and Fannin County, Texas. Project No. NRS 955.

(Photo by courtesy of U. S. Bureau of Public Roads)

TS AWARDED IN 1938		WORK COMPL. 1938 THRU OCT.			UNDER CONSTR. NOV. 1 1938		
NO. OF STRS.	CONTRACT PRICE	MILES	NO. OF STRS.	CONTRACT PRICE	MILES	NO. OF STRS.	CONTRACT PRICE
	$1,040,981.	34.100		$ 750,432.	20.193		$ 342,233.
	786,345.	33.406		1,144,985.	13.033		417,591.
	57,022.	8.322		96,787.			
	113,906.	8.953		113,906.			
		2.204		29,633.	.383		17,291.
		5.053		85,597.			
		6.370		40,802.			
		4.979		99,580.			
		6.293		75,462.			
	40,706.	4.788		40,706.			
		.349		5,668.			
	1,410,686.	83.032		692,745.	161.029		1,449,450.
	14,480.	5.747		47,648.	4.638		14,480.
	197,438.	39.511		219,459.	7.893		104,039.
	44,304.	18.245		43,646.	34.736		70,725.
88	1,813,715.		99	1,999,587.		70	1,734,488.
			5	284,735.		1	46,436.
			6	387,553.		1	13,808.
			21	54,071.		14	34,257.
	104,211.			74,993.			96,581.
88	$5,623,794.	261.352	131	$6,287,995.	241.905	86	$4,341,379.

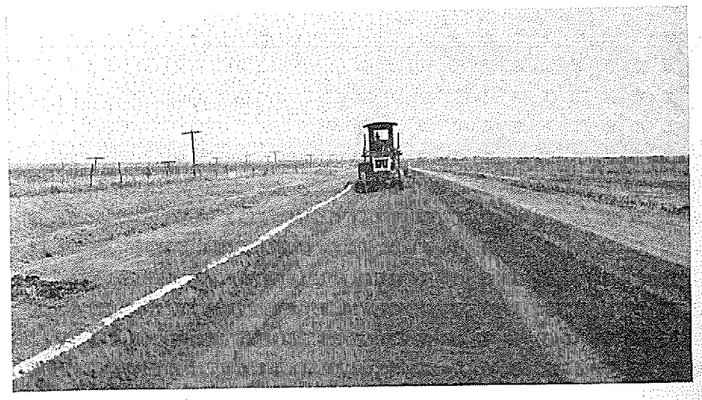
STATUS OF CONTRACT WORK DURING THE BIENNIUM

TYPE OF CONSTRUCTION	UNDER CONSTR. JAN 1, 1937			CONTRACTS AWARDED IN 1937			WORK COMPLETED IN 1937			UNDER CONSTR. JAN. 1, 1938			CONTRACTS AWARDED IN 1938			WORK COMPL. 1938 THRU OCT.			UNDER CONSTR. NOV. 1 1938		
	MILES	NO. OF STRS.	CONTRACT PRICE	MILES	NO. OF STRS.	CONTRACT PRICE	MILES	NO. OF STRS.	CONTRACT PRICE	MILES	NO. OF STRS.	CONTRACT PRICE	MILES	NO. OF STRS.	CONTRACT PRICE	MILES	NO. OF STRS.	CONTRACT PRICE	MILES	NO. OF STRS.	CONTRACT PRICE
Concrete Paving	29.418		$ 904,364.	53.182		$1,185,114.	80.643		$2,037,794.	1.957		$ 51,684.	52.336		$1,040,981.	34.100		$ 750,432.	20.193		$ 342,233.
Gr. Dr. & Conc. Paving	36.312		1,091,667.	36.555		1,117,457.	52.089		1,432,893.	20.778		776,231.	25.661		786,345.	33.406		1,144,985.	13.033		417,591.
Sheet Asphalt Surface	0.042		2,845.				.042		2,845.												
Rock Asphalt Surface	25.488		397,733.	4.221		39,765.	25.488		397,733.	4.221		39,765.	4.101		57,022.	8.322		96,787.			
Grav. Base & Rk. Asph. Sf.													8.953		113,906.	8.953		113,906.			
Gr. Dr. & Rk. Asph. Surf.	8.105		167,295.	12.643		142,288.	18.161		262,659.	2.587		46,924.				2.204		29,633.	.383		17,291.
Dr. Dr. & I. A. E.				5.053		85,597.				5.053		85,597.				5.053		85,597.			
Bit. Surf. or Oil Mat	2.463		56,017.	6.849		51,686.	2.942		66,901.	6.370		40,802.				6.370		40,802.			
Gr. Dr. & Bit. Sf. or Oil Mat	3.645		55,645.	2.701		74,607.	1.367		30,672.	4.979		99,580.				4.979		99,580.			
Gr. Dr. Asph, Macadam Base				6.293		75,462.				6.293		75,462.				6.293		75,462.			
Gr. Dr. & Stab. Base Course													4.788		40,706.	4.788		40,706.			
Grav. Surface				.349		5,668.				.349		5,668.				.349		5,668.			
Gr. Dr. & Grav. Sf. or T.B.S.C	161.539		1,098,232.	132.268		1,017,754.	198.740		1,384,477.	95.067		731,509.	148.994		1,410,686.	83.032		692,745.	161.029		1,449,450.
Gr. Dr. & Hard Dirt Plating	17.755		92,999.	5.747		47,648.	17.755		92,999.	5.747		47,648.	4.638		14,480.	5.747		47,648.	4.638		14,480.
Gr. & Dr.	.530		10,148.	32.837		127,280.	.860		11,368.	32.507		126,060.	14.897		197,438.	39.511		219,459.	7.893		104,039.
Landscaping	37.036		73,654.	19.001		62,239.	25.370		65,826.	30.667		70,067.	22.314		44,304.	18.245		43,646.	34.736		70,725.
Bridges		89	884,404.		107	2,175,656.		115	1,139,700.		81	1,920,360.		88	1,813,715.		99	1,999,587.		70	1,734,488.
Overpasses		15	1,035,930.		10	395,567.		19	1,100,326.		6	331,171.					5	284,735.		1	46,436.
Underpasses		10	284,907.		7	409,118.		10	292,664.		7	401,361.					6	387,553.		1	13,808.
Grade Crossing Protection					38	124,731.		3	36,403.		35	88,328.					21	54,071.		14	34,257.
Miscellaneous			95,877.			34,900.			63,414.			67,363.			104,211.			74,993.			96,581.
TOTALS	322.333	114	$6,251,717.	317.699	162	$7,172,537.	423.457	147	$8,418,674.	216.575	129	$5,005,580.	286.682	88	$5,623,794.	261.352	131	$6,287,995.	241.905	86	$4,341,379.

Bonham Bridge over Red River on State Highway No. 299, Bryan County, Oklahoma and Fannin County, Texas. Project No. NRS 955.

(Photo by courtesy of U. S. Bureau of Public Roads)



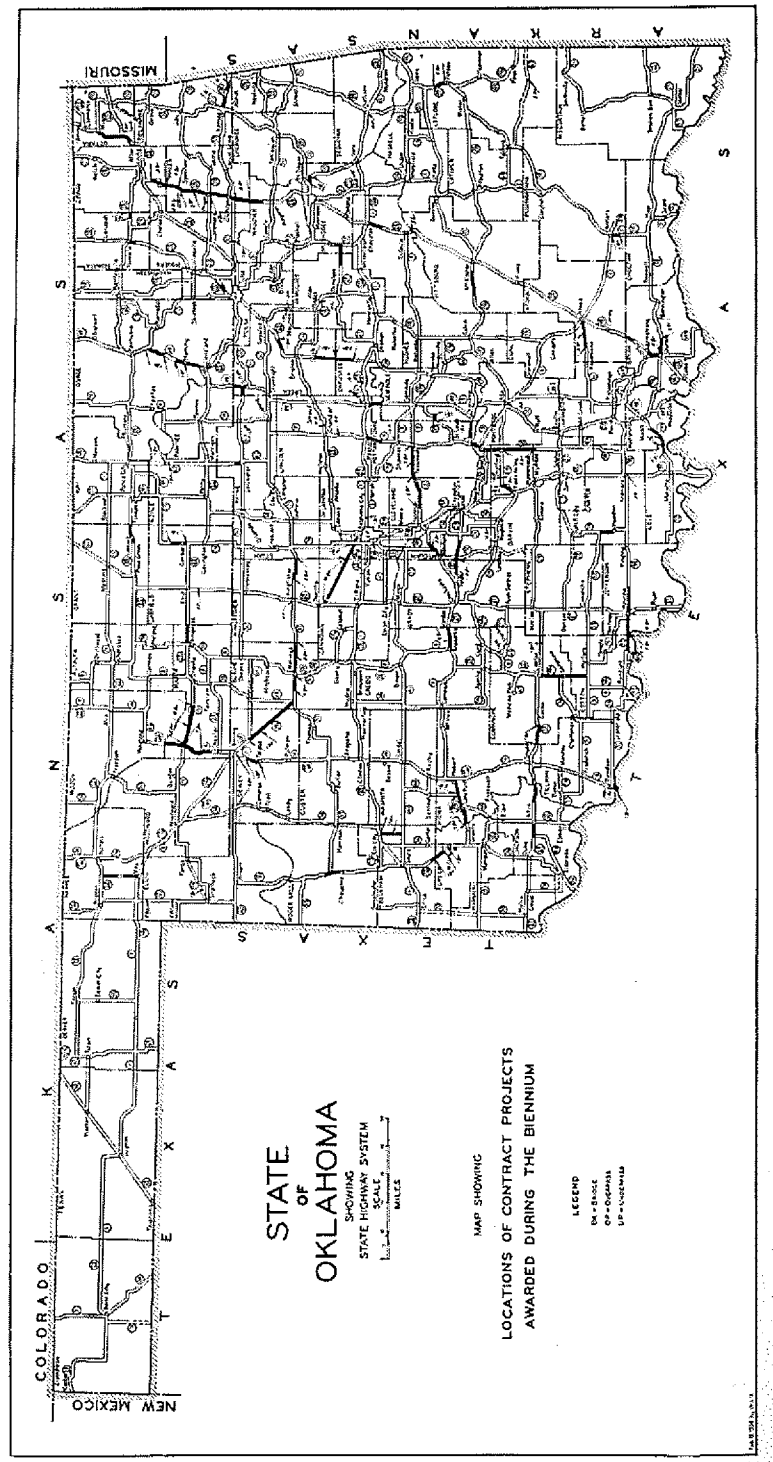


Showing application and mixing of calcium chloride with gravel base course for purpose of stabilization. On SH 9 west of Lone Wolf, Kiowa County. Project No. FAP 177-C.

(Photos by courtesy of U. S. Bureau of Public Roads)

CONTRACTS THAT HAVE BEEN AWARDED BY THE STATE HIGHWAY DEPARTMENT BY CALENDAR YEARS

1918		$ 476,673.95
1919		1,735,991.87
1920		1,725,390.13
1921		6,431,413.96
1922		2,780,094.20
1923		7,071,569.68
1924		5,748,349.18
1925		6,989,086.15
1926		6,853,426.39
1927		7,487,832.94
1928		6,182,501.49
1929		9,412,323.98
1930		10,354,841.89
1931		6,656,074.28
1932		11,116,157.80
1933		5,953,515.45
1934		7,788,243.62
1935		5,227,304.14
1936		8,906,764.39
1937		6,955,037.32
1938	(To November 30)	5,628,977.51
TOTAL		$131,481,570.32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STATE HIGHWAY SYSTEM
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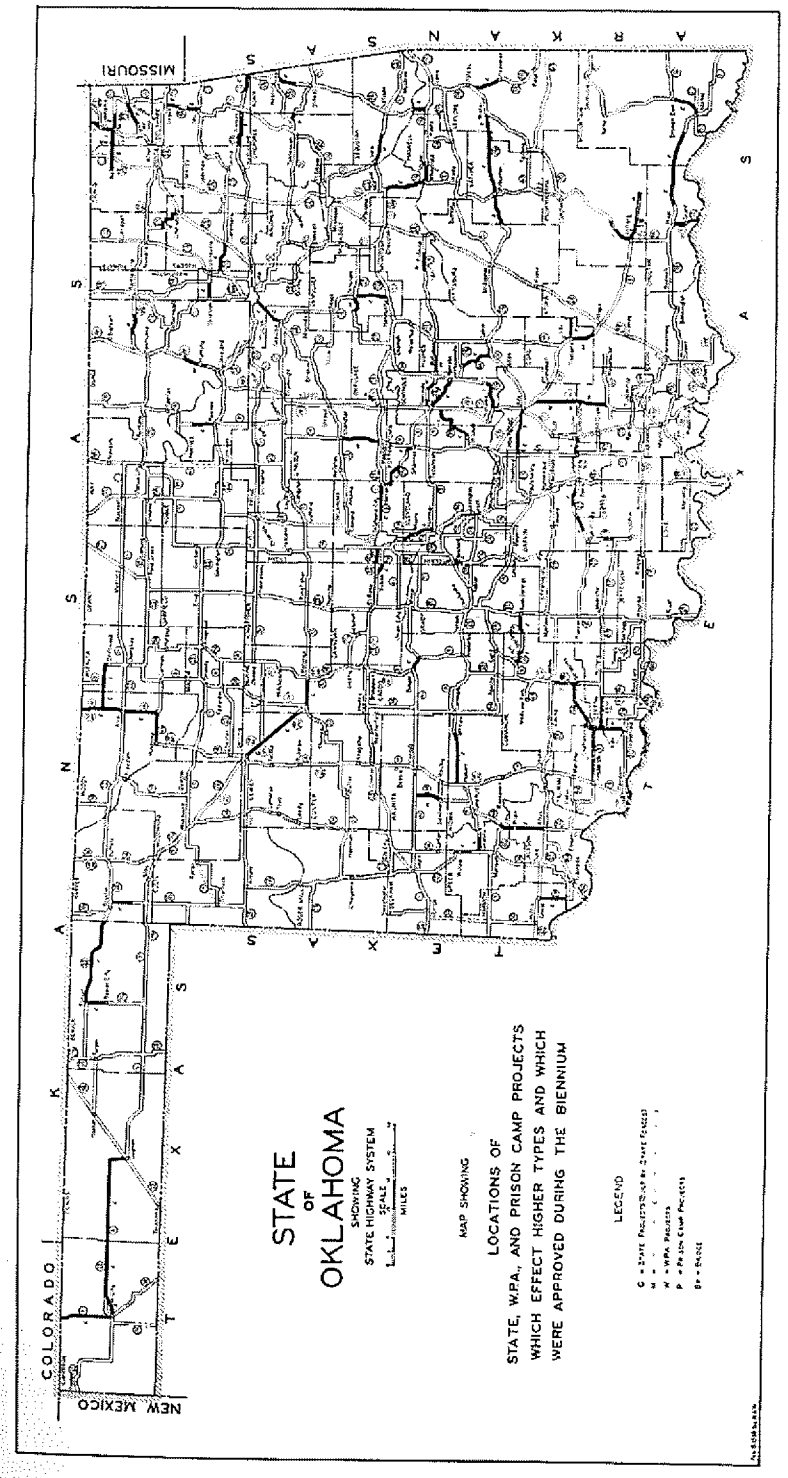
MAP SHOWING
LOCATIONS OF CONTRACT PROJECTS
AWARDED DURING THE BIENNIUM
LEGEND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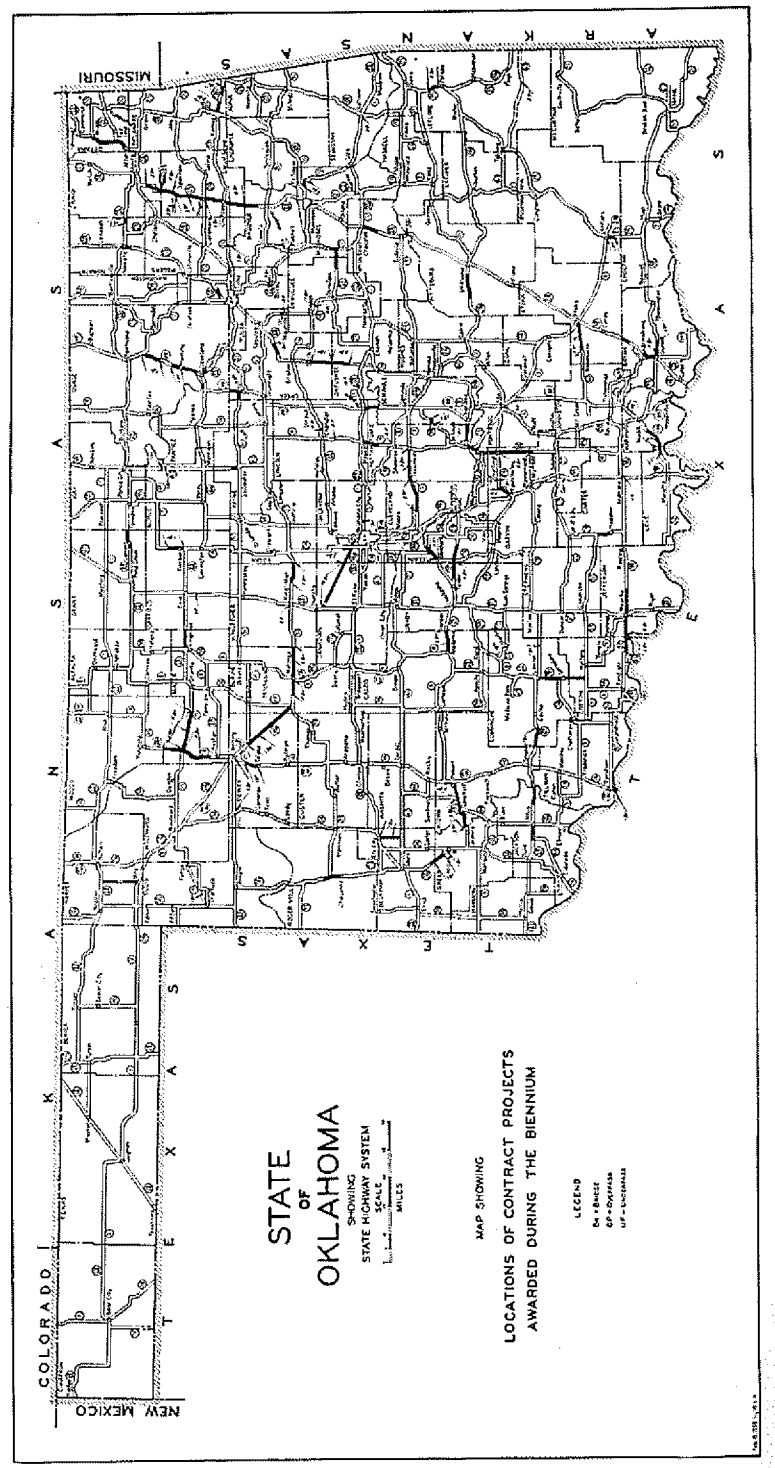
MAP SHOWING
LOCATIONS OF
STATE, W.P.A., AND PRISON CAMP PROJECTS
WHICH EFFECT HIGHER TYPES AND WHICH
WERE APPROVED DURING THE BIENNIUM
LEGEND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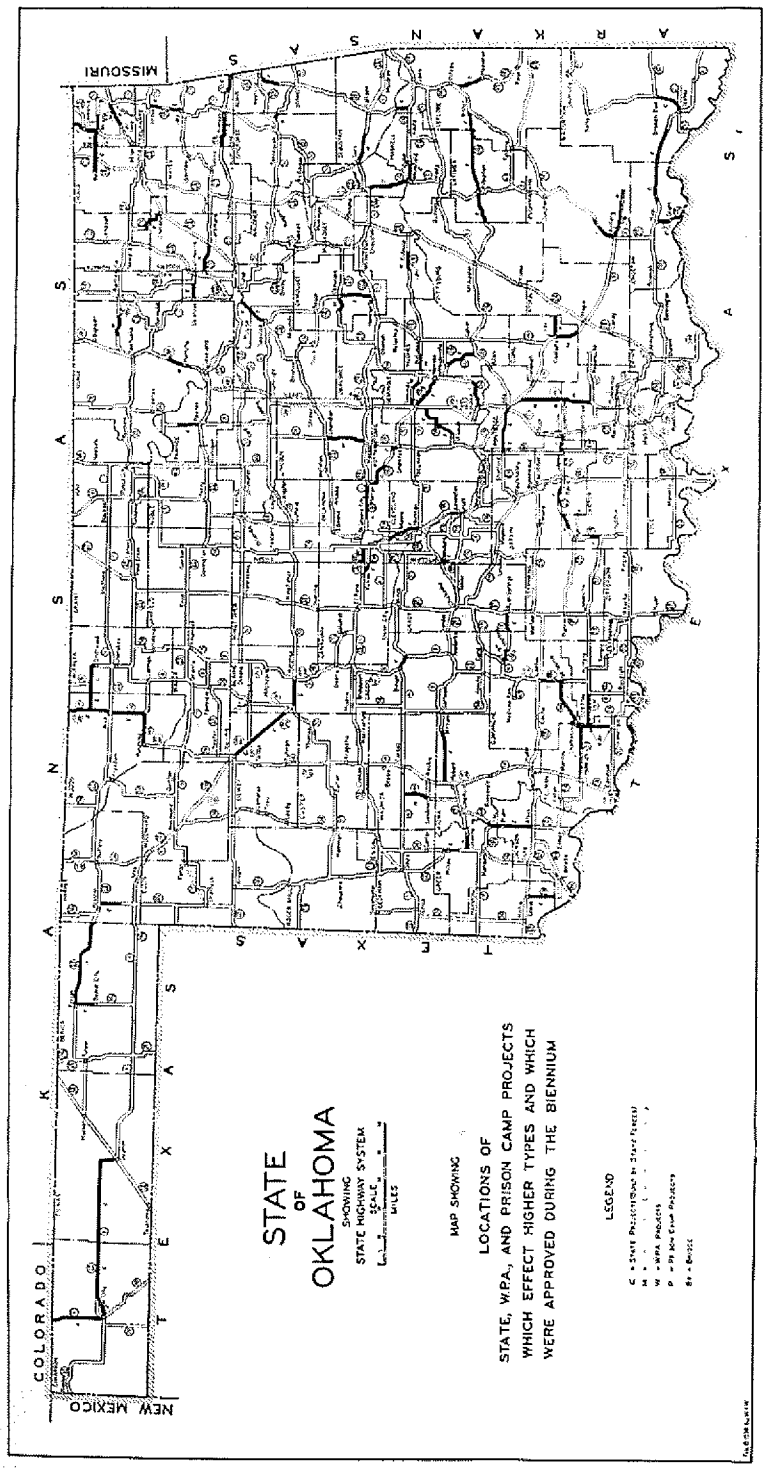
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NATIONAL RECOVERY WORKS RELIEF PROJECTS

The NRWR Program was a special grant to provide employment and relief to the unemployed of the Drouth Area in nine states; namely, Texas, New Mexico, Oklahoma, Colorado, Kansas, Nebraska, North and South Dakota and Wisconsin. The Oklahoma Area included Cimarron, Texas, Beaver, Harper, Ellis and Woods Counties.

Funds were derived from Sections 202 and 203 of Title II of the National Recovery Act, in the amount of 30% of the total cost and from the Relief Administration in the amount of 70%. The 30% fund was transferred from the Public Works Administration to the Bureau of Public Roads in the amount of $570,000.00 for Oklahoma. This 30% fund was provided to cover supervision, equipment and materials. The 70% funds were for labor and was paid directly by the State Relief Administrator.

Designation of suitable projects under this program was made by the State Highway Commission, subject to approval by the Bureau of Public Roads, and were covered by project agreements between the State Highway Commission and the U. S. Bureau of Public Roads. The State Relief Administration designated the counties and estimated the number of man hours available therein. Actual work on these projects began the early part of November, 1933 and was completed December 1, 1938.

All engineering and supervision of this program was in charge of the State Highway Commission. In addition to engineering the State Highway Commission has furnished considerable materials and equipment in order to expedite the work. Counties affected also participated where possible in furnishing some equipment and materials.

During recent months of this program the State Relief Administration, under the Works Progress Administration, has been able to furnish some materials, being governed definitely by the number of man hours supplied.

The work consisted of Grading, Drainage Structures, Bridges and Gravel and Caliche Surfacing.

The following tabulation shows descriptions and total expenditures on NRWR projects:

NATIONAL RECOVERY WORK RELIEF PROJECTS
AS OF 1938

PROJECT NO.	SEC. NO.	COUNTY	HIGHWAY NO.	LENGTH (MI.)	DESCRIPTION	LOCATION	BEGAN	DATE WORK COMPLETED	EXPENDITURES BY CCC, FERA, SERA, WPA	EXPENDITURES BY WPA	EXPENDITURES BY STATE HWY. DEPT.	EXPENDITURES BY COUNTY	TOTAL COST
1	1	Cimarron	SH 30	23.15 7.00	Grade, Drainage & 3 Brs. Gravel Surfacing	Jct. US 64 SE to Texas Line Jct. US 64 SE	11/6/33	3/ /38	67,194.64	27,054.97	10,898.93	725.35	103,883.89
1	2	"	SH 78	7.64	Grade, Drainage, hard dirt plating	Boise City W. 2 Mi.; S. 0.6 Mi.	11/8/33	1/ /37	20,818.11	2,125.36	452.64		23,396.11
1	3	"	F/M	10.02 3.00	Grade & Drainage Gravel Surfacing	From US 64 N. thru Keyes From US 64 to Keyes	12/11/33	12/ /38	26,844.27	3,029.01	283.75		29,467.03
1	4	"	F/M	4.20 2.10	Grade, Drain, Gravel Grade, Drain, HB Plating	Felt N. to Jct. US 64	2/1/34	1/ /37	37,629.09	7,156.23	669.16	247.50	45,941.69
1	5	"	SH 3	18/04	Grade, Drain, Gravel & 8 Brs.	Boise City N. to Colorado Line	2/8/34	3/ /38	45,615.77	31,974.13	2,570.87		80,158.77
2	1	Texas	F/M	14.56 6.00	Grade & Drainage Gravel Surfacing	Jct. US 64 at Hooker S. to SH 3 Jct. US 64 at Hooker S.	11/6/33	3/ /38	43,829.63	6,359.51	7,066.79		57,274.93
2	2	"	SH 3	30.94 24.00	Grade & Drainage Caliche Surf.	Guymon E. to Beaver Co. Line Guymon E.	11/6/33	1/ /38	136,420.47	59,941.96	5,106.55	2,163.00	202,632.38
2	3	"	F/M	18.94	Grade, Drain, Gravel & 6 Brs.	Texhoma N. to Jct. US 64	11/8/33	2/ /38	102,749.10	34,220.24	10,275.46	860.40	148,106.30
2	4	"	F/M	7.38 6.00	Grade, Drain, 1 Br. Hard dirt plating	From Jct. US 64 E. of Guymon N. From Jct. US 64 N. of Guymon N.	12/14/33	6/ /35	29,359.80	9,923.25	295.19	1,497.60	39,121.88
2	5	"	F/M	12.86	Grade, Drain, 1 Br.	From Jct. SH 3, 4 Mi. N. of Guymon S. & E. to Texas Line.	6/ /35	3/ /38	23,666.12	35,045.90	4,861.16	108.20	63,679.38
3	1	Beaver	SH 3	24.0 18.0	Grade & Drainage Gravel Surfacing	Texas Co. Line E. to Jct. US 270 Texas Co. Line E.	11/8/33	1/ /38	170,406.54	67,207.64	13,474.33		251,088.51
3	2	"	F/M	6.70	Grade & Drainage	Forgan N. to Kansas Line	11/8/33		42,600.45	4,540.84	2,252.42		49,703.71
3	3	"	US 270	13.50	Grade & Gravel Surf.	Beaver City S. to Jct. SH 3	12/7/33	4/ /38	20,063.50	3,016.03	5,226.84		28,306.17
3	4	"	US 83	34.35 1.20	Grade, Drain, 2 Brs. Gravel Surfacing	Texas Line to Kansas Line except Turpin to Lorenzo N. & S. of Beaver River Br.	1/15/34	2/ /38	127,616.44	29,495.59	29,764.22		195,876.23
3	5	"	F/M	19.22	Gra., & Drainage, Gravel Surf. & 2 Brs.	From Gate S. 10 Mi.; N. 3 Mi. & S. 6 Mi. to Jct. US 270	2/13/34	7/ /37	67,501.64	8,078.16	4,841.25		100,421.05
3	6	"	F/M	5.91	Grade & Drainage	Jct. SH 3 & US 270 S. to Texas Line except 2.4 Mi. from 1.9 to 4.3 S. of Jct.	8/ /34	9/ /37	10,739.25	1,051.76	2,350.25		14,180.36

NATIONAL RECOVERY WORK RELIEF PROJECTS
AS SHOWN BY STATE

PROJECT NO.	SEC.	COUNTY	HIGHWAY NO.	LENGTH (Mi.)	DESCRIPTION	LOCATION	DATE WORK BEGAN	DATE WORK COMPLETED	EXPENDED BY CCA, FERA, OSEA, WPA	EXPENDED BY PWA	EXPENDED BY STATE	EXPENDED BY COUNTY	TOTAL COST
4	1	Harper	US 283	10.19	Grade, Drain, & Gravel Surf.	From 2.19 Mi. N. of Jct. with US 64 NW of Buffalo N. to Kansas Line	11/9/33	6/ /36	69,703.25	32,048.17	10,159.68		111,710.20
4	2	"	US 283	15.82	Grade, Drain & Gravel Surf.	From Jct. US 64 S. thru Laverne to Ellis County Line	11/9/33	1/ /38	102,355.46	43,441.73	2,100.51		147,897.72
4	3	"	SH 34	10.61	Grading	From Jct. US 64 NE of Buffalo N. to Kansas Line	12/27/33	11/ /34	45,171.85	3,359.62	1,030.14		49,561.61
							12/20/33	11/ /36	17,035.44	5,109.28	504.97		22,650.10
4	4	"	F/M	3.31	Grade, Drain & Grav. Surf.	Jct. US 64 S. to Selman							
4	5	"	F/M	5.37	Grade, Drainage, Hard Dirt Plating & Gravel	From Ellis Co. Line N. 2 Mi. thru Hay & from 5 Mi. N. of Hay N. 3.37 Mi.	9/ /35	10/ /38	12,671.70	1,490.50	6,866.36		21,028.56
4	6	"	F/M	13.89	Gr., Dr., Hard Dirt Plating & 4 Brs.	Selman S. and SE	2/23/34	9/ /37	33,211.72	23,792.69	2,330.01		61,334.42
5	1	Ellis	US 283	20.53	Grade, Drain & 4 Brs.	Shattuck N. to Harper Co. Line	11/9/33	4/ /38	102,553.92	43,100.50	16,327.55		163,981.97
5	2	"	F/M	10.30	Grade, Drain & Hard Dirt (Gravel S. 3 Mi.)	Cago N. to Ellis County Line (except 2 gaps amounting to 9 Mi.)	11/9/33	5/ /37	28,845.59	9,283.62	2,033.30		50,139.51
5	3	"	SH 15	16.30	Grade, Drain, H.D. Plating & 12 Brs.	Shattuck NW to Woodward Co. Line except 4800 feet E. of Cave	1/22/34	8/ /38	86,340.92	15,424.58	49,000.99		151,266.69
5	4	"	US 60	4.51	Grade, Drain & 1 Br.	Texas Line E. to Jct. US 283 except 2.116 Mi. built by contract	1/25/34	9/ /35	20,809.20	12,510.90	342.17		33,662.27
							5/11/34	8/ /37	69,376.24	28,387.19	11,426.77		109,190.20
6	1	Woods	SH 14	13.68	Grade, Drain, Gravel	Alva N. to Kansas Line	3/ /34	4/ /35	22,585.45	8,499.54			31,082.99
6	2	"	SH 14	6.95	Grade, Drain, Gravel	Alva S. to Waynoka	3/ /34	4/ /35	3,460.09	613.27	112.45		4,215.82
6	3	"	SH 50	1.80	Grade & hard dirt	Cimarron Br. N. thru Freedom	3/ /34	4/ /34					
									$1,604,019.57	$570,000.00	$211,355.42	$ 5,656.05	$2,390,671.04

TOTAL COSTS

SUMMARY OF IMPROVEMENTS
Grading & Drainage 25.91 Miles
Grading & Drainage 384.03 " "
Gravel Surfacing 187.41 " "
Hard Dirt Plating 68.60 " "
Caliche Surfacing 24.00 " "
Bridges 44

W. P. A. CONSTRUCTION

Early in 1936 under Federal grants to the Works Progress Administration, a considerable fund became available for work on public roads. The State Highway Commission took advantage of this condition by sponsoring many W. P. A. projects on State Highways and a few on Federal Highways and on Farm to Market roads. The project agreements were not based on an absolute percentage of participation but were based on approximately 40% by the State Highway Commission and 60% by the W. P. A. The reason for variation among the projects themselves was due to the variation in proposed construction. The purpose of the W. P. A. being to relieve the unemployment load, the projects were placed where such load was heavy and where production of local material was practical. The general division as to participation was for the State to furnish engineering, supervision, materials and equipment and the W. P. A. to furnish labor. The State furnished the Engineering on all the projects and named the supervisory employees. On some of the projects the W. P. A. furnished all or part of the equipment and a part or all of the material.

The major portion of the projects were Grade, Drainage Structures and Gravel Surface construction. A few bridges were constructed. A few projects covered Oil Mat or Inverted Emulsion Surfacing. Instead of Gravel Surfacing several of the projects provided for Rock Asphalt Surfacing on Gravel, Rock or Red Bed Base. Water Bound Macadam was placed on some projects on which the other items of construction had been completed.

The program extended through 1936, 1937 and 1938. The original program was changed by the omission or discontinuance of some projects due to local labor conditions or lack of funds. Other projects were extended because the set-up of funds permitted a greater amount of construction than planned. Some new projects were added to meet labor conditions and at points where immediate construction was advisable. Practically all of the projects have been completed and those not finished are rapidly nearing completion.

All construction has been under State Stanard Specifications and the work done is up to the standards of contract construction.

PRISON CAMP CONSTRUCTION

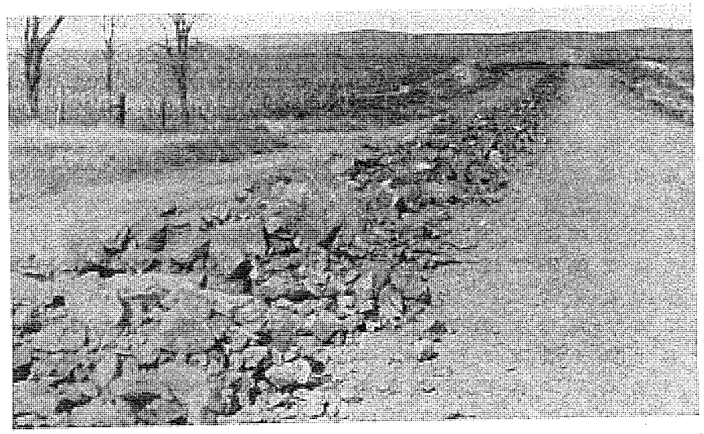
Road construction with prison labor in Oklahoma extended through several years. These prison camps were located largely in the East and Southeast part of the State in thinly populated, mountainous areas that required heavy construction and necessitated a maximum amount of hand labor.

The State Board of Affairs, through the Warden of the State Penitentiary at McAlester, assigned prisoners to the road camps and paid the State Highway Commission a portion of the ration expense. All other costs were borne by the State Highway Commission.

With the rapid development in the efficiency of road building machinery and the consequent reductions in costs, together with the natural decrease in labor requirements, it was found uneconomical to continue this work and camps were disbanded by action of the State Highway Commission on December 28, 1937. At this date four camps had nine projects under construction and had expended approximately $501,276.61 for the year 1937. These camps were closed at the earliest practicable instance—this being determined by the stage of construction and the operations involved on the various projects. This required some little time and approximately ... 68,632.23 was expended during the year 1938, making a total expenditure of the biennium of 1937 and 1938 in the approximate amount of $569,908.84.

As these camps were closed out, such equipment as could be used by the Maintenance Department of the State Highway Commission was turned over to them for their use and the remaining equipment was sold to the highest bidder.

These various projects affected, were later opened to traffic by further work being undertaken either by the regular Maintenance Department or by the initiation of W. P. A. projects. By this procedure all of the original investment on these roads was protected and the flow of traffic in these areas greatly benefited. With the closing of these camps, one more chapter was finished in the history of the road building in the State of Oklahoma.



Material dumped on roadway.



Showing method of crushing material to desired gradation.

Views of construction of base course using Permian red bed material. On US 283 north of Cheyenne. Project No. FAP-262-C (R).

RAILROAD GRADE SEPARATIONS AND PROTECTIVE DEVICES

During the years 1937 and 1938 much of the work of the Bridge Department has been on the preparation of plans for railway grade separation projects and protective devices, for many of the more hazardous crossings of highways and railways at grade.

By the Emergency Relief Appropriation Act of 1935 (Public Resolution No. 11, 74th Congress) the Federal Government made an allotment of $5,004,711.00 to the Oklahoma Highway Commission to be expended on grade separations and protective devices on the Oklahoma highway system.

This act provided that at least 25% of the appropriation be spent on roads on the secondary system. It also provided that the State bear the expense of all preliminary engineering and investigation including project plans as well as all necessary rights of way and all property damage caused by the building of such projects. All other costs of improvements were derived from the appropriation.

Projects were originated after conferences between this department and engineers representing the various railroads operating in Oklahoma. Costs of projects were apportioned to the railroads on a basis of mileage of main line track in service in the State. Programs of work showing an estimated cost of projects were drawn up and approved by the Oklahoma Highway Commission and subsequently by the district office of the Bureau of Public Roads.

In the original program, grade separation projects were planned for crossings where problems of type of structure, alignment and rights of way did not present unusual difficulties, but where the need of separation was nevertheless imminent. This type of crossing was chosen in order to expedite insofar as possible the letting of contracts and actual work of construction as the unemployment situation at the time demanded that men be put to work as speedily as possible.

The first project for the grade separation program covered the construction of an overpass structure of the St. Louis-San Francisco Railway southwest of Miami on U. S. Highway No. 66. Contract for this project was let in October, 1935. Contracts for the last of the separations were let in July, 1937.

During this time, and covered by the allotment of $5,004,711.00, contracts were let for forty-eight (48) overpasses, nineteen (19) underpasses, four (4) highway relocations and thirty-nine (39) protective devices. A total of one hundred and eleven (111) grade crossings were either eliminated or protected.

Additional allotments in amounts of $1,156,178 for the fiscal year 1938 and $1,125,334 for the fiscal year 1939 were created under Section 8 of the Act of June 16th, 1936 (Public No. 686—74th Congress).

Nineteen grade separations, two highway re-locations, one railroad relocation and one hundred and sixty protective devices have been set up for this program.

A greater number of protective devices were set up on this program than on the first program in order to spread the appropriation to cover the greatest number of crossings possible where protection in some form is most imperative.

In general, the policy of the Bridge Department has been to plan projects for grade separation where records show that there has been an excessive number of accidents or where future developments in the highway system or traffic increase appear to warrant the expenditure involved.

After the survey for a given projects has been made by the Department of Plans and Surveys, notes are worked up by the drafting room and layouts and grades drawn. With all information at hand, a study is made to determine the best type of structure for a given location. Both economy of construction and adaptability to future development of the highway system are primary factors in the selection of the type of structure. Roadway widths for both overpasses and underpasses are provided that should be adequate over a long period of highway development. Minimum vertical clearances of 14 feet for highway traffic and 22½ feet for railway traffic are provided. Sidewalks are planned where structures are in the proximity of cities or towns or where for any reason there is likely to be any appreciable amount of pedestrian traffic. All parts of structures are designed to meet any probable requirements as to loads. Both horizontal and vertical sight distance are of primary importance and alignment and grades are made such as given the best vision possible.

Structural plans for overpasses are drawn up in the Bridge Department and plans for underpasses are prepared by the Engineering Department of the railroad affected by the separation. After plans are completed, they are checked at the location to see that all details are correct before submitting to th District Office of the Bureau of Public Roads for final approval or recommended changes prior to advertising for bids.

Since the trend of the amount of appropriations for this class of work is downward, plans for the future will likely involve more protective devices and less separations. The major portion of grade separations that could be constructed at a reasonable cost have been built and utilizing protective devices, the cost of which is relatively low, will permit spreading the appropriation over a greater area to provide the most protection for the traveling public.

Contrary to the general assumption that the total cost of these projects is paid by the Federal Government is the fact that a substantial portion of the cost is paid out of State funds.

The following table has been prepared to show the amount of State funds involved in the various projects:

STATE PARTICIPATION IN CONSTRUCTING GRADE CROSSING PROGRAMS OF 1934, 1935 AND 1936

	Preliminary Investigation, Soundings, Design, Shop Detail, etc	Right of Way	Public Utility Cost	Drafting Department Cost	Overruns in Quantities and Engineering	Surveys Cost	Total Cost
1934 Program	4,450.00	6,839.80	203.46	700.00	9,746.77		21,940.03
1935 Program	5,150.00	6,045.35	354.78	1,200.00	47,901.85	8,039.51	68,691.49
1936 Program	91,200.00	123,963.22	8,856.49	15,350.00	50,472.06	6,844.38	296,686.15
	$100,800.00	$136,848.37	$9,414.73	$17,250.00	$108,120.68	$14,883.89	$387,317.67

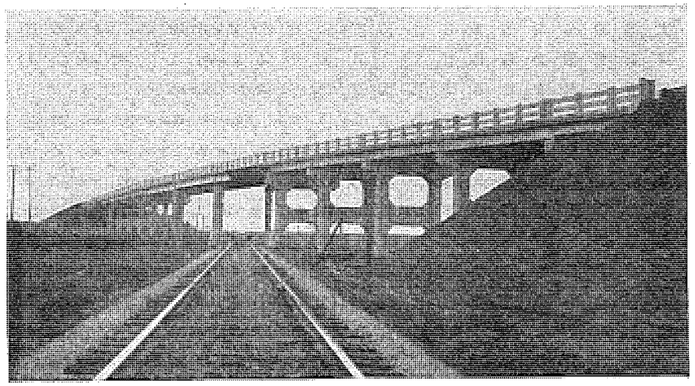
SUMMARY

		No.	Federal Participation	State Cost		Percent of Total Cost
1934 Program	New Separations	3	$237,823.10			
	Revision of Existing Structures	2	26,156.48			
	Separation by Relocation	—	—			
	Protective Devies	—	—			
	State Funds (Total)			$21,940.03		
Total		5	$263,979.58	$21,940.03	=	7.67%
1935 Program	New Separations	4	172,571.53			
	Revision of Existing Structures	2	133,608.97			
	Separation by Relocation	—	—			
	Protective Devices	—	—			
	State Funds (Total)			68,691.49		
Total		6	$306,180.50	$38,691.49	=	18.32%
*1936 Program	New Separations	59	3,941,277.37			
	Revision of Existing Structures	6	441,949.00			
	Separation by Relocation	4	318,032.16			
	Protective Devices	42	151,064.00			
	State Funds (Total)			296,686.15		
Total		111	$4,852,522.53	$296,686.15	=	5.76%

GRAND TOTAL SUMMARY

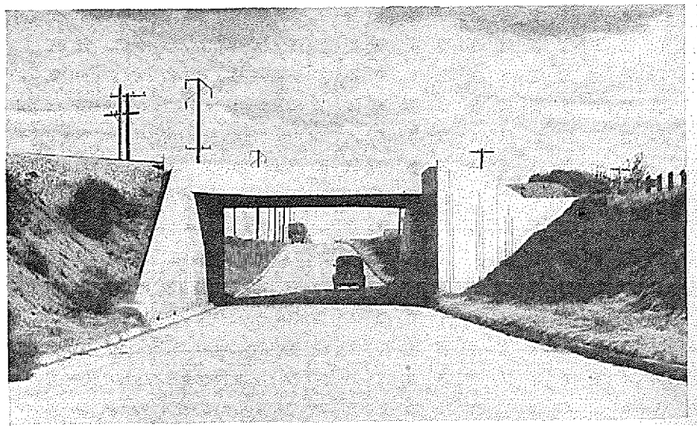
	New Separations	66	4,351,672.00	
	Revision of Existing Structures	10	601,714.45	
	Separation by Relocation	4	318,032.16	
	Protective Devices	42	151,064.00	
	State Funds (Total)			387,317.67
Grand Total		122	$5,422,482.61	$387,317.67 = 6.67%

*The 1936 program covers contracts let during 1936 and 1937

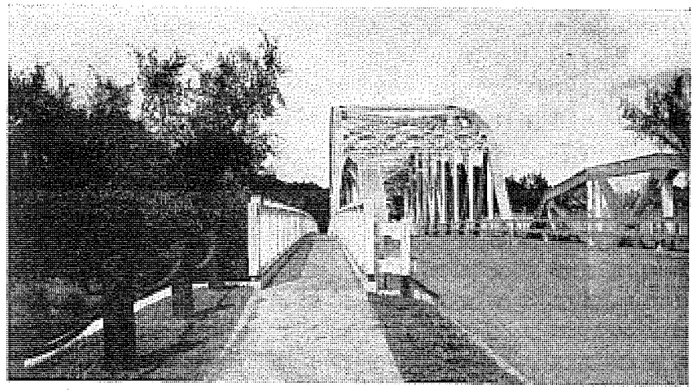


Overpass of CRI&P Ry. on US 81 south of Enid. Project No. WPGH-124-D

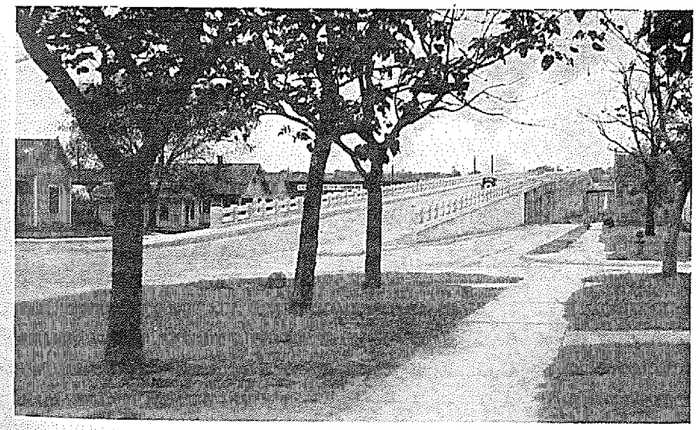
(Photo by courtesy of U. S. Bureau of Public Roads)



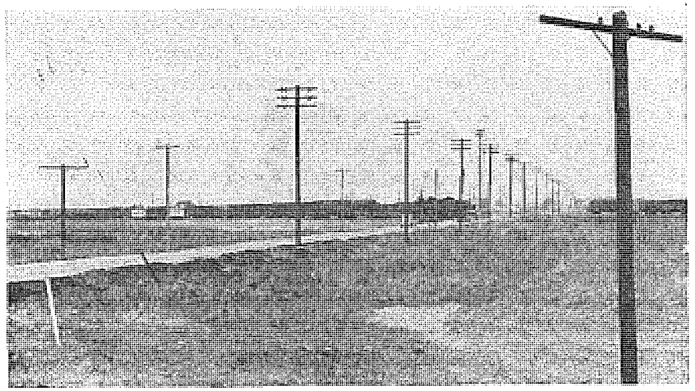
Underpass of St. L.-S. F. Ry. east of Enid on US 64. Project No. WPGH-24-DE



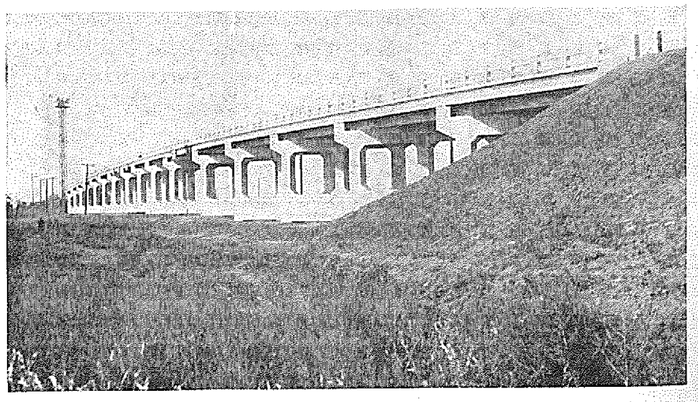
Bridge over Caney River on US 75 near Bartlesville. Project No. WPMS 550-A



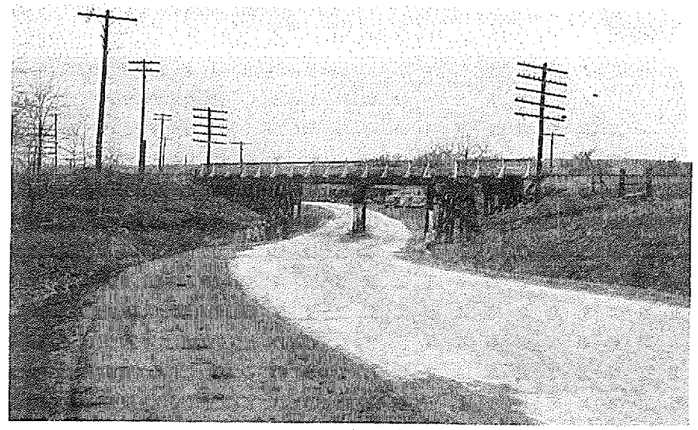
Overpass of A. T. & S. F. and M. K. & T. Railways on State Highways 18 and 33 at Cushing. Project No. WPGM 199-G.



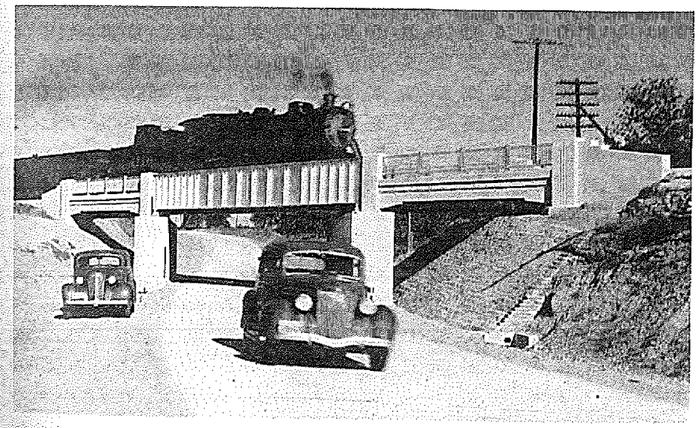
View of site before construction of overpass.



Overpass of CRI&P Ry. (7 tracks) on US 81 at El Reno. Project No. WPGH-GM-161-G.



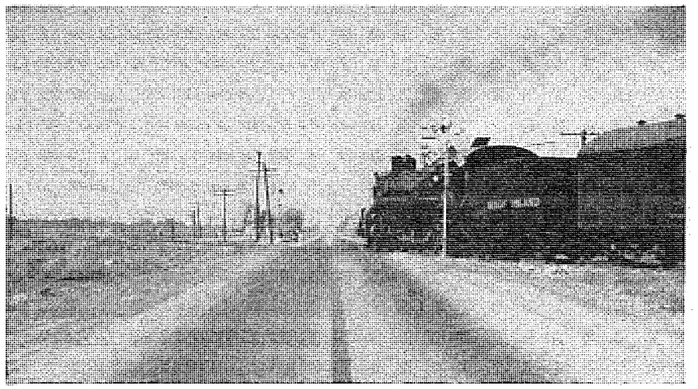
Old Structure



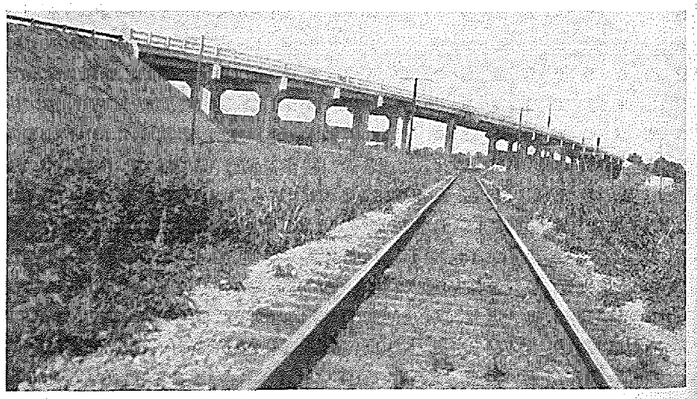
New Structure

(Photo by courtesy of U. S. Bureau of Public Roads)

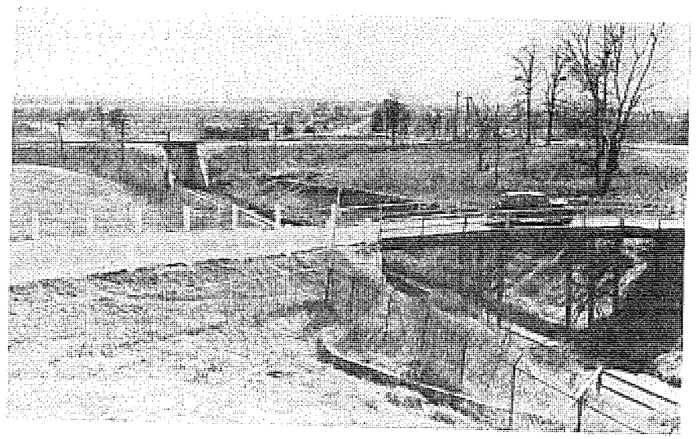
Views of Preston Underpass of St. L. - S. F. Ry. on US 75, Okmulgee County. Project No. WPGH-53-B-1 (R).



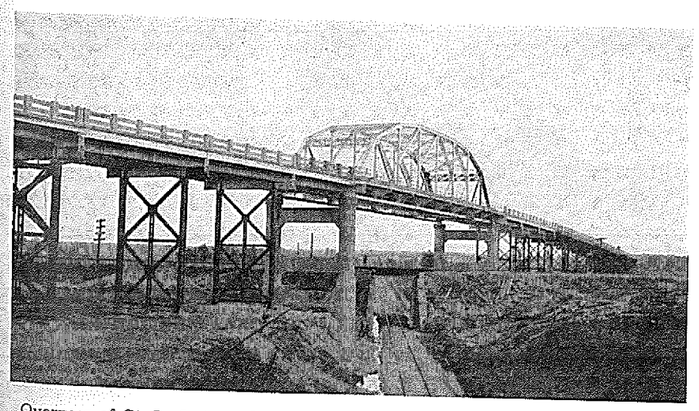
View of site before construction of overpass.



Overpass of C. R. I & P. Railway at Choctaw on US 62 and US 270. Project No. WPGH 131-A.



View of site before construction.

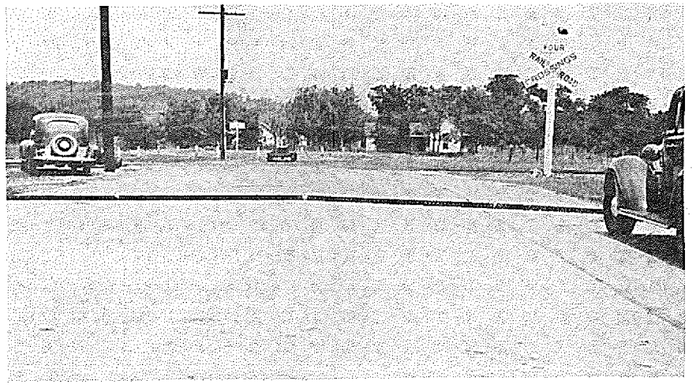


Overpass of St. L.-S. F. and Okmulgee Northern Railways on US 62 and US 75 near Okmulgee. Project No. WPGH-53-C.

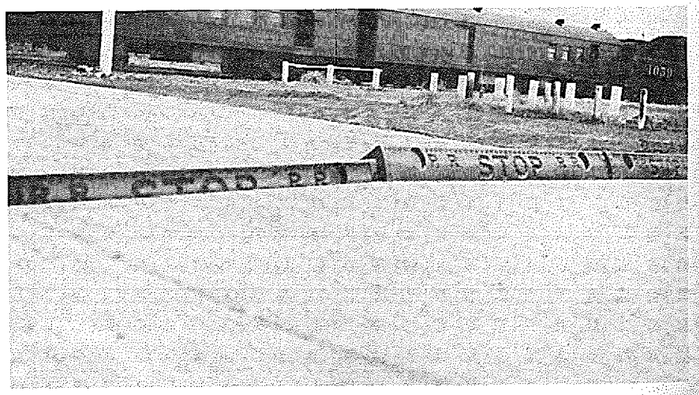
(Photo by courtesy of U. S. Bureau of Public Roads)

COUNTY		1 CONC.ASPH ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
HUGHES	M	47.70		38.50				86.20
	C	9,584.13		13,457.96				23,042.09
	C/M	200.93		349.56				267.31
JACKSON	M	6.27	10.00		88.42		8.00	112.69
	C	1,792.71	4,259.07		43,276.61		2,967.17	52,295.56
	C/M	285.92	425.91		489.44		370.90	464.07
JEFFERSON	M	31.30	1.80		36.26		35.68	105.04
	C	8,652.51	1,054.74		11,881.34		21,274.59	42,863.18
	C/M	276.44	585.97		327.67		596.26	408.07
JOHNSTON	M	12.75		21.60	79.51			113.86
	C	5,034.11		6,394.32	34,519.83			45,948.26
	C/M	394.83		296.03	434.16			403.65
KAY	M	102.81						102.81
	C	14,974.29						14,974.29
	C/M	145.65						145.65
KINGFISHER	M	30.70			16.82	3.81	40.39	91.72
	C	4,097.44			5,095.45	1,805.75	16,719.02	27,717.66
	C/M	133.47			302.94	473.95	413.94	302.20
KIOWA	M	8.00	56.60		48.76		3.44	116.80
	C	9,744.51	22,450.38		14,966.02		1,164.53	48,315.44
	C/M	1,218.06	396.66		306.93		338.62	413.66
LATIMER	M				74.50	13.10		87.60
	C				26,627.98	5,474.10		32,102.08
	C/M				357.42	417.87		366.46
LEFLORE	M	7.80	8.20	30.10	98.69	3.52	8.20	156.51
	C	9,198.72	1,446.63	11,294.37	37,605.10	1,017.05	3,322.59	63,884.46
	C/M	1,179.32	176.42	375.23	381.04	288.93	405.19	408.18
LINCOLN	M	52.06	21.19	16.19	43.65			133.11
	C	12,826.81	4,249.17	3,813.85	18,095.30			38,985.13
	C/M	246.29	200.53	235.57	414.55			292.88

COUNTY		1 CONC.ASPH. ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
LOGAN	M	58.15			7.39	4.00	40.75	110.29
	C	12,382.41			3,081.19	850.58	14,541.11	30,855.29
	C/M	212.94			416.94	212.64	356.84	279.77
LOVE	M	25.53			3.00		26.00	54.53
	C	13,810.57					17,517.78	31,328.35
	C/M	540.94					673.76	574.52
MCCLAIN	M	15.38		45.35	44.74		54.95	160.42
	C	7,019.47		10,126.96	13,729.79		18,177.85	49,054.07
	C/M	456.40		223.31	306.88		330.81	305.79
MC CURTAIN	M	9.60		2.20	134.50			146.30
	C	2,463.54		4,432.33	54,134.29			61,030.16
	C/M	256.62		2,014.70	402.49			417.16
MC INTOSH	M	13.85	10.08	21.22	8.17		29.70	83.02
	C	3,538.20	3,383.76	12,395.08	3,104.98		7,470.95	29,892.97
	C/M	255.47	335.69	584.12	380.05		251.55	360.07
MAJOR	M	27.74	1.38	1.00	24.45	52.16	54.25	160.98
	C	9,130.41	5.40	520.30	6,925.97	24,418. 54	15,756.05	56,756.67
	C/M	329.14	3.91	52.03	283.27	468.14	290.43	352.57
MARSHALL	M	7.34	4.30	9.23	27.00			47.87
	C	1,820.74	1,228.41	3,252.88	18,394.73			24,696.76
	C/M	248.06	285.68	352.42	681.29			515.91
MAYES	M		11.70	61.90	20.40		26.30	120.30
	C		5,517.01	30,887.96	12,762.18		4,745.32	53,912.47
	C/M		471.54	499.00	625.60		180.43	448.15
MURRAY	M	18.43	17.71	6.20	25.72			68.06
	C	4,855.31	7,466.41	1,633.91	7,597.18			21,552.81
	C/M	263.45	421.59	263.53	295.38			316.67



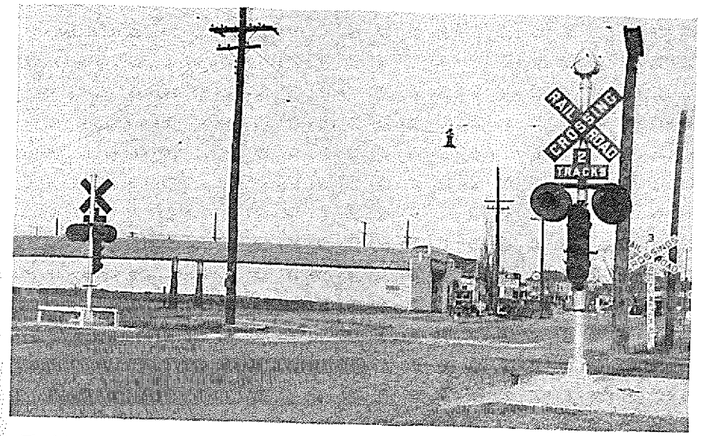
Auto stop raised 3½ inches both right and left sides. Warning bell and red lights are automatically in operation three seconds prior to initial raise of the device by approach of the train. Unit remains at this position eight seconds and final raising is completed in an additional three seconds.



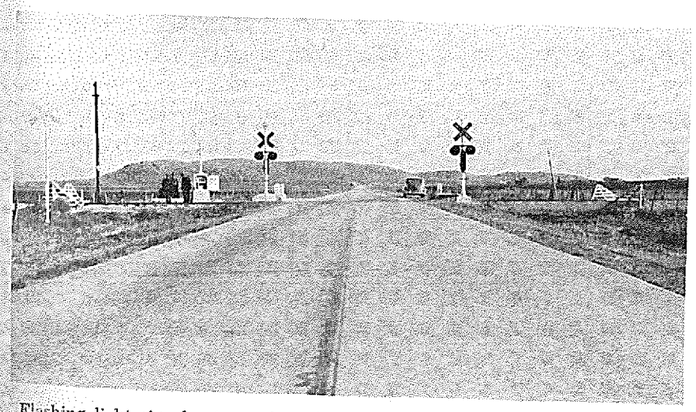
Auto stop in fully raised position. Device lowers to level of pavement in four seconds after passing of train.

Views showing auto stop device at S. W. 40th Street & St. L.-S. F. Ry. at Tulsa. Project No. WPGM-577-A.

(Photos by courtesy of U. S. Bureau of Public Roads)



Flashing light signals at crossing of St. L.-S. F. Ry. on US 64 in Muskogee. Project No. WPGM 567-C.

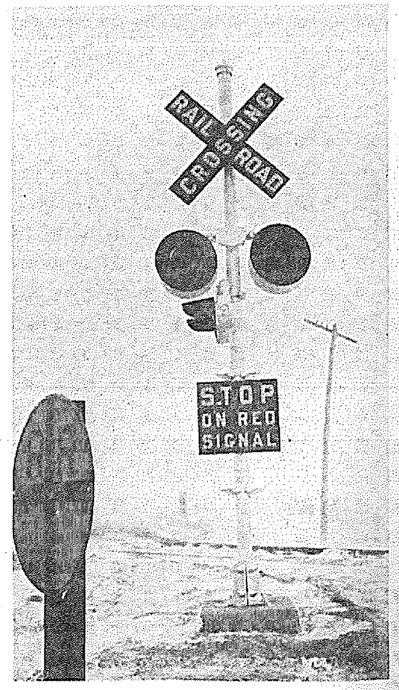


Flashing light signals at crossing of St. L.-S. F. Ry. near Snyder on US 62. Project No. WPGH 565-A-1.

(Photo by courtesy of U. S. Bureau of Public Roads)

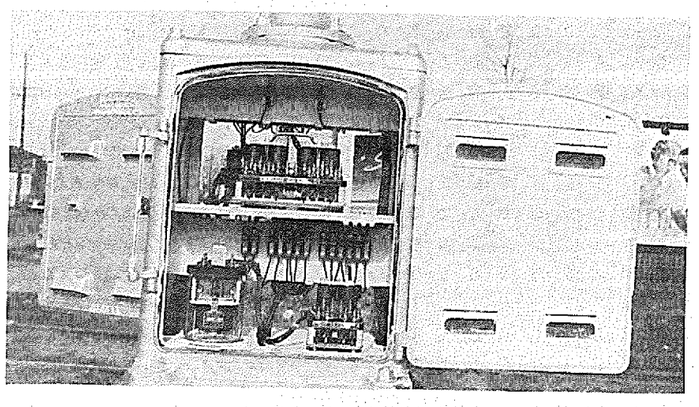


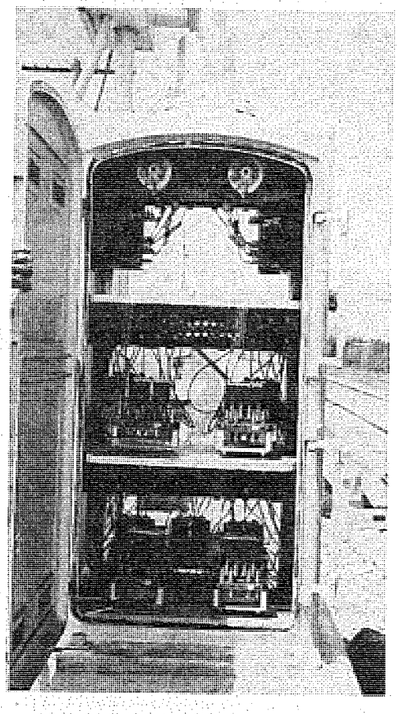
School bus route near Stafford, Custer County, protected by railroad crossing flashing light signals. Project No. WPGS-554-A-1.



Railroad crossing flashing light signal which warns traffic from side road as well as on main highway.

Project No. WPGS-554-A-2.





Views of typical instrument cases and enclosed electrical apparatus which controls operation of railroad crossing flashing light signals.

(Photos by courtesy of U. S. Bureau of Public Roads)

STATEMENT OF MAINTENANCE COSTS BY COUNTIES & SURFACE TYPES
FOR THE PERIOD OF JANUARY 1st to DECEMBER 31st, 1937
MILEAGE AS OF JULY 1st, 1937.

COUNTY		1 CONC.ASPH. ON CONC. BRICK	2 ASPH. SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
ADAIR	Mi.			16.86	73.58			90.43
	Cost			4,944.82	27,773.65			32,718.47
	C/M			293.46	377.46			361.81
ALFALFA	Mi.	22.64	10.83		45.15	6.02	26.15	110.79
	C	4,292.98	3,053.93		11,792.89	2,203.96	20,208.96	41,552.71
	C/M	189.62	281.99		261.19	366.10	772.81	375.06
ATOKA	M	17.60		51.00	6.40			75.00
	C	16,482.32		16,942.67	2,614.12			36,039.11
	C/M	936.50		312.60	408.46			467.19
BEAVER	M			56.58	42.85	64.31		163.74
	C			3,993.58	12,542.99	20,396.07		36,932.64
	C/M			70.58	292.72	317.15		225.56
BECKHAM	M	40.30	7.50	8.80	68.82		37.40	162.82
	C	11,543.45	2,871.29	1,583.87	27,295.29		18,157.18	61,451.08
	C/M	286.44	382.84	179.98	396.62		485.49	377.42
BLAINE	M			15.85	63.02		40.50	119.35
	C			2,398.43	18,459.95		16,703.40	37,559.78
	C/M			151.39	292.92		412.43	314.70
BRYAN	M	35.30	14.00	6.20	48.26			103.76
	C	9,123.95	6,280.88	1,369.97	21,387.53			38,162.33
	C/M	258.47	448.63	220.96	443.17			367.79
CADDO(PART)	M	0.74						0.74
	C	507.68						507.68
	C/M	686.05						686.05

COUNTY		1 CONC.ASPH ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
CADDO (PART)	M	20.00	10.80	74.80	65.20	12.00	46.30	227.90
	C	10,285.69	2,686.03	26,663.88	34,576.84	8,950.89	18,452.50	101,615.83
	C/M	514.28	248.71	357.42	530.32	745.91	407.34	445.88
CANADIAN	M	63.84	14.95	11.28	4.78		0.60	95.45
	C	19,249.49	2,743.44	1,061.05	2,614.30		199.00	25,867.28
	C/M	301.53	183.51	94.06	546.92		331.67	271.00
CARTER	M	43.46	28.04	4.10	31.32		4.20	111.12
	C	18,711.72	11,089.70	5,951.58	12,307.90		351.31	48,412.21
	C/M	430.55	395.50	1,451.60	392.97		83.65	435.68
CHEROKEE	M		12.96	13.50	45.44			72.00
	C		4,327.56	6,493.64	18,898.16			29,719.36
	C/M		333.92	477.47	415.89			412.77
CHOCTAW	M	7.40	6.05	21.00	31.38			65.83
	C	1,378.53	6,236.94	4,145.98	18,582.08			30,343.53
	C/M	186.29	1,030.90	197.43	592.15			460.94
CIMARRON	M				35.74	38.25	34.72	108.71
	C				8,535.20	11,356.27	14,791.37	34,684.84
	C/M				238.81	296.95	426.02	319.06
CLEVELAND	M	33.54		24.20	14.39		12.00	84.13
	C	11,438.96		8,396.73	10,009.56		6,451.11	36,296.36
	C/M	341.05		346.97	695.59		537.59	431.43
COAL	M	4.39		38.21				42.60
	C	1,308.50		10,844.78				12,153.28
	C/M	298.06		283.82				285.29
COMANCHE	M	37.27	30.27	5.00	49.42		19.40	141.36
	C	12,087.47	6,137.54	1,097.16	18,135.75		4,109.70	41,567.62
	C/M	324.32	202.75	219.43	366.97		211.84	294.06

COUNTY		1 CONC.ASPH ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
COTTON	M	3.04	15.00		66.85		48.63	133.53
	C	1,103.90	2,205.19		21,960.00		14,759.00	40,028.09
	C/M	363.13	147.01		328.45		303.50	299.77
CRAIG	M	23.29		6.95	25.97	19.00		75.21
	C	8,846.98		2,977.31	10,040.75	5,775.41		27,640.45
	C/M	379.86		428.39	386.63	303.97		367.51
CREEK	M	83.35			48.65		1.50	133.50
	C	26,317.99			11,685.96		1,144.58	39,148.53
	C/M	315.75			240.20		763.05	293.25
CUSTER(PART)	M				2.70			2.70
	C				1,472.16			1,472.15
	C/M				545.24			545.24
CUSTER(PART)	M	38.00		.90	42.89	11.00	22.00	114.79
	C	13,686.54		837.51	17,450.46	3,392.34	18,948.73	54,315.58
	C/M	360.17		930.66	406.87	308.39	861.31	473.17
DELAWARE	M	4.00			129.94			133.94
	C	917.07			44,358.81			45,275.88
	C/M	229.27			341.38			338.03
DEWEY(PART)	M				1.53			1.53
	C				256.10			256.10
	C/M				167.39			167.39
DEWEY(PART)	M				13.59		24.40	37.99
	C				4,998.31		5,315.18	10,313.49
	C/M				367.79		217.84	271.48
DEWEY(PART)	M		1.35		52.06		30.65	84.06
	C		168.63		23,657.44		19,511.91	43,337.98
	C/M		124.91		454.43		636.50	515.56

COUNTY		1 CONC.ASPH ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
ELLIS	M				31.01	35.69	52.35	119.05
	C				10,620.17	10,804.29	17,012.15	38,436.61
	C/M				342.48	302.73	324.97	322.86
GARFIELD	M	70.16					25.50	95.66
	C	10,517.30					7,299.66	17,816.96
	C/M	149.90					286.26	186.25
GARVIN	M	17.60	5.00	2.00	63.42		71.20	159.22
	C	7,421.63	1,191.35	381.75	24,569.80		23,110.19	56,664.72
	C/M	421.68	238.27	190.87	387.26		324.58	355.89
GRADY	M	73.58	14.50	8.38	35.37	8.70		140.53
	C	23,511.47	2,563.18	2,252.10	13,439.59	3,267.65		45,033.99
	C/M	319.54	176.77	268.75	379.97	375.59		320.46
GRANT	M	54.22		12.62	17.40	4.51	13.20	101.95
	C	9,696.71		685.28	5,538.04	1,278.69	3,839.66	21,038.38
	C/M	178.84		54.30	318.28	283.52	290.88	206.36
GREER	M		8.00	3.00	43.68	6.91	19.00	80.59
	C		3,740.66	1,804.26	18,474.78	3,303.50	4,196.01	31,519.21
	C/M		467.58	601.42	422.96	478.08	220.84	391.10
HARMON	M	3.50	4.89	11.50	30.70			50.69
	C	1,524.60	2,168.04	8,068.59	18,490.32			30,241.35
	C/M	435.57	441.32	695.57	602.29			596.59
HARPER	M	.66	35.82	31.77	36.75		12.58	117.38
	C	312.10	16,929.42		13,862.19		3,328.04	34,421.75
	C/M	472.88	475.28		376.93		264.55	293.25
HASKELL	M				52.00	14.40	27.20	93.60
	C				32,208.67	3,654.21	8,525.50	44,388.38
	C/M				619.40	253.76	313.44	474.23

COUNTY		1 CONC.ASPH. ON CONC. BRICK	2 ASPH. SURF ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
MUSKOGEE	M	86.17	1.00	12.76	37.45		12.90	150.28
	C	22,448.49		3,556.13	14,214.15		6,982.85	47,201.62
	C/M	260.51		278.69	379.55		541.31	314.09
NOBLE	M	78.65			5.09			83.74
	C	23,906.18			5,420.69			29,326.87
	C/M	303.96			1,064.97			350.21
NOWATA	M	10.14	6.00	36.67	14.60			67.41
	C	4,531.70	1,277.48	15,965.84	6,647.27			28,422.29
	C/M	446.91	212.91	435.39	455.29			421.63
OKFUSKEE	M	11.20	12.50	28.80	17.00			69.50
	C	1,958.72	4,143.33	6,750.56	5,250.16			18,102.77
	C/M	174.89	331.47	234.39	308.83			260.47
OKLAHOMA	M	80.40	27.30					107.70
	C	23,617.14	6,985.68					30,602.82
	C/M	293.75	255.89					284.15
OKMULGEE	M	69.76	4.90		10.80			85.46
	C	20,471.68	1,856.33		3,373.57			25,701.58
	C/M	293.46	378.84		312.37			300.74
OSAGE (Part)	M	43.99	2.73	19.50	91.78		15.90	173.90
	C	18,839.38	1,580.72	5,464.52	22,404.24		2,188.41	50,477.27
	C/M	428.27	579.02	280.23	244.11		137.64	290.27
OSAGE(Part)	M			42.21			27.00	69.21
	C			30,143.37			7,987.60	38,130.97
	C/M			714.13			295.84	550.95
OTTAWA	M	23.72		4.50	36.70		12.00	76.92
	C	9,060.24		8,975.44	11,616.25		6,986.28	36,638.21
	C/M	381.97		1,994.54	316.52		582.19	476.32
PAWNEE	M	56.26		6.25	22.09		7.32	91.92
	C	16,174.06		11,863.69	16,747.05		3,806.43	48,591.29
	C/M	287.49		1,898.19	758.13		520.01	528.63

COUNTY		1 CONC.ASPH. ON CONCL BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
PAYNE	M	75.99			22.76		10.50	109.25
	C	16,675.11			8,675.89		5,251.88	30,602.88
	C/M	219.44			381.19		500.18	280.12
PITTSBURG	M	58.40	3.80	24.60	17.40	7.95	6.05	118.20
	C	11,173.75	966.95	18,949.21	13,463.89	4,424.53	2,704.74	51,683.07
	C/M	191.33	254.46	770.29	773.79	556.54	447.06	437.25
PONTOTOC	M	28.20	6.00	47.80	24.20		7.00	113.20
	C	7,055.60	777.61	15,152.29	18,220.77		2,678.61	43,884.88
	C/M	250.20	129.60	316.99	752.92		382.66	387.68
POTTAWATOMIE	M	62.66			20.10		13.10	95.86
	C	24,106.00			9,169.26		2,955.56	36,230.82
	C/M	384.71			456.18		225.62	377.96
PUSHMATAHA	M			11.30	68.55			79.85
	C			4,298.64	27,452.38			31,751.02
	C/M			380.41	400.47			397.63
ROGER MILLS	M				44.00	34.00	1.80	79.80
	C				10,529.40	11,381.41	405.06	22,315.87
	C/M				239.30	334.75	225.03	279.65
ROGERS	M	39.50	22.90	28.20	31.90			122.50
	C	10,033.07	1,401.49	6,880.91	19,587.09			37,902.56
	C/M	254.00	61.20	244.00	614.02			309.41
SEMINOLE	M	96.32		14.10	21.10			131.52
	C	26,887.33		4,845.37	8,169.65			39,902.35
	C/M	279.15		343.64	387.19			303.39
SEQUOYAH	M		22.00	21.20	24.48			67.68
	C		12,417.34	8,362.21	9,206.34			29,985.89
	C/M		564.42	394.44	376.08			443.05
STEPHENS	M	57.50	27.10		34.70			119.30
	C	12,316.75	8,259.14		12,577.73			33,153.62
	C/M	214.20	304.77		362.47			277.90

COUNTY		1 CONC.ASPH ON CONC. BRICK	2 ASPH.SURF ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
TEXAS								
	M		18.72	14.25	35.30	67.73		136.00
	C		3,659.48	1,609.44	5,561.53	19,192.96	417.12	30,440.53
	C/M		195.48	112.94	157.55	283.37		223.82
TILLMAN	M	5.65	20.84		65.50	8.00	16.00	115.99
	C	5,866.02	9,918.62		23,359.44	3,154.46	6,975.65	49,274.19
	C/M	1,038.23	475.94		356.63	394.31	435.98	424.81
TULSA	M	115.20	8.85	5.25	15.60			144.90
	C	38,315.31	805.24	1,949.79	5,714.30			46,784.64
	C/M	332.60	90.99	371.39	366.30			322.88
WAGONER	M	4.72		20.50	36.50	6.20		67.92
	C	616.02		9,554.61	11,976.04	1,103.64		23,250.31
	C/M	130.51		466.08	328.11	178.01		342.32
WASHINGTON	M	54.80		2.30	11.00		8.20	76.30
	C	16,761.94		1,913.82	2,559.21		693.66	21,928.63
	C/M	305.87		832.10	232.66		84.59	287.40
WASHITA	M	13.50	55.00		47.00		14.00	129.50
	C	2,682.71	10,509.89		24,209.58		2,770.29	40,172.47
	C/M	198.72	191.09		515.10		197.88	310.21
WOODS	M	1.58	43.40	4.18	54.39		15.95	119.50
	C	306.91	10,598.25	187.27	11,966.06		5,182.84	28,241.33
	C/M	194.24	244.19	44.80	220.00		324.94	236.32
WOODWARD	M	.70	46.89		23.08		61.70	132.37
	C	402.39	6,607.81		6,566.87		23,362.80	36,939.87
	C/M	574.84	140.92		284.52		378.65	279.65

MAINTENANCE COSTS - 1937 (Cont'd)

SUMMARY BY ENGINEERING DIVISIONS

Division No.		Conc.Asphalt on Concrete Brick	Asphalt Surf. on Gravel Base	Treated Gravel or Earth	Untreated Gravel	Improved Earth	Unimproved Earth	TOTAL
Div. No. 1	Miles	572.49	103.12	271.40	662.96	25.70	106.50	1,741.67
	Direct Maint. Cost	180,698.07	32,566.93	120,322.08	235,922.95	6,879.05	30,212.05	606,601.13
	Overhead & Indirect Cost	15,392.15	2,774.34	10,249.32	20,096.20	586.24	2,573.75	51,672.00
	Total Division Cost	196,090.22	35,341.27	130,571.40	256,019.15	7,465.29	32,785.80	658,273.13
	Average Cost per Mile	342.52	342.72	481.10	386.18	296.24	307.85	377.96
Div. No. 2	Miles	136.10	32.05	146.40	531.68	38.97	41.45	926.65
	Direct Maint. Cost	49,820.81	14,931.40	60,433.17	234,076.04	14,569.83	14,552.83	388,384.14
	Overhead & Indirect Cost	3,904.45	1,170.17	4,736.14	18,344.74	1,141.84	1,140.50	30,437.84
	Total Division Cost	53,725.26	16,101.57	65,169.31	252,420.78	15,711.73	15,693.33	418,821.98
	Average Cost per Mile	394.75	502.39	445.15	474.76	403.18	378.61	451.97
Div. No. 3	Miles	586.88	116.95	288.47	477.83	8.70	224.13	1,702.96
	Direct Maint. Cost	185,493.52	37,773.87	89,441.19	199,827.29	3,267.65	92,517.00	608,320.52
	Overhead & Indirect Cost	19,226.86	3,913.61	9,271.62	20,711.84	339.19	9,589.96	63,053.08
	Total Division Cost	204,720.38	41,687.48	98,712.81	220,539.13	3,606.84	102,106.96	671,373.60
	Average Cost per Mile	348.82	356.46	342.19	461.54	414.58	455.57	394.24
Div.No. 4	Miles	724.00	63.44	104.38	207.25	12.32	205.76	1,317.15
	Direct Maint. Cost	164,624.62	13,978.29	49,963.67	85,456.12	3,935.02	76,347.82	394,305.54
	Overhead & Indirect Cost	16,423.22	1,394.74	4,984.64	8,525.36	392.81	7,616.71	39,337.48
	Total Division Cost	181,047.84	15,373.03	54,948.31	93,981.48	4,327.83	83,964.53	433,643.02
	Average Cost per Mile	250.07	242.32	526.43	453.47	351.28	408.07	329.23
Div. No. 5	Miles	175.54	218.91	103.90	674.86	71.91	259.38	1,504.50
	Direct Maint. Cost	70,317.60	66,936.71	40,055.27	277,722.70	30,182.60	98,211.00	583,425.88
	Overhead & Indirect Cost	4,415.30	4,202.95	2,525.11	17,444.91	1,894.35	6,167.41	36,650.03
	Total Division Cost	74,732.90	71,139.66	42,580.38	295,165.61	32,076.95	104,378.41	620,073.91
	Average Cost per Mile	425.73	324.97	409.82	437.37	446.07	402.42	412.15

MAINTENANCE COSTS - 1937 (Cont'd)

SUMMARY BY ENGINEERING DIVISIONS

Division No.		Conc.Asphalt on Concrete Brick	Asphalt Surf. on Gravel Base	Treated Gravel or Earth	Untreated Gravel	Improved Earth	Unimproved Earth	TOTAL
Div. #6	Miles	53.32	158.19	107.78	380.78	264.16	288.35	1,252.58
	Direct Maint. Cost	14,444.79	41,022.92	6,310.59	112,021.31	88,374.08	119,571.24	381,744.93
	Overhead & Indirect Cost	836.32	2,375.12	365.37	6,485.75	5,116.64	6,922.87	22,102.07
	Total Division Cost	15,281.11	43,398.04	6,675.96	118,507.06	93,490.	126,494.11	403,847.00
	Average Cost per Mile	286.59	274.34	61.94	311.22	353.91	438.68	322.41
STATE SUMMARY								
	Miles	2,248.33	692.66	1,022.33	2,935.36	421.26	1,125.57	8,445.51
	Direct Maint. Costs	665,399.41	207,210.12	366,525.97	1,145,026.41	147,208.29	431,411.94	2,962,782.14
	Overhead & Indirect Costs	60,198.30	15,830.93	32,132.20	91,608.80	9,471.07	34,011.20	243,252.50
	Total Maintenance Cost	725,597.71	223,041.05	398,658.17	1,236,633.21	156,679.36	465,423.14	3,206,032.64
	Average Cost per Mile	323.45	322.00	389.95	421.29	371.93	413.50	379.61

1938

STATEMENT OF MAINTENANCE COSTS

By Counties & Surface Types for the Period of January 1st to November 1st, 1938.

		1	2	3	4	5	6	
COUNTY		CONC.ASPH. ON CONC. BRICK	ASPH.SURF. ON GRAVEL BASE	TREATED GRAVEL OR EARTH	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH	TOTAL
ADAIR	Mi.			16.85	61.20			78.05
	Cost			3,156.20	21,518.88			24,675.08
	C/M			187.31	351.62			316.14
ALFALFA	M	22.64	10.83		45.15	6.02	26.15	110.79
	C	3,750.20	1,178.28		14,639.01	2,809.23	15,208.52	37,585.24
	C/M	165.64	108.80		324.23	466.65	581.59	339.25
ATOKA	M	17.80		51.00	6.40			75.00
	C	6,199.94		15,490.88	2,327.94			24,018.76
	C/M	352.27		303.74	363.74			320.25
BEAVER	M	.47		56.88	60.83	46.33		164.21
	C	104.03		3,762.73	11,107.17	13,402.55		28,376.48
	C/M	221.34		66.50	182.58	289.28		172.81
BECKHAM	M	40.30	15.50	8.80	62.52			127.12
	C	12,572.39	1,959.52	1,029.69	17,670.22		206.08	33,437.90
	C/M	311.97	126.42	117.01	282.63			263.04
BLAINE	M			15.83	53.68		35.50	105.01
	C			1,186.62	18,346.55		11,189.64	30,724.81
	C/M			75.09	341.78		315.20	292.59
BRYAN	M	35.30	14.00	6.20	50.66			106.16
	C	5,962.12	5,741.62	1,699.73	18,674.46			32,077.93
	C/M	168.90	410.12	274.15	368.62			302.17
CADDO (PART)	M	.74						.74
	C	36.27						36.27
	C/M	49.01						49.01
CADDO (PART)	M	28.20	10.80	71.40	60.20	12.00	31.30	213.90
	C	20,665.34	3,755.48	32,741.39	16,563.70	5,575.86	13,411.00	92,712.76
	C/M	732.81	347.73	458.56	275.14	464.65	428.47	433.44

COUNTY		1 CONC.ASPH. ON CONC. BRICK	2 ASPH.SURF ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
CANADIAN	M	63.84	14.95	11.29	4.79		.60	95.46
	C	14,807.04	3,662.08	2,737.57	2,620.71		251.93	24,069.33
	C/M	231.94	244.29	242.69	547.12		419.88	252.14
CARTER	M	43.46	31.44	5.60	25.17			105.67
	C	18,040.33	5,500.42	2,895.39	11,394.85			37,831.00
	C/M	415.10	174.95	517.03	452.72			358.01
CHEROKEE	M		12.96	13.60	43.30			69.86
	C		3,515.59	2,869.75	21,611.07			27,996.41
	C/M		271.26	211.01	499.10			400.75
CHOCTAW	M	14.68	14.53	34.90	2.00			66.11
	C	4,813.68	5,264.85	16,948.93	607.27			27,634.73
	C/M	327.91	362.34	485.64	303.64			418.01
CIMARRON	M			45.22	21.74	16.00	23.35	106.31
	C			6,191.40	4,383.96	3,600.14	6,242.07	20,417.57
	C/M			136.91	201.65	225.01	267.35	192.06
CLEVELAND	M	34.24		23.50	14.39		12.00	84.13
	C	11,920.51		3,765.63	4,387.27		7,948.56	28,021.97
	C/M	348.15		160.24	304.88		662.38	333.08
COAL	M	4.39		38.21				42.60
	C	416.43		17,737.95				18,154.38
	C/M	94.86		464.22				426.16
COMANCHE	M	37.27	40.72	23.00	21.42			122.41
	C	8,311.76	11,081.38	4,307.87	8,085.01		84.23	31,870.25
	C/M	223.01	272.14	187.30	377.45			260.36
COTTON	M	3.04	21.30	12.00	55.56		17.00	108.90
	C	177.15	4,171.19	698.26	20,037.00		3,356.05	28,419.65
	C/M	58.27	195.83	58.18	360.63		196.23	260.97

COUNTY		1 CONC.ASPH. ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
CRAIG	M	23.29		6.95	25.97	1.63	17.37	75.21
	C	9,501.54		2,428.36	5,681.33	54.58	2,114.77	19,780.58
	C/M	407.97		349.40	218.77	33.48	121.75	263.00
CREEK	M	83.35			48.65			132.00
	C	22,722.00			13,999.65			36,721.05
	C/M	272.61			287.75			278.19
CUSTER(PART)	M				3.29			3.29
	C				1,122.00			1,122.00
	C/M				341.03			341.03
	M	38.00		.90	38.90	11.00	22.00	110.80
	C	11,103.96		39.33	11,141.36	5,655.36	11,701.49	39,641.50
	C/M	292.21		43.70	286.41	514.12	531.89	357.78
DELAWARE	M	4.00	10.00	22.80	89.84			126.64
	C	454.63	3,043.67	11,433.75	23,685.53			38,617.58
	C/M	113.66	304.37	501.48	263.64			304.94
DEWEY(PART)	M				1.53			1.53
	C				97.74			97.74
	C/M				63.88			63.86
DEWEY(PART)	M				13.69			13.69
	C				2,972.04		263.93	3,235.97
	C/M				218.69			238.11
DEWEY(PART)	M		9.32		48.79		24.95	83.06
	C		3,023.65		20,366.54		20,779.76	44,169.94
	C/M		324.43		417.43		832.86	531.78
ELLIS	M				31.01	57.49	29.73	118.23
	C				9,265.84	17,791.84	9,867.24	36,924.92
	C/M				298.80	309.48	331.90	312.34

COUNTY		1 CONC.ASPH. ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
GARFIELD	M	70.16	8.00	6.06		1.81	10.63	95.66
	C	12,399.04	2,615.69	5,619.10		395.55	3,168.96	24,098.34
	C/M	176.73	326.96	1,090.73		218.54	298.11	251.92
GARVIN	M	17.60	5.18	2.00	74.87		35.70	135.35
	C	7,308.71	4,411.87	368.98	29,350.24		14,682.11	56,121.91
	C/M	415.27	851.71	184.49	392.02		411.26	414.64
GRADY	M	73.58	14.50	6.38	40.78	8.70		145.94
	C	18,128.64	1,386.08	3,137.56	10,869.44	7,014.17		40,535.89
	C/M	246.38	95.59	374.41	266.54	806.23		277.76
GRANT	M	54.22	12.62		17.40	4.51	13.20	101.95
	C	6,972.61	788.11		6,355.11	907.43	3,116.09	17,139.35
	C/M	126.60	62.45		307.76	201.20	236.07	168.12
GREER	M		15.00	12.00	25.09	6.91	11.50	70.50
	C		2,721.86	2,004.59	9,648.49	2,566.70	4,503.56	21,443.99
	C/M		181.44	167.05	384.56	371.30	391.61	304.17
HARMON	M	3.50	4.89	11.60	30.70			50.69
	C	581.13	804.68	2,303.52	13,348.77			17,038.30
	C/M	166.04	164.60	198.58	434.81			336.13
HARPER	M	.66	67.39		48.85			116.90
	C	217.92	11,488.30		13,386.50			25,092.72
	C/M	330.18	170.47		274.03			214.65
HASKELL	M				50.50	14.10	13.70	78.30
	C				23,600.35	3,951.36	7,839.00	35,390.71
	C/M				467.33	280.24	572.19	451.99
HUGHES	M	47.70		38.50				86.20
	C	8,332.77		12,051.97				20,384.74
	C/M	174.69		313.04				236.48

COUNTY		1 CONC.ASPH. ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
JACKSON	M	12.77	14.10	11.40	60.42		8.50	112.69
	C	3,493.42	2,910.79	10,573.32	21,885.51		4,186.05	42,067.98
	C/M	273.56	142.61	927.21	329.05		517.21	373.31
JEFFERSON	M	31.30	1.80		43.94			77.04
	C	7,543.57	186.43		14,217.25		193.65	22,139.90
	C/M	241.01	103.02		323.53			287.38
JOHNSTON	M	12.75	10.00	21.60	68.51			112.86
	C	4,831.35	565.62	6,143.08	23,204.77			34,745.42
	C/M	378.93	56.56	284.40	338.71			307.83
KAY	M	102.81						102.81
		15,400.53						15,400.53
		149.80						149.80
KINGFISHER	M	30.70			24.18	3.82	33.13	91.83
	C	3,454.00			3,773.35	4,939.55	10,780.95	22,953.96
	C/M	112.51			156.30	1,293.10	325.41	249.96
KIOWA	M	8.00	54.90	18.00	32.26		3.44	116.60
	C	6,080.64	21,306.52	4,563.21	11,045.01		603.92	43,599.30
	C/M	760.08	388.09	253.51	342.38		175.55	373.92
LATIMER	M			37.20	37.90	13.10		88.20
	C			6,495.79	18,299.68	3,730.48		28,525.95
	C/M			174.62	482.84	284.77		323.42
LEFLORE	M	7.80	8.20	36.90	67.15	8.32	6.00	153.37
	C	1,242.71	1,105.23	18,108.92	28,406.85	6,425.83	1,129.07	56,418.61
	C/M	159.32	134.78	504.42	325.97	772.09	188.17	367.86
LINCOLN	M	53.82	21.19	16.19	40.81			132.01
	C	8,361.89	14,280.52	10,996.50	11,159.41			44,778.12
	C/M	155.36	672.98	679.22	273.45			339.20

COUNTY		1 CONC.ASPH ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
LOGAN	M	56.15			7.39	6.30	38.45	110.29
	C	9,273.61			2,201.71	2,966.77	16,792.89	31,234.98
	C/M	159.48			297.93	470.92	436.75	283.21
LOVE	M	25.53			3.00		29.00	57.53
	C	8,213.60			2,770.89		11,922.94	22,907.63
	C/M	321.73			923.63		411.14	398.19
MC CLAIN	M	15.38		27.65	46.74		70.75	160.42
	C	3,979.75		6,293.68	25,452.97		23,987.20	59,713.60
	C/M	258.78		228.45	544.57		339.04	372.23
MC CURTAIN	M	9.60		14.80	121.90			146.30
	C	2,391.01		4,427.17	48,035.14			54,853.32
	C/M	249.06		299.13	394.05			374.94
MC INTOSH	M	18.52	10.08	21.22	3.50	25.70		77.02
	C	9,823.35	3,654.31	12,521.57	885.36	6,196.76		33,080.84
	C/M	530.42	362.53	590.08	252.96	241.45		429.51
MAJOR	M	28.09		1.00	36.48	51.98	39.25	156.80
	C	5,066.82	70.75	81.17	9,544.79	18,278.91	15,130.22	48,172.16
	C/M	180.37		81.17	261.64	351.65	385.48	307.22
MARSHALL	M	7.34	4.30		36.23			47.87
	C	1,873.62	817.33		21,483.47			24,174.42
	C/M	255.26	190.08		592.97			505.00
MAYES	M	5.24	12.08	52.95	23.11			93.38
	C	3,108.14	2,620.88	18,565.57	8,113.71			32,408.30
	C/M	593.16	216.96	350.62	351.09			347.06
MURRAY	M	18.43	17.71	6.20	25.72			68.06
	C	3,322.11	3,840.81	1,640.29	9,501.63			18,304.84
	C/M	180.26	216.87	264.56	369.43			268.95

COUNTY		1 CONC.ASPH. ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
MUSKOGEE	M	89.91	1.00	20.76	22.80		15.00	149.47
	C	23,036.56	233.39	9,500.81	5,129.71		3,486.27	41,386.74
	C/M	256.22	233.39	457.65	224.99		232.42	276.89
NOBLE	M	78.65			5.09	14.00		97.74
	C	20,014.28			2,366.93	4,071.62		26,452.83
	C/M	254.47			465.02	290.83		270.64
NOWATA	M	13.35	6.00	34.94	6.00			60.29
	C	3,395.43	1,434.61	11,648.88	2,109.38			18,588.24
	C/M	254.34	239.10	333.39	351.56			308.31
OKFUSKEE	M	11.20	20.30	21.00	17.00			69.50
	C	1,179.54	3,752.05	7,452.02	7,836.44			20,220.05
	C/M	105.32	184.83	354.86	460.97			290.94
OKLAHOMA	M	81.96	23.30					105.26
	C	25,099.71	5,235.18					30,334.89
	C/M	306.24	224.69					288.19
OKMULGEE	M	73.56	4.90		7.00			85.46
	C	16,498.66	2,076.68		1,865.14			20,440.48
	C/M	224.29	423.81		266.45			239.18
OSAGE(PART)	M	43.99	12.73	20.00	27.94	21.30		125.96
	C	9,757.86	3,200.48	10,256.48	5,029.64	1,594.62		29,838.08
	C/M	221.82	251.41	512.77	180.02	74.86		236.89
OSAGE(PART)	M			42.21			27.00	69.21
	C			27,601.42			6,847.58	33,449.00
	C/M			653.91			216.58	483.30
OTTAWA	M	36.52		19.00	7.50		24.15	87.17
	C	13,311.09		5,219.99	2,897.50		5,530.47	29,959.15
	C/M	364.49		432.63	386.35		229.00	343.69
PAWNEE	M	66.16		4.04	20.33		11.08	101.61
	C	10,899.89		1,300.80	8,585.44		4,316.32	25,102.45
	C/M	164.75		321.98	422.30		389.56	247.06

COUNTY		1 CONC. ASPH. ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
PAYNE	M	75.99			22.76		10.50	109.25
	C	16,937.00			7,976.82		4,640.28	29,554.10
	C/M	222.88			350.46		441.93	270.52
PITTSBURG	M	58.40	3.80	19.10	22.00	6.70	5.10	115.10
	C	10,126.83	469.68	17,468.03	8,476.66	2,546.02	2,752.57	41,841.85
	C/M	173.40	123.60	914.56	385.30	380.31	539.72	363.53
PONTOTOC	M	28.20	22.10	38.90	17.00			106.20
	C	10,623.56	1,436.11	15,557.10	10,242.42		18.47	37,877.66
	C/M	376.72	64.98	399.93	602.50			356.66
POTTAWATOMIE	M	62.66	8.40		12.70		13.10	96.86
	C	11,901.65	1,930.11	100.29	5,454.94		4,048.23	23,435.22
	C/M	189.94	229.78		429.52		309.03	241.95
PUSHMATAHA	M			14.20	65.55			79.85
	C			9,712.39	21,225.96			30,938.35
	C/M			679.19	323.81			387.46
ROGER MILLS	M		6.36		37.64	34.00		78.00
	C		1,357.53		15,893.25	8,576.52		25,817.30
	C/M		213.45		421.98	252.25		330.99
ROGERS	M	43.43	20.90	28.37	13.30			106.00
	C	17,834.82	5,042.75	10,081.29	4,990.43			37,949.29
	C/M	410.66	241.28	355.36	375.22			358.01
SEMINOLE	M	96.32	10.90	12.20	19.60			139.02
	C	18,760.13	1,208.56	5,843.34	8,956.86			34,468.89
	C/M	194.77	120.86	454.37	456.98			247.94
SEQUOYAH	M		22.00	21.20	24.48			67.68
	C		11,673.87	7,244.37	8,872.39			27,790.63
	C/M		530.63	341.72	362.43			410.62

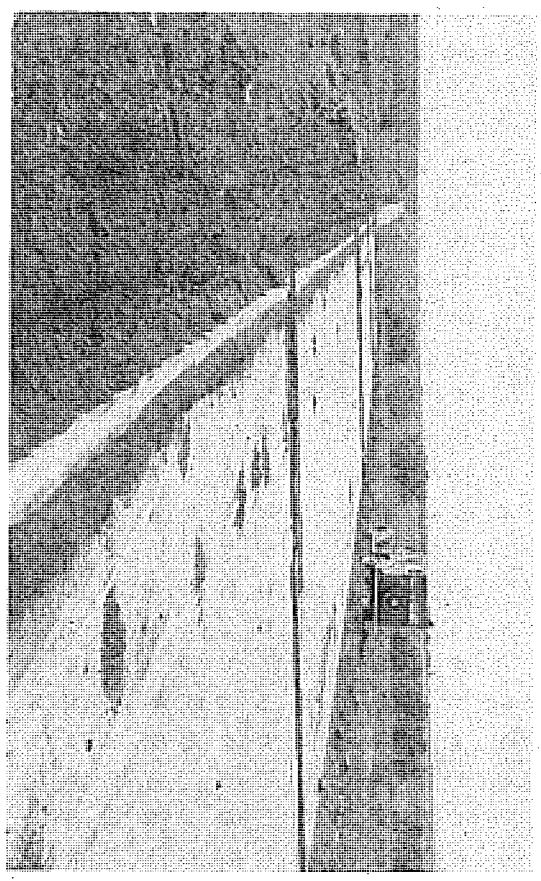
COUNTY		1 CONC. ASPH. ON CONC. BRICK	2 ASPH. SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
STEPHENS	M	57.60	27.10		34.70			119.30
	C	13,638.40	5,098.40		14,240.06			32,976.86
	C/M	237.19	188.13		410.38			276.42
TEXAS	M		18.72	49.55		67.73		136.00
	C		1,552.13	2,801.44		23,905.09		28,258.66
	C/M		82.91	56.54		352.95		207.78
TILLMAN	M	5.65	20.84	25.50	44.50	3.50	16.00	116.99
	C	4,333.69	6,318.43	2,136.24	14,986.67	2,233.91	6,959.49	36,968.43
	C/M	767.02	303.19	83.77	336.78	638.25	434.97	318.72
TULSA	M	115.95	8.85	5.25	4.80			134.85
	C	31,578.82	932.17	2,039.63	115.89			34,666.51
	C/M	272.35	105.33	388.50	24.14			257.07
WAGONER	M	9.25		15.97	42.70			67.92
	C	4,702.30		3,046.27	9,124.32			16,242.89
	C/M	440.25		190.75	213.69			239.15
WASHINGTON	M	54.80		3.40				58.20
	C	9,718.20		1,009.56				10,727.86
	C/M	177.34		296.96				184.33
WASHITA	M	13.50	55.00	15.50	15.00			99.10
	C	1,689.28	22,164.78	4,449.52	6,185.59		153.28	34,642.55
	C/M	125.13	402.99	285.23	412.38			349.57
WOODS	M	1.55	57.40	16.41	22.41	5.75	15.95	119.50
	C	245.95	9,991.88	5,288.54	3,586.51	1,616.01	8,194.94	28,923.94
	C/M	155.65	174.07	322.27	160.04	281.04	513.79	242.04
WOODWARD	M	.70	46.99		25.68		59.95	133.22
	C	101.56	8,605.53		5,167.46		27,240.00	41,114.55
	C/M	145.09	183.62		201.22		454.37	308.62

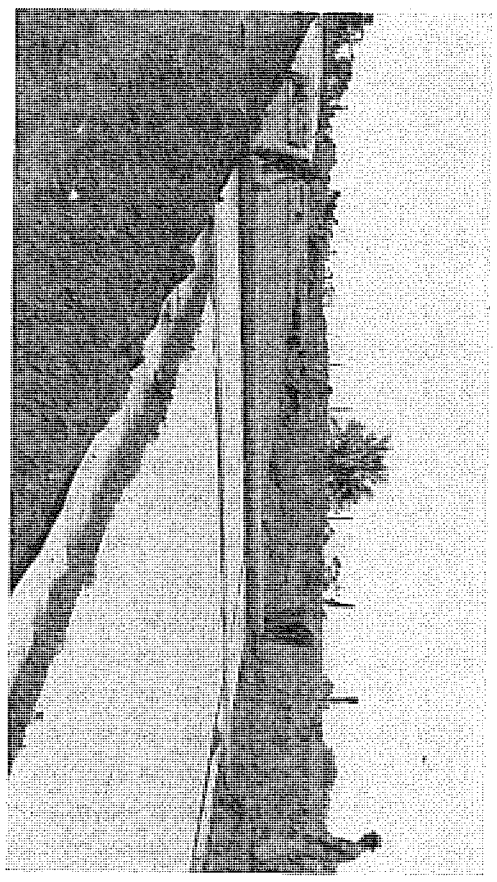
MAINTENANCE COSTS - 1938 (Cont'd)

SUMMARY BY ENGINEERING DIVISIONS

January 1, 1938 to October 31,1938 (10 Months)

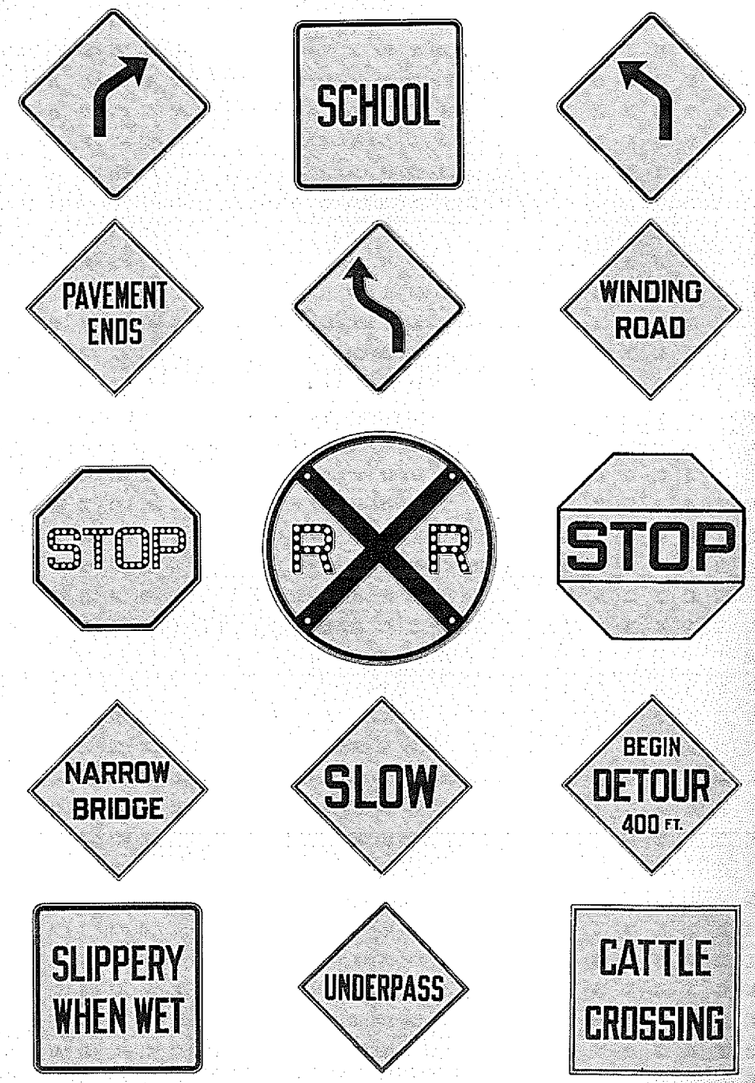
DIVISION NUMBER		1 CONC.ASPH. ON CONC. BRICK	2 ASPH.SURF. ON GRAVEL BASE	3 TREATED GRAVEL OR EARTH	4 UNTREATED GRAVEL	5 IMPROVED EARTH	6 UNIMPROVED EARTH	TOTAL
Div. #1	Miles	615.16	121.50	303.26	452.09	46.63	56.52	1,595.16
	Cost	174,813.40	37,428.40	114,021.52	135,629.42	7,845.46	11,131.51	480,869.71
	C/M	284.18	308.05	375.99	300.00	168.25	196.95	301.46
Div. #2	Miles	143.38	40.53	213.40	444.06	42.22	24.80	908.39
	Cost	30,736.29	12,581.38	90,351.84	169,656.31	16,653.75	11,720.64	331,700.21
	C/M	214.37	310.42	423.39	382.06	394.45	472.61	365.15
Div. #3	Miles	587.58	173.73	243.64	480.35	8.70	160.55	1,654.55
	Cost	150,015.47	30,132.80	82,687.28	199,363.50	7,014.17	62,801.16	532,014.38
	C/M	255.31	173.45	339.38	415.04	806.23	391.16	321.55
Div. #4	Miles	737.20	80.06	94.61	201.25	30.43	180.10	1,323.65
	Cost	143,655.67	26,551.58	49,344.01	63,611.77	13,281.02	60,104.65	356,548.70
	C/M	194.87	331.65	521.55	316.08	436.44	333.73	276.17
Div. #5	Miles	190.23	259.41	210.20	503.80	67.41	109.24	1,340.29
	Cost	69,008.76	77,652.14	64,843.84	169,422.72	24,607.34	45,361.08	450,895.88
	C/M	362.75	299.34	308.49	336.29	365.04	415.24	336.42
Div. #6	Miles	54.14	210.55	168.76	340.94	251.30	219.33	1,245.02
	Cost	9,486.48	35,910.03	18,125.28	91,447.88	81,403.77	102,662.74	339,036.18
	C/M	175.22	170.55	107.40	268.22	323.93	468.07	272.31
STATE SUMMARY								
(10 Months)	Miles	2,327.69	885.78	1,233.87	2,422.49	446.69	750.54	8,067.06
	Cost	577,716.07	220,256.33	419,373.77	829,131.60	150,805.51	293,781.78	2,491,065.06
(10 Months Av.)	C/M	248.19	248.85	339.88	342.26	337.60	391.42	308.79



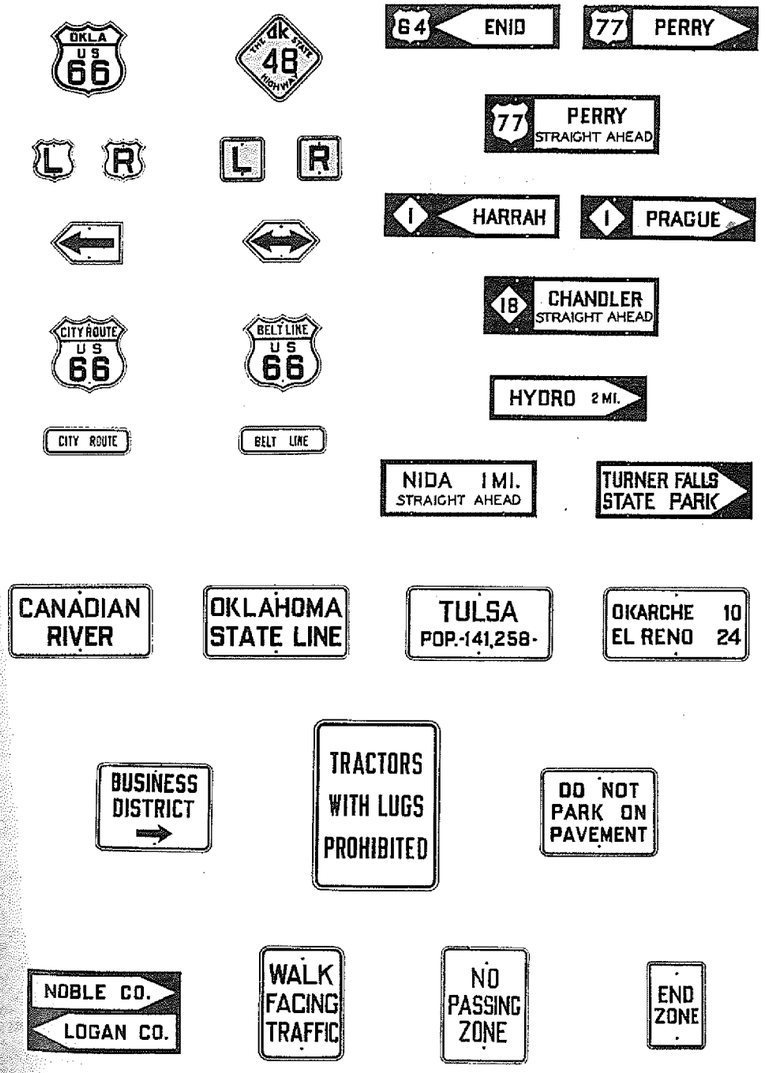


Showing use of waterproof paper in curing of concrete paving. On State Highway No. 99, Pottawatomie County. Project No. FAP 322-C.

TYPICAL HIGHWAY SIGNS AND MARKERS



TYPICAL HIGHWAY SIGNS AND MARKERS



DEPARTMENT OF DESIGN

The Department of Design was authorized by the State Highway Commission in 1935 and established principally for the purpose of co-ordinating plans between the time of the surveys and the final completion of the plans by placing someone in direct responsibility for that assignment.

The value of this department has been proven beyond any question, and in the future more responsibility will be placed on the Dpeartment of Design than at present for the purpose of coordinating all phases of work between the surveys and the completion of plans, as well as determining the proper designs for various conditions.

Since this department has been established, it has eliminated to a large extent the changing of plans in the field after contracts have been awarded, and this reduction tends to cut down materially the extra cost incurred when a large number of changes are made after contract is awarded.

It is the duty of this department to determine design standards, classification of roadways, the proper design for such classifications, and to check the plans after their completion and before submission is made to the Bureau of Public Roads. The responsibility for specifications has been placed entirely on this department, and that has proven to be of great benefit in keeping them up to date. Since the department's organization a complete new sepcification has been written, and a revision thereto is being written and will soon be ready for publication. It is of much importance that specifications be kept up to date because requirements are continually changing, construction equipment is always being improved, and methods of operation changing.

The office of Design is represented on plan-in-hand inspection and, therefore, is able to keep up with the various details of plans from that point until completion, and eventually, no doubt, it will be called upon to approve any change of plan requested from the field.

PLANS AND SURVEYS

The Department of Plans and Surveys has jurisdiction over the making of surveys and the location of all highways under the direction of the State Highway Engineer.

The first step in the improvement of a highway is to establish its location so that it will serve its purpose for both local and through traffic between control points and to be so located that it can be maintained at a reasonable cost and so constructed that it will not only accommodate the present traffic but also future traffic which may be expected to develop.

To meet the above condition means that radical changes are necessary in the method of location from that used only a few years ago when not enough consideration was given to future needs of highway transportation. The fact that this was overlooked makes it necessary, before paving or making extensive improvements on a highway which was built in the past, to make various changes in the alignment and grade and to widen the roadway, which cost could have been largely avoided if future developments had been given proper consideration.

All highways are now being designed and located so as to meet the requirements of a high rate of speed with safety. To meet these requirements, it is necessary to use curves of low degree with proper super-elevation and vertical curves with the maximum sight distance which can be obtained at a reasonable cost.

There is no question but that the density of traffic on our highways will increase from year to year, but if the highway is properly designed and located this can be taken care of, when necessary, by the widening of the roadway to provide for additional lanes of traffic at a minimum cost.

It is believed that all highways constructed in the State of Oklahoma in the past two years met all requirements of the modern highway and that they were located and built at the lowest possible cost. With very few exceptions, it has been found that if any extensive improvements are to be made on a highway, a survey is required before the work can be done.

The general routine of this office is as follows: The State Highway Commission will instruct the Chief Engineer that certain improvements are desired on a highway; the Chief Engineer will in turn convey this information to the Engineer of Plans and Surveys. It then becomes his duty to investigate on the ground to ascertain if any change of location is required, if it is an old highway being improved or, if a new highway, to determine a proper location for same. After this is done a survey party is sent to the field which stakes the location on the ground and obtains all data necessary for the preparation of the plans, including the necessary earth work, structures, drainage areas and property required for the right-of-way. After the completion of the surveys the notes covering same are checked in this office and then turned over to the drafting room for the preparation of plans which when completed are returned to the Engineer of Plans and Surveys who, in connection with the Construction Department and the Division Engineer, checks the plans on the ground to see that all details are correct. If the project is one on which Federal funds are being used a representative of the Bureau of Public Roads is present on the field inspection. Any desired changes found in the field are noted and the plans are returned to the drafting room for completion of the final plans.

During the past two years all of the survey work for location has been carried out by five field parties which is two less than used in former years.

It will be noted in the tables following showing actual cost of the various surveys, that the cost per mile is low, this being true even when the cost of municipal surveys are included. This is due not to the quality of the work performed but largely to the fact that trained men have been maintained on the various parties as very few changes have been made in the personnel in the past two years.

SURVEYS COMPLETED FROM NOVEMBER 1, 1936 to DECEMBER 31, 1937

Work Order No.	Project Number	County	Hwy.	Location	Miles of Survey	Total Cost	Cost per Mile
627	WO 627	Pittsburg	F.M.	McAlester north to South Canadian River	8.40	$ 1,649.68	$196.39
635	FAP 182	Pittsburg	US 270	Cross-Sections from county line east of Stuart east 8 miles	7.60	469.40	61.76
638	FAP 289	Garvin-McClain	No. 18	Cross-Sections—Stratford north 8 miles	9.10	592.07	65.06
640	FAP 241	Seminole	No. 48	Konawa Cut-off	7.50	988.66	131.82
651		Ottawa	F.M.	Corner of H and 3rd Streets—Miami northeast	1.73	432.53	250.30
647	FAP 281	Blaine-Dewey	US 270	Junction west of Watgonga northwest	20.69	2,475.21	119.60
657	FAP 388	Atoka	F.M.	Atoka west to Boggy Creek	7.67	649.59	84.69
624	FAP 541	Payne	No. 51	Relocation west of Stillwater	5.71	694.54	121.64
622	FAP 112	McClain-Cleveland	US 77	Lexington-Purcell bridge approaches	1.50	655.74	437.16
667	S.A. 890	Grady-McClain	No. 37	Tuttle east to US No. 62	7.05	562.15	79.75
672	FAP 173	Cleveland	No. 9	Relocation Little River to Hog Creek	7.96	1,043.07	130.38
683	FAP 12	Tulsa	US 64	Bixby Bridge	9.13	1,480.35	162.14
690	FAS 18	Tulsa	F.M.	Memorial Drive from US 64 to No. 33	4.92	503.98	102.43
695	WO 695	Pottawatomie-Seminole	F.M.	From US 270 east of Shawnee east to No. 48	8.22	1,008.92	122.74
701	WO 701	Mayes	F.M.	From SH No. 20 north of Spavinaw north to county line	8.51	1,804.29	212.01
621	S.A. 892	Pushmataha	F.M.	Antlers east	2.56	1,816.72	709.65
637	WO 637	Bryan	F.M.	Bennington south to Red River	11.95	2,993.59	250.50
644	FAP 336	Choctaw	US 70-271	Landscape at Junction	1.27	185.91	146.67
339	FAP 227	Craig-Mayes	US 69	Relocations at Big Cabin	1.22	295.87	242.52
652	WO 652	Delaware	No. 25	Grand River east thru Grove	5.07	1,114.64	219.85
659	FAS 5	Ottawa-Delaware	No. 25	US No. 59 north to Fairland	10.90	1,552.97	142.47
660	FAP 183	Wagoner	US 66	Through Catoosa	0.88	332.25	376.49
339	FAP 582	Mayes	US 69	Relocation south of Pryor	1.02	373.08	364.12
644	FAP 105	Ottawa	US 69	Landscape north of Commerce	1.30	234.18	180.52
691	FAP 149	Ottawa-Delaware	US 66	Landscape Afton south	6.55	1,223.11	186.65
666	FAP 149	Craig	US 66	M.K.T. Overhead south of Vinita	2.64	757.02	286.66
701	WO 701	Craig	F.M.	From US 66 east of Vinita south to Mayes county line	8.07	1,806.39	223.70
633	FAP 190	Craig	US 60	From 1½ miles east Nowata county line south-east to US 66 south of Vinita	16.03	1,024.50	63.91
636	FAP 18 580	Okmulgee-Muskogee	US 62	South of Boynton to east of Morris	7.67	384.76	50.17
641	S.A. 139	Okmulgee	No. 27	Okmulgee west (Line change in SWO 608)	3.82	1,057.69	276.88
644	FAP 53	Okmulgee	US 62	Landscape north of Henryetta	1.00	280.63	280.63
646	FAS 13	McCurtain	F.M.	Broken Bow west toward Antlers	29.25	7,539.38	257.75
685	FAP 446	McCurtain	F.M.	East of Idabel east to Arkansas line	27.55	4,004.01	145.36

SURVEYS COMPLETED FROM NOVEMBER 1, 1936 to DECEMBER 31, 1937

Work Order No.	Project Number	County	Hwy.	Location	Miles of Survey	Total Cost	Cost per Mile
634	FAP 394	Kingfisher-Logan	No. 51	Cimarron River east of Okeene east to US 77 south of Orlando	42.40	4,500.75	106.15
639	FAP 281	Blaine	US 270	Watonga west 6 Miles (Profile & Cross Sections)	6.00	273.85	45.64
323	FAP 283	Grant	US 60	Cross-Sections in Lamont	0.57	227.27	402.24
644	FAP 165	Kay	US 177	Landscape 1 Mile north Blackwell	0.50	77.58	155.16
644	FAP 282	Woodward	US 270	Landscape southeast of Woodward	0.50	42.05	84.10
649	FAP 356	Dewey	US 60	Vici to Seiling	17.90	1,200.02	67.04
654	FAP 415	Major-Alfalfa	No. 8	Cleo Springs to US 64 south of Cherokee	13.70	1,056.34	77.10
658	WO 658	Oklahoma	F.M.	Edmond south to 50th Street	9.00	1,291.15	143.46
520	FAP 124	Garfield	US 81	C. R. I. & P. Overhead south of Enid	1.00	91.00	91.00
664	FAP 19	Oklahoma	US 62	NE. 23rd Street—Oklahoma City	3.22	513.94	159.61
676	FAP 351	Oklahoma	O.C.	Eastern Avenue, 10th to Ash	1.80	159.34	88.52
677	WO 677	Oklahoma	O.C.	S.E. 56th, Eastern to US 77	1.78	507.77	285.27
666	FAP 455	Oklahoma	O.C.	Underpass on A.T.&S. F., N.E. 36th	0.75	127.14	169.52
689	FAP 360	Payne	F.M.	From No. 51 north to county line (south of Perry)	3.00	382.40	127.46
692	FAS 36	Noble	F.M.	US 77 west 5 Miles (north of Black Bear)	5.00	436.45	87.29
666	WO 666	Oklahoma	F.M.	Underpass on Okla. Ry., NE. 63rd	0.63	274.56	435.78
666	WO 666	Oklahoma	F.M.	Underpass on M.K.T. on East 29th St.	2.00	412.71	206.35
691	FAP 134	Murray	US 77	Landscape, Davis south to Washita River	3.50	483.59	138.17
694	FAS 15	Oklahoma	F.M.	Kelley Ave., Oklahoma City, 23rd to 36th	1.00	307.77	307.77
700	FAS 7	Greer	F.M.	US No. 283 west to Brinkman	1.03	288.40	280.00
703	FAP 325	Major	No. 14	North of Chester north	1.18	614.76	520.98
698	FAP 269	Jefferson	F.M.	West of Waurika south and west to Red River	8.24	1,214.45	147.06
705	FAS 12	Muskogee	F.M.	From US 64, 3 Miles east of Warner north and east across Dirty Creek	5.00	995.34	199.07
691	FAP 117	Muskogee	US 64	Landscape, Warner east	9.70	325.10	33.50
631	WO 631	Mayes	No. 28	Adair to Spavinaw	14.78	1,583.03	106.96
578	FAP 387	Delaware	No. 20	Relocation at Jay	2.20	306.16	139.16
339	FAP 582	Mayes	US 69	Relocation south of Choteau	3.80	487.34	128.25
642	FAP 322	Lincoln	No. 48	Prague south (Profile & Cross-Sections)	5.30	503.66	95.03
643	FAP 216	Jackson	US 62	East of Altus east	7.85	813.57	103.64
644	FAP 222	Seminole	US 270	Landscape, Seminole northwest	0.60	262.12	436.87
580	FAP 99	Stephens	US 81	Landscape, south of Comanche	0.30	163.71	545.70
644	FAP 162	Grady	US 81	Landscape, Minco	1.10	145.56	132.33
520	FAP 263	Lincoln	No. 18	Overpass north of Meeker on F.S. & W.	0.60	61.63	102.72
650	WO 650	Tillman	No. 5	Tipton to Frederick	13.87	690.09	49.75
653	S.A. 454	Tillman	No. 36	Grandfield north to S.H. No. 5	9.44	990.84	104.96
656	FAS 3	Caddo	No. 8	Cyril to Anadarko	13.00	1,056.97	89.00

SURVEYS COMPLETED FROM NOVEMBER 1, 1936 to DECEMBER 31, 1937

Work Order No.	Project Number	County	Hwy.	Location	Miles of Survey	Total Cost	Cost per Mile
644	FAP 4	Comanche	US 62	Lawton to Ft. Sill (Landscape)	4.07	293.70	72.16
559	FAP 444	Jefferson	US 70	Preliminary on Beaver Creek in Waurika	1.00	197.71	197.71
663	FAP 158	Creek	US 66	Relocation between Stroud and Sapulpa	9.24	1,450.47	156.97
678	FAP 467	Creek	No. 67	Drumright east	19.85	2,957.86	148.98
702	WO 702	Creek	F.M.	From No. 48 thru Shamrock to US 66 north of Bristow	26.95	3,950.02	146.57
644	FAP 205	Custer	US 66	Park southwest of Clinton	1.00	27.99	27.99
648	WO 648	Wagoner	No. 72	3 blocks of pavement in Coweta	0.20	67.49	337.45
645	FAP 240	Cotton	US 277	No. 5 north to Geronimo	10.23	496.98	48.56
644	FAP 160	Beckham	US 66	Park south of Sayre	1.00	64.12	64.12
651	FAP 585	Ottawa	F.M.	Miami, Corner 3rd & "J" Streets N.E.	1.73	432.53	250.30
655	FAS 1	Beckham	F.M.	Elk City south to SH No. 41	8.00	643.60	90.18
668	FAP 256	Kingfisher	SH 33	Kingfisher east to county line	15.00	737.46	49.16
670	FAP 256	Logan	SH 33	Kingfisher county line east to No. 74	6.00	376.53	62.75
669	WO 669	Seminole-Hughes	F.M.	Sasakwa to Atwood	10.88	3,057.23	281.00
679	FAP 41	Bryan	US 75	Thru Calera	2.00	118.66	59.33
680	FAP 471	LeFlore	F.M.	Monroe to Arkansas line	4.05	521.12	128.73
686	WO 686	Pushmataha	F.M.	Tuskahoma west to No. 2	1.00	185.45	185.45
693	FAS 17	Texas	F.M.	Bridge south of Hooker	1.00	145.02	145.02
696	FAS 8	Harper	F.M.	May north toward US 64	6.74	683.23	101.33
697	FAS 8	Harper	F.M.	US 64 south toward May	7.05	815.82	115.72
451	WO 451	Pottawatomie	No. 18	Relocation, junction Nos. 59 & 18 at Pearson	1.36	217.04	159.56
644	FAP 211	Pottawatomie	US 62	Landscape, Shawnee west	2.25	292.73	130.11
671	WO 671	Osage	No. 18	Fairfax to Ralston	4.10	446.80	109.00
674	FAP 110	Creek	No. 48	Oilton north to county line	4.00	347.49	86.87
675	FAP 198	Creek	No. 51	From No. 48 west to county line	2.40	207.92	86.63
681	FAP 187	Carter	No. 76	Healdton north to No. 53 (Cross-Section)	4.24	339.66	80.10
682	FAP 215	Comanche	US 62	Kiowa county line east (Cross-Section)	7.05	598.77	84.96
665	FAP 201	Garvin	No. 18	Cross-Section, Stratford south to county line	10.15	836.39	82.40
559	FAP 444	Jefferson	No. 32	Channel change at Waurika	0.34	67.41	229.19
673	FAP 203	Caddo	US 62	Anadarko to Verden	8.26	791.48	95.78
656	FAS 3	Caddo	No. 8	Cyril to Anadarko (Alternate line)	3.92	334.88	85.43
666	FAP 91	Murray	No. 22	A.T. & S.F. Grade Crossing west of Sulphur	0.50	100.76	203.10
					652.24	$86,659.61	$132.86

The above figures cover field expense only. Grouping all classes of surveys and adding office expense, equipment, renewals, heavy repairs, depreciation on motor equipment, etc., there is found to be a total of 652.24 miles of surveys run at a total cost of $101,875.67, or $156.19 per mile.

SURVEYS COMPLETED FROM DECEMBER 31, 1937 to NOVEMBER 1, 1938

Work Order No.	Project Number	County	Hwy.	Location	Miles of Survey	Total Cost	Cost per Mile
706	WO 706	Mayes	F.M.	Adair to Grand River Dam	16.71	$ 1,745.53	$104.52
631	WO 631	Mayes	No. 28	Connection from No. 706 east of Adair to No. 631 west of Strang	4.08	674.82	164.59
709	FAP 425	Sequoyah	US 64	Vian to Sallisaw	7.34	454.37	61.90
711	FAP 97	Muskogee	F.M.	Coody's Creek bridge, Muskogee	0.56	220.16	393.14
712	WO 712	Ottawa	F.M.	North of Miami west & north	3.45	373.11	106.59
714	FAS 5	Ottawa	F.M.	Fairland to Miami	9.13	1,465.00	160.98
699	WO 699	Craig	No. 10	Relocation at Ketchum	1.26	128.76	102.19
723	WO 723	Ottawa	F.M.	Miami east to Missouri line	14.44	2,552.06	176.73
659	FAS 5	Delaware	No. 25	Grove northwest toward Fairland	7.65	1,326.65	173.42
652	WO 652	Delaware	F.M.	Grove east to state line	8.60	1,324.79	154.05
726	WO 726	Delaware	No. 18	Chloeta north	3.45	1,141.15	313.08
732	SA 854	Carter-Murray	F.M.	Murray County line south 5 miles	7.36	1,556.06	211.28
738	WO 738	Bryan	F.M.	Colbert west to Red River Dam	6.60	1,676.06	253.95
688	FAS 14	Nowata-Craig	F.M.	East of Lenapah east	9.69	2,337.08	241.11
699		Craig	No. 27	Ketchum north and east to US 59	10.44	1,862.36	178.41
704	SA 139	Okmulgee	US 62	From US 75 at Okmulgee west	4.29	992.25	231.16
666	FAP 53	Okmulgee	US 283	St. L.-S. F. Underpass at Dewar	1.92	1,397.21	729.61
707	WO 707	Jackson-Greer	US 62	Altus to Mangum	19.68	1,872.93	95.15
710	FAP 44	Jackson	No. 9	West of Altus to Duke	8.97	684.91	76.35
609	FAP 177	Kiowa	F.M.	Relocation west of Lone Wolf	1.53	179.64	117.41
725	FAS 29	Jefferson	US 277	Ryan east 10 Miles	9.91	986.89	99.58
717	FAP 284	Cotton	US 70	Red River north to SH No. 5	19.74	1,091.48	55.29
724	FAP 218	Jefferson	F.M.	Waurika to Ringling	11.23	673.50	59.97
730	FAS 26	Cotton	US 66	Temple north to No. 5	6.65	1,074.67	161.56
663	FAP 158	Creek	F.M.	Relocation southwest of Sapulpa	1.63	699.93	430.20
734	WO 734	Jefferson	No. 18	From US 70 west of Waurika south to new Red River bridge	1.77	234.36	132.63
684	WO 684	Carter-Love	US 70	From US 70 south to SH No. 32	14.60	2,470.54	169.20
666	FAP 524	Carter	May Ave.	Underpass on G. C. & S. F. at Ardmore	1.10	217.34	197.57
713	WO 713	Oklahoma	F.M.	North city limits north to US 270	3.06	709.65	231.91
718	WO 718	Oklahoma		63rd St. Okla City, May Ave. west to US 270	1.37	185.63	135.48

SURVEYS COMPLETED FROM DECEMBER 31, 1937 to NOVEMBER 1, 1938

Work Order No.	Project Number	County	Hwy.	Location	Miles of Survey	Total Cost	Cost per Mile
719	SA 111	Kay	US 60	Chikaskia River bridge	0.35	79.53	227.23
720	WO 720	Payne	No. 51	Bridge at Stillwater	0.22	79.53	361.50
721	WO 721	Garvin	No. 19	West side Pauls Valley	6.00	261.74	43.62
722	WO 722	Oklahoma	66-77	Oklahoma City to Arcadia	21.80	4,513.62	207.05
735	FAS 31	Logan	F.M.	Meridian north and west	4.00	567.84	141.96
666	FAS 25	Woodward	F.M.	Grade Elimination on A.T.&S.F. at Belva	1.23	224.33	182.38
694	FAS 15	Oklahoma	Kelley Ave.	N.E. 36th to N.E. 63rd—Oklahoma City	2.00	358.30	179.15
666	FAS 23	Oklahoma	SE 56th	Oklahoma City grade separation A.T.&S.F.	1.00	185.46	185.46
708	WO 708	Creek	F.M.	From No. 66 north of Bristow north to No. 67	7.13	862.01	120.90
691	FAP 322	Seminole	No. 99	Landscape, Seminole north	7.00	434.46	62.07
705	FAS 12	Muskogee	F.M.	Relocation at Dirty Creek	0.82	165.62	203.21
715	WO 715	Tulsa	No. 11	Tulsa to Skiatook	15.60	1,621.27	103.93
716	FAP 153	Osage	No. 11	Candy Creek bridge	1.32	449.70	339.40
727	FAP 186	Pittsburg	US 69	Eufaula to south of Canadian	9.85	853.54	108.89
728	FAP 186	Pittsburg	US 69	Coal Creek bridge	1.80	456.42	256.57
687	FAS 37	Tillman	F.M.	From No. 5 west of Frederick to Davidson	13.73	1,304.16	94.99
731	FAS 37	McIntosh	F.M.	Hanna north to No. 9	4.07	565.42	141.38
733	FAP 441	Okfuskee	F.M.	Castle north to Walnut Creek	5.00	578.64	115.73
739	FAP 204	Custer	US 66	Clinton east	1.44	241.93	168.01
740	FAP 333	Custer	No. 14	Clinton north	2.60	410.73	157.97
742	WO 742	Roger-Mills	No. 34	Hammon south	5.90	356.92	60.50
529	FAP 506	Custer Oklahoma	US 270	Oklahoma City toward Okarche	7.50	333.91	44.52
666	WO 666	Texas	US 64	C.R.I.&P. Underpass at Guymon	1.00	432.34	432.34
619	FAP 41	Bryan	US 70	Information, Durant-Bokchito	13.00	545.89	41.99
691	FAP 231	Payne	No. 40	Landscape, Stillwater northwest	2.00	88.28	44.14
529	FAP 507	Kingfisher	US 270	Okarche northwest	14.00	140.00	10.00
					368.57	$48,420.48	$131.37

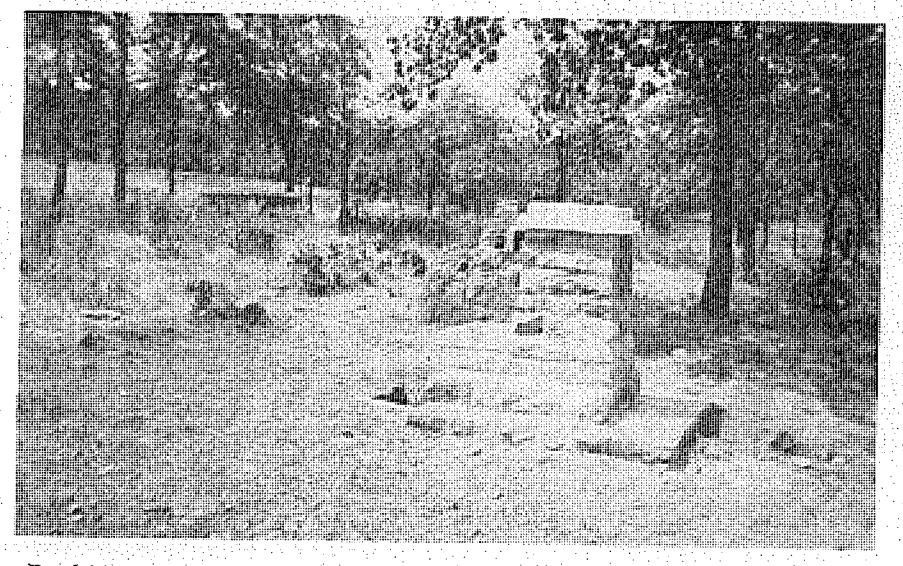
The above figures cover field expense only. Grouping all classes of surveys and adding office expense, equipment, renewals, heavy repairs, depreciation on motor equipment, etc., there is found to be a total of 368.57 miles of surveys run at a total cost of $59,155.12 or $160.50 per mile.

ROADSIDE IMPROVEMENT AND LANDSCAPING

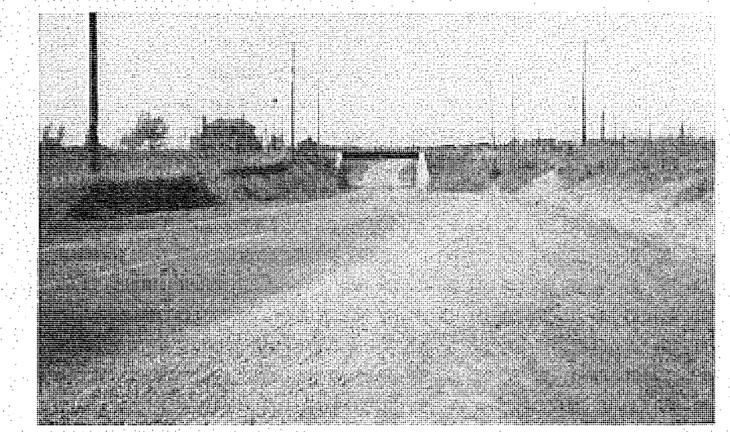
One of the most recent noticeable developments in our highway design and maintenance is the particular attention being shown in the combining of sightliness and utility along the entire state highway system. There is a definite move toward the betterment of the roadsides, both on new construction projects and on regular maintenance. Among the more modern features instigated are: flattening and rounding of slopes to improve erosion control and safety conditions; seeding and sodding newly graded sections; the installation of ditch checks that can be salvaged when silt deposits above them; gravelling mail route returns, private drives and section returns; allowing more trees to be saved than formerly on new construction; standard mail box racks, replacing milk can boxes; correcting shoulder hazards, and less important features have been inaugurated.

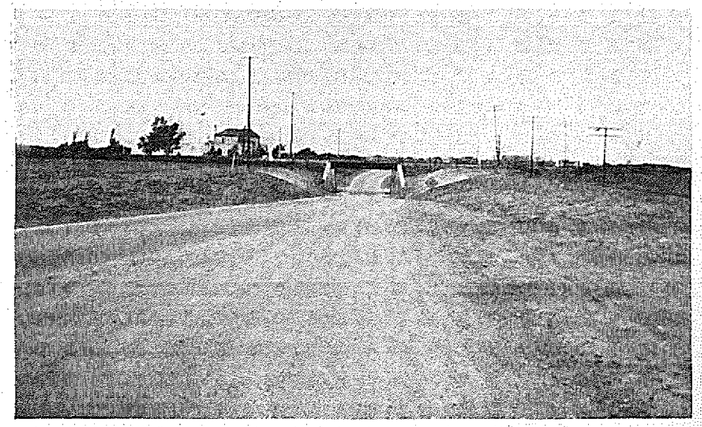
Five years is probably too short a time to develop any very definite conclusions on roadside plantings, and this is especially true, considering the extreme dry weather conditions that have existed in recent years. It is possible, however, to form some policies of design, construction and maintenance of roadside plantings for the future

The policy of including the addition of safety and utilitarian features in our roadside improvement program, and also locating a majority of our projects on older roads, has contributed to the acceptance of this work as a worthwhile and necessary improvement.

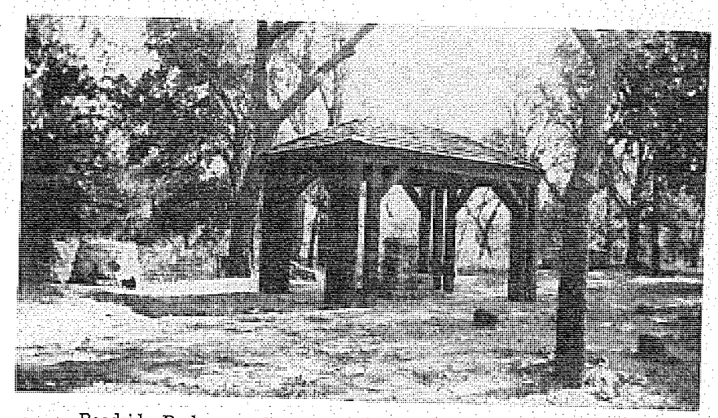


Roadside Park on US 62 and US 75 near Henryetta. Project No. FAP 53-C





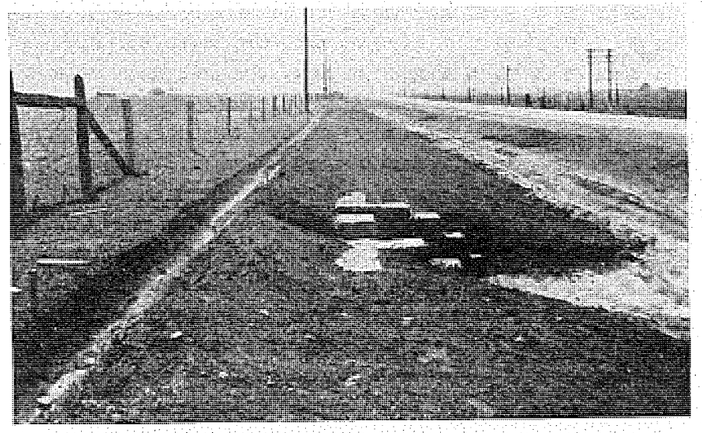
Views before and after roadside improvement consisting of flattening and rounding of slopes and vegetative stabilization. On US 77 near Moore. Project No. FAP 112-A.



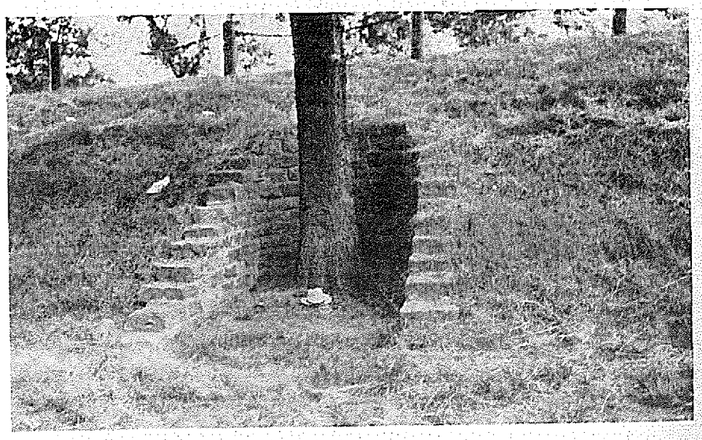
Roadside Park near Comanche on US 81. Project No. FAP 99.



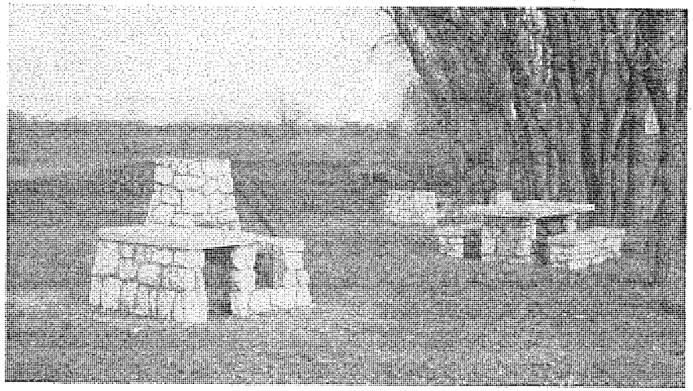
Historical marker on US 62 and US 277 at Fort Sill. Project No. FAP 232-D.



Roadside improvement on US 66 north of Claremore showing reshaped back slopes, masonry field checks and surface ditch. Project No. WPH 184-B.



Masonry tree well on fill section on US 75 near Bartlesville. Project No. WPMH-550-A.





Roadside Park and informative sign on US 270 near Woodward. Project No. FAP 282-E.

(Photos by courtesy of U. S. Bureau of Public Roads)

TABULATION SHOWING COSTS OF RIGHTS-OF-WAY BY COUNTIES
FROM JUNE 1, 1925 TO DECEMBER 1, 1938

	JUNE 1, 1925 to DECEMBER 1, 1936			DECEMBER 1, 1936 to DECEMBER 1, 1938			JUNE 1, 1925 to DECEMBER 1, 1938		
COUNTY	ACRES	COST	AVG. COST PER ACRE	ACRES	COST	AVG. COST PER ACRE	ACRES	COST	AVG. COST PER ACRE
Adair	781.82	$ 48,530.01	$ 62.07	96.04	$ 5,984.92	$ 62.32	877.86	$ 54,514.93	$ 62.09
Alfalfa	342.50	17,103.25	49.94	1.56	250.00	160.26	344.06	17,353.25	50.43
Atoka	1,039.27	15,828.76	15.23	152.98	9,858.16	64.44	1,192.25	25,686.92	21.54
Beaver	1,108.97	63,087.10	56.89	2.29	541.47	236.45	1,111.26	63,628.57	57.26
Beckham	1,206.66	87,432.23	72.46	58.64	7,622.60	129.99	1,265.30	95,054.83	75.12
Blaine	490.16	47,363.22	96.63	205.20	20,348.35	99.16	695.36	67,711.57	97.37
Bryan	307.04	39,514.50	128.69	100.93	13,231.41	131.11	407.97	52,745.91	129.29
Caddo	1,303.45	159,973.23	122.73	90.12	14,321.19	158.91	1,393.57	174,294.42	125.07
Canadian	478.48	43,393.69	90.69	316.85	74,182.29	234.12	795.33	117,575.98	147.83
Carter	741.66	96,766.78	130.47	24.52	8,887.79	362.47	766.18	105,654.57	137.90
Cherokee	556.28	19,757.30	35.52	54.72	3,192.10	58.35	611.00	22,949.40	37.56
Choctaw	439.87	35,353.02	80.37	3.70	904.30	244.41	443.57	36,257.32	81.74
Cimarron	449.33	18,080.25	40.24	125.32	4,663.53	37.21	574.65	22,743.78	39.58
Cleveland	81.69	8,621.15	105.54	137.66	22,440.41	163.01	219.35	31,061.56	141.61
Coal	473.95	12,348.90	26.06	46.05	957.75	20.80	520.00	13,306.65	25.59
Comanche	694.57	68,770.91	99.01	37.15	3,928.70	105.75	731.72	72,699.61	99.35
Cotton	549.36	70,587.16	128.76	45.09	6,008.34	133.25	594.45	76,595.50	128.85
Craig	670.54	54,685.47	81.55	60.67	9,042.76	149.05	731.21	63,728.23	87.15
Creek	418.01	39,031.09	93.37	143.34	11,840.05	82.60	561.35	50,871.14	90.62
Custer	719.97	96,259.03	133.70	4.16	229.00	55.05	724.13	96,488.03	133.25
Delaware	376.18	23,746.30	63.12	163.59	11,822.70	72.27	539.77	35,569.00	65.90
Dewey	632.35	73,969.43	116.98	494.33	35,897.31	72.62	1,127.18	109,866.74	97.47
Ellis	892.35	32,472.18	36.39	17.41	25.00	1.44	909.76	32,497.18	35.72
Garfield	151.00	27,366.94	181.24	48.31	6,505.36	134.67	199.31	33,872.30	169.95
Garvin	753.02	86,535.47	114.92	280.41	44,303.71	158.00	1,033.43	130,839.18	126.61
Grady	1,012.56	115,283.00	113.35	122.31	7,828.93	64.01	1,134.87	123,111.93	108.48
Grant	574.33	62,522.88	108.77		48.15		574.83	62,571.03	108.85
Greer	386.10	48,209.78	124.86	81.76	11,265.21	137.78	467.86	59,474.99	127.12
Harmon	434.65	12,287.50	28.29	1.93	32.60	31.65	435.58	12,330.10	28.30
Harper	972.76	66,112.96	67.96	137.59	12,450.03	90.43	1,110.35	78,562.99	70.75
Haskell	415.53	14,104.35	33.81	20.25	928.70	45.86	435.78	15,033.05	34.50
Hughes	1,045.79	60,180.75	57.55	107.83	4,225.24	39.18	1,153.62	64,405.99	55.83
Jackson	424.42	47,318.13	111.49	33.01	3,577.60	108.37	457.43	50,895.73	111.26
Jefferson	722.38	70,482.89	97.57	48.26	5,564.96	115.31	770.64	76,047.85	98.68
Johnston	841.61	32,578.93	38.71	3.02	2,298.84	761.24	844.63	34,877.77	41.29
Kay	215.64	5,296.50	24.56	3.00			218.64	5,296.50	24.23
Kingfisher	460.52	52,954.61	114.99	93.12	12,250.97	131.56	553.64	65,205.58	117.77
Kiowa	829.70	86,619.75	104.64	205.88	22,377.88	108.69	1,035.58	109,197.63	105.44
Latimer	920.76	27,599.56	29.97	26.77	325.75	12.17	947.53	27,925.31	29.47
LeFlore	1,383.80	48,413.73	34.99	191.71	5,346.19	27.39	1,575.51	53,759.92	34.12
Lincoln	1,024.12	154,122.49	150.49	20.05	7,675.43	382.81	1,044.17	161,797.92	154.35
Logan	399.49	70,170.95	175.65	4.39	347.97	79.26	403.88	70,518.92	174.60
Love	298.64	22,185.66	74.29	31.53	2,251.25	71.40	330.17	24,436.91	74.01
McClain	765.67	52,266.54	68.26	327.34	50,024.00	152.82	1,093.01	102,290.54	93.59
McCurtain	399.68	26,383.15	66.01	19.72	1,332.95	67.59	419.40	27,716.10	66.08
McIntosh	676.49	51,283.34	75.82	185.44	15,930.71	85.91	861.93	67,219.05	77.98
Major	895.28	74,215.93	82.90	387.89	31,487.47	81.18	1,283.17	105,703.40	82.38
Marshall	381.56	26,224.08	68.73	116.73	4,853.76	41.58	498.29	31,077.84	62.37
Mayes	459.61	26,947.32	58.63	423.55	25,231.39	59.57	883.16	52,179.21	59.08
Murray	335.87	20,417.09	60.79	1.26	1,040.29	825.63	337.13	21,457.38	63.65
Muskogee	646.25	112,072.32	173.42	59.01	4,471.71	75.78	705.26	116,544.53	165.25
Noble	390.46	34,350.61	87.97	54.21	2,610.50	48.16	444.67	36,961.11	83.12
Nowata	510.96	24,986.35	48.90	8.38	91.00	10.86	519.34	25,077.35	48.29
Okfuskee	354.28	31,706.88	89.50	115.79	8,772.60	75.76	470.07	40,479.48	86.11
Oklahoma	100.51	16,768.41	166.83	211.13	55,943.71	264.97	311.64	72,712.12	233.32
Okmulgee	209.10	43,450.21	207.80	28.11	5,198.91	184.98	237.21	48,649.12	205.09
Osage	1,158.63	102,908.88	88.82	161.94	24,544.07	151.56	1,320.57	127,452.95	96.51
Ottawa	321.65	33,049.83	102.75	11.41	1,095.85	96.04	333.06	34,145.68	102.52
Pawnee	580.84	79,686.10	137.30	11.74	7,574.25	645.17	592.58	87,260.35	147.25
Payne	456.50	79,558.62	170.54	1.43	475.00	332.17	467.93	80,033.62	171.04
Pittsburg	659.54	52,266.31	79.25	124.74	12,635.16	101.29	784.28	64,901.47	82.75
Pontotoc	1,162.94	114,142.19	98.15	16.21	1,166.25	71.94	1,179.15	115,308.44	97.79
Pottawatomie	597.05	78,783.11	131.95	102.17	10,629.66	104.04	699.22	89,412.77	127.87
Pushmataha	634.32	8,203.21	12.93	230.82	16,789.45	72.74	865.14	24,992.66	28.89
Roger Mills	631.24	63,921.29	76.90	23.79	2,065.10	86.81	855.03	65,986.39	77.17
Rogers	652.70	54,911.60	84.13	13.20	321.10	24.33	665.90	55,232.70	82.94
Seminole	683.78	35,786.66	52.34	161.25	9,606.38	59.58	845.03	45,393.54	53.71
Sequoyah	578.76	32,799.92	56.67	8.00	3,352.50	419.06	586.76	36,152.42	61.61
Stephens	545.82	11,593.73	21.24	4.47	25.00	5.59	550.29	11,618.73	21.11
Texas	820.44	52,001.44	63.38		178.54		820.44	52,179.98	63.60
Tillman	623.14	54,363.59	87.24	44.92	2,768.80	61.64	668.06	57,132.39	85.52
Tulsa	201.82	22,241.19	110.20	78.37	20,352.67	259.70	280.19	42,593.86	152.02
Wagoner	292.64	24,904.19	85.10				292.64	24,904.19	85.10
Washington	45.60	6,070.95	133.13	3.54	19,873.93	529.36	49.14	25,944.88	527.98
Washita	741.53	84,547.89	113.97	10.84	1,807.62	166.70	752.67	86,355.51	114.73
Woods	589.94	53,946.66	91.44	2.29	538.47	235.14	592.23	54,485.13	92.00
Woodward	975.02	110,161.72	112.98	11.06	5,111.86	462.19	986.08	115,273.58	116.90
TOTAL	47,312.20	3,980,159.10	84.13	6,803.40	763,686.66	112.25	54,115.60	4,743,845.76	87.66

Unpaid Balance Dec. 1, 1936 $138,417.47
Unpaid Balance Dec. 1, 1938 12,386.36

STATE-WIDE HIGHWAY PLANNING SURVEY

INTRODUCTION

The foundation for the present nation-wide Planning Surveys was laid in 1934, with the passage of the Hayden-Cartwright bill, providing for 1½ per cent of Federal Aid, matched by state funds, to be used for planning and research.

Since funds for this work are apportioned to the several states by the United States Department of Agriculture, it was the Department's prerequisite, through the Bureau of Public Roads, to present a plan for the work to the various state highway commissions. Such a plan was presented to Oklahoma, and the Oklahoma Highway Planning Survey was inaugurated when the Project Agreement with the United States Bureau of Public Roads was signed in January, 1936.

Oklahoma and forty-five other states are carrying on the work under the same procedure, which nationalizes the scope of endeavor and permits a comparative study of highway building programs of the various states.

PURPOSE

The Planning Surveys consist of three main phases—inventory, traffic and financial. If, as in the past, each state is to experience further extensions of improved highway mileage with increasing highway expenditures, it would seem wise to make an inventory of all highways and streets, determine how they are being used, and examine the financing; then see how the whole fits economically into the transportation picture. During the first years of highway development, when streams were to be bridged, county seats connected, local areas improved, and transcontinental traffic was of minor importance, there was less chance for error in proper location of highways or in wise expenditure of funds. Now that Oklahoma has many millions of dollars invested in improvements, and most communities are connected by all-weather roads, and traffic is on the increase, going farther, faster and more often, there are possibilities of grave errors being made in a future administration of our roads.

It is the purpose of the Highway Planning Surveys, conducted by the State Highway Commission in cooperation with the U. S. Bureau of Public Roads, to develop facts and figures that will enable highway administrators, economists, and engineers to view the future correlated systems and to scientifically plan for achievement of systems of roads and streets that will best serve the transportation needs.

HISTORY

To more thoroughly understand the problems which the Planning Surveys were designed to solve, a brief review of Oklahoma history of highway development is pertinent.

The first "highway" travel in Oklahoma was probably over the routes of the prehistoric Red Men of the Stone Age, historians have said. Where these routes led, and why, is unknown. The first white men to travel Oklahoma were explorers and traders, beginning in the 16th century, and continuing to 1825 when a Federal Commission was appointed to officially survey and lay out a route to develop overland trade between the St. Louis area and New Mexico. This route passed through Cimarron County and is known as the Santa Fe trail. Other roads followed, mostly military routes and immigrant trails.

The Oklahoma Highway Commission has been a continuing one, having the formative period in 1907, at Statehood, when the constitution provided for a State Highway Department. Thereafter, the 1911 legislature created the first Department of Highways by authorizing the appointment of one man to be known as the Highway Commissioner and, during the years 1911 to 1914, the Department expanded to about four men and a negligible amount of highway funds.

The real organization of the Highway Department began in 1915, when the legislature provided for an engineer, other necessary help for the Commissioner and the designation of a system of highways whereby counties could expend funds from the one-quarter mill ad valorem levy under the administration and advisory authority of the Department of Highways.

In 1917 the legislature appropriated some money for the Highway Department, but to be spent under the supervision of the counties. Also, at this time the legislature assented to the Federal Aid Road Act, and appropriated money to match Federal Aid during the years 1917 to 1919. These years saw the real beginning of actual highway dvelopment. Gradual development continued during the next few years, and by 1924 a new epoch in highway activities occurred when a more centralized authority was established, a commission of three men appointed, a system of state roads designated and state maintenance started in May, 1925. Additional revenues were provided through a gasoline and automotive tax.

Progress in construction and maintenance has continued since 1925. The majority of communities in the State were connected by improved roads. The Oklahoma State Highway Department has had annual funds to carry on the assigned work in the last twenty-seven years, ranging from practically nothing in 1911 to approximately $16,000,000 in 1936.

Traffic volume has also changed. For example, today there are 2,817 vehicles per day using U. S. 77 near Purcell, while in 1926 there were but 891 vehicles per day; near Bridgeport on U. S. 66, there were 433 vehicles per day in 1926 and 1,648 now.

PLANNING SURVEY PROGRESS

The State-wide Highway Planning Survey work has been in progress nearly three years. It has three phases or main lines of study: first, the road inventory to develop the object and determine what Oklahoma owns; second, the traffic study or the use of such highways and streets; and third, the financial study to determine the value of and the taxes or what the state is paying to own and operate the system of highways and streets. A brief discussion will be made of work accomplished to date on each phase.

INVENTORY

Field work was started in March, 1936, and during the first year the work consisted of recording, observation and field tabulations. Twenty field parties with cars drove each mile of the 101,125 miles, and on standard tabulation forms recorded distances, culture, types of roads, bridges, streams, buildings, industries, mail and school bus routes, railroads with complete descriptions, and on the marked State and U. S. highway systems excessive grades, substandard curvature and super-elevation and points of critical sight distances were recorded.

The field work was practically complete by January, 1937, and then the work shifted to the office where the task of preparing some 500 county and state maps on tracing cloth and the compiling of hundreds of tables was begun. Each county eventually will be represented by five series or types of maps showing all the information gathered in the field. These maps are a new kind and, without attempting to enumerate their usefulness, they are already becoming popular in that private corporations, public utilities

and governmental units are requesting copies as fast as they are completed. They are useful to the study of rural electrification projects and their use in the 1940 census will be outstanding.

The fact that Congress is now appropriating Federal Aid funds to be spent on secondary roads requires the designation of a system of secondary roads. The factual data compiled by the Planning Survey will be of prime importance in selection the next block of highways, next in importance to the state highways.

In addition to the mapping work, the voluminous data obtained in the field must be combined into related tables known as the Road Inventory and Traffic table series, some forty tables, and each table telling a story about the highways. A few examples are as follows: Miles of highways by surface types and widths; number, and number per 100 miles of restricted sight distances, number and total length of bridges classified by types, material, width, and condition; number of railroad grade crossings and classified; number and classification of grade separations; number of highway intersections by traffic volume groups; and the mileage of all roads on the several highway systems by traffic volume groups. The number of farm units at various distances from improved highways when tabulated and compared by counties will reveal an interesting picture.

Oklahoma's progress to date on the inventory study is doubtless satisfactory and some favorable comment has been received as to quantity and quality. By March, 1939, 80 per cent of the maps will be complete and approved, the tables some 25 per cent complete and work on grade crossing study started.

The inventory work will include the grade crossing study of all grade crossings with railroads in the state including those within incorporated municipalities. Traffic counts will be made at every grade crossing and these will tie into and with much other related data. This phase of work will start by January, 1939.

Acknowledgment must be made of the cooperation the railroads have already given for they have been working on their part for months. The national government has been spending much money on grade separations for several years and may continue for some time. Railroads are always concerned with the elimination of grade crossings and therefore the compiling of factual data concerning grade crossings is of prime improtance, both to the state and the railroads.

TRAFFIC

The work of the traffic department under the Highway Planning Survey was designed to develop complete information on the nature, character and patterns of traffic on all roads of the state. To supply this information, seven coordinated studies were followed and are known as Key Count, Blanket Count, Loadometer, Pit Scale, Origin and Destination, Special Origin and Destination and Automobile Traffic Recorders. These will be discussed consecutively.

Field operations on the Key Count were made from March 2, 1936 to February 26, 1937. 252 stations were located at various intersections on state highways and at each station traffic was counted from eighteen to twenty-four times, each count being for the duration of eight hours, but alternating for four different periods over the days of the week and over the four seasons.

Blanket count stations totaling 5,160 were located at intersections of rural roads off the state and federal highway systems. The duration of the field work extended from April 1, 1936 to December 20, 1937. The type of field work was similar to that of the Key Count except that eight hour counts were made at most stations, reserving 304 places; control stations were made at these 304 stations.

The loadometer stations were located at 72 places on primary highways, where 62,336 trucks were weighed between March 2, 1936, and March 7, 1937. In addition to weights, other pertinent data were obtained, either by interview or the return of official postal cards which were handed out to passenger car

owners only. Such information as regisration, type of vehicle, type of body, manufacturer's rating, origin, destination, trip mileage, commodity carried, places of ownership, was obtained.

The following is a pictorial revue of a loadometer station (Loadometer is a small compact scale developed especially for the weighing of truck and bus wheel loads) and the methods used by field parties to obtain pertinent data concerning busses and trucks.

Figure I showe a loadometer installed for weighing. It is set in a heavy metal pan with the scale platform at the level of the runway.

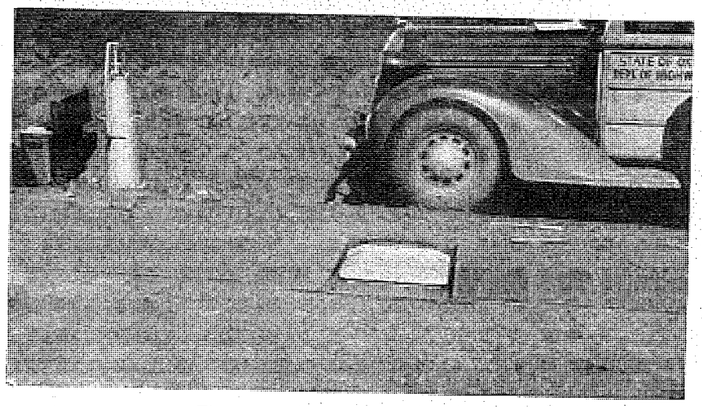


Figure I. Loadometer Installation.

Figure II shows a loadometer weighing operation. The wheel load is read on the dial by the operator. The inside wheel hangs in the clear over the metal pan.

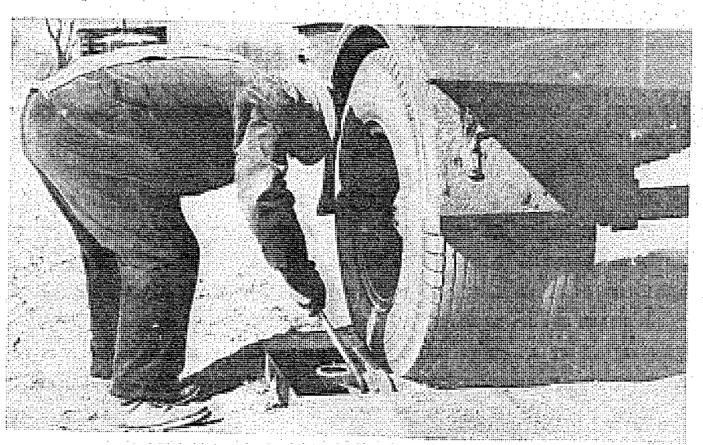


Figure II.

Figure III shows the loadometer recorder interviewing the truck driver for information in regard to the vehicle, the commodities carried and the trip origin and destination. The loadometer operator has weighed each wheel on the right side of the vehicle and is awaiting to report the weights to the recorder upon completion of the interview.

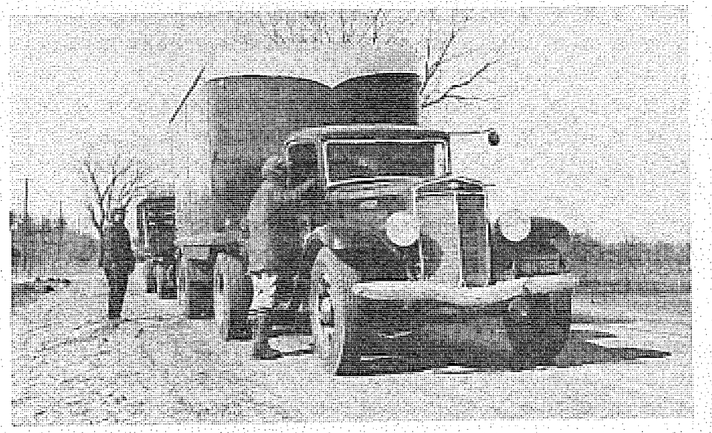


Figure III. Loadometer Party Weighing a Truck and Interviewing the Driver

Of the 103 tables prepared and approved the following are included as samples of the data available.

Table I lists the number and percent of loaded trucks and combinations by general commodity groups. Commodities falling within each of the major commodity groups are footnoted on the table. (A total of 57,924 loaded and empty trucks and combination were observed at the 72 loadometer stations.)

From a total of 4,425 loaded trucks and combinations, having an empty weight, Table 2 lists for each major commodity group the average empty weight, average loaded weight and average carried load. Each major commodity group has been expanded to total carried load in tons for all loaded trucks and combinations observed at the 72 loadometer stations. The average trip length has been computed for each major commodity group.

Table 3 lists the number and percent of the various legal classifications for each type of ownership.

Table 4 lists for each major commodity group the number and percent of vehicles in each maximum axle load group. The table also lists for each major commodity group the average maximum axle load.

Of the total of 4,299 local busses and 58 foreign busses recorded at the 72 loadometer stations, Table 5 lists the groups by legal classification, the origin and destination, average trip length, average seating capacity and average number of passengers.

Table 6 lists the number and the average axle loads for two-axle and three-axle busses in each seating capacity group. The average total bus weight is also recorded for each seating capacity group.

TABLE NO. 1

NUMBER AND PERCENT OF TRUCKS AND COMBINATIONS LOADED WITH EACH COMMODITY RECORDED AT 72 LOADOMETER STATIONS

Commodities	Trucks and combinations	
	Number	Percent of total
Products of agriculture	5,290	14.606
Animals and products	4,421	12.207
Products of mines	1,799	4.967
Products of forests	1,613	4.454
Manufactures and miscellaneous	18,843	52.028
General freight	3,452	9.532
Loads not reported 1/	799	2.206
Total	36,217	100.000
Total loaded trucks and combinations	36,217	62.525
Total empty trucks and combinations	21,707	37.475
Total trucks and combinations	57,924	100.000

1/ Loaded vehicles with the commodity hauled not reported.

TABLE NO. 2

NUMBER, AVERAGE EMPTY WEIGHT, AVERAGE LOADED WEIGHT AND AVERAGE CARRIED LOAD OF TRUCKS AND COMBINATIONS FOR WHICH EMPTY WEIGHT IS KNOWN; NUMBER, ESTIMATED TOTAL CARRIED LOAD AND AVERAGE TRIP LENGTH OF ALL TRUCKS AND COMBINATIONS: FOR EACH COMMODITY RECORDED AT 72 LOADOMETER STATIONS

Commodities	Trucks and combinations for which empty weight is known				All trucks and combinations			
	Trucks and combinations	Average empty weight	Average loaded weight	Average carried load	Trucks and combinations	Estimated total carried load 1/		Average length of trip 2/
	Number	Pounds	Pounds	Pounds	Number	Tons	Percent of total	Miles
Products of agriculture	680	6,940	15,746	8,806	5,075	21,709.9	17.29	182
Animals and products	567	6,573	12,698	6,125	4,345	12,865.0	10.24	120
Products of mines	301	5,005	12,371	7,366	1,760	6,337.0	5.05	42
Products of forests	211	6,204	15,455	9,251	1,608	7,871.2	6.27	134
Manufacturers and miscellaneous	1,938	7,451	14,507	7,056	18,786	62,619.2	49.86	131
General freight	523	10,571	18,343	7,772	3,451	13,410.6	10.68	204
Not reported 3/	205	5,070	6,983	1,913	799	764.2	.61	75
Total	4,425	7,292	14,470	7,178	35,824	125,575.1	100.00	138
Empty trucks and combinations	21,682	6,131	-	-	-	-	-	93

1/ The figures in this column are obtained by multiplying the figures in the two preceding columns together and reducing to tons

2/ Multiplying the figures in this column by those in the preceding column does not give ton-miles accurately. Commodity ton-miles for the sample can be computed only by multiplying the carried load of each truck by the trip length and then adding these figures for all trucks carrying each commodity. Even this method would be subject to error because of the dropping off and picking up of commodities en route

3/ Loaded vehicles with the commodity hauled not reported

NUMBER AND PERCENT OF TRUCKS AND COMBINATIONS AND OF BUSES IN EACH LEGAL CLASSIFICATION, WITH RURAL OWNERSHIP AND WITH URBAN OWNERSHIP, RECORDED AT 72 LOADOMETER STATIONS

Legal classification	Urban ownership		Rural ownership		Total	
	Number	Percent	Number	Percent	Number	Percent
Local trucks and combinations 1/						
(Class "C") 2/ Private or farm trucks	3,110	45.45	3,746	54.54	6,856	100.00
(Class "A") 3/ Private carrier	14,456	88.47	1,887	11.53	16,343	100.00
(Class "B") 4/ Contract hauler	1,598	84.34	296	15.66	1,894	100.00
(Class "G") 5/ Common carrier	1,799	96.34	68	3.66	1,867	100.00
Not reported	131	82.91	27	17.09	158	100.00
Sub-total	24,732	79.26	6,471	20.74	31,203	100.00
Local buses 6/						
School	166	39.90	250	60.10	416	100.00
Common carrier 7/	2,163	99.59	9	.41	2,172	100.00
Other 8/	32	71.11	13	28.89	45	100.00
Not reported	2	66.67	1	33.33	3	100.00
Sub-total	2,363	89.64	273	10.36	2,636	100.00
Foreign trucks and combinations 9/						
Private	1,399	78.24	389	21.76	1,788	100.00
Contract hauler	296	81.48	55	18.52	351	100.00
Common carrier 9/	138	97.87	3	2.13	141	100.00
Not reported	7	87.50	1	12.50	8	100.00
Sub-total	1,830	79.98	458	20.02	2,288	100.00
Foreign buses 6/						
School	6	75.00	2	25.00	8	100.00
Common carrier	15	100.00	-	-	15	100.00
Other	10	83.33	2	16.67	12	100.00
Not reported	1	100.00	-	-	1	100.00
Sub-total	32	88.89	4	11.11	36	100.00
Total	28,957	80.07	7,206	19.93	36,163	100.00

1/ Percent of total trucks and combinations or buses for each legal classification.
2/ For the purpose of this table, local vehicles are considered to be those which carry a license tag for this state, even though license tags for other states are also carried; foreign vehicles are considered to be those which carry no license tag for this state.
3/ Class "B" trucks are all motor vehicles excluded from "A", "B", and "C" classifications, and are exempted from mileage tax.
4/ Class "A" motor carriers are those engaged in the transportation of property in the furtherance of private commercial enterprise, and not operating as common carriers for hire or property.
5/ Class "B" motor carriers include all motor carriers, whether as private carriers for hire, or common carriers for hire or persons or property.
6/ Class "A" trucks are those motor carriers operating as common carriers of persons or property, between fixed termini.
7/ "Common carrier buses" are Oklahoma Class "A" motor carriers engaged in the transportation of persons for compensation, between fixed termini or over a regular route, even though there be periodic or irregular departure from said termini or route. Mileage for basis of taxation is determined from the daily speedometer record.
8/ "Other buses" include Oklahoma Class "B" motor carriers engaged in the transportation of persons for compensation, not included in the "Common carrier" classification. Mileage for basis of taxation is taken from the daily speedometer record.
9/ Common carrier trucks classified by the Bureau as COI and COP have been combined in this tabulation, as loadometer field parties were unable to obtain definite information concerning the regularity of routes traveled.

72 LOADOMETER STATIONS

	18,000 21,999		22,000 25,999		26,000 29,999		30,000 39,999		TOTAL TRUCKS AND COMBINATIONS		AVERAGE MAXIMUM AXLE LOAD
000 999	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Pounds
5.69	7	.39	1	.06	-	-	-	-	1,792	100.00	8,622
7.45	49	.93	5	.10	3	.06	-	-	5,274	100.00	8,124
3.36	20	.45	2	.05	-	-	-	-	4,399	100.00	6,950
3.79	1	.06	-	-	-	-	-	-	1,608	100.00	8,169
5.03	120	.64	22	.12	7	.04	3	.01	18,777	100.00	6,871
9.68	34	.99	3	.09	-	-	-	-	3,439	100.00	8,935
.38	-	-	-	-	-	-	-	-	785	100.00	4,152
5.50	231	.64	33	.09	10	.03	3	.01	36,074	100.00	7,346

ned, petroleum; crude, asphalt (natural, by-product, or petroleum), salt, mixed products of

alfa, straw, cotton in bales, cotton linters; noils, and regins, cottonseed, cottonseed meal
domestic, fruits; fresh, tropical, potatoes; other than sweet, cabbage, onions, tomatoes,

ot including canned meats, poultry; live, poultry; dressed, eggs, butter, cheese, wool,

products of forest.
, sugar (beet or cane), table syrups and edible molasses, iron; pig, iron and steel, rails,
lead and zinc; ingot, pig or bar, machinery and boilers, cement; natural or portland, build-
implements and parts, vehicles; horse-drawn and parts, tractors and parts, railway car
erages, ice, fertilizers, newsprint paper, printing paper, alcohol; denatured or wood,
p iron and scrap steel, paper bags and wrapping paper, paperboard, pulpboard, and wallboard
manufactures and miscellaneous.

Class "A" trucks are those motor carriers operating as common carriers of persons or property, between fixed terminal.
"Common carrier buses" are Oklahoma Class "A" motor carriers engaged in the transportation of persons for compensation, between fixed terminal or over a regular route, even though there be periodic or irregular departure from said terminal or route. Mileage for basis of taxation is determined on the basis of number of trips scheduled per day or week.
"Other buses" include Oklahoma Class "B" motor carriers engaged in the transportation of persons for compensation, not included in the "Common Carrier classification. Mileage for basis of taxation is determined by the daily speedometer record.
Loaded vehicles with the commodity hauled not reported. Such vehicles are classified by the Bureau as C21 and C22 have been combined in this tabulation, as loadometer field parties were unable to obtain definite information concerning the regularity of routes traveled.

TABLE NO. 4

NUMBER AND PERCENT OF TRUCKS AND COMBINATIONS 1/ LOADED WITH VARIOUS PRODUCTS, IN EACH MAXIMUM AXLE LOAD GROUP, AS RECORDED AT 72 LOADOMETER STATIONS

COMMODITY	MAXIMUM AXLE LOAD IN POUNDS																										TOTAL TRUCKS AND COMBINATIONS		AVERAGE MAXIMUM AXLE LOAD
	UNDER 2,000		2,000 2,999		3,000 3,999		4,000 4,999		5,000 5,999		6,000 7,999		8,000 9,999		10,000 11,999		12,000 13,999		14,000 17,999		18,000 21,999		22,000 25,999		26,000 29,999		30,000 39,999				
	Num.	Per. 2/	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Num.	Per.	Pounds
Products of mines 3/	4	.22	25	1.39	50	2.79	67	3.74	153	8.54	525	29.30	399	22.27	292	16.29	167	9.32	102	5.69	7	.39	1	.06	-	-	-	-	1,792	100.00	8,622
Products of agriculture 4/	161	3.05	378	7.17	464	8.80	429	8.13	352	6.67	769	14.58	898	17.03	800	15.17	571	10.86	391	7.45	49	.93	5	.10	3	.06	-	-	5,274	100.00	8,124
Animals and products 5/	177	4.02	383	8.71	480	10.91	489	11.12	422	9.59	734	16.69	761	17.30	527	11.98	256	5.82	148	3.36	20	.45	2	.05	-	-	-	-	4,399	100.00	6,950
Products of forests 6/	31	1.93	71	4.42	135	8.40	139	8.65	120	7.46	229	14.24	279	17.35	335	20.83	207	12.87	61	3.79	1	.06	-	-	-	-	-	-	1,608	100.00	8,169
Manufactures and miscellaneous 7/	1,012	5.39	1,865	9.93	1,979	10.54	2,308	12.29	2,097	11.17	3,028	16.12	2,082	11.09	1,853	9.87	1,457	7.76	944	5.03	120	.64	22	.12	7	.04	3	.01	18,777	100.00	6,871
General freight 8/	64	1.86	102	2.96	154	4.48	210	6.11	284	8.26	588	17.10	663	19.28	562	16.34	442	12.85	331	9.68	34	.99	3	.09	-	-	-	-	3,439	100.00	8,935
Not reported 9/	48	6.11	158	20.13	187	23.82	177	22.55	101	12.87	82	10.45	22	2.80	3	.38	4	.51	1	.38	-	-	-	-	-	-	-	-	785	100.00	4,152
TOTAL	1,497	4.15	2,982	8.26	3,449	9.56	3,819	10.59	3,529	9.78	5,955	16.51	5,104	14.15	4,372	12.12	3,106	8.61	1,984	5.50	231	.64	33	.09	10	.03	3	.01	36,074	100.00	7,346

1/ Includes single unit trucks, tractor-truck and semitrailer combinations and combinations involving trailers, having axle weights reported.
2/ Percent of total trucks and combinations for each commodity.
3/ Products of mines hauled included: bituminous coal, coke, ores and concentrates, gravel and sand, (other than glass or moulding), stone; broken, ground, or crushed, stone; rough, stone; finished, petroleum; crude, asphalt (natural, by-product, or petroleum), salt, mixed products of mines.
4/ The major agricultural products hauled were: wheat, corn, oats, barley and rye, rice, grain, flour; wheat, flour and meal; edible, cereal food preparations; edible, mill products, hay; alfalfa, straw, cotton in bales, cotton linters; nuts, and resins, cottonseed, cottonseed meal and cake, oranges and grapefruit, lemons, limes, and citrus fruits, apples; fresh, bananas, berries; fresh, cantaloupes and melons, grapes; fresh, peaches; fresh, watermelons, fruits; nec, domestic, fruits; fresh, tropical, potatoes; other than sweet, cabbage, onions, tomatoes, vegetables; fresh, beans and peas; dried, fruits; dried or evaporated, vegetables; dry, vegetable-oil cake and meal; except cottonseed, peanuts, flaxseed, mixed products of agriculture.
5/ Animals and products hauled included: horses, mules, ponies and asses, cattle and calves, sheep and goats, hogs, fresh meats, meats; cured, dried, or smoked, packing-house products, edible, not including canned meats, poultry; live, poultry; dressed, eggs, butter, cheese, wool, hides; green, fish or sea-animal oil, animals; live, milk, mixed animals and products.
6/ Products of forest hauled included: logs, posts; poles, and piling, wood (fuel), ties; railroad, pulp; wood, lumber; shingles, and lath, box, crate, and cooperage materials, turpentine and products of forest.
7/ Miscellaneous products hauled included: petroleum oils; refined, and all other gasoline, fuel; road, and petroleum residual oils, lubricating oils and greases, petroleum products, liquefied, sugar (beet or cane), table syrups and edible molasses, iron; pig, iron and steel, rails, fastenings, frogs, and switches, iron and steel pipe and fittings, iron and steel; nails, and wire, not woven, copper; ingot, matte, and pig, copper, brass and bronze; bar, sheet, and tube, lead and zinc; ingot, pig or bar, machinery and boilers, cement; natural or portland, building, brick; common, brick; and building tile, artificial stone, lime; common (quick or slack), plaster (stucco or wall) and dry kalsomine, sewer pipe and drain tile (not metal), agricultural implements and parts, vehicles; horse-drawn and parts, tractors and parts, railway car wheels, axles, and trucks, automobiles (passenger), autotrucks, automobiles and autotrucks, K.D. and parts, automobile and autotruck tires, furniture; metal, furniture; other than metal, beverages, ice, fertilizers, newsprint paper, printing paper, alcohol; denatured or wood, sulphuric acid, explosives, cotton cloth and cotton fabrics, bagging and bags; burlap, gunny, or jute, canned food products, tobacco; manufactured products, paints in oil and varnishes, scrap iron and scrap steel, paper bags and wrapping paper, paperboard, pulpboard, and wallboard (paper), building paper and prepared roofing materials, building woodwork (millwork), soap and washing compounds, glass; flat other than plate, glass; bottles, jars, and jelly glasses, steel manufactures and miscellaneous.
8/ The "General Freight" heading is for loads consisting of products in two or more of the general commodity groups.
9/ Loaded vehicles with the commodity hauled not reported.

TABLE NO. 5

NUMBER AND PERCENT, AVERAGE TRIP LENGTH, AVERAGE SEATING CAPACITY AND AVERAGE LOAD OF INTRA-STATE AND INTERSTATE BUSSES, OF EACH LEGAL CLASSIFICATION, RECORDED AT 72 LOADOMETER STATIONS [3/]

Legal classification	Intra-State busses					Interstate busses										All busses				
	Both terminals within the State					One terminal only within the State					Neither terminal within the State									
	Busses		Average trip length	Average seating capacity	Average load	Busses		Average trip length	Average seating capacity	Average load	Busses		Average trip length	Average seating capacity	Average load	Busses		Average trip length	Average seating capacity	Average load
	Number	Percent [1/]	Miles	Number of passengers	Number of passengers	Number	Percent	Miles	Number of passengers	Number of passengers	Number	Percent	Miles	Number of passengers	Number of passengers	Number	Percent	Miles	Number of passengers	Number of passengers
Local [2/]																				
School	520	90.12	23.9	35.2	13.2	54	9.36	140.4	29.1	9.0	3	.52	145.3	24.0	13.3	577	100.00	35.4	34.6	12.8
Common carrier [5/]	1,990	54.54	88.3	20.9	8.1	1,505	41.24	181.2	33.5	10.6	154	4.22	1,076.6	26.1	15.5	3,649	100.00	168.3	22.3	9.4
Other [6/]	51	75.00	59.8	28.0	12.3	14	20.59	377.5	28.4	12.5	3	4.41	1,273.3	21.7	8.7	68	100.00	178.8	27.8	12.2
Not reported	4	80.00	93.5	22.2	10.0	1	20.00	750.0	25.0	22.0	-	-	-	-	-	5	100.00	224.8	22.8	12.4
Sub-total	2,565	59.67	74.6	23.9	9.2	1,574	36.61	181.9	23.7	10.5	160	3.72	1,062.8	26.0	15.3	4,299	100.00	150.7	23.9	9.9
Foreign [2/]																				
School	-	-	-	-	-	11	84.62	155.9	29.3	16.5	2	15.38	1,063.0	29.0	0 [4/]	13	100.00	296.2	29.2	14.0
Common carrier	6	27.27	80.2	23.3	6.7	14	63.64	179.9	26.5	13.6	2	9.09	2,050.0	21.0	19.0	22	100.00	322.7	25.1	12.2
Other	1	5.88	150.0	35.0	24.0	3	17.65	566.7	36.7	1.7	13	76.47	1,603.8	27.8	1.1	17	100.00	1,335.2	29.8	2.5
Not reported	2	33.33	80.0	10.5	10.0	-	-	-	-	-	4	66.67	1,517.5	21.2	3.0	6	100.00	1,038.3	17.7	5.3
Sub-total	9	15.52	87.9	21.8	9.3	28	48.27	211.9	28.7	13.5	21	36.21	1,578.8	26.0	3.0	58	100.00	687.6	26.7	9.1
Total	2,574	59.08	74.7	23.9	9.2	1,602	36.77	182.4	23.8	10.6	181	4.15	1,122.7	26.0	13.9	4,357	100.00	157.8	24.0	9.9

1/ Percent of all busses of each legal classification.

2/ For the purposes of this table, local busses are considered to be those which carry a license tag for this State, even though license tags for other States are carried also; foreign busses are considered to be those which carry no license tag for this State.

3/ Includes both loaded and empty busses.

4/ When zero is shown, one or more empty busses have been recorded.

5/ "Common carrier busses" are Oklahoma class "A" motor carriers engaged in the transportation of persons for compensation, between fixed termini or over a regular route, even though there be periodic or irregular departure from said termini or route. Mileage for basis of taxation is determined on the basis of number of trips scheduled per day or week.

6/ "Other busses" include Oklahoma class "B" motor carriers engaged in the transportation of persons for compensation, not included in the "Common carrier" classification. Mileage for basis of taxation is taken from the daily speedometer record.

TABLE NO. 6

NUMBER AND AVERAGE AXLE LOADS OF LOADED TWO-AXLE AND THREE-AXLE BUSSES IN EACH SEATING CAPACITY GROUP, RECORDED AT 72 LOADOMETER STATIONS

Seating Capacity 1/	Two-axle busses								Three-axle busses										All busses		
	Number	Percent of all busses	Average axle load				Average total bus weight		Number	Percent of all busses	Average axle load						Average total bus weight		Number	Percent	Average total bus weight
			Front axle		Rear axle						Axle #1 (front)		Axle #2		Axle #3 (rear)						
			Pounds	2/ Percent	Pounds	Percent	Pounds	Percent			Pounds	3/ Percent	Pounds	Percent	Pounds	Percent	Pounds	Percent			Pounds
Under 8	97	100.00	2,027	42.56	2,736	57.44	4,763	100.00	-	-	-	-	-	-	-	-	-	-	97	100.00	4,763
8 - 10	60	100.00	2,564	45.32	3,093	54.68	5,657	100.00	-	-	-	-	-	-	-	-	-	-	60	100.00	5,657
11 - 15	223	100.00	2,682	39.55	4,100	60.45	6,782	100.00	-	-	-	-	-	-	-	-	-	-	223	100.00	6,782
16 - 20	415	99.76	3,591	36.94	6,131	63.06	9,722	100.00	1	.24	2,600	13.26	8,200	41.84	8,800	44.90	19,600	100.00	416	100.00	9,746
21 - 25	540	100.00	4,955	37.97	8,096	62.03	13,051	100.00	-	-	-	-	-	-	-	-	-	-	540	100.00	13,051
26 - 30	742	99.87	7,382	39.40	11,352	60.60	18,734	100.00	1	.13	5,000	22.94	11,800	54.12	5,000	22.94	21,800	100.00	743	100.00	18,738
31 - 35	339	100.00	7,269	39.32	11,216	60.68	18,485	100.00	-	-	-	-	-	-	-	-	-	-	339	100.00	18,485
36 - 40	137	100.00	3,279	32.96	6,670	67.04	9,949	100.00	-	-	-	-	-	-	-	-	-	-	137	100.00	9,949
41 - 45	31	100.00	2,613	29.12	6,361	70.88	8,974	100.00	-	-	-	-	-	-	-	-	-	-	31	100.00	8,974
46 - 50	18	100.00	2,300	28.99	5,633	71.01	7,933	100.00	-	-	-	-	-	-	-	-	-	-	18	100.00	7,933
51 - 55	5	100.00	1,920	24.12	6,040	75.88	7,960	100.00	-	-	-	-	-	-	-	-	-	-	5	100.00	7,960
56 - 60	9	100.00	2,089	36.29	3,667	63.71	5,756	100.00	-	-	-	-	-	-	-	-	-	-	9	100.00	5,756
61 - 65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66 - 70	2	100.00	2,200	25.00	6,600	75.00	8,800	100.00	-	-	-	-	-	-	-	-	-	-	2	100.00	8,800
All Capacities	2,618	99.92	5,218	38.53	8,325	61.47	13,543	100.00	2	.08	3,800	18.36	10,000	48.31	6,900	33.33	20,700	100.00	2,620	100.00	12,549

1/ Auxiliary seats not included.

2/ Percent of average total bus weight for two-axle busses.

3/ Percent of average total bus weight for three-axle busses.

The purpose of the pit scale weight studies is to show important relationships between capacities and type of vehicle, or combinations of vehicles and their dimensions and weight. Three permanent locations were established on primary highways, and buildings, scales and lights installed.

Information in regard to loading practices was obtained at the three pit scale stations located on U. S. 66 west of Vinita, U. S. 270 west of McCloud and U. S. 77 south of Davis. The scales were the platform type, 40 feet in length with a capacity of 60,000 pounds. In addition to information relative to the vehicle itself, commodities carried and tire sizes, the total weight of the vehicle, the weight on each axle, the wheel base, overall length, width and height were obtained.

The following figures show some of the weighing operations at the pit scale stations.



Figure IV. Scale and Scale House on U. S. 66 west of Vinita. A tractor-truck and semi-trailer carrying food products is being weighed with two auto carriers in the background.

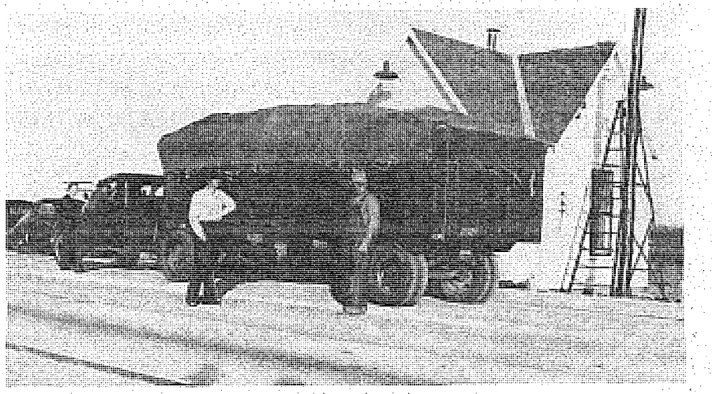


Figure V. U. S. 77 south of Davis. Citrus fruit from the Rio Grande Valley.

The information obtained was so volumnious, varied, and yet important, that 128 tables were used in showing these data. These tables have been completed and approved by the Bureau of Public Roads. The tables included are samples of the data available from the study.

Table 7 presents a comparison between the total weight and the wheel base length for single unit trucks.

In Table 8, a comparison is made between the major commodity groups and the overall widths for single unit trucks.

Table 9 presents a comparison between the total weight and the overall width for single unit trucks.

In Table 10 a comparison is made between the total weight and the maximum axle load for single unit trucks.

ED AT 3 PIT-SCALE STATIONS

19.9	20 - 21.9		22 - 23.9		Total	
Percent	Number	Percent	Number	Percent	Number	Percent
-	-	-	-	-	171	2.59
-	-	-	-	-	450	6.80
-	-	-	-	-	455	6.88
-	-	-	-	-	341	5.16
-	-	-	-	-	313	4.73
-	-	-	-	-	283	4.28
-	-	-	-	-	214	3.24
-	-	-	-	-	247	3.73
2.94	-	-	-	-	257	3.89
2.94	-	-	-	-	265	4.01
5.89	-	-	-	-	236	3.57
-	-	-	-	-	240	3.63
2.94	-	-	-	-	228	3.45
-	-	-	-	-	217	3.28
5.88	-	-	-	-	391	5.91
2.94	-	-	-	-	371	5.61
-	-	-	-	-	370	5.59
2.94	-	-	-	-	354	5.35
2.94	1	5.56	-	-	279	4.22
5.88	-	-	-	-	266	4.02
2.94	-	-	-	-	197	2.98
5.88	-	-	-	-	154	2.33
8.83	-	-	-	-	91	1.38
8.83	5	27.77	-	-	81	1.22
5.88	5	27.77	-	-	59	.89
14.71	2	11.11	-	-	35	.53
2.94	-	-	-	-	3	.04
-	1	5.56	-	-	12	.18
-	-	-	-	-	9	.14
-	-	-	-	-	11	.17
-	-	-	-	-	2	.03
5.88	2	11.11	1	50.00	6	.09
2.94	-	-	1	50.00	2	.03
-	1	5.56	-	-	1	.01
5.88	-	-	-	-	2	.03
-	1	5.56	-	-	1	.01
100.00	18	100.00	2	100.00	6,614	100.00

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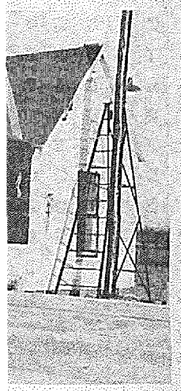

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TABLE NO. 7

NUMBER AND PERCENT OF LOADED SINGLE UNIT TRUCKS IN EACH TOTAL WEIGHT GROUP CLASSIFIED ACCORDING TO WHEEL BASE, RECORDED AT 3 PIT-SCALE STATIONS

Total weight in pounds	Wheel base 1/ in feet																Total	
	Under 8		8 - 9.9		10 - 11.9		12 - 13.9		14 - 15.9		16 - 17.9		18 - 19.9		20 - 21.9		22 - 23.9			
	Number	Percent 2/	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Under 3,500	-	-	165	10.91	6	.55	-	-	-	-	-	-	-	-	-	-	-	-	171	2.59
3,500 - 3,999	4	57.14	393	25.99	53	4.89	-	-	-	-	-	-	-	-	-	-	-	-	450	6.80
4,000 - 4,499	-	-	365	24.14	89	8.20	1	.03	-	-	-	-	-	-	-	-	-	-	455	6.88
4,500 - 4,999	-	-	242	16.00	96	8.85	3	.09	-	-	-	-	-	-	-	-	-	-	341	5.16
5,000 - 5,499	1	14.29	185	12.24	105	9.68	22	.67	-	-	-	-	-	-	-	-	-	-	313	4.73
5,500 - 5,999	-	-	108	7.14	117	10.78	56	1.70	1	.20	1	.66	-	-	-	-	-	-	283	4.28
6,000 - 6,499	-	-	38	2.51	93	8.57	82	2.49	1	.20	-	-	-	-	-	-	-	-	214	3.24
6,500 - 6,999	-	-	9	.60	84	7.74	146	4.43	6	1.18	2	1.32	-	-	-	-	-	-	247	3.73
7,000 - 7,499	-	-	3	.20	98	9.03	148	4.49	6	1.18	1	.66	1	2.94	-	-	-	-	257	3.89
7,500 - 7,999	-	-	2	.13	72	6.64	179	5.43	11	2.16	-	-	1	2.94	-	-	-	-	265	4.01
8,000 - 8,499	-	-	-	-	50	4.61	167	5.07	14	2.75	3	1.99	2	5.89	-	-	-	-	236	3.57
8,500 - 8,999	1	14.29	-	-	43	3.96	174	5.28	20	3.93	2	1.32	-	-	-	-	-	-	240	3.63
9,000 - 9,499	-	-	-	-	48	4.42	153	4.64	21	4.12	5	3.31	1	2.94	-	-	-	-	228	3.45
9,500 - 9,999	1	14.28	1	.07	33	3.04	164	4.98	15	2.95	3	1.99	-	-	-	-	-	-	217	3.28
10,000 - 10,999	-	-	-	-	24	2.21	317	9.62	45	8.84	3	1.99	2	5.88	-	-	-	-	391	5.91
11,000 - 11,999	-	-	-	-	25	2.31	288	8.74	52	10.21	5	3.31	1	2.94	-	-	-	-	371	5.61
12,000 - 12,999	-	-	-	-	14	1.29	307	9.31	41	8.05	8	5.30	-	-	-	-	-	-	370	5.59
13,000 - 13,999	-	-	-	-	14	1.29	305	9.25	31	6.09	3	1.99	1	2.94	-	-	-	-	354	5.35
14,000 - 14,999	-	-	-	-	7	.65	225	6.83	41	8.05	4	2.65	1	2.94	1	5.56	-	-	279	4.22
15,000 - 15,999	-	-	-	-	10	.92	204	6.19	43	8.45	7	4.64	2	5.88	-	-	-	-	266	4.02
16,000 - 16,999	-	-	-	-	1	.09	154	4.67	35	6.88	6	3.97	1	2.94	-	-	-	-	197	2.98
17,000 - 17,999	-	-	-	-	2	.19	95	2.88	40	7.85	15	9.93	2	5.88	-	-	-	-	154	2.33
18,000 - 18,999	-	-	-	-	-	-	57	1.73	14	2.75	17	11.26	3	8.83	-	-	-	-	91	1.38
19,000 - 19,999	-	-	-	-	1	.09	23	.70	29	5.70	20	13.25	3	8.83	5	27.77	-	-	81	1.22
20,000 - 21,999	-	-	-	-	-	-	13	.39	25	4.91	14	9.27	2	5.88	5	27.77	-	-	59	.89
22,000 - 23,999	-	-	1	.07	-	-	8	.24	11	2.16	8	5.30	5	14.71	2	11.11	-	-	35	.53
24,000 3/	-	-	-	-	-	-	-	-	1	.20	1	.66	1	2.94	-	-	-	-	3	.04
24,001 - 25,999	-	-	-	-	-	-	1	.03	6	1.18	4	2.65	-	-	1	5.56	-	-	12	.18
26,000 - 27,999	-	-	-	-	-	-	2	.06	-	-	7	4.64	-	-	-	-	-	-	9	.14
28,000 - 29,999	-	-	-	-	-	-	2	.06	-	-	9	5.96	-	-	-	-	-	-	11	.17
30,000 - 34,999	-	-	-	-	-	-	-	-	-	-	2	1.32	-	-	-	-	-	-	2	.03
35,000 - 39,999	-	-	-	-	-	-	-	-	-	-	1	.66	2	5.88	2	11.11	1	50.00	6	.09
40,000 - 44,999	-	-	-	-	-	-	-	-	-	-	-	-	1	2.94	-	-	1	50.00	2	.03
45,000 - 49,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5.56	-	-	1	.01
50,000 - 54,999	-	-	-	-	-	-	-	-	-	-	-	-	2	5.88	-	-	-	-	2	.03
55,000 - 59,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5.56	-	-	1	.01
Total	7	100.00	1,512	100.00	1,085	100.00	3,296	100.00	509	100.00	151	100.00	34	100.00	18	100.00	2	100.00	6,614	100.00

1/ The wheel base is considered as the distance between the front axle and the extreme rear axle.

2/ Percent of total for each wheel base group.

3/ Oklahoma State Statutes specify that the total weight of a truck and its load shall be limited to 24,000 pounds.

NOTE: Pit-Scale field operations extended from June 29, 1936 to June 28, 1937.

TABLE NO. 8

NUMBER AND PERCENT OF SINGLE UNIT TRUCKS IN EACH OVER-ALL WIDTH GROUP, CLASSIFIED BY COMMODITIES CARRIED AND TYPE OF BODY, RECORDED AT 3 PIT-SCALE STATIONS

Commodities carried and type of body	Over-all widths of vehicles in feet																										Total trucks all widths	
	Less than 5.0		5.0 - 5.4		5.5 - 5.9		6.0 - 6.4		6.5 - 6.9		7.0 - 7.4		7.5 - 7.9		8.0 1/		8.1 - 8.4		8.5 - 8.9		9.0 - 9.4		9.5 - 9.9		10.0 - 10.4		10.5 - 10.9		11.0 - 11.9			
	No.	Pct. 2/	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Products of agriculture																												
Covered, box, closed, van, etc.	-	-	2	1.33	14	9.33	40	26.67	16	10.67	30	20.00	28	18.67	12	8.00	6	4.00	2	1.33	-	-	-	-	-	-	-	-	150	100.00
Open, dump, pick-up	1	.36	1	.36	35	12.54	50	17.92	11	3.94	70	25.09	88	31.54	21	7.53	1	.36	-	-	-	-	1	.36	-	-	-	-	279	100.00
Platform, flat-bed	-	-	-	-	1	1.37	-	-	2	2.74	7	9.59	12	16.44	14	19.18	6	8.22	16	21.91	10	13.70	4	5.48	1	1.37	-	-	73	100.00
Refrigerator	-	-	-	-	-	-	-	-	-	-	4	44.44	4	44.44	1	11.12	-	-	-	-	-	-	-	-	-	-	-	-	9	100.00
Stake, crate, rack	1	.14	8	1.09	42	5.70	91	12.35	37	5.02	247	33.51	238	32.29	48	6.51	22	2.98	2	.27	1	.14	-	-	-	-	-	-	737	100.00
Other or not recorded	-	-	-	-	-	-	1	3.70	-	-	8	29.63	4	14.82	4	14.82	2	7.41	1	3.70	6	22.22	1	3.70	-	-	-	-	27	100.00
Sub-total	2	.16	11	.86	92	7.22	182	14.27	66	5.18	366	28.71	374	29.33	100	7.84	37	2.90	21	1.65	17	1.33	6	.47	1	.08	-	-	1,275	100.00
Animals and products																												
Covered, box, closed, van, etc.	-	-	3	2.75	22	20.18	36	33.03	13	11.93	22	20.18	10	9.17	2	1.84	1	.92	-	-	-	-	-	-	-	-	-	-	109	100.00
Open, dump, pick-up	-	-	6	9.09	24	36.37	22	33.33	1	1.51	6	9.09	3	4.55	1	1.51	3	4.55	-	-	-	-	-	-	-	-	-	-	66	100.00
Platform, flat-bed	-	-	-	-	-	-	1	4.16	-	-	7	29.17	9	37.50	4	16.67	3	12.50	-	-	1	-	-	-	-	-	-	-	24	100.00
Refrigerator	-	-	-	-	-	-	5	2.51	26	13.07	110	55.28	37	18.59	18	9.05	2	1.00	1	.50	-	-	-	-	-	-	-	-	199	100.00
Stake, crate, rack	-	-	20	2.45	74	9.08	180	22.09	45	5.52	193	23.68	209	25.65	81	9.94	12	1.47	-	-	1	.12	-	-	-	-	-	-	815	100.00
Other or not recorded	-	-	-	-	-	-	2	20.00	-	-	4	40.00	2	20.00	1	10.00	1	10.00	-	-	-	-	-	-	-	-	-	-	10	100.00
Sub-total	-	-	29	2.37	120	9.81	246	20.12	85	6.95	342	27.96	270	22.08	107	8.75	22	1.80	1	.08	1	.08	-	-	-	-	-	-	1,223	100.00
Products of mines																												
Covered, box, closed, van, etc.	-	-	-	-	-	-	-	-	-	-	2	100.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	100.00
Open, dump, pick-up	-	-	1	3.03	3	9.09	8	24.24	6	18.18	7	21.22	8	24.24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	100.00
Platform, flat-bed	-	-	-	-	-	-	-	-	1	20.00	3	60.00	-	-	1	20.00	-	-	-	-	-	-	-	-	-	-	-	-	5	100.00
Stake, crate, rack	-	-	1	.97	-	-	4	3.88	3	2.91	31	30.10	31	30.10	25	24.27	7	6.80	1	.97	-	-	-	-	-	-	-	-	-	103	100.00
Other or not recorded	-	-	-	-	-	-	-	-	-	-	1	100.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100.00
Sub-total	-	-	2	1.39	3	2.08	12	8.33	10	6.95	44	30.56	39	27.08	26	18.06	7	4.86	1	.69	-	-	-	-	-	-	-	-	-	144	100.00
Products of forests																												
Covered, box, closed, van, etc.	-	-	-	-	-	-	-	-	-	-	1	100.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100.00
Open, dump, pick-up	-	-	-	-	1	6.67	3	20.00	-	-	8	53.33	-	-	2	13.33	-	-	1	6.67	-	-	-	-	-	-	-	-	-	15	100.00
Platform, flat-bed	-	-	-	-	1	2.56	1	2.56	4	10.26	18	46.15	9	23.08	4	10.26	2	5.13	-	-	-	-	-	-	-	-	-	-	-	39	100.00
Refrigerator	-	-	-	-	-	-	-	-	-	-	-	-	2	100.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	100.00
Stake, crate, rack	-	-	1	1.69	5	8.48	6	10.17	1	1.69	22	37.29	17	28.82	6	10.17	1	1.69	-	-	-	-	-	-	-	-	-	-	-	59	100.00
Other or not recorded	-	-	-	-	-	-	-	-	1	12.50	6	75.00	-	-	-	-	1	12.50	-	-	-	-	-	-	-	-	-	-	-	8	100.00
Sub-total	-	-	1	.81	7	5.64	10	8.06	6	4.84	55	44.35	28	22.58	12	9.68	4	3.23	1	.81	-	-	-	-	-	-	-	-	-	124	100.00
Manufactures and miscellaneous																												
Auto carrier	-	-	-	-	1	7.14	1	7.14	1	7.14	-	-	11	78.58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	100.00
Covered, box, closed, van, etc.	1	.12	17	2.10	127	15.66	284	35.02	72	8.88	142	17.51	87	10.73	54	6.66	25	3.08	-	-	1	.12	1	.12	-	-	-	-	811	100.00
Open, dump, pick-up	-	-	20	3.15	148	23.31	304	47.87	34	5.35	80	12.60	29	4.57	6	.94	10	1.58	3	.47	-	-	-	-	1	.16	-	-	635	100.00
Platform, flat-bed	-	-	-	-	4	.74	18	3.32	43	7.93	189	34.87	133	24.54	94	17.34	39	7.20	14	2.58	3	.55	3	.55	1	.19	-	-	542	100.00
Refrigerator	-	-	-	-	-	-	3	5.77	10	19.23	18	34.62	13	25.00	4	7.69	4	7.69	-	-	-	-	-	-	-	-	1	.19	52	100.00
Stake, crate, rack	1	.09	12	1.10	70	6.40	149	13.63	108	9.88	395	36.14	274	25.07	60	5.49	18	1.65	5	.46	-	-	-	-	-	-	1	.09	1,093	100.00
Tank	-	-	1	.45	7	3.15	23	10.36	50	22.52	89	40.09	31	13.96	8	3.61	8	3.61	5	2.25	-	-	-	-	-	-	-	-	222	100.00
Other or not recorded	-	-	-	-	-	-	6	3.28	15	8.20	84	45.90	42	22.95	19	10.38	13	7.11	2	1.09	2	1.09	-	-	-	-	2	.06	183	100.00
Sub-total	2	.06	50	1.41	357	10.05	788	22.18	333	9.37	997	28.07	620	17.45	245	6.90	117	3.29	29	.82	6	.17	4	.11	2	.06	2	.06	3,552	100.00
General freight 3/																												
Covered, box, closed, van, etc.	-	-	1	1.10	2	2.20	10	10.99	5	5.49	30	32.97	31	34.06	9	9.89	3	3.30	-	-	-	-	-	-	-	-	-	-	91	100.00
Open, dump, pick-up	-	-	-	-	-	-	1	14.29	-	-	5	71.42	1	14.29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	100.00
Refrigerator	-	-	-	-	-	-	-	-	1	25.00	3	75.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	100.00
Stake, crate, rack	-	-	-	-	-	-	3	9.68	2	6.45	8	25.81	13	41.93	5	16.13	-	-	-	-	-	-	-	-	-	-	-	-	31	100.00
Sub-total	-	-	1	.75	2	1.50	14	10.53	7	5.26	44	33.08	48	36.09	14	10.53	3	2.26	-	-	-	-	-	-	-	-	-	-	133	100.00
Not reported 4/																												
Covered, box, closed, van, etc.	-	-	2	8.69	4	17.40	7	30.43	2	8.69	4	17.40	1	4.35	2	8.69	1	4.35	-	-	-	-	-	-	-	-	-	-	23	100.00
Open, dump, pick-up	-	-	1	1.56	20	31.25	23	35.94	2	3.13	5	7.81	13	20.31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	100.00
Platform, flat-bed	-	-	-	-	-	-	2	20.00	1	10.00	5	50.00	-	-	1	10.00	-	-	-	-	-	-	-	-	-	-	-	-	10	100.00
Stake, crate, rack	-	-	-	-	3	5.17	14	24.14	8	13.79	21	36.21	12	20.69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	100.00
Tank	-	-	-	-	-	-	-	-	-	-	-	-	1	100.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100.00
Other or not recorded	-	-	-	-	2	28.57	1	14.29	2	28.57	2	28.57	2	28.57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	100.00
Sub-total	-	-	3	1.84	27	16.57	48	29.45	14	8.59	38	23.31	29	17.79	3	1.84	1	.61	-	-	-	-	-	-	-	-	-	-	163	100.00
Total loaded	4	.06	97	1.47	608	9.19	1,300	19.65	521	7.88	1,886	28.51	1,408	21.29	507	7.67	191	2.89	53	.80	24	.36	10	.15	3	.05	-	-	2	.03	6,614	100.00
Total empty	3	.09	59	1.79	348	10.57	815	24.85	334	10.15	881	26.76	620	18.83	170	5.17	52	1.58	6	.18	-	-	-	-	-	-	-	-	1	.03	3,292	100.00
Total	7	.07	156	1.58	956	9.65	2,113	21.36	855	8.63	2,767	27.93	2,028	20.47	677	6.84	243	2.45	59	.60	24	.24	10	.10	3	.03	-	-	3	.03	9,906	100.00

1/ Maximum over-all width as recommended by Highway, Automobile, and Railroad Officials. This limit is also set by Oklahoma State Statute.
2/ Percent of total trucks all widths.
3/ The "General freight" heading is for loads consisting of products in two or more of the general commodity groups.
4/ Loaded vehicles with the commodity hauled not reported.

NOTE: Pit-Scale field operations extended from June 29, 1936 to June 28, 1937.

TABLE NO. 9

NUMBER AND PERCENT OF LOADED SINGLE UNIT TRUCKS CLASSIFIED BY TOTAL WEIGHT AND OVER-ALL WIDTH, RECORDED AT 3 PIT-SCALE STATIONS

Total weight in pounds	Over-all widths in feet																										Total trucks all widths	
	Less than 5.0		5.0 - 5.4		5.5 - 5.9		6.0 - 6.4		6.5 - 6.9		7.0 - 7.4		7.5 - 7.9		8.0 1/		8.1 - 8.4		8.5 - 8.9		9.0 - 9.4		9.5 - 9.9		10.0 - 10.4		10.5 - 10.9		11.0 - 11.9			
	No.	Pct. 2/	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Under 3,500	1	.58	11	6.43	64	37.43	89	52.05	1	.58	5	2.93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	171	100.00
3,500 - 3,999	1	.22	22	4.89	144	32.00	256	56.89	17	3.78	7	1.56	2	.44	-	-	-	-	-	-	-	-	-	-	1	.22	-	-	-	-	450	100.00
4,000 - 4,499	-	-	23	5.05	142	31.21	258	56.70	17	3.74	11	2.42	2	.44	-	-	1	.22	-	-	-	-	1	.22	-	-	-	-	-	-	455	100.00
4,500 - 4,999	2	.59	15	4.40	97	28.45	188	55.13	20	5.86	14	4.10	2	.59	1	.29	2	.59	-	-	-	-	-	-	-	-	-	-	-	-	341	100.00
5,000 - 5,499	-	-	9	2.88	72	23.00	160	51.12	34	10.86	24	7.67	12	3.83	1	.32	1	.32	-	-	-	-	-	-	-	-	-	-	-	-	313	100.00
5,500 - 5,999	-	-	7	2.47	45	15.90	114	40.28	34	12.02	59	20.85	18	6.36	5	1.77	1	.35	-	-	-	-	-	-	-	-	-	-	-	-	283	100.00
6,000 - 6,499	-	-	4	1.87	22	10.28	64	29.91	28	13.08	65	30.37	27	12.62	3	1.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	214	100.00
6,500 - 6,999	-	-	3	1.22	7	2.83	31	12.55	41	16.60	107	43.32	44	17.81	13	5.26	1	.41	-	-	-	-	-	-	-	-	-	-	-	-	247	100.00
7,000 - 7,499	-	-	-	-	10	3.88	32	12.40	28	10.85	107	41.47	63	24.42	15	5.82	3	1.16	-	-	-	-	-	-	-	-	-	-	-	-	258	100.00
7,500 - 7,999	-	-	1	.38	5	1.89	22	8.30	40	15.09	108	40.75	66	24.91	14	5.28	7	2.64	-	-	1	.38	1	.38	-	-	-	-	-	-	265	100.00
8,000 - 8,499	-	-	1	.42	-	-	19	8.05	39	16.53	90	38.14	63	26.69	15	6.36	5	2.12	4	1.69	-	-	-	-	-	-	-	-	-	-	236	100.00
8,500 - 8,999	-	-	-	-	-	-	14	5.83	38	15.83	104	43.34	52	21.67	23	9.58	6	2.50	1	.42	2	.83	-	-	-	-	-	-	-	-	240	100.00
9,000 - 9,499	-	-	-	-	-	-	13	5.70	25	10.97	102	44.74	68	29.82	14	6.14	5	2.19	-	-	1	.44	-	-	-	-	-	-	-	-	228	100.00
9,500 - 9,999	-	-	-	-	-	-	7	3.23	24	11.06	97	44.70	64	29.49	16	7.37	7	3.23	2	.92	-	-	-	-	-	-	-	-	-	-	217	100.00
10,000 - 10,999	-	-	1	.26	-	-	12	3.07	34	8.69	150	38.36	120	30.69	51	13.04	15	3.83	3	.77	3	.77	1	.26	1	.26	-	-	-	-	391	100.00
11,000 - 11,999	-	-	-	-	-	-	5	1.35	20	5.39	160	43.13	118	31.80	49	13.21	10	2.69	6	1.62	2	.54	1	.27	-	-	-	-	-	-	371	100.00
12,000 - 12,999	-	-	-	-	-	-	7	1.89	24	6.49	152	41.08	132	35.68	40	10.81	9	2.43	4	1.08	2	.54	-	-	-	-	-	-	-	-	370	100.00
13,000 - 13,999	-	-	-	-	-	-	2	.56	16	4.52	120	33.90	142	40.11	43	12.15	17	4.80	6	1.70	4	1.13	3	.85	-	-	-	-	1	.28	354	100.00
14,000 - 14,999	-	-	-	-	-	-	-	-	13	4.66	126	45.16	97	34.77	31	11.11	9	3.22	2	.72	1	.36	-	-	-	-	-	-	-	-	279	100.00
15,000 - 15,999	-	-	-	-	-	-	2	.75	15	5.64	102	38.34	87	32.71	37	13.91	16	6.01	3	1.13	3	1.13	1	.38	-	-	-	-	-	-	266	100.00
16,000 - 16,999	-	-	-	-	-	-	2	1.02	7	3.55	75	38.07	73	37.05	25	12.69	12	6.09	2	1.02	1	.51	-	-	-	-	-	-	-	-	197	100.00
17,000 - 17,999	-	-	-	-	-	-	3	1.96	2	1.31	55	35.95	51	33.33	27	17.65	11	7.19	3	1.96	-	-	1	.65	-	-	-	-	-	-	153	100.00
18,000 - 18,999	-	-	-	-	-	-	-	-	1	1.10	20	21.98	37	40.66	19	20.88	12	13.18	-	-	2	2.20	-	-	-	-	-	-	-	-	91	100.00
19,000 - 19,999	-	-	-	-	-	-	-	-	1	1.23	14	17.29	34	41.98	22	27.16	9	11.11	1	1.23	-	-	-	-	-	-	-	-	-	-	81	100.00
20,000 - 21,999	-	-	-	-	-	-	-	-	2	3.39	7	11.87	17	28.81	15	25.42	13	22.03	5	8.48	-	-	-	-	-	-	-	-	-	-	59	100.00
22,000 - 23,999	-	-	-	-	-	-	-	-	-	-	4	11.43	10	28.57	10	28.57	5	14.29	5	14.29	1	2.85	-	-	-	-	-	-	-	-	35	100.00
24,000 3/	-	-	-	-	-	-	-	-	-	-	-	-	1	33.34	1	33.33	1	33.33	-	-	-	-	-	-	-	-	-	-	-	-	3	100.00
24,001 - 26,999	-	-	-	-	-	-	-	-	-	-	1	8.33	3	25.00	5	41.67	3	25.00	-	-	-	-	-	-	-	-	-	-	-	-	12	100.00
27,000 - 27,999	-	-	-	-	-	-	-	-	-	-	-	-	1	11.11	6	66.67	-	-	2	22.22	-	-	-	-	-	-	-	-	-	-	9	100.00
28,000 - 29,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	36.36	6	54.55	1	9.09	-	-	-	-	-	-	-	-	-	-	11	100.00
30,000 - 34,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	100.00	-	-	-	-	-	-	-	-	-	-	-	-	2	100.00
35,000 - 39,999	-	-	-	-	-	-	-	-	-	-	-	-	1	16.67	1	16.67	1	16.67	1	16.67	1	16.66	1	16.66	-	-	-	-	-	-	6	100.00
40,000 - 44,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	50.00	1	50.00	-	-	-	-	-	-	-	-	-	-	-	-	2	100.00
45,000 - 49,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100.00	-	-	-	-	-	-	-	-	-	-	1	100.00
50,000 - 54,999	-	-	-	-	-	-	-	-	-	-	-	-	1	50.00	-	-	-	-	1	50.00	-	-	-	-	-	-	-	-	-	-	2	100.00
55,000 - 59,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100.00	-	-	-	-	1	100.00
Total	4	.06	97	1.47	608	9.19	1,300	19.65	521	7.88	1,886	28.51	1,408	21.29	507	7.67	191	2.89	53	.80	24	.36	10	.15	3	.05	-	-	2	.03	6,614	100.00

1/ Maximum over-all width as recommended by Highway, Automobile, and Railroad Officials. This limit is also set by Oklahoma State Statute.

2/ Percent of total trucks, all widths of each total weight group.

3/ Maximum load limit for a truck and its load as specified by State Statute.

NOTE: Pit-Scale field operations extended from June 29, 1936 to June 28, 1937.

TABLE NO. 10

NUMBER AND PERCENT OF LOADED SINGLE UNIT TRUCKS EQUIPPED WITH LOW PRESSURE TIRES CLASSIFIED ACCORDING TO TOTAL WEIGHT AND MAXIMUM AXLE LOAD, RECORDED AT 3 PIT-SCALE STATIONS

Maximum axle load in pounds																																										TOTAL	
0 - 4,999		5,000 - 5,499		5,500 - 5,999		6,000 - 6,499		6,500 - 6,999		7,000 - 7,499		7,500 - 7,999		8,000 - 8,499		8,500 - 8,999		9,000 - 9,499		9,500 - 9,999		10,000 - 10,999		11,000 - 11,999		12,000 - 12,999		13,000 - 13,999		14,000 - 14,999		15,000 - 15,999		16,000 - 16,999		17,000 - 17,999		18,000 1/		18,001 - 19,999		20,000 - 21,999		22,000 - 23,999		24,000 - 25,999		26,000 - 27,999			
Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct. 1/	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	118	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	411	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	410	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	289	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	239	100.00
2.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	100.00
18.75	3	3.13	1	1.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	100.00
41.54	2	3.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	100.00
43.28	23	34.33	1	1.49	1	1.49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	100.00
22.39	24	35.82	17	25.37	3	4.48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	100.00
8.62	17	29.31	21	36.21	14	24.14	1	1.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	100.00
2.82	12	16.90	26	36.62	22	30.98	9	12.68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	100.00
1.96	5	9.80	7	13.73	17	33.33	13	25.49	7	13.73	1	1.96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	100.00
2.38	2	4.76	3	7.14	8	19.05	13	30.95	10	23.81	4	9.53	1	2.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	100.00
-	1	1.47	2	2.94	5	7.35	10	14.71	15	22.05	18	26.47	9	13.24	7	10.29	1	1.47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	100.00
-	-	-	-	-	-	-	4	7.27	6	10.91	15	29.09	12	21.82	11	20.00	5	9.09	-	-	1	1.82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	100.00
-	-	-	-	-	-	-	-	-	2	2.90	8	11.59	5	7.25	12	17.39	27	39.13	7	10.15	6	11.59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	1	1.85	-	-	6	11.11	17	31.48	24	44.45	5	9.26	1	1.85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1.54	-	-	5	7.69	27	41.54	28	43.08	4	6.15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	1	1.75	-	-	-	-	1	1.75	16	28.07	21	36.85	17	29.83	1	1.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6.38	7	14.89	23	48.94	12	25.53	2	4.26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4.16	4	8.33	14	29.17	20	41.67	8	16.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	100.00
-	-	-	-	-	-	-	1	3.85	-	-	-	-	-	-	-	-	-	-	-	-	2	7.69	4	15.38	5	19.23	5	19.23	6	23.08	3	11.54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	100.00
-	-	-	-	-	-	-	1	4.00	-	-	-	-	-	-	1	4.00	-	-	-	-	-	-	-	-	3	12.00	3	12.00	11	44.00	5	20.00	1	4.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	100.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3.23	2	6.45	9	29.03	13	41.93	5	16.13	1	3.23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	100.00
-	-	-	-	-	-	-	-	-	-	-	1	3.70	-	-	-	-	1	3.70	-	-	1	3.70	-	-	-	-	-	-	-	-	2	7.41	4	14.82	7	25.93	4	14.82	-	-	6	22.22	1	3.70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE NO. 10

NUMBER AND PERCENT OF LOADED SINGLE UNIT TRUCKS EQUIPPED WITH LOW PRESSURE TIRES CLASSIFIED ACCORDING TO TOTAL WEIGHT AND MAXIMUM AXLE LOAD, RECORDED AT 3 PIT-SCALE STATIONS

Total weight in pounds	Maximum axle load in pounds																																			
	Under 2,000		2,000 - 2,499		2,500 - 2,999		3,000 - 3,499		3,500 - 3,999		4,000 - 4,499		4,500 - 4,999		5,000 - 5,499		5,500 - 5,999		6,000 - 6,499		6,500 - 6,999		7,000 - 7,499		7,500 - 7,999		8,000 - 8,499		8,500 - 8,999		9,000 - 9,499		9,500 - 9,999		10,000 - 10,999		11,000 - 11,999		12,000 - 12,999		13,000 - 13
	No.	Pct. 1/	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.	
Under 3,500	106	89.83	12	10.17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3,500 - 3,999	124	30.17	274	66.67	13	3.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4,000 - 4,499	-	-	234	57.07	167	40.73	9	2.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4,500 - 4,999	-	-	13	4.50	161	55.71	109	37.72	6	2.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5,000 - 5,499	-	-	-	-	13	5.44	124	51.88	94	39.33	8	3.35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5,500 - 5,999	-	-	-	-	1	.55	19	10.56	99	55.00	57	31.67	4	2.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6,000 - 6,499	-	-	-	-	-	-	2	2.08	23	23.96	49	51.04	16	16.75	3	3.13	1	1.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6,500 - 6,999	-	-	-	-	-	-	-	-	7	10.77	28	44.61	27	41.54	2	3.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7,000 - 7,499	-	-	-	-	-	-	-	-	2	2.99	11	16.42	29	43.28	23	34.33	1	1.49	1	1.49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7,500 - 7,999	-	-	-	-	-	-	-	-	-	-	8	11.94	15	22.39	24	35.82	17	25.37	3	4.48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8,000 - 8,499	-	-	-	-	-	-	-	-	-	-	-	-	5	8.62	17	29.31	21	36.21	14	24.14	1	1.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8,500 - 8,999	-	-	-	-	-	-	-	-	-	-	-	-	2	2.82	12	16.90	26	36.62	22	30.98	9	12.68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9,000 - 9,499	-	-	-	-	-	-	-	-	-	-	-	-	1	1.96	5	9.80	7	13.73	17	33.33	13	25.49	7	13.73	1	1.96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9,500 - 9,999	-	-	-	-	-	-	-	-	-	-	-	-	1	2.38	2	4.76	3	7.14	8	19.05	13	30.95	10	23.81	4	9.53	1	2.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10,000 - 10,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1.47	2	2.94	5	7.35	10	14.71	15	22.06	18	26.47	9	13.24	7	10.29	1	1.47	-	-	-	-	-	-	-	-	-	-	
11,000 - 11,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7.27	6	10.91	16	29.09	12	21.82	11	20.00	5	9.09	-	-	1	1.82	-	-	-	-	-	-	
12,000 - 12,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3.90	8	11.59	5	7.25	12	17.39	27	39.13	7	10.15	8	11.59	-	-	-	-	-	-	
13,000 - 13,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1.85	-	-	6	11.11	17	31.48	24	44.45	5	9.26	1	1.85	-	-	
14,000 - 14,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1.54	-	-	5	7.69	27	41.54	28	43.08	4	6.15	-	-	
15,000 - 15,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1.75	-	-	-	-	1	1.75	16	28.07	21	36.85	17	29.83	1	1	
16,000 - 16,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6.38	7	14.89	23	48.94	12	2	
17,000 - 17,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4.16	4	8.33	14	29.17	20	4	
18,000 - 18,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3.85	-	-	-	-	-	-	-	-	-	-	-	-	2	7.69	4	15.38	5	19.23	5	1	
19,000 - 19,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4.00	-	-	-	-	-	-	1	4.00	-	-	-	-	-	-	-	-	3	12.00	3	1	
20,000 - 21,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3.23	2		
22,000 - 23,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3.70	-	-	-	-	1	3.70	-	-	1	3.70	-	-	-	-	-	-	
24,000 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	50.00	-	-	-	-	-	-	-	-	-	-	
24,001 - 25,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	12.50	-	-	-	-	-	-	-	-	-	-	
26,000 - 27,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	14.29	-	-	-	-	-	-	
28,000 - 29,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
30,000 - 34,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
35,000 - 39,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	
40,000 - 44,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
45,000 - 49,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
50,000 - 54,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
55,000 - 59,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	230	8.29	533	19.21	355	12.79	263	9.48	231	8.33	162	5.84	102	3.68	89	3.21	78	2.81	70	2.52	52	1.87	40	1.44	48	1.73	29	1.05	32	1.15	42	1.51	30	1.08	85	3.06	69	2.49	58	2.45	45		

1/ Percent of total trucks
2/ Oklahoma State Statute
3/ Axle load limit for vel

NOTE: Pit-Scale field ope

The Origin and Destination study was planned to determine the relative classes of interest in, and the degree of use of, the various road systems and to analyze by number and percent those factors which define the degree of urban and rural interest in the various classes of roads.

Special origin and destination studies, of which several have been made, are similar in method except that they are designed to solve a particular problem, such as the need for new highway facilities, more direct routing or belt routing.

Origin and Destination data were secured by two methods. One was by the use of a postal card questionnaire, and the other by an interview method at blanket count stations. 165,000 returns were received and from this sampling method some 40 tables will be prepared. The office work on this phase started in September, 1938 and will not be completed before April, 1939.

The Oklahoma Highway Planning Survey maintains ten automatic traffic recorders, mechanical devices for recording and printing hourly all traffic passing a certain point. By means of two invisible light beams projected across the road to two photo-electric cells, a counting device is operated, and then by use of the clock and printing mechanism hourly records are made on the tape.

The recorders are located at key points in the state to record and establish the daily, weekly and seasonal fluctuations, as well as the total vehicles per hour throughout the year. For example, the Vinita machine will give daily flow of long distance travel; the Oklahoma City machine will give the metropolitan area characteristis; the Davis machine the seasonal tourist flow to local play grounds; the Jones machine the purely local characteristics; and the Shawnee-Seminole recorder the industrial or oil field traffic.

This method of sampling traffic at key places aids in perfecting formulas for expanding single day manual counts in the same vicinity. Also graphs representing the daily flow of traffic at each of the ten places makes an interesting study.

These machines have been in use two years, operating at 94 per cent efficiency, costing about $4.00 each per month for operation, and have already built up a considerable amount of data. It is expected that this method of counting traffic will be in use for some time, as the records are available, inexpensive and accurate. The approved standard for complete coverage is one recorder for every 300 miles of primary roads, which means the necessity of 27 instead of the 10 now in operation.

Figure VI shows a recorder in operation on U. S. Highway 66 and 77, 3½ miles south of Edmond.

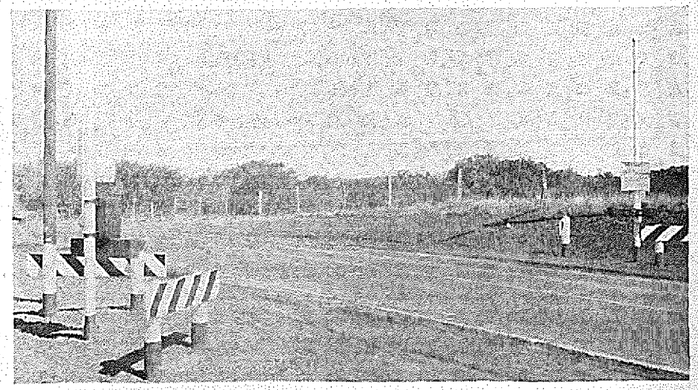


Figure VI. Automatic Traffic Recorder U. S. 66 and 77, 3½ miles south of Edmond.

Summarizing briefly the items of traffic mentioned in the foregoing paragraphs, it is well to note the many and varied methods of sampling the traffic to obtain a good cross section of the traffic flow on every mile of open road in the state. The 252 key count stations, 5,160 blanket count stations, 62,336 interviews at loadometer stations, 16,892 records at pit scales, hourly records at ten automatic recorder stations and the 165,000 recordings of origin and destination have given an indisputable record of the traffic patterns in Oklahoma.

FINANCIAL

The financial department of the survey is designed to cover four lines of study the use of roads and streets (Road Use), the situs of motor vehicle ownership (Motor Vehicle Allocation), the life of roads (Road Life) and the cost of all highways in relation to other purposes (Fiscal).

These studies are discussed as listed.

The primary purpose of the Road Use study is the development of an answer to the question, "What use is made of the highways and streets by the people who pay for them?" This includes tabulations of the total miles driven on all road systems in Oklahoma, by all types of vehicles, by the various places of residence, in relationship to the payments made for use of such roads.

To obtain the data necessary for the Road Use tables personnel of the Road Use survey interviewed approximately 1,500 passenger car owners and 5,000 truck owners, as well as obtaining information concerning the driving of other vehicle types.

After this magnitude of data was assembled and proofed, specially designed statistical processes were used to expand the sample to the known total number of the various types of vehicles in each of the several population groups of the state.

Four arbitrary classifications of roads were used in the Road Use study. The first is State and U. S. highways; the second, main county roads; the third, rural roads other than U. S. and State and the fourth, city streets.

Tables 11 to 15 inclusive are samples of the data developed by the study.

TABLE NO. 11

SUMMARY OF THE ESTIMATED VEHICLE MILES TRAVELED IN OKLAHOMA BY ALL VEHICLES REGISTERED IN OKLAHOMA IN 1935 BY PLACE OF OWNERSHIP OF SUCH VEHICLES BY POPULATION GROUPS AND HIGHWAY SYSTEMS USED 1/

Place of ownership	On rural roads				On municipal streets				TOTAL
					Coming from or going directly to -				
	Primary 2/	Secondary 2/	Local 2/	Total	Primary highways 2/	Secondary highways 2/	Local 2/	Total	
	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles
Total rural areas 3/	790,215.9	399,151.1	149,278.6	1,338,645.6	90,094.5	14,550.6	37,623.5	142,268.6	1,480,914.2
Places 1,001 to 2,500	206,719.7	48,528.8	7,635.9	262,884.4	19,364.9	1,143.2	36,068.3	56,576.4	319,460.8
Places 2,501 to 5,000	147,475.7	27,501.5	4,688.5	179,665.7	15,590.2	967.4	33,914.9	50,472.5	230,138.2
Places 5,001 to 10,000	227,077.7	23,052.9	10,634.9	260,765.5	22,623.1	1,324.2	85,127.4	109,074.7	369,840.2
Places 10,001 to 25,000	262,569.7	19,007.4	4,669.0	286,246.1	27,331.1	1,327.6	112,322.0	140,980.7	427,226.8
Places 25,001 to 50,000	67,018.4	8,306.0	1,388.3	76,712.7	6,733.8	460.7	50,717.7	57,912.2	134,624.9
City of Tulsa	152,438.3	13,803.7	3,597.4	169,839.4	24,883.2	4,234.9	220,829.6	249,947.7	419,787.1
Oklahoma City	209,175.2	13,267.3	2,841.2	225,283.7	28,411.4	870.1	328,781.0	358,062.5	583,346.2
Total urban areas	1,272,474.7	153,467.6	35,455.2	1,461,397.5	144,937.7	10,328.1	867,760.9	1,023,026.7	2,484,424.2
STATE TOTAL	2,062,690.6	552,618.7	184,733.8	2,800,043.1	235,032.2	24,878.7	905,384.4	1,165,295.3	3,965,338.4

1/ This includes all vehicles registered in Oklahoma, except vehicles owned by state, federal, and local governments, and charitable organizations. Mileage of trailers, semitrailers and motorcycles is not included. Mileages represented are an expansion of the original Road Use sample after adjustment.

2/ Primary highways are marked state and U. S. highways; secondary highways are the main county highways; local roads are those not included in the two previous categories.

3/ Rural areas are all unincorporated areas, and incorporated places having a population of 1,000 and under.

TABLE NO. 12

SUMMARY OF THE ESTIMATED VEHICLE MILES TRAVELED IN OKLAHOMA BY PASSENGER CARS REGISTERED IN OKLAHOMA IN 1935 BY PLACE OF OWNERSHIP OF SUCH CARS BY POPULATION GROUPS AND HIGHWAY SYSTEMS USED 1/

Place of ownership	On rural roads				On municipal streets				TOTAL
					Coming from or going directly to -				
	Primary 2/	Secondary 2/	Local 2/	Total	Primary highways 2/	Secondary highways 2/	Local 2/	Total	
	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles
Total rural areas 3/	645,356.0	309,775.1	118,488.8	1,073,619.9	76,166.7	12,597.0	24,238.1	113,001.8	1,186,621.7
Places 1,001 to 2,500	174,694.4	38,915.1	6,246.4	219,855.9	15,380.6	865.6	29,215.9	45,462.1	265,318.0
Places 2,501 to 5,000	128,147.6	21,940.6	3,740.0	153,828.2	14,013.4	525.7	26,486.1	41,025.2	194,853.4
Places 5,001 to 10,000	193,571.3	17,359.2	8,116.7	219,047.2	19,769.5	828.5	66,544.3	87,142.3	306,189.5
Places 10,001 to 25,000	225,040.8	13,269.0	3,814.6	242,124.4	23,414.4	1,068.5	83,716.8	108,199.7	350,324.1
Places 25,001 to 50,000	53,687.0	6,843.6	1,259.2	61,789.8	5,564.1	425.6	37,957.7	43,947.4	105,737.2
City of Tulsa	122,067.0	12,713.8	3,464.2	138,245.0	20,142.1	4,142.7	157,387.2	181,672.0	319,917.0
Oklahoma City	175,866.8	12,132.2	2,734.7	190,733.7	23,965.9	795.5	230,362.1	255,123.5	445,857.2
Total urban areas	1,073,074.9	123,173.5	29,375.8	1,225,624.2	122,250.0	8,652.1	631,670.1	762,572.2	1,988,196.4
STATE TOTAL	1,718,430.9	432,948.6	147,864.6	2,299,244.1	198,416.7	21,249.1	655,908.2	875,574.0	3,174,818.1

1/ This includes all passenger cars registered in Oklahoma, except vehicles owned by state, federal, and local governments, and charitable organizations. Mileage driven by taxis is not included with passenger cars; Mileages represented are an expansion of the original Road Use sample after adjustment.

2/ Primary highways are marked state and U. S. highways; secondary highways are the main county highways; local roads are those not included in the two previous categories.

3/ Rural areas are all unincorporated areas, and incorporated places having a population of 1,000 and under.

TABLE NO. 13

SUMMARY OF THE ESTIMATED VEHICLE MILES TRAVELED IN OKLAHOMA BY TRUCKS REGISTERED IN OKLAHOMA IN 1935 BY PLACE OF OWNERSHIP OF SUCH TRUCKS BY POPULATION GROUPS AND HIGHWAY SYSTEMS USED 1/

Place of ownership	On rural roads				On municipal streets				TOTAL
	Primary 2/	Secondary 2/	Local 2/	Total	Coming from or going directly to - Primary highways 2/	Coming from or going directly to - Secondary highways 2/	Local 2/	Total	
	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles	1,000 vehicle miles
Total rural areas 3/	138,349.7	81,759.7	29,315.0	249,424.4	13,535.6	1,939.9	13,372.2	28,847.7	278,272.1
Places 1,001 to 2,500	31,910.9	9,613.7	1,389.5	42,914.1	3,975.9	277.6	6,682.5	10,936.0	53,850.1
Places 2,501 to 5,000	19,236.4	5,560.9	948.5	25,745.8	1,571.2	441.7	6,595.2	8,608.1	34,353.9
Places 5,001 to 10,000	32,392.4	5,693.7	2,518.2	40,604.3	2,699.6	495.7	8,556.8	11,752.1	52,356.4
Places 10,001 to 25,000	34,652.9	5,738.4	854.4	41,245.7	3,748.1	259.1	13,905.1	17,912.3	59,158.0
Places 25,001 to 50,000	11,688.2	1,462.4	129.1	13,279.7	1,068.0	35.1	3,413.3	4,516.4	17,796.1
City of Tulsa	23,617.8	1,089.9	133.2	24,840.9	4,020.6	92.2	42,714.0	46,826.8	71,667.7
Oklahoma City	28,503.6	1,135.1	106.5	29,745.2	4,067.6	74.6	67,719.5	71,861.7	101,606.9
Total urban areas	182,002.2	30,294.1	6,079.4	218,375.7	21,151.0	1,676.0	149,586.4	172,413.4	390,789.1
STATE TOTAL	320,351.9	112,053.8	35,394.4	467,800.1	34,686.6	3,615.9	162,958.6	201,261.1	669,061.2

1/ This includes all trucks registered in Oklahoma, except trucks owned by state, federal and local governments, and charitable organizations. Trailers and semitrailers are not included. Mileages represented are an expansion of the original Road Use sample after adjustment.
2/ Primary highways are marked state and U. S. highways; secondary highways are the main county highways; local roads are those not included in the two previous categories.
3/ Rural areas are all unincorporated areas, and incorporated places having a population of 1,000 and under.

TABLE NO. 14

ANALYSIS OF THE TOTAL TRAVEL, INSIDE AND OUTSIDE OF OKLAHOMA, OF PASSENGER CARS REGISTERED IN OKLAHOMA IN 1935, AS DETERMINED FROM INTERVIEWS WITH PASSENGER CAR OWNERS 1/

Place of ownership	Registration	Travel in all states		Travel in Oklahoma		Travel outside Oklahoma		Passenger cars traveling outside Oklahoma		Average foreign travel of those who traveled outside Oklahoma
		Total	Average	Total	Average	Total	Average	Number 2/	Percent of total registration	
	Number	1,000 Vehicle Miles	Miles	1,000 Vehicle Miles	Miles	1,000 Vehicle Miles	Miles			Miles
Total rural areas 3/	171,723	1,259,608.9	7,335	1,186,621.7	6,910	72,987.2	425	52,891	30.8	1,380
Places 1,001 - 2,500	34,570	263,342.8	8,173	245,318.0	7,653	18,024.8	520	14,076	40.6	1,281
Places 2,501 - 5,000	24,086	206,178.3	8,560	194,853.4	8,090	11,324.9	470	11,369	47.2	996
Places 5,001 - 10,000	38,889	327,715.2	8,471	306,189.5	7,914	21,525.7	557	20,583	53.2	1,046
Places 10,001 - 25,000	42,014	370,135.5	8,953	350,324.1	8,338	25,811.4	615	22,520	53.6	1,146
Places 25,001 - 50,000	13,698	113,500.3	8,293	105,737.2	7,719	7,863.1	574	4,685	34.2	1,678
City of Tulsa	35,713	353,130.1	9,888	319,917.0	8,958	33,213.1	930	20,714	58.0	1,603
Oklahoma City	49,722	491,800.3	9,891	445,857.2	8,967	45,943.1	924	27,894	56.1	1,647
Total urban areas	238,592	2,151,902.5	9,019	1,988,196.4	8,333	163,706.1	686	121,841	51.1	1,344
STATE TOTAL	410,315	3,411,511.4	8,314	3,174,818.1	7,737	236,693.3	577	174,732	42.6	1,355

1/ The data shown in this table have been adjusted; total vehicle miles are expanded figures.
2/ As there is no adjustment for vehicles traveling outside Oklahoma, the figures shown are the percent of the total registration in each population group based on the number of out-of-state drivers indicated by the interviews.
3/ Rural areas are all unincorporated areas, and incorporated places having a population of 1,000 and under.

TABLE NO. 15

ANALYSIS OF THE TOTAL TRAVEL, INSIDE AND OUTSIDE OF OKLAHOMA, OF TRUCKS REGISTERED IN OKLAHOMA IN 1935, AS DETERMINED FROM INTERVIEWS WITH TRUCK OWNERS 1/

Place of ownership	Registration	Travel in all states		Travel in Oklahoma		Travel outside Oklahoma		Trucks traveling outside Oklahoma		Average foreign travel of those who traveled outside Oklahoma
		Total	Average	Total	Average	Total	Average	Number 2/	Percent of total registration	
	Number	1,000 Vehicle Miles	Miles	1,000 Vehicle Miles	Miles	1,000 Vehicle Miles	Miles			Miles
Total rural areas 3/	38,354	286,988.4	7,386	278,272.1	7,162	8,716.3	224	5,556	14.3	1,569
Places 1,001 - 2,500	6,581	55,677.8	8,460	53,850.1	8,183	1,827.7	277	829	12.6	2,205
Places 2,501 - 5,000	4,362	35,472.9	8,132	34,353.9	7,876	1,119.0	256	545	12.5	2,053
Places 5,001 - 10,000	6,403	53,591.9	8,370	52,356.4	8,177	1,235.5	193	1,121	17.5	1,102
Places 10,001 - 25,000	6,813	61,262.2	8,992	59,158.0	8,683	2,104.2	309	954	14.0	2,206
Places 25,001 - 50,000	2,208	18,673.2	8,457	17,796.1	8,060	877.1	397	201	9.1	4,364
City of Tulsa	4,556	73,128.1	16,051	71,667.7	15,730	1,460.4	321	169	3.7	8,641
Oklahoma City	6,936	103,416.6	14,910	101,606.9	14,649	1,809.7	261	1,353	19.5	1,338
Total urban areas	37,859	401,222.7	10,598	390,789.1	10,322	10,433.6	276	5,172	13.7	2,017
STATE TOTAL	76,713	688,211.1	8,971	669,061.2	8,722	19,149.9	250	10,728	14.0	1,785

1/ The data shown in this table have been adjusted; total vehicles miles are expanded figures.
2/ As there is no adjustment for vehicles traveling outside Oklahoma, the figures shown are the percent of the total registration in each population group based on the number of out-of-state drivers indicated by the interviews.
3/ Rural areas are all unincorporated areas, and incorporated places having a population of 1,000 and under.

The Motor Vehicle study is the development of the place of ownership of the vehicle, that is, the study of the vehicle, and the fees, taxs, registration fees and other motor vehicle imposts. This covers the average mileage per year, consumption of fuel and further breakdowns in regard to year models. Much of the preliminary work on this phase was done in 1936 when 209,594 questionnaire postal cards were mailed to vehicle owners, while other data were being secured from the Tax Commission and the Corporation Commission. About 200 tables have been completed, and from these the following group have been selected.

Table 16 represents a count of all motor vehicles registered in Oklahoma by type of vehicle. All duplications have been eliminated; complete definitions governing all types of vehicles registered in Oklahoma, but which are owned by residents of other states, are shown separately. This table shows the number of vehicles in operation rather than the number of certificates on file.

Table 17 shows the amount paid by vehicle owners according to where they live. Included in this table are all types of imposts levied against the motor vehicle user.

Table 19 shows the registration fees paid by owners of the various types of vehicles.

TABLE NO. 16

MOTOR VEHICLES REGISTERED IN 1935 BY POPULATION GROUPS AND BY VEHICLE TYPE 1/

Vehicles owned by residents of -	Passenger cars 2/	Trucks 3/	Busses 4/	Taxicabs 5/	Motorcycles 6/	Trailers 7/	Tractors 8/	Official 9/	TOTAL
Unincorporated areas	147,475	34,295	66	6	159	1,208	29,070	2,248	214,527
Incorporated places having a population of 1,000 or less	24,248	4,559	3	30	51	305	-	448	29,644
Total rural areas	171,723	38,854	69	36	210	1,513	29,070	2,696	244,171
Incorporated places having a population of:									
1,001 to 2,500	34,670	6,581	5	43	62	517	-	397	42,275
2,501 to 5,000	24,086	4,302	6	49	54	312	-	235	29,104
5,001 to 10,000	38,689	6,403	28	258	86	482	-	460	46,395
10,001 to 25,000	42,014	6,813	60	336	116	889	-	336	50,563
City of Enid (20,399)	6,623	994	23	78	18	115	-	47	7,898
City of Muskogee (32,026)	7,075	1,214	40	42	17	68	-	67	8,523
City of Tulsa (141,258)	35,713	4,586	244	243	109	865	-	280	42,010
Oklahoma City (185,389)	49,722	6,936	176	551	103	774	-	420	58,742
Total urban areas	238,592	37,859	582	1,600	623	4,022	-	2,232	285,510
STATE TOTAL	410,315	76,713	651	1,636	833	5,535	29,070	4,928	529,681
Owned by non-residents 10/	4,700	4,471	-	-	-	-	-	-	9,171
GRAND TOTAL	415,015	81,184	651	1,636	833	5,535	29,070	4,928	538,852
Owned by U.S. Government 11/	332	1,557	79	-	9	73	-	-	2,050

1/ These figures are the result of a count of registrations on file at the Motor Vehicle Division of the Oklahoma Tax Commission.
2/ "Passenger cars" include automobiles, ambulances, and hearses.
3/ "Trucks" include all trucks and tractor-trucks (both privately owned and for hire), and privately owned school busses.
4/ "Busses" include all vehicles having a seating capacity of five or more (exclusive of the driver) designed to carry persons for hire. School busses are not included in this category, but are registered as official vehicles when owned by the school district and as trucks when privately owned.
5/ "Taxicabs" include all vehicles having a seating capacity of four or less (exclusive of the driver) designed to carry persons for hire.
6/ "Motorcycles" include all vehicles designed to travel on not more than three wheels in contact with the ground.
7/ "Trailers" include all vehicles designed to be drawn by a truck, tractor-truck, or automobile.
8/ "Tractors" include all motor propelled vehicles commonly known as tractors or traction engines, whether traveling on wheels or caterpillar treads, and miscellaneous motorized equipment.
9/ "Official vehicles" include all types of vehicles owned by any unit of government or charitable organization except the U.S. Government.
10/ Non-resident owned vehicles are those vehicles operating continuously in Oklahoma but which are owned by residents of other States.
11/ Data from the U.S. Bureau of Public Roads Table MV-7, 1935. These vehicles are not registered with the Oklahoma Tax Commission.

TABLE NO. 17

STATE MOTOR VEHICLE IMPOSTS PAID BY VEHICLE OWNERS IN 1935 BY POPULATION GROUPS

Paid by vehicle owners resident in -	Registration fees	Motor fuel taxes	Other motor vehicle imposts 1/	TOTAL
Unincorporated areas	$1,063,559	$3,266,287	$ 430,689	$ 4,760,535
Incorporated places having a population of 1,000 or less	172,828	542,350	72,167	787,345
Total rural areas	1,236,387	3,808,637	502,856	5,547,880
Incorporated places having a population of:				
1,001 to 2,500	271,080	850,382	135,091	1,256,553
2,501 to 5,000	189,987	598,138	90,036	878,761
5,001 to 10,000	305,384	992,210	145,038	1,442,632
10,001 to 25,000	383,435	1,169,062	171,790	1,724,287
City of Enid (20,399)	58,818	187,205	29,438	275,461
City of Muskogee (32,026)	58,086	193,316	27,533	278,937
City of Tulsa (141,258)	337,911	1,161,253	187,281	1,686,445
Oklahoma City (185,389)	457,955	1,559,615	189,901	2,207,471
Total urban areas	2,062,658	6,711,181	976,708	9,750,547
STATE TOTAL	3,299,045	10,519,818	1,479,564	15,298,427
Out-of-State contributions	154,026	1,463,883	98,557	1,716,466
GRAND TOTAL	$3,453,071	$11,983,701	$1,578,121	$17,014,893

1/ See Table VA - 2-1 "Other motor vehicle imposts paid by vehicle owners in 1935 by population groups."

TABLE NO. 18

OTHER MOTOR VEHICLE IMPOSTS PAID BY VEHICLE OWNERS IN 1935 BY POPULATION GROUPS

Paid by vehicle owners resident in -	Official vehicle fees 1/	Dealers' licenses 2/	Penalties on late registration 3/	Duplicate licenses 3/	Certificates of title 3/	Motor vehicle excise taxes 4/	Penalties on motor fuel taxes 4/	Motor carrier taxes 5/	Motor carrier permits 5/	Temporary licenses	Special permits	TOTAL
Unincorporated areas	$2,248	$ -	$ 7,675	$1,269	$ 59,925	$149,235	$1,823	$167,416	$11,500	$ -	$ -	$ 430,089
Incorporated places having a population of 1,000 or less	448	6,337	1,061	175	13,808	20,621	236	27,476	2,607	-	-	72,167
Total rural areas	2,696	6,337	8,736	1,444	113,733	169,856	1,659	194,890	13,607	-	-	502,256
Incorporated places having a population of:												
1,001 to 2,500	397	9,362	1,512	250	19,691	29,408	371	69,055	5,045	-	-	135,091
2,501 to 5,000	235	5,725	1,341	172	13,556	21,246	201	46,037	3,393	-	-	90,956
5,001 to 10,000	450	5,473	1,660	274	21,610	32,274	432	77,223	5,682	-	-	145,058
10,001 to 25,000	336	4,141	1,809	299	25,552	36,173	509	95,756	7,215	-	-	171,790
City of Enid (26,369)	47	684	282	47	3,679	5,404	82	17,821	1,302	-	-	29,338
City of Muskogee (32,026)	67	396	305	50	3,970	5,929	84	15,593	1,139	-	-	27,633
City of Tulsa (141,258)	280	1,296	1,503	249	19,568	28,234	506	125,488	9,167	-	-	187,261
Oklahoma City (185,389)	420	2,593	2,102	346	27,362	40,863	830	107,067	7,866	-	-	189,901
Total urban areas	2,232	29,670	10,214	1,689	132,988	198,611	2,925	557,040	40,739	-	-	976,708
STATE TOTAL	4,928	36,007	18,950	3,133	246,721	368,465	4,584	742,530	54,246	-	-	1,478,964
Out-of-State contributions	-	813	-	-	-	-	-	-	-	88,792	8,952	98,557
GRAND TOTAL	$4,928	$36,820	$18,950	$3,133	$246,721	$368,465	$4,584	$742,530	$54,246	$88,792	$8,952	$1,578,121

1/ The amount paid by residents of each population group was determined from a count of registrations.
2/ The amount paid by residents of each population group was determined from a count of licenses issued.
3/ The amount paid by residents of each population group was allocated on the basis of total vehicle registrations.
4/ The amount paid by residents of each population group was allocated on the basis of the motor fuel taxes paid.
5/ The amount paid by residents of each population group was allocated on the basis of "A", "B", and "C" carrier registrations.

TABLE NO. 19

STATE REGISTRATION FEES PAID BY OWNERS OF THE VARIOUS TYPES OF VEHICLES IN 1935 BY POPULATION GROUPS

Paid by vehicle owners resident in -	Passenger cars 1/	Trucks 2/	Busses 3/	Taxicabs 4/	Motorcycles 5/	Trailers 6/	Tractors 7/	TOTAL
Unincorporated areas	$ 611,710	$ 361,342	$ 1,104	$ 68	$ 621	$15,544	$73,170	$1,063,559
Incorporated places having a population of 1,000 or less	111,840	55,253	22	264	201	5,248		172,828
Total rural areas	723,550	416,595	1,126	332	822	20,792	73,170	1,236,387
Incorporated places having a population of:								
1,001 to 2,500	175,390	85,669	40	396	243	9,342	-	271,080
2,501 to 5,000	126,270	57,123	157	490	223	5,724	-	189,987
5,001 to 10,000	206,597	85,106	560	2,642	324	10,155	-	305,384
10,001 to 25,000	251,703	107,636	1,834	3,821	531	17,910	-	383,435
City of Enid (26,399)	38,286	14,318	927	1,009	100	4,178	-	58,818
City of Muskogee (32,026)	39,094	15,050	1,607	561	78	1,698	-	58,088
City of Tulsa (141,258)	227,840	72,741	14,298	3,196	555	19,281	-	337,911
Oklahoma City (185,389)	317,394	115,831	9,887	7,227	909	6,707	-	457,955
Total urban areas	1,382,574	553,474	29,310	19,342	2,963	74,995	-	2,062,658
STATE TOTAL	2,106,124	970,069	30,436	19,674	3,785	95,787	73,170	3,299,045
Out-of-State contributions	29,428	124,598	-	-	-	-	-	154,026
GRAND TOTAL	$2,135,552	$1,094,667	$30,436	$19,674	$3,785	$95,787	$73,170	$3,453,071

1/ "Passenger cars" include automobiles, ambulances, and hearses.
2/ "Trucks" include all trucks and tractor-trucks (both privately owned and for hire), and privately owned school busses.
3/ "Busses" include all vehicles having a seating capacity of five or more (exclusive of the driver) designed to carry persons for hire. School busses are not included in this category but are registered as official vehicles when owned by the school district and as trucks when privately owned.
4/ "Taxicabs" include all vehicles having a seating capacity of four or less (exclusive of the driver) designed to carry persons for hire.
5/ "Motorcycles" include all vehicles designed to travel on not more than three wheels in contact with the ground.
6/ "Trailers" include all vehicles designed to be drawn by a truck, tractor-truck, or automobile.
7/ "Tractors" include all motor propelled vehicles commonly known as tractors or traction engines, whether traveling on wheels or caterpillar treads, and miscellaneous motorized equipment.

TABLE NO. 20

STATE MOTOR FUEL TAXES PAID BY OWNERS OF THE VARIOUS TYPES OF VEHICLES IN 1935 BY POPULATION GROUPS

Paid by vehicle owners resident in -	Passenger cars 1/	Trucks 2/	Buses 3/	Taxicabs 4/	TOTAL
Unincorporated areas	$2,583,745	$ 659,985	$ 28,537	$ 20	$ 3,266,287
Incorporated places having a population of 1,000 or less	444,528	97,430	184	208	542,350
Total rural areas	3,028,273	757,415	22,721	228	3,808,637
Incorporated places having a population of:					
1,001 to 2,500	694,951	154,253	639	539	850,382
2,501 to 5,000	493,457	101,474	604	2,603	598,138
5,001 to 10,000	797,959	155,283	6,910	32,048	992,210
10,001 to 25,000	912,794	183,994	17,606	55,658	1,169,062
City of Enid (26,399)	175,784	24,962	5,330	21,149	187,205
City of Muskogee (32,026)	145,318	31,974	5,697	10,427	193,316
City of Tulsa (141,258)	839,573	109,392	99,586	82,702	1,161,253
Oklahoma City (185,389)	1,240,645	169,694	46,657	96,699	1,559,615
Total urban areas	5,316,461	935,996	182,929	275,795	6,711,181
STATE TOTAL	8,344,734	1,693,411	205,650	275,023	10,519,818
Out-of-State contributions	1,322,133	141,412	338		1,463,883
GRAND TOTAL	$9,666,867	$1,834,823	$205,988	$276,023	$11,983,701

1/ "Passenger cars" include automobiles, ambulances, and hearses.
2/ "Trucks" include all trucks and tractor-trucks (both privately owned and for hire), and privately owned school busses.
3/ "Busses" include all vehicles having a seating capacity of five or more (exclusive of the driver) designed to carry persons for hire.
School busses are not included in this category but are registered as official vehicles when owned by the school district, and as trucks when privately owned.
4/ "Taxicabs" include all vehicles having a seating capacity of four or less (exclusive of the driver) designed to carry persons for hire.

The Road Life study was primarily designed to answer two problems. The first, the determination of the probable average surface life and rate or retirement of each type of surfacing as a means of forecasting future necessary construction; the second, the annual cost of roadways for the several types of surfacing.

A history of construction and maintenance, together with costs, over a long period of years was compiled from the records in the Highway Department, and from these, various tables, charts and graphs are being prepared. This work must, of necessity, be a continuing one and yearly records kept up to date. The first table and graph on this work will be ready about January, 1939.

The fourth and last study under the financial department is the fiscal, which embodies an analysis of all the available data regarding the fiscal activities and the financial condition of every government unit in the State for the fiscal year ending June 30, 1935. This analysis was made with two main objectives in mind: first, to determine the amount of funds collected for and the amount of expenditures made for highway purposes by all governmental units in the State, as compared to the receipts and expenditures for all other purposes; second, to determine the extent to which highway users contribute to the financing of highway activities.

All of the fiscal operations of each governmental unit were classified by the purpose for which the operation was carried on.

Four general classifications were used:

"Highways" include items having to do with construction, maintenance, and administration of public thoroughfares. Items not included in this heading are sidewalks, street lighting, street cleaning, sanitary sewers, or other relative activities commonly carried on through special assessment levies.

"Education" includes all costs of administration, maintenance, operation and other expenses directly attributable to the upkeep of the public system of education, libraries and museums.

"Public Benefit" consists of all items having to do with the protection of lives and property and with the pleasure and well being of all the people. This includes police and fire protection, courts, sanitation, parks and charitable penal institutions.

"Government" includes those services dealing with the general administration of public affairs and embodies such items having to do with law making, executive officers, etc.

The following nine tables included are taken from the 180 tables which comprise the fiscal study analysis. Table 21 is a summary of the receipts collected by all types of governmental units in Oklahoma from all sources, with the exception of borrowings and transfers from other units. The property tax collections represent the collections of all general and special assessment property taxes collected in Oklahoma during the fiscal year ending June 30, 1935. Motor vehicle imposts collections include gasoline tax, motor vehicle licenses, motor carrier tax, motor vehicle excise tax and all other fees and taxes directly attributable to motor vehicle users. Special imposts include sales tax, beverage tax, income tax, gross production tax, corporation licenses, insurance tax, etc. General revenue represents the receipts from earnings on sinking fund investments, departmental receipts from miscellaneous fees and licenses and net receipts of municipally owned public utilities.

TABLE NO. 21

RECEIPTS FROM TAXES AND ALL OTHER IMPOSTS OF THE STATE, COUNTIES AND LOCAL UNITS OF GOVERNMENT FOR PAYMENT DURING THE FISCAL YEAR ENDING JUNE 30, 1935

Unit of government	Property tax	Motor vehicle imposts	Special imposts	General revenue	Total
State	$ 407,100	$15,800,400	$17,021,700	$ 2,603,400	$35,832,600
Counties	10,794,800	-	88,700	1,921,300	12,804,800
Townships	873,200	-	-	112,000	985,200
Special assessment districts	3,171,800	-	-	14,100	3,185,900
School districts	19,580,300	-	-	889,000	20,469,300
Incorporated places having a population of:					
1,000 or less	593,100	-	-	87,600	680,700
1,001 to 2,500	1,222,600	-	-	438,300	1,660,900
2,501 to 5,000	794,900	-	-	364,200	1,159,100
5,001 to 10,000	1,251,100	-	-	887,800	2,138,900
10,001 to 25,000	1,518,900	-	-	799,700	2,318,600
City of Enid (26,399)	423,500	-	-	45,100	468,600
City of Muskogee (32,026)	310,000	-	-	237,200	547,200
City of Tulsa (141,258)	2,696,700	-	-	1,527,500	4,224,200
Oklahoma City (185,389)	2,186,900	-	-	4,585,800	6,772,700
Total	$45,824,900	$15,800,400	$17,110,400	$14,513,000	$93,248,700

TABLE NO. 22

INCIDENCE OF STATE, COUNTY AND LOCAL IMPOSTS AND GENERAL REVENUE COLLECTED DURING THE FISCAL YEAR ENDING JUNE 30, 1935

Paid by residents of:	Receipts from imposts and general revenue of:							Total
	State	Counties	Local units					
			Cities and towns	Townships	Special assessment districts	School districts	Total	
Unincorporated areas	$18,394,500	$ 7,848,200	$ -	$985,200	$ 76,400	$10,824,200	$11,885,800	$38,128,500
Incorporated places having a population of 1,000 or less	1,528,200	403,300	680,700	-	17,500	660,800	1,359,000	3,290,500
Total rural areas	19,922,700	8,251,500	680,700	985,200	93,900	11,485,000	13,244,800	41,419,000
Incorporated places having a population of:								
1,001 to 2,500	2,087,600	554,800	1,660,900	-	203,600	941,800	2,806,300	5,448,700
2,501 to 5,000	1,434,000	389,800	1,159,100	-	195,800	708,400	2,063,300	3,887,100
5,001 to 10,000	2,297,700	658,100	2,138,900	-	452,800	1,257,500	3,849,200	6,805,000
10,001 to 25,000	2,606,500	737,700	2,318,600	-	364,200	1,516,400	4,199,200	7,543,400
City of Enid (26,399)	413,800	98,100	468,600	-	96,200	279,800	844,600	1,356,500
City of Muskogee (32,026)	450,300	133,600	547,200	-	49,900	412,000	1,009,100	1,593,000
City of Tulsa (141,258)	2,432,200	605,500	4,224,200	-	554,000	1,830,700	6,608,900	9,646,600
Oklahoma City (185,389)	3,193,200	1,375,700	6,772,700	-	1,175,500	2,037,700	9,985,900	14,554,800
Total urban areas	14,915,300	4,553,300	19,290,200	-	3,092,000	8,984,300	31,366,500	50,835,100
State total	34,838,000	12,804,800	19,970,900	985,200	3,185,900	20,469,300	44,611,300	92,254,100
Out-of-State	994,600	-	-	-	-	-	-	994,600
Total	$35,832,600	$12,804,800	$19,970,900	$985,200	$3,185,900	$20,469,300	$44,611,300	$93,248,700

TABLE NO. 23

NET DIRECT EXPENDITURES BY THE SEVERAL UNITS OF GOVERNMENT FOR ALL PURPOSES DURING THE FISCAL YEAR ENDING JUNE 30, 1935

Expenditures made by -	Highways	Education	Public welfare	General government	Total
State	$13,483,200	$ 4,232,400	$ 5,676,200	$ 3,148,900	$26,540,700
Counties	6,186,600	1,081,400	3,872,500	3,659,300	14,799,800
Townships	477,100	-	-	-	477,100
Special assessment districts	1,089,700	-	36,700	-	1,126,400
School districts	-	22,884,200	-	-	22,884,200
Incorporated places having a population of:					
1,000 or less	41,100	1,000	118,800	300,300	461,200
1,001 to 2,500	88,100	7,700	454,400	498,300	1,048,500
2,501 to 5,000	103,100	17,000	344,000	339,900	804,000
5,001 to 10,000	178,500	46,500	747,200	545,200	1,517,400
10,001 to 25,000	196,000	57,900	733,800	512,600	1,500,300
City of Enid (26,399)	14,000	8,200	96,200	99,100	217,500
City of Muskogee (32,026)	26,500	14,500	292,400	47,600	381,000
City of Tulsa (141,258)	279,800	45,900	1,231,200	362,600	1,919,500
Oklahoma City (185,389)	334,300	44,900	1,710,200	576,100	2,665,500
Total	$22,498,000	$28,441,600	$15,313,600	$10,089,900	$76,343,100
RECAPITULATION					
State	13,483,200	4,232,400	5,676,200	3,148,900	26,540,700
Counties	6,186,600	1,081,400	3,872,500	3,659,300	14,799,800
Local governments	2,828,200	23,127,800	5,764,900	3,281,700	35,002,600
Total	$22,498,000	$28,441,600	$15,313,600	$10,089,900	$76,343,100

TABLE NO. 24

EXPENDITURES MADE FOR THE BENEFIT OF RURAL AND URBAN RESIDENTS FOR ALL PURPOSES DURING THE FISCAL YEAR ENDING JUNE 30, 1935

Made for the benefit of residents of -	Highways 1/	Education	Public welfare	General government	Total
Unincorporated areas	$18,157,900	$15,500,000	$ 4,780,200	$ 3,798,100	$42,236,200
Incorporated places having a population of 1,000 or less	114,400	1,029,200	644,900	731,400	2,519,900
Total rural areas	18,272,300	16,529,200	5,425,100	4,529,500	44,756,100
Incorporated places having a population of:					
1,001 to 2,500	731,900	1,445,000	1,061,900	998,100	4,236,900
2,501 to 5,000	316,700	1,046,300	741,700	643,000	2,747,700
5,001 to 10,000	730,900	1,671,800	1,359,600	1,034,400	4,796,700
10,001 to 25,000	717,400	1,935,400	1,364,400	954,400	4,971,600
City of Enid (26,399)	171,200	309,700	199,400	173,100	853,400
City of Muskogee (32,026)	93,600	420,000	407,700	126,600	1,047,900
City of Tulsa (141,258)	701,300	2,314,600	1,936,800	714,300	5,667,000
Oklahoma City (185,389)	762,700	2,769,600	2,817,000	916,500	7,265,800
Total urban areas	4,225,700	11,912,400	9,888,500	5,560,400	31,587,000
Total	$22,498,000	$28,441,600	$15,313,600	$10,089,900	$76,343,100

1/ Expenditures allocated to rural and urban residents by place of expenditure

TABLE NO. 25

PER CAPITA EXPENDITURES MADE FOR THE BENEFIT OF RURAL AND URBAN RESIDENTS FOR ALL PURPOSES DURING THE FISCAL YEAR ENDING JUNE 30, 1935

Made for the benefit of residents of -	Highways 1/	Education	Public welfare	General government	Total
Unincorporated areas	$14.23	$12.15	$3.74	$2.98	$33.10
Incorporated places having a population of 1,000 or less	.83	7.47	4.68	5.31	18.29
Total rural areas	12.93	11.69	3.84	3.20	31.66
Incorporated places having a population of:					
1,001 to 2,500	4.56	8.99	6.61	6.21	26.37
2,501 to 5,000	3.00	9.91	7.03	6.09	26.03
5,001 to 10,000	4.50	10.30	8.37	6.37	29.54
10,001 to 25,000	4.25	11.47	8.09	5.66	29.47
City of Enid (26,399)	6.49	11.73	7.55	6.56	32.33
City of Muskogee (32,026)	2.92	13.12	12.73	3.95	32.72
City of Tulsa (141,258)	4.96	16.39	13.71	5.06	40.12
Oklahoma City (185,389)	4.11	14.94	15.20	4.94	39.19
Total urban areas	4.30	12.13	10.06	5.66	32.15
Total	$ 9.39	$11.87	$6.39	$4.21	$31.86

1/ Expenditures allocated to rural and urban residents by place of expenditure

TABLE NO. 26

SOURCES OF FUNDS EXPENDED FOR ALL HIGHWAYS AND URBAN STREETS DURING THE FISCAL YEAR ENDING JUNE 30, 1935

Paid by residents of -	Total current imposts						Other revenues				Grand total
	Property taxes	Motor vehicle imposts			Other revenues	Total	Loans and reserves	Federal aid	Transfers from other units	Total	
		Motor fuel	Motor license	Other							
Unincorporated areas	$1,370,000	$2,148,300	$ 813,500	$152,500	$177,600	$ 4,662,000	$434,700	$2,055,600	$37,900	$2,528,200	$ 7,190,200
Incorporated places having a population of 1,000 or less	59,200	379,900	132,000	25,900	24,800	621,800	46,600	333,400	1,400	381,400	1,003,200
Total rural areas	1,429,200	2,528,200	945,500	178,500	202,400	5,283,800	481,300	2,389,000	39,300	2,909,600	8,193,400
Incorporated places having a population of:											
1,001 to 2,500	195,800	598,400	206,800	48,900	43,300	1,093,200	56,600	522,400	2,100	581,100	1,674,300
2,501 to 5,000	158,100	424,300	145,200	32,900	42,100	812,600	45,000	367,000	1,500	413,500	1,226,100
5,001 to 10,000	317,500	700,000	233,300	53,300	83,300	1,387,500	49,400	589,800	2,830	642,000	2,029,500
10,001 to 25,000	333,900	821,400	291,800	63,700	86,300	1,597,100	61,800	737,800	3,300	802,300	2,399,400
City of Enid (26,399)	55,700	130,900	44,400	11,000	5,000	247,000	5,500	112,400	700	118,600	365,600
City of Muskogee (32,026)	44,700	137,500	44,500	10,200	11,600	248,500	15,500	112,300	800	128,600	377,100
City of Tulsa (141,258)	467,800	824,700	256,900	70,000	54,300	1,673,700	96,100	649,300	4,300	749,700	2,423,400
Oklahoma City (185,389)	541,700	1,088,100	352,400	72,600	210,500	2,265,300	40,000	890,600	5,300	935,900	3,201,200
Total urban areas	2,125,300	4,725,300	1,575,300	352,600	536,400	9,324,900	369,900	3,981,000	30,800	4,371,700	13,696,600
STATE TOTAL	3,554,500	7,253,500	2,520,800	541,100	738,800	14,608,700	851,200	6,370,000	60,100	7,281,300	21,890,000
Out-of-State contributions	-	514,200	-	93,800	-	608,000	-	-	-	-	608,000
TOTAL	$3,554,500	$7,767,700	$2,520,800	$634,900	$738,800	$15,216,700	$851,200	$6,370,000	$60,100	$7,281,300	$22,498,000

TABLE NO. 27

SOURCES OF FUNDS EXPENDED FOR STATE HIGHWAYS 1/ DURING THE FISCAL YEAR ENDING JUNE 30, 1935

Paid by residents of –	Total current imposts						Other revenues				Grand total
	Property taxes	Motor vehicle imposts			Other revenue 3/	Total	Loans and reserves	Federal aid	Transfers from other units	Total	
		Motor fuel	Motor license	Other 2/							
Unincorporated areas	$ –	$1,387,400	$ 398,900	$144,900	$ 60,200	$1,991,400	$ –	$1,654,200	$ –	$1,654,200	$ 3,645,600
Incorporated places having a population of 1,000 or less	–	230,400	64,700	24,600	9,800	329,500	–	268,300	–	268,300	597,800
Total rural areas	–	1,617,800	463,600	169,500	70,000	2,320,900	–	1,922,500	–	1,922,500	4,243,400
Incorporated places having a population of:											
1,001 to 2,500	–	361,200	101,400	46,400	15,300	524,300	–	420,400	–	420,400	944,700
2,501 to 5,000	–	254,100	71,200	31,200	10,800	367,300	–	295,300	–	295,300	662,600
5,001 to 10,000	–	421,500	114,400	50,500	17,300	603,800	–	474,600	–	474,600	1,078,400
10,001 to 25,000	–	496,600	143,100	60,500	21,500	721,700	–	593,200	–	593,200	1,314,900
City of Enid (26,399)	–	79,500	21,800	10,400	3,300	115,000	–	90,500	–	90,500	205,500
City of Muskogee (32,026)	–	82,100	21,800	9,700	3,300	116,900	–	90,400	–	90,400	207,300
City of Tulsa (141,258)	–	493,300	126,000	65,500	19,000	704,800	–	522,400	–	522,400	1,227,200
Oklahoma City (185,389)	–	662,500	172,800	68,900	26,100	930,300	–	716,700	–	716,700	1,647,000
Total urban areas	–	2,850,800	772,500	344,200	116,600	4,084,100	–	3,203,500	–	3,203,500	7,287,600
STATE TOTAL	–	4,468,600	1,236,100	513,700	186,600	6,405,000	–	5,126,000	–	5,126,000	11,531,000
Out-of-State contributions	–	332,000	–	89,200	–	421,200	–	–	–	–	421,200
TOTAL	–	$4,800,600	$1,236,100	$602,900	$186,600	$6,826,200	–	$5,126,000	–	$5,126,000	$11,952,200

1/ Includes urban extensions
2/ Includes motor carrier tax, motor carrier permits and miscellaneous collections
3/ Includes certificates of title transferred to Auto Theft Fund

TABLE NO. 28

SOURCES OF FUNDS EXPENDED FOR COUNTY HIGHWAYS DURING THE FISCAL YEAR ENDING JUNE 30, 1935

Paid by residents of –	Total current imposts						Other revenues				Grand total
	Property taxes 1/	Motor vehicle imposts			Other revenues 5/	Total	Loans and reserves 6/	Federal aid 7/	Transfers from other units 8/	Total	
		Motor fuel 2/	Motor license 3/	Other 4/							
Unincorporated areas	$1,370,000	$ 760,900	$ 414,600	$ 7,200	$117,400	$2,670,100	$434,700	$ 401,400	$37,900	$ 874,000	$3,544,100
Incorporated places having a population of 1,000 or less	37,800	126,300	67,300	1,200	13,000	245,600	44,600	65,100	1,400	111,100	356,700
Total rural areas	1,407,800	887,200	481,900	8,400	130,400	2,915,700	479,300	466,500	39,300	985,100	3,900,800
Incorporated places having a population of:											
1,001 to 2,500	54,800	198,100	105,400	2,400	15,300	376,000	56,400	102,000	2,100	160,500	535,500
2,501 to 5,000	38,700	139,300	74,000	1,600	10,400	264,000	39,300	71,700	1,500	112,500	376,500
5,001 to 10,000	72,600	231,100	118,900	2,500	11,900	437,000	48,600	115,200	2,800	166,600	603,600
10,001 to 25,000	77,100	272,300	148,700	3,000	16,900	518,000	50,600	144,000	3,300	197,900	715,900
City of Enid (26,399)	11,300	43,600	22,600	600	1,100	79,200	5,200	21,900	700	27,800	107,000
City of Muskogee (32,026)	15,600	45,000	22,700	500	2,100	85,900	13,700	21,900	800	36,400	122,300
City of Tulsa (141,258)	71,100	270,500	130,900	3,300	8,400	484,200	89,900	126,900	4,300	221,100	705,300
Oklahoma City (185,389)	151,400	363,300	179,600	3,500	21,400	719,200	40,000	173,900	5,300	219,200	938,400
Total urban areas	492,600	1,563,200	802,800	17,400	87,500	2,963,500	343,700	777,500	20,800	1,142,000	4,105,500
STATE TOTAL	1,900,400	2,450,400	1,284,700	25,800	217,900	5,879,200	823,000	1,244,000	60,100	2,127,100	8,006,300
Out-of-State contributions	–	182,200	–	4,600	–	186,800	–	–	–	–	186,800
TOTAL	1,900,400	2,632,600	1,284,700	30,400	217,900	6,066,000	823,000	1,244,000	60,100	2,127,100	8,193,100

1/ Includes $271,500 specifically levied by counties for highways; $1,122,000 county sinking fund tax collections used to pay interest on county road bonds; $477,100 township sinking fund tax collections used to pay interest and administration costs of road bonds, and $29,800 delinquent collections of State quarter mill road levy returned to the counties
2/ Includes $144,800 expended by the State Highway Department and $2,487,800 expended by counties
3/ Includes $50,100 expended by the State Highway Department and $1,234,600 expended by counties
4/ Includes motor carrier tax, motor carrier permits and miscellaneous collections expended by the State
5/ County general revenue
6/ Short term borrowings by counties for highways
7/ Expended by State Highway Department
8/ County funds expended by the State Highway Department

TABLE NO. 29

SOURCES OF FUNDS EXPENDED FOR URBAN STREETS 1/ DURING TEN FISCAL YEAR ENDING JUNE 30, 1935

Paid by residents of -	Property taxes 2/	Motor vehicle imposts			Other revenues			Grand total
		Motor fuel	Motor license	Other 3/	Loans and reserves 4/	Federal aid	Transfers from other units	Total	Total
	$ -	$ -	$ -	$ 500	$ -	$ -	$ -	$ -	$ 500
Unincorporated areas									
Incorporated places having a population of 1,000 or less	21,900	-	23,200	100	2,000	-	-	2,000	46,700
Total rural areas	21,900	-	23,200	600	2,000	-	-	2,000	47,200
Incorporated places having a population of:									
1,001 to 2,500	141,000	-	39,100	100	200	-	-	200	193,100
2,501 to 5,000	129,900	-	30,900	100	5,700	-	-	5,700	187,000
5,001 to 10,000	245,000	-	47,400	200	800	-	-	800	347,500
10,001 to 25,000	255,800	-	52,500	200	11,200	-	-	11,200	358,600
City of Enid (26,339)	44,400	-	7,800	-	300	-	-	300	52,100
City of Muskogee (32,026)	29,100	-	10,400	-	1,800	-	-	1,800	41,300
City of Tulsa (141,258)	396,100	-	60,900	200	6,200	-	-	6,200	463,500
Oklahoma City (185,389)	395,300	-	82,300	200	25,900	-	-	25,900	503,800
					165,000				165,000
Total urban areas	1,632,700	-	311,300	1,000	332,300	-	-	332,300	2,277,300
STATE TOTAL	1,654,100	-	334,500	1,600	334,300	-	-	334,300	2,324,500
Out-of-State contributions	-	-	-	-	-	-	-	-	-
TOTAL	$1,654,100	-	$334,500	$1,600	$334,300	-	-	$334,300	$2,324,500

1/ Includes money expended on urban extensions of State highways by incorporated cities and towns and special assessment districts but not the amounts expended by the State Highway Department on urban extensions of State highways.

2/ Includes $1,069,700 special assessment tax used to pay interest on street improvement bonds; $169,600 city and town sinking fund tax collections used to pay interest on city and town highway bonds; $700 specifically levied by cities and towns for highways and $394,100 allocated out of general fund collections to highways on the basis of expenditure for each purpose.

3/ Expended by State Highway Department.

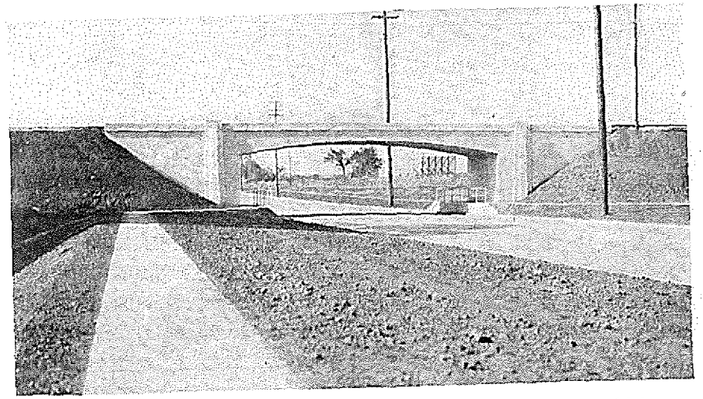
4/ Short term borrowings of cities and towns allocated to highways on the basis of expenditures for each purpose and decreases in operating balances.

TABULATING DEPARTMENT

The Tabulating Department of the survey is the mechanized clearing house responsible for the listing, sorting and totaling of all the data by the use of electric machines designed for such, or similar work. Field data are coded, using figures to represent work items, after which thousands of little holes are punched in 540,000 cards, representing the ramifications of facts.

Obviously hundreds of tables and maps cannot be included in a single Biennial Report when such tables and maps are still work sheets for the skilled analyst to determine their proper weight in the picture as a whole. However, the few tables and summaries that have been submitted as samples will at least indicate the scope of the work, and to a limited extent summarize the fields of Inventory, Traffic and Financial studies.

Photographs by Courtesy of the U. S. Bureau of Public Roads



Underpass of Oklahoma Railway (Electric) on north Western Ave., Oklahoma City. Project No. WPGS-511-A.

REPORT OF MATERIALS TESTING LABORATORY

The tabulation of tests for the Biennium listed herein, by comparison with previous reports, indicates several items which have been brought out during this period, due to improvements, or new materials used in construction, or new methods of tests which have been developed to assure the determination of a satisfactory matrial.

The list covers the principal items tested, or examined as such, and does not cover in detail special combination of laboratory and field tests which have been made and are made in several fields of activity.

Examination of arc welding involves a series of tests of welded specimens to determine the quality of the weld material used, and the workmanship of the welder. This work has been brought about by changes in fabrication of structural steel.

The Los Angeles Rattler Test is a new development to determine the quality or percent of wear on aggregates used in concrete, base course and asphaltic construction. This new method is desirable for the reason that it permits determination of quality of the finished product being used in the work, whereas the Duval Tests, which have been used to this time, provide, in the case of quarry production, only the determination of the quality of the original ledge rock.

A new development in cement testing, now being specified by many agencies, and an alternate requirement in standard specifications, is the determination of the specific surface, or fineness of the cement in question, by means of what is commonly called a Turbidimeter. These tests are being made as routine tests on bin stock, and on all samples of High Early Strength Cement, with also the required chemical analyses of the samples.

Moisture density determinations of soils is a new procedure in use as developed in soil stabilization work, and involves a standardized procedure of compacting soils at various moisture contents, to determine the standard density and optimum moisture of such soil samples. This is a method of controlling the placing and compaction of earth embankment, or pavement subgrade, and in some cases,, subgrade stabilization or soil correction with asphalt or cement.

MATERIALS TESTED DEC. 1, 1936 to DEC. 1, 1938

	Dec. 1, 1936 to Dec. 1, 1937	Dec. 1, 1937 to Dec. 1, 1938	Total
Cement Bin Samples Approved	1990	1225	3215
Cement Shipped From Tested Bins, Bbls.	514023	356211	870234
Cement Available in Tested Bins (end of yr) Bbls	104924	98121	
Cement—Car Samples Approved	112	136	248
Cement—Car Samples Rejected	0	11	11
White Cement—Samples Approved	4	8	12
Coarse Aggregate—Samples Approved	927	833	1760
Coarse Aggregate—Samples Conditional	11	13	24
Coarse Aggregate—Samples for Information	35	10	45
Coarse Aggregate—Samples Rejected	10	2	12
Coarse Aggregate—Quality Samples Approved	168	82	250
Coarse Aggregate—Quality Samples for Information	8	36	44
Coarse Aggregate—Quality Samples Rejected	1	3	4
Coarse Aggregate—Spec. Gravity & Absorption Samp.	151	95	246
Fine Aggregate—Samples Approved	869	650	1519
Fine Aggregate—Samples Conditional	27	10	37
Fine Aggregate—Samples for Information	52	27	79
Fine Aggregate—Samples Rejected	24	3	27
Fine Aggregate—Specific Gravity Samples	309	108	417
Fine Aggregate—Unit Weight Samples	220	105	325

MATERIALS TESTED DEC. 1, 1936 to DEC. 1, 1938

	Dec. 1, 1936 to Dec. 1, 1937	Dec. 1, 1937 to Dec. 1, 1938	Total
Fine Aggregate—Strength Samples Approved	187	129	316
Surfacing Materials—Samples Approved	566	339	905
Surfacing Materials—Samples Conditional	49	39	88
Surfacing Materials—Samples for Information	46	32	78
Surfacing Materials—Samples Rejected	12	14	26
Arc Welding Qualification—Samples Approved	11	11	22
Arc Welding Qualification—Samples Conditional	1	1	2
Arc Welding Qualification—Samples for Information	2		2
Arc Welding Qualification—Samples Rejected	20	30	50
Reinforcing Steel—Samples Approved	1388	1318	2706
Reinforcing Steel—Samples Rejected	11	1	12
Wire Mesh—Samples for Information		8	8
Iron Casting—Samples Approved	24	10	34
Iron Casting—Samples Rejected		2	2
Steel Casting—Samples Approved	2	22	24
Steel Casting—Samples Rejected	2		2
Cold Rolled Steel—Samples Approved	1	3	4
Los Angeles Abrasion Research Samples	102	69	171
Drain Tile—Samples Approved	16	8	24
Drain Tile—Samples Rejected	0	1	1
Masonry Brick—Samples Approved	16	7	23
Masonry Brick—Samples Rejected	2	0	2
Mixing Water—Samples Approved	42	25	67
Jetty Bar Splice Samples	0	2	2
Premolded Expansion Joint Filler—Phy. Test Sa. App.	55	70	125
Premolded Exp. Joint Filler—Phy. Test Sa. for Info.	10	2	12
Premolded Exp. Joint Filler—Phy. Test Sa. Rejected	3	5	8
Asphalt Latex Joint Seal—Samples Approved	0	9	9
Asphalt Latex Joint Seal—Samples Conditional	0	2	2
Asphalt Latex Joint Seal—Samples for Information	0	4	4
Asphalt Latex Joint Seal—Samples Rejected	0	2	2
Metal Plate Guard Rail Samples	12	2	14
Vitrified Clay Sewer Pipe—Samples Approved	2	0	2
Guard Rail Chain Samples	2	0	2
Research Concrete Poured Cubic Yards	7	0	7
Concrete Cylinders Tested	4399	3262	7661
Research Cylinders Made	12	52	64
Concrete Paving Cores Drilled	1010	759	1769
Concrete Paving Cores Tested	1042	593	1635
Concrete Beams Tested	55	81	136
Reinforced Concrete Pipe Tested, Linear Feet	44767	34588	79355
Reinforced Concrete Pipe Shipped, Linear Feet	38121	41859	79980
Plain Concrete Pipe Tested, Linear Feet	0	60	60
Poured Expansion Joint Research Samples	51	74	125
Concrete Slab Curing Research Square Feet	300	0	300
Capillarity Expansion Determinations	7	0	7
Subgrade Soils Samples	776	1202	1978
Hard Dirt Plating	33	19	52
Gravel Base Samples	2485	1547	4032
Red Bed Tests	287	0	287
Absorption and Boiling Tests	6	16	22
Soils Cement Durability Samples	0	16	16
Permeability Tests	0	50	50
Subgrade Moisture Determinations	3036	9303	12339
Proctor Determinations	288	0	288
Proctor Density and Stability Determinations	204	523	727
Hydrogen Ion Concentration Determinations	66	0	66
Sand Density Determinations	10	216	226
Gravel Base—Quality Samples Approved	7	6	13
Gravel Base—Quality Samples Conditional	0	1	1

MATERIALS TESTED DEC. 1, 1936 to DEC. 1, 1938

	Dec. 1, 1936 to Dec. 1, 1937	Dec. 1, 1937 to Dec. 1, 1938	Total
Gravel Base—Quality Samples for Information	2	0	2
Gravel Base—Quality Samples Rejected	1	0	1
Asphalt Cement—Samples Approved	50	44	94
Asphalt Cement—Samples for Information	3	1	4
Asphalt Cement—Samples Rejected	2	3	5
Liquid Asphaltic Material—Samples Approved	152	112	264
Liquid Asphaltic Material—Samples Conditional	0	1	1
Liquid Asphaltic Material—Samples for Information	18	12	30
Liquid Asphaltic Material—Samples Rejected	0	2	2
Rock Asphalt—Samples Approved	46	52	98
Rock Asphalt—Samples for Information	95	16	111
Rock Asphalt—Samples Rejected	0	2	2
Oil Mat Abrasion Samples	2	0	2
Asphaltic Emulsion—Samples Approved	135	70	205
Asphaltic Emulsion—Samples for Information	14	3	17
Asphaltic Emulsion—Samples Rejected	9	0	9
Asphaltic Expansion Joint—Samples Approved	129	85	214
Asphaltic Expansion Joint—Samples for Information	2	0	2
Fuel Oil—Samples Approved	0	1	1
Bituminized Fabric—Samples Approved	12	12	24
Bituminized Fabric—Samples for Information	1	0	1
Solvent—Samples Approved	7	1	8
Solvent—Samples for Information	0	6	6
Powdered Asphalt—Samples Approved	3	0	3
Powdered Asphalt—Samples for Information	4	0	4
Asphaltic Surface Mix—Samples Approved	8	31	39
Asphaltic Surface Mix—Samples Conditional	1	0	1
Asphaltic Surface Mix—Samples for Information	183	326	509
Asphaltic Surface Mix—Samples Rejected	1	0	1
Aggregates for Asphaltic Mix—Samples Approved	93	207	300
Aggregates for Asphaltic Mix—Samples Conditional	3	1	4
Aggregates for Asphaltic Mix—Samples for Infor.	238	127	365
Aggregates for Asphaltic Mix—Samples Rejected	462	24	486
Asphalt Stability Test	1326	1072	2398
Asphalt Research Determinations	91	279	370
Soils for Sub-Oil Samples	18	0	18
Water Proofing Asphalt—Samples Approved	15	17	32
Water Proofing Asphalt—Samples for Information	1	0	1
Water Proofing Asphalt—Samples Rejected	5	1	6
Bronze Bearing Plate—Samples Approved	3	10	13
Bronze Bearing Plate—Samples Rejected	1	1	2
Copper Strip—Samples Approved	8	12	20
Copper Pipe—Samples Approved	11	12	23
Sheet Lead—Samples Approved	4	0	4
Galvanized Cable—Samples Approved	48	1	49
Galvanized Fitting—Samples Approved	15	1	16
Corrugated Galvanized Pipe—Samples Approved	228	71	299
Corrugated Galvanized Pipe—Samples Rejected	1	0	1
Mixed Paints—Samples Approved	140	136	276
Mixed Paints—Samples Conditional	8	10	18
Mixed Paints—Samples for Information	2	0	2
Mixed Paints—Samples Rejected	3	4	7
Varnish—Samples Approved	6	2	8
Varnish—Samples for Information	1	1	2
Varnish—Samples Rejected	1	0	1
Galvanized Strip—Samples Approved	0	1	1
Research Cement Analysis	0	225	225
Conduit Pipe—Samples Approved	0	1	1
Rubber Latex—Samples	0	5	5
Paint Pigment—Samples Approved	3	3	6

MATERIALS TESTED DEC. 1, 1936 to DEC. 1, 1938

	Dec. 1, 1936 to Dec. 1, 1937	Dec. 1, 1937 to Dec. 1, 1938	Total
Paint Pigment—Samples for Information	1	0	1
Paint Pigment—Samples Rejected	1	0	1
Galvanized Fence Posts & Rails—Samples Approved	3	0	3
Galvanized Fence Posts & Rails—Samples Rejected	1	0	1
Wire Fence—Samples Approved	8	1	9
Wire Fence—Samples Rejected	3	0	3
Miscellaneous Chemical Analysis	7	21	28
Bronze Pipe Fitting—Samples Approved	1	0	1
Galvanized Water Pipe—Samples Approved	1	0	1
Asphaltic Material—Plant Tests—Cars Shipped	1113	698	1811
Rock Asphalt—Plant Tests—Cars Shipped	1869	657	2526
Coarse Aggregate—Plant Tests—Cars Shipped	7186	4218	11404
Fine Aggregate—Plant Tests—Cars Shipped	2593	1246	3839

MATERIALS TESTED BY OTHER LABORATORIES

Structural Steel (Mill) Pounds	19,546,513	13,291,182	32,837,605
Structural Steel (Fab.) Pounds	20,758,334	18,594,671	39,353,005
Treated Guard Rail Posts—Linear Feet	143,045	393,874	536,919
Treated Piling—Linear Feet	34,397	31,126	65,523
Treated Lumber—F.B.M.	463,667	100,125	563,792
Cement—Barrels	46,557	51,769	98,326
Untreated Lumber—F.B.M.	7,735	792	8,527
Timber Signs—F.B.M	1,409	869	2,278
Paint Samples	2	1	3
Untreated Piling—Linear Feet	0	4,192	4,192
Pump Assemblies	0	3	3

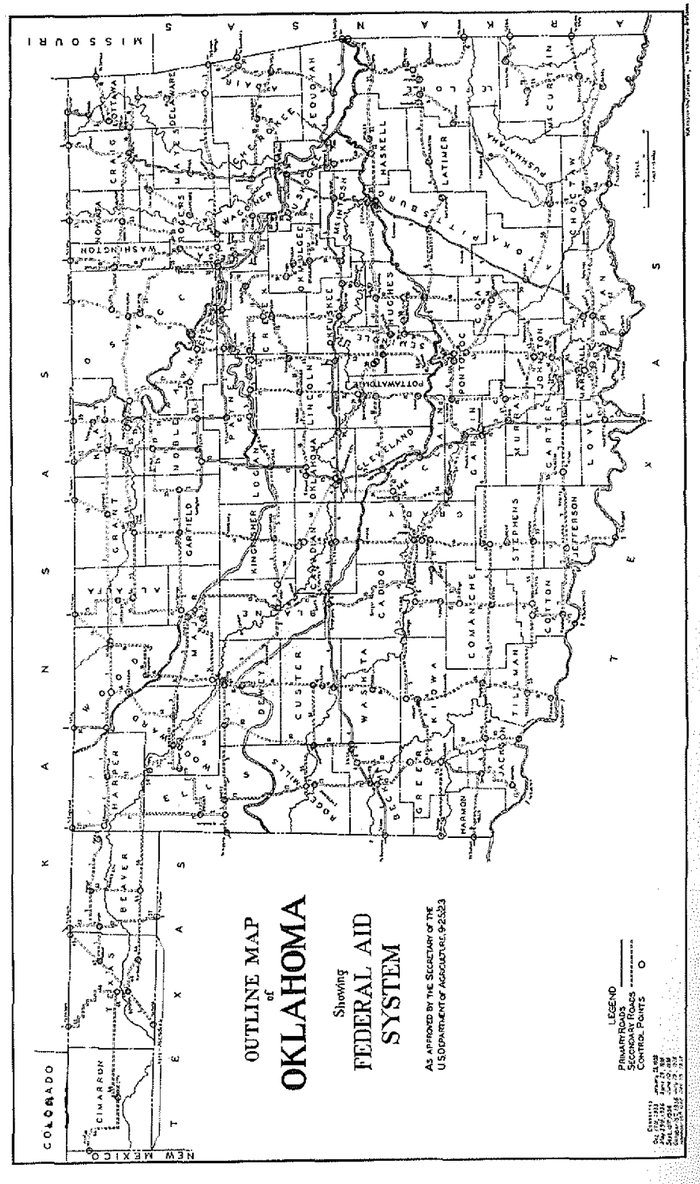
FEDERAL APPROPRIATIONS

Regular and Emergency Federal Aid; National Recovery; and Works Progress Funds.

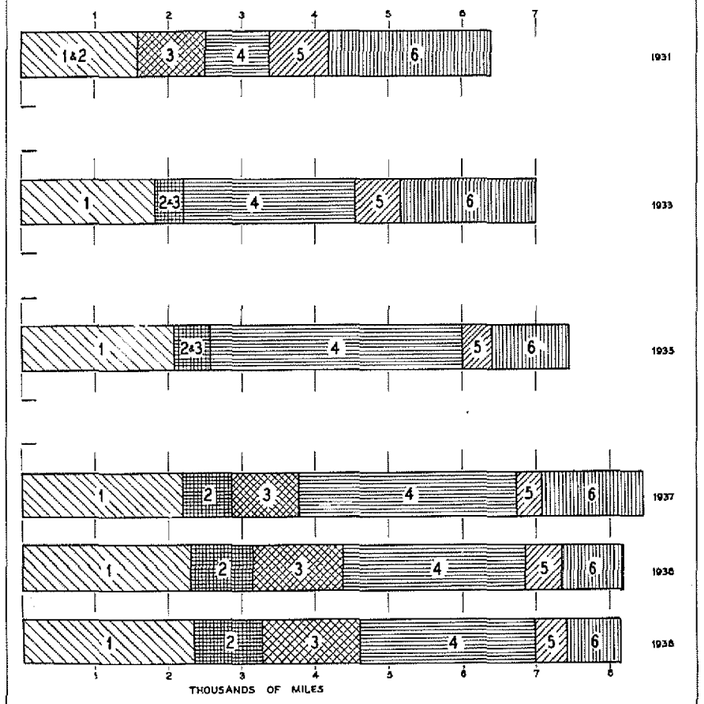
Year	State Highways Authorizations For U.S.	State Highways Apportionments For State of Okla.	Federal Lands Forest Bonds Authorizations For U.S.	Federal Lands Forest Bonds Apportionments For State of Oklahoma	Federal Lands Authorizations For U.S.	Federal Lands Apportionments For State of Oklahoma
1913				207,904.66		351.38
1914				234,614.68		269.28
1915				239,708.86		255.55
1916				244,339.10		301.91
1917				1,278,216.56		394.11
1918				1,339,459.61		608.12
1919				4,390,533.72		605.84
1920				4,427,733.66		530.87
1921				4,472,253.45		2,811.65
1922				6,407,775.63		6,471.99
1923				11,338,576.26		9,265.71
1924				8,028,569.86		7,448.86
1925				8,020,739.29		7,534.54
1926				8,997,181.57		5,756.48
1927				8,014,809.33		3,296.32
1928				8,014,086.18		3,045.06
1929				8,040,588.30		2,168.74
1930				8,225,000.00		3,178.25
1931				9,500,000.00	41,469.00	
1932				9,500,000.00	17,750.00	
1933				9,500,000.00	45,517.00	
1934				7,000,000.00	22,580.00	
1935					23,162.00	
1936						
1937					28,935.00	
1938					25,777.00	
1939				7,905.60		
TOTALS	$ 2,940,000,000.00	$ 73,289,759.80	$ 127,280,321.09	$ 103,105.96		$ 206,187.00

Permissible Maximum Participation:

Old Appropriation – 95% on roads and bridges but not exceeding $20,000.00 per mile.
1922 Appropriation–95% on roads and bridges but not exceeding $20,000.00 per mile.
1924 Appropriation–95% on roads and bridges but not exceeding $16,250.00 per mile.
1931-32 Appropriation – 90% on roads and bridges but not exceeding $16,590.00 per mile.
1930 Appropriation – 55.3% on roads and bridges but not exceeding $16,590.00 per mile.
1931 Appropriation – 55.3% on roads and bridges but not exceeding $16,590.00 per mile.
1932 Appropriation – 52.55% on roads and bridges but not exceeding $16,590.00 per mile.
1933-34 Appropriation – 46 percentage limitation on roads and bridges but not exceeding $15,765.00 per mile, after Oct.1,1932.
1934-35 Appropriation – 46 percentage limitation.
1935-36 Appropriation – 52.55% on Regular Federal Aid
1936-37 Appropriation – 52.55% on Regular Federal Aid
1937-38 Appropriation – 51.21% on Regular Federal Aid
1938-39 Appropriation – 51.21% on Regular Federal Aid
1938-39 Federal Aid Grade Crossing Allotments 100% (Requires no matching by State Funds)



MILEAGE BY SURFACE TYPES
STATE HIGHWAY SYSTEM



	TYPES	JAN.1 1931		JAN.1 1933		JAN.1 1935		JAN.1 1937	JAN.1 1938	NOV.15 1938
1	Concrete; Asph. on Concrete; Brick.	1594.1		1834.7		2090.3		2208.1	2312.3	2358.6
2	Asphaltic Surface on Gravel Base							657.5	830.9	930.3
3	Treated Gravel or Earth	907.6		371.4		484.1		919.7	1236.5	1314.9
4	Untreated Gravel	876.4		2362.6		3427.1		2942.1	2466.0	2384.4
5	Improved Earth	806.0		600.1		413.0		446.0	485.5	426.0
6	Unimproved Earth	2210.4		1824.0		1025.9		1287.2	840.7	736.0
	TOTAL MILEAGE	6394.5		6992.8		7440.4		8460.6	8171.9	8150.2

ENGINEERING DIVISIONS

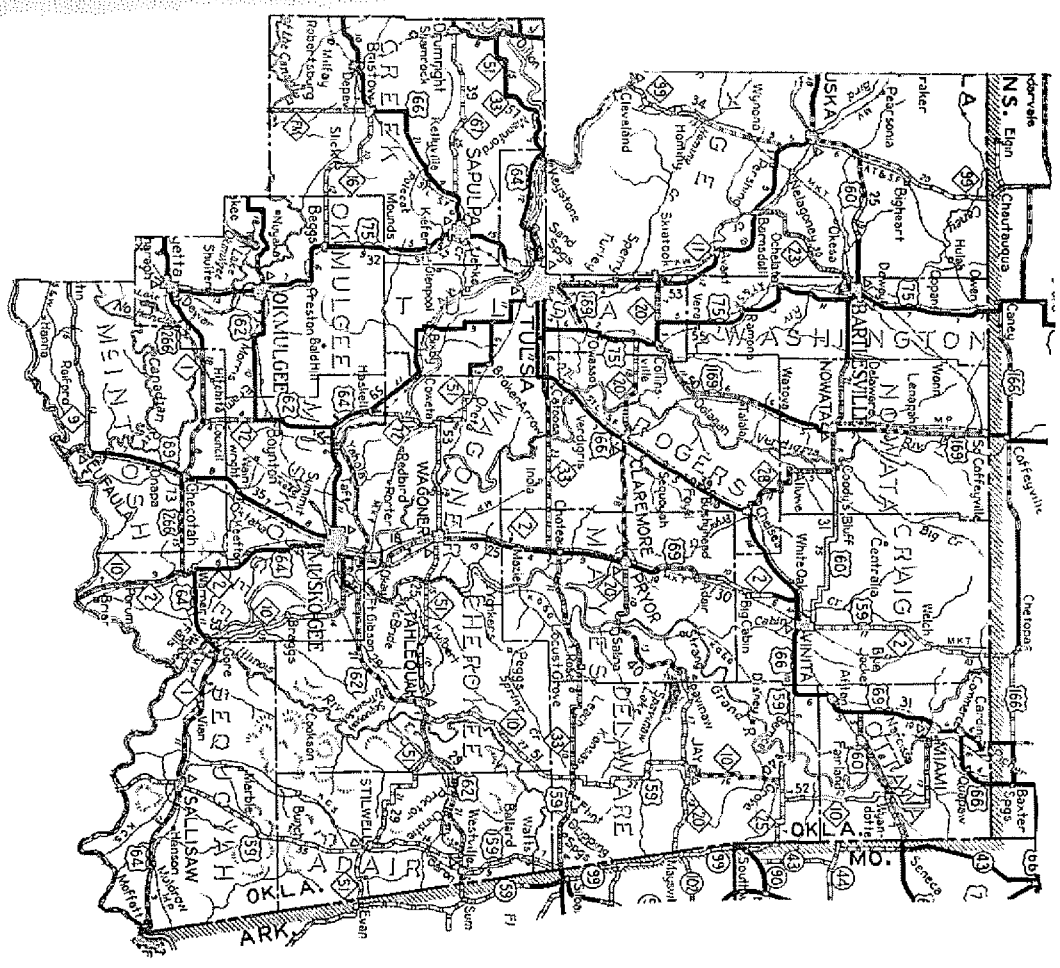
SUMMARY BY ENGINEERING DIVISIONS

Division No.	Area (Sq. Mi.)	MILEAGE BY TYPES AS OF NOVEMBER 15, 1938						
		1	2	3	4	5	6	Total
1	12,248	635.76	135.49	309.46	421.80	22.87	66.12	1,591.50
2	10,376	153.80	32.10	257.60	397.90	41.50	24.80	907.70
3	11,633	574.58	192.93	246.44	528.05	8.70	169.35	1,720.05
4	10,961	726.03	89.77	110.56	179.43	38.03	189.45	1,333.27
5	11,088	197.66	261.11	214.99	491.59	67.41	109.24	1,342.00
6	13,108	70.80	218.93	175.84	365.63	247.47	177.04	1,255.71
TOTALS	69,414	2358.63	930.33	1,314.89	2,384.40	425.98	736.00	8,150.23

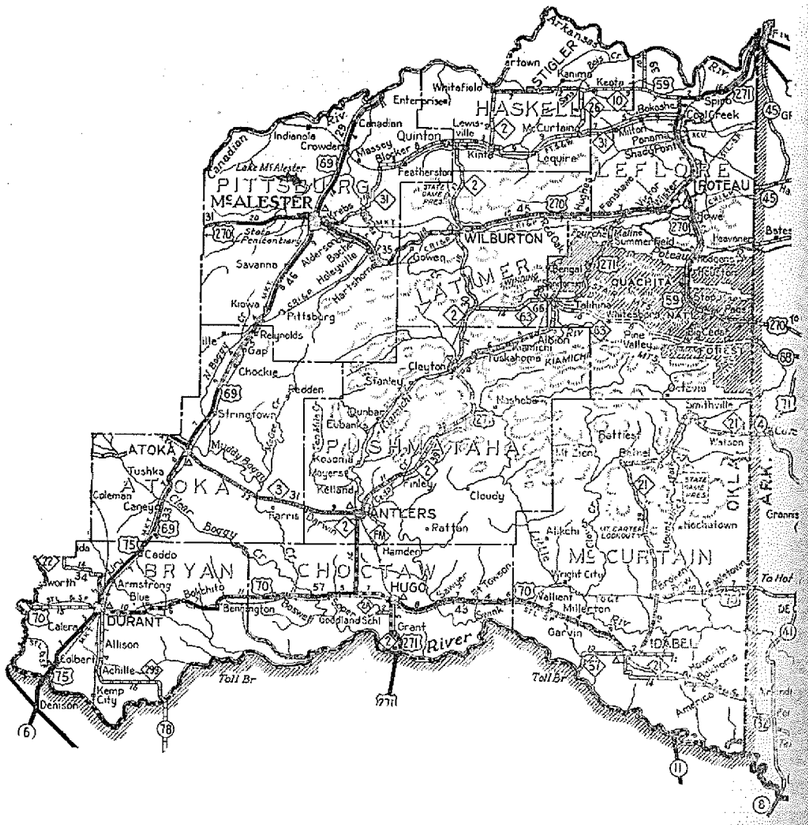
EXPLANATION OF TYPES

Type No.	Description
1	Concrete; Asphalt on Concrete; Brick
2	Asphaltic Surface on Gravel Base
3	Treated Gravel or Treated Earth
4	Untreated Gravel
5	Improved Earth
6	Unimproved Earth

ENGINEERING DIVISION No. 1

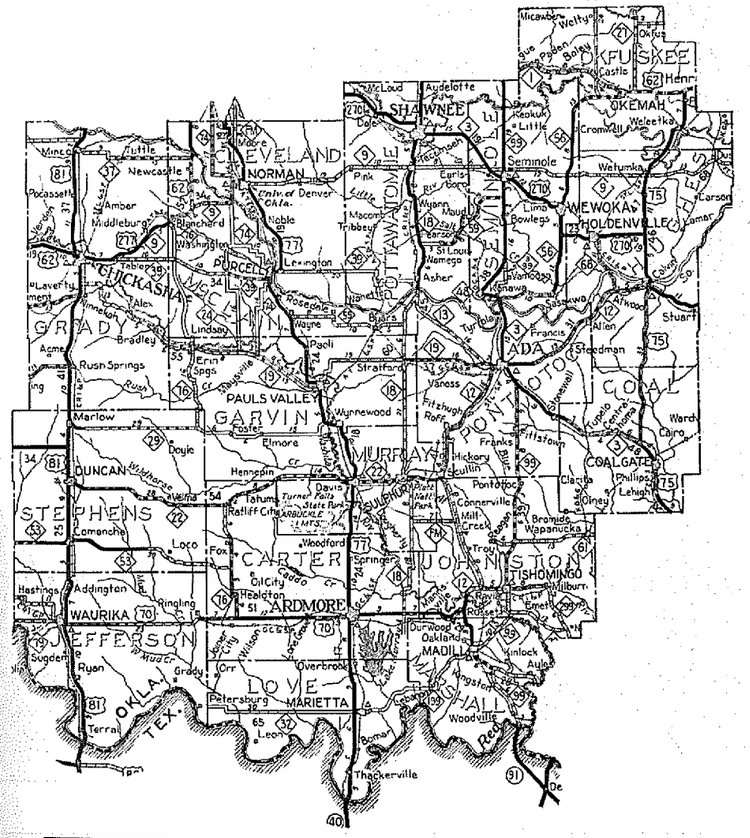

Chautauqua
Caney
Coffeyville
Cherryvale
Parker
Peru
Bigheart
Dewey
Hulah
Copan
Owen
Okesa
Skiatook
Hominy
Cleveland
Pawhuska
Osage
Fairfax
Shidler
Bartlesville
Nowata
Delaware
Watova
Dewey
Ochelata
Bartlesville
Nowata
Lenapah
Wann
Copan
Ramona
Collinsville
Claremore
Pryor
Chouteau
Locust Grove
Sequoyah
Redbird
Porter
Wagoner
Coweta
Broken Arrow
Tulsa
Sapulpa
Kellyville
Bristow
Depew
Slick
Drumright
Skiatook
Mounds
Keifer
Jennings
Preston
Baldhill
Boynton
Muskogee
Haskell
Braggs
Taft
Gore
Webbers Falls
Porum
Vian
Sallisaw
Marble City
Stilwell
Westville
Baron
Ballard
Watts
Tahlequah
Peggs
Welling
Kansas
Grove
Jay
Grand R.
Disney
Big Cabin
Afton
Miami
Commerce
Quapaw
Seneca
Picher
Cardin
Welch
Centralia
Craig
Vinita
Ketchum
Big Cabin
Coffeyville
Caney
Chetopa
Parker
Peru
Bigheart
Dewey
Hulah
Copan
Owen
Okesa
Skiatook
Hominy
Cleveland
Pawhuska
Osage
Fairfax
Shidler
Bartlesville
Nowata
Delaware
Watova
Dewey
Ochelata
Lenapah
Wann
Ramona
Collinsville
Claremore
Pryor
Chouteau
Locust Grove
Sequoyah
Redbird
Porter
Wagoner
Coweta
Broken Arrow
Tulsa
Sapulpa
Kellyville
Bristow
Depew
Slick
Drumright

ENGINEERING DIVISION No. 2



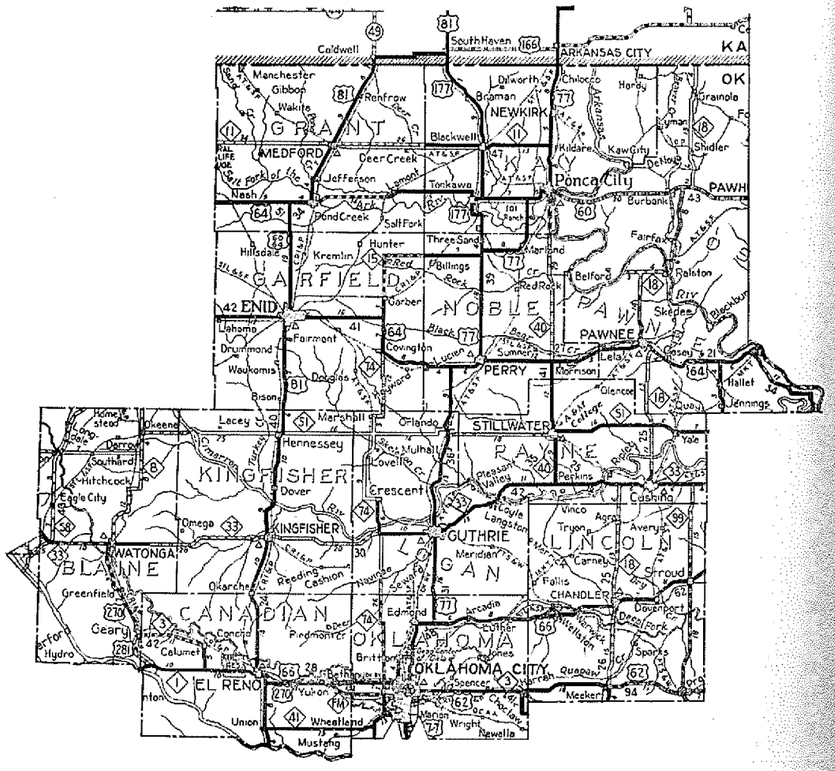
County	Area (Sq. Mi.)	MILEAGE BY TYPES AS OF NOVEMBER 15, 1938 1	2	3	4	5	6	Total
Atoka	997	17.60		51.00	6.40			75.00
Bryan	928	37.70	14.00	5.20	48.60			106.50
Choctaw	790	14.70	6.10	43.40	2.00			66.20
Haskell	615			6.50	42.60	14.10	13.70	76.90
Latimer	735			37.20	37.90	13.10		88.20
LeFlore	1,614	7.80	8.20	47.00	77.20	7.60	6.00	153.80
McCurtain	1,897	9.60		24.30	112.20			146.10
Pittsburg	1,370	66.40	3.80	19.10	14.10	6.70	5.10	115.20
Pushmataha	1,430			22.90	56.90			79.80
TOTALS	10,376	153.80	32.10	257.60	397.90	41.50	24.80	907.70

ENGINEERING DIVISION No. 3



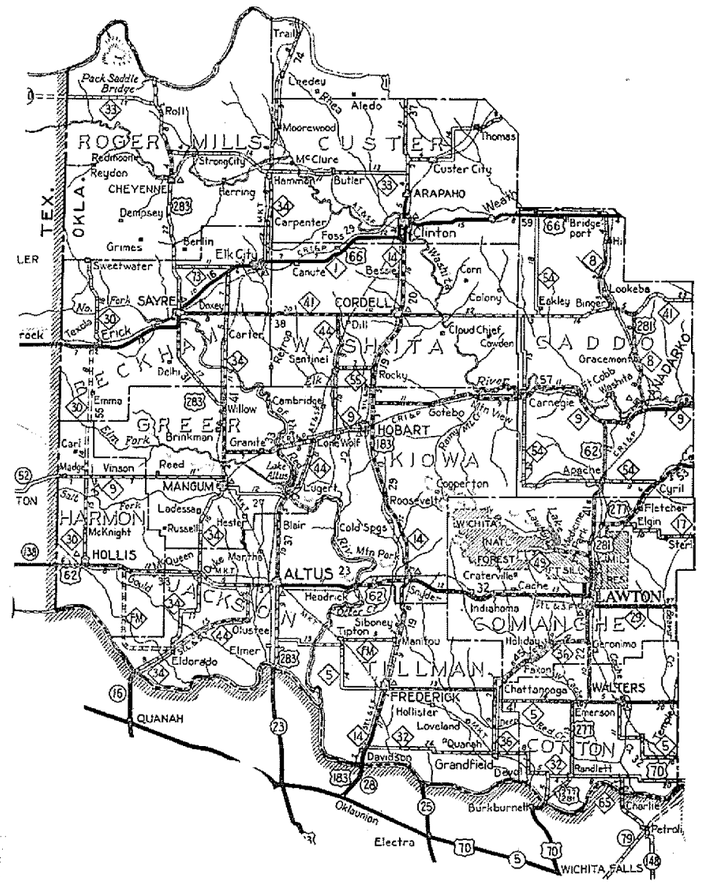
County	Area (Sq. Mi.)	MILEAGE BY TYPES AS OF NOVEMBER 15, 1938 1	2	3	4	5	6	Total
Carter	831	43.46	31.44	5.60	25.17			105.67
Cleveland	554	34.24		28.50	25.19		12.00	94.93
Coal	525	4.39		38.21				42.60
Garvin	821	17.60	7.18		74.87		35.70	135.35
Grady	1,112	73.58	9.70	13.18	40.78	8.70		145.94
Hughes	790	34.70	13.00	38.50	21.40			107.60
Jefferson	749	31.30	10.80		34.94			77.04
Johnston	658	12.75	10.00	21.60	68.51			112.86
Love	514	25.53			3.00		29.00	57.53
Marshall	419	7.24	4.30		36.23			47.87
McClain	562	15.38		27.55	46.74		70.75	160.42
Murray	424	18.43	17.71	6.20	25.72			68.06
Okfuskee	623	11.20	20.30	21.00	31.60			84.10
Pontotoc	728	28.20	22.10	38.90	17.00			106.20
Pottawatomie	793	62.66	8.40		18.36		21.90	111.26
Seminole	633	96.32	10.90	12.20	23.90			143.32
Stephens	897	57.50	27.10		34.70			119.30
TOTALS	11,633	574.58	192.93	246.44	528.05	8.70	169.35	1,720.05

ENGINEERING DIVISION No. 4

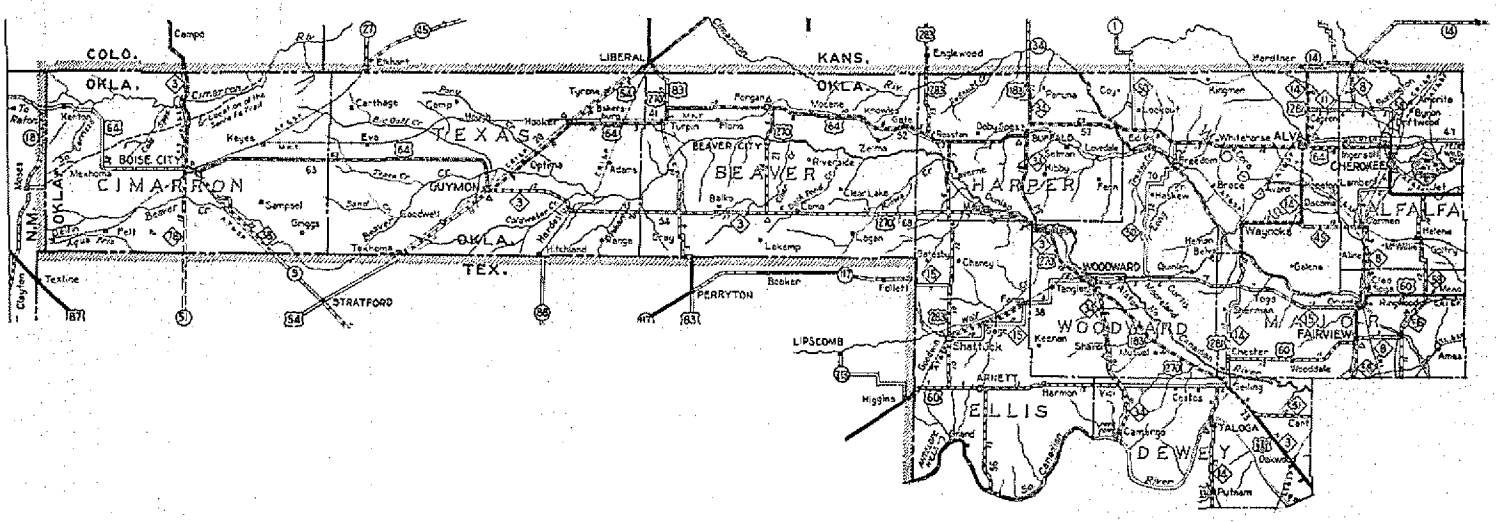


County	Area (Sq. Mi.)	MILEAGE BY TYPES AS OF NOVEMBER 15, 1938 1	2	3	4	5	6	Total
Blaine	931	8.97	9.35	15.96	39.75		50.08	124.11
Canadian	891	65.08	19.79	11.20			0.50	96.57
Custer (Part)	15				3.30			3.30
Dewey (Part)	1				1.53			1.53
Garfield	1,061	70.55		13.55		1.73	8.94	94.77
Grant	994	54.50	12.62		17.45	4.51	13.20	102.28
Kay	994	102.29						102.29
Kingfisher	896	30.38			24.04	3.85	33.13	91.40
Lincoln	959	52.49	21.19	15.82	40.40			129.90
Logan	739	57.90			7.30	6.38	39.80	111.47
Noble	734	81.88			5.17	14.54	1.34	102.93
Oklahoma	717	80.15	26.82			7.02		113.99
Osage (Part)	833			42.39	5.46		21.75	69.60
Pawnee	584	43.20		11.64	13.05		10.21	78.10
Payne	678	78.64			21.89		10.50	111.03
TOTALS	10,961	726.03	89.77	110.56	179.43	38.03	189.45	1,333.27

ENGINEERING DIVISION No. 5



County	Area (Sq. Mi.)	MILEAGE BY TYPES AS OF NOVEMBER 15, 1938 1	2	3	4	5	6	Total
Beckham	917	40.30	15.50	8.80	62.52			127.12
Caddo	1,289	28.20	10.80	71.40	60.20	12.00	31.30	213.90
Comanche	1,096	44.69	40.72	23.00	14.00			122.41
Cotton	636	3.05	21.30	12.00	55.56		17.00	108.91
Custer (Part)	983	38.00			0.90	11.00	22.00	110.80
Dewey (Part)	150				13.59			13.59
Greer	644			15.00	12.00	25.09	6.91	11.50	70.50
Harmon	548	3.50		4.89	11.60	30.70			50.69
Jackson	778	12.77		14.16	11.40	66.42		8.00	112.69
Kiowa	1,047	8.00		56.60	22.79	27.47		3.44	118.30
Roger Mills	1,135			6.36		37.64	34.00		78.00
Tillman	865	5.65		20.84	25.50	44.50	3.50	16.00	115.99
Washita	1,006	13.50		55.00	15.60	15.00			99.10
TOTALS	11,088	197.66		261.11	314.99	491.59	67.41	109.24	1,542.00



ENGINEERING DIVISION No. 6

County	Area (Sq. Mi.)	MILEAGE BY TYPES AS OF NOVEMBER 15, 1938						
		1	2	3	4	5	6	Total
Alfalfa	867	22.64	10.83		45.15	6.02	26.15	110.79
Beaver	1,813	0.47		62.40	60.83	40.51		164.21
Cimarron	1,849			46.48	20.48	16.00	23.35	106.31
Dewey (Part)	838	16.66	9.32		48.79		24.95	99.72
Ellis	1,218				47.02	59.48	8.73	115.23
Harper	1,033	0.66	74.39		41.85			116.90
Major	937	28.09	1.38	1.00	53.42	51.98	17.96	153.83
Texas	2,065		18.72	49.55		67.73		136.00
Woods	1,255	1.58	57.40	16.41	22.41	5.75	15.95	119.50
Woodward	1,233	0.70	46.89		25.68		59.95	133.22
TOTALS	13,108	70.80	218.93	175.84	365.63	247.47	177.04	1,255.71

LOGS OF U. S. HIGHWAYS

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	U. S. HIGHWAY NO. 54							
0.0	Kansas State line	0.0						
6.7	Tyrone	6.7				6.7		
16.0	Hooker Junction US 270 & 64	9.3				9.3		
27.2	Optima	11.2		11.2				
35.6	To Guymon	8.4		8.4				
37.0	In Guymon	1.4	1.4					
46.7	Goodwell	9.7				9.7		
57.1	Texahoma (Texas State line)	10.4				10.4		
	TOTAL	57.1	1.4	19.6		36.1		
	U. S. HIGHWAY NO. 59							
0.0	Kansas State line	0.0						
9.5	Welch	9.5				9.5		
25.6	To Junction US 60 West	16.1				16.1		
26.0	To Vinita	0.4				0.4		
27.4	In Vinita	1.4	1.4					
36.8	Junction US 66 & 69	9.4	9.4					
42.8	Bernice	6.0				6.0		
50.6	Grove Junction SH 10	8.0				8.0		
66.3	Jay Junction SH 20 East	15.5		12.7	2.8			
68.1	Junction SH 20 West	1.8				1.8		
88.0	Junction SH 33 East of Kansas	19.9				19.9		
100.5	Arkansas State line near Siloam Springs	12.5			6.6	5.9		
	SUB-TOTAL	100.5	10.8	12.7	9.4	67.6		
100.5	Arkansas state line							
106.0	Watts	5.5				5.5		
107.2	Ballard	1.2				1.2		
115.9	Westville Junction US 62	8.7				8.7		
117.9	Junction US 62 West of Westville	2.0			2.0			
129.5	Junction SH 51 West	11.6				11.6		
130.9	To Stilwell	1.4				1.4		
131.8	In Stilwell	0.9	0.9					
132.6	Junction SH 51 East	0.8				0.8		
160.5	To Sallisaw	27.9				27.9		
161.9	In Sallisaw	1.4		1.1		0.3		
177.5	Junction SH 10	15.6				15.6		
183.1	Junction US 271 East	5.6				5.6		
186.8	Coal Creek	3.7	3.7					
188.8	Panama	2.0	2.0					
191.1	Shady Point	2.3			2.3			
196.7	To Poteau	5.6			5.6			
197.7	In Poteau	1.0			1.0			
199.9	Junction US 270	2.2		2.2				
205.4	Howe	5.5			5.5			
210.0	Heavener	4.6			4.6			
213.8	Hodgens	3.8				3.8		
216.8	Houston	3.0				3.0		
222.7	Stapp	5.9				5.9		
228.9	Page	6.2				6.2		
235.0	Arkansas State line	6.1				6.1		
	Total	235.0	18.5	14.9	30.4	171.2		

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	U. S. HIGHWAY NO. 60							
0.0	Missouri State line	0.0						
7.5	Wyandott Junction SH 10	7.5				7.5		
15.6	Fairland Junction F/M	8.1			8.1			
19.7	Junction US 69	4.1			4.1			
23.9	To Afton	4.2	4.2					
25.2	In Afton	1.3	1.3					
29.5	Junction US 59 East	4.3	4.3					
38.9	To Vinita	9.4	9.4					
40.3	In Vinita	1.4	1.4					
40.7	Junction SH 2 & US 59 North	0.4	0.4					
65.5	Junction SH 28 South of Coody's Bluff	24.8				8.1	16.7	
70.3	To Nowata	4.8			4.8			
71.5	In Nowata	1.2	1.2					
99.6	Junction US 75	18.1	8.1		10.0			
91.3	To Bartlesville	1.7	1.7					
93.0	In Bartlesville	1.7	1.7					
111.4	Junction SH 99 North	18.4	8.1	5.1		5.2		
116.1	To Pawhuska	4.7		4.7				
118.2	In Pawhuska	2.1	2.1					
136.4	Junction SH 18 North	18.2	5.8	2.7	9.7			
138.6	Junction SH 18 South	2.2			2.2			
141.1	Burbank	2.5			2.5			
160.5	Junction US 77 Ponca City	19.4			19.4			
162.5	In Ponca City	2.0	2.0					
165.5	Junction US 77 South	3.0	3.0					
173.5	Junction US 177 North	8.0	8.0					
174.0	To Tonkawa	0.5	0.5					
175.4	In Tonkawa	1.4	1.4					
189.9	Lamont	14.5	14.5					
203.9	To Pond Creek	14.0	14.0					
205.0	In Pond Creek	1.1	1.1					
208.8	Junction US 64 West	3.8	3.8					
224.8	To Enid	16.0	16.0					
228.5	In Enid	3.7	3.7					
239.5	Lahoma	11.0	11.0					
244.5	Meno	5.0	5.0					
248.5	Junction SH 56 North of Ringwood	4.0	4.0					
259.6	Junction SH 8 North	11.1	11.1					
262.5	Orienta Junction SH 15	2.9	2.9					
268.7	Junction SH 8 Fairview	6.2	6.2					
269.7	In Fairview	1.0	1.0					
284.1	Woodadale	14.4				7.4	7.0	
296.0	Junction SH 14 Chester	11.9					11.9	
301.5	Seiling Junction SH 3, US 183 and US 270	5.5					5.5	

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
303.3	Junction SH 14	1.8						1.8
321.6	Junction SH 34 Vici	18.3					18.3	
322.3	To Vici	0.7				0.7		
322.9	In Vici	0.6				0.6		
337.4	Harmon	14.5				14.5		
348.6	Junction US 283 South	11.2				11.2		
349.1	To Arnett	0.5				0.5		
349.9	In Arnett	0.8				0.8		
355.6	Junction US 283 North	5.7				5.7		
362.4	Texas State line	6.8				6.8		
	TOTAL	362.4	158.9	12.5	60.8	69.0	59.4	1.8

U. S. HIGHWAY NO. 62

0.0	Texas State line	0.0					
4.4	To Hollis	4.4		4.4			
5.5	In Hollis	1.1	1.1				
13.3	Gould Junction F/M	7.8	3.5		4.3		
25.6	Duke Junction SH 34	12.3			6.2	6.1	
34.0	Junction SH 44 South	8.4				8.4	
38.5	To Altus	4.5		4.5			
39.8	In Altus	1.3	1.3				
50.3	Headrick	10.5	10.5				
61.8	Snyder Junction SH 14	11.5	2.6	8.9			
73.8	Indiahoma	12.0	7.7		4.3		
81.1	Cache	7.3	2.7	4.6			
94.6	Junction SH 36	13.5	13.5				
95.7	Junction US 281 & 277	1.1	1.1				
101.8	Junction SH 49 West	6.1	6.1				
106.9	Junction US 277 East	5.1		5.1			
115.2	Apache	8.3			8.3		
116.3	Junction SH 54	1.1			1.1		
126.6	Junction SH 9 West	10.3			10.3		
134.1	To Anadarko	7.5			7.5		
136.0	In Anadarko	1.9	1.9				
144.2	Verden	8.2	8.2				
152.6	Junction US 81	8.4	8.4				
153.0	To Chickasha	0.4	0.4				
154.5	In Chickasha	1.5	1.5				
160.4	Junction SH 39 Tabler	5.9	5.9				
172.6	Junction SH 76	12.2	12.2				
173.7	Blanchard	1.1	1.1				
178.3	Junction SH 9 East	4.6				4.6	
185.9	Junction SH 37 West	7.6			7.6		
194.1	Junction SH 41 West	8.2	8.2				
197.7	Junction SH 74 North	3.6	3.6				
198.2	To Oklahoma City	0.5	0.5				
206.9	In Oklahoma City -	8.7	8.7				
218.6	Choctaw	11.7	11.7				
224.6	Harrah, Junction US 270	6.0	6.0				
240.3	Meeker	15.7	15.7				
240.9	Junction SH 18	0.6			0.6		
253.2	To Prague	12.3			12.3		

(Continued on nextpage)

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
254.0	In Prague	0.8	0.8					
260.7	Paden	6.7			6.7			
266.0	Boley	5.3			5.3			
272.2	Junction F/M Castle	6.2			6.2			
278.5	To Okemah	6.3			6.3			
279.0	In Okemah	0.5		0.5				
281.0	Junction SH 27 North	2.0		2.0				
289.1	Junction US 75 South	8.1		8.1				
296.5	To Henryetta	7.4	5.2	2.2				
298.5	In Henryetta	2.0	2.0					
299.3	Junction SH 1 & US 266	0.8	0.8					
310.3	To Okmulgee	11.0	11.0					
312.2	In Okmulgee	1.9	1.9					
317.9	Morris	5.7	5.7					
329.0	Junction SH 72 South	11.1	11.1					
332.0	Boynton	3.0	3.0					
339.4	Junction US 64 North	7.4	7.4					
345.1	Taft	5.7	5.7					
352.1	To Muskogee	7.0	7.0					
357.9	In Muskogee	5.8	5.8					
358.9	Junction SH 2 & US 69 North	1.0	1.0					
362.9	Junction SH 10 East	4.0	4.0					
365.2	Ft. Gibson	2.3	2.3					
386.0	To Tahlequah	20.8		13.0	7.8			
387.7	In Tahlequah	1.7	1.7					
389.8	Junction SH 10 North	2.1			2.1			
396.0	Junction SH 51 Southeast	6.2			6.2			
402.2	Proctor	6.2			6.2			
407.3	Christie	5.1			5.1			
414.1	Junction US 59	6.8			6.8			
416.1	Westville Junction US 59 No.	2.0			2.0			
418.1	Arkansas State line	2.0			2.0			
	TOTAL	418.1	220.5	53.3	125.2	19.1		

U. S. HIGHWAY NO. 64

0.0	Arkansas State line	0.0					
9.8	Muldrow	9.8			9.8		
21.7	To Sallisaw	11.9			11.9		
23.4	In Sallisaw	1.7	1.7				
33.8	Vian	10.4			10.4		
43.9	Gore	9.1			9.1		
44.7	Webber Falls	1.8	1.8				
55.9	Warner Junction SH 2	11.2	11.2				
63.6	Keefton	7.7	7.7				
74.5	To Muskogee	10.9	10.9				
79.9	In Muskogee	5.4	5.4				
86.9	Taft	7.0	7.0				
92.6	Junction US 62	5.7	5.7				
97.8	Haskell	5.2	5.2				
114.9	Bixby	17.1	14.5			2.6	
123.3	Junction SH 51 East	8.4	4.0			4.4	
131.3	To Tulsa	8.0	8.0				
139.9	In Tulsa	8.6	8.6				

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
143.2	Sand Springs	3.3	3.3					
155.2	Keyston Junction SH 51	12.0	12.0					
172.0	Cleveland	16.8	11.3			5.5		
173.0	In Cleveland	1.0	1.0					
178.6	Junction SH 99 South	5.6	5.6					
191.2	Junction SH 18 South	12.6	12.6					
193.0	To Pawnee	1.8	1.8					
194.0	In Pawnee	1.0	1.0					
200.7	Lela	6.7	6.7					
205.8	Morrison	5.1	5.1					
209.2	Junction SH 40	3.4	3.4					
220.7	To Perry	11.5	11.5					
221.9	In Perry	1.2	1.2					
226.9	Junction US 77	5.0	5.0					
231.4	Lucien	4.5	4.5					
239.3	Junction SH 74 Covington	7.9	7.9					
239.8	In Covington	0.5	0.5					
245.3	Junction SH 15 North	5.5	5.5					
259.3	To Enid	14.0	14.0					
264.6	In Enid	5.3	5.3					
280.7	Junction US 81 East	16.1	16.1					
290.3	Nash	9.6	9.6					
297.6	Jet	7.3	7.3					
301.6	Junction SH 58 South	4.0	4.0					
308.4	Junction SH 8 West	6.9	6.9					
313.0	To Cherokee	4.5	4.5					
314.5	In Cherokee	1.5	1.5					
316.8	Junction SH 8 & 11	2.3		2.3				
318.6	Ingersoll	1.8		1.8				
332.8	Junction SH 14 North	14.2		14.2				
333.3	To Alva	0.5		0.5				
334.3	In Alva	1.0	1.0					
359.4	Junction SH 50 South	25.1		25.1				
368.4	Junction SH 50 North	9.0		9.0				
389.0	Junction SH 34 & US 183 N.	20.6		20.6				
390.0	To Buffalo	1.0	0.5	0.5				
390.8	In Buffalo Jct. SH 34 South	0.8	0.5	0.3				
405.9	Junction US 283 South	15.1			15.1			
408.6	Rosston	2.7			2.7			
410.4	Junction US 283 North	1.8			1.8			
415.6	Gate	5.2			5.2			
423.7	Knowles	8.1			8.1			
434.5	Mocane	10.8			10.8			
442.5	Junction US 270 South	8.0			8.0			
443.8	Forgan	1.3			1.3			
462.7	Junction US 83 & 270 North	18.9			18.9			
465.7	Junction US 83 South Turpin	3.0			3.0			
483.8	Junction US 54	18.1			18.1			
484.6	In Hooker	0.8		0.4	0.4			
495.3	Optima	10.7		10.7				
503.1	Junction U. S. 54	7.8		7.8				
503.5	To Guymon	0.4		0.4				
504.5	In Guymon	1.0	1.0					
563.8	Junction SH 38	59.3			53.3	6.0		
564.7	To Boise City	0.9				0.9		
565.9	In Boise City	1.2				1.2		
601.4	Kenton	35.5				14.5	21.0	
603.9	New Mexico State line	2.5					2.5	
	TOTAL	603.9	263.8	93.6	193.4	29.6	23.5	

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	U. S. HIGHWAY NO. 66							
0.0	Kansas State line	0.0						
4.2	Quapaw	4.2		4.2				
4.8	In Quapaw	0.6		0.6				
9.3	Commerce	4.5		4.5				
10.8	In Commerce	1.5		1.5				
14.3	To Miami	3.5		3.5				
15.1	In Miami	0.8		0.8				
24.9	Junction US 60 East	9.8		9.8				
29.1	To Afton	4.2		4.2				
30.4	In Afton	1.3		1.3				
34.7	Junction US 59 East	4.3		4.3				
44.5	To Vinita	9.8		9.8				
45.5	In Vinita	1.0		1.0				
49.0	Junction SH 2 & US 69	3.5		3.5				
62.7	To Chelsea	13.7		13.7				
64.0	In Chelsea	1.3		1.3				
69.7	Bushyhead	5.7		5.7				
72.1	Foyil	2.4		2.4				
76.5	Sequoyah	4.4		4.4				
81.8	To Claremore	5.3		5.3				
82.9	In Claremore	1.1		1.1				
89.5	Verdigris	6.6		6.6				
94.3	Catoosa	4.8		4.8				
96.5	Junction S.H. 33	2.2		2.2				
106.3	To Tulsa	9.8		9.8				
112.3	In Tulsa	6.0		6.0				
123.1	To Sapulpa	10.8		10.8				
125.9	In Sapulpa	2.8		2.8				
129.7	Junction SH 67 West	3.8		3.8				
133.4	Kellyville	3.7		3.7				
148.0	To Bristow	14.6		14.6				
149.2	In Bristow	1.2		1.2				
156.0	Depew	6.8		6.8				
165.5	To Stroud Junction SH 99	9.5		9.5				
166.8	In Stroud	1.3		1.3				
173.6	Davenport	6.8		6.8				
179.9	To Chandler	6.3		6.3				
181.2	In Chandler	1.3		1.3				
187.9	Warwick	6.7		6.7				
191.3	Junction SH 66 Wellston N.	3.4		3.4				
193.7	Junction SH 66 Wellston	2.4		2.4				
199.7	Luther	6.0		6.0				
207.7	Arcadia	8.0		8.0				
213.4	Junction US 77 North	5.7		5.7				
216.4	To Edmond	3.0		3.0				
217.2	In Edmond	0.8		0.8				
223.1	Junction US 66 Alternate Rt.	5.9		5.9				
227.4	To Oklahoma City	4.3		4.3				
228.4	Junction US 62 & SH 3 Capitol	1.0		1.0				
231.9	Junction SH 74 Oklahoma City	3.5		3.5				

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TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	TYPE: ASPHALT ON GRAVEL	TYPE: TREATED GRAVEL	TYPE: UNTREATED GRAVEL	TYPE: IMPROVED EARTH	TYPE: UNIMPROVED EARTH
	Page # 2							
	U. S. HIGHWAY NO. 66							
232.3	Oklahoma City Limits	0.4	0.4					
233.3	To Junction US 66 Alternate Route & US 270, SH 1 & 3	1.0	1.0					
	SUB-TOTAL	233.3	233.3					
	Alternate Route through Britton	2.6 miles shorter to West City Limits						
0.0	Junction US 66 & 77	0.0						
	To Britton	2.0	2.0					
	To Junction US 66, 270 & SH 1 & 3	5.6	5.6					
	SUB-TOTAL	7.6	7.6					
233.3	Junction US 66, 270 & SH 1 & 3	233.3	233.3					
236.8	To Bethany	3.5	3.5					
237.3	In Bethany	0.5	0.5					
243.3	Junction F/M from Oklahoma City	6.0	6.0					
243.6	To Yukon	0.3	0.3					
244.5	In Yukon	0.9	0.9					
254.5	Junction US 81 South	10.0	10.0					
256.2	To El Reno	1.7	1.7					
258.0	In El Reno	1.8	1.8					
266.6	Junction SH 3 & US 270 N.	8.6	8.6					
277.8	Junction US 281 & SH 8 North	11.2	11.2					
281.0	Junction US 8 & US 281 So.	3.2	3.2					
283.0	Bridgeport	2.0	2.0					
293.6	Junction SH 54 S. Hydro	10.6	10.6					
301.1	To Weatherford	7.5	7.5					
302.2	In Weatherford	1.1	1.1					
316.0	To Clinton	13.8	13.8					
317.4	In Clinton	1.4	1.4					
319.6	Junction SH 14 South	2.2	2.2					
331.2	Foss	11.6	11.6					
338.2	Canute	7.0	7.0					
343.4	Junction SH 34 North	5.2	5.2					
345.2	To Elk City	1.8	1.8					
347.1	In Elk City	1.9	1.9					
349.8	Junction SH 73 West	2.7	2.7					
352.2	Junction SH 34 South	2.4	2.4					
361.7	To Sayre Junction US 283 N.	9.5	9.5					
363.1	In Sayre	1.4	1.4					
364.8	Junction US 283 South	1.7	1.7					
377.8	Erick Junction SH 30 North	13.0	13.0					
378.8	In Erick	1.0	1.0					
380.3	Junction SH 30 South	1.5	1.5					
385.4	Texola	5.1	5.1					
386.0	Texas State line	0.6	0.6					
	TOTAL	386.0	386.0					

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	TYPE: ASPHALT ON GRAVEL	TYPE: TREATED GRAVEL	TYPE: UNTREATED GRAVEL	TYPE: IMPROVED EARTH	TYPE: UNIMPROVED EARTH
	U. S.HIGHWAY NO. 69							
0.0	Kansas State line	0.0						
1.6	In Pitcher	1.6	1.6					
2.7	Cardin	1.1	1.1					
5.0	To Commerce Junction US 66	2.3	2.3					
6.5	In Commerce	1.5	1.5					
10.0	To Miami	3.5	3.5					
10.8	In Miami	0.8	0.8					
20.6	Junction US 60	9.8	9.8					
24.8	To Afton	4.2	4.2					
26.1	In Afton	1.3	1.3					
30.4	Junction U.S. 59	4.3	4.3					
40.2	To Vinita	9.8	9.8					
41.2	In Vinita	1.0	1.0					
44.7	Junction US 66 West	3.5	3.5					
50.7	Big Cabin	6.0	3.0				3.0	
60.2	Adair	9.5			3.1		6.4	
70.2	To Pryor	10.0	3.7		6.3			
71.4	In Pryor	1.2	1.2					
79.1	To Choteau	7.7	7.7					
80.0	In Choteau	0.9	0.9					
81.1	Junction SH 33 West	1.1	1.1					
85.1	Mazie	4.0	4.0					
94.3	To Wagoner	9.2	6.5		2.7			
97.0	In Wagoner	2.7	2.7					
105.2	Okay	8.2					8.2	
111.0	Junction US 62 & SH 10	5.8	2.0		3.8			
111.7	To Muskogee	0.7	0.7					
116.8	In Muskogee	5.1	5.1					
122.7	Summit	5.9	5.9					
129.3	Oktaha	6.6	6.6					
137.3	To Checotah	8.0	8.0					
138.3	In Checotah	1.0	1.0					
142.6	Onapa	4.3	4.3					
150.4	To Eufaula	7.8	7.8					
151.3	In Eufaula	0.9	0.9					
162.1	Canadian	10.8	0.5		10.3			
165.6	Crowder	3.5	3.5					
177.9	To McAlester	12.3	12.3					
181.4	In McAlester	3.5	3.5					
189.0	Savanna	7.6	7.6					
197.3	Kiowa	8.3	8.3					
201.6	Reynolds	4.3			4.3			
206.8	Gap	5.2			5.2			
209.2	Chockie	2.4			2.4			
217.7	Stringtown	8.5	3.6		4.9			
224.2	Junction US 75 West	6.5	6.5					
224.4	To Atoka	0.2	0.2					
225.7	In Atoka	1.3	1.3					
230.1	Tushka	4.4	4.4					
236.9	Caney	6.8	2.1		4.7			

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TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
245.4	Caddo	8.5	1.5		7.0			
252.2	Armstrong	6.8	6.8					
254.7	Junction SH 299	2.5	2.5					
256.8	To Durant	2.1	2.1					
258.9	In Durant	2.1	2.1					
263.4	Calera	4.5	4.5					
270.4	Colbert	7.0	7.0					
273.2	Texas state line	2.8	2.8					
	TOTAL	273.2	200.0		62.9		9.4	
	U. S. HIGHWAY NO. 70							
0.0	Arkansas State line	0.0						
6.7	Eagletown	6.7				6.7		
15.4	Broken Bow	8.7				8.7		
16.6	In Broken Bow	1.2				1.2		
25.9	Junction F/M East	9.3	4.1			5.2		
27.8	To Idabel	1.9	1.9					
29.1	In Idabel	1.3	1.3					
37.0	Garvin	7.9	7.9					
41.7	Millerton	4.7			4.7			
46.3	Valliant	4.6			4.6			
52.7	Swink	6.4			6.4			
56.8	Ft. Towson	4.1			4.1			
63.4	Sawyer	6.6			6.6			
71.1	To Hugo	7.7	7.7					
72.9	In Hugo	1.8	1.8					
79.2	Junction SH 2 North	6.3		6.3				
83.5	Soper	4.3	4.3					
94.0	Boswell	10.5	2.1		8.4			
105.2	Bennington	11.2			11.2			
111.9	Bokchito	6.7	6.7					
117.5	Blue	5.6		5.6				
126.2	To Durant	8.7	2.0	6.7				
128.3	In Durant	2.1	2.1					
142.7	Aylesworth	14.4	1.0			13.4		
150.1	Junction SH 99 South	7.4				7.4		
154.2	To Madill	4.1		4.1				
155.1	In Madill	0.9		0.9				
162.3	Junction SH 12	7.2	7.2					
167.9	Mannsville	5.6	5.6					
173.9	Junction SH 18 North	6.0	6.0					
174.1	Junction SH 16 South	0.2	0.2					
182.3	To Ardmore	8.2	8.2					
184.9	In Ardmore	2.6	2.6					
191.6	Lone Grove	6.7	2.7	4.0				
203.8	Junction SH 76 North	12.2	12.2					
210.5	Ringland	6.7		6.7				
233.2	Junction US 81	22.7				22.7		
234.4	To Waurika	1.2	0.5			0.7		
236.7	Junction SH 79 South	2.3				2.3		
252.9	Junction SH 65 South	16.2				12.2	4.0	
261.0	Junction US 277 North of Randlet	8.1						8.1
266.1	Junction SH 36	5.1				5.1		
268.5	Texas State line	2.4				2.4		
	TOTAL	268.5	88.1	34.3	46.0	88.0	4.0	8.1

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	U. S. HIGHWAY NO. 75							
0.0	Kansas State line	0.0						
1.2	Owen	1.2	1.2					
8.1	Copan	6.9	6.9					
15.3	Dewey	7.2	7.2					
18.7	To Bartlesville	3.4	3.4					
20.0	In Bartlesville	1.3	1.3					
21.7	Junction US 60 East	1.7	1.7					
22.8	Junction SH 23 West	1.1	1.1					
31.4	Ochelata	8.6	8.6					
38.9	Ramona	7.5	7.5					
45.8	Vera	6.9	6.9					
51.6	Junction SH 20	5.8	5.8					
53.9	To Collinsville	2.3	2.3					
54.6	In Collinsville	0.7	0.7					
57.8	Junction SH 20	3.2	3.2					
62.1	Owasso	4.3	4.3					
70.2	Junction SH 33	8.1	8.1					
73.2	To Tulsa	3.0	3.0					
80.1	In Tulsa	6.9	6.9					
90.9	To Sapulpa	10.8	10.8					
94.7	In Sapulpa	3.8	3.8					
98.3	Kiefer	3.6	3.6					
103.1	Mounds	4.8	4.8					
112.6	Beggs Junction SH 16	9.5	9.5					
118.7	Preston	6.1	6.1					
124.1	To Okmulgee	5.4	5.4					
127.1	In Okmulgee	3.0	3.0					
138.1	Junction SH 1 & US 266	11.0	11.0					
138.9	To Henryetta	0.8	0.8					
140.9	In Henryetta	2.0	2.0					
148.3	Junction US 62 West	7.4	5.2	2.2				
148.8	Pharoah	0.5	0.5					
154.2	Weleetka	5.4	5.4					
155.6	In Weleetka	1.4	1.4					
164.8	To Wetumka	9.2	9.2					
165.7	In Wetumka	0.9	0.9					
165.7	Junction SH 9	0.0	0.0					
175.8	Junction US 270 West	10.1	10.1					
184.8	Calvin Junction US 270 East	9.0	9.0					
185.5	Junction US 270 East	0.7	0.7					
213.8	Junction SH 3	28.3						28.3
217.0	To Coalgate	3.2	3.2					
218.4	In Coalgate	1.4	1.4					
219.8	Phillips	1.4	1.4					
222.3	Lehigh	2.5	2.5					
230.8	Junction US 69	8.5	8.5					
231.2	To Atoka	0.4	0.4					
232.4	In Atoka	1.2	1.2					
236.8	Tushka	4.4	4.4					

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TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	Page # 2							
	U. S. HIGHWAY NO. 75							
243.6	Caney	6.8	2.1		4.7			
252.1	Caddo	8.5	1.5		7.0			
258.9	Armstrong	6.8	6.8					
261.4	Junction SH 299 North	2.5	2.5					
263.5	To Durant	2.1	2.1					
265.6	In Durant	2.1	2.1					
270.1	Calera	4.5	4.5					
277.1	Calvert	7.0	7.0					
279.9	Texas State line	2.8	2.8					
	TOTAL	279.9	237.7	2.2	40.0			
	U. S. HIGHWAY No. 77							
0.0	Kansas State line	0.0						
7.6	To Newkirk	7.6	7.6					
8.6	In Newkirk	1.0	1.0					
13.8	Junction SH 11 West	5.2	5.2					
21.6	To Ponca City	7.8	7.8					
24.0	In Ponca City	2.4	2.4					
27.0	Junction US 60 West	3.0	3.0					
35.6	Marland	8.6	8.6					
43.8	Junction US 177 North	8.2	8.2					
44.8	Junction SH 15 West	1.0	1.0					
61.3	To Perry	16.5	16.5					
62.8	In Perry	1.5	1.5					
67.8	Junction US 64 West	5.0	5.0					
76.6	Orlando	8.8	8.8					
78.0	Junction SH 51 West	1.4	1.4					
79.6	Junction SH 51 East	1.6	1.6					
83.2	Mulhall	3.6	3.6					
96.5	To Guthrie	13.3	13.3					
97.8	In Guthrie	1.3	1.3					
112.9	Junction US 66 East	15.1	15.1					
115.9	To Edmond	3.0	3.0					
116.7	In Edmond	0.8	0.8					
122.6	Junction US 66 Alternate West	5.9	5.9					
126.9	To Oklahoma City	4.3	4.3					
127.9	Oklahoma City - State Capitol	1.0	1.0					
130.2	" Main & Bdwy	2.3	2.3					
133.9	Okla.City, South Limits	3.7	3.7					
140.2	Moore	6.3	6.3					
148.4	To Norman	8.2	8.2					
150.4	In Norman	2.0	2.0					
155.5	Noble	5.1	5.1					
165.4	To Lexington Junction SH 39	9.9	9.9					
166.6	To Purcell	1.2	1.2					
168.2	In Purcell	1.6	1.6					
168.5	Junction SH 39	0.3	0.3					
169.2	Junction SH 74	0.7	0.7					

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TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
174.9	Wayne	5.7	5.7					
175.3	Junction SH 59 East	0.4	0.4					
182.3	Paoli	7.0	7.0					
189.2	To Pauls Valley	6.9	6.9					
190.9	In Pauls Valley	1.7	1.7					
196.8	Junction SH 29	5.9	5.9					
198.1	To Wynnewood	1.3	1.3					
198.7	In Wynnewood	0.6	0.6					
208.3	To Davis	9.6	9.6					
209.5	In Davis	1.2	1.2					
223.7	Springer	14.2	14.2					
232.4	To Ardmore	8.7	8.7					
235.2	In Ardmore	2.8	2.8					
251.3	Marietta Junction SH 32	16.1	16.1					
256.5	Bomar	5.2	5.2					
261.7	Thackerville	5.2	5.2					
266.6	Texas State line	4.9	4.9					
	TOTAL	266.6	266.6					
	U. S. HIGHWAY NO. 81							
0.0	Kansas State Line	0.0						
5.7	Renfrow	5.7	5.7					
14.7	To Medford	9.0	9.0					
15.5	In Medford	0.8	0.8					
22.1	Jefferson	6.6	6.6					
26.3	To Pond Creek	4.2	4.2					
26.9	In Pond Creek	0.6	0.6					
30.7	Junction US 64 West	3.8	3.8					
46.8	To Enid	16.1	16.1					
50.3	In Enid	3.5	3.5					
57.7	Waukomis	7.4	7.4					
63.7	Bison	6.0	6.0					
69.1	Junction SH 51	5.4	5.4					
69.6	To Hennessey	0.5	0.5					
70.6	In Hennessey	1.0	1.0					
79.4	Dover	8.8	8.8					
87.8	To Kingfisher	8.4	8.4					
89.0	In Kingfisher	1.2	1.2					
98.2	Okarche	9.2	9.2					
110.9	To El Reno	12.7	12.7					
112.6	In El Reno	1.7	1.7					
114.3	Junction US 66,270 & SH 1 E.	1.7	1.7					
122.4	Union City Junction SH 41	8.1	8.1					
127.2	Junction SH 41 West	4.8	4.8					
128.6	Junction SH 37 Minco	1.4	1.4					
137.3	Pocasset	8.7	8.7					
146.5	Junction US 62 West	9.2	9.2					
146.9	To Chickasha	0.4	0.4					
149.2	In Chickasha	2.3	2.3					
152.0	Junction SH 19 East	2.8	2.8					
154.5	Junction US 277 West	2.5	2.5					

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TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
167.1	Rush Springs	12.6	12.6					
168.3	In Rush Springs Junction SH 17	1.2	1.2					
176.1	To Marlow	7.8	7.8					
177.7	In Marlow Jct. SH 29	1.6	1.6					
181.0	Junction SH 29 West	3.3	3.3					
187.0	To Duncan	6.0	6.0					
188.7	In Duncan	1.7	1.7					
197.0	To Comanche	8.3	8.3					
197.8	In Comanche	0.8	0.8					
206.2	Addington	8.4	8.4					
212.6	Junction US 70 East Waurika	6.4	6.4					
222.8	Ryan	10.2	10.2					
231.5	Terral	8.7	8.7					
233.2	Texas State Line	1.7	1.7					
	TOTAL	233.2	233.2					
	U. S. HIGHWAY NO. 83							
0.0	Kansas State line	0.0						
6.6	Junction US 64 & 270 East	6.6				6.6		
10.1	Junction US 64 West Turpin	3.5			3.5			
28.0	Junction SH 3	17.9				17.9		
32.2	Gray	4.2				4.2		
37.1	Texas State line	4.9				4.9		
	TOTALS	37.1			3.5	33.6		
	U. S. HIGHWAY NO. 169							
0.0	Kansas State Line	0.0						
0.6	South Coffeyville	0.6				0.6		
10.7	Lenapah	10.1				10.1		
15.8	Delaware	5.1			5.1			
21.2	To Nowata	5.4	5.4					
22.2	In Nowata	1.0	1.0					
28.1	Watova	5.9	5.9					
34.6	Talala	6.5	4.5			2.0		
40.7	Oolagah	6.1				6.1		
50.9	To Collinsville Junction US 75 & SH 20	10.2	0.4			9.8		
54.1	Junction SH 20 East	3.2	3.2					
58.4	Owasso	4.3	4.3					
61.2	Junction US 75 South	2.8	2.8					
68.4	Junction SH 11	7.2			7.2			
68.7	To Tulsa	0.3	0.3					
72.2	Center of Tulsa Junction SH 33 & 11	3.5	3.5					
	TOTAL	72.2	31.3	12.3		28.6		

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	U. S. HIGHWAY NO. 177							
0.0	Kansas State line	0.0						
7.2	Braman	7.2	7.2					
15.4	To Blackwell	8.2	8.2					
16.8	In Blackwell	1.4	1.4					
24.5	Junction US 60 East	7.7	7.7					
25.0	To Tonkawa	0.5	0.5					
26.7	In Tonkawa	1.7	1.7					
33.2	Three Sands	6.5	6.5					
36.6	Junction US 77	3.4	3.4					
	TOTAL	36.6	36.6					
	U. S. HIGHWAY NO. 183							
0.0	Kansas State line	0.0						
10.5	Junction US 64 East	10.5					10.5	
11.5	To Buffalo	1.0	0.5	0.5				
12.5	In Buffalo	1.0	1.0					
31.4	Junction US 270 & SH 3 Supply	18.9		18.9				
44.3	Junction SH 15 West of Woodward	12.9		12.9				
45.1	To Woodward	0.8		0.8				
47.0	In Woodward	1.9	1.9					
50.2	Junction SH 34	3.2		3.2				
80.2	Junction US 60 & SH 14 Seiling	30.0		30.0				
82.0	Junction US 60 West	1.8						1.8
89.8	Taloga	7.8				7.8		
102.6	Putman	12.8				12.8		
115.9	Junction SH 33 East	13.3				13.3		
117.9	Junction SH 33 West	2.0				2.0		
122.4	Arapaho	4.5				4.5		
126.5	To Clinton	4.1	4.1					
127.5	In Clinton	1.0	1.0					
142.3	To Cordell	14.8	2.7	12.1				
143.1	In Cordell	0.8	0.8					
153.2	Junction SH 55 West	10.1		10.1				
153.5	Rocky	0.3		0.3				
159.2	Junction SH 9 East	5.7		5.7				
162.7	Junction SH 9 East Hobart	3.5		3.5				
174.6	Roosevelt	11.9		11.9				
186.8	Mountain Park	12.2		12.2				
189.3	To Snyder	2.5		2.5				
189.9	In Snyder	0.6	0.6					
198.3	Sibony	8.4		4.3	4.1			
200.5	Manitou	2.2			2.2			
208.4	To Frederick	7.9			7.9			
209.7	In Frederick	1.3	1.3					
219.8	Junction SH 32 East	10.1	4.1	6.0				
220.5	Davidson	0.7	0.7					
222.2	Texas State line	1.7	1.7					
	TOTALS	222.2	20.4	134.9	24.7	40.4		1.8

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	U. S. HIGHWAY NO. 266							
0.0	Junction US 64 Warner	0.0						
2.4	Junction SH 2 & 10 South	2.4			2.4			
15.1	To Checotah	12.7		12.7				
16.3	In Checotah	1.2	1.2					
23.9	Junction F/M North	7.6			7.6			
42.0	Dewar	18.1	7.9		10.2			
43.2	Junction US 62 & 75 East of Henryetta	1.2	1.2					
	TOTALS	43.2	10.3	12.7	20.2			
	U. S. HIGHWAY NO. 270							
0.0	Arkansas State line	0.0						
6.1	Page	6.1				6.1		
12.3	Stapp	6.2				6.2		
18.2	Houston	5.9				5.9		
21.2	Hodgens	3.0				3.0		
25.0	Heavener	3.8				3.8		
29.6	Howe	4.6			4.6			
35.1	Junction US 271	5.5			5.5			
40.9	Wister	5.8		5.8				
43.9	Victor	3.0		3.0				
47.2	Junction US 271 South	3.3		3.3				
51.6	Fanshawe	4.4			4.4			
55.0	Hughes	3.4			3.4			
61.4	Red Oak	6.4			6.4			
74.0	To Wilburton	12.6			12.6			
75.3	In Wilburton	1.3	1.3					
76.1	Junction SH 2 South	0.8		0.8				
92.0	To Hartshorne	15.9	3.9		12.0			
93.6	In Hartshorne	1.6	1.6					
94.5	Haileyville	0.9	0.9					
100.0	Bache	5.5	5.5					
102.5	Alderson	2.5	2.5					
105.6	Junction SH 31 Krebs	3.1	3.1					
106.6	To McAlester	1.0	1.0					
108.9	In McAlester	2.3	2.3					
128.4	Stuart	19.5	11.8		7.7			
138.2	Junction US 75 South	9.8	9.8					
138.9	Junction US 75 Calvin	0.7	0.7					
147.9	Junction US 75 North	9.0	9.0					
155.7	To Holdenville	7.8	7.8					
157.8	In Holdenville	2.1	2.1					
162.5	Junction SH 56 South	4.7	4.7					
167.0	To Wewoka	4.5	4.5					
168.5	In Wewoka	1.5	1.5					
179.2	To Seminole	10.7	10.7					
180.3	In Seminole	1.1	1.1					

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TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	Page # 2 **U. S. HIGHWAY NO. 270**							
182.3	Junction SH 9 East	2.0	2.0					
183.5	Junction SH 9 West	1.2	1.2					
196.1	To Shawnee	12.6	12.6					
200.1	In Shawnee	4.0	4.0					
207.1	Dale	7.0	7.0					
211.5	McLoud	4.4	4.4					
219.1	Junction US 62 & SH 1 Harrah	7.6	7.6					
225.1	Choctaw	6.0	6.0					
236.8	To Oklahoma City	11.7	11.7					
238.3	In Okla.City-State Capitol	1.5	1.5					
242.2	" " " -West City Limits	3.9	3.9					
243.2	" " " -Junction US 66 & SH 74	1.0	1.0					
246.2	To Bethany	3.5	3.5					
247.2	In Bethany	0.5	0.5					
253.2	Junction F/M	6.0	6.0					
253.5	To Yukon	0.3	0.3					
254.4	In Yukon	0.9	0.9					
264.4	Junction US 81 South	10.0	10.0					
266.1	To El Reno	1.7	1.7					
267.9	In El Reno	1.8	1.8					
276.5	Junction US 66 West	8.6	8.6					
281.1	Calumet	4.6	4.6					
292.4	Junction US 281 Geary	11.3			11.3			
299.9	Greenfield	7.5		7.5				
309.0	Junction SH 33 Watonga	9.1		9.1				
318.5	Junction SH 58 North	9.5		9.5				
328.0	Oakwood	9.5	9.5					
338.6	Junction SH 51 East	10.6	10.6					
346.5	To Seiling Junction SH 14	7.9		7.9				
347.1	In Seiling	0.6		0.6				
376.9	Junction SH 34 South	29.8		29.8				
380.1	To Woodward	3.2		3.2				
382.0	In Woodward	1.9	1.9					
382.8	Junction SH 15 West	0.8		0.8				
395.5	Supply	12.7		12.7				
396.5	Junction SH 34 West of Supply	1.0		1.0				
401.8	Dunlap	5.3				5.3		
406.7	May	4.9				4.9		
414.4	Junction US 283	7.7				7.7		
449.8	Junction SH 3 West	35.4				35.4		
463.2	To Beaver City	13.4				13.4		
464.2	In Beaver City	1.0	0.6			0.4		
470.0	Junction US 64	5.8			5.8			
471.3	Forgan	1.3			1.3			
490.2	Junction US 83 North of Turpin	18.9			18.9			
496.8	Kansas State line	6.6						6.6
	TOTALS	496.8	209.2	95.0	93.9	92.1		6.6

TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	U.S. HIGHWAY NO. 271							
0.0	Arkansas State line	0.0						
7.0	Braden	7.0			7.0			
15.2	Spiro	8.2			8.2			
18.3	Junction US 59 West	3.1	3.1					
21.8	Junction SH 31 West	3.5	3.5					
23.3	Panama	1.5	1.5					
31.5	To Poteau	8.2	4.1		4.1			
33.3	In Poteau	1.8			1.8			
35.5	Junction US 270 South	2.2		2.2				
41.3	Wister	5.8		5.8				
44.3	Victor	3.0		3.0				
47.6	Junction US 270 West	3.3		3.3				
53.2	Summerfield	5.6				5.6		
73.1	Talihina	19.9				19.9		
81.9	Albion	8.8				8.8		
87.0	Kiamichi	5.1				5.1		
93.0	Tuskahoma	6.0				6.0		
98.1	Junction SH 2	5.1				5.1		
123.1	Finley	25.0				25.0		
133.8	To Antlers	10.7			10.7			
135.0	In Antlers	1.2	1.2					
148.3	Junction US 70 West	13.3		13.3				
154.4	To Hugo	6.1		6.1				
155.7	In Hugo	1.3	1.3					
159.7	Grant	4.0		4.0				
165.0	Texas State line	5.3		5.3				
	TOTALS	165.0	14.7	43.0	31.8	75.5		
	U. S. HIGHWAY NO. 277							
0.0	Texas State line	0.0						
2.4	Junction SH 36	2.4				2.4		
7.5	Randlet Junction US 70	5.1				5.1		
20.6	Junction SH 5	13.1				13.1		
21.4	Emerson	0.8		0.8				
23.6	Junction SH 53 East	2.2		2.2				
33.7	Junction SH 36 West	10.1		10.1				
38.9	To Junction SH 36	5.2		5.2				
40.1	To Lawton	1.2		1.2				
41.6	In Lawton	1.5	1.5					
42.2	Junction US 62	0.6	0.6					
48.3	Junction SH 49	6.1	6.1					
53.4	Junction US 62 North	5.1		5.1				
58.8	Elgin Junction SH 17	5.4		5.4				
62.9	Fletcher	4.1		4.1				
69.2	Cyril Junction SH 54	6.3		6.3				
74.0	Cement	4.8		4.8				
86.8	Junction US 81 South	12.8		12.8				
89.3	Junction SH 19 East	2.5	2.5					

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TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
92.1	To Chickasha	2.8	2.8					
93.5	In Chickasha	1.4	1.4					
99.4	Junction SH 39 Tabler	5.9	5.9					
111.6	Junction SH 76 South	12.2	12.2					
112.7	Blanchard	1.1	1.1					
117.3	Junction SH 9 East	4.6				4.6		
121.9	Newcastle	4.6			4.6			
124.9	Junction SH 37 West	3.0			3.0			
133.1	Junction SH 41 West	8.2	8.2					
136.7	Junction SH 74 North	3.6	3.6					
137.2	To Oklahoma City	0.5	0.5					
138.7	In Okla.City-Jct. 74 South	1.5	1.5					
139.6	Junction 77-Oklahoma City	0.9	0.9					
141.9	In Okla.City-Main & Bwdy.	2.3	2.3					
	TOTALS	141.9	51.1	58.0	7.6	25.2		
	U. S. HIGHWAY NO. 281							
0.0	Kansas State line	0.0						
7.2	Junction SH 11 East	7.2		7.2				
14.2	Junction US 64 East	7.0		7.0				
15.2	Junction US 64 West of Alva	1.0		1.0				
22.3	Hopeton	7.1		7.1				
29.4	Junction SH 45 East	7.1		7.1				
40.7	To Waynoka	11.3		11.3				
41.7	In Waynoka	1.0	1.0					
53.0	Junction SH 15	11.3		6.3		5.0		
68.0	Chester Junction US 60	15.0					5.3	9.7
73.5	Junction US 270 & SH 3 Seiling	5.5					5.5	
81.4	Junction SH 51 East	7.9		7.9				
92.0	Oakwood	10.6	10.6					
101.5	Junction SH 58 North	9.5	9.5					
111.0	To Watonga Junction SH 8	9.5	9.5					
120.1	Greenfield	9.1		9.1				
127.6	Geary	7.5		7.5				
133.6	Junction US 66 East	6.0				6.0		
136.8	Junction US 66 West	3.2	3.2					
141.4	Hinton	4.6				4.6		
149.1	Lookeba	7.7			5.7	2.0		
153.5	Junction SH 41 West Binger	4.4			4.4			
158.4	Junction SH 41 East	4.9			4.9			
165.7	Gracemont	7.3			7.3			
173.4	To Anadarko	7.7			7.7			
174.6	In Anadarko	1.2	0.7		0.5			
182.1	Junction SH 9 West	7.5			7.5			
192.4	Junction SH 54 East	10.3			10.3			
193.2	Apache	0.8			0.8			
201.5	Junction US 277 East	8.3			8.3			
206.6	Junction SH 49 West	5.1		5.1				
212.7	Junction US 62 West	6.1	6.1					

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TOTAL MILES	TOWNS	MILES	TYPE: CONCRETE, BRICK, ASPHALT ON CONCRETE	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTREATED GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
213.3	To Lawton	0.6	0.6					
214.8	In Lawton	1.5	1.5					
221.2	Junction SH 36 West	6.4		6.4				
231.3	Junction SH 5 West Walters	10.1		10.1				
233.5	Emerson	2.2		2.2				
234.3	Junction SH 5 West	0.8		0.8				
247.4	Junction US 70 Randlet	13.1				13.1		
252.5	Junction SH 36 North	5.1				5.1		
254.9	Texas State line	2.4				2.4		
	TOTALS	254.9	42.7	96.1	57.4	38.2	10.8	9.7
	U. S. HIGHWAY NO. 283							
0.0	Kansas state line	0.0						
12.2	Junction US 64	12.2					12.2	
14.0	Rosston	1.8			1.8			
16.7	Junction US 64 East	2.7			2.7			
23.8	Laverne	7.1				7.1		
29.9	Junction US 270 & SH 3	6.1				6.1		
44.0	Junction SH 15 West	14.1				14.1		
54.1	To Shattuck	10.1				10.1		
55.0	In Shattuck Junction SH 15	0.9	0.9					
63.9	Junction US 60 West	8.9				8.9		
69.9	Arnett	6.0				6.0		
70.5	Junction US 60 East	0.6				0.6		
94.4	Junction SH 33 West	23.9				23.9		
95.6	Roll	1.2				1.2		
103.6	Junction SH 33 East	8.0		1.7		6.3		
108.0	Cheyenne	4.4				4.4		
122.4	Junction SH 73 East	14.4				14.4		
129.6	Junction US 66 East	7.2				7.2		
	To Sayre	0.0						
131.0	In Sayre	1.4	1.4					
132.7	Junction US 66 West	1.7	1.7					
149.9	Junction US 283 West	17.2		6.5		10.7		
151.4	Willow	1.5			1.5			
154.4	Brinkman Junction	3.0		3.0				
157.9	Junction SH 9 East	3.5		3.5				
161.9	Junction SH 9 West	4.0		4.0				
162.9	To Mangum	1.0		1.0				
164.4	In Mangum	1.5	1.5					
175.2	Junction SH 44	10.8					10.8	
180.3	Blair	5.1			5.1			
189.7	To Altus	9.4			9.4			
190.9	In Altus	1.2	1.2					
199.4	Junction SH 5 East	8.5				8.5		
204.9	Texas State line	5.5				5.5		
	TOTALS	204.9	6.7	19.7	20.5	135.0	23.0	

LOGS OF STATE HIGHWAYS

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 1							
0.0	Arkansas state line	0.0						
9.8	Muldrow	9.8			9.8			
21.7	To Sallisaw	11.9			11.9			
23.4	In Sallisaw	1.7	1.7					
33.8	Vian	10.4			10.4			
42.9	Gore Junction SH 10	9.1			9.1			
44.7	Webber Falls	1.8	1.8					
55.9	Junction US 64 & SH 2 Warner	11.2	11.2					
58.3	Junction SH 2 south of Warner	2.4			2.4			
71.0	Checotah	12.7		12.7				
72.2	In Checotah	1.2	1.2					
79.6	Junction SH 72	7.6			7.6			
97.9	Dewar	18.1	7.9		10.2			
99.1	Junction US 75 & 62	1.2	1.2					
99.9	To Henryetta	0.8	0.8					
101.9	In Henryetta	2.0	2.0					
109.3	Junction US 75	7.4	5.2	2.2				
117.4	Junction SH 27	8.1		8.1				
119.9	Okemah Junction SH 56	2.5		2.5				
126.2	Castle	6.3			6.3			
132.4	Boley	6.2			6.2			
137.7	Paden	5.3			5.3			
144.4	Prague	6.7			6.7			
145.2	In Prague Junction SH 99	0.8	0.8					
157.5	Junction SH 18 east of Meeker	12.3			12.3			
158.1	Meeker	0.6			0.6			
173.8	Harrah Junction US 270	15.7	15.7					
179.8	Choctaw	6.0	6.0					
191.5	To East Oklahoma City Limits	11.7	11.7					
193.0	To Junction US 77 Capitol	1.5	1.5					
196.9	To North Okla.City Limits	3.9	3.9					
197.9	Junction US 66 & SH 74	1.0	1.0					
201.4	To Bethany	3.5	3.5					
201.9	In Bethany	0.5	0.5					
208.1	To Yukon	6.2	6.2					
209.0	In Yukon	0.9	0.9					
219.0	Junction US 81	10.0	10.0					
220.7	To El Reno	1.7	1.7					
222.5	In El Reno	1.8	1.8					
231.1	Junction SH 3 & US 270	8.6	8.6					
242.3	Junction SH 8 & US 281 North	11.2	11.2					
245.5	Junction US 281 & SH 8 South	3.2	3.2					
258.1	Junction SH 54 Hydro	12.6	12.6					
265.6	To Weatherford	7.5	7.5					
266.7	In Weatherford	1.1	1.1					

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TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
280.5	Clinton	13.8	13.8					
281.9	In Clinton	1.4	1.4					
295.7	Foss	13.8	13.8					
302.7	Canute	7.0	7.0					
307.9	Junction SH 34	5.2	5.2					
309.7	To Elk City	1.8	1.8					
311.6	In Elk City	1.9	1.9					
314.3	Junction SH 73	2.7	2.7					
316.7	Junction SH 34	2.4	2.4					
326.2	To Sayre Junction US 283	9.5	9.5					
327.4	In Sayre	1.2	1.2					
329.1	Junction US 283	1.7	1.7					
342.1	Erick	13.0	13.0					
343.1	In Erick	1.0	1.0					
349.6	Texola	6.5	6.5					
350.2	Texas State line	0.6	0.6					
	TOTAL	350.2	225.9	25.5	98.8			
	STATE HIGHWAY NO. 2							
0.0	Kansas state line	0.0						
9.5	Welch	9.5						9.5
26.0	To Vinita	16.5						16.5
27.4	In Vinita	1.4	1.4					
30.9	Junction US 66	3.5	3.5					
36.9	Big Cabin	6.0	3.0					3.0
46.4	Adair	9.5				3.1	6.4	
56.4	To Pryor	10.0	3.7		6.3			
57.6	In Pryor Junction SH 20	1.2	1.2					
65.7	Choteau Junction SH 33	8.1	8.1					
67.3	Junction SH 33 south of Choteau	1.6	1.6					
71.3	Mazie	4.0	4.0					
80.5	To Wagoner	9.2	6.5		2.7			
83.2	In Wagoner	2.7	2.7					
91.4	Okay	8.2			8.2			
97.2	Junction US 62	5.8	2.0		3.8			
97.9	To Muskogee	0.7	0.7					
101.4	In Muskogee	3.5	3.5					
112.3	Keefton	10.9	10.9					
120.0	Warner Junction US 64 & S. H. 1	7.7	7.7					
122.4	Junction US 266 & SH 1 south of Warner	2.4			2.4			
132.7	Porum	10.3			10.3			
140.2	Whitefield Junction SH 10	7.5			7.5			
150.6	Kinta Junction SH 31	10.4						10.4
155.6	Junction SH 31	5.0						5.0

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TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
174.4	To Wilburton Junction US 270	18.8				18.8		
192.3	Junction SH 63	17.9				17.9		
204.5	Clayton	12.2				12.2		
207.5	Junction US 271	3.0				3.0		
232.5	Finley	25.0				25.0		
243.2	To Antlers	10.7			10.7			
244.4	In Antlers	1.2	1.2					
257.7	Junction US 70	13.3		13.3				
263.8	To Hugo	6.1		6.1				
265.1	In Hugo	1.3	1.3					
269.1	Grant	4.0		4.0				
274.4	Texas state line	5.3		5.3				
	TOTALS	274.4	63.0	28.7	55.0	127.4		

STATE HIGHWAY NO. 2 A

0.0	Junction US 271 & SH 2	0.0						
2.0	West to Goodland School	2.0				2.0		
	TOTAL	2.0				2.0		

STATE HIGHWAY NO. 3

0.0	Antlers Junction SH 2	0.0						
0.4	In Antlers	0.4			0.4			
9.4	Darwin	9.0			9.0			
31.4	To Atoka	22.0			22.0			
32.2	In Atoka	0.8			0.8			
32.6	Junction US 69 & 75	0.4	0.4					
41.1	Lehigh	8.5			8.5			
43.6	Phillips	2.5			2.5			
45.0	To Coalgate	1.4			1.4			
46.4	In Coalgate	1.4	1.4					
49.6	Junction US 75	3.2	3.0		0.2			
55.0	Centrahoma	5.4			5.4			
59.4	Tupelo	4.4			4.4			
66.5	Stonewall	7.1	2.1		5.0			
75.1	Junction US 99	8.6	8.6					
78.3	To Ada	3.2	3.2					
79.8	In Ada	1.5	1.5					
91.4	Junction SH 56 & SH 48	11.6	11.6					
100.1	Junction SH 48	8.7						8.7
106.9	Bowlegs	6.8	6.8					
109.9	Junction SH 59	3.0	3.0					
111.9	To Seminole	2.0	2.0					

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TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH

STATE HIGHWAY NO. 3
(Continued)

112.8	In Seminole	0.9	0.9					
114.8	Junction SH 9 east	2.0	2.0					
116.0	Junction SH 9 west	1.2	1.2					
128.6	To Shawnee	12.6	12.6					
132.6	In Shawnee	4.0	4.0					
139.6	Dale	7.0	7.0					
144.0	McCloud (& US 62	4.4	4.4					
151.6	Harrah Junction SH 1	7.6	7.6					
157.6	Choctaw	6.0	6.0					
169.3	To Oklahoma City Limits	11.7	11.7					
170.8	To Junction US 77 Capitol	1.5	1.5					
174.7	West City Limits	3.9	3.9					
175.7	Junction US 66 & SH 74	1.0	1.0					
179.2	Bethany	3.5	3.5					
179.7	In Bethany	0.5	0.5					
185.9	To Yukon	6.2	6.2					
186.8	In Yukon (El Reno	0.9	0.9					
196.8	Junction US 81 south	10.0	10.0					
198.5	To El Reno	1.7	1.7					
200.3	In Reno	1.8	1.8					
208.9	Junction SH 1 & US 66	8.6	8.6					
213.5	Calumet	4.6	4.6					
224.8	Geary Junction US 281	11.3			11.3			
241.4	Watonga Junction SH 33	16.6		16.6				
250.9	Junction SH 58 north	9.5		9.5				
260.4	Oakwood	9.5	9.5					
271.0	Junction SH 51 (& SH 14	10.6	10.6					
278.9	Seiling Junction US 60	7.9		7.9				
279.5	In Seiling	0.6		0.6				
309.3	To Junction SH 34	29.8		29.8				
312.5	To Woodward	3.2		3.2				
314.4	In Woodward	1.9	1.9					
327.9	Supply	13.5		13.5				
328.4	Junction SH 34	0.5		0.5				
333.7	Dunlap	5.3				5.3		
338.6	May	4.9				4.9		
346.3	Junction US 283	7.7				7.7		
381.7	Junction US 270 South of Beaver City	35.4				35.4		
398.7	Junction US 83	17.0				17.0		
418.7	Hardesty	20.0				20.0		
436.6	To Guymon	17.9				17.9		
438.9	In Guymon	2.3			2.3			
498.2	Junction SH 38 southeast of Beaver City	59.3			53.3	6.0		
499.1	To Boise City	0.9				0.9		
500.3	In Boise City	1.2				1.2		
511.3	Ramsey	11.0			11.0			
518.8	Colorado state line	7.5			7.5			
	TOTALS	518.8	167.2	81.6	145.0	116.3		8.7

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM. PROVED EARTH	UNIM. PROVED EARTH
	STATE HIGHWAY NO. 5							
0.0	Junction U.S.81 East Waurika	0.0						
0.5	To Waurika	0.5	0.5					
1.8	In Waurika	1.3	0.6			0.7		
10.5	Hastings	8.7				8.7		
20.6	Temple	10.1				10.1		
30.2	To Walters	9.6				9.6		
31.3	In Walters	1.1	1.1					
35.8	Junction US 277 (North)	4.5		4.5				
38.0	Emerson	2.2		2.2				
38.8	Junction US 277 (South	0.8		0.8				
51.7	Junction SH 36 (South)	12.9			12.9			
53.7	Junction SH 36 (North)	2.0			2.0			
72.3	Frederick	18.6			18.6			
73.7	In Frederick	1.4	1.4					
87.2	South Tipton	13.5					3.5	10.0
99.4	Junction US 283 South Altus	12.2				4.5		7.7
	TOTALS	99.4	3.6	7.5	33.5	33.6	3.5	17.7
	STATE HIGHWAY NO. 8							
0.0	Kansas State line	0.0						
7.3	Junction SH 11	7.3						7.3
10.6	Burlington	3.3				3.3		
15.9	Driftwood	5.3				5.3		
21.3	Junction SH 11	5.4			1.6	3.8		
23.6	To Cherokee	2.3		2.3				
25.1	In Cherokee	1.5	1.5					
29.6	Junction US 64	4.5	4.5					
33.1	Lambert	3.5						3.5
42.8	Carmen Junction SH 45	9.7	1.4					8.3
48.8	Aline	6.0	0.5			5.5		
55.6	Cleo Springs	6.8				3.0		3.8
56.8	Junction US 60	1.2						1.2
59.7	Junction SH 15 Orienta	2.9	2.9					
65.9	Fairview Junction SH 58	6.2	6.2					
75.0	Junction SH 58 east of Fairview	9.1					9.1	
86.1	Okeene Junction SH 51	11.1				3.4	7.7	
98.1	Hitchcock	12.0				12.0		
110.2	Watonga Junction SH 33	12.1				12.1		
119.2	Greenfield	9.0		9.0				
126.8	Geary Junction SH 3 & U. S. 270	7.6		7.6				
132.8	Junction US 66 east	6.0				6.0		
136.0	Junction US 66 & SH 1 west	3.2	3.2					
140.6	Hinton	4.6				4.6		

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TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM. PROVED EARTH	UNIM. PROVED EARTH
152.7	Binger Junction SH 41	12.1			10.1	2.0		
157.6	Junction SH 41 & US 281 East of Binger	4.9			4.9			
164.9	Gracemont	7.3			7.3			
172.6	To Anadarko	7.7			7.7			
173.1	To Junction US 62 & SH 9	0.5	0.5					
	TOTALS	173.1	20.7	18.9	31.6	60.0	16.8	24.1
	STATE HIGHWAY NO. 9							
0.0	Eufaula Junction US 69	0.0						
7.5	Vivian	7.5				7.5		
12.3	Raiford	4.8				4.8		
26.8	Dustin	14.5				14.5		
39.4	Wetumka Junction US 75	12.6				12.6		
52.7	Junction SH 56	13.3				13.3		
64.2	Junction SH 99	11.5		2.0		9.5		
66.0	Junction US 270 & SH 3 So.E	1.8				1.8		
67.2	Junction US 270 & SH 3 No.W	1.2	1.2					
72.8	Earlsborough	5.6				3.6		2.0
80.5	Tecumseh Junction SH 18	7.7						7.7
88.1	Brown	7.6				7.6		
90.8	Pink	2.7				2.7		
109.7	To Norman	18.9				18.9		
111.0	In Norman	1.3	1.3					
121.7	Junction US 277 & US 62	10.7			10.7			
126.3	Blanchard	4.6				4.6		
127.4	Junction SH 76	1.1	1.1					
139.8	Tabler Junction SH 39	12.4	12.4					
145.7	To Chickasha	5.9	5.9					
147.2	In Chickasha	1.5	1.5					
147.6	Junction US 81	0.4	0.4					
156.0	Verden	8.4	8.4					
164.2	Anadarko	8.2	8.2					
165.6	In Anadarko	1.4	1.4					
173.1	Junction US 62	7.5			7.5			
179.9	Fort Cobb	6.8			6.8			
190.8	Carnegie Junction SH 54	10.9			10.9			
199.1	To Mountain View	8.3			8.3			
199.6	In Mountain View	0.5	0.5					
206.9	Gotebo	7.3			7.3			
217.4	Junction SH 14 north Hobart	10.5			10.5			
220.9	Junction SH 14 east Hobart	3.5		3.5				
222.5	To Hobart	1.6				1.6		
223.0	In Hobart	0.5				0.5		
228.2	To Junction SH 44	5.2				5.2		
231.4	Junction SH 44 Lone Wolf	3.2				3.2		
240.7	Granite	9.3				9.3		
247.2	Junction SH 34	6.5		6.5				
251.2	Junction SH 34 north Mangum	4.0		4.0				
262.4	Reed	11.2				11.2		
271.9	Vinson	9.5				9.5		
275.1	Junction SH 30	3.2				3.2		
279.1	Madge	4.0				4.0		
279.9	Texas state line	0.8				0.8		
	TOTAL	279.9	42.3	16.0	63.0	149.9		9.7

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 10							
0.0	Junction US 66 Main & Central, Miami	0.0						
17.2	Junction US 60 Wyandott	17.2			5.0			12.2
33.0	Junction SH 25 East Grove	15.8				5.0		10.8
35.9	Junction SH 25 & US 59 Grove	2.9				2.9		
51.4	Jay, Junction SH 20	15.5		12.7	2.8			
53.2	Junction SH 20 - West	1.8				1.8		
73.1	Junction SH 33 East Kansas	19.9				19.9		
97.8	Junction US 62 East Tahlequah	24.7				24.7		
99.9	To Tahlequah	2.1			2.1			
101.6	In Tahlequah	1.7	1.7					
122.4	Fort Gibson	20.8		13.0	7.8			
124.7	Junction US 62 East Muskogee	2.3	2.3					
136.6	Braggs	11.9				11.9		
149.5	Junction US 64 Gore	12.9						12.9
151.3	Webber Falls	1.8	1.8					
162.5	Warner Junction US 64 & SH 1	11.2	11.2					
164.9	Junction US 266 & SH 1 South Warner	2.4	2.4					
175.2	Porum	10.3			10.3			
182.7	Whitefield Junction SH 2	7.5			7.5			
189.1	Stigler	6.4			6.4			
190.3	In Stigler	1.2	1.2					
200.6	Keota	10.3				10.3		
209.9	Junction SH 59	9.3				9.3		
215.5	Junction US 271 & 59 West Spiro	5.6				5.6		
	TOTALS	215.5	20.6	25.7	41.9	91.4		35.9
	STATE HIGHWAY NO. 10 A							
0.0	Junction SH 63 West of Talihina	0.0						
2.3	To Sanitarium	2.3			2.3			
	TOTAL	2.3			2.3			

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 11							
0.0	Junction SH 14	0.0						
4.0	Capron	4.0				4.0		
9.0	Junction SH 8	5.0				5.0		
12.3	Burlington	3.3				3.3		
17.6	Driftwood	5.3				5.3		
23.0	Junction US 64	5.4			1.6	3.8		
57.9	Junction US 81 Medford	34.9					13.6	21.3
81.7	To Blackwell	23.8	8.9			14.9		
83.7	In Blackwell	2.0	2.0					
95.8	Junction US 77	12.1	12.1					
103.9	Junction US 60 Ponca City	8.1	8.1					
123.5	Burbank	19.4			19.4			
125.8	Junction SH 18 south	2.5			2.5			
128.0	Junction SH 18 north	2.2			2.2			
146.2	Pawhuska	18.2	5.8	2.7	9.7			
147.8	In Pawhuska	1.6	1.6					
152.3	Junction SH 99	4.5	4.5					
155.0	Pershing	2.7	2.7					
163.2	Barnsdall Junction SH 23	8.2	8.2					
173.1	Avant	9.9	9.9					
184.0	Skiatook	10.9	10.9					
189.0	Sperry	5.0	5.0					
196.9	Junction US 169	7.9	7.9					
197.2	To Tulsa	0.3	0.3					
200.7	In Tulsa Junction 15th st. & Peoria	3.5	3.5					
	TOTALS	200.7	91.4	2.7	35.4	36.3	13.6	21.3
	STATE HIGHWAY NO. 12							
0.0	Junction US 270 & 75 Calvin	0.0						
5.2	Atwood Junction SH 68	5.2				5.2		
12.3	Allen	7.1				7.1		
30.7	To Ada	18.4	5.2			13.2		
32.7	In Ada	2.0	2.0					
47.2	Roff	14.5				14.5		
52.3	Hickory	5.1				5.1		
55.3	Scullen	3.0				3.0		
56.3	Junction SH 22 South Scullen	1.0				1.0		
63.8	Mill Creek	7.5					7.5	
76.6	Ravia Junction SH 22	12.8					12.8	
82.7	Junction US 70	6.1	3.0				3.1	
	TOTALS	82.7	10.2		49.1		23.4	

TOTAL MILES	TOWNS	MILES	TYPES					
			CONC. BRICK ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM-PROVED EARTH	UNIM-PROVED EARTH
	STATE HIGHWAY NO. 13							
0.0	Junction S.H. 19 West of Ada	0.0						
16.1	Junction S. H. 18 South of Asher Bridge	16.1				16.1		
	TOTAL	16.1				16.1		
	STATE HIGHWAY NO. 14							
0.0	Kansas state line	0.0						
7.2	Junction S.H. 11	7.2		7.2				
14.2	Junction US 64 Alva	7.0		7.0				
15.2	Junction US 64 south Alva	1.0		1.0				
22.3	Hopeton	7.1		7.1				
29.4	Junction S.H. 45	7.1		7.1				
40.7	Waynoka	11.3		11.3				
41.7	In Waynoka	1.0	1.0					
53.0	Junction S.H. 15	11.3		6.3		5.0		
68.0	Chester Junction US 60	15.0					5.3	9.7
73.5	Seiling Junction US 270 & SH 3	5.5					5.5	
75.3	Junction US 60 west Seiling	1.8						1.8
83.1	Taloga	7.8				7.8		
95.9	Putnam	12.8				12.8		
109.2	Junction SH 33 east	13.3				13.3		
111.2	Junction SH 33 west	2.0				2.0		
115.7	Arapaho	4.5				4.5		
120.0	Clinton	4.3	4.3					
120.5	In Clinton	0.5	0.5					
135.3	Cordell	14.8	2.7	12.1				
136.1	In Cordell	0.8	0.8					
146.2	Rocky - Junction SH 55	10.1		10.1				
152.2	Junction SH 9 east	6.0		6.0				
155.7	Junction SH 9 west Hobart	3.5		3.5				
167.6	Roosevelt	11.9		11.9				
179.8	Mountain Park	12.2		12.2				
182.3	Snyder	2.5		2.5				
182.9	In Snyder	0.6	0.6					
191.3	Sibony	8.4		4.3	4.1			
193.5	Manitou	2.2			2.2			
201.4	To Frederick	7.9			7.9			
202.7	In Frederick	1.3	1.3					
212.8	Junction S.H. 32	10.1	4.1	6.0				
213.5	Davidson	0.7	0.7					
215.2	Texas state line	1.7	1.7					
	TOTALS	215.2	17.7	115.6	14.2	45.4	10.8	11.5

TOTAL MILES	TOWNS	MILES	TYPES					
			CONC. BRICK ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM-PROVED EARTH	UNIM-PROVED EARTH
	STATE HIGHWAY NO. 15							
0.0	Junction US 77	0.0						
9.0	Billings	9.0	9.0					
24.0	Garber	15.0	1.0	14.0				
27.0	Junction US 64	3.0	3.0					
41.0	To Enid	14.0	14.0					
44.4	In Enid	3.4	3.4					
55.4	Lahoma	11.0	11.0					
60.4	Meno	5.0	5.0					
64.4	Junction SH 58 North Ringwood	4.0	4.0					
75.4	Junction S.H. 8	11.0	11.0					
78.1	Orienta Junction SH 9	2.7	2.7					
96.4	Togo	18.3				7.7	10.6	
103.5	Junction S.H. 14	7.1				7.1		
117.9	Curtis	14.4				9.2		5.2
121.5	Junction SH 50 Mooreland	3.6						3.6
126.4	Alston	4.9						4.9
130.9	To Woodward	4.5				4.5		
133.3	In Woodward	2.4	2.4					
134.1	To Junction SH 3 & US 270	0.8		0.8				
141.1	Tangier	7.0						7.0
149.3	Fargo	8.2						8.2
158.0	Gage	8.7				8.7		
164.6	Shattuck	6.6				6.6		
166.0	In Shattuck	1.4	1.4					
176.1	Junction US 283	10.1				10.1		
183.4	Texas state line	7.3						7.3
	TOTALS	183.4	67.9	14.8		53.9	10.6	36.2
	STATE HIGHWAY NO. 16							
0.0	Junction US 66 Bristow	0.0						
0.8	In Bristow	0.8	0.8					
9.7	To Slick	8.9				8.9		
10.4	In Slick	0.7				0.7		
22.7	To Beggs Junction US 75	12.3				12.3		
	TOTALS	22.7	0.8			21.9		

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 17							
0.0	Junction US 277 Elgin	0.0						
9.1	Sterling	9.1				9.1		
10.1	In Sterling	1.0				1.0		
22.3	To Rush Springs	12.2			8.0	4.2		
22.7	In Rush Springs Junction U.S. 81	0.4	0.1		0.3			
	TOTALS	22.7	0.1		8.3	14.3		
	STATE HIGHWAY NO.18							
0.0	Kansas state line	0.0						
4.1	Grainola	4.1						4.1
16.6	Shidler	12.5						12.5
22.6	Junction US 60 & SH 11 East	6.0						6.0
24.8	Junction US 60 & SH 11 West	2.2			2.2			
34.4	Fairfax	9.6			9.6			
40.7	Ralston	6.3				6.3		
56.4	Pawnee	15.7		7.3		8.4		
57.5	In Pawnee	1.1	0.6			0.5		
59.3	Junction US 64	1.8	1.8					
72.6	Junction SH 51	13.3				13.3		
82.8	To Cushing	10.2	2.0			8.2		
83.9	In Cushing	1.1	1.1					
89.3	Junction SH 33 west of Cushing	5.4	5.4					
95.7	Agra	6.4				6.4		
108.6	To Chandler Junction US 66	12.9				12.9		
109.9	In Chandler	1.3	1.3					
123.5	Junction US 62 Meeker	13.6				13.6		
133.4	Junction US 270	9.9	9.9					
133.9	To Shawnee	0.5	0.5					
137.1	In Shawnee	3.2	3.2					
141.3	Tecumseh	4.2	4.2					
141.8	In Tecumseh	0.5	0.5					
155.4	Junction SH 59	13.6	13.6					
161.8	Asher	6.4	6.4					
162.3	Junction SH 39	0.5	0.5					
164.6	Junction SH 13	2.3	2.3					
169.9	Junction SH 59	5.3				5.3		
176.0	Stratford Junction SH 19	6.1				6.1		
195.7	To Sulphur	19.7				19.7		
197.1	In Sulphur	1.4	1.4					
221.7	Junction US 70 east of Ardmore	24.6				24.6		
225.7	Junction Murray Lake Drive	4.0						4.0
	TOTAL	225.7	54.7	7.3	11.8	125.3		26.6

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 19							
0.0	Junction US 81 south of Chickasha	0.0						
12.2	Alex	12.7				12.7		
18.0	Bradley	5.3				5.3		
26.0	Lindsay Junction SH 76 North	8.0				8.0		
36.7	Maysville	10.7				10.7		
48.1	Pauls Valley	11.4				11.4		
49.6	In Pauls Valley	1.5	1.5					
65.2	Stratford Junction SH 18	15.6				11.0		4.6
79.6	Junction SH 13 east of Ada	14.4		14.4				
81.5	Junction SH 12 Ada	1.9		1.9				
82.3	In Ada Junction SH 99 & 3	0.8	0.8					
	TOTALS	82.3	2.3	16.3		59.1		4.6
	STATE HIGHWAY NO. 20							
0.0	Arkansas state line	0.0						
12.5	Jay	12.5						12.5
14.3	Junction US 59 south	1.8						1.8
29.1	Spavinaw	14.8						14.8
42.1	Salina	13.0		13.0				
51.6	To Pryor	9.5			5.7	3.8		
52.9	In Pryor	1.3	1.3					
69.3	To Claremore	16.4		16.4				
70.6	In Claremore	1.3	1.3					
84.0	Junction US 75	13.4			2.9	4.5		6.0
87.2	To Collinsville Junction U.S. 169	3.2	3.2					
87.9	In Collinsville	0.7	0.7					
90.2	Junction US 75 north	2.3	2.3					
96.4	Junction SH 11 in Skiatook	6.2	2.2					4.0
	TOTALS	96.4	11.0	38.0	8.3	39.1		

TOTAL MILES	TOWNS	MILES	TYPES				
			CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM-PROVED EARTH	UNIM-PROVED EARTH
	STATE HIGHWAY NO. 21							
0.0	Arkansas state line	0.0						
11.2	Smithville	11.2				11.2		
25.7	Bethel	14.5				14.5		
54.3	Broken Bow	28.6				28.6		
66.5	Idabel	12.2			6.3	5.9		
80.8	Haworth	14.3				14.3		
86.3	Bokhoma	5.5				5.5		
88.5	America	2.2				2.2		
92.9	Arkansas state line	4.4				4.4		
	TOTAL	92.9			6.3	86.6		
	STATE HIGHWAY NO. 22							
0.0	Junction SH 299 Nida	0.0						
5.2	Emet	5.2				5.2		
8.0	Milburn	2.8				2.8		
15.0	To Tishomingo	7.0			4.8	2.2		
16.2	In Tishomingo	1.2		0.8		0.4		
20.5	Ravia Junction SH 12	4.3				4.3		
27.0	Troy	6.5				6.5		
33.3	Mill Creek	6.3				6.3		
40.8	Junction SH 12	7.5				7.5		
46.2	To Sulphur	5.4			5.4			
48.5	In Sulphur	2.3		1.2	1.1			
56.5	To Davis	8.0			8.0			
57.2	In Davis	0.7		0.7				
70.6	Hennepin	13.4			5.6		7.8	
77.3	Tatums	6.7			6.7			
81.7	Ratliff City Junction SH 76	4.4			4.4			
108.7	To Duncan	27.0			27.0			
109.5	To Junction US 81 Duncan	0.8		0.8				
	TOTALS	109.5		3.5	63.0	6.9	36.1	
	STATE HIGHWAY NO. 23							
0.0	Junction SH 11 Barnsdall	0.0						
20.2	To Bartlesville	20.2				20.2		
21.0	In Bartlesville	0.8			0.8			
23.4	Junction US 75 southeast of Bartlesville	2.4			2.4			
	TOTAL	23.4			3.2	20.2		

TOTAL MILES	TOWNS	MILES	TYPES				
			CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM-PROVED EARTH	UNIM-PROVED EARTH
	STATE HIGHWAY NO. 24							
0.0	Junction SH 74 northeast of Washington	0.0						
2.0	Washington	2.0						2.0
5.0	Junction SH 39	3.0						3.0
20.5	Junction SH 19 west of Mayesville	15.5						15.5
	TOTAL	20.5						20.5
	STATE HIGHWAY NO. 25							
0.0	Missouri state line	0.0						
6.5	Junction SH 10 north	6.5				6.5		
9.4	Grove Junction US 59	2.9				2.9		
	TOTAL	9.4				9.4		
	STATE HIGHWAY NO. 26							
0.0	Junction SH 31 McCurtain	0.0						
8.3	Junction SH 10 west of Keota	8.3						8.3
	TOTAL	8.3						8.3
	STATE HIGHWAY NO. 27							
0.0	Junction US 75 & 62 Okmulgee	0.0						
1.0	In Okmulgee	1.0		1.0				
19.6	Okfuskee	18.6		11.2	4.9		2.5	
32.1	Junction US 62 east of Okemah	12.5					12.5	
	TOTAL	32.1		12.2	4.9		15.0	

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 28							
0.0	Junction US 66 Chelsea	0.0						
11.1	Alluwe	11.1			7.1	4.0		
17.0	Junction US 60 east of Nowata	5.9				5.9		
	TOTAL	17.0			7.1	9.9		
	STATE HIGHWAY NO. 29							
0.0	Junction US 77 northwest Wynnewood	0.0						
13.1	Elmore	13.1						13.1
19.3	Foster junction SH 76	6.2						6.2
47.3	Marlow	28.0	2.3			19.6		6.1
48.2	In Marlow	0.9	0.9					
51.4	Junction US 81	3.2	3.2					
76.0	To Lawton Junction US 277	24.6	24.6					
	TOTAL	76.0	31.0			19.6		25.4
	STATE HIGHWAY NO. 30							
0.0	Junction US 60 Hollis	0.0						
0.9	In Hollis	0.9				0.9		
15.0	Junction SH 9	14.1				14.1		
36.9	Junction US 66 west of Erick	21.9				8.3		13.6
38.4	To Erick	1.5	1.5					
39.2	In Erick	0.8	0.8					
47.2	Mayfield	8.0				8.0		
54.0	Sweetwater	6.8				6.8		
	TOTAL	54.0	2.3			38.1		13.6

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 31							
0.0	Junction US 59 Coal Creek	0.0						
7.2	Bokoshe	7.2				4.0		3.2
12.4	Milton	5.2				2.8	2.4	
18.9	McCurtain	6.5				1.5		5.0
28.0	Lequire	9.1					3.6	5.5
37.0	Kinton Junction SH 2	9.0				2.3		6.7
43.5	Junction SH 2 south	6.5				6.5		
45.4	Quinton	1.9				1.9		
52.9	Featherston	7.5				7.5		
56.3	Blocker	3.4				3.4		
73.9	Junction US 270 Krebs	17.6		3.8		2.2		11.6
	TOTAL	73.9		3.8		32.1	6.0	32.0
	STATE HIGHWAY NO. 32							
0.0	Junction US 77 Marietta	0.0						
27.1	To Jefferson County line	27.1				8.5		18.6
	SUB-TOTAL	27.1				8.5		18.6
0.0	Junction US 81 east of Waurika	0.0						
1.1	To Waurika	1.1		1.1				
28.2	To Junction US 277 Randlett	27.1				16.9		10.2
32.6	To Junction SH 36	4.4						4.4
37.8	To Devol	5.2				5.2		
45.8	Junction SH 36 north	8.0				8.0		
69.3	Junction SH 14 & US 183-North of Davidson	23.5				18.0		5.5
	SUB-TOTAL	69.3		1.1		48.1		20.1
	TOTAL	96.4		1.1		56.6		38.7

TOTAL MILES	TOWNS	MILES	TYPES					
			CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 33							
0.0	Arkansas State line	0.0						
0.3	Junction US 59 south	0.3			0.3			
12.8	Junction US 59 & SH 10 East of Kansas	12.5			6.6	5.9		
14.2	Kansas	1.4			1.4			
22.2	Leach	8.0			8.0			
36.8	Locust Grove	14.6			14.6			
47.8	Chouteau Junction US 69	11.0		0.4	10.6			
49.4	Junction US 69 & SH 2	1.6		1.6				
72.6	Junction US 66 east of Tulsa	23.4		1.0	13.4	9.0		
78.8	Junction US 75 north	6.0		6.0				
81.3	To Tulsa	2.5		2.5				
90.3	In Tulsa Junction SH 11	9.0		9.0				
93.6	Sand Springs	3.3		3.3				
105.6	Keystone	12.0		12.0				
112.2	Manford	6.6		6.6				
127.5	Junction SH 99 south of Cilton	15.3		15.3				
134.3	To Drumright	6.8		6.8				
135.6	In Drumright	1.3		1.3				
138.0	Junction SH 99 south	2.4		2.4				
143.6	To Cushing	5.6		5.6				
145.4	In Cushing	1.8		1.8				
150.8	Junction SH 18 south	5.4		5.4				
160.5	Junction SH 40 north	9.7		9.7				
172.1	Coyle	11.6		11.6				
173.7	Langston	1.6		1.6				
184.6	To Guthrie	10.9		10.9				
187.1	In Guthrie	2.5		2.5				
194.8	Junction SH 74 south	7.7		7.7				
195.3	Junction SH 74 north	0.5		0.5				
215.1	To Kingfisher	19.8			12.6		7.2	
216.1	In Kingfisher	1.0		1.0				
243.2	Watonga Junction SH 8	27.1		6.9	20.2			
252.7	Junction SH 58 & US 270	9.5		9.5				
257.1	Fay	4.4			4.4			
265.3	Thomas	8.2			8.2			
279.3	Custer City	14.0					14.0	
283.8	Junction US 183 & SH 14 North	4.5			4.5			
285.8	Junction US 183 & SH 14 South	2.0			2.0			
295.3	Butler	12.5			3.4		9.1	
309.7	Junction SH 34 Hammond	11.4				11.4		
323.1	Strong City	13.4				13.4		
327.9	Junction US 283	4.8				4.8		
335.9	Roll	8.0		1.7	6.3			
337.1	Junction US 283 north	1.2			1.2			
353.1	Texas state line	16.0				16.0		
	TOTALS	353.1		133.4 11.2	54.9	77.7	45.6	30.3

TOTAL MILES	TOWNS	MILES	TYPES					
			CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 34							
0.0	Kansas state line	0.0						
10.5	Junction US 64	10.5			10.5			
11.5	To Buffalo	1.0		0.5	0.5			
12.5	In Buffalo	1.0		1.0				
31.4	Junction US 270 & SH 3 Supply	18.9			18.9			
44.3	Junction SH 15	12.9			12.9			
45.1	To Woodward	0.8			0.8			
47.0	In Woodward	1.9		1.9				
50.2	Junction US 270 & SH 3	3.2			3.2			
58.4	Sharon	8.2				8.2		
68.4	Junction US 60 Vici	10.0				10.0		
78.0	Camargo	9.6				9.6		
81.8	Trail	3.8						3.8
89.3	Leedy	7.5				7.5		
88.6	Moorewood	9.3				9.3		
106.3	Junction SH 33 Hammond	7.7				7.7		
107.0	In Hammond	0.7				0.7		
121.8	Junction US 66	14.8				14.8		
123.6	To Elk City	1.8		1.8				
125.5	In Elk City	1.9		1.9				
128.2	Junction SH 73	2.7		2.7				
130.6	Junction SH 1 & US 66	2.4		2.4				
132.3	Merritt	1.7				1.7		
137.5	Junction SH 41	5.2				5.2		
142.5	Carter	5.0				5.0		
152.4	Junction US 283	9.9			6.3	3.6		
153.9	Willow	1.5			1.5			
160.4	Junction SH 9 east	6.5		6.5				
164.4	Junction SH 9 west	4.0		4.0				
165.4	To Mangum	1.0		1.0				
166.9	In Mangum	1.5		1.5				
182.3	To Junction US 62 Duke	15.4				8.6	6.8	
199.3	Junction SH 44 Eldorado	17.0				17.0		
207.5	Texas state line	8.2				8.2		
	TOTALS	207.5		13.7 47.8	18.3	117.1	6.8	3.8
	STATE HIGHWAY NO. 36							
0.0	Fort Sill Military Reserve	0.0						
1.0	Junction US 62	1.0		1.0				
1.5	To Lawton	0.5		0.5				
3.0	In Lawton	1.5		1.5				
3.8	Junction US 277	0.8			0.8			
9.0	Junction US 277 south	5.2			5.2			
20.1	Fexon	11.1				11.1		
25.7	Chattanooga	5.6				5.6		
28.7	Junction SH 5 west	3.0				3.0		
30.7	Junction SH 5 east	2.0				2.0		
39.7	Junction SH 32 Grandfield	9.0					9.0	
47.7	Devol	8.0					8.0	
52.9	Junction SH 32 east	5.2					5.2	
55.9	Junction US 70 & 277 & 281	3.0					3.0	
	TOTAL	55.9		3.0 6.0	21.7	25.2		

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM-PROVED EARTH	UNIM-PROVED EARTH
	STATE HIGHWAY NO.36 A							
0.0	Junction SH 36 west							
1.2	to Cameron A. & M	1.2		1.2				
	STATE HIGHWAY NO. 37							
0.0	Junction U.S. 81 Minco	0.0						
8.6	Tuttle	8.6				8.6		
20.2	Junction US 62 & US 77	11.6		4.8		6.8		
	TOTALS	20.2		4.8		15.4		
	STATE HIGHWAY NO. 38							
0.0	Junction SH 3 & US 64 East of Boise City	0.0						
21.8	Texas state line	21.8				21.8		
	TOTAL	21.8				21.8		
	STATE HIGHWAY NO. 39							
0.0	Junction SH 18	0.0						
27.6	Lexington	27.6				4.4	23.2	
28.1	Junction US 77	0.5	0.5					
28.8	To Purcell	0.7	0.7					
30.4	In Purcell Junction US 77 South	1.6	1.6					
37.6	Junction SH 24	7.2				7.2		
46.9	Junction SH 76	9.3				9.3		
56.9	Tabler Junction US 277 & SH 9	10.0				10.0		
	TOTAL	56.9	2.8			30.9	23.2	

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM-PROVED EARTH	UNIM-PROVED EARTH
	STATE HIGHWAY NO. 40							
0.0	Junction S.H. 33	0.0						
8.5	To Stillwater	8.5		8.5				
10.0	In Stillwater	1.5		1.5				
21.7	Junction US 64	11.7		11.7				
49.8	To Ponca City	28.1			6.5	21.6		
50.3	Junction US 60 & 77 Ponca City	0.5		0.5				
	TOTALS	50.3		22.2	6.5	21.6		
	STATE HIGHWAY NO. 41							
0.0	Junction US 62 & US 277	0.0						
3.0	Wheatland	3.0		3.0				
19.3	Junction US 81 Union City	16.3		16.3				
24.1	Junction US 81 south	4.8	4.8					
44.8	Junction US 281 & SH 8	20.7						20.7
50.0	Junction SH 81 Binger	5.2				5.2		
62.6	Junction SH 54 north	12.6				12.6		
65.1	Junction SH 54 south	2.5				2.5		
86.5	To Cordell Junction SH 14	21.4		9.4		12.0		
87.5	In Cordell	1.0	0.4	0.6				
97.6	Junction SH 44 south	10.1		10.1				
117.0	Junction SH 34	19.4		19.4				
124.1	To Sayre	7.1		7.1				
124.6	In Sayre Junction US 66	0.5	0.5					
	TOTAL	124.6	5.7	65.9		32.3	20.7	
	STATE HIGHWAY NO. 44							
0.0	Texas state line	0.0						
7.9	Junction SH 34 Eldorado	7.9				7.9		
21.9	Olustee	14.0		7.1		6.9		
28.3	Junction US 62 west of Altus	6.4		6.4				
32.8	To Altus	4.5		4.5				
34.0	In Altus	1.2	1.2					
43.4	Blair	9.4			9.4			
48.5	Junction US 283	5.1			5.1			
52.0	Lugert	3.5			1.2	2.3		
59.9	Junction SH 9 Lone Wolf	7.9				7.9		
63.0	Junction SH 9 west Hobart	3.1				3.1		
74.1	Sentinel Junction SH 55	11.1				6.1	5.0	
83.4	Junction SH 41 west Cordell	9.3			9.3			
	TOTALS	83.4	1.2	18.0	25.0	34.2	5.0	

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 45							
0.0	Junction S.H. 8 Carmen	0.0						
12.5	Junction S.H. 14 east of Waynoka	12.5				12.5		
24.3	To Waynoka	11.8		11.8				
	TOTAL	24.3		11.8		12.5		
	STATE HIGHWAY NO. 48							
0.0	Junction SH 3 & SH 99	0.0						
4.4	Konawa	4.4	4.4					
12.0	Junction SH 3 & 99	7.6	7.6					
	TOTALS	12.0	12.0					
	STATE HIGHWAY NO. 49							
0.0	Junction US 281 & 62 North of Lawton	0.0						
6.0	Medicine Park	6.0		6.0				
6.5	In Medicine Park	0.5		0.5				
11.3	Point on Reserve Road - West of Medicine Park	4.8				4.8		
	TOTAL	11.3		6.5		4.8		
	STATE HIGHWAY NO. 50							
0.0	Kansas state line	0.0						
11.2	Junction U.S. 64	11.2						11.2
20.2	Junction US 64 north of Freedom	9.0		9.0				
23.4	To Freedom	3.2						3.2
23.9	In Freedom	0.5	0.5					
53.5	Junction SH 15 Mooreland	29.6		0.3				29.3
	TOTALS	53.5	0.5	9.3				43.7

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 51							
0.0	Arkansas state line	0.0						
7.7	Junction US 59	7.7				7.7		
8.5	To Stilwell	0.8				0.8		
9.4	In Stilwell	0.9	0.9					
10.8	Junction US 59 north	1.4				1.4		
27.9	Junction US 62	17.1			4.0	13.1		
34.1	Junction SH 10	6.2			6.2			
36.2	To Tahlequah	2.1			2.1			
37.1	In Tahlequah	0.9			0.3	0.6		
47.1	Hulbert	10.0				8.6	1.4	
59.9	To Wagoner	12.8				12.8		
61.9	In Wagoner Junction US 64 and SH 2	2.0	0.6			1.4		
77.7	Coweta Junction SH 72	15.8				15.8		
85.2	Oneta	7.5				7.5		
92.0	Broken Arrow	6.8	3.8			3.0		
93.0	In Broken Arrow	1.0	1.0					
98.4	Junction US 64	5.4	5.4					
106.4	To Tulsa	8.0	8.0					
115.0	In Tulsa	8.6	8.6					
118.3	To Sand Springs	3.3	3.3					
130.3	Keystone	12.0	12.0					
136.9	Manford	6.6	6.6					
152.2	Junction S.H. 99	15.3	15.3					
152.5	To Cilton	0.3	0.3					
153.1	In Cilton	0.6	0.6					
155.2	Junction SH 99 north	2.1	2.1					
162.2	Yale	7.0	7.0					
162.9	In Yale	0.7	0.7					
167.2	Junction S.H. 18	4.3	4.3					
183.5	To Stillwater	16.3	16.3					
184.8	In Stillwater Junction S.H. 40	1.3	1.0			0.3		
202.4	Junction US 77 south	17.6				4.6		13.0
204.0	Junction US 77 north	1.6	1.6					
218.3	Junction SH 74	14.3						14.3
233.8	Junction US 81 Hennessey	15.5	0.5					15.0
244.3	Lacy	10.5						10.5
257.3	To Okeene	13.0				9.6		3.4
257.8	In Okeene Junction SH 8	0.5				0.5		
261.6	Junction SH 8 south	3.8				3.8		
270.6	Southard	9.0						9.0
276.1	Junction SH 58	5.5						5.5
277.1	Canton	1.0				1.0		
290.0	Junction US 270 & SH 3	12.9				12.9		
	TOTALS	290.0	99.9		12.6	105.4	1.4	70.7

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 53							
0.0	Junction SH 76 North of Healdton	0.0						
11.9	Loco	11.9				11.9		
29.1	To Comanche	17.2	12.7			4.5		
30.2	In Comanche	1.1	1.1					
49.6	To Walters	19.4	7.6	11.8				
50.1	In Walters Junction SH 5	0.5	0.5					
	TOTAL	50.1	21.9	11.8		16.4		
	STATE HIGHWAY NO. 54							
0.0	Junction US 277 Cyril	0.0						
8.9	Apache Junction US 62	8.9				8.9		
9.7	In Apache	0.8			0.6			0.2
39.1	Junction SH 9 Carnegie	29.4				26.1		3.3
39.5	In Carnegie	0.4				0.4		
52.5	Junction SH 41 west	13.0				3.9		9.1
55.0	Junction SH 41 east	2.5				2.5		
56.0	Eakley-	1.0						1.0
72.5	Junction US 66	16.5						16.5
73.5	Hydro	1.0	1.0					
	TOTAL	73.5	1.0		0.6	41.8		30.1
	STATE HIGHWAY NO. 55							
0.0	Junction SH 14 Rocky	0.0						
6.6	Junction SH 44 Sentinel	6.6				6.6		
	TOTAL	6.6				6.6		

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 56							
0.0	Junction US 62 Okemah	0.0						
0.7	In Okemah	0.7	0.7					
4.6	Junction F/M north	3.9			3.9			
13.7	Cromwell	9.1	3.3		5.8			
21.5	Junction SH 9	7.8	7.8					
27.1	Wewoka	5.6	5.6					
27.8	In Wewoka	0.7	0.7					
32.3	Junction US 270 east	4.5	4.5					
42.5	Sasakwa	10.2	10.2					
52.2	Junction SH 99	9.7			9.7			
	TOTAL	52.2	32.8	9.7	9.7			
	STATE HIGHWAY NO. 57							
0.0	Junction SH 21 Idabel	0.0						
10.3	Texas state line	10.3				10.3		
	TOTAL	10.3				10.3		
	STATE HIGHWAY NO. 58							
0.0	Junction US 270 west of Watonga	0.6						
6.8	Eagle City	6.8				6.8		
15.6	Junction SH 51 Canton	8.8				8.8		
21.4	Longdale	5.8				5.8		
32.7	To Fairview Junction US 60 west	11.3				11.3		
33.7	In Fairview Junction SH 8	1.0	0.5			0.5		
42.7	Junction SH 8 south	9.0				9.0		
51.6	Ringwood	8.9				8.9		
52.3	Junction US 60	0.7				0.7		
63.9	To Helena	11.6				11.6		
64.4	In Helena	0.5				0.5		
73.3	Junction US 64	8.9				8.9		
80.2	Junction SH 8 west	6.9	6.9					
84.7	To Cherokee	4.5	4.5					
86.2	In Cherokee	1.5	1.5					
88.5	Junction US 64 west S.H.11 East	2.3		2.3				
93.9	Driftwood	5.4			1.6	3.8		
95.4	Point north of Driftwood	1.5				1.5		
	TOTAL	85.4	13.4	2.3	1.6	78.1		

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 59							
0.0	Junction US 77 Wayne	0.0						
7.5	Rosedale	7.5				7.5		
17.3	Byars	9.8				9.8		
22.4	Junction SH 18	5.1				5.1		
27.7	Junction SH 13	5.3				5.3		
30.0	Junction SH 39	2.3		2.3				
30.5	Asher	0.5		0.5				
36.9	Junction SH 18 north	6.4		6.4				
40.1	St. Louis	3.2				3.2		
47.7	Maud	7.6				7.6		
56.7	Junction SH 99 south of Seminole	9.0				9.0		
	TOTAL	56.7		9.2		47.5		
	STATE HIGHWAY NO. 61							
0.0	Reagan	0.0						
4.8	Junction SH 99 south	4.8				4.8		
6.0	Junction SH 99 north	1.2			1.2			
18.6	Wapanucka	12.6				12.6		
25.9	Point east Johnston-Atoka County line	7.3				7.3		
	TOTAL	25.9			1.2	24.7		
	STATE HIGHWAY NO. 63							
0.0	Junction SH 2 west of Talihina	0.0						
14.2	Talihina Junction US 271	14.2				14.2		
14.6	Junction US 271 south of Talhina	0.4				0.4		
25.1	Whitesborough	10.5				6.5		4.0
29.6	Lenox	4.5						4.5
34.2	Pine Valley	4.6						4.6
39.9	Big Cedar	5.7						5.7
53.0	Arkansas state line	13.1						13.1
	TOTAL	53.0				21.1		31.9

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 65							
0.0	Red River	0.0						
1.9	Junction US 70 west of Waurika	1.9				1.9		
	TOTAL	1.9				1.9		
	STATE HIGHWAY NO. 66							
0.0	Junction US 66 east of Wellston	0.0						
3.3	Through Wellston to Junction US 66	3.3		3.3				
	TOTAL	3.3		3.3				
	STATE HIGHWAY NO. 67							
0.0	Junction SH 33 Drumright	0.0						
0.4	City limits	0.4						0.4
25.1	Junction US 66 southwest of Sapulpa	24.7				24.7		
	TOTAL	25.1				24.7		0.4

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 65							
0.0	Junction US 270 Holdenville	0.0						
0.5	City limits	0.5			0.5			
11.0	Junction SH 12 Atwood	10.5			10.5			
	TOTAL	11.0			11.0			
	STATE HIGHWAY NO. 72							
0.0	Junction SH 1 & US 266 west of Checotah	0.0						
3.5	Council	3.5				3.5		
7.5	Junction US 66 south of Boynton	4.0				4.0		
10.5	Boynton	3.0		3.0				
17.9	Junction US 62 East	7.4		7.4				
23.1	Haskell Junction US 64	5.2		5.2				
33.5	Junction SH 51 Coweta	10.4				10.4		
	TOTAL	33.5		15.6		17.9		
	STATE HIGHWAY NO. 73							
0.0	Junction US 66 west of Elk City	0.0						
10.3	Junction US 283 north of Sayre	10.3				10.3		
	TOTAL	10.3				10.3		

TOTAL MILES	TOWNS	MILES	TYPES: CONC., BRICK, ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IMPROVED EARTH	UNIMPROVED EARTH
	STATE HIGHWAY NO. 74							
0.0	Junction SH 19 Mayesville	0.0						
14.6	Junction US 77 south of Purcell	14.6						14.6
15.3	Junction SH 39 south of Purcell	0.7	0.7					
15.6	To Purcell	0.3	0.3					
17.4	In Purcell	1.8	1.0			0.8		
26.9	Junction SH 24	9.5						9.5
34.5	Junction SH 9	7.6						7.6
37.8	Junction SH 9 west of Norman	3.3			3.3			
55.2	To Oklahoma City	17.4			17.4			
57.3	In Oklahoma City	2.1	1.5		0.6			
57.8	Junction US 62 West Okla. City	0.5	0.5					
60.8	Junction F/M City limits W. 18th st	3.0	3.0					
62.2	City Limits	1.4	1.4					
63.2	Junction US 270, 66 & SH 1 & 3 May Ave	1.0	1.0					
64.4	Junction NW Road	1.2		1.2				
89.1	Junction SH 33 East	24.7		14.7			10.0	
89.6	Junction SH 33 west	0.5	0.5					
95.2	Crescent	5.6		5.6				
95.7	In Crescent	0.5	0.5					
105.2	Lovell	9.5					9.5	
109.8	Junction SH 51	4.6					4.6	
112.5	Marshall	2.7					2.7	
124.8	Junction US 64 Covington	12.3				12.3		
	TOTAL	124.8	10.4	21.5	21.3	13.1	26.8	31.7
	STATE HIGHWAY NO. 76							
0.0	Junction US 277 & 62 & SH 9 southwest Blanchard	0.0						
6.5	Junction SH 39	6.5					6.5	
25.3	Lindsay Junction SH 19	18.8						18.8
35.0	Purdy	9.7				9.7		
41.3	Junction SH 29	6.3				6.3		
47.2	Foster Junction SH 29	5.9				1.2		4.7
	TOTAL	47.2				17.2	6.5	23.5

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM-PROVED EARTH	UNIM-PROVED EARTH
	STATE HIGHWAY NO. 78							
0.0	Junction US 64 Boise City	0.0						
18.0	Texas state line	18.0				18.0		
	TOTAL	18.0				18.0		
	STATE HIGHWAY NO. 99							
0.0	Kansas state line	0.0						
20.8	Junction US 60 east	20.8				20.8		
25.5	To Pawhuska	4.7			4.7			
26.7	In Pawhuska	1.2	0.4		0.8			
31.2	Junction SH 11 East	4.5	4.5					
35.9	Wynona	4.7				4.7		
46.5	Hominy	10.6				10.6		
55.5	Cleveland	9.0				9.0		
57.2	In Cleveland	1.7	0.8			0.9		
62.4	Junction US 64 West	5.2	5.2					
66.3	Hallet	3.9	3.9					
69.7	Jennings	3.4	3.4					
74.6	Junction SH 51 West	4.9	4.9					
76.7	To Oilton	2.1	2.1					
77.3	In Oilton	0.6	0.6					
77.6	Junction SH 51 East	0.3	0.3					
84.4	To Drumright	6.8	6.8					
85.7	In Drumright	1.3	1.3					
88.1	Junction SH 33 West	2.4	2.4					
104.4	To Stroud	16.3		6.3		10.0		
105.0	In Stroud Junction US 66	0.6		0.6				
123.0	To Prague	18.0		18.0				
123.8	In Prague Junction US 62	0.8	0.4	0.4				
139.9	Junction SH 9	16.1	16.1					
141.1	To Seminole	1.2	1.2					
141.9	In Seminole Junction US 270	0.8	0.8					
143.9	Junction SH 59 west	2.0	2.0					
146.9	Bowlegs	3.0	3.0					
153.7	Junction SH 48 North of Konawa	6.8	6.8					
162.4	Junction SH 48 East of Konawa	8.7						8.7
174.0	To Ada	11.6	11.6					
175.5	In Ada Junction SH 12, 19 & 3	1.5	1.5					
176.7	Junction SH 3	3.2	3.2					
187.4	Fittstown	8.7			8.7			
196.0	Fontotoc	8.6		8.6				
199.2	Connerville	3.2		3.2				
205.0	Junction SH 61 East	5.8		5.8				
213.9	To Tishomingo	8.9			8.9			
215.6	In Tishomingo	1.7			1.7			
218.0	Junction SH 299 East	2.4				2.4		
226.6	To Madill	8.6				8.6		
228.0	In Madill	1.4	0.8			0.6		
232.2	Junction US 70 East	4.2		4.2				
235.8	Kingston	3.5				3.6		
243.5	Woodville	7.7				7.7		
246.2	Texas state line	2.7				2.7		
	TOTAL	246.2	84.0	52.6	24.0	76.9		8.7

TOTAL MILES	TOWNS	MILES	TYPES: CONC. BRICK. ASPH. ON CONC.	ASPHALT ON GRAVEL	TREATED GRAVEL	UNTR. GRAVEL	IM-PROVED EARTH	UNIM-PROVED EARTH
	STATE HIGHWAY NO. 199							
0.0	Junction US 70 Madill	0.0						
0.6	In Madill	0.6				0.6		
12.7	Lebanon	12.1				12.1		
26.0	To Marietta	13.3				6.2		7.1
27.0	Junction US 77 Marietta	1.0				1.0		
	TOTALS	27.0				19.9		7.1
	STATE HIGHWAY NO. 299							
0.0	Texas State line	0.0						
15.8	Achille	15.8				15.8		
20.1	Allison	4.3				4.3		
26.1	To Durant	6.0				6.0		
27.7	In Durant	1.6	1.6					
29.4	Junction US 69 & 75	1.7	1.7					
31.5	Ury	2.1		2.1				
44.4	To Junction SH 22	12.9				12.9		
56.6	To Junction SH 99 South of Tishomingo	12.2				12.2		
	TOTALS	56.6	3.3	2.1		51.2		

OKLAHOMA STATE HIGHWAY COMMISSION
TABULATION SHOWING SOURCES OF STATE HIGHWAY FUNDS AND COMPLETE
APPORTIONMENT OF FUNDS FROM THOSE SOURCES

SOURCE OF TAX	APPORTIONMENT: TO STATE HIGHWAY FUND AMOUNT	PERCENT	TO COUNTIES AND CITIES AMOUNT	PERCENT	TO MILEAGE TAX ADJUSTMENT FUND AMOUNT	PERCENT	TO TAX COMMISSION FOR COLLECTING AMOUNT	PERCENT	TO GENERAL REVENUE AMOUNT	PERCENT	TOTAL
	$		$		$		$		$		$
CALENDAR YEAR 1937											
GASOLINE	8,203,156.77	59.56	3,352,185.13	24.34			359,603.51	2.61	1,857,658.42	13.49	13,772,603.83
MOTOR CARRIER	486,228.30	95.00					25,385.69	5.00			511,613.99
MOTOR VEH. MILEAGE	331,710.75	45.00	331,710.75	45.00	14,742.68	2.00	58,970.80	8.00			737,134.98
MOTOR VEH. LICENSE	1,594,636.60	34.34	2,584,794.48	55.67			463,769.18	9.99			4,643,200.26
TOTAL	$10,615,732.42	53.98	$6,268,690.36	31.88	$14,742.68	07	$907,729.18	4.62	$1,857,658.42	9.45	$19,664,553.06
JANUARY 1, TO NOVEMBER 30, 1938 (11 MONTHS)											
GASOLINE	9,306,116.55	72.73	3,101,689.04	24.24			383,837.62	3.00	3,944.40	.03	12,794,587.61
MOTOR CARRIER	41,237.14	95.00					2,170.37	5.00			43,407.51
MOTOR VEH. MILEAGE	582,058.31	45.00	582,058.31	45.00	25,869.26	2.00	103,477.02	8.00			1,293,462.90
MOTOR VEH. LICENSE	1,333,953.27	27.00	3,112,354.11	63.00			494,034.10	10.00			4,940,341.48
TOTAL	$11,262,365.27	59.05	$6,796,101.46	35.63	$25,869.26	.14	$983,519.11	5.16	$ 3,944.40	.02	$19,071,799.50
TOTAL - JANUARY 1, 1937 TO NOVEMBER 30, 1938	$21,878,097.69	55.48	$13,054,791.82	33.73	$40,611.34	.10	$1,891,248.29	4.88	$1,861,602.82	4.81	$38,736,352.56

GASOLINE TAX
AGRICULTURAL REFUND CLAIMS PAID BY OKLAHOMA TAX COMMISSION MAY 1, 1935 TO DECEMBER 31, 1938*

Month	1935	1936	1937	1938
January	$	$ 42,364.18	$ 64,415.98	$ 41,181.28
February		27,050.30	70,164.19	129,587.30
March		31,222.33	38,143.86	71,847.79
April		32,069.13	31,922.83	71,951.81
May	920.27	42,146.17	52,563.72	69,650.31
June	4,684.87	46,455.84	89,013.65	58,953.42
July	18,482.25	51,931.21	64,882.23	106,579.04
August	41,865.34	107,895.62	186,835.14	201,531.47
September	85,246.28	136,376.92	242,835.66	313,276.29
October	216,359.75	136,709.91	156,221.31	216,302.88
November	117,573.15	117,793.67	163,308.94	178.111.85
December	71,121.22	110,175.30	121,349.79	152,585.52*
TOTAL	$556,253.13	$882,190.58	$1,281,657.30	$1,611,558.96

GRAND TOTAL TO DATE $4,331,659.97

*December, 1938 estimated, assuming same percentage of increase over December, 1937 as first eleven months of 1938 increased over first eleven months of 1937.

OKLAHOMA STATE HIGHWAY COMMISSION

SUMMARY OF MOTOR AND ROAD BUILDING EQUIPMENT OWNED AND OPERATED BY OKLAHOMA STATE HIGHWAY COMMISSION.

For purposes of comparison there is submitted in this summary motor equipment owned in 1930 and in 1938 and a comparison of state maintained road mileage.

	1930	1938	Increase
State maintained road mileage	6395	8150	1755
Automobiles	199	194	-5
Trucks	148	433	285
Graders - Motor Patrol	54	183	129
Graders - Tractor Drawn	78	88	10
Tractors - Wheel type	7	16	9
Tractors - Crawler Type	58	82	24
Rock Crushers	1	21	20
Road Rollers	2	23	21
Gasoline Shovels	3	10	7
Screening Plants - Portable	1	3	2
Asphalt Distributors	4	22	18
Tank Car Heaters	None	19	19
Asphalt Mixers (Pug Mill Type)	None	8	8
Finishers (Barber-Green Paver)	None	3	3
Elevating Graders	3	8	5
Concrete Mixers	9	29	20
Chip Spreaders	None	11	11
Road Discs	None	27	27
Road Sweepers	1	5	4
Road Magnets	3	3	- -
Mowers - Horse Drawn	82	118	36
Mowers - Motor Driven	15	15	- -
Well Drills	None	5	5
Electric Welders	None	9	9
Air Compressors	13	41	28
Lathes	None	2	2

Motor and Road Building Equipment owned and operated by Oklahoma State Highway Commission.

AUTOMOBILES

Ford Sedans	69	
Ford Coupes	4	
Chevrolet Sedans	80	
Dodge Sedans	5	
Plymouth Sedans	26	
Buick Sedans	5	
Terraplane Sedans	1	
Hudson Sedan	1	
Pontiac Sedans	3	
TOTAL		194

TRUCKS

Chevrolet Commercial Pick-up	32	
Ford Commercial Pick-up	58	
Dodge Commercial Pick-up	3	
Plymouth Commercial Pick-up	1	
Federal	5	
International	2	
Dodge 1-1/2 Ton	16	
General Motors	1	
Mack	8	
Ford 1-1/2 Ton	175	
Chevrolet 1-1/2 Ton	132	
TOTAL		433

MOTOR PATROL GRADERS

Adams	48	
Austin Western	16	
Warco	1	
Gellion	14	
Caterpillar	78	
Servis	4	
Allis-Chalmers	20	
Wehr	2	
TOTAL		183

MOWERS MOTOR DRAWN

Centouer	10	
Case	5	
TOTAL		15

ROCK CRUSHERS

Iowa	8	
Rogers	5	
Universal	1	
Pioneer	3	
Gruendler	2	
Rockmaster	2	
TOTAL		21

ROLLERS

Buffalo Springfield	3	
Austin Western	1	
Erie	4	
Huber	1	
Hercules	2	
Wm. Bros.	11	
Gallion	1	
TOTAL		23

SHOVELS GASOLINE

Bucyrus Erie	2	
P and H	4	
Northwest	4	
TOTAL		10

TRACTORS WHEEL TYPE

Case	15	
McCormick Deering	1	
TOTAL		16

TRACTOR - CRAWLER TYPE

Caterpillar	67	
Allis Chalmers	11	
Cletrac	3	
McCormick Deering	1	
TOTAL		82

ELECTRIC WELDERS

Hobart	4	
Westinghouse	4	
General Electric	1	
TOTAL		9

AIR COMPRESSOR

Chicago	3	
Ingersoll Rand	17	
Sullivan	10	
Curtis	2	
Schramm	3	
Devilbiss	1	
Le Roi	3	
Gardner	1	
TOTAL		41

SCREENING PLANTS - PORTABLE

Iowa	1	
Rogers	1	
Symonds	1	
TOTAL		3

ASPHALT DISTRIBUTORS

Kinney	5	
Etnyre	5	
Littleford	2	
Standard	3	
Roscoe	7	
TOTAL		22

CONCRETE MIXERS

Republic	1	
Rex	8	
Quick Mix	1	
Jeeger	11	
Leach	1	
Smith	3	
Lansing	2	
Le Roi	1	
Dandie	1	
TOTAL		29

HEATERS TANK CAR

Cleaver	16	
Wm. Bros	3	
TOTAL		19

SPREADERS - CHIP

Buckeye	10	
Burch	1	
TOTAL		11

DRILLS - WELL

Boley	1	
Dempster	2	
Star	2	
TOTAL		5

MIXERS - ROAD OIL & ASPHALT (Pug Mill Type)

Jaeger	5	
Barber Green	3	
TOTAL		8

DISCS

Baker	10	
Towner	14	
Killifer	1	
International	2	
TOTAL		27

GRADERS - ELEVATING

Stroud	1	
Adams	1	
Russell	1	
Caterpillar	5	
TOTAL		8

LATHES

Rahn Larmon	2	
TOTAL		2

SWEEPERS (Road)

Hough	5	
TOTAL		5

GRADERS - TRACTOR DRAWN

Russell	6	
Caterpillar	32	
Stockland	1	
Adams	28	
Royal	1	
Edwards	1	
Century	4	
Galion	12	
Austin Western	3	
TOTAL		88

FINISHERS (Paver)

Barber Green	3	
TOTAL		3

MAGNETS (Road)

Southard	3	
TOTAL		3

MOWERS - HORSE DRAWN

McCormick Deering	65	
Case	41	
John Deere	12	
TOTAL		118

OKLAHOMA STATE HIGHWAY COMMISSION

STATEMENT OF PURCHASES OF MATERIAL AND SUPPLIES

YEARS 1937-1938

FIRM NAME	1937	1938	TOTAL
A & A Electric Company	- - -	43.50	43.50
A & A Locksmith & Bicycle Co.	- - -	18.00	18.00
A & E Equipment Company	9,036.69	410.88	9,447.57
Acco Products Corp.	149.00	- - -	149.00
Ace Fastener Corp.	91.00	- - -	91.00
Acme Brick Company	1,833.00	- - -	1,833.00
Ada Lumber Company	1,861.13	- - -	1,861.13
Ada Oil Company	462.00	- - -	462.00
Adams Engineering & Blue Print Company	8,556.28	4,840.21	13,396.49
Adams Motor Company	175.00	- - -	175.00
Adams, S. G.	- - -	755.00	755.00
Adams, J. C.	- - -	825.00	825.00
Aetna Life Insurance Company	- - -	198.60	198.60
Air Reduction Sales Company	2,075.05	1,132.03	3,207.08
Alexander Drug Company	308.69	139.55	448.24
Allen Big General Store	- - -	530.11	530.11
Allen Oil Company	32.30	- - -	32.30
Allen Press Clipping Service Bureau	- - -	5.80	5.80
Allied Equipment Company	25,928.97	1,546.11	27,469.08
Allied Materials Corporation	130,982.05	111,628.88	242,610.93
Amalgamated Steel Company	- - -	1,313.26	1,313.26
American Electric Ignition Company	2,029.86	832.32	2,862.18
American Body & Trailer Company	410.32	611.67	1,021.99
American Association of State Highway Officials	3.00	- - -	3.00
American Anode, Inc.	42.35	- - -	42.35
American Railway Engineering Association	10.00	- - -	10.00
American Can Company	12.55	- - -	12.55
American Instrument Company	250.00	- - -	250.00
American Society for Testing Materials	26.50	- - -	26.50
Ames, Chas. H. Handle Company	395.00	68.80	463.80
Amulco Products Company, Inc.	59,154.38	5,750.00	64,904.38
Anadarko Tribune	- - -	203.75	203.75
Anderson Arctic Ice Company	130.20	140.00	270.20
Anderson, B. L. Barber Co.	13.20	- - -	13.20
Anderson-Pritchard Refining Company	265,193.69	149,443.48	414,637.17
Anheuser-Busch Company	41.40	- - -	41.40
Antrim Lumber Company	369.65	634.58	1,004.23
Apache, Town of, Oklahoma	994.40	- - -	994.40
Ardmore Abstract Company	- - -	30.00	30.00
Arkansas River Sand Company	70.80	- - -	70.80
Arkhola Sand & Gravel Company	1,211.33	571.50	1,782.83
Armstrong's	1,941.81	- - -	1,941.81
Arnell, A. J.	16.50	- - -	16.50
Ash Grove Lime & Portland Cement Company	1,099.91	- - -	1,099.91
Asplund Construction Company	123.00	- - -	123.00
Association of American Railroads	25.95	2.70	28.65
Atlas Powder Company	25,303.56	1,917.40	27,220.96
Atlas Supply Company	5,170.48	6,430.07	11,600.55
Auto Electric Sales & Service	1,016.58	- - -	1,016.58
Auto Parts Machine Company	- - -	13.56	13.56
Automotive Company	5,455.44	2,806.52	8,261.96
Abbott, J. C.	780.00	- - -	780.00
Ables, Arthur	600.00	- - -	600.00
Aboussie, E. M.	- - -	17.70	17.70
Acre, John T.	405.50	180.00	585.50
Adams, J. E.	1,000.00	643.30	1,643.30
Adkinson, Glen E.	48.30	- - -	48.30
Allen, D. T.	- - -	1,000.00	1,000.00
Allinger, W. F.	35.00	- - -	35.00
Amadon, Mary Y.	- - -	100.00	100.00
Anderson, Impson	3,210.00	- - -	3,210.00
Anthony, W. A.	397.32	- - -	397.32
Apple, H. E.	100.00	- - -	100.00
Avery, A. B.	875.45	- - -	875.45
Baber, Cecil Electric Company	196.06	- - -	196.06
Badger Lumber Company	164.67	- - -	164.67
Baker, Hanna Blake	15,460.44	12.95	15,473.39
Baker Concrete Pipe Company	- - -	3,610.00	3,610.00
Barnsdall Refining Company	- - -	25.00	25.00
Bartleson Hardware Company	- - -	204.65	204.65
Bartlesville Motor Company	52.19	- - -	52.19
Barndollar & Crosby	13,175.00	- - -	13,175.00
Bates Manufacturing Company	54.00	- - -	54.00
Bates, Ehlers & Mathis Constr. Co.	625.00	- - -	625.00
Berger, O. L. & Sons, Inc.	- - -	252.56	252.56
Belknap Hardware & Mfg. Co.	20.92	- - -	20.92
Berry, J. E. & Company	20.70	- - -	20.70
Berry-Loy Hardware Company	170.62	- - -	170.62

FIRM NAME	1937	1936	TOTAL
Bethlehem Steel Company	66.63	- - -	66.63
Big Three Welding Equipment Company	- - -	40.80	40.80
Billington, E. S. Lumber Company	570.68	40.00	610.68
Bill's Body & Fender Works	- - -	59.00	59.00
Bird Electric Company	500.00	- - -	500.00
Bishop, J. & Company	48.48	- - -	48.48
Black & Decker Mfg. Company	355.18	- - -	355.18
Blue Dome Tire & Repair Company	- - -	22.23	22.23
Blue Motor Company	7,004.50	4,961.75	11,966.25
Boal Foundry & Mfg. Company	100.16	- - -	100.16
Boardman Company	40,452.89	20,092.93	60,545.82
Bolding Supply Company	246.40	- - -	246.40
Bolzer Corporation	74.25	- - -	74.25
Boorum-Pease Mfg. Company	451.60	- - -	451.60
Bouldin-Thorton Grain Company	1,585.50	- - -	1,585.50
Bowker Motor Company	161.97	- - -	161.97
Bowman Stationery Company	202.93	- - -	202.93
Boyd, Clarence L. Company	147,549.77	15,759.81	163,309.58
Boyle Bros. Tin Shop	50.00	- - -	50.00
Brocken Hoops, Inc.	8.25	- - -	8.25
Brady, J. M. Sewing Machine Company	30.00	- - -	30.00
Bradford, Supply Company	208.60	42.02	250.62
Branham's Inc.	3,329.80	105.50	3,435.30
Brenner Machine & Tool Company	137.52	- - -	137.52
Broadway Costume Company	- - -	1,500.00	1,500.00
Brooks & Dahlgreen, Inc.	672.60	150.00	822.60
Broyles, George Motor Company	- - -	550.00	550.00
Bryan, Mike Office Supply Company	113.05	213.95	327.00
Brown, John A. Company	1,663.36	- - -	1,6 3.36
Buff & Buff Manufacturing Company	716.00	38.25	754.25
Buffalo Furniture Company	93.00	- - -	93.00
Buffalo Scale Company	44.65	- - -	44.65
Bullard, E. D. Company	15.25	- - -	15.25
Burba Auto Supply Company	22.00	- - -	22.00
Burdett Oxygen Company	75.55	- - -	75.55
Burnett-Hauert Lumber Company	3,007.29	142.59	3,149.88
Burke, Marion Garage	90.27	- - -	90.27
Burroughs Adding Machine Company	17,878.72	4,152.80	22,031.52
Buttornut Bakery Company	32.64	- - -	32.64
Butts, J. A. Lumber Company	8.80	- - -	8.80
Byers Machine Company	77.59	- - -	77.59
Barby, Otto	750.00	- - -	750.00
Baskett, F. R.	2,712.00	- - -	2,712.00
Bates, I. E.	259.02	- - -	259.02
Beard, Mat X	500.00	- - -	500.00
Beck, Tony H.	936.00	- - -	936.00
Bell, Alfred B.	- - -	764.00	764.00
Bidstrup, W. W.	100.00	- - -	100.00
Beveridge, John B.	272.10	- - -	272.10
Biggs, Everitt	167.40	- - -	167.40
Bowman, Dore	280.00	- - -	280.00
Brantingham, William S.	- - -	53.00	53.00
Blasdell, L. M.	- - -	40.00	40.00
Blaylock, E. P.	- - -	83.20	83.20
Brim, H. E.	- - -	90.00	90.00
Brinkley, B. B.	- - -	35.00	35.00
Brizey, A. L.	385.00	- - -	385.00
Brown, Paul	64.12	- - -	64.12
Brown, W. H.	- - -	183.45	183.45
Brown, Lester & T. S.	254.03	- - -	254.03
Buckwald, Johanno	2,780.40	- - -	2,780.40
Burch, Ollie	490.00	160.00	650.00
Burgess, Geo. E.	4.00	- - -	4.00
Burson, J. A.	- - -	119.50	119.50
Bush, Mary C.	85.38	- - -	85.38
Camp, C. F. Company	222,196.85	3,856.34	226,053.19
Canna Creek Lumber Company	2,730.91	3,036.41	5,767.32
Capitol Steel & Iron Company	48,563.31	11,383.78	59,947.09
Capitol Typewriter Company	37.18	- - -	37.18
Carpentor Paper Company	367.51	423.10	79 .61
Carpentar Machine & Supply Co.	- - -	60.69	60.69
Carroll Service Station	212.40	- - -	212.40
Carr Motor Company	19.95	- - -	19.95
Carswell Mfg. Co., Firman L.	- - -	160.39	160.39
Carter's Ink Company	45.00	- - -	45.00
Case, J. I. Company	1,676.13	1,042.30	2,718.43
Coco Steel Products Corp.	3,231.96	- - -	3,231.96
Col-U-Dex Corporation	105.00	- - -	105.00
Central Welding Works	3,386.25	1,467.05	4,853.30
Central Works Company	92.00	- - -	92.00
Chalmers Electric Service Company	298.95	- - -	298.95
Chandler Materials Company	10,757.00	23,351.72	34,108.72
Chemical Rubber Company	- - -	226.99	226.99
Chicago Car Seal Company	15.00	15.00	30.00

FIRM NAME	1937	1936	TOTAL
Chicago Mfg. & Distributing Company	145.00	- - -	145.00
Chieftain Motor Company	- - -	1,270.00	1,270.00
Childers Motor Company	3,210.59	1,918.60	5,129.19
Choctaw Cotton Oil Mill Company	180.00	- - -	120.00
Choctaw Lumber Company	- - -	450.00	450.00
Circle "E" Ranch	- - -	37.00	37.00
City Bakery	31.04	27.84	58.88
Cities Service Oil Company	259.20	- - -	259.20
City of Alva	79.61	- - -	79.61
City of Sulphur	- - -	57.90	57.90
City of Ada (Water Dept.)	179.62	- - -	179.62
Clark's, Frank	1,813.14	889.42	2,702.56
Clark Electric Supply Company	- - -	47.49	47.49
Cleaver-Brooks Company	27.00	- - -	27.00
Cleaco Desk Mfg. Co.	- - -	79.00	79.00
Cleveland Tractor Company	200.00	- - -	200.00
Clinton Motor Company	104.29	- - -	104.29
Columbia Ribbon & Carbon Mfg. Co.	280.00	- - -	280.00
Colonial Steel Company	570.41	- - -	570.41
Commercial Lumber Company	646.83	- - -	646.83
Commissioners of Land	3,383.35	330.00	3,713.35
Compressed Industrial Gases, Inc.	302.78	107.94	410.72
Concho Sand & Gravel Company	117,950.85	15,866.38	133,817.23
Conco Engineering Works	46.40	- - -	46.40
Conner Station Equip. & Supply Corp.	- - -	294.74	294.74
Continental Oil Company	539.00	- - -	539.00
Contway Motor Company, Floyd	- - -	1,175.00	1,175.00
Cook Electric Supply Corp.	144.55	168.93	313.48
Cook Lumber Co., V. S.	150.00	- - -	150.00
Cook Paint & Varnish Company	1,337.84	504.88	1,842.72
Corby Supply Company	- - -	21.65	21.65
Cosco Oil Company	218,230.50	52,523.22	270,753.72
Covish Venetian Blind Mfg. Co.	110.00	- - -	110.00
Cox Steel & Wire Company	2,150.00	- - -	2,150.00
Crasson Buick Pontiac Company	296.75	- - -	296.75
Crew Brothers, Drug Store	7.80	- - -	7.80
Cunningham Oil Company	109.85	- - -	109.85
Currell Lumber Company	1,586.79	- - -	1,586.79
Cyclone Fence Company	3,986.94	- - -	3,986.94
Campbell, Lloyd	800.00	- - -	800.00
Carlile, Minnie E.	750.00	- - -	750.00
Carney, Jess	1,800.00	- - -	1,800.00
Carpenter, R. E.	66.15	- - -	66.15
Carroll, E. G.	- - -	26.55	26.55
Carter, James	330.00	- - -	330.00
Caston, Bob	109.00	- - -	109.00
Cates, F. W.	28.50	- - -	28.50
Chatillon, John	578.96	- - -	578.96
Champion, Fred	24.00	- - -	24.00
Chapman, Roxie	135.00	- - -	135.00
Chenault, D. H.	- - -	130.00	130.00
City of Seminole	49.00	- - -	49.00
City of Stratford (Water Dept.)	64.90	- - -	64.90
Clapp, H. T.	1,349.32	32.00	1,381.32
Clark, C. O.	- - -	120.71	120.71
Clarey, E. H. & Dora	- - -	2,250.00	2,250.00
Clayton, Robert	- - -	100.00	100.00
Coffey, C. R.	900.00	- - -	900.00
Coffey, D. J.	33.98	- - -	33.98
Cole, Curtis	552.00	- - -	552.00
Comstock, A. C.	314.60	- - -	314.60
Conn, M. L.	160.40	- - -	160.40
Cook, O. W.	- - -	430.00	430.00
Copeland, T. E.	364.40	- - -	364.40
Cosby, Floyd.	- - -	20.00	20.00
Cox, J. H.	- - -	61.46	61.46
Crobough, Bliss	- - -	200.00	200.00
Crippin, King	1,335.00	- - -	1,335.00
Crest, D. J.	51.95	128.40	180.35
Craig, C. A.	- - -	300.00	300.00
Crankhite, J. D.	295.60	- - -	295.60
Crow, R. E.	347.00	1,640.46	1,987.46
Cryer, James T.	214.80	- - -	214.80
Curtiss, S. C.	130.00	- - -	130.00
Corley, J. S.	- - -	119.00	119.00
D & B Chevrolet Company	134.36	- - -	134.36
Daily Law Journal Record	5.00	5.00	10.00
Daly, J. A. Osage Sand & Constr. Co.	- - -	2,300.00	2,300.00
Dayton-McClaren Tire Company	- - -	656.91	656.91
Deep-Rock Oil Corporation	199.58	- - -	199.58
Deere, John Plow Company	22.20	- - -	22.20
Dayton Rubber Mfg. Company	535.16	- - -	535.16
Dempster Mill Mfg. Co.	1,722.94	- - -	1,722.94
Denman Floors Corp.	360.00	- - -	360.00
DeVilbiss Company	187.81	- - -	187.81
Dewey Portland Cement Company	26,035.98	8,851.73	34,887.71

FIRM NAME	1937	1938	TOTAL
DeVoe & Raynolds Company	121.04	- - -	121.04
Dowling Printing Company	24.50	- - -	24.50
Dictaphone Sales Corp.	396.00	- - -	396.00
Dierks Lumber & Coal Company	17.90	370.00	387.90
Dietzgen, Eugene Co.	46.65	- - -	46.65
Dixie Super Service Company	54.44	- - -	54.44
Dolan Heating Company, Inc.	85.72	- - -	85.72
Dolese Brothers	62,496.22	15,520.92	78,017.14
Dorsey Douglas Office Supply Company	1,478.60	348.39	1,826.99
Downtown Chevrolet Company	1,420.53	1,363.40	2,783.93
Doyle, Bill Office Supplies	7,266.00	7,729.13	14,995.13
Doyle, Sand & Material Company	175.92	50.00	225.92
DuPont de Nemours, E. I. Co.	20,839.09	3,313.24	24,152.33
Durant Nursery	92.00	- - -	92.00
Davidson, T. W.	- - -	25.00	25.00
Dalton, Clarence G.	37.45	- - -	37.45
Dalton, J. M.	149.95	1,465.04	1,614.99
Danielson, J. A.	- - -	220.00	220.00
Daugherty, John	17.50	- - -	17.50
Davis, Will	392.07	- - -	392.07
Decker, G. W.	58.54	- - -	58.54
Dellaplain, S. A.	57.47	- - -	57.47
DeRain, Hubon H.	- - -	366.90	366.90
Dillard. H. H.	400.00	300.00	700.00
Dotty, W. H.	140.00	- - -	140.00
Dierks, Herman	400.00	- - -	400.00
Donaho, George	75.00	- - -	75.00
Donaldson, Ruth Ratliffe	48.06	- - -	48.06
Donley, William S & Amanda	765.00	- - -	765.00
Dudley, C. E.	30.60	159.30	189.90
Eager Auto Electric Company	125.50	- - -	125.50
Eagle Service Company	49.50	- - -	49.50
Eason Oil Company	752.95	1,023.55	1,776.50
Eberhard-Faber Pencil Company	417.00	- - -	417.00
Ediphone Company	7.80	- - -	7.80
Elden Mill & Lumber Company	53.80	- - -	53.80
Electric Refrigeration Service	- - -	126.50	126.50
Electrozone Water Company	115.50	66.00	181.50
Electric Equipment Company	91.60	- - -	91.60
Electric Service Company	60.10	- - -	60.10
Embrey Refrigeration Company	46.74	- - -	46.74
Emulsified Asphalt Products Company	- - -	28.60	28.60
Empire Roofing & Insulation Company	858.50	- - -	858.50
Enid Sand & Gravel Company	80.00	- - -	80.00
Equitable Powder Mfg. Co.	374.20	- - -	374.20
Eureka Tool Company	- - -	80.00	80.00
Evans, F. D. Company	- - -	189.55	189.55
Easterwood, Dillard	1,600.00	- - -	1,600.00
Edwards, Louis K.	50.00	- - -	50.00
Edwards, L. F.	2,000.00	504.97	2,504.97
Edwards, H. J.	440.00	97.10	537.10
Elkins, B. B.	750.00	25.00	775.00
Elliott, Jim	120.40	- - -	120.40
Erdwurm, W. J.	22,350.00	- - -	22,350.00
Estes, A. T.	300.00	150.00	450.00
Evans, C. M.	54.75	- - -	54.75
Evans, Ralph D.	- - -	123.25	123.25
Fabrix Company	30.13	- - -	30.13
Failing, Geo E. Supply Company	75.68	126.89	202.57
Fairbanks-Morse & Company	1,376.35	233.00	1,609.75
Farlen Mfg. Company	42.00	- - -	42.00
Farmers Produce Company	69.25	- - -	69.25
Fant Motor Company	381.00	- - -	381.00
Faulkner Constr. Company	40.00	- - -	40.00
Federal Steam Specialties Company	53.30	- - -	53.30
Federal Supply Company	971.14	- - -	971.14
Felt & Tarrant Mfg. Company	30.00	- - -	30.00
Ferguson Motor Company	96.45	93.50	189.95
Fiaerty Investment Company	70.00	- - -	70.00
Fire Apparatus Company	14.00	- - -	14.00
Firestone Auto Supply & Service Stores	197.64	129.60	327.24
Firestone Tire & Rubber Company	34,090.35	24,803.41	58,893.76
Fisher Lumber Company	235.00	- - -	235.00
Fisher Scientific Company	713.80	316.89	1,030.69
First Nat'l Bank of Antlers	- - -	26.50	26.50
Folgerts	343.32	- - -	343.32
Frick-Reid Supply Corporation	7,063.53	- - -	7,063.53
Frotwell Motor Company	1,510.17	- - -	1,510.17
Fullerton Electric Company	315.30	53.92	369.22
Fyr Fyter Company	50.00	- - -	50.00
Faulker, Dave	166.70	- - -	166.70
Farris, F. B.	- - -	108.65	108.65

FIRM NAME	1937	1938	TOTAL
Felkel, J. W.	50.00	- - -	50.00
Fitzgerald, F. A.	105.00	- - -	105.00
Floot & Caborne	450.00	- - -	450.00
Fleming, E. T.	27.80	54.00	81.80
Flaw, K. L.	600.00	- - -	600.00
Fogle, L. P.	- - -	30.67	30.67
Folger, Guy	138.75	- - -	138.75
Forest, S. S.	34.20	- - -	34.20
Foster, W. L.	- - -	40.60	40.60
Fowler, E. M.	- - -	1,020.00	1,020.00
Fox, S. T.	600.00	- - -	600.00
Frazier, J. R.	360.00	- - -	360.00
Freeman, B. L.	250.00	- - -	250.00
Freeman, R. L.	178.24	- - -	178.24
Fulbright, H. M.	342.00	- - -	342.00
Gantz Tank Company	125.00	- - -	125.00
Gardner-Jones Hotel Supply Company	2,734.44	- - -	2,734.44
Gaston Sand Company, Bob	218.75	- - -	218.75
Gebob Electric Company	28.25	285.50	313.75
General Electric Supply Corp.	1,869.68	46.19	1,915.87
General Paint Corporation	12,817.23	8,349.06	21,166.29
General Tire & Rubber Company	9,376.85	47.16	9,424.01
General Tire Sales	114.34	- - -	114.34
Gentry Supply Company	247.80	- - -	247.80
Gentry Lumber Company, F. J.	36.00	- - -	36.00
George Service Station	66.20	43.29	109.49
Gibbs & Company	30.08	- - -	30.08
Gillette Publishing Company	- - -	3.00	3.00
Gillette Tire & Rubber Company	393.58	- - -	393.58
Globe Envelope Company	- - -	10.00	10.00
Globe Steel Abrasive Company	109.60	196.90	306.50
Gloworm Mfg. Company	8,378.00	- - -	8,378.00
Goodner VanDeventer Company	10,320.50	- - -	10,320.50
Goodrich Rubber Company, B. F.	12,305.62	15,549.07	27,854.69
Goodyear Tire & Rubber Company	- - -	115.06	115.06
Graham Paper Company	206.31	- - -	206.31
Grand River Limestone Products Company	4,664.65	- - -	4,664.65
Gray, S. E., Inc.	- - -	140.00	140.00
Graybar Electric Company	25.12	- - -	25.12
Greenlease-Moore Chevrolet Company	62,955.92	15,624.53	78,580.45
Green, Phillips Chevrolet Company	96.35	- - -	96.35
Griffin Grocery Company	14,275.25	128.69	14,403.94
Griffith Electric Company	273.14	- - -	273.14
Griffith Hardware Company	71.50	- - -	71.50
Grigsby, Orr & Alletag Company	71.00	- - -	71.00
Grove Hardware Company	6,992.20	1,232.00	8,224.20
Grove Lumber Company	- - -	5,768.34	5,768.34
Gurley, W & L E Company	137.26	57.60	194.86
Gaston-Bacon Mfg. Company	57.00	- - -	57.00
Galey & Malloy	77.60	135.40	213.00
Gall, H. S.	20.70	- - -	20.70
Gamble, H. A.	777.00	- - -	777.00
Gibson, Ulin	466.25	- - -	466.25
Gibson, L. T.	39.60	- - -	39.60
Goodman, J. L.	200.00	- - -	200.00
Goodman & Goodman	80.15	- - -	80.15
Gordon, I. L.	241.00	- - -	241.00
Green, M. L.	650.00	- - -	650.00
Gray, J. V.	18.00	- - -	18.00
Griffis, W. H.	84.60	- - -	84.60
Griffith, J. D.	59.80	- - -	59.80
Hackney Iron & Steel Company	142.55	75.40	217.95
Hale, Sm P.	50,637.00	15,480.24	66,117.24
Hale-Halsell Company	4,577.72	- - -	4,577.72
Hallard Drilling Company	100.00	- - -	100.00
Hall Motor Company	- - -	1,520.25	1,520.25
Hamilton Co., J. C.	376.22	212.45	588.67
Harbour-Longmire Company	99.40	- - -	99.40
Harlow Publishing Company	77.80	166.80	244.60
Harnischfeger Sales Corp.	1,004.39	290.21	1294.60
Hamner & Company	- - -	5.00	5.00
Harper County Commissioners	- - -	160.00	160.00
Harris Lumber Company	753.55	- - -	753.55
Hart Welding Supply Company	4,039.99	- - -	4,039.99
Haskell County Trading Company	1,522.29	438.33	1,960.62
Hawkshaw Auto Electric Company	26.50	- - -	26.90
Haynes Auto Supply Company	1,337.55	239.80	1,577.35
Haynes Hardware Company	443.63	166.28	609.91
Health-Mor Sanitation System	54.50	- - -	64.50
Henderson & Law	- - -	85.00	85.00
Hercules Powder Company	904.77	828.90	1,733.67
Herd Equipment Company	24,720.09	16,569.21	41,289.30

FIRM NAME	1937	1938	TOTAL
Hess Auto Electric Company	213.85	- - -	213.85
Hickory Coal Company	23.00	- - -	23.00
Home Lumber & Supply Company	2,315.25	- - -	2,315.25
Hope Lumber & Supply Company	- - -	1,428.84	1,428.84
Hughes, J. T. Lumber Company	43.20	- - -	43.20
Hughes Stone Company	10,700.00	- - -	10,700.00
Humboldt Mfg. Company	6,327.05	- - -	6,327.05
Hunzicker Brothers	943.57	- - -	943.57
Hague, J. A.	50.00	- - -	50.00
Hale, Charles L.	- - -	65.10	65.10
Hamblin, W. H.	800.00	- - -	800.00
Hargo, Limeon	- - -	48.00	48.00
Haggard, Ernest	- - -	290.22	290.22
Hall, John	- - -	121.20	121.20
Hark, A.	- - -	30.00	30.00
Harmon, Delbert	60.00	- - -	60.00
Harmon, E. W.	100.00	- - -	100.00
Harrison, John	- - -	281.00	281.00
Hart, Al	- - -	53.79	53.79
Harsman, William	850.00	- - -	850.00
Hatton, Truman	120.00	- - -	120.00
Hayden, Rosie L.	750.00	- - -	750.00
Haynes, Ernest	400.00	- - -	400.00
Heglin, George	- - -	35.40	35.40
Helm, G. E.	- - -	900.00	900.00
Heathorne, A. J.	- - -	1,966.90	1,966.90
Hickman, Frank	578.00	- - -	578.00
Hill, E. D.	19.26	- - -	19.26
Hill, R. W.	570.00	- - -	570.00
Hitchcock, W. J.	28.50	- - -	28.50
Hitch, Henry C.	50.00	- - -	50.00
Hagentogler, C. A.	165.82	261.00	426.82
Hogner, Soloman	- - -	49.45	49.45
Hokey, H. H.	- - -	83.60	83.60
Holland, E. B.	- - -	7.50	7.50
Holland, R. A.	57.00	- - -	57.00
Holmes, W. S.	516.25	- - -	516.25
Holtandorff, C. B.	- - -	300.00	300.00
Homey, Eva T.	- - -	14.45	14.45
Honstain, V. G.	- - -	50.00	50.00
Hooton, John	301.20	- - -	301.20
Hooner, B. C.	182.00	- - -	182.00
Hornor, H. B.	81.25	- - -	81.25
Hornick, F. T.	641.92	- - -	641.92
Howard, Robert	200.00	350.00	550.00
Huddleston, John	- - -	100.00	100.00
Hudson, J. D.	31.92	- - -	31.92
Humphries, Ray	270.00	- - -	270.00
Hutton, Henry	245.00	60.00	305.00
Hyson, F. N.	494.00	- - -	494.00
Ideal Roller Mfg. Company	37.40	- - -	37.40
Illinois Bankers Life Insurance Company	1,572.56	- - -	1,572.56
Illinois Powder Mfg. Company	4,167.00	- - -	4,167.00
Implement Tractor Company	- - -	1.00	1.00
Imperial Brass Mfg. Co.	27.97	- - -	27.97
Ingersoll-Rand Company	1,386.20	- - -	1,386.20
International Business Machines Corp.	2,430.86	700.64	3,131.50
International Harvester Company	286.14	2,650.99	2,937.13
Inland Printing Company	- - -	279.48	279.48
International Seal & Lock Company	50.00	50.00	100.00
Interstate Press Clipping Service Co.	- - -	30.00	30.00
Iowa Manufacturing Company	2,438.83	- - -	2,438.83
Irwin, W. H.	- - -	19.95	19.95
Jack's Auto Supply Company	- - -	68.38	68.38
Jackson Sign Company	20.04	32.50	52.54
Johnson Chair Company	- - -	381.60	381.60
Jolly & Jolly Lumber Company	2,583.54	- - -	2,583.54
Jones, Fred	34,353.11	2,253.38	36,606.49
Jung Motor Company	645.47	- - -	645.47
Jackson, Fred	236.40	- - -	236.40
Johnson, Herman	420.00	- - -	420.00
Johnson. W. B.	2,500.00	- - -	2,500.00
Johnson, Homer L.	54.00	- - -	54.00
Johnson, Ross	65.00	240.12	305.12
Johnson, Orrin	- - -	575.00	575.00
Jolly, L. W.	- - -	600.00	600.00
Jones, J. B.	330.00	- - -	330.00
Jones, B. F.	50.00	- - -	50.00
Jones, J. M.	400.00	600.00	1,000.00

FIRM NAME	1937	1938	TOTAL
K. C. Motor Company	- - -	44.80	44.80
K. C. Pipe & Supply Company	56.78	- - -	56.78
Kansas Iron & Metal Company	212.50	- - -	212.50
Kanlna Smithing Coal Company	12.50	- - -	12.50
Karchmer Pipe & Supply Company	916.84	- - -	916.84
Katy Flour & Feed Company	307.50	- - -	307.50
Key Lox Mfg. Company	5.00	- - -	5.00
Kelly Springfield Tire & Rubber Company	56.10	- - -	56.10
Kerr Dry Goods Company	101.28	- - -	101.28
Keystone Supply Company	142.31	- - -	142.31
Kilfoy Motor Company	- - -	775.00	775.00
Kilpatrick Post Company	1,204.27	- - -	1,204.27
Klein Iron & Foundry Company	16,607.94	5,945.03	22,552.97
Knebel Brothers	- - -	26.02	26.02
Knotts Bakery	203.89	235.77	439.66
Kohler Chevrolet Company	- - -	55.16	55.16
Kyle Plumbing Company	248.67	- - -	248.67
Karlsho, Cecil	- - -	57.35	57.35
Koon, L. K.	1,050.00	- - -	1,050.00
Keith, J. F.	480.00	120.00	600.00
Kelly, Lee	- - -	2,702.00	2,702.00
Kelsey, J. D.	2,716.05	66.50	2,782.55
Konwick, Frank	50.00	- - -	50.00
Kiker, M. A.	363.00	- - -	363.00
Kender, L. L.	267.96	- - -	267.96
King, C. H.	388.20	- - -	388.20
King, C. A.	134.85	- - -	134.85
Kinney, W. M.	200.00	- - -	200.00
Kirten, H. M.	500.00	- - -	500.00
Kiser, Joe	- - -	1,096.00	1,096.00
Klopenstein, F. E.	197.20	- - -	197.20
Knebel Brothers	- - -	76.26	76.26
Kosche, C. W.	- - -	45.00	45.00
Kroiger, W. E.	230.00	- - -	230.00
Kurz, J. M.	124.40	- - -	124.40
Kyle, B. C.	198.75	- - -	198.75
Larrance Tank Company	21,828.21	22,436.19	44,264.40
Lawson Company, F. H.	30.00	- - -	30.00
Layman Construction Company	- - -	225.00	225.00
Lench Company	287.90	- - -	287.90
Lee, Inc. A. W.	34.95	- - -	34.95
Lee, Frank A., Photo Supply	- - -	11,999.90	11,999.90
LaFlore Lumber Company	4,526.70	1,846.50	6,373.20
Leland Equipment Company	5,588.50	1,253.13	6,841.63
Lewis Construction Company	100.00	- - -	100.00
Lewis & Sons, Barney	193.25	- - -	193.25
Liebmann's Independent Ice Company	- - -	138.01	138.01
Linde Air Products Company	1,333.86	603.05	1,936.91
Litho Negative Service	932.58	251.00	1,147.58
Lobsitz Hardware Company	88.12	- - -	88.12
Lofland Machy & Foundry Company	55.50	- - -	55.50
Long-Bell Lumber Company	48,754.84	8,279.49	57,034.33
Labedie, R. E.	- - -	1,593.05	1,593.05
Leonard, C. L.	- - -	268.30	268.30
Long-W. H.	751.00	- - -	751.00
Landrum, Jess	150.00	- - -	150.00
Larner, W. C.	167.76	- - -	167.76
Lethorman, B. A.	30.00	- - -	30.00
Lee, H. E.	200.00	- - -	200.00
Leslie, E. C.	116.30	- - -	116.30
Lewis, Alfred	400.00	- - -	400.00
Littlejohn, Joe	- - -	375.00	375.00
Lockabout, George	- - -	8.20	8.20
Lovelace, J. C.	804.41	- - -	804.41
Lawrance, E. W.	- - -	77.80	77.80
Lynch, L. W.	906.05	43.60	949.65
Mack-International Truck Corp.	55.67	322.32	377.99
Machine Tool & Supply Company	105.33	- - -	105.33
Maddox Chevrolet Company	113.76	- - -	113.76
Mecklenburg Brass & Copper Products	- - -	11.95	11.95
Magnus Chemical Company	151.87	222.25	374.12
Mack Truck Company	- - -	39.30	39.30
Magneto Ignition Company	- - -	348.54	348.54
Makins Sand & Gravel Company	1,660.00	- - -	1,660.00
Manly Office Supply Company	42.15	153.35	195.50
Manly Mfg. Division	- - -	20.10	20.10
Merchant Calculating Machine Company	2,030.60	490.00	2,520.60
Martin Lumber Company, J. W.	1,065.29	- - -	1,065.29
Martin Varnish Company	- - -	340.00	340.00
Massey Hardware Company	427.38	144.00	571.38
Martin Travel Supply Company	17.40	- - -	17.40
Mastercraft Corp.	- - -	290.20	290.20

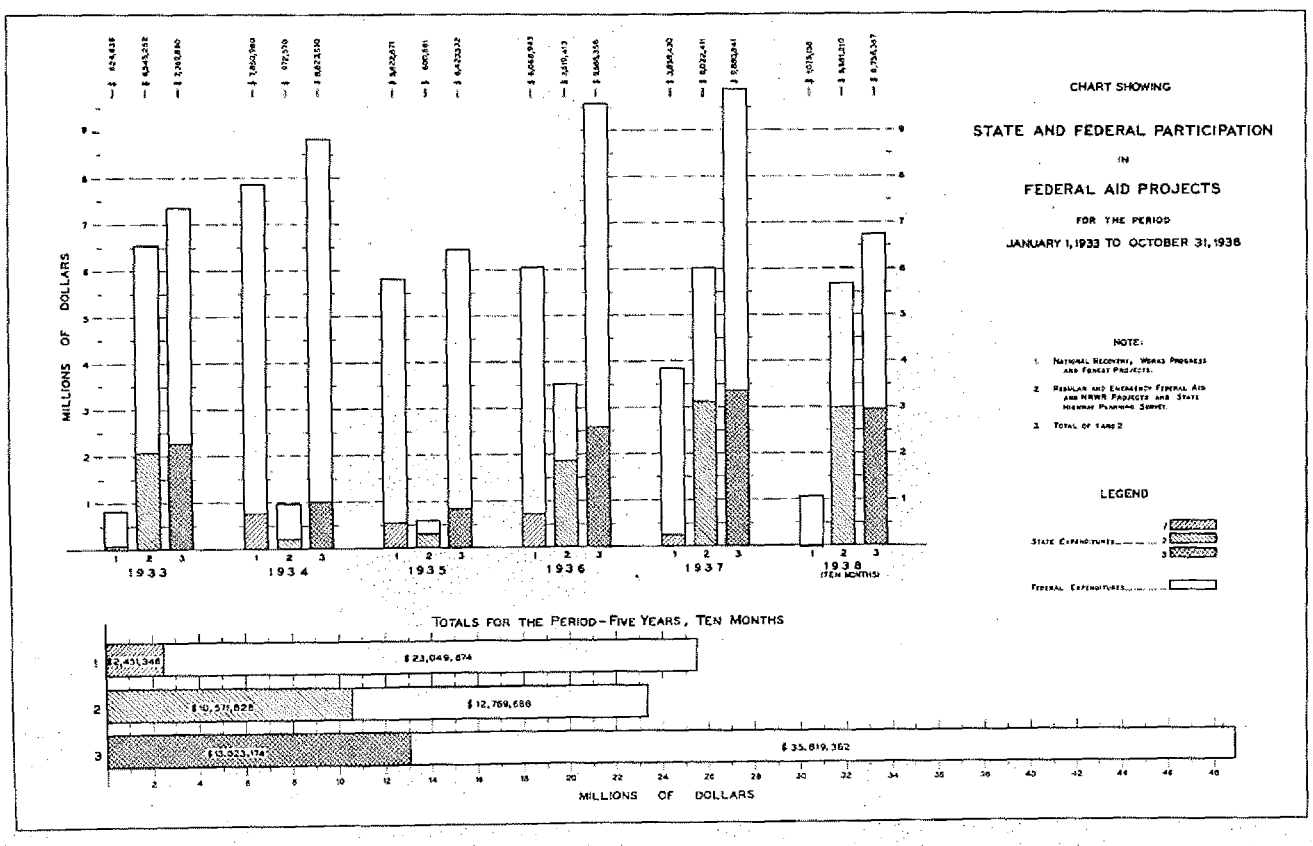
OKLAHOMA STATE HIGHWAY COMMISSION
STATEMENT SHOWING STATE PARTICIPATION IN FEDERAL AID PROGRAMS
JANUARY 1, 1933 TO OCTOBER 31, 1938

S.H.C.&.M. FUND PROJECTS	1933	1934	1935	1936	1937	FIRST TEN MONTHS 1938	GRAND TOTAL
FEDERAL RECEIPTS							
Regular Federal Aid	$ 1,985,558.03	$ 247,720.44	$ 6,090.07	$ 1,332,352.97	$ 2,710,459.87	$ 2,547,585.85	$ 8,829,767.23
Emergency Federal Aid	2,474,984.25	408,563.85					2,883,548.10
Other Federal Aid		106,722.40	286,850.11	316,032.34	201,795.32	144,972.08	1,056,372.25
Total Paid By Federal Government	4,460,542.28	763,006.69	292,940.18	1,648,385.31	2,912,255.19	2,692,557.93	12,769,687.58
Expenditures - Federal Aid Projects							
Regular & Emergency Federal Aid Projects	6,541,762.72	719,320.92	353,451.81	3,001,456.35	5,593,978.61	5,486,877.63	21,696,848.04
NRWR Projects	3,488.93	173,080.97	142,794.29	176,851.40	235,714.95	70,730.67	802,661.21
Other Federal Projects		80,168.28	104,415.01	1,503.59	13,606.23	61,225.12	261,008.23
State Highway Planning Survey				339,511.39	179,110.84	62,376.11	580,998.34
Total Expenditures	6,545,251.65	972,570.17	600,661.11	3,519,412.73	6,022,410.63	5,681,209.53	23,341,515.82
Paid by State	2,084,709.37	209,563.48	307,720.93	1,871,027.42	3,110,155.44	2,988,651.60	10,571,828.24
	4,460,542.28	763,006.69	292,940.18	1,648,385.31	2,912,255.19	2,692,557.93	12,769,687.58
TRUST FUND PROJECTS							
Total Engineering Claims Paid by State	189,205.13	924,958.21	700,719.80	684,003.39	423,397.47	64,434.42	2,985,718.42
Contract Overruns & Non-Participating Items Paid by State		53,174.45	275,012.48	258,333.64	96,989.72	17,535.08	701,045.37
Total	189,205.13	978,132.66	975,732.28	942,337.03	519,387.19	81,969.50	3,686,763.79
Less: Payments to State for Engineering		206,088.49	433,607.57	215,679.54	263,718.13	116,327.38	1,235,415.11
Paid by State	$ 189,205.13	$ 772,044.17	$ 542,124.71	$ 726,660.49	$ 255,669.06	$ * 34,357.88	$ 2,451,345.68

* Indicates Deduction.

RECAPITULATION

			PERCENT
Total Expenditures - Contract & Engineering - National Recovery & Works Progress Projects	$ 25,501,020.03		100.00
Paid by State		$ 2,451,345.68	9.61
Paid by Federal Government		$ 23,049,674.35	90.39
Total Expenditures - Federal Aid Projects	23,341,515.82		100.00
Paid by State		10,571,828.24	45.29
Paid by Federal Government		12,769,687.58	54.71
Total Expenditures on all Projects having Federal Participation	48,842,535.85		100.00
Paid by State		13,023,173.92	26.66
Paid by Federal Government		35,819,361.93	73.34



FIRM NAME	1937	1938	TOTAL
Matheny Auto Supply	- - -	172.50	172.50
Matthews Brothers	19,519.16	- - -	19,519.16
Maxey Company, S. O.	160.00	- - -	160.00
Maybow Machine Company	- - -	98.55	98.55
Mays Lumber Company, C. M.	583.39	- - -	583.39
Mays Motor Company	- - -	78.20	78.20
Merveldt & Lawson, Inc.	1,250.00	- - -	1,250.00
Menard & Tarberry Company	- - -	1,146.00	1,146.00
Merkle Motor Company	- - -	123.53	123.53
Metcalf & Thomas	- - -	108.26	108.26
Miami Rock Products Company	- - -	1,547.58	1,547.58
Mid-Continent Petroleum Corp.	74,707.38	13,499.90	88,207.28
Mid-Continent Pipe & Supply Company	152.75	- - -	152.75
Midco Supply Company	1,742.60	814.37	2,556.97
Midwest Materials Company	112,427.20	32,350.50	144,777.70
Midwest Steel Company	976.50	66.00	1,042.50
Miller Hardware Company	1,335.21	120.00	1,455.21
Million-Haydon Motor Company	1,090.80	- - -	1,090.80
Mills Company	246.00	- - -	246.00
Mine Safety Appliance Company	214.10	- - -	214.10
Minneapolis-Moline Plow & Implement Company	43.31	- - -	43.31
Mission Village	- - -	175.50	175.50
Missouri Rolling Mill Corp.	3,451.79	- - -	3,451.79
Modern Motors, Inc.	- - -	959.47	959.47
Monroe Calculating Machine Company	3,818.01	2,015.35	5,833.36
Monroe Transfer Company	- - -	513.75	513.75
Mooney Company, Inc., Bob	187.00	- - -	187.00
Moran-Buckner Company	1,035.00	11,012.18	12,047.18
Mosier, Bill, Inc.	58.62	- - -	58.62
Motor Sales Company	455.39	143.55	598.94
Motor Supply Company	681.70	1,293.30	2,047.00
Motor Truck Sales, Inc.	1,046.07	- - -	1,046.07
Myer Motor Company, Harry	79.05	- - -	79.05
Mullinix, Ray, Inc.	- - -	24.80	24.80
Multigraph Sales Agency	672.94	424.53	1,097.47
Munger & Son, Thomas D.	- - -	181.25	181.25
Muskogee Clay Products Co.	1,335.77	- - -	1,335.77
MuskogeeGravel Company	- - -	39,673.61	39,673.61
Muskogee Iron Works	1,514.52	434.28	1,948.80
Muskogee Sand Company	- - -	1,492.88	1,492.88
Myers Motor Company	748.29	1,289.16	2,037.45
Myers Photo Company	- - -	330.00	330.00
Madison, Nora May	740.00	- - -	740.00
Mahaffey, C. E.	42.30	- - -	42.30
Malahay, Robert	- - -	186.50	186.50
Masters, Dr. H. A.	- - -	4.00	4.00
McClaran, Wm. M.	- - -	47.15	47.15
Maddox, John	- - -	526.62	526.62
Marsh, Wm. G.	100.00	- - -	100.00
Mayhan, James C.	149.80	- - -	149.80
Madlin, J. M.	142.80	- - -	142.80
Miars, F. E.	11.70	- - -	11.70
Miller, J. T.	35.75	- - -	35.75
Mcderics, Dr. H. H.	- - -	54.50	54.50
Miller, A. C.	- - -	50.00	50.00
Mirchon, A. J.	- -	48.00	48.00
Moody, Henryetta C.	340.00	- - -	340.00
Moore, A. L.	90.00	- - -	90.00
Moore, S. S.	772.45	- - -	772.45
Morrow, Dr. John D.	- - -	14.00	14.00
Moberly, Jacob F.	- - -	100.00	100.00
Morris, E. O.	362.00	488.10	850.10
McAlester Fuel Company	452.80	- - -	452.80
McAlester Cotton Oil Mill Company	575.74	- - -	575.74
Mcandrews Rubber Company	6,189.13	198.75	6,387.90
McBee Company	17,216.34	1,234.27	18,450.61
McCleron Tire Company	1,218.14	2,599.97	3,798.11
McClendon Brothers	870.16	- - -	870.16
McKenzie Lumber Company	434.37	- - -	434.37
McWorter Sales Agency	235.00	- - -	235.00
MacArthur, E. T.	375.00	- - -	375.00
McCall, Lewis L.	161.10	- - -	161.10
McCullum, Wiletta	188.00	- - -	188.00
McCowan, P. J.	110.00	- - -	110.00
McCurdy, Ralph E.	800.00	- - -	800.00
McGee, E. F.	361.44	- - -	361.44
McKinney, O. J.	4,955.00	- - -	4,955.00
National Colortype Company	2,409.64	- - -	2,409.64
National Lumber & Creosoting Company	12,771.16	- - -	12,771.16
National Packing Service	18.00	- - -	18.00
Nebraska Bridge Supply & Lumber Company	1,535.78	- - -	1,535.78
Nelson Sheet Metal & Roofing Works	100.00	- - -	100.00
New State Lumber & Piling Company	7,947.72	168.00	8,115.72
Nims & Frost	1,344.00	- - -	1,344.00
Noble Nursery	- - -	35.50	35.50
Northeast Materials Company	- - -	41,364.00	41,364.00
Northway, F. E., Inc.	2,086.07	538.50	2,624.57

FIRM NAME	1937	1938	TOTAL
Norton-Elliott Motor Company	927.60	168.77	1,096.37
Norton-Johnson Buick Company	3,018.14	2,081.50	5,099.64
Northwest Engineering Company	18,650.00	- - -	18,650.00
Northwest Motor Company	4,345.00	- - -	4,345.00
Nowata Motor Company	69.20	- - -	69.20
Nesbit, Howard	- - -	66.00	66.00
Nichols, D. L.	510.00	20.00	530.00
Noble, Floyd	350.00	810.00	1,160.00
Norris, W. C.	38.76	- - -	38.76
North, Barney	60.00	110.00	170.00
Oakite Products Company	157.31	359.73	517.04
Oakville Clip Company	40.00	- - -	40.00
Ohio Oil Company	8,334.11	5,059.87	13,393.98
O.K. Salvage & Body Shop	105.21	- - -	108.21
Oklahoma A & M College	180.00	- - -	180.00
Ottawa Silica Company	87.00	65.00	152.00
O. K. Electric Service	- - -	126.34	126.34
Oklahoma City Battery & Electric Company	41.56	72.26	113.82
Oklahoma Auto Supply	716.84	728.03	1,444.87
Oklahoma Bindery Company	38.50	- - -	38.50
Oklahoma Cement Pipe Company	105.30	- - -	105.30
Oklahoma City Hardware Company	10,680.65	6,495.80	17,176.65
Oklahoma Electric Company	227.77	- - -	227.77
Oklahoma Gas & Electric Company	65.00	- - -	65.00
Oklahoma Gasoline Plants, Inc.	- - -	146.90	146.90
Oklahoma Machine & Welding Works	24,975.00	- - -	24,975.00
Oklahoma Paper Company	- - -	82.12	82.12
Oklahoma Paint & Supply Company	932.59	478.47	1,411.06
Oklahoma Photo Supply Company	1,960.00	196.00	2,156.00
Oklahoma Portland Cement Company	25.27	55.65	80.92
Oklahoma Printing Company	51,782.83	3,047.89	54,830.72
Oklahoma Rig & Supply Company	- - -	21.25	21.25
Oklahoma Road Supply Company	55.20	- - -	55.20
Oklahoma Sanitary Supply Company	- - -	1,488.78	1,488.78
Oklahoma Sanitary Wiping Cloth Company	37.50	96.00	133.50
Oklahoma Sash & Door Company	126.50	- - -	126.50
Oklahoma State Penitentiary	106.86	- - -	106.86
Oklahoma Sub Penitentiary	15,712.10	10,013.50	25,725.60
Oklahoma Rich Mountain Railroad Company	- - -	125.28	125.28
Oklahoma Tractor & Equipment Company	- - -	123.81	123.81
Oklahoma Transportation Company	231,125.70	41,161.56	272,287.26
Oklahoma Wire & Iron Works	- - -	867.40	867.40
O'Neil Brothers Chevrolet Company	26,272.80	288.43	26,561.23
Overhead Door Company of Oklahoma	- - -	77.52	77.52
Overlees Drusen Lumber Company	1,082.88	136.20	1,219.08
Oldham, L. F.	225.00	- - -	225.00
Oler, Mrs. W. H.	650.00	- - -	650.00
Otoe Tribe of Indians	404.80	- - -	404.80
Ottinger Brothers	250.00	- - -	250.00
Ottinger, T. C.	- - -	75.00	75.00
	550.00	- - -	550.00
P & A Chevrolet Company	31.50	- - -	31.50
Page, Clarence E.	18,902.85	14,234.97	33,137.82
Pallace Office Supply Company	57.38	- - -	57.38
Pallady Welding & Equipment Company	442.00	250.00	692.00
Panther Grease Company	122.40	- - -	122.40
Paris-Cope, Inc.	1,723.80	19,505.28	21,229.08
Parkinson Motor Company	1,026.57	187.86	1,214.43
Parkinson-Neal Motor Company	71.30	- - -	71.30
Patterson Steel Company	14,534.15	4,574.90	19,109.05
Patton, Roy L. Company	- - -	73.36	73.36
Pawling-Harrischfeger Company	177.42	- - -	177.42
Pawnee Motor Company	12,659.00	4,475.93	17,134.93
Peerless Oklahoma Company	55.06	- - -	55.06
Peerless Stone Company	443.68	- - -	443.68
Penny, J. C., Company	- - -	15.20	15.20
Peoples Ice Company	57.90	- - -	57.90
Perry Coal Company	- - -	21.16	21.16
Petroleum Purchasing Corporation	36,610.00	- - -	36,610.00
Petty, W. J., & Company	- - -	13.50	13.50
Phelan-Faust Paint Mfg. Company	- - -	1,863.00	1,863.00
Phillips Petroleum Corporation	6,262.05	3,825.90	10,087.95
Phillips, Victor L., Company	45,976.53	9,759.03	55,735.56
Phipps Motor Company, O. L.	615.00	- - -	615.00
Pioneer Iron & Metal Company	226.80	- - -	226.80
Pittsburgh Plate Glass Company	7.80	- - -	7.80
Polk, R. L., & Company	18.00	- - -	18.00
Pollacks Store	147.00	- - -	147.00
Porte Publishing Company	25.00	15.00	40.00
Frost Machine Works	31.90	- - -	31.90
Preston-Burch Lumber Company	13,782.89	5,263.75	19,046.64

FIRM NAME	1937	1938	TOTAL
Prince Chevrolet Company	- - -	142.58	142.58
Producers Lumber Company	522.41	- - -	522.41
Pryor Lumber & Grain Company	194.93	- - -	194.93
Public Service Company of Oklahoma	66.36	- - -	66.36
Pyrene Manufacturing Company	36.04	- - -	36.04
Packard, R. A.	427.50	- - -	427.50
Palmer, J. S.	200.00	- - -	200.00
Parell, C. C.	488.00	- - -	488.00
Panel, James H.	776.20	99.90	876.10
Parker, P. M.	312.00	- - -	312.00
Pate, J. F.	1,787.00	1,630.82	3,417.82
Paulson, J. H. Sr.	800.00	- - -	800.00
Payne, W. C.	69.30	- - -	69.30
Pearce, J. E.	65.60	- - -	65.60
Penn, Frank E.	27,216.00	- - -	27,216.00
Pennell, James H.	241.50	- - -	241.50
Pettie, Delois	- - -	1,231.55	1,231.55
Phillips, J. J.	- - -	670.00	670.00
Phillips, John K.	46.13	- - -	46.13
Phillips, O. A.	- - -	92.90	92.90
Pierce, E. D.	- - -	50.00	50.00
Pierce, H. L.	1,340.00	- - -	1,340.00
Pitts, W. H.	- - -	455.00	455.00
Poarch, J. E.	68.80	- - -	68.80
Pool, Lee	12.50	- - -	12.50
Portwood, J. M.	- - -	1,466.22	1,466.22
Pratt, George	500.00	904.40	1,404.40
Prickett, E. M.	- - -	1,400.00	1,400.00
Rathbun, C. W., Company	769.17	1,455.97	2,225.14
Raymond Furniture Company	- - -	39.75	39.75
Reece & Etheridge Produce Company	39.60	- - -	39.60
Refinery Supply Company	4,325.18	1,968.40	6,293.58
Reliable Chevrolet Company	103.90	- - -	103.90
Reliance Implement Company	834.48	742.38	1,576.86
Reliance Tent & Awning Company	171.08	- - -	171.08
Remington-Rand, Inc.	2,556.25	551.65	3,107.90
Republic Steel Corporation	524.16	273.70	797.86
Richards, E. A., Company	7,792.02	1,717.50	9,509.52
Richards-Conover Hardware Company	1,918.26	1,984.39	3,902.65
Richards & Mullinix Company	- - -	2,826.00	2,826.00
Roach Drug Company	786.55	325.00	1,111.65
Robertson Brothers	362.46	- - -	362.46
Rogers Iron Works	336.47	- - -	336.47
Rogers Lumber Company, T. H.	- - -	104.40	104.40
Roscoe Mfg. Company	153.60	- - -	153.60
Ross Motor Company	52.30	- - -	52.30
Rotary Lift Company	215.00	- - -	215.00
Rounds & Porter Lumber Company	83.20	- - -	83.20
Rowland, M. A., Company	54.90	- - -	54.90
Royal Typewriter Company	1,331.09	476.56	1,807.65
Rush, John M., Lumber Company	985.00	- - -	985.00
Ryerson, Joseph T., & Son	146.63	- - -	146.63
Rabon, Dorothy	100.20	- - -	100.20
Radcliff, R. R.	- - -	60.00	60.00
Ranch Circle "E"	59.20	- - -	59.20
Roberts, Fannie L. & C. W.	284.90	- - -	284.90
Ratzloff, H. C.	725.00	- - -	725.00
Reaves, B. M.	95.20	- - -	95.20
Robertson, Joe	215.30	- - -	215.30
Robertson, Mrs. R. H.	65.55	- - -	65.55
Robinson, O. L.	373.15	- - -	373.15
Robinson, Maud	1,335.00	- - -	1,335.00
Robson, L. A.	350.00	- - -	350.00
Rose, C. H.	186.90	- - -	186.90
Rosmond, Frank	- - -	1,470.00	1,470.00
Rose, B. J.	- - -	186.30	186.30
Ruckman, Criss	172.65	- - -	172.65
Rutherford, George W.	100.00	- - -	100.00
Rutherford, R. E.	90.00	- - -	90.00
Rutherford, T. H.	- - -	201.30	201.30
Sarbers Press Clipping Service	239.83	186.50	426.33
Sargent, E. H., & Company	329.25	123.90	453.15
Santer Brothers	451.76	146.85	598.61
Schall & Starke, Inc.	971.00	2,344.00	3,315.00
Schiff-Mayer Company	4,178.11	1,674.66	5,852.77
Seidlitz Paint & Varnish Company	- - -	127.50	127.50
Sequoyah Lumber Company	359.83	- - -	359.83
Severin Tire & Supply Company	1,663.32	859.27	2,522.59
Sewall Paint & Varnish Company	648.80	2,424.60	3,073.40
Shamburger, C. D., Lumber Company	- - -	124.86	124.86
Shapleigh Hardware Company	2,031.96	- - -	2,031.96

FIRM NAME	1937	1938	TOTAL
Sharp Auto Supply Company	354.00	- - -	354.00
Shaw-Walker Company	584.35	1,857.10	2,441.45
Shepard Company, Frank	2,235.60	- - -	2,235.60
Sherman Machine & Iron Works	80.00	- - -	80.00
Sherwin Williams Paint Company	- - -	3,506.65	3,506.65
Signal Service Corporation	1,175.02	292.58	1,467.60
Simmons Hardware Company	56.16	31.19	87.35
Simpson Auto Company	275.63	- - -	275.63
Simpson Chevrolet Company	4,434.30	- - -	4,434.30
Sims & Sims, Inc.	148.49	- - -	148.49
Sinclair Refining Company	65.09	- - -	65.09
Skinner Chat Company, R. W.	6,306.85	4,062.80	10,369.65
Smith, L. C., & Corona Typewriter Company	67,392.58	13,145.60	80,538.58
Smith, J. E., & Sons	1,719.63	1,416.46	3,135.09
Smith, Bert, Road Machinery Company	300.00	- - -	300.00
Smead Nursery	- - -	275.00	275.00
Socony-Vacuum Oil Company	837.70	88.30	926.00
Sooner Box Company	8,706.00	- - -	8,706.00
Southern Asphalt & Petroleum Corporation	- - -	14.56	14.56
Southern Rock Asphalt Company	628.00	- - -	628.00
Southwest Airtemp Corporation	304,394.64	98,953.18	403,347.82
Southwest Factory	2,218.60	6.30	2,224.90
Southwest Stone Company	1,815.30	- - -	1,815.30
Southwestern Engraving Company	7,706.10	913.80	8,619.90
Southwestern Stationery & Bank Supply	24.82	- - -	24.82
Southwestern Stamp Works	3,144.68	6,232.55	9,377.23
Spencer, Parker, Company	37.90	13.90	51.80
Spencer Lumber Company	650.00	- - -	650.00
Standard Brush & Broom Company	276.44	- - -	276.44
Standard Engraving Company	- - -	33.00	33.00
Standard Motor Company	10.35	3,634.48	3,644.83
Standard Oil Company	- - -	187.62	187.62
Standard Parts Company	580.80	151.50	732.30
Standard Paving Company	1,333.31	- - -	1,333.31
Standard Roofing & Material Company	23,833.70	8,370.70	32,204.40
Standley Machinery Company	1,872.16	- - -	1,872.16
Star Printery	35,386.44	1,769.92	37,156.36
Starr Lumber Company	- - -	28.20	28.20
State Employees Union	144.00	- - -	144.00
State School Land Commission	- - -	40.40	40.40
Stephenson-Brown Lumber Company	1,626.00	- - -	1,626.00
Stephens Bros. Service	548.13	168.76	716.88
Stonebroker Zoa Livestock Company	- - -	41.07	41.07
Strange-Jones Hardware Company	- - -	48.50	48.50
Stringtown Lumber Company	- - -	249.75	249.75
Success Motor Company	230.83	- - -	230.83
Sullivan's Auto Hospital	- - -	107.49	107.49
Swift & Company	144.00	- - -	144.00
Sander, Charlie	3,406.37	- - -	3,406.37
Sarkies, S. J.	- - -	315.28	315.28
Sauberlich, C.	541.17	- - -	541.17
Savoy, E. C.	399.75	- - -	399.75
Savoy, E. F.	- - -	425.00	425.00
Schmedeman, A. C.	1,050.00	- - -	1,050.00
Schumann, M.	- - -	385.60	385.60
Scott, T. J.	149.20	- - -	149.20
Scott, W. L.	1,173.74	- - -	1,173.74
Sears, Jay	540.00	- - -	540.00
Sellers, M. S.	50.00	- - -	50.00
Scott, P. W.	950.00	30.00	980.00
Shamblin, W. B.	- - -	350.00	350.00
Shark, Leo C.	240.00	- - -	240.00
Shaw, Will J.	2,210.00	1,239.80	3,449.80
Shi, Dr. A. J.	300.00	- - -	300.00
Shippy, Dr. W. L.	89.70	- - -	89.70
Shimmering, H. J.	- - -	100.00	100.00
Simmons, T. A.	85.00	- - -	85.00
Singletorry, R. L.	1,250.00	1,500.00	2,750.00
Slocom, F. E.	179.00	- - -	179.00
Smith, Daniel	50.00	- - -	50.00
Sneed, J. J.	50.00	- - -	50.00
Sneed, Joe	144.50	- - -	144.50
Snell, George N.	164.00	- - -	164.00
Snyder, Kenneth C.	- - -	45.00	45.00
Sparlin, Mollie	60.00	- - -	60.00
Speegle, J. A.	30.00	120.00	150.00
Spencer, Mary	755.60	- - -	755.60
Smith, Jim	327.70	- - -	327.70
Speaker, Sam	- - -	788.02	788.02
Spears, Ed	- - -	78.75	78.75
Starr, Wilson W.	- - -	2,417.02	2,417.02
Stephens, Sam	- - -	323.73	323.73
Stinchomb, R. P.	13.80	- - -	13.80
Stinson, W. D.	750.00	- - -	750.00
Streator, A. F.	- - -	33.70	33.70
Strong, Bertha M.	1,225.00	- - -	1,225.00
Stucker, R. B. & Clara	625.00	- - -	625.00
Summers, James Parker	83.50	- - -	83.50
Swande Bros.	132.00	- - -	132.00
Swindell, R. C.	48.00	27.50	75.50
	460.00	- - -	460.00

FIRM NAME	1937	1938	TOTAL
Tackett, Clarence, Supply Company	803.90	978.35	1,782.25
Talihina Ice Company	1,984.21	175.78	2,159.99
Tahlequah, Ice Company	1,357.50	- - -	1,357.50
Taylor Instrument Company	- - -	101.86	101.86
Texas Company	1,580.37	- - -	1,580.37
Thomas Concrete Pipe Company	- - -	2,409.40	2,409.40
Thomas Electric Company	476.00	347.00	823.00
Thomas Publishing Company	- - -	10.00	10.00
Thompson Book Store	106.15	- - -	106.15
Three States Lumber Company	4,319.76	1,941.11	6,260.87
Thurston-Doran Hardware Company	79.75	- - -	79.75
Timber Engineering Company	- - -	60.25	60.25
Tishomingo Concrete Pipe Company	198.20	- - -	198.20
Torsion Balance Company	- - -	70.00	70.00
Town of Forgan	65.00	- - -	65.00
Town-Sec Equipment Company	36,673.65	948.96	37,622.61
Tracy & Irwin	15.38	- - -	15.38
Trave-Taylor Company	949.50	2,749.50	3,699.00
Triangle Blue Print & Supply Company	287.00	572.65	859.65
Truscon Steel Company	127.20	- - -	127.20
Tulsa Machinery Company	- - -	423.97	423.97
Tulsa Paper Company	259.28	210.00	469.28
Tulsa Rubber Products Company	76.24	- - -	76.24
Tulsa Rig, Reel & Manufacturing Company	2,337.30	- - -	2,337.30
Tulsa Sand Company	2,968.00	1,238.45	4,206.45
Tulsa Wench Mfg. Company	227.28	- - -	227.28
Tuskahoma Gravel Company	1,059.31	- - -	1,059.31
Tylor Company, W. S.	48.84	- - -	48.84
Taylor, J. L.	- - -	300.00	300.00
Thompson, Lowell	179.28	- - -	179.28
Tidwell, J. W.	337.80	- - -	337.80
Tisdale, H. B.	470.40	- - -	470.40
Tracey, Thos. A.	108.50	- - -	108.50
Turpin, M.	51.60	- - -	51.60
Underwood-Elliott-Fisher Company	3,895.02	813.47	4,709.49
Union Iron Works	72.50	- - -	72.50
Union Traction Company	96.60	- - -	96.60
United Plate & Window Glass Company	134.65	69.95	204.60
United Refrigeration & Supply Company	285.00	- - -	285.00
United Motors	1,162.64	- - -	1,162.64
United States Mutual Corporation	- - -	61.56	61.56
Updegraff Sand & Stone Company	20,706.50	- - -	20,706.50
U. S. Rubber Products, Inc.	130.72	- - -	130.72
Utterback Typewriting Company	- - -	279.45	279.45
Vaughan Oil Company	- - -	100.00	100.00
Vernon Law Book Company	- - -	1,500.00	1,500.00
Victor Adding Machine Company	25.25	- - -	25.25
Veto-Jacobus Motor Company	- - -	16.20	16.20
Vaughn, B. A.	- - -	500.00	500.00
Vice, E. E.	- - -	660.40	660.40
Victor, Frod	325.20	- - -	325.20
Viddaurri, Lee	52.36	- - -	52.36
Walker Drug Store	522.00	- - -	522.00
Wallingford Elevator Company	- - -	486.00	486.00
Walton Miller Trading Company	- - -	511.43	511.43
Walters Wholesale Oil & Gas Company	60.00	- - -	60.00
Ward-Seckman Concrete Pipe Company	1,841.91	903.50	2,745.41
Warren Hardware Company	94.00	- - -	94.00
Watkins Hardware Company	424.30	- - -	424.30
Watson Service Station	- - -	8,724.75	8,724.75
Waugh Paint Company	774.50	- - -	774.50
Waynoka Sand & Gravel Company	6,483.00	- - -	6,483.00
Weaver Lumber Company	270.00	- - -	270.00
Webster Electric Company	19.97	- - -	19.97
West Hardware Company, J. E.	674.34	- - -	674.34
West Publishing Company	155.70	10.00	165.70
West Sand Company	- - -	160.50	160.50
Western Auto Salvage Company	61.36	- - -	61.36
Western Bank & Office Supply Company	6,448.34	2,245.10	8,693.44
Western Barber & Beauty Supply Company	114.10	- - -	114.10
Western Bindery Company	499.00	- - -	499.00
Western Brick Company	345.00	- - -	345.00
Western Hardware Company	1,820.95	21.60	1,842.55
Western Lumber & Hardware Company	733.20	1,772.50	2,505.70
Westinghouse Electric Company	189.20	5.00	194.20
Weston Lumber Company, C. S.	270.00	- - -	270.00
Weatherby Electric Company	549.84	- - -	549.84

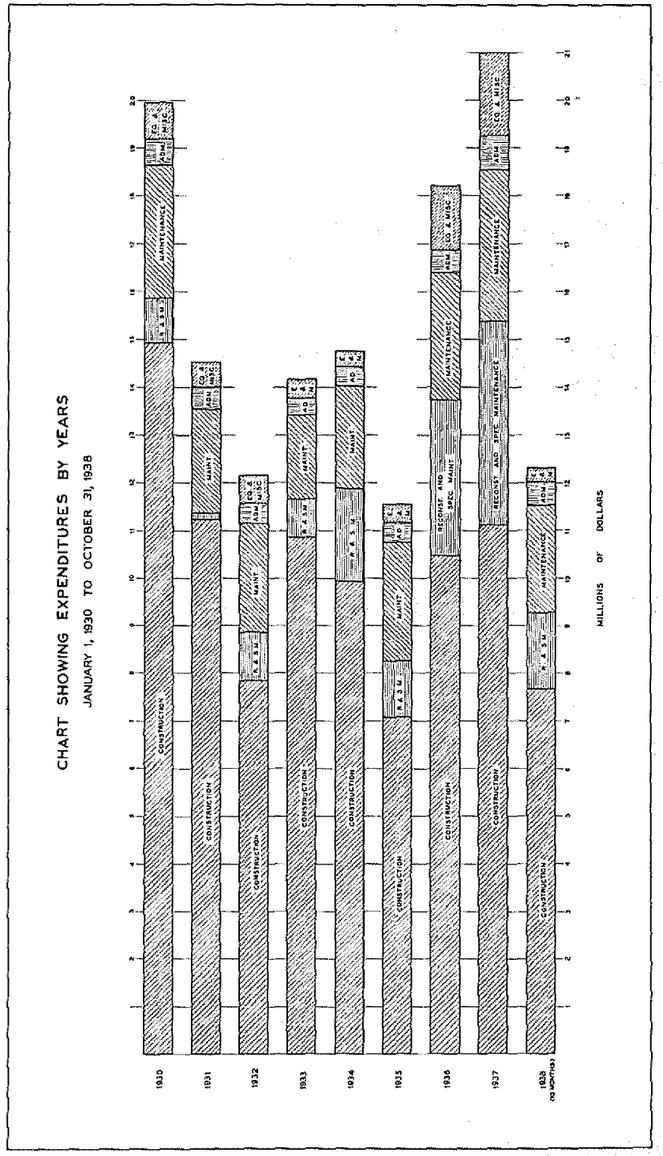
FIRM NAME	1937	1938	TOTAL
Weigand Co., W. L.	- - -	60.00	60.00
Wewoka Brick & Tile Company	1,252.35	- - -	1,252.35
Wewoka Plumbing Company	51.85	- - -	51.85
Wheelers Automotive Supply Company	520.03	- - -	520.03
Wilkins-Anderson Company	238.10	- - -	238.10
Williams Auto Company	139.05	95.00	234.05
Williams Hardware Company	1,125.45	83.00	1,208.45
Williams Motor Company	1,251.19	- - -	1,251.19
Williamsport Wire Rope Company	297.23	- - -	297.23
Wilson-Bennett Lumber Company	4,942.16	501.46	5,443.62
Wilson & Company	3,029.31	- - -	3,029.31
Woody Motor Company	48.60	- - -	48.60
Wylie-Stewart Machinery Company	253,192.65	71,722.75	324,915.40
Wynnewood Asphalt Company	544,458.86	36,674.40	581,133.28
Walker, A. S.	450.00	- - -	450.00
Walker, Roy	- - -	1,070.83	1,070.83
Walker, H. L.	76.66	- - -	76.66
Walters, Cleo	114.48	- - -	114.48
Warnaca, F. H.	- - -	45.00	45.00
Waters, John	252.00	- - -	252.00
Webb, William	2,500.00	- - -	2,500.00
Weber, C. E.	72.35	- - -	72.35
Webster, B. M.	150.00	- - -	150.00
Welch, Walter	158.40	- - -	158.40
Wells, Frank	30.00	- - -	30.00
Wells, W. H.	150.00	- - -	150.00
Wood and Haizlip	- - -	124.37	124.37
Whitley, John	42.00	111.30	153.30
White, A. W.	- - -	33.92	33.92
Whitmore, H. F.	259.20	- - -	259.20
Wiley, Ralph Lee	- - -	48.90	48.90
Williams, Hattie	208.30	- - -	208.30
Williams Virtis	209.90	3.10	213.00
Wilson, J. H.	106.70	27.50	134.20
Wimmer, William	600.00	- - -	600.00
Wolf, J. W.	- - -	10.00	10.00
Workman, John	200.00	- - -	200.00
Yabola Sand & Gravel Company	54,775.36	14,279.16	69,054.52
Yale Towne Mfg. Company	530.40	- - -	530.40
Yarmuk, N.	- - -	160.00	160.0 0
Young, J. C.	400.00	- - -	400.00
Young, Robert E.	- - -	446.25	446.25
Young, Roy	- - -	440.00	440.00
Zollner, J. L.	178.72	- - -	178.72
Zellars, Mrs. Rona	817.25	- - -	817.25
Zahn, Velma	200.00	- - -	200.00
Total	$4,548,126.41	$1,347,425.71	$5,895,552.12

OKLAHOMA STATE HIGHWAY COMMISSION
EXPENDITURES BY YEARS
JANUARY 1, 1918, TO OCTOBER 31, 1938

YEAR	CONSTRUCTION	* RECONSTRUCTION AND SPECIAL MAINTENANCE	MAINTENANCE	ADMINISTRATION	EQUIPMENT AND MISCELLANEOUS	TOTAL
1918	$ 476,673.95	$ -	$ -	$ -	$ -	$ 476,673.95
1919	1,735,991.87	-	-	-	-	1,735,991.87
1920	1,725,390.13	-	-	-	-	1,725,390.13
1921	6,431,413.96	-	-	-	-	6,431,413.96
1922	2,780,094.20	-	-	-	-	2,780,094.20
1923	7,071,569.68	-	-	-	-	7,071,569.68
1924	5,748,349.18	-	-	-	-	5,748,349.18
1925	10,836,479.90	-	1,714,480.27	343,326.84	-	12,894,287.01
1926	8,078,965.82	-	1,905,935.95	219,936.44	-	10,204,838.21
1927	10,016,091.46	-	2,359,583.67	218,165.58	-	12,593,840.71
1928	10,015,111.16	342,819.50	2,459,478.64	204,805.46	-	13,022,214.76
1929	9,122,621.85	1,254,833.31	2,913,215.81	472,489.41	-	13,763,160.38
1930	14,916,735.76	963,297.67	2,769,312.96	545,867.04	766,509.81	19,961,723.24
1931	11,215,570.12	156,708.82	2,172,636.38	467,074.98	519,498.19	14,531,488.49
1932	7,832,303.46	1,029,274.59	2,277,919.15	419,967.51	601,148.72	12,160,613.43
1933	10,870,899.26	785,889.38	1,760,034.20	359,493.03	405,221.57	14,184,537.44
1934	9,934,675.42	1,963,733.37	2,123,602.46	413,020.12	337,380.22	14,772,411.59
1935	7,086,390.74	1,166,500.52	2,510,389.50	402,578.33	401,621.69	11,567,580.78
1936	10,493,564.02	3,230,737.13	2,681,122.67	480,480.29	1,328,106.43	18,214,010.54
1937	11,130,022.76	4,263,818.77	3,161,829.24	703,947.93	1,744,878.36	21,004,497.06
1938 (10 Months)	7,678,738.12	1,607,371.29	2,242,500.01	488,570.43	308,915.94	12,326,095.79
TOTALS	$165,197,652.82	$16,768,084.35	$33,052,040.91	$5,739,723.39	$6,413,260.93	$227,170,782.40

Note: Maintenance and Administration Costs and Total Expenditures are not available up to 1925.
Expenditures for Equipment and Miscellaneous from 1925 through 1929 were absorbed in Construction, Maintenance and Administration Costs, as a result these figures are not absolutely correct.
Accurate and reliable records are available only since 1930. A further breakdown of expenditures for the past biennium may be found on Pages

* Expenditures shown as Reconstruction and Special Maintenance include all costs of improving of type of surface which was done by State Forces or Informal Contract.



OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED RECEIPTS AND DISBURSEMENTS STATEMENT
FOR THE YEAR ENDING DECEMBER 31, 1937

CASH BALANCE BEGINNING OF YEAR			
Federal Aid Fund		$ 1,152,022.24	
Available for Expenditure		391,252.35	$ 1,543,274.59
RECEIPTS:			
From Federal Government			
National Industrial Recovery Funds	$ 197,972.67		
Works Progress Funds	4,066,140.80		
Regular Federal Aid Funds	2,710,459.87		
National Recovery Work Relief Funds	99,007.57		
Reimbursements for State Highway Planning Survey	93,657.60		
U. S. Forest Funds	8,865.00		
Emergency Relief Funds	267.15	$ 7,176,376.86	
From State Taxes			
Gasoline Tax	$ 7,905,177.06		
Auto License Tax	1,602,705.99		
Motor Carrier Tax	843,563.60	$10,351,446.65	
From Other Sources			
Miscellaneous Revenue	$ 8,107.35		
Refunds and Miscellaneous Sales of Property	12,037.01		
Cancelled Warrants	8,889.87		
County Funds	46,112.72	$ 75,146.95	
Total Receipts			$17,602,970.46
Total Cash to be Accounted For			$19,146,245.05
DISBURSEMENTS:			
Construction			
National Industrial Recovery Projects		$ 125,263.65	
Works Progress Projects		3,630,594.73	
1936 Federal Aid Projects		2,302,629.29	
1937 Federal Aid Projects		3,075,001.40	
National Recovery Work Relief Projects		230,419.23	
National Recovery Forest Projects		13,601.23	
1931-2-3 Federal Aid Projects		6,735.35	
Wors Progress Administration Projects		577,402.55	
Maintenance Improvement Projects		3,736,068.84	
Maintenance Replacement Projects		533,749.93	
Prison Camp Projects		501,276.61	
State Projects		200.00	
Acquisition of Right of Way		366,575.09	
Survey		79,488.98	
Road Plans		84,740.74	
Bridge Plans		41,244.07	
Bridge Soundings		13,699.74	
Right of Way Department		60,061.71	
Plant Inspection		17,824.75	
Project Advertising		3,263.64	$15,393,841.53
Administration			
State Highway Commission		$ 36,320.46	
General Office		108,060.55	
Accounting Department		143,014.90	
Purchasing Department		46,854.63	
State Examiner & Inspector		8,015.90	
Legal Expense		15,885.53	
Division Administration		201,934.89	
Engineering Administration		143,861.01	$ 703,947.93
Maintenance			$ 3,161,829.24
Equipment and Miscellaneous			
Purchase of Equipment		$ 1,084,862.38	
Cost of Land & Buildings		85,094.96	
Maintenance of Land & Buildings		16,027.01	
Testing Laboratory		105,816.53	
Compensation Insurance		138,523.32	
Geodetic Survey		162.64	
State Travel and Tourist Bureau		959.83	
State Highway Planning Survey		179,110.84	
Central Garage		19,662.01	

Operation of Shops—Excess Cost Over Credits for Work Done	168,178.44	
Warehouse Stock—Excess Purchases over Credits for Material Used	85,073.29	
Operation of Equipment—Excess Equipment Rental Credits over Charges During Year	*118,592.90	$ 1,744,878.36
Net Expenditures During Period		$21,004,497.06
Add: Adjustment for Miscellaneous Receipts Credited to Expenditures		17,308.78
Total Claims Registered During Period		$21,021,805.84
Deduct: Unpaid Claims End of Period	$ 7,332,835.40	
Unpaid Claims Beginning of Period	4,438,722.23	2,894,113.17
Cash Disbursements During Period (Warrants Issued)		$18,127,692.67
Add: Working Fund Advance Returned to Federal Government		600,000.00
		$18,727,692.67
Add: Cash Balance End of Period		
Federal Aid Fund	$ 58,774.20	
Available for Expenditure	359,778.18	418,552.38
Total Cash Accounted For		$19,146,245.05

*Indicates Deduction.

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED RECEIPTS AND DISBURSEMENTS STATEMENT
JANUARY 1, TO OCTOBER 31, 1938

CASH BALANCE BEGINNING OF YEAR			
Federal Aid Fund		$ 58,774.20	
Available for Expenditure		359,778.18	$ 418,552.38
RECEIPTS:			
From Federal Government			
National Industrial Recovery Funds	$ 140,821.90		
Works Progress Funds	1,069,897.42		
Regular Federal Aid Funds	2,547,585.85		
National Recovery Work Relief Funds	1,507.26		
Reimbursements for State Highway Planning Survey	$9,129.68		
U. S. Forest Funds	2,710.61		
Federal Land Funds	47,082.00		
1931-2-3 Federal Aid Funds	4,542.53	$ 3,903,277.25	
From State Taxes			
Gasoline Tax	$ 8,378,900.98		
Auto License Tax	1,316,988.17		
Motor Carrier Tax	567,274.41	$10,263,163.56	
From Other Sources			
Miscellaneous Revenue	$ 6,473.50		
Refunds and Miscellaneous Sales of Property	29,759.31		
Cancelled Warrants	9,748.91	$ 45,981.72	
Total Receipts			$14,212,422.53
Total Cash to be Accounted For			$14,630,974.91
DISBURSEMENTS			
Construction			
National Industrial Recovery Projects		$ 129,482.57	
Works Progress Projects		945,675.06	
1936 Federal Aid Projects		233,747.62	

1937 Federal Aid Projects	2,368,867.97	
1938 Federal Aid Projects	2,800,374.72	
1939 Federal Aid Projects	83,867.32	
National Recovery Work Relief Projects	70,730.67	
Federal Land Projects	61,225.12	
Works Progress Administration Projects	327,875.35	
Maintenance Improvement Projects	1,284,414.04	
Maintenance Replacement Projects	322,957.25	
Prison Camp Projects	68,632.23	
State Projects	29,622.07	
Acquisition of Right of Way	348,883.55	
Survey	50,950.60	
Road Plans	63,304.12	
Bridge Plans	32,705.95	
Bridge Soundings	11,382.26	
Right of Way Department	35,944.44	
Plant Inspection	13,633.48	
Project Advertising	1,813.01	$9 286,100.41
Administration		
State Highway Commission	$ 32,916.87	
General Office	57,153.99	
Accounting Department	79,893.67	
Purchasing Department	17,772.21	
State Examiner & Inspector	6,788.11	
Legal Expense	15,613.10	
Division Administration	168,749.98	
Engineering Administration	109,689.60	$ 488,570.43
		2,242,500.01
Maintenance		
Equipment and Miscellaneous		
Purchase of Equipment	$ 84,396.63	
Cost of Land & Buildings	48,143.43	
Maintenance of Lands & Buildings	13,253.29	
Testing Laboratory	82,583.43	
Compensation Insurance	88,206.10	
State Travel and Tourist Bureau	38,858.21	
Awards and Indemnities	1,800.00	
State Highway Planning Survey	62,376.11	
Central Garage—Excess Cost over		
Credits for Work Done	20,980.87	
Operation of Shops—Excess Cost over		
Credits for Work Done	105,548.61	
Warehouse Stock—Excess Purchases over		
Credits for Material Used	29,633.13	
Operation of Equipment—Excess Equipment		
Rental Credits over Charges During Year	*266,265.87	$ 308,915.94
Net Expenditures During Period		$12,326,095.79
Add: Adjustment for Miscellaneous		
Receipts Credited to Expenditures		37,480.61
Total Claims Registered During Period		$12,363,576.40
Add: Unpaid Claims Beginning of Period	$ 7,332,835.40	
Unpaid Claims End of Period	6,608,930.44	1,723,904.96
Cash Disbursements During Period		$14,087,481.36
(Warrants Issued)		
Add: Working Fund Advance Returned to		
Federal Government		200,000.00
		$14,287,481.36
Add: Cash Balance End of Period		
Federal Aid Fund	$ *597,654.60	
Available for Expenditure	941,148.15	343,493.55
Total Cash Accounted For		$14,630,974.91

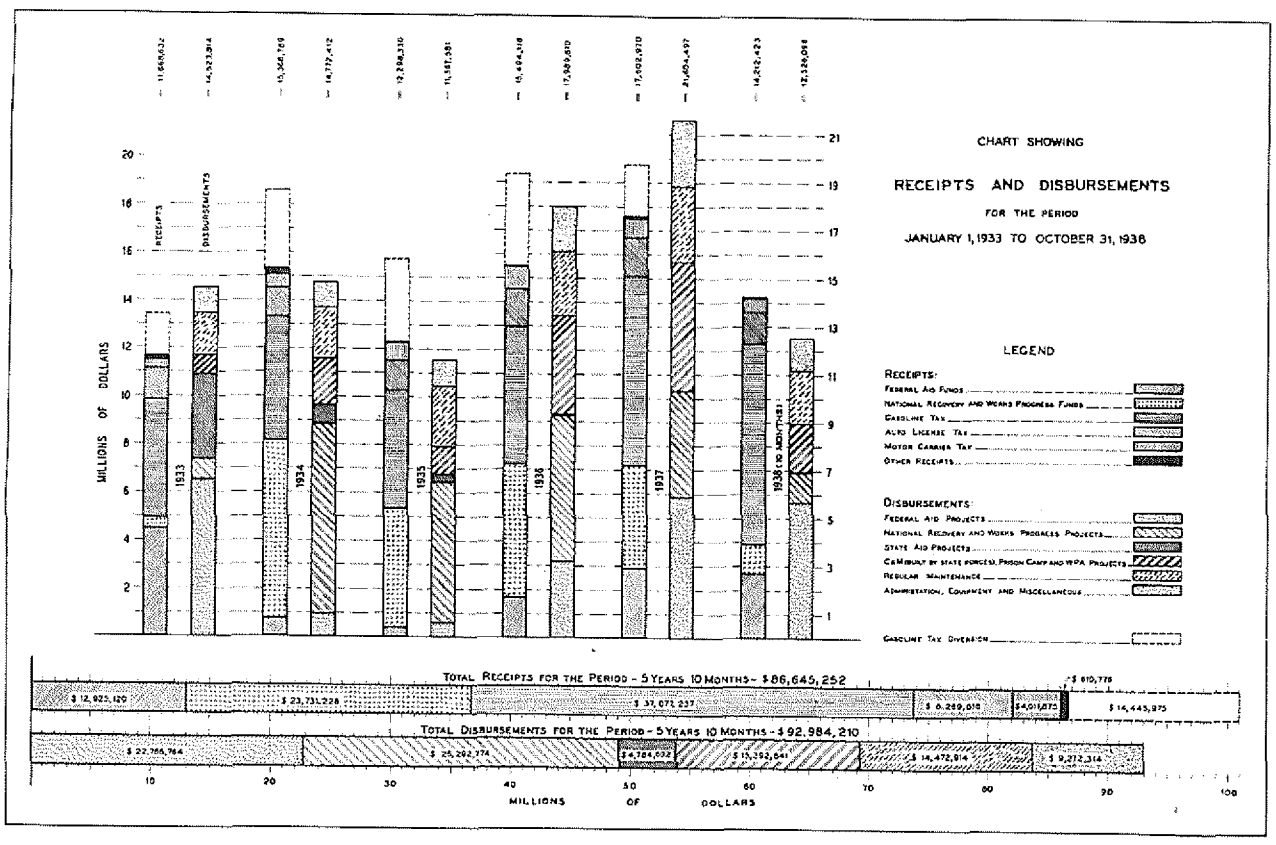
*Indicates Deduction

OKLAHOMA STATE HIGHWAY COMMISSION – STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
SUMMARY RECEIPTS AND DISBURSEMENTS STATEMENTS
FOR THE YEARS 1933, 1934, 1935, 1936, 1937 AND JANUARY 1, TO OCTOBER 31, 1938

	1933	1934	1935	1936	1937	FIRST TEN MONTHS 1938	GRAND TOTAL
Cash on Hand – Beginning of Period	$ 1,496,649.74	$ 211,520.93	$ 342,256.34	$ 1,039,069.21	$ 1,111,158.32	$ 71,139.30	$ 1,496,649.74
RECEIPTS:							
Regular Federal Aid	1,985,558.03	247,720.44	6,090.07	1,332,352.97	2,710,459.87	2,547,585.85	8,829,767.23
Emergency Federal Aid	2,474,984.25	408,563.85					2,883,548.10
Other Federal Collections		106,722.40	286,850.11	316,032.34	201,795.32	144,972.08	1,056,372.25
Transferred from NIRA Fund		206,088.49	433,607.57	215,676.84	263,718.13	116,327.38	1,235,418.11
Gasoline Tax	4,949,923.72	5,154,527.60	4,911,831.62	5,776,876.26	7,905,177.06	8,378,900.98	37,077,237.24
Auto License Tax	1,325,314.19	1,209,660.26	1,284,204.95	1,550,144.04	1,602,705.99	1,316,988.17	8,289,017.60
Motor Carrier Tax	357,357.86	574,175.78	740,301.23	934,099.91	838,665.83	567,274.41	4,011,875.05
County Funds	136,524.20	59,505.08	909.77		46,112.72		243,051.77
Transferred from Auto Theft Fund		202,000.00					202,000.00
Miscellaneous	11,795.47	8,733.20	40,826.31	24,455.48	33,932.00	45,981.72	165,724.18
Total Receipts	11,241,457.72	8,177,697.10	7,704,621.63	10,149,637.57	13,602,566.92	13,118,030.59	63,994,011.53
Total Cash to be Accounted For	$ 12,738,107.46	$ 8,389,218.03	$ 8,046,877.97	$ 11,188,706.78	$ 14,713,725.24	$ 13,189,169.89	$ 65,490,661.27
DISBURSEMENTS:							
Unpaid Claims – Beginning of Period	$ 340,289.19	$ 1,702,083.24	$ 1,560,436.53	$ 1,286,638.19	$ 4,081,025.72	$ 7,121,202.82	$ 340,289.19
Claims Registered							
Federal Aid Projects	6,541,762.72	719,320.92	353,451.81	3,001,456.35	5,593,978.61	5,486,877.63	21,696,848.04
NERR Projects	3,488.93	173,080.97	142,794.29	176,851.40	235,714.95	70,730.67	802,661.21
Other Federal Projects		80,168.28	104,415.01	1,593.59	13,606.23	61,225.12	261,008.23
National Industrial Recovery Projects (Engineering Only)	189,205.13	924,958.21	662,697.23	90,121.53	19,514.70	9,381.86	1,895,878.66
Works Progress Projects (Engineering Only)			38,028.57	593,881.86	402,882.77	55,052.56	1,089,839.76
Maintenance Improvement Projects	574,435.40	1,229,506.74	852,661.52	2,286,202.15	3,736,889.59	1,284,414.04	9,964,109.44
Maintenance Replacement Projects	214,453.98	734,226.63	313,939.00	944,534.98	533,749.93	322,957.25	3,063,861.77
Works Progress Administration Projects				611,107.78	593,480.97	327,875.35	1,532,464.10
State Aid Projects	3,529,800.14	810,751.55	332,584.86	66,285.17	15,558.63	29,622.07	4,784,602.42
Prison Camp Projects				252,826.64	510,947.15	68,632.23	832,406.02
Maintenance	1,753,470.05	2,123,602.46	2,510,389.50	2,681,122.67	3,161,829.24	2,242,500.01	14,472,913.93
Administration, Equipment, Miscellaneous	1,081,764.23	1,050,774.07	1,134,473.60	1,898,886.94	2,750,311.77	1,356,103.79	9,272,314.40
Transfer to Trust Fund		51,174.45	275,012.48	258,333.64	96,989.72	17,535.08	701,045.37
Net Expenditures During Period	13,888,380.56	7,809,564.28	6,720,441.87	12,863,204.70	17,665,454.26	11,332,907.66	70,369,953.35
	14,228,669.77	9,601,647.52	8,280,877.40	14,149,842.89	21,746,479.98	18,454,110.48	70,710,242.54
Deduct: Unpaid Claims – End of Period	1,702,083.24	1,560,436.53	1,286,638.19	4,081,025.72	7,121,202.82	5,583,871.59	5,583,871.59
	12,526,586.53	8,041,211.99	6,994,239.21	10,068,817.17	14,625,277.16	12,870,238.89	65,126,370.95
Add: Miscellaneous Credits		5,749.70	13,569.55	8,731.29	17,308.78	37,480.61	82,839.93
Warrants Issued During Period	12,526,586.53	8,046,961.69	7,007,808.76	10,077,548.46	14,642,585.94	12,907,719.50	65,209,210.88
Add: Cash on Hand – End of Period	211,520.93	342,256.34	1,039,069.21	1,111,158.32	71,139.30	281,450.39	281,450.39
Total Cash Accounted For	$ 12,738,107.46	$ 8,389,218.03	$ 8,046,877.97	$ 11,188,706.78	$ 14,713,725.24	$ 13,189,169.89	$ 65,490,661.27
GASOLINE TAX DIVERSION	$ 1,742,181.83	$ 3,214,136.10	$ 3,474,449.91	$ 3,850,438.10	$ 2,164,769.12	$	$ 14,445,975.06

OKLAHOMA STATE HIGHWAY COMMISSION - NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
SUMMARY RECEIPTS AND DISBURSEMENTS STATEMENTS
FOR THE YEARS 1933, 1934, 1935, 1936, 1937 AND JANUARY 1, TO OCTOBER 31, 1938

	1933	1934	1935	1936	1937	FIRST TEN MONTHS 1938	GRAND TOTAL
Cash on Hand - Beginning of Period	$	$ 1,994.66	$ 146,341.60	$ 22,226.82	$ 432,116.27	$ 347,413.08	$
RECEIPTS:							
Advanced by Federal Government	300,000.00	200,000.00	200,000.00	500,000.00			1,200,000.00
National Industrial Recovery Funds	127,174.74	7,195,058.68	4,711,662.38	1,401,186.33	197,972.67	140,821.90	13,773,876.70
Works Progress Funds				3,621,302.95	4,066,149.00	1,069,897.42	8,757,349.37
Transferred from S.H.C.&.M. Fund		22,805.72	305,381.21	258,333.64	96,989.72	17,535.08	701,045.37
Federal Aid Funds		2,111.66	115,653.41	37,667.52			155,432.59
Total Receipts	427,174.74	7,419,976.06	5,332,697.00	5,818,490.44	4,361,111.39	1,228,254.40	24,587,704.03
Total Cash to be Accounted For	427,174.74	7,421,970.72	5,479,038.60	5,840,717.26	4,793,227.66	1,575,667.48	24,587,704.03
DISBURSEMENTS:							
Unpaid Claims - Beginning of Period		210,253.22	66,734.35	165,681.53	357,696.51	211,632.58	
National Industrial Recovery - Estimates Registered	635,433.30	6,923,488.26	5,096,427.89	868,959.58	107,791.88	120,100.71	13,752,201.62
Works Progress - Estimates Registered			25,723.50	4,510,266.88	3,328,240.64	890,622.50	8,754,853.52
Forest Projects - Emergency Relief - Estimates Registered		2,533.50		5,712.97			8,246.47
Transferred to S.H.C.&.M. Fund		206,088.49	433,607.57	215,676.54	263,718.13	116,327.38	1,235,418.11
Advance Returned to Federal Government					600,000.00	200,000.00	800,000.00
	635,433.30	7,132,110.25	5,555,758.96	5,600,615.97	4,299,750.65	1,327,050.59	24,550,719.72
	635,433.30	7,342,363.47	5,622,493.31	5,766,297.50	4,657,447.16	1,538,683.17	24,550,719.72
Unpaid Claims - End of Period	210,253.22	66,734.35	165,681.53	357,696.51	211,632.58	25,058.35	25,058.85
	425,180.08	7,275,629.12	5,456,811.78	5,408,600.99	4,445,814.58	1,513,624.32	24,525,660.87
Cash on Hand - End of Period	1,994.66	146,341.60	22,226.82	432,116.27	347,413.08	62,043.16	62,043.16
Total Cash Accounted For	$ 427,174.74	$ 7,421,970.72	$ 5,479,038.60	$ 5,840,717.26	$ 4,793,227.66	$ 1,575,667.48	$ 24,587,704.03



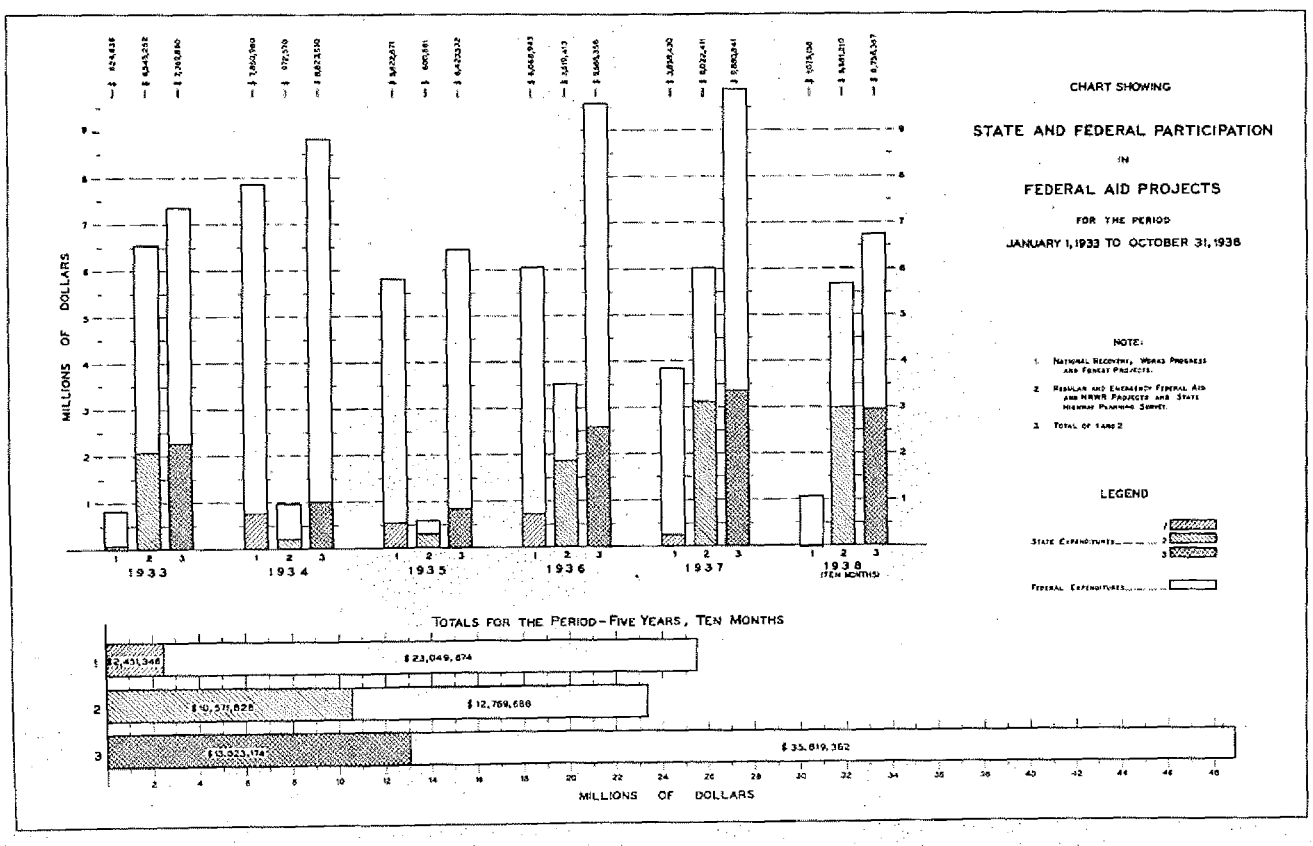
OKLAHOMA STATE HIGHWAY COMMISSION
STATEMENT SHOWING STATE PARTICIPATION IN FEDERAL AID PROGRAMS
JANUARY 1, 1933 TO OCTOBER 31, 1938

S.H.C.&.M. FUND PROJECTS	1933	1934	1935	1936	1937	FIRST TEN MONTHS 1938	GRAND TOTAL
FEDERAL RECEIPTS							
Regular Federal Aid	$ 1,985,558.03	$ 247,720.44	$ 6,090.07	$ 1,332,352.97	$ 2,710,459.87	$ 2,547,585.85	$ 8,829,767.23
Emergency Federal Aid	2,474,984.25	408,563.85					2,883,548.10
Other Federal Aid		106,722.40	286,850.11	316,032.34	201,795.32	144,972.08	1,056,372.25
Total Paid By Federal Government	4,460,542.28	763,006.69	292,940.18	1,648,385.31	2,912,255.19	2,692,557.93	12,769,687.58
Expenditures - Federal Aid Projects							
Regular & Emergency Federal Aid Projects	6,541,762.72	719,320.92	353,451.81	3,001,456.35	5,593,978.61	5,486,877.63	21,696,848.04
NRWR Projects	3,488.93	173,080.97	142,794.29	176,851.40	235,714.95	70,730.67	802,661.21
Other Federal Projects		80,168.28	104,415.01	1,503.59	13,606.23	61,225.12	261,008.23
State Highway Planning Survey				339,511.39	179,110.84	62,376.11	580,998.34
Total Expenditures	6,545,251.65	972,570.17	600,661.11	3,519,412.73	6,022,410.63	5,681,209.53	23,341,515.82
Paid by State	2,084,709.37	209,563.48	307,720.93	1,871,027.42	3,110,155.44	2,988,651.60	10,571,828.24
	4,460,542.28	763,006.69	292,940.18	1,648,385.31	2,912,255.19	2,692,557.93	12,769,687.58
TRUST FUND PROJECTS							
Total Engineering Claims Paid by State	189,205.13	924,958.21	700,719.80	684,003.39	423,397.47	64,434.42	2,985,718.42
Contract Overruns & Non-Participating Items Paid by State		53,174.45	275,012.48	258,333.64	96,989.72	17,535.08	701,045.37
Total	189,205.13	978,132.66	975,732.28	942,337.03	519,387.19	81,969.50	3,686,763.79
Less: Payments to State for Engineering		206,088.49	433,607.57	215,679.54	263,718.13	116,327.38	1,235,415.11
Paid by State	$ 189,205.13	$ 772,044.17	$ 542,124.71	$ 726,660.49	$ 255,669.06	$ * 34,357.88	$ 2,451,345.68

* Indicates Deduction.

RECAPITULATION

			PERCENT
Total Expenditures - Contract & Engineering - National Recovery & Works Progress Projects	$ 25,501,020.03		100.00
Paid by State		$ 2,451,345.68	9.61
Paid by Federal Government		$ 23,049,674.35	90.39
Total Expenditures - Federal Aid Projects	23,341,515.82		100.00
Paid by State		10,571,828.24	45.29
Paid by Federal Government		12,769,687.58	54.71
Total Expenditures on all Projects having Federal Participation	48,842,535.85		100.00
Paid by State		13,023,173.92	26.66
Paid by Federal Government		35,819,361.93	73.34



OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONDENSED COMPARATIVE CONSOLIDATED BALANCE SHEETS
DECEMBER 31, 1936 AND OCTOBER 31, 1938

PART I - PROPRIETARY ACCOUNTS

ASSETS	December 31, 1936	October 31, 1938	Increase	Decrease
Cash	1,543,274.59	343,493.55		1,199,781.04
Accounts and Reimbursements Receivable	4,922,277.31	3,774,518.27		1,147,759.04
Warehouse Stock	96,592.84	298,541.96	201,949.12	
Suspense - Deferred Operation of Equipment Charges - Not Distributed		29,371.77	29,371.77	
Total Assets	6,562,144.74	4,445,925.55	231,320.89	2,347,540.08
LIABILITIES AND SURPLUS				
Audited Claims Payable	4,438,722.23	5,608,930.44	1,170,208.21	
Working Fund Advance - U. S. Government	1,200,000.00	400,000.00		800,000.00
Due Auto Theft Fund	202,000.00	202,000.00		
Total Liabilities	5,840,722.23	6,210,930.44	1,170,208.21	800,000.00
SURPLUS AND RESERVES				
Reserve for Depreciation of Highway Equipment		848,641.32	848,641.32	
Current Fund Surplus	721,422.51	*2,613,646.21		3,335,068.72
Total Surplus	721,422.51	*1,765,004.89	848,641.32	3,335,068.72
Total Liabilities and Surplus	6,562,144.74	4,445,925.55	2,018,849.53	4,135,068.72

PART II - FUND ACCOUNTS

RESOURCES AND REQUIREMENTS				
Federal Funds Allotted for Construction	6,636,917.50	6,541,787.28		95,130.22
Appropriation Requirements	5,059,523.37	4,122,528.71		936,994.66
Surplus (See Proprietary Accounts)	721,422.51	*2,613,646.21		3,335,068.72
Total Resources and Requirements	12,417,863.38	8,050,669.78		4,367,193.60
AUTHORIZATIONS AND COMMITMENTS				
Tentative Construction	2,944,079.19	2,871,226.70		72,852.49
Construction in Progress	5,016,368.74	3,443,724.96		1,572,643.78
Reserve for Encumbrances - Purchase Order Commitments		325,866.08	325,866.08	
Total Authorizations and Commitments	7,960,447.93	6,640,817.74	325,866.08	1,645,496.27
UNAPPROPRIATED SURPLUS				
Funds Available for Construction	4,457,415.45	1,409,852.04		3,047,563.41
Total Authorizations, Commitments and Surplus	12,417,863.38	8,050,669.78	325,866.08	4,693,059.68

* Indicates Deduction.

Note: For Comparative purposes "Appropriations for Maintenance and General Budgets to December 31, 1938" were omitted from the above statement.

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED BALANCE SHEET
OCTOBER 31, 1938

PART I - PROPRIETARY ACCOUNTS

ASSETS

	S.H.C.&M. FUND	TRUST FUND	INTER-FUND ELIMINATIONS	CONSOLIDATED
Cash				
Available for Expenditure	879,104.99	62,043.16	-	941,148.15
Federal Aid Fund	*597,654.60	-	-	*597,654.60
Total Cash	281,450.39	62,043.16	-	343,493.55
Reimbursements Receivable from U. S. Government	396,336.00	171,446.08	-	569,804.08
Accounts Receivable				
From U. S. Government	1,746,638.22	498,049.27	-	2,244,687.49
From Trust Fund	281,302.62	-	281,302.62	-
From Oklahoma Tax Commission	947,500.00	-	-	947,500.00
Miscellaneous Accounts Receivable	12,526.70	-	-	12,526.70
Total Accounts Receivable	2,987,967.54	498,049.27	281,302.62	3,204,714.19
Warehouse Stock	298,541.96	-	-	298,541.96
Suspense - Deferred Operation of Equipment Charges not Distributed	29,371.77	-	-	29,371.77
Total Assets	3,993,669.66	733,558.51	281,302.62	4,445,925.55
LIABILITIES & SURPLUS				
Audited Claims Payable				
General Claims	4,993,595.70	-	-	4,993,595.70
Contractors' Estimates - Federal Aid Projects	590,275.89	-	-	590,275.89
Contractors' Estimates - HIR & WP Projects	-	25,058.85	-	25,058.85
Total Audited Claims Payable	5,583,871.59	25,058.85	-	5,608,930.44
Other Liabilities				
Due to S.H.C.&M. Fund (Engineering Claims)	-	281,302.62	281,302.62	-
Working Fund Advance - U. S. Government	-	400,000.00	-	400,000.00
Due Auto Theft Fund	202,000.00	-	-	202,000.00
Total Other Liabilities	202,000.00	681,302.62	281,302.62	602,000.00
Surplus and Reserves				
Reserve for Depreciation of Highway Equipment	848,641.32	-	-	848,641.32
Current Fund Surplus	*2,640,843.25	27,197.04	-	*2,613,646.21
Total Surplus and Reserves	*1,792,201.93	27,197.04	-	*1,765,004.89
Total Liabilities and Surplus	3,993,669.66	733,558.51	281,302.62	4,445,925.55

* Indicates Deduction.

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED BALANCE SHEET
OCTOBER 31, 1936

PART II - FUND ACCOUNTS

RESOURCES AND REQUIREMENTS

	S.H.C.&.M. FUND	TRUST FUND	INTER-FUND ELIMINATIONS	CONSOLIDATED
Federal Funds Allotted for Construction				
For Regular Federal Aid Projects	6,430,537.20	-	-	6,430,537.20
For National Industrial Recovery and Works Progress Projects	-	111,250.08	-	111,250.08
Total Funds Allotted	6,430,537.20	111,250.08	-	6,541,787.28
Due from S. H. C. & M. Fund	-	291,425.57	291,425.57	-
Appropriation Requirements	4,862,863.96	-	-	4,862,863.96
Surplus				
Available Current Surplus - Immediate Demands in Excess of Available Cash	*4,354,921.20	36,984.31	-	*4,317,936.89
Unemployed Current Surplus - Non-Available Balance Including Amounts Not Immediately Collectible	1,714,077.95 *	9,787.27	-	1,704,290.68
Total Surplus	*2,640,843.25	27,197.04	-	*2,613,646.21
Total Resources and Requirements	8,652,557.91	429,872.69	291,425.57	8,791,005.03

AUTHORIZATIONS AND COMMITMENTS

Appropriations for Maintenance and General Budgets to December 31, 1938	740,335.25	-	-	740,335.25
Tentative Construction - Plans, Surveys, and Estimates Approved	2,763,726.70	107,500.00	-	2,871,226.70
Construction in Progress	3,125,330.79	318,394.17	-	3,443,724.96
Reserve for Encumbrances - (Purchase Order Commitments)	325,637.64	228.44	-	325,866.08
Due Trust Fund - State Appropriations for NIR & WP Projects	291,425.57	-	291,425.57	-
Total Authorizations and Commitments	7,246,455.95	426,122.61	291,425.57	7,381,152.99

UNAPPROPRIATED SURPLUS

Funds Available for Construction				
For Regular Federal Aid Projects	4,894,714.14	-	-	4,894,714.14
For National Industrial Recovery and Works Progress Projects	-	3,750.08	-	3,750.08
State Funds Available for Regular Federal Aid Projects	*3,488,612.18	-	-	*3,488,612.18
Total Funds Available	1,406,101.96	3,750.08	-	1,409,852.04
Total Authorizations, Commitments And Surplus	8,652,557.91	429,872.69	291,425.57	8,791,005.03

* Indicates Deduction.

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED BALANCE SHEET
DECEMBER 31, 1936

PART I - PROPRIETARY ACCOUNTS

ASSETS

	S.H.C.A.M. FUND	TRUST FUND	INTER-FUND ELIMINATIONS	CONSOLIDATED
Cash				
Available for Expenditure	* 40,863.92	432,116.27	-	391,252.35
Federal Aid Fund	1,152,022.24	-	-	1,152,022.24
Total Cash	1,111,158.32	432,116.27	-	1,543,274.59
Reimbursements Receivable				
From U. S. Government	189,017.53	1,069,802.07	-	1,258,819.60
Accounts Receivable				
From U. S. Government	643,899.00	2,444,950.03	-	3,088,849.03
From Trust Fund	456,891.21	-	456,891.21	-
From Oklahoma Tax Commission	569,553.88	-	-	569,553.88
From Miscellaneous Sources	5,054.80	-	-	5,054.80
Total Accounts Receivable	1,675,398.89	2,444,950.03	456,891.21	3,663,457.71
Warehouse Stock	96,592.84	-	-	96,592.84
Total Assets	3,072,167.58	3,946,868.37	456,891.21	6,562,144.74

LIABILITIES AND SURPLUS

Audited Claims Payable				
General Claims	3,938,457.10	-	-	3,938,457.10
Contractors' Estimates (Federal Aid Projects)	142,568.62	-	-	142,568.62
Contractors' Estimates (NIR & WP Projects)	-	357,696.51	-	357,696.51
Total Audited Claims Payable	4,081,025.72	357,696.51	-	4,438,722.23
Other Liabilities				
Due to S.H.C.&.M. Fund (Engineering Claims)	-	456,891.21	456,891.21	-
Working Fund Advance by U. S. Government	-	1,200,000.00	-	1,200,000.00
Due Auto Theft Fund	202,000.00	-	-	202,000.00
Total Other Liabilities	202,000.00	1,656,891.21	456,891.21	1,402,000.00
Current Fund Surplus	*1,210,858.14	1,932,280.65	-	721,422.51
Total Liabilities and Surplus	3,072,167.58	3,946,868.37	456,891.21	6,562,144.74

* Indicates Deduction.

OKLAHOMA STATE HIGHWAY COMMISSION
STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED BALANCE SHEET
DECEMBER 31, 1936

PART II - FUND ACCOUNTS

RESOURCES AND REQUIREMENTS

	S.H.C.&.M. FUND	TRUST FUND	INTER-FUND ELIMINATIONS	CONSOLIDATED
Federal Funds Allotted for Construction				
For Regular Federal Aid Projects	3,799,226.08	-	-	3,799,226.08
For National Recovery Work Relief Projects	63,100.00	-	-	63,100.00
For U. S. Forest Projects	295.56	-	-	295.56
For National Industrial Recovery and Works Progress Projects	-	2,774,295.86	-	2,774,295.86
Total Funds Allotted	3,862,621.64	2,774,295.86	-	6,636,917.50
Due from S. H. C. & M. Fund	-	321,291.13	321,291.13	
Appropriation Requirements	5,059,523.37	-	-	5,059,523.37
Surplus				
Available Current Surplus - Immediate Demands in Excess of Available Cash	*2,400,313.52	74,419.76	-	*2,325,893.76
Unapplied Current Surplus - Nonavailable Balance Including Amounts not Immediately Collectible	1,189,455.38	1,857,860.89	-	3,047,316.27
Total Surplus	*1,210,858.14	1,932,280.65	-	721,422.51
Total Resources and Requirements	7,711,286.87	5,027,867.64	321,291.13	12,417,863.38

AUTHORIZATIONS AND COMMITMENTS

Tentative Construction - Plans, Survey, and Estimates Approved	1,896,884.92	948,842.87	-	2,845,727.79
Tentative Construction - Contracts Awarded	-	98,351.40	-	98,351.40
Construction in Progress	2,774,783.61	2,241,585.13	-	5,016,368.74
Due Trust Fund - State Appropriations on NIR & WP Projects	321,291.13	-	321,291.13	-
Total Authorizations and Commitments	4,992,959.66	3,288,779.40	321,291.13	7,960,447.93

UNAPPROPRIATED SURPLUS

Funds Available for Construction				
For National Industrial Recovery and Works Progress Projects	-	1,739,088.24	-	1,739,088.24
National Recovery Work Relief Funds	63,100.00	-	-	63,100.00
For Regular Federal Aid Projects	2,865,695.74	-	-	2,865,695.74
State Funds Available for Regular Federal Aid Projects	* 210,764.09	-	-	* 210,764.09
U. S. Forest Funds	295.56	-	-	295.56
Total Funds Available	2,718,327.21	1,739,088.24	-	4,457,415.45
Total Authorizations, Commitments and Surplus	7,711,286.87	5,027,867.64	321,291.13	12,417,863.38

* Indicates Deduction.

BIENNIAL REPORT

of the

OKLAHOMA STATE HIGHWAY COMMISSION

for the period ending

June 30, 1942

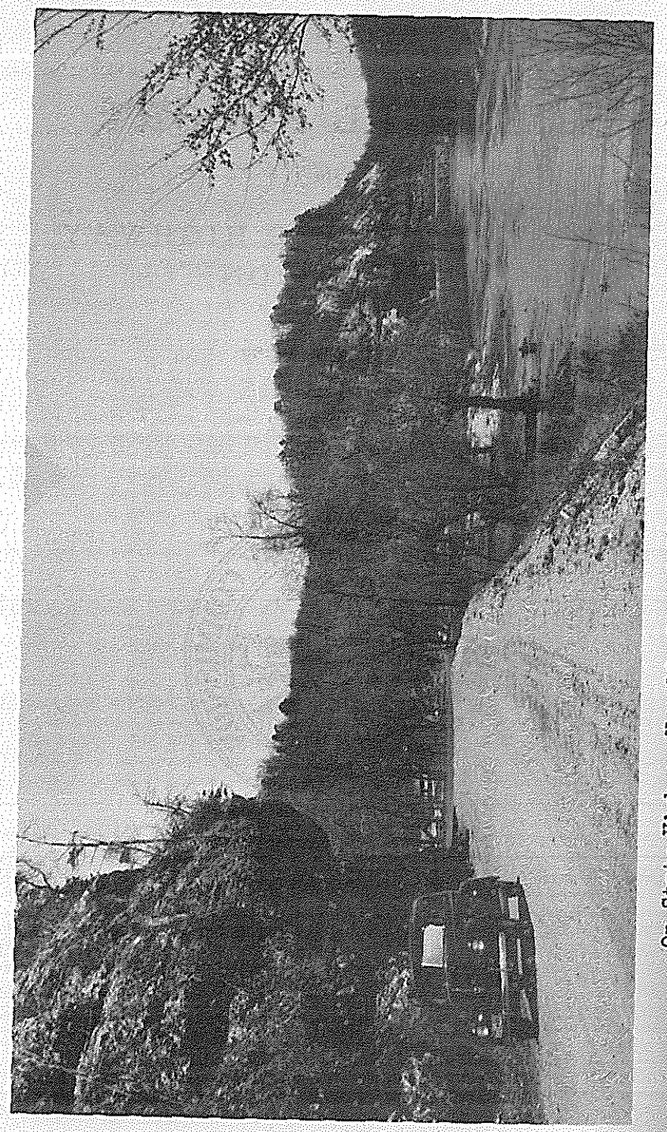


TO THE

GOVERNOR OF OKLAHOMA

OKLAHOMA CITY, OKLAHOMA

December 1, 1942



On State Highway No. 10 along Illinois River, Cherokee County

SANDY H. SINGLETON, CHAIRMAN
GEORGE A. MEACHAM, MEMBER
L. S. ROBSON, MEMBER

VAN T. MOON
CHIEF ENGINEER

DAVE ROBERTS
PURCHASING AGENT

STATE OF OKLAHOMA
STATE HIGHWAY COMMISSION
OKLAHOMA CITY

December 1, 1942

His Excellency,
The Honorable Leon C. Phillips, Governor

Sir:

We have the honor to submit the following report covering operations of the Oklahoma State Highway Commission for the biennium ending June 30, 1942.

Respectfully submitted,

STATE HIGHWAY COMMISSION

Sandy H. Singleton, Chairman

George A. Meacham, Member

L. S. Robson, Member

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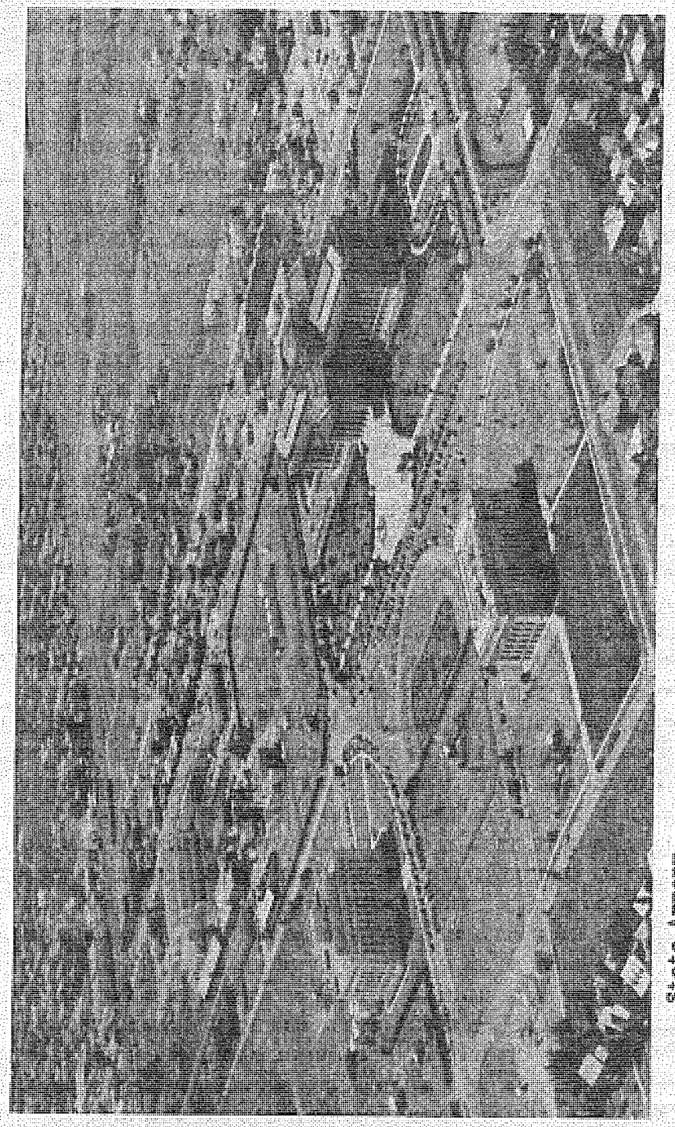

State Capitol

Historical Building

State Armory

Capitol Office Building

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PRESENT ORGANIZATION

OKLAHOMA STATE HIGHWAY COMMISSION

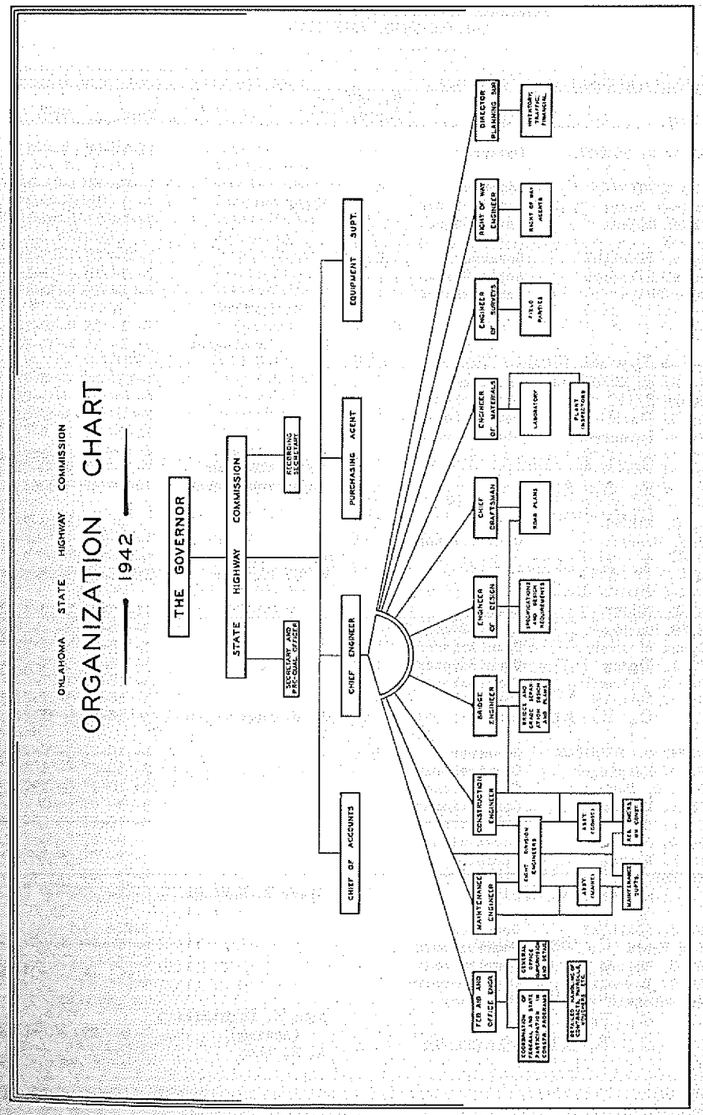
Sandy H. Singleton, Chairman
George A. Meacham, Member
L. S. Robson, Member

Van T. Moon
Chief Engineer

Jay E. Goss, Federal Aid and Office Engineer
Jno. J. Stobaugh, Jr., Construction Engineer
B. E. Clark, Maintenance Engineer
Homer X. White, Bridge Engineer
Carl R. Reid, Engineer of Materials
H. S. Elliot, Engineer of Surveys
Clarence Hicks, Assistant Engineer of Design (Acting Engineer)
E. A. Gill, Right-of-Way Engineer
Burt McCaleb, Director, State Highway Planning Survey
G. D. Abercrombie, Chief of Accounts
C. G. Keiger, Chief Draftsman
Dave Roberts, Purchasing Agent
A. W. Kavanaugh, Equipment Superintendent
O. H. Abernethy, Secretary and Prequalification Officer

DIVISION ENGINEERS:

L. S. Dillingham	Division 1	Muskogee
James R. Earl	Division 2	Antlers
E. B. Bursack	Division 3	Ada
C. O. Brewster	Division 4	Perry
W. H. Drover	Division 5	Clinton
H. B. McDowell	Division 6	Buffalo
J. Paul Crane	Division 7	Duncan
J. W. Klinglesmith	Division 8	Tulsa



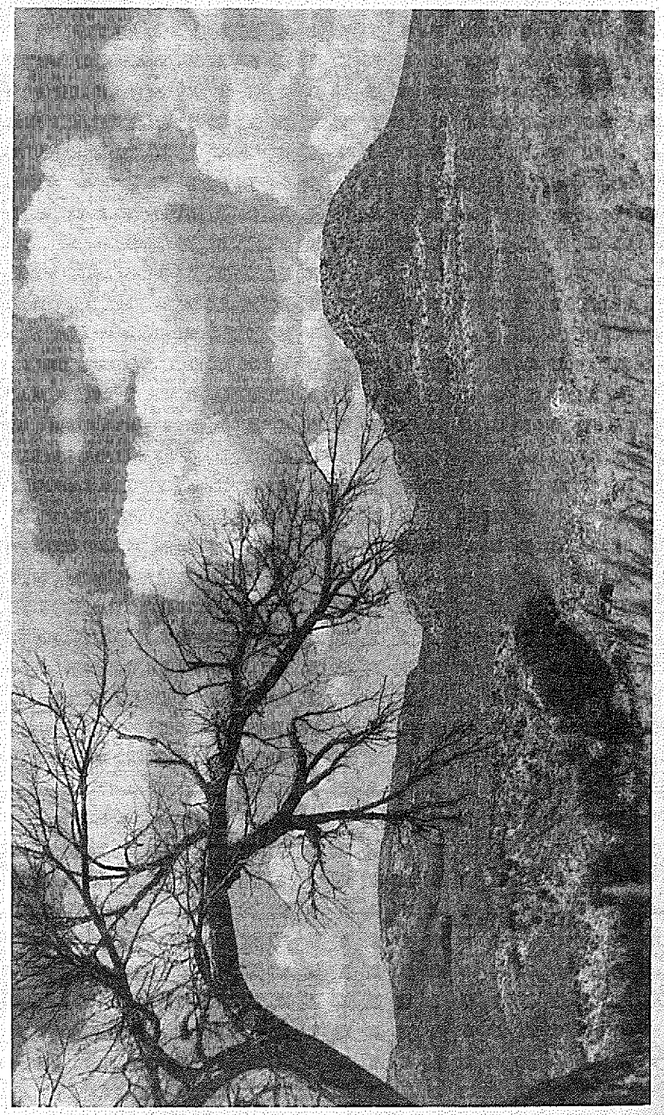
PERSONNEL OF STATE HIGHWAY COMMISSION
1911 to 1942, INCLUSIVE

Governor and Commission Personnel			Chief Engineer	Tenure of Office	
Name	Title	No. of Com'rs		From	To
* CHAS. N. HASKELL	Governor	0		11-16-07	1-9-11
* LEE CRUCE	Governor	1		1- 9- 11	1-11-15
* Sidney Suggs	Commissioner		W. P. Goit	7- 1- 11	6-30-15
Clark Hudson	Asst. Comm.			7- 1- 11	6-30-15
R. L. WILLIAMS	Governor	1		1-11- 15	1-13-19
A. N. Leecraft	Act'g Comm.			7- 1- 15	7-31-15
Geo. Noble	Commissioner			8- 1- 15	5-30-19
			W. P. Danford (Acting)	7- 1- 15	4-30-16
			M. L. Cunningham	5- 1- 16	1-31-20
* J. B. A. ROBERTSON	Governor	1		1-13- 19	1- 8-23
* Henry Wood	Commissioner			6- 1- 19	1-31-21
B. E. Clark	Commissioner			2- 1- 21	9-30-22
M. M. Henderson	Commissioner			11-9- 22	1- 8-23
			R. C. Terrell	2- 1- 20	3-31-21
			E. S. Alderman	4- 1- 21	9-30-22
			M. L. Cunningham	10-1- 22	4-30-23
J. C. WALTON	Governor	1		1- 8- 23	11-19-23
Paul Nesbitt	Commissioner			1- 8-23	3- 1-24
			* F. G. Simmons	5- 1-23	11-15-23
			W. C. Burnham	11-16-23	3-18-24
M. E. TRAPP	Governor	3		11-19-23	1-10-27
E. B. Guthrey	Act'g Comm.			2- 26-24	3- 1-24
Cyrus S. Avery	Commissioner			3- 18-24	1-27-27
* F. J. Gentry	Commissioner			3- 18-24	1-27-27
Roy M. Johnson	Commissioner			3- 18-24	1-27-27
E. B. Guthrey	Secretary			3- 18-24	3- 2-27
			J. M. Page	3- 18-24	5-31-27
HENRY S. JOHNSTON	Governor	5		1- 10-27	3-20-29
* H. W. Leininger	Commissioner			2- 10-27	4- 1-29
* John G. Parker	Commissioner			2- 10-27	4- 1-29
* Chas. D. Carter	Commissioner			3- 4- 27	4- 1-29
* Jesse Bunch	Commissioner			2- 10-27	4- 1-29
W. G. Jones	Commissioner			2- 9- 27	4- 1-29
R. L. Seaman	Secretary			3- 2- 27	6- 1-28
Ed McDonald	Secretary			6- 1- 28	- -
			* Clark R. Mandigo	6- 1- 27	4- 8-29
W. J. HOLLOWAY	Governor	3		3-20- 29	1-12-31
Lew Wentz	Commissioner			4- 1- 29	- -
L. C. Hutson	Commissioner			4- 5- 29	1-26-31
S. C. Boswell	Commissioner			4-11- 29	3-11-31
Ed McDonald	Secretary			- -	- -
			John F. Rightmire (Acting)	4- 9- 29	9-15-29
			A. R. Losh	9-15- 29	9- 1-31

PERSONNEL (Continued)

Governor and Commission Personnel			Chief Engineer	Tenure of Office	
Name	Title	No. of Com'rs		From	To
WM. H. MURRAY	Governor	3		1-12- 31	1-14-35
Sam R. Hawks	Commissioner			1-27- 31	2-21-33
J. F. McKeel	Commissioner			3-11- 31	2-21-33
Lew Wentz	Commissioner			- -	4- 1-32
Maud O. Thomas	Commissioner			4- 1- 32	2-21-33
Ed McDonald	Secretary			- -	2-21-33
H. N. Arnold	Commissioner	4		2-21- 33	- -
* L. B. Selman	Commissioner			2-21- 33	2-21-35
L. V. Orton	Commissioner			2-14- 33	1-24-35
Ed McDonald	Member-Sec'y			2-21- 33	2-21-35
			Chas. L. Wilson	9- 2- 31	5-14-35
* E. W. MARLAND	Governor	4		1-14- 35	1- 9-39
Scott Ferris	Commissioner			1-24- 35	1- 1-37
* L. B. Selman	Commissioner			1- 5- 37	2-13-37
John L. Coffey	Commissioner			2-23- 37	1-16-39
H. N. Arnold	Commissioner			- -	1-16-39
W. E. Grisso	Commissioner			2-21- 35	1-16-39
J. M. Gentry	Member-Sec'y			2-21- 35	1-15-37
A. L. Commons	Member-Sec'y			1-15- 37	1- 9-39
			Van T. Moon	5-14- 35	- -
LEON C. PHILLIPS	Governor	3		1- 9- 39	Date
Sandy H. Singleton	Commissioner			1-16- 39	Date
George A. Meacham	Commissioner			1-17- 39	Date
H. E. Bailey	Commissioner			1-17- 39	2-10-41
L. S. Robson	Commissioner			2-11- 41	Date
			Van T. Moon	- -	Date

* Deceased



A view in "Gloss Mountains", Major County

STATE HIGHWAY PLANNING SURVEY

During the biennium ending June 30, 1942, the Highway Planning Survey has carried on its regular functions of keeping traffic records up-to-date, continuing inventory work on the State and County Road Systems, revising County Highway and Transportation maps and assembling fiscal data pertinent to the administration of both State and County Roads.

Since the entry of the United States into war, considerable special information has been furnished the Washington Office of the Public Roads Administration for use by various agencies such as the War Department, Office of Price Administration and Office of Defense Transportation. Typical of special information furnished in connection with the war effort are:

1. Posting of special bridge data on the Highway and Transportation maps for approximately 19,000 bridges on the State and County Highways, showing the estimated maximum loads that could safely pass over the structure, the vertical clearance and the horizontal clearance for each individual structure.

2. The preparation of maps of Defense Areas showing highway facilities, residential and industrial development and traffic volumes on main highways within these areas.

3. Tabulations, based on previous road-use studies, showing the percentage of passenger-car driving for business and for pleasure.

4. Loadometer (portable scales) operations to determine the trend of loading practices for trucks using Oklahoma Highways, with a recording of tire sizes, their condition and the loads being carried.

The Highway Planning Survey has recently published a report "Oklahoma Highway Studies; 1936-1942." The results and analyses of many of the investigations and studies conducted by this department in co-operation with the Public Roads Administration are shown in this report. While some of the data, mostly in form of charts and tables, are reproduced in this Biennial Report, it is believed that anyone desiring information pertaining to the whole Highway transportation system in Oklahoma will find much of value and interest in the above-mentioned report.

INVENTORY

This phase of the work involves the development by field and office personnel of a complete record, including field notes, tabulating machine cards and Highway and Transportation maps, of the physical characteristics of the State and County Highway Systems.

The maps show the alignment and surface type of roads, all bridge structures over twenty feet in length, cultural features such as rural residences and business establishments, industrial developments such as railroads, oil and gas fields and air-ports, cities and towns with municipal boundaries, and also streams, lakes, parks, etc.

The County Highway and Transportation maps meet the requirements of many private and public agencies for an accurate and complete representation of the road systems and cultural features of the county. The County Maps are produced on a scale of one-inch per mile and also on a reduced scale of ½ inch per mile. There has been a wide demand for Highway and Transportation maps of both sizes.

The maps are revised after a re-inventory of counties has been made. This re-inventory, with two field parties recording all data, has been in progress since the latter part of 1940. During the latter part of the previous biennium, the State Highway System was re-inventoried and at the conclusion of this biennial period, local roads in twenty-one counties had been re-inventoried.

OKLAHOMA STATE LIBRARY

MILEAGE OF EACH SURFACE TYPE ON THE RURAL PRIMARY STATE HIGHWAY SYSTEM

Surface Type	As of Jan. 1, 1937		As of Jan. 1, 1941	
	Mileage	Percent of Total Mileage	Mileage	Percent of Total Mileage
Paved roads				
Combination 1/	2.5	0.03	39.4	0.47
Dual 2/	0.4	0.01	9.1	0.11
Brick	37.2	0.45	34.1	0.41
Concrete	1,831.1	22.34	2,057.8	24.69
High-type bituminous on rigid base	186.2	2.27	181.3	2.18
High-type bituminous on non-rigid base	395.6	4.83	918.7	11.02
Total paved	2,453.0	29.93	3,240.4	38.88
Surfaced roads				
Low-type bituminous	1,159.4	14.14	1,473.2	17.68
Gravel or stone	3,171.6	38.69	2,800.7	33.61
Soil surfaced	50.9	0.62	57.0	0.68
Total surfaced	4,381.9	53.45	4,330.9	51.97
Unsurfaced roads				
Graded and drained	1,360.5	16.60	759.8	9.12
Unimproved	1.9	0.02	2.3	0.03
Total unsurfaced	1,362.4	16.62	762.1	9.15
TOTAL ALL TYPES	8,197.3	100.00	8,333.4	100.00

1/ A surface consisting of two individual types, one of which has an aggregate width of less than eight feet, both individual types being of such depth as to be classed logically as part of the traffic-bearing road surface rather than as surfaced shoulders.

2/ A surface consisting of two individual types, each of which has an aggregate width of at least eight feet which may be divided strips, both individual types being of such depth as to be classed logically as a part of the traffic-bearing road surface rather than as surfaced shoulders.

TRAFFIC

In the development of traffic figures to show an accurate pattern of traffic on Oklahoma highways, only a very limited personnel has been used during this period with traffic counts being obtained principally by automatic machines of two types - fixed and portable.

Ten automatic electric traffic recorders were installed on the Primary State System in September 1936, and ten additional machines were installed in March, 1940. These fixed-type traffic recorders were placed at such locations on the Primary State System as to develop a representative pattern of the traffic flow and to furnish data for forecasting trends in future traffic. These recorders are of the photo-electric type, commonly known as the "electric eye", and receive the counting impulse from the interruption by each passing vehicle of two beams of light focused on photo-electric tubes. A continuous hourly record of traffic is furnished at each of the 20 locations and the data is tabulated in the form of weekly, monthly and annual reports.

The use of portable automatic recorders was initiated in July, 1941, to furnish more economically the information formerly obtained by manual counts. With these machines, the counting impulse is caused by traffic passing over a small rubber tube placed across the roadway and connected to a box containing the counting mechanism. As the tube is depressed, the air pressure moves a small piston to close a circuit and register a count for each axle. The portable recorders are of two types, cumulative and hourly recording. Power for the cumulative type is furnished by a single B-battery, and power for the hourly recording type machine is furnished by five A-batteries. Four field men working in the four quadrants of the state operated the portable recorders on a pre-determined schedule and made some manual counts for the general classification of traffic. By this method of recording traffic, some 2500 stations located on the Primary State System and the more important local or county roads were counted for 24 hours or 72 hours each season, i.e. four times annually, thus permitting the accumulation of traffic figures at a relatively small cost.

In 1941, traffic on the Primary State Highway System increased 8.2% over 1940 traffic. This percentage was calculated from the total cars counted at the 20 fixed-type recorders. However, since the beginning of 1942 the traffic trend has been steadily downward due to tire rationing.

The following tabulation shows the decrease by months for the first half of 1942 as compared to the corresponding months in 1941:

1942 TRAFFIC TREND AS INDICATED BY TWENTY AUTOMATIC TRAFFIC RECORDERS

Month	Year	Total Traffic	Percent Change
January	1941	1,278,006	
January	1942	1,189,284	6.9% Decrease
February	1941	1,141,952	
February	1942	1,006,292	11.9% Decrease
March	1941	1,383,406	
March	1942	1,113,117	19.5% Decrease
April	1941	1,398,270	
April	1942	1,143,030	18.3% Decrease
May	1941	1,514,505	
May	1942	1,237,179	18.3% Decrease
June	1941	1,546,050	
June	1942	1,187,580	23.2% Decrease

Obviously the above figures are not indicative of normal traffic conditions on Oklahoma highways. For the purpose of comparison of the general normal increase in traffic on the Primary State Highway System covering a three year period for which traffic data by surface types are available, the following tables based on 1937 data and on 1940 data are presented:

1937 DATA

	Paved Roads	Surfaced Roads	Unsurfaced Roads	Totals
Miles	2,453.0	4,381.9	1,362.4	8,197.3
Vehicle Miles	3,504,148.0	1,918,795.0	260,904.0	5,683,847.0
Vehicles per day	1,428.5	437.9	191.5	693.4

1940 DATA

	Paved Roads	Surfaced Roads	Unsurfaced Roads	Totals
Miles	3,240.4	4,330.9	762.1	8,333.4
Vehicle Miles	4,733,019.0	2,110,698.8	163,273.6	7,006,991.4
Vehicles per day	1,460.6	487.4	214.2	840.8

At the completion of the summer traffic counting season, August 31st, 1942, traffic data gathered in the four preceding seasons will be used to compute 24 hour annual averages of traffic volumes at all locations at which counts were made and a 1941-42 traffic flow map prepared. It is believed that this map can be completed in the early part of 1943.

FISCAL AND GENERAL ANALYSIS

The major portion of the time of this department during this biennium has been devoted to the analysis and assembling of material for use in the Highway Planning Survey report, "Oklahoma Highway Studies; 1936 - 1942." The publication of some 300 copies of the report was done in this department.

Monthly reports showing gallonage of gasoline and other motor fuels consumed and the revenue accruing from the tax on these fuels and monthly reports of motor vehicle registrations and collections have been prepared and submitted to the Public Roads Administration.

Among the more important annual reports prepared and submitted are:

1 - Receipts and disbursements of county and township highway funds.

2 - Income and expenditures of the State Highway Commission.

3 - Receipts and disbursements of the Oklahoma Department of Public Safety.

4 - State motor fuel tax collections and initial disposition by collecting agency.

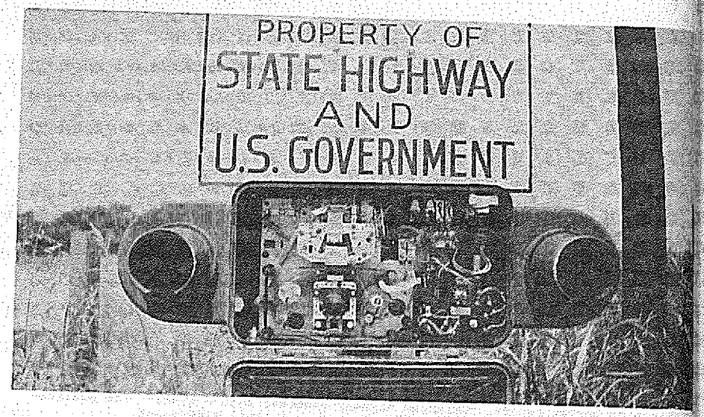
5 - State motor vehicle registration; and collections and initial disposition of fees.

SPECIAL STUDIES

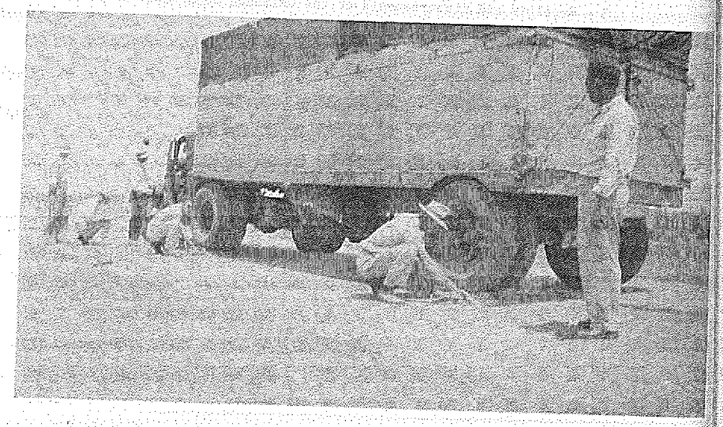
In addition to special studies of traffic flow in the vicinity of defense areas, investigations were made at some of the more congested intersections to determine the total volume and turning movements of all traffic passing through a given intersection as essential information for the proper design of the intersection. A study of the origin and destination of traffic in the vicinity of Checotah was made at the request of the Public Roads Administration.

In the last biennial report attention was directed to the use of information obtained by the Planning Survey in the selection of a system of secondary or feeder roads that would, if improved, best serve the greatest number of people with the smallest expenditure of improvement funds.

The original designation of a Federal Aid Secondary System of roads for Oklahoma has now been made and the following outline should present a general idea of how the various routes included in the original designation were selected.



Fixed-Type Automatic Electric Traffic Recorder. Instrument Case Open Showing Recording Mechanism



1942 Loadometer Operations. Checking Trends in Weights of Commercial Vehicles

OKLAHOMA FEDERAL AID SECONDARY SYSTEM

June 16, 1936, the 74th Congress of the United States approved an act amending and supplementing the Federal Aid Highway Act of 1916 by the addition of Section Seven, which authorized the appropriation of Federal funds to the states to be applied to secondary or feeder roads, including farm-to-market roads, rural free delivery mail routes, and public bus routes, thereby creating the Federal Aid Secondary Road System. The act provides that the total mileage selected for the Federal Aid Secondary System shall not exceed 10% of the total highway mileage of the state. This would permit the designation of some 10,000 miles of road on the Secondary System in Oklahoma. However, in the light of facts regarding highway costs, estimated revenues, and average useful life periods of various road surface types as developed by the Highway Planning Survey, it was apparent that 10,000 miles of road would be in excess of the mileage that could be improved in Oklahoma during the next 20 years. Consequently, it was believed advisable to select only approximately one-half of the total allocation of the Federal Aid Secondary roads for the initial designation. It is planned that additional routes will be selected for the Secondary System as future developments indicate the need for the improvement of these routes. In fact, the actual improvement of routes selected later will, in some instances, precede the improvement of routes on the initial designation:

The initial designation of a system of secondary or feeder roads in Oklahoma as approved by the State and the Public Roads Administration, includes routes in every county in the state with a total mileage, exclusive of mileage within municipal boundaries, of 4,648 miles.

The selection of the Federal Aid Secondary System in Oklahoma was made upon the basis of Highway Planning Survey data. These data represent a complete and comprehensive picture of the entire rural road mileage in Oklahoma and are the only available data upon which an accurate selection of the Federal Aid Secondary System could be made in accordance with the requirements set forth by the rules and regulations governing the selection of such a system of roads. Highway Planning Survey data used in the selection of the Secondary System included: Average 24 hour traffic volume on every mile of rural road in the state; maps showing the location and types of all rural roads; the location of all rural homes, school houses, churches, business establishments and other improvements in rural areas; road use studies describing the driving habits and characteristics of all classes of motorists; and economic studies establishing the various phases of economic activity carried on in all sections of the state.

A thorough study was made of all the various factors influencing the designation of a network of secondary roads with a view toward establishing such control factors as are common to all counties so that an equitable distribution among the counties would be obtained. The factors used were: Local rural road mileage, rural population, rural motor vehicle registration and vehicle miles travelled on local rural roads. It appeared that no single factor was adequate upon which to base the distribution of Federal Aid Secondary mileage to the counties, but that a combination of all four factors would provide a reasonably accurate basis if each of the factors were given the proper weight in combining the four factors into a single index.

The factor representing the miles of local rural roads was considered the most important and given the weight of three in the index, and each of the other factors was considered to be of equal importance and were each given a weight of one.

The following table shows the apportionment of the total allowable mileage of 10,000 miles to all of the counties on the basis of these four factors.

APPORTIONMENT OF FEDERAL AID SECONDARY ROAD MILEAGE TO THE SEVERAL COUNTIES

County	Mileage of local rural roads		Rural population	Rural motor vehicle registration	Vehicle Miles	Total 2+3+4+5	Colume 6 / 6	Mileage apportioned to each county
	Percent	3 x percent						
	Percent 1	Percent 2	Percent 3	Percent 4	Percent 5	Percent 6	Percent 7	Miles 8
Adair	0.70	2.10	0.95	0.39	0.50	3.94	0.66	66
Alfalfa	1.56	4.68	0.92	1.97	1.41	8.98	1.50	150
Atoka	0.89	2.67	0.90	0.41	0.46	4.44	0.74	74
Beaver	2.60	7.80	0.74	1.05	1.00	10.59	1.76	176
Beckham	1.38	4.14	1.27	1.46	0.99	7.86	1.31	131
Blaine	1.56	4.68	1.09	1.28	1.17	8.22	1.37	137
Bryan	1.45	4.35	1.76	1.13	0.85	8.09	1.35	135
Caddo	2.22	6.66	2.85	2.96	1.71	14.18	2.36	236
Canadian	1.58	4.74	1.21	2.07	1.53	9.55	1.59	159
Carter	1.16	3.48	1.50	1.36	2.18	8.52	1.42	142
Cherokee	1.04	3.12	1.06	0.44	0.61	5.23	0.87	87
Choctaw	1.12	3.36	1.34	0.42	0.52	5.64	0.94	94
Cimarron	1.82	5.46	0.29	0.46	0.60	6.81	1.14	114
Cleveland	0.96	2.88	1.09	1.18	1.01	6.16	1.03	103
Coal	0.68	2.04	0.67	0.34	0.51	3.56	0.59	59
Comanche	1.50	4.50	1.57	2.26	1.54	9.87	1.65	165
Cotton	1.10	3.30	0.85	1.12	0.99	6.26	1.04	104
Craig	1.42	4.26	0.98	0.81	1.24	7.29	1.22	122
Creek	1.29	3.87	2.78	2.21	2.65	11.51	1.92	192
Custer	1.67	5.01	1.16	1.12	1.42	8.71	1.45	145
Delaware	1.13	3.39	1.09	0.72	0.77	5.97	0.99	99
Dewey	1.42	4.26	0.94	1.34	0.79	7.33	1.22	122
Ellis	1.51	4.53	0.64	1.09	0.59	6.85	1.14	114
Garfield	2.21	6.63	1.26	2.91	2.42	13.22	2.20	220
Garvin	1.13	3.39	1.67	1.25	1.18	7.49	1.25	125
Grady	1.79	5.37	2.28	1.94	1.50	11.09	1.85	185
Grant	1.99	5.97	0.92	2.38	1.69	10.96	1.83	183
Greer	0.97	2.91	1.00	0.97	0.85	5.73	0.96	96
Harmon	0.89	2.67	0.77	0.77	0.64	4.85	0.81	81
Harper	1.28	3.84	0.55	0.95	0.65	5.99	1.00	100
Haskell	0.95	2.85	1.04	0.37	0.46	4.72	0.79	79
Hughes	1.17	3.51	1.48	0.87	1.28	7.14	1.19	119
Jackson	1.42	4.26	1.36	1.62	1.32	8.56	1.43	143
Jefferson	0.88	2.64	0.90	0.75	0.70	4.99	0.83	83
Johnston	0.84	2.52	0.83	0.57	0.48	4.40	0.73	73
Kay	1.67	5.01	1.28	2.07	3.07	11.43	1.91	191
Kingfisher	1.70	5.10	0.85	1.73	1.21	8.89	1.48	148
Kiowa	1.85	5.55	1.51	1.81	1.85	10.72	1.79	179
Latimer	0.48	1.44	0.68	0.15	0.33	2.60	0.43	43
LeFlore	1.28	3.84	2.58	1.35	0.96	8.73	1.46	146
Lincoln	1.72	5.16	1.89	1.64	1.24	9.93	1.66	166
Logan	1.29	3.87	1.20	1.62	1.17	7.86	1.31	131
Love	0.67	2.01	0.58	0.48	0.48	3.55	0.59	59
McClain	0.78	2.34	1.25	0.86	0.51	4.96	0.83	83
McCurtain	1.24	3.72	2.11	0.75	0.89	7.47	1.24	124
McIntosh	0.86	2.64	1.47	0.51	0.51	5.13	0.85	85
Major	1.38	4.14	0.73	1.42	0.87	7.16	1.19	119
Marshall	0.61	1.83	0.62	0.46	0.47	3.38	0.56	56
Mayes	1.15	3.45	1.14	0.85	0.88	6.32	1.05	105
Murray	0.39	1.17	0.46	0.59	0.38	2.60	0.43	43
Muskogee	1.38	4.14	2.15	1.02	1.19	8.50	1.42	142
Noble	1.29	3.87	0.77	1.50	1.15	7.29	1.21	121
Nowata	0.79	2.37	0.71	1.14	0.83	5.05	0.84	84
Okfuskee	0.98	2.94	1.63	1.02	1.14	6.73	1.12	112
Oklahoma	1.57	4.71	2.02	3.28	7.12	17.13	2.86	286
Okmulgee	1.08	3.24	2.02	1.24	1.60	8.10	1.35	135
Osage	1.88	5.64	2.18	2.55	3.69	14.06	2.34	234
Ottawa	0.79	2.37	1.17	1.34	2.01	6.89	1.15	115
Pawnee	0.97	2.91	1.02	1.13	1.11	6.17	1.03	103
Payne	1.28	3.84	1.33	1.65	1.62	8.44	1.41	141
Pittsburg	1.85	5.55	2.15	0.84	1.40	9.94	1.66	166
Pontotoc	0.96	2.88	1.40	1.20	1.42	6.90	1.15	115
Pottawatomie	1.49	4.47	2.55	2.32	2.77	12.11	2.02	202
Pushmataha	0.58	1.74	0.88	0.45	0.55	3.62	0.60	60
Roger Mills	1.60	4.80	1.00	1.06	0.70	7.56	1.26	126
Rogers	1.13	3.39	0.97	0.88	0.91	6.15	1.02	102
Seminole	0.97	2.91	3.84	3.51	3.02	13.28	2.21	221
Sequoyah	0.82	2.46	1.25	0.56	0.43	4.70	0.78	78
Stephens	1.31	3.93	1.41	1.33	1.16	7.83	1.31	131
Texas	3.31	9.93	0.73	1.52	1.66	13.84	2.31	231
Tillman	1.57	4.71	1.20	1.65	1.51	9.07	1.51	151
Tulsa	0.98	2.94	2.26	3.14	3.95	12.29	2.05	205
Wagoner	0.96	2.88	1.28	0.62	0.99	5.77	0.96	96
Washington	0.64	1.92	0.77	1.05	0.99	4.73	0.79	79
Washita	1.92	5.76	1.78	1.96	1.99	11.49	1.91	191
Woods	1.62	4.86	0.71	1.56	1.06	8.19	1.36	136
Woodward	1.91	5.73	0.76	1.25	1.00	8.74	1.46	146
TOTAL	100.00	300.00	100.00	100.00	100.00	600.00	100.00	10,000

In the actual designation of secondary routes, a minimum traffic criterion was established for each county by plotting cumulative miles and cumulative vehicle miles against ascending traffic volume as illustrated on the accompanying chart. By reversing the scale of cumulative miles as shown at the right of the illustrative diagram and locating the point on this scale representing the number of miles allocated to the particular county in question, then extending a horizontal line left to intersect the cumulative mile curve, the minimum traffic was determined by extending a vertical line down to the traffic volume scale at the bottom of the diagram. The percent of traffic served by this mileage was determined by extending a line upward from the point of intersection of the cumulative miles curve to intersect with the cumulative vehicles miles curve, then extending a horizontal line to the reversed percentage scale on the right. All of the mileage apportioned to any given county will thus carry an average daily traffic volume equal to or greater than that shown by the minimum traffic criterion.

After the location of each road carrying the minimum traffic was established on county traffic flow maps, each road section was carefully studied to determine whether or not the road fulfilled the other requirements of a secondary or feeder road, that is, whether or not it connected rural communities, served populous farm areas, served school bus or postal routes, or connected with important highways. The study of these roads for classification as Federal Aid Secondary roads was greatly facilitated by the completeness of the Planning Survey maps. The initial designation of the Oklahoma Federal Aid Secondary System in relation to the Oklahoma Federal Aid Primary System is shown on the accompanying map.

The designation of the Secondary System by the State Highway Commission and the approval of designated routes by the Public Roads Administration does not place the responsibility of maintaining the roads selected upon the State Highway Commission. Until the improvement of a designated route by the expenditure of State and Federal funds, the responsibility remains in the hands of those who had the responsibility before the designation of the system. However, upon the improvement of a secondary road by the expenditure of such funds, the State Highway Commission does become responsible for the maintenance of the road.

It is contemplated that the ultimate result of the Federal Aid Secondary program, to be achieved at some future date, possibly 20 years from now, will be a complete and closely integrated system of primary and secondary roads for the State of Oklahoma that will adequately serve all classes of traffic in all sections of the state.

REV. JUNE 30.
Drawn by Tracy Cobb

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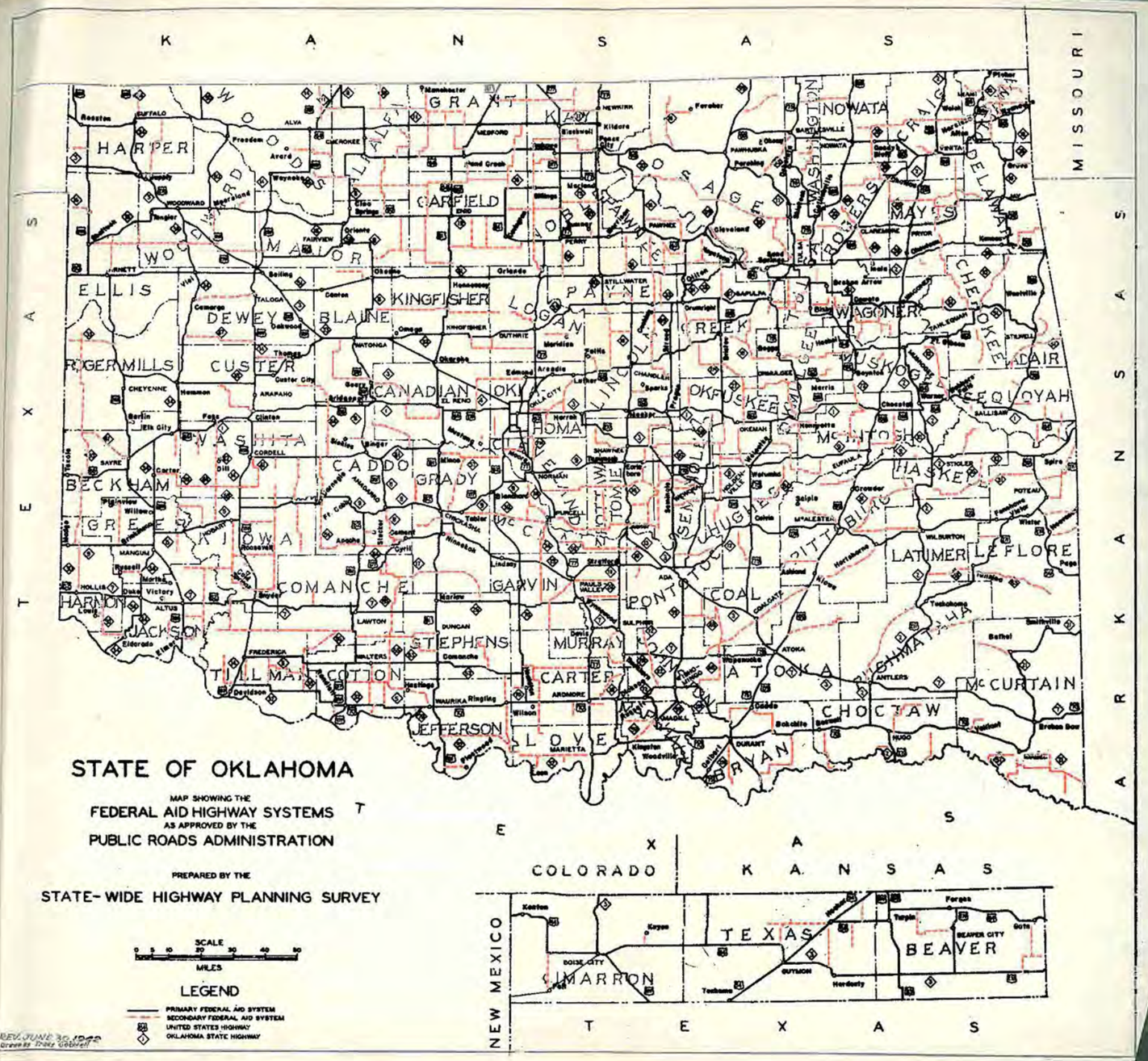
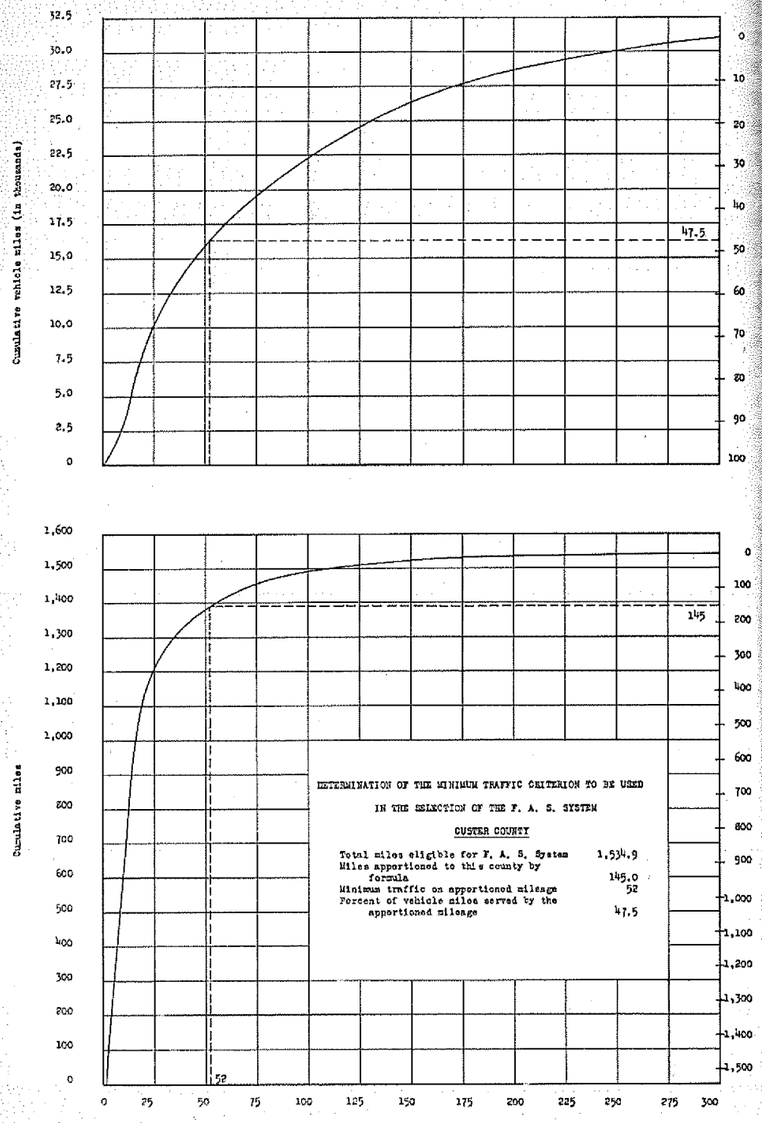




GENERAL FACTUAL DATA

A number of tables and charts representative of information developed by the Highway Planning Survey are shown on the following pages and are described in the order in which they appear, as follows:

1. This table shows the average annual yield of direct road-user revenue per mile of road at various daily traffic densities and the apportionment of such revenues under 1941 law. The average annual yield per vehicle per mile was derived by dividing the total direct road-user revenue by total vehicle miles travelled on all roads and streets. The yield of $2.5149 per vehicle was then multiplied by the various traffic densities. For a road carrying an average daily traffic density of 1000 vehicles the total annual yield is $2,514.88 with only $920.70 or 36.61% of this amount apportioned to the State Highway Commission. The proportion of direct road-user revenue which is allocated to the State Highway Commission for administration, maintenance and construction of a road system serving approximately 51% of <u>all</u> traffic, including city streets, and 72% of all rural traffic, is obviously too low.

2. Chart showing graphically the miles of road on the State Highway System and on the County System in each county and also the amount of travel (vehicle miles) on each system. The comparatively small mileage on the state system in nearly all cases carrying the major portion of traffic indicates the economic necessity of providing ample funds for the maintenance and construction of the Primary State Highway System.

3. Table prepared by the Oklahoma Tax Commission to show all sources and percentage apportionment of revenues collected and distributed by that agency during the fiscal year 1941-42.

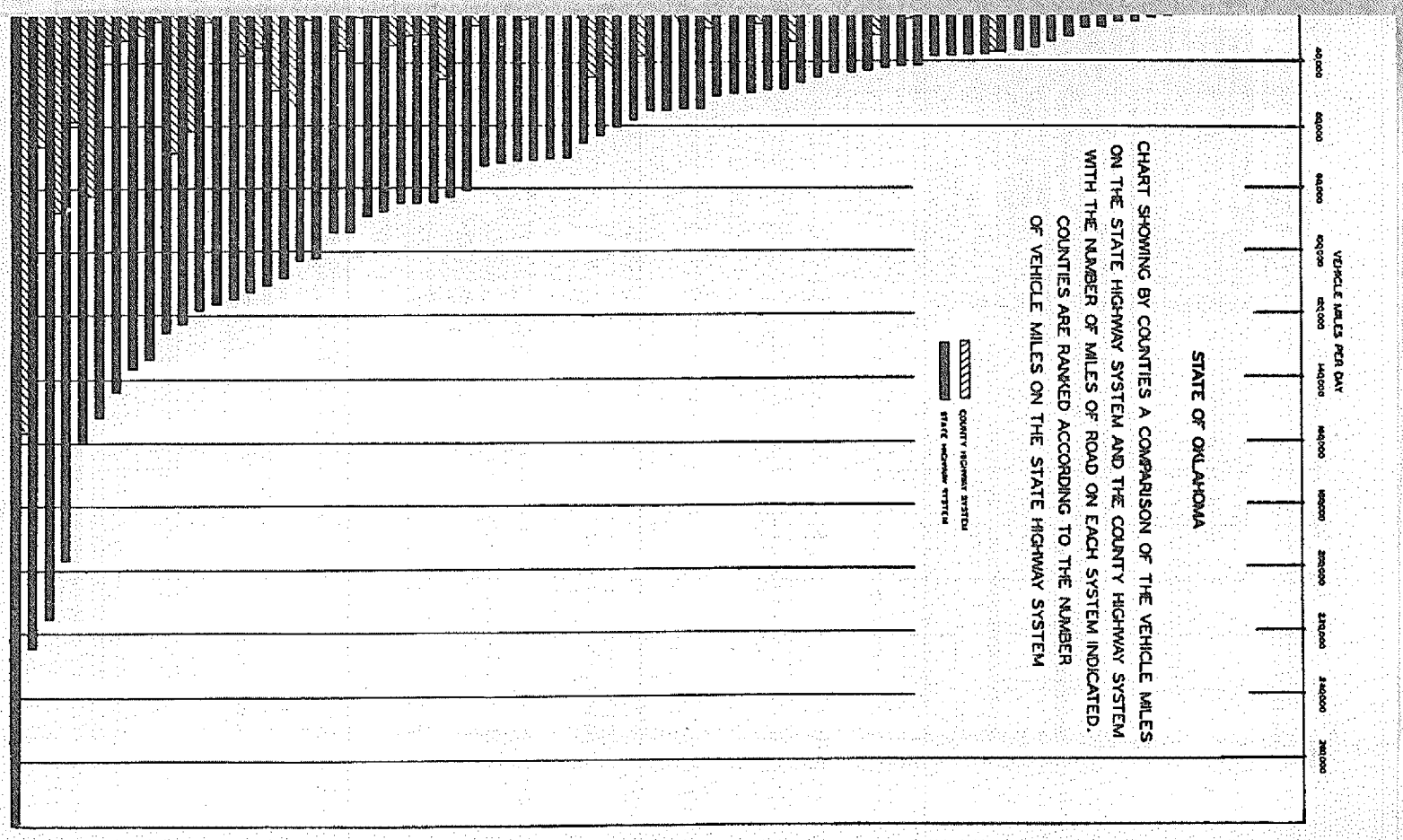
4. The chart following the above table is a graphic representation of the sources and amounts of both direct and indirect road-user revenues and the uses of these revenues for direct, indirect, and non-highway purposes under the present (1941) law. From each road-user dollar collected, approximately 62.9¢ is used for direct highway purposes, 2.4¢ for indirect highway purposes and 34.7¢ for non-highway purposes.

5. Chart showing the estimated trend in the growth of traffic on the State Highway System. Total traffic volumes recorded at nine Automatic Traffic Recorder Stations well distributed over the Primary State Highway System were plotted for a five year period and a line representing the estimated trend in traffic growth projected from an average of the traffic volumes for the five year period. Traffic volumes since January 1st, 1942, were not used because of the sub-normal conditions of traffic due to tire rationing. Continuous traffic counts obtained from automatic recorders are the best information available for developing traffic trends.

6. Traffic flow map. Note that the traffic band indicates the volume of commercial as well as of total traffic. Attention is called to the fact that this is a schematic or diagrammatic map, junctions and other control points being correctly located and the highways connecting such points represented by straight lines, rather than the alignment being shown in detail.

Average Annual Yield of Direct Road-User Revenue Per Mile of Road at Various Daily Traffic Densities; and Apportionment of Such Revenues Under 1941 Law

Aver. Traffic Densities (Veh. per day)	Annual Yield and Apportionment						
	To state highway	To counties for highways	To cities for streets	To Dept. of Pub. Safety	To counties for schools	To General Rev. Fund	Total
10	$ 9.21	$ 6.62	$ 1.35	$ 0.43	$ 3.64	$ 3.90	$ 25.15
25	23.02	16.56	3.38	1.07	9.09	9.75	62.87
50	46.03	33.12	6.77	2.14	18.18	19.50	125.74
100	92.07	66.24	13.53	4.28	36.36	39.01	251.49
500	460.35	331.21	67.65	21.38	181.82	195.03	1,257.44
1,000	920.70	662.42	135.30	42.75	363.65	390.06	2,514.88
3,000	2,762.09	1,987.26	405.90	128.26	1,090.95	1,170.17	7,544.63
5,000	4,603.48	3,312.09	676.50	213.76	1,818.26	1,905.29	12,574.38
	36.61%	26.34%	5.38%	1.70%	14.46%	15.51%	100.00%
	For highway purposes 68.33%				For non-highway purposes 29.97%		



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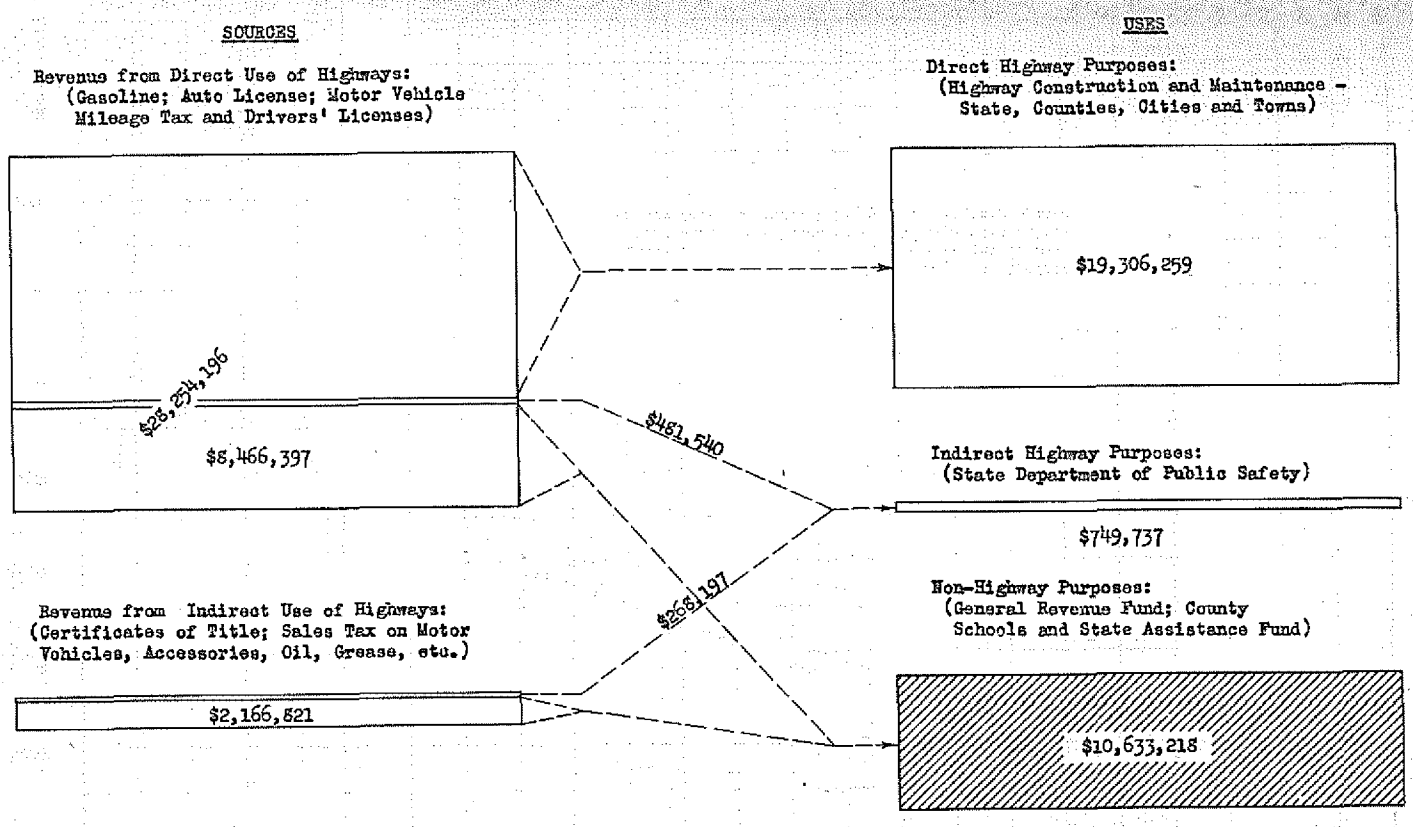
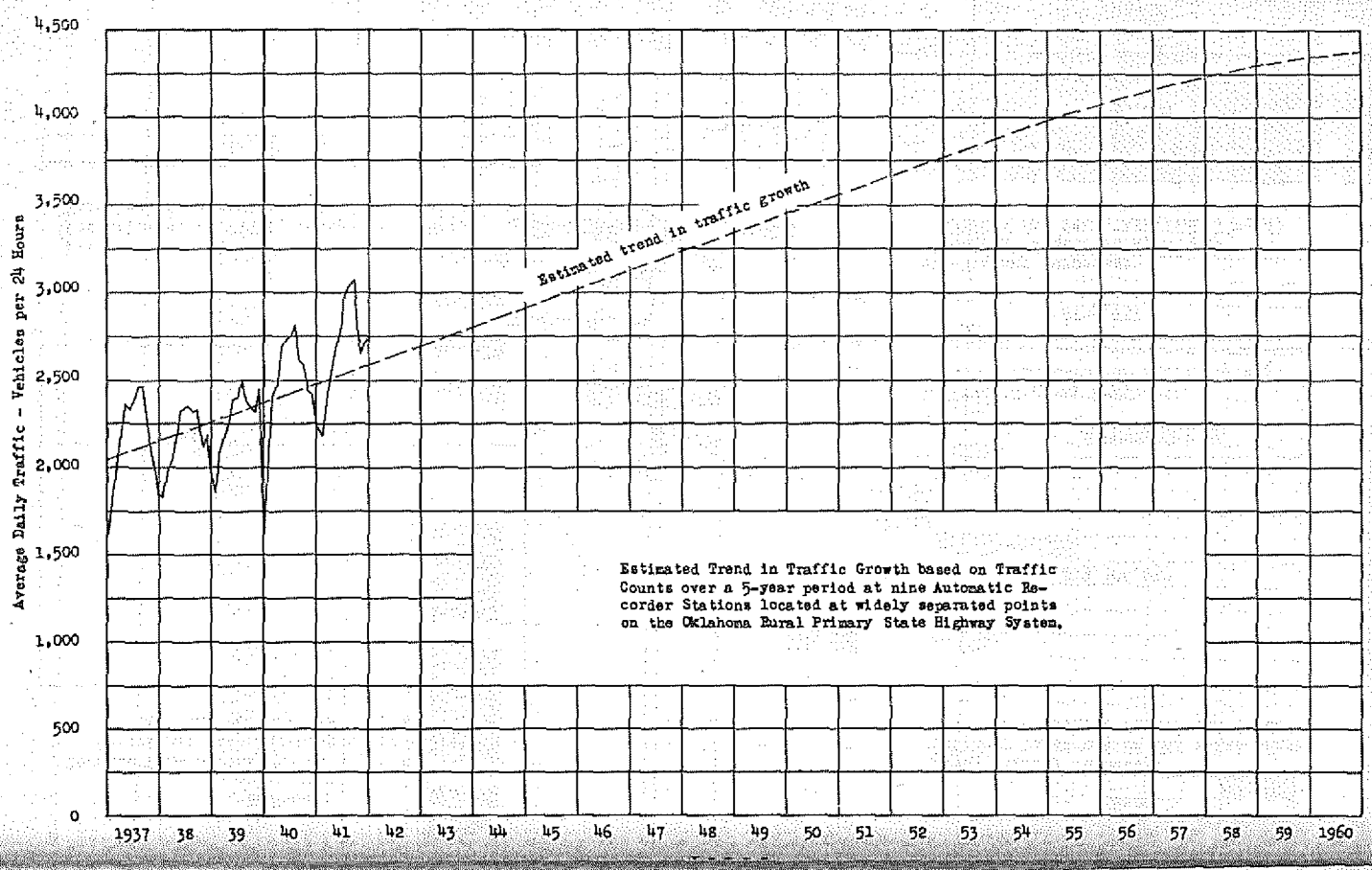
APPORTIONMENT OF REVENUES COLLECTED BY THE OKLAHOMA TAX COMMISSION 1941-42

	GENERAL REVENUE FUND	STATE HIGHWAY FUND	RETURNED TO COUNTIES FOR HIGHWAYS	RETURNED TO COUNTIES FOR SCHOOLS	RETURNED TO CITIES AND TOWNS	STATE ASSISTANCE FUND	PUBLIC SAFETY FUND	OKLAHOMA TAX COMMISSION FUND	INCOME TAX ADJUSTMENT FUND	CONSERVATION FUND	INTERSTATE OIL COMPACT FUND	USED EQUIPMENT FUND
GASOLINE EXCISE TAX 4¢		100%	22.0%		5.0%			3.0%				
GASOLINE EXCISE TAX 1¢	100%											
GASOLINE EXCISE TAX ½¢			100%									
GASOLINE INSPECTION EXCISE TAX	100%											
SPECIAL FUEL USE TAX 4¢		77.0%	20.0%					3.0%				
SPECIAL FUEL USE TAX 1¢	100%											
SPECIAL FUEL USE TAX ½¢			100%									
GROSS PRODUCTION TAX	74.0%		10.0%	10.0%				2.0%				
PETROLEUM EXCISE TAX										62.5%	12.5%	
MOTOR VEHICLE LICENSE AUTOMOBILES, FARM TRUCKS				30.0%				10.0%				
MOTOR VEHICLE LICENSE TRUCKS, BUSSES, ETC.			57.5%		22.5%			10.0%				
DRIVER'S LICENSE							100%					
TITLE FEES							100%					
INCOME TAX	84.0%							3.0%	2.0%			
CORPORATION LICENSE	100%											
INHERITANCE AND ESTATE TAX	100%											
GIFT TAX	100%											
SALES TAX						6%		3.0%				
MOTOR VEHICLE EXCISE TAX	100%											
USE TAX	100%											
CIGARETTE LICENSE AND TAX	100%											
CIGAR AND TOBACCO TAX*	100%											
BEVERAGE LICENSE AND TAX	94.0%							3.0%				
USED EQUIPMENT LICENSE												100%
ALCOHOL PERMIT FEES	100%											
FREIGHT CAR TAX	100%											

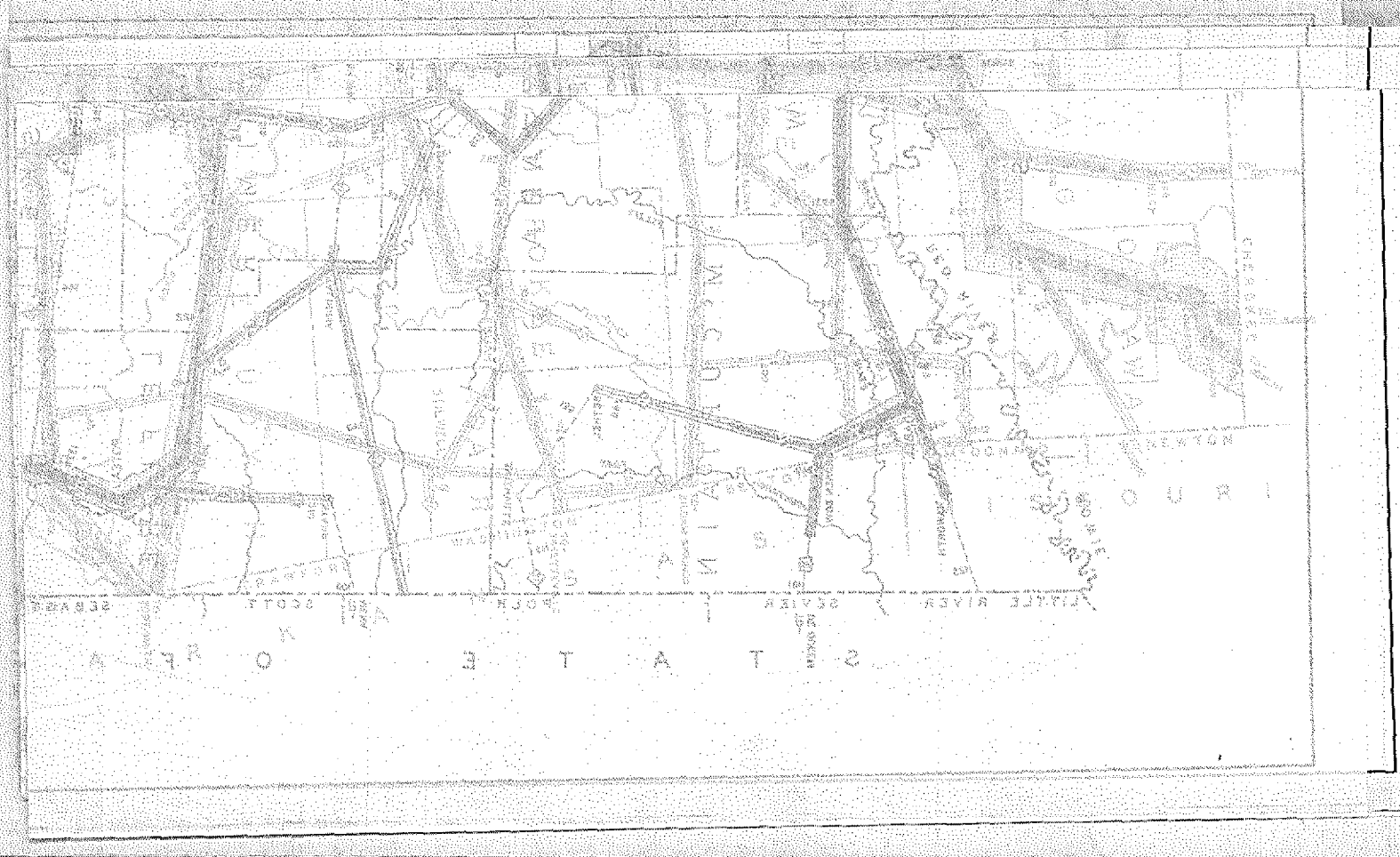
*AN AMOUNT EQUAL TO 3% OF THE GROSS RETAIL SALES OF CIGARS AND TOBACCO PRODUCTS SUBJECT TO THE STATE SALES TAX.

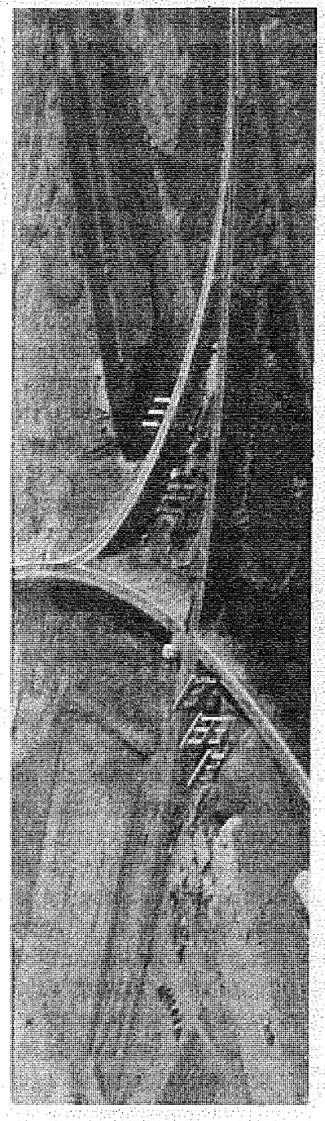
Chart showing Direct and Indirect Road-user Revenues; Net Amounts Collected, and Dispositon of Such Revenues - for the Fiscal Year 1941-42

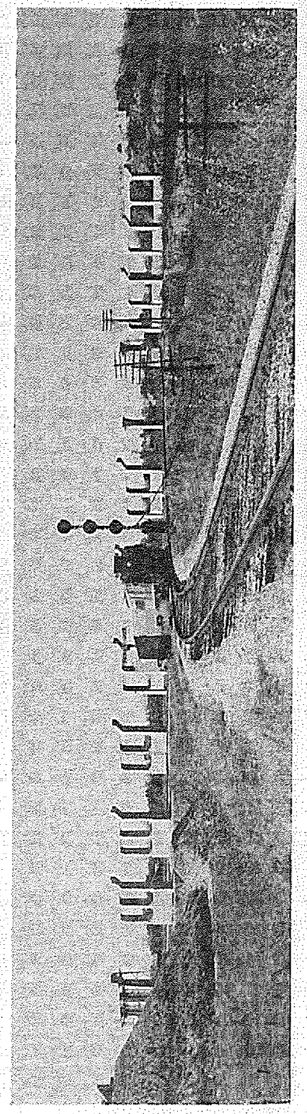




Estimated Trend in Traffic Growth based on Traffic Counts over a 5-year period at nine Automatic Recorder Stations located at widely separated points on the Oklahoma Rural Primary State Highway System.







Construction Views of Overpass of C.R.I. & P. Railway at El Reno

CONSTRUCTION DEPARTMENT

The Construction Department may be properly considered as the Operations Department. To it is assigned the responsibility for the construction of all Roads and Bridges covered by formal Contracts between the Highway Commission and successful bidders at Public Lettings. In general, this supervision includes a preliminary study of Plans on the ground and of the Specifications governing the proposed work. All directives as to beginning, suspension, and completion of work are issued by this Department. Periodic Inspections in the field are made of all work in progress with reports being made of any unusual condition or circumstance. Many Field Studies are made to determine whether Field Construction Practice should be changed in order to more completely realize the benefits from the combination of Men, Money and Material. Actual supervision in the field is handled by a group of Engineers and Engineering Assistants, assigned directly by this office and responsible to us for satisfactory performance of all contractual obligations on the part of the Contractor.

In the central office of this Department all Estimates of Work Performed are checked and verified with complete record being made of all quantities involved and monies expended. This record is kept by Projects, by Counties, and by Highways, making a complete summary possible at any time. The Final Inspection and Acceptance of all Contract Construction is a direct responsibility of this Department.

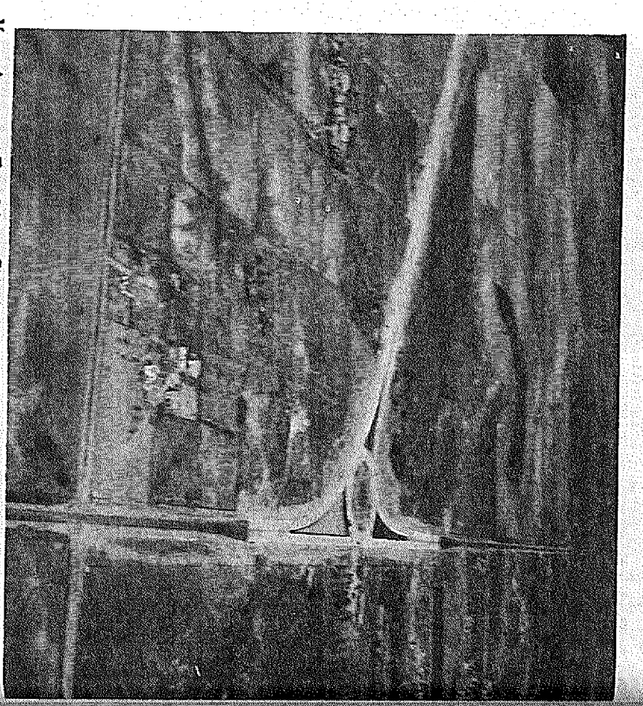
The projects constructed under this Department are listed elsewhere in this General Report in the statement of activities in the various Counties of the State. The following schedule shows the projects under contract as of July 1, 1940; projects awarded and projects completed during the Biennium and projects incomplete as of June 30, 1942.

Period	Projects incomplete at start of period	Projects Awarded	Projects Completed	Projects incomplete at end of period
July '40	$ 5,359,866.14	$ 1,738,847.43	$ 502,550.28	$ 6,596,163.29
Aug.	6,596,163.29	101,446.38	476,578.70	6,221,030.97
Sept.	6,221,030.97	750,725.63	904,430.84	6,067,325.76
Oct.	6,067,325.76	541,520.68	905,426.52	5,703,419.92
Nov.	5,703,419.22	298,355.80	595,479.04	5,406,296.68
Dec.	5,406,296.68	685,018.22	396,341.03	5,694,973.87
Jan. '41	5,694,973.87	3,350.00	225,176.42	5,473,147.45
Feb.	5,473,147.45	635,967.63	528,889.95	5,580,225.13
Mar.	5,580,225.13	2,485.50	332,599.65	5,250,110.98
Apr.	5,250,110.98	1,184,913.24	108,614.74	6,326,409.48
May	6,326,409.48	118,708.60	580,588.86	5,864,529.22
June '41	5,864,529.22	1,860,645.08	1,010,276.02	6,714,898.28
Year 40-41	$ 5,359,866.14	$ 7,921,984.19	$ 6,566,952.05	$ 6,714,898.28
July '41	6,714,898.28	0.00	584,788.31	6,130,109.97
Aug.	6,130,109.97	0.00	1,533,065.43	4,597,044.54
Sept.	4,597,044.54	0.00	558,685.07	4,038,359.47
Oct.	4,038,359.47	333,996.15	151,733.34	4,220,622.28
Nov.	4,220,622.28	466,821.45	742,623.18	3,944,820.55
Dec.	3,944,820.55	0.00	554,766.27	3,390,054.28
Jan. '42	3,390,054.28	0.00	0.00	3,390,054.28
Feb.	3,390,054.28	397,535.16	312,079.86	3,475,509.58
Mar.	3,475,509.58	20,598.00	309,716.69	3,186,390.89
Apr.	3,186,390.89	1,060,030.80	32,644.15	4,213,777.54
May	4,213,777.54	582,567.23	430,044.81	4,366,299.96
June '42	4,366,299.96	1,764,890.31	228,952.96	5,902,237.31
Year 41-42	$ 6,714,898.28	$ 4,626,439.10	$ 5,439,100.07	$ 5,902,237.31
Year 40-41	5,359,866.14	7,921,984.19	6,566,952.05	6,714,898.28
Year 41-42	6,714,898.28	4,626,439.10	5,439,100.07	5,902,237.31
Biennium	$ 5,359,866.14	$12,548,423.29	$12,006,052.12	$ 5,902,237.31

It is to be noted that the Budget enactment effective July 1, 1941, requiring that at the time of entering into the contract, the cash be actually on hand for the total amount involved instead of the old system of awards based on anticipated income being on hand to meet the Contractor's earnings as they became due, resulted

In little activity in contract letting early in the fiscal year 41-42. Unusually adverse weather conditions early in the year 1942 followed by labor, material, and equipment shortages resulted in a general slow-up in the completion of projects under contract. To meet material shortages the Department has made every effort to substitute for essential war material such types of construction as could be accomplished by use of non-critical and non-essential materials. Contractors having their equipment obligated on War Industries work have posed many problems, but these with the question of delays due to priorities confusion, have been adjudicated in the light of individual circumstances involved in each case.

In general, of the approximately six millions under contract at the end of the biennium approximately one and one-half million had been earned. The individual projects early in the Biennium were small, the work covered by these projects being scattered through all but six of the seventy-seven Counties of the State, as compared to projects awarded late in the year 41-42, which were largely in Defense Areas. At the beginning of the Biennium there were 86 projects in 45 Counties with 31 Field Parties in Residence. At the close of the Biennium there were 49 projects in 24 Counties being handled by a Field Organization greatly reduced by more lucrative positions in War Industries and by the call of the Armed Services. We anticipate many difficulties and are prepared to make many changes to meet conditions imposed by the National Emergency, in moving ahead with Road Service for the State of Oklahoma.



May Avenue Traffic Circle at Junction of Divided 4-Lane Northwest Highway and S.H. No. 74, Oklahoma County

STATE HIGHWAY CONSTRUCTION AND SPECIAL MAINTENANCE PROJECTS
Authorized by the State Highway Commission During the Period
July 1, 1940 to June 30, 1942, Inclusive

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
					ADAIR COUNTY		
7-24-40	59		M-789	State Forces	28.0	Maintenance Gravel. Stilwell north to Delaware County Line	$ 16,200
7-24-40	59		M-790	State Forces	12.5	Maintenance Gravel. Stilwell S to County Line	11,500
8-14-40	59		C-1048	State Forces	2.0	Armor Coat Seal thru Stilwell	1,251
5-17-41	Street		FAGM 62-A(1)	RR F/Ac	- -	Automatic Warning Signals on K.C.S. Railway in Stilwell	4,680
5-17-41		FM	FAGS 67-A(1)	RR F/Ac	- -	Automatic Warning Signals at K.C.S. Railway two miles north of Stilwell	3,270
7-14-41	Streets		FAGM 60-A(1) FAGM 61-A(1)	RR F/Ac	- -	2 Automatic Warning Signals on K.C.S. in Westville	7,360
9-2-41	62		C-1134	State Forces	16.8	Recondition and Seal. E and W through County	13,713
6-25-42	59		SAP 533 (2)	Contract	6.215	Grade, Drainage, and Gravel; Westville south	99,000
						County Total	$156,974
					ALFALFA COUNTY		
8-22-40	64		M-830	State Forces	3.6	Rework road from junction SH 8 and 11 west through Ingersoll	6,100
10-16-40		8	M-838	State Forces	7.25	Regravel. Kansas Line south	4,300
10-16-40	8,11,58		M-839	State Forces	7.0	Regravel from junction US 64 north	3,000

Date Authorized	Highway Numbers US	Highway Numbers SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				ALFALFA COUNTY (Cont'd)			
4-25-41		11	SAP 879	Contract	2.0	Grade, Drainage, Gravel, and Bridges from 1 mile east of US 64 east	$ 21,400
5-7-41		8,11	M-863	State Forces	7.0	Regravel from Jct. SH 8 and 11 east to point north of Driftwood	5,000
7-30-41		8	C-1132	State Forces	12.0	Gravel from Carmen N and E to Jct. US 64	15,000
8-25-41 9-16-41	64		FAGM 147-A(1) FAGH 346-A(1)	RR F/Ac	- -	2 Automatic Warning Signals at A.T.&S.F. Ry. in Cherokee and northwest of Cherokee	4,690
9-27-41	64		FAGM 224-ED(2)	RR F/Ac	- -	Automatic Warning Signal on A.T.&S.F. Ry. at Junction.	2,550
11-1-41		11	FAGH 428-F(1)	RR F/Ac	- -	Automatic Warning Signal on A.T.&S.F. Ry. northeast of Cherokee	3,050
						County Total	$ 65,090
				ATOKA COUNTY			
7-12-40	69,75		WPA 2-106	State Forces and WPA	- -	Pedestrian Underpass. Mississippi and "A" Streets in Atoka	4,575
6-27-41		3	FAGM 343-C(2)	Contract	- -	Underpass of M.K.T. on Court Street in Atoka	147,000
7-30-41	75		M-882	State Forces	4.5	Re-process Oil Mat. Atoka NW to Coal County Line	10,055
11-12-41	75		M-916	State Forces	4.5	Seal. Atoka NW to Coal County Line	2,935
4-7-42		3,7	M-927	State Forces	22.4	Repair Damage. Atoka E to Pushmataha County Line	15,000
						County Total	$179,565

Date Authorized	Highway Numbers US	Highway Numbers SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				BEAVER COUNTY			
7-24-40	64		C-1026	State Forces	31.0	Armor Coat. Harper County Line W to Forgan	$ 36,000
7-24-40	83		C-1034	State Forces	9.0	Gravel Base, from Jct. SH 3 to Texas State Line	12,000
6-2-41	64		C-1107	State Forces	25.4	Armor Coat. Forgan west	34,710
10-7-41	270		X-24	State Forces	- -	Repair Bridge on Beaver R. north of Beaver City	250
						County Total	$ 82,960
				BECKHAM COUNTY			
7-15-40		30	Pt-FAS 432-B(1)	Contract	2.791	Grade, Drainage, and Gravel from Emma south to Harmon County Line	24,281
7-24-40	283		M-811	State Forces	6.0	Spot Repair and Seal from Jct. US 66 south of Sayre, south	2,253
7-24-40	66		M-813	State Forces	3.0	Spot Seal between Sayre and Elk City	2,570
11-19-40		55	C-1083	State Forces	- -	3 Blk. Shale Base and 1½" Cold Rolled Asphalt Top on Main Street in Carter	5,460
11-26-40		FH	WPA 5-114	State Forces and WPA	8.0	Shoulders and Shale Base from Jct. SH 41 North to Elk City	53,932
4-16-41	283		M-855	State Forces	1.7	Seal Oil Mat Greer County Line Northwest	1,600
4-16-41	283		M-856	State Forces	8.3	Seal Oil Mat Sayre North to Roger Mills County Line	7,287
4-25-41		34	FAP 255-A(1)	Contract	6.0	Base and Bit. Paving from US 66 N to County Line	72,000
6-12-41	66		FAGM 557-A(1)	RR F/Ac	- -	Automatic Warning Signal on CRI&P at Sayre	2,490

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				BECKHAM COUNTY (Cont'd)			
6-20-41		30	FAGM 77-A(1)	RR F/Ac	- -	Automatic Warning Signal on CRI&P at Erick	2,815
7- 7-41		FM	FAGM 1-B(2)	RR F/Ac	- -	Automatic Warning Signal at CRI&P at Elk City	3,970
7-30-41		41	C-1122	State Forces	- -	3 Concrete Culverts 4.5 miles S W of Sweetwater	4,900
7-30-41		41	M-892	State Forces	15.7	Repair & Seal Washita County Line W to Sayre	4,982
9- 9-41		34	C-1142	State Forces	16.0	Reshape, Prime & Seal, Jct. 66 S thru Carter to Oil Mat	25,646
						County Total	$214,186
				BLAINE COUNTY			
7-24-40	270		M-814	State Forces	1.0	Spot Repair between Geary & Watonga	1,400
11-7-40 12-20-40		51-58	C-1078	State Forces	2.84	Gravel Base & Oil Mat, Main Street N W, Reshape Hard Plate & Gravel Bdwy. all in Canton	17,430
12-28-40	281		Pt-SAP 958	Contract	0.682	Gr.,Dr.,Gravel, Geary South	13,285
12-31-40		33	Pt-C-1089	State Forces	2.53	Seal Jct. US 270 S W to County Line	2,055
2-19-41		33	Pt-FAP 276	Contract	6.448	Base & Bit. Paving, Kingfisher-Blaine County Line W	83,250
5-24-41	270		FAGM 557-A(1)	RR F/Ac	- -	Automatic Warning Signal on CRI&P at Geary	3,020
6-27-41		51	FAP 397-A(1)	Contract	5.9	Base & Sand Rock Asphalt Surface, Okeene East	84,000
9-25- 41		8	FAGH 291-A(1)	RR F/Ac	- -	Automatic Warning Signal on CRI&P at Okeene	2,210
						County Total	$206,650

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				BRYAN COUNTY			
7-24-40	70		C-1012	State Forces	12.7	Gravel Durant to Bokchito on new location	12,100
7-24-40		299	C-1014	State Forces	1.7	Seal from Jct. US 69 North	1,190
9-11-40		199	Pt. SAP 926	Contract	0.204	Washita River Bridge between Lynn & Bee (½ coat)	13,700
12-20-40		299	M-842	State Forces	10.3	Regravel from Johnston County Line, S E	9,175
						County Total	36,165
				CADDO COUNTY			
7-24-40	281		M-816	State Forces	12.0	Spot Seal Anadarko to SH 41	3,330
7-24-40	281		M-817	State Forces	5.0	Repair & Seal Binger East	3,500
7-24-40		9	M-819	State Forces	19.0	Patch & Seal Carnegie E to US 62	11,020
7-24-40		54	M-822	State Forces	8.9	Maint. Gravel Cyril to Apache	6,675
4-25-41		FM	Pt. SAP 934	Contract	3.0	Gr., Dr., & Gravel - Hinton Southeast	20,000
7-30-41	281		M-898	State Forces	24.0	Repair & Seal, Anadarko North	15,600
10-28-41		54	WPA 7-145	State Forces and WPA	8.96	Jct. SH 41 South Thru Alfalfa	82,896
11-8-41	66		X-41	State Forces	- -	Concrete Ditch Check - 2½ Miles East Bridgeport	6,000
						County Total	$149,021
				CANADIAN COUNTY			
7-1-40		FM	C-1002	State Forces	0.75	Stabilize & Armor Coat, Mustang N to SH 41	3,700

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				CANADIAN COUNTY (Cont'd)			
7-1-40		FM	C-1005	State Forces	8.2	Reprocess & Seal Old Detour El Reno East	2,526
7-26-40		4	C-1036	State Forces	9.2	Stab.Base & Armor Coat-Yukon North to Piedmont	19,068
7-26-40	270		FAP 506-A	Contract	8.0	Two-Lane Conc.Pav. & One-Lane Bit. Paving on US 81 South of Okarche South East	266,350
12-28-40	281		Pt.SAP 958	Contract	5.202	Gr.,Dr.,Gravel US 66 North West toward Geary	48,215
4-23-41		FM	C-1103	State Forces	1.48	Gr.,Dr.Gravel & Armor Coat from US 66 West of Yukon South & West	5,400
4-25-41		FM	Pt.SAP 934	Contract	7.0	Gr.,Dr.,Gravel South East of Hinton South East	40,500
6-27-41	81		SN-FAGH 163-G(1)	Contract	- -	Overpass of CRI&P on Relocation of US 81 South East of El Reno	222,000
9-2-41		41	M-908	State Forces	14.94	Repair & Seal-Union City East to Oklahoma County Line	9,456
3-3-42	66		X-47	State Forces	- -	Bank & Brg.Abut.Protection & Jetties North East Abut.Canadian River Brg. near Bridgeport	5,600
6-1-42	81		SN-FAP 163-G(2) G(3)	Contract	1.308	Appr. to CRI&P O/P South East of El Reno	142,000
						County Total	$764,815
				CARTER COUNTY			
7-10-40		76	SAP 638	Contract	7.3	Bit. Pav. Ratliff City South	50,000
7-10-40		22	Pt-SAP 529	Contract	2.4	Asph.Surf.Carvin County Line West	14,500

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				CARTER COUNTY (Cont'd)			
7-24-40	70		C-1029	State Forces	4.1	Gravel Base & MC-2 Oil Mat, Johnston County Line West	35,313
10-1-40	77		C-1071	State Forces	0.55	Armor Coat on "K" Street in Ardmore	1,039
4-25-41		53	Pt-SAP 774	Contract	5.0	Gr., & Bl.Rock Asph.Surf. from SH 76 West	84,100
10-21-41		FM	WPA 7-144	State Forces, County & WPA	3.0	Gr.,Dr., 9" Gravel Base & B.R.A.-Hewett to Rexroat	81,513
12-1-41		18	M-917	State Forces	6.0	Reshape & Gravel (500 cy/mi) Jct. US 70 North	3,500
						County Total	$269,965
				CHEROKEE COUNTY			
7-24-40	62		C-1009	State Forces	13.0	Reprocess & Seal Muskogee County Line to Tahlequah	10,700
7-24-40	62		C-1011	State Forces	13.5	Reprocess & Seal Adair County Line to Tahlequah	10,640
3-28-41		51	M-852	State Forces	8.2	Regravel Wagoner County Line East	8,983
4-25-41		51	FAP 330-A(2) B(1)	Contract	8.0	Base & Bit. Paving, Tahlequah West	114,000
5-27-41		51	SAP 778 (2)	Contract	250'	Brg. Repair-Barron Fork Brg.-0.5 mile South East Jct. US 62	1,500

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						CHEROKEE COUNTY (Cont'd)	
7-30-41		51	C-1112	State Forces	1.0	Oil Mat thru Hulbert	1,652
6-25-42		51	SAP 778 (2)	Contract	- -	Barron Fork Creek Bridge East of Tahlequah	10,700
						County Total	$158,175
						CHOCTAW COUNTY	
11-19-40		2	M-840	State Forces	2.0	Gravel Surf. from Jct. US 271 West to Goodland Academy	2,050
7-30-41	271		M-883	State Forces	6.0	(Of 10.2 Mi.) Reprocess Oil Mat--Hugo South to Red River	6,415
4-7-42	271		M-928	State Forces	5.65	Re-Cond. Oil Mat-Jct. US 70 & 271 North toward Antlers	15,000
5-11-42	70		M-947	State Forces	6.0	Re-Cond. Oil Mat-Ft. Towson East to McCurtain County Line	6,000
						County Total	$29,465.
						CIMARRON COUNTY	
7-24-40	64		C-1025	State Forces	27.6	Repair & Armor Coat Boise City East to Texas County Line	36,000
7-24-40	287		M-815	State Forces	18.0	Seal Boise City North to Colorado Line	8,000
4-25-41	287		SN-FAP 600 A(1)	Contract	8.0	Base & Bit. Paving Boise City South West	71,000
7-30-41	287		C-1123	State Forces	17.8	Armor Coat-Boise City North to Colorado State Line	29,470

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						CIMARRON COUNTY (Cont'd)	
10-7-41	64		X-25	State Forces	- -	Replace 7-29' Spans Timber Pile Trestle and other Flood Damage - Carrizozo Creek Bridge at Oklahoma-New Mexico State Line	7,500
10-7-41	64		X-26	State Forces	- -	Re-const. 4-29' Timber Spans, 2 Abuts. & 1-29' & 2 Abuts. at Texquite Creek-1 mile W of Kenton	7,000
10-7-41	287		X-27	State Forces	- -	Re-const. 12-25' Timber Spans at Beaver Creek S E of Boise City	12,000
						County Total	$170,970
						CLEVELAND COUNTY	
7-24-40	77		C-1020	State Forces	3.5	Shoulder Widening Moore N to Oklahoma County L.	18,084
10-1-40		9	Pt - C-1070	State Forces	- -	Refloor Old Bridge over Canadian River	3,426
12-28-40	77		SN-FAP 112-E(2) FG (3)	Contract	- -	Bridge 2½ miles N. of Lexington	34,550
5-13-41		9	Pt.-X-13	State Forces	- -	Replace 4-30' Timber Spans & Rebuild Fill S. Canadian River S.W. of Norman	773
1-20-42	CO.Rd.		WPA 3-147	State Forces Co. & WPA	5.0	Gr.,Dr., & Gravel-from US 77 at Hollywood Cor., thence 2 miles W. & 3 Miles S. to SH 74	38,596
6-1-42		9	SAP 868-A(1)	Contract	7.982	Asph. Surf., Norman East	204,800
						County Total	$300,229
						COAL COUNTY	
7-24-40	75		C-1018	State Forces	14.1	Recondition Mat-Hughes County Line S. to SH 3	18,289
7-24-40		3	M-800	State Forces	15.5	Repair & Seal US 75 W. to Concrete	5,410

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						COAL COUNTY (Cont'd)	
7-17-41	75		M-870	State Forces	8.7	Repair & Seal, Coalgate S to Atoka Co. L.	5,395
5-27-42		43	X-55	State Forces	- -	Re-Floor P. Truss & Rebuild Approach Spans 2 miles E of Coalgate	2,984
						County Total	$32,078
						COMANCHE COUNTY	
7-24-40	62		M-820	State Forces	5.5	Seal from 1 mile E of Cache West	2,750
2-10-41		17	M-849	State Forces	14.0	Gravel, Elgin to Grady County Line	8,824
5-16-41	277		FAGH 555-A(1)	RR F/Ac	- -	Automatic Signal CRI&P West of Elgin	1,918
5-6-41		29	FAGM 557-A(1)	RR F/Ac	- -	Automatic Signal CRI&P in Lawton	2,475
6-9-41	Access Road		AW-FAP 603-A(1)	Contract	5.7	Gr., Dr., & P.C.Conc.Pav., Shoulder Stab. on Access Road in Vicinity of Lawton and Ft. Sill	328,000
7-17-41		32	M-878	State Forces	24.0	Repair Base & Mat-Jct. US 277 W & S	17,600
7-30-41	277		M-899	State Forces	10.0	Repair Jct. SH 36 S to Jct. SH 53	5,800
9-2-41	277		C-1135	State Forces	6.3	Armor Coat--Lawton South	6,276
2-12-42	Access Road		AW-FAGH 603-A(2)	RR F/Ac	- -	F.L. Signal on St.L-S.F.Ry at Lawton Access Road	2,385
3-6-42		49	AW-FAGS 389-A(2)	RR F/Ac	- -	Signal at St.L.-S.F. near Cache	2,875
4-1-42		49	DA-WR 2-A(1)	Contract	2.392	Asph.Surf. & 1 Bridge, Medicine Park	203,119

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						COMANCHE COUNTY (Cont'd)	
4-7-42	277		C-1161	State Forces	10.5	Widen Base, Repair & Armor Coat--Elgin W. & S. to Ft. Sill Reservation	25,000
4-7-42	62		M-943	State Forces	5.0	Repair & Seal, Jct. US 277 at Porter Hill N. to Caddo Co. Line	7,000
4-13-42		49	AW-FAS 389-A(2)	Contract	4.014	Asph. Surf., Cache North	98,000
						County Total	$712,022
						COTTON COUNTY	
7-15-40	277		SN-FAP 284-B (3), C(2)	Contract	6.0	Bit. Pav. & Br. N. of Randlett North	177,850
7-24-40		5	M-821	State Forces	16.8	Maint. Gravel-Walters SE to Jefferson County Line	5,000
2-19-41	277		SN-FAP 284-D(2)	Contract	6.0	Base & Bit. Pav. N. of Randlett North	60,000
7-17-41		32 & 36	M-875	State Forces	16.0	Gravel--(SH36-Cotton-Tillman Co. L.) (Thru Devol to Jct. US 277.) (SH32-Randlett W; to Jct. SH36)	8,000
8-5-41	277		X-22	State Forces		Repairs to Red River Bridge	2,000
4-7-42	70		M-942	State Forces	13.0	Gravel - Randlett East	4,800
6-1-42		65	SAP 969-A(1)	Contract	6.368	Asph. Surf., Temple North	58,000
						County Total	$315,650

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						CRAIG COUNTY	
8-27-40	59,60, 69,66		FAGM 149-A(2)	RR F/Ac		Add Gate Arms to Fl.Light Signals M.K.T. Ry. In Vinita	4,600
8-28-40			FAGM 480-B	RR F/Ac		Automatic Signal on Canadian Ave. in Vinita	3,364
3-8-41			FAGM 55-A(1)	RR F/Ac		Automatic Signal on St. L-S.F.Ry.-Foreman St. Vinita	3,080
7-30-41		10	M-900	State Forces	5.7	Re-Process oil Mat-Ottawa Co.L. W. to Jct.US 59	6,600
						County Total	$17,644
						CREEK COUNTY	
7-10-40		F/M	Pt.SAP 910	Contract	6.989	Bit. Pav. South of Bristow South	38,031
9-19-40			X-10	State Forces		Repair Flood Damage on all Highways	6,500
12-31-40		67	FAP 592-A(1)	Contract	5.0	Gr.Dr. Gravel & Bre., Drumright East	101,600
1-22-41	66		C-1092	State Forces	0.5	Shoofly Detour at Catfish Cr.Br.SW of Bristow	3,650
1-27-41		16	M-846	State Forces	15.3	Regravel Bristow E.to Okmulgee Co. Line	21,500
1-27-41		F/M	M-847	State Forces	5.3	Regravel Bristow South	7,100
2-19-41	66		SN-FAP 136-AB(2), D(2)	Contract		Bridge 2 Miles West of Bristow	43,200
4-7-41	66 75		WPA 8-129	State Forces & WPA	1.166	Reconstruct & Pav. Dewey Ave. in Sapulpa from W. City Limits to Mission Street	122,035

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						CREEK COUNTY (Cont'd)	
4-29-41	66,75		SN-FAGM 93-B(3)	RR F/Ac		Automatic Signal-St. L. S. F. Ry. in Sapulpa	5,240
4-28-42	66		WPA 8-151	State Forces, City & WPA	2650'	Conc.Pav.-On Mission St.fromLine St. to Cobb St. in City of Sapulpa	42,528
6-30-42		67	SAP 682-B	Contract	4.933	6 Mi. East of Drumright, East	118,000
						County Total	$509,384
						CUSTER COUNTY	
7-15-40		33	FAP 311	Contract	3.882	Gr.Dr.Gravel & Br., from US 183 to Custer City	45,500
8-1-40			FAGM 504-B(1)	RR F/Ac		1 Pr. Fl. L. Signals at At & SF Ry. in Clinton	3,950
11-19-40	66		SN-FAP 204-A(2)	Contract	4.226	Landscaping from 1½ mis. East of Clinton E.	12,900
12-31-40		33	Pt. C-1089	State Forces	7.5	Seal from Thomas Northeast	5,505
2-19-41		33	FAP 311-A(2)	Contract	4.0	Bit. Pav. From US 183 to Custer City	72,700
2-19-41		14	FAP 332-A(1)	Contract	6.0	Bit. Pav., Arapaho North	115,000
3-4-41	183		Ext. SAP 189	Contract	2.5	Gr.Dr.Gravel & Asph.Conc.Surf.,Dewey Co.L. South	35,000
6-27-41	183		SAP 631-B	Contract	7.532	7" Gravel Base & Asph.Conc.Surf.from SH 33 North Toward Putman	117,500
9-2-41	66,183		WPA 5-140	S.F. & WPA	0.35	Re-Surf. Asphalt Surf. in City of Clinton	2,968
11-4-41		33	FAP 311-B(1),C(1)	Contract	9.2	Gr.Dr.Gravel & Br. Thomas W. to Custer City	148,900
5-11-42	City St. 183		WPA 5-152	S.E. & WPA	696'	Cement only for Conc.Pav. Widening-on N. 6th St., from Nowaky Ave. N. in Clinton. 1 Blk.	240
						County Total	$560,163

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				DELAWARE COUNTY			
9-6-40	59		C-1064	State Forces		Constr.Channel for Ferry at Honey Cr.S. of Grove	14,720
9-6-40	59		C-1065	State Forces	9.1	Detour at Honey Creek	10,536
12-31-40		20	M-844	State Forces	5.3	Gravel Surf., Mo. State Line South	2,500
3-4-41			WPA 8-124	S.F. & WPA		Appr.to Grand River Sailboat Brg.N.W.of Grove	43,242
4-16-41			WPA 8-130	S.F. & WPA	4.708	Gr.,Dr.,& Rip Rap,Gravel Surf.from Grove N.W.	146,672
6-27-41	59		FAP 509-B(1)	Contract	1.563	Gr.Dr.,Gravel & Bri.,Honey Creek Br. & Apprs. South of Grove	380,000
2-3-42	59		X-45	Contract		Repairs to Spavinaw Cr.Br.,So. of Jay	9,500
4-7-42		33	M-945	State Forces	6.9	Re-Cond. oilmat-Ark St. L. West	9,000
4-7-42		33	M-946	State Forces	5.0 of 14.0	Spot. Re-Cond. oilmat, Jct. US 59 W. to Hayes Co. Line	7,500
6-1-42		20	SAP 159-A(3)	Contract	0.245	Brush Cr. Br. & Appr. E. of Jay	28,100
6-16-42	59	10	X-57	State Forces	600'	Const.& operate Ferry at Honey Cr.S.of Grove	5,809
						County Total	$657,579

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				DEWEY COUNTY			
7-24-40	183	14	M-809	State Forces	0.28	Seal Floor of S. Canadian River Bridge	465
7-24-40	270		M-810	State Forces	9.0	Seal & Stab. Shoulders from SH 51 S. E.	3,160
10-16-40	60		WPA 6-111	State Forces City & WPA	0.28	6" Base, 1½" Bit. Surf. & Conc. Curb, Gutter on 4 Blocks in Vici	14,734
11-19-40	183		SAP 189	Contract	10.0	Base & Bit. Pav. S. of Taloga S.	144,500
12-31-40		33	Pt. C-1089	State Forces	1.6	Seal Custer Co.Line N.E. to Blaine Co. Line	1,174
12-31-40	183	14	C-1090	State Forces	6.23	Seal Taloga South	2,562
9-2-41	270		M-909	State Forces	10.0	Seal-Major Co. L. S.E. to Conc. Paving	5,580
3-3-42	183		M-922	State Forces	7.6	Maint.Gravel-Woodward Co.L. S. to Taloga	8,500
						County Total	$180,675
				ELLIS COUNTY			
9-11-40	283		SAP 663	Contract	2.0	Gr.,Dr., & Brs., Shattuck North	141,300
10- 4-40	283		FAGM 504-B(1)	RR F/Ac		Automatic Signal on AT & SF Ry. in Shattuck	4,950
11-4-41	60		FAP 316-B(2)	Contract	5.863	Base & Bit. Pav., Arnett W.	75,000
						County Total	$221,250

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				GARFIELD COUNTY			
10-16-40		F/M	WPA 4-112	S.F. & WPA	6.0	Gr.Dr.Surf.& Sodding Drummond N.to US 60	32,218
11-7-40		F/M	WPA 4-113	S.F. & WPA	6.0	Gr.Dr.Sodding,etc. from Jct. US 81, 9 Mis. North of Enid East & North	29,369
1-22-41			WPA 4-120	S.F. & WPA		2 Blks. of Struct. Widening on E.Main St.in Enid	16,630
10-24-41	64	15	FAGH 70 (2)	RR F/Ac		1 Pr. F.L. Signals AT & SF Ry. E. of Enid	2,030
2-18-42	Access		DA-WR-1-A	Contract	0.587	P.C.Conc.Pav.,2⅔ Mi.So.of Enid, US 81 W. to Flying School	28,000
4-7-42		38	C-1159	State Forces	6.2	Shale Base & Armor Coat-Jct.US 60 S.to Drummond.	14,827
4-20-42	Access		AW-FAGS 393-A(1)	RR F/Ac		Signal at CRI & P crossing on DA-WR-1-A(1)	5,380
						County Total	$128,454
				GARVIN COUNTY			
7-10-40		22	Pt. SAP 529	Contract	5.7	Bit.Pav.,W. of Davis W.to County Line	34,029
8-14-40		22	C-1052	State Forces	2.0	Cr.Rock Asph.Surf.from W.of Davis W.	8,779
1 -1-40		19	SAP 853	Contract	6.0	Base & Rock Asph.Surf.-Lindsay E.	80,000
10-1-40		19	SAP 853-B	Contract	5.5	Base & Bit. Paving - Mayesville West	104,000
10 -1-40		19	C-1073	State Forces	9.5	Detour around SAP 853-B	1,914
10-1-40	77		WPA 3-108	S.F. & WPA		Pedestrian Underpass in Pauls	5,007

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				GARVIN COUNTY (Cont'd)			
11-18-40) 10-21-40) 11-1-40)	77		FAGM 504-B(1)	RR F/Ac		3 Auto.Signals, 2 in Pauls Valley and 1 in Wynnewood	11,710
3-14-41		18	Pt. C-1100	State Forces	2.1	Detour from 1 Mi. N.of Murray County Line E. to Pontotoc Co. L.	523
6-17-41	77		X-15	State Forces		Temp.Detour & Br.over Washita Riv.N.of Pauls Valley	9,764
6-27-41		19	SAP 965-A	Contract	7.137	Base & Rock Asph.Surf., Pauls Valley N.E.	101,500
7-17-41		19	C-1108	State Forces	9.6	Detour-Jct.77 in Pauls Valley,E.&N.to SH 19	2,333
7-17- 41		7	Pt. M-877	State Forces	9.0	Repair Base & Surf.-Murray Co.L. 3 Mi. West of Davis Extending W.	4,425
7-17-41		19	X-18	State Forces	200'	Replace Fill, Base & Surf. & Const. Culvert-W. Edge, Pauls Valley	4,237
10-14-41	77		X-31	State Forces		Rip Rap & Bank Protection at Washita R. Brg. N.W. of Wynnewood.	4,620
12-1-41		18	M-918	State Forces	15.0	Re-Shape & Gravel 500 C.Y./Mi.-Murray Co.L. North to McClain County Line	8,525
4-13-42		76	X-48	State Forces		Brg.Repair--Approx. 11 Mi. S. of Lindsay	6,899
6-30-42		F/M	SAP 55	Contract	6.0	Gr.,Dr.,Gravel & Br., Lindsay South	127,000
						County Total	$515,955

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				GRADY COUNTY			
7-24-40		17	M-818	State Forces	8.6	Recondition & Stab. Rush Springs West	8,600
9-19-40		19	C-1066	State Forces	4.25	Detour around SAP 852-A	923
9-19-40		37	C-1067	State Forces	5.0	Widening & Const. Oil Mat - Tuttle East	8,907
10-1-40	81		C-1075	State Forces	1.25	Seal Paving in Chickasha & Stab. Shoulders Chickasha South 1/2 mile	3,191
3-4-41	81		FAGH 555-A(1)	RR F/Ac		Auto. Signal CRI & P Ry. N. of Chickasha	2,155
6-26-41		19	A-17	State Forces		Temporary Repair to Washita River Bridge West of Lindsay	1,600
6-27-41		F/M	FAS 87-A(1)	Contract	5.0	Gr. Dr., Gravel & Brs., Rush Springs East	36,700
7-30-41	81		C-1127	State Forces	7.3	Widen Str. & shoulders & oil Stabilize Chickasha South	25,000
10-21-41		37	Pt. SAP 890-B(1)	Contract	3.5	East of Tuttle East	29,500
12-1-41		39	M-919	State Forces	5.5	Re-shape & Gravel Jct. US 62 East	3,468
12-1-41	Co.Rd.		WPA 7-146	S.F. & WPA		Material only - 6 mis. N. of Bradley	2,590
4-13-42	City St. & Co.RD.		WPA 7-150	S.F. & WPA	4670'	Oil - to O. C. W. Grand Blvd., US 81 West to 14th Street, in Chickasha	2,574
						County Total	$126,208

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				GRANT COUNTY			
8-11-40	60		M-828	State Forces	12.4	Seal Pond Creek East	8,308
12-28-40		11	FAP 428-B(1)	Contract	8.0	Gr.Dr. Gravel & Bri. W. of Medford West	142,000
2-10-41	60		FAGM 557-A(1)	RR F/Ac		1 Pr. F.L. Signals CRI & P Ry. in Pond Creek	3,390
4-7-41		11	FAGM 555-A(1)	RR F/Ac		1 Pr. F.L. Signals CRI & P Ry. North of Medford	3,080
10-11-41	64		FAGM 224-E(2)	RR F/Ac		1 Pr. F.L. Signals AT & SF Ry. in Nash	2,445
11-4-41		11	FAP 428-C(1)	Contract	5.948	Gr., Dr., Gravel & Br. W. of Medford West	135,000
						County Total	$294,223
				GREER COUNTY			
7-24-40		F/M	C-1021	State Forces	1.03	Gravel Base & Oil Mat from US 283 W. to Brinkman	12,600
7-24-40		F/M	C-1022	State Forces	1.0	Gravel Base & Oil Mat from US 283 W. thru Willow	10,400
4-16-41	283		M-854	State Forces	4.4	Seal Oil Mat Beckham Co. Line SE to SH 34	3,900
4-23-41		34	M-862	State Forces	6.7	(3.6 Mi. Replate & Gravel) (6.7 Mi Gravel) Mangum S. W.	10,000
4-25-41		9	SAP 754	Contract	8.0	7" Base & Rock Asph. Surf. Mangum West	131,500
6-25-42		9	Pt.SAP 754-B(1)	Contract	4.000	Asph. Surf 8 Mi. W. of Mangum West	68,500
						County Total	$236,900

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						HARMON COUNTY	
7-15-40		30	FAS 432	Contract	1.451	Gr.,Dr.,Gravel & Br. over Elm Fork - Beckham County Line South	70,519
6-25-42		9	FtSAP 754-B(1)	Contract	3.978	Asph. Surf., Greer County Line West	68,500
						County Total	$139,019
						HARPER COUNTY	
8-14-40	64		M-825	State Forces	21.7	Seal Buffalo West	8,000
7-30-41	64		C-1124	State Forces	21.7	Armor Coat-Buffalo W. to Beaver Co. Line	27,955
10-7-41	283		X-28	State Forces		Re-Const. 8-29' Timber Spans, 1 Abut. & Bank Prot. at Cimarron Riv. S. of Englewood	10,000
6-1-42	283		SAP 581(1)	Contract		Cimarron Riv. Br. Repairs, North of Rosston	41,000
						County Total	$86,955
						HASKELL COUNTY	
8-14-40		2,10 & 31	C-1045	State Forces		Dust Palliative in Keota, McCurtain & Kinta	1,572
11-19-40		F/M	Pt.FAP 399	Contract	4.0	Gr. Dr. Gravel & Br. Pittsburg Co. Line E.	60,000
5-7-41		9	M-864	State Forces	7.3	Reshape & Constr. Timber Structures West of Whitefield W. toEnterprise	3,544
7-30-41		10	C-1113	State Forces	11.1	Armor Coat--Stigler E. to Keota	13,460
10-7-41		10	WPA 1-141	S.F. & WPA	6.7	Gr., Dr., 8" Cr. Stone Base--W. Limits Keota E. to LeFlore Co. Line	138,707
						County Total	$217,283

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						HUGHES COUNTY	
7-24-40		12	M-795	State Forces	11.8	Repair & Spot Seal Calvin to Allen	1,982
7-24-40		9	M-803	State Forces	3.6	Maint. Gravel Wetumka East	1,870
7-24-40	75		C-1017	State Forces	14.5	Recondition Mat US 270 to Coal Co. Line	20,751
8-14-40		St.	C-1051	State Forces	0.45	Gravel on Main Street of Stuart	1,834
9-11-40		F/M	Pt.FAS 73	Contract	0.6	Gr,Dr,Gravel-Dustin N. to Okfuskee Co.Line	2,000
9-19-40		F/M	WPA 3-107	S.F. & WPA	3.75	Gravel & Dr.Str.,from US 75 W. & from US 75 E.	7,857
4-5-41	75,270		FAGM 189-F(1)	RR F/Ac		F.L. Signal CRI & P Ry. in Calvin	3,280
4-28-41	270		FAGM 174-A(3)	RR F/Ac		1 pr. F.L. Signal, CRI & P Ry. in Holdenville	3,900
5-1-41		F/M	FAS 84-A(1)	Contract	4.5	Gr. Dr. Gravel & Brs., Holdenville North	34,700
6-26-41	75		X-16	State Forces		Bank Prot.along N.Canadian Riv. N. of Wetumka	18,550
7-30-41		68	M-885	State Forces	10.9	Re-Process Oil Mat-Holdenville to Atwood	6,180
7-30-41		12	M-886	State Forces	11.8	Repair & Seal - Calvin to Allen	4,810
10-7-41	75		WPA 3-142	S.F. & WPA	1079'	Stab.Sub-Grade & 3 Blks P.C.Pav.on Main St., City of Wetumka	23,411
11-4-41		68	X-35	State Forces		Rip Rap N.Bank S. Canadian Riv.at Atwood Br.	21,941
11-4-41	75		X-36	State Forces		Detour SW of Wetumka	3,178
2-3-42		68	X-43	S.F. & Contract		Repairs to So. Canadian Riv. Br.	23,093
3-18-42	75		X-46	Contract		Repairs to Wewoka Cr. Br., So. of Wetumka	18,600
						County Total	$197,937

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				JACKSON COUNTY			
12-31-40	283		C-1091	State Forces	5.99	Seal Altus South	5,674
2-10-41		44	M-851	State Forces	11.0	Gravel Eldorado Northeast	6,300
5-1-41	283		FAP 292	Contract	6.5	Base & Bit. Pav., Texas State Line North	93,000
2-20-42	283		SAP 928-B(2)	Contract		Repairs to Red R. Bridge	14,056
4-7-42		34,44	M-993	State Forces	6.5	Gravel-Eldorado S.W. to Red Riv.	10,000
						County Total	$129,030
				JEFFERSON COUNTY			
7-15-40	70		FAP 218-444-307	Contract	8.0	Bit. Pav. from US 81 W. to Red River	111,300
10-1-40		5	M-834	State Forces	2.25	Gravel Between Waurika & Hastings	1,181
12-28-40		F/M	FAS 85-A(1)	Contract	5.071	Gr., Dr., Gravel & Brs. from US 70 at Ringling South	44,600
4-5-41	70		FAGH 218-A(4)	RR F/Ac		Auto. Signal CRI & P Ry. at Waurika	3,900
7-17-41		5	M-876	State Forces	11.3	Gravel -Waurika NW to Cotton Co. L.	7,900
11-4-41	70,81	5	X-34	State Forces		Repair Flood Damage	4,400
6-25-42	70		SAP 421-D(1)	Contract	8.0	Base & Bit. Pav. Ringling West	145,000
						County Total	$378,281

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				JOHNSTON COUNTY			
7-24-40		99	C-1013	State Forces	9.0	Stab. Base & Const. new Oil Mat - Tishomingo North to SH 61	26,630
7-24-40		22	C-1015	State Forces		Culvert at Sand Creek 1 Mi. E. of Ravia	2,875
4-7-42		7	M-929	State Forces	6.0	Gravel--Atoka County Line West	3,075
4-7-42		48	M-931	State Forces	7.4	Spot Gravel(on 9.7 Mi. Section)Wapanucka South to Coleman	3,695
5-11-42		22	X-53	State Forces	7.9	Gravel--Nida West	8,935
5-19-42		299	X-54	State Forces		Remove old Abut. & Const. New Abut. & 22' Span at Big Sandy Cr.Br., approx. 3 Mis. E. Tishomingo	5,790
						County Total	$51,000
				KAY COUNTY			
7-17-41	177		WPA 4-138	S.F., City & WPA		Widen & New Pvt.on Main St.(US 177)in Blackwell	60,140
4-7-42		40	M-925	State Forces	6.0	Re-cond. & Seal--Ponca City S.to Noble Co. L.	13,510
						County Total	$73,650
				KINGFISHER COUNTY			
7-10-40		51	SAP 914	Contract	8.761	Gr.Dr. & Cement Stab.,E. of Blaine Co.Line E.	64,470
7-15-40		33	FAP 256	Contract	0.062	P.C. Conc. Pav., on Bdwy. in Kingfisher	5,300

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						KINGFISHER COUNTY (Cont'd)	
7-15-40		33	FAP 276	Contract	9.5	(0.5 Mis.Conc.Pav.&9.0 Mis.Bit.Pav.)from US 81 W.	162,475
7-23-40		51	FAP 397-Rdy-Br.	Contract	7.0	Gr.,Dr.,Gravel & 4 Brs.,etc.,Hennessey West	77,011
11-19-40	81		SAP 927	Contract		Sidewalk on Kingfisher Cr. Br., at Kingfisher	1,500
2-19-41		33 Pt.	FAP 276	Contract	6.157	Base & Bit.Pav.,from W.of Kingfisher West to Blaine County Line	77,300
2-20-41		51	FAGH 397-B(2)	RR F/Ac		1 Pr. F.L. Signals CRI & P Ry. N.W.of Hennessey	3,050
6-27-41		51	FAP 397-B(1)	Contract	1.8	Base & Sand Rock Asph.Surf.,Blaine Co.Line E.	27,000
9-2-41		51	C-1139	State Forces	15.9	Armor Coat - Hennessey West	16,181
4-7-42		F/M	C-1160	State Forces	6.75	Armor Coat - Dover West toward Loyal	8,775
						County Total	$443,062
						KIOWA COUNTY	
7-24-40	183	14	C-1023	State Forces	2.2	Stab.Base & Oil Mat between Mt.Park & Roosevelt	5,740
7-24-40		9	M-806	State Forces	18.0	Seal Mt. View West to US 183	9,300
7-24-40	183		M-807	State Forces	8.0	Repair Base & Surf. Roosevelt North	1,838
7-24-40	183	14	M-812	State Forces	14.3	Seal Snyder to Roosevelt	5,986
9-11-40		44	SAP 915	Contract	2.0	Gr., Dr., Gravel E. of Lone Wolf North	8,900

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						KIOWA COUNTY (Cont'd)	
2-21-41	183	9	C-1097	State Forces	0.6	Gravel & Oil Mat 1 Mile S.E. of Hobart	6,525
4-16-41	183		M-859	State Forces	15.4	Seal & Repair Roosevelt to Langley	9,000
7-30-41	62		M-893	State Forces	8.6	Seal& Repair - Snyder W. to Red River	7,500
9-2-41	183		M-910	State Forces	15.4	Rep.Base & Oil Mat--Snyder N. to Roosevelt	15,000
9-2-41	183		M-911	State Forces	13.0	Rep. & Seal 2' Edges - Roosevelt N.to Hobart	22,278
9-2-41		9	C-1136	State Forces	4.7	Seal--Lonewolf West	3,000
10-14-41	183	14	FAGM 247-F(2)	RR F/Ac		(1 Pr. Fl. L. Signals St. L. - S.F. Ry. ("E" Street in Snyder	3,630
11-11-41		9	FAGM 177-C(3)	RR F/Ac		1 Pr. Fl. L. Signals AT & SF Ry. in Lone Wolf	3,380
4-7-42	183		M-934	State Forces	13.0	Rep. & Spot Seal--Roosevelt N.	10,000
4-7-42		9	M-935	State Forces	19.5	Rep.&Seal--Mt.View W.to US 183 & Loop thru Gotebo	12,300
						County Total	$124,377
						LATIMER COUNTY	
1-22-41		F/M	WPA 2-119	S.F. & WPA		Assisting Co. in Improving Co. Rds. of Wilburton (Shale Royalty)	29,033
3-26-41		2	FAGS 556-A(1)	RR F/Ac		1 Auto. Signal CRI & P Ry. S.W.of Wilburton	2,000
5-7-41	270		M-865	State Forces	27.0	Rework Oil Mat thru County	24,570
						County Total	$55,603

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				LeFLORE COUNTY			
9-19-40		31	M-833	State Forces	0.5	Oil Mat thru Bokoshe	1,625
10-28-40	271		FAP 84(4)	Contract	5.066	Gr., Dr., Gravel & 6 Brs. Shady Point to Poteau	124,500
3-4-41	270		FAGH 557-A(1)	RR F/Ac		1 Pr. F.L. Signals CRI & P Ry. in Howe	2,935
3-20-41	271		FAGH 555-A(1)	RR F/Ac		1 Pr. F.L. Signals CRI & P Ry. 2 Mis W. of Caston	2,015
4-28-41) 6-13-41)			FAGS 68-A(1) & 69-A(1)	RR F/Ac		2 Pr. F.L. Signals KCS Ry. at Hodgens	5,595
5-13-41	270		M-868	State Forces	5.4	Recondition Oil Mat., Latimer Co. Line East to US 271	5,200
6-13-41			FAGM 65-A(1)	RR F/Ac		1 Pr. F.L. Signals KCS Ry. in Heavener	4,510
6-27-41		63	Forest 6-D	Contract	5.070	Gr.Dr.Grav.&Br.,Ark.Line W.in Ouachita Forest	114,671
7-1-41			FAGM 64-A(1)	RR F/Ac		1 Pr. F.L. Signals KCS Ry. on Allegheny St. in Poteau	2,710
7-1-41			FAGM 63-A(1)	RR F/Ac		1 Pr. F.L. Signals KCS Ry. Dewey St. in Poteau	4,000
7-30-41	271		C-1114	State Forces	0.5	Oil Mat - thru Summerfield	1,600
7-30-41	271		M-884	State Forces	6.3	Re-process Oil Mat - Wister West to Jct. 270 & 271	6,415
2-3-42	59		SAP 873-A(1)	Contract		Ark. R. Br. Repairs, South of Sallisaw	35,500
						County Total	$311,276

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				LINCOLN COUNTY			
11-19-40		99	C-1081	State Forces		Remove Auto-Stop Signals & Pave Crossing Ft. S. & W. Ry. in Prague	900
12-31-40	62		SM-FAP 228-C(1)	Contract	6.5	Conc. Pav. & Widening Meeker East	180,000
1-28-41	62		C-1095	State Forces	13.7	Detour around FAP 228-C (1)	19,123
2-10-41	62		M-850	State Forces	6.4	Salvage Oil Mat Surface-Meeker East	2,245
2-19-41		F/M	FAS 472	Contract	1.0	Gr. Dr. Gravel & Br., Warwick S.to US 66	69,200
4-25-41	62		SM-FAP 228-B(1)	Contract	5.460	Gr., Dr., Gravel & Bri.,Prague West	84,400
7-30-41		99	M-891	State Forces	21.2	Repair Base & Surf.-Spot Seal-Prague, North	8,162
9-2-41		18	C-1137	State Forces	16.3	Armor-Coat-Chandler N. to Payne County Line	10,595
9-6-41		F/M	FAGS 472-A(1)	RR F/Ac		F.L. Signals at St. L.-S.F. Ry. W. of Warwick	2,200
2-3-42	62		C-1156	State Forces	4.7	Detour--Prague East	6,290
						County Total	$383,115
				LOGAN COUNTY			
8-14-40		74	C-1055	State Forces	10.0	Maint. Gravel - Okla. County Line North	6,875
2-19-41	77		FAP 130-DEF(4)	Contract	.179	Bridge 2 Mis. S. of Guthrie	6,100
3-4-41	77		C-1096	Contract		Repr. to Skeleton Creek Br., North of Guthrie	3,000
5-14-41	77		FAGH 139-AB(2)	RR F/Ac		Automatic Signal AT & SF Ry. North of Guthrie	2,240

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				LOGAN COUNTY (Cont'd)			
12-1-41		33	X-42	State Forces		Jetties - NE of Coyle at Cimarron Riv.	5,014
3-18-42		74	SAP 968-A(1)	Contract		Repairs to Cimarron Riv. Br., South of Crescent	10,000
5-2-42		74	X-51	State Forces		Rip Rap Bank Prot. S. of Crescent at Cimarron Riv.	3,500
						County Total	$36,729
				LOVE COUNTY			
7-23-40		32	FAP 427	Contract	1.8	Street Surf. With Conc. in Marietta	56,200
7-24-40		32	C-1028	State Forces	7.0	Gr. & Clay Plate Jefferson Co. Line E.	6,800
7-24-40		32	M-823	State Forces	8.5	Clay Plate from 10.5 Mi. W. of Marietta W.	6,000
9-19-40		199	C-1068	State Forces	6.6	Ditch Checks, Sod, etc. E. of Marietta E.	4,945
2-19-41	77		SN-FAP 141-AB(2)	Contract	3.5	Landscaping 1 Mi. S. of Thackerville S.	10,970
12-8-41		199	FAGM 427-A(4)	RR F/Ac		F.L. Signal on AT & SF Ry. in Marietta	4,620
4-7-42		199	M-941	State Forces	11.9	Gravel - Marietta E. to Marshall Co. Line	9,800
6-1-42		32	SAP 597	Contract		Bridge East of Marietta	128,000
						County Total	$227,335

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				McCLAIN COUNTY			
7-10-40		59	SAP 616	Contract	6.0	6" Base & Bl. Rock Asph. Surf., Wayne East	100,000
7-24-40		9	C-1016	State Forces	1.6	4" Base & Oil Mat from US 6 East	7,250
7-24-40	62		M-799	State Forces	7.3	Recondition, Gr. Mat & Seal--Cleveland Co.L. S.W.	5,284
10-1-40		9	Pt.C-1070	State Forces		Refloor Old Bridge over Canadian River	3,426
10-1-40		59	C-1077	State Forces	1.6	Stab.Subgrade & Armor Coat E.end of SAP 616--East thru Rosedale	7,307
11-7-40	18,59		Pt.C-1079	State Forces		Reconstruct 204' Timber Spans at South Appr. to South Canadian River	3,043
12-20-40		39	C-1085	State Forces	7.565	Seal & Armor Coat fr.6 Mis.W.of Purcell West	8,246
12-31-40		24	M-843	State Forces	3.0	Regravel Washington S. to SH 39	1,960
4-9-41		74	C-1102	State Forces	17.8	Maint.Gravel fr. Jct. SH 9 S.to Purcell	10,118
5-13-41		9	Pt.X-13	State Forces		Repairs on S. Canadian Riv.Br. S.W. of Norman	773
5-13-41		74	X-14	State Forces		Rebuild timber struct. 1 Mi S. of S. Canadian River Bridge	1,328
6-27-41		59	SAP 616	Contract	6.0	Gravel Base & Rock Asph.Surf., E. of Rosedale East	88,000
6-27-41		39	SAP 842-B(1)	Contract	5.813	7" Base & Rock Asph.Surf., from end of Black Top West of Purcell West	82,000
7-17-41		39	M-869	State Forces	7.5	Rep. & Seal - Purcell W. to Jct. SH 24	4,825

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				McCLAIN COUNTY (Cont'd)			
7-30-41		18	C-1115	State Forces	0.68	Gravel Base & Armor Coat - Jct. 13 & 18 North to S. Canadian River Bridge	1,984
8-5-41		74	X-21	State Forces	600'	Low water crossing N. edge Washington	1,510
10-14-41		24	SAP 967-A(1)	Contract		Br. over Walnut Cr., North of Washington	14,500
10-21-41		37	Pt.SAP 890-B(1,	Contract	3.471	East of Tuttle East	29,500
10-21-41	City St.		C-1147	State Forces	0.58	St. Repair in Blanchard	1,608
						County Total	$372,662
				McCURTAIN COUNTY			
7-10-40		21	SAP 239	Contract		Repair 3 Brs. between Watson & Bethel	21,000
7-12-40		21	C-1008	State Forces	11.6	Detour around Brs. between Watson & Bethel	5,588
10-16-40		57,21	M-837	S.F. & WPA	8.0	Idabel N.&S.-(Remove & Replace Heworth S. & E.) old Culverts	12,371
2-10-41		57	M-848	State Forces	0.017	Repair Sand & Perry Cr. Brs., W.of Idabel	4,000
4-1-41		7	WPA 2-128	S.F. & WPA	6.754	Dr.Gravel Surf.etc., Pushmataha Co.Line S.E.	142,071
5-7-41		7	WPA 2-132	S.F. & WPA	4.125	Gr.Dr.Gravel, N.W. of Broken Bow, N.W.	107,367
5-7-41	70		M-866	State Forces	16.0	Regravel Broken Bow E. to Ark. Line	18,635
10-7-41		21	M-915	State Forces	12.0	Gravel - Haworth S. E. to Ark. St. Line	6,748
5-11-42	70		M-948	State Forces	9.0	Re-cond. Oil Mat - Valliant E. to Garvin	9,000
						County Total	$[illegible]

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				McINTOSH COUNTY			
7-8-40	266		FAGM 306-A	RR F/Ac		Automatic Signal M.K.T. Ry. in Checotah	2,800
9-11-40	69	Pt.	FAP 21(10)	Contract	5.319	Conc. Pav. Eufaula S. to Pittsburg Co. Line	118,000
12-20-40		9	C-1086	State Forces	12.8	Gravel Surf. from 7.4 Mis. W. of Eufaula W.	16,413
12-20-40		9	M-841	State Forces	7.4	Gravel Surf. Eufaula West	4,990
11-18-41	69		X-40	State Forces		Repair Bridge - 3 Mis. N. of Eufaula	22,400
						County Total	$164,603
				MAJOR COUNTY			
7-1-40		58	C-1003	State Forces	1.76	Base & Mat Ringwood North	15,300
8-14-40	281	14	M-826	State Forces	1.0	Base & Recondition Mat Woods Co. Line S.	2,200
9-11-40	60		SAP 404	Contract	8.0	Bit. Paving Fairview West	97,000
11-4-41	60		X-37	State Forces		Rep.Fill, Rip Rap & Jetties at N. end N. Canadian Riv. Brg. N. of Seiling	3,600
11-21-41		15	FAGM 324-J(1)	RR F/Ac		1 Pr. F.L. Signals, A.T.S. S.F. Ry. at Orienta	3,230
12-1-41	60		FAGS 141-A(1)	RR F/Ac		1 Pr. F.L. Signals A.T. & S.F. Ry. at Fairview	4,087
4-7-42		8	M-938	State Forces	1.4	Repair & Armor Coat - Cleo Spgs. South	4,000
4-7-42		58	M-939	State Forces	1.8	Armor Coat - Jct. US 60 S. thru Ringwood	3,100
4-7-42	60		M-940	State Forces	7.75	Armor Coat - Fairview Southwest	10,000
5-11-42	60		C-1166	State Forces	18.75	Regrade,Asph.Stab.,Base & Armor Coat, Jct. US 281 & 60 extending East	140,000
						County Total	$282,517

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				MARSHALL COUNTY			
9-11-40		199	Pt.SAP 926	Contract		Washita River Bridge between Lynn & Bee(½ Cost)	13,700
10-1-40		99	C-1072	State Forces	11.4	Add. Aggregate on road Woodville North to US 70	17,425
9-2-41		199	M-912	State Forces	22.8	Gravel thru County	21,375
						County Total	$52,500
				MAYS COUNTY			
7-15-40		F/M	FAS 2-A(2)	Contract	4.6	Gr.Dr. Gravel from 4 Mis. E. of Adair E.	21,765
7-2 -40		33	C-1030	State Forces	21.0	Reprocess & Seal 10 Mi, Seal 11 Mi, Delaware County Line West	16,900
8-17-40			FAGM 480-B(1)	RR F/Ac		2 Auto. Signals on MKT Ry. at Choteau & Adair	4,820
10-1-40		82	SAP 913 Br.	Contract		Bridge in Rdy. Section of 913	82,000
12-28-40		82	SAP 913-A(3)	Contract	5.755	Gr. & Drg. SH 20 N. of Spavinaw N.W.	62,500
7-30-41		20	M-901	State Forces	5.5	Seal, Pryor East	4,400
7-30-41		20	M-902	State Forces	6.5	Seal, Pryor West	5,200
11-4-41		20,82	SAP 913-A	Contract	5.5	Base & Surface Course, Spavinaw to Langley	62,500
1-22-42		F/M	C-1154	State Forces	4.0	Grade & Armor Coat - Jct. SH 20 in Pryor South to Jct. Okla. Ordinance Plant	6,000
6-1-42) 6-1-42)	69		SN-FAP 57(4) AI-FAP 582-A(2)B(2)	Contract	9.880	Shoulder stabilization, Choteau to Pryor	98,900
						County Total	$317,095

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				MURRAY COUNTY			
7-24-40		12	M-802	State Forces	6.2	Repair Mat Pontotoc County Line S. to SH 22	1,075
8-30-40		22	M-831	State Forces	7.8	Widen & Repair Base & Mat & Seal Davis to Sulphur	9,695
9-30-40	77		FAGM 504-B(1)	RR F/Ac		1 Pr. F. L. Signals in Davis	3,730
10-1-40	77		C-1074	State Forces	0.5	Armor Coat Detour around WPA-C-972	1,500
12-28-40		22	SAP 718	Contract	1.0	Gr. Drg. Base & Bit. Pav.-Sulphur line change	15,400
4-25-41		18	SAP 960	Contract	8.5	7" Base, Rock Asph. Surf. & Br. Sulphur No.	148,155
7-17-41		12	M-871	State Forces	6.2	Re-lay & Seal-Murray Pontotoc Co. Line South to Jct. SH 7 at Scullin	6,204
7-17-41		7	(Pt)M-877	State Forces	3.0	Rep. Base & Surf.-Davis West	1,475
9-24-41	77		X-23	State Forces		Rip Rap S. Abut. & Bank Prot. Above Brg. on Washita Riv. approx. 2½ Mis. S. of Davis	6,000
11-4-41		7	X-33	State Forces		Rep. Fill at Washita Riv. W. of Davis	8,000
3-31-42		7	WPA 7-149	S.F. & WPA		Conc. Brg. across Rock Cr. in Sulphur	78,019
4-7-42		F/M	C-1163	State Forces	1986'	1½" C.R.R.A. Surf.-Jct. SH 18 to State Veterans Hospital - SE of Sulphur	2,450
						County Total	$231,703

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				MUSKOGEE COUNTY			
7-12-40		10	C-1007	State Forces	3.2	Detour between Muskogee & Braggs	946
7-15-40		10	FAGS 572	Contract		U/P of Mo. Pac. Ry. S.E. of Ft. Gibson	49,350
7-24-40	62		C-1010	State Forces	7.0	Reprocess & Seal Ft. Gibson East	5,350
11-19-40	62		FAP 248-A(1)	Contract	3.5	Landscape Ft. Gibson Southwest	6,935
6-26-41	62,64		WPA 1-136	S.F. & WPA		Improve 8 Blks. on W. Okmulgee Ave.in Muskogee	5,899
6-27-41	69		SN-FAGM 593-C(2)	Contract		Overpass on KO & G Ry. in Muskogee	121,400
7-22-41		10	C-1111	State Forces	12.4	Oil Dust Palliative--Jct. 62 E. & S. to Braggs	7,669
7-17-41	62,64		M-873	State Forces	5.4	Seal Brk. Pvt. thru Boynton N. & S.	3,930
9-2-41	64,69		M-913	State Forces	7.3	Seal Brk. Pvt. N. & S. of Muskogee	5,230
12-18-41	62		FAGM 248-A(2)	RR F/Ac		F. L. Signal on Mo. Pac. Ry. at Ft. Gibson	4,900
1-27-42		10	C-1155	State Forces	12.4	Gravel--Braggs N. to Jct. US 62	15,000
2-10-42	69		FAP 593-C(1)	Contract	3.169	Gr. & Dr., Muskogee North	45,500
2-10-42	62,69		FAP 171-D(1)	Contract	0.83	P. C. Conc. Pav.on E.side Blvd.in Muskogee	86,000
3-3-42		10	C-1157	State Forces	0.8	Detour--Braggs N. to Jct. US 62	3,420
						County Total	$361,529

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				NOBLE COUNTY			
8-14-40		15	C-1056	State Forces	6.0	Stab. & Recondition Base & Armor Coat Jct. US 77 East to Red Rock	14,200
8-14-40		40	C-1057	State Forces	14.0	Maint. Gravel from 6 Mi. N. of US 60 N.	12,000
9-11-40	64,77		SAP 946	Contract	1.0	Widen Pav. 15' past Court House, Widen 6th St. to 40' Resurf., all in Perry	68,200
9-20-40	64		FAGM 504-B(1)	RR F/Ac		1 Pr. F. L. Signals AT & SF Ry. at Perry	3,960
10-1-40		F/M	WPA 4-109	S.F. & WPA	5.038	Gr., Dr., & Sodding E. of Lucien South	39,883
10-7-40		F/M	Pt.WPA 4-110	S.F. & WPA	1.895	Gr.,Dr., & Br., US 64 in Lela S. along Pawnee-Noble Co. Line	14,350
						County Total	$152,593
				NOWATA COUNTY			
7-10-40	60		SAP 141-B(2)	Contract		4' Timber Sidewalk on Verdigris Riv. Bri. at Catoosa Cut-Off	4,550
10-16-40		28	M-836	State Forces	10.0	Pit Gravel from Delaware E. & S. to Coodys Bluff	4,500
11-4-41	60		SAP 163-A(1)	Contract	5.980	Base & Bit. Pav. Craig Co. Line W.	52,000
1-19-42	60		FAGM 192-ABCD(2)	RR F/Ac		F. L. Signal on Mo. Pac. Ry. at Nowata	7,370
4-7-42	60		M-923	State Forces	14.9	Re-Process--Coodys Bluff to Washington Co. L.	7,500
						County Total	$75,920

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				OKFUSKEE COUNTY			
7-10-40		F/M	Pt.SAP 910	Contract	0.178	Bit.Surf.on Finished Base-Creek Co.Line South	969
7-24-40		56	M-794	State Forces	7.6	Seal Okemah S. W.	2,993
7-24-40		F/M	M-805	State Forces	14.6	Maint. Gravel SH 56 North	8,603
9-11-40		F/M	Pt. FAS 73	Contract	2.0	Gr., Dr., Gravel & Br., N. of Dustin N.	12.480
10-16-40		27	M-835	State Forces	17.0	Reshape Rdy. & Place Maint. Gravel fr. US 62 N.E. to Okmulgee County Line	14,280
6-26-41		F/M	WPA 3-137	S.F. & WPA	3.105	Improvements fr. Jct. US 62 E. of Okemah S.	10,791
7-30-41	62		M-887	State Forces	16.9	Rep. & Spot Seal--Lincoln Co. L. East	4,920
2-3-42		F/M	X-44	Contract		Repairs to N.Canadian Riv.Br., No. of Dustin	15,800
5-11-42		56	X-52	State Forces		Pilot Channel, Rip Rap Bank Prot. at N. Canadian Riv., W. of Okemah	24,000
6-2-42		56	C-1170	State Forces	15.543	6" Gravel Base & Dbl.Bit.Surf;S.6 MisR.A. Surf.--Okmulgee Co.Line W.&S.to Jct. US 62	181,457
6-30-42		F/M	SAP 971-A & B	Contract	6.963	East and South of Cromwell	80,500
						County Total	$356,793
				OKLAHOMA COUNTY			
8-14-40	77		C-1058	State Forces	3.0	Conc. Widen & Retread-Cleveland Co. Line N. to Oklahoma City	33,819
10-1-40		F/M	FAGS 23	Contract		Underpass on S. 56th St. & A.T. & S.F. Ry. in Oklahoma City	62,000

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				OKLAHOMA COUNTY (Cont'd)			
10-20-40) 12-7-40)			FAGM 41-42-43-44-A(1)	RR F/Ac		4 Automatic Signals in Okla. City	15,764
11-7-40			C-1080	State Forces		Base & Mat on Drive around Armory in Okla.City	10563
11-19-40			SAP C-982	Contract		Garage Bldg., in Oklahoma City	15,000
11-19-40	62		SAP 964	Contract		Br.Sidewalk on N. Canadian Riv. Br. near Harrah	4,490
11-19-40			C-1082	State Forces		Crushed Stone & Armor Coat on Parking Area N.W. of Capitol Office Building	3,275
11-25-40		F/M	FAGS 47-A	RR F/Ac		F.L. Warning Signal M.K.T. Ry. near Witcher	2,423
12-7-40			FAGM 480-B(1)	RR F/Ac		Auto Signals on E. Reno Ave., Okla. City	2,700
12-18-40		F/M	FAGS 48-A	RR F/Ac		F.L. Warning Signal Ext.of N.E.63rd St.N.E. of Oklahoma City	1,950
2-19-41	77		FAP 130-BC(2)	Contract		Bridge 2½ Mis. N. of Jct. with US 66	7,900
2-21-41	Street		WPA 4-123	S.F.,City & WPA		Mat'l. for Repr. of Exchange Ave. Viaduct	4,995
4-25-51	66		SAP 966-A	Contract	1.0	Gr. & Drg. Detour on E. 23rd. St. E. of Eastern in Oklahoma City	6,490
7-17-41		F/M	C-1109	State Forces	16.2	Rep. Base & Surf.---S.E. 29th St., Oklahoma City to Jct. US 270	22,000
9-9-41	Co. Rd.		C-1143	State Forces	1.0	Detour-Stab.Base & Armor Coat. Jct.62 & Sec. L. W. of S.Fe Underpass E.of Okla.City--South	8,143

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						OKLAHOMA COUNTY (Cont'd)	
1-19-42			FAGS-139-A(1)	RR F/Ac		F.L. Signal on M.K. & T. Ry.at E.16th extend, Oklahoma City	2,370
2-12-42	Co. Rd.		FAGS 140-A(1)	RR F/Ac		F.L. Signal on St.L.-S.F.Ry.E.of Okla.City (10th St.)	1,600
2-12-42	Street		FAGS 142-A(1)	RR F/Ac		F.L. Signal on East 23rd Street. Detour near Okla. City (Frisco Ry.)	2,325
4-1-42		41	DA-WR-8-A(1)	Contract	2.758	P. C. Conc. Pav. near Will Rogers Air Base	111,000
4-1-42	Access		DA-WR-8-B(1)	Contract	1.671	P.C. Conc. Pav. near Will Rogers Air Base	48,000
4-28-42	Co.Rd.		C-1165	State Forces	8.38	Base & Armor Coat--S.E. 56th St., Okla. City to Midwest Air Depot	40,000
5-11-42	66		C-1167	State Forces.	.25	Oil Mat--S. Side thru Bethany	1,600
5-22-42	Access		DA-WR-9-A(1)	Contract	6.167	P.C. Conc. Pav. & 5 Brs., S. 29th St. ext. from Eastern Ave. at Oklahoma City	650,000
						County Total	$1,065,407
						OKMULGEE COUNTY	
8-14-40		16	C-1050	State Forces	0.5	Prime Base & Oil Mat in Beggs	1,219
5-7-41	62,75		M-867	State Forces	6.8	Seal on Asph. Retread S. Limits of Okmulgee South to Schulter	4,165
3-10-42		27	WPA 1-148	S.F. & WPA		Rip Rap--at Okmulgee Lake	14,556
						County Total	$19,940

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
						OSAGE COUNTY	
7-10-40		11	SAP 906	Contract		Sidewalk on Bri. across Bird Cr.Lynne Ave. in Pawhuska	4,300
9-11-40		18	SAP 929	Contract	6.0	Gr.Dr. & Bri. - Shidler North	29,000
1-22-41	60		C-1094	State Forces		Sidewalk & H-nd Rail on Bird Cr. Bridge in Pawhuska	476
4-24-41	60		FAGM 152-I(1)	RR F/Ac		1 Pr. F.L. Signals AT & SF Ry. at Burbank	2,720
4-24-41) 6-1-42)		99	SAP 950	Contract	12.981	Base & Bit. Pav., US 60 N. to Kansas Line	217,000
7-30-41	60		C-1128	State Forces	32.7	Armor Coat - Kay Co. L. East	25,500
7-30-41		23	M-903	State Forces	19.0	Re-Process - Bartlesville to Barnsdall	10,200
10-21-41		99	SAP 230	Contract	6.3	Bit. Pav. S. of Wynona N. to SH 11	36,350
5-11-42		23	C-1169	State Forces	0.4	Gr. Dr. Gr. & Armor Coat - Relocation Detour Near Barnsdall	6,200
						County Total	$331,746
						OTTAWA COUNTY	
9-11-40		F/M	SAP 918	Contract	4.5	Gr.,Drg., Gravel & Br., E.of Miami E. to Missouri Line	58,100
10-3-40	60		FAP 486-C(1)	Contract		Neosho & SpringRiver Brs. W. of Wyandotte	224,000
1-28-41	60		C-1093	State Forces		1100 Ft. of Appr., Fills & Rip Rap at Twin Bridges West of Wyandotte	24,709

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				OTTAWA COUNTY (Cont'd)			
2-14-41	60		Pt.FAP 486-C(3)	Contract	3.097	Begn. 1½ Mis. W. of Neosho Riv. Br. & Ext. East to Jct. of SH 10	141,500
4-25-41	66		FAP 8	Contract	0.3	Wide & Resurf. Main St. to Riv.Bri.in Miami	31,000
6-27-41	60		FAGH 486-C(2)	Contract		St.-L.-S.F.Ry. O/Pass at Wyandotte	118,000
7-30-41		10	M-904	State Forces	6.4	Reprocess - Jct. 66 W. to Craig Co. L.	9,350
4-1-42		25	C-1158	State Forces	11.0	Gr.,Dr.,Jct. 66 in Afton East & S.to Sailboat Brg.	3,300
						County Total	$609,959
				PAWNEE COUNTY			
9-19-40	64		X-12	State Forces		Repair Br. Appr. at Carpenter Cr. West of Cleveland	1,000
10-7-40		F/M	Pt.WPA 4-110	S.F. & WPA	1.895	Gr.,Dr., & Br., US 64 in Lela South along Pawnee-Noble County Line	14,350
4-7-42		18	M-924	State Forces	7.32	Stab. Base & Armor Coat - Pawnee N.	15,372
						County Total	$30,722
				PAYNE COUNTY			
8-14-40		51	C-1059	State Forces		Rip Rap at Boomer Cr. Br.	1,200
8-14-40		51	M-829	State Forces	2.5	Maint. Gravel Stillwater W.	2,088
8-26-40		18	FAGS 554	RR F/Ac		Flashlight Signal AT & SF in Cushing	2,523

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				PAYNE COUNTY (Cont'd)			
9-9-40		51	FAGH 553	RR F/Ac		Flashlight Signal A.T. & S.F. in Yale	3,115
10-30-40		51	FAGH 198-A	RR F/Ac		Flashlight Signal M.K. & T. in Yale	2,853
11-12-40		18	FAGS 49	RR F/Ac		Flashlight Signal M.K.T. in Cushing	3,350
9-2-41		18	C-1140	State Forces	3.24	Armor Coat. - Jct. 33 S. to Lincoln Co. L.	1,944
						County Total	$17,073
				PITTSBURG COUNTY			
8-14-40	69		C-1047	State Forces	1.92	Detour thru Canadian	10,152
8-30-40		31	C-1062	State Forces	15.8	Detour Quinton to Blocker	1,528
9-11-40		31	(SAP 902-AB &C (& SAP 582-A&B	Contract	12.275	Gr.,Dr., Gravel & 3 Brs. between Blocker and Quinton	61,800
9-11-42	69		(Pt.FAP 21(10)& (FAP 186-E(1)	Contract	3.997	Conc. Pav. S. Canadian River South	104,300
11-19-40		F/M	Pt.FAP 399	Contract	6.0	Gr., Dr., Gravel & Brs., Haskell Co.Line W.	93,400
3-4-41		F/M	WPA 1-125	S.F. & WPA	1.43	Gr.,Dr., Gravel - Lone Oak East	10,400
4-16-41		F/M	WPA 1-131	S.F. & WPA	3.03	Truck Rental on Road Constr. Russellville E.	3,450
4-25-41	270		FAGM 197-B(1)	Contract		O/P MKT Ry. on US 270 near McAlester	57,800
7-22-41	City St.		WPA 1-139	S.F. & WPA		Pedestrian Underpass - in McAlester	11,098
						County Total	$353,928

Date Authorized	Highway Numbers US	Highway Numbers SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				PONTOTOC COUNTY			
7-10-40		13	SAP 930	Contract	6.0	Sand Rock Asph. Surf., Ada Northwest	30,000
7-24-40		12	M-801	State Forces	8.0	Repair & Spot Seal Murray Co. Line N.E.	1,400
7-24-40		99	M-804	State Forces	9.2	Repair & Spot Seal Fittstown North	2,005
7-30-40		99	M-888	State Forces	9.2	Re-Lay & Seal--Fittstown N. to SH 3	6,740
7-30-40		12	M-889	State Forces	13.6	Repair & Seal--Allen S.W. to Concrete	4,900
11-7-40		18,59	Pt.C-1079	State Forces		Reconstr. Timber Spans at S. Appr. to South Canadian River	3,043
3-14-41		18	Pt.C-1100	State Forces	6.8	Detour--Roff North & West	1,695
4-16-41		99	M-861	State Forces	7.2	Seal & Blot Johnston Co. Line North	3,897
5-20-41		F/M	WPA 3-133	S.F. & WPA		Br. & Appr. 2 Mis. E. of Francis	20,300
7-17-41		12	M-872	State Forces	8.0	Seal---Ada Southwest	3,790
7-31-41		19	FAGM 236-D(2)	RR F/Ac		1 Pr. F.L. Signals, St.L-S.F.Ry. - Mississippi Street in Ada	2,550
7-31-41		12,19	FAGM 56-A(1)	RR F/Ac		1 Pr. F.L. Signals,St.L-S.F.Ry.,Main St.,inAda	3,051
4-7-42		99	M-932	State Forces	9.2	Re-Cond. & Seal--Approx. 3 Miles--Fittstown North	5,000
						County Total	$88,371

Date Authorized	Highway Numbers US	Highway Numbers SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				POTTAWATOMIE COUNTY			
7-10-40		9	SAP 868	Contract	11.5	Sand Rock Asph. Surf.tecumseh W. to Co.L.	66,834
7-24-40		59	C-1019	State Forces	3.2	Base & Mat, St. Louis West	16,164
7-24-40		59	M-792	State Forces	8.4	Seal, Maude to St. Louis	2,500
7-24-40	270		M-797	State Forces	7.5	Recondition & Seal Shoulders Okla.Co.L. East to Dale	2,300
12-28-40	270		FAP 222-BC(2)	Contract		Rock Cr. Bri., 4 Mis. E. of Shawnee	13,200
4-25-41		F/M	FAS 21-B(1)	Contract	2.5	Gr.,Dr., Gravel & Brs., Asher East	26,850
8-2-41		18	FAGM 122-A(1)	RR F/Ac		Auto. Warning Signal CRI & P Ry. in Shawnee	3,720
9-2-41		59	C-1138	State Forces	3.2	Oil Mat--Jct. 18 & 59 E. to St. Louis	6,268
10-21-41		18	FAP 122-A(2)	Contract	0.5	Beard St. Br. over N. Canadian Riv. Shawnee	202,000
4-28-42	270		X-49	State Forces		Rip Rap--Approx, 4 Mis. E. of Shawnee	1,848
						County Total	$341,684
				PUSHAMATAHA COUNTY			
8-30-40		2	M-832	State Forces	5.0	Repair Base & Build Oil Mat Jct. 271 N.	15,630
12-7-40		F/M	WPA 2-117	S.F. & WPA		2 Brs. over Rock & Frazier Crs.S.E. of Antlers	49,045
1-6-42		F/M	C-1152	State Forces	4.395	Gr. & Dr.--2.31 Mis. N.E. of Clayton N.E.	22,385
4-7-42	271		M-930	State Forces	12.2	Gravel--Le Flore Co. L. S.W. to Dry Cr.	6,070
						County Total	$93,130

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				ROGERS MILLS COUNTY			
7-1-40		34	C-1004	State Forces	1.6	Base & Mat from SH 33 S. thru Hammon	12,540
7-15-40		F/M	FAS 476	Contract	5.0	Gr., Dr., Gravel Sweetwater North	29,000
9-19-40			FAGH 553-C	RR F/Ac		3 Automatic Warning Signals Cheyenne, Hammon & Strong City	9,063
12-7-40		47	WPA 5-116	S.F. & WPA	20.0	Bridges, Culverts & Appr. Fills between Leedy & Roll	47,314
4-16-41	283		M-857	State Forces	4.5	Seal & Repair from N.Jct.SH 33 N.to Canadian Riv.	2,700
4-16-41	283	33	M-858	State Forces	13.8	Seal & Repr. - Cheyenne N. to N.Jct. SH 33	6,616
7-30-41		33	X-20	State Forces	600'	Repair Washouts--$\frac{1}{2}$ Mi.E.& $\frac{1}{2}$ Mi.W.of Strong City	14,000
10-21-41		F/M	FAS 370-B(1)	Contract	4.0	Gr., Dr., & Gravel Durham, South	16,580
12-1-41		30	C-1151	State Forces	2400'	Apr. to Brg.--6 Mi. S. of Durham	1,500
5-11-42	283		C-1168	State Forces	13.245	Gr., Dr., 7" Shale Base (FAP 206), Beckham Co. L. N. to S. Limits Cheyenne	92,715
						County Total	$232,028
				ROGERS COUNTY			
7-24-40		20	C-1031	State Forces	4.4	Seal, Claremore West	3,400
7-24-40	169		C-1032	State Forces	14.0	Reprocess & Seal, Tulsa Co. Line N. E.	15,100
7-24-40		33	C-1033	State Forces	10.0	Armor Seal Mayes Co. Line N. to Verdigris Riv.	6,700

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				ROGERS COUNTY (Cont'd)			
8-14-40		20	C-1054	State Forces	3.8	Base Repr. & Oil Mat-Tulsa Co. Line East	15,300
9-3-40		28	FAGM 57	RR F/Ac		Automatic Warning Signal St. L.-S.F.Ry.in Chelsea	2,770
3-14-41	66		C-1098	State Forces	2.3	Gr., Drg., Gravel, Prime & Armor Coat-Catoosa Cut-off Detour	7,000
4-25-41	66		SN-FAP 183-ABC(3)	Contract		Gr., Dr., Conc. Pav. & Br. Catoosa Cut-off	82,000
7-30-41		88	C-1129	State Forces	2.0	Gr. Base & Oil Mat-Jct. US 169 S. to Asph.	9,000
7-30-41		88	C-1130	State Forces	3.0	Armor Coat--Verdigris Riv. Brg. West	2,250
7-30-41		88	C-1133	State Forces	1.25	Oil Mat--Inola N. W. to Jct. SH 33	2,500
7-30-41		20	M-905	State Forces	2.8	Reprocess & Seal--Verdigris Riv. West	7,500
7-30-41		20	M-906	State Forces	10.0	Seal--Claremore East to Mayes Co. L.	7,450
10-7-41		88	C-1144	State Forces	9.9	9' Base & Oil Mat Jct. 33 N. W.	46,550
10-7-41		28	C-1145	State Forces	6.4	Gr., Culv. & Brg.Repr. & Gravel--Chelsea S.	13,440
10-7-41		88	C-1146	State Forces	6.6	Gravel--Claremore N. W. to Verdigris Riv.	2,800
10-21-41	66		X-32	State Forces	1500'	Replace Conc. Pav. & French Drains-- 1 Mi. North of Verdigris River	6,000
11-12-41	169		X-39	State Forces	1.5	Base & Surf. Rep.--near Oolagah	2,200
6-25-42		20	SAP 121-A(2) B(2)	Contract	8.927	Claremore East	279,000
						County Total	$511,060

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				SEMINOLE COUNTY			
7-24-40		56	M-793	State Forces	1.9	Seal, Okfuskee County Line S. W.	716
7-24-40		59	M-796	State Forces	7.2	Seal from SH 99 S. W. to Maud	2,183
7-24-40		9	M-798	State Forces	9.4	Maint. Gravel from SH 56 West	3,408
11-26-40	Co.Rd.		C-1084	State Forces	6.7	Detour fr.Jct.US 270 E.of Shawnee E.to SH 99	3,236
7-18-41		56	FAGM 598-A(1)	RR F/Ac		Automatic Signal CRI & P Ry. in Wewoka	3,950
7-30-41		56	M-890	State Forces	10.2	Re Lay & Seal--Sasakwa W. to SH 99	4,850
						County Total	$18,343
				SEQUOYAH COUNTY			
7-24-40	59		M-791	State Forces	5.5	Maint. Gravel, Adair Co. Line South	5,196
8-14-40	59		C-1049	State Forces	0.4	Oil Mat in Sallisaw	1,269
3-18-41			FAGS 52-A(1)	RR F/Ac		Auto. Signals near Brushy	2,855
3-19-41			FAGM 50-51-A(1)	RR F/Ac		2 Auto. Signals; 2 in Sallisaw	7,201
3-20-41	64		C-1101	State Forces	7.0	Gr.,Gravel & Mat on Detour 4 Mis.E.of Sallisaw N.E.	24,390
7-7-41	64		M-874	State Forces	13.3	Rep. & Seal--Ft. Smith W. to W. of Muldrow	30,255
9-2-41	64		M-914	State Forces	13.9	Re-Cond. & Seal--Webber Falls Brg. E.	10,562
2-24-42	64		FAP 151-ABE(5)	Contract	9.0	Gr., Dr., Gravel, Sallisaw East	118,500
						County Total	$200,228

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				STEPHENS COUNTY			
7-24-40			C-1027	State Forces		Blacksmith Shop Bldg., Div. Headquarters	2,808
7-24-40	81		C-1035	State Forces		Mat'l. for Resurf. 10 Blks. in Duncan	6,400
7-24-40		22	M-824	State Forces	3.8	Patch & Spot Seal E. & W. thru Velma	2,445
9-18-40	81	29	C-1069	State Forces		Mat'l. for 4 Blks. Asph. Surf. in Marlow	3,300
11-26-40		F/M	WPA 7-115	S.F. & WPA	2.0	Gr.Drg.,Gravel & Oil Mat SH 22 S.to Alma School	34,265
12-26-40		F/M	FAS 75	Contract	5.919	Gr., Dr., Grav. & Brs. W. of Duncan W.	84,700
3-12-41		22	FAGM 80-A(1)	RR F/Ac		1 Signal CRI & P Ry. in Duncan	3,086
3-25-41 4-21-41	70	29	FAGM 557-A(1) FAGM 146-A(1)	RR F/Ac		2 Signals CRI & P Ry. in Commanche and Marlow	7,745
4-25-41		53	Pt.SAP 774	Contract	5.0	Gr.& Bl. Rock Asph. Surf.-Carter Co. L. West	90,000
7-17-41		7	M-881	State Forces	20.0	Rep. Base & Surf.---Duncan E. to Co. L.	10,000
						County Total	$244,749
				TEXAS COUNTY			
10-1-40	54		C-1076	State Forces	15.7	Prime & Armor Coat Hooker N. E.	25,000
6-2-41	54		C-1104	State Forces	7.1	Additional thickness Rock Asph. Surf.Hooker S.W.	20,945
6-2-41	54		C-1105	State Forces	8.2	Armor Coat Guymon to Optima	14,400
6-2-41	64		C-1106	State Forces	14.4	Armor Coat Hooker East	24,260

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				TEXAS COUNTY (Cont'd)			
7-30-41	64		C-1125	State Forces	34.3	Armor Coat--Guymon N. & W.to Cimmarron Co. L.	46,045
8-22-41	64	3	FAGM 601-A(1)	RR F/Ac		1 Signal in Guymon (CRI & P Ry.)	4,076
10-7-41	64		X-29	State Forces	600'	Const. 20-29' Timber Spans-Beaver Riv., North of Guymon	14,000
10-7-41	54		X-30	State Forces	600'	Const. 20-29' Timber Spans-Beaver Riv., S. E. of Guymon	14,000
4-7-42	54		M-937	State Forces	22.0	Armor Coat-Guymon S. W. to Texhoma	32,000
						County Total	$194,726
				TILLMAN COUNTY			
9-11-40		F/M	FAS 76	Contract	1.4	Gr. Dr. Gravel & Br., Manitou East	78,400
1-6-41		36	M-845	State Forces	9.36	Gravel Grandfield North	3,750
7-17-41		32	M-879	State Forces	19.0	Gravel--Grandfield W. & 3 mis. East	9,490
7-17-41		5	M-880	State Forces	21.0	Rep. Base & Se l-Frederick East	15,000
7-22-41		5	X-19	State Forces	0.5	Rep. Appr. Fill N. Fork Red Riv., 4 Mis. W. of Tipton	2,000
5-16-42		F/M	WPA 5-134	S.F. & WPA	3.186	Gr., Drg. & Grav. Surf. Davidson West	20,034
						County Total	$128,674

Date Authorized	Highway Numbers US	SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				TULSA COUNTY			
7-20-40		11	SAP 922	Contract	8.6	6" Conc. Widening & Bit. Surf., Mohawk Blv. thru Sperry	376,000
8-12-40	64		FAGM 12	RR F/Ac		1 Flashing Signal Sand Springs Ry., Tulsa	4,840
8-14-40		20	C-1053	State Forces	2.0	Base Repair & Oil Mat, US 75 East	7,800
9-19-40	64	11	X-11	State Forces		Repair Flood Damage thru County	1,500
1-6-41		F/M	FAGS 18-A(2)	RR F/Ac		1 Flashing Signal M.K. & T. Ry., S.E. of Tulsa	2,000
1-17-41	75		FAGM 12	RR F/Ac		Flashing Signal Tulsa (M.K. & T. Ry.)	3,500
2-1-41	66		FAGM 12	RR F/Ac		Flashing Signal 11th St. in Tulsa	2,530
2-13-41		51	FAGM 12	RR F/Ac		Flashing Signal Main St., Broken Arrow	2,850
3-26-41			FAGM 58-A(1)	RR F/Ac		1 Flashing Signal St. L.-S.F. at Harvard Ave. in Tulsa	2,328
7-30-41	169		C-1131	State Forces	1.1	Seal-Mohawk Blvd. N.,Peoria to N. Lewis	1,900
8-4-41	75		FAGM 521-B(2)	RR F/Ac		1 Flashing Signal A.T. & S.F. Ry., at Owasso	2,700
11-12-41		11	X-38	State Forces	4.2	Detour--N.E. of Skiatook	6,400
4-1-42	Access		DA-WI 5-A(1)	Contract	3.041	P.C.Conc.Pav. & 2 Brs., Memorial Blvd.,Tulsa	102,870
4-7-42		33	C-1162	State Forces	5.0	Armor Coat--Jct. 66 West	4,200
4-7-42	169		M-944	State Forces	7.3	Armor Coat--thru Mohawk Park	7,000
4-29-42	75		DA-WI 4-A(1)	Contract	3.727	P.C.Conc. Pav. & 4 Brs. US 66 North	552,000

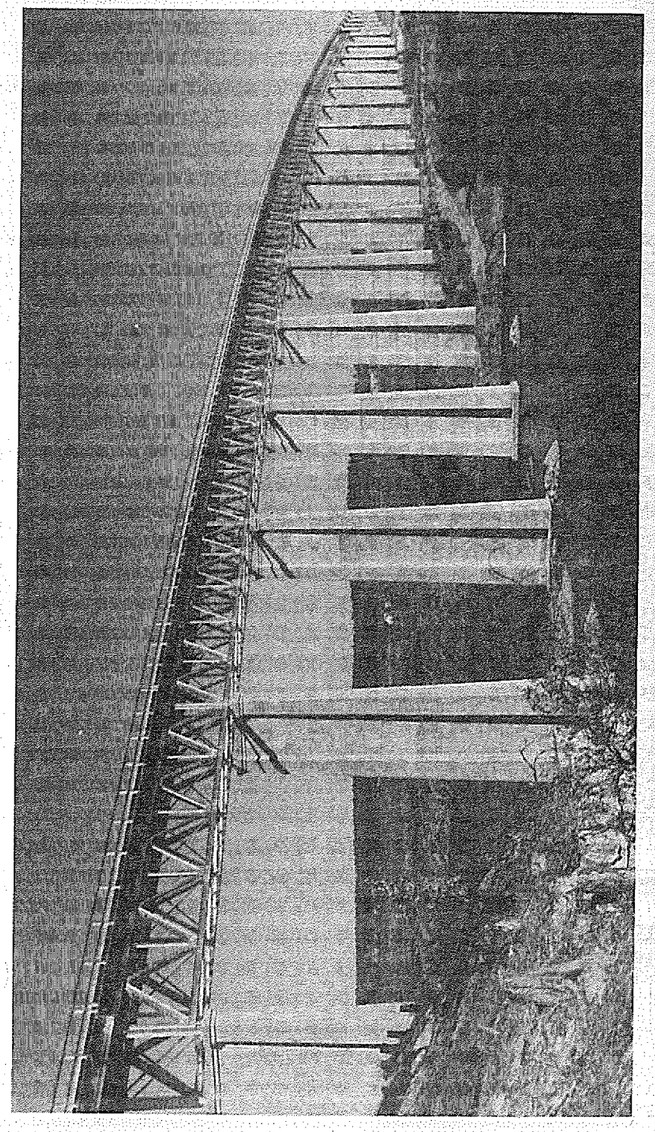
Date Authorized	Highway Numbers US	Highway Numbers SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				TULSA COUNTY (Cont'd)			
4-29-42	75		AI-FAGH 521-A(2)	Contract	0.312	U/P of St. L.-S.F.Ry.-2½ mis.N. of US 66 near Tulsa	125,304
6-30-42	64		X-58	State Forces		Rip Rap--Ark.R. Brg. near Sand Springs	7,500
						County Total	$1,213,222
				WAGONER COUNTY			
7-1-40		51,72	C-1006	State Forces	1.0	Oil Mat on Coweta City Streets	2,800
7-20-40		51	FAGM 302-A(2)	RR F/Ac		Automatic Signal MK & T Ry. in Wagoner	2,900
8-30-40		72	C-1063	State Forces		1666' Oak Floor & Seal, Ark. River Br.	5,300
3-14-41		51	C-1099	State Forces	4.5	Detour East of Coweta	4,556
3-28-41		51	M-853	State Forces	5.6	Regravel Surf. Wagoner E. to Co. Line	5,987
4-25-41		51	FAP 32-302	Contract	6.5	Gr., Dr., Gravel E. of Coweta N. W.	70,700
6-27-41	69		SN-FAGH 593-B(3)	Contract		Underpass of M.K. & T. Ry. at Tullahassee	80,500
11-4-41	69		SN-FAGM 593-A(2)	Contract		Mo. Pac. Overpass in Wagoner	75,000
1-6-42		51	C-1153	State Forces	1000'	Raise Apr. Grade-3 mis. E. of Wagoner	1,213
(2-10-42) (6-30-42)	69		(SN-FAP 58-A(3) (593-A(3),B(1)	Contract	11.472	Gr., Dr., N. of Muskogee to N. of Wagoner	193,800
7-7-42	69		C-1172	State Forces	0.8	Detour--N. of Wagoner	4,158
						County Total	$[illegible]

Date Authorized	Highway Numbers US	Highway Numbers SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				WASHINGTON COUNTY			
8-20-40		23	C-1060	State Forces	0.169	Rework Hillcrest Drive in Bartlesville	4,970
10-2-40			FAGM 480-B	RR F/Ac		Automatic Signal 9th St. in Dewey	2,883
10-2-40	75		FAGH 481-A(1)	RR F/Ac		1 Fl.Light Warning Signal Delaware Ave.in Dewey	4,450
12-20-40	75		C-1087	State Forces	4.35	Detour Bartlesville to Dewey	21,480
7-30-41		23	M-907	State Forces	3.4	Seal--Jct. US 75 W. to Osage Co. Line	3,200
						County Total	$36,983
				WASHITA COUNTY			
7-24-40		F/M	C-1034	State Forces	0.85	Shale Base & Oil Mat US 183 to Bessie	12,100
7-24-40	183	14	M-808	State Forces	25.5	Repair Base & Seal Surf. thru Washita Co.	13,200
4-16-41	183		M-860	State Forces	25.5	Seal & Repr.-Custer Co. Line South	12,300
7-30-41		44	M-894	State Forces	9.3	Patch & Spot Seal--Sentinel N.	3,900
7-30-41		55	M-895	State Forces	6.6	Patch & Spot Seal--Sentinel E.	2,000
7-30-41		41	M-896	State Forces	21.2	Patch & Spot Seal--Cordell West	14,200
10-30-41		41	FAGM 59-A(1)	RR F/Ac		Automatic Warning Signal Main St., Cordell	2,760
12-1-41		55	M-920	State Forces	10.3	Maint. Gravel--Sentinel W.	4,700
12-1-41		44	M-921	State Forces	3.2	Maint. Gravel--Sentinel S.	2,650
2-3-42	183		SAP 963-A(1)	Contract		Reconstruct Bridge in Cordell	9,200
4-7-42		41	M-936	State Forces	22.0	Repr. & Spot Seal--Cordell W.	10,700
						County Total	$87,710

Date Authorized	Highway Numbers US	Highway Numbers SH	Project Number	Built By	Length of Project (Miles)	Description and Location	Estimated Total Cost
				WOODS COUNTY			
8-14-40	281		M-827	State Forces	4.08	Recondition & Seal Waynoka South	6,000
12-20-40	281		C-1088	State Forces	13.8	Armor Coat Alva South	8,500
7-30-41	281		C-1126	State Forces	13.8	Armor Coat-Alva N. to Kansas Line	15,870
4-7-42	281		M-926	State Forces	12.2	Rep. Mat & Armor Coat-Waynoka East	18,000
4-29-42	281		X-50	State Forces	210'	Replace 7-30' Timber Spans-Cimarron Riv. South of Waynoka	7,000
						County Total	$55,370
				WOODWARD COUNTY			
8-30-40		15	FAP 324-B Rdy.	Contract	6.0	Gr., Dr., Gravel, Mooreland West	111,400
10-21-40		50	FAGM 504-B(1)	RR F/Ac		Automatic Warning Signal AT & SF Ry.in Mooreland	3,620
11-8-40		F/M	FAGS 554	RR F/Ac		Automatic Warning Signal AT & SF Ry.in Quinton	3,018
1-9-41		15	WPA 6-118	S.F. & WPA	7.5	Gr., Dr., Caliche Base W. of Woodward S.W. to Ellis County Line	82,791
7-30-41		34	M-897	State Forces	16.6	Re-Gr. & Gravel--Dewey Co. Line N.	36,000
9-9-41		15	C-1141	State Forces	6.8	R. Asp. Surf.--E. Limits Mooreland-West	57,400
11-4-41		50	C-1149	State Forces		Complete Base & Armor Coat, in Mooreland	1,700
						County Total	$295,929
						STATE TOTAL	$10,895,448

AMOUNTS OF CONTRACTS AWARDED BY THE STATE HIGHWAY COMMISSION, BY YEARS

Calendar Years	Amount
1918	$ 476,674
1919	1,735,992
1920	1,725,390
1921	6,431,414
1922	2,780,094
1923	7,071,570
1924	5,748,349
1925	6,989,086
1926	6,853,426
1927	7,487,833
1928	6,182,501
1929	9,412,324
1930	10,354,842
1931	6,656,074
1932	11,116,158
1933	5,953,515
1934	7,788,244
1935	5,227,304
1936	8,906,764
1937	6,955,037
1938	6,188,907
1939	5,109,387
1940 (½ year)	4,442,539
Fiscal Years	
1940-41	7,935,657
1941-42	4,640,967
TOTAL	$154,170,048



Bridge over Grand Lake northwest of Grove on S.H. 25.
Constructed by Grand River Dam Authority.

REPORT OF THE BRIDGE DEPARTMENT

The biennium beginning July 1, 1940, and ending June 30, 1942, has been one of adjustment in all highway construction to correlate the Highway Program with the National War Construction Program. The Highway Program prepared before the national emergency included bridges in practically every part of the State, the locations of which were selected on the basis of peace time needs. Since these needs had no relation to the requirements of the national war effort, the bulk of the items originally programmed had to be deferred until after the war.

As the nation girded for war, there was a serious shortage of construction materials, principally in steel and high grade timber, which materials are essential in the construction of any type of bridge. Therefore the bridge construction felt, first and most acutely, the impact of material shortage.

BRIDGE STRUCTURES

The original program for the biennium included a number of large structures such as the Arkansas River Bridge and the Verdigris River Bridge north of Muskogee on the relocation of US 69, the Arkansas River Bridge on US 60 east of Ponca City, and the Canadian River Bridge on No. 9 west of Norman. The plans for all of these bridges are in an advanced stage and they would have been under construction in the early part of the biennium had not material shortages prevented their construction. A number of bridges very necessary to the State highway system, but not essential to the national war effort, were under construction when the shortage of materials developed and construction work was stopped on them. The more important of these are the North Canadian River Bridge on State Highway 18 at Shawnee, three bridges on State Highway 11 west of Medford, three bridges on State Highway 33 between Custer City and Thomas, and one at Honey Creek on US 59 in the Grand River Dam Area. Although correlation of the Highway Program to the National Defense Program required the elimination from the Construction Program of all the larger bridges, the Department concentrated on the smaller structures and, during this period, did award contracts for 129 bridges costing, in all, $2,852,000.

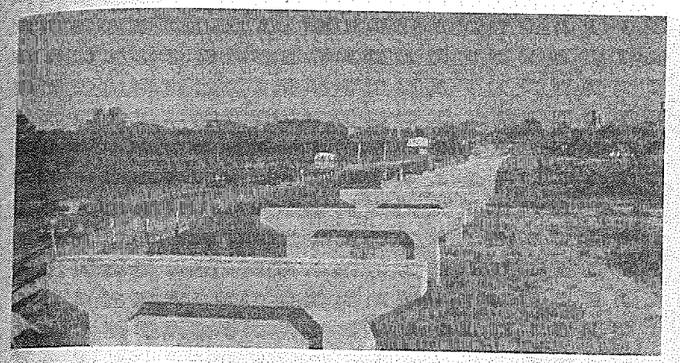
In order to reduce the amount of steel required in the structures that the Department has built, culverts and short-span bridges have been redesigned. Two types of culverts are used: (1) a non-reinforced concrete arch in which all the steel is eliminated, and (2) a box culvert with mass concrete walls and reinforced slab top. In proper locations, these structures are entirely satisfactory, but it is necessary to study each culvert location and select the proper type of culvert, and to determine the depth to which the foundation must be carried. The non-reinforced arch is more limited in its utility, as it can be used only where foundation conditions are suitable. The rectangular culverts with mass walls can be used in practically any location, but the walls must be carried to a firm foundation or supported on piles. The average reduction of reinforcing steel by the redesigns in the culverts amounts to approximately 70% of that required by the standard designs.

On short-span bridges, the changes from the standard designs which the Department has been using for a number of years have resulted in a substantial reduction in the amount of structural and reinforcing steel required, the saving averaging about 65%. These changes have been made solely for the purpose of expediting the work and reducing the amount of steel used. In every case, the modification of design has resulted in an increase in the ultimate cost of the job, because the increased quantity of concrete required more than offsets the saving in steel.

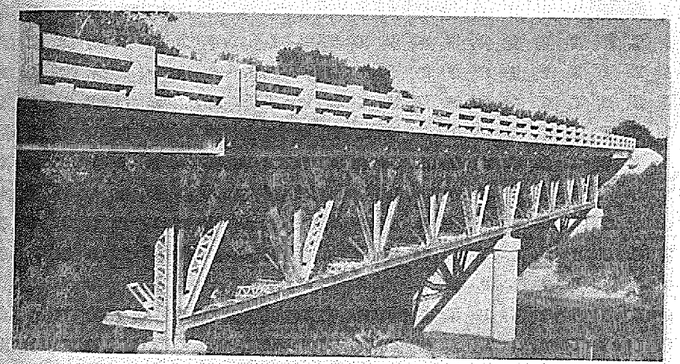
GRADE SEPARATIONS AND GRADE CROSSING PROTECTION

In the six years previous to this biennium, the Department has carried on an extensive program of railroad grade crossing elimination and protection. All told, 87 structures were built, 6 crossings eliminated by highway relocation, and 135 flashing light signals were installed. In this biennium we have built 10 separations at a cost of $1,069,850. These ten represent the most difficult construction jobs undertaken by the Highway Commission.

During this biennium, the program of protecting grade crossings proceeded in accordance with the schedules, and 66 signals were built at a cost of $193,185.



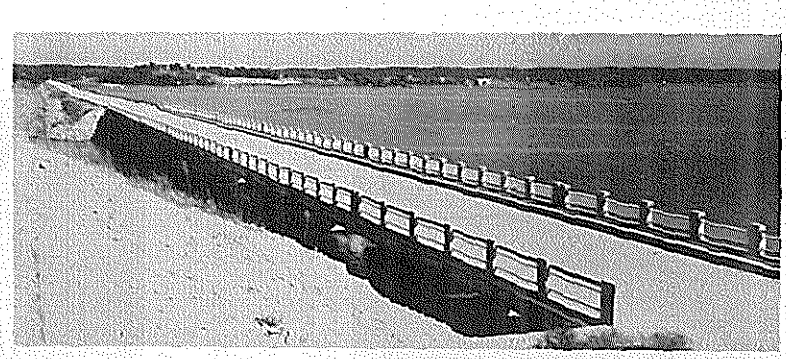
Substructure for Bridge over North Canadian River on S.H. 18 near Shawnee



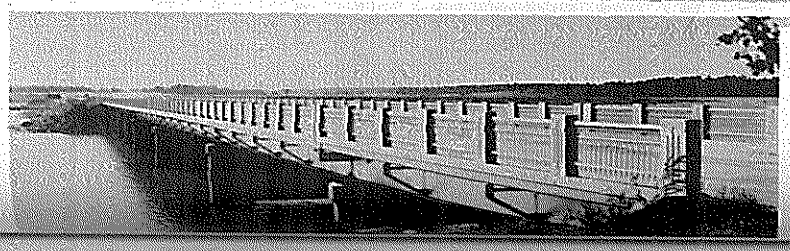
Bridge over Longtown Creek on S.H. 9, Pittsburg County

"Twin Bridges" on new location of U.S. 60, Ottawa County

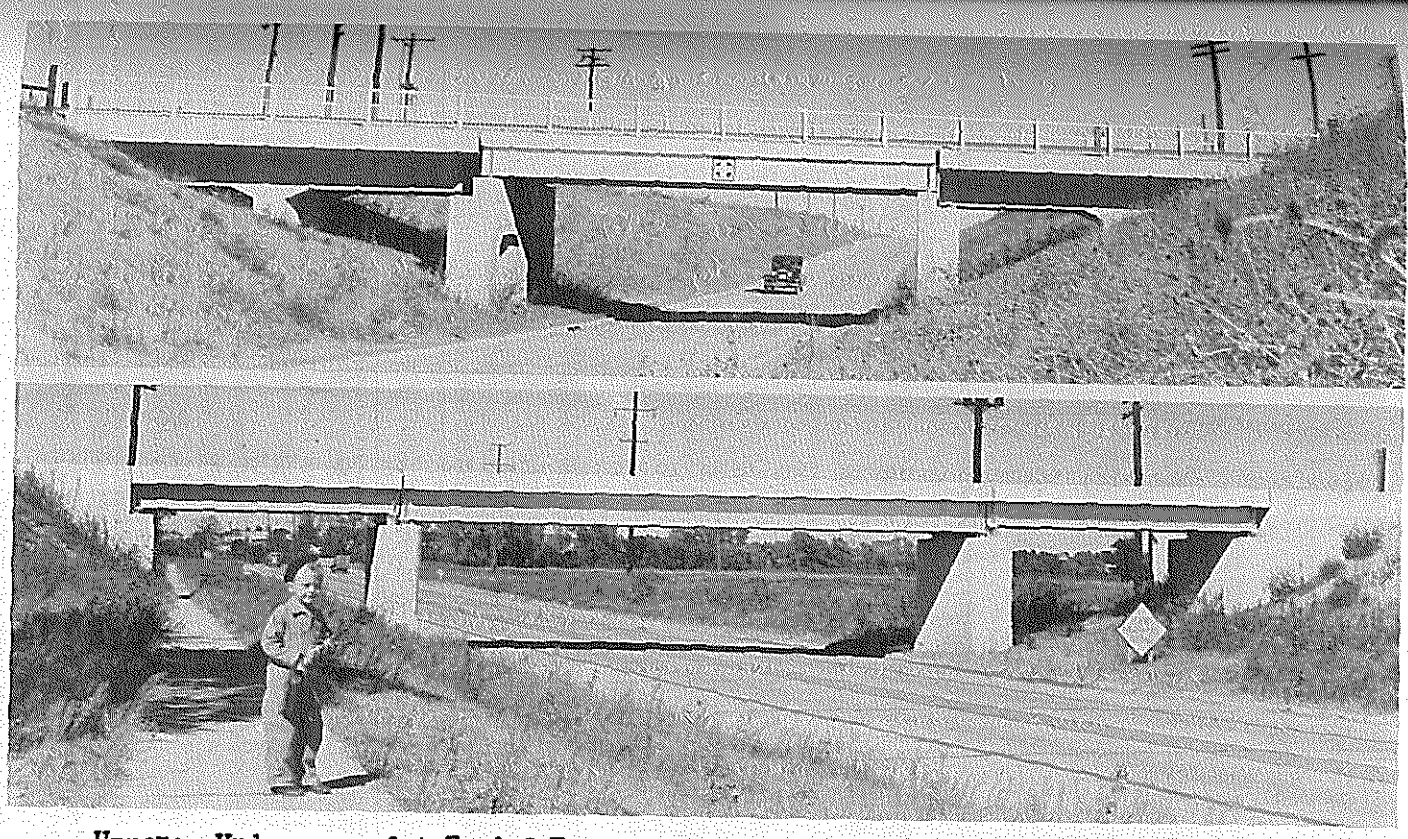
Neosho River (Below)





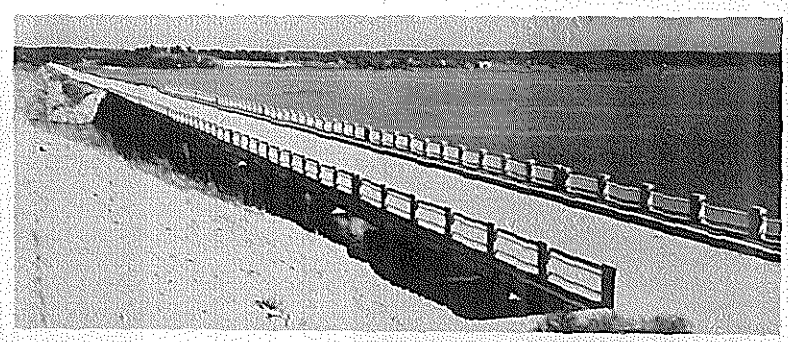


Spring River (Above)



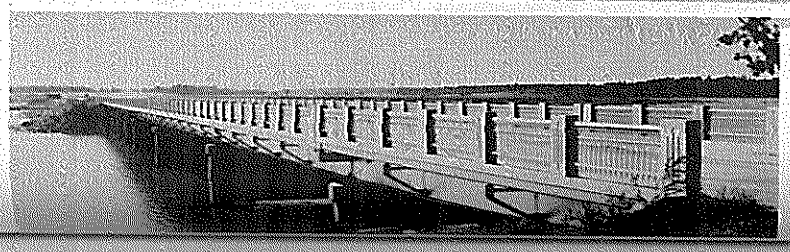
Upper: Underpass of A.T. & S.F. Railway on S.E. 56th Street, Oklahoma City
Lower: Underpass of C.R.I. & P. Railway on May Avenue (S.H. 74) Oklahoma County

"Twin Bridges" on new location of
U.S. 60, Ottawa County



Neosho River (Below)

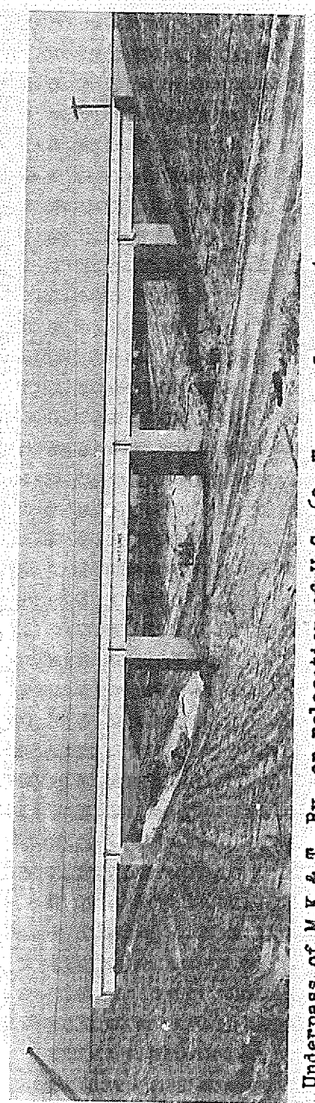




Spring River (Above)



Upper: Underpass of A.T. & S.F. Railway on S.E. 56th Street, Oklahoma City
Lower: Underpass of C.R.I. & P. Railway on May Avenue (S.H. 74) Oklahoma County



Underpass of M.K.& T. Ry. on relocation of U.S. 69, Wagoner County. (Roadway incomplete)



Underpass of St.L.-S.F. Railway on U.S. 62, 75 and 266 at Henryetta accommodating divided highway

MAINTENANCE

The Oklahoma State Highway System, on June 30, 1942, consisted of 8,921 miles of maintained highways, composed of the following:

Types	Miles	Per cent
Concrete, Brick and Rock Asphalt	3,232	36.0
Oil Mat Surfacing	2,049	23.0
Gravel	2,412	27.0
Earth	1,188	13.6
Bridges	40	00.4
Total	8,921	100.0

The maintenance of the above system is administered through eight division offices working directly under the Chief Engineer and the Maintenance Engineer. Each year a careful investigation is made by experienced Department engineers of volume of traffic, amount of rainfall, age of different sections of highways, availability of local building materials, previous cost records and a report is then made to the Highway Commission on the cost of maintenance during the following year. Yearly budgets are prepared for each division covering routine and special maintenance in order that the Commission may have direct control of expenditures for maintenance.

During the past two years 390 miles, mostly Farm-to-Market roads, have been added to the State Highway System to take care of farm-to-market transportation. By the use of mechanized equipment, instead of team patrols, the whole system was maintained at only a small additional expenditure.

In addition to routine maintenance operations, a large amount of special and extraordinary maintenance and minor construction betterments have been handled through the Maintenance Department with the regular maintenance forces. This work consisted of reworking asphaltic surfaces, lengthening drainage structures, widening and stabilizing shoulders, flattening roadway slopes, surfacing short unsurfaced sections of highways, bank protection around bridges and other betterment work needed to protect previous investment. This class of work is generally too small to interest contractors or is so urgent that delay necessary to let a contract would result in loss of existing improvements and also cause a tie-up of traffic. These projects are budgeted separately and individual appropriations are made for each job by the State Highway Commission.

On account of speed and weight of traffic, it has been necessary to co-operate very closely with the Department of Public Safety in furnishing reflector markings, warning signs, guard rails and safety signals in order that the Highway System might be made safer each day for the traveling public.

During the past biennium the Maintenance Department has completed a survey in co-operation with the Department of Public Safety through the office of the Director of Traffic Control and Regulation, which survey consisted of a physical survey of all points on the state highway system

at which there have been a concentration of accidents. This survey guided the Department in determining the physical changes or additions to highway facilities required to reduce the accident rate. Due to the findings as a result of the survey, the Maintenance Department took im- mediate steps and corrected all the necessary changes in signing, and placed many additional sections of guard rails approaching bridges whi heretofore did not have such installation. "Maximum Speed" signs were placed in advance of many curves and a great many sections of winding road and several sections through congested areas were "Speed Zoned" as a safety measure. There has been a marked reduction in accidents at a substantial number of the previous "hot spots" where, after the survey, the Maintenance Department made such physical changes as were practical

The Department has co-operated with the Soil Conservation Service the U. S. Department of Agriculture on erosion control and constructed ditch checks and other facilities so that highway drainage would not erode the adjoining farm land or damage crops produced thereon, and als to control the flow of water from adjoining land into the highway drain system. Another item of first importance was that of maintaining Federal highways so that a specified standard of maintenance could be obtained in compliance with our maintenance agreement with the Public Roads Admi istration.

HAULAGE PERMITS

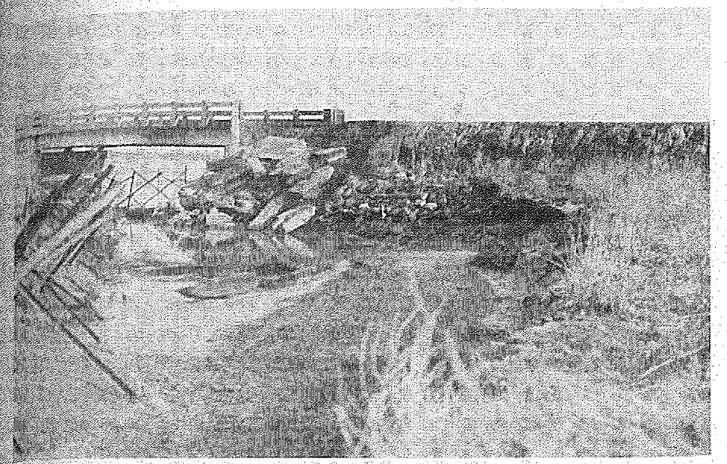
The administration of the law governing issuance of over-size load permits is handled by the Maintenance Department through the Oklahoma City office and the Division offices throughout the State. Due to the war effort and defense requirements, there has been a marked increase i over-size loads of fabricated materials and large-size construction machinery.

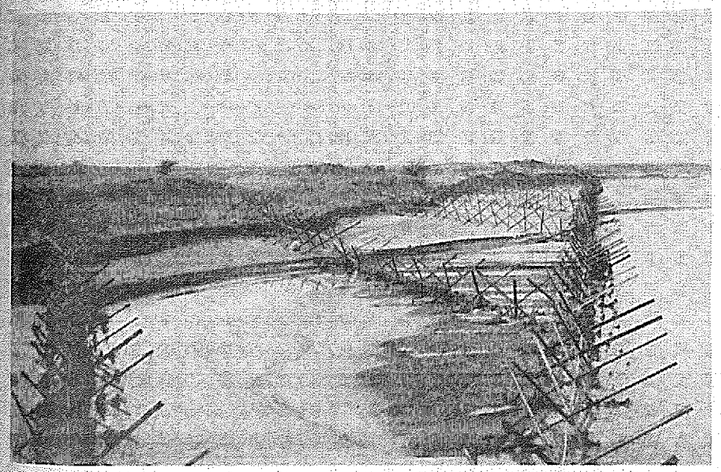
W. P. A. PARTICIPATION

The State Highway Commission has sponsored quite a number of Works Projects Administration projects, both on the State Highway System and Farm-to-Market roads not on the State system, along with improvement of highways through cities and towns. This work has also been taken care of by the Maintenance Department.

During the past two years the State Highway Commission has approved projects in the total amount of $1,795,581.00 of which the State's por- tion amounted to $851,546.00 and the W. P. A.'s participation was $944,035.00. The following shows distribution of the above mentioned expenditures:

Improvements to F/M roads not on State System----	$ 462,438.00
Improvements made within Cities or Towns---------	312,410.00
Improvements made on State System----------	1,020,633.00
Total----------	$1,795,581.00





Views showing (above) damage caused by encroachment of river and (below) jetties placed to correct this condi- tion. Slowed current behind jetties results in arrested erosion and depositing of silt builds up new shore line

Location: S.H. 51 and Cimarron River, Kingfisher County

EXPLANATION OF SURFACE TYPES

Type 1 — Concrete Paving - Includes all types of concrete paving.

Type 2 — Brick paving - Includes all types of brick paving.

Type 3 — Cold Rock Asphalt on Gravel - Including all blended rock asphalt on gravel, or equivalent, base 4 inches or more in thickness.

Type 4 — Hot mixed Asphalt - Includes all types of hot mixed asphalt, regardless of base.

Type 5 — Asphaltic Retread on Rigid Base - Includes all bituminous resurfacing 3/4 inch or more in thickness. Seal coats and armor coats are not considered retreads and do not change the surface type.

Type 6 — Emulsion and RC mats on Base - Includes all surface courses consisting of aggregate treated with emulsified or RC asphalt one inch or more in thickness, on gravel or other stabilized base.

Type 7 — Emulsion and RC mat on Earth - Includes all surface courses consisting of aggregate treated with emulsified or RC asphalt one inch or more in thickness on unstabilized or earth base.

Type 8 — MC or SC oil mats on Base - Includes all surface courses consisting of aggregate treated with MC or SC road oil one inch or more in thickness on gravel or other stabilized base.

Type 9 — MC and SC oil mats on Earth - Includes all surface courses consisting of aggregate treated with MC or SC road oil one inch or more in thickness on unstabilized or earth base.

Type 10 — Improved or treated gravel - Includes all treated or untreated gravel surfacing on standard graded and drained roadway.

Type 11 — Unimproved Gravel - Includes all treated or untreated gravel surfacing on roadway not brought to standard grade and drainage.

Type 12 — Improved Earth - Includes unsurfaced standard grade and drained roadway, even though treated with dust palliative.

Type 13 — Unimproved Earth - Includes all unsurfaced roadway not brought to standard grade and drainage, even though treated with dust palliative.

Type 14 — Bridges - Includes only drainage structures over waterways, railroads, or other roadways.

Division 1 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1940 To June 30th, 1941.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	248.7	$ 56,330.58	$	$ 153.52	$ 194.60	$	$ 56,678.70	$ 227.89	$	$	$	$	$
2	12.7	4,624.83					4,624.83	364.16					
3													
4	12.9	14,374.49					14,374.49	1,114.30					
5	10.7	4,480.72	6.42			4,164.24	8,651.38	808.54					
6	19.0	2,893.49					2,893.49	152.28					
7	24.4	10,297.47					10,297.47	422.03					
8	3.8	654.23					654.23	172.16					
9	151.3	84,023.76	17,469.51	22.38	339.50		101,855.15	673.20					
10	195.8	55,766.90	6,596.67	5.90	1,055.35	48,689.90	113,316.72	578.74					
11	91.3	31,952.85	96.48	1,335.09			33,384.42	365.65					
12	11.4	4,936.72	28.38				4,965.10	435.54					
13	42.1	15,890.70	10.58		77.12	2,005.46	18,083.86	429.55					
14	4.00	2,013.43					2,013.43	503.36					
TOTAL	828.10	289,340.17	24,210.04	1,516.89	1,666.57	55,059.60	371,793.27	448.87	26,545.15	2,781.22	731.12	13,631.29	415,482.05
Division 1 Average Cost/mi.		349.40	29.24	1.83	2.01	66.49	448.97		32.06	3.36	.88	16.46	501.75

Division 2 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1940 To June 30th, 1941.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	118.1	$ 26,787.94	$	$	$	$	$ 26,727.94	$ 236.32	$	$	$	$	$
2													
3	12.5	3,726.14				497.54	4,223.68	337.89					
4	7.8	7,483.56					7,483.56	959.43					
5													
6	9.9	1,687.72					1,687.72	170.48					
7													
8	17.6	3,888.05					3,888.05	220.91					
9	230.1	85,044.82	7,813.63		72.20	54,283.02	147,013.67	638.91					
10	412.1	111,819.94	13,610.67			23,598.39	149,029.00	361.63					
11	69.9	35,246.54	2,294.52			7,169.17	42,710.23	611.02					
12	14.5	3,980.76	469.33				4,450.09	306.90					
13	63.5	19,544.01	2,085.93				21,629.94	341.70					
14	4.68	2,892.27					2,892.27	618.00					
TOTAL	955.48	300,041.75	26,074.08		72.20	85,548.12	411,736.15	430.92	24,727.39	259.74	1,405.18	26,006.76	464,135.22
Division 2 Average Cost/Mi.		314.02	27.29		.08	89.53	430.92		25.88	0.27	1.47	27.21	485.76

Division 3 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1940 To June 30th, 1941.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	263.0	$82,158.58	$10,605.89	$ 119.76	$3,731.41	$	$96,615.64	$ 367.36	$	$	$	$	$
2													
3	55.6	9,593.16	253.99		2,338.25		12,185.40	219.56					
4	40.8	13,056.21	126.08		987.49		14,169.78	347.30					
5	20.8	4,852.89	84.00		17.20	2,270.44	7,224.52	347.33					
6	71.9	18,545.81	165.23		29.29	8,900.67	27,641.00	384.44					
7	29.7	5,479.44	526.73				6,006.17	202.23					
8	3.6	963.95	179.46				1,143.41	317.61					
9	158.0	42,070.73	5,946.10	25.14	571.46	16,508.66	65,122.09	412.17					
10	244.5	72,590.81	1,302.49	244.42	242.35	28,080.44	102,460.51	419.06					
11	28.1	12,396.65	2,838.53	699.48			15,934.66	567.07					
12	17.8	572.10					572.10	32.14					
13	121.8	57,516.86	1,424.94	456.09	13.80		59,411.69	487.78					
14	4.74	8,946.09		684.56	526.26		10,156.91	2,142.80					
TOTAL	1060.24	328,743.27	23,453.44	2,229.45	8,457.51	55,760.21	418,643.88	394.86	29,790.88	2,191.91	6,061.79	36,949.24	493,637.70
Division 3 Average Cost/Mi.		310.06	22.12	2.10	7.98	52.59	394.86		28.10	2.07	5.72	34.85	465.59

Division 4 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1940 To June 30th, 1941.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (E-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	666.1	$ 169,652.98	$ 7,885.84	$	$ 1,938.13	$ 24.12	$ 179,501.07	$ 269.48	$	$	$	$	$
2	26.4	8,795.19					8,795.19	333.15					
3	77.7	14,843.26				10,064.20	24,907.46	320.55					
4	52.9	20,018.40	88.14				20,106.54	512.41					
5	1.2	1,850.43					1,850.43	1,542.02					
6	57.3	10,995.47				15,240.94	26,236.41	457.87					
7	67.4	10,186.56				1,512.35	11,698.91	173.57					
8	16.2	4,329.69					4,329.69	267.26					
9	15.4	7,544.99					7,544.99	489.93					
10	157.3	45,312.42					45,312.42	288.06					
11	30.8	10,076.18					10,076.18	327.15					
12	20.8	8,977.02	2.32			1,349.83	10,329.17	496.59					
13	65.8	25,509.12					25,509.12	390.05					
14	4.79	2,917.88					2,917.88	609.16					
TOTAL	1260.09	341,009.59	7,976.30		1,938.13	28,191.44	379,115.46	300.86	27,087.63	822.03	9,343.94	42,544.01	458,913.07
Division 4 Average Cost/Mi.		270.62	6.33		1.54	22.37	300.86		21.50	.65	7.42	33.76	364.19

Division 5 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1940 To June 30th, 1941

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (E-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	146.0	$ 26,814.16	$ 3,554.17	$ 19.70	$ 2,850.85	$ 10,560.65	$ 43,779.53	$ 299.86	$	$	$	$	$
2													
3	220.1	24,956.17	2,754.65	3.85	191.81		27,906.68	126.79					
4	21.0	7,183.86	1,472.40		3,757.96	1,472.40	13,886.62	661.27					
5													
6	20.2	1,358.01					1,358.01	67.23					
7													
8	105.0	12,638.55	45,859.51		263.45	24,967.06	83,728.57	797.41					
9	92.5	11,144.70	11,617.16		857.23	17,310.80	40,929.89	442.48					
10	296.9	101,968.91	23,508.92	270.80	68.88	6,525.90	132,363.41	445.82					
11	66.8	18,630.10	159.75		1.00	594.38	19,385.23	290.20					
12	48.1	27,151.03	6,358.53	2,568.51	749.40		36,807.47	765.23					
13	179.0	45,166.54		1,858.55	2,485.36		49,510.45	276.59					
14	8.12	3,372.59	3,025.86	998.54	18.50	2,633.23	10,048.72	1,237.53					
TOTAL	1203.72	$280,384.62	$98,291.15	$5,719.95	$11,244.44	$64,064.42	$459,704.58	$381.91	$24,043.52	$227.09	$2,184.35	$54,589.47	$540,749.01
Division 5 Average Cost/Mi.		$ 232.93	$ 81.66	$ 4.75	$ 9.34	$ 53.22	$ 381.91		$ 19.97	$ 0.19	$ 1.81	$ 45.35	$ 449.23

Division 6 - MAINTENANCE COSTS BY SURFACE TYPES – July 1st, 1940 To June 30th, 1941.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	54.1	$ 11,842.61	$2,117.13	$	$19,121.30	$	$ 33,081.04	$ 611.47	$	$	$	$	$
2													
3	147.09	32,348.16			18,459.83	6,031.29	56,839.28	384.30					
4													
5													
6	233.0	54,104.60	465.29	1,126.30	6,703.45	15,420.23	77,819.87	333.89					
7													
8	49.4	757.34	217.75			6,003.71	6,978.80	141.27					
9													
10	350.9	88,426.00	1,391.58	10,100.57	15,703.75	2,199.54	117,821.44	335.77					
11	44.0	16,333.03	1,148.86		2,005.65	7,685.00	27,172.59	617.56					
12	175.5	46,216.79	1,221.59	176.73	2,351.44		49,966.55	284.71					
13	160.3	58,189.66	159.54	1,174.01	11,841.45	3,523.44	74,888.10	467.17					
14	5.48	2,695.77		736.02	4,180.27		7,612.06	1,389.06					
TOTAL	1220.56	310,914.01	6,721.74	13,513.63	80,367.14	40,863.21	452,179.73	370.46	25,889.10		2,414.52	37,631.04	618,114.39
Division 6													
Average Cost/Mi.		254.72	5.51	10.91	65.84	33.48	370.46		21.21		1.97	30.83	424.48

Division 7 - MAINTENANCE COSTS BY SURFACE TYPES – July 1st, 19 40 To June 30th, 19 41.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	289.5	$ 68,858.43	$ 3,503.02	$	$ 26.08	$ 3.05 G$.	72,384.48	$ 250.03	$	$	$	$	$
2													
3	199.4	51,583.44	30.43			9,222.07	60,835.94	305.09					
4	35.9	11,929.64	41.15				11,970.79	333.46					
5	2.0	368.37					368.37	184.18					
6													
7													
8	78.9	34,682.20				5,357.32	40,039.52	507.47					
9	84.5	22,503.98	25.65			23,946.35	46,475.99	550.01					
10	147.9	61,117.16				14,014.72	75,131.88	507.99					
11	53.7	13,589.50				8,739.96	22,329.46	415.82					
12	52.7	23,848.51	18.40			4,799.28	28,666.19	543.95					
13	161.0	42,569.28					42,569.28	264.41					
14	4.49	3,211.00					3,211.00	715.14					
TOTAL	1109.99	334,261.51	3,618.65		26.08	66,076.66	403,982.90	363.95	27,736.23	3,132.17	2,979.22	48,349.51	48,6179.03
Division 7													
Average Cost/Mi.		301.14	3.26		.02	59.53	363.95		24.99	2.82	2.68	43.56	438.00

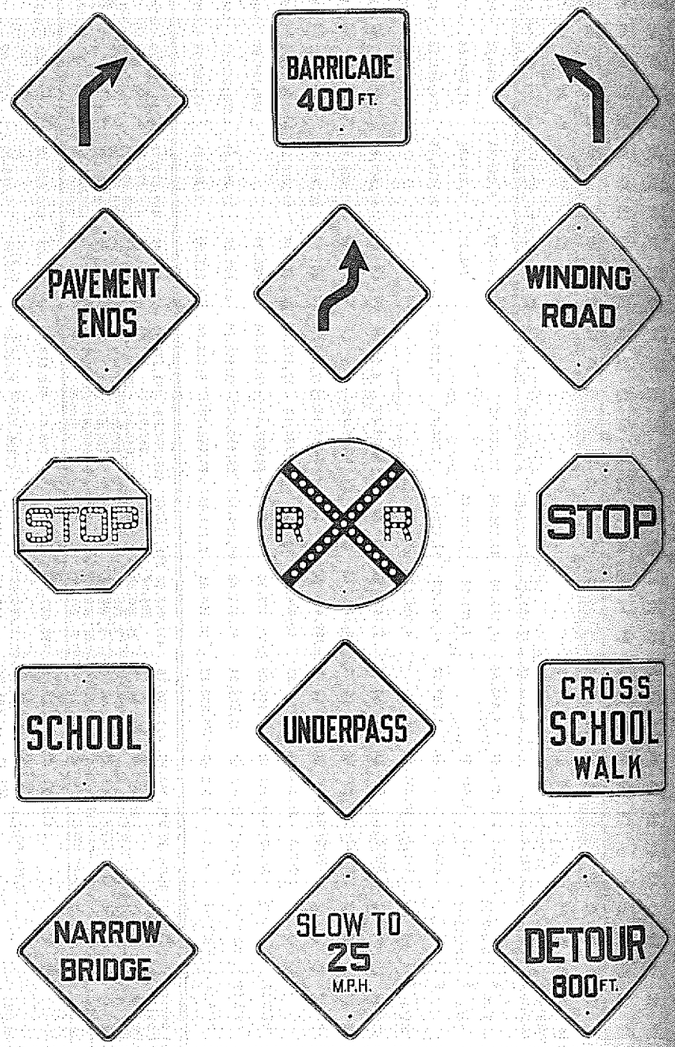
Division 8 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1940 To June 30th, 1941.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	432.9	$ 117,165.89	$ 3,238.60	$ 783.53	$ 702.08	$	$ 121,890.10	$ 281.57	$	$	$	$	$
2													
3	8.8	2,332.33	40.40				2,372.73	269.63					
4	21.3	5,019.02		27.40			5,046.42	231.49					
5	18.7	3,311.84					3,311.84	177.10					
6	87.2	32,212.40	4,353.63	42.20	10.40		36,618.63	419.94					
7													
8	81.5	19,667.14	5,194.00	810.43	108.67	30,567.60	56,347.84	691.38					
9	177.9	68,696.99	21,616.09	565.38	157.00		91,035.46	511.72					
10	114.8	48,021.86	1,184.21	1,038.76			50,244.83	437.67					
11	167.7	50,693.25	361.29	41.60			51,096.14	304.69					
12													
13	53.7	16,959.64	276.01	13.40	50.18		17,299.23	322.15					
14	5.70	2,234.91		73.60			2,308.51	623.92					
TOTAL Division 8	1168.70	366,315.27	36,264.23	3,396.30	1,028.33	30,567.60	437,571.73	374.41	33,691.53	10,302.12	2,455.66	36,634.51	520,655.55
Average Cost/Mi.		313.44	31.03	2.91	.88	26.16	374.41		28.83	8.82	2.10	31.35	445.50

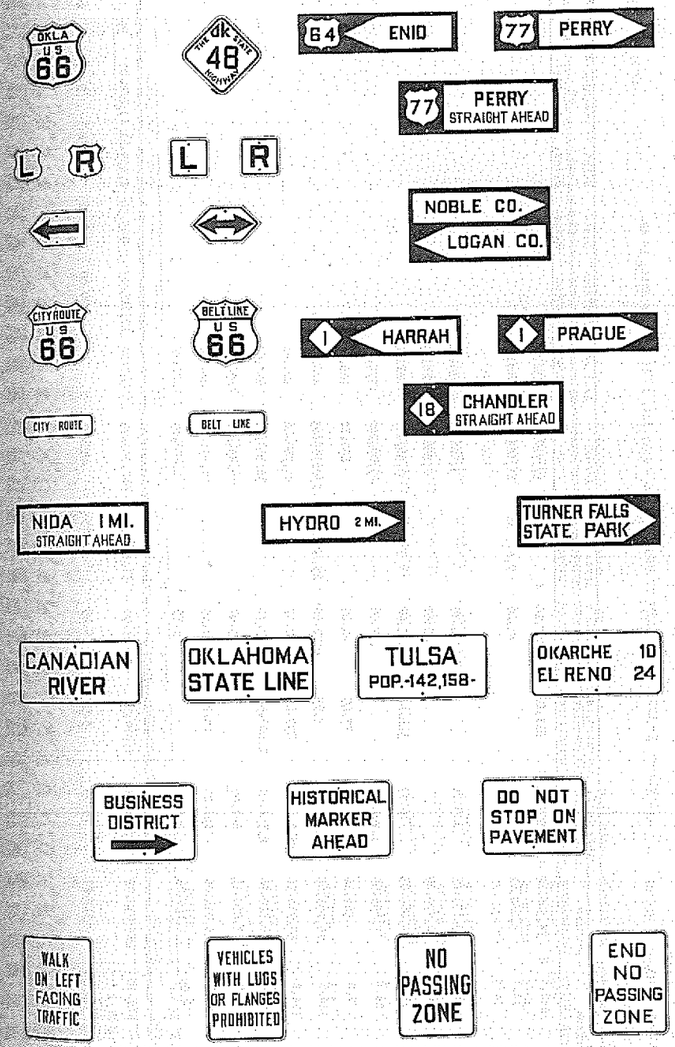
SUMMARY - MAINTENANCE COSTS BY SURFACE TYPES - July 1, 1940 to June 30, 1941

Surface Types	Miles	Division 1	Division 2	Division 3	Division 4	Division 5	Division 6	Division 7	Division 8	Total	Av. Cost Per Mile
1	2,213.4	$56,678.70	$26,727.94	$96,615.64	$179,601.07	$43,779.53	$33,081.04	$72,384.48	$121,890.10	$630,658.50	284.93
2	39.1	4,624.83			8,795.19					13,420.02	343.22
3	721.9		4,223.68	12,185.40	24,907.46	27,906.68	56,839.28	60,835.94	2,372.73	189,271.17	262.18
4	193.1	14,374.49	7,483.56	14,169.78	20,106.54	13,886.62		11,970.79	5,046.42	87,038.20	450.74
5	53.4	8,651.36		7,224.52	1,850.43			368.37	3,311.84	21,406.54	400.87
6	498.5	2,893.49	1,687.72	27,641.00	26,236.41	1,388.01	77,819.87		36,618.63	174,255.13	349.56
7	121.5	10,297.47		6,006.17	11,698.91					28,002.55	230.47
8	356.0	654.23	3,888.05	1,143.41	4,329.69	83,728.57	6,978.80	40,039.52	56,347.84	197,110.11	553.68
9	909.7	101,856.15	147,013.67	65,122.09	7,544.99	40,929.89		45,475.99	91,035.46	499,977.24	494.64
10	1,920.2	113,316.72	149,029.00	102,460.51	45,312.42	132,363.41	117,821.44	75,131.86	50,244.83	785,680.21	409.17
11	552.3	33,384.42	42,710.23	15,934.66	10,076.18	19,385.23	27,172.59	22,329.46	51,096.14	222,088.91	402.12
12	340.8	4,965.10	4,450.09	572.10	10,329.17	36,807.47	49,966.55	28,566.19		135,756.67	398.35
13	547.0	18,083.86	21,629.94	59,411.69	25,509.12	49,510.45	74,888.10	42,569.28	17,299.23	308,901.67	564.70
14	40.0	2,013.43	2,892.27	10,156.91	2,917.88	10,048.72	7,612.06	3,211.00	2,308.51	41,160.78	1,029.02
Actual Maintenance Cost	8,806.90	371,793.27	411,736.15	418,643.88	379,115.46	459,704.58	452,179.73	403,882.90	437,571.73	3,334,727.70	378.65
Actual Maint.Cost Per Mile		448.97	430.92	394.86	300.56	381.91	370.46	363.95	374.41		
Division Administration		26,545.15	24,727.39	29,790.88	27,087.63	24,043.52	25,889.10	27,735.23	33,691.53	219,510.43	24.92
Cost of Land & Buildings		2,781.22	259.74	2,191.91	822.03	227.09		3,132.17	10,302.12	19,716.28	2.24
Maint.of Land & Buildings		731.12	1,405.18	6,061.79	9,343.94	2,184.35	2,414.52	2,979.22	2,455.66	27,575.78	3.13
Purchase of Equipment		13,631.29	26,006.76	36,949.24	42,544.01	54,589.47	37,631.04	48,349.51	36,634.51	296,335.83	33.65
TOTAL		415,482.05	464,135.22	493,637.70	458,913.07	540,749.01	518,114.39	486,179.03	520,655.55	3,897,866.02	442.59
MILES	8,806.90	828.10	955.48	1,060.24	1,260.09	1,203.72	1,220.58	1,109.99	1,168.70	8,806.90	
Av. Cost/Mi.		501.73	485.76	465.59	364.19	449.23	424.48	438.00	445.50	442.59	

TYPICAL HIGHWAY SIGNS AND MARKERS



TYPICAL HIGHWAY SIGNS AND MARKERS



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Division 1- MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 19 41 To June 30th, 19 42.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	248.7	$ 55,316.19	$ 557.13	$ 211.86	1,597.16	$	$ 57,712.34	$ 232.06	$	$	$	$	$
2	12.7	3,262.21			81.16	7,819.86	11,163.53	879.02					
3													
4	9.9	3,133.25	108.71		84.65		3,326.61	336.02					
5	10.7	2,799.69			68.68		2,868.37	268.07					
6	27.5	5,064.83	16.77	344.40	121.92		5,547.92	201.74					
7	24.4	7,655.55	1,282.31		157.06		9,094.92	372.74					
8	3.8	569.16		37.45	24.49		631.10	166.08					
9	149.3	76,290.26	28,045.85	3.65	972.68	25,483.19	130,795.63	876.06					
10	194.6	50,914.98	28,716.47	898.44	1,258.57		81,788.46	420.51					
11	91.3	34,319.96	2,552.40	1,400.56	587.76		38,860.68	425.63					
12	9.2	3,840.14	620.69		73.47		4,534.30	492.86					
13	42.1	18,894.06	196.20	19.20	270.45	11.28	19,391.19	460.60					
14	4.00	1,140.24	163.10		25.55		1,628.89	407.22					
TOTAL	828.10	263,230.52	62,559.63	2,915.56	5,323.90	33,314.33	367,343.94	443.60	17,124.63	763.54	1,439.41	7,487.87	394,159.39
Division 1													
Average Cost/Mi.		317.87	75.55	3.52	6.43	40.23	443.60		20.68	.92	1.74	9.04	475.98

Division 2 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1941 To June 30th, 1942.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	113.1	$ 22,332.56	$ 1,850.47	$	$	$	$ 24,183.03	$ 213.82	$	$	$	$	$
2													
3	12.5	10,177.24					10,177.24	814.18					
4	7.8	4,261.41					4,261.41	546.33					
5													
6	9.9	872.57	93.20				965.77	97.55					
7													
8	17.6	5,137.83					5,137.83	291.92					
9	230.1	96,699.37	11,554.50		2,052.96	56,869.56	167,176.39	726.54					
10	421.5	124,993.40	10,734.20		37.16	25,463.50	161,228.26	382.51					
11	43.0	26,213.19	6,068.73		2,893.98	5,651.25	40,827.15	949.47					
12	14.5	1,920.05					1,920.05	132.42					
13	90.2	22,585.89					22,585.89	250.40					
14	4.68	1,243.72					1,243.72	265.75					
TOTAL	964.88	316,437.23	30,301.10		4,984.10	87,984.31	439,706.74	455.71	18,340.19	1,064.63	71,010.93	530,122.49	
Division 2													
Average Cost/Mi.		327.98	31.40		5.17	91.19	455.71		19.00	1.10	73.60	549.42	

Division 3 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1941 To June 30th, 1942.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	284.6	$ 82,788.05	$20,136.21	$2,350.91	$ 476.65	$	$105.751.82	$ 399.66	$	$	$	$	$
2													
3	83.6	13,654.11	346.15	21.22	49.60		14,071.08	168.31					
4	40.8	12,514.34	425.36				12,939.70	317.15					
5	20.8	4,297.21	1,113.33				5,410.54	260.12					
6	88.0	20,176.49	2,815.27	568.60	23.50	4,782.37	28,366.23	322.35					
7	29.7	2,445.59		2.10			2,447.69	82.41					
8	5.5	1,224.29					1,224.29	222.60					
9	159.0	60,060.30	12,155.61	71.70	4,062.04	36,668.55	113,018.20	710.81					
10	213.0	58,397.16	3,210.22	183.68	227.69	8,634.99	70,653.74	331.70					
11	28.1	11,843.04	191.30	544.60	129.79		12,708.73	452.27					
12	17.8	4,989.27		13.90			5,003.17	281.07					
13	121.8	48,390.12	11.90	2,245.16	86.85		50,734.03	416.54					
14	4.74	7,624.87	1.86	883.26	24.05		8,534.04	1,800.43					
TOTAL	1077.44	328,404.84	40,407.21	6,885.13	5,080.17	50,085.91	430,863.26	399.90	23,044.28	3,424.57	5,510.88	13,874.15	476,717.14
Division 3													
Average Cost/Mi.		304.80	37.50	6.39	4.72	46.48	399.90		21.39	3.18	5.11	12.88	442.45

Division 4 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1941 To June 30th, 1942.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	676.7	$ 148,471.43	$ 4,520.68	$ 477.75	$ 93.25	$	$153,563.11	$ 226.93	$	$	$	$	$
2	26.4	7,702.68	430.07				8,132.75	308.06					
3	66.0	19,685.72	1,063.43			9,055.24	29,804.39	451.58					
4	46.6	19,937.22	292.40				20,229.62	434.11					
5	5.7	1,335.99					1,335.99	234.38					
6	67.3	12,942.78				12,604.07	25,546.85	445.64					
7	67.4	14,369.39				12,281.95	26,651.34	395.42					
8	16.2	5,313.83					5,313.83	328.01					
9	26.8	9,537.52				6,624.55	16,162.07	603.06					
10	157.2	51,951.05	390.75				52,341.80	332.96					
11	30.8	14,392.60					14,392.60	467.29					
12	20.8	7,714.47					7,714.47	370.89					
13	60.6	30,231.06					30,231.06	499.68					
14	4.79	13,892.06	141.59				14,033.65	2,929.78					
TOTAL	1263.19	357,477.80	6,838.92	477.75	93.25	40,565.81	405,453.53	320.97	19,684.09	3,349.28	7,973.21	24,482.01	460,442.12
Division 4													
Average Cost/Mi.		282.99	5.41	.38	.07	32.11	320.97		15.58	2.65	5.92	19.38	364.51

Division 5 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 19 41 To June 30th, 19 42.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	146.0	$ 28,994.34	$ 2,365.60	$ 14,426.95	$ 2,355.77	$	$ 48,142.86	$ 329.74	$	$	$	$	$
2													
3	238.7	36,783.07	16,946.19	898.16	1,763.83	26,905.59	83,296.84	348.96					
4	21.0	9,466.51	104.94	1,805.83	370.33		11,747.61	559.41					
5													
6	20.2	2,658.95					2,658.95	131.63					
7													
8	81.3	18,304.48	5,899.14		724.74	25,718.94	50,647.30	622.96					
9	117.3	16,625.24	9,413.77	35.29	43.74	5,146.20	31,264.24	266.53					
10	281.3	87,821.22	149.75	959.29	1,308.82	11,967.49	102,206.57	363.33					
11	59.6	15,903.45	61.70		7.25		15,972.40	267.99					
12	58.3	13,498.31	15.36	3,331.74			16,845.41	288.94					
13	179.0	54,805.30		1,109.02	1,661.98		57,576.30	321.15					
14	8.12	2,339.06		454.42	24.15		2,817.63	346.99					
TOTAL	1210.82	$287,199.93	$34,956.65	$23,020.70	$8,260.61	$69,738.22	$423,176.11	$349.49	$17,294.64	$3,335.69	$1,303.21	$12,272.08	$457,381.73
Division 5													
Average Cost/Mi.		$237.19	$28.87	$19.01	$6.82	$57.59	$349.49		$14.28	$2.75	$1.07	$10.14	$377.75

Division 6 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1941 To June 30th, 1942.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	54.1	$ 9,709.47	$1,648.47	$ 60.30	$ 4,610.32	$	$ 16,028.56	$ 296.27	$	$	$	$	$
2													
3	154.7	50,638.85	1,352.38	38.25	8,102.34		60,131.82	388.70					
4													
5													
6	256.8	48,578.84	8.10	198.97	1,291.51	12,974.92	63,052.14	238.33					
7													
8	49.4	5,966.09	.33	77.90	1,619.75	10,881.55	18,545.62	375.42					
9													
10	310.3	84,198.42	4,462.09	1,326.88	5,083.17	36,409.74	131,480.30	423.72					
11	44.0	13,290.31	61.50	71.50	1,613.26		15,036.57	341.74					
12	176.5	51,269.05	2,358.98	1,774.05	3,445.10		58,847.18	336.31					
13	160.5	52,698.04		611.97	20,120.52		73,430.53	458.08					
14	5.48	7,365.23		9,354.35	2,783.98		19,493.56	3,557.21					
TOTAL	1220.68	325,704.30	9,891.85	13,514.17	48,669.75	60,266.21	456,046.28	373.63	16,764.11	1,752.18	1,915.73	16,174.75	492,853.05
Division 6													
Average Cost/Mi.		265.20	8.10	11.07	39.87	49.37	373.63		13.73	1.44	1.57	13.25	403.62

Division 7 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1941 To June 30th, 1942.

Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	294.9	$ 76,376.00	$ 205.24	$	$	$	$ 76,581.24	$ 259.68	$	$	$	$	$
2													
3	208.8	87,250.63				21,722.78	108,973.41	521.90					
4	22.9	9,597.03					9,597.03	419.08					
5	2.0	2,007.90					2,007.90	1,003.95					
6	13.0	3,561.85					3,561.85	273.99					
7													
8	78.9	18,691.04				34,009.12	52,700.16	667.94					
9	84.5	29,146.49				18,070.86	47,217.35	558.78					
10	157.9	41,652.36				15,726.47	57,278.83	362.75					
11	95.8	19,178.84				21,051.86	40,230.70	419.94					
12	56.7	20,300.22					20,300.22	358.03					
13	136.4	51,554.26	19.20				51,573.46	378.10					
14	4.27	5,141.00					5,141.00	1,203.98					
TOTAL	1156.07	364,357.62	224.44			110,581.09	475,163.15	411.01	18,501.00	5.37	4,422.62	44,018.86	542,111.00
Division 7													
Average Cost/Mi.		315.17	.19			95.65	411.01		16.00		3.82	38.08	468.92

Division 8 - MAINTENANCE COSTS BY SURFACE TYPES - July 1st, 1941 To June 30th, 1942.

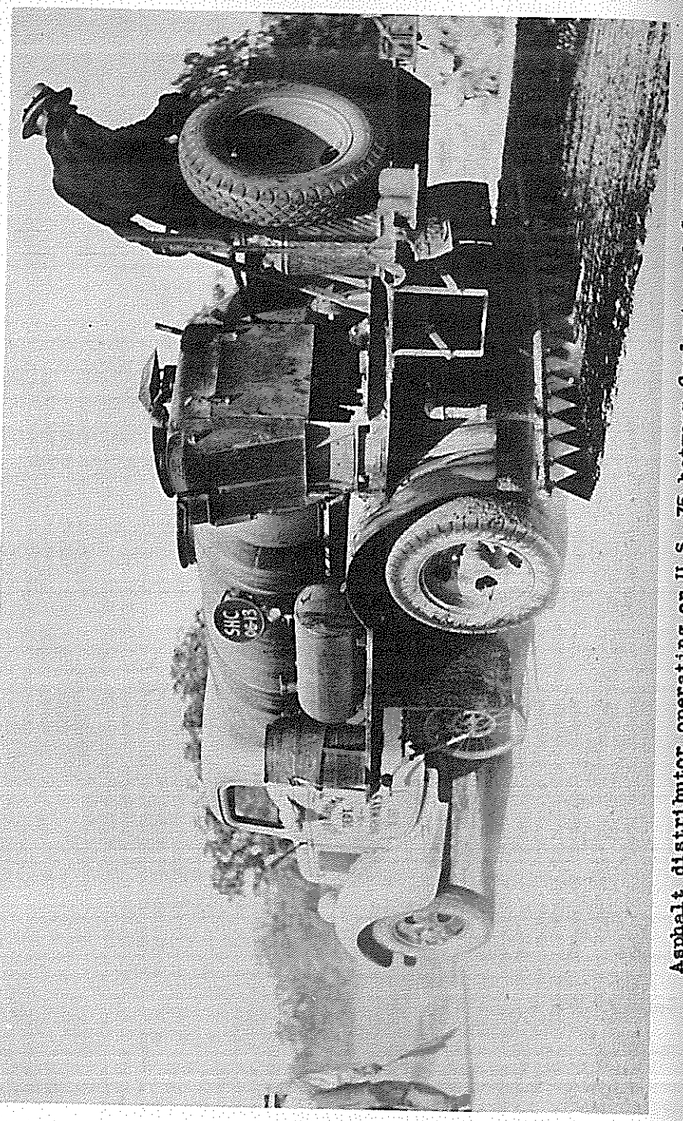
Surface Types	Miles	Routine Maintenance	Spec. Surf. Maintenance Unspecified	Extraordinary Maintenance Unspecified	Additions & Betterments Unspecified	Spec. Surf. Maintenance (M-Projects)	Actual Maintenance Cost	Average Maint. Cost/Mi.	Division Administration	Cost Land & Bldgs.	Maint. Land & Bldgs.	Purchase of Equipment	TOTAL
1	454.6	$ 111,575.53	$ 3,734.20	$ 781.44	$ 864.67	$	$ 116,955.84	$ 269.11	$	$	$	$	$
2													
3	8.8	2,345.71	40.40				2,386.11	271.15					
4	28.0	5,690.64		27.40			5,718.04	150.47					
5	18.7	15,702.66	276.08	95.12			16,073.86	859.56					
6	87.0	32,964.62	2,920.57	254.84	11.30		36,151.33	415.53					
7													
8	98.0	18,712.53	6,311.89	1,207.99	183.97	59,630.92	86,047.30	878.03					
9	182.3	62,729.18	24,915.66	385.60	158.89		88,189.33	483.76					
10	116.4	44,540.48	2,928.84	204.10			47,673.42	409.57					
11	167.1	50,226.14	368.65	55.40			50,650.19	303.11					
12	6.0												
13	89.5	10,718.71	204.88	4.50	38.80		10,966.89	279.06					
14	4.42	1,965.87		326.42	147.52		2,439.81	551.99					
TOTAL	1200.62	357,172.07	41,701.17	3,342.81	1,405.15	59,630.92	463,252.12	385.84	25,348.27	1,062.98	2,637.54	18,893.70	511,194.61
Division 8													
Average Cost/Mi.		297.49	34.73	2.78	1.17	49.67	385.84		21.11	.89	2.20	15.74	425.78

SUMMARY - MAINTENANCE COSTS BY SURFACE TYPES - July 1, 1941 to June 30, 1942

Surface Types	Miles	Division 1	Division 2	Division 3	Division 4	Division 5	Division 6	Division 7	Division 8	Total	Av. Cost Per Mile
1	2,232.7	$57,712.34	$24,183.03	$105,761.82	$153,563.11	$48,142.86	$16,028.56	$76,581.24	$116,955.84	$598,918.80	268.25
2	39.1	11,163.53			8,132.75					19,296.28	493.51
3	773.1		10,177.24	14,071.08	29,804.39	83,298.84	60,131.82	108,973.41	2,386.11	308,840.89	399.48
4	187.0	3,326.61	4,261.41	12,939.70	20,229.62	11,747.61		9,597.03	5,718.04	67,820.02	362.67
5	57.9	2,868.37		5,410.54	1,335.99			2,007.90	16,073.86	27,696.66	478.35
6	569.7	5,547.92	965.77	28,366.23	25,546.85	2,658.95	63,052.14	3,561.85	36,151.33	165,851.04	291.12
7	121.5	9,094.92		2,447.69	26,651.34					38,193.95	314.35
8	350.7	631.10	5,137.83	1,224.29	5,313.83	50,647.30	18,545.62	52,700.16	86,047.30	220,247.43	628.02
9	949.3	130,795.63	167,176.39	113,018.20	16,162.07	31,264.24		47,217.35	86,189.33	593,823.21	625.54
10	1,852.1	81,788.46	161,228.26	70,653.74	52,341.80	102,206.57	131,480.30	57,276.83	47,673.42	704,651.38	380.46
11	559.7	38,860.68	40,827.15	12,708.73	14,392.60	15,972.40	15,036.57	40,230.70	50,650.19	228,679.02	408.57
12	358.8	4,534.30	1,920.05	5,003.17	7,714.47	16,845.41	58,847.18	20,300.22		115,164.80	320.97
13	829.6	19,391.19	22,585.89	50,734.03	30,231.06	57,576.30	73,430.53	51,573.46	10,966.89	316,489.35	381.50
14	40.50	1,628.89	1,243.72	8,534.04	14,033.65	2,817.63	19,493.56	5,141.00	2,439.81	55,332.30	1,366.23
Actual Maintenance Cost	8,921.70	367,343.94	439,706.74	430,863.26	405,453.53	423,176.11	456,046.28	476,163.15	463,252.12	3,461,005.13	387.93
Actual Maint.Cost Per Mile		443.60	455.71	399.90	320.97	349.49	373.63	411.01	385.84		
Division Administration		17,124.63	18,340.19	23,044.28	19,684.09	17,294.64	16,764.11	16,501.00	25,348.27	156,101.21	17.50
Cost of Land & Buildings		763.54		3,424.57	3,349.28	3,335.69	1,752.18	5.37	1,062.98	13,693.61	1.53
Maint.of Lant & Buildings		1,439.41	1,064.63	5,510.88	7,473.21	1,303.21	1,915.73	4,422.52	2,637.54	25,767.23	2.89
Purchase of Equipment		7,487.87	71,010.93	13,874.16	24,482.01	12,272.08	16,174.75	44,016.86	18,893.70	208,214.35	23.34
TOTAL		394,159.39	530,122.49	476,717.14	460,442.12	457,381.73	492,653.05	542,111.00	511,194.61	3,864,781.53	433.19
MILES	8,921.70	828.10	964.88	1,077.44	1,263.19	1,210.82	1,220.56	1,156.07	1,720.62	8,921.70	
Av. Cost/Mi.		475.98	549.42	442.45	364.61	377.74	403.62	468.88	297.09	433.19	

MAINTENANCE COSTS BY COUNTIES

County	Year Ending June 30, 1941	Year Ending June 30, 1942	County	Year Ending June 30, 1941	Year Ending June 30, 1942	County	Year Ending June 30, 1941	Year Ending June 30, 1942
Adair	$ 57,191.66	$ 35,139.04	Grady	$ 63,165.61	$ 55,566.23	Okmulgee	$ 37,216.37	$ 31,244.27
Alfalfa	84,769.62	57,036.78	Grant	37,152.70	38,803.47	Osage	111,849.40	106,633.34
Atoka	41,308.05	48,771.27	Greer	35,053.57	29,475.48	Ottawa	36,053.83	40,077.66
Beaver	53,904.76	51,927.82	Harmon	29,235.98	24,583.67	Pawnee	47,291.08	38,214.05
Beckham	72,564.40	61,017.21	Harper	58,114.42	53,914.97	Payne	37,847.74	39,846.11
Blaine	57,225.16	46,702.27	Haskell	41,797.28	45,585.43	Pittsburg	58,010.98	53,380.51
Bryan	51,064.87	57,783.34	Hughes	64,059.36	60,876.78	Pontotoc	50,983.00	48,448.85
Caddo	114,199.08	110,508.89	Jackson	56,116.21	46,345.57	Pottawatomie	51,570.42	52,901.33
Canadian	48,781.63	54,188.07	Jefferson	31,267.30	34,778.64	Pushmataha	49,198.33	58,843.60
Carter	40,359.85	39,477.76	Johnston	64,514.80	72,626.76	Roger Mills	46,850.36	39,395.09
Cherokee	31,494.02	26,688.92	Kay	24,723.75	29,825.97	Rogers	59,924.33	57,964.13
Choctaw	32,489.46	36,578.43	Kingfisher	30,693.34	29,070.42	Seminole	59,956.48	57,683.09
Cimarron	53,607.75	40,747.16	Kiowa	53,436.08	44,932.82	Sequoyah	46,976.99	65,813.41
Cleveland	40,448.77	38,438.02	Latimer	41,772.17	47,711.02	Stephens	48,058.17	59,061.57
Coal	24,395.65	26,367.65	LeFlore	78,902.97	89,060.60	Texas	46,722.84	62,279.26
Comanche	69,167.62	89,132.49	Lincoln	51,507.43	50,319.49	Tillman	55,886.02	62,425.89
Cotton	48,912.52	56,874.46	Logan	37,450.82	49,681.76	Tulsa	66,384.10	63,444.36
Craig	32,476.94	31,039.74	Love	27,961.56	33,920.30	Wagoner	40,062.26	31,543.17
Creek	64,273.89	63,127.42	McClain	73,843.29	70,172.77	Washington	25,936.98	24,787.83
Custer	58,786.44	49,658.41	McCurtain	75,333.38	83,229.26	Washita	50,116.27	42,141.29
Delaware	49,761.65	51,426.18	McIntosh	44,482.56	35,437.80	Woods	43,244.58	47,597.25
Dewey	68,310.67	62,320.96	Major	59,467.57	57,555.46	Woodward	64,678.41	79,801.54
Ellis	39,462.10	35,020.40	Marshall	31,561.19	35,518.21			
Garfield	37,091.06	37,793.49	Mayes	45,493.84	46,455.42			
Garvin	72,462.18	80,465.97	Murray	34,281.61	28,621.79			
			Muskogee	58,249.93	69,326.84			
			Noble	52,555.73	40,012.04			
			Nowata	31,323.16	29,935.56			
			Okfuskee	39,175.42	37,226.85			
			Oklahoma	48,854.25	53,460.40	STATE TOTAL	$3,897,866.02	$3,864,781.53



Asphalt distributor operating on U.S. 75 between Coalgate and Calvin

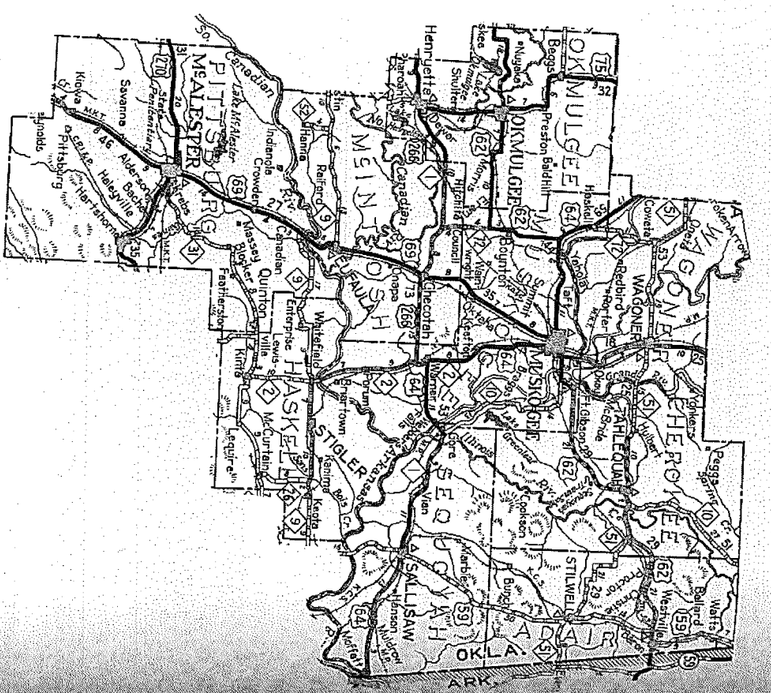


Asphalt surfacing in Oklahoma Panhandle being built by State forces and equipment

Top: Two travelling pug-mill mixers in tandem being towed by caterpillar tractor

Center: Showing newly mixed and spread surface before compacting and rolling

Bottom: Showing two types of rollers: 9-wheel pneumatic-tired and tandem iron wheel

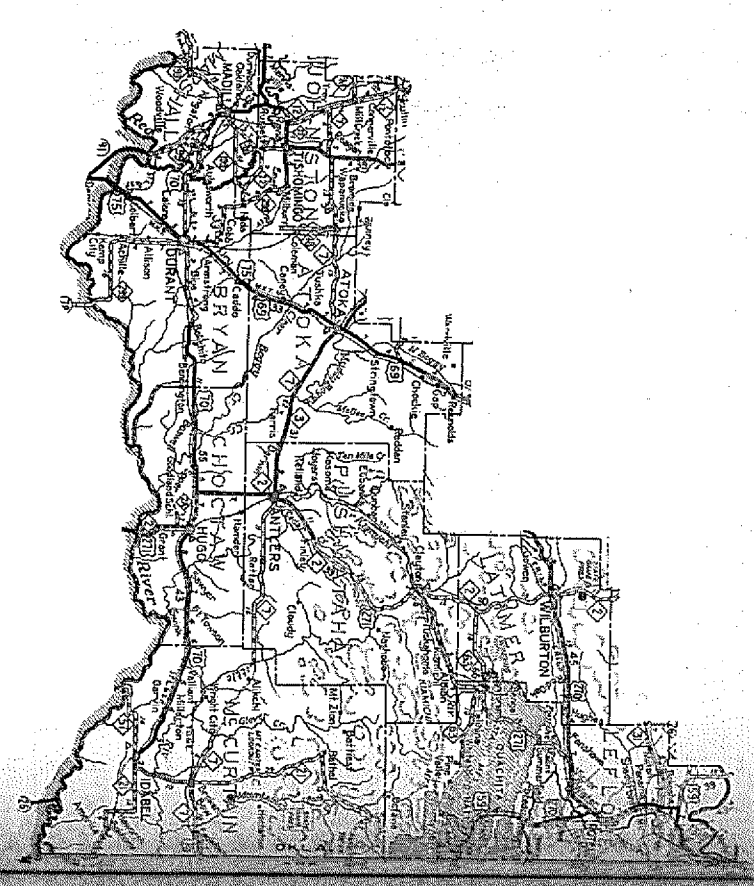


ENGINEERING DIVISION NO. 1

(Headquarters: Muskogee)

County	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
Adair	584									18.8	59.1	2.7			0.10	80.70
Cherokee	771						8.5	13.0		13.5	5.8	26.7			0.28	67.78
Haskell	615	1.3					11.1			6.5	27.5	10.7	5.9	29.2	0.10	92.30
McIntosh	708	24.1					3.4	10.1		19.0	27.8				1.06	85.46
Muskogee	814	77.2	12.7				4.5	1.3		27.7	4.4	11.8		12.9	0.95	153.45
Okmulgee	697	57.9			5.1	10.7				7.1	9.3					90.10
Pittsburg	1370	70.8			4.8				3.8	3.1	30.7	3.8	3.3		0.35	120.45
Sequoyah	693	8.2								36.5	24.5				0.65	69.85
Wagoner	585	9.2								17.1	5.4	35.8			0.51	68.01
TOTALS	6817	248.7	12.7		9.9	10.7	27.5	24.4	3.8	149.3	194.5	91.3	9.2	42.1	4.00	828.10

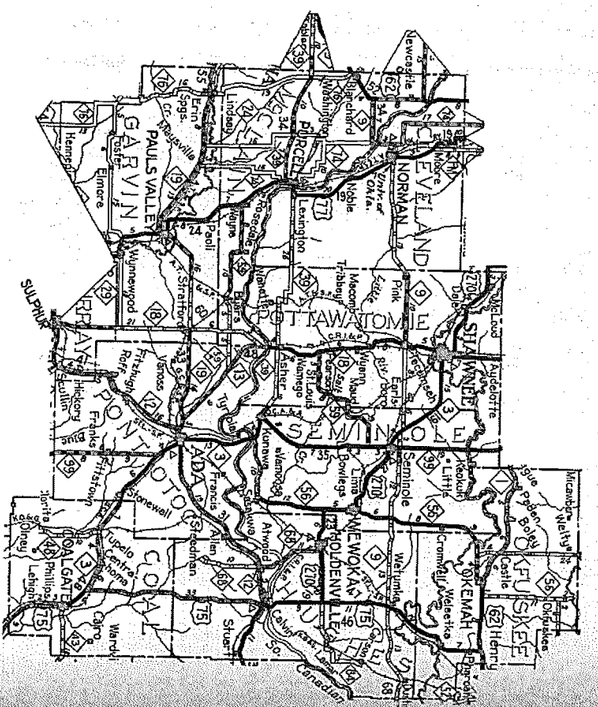
ENGINEERING DIVISION NO. 2



ENGINEERING DIVISION No. 2

(Headquarters; Antlers)

County	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
Atoka	997	21.9						46.2	19.9					0.56	88.56
Bryan	928	35.6			1.7			6.2	34.0				26.9	0.77	105.17
Choctaw	790	14.4			6.1		6.8	36.6		2.0				0.72	66.62
Johnston	658	12.8				9.9	9.9	12.6	76.8	11.3				0.35	132.75
Latimer	735						1.1	37.1	36.1		12.0			0.19	86.49
LeFlore	1614	11.5		8.2			0.7	37.9	87.7	6.7	2.5		6.0	0.55	161.75
Marshall	419			4.3					53.4					0.15	65.15
McCurtain	1897	9.6						24.0	36.5	23.0			57.3	0.75	151.15
Pushmataha	1430							29.5	77.1					0.64	107.24
TOTALS	9468	113.1		12.5	7.8	9.9	17.6	230.1	421.5	43.0	14.5		90.2	4.68	984.88

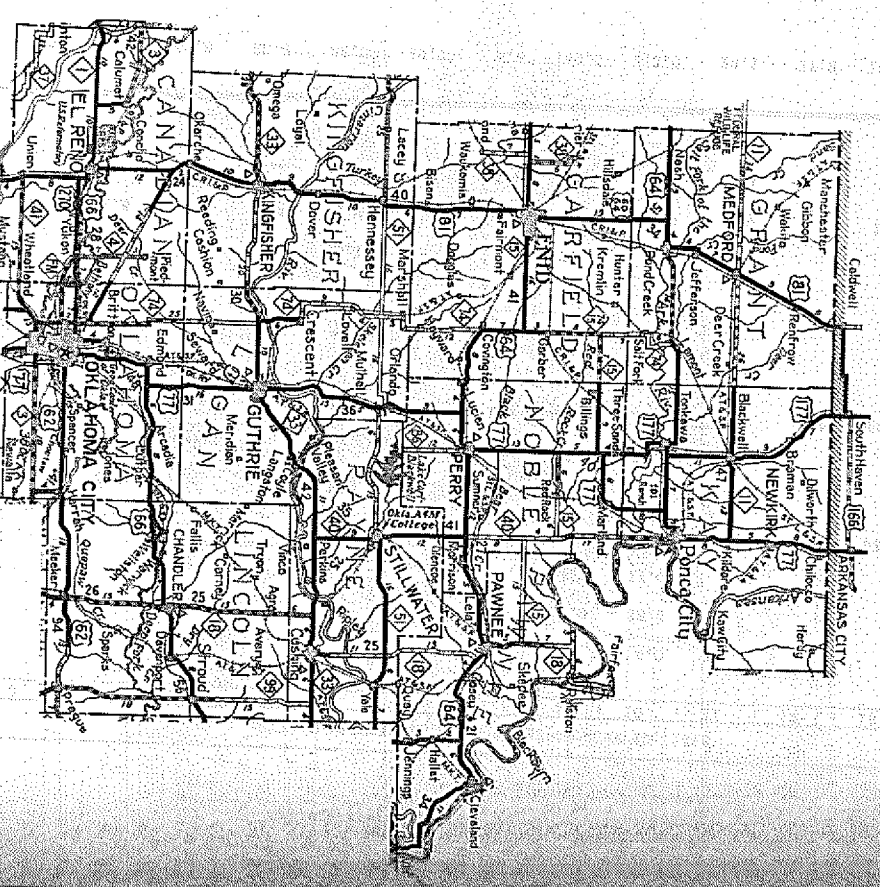


ENGINEERING DIVISION NO. 3

ENGINEERING DIVISION No. 3

(Headquarters: Ada)

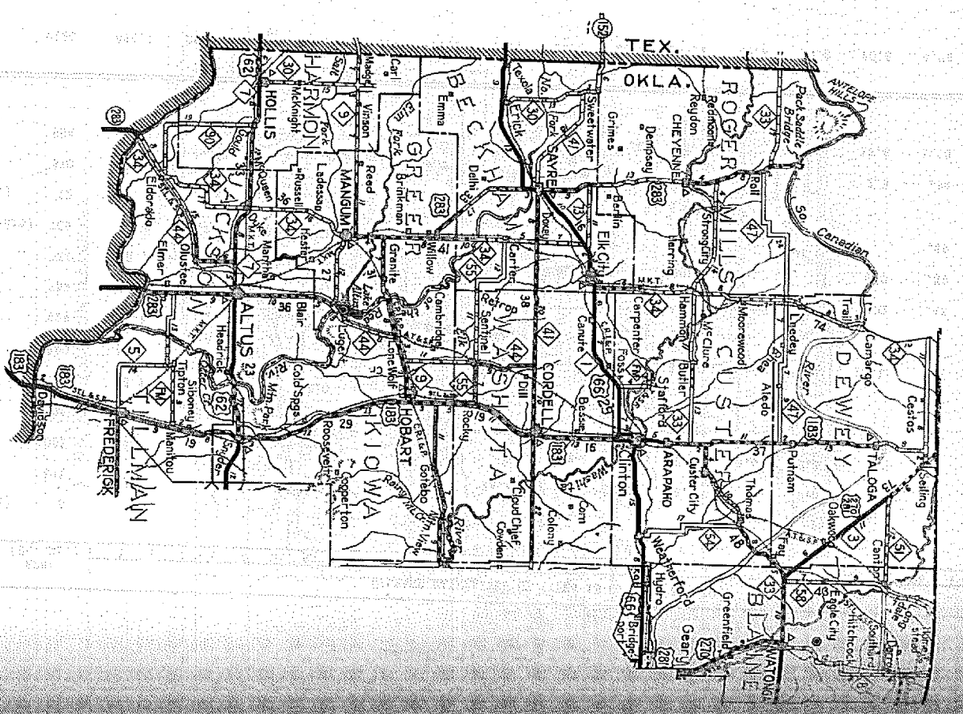
County	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
Carter (part)	12										4.0					4.0
Cleveland	554	14.1			19.4					19.0	32.6				1.78	86.88
Coal	525	4.4						14.0		24.2	17.0					59.60
Garvin (part)	750	17.4		18.1			14.2				24.0	19.3		53.1	0.50	146.60
Grady (part)	59			3.0			3.0				5.7					11.70
Hughes	790	34.5			13.0			15.7		22.7	51.3				0.39	137.59
McClain	562	19.7		23.8			6.6		1.9	20.3	19.3		17.8	50.0	0.20	158.60
Murray (part)	63			15.2						6.2						21.40
Okfuskee	623	19.0			4.7		7.6			21.0	31.6				0.24	84.14
Oklahoma (part)	8									3.5	4.0					7.50
Pontotoc	728	28.0		12.0			35.1			30.9	3.3				0.20	109.50
Pottawatomie	793	51.7		11.5		9.6	11.6			1.0	8.8	6.6		18.7	1.06	119.56
Seminole	633	75.8			3.7	11.2	10.9		5.6	10.2	11.4	3.2			0.37	130.37
TOTALS	6100	264.6	0.00	83.6	40.8	20.8	88.0	29.7	5.5	159.0	213.0	28.1	17.8	121.8	4.74	1077.44



ENGINEERING DIVISION No. 4

(Headquarters: Perry)

County	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
Blaine (part)	5										.7					.7
Canadian	891	60.8		6.2	5.3	4.5		24.2		11.2	5.2		9.8		.83	128.03
Garfield	1061	58.3			12.3		10.1		10.2		5.9	8.0	6.5			111.3
Grant	994	54.4					12.4				33.6		4.5	5.3	.35	110.55
Kay	934	96.7	4.2		2.0					6.0					.41	109.31
Kingfisher	890	30.2		16.9				15.9			14.5			12.1	.37	89.97
Lincoln	959	48.2			10.7		34.8	16.6		8.8	10.2					129.3
Logan	739	52.0		5.3	5.5						8.5	22.8		17.0	.43	111.53
Noble	734	83.1							6.0		28.3			8.0	.39	125.79
Oklahoma (part)	709	63.4	22.2	37.6	10.8	1.2									.49	135.69
Osage (part)	12										4.4					4.4
Payne	678	77.0						3.2			27.2			2.5	.34	110.24
Pawnee	584	52.6						7.5		.8	18.7			15.6	1.18	96.38
TOTALS	9190	676.7	26.4	66.0	46.6	5.7	57.3	67.4	16.2	26.8	157.2	30.8	20.8	60.5	4.79	1263.19

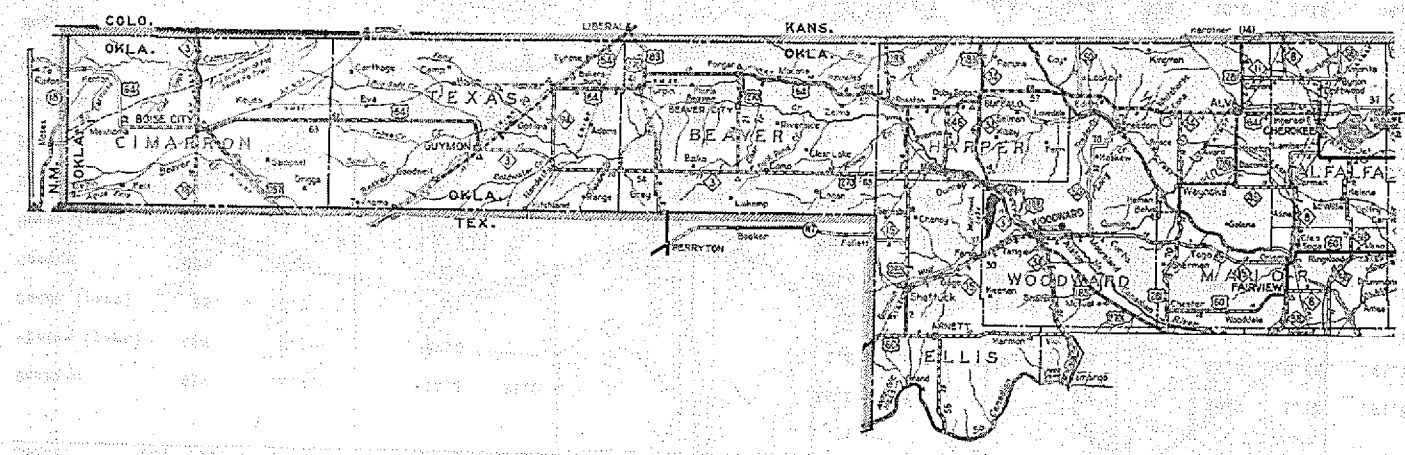


ENGINEERING DIVISION No. 5

(Headquarters: Clinton)

County	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
Beckham	917	18.7		15.5	21.0				16.2	8.8	45.5			34.7	1.13	161.53
Blaine (part)	926	8.9		24.3					1.5	15.8	25.9	27.1		17.5	0.35	121.35
Caddo (part)	26	20.0													0.75	20.75
Custer	898	38.5		17.9					10.4	.9	13.0		10.9	39.0	0.86	131.46
Dewey (part)	918	16.7		11.1					15.8		34.8			41.9	0.28	120.58
Greer	644			22.9			4.0		6.5	8.0	36.3				0.33	78.03
Harmon	548	3.5		4.9						11.6	44.7				0.38	65.08
Jackson	778	12.8		42.9			11.4				25.4	20.5		8.0	1.69	122.69
Kiowa	1047	7.7		51.2			4.8		15.4	19.5	16.5			3.4	0.45	118.95
Roger Mills	1135								15.5	4.5	25.5		33.7	24.5	0.59	104.29
Tillman (part)	365	5.7		6.7						14.1	4.4	9.0	3.5	10.0	1.15	54.55
Washita	1006	13.5		41.3						34.1	9.3	3.0	10.2		0.16	111.56
TOTALS	9308	146.0		238.70	21.0		20.2		81.30	117.3	281.3	59.6	58.3	179.0	8.12	1210.82

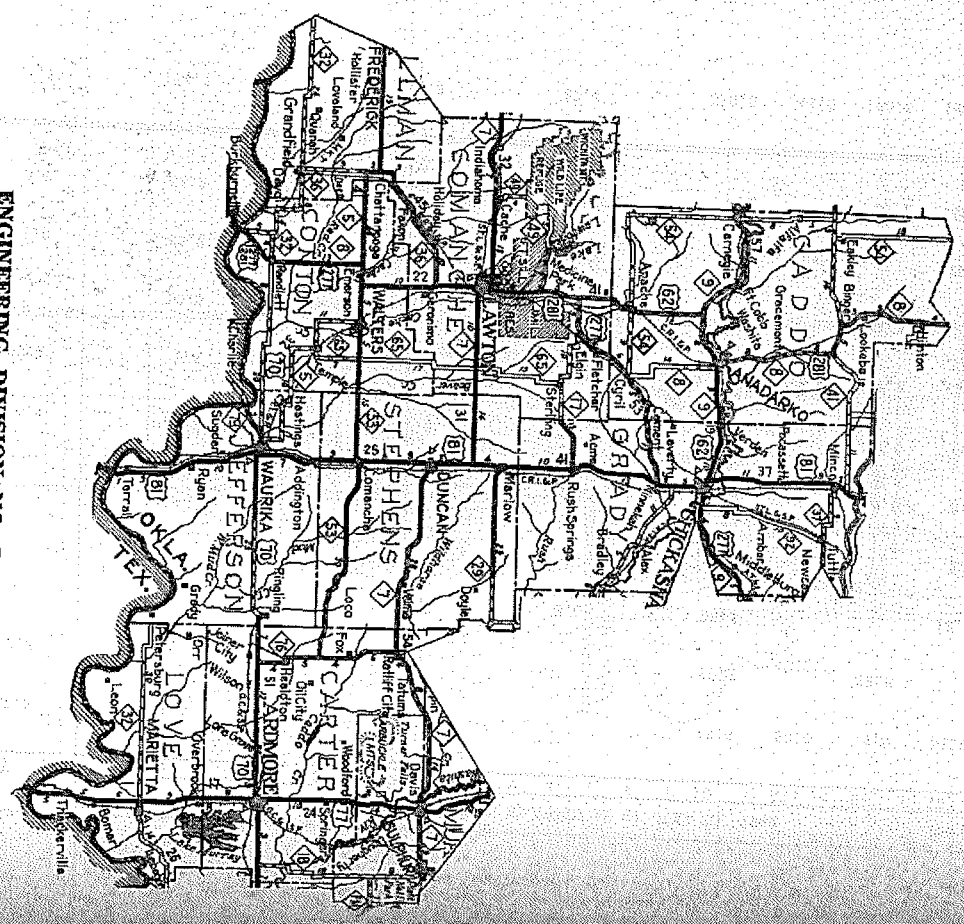
ENGINEERING DIVISION NO. 6



Engineering Division No. 6

(Headquarters: Buffalo)

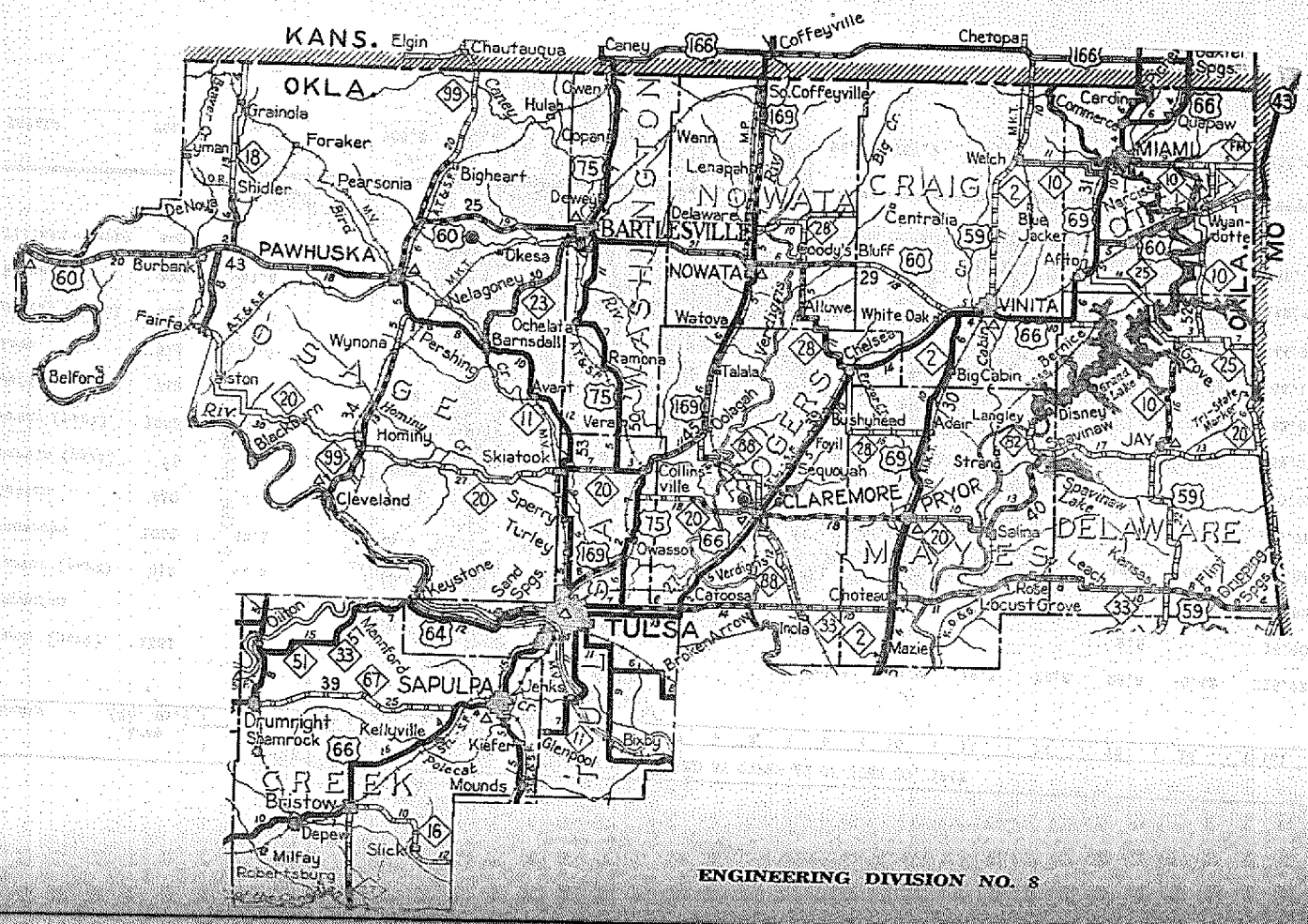
County	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942														Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Alfalfa	867	22.6		11.0							13.6	33.0	6.0	35.8	0.16	122.16
Beaver	1813	0.5					62.6				69.2		39.5		0.52	172.32
Cimarron	1649						46.7		8.0		28.5			23.2	0.34	106.74
Dewey (part)	71										15.3			2.3		17.60
Ellis	1218								9.2		75.9		19.0	8.5	0.98	113.58
Harper	1033	0.7		35.3			39.5				49.6		4.9		1.05	131.05
Major	937	27.8		1.4			9.1		2.8		40.7	5.0	54.9	11.3	0.62	153.62
Texas	2065			10.5			83.0		11.4				31.1		0.24	136.24
Woods	1255	1.8		43.3			25.9		18.0		8.3	6.0		29.9	0.75	133.95
Woodward	1233	0.7		53.2							9.2		20.1	49.3	0.82	133.32
TOTALS	12341	54.1		154.7			266.8		49.4		310.3	44.0	175.5	160.3	5.48	1220.58



ENGINEERING DIVISION No. 7

(Headquarters: Duncan)

County	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
Caddo (part)	1263	8.2		16.8						71.1	44.7	18.1	29.6	26.8	0.42	215.72
Canadian											5.9			9.5		15.40
Carter (part)	819	41.5		42.9	3.0	2.0			5.8					14.5	0.12	109.82
Comanche	1096	49.1		28.8					29.8	5.0	5.0	13.3		18.7	0.14	149.84
Cotton	630	2.9		39.9					12.2		29.2	30.0		10.8	0.78	125.78
Garvin (part)	71			10.9												10.90
Grady (part)	1053	59.3		9.7	18.7					8.4	7.9			49.1	0.91	154.01
Jefferson	749	31.9		17.8							17.9		14.6		1.49	83.69
Love	514	26.2									11.9	10.5	8.5	7.0	0.05	64.15
Murray (part)	361	18.3		6.5	1.2				3.0		11.7		4.0		0.22	44.92
Stephens	897	57.5		35.5			13.0		3.8		7.4	2.8				119.80
Tillman (part)	500								24.5		16.3	21.1			0.14	62.04
TOTALS	7963	294.9		208.8	22.9	2.0	13.0		78.9	84.5	157.9	95.8	56.7	136.4	4.27	1156.07



ENGINEERING DIVISION NO. 8

ENGINEERING DIVISION No. 8

(Headquarters: Tulsa)

County	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942													Total
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Craig	757	28.9							5.7		38.3					72.90
Creek	962	87.0				5.2	7.2		2.9		29.9	15.9			0.17	148.27
Delaware	794	4.0		8.8					6.8	22.3	28.8	49.5			0.58	120.78
Mayes	676	31.4							23.4	38.0	3.9	9.6			0.46	106.76
Nowata	586	8.1			5.3		16.0		30.8			10.0			0.11	70.31
Osage (part)	2265	30.5			29.7		40.9			61.4	11.0	25.1	6.0	39.3	0.23	244.13
Ottawa	477	26.3				10.1			6.4	5.0	4.5	41.3			0.53	94.13
Rogers	710	43.7			3.0		17.9		9.9	45.2		15.7			0.71	136.11
Tulsa	585	120.2				3.4	5.0		12.1	7.0					1.31	149.01
Washington	425	54.5								3.4					0.32	58.22
TOTALS	8237	434.60		8.8	38.0	18.7	87.0		98.0	182.3	116.4	167.1	6.0	39.3	4.42	1200.62

SUMMARY BY ENGINEERING DIVISIONS

Division No.	Area (Sq. Mi.)	MILEAGE MAINTAINED BY TYPES AS OF JUNE 30, 1942												
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
1	6817	248.7	12.7		9.8	10.7	27.6	24.4	3.8	149.3	194.5	91.3	9.2	42.1	4.00	828.10
2	9468	113.1		12.6	7.8		9.9		17.6	230.1	421.6	45.0	14.5	90.2	4.68	964.88
3	6100	264.6		83.6	40.8	20.8	88.0	29.7	5.5	159.0	213.0	28.1	17.8	121.8	4.74	1077.44
4	9190	676.7	26.4	66.0	46.6	5.7	57.5	67.4	16.2	26.8	167.2	30.8	20.8	60.5	4.79	1263.19
5	9308	146.0		238.7	21.0		20.2		81.3	117.3	281.3	58.6	58.3	179.0	8.12	1210.82
6	12341	54.1		154.7			266.8		49.4		310.3	44.0	175.5	160.3	5.48	1220.68
7	7955	254.9		208.8	22.9	2.0	13.0		78.9	84.5	157.9	96.8	68.7	136.4	4.27	1166.07
8	8237	434.6		8.8	38.0	18.7	87.0		98.0	182.3	116.4	167.1	8.0	39.3	4.42	1200.62
TOTALS	69414	2232.7	39.1	773.1	187.0	57.9	569.7	121.5	350.7	949.3	1852.1	559.7	358.8	829.6	40.50	8921.70

EXPLANATION OF TYPES

Type 1 - Concrete Paving - Includes all types of concrete paving.
Type 2 - Brick Paving - Includes all types of brick paving.
Type 3 - Cold Rock Asphalt on Gravel - Includes all blended rock asphalt on gravel, or equivalent, base 4 inches or more in thickness.
Type 4 - Hot Mixed Asphalt - Includes all types of hot mixed asphalt, regardless of base.
Type 5 - Asphaltic Retread on Rigid Base - Includes all bituminous resurfacing 3/4 inch or more in thickness. Seal coats and armor coats are not considered retreads and do not change the surface type.
Type 6 - Emulsion and RC mats on Base - Includes all surface courses consisting of aggregates treated with emulsified or RC Asphalt one inch or more in thickness, on gravel or other stabilized base.
Type 7 - Emulsion and RC mat on Earth - Includes all surface courses consisting of aggregate treated with emulsified or RC asphalt one inch or more in thickness on unstabilized or earth base.
Type 8 - MC or SC oil Mats on Base - Includes all surface courses consisting of aggregate treated with MC or SC road oil one inch or more in thickness on gravel or other stabilized base.
Type 9 - MC and SC oil mats on Earth - Includes all surface courses consisting of aggregates treated with MC or SC road oil one inch or more in thickness on unstabilized or earth base.
Type 10 - Improved or Treated Gravel - Includes all treated or untreated gravel surfacing on standard graded and drained roadway.
Type 11 - Unimproved Gravel - Includes all treated or untreated gravel surfacing on roadway not brought to standard grade and drainage.
Type 12 - Improved Earth - Includes unsurfaced standard grade and drained roadway, even though treated with dust palliative.
Type 13 - Unimproved Earth - Includes all unsurfaced roadway not brought to standard grade and drainage, even though treated with dust palliative.
Type 14 - Bridges - Includes only drainage structures over major drainage streams including relief openings.

PLANS AND SURVEYS

The Department of Plans and Surveys has jurisdiction over the making of surveys and the location of all highways under the direction of the Chief Engineer of the State Highway Commission.

The first step in the improvement of a highway is to establish its location so that it will serve its purpose for both local and through traffic between control points and to be so located that it can be maintained at a reasonable cost and so constructed that it will not only accommodate the present traffic but also future traffic which may be expected to develop.

To meet the above condition radical changes are necessary in the method of location from that used only a few years ago, when not enough consideration was given to future needs of highway transportation. The fact that this was overlooked makes it necessary, before paving or making extensive improvements on a highway which was built in the past, to make various changes in the alignment and grade and to widen the roadway, which cost could have been largely avoided if future developments had been given proper consideration when the location was made.

All highways are now being designed and located so as to meet the requirements of a high rate of speed with safety. To meet these requirements, it is necessary to use curves of low degree with proper super-elevation and vertical curves with the maximum sight distance which can be obtained at a reasonable cost.

There is no question but that after the conclusion of the present National Emergency the density of traffic on our highways will increase from year to year, and if the highway is properly designed and located this can be taken care of, when necessary, by the widening of the roadway to provide for additional lanes of traffic at a minimum cost.

It is believed that all highways constructed in the State of Oklahoma in the past two years met all requirements of the modern highway and that they were located and built at the lowest possible cost. With very few exceptions, it has been found that if any extensive improvements are to be made on a highway, a survey is required before the work can be done.

The general routine of this office is as follows: The State Highway Commission will instruct the Chief Engineer that certain improvements are desired on a highway and the Chief Engineer will in turn convey this information to the Engineer of Plans and Surveys. It then becomes the duty of the Plans and Surveys Department to determine on the ground if any change of location is required in the case of an old highway being improved, or, if it is a new highway, to determine the proper location for same. After this is done a survey party is sent to the field to stake the location on the ground and obtain all data necessary for the preparation of the plans. This includes taking cross sections for computing the necessary earth work, calculating size of structure, drainage areas and property required for the right-of-way. After completion of the surveys the notes covering same are checked in this office and then turned over to the drafting room for the preparation of plans which, when completed, are returned to the Engineer of Plans and Surveys who, in connection with other departments and the Division Engineer, checks the plans on the ground to see that all details are correct. If the project is one on which Federal funds are being used, a representative of the Public Roads Administration is present on the field inspection. Any desired changes found in the field are noted and the plans are returned to the drafting room for completion of the final plans.

During the past two years all of the survey work for location has been carried out by from three to five field parties which is somewhat less than used in former years.

It will be noted in the following tables showing actual cost of the various surveys that the cost per mile is higher than for the preceding two year period. This is due to the ever increasing amount of information required in order to properly design the highway. Moreover, most of the surveys have been short, which fact calls for a greater number of moves by the parties, resulting in higher costs. This being especially true when the costs of municipal surveys are included. In addition to this, even though an effort has been made to keep trained men on the various parties, it has been difficult to do so during the past year due to our inability to compete with more remunerative positions in war plant construction.

SURVEYS COMPLETED FROM JULY 1, 1940 TO JUNE 30, 1942

WORK ORDER NO.	PROJECT NO.	COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
						$	$
818	FAS 370	Roger-Mills	FM	Durham South 4 Miles	4.00	399.08	99.77
815	SA 946	Noble	US 77	Extra Information, Pavement Repair in Perry	1.00	485.00	485.00
828	FA 175	Hughes	US 270	Holdenville East to Horn's Corner	8.03	941.57	117.31
701	SA 913	Mayes	FM	Relocation thru Langley	2.00	260.41	130.22
808	FAS 392	Hughes	FM	North of Carson North to SH 9 (Alt. Line)	4.52	483.27	107.00
344	FA 228	Lincoln	US 62	Relocation West of Prague	2.10	363.35	173.02
829	SA 934	Caddo-Canadian	FM	Hinton South and East	11.49	2,315.26	201.58
830	SA 971	Okfuskee	FM	Okfuskee-Hughes County Line North thru Bearden	6.94	758.83	109.31
831	FAL 142	Carter	US 77	Landscape, Thackerville South	4.46	288.18	64.61
832	SA 404	Major	US 60	Cross Sections West of Fairview	7.75	535.64	69.11
833	SA 963	Washita	SH 41	Bridge Surveys in Cordell	0.30	218.79	729.30
834	SA 909	Carter	US 77	Ardmore Cut-off	0.79	364.04	460.81
835	FAS 95	Carter	FM	North of Springer West	7.48	971.25	129.85
836	FA 151	Sequoyah	US 64	Sallisaw Southeast 9 Miles	8.98	1,645.11	183.56
837	SA 957	Washington	US 75	Bartlesville to Dewey	3.35	548.70	163.79
838	FA 12	Tulsa	SH 51	M.K.T. Underpass West of Broken Arrow	0.50	115.07	230.14
839	FAS 81	Cleveland	FM	Noble East	8.35	1,121.00	134.25

SURVEYS COMPLETED FROM JULY 1, 1940 TO JUNE 30, 1942

WORK ORDER NO.	PROJECT NO.	COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
						$	$
840	FAS 93	Muskogee	FM	Wainwright East to US 69	6.00	890.73	148.40
833	SA 812	Beckham	SH 34	Cross Sections From US 66 North to County Line	6.23	453.68	72.79
800	SA 809	Custer	SH 33	Main Street in Thomas West to Overpass	1.37	530.48	389.42
841	FA 323	Cleveland	US 62	From SH 9 North to Newcastle	7.30	806.35	110.46
842	WO 842	Tulsa	US 64	Sand Springs Bridge East to Wide Pavement	3.49	2,614.80	750.08
843	WO 843	Beckham	US 66	Paving Through Elk City	1.38	673.82	488.20
844	WO 844	Garfield	Street	Enid, From Van Buren to Intersection Jefferson and Cherokee	0.46	363.21	789.59
845	FA 206	Roger Mills	US 283	Cheyenne South to County Line	13.47	1,086.91	80.61
846	WO 846	Seminole	SH 9	From US 270 to SH 99	1.70	229.24	134.85
847	FAS 87	Grady	FM	Rush Springs East 6 Miles	6.40	605.01	94.53
701	FAS 137	Mayes	FM	Relocation, Langley Northwest	2.00	244.41	172.22
725	FAS 29	Jefferson	FM	East of Ryan thru Grady	9.60	1,063.70	110.80
666	WO 666	Oklahoma	Street	A.T. & S.F. Underpass on 36th Street Oklahoma City	0.50	151.07	302.14
286	FA 324	Woodward	SH 15	Line Change East of Curtis	3.50	590.60	168.74
337	SA 958	Blaine-Canadian	SH 8	Geary South to US 66 (Restake Line)	6.00	283.62	47.28
203	WO 203	Muskogee	US 64	Warner Cut-off	3.09	194.78	63.14
829	SA 934	Canadian	FM	Relocation Southeast of Hinton	1.10	196.71	178.83
345	FA 228	Okfuskee	US 62	Relocation East of Prague at County Line	1.08	239.92	222.15

SURVEYS COMPLETED FROM JULY 1, 1940 TO JUNE 30, 1942

WORK ORDER NO.	PROJECT NO.		COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
							$	$
778	SA	902	Pittsburg	SH 31	Krebs to Quinton, Land Ties	6.00	156.85	26.14
777	SA	774	Stephens-Carter	SH 53	Stephens County Line East to SH 76	8.11	788.33	97.17
345	WO	345	Okfuskee	US 62	Surface on Columbia Street in Okemah	1.00	240.96	240.96
713	FA	60	Oklahoma	SH 74	May Avenue, Oklahoma City, 23rd Street to 26th	0.20	111.64	558.20
722	FA	602	Oklahoma	US 66	Restake Northeast Highway	5.00	114.55	22.91
848	FA	231	Noble	US 77 US 64	Landscape, Perry East	5.61	513.40	91.51
849	FA	213	Beckham	US 66	Cross Sections, Texas Line East	4.40	299.67	68.10
793	FA	428	Grant	SH 11	Cross Sections and Borrow Pits, West of Medford	1.00	99.36	99.36
767	SA	904	Canadian	US 66	Extra Information East of Yukon	1.00	104.50	104.50
758	FA	53	Okmulgee	US 75	Flat Rock Creek North of Okmulgee (Extra Information)	0.41	105.05	262.62
795	FA	53	Okmulgee	US 75	Adams Creek, North of Okmulgee (Extra Information)	0.22	37.12	172.65
850	SA	933	Caddo	SH 54	Carnegie to North of Alfalfa (Cross Sections)	4.90	486.53	99.29
851	FA	330	Cherokee	SH 51	Tahlequah West (Cross Sections)	8.75	339.92	38.82
852	SA	163	Nowata	US 60	Coody's Bluff East to Craig County Line	6.09	778.76	127.88
706	SA	970	Mayes	FM	3 Miles West of Grand River Dam East to Dam	3.00	209.07	69.69
853	WO	853	Pittsburg	SH 31	Relocation through Quinton	2.00	304.67	152.33
854	FAS	3	Caddo	FM	South of Anadarko South	2.00	180.26	90.13
855	WPA	1-139	Pittsburg	US 270	School Underpass on Washington Street (Realigned)	0.20	238.42	1,192.60

SURVEYS COMPLETED FROM JULY 1, 1940 TO JUNE 30, 1942

WORK ORDER NO.	PROJECT NO.		COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
							$	$
856	FA	171	Muskogee	US 62	East Side Boulevard, Muskogee	0.82	949.45	1,157.80
857	FA	292	Jackson	US 283	Oklahoma-Texas Line North, 6 3/4 Miles Toward Altus	6.76	420.18	62.15
858	WO	858	Carter	US 70	From US 77 East	1.00	560.09	560.09
859	WPA	1-101	Haskell	SH 10	East of Stigler East to LeFlore County Line	6.75	640.75	94.93
860	FA	216	Jackson	US 62	Altus East (Roadside Improvement)	6.25	264.65	42.34
807	WO	807	Muskogee	US 69	Muskogee South to present US 69	5.11	1,673.28	327.45
836	FA	151	Sequoyah	US 64	Extra Information, Sallisaw East	2.00	263.09	131.55
861	FA	960	Murray	SH 18	Sulphur North to County Line	8.45	686.99	81.30
862	SA	533	Adair	US 59	Barron to Westville	6.32	530.17	83.89
863	FA	299	Atoka	US 69	Atoka North 6 Miles, Landscaping	6.25	522.64	83.62
864	SA	956	Tillman	FM	Tipton to Manitou	8.99	496.94	55.27
865	FA	163	Canadian	US 66 US 81	ElReno South and East and Widen South Rock Island Street	1.94	457.66	235.91
866	FA	316	Ellis	US 60	Arnett West to Texas Line	6.97	849.90	121.93
867	FAS	82	Ellis	FM	East of Shattuck East to County Line	9.00	981.16	109.01
837	SA	957	Washington	US 75	Bartlesville to Dewey	1.00	68.36	68.36
868	FA	603	Comanche	FM	Military Roads at Ft. Sill and Lawton	9.99	2,409.74	241.22
869	WO	869	Carter	FM	Ardmore, From South Washington Street to US 77	0.72	432.94	601.31
870	FAS	31	Logan	FM	East of Guthrie East toward Meridian	3.41	540.44	158.49

SURVEYS COMPLETED FROM JULY 1, 1940 TO JUNE 30, 1942

WORK ORDER NO.	PROJECT NO.	COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
						$	$
871	FAS 94	Wagoner	FM	East of Haskell North and East	5.32	887.60	167.00
872	SA 962	Tulsa	FM	From US 75 and 66 East on 51st Street, Tulsa, to US 64	10.39	3,586.78	345.21
874	FA 219	Atoka	US 69	Tuska South to County Line	12.51	3,019.40	241.35
875	FAS 572	Muskogee	SH 10	From East of Junction with US 62 Southeast to Gore	33.72	7,909.66	234.58
876	SA 965	Garvin	SH 19	Thru Pauls Valley from Ash Street East	0.75	400.00	533.33
877	FAS 138	McCurtain	FM	Tom to Moon	6.03	661.89	109.76
879	DAWR 8	Oklahoma	US 62 SH 41	Access Roads to Army Bomber Base	8.37	787.90	94.13
713	SA 948	Oklahoma	SH 74	May Avenue, Oklahoma City, From 63rd Street to Wiley Post Airport	2.37	249.42	105.24
801	FAS 83	Grant	FM	From SH 11 West of Medford North to Wakita and West	8.20	674.44	82.25
826	SA 949	Oklahoma	US 66 (Alt.)	Extra Information on Western Avenue, Oklahoma City	2.00	145.65	72.82
839	FAS 81	Cleveland	FM	Noble East	8.35	982.05	117.61
880	FA 266	Osage	US 60	Bartlesville West	3.46	495.27	143.14
881	SA 718	Murray	SH 22	Bridge in West Sulphur	0.20	180.03	900.15
882	SA 855	Garvin	FM	Lindsay South	7.37	1,112.19	150.90
345	FA 228	Lincoln	US 62	Prague, City Street, Widen 2 Blocks	0.22	200.44	440.88
835	FAS 95	Carter	FM	Springer West, Extra Information	7.48	94.30	12.60
606	FA 302	Wagoner	SH 51	East of Coweta East to Verdigris River	4.03	520.41	129.20
870	FAS 471	LeFlore	FM	Monroe East to Arkansas Line	4.03	799.14	196.78

SURVEYS COMPLETED FROM JULY 1, 1940 TO JUNE 30, 1942

WORK ORDER NO.	PROJECT NO.	COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
						$	$
865	FA 163	Canadian	US 66	Extra Cross Sections, Southeast of ElReno	1.94	135.67	69.93
870	FAS 31	Logan	US 81 FM	Relocation East of Guthrie	1.40	124.56	88.97
748	FA 299	Atoka-Pittsburg	US 69	Line Change South of Kiowa	4.74	669.65	141.27
883	DAWI 4	Tulsa	US 75	Avery's Corner North 2.5 Miles and South 1 Mile to US 66	4.50	1,970.45	437.88
884	DAWI 6	Tulsa	US 75	Admiral Boulevard from Lindel to Sheridan Road	3.50	1,038.09	296.57
886	FA 186	Pittsburg	US 69	Coal Creek North to South of Crowder	5.25	785.71	149.66
887	WO 887	Alfalfa	US 64	North of Cherokee	0.75	228.80	305.06
888	SA 489	Dewey	US 60	Vici East to West of Seiling	16.00	288.56	18.03
889	SA 920	Stephens	SH 29	East of Marlow East	5.31	768.15	144.66
890	FAS 92	Kiowa	FM	From 4 Miles East of Roosevelt to Cooperton	6.21	610.13	93.25
891	SA 2	Rogers	SH 88	Claremore Southeast	2.74	512.22	186.95
713	SA 948	Oklahoma	SH 74	Relocation on North May Avenue, Oklahoma City	0.50	93.66	187.32
764	FA 64	Okfuskee	US 62	Relocation East of Okemah	4.02	704.79	175.32
801	FAS 83	Grant	FM	Relocation West of Wakita	0.63	226.58	359.65
892	SA 121	Rogers-Mayes	SH 20	Claremore to Pryor	16.56	3,758.97	226.99
894	WO 894	Tulsa	US 66	Mingo Road to East City Limits of Tulsa	3.00	1,741.40	580.47
895	DAWI 5	Tulsa	Access Road	Memorial Drive, Tulsa, From US 75 to Bomber Plant	2.80	555.66	198.40
896	DAWR 9	Oklahoma	SH 41	SE 29th Street, From Eastern East to Air Depot	6.00	785.33	130.89

SURVEYS COMPLETED FROM JULY 1, 1940 TO JUNE 30, 1942

WORK ORDER NO.	PROJECT NO.	COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
						$	$
897	SA 913	Mayes	SH 20	From Spavinaw North to New Construction	3.00	339.68	113.23
902	WO 902	Oklahoma	FM	Extra Information from Reno North to 23rd St. (4 Miles East of Oklahoma City)	2.00	125.65	62.82
808	FAS 392	Hughes	FM	Information, Carson North to SH 9	5.50	110.62	20.11
822	SA 852	Grady	SH 19	West of Alex to Bradley	5.39	988.00	183.30
822	SA 852	Grady	SH 19	Alternate Line Through Bradley	2.78	477.43	171.74
822	SA 852	Grady	SH 19	Restake Line West of Alex	3.35	285.21	85.13
879	DAWR 8	Oklahoma	SH 41	Wheatland Northeast to Miller Avenue and Southwest 29th Street, Oklahoma City	5.10	537.41	105.35
898	FAS 76	Tillman	FM	East of Manitou	4.00	545.15	136.29
899	DAWR 2	Comanche	Access	East of Medicine Park to Wichita Wild Life Refuge	2.39	705.23	295.08
900	FAS 389	Comanche	Access	Cache North to Wichita Wild Life Refuge	4.02	593.79	147.69
680	FAS 471	LeFlore	FM	Extra Information, Monroe East	1.00	62.36	62.36
866	FA 316	Ellis	US 60	Oklahoma-Texas Line East Toward Arnett	6.63	501.36	75.62
901	WO 901	Tulsa	Access	Peoria Avenue on Apache Avenue East to Sheridan Road	5.60	1,506.41	269.00
902	DAWI 14	Oklahoma	Access	From NE 23rd Street South to Reno 4.5 Miles East of Oklahoma City	2.00	125.65	62.83
903	WO 903	Kay	US 77 US 66	South Avenue in Ponca City	0.46	279.72	608.09
904	FAS 91	Kay	FM	Braman to Dillworth	5.88	616.47	104.84
905	SA 712	Delaware	SH 20	East of Spavinaw to Jay	7.67	1,042.12	135.87
906	WDA 361	Love	SH 32	Marietta West 10 Miles	11.80	2,714.00	230.00

WORK ORDER NO.	PROJECT NO.	COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
						$	$
907	FA 76-100	Okfuskee	US 62	Lincoln County Line to Okemah	19.32	5,909.59	305.88
908	WO 908	Logan	SH 74	Cimarron River Bridge South of Crescent	1.74	480.22	275.99
909	FA 184	Rogers	US 66	Pavement Widening thru Claremore	1.25	458.22	367.46
910	WO 910	Alfalfa-Garfield	FM	Carrier to Goltry	12.24	1,953.56	159.65
911	FAS 20	Pawnee	FM	Skedee to Blackburn	6.10	978.76	160.45
748	FA 299	Pittsburg	US 69	Extra Information, Chockie to Kiowa	4.00	428.44	107.11
913	WO 913	McClain		Canadian River Survey at Purcell	10.20	577.18	56.59
914	WO 914	Bryan	SH 299	Bonham Bridge Survey on Red River	2.00	299.38	149.69
915	SA 469	Tulsa	SH 11	Channel Change North of Skiatook	0.75	513.04	684.05
916	SA 852	Grady-Garvin	SH 19	Bradley to Lindsay	5.89	1,314.42	223.16
917	WO 917	Mayes	SH 33	Junction SH 33 and US 69 South of Choteau	6.66	1,366.47	205.17
918	DAWI 5	Tulsa	Access	East Across Grand River Memorial Drive to Apache and West to Sheridan Road	1.44	260.12	180.63
919	FA 204	Custer	US 66	Washita River East of Clinton	0.78	577.48	740.36
920	SA 973	Bryan-Atoka-Johnston	FM	Kenefick to South of Coleman	5.37	1,074.22	200.04
921	WO 921	Marshall	FM	Willis North to SH 199 Near Madill	8.50	1,492.41	210.87
922	SA 754	Greer-Harmon	SH 9	From 8 Miles West of Mangum to Vinson	12.00	865.39	72.12
926	FA 19	Oklahoma	US 270 US 62	Northeast 23rd Street, Oklahoma City, From North Canadian River East	2.77	509.21	183.83
927	DAWI 14	Oklahoma	Access	Douglas Avenue South 56th North to East 23rd	6.00	1,012.76	168.79

SURVEYS COMPLETED FROM JULY 1, 1940 TO JUNE 30, 1942

WORK ORDER NO.	PROJECT NO.	COUNTY	HIGHWAY	LOCATION	MILES OF SURVEY	TOTAL COST	COST PER MILE
						$	$
928	WO 928	Sequoyah	US 64	From West of Muldrow to Ft. Smith	12.61	3,183.67	252.47
929	WO 929	Washita	FM	Corn South to SH 41	6.51	859.78	132.07
507	FA 20	Kay-Osage	US 60	Extra Information, East of Ponca City	3.68	305.07	82.90
930	WO 930	Alfalfa	US 64	Flight Strip South of Cherokee	1.50	470.54	313.69
931	FAS 531	Oklahoma	FM	Cross Sections, Eastern Avenue From South 56th Street to South 29th Street	2.00	395.05	197.53
862	SA 533	Adair	US 59	Barron to Westville	6.32	438.60	69.40
874	FA 219	Atoka	US 69	Extra Information, Caddo to Tushka	11.00	303.62	27.60
830	WO 830	Okfuskee	FM	North of Bearden North to SH 56	4.59	1,098.72	339.37
933	DAWR 12	Jackson	Access	From US 62 to Altus Airport	1.30	368.40	283.38
934	DAWR 11	Tillman	Access	From US 183 East to Frederick Airport	2.00	502.12	251.06
924	FA 330	Wagoner-Cherokee	SH 51	Preliminary, Wagoner to Hulbert	60.00	1,117.67	18.68
				Total	815.37	$ 118,263.33	145.04

The above figures cover field expenses only and include operation of all motor equipment.

No figures are available covering the expenses of the Survey Department in the Central Office.

DEPARTMENT OF DESIGN

In order to conserve on the critical materials listed by the Federal Government, it is necessary to re-design our Portland cement concrete pavements, eliminating all steel. This causes us to thicken the pavement in order to take up the stresses that were carried by the steel and though this gives us a good pavement, it adds to the cost.

Small drainage structures are also affected as the steel has to be reduced to a minimum. This means they were designed using mass type walls and abutments with non-reinforced arches or reinforced concrete slabs. Both of these designs require a considerable increase in the quantity of concrete involved, which increases the over all cost correspondingly.

The regulations require that all concrete pipe of twenty-four (24) inches or smaller be changed to non-reinforced type.

During the past twelve (12) months it has been impossible to secure structural steel in any quantity, either shapes or plates and this has delayed completion of a considerable volume of work.

Metal plate guard rail has been eliminated for the duration as well as aluminum paint.

The Nation's highways must stay open to carry men, munitions, and food for "Victory" in this war, so every State must attempt to maintain its highways to the previous standard in spite of all obstacles and difficulties which obtain and which may continue to obtain during the emergency.

REPORT OF MATERIALS TESTED JULY 1, 1940 to JUNE 30, 1942

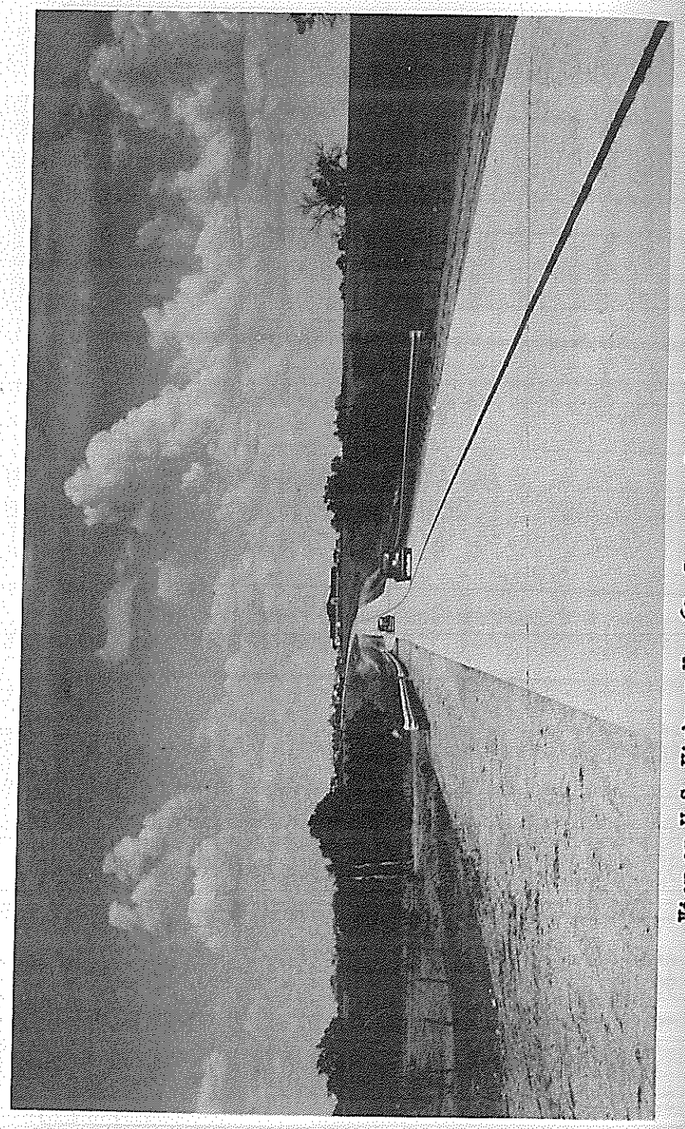
Material	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Cement Shipped from tested bins, Bbls.	258303		258303
Cement Bin Samples - Approved	792		792
Cement-Car Tests - Approved	326	583	909
Coarse Aggregate - Approved	744	267	1011
Coarse Aggregate - Conditional	23	9	32
Coarse Aggregate - Information	14	8	22
Coarse Aggregate - Rejected	5	2	7
Coarse Aggregate Quality Tests - Approved	94	66	160
Coarse Aggregate Quality Tests - Conditional	3		3
Coarse Aggregate Quality Tests - Information	211	32	243
Coarse Aggregate Quality Tests - Rejected	12	4	16
Coarse Aggregate Spec. Gr. & Absorp. Samples	91	51	142
Sand for Concrete - Approved	542	204	746
Sand for Concrete - Conditional	93	2	95
Sand for Concrete - Information	25	13	38
Sand for Concrete - Rejected	14	10	24
Fine Aggregate, Spec. Grav. Tests	100	62	162
Fine Aggregate, Unit Weight - Tests	90	74	164
Sand Strength Tests - Approved	109	118	227
Sand Strength Tests - Rejected	1		1
Arc Welding Qualification Tests	7	9	16
Surfacing Material - Approved	477	264	741
Surfacing Material - Conditional	25	25	50
Surfacing Material - Information	41	133	174
Surfacing Material - Rejected	15	13	28
Hardness Tests, Gravel - Approved	1		1
Hardness Tests, Gravel - Information	8		8
Reinforcing Steel Tests - Approved	1441	552	1993
Reinforcing Steel Tests - Information		2	2
Reinforcing Steel Tests - Rejected	1		1
Pipe Hand Rail - Approved	6	10	16
Wire Mesh - Approved	28		28
Iron Castings-Heats - Approved	36	13	49
Steel Castings-Heats - Approved	26	3	29
Metal Guard Rail - Approved	16		16
Metal Receptacles - Approved	8		8
Drain Tile Tests - Approved	14	10	24
Brick Tests - Approved	23	21	44
Mixing Water Tests - Approved	18	10	28
Premolded Exp. Joint - Phys.Tests - Approved	106	31	137
Premolded Exp. Joint - Phys.Tests - Information	2		2
Asphalt Latex Joint Seal - Approved	76	24	100
Asphalt Latex Joint Seal - Information	187		187
Hot Poured Exp. Joint - Approved	15	18	33
Hot Poured Exp. Joint - Information	11	11	22
Hot Poured Exp. Joint - Rejected		15	15
Sodium Sulfate Soundness Tests	2	1	3
Cylinders Broken	2710	954	3664
Cores Broken	1357	657	2014
Beams Broken	158	58	216
R. C. Pipe Shipped. L.F.	22052	12016	34068
R. C. Pipe Tested. L.F.	24172	10961	35133
Plain Conc. Pipe Shipped. L.F.	4853	336	5189
Plain Conc. Pipe Tested. L.F.	7701	336	8037
Clay Pipe Shipped. L.F.	516	2000	2581
Clay Pipe Tested. L.F.	561	2200	2761
Subgrade Soils Classified	1535	1942	3477
Base Course: Gravel, Red Bed, Caliche	4634	1827	6461
Molding Specimens: Soil-Cement Durability	78		78
Molding Specimens: Swell-Absorption		21	21
Durability Cycles - - Wet-Dry	850		850
Durability Cycles - - Freeze-Thaw	96		96
Moisture-Density Curves: Proctor, Soil-Cement	98		98
Moisture-Density Curves: Proctor, Raw-Soil	105	16	121
Density-Determinations: Sand Method	68	5	73
Moisture Determinations: Subgrade & Base	2190	417	2607

REPORT OF MATERIALS TESTED JULY 1, 1940 to JUNE 30, 1942 (Cont'd.)

Material	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Scale Absorption for Quality	53	59	112
Swell and Absorption Determination		15	15
Hard Dirt Plating	6	3	9
P. H. Determinations	124	127	251
Asphalt - Approved	68	118	186
Asphalt - Information	12	13	25
Asphalt - Rejected	3	1	4
Liquid Asphalt - Approved	647	700	1347
Liquid Asphalt - Conditional	2	1	3
Liquid Asphalt - Information	42	15	57
Liquid Asphalt - Rejected	1	5	6
Asphaltic Mat'l.-Plant Tested - Cars	256		256
Rock Asphalt - Approved	150	281	431
Rock Asphalt - Information	51	67	118
Rock Asphalt-Plant Tested - Cars	2179	1520	3699
Asphaltic Emulsions - Approved	5	18	33
Asphaltic Emulsions - Information	5		5
Asphalt Expansion Joint - Approved	84	11	95
Asphalt Expansion Joint - Information	1		1
Asphalt Expansion Joint - Rejected	4		4
Bituminized Fabrics - Approved	18		18
Bituminized Fabrics - Information	1	1	2
Asphaltic Surfacing Mix - Approved	41	170	211
Asphaltic Surfacing Mix - Information	46	46	92
Asphaltic Surfacing Mix - Rejected		2	2
Aggregates for Asphalt Mix - Approved	188	143	331
Aggregates for Asphalt Mix - Information	113	117	230
Aggregates for Asphalt Mix - Rejected	30	1	31
Asphalt Stability Tests - Approved		75	75
Asphalt Stability Tests - Information	1254	260	1514
Asphalt Research Determinations	135	96	231
Lubricants - Information	5	3	8
Diesel Fuel - Approved	2		2
Diesel Fuel - Information	1		1
Bronze Bearing Plates - Approved	2		2
Copper Strip - Approved	16	8	24
Copper Strip - Information	1		1
Copper Fittings - Approved	7		7
Copper Pipe - Approved	12	2	14
Galvanized Cable - Approved	2		2
Galvanized Fittings - Approved	1		1
Corrugated Galvanized Pipe - Approved	69	43	112
Corrugated Galvanized Pipe - Information	2		2
Corrugated Galvanized Pipe - Rejected		1	1
Wire Fence - Approved	1		1
Mixed Paint - Approved	96	26	122
Mixed Paint - Conditional	4	6	10
Mixed Paint - Information	3	4	7
Mixed Paint - Rejected	6	3	9
Varnish - Approved	19	1	20
Varnish - Information	1	1	2
Varnish - Rejected	3		3
Misc'l. Chemcial Analyses - Approved	97	38	135
Misc'l. Chemical Analyses - Conditional	2		2
Misc'l. Chemcial Analyses - Information	106	291	397
Coarse Aggregate-Plant Tested. Cars	5835	2465	8300
Fine Aggregate-Plant Tested. Cars	1123	599	1722
TESTING DONE BY OTHER LABORATORIES:			
Structural Steel (Fab.) - Lbs.	14564538	1639525	16204063
Structural Steel (Mill) - Lbs.	12297361	1910020	14207381
Treated Posts - L.F.	76788	47159	123947
Untreated Posts - L.F.	562		562
Treated Piling - L.F.	7204	3477	10681
Treated Lumber F.B.M.	491757	254705	746462
Bituminous Coated Culvert Pipe - L.F.	4087	7528	11615
Cement, Bbls.	26597		26597

TABULATION SHOWING COSTS OF RIGHT-OF-WAY BY COUNTIES
FROM JUNE 1, 1925 TO JUNE 30, 1942

	6-1-25 to 6-30-40			7-1-40 to 6-30-42			6-1-25 to 6-30-42		
COUNTY	ACRES	COST	AVG.COST PER ACRE	ACRES	COST	AVG.COST PER ACRE	ACRES	COST	AVG.COST PER ACRE
Adair	859.86	$ 54,865.93	$ 63.81	.....	$	$	859.86	$ 54,865.93	$ 63.81
Alfalfa	344.06	17,353.25	50.44	14.97	3,995.00	26.68	359.03	21,348.25	59.46
Atoka	1,258.87	26,307.42	20.90	9.73	386.00	39.67	1,268.60	26,693.42	21.04
Beaver	1,113.03	63,675.82	57.21	2.32	70.00	30.17	1,115.35	63,745.82	57.15
Beckham	1,323.19	97,000.26	73.31	23.54	1,159.35	49.25	1,346.73	98,159.61	72.88
Blaine	697.68	68,017.97	97.49	12.27	1,673.95	136.42	709.95	69,691.92	98.16
Bryan	536.64	70,852.18	132.03	7.49	543.60	72.57	544.13	71,395.78	131.21
Caddo	1,493.61	179,825.47	120.40	135.66	10,359.73	76.36	1,629.27	190,185.20	116.73
Canadian	824.21	136,248.53	165.31	166.09	23,439.48	141.12	990.30	159,688.01	161.25
Carter	779.60	122,494.32	157.12	19.13	1,170.33	61.17	798.73	123,664.65	154.82
Cherokee	621.33	23,546.13	37.90	8.02	248.40	30.97	629.35	23,794.53	37.81
Choctaw	445.09	36,280.12	81.51	.....	.....	.....	445.09	36,280.12	81.51
Cimarron	822.46	23,906.98	29.07	13.70	30.66	2.24	836.16	23,937.64	28.62
Cleveland	286.59	32,694.26	114.08	43.34	2,048.25	47.26	329.93	34,742.51	105.30
Coal	631.46	21,259.18	33.67	1.01	952.87	943.43	632.47	22,212.05	35.11
Comanche	741.61	73,082.46	98.55	39.78	2,578.90	64.83	781.39	75,661.36	96.83
Cotton	639.34	79,529.70	124.39	1.99	1,069.62	537.49	641.33	80,599.32	125.67
Craig	960.77	77,702.73	80.88	35.41	3,920.41	110.71	996.18	81,623.14	81.94
Creek	566.60	52,614.24	92.86	79.22	15,106.71	190.07	645.82	67,720.95	104.86
Custer	781.25	114,596.18	146.68	152.40	23,723.25	155.66	933.65	138,319.43	148.15
Delaware	541.28	35,609.00	65.79	91.71	10,057.50	109.67	632.99	45,666.50	72.14
Dewey	1,234.23	112,396.49	91.07	86.70	386.16	4.45	1,320.93	112,782.65	85.38
Ellis	976.00	33,346.68	34.17	60.87	4,368.20	71.76	1,036.87	37,714.88	36.37
Garfield	239.44	36,696.62	153.26	2.50	271.78	108.71	241.94	36,968.40	152.80
Garvin	1,045.33	143,689.42	126.94	4.27	10,423.50	2,441.10	1,049.60	143,112.92	136.35
Grady	1,138.27	124,398.53	109.29	130.97	13,036.03	99.53	1,269.24	137,434.56	108.28
Grant	590.54	63,678.53	107.83	124.08	8,701.93	70.13	714.62	72,380.46	101.28
Greer	570.63	68,131.61	119.40	23.06	4,601.12	199.52	593.69	72,732.73	122.50
Harmon	487.23	13,266.66	27.23	3.46	37.00	10.69	490.69	13,303.66	27.11
Harper	1,146.89	80,030.37	69.78	.....	149.80	149.80	1,146.89	80,180.17	69.91
Haskell	442.73	15,078.05	34.06	118.88	4,270.50	35.92	561.61	19,348.55	34.45
Hughes	1,196.62	66,811.84	55.83	50.81	5,583.85	109.90	1,247.43	72,395.69	58.04
Jackson	499.77	52,416.68	104.88	9.94	293.00	29.48	509.71	52,709.68	103.41
Jefferson	828.91	81,143.50	97.89	47.57	4,648.25	97.71	876.48	85,791.75	97.88
Johnston	895.18	36,260.12	40.51	.....	.....	.....	895.18	36,260.12	40.50
Kay	226.56	6,445.50	28.45	.....	16.50	16.50	226.56	6,462.00	28.52
Kingfisher	692.86	73,968.48	106.76	15.81	1,784.10	112.85	708.67	75,752.58	106.89
Kiowa	1,036.80	110,424.13	106.50	7.94	1,239.60	156.12	1,044.74	111,663.73	106.88
Latimar	966.97	28,133.71	29.09	21.98	125.55	5.71	988.95	28,259.26	28.57
LeFlore	1,624.92	57,854.77	35.60	93.81	16,574.05	176.68	1,718.73	74,428.82	43.30
Lincoln	1,044.17	161,802.92	154.96	135.68	26,845.20	197.85	1,179.85	188,648.12	159.89
Logan	431.87	72,746.63	168.45	2.96	1,554.29	525.10	434.83	74,300.92	170.87
Love	418.61	28,015.66	66.93	6.47	122.05	18.86	425.08	28,137.71	66.19
McClain	1,150.49	109,624.45	95.29	3.38	251.40	74.37	1,153.87	109,875.85	95.22
McCurtain	520.70	31,681.28	60.84	243.35	3,172.61	13.03	764.05	34,853.89	45.62
McIntosh	977.62	75,784.02	77.51	8.49	1,646.22	193.90	986.11	77,430.24	78.52
Major	1,294.50	106,989.53	82.65	8.50	1,019.00	119.88	1,303.00	108,008.53	82.89
Marshall	511.82	32,834.24	64.15	5.11	256.40	50.17	516.93	33,090.64	64.01
Mayes	941.15	56,275.01	59.79	96.25	9,462.75	98.31	1,037.40	65,737.76	63.37
Murray	345.87	21,588.48	62.42	22.88	3,887.45	169.91	368.75	25,475.93	69.09
Muskogee	782.82	121,880.83	155.69	142.97	29,147.00	203.87	925.79	151,027.83	163.13
Noble	509.90	41,026.02	80.46	.....	.....	.....	509.90	41,026.02	80.46
Nowata	538.56	25,428.35	47.22	.....	.....	.....	538.56	25,428.35	47.21
Okfuskee	547.82	62,683.02	114.42	75.42	7,044.61	93.40	623.24	69,727.63	111.88
Oklahoma	366.24	109,277.25	298.38	113.38	98,691.70	870.45	479.62	207,968.95	433.61
Okmulgee	253.32	67,254.49	265.49	2.87	429.18	149.54	256.19	67,683.67	264.19
Osage	1,369.99	134,005.26	97.81	121.59	10,463.41	86.05	1,491.58	144,468.67	96.86
Ottawa	339.38	35,096.18	103.41	188.82	25,516.67	135.14	528.20	60,612.85	114.75
Pawnee	683.63	98,505.94	144.09	6.44	8,652.77	1,343.60	690.07	107,158.71	155.14
Payne	614.29	86,296.73	140.48	.15	595.87	3,972.47	614.44	86,892.60	141.42
Pittsburg	883.48	73,044.99	82.68	157.24	9,181.27	58.39	1,040.72	82,226.26	79.00
Pontotoc	1,218.77	118,220.09	97.00	.32	100.75	314.84	1,219.09	118,320.84	97.06
Pottawatomie	742.30	100,341.60	135.18	23.68	12,101.29	511.03	765.98	112,442.89	146.80
Pushmataha	963.94	28,796.56	29.87	29.40	824.45	28.04	993.34	29,621.01	29.81
Roger Mills	859.03	66,036.39	77.05	109.72	2,034.04	18.54	966.75	68,070.43	70.41
Rogers	665.90	55,233.80	82.95	15.46	6,366.40	411.80	681.36	61,600.20	90.41
Seminole	849.97	46,976.93	55.27	2.32	1,807.01	778.88	852.29	48,783.94	57.23
Sequoyah	622.79	40,012.81	64.25	123.10	12,962.25	105.30	745.89	52,975.06	71.02
Stephens	616.14	16,268.53	26.40	49.04	3,332.65	67.96	665.18	19,601.18	29.47
Texas	829.01	52,339.98	63.14	.....	.....	.....	829.01	52,339.98	63.13
Tillman	763.18	69,229.95	90.71	29.00	2,243.74	77.37	792.18	71,473.69	90.22
Tulsa	350.38	65,836.11	187.90	91.76	89,575.21	976.19	442.14	155,411.32	351.50
Wagoner	300.20	25,402.19	84.62	376.50	30,638.90	81.38	676.70	56,041.09	82.81
Washington	53.79	26,378.21	490.39	.....	73.65	73.65	53.79	26,451.86	491.76
Washita	755.37	86,633.51	114.69	.06	350.00	5,833.33	755.43	86,983.51	115.14
Woods	593.06	54,513.73	91.92	1.07	356.53	333.20	594.13	54,870.26	92.35
Woodward	1,130.49	120,958.98	107.00	123.17	17,416.46	141.40	1,253.66	138,375.44	110.38
TOTAL	57,946.96	$5,125,654.47	$ 88.45	3,976.98	$ 597,168.11	$ 151.03	61,923.94	$5,722,822.58	$ 92.41



View on U.S. Highway No. 62, Comanche County (P.R.A. Photo)

LOGS OF U. S. HIGHWAYS

TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
	U. S. HIGHWAY NO. 54					
0.0	Texas Line Texhoma	0.0				
10.3	South City Limits Goodwell	10.3	10.3			
10.6	Goodwell	.3	.3			
11.2	North City Limits	.6		.6		
20.5	South City Limits	9.3		9.3		
20.9	Guymon 0.4 North SH 3	.4		.4		
21.3	Jct. SH 3 East (City Limits)	.4		.4		
22.2	Jct. US 64 West	.9		.9		
30.0	Optima	7.8	7.8			
40.4	South City Limits	10.4	10.4			
40.8	Hooker	.4	.4			
41.1	North City Limits Jct. US 64 East	.3	.3			
50.7	South City Limits Tyron 0.4 North	9.6	9.6			
51.1	Tyron	.4	.4			
51.6	East City Limits	.5	.5			
56.2	Kansas State Line	4.6	4.6			
	TOTAL	56.2	44.6	11.6		
	U. S. HIGHWAY NO. 59					
0.0	Kansas Line	0.0				
8.8	Welch, Jct. SH 10 East	8.8			8.8	
14.8	Pyramia	6.0			6.0	
25.4	North City Limits	10.6			10.6	
26.2	Vinita Jct. US 60 & 66 South	.8	.8			
26.6	East City Limits	.4	.4			
35.1	County Line Delaware	8.5	8.5			
39.1	Ottawa County Line	4.0	4.0			
40.6	City Limit Afton	1.5	1.5			
41.2	Afton	.6	.6			
41.5	Jct. SH 25 East	.3	.3			
41.7	East City Limits	.2			.2	
43.3	Jct. US 60 & Jct. SH 25 West	1.6			1.6	
49.9	County Line Delaware-Ottawa	6.6			6.6	
57.4	Grove Jct. SH 25 & 10 East	7.5			7.5	
58.0	South City Limits Grove	.6		.6		
69.5	Jct. SH 20 East	11.5	8.6	1.4	1.5	
70.1	Jay	.6	.3	.3		
71.7	Jct. SH 20 West	1.6			1.6	
91.3	Jct. SH 33 East & West & SH 10 South	19.6			19.6	
98.2	Dripping Springs	6.9		6.9		
103.6	Jct. SH 33 East	5.4		5.4		
104.7	County Line (Adair)	1.1			1.1	
109.1	Watts	4.4			4.4	
118.4	Westville	9.3			9.3	
118.7	Jct. US 62 East	.3		.3		
119.0	West City Limits Westville	.3		.3		
119.5	Jct. US 62 West	.5		.5		
132.5	Jct. SH 51 West	13.0			13.0	
134.1	Stillwell	1.6		1.6		
135.1	Jct. SH 51 East	1.0		.4	.6	
146.4	Sequoyah County Line	12.3			12.3	
162.7	Sallisaw Jct. US 64 South & East	15.3			15.3	
163.9	Jct. US 64 West	1.2	1.2			
172.7	LoFlore County Line	8.8			8.8	
179.7	Jct. SH 9 East & West	7.0			7.0	
185.3	Jct. SH 9 East & US 271	5.6			5.6	
188.7	Jct. SH 31 West	3.4	3.4			
190.3	Panama	1.6	1.6			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
193.0	Shady Point	2.7	2.7			
198.3	City Limits Poteau	5.3	1.0		4.3	
199.3	Poteau	1.0	1.0			
200.1	City Limits	.8		0.8		
202.1	Jct. US 271 & 270	2.0		2.0		
207.7	Howe	5.6		5.6		
212.1	North City Limits	4.4		4.4		
212.5	Heavener	.4		0.4		
213.3	South City Limits	.8		0.8		
216.5	Hodgens	3.2			3.2	
224.5	Stapp	8.0			8.0	
230.2	Page	5.7			5.7	
235.8	State Line Arkansas	5.6			5.6	
	TOTAL	235.8	27.0	11.7	28.9	168.2
	U. S. HIGHWAY NO. 60					
0.0	Arkansas State Line	0.0				
5.3	Jct. SH 10 South	5.3			5.3	
6.2	Jct. SH 10 North	.9			0.9	
14.4	City Limits	8.2			8.2	
15.0	Fairland	.6			0.6	
15.5	South City Limits	.5			0.5	
19.5	Jct. US 66 & 69 North	4.0			4.0	
22.0	Jct. US 59 South	2.5	2.5			
23.6	East City Limits	1.6	1.6			
23.8	Jct. SH 25 East	.2	0.2			
24.1	Afton	.3	0.3			
24.7	West City Limits	.6	0.6			
26.2	Delaware County Line	1.5	1.5			
30.2	Craig County Line	4.0	4.0			
38.7	East City Limits	8.5	8.5			
39.1	Vinita Jct. US 59 North	.4	0.4			
39.8	South City Limits	.7	0.7			
42.9	Jct. US 69 South & SH 2	3.1	3.1			
44.2	Jct. US 66 South West	1.3	1.3			
56.5	Nowata County Line	12.3			12.3	
62.6	Jct. SH 28 North & South	6.1		6.1		
64.0	Coodys Bluff	1.4		1.4		
67.3	East City Limits	3.3		3.3		
67.5	Jct. 169 North & South	.2		0.2		
68.0	Nowata	.5		0.5		
69.0	West City Limits	1.0		1.0		
78.4	Glenoak Washington County Line	9.4		9.4		
86.4	Jct. US 75	8.0	8.0			
87.8	East City Limits	1.4	1.4			
88.6	Bartlesville Jct. US 75 North	.8	0.8			
90.2	West City Limits County Line Osage	1.6	1.6			
100.4	Jct. SH 35 State Park	10.2	5.4	4.8		
108.1	Jct. SH 99 North	7.7		7.7		
113.0	North City Limits	4.9		4.9		
113.7	Jct. SH 99 & 11 South	.7	0.7			
114.0	Pawhuska	.3	0.3			
114.7	West City Limits, Pawhuska	.7	0.7			
133.1	Jct. SH 18 North	18.4		8.7	9.7	
134.9	Jct. SH 18 South	1.8			1.8	
137.3	East City Limits	2.4			2.4	
137.6	Burbank	.3			0.3	
137.9	West City Limits	.3			0.3	
149.6	Jct. Farm-Market South	11.7			11.7	
156.0	Arkansas River	6.4			6.4	
156.9	Jct. US 77 North, SH 11 City Limits	.9	0.9			
157.4	Jct. SH 40 South	.5	0.5			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
157.6	Ponca City	.2	0.2			
158.1	Jct. US 77 North Route W. City Limits	.5	0.5			
161.8	Jct. US 77 South	3.7	3.7			
169.8	Jct. US 177 North	8.0	8.0			
170.3	East City Limits	.5	0.5			
171.4	Tonkawa	1.1	1.1			
172.0	North City Limits	.6	0.6			
181.0	Grant County Line	9.0	9.0			
186.0	East City Limits	5.0	5.0			
186.4	Lamont	.4	0.4			
186.7	South City Limits	.3	0.3			
186.9	Jct. SH 74 South	.2	0.2			
200.3	East City Limits	13.4	0.8	12.6		
201.0	Pond Creek Jct. US 81 North	0.7	0.7			
201.5	West City Limits	.5	0.5			
205.2	Jct. US 64 West	3.7	3.7			
210.1	Garfield County Line	4.9	4.9			
221.7	North City Limits	11.6	11.6			
223.7	Enid	2.0	2.0			
223.9	Jct. US 64 East & SH 15 East	.2	0.2			
224.9	Jct. US 81 South	1.0	1.0			
225.1	West City Limits	.2	0.2			
231.8	Jct. SH 38 North	6.7	6.7			
232.8	Jct. SH 38 South	1.0	1.0			
236.1	Lahoma 0.2 South	3.3	3.3			
236.8	Major County	.7	0.7			
240.9	Meno 0.3 South	4.1	4.1			
244.7	Jct. SH 58 South Ringwood 0.7 South	3.8	3.8			
244.8	Jct. SH 58 North	0.1	0.1			
255.9	Jct. SH 8 North	11.1	11.1			
258.5	Orienta Jct. SH 15 West	2.6	2.6			
264.6	North City Limits Jct. SH 8 & 58 East	6.1	6.1			
265.1	Fairview	.5	0.5			
265.6	South City Limits Jct. SH 58 South	.5	0.5			
272.9	Cedar Springs	7.3		7.3		
281.9	Badc	9.0		9.0		
291.7	Chester Jct. US 281 North	9.8		9.8		
295.5	Dewey County Line	3.8			3.8	
296.7	Seiling	1.2			1.2	
297.0	Jct. US 270-281-SH 51 & 3 South East	.3		0.3		
298.7	Jct. SH 14 South US 183 South	1.7				1.7
306.7	Ceston	8.0				8.0
317.3	Jct. SH 34 South	10.6				10.6
318.2	Vici Jct. SH 34 North	.9		0.1	0.8	
323.0	Ellis County Line	4.8		.2	4.6	
333.0	Harmon	10.0			10.0	
344.2	Jct. US 283 South	11.2			11.2	
344.6	East City Limits	.4			0.4	
344.9	Arnett	.3			0.3	
345.3	West City Limits	.4			0.4	
350.9	Jct. US 283 North	5.6			5.6	
357.8	Texas State Line	6.9			6.9	
	TOTAL	357.8	140.6	71.5	48.4	77.0 20.1

U. S. HIGHWAY NO. 62

0.0	Texas State Line	0.0				
4.2	West City Limits	4.2		4.2		
4.4	Hollis	.2	0.2			
4.9	Jct. SH 30 North	.5	0.5			
5.5	East City Limits Hollis	.6	0.6			
13.0	West City Limits Gould	7.5	3.5		4.0	

(Continued on next page)

TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
13.4	Gould Jct. SH 90 South	.4		0.4		
13.7	East City Limits	.3		0.3		
19.6	Jackson County Line	5.9	5.9			
24.9	West City Limits	5.3	5.3			
25.1	Duke	.2	0.2			
25.6	East City Limits, Jct.SH 34 N & S	.5	0.5			
34.2	Jct. SH 44 South	8.6	8.6			
38.4	West City Limits	4.2	4.2			
39.1	Altus Jct. US 283 North & South SH 44 North	.7	0.7			
39.8	East City Limits	.7	0.7			
46.1	Ozark	6.3	6.3			
50.2	Headrick	4.1	4.1			
52.7	Tillman County - North Fork Red River	2.5	2.5			
53.7	Tillman - Kiowa County Line	1.0		1.0		
56.9	Kiowa - Tillman County Line	3.2		3.2		
61.5	West City Limits	4.6		4.6		
61.8	Snyder Jct. US 183 North & South	.3	0.3			
62.0	East City Limits	.2	0.2			
69.5	Comanche County Line	7.5	7.5			
73.6	West City Limits	4.1	4.1			
73.9	Indiahoma	.3	0.3			
74.1	East City Limits	.2	0.2			
81.5	Cache Jct. SH 49 North	7.4	1.9	5.5		
11.9	Jct. SH 7 South & SH 7-A North	11.9	10.9	1.0		
94.4	Jct. SH 36 South & North	1.0	1.0			
95.5	Jct. US 277 North & South, Lawton 1.5 Miles South	1.1	1.1			
101.7	Jct. SH 49 West	6.2	5.9	0.3		
106.9	Jct. US 277 East, Porter Hill	5.2		5.2		
111.9	Caddo County Line	5.0		5.0		
115.3	South City Limits	3.4		3.4		
115.5	Apache Jct. SH 54 West	.2	0.2			
116.0	East City Limits	.5	0.5			
116.2	Jct. SH 54 East	0.2	0.2			
126.4	Jct. SH 9 West	10.2		10.2		
133.9	South City Limits	7.5		7.5		
134.7	Anadarko 0.2 North Jct. US 281	.8	0.8			
135.3	East City Limits, Jct. SH 8 South	.6	0.6			
143.5	Verden Grady County Line	8.2	8.2			
143.8	East City Limits	.3	0.3			
151.8	Jct. SH 9 & US 81 North	8.0	8.0			
152.2	North City Limits	.4	0.4			
153.1	Chickasha, Jct. US 81 & 277 South	.9	0.9			
153.3	East City Limits	.2	0.2			
155.3	Jct. SH 92 North	2.0	2.0			
159.6	Tabler Jct. SH 39 East	4.3	4.3			
166.5	Middleburg	6.9	6.9			
171.0	McClain County Line Jct. SH 76 South	4.5	4.5			
172.1	Blanchard	1.1	1.1			
176.7	Jct. SH 9 East	4.6	4.6			
181.3	New Castle	4.6	0.9	3.7		
184.3	Jct. SH 37 West	3.0		3.0		
185.5	Cleveland County Line South Canadian River	1.2	0.6	0.6		
190.2	Oklahoma County Line	4.7	4.7			
193.5	Jct. SH 41 West	3.3	3.3			
195.7	Jct. SH 74 North & SH 3 North.	2.2	2.2			
196.9	West City Limits	.2	0.2			
197.7	Jct. SH 74 South	1.8	1.8			
198.5	Jct. SH 3 East US 77 South	.8	0.8			
200.6	Jct. US 77	2.1	2.1			
200.8	Oklahoma City	.2	0.2			
202.5	Jct. US 270 - 66 -SH 1 East & West	1.7	1.7			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
202.6	Jct. US 77 South	.1	0.1			
203.2	State Capitol Jct. US 66 & 77	.6	0.6			
205.2	East City Limits	2.0	2.0			
213.1	Micoma Park	7.9	7.9			
216.4	Choctaw	3.3	3.3			
222.4	Harrah Jct. SH 3 US 270 South	6.0	6.0			
224.0	Lincoln County Line	1.6	1.6			
238.1	Meeker	14.1	14.1			
238.5	Jct. SH 18 North & South	.4	0.4			
250.3	West City Limits	11.8	6.4		5.4	
250.7	Prague Jct. SH 99 North & South	.4	0.4			
251.1	East City Limits	.4	0.4			
254.3	Okfuskee County Line	3.2			3.2	
257.9	Feden	3.6			3.6	
263.9	Boley	6.0			6.0	
269.1	Jct. SH. 27 North	5.2			5.2	
269.7	Castle	.6			0.6	
275.4	North City Limits	5.7			5.7	
275.7	Jct. SH 56 South	.3			0.3	
276.0	Okemah	.3	0.3			
278.2	Jct. SH 56 North	2.2	2.2			
286.6	Jct. US 75 South	8.4	5.6	2.8		
288.5	Okmulgee County Line	1.9		1.9		
293.4	West City Limits	4.9		4.9		
294.0	Jct. SH 52	.6	0.6			
294.7	Henryetta	.7	0.7			
295.9	North City Limits	1.2	1.2			
296.7	Jct. US 75 North US 266 East	.8	0.8			
300.9	Schulter	4.2		4.2		
307.6	South City Limits	6.7		6.7		
308.9	Jct. Okmulgee 0.5 West-Jct. US 75 West	1.3	1.3			
310.2	East City Limits	1.3	1.3			
315.7	North City Limits	5.5	5.5			
316.1	Morris	.4	0.4			
316.4	East City Limits	.3	0.3			
324.4	Muskogee County Line	8.0	8.0			
327.6	Jct. SH 72 South	3.2	3.2			
329.8	South City Limits	2.2	2.2			
330.0	Boynton	.2	0.2			
330.3	North City Limits	.3	0.3			
337.3	Jct. US 64 North West & SH 72	7.0	7.0			
337.6	Jct. US 64 East	.3	0.3			
342.6	West City Limits	5.0	5.0			
342.9	Taft	.3	0.3			
343.3	East City Limits	0.4	0.4			
350.3	West City Limits	7.0	7.0			
351.8	Jct. US 69 South & North	1.5	1.5			
353.3	Muskogee	1.5	1.5			
353.5	Jct. US 64 & 69 SH 2 South	.2	0.2			
355.6	East City Limits	2.1	2.1			
356.5	Becon Jct. US 69 North	.9	0.9			
360.6	Jct. SH 10 East	4.1	4.1			
362.8	Ft. Gibson	2.2	2.2			
369.7	Cherokee County Line	6.9			6.9	
382.6	South City Limits	12.9			12.9	
383.4	Jct. SH 51 West Tahlequah	.8	0.8			
384.2	East City Limits	.8			0.8	
386.4	Jct. SH 10 North	2.2			2.2	
392.3	Jct. SH 51 South East	5.9			5.9	
397.3	Adair County Line	5.0			5.0	
398.3	Proctor	1.0			1.0	
411.3	Jct. US 59 South	13.0			13.0	
411.8	West City Limits	.5			0.5	
412.1	Jct. US 59 North Westville 0.3 N.	.3			0.3	

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
414.0	Arkansas State Line	1.9		1.9		
	TOTAL	414.0	225.3	63.7	125.0	

U. S. HIGHWAY NO. 64

0.0	Arkansas State Line	0.0				
10.1	Muldrow	10.1		10.1		
22.0	South City Limits	11.9		11.9		
22.6	Jct. US 59 North, Sallisaw	.6	.6			
23.8	West City Limits Jct. US 59 South	1.2	1.2			
34.1	Vian	10.3	8.2	2.1		
43.3	Gore Jct. SH 10 North West	9.2		9.2		
44.8	East City Limits	1.5		1.5		
45.0	Webber Falls	.2	0.2			
55.0	East City Limits, Warner	10.0	10.0			
55.3	Warner Jct. US 266 & SH 1 & 2, South	.3	0.3			
63.2	Krafton	7.9	7.9			
73.9	South City Limits	10.7	10.7			
75.3	Jct. US 69 & 62 East SH 2	1.4	1.4			
75.5	Muskogee	.2	0.2			
77.0	Jct. US 69 North & South	1.5	1.5			
78.5	West City Limits, Muskogee	1.5	1.5			
85.5	East City Limits Taft	7.0	7.0			
85.9	Taft	.4	0.4			
86.2	West City Limits Taft	.3	0.3			
91.2	Jct. US 62 South	5.0	5.0			
91.5	Jct. SH 72 South	.3	0.3			
95.8	South City Limits	4.3	4.3			
96.3	Haskell	.5	0.5			
96.6	West City Limits	.3	0.3			
99.6	Tulsa County Line	3.0	3.0			
102.4	Leonard	2.8	2.8			
109.0	Bixby	6.6	6.6			
117.4	Jct. SH 51 East	8.4	8.4			
122.3	51st Street and Harvard Ave., Tulsa SH 11 West, one mile	4.9	4.9			
125.3	Tulsa City Limits, 21st & Harvard	3.0	3.0			
127.8	Jct. SH 11 & US 169, North & South, (15th & Peoria)	2.5	2.5			
128.8	Jct. US 66 East (10th & Boston)	1.0	1.0			
129.2	Tulsa Jct. US 66 West	0.4	0.4			
129.6	Jct. SH 33 East (3rd & Elwood)	0.4	0.0			
129.9	Jct. US 75 South West & North East	0.3	0.3			
133.7	West City Limits, Tulsa	3.8	3.8			
136.5	Sand Springs, 0.3 mile North	2.8	2.8			
137.9	Jct. Sapulpa Road South, F. A. Route #19	1.4	1.4			
148.2	Keystone Jct. SH 33 & 51 West	10.3	10.3			
165.7	Cleveland	17.5	17.5			
166.5	West City Limits	.8	0.8			
171.9	Jct. SH 99 South	5.4	5.4			
184.5	Jct. SH 18 South	12.6	12.6			
186.1	East City Limits	1.6	1.6			
186.6	Pawnee Jct. SH 18 North	.5	0.5			
187.1	West City Limits	.5	0.5			
194.0	Lela Noble County Line	6.9	6.9			
198.9	East City Limits	4.9	4.9			
199.1	Morrison 0.2 North	.2	0.2			
199.9	West City Limits	.8	0.8			
202.4	Jct. SH 40 North & South	2.5	2.5			
214.0	East City Limits	11.6	11.6			
214.4	Jct. SH 86 South	.4	0.4			
214.6	Perry Jct. US 77 North	.2	0.2			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
215.1	South West City Limits	.5	0.5			
219.8	Jct. US 77 South	4.7	4.7			
225.0	Garfield County Line Lucien 0.2 South	5.2	5.2			
228.2	Hayward	3.2	3.2			
232.5	Jct. SH 74 South	4.3	4.3			
233.0	Covington 0.3 West	.5	0.5			
238.4	Jct. SH 74 & 15 North	5.4	5.4			
252.4	East City Limits	14.0	14.0			
254.8	Jct. US 60 & 81 West	2.4	2.4			
255.0	Enid	.2	0.2			
257.0	North City Limits	2.0	2.0			
268.6	Grant County Line	11.6	11.6			
273.5	Jct. US 81 & 60 East	4.9	4.9			
283.3	Nash	9.8	9.8			
286.6	Alfalfa County Line	3.3	3.3			
290.6	Jet	4.0	4.0			
294.6	Jct. SH 58 South	4.0	4.0			
301.5	Jct. SH 8 West	6.9	6.9			
306.0	South City Limits	4.5	4.5			
306.6	Cherokee	.6	0.6			
307.5	North City Limits	.9	0.9			
309.6	Jct. SH 11 East SH 58 & 11 North	2.1	1.1	1.0		
311.5	Ingersoll	1.9		1.9		
319.6	Woods County Line	8.1		8.1		
325.6	Jct. US 281 North & SH 14	6.0		6.0		
326.4	East City Limits	.8		0.8		
326.6	Jct. US 281 South Alva 0.5 North	.2	0.2			
327.0	West City Limits	.4	0.4			
338.6	Jct. SH 14 South	11.6		11.6		
340.6	Cora	2.0		2.0		
343.8	Tegarden	3.2		3.2		
352.0	Jct. SH 50 South	8.2		8.2		
360.0	Plainview	8.0		8.0		
361.0	Jct. SH 50 North	1.0		1.0		
364.8	Harper County Line	3.8		3.8		
381.6	Jct. US 183 & SH 34 North	16.8		16.8		
382.4	North City Limits	.8	0.2	0.6		
382.7	Buffalo	.3	0.3			
383.1	South City Limits Jct. SH 34 South	.4	0.2	0.2		
390.1	Jct. SH 46 South	7.0		7.0		
398.3	Jct. US 283 South	8.2		8.2		
400.0	East City Limits	1.7		1.7		
400.6	Rosston	.6		0.6		
402.4	Jct. US 283 North	1.8		1.8		
404.9	Beaver County Line	2.5		2.5		
407.8	Gate	2.9		2.9		
408.0	West City Limits	.2		0.2		
416.3	Knowles	8.3		8.3		
426.5	Mocane	10.2		10.2		
434.8	Jct. US 270 South	8.3		8.3		
435.8	East City Limits	1.0		1.0		
436.0	Forgan	.2		0.2		
436.2	West City Limits	.7		0.7		
455.1	Jct. US 270 & US 83 North	18.4		18.4		
457.7	Jct. US 83 South Turpin	2.6		2.6		
461.8	Texas County Line	4.1		4.1		
465.8	Baker 0.3 North	4.0		4.0		
476.1	Jct. US 54 North East, North City Limits	10.3		10.3		
476.4	Hooker	.3		0.3		
476.8	South City Limits	.4		0.4		
487.2	Optima	10.4		10.4		
495.0	Jct. US 54 South	7.8		7.8		

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
497.5	East City Limits	.5	0.5			
498.9	Guymon 0.4 South Jct. SH 3	.4	0.4			
499.1	North City Limits	.2	0.2			
502.7	County Road North	3.6	3.6			
510.4	Eva, 2.4 Miles North	23.7	23.7			
517.4	Cimarron County Line	7.0	7.0			
529.4	Jct. Keys 3.5 Mile North	12.0	12.0			
532.4	Willow Bar	3.0	3.0			
543.1	Jct. US 287 South	10.7	10.7			
544.0	East City Limits	.9	0.9			
544.8	Boise City Jct. SH 3 & US 287 North	.8	0.8			
545.0	Jct. SH 78 South	.2	0.2			
545.5	West City Limits	.5	0.5			
560.0	Jct. Farm-Market Road South	14.5			14.5	
574.0	US 64 North	1.0				1.0
594.1	Kenton	20.1				20.1
596.2	Texas State Line	2.1				2.1
	TOTAL	596.2	275.1	248.6	34.8	14.5	23.2

U. S. HIGHWAY NO. 66

0.0	Kansas State Line	0.0				
4.1	North City Limits	4.1	4.1			
4.4	Quapaw	.3	0.3			
4.6	South City Limits	.2	0.2			
9.1	North City Limits	4.5	4.5			
9.4	Jct. US 69 North - North City Limits	.3	0.3			
9.9	Commerce	.5		0.5		
10.8	South City Limits	.9		0.9		
14.1	North City Limits	3.3		3.3		
14.6	Miami Jct. SH 10 East	.5	.5			
15.1	West City Limits	.5	.5			
16.6	Jct. SH 10 West	1.5	1.5			
21.1	Narcissa	4.5	4.5			
24.9	Jct. US 60 East	3.8	3.8			
27.4	Jct. US 59 South East	2.5	2.5			
29.0	East City Limits	1.6	1.6			
29.2	Jct. SH 25 East	.2	.2			
29.5	Afton	.3	.3			
30.1	West City Limits	.6	.6			
31.6	Delaware County Line	1.5	1.5			
35.6	Craig County Line	4.0	4.0			
44.1	East City Limits	8.5	8.5			
44.5	Vinita Jct. US 59 North	.4	.4			
45.2	South City Limits	.7	.7			
48.3	Jct. US 69 South	3.1	3.1			
49.6	Jct. US 60 North West	1.3	1.3			
51.3	Whiteoak	1.7	1.7			
56.4	Rogers County Line	5.1	5.1			
62.3	North City Limits	5.9	5.9			
62.8	Chelsea Jct. SH 28 West	.5	.5			
63.2	South City Limits Jct. SH 28 South	.4	.4			
69.1	Bushyhead	5.9	5.9			
71.2	Foyil	2.1	2.1			
80.7	North City Limits	9.5	9.5			
81.2	Claremore Jct. SH 20 East & 20-A West SH 88 West	.5	.5			
81.6	South City Limits	.4	.4			
88.0	Verdigris	6.4	6.4			
93.0	Catoosa	5.0	5.0			
95.0	Wagoner County Line	2.0	2.0			
95.1	Jct. SH 33 East	0.1	.1			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
96.0	West	0.9	.9			
101.0	Jct.	5.0	5.0			
104.7	East City Limits	3.7	3.7			
108.1	Jct. SH 11 & US 169, 11th & Peoria	3.4	3.4			
108.7	Boston Jct. SH 51 & US 64 South	.6	.6			
109.1	Jct. US 64 & SH 51 North West	0.4	0.4			
109.6	Jct. US 75 North, 11th & Maybell St.	0.5	0.5			
113.0	Red Fork	3.4	3.4			
113.6	South City Limits	0.6	.3	.3		
114.3	Jct. 51 Street	.7		.7		
116.7	Margie, Creek County Line	2.4		2.4		
121.7	North City Limits	5.0		5.0		
123.3	Sapulpa Jct. US 75 South	1.6	1.4	.2		
124.1	West City Limits	.8	.8			
127.8	Jct. SH 67 West	3.7	3.7			
131.5	Kellyville	3.7	3.7			
141.9	Jct. WPA West	10.4	10.4			
146.3	North City Limits	4.4	4.4			
147.0	Bristow Jct. SH 16 South & East	.7	.7			
147.5	West City Limits	.5	.5			
154.5	Depew	7.0	7.0			
161.6	Lincoln County Line	7.1	7.1			
163.7	East City Limits	2.1	2.1			
164.7	Stroud	1.0	1.0			
164.8	Jct. SH 99 South	.1	.1			
171.5	North City Limits	6.7	6.7			
171.9	Davenport	.4	.4			
177.9	North East City Limits, Chandler	6.0	6.0			
178.3	Jct. SH 18 North	.4	.4			
178.5	Chandler	.2	.2			
179.0	South City Limits, Chandler	.5	.5			
179.1	Jct. SH 18 South	.1	.1			
186.1	Warwick	7.0	1.6	5.4		
189.1	Jct. SH 66 Loop Welston	3.0	3.0			
191.4	Jct. SH 66 Loop Welston	2.3	2.3			
194.4	Oklahoma County Line	3.0	3.0			
197.4	Jct. Luther 0.3 South	3.0	3.0			
204.8	Arcadia	7.4	5.5	1.9		
211.2	Jct. US 77 North	6.4	3.4	3.0		
213.7	East City Limits	2.5	2.5			
214.4	Edmond	.7	.7			
214.9	South City Limits	.5	.5			
220.6	Jct. US 66 Belt Line West through Britton	5.7	5.7			
224.9	North City Limits Oklahoma City	4.3	4.3			
225.9	State Capitol Jct. US 270 & 62 East	1.0	1.0			
226.5	Jct. US 77 South	.6	.6			
226.6	Jct. US 62 South (Okla. City 1.7 S.)	.1	.1			
229.4	Jct. SH. 74 South, (North East 23rd Street & May Ave.)	2.8	2.8			
229.7	North City Limits, Oklahoma City	.3	0.3			
230.7	Jct. US 66 Belt Line East & SH 74 North	1.0	1.0			
	SUB-TOTAL	230.7	207.1	23.6		
	US 66 Belt Line through Britton 2.5 Miles shorter to May & 39th St.					
0.0	Jct. US 66 East of Britton	0.0				
1.1	East City Limits	1.1		1.1		
2.0	Britton	.9	.4	.5		
3.0	South City Limits	1.0	1.0			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
4.7	Jct. Western Avenue and Classen	1.7	1.7			
7.0	West City Limits Oklahoma City	2.3	2.3			
7.6	Jct. US 66 West 39th St. & May Ave.	.6	.6			
	SUB-TOTAL	7.6	6.0	1.6		
[illegible]	Jct. US 66 Belt Line East & SH 74 N.	0.0				
[illegible]	Bethany	3.5	3.5			
[illegible]	West City Limits	0.5	.5			
[illegible]	Canadian County Line	2.0	2.0			
[illegible]	Jct. Farm-Market South	4.0	2.6	1.4		
[illegible]	East City Limits Jct. SH 4 North	.2		0.2		
[illegible]	Yukon	.5	0.5			
[illegible]	West City Limits	.5	0.5			
[illegible]	Jct. Farm-Market Road Cimmarron Field 1.1 South	3.0		3.0		
[illegible]	Banner North	2.0		2.0		
[illegible]	Jct. US 81 South	5.1		5.1		
[illegible]	East City Limits	1.8		1.8		
[illegible]	El Reno	.6	0.6			
[illegible]	Jct. US 81 North	.2	0.2			
[illegible]	West City Limits	1.0	1.0			
[illegible]	Jct. US 270 North	7.9	7.9			
[illegible]	F.A.S. Road South	1.2	1.2			
[illegible]	Jct. US 281 North (West Leg)	10.3	10.3			
[illegible]	West End Bridge	1.2	1.2			
[illegible]	Jct. SH 8 South (West Leg)	1.8	1.8			
[illegible]	Jct. Bridgeport 1.0 North East	2.0	2.0			
[illegible]	Jct. SH 54 South	10.7	10.7			
[illegible]	Jct. Hydro 0.9 North	.5	0.5			
[illegible]	Custer County Line	2.5	2.5			
[illegible]	East City Limits	4.3	4.3			
[illegible]	Weatherford Jct. SH 54 North	.8	0.8			
[illegible]	West City Limits	.5	0.5			
[illegible]	East City Limits	13.8	13.8			
[illegible]	Clinton, Jct. US 183 & 66 West	.3	0.3			
[illegible]	Jct. US 183 South	.6	0.6			
[illegible]	Jct. US 66 North	.5	0.5			
[illegible]	Jct. South to US 183	1.6	1.6			
[illegible]	Jct. Farm-Market Road North	8.0	8.0			
[illegible]	Washita County Line	1.8	1.8			
[illegible]	Jct. to Foss	2.0	2.0			
[illegible]	Canute	6.7	6.7			
[illegible]	Beckham County Line	4.8	4.8			
[illegible]	Jct. SH 34 North	.6	0.6			
[illegible]	North City Limits	1.6	1.6			
[illegible]	Elk City	.8	0.8			
[illegible]	West City Limits	1.1	1.1			
[illegible]	Jct. SH 73 West	2.7		2.7		
[illegible]	Jct. SH 34 South	2.2		2.2		
[illegible]	Jct. US 283 North	9.6		9.6		
[illegible]	Sayre Jct. SH 41 East	1.1	1.1			
[illegible]	West City Limits	.5		0.5		
[illegible]	Jct. 283 South	1.5		1.5		
[illegible]	East City Limits	13.0	7.5	5.5		
[illegible]	Erick Jct. SH 30 North	.4	0.4			
[illegible]	West City Limits	.6	0.6			
[illegible]	East City Limits	6.2	6.2			
[illegible]	Texola	.4	0.4			
[illegible]	Texas State Line	.5	0.5			
	TOTAL	381.8	322.7	59.1		

TOTAL MILES	TOWNS	TYPES: Conc., Brick	High type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
	U. S. HIGHWAY NO. 69					
0.0	Kansas Picher	0.0				
.6	South City Limits Picher	.6		0.6		
1.0	North City Limits	.4		0.4		
1.3	Cardin	.3		0.3		
1.6	South City Limits	.3		0.3		
5.3	North City Limits	3.7		3.7		
5.5	Jct. US 66 East	.2		0.2		
6.0	Commerce	.5		0.5		
6.9	South City Limits	.9		0.9		
10.2	North City Limits	3.3		3.3		
10.7	Miami Jct. SH 10 East	.5	0.5			
11.2	West City Limits	.5	0.5			
12.7	Jct. SH 10 West	1.5	1.5			
17.2	Narcissa	4.5	4.5			
21.0	Jct. US 60 East	3.8	3.8			
23.5	Jct. US 59 South	2.5	2.5			
25.1	East City Limits	1.6	1.6			
25.3	Jct. SH 25 East	.2	0.2			
25.6	Afton	.3	0.3			
26.2	West City Limits	.6	0.6			
27.7	Delaware County Line	1.5	1.5			
31.7	Craig County Line	4.0	4.0			
40.2	East City Limits	8.5	8.5			
40.6	Vinita Jct. US 59 North	.4	0.4			
41.3	South City Limits	.7	0.7			
44.4	Jct. US 66 & 60 West	3.1	3.1			
50.7	Big Cabin	6.3	6.3			
52.8	Mayes County Line	2.1	2.1			
58.3	Adair Jct. SH 28 West	5.5	5.5			
67.2	North City Limits	8.9	8.9			
67.9	Pryor 0.2 East Jct. SH 20	.7	0.7			
68.4	South City Limits	.5	0.5			
76.4	Choteau Jct. SH 33 East	8.0	8.0			
78.1	Jct. SH 33 West	1.7	1.7			
82.3	Mazie Jct.	4.2	4.2			
84.3	Wagoner County Line	2.0	2.0			
91.3	North City Limits	7.0	4.5	2.5		
92.4	Wagoner Jct. SH 51	1.1		1.1		
93.8	South City Limits	1.4		1.4		
101.7	Okay	7.9		7.9		
104.7	Muskogee County Line	3.0		3.0		
107.8	Bacon College Jct. US 62 East	3.1		3.1		
108.7	East City Limits	.9	0.9			
110.8	Jct. US 64 South & SH 2	2.1	2.1			
111.0	Muskogee	.2	0.2			
112.5	Jct. US 62 & 64 West	1.5	1.5			
113.5	South City Limits	1.0	1.0			
119.5	Summit	6.0	6.0			
126.1	Oktaha	6.6	6.6			
128.9	McIntosh County Line	2.8	2.8			
134.0	North City Limits	5.1	5.1			
134.6	Checoteh Jct. US 266 SH 1	.6	0.6			
135.3	South City Limits	.7	0.7			
147.4	North City Limits	12.1	12.1			
147.8	Eufaula Jct. SH 9 West	.4	0.4			
148.3	South City Limits	.5	0.5			
153.1	Pittsburg County Line	4.8	4.8			
154.4	Jct. SH 9 East	1.3	1.3			
157.2	Canadian	2.8	2.8			
160.8	Crowder	3.6	3.6			
173.3	North City Limits	12.5	7.7	1.8	3.0	
175.5	McAlester Jct. US 270	2.2	2.2			

(Continued on next page)

TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
176.7	South City Limits	1.2	1.2			
184.2	Savanna	7.5	7.5			
191.9	North City Limits	7.7	7.7			
192.5	Kiowa	.6	0.6			
192.7	South City Limits	.2		0.2		
195.6	Atoka County Line Reynolds	2.9		2.9		
200.9	Gap	5.3		5.3		
203.7	Chockie	2.8		2.8		
208.2	Jct. SH 43 West	4.5	4.1	0.4		
212.2	Stringtown	4.0	4.0			
219.0	Jct. US 75 West	6.8	6.8			
219.4	Atoka 0.2 Jct. SH 7 & 2 East	.4	0.4			
220.5	South City Limits, Jct. SH 7 West	1.1	1.1			
224.9	Tushka	4.4	4.4			
231.4	Caney	6.5	2.0	4.5		
237.5	Bryan County Line	6.1		6.1		
239.4	North City Limits	1.9	1.9			
239.9	Caddo	.5	0.5			
240.5	South City Limits	.6	0.6			
246.8	Armstrong	6.3	6.3			
249.1	Jct. SH 299 North	2.3	2.3			
251.2	North City Limits	2.1	2.1			
251.6	Jct. US 70 East	.4	0.4			
252.1	Durant Jct. SH 299 South East	.5	0.5			
252.6	Jct. US 70 West	.5		0.5		
253.4	South City Limits	.8	0.8			
256.9	North City Limits Calera	3.5	3.5			
257.8	Calera	.9	0.9			
258.0	South City Limits	.2	0.2			
265.0	Colbert	7.0	7.0			
267.8	Texas State Line	2.8	2.8			
	TOTAL	267.8	211.1	12.5	41.2	3.0
	U. S. HIGHWAY NO. 70					
0.0	Arkansas State Line	0.0				
15.6	East City Limits	15.6				15.6
16.3	Brokenbow Jct. SH 21 North & 7 West	.7	0.5			0.2
16.8	South City Limits	.5		0.5		
26.1	Jct. SH 21 East	9.3		9.3		
27.8	East City Limits	1.7		1.7		
28.1	Idabel	.3		0.3		
28.5	Jct. SH 57 West	.4	0.4			
29.3	North City Limits	.8	0.8			
37.2	Garvin	7.9	7.9			
41.9	Millerton	4.7		4.7		
46.7	Valliant	4.8		4.8		
50.4	Choctaw County Line	3.7		3.7		
53.1	Swink	2.7		2.7		
57.0	Ft. Towson	3.9		3.9		
63.5	Sawyer	6.5		6.5		
71.0	East City Limits	7.5	7.5			
72.0	Hugo Jct. SH 2 & US 271 South	1.0	1.0			
72.9	West City Limits	.9	0.4	0.5		
78.9	Jct. US 271 North	6.0		6.0		
83.4	Soper	4.5	4.5			
93.1	East City Limits	9.7	3.0	6.7		
93.6	Boswell	.5		0.5		
94.1	West City Limits	.5		0.5		
97.6	Bryan County Line	3.5		3.5		
103.9	Jct. Bennington 0.6 South	6.3		6.3		
110.0	East City Limits	6.1	6.1			

(Continued on next page)

TOTAL MILES	TOWNS	TYPES				
		Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
110.6	Bokchito	.6	0.6			
110.9	West City Limits	.3	0.3			
115.7	Jct. Blue 0.2 South	4.8			4.8	
123.4	East City Limits - Durant	7.7			7.7	
124.0	Jct. US 69 & 75 North & SH 299 N. W.	.6	0.6			
124.5	Durant Jct. SH 299 East	.5	0.5			
125.0	Jct. US 69 & 75 South	.5	0.5			
125.7	West City Limits	.7	0.7			
132.2	Mead	6.5	1.0		5.5	
137.6	Marshall County Line	5.4			5.4	
139.3	Aylesworth	1.7			1.7	
147.0	Jct. SH 99 South	7.7			7.7	
150.7	South City Limits, Madill	3.7		3.7		
151.0	Madill Jct. SH 99 North East & 199 South West	.3		0.3		
151.6	North City Limits	.6	0.6			
157.7	Johnston County Line	6.1	6.1			
159.0	Jct. SH 12 North	1.3	1.3			
163.9	South City Limits	4.9	4.9			
164.4	Mannsville	.5	0.5			
164.6	West City Limits	.2	0.2			
167.5	Carter County Line	2.9	2.9			
170.5	Jct. SH 18 North Dickson	3.0			3.0	
170.7	Jct. South to Lake Murray	.2			0.2	
177.7	East City Limits	7.0	6.1		0.9	
179.5	Ardmore	1.8	1.8			
179.8	Jct. US 77 North	.3	0.3			
180.4	Jct. US 77 South	.6	0.6			
180.9	West City Limits	.5	0.5			
187.4	Lone Grove	6.5	3.5	3.0		
196.1	Jct. Wilson	8.7	8.7			
199.3	Jct. SH 76 North	3.2	3.2			
204.4	Jefferson County Line	5.1		5.1		
205.9	Jct. Ringling North	1.5		1.5		
228.7	Jct. US 81 North and South	22.8		8.2		14.6
229.3	Jct. US 81 Alternate & SH 32 S. E.	.6		0.6		
229.9	Waurika 0.4 North Jct. SH 5	.6		0.6		
230.3	West City Limits	.4		0.4		
232.1	Jct. SH 79 South West	1.8		1.8		
237.7	Cotton County Line	5.6			5.6	
248.7	Jct. SH 65 South	11.0			11.0	
249.7	Taylor	1.0			1.0	
256.7	Jct. US 277 & 281 North	7.0			7.0	
261.9	Jct. SH 36 North	5.2		5.2		
264.1	Texas State Line	2.2		2.2		
	TOTAL	264.1	77.5	39.1	59.7	73.2 14.6

U. S. HIGHWAY NO. 75

0.0	Kansas State Line	0.0					
8.0	Copan	8.0	8.0				
14.9	North City Limits	6.9	6.9				
15.4	Dewey	.5	0.5				
15.7	South City Limits	.3	0.3				
18.8	North City Limits	3.1	3.1				
19.4	Bartlesville Jct. US 60 West	.6	0.6				
20.2	East City Limits	.8	0.8				
21.6	Jct. US 60 East	1.4	1.4				
22.8	Jct. SH 23 North West	1.2	1.2				
31.6	Ochelata	8.8	8.8				
38.9	Ramona	7.3	7.3				
45.6	Vera	6.7	6.7				

(Continued on next page)

TOTAL MILES	TOWNS	TYPES				
		Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
17.4	Tulsa County	1.8	1.8			
21.5	Jct. SH 20 West	4.1	4.1			
23.4	West City Limits	1.9	1.9			
33.9	Collinsville	.5	0.5			
34.4	East City Limits Jct. US 169 North	.5	0.5			
57.8	Jct. SH 20 East	3.4	3.4			
62.0	Owasso	4.2	4.2			
64.8	Jct. US 169 West	2.8	2.8			
67.8	Jct. West Air Port	3.0	3.0			
69.8	Jct. SH 33 East	2.0	2.0			
72.7	East City Limits, Tulsa	2.9	2.9			
74.9	Jct. SH 33 South, Lewis Ave and 2nd. Street	2.2	2.2			
75.9	Jct. US 169 and SH 11, North & South Peoria Ave and 2nd. Street	1.0	1.0			
77.5	Jct. US 64 and SH 51 and SH 33 West	1.6	1.6			
77.8	Jct. US 66 East	0.3	0.3			
81.2	Red Fork	3.4	3.4			
81.8	South City Limits - Tulsa	0.6	0.3	0.3		
82.5	51st. Street, Tulsa	0.7		0.7		
84.9	Creek County Line, Mergle	2.4		2.4		
89.9	North City Limits, Sapulpa	5.0		5.0		
91.5	Sapulpa Jct. US 66 West	1.6	1.4	0.2		
92.7	South City Limits	1.2	1.2			
97.2	Keifer	4.5	4.5			
101.9	Mounds	4.7	4.7			
103.0	Okmulgee County Line	1.1	1.1			
110.7	North City Limits	7.7	7.7			
111.1	Beggs Jct. SH 16 West	.4	0.4			
111.3	South City Limits	.2	0.2			
117.3	Preston	6.0	6.0			
122.6	North City Limits	5.3	5.3			
124.1	Okmulgee Jct. SH 56 West	1.5	1.5			
124.6	Jct. US 62 East	.5	0.5			
125.9	South City Limits	1.3	1.3			
132.6	Schulter	6.7		6.7		
136.8	Jct. US 266 East & SH 1	4.2		4.2		
137.6	North City Limits	.8	0.8			
138.8	Henryetta	1.2	1.2			
139.5	Jct. SH 52 South	.7	0.7			
140.1	West City Limits	.6	0.6			
145.0	Okfuskee County Line	4.9		4.9		
146.9	Jct. US 62 West	1.9		1.9		
147.5	Pharoah	.6	0.6			
153.0	East City Limits	5.5	5.5			
153.8	Weleetka	.8	0.8			
154.2	West City Limits	.4	0.4			
158.0	Hughes County Line	3.8	3.8			
163.3	East City Limits	5.3	5.3			
163.9	Wetumka	.6	0.6			
164.2	South City Limits, Jct. SH 9 West	.3	0.3			
174.4	Jct. US 270 West & SH 84 East	10.2	10.2			
183.2	Calvin Jct. US 270 East & SH 12 West	8.8	8.3		0.5	
183.6	Jct. US 270 East	.4	0.4			
198.0	Coal County Line	14.4			14.4	
212.0	Jct. SH 3 West	14.0			14.0	
215.0	North City Limits	3.0	3.0			
215.9	Coalgate	.9	0.9			
216.2	Jct. SH 43 East	.3	0.3			
216.9	South City Limits, Coalgate	.7	0.7			
218.1	Phillips	1.2			1.2	
220.7	Lehigh	2.6			2.6	
224.6	Atoka County Line	3.9			3.9	

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
229.0	Jct. US 69 North-North City Limits	4.4		4.4		
229.4	Atoka 0.2 East Alternate SH 3 East	.4	0.4			
230.5	South City Limits, Jct. SH 7 West	1.1	1.1			
234.9	Tushka	4.4	4.4			
241.4	Caney	6.5	2.0	4.5		
247.5	Bryan County Line	6.1		6.1		
249.4	North City Limits	1.9	1.9			
249.9	Caddo	.5	0.5			
250.5	South City Limits	.6	0.6			
256.8	Armstrong	6.3	6.3			
259.1	Jct. SH 299 North	2.3	2.3			
261.2	North City Limits	2.1	2.1			
261.6	Jct. US 70 East	.4	0.4			
262.1	Durant	.5	0.5			
262.6	Jct. US 70 West	.5	0.5			
263.4	South City Limits	.8	0.8			
266.9	North City Limits	3.5	3.5			
267.8	Calera	.9	0.9			
268.0	South City Limits	.2	0.2			
275.0	Colbert	7.0	7.0			
277.8	Texas State Line	2.8	2.8			
	TOTAL	277.8	199.9	26.3	51.6	

U. S. HIGHWAY NO. 77

0.0	Kansas-Oklahoma State Line	0.0				
0.9	Jct. Chilocco West	0.9	0.9			
7.6	North City Limits	6.7	6.7			
8.2	Newkirk	.6	0.6			
8.6	South City Limits	.4	0.4			
13.9	Jct. SH 11 West	5.3	5.3			
21.3	North City Limits	7.4	7.4			
22.1	Ponca City	.8	0.8			
22.9	South City Limits Jct. US 60 East	.8	0.8			
26.6	Jct. US 60 West	3.7	3.7			
32.7	Noble-Kay County Line	6.1	6.1			
35.2	Marland	2.5	2.5			
43.1	Jct. US 177 North	7.9	7.9			
44.0	Jct. SH 15 West	.9	0.9			
48.0	Ceres	4.0	4.0			
49.0	Jct. SH 15 East	1.0	1.0			
60.4	North City Limits	11.4	11.4			
61.3	Perry Jct. US 64 East	.9	0.9			
61.8	South City Limits	.5	0.5			
66.5	Jct. US 64 West	4.7	4.7			
74.2	Logan-Noble County Line	7.7	7.7			
75.4	Orlando	1.2	1.2			
76.8	Jct. SH 51 West	1.4	1.4			
78.4	Jct. SH 51 East	1.6	1.6			
81.7	Mulhall	3.3	3.3			
92.0	Jct. F.A.S.	10.3	10.3			
95.0	North City Limits	3.0	3.0			
95.6	Guthrie Jct. SH 33	.6	0.6			
96.2	South City Limits	.6	0.6			
101.2	Jct.West to Seward-Navina	5.0	5.0			
106.3	Oklahoma-Logan County Line	5.1	5.1			
111.3	Jct. US 66 East	5.0	5.0			
113.8	East City Limits	2.5	2.5			
114.5	Edmond	0.7	0.7			
115.0	South City Limits	.5	0.5			
120.7	Jct. West to Britton -US 66 Cut-Off	5.7	5.7			
125.0	North City Limits	4.3	4.3			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
126.0	Jct. US 270 & 62 Capitol	1.0	1.0			
126.6	Jct. US 270 & 62 West-North West 23rd Street & Broadway	.6	0.6			
128.6	Oklahoma City Jct. US 62 California & Robinson	2.0	2.0			
130.7	Jct. SH 3 East & US 62-277 West South West 29th & Robinson	2.1	2.1			
132.3	South City Limits - 45th Street and Shields Avenue	1.6	1.6			
135.3	Cleveland - Oklahoma County Line	3.0		3.0		
138.5	Moore	3.2		3.2		
140.4	Jct. Farm-Market North	1.9		1.9		
146.8	North City Limits	6.4		6.4		
147.6	Norman Jct. SH 9 West	.8		0.8		
147.9	Jct. SH 9 East	.3		0.3		
148.5	South City Limits	.6		0.6		
153.8	Noble	5.3		5.3		
164.2	Jct. SH 39 East Lexington	10.4	8.6	1.8		
165.0	East City Limits - McClain & Cleveland County Lines	.8	0.8			
165.3	Purcell Jct. SH 74 North	.3	0.3			
166.5	South City Limits - Jct. SH 39 West	1.2	1.2			
167.3	Jct. SH 74 West	.8	0.8			
173.0	Wayne	5.7	5.7			
173.3	Jct. SH 59 East	.3	0.3			
177.7	Garvin - McClain County Lines	4.4	4.4			
180.3	Paoli	2.6	2.6			
187.0	West City Limits	6.7	6.7			
187.6	Jct. SH 19 West Pauls Valley	.6	0.6			
187.8	Jct. SH 19 East Pauls Valley	.2	0.2			
188.9	South City Limits	1.1	1.1			
194.6	Jct. SH 29 West	5.7	5.7			
195.9	West City Limits	1.3	1.3			
196.3	Winnewood Jct. SH 29 North	.4	0.4			
196.6	South City Limits	.3	0.3			
197.7	Murray - Garvin County Line	1.1	1.1			
206.3	North City Limits	8.6	8.6			
206.7	Davis Jct. SH 22 East	.4	0.4			
207.0	Jct. SH 22 West	.3	0.3			
207.2	South City Limits	.2	0.2			
211.7	Turner Falls	4.5	4.5			
217.2	Carter - Murray County Line	5.5	5.5			
221.7	Springer	4.5	4.5			
230.3	North City Limits	8.6	6.6	2.0		
231.8	Ardmore 0.3 East Jct. US 70	1.5	1.5			
232.4	Jct. US 70 West	.6	0.6			
233.5	South City Limits	1.1	1.1			
238.6	Jct. SH 77-A East	5.1	5.1			
239.6	Love - Carter County Line	1.0	1.0			
239.8	Overbrook	.2	0.2			
249.1	Jct. SH 32 West	9.3	9.3			
249.3	Marietta 0.4 East Jct. SH 199	.2	0.2			
259.7	Thackerville	10.4	10.4			
264.5	Texas State Line	4.8	4.8			
	TOTAL	264.5	239.2	25.3		

U. S. HIGHWAY NO. 81

0.0	Kansas State Line	0.0				
5.5	Renfrow	5.5	5.5			
14.6	North City Limits	9.1	9.1			
14.9	Jct. SH 11 West & East	.3	0.3			
15.1	Medford	.2	0.2			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
15.6	South City Limits	.5	0.5			
21.8	Jct. Jefferson South	6.2	6.2			
22.3	Jct. F.A.S. West	0.5	0.5			
25.8	North City Limits	3.5	3.5			
26.0	Pond Creek Jct. US 60 East	.2	0.2			
26.5	West City Limits	.5	0.5			
30.2	Jct. US 64 West	3.7	3.7			
35.1	Garfield County Line	4.9	4.9			
46.7	North City Limits	11.6	9.0	2.6		
48.7	Enid	2.0	2.0			
48.9	Jct. US 64 East	.2		0.2		
49.9	Jct. US 60 West & SH 15	1.0		1.0		
50.2	South City Limits	.3		0.3		
57.4	Jct. Waukomis	7.2	5.5	1.7		
63.6	Jct. Bison	6.2	6.2			
65.6	Kingfisher County Line	2.0	2.0			
69.0	Jct. SH 51 East	3.4	3.4			
69.4	Jct. SH 51 West-North City Limits	.4	0.4			
69.9	Hennessey	.5	0.5			
70.4	South City Limits	.5	0.5			
78.9	Dover	8.5	8.5			
80.6	Jct. F.A.S. East	1.7	1.7			
87.6	North City Limits	7.0	7.0			
88.1	Kingfisher Jct. SH 33 East & West	.5	0.5			
88.9	South City Limits	.8	0.8			
97.8	North City Limits	8.9	8.9			
98.1	Okarche Canadian County Line	.3	0.3			
98.4	South City Limits	.3	0.3			
100.4	Jct. Oklahoma City Cut-Off South East	2.0	2.0			
111.3	North City Limits	10.9	10.9			
112.0	Jct. US 66 & SH 1 West	.7	0.7			
112.2	El Reno	.2	0.2			
112.8	South City Limits	.6	0.6			
114.6	Jct. US 66 & SH 1 East	1.8		1.8		
122.6	Union City Jct. SH 41 East	8.0	8.0			
124.5	North East Bridge - Canadian	1.9	1.9			
124.9	South Canadian Bridge	.4	0.4			
126.8	Jct. SH 41 West	1.9	1.9			
128.1	North City Limits	1.3	1.3			
128.6	Minco	.5	0.5			
136.8	Pocasset	8.2	8.2			
146.2	Jct. US 62 West & SH 9	9.4	9.4			
146.6	North City Limits	.4	0.4			
147.5	Chickasha Jct. SH 9 & US 62-277 East	.9	0.9			
148.8	South City Limits	1.3		1.3		
151.6	Jct. SH 19 East	2.8		2.8		
154.1	Jct. US 277 West	2.5		2.5		
160.1	Agawam	6.0	3.4	2.6		
166.7	North City Limits	6.6	6.6			
167.0	Rush Springs Jct. SH 17 West	.3	0.3			
167.9	South City Limits	.9		0.9		
173.9	Stephens County Line	6.0		6.0		
175.4	North City Limits	1.5	1.5			
176.2	Marlow Jct. SH 29 East	.8	0.8			
176.9	South City Limits	.7	0.7			
180.1	Jct. SH 29 West	3.2	3.2			
185.7	North City Limits	5.6	5.6			
186.9	Duncan Jct. SH 22 East	1.2	1.2			
187.8	South City Limits	.9	0.9			
196.1	North City Limits	8.3	8.3			
196.4	Comanche Jct. SH 53	.3	0.3			
196.9	South City Limits	.5	0.5			
202.0	Jefferson County Line	5.1	5.1			
205.2	Addington	3.2	3.2			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
211.3	Jct. Waurika 1.2 West	6.1	6.1			
211.8	Jct. US 70 East and West	.5	0.5			
212.6	Jct. US 81 Alternate thru Waurika	.8	0.8			
221.1	North City Limits	8.5	8.5			
221.4	Ryan	.3	0.3			
221.7	South City Limits	.3	0.3			
230.0	North City Limits	8.3	8.3			
230.3	Terral	.3	0.3			
230.6	South City Limits	.3	0.3			
232.0	Texas State Line - South End Bridge	1.4	1.4			
	TOTAL	232.0	23.7			
	U. S. HIGHWAY NO. 83					
0.0	Kansas State Line Beaver County	0.0				
6.9	Jct. US 64 & 270 East	6.9				6.9
9.5	Jct. US 64 West Turpin	2.6		2.6		
27.5	Jct. SH 3 East & West	18.0				18.0
31.6	Gray	4.1			4.1	
36.2	Texas State Line	4.6			4.6	
	TOTAL	36.2		2.6	8.7	24.9
	U. S. HIGHWAY NO. 169					
0.0	Kansas State Line	0.0				
.2	South Coffeyville	0.2	0.2			
.7	South City Limits	.5	0.5			
10.3	North City Limits	9.6			9.6	
10.8	Lenapah	.5			0.5	
15.5	North City Limits	4.7		4.7		
15.9	Delaware	.4		0.4		
16.5	South City Limits	.6		0.6		
17.3	Jct. SH 28 East	.8		0.8		
21.4	North City Limits Jct. Alt. Road - Nowata	4.1		4.1		
21.8	Nowata 0.5 West Jct. US 60 East	.4	0.4			
23.6	South City Limits	1.8	1.8			
24.5	Jct. Road North	.9	0.9			
28.0	Watova	3.5	3.5			
29.4	Rogers County Line	1.4	1.4			
34.6	Talala	5.2	3.2		2.0	
40.7	Oclagah	6.1			6.1	
42.4	Jct. SH 88 South East	1.7			1.7	
46.9	Tulsa County Line	4.5			4.5	
50.7	Collinsville - 0.5 West -Jct. US 75 & SH 20	3.8			3.8	
54.1	Jct. SH 20 East	3.4	3.4			
58.3	Owasso	4.2	4.2			
61.1	Jct. US 75 South	2.8	2.8			
68.0	Jct. SH 11 North	6.9			6.9	
68.3	North City Limits, Tulsa	.3	0.3			
70.7	Jct. US 75 East & West, In Tulsa. Peoria & 2nd Street	2.4	2.4			
70.8	Jct. SH 33, East & West, Peoria & 3rd Street	0.1	0.1			
71.4	Jct. US 66 East & West, Peoria & 11th Street	0.6	0.6			
71.9	Jct. US 64 & SH 51 East & West Peoria & 15th Street	0.5	0.5			
	TOTAL	71.9	26.2	10.6	35.1	

TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
	U. S. HIGHWAY NO. 177					
0.0	Kansas State Line	0.0				
7.0	Braman	7.0	7.0			
10.5	Sumpter	3.5	3.5			
15.6	North City Limits	5.1	5.1			
16.2	Blackwell Jct. SH 11	.6	0.6			
17.7	South City Limits	1.5	1.5			
24.8	Jct. US 60 East	7.1	7.1			
25.3	East City Limits	.5	0.5			
26.4	Tonkawa Jct. US 60	1.1	1.1			
26.9	South City Limits	.5	0.5			
30.8	Jct. F.A.S.	3.9	3.9			
33.8	Three Sands County Line	3.0	3.0			
36.9	Jct. US 77 East & South	3.1	3.1			
	TOTAL	36.9	36.9			
	U. S. HIGHWAY NO. 183					
0.0	Kansas State Line	0.0				
10.5	Jct. US 64 East	10.5		10.5		
11.3	North City Limits	.8	0.2	0.6		
11.6	Buffalo	.3	0.3			
12.0	South City Limits Jct. US 64 West	.4	0.2	0.2		
29.2	Woodward County Line	17.2		17.2		
30.6	Jct. US 270 West & SH 3 West	1.4		1.4		
31.6	Supply	1.0		1.0		
44.6	Jct. SH 15 West	13.0		13.0		
45.4	Jct. West City Limits	.8		0.8		
46.6	Woodward Jct. SH 15 East	1.2	1.2			
47.3	South City Limits	.7	0.7			
50.3	Jct. SH 34 South	3.0		3.0		
78.0	Major County Line	27.7		27.7		
79.4	Dewey County Line	1.4		1.4		
80.3	Selling	.9		0.9		
80.6	South City Limits Jct. US 270-281 SH 51 & 3 South	.3		0.3		
82.3	Jct. US 60 West	1.7				1.7
89.7	North City Limits	7.4		1.0		6.4
89.9	Taloga	.2	0.2			
90.2	South City Limits	.3	0.3			
102.9	Putnam	12.7		12.7		
104.9	Jct. SH 47 West	2.0		2.0		
105.9	Custer County Line	1.0		1.0		
116.0	Jct. SH 33 East	10.1			10.1	
118.0	Jct. SH 33 West	2.0		2.0		
122.0	North City Limits	4.0		4.0		
122.3	Arapaho	.3		0.3		
122.6	South City Limits	.3	0.3			
125.6	North City Limits	3.0	3.0			
126.6	Jct. US 66 City Route West	1.0	1.0			
126.8	Clinton Jct. US 66 East	.2	0.2			
127.8	South City Limits	1.0	1.0			
129.9	Jct. West to US 66	2.1	2.1			
130.4	Washita County Line	.5	0.5			
135.9	Jct. West to Bessie	5.5			5.5	
141.8	North City Limits	5.9			5.9	
142.8	Cordell Jct. SH 41	1.0	0.7		0.3	
143.1	South City Limits	.3	0.3			
153.2	Jct. SH 55 West	10.1			10.1	
153.5	Rocky	.3			0.3	
156.3	Kiowa County Line	2.8			2.8	

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
159.4	Jct. SH 9 East	3.1	3.1			
162.3	Jct. SH 99 Alt. Route West City	2.9	2.9			
162.8	Jct. SH 9 West	.5	0.5			
174.7	North City Limits	11.9	11.9			
175.2	Roosevelt	.5		0.5		
186.9	Mt. Park	11.7		11.7		
189.0	North City Limits	2.1		2.1		
190.0	Snyder Jct. US 62 East & West	1.0	1.0			
190.2	South City Limits	.2	0.2			
194.3	Tillman County	4.1	4.1			
200.5	Mainton Jct. Farm-Market West	6.2		6.2		
207.7	North City Limits	7.2		7.2		
208.8	Frederick Jct. SH 5 East & West	1.0	1.0			
209.7	South City Limits	1.0	1.0			
219.5	North City Limits	9.8	3.4	6.4		
219.9	Davidson	.4	0.4			
222.8	Texas State Line South End Bridge	2.9	2.9			
	TOTAL	222.8	22.1	129.9	62.7	8.1
	U. S. HIGHWAY NO. 266					
0.0	Jct. US 62 in Henryetta	0.0				
1.2	Dewar	1.2	1.2			
9.5	McIntosh County Line	8.3	8.3			
20.2	Jct. SH 72 North	10.7		10.7		
27.1	West City Limits	6.9		6.9		
27.6	Checotah - Jct. US 69	.5	0.3	0.2		
28.1	East City Limits	.5	0.1	0.4		
37.6	Muskogee County Line	9.5		9.5		
40.6	Jct. SH 2 South	3.0		3.0		
42.5	South City Limits	1.9		1.9		
43.0	Warner	.5		0.5		
43.2	Jct. US 64 North & East - SH 1 East	.2		0.2		
	TOTAL	43.2	9.9	33.3		
	U. S. HIGHWAY NO. 270					
0.0	Arkansas State Line	0.0				
5.6	Page	5.6			5.6	
11.3	Stapp	5.7			5.7	
19.3	Hodgens	8.0			8.0	
22.5	South City Limits	3.2			3.2	
23.3	Heavener	.8		0.8		
23.7	North City Limits	.4		0.4		
28.0	Jct. West to Howe	4.3		4.3		
30.6	Jct. Road East to Morris	2.6		2.6		
33.7	Jct. US 59 & 271 North	3.1		3.1		
39.5	Wister	5.8	5.8			
42.5	Victor	3.0		3.0		
45.6	Caston Jct. US 271 South	3.1		3.1		
50.0	Fanshaw	4.4		4.4		
51.0	Latimer County Line	1.0		1.0		
53.4	Hughes	2.4		2.4		
57.0	Denman	3.6		3.6		
59.7	Red Oak	2.7		2.7		
67.5	Panola	7.8		7.8		
72.3	East City Limits	4.8		4.8		
73.2	Wilburton	.9	0.9			
73.6	West City Limits	.4	0.4			
74.2	Jct. SH 2 South	.6		0.6		
86.0	Pittsburg County Line	11.8		11.8		

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
87.9	Ridgeway	1.9	1.9			
89.9	East City Limits	2.0	2.0			
90.7	Hartshorne	.8	0.8			
91.5	West City Limits	.8	0.8			
92.3	Haileyville	.8	0.8			
92.7	West City Limits	.4	0.4			
94.7	Dow	2.0	2.0			
98.0	Bache	3.3	3.3			
99.8	East City Limits	1.8	1.8			
100.3	Alderson	.5	0.5			
100.6	West City Limits	.3	0.3			
102.5	South City Limits Krebs	1.9	1.9			
103.1	West City Limits Krebs	.6	0.6			
103.2	Jct. SH 31 East	.1	0.1			
104.1	East City Limits	.9	0.9			
105.7	McAlester Jct. US 69	1.6	1.6			
106.4	West City Limits	.7	0.7			
117.4	Arpelar	11.0	8.0	3.0		
120.7	Jct. Cabaniss North	3.3		3.3		
125.0	Hughes County Line	4.3	4.3			
126.0	Stuart	1.0	1.0			
135.6	Jct. US 75 South	9.6	9.6			
136.0	Calvin Jct. SH 12 West	.4	0.4			
144.8	Jct. US 75 North & SH 84 East	8.8	8.3		0.5	
152.8	East City Limits	8.0		8.0		
153.7	Holdenville Jct. SH 68 South East	.9	0.9			
154.9	West City Limits	1.2	1.2			
159.6	Seminole County Line	4.7		4.7		
159.8	Jct. SH 56 South	.2		0.2		
163.8	South City Limits	4.0	4.0			
164.8	Wewoka Jct. SH 56 North East	1.0	1.0			
165.3	West City Limits	.5		0.5		
175.6	East City Limits	10.3		10.3		
176.6	Seminole Jct. SH 99 North & South	1.0	1.0			
177.0	West City Limits	.4	0.4			
179.0	Jct. SH 9 East	2.0	2.0			
180.2	Jct. SH 9 West	1.2	1.2			
186.0	Pottawatomie County Line	5.8	5.8			
193.1	East City Limits	7.1	7.1			
193.8	Jct. SH 3 & 18 North	.7	0.7			
194.5	Shawnee .04 South Jct. SH 18	.7	0.7			
196.8	North City Limits Jct. SH 3 East	2.3	2.3			
203.9	Dale	7.1	5.0	2.1		
208.3	McCloud	4.4		4.4		
210.9	Oklahoma County Line	2.6		2.6		
211.9	Jct. SH 3 West	1.0		1.0		
215.3	South City Limits	3.4	1.4	2.0		
215.8	Harrah Jct. US 62 & SH 1 East	.5	0.5			
221.8	Choctaw	6.0	6.0			
225.1	Nicoma Park	3.3	3.3			
228.1	Jct. North to Spencer	3.0	3.0			
233.0	East City Limits	4.9	4.9			
235.0	State Capitol Jct. US 66 & 77 North	2.0	2.0			
235.6	Jct. US 77 South	.6	0.6			
235.7	Jct. US 62 South(Okla. City 1.7 South)	.1	0.1			
238.5	Jct. SH 74 South	2.8	2.8			
238.8	North City Limits	.3	0.3			
239.8	Jct. US 66 Belt Line East & 74 North (39th Street & May Avenue)	1.0	1.0			
243.3	Bethany	3.5	3.5			
243.8	West City Limits	0.5	0.5			
245.8	Canadian County Line	2.0	2.0			
249.8	Jct. 10th Street Cut-Off	4.0	2.6	1.4		
250.0	East City Limits Jct. SH 4 North	.2		0.2		

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
250.5	Yukon	.5	0.5			
251.0	West City Limits	.5	0.5			
261.1	Jct. US 81 South	10.1		10.1		
262.9	East City Limits	1.8		1.8		
263.5	El Reno	.6	0.6			
263.7	Jct. US 81 North	.2	0.2			
264.4	West City Limits	.7	0.7			
272.6	Jct. US 66 West	8.2	8.2			
277.3	Calumet	4.7	4.7			
288.5	Blaine County	11.2		11.2		
288.8	Jct. US 281 SH 8 South	.3		0.3		
289.3	Geary	.5	0.5			
289.8	North City Limits	.5	0.5			
296.7	Greenfield	6.9		6.9		
305.8	Jct. SH 33 East (Watonga 0.7 East)	9.1		9.1		
315.2	Jct. SH 58 North & SH 33 South-West	9.4	9.4			
318.7	Dewey County Line	3.5	3.5			
324.0	Jct. Oakwood West	5.3	5.3			
335.4	Jct. SH 51 East	11.4	11.4			
343.4	Jct. US 60 West, South City Limits Seiling	8.0	8.0			
343.7	Seiling	.3	0.3			
344.0	North City Limits	.3	0.3			
344.7	Major County Line	.7	0.7			
346.1	Woodward County Line	1.4	1.4			
373.8	Jct. SH 34 South	27.7	27.7			
376.8	South City Limits, Woodward	3.0	3.0			
377.5	Woodward Jct. SH 15 East	.7	0.7			
378.7	West City Limits	1.2	1.2			
379.5	Jct. SH 15 West	.8	0.8			
392.5	Supply	13.0	13.0			
393.5	Jct. SH 34 & US 183 North	1.0	1.0			
394.9	Ellis County Line	1.4			1.4	
396.7	Harper County Line	1.8			1.8	
398.8	Dunlap	2.1			2.1	
403.0	May Jct. SH 46 North	4.2			4.2	
411.2	Jct. US 283 North	8.2			8.2	
417.6	Beaver County Line	6.4			6.4	
423.6	Slapout	6.0			6.0	
446.3	Elmwood Jct. SH 3 & SH 15 South	22.7			22.7	
459.9	South City Limits	13.6			13.6	
460.7	Beaver City	.8			0.8	
461.2	North City Limits	.5	0.5			
467.2	Jct. US 64 East	6.0		6.0		
468.2	East City Limits	1.0		1.0		
468.4	Forgan	.2		0.2		
469.1	West City Limits	.7		0.7		
487.5	Jct. US 64 South & US 83 North & South	18.4		18.4		
494.4	Kansas State Line	6.9				6.9
	TOTAL	494.4	160.1	153.3	84.4	89.7	6.9

U. S. HIGHWAY NO. 271

0.0	Arkansas State Line	0.0				
.7	Arkoma	.7			0.7	
7.0	Braden	6.3			6.3	
15.4	Spiro	8.4			8.4	
18.3	Jct. US 59 West	2.9	2.9			
21.7	Jct. SH 31 West	3.4	3.4			
23.3	Panama	1.6	1.6			
26.0	Jct. Shady Point	2.7	2.7			

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
31.3	North City Limits	5.3	0.9	1.0	3.4	
32.3	Poteau	1.0	1.0			
33.1	West City Limits	.8	0.8			
35.1	Jct. US 270 & 59 East	2.0	2.0			
40.9	Wister	5.8	5.8			
47.0	Canton, Jct. US 270 West	6.1		6.1		
52.2	Summerfield	5.2			5.2	
72.6	Talihina Jct. SH 63 West	20.4			20.4	
73.2	Jct. SH 63 East	.6	0.6			
78.2	Pushmataha County Line	5.0			5.0	
81.5	Albion	3.3			3.3	
86.5	Kiamichi	5.0			5.0	
92.3	Tuskahoma	5.8			5.8	
97.4	Jct. SH 2 West & North Hurd	5.1			5.1	
113.7	Snow	16.3			16.3	
121.3	Finley	7.6			7.6	
131.5	East City Limits Jct. SH 7 East	10.2		10.2		
132.3	Antlers	.8	0.8			
132.5	Jct. SH 3 West	.2	0.2			
132.8	South City Limits	.3		0.3		
137.7	Choctaw County Line	4.9		4.9		
145.8	Jct. US 70 West	8.1		8.1		
151.8	West City Limits	6.0	6.0			
152.7	Hugo	.9	0.9			
153.5	South City Limits	.8	0.8			
155.0	Jct. SH 2-A West	1.5	1.5			
158.0	Grant	3.0		3.0		
163.3	Texas State Line South End Bridge	5.3		5.3		
	TOTAL	163.3	15.8	14.6	55.8	77.1

U. S. HIGHWAY NO. 277

0.0	Jct. US 77 & 62 Oklahoma City 29th Street & Robinson Avenue	0.0				
.8	Jct. SH 74 South - 29th Street & Western Ave.	.8	0.8			
2.6	West City Limits	1.8	1.8			
2.8	Jct. SH 74 North - 29th Street & May Avenue	.2	0.2			
5.0	Jct. SH 41 West	2.2	2.2			
8.3	Cleveland County Line	3.3	3.3			
13.0	South Canadian Bridge - McClain County Line	4.7	4.7			
14.2	Jct. SH 37 West	1.2	0.6		0.6	
17.2	New Castle	3.0			3.0	
21.8	Jct. SH 9 East	4.6	0.9		3.7	
26.4	Blanchard	4.6	4.6			
27.5	Grady County	1.1	1.1			
32.0	Middleburg	4.5	4.5			
38.9	Tabler, Jct. SH 39 East	6.9	6.9			
43.2	Jct. SH 92 North	4.3	4.3			
45.2	East City Limits	2.0	2.0			
45.4	Chickasha Jct. SH 9, US 62 & US 81 West	.2	.2			
46.7	South City Limits	1.3		1.3		
49.5	Jct. SH 19 East	2.8		2.8		
52.0	Jct. US 81 South	2.5		2.5		
61.6	Caddo County Line	9.6		9.6		
64.5	Cement	2.9		2.9		
68.9	Jct. SH 8 North	4.4		4.4		
69.1	Jct. SH 54 West, North City Limits Cyril	0.2		.2		

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TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
.1	Cyril	.2		0.2		
.9	South City Limits, Cyril	0.3		0.3		
10.0	Comanche County Line	3.3		3.3		
12.4	Fletcher	2.4		2.4		
16.5	Elgin Jct. SH 17 East	4.1		4.1		
21.7	Jct. US 62 & 281 North, Porter Hill	5.3		5.3		
26.9	Jct. SH 49 West	5.2		5.2		
33.1	Jct. US 62 West	6.2	5.9	0.3		
33.7	North City Limits	.6	.6			
34.6	Lawton	.9	.9			
35.2	Jct. SH 7, South City Limits	.6	.6			
36.5	Jct. SH 36 North	1.3			1.3	
41.4	Jct. SH 36 West	4.9			4.9	
43.1	Geronimo East 0.7	1.7		1.6	0.1	
45.6	Cotton County Line	2.5		2.5		
51.7	Jct. SH 5 East	6.1		6.1		
54.3	Emerson Jct. SH 5 West	2.6		2.6		
60.4	Cookietown	6.1		6.1		
67.1	Jct. SH 32 West to Randlett 0.7	6.7		6.7		
67.3	Jct. US 70 & SH 32 East	.2		0.2		
72.5	Jct. SH 36 North	5.2		5.2		
74.7	Texas State Line South End Bridge	2.2		2.2		
	TOTAL	137.7	46.1	78.0	13.6	

U. S. HIGHWAY NO. 281

0.0	Kansas State Line	0.0				
7.0	Jct. SH 11 East	7.0				
14.0	Jct. US 64 East	7.0		7.0		
14.8	Center City Alva	.8	0.8			
15.0	Jct. US 64 West	.2	0.2			
15.3	South City Limits	.3		0.3		
23.0	Hopeton	7.7		7.7		
29.2	Jct. SH 45 East	6.2		6.2		
40.9	North City Limits	11.7	11.7			
41.1	Waynoka, Jct. SH 14 West End of SH 45	.2	0.2			
41.6	South City Limits	.5	0.5			
46.9	Major County Line	5.3	0.8	4.5		
52.9	Jct. SH 15 East & West	6.0		1.0	5.0	
67.9	Chester Jct. US 60 East	15.0			9.9	5.1
71.7	Dewey County Line	3.8				3.8
73.9	Jct. US 270 & 183 North	1.2			1.2	
74.2	South City Limits, Seiling	.3		0.3		
82.2	Jct. SH 51 East	8.0		8.0		
98.9	Blaine County Line	16.7	16.7			
102.4	Jct. SH 58 North & SH 33 West	3.5	3.5			
102.8	Jct. SH 33 East Watonga 0.7 North East	9.4		9.4		
113.9	Greenfield	9.1		9.1		
120.8	North City Limits	6.9		6.9		
127.3	Geary	.5	0.5			
127.8	South City Limits Jct. US 270 East	.5	0.5			
128.5	Canadian County Line	0.7			.7	
133.6	Jct. US 66 East & SH 1	5.1			5.1	
134.8	West End Bridge Caddo County	1.2	1.2			
136.6	Jct. US 66 & SH 1 West	1.8	1.8			
140.8	North City Limits	4.2		4.2		
141.3	Hinton Jct. SH 37	.5	0.5			
141.8	South City Limits	.5	0.5			
149.0	Jct. Lookeba	7.2		1.8	5.4	
153.1	North City Limits, Binger	4.1			4.1	

(Continued on next page)

TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
153.3	Binger Jct. SH 41 West	0.2		0.2		
153.6	East City Limits, Binger	0.3	0.1	0.2		
158.2	Jct. SH 41 North East	4.6		4.6		
165.2	North City Limits, Gracemont	7.0		7.0		
165.3	Gracemont	0.1		0.1		
165.4	South City Limits, Gracemont	0.1		0.1		
173.3	North City Limits, Anadarko	7.9		7.9		
173.6	Anadarko	0.3	0.3			
173.8	Jct. US 62 East	0.2	0.2			
174.6	South City Limits	0.8	0.8			
182.1	Jct. SH 9 West	7.5		7.5		
192.3	Jct. SH 54 East	10.2		10.2		
192.5	East City Limits	0.2	0.2			
193.0	Apache, Jct. SH 54 West	0.5	0.5			
193.2	South City Limits	0.2	0.2			
196.6	Comanche County Line	3.4		3.4		
201.6	Jct. US 277 East, Porter Hill	5.0		5.0		
206.8	Jct. SH 49 West	5.2	5.2			
213.0	Jct. US 62 West	6.2	5.9	0.3		
213.6	North City Limits	0.6	0.6			
214.5	Lawton	0.9	0.9			
215.1	South City Limits Jct. SH 7 East & West	0.6	0.6			
216.4	Jct. SH 36 North	1.3		1.3		
221.3	Jct. SH 36 West	4.9		4.9		
223.0	Jct. Geronimo 0.7 East	1.7	1.6	0.1		
225.5	Cotton County Line	2.5	2.5			
231.6	Jct. SH 5 East	6.1	6.1			
234.2	Emerson Jct. SH 5 West	2.6	2.6			
240.3	Cookietown	6.1	6.1			
247.0	Jct. SH 32 West to Radlett 0.7	6.7	6.7			
247.2	Jct. US 70 & SH 32 East	0.2	0.2			
252.4	Jct. SH 36 North	5.2	5.2			
254.6	Texas State Line	2.2	2.2			
	TOTAL	254.6	38.0	88.1	97.7	21.9	8.9

U. S. HIGHWAY NO. 283

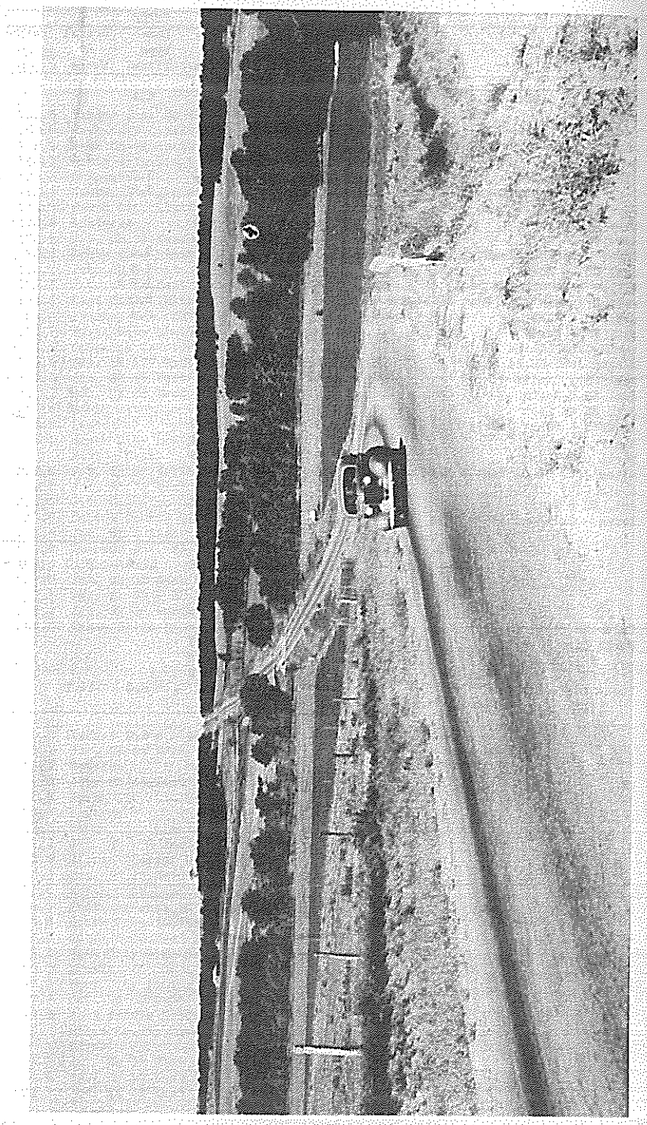
0.0	Kansas State Line	0.0					
12.1	Jct. US 64 West	12.1				12.1	
13.9	Roaston	1.8		1.8			
15.6	Jct. US 64 East	1.7		1.7			
22.5	North City Limits	6.9		6.9			
22.9	Laverne	0.4	0.4				
23.1	South City Limits	0.2	0.2				
28.9	Jct. US 270 West	5.8				5.8	
30.9	Ellis - Harper County Line	2.0				2.0	
43.9	Jct. SH 15 West	13.0				13.0	
52.6	North City Limits	8.7				8.7	
52.9	Shattuck Jct. SH 15 East	0.3	0.3				
53.6	South City Limits	0.7	0.7				
62.5	Jct. US 60 West	8.9			8.9		
68.1	West City Limits	5.6				5.6	
68.5	Arnett	0.4				0.4	
68.8	East City Limits	0.3				0.3	
69.2	Jct. US 60 East	0.4				0.4	
88.0	Pack Saddle Bridge, Roger Mills-Ellis County Line, South Canadian River	18.8					18.8
93.2	Jct. SH 33 West	5.2			5.2		
94.4	Roll SH 47 East	1.2			1.2		
102.1	Jct. SH 33 East	7.7			7.7		

(Continued on next page)

TOTAL MILES	TOWNS	TYPES: Conc., Brick	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
106.5	North City Limits	4.4		4.4		
106.8	Cheyenne	0.3	0.3			
107.1	South City Limits	0.3	0.3			
118.3	Jct. Berlin 1.7 East	11.2			11.2	
120.3	Beckham - Roger Mills County Line	2.0			2.0	
121.3	Jct. SH 73 East	1.0		1.0		
128.5	Jct. US 66 East, North City Limits	7.2		7.2		
129.6	Sayre Jct. SH 41 East	1.1	1.1			
130.1	West City Limits	0.5	0.5			
131.6	Jct. US 66 West	1.5	1.5			
144.5	Greer - Beckham County Line	12.9		7.8	5.1	
148.9	Jct. SH 34 North	4.4		4.4		
150.5	Willow West 0.5 (SH 34-A)	1.6		1.6		
153.5	Jct. Brinkman 1.3 (West SH 34-B)	3.0		3.0		
157.2	Jct. SH 9 East	3.7	3.3	0.4		
160.8	Jct. SH 9 West	3.6	3.6			
162.0	North City Limits	1.2	1.2			
162.8	Mangum Jct. SH 34 South	0.8	0.8			
163.4	East City Limits	0.6	0.6			
171.0	Jct. SH 6 North	7.6			7.6	
173.8	Jct. SH 44 East	2.8			2.8	
176.8	Jackson - Greer County Line	3.0	3.0			
179.2	Blair	2.4	2.4			
188.1	North City Limits	8.9	8.9			
188.8	Altus Jct. US 62 East & West	0.7	0.7			
189.3	South City Limits	0.5	0.5			
197.8	Jct. SH 5 East	8.5	8.5			
203.3	Texas - Oklahoma State Line	5.5	5.5			
	TOTAL	203.3	5.9	48.8	52.8	77.0	18.8

U. S. HIGHWAY NO. 287

0.0	Colorado State Line	0.0				
17.7	North City Limits	17.7	17.7			
18.5	Jct. SH 3 & 64 East, Bois City	0.8	0.8			
19.4	Jct. SH 3 & US 64 East	0.9	0.9			
41.5	Texas State Line	22.1			8.0	14.1
	TOTAL	41.5	19.4	8.0	14.1	



View on U.S. Highway No. 277, Grady County (P.R.A. Photo.)

LOGS OF STATE HIGHWAYS

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 1						
0.0	Texas State Line	0.0					
.6	Texola	.6	.6				
.9	East City Limits	.3	.3				
5.6	Jct. Farm-Market South	4.7	4.7				
7.1	West City Limits Erick	1.5	1.5				
7.7	Erick Jct. SH 30 North	0.6	0.6				
8.1	East City Limits	.4	.4				
21.1	Jct. US 283 South	13.0	7.5	5.5			
22.6	West City Limits	1.5		1.5			
23.1	Sayre Jct. SH 41 East	.5		.5			
24.2	North City Limits	1.1	1.1				
33.8	Jct. SH 34 South	9.6		9.6			
36.0	Jct. SH-B West	2.2		2.2			
38.7	West City Limits	2.7		2.7			
39.8	Elk City	1.1	1.1				
40.6	North City Limits	.8	.8				
42.2	Jct. SH 34 North	1.6	1.6				
42.8	Washita - Beckham County Line	.6	.6				
47.6	Canute	4.8	4.8				
54.3	Foss 0.5 North	6.7	6.7				
56.3	Custer-Washita County Line	2.0	2.0				
66.1	Jct. US 183 South	9.8	9.8				
67.7	South City Limits	1.6	1.6				
68.2	Jct. US 183 South City	.5	.5				
68.8	Clinton	.6	.6				
69.1	East City Limits	.3	.3				
82.9	West City Limits	13.8	13.8				
83.4	Weatherford	.5	.5				
84.2	East City Limits	.8	.8				
88.5	Caddo-Custer County Line	4.3	4.3				
91.0	Jct. Hydro 0.9 North	2.5	2.5				
91.5	Jct. SH 54 South	.5	.5				
102.2	Jct. Bridgeport 1.0 North East	10.7	10.7				
104.2	Jct. US 281 South	2.0	2.0				
106.0	South Canadian River Bridge	1.8	1.8				
107.2	Jct. US 281 North	1.2	1.2				
117.5	Jct. Farm-Market South	10.3	10.3				
118.7	Jct. US 270 North	1.2	1.2				
126.6	West City Limits	7.9	7.9				
127.6	Jct. US 81 North	1.0	1.0				
127.8	El Reno	.2	.2				
128.4	East City Limits	.6	.6				
130.2	Jct. US 81 South	1.8			1.8		
137.3	Jct. Farm-Market South(Cimarron-Field 1.1 South)	7.1			7.1		
140.3	West City Limits	3.0			3.0		
140.8	Yukon	.5	.5				
141.3	East City Limits	.6	.5				
141.5	Jct. 10th Street Cut-Off Farm-Market	.2			.2		
145.5	Oklahoma-Canadian County Line	4.0	2.6		1.4		
147.5	West City Limits	2.0	2.0				
148.0	Bethany	.5	.5				
151.5	Jct. SH 74 North & South	3.5	3.5				
152.5	North City Limits	1.0	1.0				
152.8	Jct. SH 74 South	.3	.3				
155.6	Jct. US 62 South	2.8	2.8				
155.7	Jct. US 77 South	.1	.1				
156.3	State Capitol Jct. US 77 & 66 North	.6	.6				
158.3	East City Limits	2.0	2.0				
163.3	Jct. County Road North Spencer	5.0	5.0				
166.2	Nicoma Park	2.9	2.9				

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
169.5	Choctaw	3.3	3.3				
175.5	Harrah Jct. US 270 South	6.0	6.0				
177.1	Lincoln-Oklahoma County Line	1.6	1.6				
191.2	Meeker	14.1	14.1				
191.6	Jct. SH 18 North & South	.4	.4				
203.4	West City Limits	11.8	6.4		5.4		
203.8	Prague, Jct. SH 99 North & South	.4	.4				
204.2	East City Limits	.4	.4				
207.4	Okfuskee-Lincoln County Line	3.2			3.2		
211.0	Paden	3.6			3.6		
217.0	Boley	6.0			6.0		
222.2	Jct. SH 27 North Farm-Market South	5.2			5.2		
222.8	Castle	.6			.6		
228.5	North City Limits	5.7			5.7		
228.8	Jct. SH 56 West Okemah 0.6 South	.3			.3		
229.1	East City Limits	.3	.3				
231.3	Jct. SH 56 North	2.2	2.2				
239.7	Jct. US 75 South (Pharaoh 0.6 South)	8.4	5.6	2.8			
241.6	Okmulgee-Okfuskee County Line	1.9		1.9			
246.5	West City Limits	4.9		4.9			
247.1	Jct. SH 52 North & South	.6	.6				
247.8	Henryetta	.7	.7				
249.0	North City Limits	1.2	1.2				
249.8	Jct. US 75 & 62 North	.8	.8				
251.0	Dewar	1.2	1.2				
259.3	McIntosh-Okmulgee County Line	8.3	8.3				
270.0	Jct. SH 72 North	10.7			10.7		
276.9	West City Limits	6.9			6.9		
277.4	Checotah Jct. US 69 North & South	.5	.3		.2		
277.9	East City Limits	.5	.1		.4		
287.4	Muskogee-McIntosh County Line	9.5			9.5		
290.4	Jct. SH 2 South	3.0			3.0		
292.3	South City Limits	1.9			1.9		
292.8	Warner	.5			.5		
293.0	Jct. US 64 North	.2			.2		
293.3	East City Limits, Warner	.3			.3		
303.3	Webber Falls	10.0	10.0				
303.5	Arkansas River Bridge, East City Limits Sequoyah County Line	.2	.2				
305.0	Gore, Jct. SH 10 North West	1.5			1.5		
314.2	Vian	9.2			9.2		
324.5	Jct. US 59 South, West City Limits	10.3	8.2		2.1		
325.7	Sallisaw Jct. US 59 North	1.2	1.2				
326.3	South City Limits	.6	.6				
338.2	Muldrow	11.9			11.9		
348.3	Arkansas State Line	10.1			10.1		
	TOTAL	348.3	204.8	45.1	98.4		
	STATE HIGHWAY NO. 2						
0.0	Texas State Line	0.0					
5.3	Grant	5.3			5.3		
8.3	Jct. SH 2-A West Goodland 2.0 West	3.0			3.0		
9.8	South City Limits	1.5			1.5		
10.6	Hugo	.8	.8				
11.5	West City Limits	.9	.9				
17.5	Jct. US 70 West	6.0		6.0			
25.6	Pushmataha-Choctaw County Line	8.1			8.1		
30.5	South City Limits	4.9			4.9		
30.8	Jct. SH 3 West	.3			.3		

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES				
			Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
31.0	Antlers	.2	.2				
31.8	East City Limits	.8	.8				
42.0	Finley	10.2			10.2		
49.6	Snow	7.6				7.6	
65.9	Jct. US 271 East	16.3				16.3	
68.8	Clayton	2.9			2.9		
69.2	Jct. County Road North West	.4			.4		
76.1	Latimer-Pushmataha County Line	6.9			1.7	5.2	
78.1	Jct. County Road West	2.0				2.0	
80.6	Jct. SH 63 East	2.5				2.5	
92.7	Damon	12.1				12.1	
98.4	Jct. US 270 West	5.7				5.7	
99.0	West City Limits	.6			.6		
99.2	Jct. US 270 East Wilburton 0.2 East	.2	.2				
106.5	Robber's Cave State Park	6.3				6.3	
112.5	Haskell-Latimer County Line	7.0				7.0	
119.1	Jct. SH 31 West	6.6				6.6	
124.0	West City Limits	4.9				4.9	
124.2	Kinta	.2				.2	
124.7	Jct. SH 31 East	.5				.5	
135.2	Whitefield Jct. SH 9 East & West	10.5				10.5	
136.0	Muskogee-Haskell County Line	.8			.8		
138.4	Briartown	2.4			2.4		
142.8	Porum	4.4			4.4		
151.1	Jct. US 266 & SH 1 West	8.3			8.3		
153.0	South City Limits	1.9			1.9		
153.5	Warner	.5			.5		
153.7	Jct. US 64-SH 1 & 10 East	.2			.2		
161.6	Keefton	7.9	7.9				
172.5	South City Limits	10.7	10.7				
173.7	Jct. US 62-69 West Muskogee 0.2 West	1.4	1.4				
175.8	East City Limits	2.1	2.1				
176.7	Bacon Jct. US 62 East	.9	.9				
179.8	Wagoner-Muskogee County Line (Wybark)	3.1			3.1		
182.8	Okay	3.0			3.0		
190.7	South City Limits	7.9			7.9		
192.1	Wagoner Jct. SH 51 East & West	1.4	1.4				
193.2	North City Limits	1.1	1.1				
200.2	Mayes-Wagoner County Line	7.0	4.5		2.5		
206.4	Jct. SH 33 West	6.2	6.2				
208.1	Choteau Jct. SH 33 East	1.7	1.7				
216.1	South City Limits	8.0	8.0				
216.6	Pryor Jct. SH 20 East & West	.5	.5				
217.3	North City Limits	.7	.7				
226.2	Adair	8.9	8.9				
231.7	Craig-Mayes County Line	5.5	5.5				
233.8	Big Cabin	2.1	2.1				
240.1	Jct. US 60 & 66 West	6.3	6.3				
243.2	South City Limits	3.1	3.1				
243.9	Vinita Jct. US 59-66-69 East	.7	.7				
244.7	North City Limits	.8	.8				
255.3	Pryamia County Road East & West	10.6				10.6	
261.3	Welch, Jct. SH 10 East	6.0				6.0	
270.1	Kansas State Line	8.8				8.8	
	TOTAL	270.1	77.4	8.0	73.9	112.8	

STATE HIGHWAY NO. 2 A

0.0	Jct. US 271 & SH 2 South Hugo	0.0					

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES				
			Brick, Conc.	High-type Bitum.	Low-type Bitum.	Gravel or Stone	Earth
2.0	Goodland School	2.0				2.0	
	TOTAL	2.0				2.0	

STATE HIGHWAY NO. 3

0.0	Jct. US 271 & SH 2 Antlers	0.0					
.5	West City Limits	.5			.5		
9.2	Darwin Atoka-Pushmataha County Line	8.7			8.7		
14.3	Farris	5.1			5.1		
21.9	Lane	7.6			7.6		
31.9	Atoka	10.0			10.0		
32.1	Jct. US 69 & 75 South	.2	.2				
32.5	Jct. US 69 & 75 North	.4	.4				
36.9	Coal-Atoka County Line	4.4			4.4		
40.8	Lehigh	3.9			3.9		
43.4	Phillips	2.6			2.6		
44.6	South City Limits, Coalgate	1.2			1.2		
45.3	Jct. SH 43	.7	.7				
45.6	Coalgate Jct. Farm-Market South West	.3	.3				
46.5	West City Limits	.9	.9				
49.5	Jct. US 75 North	3.0	3.0				
54.8	Centrahoma	5.3			5.3		
59.1	Tupelo - Jct. SH 48 South	4.3			4.3		
65.6	Pontotoc-Coal County Line	6.6	1.4		5.1		
66.4	Stonewall	.8	.8				
75.2	Jct. SH 99 South Ahloso	8.8	8.8				
78.2	South City Limits, Ada	3.0	3.0				
78.7	Jct. SH 12 East	.5	.5				
79.2	Ada Jct. SH 19 West (SH 99 North)	.5	.5				
79.7	North City Limits	.5	.5				
90.3	Seminole-Pontotoc County Line	10.6	10.6				
91.0	Jct. SH 56 East	.7	.7				
94.9	South City Limits	3.9	3.9				
95.2	Konawa Jct. SH 39	.3	.3				
95.4	East City Limits	.2	.2				
105.8	Wolf	10.4	6.7	3.7			
110.0	Bowlegs	4.2	4.2				
113.0	Jct. SH 59 West	3.0	3.0				
115.2	South City Limits	2.2	2.2				
115.5	Seminole, Jct. US 270 East	.3	.3				
115.9	West City Limits	.4	.4				
117.9	Jct. SH 9 East	2.0	2.0				
119.1	Jct. SH 9 West	1.2	1.2				
124.9	Pottawatomie-Seminole County Line	5.8	5.8				
132.0	East City Limits, Shawnee	7.1	7.1				
132.7	Jct. US 270 West Shawnee 1.1 S. W.	.7	.7				
134.7	Jct. SH 18 North	2.0	2.0				
135.2	East City Limits	.5				.5	
135.8	Jct. US 270 South	.6				.6	
142.9	Dale	7.1	5.0	2.1			
147.3	McCloud	4.4		4.4			
149.9	Oklahoma-Pottawatomie County Line	2.6		2.6			
150.9	Jct. US 270 North	1.0		1.0			
163.9	Jct. Oklahoma City Air Depot	13.0	1.2	11.8			
168.9	Jct. Farm-Market South (S.E. 29th Street & Eastern Avenue)	5.0	5.0				
169.9	East Oklahoma City Limits	1.0	1.0				
171.1	Jct. US 77 South & North (S.W. 29th Street & South Robinson Avenue)	1.2	1.2				
171.9	Jct. SH 74 South	.8	.8				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
173.7	West City Limits	1.8	1.8				
173.9	Jct. US 277-62 South & West (S.W. 29th Street & South May Avenue)	.2	.2				
176.9	Jct. West 10th St., Farm-Market-South City Limits (n.w. 10th & May Avenue)	3.0	3.0				
177.9	Jct. US 270-66 & SH 1 East (N.W. 23rd & May Avenue)	1.0	1.0				
178.2	North City Limits, Oklahoma City	.3	.3				
179.2	Jct. SH 74 North (N.W. 39th & May Ave.) Jct. US 66, Belt Line East	1.0	1.0				
182.7	Bethany	3.5	3.5				
183.2	West City Limits	.5	.5				
185.2	Canadian-Oklahoma County Line	2.0	2.0				
189.2	Jct. Farm-Market South East	4.0	2.6	1.4			
189.4	East City Limits (SH 4 North)	.2		.2			
189.9	Yukon	.5	.5				
190.4	West City Limits	.5	.5				
193.4	Jct. South to Cimarron Field	3.0		3.0			
195.4	Jct. North to Banner	2.0		2.0			
200.5	Jct. US 81 South	5.1		5.1			
202.3	East City Limits	1.8		1.8			
202.9	El Reno	.6	.6				
203.1	Jct. US 81 North	.2	.2				
204.1	West City Limits	1.0	1.0				
212.0	Jct. US 66 West	7.9	7.9				
216.7	Calumet	4.7	4.7				
227.9	East City Limits	11.2			11.2		
228.2	Jct. SH 8 & US 281 South	.3			.3		
228.7	Geary	.5	.5				
229.2	North City Limits	.5	.5				
236.1	Greenfield	6.9			6.9		
245.2	Jct. SH 33 East Watonga 0.7 North East	9.1			9.1		
254.6	Jct. SH 33 South West & SH 58 North	9.4		9.4			
258.1	Dewey County Line	3.5	3.5				
263.4	Jct. Oakwood West	5.3	5.3				
274.8	Jct. SH 51 East	11.4	11.4				
282.8	Jct. US 60 West, South City Limits	8.0		8.0			
283.1	Seiling	.3		.3			
283.4	North City Limits	.3		.3			
284.1	Major-Dewey County Line	.7		.7			
285.5	Woodward-Major County Line	1.4		1.4			
313.2	South City Limits	27.7		27.7			
313.9	Woodward Jct. SH 15 East	.7	.7				
315.1	West City Limits	1.2	1.2				
315.9	Jct. SH 15 West	.8		.8			
328.9	Supply	13.0		13.0			
329.9	Jct. US 183 North and SH 34	1.0		1.0			
331.3	Ellis-Woodward County Line	1.4					1.4
333.1	Harper-Ellis County Line	1.8					1.8
339.4	May Jct. SH 46 North	6.3					6.3
347.6	Jct. US 283 North	8.2					8.2
354.0	Beaver-Harper County Line	6.4					6.4
360.0	Slapout	6.0					6.0
382.7	Elmwood Jct. US 270 North, Jct. SH 15 South	22.7					22.7
399.9	Jct. US 83 North & South	17.2					17.2
406.9	Texas-Beaver County Line	7.0					7.0
420.1	Hardesty	13.2					13.2
422.9	Jct. SH 94 North	2.8					2.8
438.0	East City Limits Guymon Jct. US 54 North and West	15.1					15.1
438.4	Jct. US 54 South	.4		.4			
438.8	Guymon	.4	.4				
439.2	Jct. City Route East	.4		.4			

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
439.4	North City Limits	.2		.2			
443.0	County Road North	3.6		3.6			
466.7	Jct. Eva 2.4 North	23.7		23.7			
473.7	Cimarron-Texas County Line	7.0		7.0			
485.7	Jct. Keys 3.5 North	12.0		12.0			
488.7	Willow River	3.0		3.0			
499.4	Jct. US 287 South East	10.7		10.7			
500.3	East City Limits	.9		.9			
501.1	Boise City Jct. US 64 West	.8		.8			
501.9	North City Limits	.8		.8			
519.6	Kansas State Line	17.7		17.7			
	TOTAL	519.6	141.3	182.9	87.3	108.1	
	STATE HIGHWAY NO. 4						
0.0	Jct. US 270 & SH 3 Yukon	0.0					
6.9-	Jct. Diagonal Road	6.9			6.9		
9.4	Piedmont	2.5			2.5		
	TOTAL	9.4			9.4		
	STATE HIGHWAY NO. 5						
0.0	Jct. US 283 South Altus	0.0					7.3
7.3	Jackson-Tillman County Line	7.3				4.6	
14.6	Jct. Tipton 0.5 North	4.6					13.4
25.3	West City Limits	13.4				.6	
25.9	Frederick Jct. US 183 North & South	.6					
26.5	East City Limits	.6	.6				
45.4	Jct. SH 36 North	18.9			18.9		
46.7	Jct. SH 36 South	1.3			1.3		
47.9	Cotton-Tillman County Line	1.2			1.2		
60.1	Jct. Emerson US 281 & 277 South	12.2			12.2		
62.2	Jct. US 281 & 277 North	2.6		2.6			
67.9	West City Limits, Walters	5.2		5.2			
68.1	Jct. SH 53 East	.2		.2			
68.3	Walters	.2	.2				
68.9	West City Limits, Walters	.6	.6				
74.2	Newcome	5.3				5.3	
78.2	West City Limits	4.0				4.0	
78.6	Temple Jct. SH 65 East	.4				.4	
78.9	South City Limits	.3				.3	
86.5	Jefferson-Cotton County Line	7.6				7.6	
88.0	West City Limits	1.5				1.5	
88.4	Hastings	.4				.4	
88.8	East City Limits	.4				.4	
97.3	West City Limits	8.5				8.5	
97.9	Waurika, Jct. US 81 Alt.	.6				.6	
98.3	South City Limits Jct. US 70	.4	.4				
	TOTAL	98.3	1.8	8.0	33.6	34.2	20.7
	STATE HIGHWAY NO. 6						
0.0	Granite South	0.0					

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
7.1	Jct. US 283	7.1				7.1	
	TOTAL	7.1				7.1	
	STATE HIGHWAY NO. 7						
0.0	Arkansas State Line	0.0					
15.6	East City Limits	15.6				15.6	
16.3	Broken Bow Jct. SH 21 North & South	.7				.7	
16.5	West City Limits	.2				.2	
21.9	Jct. County Road South	5.4				5.4	
43.6	Pushmataha-McCurtain County Line	21.7	(This section is closed)				21.7
51.6	Jct. South to Carinne	8.0				8.0	
59.3	Jct. South to Rattan	7.7				7.7	
70.9	East City Limits	11.6				11.6	
71.0	Jct. US 271 & SH 2 North East	.1				.1	
71.8	Antlers	.8	.8				
72.0	Jct. US 271 South	.2	.2				
72.3	West City Limits	.3			.3		
81.0	Darwin Atoka-Pushmataha County Line	8.7			8.7		
86.1	Farris	5.1			5.1		
93.7	Lane	7.6			7.6		
103.7	Atoka	10.0			10.0		
103.9	Jct. US 69 North	.2	.2				
105.0	South City Limits Jct. US 69-75 South	1.1	1.1				
121.1	Johnston-Atoka County Line	16.1				16.1	
121.6	East City Limits	.5				.5	
122.1	Wapanucka Jct. SH 48 South	.5				.5	
122.6	West City Limits	.5				.5	
135.0	Jct. SH 99 North	12.4				12.4	
135.8	Jct. SH 99 South	.8			.8		
141.2	Regan	5.4				5.4	
150.2	South City Limits	9.0				9.0	
150.9	Mill Creek Jct. SH 12 South	.7				.7	
151.0	North City Limits	.1				.1	
158.2	Murray-Johnston Jct. SH 12 North	7.2				7.2	
163.3	East City Limits Sulphur	5.1		5.1			
164.4	Jct. SH 18 North	1.1	1.1				
164.8	Sulphur Jct. SH 18 South	.4	.4				
165.8	West City Limits	1.0	1.0				
173.1	East City Limits	7.3		7.3			
173.6	Davis Jct. US 77 North	.5	.5				
173.9	Jct. US 77 South	.3	.3				
174.1	West City Limits	.2			.2		
177.3	Garvin-Murray County Line	3.2			3.2		
187.3	Hennepin, Garvin-Carter County Line	10.0		10.0			
189.6	Alpers	2.3		2.3			
194.0	Tatums	4.4		4.4			
197.8	Jct. SH 76 North & South Ratcliff City	3.8		3.8			
200.8	Stephens-Carter County Line	3.0		3.0			
207.6	Velma	6.8		3.8	3.0		
224.7	East City Limits	17.1	2.0	14.5	.6		
225.5	Duncan Jct. US 81 South	.8	.8				
226.7	North City Limits	1.2	1.2				
232.3	Jct. US 81 North	5.6	5.6				
242.4	Comanche-Stephens County Line	10.1	10.1				
246.4	Jct. SH 65 North & South	4.0	4.0				
256.5	East City Limits Jct. US 277-281 North	10.1	10.1				
257.4	Jct. SH 36 South & North West City L.	.9	.9				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
258.4	Turn North	1.0	1.0				
259.4	Jct. SH 36-A East & West	1.0	1.0				
260.4	Jct. US 62 East, and SH 7-A North	1.0	1.0				
272.3	Cache	11.9	10.9		1.0		
272.6	Jct. SH 49 North	.3	.3				
279.7	East City Limits	7.1	1.6		5.5		
279.9	Indiahoma	.2	.2				
280.2	West City Limits	.3	.3				
284.3	Kiowa-Comanche County Line	4.1	4.1				
291.8	East City Limits	7.5	7.5				
292.0	Snyder Jct. US 183 North & South	.2	.2				
292.3	West City Limits	.3	.3				
296.9	Tillman-Kiowa County Line	4.6		4.6			
300.1	Tillman-Kiowa County Line	3.2		3.2			
301.1	Jackson-Tillman County Line	1.0		1.0			
303.6	Headrick	2.5	2.5				
307.7	Ozark	4.1	4.1				
314.0	East City Limits	6.3	6.3				
314.7	Altus Jct. US 283 & SH 44	.7	.7				
315.4	West City Limits	.7	.7				
319.6	Jct. SH 44 South	4.2		4.2			
328.2	Jct. SH 34 North & South	8.6		8.6			
328.7	Duke	.5		.5			
328.9	West City Limits	.2		.2			
334.2	Harmon-Jackson County Line	5.3		5.3			
336.2	McQueen	2.0		2.0			
340.1	East City Limits	3.9		3.9			
340.4	Gould	.3			.3		
340.8	West City Limits	.4			.4		
348.3	East City Limits	7.5	3.5		4.0		
348.9	Jct. SH 30 North	.6	.6				
349.4	Hollis	.5	.5				
349.6	West City Limits	.2	.2				
353.8	Texas State Line	4.2		4.2			
	TOTAL	353.8	87.8	91.9	50.7	101.7	21.7
	STATE HIGHWAY NO. 7-A						
0.0	Jct. US 62 North	0.0					
1.0	To Military Reservation	1.0	1.0				
	TOTAL	1.0	1.0				
	STATE HIGHWAY NO. 8						
0.0	Oklahoma State Line near Kiowa, Kansas	0.0					
7.2	Jct. SH 11 West	7.2				7.2	
10.6	Burlington West City Limits	3.4				3.4	
10.8	Burlington Center of Town	.2				.2	
11.0	Burlington East City Limits	.2				.2	
14.3	Jct. SH 56 East	3.3				3.3	
15.5	Driftwood North City Limits	1.2				1.2	
15.6	Driftwood Center of Town	.1				.1	
15.8	Driftwood South City Limits	.2				.2	
21.4	Jct. SH 11 East US 64 West	5.6				5.6	
23.5	Cherokee North City Limits	2.1	1.1	1.0			
24.4	Cherokee Center of Town	.9	.9				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
114.0	South City Limits	7.5			7.5		
114.8	Anadarko 0.2 N. Jct. SH 8 & US 281 N.	.8	.8				
115.4	East City Limits Jct. SH 8 South	.6	.6				
123.6	Verden Grady-Caddo County Line	8.2	8.2				
123.9	East City Limits	.3	.3				
131.9	Jct. US 81 North	8.0	8.0				
132.3	North City Limits	.4	.4				
133.2	Chickasha Jct. US 81 & 277 South	.9	.9				
133.4	East City Limits	.2	.2				
135.4	Jct. SH 92 North	2.0	2.0				
139.7	Tabler, Jct. SH 39 East	4.3	4.3				
146.6	Middleburg	6.9	6.9				
151.1	McClain-Grady County Line-Jct. SH 76 South	4.5	4.5				
152.2	Blanchard	1.1	1.1				
156.8	Jct. US 62 & 277 North	4.6	4.6				
163.4	Jct. SH 74 South	6.6			6.6		
164.3	North End South Canadian Bridge	.9					.9
167.1	Jct. SH 74 North	2.8			2.8		
167.3	West City Limits	.2			.2		
168.3	Norman Jct. US 77 North	1.0	1.0				
168.6	Jct. US 77 South	.3	.3				
168.8	East City Limits	.2				.2	
185.8	Pottawatomie-Cleveland County Line	17.0				17.0	
187.4	Pink	1.6		1.6			
197.7	Jct. SH 18 North Tecumseh 0.2 South	10.3		10.3			
205.6	Earlsborough Jct.	7.9					7.9
207.1	Seminole-Pottawatomie County Line	1.5					1.5
210.7	Jct. US 270 North	3.6				3.6	
211.9	Jct. US 270 South	1.2	1.2				
213.6	Jct. SH 99 North & South	1.7		1.7			
225.0	Jct. SH 56 North & South	11.4			2.0	9.4	
227.0	Hughes-Seminole County Line	2.0				2.0	
238.4	Jct. US 75 North & South, 0.3 mi. N. to Wetumka	11.4				11.4	
250.8	West City Limits, Dustin	12.4				12.4	
251.4	Dustin	.6				.6	
251.9	East City Limits, Dustin	.5				.5	
254.5	McIntosh-Hughes County Line	2.6				2.6	
260.3	Jct. SH 52 South	5.8				5.8	
266.1	Raiford	5.8				5.8	
270.6	Vivian	4.5				4.5	
278.2	West City Limits	7.6				7.6	
278.5	Eufaula Jct. US 69 North	.3				.3	
279.0	South City Limits	.5	.5				
283.6	Pittsburg-McIntosh County Line	4.8	4.8				
285.1	Jct. US 69 South	1.3	1.3				
296.4	Haskell-Pittsburg County Line	11.3				11.3	
300.9	Jct. to Enterprise South	4.5				4.5	
302.0	Jct. County Road North	1.1					1.1
310.2	Whitefield, Jct. SH 2 N & S and SH 43 South West	8.2				2.0	6.2
316.0	West City Limits	5.8			5.8		
316.6	Stigler	.6	.6				
317.3	East City Limits	.7	.7				
326.7	Jct. SH 26 South	9.4		9.4			
328.2	West City Limits	1.5		1.5			
328.5	Keota	.3	.3				
329.1	East City Limits	.6				.6	
335.0	LeFlore-Haskell County Line	5.9				5.9	
338.1	Jct. US 59 North	3.1				3.1	
343.7	Jct. US 271 & 59 South	5.6				5.6	
346.6	Spiro	2.9	2.9				
355.0	Braden	8.4			8.4		

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
161.3	Arkoma	6.3			6.3		
162.0	Arkansas State Line	.7			.7		
	TOTAL	362.0	57.4	68.2	77.9	140.9	17.6
	STATE HIGHWAY NO. 10						
0.0	Jct. US 59 in Welch	0.0					
5.5	Ottawa-Craig County Line	5.5			5.5		
11.8	Jct. US 66 & 69 South	6.3			6.3		
13.8	Miami Jct. US 66 & 69 North	2.0	2.0				
14.7	East City Limits	.9	.9				
24.1	Jct. Farm-Market Road East	9.4			5.0	4.4	
29.1	Jct. US 60 East	5.0				5.0	
30.0	Jct. US 60 West, Wyandott	.9				.9	
40.8	Delaware-Ottawa County Line	10.8					10.8
46.0	Jct. SH 25 East (Closed)	5.2				5.2	
49.0	East City Limits	3.0				3.0	
49.3	Grove Jct. SH 25 West	.3				.3	
49.9	South City Limits	.6			.6		
61.4	East City Limits Jct. SH 20 East	11.5		8.6	1.4	1.5	
62.0	Jay	.6		.3	.3		
63.6	Jct. SH 20 West	1.6				1.6	
83.2	Jct. SH 33 West & East & SH 59 East	19.6				19.6	
86.6	Adair-Delaware County Line	3.4				3.4	
89.2	Cherokee-Adair County Line	2.6				2.6	
109.3	Jct. US 62 & SH 51 East	20.1				20.1	
111.5	East City Limits	2.2			2.2		
112.3	Tahlequah Jct. SH 51 West	.8			.8		
113.1	South City Limits	.8	.8				
126.0	Muskogee-Cherokee County Line	12.9			12.9		
132.9	Ft. Gibson	6.9			6.9		
135.1	Jct. US 62 West	2.2	2.2				
146.6	Braggs	11.5				11.5	
157.1	Sequoyah-Muskogee County Line	10.5				10.5	
159.2	Gore Jct. US 64	2.1				2.1	
	TOTAL	159.2	5.9	8.9	41.9	91.7	10.8
	STATE HIGHWAY NO. 11						
0.0	Jct. US 281 North Alva	0.0					
4.0	Jct. South to Capron	4.0				4.0	
6.0	Alfalfa-Woods County Line	2.0				2.0	
9.1	Jct. SH 8 North	3.1				3.1	
12.7	Burlington	3.6				3.6	
16.1	Jct. SH 58 E	3.4				3.4	
17.5	Driftwood	1.4				1.4	
23.3	Jct. US 64 West & South & SH 8 & SH 58 South	5.8				5.8	
34.3	Jct. South to Salt Plains Dam	11.0					11.0
37.3	Grant-Alfalfa County Line	3.0					3.0
42.3	Jct. F.A.S. North & South	5.0				.5	4.5
47.3	Jct. North to Wakita	5.0				5.0	
50.3	Jct. F.A.S.	3.0				3.0	
53.3	Jct. North to Clyde	3.0				3.0	
57.3	North West City Limits	4.0				4.0	
58.3	Jct. US 81 North, Medford 0.2 South	1.0				1.0	

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
25.0	Cherokee South City Limits	.6	.6				
29.5	Jct. US 64 SH 58 South	4.5	4.5				
32.9	Lambert East City Limits	3.4					3.4
33.1	Lambert Center of Town	.2					.2
33.3	Lambert West City Limits	.2					.2
42.3	Carmon North City Limits	9.0	.9				8.1
42.8	Carmen entrance SH 45 West	.5	.5				
43.0	Carmen Center of Town	.2	.2				
43.1	Carmen East City Limits	.8					.8
48.7	Aline Jct.	4.9					4.9
51.7	Coline Alfalfa-Major County Line	3.0					3.0
55.3	Cleo North City Limits	3.6					3.6
55.6	Cleo Center of Town	.3					.3
55.8	Cleo South City Limits	.2					.2
57.2	Jct. SH 15 US 60 East & West	1.4		1.4			
59.8	Orienta Jct. SH 15 West	2.6	2.6				
69.9	Fairview North City Limits Jct. SH 58 East US 60 West	6.1	6.1				
74.9	Jct. SH 58 North	9.0					9.0
82.5	County Line, Major-Blaine	7.6					7.6
85.4	Okeene North City Limits	2.9				2.9	
85.9	Okeene Center of Town Jct. SH 51 E.	.5	.5				
86.2	Okeene South City Limits	.3	.3				
89.9	Jct. SH 51 West	3.7				3.7	
97.8	Hitchcock North City Limits	7.8				7.8	
97.9	Hitchcock Center of Town	.2				.2	
98.2	Hitchcock South City Limits	.3				.3	
105.5	Jct. SH 8-A to Roman Nose State Park	7.3				7.3	
109.3	Watonga Jct. SH 33 0.2 South	3.8				3.8	
110.5	Watonga Jct. (SH 33 US-270-281 SH 3 W.)	1.2	.7		.2	.3	
119.6	Greenfield Jct.	9.1			9.1		
126.5	Geary North City Limits	6.9			6.9		
127.0	Geary Center of Town	.5	.5				
127.5	South City Limits Jct. US 270 SH 3 E.	.5	.5				
128.2	County Line Blaine-Canadian	.7				.7	
133.3	Jct. US 66 SH 1 East	5.1				5.1	
134.5	County Line Canadian-Caddo	1.2	1.2				
136.5	Jct. US 281-66 SH 1 West	1.8	1.8				
140.7	Hinton North City Limits	4.2		4.2			
141.0	Hinton Center of Town Jct. SH 37 E.	.5	.5				
141.5	Hinton South City Limits	.5	.5				
148.7	Lookeba	7.2		1.8	5.4		
152.8	Binger North City Limits	4.1			4.1		
153.0	Binger Center of Town Jct. SH 41 West	.2			.2		
153.3	Binger East City Limits	.3	.1		.2		
157.9	Jct. SH 41 East	4.6			4.6		
164.9	Gracemont North City Limits	7.0			7.0		
165.0	Gracemont Center of Town	.1			.1		
165.1	Gracemont South City Limits	.1			.1		
173.0	Anadarko North City Limits	7.9			7.9		
173.3	Anadarko Center of Town	.3	.3				
173.5	Anadarko Jct. SH 9 & US 62 West	.2	.2				
174.1	Anadarko East City Limits Jct. SH 9 East & US 62	.6	.6				
188.0	Jct. US 277 East	13.9				4.0	9.9
188.2	Cyril North City Limits Jct. SH 54 W.	.2		.2			
188.4	Cyril Center of Town	.2		.2			
188.7	Cyril South City Limits	.3		.3			
192.0	County Line Caddo-Comanche Counties	3.3		3.3			
194.4	Fletcher	2.4		2.4			
198.5	Elgin Jct. SH 17 East	4.1		4.1			
202.8	Jct. US 62-281 North (Porter Hill)	5.3		5.3			
209.0	Jct. SH 49 West	5.2		5.2			
215.2	Jct. US 62 West	6.2	3.9	.3			

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
215.8	Lawton North City Limits	.6	.6				
216.7	Lawton Center of Town	.9	.9				
217.3	Lawton South City Limits, Jct. SH 7 East and West	.6	.6				
218.6	Jct. SH 36 North	1.3			1.3		
223.5	Jct. SH 36 West	4.9			4.9		
225.2	Geronimo, East 0.7 mi.	1.7		1.6	.1		
227.7	County Line Comanche-Cotton	2.5		2.5			
233.8	Jct. SH 5 East	6.1		6.1			
236.4	Jct. SH 5 West Emerson	2.6		2.6			
249.2	Jct. SH 32 West to Randlett, 0.7 mi.	12.8		12.8			
249.4	Jct. US 70 SH 32 East	.2		.2			
254.6	Jct. SH 36 North	5.2		5.2			
256.8	State Line SH 8 US 70-277-281	2.2		2.2			
	TOTAL	256.8	33.1	62.9	52.1	57.5	51.2

STATE HIGHWAY NO. 8-A

0.0	Jct. SH 8 4 miles north Jct. SH 8 & SH 33 South East Watonga	0.0					
3.0	South East entrance Roman Nose State Park	3.0				3.0	
	TOTAL	3.0				3.0	

STATE HIGHWAY NO. 9

0.0	Texas State Line	0.0					
2.0	Madge	2.0				2.0	
2.9	Jct. SH 30 South	3.2				2.9	
5.1	Vinson	7.2				3.2	
15.3	Greer-Harmon County Line	2.0				7.2	
17.3	Reed	11.1		7.3		2.0	
28.4	Jct. US 283 South & SH 34 South	3.6		3.6		3.8	
32.0	Jct. US 283 & SH 34 North	7.0		7.0			
39.0	West City Limits	.2				.2	
39.2	Granite Jct. SH 6 South & North	2.9				2.9	
42.1	Kiowa-Greer County Line	4.8		4.8			
46.9	West City Limits	.3	.3				
47.2	Lone Wolf	.7	.7				
47.9	East City Limits Jct. SH 44 South	3.2		3.2			
51.1	Jct. SH 44 North	5.1		5.1			
56.2	West City Limits	.2		.2			
56.4	Jct. North to Hobart 0.5 Mi.	.3		.3			
56.7	East City Limits	1.7		1.7			
58.4	Jct. US 183 South	.5		.5			
58.9	Jct. City Route West	2.9		2.9			
61.8	Jct. US 183 North	10.5			10.5		
72.3	West City Limits	.2			.2		
72.5	Gotebo	.3			.3		
72.8	East City Limits	6.8			6.8		
79.6	West City Limits	.3			.3		
79.9	Mountain View	.2			.2		
80.1	East City Limits	7.1		7.1			
87.2	Caddo-Kiowa County Line	1.3			1.3		
88.5	Carnegie Jct. SH 54 North & South	11.1			11.1		
99.6	Fort Cobb	6.9			6.9		
106.5	Jct. US 281 & 62 South						

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
70.3	Deer Creek Jct. F.A.S.	12.0				12.0	
73.3	Kay-Grant County Line	3.0				3.0	
74.3	Jct. Nardin 0.4 South	1.0	1.0				
82.8	North City Limits	8.5	8.5				
83.8	Blackwell Jct. US 177	1.0	1.0				
84.5	East City Limits	.7	.7				
96.2	Jct. US 77 North	11.7	9.7	2.0			
103.6	Ponca City 0.8 West	7.4	7.4				
104.2	Jct. US 60 West	.6	.6				
105.1	Arkansas River, Osage-Kay County	.9	.9				
111.5	Jct. F. A. S. South	6.4			6.4		
123.2	West City Limits	11.7			11.7		
123.5	Burbank	.3			.3		
123.8	East City Limits	.3			.3		
126.2	Jct. SH 18 South	2.4			2.4		
128.0	Jct. SH 18 North	1.8			1.8		
146.4	West City Limits, Pawhuska	18.4		8.7	9.7		
147.1	Pawhuska	.7	.7				
147.4	Jct. SH 99 & US 60 North	.3	.3				
147.6	South City Limits, Pawhuska	.2	.2				
152.0	Jct. SH 99 South	4.4	4.4				
154.8	Pershing	2.8	2.8				
159.4	Tallant	4.6		4.6			
162.8	Barnsdall	3.4		3.4			
168.5	Wolco	5.7	5.7				
172.8	Avant	4.3	4.3				
178.8	Washington-Osage County Line	6.0	6.0				
180.1	Tulsa-Washington County Line	1.3	1.3				
184.1	Skiatook 0.1 West Jct. SH 20 West	4.0	4.0				
184.3	Jct. SH 20 East	.2	.2				
189.3	Sperry	5.0	5.0				
193.9	Turley	4.6	4.6				
197.0	Jct. US 169 North East	3.1	3.1				
197.3	North City Limits Tulsa	.3	.3				
199.7	Jct. US 75 E & W, Peoria Ave. & 2nd. Street	2.4	2.4				
199.8	Jct. SH 33 E & W, Peoria & 3rd. St.	.1	.1				
200.4	Jct. US 66 E & W, Peoria & 11th. St.	.6	.6				
200.9	Jct. US 64 & SH 51, Peoria & 15th. St.	.5	.5				
202.9	South City Limits	2.0	2.0				
204.4	51st. St. Bridge & Peoria West	1.5	1.5				
205.4	US 64 & SH 51, East 1 mi.	1.0	1.0				
211.3	Jenks	5.9	5.9				
217.7	Jct. South to Glen Pool 0.3	6.4	6.4				
219.0	Creek-Tulsa County Line	1.3			1.3		
221.9	Keifer, Jct. US 75	2.9				2.9	
	TOTAL	221.9	93.1	18.7	33.9	57.7	18.5

STATE HIGHWAY NO. 12

0.0	Jct. US 270 Calvin	0.0					
5.2	Atwood Jct. SH 68 North & South	5.2			5.2		
11.8	Pontotoc-Hughes County Line	6.6			6.6		
12.3	Jct. South Allen 0.3	.5			.5		
26.9	Jct. North to Oakman	14.6	1.0		13.6		
29.6	East City Limits, Ada	2.7	2.7				
30.4	Jct. SH 99 South	.8	.8				
30.9	Ada, Jct. SH 99 North	.5	.5				
31.6	West City Limits Jct. SH 13 & 19 West	.7	.7				
45.5	East City Limits	13.9		8.0	5.9		
46.1	Roff	.6			.6		

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
46.4	South City Limits	.3			.3		
48.4	Murray Jct. Pontotoc County Line	2.0			2.0		
50.9	Hickory Jct.	2.5			2.5		
53.8	Scullin Jct.	2.9			2.9		
54.7	Jct. SH 7 West Murray-Johnston County Line	.9			.9		
61.9	North City Limits	7.2				7.2	
62.0	Mill Creek Jct. SH 7 East, Farm-Market West	.1				.1	
62.7	South City Limits	.7				.7	
68.7	Troy	6.0				6.0	
74.7	North City Limits, Ravia	6.0				6.0	
75.0	Jct. SH 22 East	.3				.3	
75.1	Ravia	.1			.1		
75.7	West City Limits	.6				.6	
80.6	Jct. US 70 South & West	4.9	3.1			1.8	
	TOTAL	80.6	8.8	8.0	41.1	22.7	

STATE HIGHWAY NO. 13

0.0	Jct. SH 19 West Ada	0.0					
11.7	Jct. SH 59 West	11.1		11.1			
17.4	Jct. SH 18 South Asher Bridge	6.3		6.3			
	TOTAL	17.4		17.4			

STATE HIGHWAY NO. 14

0.0	Jct. US 281 N & S & SH 45 North, Waynoka	0.0					
.9	North City Limits Waynoka	.9				.9	
14.9	Jct. US 64 West	14.0					14.0
26.5	West City Limits	11.6		11.6			
26.9	Jct. US 281 South, Alva 0.5 North	.4	.4				
	TOTAL	26.9	.4	11.6		.9	14.0

STATE HIGHWAY NO. 15

0.0	Jct. SH 18 North Pawnee	0.0					
13.0	Noble-Pawnee County Line	13.0					13.0
15.0	Jct. SH 40 South	2.0					2.0
19.0	Jct. SH 40 North	4.0				4.0	
25.4	Red Rock	6.4			.4		6.0
31.2	Jct. US 77 South	5.8			5.8		
32.2	Ceres	1.0	1.0				
36.2	Jct. US 77 North	4.0	4.0				
45.2	Billings 0.4 South	9.0	9.0				
46.2	Garfield-Noble County Line	1.0	1.0				
53.2	Jct. SH 74 North	7.0		7.0			
59.7	North City Limits	6.5		2.5	4.0		
60.2	Garber Jct. 0.4 North East	.5		.5			
63.2	Jct. US 64 South & SH 74 South	3.0	3.0				
70.2	Jct. Fairmont 2.7 South	7.0	7.0				
77.2	East City Limits	7.0	7.0				
79.6	Enid, Jct. US 81, US 60 & US 64 N.	2.4	2.4				
80.6	Jct. US 81 South	1.0	1.0				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
80.8	West City Limits	.2	.2				
87.5	SH 38 North to Carrier	6.7	6.7				
88.5	SH 38 South to Drummond	1.0	1.0				
91.7	Jct. Lahoma 0.2 South	3.2	3.2				
92.4	Major-Garfield County Line	.7	.7				
96.5	Meno, 0.3 mi. South	4.1	4.1				
100.3	Jct. SH 58 South Ringwood 0.7 South	3.8	3.8				
100.4	Jct. SH 58 North	.1	.1				
111.5	Jct. SH 8 North	11.1	11.1				
114.1	Orienta, Jct. US 60 South	2.6	2.6				
124.6	Lone Wolf	10.5					10.5
138.5	Jct. US 281 North & South	13.9				13.9	
142.5	Woodward-Major County Line	4.0				4.0	
153.3	Curtiss	10.8				5.2	5.6
156.6	Mooreland, Jct. SH 50 North	3.3					3.3
166.2	East City Limits	9.6		6.8	2.8		
167.0	Woodward, Jct. US 270 & US 183 & SH 34 South	.8	.8				
168.2	West City Limits	1.2	1.2				
169.0	Jct. US 270, US 183, SH 34 & 3 N.W.	.8	.8				
175.7	Tangier	6.7				3.8	2.9
180.7	Ellis-Woodward County Line	5.0					5.0
181.6	East City Limits	.9				.9	
181.9	Fargo	.3				.3	
182.4	West City Limits	.5				.5	
190.6	East City Limits	8.2				8.2	
191.1	Gage	.5				.5	
197.5	East City Limits	6.4				6.4	
198.4	Shattuck Jct. US 283 South	.9	.1			.8	
198.7	North City Limits	.3	.3				
207.4	Jct. US 283 North	8.7				8.7	
215.8	Texas State Line	8.4					8.4
	Jct. US 270 & SH 3 Beaver County	0.0					
223.8	Texas State Line	8.0					8.0
	TOTAL	223.8	72.1	16.8	13.0	57.2	64.7

STATE HIGHWAY NO. 16

0.0	Jct. US 66 Bristow	0.0					
.5	Jct. SH 27	.5	.5				
.7	East City Limits	.2	.2				
10.2	Slick	9.5				9.5	
15.8	Okmulgee-Creek County Line	5.6				5.6	
22.7	Jct. US 75 Beggs	6.9				6.9	
	TOTAL	22.7	.7			22.0	

STATE HIGHWAY NO. 17

0.0	Jct. US 277-Elgin	0.0					
8.9	West City Limits	8.9				8.9	
9.2	Sterling Jct. SH 65 South	.3				.3	
9.9	East City Limits	.7				.7	
14.0	Grady-Comanche County Line	4.1				4.1	
22.0	West City Limits	8.0			8.0		
22.4	Jct. US 81 Rush Springs	.4	.1		.3		
	TOTAL	22.4	.1		8.3	14.0	

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth

STATE HIGHWAY NO. 18

0.0	Kansas State Line	0.0					
4.0	North City Limits	4.0					4.0
4.5	Granola	.5					.5
16.3	North City Limits	11.8					11.8
16.8	Shidler	.5	.4				.1
17.3	South City Limits	.5	.2	.3			
22.7	Jct. US 60 & SH 11 East	5.4		5.4			
24.5	Jct. US 60 & SH 11 West	1.8			1.8		
33.9	Fairfax	9.4			9.4		
34.8	Jct. SH 20 East	.9				.9	
39.8	Pawnee-Osage County Line, Ark. River	5.0				5.0	
40.2	Ralston	.4				.4	
44.2	Jct. West, Jct. Belford Br., 2.6 mi. W.	4.0				4.0	
51.2	Jct. SH 15 West	7.0			2.8	4.2	
55.9	North City Limits	4.7			4.7		
56.3	Pawnee Jct. US 64 West	.4	.4				
56.8	South East City Limits	.5	.5				
58.4	Jct. US 64 East	1.6	1.6				
69.2	Payne-Pawnee County Line	10.8				10.8	
71.3	Jct. SH 51	2.1				2.1	
79.4	Jct. East to Gano	8.1				5.5	2.6
81.4	Cushing Jct. SH 33	2.0	2.0				
82.7	West City Limits	1.3	1.3				
87.6	Jct. SH 33 West	4.9	4.9				
90.7	Lincoln-Payne County Line	3.1			3.1		
94.1	Agra	3.4			3.4		
95.9	Jct. West to Tyrone	1.8			1.8		
106.5	North City Limits	10.6			10.6		
107.5	Jct. US 66 East	1.0			1.0		
107.7	Chandler	.2	.2				
108.2	South City Limits	.5	.5				
108.3	Jct. US 66 West	.1	.1				
121.8	Jct. US 62 & SH 1, Meeker 0.4 West	13.5		13.5			
124.6	Pottawatomie-Lincoln County Line	2.8	2.8				
126.3	Aydelotte	1.7	1.7				
131.7	Jct. SH 3 West	5.4	5.4				
133.0	North City Limits	1.3	1.3				
133.7	Jct. US 270 & SH 3 East	.7	.7				
134.4	Jct. US 270 West	.7	.7				
135.0	South City Limits	.6	.6				
136.7	Indian Sanitarium	1.7	1.7				
139.2	Jct. SH 9 East & West	2.5	2.5				
139.4	Tecumseh	.2	.2				
139.8	South City Limits	.4	.4				
148.3	Jct. Road West to McComb	8.5	8.5				
153.7	Jct. SH 59 East, Pearson 0.7 West	5.4	5.4				
160.2	Asher Jct. SH 39 West - 8 East	6.5	6.5				
161.9	Canadian River McClain-Pottawatomie County line	1.7	1.7				
162.9	Jct. SH 13 South	1.0		1.0			
168.2	Jct. SH 59 West and SH 59-A East	5.3				5.3	
170.2	Garvin-McClain County Line	2.0				2.0	
174.2	Jct. SH 19 West Stratford 0.5 East	4.0				4.0	
184.2	Jct. SH 29 West	10.0				10.0	
185.2	Murray-Garvin County Line	1.0				1.0	
193.7	North City Limits	8.5		8.5			
193.9	Jct. SH 7 East	.2	.2				
194.3	Sulphur	.4	.4				
195.5	South City Limits	1.2	.1	1.1			
201.6	Jct. Farm-Market East	6.1				6.1	
204.8	Jct. West to Nebo and Big Canyon	3.2				3.2	

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
206.8	Carter-Murray County Line	2.0				2.0	
213.4	Baum	6.6					6.6
218.8	Jct. US 70 East	5.4					5.4
	TOTAL	218.8	52.9	29.8	38.6	66.5	31.0

STATE HIGHWAY NO. 19

0.0	Jct. SH 99 & SH 3 in Ada	0.0					
.7	West City Limits Jct. SH 12 South W.	.7	.7				
2.8	Jct. SH 13 North West	2.1		2.1			
8.3	Center	5.5		5.5			
14.9	Garvin-Pontotoc County Line	6.6		6.6			
15.9	East City Limits	1.0		1.0			
16.4	Stratford	.5		.5			
16.9	West City Limits	.5		.5			
25.9	Civit	9.0				9.0	
32.2	North City Limits	6.3		6.3			
33.0	Jct. US 77 South East, Pauls Valley	.8	.2	.6			
33.2	Pauls Valley, Jct. US 77 North	.2	.2				
33.7	West City Limits	.5		.5			
45.4	Maysville, Jct. SH 74 North	11.7		11.7			
48.4	Jct. SH 24 North	3.0		3.0			
56.6	East City Limits	8.2		8.2			
57.2	Lindsay Jct. SH 76	.6	.1	.5			
57.4	West City Limits	.2				.2	
60.8	Grady-Garvin County Line	3.4				3.4	
64.3	Bradley	3.5					3.5
70.1	Alex	5.8					5.8
82.5	Jct. US 81 South Chickasha	12.4				7.9	4.5
	TOTAL	82.5	1.2	47.0		20.5	13.8

STATE HIGHWAY NO. 20

0.0	SH 90 Near Southwest City	0.0					
5.7	Jct. Ark. SH 99	5.7			5.7		
16.8	Jct. US 59 & SH 10 North	11.1			11.1		
17.4	Jay	.6			.6		
19.0	Jct. US 59 South	1.6			1.6		
30.2	Mayes-Delaware County Line	11.2			11.2		
32.7	Jct. SH 82 North	2.5			2.5		
34.2	Spavinaw	1.5			1.5		
37.8	Jct. SH 20-B Spavinaw Hills Park 1.5 East	3.6			3.6		
47.8	Salina	10.0			10.0		
57.5	East City Limits	9.7			9.7		
58.1	Pryor	.6	.6				
58.3	Jct. US 69 North & South	.2	.2				
58.5	West City Limits	.2	.1		.1		
65.0	Rogers County Line	6.5			6.5		
74.4	Jct. SH 88 South	9.4			9.4		
74.8	East City Limits	.4			.4		
75.8	Claremore, Jct. US 66 N & S	1.0	.3		.7		
76.5	Jct. SH 20-A & 88 North	.7	.7				
88.3	Tulsa-Rogers County Line	11.8		2.8	9.0		
90.3	Jct. US 169 & 75 South	2.0			2.0		
93.7	Jct. US 169 East	3.4	3.4				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
94.2	Collinsville	.5	.5				
94.7	West City Limits	.5	.5				
96.6	Jct. US 75 North	1.9	1.9				
102.8	Jct. SH 11 South	6.2	1.4		4.8		
103.0	Jct. SH 11 North	.2	.2				
103.1	Skiatook	.1	.1				
103.3	Osage-Tulsa County Line	.2				.2	
103.5	West City Limits, Skiatook	.2				.2	
129.2	Jct. SH 99 North & South, S.E. City Limits, Hominy	25.7				25.7	
130.1	Hominy	.9		.9			
130.4	West City Limits, Hominy	.3			.3		
157.8	Jct. SH 16 Fairfax	27.4				.7	26.7
	TOTAL	157.8	9.9	3.7	91.4	26.1	26.7

STATE HIGHWAY NO. 20-A

.4	Will Rogers Memorial	.4			.4		
	TOTAL	.4			.4		

STATE HIGHWAY NO. 20-B

1.5	Spavinaw Hills Park	1.5				1.5	
	TOTAL	1.5				1.5	

STATE HIGHWAY NO. 21

0.0	Arkansas SH 4 Near Cove	0.0					
5.3	Watson	5.3					5.3
12.1	Smithville	6.8					6.8
27.9	Jct. Bethel 0.6 West	15.8					15.8
32.0	Mt. Herman	4.1					4.1
48.7	Jct. SH 21-A East	16.7					16.7
54.3	North City Limits	5.6					5.6
55.0	Jct. US 70 East & SH 7 E & W, Broken Bow	.7				.7	
55.5	South City Limits	.5		.5			
64.8	Jct. US 70 West	9.3		9.3			
76.2	Haworth	11.4				11.4	
82.4	Moon	6.2				6.2	
84.4	America	2.0				2.0	
88.1	Eastport, Ark. State Line	3.7				3.7	
	TOTAL	88.1		9.8		24.0	54.3

STATE HIGHWAY NO. 21-A

0.0	SH 21 East to Beavers Bend State Pk.	0.0					
3.8	Beavers Bend State Park	3.8				3.8	
	TOTAL	3.8				3.8	

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 22						
0.0	Jct. SH 12 Ravia East	0.0					
.3	East City Limits	.3			.3		
4.0	West City Limits	3.7			3.7		
4.5	Tishomingo SH 99 North	.5	.5				
4.9	Jct. SH 299 East	.4	.4				
5.6	South City Limits	.7	.7				
7.8	Jct. SH 99 South	2.2				2.2	
16.5	Jct. SH 199 South	8.7				8.7	
19.5	Jct. SH 299 North	3.0				3.0	
19.6	Jct. SH 299 South Nida	.1				.1	
	TOTAL	19.6	1.6		4.0	14.0	
	STATE HIGHWAY NO. 23						
0.0	Jct. SH 11 Barnsdall	0.0					
19.3	Washington-Osage County Line	19.3			19.3		
20.0	West City Limits	.7			.7		
20.5	Jct. to Bartlesville 1.0 mi. North	.5			.5		
21.0	South City Limits	.5			.5		
23.2	Jct. US 75 South East Bartlesville	2.2			2.2		
	TOTAL	23.2			23.2		
	STATE HIGHWAY NO. 24						
0.0	Jct. SH 19 West Maysville	0.0					
2.7	McClain County Line	2.7					2.7
15.9	Jct. SH 39 East & West	13.2					13.2
19.6	Washington	3.7					3.7
21.1	Jct. SH 74 North & East	1.5					1.5
	TOTAL	21.1					21.1
	STATE HIGHWAY NO. 25						
0.0	Missouri State Line	0.0					
9.5	Jct. SH 10 North	9.5				9.5	
12.5	East City Limits	3.0				3.0	
12.8	Grove Jct. SH 10 US 59 South	.3				.3	
20.3	Ottawa-Delaware County Line	7.5				7.5	
26.5	Jct. US 59 North	6.2				6.2	
28.5	East City Limits	2.0				2.0	
28.8	Afton Jct. US 66	.3				.3	
	TOTAL	28.8				28.8	
	STATE HIGHWAY NO. 26						
0.0	Jct. SH 31 McCurtain	0.0					

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
8.2	Jct. SH 9 East Stigler	8.2					8.2
	TOTAL	8.2					8.2
	STATE HIGHWAY NO. 27						
0.0	Jct. US 66 Bristow	0.0					
.5	Jct. SH 16 East	.5	.5				
.8	South City Limits	.3	.3				
13.6	Okfuskee-Creek County Line	12.8		7.0		5.8	
18.6	Jct. East to Mason	5.0				5.0	
24.6	Jct. US 62 Castle	6.0				6.0	
28.2	Jct. SH 56	3.6				3.6	
	TOTAL	28.2	.8	7.0		20.4	
	STATE HIGHWAY NO. 28						
0.0	Jct. US 169 Near Delaware	0.0					
5.4	Childers Jct. Farm-Market E.	5.4				5.4	
10.5	Jct. US 60 East Coodys Bluff	5.1				5.1	
16.3	Alluwe	5.8			5.8		
19.4	Rogers-Nowata County Line	3.1		3.1			
27.1	North City Limits	7.7		7.7			
27.7	Chelsea, Jct. US 66 N. E.	.6		.6			
28.1	South City Limits, Jct. US 66 S.W.	.4	.4				
34.4	Mayes-Rogers County Line	6.3				6.3	
43.3	West City Limits	8.9				8.9	
43.5	Jct. US 69 Adair	.2				.2	
	TOTAL	43.5	.4	11.4	5.8	25.9	
	STATE HIGHWAY NO. 29						
0.0	Jct. SH 18 North Sulphur	0.0					
11.0	East City Limits	11.0					11.0
12.2	Wynnewood, Jct. US 77 South	1.2					1.2
12.6	West City Limits	.4	.4				
13.9	Jct. US 77 North	1.3	1.3				
20.0	Brady	6.1					6.1
26.6	Elmore	6.6					6.6
33.0	Foster	6.4					6.4
37.6	Stephens-Garvin County Line Jct. SH 76 South	4.6					4.6
38.2	Stephens-Garvin County Line	.6				.6	
39.4	Jct. SH 76 North	1.2				1.2	
52.9	Bray	13.5		6.9		6.6	
60.8	East City Limits	7.9	1.8	6.1			
61.3	Marlow Jct. US 81	.5	.5				
	TOTAL	61.3	4.0	13.0		8.4	35.9

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 30						
0.0	Jct. US 62 Hollis	0.0					
.7	North City Limits	.7				.7	
15.1	Jct. SH 9	14.4				14.4	
17.1	End Present Route	2.0				2.0	
	Vacant						
17.1	Jct. US 66 Erick	0.0					
17.4	North City Limits	.3				.3	
26.1	Mayfield	8.7				8.7	
30.6	Jct. SH 41 East	4.5				4.5	
32.6	Sweetwater Jct. SH 41 West	2.0				2.0	
	TOTAL	32.6				32.6	
	STATE HIGHWAY NO. 31						
0.0	Jct. US 270 Krebs	0.0					
.8	Krebs	.8			.8		
1.1	East City Limits	.3			.3		
15.2	Blocker	14.1			2.7	8.1	3.3
20.2	Featherston	5.0				5.0	
27.9	West City Limits	7.7				7.7	
28.3	Quinton, Jct. SH 43 North	.4				.4	
28.8	East City Limits	.5				.5	
29.3	Haskell-Pittsburg County Line	.5				.5	
30.5	Jct. SH 2 South	1.2				1.2	
35.4	West City Limits	4.9				4.9	
35.6	Kinta	.2				.2	
36.1-	Jct. Road North	.5				.5	
36.6	Jct. SH 2 North	.5				.5	
44.4	LeQuire	7.8					7.8
53.0	West City Limits	8.6					8.6
53.2	McCurtain Jct. SH 26 North	.2				.2	
54.4	East City Limits	1.2				1.2	
56.0	LeFlore-Haskell County Line	1.6					1.6
59.8	Milton	3.8					3.8
64.3	Bokoshe	4.5					4.5
71.1	Jct. US 59 North Panama	6.8				6.8	
	TOTAL	71.1			3.8	37.7	29.6
	STATE HIGHWAY NO. 32						
0.0	Jct. US 77 Marietta	0.0					
19.2	Rubottom	19.2				10.5	8.7
22.2	Courtney	3.0					3.0
26.2	Jefferson-Love County Line	4.0					4.0
26.2	Jct. US 81 North (S.E. of Waurika)	0.0					
27.2	Jct. US 70 East, S. City Limits of Waurika	1.0				1.0	
27.8	Waurika 0.4 North	.6		.6			
28.2	West City Limits, Waurika	.4		.4			
30.0	Jct. SH 79 South West	1.8		1.8			
35.6	Cotton-Jefferson County Line	5.6				5.6	
46.6	Jct. SH 65 South to Charlie Bridge	11.0				11.0	
47.6	Taylor	1.0				1.0	

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
54.6	Jct. US 277-281 & SH 8 South West	7.0				7.0	
54.8	Jct. US 277-281 & SH 8 North, East City Limits	.2		.2			
55.5	Randlett	.7				.7	
56.1	West City Limits	.6				.6	
59.1	Jct. SH 36 South	3.0				3.0	
63.7	East City Limits	4.6				4.6	
63.9	Devol	.2				.2	
64.8	North City Limits	.9				.9	
67.9	Tillman-Cotton County Line	3.1				3.1	
71.9	East City Limits	4.0				4.0	
72.3	Grandfield, Jct. SH 36 North	.4				.4	
72.9	West City Limits	.6				.6	
83.9	Jct. North to Hollister	11.0				11.0	
95.5	Jct. US 183, North of Davidson	11.6				11.6	
	TOTAL	95.5		3.0		76.8	15.7
	STATE HIGHWAY NO. 33						
0.0	Arkansas State Line	0.0					
.2	Jct. US 59 South	.2				.2	
5.6	Dripping Springs	5.4				5.4	
12.5	Jct. SH 10 & US 59 North	6.9				6.9	
13.7	Kansas	1.2				1.2	
21.7	Leach	8.0				8.0	
26.4	Mayes-Delaware County Line	4.7				4.7	
27.4	Rose	1.0				1.0	
36.3	Locust Grove	8.9				8.9	
46.7	East City Limits	10.4				10.4	
47.3	Choteau Jct. US 69 & SH 2	.6				.6	
49.0	Jct. US 69 & SH 2 South	1.7	1.7				
54.5	Rogers-Mayes County Line	5.5				5.5	
58.0	Jct. South - Inola	3.5				3.5	
59.1	Jct. SH 88 North & South	1.1				1.1	
64.6	Verdigris River	5.5				5.5	
72.6	Jct. US 66 North & South, Tulsa-Wagoner County	8.0		8.0			
77.6	Jct. Road South	5.0		5.0			
78.6	Jct. US 75 North	1.0	1.0				
81.5	East City Limits, Yale Ave., Tulsa	2.9	2.9				
83.7	Jct. US 75 W. Lewis Ave. & 2nd St.	2.2	2.2				
84.8	Jct. US 169 & SH 11, Peoria & 3rd. St.	1.1	1.1				
86.0	Jct. US 64 & SH 51, South	1.2	1.2				
86.3	Jct. US 75	.3	.3				
90.1	West City Limits of Tulsa	3.8	3.8				
92.9	Sand Springs	2.8	2.8				
94.3	Jct. Sapulpa Road	1.4	1.4				
104.3	Pawnee-Tulsa County Line	10.0	10.0				
104.7	Keystone Jct. US 64 North	.3	.3				
105.1	Tulsa-Pawnee County Line	.5	.5				
105.5	Creek-Tulsa	.4	.4				
111.4	Manford	5.9	5.9				
126.7	Jct. SH 51 & 99 North	15.3	15.3				
133.3	North City Limits	6.6	6.6				
133.8	Drumright Jct. SH 67 East	.5	.5				
134.5	West City Limits	.7	.7				
135.1	Payne-Creek County Line	.6	.6				
136.7	Jct. SH 99 South	1.6	1.6				
142.3	East City Limits	5.6	5.6				
143.3	Cushing Jct. S H 18 North	1.0	1.0				
144.6	West City Limits	1.3	1.3				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
149.5	Jct. SH 18 South	4.9	4.9				
151.2	Jct. North to Ripley 1.9	1.7	1.7				
158.8	Jct. South to Perkins 0.7	7.6	7.6				
159.8	Jct. SH 40 North	1.0	1.0				
170.5	Logan-Payne County Line, Cimarron R.	10.7	10.7				
171.7	Coyle	1.2	1.2				
182.5	Jct. Farm-Market East	10.8	10.8				
183.7	East City Limits	1.2	1.2				
184.8	Guthrie Jct. US 77	1.1	1.1				
186.3	West City Limits	1.5	1.5				
194.2	Jct. SH 74 South	7.9	7.9				
194.5	Jct. SH 74 North to Crescent	.3	.3				
199.8	Kingfisher-Logan County Line	5.3		5.3			
205.9	Jct. F.A.S. South to Reading	6.1				6.1	
214.0	East City Limits	8.1				8.1	
214.5	Kingfisher Jct. US 81	.5	.5				
215.0	West City Limits	.5	.2	.3			
229.2	Jct. F.A.S. North to Omega 2.0	14.2		14.2			
230.2	Blaine-Kingfisher County Line	1.0		1.0			
241.2	North East City Limits, Jct. SH 8, 0.2 North (Jct. through Watonga 0.9 City Route 0.5)	11.0	4.5	6.5			
242.2	Jct. US 270-281 South	1.0		1.0			
245.2	North Canadian River Bridge	3.0		3.0			
251.6	Jct. US 270-281, SH 3 North West & SH 58 North	6.4		6.4			
254.4	Dewey-Blaine County Line	2.8		2.8			
255.9	Custer-Dewey County Line, Fay	1.5		1.5			
263.3	East City Limits	7.4		7.4			
263.8	Thomas SH 54 South	.5	.1				.4
264.3	West City Limits	.5					.5
273.2	East City Limits	8.9					8.9
273.4	Custer City	.2		.1			.1
273.6	West City Limits	.2		.2			
277.8	Jct. US 183 North	4.2		4.2			
279.8	Jct. US 183 South	2.0		2.0			
292.6	Butler	12.8				3.8	9.0
303.4	Jct. SH 34 North, Roger-Mills-Custer County Line, Hammon	10.8					10.8
303.7	Jct. Hammon 0.3 South	.3					.3
316.7	Strong City	13.0					13.0
321.6	Jct. US 283 South	4.9					4.9
329.3	Roll, Jct. SH 47 East	7.7			7.7		
330.5	Jct. US 283 North	1.2			1.2		
346.3	Texas State Line	15.8					15.8
	TOTAL	346.3	123.9	68.9	71.8	18.0	63.7

STATE HIGHWAY NO. 34

0.0	Texas State Line	0.0					
6.2	West City Limits	6.2				6.2	
6.6	West City Limits, Jct. SH 90 North	.4				.4	
7.1	Eldorado	.5				.5	
7.6	East City Limits, Jct. SH 44 N.E.	.5				.5	
24.7	Jct. US 62, Duke 0.5 West	17.1				17.1	
29.1	Greer-Jackson County Line	4.4				4.4	
40.0	South City Limits	10.9				10.9	
40.8	Mangum Jct. US 283 East	.8	.8				
41.6	North City Limits	.8	.8				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
42.8	Jct. SH 9 West	1.2		1.2			
46.4	Jct. SH 9 East	3.6		3.6			
50.1	Jct. Brinkman (1.3 West) SH 34-B	3.7		3.3	.4		
53.1	Jct. Willow 0.5 West (34-A)	3.0			3.0		
54.7	Jct. US 283 North West	1.6			1.6		
57.6	Beckham-Greer County Line	2.9			2.9		
64.4	South City Limits	6.8			2.8	4.0	
64.7	Carter, Jct. SH 55 East	.3				.3	
64.9	North City Limits	.2				.2	
69.7	Jct. SH 41 East & West	4.8				4.8	
76.4	Jct. US 66 West	6.7				6.7	
78.6	Jct. SH 73 West	2.2		2.2			
81.3	West City Limits	2.7		2.7			
82.4	Elk City	1.1	1.1				
83.2	East City Limits	.8	.8				
84.8	Jct. US 66 East	1.6	1.6				
90.9	Roger Mills-Beckham County Line	6.1			6.1		
92.4	Carpenter	1.5				1.5	
99.4	South City Limits	7.0			.5	6.5	
99.9	Hammon	.5			.5		
100.2	North City Limits Jct. SH 33 West	.3			.3		
100.5	Jct. SH 33 East	.3			.3		
103.3	Custer-Roger Mills County Line	2.8				2.8	
112.6	Dewey-Custer County Line	9.3				9.3	
114.6	Jct. SH 47 West & East	2.0				2.0	
116.8	Leedey	2.2				2.2	
128.3	Camargo	11.5				9.2	2.3
137.6	Jct. US 60 East	9.3				9.3	
138.5	Vici, Jct. US 60 West	.9		.1		.8	
139.6	Woodward-Dewey County Line	1.1		.2		.9	
147.8	Sharon	8.2					8.2
156.2	Jct. US 270-183 & SH 3 East	8.4					8.4
159.2	South City Limits	3.0		3.0			
159.9	Woodward Jct. SH 15 East	.7	.7				
161.1	West City Limits	1.2	1.2				
161.9	Jct. SH 15 West	.8		.8			
174.9	Supply	13.0		13.0			
175.9	Jct. US 270 & SH 3 West	1.0		1.0			
177.3	Harper-Woodward County Line	1.4		1.4			
194.5	South City Limits, Jct. US 64 West	17.2		17.2			
194.9	Buffalo	.4	.2	.2			
195.2	North City Limits	.3	.3				
196.0	Jct. US 64 East	.8	.2	.6			
206.5	Kansas State Line	10.5		10.5			
	TOTAL	206.5	7.70	61.0	18.4	100.5	18.9

STATE HIGHWAY NO. 34-A

0.0	Jct. SH 34 West to Willow	0.0					
.5	Willow	.5			.5		
	TOTAL	.5			.5		

STATE HIGHWAY NO. 34-B

0.0	Jct. SH 34 East-Brinkman	0.0					

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
1.3	Brinkman	1.3			1.3		
	TOTAL	1.3			1.3		
	STATE HIGHWAY NO. 35						
0.0	Jct. US 60, 9 mi. West Bartlesville	0.0					
1.5	Osage State Park	1.5				1.5	
	TOTAL	1.5				1.5	
	STATE HIGHWAY NO. 36						
0.0	US Military Reserve, Lawton	0.0					
1.6	Jct. US 62 West	1.6	1.6				
2.6	Jct. SH 36-A	1.0	1.0				
3.6	Jct. SH 7 East	1.0	1.0				
4.6	Jct. US 277 North East & 281	1.0	1.0				
9.5	Jct. US 281 & 277 South	4.9			4.9		
21.0	Faxon	11.5			11.5		
26.2	Chattanooga	5.2			5.2		
26.5	Tillman-Comanche County Line	.3			.3		
29.9	Jct. SH 5 West	3.4			3.4		
31.2	Jct. SH 5 East	1.3			1.3		
40.5	East City Limits, Grandfield 0.4 W. & Jct. SH 32 West	9.3				9.3	
44.5	Cotton-Tillman County Line	4.0				4.0	
47.6	North City Limits	3.1				3.1	
48.5	Devol	.9				.9	
48.7	East City Limits	.2				.2	
53.3	Jct. SH 32 East	4.6				4.6	
56.4	Jct. US 70, US 277 & 281 & SH 8 N.E., near Red River	3.1				3.1	
	TOTAL	56.4	4.6		26.6	25.2	
	STATE HIGHWAY NO. 36-A						
0.0	Jct. SH 36 in Lawton	0.0					
1.6	West to Cameron A & M College	1.6			1.6		
	TOTAL	1.6			1.6		
	STATE HIGHWAY NO. 37						
0.0	Jct. SH 8 in Hinton	0.0					
.3	East City Limits	.3				.3	
4.3	Canadian-Caddo County Line	4.0				4.0	
19.4	Caddo-Canadian County Line	15.1				5.9	9.2
22.4	Jct. SH 41	3.0					3.0
24.4	Grady County Line	2.0					2.0
33.3	Jct. US 81 North	8.9					8.9
34.6	North City Limits	1.3	1.3				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
35.1	Minco	.5	.5				
43.8	Tuttle Jct. SH 92 South	8.7					8.7
52.1	McClain-Grady County Line	8.3		8.3			
56.1	Jct. US 277 & 62 North & South	4.0		4.0			
	TOTAL	56.1	1.8	12.3		10.2	31.8
	STATE HIGHWAY NO. 38						
0.0	In Carrier	0.0					
6.1	Jct. US 60 East	6.1			6.1		
7.1	Jct. US 60 West	1.0	1.0				
13.6	Drummond	6.5				6.5	
	TOTAL	13.6	1.0		6.1	6.5	
	STATE HIGHWAY NO. 39						
0.0	Jct. SH 48 Konawa	0.0					
.4	West City Limits	.4	.4				
1.6	Pottawatomie-Seminole County Line	1.2	1.2				
3.9	Jct. North to Sacred Heart 1.0 mi. N.	2.3				2.3	
10.2	Jct. SH 18 South	6.3				6.3	
10.4	Asher	.2	.2				
17.0	Jct. South to Wanette 1.7 S. E.	6.6				5.6	1.0
25.0	Cleveland-Pottawatomie County Line	8.0					8.0
36.0	Lexington	11.0				11.0	
36.6	Jct. US 77 North	.6	.6				
37.4	McClain County Line East City Limits	.8	.8				
37.7	Purcell Jct. SH 74 North	.3	.3				
38.9	Jct. US 77 & SH 74 South	1.2	1.2				
46.3	Jct. SH 24 North & South	7.4			7.4		
55.6	Jct. SH 76 North & South	9.3		9.3			
56.7	Grady-McClain County Line	1.1		1.1			
65.4	Jct. US 62 & SH 9 North East Tabler	8.7		3.0	5.7		
	TOTAL	65.4	4.7	13.4	13.1	25.2	9.0
	STATE HIGHWAY NO. 40						
0.0	Jct. SH 33 South of Stillwater	0.0					
8.3	South City Limits, Stillwater	8.3	8.3				
9.3	Stillwater Jct. SH 51	1.0	1.0				
9.9	North City Limits	.6	.6				
18.6	Noble-Payne County Line	8.7	8.7				
21.6	Jct. US 64 East & West	3.0	3.0				
29.6	Jct. SH 15 East	8.0				8.0	
33.6	Jct. SH 15 West	4.0				4.0	
34.4	Otoe Indian Agency	.8				.8	
42.6	Kay-Noble County Line	8.2	1.2			7.0	
49.1	South City Limits	6.5			6.5		
49.6	Jct. US 60 Ponca City	.5	.5				
	TOTAL	49.6	23.3		6.5	19.8	

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 41						
0.0	Jct. US 62 & 277 S. W. Okla. City	0.0					
1.2	Jct. Will Rogers Air Port 1.2 South	1.2	1.2				
2.8	Jct. to West Entrance, Will Rogers	1.6	1.6				
3.7	Wheatland	.9		.9			
3.9	South City Limits	.2		.2			
4.0	Jct. Road South	.1		.1			
5.1	Canadian-Oklahoma County Line	1.1		1.1			
8.1	Jct. Mustang 0.7 South	3.0			3.0		
20.1	Jct. US 81 North	12.0			12.0		
22.4	South End Bridge, S. Canadian River Grady-Canadian County	2.3	2.3				
24.3	Jct. US 81 South	1.9	1.9				
33.2	Caddo-Grady County Line	8.9					8.9
35.2	Cogar SH 37 North	2.0					2.0
43.9	Jct. US 281 & SH 8 South	8.7					8.7
48.5	East City Limits, Binger	4.6			4.6		
48.8	Binger Jct. SH 8 & 281 North	.3	.1		.2		
61.5	Jct. SH 54 North	12.8	.2				12.6
64.1	Jct. SH 54 South	2.5					2.5
65.1	Washita-Caddo County Line	1.0					1.0
68.3	Jct. Road North to Colony, 4.2 mi.	3.2		3.2			
74.0	Jct. Road North to Corn	5.7		5.7			
85.3	East City Limits	11.3		11.3			
85.2	Cordell Jct. US 183	.4	.4				
86.1	West City Limits	.4	.4				
94.1	Jct. SH 42 South	8.0		8.0			
96.1	Jct. SH 44	2.0		2.0			
103.1	Forty One	7.0		7.0			
107.1	Beckham-Washita County Line	4.0		4.0			
109.1	Jct. Road North to Sayre	2.0		2.0			
115.1	Jct. SH 34 North & South	6.0		6.0			
122.1	East City Limits, Sayre	7.0		7.0			
122.9	Sayre Jct. US 66 & 283 North	.8	.8				
123.4	West City Limits Jct. US 66 & US 283 South	.5	.5				
134.6	Prentiss	11.2					11.2
141.5	Jct. SH 30 South	6.9					6.9
143.5	Sweetwater	2.0				2.0	
147.3	Roger Mills-Beckham County Line	3.8					3.8
148.7	Texas-Oklahoma State Line	1.4					1.4
	TOTAL	148.7	9.4	58.5	19.8	2.0	59.0
	STATE HIGHWAY NO. 42						
0.0	Jct. SH 41 North	0.0					
1.0	South	1.0			1.0		
1.5	East Dill City	.5			.5		
	TOTAL	1.5			1.5		
	STATE HIGHWAY NO. 43						
0.0	Jct. US 75 in Coalgate	0.0					
.4	East City Limits	.4				.4	
7.6	Atoka-Coal County Line	7.2				7.2	
11.5	Jct. US 69 Sub-Prison	3.9				3.9	
	TOTAL	11.5				11.5	

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 44						
0.0	Texas State Line	0.0					
6.2	West City Limits	6.2				6.2	
6.6	West City Limits, Jct. SH 90 North	.4				.4	
7.1	Eldorado	.5				.5	
7.6	East City Limits, Jct. SH 34 North	.5				.5	
21.0	Olustee	13.4		3.4		10.0	
27.6	Jct. US 62 & SH 7 West	6.6		6.6			
31.8	West City Limits, Altus	4.2		4.2			
32.5	Altus Jct. US 62 & SH 7 East & US 283 South	.7	.7				
33.2	North City Limits	.7	.7				
42.1	Blair	8.9		8.9			
44.5	Greer-Jackson County Line	2.4		2.4			
47.5	Jct. 283 West	3.0		3.0			
48.5	West End Bridge Greer-Kiowa County L.	1.0		1.0			
49.1	Jct. SH 44-A Quartz Mt. State Park	.6				.6	
51.7	Lugert	2.6				2.6	
59.3	Jct. SH 9 Lone Wolf 0.7 West	7.6				7.6	
62.5	Jct. SH 9 East	3.2		3.2			
70.4	Washita-Kiowa County Line	7.9				4.5	3.4
72.9	South City Limits	2.5				2.5	
73.2	Sentinel	.3				.3	
73.4	Jct. SH 55 East, North City Limits	.2				.2	
82.6	Jct. SH 41 East & West	9.2			9.2		
	TOTAL	82.6	1.4	32.7	9.2	35.9	3.4
	STATE HIGHWAY NO. 44-A						
0.0	Jct. SH 44 Lugert	0.0					
1.1	Quartz Mountain State Park	1.1				1.1	
	TOTAL	1.1				1.1	
	STATE HIGHWAY NO. 45						
0.0	Jct. SH 8 at Carmen	0.0					
.5	West City Limits	.5				.5	
3.9	Woods-Alfalfa County Line	3.4				3.4	
12.1	Jct. US 281 North	8.2				8.2	
23.8	North City Limits	11.7		11.7			
24.0	Waynoka, Jct. SH 14 West	.2	.2				
	TOTAL	24.0	.2	11.7		12.1	
	STATE HIGHWAY NO. 46						
0.0	Jct. US 270, May	0.0					
.3	North City Limits	.3					.3
13.8	Jct. US 64 East & West	13.5				8.9	4.6
	TOTAL	13.8				8.9	4.9

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 47						
0.0	Jct. US 183 South of Putman, Dewey C.	0.0					
5.8	Burmah	5.8					5.8
9.0	Aledo	3.2					3.2
16.1	Rhea	7.1					7.1
23.1	Jct. SH 34 North & South	7.0					7.0
24.1	Roger Mills-Caddo County Line	1.0					1.0
28.1	Angora	4.0					4.0
47.2	Jct. SH 33-US 283 Roll	19.1					19.1
	TOTAL	47.2					47.2
	STATE HIGHWAY NO. 48						
0.0	Jct. US 75, Tupelo	0.0					
9.9	Clarita	9.9			9.9		
0.0	Jct. SH 7 Wapanucka	0.0					
.6	South City Limits	.6				.6	
7.5	Coleman	6.9				6.9	
10.3	End Present Highway	2.8				2.8	
	TOTAL	20.2			9.9	10.3	
	STATE HIGHWAY NO. 49						
0.0	Jct. US 62 & 277	0.0					
6.5	Medicine Park	6.5		6.5			
11.1	Point on Reservation Road	4.6					4.6
0.0	Jct. US 62 Cache	0.0					
4.2	Entrance to Park	4.2		4.2			
	TOTAL	15.3		10.7			4.6
	STATE HIGHWAY NO. 50						
0.0	Jct. SH 15 Mooreland	0.0					
.8	North City Limits	.8			.5		.3
5.6		4.8					4.8
29.4	North End Bridge	23.8					23.8
30.2	Freedom	.8				.5	.3
33.3	Jct. US 64 East	3.1					3.1
42.3	Jct. US 64 West	9.0		9.0			
49.3	Lookout	7.0					7.0
54.3	Kansas-Oklahoma Line	5.0					5.0
	TOTAL	54.3		9.0	.5	.5	44.3
	STATE HIGHWAY NO. 51						
0.0	Arkansas State Line	0.0					
7.7	Jct. US 59 South	7.7				7.7	
8.7	Stillwell	1.0			.4	.6	
10.3	Jct. US 59 North	1.6			1.6		

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
21.5	Cherokee-Adair County Line	11.2				11.2	
24.6	Jct. US 62 North East	3.1				3.1	
30.5	Jct. SH 10 North	5.9			5.9		
32.7	East City Limits	2.2			2.2		
33.5	Tahlequah, Jct. US 62 South	.8			.8		
34.3	West City Limits	.8				.8	
44.3	Hulbert	10.0		8.5		1.5	
51.9	Wagoner-Cherokee County Line, Grand River	7.6				7.6	
57.4	East City Limits	5.5				5.5	
58.2	Wagoner Jct. SH 2 & US 69	.8				.8	
59.6	West City Limits	1.4	.2		1.2		
75.1	East City Limits	15.5				15.5	
75.4	Coweta Jct. SH 72 South	.3				.3	
75.9	North City Limits	.5				.5	
82.9	Oneta	7.0				7.0	
85.8	Tulsa-Wagoner County Line	2.9				2.9	
89.2	South City Limits	3.4	3.4				
89.9	Broken Arrow	.7	.7				
90.4	North City Limits	.5	.5				
95.8	Jct. US 64 South	5.4	5.4				
100.7	51st. St. & Harvard Ave., Tulsa, SH 11 West 1 mile	4.9	4.9				
103.7	South City Limits 21st. St. & Harvard	3.0	3.0				
104.2	15th & Harvard	.5	.5				
108.2	Jct. SH 11 - 15th St. & Peoria, Begin US 169 North	2.0	2.0				
107.2	Jct. US 66, 10th St. & Boston	1.0	1.0				
107.6	Jct. US 66 West	.4	.4				
108.0	Jct. SH 33 East	.4	.4				
108.3	Jct. US 75 S. W. & N. E.	.3	.3				
112.1	West City Limits	3.8	3.8				
114.9	Sand Springs, 0.3 mi. north	2.8	2.8				
115.3	Jct. Road South to Sapulpa, F. A. Route 19	1.4	1.4				
126.6	Keystone Jct. US 64 North	10.3	10.3				
127.1	Tulsa-Pawnee County Line	.5	.5				
127.5	Creek-Tulsa County Line	.4	.4				
133.4	Manford	5.9	5.9				
148.7	Jct. SH 99 and SH 33 South	15.3	15.3				
149.3	Oilton	.6	.6				
151.8	Jct. SH 99 North	2.5	2.5				
154.6	Payne-Creek County Line	2.8	2.8				
158.3	East City Limits	3.7	3.7				
158.7	Yale	.4	.4				
163.4	Jct. SH 18 North & South	4.7	4.7				
179.9	East City Limits	16.5	16.5				
180.3	Stillwater Jct. SH 40	.4	.4				
181.1	West City Limits	.8	.8				
193.5	Jct. SH 86	12.4				12.4	
197.5	Logan-Payne County Line	4.0				4.0	
199.6	Jct. US 77 South	2.1				2.1	
201.2	Jct. US 77 North	1.6	1.6				
215.4	Jct. SH 74 North & South	14.2					14.2
218.4	Kingfisher-Logan County Line	3.0					3.0
230.6	Jct. US 81 North	12.2					12.2
231.0	Jct. US 81 South-Hennessey 0.5 S.	.4	.4				
241.5	Lacey	10.5			10.5		
249.0	Blaine-Kingfisher County Line	7.5		1.8	5.7		
255.0	Okeene Jct. SH 8 North	6.0		6.0			
255.3	South City Limits	.3	.3				
259.0	Jct. SH 8 South	3.7				3.7	
287.8	Southard	8.8					8.8
273.5	Jct. SH 58 North	5.7					5.7

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
274.4	Canton	.9				.9	
277.3	Dewey-Blaine County Line	2.9			1.5	1.4	
286.3	Hucmac	9.0				9.0	
287.7	Jct. US 270 & 281 & SH 3 N.W. & S.E.	1.4				1.4	
	TOTAL	287.7	97.8	16.3	29.8	99.9	43.9
	STATE HIGHWAY NO. 52						
0.0	Jct. US 62 Henryetta	0.0					
.4	South City Limits	.4	.4				
5.1	Okfuskee-Okmulgee County Line	4.7			2.2	2.5	
0.0	Jct. SH 9 South to Hanna	0.0					
4.3	Hanna	4.3				4.3	
	TOTAL	9.4	.4		2.2	6.8	
	STATE HIGHWAY NO. 53						
0.0	Jct. SH 76 North Healdton	0.0					
4.4	Stephens-Carter County Line	4.4		4.4			
11.6	Loco	7.2		7.2			
25.0	East City Limits	17.4	12.4	5.0			
29.5	Comanche Jct. US 81 North & South	.5	.5				
30.0	West City Limits	.5	.5				
37.7	Corum	7.7	4.5	3.2			
39.7	Cotton-Stephens County Line	2.0		2.0			
44.7	Jct. SH 65 North & South	5.0		5.0			
45.2	East City Limits, Walters	4.5	3.8	.7			
49.5	Walters Jct. SH 5 Walters 0.2 South & West	.3	.3				
	TOTAL	49.5	22.0	27.5			
	STATE HIGHWAY NO. 54						
0.0	Jct. SH 33 Thomas	0.0					
16.0	West City Limits, Weatherford	16.0				16.0	
16.7	Weatherford Jct. US 66 West	.7					.7
17.5	East City Limits, Weatherford	.8	.8				
21.8	Caddo-Custer County Line	4.3	4.3				
24.3	Jct. North to Hydro 0.9 mi.	2.5	2.5				
24.8	Jct. US 66 East	.5	.5				
42.4	Jct. SH 41 East	17.6			17.6		
44.9	Jct. SH 41 West	2.5				2.5	
49.9	Alfalfa	5.0				5.0	
56.6	North City Limits	7.7			3.6	4.1	
58.1	Carnegie Jct. SH 9 East & West	.5			.5		
82.0	Boone	23.9			20.6	3.3	
87.5	West City Limits, Apache	5.5			4.0	1.5	
88.0	Jct. US 62 & 281 South, Apache	.5			.5		
88.5	East City Limits, Apache	.5	.5				
88.7	Jct. US 62 & 281 North	.2	.2				
97.6	Cyril Jct. US 277	8.9			8.9		
	TOTAL	97.6	8.8		55.7	33.1	

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 55						
0.0	Jct. US 183 Near Rocky	0.0					
6.6	North City Limits Sentinel 0.2 South, Jct. SH 44 N. & S.	6.6			6.6		
17.0	Retrop Beckham-Washita County Line	10.4				10.4	
29.2	East City Limits Jct. SH 34	12.2					12.2
29.4	Carter	.2			.2		
	TOTAL	29.4			6.8	10.4	12.2
	STATE HIGHWAY NO. 56						
0.0	Jct. SH 99 South Canadian River Bridge S. E. of Konawa	0.0					
10.1	Sasakwa	10.1				10.1	
20.5	Jct. US 270 East	10.4	10.2			.2	
24.5	South City Limits	4.0	4.0				
25.5	Wewoka Jct. US 270 West	1.0			1.0		
25.9	North City Limits	.4	.4				
31.1	Jct. SH 9 East & West	5.2	5.2				
39.1	Cromwell	8.0	8.0				
39.7	North City Limits	.6	.6				
44.4	Okfuskee-Seminole County Line	4.7	2.8		1.9		
48.3	Jct. SH 27 North	3.9			3.9		
52.2	West City Limits	3.9			3.9		
52.8	Okemah Jct. US 62	.6	.6				
53.1	East City Limits	.3	.3				
55.3	Jct. US 62 East	2.2	2.2				
66.4	Jct. Road North	11.1			11.1		
68.4	Okfuskee	2.0			2.0		
70.4	Okmulgee-Okfuskee County Line	2.0			2.0		
86.6	West City Limits	16.2	11.2		5.0		
87.2	Okmulgee Jct. US 62	.6	.6				
	TOTAL	87.2	46.1	30.8	10.3		
	STATE HIGHWAY NO. 57						
0.0	Jct. US 70 Idabel	0.0					
.4	West City Limits	.4				.4	
14.3	Texas-Oklahoma Line Ferry	13.9				11.0	2.9
	TOTAL	14.3				11.4	2.9
	STATE HIGHWAY NO. 58						
0.0	Jct. SH 33-US 281 West of Watonga	0.0					
6.6	Eagle City	6.6				6.6	
15.0	Canton	8.4				5.2	3.2
15.9	Jct. SH 51 East	.9				.9	
21.9	Longdale Jct. FAS East	6.0				6.0	
25.3	Major-Blaine County Line	3.4				3.4	
32.9	Jct. US 60 West, South City Limits	7.6				7.6	
33.4	Fairview	.5	.5				
33.9	North City Limits, Jct. SH 8-US 60 N.	.5	.5				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
42.9	Jct. SH 8 South	9.0					9.0
52.2	Ringwood	9.3					9.3
52.9	Jct. US 60 & SH 15 East	.7			.7		
53.0	Jct. US 60 West	.1	.1				
58.0	Alfalfa-Major County Line	5.0				5.0	
64.0	Jct. FAS East & West	6.0				6.0	
64.5	South City Limits	.5				.5	
64.7	Helena 0.4 West	.2				.2	
65.0	North City Limits	.3				.3	
73.7	Jct. US 64 East	8.7				8.7	
80.6	Jct. SH 8 West	6.9	6.9				
85.1	South City Limits	4.5	4.5				
85.7	Cherokee	.6	.6				
86.6	North City Limits	.9	.9				
88.7	Jct. US 64 West & SH 11 East	2.1	1.1	1.0			
94.5	Driftwood	5.8				5.8	
95.8	Jct. SH 8 & 11 West	1.3				1.3	
99.6	Byron	3.8					3.8
106.6	Kansas-Oklahoma State Line	7.0					7.0
	TOTAL	106.6	15.1	1.0	.7	57.5	32.3

STATE HIGHWAY NO. 59

0.0	Jct. US 77 Wayne	0.0					
7.4	Rosedale	7.4		7.4			
17.0	Byars	9.6		6.8		2.8	
22.3	Jct. SH 59-A East & SH 18 South	5.3				5.3	
27.6	Jct. SH 13 South	5.3				5.3	
28.6	North East Bridge Pottawatomie-McClain County Line	1.0		1.0			
30.3	Asher	1.7	1.7				
38.8	Pearson, Jct. SH 16 North	6.5	6.5				
39.9	St. Louis	3.1		3.1			
46.6	Maud (Seminole-Pottawatomie County Line)	7.7	.2	7.5			
48.1	East City Limits	.5	.5				
56.5	Jct. SH 3 & 99 South of Seminole	8.4		6.8	1.6		
	TOTAL	56.5	8.9	32.6	1.6	13.4	

STATE HIGHWAY NO. 59-A

0.0	Jct. SH 59-SH 18 East of Byars	0.0					
2.0	Pontotoc-McClain County Line	2.0				2.0	
5.4	Jct. SH 13 North West Ada	3.4				3.4	
	TOTAL	5.4				5.4	

STATE HIGHWAY NO. 63

0.0	Jct. SH 2 South of Wilburton	0.0					
12.0	Jct. SH 10-A to Sanitarium	12.0				12.0	
13.0	LeFlore-Latimer County Line	1.0			1.0		
13.7	Talihina Jct. US 271 North East	.7			.7		
14.3	Jct. US 271 South	.6	.6				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
		13.7				13.7	
28.0	Lenox School	4.3					4.3
32.3	Muse						
	TOTAL	32.3	.6		1.7	25.7	4.3

STATE HIGHWAY NO. 65

		0.0					12.8
0.0	Jct. SH 17, Sterling	12.8					6.0
12.8	Jct. SH 7	6.0					.8
18.8	Cotton-Comanche County Line	.8					10.1
19.6	Hulen	10.1				6.0	
29.7	Jct. SH 53 East and West	6.0				.8	
35.7	East City Limits	.8					
36.5	Temple Jct. SH 5						
	TOTAL	36.5				6.8	29.7

STATE HIGHWAY NO. 66

		0.0					
0.0	Jct. US 66 East of Welston	1.6	1.6				
1.6	Welston	1.7	1.7				
3.3	Jct. US 66 East & West						
	TOTAL	3.3	3.3				

STATE HIGHWAY NO. 67

		0.0					
0.0	Jct. SH 33 Drumright	.3	.3				
.3	East City Limits	11.6					11.6
11.9	Jct. Road South	12.9					12.9
24.8	Jct. US 66 West Sapulpa						
	TOTAL	24.8	.3				24.5

STATE HIGHWAY NO. 68

		0.0					
0.0	Jct. US 270 Holdenville	.5	.5				
.5	South City Limits	10.8				10.8	
11.3	Atwood Jct. SH 12	10.0					10.0
21.3	Road East Citra						
	TOTAL	21.3	.5			10.8	10.0

STATE HIGHWAY NO. 69

		0.0					
0.0	Jct. US 183	.6				.6	
.6	West to Bessie						
	TOTAL	.6				.6	

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 72						
0.0	Jct. SH 51 Coweta	0.0					
.5	South City Limits	.5				.5	
7.6	Muskogee-Wagoner County Line	7.1				7.1	
9.7	North City Limits	2.1				2.1	
10.2	Haskell Jct. US 64	.5				.5	
10.7	South City Limits	.5	.5				
15.0	Jct. US 64 East	4.3	4.3				
15.3	Jct. US 62 East	.3	.3				
22.3	North City Limits	7.0	7.0				
22.6	Boynton	.3	.3				
22.8	South City Limits	.2	.2				
25.0	Jct. US 62 West	2.2	2.2				
28.9	Council Hill	3.9		3.9			
29.4	South City Limits, McIntosh-Muskogee County Line	.5		.5			
32.8	Jct. US 266 and SH 1, E. & W., West of Checotah	3.4		3.4			
	TOTAL	32.8	14.8	7.8		10.2	
	STATE HIGHWAY NO. 73						
0.0	Jct. US 66 West of Elk City	0.0					
10.4	Jct. US 283 North of Sayre	10.4				10.4	
	TOTAL	10.4				10.4	
	STATE HIGHWAY NO. 74						
0.0	Jct. US 60 Lamont	0.0					
.3	South City Limits	.3					.3
6.1	Salt Fork	5.8				.2	5.6
8.9	Grant-Garfield	2.8				2.8	
10.9	Jct. West to Hunter	2.0				2.0	
13.1	Jct. SH 15 East	2.2				2.2	
19.6	North City Limits	6.5		2.5	4.0		
19.8	Garber	.2		.2			
20.1	South City Limits	.3		.3			
23.1	Jct. US 64 West	3.0	3.0				
28.5	North City Limits	5.4	5.4				
28.8	Covington 0.2 West	.3	.3				
29.0	South City Limits Jct. US 64 East	.2	.2				
38.7	Logan-Garfield County Line	9.7				9.7	
41.5	Marshall	2.8				2.8	
44.0	Jct. SH 51 East & West	2.5				2.5	
48.6	Lovell	4.6				4.6	
55.8	Jct. FAS West	7.2				7.2	
58.2	West City Limits	2.4				2.4	
58.5	Crescent	.3	.3				
64.3	Jct. SH 33 West	5.8		5.8			
64.6	Jct. SH 33 East	.3	.3				
69.6	Jct. West Cashion - East Navina	5.0				5.0	
74.6	Oklahoma-Logan County Line	5.0				5.0	
80.6	Jct. Road East to Edna	6.0		6.0			
89.4	Jct. Diagonal Road North West	8.8	.9	7.9			
90.4	Jct. US 66 West, US 66 Belt Line E., US 270 W., SH 1 & 3 West	1.0		1.0			

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
91.4	North City Limits, Oklahoma City	1.0	1.0				
91.7	Jct. SH 3 East & US 66 N.E. 23rd. St. & May Avenue	.3	.3				
92.7	Jct. West 10th & May Ave., South City Limits	1.0	1.0				
95.7	Jct. US 277 & 62 West & South, S.W. 29th & May Avenue	3.0	3.0				
95.9	West City Limits	.2	.2				
97.7	Jct. US 62-277 East	1.8	1.8				
98.2	South City Limits	.5		.5			
101.7	Cleveland-Oklahoma County Line	3.5			3.5		
116.7	Jct. SH 9, Norman City Limits 0.3 mi. East	15.0			15.0		
119.5	North End River Bridge McClain-Cleveland County	2.8			2.8		
120.4	South End Bridge, Jct. SH 9 West	.9					.9
122.9	Goldsby	2.5					2.5
127.9	Jct. SH 24 West	5.0					5.0
137.3	North City Limits	9.4					9.4
138.1	Purcell, Jct. US 77 East	.8	.2			.6	
139.3	South City Limits Jct. SH 39 West	1.2	1.2				
140.1	Jct. US 77 South	.8	.8				
151.3	Garvin-McClain County Line	11.2					11.2
154.1	Maysville Jct. SH 19	2.8					2.8
	TOTAL	154.1	19.9	24.2	25.3	47.0	37.7
	STATE HIGHWAY NO. 74-A						
0.0	Jct. SH 9 & 74 South West of Norman	0.0					
1.0	Oklahoma University Stadium	1.0				1.0	
	TOTAL	1.0				1.0	
	STATE HIGHWAY NO. 76						
0.0	Jct. US 66 & 277 Blanchard	0.0					
6.6	Jct. SH 39	6.6				2.0	4.6
20.5	Garvin-McClain County Line	13.9					13.9
22.1	Lindsay Jct. SH 19	1.6				1.6	
23.0	South City Limits	.9				.9	
31.8	Purdy	8.8				8.8	
34.7	Stephens-Garvin County Line	2.9				2.9	
37.6	Jct. SH 29 West	2.9				2.9	
38.9	Garvin-Stephens County Line	1.3				1.3	
39.5	Jct. SH 29 East	.6				.6	
44.3	Jct. Road East	4.8					4.8
46.3	Pernell	2.0					2.0
50.3	Base Line Store Carter-Garvin County Line	4.0					4.0
54.3	Ratliff City Jct. SH 7 East & West	4.0				4.0	
60.6	Fox	5.3			6.3		
64.8	Jct. SH 53 West	4.2			4.2		
69.8	Healdton	5.0	.6		4.4		
74.5	Jct. US 70	4.7	.9		3.8		
	TOTAL	74.5	1.5		18.7	25.0	29.3

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	STATE HIGHWAY NO. 77-A						
0.0	Jct. US 77 1 Mi. N. Love County Line	0.0					
2.0	East to Circulation Road around Lake	2.0				2.0	
	TOTAL	2.0				2.0	
	STATE HIGHWAY NO. 78						
0.0	Jct. US 64 Boise City	0.0					
.2	South City Limits	.2				.2	
17.5	Texas-Oklahoma State Line	17.3				17.3	
	TOTAL	17.5				17.5	
	STATE HIGHWAY NO. 79						
0.0	Jct. US 70 West of Waurika	0.0					
4.0	Texas-Oklahoma Line Red River	4.0		4.0			
	TOTAL	4.0		4.0			
	STATE HIGHWAY NO. 80						
0.0	Jct. US 64 (4) mi. East Warner	0.0					
2.0	North End Route	2.0				2.0	
	TOTAL	2.0				2.0	
	STATE HIGHWAY NO. 82						
0.0	Jct. SH 20 North Spavinaw	0.0					
4.5	3rd Street Langley	4.5			4.5		
	TOTAL	4.5			4.5		
	STATE HIGHWAY NO. 84						
0.0	Jct. US 270-75 Horns Corner, East Holdenville	0.0					
7.2	Lamar	7.2				7.2	
13.9	Carson	6.7				6.7	
	TOTAL	13.9				13.9	
	STATE HIGHWAY NO. 86						
0.0	Jct. US 64 Perry	0.0					
.3	South City Limits	.3				.3	

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
8.8	Payne-Noble County Line	8.5				8.5	
11.8	Jct. SH 51 (Not on System)	3.0					3.0
	TOTAL	11.8				8.8	3.0
	STATE HIGHWAY NO. 88						
0.0	Jct. US 169 Oologah	0.0					
6.6	Sageeyah	6.6		3.0	2.0	1.6	
11.1	Jct. SH 20 West	4.5	.3		.1	4.1	
11.8	Claremore, Jct. US 66 N. & S.	.7	.7				
12.8	East City Limits	1.0	.3		.7		
13.2	Jct. SH 20 East	.4			.4		
17.7	Tiawah	4.5			1.8	2.7	
24.5	Jct. SH 33 East & West	6.8			6.8		
25.6	Inola	1.1			1.1		
	TOTAL	25.6	1.3	3.0	12.9	8.4	
	STATE HIGHWAY NO. 90						
0.0	Jct. US 62 & SH 7 Gould	0.0					
.3	South City Limits	.3				.3	
7.3	Jct. West to Lovell	7.0				7.0	
11.4	Jackson-Harmon County Line	4.1				4.1	
20.2	Jct. SH 44 South, West City Limits	8.8				8.8	
20.7	Eldorado Jct. SH 44	.5				.5	
	TOTAL	20.7				20.7	
	STATE HIGHWAY NO. 92						
0.0	Jct. US 62 near Chickasha	0.0					
8.4	Amber	8.4					8.4
18.3	Tuttle Jct. SH 37	9.1					9.1
	TOTAL	18.3					18.3
	STATE HIGHWAY NO. 94						
0.0	Jct. US 54 & 64 Hooker	0.0					
.3	South City Limits	.3					.3
14.8	Jct. SH 3	14.5					14.5
	TOTAL	14.8					14.8
	STATE HIGHWAY NO. 99						
0.0	Kansas State Line	0.0					
3.2	Jct. Boulangerville 1.0 mi. West	3.2				3.2	
19.8	Jct. US 60 East	15.6			10.0	6.6	
24.7	North City Limits	4.9			4.9		
25.4	Jct. US 60 & SH 11 West (Pawhuska 0.3 mi. West)	.7	.7				

(Continued on next page)

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
25.6	South City Limits	.2	.2				
30.0	Jct. SH 11 East	4.4	4.4				
34.4	North City Limits	4.4		4.4			
34.7	Wynona	.3		.3			
34.9	South City Limits, Wynona	.2		.2			
44.7	North City Limits, Hominy	9.8		9.8			
44.9	Hominy 0.3 Mi. West	.2		.2			
45.4	Jct. SH 20 East & West, South City Limits Hominy	.5		.5			
52.5	Pawnee-Osage County Line	7.1		7.1			
53.5	North City Limits	1.0			1.0		
54.4	Cleveland Jct. US 64, S. E.	.9	.9				
55.2	West City Limits	.8	.8				
60.6	Jct. US 64 West	5.4	5.4				
63.9	North City Limits	3.3	3.3				
64.4	Hallet	.5	.5				
64.9	South City Limits	.5	.5				
67.5	North City Limits	2.6	2.6				
68.0	Jennings	.5	.5				
68.7	Creek-Pawnee County Line	.7	.7				
72.3	Jct. SH 51 West	3.6	3.6				
74.8	Oilton	2.5	2.5				
75.4	Jct. SH 33 & 51 East	.6	.6				
82.0	North City Limits	6.6	6.6				
82.5	Drumright, Jct. SH 67 East	.5	.5				
83.2	West City Limits	.7	.7				
83.8	Payne-Creek County Line	.6	.6				
85.4	Jct. SH 33 West	1.6	1.6				
88.8	Lincoln-Payne County Line	3.4				3.4	
101 8	North City Limits	13.0		2.8		10.2	
102.1	Stroud Jct. US 66 East & West	.3	.3				
102.3	South City Limits	.2	.2				
120.2	North City Limits	17.9		17.9			
120.6	Prague	.4	.4				
121.3	South City Limits	.7	.7				
122.5	Lincoln-Pottawatomie County Line	1.2	1.2				
126.9	Pottawatomie-Seminole	4.4	4.4				
137.4	Jct. SH 9 East & West	10.5	10.5				
138.4	North City Limits	1.0	1.0				
138.9	Seminole Jct. US 270 East & West	.5	.5				
139.2	South City Limits	.3	.3				
141.4	Jct. SH 59 West	2.2	2.2				
144.4	Bowlegs	3.0	3.0				
148.6		4.2	4.2				
151.3	Jct. County Road South	2.7	2.7				
159.0	East City Limits	7.7	4.0	3.7			
159.2	Konawa Jct. SH 39 West	.2	.2				
159.5	South City Limits	.3	.3				
163.4	Jct. SH 56 East	3.9	3.9				
163.8	South Canadian River	.4	.4				
174.4	North City Limits	10.6	10.6				
174.9	Ada Jct. SH 19 & 12 West	.5	.5				
175.4	East City Limits Jct. SH 12 North	.5	.5				
175.9	South City Limits	.5	.5				
178.9	Jct. US 270 & SH 3 East	3.0	3.0				
187.2	Fittstown	8.3				8.3	
195.2	Johnston-Pontotoc County Line	8.0			7.1	.9	
196.4	Pontotoc	1.2			1.2		
199.5	Connerville	3.1			3.1		
205.5	Jct. SH 7 East	6.0			5.6	.4	
208.3	Jct. SH 7 West	.8				.8	
214.1	North City Limits	7.8				7.8	
214.7	Tishomingo Jct. SH 22 West	.6	.6				
215.1	Jct. SH 299 East	.4	.4				

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TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
215.8	South City Limits	.7	.7				
216.0	Jct. SH 22 East	2.2				2.2	
218.5	Marshall-Johnston County Line	1.5				1.5	
225.0	Jct. SH 199 East	5.5				5.5	
226.6	North East City Limits	1.6				1.6	
227.6	Madill Jct. SH 199 West	1.0				1.0	
227.9	South City Limits	.3		.3			
231.6	Jct. US 70 South East	3.7		3.7			
235.1	North City Limits	3.5				3.5	
235.5	Kingston	.4				.4	
235.7	East City Limits	.2				.2	
242.8	Woodville	7.1				7.1	
245.4	Texas-Oklahoma State Line	2.6				2.6	
	TOTAL	245.4	94.4	82.8	19.2	49.0	

STATE HIGHWAY NO. 199

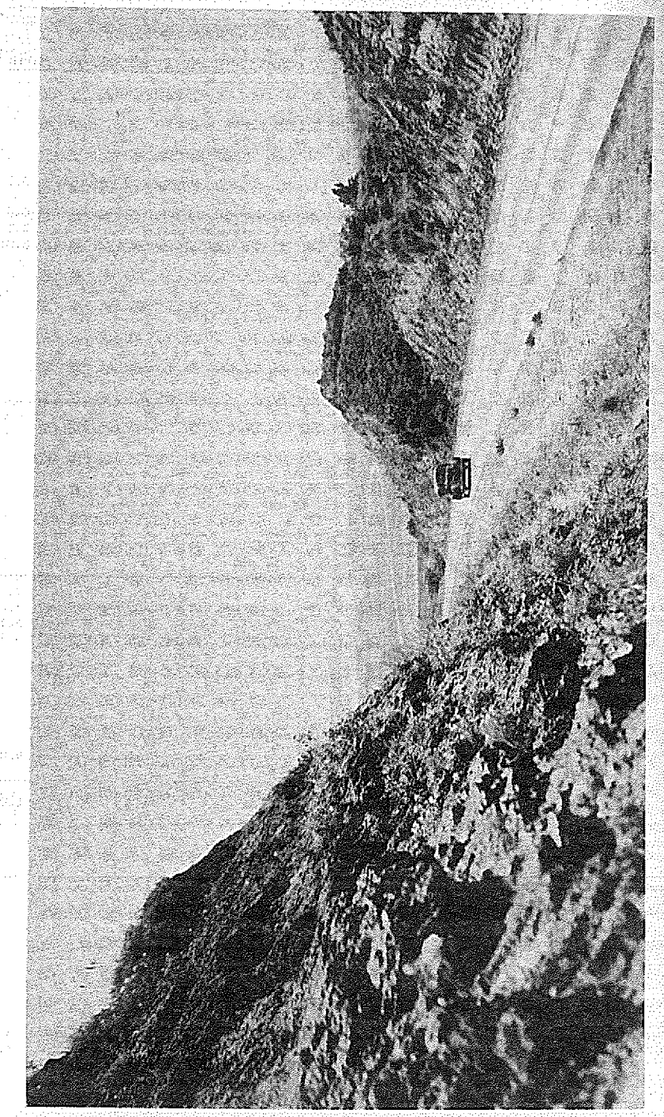
0.0	Jct. US 77 Marietta	0.0					
.4	Marietta	.4	.4				
1.0	East City Limits	.6	.6				
12.9	Marshall-Love County Line	11.9				11.9	
14.3	Jct. to Lebanon	1.4				1.4	
15.6	Jct. Road East	1.3				1.3	
26.6	South City Limits	11.0				11.0	
27.1	Madill Jct. US 70 & 99 South	.5				.5	
28.1	North East City Limits	1.0				1.0	
29.7	Jct. SH 99 North East	1.6				1.6	
36.6	Lynn	6.9				6.9	
38.5	Johnston-Marshall County Line	1.9				1.9	
40.1	Jct. to Bee	1.6				1.6	
42.2	Jct. SH 22 North	2.1				2.1	
	TOTAL	42.2	1.0			41.2	

STATE HIGHWAY NO. 299

0.0	Texas State Line	0.0					
4.5	Yuba	4.5					4.5
15.9	Achille	11.4					11.4
26.8	South City Limits, Durant	10.9					10.9
27.7	Durant Jct. US 75-69 & 70 West	.9	.4			.5	
28.2	Jct. US 70 East Durant	.5	.5				
28.6	North City Limits, Durant	.4	.4				
30.7	Jct. US 69 North East	2.1	2.1				
32.1	Jct. East to Armstrong (Ury)	1.4		1.4			
36.5	Cobb	4.4		.3		4.1	
40.7	Brown	4.2				4.2	
42.8	Johnston-Bryan County Line	2.1				2.1	
45.1	Nida	2.3				2.3	
45.2	Jct. SH 22 West	.1				.1	
50.5	Emet	5.3				5.3	
53.2	Milburn	2.7				2.7	
53.6	West City Limits	.4			.4		
60.4	East City Limits	6.8			6.8		
60.5	Jct. SH 99 South	.1			.1		
60.9	Tishomingo Jct. SH 22 W. & SH 99 N.	.4	.4				
	TOTAL	60.9	3.8	1.7	7.3	21.3	26.8

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	FARM-TO-MARKET ROAD						
	(On 10th St., Oklahoma City, West to Yukon)						
0.0	Jct. SH 74, May Ave. & 10th St., Okla. City	0.0					
1.0	Oklahoma City Limits; Portland Ave.	1.0		1.0			
6.0	Oklahoma-Canadian County Line	5.0		5.0			
10.8	Jct. US 66 East of Yukon	4.8		4.8			
	TOTAL	10.8		10.8			
	FARM-TO-MARKET ROAD						
	(Mill Creek - West)						
0.0	Jct. SH 7 & 12 Mill Creek	0.0					
3.1	Johnston-Murray County Line	3.1				3.1	
7.2	Jct. SH 18	4.1					4.1
	TOTAL	7.2				3.1	4.1
	FARM-TO-MARKET ROAD						
	(Moore to Oklahoma City)						
0.0	Jct. SH 77 South of Moore	0.0					
4.4	Oklahoma-Cleveland County Line	4.4				4.4	
6.4	Jct. South East 56th St. & Eastern A.	2.0				2.0	
8.4	Jct. S.E. 29th St. & Eastern Avenue	2.0				2.0	
	TOTAL	8.4				8.4	
	FARM-TO-MARKET ROAD						
	(Manitou to Tipton)						
0.0	Jct. US 183 Manitou	0.0					
.1	West City Limits	.1				.1	
9.0	North City Limits	8.9				8.9	
9.5	Tipton	.5				.5	
9.6	South City Limits	.1				.1	
10.0	Jct. SH 5	.4				.4	
	TOTAL	10.0				10.0	
	FARM-TO-MARKET ROAD						
	(East of Miami East to State Line)						
0.0	Jct. SH 10 East of Miami	0.0					
4.5	Missouri State Line	4.5				4.5	
	TOTAL	4.5				4.5	

TOTAL MILES	TOWNS	MILES	TYPES: Brick, Conc.	High-Type Bitum.	Low-Type Bitum.	Gravel or Stone	Earth
	FARM-TO-MARKET ROAD						
	(Childers East to County Line)						
0.0	Jct. SH 28 Childers	0.0					
6.4	Nowata-Craig County Line	6.4				6.4	
	TOTAL	6.4				6.4	
	FARM-TO-MARKET ROAD						
	(From US 66 North & West through Stafford)						
0.0	Jct. US 66 West of Clinton	0.0					
4.1	Stafford	4.1				4.1	
6.1	End of Road	2.0				2.0	
	TOTAL	6.1				6.1	
	FARM-TO-MARKET ROAD						
	(Cimarron Field to US 66)						
0.0	Cimarron Field	0.0					
1.1	US 66 West of Yukon	1.1				1.1	
	TOTAL	1.1				1.1	
	STATE PARK ROAD						
	(Woodward to Boiling Springs State Park)						
0.0	Woodward Jct. US 270-183 & SH 3, 15, and 34	0.0					
.3	Woodward North City Limits	.3	.3				
5.8	Boiling Springs State Park	5.5			.5		5.0
	TOTAL	5.8	.3		.5		5.0



View on U.S. 66, Canadian County. South Canadian River in distance. (P.R.A. photo)

LIST OF VENDORS OF MATERIALS AND SUPPLIES AND AMOUNTS OF PURCHASES DURING THE BIENNIUM

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
A & E Equipment Company	$ 146.80	$ 2,128.45	$ 2,275.35
Abercrombie Farm Supply		3.95	3.95
Acre, John T.	1,788.89		1,788.89
Acme Foundry & Machine Company	220.00		220.00
Adams Motor Company	561.50	113.33	674.83
Adams Engineering & Blue Print Company	7,008.38	649.44	7,657.82
Ada Lumber Company	45.00	371.00	416.00
Adams, R. E.	150.00		150.00
Ada Iron & Metal Company		1,662.75	1,662.75
Ada Milling Company	150.00	96.00	246.00
Ada Auto Supply Company		146.73	146.73
Adams Brothers Food Store		150.00	150.00
Adams, W. H. & T. S.		107.50	107.50
Air Reduction Sales Company	551.85	138.48	690.33
Air Conditioning Engineering Company	34.25	63.00	97.25
Aircraft & Diesel Equipment Company		53.25	53.25
Allied Equipment Company		768.00	768.00
Allied Materials Company	75,435.17	36,678.90	112,114.07
Alexander Drug Company	75.86	67.00	142.86
Alemito Company of Oklahoma	72.15	25.65	97.80
Allen, J. L.	26.80		26.80
Allied Paint Company	44.96	1,219.27	1,264.23
Allied Asphalt Products Company	273.60		273.60
Alton Scraper Company	4.90		4.90
Allen, W. E.		24.80	24.80
Alva Roller Mills		225.00	225.00
Alloy Steel & Metal Company		71.50	71.50
Alpha Sand & Gravel Company		1,228.50	1,228.50
American Association of State Highways		4.00	4.00
Amos Handle Company	7.52	73.06	80.58
American Electric Ignition Company	507.60	268.31	775.91
Amulco Products Company	4,277.50		4,277.50
American Body & Trailer Company	806.80	336.00	1,142.80
American Railway Engineer	1.00	2.00	3.00
American Stamp Company		7.10	7.10
American Livestock Loan Company	169.50		169.50
American Butane Gas Company		10.50	10.50
Amond, Noble	40.00		40.00
American Steel Abrasive Company	109.93		109.93
American Chain & Cable Company	2,511.32		2,511.32
Ames, B. C., Company		16.00	16.00
Anderson Artic Ice Company	80.00	46.30	126.30
Anderson-Prichard Refining Company	91,955.32	144,240.32	236,195.64
Antrim Lumber Company		22.80	22.80
Arkhola Sand & Gravel Company	22,329.01	1,055.25	23,384.26
Arkansas River Sand Company	85.10		85.10
Armco Drainage Products, Incorporated		395.53	395.53
Ardmore Auto Parts Company		9.60	9.60
Ash Grove Lime Cement Company	4,506.39	2,054.00	6,560.39
Association of American Railroads	8.73	2.34	11.07
Atlas Supply Company	1,719.98	336.46	2,056.44
Atlas Powder Company	2,255.00	459.70	2,714.70
Atlas Oil Company	536.35	46.88	583.23
Atlas Scraper Company	103.70		103.70
The Automotive Company	840.94	1,598.23	2,439.17
Auto Electric Sales & Service Company	439.40	71.16	510.56
Automotive Steam Company	292.40	44.53	336.93
Autry C. C.	43.85		43.85
Auto Parts & Machine Company		42.71	42.71
Ayres, Earl E.	132.24		132.24
Abercrombie Hardware Company		5.85	5.85

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Barnsdollar & Crosbie	$ 18,166.26	$ 8,123.02	$ 28,289.28
Bartleson Hardware Company		88.00	88.00
Baker Concrete Pipe Company	4,684.02	556.00	5,240.02
Baer Brothers Company	90.00		90.00
Barber, Frank	36.60	120.00	156.60
Bailey, Leonard	80.00		80.00
Barsco Oil Company	233.75		233.75
Basolo Motor Company		83.44	83.44
Barnes, T. S.		216.08	216.08
Baxter, Arthur		40.00	40.00
Bates, Dean		59.37	59.37
Barber-Greene Company		180.47	180.47
Barby, Fred		39.28	39.28
Barbe, Roy		57.00	57.00
Baker, Del		475.08	475.08
Bay City Shovel, Incorporated		81.35	81.35
Barry Oil Company		35.75	35.75
Baznaska, Jim	145.60		145.60
Belknap Hardware Company	550.29	43.95	594.24
Beeman, A. C., Foundry Company	12.50	37.00	49.50
Bemis Motor Company	33.78		33.78
Bentzinger Brothers Brush Company		87.58	87.58
Beemer, Jesse		231.00	231.00
Bell, W. M.		195.00	195.00
Betzen, R. J.		720.00	720.00
Big Three Welding Company	266.14	82.62	348.76
Bivins Auto Supply	112.50		112.50
Big Jo Lumber Company	107.98	683.56	791.54
Binkley Radiator Company		29.35	29.35
Birdcreek, Belcher	39.21		39.21
Blue Motor Company	2,544.35		2,544.35
Blackburn, Ed	411.25	225.00	636.25
Blick, Dick, Company		19.56	19.56
Black, Sivalls & Bryson, Incorporated		73.73	73.73
Blasdell, Ray		150.00	150.00
Boyd, Clarence L. Company	64,584.25	56,295.60	120,879.85
Boardman Company, The	38,574.36	36,178.80	73,753.16
Bowles, B. J.	200.00		200.00
Bosch Electric Company	40.00		40.00
Boal Foundry & Machine Company	25.65	103.53	129.18
Bond Printing Company	3,516.16	596.20	4,112.36
Boucher, Nathan	75.30		75.30
Board County Commissioners	1,459.05		1,459.05
Bolender Brick & Material Company	391.68		391.68
Boswell Machine Shop	250.00		250.00
Boise City Hardware & Furniture Company	59.90	370.24	430.14
Boles, John		172.80	172.80
Branhams, Incorporated	38.75	5.00	43.75
Bradford Supply Company		44.69	44.69
Broyles, George Motor Company	95.36		95.36
Broyles, Lessie	1,400.00	301.60	1,701.60
Brooks, W. M.	35.00		35.00
Bryson, R. L.		93.30	93.30
Burroughs Adding Machine Company	4,414.84	288.05	4,702.89
Butterly, H. J., Incorporated	128.82	331.41	460.23
Builders Concrete Company	145.02		145.02
Butts Oil and Tire Company	512.47	130.48	642.95
Butler, Rebecca E.	48.00		48.00
Butts Electric Company	2,400.00		2,400.00
Burton, Mrs. E. C.	115.00		115.00
Butts Lumber Company		90.00	90.00
Burtis Press & Office Company		8.95	8.95
Bunner, Addie		240.00	240.00
Byler Machine Shop		72.40	72.40

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
C & S Tire & Supply Company	$	$ 9.10	$ 9.10
Capitol Steel & Iron Company	25,858.05	41,768.27	67,561.52
Capitol Typewriter Company	95.95		95.95
Carpenter Paper Company	112.70	703.65	816.35
Case, J. I. Company	2,468.88	339.78	2,808.66
Canna Creek Lumber Company	738.84	2,885.00	3,623.84
Carney, Jess		125.76	125.76
Cason, Bob Motor Company	556.35	619.09	1,175.44
Carswell, Firmon L. Manufacturing Company	5.28		5.28
Cason, Claud	2,032.55		2,032.55
Callicott, W. B.	60.00		60.00
Carnes, A. J.	451.40		451.40
Carson Machine & Supply Company	61.58	13.26	74.84
Casparis, J. L.	354.00		354.00
Carl's Paint & Body Shop	40.00		40.00
Cameron, Crawford	92.79		92.79
Cason, Frank, Motor Company	158.47		158.47
Carpenter, J. T. & J. H.		48.64	48.64
Cavnar Motor Company		40.32	40.32
Case Oil Company		390.00	390.00
Cavett, R. A.		61.44	61.44
Caylor Lumber Company		25.08	25.08
Capitol City Auto Supply Company		28.00	28.00
Coco Steel Products Company	80.18		80.18
Cecil's Service Station		70.24	70.24
Central Scientific Company		49.00	49.00
Chalmer's Electric Service Company		37.05	37.05
Chandler Materials Company	11,238.98	2,375.15	13,616.13
Champlin Refining Co pany	55,963.07	87,307.48	143,270.55
Chivers, Joe	834.54		834.54
Chandler News Publicist		204.25	204.25
Chickasha Iron Works	159.85	140.64	300.49
Chicago Scientific Corporation	161.69		161.69
Chappell Oil Company	484.28	243.55	727.83
Chaffin Brothers Lumber Company	893.02		893.02
Charlie's Machine Works	62.00		62.00
Chisholm & Moore Manufacturing Company	42.80		42.80
Chevrolet Motor Company	36.01		36.01
Chain Belt Company	232.39		232.39
Champlin, R. A., Hardware & Lumber		367.08	367.08
Chambers, J. E.		192.50	192.50
Church, Byron		60.00	60.00
Chapman, Claude		67.04	67.04
Cities Service Oil Company	3,706.21	2,621.10	6,327.40
Cincinnati Machinery & Supply	72.00		72.00
City Chevrolet Company	188.05	56.48	244.53
Circle-L-Electric, Incorporated		76.10	76.10
Clarence Tackett Sanitary Company	2.00	1.00	3.00
Clinton Motor Company	1,005.50	339.26	1,344.76
Clow, G. C. Hardware		27.90	27.90
Clark, D. L.	155.00		155.00
Cosco Oil Company	11,516.52	87,380.68	98,897.20
Co-Operative Publishing Company	130.80	50.75	181.55
Cook Paint & Varnish Company	2,458.47	4,382.25	6,840.72
Continental Oil Company	8,694.99	5,792.54	14,487.53
Concho Sand & Gravel Company	13,222.40	4,126.50	17,348.90
Cook, V. S., Lumber Company	392.58	68.40	460.98
Commissioners of School Land		190.00	190.00
Compressed Industrial Gases	261.20		261.20
Cosby, Floyd		77.12	77.12
Collins, D. W., Desk Company	1,278.95	1,840.51	3,119.46
Columbia Wiping Cloth Company		179.74	179.74
Conley-Lott-Nichols Company		451.70	451.70
Consolidated Cement Corporation	720.16		720.16
Cotton County, Motor Company	208.98	63.50	272.48

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Cooper, W. C.	$ 267.00	$	$ 267.00
Combs Oil Company	325.50	643.50	969.00
Coker Oil Company	243.60		243.60
Consolidated Supply Company	127.10		127.10
Commercial Wholesale Company	22.05		22.05
Cordell Oil Company	742.72	2,798.76	3,541.48
Covey, Outher Sheet Metal Company	40.20	112.50	152.70
Cowan Motor Company	401.50		401.50
Cohlmia Quality Store		6.00	6.00
Commercial Metals Company		2,372.85	2,372.85
Copeland, Jack		35.00	35.00
Crane Company	6.85	137.23	144.08
Crows-Wyrick Lumber Company	220.56		220.56
Crow, R. E.	2,093.97	5,293.31	7,387.28
Crippen, King		324.80	324.80
Crouch, Edd	72.60		72.60
Crescent Oil Company	592.27	143.36	735.63
Creamer Machine & Supply Company	133.20	93.50	226.70
Crown Rubber Stamp Company		2.15	2.15
Cushing Refining & Gas Company	467.96		467.96
Curtin, W. H., & Company	188.44		188.44
Culwell, Gus		166.20	166.20
Coker & Bennett Tire Company		49.20	49.20
Curtis, E. T.	240.00		240.00
D-A Lubricant, Incorporated	123.20		123.20
Davis, Will		60.00	60.00
Dalton, J. M.	214.40	107.60	322.00
Danielson, J. A.	329.00	84.14	413.14
Daly, J. A.	484.00		484.00
Davis, J. T.		138.08	138.08
Davis, George L.		300.00	300.00
Davenport, M. J.		320.00	320.00
Dewey Portland Cement Company	10,052.49	23,391.17	33,443.66
Dewing Printing Company	142.90		142.90
Deep Rock Oil Corporation	45,518.47	84,610.44	130,128.91
Denison Motor Company	628.56	91.81	720.37
Dean's Service Station		41.50	41.50
Deal, T. M., Lumber Company		315.71	315.71
Ditto Sales Agency		26.40	26.40
Dierks Coal & Lumber Company	400.00		400.00
Dietzgen, Eugene Company		25.99	25.99
Diesel Power & Machinery Company	4,209.44	2,631.05	6,840.49
Dicks Battery & Electric Company	55.96		55.96
Dolese Brothers	67,104.83	23,958.59	91,063.42
Downtown Chevrolet Company, Tulsa	8,450.02	4,452.56	12,902.58
Doyle, Bill, Office Supplies	98.00	743.04	841.04
Donaldson & Yahn, Lumber	1,353.05	18.00	1,371.05
Downtown Chevrolet Company, Oklahoma City	72.16		72.16
Dorsey Douglas, H., Incorporated	14.11	298.42	312.53
Donaldson, Ruth		414.60	414.60
Dossey Lumber Company	146.69		146.69
Dodson Lumber Company		2,138.05	2,138.05
Dougherty, J. W.		237.44	237.44
Drake Motor Company	113.82		113.82
Durant Nursery Company	98.32		98.32
Duncan Motor Company	228.48	505.94	734.42
Duncan, W. C.	1,000.00		1,000.00
Duckwell, H. W.	382.00		382.00
Durrett Oil Company	150.10	144.76	294.86
Duff, Gilkey Hardware Company		78.00	78.00
Eason Oil Company	895.80	1,245.00	2,140.80
Easterwood, Dillard	70.00	80.00	150.00
Eastern Chevrolet Company	149.72		149.72
Early Stone Company		1,260.00	1,260.00

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Eck, Henry	$ 133.28	$	$ 133.28
Edwards, R. J.	309.15	70.00	379.15
Edwards, Robert L.	39.00	249.45	288.45
Edwards, Joe, Motor Company		148.55	148.55
El Reno Motor Company		93.05	93.05
Electric Paint & Varnish Company	96.00		96.00
Ellis, C. L. Superintendent of Osage Agency	1,152.60		1,152.60
Electrical & Magneto Company	131.95	48.00	179.95
El Reno Construction Company		1,125.75	1,125.75
Ellis, W. O. & Ida		50.00	50.00
Ennis, L. L.	56.00		56.00
Enid Planing Mill Company	51.81		51.81
Engineering Laboratories, Incorporated	1,995.84	147.50	2,143.34
Estes, Foster	35.70		35.70
Evans Hardware Company		17.82	17.82
Evans Products Company	1,186.05	654.00	1,840.05
Everhot Manufacturing Company	35.00		35.00
Evans, Gray Layman Company		129.60	129.60
Fairbanks Morse Company	44.17	137.94	182.11
Faulkner, D. F.		600.00	600.00
Failing, George E., Supply Company	340.24	357.90	698.14
Farris, P. B.		98.00	98.00
Farmer's Co-operative	243.12	481.17	724.29
Farmer's Union Oil Company	270.00	329.85	599.85
Faris, Charles		90.00	90.00
Farmers Oil & Gas Company		160.78	160.78
Federal Truck Sales Company	37.12	2,239.69	2,276.81
Ferguson Motor Company	83.76	32.41	116.17
Fisher Scientific Company	452.72		452.72
Field Stationery Company	45.52		45.52
Firestone Auto Supply Company	50.64		50.64
Firestone Tire & Rubber Company	72.72	81.19	153.91
Fisher, L. B., Construction Company	46,981.43	30,331.56	79,312.99
Fitzgerald Oil Company	124.08	28.87	152.95
First Mortgage Investment Company	400.00	279.75	679.75
Field, Julian C.		104.45	104.45
Field Brothers Service Station		250.25	250.25
Fleming, P. F.		552.40	552.40
Fowler, E. M.		332.50	332.50
Four State Hardware Company	35.56		35.56
Foster, Glen Motor Company	60.40		60.40
Ford, Kate H.	144.00		144.00
Ford, Will H., Machinery Company		23.03	23.03
Frick-Reid Supply Company	379.14	259.72	638.86
Freeman, B. F.	593.75		593.75
Freeman, R. L.		175.60	175.60
Freeman, W. O.	384.35	276.50	660.85
Frederick Oil Company	209.16		209.16
Freak Oil Company	60.00		60.00
Friend & Ray	10,125.00	14,438.70	24,563.70
Francis, J. T.		33.60	33.60
Friar, J. D.		135.00	135.00
Fulson, Lucy		212.50	212.50
Fulson, Cornelious		1,385.00	1,385.00
Gates Hardware Company	519.08	3,132.68	3,651.76
Gates Rubber Company	245.22	143.60	388.82
Gang, Ira B.	80.00		80.00
Gary Screw & Bolt Company	360.00		360.00
Gardner-Denver Company	287.99		287.99
Garber Service Station	362.92	122.18	485.10
Garner Brothers Garage	110.00		110.00
Gaines Brothers	7, 876.12	293.75	8,169.87
Guyman-Sutton Downing Hardware		11.00	11.00
Galion Iron Works		150.77	150.77
General Paint Corporation	2,230.79	357.42	2,588.21
General Electric Supply Company	204.28	218.55	422.83

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
General Tire & Rubber Company	$ 29.14	$	$ 29.14
George Oil Company	240.00	583.78	823.78
Gene's Service Station		38.00	38.00
Gholston Farm Equipment Company	141.33		141.33
Gibbs Motor Machine Company	58.00		58.00
Gilstrap, Jess, Mrs.	250.90		250.90
Gill Lumber Company	108.68		108.68
Gibbs Motor Machine Company	208.00		208.00
Gladstein Company, The	1,132.83	106.20	1,239.03
Globe Steel Abrasive Company	210.28		210.28
Goodrich, B. F., Company		169.62	169.62
Goodyear Tire & Rubber Company	42.29	36.52	84.81
Gordan, I. L.		9.75	9.75
Gooldy, W. T.	748.32	993.49	1,741.81
Goodman, J. R.	600.00	131.44	731.44
Grealease-Moore Chevrolet Company	6,865.95	611.50	7,477.45
Griffin Grocery Company		79.30	79.30
Graham Paper Company	92.75	131.62	224.37
Grove Lumber Company	166.64		166.64
Green, A. E.	98.25		98.25
Graham, Charles M.	200.00		200.00
Griffin, U. S.	49.50		49.50
Grimmett Construction Company		8,916.26	8,916.26
Graves, D. H.		1,670.79	1,670.79
Greer-Pfile Company		13.20	13.20
Gravette, A. J.		517.40	517.40
Gurley, W. & L. E.	155.50	37.50	193.00
Guthrie Register News	257.00		257.00
Gyres, G. I.	9.10		9.10
H & L Company	86.70		86.70
H & J Chevrolet	1,041.24		1,041.24
Hart Industrial Supply Company	12.41	35.95	48.36
Hale, Sam P.	59,747.26	38,342.13	98,089.39
Harlow Publishing Company	230.15	5.00	235.15
Haynes Auto Supply Company	59.34	287.67	347.01
Harnischfeger Corporation	895.01	1,558.07	2,453.08
Hamilton, J. C.	204.11	32.40	236.51
Hale, George C., Photo Supplies	10.64		10.64
Haynes Hardware Company		178.60	178.60
Hatter, Truman	224.00		224.00
Harris Repair Shop	8.65		8.65
Helliburton Oil Well Cement Company	13,299.12	7,472.83	20,771.95
Harris, John E.	99.00		99.00
Hamlin Canvas Goods Company	98.00	277.70	375.70
Hartley, E. M.	500.00		500.00
Hahn Auto Supply	25.15	99.26	124.41
Hammer Machine Works		120.50	120.50
Hanley, M. C.		14.70	14.70
Harrison Builders Supply Company		159.28	159.28
Haight, William		61.95	61.95
Hampton Chevrolet Company		34.68	34.68
Harrison, W. R.		35.00	35.00
Harmon Manufacturing Company		322.23	322.23
Hales, Tommie		36.40	36.40
Harris Oil Company		270.00	270.00
Harris, Syd		94.25	94.25
Hercules Powder Company	2,482.55	5,495.55	7,978.10
Herd Equipment Company	31,351.42	36,965.71	68,317.13
Heil Corporation	9.41		9.41
Henthorn, Robert E.	1,305.04		1,305.04
Herrin, M. L.	613.40	109.60	723.00
Henke, Marie	40.00		40.00
Hercules-Lupkfer Engine Sales Company		66.67	66.67
Hickman, Frank	1,684.06	337.49	2,021.55
Highway Research Board		13.75	13.75
Hiatt, C. N.	80.00	52.80	132.80

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Hinds, Burl W.	$ 154.10	$	$ 154.10
Hirsh-Swan Corporation	673.00		673.00
Highway Safety Appliances	69.50		69.50
Hill, Otto	208.56		208.56
Hill & Hill Oil Company	112.53	146.02	258.55
Hicks, I. W.		259.79	259.79
Home Lumber & Supply Company		345.77	345.77
Huston-McCune Lumber Company	149.00	141.00	290.00
Hogentogler, C. A.	110.00		110.00
Hoover, B. C.	44.80		44.80
Hope Lumber & Supply Company	99.31	366.67	465.98
Holland, Ezra		75.00	75.00
Hoover, M. W.	90.00		90.00
Horton Oil Company		1.30	1.30
Hobart Brothers Company		4.80	4.80
Holes, Tommie		48.40	48.40
Houston, Shirley		43.50	43.50
Holdenville Motor Company		77.00	77.00
Hobart Lumber Company		1,026.04	1,026.04
Houston-McCune Lumber Company		102.00	102.00
Hudson-Houston Lumber Company		150.00	150.00
Humboldt Manufacturing Company	478.50	259.05	737.55
Hunzicker Brothers	133.32	58.08	191.40
Hutton, Henry	369.00	43.75	412.75
Huddleston, John		88.00	88.00
Hunter Printing Company	35.15		35.15
Hudson, Amanda J.	163.30		163.30
Hume, L. H.	70.00		70.00
Hugo Oil Company	74.06		74.06
Hundley, J. W., Company	231.30	12.00	243.30
Hooper Implement Company	35.00		35.00
Hutton, A. J., Mrs.	46.90		46.90
Huggins, R. L., Mrs.	1,750.00		1,750.00
Hurst, D.		554.56	554.56
Hutchens, C. B.		1,315.84	1,315.84
Hudson's Supply Store		87.50	87.50
Huston, Oran Lumber Company		161.20	161.20
Hydro Hardware Company		92.50	92.50
Illinois Powder Manufacturing Company	1,269.73	2,453.00	3,722.73
Improved Springkler & Fence Company		149.00	149.00
International Business Machine Company	282.00	110.85	392.85
International Harvestor Company	2,534.68	4,653.43	41,188.11
Industrial Paint & Pigment Company	8,250.00	265.00	8,515.00
International Truck Company	35.47		35.47
Independent Oil Company	233.68	1,815.32	2,049.00
International Rustproof Corporation	495.00	7,096.29	7,591.29
International Welders	345.00	189.23	534.23
Ingram, W. E.		68.20	68.20
Independent Lumber Company		117.50	117.50
Iowa Manufacturing Company	1,685.58	111.64	1,797.22
Jackson, Mrs. Pearl	718.96		718.96
Jackson Materials	3,605.00		3,605.00
Jay Lumber Company	156.91		156.91
Jackson, James M.	248.49	669.84	918.33
James, Guy, Construction Company	744.00		744.00
Jarrett, C. E.	200.00	100.00	300.00
Jari Products, Incorporated		29.81	29.81
Jacobs, Frank		658.50	658.50
Jennings, Frank J.		53.92	53.92
Jones, Fred	20,560.50	1,193.50	21,754.00
Jolly & Jolly Lumber Company	6,831.75		6,831.75
Jones, Paul, Motor Company		4.94	4.94
Johnson Oil Refining Company	222.75		222.75

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Johnson, Luther	$ 151.53	$	$ 151.53
Johnson, M. L. Oil Company		324.48	
Joslyn Manufacturing & Supply Company		430.38	430.38
Johnson Motor Company		49.01	49.01
Joe's Body Works		64.00	64.00
Jones, W. E.		125.90	125.90
K. C. Motor Company	574.82	121.41	696.23
Karchmer Pipe & Supply Company	23.00	63.73	86.73
Kamen Wiping Materials Company	175.00	80.00	255.00
Kargl Aerial Survey Company		87.65	87.65
Kahan Pipe & Supply Company		50.40	50.40
Keith, J. R.	295.68		295.68
Kelley, Lee	30.00		30.00
Keystone Bindery Company	16.00	21.75	37.75
Kendrick & King Lumber Company	401.13	1,308.70	1, 709.83
Kerbo, C. R.		112.00	112.00
Keltner, Arthur	47.70		47.70
Ketchum, H. E., Lumber Company	452.44	185.66	638.10
Keck, G. E.	75.00		75.00
Kiowa Indian Agency	780.50	1,356.20	2,136.70
Kindt, E. O.	100.05		100.05
Kimmons, J. W.	44.00		44.00
Killion, Henry	54.30		54.30
Kirkpatrick, Earle	11,775.00		11,775.00
Kiethahroco, William	400.00		400.00
Kirkpatrick Motor & Machine Company		55.80	55.80
Klein, J. B., Iron & Foundry Company	7,948.07	30,284.57	38,232.64
Kupka, S. F.		108.60	108.60
Keuffell & Easle Company		4.74	4.74
Larrance Tank Corporation	605.96	450.00	1,055.96
Layman Construction Company		30.00	30.00
Lay Joseph Company		155.68	155.68
Land Supply Company		36.04	36.04
Lawton Cabinet Shop	164.50		164.50
Lamar, Curtis	172.80		172.80
Laple, Bill		131.90	131.90
Leflore Lumber Company	1,296.13	337.29	1,633.42
Leland Equipment Company	15,651.00	7,648.73	23,299.73
Lewis Warner Company	143.76		143.76
LeRoi Company	86.24	27.65	113.89
Layman Construction Company	75.00		75.00
Leatherman, Frank	396.63		396.63
Lee, D. L.	225.84	57.28	283.12
Leas Die & Machine Works	78.24		78.24
Lewis Printing Company	36.75	58.10	94.85
Lincoln Electric Company		42.10	42.10
Liberman Flag Company	131.15		131.15
Lincoln, J. F., Arc Welding Foundation	3.00		3.00
Lincoln National Life Insurance Company	270.00		270.00
Little, Ruel, Administrator		717.75	717.75
Linzer Davis & Sons, Incorporated		13.50	13.50
Limb & Son		62.40	62.40
Long Bell Lumber Company, Oklahoma City	3,137.90	1,380.82	4, 518.72
Long-Bell Lumber Company, Enid	262.92	605.00	867.92
Long-Bell Lumber Company, Perry	1,479.97	119.00	1,598.97
Lowrance, G. W.		146.08	146.08
Lowrance, D. M.	94.92		94.92
Lowe, Oscar, Administrator		160.00	160.00
Logan, John H., Agent	52.95		52.95
Lockhart, T. F.	289.14		289.14
Lumber Mill Sales Company	687.70		687.70
Ludlow-Saylor Wire Company	144.07	51.28	195.35
Lunsford Oil Company	896.54	273.78	1,170.32
Lu Lumber Company	48.00		48.00
Lynch, W. L.		437.60	437.60

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Marshall, S. B.	$ 381.00	$	$ 381.00
Magnolia Petroleum Company	4,867.63	5,044.55	9,912.18
Mack International Truck Company	777.30	156.92	934.22
Makins Sand & Gravel Company	15,907.87	2,018.50	17,926.37
MacKellar, M. M.		177.20	177.20
Magnus Chemical Company	157.31	215.82	373.13
Marsh, W. G.		50.00	50.00
Marchant Calculating Machine Company	33.00	5.20	38.20
MacLoren, William M.	128.85		128.85
Mecklenburg Brass & Copper Company		97.20	97.20
Malahy, Roberts	203.55		203.55
Mallatt, R. J. & McConnel, John	3,600.00	2,450.00	6,050.00
Marshall Supply Company		397.34	397.34
Mathis, Rex	139.70	131.50	271.20
Mattison, R. E. & Company	6,956.92	4,978.45	11,9357
Madill Lumber Company	100.80		100.80
Mackey Oil Company	63.80		63.80
May, Cyril F., Store	56.00		56.00
Moyes, William P.		150.00	150.00
McBee Company	3,926.78	5,963.40	9,890.18
McCready, Ralph		600.00	600.00
McMicheal Concrete Company	168.75		168.75
McDaniel Sign Company	192.50		192.50
McCarty's Roy, Garage	43.38	100.42	143.80
McBrayer, Dr. W. H.		600.00	600.00
McAllister, Jerry		37.10	37.10
McCollom, H. D.		41.80	41.80
McClure Oil Company		677.82	677.82
Meyers Photo Shop		93.00	93.00
Merveldt & Lawson	1,164.00		1,164.00
Meadows-Arnold Chevrolet Company	66.00	76.39	142.39
Messer Motor Company		806.75	806.75
Metz, W. E.		64.00	64.00
Mead, C. N.		560.00	560.00
Midske Supply Company	84.67	94.13	178.80
Mid-Continent Petroleum Corporation	77,220.37	43,664.37	120,884.74
Missouri Rolling Mill Corporation	778.00	200.64	978.64
Midwest Steel Company	1,567.31		1,567.31
Minneapolis-Moline Power Implement Company	553.96	438.00	991.96
Miller Hardware Company		249.60	249.60
Midwest Materials Company	1,295.00	23,125.27	24,420.27
Miami Rock Products Company	93.60		93.60
Miller, Mrs. Fannie	402.00		402.00
Mitchell, W. N.	153.75		153.75
Miller-Jackson Company	72.00	32.45	102.45
Miller, R. G.	236.40		236.40
Miami Asphalt Company	6,050.00		6,050.00
Minnesota Mining Manufacturing Company		43.65	43.65
Minco Super Service Station		53.30	53.30
Miner, A. D.		126.00	126.00
Monroe Calculating Machine Company	440.60	61.76	502.36
Motor Truck Sales Company	125.00		125.00
Morrison's, Clint	52.76		52.76
Motor Trading Company	499.88		499.88
Mooney's, Incorporated	48.51		48.51
Motor Supply Company	187.17	303.23	490.40
Moran & Buckner Construction Company	560.56		560.56
Morris, E. O.	200.00		200.00
Motor Sales Company		123.35	123.35
Modern Motors, Incorporated	198.23	532.64	730.87
Moulder-Oldham Company	208.73	293.96	502.69
Motor Equipment Company	1,810.48	1,686.79	3,497.27
Motor Machine Company	55.00		55.00
Moore, Roy	120.00		120.00
Modern Bindery Company		15.75	15.75
Montgomery-Ward Company	105.00	128.50	233.50
Morris Oil Company	88.00		88.00
Motor Service Company	259.08		259.08
Monarch Refineries, Incorporated	20,053.81	45,585.33	65,439.14

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Morris, Alvin J.	$ 79.54	$ 491.70	$ 571.24
Morman, Wallace		17,750.00	17,750.00
Moon, John A.		144.55	144.55
Monger Brothers Auto Company		146.42	146.42
Morris, B. F. C.		470.85	470.85
Muskogee Iron Works		98.44	98.44
Muskogee Gravel Company	71,843.01	60,917.94	132,760.95
Murray Tool & Supply Company		4.13	4.13
Murrey, Cullen	138.24		138.24
Murray, Hallie	15.39		15.39
Musgrave Lumber Mills, Jess	865.80		865.80
Murphy, O. F.		50.00	50.00
Multipost Company		60.00	60.00
Muskogee Fuel Company		36.00	36.00
National Colortype Company	3,131.00	447.00	3,578.00
National Refining	659.27	448.91	1,108.18
National Cylinder Gas Company	656.70	922.54	1,579.24
Nebraska Bridge Supply & Lumber	12,832.57	7,153.84	19,986.41
News Publicist		27.00	27.00
Nelson, G. H.	109.28		109.28
Newport Brothers Chevrolet Company	366.47		366.47
Nobel Machine Tool Company	428.00		428.00
Nicholas, Charley	210.00	440.34	650.34
Nichols Motor Company	40.10	1,166.75	1,206.94
Nichols Wire Sheet & Hardware Company		197.35	197.35
Northway, F. E., Incorporated	15,433.59	192.50	15,626.09
Northwest Engineering Company	2,950.88	2,436.88	5,387.76
Norton-Christy Motor Company	79.41		79.41
Noble Company Motor Company		336.27	336.27
Nunnery, Ray Pring Supplies	26.00		26.00
O. K. Iron & Metal Company	461.37	164.96	626.33
Oakite Products, Incorporated	22.05		22.05
Ober, Frank	1,062.50		1,062.50
Ohio Oil Company	1,058.39		1,058.39
Oklahoma State Penitentiary	6,610.93	9,445.77	16,056.70
Oklahoma Portland Cement	5,935.21	11,176.30	17,111.51
Oklahoma City Hardware	7,423.56	7,830.47	15,254.03
Oklahoma Tractor & Equipment Company	45,716.54		45,716.54
Oklahoma Paper Company	1,001.26	19.95	1,021.21
Oklahoma Wire & Iron Works	108.15		108.15
Oklahoma Photo Supply	28.56		28.56
Oklahoma Blue Print Company		149.60	149.60
Oklahoma Auto Supply	378.14	1,490.83	1,868.97
Oklahoma Printing Company	13.45		13.45
Oklahoma Sanitary Supply	76.70	200.35	277.05
Oklahoma Drainage Products Company	1,552.34	2,729.53	4,281.87
Oklahoma Brick & Tile Company	319.00	441.50	760.50
Oklahoma Liquified Gas Company		3.00	3.00
Oklahoma Roadmixer Company		22,620.00	22,620.00
Oklahoma-Arkansas Road Machinery Company		2,196.85	2,196.85
Olson, P. A.	140.00		140.00
Olson Plumbing Company	40.00		40.00
Oliver Farm Equipment Company	37.50	158.25	196.35
Oliphant, Alex	36.25		36.25
Olson Radiator Company		44.82	44.82
Ortner Cabinet Shop		1,114.78	1,114.78
Orr, H. L.	119.25		119.25
Osborne-Peebles Lumber Company	593.75	495.99	1,089.74
Ottawa Silica Company	89.20		89.20
Ottinger Brothers	1,227.87		1,227.87
Ottinger, E. C.	8,712.00		8,712.00
Otoe Sand & Gravel Company	3,120.00	22.66	3,142.66
Overhead Door Company	122.00		122.00

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Patterson Steel Company	$ 3,298.04	$ 6,115.26	$ 9,413.30
Pate, J. F.	8,968.00		8,968.00
Parkinson Neal Motor Company	15,740.40	157.50	15,897.90
Pallady Welding & Equipment Company	2,647.66		2,647.66
Paris-Cope of Tulsa, Incorporated	9,122.77	1,498.87	10,621.64
Panther Oil & Grease Manufacturing Company	44.45		44.45
Patton, Roy L.	90.00		90.00
Parish, T. B.	199.84		199.84
Packard & Covey	470.00	619.50	1,089.50
Perry Printing Company	49.59		49.59
Paramore Motor Supply Company	874.53	4,668.04	5,542.57
Panhandle Refining Company	60.78	70.80	131.58
Painter, Joy	349.81		349.81
Parks Brothers Hardware Company		24.00	24.00
Parker Motor Company		77.07	77.07
Parks, Roy		100.00	100.00
Panhandle Welding Supply Company		33.50	33.50
Park, M. C.		227.50	227.50
Park, C.		63.00	63.00
Ponca, C. F., Company	3,595.00	31.80	3,626.80
Peerless Stone Company	492.22	3,505.17	3,997.39
Perry Journal	37.75		37.75
Petty, W. J., Company	5,546.11	6,649.15	12,195.26
Perry's Tire & Battery Service	545.00		545.00
Peerless Printers	10.50	51.00	61.50
Perry Auto Supply Company	134.64	68.21	202.85
Perdue Tank Company		435.00	435.00
Phillips Petroleum Company	8,698.38	9,099.51	17,797.89
Phillips, Victor L.	10,931.40	14,077.65	25,009.05
Pharoah, O. J.	57.50	2,000.00	2,057.50
Phillips, Jonas Lumber Mill	151.82	157.29	309.11
Phillips Tire & Supply Company		10,635.18	10,635.18
Pittsburgh Plate Glass Company	40.65	16.23	56.88
Pierson, Nancy E.	45.00		45.00
Pierce Governor Company		72.36	72.36
Portwood, J. H.	259.23		258.23
Porter, Alfred	94.08		94.08
Poteau Motor Company		104.75	104.75
Pollett, Curt		12.70	12.70
Prest Machine Works Company		74.25	74.25
Prince Chevrolet Company	35.00		35.00
Price, George A.	720.00		720.00
Proffitt, M.C. (Linwood Garage)	62.07		62.07
Precision Scientific Company	125.00	45.00	170.00
Progressive Chevrolet Company	242.50		242.50
Production Instrument Company	50.85		50.85
Prismo Safety Corporation	1,892.50		1,892.50
Pruitt, J. H.	72.45		72.45
Frock, Jess		700.00	700.00
Pugh, Pat, Motor Company	4,356.73		4,356.73
Purcell Cotton Oil Company		721.72	721.72
Purmel, W. H.		50.00	50.00
Quaker Rubber Company	62.78		62.78
Radcliff, R. R.	96.00	53.60	149.60
Ray's Pipe-Tool Company	19,621.09	10,339.55	29,960.64
Raley, O. C.	493.20		493.20
Ray, Otho	88.10		88.10
Ray, Jim	1,855.26	352.50	2,207.76
Raines & Hutchins		64.65	64.65
Remington-Rand Company	697.63	273.03	970.66
Refinery Supply Company	957.52	741.85	1,699.37
Reliance Implement Company	102.95		102.95
Reliable Tent & Awning Company	36.65	98.75	135.40
Red Comet, Incorporated	34.60		34.60
Reasnor, Mrs. Jack		62.98	62.98
Refrigeration Sales & Engineering Company		13.75	13.75

FIRM NAME	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30,1942	Total
Richards-Conover Hardware Company	$ 150.52	$ 56.44	$ 206.96
Richards & Mullinix	279.30	100.42	379.72
Riddell, W. A., Corporation	214.55		214.55
Ridgway, L. L., Company	253.00	2,260.80	2,513.80
Rice Machinery Company	27.00		27.00
Ringlers Leather Goods	272.98		272.98
Riders Garage	36.00		36.00
Richardson, Zelta		40.00	40.00
Richardson, M. D.		451.20	451.20
Roach Drug Company	369.26	540.69	909.95
Royal Typewriter Company	85.15	199.87	285.03
Rogers Lumber Company, T. H.	76.51	370.46	446.97
Rounds & Porter Lumber Company	137.58	354.54	492.12
Roberts Tractor & Equipment Company	104.70		104.70
Ross, Charles H.	196.68		196.68
Rock Island Refining Company	70,100.45	47,121.81	117,222.26
Robertson, Mrs. Maud		227.20	227.20
Ross Lumber Company, W. N.	312.00	1, 518.64	1,830.64
Rodemyer, I. L.	129.08		129.08
Rogers, Motor Company		96.95	96.95
Rollow Hardware Company		3.75	3.75
Robertson, E.E.		60.00	60.00
Robinson, Felix		93.40	93.40
Roselle, J. F.		120.00	120.00
Rockwell, L. F.		55.80	55.80
Russell, Clabe		257.99	257.99
Ryerson, Joseph T. & Son, Incorporated	120.71		120.71
Ryan-Beekman Company	5,175.00		5,175.00
Sargent, E. H. & Company	126.75	309.53	436.28
Sauter Brothers		78.35	78.35
S. E. B. Paint & Varnish Company	82.80	268.55	351.35
Schall & Starke	2,071.81	759.18	2,830.99
Scott, W. L.	209.10		209.10
Schwiening, George H.	40.00		40.00
Scott Motor Company	369.68		369.68
Schultz Oil Company		151.82	151.82
Schmidt, Ed H.		245.28	245.28
Scruggs, P. G.		129.80	129.80
Sewall Paint & Varnish Company		84.30	84.30
Semco Color Press	524.20	269.50	793.70
Severin Tire & Supply Company	2,773.96	923.79	3,697.75
Sellers, W. S.	76.35		76.35
Seneca Stone Company	296.28	161.20	457.48
Servicised Products Corporation	87.92	60.00	147.92
Seminole Motor Sales Company	682.41	366.60	1,049.01
Servis Equipment Company	145.85		145.85
Sebring Oil Company	297.81		297.81
Sears, Roebuck & Company		6.25	6.25
Shearman Concrete Pipe Company		710.00	710.00
Sherman Machine & Iron Works	433.05	69.16	502.21
Sherwin -Williams Company	464.50	292.95	757.45
Sharp Auto Supply Company	164.90	114.52	279.42
Shippey, Dr. W. L.		200.00	200.00
Short, M. W.	49.28	367.35	416.63
Sherritt Flag Company	214.80	28.50	243.30
Sheppard, E. E.	471.60		471.60
Sharry, Benjamin C.	350.00	553.80	903.80
Shepherd, M. E.	354.00		354.00
Shumate, Don	11,222.21		11,222.21
Shamrock Oil Company		135.00	135.00
Sharp, Burr W.		256.00	256.00
Shawnee Armature Works		236.25	236.25
Shawnee Milling Company		60.00	60.00
Sinclair Refining Company	2,521.00	2,785.45	5,306.45
Simpson Auto Company	16,635.05	33.64	16,668.69
Simmons, J. E.	110.00		110.00

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Sims & Sims Distributors	$ 244.71	$ 211.75	$ 211.75
Sieber Motor Company	44,217.02	93,476.85	244.71
Skinner Chet Company, R. W.	2,950.22	1,573.70	137,693.87
Skelly Oil Company	538.40		4,523.92
Sloan, E. L.	708.53	498.24	538.40
Smith, L. C. & Corona Typewriters, Incorporated	440.55	1,050.00	1,206.77
Smith, J. E. & Sons	78.00		1,490.55
Smith, T. L. & Company	65.85		78.00
Smith, Mrs. M. M.	246.00		65.85
Smith Oil Company	282.00		246.00
Smith, James	257.82	2,359.55	282.00
Smith, Dale A.	36.25	76.95	2,617.37
Smith Hardware & Implement Company		22.50	113.20
Smaley & Sons, C. K.		357.60	22.50
Smith, J. H.		29.60	357.60
Smith Machine Works		32.00	29.60
Smith, Harold E.	176.00		32.00
Snell, George W.		15,724.40	176.00
Socony-Vacuum Oil Company	54,020.93	88,802.42	15,724.40
Southern Rock Asphalt Company	272.32		142,823.35
Southwestern Engraving Company		395.00	272.32
Southwestern Stationery & Bank Company	1,530.00		395.00
Southwest Factory		3.20	1,530.00
Southwestern Stamp Works	360.00	686.25	3.20
Southwest Stone Company		24.40	1,046.25
Southwest Airtemp Corporation	648.51	1,866.50	24.40
Southwestern Creosoting Company		27.00	2,515.01
Southwell Art Bronze Company		189.30	27.00
Southern Coal Company	168.00		189.30
Southwestern Limestone Company	941.25	24.60	168.00
Southland Refining Company	40,255.76	62,095.43	965.85
Southwest Machinery Company		765.00	102,351.19
Sobol Pipe & Welding Supply Company		222.72	765.00
Southwest Wheel Company		38.10	222.72
Sorrels, Vernon		462.00	38.10
Sooner Brick & Tile Company		1,209.75	462.00
Spencer & Company, R. B.	38.30		1,209.75
Spencer, Mary		147.45	38.30
Spradlins Super Service Station (Newt)		115.11	147.45
Spencer Machine Works	48.00	40.00	115.11
Squyres Mercantile Company		32.50	88.00
Star Printery		69.50	32.50
Stinson, Donald	12,028.50	14,327.38	69.50
Standard Paving Company	168.75		26,355.88
Standard Roofing & Material Company	47.70	111.36	168.75
Standard Auto Parts Company	309.03	267.84	159.06
Stephenson-Brown Lumber Company	647.00	639.47	576.87
Strange-Jones Hardware Company	908.44	415.63	1,286.47
Stouter Lumber Company		163.20	1,324.07
Stillman, A. A.		668.08	163.20
Stewart Lumber Company, T. J.	43.25	45.00	668.08
Stanley Works		500.64	88.25
Story, S. G.	605.75	241.75	500.64
Standard Printing Company	853.00	2,397.87	847.50
Stoabs & Sons, J. F.	45.28		3,250.87
Steers, Maurice	130.30		45.28
Stephens Nursery	257.55		130.30
Standford, Tom		120.30	257.55
Standard Auto Supply Company		95.80	120.30
Steel Shot & Grit Company		205.20	95.80
Standard Welding Works		308.00	205.20
Stevenson, C. G.		2.15	308.00
Sterling Machine Corporation		450.00	2.15
Sutton, E. E. (For Davis Estate)		31.31	450.00
Success Motor Company		45.00	31.31
Superior Welding Works	224.99		45.00
Swanda Brothers			224.99

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Taylor, J. L.		$ 612.80	$ 612.80
Taylor Lumber & Supply Company	888.53		888.53
Tarrant Manufacturing Company	58.08		58.08
Talihina Motor Company	48.40		48.40
Tamms Silica Company	89.20		89.20
Talbott Appliance & Furniture Company, Jack		18.25	18.25
Taylor, J. F.		210.00	210.00
Taylor Oil Company, Stav		776.25	776.25
Texas Company	4,966.19	1,686.78	6,652.97
Terrell, Mrs. R. F.	347.40		347.40
Terrell, Chas. M.	136.50		136.50
Temples Department Store		10.20	10.20
Thomas Concrete Pipe Company	3,903.90	4,622.05	8,525.95
Thompson Book & Supply Company	38.00		38.00
Thompson & Son, J. J.	720.00		720.00
Thaw Shovel Company	66.99		66.99
Thompson Electric Company, Fred	396.00		396.00
Timber Engineering Company	31.24		31.24
Tindel, W. E.	123.20		123.20
Tide Water Associated Oil Company	1.50		1.50
Tinius-Olson Testing Machine Company	125.00		125.00
Tiefenbrunn, A. J.		32.50	32.50
Tishomingo Oil & Coal Company		37.20	37.20
Town-Sco Equipment Company	38,464.66	37,073.75	75,538.41
Toledo Pressed Steel Company	27.37		27.37
Toney, Gus	103.20		103.20
Trave-Taylor Company	1,552.00	769.40	2,321.40
Triangle Blue Print & Supply Company	81.61	147.12	228.73
Truscon Steel Company		72.00	72.00
Truman Blacksmith Shop	32.25		32.25
Tri-State Steel Corporation	900.00		900.00
Tulsa Paper Company	613.00	136.62	749.62
Tulsa Sand Company	1,205.15		1,205.15
Turpin, M.	60.00		60.00
Tulsa Winch Manufacturing Corporation	500.63		500.63
Tulsa Machinery Company	3,777.00	4,671.00	8,448.10
Turco Products Company	66.06	46.50	112.56
Turner, Will	71.35		71.35
Tulsa Camera Record Company	584.64		584.64
Tucker, Jay		380.20	380.20
Turner, Buck, Ford Dealer		28.84	28.84
United States Rubber Company	24.25	2.63	26.88
U. S. Flag & Signal Company	139.25	430.63	569.88
Underwood-Elliott-Fisher Typewriter Company	84.36	194.31	278.67
Union Iron Works	84.33	93.00	177.33
United Sash & Door Company	418.00		418.00
Universal Atlas Cement Company	2,239.34	715.02	2,954.36
Vaughn Oil Company		866.25	866.25
Van Noy, A. R.	415.00		415.00
Vaughn, C. W. Agent, Ella Reed		201.75	201.75
Vinsonite Sales Company	38,043.89	30,295.84	68,339.73
Vinson, Julie	35.00		35.00
Vitralux Corporation of America		88.50	88.50
Ward Chevrolet Company	826.50		826.50
Warren, Kid		2.95	2.95
Walling, D. W.	105.00		105.00
Washita Lumber & Hardware Company	155.65		155.65
Watkins, E. L.	25.23		25.23
Ward's Body Shop	40.00		40.00
Wayne Pump Company	157.50		157.50
Warren, Cora B.		50.00	50.00
Watson's Cabinet Shop		65.00	65.00
Walters Lumber Company		958.62	958.62
Watson Company, George E.		7.00	7.00

Firm Name	July 1, 1940 to June 30, 1941	July 1, 1941 to June 30, 1942	Total
Wiley Oil & Gas Company		$ 540.00	$ 540.00
Watkins, Guy		214.20	214.20
Watson, F. E.		780.00	780.00
Ward-Beckman Concrete Pipe Company		470.00	470.00
Wade, Robert D.		60.00	60.00
Wetherbee Electric Company		16.15	16.15
Western Bank & Office Supply Company	2,799.87	1,414.95	4,214.82
Western Machinery Company	68.36	19.00	87.36
Westmorelands Sons, John		48.49	48.49
Western Cataphote Company	1,206.40	62.00	1,268.40
West Publishing Company	25.00	42.00	67.00
Western Bindery Company	252.50		252.50
Webb, Wm.	367.85		367.85
West, C. W.	300.00		300.00
West, W. H.		71.04	71.04
Welch Brothers	358.02	294.60	652.62
West, H. W.	325.44		325.44
Western Metal Manufacturing Company of Texas	152.94		152.94
Western Motor Company	64.50		64.50
Bell Machinery & Supply Company	118.75		118.75
Webb, A. T. & Son		227.50	227.50
Weryackine, Martin		300.00	300.00
West, C. W.		101.50	101.50
Western Waste & Wiper Company		598.00	598.00
Wetherford, T.		81.60	81.60
Wheeler's Service Station	347.67		347.67
Whitley, John		35.00	35.00
White Motor Company	365.72		365.72
White Electric Company	62.75		62.75
Whiting, Mrs. Ida	124.00		124.00
Wheeler Lumber & Bridge Supply Company		1,280.00	1,280.00
Waits, Walter		40.00	40.00
Williams Hardware Company		50.68	50.68
Wilson-Bennett Lumber Company	149.09	52.92	202.01
Wiggers, Incorporated	2,991.54	337.00	3,328.54
Williams Auto Company	890.91	165.60	1,056.51
Wiley, John & Sons, Incorporated		21.10	21.10
Wilkins-Anderson Company	25.53		25.53
Wickwire Spencer Steel Company	164.28	65.98	230.26
Wilcox Oil & Gas Company	126.64		126.64
Williams, Emma & Flossie	465.00		465.00
Williams, Mrs. J. W.	111.90		111.90
Wilkinson, S. L.	750.00		750.00
Wiens Oil Company	122.46	496.77	619.23
Wilkinson Brothers	77.50		77.50
Williams, G. D.	71.43		71.43
Wilson, Mrs. Willie		429.40	429.40
Wilcox, Herbert L.		900.00	900.00
Wiley, Glenn B.		77.50	77.50
Wilson Welder & Metals Company, Incorporated		965.00	965.00
Williford, Rosie		458.50	458.50
Wilford, Ruben		206.85	206.85
Wolfe, R. M. Plumbing & Refrigerating Company	36.34		36.34
Wood, O. V.	270.00		270.00
Woodward Earthen Products Company		350.00	350.00
Wren, J. L., Jr.	1,791.41	1,347.38	3,138.79
Wray, Mrs. Ida	104.00	144.80	248.80
Wylie-Stewart Machinary Company	16,043.58	12,677.28	28,720.86
Wyley, Glen	380.00		380.00
Wyeth Hardware & Manufacturing Company		22.11	22.11
Yehola Sand & Gravel Company	21,912.47	42,249.18	64,161.65
Young, J. C., Sand Company	67.74		67.74
Younkin Oil Company	289.72	398.40	688.12
Young, W. F.	25.00		25.00
Yowitz, Frank	400.00	172.20	572.20
Zweigel, A.	511.22	133.50	644.72

SUMMARY

EQUIPMENT OPERATION COST ALL DIVISION AND CENTRAL OFFICE

CALENDAR YEAR 1940

	DIVISION ONE	DIVISION TWO	DIVISION THREE	DIVISION FOUR	DIVISION FIVE	DIVISION SIX	DIVISION SEVEN	DIVISION EIGHT	CENTRAL OFFICE	STATE TOTAL
GALLONS OF FUEL	230,777	341,851	359,133	301,927	310,691	394,896	295,155	310,174	99,597	2,644,201
COST OF FUEL	$ 27,935.84	$ 47,063.94	$ 41,030.67	$ 35,589.12	$ 35,084.29	$ 45,363.84	$ 35,797.65	$ 38,275.38	$ 14,073.20	$ 320,213.93
QUARTS OF OIL	29,681	49,062	35,469	39,547	35,927	67,169	28,078	42,090	28,078	335,761
COST OF OIL	$ 4,288.59	$ 7,013.93	$ 4,923.05	$ 4,914.10	$ 4,847.90	$ 7,927.39	$ 3,739.09	$ 5,165.33	$ 1,563.05	$ 44,382.43
COST OF GREASE	$ 1,434.10	$ 1,922.65	$ 2,495.00	$ 1,259.64	$ 1,767.16	$ 2,447.53	$ 1,937.85	$ 1,730.24	$ 438.92	$ 15,433.09
REPAIRS	$ 48,226.29	$ 79,489.64	$ 53,106.24	$ 50,467.49	$ 37,000.43	$ 56,167.22	$ 52,740.04	$ 33.702.03	$ 7,475.22	$ 418,374.60
TIRES AND TUBES	$ 6,102.22	$ 11,887.10	$ 8,133.16	$ 5,624.80	$ 5,694.24	$ 5,739.78	$ 7,471.19	$ 8,136.86	$ 2,246.22	$ 61,035.59
ANTI FREEZE	$ 558.98	$ 525.67	$ 558.84	$ 559.93	$ 664.85	$ 732.45	$ 681.02	$ 632.71	$ 336.75	$ 5,251.20
MISS'L. ACCESSORIES	$ 656.77	$ 213.28	$ 2,116.10	$ 2,481.01	$ 926.24	$ 1,528.26	$ 2,456.54	$ 827.72	$ 1,087.95	$ 12,293.87
OVER HEAD	$ 8,582.79	$ 8,807.60	$ 4,068.72	$ 3,587.31	$ 3,987.10	$ 8,388.89	$ 3,007.18	$ 2,783.28	$	$ 43,212.87
TOTAL OPERATING COST	$ 97,785.58	$ 156,923.81	$ 116,431.78	$ 104,483.40	$ 89,972.21	$ 128,295.36	$ 107,830.56	$ 91,253.55	$ 27,221.31	$ 920,197.56
MILES OPERATED	1,123,955	1,221,211	1,535,476	1,707,247	1,177,927	1,061,050	1,369,639	1,454,434	1,515,002	12,165,941
HOURS OPERATED	89,792	158,730	147,537	95,405	132,942	164,785	105,150	86,858	953	982,152
NUMBER UNITS OPERATING	150	194	219	209	175	162	175	175	75	1,534
NO. MILES OPERATED AUTO	316,820	376,077	489,034	549,742	490,278	455,486	526,160	430,895	1,367,782	5,002,274
NO. MILES OPERATED TRUCK	807,135	845,134	1,046,442	1,157,505	687,649	605,564	843,479	1,023,539	147,220	7,163,667

ANALYSIS

EQUIPMENT OPERATION COST

CALENDAR YEAR 1940

	DIVISION ONE	DIVISION TWO	DIVISION THREE	DIVISION FOUR	DIVISION FIVE	DIVISION SIX	DIVISION SEVEN	DIVISION EIGHT	CENTRAL OFFICE	STATE TOTAL
AVERAGE COST PER GALLON FUEL	.121¢	.137¢	.114¢	.117¢	.112¢	.114¢	.121¢	.123¢	.14¢	.121¢
AVERAGE COST PER GALLON OIL	.577¢	.571¢	.555¢	.497¢	.53¢	.472¢	.53¢	.486¢	.71¢	.528¢
AVERAGE COST PER MILE AUTO	.015¢	.0173¢	.017¢	.016¢	.016¢	.02¢	.0165¢	.0176¢	.016¢	.0168¢
AVERAGE COST PER MILE TRUCK	.031¢	.032¢	.027¢	.0264¢	.027¢	.036¢	.032¢	.0296¢	.03¢	.03¢
AVERAGE COST PER HOUR MOTOR PATROLS	.94¢	$ 1.00¢	.729¢	.79¢	.74¢	.63¢	$ 1.02	.71¢		.81¢
AVERAGE COST PER HOUR WHEELED TRACTORS	.72¢	.53¢	.656¢	.45¢	.41¢	.57¢	.56¢	.89¢		.58¢
AVERAGE COST PER HOUR CRAWLER TRACTORS	$ 1.00	$ 1.15	.969¢	$ 1.36	.73¢	$ 1.08	.88¢	.769¢		$ 1.00
MILES PER GALLON AUTO	15.9	16.4	14.9	15.8	16.0	15.1	15.8	15.5	16.0	15.7
MILES PER GALLON TRUCK	9.7	9.5	10.2	10.1	10.4	9.5	10.2	9.3	11.2	9.9
GALLONS PER HOUR PATROLS	2.0	2.4	2.2	2.2	2.5	2.4	2.4	2.1		2.3
GALLONS PER HOUR WHEELED TRACTORS	2.6	2.2	3.4	2.4	2.1	2.2	2.9	3.0		2.4
GALLONS PER HOUR CRAWLER TRACTORS	2.1	2.0	4.0	2.5	3.8	3.6	3.5	3.6		3.1

SUMMARY

EQUIPMENT OPERATION COST ALL DIVISION AND CENTRAL OFFICE

CALENDAR YEAR 19Hl

	DIVISION ONE	DIVISION TWO	DIVISION THREE	DIVISION FOUR	DIVISION FIVE	DIVISION SIX	DIVISION SEVEN	DIVISION EIGHT	CENTRAL OFFICE	STATE TOTAL
GALLONS GASOLINE	192,06H	319,071	26H,039	226,885	2H6,1EL	29H,956	2H2,2H8	25H,567	70,9H6	2,110,957
COST OF GASOLINE	$ 26,92l.E2	$ H9,8l3.65	$ 36,26?.52	$ 32,677.07	$ 33,990.88	$ Hl,6H9.6l	$ 33,983.83	$ 38,728.39	$ 10,62H.52	$ 30H,677.29
GALLONS DIESEL FUEL	Hl,703	37,062	70,l9l	60,HHl	77,336	l35,H32	52,35H	99,HlE		5l3,937
COST DIESEL FUEL	$ 3,0l9.69	$ 2,78l.l9	$ 5,87H.55	$ H,329.33	$ 6,l78.26	$ ll,H8l.50	$ 3,789.3l	$ 8,206.02		$ H5,660.85
QUARTS OF OIL	29,556	H6,959	32,526	30,0l5	36,33l	62,596	26,529	H3,237	l,97E	309,78?
COST OF OIL	$ 3,50E.5l	$ 6,305.55	$ H,l05.87	$ 3,HH?.5H	$ H,8lH.l0	$ 7,585.l3	$ 3,373.26	$ 5,599.23	$ l,ll5.25	$ 39,885.0H
COST OF GREASE	$ l,263.H6	$ 2,l6l.H?	$ 2,3E8.H8	$ l,lH?.6o	$ l,H9l.36	$ 2,56?.oo	$ l,893.67	$ l,660.9E	$ lH90.lH	$ lH,96H.l6
REPAIRS	$ H5,5H2.5l	$ 79,332.6l	$ H?,8Ho.H?	$ 35,9l5.ll	$ 36,286.65	$ 5l,083.l6	$ H?,9HH.50	$ 39,352.5l	$ 5,252.ll	$ 358,5H9.63
TIRES AND TUBES	$ 7,660.35	$ 8,8l6.62	$ 6,302.93	$ H,9l7.35	$ H,036.l9	$ 6,63l.l7	$ 5,995.l5	$ l,853.36	$ l,56H.H5	$ 53,l86.57
ANTI FREEZE	$ H79.32	$ 86.32	$ 65l.H8	$ H27.ll	$ 5H2.78	$ 6H9.57	$ 569.5l	$ 6Ho.lH	$ 2ll.30	$ H,258.l9
MISC'L. ACCESSORIES	$ 602.69	$ 283.l2	$ l,9l9.l0	$ 962.96	$ l,070.87	$ l,l9l.23	$ 2,083.56	$ 169.5l	$ 577.6H	$ 8,86l.28
OVERHEAD	$ l,539.58	$ 3,870.H9	$ l,8l2.86	$ l,H69.50	$ l,693.32	$ 2,58H.23	$ 987.7l	$ l,076.55		$ l5,03H.2H
TOTAL OPERATING COST	$ 90,597.93	$ 153,252.02	$ 107,103.85	$ 85,323.5l	$ 90,06H.HH	$ l25,H23.20	$ l00,220.56	$ 103,297.29	$ 19,79H.HH	$ 8l5,077.25
MILES OPERATED	1,092,9H6	1,l77,H5l	1,H35,983	1,598,692	1,238,2H6	1,l26,227	1,376,806	1,6H2,77l	1,026,57H	11,695,726
HOURS OPERATED	79,2H9	l66,2H9	l23,3l3	8l,07l	l33,5l8	l65,833	l00,H72	89,23l	1,3l8	9Ho,25H
NO. MILES OPERATED AUTO	l6l,203	2l2,3E6	2l8,2H5	305,000	256,777	230,883	308,l20	29H,2lH	7H2,6H2	2,730,H75
NO. MILES OPERATED TRUCK	85H,257	653,2l6	1,0l8,8H7	1,l5l,932	852,686	788,l50	9l6,l07	1,l63,797	227,295	7,805,3H7
NO. MILES OPR. PICKUP COVER	77,H6l	lll,8l9	l78,89l	lHo,700	lH8,l83	l07,l9H	l52,579	leH,760	56,637	l,l5?,90H

ANALYSIS

EQUIPMENT OPERATION COST

CALENDAR YEAR 19Hl

	DIVISION ONE	DIVISION TWO	DIVISION THREE	DIVISION FOUR	DIVISION FIVE	DIVISION SIX	DIVISION SEVEN	DIVISION EIGHT	CENTRAL OFFICE	STATE TOTAL
AVERAGE COST PER GALLON GASOLINE	.lH4	.l56	.l37	.lHH	.l37	lH2	.lH	.l52	.l5	.lHH
AVERAGE COST PER GALLON DIESEL FUEL	.072	.075	.083	.07l	.078	.083	.072	.082	.	.079
AVERAGE COST PER GALLON OIL	.H7H	.537	.50H	.HEE	.53	.H8H	.508	.5l8	.563	.5l5
AVERAGE COST PER MILE AUTOMOBILE	.0l5	.0l7	.0l5	.0lH5	.0lH8	.02	.0l56	.0l55	.0l7	.0l6
AVERAGE COST PER MILE TRUCK	.03	.03l	.03	.027	.02H	.03	.032	.03	.023	.029
AVERAGE COST PER MILE COUPE PICK-UP	.0l36	.0lH6	.015	.0lH6	.0l3	.02H	.0l3	.0l6	.0l7	.0l5
AVERAGE COST PER HOUR MOTOR PATROL - GAS	$ l.05	$ l.l2	.90	.80	.73	.65	.92	.90		.89
AVERAGE COST PER HOUR MOTOR PATROL - DIESEL	$ .95	.76	.60	.69	.60	.H7	.6l	.6H	.63	.63
AVERAGE COST PER HOUR WHEEL TRACTOR	.59	.7H	.79	.56	.H5	.50	$ l.5H	.6H		.60
AVERAGE COST PER HOUR CRAWLER TRACTOR - GAS	$ l.27	$ l.H0	$ l.07	.92	$ l.05	$ l.l2	.93	$ l.l8		$ l.20
AVERAGE COST PER HOUR CRAWLER TRACTOR DIESEL	$ l.63	$ l.67	.6l	.7l	.82	$ l.03	.50	.H3		.8H
MILES PER GALLON AUTOMOBILE	l6.l	l5.l	l5.7	l6.2	l6.2	lH.2	l5.6	l6.0	l5.3	l5.6
MILES PER GALLON TRUCK	9.0	9.3	9.8	l0.0	ll.l	9.2	l0.0	9.2	l5.2	9.7
MILES PER GALLON COUPE PICK-UP	l6.8	l8.3	l6.3	l6.0	l7.H	l6.2	l6.H	l6.3	l7.l	l6.6
GALLON PER HOUR MOTOR PATROL - GAS	2.7	2.9	3.0	3.0	2.9	2.7	2.8	2.9		2.8
GALLON PER HOUR MOTOR PATROL - DIESEL	l.3	l.H	l.8	l.8	2.0	2.0	l.8	l.8		l.8
GALLON PER HOUR WHEEL TRACTOR	2.6	3.3	3.0	l.3	2.0	l.9	2.0	3.l		2.5
GALLON PER HOUR CRAWLER TRACTOR - GAS	H.6	3.6	H.3	3.8	H.2	H.6	3.9	H.7		H.5
GALLON PER HOUR CRAWLER TRACTOR - DIESEL	2.2	2.H	2.2	2.3	3.3	3.0	2.l	3.5		2.7

SUMMARY

EQUIPMENT OPERATION COST ALL DIVISIONS AND CENTRAL OFFICE

JANUARY 1st. TO JUNE 30th. 1942

	DIVISION ONE	DIVISION TWO	DIVISION THREE	DIVISION FOUR	DIVISION FIVE	DIVISION SIX	DIVISION SEVEN	DIVISION EIGHT	CENTRAL OFFICE	STATE TOTAL
GALLONS GASOLINE	94,404	132,813	113,972	88,256	115,482	132,990	90,692	94,638	21,830	885,077
COST OF GASOLINE	$ 14,593.53	$ 22,229.01	$ 17,020.17	$ 13,557.43	$ 16,682.05	$ 19,916.99	$ 13,052.82	$ 14,919.29	$ 3,598.27	$ 135,569.56
GALLONS DIESEL FUEL	19,433	21,555	31,951	32,911	26,749	64,334	35,711	42,406		275,050
COST OF DIESEL FUEL	$ 1,596.80	$ 1,872.26	$ 2,551.53	$ 2,414.76	$ 2,194.13	$ 5,466.60	$ 2,729.47	$ 3,673.38		$ 22,498.93
QUARTS OF OIL	13,272	22,385	13,176	10,858	15,764	26,132	10,850	12,627	1,729	128,793
COST OF OIL	$ 1,240.23	$ 2,210.20	$ 1,237.70	$ 1,040.50	$ 1,517.13	$ 2,508.48	$ 1,073.82	$ 1,610.65	$ 286.20	$ 12,724.91
COST OF GREASE	$ 518.75	$ 1,436.94	$ 991.13	$ 365.82	$ 325.21	$ 734.72	$ 520.85	$ 654.07	$ 165.78	$ 5,713.27
REPAIRS	$ 19,416.34	$ 33,235.80	$ 19,593.74	$ 14,534.95	$ 14,584.42	$ 25,566.67	$ 27,244.41	$ 17,817.19	$ 1,936.61	$ 173,930.13
TIRES AND TUBES	$ 3,005.63	$ 2,850.08	$ 2,333.52	$ 572.02	$ 1,442.57	$ 1,087.26	$ 1,938.07	$ 4,168.82	$ 311.66	$ 17,709.63
ANTI FREEZE	$ 64.20	$ 79.68	$ 90.45	$ 61.32	$ 103.83	$ 403.13	$ 176.25	$ 99.58	$ 33.30	$ 1,111.74
MISS'L. ACCESSORIES	$ 790.15	$ 1,761.52	$ 799.60	$ 480.94	$ 286.31	$ 350.90	$ 617.03	$ 112.82	$ 104.83	$ 5,304.10
TOTAL OPERATING COST	$ 41,225.63	$ 65,675.49	$ 44,617.84	$ 33,027.74	$ 37,135.65	$ 56,034.75	$ 47,352.72	$ 43,055.80	$ 6,436.65	$ 374,562.27
MILES OPERATED	488,527	491,510	662,762	601,017	494,672	510,668	639,476	683,050	276,173	4,847,855
HOURS OPERATED	34,641	76,446	45,347	36,837	53,773	74,293	40,799	35,151	338	397,025
NO. MILES OPR. TRUCK	360,563	381,118	496,110	477,190	376,790	396,721	440,497	487,380	183,227	3,599,596
NO. MILES OPR. PICKUP COUPE	127,964	110,392	166,652	123,827	117,882	113,947	198,979	195,670	92,946	1,248,259

ANALYSIS

EQUIPMENT OPERATION COST ALL DIVISIONS AND CENTRAL OFFICE

JANUARY 1st. TO JUNE 30th. 1942

	DIVISION ONE	DIVISION TWO	DIVISION THREE	DIVISION FOUR	DIVISION FIVE	DIVISION SIX	DIVISION SEVEN	DIVISION EIGHT	CENTRAL OFFICE	STATE AVERAGE
AVERAGE COST PER GALLON	.154¢	.167¢	.149¢	.153¢	.144¢	.15¢	.143¢	.152¢	.164¢	.153¢
AVERAGE COST PER GALLON DIESEL FUEL	.082¢	.086¢	.08¢	.073¢	.081¢	.084¢	.076¢	.086¢		.081¢
AVERAGE COST PER GALLON MOTOR OIL	.373¢	.394¢	.375¢	.383¢	.384¢	.356¢	.395¢	.51¢	.64¢	.395¢
AVERAGE COST PER MILE PICKUP & STATION WAGON	.028¢	.018¢	.0182¢	.02¢	.015¢	.174¢	.023¢	.0192¢	.014¢	.019¢
AVERAGE COST PER MILE 1½ TON TRUCK	.038¢	.037¢	.032¢	.025¢	.0282¢	.0258¢	.033¢	.036¢	.038¢	.032¢
AVERAGE COST PER MILE PICKUP COUPE	.013¢	.02¢	..0161¢	.0167¢	.0122¢	.0159¢	.0134¢	.0154¢	.017¢	.0154¢
AVERAGE COST PER HOUR MOTOR PATROLS -GAS	.89¢	.96¢	.80¢	.63¢	.73¢	.64¢	$ 1.11	.89¢		.83¢
AVERAGE COST PER HOUR MOTOR PATROLS -DIESEL	.75¢	.73¢	.67¢	..55¢	.52¢	.48¢	.58¢	.67¢		.59¢
AVERAGE COST PER HOUR POWER SHOVELS	$ 2.11	$.1.60	$ 2.01	$.1.40	$ 1.14	$ 1.84	$ 1.86	$ 1.01		$.1.64
AVERAGE COST PER HOUR WHEEL TRACTOR	.59¢	.68¢	.77¢	.57¢	.77¢	.46¢	.30¢	$ 1.55		.56¢
AVERAGE COST PER HOUR CRAWLER TRACTOR - GAS	.86¢	$ 1.31	.97¢	$ 1.23	.98¢	$ 1.35	$ 1.97	$ 1.91		$ 1.24
AVERAGE COST PER HOUR CRAWLER TRACTORS DIESEL	$ 1.74	.70¢	.60¢	.79¢	.53¢	.96¢	.79¢	.22¢		.80¢
MILES PER GALLON PICKUP & STATION WAGONS	12.7	15.0	13.7	13.0	14.0	15.1	12.7	13.2	14.7	13.8
MILES PER GALLON 1½ TON TRUCK	8.0	8.6	9.0	9.3	9.5	10.0	9.2	8.6	9.3	8.9
MILES PER GALLON 2 TO 5 TON TRUCK	4.1	4.1	4.4	3.6	4.1	5.1	4.9	3.2		4.1
MILES PER GALLON PICKUP COUPES	17.1	16.1	16.7	16.9	18.3	17.7	17.8	16.1	16.1	17.2
GALLONS PER HOUR MOTOR PATROLS - GAS	2.6	2.8	3.3	3.0	2.9	2.8	2.8	2.7		2.8
GALLONS PER HOUR MOTOR PATROLS - DIESEL	1.5	1.2	1.9	1.7	2.0	1.8	1.8	1.9		1.7
GALLONS PER HOUR POWER SHOVEL	2.3	2.4	2.7	2.0	3.9	3.2	3.0	3.4		2.9
GALLONS PER HOUR WHEEL TRACTOR	2.1	3.1	2.4	2.7	2.9	1.6	1.5	3.5		2.1
GALLONS PER HOUR CRAWLER TRACTOR - GAS	3.7	3.4	3.6	5.1	4.1	4.8	4.3	5.0		4.1
GALLONS PER HOUR CRAWLER TRACTOR - DIESEL	2.7	2.2	2.8	2.5	2.8	2.8	2.2	1.6		2.5

SUMMARY OF MOTOR AND ROAD BUILDING EQUIPMENT OWNED AND OPERATED BY OKLAHOMA STATE HIGHWAY COMMISSION

For purposes of comparison, there is submitted in this summary motor equipment owned in 1930 to July 1, 1942 and a comparison of state maintained road mileage

	1930	January 14, 1940	July 1, 1942
State Maintained Road Mileage	6395	8531	8921
Automobiles	199	181	10
Electric Welders		11	12
Air Compressors	13	38	39
Screening Plants	1	3	4
Asphalt Distributors	4	20	21
Asphalt Heaters		61	75
Concrete Mixers	9	26	26
Asphalt Mixers		13	13
Tank Car Heaters		19	19
Chip Spreaders		11	13
Well Drill		4	3
Road Oil Mixers		8	7
Conveyors Belt & Bucket		7	8
Disc		26	29
Sub-Grade Oiler		2	2
Sand Dryer & Blaster		1	3
Multiple Blade Grader		3	2
Jack Hammer		66	77
Paving Breakers		16	18
Elevating Graders	3	8	10
Lathes		5	5
Sweepers	1	6	9
Tractor Drawn Graders	78	80	78
Finishers		3	3
Crushing and Screening Plants		6	6
Mud Jacks		7	7
Levels		113	113
Angle Dozers		4	9
Motor Patrols	54	184	186
Road Magnets	3	3	3
Lawn Mowers		18	20
Horse Drawn Mowers	82	91	98
Tractor Mowers	15	15	15
Paint Machines		8	7
Pumps		28	33
Rock Crushers	1	17	18
Rollers	2	46	63
Rooter Graders		25	27
Wheel Scrapers		13	23
Gas Shovels	3	13	15
Snow Plow		30	49
Wheel Tractors	7	22	24
Crawler Tractors	58	77	76
Trucks	148	426	496
Pick-Up Coupes			103
Trailers		105	106

Motor and Road Building Equipment owned and operated by Oklahoma State Highway Commission.

AUTOMOBILES	
Ford Sedans	3
Chevrolet Sedans	2
Mercury Sedans	2
Chevrolet Coupes	3
Total	10

ELECTRIC WELDERS	
Hobart	4
Westinghouse	4
General Electric	3
Yellow Jacket	1
Total	12

AIR COMPRESSORS	
Ingersoll Rand	15
Sullivan	8
Chicago	6
LeRoi	5
Gardner Denver	1
Schramm	3
Curtis	1
Total	39

SCREENING PLANTS	
Iowa	1
Shop Made	2
Vibret	1
Total	4

ASPHALT DISTRIBUTORS	
Etnyre	5
Roscoe	7
Littleford	3
Standard	3
Kinney	3
Total	21

ASPHALT HEATERS	
Tar Baby	5
Standard	31
Littleford	27
Beach	1
Connery	5
White	1
Mohawk	3
Wylie	1
Shop Made	1
Total	75

CONCRETE MIXERS	
Republic	1
Rex	7
Ransome	1
Jaegar	9
Leach	1
Smith	4
Koehring	2
Lansing	1
Total	26

ASPHALT MIXERS	
Littleford	1
Jaegar	11
Koehring	1
Total	13

TANK CAR HEATERS	
Cleaver	15
Wm. Bros	4
Total	19

CHIP SPREADERS	
Buckeye	10
Burch	3
Total	13

WELL DRILLS	
Boley	1
Dempster	1
Star	1
Total	3

ROAD OIL MIXERS	
Jaegar	4
Barber Green	3
Total	7

CONVEYORS BELT & BUCKET	
Chicago	1
Barber Green	3
Northern	2
Wylie Stewart	1
Portable	1
Total	8

DISC

Moline	1
Towner	17
Baker	8
McCormick Deering	1
Killifer	1
John Deere	1
Total	29

SUB GRADE OILER

Shop Made	1
Ingalls	1
Total	2

SAND DRYER & BLASTER

Shop Made	2
Romelin	1
Total	3

MULTIPLE BLADE GRADER

Adams	2
Total	2

JACK HAMMERS

Ingersoll Rand	15
Sullivan	33
Gardner Denver	6
Cleveland	9
Little Giant	3
Thor	5
Champion	1
Boyer	1
Chicago	4
Total	77

PAVING BREAKERS

Sullivan	11
Cleveland	3
Ingersoll Rand	3
Worthington	1
Total	18

ELEVATING GRADERS

Stroud	1
Russell	1
Caterpillar	7
Adams	1
Total	10

LATHES

Hann Larmon	5
Total	5

SWEEPERS

Hough	8
LeRoi	1
Total	9

TRACTOR DRAWN GRADERS

Russell	1
Caterpillar	32
Edwards	1
Royal	1
Century	4
Adams	26
Galion	11
Shop Made	1
Allis Chalmers	1
Total	78

CRUSHING & SCREENING PLANTS

Rogers	3
Pioneer	2
Cedar Rapids	1
Total	6

MUD JACK

National	2
Koehring	5
Total	7

LEVELS

Lietz	5
Gurley	57
Buff	25
K & E	9
Dietzen	5
Berger	12
Total	113

ANGLE DOZERS

LeTourneau	3
Bucyrus Erie	2
LaPlant Choate	3
Baker	1
Total	9

MOTOR PATROLS

Adams	45
Galion	19
Austin Western	9
Service	3
Caterpillar	85
Allis Chalmers	14
Warco	11
	186

ROAD MAGNETS

Southard	3
Total	3

LAWN MOWERS

Whirlwind	10
Hibbards	1
F & H	2
Radium	2
Eclipse	2
Jari	2
Cooper	1
Total	20

HORSE DRAWN MOWER

McCormick Deering	20
John Deere	11
Case	67
Total	98

TRACTOR MOWERS

Centaur	10
Case	5
Total	15

PAINT MACHINES

Devilbiss	7
Total	7

PUMPS

Kinney	1
Shop Made	4
Blackmer	7
Jaeger	10
Sterling	5
Fairbank Morse	1
Wisconsin	1
Rex	1
Gorman	2
LeRoi	1
Total	33

ROCK CRUSHER

Iowa	8
Rogers	2
Diamond	1
Universal	1
Gruendler	2
Rock Master	2
Pioneer	1
Williams	1
Total	18

ROLLERS

Buffalo Springfield	4
Austin	1
Erie	4
Shop Built	24
Wm. Bros	15
Galion	1
Hercules	3
Littleford	4
Williams	1
Wisconsin	1
Grace	3
Ingram	1
Ferguson	1
Total	63

ROOTER GRADERS

Lakewood	14
Baker	2
Servis	1
Hackney	1
Carr	1
Adams	2
Killifer	4
Slusser McLean	2
Total	27

WHEEL SCRAPERS

Baker	2
Slusser	6
Russell	1
Killifer	1
Garwood	2
Heil	3
Bucyrus Erie	4
LaTourneau	2
Rotary	2
	23

GASOLINE SHOVELS

Bucyrus Erie	1
P & H	5
Northwest	4
Speeder	1
Loraine	1
Bay City	2
Insley	1
Total	15

SNOW PLOWS

O.T.E. 60	1
LaPlant Choate	1
Good Road	3
Weausau	7
Baker	6
Shop Made	23
Frink	8
Total	49

WHEEL TRACTORS

Case	18
McCormick Deering	3
Shop Made	2
Centaur	1
Total	24

CRAWLER TRACTORS

Caterpillar	61
Allis Chalmers	7
International	8
Total	76

TRAILERS

Shop Made	82
Warner	1
Martin	1
Spencer	3
Highway	1
Kingham	5
Springfield	1
LaCorss	4
Hanson	2
Rex	4
Brinkley	1
American	1
Total	106

TRUCKS

Ford 1½ Ton	163
Ford Pick-Ups	59
Ford Station Wagons	40
Ford 2 Ton	6
Chevrolet 1½ Ton	102
Chevrolet Pick-Ups	34
Chevrolet Carryalls	16
Chevrolet Express	2
Dodge 1½ Ton	18
Dodge Pick-Ups	3
Mack 3 to 5 Ton	7
International 1½ Ton	8
International Pick-Ups	12
International Station Wagons	5
G.M.C. 3 to 5 Ton	1
G.M.C. Pick-Ups	1
Federal 3 to 5 Ton	4
Plymouth Pick-Up	1
White 3 to 6 Ton	1
Mack 1½ Ton	1
Diamond T 1½ Ton	1
F.W.D. 4 to 5 Ton	4
International 3 to 5 Ton	3
International Panel Delivery	2
Ford Sedan Delivery	2
Total	496

DURING THE BIENNIUM

S	M: To Common School Fund Amount	M: To Common School Fund Percent	E: To General Revenue Fund Amount	E: To General Revenue Fund Percent	N T: Total for Non-Highway Purposes Amount	N T: Total for Non-Highway Purposes Percent	TOTAL Amount
			$		$		$
							15,111,582
Gasoli							56,158
Specia							5,538,178
Motor							1,858
Motor							57,883
Motor							20,765,659
Gasoli			3,910,084	19.30	3,910,084	19.30	20,258,489
Specia			9,135	16.81	9,135	16.81	54,346
Motor	400,486	4.71			4,376,873	51.49	8,499,963
Motor							8
Motor							830
	400,486	1.39	3,919,219	13.60	8,296,092 *	28.79	28,813,636
Gasoli			3,910,084	11.05	3,910,084	11.05	35,370,071
Specia			9,135	8.27	9,135	8.27	110,504
Motor	400,486	2.85			4,376,873	31.18	14,038,141
Motor							1,866
Motor							58,713
	400,486	0.81	3,919,219	7.90	8,296,092	16.73	49,579,295

t that, while the above table represents actual appor-
assuming that distribution would equal collections.
tween collections and distribution during any one year.

TRAILERS

1	Shop Made	82
5	Warner	1
4	Martin	1
1	Spencer	3
1	Highway	1
2	Kingham	5
1	Springfield	1
5	LaCorss	4
	Hanson	2
	Rex	4
	Brinkley	1
	American	1
	Total	106

TRUCKS

1	
1	
3	
7	Ford 1½ Ton
5	Ford Pick-Ups 163
3	Ford Station Wagons 59
3	Ford 2 Ton 40
7	Chevrolet 1½ Ton 6
	Chevrolet Pick-Ups 102
	Chevrolet Carryalls 34
	Chevrolet Express 16
	Dodge 1½ Ton 2
	Dodge Pick-Ups 18
	Mack 3 to 5 Ton 3
	International 1½ Ton 7
	International Pick-Ups 8
	International Station Wagons 12
	G.M.C. 3 to 5 Ton 5
	G.M.C. Pick-Ups 1
	Federal 3 to 5 Ton 1
	Plymouth Pick-Up 4
	White 3 to 6 Ton 1
	Mack 1½ Ton 1
	Diamond T 1½ Ton 1
	F.W.D. 4 to 5 Ton 1
	International 3 to 5 Ton 4
	International Panel Delivery 3
	Ford Sedan Delivery 2
	Total 496

TABULATION SHOWING STATE SOURCES OF STATE HIGHWAY FUNDS; AND APPORTIONMENT OF FUNDS FROM THOSE SOURCES, DURING THE BIENNIUM

(Compiled from Report of the Oklahoma Tax Commission)

SOURCES	APPORTIONED TO State Highway Fund		APPORTIONED TO Counties for Roads		APPORTIONED TO Cities and Towns for Streets		Total for Roads and Streets		APPORTIONED TO State Tax Comm.		APPORTIONED TO Counties for Schools		APPORTIONED TO Common School Fund		APPORTIONED TO General Revenue Fund		Total for Non-Highway Purposes		TOTAL
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount
	$		$		$		$		$		$		$		$		$		$
FISCAL YEAR 1940-41																			
Gasoline Excise Tax	10,578,775	70.00	3,324,056	22.00	755,468	5.00	14,658,301	97.00	453,281	3.00									15,111,582
Special Fuel Use Tax	40,855	72.75	13,618	24.25			54,473	97.00	1,685	3.00									56,158
Motor Vehicle License Tax	1,495,308	27.00	2,741,398	49.50	747,654	13.50	4,984,360	90.00	553,818	10.00									5,538,178
Motor Carrier Tax	1,765	95.00					1,765	95.00	93	5.00									1,858
Motor Vehicle Mileage Tax	26,579	45.92	26,579	45.92			53,158	91.84	4,725	8.16									57,883
Totals	12,143,282	58.48	6,105,653	29.40	1,503,122	7.24	19,752,057	95.12	1,013,602	4.88									20,765,659
FISCAL YEAR 1941-42																			
Gasoline Excise Tax	10,274,686	50.72	4,899,469	24.19	733,906	3.62	15,908,061	78.53	440,344	2.17					3,910,084	19.30	3,910,084	19.30	20,258,489
Special Fuel Use Tax	29,568	54.41	14,424	26.54			43,992	80.95	1,219	2.24					9,135	16.81	9,135	16.81	54,346
Motor Vehicle License Tax	103,154	1.22	2,386,051	28.07	783,889	9.22	3,273,094	38.51	849,996	10.00	3,976,387	46.78	400,486	4.71			4,376,873	51.49	8,499,963
Motor Carrier Tax	8	100.00					8	100.00											8
Motor Vehicle Mileage Tax	381	45.91	381	45.90			762	91.81	68	8.19									830
Totals	10,407,797	36.12	7,300,325	25.34	1,517,795	5.27	19,225,917*	66.73	1,291,627	4.48	3,976,387	13.80	400,486	1.39	3,919,219	13.60	8,296,092*	28.79	28,813,636
SUMMARY - TWO YEARS																			
Gasoline Excise Tax	20,853,461	58.96	8,223,527	23.25	1,489,374	4.21	30,566,362	86.42	893,625	2.53					3,910,084	11.05	3,910,084	11.05	35,370,071
Special Fuel Use Tax	70,423	63.73	28,042	25.37			98,465	89.10	2,904	2.63					9,135	8.27	9,135	8.27	110,504
Motor Vehicle License Tax	1,598,462	11.39	5,127,449	36.52	1,531,543	10.91	8,257,454	58.82	1,403,814	10.00	3,976,387	28.33	400,486	2.85			4,376,873	31.18	14,038,141
Motor Carrier Tax	1,773	95.02					1,773	95.02	93	4.98									1,866
Motor Vehicle Mileage Tax	26,960	45.92	26,960	45.92			53,920	91.84	4,793	8.16									58,713
Totals	22,551,079	45.49	13,405,978	27.04	3,020,917	6.09	38,977,974	78.62	2,305,229	4.65	3,976,387	8.02	400,486	0.81	3,919,219	7.90	8,296,092	16.73	49,579,295

* These two amounts compare, respectively, with $19,306,259 and $8,466,397 shown on chart on page 31. Differences are accounted for by the fact that, while the above table represents actual apportionment during the period, the chart is based on collection figures and was made up before the actual distribution figures were available, assuming that distribution would equal collections. This assumption, except for refunds, would be nearly correct over a number of years, though a substantial difference might be expected as between collections and distribution during any one year.

FEDERAL APPROPRIATIONS

Regular and Emergency Federal Aid; National Recovery; Works Program
Strategic Highway Network; and Access Highway Funds

YEAR	State Highways Apportionment for State of Oklahoma	Forest Roads Apportionment for State of Oklahoma	Federal Lands Apportionment for State of Oklahoma
1913		351.38	
1914		269.28	
1915		255.55	
1916		303.91	
1917	115,139.00	394.11	
1918	230,278.00	606.12	
1919	1,499,541.83	603.84	
1920	2,190,805.44	530.87	
1921	2,302,478.33	2,811.05	
1922	1,752,339.44	6,477.59	
1923	1,168,226.29	9,225.71	
1924	1,524,701.96	7,448.66	
1925	1,753,189.71	7,534.54	
1926	1,770,839.00	5,756.48	
1927	1,752,245.00	5,296.32	
1928	1,751,891.00	3,045.06	
1929	1,749,066.00	3,108.74	
1930	1,748,857.00	2,661.89	
1931	4,853,547.00	3,176.26	41,464.00
1932	5,811,292.00	3,628.00	
1933	2,552,034.80	7,035.00	17,752.00
1934	9,216,798.00	5,858.00	45,517.00
1935	4,685,180.00	14,795.00	22,580.00
1936	12,532,902.00	6,023.00	23,162.00
1937	2,937,406.00	3,592.00	
1938	4,750,919.00	4,883.00	28,935.00
1939	4,640,080.00	7,905.80	28,777.00
1940	3,119,888.00	48,570.30	11,048.00
1941	3,716,900.00	54,231.30	9,651.00
1942	3,107,761.00	4,338.00	9,428.67
1943	7,292,195.00 *		
TOTALS	$ 90,526,503.20	$ 218,720.56	$ 238,314.67

Permissible Maximum Participation:

Old Appropriation - 50% on roads and bridges but not exceeding $20,000.00 per mile.
1922 Appropriation - 50% on roads and bridges but not exceeding $20,000.00 per mile.
1923 Appropriation - 50% on roads and bridges but not exceeding $16,250.00 per mile.
1924-29 Appropriation - 50% on roads and bridges but not exceeding $15,000.00 per mile.
1930 Appropriation - 55.3% on roads and bridges but not exceeding $16,590.00 per mile.
1931 Appropriation - 55.3% on roads and bridges but not exceeding $16,590.00 per mile.
1932 Appropriation - 55.3% on roads and bridges but not exceeding $16,590. per mile to Oct.1,'32.
1932 Appropriation - 52.55% on roads and bridges but not exceeding $15,765.per mile after Oct. 1.
1933-34 Appropriation - No percentage limitation.
1934-35 Appropriation - No percentage limitation.
1935-36 Appropriation - 52.55% on Regular Federal Aid.
1936-37 Appropriation - 52.55% on Regular Federal Aid.
1937-38 Appropriation - 53.21% on Regular and Secondary Federal Aid.
1938-39 Appropriation - 53.21% on Regular and Secondary Federal Aid.
1939-40 Appropriation - 52.82% on Regular and Secondary Federal Aid.
1940-41 Appropriation - 52.82% on Regular and Secondary Federal Aid.
1941-42 Appropriation - 52.82% on Regular and Secondary Federal Aid.
1942-43 Appropriation - 52.81% on Regular and Secondary Federal Aid.
1942-43 Appropriation - 76.4% on Strategic Highway Network.
Access Funds are 100% Federal.
1938-39 Federal Aid Grade Crossing Allotments 100% (Require no matching by State Funds)
1939-40 Federal Aid Grade Crossing Allotments 100% (Require no matching by State Funds)
1940-41 Federal Aid Grade Crossing Allotments 100% (Require no matching by State Funds)
1941-42 Federal Aid Grade Crossing Allotments 100% (Require no matching by State Funds)
1942-43 Federal Aid Grade Crossing Allotments 100% (Require no matching by State Funds)

* Includes $3,384,427.00 Access Highway Funds. Allotted to States as projects are approved by Army and Navy.

EXPENDITURES BY YEARS JANUARY 1, 1915 TO JUNE 30, 1942

YEAR	CONSTRUCTION	RECONSTRUCTION AND SPECIAL MAINTENANCE	MAINTENANCE	ADMINISTRATION	EQUIPMENT AND MISCELLANEOUS	TOTAL
	$	$	$	$	$	$
1918	476,673.95	-	-	-	-	476,673.95
1919	1,735,991.87	-	-	-	-	1,735,991.87
1920	1,725,390.13	-	-	-	-	1,725,390.13
1921	6,431,413.96	-	-	-	-	6,431,413.96
1922	2,780,094.20	-	-	-	-	2,780,094.20
1923	7,071,569.68	-	-	-	-	7,071,569.68
1924	5,748,349.18	-	-	-	-	5,748,349.18
1925	10,836,479.90	-	1,714,480.27	343,326.84	-	12,894,287.01
1926	8,078,965.82	-	1,905,935.95	219,936.44	-	10,204,838.21
1927	10,016,991.46	-	2,359,583.67	218,165.58	-	12,593,840.71
1928	10,015,111.16	-	2,459,478.64	204,805.46	-	13,022,214.76
1929	9,122,621.85	-	2,923,215.81	472,489.41	-	13,763,160.38
1930	14,916,735.76	-	2,769,312.96	345,967.04	766,509.81	19,961,723.24
1931	11,215,570.12	-	2,172,636.38	467,074.98	519,498.19	14,531,488.49
1932	7,832,303.46	-	2,277,919.15	419,967.51	601,148.72	12,160,613.43
1933	10,870,899.26	-	1,760,034.20	359,493.03	405,221.57	14,184,537.44
1934	9,934,675.42	-	2,123,602.46	413,020.12	337,380.22	14,772,411.59
1935	7,086,390.74	-	2,510,389.50	402,578.33	401,621.69	11,567,580.78
1936	10,493,564.02	-	2,681,122.67	480,430.29	1,328,106.43	18,214,010.54
1937	11,130,022.76	-	3,161,829.24	703,947.93	1,744,878.36	21,004,497.06
1938	3,928,000.55	-	3,374,160.46	294,149.92	169,581.97	6,266,212.28
1939	7,670,646.82	-	2,874,192.29	576,900.92	92,999.46	12,600,153.60
1940	7,048,175.97	-	2,366,928.46	517,176.65	402,016.35	11,277,147.82
1941	9,231,222.14	-	2,675,042.42	529,001.94	18,789.19	13,798,175.35
1942	6,459,316.89	-	3,049,241.74	490,122.10	220,881.18	11,602,763.56
TOTALS	$191,896,177.07	$20,716,178.25	$43,149,106.27	$7,658,504.49	$7,008,573.14	$270,389,139.22

Note 1: The above schedule is on a calendar year basis to December 31, 1937, inclusive, all years subsequent to June 30, 1938, on fiscal year basis.

Note 2: Maintenance and Administration Costs and Total Expenditures are not available up to 1925. Expenditures for Equipment and Miscellaneous from 1925 through 1929 were absorbed in Construction, Maintenance and Administration Costs, as a result, these figures are not absolutely correct. Expenditures shown as Reconstruction and Special Maintenance include all costs of improving of surfece which was done by State Forces or Informal Contract.

STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
TRUST ACCOUNT - DEFENSE HIGHWAY ACT OF 1941
CONSOLIDATED BALANCE SHEET
JUNE 30, 1942

ASSETS		
Cash on Deposit with State Treasurer		$ 6,727,254.54
Reimbursements Receivable from U. S. Government		293,774.46
Accounts Receivable		
From U. S. Government	$3,152,587.50	
Miscellaneous	30,274.04	3,182,861.54
Other Assets		
Warehouse Stock	$ 450,135.12	
Deposit Premium on Compensation Insurance	14,625.00	
Deposit on Meters	115.00	464,875.12
Contingent Assets		
Federal Allocations for Future Construction Programs		10,074,842.47
TOTAL ASSETS		$20,743,608.13
LIABILITIES AND SURPLUS		
Audited Claims Payable		
Contractors Estimates	$ 35,019.40	
General Claims	48,317.83	$ 83,337.23
Due Auto Theft Fund		202,000.00
Due U. S. Government - Working Fund Advance		2,000,000.00
Other Liabilities and Commitments		
Unencumbered Appropriations	$1,592,159.24	
Purchase Order Commitments	604,219.91	
Contract Encumbrances	3,776,990.07	5,973,369.22
Contingent Liabilities		
Federal Allocations for Future Construction Programs		10,074,842.47
Surplus		2,410,059.21
TOTAL LIABILITIES AND SURPLUS		$20,743,608.13

STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
AND
TRUST ACCOUNT - DEFENSE HIGHWAY ACT OF 1941

CONSOLIDATED BALANCE SHEET

	JUNE 30, 1940	JUNE 30, 1941	JUNE 30, 1942
ASSETS			
Cash on Deposit with State Treasurer	$ 2,687,581.10	$ 3,449,476.15	$ 6,727,254.54
Reimbursements Receivable from U. S. Government	439,683.30	298,099.22	293,774.46
Accounts Receivable			
From U. S. Government	2,466,605.34	2,813,901.41	3,152,587.50
Miscellaneous Accounts Receivable	29,805.06	31,407.58	30,274.04
Total Accounts Receivable	2,496,410.40	2,845,308.99	3,182,861.54
Other Assets			
Warehouse Stock	341,611.42	360,801.39	450,135.12
Deposit Premium on Compensation Insurance	14,625.00	14,625.00	14,625.00
Deposit on Meters	-	115.00	115.00
Total Other Assets	356,236.42	375,541.39	464,875.12
Contingent Assets			
Federal Allocations for Future Construction	4,557,631.35	7,913,410.72	10,074,842.47
TOTAL ASSETS	$10,537,542.57	$14,881,836.47	$20,743,608.13
LIABILITIES AND SURPLUS			
Audited Claims Payable			
Contractors Estimates	$ 480,799.16	$ 1,137.70	$ 35,019.40
General Claims	343,521.56	-	48,317.83
Total Audited Claims Payable	824,320.72	1,137.70	83,337.23
Due Auto Theft Fund	202,000.00	202,000.00	202,000.00
Due U. S. Government - Working Fund Advance	150,000.00	-	2,000,000.00
Other Liabilities and Commitments			
Unencumbered Appropriations	$ 392,884.22	$ -	$ -
Agreements Approved for Construction	276,245.46	605,998.74	604,219.91
Purchase Order Commitments	3,593,176.65	5,197,319.71	3,776,990.07
Contract Encumbrances	-	401,091.76	-
Unencumbered Obligations	-	12,017.33	-
Right-of-Way Easements	-	-	1,592,159.24
Unencumbered Appropriations	-	-	-
Total Other Liabilities	4,262,306.33	6,216,427.54	5,973,369.22
Contingent Liabilities			
Federal Allocations for Future Construction	4,557,631.35	7,913,410.72	10,074,842.47
Surplus or Deficit	541,284.17	548,360.51	2,410,059.21
TOTAL LIABILITIES AND SURPLUS	$10,537,542.57	$14,881,836.47	$20,743,608.13

STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
TRUST ACCOUNT - DEFENSE HIGHWAY ACT OF 1941
CONSOLIDATED RECEIPTS AND DISBURSEMENTS STATEMENT

FOR FISCAL YEAR ENDED JUNE 30, 1942

CASH ON HAND JULY 1, 1941			$ 3,449,476.15
RECEIPTS:			
From Federal Government			
Regular Federal Aid	$ 2,247,741.92		
Trust Account	8,124.00		
Advance from Federal Government	2,000,000.00	$ 4,255,865.92	
From State Sources			
Gasoline Tax	$10,274,685.45		
Special Fuel Tax	29,568.14		
Motor Carrier Tax	389.39		
Motor Vehicle License Tax	103,154.35		
Delinquent Registration Fund	103.35		
Mileage Tax Adjustment Fund	18,997.90		
Motor Vehicle Act Enforcement Fund	8,965.00	10,435,863.58	
From Other Sources			
Miscellaneous Receipts and Sales of Obsolete Equipment	$ 105,481.79		
Cancelled Warrants	1,131.13	106,612.92	
Total Receipts			14,798,342.42
Total Cash to be Accounted for			$18,247,818.57
DISBURSEMENTS:			
Construction			
Defense Highway Act 1941 Projects		$ 111,687.93	
Federal Aid Projects		3,416,752.01	
"WPA" Projects		559,025.61	
"C" Projects		689,021.96	
"M" Projects		504,113.06	
"X" Projects		190,066.63	
State Projects		1,856,059.76	
Acquisition of Right-of-Way		288,362.32	
Survey		59,174.21	
Road Plans		59,271.63	
Bridge Plans		30,407.79	
Bridge Soundings		15,022.51	
Right-of-Way Department		54,256.17	
Project Inspection		7,709.35	
Project Advertising		1,587.60	7,842,518.54
Administration			
Executive Offices		$ 29,653.87	
General Office		27,018.12	
Accounting Department		149,499.03	
Purchasing Department		18,136.95	
State Examiner and Inspector		8,199.33	
Division Administration		152,130.97	
Engineering Administration		105,483.83	490,122.10
Maintenance (All Types)			3,049,241.74

Equipment and Miscellaneous			
Purchase of Equipment	$ 253,085.96		
Acquisition of Land and Buildings	16,824.78		
Maintenance of Land and Buildings	25,225.82		
Testing Laboratory	87,149.43		
Compensation Insurance	81,251.56		
Pre-Qualification Department	102.90		
Highway Planning Survey	68,330.46		
Omnibus Bill	290.30		
Operation of Shops (Excess Cost Over Credit for Work)	22,398.29		
Warehouse Stock (Excess Material Requisitioned over Purchases)	80,603.84		
Operation of Equipment (Excess Equipment Rental Charged Over Actual Cost)	414,382.16*	220,881.18	
Net Expenditures for Period			$11,602,763.56
Add: Unpaid Claims beginning of Period	1,137.70		
Less Unpaid Claims End of Period	83,337.23	82,199.53*	
Cash Disbursements for Period		11,520,564.03	
Add: Cash on Hand June 30, 1942		6,727,254.54	
Total Cash to be Accounted for June 30, 1942			$18,247,818.57

*Indicates Deduction

STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
AND
NATIONAL INDUSTRIAL RECOVERY AND WORKS PROGRESS TRUST FUND
CONSOLIDATED RECEIPTS AND DISBURSEMENTS STATEMENT

FOR FISCAL YEAR ENDED JUNE 30, 1941

CASH ON HAND JULY 1, 1940			$ 2,687,580.60
RECEIPTS:			
From Federal Government			
Regular Federal Aid	$ 3,298,257.42		
Works Progress Funds	38,400.00	$ 3,336,657.43	
From State Sources			
Gasoline Tax	$10,578,774.96		
Special Fuel Tax	40,855.49		
Motor Carrier Tax	28,344.01		
Motor Vehicle License Tax	1,495,307.86		
Delinquent Registration Fund	188.80		
Mileage Tax Adjustment Fund	2.87	12,143,473.99	
From Other Sources			
Miscellaneous Receipts and Sales of Obsolete Equipment	$ 50,144.85		
Cancelled Warrants	972.60	51,117.45	
Total Receipts			$15,531,248.87
Total Cash to be Accounted for			$18,218,829.47
DISBURSEMENTS:			
Construction			
N. I. R. H. and Works Progress Projects	$ 23,642.06		
Federal Aid Projects	5,148,156.31		
"WPA" Projects	674,715.98		
"C" Projects	922,153.48		
"M" Projects	408,811.26		
"X" Projects	13,214.92		
State Projects	2,838,336.07		
Acquisition of Right-of-Way	307,295.92		
Survey	58,473.56		
Road Plans	73,668.76		
Bridge Plans	37,824.51		
Bridge Soundings	12,201.40		
Right-of-Way Department	46,145.01		
Project Inspection	9,111.37		
Project Advertising	1,651.19	$10,575,401.80	
Administration			
Executive Offices	$ 29,386.66		
General Office	46,090.70		
Accounting Department	96,201.05		
Purchasing Department	19,093.08		
State Examiner and Inspector	8,456.82		
Division Administration	223,274.98		
Engineering Administration	105,998.65	529,001.94	
Maintenance (All Types)		2,675,042.42	

Equipment and Miscellaneous			
Purchase of Equipment	$ 295,783.18		
Acquisition of Land and Buildings	35,331.71		
Maintenance of Land and Buildings	15,105.00		
Testing Laboratory	104,510.34		
Compensation Insurance	61,764.77		
Pre-Qualification Department	3,072.88		
Highway Planning Survey	68,761.95		
Operation of Warehouses	596.32		
Omnibus Bill	184.19		
Operation of Shops (Excess Cost Over Credit for Work)	38,707.15		
Warehouse Stock (Excess Material Requisitioned over Purchases)	20,165.58*		
Operation of Equipment (Excess Equipment Rental Charged Over Actual Cost)	584,922.72*	18,789.19	
Net Expenditures for Period			$13,798,175.35
Add: Unpaid Claims beginning of Period	824,320.72		
Less Unpaid Claims End of Period	1,137.70	823,183.02	
			$14,621,358.37
Less: Cancelled Claims			2,005.05
Net Cash Disbursements for Period			$14,619,353.32x
Add: Working Fund Advance Returned to Federal Government			150,000.00
			$14,769,353.32
Add: Cash on Hand June 30, 1941			3,449,476.15
Total Cash Accounted for June 30, 1941			$18,218,829.47

*Indicates Deduction

x-Indicates Inter-Fund Transfers Eliminated

STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND
SUMMARY OF RECEIPTS AND DISBURSEMENTS FOR CALENDAR YEARS 1935, 1936, 1937
6 MONTHS 1938, AND FISCAL YEARS 1938-39, 1939-40, 1940-41 AND 1941-42

	JANUARY 1 TO DECEMBER 31 1935	JANUARY 1 TO DECEMBER 31 1936	JANUARY 1 TO DECEMBER 31 1937	JANUARY 1 TO JUNE 30 1938	JULY 1 1938 TO JUNE 30 1939	JULY 1 1939 TO JUNE 30 1940	JULY 1 1940 TO JUNE 30 1941	JULY 1 1941 TO JUNE 30 1942	TOTAL JANUARY 1 1935 TO JUNE 30 1942
CASH ON HAND BEGINNING OF PERIOD	$ 342,256.34	$ 1,039,069.21	$ 1,111,158.32	$ 71,139.30	$ 1,102.41	$ 2,350,268.99	$ 2,575,159.33	$ 3,449,476.15	$ 342,256.34
RECEIPTS									
Federal Aid (All Types	$ 292,940.18	$ 1,648,385.31	$ 2,912,255.19	$ 1,183,626.87	$ 3,461,314.00	$ 2,586,562.32	$ 3,298,257.43	$ 2,247,741.92	$17,631,083.22
Transferred from N.I.R.H. & W.P. Trust Fund	433,607.57	215,676.54	263,718.13	58,557.42	108,211.74	13,710.80	7,894.89	-	1,101,377.09
Gasoline Tax	4,911,831.62	5,776,876.26	7,905,177.06	4,592,456.05	10,399,714.33	9,844,251.76	10,578,774.96	10,274,685.45	64,283,767.49
Auto License Tax	1,284,204.95	1,550,144.04	1,602,705.99	1,158,732.69	1,320,340.43	1,397,160.97	1,495,307.86	103,154.35	9,911,751.28
Motor Carrier Tax	740,301.23	934,099.94	838,665.83	335,784.98	439,601.17	9,670.29	28,344.01	389.39	3,326,856.84
Motor Vehicle Mileage Tax	-	-	-	-	279,599.32	480,016.05	-	-	759,617.37
County Funds	909.77	-	46,112.72	-	-	-	-	-	47,022.49
Miscellaneous	40,826.31	24,455.48	33,932.00	33,687.16	42,786.27	68,510.60	51,117.45	106,612.92	401,930.20
Special Fuel Tax	-	-	-	-	-	-	40,855.49	29,568.14	70,423.63
Delinquent Registration Fund	-	-	-	-	-	-	188.80	103.35	292.15
Mileage Tax Adjustment Fund	-	-	-	-	-	-	2.87	18,997.90	19,000.77
Motor Vehicle Act Enforcement Fund	-	-	-	-	-	-	-	8,965.00	8,965.00
TOTAL RECEIPTS	$7,704,621.63	$10,149,637.57	$13,602,566.92	$ 7,362,845.17	$16,051,569.27	$14,399,884.79	$15,500,743.76	$12,790,218.42	$97,562,087.53
TOTAL CASH TO BE ACCOUNTED FOR	$8,046,877.97	$11,188,706.78	$14,713,725.24	$ 7,433,984.47	$16,052,671.68	$16,750,153.78	$18,075,903.09	$16,239,694.57	$97,904,343.87

(Continued on following page)

DISBURSEMENTS									
Unpaid Claims Beginning of Period	$1,560,435.53	$ 1,286,638.19	$ 4,081,025.72	$ 7,121,202.82	$ 5,155,278.37	$ 3,763,088.12	$ 820,451.45	$ 1,137.70	$ 1,560,435.53
Add: Claim Transferred from Trust Fund	-	-	-	-	-	-	2,092.76	-	2,092.76
	$1,560,435.53	$ 1,286,638.19	$ 4,081,025.72	$ 7,121,202.82	$ 5,155,278.37	$ 3,763,088.12	$ 822,544.21	$ 1,137.70	$ 1,562,528.29
Claims Registered									
Federal Aid Projects	$ 457,866.82	$ 3,003,049.94	$ 5,607,584.84	$ 2,588,257.19	$ 6,572,891.89	$ 5,185,344.07	$ 5,454,217.04	$ 3,696,575.73	$32,565,787.52
W.R.W.R. Projects	142,794.29	176,851.40	235,714.95	61,024.65	12,255.68	-	-	-	628,640.97
National Industrial Recovery & Works Progress Projects (Engineering Only)	700,719.80	684,003.39	422,397.47	55,878.86	18,703.04	3,368.58	1,235.19	8,538.60	1,894,844.93
"C" Projects	852,661.52	2,286,202.15	3,736,889.59	427,333.32	1,099,351.37	581,245.82	922,153.48	689,021.96	10,594,860.21
"M" Projects	313,939.00	944,534.98	533,749.93	72,986.06	286,162.74	361,603.57	408,811.26	504,113.06	3,425,900.60
"FPA" Projects	-	611,107.78	593,480.97	170,272.01	399,066.41	538,662.20	674,715.98	559,025.61	3,546,330.96
"X" Projects	-	-	-	-	-	-	13,214.92	190,066.63	203,281.55
State Aid Projects	332,584.86	66,285.17	15,558.63	8,236.42	108,991.41	1,042,887.36	2,838,336.07	1,856,059.76	6,268,939.68
Prison Camp Projects	-	252,826.64	510,947.15	68,097.23	-	-	-	-	831,871.02
Maintenance (All Types)	2,510,389.50	2,681,122.67	3,161,829.24	1,374,160.46	2,874,192.29	2,366,928.46	2,675,042.42	3,049,241.74	20,692,906.78
Administration, Equipment, Miscellaneous	1,134,473.60	1,898,886.94	2,750,311.77	593,140.50	922,907.50	1,155,256.99	786,806.93	938,432.54	10,180,216.77
Transfer to N.I.R.H. & W.P. Trust Fund	275,012.48	258,333.64	96,989.72	17,535.08	-	-	30,715.68	-	678,586.60
Net Expenditures during Period	$6,720,441.87	$12,863,204.70	$17,665,454.26	$ 5,436,921.78	$12,294,522.33	$11,235,298.05	$13,805,248.97	$11,491,075.63	$91,512,167.59
	$8,280,877.40	$14,149,842.89	$21,746,479.98	$12,558,124.60	$17,449,800.70	$14,998,386.17	$14,627,793.18	$11,492,213.33	$93,074,695.88
Deduct: Unpaid Claims End of Period	1,286,638.19	4,081,025.72	7,121,202.82	5,155,278.37	3,763,088.12	820,451.45	1,137.70	83,337.23	83,337.23
	$6,994,239.21	$10,068,817.17	$14,625,277.16	$ 7,402,846.23	$13,686,712.58	$14,177,934.72	$14,626,655.48	$11,408,876.10	$92,991,358.65
Add: Miscellaneous Credits	13,569.55	8,731.29	17,308.78	30,035.83	15,690.11	2,940.27*	228.54*	-	82,366.75
Warrants Issued During Period	$7,007,808.76	$10,077,548.46	$14,642,585.94	$ 7,432,882.06	$13,702,402.69	$14,174,994.45	$14,626,426.94	$11,408,876.10	$93,073,525.40
Add:Cash on Hand End of Period	1,039,069.21	1,111,158.32	71,139.30	1,102.41	2,350,268.99	2,575,159.33	3,449,476.15	4,830,818.47	4,830,818.47
TOTAL CASH ACCOUNTED FOR	$8,046,877.97	$11,188,706.78	$14,713,725.24	$ 7,433,984.47	$16,052,671.68	$16,750,153.78	$18,075,903.09	$16,239,694.57	$97,904,343.87

*Indicates Deduction

NATIONAL INDUSTRIAL AND WORKS PROGRESS TRUST FUND
SUMMARY OF RECEIPTS AND DISBURSEMENTS
FOR THE CALENDAR YEARS 1935 - 1936 - 1937
6 MONTHS 1938, AND FISCAL YEARS 1938-39, 1939-40, 1940-41 AND 1941-42

	JANUARY 1 TO DECEMBER 31 1935	JANUARY 1 TO DECEMBER 31 1936	JANUARY 1 TO JUNE 30 1937	JULY 1 1937 TO JUNE 30 1938	JULY 1 1938 TO JUNE 30 1939	JULY 1 1939 TO JUNE 30 1940	JULY 1 1940 TO JUNE 30 1941	JULY 1 1941 TO JUNE 30 1942	TOTAL JANUARY 1 1935 TO JUNE 30 1942
CASH ON HAND BEGINNING OF PERIOD	$ 146,421.60	$ 22,226.82	$ 432,116.27	$ 347,411.03	$ 91,947.81	$ 200,447.81	$ 112,421.27	$ -	$ 146,421.60
RECEIPTS									
Advance by Federal Government	$ 200,000.00	$ 500,000.00	$ 197,978.67	$ 66,775.50	$ -	$ -	$ -	$ -	$ 700,000.00
National Industrial Recovery Funds	4,721,662.38	1,401,186.33	353,476.29	695,295.50	81,838.66	578.92	985.87	-	6,480,940.73
Works Progress Funds	-	3,681,392.85	4,626,599.72	21,535.06	578,437.38	133,422.28	11,774.13	-	9,225,785.68
Transferred from S.H.C. & M. Fund	305,381.21	284,353.50	96,995.12	31,555.06	131,464.95	5,701.60	30,715.68	-	1,200,000.00
Federal Aid Funds	115,653.43	37,867.52	-	-	-	-	-	-	153,520.95
TOTAL RECEIPTS	$5,142,697.02	$5,818,900.41	$ 361,111.32	$ 813,161.06	$ 791,741.01	$ 139,703.80	$ 43,475.68	$ -	$13,309,673.31
TOTAL CASH TO BE ACCOUNTED FOR	$5,479,018.60	$5,840,717.26	$ 793,227.66	$ 1,160,572.09	$ 883,688.82	$ 340,151.61	$ 155,896.95	$ -	$13,309,673.31
DISBURSEMENTS									
Unpaid Claims Beginning of Period	$ 66,734.35	$ 165,681.53	$ 357,696.51	$ 211,632.58	$ 20,396.40	$ 3,869.27	$ -	$ -	$ 66,734.35
Less: Claim Transferred to S.H.C. & M. Fund	-	-	-	-	-	2,092.76	-	-	2,092.76
	$ 66,734.35	$ 165,681.53	$ 357,696.51	$ 211,632.58	$ 20,396.40	$ 1,776.51	$ -	$ -	$ 64,641.59
National Industrial Recovery and Works Progress Projects	$5,122,151.39	$5,179,226.46	$3,436,032.92	$ 846,825.58	$ 41,849.77	$ 23,642.06	$ -	$15,155,359.05	
Forest Projects - Emergency Relief - Estimates Registered	433,667.57	5,712.97 215,676.94	263,718.13	58,597.42	17,402.40	7,894.89	-	5,712.97 1,118,503.64	
Transferred to S.H.C. & M. Fund	$5,555,818.96	$5,400,616.37	860,000.00	200,000.00	160,000.00	160,000.00	-	1,200,000.00	
Advance Returned to Federal Government	$5,682,491.53	$5,796,297.42	$4,559,751.05	$1,317,035.34	$ 265,248.17	$ 193,123.46	$ -	$17,544,217.65	
Net Expenditures during Period	165,681.53	357,696.51	1,957,440.76	20,396.40	3,869.27	3,313.46	-	2,511,397.93	
Deduct: Unpaid Claims End of Period	$5,496,811.78	$5,438,600.93	$2,602,310.29	$1,296,638.94	$ 261,378.90	$ 189,810.00	$ -	$15,032,819.72	
Deduct: Cancelled Claim	-	-	211,632.58	56,185.04	20,396.40	3,869.27	-	1,776.51	
	$5,496,811.78	$5,438,600.93	$2,390,677.71	$1,240,453.90	$ 240,982.50	$ 185,940.73	$ -	$15,031,043.21	
Add: Cash on Hand End of Period	22,226.82	402,116.33	347,411.03	91,947.81	200,447.81	112,421.27	-	1,896,436.07	
TOTAL CASH ACCOUNTED FOR	$5,479,038.60	$5,840,717.26	$2,738,088.74	$1,332,401.71	$ 441,430.31	$ 298,362.00	$ -	$16,927,479.28	

TRUST ACCOUNT - DEFENSE HIGHWAY ACT OF 1941
SUMMARY OF RECEIPTS AND DISBURSEMENTS
FOR FISCAL YEAR ENDING JUNE 30, 1942

CASH ON HAND BEGINNING OF PERIOD	$ -
RECEIPTS	
Advance by Federal Government	$ 2,000,000.00
Defense Highway Act Funds	8,124.00
Transferred from S.H.C. & M. Fund	-
TOTAL RECEIPTS	$ 2,008,124.00
TOTAL CASH TO BE ACCOUNTED FOR	$ 2,008,124.00
DISBURSEMENTS	
Unpaid Claims Beginning of Period	$ -
Defense Highway Act Projects	$ 111,687.93
Transferred to S.H.C. & M. Fund	-
Advance Returned to Federal Government	-
Net Expenditures during Period	$ 111,687.93
	$ 111,687.93
Deduct Unpaid Claims End of Period	-
	$ 111,687.93
Add: Cash on Hand End of Period	1,896,436.07
TOTAL CASH ACCOUNTED FOR	$ 2,008,124.00

STATEMENT SHOWING STATE PARTICIPATION IN FEDERAL AID PROGRAM
JANUARY 1, 1935 TO JUNE 30, 1942

S.H.C. & M. FUND PROJECTS	JANUARY 1 TO DECEMBER 31 1935	JANUARY 1 TO DECEMBER 31 1936	JANUARY 1 TO DECEMBER 31 1937	JANUARY 1 TO JUNE 30 1938	JULY 1 1938 TO JUNE 30 1939	JULY 1 1939 TO JUNE 30 1940	JULY 1 1940 TO JUNE 30 1941	JULY 1 1941 TO JUNE 30 1942	TOTAL JANUARY 1 1935 TO JUNE 30 1942
FEDERAL RECEIPTS									
Regular Federal Aid	$ 6,090.07	$1,332,352.97	$2,710,459.87	$1,065,203.38	$3,461,314.00	$2,586,562.32	$3,298,257.43	$2,247,741.92	$16,707,981.96
Other Federal Aid	286,850.11	316,032.34	201,795.32	118,423.49	-	-	-	-	923,101.26
Total Paid by Fed. Government	$ 292,940.18	$1,648,385.31	$2,912,255.19	$1,183,626.87	$3,461,314.00	$2,586,562.32	$3,298,257.43	$2,247,741.92	$17,631,083.22
EXPENDITURES - FED. AID PROJECTS									
Regular & Emergency Federal Aid Projects	$ 353,451.81	$3,001,456.35	$5,593,978.61	$2,393,203.20	$6,244,601.90	$4,912,677.60	$5,148,156.31	$3,416,752.01	$31,064,277.79
N.R.A. Projects	142,794.29	176,651.40	235,714.95	61,024.65	12,255.68	-	-	-	628,640.97
Other Federal Aid	104,415.01	1,593.59	13,606.23	54,324.65	-	-	-	-	173,939.48
State Highway Planning Survey	-	339,511.39	179,110.84	38,026.32	97,157.82	84,022.96	68,761.95	68,330.46	874,921.74
Total Expenditures	$ 600,661.11	$3,519,432.73	$6,022,410.63	$2,546,578.82	$6,354,015.40	$4,996,700.56	$5,216,918.26	$3,485,082.47	$32,741,779.98
Paid by State	307,720.93	1,871,027.42	3,110,155.44	1,362,951.95	2,892,701.40	2,410,138.24	1,918,660.83	1,237,240.55	15,110,696.76
	$ 292,940.18	$1,648,385.31	$2,912,255.19	$1,183,626.87	$3,461,314.00	$2,586,562.32	$3,298,257.43	$2,247,741.92	$17,631,083.22
TRUST FUND PROJECTS									
Total Engineering Claims Paid by State	$ 700,719.80	$ 684,003.39	$ 422,397.47	$ 55,887.86	$ 18,703.04	$ 3,368.58	$ 1,235.19	$ 8,538.60	$ 1,894,853.93
Contract Over-runs & Non-Participating Items Paid by State	275,012.48	258,333.64	96,989.72	17,535.08	13,424.95	3,701.60	-	-	664,997.47
Total	$ 975,732.28	$ 942,337.03	$ 519,387.19	$ 73,422.94	$ 32,127.99	$ 7,070.18	$ 1,235.19	$ 8,538.60	$ 2,559,851.40
Less: Payments to State for Engineering	433,607.57	215,676.54	263,718.13	58,557.42	121,636.69	17,032.40	5,880.50	-	1,116,109.25
Paid by State	$ 542,124.71	$ 726,660.49	$ 255,669.06	$ 14,865.52	$ 89,508.70*	$ 9,962.22*	$ 4,645.31*	$ 8,538.60	$ 1,443,742.15

RECAPITULATION

				PERCENT
Total Expenditures - Contract & Engineering - National Recovery & Works Progress Projects & 1941 Defense Highway Act Proj.			$17,167,615.88	100.00
Paid by State			$ 1,443,742.15	8.41
Paid by Federal Government			$15,723,873.73	91.59
Total Expenditures - Federal Aid Projects			32,741,779.98	100.00
Paid by State			15,110,696.76	46.15
Paid by Federal Government			17,631,083.22	53.85
Total Expenditures on All Projects Having Federal Participation			49,909,395.86	100.00
Paid by State			16,554,438.91	33.17
Paid by Government			33,354,956.95	66.83

*Indicates Deduction

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STATE OF OKLAHOMA DEPARTMENT OF HIGHWAYS



REPORT OF THE STATE HIGHWAY COMMISSION AND DIRECTOR TO THE GOVERNOR OF OKLAHOMA

For the period

January 1, 1949 to December 31, 1950

C. H. MULLENDORE - CHAIRMAN
L. M. TITTLE - VICE-CHAIRMAN
ROBERT BILES - SECRETARY

STATE HIGHWAY COMMISSION

JOE W. CURTIS - MEMBER
JAMES O. SELMAN - MEMBER
ROBERT BARR - MEMBER
JOHN M. CRAIG - MEMBER
PAUL V. CARLILE - MEMBER

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
CAPITOL OFFICE BUILDING
OKLAHOMA CITY 5, OKLAHOMA

January 16, 1951

The Honorable Johnston Murray
Governor of Oklahoma
State Capitol
Oklahoma City 5, Oklahoma

Dear Governor Murray,

We have the honor to submit a report covering the activities of the Highway Department for the calendar years 1949 and 1950.

Prepared and submitted,

Stoner K. Mc Lelland,
Chief Engineer, Acting Director.

Approved: State Highway Commission

C. H. Mullendore — Chairman
L. M. Tittle — Vice-Chairman
Robert Biles — Secretary
Paul V. Carlile — Member
Robert Barr — Member
Joe W. Curtis — Member
J. O. Selman — Member
John M. Craig — Member

STATE OF OKLAHOMA

REPORT OF THE STATE HIGHWAY COMMISSION AND DIRECTOR

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F O R E W O R D

The challenge of building highways to meet the ever-increasing demands of transportation is one that is faced by every State in the Nation. The phenomenal growth of the automobile industry has created a multitude of problems for the highway designer. In 1931 there were 25,862,038 privately owned motor vehicles registered in the United States - and in that same year a total of 216 billion vehicle miles were traveled throughout the nation. By 1949 the number of privately owned motor vehicles registered had increased to 44,120,243 and the vehicle miles traveled increased to 425 billion.

Highway-builders are encountering the universal problem of the present period - INFLATION. Although revenues for expenditure on State highways and local roads have increased about 50% since 1940, the dollar of 1949 bought less than half the highway construction and maintenance as did the dollar of 1940.

The task of improving our highway system to accomodate the great number of high-speed passenger automobiles, as well as heavy motor freight, more efficiently and safely is a gradual one. However, great progress has been made by the Oklahoma Highway Department during the past few years. More contracts were awarded for construction of new highways during the past biennium than in any previous five-year period. In 1950, aided by the cooperation and the full support of the administration, the Department executed the greatest construction program in the history of the State.

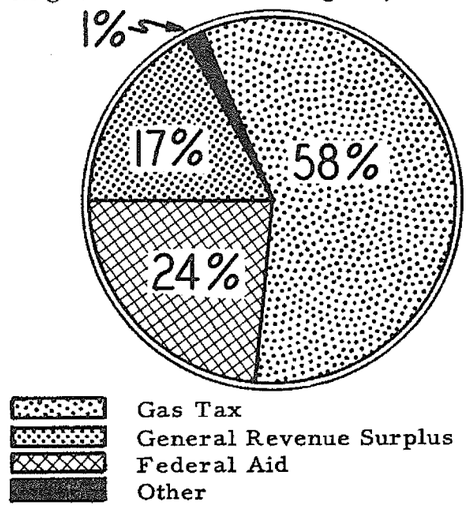
Every individual benefits immeasurably by the existence of a good system of highways. Much progress has been made but much is yet to be done. ROAD BUILDING IS a VITAL necessity for the future growth and development of the State.

STATE HIGHWAY INCOME

The State Highway Department has three main sources of income:

1. State Gasoline Taxes
2. Surplus General Revenue Fund (1949 and 1950)
3. Federal Aid

The largest portion of income is derived from gasoline taxes. 3.8 cents of the total 6.5 cents tax per gallon goes into the State Highway Construction and Maintenance Fund. In 1950 approximately 58% of the total income was provided by this source.



In 1949 the State Legislature authorized an allocation of six and a half million dollars to the Highway Department for each of the years 1949 and 1950 - to be derived from the surplus, if any, in the General Revenue Fund at the end of the fiscal year.

In 1948 Congress approved an appropriation of $450,000,000 to be distributed among the states each of the fiscal years 1950 and 1951 for construction of highways. Oklahoma's share, based on area, population, and miles of highways, is approximately 9 million dollars.

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
CASH STATEMENT
JANUARY 1, 1950

REGULAR FUNDS
S H C & M FUND

Unencumbered Cash on Hand 12-31-48		$ 11,895,561.43
Reserve for Contracts Awarded 12-31-48		1,240,839.15
Defense Highway Trust Fund Surplus 12-31-48		287,995.60
Federal Aid Highway Trust Fund Surplus 12-31-48		385,335.98
Cash Receipts 1-1-49 thru 12-31-49		
Reimbursements for Federal Aid		6,601,209.75
Reimbursed by Defense Trust Fund		115,104.33
Advances from City of Tulsa		212,000.00
State Revenue		
Gasoline Tax 2.8¢ Gal.	$ 13,517,703.10	
Gasoline Tax 1¢ Gal. HB 470	12,999.53	
Gasoline Tax 1¢ Gal. HB 396	3,509,170.50	
Diesel Fuel Tax 2.91¢ Gal.	129,937.66	
Overweight Truck Permits	13,076.15	
General Revenue Surplus 1949	6,500,000.00	
Cash Discount Earned	7,741.40	
Prior Years Warrants Cancelled	54.70	
Miscellaneous - Auction Sale, Licenses, etc.	304,334.78	
Total State Revenue		23,995,017.82
Increase in Federal Accounts Receivable		1,936,572.04
TOTAL TO ACCOUNT FOR		$ 46,669,636.10
Appropriations 1-1-49 thru 21-31-49		
Administration and Engineering	1,090,269.11	
Surveys, Plans & Research	968,428.57	
Workmen's Compensation Insurance	109,367.44	
Acquisition of Right of Way	441,288.00	
Contract Construction	22,377,265.47	
Special Maintenance	5,968,688.02	
Routine Maintenance	4,540,000.00	
Operation of Shops	8,400.00	
Acquisition of Land & Bldgs.	190,080.00	
Reimbursements to Counties	54,537.56	
Loss on Sale & Fire Warehouse Stock	25,162.49	
Purchase of New Equipment	198,995.00	
Total Appropriations		35,972,481.66
Surplus Federal Accounts Receivable 12-31-49		436,372.47
Unencumbered Cash on Hand 12-31-49		
Secondary		3,325,226.00
Primary		6,935,555.97
TOTAL ACCOUNTED FOR		$ 46,660,636.10

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
CASH STATEMENT
JANUARY 1, 1950

COUNTY FARM TO MARKET PROGRAM
S H C & M FUND

Unencumbered Cash on Hand Credited to all Counties 12-31-49			$ 7,184,822.71
Federal Aid Highway Act Trust Fund Surplus 12-31-48			257,482.03
Cash Receipts 1-1-49 thru 12-31-49			
Reimbursements for Federal Aid			3,724,098.48
State Revenue			
Gasoline Tax 1¢ Gal. HB 470	$ 12,999.52		
Gasoline Tax 1¢ Gal. HB 253	2,464,449.97		
Total State Revenue		2,477,449.49	
Increase in Federal Accounts Receivable		411,159.29	
TOTAL TO ACCOUNT FOR			$ 14,055,012.00
Appropriation 1-1-49 thru 12-31-49			
Contract Construction	7,872,089.69		
Surplus paid to Counties	2,599,111.91		
Total Appropriations		$10,471,201.60	
Surplus Federal Accounts Receivable 12-31-49		488,360.53	
Unencumbered Cash on Hand Credited to All Counties 12-31-49		3,095,449.87	
TOTAL ACCOUNTED FOR			$ 14,055,012.00

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
CASH STATEMENT
JANUARY 1, 1951

S H C & M FUND
REGULAR PROGRAM

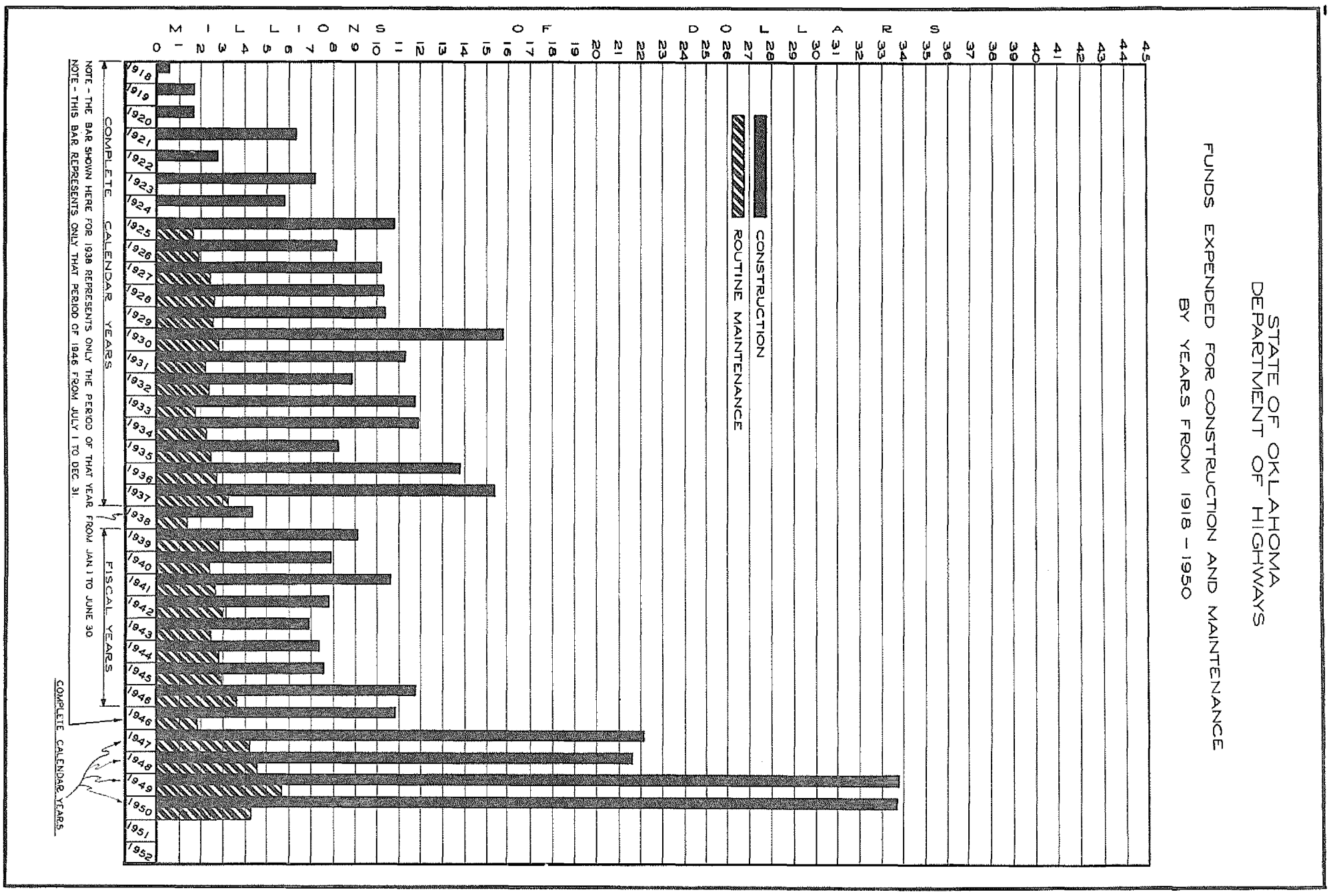
Unencumbered Cash 1-1-50			
Secondary			$ 3,325,226.00
Primary			6,935,555.97
Surplus Federal Accounts Receivable 1-1-50			436,372.47
Cash Receipts 1-1-50 thru 12-31-50			
Federal Aid Reimbursements		$ 7,053,722.95	
Advances from Counties & Cities		245,816.42	
State Revenue			
Gasoline Tax 2.8¢ Gal.	$ 15,112,603.09		
Gasoline Tax 1¢ Gal.	6,499,014.63		
Special Fuel Tax 2.91¢ Gal.	164,036.21		
Overweight Truck Permits	103,890.00		
General Revenue Surplus	6,500,000.00		
Cash Discount Earned	4,810.29		
Miscellaneous	61,885.05		
Total State Revenue		28,446,239.27	
Total Cash Receipts			35,745,778.64
Increase in Federal Accounts Receivable			6,888,348.98
TOTAL TO ACCOUNT FOR			$ 53,331,282.06
Appropriations 1-1-50 thru 12-31-50			
Administration	38,938.33		
Engineering Departments	576,066.48		
General Departments	540,183.01		
Surveys, Plans & Research (Primary)	1,393,099.86		
Survey & Plans (Secondary)	68,072.16		
Workmen's Compensation Insurance	106,960.79		
Acquisition of Right of Way	975,000.00		
Contract Construction	38,970,026.47		
Special Maintenance	3,267,337.77		
Routine Maintenance	4,410,181.00		
Operation of Shops	9,550.00		
Purchase of Warehous Stock	101,898.50		
Operation of Equipment (Candellation)	25,000.00		
Purchase of Equipment	280,540.00		
Cost of Land & Bldgs.	4,000.00		
Auction Sale Expense	3,178.05		
Engineers Revolving Fund	10,000.00		
Contractors Equipment Rental	954.28		
Turnpike Authority	221,500.00		
Refunds to Counties & Cities	11,077.95		
Total Appropriations		50,963,564.65	
Surplus Federal Accounts Receivable 1-1-51		330,612.09	
Reserve for Contracts Awarded (Primary) 1-1-51		513,000.00	
Unencumbered Cash 1-1-51			
Secondary		1,231,387.18	
Primary		292,718.14	
TOTAL ACCOUNTED FOR			$ 53,331,282.06

Note: Gasoline Tax earned Nov. 1, 1949 thru October 31, 1950

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
CASH STATEMENT
JANUARY 1, 1951

COUNTY FARM TO MARKET PROGRAM
S H C & M FUND

Unencumbered Cash on Hand			
Credited to all Counties 1-1-50		$ 3,095,449.87	
Surplus Federal Accounts Receivable 1-1-50		488,360.53	
Cash Receipts 1-1-50 thru 12-31-50			
Reimbursements for Federal Aid		2,412,272.61	
TOTAL TO ACCOUNT FOR			$ 5,996,083.01
Appropriation 1-1-50 thru 12-31-50			
Contract Construction	$ 2,562,418.32		
Surplus Paid to Counties	994,389.81		
Total Appropriations		3,556,808.13	
Decrease in Federal Accounts Receivable		1,387,332.56	
Surplus Federal Accounts Receivable 12-13-50		220,894.04	
Unencumbered Cash on Hand			
Credited to All Counties 12-31-50		831,048.28	
TOTAL ACCOUNTED FOR			$ 5,996,083.01



ACCOUNTING DEPARTMENT
DISBURSEMENTS BY YEARS
Jan. 1, 1918 thru Dec. 31, 1950

Year		Construction	Special Maintenance	Routine Maintenance	Administration	Purchase of Equipment	Total
1918		$ 476,673.95	$	$	$	$	$ 476,673.95
1919		1,735,991.87					1,735,991.87
1920		1,725,390.13					1,725,390.13
1921		6,431,413.96					6,431,413.96
1922		2,780,094.20					2,780,094.20
1923		7,071,569.68					7,071,569.68
1924		5,748,349.18					5,748,349.18
1925		10,836,479.90		1,714,480.27	343,326.84		12,894,287.01
1926		8,078,965.82		1,905,935.95	219,936.44		10,204,838.21
1927		10,016,091.46		2,359,583.67	218,165.58		12,593,840.71
1928		10,015,111.16	342,819.50	2,459,478.64	204,805.46		13,022,214.76
1929		9,122,621.85	1,254,833.31	2,913,215.81	472,489.41		13,763,160.38
1930		14,916,735.76	963,297.67	2,769,312.96	545,867.04	766,509.81	19,961,723.24
1931		11,215,570.12	156,708.82	2,172,636.38	467,074.98	519,498.19	14,531,488.49
1932		7,832,303.46	1,029,274.59	2,277,919.15	419,967.51	601,148.72	12,160,613.43
1933		10,870,899.26	788,889.38	1,760,034.20	359,493.03	405,221.57	14,184,537.44
1934		9,934,675.42	1,963,733.37	2,123,602.46	413,020.12	337,380.22	14,772,411.59
1935		7,086,390.74	1,166,600.52	2,510,389.50	402,578.33	401,621.69	11,567,580.78
1936		10,493,564.02	3,230,737.13	2,681,122.67	480,480.29	1,328,106.43	18,214,010.54
1937		11,130,022.76	4,263,818.77	3,161,829.24	703,947.93	1,744,878.36	21,004,497.06
1938	(6 Mos.)	3,928,000.55	500,319.38	1,374,160.46	294,149.92	169,581.97	6,266,212.28
1939	(Fis. Yr.)	7,670,546.82	1,385,514.11	2,874,192.29	576,900.92	92,999.46	12,600,153.60
1940	(Fis. Yr.)	7,048,175.97	942,850.39	2,366,928.46	517,176.65	402,016.35	11,277,147.82
1941	(Fis. Yr.)	9,231,222.14	1,344,179.66	2,675,042.42	529,001.94	18,729.19	13,798,175.35
1942	(Fis. Yr.)	6,459,316.89	1,383,201.65	3,049,241.74	490,122.10	220,881.18	11,602,763.56
1943	(Fis. Yr.)	5,502,914.01	1,426,526.57	2,568,391.30	285,679.41	12,430.20	9,795,941.49
1944	(Fis. Yr.)	5,861,853.64	1,422,346.97	2,874,859.66	296,552.82	56,609.03	10,512,222.12
1945	(Fis. Yr.)	3,966,003.80	3,398,852.02	2,922,506.32	308,198.50	224,011.01	10,819,571.65
1946	(Fis. Yr.)	7,285,956.84	4,479,662.18	3,630,010.81	341,700.20	573,761.05	16,311,091.08
1946	(Last 6 Mos.)	8,507,985.39	2,246,680.01	1,883,004.53	149,113.51	272,937.00	13,059,720.44
1947	(Calendar Yr.)	19,556,939.31	2,498,880.21	4,144,907.75	302,795.59	530,326.20	27,033,849.06
1948	(Calendar Yr.)	15,748,950.98	5,657,660.62	4,352,985.10	327,319.51	1,059,591.43	27,146,507.64
1949	(Calendar Yr.)	28,827,176.11	4,875,720.88	4,677,558.93	338,016.22	669,864.04	39,388,336.18
1950	(Calendar Yr.)	28,948,044.56	4,718,908.30	4,248,037.92	345,904.03	820,691.65	39,081,586.46
TOTALS		$316,062,001.71	$51,442,016.01	$74,451,368.59	$10,353,784.28	$11,228,794.75	$463,537,965.34

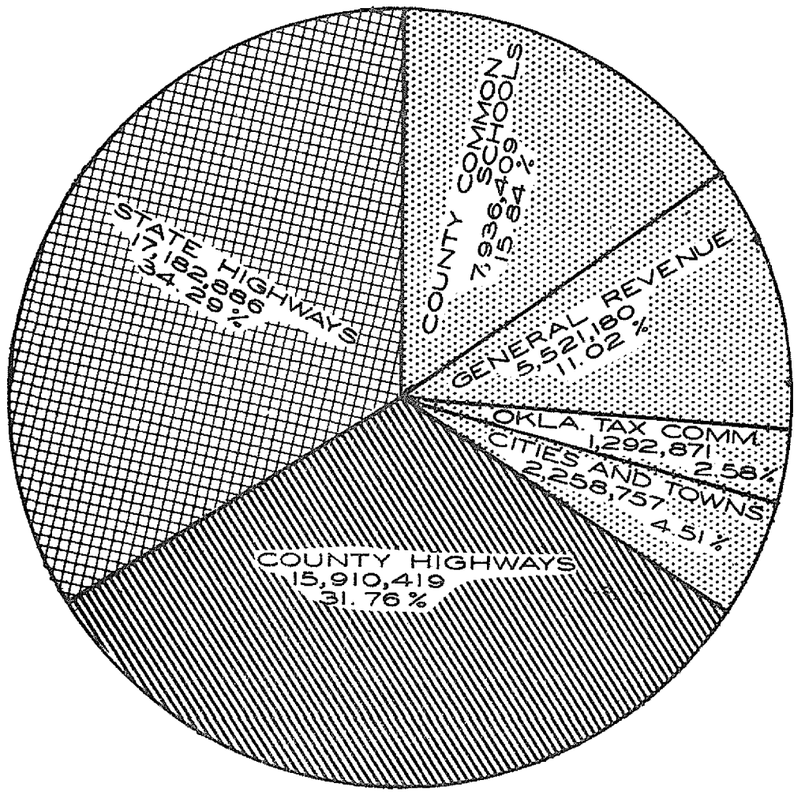
STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
STATEMENT OF FARM-TO-MARKET PROGRAM
AS AUTHORIZED BY H.B. 470 and H.B. 253
December 31, 1950

COUNTY	TOTAL RECEIPTS FROM GASOLINE TAX	AMOUNT APPROPRIATED	SURPLUS PAID TO COUNTIES	BALANCE AVAILABLE TO COMPLETE PROGRAM
Adair	$ 145,185.95	$ 100,071.13	$ 35,350.17	$ 9,764.65
Alfalfa	209,324.36	161,398.56	26,248.21	21,677.59
Atoka	199,660.35	177,496.30	22,164.05	None
Beaver	324,563.54	282,687.81	41,875.73	None
Beckham	209,987.69	89,386.69	120,601.00	None
Blaine	227,822.45	182,985.25	43,383.06	1,454.14
Bryan	259,912.63	201,422.93	46,716.70	11,773.00
Caddo	358,561.60	260,851.77	97,709.83	None
Canadian	224,973.02	187,385.24	14,920.07	22,667.71
Carter	228,496.47	137,986.65	70,977.86	19,531.96
Cherokee	199,850.58	167,576.14	19,931.33	12,343.11
Choctaw	208,720.32	207,326.05	None	1,394.27
Cimarron	266,070.65	215,146.30	50,924.35	None
Cleveland	156,046.55	120,852.76	None	35,193.79
Coal	126,416.82	100,300.44	26,116.38	None
Comanche	247,109.19	179,029.48	68,079.71	None
Cotton	160,640.55	105,538.77	55,101.78	None
Craig	185,492.21	135,161.37	50,330.84	None
Creek	276,421.56	246,177.76	None	30,243.80
Custer	231,103.26	77,358.21	115,390.40	38,354.65
Delaware	191,650.65	155,404.71	33,029.68	3,216.26
Dewey	200,416.30	151,751.25	48,665.05	None
Ellis	217,803.09	199,305.68	2,951.02	15,546.39
Garfield	271,724.18	221,465.48	50,258.70	None
Garvin	225,770.21	168,557.75	20,162.35	37,050.11
Grady	288,403.42	223,521.86	64,881.56	None
Grant	239,969.00	203,211.41	36,757.59	None
Greer	160,128.94	114,370.25	45,758.69	None
Harmon	130,143.39	99,098.22	31,045.17	None
Harper	180,047.65	149,559.67	26,539.21	3,948.77
Haskell	167,036.39	132,061.76	30,443.21	4,531.42
Hughes	214,533.20	191,503.56	5,693.70	17,335.94
Jackson	195,783.61	157,386.92	20,129.81	18,266.88
Jefferson	163,236.31	132,862.54	24,170.28	6,203.49
Johnston	158,426.66	108,715.79	14,888.14	34,822.73

COUNTY	TOTAL RECEIPTS FROM GASOLINE TAX	AMOUNT APPROPRIATED	SURPLUS PAID TO COUNTIES	BALANCE AVAILABLE TO COMPLETE PROGRAM
Kay	$ 251,159.14	$ 151,204.98	$ 99,954.16	$ None
Kingfisher	225,626.96	163,017.64	24,375.04	38,252.28
Kiowa	251,869.43	212,979.89	38,889.54	None
Latimer	133,306.79	59,333.49	73,973.30	None
LeFlore	374,769.12	213,693.24	146,556.00	14,519.88
Lincoln	281,657.99	209,078.79	22,836.89	49,742.31
Logan	190,823.31	133,849.03	56,974.28	None
Love	119,570.62	64,343.00	55,227.62	None
McClain	160,908.03	80,730.17	52,881.12	27,296.74
McCurtain	378,351.94	257,068.86	62,917.90	58,365.18
McIntosh	196,575.48	137,921.98	58,653.50	None
Major	199,450.45	127,489.19	71,961.26	None
Marshall	111,709.79	68,966.49	25,057.67	17,685.63
Mayes	199,390.79	163,707.86	35,682.93	None
Murray	107,354.91	91,928.93	None	15,425.98
Muskogee	266,149.95	196,375.00	69,774.95	None
Noble	169,067.87	117,380.87	51,687.00	None
Nowata	146,091.78	126,813.09	None	19,278.69
Okfuskee	201,122.50	186,703.41	14,419.09	None
Oklahoma	298,018.30	159,693.02	96,702.97	41,622.31
Okmulgee	216,332.87	154,701.45	61,631.42	None
Osage	426,570.31	296,359.56	83,038.26	47,172.49
Ottawa	161,571.47	79,782.75	58,598.90	23,189.82
Pawnee	166,602.89	100,852.95	65,749.94	None
Payne	195,743.67	138,507.53	11,963.64	45,272.50
Pittsburg	347,568.88	273,113.40	37,856.26	36,599.22
Pontotoc	201,407.39	165,796.02	35,611.37	None
Pottawatomie	259,120.52	195,415.27	63,705.25	None
Pushmataha	226,507.81	179,720.20	46,787.61	None
Roger Mills	218,252.53	165,874.68	52,377.85	None
Rogers	190,208.25	113,516.41	63,715.95	12,975.89
Seminole	248,731.03	246,248.81	None	2,482.22
Sequoyah	189,059.47	152,735.68	31,145.49	5,178.30
Stephens	224,056.90	102,313.36	121,743.54	None
Texas	387,913.88	290,160.96	97,752.92	None
Tillman	216,303.43	181,312.23	34,991.20	None
Tulsa	272,799.34	138,286.01	134,513.33	None
Wagoner	180,612.94	151,109.68	8,489.55	21,013.71
Washington	118,681.02	98,627.12	15,150.64	4,903.26
Washita	264,698.85	172,065.97	92,632.88	None
Woods	224,312.44	219,561.23	None	4,751.21
Woodward	236,872.59	180,529.72	56,342.87	None
TOTALS	$16,888,336.38	$12,463,786.38	$3,593,501.72	$831,048.28

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

APPORTIONMENT TO THE VARIOUS STATE GOVERNMENTAL AGENCIES OF THE $ 50,102,522 TOTAL REVENUE COLLECTED FROM STATE HIGHWAY USER TAXES FOR CALENDAR YEAR 1949 BASED ON THE PRESENT RATE OF DISTRIBUTION.



STATE HIGHWAYS

COUNTY HIGHWAYS

OTHER

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

TABULATION SHOWING THE APPORTIONMENT OF STATE HIGHWAY USER TAXES BASED ON THE PRESENT RATE OF APPORTIONMENT CALENDAR YEAR 1949

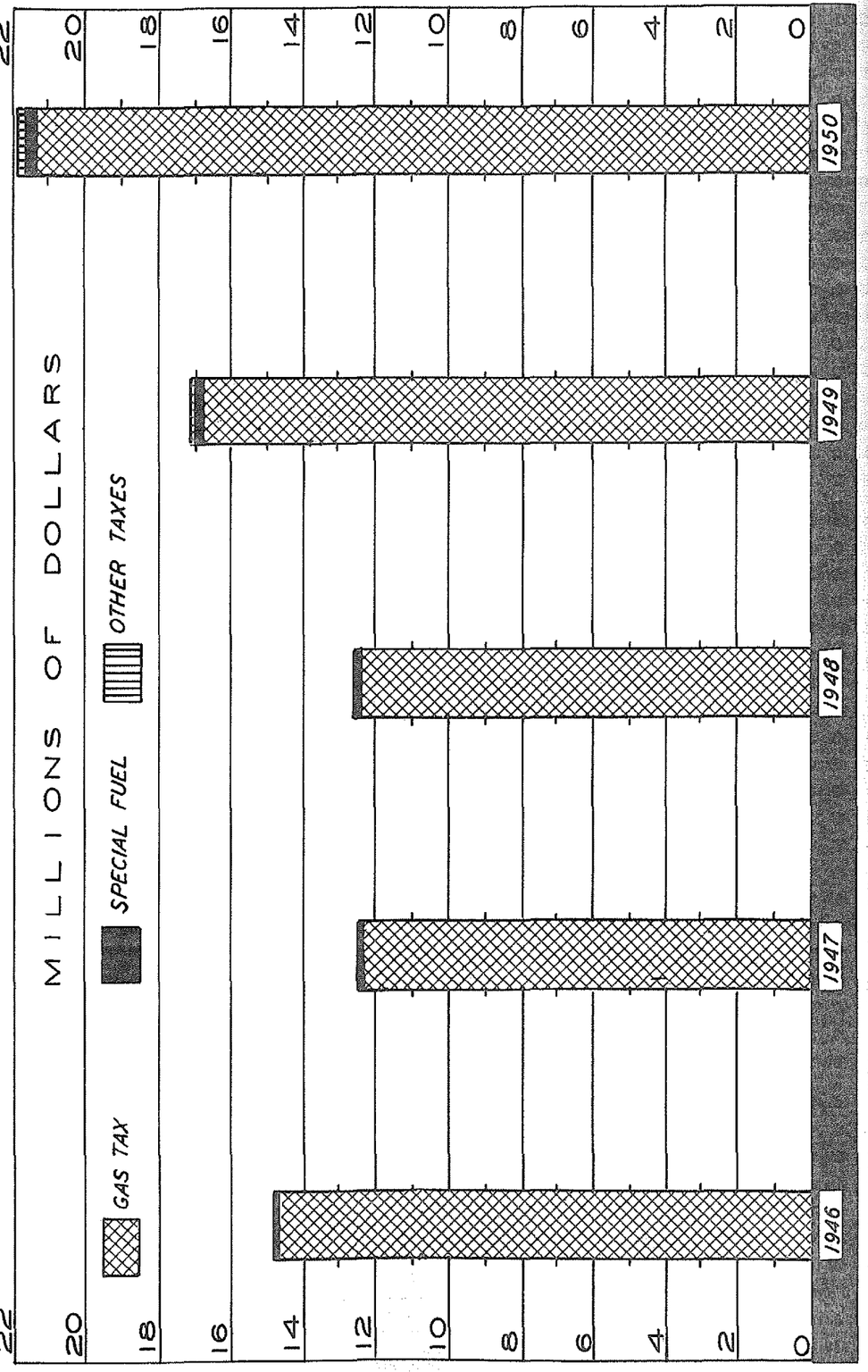
NAME OF TAX	DISTRIBUTION: STATE HIGHWAY FUND	COUNTY HIGHWAY FUND	CITIES & TOWNS	COUNTY COMMON SCHOOLS	OKLAHOMA TAX COMMISSION	GENERAL REVENUE FUND	TOTALS
Gas Excise Tax (Act 1939) 4¢	$ 13,517,703	$ 4,248,421	$ 965,550	$ —	$ 579,330	$ —	$ 19,311,004
Gas Excise Tax (Act 1949) 1¢	—	2,739,530	—	—	—	—	2,739,530
Gas Excise Tax [1] (Act 1941) 1¢	3,522,169 [2]	2,477,450 [3]	—	—	—	—	5,999,619
Gas Excise Tax (Act 1941) 1/2¢	—	2,427,097	—	—	—	—	2,427,097
Fuel Excise Tax (1941) 0.08¢	—	—	—	—	—	548,028	548,028
TOTAL GAS TAX 6.58¢	$ 17,039,872	$ 11,892,498	$ 965,550	$ —	$ 579,330	$ 548,028	$ 31,025,278
TOTAL MONEY RECEIVED BY THE OKLAHOMA STATE HIGHWAY DEPARTMENT FROM GASOLINE EXCISE TAXES DURING THE CALENDAR YEAR 1949: $ 17,039,872							
Special Fuel Use Tax (1939) 4¢	$ 129,938	$ 43,313	$ —	$ —	$ 5,358	$ —	$ 178,609
Special Fuel Use Tax [1] (1941) 1¢	—	—	—	—	—	44,644	44,644
Special Fuel Use Tax (1941) 1/2¢	—	22,322	—	—	—	—	22,322
Special Fuel Use Tax (1949) 1¢	—	18,221	—	—	—	—	18,221
TOTAL SPECIAL FUEL USE TAX 6.5¢	$ 129,938	$ 83,856	$ —	$ —	$ 5,358	$ 44,644	$ 263,796
TOTAL MONEY RECEIVED BY THE OKLAHOMA STATE HIGHWAY DEPARTMENT FROM SPECIAL FUEL USE TAXES DURING THE CALENDAR YEAR 1949: $ 129,938							
Auto And Farm Truck License (1945)	$ —	$ —	$ —	$ 7,936,409	$ 417,706	$ —	$ 8,354,115
Commercial Vehicle License (1945)	—	3,691,685	1,217,073	—	269,770	127,600	5,306,128
Bus Mileage Tax (Act 1945)	—	242,380	76,134	—	20,707	—	339,221
Drivers License	—	—	—	—	—	284,716 [4]	284,716
Title Fees	—	—	—	—	—	419,169	419,169
Motor Vehicle Excise Tax	—	—	—	—	—	4,069,458	4,069,458
Oversize Truck Permits (Act 1949)	—	—	—	—	—	27,565	27,565
Overweight Truck Permits (Act 1949)	13,076	—	—	—	—	—	13,076
TOTAL	$ 13,076	$ 3,934,065	$ 1,293,207	$ 7,936,409	$ 708,183	$ 4,928,508	$ 18,813,448
GRAND TOTAL	$ 17,182,886	$ 15,910,419	$ 2,258,757	$ 7,936,409	$ 1,292,871	$ 5,521,180	$ 50,102,522

[1] RE-ENACTED 1949
[2] INCLUDES $ 12,999 GAS EXCISE TAX -2¢ - (HB 470) EXPIRED DECEMBER 31, 1946
[3] INCLUDES $ 13,000 GAS EXCISE TAX -2¢ - (HB 470) EXPIRED DECEMBER 31, 1946
[4] INCLUDES $ 5,961 DEPARTMENT OF PUBLIC SAFETY PENSION FUND, EFFECTIVE AUGUST 21, 1949

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

CHART SHOWING THE TOTAL REVENUE DERIVED BY THE STATE HIGHWAY DEPARTMENT FROM ROAD USER TAXES, DURING THE YEARS INDICATED, FOR CONSTRUCTION AND MAINTENANCE OF THE STATE HIGHWAY SYSTEM.

(THESE FIGURES DO NOT INCLUDE ALLOCATIONS FROM SURPLUS GENERAL REVENUE FUND)



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

TABULATION SHOWING THE APPORTIONMENT OF STATE HIGHWAY USER TAXES BASED ON THE PRESENT RATE OF APPORTIONMENT

NAME OF TAX	DISTRIBUTION					
	STATE HIGHWAY FUND	COUNTY HIGHWAY FUND	CITIES & TOWNS	COUNTY COMMON SCHOOLS	OKLAHOMA TAX COMMISSION	GENERAL REVENUE FUND
Gas Excise Tax (Act 1939) 4¢	2.8¢	0.88¢	0.2¢	—	0.12¢	—
Gas Excise Tax (Act 1949) 1¢	—	1.0¢	—	—	—	—
Gas Excise Tax [1] (Act 1941) 1¢	1.0¢	—	—	—	—	—
Gas Excise Tax (Act 1941) 1/2¢	—	0.5¢	—	—	—	—
Fuel Excise Tax (1941) 0.08¢	—	—	—	—	—	0.08¢
TOTAL GAS TAX 6.58¢	3.8¢	2.38¢	0.2¢	—	0.12¢	0.08¢
TOTAL MONEY RECEIVED BY THE OKLAHOMA STATE HIGHWAY DEPARTMENT FROM GASOLINE EXCISE TAXES DURING THE CALENDAR YEAR 1949: $17,039,872						
Special Fuel Use Tax (1939) 4¢	2.91¢	0.97¢	—	—	0.12¢	—
Special Fuel Use Tax (1949) 1¢	—	1.0¢	—	—	—	—
Special Fuel Use Tax [1] (1941) 1¢	—	—	—	—	—	1.0¢
Special Fuel Use Tax (1941) 1/2¢	—	0.5¢	—	—	—	—
TOTAL SPECIAL FUEL USE TAX 6.5¢	2.91¢	2.47¢	—	—	0.12¢	1.0¢
TOTAL MONEY RECEIVED BY THE OKLAHOMA STATE HIGHWAY DEPARTMENT FROM SPECIAL FUEL USE TAXES DURING THE CALENDAR YEAR 1949: $129,938						
Auto And Farm Truck License (1945)	—	—	—	95%	5%	—
Commercial Vehicle License (1945)	—	71.25%	23.75%	—	5%	—
Bus Mileage Tax (Act 1945)	—	71.25%	23.75%	—	5%	—
Drivers License	—	—	—	—	—	100% [2]
Title Fees	—	—	—	—	—	100%
Motor Vehicle Excise Tax	—	—	—	—	—	100%
Oversize Truck Permits (Act 1949)	—	—	—	—	—	100%
Overweight Truck Permits (Act 1949)	100%	—	—	—	—	—
TOTAL MONEY RECEIVED BY THE OKLAHOMA STATE HIGHWAY DEPARTMENT FROM OVERWEIGHT TRUCK PERMITS DURING THE CALENDAR YEAR 1949: $13,076						

[1] RE-ENACTED 1949
[2] 5 PERCENT APPORTIONED TO DEPT OF PUBLIC SAFETY PENSION FUND, EFFECTIVE AUGUST 21, 1949.

STATEMENT SHOWING THE STATUS OF
FEDERAL FUNDS FOR WORK NOT CONTRACTED
AS OF January 1, 1951

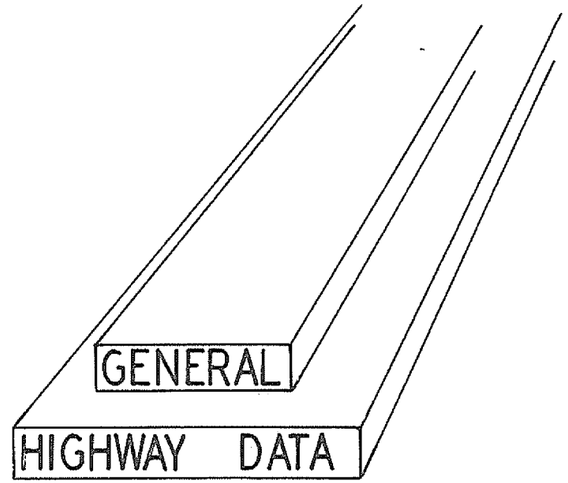
Fund	Program	P. S. & E.	Contract Estimate	Paid	Allotment To State	Unprogrammed Balance	State Funds Required to Match Federal Funds
Prewar FA Primary	$ 0.00	$ 0.00	$ 302,984.93	$ 7,547,303.36	$ 7,850,268.29	$ 0.00	$ 0.00
Prewar FA Secondary	0.00	0.00	28,619.83	1,544,751.46	1,573,371.29	0.00	0.00
Prewar FA Gr. Xing	676,500.00	143,405.00	476,100.00	604,483.18	2,019,471.46	118,983.28	3,115.00
Postwar FA Primary	5,149,288.53	220,269.49	9,074,766.20	12,563,741.41	27,916,539.00	908,473.37	7,720,180.31
Postwar FA Urban	2,929,517.64	262,924.88	3,196,736.62	559,224.94	7,567,184.00	618,779.92	3,256,464.42
Survey & Plans	0.00	0.00	227,261.00	0.00	227,261.00	0.00	0.00
Federal Lands	0.00	0.00	45,500.00	0.00	45,500.00	0.00	0.00
Forest	85,000.00	0.00	0.00	114,671.09	205,713.93	6,042.84	3,021.42
Flood Relief	0.00	0.00	115,165.96	0.00	115,165.96	0.00	0.00
TOTAL	$8,840,306.17	$ 626,599.37	$13,467,114.54	$22,934,175.44	$47,520,474.93	$1,652,279.41	$10,982,781.15
FARM-TO-MARKET ROAD PROGRAM							
Postwar FA Secondary	$3,257,956.02	$ 47,473.69	$ 6,373,714.31	$10,137,790.45	$20,430,387.00	$ 613,452.53	$ 5,267,019.16

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary showing Federal Allocations for
Roads to the State of Oklahoma, by Funds, by Years.

Year	State Highways: Primary Program	State Highways: Urban Program	Farm-to-Market Program	Forest & Fed. Lands Program	Total
1913	$ -	$	$	$ 351.38	$ 351.38
1914	-			269.28	269.28
1915	-			255.55	255.55
1916	-			303.91	303.91
1917	115,139.00			394.11	115,533.11
1918	230,278.00			608.12	230,886.12
1919	1,499,544.83			603.84	1,500,148.67
1920	2,190,805.44			530.87	2,191,336.31
1921	2,302,478.33			2,811.05	2,305,289.38
1922	1,752,339.44			6,477.59	1,758,817.03
1923	1,168,226.29			9,225.71	1,177,452.00
1924	1,524,701.96			7,448.66	1,532,150.62
1925	1,753,189.71			7,534.54	1,760,724.25
1926	1,770,839.00			5,756.48	1,776,595.48
1927	1,752,245.00			3,296.32	1,755,541.32
1928	1,751,891.00			3,045.06	1,754,936.06
1929	1,749,066.00			3,108.74	1,752,174.74
1930	1,748,857.00			2,661.89	1,751,518.89
1931	4,853,547.00			44,642.26	4,898,189.26
1932	5,811,292.00			3,628.00	5,814,920.00
1933	2,552,034.80			24,787.00	2,576,821.80
1934	9,216,798.00			51,375.00	9,268,173.00
1935	4,685,180.00			37,375.00	4,722,555.00
1936	12,532,902.00			29,185.00	12,562,087.00
1937	2,937,406.00			3,592.00	2,940,998.00
1938	4,750,919.00			33,818.00	4,784,737.00
1939	4,640,080.00			36,682.60	4,676,762.60
1940	3,119,888.00			59,618.30	3,179,506.30
1941	4,512,314.00			73,533.30	4,585,847.30
1942	3,107,761.00			18,481.00	3,126,242.00
1943	3,112,819.37			14,201.00	3,127,020.37
1944	6,678,789.78			-	6,678,789.78
1945	-			-	-
1946	5,070,405.00	1,348,164.00	3,723,761.00	20,745.90	10,163,075.90
1947	5,064,288.00	1,348,164.00	3,719,690.00	19,348.21	10,151,490.21
1948	5,006,469.00	1,330,879.00	3,676,721.00	19,004.40	10,033,073.40
1949	-	-	-	-	-
1950	4,484,445.00	1,197,791.00	3,294,834.00	-	8,977,070.00
1951	4,490,377.00	1,197,791.00	3,298,766.00	-	8,986,934.00
*1952	3,800,555.00	1,144,395.00	2,716,615.00	-	7,661,565.00
Total	$121,737,870.95	$ 7,567,184.00	$20,430,387.00	$544,700.07	$150,280,142.02

Note: 1941 Figures include Strategic Network Funds $568,153.00 and Advance Engineering $227,261.00.
1943 Figures include Flight Strip Funds $465.37.
1944 Figures represent Access & Flood Relief Funds exclusively.
*1952 Figures represent approximately 80% of total. Final allocation contingent upon 1950 Census figures.

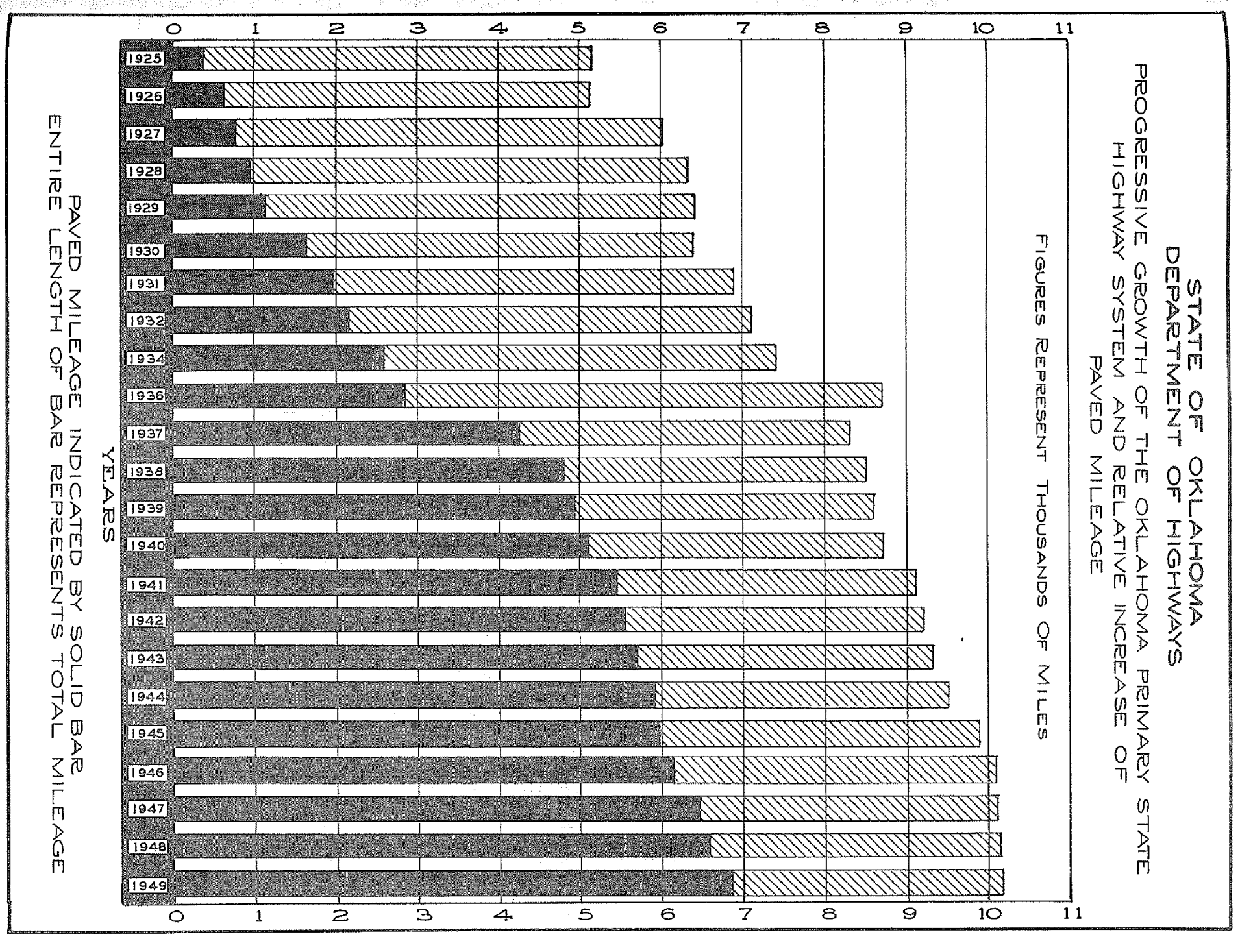

GENERAL
HIGHWAY DATA

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Mileage of Each Surface Type on the State Highway System during each of the following years.

Surface Type	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949
Primitive	-	-	-	-	1.0	1.0	4.0	4.0	-	-	-	-	10.1
Unimproved	729.0	299.0	258.0	122.0	111.6	111.5	1.5	7.0	5.1	1.5	13.0	13.0	2.3
Graded & Drained	366.0	646.0	636.0	606.0	606.7	656.6	772.6	765.9	758.6	775.4	669.6	519.5	515.5
Soil Surfaced	70.0	106.0	103.0	97.0	102.7	95.5	74.2	74.1	78.9	73.6	58.5	44.1	41.2
Gravel or Stone	2,905.0	2,651.0	2,647.0	2,838.0	2,884.8	2,852.3	2,770.7	2,895.3	3,142.1	3,148.3	2,950.0	2,991.5	2,716.1
Bituminous Surface Treated	1,001.0	92.0	94.0	131.0	220.4	289.1	330.6	439.0	450.1	514.5	582.2	643.6	705.6
Mixed Bituminous	333.0	1,576.0	1,613.0	1,624.0	1,700.1	1,733.4	1,794.3	1,805.2	1,822.7	1,789.2	1,853.8	1,896.6	2,002.7
Bituminous Penetration	-	5.0	43.0	73.0	53.1	47.4	47.8	44.1	41.2	41.2	41.2	41.2	41.2
Bituminous Concrete, Sheet Asphalt or Rock Asphalt	693.0	833.0	867.0	908.0	1,003.9	1,047.6	1,100.6	1,184.6	1,227.5	1,315.9	1,409.4	1,462.4	1,565.9
Concrete	2,124.0	2,201.0	2,242.0	2,277.0	2,312.2	2,325.6	2,323.4	2,324.3	2,324.7	2,369.1	2,412.6	2,479.7	2,493.4
Brick	77.0	78.0	78.0	79.0	76.3	75.9	75.4	75.3	74.6	67.5	64.4	51.8	49.2
* Combination	26.0	26.0	26.0	27.0	37.7	37.9	38.3	40.9	41.1	41.7	49.4	-	-
Total All Types	8,324.0	8,513.0	8,607.0	8,782.0	9,110.5	9,273.8	9,333.4	9,659.7	9,966.6	10,137.9	10,104.1	10,143.4	10,143.2

* A road, the wearing course of which consists of two or more individual types, each being of such depth as to be classed logically as a part of the traffic bearing road surface rather than as shoulder surfacing.

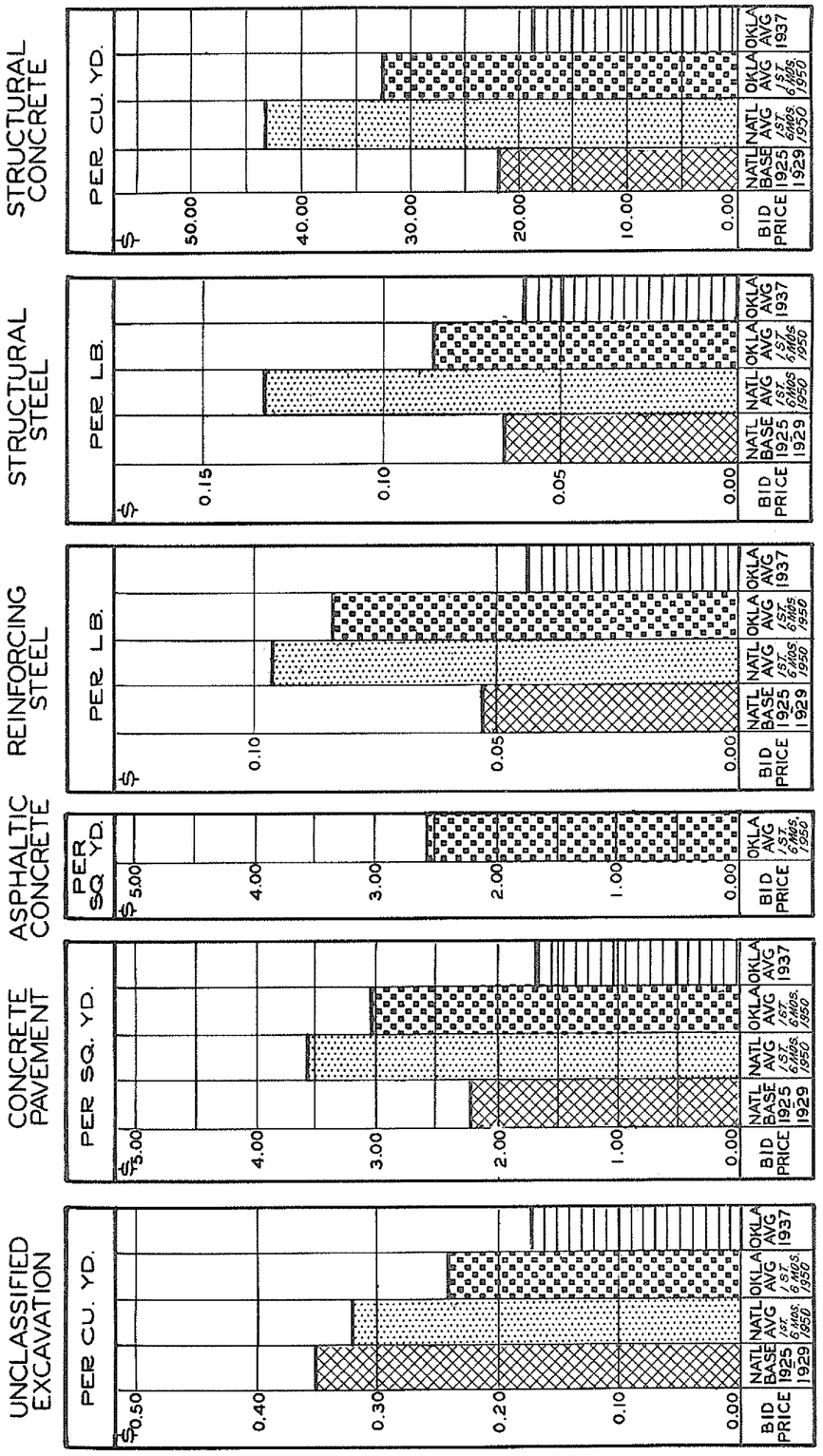


TABULATION SHOWING MILEAGE ON PRIMARY STATE HIGHWAY SYSTEM AND COUNTY SYSTEM BROKEN DOWN BY TYPE OF SURFACE - DATA AS OF DECEMBER 31, 1949.

SURFACE TYPE		PRIMARY STATE			COUNTY			RESERVATION ROADS	TOTAL
		URBAN	RURAL	TOTAL	URBAN	RURAL	TOTAL		
UNIMPROVED		0.3	12.1	12.4	1.8	6709.6	6711.4	0.0	6723.8
GRADED AND DRAINED		4.3	511.2	515.5	154.7	62496.2	62650.9	9.6	63176.0
SOIL SURFACED		0.5	40.7	41.2	0.8	243.1	243.9	0.0	285.1
GRAVEL OR STONE		42.3	2673.8	2716.1	207.1	12558.7	12765.8	65.4	15547.3
BITUMINOUS SURF. TR.		19.3	576.8	596.1	25.1	467.0	492.1	10.6	1098.8
MIXED BITUMINOUS	LESS THAN 6" BASE	47.0	1169.3	1216.3	15.0	152.2	167.2	4.1	1387.6
	MORE THAN 6" BASE	36.9	859.0	895.9	14.7	234.9	249.6	0.0	1145.5
ROCK ASP. & BIT. CONC.		101.8	1505.3	1607.1	75.0	367.7	442.7	9.9	2059.7
P.C. CONCRETE		231.9	2261.5	2493.4	74.6	198.5	273.1	0.6	2767.1
BRICK		35.8	13.4	49.2	10.7	2.0	12.7	0.0	61.9
TOTAL		520.1	9623.1	10143.2	579.5	83429.9	84009.4	100.2	94252.8

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

PRICE TRENDS IN HIGHWAY CONSTRUCTION
PREPARED OCTOBER 1, 1950



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Amount of Contracts Awarded
by the State Highway Commission, by Years.

Calendar Year	Amount	Cumulative Amount
	$	$
1918	476,674	476,674
1919	1,735,992	2,212,666
1920	1,725,390	3,938,056
1921	6,431,414	10,369,470
1922	2,780,094	13,149,564
1923	7,071,570	20,221,134
1924	5,748,349	25,969,483
1925	6,989,086	32,958,569
1926	6,853,426	39,811,995
1927	7,487,833	47,299,828
1928	6,182,501	53,482,329
1929	9,412,324	62,894,653
1930	10,354,842	73,249,495
1931	6,656,074	79,905,569
1932	11,116,158	91,021,727
1933	5,953,515	96,975,242
1934	7,788,244	104,763,486
1935	5,227,304	109,990,790
1936	8,906,764	118,897,554
1937	6,955,037	125,852,591
1938	6,188,907	132,041,498
1939	5,109,387	137,150,885
1940 (1/2 year)	4,442,539	141,593,424
Fiscal Year		
1940 - 41	7,935,657	149,529,081
1941 - 42	4,640,967	154,170,048
1942 - 43	4,413,449	158,583,497
1943 - 44	3,845,642	162,429,139
1944 - 45	4,574,720	167,003,859
1945 - 46	13,997,163	181,001,022
1946 (1/2 year)	14,757,254	195,758,276
Calendar Year		
1947	9,169,953 *	204,928,229
1948	18,881,354	223,809,583
1949	26,154,523	249,964,106
1950	40,097,373	290,061,479
Total	$ 290,061,479	

* Awards on 7 months Lettings.
Present Commission took office in March and had their first Letting in June, 1947.

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Statement showing Amount of Contracts Awarded during the Calendar Years 1949 and 1950.
Broken down into Types of Construction.
(Based on Contract Amount)

Types of Construction	Regular Projects Mileage	Regular Projects Amount	Farm-to-Market Projects Mileage	Farm-to-Market Projects Amount	Total All Projects Mileage	Total All Projects Amount
Grade & Drain	336.710	$ 6,894,218.48	1,034.852	$ 7,929,827.35	1,371.562	$ 14,824,045.83
Sing. Bit. Surf. Crse. (Only)	171.000	235,492.09	-	-	171.000	235,492.09
Asph. Stab. Base & Sing. Bit. Surf. Crse.	278.881	5,919,641.55	151.850	2,159,283.64	430.731	8,078,925.19
Dbl. Bit. Surf. Crse. (Only)	-	-	13.569	97,522.75	13.569	97,522.75
Stab. Aggr. Base & Dbl. Bit. Surf. Crse.	123.964	3,616,117.89	222.314	4,696,681.92	346.278	8,312,799.81
Stab. Aggr. Base & Rock Asph. Surf. Crse.	90.890	3,371,913.39	-	-	90.890	3,371,913.39
Asph. Conc.	141.220	9,623,537.55	16.910	503,342.31	158.130	10,126,879.86
P. C. Conc. Pav.	107.108	8,316,225.94	2.150	219,913.39	109.258	8,536,139.33
* Bridges (405)	5.714	8,459,627.14(256)	3.841	3,736,765.89(347)	9.555	12,196,393.03
Miscellaneous	2.770	455,124.61	-	16,660.00	2.770	471,784.61
Total	1,258.257	$ 46,891,898.64	1,445.486	$ 19,359,997.25	2,703.743	$ 66,251,895.89

* Includes Major Repair.

TRAFFIC TREND SINCE 1941 AS INDICATED BY TWENTY AUTOMATIC TRAFFIC RECORDERS

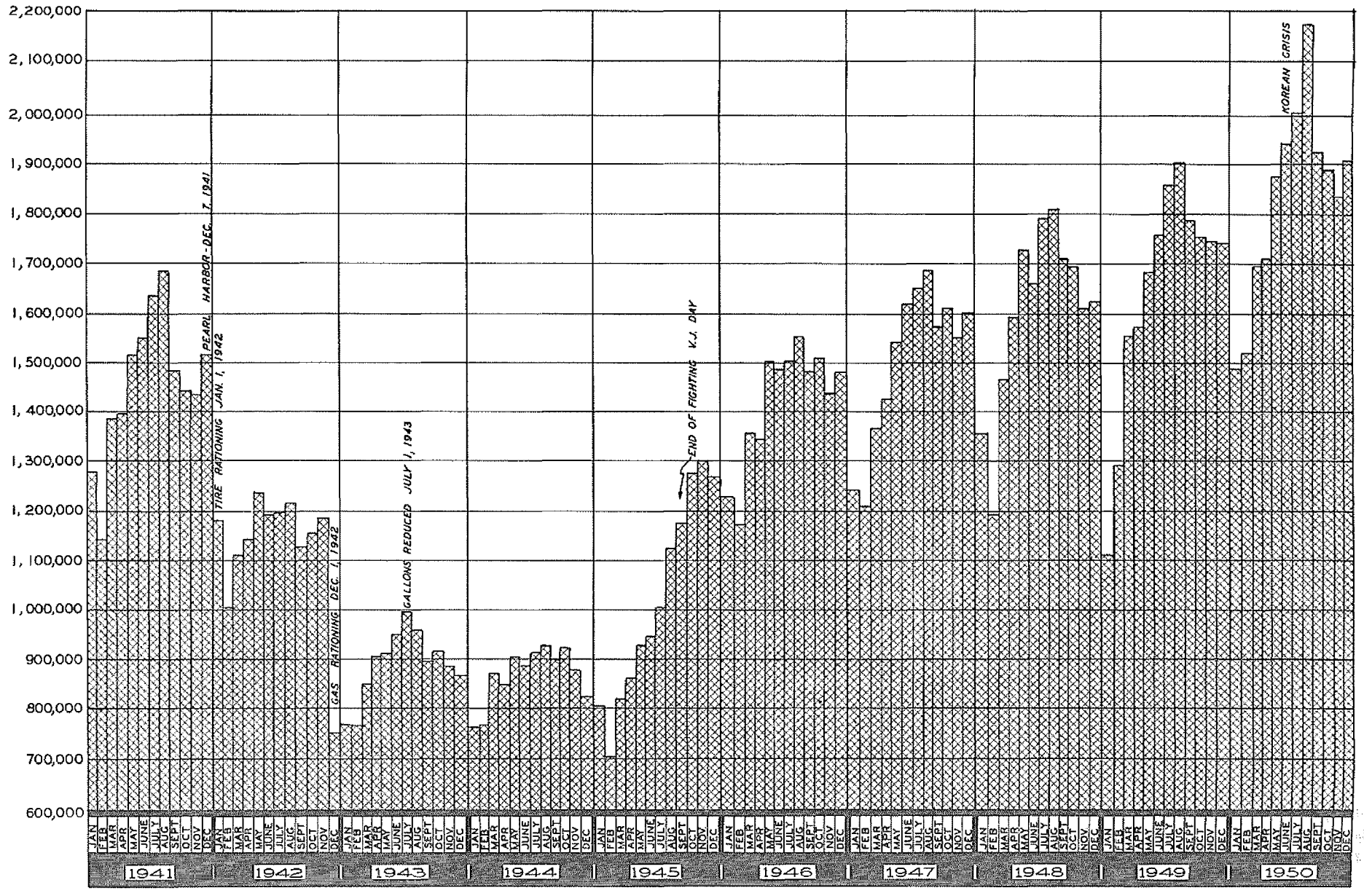
Following is a tabulation for the twenty Automatic Traffic Recorders by months for each of the years from 1941 to 1950

Month	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
January	1,278,006	1,189,284	769,141	760,275	806,992	1,233,459	1,249,734	1,353,524	1,111,319	1,487,070
February	1,141,952	1,006,292	762,916	767,601	701,512	1,177,372	1,211,028	1,195,293	1,293,180	1,521,240
March	1,383,406	1,113,117	844,378	873,456	832,815	1,357,273	1,374,137	1,463,603	1,551,705	1,698,738
April	1,398,260	1,143,030	904,350	843,810	862,140	1,341,480	1,423,500	1,594,440	1,576,170	1,719,270
May	1,514,505	1,237,179	913,291	905,758	935,022	1,504,430	1,539,863	1,737,481	1,681,626	1,875,035
June	1,546,050	1,190,340	946,170	886,080	943,350	1,488,240	1,622,550	1,663,710	1,765,860	1,938,150
July	1,635,436	1,199,266	995,193	914,996	1,004,152	1,501,268	1,649,851	1,785,507	1,860,093	2,072,133
August	1,683,920	1,219,850	958,241	922,188	1,121,332	1,549,845	1,689,810	1,815,918	1,908,267	2,175,642
September	1,483,890	1,124,610	897,540	899,670	1,177,170	1,481,880	1,572,570	1,712,400	1,789,740	1,929,600
October	1,436,199	1,149,883	915,306	923,614	1,273,170	1,510,320	1,610,791	1,694,553	1,766,969	1,880,863
November	1,432,860	1,180,470	885,030	878,040	1,300,590	1,434,210	1,552,050	1,614,360	1,742,280	1,830,150
December	1,515,249	749,394	867,845	823,019	1,269,729	1,473,120	1,604,002	1,626,322	1,740,805	1,910,995
TOTALS	17,449,733	13,502,715	10,659,401	10,398,507	12,227,974	17,052,897	18,099,886	19,257,111	19,788,014	22,038,886
Per Cent of 1941	100.0	77.38	61.09	59.59	70.08	97.73	103.73	110.36	113.40	126.30
Per Cent of change as compared to 1941	00.0	-22.62	-38.91	-40.41	-29.92	-02.27	∮03.73	∮10.36	∮13.40	∮26.30

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

TRAFFIC TRENDS AS RECORDED BY THE TWENTY AUTOMATIC RECORDER STATIONS STRATEGICALLY LOCATED ON HIGHWAYS THROUGHOUT THE STATE SYSTEM.

DATA SHOWN FOR THE TEN YEAR PERIOD FROM 1941 to 1950

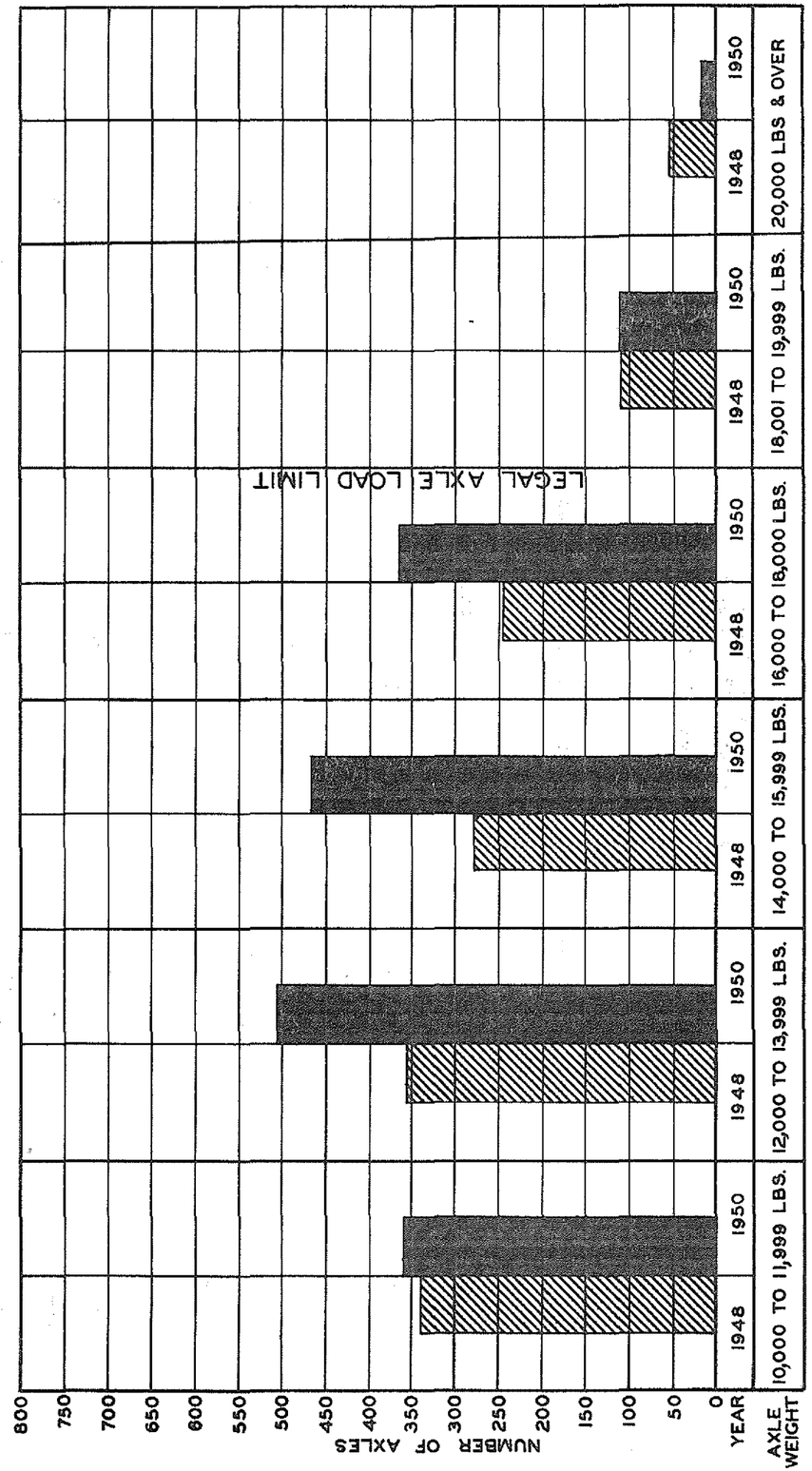


SUMMARY SHOWING THE RURAL MILES, VEHICLE MILES
AND AVERAGE VEHICLES PER DAY ON THE
PRIMARY STATE HIGHWAY SYSTEM FOR THE FOLLOWING YEARS

1937 Data	
Miles	8,197.3
Vehicle Miles	5,683,847.0
Average No. Vehicle Per mile Per Day	693.4
1940 Data	
Miles	8,333.4
Vehicle Miles	7,006,991.4
Average No. Vehicle Per Mile Per Day	840.8
1941 - 1942 Data	
Miles	8,783.9
Vehicle Miles	6,977,379.0
Average No. Vehicle Per Mile Per Day	794.0
1943 Data	
Miles	8,842.1
Vehicle Miles	5,081,846.0
Average No. Vehicle Per Mile Per Day	574.7
1944 Data	
Miles	9,163.1
Vehicle Miles	5,100,813.0
Average No. Vehicle Per Mile Per Day	556.7
1945 Data	
Miles	9,465.6
Vehicle Miles	6,005,998.0
Average No. Vehicle Per Mile Per Day	634.5
1946 Data	
Miles	9,633.2
Vehicle Miles	8,070,917.0
Average No. Vehicle Per Mile Per Day	838.0
1947 Data	
Miles	9,604.0
Vehicle Miles	9,161,936.0
Average No. Vehicle Per Mile Per Day	954.0
1948 Data	
Miles	9,639.4
Vehicle Miles	10,057,454.0
Average No. Vehicle Per Mile Per Day	1,043.0
1949 Data	
Miles	9,623.1
Vehicle Miles	10,980,424.0
Average No. Vehicle Per Mile Per Day	1,141.0

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

COMPARISON OF THE AXLE LOADS FOR ALL TRUCKS WEIGHED DURING THE LOADOMETER OPERATIONS FOR AN EIGHT HOUR PERIOD AT EACH OF THE TEN WEIGHT STATIONS LOCATED ON THE STATE HIGHWAY SYSTEM DURING THE YEAR 1948 AS COMPARED TO CORRESPONDING DATA FOR 1950.



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

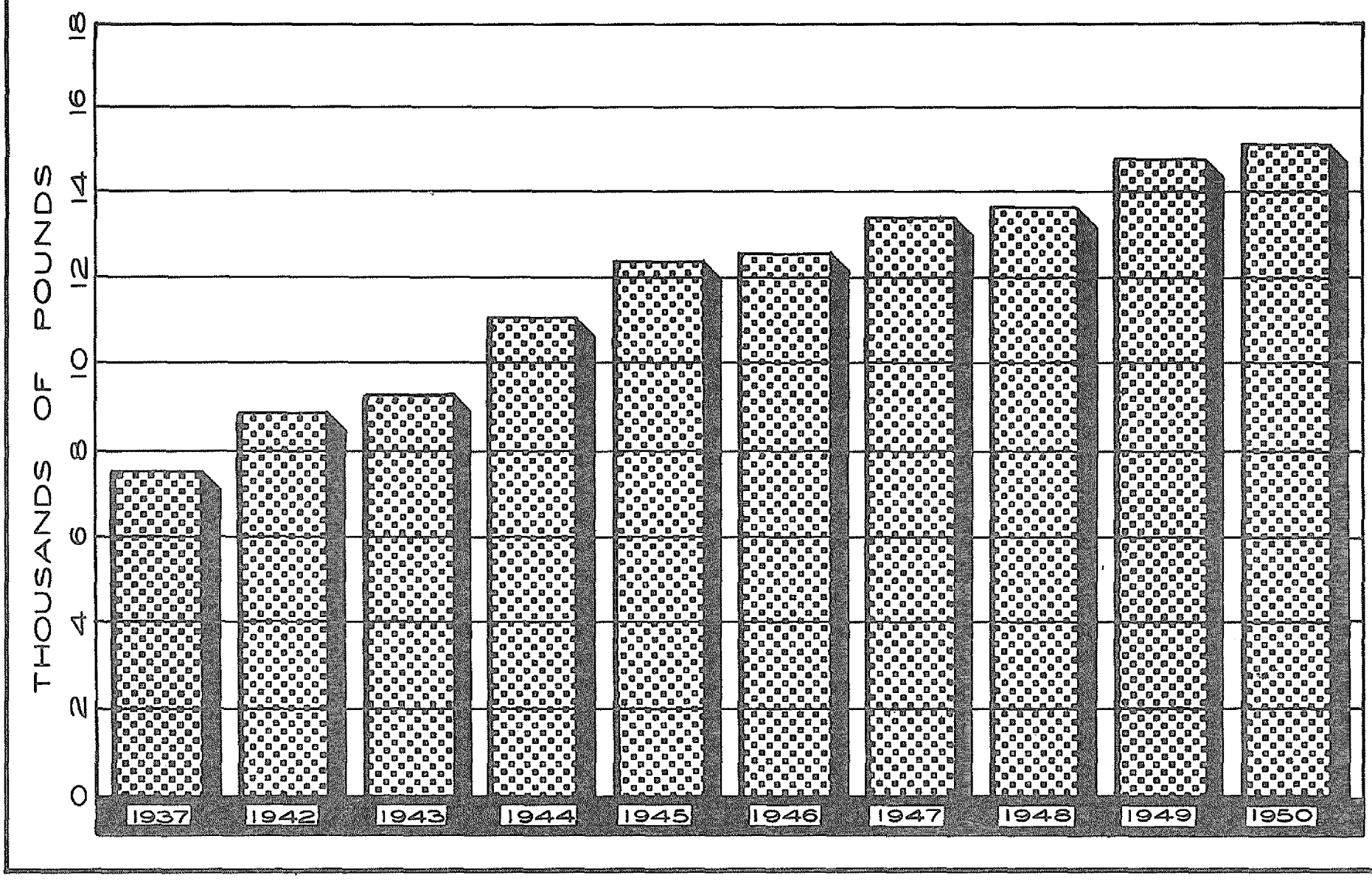
TRUCK WEIGHT STUDY

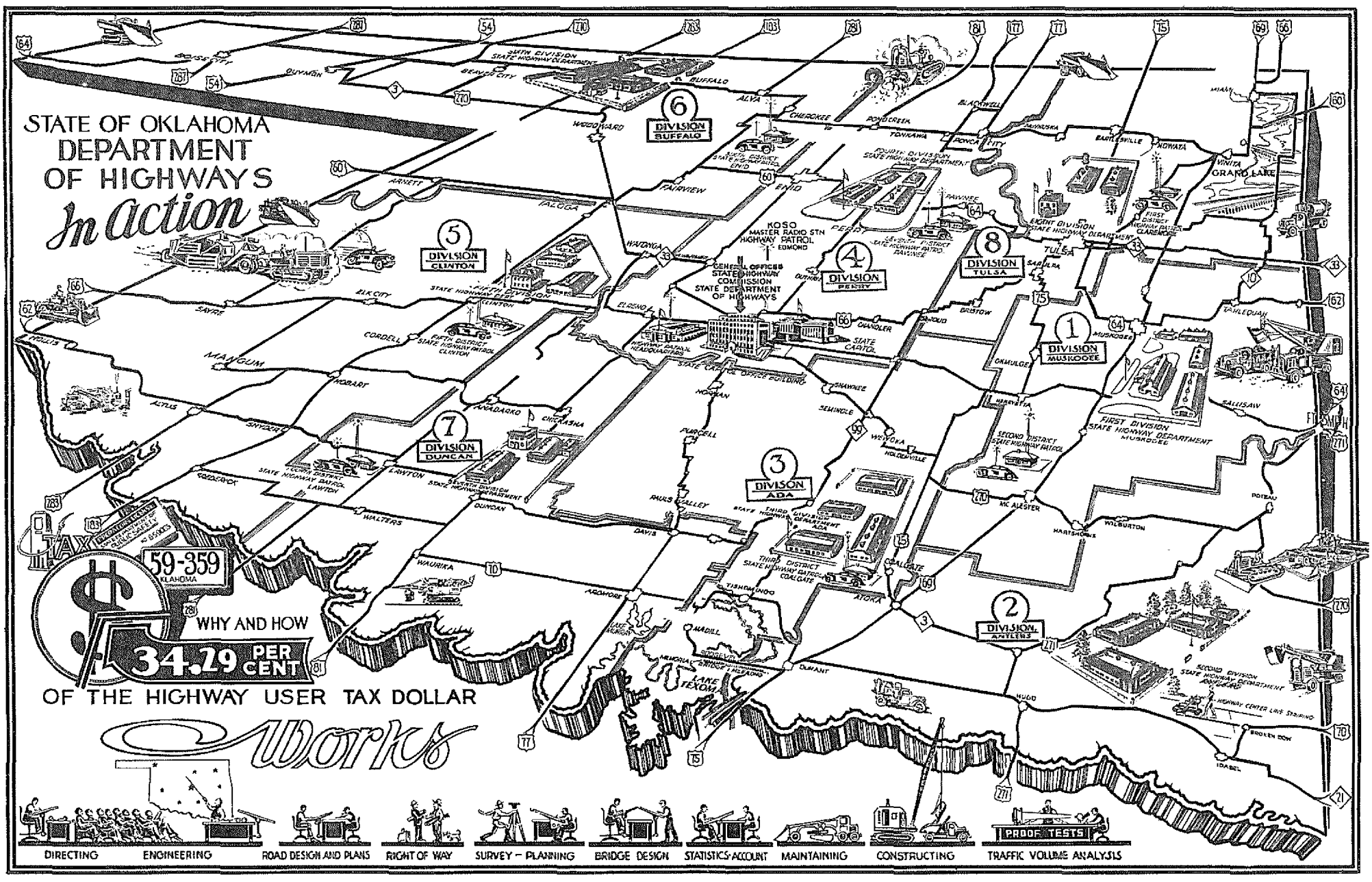
Tabulation showing, by Year, the Average Weights of Trucks Weighed at the Ten Loadometer Stations.

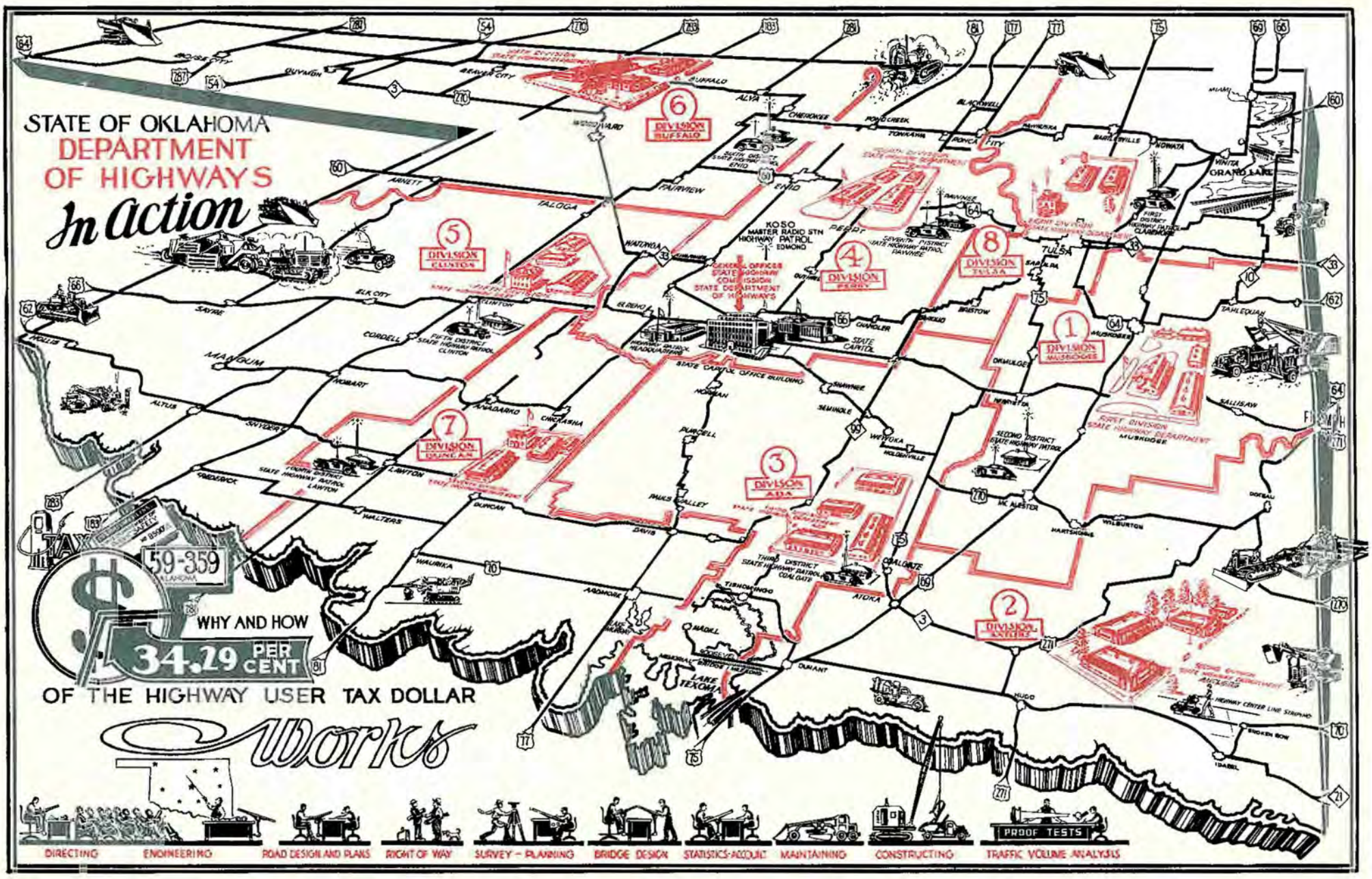
Year	Loaded Trucks (Lbs.)	Empty Trucks (Lbs.)	Loaded & Empty Trucks (Lbs.)
1937	8,181	5,143	7,311
1942	13,082	5,399	8,747
1943	14,206	5,299	9,161
1944	14,647	6,916	10,812
1945	16,828	7,571	12,115
1946	17,551	8,446	12,155
1947	18,336	8,125	13,031
1948	20,005	7,733	13,308
1949	21,379	8,374	14,630
1950	21,792	8,368	15,157

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

THE COMPARISON OF AVERAGE WEIGHTS FOR ALL TRUCKS WEIGHED DURING THE LOADOMETER OPERATIONS FOR THE YEARS 1937-1942-1943-1944-1945-1946-1947-1948-1949-1950 AT TEN LOADOMETER STATIONS




STATE OF OKLAHOMA
DEPARTMENT
OF HIGHWAYS
In action
6 DIVISION BUFFALO
5 DIVISION CLINTON
4 DIVISION PERRY
8 DIVISION TULSA
1 DIVISION MUSKOGEE
7 DIVISION DUNCAN
3 DIVISON ADA
2 DIVISON ARNETT
KOSO MASTER RADIO STN HIGHWAY PATROL EDMOND
CENTRAL OFFICES STATE HIGHWAY COMMISSION STATE DEPARTMENT OF HIGHWAYS
STATE CAPITOL
TAX
59-359
OKLAHOMA
WHY AND HOW
34.29 PER CENT
OF THE HIGHWAY USER TAX DOLLAR
Works
DIRECTING
ENGINEERING
ROAD DESIGN AND PLANS
RIGHT OF WAY
SURVEY – PLANNING
BRIDGE DESIGN
STATISTICS-ACCOUNT
MAINTAINING
CONSTRUCTING
PROOF TESTS
TRAFFIC VOLUME ANALYSIS


STATE OF OKLAHOMA
DEPARTMENT
OF HIGHWAYS
In action
1 DIVISION MUSKOGEE
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6 DIVISION BUFFALO
7 DIVISION DUNCAN
8 DIVISION TULSA
59-359
WHY AND HOW
34.29 PER CENT
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STATISTICS-ACCOUNTS
MAINTAINING
CONSTRUCTING
PROOF TESTS
TRAFFIC VOLUME ANALYSIS

OKLAHOMA

GENERAL DATA

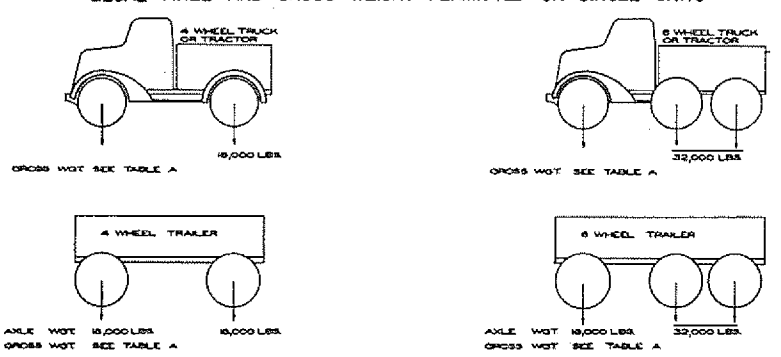
SIZE RESTRICTIONS

Maximum Width - 96"
Maximum Length - Single Unit — Truck 35'-0" / Bus 45'-0" — Tractor Semi Trailer - 50'-0" — Other Combinations - 50'-0"
Maximum Height - 12'-6"
No. Of Trailers Permitted - One — Tractor semi trailer is considered two units
Axle Spacing — Minimum - 40" — Maximum - Not specified

WEIGHT RESTRICTIONS

Maximum Load Permitted Per Inch Of Tire Width
Pneu 650 lbs. — Point Of Measurement - Contact With Road
Solid 600 lbs. — Point Of Measurement - Contact With Road
Maximum Gross Weight On Any Axle — Pneu - 18,000 lbs. — Solid - 18,000 lbs.
Maximum Gross Weight — See Table A

LEGAL AXLE AND GROSS WEIGHT PERMITTED ON SINGLE UNITS



PRACTICAL AXLE AND GROSS WEIGHT LIMITS

The practical weight that may be carried on any unit depends on kind and size of tire and axle spacing

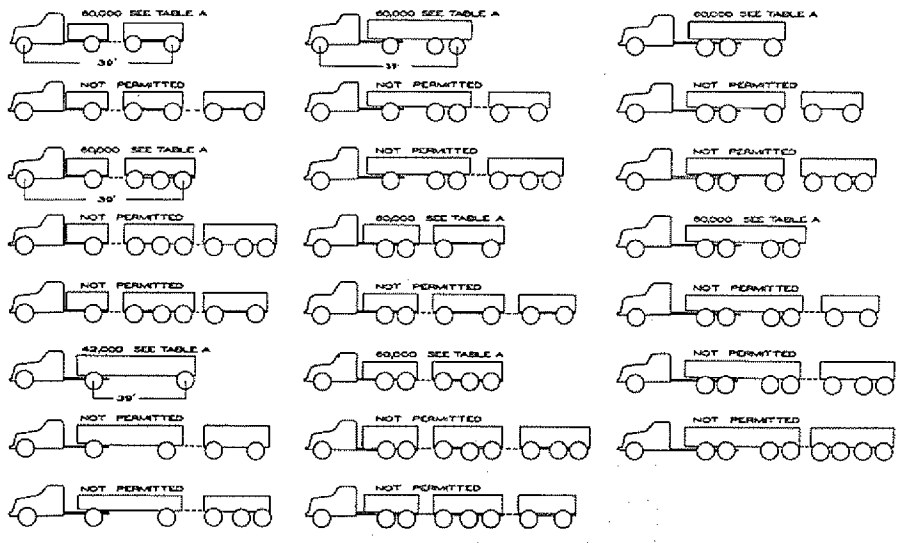
DISTANCE IN FEET BETWEEN THE EXTREMES OF ANY GROUP OF AXLES	MAXIMUM LOAD IN POUNDS CARRIED ON ANY GROUP OF AXLES	DISTANCE IN FEET BETWEEN THE EXTREME OF ANY GROUP OF AXLES	MAXIMUM LOAD IN POUNDS CARRIED ON ANY GROUP OF AXLES
4	32,000	22	43,700
5	32,000	23	46,560
6	32,000	24	47,470
7	32,000	25	48,350
8	32,810	26	49,220
9	33,560	27	50,090
10	34,350	28	50,950
11	35,510	29	51,800
12	36,470	30	52,650
13	37,430	31	53,480
14	38,380	32	54,330
15	39,300	33	55,160
16	40,230	34	55,980
17	41,150	35	56,800
18	42,080	36	57,610
19	42,900	37	58,420
20	43,900	38	59,220
21	44,800	39	60,000

OKLAHOMA

LEGAL GROSS WEIGHTS PERMITTED ON FOLLOWING COMBINATIONS

(Axle And Unit As Shown)

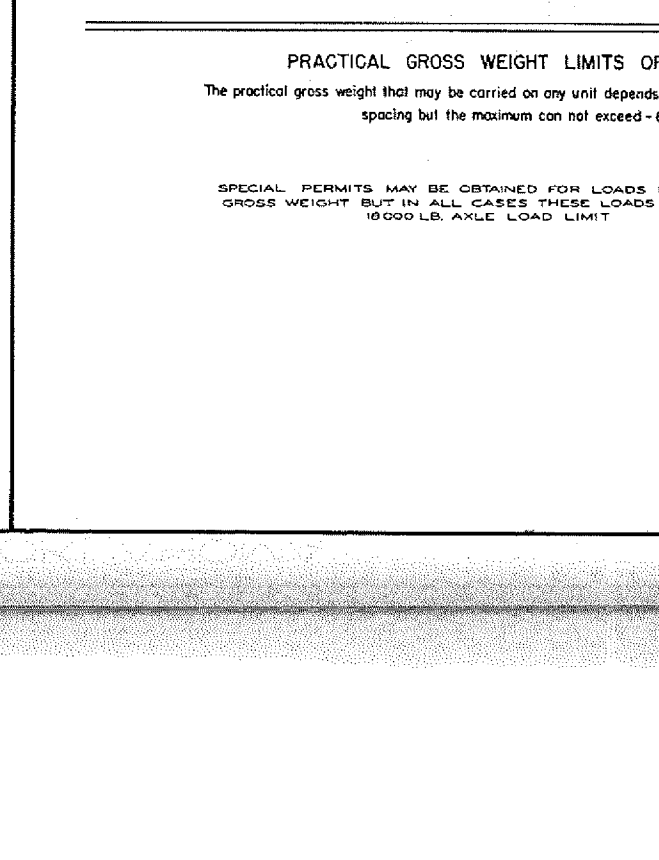
Note: Special trip permits may be obtained from State Highway Patrol



PRACTICAL GROSS WEIGHT LIMITS OF COMBINATIONS

The practical gross weight that may be carried on any unit depends on type and size of tires and axle spacing but the maximum can not exceed - 60,000 lbs.

SPECIAL PERMITS MAY BE OBTAINED FOR LOADS IN EXCESS OF 60,000 LBS. GROSS WEIGHT BUT IN ALL CASES THESE LOADS MUST CONFORM TO THE 18 000 LB. AXLE LOAD LIMIT



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

STATE-WIDE SUMMARY OF CONSTRUCTION ACTIVITIES

REGULAR PROJECTS

Projects Under Construction January 1, 1949	$ 13,440,831.41
Projects Initiated during Biennium	56,561,232.24
Projects Completed during Biennium	43,171,734.27
Projects Under Construction January 1, 1951	$ 26,830,329.38

FARM-TO-MARKET PROJECTS

Projects Under Construction January 1, 1949	$ 3,522,913.30
Projects Initiated during Biennium	19,374,009.60
Projects Completed during Biennium	13,377,128.16
Projects Under Construction January 1, 1951	$ 9,519,794.74
Total All Projects Under Construction January 1, 1951	$ 36,350,124.12

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing the Total Amount
of all Regular & Farm-to-Market Projects Completed
from Jan. 1, 1949 thru Dec. 31, 1950.
Broken down by Years.
(Based on Contract Amount & Appropriation Amount)

	County	Total 1949	Total 1950	Grand Total
1.	Adair	$ 86,986.75	$ 979,365.29	$ 1,066,352.04
2.	Alfalfa	325,290.35	401,497.27	726,787.62
3.	Atoka	130,828.26	613,053.71	743,881.97
4.	Beaver	811,027.18	699,004.90	1,510,032.08
5.	Beckham	244,362.40	150,808.31	395,170.71
6.	Blaine	214,234.05	146,339.71	360,573.76
7.	Bryan	162,912.48	134,226.88	297,139.36
8.	Caddo	646,922.33	267,029.96	913,952.29
9.	Canadian	833,442.93	78,930.96	912,373.89
10.	Carter	135,031.15	203,321.49	338,352.64
11.	Cherokee	204,243.84	147,194.95	351,438.79
12.	Choctaw	163,224.95	225,306.07	388,531.02
13.	Cimarron	274,944.03	191,027.05	465,971.08
14.	Cleveland	94,228.93	206,383.07	300,612.00
15.	Coal	254,693.87	581,831.99	836,525.86
16.	Comanche	399,560.99	318,205.31	717,766.30
17.	Cotton	231,619.24	252,941.65	484,560.89
18.	Craig	809,370.19	101,807.58	911,177.77
19.	Creek	488,077.02	511,797.93	999,874.95
20.	Custer	157,399.09	189,513.39	346,912.48
21.	Delaware	110,101.76	462,551.90	572,653.66
22.	Dewey	478,948.22	584,171.10	1,063,119.32
23.	Ellis	479,181.11	475,085.96	954,267.07
24.	Garfield	535,864.59	34,746.95	570,611.54
25.	Garvin	1,172,155.12	1,248,381.57	2,420,536.69
26.	Grady	694,621.53	559,944.59	1,254,566.12
27.	Grant	207,272.33	164,713.02	371,985.35
28.	Greer	587,903.34	219,696.98	807,600.32
29.	Harmon	235,549.17	187,526.31	423,075.48
30.	Harper	639,984.04	217,883.08	857,867.12
31.	Haskell	624,352.38	58,119.31	682,471.69
32.	Hughes	177,606.36	441,217.39	618,823.75
33.	Jackson	561,899.85	249,668.50	811,568.35
34.	Jefferson	332,712.08	321,360.65	654,072.73
35.	Johnston	528,522.49	682,233.71	1,210,756.20

	County	Total 1949	Total 1950	Grand Total
36.	Kay	$ 149,953.90	$ 20,700.00	$ 170,653.90
37.	Kingfisher	856,528.72	280,084.20	1,136,612.92
38.	Kiowa	184,772.52	116,191.86	300,964.38
39.	Latimer	347,499.44	331,042.89	678,542.33
40.	LeFlore	426,578.46	163,968.50	590,546.96
41.	Lincoln	189,369.29	250,737.75	440,107.04
42.	Logan	696,549.24	470,504.88	1,167,054.12
43.	Love	255,737.42	172,973.25	428,710.67
44.	McClain	848,425.03	511,929.83	1,360,354.86
45.	McCurtain	385,589.13	765,996.02	1,151,585.15
46.	McIntosh	571,342.26	379,207.90	950,550.16
47.	Major	138,768.32	587,938.07	726,706.39
48.	Marshall	11,320.00	210,376.31	221,696.31
49.	Mayes	181,977.64	399,732.30	581,709.94
50.	Murray	99,276.10	114,097.06	213,373.16
51.	Muskogee	434,718.11	450,056.59	884,774.70
52.	Noble	162,714.90	445,146.45	607,861.35
53.	Nowata	201,324.13	131,690.40	333,014.53
54.	Okfuskee	354,773.96	307,281.77	662,055.73
55.	Oklahoma	351,972.82	652,105.10	1,004,077.92
56.	Okmulgee	195,999.54	817,460.16	1,013,459.70
57.	Osage	217,734.10	351,326.06	569,060.16
58.	Ottawa	553,651.99	124,804.35	678,456.34
59.	Pawnee	416,688.27	-	416,688.27
60.	Payne	772,362.57	524,290.29	1,296,652.86
61.	Pittsburg	180,968.17	285,488.43	466,456.60
62.	Pontotoc	224,409.31	290,095.45	514,504.76
63.	Pottawatomie	532,440.24	138,662.00	671,102.24
64.	Pushmataha	523,955.50	182,797.29	706,752.79
65.	Roger Mills	572,218.04	548,224.88	1,120,442.92
66.	Rogers	422,080.69	356,985.33	779,066.02
67.	Seminole	269,053.44	274,319.29	543,372.73
68.	Sequoyah	223,733.36	399,954.34	623,687.70
69.	Stephens	199,096.41	94,919.14	294,015.55
70.	Texas	712,324.46	163,212.29	875,536.75
71.	Tillman	206,650.77	480,312.33	686,963.10
72.	Tulsa	285,713.92	450,572.47	736,286.39
73.	Wagoner	198,670.63	297,254.87	495,925.50
74.	Washington	580,242.21	403,288.06	983,530.27
75.	Washita	256,508.76	980,093.15	1,236,601.91
76.	Woods	238,309.66	618,350.58	856,660.24
77.	Woodward	264,594.79	766,129.43	1,030,724.22
	TOTALS	$28,931,672.62	$27,617,189.81	$56,548,862.43

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing the Total Amount
of all Regular Projects Completed
from Jan. 1, 1949 thru Dec. 31, 1950.
Broken down by Years.
(Based on Contract Amount & Appropriation Amount)

	County	Total 1949	Total 1950	Grand Total
1.	Adair	$ 51,000.00	$ 979,365.29	$ 1,030,365.29
2.	Alfalfa	228,552.80	368,638.23	597,191.03
3.	Atoka	26,200.00	542,524.18	568,724.18
4.	Beaver	676,661.93	644,545.42	1,321,207.35
5.	Beckham	244,362.40	40,700.00	285,062.40
6.	Blaine	34,700.00	43,925.63	78,625.63
7.	Bryan	32,600.00	65,806.08	98,406.08
8.	Caddo	457,669.80	201,800.86	659,470.66
9.	Canadian	694,234.94	46,280.00	740,514.94
10.	Carter	135,031.15	113,900.00	248,931.15
11.	Cherokee	100,900.00	147,194.95	248,094.95
12.	Choctaw	76,600.00	84,912.65	161,512.65
13.	Cimarron	117,570.80	131,773.81	249,344.61
14.	Cleveland	87,218.33	58,970.00	146,188.33
15.	Coal	118,531.66	581,831.99	700,363.65
16.	Comanche	175,625.00	318,205.31	493,830.31
17.	Cotton	194,478.99	215,045.30	409,524.29
18.	Craig	732,273.73	61,000.00	793,273.73
19.	Creek	315,596.13	415,160.45	730,756.58
20.	Custer	108,865.74	15,540.00	124,405.74
21.	Delaware	3,200.00	421,147.40	424,347.40
22.	Dewey	406,244.80	480,765.16	887,009.96
23.	Ellis	393,022.38	359,193.29	752,215.67
24.	Garfield	285,267.13	7,100.00	292,367.13
25.	Garvin	1,100,802.87	1,140,517.27	2,241,320.14
26.	Grady	581,282.21	497,439.94	1,078,722.15
27.	Grant	54,439.13	22,500.00	76,939.13
28.	Greer	492,504.42	55,984.80	548,489.22
29.	Harmon	172,675.97	-	172,675.97
30.	Harper	586,600.54	187,096.00	773,696.54
31.	Haskell	586,585.42	20,500.00	607,085.42
32.	Hughes	153,301.70	338,922.28	492,223.98
33.	Jackson	415,757.45	249,668.50	665,425.95
34.	Jefferson	256,985.49	63,500.00	320,485.49
35.	Johnston	503,858.74	557,531.20	1,061,389.94

	County	Total 1949	Total 1950	Grand Total
36.	Kay	$ 37,336.32	$ 20,700.00	$ 58,036.32
37.	Kingfisher	737,189.82	280,084.20	1,017,274.02
38.	Kiowa	26,300.00	65,000.00	91,300.00
39.	Latimer	347,499.44	331,042.89	678,542.33
40.	LeFlore	393,860.04	89,607.60	483,467.64
41.	Lincoln	68,794.57	105,400.00	174,194.57
42.	Logan	623,313.40	414,216.81	1,037,530.21
43.	Love	255,737.42	-	255,737.42
44.	McClain	806,323.75	511,929.83	1,318,253.58
45.	McCurtain	329,552.88	765,996.02	1,095,548.90
46.	McIntosh	491,540.20	320,036.03	811,576.23
47.	Major	55,800.00	553,509.45	609,309.45
48.	Marshall	11,320.00	176,186.27	187,506.27
49.	Mayes	32,068.35	299,732.30	431,800.65
50.	Murray	8,679.00	61,857.00	70,536.00
51.	Muskogee	230,559.64	412,621.76	643,181.40
52.	Noble	109,675.25	445,146.45	554,821.70
53.	Nowata	81,742.90	131,690.40	213,433.30
54.	Okfuskee	217,240.85	258,626.87	475,867.72
55.	Oklahoma	196,526.92	652,105.10	848,632.02
56.	Okmulgee	63,588.94	778,468.19	842,057.13
57.	Osage	139,440.00	213,693.62	353,133.62
58.	Ottawa	553,651.99	38,000.00	591,651.99
59.	Pawnee	338,058.05	-	338,058.05
60.	Payne	772,362.57	446,694.09	1,219,056.66
61.	Pittsburg	75,154.50	140,904.91	216,059.41
62.	Pontotoc	121,520.00	191,800.00	313,320.00
63.	Pottawatomie	370,815.00	77,878.09	448,693.09
64.	Pushmataha	439,715.04	140,984.73	580,699.77
65.	Roger Mills	403,421.96	216,389.58	619,811.54
66.	Rogers	322,000.00	299,239.04	621,239.04
67.	Seminole	59,242.00	274,319.29	333,561.29
68.	Sequoyah	223,733.36	304,349.20	528,082.56
69.	Stephens	185,040.00	28,700.00	213,740.00
70.	Texas	457,484.94	45,083.80	502,568.74
71.	Tillman	59,637.35	431,240.52	490,877.87
72.	Tulsa	156,488.00	450,572.47	607,060.47
73.	Wagoner	162,410.99	297,254.87	459,665.86
74.	Washington	580,242.21	330,170.49	910,412.70
75.	Washita	20,616.46	609,952.49	630,568.95
76.	Woods	139,081.15	162,158.31	301,239.46
77.	Woodward	147,309.27	766,129.43	913,438.70
	TOTALS	$21,453,276.18	$21,718,458.09	$43,171,734.27

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing the Total Amount
of all Farm-to-Market Projects Completed
from Jan. 1, 1949 thru Dec. 31, 1950.
Broken down by Years.
(Based on Contract Amount & Appropriation Amount)

	County	Total 1949	Total 1950	Grand Total
1.	Adair	$ 35,986.75	$ -	$ 35,986.75
2.	Alfalfa	96,737.55	32,859.04	129,596.59
3.	Atoka	104,628.26	70,529.53	175,157.79
4.	Beaver	134,365.25	54,459.48	188,824.73
5.	Beckham	-	110,108.31	110,108.31
6.	Blaine	179,534.05	102,414.08	281,948.13
7.	Bryan	130,312.48	68,420.80	198,733.28
8.	Caddo	189,252.53	65,229.10	254,481.63
9.	Canadian	139,207.99	32,650.96	171,858.95
10.	Carter	-	89,421.49	89,421.49
11.	Cherokee	103,343.84	-	103,343.84
12.	Choctaw	86,624.95	140,393.42	227,018.37
13.	Cimarron	157,373.23	59,253.24	216,626.47
14.	Cleveland	7,010.60	147,413.07	154,423.67
15.	Coal	136,162.21	-	136,162.21
16.	Comanche	223,935.99	-	223,935.99
17.	Cotton	37,140.25	37,896.35	75,036.60
18.	Craig	77,096.46	40,807.58	117,904.04
19.	Creek	172,480.89	96,637.48	269,118.37
20.	Custer	48,533.35	173,973.39	222,506.74
21.	Delaware	106,901.76	41,404.50	148,306.26
22.	Dewey	72,703.42	103,405.94	176,109.36
23.	Ellis	86,158.73	115,892.67	202,051.40
24.	Garfield	250,597.46	27,646.95	278,244.41
25.	Garvin	71,352.25	107,864.30	179,216.55
26.	Grady	113,339.32	62,504.65	175,843.97
27.	Grant	152,833.20	142,213.02	295,046.22
28.	Greer	95,398.92	163,712.18	259,111.10
29.	Harmon	62,873.20	187,526.31	250,399.51
30.	Harper	53,383.50	30,787.08	84,170.58
31.	Haskell	37,766.96	37,619.31	75,386.27
32.	Hughes	24,304.66	102,295.11	126,599.77
33.	Jackson	146,142.40	-	146,142.40
34.	Jefferson	75,726.59	257,860.65	333,587.24
35.	Johnston	24,663.75	124,702.51	149,366.26

	County	Total 1949	Total 1950	Grand Total
36.	Kay	$ 112,617.58	$ -	$ 112,617.58
37.	Kingfisher	119,338.90	-	119,338.90
38.	Kiowa	158,472.52	51,191.86	209,664.38
39.	Latimer	-	-	-
40.	LeFlore	32,718.42	74,360.90	107,079.32
41.	Lincoln	120,574.72	145,337.75	265,912.47
42.	Logan	73,235.84	56,288.07	129,523.91
43.	Love	-	172,973.25	172,973.25
44.	McClain	42,101.28	-	42,101.28
45.	McCurtain	56,036.25	-	56,036.25
46.	McIntosh	79,802.06	59,171.87	138,973.93
47.	Major	82,968.32	34,428.62	117,396.94
48.	Marshall	-	34,190.04	34,190.04
49.	Mayes	149,909.29	-	149,909.29
50.	Murray	90,597.10	52,240.06	142,837.16
51.	Muskogee	204,158.47	37,434.83	241,593.30
52.	Noble	53,039.65	-	53,039.65
53.	Nowata	119,581.23	-	119,581.23
54.	Okfuskee	137,533.11	48,654.90	186,188.01
55.	Oklahoma	155,445.90	-	155,445.90
56.	Okmulgee	132,410.60	38,991.97	171,402.57
57.	Osage	78,294.10	137,632.44	215,926.54
58.	Ottawa	-	86,804.35	86,804.35
59.	Pawnee	78,630.22	-	78,630.22
60.	Payne	-	77,596.20	77,596.20
61.	Pittsburg	105,813.67	144,583.52	250,397.19
62.	Pontotoc	102,889.31	98,295.45	201,184.76
63.	Pottawatomie	161,625.24	60,783.91	222,409.15
64.	Pushmataha	84,240.46	41,812.56	126,053.02
65.	Roger Mills	168,796.08	331,835.30	500,631.38
66.	Rogers	100,080.69	57,746.29	157,826.98
67.	Seminole	209,811.44	-	209,811.44
68.	Sequoyah	-	95,605.14	95,605.14
69.	Stephens	14,056.41	66,219.14	80,275.55
70.	Texas	254,839.52	118,128.49	372,968.01
71.	Tillman	147,013.42	49,071.81	196,085.23
72.	Tulsa	129,225.92	-	129,225.92
73.	Wagoner	36,259.64	-	36,259.64
74.	Washington	-	73,117.57	73,117.57
75.	Washita	235,892.30	370,140.66	606,032.96
76.	Woods	99,228.51	456,192.27	555,420.78
77.	Woodward	117,285.52	-	117,285.52
	TOTALS	$ 7,478,396.44	$ 5,898,731.72	$13,377,128.16

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing Regular Projects and
Farm-to-Market Projects Under Construction as of December 31, 1950.
(Based on Contract Amount & Appropriation Amount)

	County	Regular Projects	Farm-to-Market Projects	Total
1.	Adair	$ 113,996.55	$ 41,775.53	$ 155,772.08
2.	Alfalfa	116,960.67	31,695.77	148,656.44
3.	Atoka	781,598.68	-	781,598.68
4.	Beaver	-	242,010.59	242,010.59
5.	Beckham	381,238.24	363,682.31	744,920.55
6.	Blaine	131,683.20	320,829.19	452,512.39
7.	Bryan	-	397,662.70	397,662.70
8.	Caddo	-	220,146.37	220,146.37
9.	Canadian	1,146,992.10	-	1,146,992.10
10.	Carter	447,881.47	273,435.02	751,316.49
11.	Cherokee	309,656.35	312,528.33	622,184.68
12.	Choctaw	-	-	-
13.	Cimarron	125,289.16	109,956.50	235,245.66
14.	Cleveland	521,784.52	117,971.65	639,756.17
15.	Coal	-	-	-
16.	Comanche	12,600.00	-	12,600.00
17.	Cotton	215,122.53	282,540.45	497,662.98
18.	Craig	45,016.92	-	45,016.92
19.	Creek	1,189,545.51	553,559.28	1,743,104.79
20.	Custer	254,545.47	138,670.64	393,216.11
21.	Delaware	19,000.00	64,237.26	83,237.26
22.	Dewey	-	-	-
23.	Ellis	-	95,606.79	95,606.79
24.	Garfield	651,379.62	122,126.99	773,506.61
25.	Garvin	102,273.20	353,381.91	455,655.11
26.	Grady	330,900.88	178,254.42	509,155.30
27.	Grant	223,994.94	94,058.90	318,053.84
28.	Greer	-	-	-
29.	Harmon	-	-	-
30.	Harper	-	77,939.83	77,939.83
31.	Haskell	432,476.26	29,086.17	461,562.43
32.	Hughes	225,274.82	116,491.31	341,766.13
33.	Jackson	92,000.00	-	92,000.00
34.	Jefferson	-	279,379.91	279,379.91
35.	Johnston	14,000.00	-	14,000.00

	County	Regular Projects	Farm-to-Market Projects	Total
36.	Kay	$ 1,606,713.93	$ -	$ 1,606,713.93
37.	Kingfisher	-	-	-
38.	Kiowa	-	103,752.09	103,752.09
39.	Latimer	420,025.49	347,896.41	767,921.90
40.	LeFlore	348,805.69	291,946.96	640,752.65
41.	Lincoln	920,816.47	368,878.16	1,289,694.63
42.	Logan	342,991.81	-	342,991.81
43.	Love	59,000.00	-	59,000.00
44.	McClain	102,141.99	124,188.57	226,330.56
45.	McCurtain	420,549.86	506,009.90	926,559.76
46.	McIntosh	733,750.25	-	733,750.25
47.	Major	72,355.88	-	72,355.88
48.	Marshall	-	-	-
49.	Mayes	560,183.59	-	560,183.59
50.	Murray	465,859.45	31,105.65	496,965.10
51.	Muskogee	399,270.63	-	399,270.63
52.	Noble	224,235.38	634,074.21	858,309.59
53.	Nowata	515,219.28	92,045.85	607,265.13
54.	Okfuskee	835,154.56	-	835,154.56
55.	Oklahoma	3,176,068.69	-	3,176,068.69
56.	Okmulgee	362,217.94	218,819.45	581,037.39
57.	Osage	354,444.55	923,560.96	1,278,005.51
58.	Ottawa	1,114,434.06	42,207.51	1,156,641.57
59.	Pawnee	447,071.53	-	447,071.53
60.	Payne	637,948.48	48,049.35	685,997.83
61.	Pittsburg	17,500.00	276,943.71	294,443.71
62.	Pontotoc	-	238,651.76	238,651.76
63.	Pottawatomie	429,042.37	-	429,042.37
64.	Pushmataha	-	-	-
65.	Roger Mills	-	-	-
66.	Rogers	47,000.00	-	47,000.00
67.	Seminole	379,582.40	58,485.44	438,067.84
68.	Sequoyah	680,073.27	-	680,073.27
69.	Stephens	389,826.40	-	389,826.40
70.	Texas	21,000.00	123,628.31	144,628.31
71.	Tillman	299,871.02	-	299,871.02
72.	Tulsa	2,009,699.85	-	2,009,699.85
73.	Wagoner	353,785.44	108,285.04	462,070.48
74.	Washington	140,478.03	36,898.32	177,376.35
75.	Washita	-	127,339.27	127,339.27
76.	Woods	28,000.00	-	28,000.00
77.	Woodward	-	-	-
	TOTAL	$26,830,329.38	$ 9,519,794.74	$36,350,124.12

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing the Total Amount
of all Projects Programmed as of Dec. 31, 1950.
Broken down into Regular & Farm-to-Market Projects.
(Based on Programmed Amount)

	County	Regular Projects	Farm-to-Market Projects	Total
1.	Adair	$ 627,500.00	$ 274,000.00	$ 901,500.00
2.	Alfalfa	885,000.00	127,700.00	1,012,700.00
3.	Atoka	756,100.00	-	756,100.00
4.	Beaver	460,000.00	-	460,000.00
5.	Beckham	606,000.00	-	606,000.00
6.	Blaine	368,000.00	225,000.00	593,000.00
7.	Bryan	504,000.00	365,000.00	869,000.00
8.	Caddo	375,000.00	120,000.00	495,000.00
9.	Canadian	375,000.00	-	375,000.00
10.	Carter	445,500.00	-	445,500.00
11.	Cherokee	440,000.00	460,000.00	900,000.00
12.	Choctaw	598,000.00	-	598,000.00
13.	Cimarron	835,000.00	-	835,000.00
14.	Cleveland	1,948,900.00	353,200.00	2,302,100.00
15.	Coal	750,000.00	-	750,000.00
16.	Comanche	722,000.00	-	722,000.00
17.	Cotton	395,000.00	-	395,000.00
18.	Craig	-	400,000.00	400,000.00
19.	Creek	513,300.00	110,000.00	623,300.00
20.	Custer	1,270,000.00	52,700.00	1,322,700.00
21.	Delaware	949,000.00	-	949,000.00
22.	Dewey	-	-	-
23.	Ellis	866,000.00	125,000.00	991,000.00
24.	Garfield	53,500.00	-	53,500.00
25.	Garvin	1,216,000.00	300,000.00	1,516,000.00
26.	Grady	1,190,000.00	84,000.00	1,274,000.00
27.	Grant	375,000.00	-	375,000.00
28.	Greer	64,000.00	-	64,000.00
29.	Harmon	-	425,000.00	425,000.00
30.	Harper	350,000.00	-	350,000.00
31.	Haskell	432,000.00	369,000.00	801,000.00
32.	Hughes	900,000.00	-	900,000.00
33.	Jackson	1,136,400.00	-	1,136,400.00
34.	Jefferson	358,000.00	486,000.00	844,000.00
35.	Johnston	500,000.00	53,600.00	553,600.00

	County	Regular Projects	Farm-to-Market Projects	Total
36.	Kay	$ -	$ -	$ -
37.	Kingfisher	703,000.00	58,000.00	761,000.00
38.	Kiowa	460,000.00	-	460,000.00
39.	Latimer	425,000.00	-	425,000.00
40.	LeFlore	1,495,000.00	299,457.00	1,794,457.00
41.	Lincoln	-	-	-
42.	Logan	857,500.00	-	857,500.00
43.	Love	-	350,000.00	350,000.00
44.	McClain	-	355,000.00	355,000.00
45.	McCurtain	310,000.00	330,000.00	640,000.00
46.	McIntosh	637,000.00	-	637,000.00
47.	Major	845,000.00	225,000.00	1,070,000.00
48.	Marshall	675,000.00	4,400.00	679,400.00
49.	Mayes	-	-	-
50.	Murray	-	-	-
51.	Muskogee	2,187,500.00	-	2,187,500.00
52.	Noble	350,000.00	-	350,000.00
53.	Nowata	742,000.00	-	742,000.00
54.	Okfuskee	430,000.00	-	430,000.00
55.	Oklahoma	1,606,000.00	39,000.00	1,645,000.00
56.	Okmulgee	1,100,000.00	-	1,100,000.00
57.	Osage	67,500.00	645,000.00	712,500.00
58.	Ottawa	1,170,000.00	-	1,170,000.00
59.	Pawnee	580,000.00	-	580,000.00
60.	Payne	1,010,000.00	-	1,010,000.00
61.	Pittsburg	1,896,336.19	-	1,896,336.19
62.	Pontotoc	75,000.00	125,000.00	200,000.00
63.	Pottawatomie	726,000.00	-	726,000.00
64.	Pushmataha	560,000.00	-	560,000.00
65.	Roger Mills	766,000.00	-	766,000.00
66.	Rogers	1,499,000.00	-	1,499,000.00
67.	Seminole	1,180,000.00	260,000.00	1,440,000.00
68.	Sequoyah	925,000.00	-	925,000.00
69.	Stephens	847,500.00	-	847,500.00
70.	Texas	700,000.00	-	700,000.00
71.	Tillman	315,000.00	260,000.00	575,000.00
72.	Tulsa	2,694,000.00	-	2,694,000.00
73.	Wagoner	715,000.00	-	715,000.00
74.	Washington	737,000.00	-	737,000.00
75.	Washita	530,000.00	203,000.00	733,000.00
76.	Woods	-	413,500.00	413,500.00
77.	Woodward	46,500.00	-	46,500.00
	TOTAL	$51,127,036.19	$ 7,897,557.00	$59,024,593.19

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Tabulation showing Projects Completed from January 1, 1949 thru December 31, 1950; Projects Under Construction as of January 1, 1951; and Projects Programmed as of January 1, 1951. (Based on Contract Amount & Appropriation Amount)

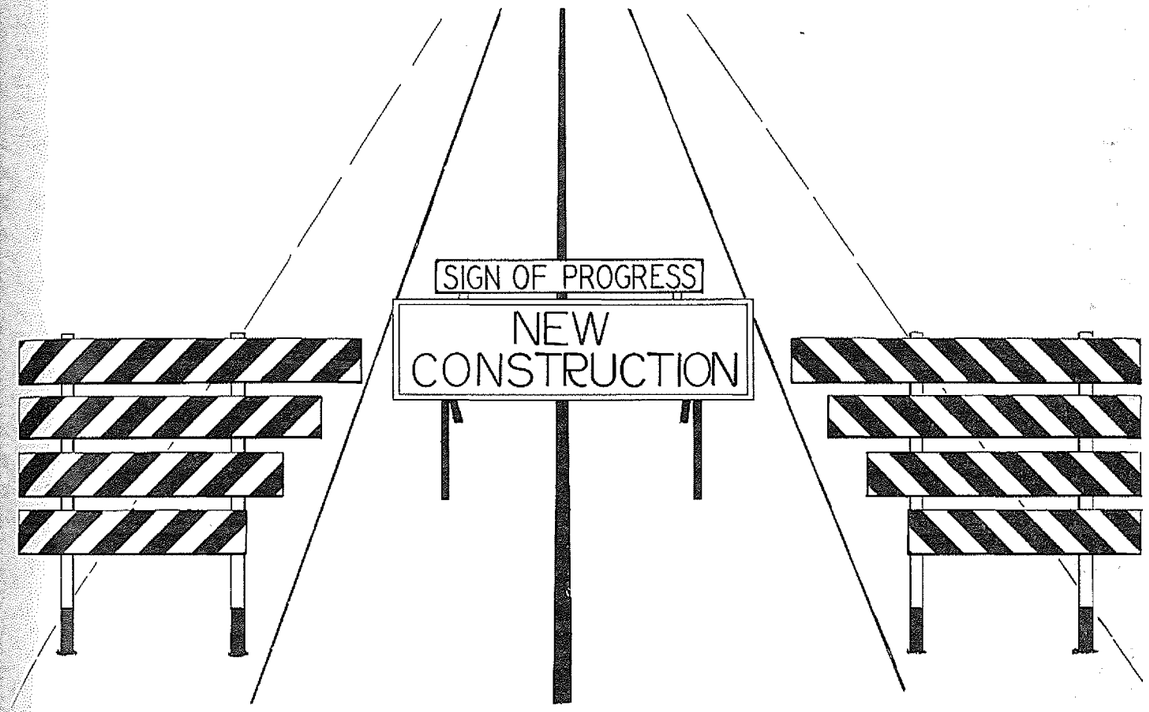
Hwy. No.	Mileage	Location & Description	Amount
		ADAIR COUNTY	
Projects Completed			
US 59	5.206	From Jct. US 62, West of Westville, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (F-364 (1))	$ 125,429.18
US 59	5.206	US 62, North. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (F-364 (2))	120,689.90
SH 51	7.639	0.7 mile Southeast of Eldon, Southeast. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (Part in Cherokee Co.) (SAP-889 (4))	258,365.84
SH 51	5.758	From US 59, Northwest. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-889 (5))	180,410.01
US 59	7.320	Sequoyah County line, North. Gr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-533 (3))	269,470.36
US 59	0.350	In Stilwell from North end of conc. pav., South. Repair water lines, Repair Base & Place Tack Coat of Asphaltic Premix. (M-2037)	25,000.00
US 59	13.700	Westville, North. Spot Grav. (M-1518)	14,000.00
US 62	11.800	5.0 miles West of Arkansas State line, West. Reprocess, Shape, Dr. & Spot Seal. (M-1583)	37,000.00
FAS Rd.	0.053	Barren Fork Creek, approx. 3.0 miles Southeast of Baron. Superstructure for 1 Bridge. (S-156 (1) Contr. 2)	35,986.75
		Total Projects Completed	$ 1,066,352.04
Projects Under Construction			
SH 59B	0.922	From US 59 to Westville. Gr., Dr., Stab. Aggr. Base, Dbl. Bit. Surf. Crse. & P. C. Conc. Pav. (SAP-1056 (1))	$ 35,996.55

Hwy. No.	Mileage	Location & Description	Amount
		ADAIR COUNTY (Con't.)	
Projects Under Construction			
US 59	19.000	From Jct. US 62, South to 5.0 miles South of Stilwell. Place Lev. Crse. as needed, make Subgrade Repairs, Spot Seal, Shouldering & Reshaping. (M-1937)	$ 78,000.00
FAS Rd.	0.372	Carney Creek 7.0 miles West & 1.0 mile North of Stilwell. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-653 (1))	41,775.53
		Total Projects Under Construction	$ 155,772.08
Projects Programmed			
City St.		At intersection of K.C.S. Ry. & Cherry Street in Westville. Automatic Grade Crossing Protection Device. (FAGM-711 (1))	$ 7,500.00
US 59	9.700	SH 33, South. Gr., Dr., Bridge & Surf. (SAP-425 (7))	620,000.00
SH 51	7.600	US 59, East. Gr., Dr., Bridge & Dustless Type Surf. (S-705 (1) SH)	274,000.00
		Total Projects Programmed	$ 901,500.00
		Total for County	$ 2,123,624.12
		ALFALFA COUNTY	
Projects Completed			
SH 8	0.208	At Driftwood Creek, West & North of Burlington. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (SAP-1027 (1) Rdy.)	$ 42,247.26
SH 11		5.5 miles East of Jct. US 64. Bridge. (SAP-1052 (1))	26,796.10
SH 58	7.803	Jct. SH 11, East & North thru Bryon & Amorita. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-1033 (1))	122,507.60
SH 11	5.599	From US 64, East. Gr., Dr., Asph. Stab. Base Sing. Bit. Surf. Crse. & Bank Prot. (SAP-1052 (2))	147,087.27

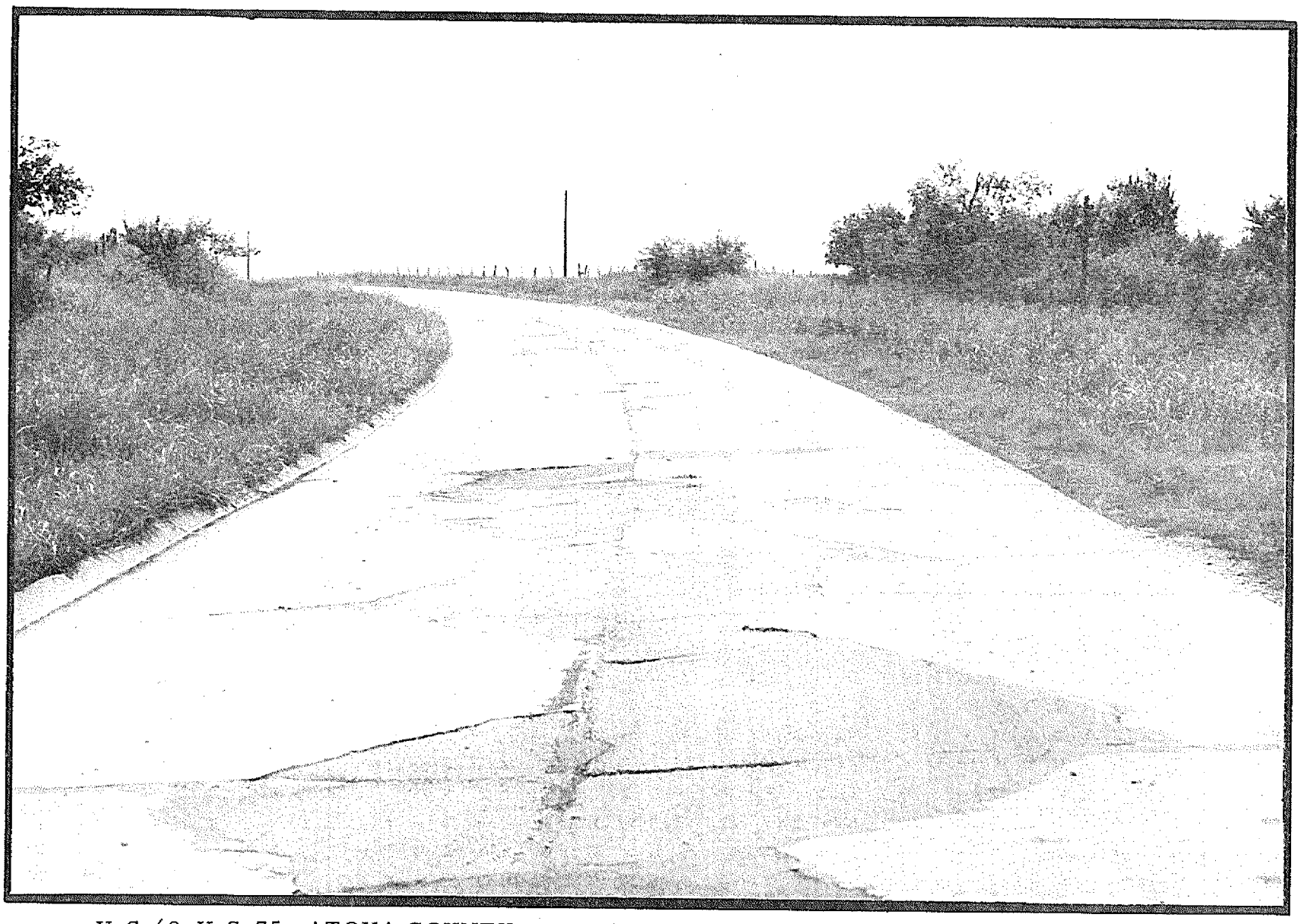
Hwy. No.	Mileage	Location & Description	Amount
		ALFALFA COUNTY (Con't.)	
Projects Completed			
SH 8		On 1st. & Main Streets in Carmen. Reinforce Conc. Box & Incidental Const. (SAP-338 (3))	$ 4,352.80
SH 38	18.000	Carrier, West & North thru Goltry to Helena. Reshape Roadbed, Place Asph. Stab. Base & Sing. Bit. Surf. Tr. (Part in Garfield Co.) (C-1401)	200,000.00
US 64	11.000	Woods County line, East & South. Sectional Retread, Repair Base, Surf. & Armor Coat. (M-1988)	30,000.00
SH 45	3.500	Carmen, North to Woods County line. Regrade & Regrav. (M-1553)	11,400.00
SH 8	0.016	Salt Fork River, approx. 3.0 miles North of Cherokee. Bridge Floor Repairs. (M-1730)	7,300.00
SH 11	14.300	Grant County line, West across Salt Plains. Repair Washouts. (X-202)	2,500.00
SH 8	23.300	Carmen, South to Cleo Springs. Repair Flood Damage. (X-203)	3,000.00
SH 58	2.792	From the Kansas State line, South towards Amorita. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. (S-662 (1))	32,859.04
FAS Rd.	5.863	Cherokee, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-154 (1))	31,017.30
FAS Rd.	0.279	On 5th. Street in Cherokee from US 64, West to A.T. & S.F. Ry. Gr., Dr. & P. C. Conc. Pav. (S-154 (2))	18,715.05
FAS Rd.	0.196	On 5th Street in Cherokee from US 64, East. Gr. & P. C. Conc. Pav. (S-158 (2))	18,074.95
FAS Rd.	5.761	SH 11, 3.0 miles West of Grant County line, Southeast. Gr., Dr. & Sand Clay Surf. (S-614 (3))	28,930.25
		Total Projects Completed	$ 726,787.62

Hwy. No.	Mileage	Location & Description	Amount
		ALFALFA COUNTY (Con't.)	
Projects Under Construction			
SH 8	6.991	From 5.192 miles North of Cleo Springs, North. Gr., Dr. & 4 Bridges. (SAP-620 (2) Pt. 2)	$ 107,177.49
SH 8B	1.252	SH 8, West to Aline. Gr. & Dr. (SAP-620 (3))	9,783.18
FAS Rd.	4.940	McWillie, East to SH 8. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-160 (6))	31,695.77
		Total Projects Under Construction	$ 148,656.44
Projects Programmed			
SH 8	7.000	Carmen, Northeast. Gr., Dr. & Bridge. (SAP-338 (4))	$ 175,000.00
SH 8	13.500	US 60, North. Surf. (SAP-620 (4)	275,000.00
SH 8B	1.800	Aline Stub. Surf. (SAP-620 (5))	65,000.00
SH 11	7.000	SH 58, West. Gr., Dr. & Surf. (SAP-995 (2))	350,000.00
SH 45	1.000	Carmen Stub. Surf. (SAP-620 (6))	20,000.00
SH 11	5.000	Capron, East. Dustless Type Surf. (Part in Woods Co.) (S-676 (3) SH)	115,000.00
FAS Rd.	5.000	From SH 8, 3.0 miles South of Carmen, East to McWillie. Gr. & Dr. (S-160 (5))	12,700.00
		Total Projects Programmed	$ 1,012,700.00
		Total for County	$ 1,888,144.06
		ATOKA COUNTY	
Projects Completed			
US 69	5.494	Atoka County line, Northeast. Reshaping & P. C. Conc. Pav. (F-219 (4) Pt. 1)	$ 221,383.08
US 69	6.118	From 5.5 miles Northeast of Bryan County line, Northeast. Reshaping & P. C. Conc. Pav. (F-219 (4) Pt. 2)	257,541.10
US 69	21.900	From Chockie, South to Tushka underpass. Remove & Replace Broken Pav. (M-1758)	46,000.00

Hwy. No.	Mileage	Location & Description	Amount
		ATOKA COUNTY (Con't.)	
Projects Completed			
US 69	8.500	From Chockie, North to Pittsburg County line. Patch. (M-1945)	$ 8,100.00
SH 7	22.000	From Atoka, East to Pushmataha County line. Place Lev. Crse. (M-1946)	9,500.00
US 75	4.500	From Atoka, West to Coal County line. Place Sing. Armor Coat Seal. (M-1751)	10,200.00
US 69 & US 75	11.000	From Tushka Underpass, South to Bryan County line. Patch Oil Mat with Premix Asph. Material. (M-1851)	16,000.00
FAS Rd.	4.036	From 4.0 miles Northeast of US 69 in Stringtown, Northeast. Gr., Dr., Traf. Bnd. Surf. Crse. & 5 Bridges. (S-492 (5))	70,529.53
FAS Rd.	6.929	US 69, 0.5 mile North of Caney, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-270 (1))	57,091.90
FAS Rd.	6.060	SH 3, 1.0 mile East of Atoka, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-567 (1))	47,536.36
		Total Projects Completed	$ 743,881.97
Projects Under Construction			
US 69	0.053	Northeast of Chockie. 2 Bridges. (F-299 (5) Br.)	$ 70,544.12
US 69	7.918	Chockie, Northeast. 2.537 miles Gr., Dr. & Traf. Bnd. Surf. Crse. and 5.381 miles Gr. & Dr. (F-299 (5) Rdy. Pt. 1)	266,442.45
US 69	3.000	From 7.971 miles Northeast of Chockie, Northeast to Kiowa. Gr. & Dr.(F-299 (5) Rdy. Pt.2)	89,278.65
US 69	0.524	At M.K. & T. Ry. between Chockie & Kiowa. Gr., Dr. & 2 Bridges. (FAGH-299 (4))	108,476.63
SH 7	7.393	From US 69 at Atoka, West. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-1043 (1) Pt. 1)	182,866.43

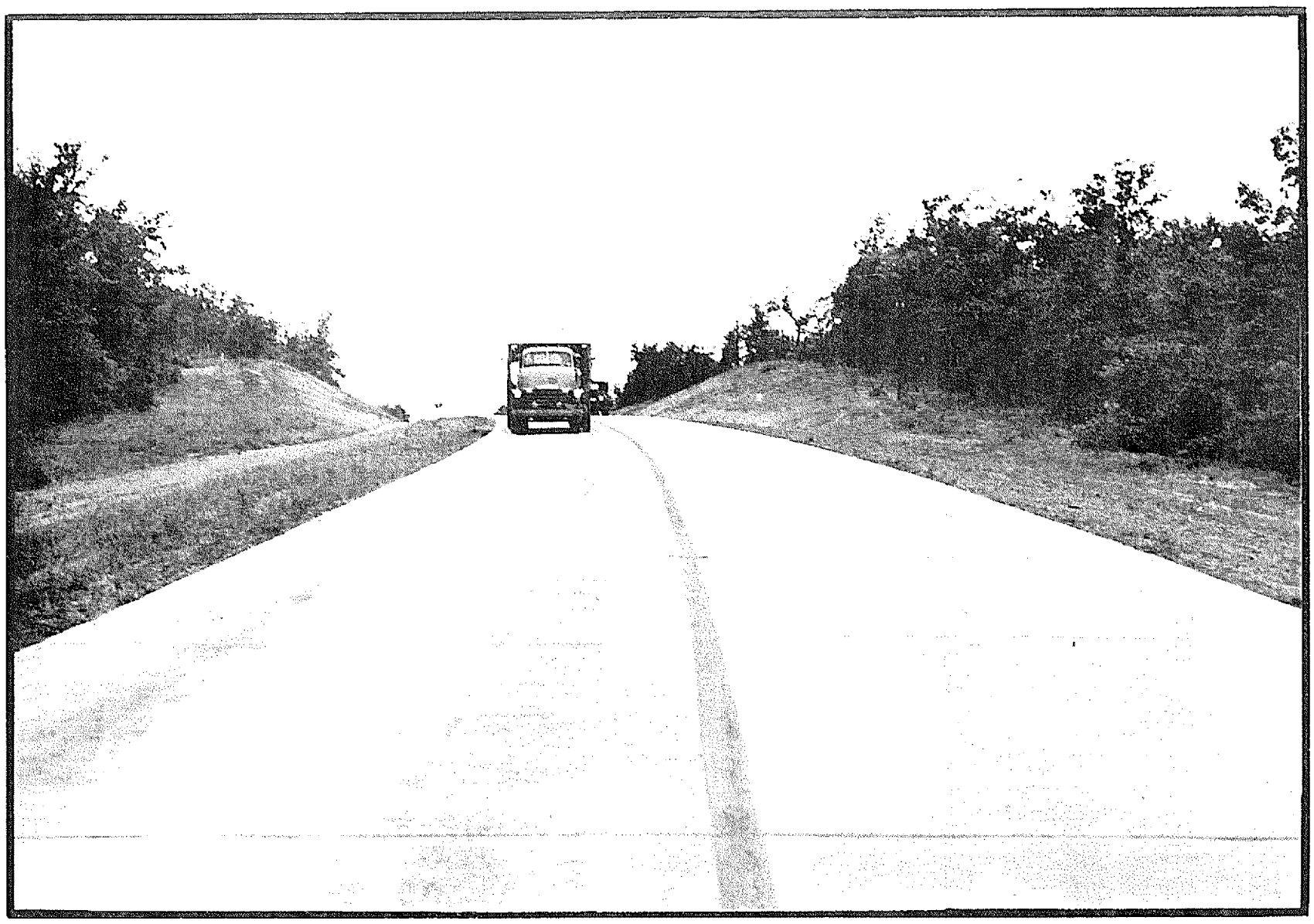


BEFORE CONSTRUCTION



U.S. 69-U.S. 75, ATOKA COUNTY, VIEW SHOWING HIGHWAY SOUTH OF ATOKA BEFORE NEW CONSTRUCTION.

AFTER CONSTRUCTION



U.S. 69-U.S. 75, ATOKA COUNTY, NEW PORTLAND CEMENT CONCRETE PAVING SOUTH OF ATOKA.

Hwy. No.	Mileage	Location & Description	Amount
		ATOKA COUNTY (Con't.)	
Projects Under Construction			
SH 7	2.286	From 7.393 miles West of US 69 at Atoka, West. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-1043 (1) Pt. 2)	$ 63,990.40
		Total Projects Under Construction	$ 781,598.68
Projects Programmed			
US 69	11.870	Bryan County line, Northeast. Roadside Improvement. (F-219 (5))	$ 96,000.00
US 69	11.000	Chockie, Northeast to Kiowa. Dustless Type Surf. (Part in Pittsburg Co.) (F-299 (6))	634,000.00
US 69	0.471	M.K.T. RR., Northeast of Chockie. Dustless Type Surf. (FAGH-299 (4))	26,100.00
		Total Projects Programmed	$ 756,100.00
		Total for County	$ 2,281,580.65
		BEAVER COUNTY	
Projects Completed			
US 270	7.909	Harper County line, West. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-313 (4))	$ 180,938.67
US 270	7.407	Jct. SH 3, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-313 (5))	180,811.26
FAS Rd.	0.276	Beaver River, 4.0 miles South of Gate. Bridge. (WER-11 (1))	172,268.90
SH 3	7.769	From 8.0 miles West of Harper County line, West. Gr. & Dr. (SAP-826 (16) Pt. 1 Gr.)	41,676.79
SH 3	5.632	From 15.769 miles West of Harper County line, West. Gr. & Dr. (SAP-826 (16) Pt. 2 Gr.)	34,882.91
SH 3	6.948	From Texas County line, East. Gr. & Dr. (SAP-845 (8) Gr.)	50,524.63
SH 3	7.769	From 8.0 miles West of Harper County line, West. Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-826 (16) Pt. 1 Surf.)	131,262.83

Hwy. No.	Mileage	Location & Description	Amount
		BEAVER COUNTY (Con't.)	
Projects Completed			
SH 3	5.632	From 15.769 miles West of Harper County line, West. Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-826 (16) Pt. 2 Surf.)	$ 105,711.49
SH 3	6.948	Texas County line, East. Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-845 (8) Surf.)	128,486.77
US 64	18.000	Forgan, East. Sing. Bit. Surf. Crse. (MC-Div. 6 (3) Pt. 1)	26,685.10
US 270	6.800	In Beaver City & North to US 64. Sing. Bit. Surf. Crse. (MC-Div. 6 (3) Pt. 2)	10,743.00
US 83	7.300	Kansas State line to US 64. Repair & Seal. (M-1844)	5,000.00
US 270	7.800	US 64, South to Beaver. Spot Repairs for Seal. (M-1800)	35,000.00
US 64	25.400	Texas County line, East to Forgan. Repair Base & Surf. & Armor Coat. (M-1986)	112,000.00
US 270	14.100	Beaver City, South to Jct. SH 3. Shouldering & Backsloping to complete Base Project. (M-1338)	4,935.00
US 64	13.000	Knowles, East. Recondition & Armor Coat. (M-1623)	33,500.00
US 64	18.000	Knowles to Forgan. Base Repairs & Armor Coat. (M-1795)	56,780.00
US 83	26.700	Turpin, South to Texas State line. Repair & Seal. (M-1845)	10,000.00
FAS Rd.	8.000	Slapout, South to Texas State line. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-415 (1))	26,956.80
FAS Rd.	5.143	From US 270 at Beaver City, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-396 (6))	27,502.68
FAS Rd.	7.833	US 83, 8.5 miles South of Turpin, East & North. Traf. Bnd. Surf. Crse. (S-406 (3))	13,479.30
FAS Rd.	7.327	6.0 miles West of Beaver City, West. Traf. Bnd. Surf. Crse. (S-406 (4))	12,561.30

Hwy. No.	Mileage	Location & Description	Amount
		BEAVER COUNTY (Con't.)	
Projects Completed			
FAS Rd.	0.113	At Beaver River, 4.0 miles South of Gate. 1 Bridge. (S-654 (1))	$ 108,324.65
		Total Projects Completed	$ 1,510,032.08
Projects Under Construction			
SH 15	7.291	Texas State line, North. Gr., Dr., Caliche Base Crse., Dbl. Bit. Surf. Crse. & 4 Bridges. (S-463 (2) SH Pt. 1)	$ 215,501.77
SH 15	1.043	From approx. 7.300 miles North of Texas State line, North to Elmwood. Gr., Dr., Caliche Base & Dbl. Bit. Surf. Crse. (S-463 (2) SH Pt. 2)	26,508.82
		Total Projects Under Construction	$ 242,010.59
Projects Programmed			
SH 3	17.000	Elmwood, West. Gr., Dr. & Dustless Type Surf. (F-406 (7))	$ 460,000.00
		Total Projects Programmed	$ 460,000.00
		Total for County	$ 2,212,042.67
		BECKHAM COUNTY	
Projects Completed			
SH 30	5.000	Red River, North. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-4 (3))	$ 79,662.40
SH 41	0.040	At Buffalo Creek, approx. 3.0 miles Southeast of Jct. SH 73. Bridge. (S-677 (1) SH Br.)	44,849.59
SH 30	3.951	Sweetwater, South. Reshaping, Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-362 (4) SH)	65,258.72
US 66	22.300	Texas State line, East to US 283. Widen Shoulders & Armor Coat. (C-1384)	135,000.00
US 283	5.200	From 7.0 miles South of Sayre, Southeast. Sing. Bit. Armor Coat. (M-1981)	7,800.00

Hwy. No.	Mileage	Location & Description	Amount
		BECKHAM COUNTY (Con't.)	
Projects Completed			
US 66	82.400	From US 66 at Canadian River Bridge, East of Bridgeport, West to Texas State line. Patch Conc. Pav. (Part in Caddo, Custer & Washita Cos.) (M-1791)	$ 32,900.00
SH 73	10.300	3.0 miles West of Elk City, West to US 283. Recondition Surf. & Armor Coat. (M-1617)	20,400.00
SH 41	5.400	From Sayre, West. Patch Base & Armor Coat. (M-1790)	9,300.00
		Total Projects Completed	$ 395,170.71
Projects Under Construction			
SH 73	0.054	Sweetwater, East 6.873 miles. 4 Bridges. (Part in Roger Mills Co.) (SAP-1019 (2) Br.)	$ 75,823.58
SH 73	6.873	Sweetwater, East. Gr. & Dr. (SAP-1019 (2) Rdy.)	78,278.16
US 66	1.156	In Elk City from Randall Ave. East & North. Gr., Dr., P. C. Conc. Pav., P. C. Conc. Pav. widening & 1 Bridge. (SAP-931 (1))	220,436.50
SH 30	0.908	At North Fork of Red River, approx. 5.5 miles North of Erick. Gr., Dr. & Bridge. (S-362 (3) SH)	228,048.32
SH 41	5.327	From SH 73, 4.0 miles East of Sweetwater, Southeast. Gr., Dr., Asph. Stab. Base, Sing. Bit. Surf. Crse. & 1 Bridge. (S-677 (1) SH Rdy.)	135,633.99
US 66	0.100	Thru Beckham County. Repair Conc. Posts, Rails & Curbs on 6 Bridges. (M-1985)	6,700.00
		Total Projects Under Construction	$ 744,920.55
Projects Programmed			
SH 41	5.000	Sweetwater, West. Gr., Dr. & Dustless Type Surf. (Part in Roger Mills Co.) (F-408 (1))	$ 210,000.00
SH 73	14.500	US 283, West. Gr., Dr., Bridge & Surf. (SAP-1019 (3))	396,000.00
		Total Projects Programmed	$ 606,000.00
		Total for County	$ 1,746,091.26

Hwy. No.	Mileage	Location & Description	Amount
		BLAINE COUNTY	
Projects Completed			
SH 8	3.528	Okeene, North. Gr. & Dr. (SAP-93 (2))	$ 34,520.97
SH 58	0.027	Within limits of S-401 (2) SH. Gr. 2 Bridges. (S-401 (2) SH Br.)	27,752.75
SH 58	7.836	From US 270, North thru Eagle City. Gr. & Dr. (S-401 (2) SH Pt. 1 Gr.)	26,506.55
SH 58	6.656	From 1.0 mile North of Eagle City, North into Canton. Gr. & Dr. (S-401 (2) SH Pt. 2 Gr.)	48,154.78
US 270	15.800	Watonga, South to Geary. Repair Base & Surf. Failures & Spot Seal. (M-1615)	9,404.66
SH 51	5.900	Kingfisher County line, West to Okeene. Patch Exist. Base & Armor Coat. (M-1786)	9,100.00
SH 33	6.500	From Kingfisher County line, West. Patch Exist. Base & Armor Coat. (M-1787)	25,600.00
FAS Rd.	5.940	6.0 miles South of Southard, South. Earth Plating & Traf. Bnd. Surf. Crse. (S-166 (4))	19,362.25
FAS Rd.	6.104	Southard, South. Earth Plating & Traf. Bnd. Surf. Crse. (S-166 (5))	18,059.30
FAS Rd.	3.991	US 270, 3.0 miles West of Watonga, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-169 (2))	26,649.84
FAS Rd.	0.245	North Canadian River, 1.3 mile Northeast of Greenfield. Gr., Traf. Bnd. Surf. Crse., Bridge & Bank Prot. (S-193 (1))	60,348.32
FAS Rd.	7.158	Hitchcock, West & North to SH 51. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-254 (1))	43,685.94
FAS Rd.	0.198	US 270, 4.5 miles Northwest of Geary, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (CS-6-1 (1))	4,045.75
FAS Rd.	1.003	US 270, 1.0 mile North of Geary, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (CS-6-2 (1))	7,382.65
		Total Projects Completed	$ 360,573.76

Hwy. No.	Mileage	Location & Description	Amount
		BLAINE COUNTY (Con't.)	
Projects Under Construction			
SH 8	0.280	In Watonga on Hook Ave. from Main Street, North to city limits. Gr. & Dr. (SAP-278 (1) Pt. 1)	$ 6,966.41
SH 8	7.727	From North City limits of Watonga, North. Gr., Dr. & 1 Bridge. (SAP-278 (1) Pt. 2)	124,716.79
SH 58	7.836	From US 270, North thru Eagle City. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-401 (2) SH Pt. 1 Surf.)	160,305.39
SH 58	6.656	From 1.0 mile North of Eagle City, North to Canton. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-401 (2) SH Pt. 2 Surf.)	136,738.59
FAS Rd.	2.014	From Hydro, North to Cemetery. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-701 (1))	23,785.21
		Total Projects Under Construction	$ 452,512.39
Projects Programmed			
SH 8	3.500	Okeene, North. Surf. (SAP-93 (3))	$ 65,000.00
SH 8	7.500	Watonga, Northeast. Surf. (SAP-278 (2))	140,000.00
SH 8	8.000	Butcher, Northeast. Gr., Dr. & Bridge. (SAP-278 (3))	163,000.00
SH 58	9.000	Canton, Northeast. Gr., Dr. & Dustless Type Surf. (S-349 (4) SH)	225,000.00
		Total Projects Programmed	$ 593,000.00
		Total for County	$ 1,406,086.15
		BRYAN COUNTY	
Projects Completed			
US 69	0.428	Atoka County line, Southwest. Reshape, & P. C. Conc. Pav. (F-5 (9))	$ 19,233.08
SH 299	0.025	From Durant, South 5.799 miles. 2 Bridges. (S-678 (1) SH Br.)	28,748.65

Hwy. No.	Mileage	Location & Description	Amount
		BRYAN COUNTY (Con't.)	
Projects Completed			
US 69	0.090	Driveway to proposed O.T.C. Scales. 1.75 miles North of Durant. Gr., Dr. & Surf. (C-1419)	$ 2,800.00
US 69		North City limits of Durant. Gr., Shaping & Grav. Highway Patrol Headquarters.(C-1424)	2,673.00
Co. Rd.	2.200	Jct. SH 75A to Sunset Camp Area. Reshape & Grav. (C-1391)	8,900.00
US 69 & US 75	14.100	From Durant, South to Red River. Remove & Replace Broken Conc. Pav. (M-1757)	14,000.00
US 69 & US 75	13.600	From Durant, North to Atoka County line. Remove & Replace Broken Conc. & Mudjack Joints & Low Places. (M-1949)	20,500.00
US 70	3.400	From East City limits of Bokchito, East. Remove & Replace Broken Conc. Pav. & Mudjack Joints & Low Places. (M-1950)	6,600.00
SH 299	12.000	Johnston County line, Southeast to US 69. Repair Base & Surf. Failures & Sing. Armor Coat. (M-1711)	23,700.00
FAS Rd.	6.286	Achille, West towards Colbert. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-655 (1))	39,672.15
FAS Rd.	7.312	From 0.5 mile East of Albany, West & North thru Albany & Utica. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-172 (2))	38,580.90
FAS Rd.	4.003	Bennington, East & South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-202 (1))	45,310.08
FAS Rd.	2.947	US 70, North thru Keirsey to Silo. Gr., Dr. & Traf. Bnd. Surf. (S-273 (1))	16,472.90
FAS Rd.	4.413	Bokchito, South. Gr., Dr., Earth Plating & Traf. Bnd. Surf. Crse. (S-612 (1))	29,948.60
		Total Projects Completed	$ 297,139.36
Projects Under Construction			
SH 48	0.080	Kenefick, South to Ury. 2 Bridges. (S-460 (3) SH Br.)	$ 83,086.58

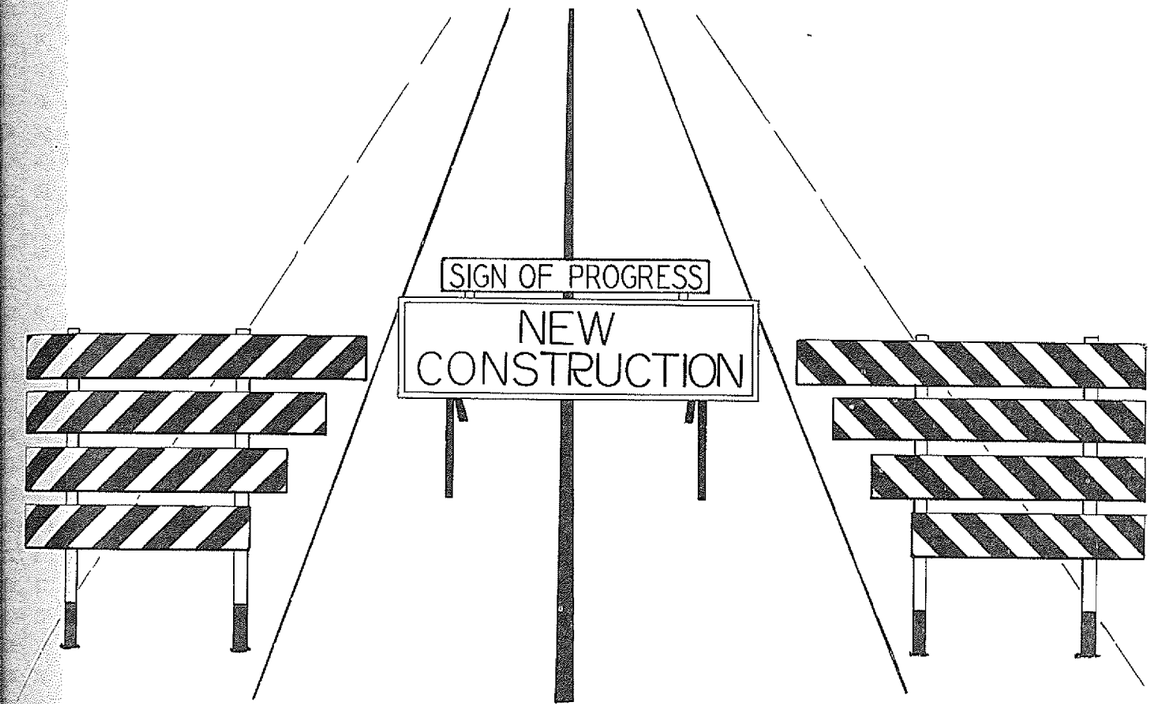
Hwy. No.	Mileage	Location & Description	Amount
		BRYAN COUNTY (Con't.)	
Projects Under Construction			
SH 48	5.362	Kenefick, South to Ury. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-460 (3) SH Rdy.)	$ 72,635.14
SH 299	5.759	From Durant, South. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-678 (1) SH Surf.)	115,821.40
SH 299	5.774	From Durant, South. Gr. & Dr. (S-678 (1) SH Gr.)	84,096.59
FAS Rd.	7.432	Matoy, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-670 (1))	42,022.99
		Total Projects Under Construction	$ 397,662.70
Projects Programmed			
US 69	0.430	Atoka County line, Southwest. Roadside Improvement. (F-5 (10))	$ 4,000.00
SH 48	5.500	Kenefick, South to SH 299. Surf. (SAP-973 (2))	165,000.00
SH 199	6.500	Washita River, East. Gr., Dr., Bridge & Surf. (SAP-926 (5))	325,000.00
US 75		Bridge across Red River. Paint Bridge. (MC-300)	10,000.00
SH 299	7.000	From approx. 5.8 miles South of Durant, South. Gr., Dr., Bridge & Dustless Type Surf. (S-678 (2) SH)	365,000.00
		Total Projects Programmed	$ 869,000.00
		Total for County	$ 1,563,802.06
		CADDO COUNTY	
Projects Completed			
SH 58	5.935	Carnegie, North. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (FAS-409 (3) Pt. 1)	$ 121,575.69
SH 58	6.804	From 5.9 miles North of Carnegie, North to SH 41. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (FAS-409 (3) Pt. 2)	125,941.74

Hwy. No.	Mileage	Location & Description	Amount
		CADDO COUNTY (Con't.)	
Projects Completed			
US 281	0.468	At White Bread Creek, approx. 2.5 miles North of Gracemont. Gr., Asph. Stab. Base, Sing. Bit. Surf. Crse. & 1 Bridge. (SAP-651 (2))	$ 32,320.86
SH 58A	0.489	From SH 58, East toward Eakly. Gr., Asph. Stab. Base Crse. & Sing. Bit. Surf. Crse. (SAP-775 (2))	5,317.12
SH 58		East Branch of Little Washita River, approx. 1.0 mile West of Cyril. Rock Bank Prot. (RC-85 (1))	5,380.00
US 66		South Canadian River Bridge near Bridgeport. Bank Prot. (RC-62 (1))	33,951.75
SH 58		Cedar Creek Bridge, North of Carnegie. Bank Prot. (RC-66 (1))	3,025.00
SH 9		Hog Creek, West of Anadarko. Bank Prot. (RC-67 (1))	12,655.00
SH 9		Washita River, South of Ft. Cobb. Bank Prot. (RC-68 (1))	5,773.50
SH 58	5.974	Carnegie, South. Gr. & Dr. (S-680 (1) SH)	58,138.13
SH 58	17.500	From Jct. US 66, South to SH 41. Reshape Ditches & Slopes, Place Traf. Bnd. Surf. (M-1902)	55,100.00
US 62	7.000	From Anadarko, South & West to Jct. SH 9. Place Stab. Oil Base, Prime & Place Armor Coat. (M-1992)	68,000.00
SH 9	18.900	From Jct. SH 9 & US 62, West thru Ft. Cobb & Carnegie to Kiowa County line. Reprocess old Mat & Armor Coat. (M-1808)	45,655.00
US 62	10.600	From Apache, North to Jct. SH 9. Recondition & Armor Coat. (M-1809)	59,000.00
US 281	15.500	From Jct. US 281 & SH 41, West thru Binger & North to 1.0 mile South of Hinton. Reprocess old Mat. & Armor Coat. (M-1810)	39,275.00

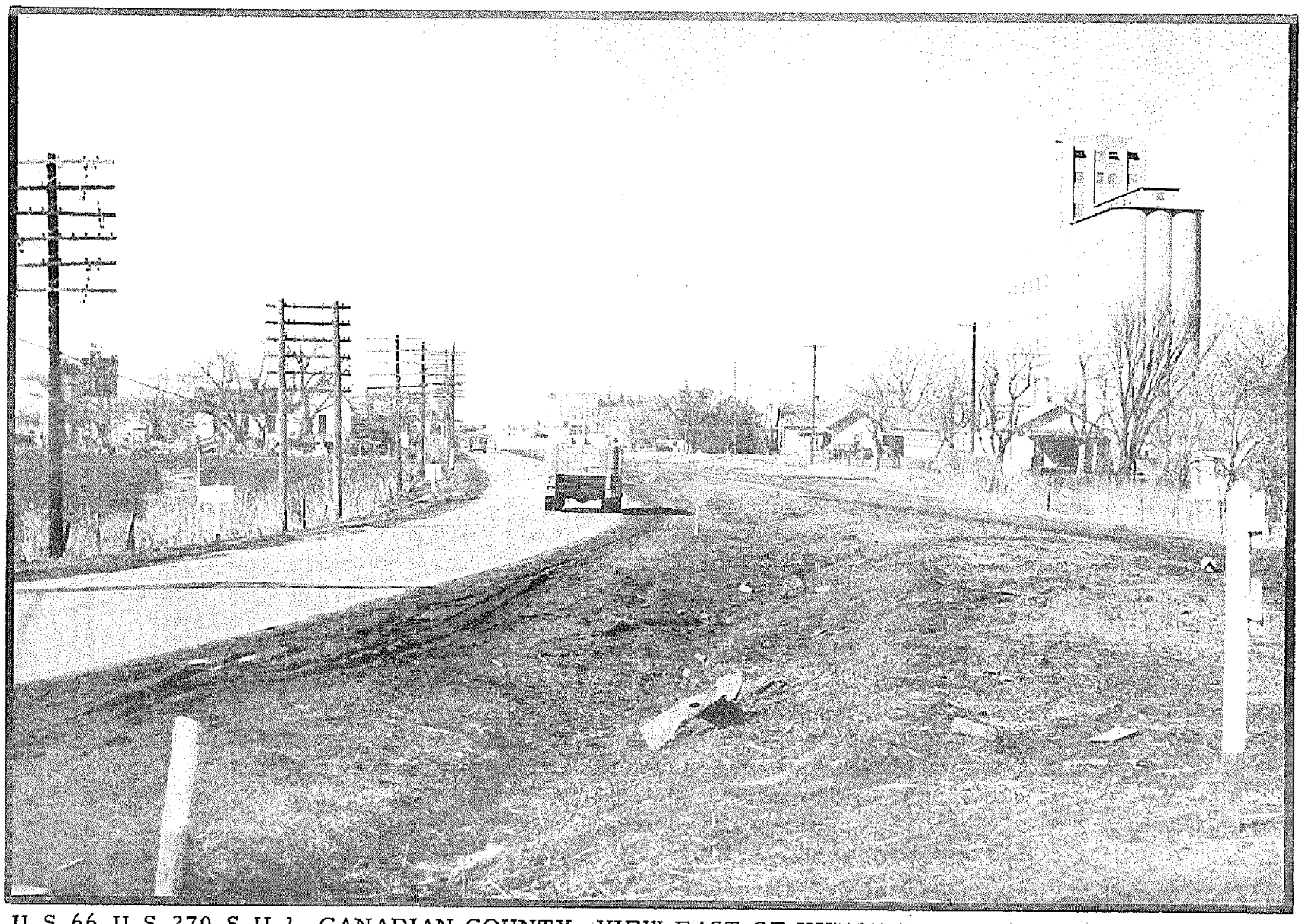
Hwy. No.	Mileage	Location & Description	Amount
		CADDO COUNTY (Con't.)	
Projects Completed			
US 66	21.000	Weatherford, East to Bridgeport. Emergency Flood Repairs, Replace Rip-Rap & Conc. (Part in Custer Co.) (X-181)	$ 41,000.00
US 281	0.750	From North edge of Anadarko, North across Washita Bottom. Replace Washed out Embankment, Repair Damaged Timber Hand Rail, Replace Rip-Rap & Replace Damaged Oil Mat Surf. (X-204)	5,500.00
FAS Rd.	1.109	US 66, North to Bridgeport. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-416 (1))	20,333.18
FAS Rd.	3.235	SH 41 in Binger, South. Gr., Dr., Asph. Stab. Base, Sing. Bit. Surf. Crse. & 1 Bridge. (S-428 (1))	69,665.56
FAS Rd.	0.989	SH 41, North to Eakley. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-448 (1))	13,396.84
FAS Rd.	6.053	US 281, 1.5 miles North of Anadarko, East & North. Gr., Dr., Traf. Bnd. Surf. Crse. & 4 Bridges. (S-97 (1))	68,482.10
FAS Rd.	0.499	Approx. 0.5 mile East of SH 58, East thru Eakly. Gr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (CS-8-2 (1))	7,090.97
FAS Rd.	2.236	From US 66, 1.0 mile West of SH 58, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (CS-8-1 (1))	17,374.85
		Total Projects Completed	$ 913,952.29
Projects Under Construction			
SH 58	7.908	Apache, East. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-679 (1) SH Pt. 1)	$ 192,014.52
SH 58	0.886	From 7.9 miles East of Apache, East to Cyril. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-679 (1) SH Pt. 2)	28,131.85
		Total Projects Under Construction	$ 220,146.37
Projects Programmed			
SH 58	17.600	SH 41, North to US 66. Gr. & Surf. (SAP-775 (2))	$ 375,000.00

Hwy. No.	Mileage	Location & Description	Amount
		CADDO COUNTY (Con't.)	
Projects Programmed			
SH 58	6.000	Carnegie, South. Dustless Type Surf. (S-680 (2) SH)	$ 120,000.00
		Total Projects Programmed	$ 495,000.00
		Total for County	$ 1,629,098.66
		CANADIAN COUNTY	
Projects Completed			
US 66	1.575	Yukon, East. Gr., Dr., P. C. Conc. Pav. & 2 Bridges. (SAP-306 (2))	$ 285,825.44
US 66		At Four Mile Creek, West of El Reno. 3 Timber Spans on Pedestrian Bridge. (SAP-686 (1))	1,185.55
SH 37	6.500	SH 41, North. Gr. & Minor Drainage Structures. (Part in Caddo Co.) (SAP-934 (1))	28,527.00
US 66		1.0 mile South of US 66 at Shell Creek 2.5 miles West of Yukon & Purcell Creek 4.75 miles West of Yukon. Repair 2 Bridges. (RC-94 (1))	8,180.00
US 81		South Canadian River, South of Union City. Repair Truss. (RC-2 (3))	3,640.00
SH 4	9.500	Yukon, North. Sing. Bit. Surf. Crse. (MC-Div. 4 (3) Pt. 1)	12,356.95
US 66		2.0 miles East of Jct. US 81. Construct Driveways to Permanent Scales. (C-1410)	6,500.00
SH 37	22.400	Hinton, Southeast to SH 41. Gr., Dr., Sing. Bit. Surf. Tr. & Bridges. (Part in Caddo Co.) (C-1388)	297,000.00
US 270	11.200	Calumet to Geary. Repair Base, Surf., Major Patching & Spot Seal. (M-1782)	31,600.00
SH 41A	0.800	Mustang, North to SH 41. Repair Surf. & Sing. Bit. Surf. Tr. (M-1737)	3,100.00

Hwy. No.	Mileage	Location & Description	Amount
		CANADIAN COUNTY (Con't.)	
Projects Completed			
SH 41	15.000	Union City, East to Oklahoma County line. Repair Base, Surf. & Spot Seal. (M-1777)	$ 16,000.00
SH 4	9.500	Yukon, North to Piedmont. Major Patching. (M-1780)	5,600.00
US 81		On US 81 & US 66 in El Reno. Repair & Resurf. Streets. (M-1864)	36,000.00
US 81		2.0 miles South of Union City at South Canadian River Bridge. Bridge Repairs. (X-192)	5,000.00
FAS Rd.	7.574	From US 66 at Yukon, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-663 (1) Pt. 1)	31,043.66
FAS Rd.	0.435	From 7.5 miles South of US 66 at Yukon, South to SH 41. Gr. & Traf. Bnd. Surf. Crse. (S-663 (1) Pt. 2)	1,607.30
FAS Rd.	5.530	3.0 miles East of Caddo County line, Northeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-162 (1))	54,836.15
FAS Rd.	4.733	Piedmont, North 0.75 mile & East to County line. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-89 (1))	41,289.85
FAS Rd.	3.988	4.0 miles South & 2.0 miles West of El Reno, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-99 (2))	17,415.15
FAS Rd.	4.991	From US 66 approx. 7.0 miles West of El Reno, South. Reshaping, Base Crse. & Dbl. Bit. Surf. Crse. (CS-9-1 (1))	25,666.84
		Total Projects Completed	$ 912,373.89
Projects Under Construction			
US 66	0.053	Yukon, West. 4 Bridges. (FI-F 163 (6) Brs.)	$ 156,516.06
US 66	5.946	Yukon, West. 5.425 miles Gr. & Dr. & 0.521 miles P. C. Conc. Pav. (FI-F 163 (6) Rdy. Pt.1)	503,601.00
US 66	5.425	From just West of Yukon, West. Asph. Conc. Pav. (FI-F 163 (6) Rdy. Pt. 2)	446,875.04

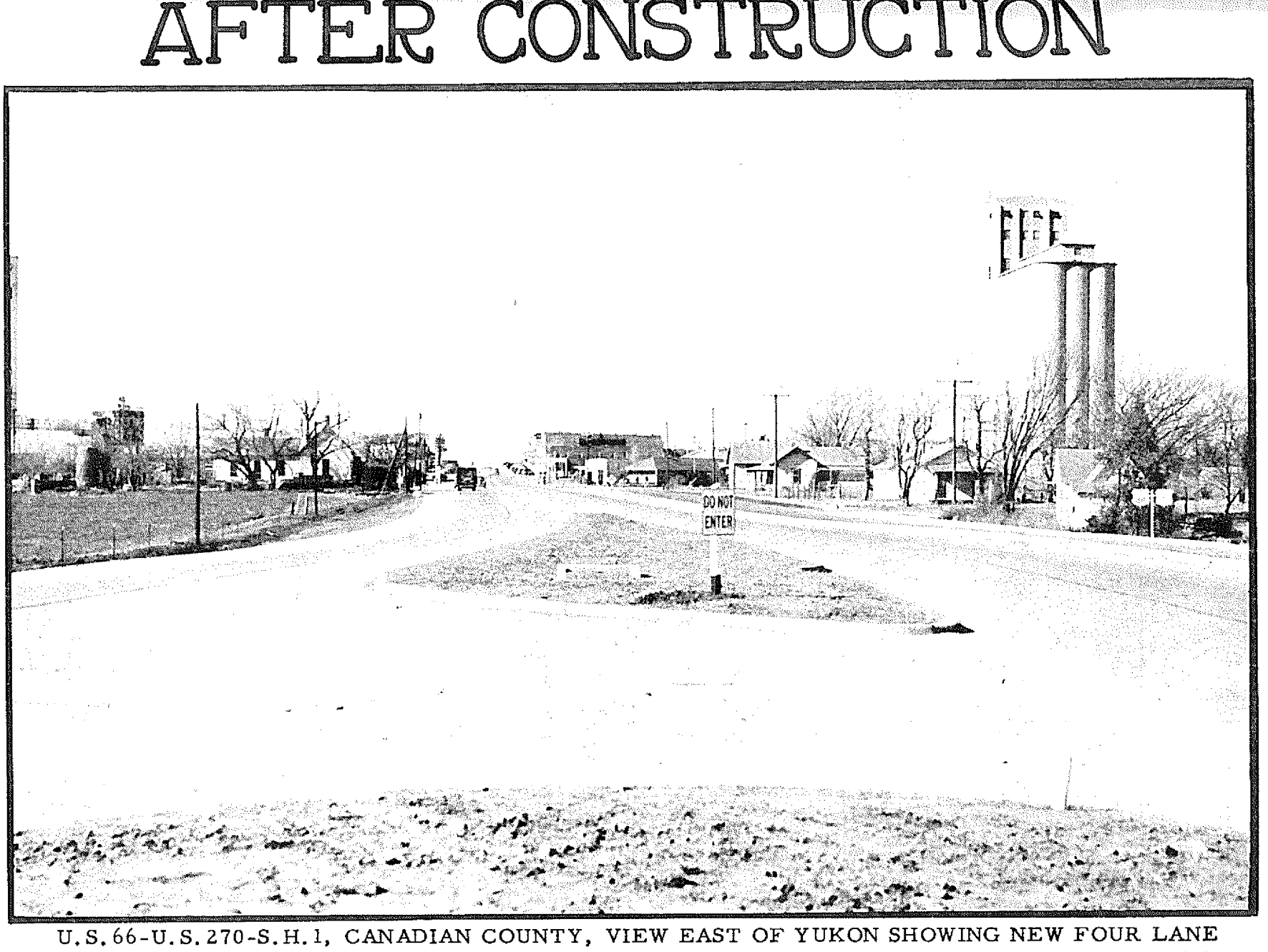


BEFORE CONSTRUCTION



U.S.66-U.S.270-S.H.1, CANADIAN COUNTY, VIEW EAST OF YUKON BEFORE NEW CONSTRUCTION

AFTER CONSTRUCTION



U.S.66-U.S.270-S.H.1, CANADIAN COUNTY, VIEW EAST OF YUKON SHOWING NEW FOUR LANE DIVIDED PORTLAND CEMENT CONCRETE PAVING AND CHANALIZED TRAFFIC INTERSECTION.

Hwy. No.	Mileage	Location & Description	Amount
		CANADIAN COUNTY (Con't.)	
Projects Under Construction			
FAS Rd.	8.000	Yukon, South 1.0 mile, West 6.0 miles & North 1.0 mile. Construct Detour. Gr., Dr. & Traf. Bnd. Surf. Crse. (M-2043)	$ 40,000.00
		Total Projects Under Construction	$ 1,146,992.10
Projects Programmed			
US 81	2.000	North Canadian River, North. Bridge & Reconstruction. (SAP-107 (4))	$ 350,000.00
US 81	2.500	Northwest Hwy. to Okarche. Stab. Shoulder. (SAP-107 (3))	25,000.00
		Total Projects Programmed	$ 375,000.00
		Total for County	$ 2,434,365.99
		CARTER COUNTY	
Projects Completed			
SH 53	0.840	1.5 miles Southeast of Graham, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (FAS-95 (3))	$ 89,256.55
SH 76	0.681	Demijohn Creek, 1.5 miles South of Wilson. Raise Gr., Make Channel Change & Provide Additional Bridge Opening. (SAP-1031 (1))	20,694.60
SH 53	12.500	From 9.0 miles West of US 77, West to SH 76. Reshape Roadbed & Place Traf. Bnd. Surf. Crse. (M-1869)	14,000.00
US 70	6.700	From Ardmore, East to asph. pav. Replace Broken Conc. Pav. (M-1818)	28,500.00
US 70	0.230	Thru Lone Grove. Place Asph. Stab. Shoulders & Valley Gutter & Sing. Bit. Crse. on each side Present Conc. Surf. (M-1917)	6,900.00
US 77	0.270	In Springer, from South line of school property, North. Place Asph. Stab. Shoulders & Valley Gutter each side present Conc. (M-1918)	8,500.00

Hwy. No.	Mileage	Location & Description	Amount
		CARTER COUNTY (Con't.)	
Projects Completed			
US 77	21.000	North & South across Carter County. Replace Broken Conc. Pav. (M-2004)	$ 17,000.00
SH 7	11.100	From Jct. SH 76, East & North. Repair Base Failures, Prime Areas & Armor Coat. (M-1993)	28,300.00
US 70	5.100	From Jct. SH 76, West to Jefferson County line. Repair Base Failures, Prime Areas & Armor Coat. (M-1995)	10,700.00
SH 53	4.000	From Jct. SH 76, West to Stephens County line. Repair Asph. Surf. & Armor Coat. (M-1803)	9,590.00
US 70	4.100	From Johnston County line, West to conc. Scarify Corrugated Spots, Relay & Armor Coat. (M-1814)	8,930.00
US 70 City Rt.	1.700	From Jct. US 70, South thru Wilson & North to Jct. US 70. Scarify Relay & Armor Coat. (M-1816)	6,560.00
FAS Rd.	4.045	From Oil City, West to SH 76. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-177 (2))	42,137.58
FAS Rd.	5.433	From US 70 at Lone Grove, North to Newport. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-525 (1))	47,283.91
		Total Projects Completed	$ 338,352.64
Projects Under Construction			
SH 18	7.103	From just North of the Washita River, North. Gr., Dr., Stab. Aggr. Base, Dbl. Rock Asph. Surf. Crse. & 1 Bridge. (Part in Murray Co.) (F-352 (1))	$ 262,698.81
SH 18	0.312	At Washita River, 3.4 miles North of Jct. US 70. Gr., Dr. & 1 Bridge. (F-352 (2))	215,182.66
SH 53	6.921	From 1.999 miles West of US 77, West. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-95 (4) SH Pt. 1)	165,593.01
SH 53	1.999	From US 77, West. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-95 (4) SH Pt.2)	58,471.89
FAS Rd.	6.760	From Northwest Corner of Sec. 1, T5S, R2E, South & East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-524 (3))	49,370.12
		Total Projects Under Construction	$ 751,316.49

Hwy. No.	Mileage	Location & Description	Amount
		CARTER COUNTY (Con't.)	
Projects Programmed			
US 77	1.000	Ardmore, South. Right-of-Way. (FI-142 (6))	$ 22,500.00
US 77	1.000	Ardmore, North. Right-of-Way. (FI-90 (3))	48,000.00
SH 18	3.500	US 70, North. Gr., Dr., Bridge & Dustless Type Surf. (F-352 (3))	225,000.00
SH 53	5.000	9.0 miles West US 77, West. Gr., Dr. & Surf. (SAP-977 (1))	150,000.00
		Total Projects Programmed	$ 445,500.00
		Total for County	$ 1,535,169.13
		CHEROKEE COUNTY	
Projects Completed			
SH 51	0.660	Hulbert, West. Gr., Dr. & P. C. Conc. Pav. (SAP-442 (1) Rdy.)	$ 72,326.95
US 62		Illinois River at Tahlequah. Bridge Repair. (RC-82 (1))	43,468.00
SH 10	26.400	SH 33, South. Spot Grav. Subgrade, Shape & Improve Drainage. (Part in Adair & Delaware Cos.) (M-1664)	17,900.00
US 62	13.500	From conc. in Tahlequah, East to Adair County line. Repair, Stab. & Spot Seal. (M-1582)	50,000.00
SH 82	18.700	From SH 82 at Mayes County line, South & East to Tahlequah using F/M Road. Gr., Dr., Grav. & Build & Repair Bridges & Culverts as needed. (M-1659)	50,900.00
SH 10	23.000	US 62, Northeast to Delaware County line. Repair Flood Damage. (X-226)	13,500.00
FAS Rd.	0.025	Double Spring Creek just North of Hulbert. 1 Bridge. (S-130 (1) Br.)	30,156.10
FAS Rd.	3.391	Hulbert, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-130 (1) Rdy.)	38,656.94

Hwy. No.	Mileage	Location & Description	Amount
		CHEROKEE COUNTY (Con't.)	
Projects Completed			
FAS Rd.	0.491	Gideon, Northwest. Gr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-181 (2))	$ 34,530.80
		Total Projects Completed	$ 351,438.79
Projects Under Construction			
SH 51	0.040	At Double Spring Creek, approx. 0.25 mile West of Hulbert. 1 Bridge. (SAP-442 (1) Br.)	$ 51,657.05
SH 51	6.452	Wagoner County line, East to Hulbert. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-442 (2))	135,999.30
SH 10	3.837	US 62, North. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-681 (1) SH Surf.)	77,885.16
SH 10	3.877	US 62, North. Gr., Dr. & Bridges. (S-681 (1) SH Gr. & Br.)	163,445.43
US 62	13.500	Tahlequah, East to Adair County line. Reprocess Old Mat as needed, Grav., Make Subgrade Repairs, Prime & Spot Seal Shouldering. (M-1934)	50,000.00
US 62	13.000	From Muskogee County line to Tahlequah. Reprocess Old Mat, Grav., Make Subgrade Repairs, Prime & Spot Seal Shouldering. (M-1935)	38,000.00
SH 51	10.800	Hulbert to Tahlequah. Reprocess Old Mat, Grav., Stab. Subgrade, Make Minor Surf. Repairs, Apply Complete Armor Coat Seal, Shouldering & Reshaping. (M-1938)	34,000.00
FAS Rd.	3.312	From US 62, South thru Welling. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-658 (1))	71,197.74
		Total Projects Under Construction	$ 622,184.68
Projects Programmed			
SH 10	6.000	4.0 miles North of US 62, North. Gr., Bridge & Surf. (SAP-184 (3))	$ 440,000.00

Hwy. No.	Mileage	Location & Description	Amount
		CHEROKEE COUNTY (Con't.)	
Projects Programmed			
SH 82	5.000	Tahlequah, Northwest. Gr., Dr., Bridge & Dustless Type Surf. (S-599 (2) SH)	$ 242,000.00
SH 82	4.500	Gideon, Southeast. Gr., Dr., Bridge & Dustless Type Surf. (S-181 (3) SH)	218,000.00
		Total Projects Programmed	$ 900,000.00
		Total for County	$ 1,873,623.47
		CHOCTAW COUNTY	
Projects Completed			
US 70	0.472	In Ft. Towson from West City Limits, East. P. C. Conc. Pav. & Sub Drainage. (SAP-303 (1))	$ 84,912.65
US 271	15.000	Fron Pushmataha County line, Southeast to Hugo. Place Sing. Armor Coat. (M-1747)	30,600.00
US 271	10.200	From Hugo, South. Place Sing. Armor Coat. (M-1750)	23,000.00
US 70	1.100	Jackson Street in City of Hugo. Repair & Surf. with Asph. Mat, Adjust Valve Boxes & Manholes to Grade & Repair Conc. Base. (M-1857)	23,000.00
FAS Rd.	0.415	From 2.0 miles South & 2.0 miles East of Grant, East across Horse Creek. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-646 (1))	23,950.50
FAS Rd.	6.737	From US 271, 3.15 miles South of Hugo, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-615 (1) Contr. 1)	22,015.35
FAS Rd.	0.189	Approx. 4.75 miles West of US 271, 3.5 miles South of Hugo. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-615 (1) Contr. 2)	20,079.25
FAS Rd.	2.020	From 2.0 miles South of Grant & 5.5 miles East of US 271, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-646 (2))	34,013.52

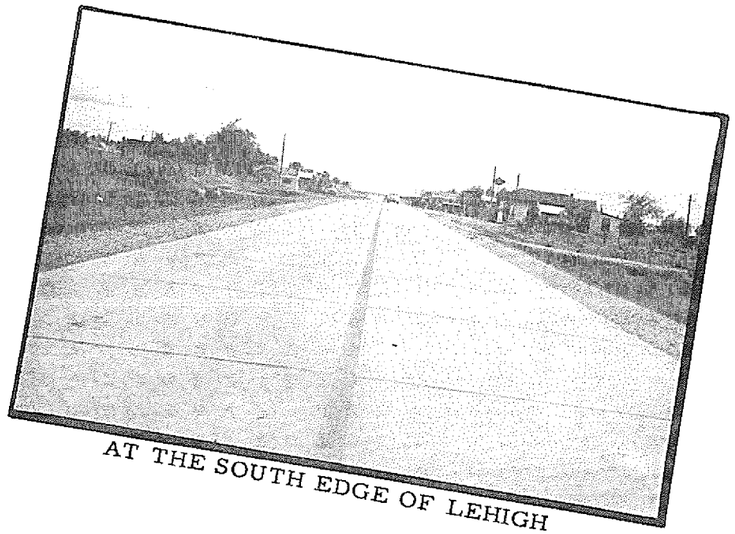
Hwy. No.	Mileage	Location & Description	Amount
		CHOCTAW COUNTY (Con't.)	
Projects Completed			
FAS Rd.	4.962	US 70, 1.0 mile West of Boswell, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-182 (1))	$ 23,913.40
FAS Rd.	3.728	5.0 miles North of Ft. Towson, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-183 (2))	30,528.37
FAS Rd.	0.091	Muddy Boggy River, 7.3 miles West of US 271, 3.5 miles South of Hugo. Bridge & Approaches. (S-615 (3))	26,183.18
FAS Rd.	0.081	At Muddy Boggy River, approx. 5.0 miles South of Soper. Repair Bridge. (CS-12-1 (1))	40,334.80
FAS Rd.	2.750	From 1.25 mile West of Apple, Southwest on Route 1205. Recondition Surf. (CS-12-2 (2))	6,000.00
		Total Projects Completed	$ 388,531.02
Projects Under Construction			
None			
Projects Programmed			
US 271	4.250	Hugo thru Grant to present road. Gr., Dr. & Bridges. (F-33 (17))	$ 187,350.00
US 271	4.250	Hugo thru Grant to present road. High Type Surf. (F-33 (18))	160,650.00
US 271	4.300	Hugo, South. Gr., Dr., Bridge & Surf. (SAP-368 (3))	250,000.00
		Total Projects Programmed	$ 598,000.00
		Total for County	$ 986,531.02
		CIMARRON COUNTY	
Projects Completed			
US 287	3.466	8.5 miles Southeast of Boise City, Southeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (SAP-936 (5))	$ 61,339.04

Hwy. No.	Mileage	Location & Description	Amount
		CIMARRON COUNTY (Con't.)	
Projects Completed			
US 287	3.009	8.5 miles Southeast of Boise City, Southeast. Caliche Base Crse. & Dbl. Bit. Surf. Crse. (SAP-936 (6))	$ 70,234.77
US 287	17.800	Boise City, North to Colorado State line. Sing. Bit. Surf. Crse. (MC-Div. 6 (3) Pt. 3)	26,390.80
US 64		In Cimarron County. Place 2 Historical Markers. (C-1404)	200.00
US 64	20.600	7.0 miles West Texas County line, West. Recondition & Armor Coat. (M-1621)	29,000.00
US 287	17.800	Boise City, North to Colorado State line. Repair & Armor Coat. (M-1796)	37,180.00
US 64	7.000	Texas County line, West. Spot Repairs for Seal. (M-1798)	25,000.00
FAS Rd.	0.227	At Cimarron River, approx. 1.5 miles North of Kenton. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-625 (1))	59,253.24
FAS Rd.	5.492	7.5 miles Southwest of Boise City, South. Caliche Base Crse. & Dbl. Bit. Surf. Crse. (S-334 (3))	30,429.80
FAS Rd.	4.535	3.0 miles Southwest of Boise City, South. Caliche Base Crse. & Dbl. Bit. Surf. Crse. (S-334 (4))	27,887.83
FAS Rd.	3.975	13.0 miles Southwest of Boise City, South. Gr., Dr., Caliche Base & Dbl. Bit. Surf. Crse. (S-334 (5))	42,655.72
FAS Rd.	7.021	3.0 miles South of Keyes, South. Caliche Base & Dbl. Bit. Surf. Crse. (S-335 (4))	56,399.88
		Total Projects Completed	$ 465,971.08
Projects Under Construction			
US 64	3.211	Boise City, Southwest. Gr., Dr., Asph. Stab. Base, Sing. Bit. Surf. Crse., P. C. Conc. Pav. & 1 Bridge. (SAP-1063 (1) Pt. 1)	$ 125,289.16

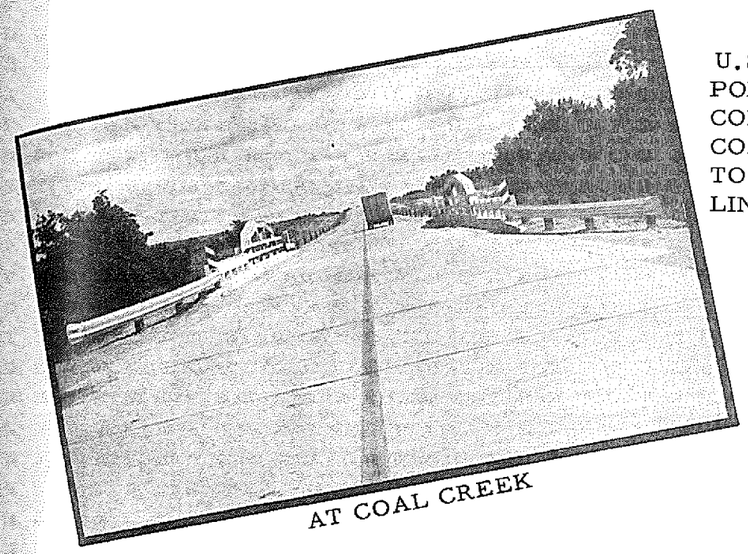
Hwy. No.	Mileage	Location & Description	Amount
		CIMARRON COUNTY (Con't.)	
Projects Under Construction			
FM	7.672	Boise City, West. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-682 (1) SH)	$ 109,956.50
		Total Projects Under Construction	$ 235,245.66
Projects Programmed			
US 287	1.500	From approx. 12.0 miles Southeast of Boise City, Southeast. Gr., Dr., Bridge & Dustless Type Surf. (F-600 (2))	$ 400,000.00
US 64	8.000	From 2.5 miles Southwest of Boise City, Southwest. Gr., Dr., Bridge & Surf. (SAP-1063 (2))	275,000.00
FM	8.000	From 7.5 miles West of Boise City, West. Gr., Dr. & Surf. (SAP-508 (2))	160,000.00
		Total Projects Programmed	$ 835,000.00
		Total for County	$ 1,536,216.74
		CLEVELAND COUNTY	
Projects Completed			
SH 74	1.390	From SH 9, 1.25 mile West of Norman, North. Gr., Dr., Asph. Stab. Base, Sing. Bit. Surf. Crse. & 1 Bridge. (SAP-1017 (1))	$ 55,803.33
SH 9		South Canadian River, Southwest of Norman. Refloor Bridge. (RC-76 (2))	28,970.00
SH 9	0.065	South Canadian River, Southwest of Norman. Bridge Repairs. (RC-76 (1))	16,115.00
SH 77H	6.852	From Jct. SH 77H & US 77, North to Oklahoma County line. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-697 (1) SH Rdy.)	84,388.76
US 77		At A.T. & S.F. Ry. South of Moore. Half Cost to Raise Grade & Structure of Underpass. (C-1420)	4,000.00
SH 74		5.0 miles Northwest of Moore. Relocate Curve. (C-1421)	5,000.00

Hwy. No.	Mileage	Location & Description	Amount
		CLEVELAND COUNTY (Con't.)	
Projects Completed			
US 62	5.400	Oklahoma County to South Canadian River Bridge. Conc. Patch. (M-1963)	$ 14,700.00
US 77	59.700	Oklahoma County line to Murray County line. Place Reflectorized Barrier Line on Center of Road. (M-2045)	2,300.00
US 77	6.000	From Oklahoma County line, South thru Moore. Purchase Ballast Material. (M-1732)	1,800.00
SH 39	6.700	Lexington, East. Armor Coat. (M-1768)	9,500.00
		All Highways. Repair Flood Damage. (X-228)	4,000.00
SH 74	5.000	Norman, Northwest. Repair Flood Damage. (X-211)	4,000.00
FAS Rd.	5.956	From US 77, 5.0 miles North of Lexington, East. Traf. Bnd. Surf. Crse. (S-190 (1))	18,195.95
FAS Rd.	5.987	From 4.0 miles South of Moore & 2.0 miles West of US 77, East & North. Gr., Dr. & 3 Bridges. (S-192 (1))	36,668.36
FAS Rd.	5.980	From 4.0 miles South of Moore & 2.0 miles West of US 77, East & North. Traf. Bnd. Surf. Crse. (S-192 (2))	8,160.00
FAS Rd.	1.918	Lexington, South. Traf. Bnd. Surf. Crse. (S-191 (1))	7,010.60
		Total Projects Completed	$ 300,612.00
Projects Under Construction			
US 77	7.244	From Norman, South. Gr., Dr., Bridge & Asph. Conc. Widening & Resurf. (F-112 (13))	$ 402,582.92
SH 39	4.032	7.0 miles East of Lexington, East. Gr. & Dr. (SAP-1057 (1) Rdy. Pt. 1)	94,701.60
SH 77H	0.019	1.8 miles North of Jct. SH 77H & US 77, North. 1 Bridge. (S-697 (1) SH Br.)	21,376.89
US 77	8.700	Lexington, North to asphalt. Conc. Patch. (M-1960)	24,500.00

Hwy. No.	Mileage	Location & Description	Amount
		CLEVELAND COUNTY (Con't.)	
Projects Under Construction			
FAS Rd.	7.149	Noble, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 3 Bridges. (S-81 (1) Pt. 1)	$ 80,059.30
FAS Rd.	1.010	From 7.149 miles East of Noble, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-81 (1) Pt. 2)	16,535.46
		Total Projects Under Construction	$ 639,756.17
Projects Programmed			
US 77	7.100	From 4.0 miles South of Oklahoma County line, South. Gr., Dr. & Dustless Type Surf. (FI-380 (1))	$ 1,000,000.00
US 77	2.400	From 1.6 miles South of Oklahoma County line, South. Gr., Dr. & Dustless Type Surf. (FI-112 (14))	450,000.00
SH 39	4.200	Pottawatomie County line, West. Surf. (SAP-1057 (2))	90,000.00
US 77	4.000	Norman, North. Gr., Dr. & Surf. (SAP-1067 (1))	365,000.00
SH 9		At South Canadian River Bridge, Southwest of Norman. Refloor & Repair Spans & Truss. (RC-96 (1))	43,900.00
SH 77H	7.000	Hollywood, North. Dustless Type Surf. (S-697 (2) SH)	350,000.00
FAS Rd.	2.656	From 2.3 miles East of US 77, 1.0 mile South of Moore, East. Gr., Dr. & Low Type Surf. (S-189(2))	3,200.00
		Total Projects Programmed	$ 2,302,100.00
		Total for County	$ 3,242,468.17
		COAL COUNTY	
Projects Completed			
US 75	0.067	Coalgate, Southeast. 6 Bridges. (Part in Atoka Co.) (F-254 (2) Br.)	$ 77,284.59



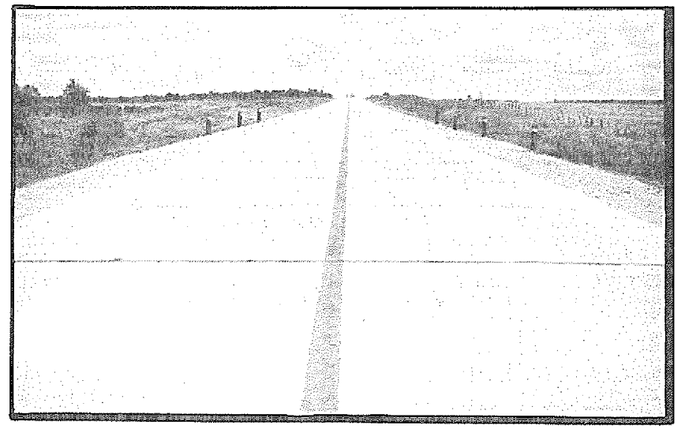
AT THE SOUTH EDGE OF LEHIGH



AT COAL CREEK

U.S.60-S.H.3, COAL COUNTY
PORTLAND CEMENT
CONCRETE PAVING
COALGATE SOUTH
TO ATOKA COUNTY
LINE.

AT THE ATOKA COUNTY LINE



Hwy. No.	Mileage	Location & Description	Amount
		COAL COUNTY (Con't.)	
Projects Completed			
US 75	7.960	Coalgate, Southeast. Gr., Dr. & P. C. Conc. Pav. (Part in Atoka Co.) (F-254 (3))	$ 406,947.40
US 75	7.940	Coalgate, Southeast. Gr. & Dr. (Part in Atoka Co.) (F-254 (2) Rdy.)	101,031.66
SH 31	22.000	Coalgate, North & East to Pittsburg County line. Reshape & Grav. (M-1891)	64,000.00
SH 43		Coalgate, East. Repair 5 Bridges. (Part in Atoka Co.) (M-1735)	18,000.00
US 75	14.000	Hughes County to Jct. SH 53. Patch & Spot Seal. (M-1953)	15,600.00
US 75	0.450	Newell Street in Coalgate. P. O. Contract Resurf. (M-1859)	17,500.00
FAS Rd.	4.533	Jct. SH 3 & US 75, Northwest of Coalgate, Southwest. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-195 (1))	49,314.68
FAS Rd.	3.591	Centrahoma, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-195 (2))	43,573.03
FAS Rd.	6.175	From SH 3, in Centrahoma, North & West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-196 (1))	43,274.50
		Total Projects Completed	$ 836,525.86
Projects Under Construction			
None			
Projects Programmed			
US 75	8.000	SH 3, North. Gr., Dr., Bridge & Surf. (SAP-326 (5))	$ 750,000.00
		Total Projects Programmed	$ 750,000.00
		Total for County	$ 1,586,525.86

Hwy. No.	Mileage	Location & Description	Amount
		COMANCHE COUNTY	
Projects Completed			
SH 36	0.980	In Lawton on 11th Street from Lee Blvd. to Gore Blvd. Gr., Dr., Bridge & P. C. Conc. Pav. (U-372 (1))	$ 263,815.31
US 277		East Cache Creek, 4.0 miles West of Elgin. Bridge Repairs. (RC-63 (1))	1,890.00
US 62	0.090	0.4 mile North of Jct. SH 7 & US 277. Gr., Dr. & Surf. Driveway to O.T.C. Scales. (C-1417)	2,300.00
SH 17	5.000	Sterling, East. Reshape Rdy., Place Base, Prime & Armor Coat. (C-1389)	50,000.00
US 62	25.500	From North line of Ft. Sill Reservation, South & West to Kiowa County line. Replace Broken Conc. Pav. (M-1817)	40,000.00
SH 36	0.800	From West City Limits of Lawton, West to Cameron College. Repair Surf. & Armor Coat. (M-2000)	2,500.00
SH 49	4.000	From Cache, North to Reservation. Armor Coat. (M-2002)	7,700.00
US 62	5.000	Porter Hill, North to Caddo County line. Reprocess, Relay & Armor Coat. (M-1695)	19,565.00
US 62	5.500	From 1.0 mile East of Cache, West to Post Oak Creek. Recondition Surf., Prime & Armor Coat. (M-1804)	38,600.00
SH 36	17.800	From Jct. US 277, West & South to Tillman County line. Patch Surf. & Armor Coat. (M-1805)	35,385.00
SH 49	8.400	From Jct. US 277, West thru Medicine Park to Reservation. Repair Base & Armor Coat. (M-1811)	22,345.00
US 277	4.100	From Jct. SH 36, South to Cotton County line. Repair Base & Armor Coat. (M-1813)	9,730.00
FAS Rd.	4.676	Faxon, East. Gr., Dr., Traf. Bnd. Surf. Crse. & Repair 1 Bridge. (S-103 (1))	44,715.48

Hwy. No.	Mileage	Location & Description	Amount
		COMANCHE COUNTY (Con't.)	
Projects Completed			
FAS Rd.	5.991	SH 7, 13.0 miles East of Lawton, South to County line. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-104 (1))	$ 51,728.46
FAS Rd.	1.996	SH 7, 7.0 miles East of Lawton, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-198 (2))	11,142.43
FAS Rd.	7.791	Kiowa County line, 1.0 mile East & 1.0 mile South of Saddle Mt., Southeast. Gr., Dr., Traf. Bnd. Surf. Crse. & 4 Bridges. (S-274 (1))	85,904.07
FAS Rd.	3.983	SH 7, 6.0 miles East of Lawton, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-337 (2))	30,445.55
		Total Projects Completed	$ 717,766.30
Projects Under Construction			
US 277	6.300	From Lawton, South to Jct. SH 36. Build up Settled Areas with Hot Mix Cold Laid Asph. Surf. Material. (M-1997)	$ 12,600.00
		Total Projects Under Construction	$ 12,600.00
Projects Programmed			
SH 65	19.000	Sterling, South to Cotton County line. Gr., Dr., Bridge & Surf. (SAP-969 (2))	$ 722,000.00
		Total Projects Programmed	$ 722,000.00
		Total for County	$ 1,452,366.30
		COTTON COUNTY	
Projects Completed			
US 70	0.022	From Tillman County line, East. 4 Bridges. (F-375 (1) Br.)	$ 36,917.14
US 70	7.193	Tillman County line, East. Gr. & Dr. (F-375 (1) Rdy. Pt. 1)	94,910.27

Hwy. No.	Mileage	Location & Description	Amount
		COTTON COUNTY (Con't.)	
Projects Completed			
US 70	2.594	7.125 miles East of Tillman County line, East to US 281. Gr. & Dr. (F-375 (1) Rdy. Pt. 2)	$ 22,117.89
US 70	5.693	West of Jefferson County line, West. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-444 (5))	121,128.99
SH 65	6.500	Temple, South. Gr. & Grav. (M-1848)	7,700.00
SH 5B	7.000	Jct. SH 5A, 5.0 miles West of Temple, South to Jct. US 70. Reshape Rdy., Grav. & Refloor 1 Timber Bridge. (M-1849)	7,900.00
SH 65	10.000	From Jct. SH 53 North to Comanche County line. Traf. Bnd. Surf. Crse. (M-1901)	7,500.00
SH 53	7.800	Walters, West to Emerson Corner. Repair Base Failures, Prime Areas & Armor Coat. (M-1994)	14,300.00
SH 5	12.200	Emerson Corner, West to Tillman County line. Repair Base Failures & Armor Coat. (M-2001)	21,100.00
SH 5	7.600	From Jefferson County line, West & North to Temple. Repair Base & Armor Coat. (M-1807)	16,415.00
US 277	6.300	From Comanche County line, South. Repair Base & Armor Coat. (M-1812)	16,505.00
SH 65	6.400	From Jct. SH 53, South to Temple. Repair Base & Armor Coat. (M-1815)	12,930.00
SH 5	0.850	In Walters from West line of "B" Street on Main, East to Broadway, North on Broadway to Missouri Ave. Place Lev. Crse., Hot Mixed Cold Laid Asph. Surf., Repair Base Failures, Adjust Manholes & Valve Boxes to Grade. (M-1862)	27,500.00
SH 5B		6.0 miles West & 3.2 miles South of Temple. Replace Conc. Slab & Conc. Abutment with Wood Piling Abutment Stringers, Floor & Handrail. (X-235)	2,600.00
FAS Rd.	3.012	From US 70, 4.0 miles West of Randlett, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-632 (1))	37,896.35

Hwy. No.	Mileage	Location & Description	Amount
		COTTON COUNTY (Con't.)	
Projects Completed			
FAS Rd.	5.042	US 70, 4.0 miles West of Jefferson County line, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-339 (1))	$ 37,140.25
		Total Projects Completed	$ 484,560.89
Projects Under Construction			
US 70	7.215	From Tillman County line, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-375 (2) Pt. 1)	$ 152,424.96
US 70	2.594	From 7.215 miles East of Tillman County line, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-375 (2) Pt. 2)	$ 62,697.57
SH 5	7.916	From Temple, West & North. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-347 (3) SH Pt. 1)	240,821.64
SH 5	1.395	From approx. 7.9 miles West & North from Temple, North to Walters. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-347 (3) SH Pt. 2)	41,718.81
		Total Projects Under Construction	$ 497,662.98
Projects Programmed			
SH 65	8.000	Temple, South. Gr., Dr. & Surf. (SAP-969 (2))	$ 240,000.00
US 70	7.000	Randlett, East. Gr., Dr. & Bridge. (SAP-1073 (1))	155,000.00
		Total Projects Programmed	$ 395,000.00
		Total for County	$ 1,377,223.87
		CRAIG COUNTY	
Projects Completed			
US 59	7.873	Kansas State line, South to Welch. Gr., Dr., Stab. Aggr. Base & Asph. Conc. Surf. Crse. (F-243 (4))	$ 287,188.60

Hwy. No.	Mileage	Location & Description	Amount
		CRAIG COUNTY (Con't.)	
Projects Completed			
US 59	5.883	Welch, Southwest. Gr., Dr., Stab. Aggr. Base & Asph. Conc. Surf. Crse. (F-243 (5))	$ 210,208.04
SH 85	1.569	Ketchum, West to SH 82. Gr., Dr., Base, Dbl. Bit. Surf. Crse. & 2 Bridges. (SAP-1018 (1))	49,817.65
US 59	11.500	Vinita, North. Sing. Bit. Surf. Crse. (MC-Div. 8 (3) Pt. 1)	13,059.44
SH 10	33.400	Welch, West. Spot Grav., Raise Grade & Repair 2 Bridges. (Part in Nowata Co.) (C-1392)	46,000.00
US 60	12.300	From US 66, Northwest to Nowata County line. Recondition & Armor Coat. (M-2014)	16,000.00
SH 10	5.700	Ottawa County line, West to Welch. Recondition & Armor Coat. (M-2015)	7,500.00
US 66		Bridges on US 66. Clean & Paint Steel Bridges. (Part in Ottawa & Rogers Cos.) (M-1702)	37,500.00
US 66	20.300	Rogers County line to Ottawa County line. Cut out & Repair Conc. Pav. (M-1669)	100,000.00
US 66		Wilson Street in Vinita. Asph. Conc. Surf. Crse. (M-1855)	26,000.00
FAS Rd.	4.986	Vinita, Northwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-652 (1) Rdy.)	40,807.58
FAS Rd.	0.038	At Big Cabin Creek, approx. 2.0 miles Northwest of Vinita. 1 Bridge. (S-652 (1) Br.)	50,507.76
FAS Rd.	0.283	Elm Branch, approx. 1.0 mile West of Vinita. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-652 (2))	26,588.70
		Total Projects Completed	$ 911,177.77
Projects Under Construction			
SH 10	0.283	In Welch, from US 59 to M.K. & T. RR. Gr., Dr. & P. C. Conc. Pav. (SAP-1028 (2))	$ 45,016.92
		Total Projects Under Construction	$ 45,016.92

Hwy. No.	Mileage	Location & Description	Amount
		CRAIG COUNTY (Con't.)	
Projects Programmed			
SH 82	11.300	US 66, South. Dustless Type Surf. (Part in Mayes Co.) (S-137 (4) SH)	$ 400,000.00
		Total Projects Programmed	$ 400,000.00
		Total for County	$ 1,356,194.69
		CREEK COUNTY	
Projects Completed			
SH 16	0.060	From Bristow, Southeast. 3 Bridges. (SAP-1016 (1) Br.)	$ 98,578.97
SH 16	0.033	From 7.916 miles Southeast of Bristow, Southeast to Okmulgee County line. 3 Bridges. (SAP-1016 (2) Br.)	51,032.19
SH 16	7.856	Bristow, Southeast. Gr. & Dr. (SAP-1016 (1) Rdy.)	96,856.16
SH 16	7.006	From 7.916 miles Southeast of Bristow, Southeast to Okmulgee County line. Gr. & Dr. (SAP-1016 (2) Rdy.)	123,693.13
SH 67	0.444	7.0 miles West of Jct. Gr., Dr., Grav. Base, Dbl. Bit. Surf. Crse. & 3 Bridges. (SAP-682 (4))	124,283.38
SH 27	12.500	Bristow, South. Sing. Bit. Surf. Crse. (Part in Okfuskee Co.) (MC-Div. 8 (3) Pt. 2)	15,912.75
US 66		Thru Bristow. Furnish Material for Widening & Surf. City to furnish Labor & Supervision. (C-1394)	17,500.00
SH 33	0.750	On SH 33, in Drumright from Jones to Maine Ave. Place Asph. Conc., Repair Base & Adjust Manholes. (M-2029)	45,000.00
US 75	10.700	South limits of Sapulpa, South thru Kiefer & Mounds to Okmulgee County line. Repair Failures in Conc. Pav. (M-1709)	55,000.00
SH 67	3.500	From Jct. US 66, West. Recondition & Seal. (M-1823)	20,100.00

Hwy. No.	Mileage	Location & Description	Amount
		CREEK COUNTY (Con't.)	
Projects Completed			
SH 67	6.000	From Drumright, East. Recondition & Seal. (M-1824)	$ 36,000.00
US 75	0.700	Main Street in Sapulpa from Dewey Ave. South. Resurf. (M-1866)	33,000.00
SH 99		2.0 miles North of Drumright. Rip-Rap & Replace Slab. (X-195)	3,500.00
SH 27	13.000	From Bristow, South on Little Deep Fork Bridge. Repair Shoulder Washes & Rip-Rap. (X-212)	9,000.00
SH 33 & SH 67		Remove Drift from Bridges & Culverts. (X-213)	1,300.00
FAS Rd.	4.370	From North Urban Limits of Sapulpa, North to Tulsa County line. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-641 (1))	96,637.48
FAS Rd.	5.212	US 66, 3.5 miles Southwest of Depew, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-114 (1))	53,502.91
FAS Rd.	4.381	5.0 miles North of US 66, North to Shamrock. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-114 (2))	23,352.80
FAS Rd.	0.023	Gypsy, West. 2 Bridges. (S-206 (1) Br.)	34,445.33
FAS Rd.	2.902	Gypsy, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-206 (1) Rdy.)	25,000.30
FAS Rd.	4.762	Jct. US 66 in Kellyville, Southwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-605 (1))	36,179.55
		Total Projects Completed	$ 999,874.95
Projects Under Construction			
US 66	4.687	Tulsa County line, Southwest. Gr., Dr. & 3 Bridges. (FI-93 (6))	$ 218,377.30
US 66	4.688	Tulsa County line, Southwest. Gr., Dr. & P. C. Conc. Pav. (FI-93 (7))	343,514.51
US 66	4.418	Sapulpa, West. Gr., Dr. & 3 Bridges. (SAP-102 (2) Gr., Dr. & Br.)	295,425.45

Hwy. No.	Mileage	Location & Description	Amount
		CREEK COUNTY (Con't.)	
Projects Under Construction			
US 66	4.399	Sapulpa, West. Asph. Conc. Pav. (SAP-102 (2) Surf.)	$ 304,228.25
SH 16	7.823	From Bristow, Southeast. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-384 (4) SH Pt. 1)	232,120.06
SH 16	7.058	From 7.823 miles Southeast of Bristow to Okmulgee County line. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-384 (4) SH Pt. 2)	217,017.78
US 66	37.000	Sapulpa, West. Repair Damage to Shoulders & Side Ditches. (X-250)	20,000.00
SH 27	13.000	Bristow, South. Repair Damage to Shoulders & Side Ditches. (X-251)	8,000.00
FAS Rd.	0.020	From SH 67, 0.5 mile East of Drumright, North. 2 Bridges. (S-114 (3) Br.)	25,606.00
FAS Rd.	2.231	From SH 67, 0.5 mile East of Drumright, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-114 (3) Rdy.)	27,613.51
FAS Rd.	4.054	Gypsy, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-206 (2))	51,201.93
		Total Projects Under Construction	$ 1,743,104.79
Projects Programmed			
US 66		At Jct. Frisco Ry. & US 66, West of Sapulpa. Overpass. (FAGS-713 (1))	$ 100,000.00
US 75		Rock Creek Bridge, South of Sapulpa. Bridge Extension. (SAP-408 (1))	40,000.00
SH 67	1.000	Drumright, East. Gr., Dr. & Surf. (SAP-682 (5))	150,000.00
SH 67	0.200	Schooler Creek. Bridge & Approaches. (SAP-682 (6))	75,000.00
US 66	0.068	At Rock Creek, 1.0 mile West of Sapulpa. Bridges. (SAP-102 (3))	148,300.00
FAS Rd.		From SH 33, West of Drumright, Northeast. Gr., Dr., Dustless Type Surf. & Bridge. (S-702 (1))	110,000.00

Hwy. No.	Mileage	Location & Description	Amount
		CREEK COUNTY (Con't.)	
		Total Projects Programmed	$ 623,300.00
		Total for County	$ 3,366,279.74
		CUSTER COUNTY	
Projects Completed			
SH 33	0.178	At Beaver Creek, approx. 0.25 mile West of US 183. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (SAP-836 (2))	$ 47,213.49
US 183		Washita River Bridge, North of Clinton. Bank Prot. (RC-74 (1))	15,540.00
SH 47	0.034	Within limits of S-684 (1) Gr. 3 Bridges. (S-684 (1) SH Br.)	45,411.85
SH 47	6.740	Thomas, West. Gr. & Dr. (S-684 (1) SH Gr.)	78,529.94
SH 54	16.600	From Jct. US 66, West of Weatherford, South to SH 41. Reshape & Traf. Bnd. Surf. Crse. (Part in Washita Co.) (C-1379)	46,652.25
SH 33	4.500	Custer City, West. Armor Coat Ditch Checks & Shoulders. (M-1611)	10,900.00
SH 4		South of Thomas; Thomas, West; Custer City to Thomas. Repair Flood Damage. (X-201)	4,100.00
FAS Rd.	7.955	From SH 54, 2.0 miles North of Weatherford, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-341 (1))	50,031.60
FAS Rd.	5.941	SH 33 at Butler, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-342 (1))	48,533.35
		Total Projects Completed	$ 346,912.48
Projects Under Construction			
SH 33	0.085	From 4.0 miles East of Butler, East to US 183. 6 Bridges. (SAP-836 (3) Br.)	$ 75,815.97
SH 33	7.826	From 4.0 miles East of Butler, East to US 183. Gr. & Dr. (SAP-836 (3) Pt. 1 Rdy.)	141,699.68

Hwy. No.	Mileage	Location & Description	Amount
		CUSTER COUNTY (Con't.)	
Projects Under Construction			
SH 33	0.310	From 11.911 miles East of Butler, East to US 183. Gr. & Dr. (SAP-836 (3) Pt. 2 Rdy.)	$ 8,657.17
US 66		At Little Deer Creek, 0.5 miles West of Weatherford. Bridge Repair & Erosion Control. (RC-86 (1))	28,372.65
SH 47	6.834	In Thomas & West. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-684 (1) SH Surf.)	138,670.64
		Total Projects Under Construction	$ 393,216.11
Projects Programmed			
SH 34	13.000	Dewey County line, South. Gr., Dr. & Dustless Type Surf. (Part in Roger Mills Co.) (F-418 (3))	$ 350,000.00
SH 34	9.000	Hammon, South. Gr., Dr. & Dustless Type Surf. (Part in Roger Mills Co.) (F-255 (2))	225,000.00
SH 54	8.000	US 66, North. Gr., Dr., Bridge & Surf. (SAP-1074 (1))	475,000.00
SH 33	8.000	US 183, West. Surf. (SAP-836 (4))	220,000.00
FAS Rd.	3.000	From 1.0 mile East & 2.0 miles North of Butler, North. Gr., Dr., Low Type Surf. & Bridges. (S-133 (1))	52,700.00
		Total Projects Programmed	$ 1,322,700.00
		Total for County	$ 2,062,828.59
		DELAWARE COUNTY	
Projects Completed			
US 59	6.060	Jay, South. Gr. & Dr. (F-349 (1))	$ 192,124.97
US 59	5.771	Jay, South. Stab. Aggr. Base Crse. & Dbl. Bit. Surf. Crse. (F-349 (2))	132,722.43
SH 25	2.408	From Jct. SH 10 & SH 25, East of Grove, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-694 (1) SH)	41,404.50

Hwy. No.		Mileage	Location & Description	Amount
			DELAWARE COUNTY (Con't.)	
Projects Completed				
SH	20	17.600	Jay, East. Reshape Roadway & Place Traf. Bnd. Surf. Crse. (M-1875)	$ 60,000.00
SH	10	7.000	From Jct. SH 33, North. Spot Grav. (M-1877)	15,000.00
US	59	4.700	Grove, Northwest. Armor Coat. (M-2019)	7,000.00
SH	10	4.900	Grove, East & North. Armor Coat. (M-2020)	7,500.00
SH SH	33 & 10		On SH 10 at Spavinaw Creek, South of Jay; 10.0 miles West of Siloam Springs on SH 33. Replace Embankment & Resurf. (X-241)	6,800.00
SH	33		4.0 miles West of Siloam Springs. Replace 3 Minor Drainage Structures Fill & Rip-Rap. (X-214)	3,200.00
FAS	Rd.	0.450	Beaty Creek, 5.0 miles East & 3.0 miles South of Jay. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-134 (1))	38,988.09
FAS	Rd.	0.378	Spavinaw Creek, 4.0 miles North of Colcord. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-134 (2))	67,913.67
			Total Projects Completed	$ 572,653.66
Projects Under Construction				
US	59	12.200	Grove to Jay. Recondition & Armor Coat. (M-2012)	$ 19,000.00
FAS	Rd.	2.675	From SH 20, 7.0 miles East of Jay, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-134 (3))	37,587.60
Co.	Rd.	0.293	At Cloud Creek, approx. 6.0 miles South & 2.0 miles East of Jay. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (CS-21-1 (1))	26,649.66
			Total Projects Under Construction	$ 83,237.26
Projects Programmed				
US	59	13.000	SH 33, North. Gr., Dr., Bridge & Surf. (SAP-12 (2))	$ 949,000.00
			Total Projects Programmed	$ 949,000.00
			Total for County	$ 1,604,890.92

Hwy. No.		Mileage	Location & Description	Amount
			DEWEY COUNTY	
Projects Completed				
US	60	5.402	4.0 miles East of Vici, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-356 (6))	$ 113,668.55
SH	34	5.106	From just South of Custer County line, North thru Leedey. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-418 (1))	177,725.09
SH	51	7.677	Canton, West. Reshaping, Asph. Stab. Base & Sing. Bit. Surf. Crse. (Part in Blaine Co.) (SAP-834 (1) Pt. 1)	155,282.34
SH	51	5.569	From 7.6 miles West of Canton, West to US 270. Reshaping, Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-834 (1) Pt. 2)	89,612.98
SH	34	7.999	From 1.0 mile North of Leedey, North. Gr. & Dr. (SAP-489 (1) Gr.)	47,641.78
SH	34	7.999	From 1.0 mile North of Leedey, North. Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-489 (1) Surf.)	138,528.06
US	60	4.320	10.0 miles East of Vici, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-357 (5))	95,551.16
US	183	22.700	US 60, South thru Taloga & Putnam. Repair Exist. Surf. & Armor Coat. (M-1984)	49,700.00
US	60	10.500	Intersection US 183, West 5.0 miles & from Vici, West 5.5 miles. Patch Exist. Base, Surf. & Armor Coat. (M-1789)	19,300.00
FAS	Rd.	1.236	From SH 33, just East of Fay, East to Blaine County line. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (Part in Custer Co.) (S-482 (1))	11,728.20
FAS	Rd.	3.925	From 1.0 mile East & 5.5 miles South of Oakwood, Southeast to Blaine County line. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-482 (2))	30,317.78
FAS	Rd.	3.919	From 2.0 miles East of Jct. SH 34 & SH 47, Southeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-483 (1))	30,987.93

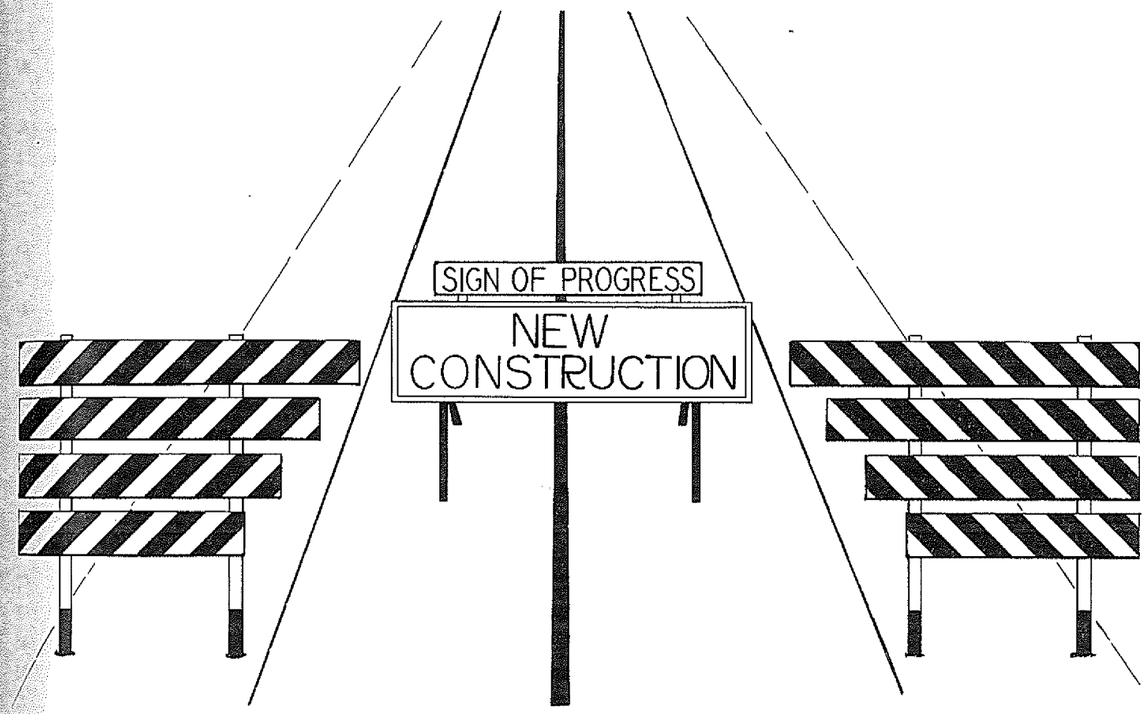
Hwy. No.	Mileage	Location & Description	Amount
		DEWEY COUNTY (Con't.)	
Projects Completed			
FAS Rd.	3.775	From US 183, 0.8 mile North of Taloga, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-507 (4))	$ 30,372.03
FAS Rd.	2.504	1.5 miles East of Leedey, West thru Leedey. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-115 (1))	25,104.57
FAS Rd.	5.561	From 3.0 miles East of Putnam, Southeast. Traf. Bnd. Surf. Crse. (S-504 (2))	9,788.00
FAS Rd.	3.148	From SH 34 at Camargo, Northwest. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-507 (2))	37,810.85
		Total Projects Completed	$ 1,063,119.32
Projects Under Construction			
None			
Projects Programmed			
None			
		Total for County	$ 1,063,119.32
		ELLIS COUNTY	
Projects Completed			
US 60	8.000	From 5.0 miles East of Arnett, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-317 (5))	$ 140,560.39
US 60	6.601	Texas State line, East to US 283. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-316 (5))	158,656.75
SH 15	4.439	Fargo, Southwest. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-659 (3) Pt. 1)	76,592.31
SH 15	4.835	From 4.439 miles Southwest of Fargo, Southwest to Gage. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-659 (3) Pt. 2)	88,040.59

Hwy. No.	Mileage	Location & Description	Amount
		ELLIS COUNTY (Con't.)	
Projects Completed			
US 283	5.549	Shattuck, North. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-663 (4) Pt. 1)	$ 120,931.99
US 283	5.043	5.5 miles North of Shattuck, North. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-663 (4) Pt. 2)	113,433.64
US 283	19.000	US 60, South to Packsaddle. Regrade, Hard Dirt as needed & Grav. (M-1907)	54,000.00
FAS Rd.	6.925	Fargo, South. Drainage Structs. & 1 Bridge. (S-629 (1) Contr. 1)	18,215.01
FAS Rd.	6.925	Fargo, South 3.935 miles Asph. Stab. Base & Sing. Bit. Surf. Crse. & 2.990 miles Traf. Bnd. Surf. Crse. (S-629 (1) Surf. Contr. 2)	43,788.20
FAS Rd.	4.000	From US 60 in Arnett, North. Drainage Structs., Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-626 (1))	40,379.96
FAS Rd.	7.505	From US 60, 7.5 miles East of Arnett, South. Shale Surf. Crse. (S-645 (1))	13,509.50
FAS Rd.	4.510	US 283, 15.0 miles North of Shattuck, West to Gatesby. Traf. Bnd. Surf. Crse. (S-106 (1))	7,892.50
FAS Rd.	5.988	Shattuck, East. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-82 (2))	53,017.03
FAS Rd.	2.912	Gage, South. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-98 (1))	25,249.20
		Total Projects Completed	$ 954,267.07
Projects Under Construction			
FAS Rd.	3.091	From US 283, 2.0 miles North of Shattuck, West. Caliche Base, Dbl. Bit. Surf. Crse. & 2 Bridges. (S-628 (1))	$ 26,236.19
FAS Rd.	6.541	From US 283, 11.0 miles North of Shattuck, West to Texas State line. Gr., Dr. & 2 Bridges. (S-674 (1))	69,370.60
		Total Projects Under Construction	$ 95,606.79

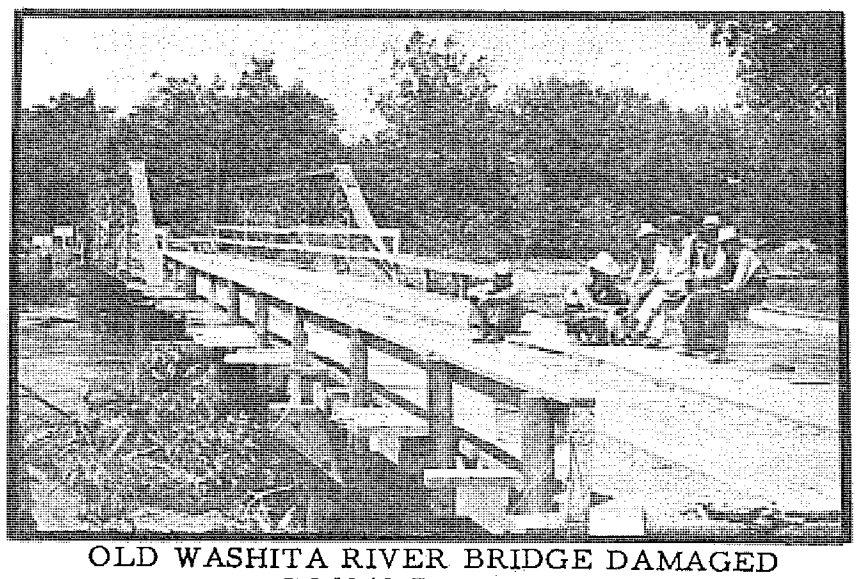
Hwy. No.	Mileage	Location & Description	Amount
		ELLIS COUNTY (Con't.)	
Projects Programmed			
US 60	13.300	Vici, West. Gr., Dr., Bridge & Dustless Type Surf. (Part in Dewey Co.) (F-317 (6))	$ 366,000.00
US 283	14.000	SH 3, South. Gr., Dr. & Surf. (Part in Harper Co.) (SAP-663 (5))	340,000.00
US 283	8.000	US 60, South. Gr., Dr., Bridge & Surf. (SAP-802 (1))	160,000.00
SH 15	6.800	US 283, West. Dustless Type Surf. (S-674 (2) SH)	125,000.00
		Total Projects Programmed	$ 991,000.00
		Total for County	$ 2,040,873.86
		GARFIELD COUNTY	
Projects Completed			
SH 74	7.690	1.854 miles North of the Logan County line, North. Gr., Dr. & 4 Bridges. (F-365 (1) Pt. 2)	$ 132,743.15
SH 74	0.039	Logan County line, North. 2 Bridges. (F-365 (1) Pt. 1 Br.)	92,487.04
SH 74	1.854	Logan County line, North. Gr. & Dr. (F-365 (1) Pt. 1 Rdy.)	27,392.39
SH 15	14.000	Garber, North & East. Sing. Bit. Surf. Crse. (MC-Div.-4 (3) Pt. 2)	18,457.55
SH 74	7.061	Jct. SH 15, North to Salt Fork. Gr. & Dr. (Part in Grant Co.) (S-27 (4) SH Pt. 1 Gr.)	27,646.95
SH 15	13.500	Garber, North & East. Repair & Spot Seal. (M-1971)	7,100.00
SH 74	12.000	Covington, West & South. Detour & Repair 2 Bridges, Reshape & Maintain. (M-1725)	5,387.00
SH 15	14.000	Garber, North & East to Noble County line. Repair Base, Surf., Major Patching & Spot Seal. (M-1781)	8,800.00

Hwy. No.	Mileage	Location & Description	Amount
		GARFIELD COUNTY (Con't.)	
Projects Completed			
FAS Rd.	6.968	From East Corporate Limits of Hunter, West. Gr., Grav. Base, Sing. Bit. Surf. Crse. & Dbl. Bit. Surf. Crse. (S-160 (8))	$ 79,602.38
FAS Rd.	6.000	US 81 at Waukomis, East. Traf. Bnd. Surf. Crse. (S-213 (4))	20,631.15
FAS Rd.	4.664	6.0 miles East of Waukomis, South & East. Traf. Bnd. Surf. Crse. (S-213 (5))	16,034.10
FAS Rd.	4.431	SH 74, West to Douglas. Traf. Bnd. Surf. Crse. (S-213 (6))	15,224.70
FAS Rd.	2.413	Douglas, West. Grav. Base, Sing. Bit. Surf. Crse. & Dbl. Bit. Surf. Crse. (S-213 (7))	28,308.21
FAS Rd.	3.988	US 64, South thru Fairmont. Grav. Base & Sing. Bit. Surf. Crse. (S-303 (1))	33,277.01
FAS Rd.	5.014	From 2.0 miles South of Fairmont, South. Grav. Base Crse. & Sing. Bit. Surf. Crse. (S-303 (2))	57,519.91
		Total Projects Completed	$ 570,611.54
Projects Under Construction			
SH 74	1.859	Logan County line, North. Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-365 (6) Pt. 1)	$ 34,342.07
SH 74	7.791	1.859 miles North of Logan County line, North to Covington. 7.712 miles Asph. Stab. Base & Sing. Bit. Surf. Crse. & 0.079 miles P. C. Conc. Pav. (F-365 (6) Pt. 2)	150,388.26
US 81	3.415	Enid, South. Gr., Dr., Bridge & Asph. Conc. Pav. (SAP-1068 (1))	466,649.29
SH 74	7.067	Jct. SH 15, North to Salt Fork. Asph. Stab. Base & Sing. Bit. Surf. Crse. (Part in Grant Co.) (S-27 (4) SH Pt. 1 Surf.)	122,126.99
		Total Projects Under Construction	$ 773,506.61
Projects Programmed			
City St.		On Main Street in Bison at Rock Island Grade Crossing. Flashing Light Signals.(FAGS-696 (1))	$ 6,500.00

Hwy. No.	Mileage	Location & Description	Amount
		GARFIELD COUNTY (Con't.)	
Projects Programmed			
US 81	0.025	Approx. 1.5 miles South of Enid. Hwy.-Hwy. Separation. (SAP-1068 (2))	$ 47,000.00
		Total Projects Programmed	$ 53,500.00
		Total for County	$ 1,397,618.15
		GARVIN COUNTY	
Projects Completed			
SH 29	4.117	From Elmore City, Northeast. Asph. Conc. Surf. Crse. (F-146 (4) Pt. 2)	$ 189,709.12
SH 29	4.429	In Elmore City & Northeast. 4.118 miles Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges & 0.311 mile Gr., Dr. & P. C. Conc. Pav. (F-146 (2))	174,705.34
SH 29	0.629	From 4.429 miles Northeast of Elmore City, East to US 77. 6 Bridges. (F-146 (3) Br.)	77,591.62
SH 29	7.636	From 4.429 miles Northeast of Elmore City, East to US 77. Gr., Dr. & Traf. Bnd. Surf. Crse. (F-146 (3) Rdy.)	165,629.79
SH 29	7.664	4.0 miles Northeast of Elmore City, East to US 77. Asph. Conc. Surf. Crse. (F-146 (4) Pt. 1)	369,258.98
SH 19	3.296	Lindsay, West. Gr. & Minor Drainage Structures. (F-424 (2))	54,412.35
SH 29	0.195	In Elmore City, from "D" Street to "G" Street. Gr., Dr. & Asph. Conc. Base & Surf. Crse. (SAP-1032 (1))	42,125.68
SH 19	3.917	Lindsay, Northwest to Grady County line. Gr., Dr., P. C. Conc. Pav., Asph. Conc. Surf. Crse. & Bridge. (SAP-852 (4))	264,795.37
US 77	0.522	On Lee Street & South Walnut Street in Pauls Valley. Gr., Dr. & Asph. Conc. Pav. (SAP-986 (3))	74,548.30

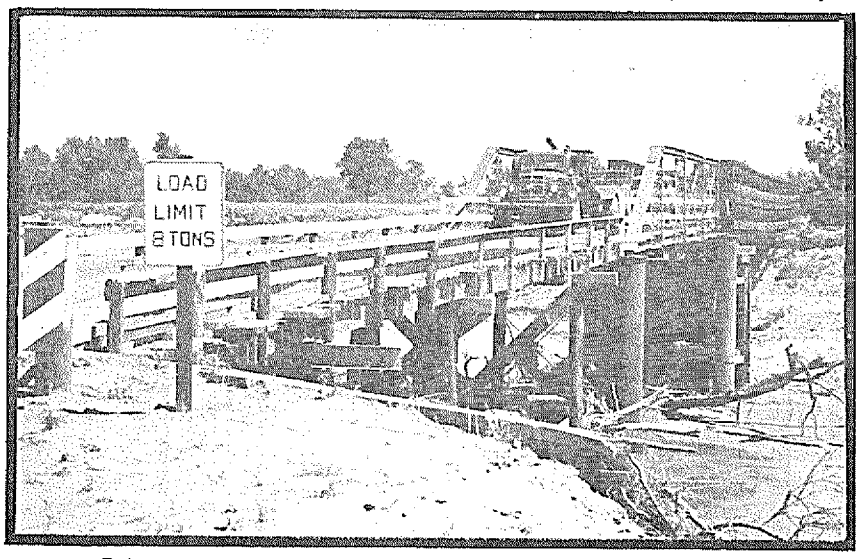


BEFORE CONSTRUCTION

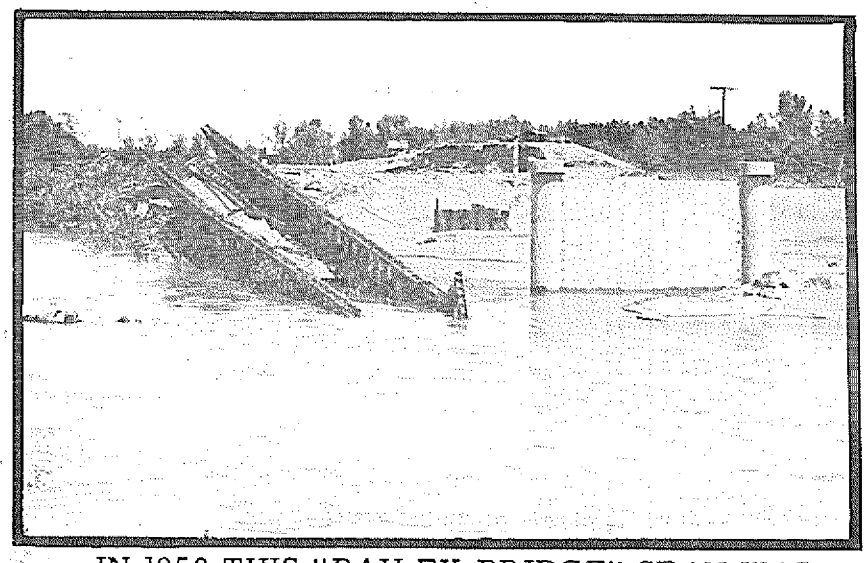


OLD WASHITA RIVER BRIDGE DAMAGED
IN 1949 BY FLOOD

GARVIN CO. - SH 74, NORTH OF MAYSVILLE

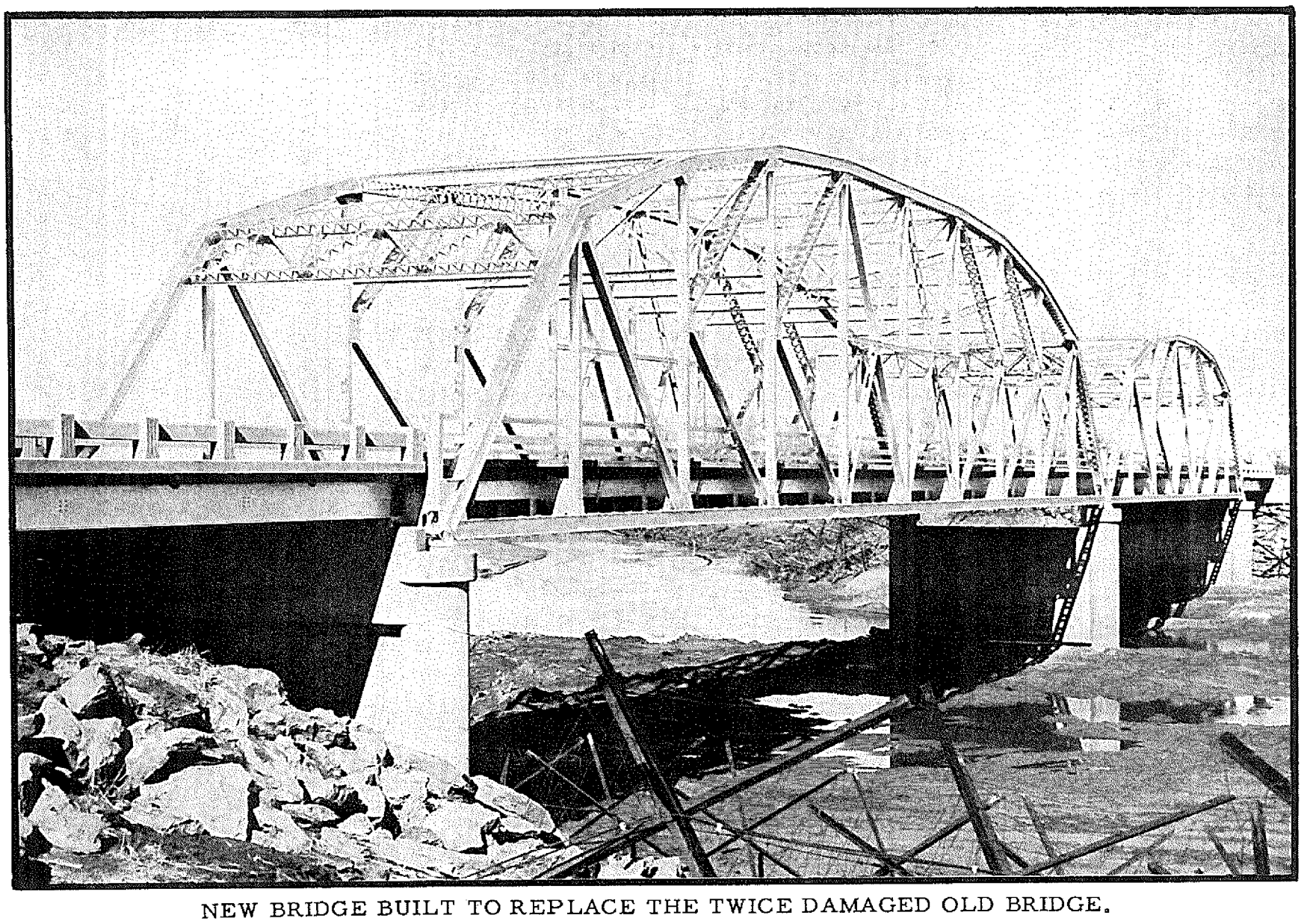


SAME BRIDGE WITH DAMAGED PORTION
REPLACED BY "BAILEY BRIDGE" SPAN.



IN 1950 THIS "BAILEY BRIDGE" SPAN WAS
WASHED OUT BY FLOOD.

AFTER CONSTRUCTION



NEW BRIDGE BUILT TO REPLACE THE TWICE DAMAGED OLD BRIDGE.

Hwy. No.	Mileage	Location & Description	Amount
		GARVIN COUNTY (Con't.)	
Projects Completed			
SH 18	7.081	Stratford, South. Gr., Dr., Stab. Aggr. Base & Bld. Rock Asph. Surf. Crse. (SAP- 747 (3) Pt. 1)	$ 292,641.63
SH 18	3.460	From 7.081 miles South of Stratford, South. Gr., Dr., Asph. Base & Bld. Rock Asph. Surf. Crse. (SAP-747 (3) Pt. 2)	140,397.17
SH 19	0.207	Beef Creek, South edge of Maysville. Gr., Dr., Traf. Bnd. Surf. Crse & 1 Bridge. (SAP-1014 (2))	30,544.79
SH 74		Washita River, 1.0 mile North of Maysville. Bank Prot. (RC-65 (1))	20,520.00
US 77		Washita River, North of Wynnewood. Rock Bank Prot. (RC-69 (1))	3,270.00
US 77		Washita River, North of Wynnewood. Jetty Bank Prot. (RC-69 (2))	21,494.00
SH 19		Washita River, East of Lindsay. Rock Bank Prot. (RC-70 (1))	7,080.00
SH 19		Washita River, East of Lindsay. Jetty Bank Prot. (RC-70 (2))	6,996.00
SH 76	26.000	Jct. SH 7, Northwest. Reshape & Grav. (Part in Carter Co.) (M-1897)	87,000.00
US 77	17.400	McClain County line to Murray County line. Conc. Patch. (M-1962)	9,300.00
SH 7	10.900	From Murray County line to Carter County line. Repair Base Failures, Prime Areas & Armor Coat. (M-1996)	29,500.00
SH 19	17.600	Garvin County line, West to Pauls Valley. Repair & Armor Coat. (M-1763)	60,000.00
SH 19	12.200	Pauls Valley, West to Maysville. Repair & Armor Coat. (M-1769)	22,000.00
SH 19	11.000	Maysville, West to Lindsay. Repair & Armor Coat. (M-1770)	16,000.00

Hwy. No.	Mileage	Location & Description	Amount
		GARVIN COUNTY (Con't.)	
Projects Completed			
SH 18	4.600	McClain County line, South thru Stratford. Repair & Place Armor Coat Seal. (M-1852)	$ 23,000.00
US 77	0.500	Main Street in Wynnewood. P. O. Contract Resurf. (M-1861)	14,800.00
SH 29		West edge of Foster. Shoo Fly Detour Bridge for Honey Creek Bridge. (X-244)	2,500.00
SH 76		Rush Creek 12.0 miles South of Lindsay. Replace Washed Out Bridge. (X-242)	8,000.00
SH 76		Washita River, South of Lindsay. Replace Embankment. (X-168)	3,500.00
SH 74	0.030	2.0 miles North of Maysville. Repair Washita River Bridge. (X-219)	30,000.00
FAS Rd.	3.661	From US 77 in Paoli, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-185 (1))	48,201.05
FAS Rd.	5.995	From SH 76 at Pernell, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-218 (2))	59,663.25
FAS Rd.	0.118	At Sandy Creek 2.0 miles East of Wynnewood & 1.75 miles North of SH 29. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-217 (2))	13,237.30
FAS Rd.	2.102	3.5 miles East of Paoli, North. Traf. Bnd. Surf. Crse. (S-304 (1))	6,478.10
FAS Rd.	7.720	US 77 in Paoli, West to SH 19. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-307 (1))	47,019.19
FAS Rd.		At the Washita River, approx. 5.5 miles West of Paoli. Refloor & Repaint Steel Bridge. (CS-25-1 (1))	4,617.66
		Total Projects Completed	$ 2,420,536.69
Projects Under Construction			
SH 39	0.141	At Honey Creek near Foster. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (SAP-1032 (2))	$ 34,273.20

Hwy. No.	Mileage	Location & Description	Amount
		GARVIN COUNTY (Con't.)	
Projects Under Construction			
SH 74	0.581	At the Washita River just North of Maysville. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-675 (1) SH)	$ 200,298.36
SH 74	6.974	Maysville, North. Gr., Dr. & 4 Bridges. (S-675 (2) SH Pt. 1 Rdy. & Br.)	125,866.02
Co. Rd.	0.500	From SH 76 to Lindsay. Grav. (M-2067)	500.00
SH 29	11.000	Wynnewood, East to SH 18. Grav. (M-2057)	34,500.00
		All Highways. Repair Flood Damage. (X-229)	33,000.00
FAS Rd.	4.072	From SH 18, 4.0 miles South of Stratford, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-633 (1))	27,217.53
		Total Projects Under Construction	$ 455,655.11
Projects Programmed			
SH 29	9.700	Elmore, West. Gr., Dr., Bridge & Surf. (SAP-103 (3))	$ 900,000.00
SH 76	0.200	Washita River. Bridge & Approaches. (SAP-855 (1))	300,000.00
US 77		At Washita River Bridge, North of Pauls Valley. Refloor & Repair Spans & Truss. (RC-97 (1))	16,000.00
SH 74	13.000	Maysville to Elmore. Gr., Dr., Bridge & Low Type Surf. (S-706 (1) SH)	300,000.00
		Total Projects Programmed	$ 1,516,000.00
		Total for County	$ 4,392,191.80
		GRADY COUNTY	
Projects Completed			
SH 19	0.103	8.0 miles Southeast of US 81, Southeast. 5 Bridges. (F-424 (3) Pt. 1 Br.)	$ 163,080.59

Hwy. No.	Mileage	Location & Description	Amount
		GRADY COUNTY (Con't.)	
Projects Completed			
SH 19	7.182	8.0 miles Southeast of US 81, Southeast. Gr. & Dr. (F-424 (3) Pt. 1 Rdy.)	$ 213,734.14
SH 19	2.417	15.0 miles Southeast of US 81, Southeast. Gr., Dr. & 1 Bridge. (F-424 (3) Pt. 2 Rdy. & Br.)	103,382.83
SH 19	7.198	From 3.6 miles Northwest of Alex, Southeast thru Alex. Asph. Conc. Base & Surf. Crse. (SAP-852 (5) Pt. 1)	312,620.23
SH 19	2.419	From 3.6 miles Southeast of Alex, Southeast thru Bradley. Asph. Conc. Base & Surf. Crse. (SAP-852 (5) Pt. 2)	103,870.17
SH 19	0.861	Stubs into Alex & Bradley from SH 19. Gr., Dr. & Asph. Conc. Surf. Crse. (SAP-852 (6))	57,900.72
SH 39		At 5 Bridges between Tabler & McClain County line. Rip-Rap Bank Prot., Flume Retaining Wall & Conc. Apron. (RC-90 (1))	7,848.82
US 62	0.406	Washita River Bridge, East of Chickasha. Repair Bridge & Approaches. (RC-22)	28,024.65
US 81	0.750	Ninnekah, West. Grav. Base with Sing. Bit. Surf. (C-1403)	10,250.00
SH 19	7.500	From Jct. US 81 & SH 19, East & South. Patch Surf. & Armor Coat. (M-1998)	15,200.00
US 81	6.000	From Rush Springs, South to Stephens County line. Repair Surf. & Armor Coat. (M-1801)	10,740.00
SH 39	3.000	From McClain County line, West. Repair Asph. Surf. & Armor Coat. (M-1802)	7,070.00
US 81 & 62	1.200	In Chickasha, East line of 9th. Street on Choctaw, East to C.R.I. & P. Overpass, from South line of Choctaw, South to South line of Oregon Street. Lev. Crse., Hot Mixed Cold Laid Asph. Surf., Repair Base Failures, Adjust Manholes & Valve Boxes to Grade. (M-1863)	40,000.00
SH 19	0.250	Bridge at East edge of Alex. Bridge Repair. At Washita River, 2.5 miles Southeast of Bradley. Replace Embankment. (X-205)	5,000.00

Hwy. No.	Mileage	Location & Description	Amount
		GRADY COUNTY (Con't.)	
Projects Completed			
FAS Rd.	5.996	From US 81, 0.5 mile North of Pocasset, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 3 Bridges. (S-642 (1))	$ 62,504.65
FAS Rd.	2.008	3.0 miles East of Tabler & 1.9 miles South of SH 39, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-117 (1))	61,790.43
FAS Rd.	3.039	From Amber, South. Gr., Dr., Grav. Base & Dbl. Bit. Surf. Crse. (S-621 (1))	51,548.89
		Total Projects Completed	$ 1,254,566.12
Projects Under Construction			
SH 41	0.070	Within limits of SAP-553 (1) Rdy. Pt. 1. 3 Bridges. (SAP-553 (1) Br.)	$ 114,725.91
SH 41	7.782	From Caddo County line, East. Gr. & Dr. (SAP-553 (1) Rdy. Pt. 1)	192,554.85
SH 41	1.233	From 7.852 miles East of Caddo County line, East to US 81. Gr. & Dr. (SAP-553 (1) Rdy. Pt. 2)	11,668.05
US 81	0.100	At Little Washita River near Ninnekah. Repairs to 2 Bridges. (RC-92 (1))	7,952.07
SH 92	5.016	From US 62, North. Stab. Aggr. Base Crse. & Dbl. Bit. Surf. Crse. (S-621 (2) SH Surf.)	82,634.95
SH 92	7.999	From US 62, North thru Amber. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-621 (2) SH Gr., Dr. & Br.)	95,619.47
SH 41		Minco, West. Construct Detour for SAP-553 (1). (M-2062)	4,000.00
		Projects Under Construction	$ 509,155.30
Projects Programmed			
SH 19	0.200	Washita River, Southeast of Bradley. Bridge & Approaches. (F-424 (4))	$ 275,000.00
SH 19	2.100	Garvin County line, Northwest. Gr., Dr. & Dustless Type Surf. (F-424 (5))	335,000.00

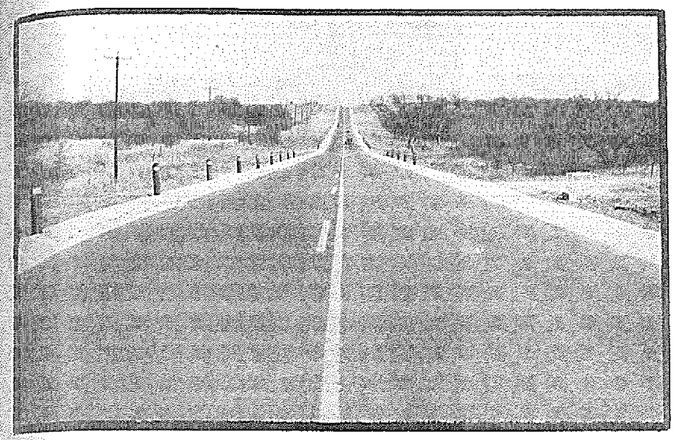
Hwy. No.	Mileage	Location & Description	Amount
		GRADY COUNTY (Con't.)	
Projects Programmed			
SH 41	9.200	US 81, West. Dustless Type Surf. (F-301 (1))	$ 230,000.00
US 81	7.000	Rush Springs to Stephens County line. Widen & Surf. (SAP-397 (2))	350,000.00
SH 92	7.000	Tuttle, South. Gr. & Dr. (S-621 (3) SH)	84,000.00
		Total Projects Programmed	$ 1,274,000.00
		Total for County	$ 3,037,721.42
		GRANT COUNTY	
Projects Completed			
US 81, US 66 & SH 33		7 Bridges on US 81, 2 on US 66, 2 on US 60 & 1 on SH 33. Paint 12 Bridges. (Part in Kingfisher Co.) (MC-318)	$ 21,770.00
US 60	12.100	Pond Creek, East. Sing. Bit. Surf. Crse. (MC-Div.-4 (3) Pt. 3)	16,169.13
SH 74	0.024	Lamont, South to Garfield County line. 3 Bridges. (S-27 (4) SH Br.)	15,501.70
SH 74	5.413	Salt Fork, North to Lamont. Gr. & Dr. (S-27 (4) SH Pt. 2 Gr.)	35,743.81
SH 11	36.000	Across Grant County. Spot Grav. where needed. (M-1908)	20,000.00
US 60	12.100	Pond Creek, East to Conc. Section. Repair Base, Surf. & Spot Seal. (M-1776)	16,500.00
SH 11	0.100	1.0 mile East of Deer Creek. Place Rip-Rap at Culvert. (X-208)	2,500.00
FAS Rd.	0.994	From 1.0 mile North of US 60, 4.0 miles East of Pond Creek, North. Gr. & 2 Bridges. (S-226 (1))	54,753.10
FAS Rd.	4.873	From US 81 at Medford, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-226 (3))	36,214.41

Hwy. No.	Mileage	Location & Description	Amount
		GRANT COUNTY (Con't.)	
Projects Completed			
FAS Rd.	0.979	From 7.0 miles South of Kansas State line at Manchester, South. Gr., Dr., Earth Plating & Traf. Bnd. Surf. Crse. (S-157 (3))	$ 10,860.75
FAS Rd.	4.044	Hawley, North to SH 11. Gr., Dr. & Shale Surf. (S-225 (1))	30,706.00
FAS Rd.	4.992	SH 11, North of Hawley, North. Gr., Dr. & Shale Surf. (S-225 (2))	32,599.70
FAS Rd.	2.498	Medford, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-226 (2))	27,731.60
FAS Rd.	7.088	From Kansas State line at Manchester, South. Gr., Dr., Earth Plating & Traf. Bnd. Surf. Crse. (S-83 (1))	50,935.15
		Total Projects Completed	$ 371,985.35
Projects Under Construction			
SH 11	7.989	From Medford, West. Gr., Dr., Asph. Stab. Base, Sing. Bit. Surf. & 6 Bridges. (F-428 (5))	$ 223,994.94
SH 74	5.431	Salt Fork, North to Lamont. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-27 (4) SH Pt. 2 Surf.)	94,058.90
		Total Projects Under Construction	$ 318,053.84
Projects Programmed			
SH 11	12.800	Alfalfa County line, East. Gr., Dr. & Surf. (SAP-1052 (3))	$ 375,000.00
		Total Projects Programmed	$ 375,000.00
		Total for County	$ 1,065,039.19
		GREER COUNTY	
Projects Completed			
SH 34	3.887	Jackson County line, North. Gr., Dr. & 1 Bridge. (F-340 (4) Pt. 1)	$ 39,222.54

Hwy. No.	Mileage	Location & Description	Amount
		GREER COUNTY (Con't.)	
Projects Completed			
SH 34	6.797	Mangum, Southwest. Gr. & Dr.(F-340 (4) Pt. 2)	$ 60,172.86
SH 34	3.887	Jackson County line, North. Stab. Aggr. Base & Rock Asph. Surf. (F-340 (5) Pt. 1)	132,700.40
SH 34	6.797	Mangum, Southwest. Stab. Aggr. Base & Rock Asph. Surf. (F-340 (5) Pt. 2)	234,397.78
SH 6	0.207	At Elm Fork of Red River, approx. 4.75 miles South of Granite. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (SAP-1020 (1))	55,984.80
SH 34	0.075	In Mangum, on Carolina Ave. from East Lincoln to East Jefferson. Gr., Dr. & P. C. Conc. Pav. (SAP-645 (2))	16,992.84
SH 34		At Salt Fork of Red River, South of Mangum. Bank Prot. (RC-64)	9,018.00
SH 6	6.913	Granite, South to US 283. Gr., Dr. & Bridge. (S-685 (1) SH Gr., Dr. & Br.)	43,723.34
SH 6	6.913	Granite, South to US 283. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-685 (1) SH Surf.)	119,988.84
FAS Rd.	4.984	Northeast Corner Sec. 5, T6N, R21W, South & West to US 283. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-124 (1))	22,682.35
FAS Rd.	5.843	Jester to Plainview. Gr., Dr., Traf. Bnd. Surf. Crse. & Refloor 3 Bridges. (S-228 (2))	49,397.62
FAS Rd.	3.002	1.5 miles South of Willow & 4.0 miles East of US 283, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-229 (2))	23,318.95
		Total Projects Completed	$ 807,600.32
Projects Under Construction			
None			
Projects Programmed			
SH 34	0.200	In Mangum. Surf. (SAP-645 (3))	$ 44,000.00

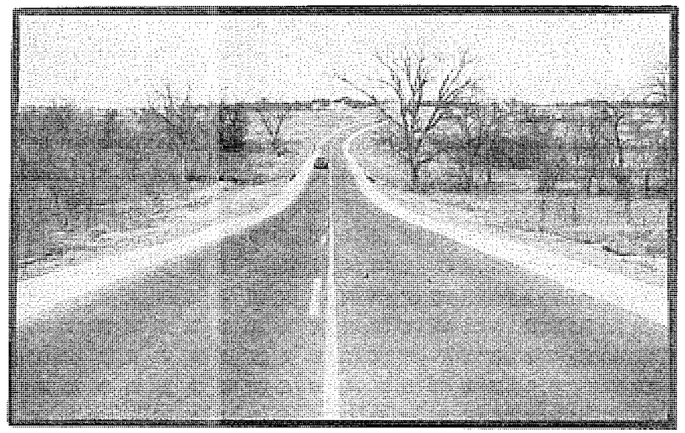
Hwy. No.	Mileage	Location & Description	Amount
		GREER COUNTY (Con't.)	
Projects Programmed			
US 283	0.100	In Mangum. Surf. (SAP-912 (1))	$ 20,000.00
		Total Projects Programmed	$ 64,000.00
		Total for County	$ 871,600.32
		HARMON COUNTY	
Projects Completed			
SH 9	4.808	SH 30, West to Texas State line. Gr., Dr., Stab. Aggr. Base & Rock Asph. Surf. Crse. (SAP-754 (4))	$ 172,675.97
SH 30	7.567	From SH 9, North to Elm Fork of Red River. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-432 (6) SH)	146,938.92
FAS Rd.	5.007	From SH 30 at McKnight, West to Texas State line. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-635 (1))	40,587.39
FAS Rd.	3.067	4.0 miles South & 1.0 mile East of Hollis, East & South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-230 (2))	33,788.40
FAS Rd.	3.996	3.0 miles South of McQueen, North thru McQueen. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-518 (1))	29,084.80
		Total Projects Completed	$ 423,075.48
Projects Under Construction			
None			
Projects Programmed			
SH 90	10.000	Gould, South. Gr., Dr., Bridge & Dustless Type Surf. (S-440 (2) SH)	$ 425,000.00
		Total Projects Programmed	$ 425,000.00
		Total for County	$ 848,075.48

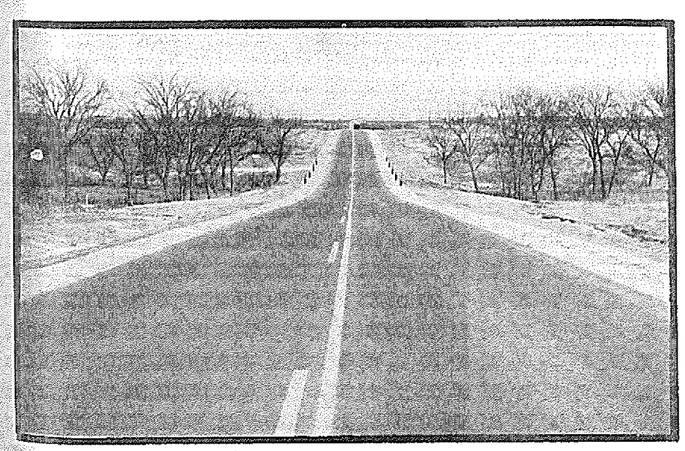
Hwy. No.	Mileage	Location & Description	Amount
		HARPER COUNTY	
Projects Completed			
US 270	8.000	Beaver County line, East. Gr., Asph. Stab. Base Crse. & Sing. Bit. Surf. Crse. (FAP-313 (1))	$ 153,956.69
US 270	7.986	8.0 miles East of Beaver County line, East. Gr., Asph. Stab. Base Crse. & Sing. Bit. Surf. Crse. (FAP-313 (2))	195,874.57
US 270	7.817	US 183, Northwest. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (Part in Ellis & Woodward Cos.) (FAP-313 (3))	160,886.58
		In Buffalo- Division 6 Headquarters. Warehouse Oil Storage Building & Rewiring of other Buildings. (SAP-1053 (1))	42,696.00
US 183	10.600	US 64, North to Kansas State line. Sing. Bit. Surf. Crse. (MC-Div. 6 (3) Pt. 4)	15,716.70
US 64	17.500	Buffalo, East to Cimarron River. Spot & Sectional Repairs. (M-1842)	21,000.00
US 283	12.000	US 64, North to Kansas State line. Regrade, Hard Dirt as needed & Grav. (M-1909)	39,000.00
US 64	20.300	From Buffalo, West to Jct. US 283. Sectional Retread, Repair Base & Surf. & Armor Coat. (M-1990)	84,400.00
US 64	2.400	Beaver County line, East to US 283. Recondition & Armor Coat. (M-1624)	3,166.00
US 183	10.600	Buffalo, North on US 64 to Kansas State line. Sectional Repairs for Seal. (M-1797)	37,000.00
US 183	17.200	Buffalo, Southeast to Woodward County line. Spot Patch Surf. & Base. (M-1839)	20,000.00
FAS Rd.	5.018	6.0 miles East of Laverne, East & South. Traf. Bnd. Surf. Crse. (S-396 (4))	5,994.00
FAS Rd.	3.761	From 11.0 miles Southeast of Laverne, East to US 183. Traf. Bnd. Surf. Crse. (S-396 (5))	4,453.32
FAS Rd.	3.712	Selman, North to US 64. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-398 (7) Rdy.)	11,782.66



S.H. 29, GARVIN COUNTY

ASPHALTIC CONCRETE BASE AND SURFACE COURSE





VIEWS FROM ELMORE CITY EAST TO JCT. U.S. 77.

Hwy. No.	Mileage	Location & Description	Amount
		HARPER COUNTY (Con't.)	
Projects Completed			
FAS Rd.	2.149	From Northeast Corner Sec. 35, T28N, R28W, South toward Buffalo. Gr., Dr., Hard Dirt Plating & Traf. Bnd. Surf. Crse. (S-575 (1) Rdy.)	$ 8,557.10
FAS Rd.	5.039	From US 64, 2.0 miles East of Rosston, North. Traf. Bnd. Surf. Crse. (S-397 (3))	9,574.10
FAS Rd.	5.062	2.0 miles East & 5.0 miles North of Rosston, North. Traf. Bnd. Surf. Crse. (S-397 (4))	9,634.90
FAS Rd.	5.400	7.0 miles East & 6.0 miles North of Buffalo, North. & East. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-398 (1))	34,174.50
		Total Projects Completed	$ 857,867.12
Projects Under Construction			
FAS Rd.	0.045	At Buffalo Creek, approx. 1.2 miles North of Selman. 1 Bridge. (S-398 (7) Br.)	$ 32,203.64
FAS Rd.	0.063	At Buffalo Creek, approx. 1.0 mile North of Buffalo. 2 Bridges. (S-575 (1) Br.)	45,736.19
		Total Projects Under Construction	$ 77,939.83
Projects Programmed			
US 283	0.500	Cimarron River, North of US 64. Bridges & Approaches. (SAP-581 (2))	$ 350,000.00
		Total Projects Programmed	$ 350,000.00
		Total for County	$ 1,285,806.95
		HASKELL COUNTY	
Projects Completed			
SH 9	6.060	2.359 miles West of Whitefield, West. Gr., Dr., Stab. Aggr. Base & Bld. Rock Asph. Surf. Crse. (F-399 (5) Pt. 1)	$ 234,550.79

Hwy. No.	Mileage	Location & Description	Amount
		HASKELL COUNTY (Con't.)	
Projects Completed			
SH 9	2.359	Whitefield, West. Gr., Dr., Stab. Aggr. Base & Bld. Rock Asph. Surf. Crse. (F-399 (5) Pt.2)	$ 102,690.24
SH 9	4.600	Enterprise, West. Gr., Dr., Stab. Aggr. Base & Rock Asph. Surf. Crse. (SAP-1036 (1))	194,174.39
SH 9	8.600	From 1.5 miles South of Whitefield on SH 2, East 4.0 miles, South 1.0 mile & West 2.5 miles to SH 9. Reshape, Improve Drainage & Grav. (M-2025)	20,500.00
SH 9	4.640	Pittsburg County line, East. Improve Drainage, Reshape & Grav. (M-1515)	10,070.00
SH 31	1.400	Thru McCurtain. Reprocess, Improve Drainage, Shape & Seal. (M-1588)	5,800.00
SH 2	23.500	Whitefield, South to Latimer County line. Spot Grav. (M-1661)	14,300.00
SH 26	8.200	McCurtain, North to SH 9. Reshape & Traf. Bnd. Surf. Crse. (M-1670)	25,000.00
FAS Rd.	2.389	From McCurtain, Southeast. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-637 (1))	37,619.31
FAS Rd.	0.188	Little Sans Bois Creek, 1.0 mile South of Saylor. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-419 (3))	37,766.96
		Total Projects Completed	$ 682,471.69
Projects Under Construction			
SH 9	5.937	Whitefield to Stigler. Stab. Aggr. Base & Rock Asph. Surf. Crse. (SAP-938 (1) Surf.)	$ 225,866.44
SH 9	0.061	Between Whitefield & Stigler. 7 Bridges. (SAP-938 (1) Br.)	79,659.00
SH 9	5.913	Whitefield to Stigler. Gr. & Dr. (SAP-938 (1) Gr. & Dr.)	59,950.82
SH 9	17.700	Stigler, East to LeFlore County line. Repair & Armor Coat. (M-1741)	45,000.00

Hwy. No.	Mileage	Location & Description	Amount
		HASKELL COUNTY (Con't.)	
Projects Under Construction			
SH 71	7.900	From Jct. of SH 9, near Enterprise, South to Jct. of SH 31. Spot Grav., Reshape Roadway & Improve Drainage. (Part in Pittsburg Co.) (M-1881)	$ 22,000.00
SH 31	2.007	"M" Street in Quinton, Northeast. Gr., Dr., Dbl. Bit. Surf. Crse. & Traf. Bnd. Surf. Crse. (S-433 (3))	29,086.17
		Total Projects Under Construction	$ 461,562.43
Projects Programmed			
SH 2	10.500	Kinta to Whitefield. Gr., Dr., Bridge & Surf. (SAP-665 (2))	$ 432,000.00
SH 26	8.000	McCurtain, North to SH 9. Gr., Dr., Bridge & Dustless Type Surf. (S-707 (1) SH)	369,000.00
		Total Projects Programmed	$ 801,000.00
		Total for County	$ 1,945,034.12
		HUGHES COUNTY	
Projects Completed			
SH 9	0.425	Wewoka Creek, approx. 3.0 miles East of Wetumka. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (F-308 (2))	$ 170,445.28
SH 9	6.174	Wetumka, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (F-237 (4))	119,001.70
SH 68		South Canadian River, South of Holdenville. Bridge Repairs. (RC-81 (1))	44,177.00
US 75	34.700	Calvin, North to Jct. US 62. Conc. Patching. (Part in Okfuskee Co.) (M-1774)	69,000.00
US 270	11.000	Calvin, East to Pittsburg County line. Conc. Patching. (M-1775)	13,000.00
SH 68	0.380	In Holdenville. Bld. Rock Asph. P. O. Contract. (M-2034)	11,000.00

Hwy. No.	Mileage	Location & Description	Amount
		HUGHES COUNTY (Con't.)	
Projects Completed			
US 75	15.700	Calvin, South to Coal County line. Patch & Spot Seal. (M-1952)	$ 14,000.00
SH 68	10.900	Holdenville to Atwood. Patch & Spot Seal. (M-1954)	17,300.00
US 75	0.450	Grand Ave. in Wetumka. P. O. Contract Resurf. (M-1912)	20,000.00
US 75	23.500	Okfuskee County line, South. Flood Repair. (X-127)	14,300.00
FAS Rd.	5.198	0.5 mile West of Yeager, East & North via Yeager. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-234 (1))	48,799.91
FAS Rd.	0.047	At Grief Creek, 3.0 miles South of Wetumka & 0.16 mile West of US 75 & Little Grief Creek, 3.0 miles South of Wetumka & 1.46 mile East of US 75. 2 Bridges. (S-236 (1) Br.)	53,495.20
FAS Rd.	3.032	5.0 miles South of Atwood, Southeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-237 (2))	24,304.66
		Total Projects Completed	$ 618,823.75
Projects Under Construction			
SH 9	6.174	US 75 in Wetumka, West. Stab. Aggr. Base & Bld. Rock Asph. Surf. (SAP-884 (1))	$ 222,274.82
SH 9		1.2 mile West of Wetumka. Repair Foot Culvert. (M-2064)	3,000.00
FAS Rd.	1.005	East & West from a point on US 75 3.0 miles South of Wetumka. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-236 (1) Rdy.)	25,150.77
FAS Rd.	0.264	From 5.0 miles South & 1.0 mile East of Holdenville, Northeast over Little River. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-643 (1))	91,340.54
		Total Projects Under Construction	$ 341,766.13

Hwy. No.	Mileage	Location & Description	Amount
		HUGHES COUNTY (Con't.)	
Projects Programmed			
SH 9	16.000	Wetumka, East. Gr., Dr. & Surf. (SAP-884 (2))	$ 900,000.00
		Total Projects Programmed	$ 900,000.00
		Total for County	$ 1,860,589.88
		JACKSON COUNTY	
Projects Completed			
SH 34	4.374	Greer County line to Duke. Gr., Dr., Stab. Aggr. Base, Bld. Rock Asph. Surf. Crse. & Metal Place Guard Rail on 2 Bridges. (F-340 (6))	$ 228,068.50
SH 34	0.074	Lebos Creek, Southwest of Eldorado. Bridge. (F-104 (4) Br.)	85,836.19
SH 34	5.432	Eldorado, Southwest to Red River Bridge. Gr. & Dr. (F-104 (4) Rdy.)	49,175.65
SH 34	6.054	Eldorado, Southwest to Red River Bridge. Stab. Aggr. Base & Rock Asph. Surf. Crse. & 0.332 mile P. C. Conc. Pav. (F-104 (5))	273,945.61
SH 44	9.500	From US 62, West of Altus, South & West. Repair Base & Surf. & Armor Coat. (M-1982)	21,600.00
SH 5	0.015	West end of North Fork of Red River Bridge. Construct three 25 foot Timber Spans. (X-196)	6,800.00
FAS Rd.	0.019	From US 62, 5.0 miles East of Altus, South 4.991 miles. 2 Bridges. (S-128 (1) Br.)	17,795.50
FAS Rd.	4.972	US 62, 5.0 miles East of Altus, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-128 (1) Rdy.)	27,756.75
FAS Rd.	4.138	US 62, North thru Victory. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-238 (3))	29,608.77
FAS Rd.	6.872	1.0 mile South & 3.0 miles East of Eldorado, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-241 (3))	42,035.53

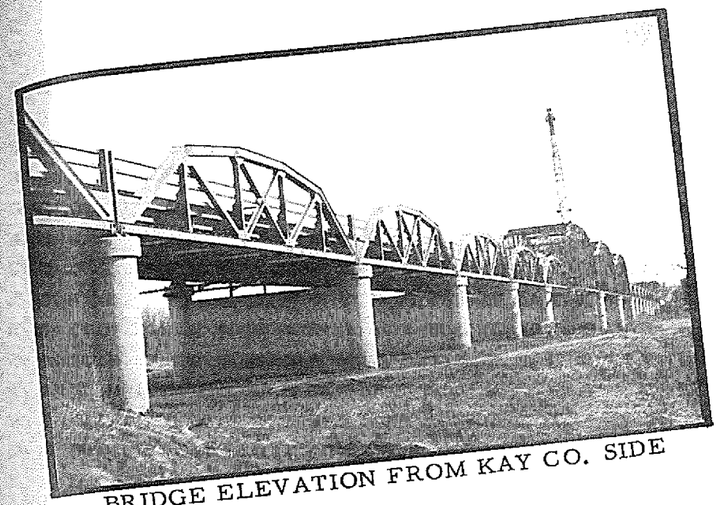
Hwy. No.	Mileage	Location & Description	Amount
		JACKSON COUNTY (Con't.)	
Projects Completed			
FAS Rd.	4.995	US 62, 1.5 miles West of Altus, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-399 (1))	$ 28,945.85
		Total Projects Completed	$ 811,568.35
Projects Under Construction			
US 283	15.400	Altus, North to North Fork of Red River. Scarify & Pulverize Exist. Surf. & Armor Coat. (M-1978)	$ 92,000.00
		Total Projects Under Construction	$ 92,000.00
Projects Programmed			
US 62	2.000	In Altus. Gr., Dr. & Surf. (U-216 (10))	$ 500,000.00
US 283	0.500	In Blair. Surf. (SAP-793 (3))	110,000.00
SH 5	8.000	US 283, East. Gr., Dr. & Bridge. (SAP-285 (2))	526,400.00
		Total Projects Programmed	$ 1,136,400.00
		Total for County	$ 2,039,968.35
		JEFFERSON COUNTY	
Projects Completed			
US 70	2.164	5.25 miles West of Waurika, West. Gr., Dr. & Bridge. (Part in Cotton Co.)(F-444 (6))	$ 83,447.60
US 70	5.693	2.0 miles West of Waurika, West. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (Part in Cotton Co.) (F-444 (7))	143,458.09
SH 5	0.378	Approx. 2.5 miles North of Waurika on West side of SH 5. Erosion Control. (SAP-728 (11))	7,189.80
SH 32	0.034	From Ryan, East. 3 Bridges within limits of S-29 (2) SH. (S-29 (2) SH Br.)	44,505.89
SH 89	7.991	Ringling, South. Gr., Dr., Asph. Stab. Base, Sing. Bit. Surf. & 1 Bridge. (S-85 (2) SH)	150,140.79

Hwy. No.	Mileage	Location & Description	Amount
		JEFFERSON COUNTY (Con't.)	
Projects Completed			
SH 32	7.200	From 11.5 miles East of Ryan, East thru Grady on improved section. Traf. Bnd. Surf. Crse. (M-1903)	$ 21,000.00
US 81	30.700	North & South across Jefferson County. Replace Broken Conc. Pav. (M-1819)	42,500.00
SH 5	11.000	Waurika, North & West to Cotton County line. Repair Base & Armor Coat. (M-1806)	22,890.00
FAS Rd.	4.010	From SH 5, 1.0 mile East of Hastings, South to US 70. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-576 (1))	32,102.01
FAS Rd.	2.886	From US 81 in Ryan, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-631 (1))	25,411.96
FAS Rd.	0.068	2.0 miles West & 3.0 miles South of Cornish. Repair 4 Bridges. (S-557 (2) Br.)	14,879.90
FAS Rd.	3.955	2.0 miles West & 3.5 miles South of Cornish, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-557 (2) Rdy.)	26,996.99
FAS Rd.	2.637	SH 32, 2.0 miles East of Grady, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-557 (3))	21,648.00
FAS Rd.	4.865	From US 81, 3.0 miles North of Terral, East. Traf. Bnd. Surf. Crse. (CS-34-2 (1))	5,700.00
FAS Rd.	4.020	Hastings, North to county line. Traf. Bnd. Surf. Crse. (CS-34-1 (1))	6,231.70
FAS Rd.	4.026	From US 70, 1.0 mile West of Cornish, South & West. Traf. Bnd. Surf. Crse. (CS-34-3 (1))	5,970.00
		Total Projects Completed	$ 654,072.73
Projects Under Construction			
SH 32	3.843	From approx. 8.0 miles East of Ryan, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-29 (2) SH Pt. 2)	$ 67,001.72
SH 32	7.107	From East edge of Ryan, East. Gr. & Dr. (S-29 (2) SH Pt. 1 Gr.)	71,400.31

Hwy. No.	Mileage	Location & Description	Amount
		JEFFERSON COUNTY (Con't.)	
Projects Under Construction			
SH 32	7.971	Ryan, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-29 (2) SH Pt. 1 Surf.)	$ 140,977.88
		Total Projects Under Construction	$ 279,379.91
Projects Programmed			
SH 89	5.000	SH 32, North. Gr., Dr., Bridge & Surf. (SAP-1000 (3))	$ 358,000.00
SH 32	6.000	Grady, Southeast. Gr., Dr., Bridge & Dustless Type Surf. (S-381 (6) SH)	266,000.00
SH 32	11.000	Grady, West. Dustless Type Surf. (S-29 (3) SH)	220,000.00
		Total Projects Programmed	$ 844,000.00
		Total for County	$ 1,777,452.64
		JOHNSTON COUNTY	
Projects Completed			
SH 12	7.667	6.9 miles Northwest of Ravia, Northwest. Stab. Aggr. Base Crse. & Bld. Rock Asph. Surf. Crse. (F-366 (4) Pt. 2)	$ 250,934.72
SH 12	6.945	Ravia, Northwest. Stab. Aggr. Base Crse. & Bld. Rock Asph. Surf. Crse. (F-366 (4) Pt.1)	238,596.48
SH 12	6.886	Ravia, Northwest. Gr., Dr. & 1 Bridge. (F-366 (1))	67,397.14
SH 12	7.739	6.886 miles Northwest of Ravia, Northwest. Gr. & Dr. (F-366 (2))	121,977.43
SH 12	5.546	14.625 miles Northwest of Ravia, Northwest. Gr. & Dr. (Part in Murray Co.) (F-366 (3))	80,399.76
SH 12	5.546	14.6 miles Northwest of Ravia, Northwest. Stab. Aggr. Base Crse. & Bld. Rock Asph. Surf. Crse. (Part in Murray Co.) (F-366 (4) Pt. 3)	192,784.41

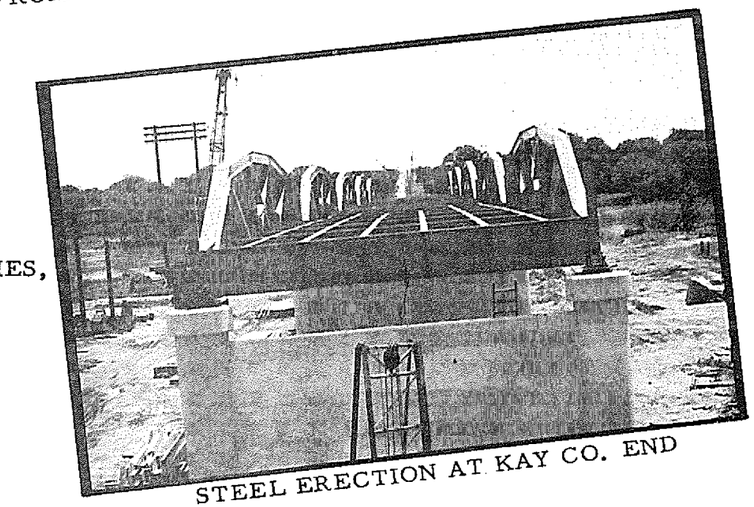
Hwy. No.	Mileage	Location & Description	Amount
		JOHNSTON COUNTY (Con't.)	
Projects Completed			
SH 48	0.246	In Wapanucka. Bld. Rock Asph. P. O. Contract. (M-2038)	$ 25,000.00
SH 22	13.000	Nida, Northwest to Tishomingo. Grav. (M-1890)	43,000.00
US 70	8.500	Carter County line, East to SH 12. Conc. Pav. Patch. (M-1537)	41,300.00
FAS Rd.	0.548	3.0 miles North & 1.5 miles West of Mannsville, Northwest. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-402 (1))	66,986.56
FAS Rd.	5.268	From 2.0 miles South & 3.0 miles East of Connerville, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-519 (2) Contr. 1)	24,413.24
FAS Rd.	0.258	At Delaware Creek, approx. 2.6 miles West of Bromide. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-519 (2) Contr. 2)	33,302.71
FAS Rd.	4.952	From Connerville, East & South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-519 (1))	24,663.75
		Total Projects Completed	$ 1,210,756.20
Projects Under Construction			
SH 299	10.400	Bryan County, Northwest to Milburn. Patch & Spot Seal. (M-1956)	$ 14,000.00
		Total Projects Under Construction	$ 14,000.00
Projects Programmed			
SH 7	14.000	SH 99, East. Gr., Dr. & Surf. (SAP-831 (3))	$ 500,000.00
FAS Rd.	6.752	From Mannsville, Northwest to county line. Except S-402 (1). Gr., Dr. & Low Type Surf. (S-402 (2))	53,600.00
		Total Projects Programmed	$ 553,600.00
		Total for County	$ 1,778,356.20

Hwy. No.	Mileage	Location & Description	Amount
		KAY COUNTY	
Projects Completed			
US 177	0.134	On Main Street in Blackwell from Ikered Ave. to Coolidge Ave. Gr., Dr. & Conc. Pav. Widening. (SAP-1040 (1))	$ 9,640.32
US 177	0.051	Chikaskia River in Blackwell. Bridge Repairs. (RC-56)	9,996.00
US 60, US 77, US 177 & SH 74		8 Bridges on US 77, 4 on US 177, 3 on US 60 & 1 on SH 74. Paint 16 Bridges. (Part in Noble & Logan Cos.) (MC-317)	15,700.00
US 177		3.7 miles North Jct. US 60. Driveway to Permanent Scales. (C-1418)	3,700.00
SH 40	6.000	Ponca City, South. Recondition Base & Sing. Bit. Surf. Tr. (M-1968)	17,000.00
US 177	3.500	From SH 11, in Blackwell East 1.0 mile, North 1.5 miles & West 1.0 mile. Bridge Repair & Traf. Bnd. Surf. Crse. (M-1729)	2,000.00
FAS Rd.	7.470	US 77, East thru Kildare. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-242 (1))	60,876.85
FAS Rd.	7.975	From SH 11, 3.0 miles East of Blackwell, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-356 (1))	51,740.73
		Total Projects Completed	$ 170,653.90
Projects Under Construction			
US 60	0.064	At Bois D'Arc Creek, Southwest of Ponca City. 3 Bridges. (F-125 (3) Br.)	$ 78,326.96
US 60	0.965	From 0.330 mile East of Bois D'Arc Creek, Southwest of Ponca City, West. Gr. & Dr. (F-125 (3) Gr.)	30,153.74
US 60	0.965	From 0.330 mile East of Bois D'Arc Creek, Southwest of Ponca City, West. P. C. Conc. Pav. (F-125 (3) Surf.)	54,276.29
US 60	0.430	At the Arkansas River, Southeast of Ponca City. Bridge. (Part in Osage Co.) (F-152 (5))	722,202.27

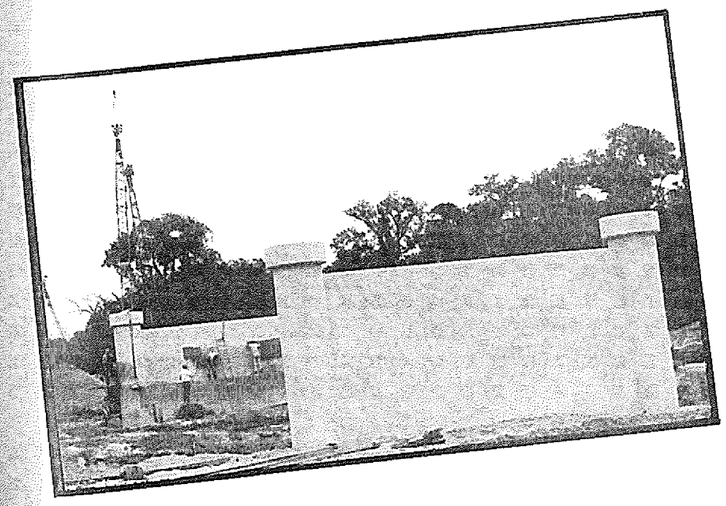


BRIDGE ELEVATION FROM KAY CO. SIDE

U.S. 60-KAY-OSAGE COUNTIES, ARKANSAS RIVER BRIDGE SOUTHEAST OF PONCA CITY.



STEEL ERECTION AT KAY CO. END



PIER CONSTRUCTION FROM OSAGE SIDE

Hwy. No.	Mileage	Location & Description	Amount
		KAY COUNTY (Con't.)	
Projects Under Construction			
US 60	0.920	From approx. 2.0 miles East of Jct. of US 60 & US 77, Southwest of Ponca City, East. P. C. Conc. Pav. (F-152 (6) Surf.)	$ 82,739.34
US 60	0.920	From approx. 2.0 miles East of Jct. of US 77, Southwest of Ponca City, East. Gr. & Dr. (F-152 (6) Gr.)	15,518.23
US 60	0.994	In Ponca City on Harding Ave. from Arkansas River Bridge West to C.R.I. & P. Overpass. Gr., Dr., P. C. Conc. Pav. & 2 Bridges. (U-152 (9))	218,166.61
US 77	1.113	In Ponca City from 14th Street & Otoe Ave., South to new US 60. Gr., Dr., P. C. Conc. Pav. & 1 Bridge. (U-20 (6))	202,393.86
US 60	0.226	Approaches to A.T. & S.F. & C.R.I. & P. Rys. just South of Ponca City. P. C. Conc. Pav. (FAGH-152 (8) Surf.)	20,621.44
US 60	0.071	At A.T. & S.F. & C.R.I. & P Rys. just South of Ponca City. 3 Overpasses. (FAGH-152 (8) Overpass)	108,818.08
US 60	0.230	South of Ponca City. Approaches to A.T. & S.F. & C.R.I. & P. Ry. Separation. Gr., Dr. & Bridge. (FAGH-152 (8) Gr., Dr. & Br.)	67,497.11
US 60		West of Ponca City. Construct Detour for Bois D'Arc Bridge. (M-2063)	6,000.00
		Total Projects Under Construction	$ 1,606,713.93
Projects Programmed			
None			
		Total for County	$ 1,777,367.83

Hwy. No.	Mileage	Location & Description	Amount
		KINGFISHER COUNTY	
Projects Completed			
SH 51	7.558	From US 81, East. Gr., Dr. & 3 Bridges. (F-357 (4) Pt. 1)	$ 101,691.21
SH 51	0.568	From 7.558 miles East of US 81, East. Gr. & Dr. (F-357 (4) Pt. 2)	13,066.98
SH 33	7.984	Kingfisher, East. Gr., Dr., Asph. Conc. Surf. Crse. & 2 Bridges. (F-256 (12))	341,321.07
SH 33	6.342	7.984 miles East of Kingfisher, East to Logan County line. Gr., Dr., Asph. Conc. Surf. Crse. & 2 Bridges. (F-256 (13))	266,970.11
SH 51	7.558	Hennessey, East. Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-1058 (1) Pt. 1)	147,860.51
SH 51	0.568	From approx. 7.5 miles East of Hennessey, East. Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-1058 (1) Pt. 2)	11,015.50
SH 33	0.030	0.25 mile East of Kingfisher. Overflow Bridge & Approaches. (SAP-1024 (1))	39,319.85
US 81	0.080	In Hennessey. Gr., Dr. & P. C. Conc. Pav. (SAP-288 (2))	46,328.79
SH 51		Cimarron River, West of Hennessey. Bank Prot. (RC-75 (1))	3,750.00
US 81		City of Kingfisher. Surf. 2 Blocks with Asph. (C-1396)	2,500.00
Detour		Detour beg. at Hennessey thence East on a section line road 8.5 miles, thence North 1.0 mile to SH 51. Reshape Roadbed & Install C.G.M.P. (M-1870)	2,700.00
SH 33	19.700	Kingfisher, East to Logan County line. Reshape & Maintain Detour. (M-1688)	3,500.00
SH 33	15.100	From Kingfisher, West to Blaine County line. Repair Surf., Base & Sing. Bit. Surf. Crse. (M-1836)	37,250.00
FAS Rd.	7.923	Logan County line, West thru Cashion to SH 33. Gr., Dr., Shale Surf. Crse. & 1 Bridge. (S-369 (1))	73,240.39

Hwy. No.	Mileage	Location & Description	Amount
		KINGFISHER COUNTY (Con't.)	
Projects Completed			
FAS Rd.	5.040	5.0 miles East of US 81 & 1.0 mile North of SH 51, South. Gr., Dr. & Shale Surf. Crse. (S-634 (1))	$ 46,098.51
		Total Projects Completed	$ 1,136,612.92
Projects Under Construction			
None			
Projects Programmed			
SH 51	7.000	Old SH 74, West. Gr., Dr. & Bridge. (Part in Logan Co.) (F-357 (5))	$ 402,000.00
City St.		At C.R.I. & P. RR. Crossing on Oklahoma Ave. in Hennessey. Automatic Grade Crossing Protection Device. (FAGM-712 (1))	8,000.00
SH 51	4.000	Logan County line, West. Surf. (SAP-1058 (2))	84,000.00
US 81	1.000	In Kingfisher. Surf. (SAP-927 (2))	209,000.00
FAS Rd.	11.100	From 1.4 miles West of Dover, West. Low Type Surf. & Bridge Repairs. (S-245 (4))	58,000.00
		Total Projects Programmed	$ 761,000.00
		Total for County	$ 1,897,612.92
		KIOWA COUNTY	
Projects Completed			
SH 44	4.815	From SH 9, North. Gr. & Dr. (S-413 (3) SH Pt. 1 Gr.)	$ 12,690.76
SH 54	16.800	Cooperton, South to US 62. Reshape Rdy., Correct Drainage & Grav. (M-1906)	65,000.00
US 183	15.400	Roosevelt to Snyder. Repair Base & Surf. Failures & Spot Seal. (M-1610)	21,300.00
SH 9	1.000	East & West of Mt. View. Replace Washed Out Fills, Base & Surf. (X-194)	5,000.00

Hwy. No.	Mileage	Location & Description	Amount
		KIOWA COUNTY (Con't.)	
Projects Completed			
FAS Rd.	6.932	From US 183, 3.5 miles North of Mt. Park, Northeast. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-648 (1))	$ 38,501.10
FAS Rd.	6.995	From SH 9 at Hobart, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-120 (1))	53,155.65
FAS Rd.	5.757	SH 9 at Lone Wolf, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-210 (1))	24,481.01
FAS Rd.	4.010	Jct. SH 9 & US 183, East of Hobart, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-211 (1))	19,370.90
FAS Rd.	6.979	From 4.0 miles East of Jct. SH 9 & US 183, East of Hobart, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-211 (2))	30,224.98
FAS Rd.	0.017	Elk Creek between Sec. 7 & 8, T6N, R18W, 1.5 miles Southwest of Hobart. Bridge Repairs. (CS-38-1 (1))	4,758.10
FAS Rd.	0.018	From US 183 at Mt. Park, East. Repair, Refloor, Clean & Paint Bridge. (CS-38-2 (1)Br.)	2,686.58
FAS Rd.	4.954	US 183 at Mt. Park, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (CS-38-2 (1) Rdy.)	23,795.30
		Total Projects Completed	$ 300,964.38
Projects Under Construction			
SH 44	4.815	From SH 9, North. Stab. Aggr. Base Crse. & Dbl. Bit. Surf. Crse. (S-413 (3) SH Pt. 1 Surf.)	$ 103,752.09
		Total Projects Under Construction	$ 103,752.09
Projects Programmed			
SH 54	17.000	Cooperton, North. Gr., Dr. & Bridge. (SAP-1075 (1))	$ 460,000.00
		Total Projects Programmed	$ 460,000.00
		Total for County	$ 864,716.47

Hwy. No.	Mileage	Location & Description	Amount
		LATIMER COUNTY	
Projects Completed			
SH 2	5.001	From 5.723 miles South of Jct. US 270, South. Gr., Dr. & Asph. Conc. Pav. (F-286 (4))	$ 249,242.89
SH 2	0.024	Wilburton, South 5.738 miles. 2 Bridges. (F-286 (2) Br.)	17,481.30
SH 2	5.738	From US 270, South. Gr. & Dr. (F-286 (2) Rdy.)	64,206.05
SH 2	5.723	US 270, near Wilburton, South. Asph. Conc. Pav. (F-286 (3))	250,022.09
SH 2	7.400	Haskell County line, South. Grav. (M-1885)	23,400.00
US 270	5.000	From Wilburton, East. Place Asph. Surf. on Present Rdy. & Seal. (M-1942)	46,000.00
SH 63	1.800	From Talihina, West to Hospital "Y". Place Sing. Armor Coat Seal. (Part in LeFlore Co.) (M-1752)	4,090.00
SH 63A	2.300	From SH 63, North to State & Government Hospitals. Repair Surf. with Oil Mat & Seal with Sing. Armor Coat. (M-1834)	9,000.00
SH 2	0.250	From Little Gaines Creek, 1.5 miles South of Wilburton. Constr. Temp. Detour of 50 ft. Bridge, Gr., Reshape & Grav. (M-1847)	2,700.00
SH 2	13.100	Wilburton, North to County line. Repair Flood Damage. (X-249)	12,400.00
		Total Projects Completed	$ 678,542.33
Projects Under Construction			
SH 2	6.942	US 62, North. Asph. Conc. Pav. (SAP-601 (7) Surf.)	$ 312,300.64
SH 2	6.942	From SH 63, North. Gr. & Dr. (SAP-601 (7) Gr.)	93,624.85
SH 63	7.195	From SH 2, East. Gr., Dr., Stab. Aggr. Base & Asph. Conc. Surf. Crse. (S-686 (1) SH Pt.1)	209,023.43
SH 63	4.742	From 7.195 miles East of SH 2, East. Gr., Dr., Stab. Aggr. Base & Asph. Conc. Surf. Crse. (S-686 (1) SH Pt. 2)	138,872.98

Hwy. No.	Mileage	Location & Description	Amount
		LATIMER COUNTY (Con't.)	
Projects Under Construction			
SH 2	5.700	From Wilburton, North. Repair Surf. Failures & Place Seal Coat. (M-1944)	$ 14,100.00
		Total Projects Under Construction	$ 767,921.90
Projects Programmed			
US 270	5.000	Wilburton, East. Gr., Dr., Bridge & Surf. (SAP-1005 (4))	$ 425,000.00
		Total Projects Programmed	$ 425,000.00
		Total for County	$ 1,871,464.23
		LeFLORE COUNTY	
Projects Completed			
US 59	4.927	Heavener, South. Gr., Dr. & Bridge. (F-225 (2))	$ 76,107.60
US 271	4.608	Arkansas State line, West to old US 271. Gr., Dr. & P. C. Conc. Pav. (F-84 (7))	279,360.04
SH 31	0.600	Thru Bokoshe. Reshape Present Mat & Place New Oil Mat Retread. (M-2040)	3,500.00
US 271	10.000	1.0 mile Southwest of Summerfield, Southwest. Reshape Rdy. & Spot Grav. where needed. (M-2053)	10,000.00
US 271	0.348	From old US 271, Southwest of Braden, East. Stab. Aggr. Base Crse., Prime & Dbl. Armor Coat. (M-1734)	4,400.00
US 270	11.000	From Heavener, North to US 271. Place Sing. Armor Coat Seal. (M-1746)	24,800.00
SH 9	8.700	From US 271, West to Haskell County line. Place Sing. Armor Coat Seal. (M-1754)	17,000.00
US 270	19.900	Latimer County line, Northeast to Poteau. Repair Failures in Present Mat, Produce Material for Mat & Seal. (M-1833)	40,000.00
US 59	1.000	Arkansas River, South. Traf. Bnd. Surf. Crse. (M-1883)	2,000.00
SH 63	16.000	Talihina, East to Muse. Traf. Bnd. Surf. Crse. (M-1884)	25,400.00

Hwy. No.	Mileage	Location & Description	Amount
		LeFLORE COUNTY (Con't.)	
Projects Completed			
US 270	1.250	From South City limits of Heavener, West 0.25 mile, South 1.0 mile to US 270. Construct Detour. (M-1922)	$ 900.00
FAS Rd.	0.570	In Poteau on Dewey Ave. from K.C.S. Ry., East. Gr., Dr., P. C. Conc. Pav. & Bridge. (S-63 (2))	74,360.90
FAS Rd.	3.531	6.5 miles East of Heavener, East to Arkansas State line. Gr., Dr., Grav. Base & Dbl. Bit. Surf. Crse. (S-470 (3))	32,718.42
		Total Projects Completed	$ 590,546.96
Projects Under Construction			
US 59	4.920	Heavener, South. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (F-225 (2) Surf.)	$ 134,621.44
US 271	5.908	Spiro, Northeast. Gr., Dr. & 1 Bridge. (F-84 (8))	134,184.25
SH 63	2.049	From approx. 3.0 miles Southeast of Talihina, Southeast to Muse. Gr., Dr., Traf. Bnd. Surf. Crse. & 4 Bridges. (S-373 (2) SH)	175,997.90
US 271	4.300	From Poteau to Shady Point. Place Asph. Retread on Present Surf. & Seal. (M-1941)	39,000.00
US 271	11.500	From Spiro, South & West to Shady Point. Remove & Replace Broken Conc., Mudjack Joints & Low Places. (M-1947)	41,000.00
FAS Rd.	1.808	From Jct. US 271 & Plum Street in Wister, Southeast to Wister Dam Area. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-672 (1) Contr. 1)	56,088.55
FAS Rd.	0.113	Caston Creek, Southeast of Wister. Gr., Dr., Stab. Aggr. Base, Dbl. Bit. Surf. Crse. & 1 Bridge. (S-672 (1) Contr. 2)	59,860.51
		Total Projects Under Construction	$ 640,752.65
Projects Programmed			
US 271	6.500	Spiro, Northeast. Dustless Type Surf. (F-84 (10))	$ 425,000.00

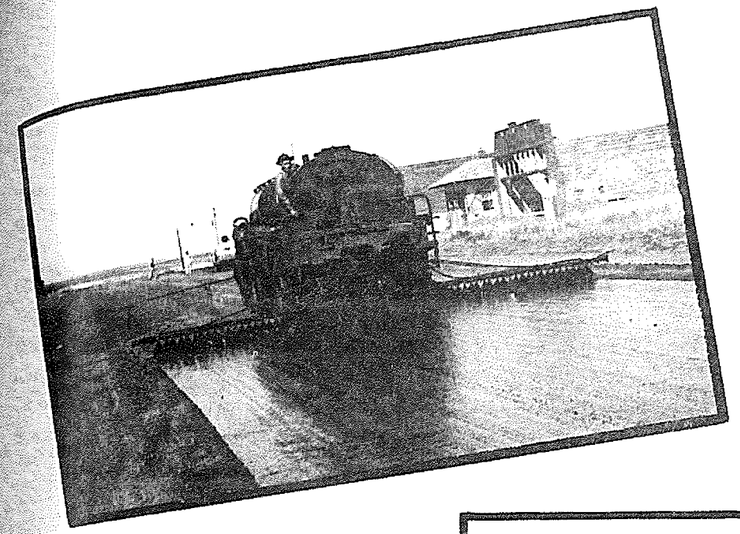
Hwy. No.	Mileage	Location & Description	Amount
		LeFLORE COUNTY (Con't.)	
Projects Programmed			
US 271		At intersection of K.C.S. Ry., East of Spiro. Hwy.-Ry. Separation. (FG-84 (9))	$ 125,000.00
SH 63	3.680	From approx. 3.5 miles East of Big Cedar, East. Gr., Traf. Bnd. Surf. Crse. & 6 Bridges. (Forest-6C)	170,000.00
US 271	8.000	Talihina, Northeast. Gr., Dr. & Bridge. (SAP-1015 (3))	320,000.00
US 271	2.000	US 270, South. Gr., Dr. & Bridge. (SAP-1015 (1))	85,000.00
US 271	6.000	Summerfield, South. Gr., Dr. & Bridge. (SAP-1015 (2))	370,000.00
FAS Rd.	7.000	From Poteau River, Northeast of Poteau, Northeast. Gr., Dr. & Low Type Surf. (S-64 (2))	35,900.00
FAS Rd.		From Heavener to Wister Dam. (S-)	166,727.00
FAS Rd.	6.115	From Frisco Ry. in LeFlore, East to US 271. Gr., Dr., Low Type Surf. & Bridges. (S-671 (1))	96,830.00
		Total Projects Programmed	$ 1,794,457.00
		Total for County	$ 3,025,756.61
		LINCOLN COUNTY	
Projects Completed			
US 66	0.518	In Stroud from Cedar Ave. to 6th Ave. Dr., P. C. Conc. Pav. & Hot Mix Cold Laid Asph. Surf. Crse. (SAP-132 (2))	$ 20,967.72
Various		8 Bridges on US 66, 4 on US 62, 1 on SH 66, 1 on SH 99 & 1 on SH 74. Paint 15 Bridges. (Part in Canadian & Oklahoma Cos.) (MC-316)	15,526.85
F/M	4.000	US 62, 4.7 miles East of Harrah, South to McLoud. Traf. Bnd. Surf. Crse. (C-1374)	14,000.00
US 66		On US 66 in Chandler. Surf. Repairs on Street. (M-1868)	3,000.00

Hwy. No.	Mileage	Location & Description	Amount
		LINCOLN COUNTY (Con't.)	
Projects Completed			
SH 18	20.000	Chandler, North to SH 33. Repair Surf. & Sing. Bit. Surf. Tr. (M-1966)	$ 35,500.00
US 62	3.500	Prague, East. Recondition Base & Sing. Bit. Surf. Tr. (M-1967)	14,600.00
SH 99	18.100	Stroud, South to Prague. Recondition & Sing. Bit. Surf. Tr. (M-1965)	48,300.00
SH 18	19.600	Chandler, North to SH 33. Repair Base, Surf. & Spot Seal. (Part in Payne Co.) (M-1778)	15,300.00
Detour	0.750	In City of Stroud. Repair Street used as Detour. (M-1925)	500.00
SH 40	31.000	From Jct. SH 33, South to Jct. US 66. Repair Washouts on Roadbed & Replace Grav. Surf. (Part in Payne Co.) (X-216)	4,000.00
US 66	0.500	0.25 mile West of Warwick. Remove Silt from Pav. & Clean Ditches. (X-209)	1,500.00
SH 99		Deer Creek Bridge, 12.0 miles South of Stroud. Replace & Rip-Rap Fill. (X-218)	1,000.00
FAS Rd.	5.987	From SH 99, 6.0 miles North of Stroud, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-395 (1))	67,555.02
FAS Rd.	3.015	From 4.0 miles North of US 62, North thru Rossville. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-251 (3))	37,287.80
FAS Rd.	0.205	At Deep Fork River, approx. 0.4 mile South of US 66. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-251 (4))	40,494.93
FAS Rd.	4.932	From US 66, South edge of Warwick, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-251 (1))	74,957.27
FAS Rd.	3.946	From US 66, 2.0 miles East of Chandler, Southeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-553 (1))	45,617.45
		Total Projects Completed	$ 440,107.04

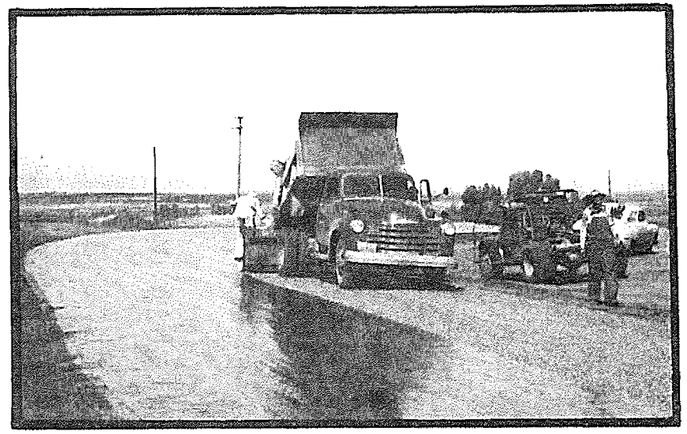
Hwy. No.	Mileage	Location & Description	Amount
		LINCOLN COUNTY (Con't.)	
Projects Under Construction			
US 66	6.947	From Oklahoma County line, East. Asph. Conc. Widening & Resurf. (SAP-764 (1))	$ 218,773.47
US 66	0.042	Within limits of SAP-764 (2) Rdy. 4 Bridges. (SAP-764 (2) Br.)	85,560.44
US 66	7.321	Chandler, West. Asph. Conc. Widening & Resurf. (SAP-764 (2) Rdy.)	334,203.47
US 66	0.942	Deep Fork Bottom, West of Warwick. Gr., Dr. & 2 Bridges. (SAP-764 (3) Gr., Dr. & Br.)	198,457.76
US 66	0.873	Deep Ford Bottom, West of Warwick. Asph. Conc. Pav. (SAP-764 (3) Surf.)	47,121.33
SH 40	7.900	From Carney, North. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-383 (4) SH Pt. 1 Surf.)	92,178.29
SH 40	7.900	From Carney, North. Gr. & Dr. (S-383 (4) SH Pt. 1 Gr.)	71,147.35
SH 40	1.849	From 7.9 miles North of Carney, North to Payne County line. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-383 (4) SH Pt. 2 Surf.)	23,157.32
SH 40	1.894	From 7.9 miles North of Carney, North to Payne County line. Gr. & Dr. (S-383 (4) SH Pt. 2 Gr.)	10,479.87
SH 40	6.884	From US 66, North. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-472 (4) SH Pt. 1 Surf.)	76,903.91
SH 40	1.575	From 6.917 miles North of US 66 to Carney. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-472 (4) SH Pt. 2 Surf.)	16,256.94
SH 40	1.575	From 6.917 miles North of US 66, North to Carney. Gr. & Dr. (S-472 (4) SH Pt. 2 Gr., Dr.)	11,203.81
SH 40	6.917	From US 66, North. Gr., Dr. & 4 Bridges. (S-472 (4) SH Pt. 1 Gr., Dr. & Br.)	67,550.67
SH 40		1.0 mile North of Jct. US 66. Construct 2 Timber Side Drains. (C-1427)	6,000.00

Hwy. No.	Mileage	Location & Description	Amount
		LINCOLN COUNTY (Con't.)	
Projects Under Construction			
US 62	15.800	Meeker, West to Jct. US 270. Pav. Repairs & Conc. Patching. (Part in Oklahoma Co.) (M-1975)	$ 30,700.00
		Total Projects Under Construction	$ 1,289,694.63
Projects Programmed			
None			
		Total for County	$ 1,729,801.67
		LOGAN COUNTY	
Projects Completed			
SH 51	3.070	From old SH 74, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (F-357 (3))	$ 49,032.79
SH 51	0.078	On a section of road from US 77, West 7.754 miles. 4 Bridges. (F-357 (2) Br.)	145,746.89
SH 51	7.676	US 77, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (F-357 (2) Rdy.)	170,237.13
SH 51	0.042	Otter Creek, 3.5 miles East of SH 74. 1 Bridge. (F-357 (1) Br.)	76,288.90
SH 74	0.086	7.736 miles North of Crescent, North. 2 Bridges. (F-365 (2) Br.)	153,648.37
SH 74	7.650	Crescent, North. Gr. & Dr. (F-365 (2) Rdy.)	149,431.43
SH 74	7.078	7.736 miles North of Crescent, North. Gr. & Dr. (F-365 (3) Rdy.)	89,535.95
SH 74	0.022	1.5 miles East of Lovell. 1 Bridge. (SAP-1026 (1) Br.)	33,339.39
SH 74	2.826	Lovell, East. Gr. & Dr. (SAP-1026 (1) Rdy.)	46,869.36
SH 74	10.000	From SH 33, South to Oklahoma County line. Repair Grav. Surf. (M-1899)	40,000.00
SH 74	5.500	Crescent, South to Jct. SH 33. Sing. Bit. Surf. Crse. (M-1972)	9,200.00

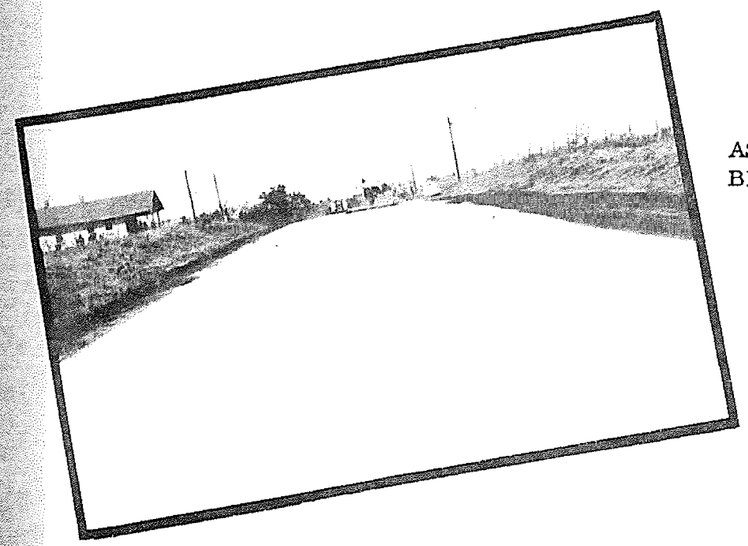
Hwy. No.	Mileage	Location & Description	Amount
		LOGAN COUNTY (Con't.)	
Projects Completed			
US 77	18.000	Noble County line, South. Conc. Patching. (M-1785)	$ 24,000.00
SH 33	5.300	From Kingfisher County line, East to Jct. SH 74. Repair Surf., Base & Sing. Bit. Surf. Tr. (M-1837)	10,000.00
SH 33	1.320	City Street in Guthrie. Hot Mixed Cold Laid Asph. Surf. Crse. (M-1913)	38,000.00
SH 51	0.004	1.0 mile West Jct. SH 74. Repair Timber Bridge. (X-210)	2,200.00
FAS Rd.	6.985	Cashion, East thru Navina. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-369 (2))	56,288.07
FAS Rd.	0.026	Northeast Corner Sec. 29, T18N, R3W, East. 3 Bridges. (S-252 (3) Br.)	43,067.09
FAS Rd.	2.562	Northeast Corner Sec. 29, T18N, R3W, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-252 (3) Rdy.)	30,168.75
		Total Projects Completed	$ 1,167,054.12
Projects Under Construction			
SH 74	7.650	From Crescent, North. 7.586 miles Asph. Stab. Base & Sing. Bit. Surf. Crse. & 0.064 mile P. C. Conc. Pav. (F-365 (7) Pt. 1)	$ 125,495.74
SH 74	7.073	From 7.0 miles North of Crescent, North to Garfield County line. Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-365 (7) Pt. 2)	120,251.22
SH 74D & SH 74E	5.882	From Marshall to SH 74 & from Lovell to SH 74. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-1026 (2))	97,244.85
		Total Projects Under Construction	$ 342,991.81
Projects Programmed			
SH 51	13.000	Orlando, West. Surf. (SAP-941 (1))	$ 422,500.00
SH 51	3.000	Kingfisher County line, East. Surf. (SAP-1058 (2))	75,000.00



S. H. 74 LOGAN COUNTY



LAYING ARMOR COAT



ASPHALT STABILIZED BASE
BITUMINOUS SURFACE

Hwy. No.	Mileage	Location & Description	Amount
		LOGAN COUNTY (Con't.)	
Projects Programmed			
SH 74	10.000	SH 33, South. Gr., Dr., Bridge & Surf. (SAP-1071 (1))	$ 360,000.00
		Total Projects Programmed	$ 857,500.00
		Total for County	$ 2,367,545.93
		LOVE COUNTY	
Projects Completed			
US 77		Main Street in Thackerville. Traffic Control Signal. (F-141 (4))	$ 1,621.50
SH 199	6.388	Marietta, Northeast. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-427 (8))	208,888.52
SH 199A	0.042	Hickory Creek, approx. 2.0 miles South of Lake Murray. Gr. & 1 Bridge. (SAP-1022 (1))	32,227.40
SH 32	4.209	Courtney, West. Gr. & Dr. (Part in Jefferson Co.) (S-381 (5) SH Gr.)	37,158.11
SH 32	4.209	Courtney, West. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-381 (5) SH Surf.)	52,507.89
SH 199A	8.000	From SH 199, 1.0 mile East of Marietta, North to Lake Murray. Reshape, Dr. & Grav. (M-1706)	13,000.00
FAS Rd.	3.956	From Southwest Corner Sec. 12, T8S, R2W, East & North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-569 (1) Contr. 1)	36,322.85
FAS Rd.	0.380	At Corcoran Creek within limits of Contr. 1. Gr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-569 (1) Contr. 2)	46,984.40
		Total Projects Completed	$ 428,710.67
Projects Under Construction			
US 77	25.200	North & South thru Love County. Repair Conc. Failures & Mudjack Joints & Low Places. (M-1948)	$ 59,000.00
		Total Projects Under Construction	$ 59,000.00

Hwy. No.	Mileage	Location & Description	Amount
		LOVE COUNTY (Con't.)	
Projects Programmed			
SH 32	12.500	Marietta, West. Gr., Dr. & Dustless Type Surf. (S-381 (7) SH)	$ 350,000.00
		Total Projects Programmed	$ 350,000.00
		Total for County	$ 837,710.67
		McCLAIN COUNTY	
Projects Completed			
SH 76	7.019	6.7 miles South of SH 39, South to Garvin County line. Gr. & Dr. (F-338 (1) Pt. 2)	$ 122,044.09
SH 76	6.736	From Jct. SH 39, South. Asph. Conc. Base & Surf. (F-338 (4) Pt. 1)	218,612.20
SH 76	0.236	Walnut Creek, Southeast of Blanchard. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (SAP-1042 (1))	51,645.40
SH 74	7.503	Norman Bridge, South. Stab. Aggr. Base & Rock Asph. Surf. Crse. (SAP-1013 (5))	300,513.42
SH 76	0.321	South of Blanchard. Gr., Dr., Stab. Aggr. Base, Bld. Rock Asph. Surf. & 1 Bridge. (SAP-886 (2))	70,594.84
SH 74	0.284	Jackson Street in Purcell. P. C. Conc. Pav. Widening & Rock Asph. Resurf. (SAP-1013 (3))	27,883.60
SH 74	7.503	Norman Bridge, South. Gr., Dr. & 2 Bridges. (SAP-1013 (4))	130,979.00
US 62		Pond Creek, North of Newcastle. Bridge & Approaches. (SAP-181 (4))	50,377.52
US 77	0.622	In Purcell, from Main Street, South to Iowa Street. Gr., Dr. & P. C. Conc. Pav. widening. (SAP-369 (2))	60,527.34
US 62		Newcastle Bridge at South Canadian River Bridge. Repair. (Part in Cleveland Co.) (RC-60 (1))	67,576.17

Hwy. No.	Mileage	Location & Description	Amount
		McCLAIN COUNTY (Con't.)	
Projects Completed			
US 77	13.200	Purcell, South to Garvin County line. Conc. Patch. (M-1961)	$ 5,800.00
SH 59		In Wayne. Purchase Grav. for City Street. (M-2044)	800.00
SH 59	16.000	Pontotoc County line, West to Rosedale. Repair & Armor Coat. (M-1761)	55,500.00
SH 59	6.700	Rosedale, West to US 77. Repair & Armor Coat. (M-1762)	14,600.00
SH 39	7.500	Purcell, West to SH 24. Repair & Armor Coat. (M-1766)	23,700.00
SH 39	10.300	SH 24, West to Grady County line. Repair & Armor Coat. (M-1771)	17,000.00
US 62	7.300	From Conc., South to Jct. SH 9. Repair & Armor Coat. (M-1772)	15,600.00
		All Highways. Repair Flood Damage. (X-230)	12,000.00
SH 74B		Walnut Creek, 0.8 mile East of Cole. Bridge Repair. (X-197)	3,000.00
SH 59	22.400	Wayne, West & North thru Payne & Criner to Jct. SH 39. Bridge Repairs, Replacements, Back Fill & Rip-Rap. (X-177)	49,000.00
SH 74B	4.900	From SH 74, West. Repair 3 Bridges. (X-179)	11,500.00
SH 9		2.0 miles Southwest of Norman. Constr. 58 foot Steel Span. (Part in Cleveland Co.) (X-207)	9,000.00
FAS Rd.	0.302	Sandy Creek, 1.25 mile West of Washington. Gr., Dr., Reflectors & 1 Bridge. (S-107 (1))	42,101.28
		Total Projects Completed	$ 1,360,354.86
Projects Under Construction			
US 77	0.036	Approx. 1.5 miles South of US 77, South of Purcell. Gr., Dr., P. C. Conc. Pav. & 1 Bridge. (SAP-369 (3))	$ 31,141.99

Hwy. No.	Mileage	Location & Description	Amount
		McCLAIN COUNTY (Con't.)	
Projects Under Construction			
SH 74	4.677	From approx. 7.5 miles North of Maysville, Northeast to US 77, South of Purcell. Gr. & Dr. (S-675 (2) SH Pt. 2)	$ 67,082.17
SH 24	5.300	Jct. SH 74 to Jct. SH 39. Patch & Armor Coat. (M-1955)	9,500.00
SH 59	3.000	From SH 74, North of Maysville, West to SH 24. Grav. (M-2056)	7,500.00
SH 24	13.000	Story, North to SH 39. Grav. (M-2058)	54,000.00
FAS Rd.	5.440	From US 77 in Wayne, Southwest to SH 74. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-549 (1))	57,106.40
		Total Projects Under Construction	$ 226,330.56
Projects Programmed			
SH 74	12.200	Purcell to Maysville. Dustless Type Surf. (Part in Garvin Co.) (S-675 (3) SH)	$ 355,000.00
		Total Projects Programmed	$ 355,000.00
		Total for County	$ 1,941,685.42
		McCURTAIN COUNTY	
Projects Completed			
US 70	0.231	At Mt. Fork River, 7.0 miles East of Broken Bow. Superstruct. for 2 Bridges. (F-40 (13) Br. Contr. 3)	$ 167,964.29
SH 7	6.899	From approx. 33.0 miles Southeast of Antlers, Southeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (F-367 (1) Rdy. Pt. 1)	137,925.65
SH 7	2.050	From approx. 4.0 miles Southeast of Antlers, Southeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (F-367 (1) Rdy. Pt. 2)	78,197.93
US 70	7.645	From 7.0 miles East of Broken Bow, East. Stab. Aggr. Base Crse. & Dbl. Bit. Surf. Crse. (F-40 (15))	218,379.70

Hwy. No.	Mileage	Location & Description	Amount
		McCURTAIN COUNTY (Con't.)	
Projects Completed			
US 70	0.974	Approaches to Mt. Fork River & Rock Creek Bridges, East of Broken Bow. Stab. Aggr. Base Crse & Dbl. Bit. Surf. Crse. (F-40 (16))	$ 31,828.45
SH 7	0.053	From approx. 33.0 miles Southeast of Antlers, Southeast. 3 Bridges. (F-367 (1) Br.)	80,019.73
US 70		At Mt. Fork Creek, 7.0 miles East of Broken Bow. Steel & Misc. Fittings for Overflow Bridge. (F-40 (13) Br. Contr. 2A)	19,110.85
US 70	0.138	Mt. Fork Creek, 7.0 miles East of Broken Bow. Struct. Steel for 5 Spans. (F-40 (13) Br. Contr. 2)	107,735.60
SH 87	0.473	Norwood Creek & Harris Bayou, Southeast of Harris. Gr., Traf. Bnd. Surf. Crse. & 2 Bridges. (SAP-627 (2))	63,086.70
SH 21A	3.500	From SH 21 to Beavers Bend State Park. Reshape Rdy., Soil Resin Stab. Base & Sing. Bit. Surf. Crse. (C-1402)	28,000.00
SH 21	15.000	From 3.0 miles West of Smithville, Northeast to Arkansas line. Grav. (M-1887)	60,000.00
US 70	9.600	From Idabel, West thru Garvin. Remove & Replace Broken Conc. Pav. (M-1759)	52,700.00
US 70	9.000	From West City limits of Valliant, East. Patch with Hot Mix Cold Laid Asph. (M-1943)	19,000.00
SH 21	5.520	From US 70 Wye, 2.0 miles East of Idabel, East. Place Sing. Armor Coat Seal. (M-1755)	11,000.00
US 70	11.900	Idabel to Broken Bow. Repair, Patch Weak Places & Spot Seal Cracked Areas. (M-1853)	10,000.00
SH 7	9.700	Broken Bow, West. Traf. Bnd. Surf. Crse. (M-1888)	10,600.00
FAS Rd.	6.558	Wright City, East to Glover Creek. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-258 (1))	56,036.25
		Total Projects Completed	$ 1,151,585.15

Hwy. No.	Mileage	Location & Description	Amount
		McCURTAIN COUNTY (Con't.)	
		Projects Under Construction	
SH 7	0.222	At Glover, Gibbs & Boktuklo Creeks, Northwest of Broken Bow. 3 Bridges. (F-367 (4))	$ 391,049.86
SH 21	6.966	From 5.5 miles East of US 70, East & South thru Haworth. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-446 (2) SH Surf.)	129,287.38
SH 21	6.984	From 5.5 miles East of US 70, East & South thru Haworth. Gr., Dr. & 3 Bridges. (S-446 (2) SH Gr. & Br.)	78,150.25
SH 87	0.018	From Idabel, South 2.918 miles. 2 Bridges. (S-698 (1) SH Br.)	11,563.70
SH 87	2.900	From US 70 in Idabel, South. 2.515 miles Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. & 0.385 mile Gr., Dr. & P. C. Conc. Pav. (S-698 (1) SH Rdy.)	159,507.47
SH 87	30.000	From 3.0 miles South of Idabel, Southeast to Arkansas State line. Spot Grav. Present Rdy. (M-2054)	29,500.00
FAS Rd.	5.996	From 3.5 miles South of Golden, North thru Golden. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-258 (2))	25,760.65
FAS Rd.	6.000	From Arkansas State line between Sec. 10 & 15, T7S, R27E, Northwest toward Eagletown. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-644 (1))	63,863.70
FAS Rd.	5.095	From US 70, Southeast thru Eagletown. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-644 (2))	37,876.75
		Total Projects Under Construction	$ 926,559.76
		Projects Programmed	
SH 57	3.000	Red River, Northeast. Gr., Dr., Bridge & Surf. (SAP-729 (1))	$ 200,000.00
SH 7	2.200	Glover Creek Bottom. Gr. & Dr. (SAP-893 (1))	110,000.00

Hwy. No.	Mileage	Location & Description	Amount
		McCURTAIN COUNTY (Con't.)	
		Projects Programmed	
SH 57	0.400	Red River Bridge & Approaches. To share cost with State of Texas.	$ 330,000.00
		Total Projects Programmed	$ 640,000.00
		Total for County	$ 2,718,144.91
		McINTOSH COUNTY	
		Projects Completed	
US 266	7.137	From Checotah, Northwest. Gr., Dr. & 3 Bridges. (F-245 (1) Gr., Dr. & Br.)	$ 114,595.00
SH 9	0.150	At Shell Creek, approx. 4.0 miles West of Railford. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (SAP-885 (2))	50,841.03
US 69	0.195	In Eufaula. Pav. Widening & Resurf. (SAP-1037 (1))	32,180.97
SH 9	7.750	Eufaula, West. Gr., Dr., Stab. Aggr. Base & Rock Asph. Surf. (SAP-885 (1))	396,079.23
US 69		North Canadian River, North of Eufaula. Bank Prot. (RC-71 (1))	24,880.00
US 266	11.000	Okmulgee County line, East to SH 72. Reprocess, Add New Mat & Armor Coat. (M-1738)	70,300.00
US 266	10.000	Checotah, East to Muskogee County line. Reprocess, Add New Mat & Armor Coat. (M-1739)	65,000.00
US 266	6.700	From Jct. US 266 & SH 72, East to US 69. Reshape 24 foot Roadbed, Improve Grade & Grav. (M-1928)	19,300.00
SH 72	3.500	Muskogee County line, South to Jct. US 266. Repair Base & Surf. & Armor Coat Seal. (M-1586)	9,900.00
SH 9	9.500	Dustin to SH 52. Reshape & Grav. (Part in Hughes Co.) (M-1663)	22,000.00
SH 9		South Canadian River, Southeast of Eufaula. Repair Flood Damage to North Approach on Bridge. (X-193)	6,500.00

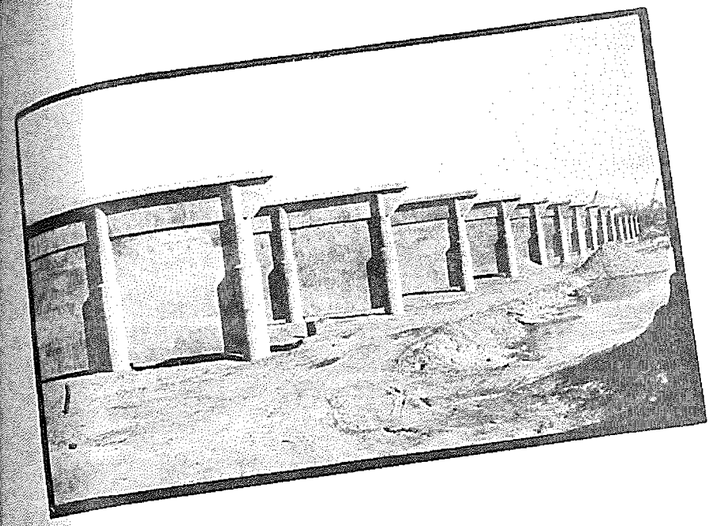
Hwy. No.	Mileage	Location & Description	Amount
		McINTOSH COUNTY (Con't.)	
Projects Completed			
FAS Rd.	2.007	Pierce, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-261 (2))	$ 24,511.68
FAS Rd.	2.934	Hanna, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-606 (1))	34,660.19
FAS Rd.	6.003	US 266, 4.0 miles East of Checotah, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-260 (3))	46,849.30
FAS Rd.	3.108	From SH 9, 3.0 miles West of Eufaula, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-187 (1))	32,952.76
		Total Projects Completed	$ 950,550.16
Projects Under Construction			
US 266	7.128	From Checotah, Northwest. P. C. Conc. Pav. (F-245 (1) Surf.)	$ 407,221.01
US 69	0.557	In Checotah. Gr., Dr. & Asph. Conc. Resurf. (SAP-114 (2))	82,848.88
SH 9	5.053	Vivian, West thru Raiford. Gr., Dr. & Asph. Conc. Pav. (SAP-885 (3))	236,780.36
SH 9	1.100	From South Canadian River, West to US 69. Reprocess, Add New Mat & Armor Coat. (M-1742)	6,900.00
		Total Projects Under Construction	$ 733,750.25
Projects Programmed			
SH 9	10.800	Hughes County line, East. Gr., Dr., Bridge & Surf. (SAP-885 (4))	$ 637,000.00
		Total Projects Programmed	$ 637,000.00
		Total for County	$ 2,321,300.41
		MAJOR COUNTY	
Projects Completed			
US 60	4.520	Seiling, Northeast to Chester. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (Part in Dewey Co.) (F-325 (4))	$ 152,301.62

Hwy. No.	Mileage	Location & Description	Amount
		MAJOR COUNTY (Con't.)	
Projects Completed			
US 281	7.801	From Jct. SH 15, South. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-325 (5))	$ 179,459.57
SH 15	3.920	From US 281, West to Woodward County line. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-684 (1))	130,238.26
SH 58	7.700	Fairview, Southwest to Blaine County line. Reshape & Grav. (C-1381)	18,000.00
US 281	6.000	Chester, North. Regrade & Hard Dirt Plate. (M-1910)	20,000.00
US 60	26.400	From Chester, East to Fairview. Repair Base & Surf. & Armor Coat. (M-1987)	54,110.00
SH 8	9.000	Fairview, East. Reshape & Grav. (M-1549)	14,000.00
SH 58	7.900	Ringwood, Southwest to SH 18. Reshape & Grav. (M-1554)	17,000.00
US 60, SH 58 & SH 8		On US 60 from Cleo Springs, East; on SH 58 from Ringwood, Southwest; on SH 8 from Cleo Springs, North. Repair Bridge & Replace Embankment Damaged by Flood. (X-233)	7,400.00
SH 8		Eagle Chief Creek Bridge, 1.5 miles North of Cleo Springs. Bridge Repair. (X-252)	10,000.00
US 281	1.000	US 60, North. Repair & Hard Dirt Bed. (X-188)	4,800.00
US 60	3.800	Chester, South to Dewey County line. Repair Flood Damage. (X-206)	2,000.00
FAS Rd.	1.793	From US 60, 3.0 miles West of Fairview, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-268 (1))	34,428.62
FAS Rd.	7.933	2.0 miles North & 8.5 miles West of Fairview, West. Traf. Bnd. Surf. Crse. (S-264 (3))	19,986.40
FAS Rd.	5.094	3.0 miles North & 15.0 miles West of Fairview, West. Traf. Bnd. Surf. Crse. (S-264 (4))	12,756.80
FAS Rd.	5.434	4.0 miles South of Meno, South to Ames. 1.641 miles Sing. Bit. Surf. Crse. & 4.793 miles Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-267 (1))	50,225.12
		Total Projects Completed	$ 726,706.39

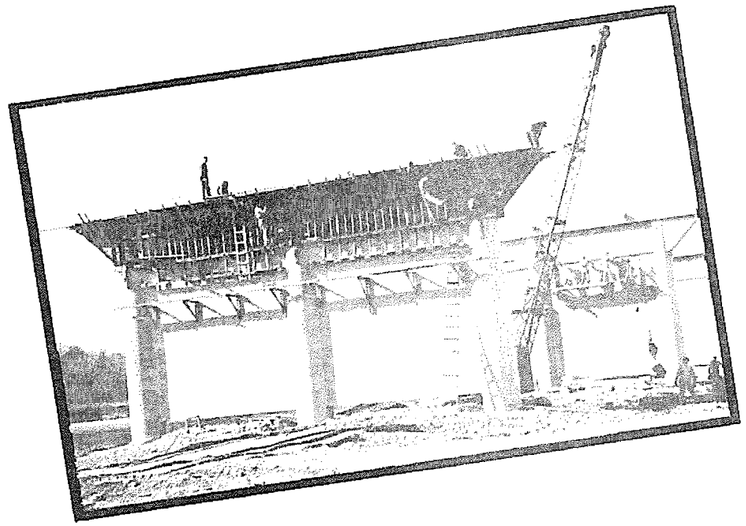
Hwy. No.	Mileage	Location & Description	Amount
		MAJOR COUNTY (Con't.)	
Projects Under Construction			
SH 8	5.192	Cleo Springs, North. Gr., Dr. & 2 Bridges. (SAP-620 (2) Pt. 1)	$ 50,355.88
US 60		Cimarron River Bridge on US 60 at Orienta. Replace Stringers & Floor as needed. (X-245)	22,000.00
		Total Projects Under Construction	$ 72,355.88
Projects Programmed			
US 60	0.500	Cimarron River, Northeast of Orienta. Bridge & Approaches. (F-180 (6))	$ 220,000.00
US 281	7.500	Chester, North. Gr., Dr. & Surf. (SAP-795 (2))	200,000.00
SH 8	7.000	SH 58, South. Gr., Dr., Bridge & Surf. (SAP-93 (5))	350,000.00
SH 8	0.200	Deep Creek Bridge & Approaches. (SAP-93 (4))	75,000.00
SH 58	7.600	Fairview, Southwest. Dustless Type Surf. (S-349 (5) SH)	225,000.00
		Total Projects Programmed	$ 1,070,000.00
		Total for County	$ 1,869,062.27
		MARSHALL COUNTY	
Projects Completed			
SH 99	1.759	Madill, Northeast. Gr., Dr., Asph. Conc. Pav. & 1 Bridge. (F-378 (1))	$ 161,186.27
SH 32	20.000	West of Marietta; West of Kingston; Northeast of Madill & Southwest of Madill. Spot Grav. (Part in Love Co.) (M-1930)	15,000.00
US 70	3.200	From East edge Kingston, Northwest to conc. Place Sing. Armor Coat. Seal. (M-1753)	7,220.00
SH 199	0.560	From US 70, Southwest on Lillie & McArthur Street in Madill. Place Oil Mat on present Surf. (M-1919)	4,100.00

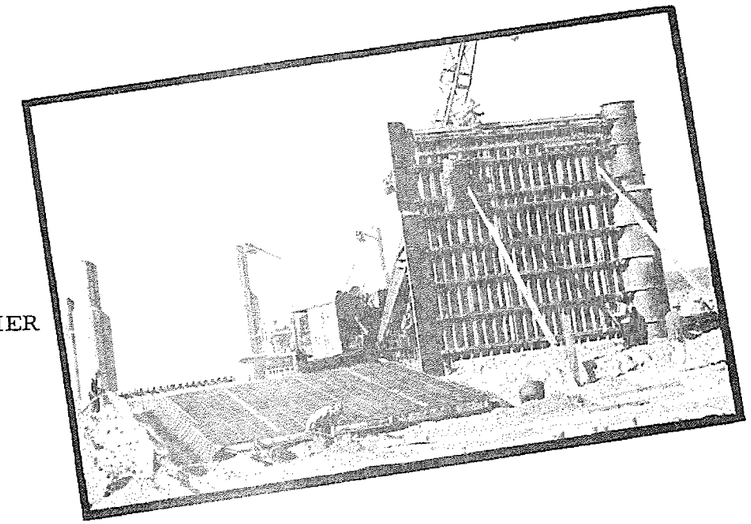
Hwy. No.	Mileage	Location & Description	Amount
		MARSHALL COUNTY (Con't.)	
Projects Completed			
SH 199	5.018	From SH 99 in Madill, East. Stab. Base & Sing. Bit. Surf. Crse. (S-170 (3))	$ 34,190.04
		Total Projects Completed	$ 221,696.31
Projects Under Construction			
None			
Projects Programmed			
SH 199	5.300	Washita River, West. Gr., Dr. & Surf. (SAP-926 (4))	$ 250,000.00
SH 99	5.700	Johnston County line, South. Gr., Dr., Bridge & Surf. (SAP-825 (3))	425,000.00
Co. Rd.	0.500	3.3 miles West & 2.0 miles North of Kingston. Gr., Dr., Low Type Surf. & Bridge. (CS-48-3 (1))	4,400.00
		Total Projects Programmed	$ 679,400.00
		Total for County	$ 901,096.31
		MAYES COUNTY	
Projects Completed			
SH 20	6.188	Pryor, West. Gr. & Dr. (F-374 (1) Gr.)	$ 209,703.38
SH 20	0.119	Pryor, West. 6 Bridges. (F-374 (1) Br.)	148,396.95
SH 20		Grand River at Salina. Bridge Repairs. (RC-80 (1))	30,079.97
SH 82	5.700	Langley, South. Sing. Bit. Surf. Crse. (MC-Div. 8 (3) Pt. 3)	6,568.35
SH 20		At M.K. & T. RR., 4.0 miles South of Pryor. Install Flashing Light Signals for duration of use of Detour. (C-1422)	2,552.00
SH 82	5.700	From Langley, South to Jct. SH 20. Recondition & Seal. (M-1820)	10,000.00

Hwy. No.	Mileage	Location & Description	Amount
		MAYES COUNTY (Con't.)	
Projects Completed			
Detour	11.600	From Pryor, West to Rogers County line. Detour for SH 20. (M-1920)	$ 13,500.00
SH 82 & SH 20		Spavinaw Creek on SH 20 between Salina & Locust Grove & Little Spring Creek South of Locust Grove on SH 82. Repair Embankment Damaged by Flood. (X-240)	9,000.00
SH 20	0.028	5.0 miles West of Pryor. Replace Embankment adjacent to Culvert & Replace Guard Rail. (X-215)	2,000.00
FAS Rd.	4.466	From SH 82, 3.0 miles South of Langley, West & South toward Strang. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-275 (1))	45,872.55
FAS Rd.	1.080	Dawes, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-276 (2))	59,388.74
FAS Rd.	4.407	0.5 mile South of SH 20 in Pryor, Southeast. Gr., Dr., Grav. Base & Dbl. Bit. Surf. Crse. (S-278 (1))	44,648.00
		Total Projects Completed	$ 581,709.94
Projects Under Construction			
SH 20	6.348	Pryor, West. Asph. Conc. Pav. (F-374 (1) Surf.)	$ 299,362.79
SH 82	0.103	At Little Spring Creek, 2.5 miles South of Locust Grove. Repair Bridge & Approaches. (RC-93 (1))	13,350.80
SH 20		At Spavinaw Creek, approx. 1.0 mile West of Spavinaw. Rock Bank Prot. (RC-95 (1))	4,470.00
SH 82	18.000	From Locust Grove, South to Cherokee County line. Gr., Dr. & Traf. Bnd. Surf. Crse. (C-1412)	100,000.00
SH 33	26.000	From Delaware County line, West to Rogers County line. Recondition & Armor Coat. (M-2010)	25,000.00
SH 20	25.500	From Delaware County line to Pryor. Recondition & Armor Coat. (M-2017)	23,000.00



U.S. 66 BYPASS, TULSA COUNTY





ARKANSAS RIVER BRIDGE PIER CONSTRUCTION AT 51st. ST. SOUTH OF TULSA.

Hwy. No.	Mileage	Location & Description	Amount
		MAYES COUNTY (Con't.)	
Projects Under Construction			
US 69	16.000	From Pryor, North to Craig County line. Repair Failures in Conc. Pav. (M-2023)	$ 95,000.00
		Total Projects Under Construction	$ 560,183.59
Projects Programmed			
None			
		Total for County	$ 1,141,893.53
		MURRAY COUNTY	
Projects Completed			
SH 7		At Washita River, West of Davis. Rock Bank Prot. (RC-87 (1))	$ 8,157.00
SH 7C	3.500	From Doutherty, Northwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (C-1413)	30,000.00
US 77	18.500	North & South across Murray County. Replace Broken Conc. Pav. (M-2005)	21,000.00
F/M	7.200	From Mill Creek, West to SH 18. Grav. (Part in Johnston Co.) (M-1532)	8,679.00
SH 7	0.200	At Washita River, West of Davis. Replace Fill & Asph. Oil Surf. (X-234)	2,700.00
FAS Rd.	6.126	From 3.2 miles Northeast of Dougherty, Northeast to SH 7. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-513 (2))	24,974.81
FAS Rd.	3.218	From Dougherty, Northeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-513 (1))	22,037.12
FAS Rd.	2.992	From US 77, 6.0 miles North of Davis, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 3 Bridges. (S-516 (1))	41,682.78
FAS Rd.	4.996	SH 7, 3.0 miles West of Sulphur, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-517 (1))	26,877.20
SH 7A		Washita River, West of Dougherty. Reconstruct Bridge. (CS-50-1 (1))	27,265.25
		Total Projects Completed	$ 213,373.16

Hwy. No.	Mileage	Location & Description	Amount
		MURRAY COUNTY (Con't.)	
Projects Under Construction			
SH 7	7.207	From Davis to Sulphur. 0.362 miles P. C. Conc. Pav. & 6.845 miles Bld. Rock Asph. Surf. Crse. (F-91 (4) Surf.)	$ 277,515.40
SH 7	0.050	Between Davis & Sulphur. 3 Bridges. (F-91 (4) Brs.)	74,833.94
SH 7	6.812	From Davis to Sulphur. Gr. & Dr. (F-91 (4) Gr.)	98,610.11
SH 7	15.800	Sulphur, North & West to Jct. SH 7 in Davis. Repair Bridge & Grav. where needed. (M-2061)	7,000.00
SH 7		Washita River, West of Davis. Steel Jetty Bank Prot. (X-224)	7,900.00
FAS Rd.	0.283	At Sandy Creek & Guy Sandy Creek, approx. 2.0 miles & 2.75 miles East of Iona respectively. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-514 (1))	31,105.65
		Total Projects Under Construction	$ 496,965.10
Projects Programmed			
None			
		Total for County	$ 710,338.26
		MUSKOGEE COUNTY	
Projects Completed			
SH 2	0.463	Approx. 0.5 mile North Whitefield, North. Gr., Stab. Aggr. Base Crse. & Dbl. Bit. Surf. Crse. (ER-F-13 (1))	$ 102,159.64
US 64	0.285	In Haskell, on Broadway from Spruce Street, South. Gr., Dr. & P. C. Conc. Pav. (SAP-289 (1))	54,236.58
US 62	2.940	In Ft. Gibson & East. Gr., Dr. & P. C. Conc. Pav. (SAP-695 (1))	191,085.18
US 64		2.6 miles East of Warner. Gr., Dr. & Surf. Driveway to O.T.C. Scales. (C-1415)	3,700.00

Hwy. No.	Mileage	Location & Description	Amount
		MUSKOGEE COUNTY (Con't.)	
Projects Completed			
US 62	4.000	From Ft. Gibson, East. Shape & Improve Drainage, Place & Repair Drainage Structures & Grav. (M-1921)	$ 9,500.00
SH 10B	0.700	From Ft. Gibson, North to old Stockade. Gr., Base & Sing. Bit. Surf. Crse. (M-1911)	5,000.00
US 64	11.900	Muskogee, West to Jct. US 62. Improve Drainage, Reshape & Repair Conc. Pav. (M-1521)	76,600.00
SH 2	15.000	From Jct. US 266 to South Canadian River. Patch & Spot Seal. (M-1830)	18,500.00
US 69	14.300	Muskogee, South to McIntosh County line, except 1.5 miles brick pav. conc. patching. Mudjacking as needed, Shaping & Building Shoulders. (M-1940)	54,000.00
SH 10	11.900	From Jct. US 62, South of Ft. Gibson, South thru Braggs. Repair, Shape & Improve Surf. (M-1579)	33,000.00
SH 72	4.500	From Jct. US 62, South thru Council Hill to McIntosh County line. Repair Base & Surf., Shape, Improve Drainage & Armor Coat Seal. (M-1585)	16,400.00
SH 10	12.700	Braggs to Gore. Improve Drainage, Repair Base & Armor Coat. (Part in Sequoyah Co.) (M-1692)	29,000.00
US 69 & US 62	0.251	In Muskogee on Gibson Street from Utah to York Street; on US 69 on South 24th Street from Okmulgee Ave., South to Border Ave. Widen, Repair & Resurf. (M-1856)	44,000.00
US 69		2.5 miles South of Muskogee. Replacement of Brick Surf. (M-1872)	6,000.00
FAS Rd.	0.169	At Coata Creek, 5.0 miles East of US 64 at South limits of Muskogee. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-457 (2))	37,434.83
FAS Rd.	7.236	From US 64, 6.0 miles East of Warner, South. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-197 (1))	66,166.82
FAS Rd.	5.585	From Porum, East & North. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-197 (2))	46,654.95

Hwy. No.	Mileage	Location & Description	Amount
		MUSKOGEE COUNTY (Con't.)	
Projects Completed			
FAS Rd.	7.439	From US 69, 1.0 mile North of Muskogee, West & South to US 64. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-617 (1))	$ 55,461.78
FAS Rd.	5.379	From Wainwright, West to US 62. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-93 (2))	35,874.92
		Total Projects Completed	$ 884,774.70
Projects Under Construction			
SH 2	3.092	From Whitefield, North thru Briartown. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (Part in Haskell Co.) (F-97 (2) Surf.)	$ 77,379.40
SH 2	0.029	Between Whitefield & Briartown. 2 Bridges. (F-97 (2) Br.)	70,759.60
SH 2	3.092	From Whitefield, North thru Briartown. Gr. & Dr. (Part in Haskell Co.) (F-97 (2) Gr.)	69,579.09
SH 64A	1.155	Cut-off between US 69 & US 64, South of Muskogee. Gr., Dr., Asph. Conc. Surf. & 1 Bridge. (SAP-1059 (1))	91,552.54
US 64	38.000	Sallisaw to Muskogee. Conc. Replacement & Repairs. (Part in Sequoyah Co.) (M-1832)	54,000.00
US 266	5.700	From Jct. US 64 at Warner, South & West to McIntosh County line. Reprocess Present Mat, Add New Mat, Stab. Subgrade & Armor Coat Seal. (M-1936)	36,000.00
		Total Projects Under Construction	$ 399,270.63
Projects Programmed			
US 62	4.000	Cherokee County line, West. Gr., Dr., Bridge & Dustless Type Surf. (F-273 (2))	$ 378,000.00
US 69	2.900	In Muskogee on 32nd Street & Court Street, South to South Urban limits. Gr., Dr., High Type Surf. & Bridge. (U-593 (13))	850,000.00
SH 64A		Cut-off between US 69 & US 64 at M.K. & T. RR. South of Muskogee. Flashing Light Signals. (FAGS-710 (1))	5,500.00

Hwy. No.	Mileage	Location & Description	Amount
		MUSKOGEE COUNTY (Con't.)	
Projects Programmed			
SH 64A		At Midland Valley Ry. on cut-off between US 64 & US 69, South of Muskogee. Automatic Grade Crossing Prot. Device. (FAGS-710 (2))	$ 5,000.00
US 62	1.250	From Jct. Old US 69, Southwest. Gr., Dr. & Pav. (SAP-195 (4))	200,000.00
US 64		Webbers Falls Bridge. Foot Bridge. (Part in Sequoyah Co.) (SAP-697 (1))	75,000.00
SH 2	10.400	Warner to Porum. Gr., Dr., Bridge & Surf. (SAP-942 (1))	674,000.00
		Total Projects Programmed	$ 2,187,500.00
		Total for County	$ 3,471,545.33
		NOBLE COUNTY	
Projects Completed			
SH 40	2.256	11.0 miles North of US 64, North. Gr., Dr. & P. C. Conc. Pav. (SAP-961 (1) Rdy. Pt. 1)	$ 98,805.87
SH 40	6.225	From approx. 14.5 miles North of US 64, North. Gr., Dr. & P. C. Conc. Pav. (SAP-961 (1) Rdy. Pt. 2)	311,340.58
SH 40	0.047	Just South of the Kay County line. Bridge. (SAP-961 (1) Br.)	50,875.2
US 64		Lion Creek, 2.0 miles West of Lela. Bridge Repairs. (RC-57)	4,100.0
US 64	3.300	Perry, East. Pav. Repairs & Conc. Patching. (M-1783)	14,000.0
US 77	17.000	Perry, North to Jct. US 177. Pav. Repairs & Conc. Patching. (M-1973)	21,000.0
US 77	30.000	Kay County line, South to Logan County line. Conc. Patching. (M-1541)	25,200.0
US 77	6.000	Jct. US 177, South. Pav. Repairs & Conc. Patching. (M-1784)	11,000.0

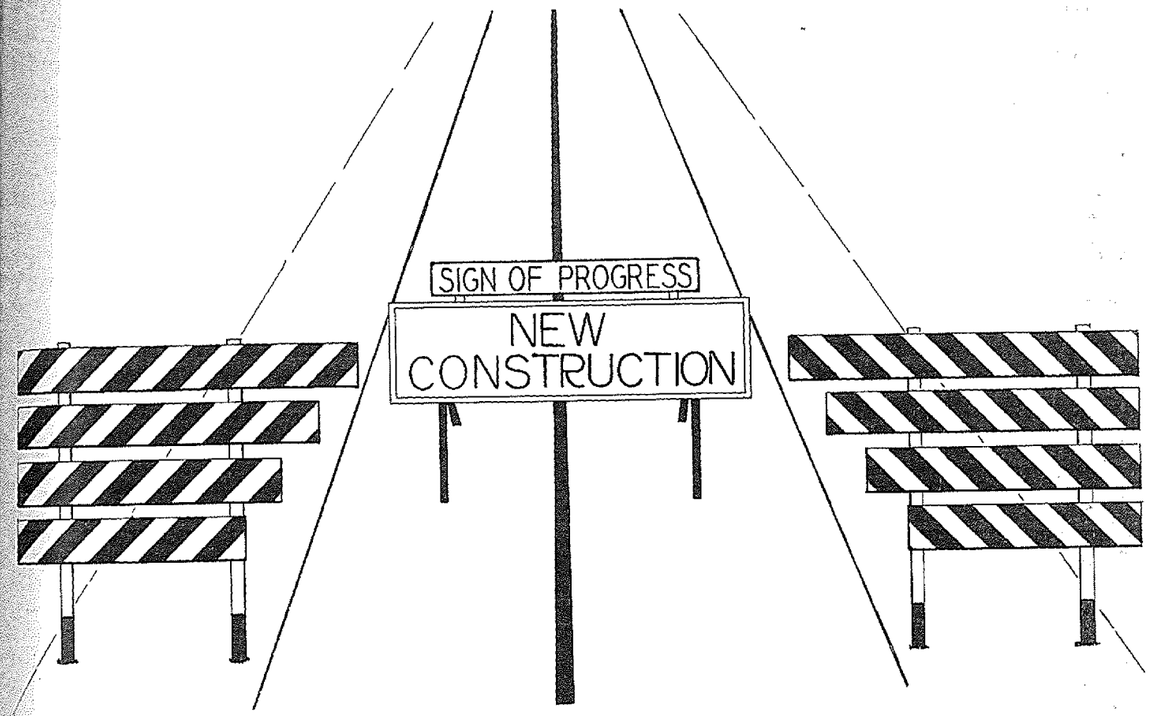
Hwy. No.	Mileage	Location & Description	Amount
		NOBLE COUNTY (Con't.)	
Projects Completed			
US 77		Approx. 12.0 miles North of Perry. Repair Red Rock Creek Bridge. (X-221)	$ 18,500.00
FAS Rd.	0.979	6.5 miles South of Billings, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-179 (1))	14,620.85
FAS Rd.	6.941	1.5 miles South of Billings, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-364 (4))	38,418.80
		Total Projects Completed	$ 607,861.35
Projects Under Construction			
F/M Rd.	0.024	At Cow Creek on Fir Street in Perry. 1 Bridge. (SAP-71 (1) Br.)	$ 32,368.59
F/M Rd.	1.537	From 7th Street in Perry, East on Fir Street to Jct. US 64. Gr., Dr. & P. C. Conc. Pav. (SAP-71 (1) Rdy.)	186,366.79
SH 86	3.849	7.851 miles North of Payne County line, North to Perry. Gr., Dr. & 2 Bridges. (S-360 (4) SH Pt. 2 Gr.)	69,505.86
SH 86	3.829	7.851 miles North of Payne County line, North to Perry. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-360 (4) SH Pt. 2 Surf.)	62,097.62
SH 86	7.851	From SH 51, North. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-360 (4) SH Pt. 1 Surf.)	104,292.42
SH 86	7.851	From SH 51, North. Gr. & Dr. (S-360 (4) SH Pt. 1 Gr.)	40,821.61
SH 15	0.382	Approaches to Red Rock Creek Bridge 0.5 mile West of Red Rock. Stab. Aggr. Base Crse. & Dbl. Bit. Surf. Crse. (S-687 (1) SH)	7,319.59
SH 15	0.443	At Rock Creek, approx. 0.5 mile West of Red Rock. Gr., Dr. & Bridge. (S-687 (1) SH Gr. & Br.)	83,381.77
SH 15	5.900	Red Rock, East to SH 40. Gr. & Dr. (S-687 (1) SH Gr.)	56,825.15
SH 15	0.061	Between Red Rock & SH 40. 6 Bridges. (S-687 (2) SH Br.)	75,633.06

Hwy. No.	Mileage	Location & Description	Amount
		NOBLE COUNTY (Con't.)	
Projects Under Construction			
SH 15	5.900	Red Rock, East to SH 40. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-687 (2) SH Surf.)	$ 134,197.13
FAS Rd.	11.500	Red Rock, North 6.0 miles & East 5.5 miles on Detour. Gr. & Bridge Repairs. (M-2046)	5,500.00
		Total Projects Under Construction	$ 858,309.59
Projects Programmed			
US 77	2.500	In Perry. Gr., Dr. & Surf. (U-)	$ 350,000.00
		Total Projects Programmed	$ 350,000.00
		Total for County	$ 1,816,170.94
		NOWATA COUNTY	
Projects Completed			
US 169	0.023	At California Creek North of Nowata. Reconstruct Bridge & Detour. (SAP-333 (2))	$ 35,690.40
US 169	0.068	3.5 miles North of Lenapah. Gr. Approach Slab & Repairs to 1 Bridge. (RC-54)	11,042.90
US 169	0.807	From South City Limits of Nowata, South. Asph. Stab. Base & Sing. Bit. Surf. (C-1400)	23,000.00
US 169	11.300	From Nowata, South. Repair Exist. Failures in Conc. Pav. (Part in Rogers Co.) (M-1829)	51,000.00
US 60	0.850	Through Nowata. Place Asph. Premix on Brick Surf. (M-2033)	42,000.00
US 60	10.300	From West edge of Nowata, West to Washington County line. Recondition & Seal. (M-1825)	36,200.00
F/M Rd.	6.500	Childers School on SH 28, North & East to Craig County line. Reshape & Place Maint. Grav. & Repair Floor on 3 Bridges. (M-1923)	11,500.00
US 60	0.150	Approx. 2.5 miles East of Jct. SH 28. Repair Slide on Fill by Flattening Slope, Constr. Beam & Channel Change. (X-223)	3,000.00

Hwy. No.	Mileage	Location & Description	Amount
		NOWATA COUNTY (Con't.)	
Projects Completed			
FAS Rd.	5.689	US 69, 0.5 mile North of Watova, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-282 (2))	$ 38,400.66
FAS Rd.	6.595	From US 169, 1.0 mile South of Kansas State line, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 3 Bridges. (S-184 (1))	61,666.19
FAS Rd.	2.995	0.5 mile North of Watova & 5.689 miles West of US 169, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-282 (1))	19,514.38
		Total Projects Completed	$ 333,014.53
Projects Under Construction			
US 60	0.289	From East end of Verdigris River Bridge, East. 6 Bridges. (F-190 (10) Br.)	$ 348,951.64
US 60	1.120	From East end of Verdigris River Bridge, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (F-190 (10) Rdy.)	87,766.82
US 60	1.075	From Coody's Bluff, East. Asph. Conc. Pav. (F-190 (11))	62,000.82
US 60	5.700	Craig County line, West to Coody's Bluff. Recondition & Armor Coat. (M-2022)	16,500.00
FAS Rd.	5.789	Childers, North to SH 10. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-281 (1) Contr. 1)	44,494.50
FAS Rd.	0.266	Childers, North to SH 10. Gr., Dr., Traf. Bnd. Surf. Crse. & 3 Bridges. (S-281 (1) Contr. 2)	47,551.35
		Total Projects Under Construction	$ 607,265.13
Projects Programmed			
US 60	4.000	Nowata, East. Gr., Dr., Bridge & Surf. (SAP-163 (3))	$ 742,000.00
		Total Projects Programmed	$ 742,000.00
		Total for County	$ 1,682,279.66

Hwy. No.	Mileage	Location & Description	Amount
		OKFUSKEE COUNTY	
Projects Completed			
SH 27	0.154	North Canadian River, 7.0 miles South of Okemah. Superstructure for 1 Bridge. (WER-7 (2) Contr. 2)	$ 127,695.10
US 62	0.023	Within limits of SAP-1044 (1) Rdy. 2 Bridges. (SAP-1044 (1) Br.)	36,428.24
US 62	3.128	From end of Pav. East of Okemah, East. Gr. & Dr. (SAP-1044 (1) Rdy.)	75,989.28
SH 56	0.550	Nuyaka Creek, West of Okmulgee. Bridge & Approaches. (SAP-448 (3))	66,220.75
F/M Rd.		North Canadian River, North of Dustin. Bridge Repairs. (RC-77 (2))	5,435.00
F/M Rd.		North Canadian River, North of Dustin. Bank Prot. (RC-77 (1))	17,325.00
US 75		1.0 mile South of Pharoah. Prepare Site for O.T.C. Scales. (C-1414)	2,600.00
SH 56	15.000	Okemah, North & East to Okmulgee County line. Recondition & Armor Coat. (M-1723)	21,674.35
F/M Rd.	10.000	Dustin, Northwest to Weleetka. Grav. (M-2055)	23,500.00
SH 56	15.000	2.0 miles East of Okemah, North & East. Retread & Armor Coat. (M-2026)	93,000.00
F/M Rd.	0.500	North Canadian River, North of Dustin. Flood Repair. (X-184)	6,000.00
FAS Rd.	4.034	From US 75 in Weleetka, North 2.0 miles, West approx. 2.25 miles past Grassy Lake. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-285 (1))	48,654.90
FAS Rd.	5.016	Okemah, North on Township Line. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-286 (1))	41,720.18
FAS Rd.	0.090	US 62 in Boley, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-287 (1))	18,581.00
FAS Rd.	0.340	9.5 miles North & 5.0 miles West of Boley. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-579 (2))	23,001.75

Hwy.	No.	Mileage	Location & Description	Amount
			OKFUSKEE COUNTY (Con't.)	
Projects Completed				
FAS	Rd.	0.446	At Nuyaka Creek, approx. 3.0 miles East of Morse School. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-607 (1))	$ 54,230.18
			Total Projects Completed	$ 662,055.73
Projects Under Construction				
US	62	4.395	Okmulgee County line, West. Gr., Dr., P. C. Conc. Pav. & 1 Bridge. (F-64 (3))	$ 340,881.29
US	75	0.853	From Jct. US 62 & US 75, South. Gr., Dr. & P. C. Conc. Pav. (F-75 (2))	66,344.44
SH	27	4.883	From US 62 at Castle, North. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-910 (3) Pt. 1)	157,050.31
SH	27	5.742	From 4.883 miles North of US 62 at Castle, North. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-910 (3) Pt. 2)	181,278.52
US	62	21.000	Okemah, West to Lincoln County line. Retread & Armor Coat. (M-1951)	89,600.00
			Total Projects Under Construction	$ 835,154.56
Projects Programmed				
US	62	4.300	Okemah to Castle. Gr., Dr., Bridge & Dustless Type Surf. (F-100 (3))	$ 430,000.00
			Total Projects Programmed	$ 430,000.00
			Total for County	$ 1,927,210.29
			OKLAHOMA COUNTY	
Projects Completed				
US	66	1.758	In Oklahoma City, from 63rd & Eastern Ave., West to Lincoln Blvd. Gr., Dr., Asph. Conc. Surf. Crse. & Bridge. (UI-373 (1))	$ 508,860.00
US	62		Capitol Grounds on 23rd Street Oklahoma City. Extension to State Highway Dept. Material Testing Laboratory Building. (SAP-1048 (1))	61,871.00

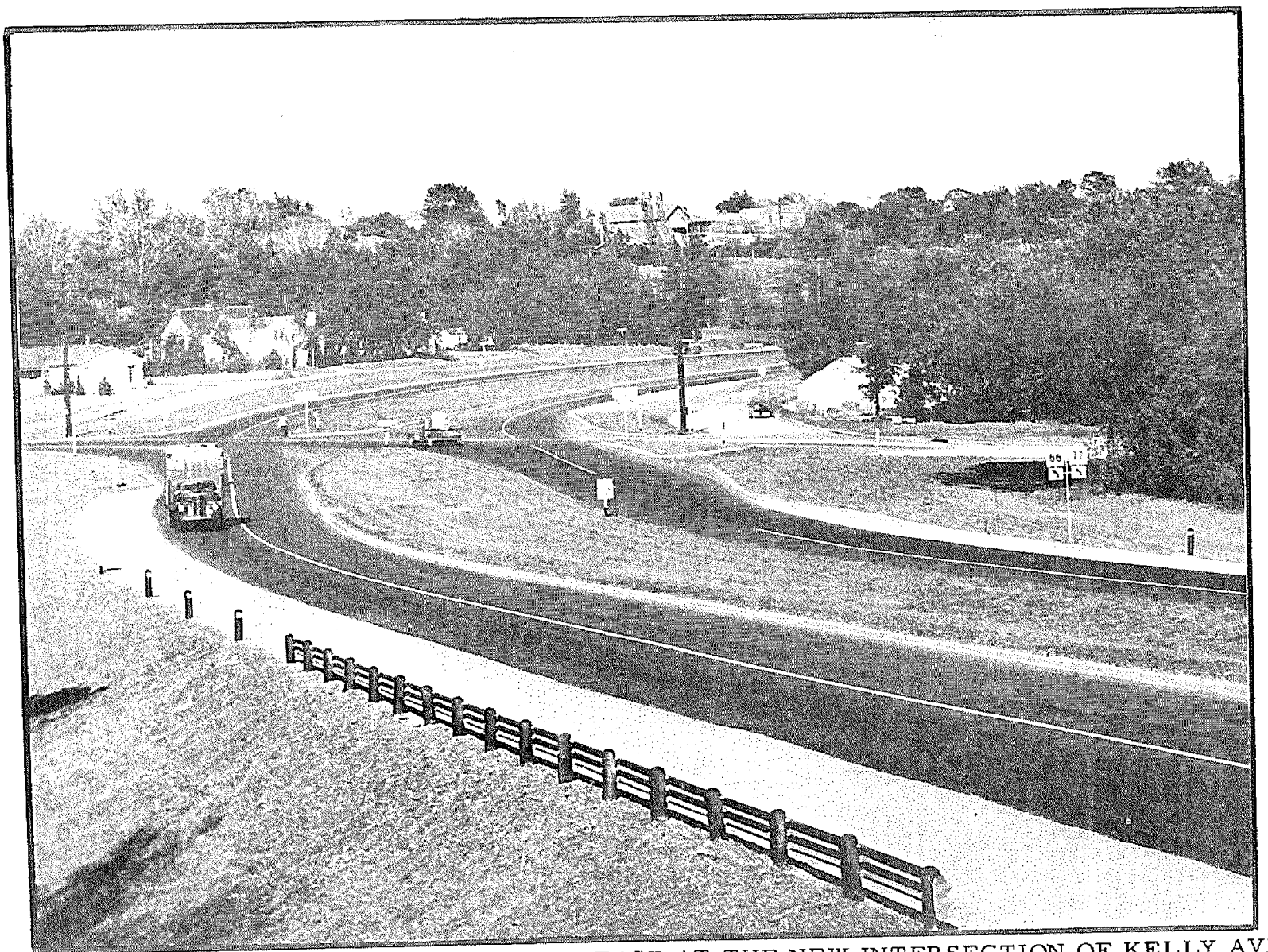


BEFORE CONSTRUCTION



U.S.66-U.S.77, OKLAHOMA COUNTY, VIEW AT THE NORTH EDGE OF OKLAHOMA CITY SHOWING THE INTERSECTION OF U.S.66-U.S.77 AND KELLY AVE. BEFORE THE CONSTRUCTION OF THE OKLAHOMA CITY NORTH URBAN BYPASS.

AFTER CONSTRUCTION



U.S.66-U.S.77, OKLAHOMA COUNTY, VIEW EAST AT THE NEW INTERSECTION OF KELLY AVE. AND U.S.66-U.S.77 AFTER CONSTRUCTION OF OKLAHOMA CITY NORTH URBAN BYPASS.

Hwy. No.	Mileage	Location & Description	Amount
		OKLAHOMA COUNTY (Con't.)	
Projects Completed			
SH 37A	1.079	Wheatland, South to Cleveland County line. Gr., Dr. & Asph. Conc. Pav. (SAP-1030 (1))	$ 47,113.82
F/M Rd.		On West 10th Street in Oklahoma City. Repair North Canadian River Bridge. (RC-79 (1))	23,674.50
US 62		North Canadian River, East of Oklahoma City. Bridge Repairs. (RC-84 (1))	4,100.00
US 66		Deep Fork Drainage Ditch, West of Luther. Bank Prot. (RC-72 (1))	27,498.60
US 66		At Deep Fork Creek near Luther. Rip-Rap Prot. (RC-72 (2))	4,851.00
SH 3		1.3 miles East of Eastern Ave. Repair Bridge. (RC-58)	4,517.10
US 66	3.878	US 77, East of Edmond, East. Asph. Conc. Surf. & 3 foot Conc. Widening on East side of Present Surf. (MC-315)	124,496.00
		State Capitol Grounds. Construct Four Parking Lots. (C-1397)	17,500.00
US 66	4.000	From Jct. US 77 to Jct. SH 74. Repair & Spot Seal. (M-1969)	3,750.00
SH 3	12.000	Pottawatomie County line, West. Repair & Spot Seal. (M-1970)	12,500.00
US 66		By-pass, 2.0 miles North of Oklahoma City on Pedestrian Bridge. Guard Rail & Curb for Deep Fork Bridge. (M-2048)	5,000.00
US 66	0.200	Coon Creek Bridge, 1.8 miles West of Luther. Replace Fill, Rip-Rap & Construct Retaining Wall. (X-200)	2,900.00
FAS Rd.	1.986	On East 10th Street in Oklahoma City, 5.0 miles East of Eastern, East. Asph. Conc. Pav. (S-140 (2))	52,718.40
FAS Rd.	2.987	From Northwest Highway at Southeast Corner Sec. 30, T13N, R4W, North. Base & Asph. Conc. Surf. (S-475 (4))	102,727.50
		Total Projects Completed	$ 1,004,077.92

Hwy. No.	Mileage	Location & Description	Amount
		OKLAHOMA COUNTY (Con't.)	
Projects Under Construction			
US 66	0.040	Within limits of FI-602 (2) Rdy. 7 Bridges. (FI-602 (2) Brs.)	$ 224,431.64
US 66	4.683	From 1.7 miles Northeast of 63rd Street & Eastern Ave. in Oklahoma City, Northeast. Gr. & Dr. (FI-602 (2) Gr.)	370,488.25
US 66	4.683	From 1.7 miles Northeast of 63rd Street & Eastern Ave. in Oklahoma City, Northeast. Asph. Conc. Pav. (FI-602 (2) Surf.)	600,277.91
US 66	0.359	On US 66 By-pass at A.T. & S.F. RR. in Oklahoma City. Gr., Dr. & 2 Bridges. (UGI-373 (4) Gr. & Br.)	172,669.32
US 66	0.034	By-pass in Oklahoma City, from Lincoln Blvd. to Classen Blvd. 5 Bridges. (UI-373 (2) Br.)	341,456.34
US 66	1.590	By-pass in Oklahoma City, from Lincoln Blvd. to Classen Blvd. Gr. & Dr. (UI-373 (2) Gr.)	301,123.32
US 66	1.590	By-pass in Oklahoma City, from Lincoln Blvd. to Classen Blvd. Asph. Conc. Pav. (UI-373 (2) Surf.)	394,758.25
US 66	1.511	From Intersection of 63rd Street & Eastern Ave. in Oklahoma City, Northeast. Gr. & Dr. (UI-602 (1) Gr.)	158,409.98
US 66	1.511	From 63rd Street & Eastern Ave. in Oklahoma City, Northeast. Asph. Conc. Pav. (UI-602 (1) Surf.)	268,248.05
US 66	0.359	By-pass at A.T. & S.F. Ry. in Oklahoma City. Asph. Conc. Pav. (UGI-373 (4) Surf.)	53,196.76
US 66	1.117	From 1.0 mile East of Arcadia, East. Gr., Dr. & 1 Bridge. (SAP-274 (1) Gr., Dr. & Br.)	59,745.99
US 66	1.111	From 1.0 mile East of Arcadia, East. Asph. Conc. Pav. (SAP-274 (1) Surf.)	67,260.52
US 66	0.775	At Coon Creek, West of Luther. Gr., Dr. & 2 Bridges. (SAP-274 (2) Gr., Dr. & Br.)	127,145.01
US 66	0.737	At Coon Creek, West of Luther. Asph. Conc. Pav. (SAP-274 (2) Surf.)	36,857.35
		Total Projects Under Construction	$ 3,176,068.69

Hwy. No.	Mileage	Location & Description	Amount
		OKLAHOMA COUNTY (Con't.)	
Projects Programmed			
US 66	1.850	On US 66 By-pass from Classen Blvd. to 54th & May Ave. in Oklahoma City. Gr., Dr. & Dustless Type Surf. (UI-373 (3))	$ 1,050,000.00
FAS Rd.		Intersection of A.T. & S.F. Ry. & Memorial Road. Flashing Light Signals. (FAGS-703 (1))	6,000.00
US 66	3.000	Edmond, South. Gr., Dr. & Surf. (SAP-1066 (1))	550,000.00
FAS Rd.	5.000	From US 62, 2.0 miles East of Choctaw, North. Gr., Dr. & Low Type Surf. (S-473 (1))	39,000.00
		Total Projects Programmed	$ 1,645,000.00
		Total for County	$ 5,825,146.61
		OKMULGEE COUNTY	
Projects Completed			
US 75	0.278	From 1.8 miles South of Okmulgee, South. 7 Bridges. (F-53 (9) Br.)	$ 376,454.56
US 75	2.300	From 1.8 miles South of Okmulgee, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (F-53 (9) Rdy.)	155,411.83
FAS Rd.	0.114	Sec. 36, T11N, R13E, 9.0 miles Southeast of Henryetta at North Canadian River. Reconstruct Bridge. (WER-12 (1))	42,027.00
SH 16	6.388	Creek County line, East to Beggs. Gr. & Dr. (SAP-1016 (3))	40,481.48
US 62	0.943	In Henryetta, from Walters Road to S.L. & S.F. Ry. P. C. Conc. Pav. Widening & Asph. Conc. Surf. (SAP-1038 (1))	86,250.32
US 62	0.081	Branch Creek East of Okmulgee. Gr., Approach Slab & Bridge. (SAP-1041 (1))	21,561.94
SH 56		Lake Okmulgee Spillway. Rock Bank Prot. (RC-78 (1))	7,670.00
SH 52	7.000	From Morris, South to US 266. Grav. & Reshape Roadway. (M-1880)	11,700.00

Hwy. No.	Mileage	Location & Description	Amount
		OKMULGEE COUNTY (Con't.)	
Projects Completed			
SH 52	2.300	From Hughes County line, North to end of Oil Mat. Grav., Reshape & Improve Drainage. (M-1882)	$ 4,700.00
SH 52	2.200	Henryetta, South. Reprocess, Add New Mat & Armor Coat. (M-1744)	13,000.00
SH 56		Salt Creek Bridge. Repair Flood Damage, Widen Channel & Bank Prot. (M-1871)	3,960.00
US 75	8.200	From Henryetta to Okmulgee, except section adjacent to new construction. Level with Premix Asph., Seal, Reshape Shoulders & Improve Drainage. (M-1932)	19,340.00
US 62	0.350	From North side of Main Street thence North & East to end of brick pav. in Henryetta. Repair Base & Place Tack Coat of Asphaltic Premix on Brick Pav. (M-2036)	13,000.00
US 75	5.000	From Henryetta, West to Okfuskee County line. Rework Surf., Add New Mat & Armor Coat. (M-1740)	15,500.00
SH 56	4.900	Okmulgee, West to conc. pav. Reprocess, Add New Mat & Armor Coat. (M-1743)	31,000.00
FAS Rd.	6.448	Natura, Southwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-630 (1))	38,991.97
FAS Rd.	0.156	Salt Creek, 0.5 mile South of SH 56 & 1.5 miles East of Lake Okmulgee. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-288 (4))	37,882.70
FAS Rd.	0.216	2.0 miles North of Henryetta. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-288 (5))	8,018.20
FAS Rd.	7.992	Bald Hill, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 3 Bridges. (S-465 (2))	58,220.90
FAS Rd.	0.302	Eagle Creek, 2.5 miles West of Hector. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-562 (1))	28,288.80
		Total Projects Completed	$ 1,013,459.70

Hwy. No.	Mileage	Location & Description	Amount
		OKMULGEE COUNTY (Con't.)	
Projects Under Construction			
US 75		From approx. 2.0 miles South of Okmulgee, South 2.392 miles. Remove 6 Bridges. (F-53 (10) Br. Rem.)	$ 16,582.00
US 75	2.392	2.0 miles South of Okmulgee, South. P. C. Conc. Pav. (F-53 (10) Pav.)	135,726.29
FAS Rd.	0.293	At North Canadian River, Southeast of Henryetta. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (ER-12 (1))	198,397.77
SH 56		At Deep Fork River Bridge approx. 3.0 miles West of Okmulgee. Bridge Repairs. (RC-88 (1))	11,511.88
SH 16	6.829	From Beggs, West to Creek County line. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-366 (5) SH)	218,819.45
		Total Projects Under Construction	$ 581,037.39
Projects Programmed			
US 75	6.300	Jct. US 266, North. Gr., Dr., Bridge & Dustless Type Surf. (F-53 (13))	$ 725,000.00
US 75	1.900	In Okmulgee, from South City limits to North City limits. Gr., Dr. & Dustless Type Surf. (U-53 (11))	300,000.00
US 75		In Okmulgee at S.L. & S.F. Ry. Overpass. (UG-53 (12))	75,000.00
		Total Projects Programmed	$ 1,100,000.00
		Total for County	$ 2,694,497.09
		OSAGE COUNTY	
Projects Completed			
US 60	0.761	In Pawhuska, on Main Street from Tinker Ave. to Lynn Ave. Gr., Dr., Asph. Conc. Resurf. & Widening. (U-152 (7))	$ 84,671.62
US 60		Arkansas River Bridge, East of Ponca City. Erect Handrail. (Part in Kay Co.) (RC-1 (2))	5,440.00

Hwy. No.	Mileage	Location & Description	Amount
		OSAGE COUNTY (Con't.)	
Projects Completed			
SH 20	2.500	From Jct. SH 18 in Fairfax, East. Regrade Backfill 0.5 mile & Grav. (C-1423)	$ 4,022.00
SH 23A	1.255	Between US 60 & SH 23 on Osage-Washington County line. Gr., Dr., Asph. Soil Base, Sing. Bit. Surf. & Grav. Shoulders. (Part in Washington Co.) (C-1411)	70,000.00
SH 99	1.000	From intersection US 60 & SH 11 on Lynn Ave. in Pawhuska, North to City limits. Remove & Replace Damaged Conc. (M-2066)	23,000.00
SH 18	5.000	Shidler, South to US 60. Recondition & Armor Coat. (M-2018)	11,000.00
SH 20	4.600	Hominy, West. Reshape & Grav. (M-2051)	21,000.00
US 60	17.500	From Pawhuska, North & East. Recondition & Seal. (M-1826)	51,000.00
SH 18	9.700	Fairfax, North to Jct. US 60. Recondition & Seal. (M-1846)	29,000.00
SH 20	5.000	Skiatook, West. Reshape Rdy. & Place Traf. Bnd. Surf. Crse. (M-1878)	26,000.00
US 60	0.189	At Arkansas River. Bridge Repairs, Place & Operate Pontoon Bridge. (Part in Kay Co.) (X-191)	28,000.00
FAS Rd.	6.202	From SH 99, Northwest via Boulanger to Kansas State line at Elgin. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-591 (2))	53,899.53
FAS Rd.	2.997	From SH 18 at South edge of Fairfax, West. Dbl. Bit. Surf. Crse. (S-121 (1))	23,540.26
FAS Rd.	5.581	From 2.5 miles West of Fairfax, West. Dbl. Bit. Surf. Crse. (S-121 (2))	48,315.65
FAS Rd.	3.091	From intersection of Osage County line & 36th Street in Tulsa, North. Drainage Structs. & Traf. Bnd. Surf. Crse. (S-108 (2))	11,877.00
FAS Rd.	3.731	Osage, Northwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-522 (1))	26,127.58

Hwy. No.	Mileage	Location & Description	Amount
		OSAGE COUNTY (Con't.)	
Projects Completed			
FAS Rd.	4.844	From SH 20, 4.5 miles West of Hominy, Northwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-523 (1))	$ 19,994.38
FAS Rd.	1.500	From 1.5 miles West of Shilder, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-594 (1))	32,172.14
		Total Projects Completed	$ 569,060.16
Projects Under Construction			
US 60	2.818	From Arkansas River Bridge, East. Gr. & Dr. (F-152 (10) Gr.)	$ 96,445.08
US 60	2.818	From Arkansas River Bridge, East. P. C. Conc. Pav. (F-152 (10) Surf.)	138,499.47
SH 20	0.104	From Hominy, East 12.7 miles. 8 Bridges. (S-386 (3) SH)	164,300.61
SH 20	7.807	Hominy, East. Gr. & Dr. (S-386 (4) SH Pt. 1 Gr.)	167,535.02
SH 20	7.784	From 7.501 miles East of Hominy, East. Gr. & Dr. (S-386 (4) SH Pt. 2 Gr.)	151,651.22
SH 20	7.807	Hominy, East. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-386 (4) SH Pt. 1 Surf.)	206,178.16
SH 20	7.784	From 7.501 miles East of Hominy, East. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-386 (4) SH Pt. 2 Surf.)	195,035.90
SH 11	7.700	Barnsdall to Pershing. Lev. Crse. & Armor Coat. (M-2006)	32,000.00
SH 23	20.000	Bartlesville to Barnsdall. Recondition & Armor Coat. (Part in Washington Co.) (M-2007)	48,000.00
US 60	32.700	Arkansas River, East towards Pawhuska. Recondition & Armor Coat. (M-2021)	39,500.00
FAS Rd.	5.227	East of Hominy, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-659 (1))	38,860.05
		Total Projects Under Construction	$ 1,278,005.51

Hwy. No.	Mileage	Location & Description	Amount
		OSAGE COUNTY (Con't.)	
Projects Programmed			
SH 99	0.200	At Prue Creek. Gr., Dr., Bridge & Surf. (SAP-230 (2))	$ 41,000.00
SH 99		In Hominy. Drainage Correction. (SAP-230 (4))	6,000.00
SH 18		In Fairfax. Street Improvement. (SAP-585 (6))	20,500.00
SH 20	8.200	Skiatook, West. Gr., Dr., Bridge & Dustless Type Surf. (S-386 (5) SH)	645,000.00
		Total Projects Programmed	$ 712,500.00
		Total for County	$ 2,559,565.67
		OTTAWA COUNTY	
Projects Completed			
SH 10	0.208	0.5 mile North of Delaware County line, North. 3 Bridges. (F-312 (3) Br.)	$ 48,252.60
SH 10	4.564	0.5 mile North of Delaware County line, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (F-312 (3) Rdy.)	231,676.41
US 60	5.346	Wyandotte Overpass, East to Missouri State line. Gr., Dr., Traf. Bnd. Surf. Crse. & 4 Bridges. (F-486 (7))	172,960.71
SH 10		Coal Creek, 1.0 mile West of Jct. US 66. Bridge & Approaches. (SAP-1028 (1))	30,889.10
US 59	8.300	From US 66, Northeast of Afton, Southwest. Sing. Bit. Surf. Crse. (Part in Delaware Co.) (MC-Div. 8 (3) Pt. 4)	9,158.79
F/M Rd.	4.400	Missouri State line, West toward Miami. Sing. Bit. Surf. Crse. (MC-Div. 8 (3) Pt. 5)	4,714.38
US 66	0.570	At Frisco Underpass, approx. 2.0 miles West of Quapaw. Replace Existing Failures in Conc. Pav. (M-1924)	19,000.00
US 69	0.100	Adjacent to "A" Street in Picher. Install Drainage Structures. (M-2027)	5,000.00

Hwy. No.	Mileage	Location & Description	Amount
		OTTAWA COUNTY (Con't.)	
Projects Completed			
SH 10	6.400	US 66, West to Craig County line. Recondition & Armor Coat. (M-2016)	$ 6,000.00
US 60	5.800	Detour for F-486 (8)). Reshape Rdy. & Spot Grav. (M-2042)	8,000.00
SH 10	10.000	From Miami, East. Recondition & Seal. (M-1822)	38,000.00
US 60	7.400	From Fairland, East. Reshape & Place Grav. (M-1876)	18,000.00
FAS Rd.	4.595	From SH 25, North to Fairland. Gr., Dr., Traf. Bnd. Surf. Crse. & 3 Bridges. (S-5 (1))	42,344.25
FAS Rd.	7.461	Fairland, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-5 (3) Pt. 2)	44,460.10
		Total Projects Completed	$ 678,456.34
Projects Under Construction			
US 60	7.521	From Missouri State line near Seneca, Southwest. Gr., Dr. & P. C. Conc. Pav. (F-486 (8))	$ 458,214.70
US 66	2.955	From N.E.O. RR. in Miami, North. Gr., Dr., Asph. Conc. Pav. & 1 Bridge. (SAP-704 (6))	529,144.91
US 66	1.429	From North side of North Miami, Northeast to Jct. US 69. Gr., Dr. & Asph. Conc. Pav. (SAP-704 (7))	107,074.45
US 66	0.780	From end of Wye, North to Commerce Street in Commerce. Rebuild Shoulders, Place Lev. Crse. & Armor Coat. (M-2050)	20,000.00
FAS Rd.	5.295	Picher, East to US 66. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-310 (1))	32,459.15
FAS Rd.	1.017	From approx. 7.5 miles North of Fairland, North. Grav. Base & Dbl. Bit. Surf. (S-5 (3) Pt. 1)	9,748.36
		Total Projects Under Construction	$ 1,156,641.57

Hwy. No.	Mileage	Location & Description	Amount
		OTTAWA COUNTY (Con't.)	
Projects Programmed			
US 60	7.000	Fairland, Northeast. Gr., Dr. & Dustless Type Surf. (F-486 (9))	$ 645,000.00
SH 10	2.000	Approx. 5.0 miles East of Miami, East. Gr., Dr., Bridge & Dustless Type Surf. (F-379 (1))	525,000.00
		Total Projects Programmed	$ 1,170,000.00
		Total for County	$ 3,005,097.91
		PAWNEE COUNTY	
Projects Completed			
SH 18	7.582	Ralston, West & South. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (F-166 (5))	$ 318,850.05
SH 18	8.000	Ralston, Southwest. Reshape & Maintain Detour. (M-1699)	3,408.00
SH 18	4.000	Ralston, South. Detour-Traf. Bnd. Surf. Crse. (M-1733)	5,800.00
SH 18	7.500	Pawnee, North to grav. Repair Base, Surf. & Spot Seal. (M-1779)	10,000.00
FAS Rd.	4.899	From SH 99, 0.5 mile South of Hallet, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-265 (1))	38,958.32
FAS Rd.	4.958	From US 64 at Lela, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (Part in Noble Co.) (S-293 (3))	39,671.90
		Total Projects Completed	$ 416,688.27
Projects Under Construction			
SH 18	7.195	From SH 51, North. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-463 (4) Pt. 1)	$ 243,285.57
SH 18	6.053	From 7.195 miles North on SH 51, North to US 64. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-463 (4) Pt. 2)	199,285.96
US 64		6.0 miles East of Pawnee. Adjust Elevation of Underpass Deck. (C-1426)	4,500.00
		Total Projects Under Construction	$ 447,071.53

Hwy. No.	Mileage	Location & Description	Amount
		PAWNEE COUNTY (Con't.)	
Projects Programmed			
SH 18	7.000	Pawnee, North. Gr., Dr., Bridge & Surf. (SAP-683 (3))	$ 580,000.00
		Total Projects Programmed	$ 580,000.00
		Total for County	$ 1,443,759.80
		PAYNE COUNTY	
Projects Completed			
SH 18	7.850	2.0 miles North of Cushing, North to SH 51. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (F-368 (1))	$ 197,010.06
SH 40	0.087	Main & 11th Street in Stillwater. Bridge. (U-275 (3) Br.)	142,952.76
SH 40	2.092	Main & 11th Street in Stillwater. Gr., Dr. & P. C. Conc. Pav. (U-275 (3) Rdy.)	362,649.75
SH 51	2.556	From 6.0 miles West of Stillwater, West. Gr., Dr. & Asph. Conc. Pav. (FL-7 (1))	117,609.93
SH 40		At Dugout Creek, South of Perkins. Flood Control & Bank Prot. (SAP-1062 (1))	9,357.36
SH 51	6.256	Stillwater, West. Gr., Dr. & Asph. Conc. Pav. (SAP-1045 (1))	276,726.80
Various		3 Bridges on US 64, 5 on SH 33, 2 on SH 51 & 1 on SH 18. Paint 12 Bridges. (Part in Pawnee & Osage Cos.) (MC-319)	31,750.00
SH 51	6.000	From US 77, East. Reshape & Grav. (Part in Logan Co.) (M-1898)	21,000.00
SH 40	20.000	From Jct. US 64 to Jct. SH 33. Pav. Repairs & Conc. Patching. (Part in Noble Co.)(M-1974)	22,000.00
SH 33	7.000	Cushing, West to Cimarron River Bridge. Conc. Patching. (M-1542)	29,500.00
SH 18 Detour	16.000	From Jct. SH 33 in Cushing, East 3.0 miles, North 10.0 miles & West 3.0 miles. Repair & Maintain. (M-1736)	6,500.00

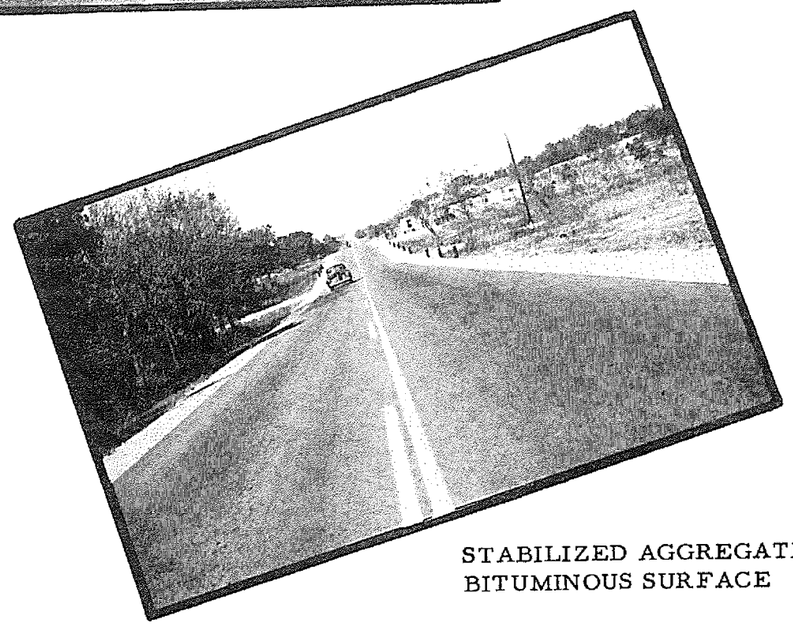
Hwy. No.	Mileage	Location & Description	Amount
		PAYNE COUNTY (Con't.)	
Projects Completed			
SH 33	31.000	Across Payne County. Repair Fills & Shoulders. (X-217)	$ 2,000.00
FAS Rd.	4.978	From 4.0 miles North of Cushing & 4.0 miles West of SH 18, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-292 (2))	39,993.85
FAS Rd.	0.232	North of Glencoe. Gr., Dr., Traf. Bnd. Surf. Crse. & Overpass. (SG-293 (2))	37,602.35
		Total Projects Completed	$ 1,296,652.86
Projects Under Construction			
SH 18	2.028	Cushing, North. Gr., Dr., P. C. Conc. Pav., Asph. Conc. Pav. & 1 Bridge. (F-368 (2) Pt. 1)	$ 222,707.33
SH 18	7.851	From approx. 2.0 miles North of Cushing, North. Asph. Conc. Pav. (F-368 (2) Pt. 2)	307,700.93
SH 33	0.271	At Big Creek 4.5 miles West of Cushing. Gr., Dr., P. C. Conc. Pav. & 2 Bridges. (SAP-428 (1))	100,052.72
SH 40		Cimarron River Bridge, South of Perkins. Bridge Repair. (RC-91 (1))	7,487.50
FAS Rd.	4.439	Vinco, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (CS-60-1 (1))	48,049.35
		Total Projects Under Construction	$ 685,997.83
Projects Programmed			
SH 51	9.600	US 77, East. Gr., Dr. & Surf. (Part in Logan Co.) (SAP-1045 (2))	$ 600,000.00
SH 40	2.500	Cimarron River. Bridge & Approaches. (SAP-1062 (2))	410,000.00
		Total Projects Programmed	$ 1,010,000.00
		Total for County	$ 2,992,650.69

Hwy. No.	Mileage	Location & Description	Amount
		PITTSBURG COUNTY	
Projects Completed			
SH 31	1.803	Quinton, Southwest. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (SAP-582 (3))	$ 43,844.91
US 270		At Jct. US 270 & SH 31 at Krebs. Reinforce Conc. Box Culvert. (SAP-583 B (2))	4,354.50
SH 31	9.900	From the South end of improved section, South & West to Coal County line. Open Ditches, Replace Wooden Bridges, Reshape & Grav. (C-1338)	20,400.00
US 69	6.000	McAlester, North. Conc. Patching. (M-1756)	62,960.00
US 69	102.900	From Wagoner-Mayes County line, South on US 69 to Pittsburg-Atoka County line. Reflectorized Yellow Barrier Line. (Part in Muskogee & McIntosh Cos.) (M-2045)	1,200.00
US 69	0.420	From Jct. US 270 in McAlester, South 0.42 mile to beginning of conc. Patch & Place Rock Asph. on old Brick Surf., Adjust Manholes & Conc. Patching. (M-2032)	12,500.00
US 69	7.000	South Canadian River, East to Haskell County line. Improve Drainage, Reshape & Grav. (M-1516)	13,800.00
US 69	3.100	Kiowa, South to Atoka County line. Reprocess Mat as needed & Add New Mat. (M-1576)	11,500.00
Access	1.200	US 270, North to State Prison. Rock Asph. Lev. Crse. & 1 inch Surf. Crse. (M-1720)	13,500.00
US 270	1.350	On West Grand Ave. in McAlester. Resurf. with Lev. Crse. & Surf. Crse. of Premixed Asph., Repair Base Failures & Widen Pav. to 24 feet. (M-1865)	32,000.00
FAS Rd.	3.878	From US 69, 0.5 mile North of Kiowa, Northeast. Gr., Dr., Traf. Bnd. Surf. Crse. & 3 Bridges. (S-220 (1))	45,082.37
FAS Rd.	3.830	From Stonewall Ave., West of McAlester, Northwest to Coal Creek Bridge. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-542 (3))	57,453.59

Hwy. No.	Mileage	Location & Description	Amount
		PITTSBURG COUNTY (Con't.)	
Projects Completed			
FAS Rd.	2.935	Kiowa to Pittsburg. Gr., Dr., Traf. Bnd. Surf. Crse., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-297 (4))	$ 42,047.56
FAS Rd.	4.810	From Indianola, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-295 (2))	42,778.80
FAS Rd.	3.700	Hartshorne, Southwest toward Blanco. Gr., Dr., P. C. Conc. Pav. & Grav. Base & Dbl. Bit. Surf. Crse. (S-297 (2))	63,034.87
		Total Projects Completed	$ 466,456.60
Projects Under Construction			
SH 31	7.582	From 3.8 miles Northeast of US 270, Northeast. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-391 (2) SH Pt. 1)	$ 204,350.11
SH 31	1.188	From 11.382 miles Northeast of US 270, Northeast. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-391 (2) SH Pt. 2)	30,575.35
SH 31	8.800	From 1.0 mile East of Haywood, West & Southwest. Reshape, Improve Drainage & Grav. (M-2052)	17,500.00
FAS Rd.	0.322	At Blue Creek 1.5 miles South of Hartshorne. Gr., Dr., Stab. Aggr. Base, Dbl. Bit. Surf. & 1 Bridge. (S-297 (5))	42,018.25
		Total Projects Under Construction	$ 294,443.71
Projects Programmed			
US 69	2.359	McAlester, South. Gr., Dr. & Dustless Type Surf. (F-119 (3))	$ 380,336.19
US 69	1.558	South City limits of Kiowa, Northeast. Gr., Dr. & 1 Bridge. (F-79 (4))	116,000.00
US 69	3.900	In McAlester- Right of Way (3.9 miles) South City limits to North Urban limits; Constr. (1.6 miles) South City limits, North to near Jackson Ave. Gr., Dr., Hwy.-Hwy. Separation & High Type Pav. (U-360 (1))	500,000.00

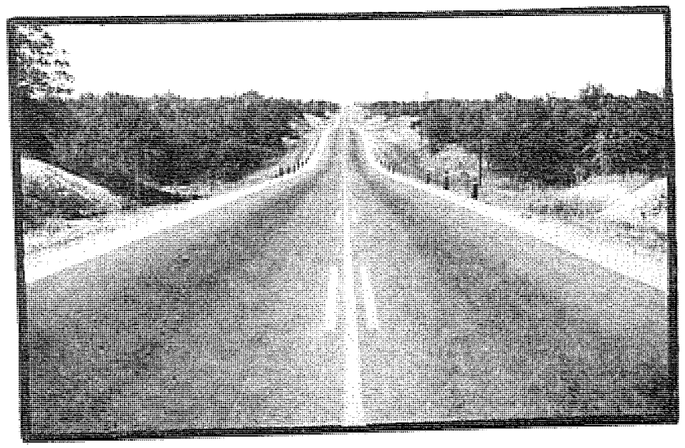


S.H.18, GARVIN COUNTY



STABILIZED AGGREGATE BASE
BITUMINOUS SURFACE

STRATFORD SOUTH TO
MURRAY COUNTY LINE.



Hwy. No.	Mileage	Location & Description	Amount
		PITTSBURG COUNTY (Con't.)	
Projects Programmed			
US 69	2.600	In McAlester from Jackson Ave., North to Urban limits. Gr., Dr. & High Type Surf. (U-360 (3))	$ 500,000.00
US 69	0.300	In McAlester from Jackson Ave., North to Urban limits. Underpass & High Type Surf. (UG-360 (2))	150,000.00
SH 31	7.000	From 12.5 miles Northeast of US 270, Northeast. Gr., Dr. & Surf. (SAP-902 (4))	250,000.00
		Total Projects Programmed	$ 1,896,336.19
		Total for County	$ 2,657,236.50
		PONTOTOC COUNTY	
Projects Completed			
		Division Headquarters at Ada. Repair Electrical & Water Service. (C-1406)	$ 1,500.00
SH 48	25.000	Wapanucka, North 5.0 miles; Tupelo, North 5.6 miles; Coal County line, North 14.4 miles. Reshape, Correct Drainage & Grav. (Part in Coal & Johnston Cos.) (M-1893)	46,000.00
SH 61	12.000	Roff to SH 99. Reshape & Grav. (M-1896)	23,000.00
SH 61A	2.200	SH 99, East to Harden City. Reshape & Grav. (M-1895)	6,500.00
SH 61	12.500	From 3.0 miles North of Stonewall, East. Reshape & Grav. (M-1892)	51,000.00
SH 12 & SH 19	0.930	In Ada on Main Street from Frisco Rdy., West on Mississippi Ave. from Main Street. Hot-mix Cold Laid Asph. P. O. Contract. (M-2039)	50,000.00
SH 99	7.200	Fittstown, South to Johnston County line. Patch & Spot Seal. (M-1957)	13,800.00
SH 61	3.000	Stonewall, North. Grav. (M-1728)	6,300.00
SH 59A	3.300	SH 13, West to McClain County line. Repair & Armor Coat. (M-1760)	12,000.00

Hwy. No.	Mileage	Location & Description	Amount
		PONTOTOC COUNTY (Con't.)	
Projects Completed			
SH 19	14.900	Ada, West to Garvin County line. Repair & & Armor Coat. (M-1764)	$ 40,000.00
SH 12	13.600	Hughes County line, Southwest to conc. Repair & Armor Coat. (M-1765)	63,220.00
FAS Rd.	7.737	From SH 13, North 2.5 miles Via Oil Center & from Oil Center, East & South via Bebee. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-126 (1))	98,295.45
FAS Rd.	0.208	At Little Sandy Creek, 2.5 miles North of Ada & 1.5 miles East of SH 3. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (S-118 (1))	29,219.72
FAS Rd.	3.019	From SH 12, 1.0 miles East of Ada, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-125 (1))	40,485.05
FAS Rd.	3.948	From 3.0 miles West of South edge of Roff, North & West to county line. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-582 (1))	33,184.54
		Total Projects Completed	$ 514,504.76
Projects Under Construction			
SH 61	4.880	Stonewall, South. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-689 (1) SH Surf.)	$ 100,705.58
SH 61	0.075	Stonewall, South. 4 Bridges. (S-689 (1) SH Br.)	74,263.60
SH 61	4.880	Stonewall, South. Gr. & Dr. (S-689 (1) SH Gr.)	63,682.58
		Total Projects Under Construction	$ 238,651.76
Projects Programmed			
F/M Rd.	7.000	From Jct. SH 99, East thru Francis. Gr., Dr. & Traf. Bnd. Surf. Crse. (SAP-1070 (1))	$ 75,000.00
F/M Rd.	9.800	Allen, Southwest. Gr., Dr. & Low Type Surf. (S-708 (1) SH)	125,000.00
		Total Projects Programmed	$ 200,000.00
		Total for County	$ 953,156.52

Hwy. No.	Mileage	Location & Description	Amount
		POTTAWATOMIE COUNTY	
Projects Completed			
SH 9	2.239	From 3.0 miles East of Tecumseh, East. Gr., Dr. & 1 Bridge. (F-389 (5))	$ 81,607.20
SH 9	2.138	From 3.0 miles East of Tecumseh, East. P. C. Conc. Pav. (F-389 (9))	104,101.25
SH 9	0.037	O.C.A.A. Ry., approx. 4.0 miles East of Tecumseh. Gr., P. C. Conc. Pav. & Underpass. (FAGH-389 (10))	34,406.55
US 270	0.145	In Shawnee on Highland Ave. from Tucker Street to Harrison Street. Gr., Dr. & P. C. Conc. Pav. Widening. (SAP-1006 (2))	19,545.34
US 270		North Canadian River, East of Dale. Bridge Repairs. (RC-83 (1))	6,632.75
US 270		North Canadian River, East of Shawnee. Bank Prot. (RC-73 (1))	12,700.00
US 270		In Shawnee. Reconstruction of Bridge. (C-1395)	10,000.00
SH 9A	10.000	1.0 mile West Earlsboro, South to Maud. Gr., Shape & Grav. (C-1387)	30,000.00
SH 9	11.500	Tecumseh, West to Cleveland County line. Repair & Spot Seal. (M-1958)	34,500.00
SH 18	0.450	On Broadway in Tecumseh. P. O. Contract Resurf. (M-1858)	20,000.00
US 270	2.000	From Kickapoo Street, North in Shawnee. P. O. Contract Resurf. (M-1860)	31,000.00
US 270	2.000	Kickapoo & Highland in Shawnee. P. O. Contract Resurf. (M-1914)	41,000.00
SH 18		1.0 mile South of Asher & 1.5 miles North of of Pearson. Repair Flood Damage. (X-198)	7,200.00
SH 39	14.400	Asher, West to Cleveland County line. Flood Damage Repair. (X-187)	16,000.00
FAS Rd.	3.919	From US 270, 4.0 miles West of Shawnee, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-251 (5))	26,988.55

Hwy. No.	Mileage	Location & Description	Amount
		POTTAWATOMIE COUNTY (Con't.)	
Projects Completed			
FAS Rd.	2.990	From SH 9, 0.75 mile West of Jct. SH 18, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-649 (1))	$ 33,795.36
FAS Rd.	0.097	From 2.5 miles West of SH 18 & 1.0 mile South of Shawnee, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-132 (2))	25,936.58
FAS Rd.	0.135	North Canadian River, West of Shawnee. Reconstruct Bridge. (S-487 (2))	30,000.40
FAS Rd.	0.040	Little River, North of Harjo. Superstructure for 1 Bridge. (S-488 (1) Contr. 2)	21,878.14
FAS Rd.	0.999	From 1.0 mile West & 2.25 miles South of Maud, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-489 (1))	57,034.07
FAS Rd.	2.262	From SH 59, 1.0 mile West of Maud, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-489 (2))	26,776.05
		Total Projects Completed	$ 671,102.24
Projects Under Construction			
SH 39	0.069	From 7.0 miles East of Lexington, East to Asher. 7 Bridges. (SAP-1057 (1) Br.)	$ 112,013.82
SH 39	7.387	11.0 miles East of Lexington, East. Gr. & Dr. (SAP-1057 (1) Rdy. Pt. 2)	124,215.75
SH 39	5.963	From approx. 18.5 miles East of Lexington, East to Asher. Gr. & Dr. (SAP-1057 (1) Rdy. Pt. 3)	123,090.17
US 270		North Canadian River, 2.0 miles East of Shawnee. Repair Bridge & Approaches. (RC-73 (2))	22,222.63
SH 18	35.200	Lincoln County line to South Canadian River Bridge. Conc. Patch. (M-1964)	41,000.00
		All Highways. Repair Flood Damage. (X-231)	6,500.00
		Total Projects Under Construction	$ 429,042.37

Hwy. No.	Mileage	Location & Description	Amount
		POTTAWATOMIE COUNTY (Con't.)	
Projects Programmed			
US 270	4.600	Dale to McLoud. Widen & Dustless Type Surf. (F-211 (7))	$ 210,000.00
SH 39	13.300	Asher, West. Surf. (SAP-1057 (2))	300,000.00
SH 18	1.500	From approx. 0.5 mile North of Tecumseh, North. Gr., Dr. & Surf. (SAP-177 (8))	185,000.00
US 270		At East Rock Creek, East of Shawnee. Bridge & Approaches. (SAP-241 (1))	31,000.00
		Total Projects Programmed	$ 726,000.00
		Total for County	$ 1,826,144.61
		PUSHMATAHA COUNTY	
Projects Completed			
US 271	0.079	Kiamichi River, South of Clayton. Struct. Steel for 1 Bridge. (F-286 (1) Contr. 2)	$ 55,937.50
SH 2	0.277	Kiamichi River, South of Clayton. Gr., Dr., Stab. Aggr. Base, Dbl. Bit. Surf. Crse. & Bridge Superstructures. (F-286 (1) Contr. 3)	65,347.23
US 271	0.277	Kiamichi River, South of Clayton. Gr., 1 Bridge & Superstructure for 1 Bridge. (F-286 (1) Contr. 1)	79,849.95
SH 7	5.161	Antlers, East. Gr., Dr. & Asph. Conc. Surf. Crse. (F-367 (2))	267,982.00
SH 7	0.340	At East & West Turkey Creek, West of McCurtain County line. Gr., Traf. Bnd. Surf. Crse. & 2 Bridges. (F-367 (3))	62,183.09
US 271	24.200	From Finley, Northeast to 3.2 miles South of Clayton. Grav. (M-1889)	19,700.00
US 271	5.200	Antlers, South to Choctaw County line. Place Sing. Armor Coat Seal. (M-1748)	11,100.00
SH 3	9.100	Antlers, West to Atoka County line. Place Sing. Armor Coat Seal. (M-1749)	18,600.00

Hwy. No.	Mileage	Location & Description	Amount
		PUSHMATAHA COUNTY (Con't.)	
Projects Completed			
FAS Rd.	0.378	Cloudy Creek at Cloudy. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-255 (3))	$ 41,812.56
FAS Rd.	5.683	Clayton, Northwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-492 (3))	35,622.68
FAS Rd.	3.090	3.5 miles North & 2.5 miles West of Clayton, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-492 (4))	13,488.70
FAS Rd.	3.140	Rattan, South to Choctaw County line. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-597 (1))	35,129.08
		Total Projects Completed	$ 706,752.79
Projects Under Construction			
None			
Projects Programmed			
US 271	7.000	Finley, North. Gr., Dr. & Surf.(SAP-598 (10))	$ 280,000.00
US 271	7.000	Clayton Wye, South. Gr., Dr. & Surf. (SAP-598 (11))	280,000.00
		Total Projects Programmed	$ 560,000.00
		Total for County	$ 1,266,752.79
		ROGER MILLS COUNTY	
Projects Completed			
SH 33	7.859	3.5 miles East of Strong City, Southeast. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-377 (2) Pt. 1)	$ 176,855.82
SH 33	1.709	Approx. 11.4 miles East of Strong City, Southeast to Hammon. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-377 (2) Pt. 2)	39,533.76
SH 33	7.568	US 283, East thru Strong. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-377 (1))	162,199.07

Hwy. No.	Mileage	Location & Description	Amount
		ROGER MILLS COUNTY (Con't.)	
Projects Completed			
SH 33	7.170	Texas State line, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-835 (3) Pt. 1)	$ 141,947.63
SH 33	2.996	7.17 miles East of Texas State line, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-835 (3) Pt. 2)	55,275.26
SH 47	7.789	From Texas State line, East thru Reydon. Gr., Dr. & 2 Bridges. (S-690 (1) SH Pt. 1 Gr.)	90,496.66
SH 47	4.340	From approx. 2.0 miles South & 1.0 mile East of Reydon, East. Gr., Dr. & 1 Bridge. (S-690 (1) SH Pt. 2 Gr.)	101,781.46
SH 47	7.789	From Texas State line, East thru Reydon. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-690 (1) SH Pt. 1 Surf.)	91,048.86
SH 47	4.322	From approx. 2.0 miles South & 1.0 mile East of Reydon, East. Asph. Stab. & Sing. Bit. Surf. Crse. (S-690 (1) SH Pt. 2 Surf.)	48,508.32
SH 47	22.700	Roll, East to Dewey County line. Improve Bridges & Back Seal Existing Culverts. (C-1376)	15,000.00
US 283	13.100	Cheyenne, South to Beckham County line. Patch Existing Base & Armor Coat. (M-1788)	29,000.00
FAS Rd.	6.108	From SH 34 in Hammon, Southwest. Gr., Dr., Stab. Shale Surf. Crse. & 1 Bridge. (S-269 (1))	63,074.57
FAS Rd.	2.315	1.0 mile West & 4.0 miles North of Crawford, Northwest. Gr., Dr. & Shale Surf. Crse. (S-302 (2))	23,297.19
FAS Rd.	4.478	US 283, East thru Berlin. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-367 (2))	53,719.24
FAS Rd.	2.496	SH 47 at Reydon, North. Gr., Dr. & Stab. Shale Surf. Crse. (S-370 (3))	28,705.08
		Total Projects Completed	$ 1,120,442.92
Projects Under Construction			
None			

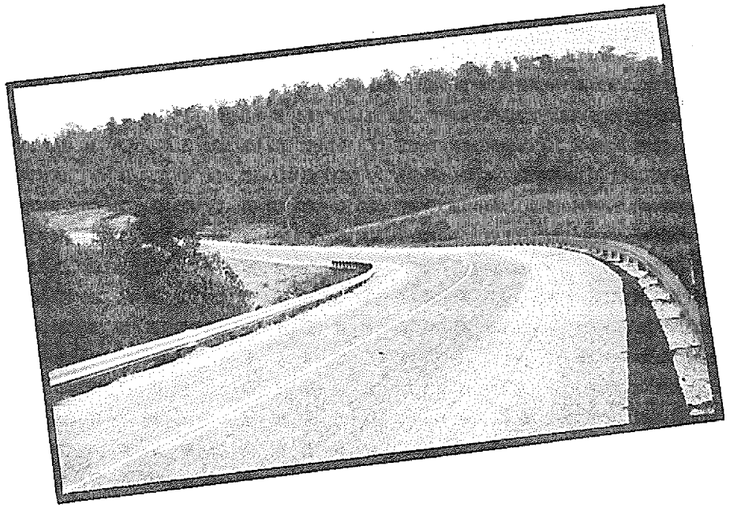
Hwy. No.	Mileage	Location & Description	Amount
		ROGER MILLS COUNTY (Con't.)	
Projects Programmed			
SH 47	5.000	SH 34, West. Gr., Dr., Bridge & Surf. (SAP-1009 (1))	$ 260,000.00
SH 47	9.200	US 283, West. Gr., Dr., Bridge & Surf. (SAP-1078 (1))	506,000.00
		Total Projects Programmed	$ 766,000.00
		Total for County	$ 1,886,442.92
		ROGERS COUNTY	
Projects Completed			
SH 88	4.729	Claremore, Southeast to Tiawah. Gr., Dr., P. C. Conc. Pav., Stab. Aggr. Base, Dbl. Bit. Surf. & Paint 1 Bridge. (SAP-2 (8))	$ 231,239.04
SH 20	0.550	On SH 20 in Claremore, from Oswala Street Southeast to Chickasaw. Place Asph. Conc. (M-2031)	30,000.00
US 169	14.000	Tulsa County line, Northeast to conc. pav. Recondition & Armor Coat. (M-2011)	31,000.00
		Will Rogers Memorial Park. Enlarge Parking Area & Provide Exit to SH 88. (M-1722)	7,000.00
SH 20	13.800	From Jct. US 75, East to Claremore. Recondition & Seal. (Part in Tulsa Co.) (M-1821)	46,500.00
US 66	19.000	From Claremore, North to Chelsea. Repair Failures in Conc. Pav. (M-1828)	192,500.00
US 66	14.500	From Claremore, Southwest to Jct. SH 33. Replace Failures in Conc. Pav. (M-1850)	65,000.00
SH 88	9.150	From Inola, North to Tiawah. Repair & Armor Coat. (M-1916)	18,000.00
FAS Rd.	4.586	From US 66 at Foyil, East to Mayes County line. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-11 (2))	57,746.29
FAS Rd.	3.323	From SH 33, 1.0 mile West of Mayes County line, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-494 (1))	9,674.39

Hwy. No.	Mileage	Location & Description	Amount
		ROGERS COUNTY (Con't.)	
Projects Completed			
FAS Rd.	5.135	SH 20, 2.0 miles West of Mayes County line, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-494 (2))	$ 19,773.94
FAS Rd.	0.019	From US 69, North of Oolagah, West & North. Bridge. (S-495 (1) Br.)	18,801.32
FAS Rd.	7.797	From US 69, North of Oolagah, West & North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-495 (1) Rdy.)	51,831.04
		Total Projects Completed	$ 779,066.02
Projects Under Construction			
SH 33	17.600	Mayes County line, West to US 66. Recondition & Armor Coat. (M-2009)	$ 44,000.00
SH 169A		From 1.5 miles North of Oolagah to Will Rogers Birthplace. Repair 2 Bridges. (M-2065)	3,000.00
		Total Projects Under Construction	$ 47,000.00
Projects Programmed			
US 66	2.600	From SH 33, Northeast. Widen to 24 feet & Resurf. (SAP-153 (3))	$ 187,000.00
US 66	8.800	Claremore to Verdigris River. Gr., Dr., Bridge, Widen & Surf. (SAP-153 (4))	940,000.00
SH 88	6.800	Tiawah, South. Gr., Dr., Bridge & Surf. (SAP-2 (9))	372,000.00
		Total Projects Programmed	$ 1,499,000.00
		Total for County	$ 2,325,066.02
		SEMINOLE COUNTY	
Projects Completed			
SH 9	6.929	From SH 99, East. Gr., Dr. & 6 Bridges. (SAP-1046 (1) Gr., Dr. & Br. Pt. 1)	$ 94,977.97

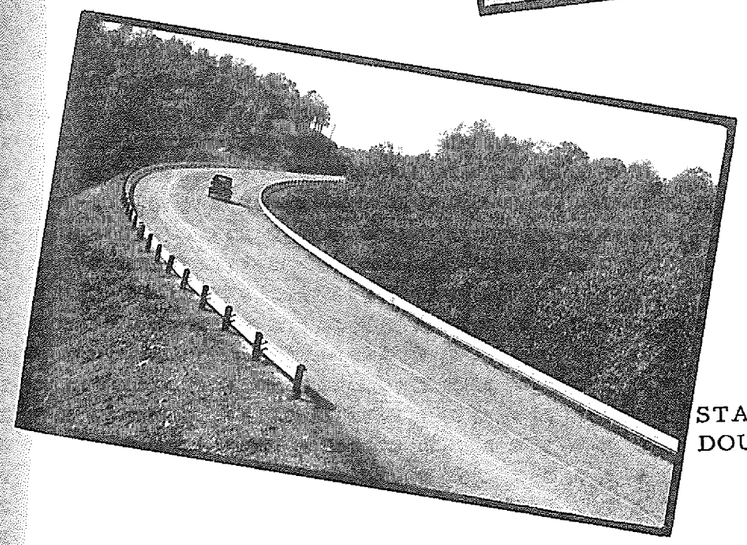
Hwy. No.	Mileage	Location & Description	Amount
		SEMINOLE COUNTY	
Projects Completed			
SH 9	4.475	From approx. 6.9 miles East of SH 99, East to SH 56. Gr., Dr. & 1 Bridge. (SAP-1046 (1) Gr., Dr. & Br. Pt. 2)	$ 53,241.32
SH 99A	0.216	At East Gar Creek, East of SH 99. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (SAP-1025 (1))	35,742.00
SH 9	7.000	Hughes County line, West to SH 56 & East 5.0 miles. Reshape & Grav. (Part in Hughes Co.) (M-1894)	19,000.00
US 270	0.450	Eufaula Street to Mekusukey in Wewoka. Bld. Rock Asph. Surf. P. O. Contract. (M-2030)	12,000.00
SH 56	10.200	From SH 99, East to conc. Repair & Armor Coat. (M-1767)	26,600.00
SH 9	3.800	From US 270, East to grav. Repair & Armor Coat. (M-1773)	20,000.00
SH 59	8.800	Maud, East to Jct. SH 99. Repair & Armor Coat. (M-1835)	27,000.00
SH 99	0.500	Broadway in Konawa. P. O. Contract Resurf. (M-1915)	18,400.00
		All Highways. Repair Flood Damage. (X-232)	1,500.00
US 270		Across County. Flood Repair. (X-183)	20,000.00
SH 56	17.000	2.0 miles North Sasakwa; 0.5 mile North of Wewoka; 2.0 miles North of Cromwell. Flood Repairs. (X-199)	5,100.00
FAS Rd.	4.979	Approx. 2.0 miles North of Konawa, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-305 (2) Contr. 1)	41,596.44
FAS Rd.	0.350	Approx. 4.0 miles North of Konawa. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-305 (2) Contr. 2)	29,968.61
FAS Rd.	5.017	Lima, North to SH 9. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-306 (1))	58,421.08
FAS Rd.	7.827	From US 270, 5.0 miles South of Wewoka, West. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-500 (1))	79,825.31
		Total Projects Completed	$ 543,372.73

Hwy. No.	Mileage	Location & Description	Amount
		SEMINOLE COUNTY (Con't.)	
Projects Under Construction			
SH 9	6.875	SH 99, East. Stab. Aggr. Base Crse. & Bld. Rock Asph. Surf. Crse. (SAP-1046 (1) Pt. 1 Surf.)	$ 229,801.74
SH 9	4.470	From approx. 6.9 miles East of SH 99, East to SH 56. Stab. Aggr. Base Crse. & Bld. Rock Asph. Surf. (SAP-1046 (1) Pt. 2 Surf.)	149,780.66
FAS Rd.	6.981	From 4.0 miles East of Jct. SH 9 & SH 99, North. Gr., Dr., Traf. Bnd. Surf. Crse., Const. 2 Bridges & Repair 2 Bridges. (S-306 (2))	58,485.44
		Total Projects Under Construction	$ 438,067.84
Projects Programmed			
US 270	11.000	Seminole to Wewoka. Widen & Dustless Type Surf. (F-222 (7))	$ 550,000.00
US 270		Truck By-pass in Seminole. (SAP-1060 (1))	220,000.00
SH 9	2.000	SH 56, East. Gr., Dr. & Surf. (SAP-1046 (2))	110,000.00
SH 9	2.200	US 270 to SH 99. Gr., Dr. & Surf. (SAP-1046 (3))	300,000.00
SH 99A	12.000	SH 99 to SH 56. Gr., Dr., Bridge & Low Type Surf. (S-709 (1) SH)	260,000.00
		Total Projects Programmed	$ 1,440,000.00
		Total for County	$ 2,421,440.57
		SEQUOYAH COUNTY	
Projects Completed			
US 59	5.473	From just North of Adair County line, South. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (Part in Adair Co.) (F-329 (4))	$ 195,149.20
US 59	5.000	5.0 miles North of US 64 in Sallisaw, North. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (F-329 (3))	123,633.36

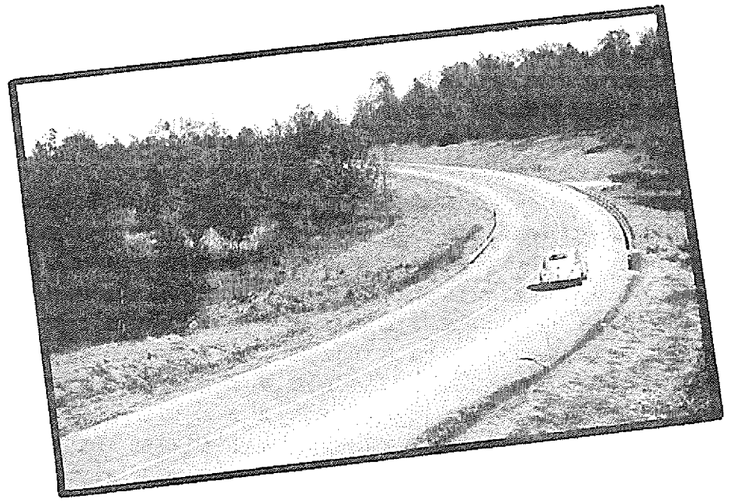
Hwy. No.	Mileage	Location & Description	Amount
		SEQUOYAH COUNTY (Con't.)	
Projects Completed			
US 64		Garrison Ave. Bridge between Moffet, Oklahoma & Ft. Smith, Arkansas. Resurf. Bridge with Asph. Conc. & Repair Expansion Joints. (Part in Sebastian County Arkansas) (M-1926)	$ 5,000.00
US 59	5.000	Sallisaw, North. Repair & Armor Coat. (M-1745)	10,000.00
US 64	13.200	From Arkansas State line, West thru Muldrow to new pav. Place Premixed Asph. Lev. Crse., make Subgrade Repairs, Apply Armor Coat Seal & Reshape. (M-1931)	58,000.00
US 64	14.300	From conc. pav. West of Gore to conc. pav. East of Vian. Spot Repairs on Mat & Subgrade, Improve Drainage & Apply Seal Coat. (M-2028)	26,600.00
US 59	9.000	Jct. US 64, South to Arkansas River. Spot Grav., Reshape & Improve Drainage. (M-1517)	13,900.00
US 64	14.200	From conc. at Gore to conc. East to Vian. Reprocess & Add New Mat. (M-1577)	76,500.00
US 64	10.000	East & West of Sallisaw. Place Limestone Chips on Shoulders. (M-1854)	9,700.00
US 64	0.500	East of Gore at approaches to Illinois River Bridge. Replace Embankment & Shoulders, Rebuild Grav. Base & Place Premix Asph. Surf. Crse. (X-227)	9,600.00
FAS Rd.	4.834	Muldrow, North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-580 (1))	43,466.80
FAS Rd.	3.874	From just South of Cherokee County line, South thru Blackgum toward Box. Gr., Dr., Traf. Bnd. Surf. Crse. & Repair 1 Bridge. (S-425 (6))	25,817.98
FAS Rd.	2.832	From Blackgum, Southwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-664 (1))	26,320.36
		Total Projects Completed	$ 623,687.70
Projects Under Construction			
US 64	0.034	Within limits of SAP-55 (2) Rdy. 3 Bridges. (SAP-55 (2) Br.)	$ 46,756.49



U.S. 59,
SEQUOYAH COUNTY



STABILIZED AGGREGATE BASE
DOUBLE BITUMINOUS SURFACE



VIEWS SHOWING HIGHWAY
FROM ADAIR COUNTY LINE
SOUTH 5.5 MILES.

Hwy. No.	Mileage	Location & Description	Amount
		SEQUOYAH COUNTY (Con't.)	
		Projects Under Construction	
US 64	4.474	From end of pav. approx. 3.0 miles West of Muldrow, East - with Stub into Muldrow. Gr., Dr. & P. C. Conc. Pav. (SAP-55 (2) Rdy.)	$ 442,968.03
US 59	6.875	US 64, South. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-873 (2) Pt. 1)	155,600.94
US 59	1.848	From 6.875 miles South of US 64, South to Arkansas River. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-873 (2) Pt. 2)	34,747.81
		Total Projects Under Construction	$ 680,073.27
		Projects Programmed	
US 64		At Mo. Pac. RR. Crossing, West of Ft. Smith. Overpass. (FAGH-135 ABC (2))	$ 200,000.00
US 64		At Mo. Pac. RR. Crossing in Gore. Overpass. (FAGH-52 (4))	125,000.00
US 64	5.000	Muldrow, East. Gr., Dr., Bridge & Surf. (SAP-55 (3))	600,000.00
		Total Projects Programmed	$ 925,000.00
		Total for County	$ 2,228,760.97
		STEPHENS COUNTY	
		Projects Completed	
US 81		On East side of US 81, 1.8 miles South Jct. SH 7, North of Duncan. Prepare Site for O.T.C. Scales. (C-1407)	$ 3,500.00
SH 76	2.800	From Jct. SH 29, North to Garvin County line. Traf. Bnd. Surf. Crse. (M-1929)	7,000.00
US 81	25.500	Across County. Replace Broken Conc. Pav. (M-1557)	172,890.00
SH 7	10.300	From Jct. US 81, West to Comanche County line. Replace Broken Conc. Pav. (M-1558)	12,150.00

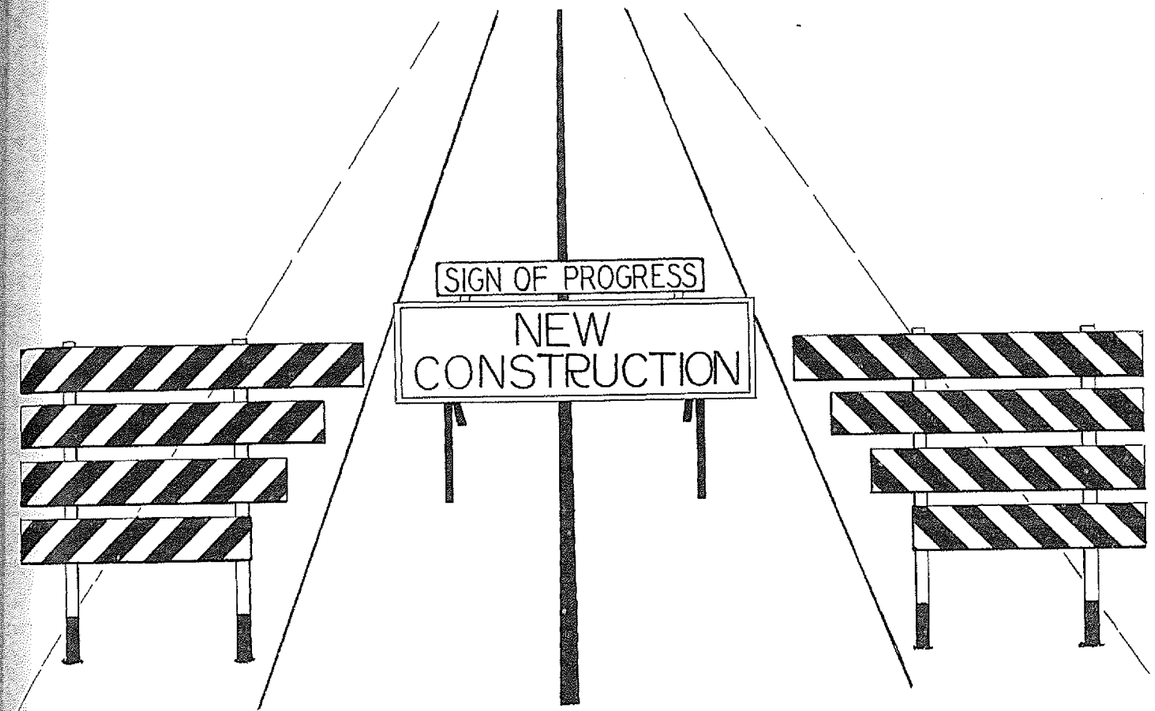
Hwy. No.	Mileage	Location & Description	Amount
		STEPHENS COUNTY (Con't.)	
Projects Completed			
SH 76	0.020	1.0 mile North of SH 29 at Salt Creek. Dismantle Timber Spans & Rebuild Timber Bridge. (X-236)	$ 7,500.00
SH 29	8.700	From Bear Creek 14.7 miles East Marlow, East to Garvin County line. Replace Fill, Rip-Rap, Asph. Surf. & Base at Bear Creek; Fill, Reshape Shoulders & Traf. Bnd. Surf. Crse. (X-237)	6,200.00
SH 53	10.000	At Cow Creek Bridge in East Comanche, East & West of Comanche. Repair Shoulders, Place Rip-Rap & Mud-Jack Approach Slab. (X-238)	2,000.00
US 81	20.000	North & South across Stephens County. Repair Shoulders & Place Plain Rip-Rap. (X-239)	2,500.00
FAS Rd.	5.007	From SH 53, 4.0 miles West of US 81 in Comanche, South & East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-600 (1))	37,337.76
FAS Rd.	0.217	At Beaver Creek, approx. 4.0 miles West of Marlow. Gr., Dr., Traf Bnd. Surf. Crse. & Bridge. (S-598 (1))	28,881.38
FAS Rd.	3.540	From US 81 at Duncan, West. Minor Drainage Structs. & Traf. Bnd. Surf. Crse. (S-478 (2))	14,056.41
		Total Projects Completed	$ 294,015.55
Projects Under Construction			
US 81	2.233	From 0.5 mile South of Duncan, North into Duncan. Gr., Dr., P. C. Conc. Pav. & 2 Bridges. (F-102 (3))	$ 334,726.40
SH 29	13.000	From East end of conc., East of Marlowe to end of asph. Patch Surf. & Armor Coat. (M-1999)	26,100.00
SH 53	5.100	From Carter County line, West. Repair Base Failures, Prime Areas & Armor Coat. (M-2003)	29,000.00
		Total Projects Under Construction	$ 389,826.40
Projects Programmed			
US 81	8.300	Marlow to Duncan. Widen & Surf. (SAP-1072 (1))	$ 415,000.00

Hwy. No.	Mileage	Location & Description	Amount
		STEPHENS COUNTY (Con't.)	
Projects Programmed			
US 81	7.500	Duncan to Comanche. Widen & Surf. (SAP-1072 (2))	$ 372,500.00
SH 7	0.300	New US 81, East. Gr., Dr. & Surf. (SAP-180 (10))	60,000.00
		Total Projects Programmed	$ 847,500.00
		Total for County	$ 1,531,341.95
		TEXAS COUNTY	
Projects Completed			
SH 3	4.986	From Hardesty, East. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-406 (6) Pt. 1)	$ 116,883.73
SH 3	7.872	From 5.0 miles East of Hardesty, East to Beaver County line. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-406 (6) Pt. 2)	173,287.51
SH 3	0.331	Palodure Creek, East of Hardesty. Gr., Dr., Traf. Bnd. Surf. Crse. & Bridge. (WER-10 (1) Contr. 1)	127,485.20
SH 3		Palodure Creek, East of Hardesty. Bank Prot. (WER-10 (1) Contr. 2)	4,702.50
		State Highway Dept. Maintenance Headquarters in Guymon. Combination Office, Garage & Shop Building. (SAP-1054 (1))	25,002.80
F/M Rd.	0.027	At Sand Creek, 6.0 miles North of Texhoma. Refloor & Construct Handrail. (RC-61 (1))	7,681.00
US 54	10.400	From Optima to Hooker. Repair Base, Surf. & Seal. (M-1991)	12,400.00
SH 3	18.100	Guymon, Southeast to Hardesty. Shouldering & Backsloping to Complete Base Project. (M-1342)	5,430.00
SH 94	14.500	Hooker, South to Jct. SH 3. Reshape & Grav. (M-1654)	29,696.00

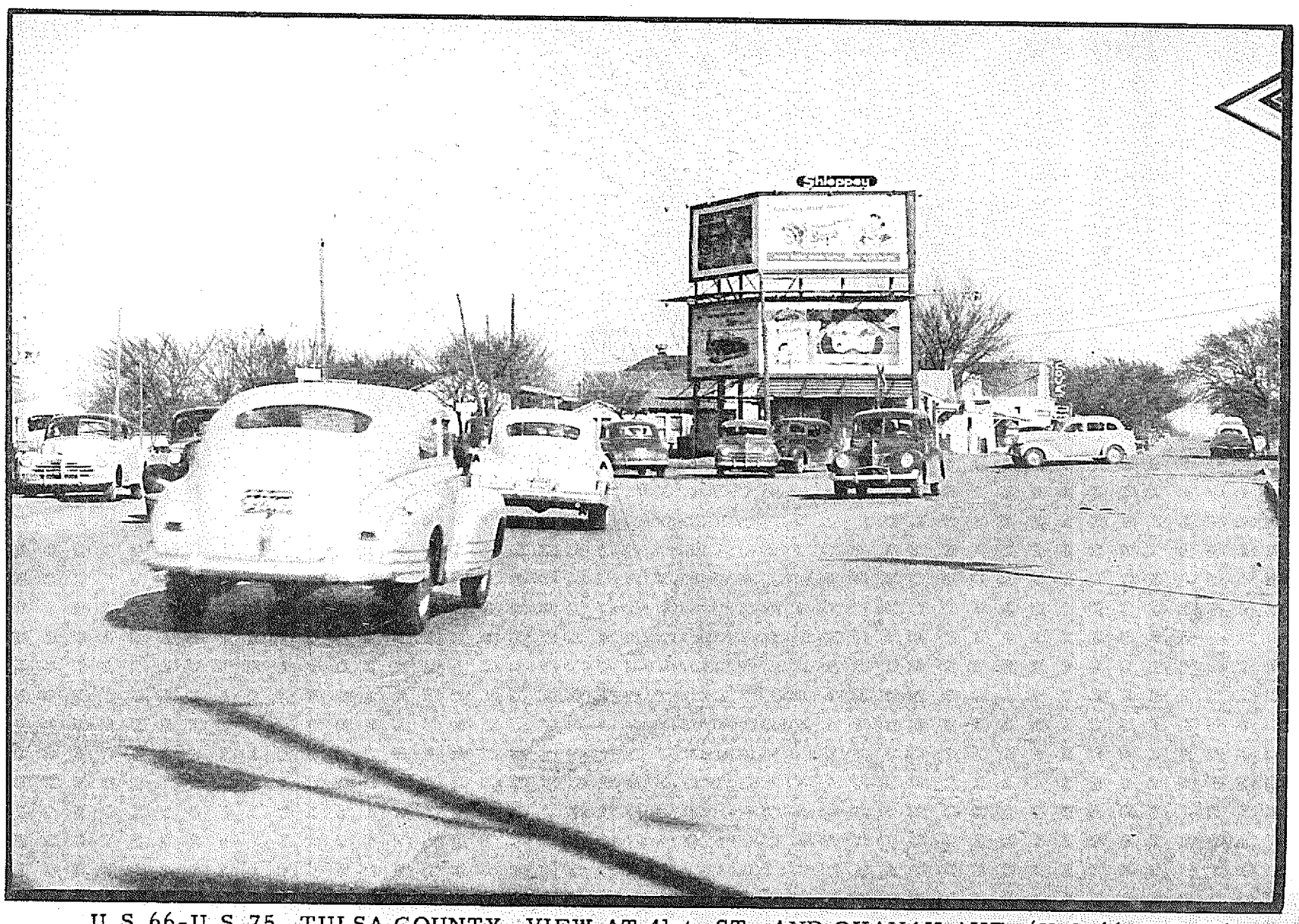
Hwy. No.	Mileage	Location & Description	Amount
		TEXAS COUNTY (Con't.)	
Projects Completed			
FAS Rd.	7.475	From SH 3, 4.0 miles East of Guymon, South to Coldwater Creek. Caliche Base & Dbl. Bit. Surf. Crse. (S-312 (1))	$ 69,893.74
FAS Rd.	5.210	From Coldwater Creek, 4.0 miles East of Guymon & 7.5 miles South of SH 3, South to Texas State line. Caliche Base & Dbl. Bit. Surf. Crse. (S-312 (2))	48,234.75
FAS Rd.	4.495	Texhoma, West. Gr., Dr. & Stab. Caliche Surf. (S-512 (1))	21,761.80
FAS Rd.	5.891	4.0 miles West of Texhoma, West. Gr., Dr. & Stab. Caliche Surf. (S-512 (2)).	25,584.76
FAS Rd.	7.004	Hooker, West. Gr., Dr., Caliche Base, Dbl. Bit. Surf. Crse. & 2 Bridges. (S-624 (3))	104,302.70
FAS Rd.	7.875	6.7 miles West of Hooker, West. Gr., Dr., Caliche Base & Dbl. Bit. Surf. Crse. (S-624 (4))	103,190.26
		Total Projects Completed	$ 875,536.75
Projects Under Construction			
F/M Rd.	0.662	At Beaver River, approx. 4.5 miles North of Texhoma. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-691 (1) SH)	$ 123,628.31
SH 95	1.900	From Texhoma, East & South to Texas State line. Gr., Place Caliche Base & Dbl. Bit. Surf. Crse. (C-1399)	21,000.00
		Total Projects Under Construction	$ 144,628.31
Projects Programmed			
SH 95	20.000	Texhoma North. Gr., Dr., Bridge & Surf. (SAP-1051 (1))	$ 700,000.00
		Total Projects Programmed	$ 700,000.00
		Total for County	$ 1,720,165.06

Hwy. No.	Mileage	Location & Description	Amount
		TILLMAN COUNTY	
Projects Completed			
US 183	2.009	In Frederick. Gr., Dr. & P. C. Conc. Pav. (U-370 (1))	$ 293,572.53
US 70	0.034	From Cotton County line, Northwest. 4 Bridges. (SAP-921 (2) Br.)	40,766.40
US 70	7.172	From Cotton County line, Northwest. Gr. & Dr. (SAP-921 (2) Rdy.)	65,901.59
SH 5	0.408	In Frederick on Gladstone Ave. from 1st Street to 7th Street. Gr., Dr. & P. C. Conc. Pav. (SAP-452 (3))	59,637.35
SH 36	5.300	Chattanooga, West & South to Jct. SH 5. Scarify & Pulverize Surf. & Armor Coat. (M-1980)	31,000.00
FAS Rd.	4.917	Frederick, Southeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-660 (1))	24,012.39
FAS Rd.	1.500	From 0.5 mile North of Tipton, North. Gr., Dr., Grav. Base & Dbl. Bit. Surf. Crse. (S-638 (1))	25,059.42
FAS Rd.	3.000	From Southwest Corner Sec. 35, T2N, R18W, North to US 62. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-315 (2))	32,302.20
FAS Rd.	4.012	West limits of Grandfield, South. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-316 (2))	25,811.70
FAS Rd.	3.983	From US 270, Approx. 3.75 miles East of Davidson, North. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-317 (1))	22,760.44
FAS Rd.	2.996	SH 32, North toward Hollister. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-407 (1))	30,239.44
FAS Rd.	4.134	From US 183 in Manitou, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-76 (4))	22,831.58
FAS Rd.	0.992	SH 5, 1.0 mile West of Frederick, North. Gr., Grav. Base & Dbl. Bit. Surf. Crse. (CS-71-2 (1))	13,068.06
		Total Projects Completed	$ 686,963.10

Hwy. No.	Mileage	Location & Description	Amount
		TILLMAN COUNTY (Con't.)	
Projects Under Construction			
US 70	6.178	From 2.247 miles Northwest of Cotton County line, Northwest. Gr., Dr., Stab. Base, Sing. Bit. Surf. Crse. & P. C. Conc. Pav. (F-375 (3) Pt. 1)	$ 242,702.85
US 70	2.247	Cotton County line, Northwest. Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-375 (3) Pt. 2)	57,168.17
		Total Projects Under Construction	$ 299,871.02
Projects Programmed			
US 70	8.000	From 3.0 miles West of Grandfield, West. Gr., Dr., Bridge & Surf. (SAP-921 (3))	$ 315,000.00
SH 5	8.000	Jackson County line, East & South. Gr., Dr., Bridge & Dustless Type Surf. (S-434 (2) SH)	260,000.00
		Total Projects Programmed	$ 575,000.00
		Total for County	$ 1,561,834.12
		TULSA COUNTY	
Projects Completed			
FAS Rd.	0.284	Bird Creek, 1.5 miles Southeast of Sperry. Gr., Traf. Bnd. Surf. Crse. & 1 Bridge. (WER-8 (1))	$ 95,294.90
FAS Rd.	0.146	Haikey Creek, 3.5 miles Northeast of Bixby. Gr., Traf. Bnd. Surf. Crse. & Bridge. (WER-8 (2))	34,693.10
US 66	2.630	In Tulsa, Southwest City limits, Northeast. Gr., Dr., P. C. Conc. Pav., Asph. Conc. Pav. & 2 Bridges. (SAP-1029 (1))	403,572.47
		Division 8 Headquarters. Construct Paint Shop Equipment Storage Shed & Cement Storage Building. (C-1405)	17,500.00
SH 20	4.800	Jct. US 75, West of Collinsville, West. Recondition & Armor Coat. (M-2008)	10,000.00

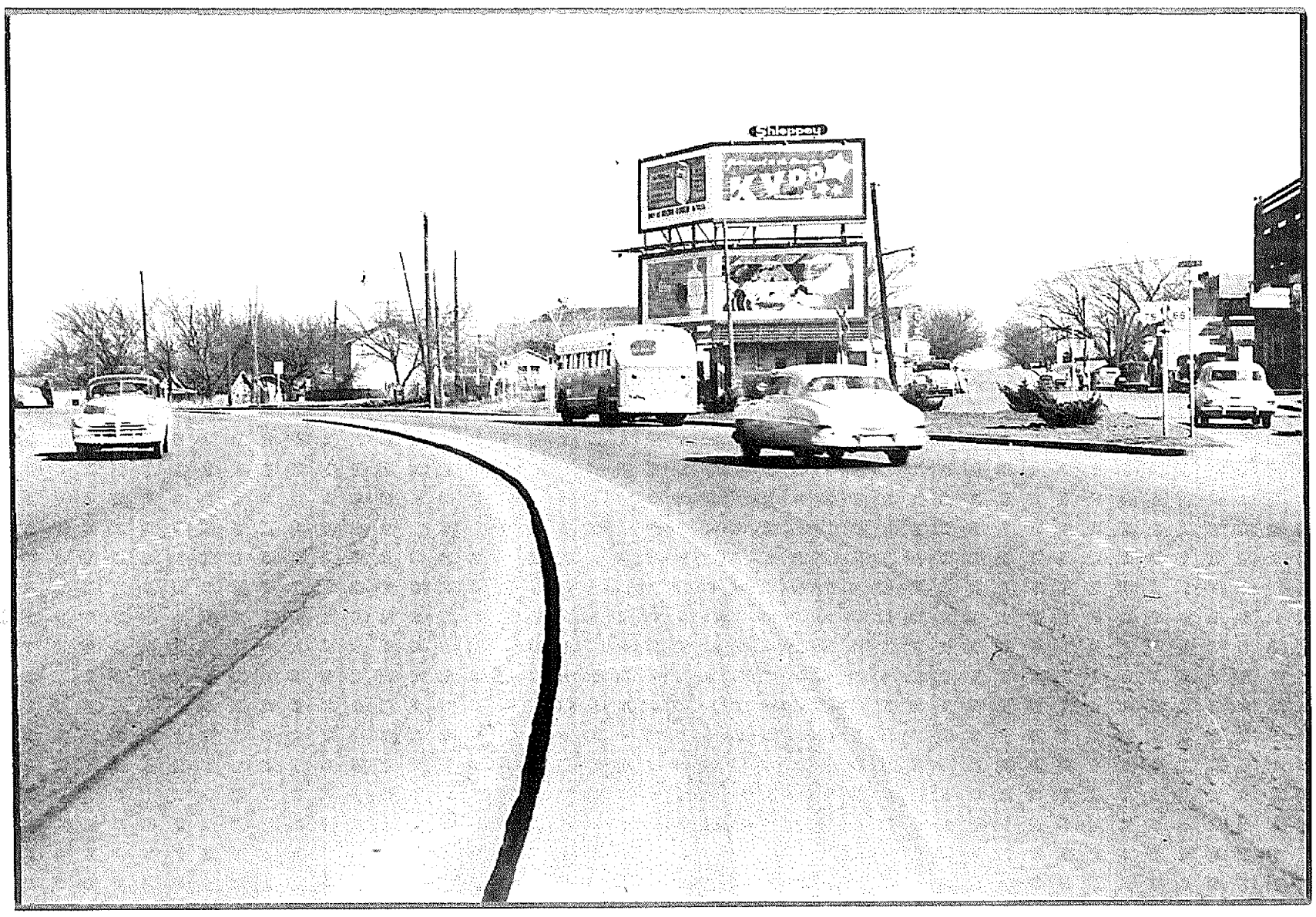


BEFORE CONSTRUCTION



U.S.66-U.S.75, TULSA COUNTY, VIEW AT 41st. ST. AND QUANAH AVE. (U.S.66-U.S.75) BEFORE WIDENING PROJECT.

AFTER CONSTRUCTION



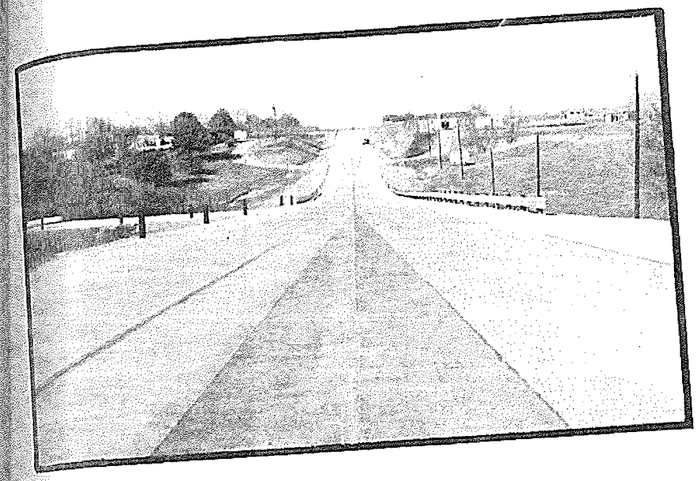
U.S.66-U.S.75, TULSA COUNTY, AFTER WIDENING PROJECT, PICTURE TAKEN AT THE INTERSECTION OF QUANAH AVE. & 41st. ST.

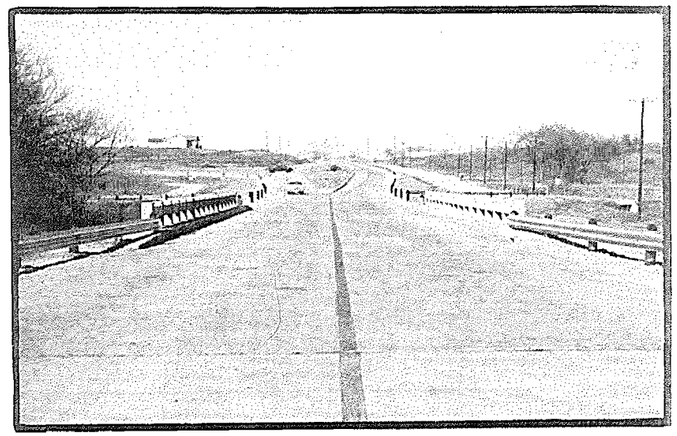
Hwy. No.	Mileage	Location & Description	Amount
		TULSA COUNTY (Con't.)	
Projects Completed			
US 169	3.800	Rogers County line, Southwest to Collinsville. Recondition & Armor Coat. (M-2013)	$ 10,000.00
SH 33	5.000	From Jct. US 66, West. Recondition & Seal. (M-1827)	18,000.00
SH 75		North of Jct. SH 33, East of Tulsa. Repair Bridge at Bird Creek. (X-253)	9,500.00
US 75		5.9 miles North of SH 33, East of Tulsa. Repair Bird Creek Bridge. (X-222)	8,500.00
FAS Rd.	4.018	2.0 miles North & 1.0 mile East of Bixby, East. Gr., Dr., Asph. Stab. Base & Dbl. Bit. Surf. Crse. (S-318 (2))	59,520.97
FAS Rd.	0.991	From US 64, 2.0 miles North of Bixby, East. Asph. Stab. Base & Dbl. Bit. Surf. Crse. (S-318 (3))	12,145.54
FAS Rd.	3.469	SH 51, 2.0 miles South of Broken Arrow, South. Gr., Dr., Grav. Base Crse. & Dbl. Bit. Surf. Crse. (S-318 (4))	57,559.41
		Total Projects Completed	$ 736,286.39
Projects Under Construction			
SH 51	1.575	From Wagoner County line, Northwest. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (F-12 (16) Surf.)	$ 48,015.33
SH 51	1.575	From Wagoner County line, Northwest. Gr. & Dr. (F-12 (16) Gr.)	27,254.75
US 66	1.587	Creek County line, Northeast. Gr. & Dr. (FI-86 (5))	35,088.95
US 66	1.888	Creek County line, Northeast. P. C. Conc. Pav. (FI-86 (6))	186,740.89
US 66	0.456	Arkansas River on 51st Street in Tulsa. 1 Bridge. (U-591 (2))	1,135,897.55
US 64	2.811	From Bruner Station, Southwest into Sand Springs. Gr., Dr. & Asph. Conc. Pav. (SAP-400 (6))	413,539.01

Hwy. No.	Mileage	Location & Description	Amount
		TULSA COUNTY (Con't.)	
Projects Under Construction			
SH 33	1.007	Jct. US 75, East of Tulsa, East. Gr., Dr. & Asph. Conc. Pav. (SAP-1061 (1))	$ 163,163.37
		Total Projects Under Construction	$ 2,009,699.85
Projects Programmed			
US 66	0.359	In Tulsa, approaches to Arkansas River Bridge on 51st Street. Gr., Dr., Dustless Type Surf. & Bridge. (U-591 (3))	$ 650,000.00
US 66 By-Pass	2.500	At Tulsa. Gr., Dr. & Surf. (U-591 (4))	1,500,000.00
SH 51		At M.K. & T. RR. Crossing in Broken Bow. Underpass. (FAGH-12 (15))	69,000.00
US 75		At A.T. & S.F. RR. Crossing, South of Owasso. Relocation. (FAGH-521 B (2))	150,000.00
US 66	0.030	US 66 By-Pass at Midland Valley RR. Crossing on 51st Street. Grade Separation. (FAGH-591 (1))	125,000.00
US 66	1.515	From 1000 feet Southwest of Creek County line, Northeast to 51st Street in Tulsa. Gr., Dr. & Dustless Type Surf. (SAP-1081 (1))	200,000.00
		Total Projects Programmed	$ 2,694,000.00
		Total for County	$ 5,439,986.24
		WAGONER COUNTY	
Projects Completed			
SH 51	0.946	New US 69, East of Cherokee Ave. in Wagoner. 0.837 mile P. C. Conc. Pav. & 0.109 mile Asph. Conc. Surf. Crse. (FAP-302 (4))	$ 136,610.99
SH 51	7.387	Oneta, Southeast thru Coweta. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (SAP-1047 (1))	227,954.87
US 64	4.700	Thru County. Replace Conc., Reshape & Improve Drainage. (M-1523)	27,300.00

Hwy. No.	Mileage	Location & Description	Amount
		WAGONER COUNTY	
Projects Completed			
SH 51	18.500	From Wagoner, North & West to Tulsa County line, except 7.5 miles from Oneta to Coweta. Spot Grav., Reshape & Improve Drainage. (M-1879)	$ 18,500.00
SH 51	0.320	Cherokee Ave. from K.O. & G. Ry., East to State Street in Wagoner. Patch Conc. Tack Coat & Place Bld. Rock Asph. on Street. (M-2035)	23,500.00
US 69	4.500	Mayes County line, South. Conc. Replacement. (M-1831)	18,300.00
SH 51		Verdigris River Bridge, West of Wagoner. Flood Repair. (X-186)	7,500.00
FAS Rd.	4.927	4.5 miles West of Wagoner, Northwest. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-502 (1))	36,259.64
		Total Projects Completed	$ 495,925.50
Projects Under Construction			
SH 51	0.044	From US 69, West 4.836 miles. 3 Bridges. (F-302 (6) Br.)	$ 71,398.20
SH 51	4.792	From US 69, West. Gr. & Dr. (F-302 (6) Rdy.)	73,866.24
SH 51	4.249	From Tulsa County line, Southeast. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (F-32 (3) Surf.)	126,112.43
SH 51	4.249	From Tulsa County line, Southeast. Gr. & Dr. (F-32 (3) Gr.)	77,908.57
SH 51	10.300	From 1.0 mile West of Wagoner, North 2.0 miles, West 5.0 miles, South 1.0 mile, East 1.0 mile, South 1.0 mile to SH 51. Reshape & Improve Drainage on Detour. (M-2049)	4,500.00
FAS Rd.	0.240	At Cedar Creek, approx. 2.0 miles West of Coweta. Traf. Bnd. Surf. Crse. & 1 Bridge. (S-501 (2))	29,213.90
FAS Rd.	0.014	At Yellow Water Creek, South of Choska. 1 Bridge. (S-673 (1) Br.	14,569.27

Hwy. No.	Mileage	Location & Description	Amount
		WAGONER COUNTY (Con't.)	
Projects Under Construction			
FAS Rd.	7.627	From approx. 0.5 mile South of Choska, Southeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-673 (1) Rdy.)	$ 64,501.87
		Total Projects Under Construction	$ 462,070.43
Projects Programmed			
SH 51	5.000	US 69, West. Dustless Type Surf. (F-302 (7))	$ 175,000.00
US 69		Ft. Gibson Dam Reservoir Area. Widen Roadbed to 24 feet. (SAP-)	80,000.00
US 69		Ft. Gibson Dam Reservoir Area. Widen Bridges to 28 feet. (SAP-)	65,000.00
SH 51	6.500	Wagoner, East. Surf. (SAP-442 (4))	195,000.00
SH 51	1.200	In Wagoner. Gr., Dr. & Surf. (SAP-442 (3))	200,000.00
		Total Projects Programmed	$ 715,000.00
		Total for County	$ 1,672,995.98
		WASHINGTON COUNTY	
Projects Completed			
US 75	0.020	At Turkey Creek, 1.5 miles North of Jct. new US 75 & US 60. 1 Bridge. (F-15 (5) Br.)	$ 32,165.24
US 75	2.141	Just South Jct. new US 75 & US 60, North. Gr. & Dr. (F-15 (5) Rdy.)	99,801.60
US 75	2.245	From just South of Jct. US 60 & new US 75, North. Gr., Dr. & P. C. Conc. Pav. (F-15 (7))	198,203.65
US 75	4.364	From approx. 4.0 miles North of Ramona, North. P. C. Conc. Pav. (F-15 (6) Pt. 1)	180,130.28
US 75	5.469	From approx. 8.0 miles North of Ramona, North. P. C. Conc. Pav. (F-15 (6) Pt. 2)	221,121.52





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PORTLAND CEMENT CONCRETE
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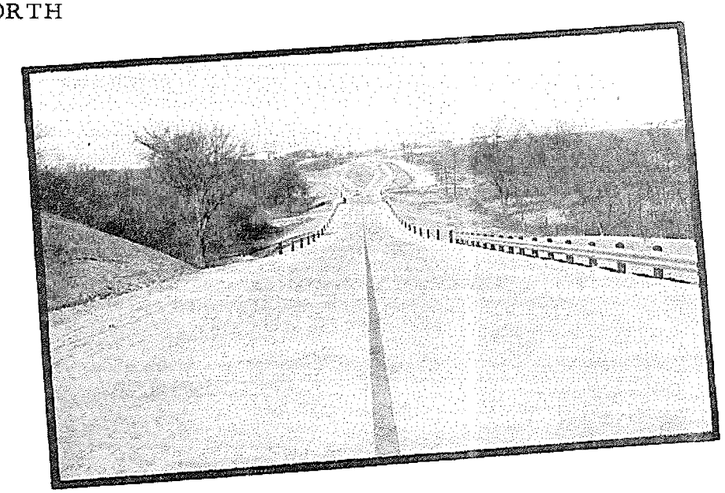
TO NEW U.S.60.



Hwy. No.	Mileage	Location & Description	Amount
		WASHINGTON COUNTY (Con't.)	
Projects Completed			
US 60	0.897	East of Bartlesville, East. P. C. Conc. Pav. (F-252 (7))	$ 48,655.87
US 60	0.350	Caney River just East of Bartlesville. 3 Bridges. (F-252 (4) Br. Contr. 3)	130,334.54
FAS Rd.	4.858	From Nowata County line, between sec. 21 & 28, T25N, R14E, 2.0 miles West & 3.0 miles North. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-282 (4))	34,348.93
FAS Rd.	5.051	From US 75 (New), 5.0 miles South & 1.0 mile East of Bartlesville, East. Gr., Dr., Traf. Bnd. Surf. Crse. & Repairs to 2 Bridges. (S-282 (3))	38,768.64
		Total Projects Completed	$ 983,530.27
Projects Under Construction			
US 60	0.684	In Bartlesville from3rd Street & Cherokee, East to East City limits. Gr., Dr. & P. C. Conc. Pav. (U-252 (6))	$ 137,478.03
US 60	0.120	In Bartlesville, East to new pav. Place Crushed Rock Surf. on Temporary Road. (M-2047)	3,000.00
FAS Rd.	6.653	Copan to Wann. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-322 (1))	36,898.32
		Total Projects Under Construction	$ 177,376.35
Projects Programmed			
US 75	0.027	In Dewey. Gr., Dr. & High Type Surf. (F-106 (2))	$ 75,000.00
US 75	2.914	Dewey, South. Gr., Dr. & Bridge. (F-481 (2))	412,000.00
US 75	0.250	At M.K. & T. RR. Crossing in Dewey. Gr., Dr., High Type Surf. & Grade Separation. (FG-481 (3))	250,000.00
		Total Projects Programmed	$ 737,000.00
		Total for County	$ 1,897,906.62

Hwy. No.	Mileage	Location & Description	Amount
		WASHITA COUNTY	
Projects Completed			
SH 41	0.038	From Beckham County line, East 7.972 miles. 4 Bridges. (F-430 (1) Br.)	$ 32,578.84
SH 41	7.934	Beckham County line, East. Gr. & Dr. (F-430 (1) Rdy. Pt. 1)	90,168.83
SH 41	1.002	7.972 miles East of Beckham County line, East. Gr. & Dr. (F-430 (1) Rdy. Pt. 2)	5,740.54
SH 41	7.943	Beckham County line, East. Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-430 (2) Pt. 1)	122,996.60
SH 41	1.002	9.0 miles East of Beckham County line, East. Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-430 (2) Pt. 2)	12,442.56
SH 55	0.501	At Elk Creek & Spring Creek, West of Sentinel. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (SAP-1039 (1))	100,981.98
US 183		Approx. 1.5 miles Southeast of Bessie. Repair Slab Stand. (RC-59 (1))	3,759.60
SH 55	0.052	At Elk & Spring Creeks, West of Sentinel. 2 Bridges. (S-692 (1) SH Br.)	45,957.70
SH 55	5.236	Sentinel, West. Gr. & Dr. (S-692 (1) SH Gr.)	50,000.85
SH 55	5.236	Sentinel, West. Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-692 (1) SH Surf.)	100,079.39
SH 44	5.484	From 4.815 miles North of SH 9, North to Sentinel. Gr. & Dr. (S-413 (3) SH Pt. 2 Gr.)	74,304.18
SH 44	0.115	From 4.815 miles North of SH 9, North to Sentinel. 9 Bridges. (S-413 (3) SH Brs.)	99,798.54
SH 54	13.000	SH 41, South to Kiowa County line. Correct Drainage, Shape Rdy. & Grav. (M-1905)	65,000.00
US 183	6.000	Rocky, North. Scarify & Pulverize Exist. Mat, Add New Mat, Stab. & Armor Coat. (M-1873)	60,743.14
SH 41	8.200	Cordell, East to Washita River. Armor Coat. (M-1983)	12,000.00

Hwy. No.	Mileage	Location & Description	Amount
		WASHITA COUNTY (Con't.)	
Projects Completed			
US 183	18.500	Custer County line, South. Scarify & Pulverize Exist. Surf., Grav. & Armor Coat. (M-1979)	$ 107,300.00
SH 41	11.000	Jct. SH 44, West to Beckham County line. Repair Base & Surf. Failures & Spot Seal. (M-1613)	16,856.86
FAS Rd.	5.522	SH 55, 2.0 miles West of Sentinel, North & West. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-122 (1))	40,618.78
FAS Rd.	5.253	SH 41, South thru Cowden. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-324 (3) Pt. 1)	27,017.79
FAS Rd.	2.872	5.253 miles South of SH 41, South. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-324 (3) Pt. 2)	12,509.90
FAS Rd.	5.363	Washita River Bridge, North of Mountain View, North toward Cowden. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-324 (5))	30,532.53
FAS Rd.	4.995	From US 66 in Canute, South. Gr., Asph. Stab. Base, Sing. Bit. Surf. Crse. & 1 Bridge. (S-326 (1))	70,296.55
FAS Rd.	1.255	US 183 at North City limits of Cordell, East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-527 (1))	14,153.44
FAS Rd.	5.468	US 283, 0.5 mile South of SH 69, East. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-90 (1))	40,763.31
		Total Projects Completed	$ 1,236,601.91
Projects Under Construction			
SH 44	5.701	From 4.815 miles North of SH 9, North to Sentinel. Gr., Dr., Stab. Aggr. Base & Dbl. Bit. Surf. Crse. (S-413 (3) SH Pt. 2 Surf.)	$ 127,339.27
		Total Projects Under Construction	$ 127,339.27
Projects Programmed			
SH 55A	3.200	Corn, East. Gr., Dr., Bridge & Surf. (SAP-1077 (1))	$ 115,000.00

Hwy. No.	Mileage	Location & Description	Amount
		WASHITA COUNTY (Con't.)	
Projects Programmed			
SH 54	13.000	SH 41 to Kiowa County line. Gr., Dr. & Bridge. (SAP-1075 (1))	$ 325,000.00
SH 66A	0.800	US 66 to Foss. Gr., Dr., Bridge & Surf. (SAP-1076 (1))	90,000.00
SH 55	5.000	Retrop, East. Gr., Dr., Bridge & Dustless Type Surf. (S-692 (2) SH)	203,000.00
		Total Projects Programmed	$ 733,000.00
		Total for County	$ 2,096,941.18
		WOODS COUNTY	
Projects Completed			
US 64	0.249	In Alva from 8th Street to College Ave. Gr., Dr. & P. C. Conc. Pav. Widening.(SAP-298 (2))	$ 34,258.31
US 281	13.900	Alva, South to SH 45. Sing. Bit. Surf. Crse. (MC-Div. 6 (3) Pt. 5)	22,109.80
US 281	12.100	SH 45, West to Waynoka. Sing. Bit. Surf. Crse. (MC-Div. 6 (3) Pt. 6)	17,496.75
US 281	13.800	US 64, North to Kansas State line. Sing. Bit. Surf. Crse. (MC-Div. 6 (3) Pt. 7)	19,952.60
SH 11	0.036	From US 281 to SH 8. 3 Bridges. (Part in Alfalfa Co.) (S-676 (1) SH Br.)	40,549.79
SH 11	4.046	US 281, East to Capron. Asph. Stab. Base & Sing. Bit. Surf. Crse. (S-676 (1) SH Rdy. Pt. 1 Surf.)	75,681.10
SH 11	4.039	US 281, East to Capron. Gr. & Dr. (S-676 (1) SH Rdy. Pt. 1 Gr.)	21,686.21
SH 11	4.840	Capron, East to SH 8. Gr., Dr. & Traf. Bnd. Surf. Crse. (Part in Alfalfa Co.) (S-676 (1) SH Rdy. Pt. 2)	46,127.62
SH 14	6.608	Waynoka, North. Gr., Dr., Asph. Stab. Base, Sing. Bit. Surf. Crse. & 1 Bridge. (FAS-S-693 (1) SH)	131,320.85

Hwy. No.	Mileage	Location & Description	Amount
		WOODS COUNTY (Con't.)	
Projects Completed			
US 64	43.300	From Alfalfa County line, West to Cimarron River Bridge. Sectional Retread, Repair Base & Surf. & Armor Coat. (M-1989)	$ 119,400.00
SH 45	8.300	Alfalfa County line, West to US 281. Reshape & Grav. (M-1552)	23,000.00
SH 11		0.75 mile West of Capron. 1 Timber Bridge. (M-1731)	5,100.00
US 281	13.900	Alva, South to SH 45. Repair Surf. & Armor Coat. (M-1792)	9,600.00
US 281	12.100	Waynoka, East to SH 45. Repair Surf. & Armor Coat. (M-1793)	14,822.00
US 281	13.800	Alva, North to Kansas State line. Spot Patching for Seal. (M-1794)	20,000.00
SH 50	2.800	Jct. US 64, South to Freedom. Spot Patch & Seal. (M-1799)	7,000.00
SH 50		On SH 50, North of Freedom; on US 64 from Cimarron River Bridge, East. Replace Embankment, Place Jetties & Repair Base & Surf. (X-247)	8,500.00
FAS Rd.	0.022	7.0 miles West & 8.0 miles North of Jct. US 281 & US 64 in Alva. 1 Bridge. (S-327 (3) Br.)	25,840.10
FAS Rd.	4.986	8.0 miles West & 8.0 miles North of Jct. US 281 & US 64 in Alva, Northeast. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-327 (3) Rdy.)	66,183.16
FAS Rd.	6.879	From US 281, 2.0 miles South of Kansas State line, West. Gr., Dr., Traf. Bnd. Surf. Crse. & 2 Bridges. (S-327 (2))	39,424.84
FAS Rd.	3.875	5.0 miles Southeast of Freedom, Southeast. Traf. Bnd. Surf. Crse. & 1 Bridge. (S-119 (2))	9,378.60
FAS Rd.	5.217	Freedom, Southeast. Gr., Dr., Traf. Bnd. Surf. Crse. & 1 Bridge. (S-119 (1))	63,491.80

Hwy. No.	Mileage	Location & Description	Amount
		WOODS COUNTY (Con't.)	
Projects Completed			
FAS Rd.	4.204	US 64, 3.0 miles North & 4.0 miles East of Freedom, North & East. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-618 (1))	$ 35,736.71
		Total Projects Completed	$ 856,660.24
Projects Under Construction			
SH 50	8.100	Freedom, South. Gr., Drainage Struct. & Grav. Surf. (M-2060)	$ 28,000.00
		Total Projects Under Construction	$ 28,000.00
Projects Programmed			
SH 14	8.000	US 64, South. Gr., Dr., Bridge & Low Type Surf. (S-693 (2) SH)	$ 340,000.00
SH 14	0.200	In Waynoka. Gr., Dr. & Dustless Type Surf. (S-693 (3) SH)	60,000.00
SH 11		At A.T. & S.F. RR. Crossing in Capron. Automatic Grade Crossing Prot. (SG-676 (2) SH)	6,500.00
FAS Rd.		Intersection A.T. & S.F. RR. At Alva. Flashing Light Signals. (SG-704 (1))	7,000.00
		Total Projects Programmed	$ 413,500.00
		Total For County	$ 1,298,160.24
		WOODWARD COUNTY	
Projects Completed			
SH 15	7.455	From Mooreland, East. Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-324 (13) Pt. 1)	$ 116,627.97
SH 15	1.038	From 7.5 miles East of Mooreland, East. Asph. Stab. Base & Sing. Bit. Surf. Crse. (F-324 (13) Pt. 2)	23,282.73
SH 15	1.038	7.465 miles East of Mooreland. Gr. & Dr. (F-324 (12) Pt. 2 Rdy.)	43,633.94

Hwy. No.	Mileage	Location & Description	Amount
		WOODWARD COUNTY (Con't.)	
Projects Completed			
SH 15	7.455	Mooreland, East. Gr., Dr. & 2 Bridges. (F-324 (12) Pt. 1 Rdy. & Br.)	$ 100,595.33
US 183	2.009	In Woodward on Oklahoma Ave. from West of Ash Street, East to 9th Street, thence South. Gr., Dr., P. C. Conc. Pav. & 2 Bridges. (U-371 (1))	358,866.97
SH 15	5.104	Major County line, West. Gr., Dr., Asph. Stab. Base & Sing. Bit. Surf. Crse. (SAP-349 (2))	113,121.76
US 183		At Jct. US 270. Driveways for Permanent Scales. (C-1409)	2,730.00
SH 15	2.600	Woodward, East. Spot Repairs & Seal. (M-1841)	6,000.00
SH 15A	5.200	Woodward, Northeast to Boiling Springs. Repair & Seal. (M-1843)	12,000.00
US 183	15.700	Harper County line, Southeast to Woodward. Spot Patch Surf. & Base. (M-1838)	20,000.00
US 270	32.100	Woodward, Southeast. Spot Patch. (Part in Major Co.) (M-1840)	34,000.00
Co. Rd.	1.450	1st Street in Woodward from Main Street, South to Jct. US 270. Dbl. Bit. Surf. (M-2041)	6,500.00
SH 15	7.700	Tangier Jct., West of Woodward, Southwest to Fargo. Shouldering & Backsloping to Complete Base Projects. (M-1343)	3,080.00
SH 15	15.000	Mooreland, East & Detour thru Quinlan. Replace Embankment, Base & Surf. where needed. (X-248)	3,000.00
US 183		Beaver River Bridge, North of Supply. Bridge Repairs. (X-246)	70,000.00
FAS Rd.	7.090	From Quinlan to Belva. Gr., Dr. & Traf. Bnd. Surf. Crse. (S-25 (2))	43,690.35
FAS Rd.	3.500	0.5 mile North of Woodward, North. Dbl. Bit. Surf. Crse. (S-398 (5))	14,739.18

Hwy. No.	Mileage	Location & Description	Amount
		WOODWARD COUNTY (Con't.)	
Projects Completed			
FAS Rd.	6.102	4.0 miles North of Woodward, North to Harper County line. Dbl. Bit. Surf. Crse. (S-398 (6)	$ 26,544.86
FAS Rd.	5.715	From SH 15 at Tangier, South. Gr., Dr. & Caliche Stab. Surf. Crse. (S-661 (1))	32,311.13
		Total Projects Completed	$ 1,030,724.22
Projects Under Construction			
None			
Projects Programmed			
US 183		At Beaver River, North of Supply. Reinforce Timber Pile Bents. (RC-)	$ 46,500.00
		Total Projects Programmed	$ 46,500.00
		Total for County	$ 1,077,224.22

Jack A. Rhodes.
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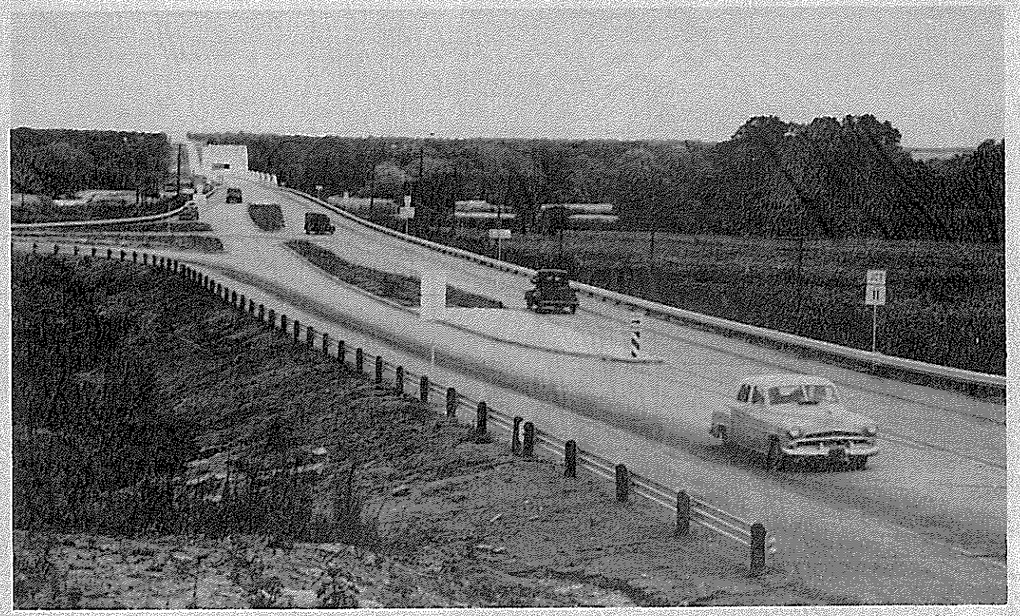


Report of The
STATE HIGHWAY COMMISSION
AND DIRECTOR
To The
GOVERNOR OF OKLAHOMA

For the period
Jan. 1, 1951 thru Dec. 31, 1952

JOE W. CURTIS - CHAIRMAN
J. I. GOINS - VICE-CHAIRMAN
JULIUS W. COX - SECRETARY

C. A. STOLDT
STATE HIGHWAY DIRECTOR

STATE HIGHWAY COMMISSION

ROBERT BARR - MEMBER
PAUL V. CARLILE - MEMBER
L. M. TITTLE - MEMBER
H. W. TRIPPET - MEMBER
CARL M. LAGERE - MEMBER

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
CAPITOL OFFICE BUILDING
OKLAHOMA CITY 5, OKLAHOMA

January 20, 1953

The Honorable Johnston Murray
Governor of Oklahoma
State Capitol
Oklahoma City 5, Oklahoma

Dear Governor Murray:

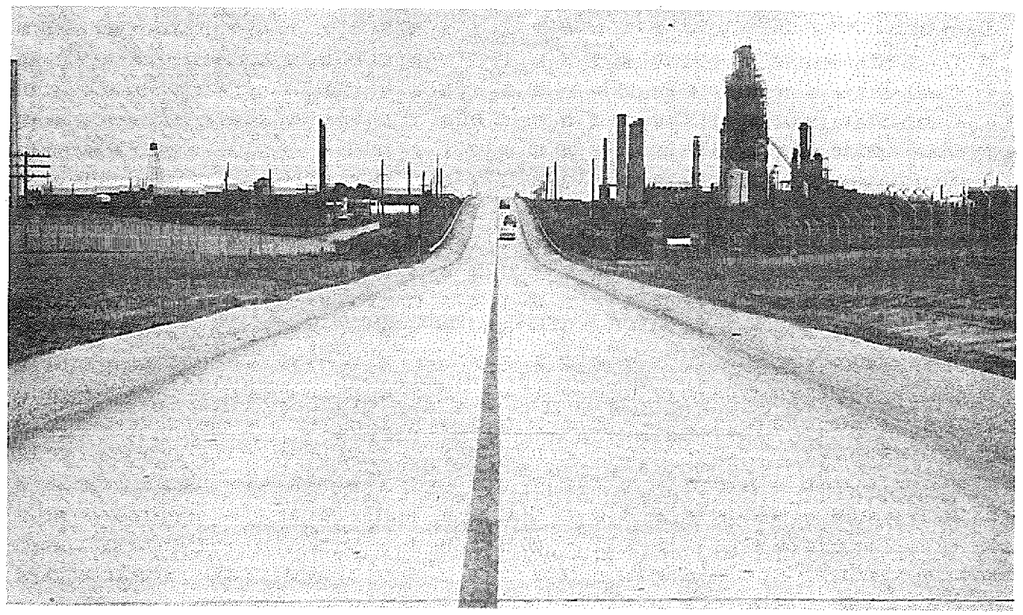
We have the honor to submit a report covering the activities of the Highway Department for the calendar years 1951 and 1952.

Prepared and submitted,

C. A. STOLDT,
Director.

Approved: State Highway Commission

Joe Curtis Chairman	J.I. Goins Vice-Chairman
Julius W. Cox Secretary	Robert Barr Member
Paul V. Carlile Member	H. W. Trippet Member
L. M. Tittle Member	Carl M. LaGere Member



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F O R E W A R D

Highways have long since ceased to be only a desired convenience and have become an absolute necessity to the conduct of commerce, industries and business throughout our nation.

During the past 25 years methods of transportations have changed to such an extent that as compared with a negligible percentage then, today 75% of all general freight, 90% of all food stuffs going to market, 50% of all workers to their jobs and back and 80% of the nation's inter-state passenger traffic all move over our highway system.

Most of our principle highway arteries were completed more than 20 years ago and were designed for traffic conditions and truck loads of that date and are completely inadequate to meet traffic conditions existing today. The amount of traffic, truck loads and speed of vehicles have all increased at an appalling rate during this period of time and there is no reason to expect that this rate of increase will not continue through the years to come.

The problem facing the State Highway Commission and Department is not only that of bringing our obsolete primary system of main arteries up to present day standards of construction, but also to meet the ever increasing demand to add mileage to the highway system and improve roads not yet paved. Funds required to meet these demands are large and to eventually bring our highway systems up to required standards will require many years. To accomplish this the Members of the Highway Commission and employees of the Department of Highways dedicate themselves to expend the funds made available by the Legislature each year for construction prudently in the best interest of the highway systems throughout the State.

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STATE

HIGHWAY

FINANCE

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
CASH STATEMENT
JANUARY 1, 1952

S H C & M FUND
REGULAR PROGRAM

Unencumbered Cash 1-1-51			
Secondary			$ 1,231,387.18
Primary			292,718.14
Reserve for Contracts Awarded			513,000.00
Surplus Federal Accounts Receivable 1-1-51			330,612.09
Cash Receipts 1-1-51 thru 12-31-51			
Federal Aid Reimbursements		$ 9,971,430.56	
State Revenue			
Gasoline Tax 2.8¢ Gal.	$ 16,274,141.82		
Gasoline Tax 1¢ Gal.	6,807,657.47		
Special Fuel Tax 2.91¢ Gal.	253,092.64		
Overweight Truck Permits	127,740.00		
General Revenue Surplus	813,030.08		
Cash Discounts Earned	3,825.45		
Prior Year Warrants Cancelled	7,141.34		
Miscellaneous	358,409.37		
Total State Revenue		24,645,038.17	
Total Cash Receipts			34,616,468.73
Estimated Revenue Appropriated by Legislature to be Cancelled			6,723,001.99
TOTAL TO ACCOUNT FOR			$ 43,707,188.13
Funds Appropriated by Commission for			
Administration	30,199.06		
Engineering Departments	518,737.43		
General Departments	510,012.28		
Plans, Surveys and Research	830,816.01		
Workmen's Compensation Insurance	100,255.16		
Acquisition of Right-of-Way	992,820.00		
Contract Construction	18,635,080.02		
Special Maintenance	5,166,310.07		
Routine Maintenance	4,409,804.94		
Operation of Shops	3,900.00		
Purchase of Equipment	250,000.00		
State's Share Social Security	76,500.00		
Total Appropriations		31,524,434.97	
Surplus Federal Accounts Receivable 12-31-51		284,470.29	
Decrease in Federal Accounts Receivable		2,736,205.38	
Unencumbered Funds 1-1-52			
Secondary	4,318,950.43		
Primary	4,843,127.06		
Total Unencumbered Funds		9,162,077.49	
TOTAL TO ACCOUNT FOR			$ 43,707,188.13

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
CASH STATEMENT
JANUARY 1, 1952

COUNTY FARM TO MARKET PROGRAM
SPECIAL FUND

Unencumbered Cash on Hand Credited to Counties 1-1-51			$ 831,048.28
Surplus Federal Accounts Receivable 1-1-51			220,894.04
Cash Receipts 1-1-51 thru 12-31-51			
Reimbursements for Federal Aid	$ 744,045.53		
Advances from Counties	35,963.71		
Total Cash Receipts		780,009.24	
TOTAL TO ACCOUNT FOR			$ 1,
Appropriations 1-1-51 thru 12-31-51			
Contract Construction	124,712.40		
Surplus Paid to Counties	487,246.25		
Total Appropriations		611,958.65	
Decrease in Federal Accounts Receivable		821,646.26	
Surplus Federal Accounts Receivable 1-1-52		41,657.32	
Unencumbered Cash on Hand Credited to Counties 1-1-52		356,689.33	
TOTAL TO ACCOUNT FOR			$ 1,

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
CASH STATEMENT
JANUARY 1, 1953

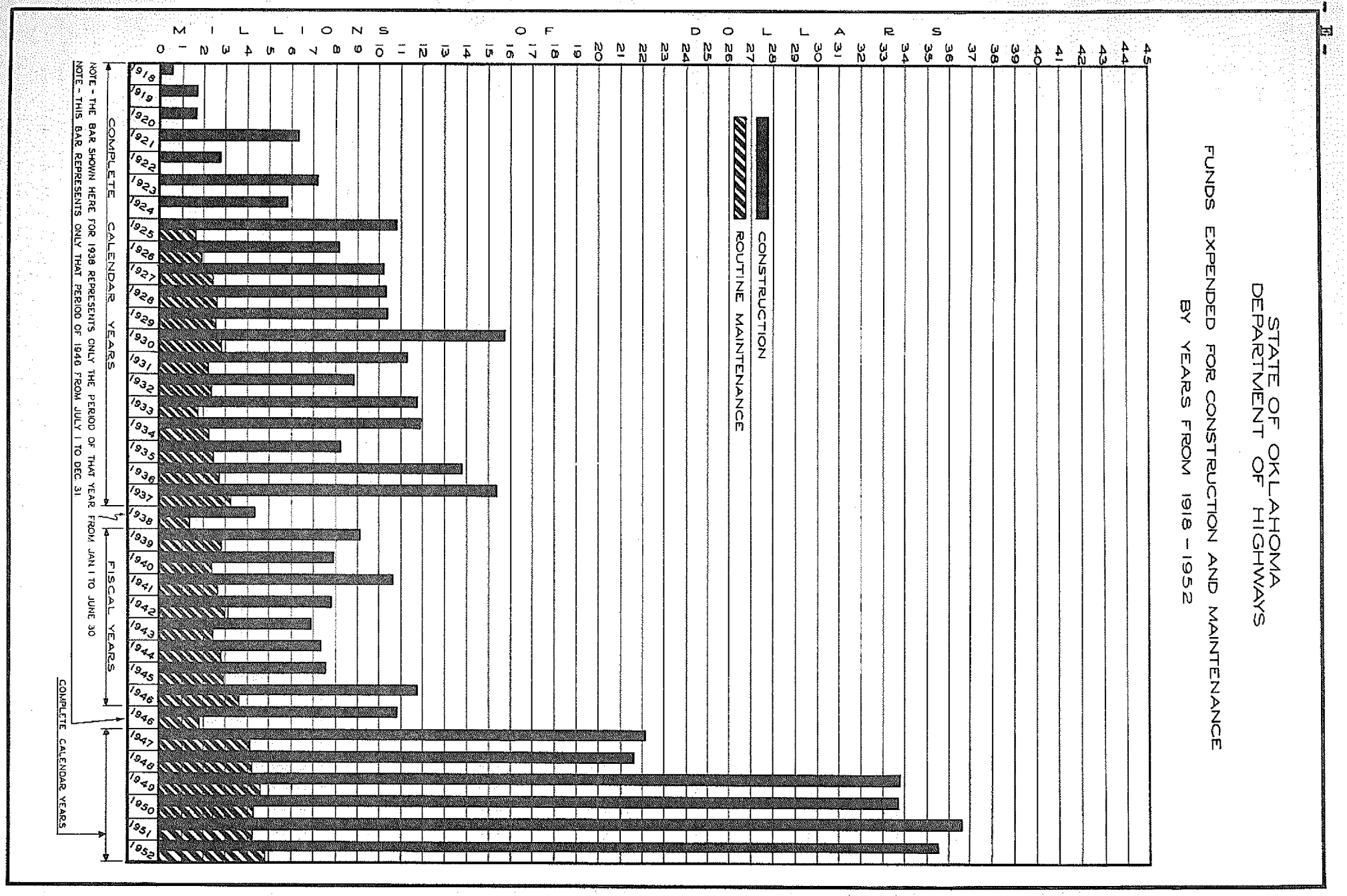
S H C & M FUND
REGULAR PROGRAM

Unencumbered Balance 1-1-52			
Secondary Funds			$ 4,318,950.43
Primary Funds			4,843,127.06
Surplus Federal Receivable 1-1-52			284,470.29
Current Funds Available			
Excess Collections Fiscal Year 1951-52		$ 5,115,388.38	
General Revenue Surplus		5,785,892.31	
Legislative Appropriations 1952-53		19,388,996.14	
Federal Share of Contracts Awarded		9,562,720.84	
Cash Discount Earned		6,057.73	
Prior Year's Warrants Cancelled		338.07	
Total Current Funds Available			39,859,393.14
TOTAL TO ACCOUNT FOR			$ 49,305,941.25
Appropriations 1-1-52 thru 12-31-52			
Administration	$ 39,500.00		
Engineering Departments	554,855.70		
General Departments	518,197.55		
Plans, Surveys and Research	1,271,149.07		
State's Share Social Security	78,000.00		
Workmen's Compensation Insurance	117,000.00		
Primary Construction	21,776,280.65		
Secondary Construction	11,291,899.89		
Acquisition of Right-of-Way	764,166.52		
Special Maintenance	3,903,697.13		
Routine Maintenance	4,932,260.39		
Purchase of New Equipment	500,000.00		
Acquisition of Land and Bldg.	3,500.00		
Miscellaneous	7,845.92		
Total Appropriations		45,758,352.82	
Surplus Federal Receivable 1-1-53		48,230.44	
Unencumbered Balance 1-1-53			
Secondary Funds	1,585,692.53		
Primary Funds	1,913,665.46		
Total		3,499,357.99	
TOTAL ACCOUNTED FOR			$ 49,305,941.25

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT
CASH STATEMENT
JANUARY 1, 1953

COUNTY FARM TO MARKET PROGRAM
SPECIAL FUND

Unencumbered Cash on Hand			
Credited to Counties 1-1-52			$ 356,689.33
Surplus Federal Accounts Receivable 1-1-52			41,657.32
Cash Receipts 1-1-52 thru 12-31-52			
Reimbursements for Federal Aid	$ 97,615.26		
Contributed by Counties	215,857.13		
Total Cash Receipts		313,472.39	
Increase in Federal Accounts Receivable		70,446.91	
TOTAL TO ACCOUNT FOR			$ 782,265.95
Appropriations 1-1-52 thru 12-31-52			
Contract Construction	376,988.94		
Surplus paid to Counties	87,237.08		
Total Appropriations		464,226.02	
Unencumbered Cash on Hand			
Credited to Counties 1-1-53		318,039.93	
TOTAL ACCOUNTED FOR			$ 782,265.95



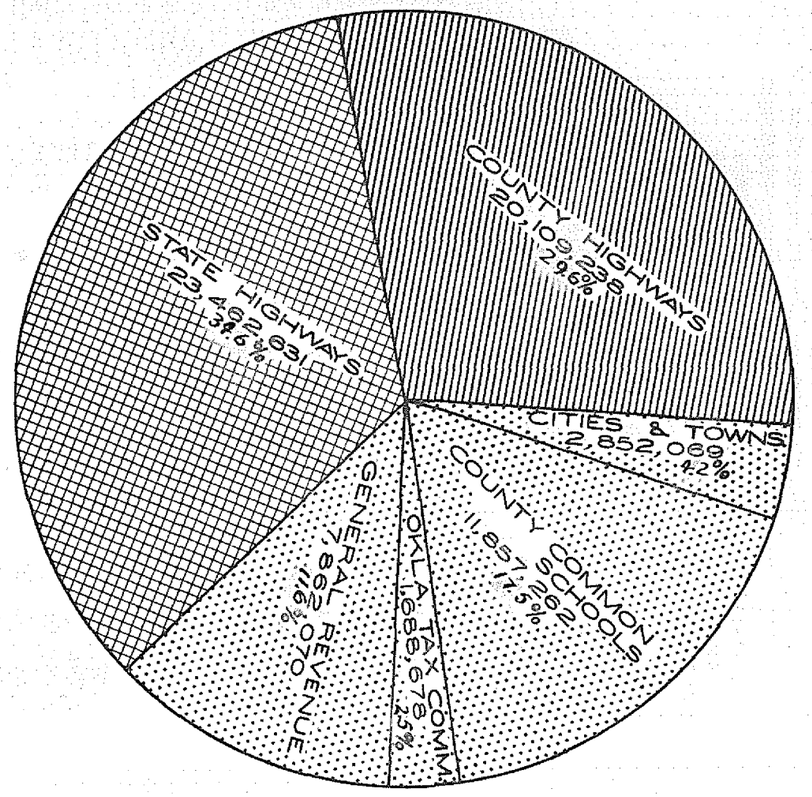
DISBURSEMENTS BY YEARS - JAN. 1, 1918 THRU DEC. 31, 1952

Year	Construction	Special Maintenance	Routine Maintenance	Administration	Purchase of Equipment	Total
1918	$ 476,673.95	$	$	$	$	$ 476,673.95
1919	1,735,991.87					1,735,991.87
1920	1,725,390.13					1,725,390.13
1921	6,431,413.96					6,431,413.96
1922	2,780,094.20					2,780,094.20
1923	7,071,569.68					7,071,569.68
1924	5,748,349.18					5,748,349.18
1925	10,836,479.90		1,714,480.27	343,326.84		12,894,287.01
1926	8,078,965.82		1,905,935.95	219,936.44		10,204,838.21
1927	10,016,091.46		2,359,583.67	218,165.58		12,593,840.71
1928	10,015,111.16	342,819.50	2,459,478.64	204,805.46		13,022,214.76
1929	9,122,621.85	1,254,833.31	2,913,215.81	472,489.41		13,763,160.38
1930	14,916,735.76	963,297.67	2,769,312.96	545,867.04	766,509.81	19,961,723.24
1931	11,215,570.12	156,708.82	2,172,636.38	467,074.98	519,498.19	14,531,488.49
1932	7,832,303.46	1,029,274.59	2,277,919.15	419,967.51	601,148.72	12,160,613.43
1933	10,870,899.26	788,889.38	1,760,034.20	359,493.03	405,221.57	14,184,537.44
1934	9,934,675.42	1,963,733.37	2,123,602.46	413,020.12	337,380.22	14,772,411.59
1935	7,086,390.74	1,166,600.52	2,510,389.50	402,578.33	401,621.69	11,567,580.78
1936	10,493,564.02	3,230,737.13	2,681,122.67	480,480.29	1,328,106.43	18,214,010.54
1937	11,130,022.76	4,263,818.77	3,161,829.24	703,947.93	1,744,878.36	21,004,497.06
1938 (6 Mos.)	3,928,000.55	500,319.38	1,374,160.46	294,149.92	169,581.97	6,266,212.28
1939 (Fis. Yr.)	7,670,546.82	1,385,514.11	2,874,192.29	576,900.92	92,999.46	12,600,153.60
1940 (Fis. Yr.)	7,048,175.97	942,850.39	2,366,928.46	517,176.65	402,016.35	11,277,147.82
1941 (Fis. Yr.)	9,231,222.14	1,344,179.66	2,675,042.42	529,001.94	18,729.19	13,798,175.35
1942 (Fis. Yr.)	6,459,316.89	1,383,201.65	3,049,241.74	490,122.10	220,881.18	11,602,763.56
1943 (Fis. Yr.)	5,502,914.01	1,426,526.57	2,568,391.30	285,679.41	12,430.20	9,795,941.49
1944 (Fis. Yr.)	5,861,853.64	1,422,346.97	2,874,859.66	296,552.82	56,609.03	10,512,222.12
1945 (Fis. Yr.)	3,966,003.80	3,398,852.02	2,922,506.32	308,198.50	224,011.01	10,819,571.65
1946 (Fis. Yr.)	7,285,956.84	4,479,662.18	3,630,010.81	341,700.20	573,761.05	16,311,091.08
1946 (Last 6 Mos.)	8,507,985.39	2,246,680.01	1,883,004.53	149,113.51	272,937.00	13,059,720.44
1947 (Calendar Yr.)	19,556,939.31	2,498,880.21	4,144,907.75	302,795.59	530,326.20	27,033,849.06
1948 (Calendar Yr.)	15,748,950.98	5,657,660.62	4,352,985.10	327,319.51	1,059,591.43	27,146,507.64
1949 (Calendar Yr.)	28,827,176.11	4,875,720.88	4,677,558.93	338,016.22	669,864.04	39,388,336.18
1950 (Calendar Yr.)	28,948,044.56	4,718,908.30	4,248,037.92	345,904.03	820,691.65	39,081,586.46
1951 (Calendar Yr.)	32,870,517.46	3,880,526.38	4,212,297.03	(*)400,570.62	537,475.06	41,901,386.55
1952 (Calendar Yr.)	31,391,188.03	4,120,984.14	4,823,517.98	(**)415,214.10	960,032.81	41,710,937.06
TOTALS	$380,323,707.20	$59,443,526.53	$83,487,183.60	$11,169,569.00	$12,726,302.62	$547,150,288.95

(*) Includes $56,472.52 Social Security Payment for 3/4 of one year, in 1951
(**) Includes $79,703.53 Social Security Payment for 1952

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

APPORTIONMENT TO THE VARIOUS STATE GOVERNMENTAL AGENCIES OF THE $67,831,948 TOTAL REVENUE COLLECTED FROM STATE HIGHWAY USER TAXES FOR CALENDAR YEAR 1951 BASED ON THE PRESENT RATE OF DISTRIBUTION.



STATE HIGHWAYS
COUNTY HIGHWAYS
OTHER

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

TABULATION SHOWING THE APPORTIONMENT OF STATE HIGHWAY USER TAXES BASED ON THE PRESENT RATE OF APPORTIONMENT CALENDAR YEAR 1951

NAME OF TAX	DISTRIBUTION						
	STATE HIGHWAY FUND	COUNTY HIGHWAY FUND	CITIES & TOWNS	COUNTY COMMON SCHOOLS	OKLAHOMA TAX COMMISSION	GENERAL REVENUE FUND	TOTALS
Gas Excise Tax (Act 1939) 4¢	$ 16,274,142	$ 5,114,730	$ 1,162,439	$ —	$ 698,463	$ —	$ 23,249,774
Gas Excise Tax [2] (Act 1949) 1¢	—	6,806,023	—	—	—	—	6,806,023
Gas Excise Tax [1] (Act 1941) 1¢	6,807,656	—	—	—	—	—	6,807,656
Gas Excise Tax (Act 1941) 1/2¢	—	2,906,247	—	—	—	—	2,906,247
Fuel Excise Tax (1941) 0.08¢	—	—	—	—	—	611,702	611,702
TOTAL GAS TAX 6.58¢	$ 23,081,798	$ 14,827,000	$ 1,162,439	$ —	$ 698,463	$ 611,702	$ 40,381,402
Special Fuel Use Tax (1939) 4¢	$ 253,093	$ 84,364	$ —	$ —	$ 10,437	$ —	$ 347,894
Special Fuel Use Tax (1941) 1¢	—	—	—	—	—	86,238	86,238
Special Fuel Use Tax (1941) 1/2¢	—	43,114	—	—	—	—	43,114
Special Fuel Use Tax [2] (1949) 1¢	—	85,871	—	—	—	—	85,871
TOTAL SPECIAL FUEL USE TAX 6.5¢	$ 253,093	$ 213,349	$ —	$ —	$ 10,437	$ 86,238	$ 563,117
Auto And Farm Truck License (1945)	$ —	$ —	$ —	$ 11,857,262	$ 624,066	$ —	$ 12,481,328
Commercial Vehicle License (1945)	—	4,789,305	1,596,435	—	336,092	—	6,721,832
Bus Mileage Tax (Act 1945)	—	279,584	93,195	—	19,620	—	392,399
Drivers License	—	—	—	—	—	1,633,584 [3]	1,633,584
Title Fees	—	—	—	—	—	468,807	468,807
Motor Vehicle Excise Tax	—	—	—	—	—	4,859,299	4,859,299
Oversize Truck Permits (Act 1949)	—	—	—	—	—	202,440	202,440
Overweight Truck Permits (Act 1949)	127,740	—	—	—	—	—	127,740
TOTAL	$ 127,740	$ 5,068,889	$ 1,689,630	$ 11,857,262	$ 979,778	$ 7,164,130	$ 26,887,429
GRAND TOTAL	23,462,631	20,109,238	2,852,069	11,857,262	1,688,678	7,862,070	67,831,948

[1] RE-ENACTED 1949
[2] RE-ENACTED 1951
[3] INCLUDES $ 81,679 DEPARTMENT OF PUBLIC SAFTY PENSION FUND

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

TABULATION SHOWING THE APPORTIONMENT OF STATE HIGHWAY USER TAXES BASED ON THE PRESENT RATE OF APPORTIONMENT

NAME OF TAX	DISTRIBUTION					
	STATE HIGHWAY FUND	COUNTY HIGHWAY FUND	CITIES & TOWNS	COUNTY COMMON SCHOOLS	OKLAHOMA TAX COMMISSION	GENERAL REVENUE FUND
Gas Excise Tax (Act 1939) 4¢	2.8¢	0.88¢	0.2¢	—	0.12¢	—
Gas Excise Tax (Act 1949) 1¢	—	1.0¢	—	—	—	—
Gas Excise Tax [1] (Act 1941) 1¢	1.0¢	—	—	—	—	—
Gas Excise Tax (Act 1941) 1/2¢	—	0.5¢	—	—	—	—
Fuel Excise Tax (1941) 0.08¢	—	—	—	—	—	0.08¢
TOTAL GAS TAX 6.58¢	3.8¢	2.38¢	0.2¢	—	0.12¢	0.08¢
Special Fuel Use Tax (1939) 4¢	2.91¢	0.97¢	—	—	0.12¢	—
Special Fuel Use Tax (1949) 1¢	—	1.0¢	—	—	—	—
Special Fuel Use Tax [1] (1941) 1¢	—	—	—	—	—	1.0¢
Special Fuel Use Tax (1941) 1/2¢	—	0.5¢	—	—	—	—
TOTAL SPECIAL FUEL USE TAX 6.5¢	2.91¢	2.47¢	—	—	0.12¢	1.0¢
Auto And Farm Truck License (1945)	—	—	—	95%	5%	—
Commercial Vehicle License (1945)	—	71.25%	23.75%	—	5%	—
Bus Mileage Tax (Act 1945)	—	71.25%	23.75%	—	5%	—
Drivers License	—	—	—	—	—	100% [2]
Title Fees	—	—	—	—	—	100%
Motor Vehicle Excise Tax	—	—	—	—	—	100%
Oversize Truck Permits (Act 1949)	—	—	—	—	—	100%
Overweight Truck Permits (Act 1949)	100%	—	—	—	—	—

[1] RE-ENACTED 1949
[2] 5 PERCENT APPORTIONED TO DEPT OF PUBLIC SAFETY PENSION FUND, EFFECTIVE AUGUST 21, 1949.

STATEMENT SHOWING THE STATUS OF
FEDERAL FUNDS AS OF DECEMBER 31, 1952

Fund	Program	Engineer's Estimate	Contract Estimate	Paid	Allotment to State	Unprogrammed Balance	State Funds Required to match Federal Funds
Prewar FA Gr. Xing	$ 0.00	$ 484,000.00	$ 842,969.07	$ 692,502.39	$ 2,019,471.46	$ 0.00	$ 0.00
Postwar FA Primary	1,976,129.04	695,396.93	8,229,290.34	22,121,770.24	38,892,571.00	5,869,984.45	7,557,432.39
Postwar FA Interstate	0.00	0.00	0.00	0.00	534,576.00	534,576.00	479,414.70
Postwar FA Secondary (SH)	588,302.30	0.00	4,777,857.61	17,682,315.38	24,841,527.47	1,793,052.18	2,134,730.20
Postwar FA Secondary (Co)	212,699.88	0.00	205,039.80	0.00	3,449,794.53	3,032,054.85	0.00
Postwar FA Urban	3,148,996.00	160,029.20	3,831,103.67	1,837,490.32	10,544,466.00	1,566,846.81	4,094,393.38
Survey & Plans	0.00	0.00	227,261.00	0.00	227,261.00	0.00	0.00
Forest	0.00	0.00	93,950.00	114,671.09	233,059.93	24,438.84	24,438.84
Federal Lands	0.00	47,000.00	0.00	0.00	1,107,331.50	1,060,331.50	0.00
Access Defense (1950)	0.00	0.00	116,028.00	0.00	116,028.00	0.00	0.00
TOTAL ALL FUNDS	$5,926,127.22	$1,386,426.13	$18,323,499.49	$42,448,749.42	$81,966,086.89	$13,881,284.63	$14,290,409.51

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
SUMMARY SHOWING FEDERAL FUNDS APPORTIONED TO STATE OF OKLAHOMA
BY YEARS AND BY FUNDS

YEAR	PRIMARY	SECONDARY	MUNICIPAL OR URBAN	GRADE XING	INTERSTATE	FOREST	PUBLIC LANDS	MISCELLANEOUS	TOTAL
	$	$	$	$	$	$	$	$	$
1917	115,139.00								115,139.00
1918	230,278.00								230,278.00
1919	1,499,544.83								1,499,544.83
1920	2,190,805.44								2,190,805.44
1921	2,302,478.33								2,302,478.33
1922	1,752,339.44								1,753,834.44
1923	1,168,228.29								1,172,376.29
1924	1,524,701.96								1,526,725.96
1925	1,753,189.71								1,755,211.71
1926	1,770,839.00								1,772,220.00
1927	1,752,845.00								1,754,351.00
1928	1,751,891.00								1,754,002.00
1929	1,749,066.00								1,751,135.00
1930	1,748,857.00								1,750,839.00
1931	2,926,196.00								2,971,836.00
1932	2,922,569.00								4,852,548.00
1933	2,953,034.80								5,466,544.80
1934	4,606,258.49(NFH)	2,306,339.51(NRS)	2,304,200.00(NRM)						9,262,315.00
1935	2,329,049.23(NFH)	1,263,630.69(NRS)	1,092,500.08(NRM)						4,707,760.00
1936	2,947,521.00	1,853,793.47(WPRS-SO)	1,147,306.52(WPRS-MH)						7,976,835.02
1937	1,579,569.71(WFH)			5,004,711.00					5,150,670.00
1938	2,937,406.00								2,941,397.00
1939	2,995,620.00	599,124.00				3,991.00	28,935.00		4,789,008.00
1940	2,928,955.00	585,791.00				9,154.00	28,777.00		4,677,641.00
1941	2,317,258.00	347,569.00				8,784.00	11,048.00		3,184,903.00
1942	2,680,357.00	349,783.00				53,967.00	19,302.00		3,796,459.00
	2,271,217.00	397,463.00				60,257.00	14,143.00		3,126,242.00
1943	550,368.55(SW)			1,156,175.00		4,338.00		465.37(FS)	3,909,095.02
	2,272,612.00	397,707.00		1,125,334.00		4,445.00	14,201.00	227,261.00(AE)	
1944				455,041.00				1,141,979.26(AN)	
and				686,760.00				95,215.17(BM)	
1945				439,081.00				4,076,040.42(AW)	6,844,200.53
				442,035.00				1,421,928.22(WER)	
1946	5,070,405.00	3,723,761.00	1,348,164.00			23,051.00		109,037.44(ER)	10,165,361.00
1947	5,084,288.00	3,719,690.00	1,348,164.00			21,192.00			10,153,334.00
1948	5,006,469.00	3,676,721.00	1,330,879.00						10,014,069.00
1949									0.00
1950	4,484,445.00	3,294,834.00	1,197,791.00			15,476.00	1,100,000.00		10,092,546.00
1951	4,490,377.00	3,298,766.00	1,197,791.00			15,717.00			9,002,651.00
1952	4,787,712.00	3,426,696.00	1,332,927.00			13,597.00			9,560,932.00
1953	4,742,881.00	3,394,931.00	1,322,620.00			13,787.00			9,474,219.00
1954	5,245,994.00	3,755,923.00	1,466,130.00		534,576.00	15,507.00		109,800.00(AD)	11,127,930.00
			Less Amount Reserved			-(65,392.07)			-(65,392.07)
Totals	$99,020,163.58	$36,392,542.67	$15,088,472.90	$9,309,137.00	$534,576.00	$233,059.93	$1,366,881.00	$12,570,241.92	$174,515,075.30

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

Maintenance cost for 12 months period ending December 31, 1951
on 9,862.36 miles of highways.

Averages - MAINTENANCE COST PER MILE - STATEWIDE

Special (Projects)	Routine	Total
$ 434.54	$ 434.46	$ 869.00

Averages - MAINTENANCE COST PER MILE - BY DIVISION

	Special (Projects)	Routine	Total
Division 1	$ 448.60	$ 545.71	$ 994.31
Division 2	524.53	473.57	998.10
Division 3	494.67	387.82	882.49
Division 4	335.88	504.23	840.11
Division 5	365.38	332.20	697.58
Division 6	529.64	422.43	952.07
Division 7	329.37	380.80	710.17
Division 8	466.95	492.37	959.32

Averages - MAINTENANCE COST PER MILE - BY SURFACE TYPES

Code No.	Description	Miles	Special (Projects)	Routine	Total
0002 -	Unimproved earth	163.3	$ 339.66	$ 420.72	$ 760.38
001 -	Graded & Drained	326.454	205.13	404.79	609.92
1000 -	Soil surfaced	16.7	.00	401.82	401.82
2000 -	Gravel	2,042.725	168.60	439.03	607.63
3000 -	Asphalt - 1"	1,366.641	530.88	428.80	959.68
4000 -	Asphalt - 1"	1,556.209	790.93	496.51	1,287.44
5000 -	Asphalt Penet.	442.83	315.05	321.88	636.93
6000 -	Bit. Concrete	1,439.6	297.21	360.72	657.93
7000 -	Concrete	2,407.948	280.24	428.86	709.10
8000 -	Brick	13.9	1,934.12	615.50	2,549.62
9000 -	Combination	29.61	1,914.19	412.72	2,326.91
X -	Bridges	56.443	9,506.80	1,882.46	11,389.26

Averages - ROUTINE MAINTENANCE ONLY - BY FUNCTIONS

Roadway Surface	$ 220.80
Shoulders and Side Approaches	42.11
Roadside	72.49
Traffic Service	49.21
Emergency	22.16
Structures (Under 20 ft.)	6.96
Structures (Over 20 ft.)	20.73
Total	$ 434.46

STATE OF OKLAHOMA

DEPARTMENT OF HIGHWAYS

ACCOUNTING DEPARTMENT

REPORT COVERS PERIOD OF 12 MONTHS ENDING December 31, 19 51

MAINTENANCE EXPENDITURES BY FUNCTIONS — MAINTENANCE GENERAL EXPENSE AND MAINTENANCE OF LAND AND BUILDINGS PRO RATED ON A MILEAGE BASIS

TOTAL MILEAGE, 9,862.36

	DIVISION NUMBER ⟶	1	2	3	4	5	6	7	8	TOTAL	STATEWIDE Average Cost Per Mile
	TOTAL MILES IN DIVISION ⟶	888.04	842.04	1,641.48	1,307.71	1,444.18	1,249.81	1,145.61	1,343.49	EXPENDITURES	
1.	Patching, Sanding, Spot Sealing	$ 119,113.99	$ 111,179.55	$240,724.51	$ 190,671.93	$129,108.00	$120,298.19	$ 116,499.16	$264,253.42	$1,291,848.75	$ 130.99
2.	Blading, Scarifying, Reshaping	96,348.64	113,385.32	123,351.45	34,322.20	83,114.22	122,364.63	39,194.50	92,856.07	704,937.03	71.48
3.	Joints and Cracks	15,158.83	2,723.87	8,990.40	7,354.77	1,988.25	884.61	5,782.59	10,383.77	53,267.09	5.40
4.	Mudjacking	786.71	100.17	10,073.29	0.00	40.67	0.00	7,521.18	578.34	19,100.36	1.94
5.	Resurfacing	2,190.80	10,304.74	22,706.32	3,758.26	6,184.93	15,200.44	4,522.31	3,347.86	68,215.66	6.91
6.	Armor Coating	3,577.03	5,628.55	13,648.98	1,136.74	6,192.72	6,774.55	2,945.79	335.58	40,239.94	4.08
	Total ROADWAY SURFACE	237,176.00	243,322.20	419,494.95	237,243.90	226,628.79	265,522.42	176,465.53	371,755.04	2,177,608.83	220.80
7.	Patching, Blading, Reshaping	23,929.06	22,349.77	33,217.51	101,787.51	36,734.76	39,215.42	59,409.05	24,462.95	341,106.03	34.59
8.	Seeding, Sodding or Planting	8,896.68	216.68	3,084.72	8,603.45	620.55	260.47	1,593.14	1,802.53	25,078.22	2.54
9.	Stabilizing	12,758.71	2,341.10	231.79	18,670.11	2,506.76	395.83	2,451.32	9,810.66	49,166.28	4.98
	Total SHOULDERS & SIDE APPROACHES	45,584.45	24,907.55	36,534.02	129,061.07	39,862.07	39,871.72	63,453.51	36,076.14	415,350.53	42.11
10.	Repairing Cuts, Fill, Slopes, Drainage	35,255.39	13,520.30	19,757.97	59,177.59	40,642.08	12,184.65	54,456.16	39,713.94	274,708.08	27.86
11.	Retaining Walls, Rip-Rap, Fences	3,312.75	4,051.39	5,310.05	6,544.01	4,457.04	2,573.15	5,702.92	3,587.18	35,538.49	3.60
12.	Mowing	33,735.80	19,667.07	15,829.56	19,618.55	27,333.65	29,508.84	25,714.24	52,371.49	223,779.20	22.69
13.	Cutting Brush, Removing Trash	28,310.33	13,884.14	7,176.96	41,348.59	13,531.97	8,102.11	14,219.10	42,829.77	169,402.97	17.18
14.	Heavy Grading	527.81	2,677.60	108.57	2,752.50	551.42	241.51	3,477.50	1,112.80	11,449.71	1.16
	Total ROADSIDE	101,142.08	53,800.50	48,183.11	129,441.24	86,516.16	52,610.26	103,569.92	139,615.18	714,878.45	72.49
15.	Traffic Lines	16,589.07	16,585.64	13,678.23	37,572.82	2,201.55	9,517.55	14,371.77	17,901.92	128,418.55	13.02
16.	Signs and Markers	23,581.46	16,258.37	44,006.57	39,997.05	35,927.52	34,806.73	30,688.52	36,379.92	261,646.14	26.53
17.	Guard Rails and Guide Posts	4,626.97	6,707.63	4,008.33	8,180.09	8,568.01	9,768.19	2,058.32	4,169.00	48,086.54	4.87
18.	Roadside Parks	2,262.50	80.35	873.24	405.81	535.63	220.63	989.35	525.20	5,892.71	.60
19.	Watchman, Road Magnet, Pulling Traffic	9,784.50	613.88	1,319.52	8,393.76	6,505.25	8,866.91	1,600.87	4,206.26	41,290.95	4.19
	Total TRAFFIC SERVICE	56,844.50	40,245.87	63,885.89	94,549.53	53,737.96	63,180.01	49,708.83	63,182.30	485,334.89	49.21
20.	Snow and Ice Removal, Snow Fences, Sanding	12,231.66	5,587.61	8,516.10	42,340.26	8,567.73	30,548.16	6,433.16	19,306.37	133,531.05	13.54
21.	Disaster—Storms, Floods, Remove Debris, Washouts	8,586.93	258.63	2,359.64	7,821.08	16,335.14	24,452.92	13,701.58	11,534.47	85,050.39	8.62
	Total EMERGENCY	20,818.59	5,846.24	10,875.74	50,161.34	24,902.87	55,001.08	20,134.74	30,840.84	218,581.44	22.16
22.	Cleaning and Repairing Culverts	7,603.20	7,268.39	6,520.75	4,765.06	4,357.32	4,325.22	5,261.21	3,118.24	43,219.39	4.38
23.	Installing Culverts	3,128.83	4,003.93	2,312.81	3,171.87	882.28	6,143.40	1,751.77	4,063.50	25,458.39	2.58
	Total STRUCTURES under 20 ft.	10,732.03	11,272.32	8,833.56	7,936.93	5,239.60	10,468.62	7,012.98	7,181.74	68,677.78	6.96
24.	Cleaning and Re-painting	584.78	1,449.45	364.25	251.88	590.71	1,194.48	712.18	2,775.74	7,923.47	.80
25.	Repairing Bridges and Underpasses	10,114.63	17,706.24	41,066.32	8,779.81	28,135.45	33,937.00	13,256.50	8,528.11	161,524.06	16.38
26.	Bank Protection, Jetties, Drift Removal	1,613.64	218.68	7,366.76	1,961.67	14,144.87	6,166.06	1,940.75	1,540.52	34,952.95	3.55
	Total STRUCTURES over 20 ft.	12,313.05	19,374.37	48,797.33	10,993.36	42,871.03	41,297.54	15,909.43	12,844.37	204,400.48	20.73
	Total Routine Maintenance	484,610.70	398,769.05	636,604.60	659,387.37	479,758.48	527,951.65	436,254.94	661,495.61	4,284,832.40	434.46
27.	C-M-X-R.C.-M.C. Projects	398,380.93	441,671.77	811,988.13	439,226.55	527,674.20	661,956.37	377,323.26	627,344.45	4,285,565.66	434.54
	Grand TOTAL	$ 882,991.63	$ 840,440.82	$1,448,592.73	$1,098,613.92	1,007,432.68	$1,189,908.02	$ 813,578.20	$1,288,840.06	$8,570,398.06	$ 869.00
	Average Cost Per Mile	$ 994.31	$ 998.10	$ 882.49	$ 840.11	$ 697.58	$ 952.07	$ 710.17	$ 959.32	$ 869.00	

STATE OF OKLAHOMA

DEPARTMENT OF HIGHWAYS

ACCOUNTING DEPARTMENT

REPORT COVERS PERIOD OF 12 MONTHS ENDING December 31, 19 51

MAINTENANCE EXPENDITURES BY FUNCTIONS — MAINTENANCE GENERAL EXPENSE AND MAINTENANCE OF LAND AND BUILDINGS PRO RATED ON A MILEAGE BASIS

AVERAGE COST PER MILE — TOTAL MILES, 9,862.36

	DIVISION NUMBER ⟶	1	2	3	4	5	6	7	8	Average Cost Per Mile
	TOTAL MILES IN DIVISION ⟶	888.04	842.04	1,641.48	1,307.71	1,444.18	1,249.81	1,145.61	1,343.49	
1.	Patching, Sanding, Spot Sealing	$ 134.13	$ 132.03	$ 146.65	$ 145.81	$ 89.40	$ 96.25	$ 101.69	$ 196.69	$ 130.99
2.	Blading, Scarifying, Reshaping	108.50	134.66	75.14	26.25	57.55	97.91	34.21	69.12	71.48
3.	Joints and Cracks	17.07	3.23	5.48	5.62	1.38	.71	5.05	7.73	5.40
4.	Mudjacking	.88	.12	6.14	.00	.03	.00	6.56	.43	1.94
5.	Resurfacing	2.47	12.24	13.83	2.87	4.28	12.16	3.95	2.49	6.91
6.	Armor Coating	4.03	6.69	8.32	.87	4.29	5.42	2.57	.25	4.08
	Total ROADWAY SURFACE	$ 267.08	$ 288.97	$ 255.56	$ 181.42	$ 156.93	$ 212.45	$ 154.03	$ 276.71	$ 220.80
7.	Patching, Blading, Reshaping	26.95	26.54	20.24	77.83	25.44	31.38	51.86	18.21	34.59
8.	Seeding, Sodding or Planting	10.02	.26	1.88	6.58	.43	.20	1.39	1.34	2.54
9.	Stabilizing	14.36	2.78	.14	14.28	1.73	.32	2.14	7.30	4.98
	Total SHOULDERS & SIDE APPROACHES	51.33	29.58	22.26	98.69	27.60	31.90	55.39	26.85	$ 42.11
10.	Repairing Cuts, Fill, Slopes, Drainage	39.70	16.06	12.04	45.25	28.14	9.75	47.53	29.56	27.86
11.	Retaining Walls, Rip-Rap, Fences	3.73	4.81	3.23	5.00	3.09	2.06	4.98	2.67	3.60
12.	Mowing	37.99	23.36	9.64	15.00	18.93	23.61	22.45	38.98	22.69
13.	Cutting Brush, Removing Trash	31.88	16.49	4.37	31.62	9.37	6.48	12.41	31.88	17.18
14.	Heavy Grading	.59	3.17	.07	2.11	.38	.19	3.04	.83	1.16
	Total ROADSIDE	113.89	63.89	29.35	98.98	59.91	42.09	90.41	103.92	$ 72.49
15.	Traffic Lines	18.68	19.70	8.33	28.73	1.52	7.62	12.55	13.32	13.02
16.	Signs and Markers	26.55	19.31	26.81	30.58	24.88	27.85	26.78	27.08	26.53
17.	Guard Rails and Guide Posts	5.21	7.95	2.44	6.26	5.93	7.82	1.80	3.11	4.87
18.	Roadside Parks	2.55	.10	.53	.31	.37	.17	.86	.39	.60
19.	Watchman, Road Magnet, Pulling Traffic	11.02	.73	.81	6.42	4.51	7.09	1.40	3.13	4.19
	Total TRAFFIC SERVICE	64.01	47.79	38.92	72.30	37.21	50.55	43.39	47.03	$ 49.21
20.	Snow and Ice Removal, Snow Fences, Sanding	13.77	6.63	5.19	32.38	5.93	24.44	5.62	14.37	13.54
21.	Disaster—Storms, Floods, Remove Debris, Washouts	9.67	.31	1.43	5.98	11.31	19.57	11.96	8.59	8.62
	Total EMERGENCY	23.44	6.94	6.62	38.36	17.24	44.01	17.58	22.96	$ 22.16
22.	Cleaning and Repairing Culverts	8.56	8.63	3.97	3.64	3.02	3.46	4.59	2.32	4.38
23.	Installing Culverts	3.53	4.76	1.41	2.43	.61	4.92	1.53	3.02	2.58
	Total STRUCTURES under 20 ft.	12.09	13.39	5.38	6.07	3.63	8.38	6.12	5.34	$ 6.96
24.	Cleaning and Re-painting	.66	1.72	.22	.19	.41	.96	.62	2.06	.80
25.	Repairing Bridges and Underpasses	11.39	21.03	25.02	6.72	19.48	27.15	11.57	6.35	16.38
26.	Bank Protection, Jetties, Drift Removal	1.82	.26	4.49	1.50	9.79	4.93	1.69	1.15	3.55
	Total STRUCTURES over 20 ft.	13.87	23.01	29.73	8.41	29.68	33.04	13.88	9.56	20.73
		$ 545.71	$ 473.57	$ 387.82	$ 504.23	$ 332.20	$ 422.42	$ 380.80	$ 492.37	$ 434.46
27.	C-M-X-R C.-M.C. Projects	$ 448.60	$ 524.53	$ 494.67	$ 335.88	$ 365.38	$ 529.65	$ 329.37	$ 466.95	$ 434.54
	TOTAL									
	Average Cost Per Mile	$ 994.31	$ 998.10	$ 882.49	$ 840.11	$ 697.58	$ 952.07	$ 710.17	$ 959.32	$ 869.00

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

REPORT COVERS PERIOD OF 12 MONTHS ENDING Dec. 31, 19 51

MAINTENANCE EXPENDITURES BY **SURFACE TYPE** — MAINTENANCE GENERAL EXPENSE AND MAINTENANCE OF LAND AND BUILDINGS PRO RATED ON A MILEAGE BASIS.

DIVISION NUMBER →		1	2	3	4	5	6	7	8	MILES	TOTAL Total EXPENDITURES	STATEWIDE Ave. Cost per mi.
TOTAL MILES In	DIVISION →	888.04	842.04	1,641.48	1,307.71	1,444.18	1,249.81	1,145.61	1,343.49	9,862.36		
Code No. 0001 Unimproved	Miles											
	$											
Code No. 0002 Unimproved Earth	Miles			34.6	13.0	47.5	50.8	17.4		163.3		
	$			$ 7,457.21	$ 5,461.82	$ 17,513.03	$ 31,944.76	$ 6,326.80	$		$ 68,703.62	$420.72
Code No. 001 Graded & Drained	Miles		54.3	28.1	15,334	57.8	143.72	27.2		326.454		
	$		$ 25,916.24	$ 3,468.71	$ 5,472.46	$ 11,741.50	$ 79,117.40	$ 6,428.80			$ 132,145.11	$404.79
Code No. 1000 Soil Surfaced	Miles	4.8					11.9			16.7		
	$	$ 1,861.54					$ 4,848.83				$ 6,710.37	$401.82
Code No. 2000 Gravel	Miles	223.3	295.7	495.2	121.305	271.9	141.6	202.32	291.4	2,042.725		
	$	$ 134,159.25	$ 141,385.85	$ 202,507.29	$ 42,688.95	$ 98,026.05	$ 73,188.87	$ 74,352.53	$ 130,507.00		$ 896,815.79	$439.03
Code No. 3000 Asphalt —1"	Miles	16.5	11.75	5.0	225.441	256.0	344.75	16.6	490.6	1,366.641		
	$	$ 6,994.84	$ 11,752.12	$ 1,266.97	$ 106,322.15	$ 67,104.32	$ 99,298.00	$ 3,148.32	$ 290,134.12		$ 586,020.84	$428.80
Code No. 4000 Asphalt +1"	Miles	161.7	138.47	298.3	155.239	228.6	285.1	260.4	28.4	1556.209		
	$	$ 114,925.13	$ 68,323.73	$ 200,407.53	$ 87,736.18	$ 62,461.57	$ 115,080.31	$ 112,199.79	$ 11,541.22		$ 772,675.46	$496.51
Code No. 5000 Asphalt Penet.	Miles	121.5	71.33	69.5		82.0	50.9	47.6		442.83		
	$	$ 35,390.47	$ 34,389.25	$ 24,497.11		$ 28,812.84	$ 10,909.93	$ 8,538.37			$ 142,537.97	$321.88
Code No. 6000 Bit. Concrete	Miles	51.5	109.3	348.6	61.90	340.8	160.4	282.7	84.4	1439.6		
	$	$ 21,666.25	$ 59,208.20	$ 85,608.70	$ 48,928.85	$ 114,457.00	$ 61,153.75	$ 97,257.27	$ 31,018.81		$ 519,298.83	$360.72
Code No. 7000 Concrete	Miles	292.8	155.33	353.3	682,318	150.0	54.1	277.2	442.9	2,407.948		
	$	$ 156,730.34	$ 54,452.10	$ 93,979.95	$ 344,547.11	$ 57,098.95	$ 19,395.30	$ 113,498.22	$ 192,982.76		$1,032,684.73	$428.86
Code No. 8000 Brick	Miles	9.9			4.0					13.9		
	$	$ 7,161.04			$ 1,394.46						$ 8,555.50	$615.50
Code No. 8000 Block	Miles											
	$											
Code No. 9000 Combination	Miles			3.1	18.61			7.9		29.61		
	$			$ 56.11	$ 5,976.13			$ 6,188.53			$ 12,220.77	$412.72
X Bridges	Miles	6.04	5.86	5.78	10.563	9.58	6.54	6.29	5.79	56.443		
	$	$ 5,721.84	$ 3,341.56	$ 17,355.02	$ 10,859.26	$ 22,543.22	$ 32,802.92	$ 8,316.31	$ 5,311.70		$ 106,251.83	$1,882.46
Y Miscellaneous	Miles											
	$						$ 211.58				$ 211.58	
TOTAL Routine Maintenance		$484,610.70	$398,769.05	$ 636,604.60	$ 659,387.37	$ 479,758.48	$ 527,951.65	$ 436,254.94	$ 661,495.61		$4,284,832.40	$434.46
C-M-X-R.C.&M.C. Projects		$398,380.93	$441,671.77	$ 811,988.13	$ 439,226.55	$ 527,674.20	$ 661,956.37	$ 377,323.26	$ 627,344.45		$4,285,565.66	$434.54
GRAND TOTAL		$882,991.63	$840,440.82	$1,448,592.73	$1,098,613.92	$1,007,432.68	$1,189,908.02	$ 813,578.20	$1,288,840.06		$8,570,398.06	$869.00

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

REPORT COVERS PERIOD OF 12 MONTHS ENDING Dec. 31, 19 51

MAINTENANCE EXPENDITURES BY **SURFACE TYPE** — MAINTENANCE GENERAL EXPENSE AND MAINTENANCE OF LAND AND BUILDINGS PRO RATED ON A MILEAGE BASIS.
Average Cost Per Mile

DIVISION NUMBER →		1	2	3	4	5	6	7	8	MILES	STATEWIDE Ave. Cost per mi.
TOTAL MILES In	DIVISION →	888.04	842.04	1,641.48	1,307.71	1,444.18	1,249.81	1,145.61	1,343.49	9,862.36	
Code No. 0001 Unimproved	Miles										
	$										
Code No. 0002 Unimproved Earth	Miles			34.6	13.0	47.5	50.8	17.4		163.3	
	$			$ 215.53	$ 420.14	$ 368.69	$ 628.83	$ 363.61			$420.72
Code No. 001 Graded & Drained	Miles		54.3	28.1	15.334	57.8	143.72	27.2		326.454	
	$		$ 477.28	$ 123.44	$ 356.88	$ 203.14	$ 550.52	$ 236.35			$404.79
Code No. 1000 Soil Surfaced	Miles	4.8					11.9			16.7	
	$	$ 397.82					$ 407.46				$401.82
Code No. 2000 Gravel	Miles	223.3	295.7	495.2	121.305	271.9	141.6	202.32	291.4	2042.725	
	$	$ 600.80	$ 478.14	$ 408.94	$ 351.91	$ 360.52	$ 516.87	$ 367.50	$ 447.86		$439.03
Code No. 3000 Asphalt —1"	Miles	16.5	11.75	5.0	225.441	256.0	344.75	16.6	490.6	1366.641	
	$	$ 423.93	$ 1,000.18	$ 253.39	$ 471.62	$ 262.13	$ 288.03	$ 189.66	$ 592.04		$428.80
Code No. 4000 Asphalt +1"	Miles	161.7	138.47	298.3	155.239	228.6	285.1	260.4	28.4	1556.209	
	$	$ 710.73	$ 493.42	$ 671.83	$ 555.17	$ 273.23	$ 403.65	$ 430.87	$ 406.38		$496.51
Code No. 5000 Asphalt Penet.	Miles	121.5	71.33	69.5		82.0	50.9	47.6		442.83	
	$	$ 291.28	$ 482.11	$ 352.48		$ 351.38	$ 214.34	$ 179.38			$321.88
Code No. 6000 Bit. Concrete	Miles	51.5	109.3	348.6	61.9	340.8	160.4	282.7	84.4	1,439.6	
	$	$ 420.73	$ 541.70	$ 245.58	$ 790.45	$ 335.85	$ 382.11	$ 344.03	$ 367.52		$360.72
Code No. 7000 Concrete	Miles	292.8	155.33	353.3	682.318	150.0	54.1	277.2	442.9	2,407.948	
	$	$ 535.28	$ 350.56	$ 266.01	$ 504.96	$ 380.66	$ 358.51	$ 409.44	$ 436.52		$428.86
Code No. 8000 Brick	Miles	9.9			4.0					13.9	
	$	$ 723.34			$ 348.62						$615.50
Code No. 8000 Block	Miles										
	$										
Code No. 9000 Combination	Miles			3.1	18.61			7.9		29.61	
	$			$ 18.10	$ 321.20			$ 783.36			$412.72
X Bridges	Miles	6.04	5.86	5.78	10.563	9.58	6.54	6.29	5.79	56.443	
	$	$ 947.32	$ 570.23	$ 3,002.60	$ 1,028.04	$ 2,353.15	$ 5,015.74	$ 1,322.15	$ 917.39		$1,882.46
Y Miscellaneous	Miles										
	$										
TOTAL Routine Maintenance		$ 545.71	$ 473.57	$ 387.82	$ 504.23	$ 332.20	$ 422.43	$ 380.80	$ 492.37		$434.46
C-M-X-R.C. & M.C. Projects		$ 448.60	$ 524.53	$ 494.67	$ 335.88	$ 365.38	$ 529.64	$ 329.37	$ 466.95		$434.54
GRAND TOTAL		$ 994.31	$ 998.10	$ 882.49	$ 840.11	$ 697.58	$ 952.07	$ 710.17	$ 959.32		$869.00

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

Maintenance Cost For Six Months Period Ending June 30, 1952.
9,953.36 Miles Maintained.

Averages - MAINTENANCE COST PER MILE - Statewide

Special Maintenance Projects -	$ 264.89
Routine Maintenance -	242.45
Total	$ 507.34

Averages - MAINTENANCE COST PER MILE - By Division

	Special	Routine	Total
DIVISION 1	$ 301.24	$ 250.13	$ 551.37
DIVISION 2	477.42	277.20	754.62
DIVISION 3	240.95	224.41	465.36
DIVISION 4	147.19	261.73	408.92
DIVISION 5	129.35	182.98	312.33
DIVISION 6	365.42	261.72	627.14
DIVISION 7	204.38	238.41	442.79
DIVISION 8	353.72	268.00	621.72

Averages - ROUTINE AND SPECIAL MAINTENANCE - By Surface Types

0002 - Unimproved Earth	Miles	132.4
001 - Graded and Drained	Miles	217.58
1000 - Soil Surface	Miles	16.7
2000 - Gravel	Miles	1,981.06
3000 - Asphalt - 1"	Miles	1,542.22
4000 - Asphalt & 1"	Miles	1,579.15
5000 - Asphalt Penet.	Miles	487.03
6000 - Bit. Concrete	Miles	1,496.58
7000 - Concrete	Miles	2,400.85
8000 - Brick	Miles	11.4
9000 - Combination	Miles	31.11
X - Bridges	Miles	57.28

Roadway Surface	$ 362.93
Shoulders and Side Approaches	499.57
Roadside	708.65
Traffic Service	534.21
Emergency	481.75
Structures (Under 20 Ft.)	682.65
Structures (Over 20 Ft.)	307.32
	458.92
	403.19
	119.14
	259.33
	3,250.68

Averages - ROUTINE MAINTENANCE ONLY - By Functions

Roadway Surface	$ 134.78
Shoulders and Side Approaches	24.86
Roadside	32.22
Traffic Service	30.40
Emergency	7.82
Structures (Under 20 Ft.)	3.81
Structures (Over 20 Ft.)	8.56

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

REPORT COVERS PERIOD OF 6 MONTHS ENDING JUNE 30, 1952

MAINTENANCE EXPENDITURES BY FUNCTIONS — MAINTENANCE GENERAL EXPENSE AND MAINTENANCE OF LAND AND BUILDINGS PRO RATED ON A MILEAGE BASIS

TOTAL MILEAGE, 9,953.36

	DIVISION NUMBER →	1	2	3	4	5	6	7	8		Average Cost Per Mile
	TOTAL MILES IN DIVISION →	927.14	844.54	1,649.68	1,308.11	1,449.98	1,251.05	1,159.07	1,363.79	TOTAL	
1.	Patching, Sanding, Spot Sealing	64,370.93	84,701.39	140,621.15	86,350.65	74,020.04	138,921.00	78,609.44	164,601.00	832,195.60	83.61
2.	Blading, Scarifying, Reshaping	44,260.61	53,639.82	72,547.65	17,473.51	42,377.90	73,673.14	23,946.22	48,655.20	376,574.05	37.83
3.	Joints and Cracks	6,632.71	6,978.24	9,969.62	2,550.78	253.76	1,229.64	221.22	6,608.23	34,444.20	3.46
4.	Mudjacking	4,050.01	7,153.89	9,473.97	195.65	1,252.49	.00	3,129.33	941.26	26,196.60	2.63
5.	Resurfacing	1,270.53	8,061.33	29,049.00	5,043.81	3,705.22	6,457.09	1,187.27	3,340.65	58,114.90	5.84
6.	Armor Coating	145.52	4,022.20	417.06	190.83	548.79	6,024.60	1,735.79	936.34	14,021.13	1.41
	Total ROADWAY SURFACE	120,730.31	164,556.87	262,078.45	111,805.23	122,158.20	226,305.47	108,829.27	225,082.68	1,341,546.48	134.78
7.	Patching, Blading, Reshaping	7,892.00	10,983.67	13,463.15	76,002.38	26,895.00	14,965.65	33,535.61	11,159.91	194,897.37	19.58
8.	Seeding, Sodding or Planting	2,706.51	71.83	14,350.01	1,256.85	3,614.99	988.92	7,496.34	2,010.83	32,496.28	3.26
9.	Stabilizing	4,030.54	147.58	400.16	4,356.67	23.53	294.66	5,205.88	5,606.42	20,063.44	2.02
	Total SHOULDERS & SIDE APPROACHES	14,629.05	11,203.08	28,213.32	81,615.90	30,531.52	16,249.23	46,237.83	18,777.16	247,457.09	24.86
10.	Repairing Cuts, Fill, Slopes, Drainage	24,979.85	5,971.03	6,235.64	38,541.01	19,162.11	4,722.59	35,245.22	16,954.47	151,811.92	15.25
11.	Retaining Walls, Rip-Rap, Fences	1,281.05	280.22	5,010.74	1,731.54	3,517.34	4,716.98	5,780.35	436.33	22,754.55	2.29
12.	Mowing	7,023.39	5,209.87	2,969.81	11,073.25	7,853.27	5,656.04	10,077.37	18,014.40	67,877.40	6.82
13.	Cutting Brush, Removing Trash	9,941.10	5,844.66	2,272.80	16,227.06	6,267.49	3,131.53	8,856.87	18,057.68	70,599.19	7.09
14.	Heavy Grading	67.28	.00	161.24	1,765.10	2,840.81	1,515.96	1,262.64	48.27	7,661.30	.77
	Total ROADSIDE	43,292.67	17,305.78	16,650.23	69,337.96	39,641.02	19,743.10	61,222.45	53,511.15	320,704.36	32.22
15.	Traffic Lines	6,214.83	6,456.87	10,207.99	15,502.03	17,601.72	2,703.65	17,231.60	11,777.97	87,696.66	8.81
16.	Signs and Markers	17,224.15	14,496.47	12,318.83	26,365.34	18,275.56	17,336.84	17,106.99	31,085.99	154,210.17	15.49
17.	Guard Rails and Guide Posts	7,008.26	1,921.85	2,064.23	2,783.57	8,054.09	3,605.13	4,949.61	8,167.73	38,554.47	3.88
18.	Roadside Parks	2,008.80	327.13	105.96	609.97	546.10	28.79	619.12	99.84	4,345.71	.44
19.	Watchman, Road Magnet, Pulling Traffic	3,503.60	526.16	345.42	4,099.35	6,170.68	285.58	991.10	1,791.14	17,713.03	1.78
	Total TRAFFIC SERVICE	35,959.64	23,728.48	25,042.43	49,360.26	50,648.15	23,959.99	40,898.42	52,922.67	302,520.04	30.40
20.	Snow and Ice Removal, Snow Fences, Sanding	3,856.90	814.20	4,052.43	22,738.17	11,378.19	15,594.83	5,991.54	7,963.71	72,389.97	7.27
21.	Disaster—Storms, Floods, Remove Debris, Washouts	852.57	192.20	346.70	743.08	523.94	35.64	2,588.66	150.71	5,433.50	.55
	Total EMERGENCY	4,709.47	1,006.40	4,399.13	23,481.25	11,902.13	15,630.47	8,580.20	8,114.42	77,823.47	7.82
22.	Cleaning and Repairing Culverts	3,287.80	2,354.86	5,651.12	1,441.27	1,908.70	1,569.20	2,653.91	2,318.41	21,185.27	2.13
23.	Installing Culverts	1,244.85	5,814.12	344.89	3,019.56	619.23	1,703.21	2,311.13	1,715.70	16,772.69	1.68
	Total STRUCTURES under 20 ft.	4,532.65	8,168.98	5,996.01	4,460.83	2,527.93	3,272.41	4,965.04	4,034.11	37,957.96	3.81
24.	Cleaning and Re-painting	571.70	1,538.21	42.69	74.83	476.15	117.45	499.64	526.70	3,847.37	.39
25.	Repairing Bridges and Underposses	5,588.52	6,459.43	17,828.94	2,158.02	7,246.90	18,620.87	4,845.28	2,117.79	64,865.75	6.52
26.	Bank Protection, Jetties, Drift Removal	1,895.55	144.03	9,960.65	76.64	188.13	3,528.27	260.13	413.97	16,467.37	1.65
	Total STRUCTURES over 20 ft.	8,055.77	8,141.67	27,832.28	2,309.49	7,911.18	22,266.59	5,605.05	3,058.46	85,180.49	8.56
		231,909.56	234,111.26	370,211.85	342,370.92	265,320.13	327,427.26	276,338.26	365,500.65	2,413,189.89	242.45
27.	C-M-X-R.C.-M.C. Projects	279,291.67	403,195.61	397,486.23	192,543.05	187,550.10	457,161.65	236,886.62	482,401.71	2,636,516.64	264.89
	TOTAL	511,201.23	637,306.87	767,698.08	534,913.97	452,870.23	784,588.91	513,224.88	847,902.36	5,049,706.53	507.34
	Average Cost Per Mile	551.37	754.62	465.36	408.92	312.33	627.14	442.79	621.72	507.34	

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

REPORT COVERS PERIOD OF 6 MONTHS ENDING JUNE 30, 19 52

MAINTENANCE EXPENDITURES BY FUNCTIONS — MAINTENANCE GENERAL EXPENSE AND MAINTENANCE OF LAND AND BUILDINGS PRO RATED ON A MILEAGE BASIS
AVERAGE COST PER MILE — TOTAL MILEAGE, 9,953.36

	DIVISION NUMBER →	1	2	3	4	5	6	7	8	Average Cost Per Mile
	TOTAL MILES IN DIVISION →	927.14	844.54	1,649.68	1,308.11	1,449.98	1,251.05	1,159.07	1,363.79	
1.	Patching, Sanding, Spot Sealing	69.43	100.29	85.24	66.01	51.05	111.04	67.82	120.69	83.61
2.	Blading, Scarifying, Reshaping	47.74	63.52	43.98	13.36	29.23	58.89	20.66	35.68	37.83
3.	Joints and Cracks	7.15	8.26	6.04	1.95	.17	.98	.19	4.84	3.46
4.	Mudjacking	4.37	6.47	5.74	.15	.86	.00	2.70	.69	2.63
5.	Resurfacing	1.37	9.55	17.61	3.85	2.56	5.16	1.02	2.45	5.84
6.	Armor Coating	.16	4.76	.25	.15	.38	4.82	1.50	.69	1.41
	Total ROADWAY SURFACE	130.22	194.85	158.86	85.47	84.25	180.89	93.89	165.04	134.78
7.	Patching, Blading, Reshaping	8.51	13.00	8.16	58.10	18.55	11.96	28.93	8.18	19.58
8.	Seeding, Sodding or Planting	2.92	.08	8.70	.96	2.49	.79	6.47	1.48	3.26
9.	Stabilizing	4.35	.18	.24	3.33	.01	.24	4.49	4.11	2.02
	Total SHOULDERS & SIDE APPROACHES	15.78	13.26	17.10	62.39	21.05	12.99	39.89	13.77	24.86
10.	Repairing Cuts, Fill, Slopes, Drainage	26.94	7.07	3.78	29.46	13.22	3.77	30.41	12.43	15.25
11.	Retaining Walls, Rip-Rap, Fences	1.38	.34	3.04	1.32	2.42	3.77	4.99	.32	2.29
12.	Mowing	7.56	6.16	1.80	6.47	5.42	4.52	8.69	13.21	6.82
13.	Cutting Brush, Removing Trash	10.72	6.92	1.38	12.41	4.32	2.50	7.64	13.24	7.09
14.	Heavy Grading	.07	.00	.09	1.35	1.96	1.21	1.09	.04	.77
	Total ROADSIDE	46.69	20.49	10.09	53.01	27.34	15.77	52.82	39.24	32.22
15.	Traffic Lines	6.70	7.65	6.19	11.85	12.14	2.16	14.87	8.64	8.81
16.	Signs and Markers	18.58	17.16	7.47	20.15	12.60	13.86	14.76	22.79	15.49
17.	Guard Rails and Guide Posts	7.56	2.28	1.25	2.13	5.55	2.88	4.27	5.99	3.88
18.	Roadside Parks	2.17	.39	.06	.47	.38	.02	.53	.07	.44
19.	Watchman, Road Magnet, Pulling Traffic	3.78	.62	.21	3.13	4.26	.23	.86	1.31	1.78
	Total TRAFFIC SERVICE	38.79	28.10	15.18	37.73	34.93	19.15	35.29	38.80	30.40
20.	Snow and Ice Removal, Snow Fences, Sanding	4.16	.96	2.46	17.38	7.84	12.47	5.17	5.84	7.27
21.	Disaster—Storms, Floods, Remove Debris, Washouts	.92	.23	.21	.57	.36	.03	2.23	.11	.55
	Total EMERGENCY	5.08	1.19	2.67	17.95	8.20	12.50	7.40	5.95	7.82
22.	Cleaning and Repairing Culverts	3.55	2.79	3.43	1.10	1.32	1.26	2.29	1.70	2.13
23.	Installing Culverts	1.34	6.88	.21	2.31	.43	1.36	1.99	1.26	1.68
	Total STRUCTURES under 20 ft.	4.89	9.67	3.64	3.41	1.75	2.62	4.28	2.96	3.81
24.	Cleaning and Re-painting	.61	1.82	.02	.06	.33	.09	.43	.39	.39
25.	Repairing Bridges and Underpasses	6.03	7.65	10.81	1.65	5.00	14.89	4.18	1.55	6.52
26.	Bank Protection, Jetties, Drift Removal	2.04	.17	6.04	.06	.13	2.82	.23	.30	1.65
	Total STRUCTURES over 20 ft.	8.68	9.64	16.87	1.77	5.46	17.80	4.84	2.24	8.56
		250.11	277.20	224.41	261.73	182.98	261.72	238.41	268.00	242.45
27.	C-M-X-R.C.-M.C. Projects	301.24	477.42	240.95	147.19	129.35	365.42	204.38	353.72	264.89
	TOTAL									
	Average Cost Per Mile	551.37	754.62	465.36	408.92	312.33	627.14	442.79	621.72	507.34

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

REPORT COVERS PERIOD OF 6 MONTHS ENDING JUNE 30, 19 52

MAINTENANCE EXPENDITURES BY SURFACE TYPE — MAINTENANCE GENERAL EXPENSE AND MAINTENANCE OF LAND AND BUILDINGS PRO RATED ON A MILEAGE BASIS.

	DIVISION NO. →	1	2	3	4	5	6	7	8	TOTAL MILES	Totals	Ave. Cost per mi.
TOTAL MILES In	DIVISION →	927.14	844.54	1,649.68	1,308.11	1,449.98	1,251.05	1,159.07	1,363.79	9,953.36		
Code No. 0001 Unimproved	Miles											
	$											
Code No. 0002 Unimproved Earth	Miles			16.0	7.0	53.5	38.5	17.4		132.4		
	$			2,779.80	13,734.58	8,853.05	10,693.34	11,990.84			48,051.61	362.93
Code No. 001 Graded & Drained	Miles		47.7	21.1	4.51	18.7	105.87	19.7		217.58		
	$		32,070.05	5,535.34	311.79	2,021.11	66,330.43	2,428.32			108,697.04	499.57
Code No. 1000 Soil Surfaced	Miles	4.8					11.9			16.7		
	$	9,094.75					2,739.72				11,834.47	708.65
Code No. 2000 Gravel	Miles	242.1	287.7	502.3	74.27	273.0	167.29	168.2	266.2	1,981.06		
	$	168,207.26	292,750.41	268,488.18	5,399.77	48,632.62	84,962.15	62,446.85	127,420.30		1,058,307.54	534.21
Code No. 3000 Asphalt —1"	Miles	18.9	21.85	5.0	281.52	292.9	370.45	16.6	535.0	1,542.22		
	$	6,824.27	6,871.12	14,608.46	108,344.97	55,103.42	148,029.58	9,158.32	394,024.91		742,967.15	481.75
Code No. 4000 Asphalt +1"	Miles	158.6	132.97	299.3	155.58	221.9	285.1	297.3	28.4	1,579.15		
	$	114,416.26	89,817.30	166,089.88	81,093.58	129,292.84	329,364.01	131,205.09	36,726.68		1,078,007.64	682.65
Code No. 5000 Asphalt Penet.	Miles	128.5	83.83	76.0		82.0	50.9	65.8	487.03			
	$	47,022.13	41,006.23	9,196.22		11,675.89	6,060.72	34,714.73			149,675.92	307.32
Code No. 6000 Bit. Concrete	Miles	67.4	109.3	367.3	77.48	347.5	160.4	282.8	84.4	1,496.58		
	$	19,482.12	82,695.15	127,111.84	36,224.96	135,056.67	89,954.12	163,896.67	32,386.52		686,808.05	458.92
Code No. 7000 Concrete	Miles	291.9	155.33	353.8	673.42	150.9	54.1	277.2	444.2	2,400.85		
	$	140,199.06	89,359.88	101,025.81	251,007.23	47,733.38	7,883.73	78,610.57	252,169.10		967,988.76	403.19
Code No. 8000 Brick	Miles	7.4			4.0					11.4		
	$	1,092.20			265.96						1,358.16	119.14
Code No. 8000 Block	Miles											
	$											
Code No. 9000 Combination	Miles	1.5		3.1	18.61			7.9		31.11		
	$	129.02		216.40	1,936.69			5,785.63			8,067.74	259.33
X Bridges	Miles	6.04	5.66	5.78	11.72	9.58	6.54	6.17	5.59	57.28		
	$	4,732.16	2,733.73	72,574.06	36,595.34	14,652.60	36,748.13	12,987.86	5,174.85		186,196.73	3,250.68
Y Miscellaneous	Miles											
	$			72.09		151.35-Cr.	1,822.98				1,743.72	
TOTAL		511,201.23	637,306.87	767,698.08	534,913.87	452,870.23	784,588.91	513,224.88	847,902.36		5,049,706.53	507.34
	Expenditures on Special Maintenance Projects included in above figures.											
Average cost per mile		551.37	754.62	465.36	408.92	312.33	627.14	442.79	621.72		507.34	

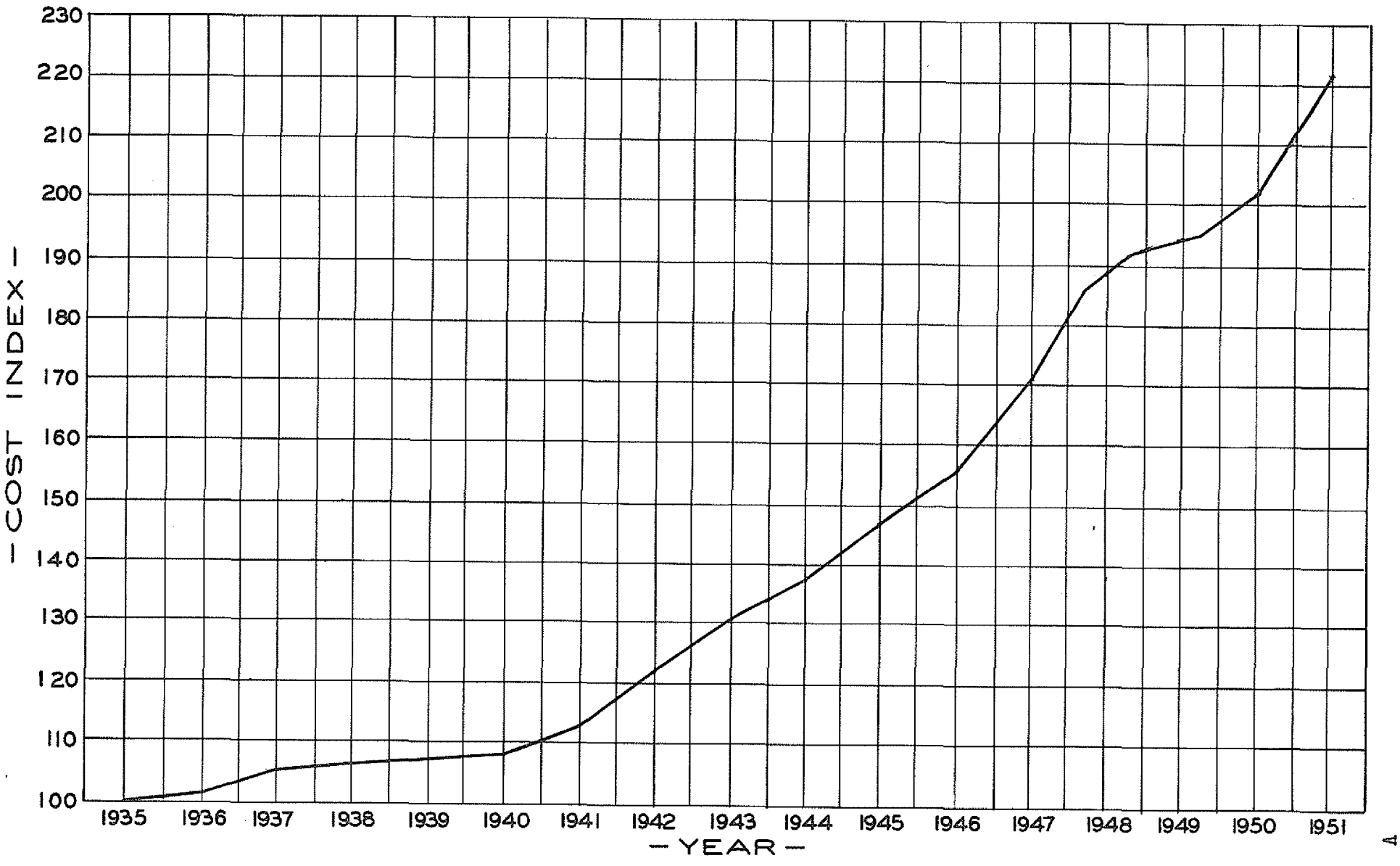
STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

REPORT COVERS PERIOD OF 6 MONTHS ENDING JUNE 30, 19 52

MAINTENANCE EXPENDITURES BY **SURFACE TYPE** — MAINTENANCE GENERAL EXPENSE AND MAINTENANCE OF LAND AND BUILDINGS PRO RATED ON A MILEAGE BASIS.
AVERAGE COST PER MILE

	DIVISION NO. →	1	2	3	4	5	6	7	8	TOTAL MILES	Ave. Cost per mi.
TOTAL MILES in	DIVISION →	927.14	844.54	1,649.68	1,308.11	1,449.98	1,251.05	1,159.07	1,363.79	9,953.36	
Code No. 0001 Unimproved	Miles										
	$										
Code No. 0002 Unimproved Earth	Miles			16.0	7.0	53.5	38.5	17.4		132.4	
	$			173.74	1,962.08	165.48	277.75	689.13			302.93
Code No. 001 Graded & Drained	Miles		47.7	21.1	4.51	18.7	105.87	19.7		217.58	
	$		672.32	262.33	6.92	108.08	626.53	123.26			499.57
Code No. 1000 Soil Surfaced	Miles	4.8					11.9			16.7	
	$	1,894.74					230.23				706.65
Code No. 2000 Gravel	Miles	242.1	287.7	502.3	74.27	273.0	167.29	168.2	266.2	1,981.06	
	$	694.78	1,017.55	534.52	72.70	178.14	507.87	371.27	478.66		534.21
Code No. 3000 Asphalt —1"	Miles	18.9	21.85	5.0	281.52	292.9	370.45	16.6	535.0	1,542.22	
	$	361.07	314.60	2,921.61	384.86	188.13	399.59	551.71	736.49		481.75
Code No. 4000 Asphalt +1"	Miles	158.6	132.97	299.3	155.58	221.9	285.1	297.3	28.4	1,579.15	
	$	721.43	675.47	554.93	521.22	582.66	1,155.62	441.32	1,293.19		682.65
Code No. 5000 Asphalt Penet.	Miles	128.5	83.83	76.0		82.0	50.9	65.8		487.03	
	$	365.93	489.16	121.00		142.39	119.07	527.58			307.32
Code No. 6000 Bit. Concrete	Miles	67.4	109.3	367.3	77.48	347.5	160.4	282.8	84.4	1,496.58	
	$	289.05	756.59	346.07	467.52	388.65	560.81	579.55	383.75		458.92
Code No. 7000 Concrete	Miles	291.9	155.33	353.8	673.42	150.9	54.1	277.2	444.2	2,400.85	
	$	480.30	575.29	285.54	372.74	316.32	145.72	283.59	567.69		403.19
Code No. 8000 Brick	Miles	7.4			4.0					11.4	
	$	147.59			66.49						119.14
Code No. 8000 Block	Miles										
	$										
Code No. 9000 Combination	Miles	1.5		3.1	18.61			7.9		31.11	
	$	86.01		69.81	104.09			732.36			259.33
X Bridges	Miles	6.04	5.86	5.78	11.72	9.58	6.54	6.17	5.59	57.28	
	$	783.47	466.51	12,556.07	3,123.80	1,529.50	5,618.98	2,105.00	925.73		3,250.68
Y Miscellaneous	Miles										
	$										
TOTAL											
Expenditures on Special Maintenance Projects Included in Above Figures.											

HIGHWAY MAINTENANCE AND OPERATION
COST TRENDS



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

SUMMARY OF

COUNTY FARM TO MARKET PROGRAM
AS OF JANUARY 1, 1952
SPECIAL FUNDS

COUNTY	UNENCUMBERED BALANCE 1-1-51	FUNDS DEPOSITED BY COUNTIES	APPROPRIATED FOR CONSTRUCTION	SURPLUS PAID TO COUNTIES	UNENCUMBERED BALANCE 1-1-52
Adair	$ 9,764.65	$ 31,695.87	$ 41,460.52	$ 0.00	$ 0.00
Alfalfa	21,677.59	-	12,918.36	5,000.00	3,759.23
Atoka	-	-	-	-	-
Beaver	-	-	-	-	-
Beckham	-	-	-	-	-
Blaine	1,454.14	-	707.63	746.51	0.00
Bryan	11,773.00	-	1,468.82 cr	13,241.82	0.00
Caddo	-	-	-	-	-
Canadian	22,667.71	15,000.00	0.00	0.00	37,667.71
Carter	19,531.96	-	1,982.86 cr	-	21,514.82
Cherokee	12,343.11	-	1,061.77 cr	13,404.88	0.00
Choctaw	1,394.27	-	3,824.26 cr	5,218.53	0.00
Cimarron	-	-	-	-	-
Cleveland	35,193.79	-	8,585.64 cr	43,779.43	0.00
Coal	-	-	-	-	-
Comanche	-	-	-	-	-
Cotton	-	-	-	-	-
Craig	-	-	-	-	-
Creek	30,243.80	-	5,122.24 cr	-	35,366.04
Custer	38,354.65	-	27,604.01	-	10,750.64
Delaware	3,216.27	25,327.09	28,542.35	-	0.00
Dewey	-	-	-	-	-
Ellis	15,546.39	-	2,597.58 cr	-	18,143.97
Garfield	-	-	-	-	-
Garvin	37,050.11	-	1,762.48 cr	38,812.59	0.00
Grady	-	-	-	-	-
Grant	-	-	-	-	-
Greer	-	-	-	-	-
Harmon	-	-	-	-	-
Harper	3,948.77	16,326.89	20,275.66	-	0.00
Haskell	4,531.42	-	433.67 cr	4,965.09	0.00
Hughes	17,335.94	-	9,365.22 cr	26,701.16	0.00
Jackson	18,266.88	-	-	18,266.88	0.00
Jefferson	6,203.49	-	569.65	5,633.84	0.00
Johnston	34,822.73	-	2,947.10 cr	-	37,769.83

COUNTY	UNENCUMBERED BALANCE 1-1-51	FUNDS DEPOSITED BY COUNTIES	APPROPRIATED FOR CONSTRUCTION	SURPLUS PAID TO COUNTIES	UNENCUMBERED BALANCE 1-1-52
Kay	$ -	$ -	$ -	$ -	$ -
Kingfisher	38,252.28	-	36,212.11	-	2,040.17
Kiowa	-	-	-	-	-
Latimer	-	-	-	-	-
LeFlore	14,519.88	20,963.71	20,075.19	-	15,408.40
Lincoln	49,742.31	-	-	49,742.31	0.00
Logan	-	-	-	-	-
Love	-	-	-	-	-
McClain	27,296.74	-	2,686.47 cr	-	29,983.21
McCurtain	58,365.18	-	19,356.85	-	39,008.33
McIntosh	-	-	-	-	-
Major	-	-	-	-	-
Marshall	17,685.63	-	400.00 cr	18,085.63	0.00
Mayes	-	-	-	-	-
Murray	15,425.98	-	1,126.15 cr	16,552.13	0.00
Muskogee	-	-	-	-	-
Noble	-	-	-	-	-
Nowata	19,278.69	-	5,989.03 cr	25,267.72	0.00
Okfuskee	-	-	-	-	-
Oklahoma	41,622.31	-	0.00	0.00	41,622.31
Okmulgee	-	-	-	-	-
Osage	47,172.49	-	347.34 cr	47,519.83	0.00
Ottawa	23,189.82	-	1,990.80 cr	-	25,180.62
Pawnee	-	-	-	-	-
Payne	45,272.50	-	9,496.67	35,775.83	0.00
Pittsburg	36,599.22	-	1,874.83 cr	-	38,474.05
Pontotoc	-	-	-	-	-
Pottawatomie	-	-	-	-	-
Pushmataha	-	-	-	-	-
Roger Mills	-	-	-	-	-
Rogers	12,975.89	-	480.57 cr	13,456.46	0.00
Seminole	2,482.22	-	1,097.04 cr	3,579.26	0.00
Sequoyah	5,178.30	-	3,820.11 cr	8,998.41	0.00
Stephens	-	-	-	-	-
Texas	-	-	-	-	-
Tillman	-	-	-	-	-
Tulsa	-	-	-	-	-
Wagoner	21,013.71	-	4,083.11	16,930.60	0.00
Washington	4,903.26	6,233.13	11,136.39	-	0.00
Washita	-	-	-	-	-
Woods	4,751.21	-	12,375.22 cr	17,126.43	0.00
Woodward	-	-	-	-	-
TOTAL	$831,048.28	$115,545.69	$161,099.30	$428,805.34	$356,689.33

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
ACCOUNTING DEPARTMENT

SUMMARY OF
COUNTY FARM TO MARKET PROGRAM
SPECIAL FUNDS
AS OF JANUARY 1, 1953

COUNTY	UNENCUMBERED BALANCE 1-1-52	FUNDS DEPOSITED BY COUNTIES	APPROPRIATED FOR CONSTRUCTION	SURPLUS PAID TO COUNTIES	UNENCUMBERED BALANCE 1-1-53
Adair	$ -	$ -	$ -	$ -	$ -
Alfalfa	3,759.23	-	1,556.48 cr	5,315.71	0.00
Atoka	-	-	-	-	-
Beaver	-	-	-	-	-
Beckham	-	-	-	-	-
Blaine	-	-	-	-	-
Bryan	-	-	-	-	-
Caddo	-	15,460.56	11,507.46	-	3,953.10
Canadian	37,667.71	3,607.73	39,397.23	-	1,878.21
Carter	21,514.82	-	-	-	21,514.82
Cherokee	-	-	-	-	-
Choctaw	-	-	-	-	-
Cimarron	-	23,734.56	22,475.01	-	1,259.55
Cleveland	-	-	-	-	-
Coal	-	-	-	-	-
Comanche	-	-	-	-	-
Cotton	-	-	-	-	-
Craig	-	-	-	-	-
Creek	35,366.04	-	-	-	35,366.04
Custer	10,750.64	-	999.72 cr	11,750.36	0.00
Delaware	-	-	-	-	-
Dewey	-	-	-	-	-
Ellis	18,143.97	-	4,353.98 cr	-	22,497.95
Garfield	-	-	-	-	-
Garvin	-	-	-	-	-
Grady	-	-	-	-	-
Grant	-	15,082.32	-	-	15,082.32
Greer	-	-	-	-	-
Harmon	-	-	-	-	-
Harper	-	-	-	-	-
Haskell	-	-	-	-	-
Hughes	-	-	-	-	-
Jackson	-	7,139.28	-	-	7,139.28
Jefferson	-	-	-	-	-
Johnston	37,769.83	7,957.86	-	-	45,727.69

COUNTY	UNENCUMBERED BALANCE 1-1-52	FUNDS DEPOSITED BY COUNTIES	APPROPRIATED FOR CONSTRUCTION	SURPLUS PAID TO COUNTIES	UNENCUMBERED BALANCE 1-1-53
Kay	$ -	$ -	$ -	$ -	$ -
Kingfisher	2,040.17	15,075.91	13,443.47	3,152.53	520.08
Kiowa	-	-	-	-	-
Latimer	-	-	-	-	-
LeFlore	15,408.40	78,811.85	33,984.13	-	60,236.12
Lincoln	-	-	-	-	-
Logan	-	-	-	-	-
Love	-	-	-	-	-
McClain	29,983.21	-	-	-	29,983.21
McCurtain	39,008.33	-	24,869.42	-	14,138.91
McIntosh	-	-	-	-	-
Major	-	-	-	-	-
Marshall	-	-	-	-	-
Mayes	-	-	-	-	-
Murray	-	-	-	-	-
Muskogee	-	-	-	-	-
Noble	-	-	-	-	-
Nowata	-	-	-	-	-
Okfuskee	-	20,098.98	16,027.92	-	4,071.06
Oklahoma	41,622.31	-	-	-	41,622.31
Okmulgee	-	-	-	-	-
Osage	-	15,838.80	15,838.80	-	0.00
Ottawa	25,180.62	-	3,254.25 cr	28,434.87	0.00
Pawnee	-	-	-	-	-
Payne	-	-	-	-	-
Pittsburg	38,474.05	-	109.56 cr	38,583.61	0.00
Pontotoc	-	-	-	-	-
Pottawatomie	-	-	-	-	-
Pushmataha	-	-	-	-	-
Roger Mills	-	-	-	-	-
Rogers	-	-	-	-	-
Seminole	-	13,049.28	-	-	13,049.28
Sequoyah	-	-	-	-	-
Stephens	-	-	-	-	-
Texas	-	-	-	-	-
Tillman	-	-	-	-	-
Tulsa	-	-	-	-	-
Wagoner	-	-	-	-	-
Washington	-	-	-	-	-
Washita	-	-	-	-	-
Woods	-	-	-	-	-
Woodward	-	-	-	-	-
TOTALS	$356,689.33	$215,857.13	$167,269.45	$ 87,237.08	$318,039.93

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Statement Showing Distribution of
Federal Aid Secondary Appropriation to Counties
Fiscal Year ending June 30, 1953

COUNTY	APPROPRIATION	COUNTY	APPROPRIATION
Adair	$ 14,301.25	Lincoln	$ 27,962.62
Alfalfa	20,797.61	Logan	18,926.61
Atoka	19,836.25	Love	11,799.81
Beaver	32,407.70	McClain	15,721.85
Beckham	20,726.09	McCurtain	36,672.37
Blaine	22,660.31	McIntosh	19,536.40
Bryan	25,872.03	Major	19,764.09
Caddo	35,534.06	Marshall	11,146.64
Canadian	22,350.27	Mayes	19,680.17
Carter	22,540.77	Murray	10,525.88
Cherokee	19,809.83	Muskogee	26,301.80
Choctaw	20,789.53	Noble	16,776.06
Cimarron	26,533.07	Nowata	14,465.39
Cleveland	15,471.09	Okfuskee	19,901.02
Coal	12,455.72	Oklahoma	29,451.73
Comanche	24,402.84	Okmulgee	21,440.62
Cotton	15,859.16	Osage	42,185.90
Craig	18,416.25	Ottawa	15,948.05
Creek	27,261.87	Pawnee	16,502.64
Custer	22,907.72	Payne	19,405.76
Delaware	18,804.31	Pittsburg	34,482.90
Dewey	19,877.12	Pontotoc	19,809.89
Ellis	21,784.90	Pottawatomie	25,705.71
Garfield	27,136.71	Pushmataha	22,120.28
Garvin	22,261.26	Roger Mills	21,715.04
Grady	28,607.87	Rogers	18,781.43
Grant	23,991.07	Seminole	24,513.16
Greer	15,933.98	Sequoyah	18,705.22
Harmon	12,949.75	Stephens	22,218.86
Harper	17,864.72	Texas	38,801.39
Haskell	16,568.00	Tillman	21,541.03
Hughes	21,194.62	Tulsa	26,799.47
Jackson	19,469.83	Wagoner	17,942.52
Jefferson	16,090.34	Washington	11,735.38
Johnston	15,624.87	Washita	26,339.28
Kay	24,975.30	Woods	22,280.00
Kingfisher	22,557.85	Woodward	22,982.05
Kiowa	25,073.74		
Latimer	13,131.29	Total to	$1,672,003.00
LeFlore	36,583.03	Counties	

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Statement Showing Distribution of
Federal Aid Secondary Appropriation to Counties
Fiscal Year ending June 30, 1954

COUNTY	APPROPRIATION	COUNTY	APPROPRIATION
Adair	$ 15,821.94	Lincoln	$ 30,935.97
Alfalfa	23,009.08	Logan	20,939.13
Atoka	21,945.50	Love	13,054.52
Beaver	35,853.71	McClain	17,393.60
Beckham	22,929.96	McCurtain	40,571.85
Blaine	25,069.85	McIntosh	21,613.76
Bryan	28,623.08	Major	21,865.66
Caddo	39,312.51	Marshall	12,331.89
Canadian	24,726.84	Mayes	21,772.82
Carter	24,937.60	Murray	11,645.12
Cherokee	21,916.27	Muskogee	29,098.55
Choctaw	23,000.14	Noble	18,559.91
Cimarron	29,354.41	Nowata	16,003.54
Cleveland	17,116.17	Okfuskee	22,017.16
Coal	13,780.18	Oklahoma	32,583.42
Comanche	26,997.67	Okmulgee	23,720.46
Cotton	17,545.52	Osage	46,671.66
Craig	20,374.51	Ottawa	17,643.86
Creek	30,160.70	Pawnee	18,257.41
Custer	25,343.57	Payne	21,469.23
Delaware	20,803.83	Pittsburg	38,149.57
Dewey	21,990.72	Pontotoc	21,916.33
Ellis	24,101.36	Pottawatomie	28,439.07
Garfield	30,022.24	Pushmataha	24,472.40
Garvin	24,628.37	Roger Mills	24,024.07
Grady	31,649.83	Rogers	20,778.51
Grant	26,542.11	Seminole	27,119.72
Greer	17,628.29	Sequoyah	20,694.20
Harmon	14,326.74	Stephens	24,581.45
Harper	19,764.33	Texas	42,927.26
Haskell	18,329.72	Tillman	23,831.55
Hughes	23,448.31	Tulsa	29,649.14
Jackson	21,540.11	Wagoner	19,850.40
Jefferson	17,801.27	Washington	12,983.24
Johnston	17,286.31	Washita	29,140.02
Kay	27,630.99	Woods	24,649.10
Kingfisher	24,956.49	Woodward	25,425.80
Kiowa	27,739.91		
Latimer	14,527.58	Total to	$1,849,792.08
LeFlore	40,473.01	Counties	

GENERAL

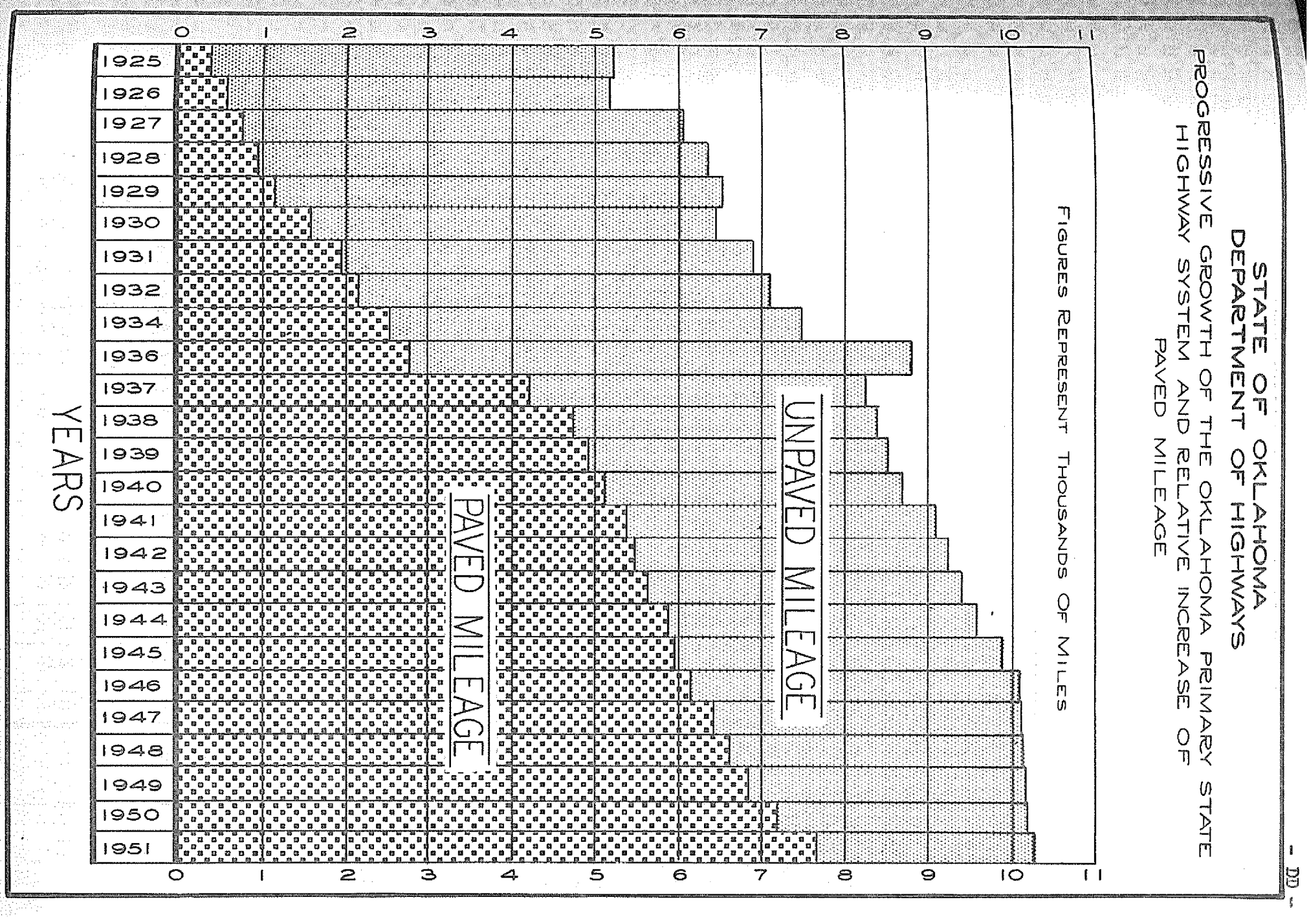
HIGHWAY

DATA

MILEAGE OF EACH SURFACE TYPE ON STATE HIGHWAY SYSTEM
DURING EACH OF THE FOLLOWING YEARS

Surface Type	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951
Primitive					1.0	1.0	4.0	4.0					10.1	2.1	2.1
Unimproved	729.0	299.0	258.0	122.0	111.6	111.5	1.5	7.0	5.1	1.5	13.0	13.0	2.3		
Graded & Drained	366.0	646.0	636.0	606.0	606.7	656.6	772.6	765.9	758.6	775.4	669.6	519.5	515.5	464.3	377.2
Soil Surfaced	70.0	106.0	103.0	97.0	102.7	95.5	74.2	74.1	78.9	73.6	58.5	44.1	41.2	23.9	19.6
Gravel or Stone	2,905.0	2,651.0	2,647.0	2,838.0	2,884.8	2,852.3	2,770.7	2,895.3	3,142.1	3,148.3	2,950.0	2,991.5	2,716.1	2,440.6	2,076.3
Bituminous Surface Treated	1,001.0	92.0	94.0	131.0	220.4	289.1	330.6	439.0	450.1	514.5	582.2	643.6	705.6	918.9	1,077.5
Mixed Bituminous	333.0	1,576.0	1,613.0	1,624.0	1,700.1	1,733.4	1,794.3	1,805.2	1,822.7	1,789.2	1,853.8	1,896.6	2,002.7	2,043.5	2,268.8
Bituminous Penetration		5.0	43.0	73.0	53.1	47.4	47.8	44.1	41.2	41.2	41.2	41.2	41.2	41.2	41.2
Bituminous Concrete, Sheet Asphalt or Rock Asphalt	693.0	833.0	867.0	908.0	1,003.9	1,047.6	1,100.6	1,184.6	1,227.5	1,315.9	1,409.4	1,462.4	1,565.9	1,635.6	1,737.3
Concrete	2,124.0	2,201.0	2,242.0	2,277.0	2,312.2	2,325.6	2,323.4	2,324.3	2,324.7	2,369.1	2,412.6	2,479.7	2,493.4	2,527.1	2,555.1
Brick	77.0	78.0	78.0	79.0	76.3	75.9	75.4	75.3	74.6	67.5	64.4	51.8	49.2	43.9	39.1
* Combinations	26.0	26.0	26.0	27.0	37.7	37.9	38.3	40.9	41.1	41.7	49.4				
Total All Types	8,324.0	8,513.0	8,607.0	8,782.0	9,110.5	9,273.8	9,333.4	9,659.7	9,966.6	10,137.9	10,104.1	10,143.4	10,143.2	10,141.1	10,174.2

* A road, the wearing course of which consists of two or more individuel types, each being of such depth as to be classed logically as a part of the traffic bearing road surface rather than as shoulder surfacing.



TABULATION SHOWING MILEAGE ON PRIMARY STATE HIGHWAY SYSTEM
AND COUNTY SYSTEM BROKEN DOWN BY TYPE OF SURFACE -
DATA AS OF DECEMBER 31, 1951.

SURFACE TYPE		PRIMARY STATE			COUNTY			RESERVATION ROADS	TOTAL
		URBAN	RURAL	TOTAL	URBAN	RURAL	TOTAL		
Unimproved			2.1	2.1	1.5	4,032.0	4,033.5	2.7	4,038.3
Graded and Drained		2.8	374.4	377.2	125.3	59,191.2	59,316.5	25.8	59,719.5
Soil Surfaced			19.6	19.6	0.4	107.9	108.3	0.8	128.7
Gravel or Stone		27.9	2,048.4	2,076.3	236.8	17,458.3	17,695.1	26.7	19,798.1
Bituminous Surface Treated Less than 6" Base		8.3	175.2	183.5	16.1	369.8	385.9	3.4	572.8
Mixed Bituminous	Less Than 6" Base	38.4	1,083.1	1,121.5	13.1	219.5	232.6	0.6	1,354.7
Mixed Bituminous And Bituminous Surface Treated	More Than 6" Base	59.6	1,981.7	2,041.3	38.5	333.3	371.8	0.3	2,413.4
Bituminous Penetration, Rock Asphalt, and Bituminous Concrete		120.8	1,657.7	1,778.5	85.2	363.7	448.9	25.9	2,253.3
P. C. Concrete		240.9	2,294.2	2,535.1	81.2	196.8	278.0	0.4	2,813.5
Brick		28.4	10.7	39.1	10.6	0.1	10.7	-	49.8
Total		527.1	9,647.1	10,174.2	608.7	82,272.6	82,881.3	86.6	93,142.1

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS
County and State Highway Mileage, by Counties, as of January 1, 1957

Title 69, Section 44
Sub-paragraph (a)
Oklahoma Statutes 1951

Set out that the State Highway Mileage in any county shall not be less than 5%, nor more than 10% of the total road mileage in the county.

County	Total Mileage	Reservation Mileage	County Mileage	State Mileage	*Percent State
Adair	683	--	604	79	12%
Alfalfa	1477	3	1337	137	9%
Atoka	910	--	819	91	10%
Beaver	2287	--	2114	173	8%
Beckham	1298	--	1100	198	15%
Blaine	1467	15	1325	127	9%
Bryan	1117	--	989	128	11%
Caddo	2152	1	1915	236	11%
Canadian	1583	2	1433	148	9%
Carter	1055	--	898	157	15%
Cherokee	841	--	730	111	13%
Choctaw	907	--	839	68	7%
Cimarron	1430	--	1330	100	7%
Cleveland	869	--	768	101	12%
Coal	588	--	487	101	17%
Comanche	1409	30	1222	157	11%
Cotton	1094	--	947	147	13%
Craig	1027	--	919	108	11%
Creek	1142	--	971	171	15%
Custer	1611	1	1449	161	10%
Delaware	988	--	846	142	14%
Dewey	1307	--	1168	139	11%
Ellis	1438	--	1325	113	8%
Garfield	2063	--	1943	120	6%
Garvin	1129	--	941	188	17%
Grady	1650	--	1483	167	10%
Grant	1873	--	1760	113	6%
Greer	938	--	858	80	9%
Harmon	826	--	756	70	8%
Harper	1195	--	1064	131	11%
Haskell	648	--	552	96	15%
Hughes	1071	--	912	159	15%
Jackson	1353	--	1228	125	9%
Jefferson	823	--	700	123	15%
Johnston	632	--	474	158	25%
Kay	1632	3	1511	118	7%
Kingfisher	1635	--	1542	93	6%
Kiowa	1748	--	1598	150	9%
Latimer	476	--	389	87	18%
LeFlore	1570	--	1380	190	12%
Lincoln	1701	--	1549	152	9%
Logan	1262	--	1135	127	10%
Love	496	4	408	84	17%
McClain	825	--	637	188	23%
McCurtain	1476	5	1263	208	14%
McIntosh	880	--	796	84	10%
Major	1376	--	1222	154	11%
Marshall	425	10	335	80	19%
Mayes	1026	--	872	154	15%
Murray	401	8	311	82	20%
Muskogee	1328	--	1171	157	12%
Noble	1201	--	1073	128	11%
Nowata	776	--	690	86	11%
Okfuskee	786	--	683	103	13%
Oklahoma	1705	--	1541	164	10%
Okmulgee	997	--	892	105	11%
Osage	1843	--	1591	252	14%
Ottawa	813	--	712	101	12%
Pawnee	893	--	793	100	11%
Payne	1250	--	1128	122	10%
Pittsburg	1263	--	1100	163	13%
Pontotoc	950	--	757	193	20%
Pottawatomie	1377	--	1239	138	10%
Pushmataha	788	--	685	103	13%
Roger Mills	1377	--	1243	134	10%
Rogers	1055	--	929	126	12%
Seminole	978	--	822	156	16%
Sequoyah	711	--	628	83	12%
Stephens	1244	--	1116	128	10%
Texas	2806	--	2632	174	6%
Tillman	1551	--	1427	124	8%
Tulsa	1218	--	1027	191	16%
Wagoner	870	--	795	75	9%
Washington	545	--	480	65	12%
Washita	1893	--	1737	156	8%
Woods	1507	--	1371	136	9%
Woodward	1607	5	1465	137	9%
TOTAL	93142	87	82881	10174	10.9%

* Plus or minus to nearest non-fractional unit.

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Amount of Contracts Awarded
by the State Highway Commission, by Years

Calendar Year	Amount	Cumulative Amount
	$	$
1918	476,674	476,674
1919	1,735,992	2,212,666
1920	1,725,390	3,938,056
1921	6,431,414	10,369,470
1922	2,780,094	13,149,564
1923	7,071,570	20,221,134
1924	5,748,349	25,969,483
1925	6,989,086	32,958,569
1926	6,853,426	39,811,995
1927	7,487,833	47,299,828
1928	6,182,501	53,482,329
1929	9,412,324	62,894,653
1930	10,354,842	73,249,495
1931	6,656,074	79,905,569
1932	11,116,158	91,021,727
1933	5,953,515	96,975,242
1934	7,788,244	104,763,486
1935	5,227,304	109,990,790
1936	8,906,764	118,897,554
1937	6,955,037	125,852,591
1938	6,188,907	132,041,498
1939	5,109,387	137,150,885
1940 (1/2 Year)	4,442,539	141,593,424
Fiscal Year		
1940-41	7,935,657	149,529,081
1941-42	4,640,967	154,170,048
1942-43	4,413,449	158,583,497
1943-44	3,845,642	162,429,139
1944-45	4,574,720	167,003,859
1945-46	13,997,163	181,001,022
1946 (1/2 Year)	14,757,254	195,758,276
Calendar Year		
1947	9,169,953	204,928,229
1948	18,881,354	223,809,583
1949	26,154,523	249,964,106
1950	40,097,373	290,061,479
1951	17,668,333	307,729,812
1952	35,080,163	342,809,975
Total	$ 342,809,975	

*Awards on 7 months Lettings.
Present Commission took office in March and had its first letting in June, 1947.

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Statement showing Amount of Contracts Awarded during the Calendar Years 1951 and 1952
Broken down into Types of Construction
(Based on Contract Amount)

Types of Construction	State Projects Mileage	State Projects Amount	County Projects Mileage	County Projects Amount	Total All Projects Mileage	Total All Projects Amount
Grade & Drain	520.378	$ 9,435,279.29	7.709	$ 73,349.02	528.087	$ 9,508,628.31
Gravel	32.238	1,210,169.90	30.333	178,789.03	62.571	1,388,958.93
Sing. Bit. Surf. Crse. (Only)	33.919	1,026,006.80	10.359	88,955.96	44.278	1,114,962.76
Asph. Stab. Base & Sing. Bit. Surf. Crse.	366.150	8,165,461.91	3.460	34,439.33	369.610	8,199,901.24
Stab. Aggr. Base & Dbl. Bit. Surf. Crse.	234.728	6,758,065.81	14.539	191,053.60	249.267	6,949,119.41
Stab. Aggr. Base & Rock Asph. Surf. Crse.	82.204	3,252,251.73	-	-	82.204	3,252,251.73
Asphalt Concrete	91.833	6,739,541.64	-	-	91.833	6,739,541.64
P. C. Conc. Pav.	76.939	6,573,843.28	0.163	97,552.32	77.102	6,671,395.60
Bridges	5.319	8,556,813.70	0.301	227,093.23	5.620	8,783,906.93
Miscellaneous	11.589	156,467.04	-	-	11.589	156,467.04
Total	1,455.297	$51,873,901.10	66.864	$891,232.49	1,522.161	$52,765,133.59

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

TRAFFIC TREND SINCE 1941 AS INDICATED BY TWENTY

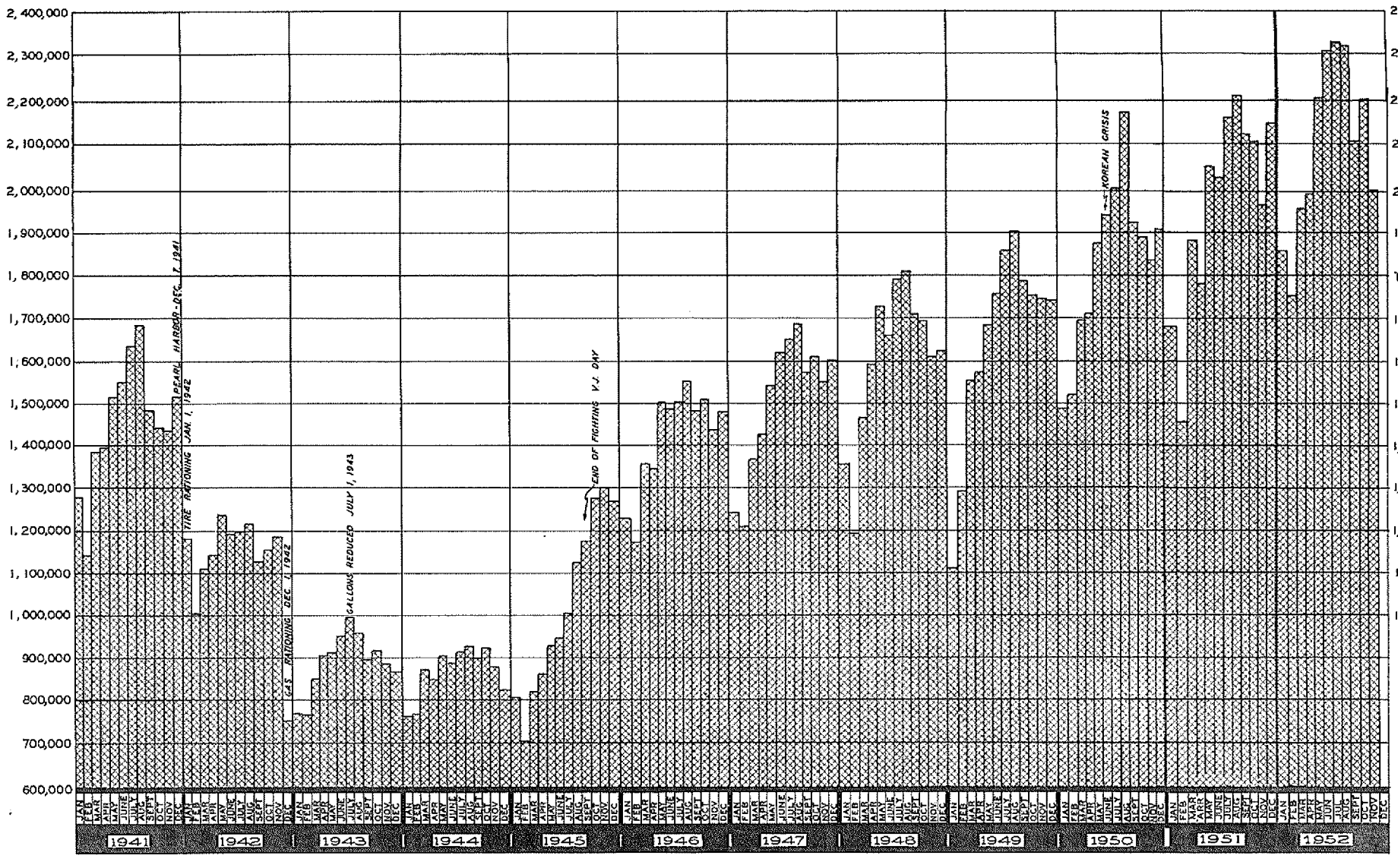
AUTOMATIC TRAFFIC RECORDERS

Following is a tabulation for the twenty Automatic Traffic Recorders by months for each of the years from 1941 thru 1952

Month	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952
January	1,278,006	1,189,284	769,141	760,275	806,992	1,233,459	1,249,734	1,353,524	1,111,319	1,487,070	1,682,432	1,863,503
February	1,141,952	1,006,292	762,916	767,601	701,512	1,177,372	1,211,028	1,195,293	1,293,180	1,521,240	1,475,712	1,766,593
March	1,383,406	1,113,117	844,378	873,456	832,815	1,357,273	1,374,137	1,463,603	1,551,705	1,698,738	1,887,507	1,958,270
April	1,398,260	1,143,030	904,350	843,810	862,140	1,341,480	1,423,500	1,594,440	1,576,170	1,719,270	1,786,770	1,995,780
May	1,514,505	1,237,179	913,291	905,758	935,022	1,504,430	1,539,863	1,737,481	1,681,626	1,875,035	2,053,192	2,204,534
June	1,546,050	1,190,340	946,170	886,080	943,350	1,488,240	1,622,550	1,663,710	1,765,860	1,938,150	2,027,970	2,303,790
July	1,635,436	1,199,266	995,193	914,996	1,004,152	1,501,268	1,649,851	1,785,507	1,860,093	2,072,133	2,178,494	2,326,209
August	1,683,920	1,219,850	958,241	922,188	1,121,332	1,549,845	1,689,810	1,815,918	1,908,267	2,175,642	2,214,919	2,318,676
September	1,483,890	1,124,610	897,540	899,670	1,177,170	1,481,880	1,572,570	1,712,400	1,789,740	1,929,600	2,136,150	2,102,610
October	1,436,199	1,149,883	915,306	923,614	1,273,170	1,510,320	1,610,791	1,694,553	1,766,969	1,880,863	2,106,915	2,200,318
November	1,432,860	1,180,470	885,030	878,040	1,300,590	1,434,210	1,552,050	1,614,360	1,742,280	1,830,150	1,966,290	2,009,400
December	1,515,249	749,394	687,845	823,019	1,269,729	1,473,120	1,604,002	1,626,322	1,740,805	1,910,995	2,151,958	2,102,947
TOTALS	17,449,733	13,502,715	10,659,401	10,398,507	12,227,974	17,052,897	18,099,886	19,257,111	19,788,014	22,038,886	23,668,309	25,152,630
Per Cent of 1941	100.0	77.38	61.09	59.59	70.08	97.73	103.73	110.36	113.40	126.30	135.64	144.14
Per Cent of change compared to 1941	00.0	-22.62	-38.91	-40.41	-29.92	-02.27	⁄03.73	⁄10.36	⁄13.40	⁄26.30	⁄35.64	⁄44.14

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

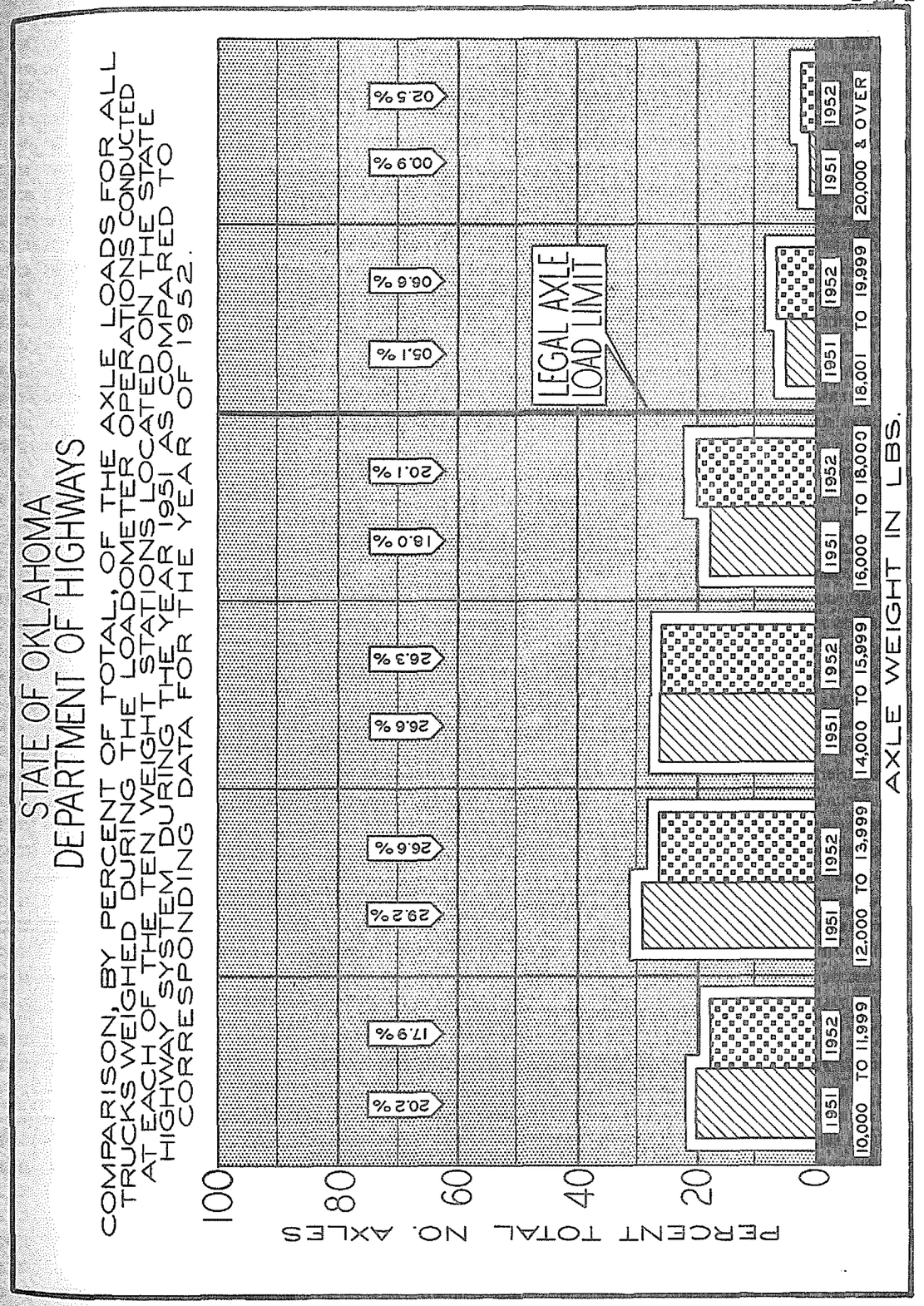
TRAFFIC TRENDS AS RECORDED BY THE TWENTY AUTOMATIC RECORDER STATIONS
STRATEGICALLY LOCATED ON HIGHWAYS THROUGHOUT THE STATE SYSTEM.
DATA SHOWN FOR THE PERIOD 1941 THRU NOV. 1952



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Comparison of the general volume of traffic on the Primary State Highway System covering the period from 1937 thru 1951

Year	Miles	Vehicle Miles	Average Number Vehicles, Per Mile Per Day
1937	8,197.3	5,683,847.0	693.4
1940	8,333.4	7,006,991.4	840.8
1941 & 1942	8,783.9	6,977,379.0	794.0
1943	8,842.1	5,081,846.0	574.7
1944	9,163.1	5,100,813.0	556.7
1945	9,465.6	6,005,998.0	634.5
1946	9,633.2	8,070,917.0	838.0
1947	9,604.0	9,161,936.0	954.0
1948	9,639.4	10,057,454.0	1,043.0
1949	9,623.1	10,980,424.0	1,141.0
1950	9,619.2	11,917,000.0	1,239.0
1951	9,647.1	12,485,908.0	1,294.0



STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

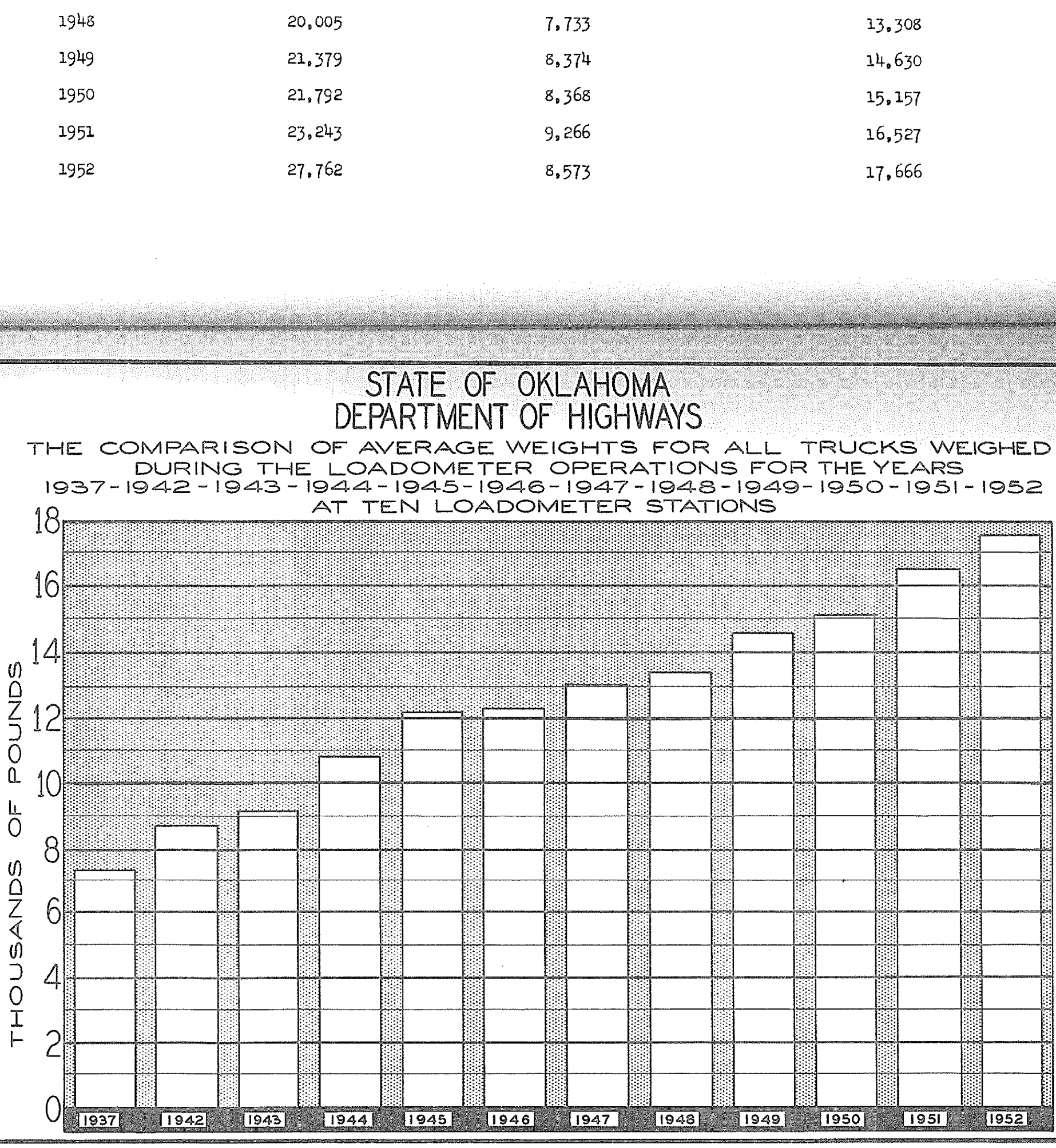
TRUCK WEIGHT STUDY

Tabulation showing, by Year, the Average Weight of Trucks Weighed at the Ten Loadometer Stations.

Year	Loaded Trucks (Lbs.)	Empty Trucks (Lbs.)	Loaded & Empty Trucks (Lbs.)
1937	8,181	5,143	7,311
1942	13,082	5,399	8,747
1943	14,206	5,299	9,161
1944	14,647	6,916	10,812
1945	16,828	7,571	12,115
1946	17,551	8,446	12,155
1947	18,336	8,125	13,031
1948	20,005	7,733	13,308
1949	21,379	8,374	14,630
1950	21,792	8,368	15,157
1951	23,243	9,266	16,527
1952	27,762	8,573	17,666

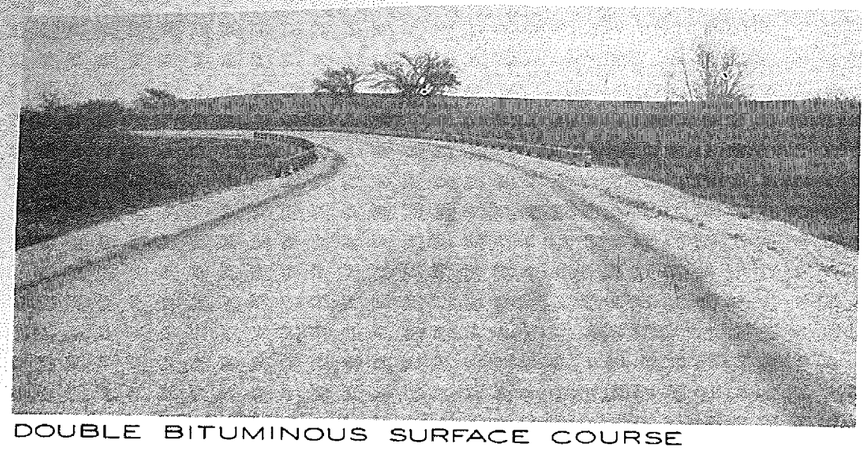
STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

THE COMPARISON OF AVERAGE WEIGHTS FOR ALL TRUCKS WEIGHED DURING THE LOADOMETER OPERATIONS FOR THE YEARS 1937-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952 AT TEN LOADOMETER STATIONS

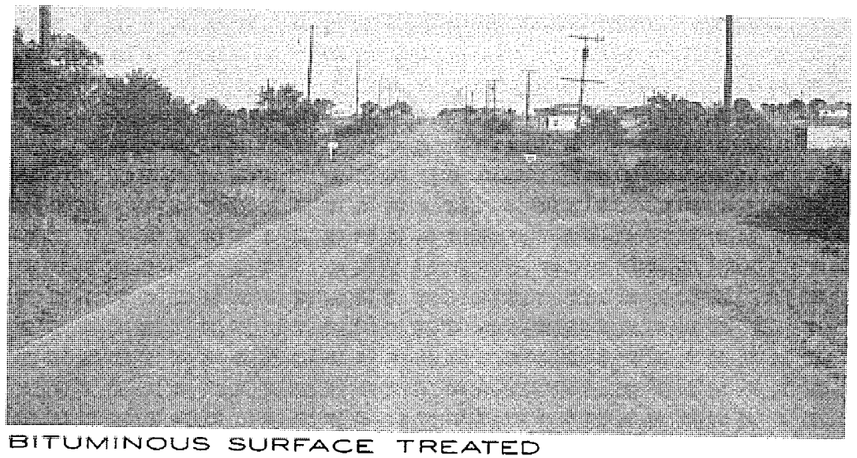


Modern Highway
Construction
Methods
Result
In
BETTER ROADS
And
BRIDGES

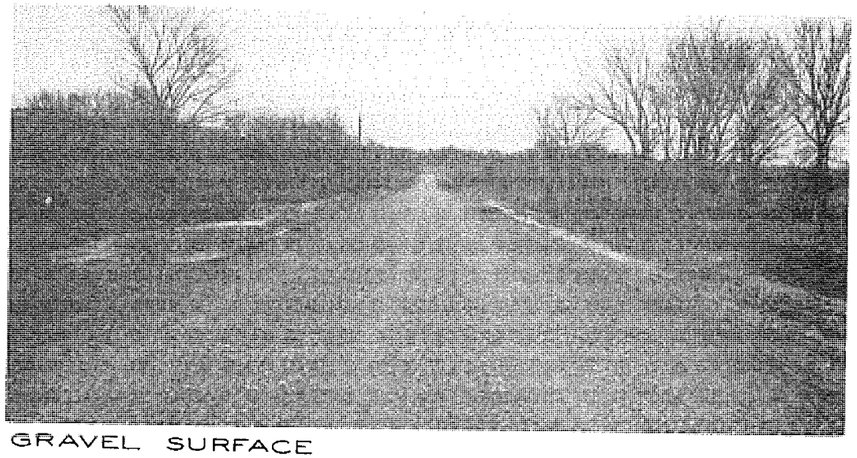
ROAD



DOUBLE BITUMINOUS SURFACE COURSE

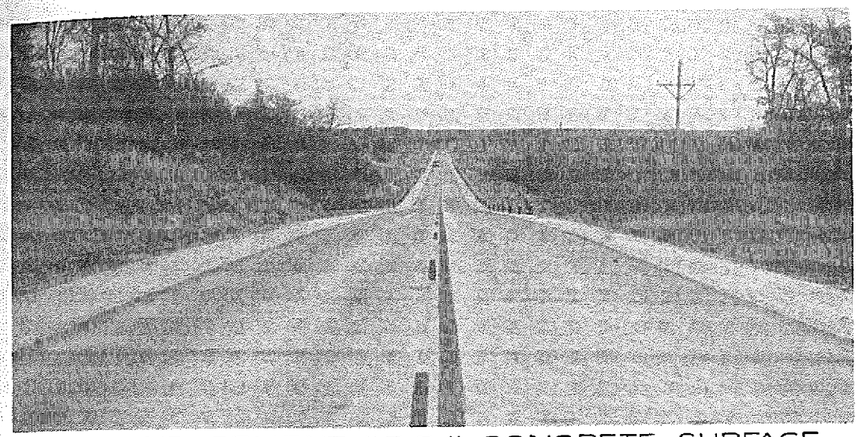


BITUMINOUS SURFACE TREATED

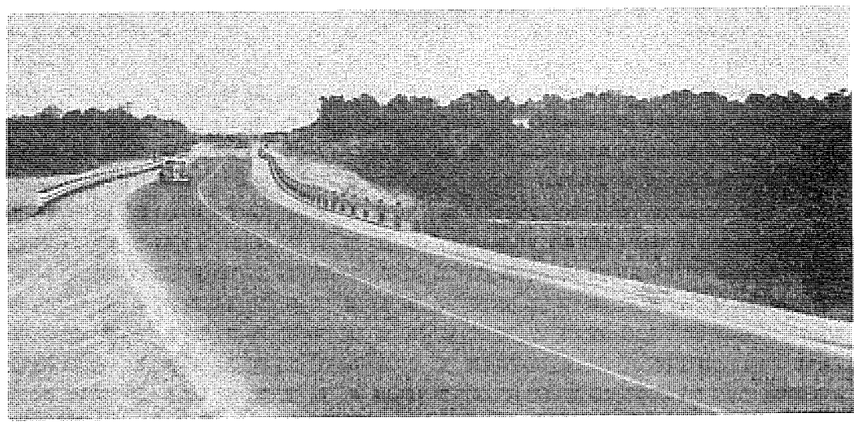


GRAVEL SURFACE

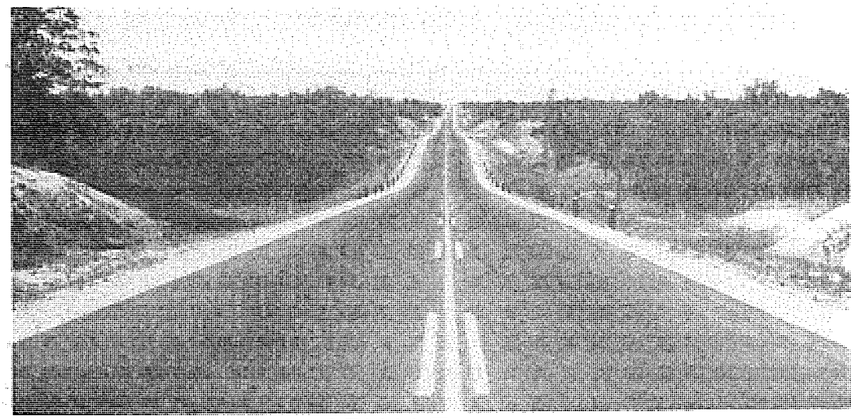
CONSTRUCTION



PORTLAND CEMENT "P.C." CONCRETE SURFACE

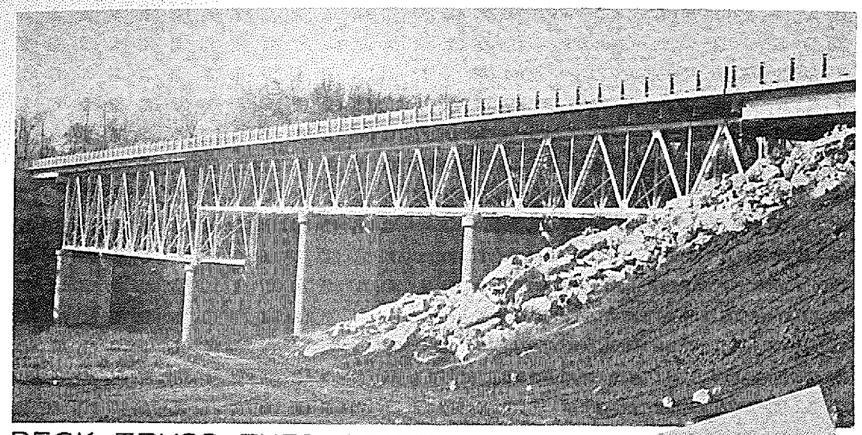


ASPHALTIC CONCRETE SURFACE TYPE

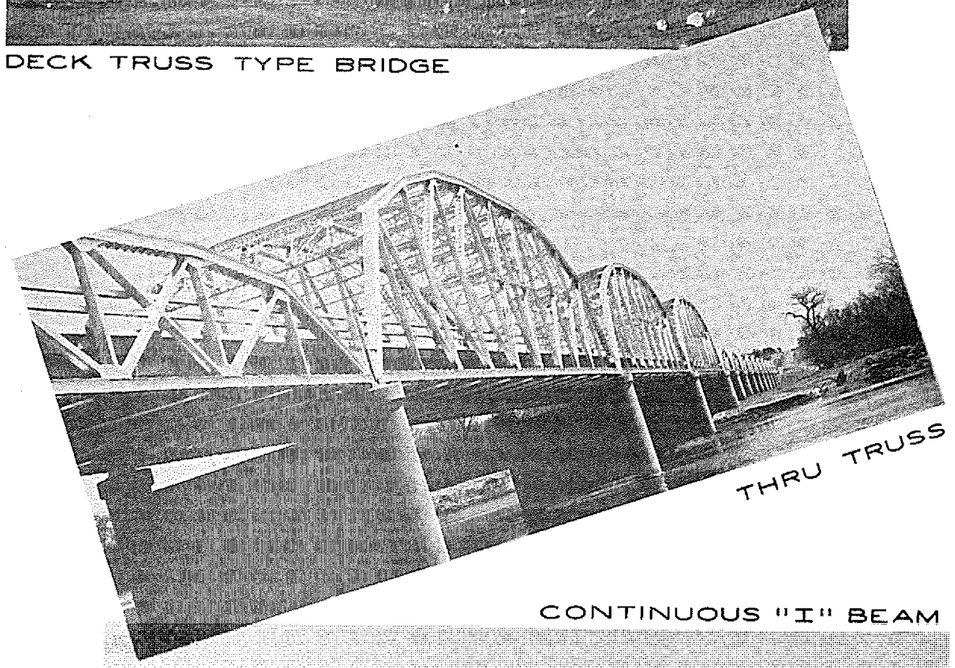


BLENDED ROCK ASPHALT

BRIDGE

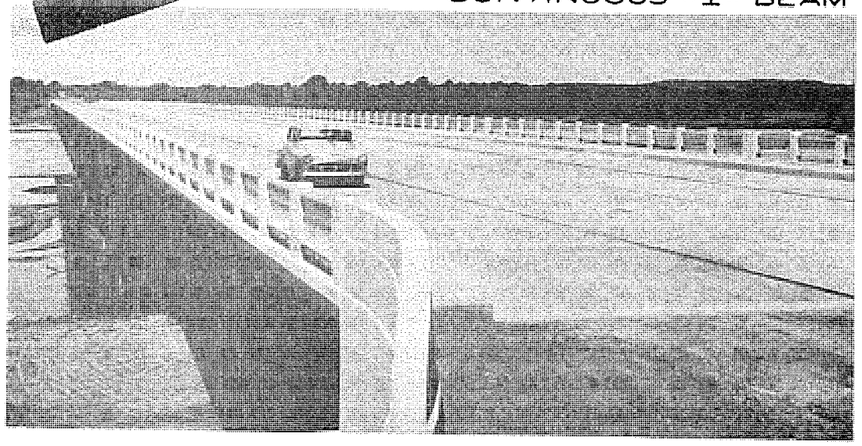


DECK TRUSS TYPE BRIDGE

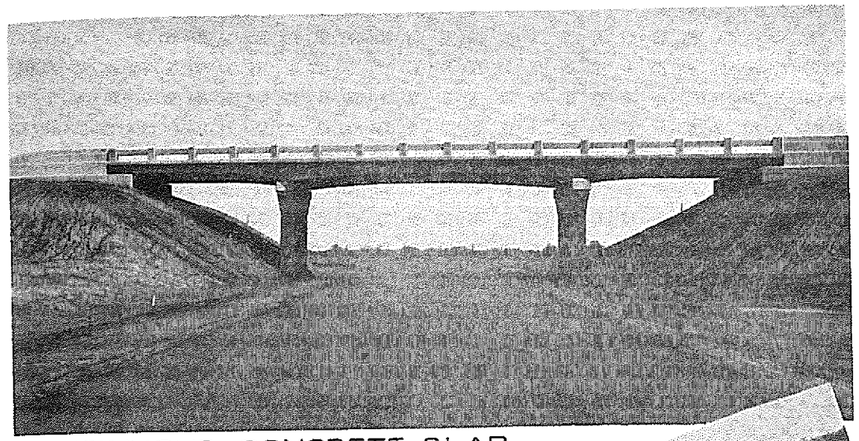


THRU TRUSS

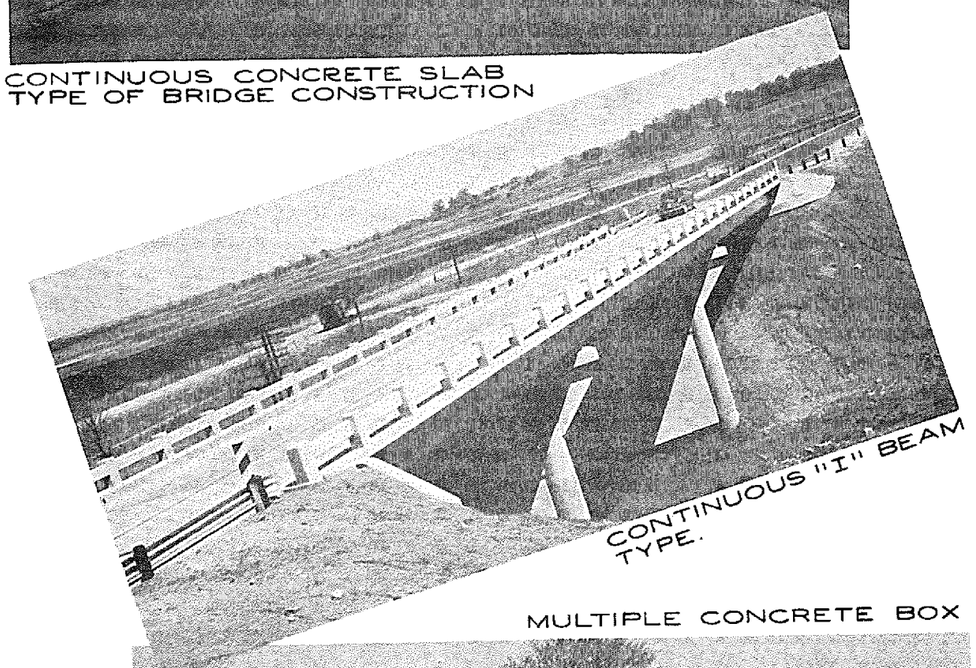
CONTINUOUS "I" BEAM



CONSTRUCTION

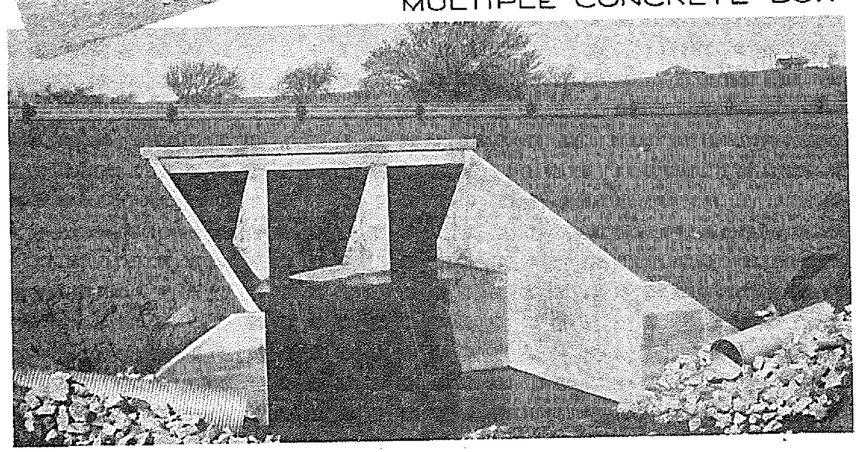


CONTINUOUS CONCRETE SLAB
TYPE OF BRIDGE CONSTRUCTION



CONTINUOUS "I" BEAM
TYPE.

MULTIPLE CONCRETE BOX



HIGHWAY CONSTRUCTION ACTIVITIES

PROJECTS SUBMITTED TO THE 24TH LEGISLATURE BY THE
OKLAHOMA STATE HIGHWAY COMMISSION
WITH THE RECOMMENDATION THEY BE FINANCED.

DISTRICT NO. 1

1951 Projects for which funds were not available for construction.

COUNTY	HWY. NO.	LOCATION	AMOUNT
Nowata	US 60	From US 169 in Nowata east 4.0 miles. Gr., Dr., Bridge substructure and Surface.	$ 522,000.00
Nowata	US 60	East of Nowata, Verdigris River Bridge Superstructure.	220,000.00
Osage	SH 99	In Hominy, Drainage correction.	6,000.00
Rogers	US 66	From 4.2 miles Southwest of Claremore, Southwest to Verdigris River 4.2 miles. Gr., Dr., Bridge and Paving.	707,000.00
Rogers	US 66	From Claremore Southwest 4.2 miles. Gr., Dr., Bridge and Paving.	420,000.00
Rogers	SH 88	From Tiawah South through Inola and to SH 33, 9.3 miles. Dense graded oil mat.	220,000.00
		Total unconstructed 1951 projects	$ 2,095,000.00

New Construction Program

Craig	Co.	Rd.	From SH 2 to Hospital. Surfacing.	$ 30,000.00
Delaware	SH	20	From Jay East 12 miles to Arkansas State. Gr., Dr., and Surfacing.	700,000.00
Delaware-Ottawa	SH	10	From 3 miles Northeast of Grove North 13.42 miles to Wyandotte. Gr., Dr., and Surfacing.	600,000.00
Delaware	SH	25	From 3 miles East of Grove East 5.0 miles to the Missouri line. Gr., Dr., and Surfacing.	260,000.00
Mayes	SH	69A	Extend 2 miles East. Gr., Dr., Bridge and Surfacing.	300,000.00
Mayes	SH	28	Adair, East 13 miles to Langley. Gr., Dr., and Surfacing.	725,000.00
Osage	SH	20	From Fairfax east 25.5 miles to Hominy. Gr., Dr., Bridge and Surfacing.	1,750,000.00
Ottawa	SH	10	From US 66 in Miami, East 1 mile. Gr., Dr., and Surfacing.	150,000.00

COUNTY	HWY. NO.		LOCATION	AMOUNT
			DISTRICT NO. 1 cont.	
New Construction Program cont.				
Ottawa	SH	10	From US 60, North 5 miles. Gr., Dr., and Surface.	$ 300,000.00
Ottawa	US	66	In Afton 0.4 miles. Pave shoulders.	40,000.00
Ottawa	US	60	From US 66, East 5.3 miles to Fairland. Gr., Dr., Bridge and Surfacing.	638,000.00
Pawnee	SH	15	From SH 18, 15 miles to SH 40. Gravel.	65,000.00
Pawnee	US	64	West side of Pawnee 0.2 miles. Gr., Dr., Bridge and Surfacing.	25,000.00
Pawnee	SH	18	0.5 miles in Pawnee. Gr., Dr., Bridge and Surfacing.	108,500.00
Rogers	SH	20	From Mo. Pac. Railroad in Claremore, East 5 blocks. Surfacing.	19,000.00
Tulsa	US	169	From Redfork, South 3.5 miles. Gr., Dr., Bridge and Surfacing. Additional Funds.	150,000.00
Tulsa	US	66	From Tulsa City Limits, East 7 miles and North 1 mile. Widen and Resurface.	600,000.00
Washington	SH	23A	From old US 75, East 1 mile to New US 75. Gr., Dr., and Surfacing.	125,000.00
Washington	SH	23A	Santa Fe crossing in Bartlesville. Gr., and Surfacing.	15,000.00
Washington	US	75	From Dewey, South 3.4 miles. Gr., Dr., and Surfacing. Additional Funds.	350,000.00
			Total New Construction Projects	$ 6,950,500.00
			Grand Total for District No. 1	$ 9,045,500.00
			DISTRICT NO. 2	
1951 Projects for which funds were not available for construction				
Cherokee-Muskogee	SH	80	Fort Gibson, North 5.5 miles. Gr., Dr., Bridge.	$ 200,000.00
Cherokee	SH	82	From 2.0 miles South of US 62, South 7.0 miles. Gr., Dr., and Surfacing.	300,000.00
Wagoner	SH	51	East of Coweta East 2.8 miles. Surfacing.	111,500.00
			Total Unconstructed 1951 Projects	$ 611,500.00

COUNTY	HWY. NO.		LOCATION	AMOUNT
			DISTRICT NO. 2 cont.	
New Construction Program				
Adair	New	Rd.	From Stilwell, West 16 miles to Lake. Gr., Dr., Bridge and Surface.	$ 700,000.00
Cherokee	SH	82	Standing Rock, South 13 miles to Sequoyah County line. Gr., Dr., and Surface.	600,000.00
Cherokee	SH	82	From end of pavement North to Tahlequah on SH 82, 3 miles. Gr., Dr., and Surface.	200,000.00
Haskell	SH	31	From LeFlore County line, West 12 miles. Gr., Dr., Bridge and Surface.	687,500.00
McIntosh	SH	52	From Hanna, North 4 miles to SH 9. Gr., Dr., Bridge and Surface.	145,000.00
McIntosh	US	266	Checotah, East 5 miles. Gr., Dr., Bridge and Surface.	545,000.00
Muskogee	US	69	From Muskogee South 1.75 miles. Gr., Dr., Bridge and Surfacing.	255,000.00
Muskogee	SH	64A	Extended 0.5 miles to US 69. Gr., Dr., Bridge and Surfacing.	65,000.00
Muskogee	SH	2	Between Briartown and Porum 4.6 miles. Gr., Dr., and Surfacing.	200,000.00
Muskogee	SH	80	From Fort Gibson, North 6 miles to Dam site. Gr., Dr., Bridge and Surface Additional Funds.	250,000.00
Okmulgee	SH	52	Morris, South 7.25 miles to intersection of US 266. Gr., Dr., Bridge and Surfacing.	400,000.00
Okmulgee	US	62	Henryetta, West 5.5 miles. Gr., Dr., Bridge and Surfacing.	680,000.00
Sequoyah	US	64	From Roland Road East 5 miles. Gr., Dr., and Bridges.	750,000.00
Wagoner	US	69	From Wagoner, South 8 miles to Okay. Repair job.	50,000.00
Wagoner	SH	51	Between Wagoner and Coweta. Bridge.	735,000.00
			Total New Construction Projects	$ 6,262,500.00
			Grand Total for District No. 2	$ 6,874,000.00

COUNTY	HWY. NO.		LOCATION	AMOUNT
			DISTRICT NO. 3	
1951 Projects for which funds were not available for construction				
Carter	SH	76	Ratliff City, North 4.0 miles. Gr., Dr., Bridge and Surface.	$ 475,000.00
Carter	US	70	From US 77, East. Paving.	48,000.00
LeFlore	Fed.	Land	Stapp to Big Cedar 3.0 miles. Gr., Dr., Bridge and Surface.	300,000.00
McCurtain	SH	57	Red River Bridge.	330,000.00
McCurtain	SH	57	Red River Northeast 3.0 miles. Gr., Dr., Bridge and Surface.	200,000.00
McCurtain	SH	7	From Broken Bow, West. 2.0 miles. Gr., Dr., and Surface.	50,000.00
McCurtain	SH	87	From 3.0 miles South of Idabel, South 3.0 miles. Gr., Dr., and Surface.	75,000.00
			Total unconstructed 1951 projects	$1,478,000.00
New Construction Program				
Atoka	SH	7	From Johnston County line, East 4 miles. Gr., Dr., Bridge and Surface.	$ 200,000.00
Atoka	US	69	From Junction SH 7, North 1.5 miles to US 75. Widen Pavement.	50,000.00
Bryan	SH	299	From Bonham Bridge, Northwest 14 miles. Gr., Dr., Bridge and Surface.	500,000.00
Carter	US	70	From Ardmore, West 4.4 miles. Gr., Dr., Bridge and Surfacing.	500,000.00
LeFlore	US	59	From Arkansas River, South 6.5 miles to SH 9. Gr., Dr., Bridge and Surface	450,000.00
LeFlore	US	270	From South of Hodgens, South. 3 miles. Gr., Dr., Bridge and Surface.	225,000.00
LeFlore	SH	31	From Bokoshe, East 6.5 miles. Gr., Dr., and Surfacing.	300,000.00
Love	US	77	From North of Marietta, North 5 miles. Gr., Dr., Bridge and Surfacing. (4-lane)	537,000.00
McCurtain	SH	7	From 2 miles West of Broken Bow, West. 5 miles. Gr., Dr., and Surfacing.	250,000.00

COUNTY	HWY. NO.		LOCATION	AMOUNT
			DISTRICT NO. 3 cont.	
New Construction Program cont.				
McCurtain	SH	87	From 6 miles South of Idabel, South 4 miles. Gr., Dr., Bridge and Surfacing.	$ 275,000.00
Marshall	SH	199	From Madill, Southwest 10 miles. Gr., Dr., Bridge and Surfacing.	400,000.00
Pittsburg	SH	9	From Haskell County, West 7.0 miles to old US 69. Surfacing.	250,000.00
Pittsburg	SH	31	From Haskell County line through Quinton 9 miles. Gr., Dr., Bridge and Surfacing.	355,000.00
Pittsburg	US	69	From McAlester, North 9 miles. Gr., Dr., Bridge and Surfacing.	1,245,000.00
Pushmataha	US	271	Snow, North 9.4 miles. Gr., Dr., Bridge and Surface.	565,000.00
Pushmataha	SH	2	0.5 miles in Clayton. Surface.	75,000.00
			Total New Construction Projects	$ 6,177,000.00
			Grand Total for District No. 3	$ 7,405,000.00
			DISTRICT NO. 4	
1951 Projects for which funds were not available for construction.				
Creek	SH	33	Drumright, East 1.0 mile. Gr., Dr., and Paving.	$ 150,000.00
Pontotoc	F/M		From SH 99, East 7.0 miles. Gr., Dr., and Gravel.	75,000.00
			Total unconstructed 1951 projects	$ 225,000.00
New Construction Program				
Coal	US	75	From Hughes County line, South 6.5 miles. Gr., Dr., Bridge and Surface.	$ 620,000.00
Creek	US	66	On Mission Street in Sapulpa 0.5 mile. Gr., Dr., and Surface.	100,000.00
Creek	US	66	From West of SH 67, West 8 miles. Gr., Dr., Bridge and Surface.	800,000.00
Hughes	SH	9	From Seminole County line, East 5 miles. Gr., Dr., Bridge and Surface.	311,000.00

COUNTY	HWY. NO.	LOCATION	AMOUNT
		DISTRICT NO. 4 cont.	
New Construction Program cont.			
Hughes	SH 68	From Holdenville, North 10.4 miles to SH 9. Gr., Dr., Bridge and Surface.	$ 750,000.00
Johnston	SH 7	From SH 99, West 5.5 miles. Gr., Dr., Bridge and Surface.	600,000.00
Lincoln-Okfuskee	US 62	From Prague, East 7.5 miles and a stub into Paden. Gr., Dr., Bridge and Surface.	905,000.00
Lincoln	US 66	From Chandler, East 4 miles. Gr., Dr., Bridge and Resurface.	600,000.00
Lincoln	New St. Hwy.	From SH 18, East 4 miles to Sparks. Gr., Dr., and Surface.	140,000.00
Pontotoc	SH 61	From SH 19, South to Vanoss 3 miles. Surface.	105,000.00
Pontotoc	SH 48	From Allen, South toward Coal County line 7 miles. Surfacing.	300,000.00
Pontotoc	F/M	From 1 mile east of Francis, west to SH 99 5 miles. Gr., Dr., Gravel Surface.	100,000.00
Pontotoc	F/M	From SH 13, South of Beebe, South to SH 19 4 miles. Gr., Dr., Gravel Surface.	100,000.00
Pottawatomie	SH 9A	From Maude, North 5.5 miles. Gr., Dr., Bridge and Surface.	300,000.00
Seminole	US 270	From East of Seminole Southeast 4 miles toward Wewoka. Gr., Dr., Bridge and Surface.	575,000.00
Seminole	SH 99B	Bowlegs, East 6 miles to Wewoka. Gr., Dr., and Surface.	300,000.00
		Total New Construction Projects	$ 6,606,000.00
		Grand Total for District No. 4	$ 6,831,000.00
		DISTRICT NO. 5	
1951 Projects for which funds were not available for construction			
McClain	SH 59	East of Byars. Repair Concrete Culvert.	$ 13,600.00
Oklahoma	US 66 US 77	Edmond, South 6.4 miles. Gr., Dr., and Surface.	730,000.00
Oklahoma	US 77 US 66	Bradbury corner, South to Witcher jct. Gr, Dr., Bridge Highway-Highway separation and paving.	1,302,500.00
		Total unconstructed 1951 projects	$ 2,046,100.00

COUNTY	HWY. NO.	LOCATION	AMOUNT
		DISTRICT NO. 5 cont.	
New Construction Program			
Cleveland	US 77	South of Noble, South to the Purcell Bridge and a spur to Lexington 10.0 miles. Widen and Resurface.	$ 447,000.00
Garvin	SH 76	Lindsay, South to Carter County 12.0 miles. Gr., Dr., and Bridge.	430,000.00
Garvin	SH 29	Wynnewood, East to SH 18 12.2 miles. Gr., Dr., and Bridge.	430,000.00
Logan	US 77	Oklahoma County, North to Guthrie 10.0 miles. Widen.	130,000.00
McClain-Cleveland	SH 9	South Canadian River Bridge. Sub-Structure and Approaches.	1,300,000.00
Murray	SH 7	In Sulphur. Gr., Dr., Paving 1.0 miles from SH 18, West.	150,000.00
Murray	SH 18	In Sulphur. Widen and resurface from SH 7, North 1/2 mile.	60,000.00
Murray	SH 18	South of Sulphur. 2 Bridges.	73,000.00
Murray	US 77	Wynnewood, South 10 miles. Widen and Resurface.	1,329,000.00
Payne	SH 51	East of Stillwater. Bridge.	50,000.00
Payne	SH 51	Stillwater, East 3.0 miles. Widen.	40,000.00
		Total new construction projects	$ 4,439,000.00
		Grand Total for District No. 5	$ 6,485,100.00
		DISTRICT NO. 6	
1951 Projects for which funds were not available for construction			
Caddo	SH 58	Apache, west 8.0 miles. Gr., Dr., and Bridges.	$ 470,000.00
Canadian	US 81	From North of North Canadian River, North 2.0 miles. Reconstruct.	270,000.00
Grady	US 81	Rush Springs to Stephens County 7.0 miles. Widen only.	84,000.00
Stephens	SH 7	Little Beaver and Hell Creeks, West of US 81 2.0 miles. Gr., Dr., Bridge and Surface.	450,000.00
		Total Unconstructed 1951 Projects	$ 1,274,000.00

COUNTY	HWY	NO	LOCATION	AMOUNT
			DISTRICT NO. 6 cont.	
New Construction Program				
Blaine	SH	8	Bucher, Northeast 8.0 miles. Surface.	$ 336,000.00
Blaine	SH	8	Okeene, South 7.5 miles. Gr., Dr., Bridge and Surface.	765,000.00
Caddo	SH	58	Apache, West 8.0 miles. Surface.	240,000.00
Caddo	SH	58	From South of Carnegie, South 8.0 miles. Gr., Dr., Bridge and Surface.	415,000.00
Canadian	US	81	South of Union City, South Canadian Bridge.	1,230,000.00
Cotton	US	70	Taylor School, West 7.0 miles. Surface.	290,000.00
Cotton	US	70	Taylor School, East 5.5 miles. Gr., Dr., and Bridge.	675,000.00
Grady	US	81	Rush Springs, North 10.0 miles. Widening only.	120,000.00
Jefferson	SH	32	Grady, Southeast 6.0 miles. Surface.	188,000.00
Jefferson	SH	89	From SH 32, North 5.0 miles. Surface.	73,000.00
Jefferson	US	70	From Waurika, East 8 miles. Gr., Dr., Bridge and Resurfacing.	350,000.00
Kingfisher	US	81	Kingfisher, North to Garfield County 22.0 miles. Widen Base.	264,000.00
Stephens	SH	29	East of Marlow, East 7.5 miles. Surface.	300,000.00
Stephens	US	81	Marlow to Duncan 8.3 miles. Resurface.	140,000.00
			Total New Construction Projects	$ 5,386,000.00
			Grand Total for District No. 6	$ 6,660,000.00
			DISTRICT NO. 7	
1951 Projects for which funds were not available for construction				
Ellis	US	283	From the South Canadian River, North 11.0 miles. Gr., Dr., and Surface.	$ 352,000.00
Jackson	SH	5	From US 283, East 7.5 miles. Gr., and Dr.	96,000.00
Jackson	SH	5	From US 283, East 7.5 miles. Surface.	175,000.00
			Total Unconstructed 1951 Projects	$ 623,000.00

COUNTY	HWY. NO.	LOCATION	AMOUNT
		DISTRICT NO. 7 cont.	
New Construction Program			
Beckham	US 66	North 4th Street in Sayre. Widen and Resurface 1.05 miles.	$ 225,000.00
Beckham	SH 30	From US 66, South 7.0 miles. Gr., Dr., Bridge and Surface.	385,000.00
Custer	SH 33	From end of present paving. West 9.0 miles to Washita River. Gr., Dr., Bridge. and Surface.	650,000.00
Dewey	SH 34	Camargo Bridge and 2.6 miles. Gr., Dr., and Surface.	1,700,000.00
Jackson	SH 90	From the West end of Main Street in Eldorado, North and West 5.0 miles. Gr., Dr., and Surface.	282,000.00
Jackson	SH 5	On Jackson-Tillman County line. Bridge.	500,000.00
Kiowa	SH 54	Cooperton, North to Washita County 18.0 miles. Surface.	630,000.00
Roger Mills	SH 33	In Hammon from SH 34, west 1,950 feet. Surface.	40,000.00
Tillman	SH 5	From Jackson County, East to end of paving 5.0 miles. Gr., Dr., Bridge and Surface.	265,000.00
Tillman	US 70	From US 183, East 10.75 miles to present paving. Gr., Dr., Bridge and Surface.	670,000.00
Washita	SH 54	From Kiowa County, North to SH 41 12.5 miles. Surfacing.	437,000.00
		Total New Construction Projects	$ 5,784,000.00
		Grand Total for District No. 7	$ 6,407,000.00
		DISTRICT NO. 8	
1951 Projects for which funds were not available for construction			
Cimarron	US 64	From 11.0 miles, Southwest of Boise City, Southwest 12.5 miles to New Mexico line. Gr., Dr., Bridge and Surface (except present project.)	$ 884,500.00
Harper	SH 34	From 8.0 miles, North of Woodward County, North to US 64 10.75 miles. Gr., Dr., Bridge and Traf. Bnd. Surf. Crse.	532,500.00
Major	SH 15	Orienta, West 10.5 miles. Gr., Dr., Bridges.	185,000.00
		Total Unconstructed 1951 Projects	$ 1,602,000.00

COUNTY	HWY. NO.	LOCATION	AMOUNT
		DISTRICT NO. 8 cont.	
New Construction Program			
Alfalfa	SH 8	East of Carmen to US 64, 7.0 miles. Surface.	$ 210,000.00
Alfalfa	SH 58	Helena to US 64, 9.5 miles. Gr., Dr., and Surfacing.	451,000.00
Alfalfa	SH 45	From Woods County, East 4.0 miles. Gr., Dr., Bridge and Surface.	267,300.00
Grant	SH 11	Kay County, West 8.0 miles. Gr., Dr., Bridge and Surfacing.	535,000.00
Grant	New Rt.	SH 11, North to Wakita 5.0 miles. Gr., Dr., Bridge and Surface.	220,000.00
Harper	US 283	Cimarron River Bridge.	445,300.00
Kay	US 77	Newkirk, South 5.0 miles. Gr., Dr., Bridge Resurfacing and reconstruction.	590,000.00
Major	SH 15	Orienta, West 10.5 miles. Surface.	332,000.00
Noble	US 77	Perry, North 5.0 miles. Gr., Dr., Bridge and Surface.	583,000.00
Texas	SH 95	From 12.0 miles North of Texhoma, North to US 64 8.5 miles. Gr., Dr., Bridge and Surface.	441,500.00
Texas	New Rt.	From US 64, North 6 miles toward Elkhart, Kansas. Gr., Dr., and Surface.	270,000.00
Woods	SH 14	From US 64, South 8.0 miles. Surface.	250,000.00
Woods	US 64 US 281	In Alva 1.5 miles. Gr., Dr., Bridge and Surface Widening.	150,000.00
Woods	SH 45	From Alfalfa County, West 8.0 miles. Gr., Dr., Bridge and Surface.	403,000.00
Woodward	SH 50	Mooreland, North 8.0 miles. Gr., Dr., and Surface.	390,000.00
		Total New Construction Projects	$ 5,538,100.00
		Grand Total for District No. 8	$ 7,140,100.00

S U M M A R Y

PRIMARY, SECONDARY AND URBAN

District Number	Primary & Secondary: 1951 Projects for which funds were not available for construction.	Primary & Secondary: New Construction Program.	Total
1	$ 2,095,000.00	$ 6,950,500.00	$ 9,045,500.00
2	611,500.00	6,262,500.00	6,874,000.00
3	1,478,000.00	6,177,000.00	7,655,000.00
4	225,000.00	6,606,000.00	6,831,000.00
5	2,046,100.00	4,439,000.00	6,485,100.00
6	1,274,000.00	5,386,000.00	6,660,000.00
7	623,000.00	5,784,000.00	6,407,000.00
8	1,602,000.00	5,538,100.00	7,140,100.00
Sub-Total	$ 9,954,600.00	$ 47,143,100.00	$ 57,097,700.00
	Urban: 1951 Projects for which funds were not available for construction	Urban: New Construction Program	
Sub-Total	$ 6,453,000.00	$ 4,348,000.00	$ 10,801,000.00
	Primary, Secondary And Urban: 1951 Projects for which funds were not available for construction	Primary, Secondary And Urban: New Construction Program	
Total	$ 16,407,600.00	$ 51,491,100.00	$ 67,898,700.00

STATE OF OKLAHOMA

DEPARTMENT OF HIGHWAYS

STATE-WIDE SUMMARY OF CONSTRUCTION ACTIVITIES

STATE PROJECTS

Projects Under Construction January 1, 1951	$ 34,713,169.65
Projects Initiated during Biennium	60,610,975.78
Projects Completed during Biennium	61,949,515.98
Projects Under Construction January 1, 1953	$ 33,374,629.45

COUNTY PROJECTS

Projects Under Construction January 1, 1951	$ 1,669,954.47
Projects Initiated during Biennium	891,232.49
Projects Completed during Biennium	2,039,849.83
Projects Under Construction January 1, 1953	$ 521,337.13
Total All Projects Under Construction January 1, 1953	$ 33,895,966.58

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing the Total Amount of all State and County Projects Completed from Jan. 1, 1951 thru Dec. 31, 1952
Broken down by Years
(Based on Contract Amount & Appropriation Amount)

	County	Total 1951	Total 1952	Grand Total
1.	Adair	$ 210,272.08	$ 13,451.65	$ 223,723.7
2.	Alfalfa	301,879.20	385,110.03	686,989.2
3.	Atoka	622,863.37	564,394.99	1,187,258.3
4.	Beaver	467,769.70	382,544.48	850,314.1
5.	Beckham	774,189.97	441,137.64	1,215,327.6
6.	Blaine	738,981.27	198,488.87	937,470.1
7.	Bryan	406,102.32	642,353.09	1,048,455.4
8.	Caddo	522,536.29	326,750.63	849,286.9
9.	Canadian	1,178,997.10	287,074.13	1,466,071.2
10.	Carter	608,433.83	467,883.81	1,076,317.6
11.	Cherokee	544,299.52	439,857.62	984,157.1
12.	Choctaw	-	34,000.00	34,000.0
13.	Cimarron	293,873.20	801,296.60	1,095,169.8
14.	Cleveland	1,144,218.33	1,634,655.74	2,778,874.0
15.	Coal	123,500.00	-	123,500.0
16.	Comanche	12,600.00	153,565.00	166,165.0
17.	Cotton	532,962.98	68,300.00	601,262.9
18.	Craig	45,016.92	232,733.03	277,749.9
19.	Creek	1,438,876.54	654,750.69	2,093,627.2
20.	Custer	906,951.53	329,725.03	1,236,676.5
21.	Delaware	83,237.26	609,273.82	692,511.0
22.	Dewey	34,890.40	293,696.88	328,587.2
23.	Ellis	492,595.25	578,368.90	1,070,964.1
24.	Garfield	325,257.32	582,066.28	907,323.6
25.	Garvin	710,177.26	219,983.06	930,160.3
26.	Grady	583,501.35	234,044.91	817,546.2
27.	Grant	344,953.84	525,502.28	870,456.1
28.	Greer	-	44,015.80	44,015.8
29.	Harmon	-	105,463.91	105,463.9
30.	Harper	149,739.83	178,102.68	327,842.5
31.	Haskell	168,695.99	322,159.81	490,855.8
32.	Hughes	384,444.13	487,198.58	871,642.7
33.	Jackson	179,000.00	384,498.21	563,498.2
34.	Jefferson	516,449.17	68,000.00	584,449.1
35.	Johnston	98,500.00	822,146.56	920,646.5

	County	Total 1951	Total 1952	Grand Total
36.	Kay	$ 846,871.35	$ 860,389.23	$ 1,707,260.58
37.	Kingfisher	62,851.37	432,609.42	495,460.79
38.	Kiowa	169,752.09	-	169,752.09
39.	Latimer	767,921.90	10,000.00	777,921.90
40.	LeFlore	657,350.45	369,316.08	1,026,666.53
41.	Lincoln	1,088,215.54	353,580.19	1,441,795.73
42.	Logan	598,661.42	47,971.00	646,632.42
43.	Love	113,754.45	230,922.08	344,676.53
44.	McClain	287,004.40	225,500.00	512,504.40
45.	McCurtain	406,222.52	311,179.93	717,402.45
46.	McIntosh	777,850.25	706,599.06	1,484,449.31
47.	Major	76,355.88	318,719.34	395,075.22
48.	Marshall	22,000.00	110,538.08	132,538.08
49.	Mayes	577,683.59	340,020.71	917,704.30
50.	Murray	471,711.16	114,604.04	586,315.20
51.	Muskogee	475,342.82	1,129,509.73	1,604,852.55
52.	Noble	626,218.19	279,941.40	906,159.59
53.	Nowata	607,265.13	98,000.00	705,265.13
54.	Okfuskee	754,641.17	452,556.10	1,207,197.27
55.	Oklahoma	588,644.22	2,330,098.95	2,918,743.17
56.	Okmulgee	585,088.39	34,458.21	619,546.60
57.	Osage	1,139,506.04	640,456.12	1,779,962.16
58.	Ottawa	508,122.21	1,742,041.56	2,250,163.77
59.	Pawnee	447,071.53	68,500.00	515,571.53
60.	Payne	624,745.11	159,817.82	784,562.93
61.	Pittsburg	298,443.71	583,622.14	882,065.85
62.	Pontotoc	340,651.76	32,300.00	372,951.76
63.	Pottawatomie	496,658.60	268,467.12	765,125.72
64.	Pushmataha	-	398,743.97	398,743.97
65.	Roger Mills	3,000.00	33,000.00	36,000.00
66.	Rogers	54,500.00	145,244.00	199,744.00
67.	Seminole	439,117.84	306,851.42	745,969.26
68.	Sequoyah	297,313.90	476,647.15	773,961.05
69.	Stephens	419,826.40	507,007.80	926,834.20
70.	Texas	281,128.31	125,305.44	406,433.75
71.	Tillman	387,871.02	345,068.10	732,939.12
72.	Tulsa	990,503.76	1,810,718.27	2,801,222.03
73.	Wagoner	396,182.28	354,806.41	750,988.69
74.	Washington	177,376.35	-	177,376.35
75.	Washita	189,339.27	383,511.12	572,850.39
76.	Woods	38,900.00	58,746.38	97,646.38
77.	Woodward	53,900.00	188,072.40	241,972.40
	TOTALS	$33,091,330.33	$30,898,035.48	$63,989,365.81

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing the Total Amount
of all State Projects Completed
from Jan. 1, 1951 thru Dec. 31, 1952
Broken down by Years
(Based on Contract Amount & Appropriation Amount)

	County	Total 1951	Total 1952	Grand Total
1.	Adair	$ 168,496.55	$ 13,451.65	$ 181,948.2
2.	Alfalfa	244,663.34	385,110.03	629,773.3
3.	Atoka	622,863.37	564,394.99	1,187,258.3
4.	Beaver	467,769.70	382,544.48	850,314.1
5.	Beckham	774,189.97	441,137.64	1,215,327.6
6.	Blaine	715,196.06	198,488.87	913,684.9
7.	Bryan	364,079.33	642,353.09	1,006,432.4
8.	Caddo	522,536.29	326,750.63	849,286.9
9.	Canadian	1,178,997.10	214,755.97	1,393,753.0
10.	Carter	559,063.71	467,883.81	1,026,947.5
11.	Cherokee	473,101.78	439,857.62	912,959.4
12.	Choctaw	-	34,000.00	34,000.0
13.	Cimarron	293,873.20	756,016.02	1,049,889.2
14.	Cleveland	1,047,623.57	1,634,655.74	2,682,279.3
15.	Coal	123,500.00	-	123,500.0
16.	Comanche	12,600.00	153,565.00	166,165.0
17.	Cotton	532,962.98	68,300.00	601,262.9
18.	Craig	45,016.92	232,733.03	277,749.9
19.	Creek	1,334,455.10	654,750.69	1,989,205.7
20.	Custer	906,951.53	274,048.97	1,181,000.5
21.	Delaware	19,000.00	609,273.82	628,273.8
22.	Dewey	34,890.40	293,696.88	328,587.2
23.	Ellis	396,988.46	578,368.90	975,357.3
24.	Garfield	325,257.32	582,066.28	907,323.6
25.	Garvin	682,959.73	219,983.06	902,942.7
26.	Grady	583,501.35	234,044.91	817,546.2
27.	Grant	344,953.84	525,502.28	870,456.1
28.	Greer	-	44,015.80	44,015.8
29.	Harmon	-	105,463.91	105,463.9
30.	Harper	71,800.00	178,102.68	249,902.6
31.	Haskell	139,609.82	322,159.81	461,769.6
32.	Hughes	267,952.82	487,198.58	755,151.4
33.	Jackson	179,000.00	384,498.21	563,498.2
34.	Jefferson	516,449.17	68,000.00	584,449.1
35.	Johnston	98,500.00	822,146.56	920,646.5

	County	Total 1951	Total 1952	Grand Total
36.	Kay	$ 846,871.35	$ 860,389.23	$ 1,707,260.58
37.	Kingfisher	5,500.00	432,609.42	438,109.42
38.	Kiowa	169,752.09	-	169,752.09
39.	Latimer	767,921.90	10,000.00	777,921.90
40.	LeFlore	515,119.34	330,141.58	845,260.92
41.	Lincoln	1,088,215.54	353,580.19	1,441,795.73
42.	Logan	598,661.42	47,971.00	646,632.42
43.	Love	113,754.45	230,922.08	344,676.53
44.	McClain	229,898.00	225,500.00	455,398.00
45.	McCurtain	278,721.42	262,887.38	541,608.80
46.	McIntosh	777,850.25	706,599.06	1,484,449.31
47.	Major	76,355.88	318,719.34	395,075.22
48.	Marshall	22,000.00	110,538.08	132,538.08
49.	Mayes	577,683.59	340,020.71	917,704.30
50.	Murray	440,605.51	114,604.04	555,209.55
51.	Muskogee	475,342.82	1,129,509.73	1,604,852.55
52.	Noble	626,218.19	279,941.40	906,159.59
53.	Nowata	515,219.28	98,000.00	613,219.28
54.	Okfuskee	754,641.17	452,556.10	1,207,197.27
55.	Oklahoma	588,644.22	2,330,098.95	2,918,743.17
56.	Okmulgee	585,088.39	34,458.21	619,546.60
57.	Osage	1,100,645.99	640,456.12	1,741,102.11
58.	Ottawa	465,914.70	1,742,041.56	2,207,956.26
59.	Pawnee	447,071.53	68,500.00	515,571.53
60.	Payne	576,695.76	159,817.82	736,513.58
61.	Pittsburg	256,425.46	583,622.14	840,047.60
62.	Pontotoc	340,651.76	32,300.00	372,951.76
63.	Pottawatomie	496,658.60	268,467.12	765,125.72
64.	Pushmataha	-	398,743.97	398,743.97
65.	Roger Mills	3,000.00	33,000.00	36,000.00
66.	Rogers	54,500.00	145,244.00	199,744.00
67.	Seminole	380,632.40	306,851.42	687,483.82
68.	Sequoyah	297,313.90	476,647.15	773,961.05
69.	Stephens	419,826.40	507,007.80	926,834.20
70.	Texas	281,128.31	125,305.44	406,433.75
71.	Tillman	387,871.02	345,068.10	732,939.12
72.	Tulsa	990,503.76	1,810,718.27	2,801,222.03
73.	Wagoner	287,897.24	354,806.41	642,703.65
74.	Washington	140,478.03	-	140,478.03
75.	Washita	189,339.27	383,511.12	572,850.39
76.	Woods	38,900.00	58,746.38	97,646.38
77.	Woodward	53,900.00	188,072.40	241,972.40
	TOTALS	$31,312,222.35	$30,637,293.63	$61,949,515.98

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing the Total Amount
of all County Projects Completed
from Jan. 1, 1951 thru Dec. 31, 1952
Broken down by Years
(Based on Contract Amount & Appropriation Amount)

	County	Total 1951	Total 1952	Grand Total
1.	Adair	$ 41,775.53	$ -	$ 41,775.53
2.	Alfalfa	57,215.86	-	57,215.86
3.	Atoka	-	-	-
4.	Beaver	-	-	-
5.	Beckham	-	-	-
6.	Blaine	23,785.21	-	23,785.21
7.	Bryan	42,022.99	-	42,022.99
8.	Caddo	-	-	-
9.	Canadian	-	72,318.16	72,318.16
10.	Carter	49,370.12	-	49,370.12
11.	Cherokee	71,197.74	-	71,197.74
12.	Choctaw	-	-	-
13.	Cimarron	-	45,280.58	45,280.58
14.	Cleveland	96,594.76	-	96,594.76
15.	Coal	-	-	-
16.	Comanche	-	-	-
17.	Cotton	-	-	-
18.	Craig	-	-	-
19.	Creek	104,421.44	-	104,421.44
20.	Custer	-	55,676.06	55,676.06
21.	Delaware	64,237.26	-	64,237.26
22.	Dewey	-	-	-
23.	Ellis	95,606.79	-	95,606.79
24.	Garfield	-	-	-
25.	Garvin	27,217.53	-	27,217.53
26.	Grady	-	-	-
27.	Grant	-	-	-
28.	Greer	-	-	-
29.	Harmon	-	-	-
30.	Harper	77,939.83	-	77,939.83
31.	Haskell	29,086.17	-	29,086.17
32.	Hughes	116,491.31	-	116,491.31
33.	Jackson	-	-	-
34.	Jefferson	-	-	-
35.	Johnston	-	-	-

	County	Total 1951	Total 1952	Grand Total
36.	Kay	$ -	$ -	$ -
37.	Kingfisher	57,351.37	-	57,351.37
38.	Kiowa	-	-	-
39.	Latimer	-	-	-
40.	LeFlore	142,231.11	39,174.50	181,405.61
41.	Lincoln	-	-	-
42.	Logan	-	-	-
43.	Love	-	-	-
44.	McClain	57,106.40	-	57,106.40
45.	McCurtain	127,501.10	48,292.55	175,793.65
46.	McIntosh	-	-	-
47.	Major	-	-	-
48.	Marshall	-	-	-
49.	Mayes	-	-	-
50.	Murray	31,105.65	-	31,105.65
51.	Muskogee	-	-	-
52.	Noble	-	-	-
53.	Nowata	92,045.85	-	92,045.85
54.	Okfuskee	-	-	-
55.	Oklahoma	-	-	-
56.	Okmulgee	-	-	-
57.	Osage	38,860.05	-	38,860.05
58.	Ottawa	42,207.51	-	42,207.51
59.	Pawnee	-	-	-
60.	Payne	48,049.35	-	48,049.35
61.	Pittsburg	42,018.25	-	42,018.25
62.	Pontotoc	-	-	-
63.	Pottawatomie	-	-	-
64.	Pushmataha	-	-	-
65.	Roger Mills	-	-	-
66.	Rogers	-	-	-
67.	Seminole	58,485.44	-	58,485.44
68.	Sequoyah	-	-	-
69.	Stephens	-	-	-
70.	Texas	-	-	-
71.	Tillman	-	-	-
72.	Tulsa	-	-	-
73.	Wagoner	108,285.04	-	108,285.04
74.	Washington	36,898.32	-	36,898.32
75.	Washita	-	-	-
76.	Woods	-	-	-
77.	Woodward	-	-	-
	TOTALS	$1,779,107.98	$ 260,741.85	$2,039,849.83

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

Summary by County showing State Projects and
County Projects Under Construction as of December 31, 1952
(Based on Contract Amount & Appropriation Amount)

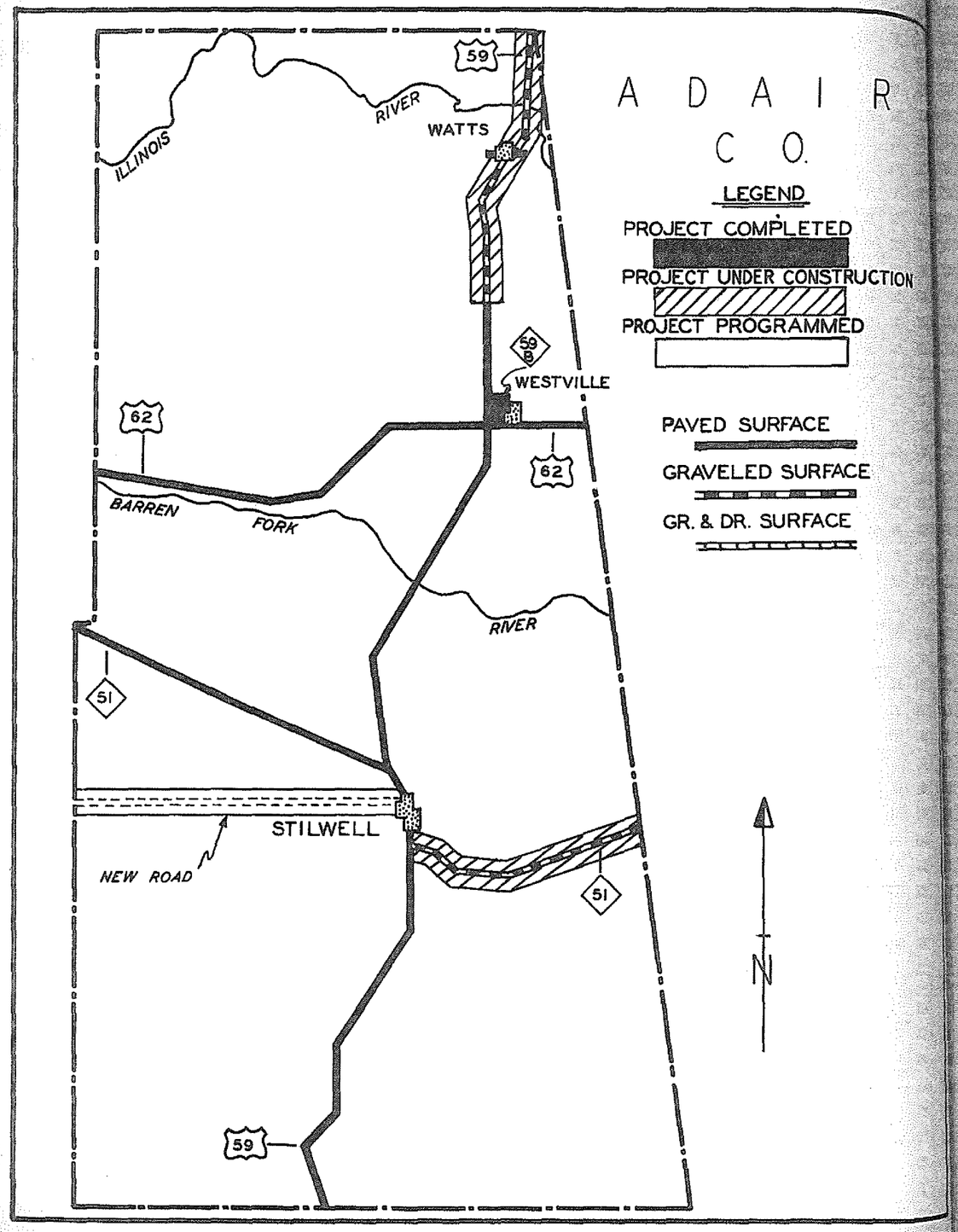
	County	State Projects	County Projects	Total
1.	Adair	$ 879,424.57	$ -	$ 879,424.57
2.	Alfalfa	410,965.12	-	410,965.12
3.	Atoka	2,800.00	-	2,800.00
4.	Beaver	31,500.00	-	31,500.00
5.	Beckham	823,614.46	-	823,614.46
6.	Blaine	301,630.69	-	301,630.69
7.	Bryan	344,698.70	-	344,698.70
8.	Caddo	1,274.00	23,220.89	24,494.89
9.	Canadian	229,961.24	7,132.50	237,093.74
10.	Carter	1,046,143.82	118,143.72	1,164,287.54
11.	Cherokee	697,108.72	-	697,108.72
12.	Choctaw	202,737.60	-	202,737.60
13.	Cimarron	359,458.61	-	359,458.61
14.	Cleveland	421,996.22	-	421,996.22
15.	Coal	825,722.16	-	825,722.16
16.	Comanche	936,275.31	-	936,275.31
17.	Cotton	420,695.58	-	420,695.58
18.	Craig	190,765.36	-	190,765.36
19.	Creek	138,365.98	-	138,365.98
20.	Custer	1,079,615.26	-	1,079,615.26
21.	Delaware	558,919.91	-	558,919.91
22.	Dewey	199,908.80	-	199,908.80
23.	Ellis	-	-	-
24.	Garfield	400.00	-	400.00
25.	Garvin	2,562,358.94	-	2,562,358.94
26.	Grady	858,816.67	-	858,816.67
27.	Grant	-	-	-
28.	Greer	251,538.80	-	251,538.80
29.	Harmon	346,673.68	-	346,673.68
30.	Harper	241,296.79	-	241,296.79
31.	Haskell	1,031,174.25	-	1,031,174.25
32.	Hughes	486,588.51	-	486,588.51
33.	Jackson	260,527.24	-	260,527.24
34.	Jefferson	102,928.83	-	102,928.83
35.	Johnston	82,415.00	96,192.10	178,607.10

	County	State Projects	County Projects	Total
36.	Kay	$ 553,508.93	$ 27,856.24	$ 581,365.17
37.	Kingfisher	464,433.05	-	464,433.05
38.	Kiowa	45,818.00	-	45,818.00
39.	Latimer	1,573,038.44	72,041.08	1,645,079.52
40.	LeFlore	38,395.00	-	38,395.00
41.	Lincoln	1,082,573.07	-	1,082,573.07
42.	Logan	311,508.54	-	311,508.54
43.	Love	1,000.00	-	1,000.00
44.	McClain	489,432.00	17,982.25	507,415.05
45.	McCurtain	-	-	-
46.	McIntosh	583,590.60	-	583,590.60
47.	Major	164,617.70	-	164,617.70
48.	Marshall	-	-	-
49.	Mayes	119,250.00	-	119,250.00
50.	Murray	170,857.23	-	170,857.23
51.	Muskogee	9,300.00	-	9,300.00
52.	Nobel	-	-	-
53.	Nowata	97,600.00	30,830.62	128,430.62
54.	Okfuskee	1,626,880.14	97,480.47	1,724,360.61
55.	Oklahoma	888,990.62	-	888,990.62
56.	Okmulgee	511,957.71	30,457.26	542,414.97
57.	Osage	232,630.43	-	232,630.43
58.	Ottawa	430,314.17	-	430,314.17
59.	Pawnee	546,240.61	-	546,240.61
60.	Payne	284,317.61	-	284,317.61
61.	Pittsburg	230,031.06	-	230,031.06
62.	Pontotoc	245,071.41	-	245,071.41
63.	Pottawatomie	288,784.36	-	288,784.36
64.	Pushmataha	627,745.41	-	627,745.41
65.	Roger Mills	-	-	-
66.	Rogers	862,286.85	-	862,286.85
67.	Seminole	886,628.75	-	886,628.75
68.	Sequoyah	179,470.44	-	179,470.44
69.	Stephens	825,815.13	-	825,815.13
70.	Texas	499,671.24	-	499,671.24
71.	Tillman	1,035,177.69	-	1,035,177.69
72.	Tulsa	95,136.86	-	95,136.86
73.	Wagoner	124,486.49	-	124,486.49
74.	Washington	531,955.30	-	531,955.30
75.	Washita	387,812.99	-	387,812.99
76.	Woods	-	-	-
77.	Woodward			
	TOTALS	$33,374,629.45	$ 521,337.13	$33,895,966.58

STATE OF OKLAHOMA
DEPARTMENT OF HIGHWAYS

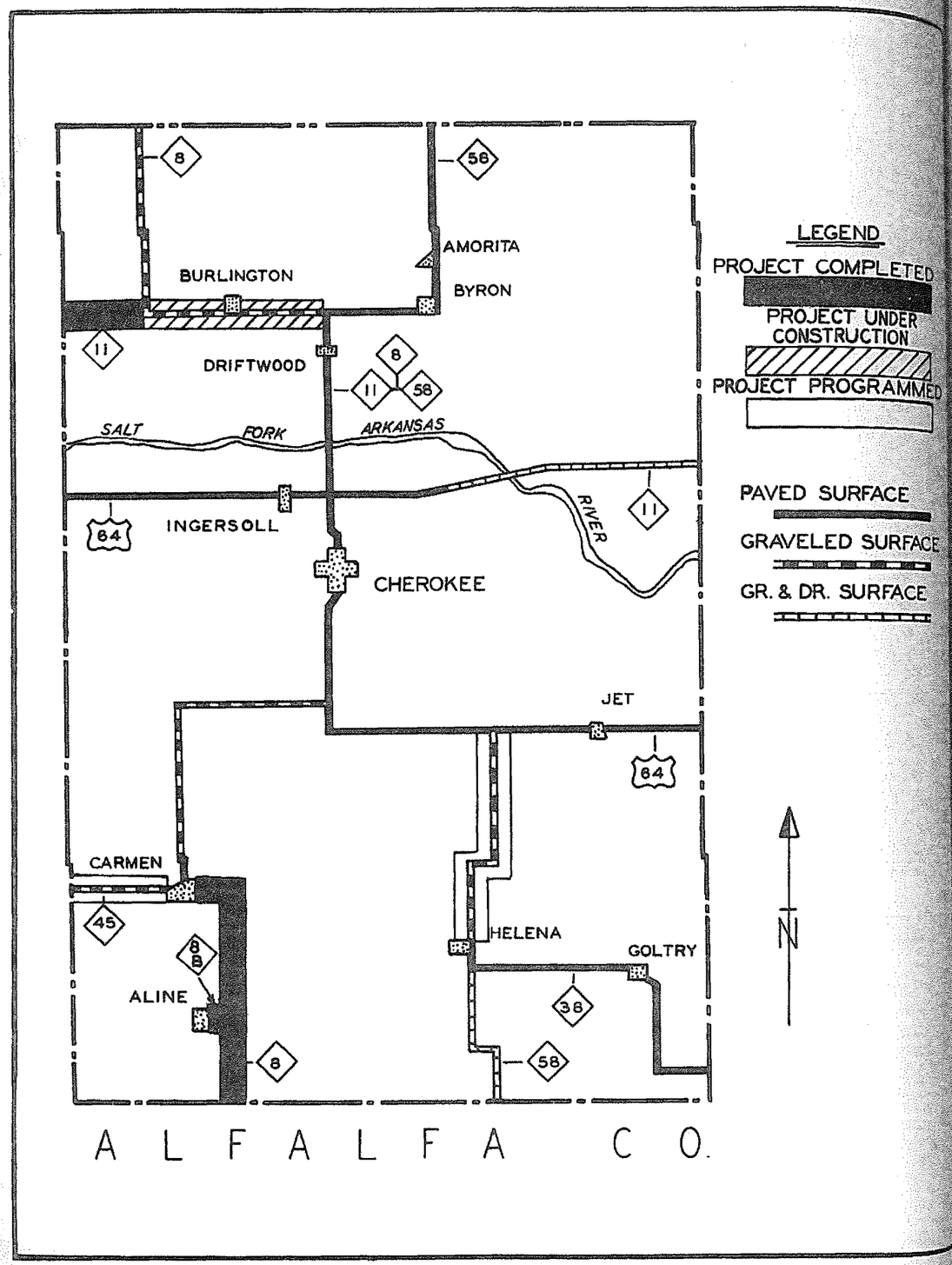
Summary by County showing the Total Amount
of all Projects Programmed as of Dec. 31, 1952
Broken down into State and County Projects
(Based on Programmed Amount)

	County	State Projects	County Projects	Total
1.	Adair	$ 700,000.00	$ -	$ 700,000.00
2.	Alfalfa	718,300.00	-	718,300.00
3.	Atoka	250,000.00	-	250,000.00
4.	Beaver	-	-	-
5.	Beckham	610,000.00	33,600.00	643,600.00
6.	Blaine	1,101,000.00	-	1,101,000.00
7.	Bryan	500,000.00	-	500,000.00
8.	Caddo	1,165,000.00	43,450.00	1,208,450.00
9.	Canadian	1,230,000.00	-	1,230,000.00
10.	Carter	1,939,000.00	-	1,939,000.00
11.	Cherokee	1,550,000.00	-	1,550,000.00
12.	Choctaw	-	-	-
13.	Cimarron	884,500.00	-	884,500.00
14.	Cleveland	1,747,000.00	-	1,747,000.00
15.	Coal	621,980.00	-	621,980.00
16.	Comanche	666,300.00	23,630.00	689,930.00
17.	Cotton	965,000.00	-	965,000.00
18.	Craig	-	30,000.00	30,000.00
19.	Creek	1,050,000.00	110,000.00	1,160,000.00
20.	Custer	650,000.00	48,700.00	698,700.00
21.	Delaware	1,560,000.00	-	1,560,000.00
22.	Dewey	1,700,000.00	-	1,700,000.00
23.	Ellis	352,000.00	47,900.00	399,900.00
24.	Garfield	-	-	-
25.	Garvin	860,000.00	-	860,000.00
26.	Grady	204,000.00	-	204,000.00
27.	Grant	755,000.00	31,900.00	786,900.00
28.	Greer	-	-	-
29.	Harmon	-	-	-
30.	Harper	977,800.00	-	977,800.00
31.	Haskell	687,500.00	-	687,500.00
32.	Hughes	1,061,000.00	-	1,061,000.00
33.	Jackson	1,053,000.00	63,700.00	1,116,700.00
34.	Jefferson	611,000.00	-	611,000.00
35.	Johnston	600,000.00	-	600,000.00
36.	Kay	$ 590,000.00	$ -	$ 590,000.00
37.	Kingfisher	264,000.00	-	264,000.00
38.	Kiowa	630,000.00	20,000.00	650,000.00
39.	Latimer	425,000.00	-	425,000.00
40.	LeFlore	1,178,300.00	300,000.00	1,478,300.00
41.	Lincoln	1,684,000.00	-	1,684,000.00
42.	Logan	130,000.00	31,725.00	161,725.00
43.	Love	537,000.00	-	537,000.00
44.	McClain	13,600.00	-	13,600.00
45.	McCurtain	1,180,000.00	-	1,180,000.00
46.	McIntosh	690,000.00	-	690,000.00
47.	Major	950,000.00	-	950,000.00
48.	Marshall	400,000.00	-	400,000.00
49.	Mayes	1,025,000.00	-	1,025,000.00
50.	Murray	1,612,000.00	-	1,612,000.00
51.	Muskogee	1,794,000.00	-	1,794,000.00
52.	Noble	1,383,000.00	-	1,383,000.00
53.	Nowata	1,062,500.00	-	1,062,500.00
54.	Okfuskee	-	-	-
55.	Oklahoma	4,012,000.00	39,000.00	4,051,000.00
56.	Okmulgee	1,455,000.00	-	1,455,000.00
57.	Osage	1,756,000.00	-	1,756,000.00
58.	Ottawa	1,128,000.00	-	1,128,000.00
59.	Pawnee	198,500.00	-	198,500.00
60.	Payne	90,000.00	-	90,000.00
61.	Pittsburg	2,230,300.00	-	2,230,300.00
62.	Pontotoc	680,000.00	-	680,000.00
63.	Pottawatomie	491,500.00	31,247.00	522,747.00
64.	Pushmataha	640,000.00	-	640,000.00
65.	Roger Mills	40,000.00	-	40,000.00
66.	Rogers	1,368,000.00	-	1,368,000.00
67.	Seminole	1,444,000.00	27,600.00	1,471,600.00
68.	Sequoyah	875,000.00	-	875,000.00
69.	Stephens	1,731,200.00	-	1,731,200.00
70.	Texas	270,000.00	-	270,000.00
71.	Tillman	942,000.00	-	942,000.00
72.	Tulsa	1,797,250.00	-	1,797,250.00
73.	Wagoner	890,000.00	-	890,000.00
74.	Washington	1,380,500.00	-	1,380,500.00
75.	Washita	437,000.00	-	437,000.00
76.	Woods	803,000.00	-	803,000.00
77.	Woodward	390,000.00	-	390,000.00
	TOTALS	$67,367,030.00	$ 882,452.00	$68,249,482.00



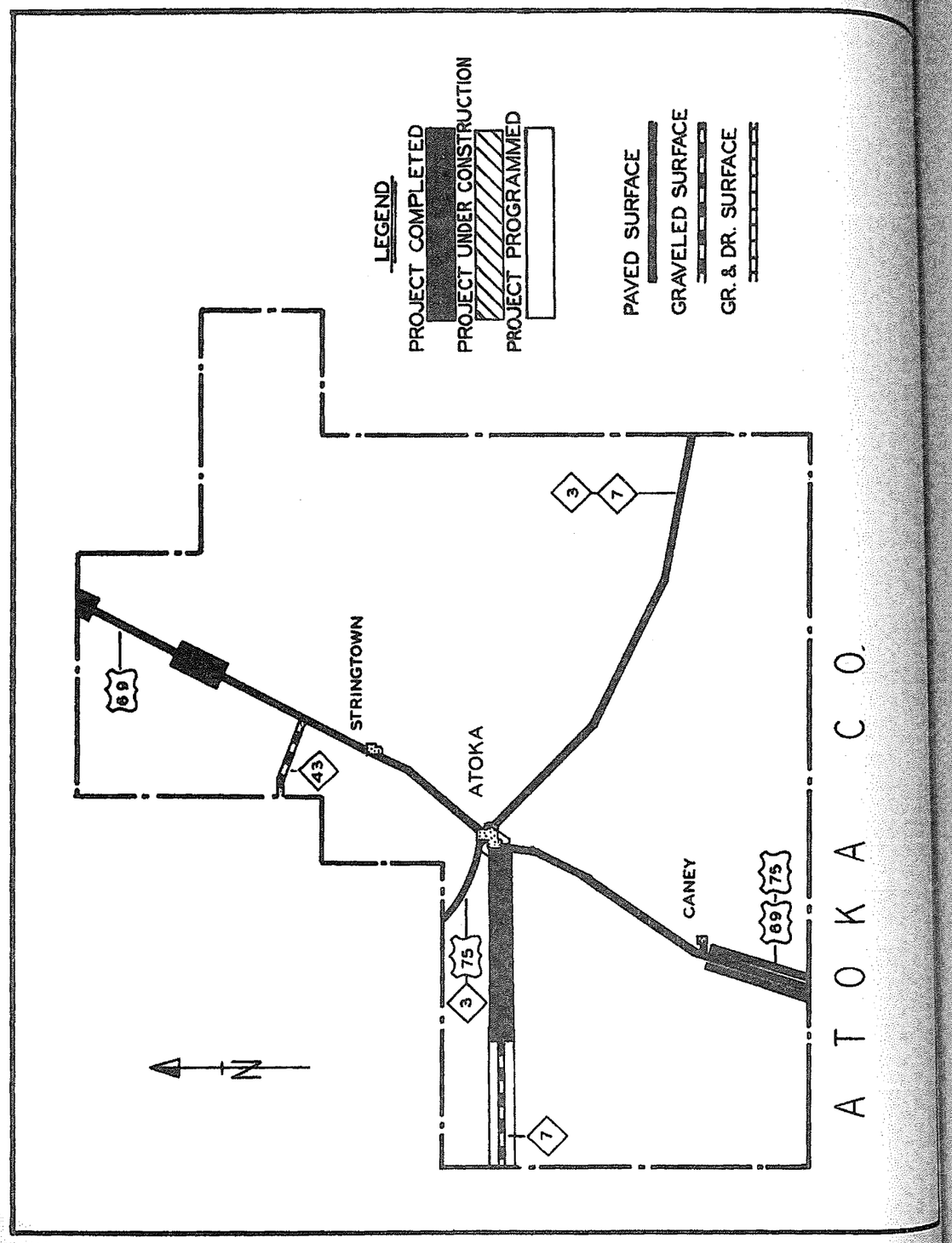
Hwy.	No.	Mileage	Location & Description	Amount
			ADAIR COUNTY	
Projects Completed				
US	59	19.000	From Jct. US 62, South to 5.0 Miles South of Stilwell. Place Lev. Crse. as needed, make Subgrade Repairs. Spot Seal, Shouldering and Reshaping. (M-1937)	$ 78,000.00
SH	51	14.300	From US 62, South and East to US 59 Armor Coat. (M-2069)	24,500.00
US	62	16.800	Across Adair County. Asph. Soil Stab. and Armor Coat. (M-2077)	30,000.00
SH	59B	0.922	From US 59, to Westville. Gr., Dr., Stab. Aggr. Base, Dbl. Bit. Surf. Crse. and P.C. Conc. Pav. (SAP-1056(1))	35,996.55
FAS	RD	0.372	Carney Cr., 7.0 Miles West and 1.0 Mile North of Stilwell. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge. (S-653(1))	41,775.53
US	59		In Watts. Remove Water Tower. (SAP-425(7) Water Tower)	6,350.00
			Ark. Line Purchase and Erect "Welcome To Okla.." Markers. (Part in Sequoyah Co.) (C-1445(1))	666.65
			On US 59 and US 62. Clean and Paint 4 Bridges. (MC-322(1))	6,435.00
			Total Projects Completed	$ 223,723.73
Projects Under Construction				
SH	51	7.693	From US 59 East to Arkansas State Line. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-705(1)(SH))	$ 211,937.26
US	59	0.064	From Approx. 0.7 miles South of Adair-Delaware County Line, South, within limits of SAP-425(7)Pt. 1, Gr. 2 Bridges. (SAP-425(7)Br.)	165,368.33
US	59	7.002	From 0.7 Mile South of Adair -Delaware County Line, South. Gr. and Dr. (SAP-425(7)Pt. 1 Gr.)	235,376.09
US	59	1.872	From SH 33, South. Gr. and Dr. (SAP-425 (7) Pt. 2 Gr.)	25,907.49

Hwy.	No.	Mileage	Location & Description		Amount
			ADAIR COUNTY CON'T		
Projects Under Construction					
US	59	7.002	From Approx. 0.7 mile, South of Adair-Delaware County Line, South. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-425(7)Pt. 1 Surf.)	$	191,581.25
US	59	1.872	From SH 33, South. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-425(7)Pt.2 Surf.)		49,254.15
			Total Projects Under Construction	$	879,424.57
Projects Programmed					
New	Road	16.000	Stillwell, West to Lake. Gr., Dr. and Surf.	$	700,000.00
			Total Projects Programmed	$	700,000.00
			Total for County	$	1,803,148.30



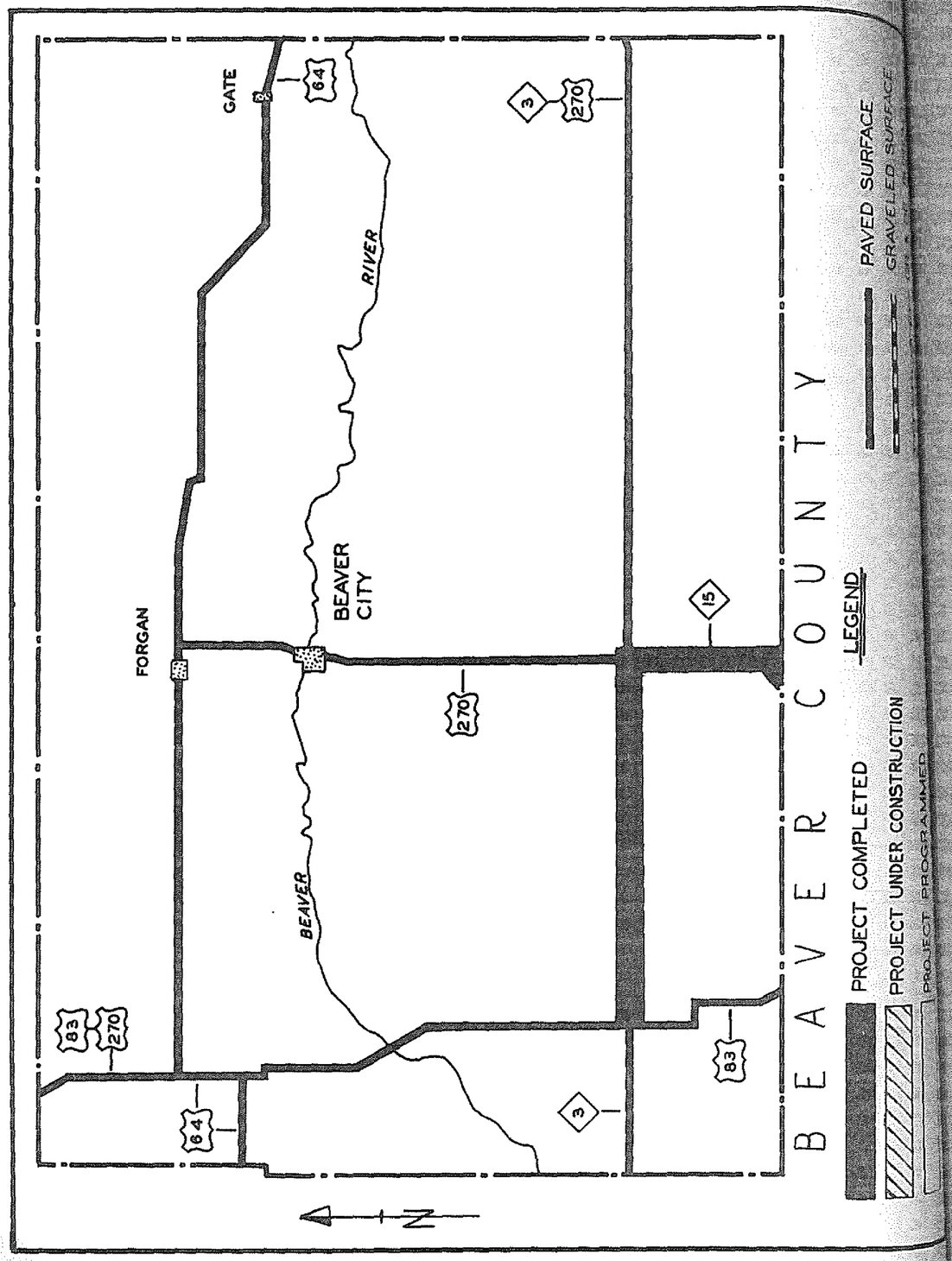
Hwy. No.		Mileage	Location & Description	Amount
			ALFALFA COUNTY	
Projects Completed				
SH	11	4.846	From Capron, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-676(3)SH)	$ 105,502.67
SH	11		Across Salt Plains, East to Cherokee. Replace Embankment, Hard Dirt and Drainage Structs. (X-276)	7,200.00
SH	58		From Jct. US 64 and SH 58, South to Major County Line. Replace Embankment and Place Culverts. (X-277)	15,000.00
SH	8B	1.252	SH 8, West to Aline. Gr., and Dr.(SAP-620(3))	9,783.18
SH	8	6.991	From 5.192 Miles North of Cleo Springs, North Gr., Dr., and 4 Bridges. (SAP-620(2) Pt.2)	107,177.49
FAS	RD	4.940	McWillie, East to SH 58. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-160(6))	31,695.77
FAS	RD	3.990	From SH 8, approx. 4 Miles Southeast of Carmen, East to McWillie. Gr., Dr., Earth Plating and Traf. Bnd. Surf. Crse.(S-160(5))	25,520.09
			At Various Locations. Clean and Paint 11 Bridges. (MC-331(1))	3,861.00
SH	8	7.516	From US 60, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-620(4)Pt.1)	179,458.43
SH	8	5.995	From 7.516 Miles North of US 60, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-620(4)Pt. 2)	129,349.61
SH	8B	1.600	From SH 8 into Aline. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-620(5))	34,667.70
SH	45	1.079	Carmen, East to SH 8. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-620(6))	37,773.29
			Total Projects Completed	$ 686,989.23
Projects Under Construction				
SH SH	11 8	0.042	From SH 58 West thru Burlington, within limits of SAP-995(2)Gr. (SAP-995(2)Br.)	$ 58,704.66
SH SH	8 11	6.926	From SH 58, West thru Burlington. Gr., Dr., P. C. Conc. Paving. (SAP-995(2)Gr.)	147,091.14
SH SH	8 11	6.662	From SH 58, West thru Burlington. Asph. Stab. Base and Sing. Bit. Surf. Crse.(SAP-995(2)Surf.)	199,369.32

Hwy. No.	Mileage	Location & Description	Amount
		ALFALFA COUNTY CON'T	
Projects Under Construction			
SH 11		Approx. 5.7 Miles West of Grant Co. Line. Fill Scour of Stream Bed to Original Elevation. (M-2239)	$ 5,800.00
		Total Projects Under Construction.	$ 410,965.12
Projects Programmed			
SH 58	9.500	Helena to US 64. Gr., Dr. and Surf.	$ 451,000.00
SH 45	4.000	Woods County, East. Gr., Dr., Br., and Surf.	267,300.00
		Total Projects Programmed	$ 718,300.00
		Total for County	$ 1,816,254.35

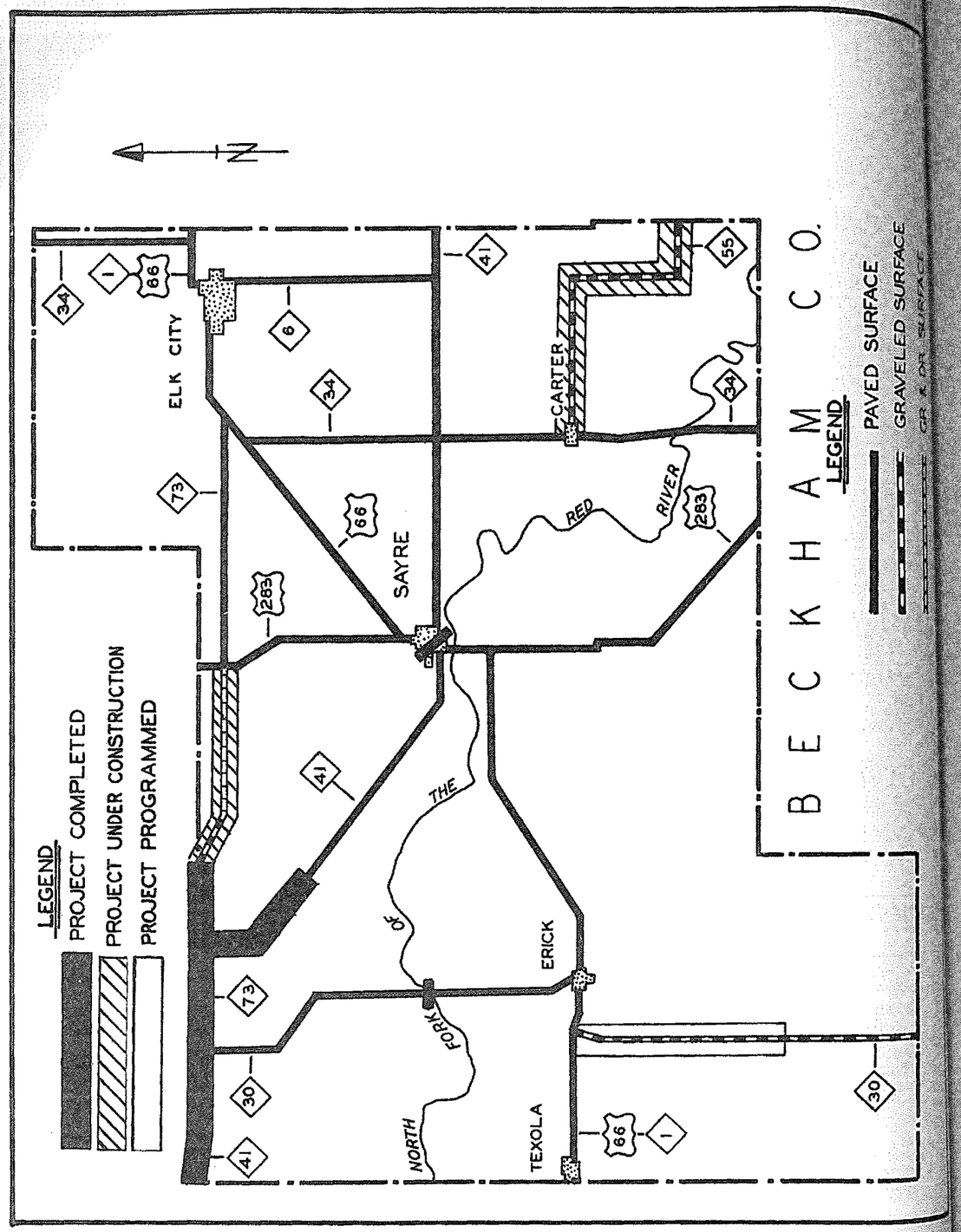


Hwy. No.		Mileage	Location & Description	Amount
			ATOKA COUNTY	
Projects Completed				
US	69	21.000	1 Mile South of Tushka, North to Chockie. Patch Failures in Concrete Pavement. (M-2089)	$ 20,900.00
SH	7	7.393	From US 69 at Atoka, West. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-1043(1)Pt.1)	182,866.43
SH	7	2.286	From 7.393 Miles West of US 69 at Atoka, West. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-1043(1) Pt. 2)	63,990.40
US	69	5.494	From Bryan County Line, Northeast. Roadside Improvement.(F-219(5) Pt.1)	41,903.28
US	69	5.667	From 5.494 Miles Northeast of Bryan County Line, Northeast. Roadside Improvement. (F-219(5) Pt.2)	19,303.86
SH	3	17.000	From Pushmataha County Line, West. Armor Coat. (M-2088)	25,600.00
US	69	0.053	Northeast of Chockie. 2 Bridges. (F-299(5) Br.)	70,544.12
US	69	0.524	At M. K. & T. Ry. Between Chockie and Kiowa. Gr., Dr., and 2 Bridges. (FAGH-299(4))	108,476.63
US	69	3.000	From 7.971 Miles Northeast of Chockie, Northeast to Kiowa. Gr., and Dr. (F-299(5)Rdy. Pt. 2)	89,278.65
US	69	7.918	Chockie Northeast 2.537 miles. Gr., Dr., and Traf. Bnd. Surf. Crse. and 5.381 miles Gr. and Dr. (F-299(5) Rdy. Pt.1)	266,442.45
SH	48	2.900	From Johnston County Line, Southeast. Place Traf. Bnd. Surf. Crse. (M-2198)	4,000.00
US	69	21.000	From 1.0 mile South of Tushka South. Patch Failures in Conc. Paving. (M-2227)	10,400.00
SH	7	6.000	From Johnston County line, East to Asphalt. Reshape and Spot Gravel. (M-2196)	6,300.00
US	69	3.000	From near Atoka-Pittsburg County Line, Northeast to Kiowa. Stab. Aggr. Base and Asph. Conc. Surf. Crse. (F-299(6) Pt. 2)	138,310.37

Hwy.	No.	Mileage	Location & Description	Amount
			ATOKA COUNTY CON'T	
Projects Completed				
US	69	0.471	At MKT Railroad Between Chockie and Kiowa. Stab. Aggr. Base and Asph. Conc. Surf. Crse. (FAGH-299(4) Surf.)	$ 23,942.17
US	75	4.500	Coal County line, Southeast to US 69. Reshape and Premix Liveling Crse. (M-2256)	35,000.00
US	69	14.000	Chockie, South to Atoka. Pre-mix Asph. Patching on Old Conc. Paving. (M-2257)	80,000.00
			Total Projects Completed	$ 1,187,258.36
Projects Under Construction				
US	69		At Muddy Boggy River. Clean and Paint 1 Bridge. (MC-326(1))	$ 2,800.00
			Total Projects Under Construction	$ 2,800.00
Projects Programmed				
SH	7	4.000	Johnston County, East. Gr., Dr., Br., and Surf.	$ 200,000.00
US	69	1.500	Jct. SH 7 N. to US 75. Widen Pavement.	50,000.00
			Total Projects Programmed	$ 250,000.00
			Total for County	$ 1,440,058.36



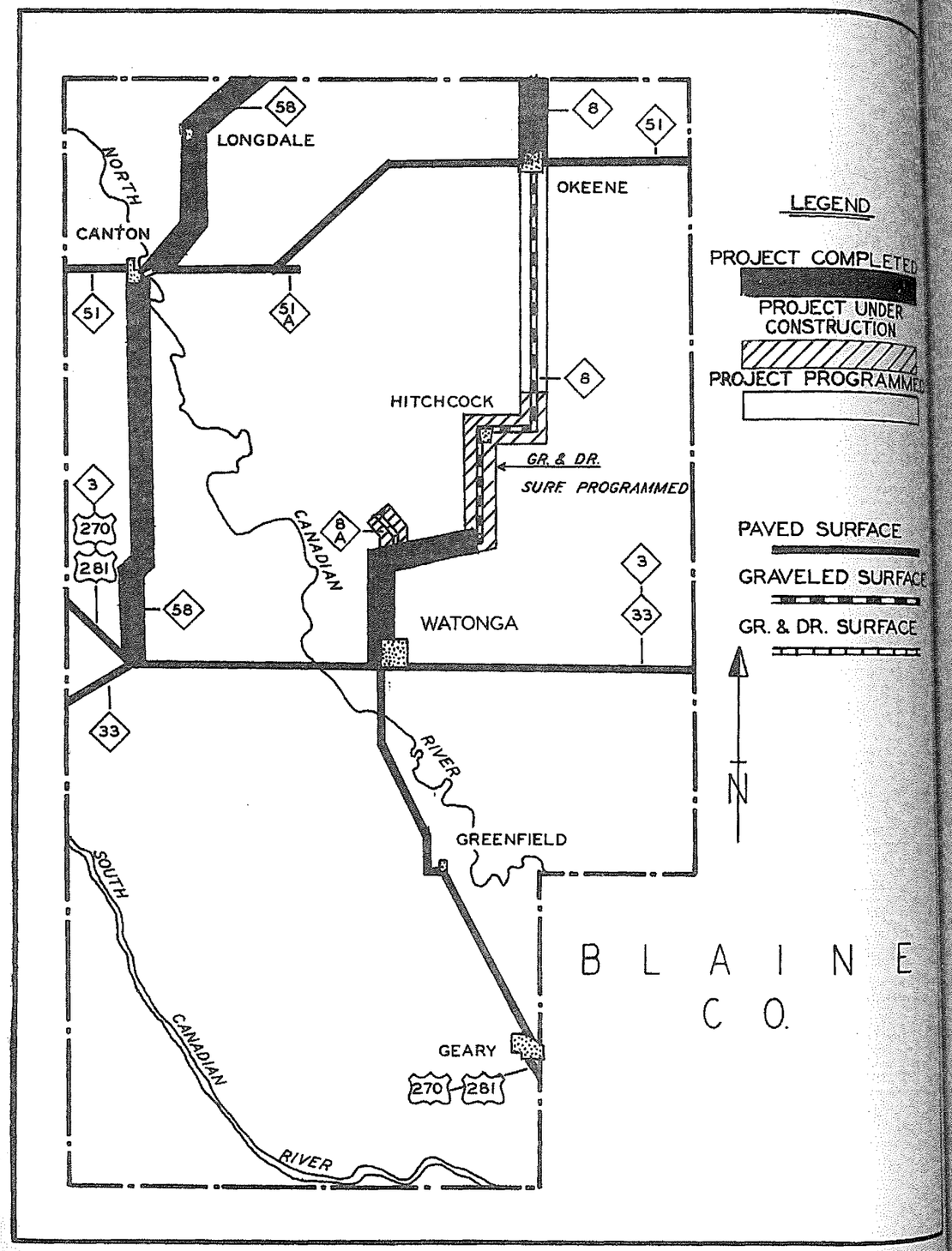
Hwy.	No.	Mileage	Location & Description	Amount
			BEAVER COUNTY	
Projects Completed				
SH	15	7.291	Oklahoma-Texas Line, North. Gr., Dr., Caliche Base Crse. Dbl. Bit. Surf. Crse. and 4 Bridges. (S-463(2)SH Pt.1)	$215,501.77
SH	15	1.043	From Approx. 7.3 Miles North of Oklahoma-Texas Line, North to Elmwood. Gr., Dr., Caliche Base and Dbl. Bit. Surf. Crse. (S-463(2) SH Pt.2)	26,508.82
SH	3	7.511	From US 83, East. Gr. and Dr. (F-406(7) Pt. 1 Gr.)	44,139.41
SH	3	7.409	From 7.5 Miles East of US 83, East. Gr., and Dr. (F-406(7) Pt. 2)	43,681.57
SH	3	2.008	From 15.0 Miles East of US 83, East. Gr., and Dr. (F-406(7) Pt. 3 Gr.)	18,938.13
US	64	16.000	From 2.0 Miles East of Forgan, East. Place 2.25 Inches Retread, Repair Base and Armor Coat. (M-2127)	106,000.00
US	64	0.500	12.0 Miles West of Forgan. Raise Grade Stab. Base and Armor Coat. (X-273)	13,000.00
US	83	16.000	From Turpin, South. Sectional Retread, Repair Base and Armor Coat. (M-2132)	55,000.00
US	83		3.0 Miles South of Turpin. Replace Roadway, Embankment Wing and Channel Change. (X-272)	2,500.00
SH	3	7.511	From US 83, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-406(7) Pt.1 Surf.)	141,990.92
SH	3	7.409	From 7.511 Miles East of US 83, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-406(7) Pt. 2 Surf.)	145,593.41
SH	3	2.008	From 14.920 miles East of US 83, East to US 270 at Elmwood. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-406(7) Pt. 3 Surf.)	37,460.15
			Total Projects Completed	$ 850,314.18
Projects Under Construction				
US	270	13.500	From Beaver, South to Elmwood. Sectional Retread, Repair Base and Armor Coat. (M-2290)	$ 31,500.00
			Total Projects Under Construction	$ 31,500.00
Projects Programmed				
None			Total for County	$ 881,814.18



Hwy. No.	Mileage	Location & Description	Amount
		BECKHAM COUNTY	
Projects Completed			
US 66	0.100	Thru Beckhan County. Repair Conc. Posts, Rails and Curbs on 6 Bridges. (M-1985)	$ 6,700.00
SH 73	6.873	Sweetwater, East. Gr. and Dr.(SAP-1019(2) Rdy.)	78,278.16
SH 30	0.908	At North Fork of Red River, Approx. 5.5 Miles North of Erick. Gr., Dr., and Bridge. (S-362(3) SH)	228,048.32
SH 41	5.327	From SH 73, 4.0 Miles East of Sweetwater, Southeast. Gr., Dr., Asph. Stab. Base, Sing. Bit. Surf. Crse. and 1 Bridge. (S-677(1) SH Rdy.)	135,633.99
SH 73	0.054	Sweetwater, East 6.873 Miles. 4 Bridges. (Part in Roger Mills County). (SAP-1019(2) Br.)	75,823.58
US 66	1.156	In Elk City, from Randall Ave., East and North. Gr., Dr., P. C. Conc. Pav. P. C. Conc. Pav. Widening and 1 Bridge. (SAP-931(1))	220,436.50
US 66		Bridge over North Fork of Red River, South of Sayre. Haul erect Flag, Dismantle, Paint and Store Bailey Truss. (X-257)	11,000.00
US 66		At North Fork at Red River, South of Sayre. Repair Bridge and Replace I-Beam Spans. (RC-105(1))	18,269.42
SH 41	5.047	From Texas State Line, East, to Sweetwater. Gr., Dr. and 2 Bridges. (F-408(1) Gr.)	72,721.50
SH 41	15.500	From Sayre, West. Add Gravel Asph. Stab. and Armor Coat. (M-2120)	52,000.00
SH 41	5.032	From Texas State Line, East to Sweetwater. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-408(1) Surf.)	78,871.90
SH 73	6.872	Sweetwater, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-408(2) Pt.1)	136,039.86
SH 73	2.192	From 6.872 Miles East of SH 30 in Sweetwater, East. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-408(2) Pt.2)	62,504.38

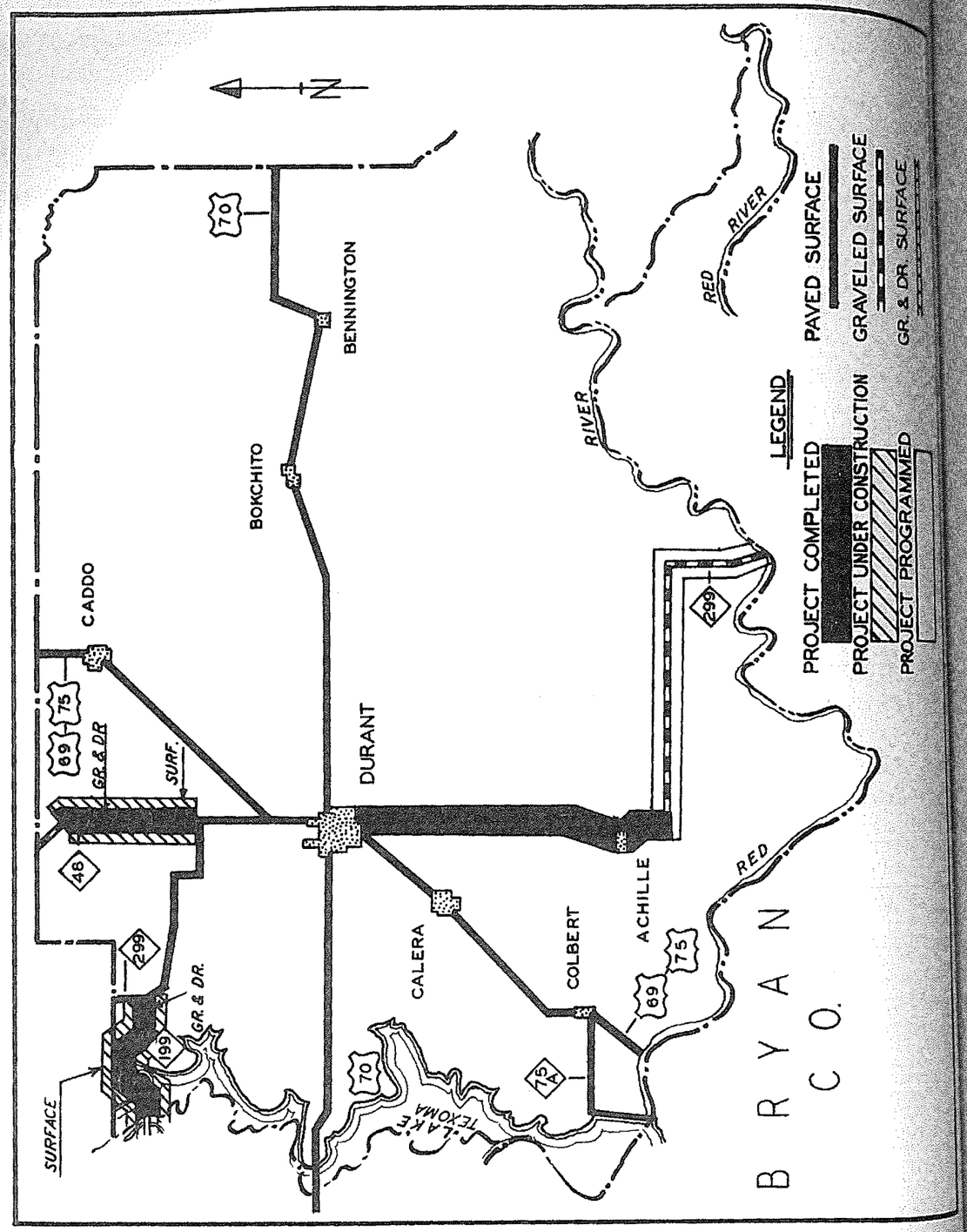
Hwy. No.	Mileage	Location & Description	Amount
		BECKHAM COUNTY CON'T.	
Projects Completed			
SH 34		Begin at Jct. US 66 and Extend South thru Carter to North Fork Red River. Patch Surf. and Armor Coat. (M-2281)	$ 27,000.00
US 283	8.300	Begin in North edge of Sayre and Extend to Roger Mills County. Armor Coat, 22' Surface. (M-2283)	12,000.00
		Total Projects Completed	$ 1,215,327.61
Projects Under Construction			
SH 73	0.031	From 9 Miles East of Sweetwater, East to US 283, within limits of F-408(3)Gr. 3 Bridges. (F-408(3)Br.)	63,322.19
SH 73	5.480	From 9 Miles East of Sweetwater, East to US 283. Gr. and Dr. (F-408(3)Gr.)	90,685.69
SH 73	5.480	From 9 Miles, East of Sweetwater, East to US 283. Asph. Stab. Base with Sing. Bit. Surf. Crse. (F-408(3)Surf.)	125,613.87
SH 55	7.293	From East City Limits of Carter, East and South. Gr., Dr., and 1 Bridge. (SAP-1039(2) Pt. 1 Gr.)	130,661.92
SH 55	7.772	From SH 34 in Carter, East and South. Stab. Aggr. Base and Dble. Bit. Surf. Crse. (SAP-1039(2)Pt. 1 Surf.)	240,161.92
SH 55	4.054	From 7.781 Miles East and South of SH 34 in Carter. South and East to Retrop. Gr., Dr., and 1 Bridge. (SAP-1039(2)Pt. 2 Gr.)	66,293.71
SH 55	4.048	From 7.781 Miles East and South of SH 34 in Carter, East and South to Retrop. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-1039(2) Pt. 2 Surf.)	106,875.16
		Total Projects Under Construction	$ 823,614.46
Projects Programmed			
Co. RD	0.010	New Liberty, North to SH 73. Minor Dr. Strs. (S-733(1)CO.)	9,600.00
Co. RD	0.002	SH 30, 2 Miles South of Sweetwater, East to SH 41. Minor Dr. Strs. (S-734(1)CO.)	24,000.00

Hwy. No.	Mileage	Location & Description	Amount
		BECKHAM COUNTY CON'T	
Projects Programmed			
US 66	1.050	North 4th St. in Sayre. Widen and Resurface.	$ 225,000.00
SH 30	7.000	US 66, South. Gr., Dr., Br., and Surf.	385,000.00
		Total Projects Programmed	$ 643,600.00
		Total for County	$ 2,682,542.07



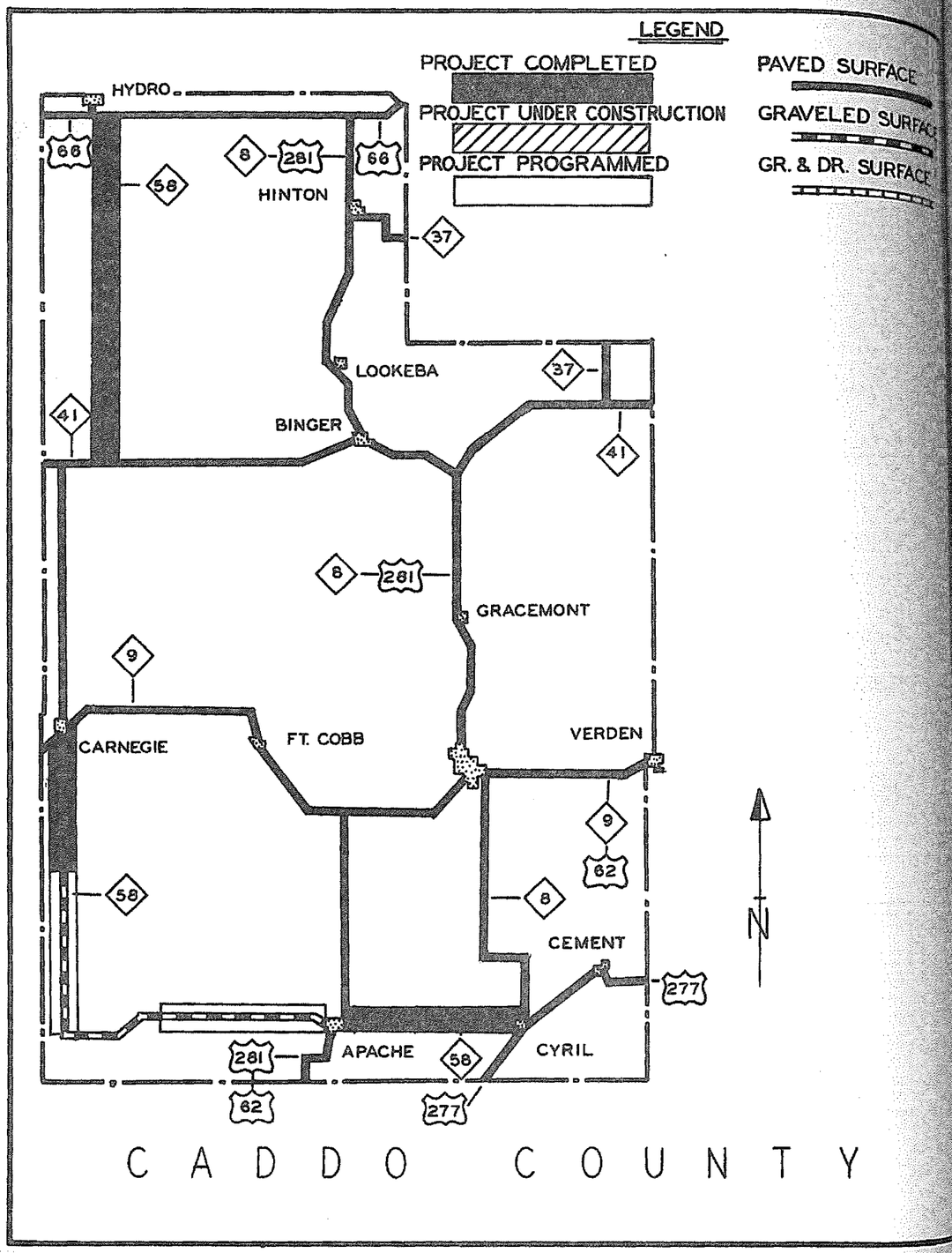
Hwy. No.		Mileage	Location & Description	Amount
			BLAINE COUNTY	
Projects Completed				
SH	8	3.528	From Okeene, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-93(3))	$ 72,509.00
SH	58	7.836	From US 270, North thru Eagle City. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-401(2)SH Pt.1 Surf.)	160,305.39
SH	58	6.656	From 1.0 Mile North of Eagle City, North to Canton. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-401(2)SH Pt. 2 Surf.)	136,738.59
SH	51	15.800	From Canton to Okeene. Spot Repairs and Armor Coat. (M-2122)	28,000.00
SH	8	0.280	In Watonga on Hook Ave., from Main Street, North to City Limits. Gr. and Dr. (SAP-278(1) Pt.1)	6,966.41
SH	8	7.727	From North City Limits of Watonga, North. Gr., Dr., and 1 Bridge. (SAP-278(1) Pt. 2)	124,716.79
SH	58	4.533	From SH 51, Northeast. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-349(4) SH Pt. 1)	85,632.70
SH	58	4.843	From 4.533 Miles Northeast of SH 51, Northeast. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse.(S-349(4) SH Pt. 2)	100,327.18
FAS	RD	2.014	From Hydro, North to Cemetery. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-701(1))	23,785.21
SH	8	0.490	From SH 33, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-278(2) Pt.1)	12,793.38
SH	8	7.736	From 0.490 Miles North of SH 33, Northeast. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-278(2) Pt. 2)	176,395.49
SH	51	5.900	Kingfisher County Line West to Okeene. Patch Existing Base and Armor Coat. (M-2284)	9,300.00
			Total Projects Completed	$ 937,470.14

Hwy. No.		Mileage	Location & Description	Amount
			BLAINE COUNTY CON'T	
Projects Under Construction				
SH	8	0.061	From Bucher, Northeast 7.646 miles within limits of F-291(2)Gr. and Dr. Partic. 4 Bridges. (F-291(2)Br.)	$ 99,770.70
STUBS		1.058	Stub to Hitchcock, and stubs approx. 1.5 miles East of Hitchcock. Gr. Dr. (F-291(2)Gr. Dr.(Non Partic.))	15,216.55
SH	8	7.585	Bucher, Northeast. Gr. and Dr. (F-291(2)Gr.Dr.(Partic.))	110,499.08
SH	8A	2.385	From SH 8, Northwesterly to Roman Nose State Park. Gr., Dr. and Asph. Stab. Base with Sing. Bit. Surf. Crse. (S-720(1)(SH))	76,144.36
			Total Projects Under Construction	$ 301,630.69
Projects Programmed				
SH	8	8.000	Bucher, Northeast. Surface.	$ 336,000.00
SH	8	7.500	Okeene, South. Gr.,Dr., Br., and Surf.	765,000.00
			Total Projects Programmed	$ 1,101,000.00
			Total for County	$ 2,340,100.83



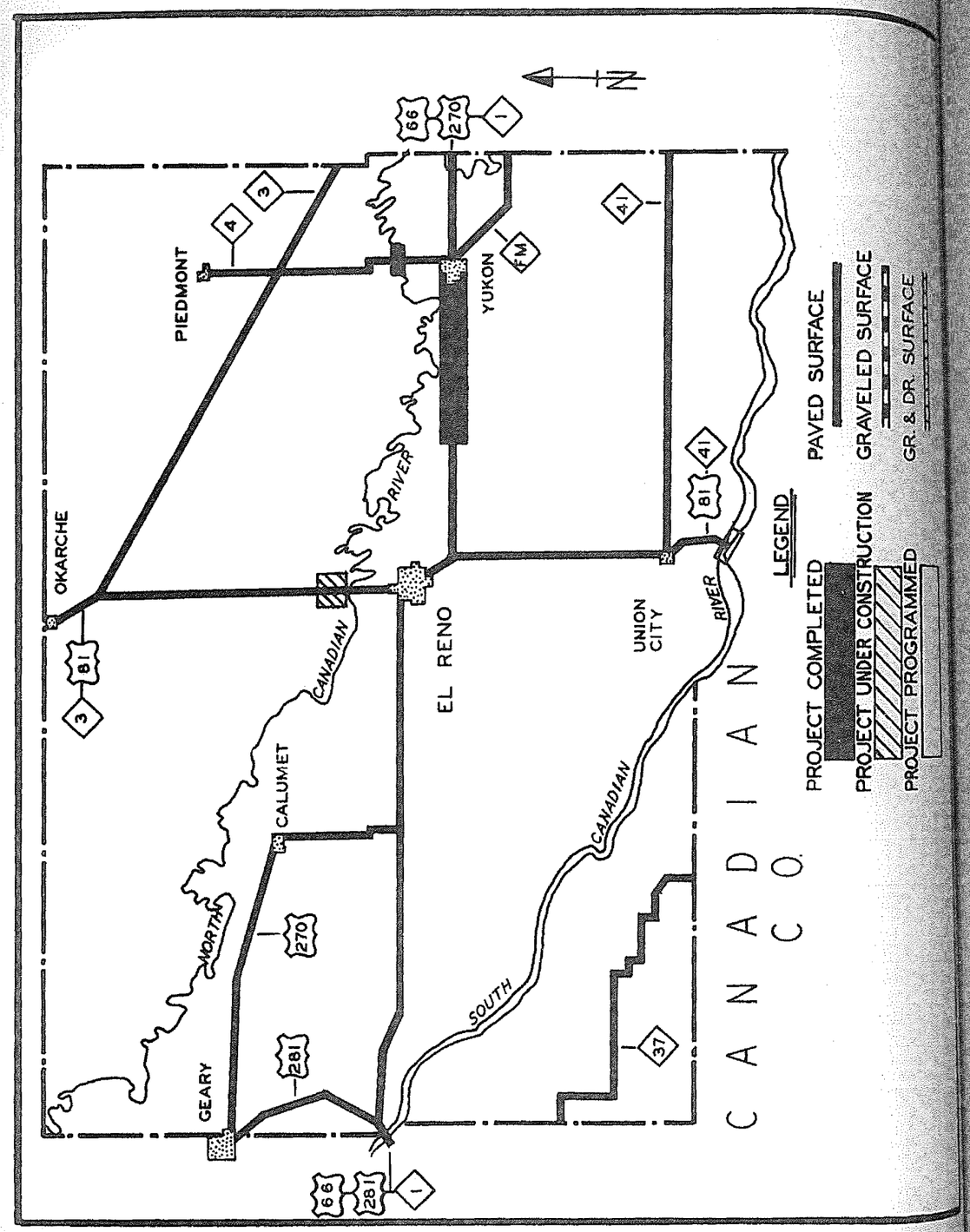
Hwy. No	Mileage	Location & Description	Amount
		BRYAN COUNTY	
Projects Completed			
SH 299	5.774	Beg. in Durant and Ext. South. Gr. and Dr. (S-678(1) SH Gr.)	$ 84,096.59
SH 48	5.362	Kenefick, South to Ury. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-460(3) SH Rdy.)	72,635.14
US 69	0.428	From Atoka County Line, Southwest. Roadside Improvement. (F-5(10))	2,003.40
SH 299	5.759	Beg. in Durant and Ext. South. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-678(1) SH Surf.)	115,821.40
SH 75A	3.800	From Colbert to Denison Dam. Remove and Replace Broken Joints. (M-2090)	4,000.00
US 75		Red River Between Denison, Texas and Durant, Oklahoma. Bridge Repairs. (MC-300(1))	10,522.80
SH 299	12.000	From Johnston County Line, Southeast to US 69. Armor Coat. (M-2084)	75,000.00
FAS RD	7.432	Matoy, West. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-670(1))	42,022.99
SH 48	7.400	From Atoka County Line, South to Jct. SH 299. Repair 4 Bridges. (M-2225)	3,400.00
US 69	27.700	From Atoka County Line, South. Patch Failures in Conc. Paving. (M-2229)	13,000.00
SH 299	0.034	At Island Bayou, 1.5 miles, North of Achille, 2 Bridges. (S-678(2) SH Bridge)	60,661.39
SH 48	0.080	Kenefick, South to Ury. 2 Bridges. (S-460(3) SH Bridge)	83,086.58
SH 299	6.915	From 5.8 Miles South of Durant, South. Gr. and Dr. (S-678(2) SH Gr.)	87,031.00
SH 199	4.843	From SH 299, West. Gr. and Dr. (SAP-926(4) Pt. 2 Gr.)	159,908.72
SH 299		Red River Bridge South of Durant. Clean and Paint Bridge. (MC-301(1))	15,597.25

Hwy. No.	Mileage	Location & Description	Amount
		BRYAN COUNTY CON'T	
Projects Completed			
SH 299	6.915	From 5.8 miles South of Durant, South. Asph. Stab. Base and Dbl. Bit. Surf. Crse. (S-678(2)SH Surf.)	$ 198,668.15
		In Durant. Reshape, Roll Prime and Armor Coat Highway Patrol Yard. (C-1460)	1,500.00
		Total Projects Completed	$ 1,048,455.41
Projects Under Construction			
US 69		At Blue River. Clean and Paint 1 Bridge. (MC-326(1))	$ 1,896.00
SH 48	5.347	From SH 299, North to Kenefick. Stab. Aggr. Base with Dbl. Bit. Surf. Crse. (S-460(4)(SH))	146,310.25
City St.	0.268	On College Blvd. From US 69 West to North 5th Street in Durant. P. C. Conc. Pav. (SAP-295(2))	73,264.15
SH 199	4.843	From SH 299 West. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-926(4)Pt. 2 Surf.)	123,228.30
		Total Projects Under Construction	$ 344,698.70
Projects Programmed			
SH 299	14.000	Bonham Bridge, Northwest. Gr., Dr., Br. and Surf.	$ 500,000.00
		Total Projects Programmed	$ 500,000.00
		Total for County	$ 1,893,154.11



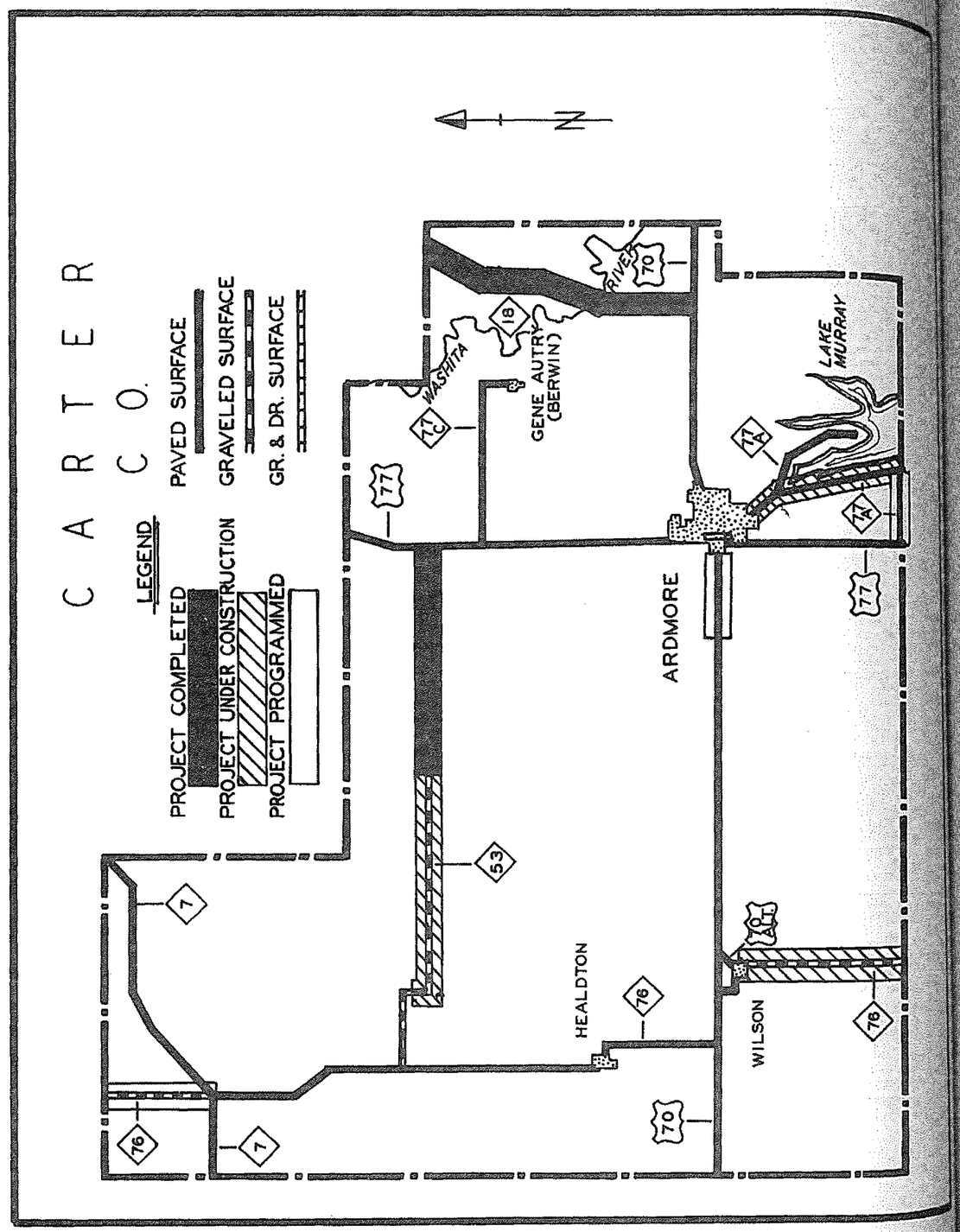
Hwy. No.	Mileage	Location & Description	Amount
		CADDO COUNTY	
Projects Completed			
SH 58	0.886	From 7.9 Miles East of Apache, East to Cyril. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-679(1) SH Pt. 2)	$ 28,131.85
SH 58	7.908	Apache, East. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse.(S-679(1)SH Pt.1)	192,014.52
SH 58	5.991	From Carnegie, South. Asph. Stab. Base and Sing. Bit. Surf. Crse.(S-680(2)SH)	104,340.04
US 66		Upstream Bank, South Side of Canadian River at Bridgeport. Install Steel Jetties and Bank Protection. (X-259)	18,000.00
SH 58	5.971	SH 41, North. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-775(2)Pt.1)	102,049.88
US 281	6.000	From US 66, South thru Hinton. Reprocess Oil Mat and Spot Armor Coat. (M-2136)	48,000.00
SH 9	4.200	From Kiowa County Line, East. Recondition Oil Mat and Spot Armor Coat.(M-2137)	30,000.00
SH 58	6.183	From 5.971 Miles North of SH 41, North. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-775(2) Pt.2)	118,738.10
SH 58	4.814	From 12.154 miles North of SH 41, North to US 66. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-775(2) Pt. 3)	101,512.53
SH 41	0.340	At Location of SAP-552(12). Excav. Ditch, Construct Timber Side, Drain and Concrete Ditch Check. (M-2224)	6,500.00
SH 9	5.000	Beg. 3.0 Miles East of Carnegie and Extend East 5.0 Miles. Recondition Oil Mat and Armor Coat. (M-2294)	50,000.00
US 281	5.000	Anadarko, North 5.0 Miles. Recondition Oil Mat and Armor Coat. (M-2295)	50,000.00
		Total Projects Completed	$ 849,286.92
Projects Under Construction			
		At East Cache Creek. Clean and Paint 1 Bridge. (MC-332(1))	$ 1,274.00

Hwy. No.	Mileage		Location & Description	Amount
			CADDO COUNTY CON'T	
Projects Under Construction				
CO	RD	2.467	From SH 8, West of Lookeba, West. Asph. Stab. Base with Sing. Bit. Surf. Crse. (S-176(2)CO)	$ 23,220.89
			Total Projects Under Construction	$ 24,494.89
Projects Programmed				
SH	58	8.000	Apache, West. Gr., Dr., and Bridges. (SAP-653(1))	510,000.00
CO	RD	2.750	Apache South to Comanche Co., Low Type Surf. (S-722(1)CO.)	7,200.00
CO	RD	6.000	SH 9 3.5 Miles, Northwest of Fort Cobb, North. Low Type Surf. (S-175(1)Co.)	13,750.00
CO	RD	4.000	2 Miles South of Albert, Southeast. Low Type Surf. (S-102(2)CO.)	9,600.00
CO	RD	4.000	Grady Co. 2 Miles North of Verden, North. Low Type Surf. (S-97(2)Co.)	12,900.00
SH	58	8.000	Apache, West. Surface.	240,000.00
SH	58	8.000	South of Carnegie, South. Gr., Dr., Br., and Surf.	415,000.00
			Total Projects Programmed	$ 1,208,450.00
			Total for County	$ 2,082,231.81



Hwy.	No.	Mileage	Location & Description	Amount
			CANADIAN COUNTY	
Projects Completed FAS	RD	8.000	Yukon, South 1.0 Mile, West 6.0 Miles, North 1.0 Mile. Construct Detour. Gr., Dr., and Traf. Bnd. Surf. Crse. (M-2043)	$ 40,000.00
SH	41	15.000	Union City, East. Repair Base and Armor Coat. (M-2102)	28,000.00
US	66		Around East Abutment of South Canadian River Bridge, East of Bridgeport. Rock Bank Protection. (RC-62(2))	4,005.00
US	66	5.946	Yukon, West 5.425 Miles. Gr., and Dr., and 0.521 Miles P. C. Conc. Pav. (FI-F-163(6) Rdy. Pt. 1)	503,601.00
US	66	0.053	Yukon, West. 4 Bridges. (FI-F-163(6)Brs.)	156,516.06
US	66	5.425	From just West of Yukon, West. Asph. Conc. Pav. (FI-F-163(6)Rdy. Pt. 2)	446,875.04
US	81		One Half mile South. Jct. SH 41 at Union City. Construct Driveways to Permanent Scales. (C-1428)	5,500.00
			On Various Highways. Clean and Paint 3 Bridges. (MC-324(1))	20,005.00
CO	RD	7.368	From Calumet, North. Asph. Stab. Base with Sing. Bit. Surf. Crse. (S-330(3) Co. Pt. 1 Rdy.)	64,566.56
CO	RD	0.997	From 7.412 Miles North of Calumet, North to Kingfisher Co. Line. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-330(3)Co. Pt. 2 Rdy.)	7,751.60
SH	4	0.112	At the North Canadian River, North of Yukon. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1086(1)Br.)	144,455.33
SH	4	0.635	At the North Canadian River, North of Yukon. Bridges. (SAP-1086(1)Rdy.)	44,795.64
			Total Projects Completed	$ 1,466,071.23

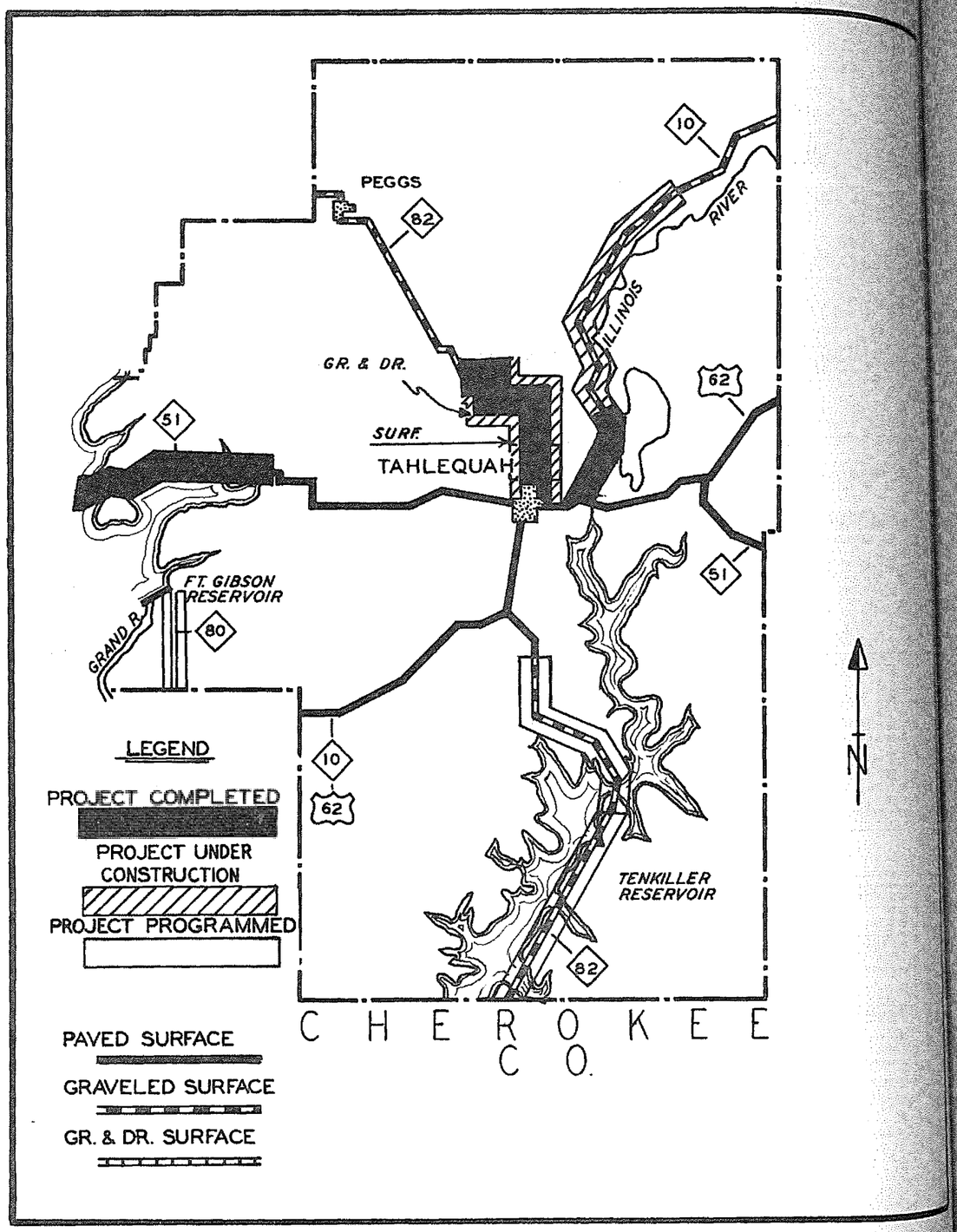
Hwy. No.	Mileage	Location & Description	Amount
		CANADIAN COUNTY CON'T	
Projects Under Construction			
CO	RD 0.044	At North Canadian River, North of Calumet. Reconstruction of Approach Spans. (S-330 (3)CO. Br.)	$ 7,132.50
US	81 1.894	From 0.3 mile North of North Canadian River Bridge, North. Gr., Dr., P. C. Conc. Pav. and 1 Bridge. (SAP-107(4))	229,961.24
		Total Projects Under Construction	$ 237,093.74
Projects Programmed			
US	81	South Canadian River, South of Union City. Bridge.	$ 1,230,000.00
		Total Projects Programmed	$ 1,230,000.00
		Total for County	$ 2,933,164.97



Hwy.	No.	Mileage	Location & Description	Amount
			CARTER COUNTY	
			Projects Completed	
SH	77	6.400	Begin at Ardmore Air Base, at Gene Autry and Extend West. Patch Surf. Failure and Armor Coat. Repair Floor on Timber Bridges (M-2170)	$ 16,000.00
SH	18	7.103	From just North of the Washita River, North. Gr., Dr., Stab. Aggr. Base Dbl. Rock Asph. Surf. Crse. and 1 Bridge. (Pt. in Murray Co.) (F-352(1))	262,698.81
SH	53	6.921	From 1.999 Miles West of US 77, West. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-95(4)SH Pt.1)	165,593.01
SH	53	1.999	From US 77, West. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-95(4) SH Pt. 2)	58,471.89
US	77	19.300	Across Carter County. Mudjack and Repair Failures. (M-2141)	24,400.00
CO	RD	1.400	From Southwest Corner of Ardmore Air Base, South thru town of Gene Autry. Gravel Base to be placed by County. State to Prime and Place Armor Coat. (C-1433)	3,300.00
SH	7	3.000	From SH 76, West to Stephens County Line. Recondition surface and Armor Coat. (M-2135)	24,600.00
US	70	2.000	On US 70 alternate thru Wilson. Repair Surface and Armor Coat. (M-2165)	4,000.00
FAS	RD	6.760	From Northwest Corner of Sec. 1, T5S, R2E, South and East. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-524(3))	49,370.12
SH	18	0.312	At Washita River 3.4 Miles, North of Jct. SH 18 and US 70. Gr., Dr., and 1 Bridge. (F-352(2))	215,182.66
SH	18	3.465	From US 70, North. Gr., Dr. and 2 Bridges. (F-352(3)Gr.)	91,373.87
US	70	15.900	From Ardmore, South. Mudjack and Repair Failures. (M-2144)	12,900.00
SH	18	3.454	From US 70, North. Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (F-352(3)Surf.)	87,999.28

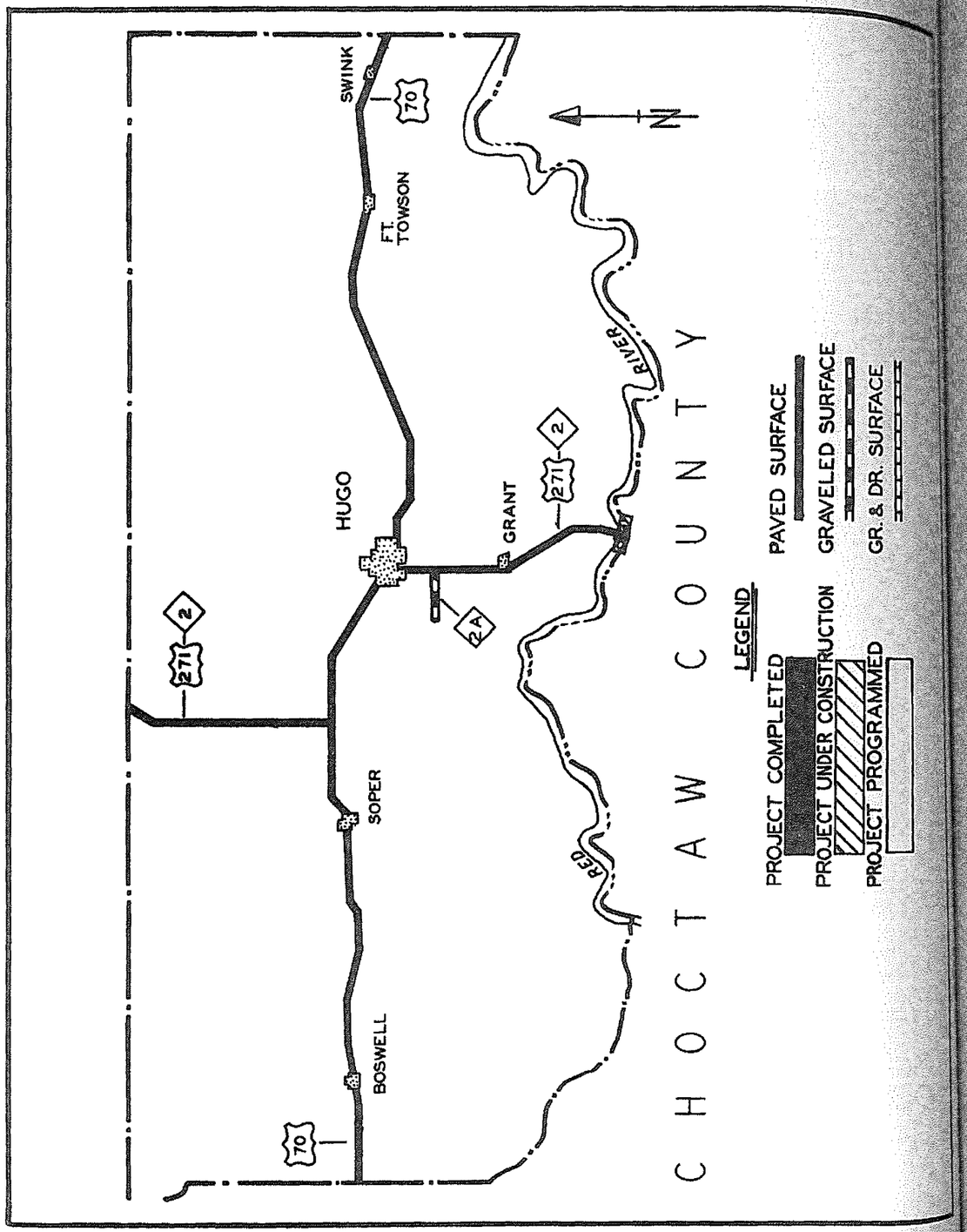
Hwy. No.		Mileage	Location & Description	Amount
			CARTER COUNTY CON'T	
Projects Completed				
CO	RD	1.400	Begin at Southwest Corner of Ardmore A.B. Property and Extend 1.4 Miles South on Section Road thru town of Gene Autry. Repair, Surf. and Armor Coat. (M-2321)	$ 2,428.00
SH	7	5.000	From Jct. SH 76 and SH 7, Northeast 5.0 miles. Recondition Oil Mat and Armor Coat. (M-2298)	41,000.00
SH	53	8.900	From Jct. US 77 and SH 53 West 8.9 miles. Armor Coat Entire Surface. (M-2301)	17,000.00
			Total Projects Completed	$ 1,076,317.64
Projects Under Construction				
SH	77A	4.875	From 6.636 Miles Southeast of Ardmore, Southeast, Stab. Aggr. Base and Rock Asph. Surf. Crse. (SAP-1082(1)Pt. 1)	$ 237,784.72
SH	77A	6.636	From Ardmore, Southeast. Gr., Dr., Stab. Aggr. Base and Rock Asph. Surf. (SAP-1082 (1)Pt. 2)	344,342.30
SH	53	0.049	Between Graham and Milo. 3 Bridges. (SAP-977(1)(SH)Br.)	89,601.83
SH	53	7.482	From the North Limits of Graham, South and East. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-977(1)Rdy. Pt. 1)	250,013.62
SH	53	0.758	From Approx. 1.25 Miles East of Milo, East Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-977(1)Rdy. Pt. 2)	24,154.43
SH	76	0.296	In Wilson and Ext. South 6.146 Miles. Gr., Dr., 0.132 Mile P. C. Conc. Pav. and 2 Bridges. (S-721(1)(SH)Gr., Dr., P. C. Conc. Pav. and Bridges.	118,143.72
SH	76	6.115	Beg. in Wilson and Ext. South. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-721(1) (SH)Surf.)	100,246.92
			Total Projects Under Construction	$ 1,164,287.54

Hwy. No.		Mileage	Location & Description	Amount
			CARTER COUNTY CON'T	
Projects Programmed				
SH	54	4.000	Ratliff City, North. Gr., Dr., Brs. and Surf. (F-403(1))	$ 475,000.00
US	77	0.800	In Ardmore, on Boundary St. from Main St. North to 12th Ave. Gr., Dr., and Dustless Type Surf. and Bridge.(UI-90 (4))	286,000.00
SH	77A	2.000	US 77, 6 miles South of Ardmore, East. Gr., Dr., and Dustless Type Surf. (SAP-1082(2))	209,500.00
US	77	1.000	Ardmore, North. Right of Way. (FI-90(3))	48,000.00
US	77	1.000	Ardmore, South. Right of Way.(FI-142(6))	22,500.00
US	70		In Ardmore. Gr., Dr., and Dustless Type Surf. (U-89(5))	350,000.00
US	70		US 77, East. Pave 5 Blocks.(SAP-207(2))	48,000.00
US	70	4.400	Ardmore, West. Gr., Dr., Br., and Surf.	500,000.00
			Total Projects Programmed	$ 1,939,000.00
			Total for County	$ 4,179,605.18

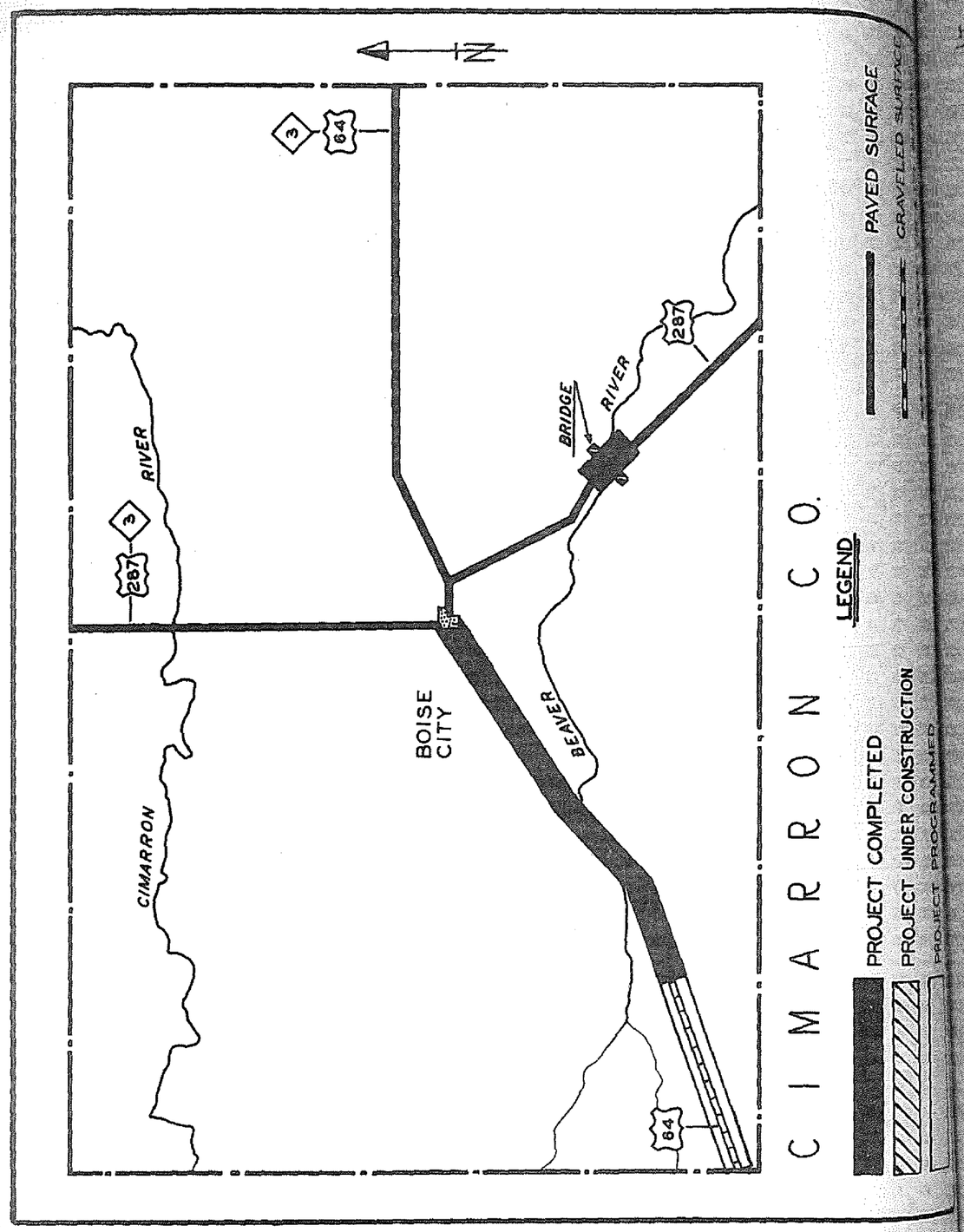


Hwy. No	Mileage	Location & Description	Amount
		CHEROKEE COUNTY	
Projects Completed			
SH 51	0.040	At Double Spring Creek, approx. 0.25 Mile West of Hulbert. 1 Bridge. (SAP-442(1)Br.)	$ 51,657.05
SH 51	10.800	Hulbert to Tahlequah. Reprocess old Mat and Gravel. Stab. Subgrade. Make Minor Surf. Repairs. Apply Complete Armor Coat. Seal Shouldering and Reshaping. (M-1938)	34,000.00
US 62	13.000	From Muskogee County Line to Tahlequah. Reprocess old Mat and add 4 Tons of 712 Aggr. per mile. Make subgrade and repairs. Prime and Spot Seal Shouldering and Reshaping. (M-1935)	38,000.00
US 62	13.500	Tahlequah, East to Adair County Line. Reprocess Old Mat as needed and add 400 Tons New 712 Aggr. per mile. Make Subgrade Repairs. Prime and Spot Seal Shouldering and Reshaping. (M-1934)	50,000.00
SH 51	6.452	Wagoner-Cherokee Co. Line, East to Hulbert. Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (SAP-442(2))	135,999.30
SH 10	3.877	US 62, North. Gr., Dr., and Bridges. (S-681(1) SH Gr. Br.)	163,445.43
FAS RD	3.312	From US 62, South Thru Welling. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-658(1))	71,197.74
SH 82	4.000	From Standing Rock, North 4 Miles. Place 800 C. Y. Pit. Run Gravel and Reshape Rdy. (M-2236)	6,000.00
SH 10	3.837	US 62, North. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-681(1)SH Surf.)	77,885.16
US 62	13.000	From Muskogee Co. Line to Tahlequah. Place Dense Gr. Mat as Needed and Armor Coat. (M-2243)	50,000.00
US 62	13.000	From Tahlequah to Adair Co. Line. Place Dense Gr. Mat as Needed and Spot Seal. (M-2244)	32,000.00
US 62		East Side of Tahlequah. Clean and Paint Bridge. (MC-322(1))	270.00

Hwy.	No.	Mileage	Location & Description	Amount
			CHEROKEE COUNTY CON'T	
SH	82	3.238	From 6.558 Miles North and West of Tahlequah Northwest thru Gideon. Gr., Dr., and 1 Bridge (S-181(3)SH Pt. 2 Gr.)	$ 92,476.30
SH	82	6.558	From Tahlequah, North and West. Gr., Dr. and 7 Bridges. (S-181(3)SH Pt. 1 Gr.)	181,226.16
			Total Projects Completed	$ 984,157.14
Projects Under Construction				
SH	82	6.511	From Tahlequah, North and West. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-181(3)(SH)Pt. 1 Surf.)	111,184.71
SH	82	3.234	From 6.558 Miles, North and West of Tahlequah, Northwest thru Gideon. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-181(3)(SH)Pt. 2 Surf.)	59,908.72
SH	82	9.500	From Mayes County Line, South and East. Reshape and Spot Gravel. (M-2190)	11,500.00
SH	10	5.999	From 3.877 Miles North of US 62, North. Gr. and Dr. and 2 Bridges. (S-681(2)(SH) Gr.)	351,033.08
SH	10	5.983	From 3.877 Miles North of US 62, North. Stab. Aggr. Base with Dbl. Bit. Surf. Crse. (S-681(2)SH Surf.)	163,482.21
			Total Projects Under Construction	$ 697,108.72
Projects Programmed				
SH	82	7.000	2 Miles South of US 62, South. Gr., Dr., and Surf. (SAP-1091(1))	$ 300,000.00
SH	80	6.000	Ft. Gibson, North to Dam Site. Gr., Dr., and Surf. (SAP-105(1))	450,000.00
SH	82	3.000	End of Pavement, North of Tahlequah, North. Gr., Dr., and Surf.	200,000.00
SH	82	13.000	Standing Rock to Sequoyah County. Gr., Dr., and Surf.	600,000.00
			Total Projects Programmed	$ 1,550,000.00
			Total for County	$ 3,231,265.86

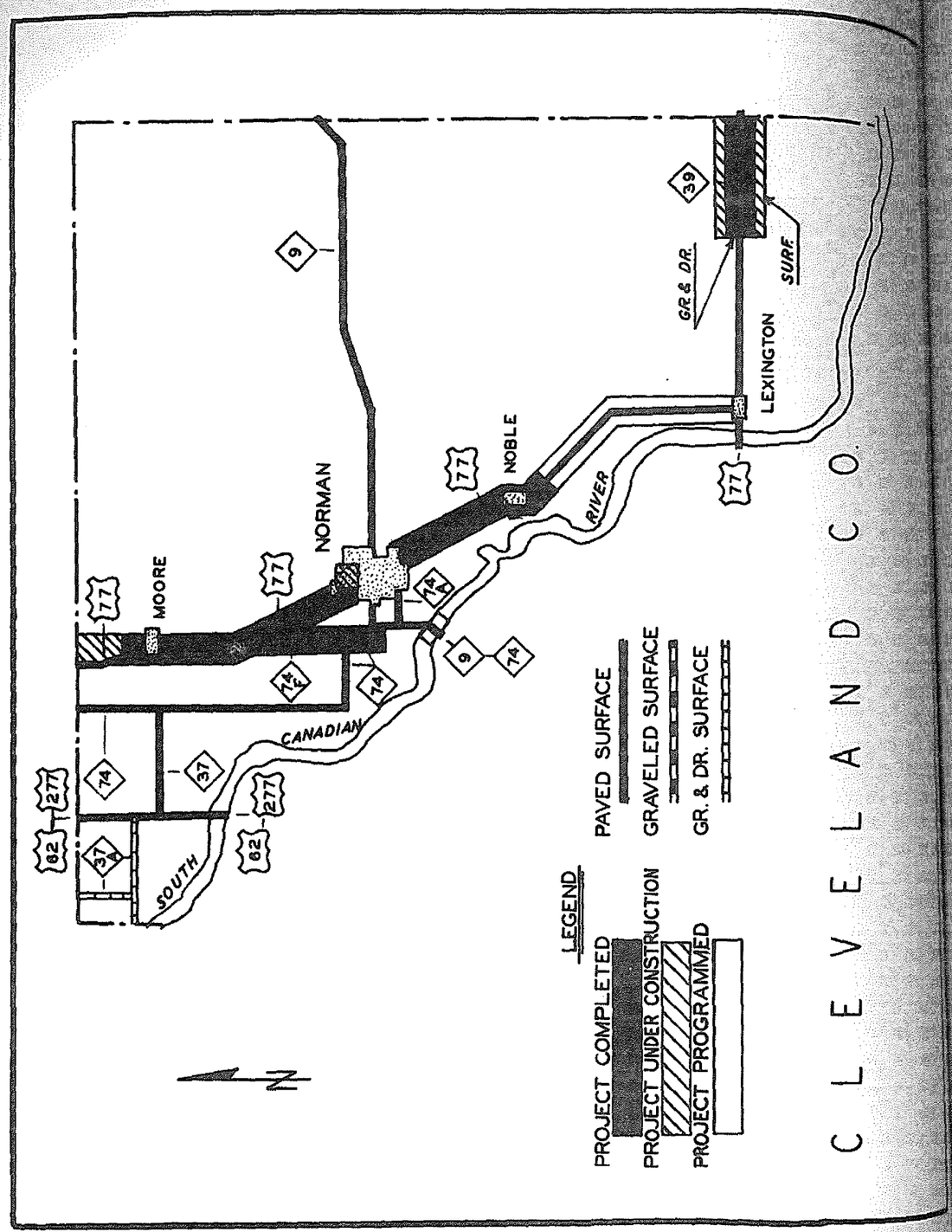


Hwy. No.	Mileage	Location & Description	Amount
		CHOCTAW COUNTY	
Projects Completed			
SH 2A	2.100	From US 271, West to Goodland School. MC 2 Mat and Single Armor Coat. (C-1443)	$ 21,000.00
US 70	7.500	From Jct. US 271, West to Boggy River Bridge. Repair Failures in Conc. Paving. (M-2228)	13,000.00
		Total Projects Completed	$ 34,000.00
Projects Under Construction			
US 271	15.000	Pushmataha County Line, Southeast to Hugo. Reshape and Spot Pre-Mix Leveling Crse. and Armor Coat. (M-2258)	70,000.00
US 70	13.300	Sawyer, east to McCurtain Co. Line Reshape and Spot Pre-Mix Leveling Crse. and Armor Coat. (M-2259)	45,000.00
US 271	3.500	Hugo, South. Sectional Retread and Armor Coat. (M-2336)	25,000.00
US 271		Red River Bridge, South of Hugo. Refloor Bridge. (RC-45(2))	62,737.60
		Total Projects Under Construction	$ 202,737.60
Projects Programmed			
None			
		Total for County	$ 236,737.60



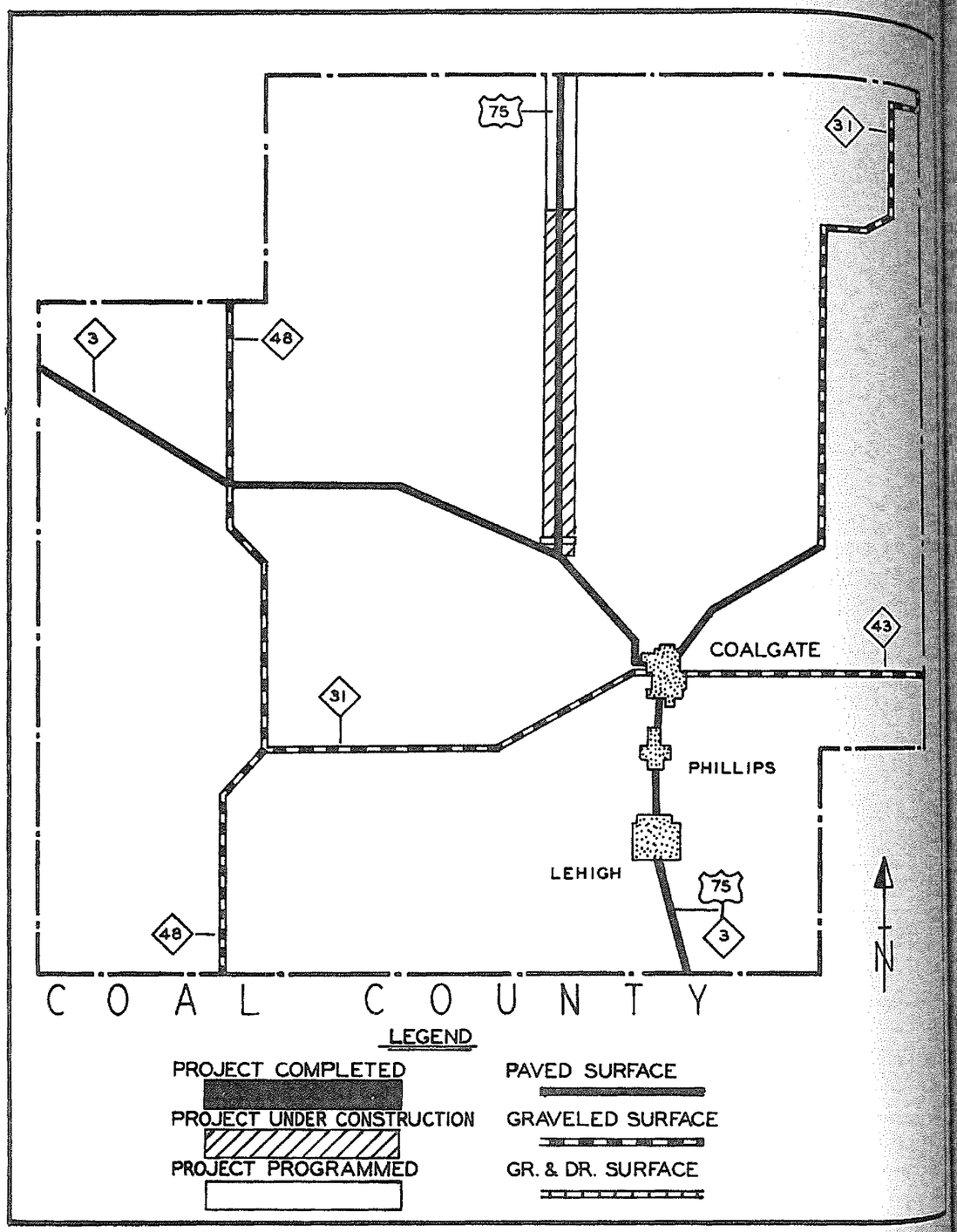
Hwy. No.	Mileage	Location & Description	Amount
		CIMARRON COUNTY	
Projects Completed			
US 64	7.905	2.5 miles Southwest of Boise City, Southwest. Gr., and Dr. (SAP-1063)(2) Gr.)	$ 58,627.54
F/M	7.672	Boise City, West. Gr., Dr., Asph. Stab. Base and sing. Bit. Surf. Crse. (S-682(1). (SH).	109,956.50
US 64	3.211	Boise City, Southwest. Gr., Dr., Asph. Stab. Base. Sing. Bit. Surf. Crse. P.C. Conc. Pav. and 1 bridge. (SAP-1063(1) Pt. 1.)	125,289.16
US 287	8.900	From Texas State line, Northwest. Sectional Retread, Repair Base and Armor Coat. (M-2129).	30,000.00
US 287	1.026	From Approx. 12.0 miles Southeast of Boise City, Southeast. Gr., Dr., Caliche Base and Dbl. Bit. Surf. Crse. (F-600(2) Rdy.)	46,231.00
US 64	7.905	From 2.5 miles Southwest of Boise City, Southwest. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1063(2) Surf.)	179,189.27
US 64	7.870	13 miles Southwest of Boise City, Southwest. Gr. and Dr.(F-350(1) Gr.)	70,852.30
US 64	7.870	13 miles Southwest of Boise City, Southwest. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-350(1) Surf.)	208,043.45
US 287	17.800	From Boise City, North. Relay, Retread and Armor Coat. (M-2223)	78,700.00
US 64	27.060	Boise City East to Texas-Cimarron County line. Sectional Retread, Repair Base and Armor Coat. (M-2286).	143,000.00
Co. Rd.	4.000	Begin 11 miles South of Keys and extend South. Caliche Base Crse and Dbl. Bit. Surf. Crse. (S-335(5) Co.)	45,280.58
		Total Projects Completed	$ 1,095,169.80
Projects Under Construction			
US 287	0.132	12 Miles Southeast of Boise City at Beaver River. 1 Bridge. (F-600(2)Br.)	$ 230,725.53
FM	7.559	From 7.5 Miles West of Boise, West. Gr., Dr. and Asph. Stab. Base with Sing. Bit. Surf. Crse. (S-682(2)(SH) Pt. 1)	114,091.01

Hwy. No.	Mileage	Location & Description	Amount
		CIMARRON COUNTY CON'T	
Projects Under Construction			
FM	0.649	From 15 Miles West of Boise City, Westerly. Gr., Dr. and Asph. Stab. Base with Sing. Bit. Surf. Crse. (S-682(3)(SH)Pt. 2)	$ 14,642.07
		Total Projects Under Construction	$ 359,458.61
Projects Programmed			
US 64	12.500	Approx. 11 miles Southwest of Boise City, Southwest to New Mexico State Line. (Except F-305(1))Gr., Dr., Br., and Sing. Bit. Surf. (SAP-1063(3))	884,500.00
		Total Projects Programmed	$ 884,500.00
		Total for County	$ 2,339,128.41

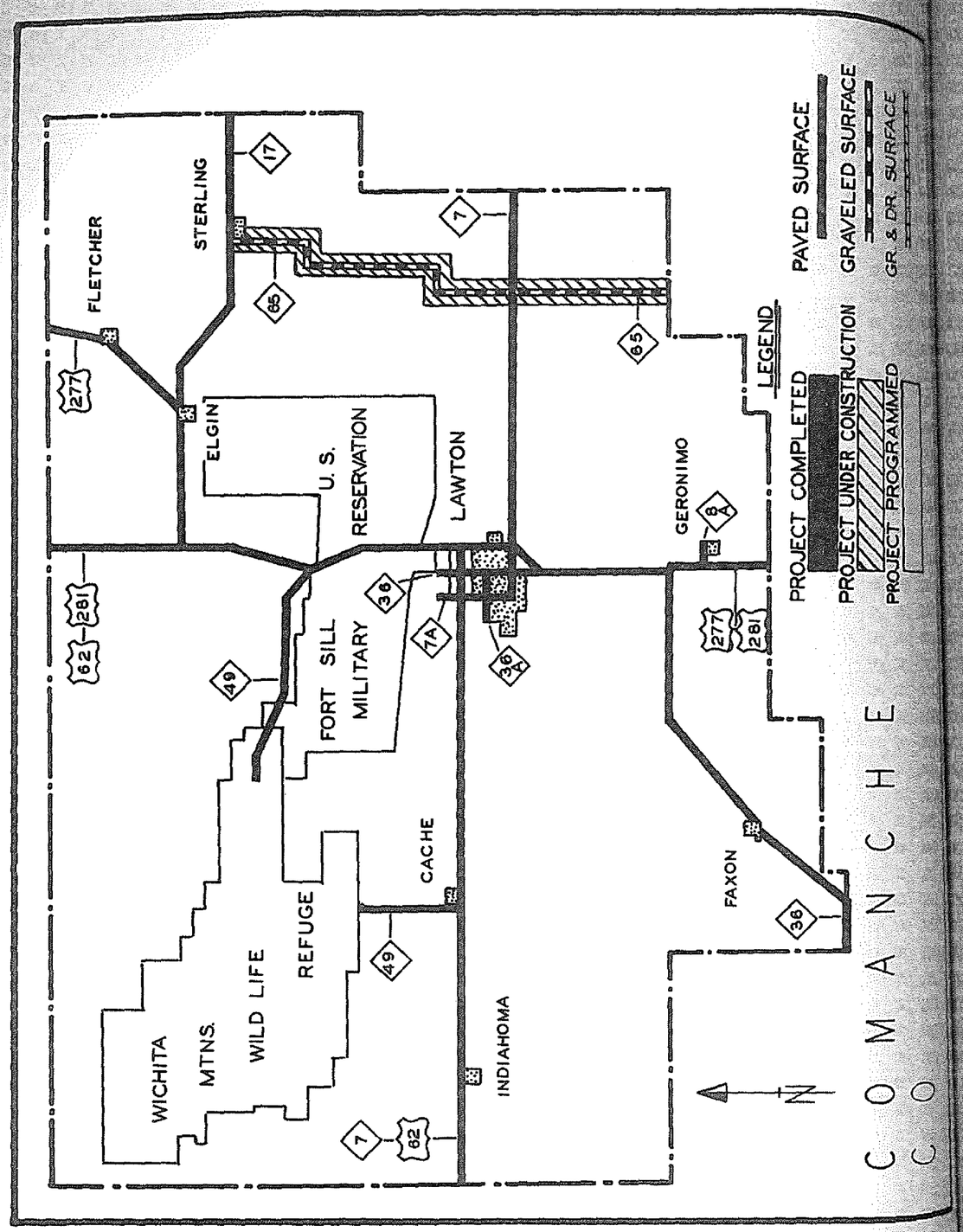


Hwy. No	Mileage	Location & Description	Amount
		CLEVELAND COUNTY	
Projects Completed			
SH 77H	0.019	1.800 Miles North of Jct. SH 77H and US 77, North. 1 Bridge. (S-697(1) SH Br.)	$ 21,376.89
SH 39	4.032	7.000 Miles East of Lexington, East. Gr., and Dr. (SAP-1057(1) Rdy. Pt.1)	94,701.60
US 77	8.700	Lexington, North to Asphalt Conc. Patch. (M-1960)	24,500.00
US 77	7.244	From Norman, South. Gr., Dr., Br. and Asph. Conc. Widening and Resurfacing. (F-112(13))	402,582.92
US 77	3.448	Norman, North. Gr., Dr., and 1 Bridge. (SAP-1067(1) Gr.)	66,180.58
US 77A	0.475	US 77 Alt. From Jct. SH 9 and SH 74, West of Norman, West. Gr. and Dr. (SAP-1079(1) Gr.)	2,662.81
SH 9		4.0 Miles Southwest of Norman. Bridge Repair. (RC-76(3))	37,687.68
SH 9		South Canadian River Bridge, Southwest of Norman. Earth Fill Washed out Section of Bridge, (RC-76(4))	23,574.00
SH 74	16.000	From SH 9, West of Norman, West and North to Oklahoma City. Patch and Retread Rough Sect. (M-2098)	13,000.00
US 77A	7.027	1.0 Mile South of Moore, South. Gr., Dr., and 3 Bridges. (FI-380(1)Gr.)	213,870.31
US 77	0.020	Approx. 3.0 Miles South of Moore. 2 Bridges. (FI-380(2))	39,050.42
US 77	2.989	1.0 Mile South of Moore, North. Gr., Dr., and 1 Bridge. (FI-112(14) Gr.)	108,436.36
FAS RD	1.010	From 7.149 Miles East of Noble, East. Gr., Dr., and Traf. Bnd. Surf. Crse.(S-81(1)Pt.2)	16,535.46
FAS RD	7.149	Noble, East. Gr., Dr., Traf. Bnd. Surf. Crse. and 3 Bridges. (S-81(1) Pt.1)	80,059.30
SH 77H	7.033	From US 77, North. Asph. Conc. Paving. (S-697(2)SH)	289,751.51
SH 9		At Little River. Clean and Paint 1 Bridge. (MC-330(1))	952.00

Hwy. No.	Mileage	Location & Description	Amount
		CLEVELAND COUNTY CON'T.	
Projects Completed			
US 77	3.448	Norman, North. Asph. Conc. Paving. (SAP-1067(1)Surf.)	$ 194,338.44
US 77	0.475	From Jct. SH 9 and SH 74 West of Norman, West. Asph. Conc. Paving. (SAP-1079(1)Surf.)	25,246.56
US 77	2.985	From 1.0 mile South of Moore, North. Asph. Conc. Pav. and Asph. Stab. Base and Sing. Bit. Surf. Crse. (FI-112(14)Surf.)	392,339.14
US 77	7.004	From 1.0 mile South of Moore, South. Asph. Conc. Paving. (FI-380(1)Surf.)	732,028.15
		Total Projects Completed	$ 2,778,874.07
Projects Under Construction			
US 77	1.840	Okla.-Cleveland Co. Line, South. Gr., Dr., Stab. Aggr. Base and Asph. Conc. Surf. Crse. (F-112(15))	270,900.66
SH 39	4.026	From 7.0 Miles, East of Lexington, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1057(2)Pt. 1)	71,200.30
US 77	0.680	On Robinson St. in Norman, From Flood Ave. to US 77 Porter Ave. Gr., Dr., Stab. Aggr. Base and Asph. Conc. Surf. Crse. (SAP-1087 (1))	69,895.26
SH 9 SH 74		At South Canadian River, Southwest of Norman. Install Tree Diversion. (C-1452)	10,000.00
		Total Projects Under Construction	$ 421,996.22
Projects Programmed			
SH 9		South Canadian River, Southwest of Norman. Sub. Str. and Approaches.	1,300,000.00
US 77	10.000	South Noble, South to Purcell and Lexington Stub. Widen and Resurface.	447,000.00
		Total Projects Programmed	$ 1,747,000.00
		Total for County	$ 4,947,870.29

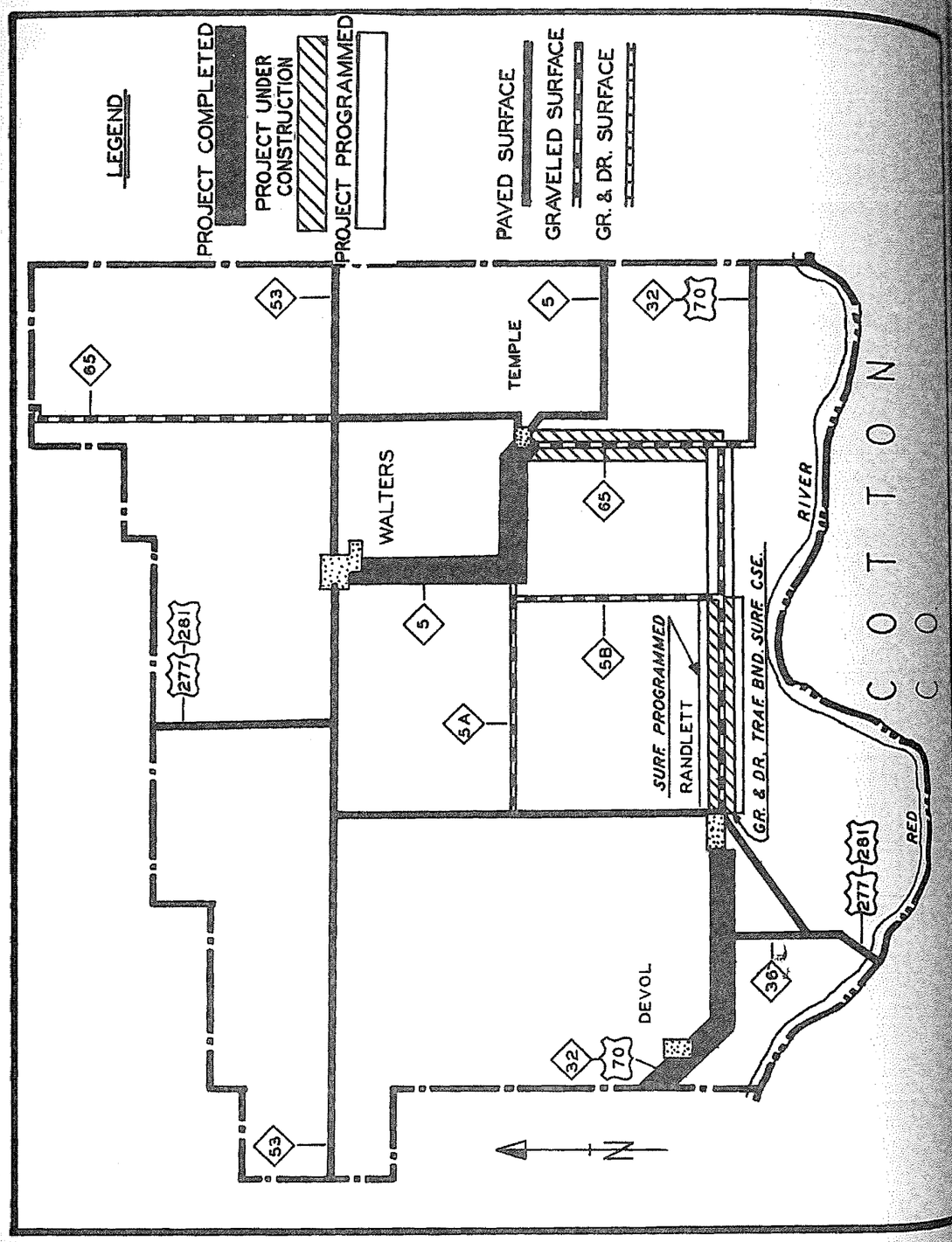


Hwy. No.	Mileage	Location & Description	Amount
		COAL COUNTY	
Projects Completed			
SH 31	5.600	Coalgate, Northeast to Cairo Corner. Reshape, Prime and Place Premix. (M-2160)	$ 28,500.00
SH 3	15.500	Jct. US 75, Northwest to Concrete. Place Asphaltic Retread on present Mat. (M-2091)	95,000.00
		Total Projects Completed	$ 123,500.00
Projects Under Construction			
US 75	0.042	From SH 3, North 7.804 miles, within the limits of F-250(2) Gr. 4 Bridges. (F-250(2) Br.)	$ 73,601.76
US 75	7.804	From SH 3, North. Gr. and Dr. (F-250(2) Gr.)	123,975.43
US 75	7.804	From SH 3, North. P. C. Conc. Paving. (F-250(2) Surf.)	584,544.97
SH 3		At Various Locations. Clean and Paint 2 Bridges. (MC-329(1))	600.00
SH 31	6.000	Coalgate, West 6 miles. 1,000 Tons Pre-Mix Asph. (M-2324)	43,000.00
		Total Projects Under Construction	$ 825,722.16
Projects Programmed			
US 75		At OCAA Railway Northwest of Goalgate. Gr., Xing Prot. Device. (FG-250(3)	$ 1,980.00
US 75	6.500	Hughes County, South. Gr., Dr., Br., and Surf.	620,000.00
		Total Projects Programmed	$ 621,980.00
		Total for County	$1,571,202.16



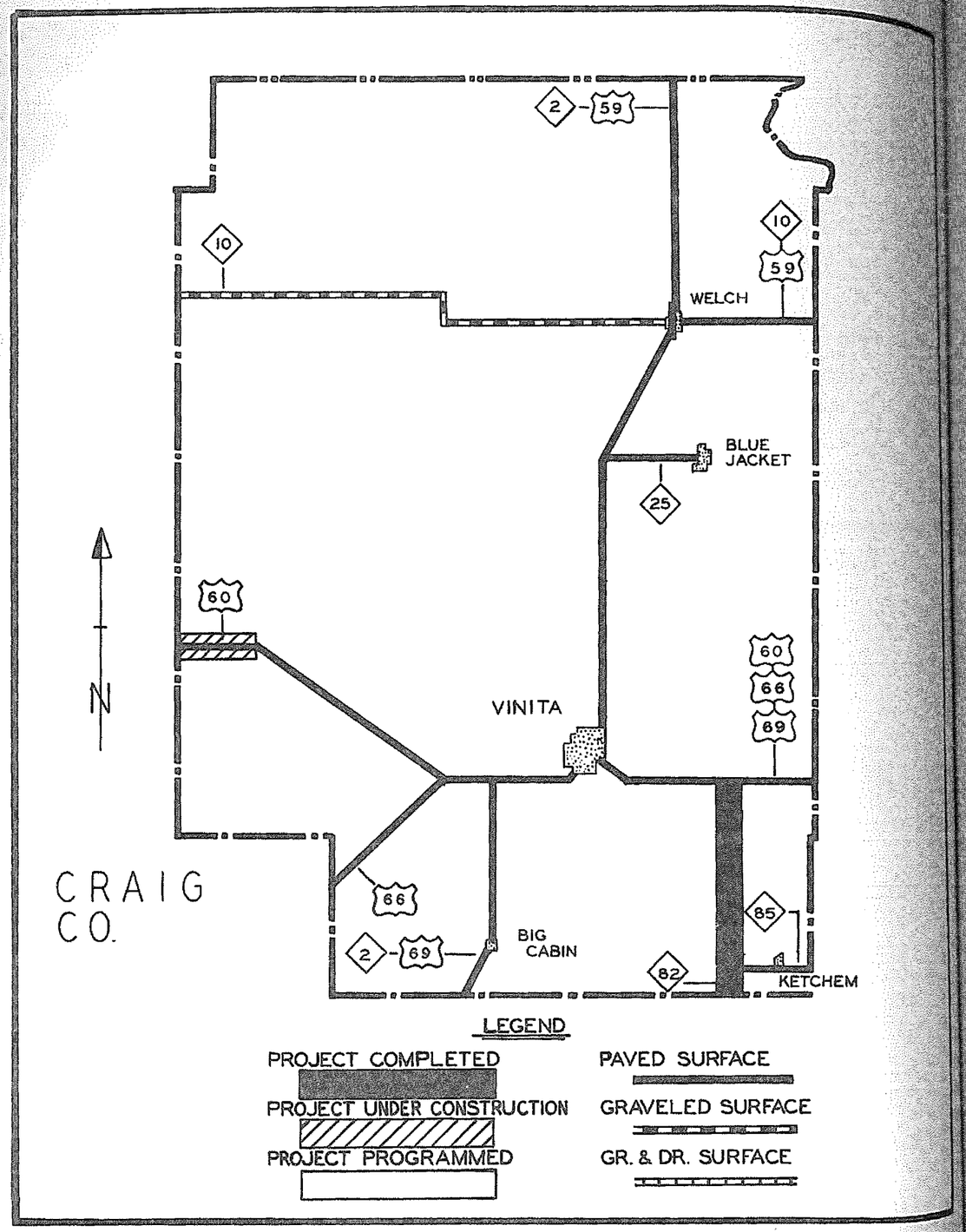
Hwy. No.	Mileage	Location & Description	Amount
		COMANCHE COUNTY	
Projects Completed			
US 277	6.300	Beg. at Lawton and Ext. South to Jct. SH 36. Build up 12,000 SY settled Areas with Hot-Mix Cold-Laid Asph. Surf. Material. (M-1997)	$ 12,600.00
SH 36	5.700	From Tillman County Line, Northeast to US 277. Recondition Oil Mat and Spot Armor Coat. (M-2134)	50,000.00
		Lawton, Reshape, Roll Prime and Armor Coat. Highway Patrol Yard. (C-1461)	565.00
SH 36	5.000	From Faxon, North and East 5.0 Miles. Recondition Oil Mat and Armor Coat. (M-2293)	59,000.00
US 277	6.300	From Lawton, South to Jct. SH 36 and US 277. Level up Surface and Armor Coat. (M-2296)	20,000.00
SH 7	13.900	Lawton, East to Stephens Co. Line on SH 7. Repair Concrete Failures and Mudjack. (M-2303)	9,000.00
SH 36	6.100	From 5.0 Miles North and East of Faxon, East 6.1 Miles to Jct. US 277. Recondition Oil Mat and Spot Seal. (M-2328)	15,000.00
		Total Projects Completed	$ 166,165.00
Projects Under Construction			
		At Various Locations. Clean and Paint 5 Bridges. (MC-332(1))	$ 8,043.00
SH 65	0.046	Between Hulen and SH 7. 2 Bridges. (S-715 (1)(SH)Br.)	79,489.36
SH 65	6.741	Hulen, North. Gr. and Dr. (S-715(1)(SH)Rdy.)	109,832.56
SH 65	0.060	Within the limits of S-175(2)SH Rdy. From SH 7 to SH 17. 2 Bridges. (S-715(2)(SH)Br.)	117,287.08
SH 65	7.594	From SH 7, North. Gr. and Dr. (S-715(2)(SH) Pt. 1 Gr.)	117,869.50
SH 65	4.822	From 7.588 miles North of SH 7, North to SH 17 to Sterling. Gr. and Dr. (S-715(2) (SH) Pt. 2 Gr.)	99,188.79
SH 65	6.798	Hulen, North. Gr., Dr., Asph. Stab. Base with Sing. Bit. Surf. Crse. and P. C. Conc. Pav. (SAP-969(3)Pt. 1)	168,764.94

Hwy. No.	Mileage	Location & Description	Amount
		COMANCHE COUNTY CON'T	
Projects Under Construction			
SH 65	7.583	From 6.798 Miles North of Hulen, North. Asph. Stab. Base with Sing. Bit. Surf. Crse. (SAP-969(3)Pt. 2)	$ 145,322.76
SH 65	4.814	From 14.381 Miles North of Hulen, North to SH 17 at Sterling. Asph. Stab. Base With Sing. Bit. Surf. Crse. (SAP-969 (3) Pt. 3)	90,477.32
		Total Projects Under Construction	$ 936,275.31
Projects Programmed			
US 62	2.000	US 277, West in Lawton. Gr., Dr., Widen and Gr. Separations. (AU-215 (8))	660,000.00
CO RD	4.000	US 62, at Cache, South. Dr. Structs. and Low Type Surface. (S-719(1)Co.)	23,630.00
SH 36		In Lawton on Ft. Sill Blvd. from Ferris Ave., North to Gate # 3. Survey and Plans. (AD-2)	6,300.00
		Total Projects Programmed	$ 689,930.00
		Total for County	$ 1,792,370.31

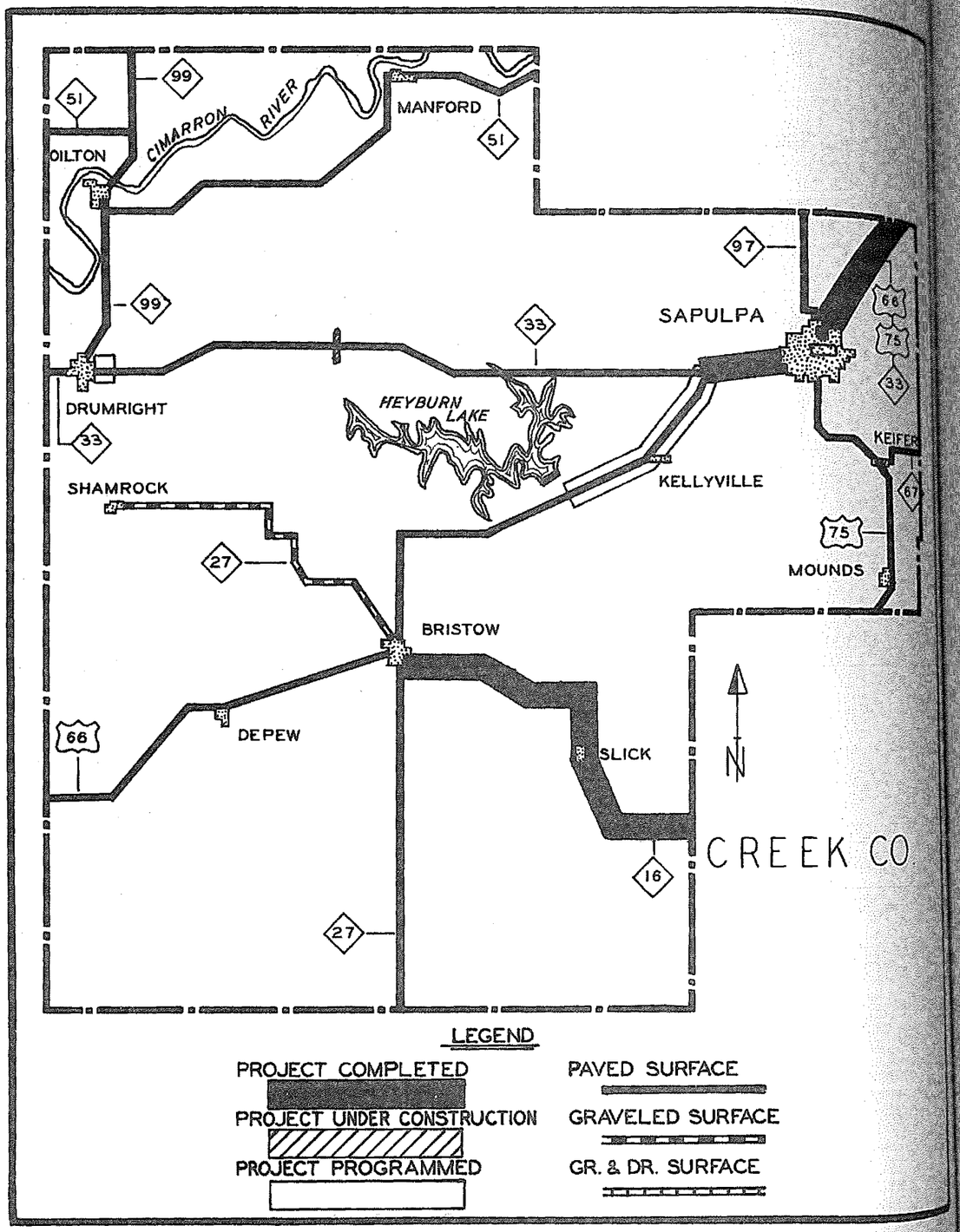


Hwy. No.	Mileage	Location & Description	Amount
		COTTON COUNTY	
Projects Completed			
US 70	7.215	From Cotton-Tillman Co. Line, East. Gr., Dr., Asph. Stab. Bse. and Sing. Bit. Surf. Crse. (F-375(2) Pt.1)	$ 152,424.96
US 70	2.594	From 7.215 Miles East from Cotton-Tillman County Line, East to US 281 at Randlett. Gr., Dr., Asph. Stab. Bse. and Sing. Bit. Surf. Crse. (F-375(2) Pt. 2)	62,697.57
SH 5	7.916	Beg. in Temple and Ext. West and North. Gr., Dr., Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (S-347(3)SH Pt.1)	240,821.64
SH 5	1.395	From Approx. 7.9 Miles West and North from Temple, North to Walters. Gr., Dr., Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (S-347(3)SH Pt.2)	41,718.81
US 277	19.900	From Emerson Corner, South to Red River. Repair Failures and Armor Coat.(M-2139)	20,900.00
US 70	4.000	From 7.0 Miles East of Randlett and Ext. East 4.0 Miles. Reshape Roadway and Ditches and Traf. Bnd. Surf. Crse.(M-2209)	4,000.00
SH 5A	8.000	From Jct. US 277, Ext. East 8 Miles to Jct. SH 5. Reshape Roadway and Ditches and Traf. Bnd. Surf. Crse. (M-2214)	8,000.00
US 70	2.000	From 8.0 Miles East of Randlett, East to Cache Creek. Reshape Rdy. and Place Traf. Bnd. Surf. Crse. (X-263)	2,400.00
SH 36	3.000	From Jct. US 70, South 3.0 Miles to Jct. US 277. Reshape Roadway and Ditches and Traf. Bnd. Surf. Crse. (M-2212)	3,000.00
SH 36	3.100	From Jct. US 70 and SH 36, South 3.1 mile to Jct. US 277. Repair Roadway Structures, Pull Ditches and Reshape Roadway, Surface and Place 4" 20' Asph. Stab. Base Crse. Prime and Armor Coat. (C-1447)	20,300.00
US 277	19.900	Begin at Jct. US 277 and Extend South to Red River. Armor Coat Entire Surface.(M-2300)	45,000.00
		Total Projects Completed	$ 601,262.98

Hwy. No.	Mileage		Location & Description	Amount
			COTTON COUNTY CON'T	
Projects Under Construction				
US	70	7.019	From US 281 at Randlett, East. Gr. Dr. and Traf. Bnd. Surf. Crse. (F-444(8))	$ 142,832.63
SH	5		At East Cache Creek. Clean and Paint 1 Bridge. (MC-332(1))	705.00
SH	65	7.794	Temple, South to US 70. Gr. and Dr. (S-716(1)(SH))	57,826.62
SH	65	7.794	Temple, South. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-716(2)(SH))	219,331.33
			Total Projects Under Construction	$ 420,695.58
Projects Programmed				
US	70	7.000	Taylor School, West. Surface.	290,000.00
US	70	5.500	Taylor School, East. Gr., Dr., and Br.	675,000.00
			Total Projects Programmed	$ 965,000.00
			Total for County	$ 1,986,958.56

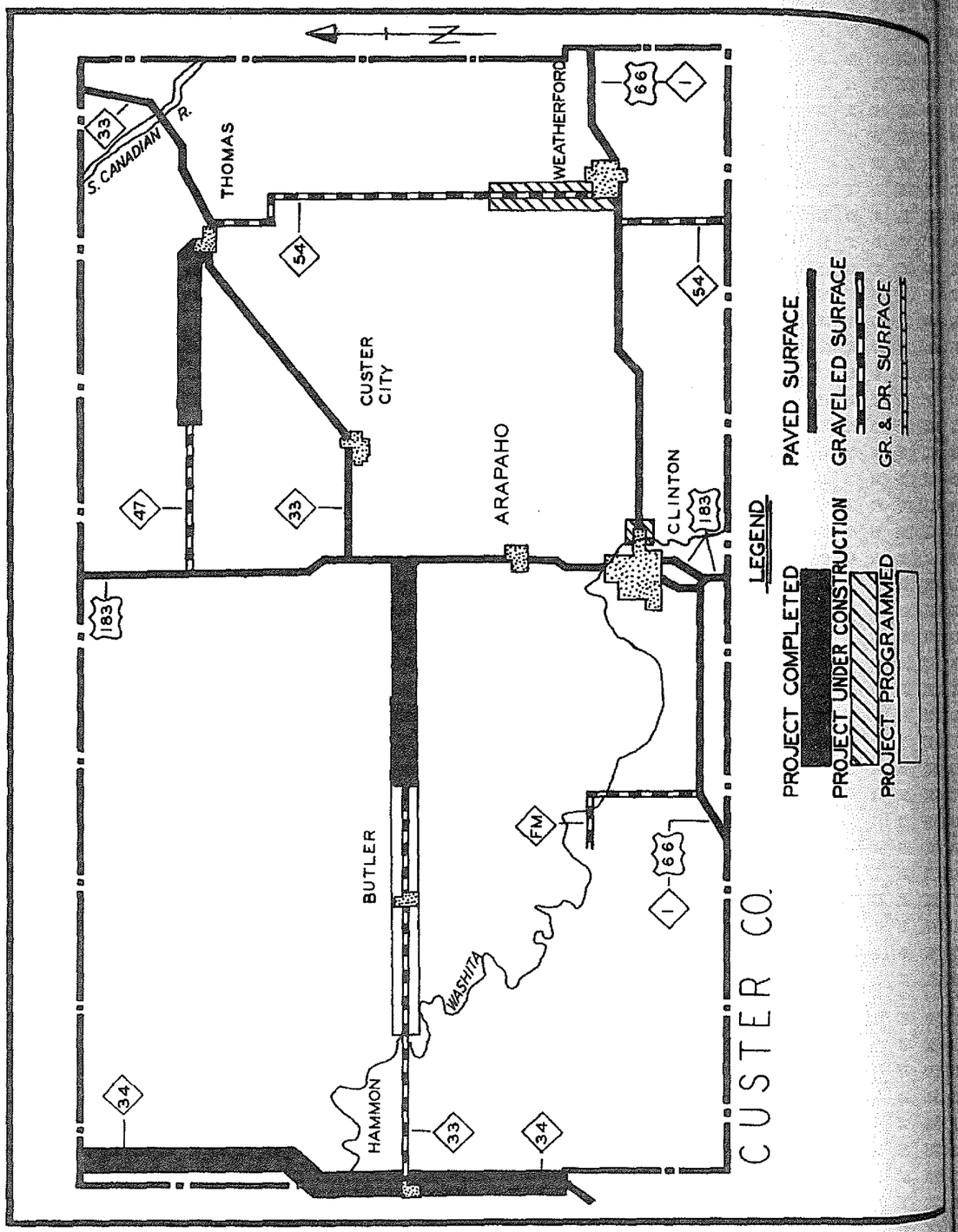


Hwy.	No.	Mileage	Location & Description	Amount
			CRAIG COUNTY	
Projects Completed				
CH	10	0.283	In Welch, from US 59 to M. K. T. RR. Gr., Dr., and P. C. Conc. Pav.(SAP-1028(2))	$ 45,016.92
SH	82	5.116	From 5.8 miles North of Langley, North. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-137(4)SH Pt.2)	129,233.03
SH	85	5.000	From End SAP-1018(1) East 0.5 miles in Ketchum. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (C-1451)	24,000.00
US	66	9.000	Vinita, East. Remove and Replace Broken Pavement. (M-2313)	22,000.00
US	60	12.300	Nowata County Line, East. Recondition and Armor Coat. (M-2180)	17,500.00
SH	10	20.100	Welch to Nowata County Line. Spot Gravel. (M-2222)	40,000.00
			Total Projects Completed	$ 277,749.95
Projects Under Construction				
US	60	3.037	From Nowata Co. Line, East. Gr., Dr., and Stab. Aggr. Base with Dbl. Bit. Surf. Crse. (SAP-163(4))	145,765.36
SH	2	11.600	Vinita, North. Armor Coat.2 Ten Foot Asphalt Shoulders. (M-2330)	45,000.00
			Total Projects Under Construction	$ 190,765.36
Projects Programmed				
CO.	RD		SH 2 to Hospital. Surfacing.	30,000.00
			Total Projects Programmed	$ 30,000.00
			Total for County	$ 498,515.31



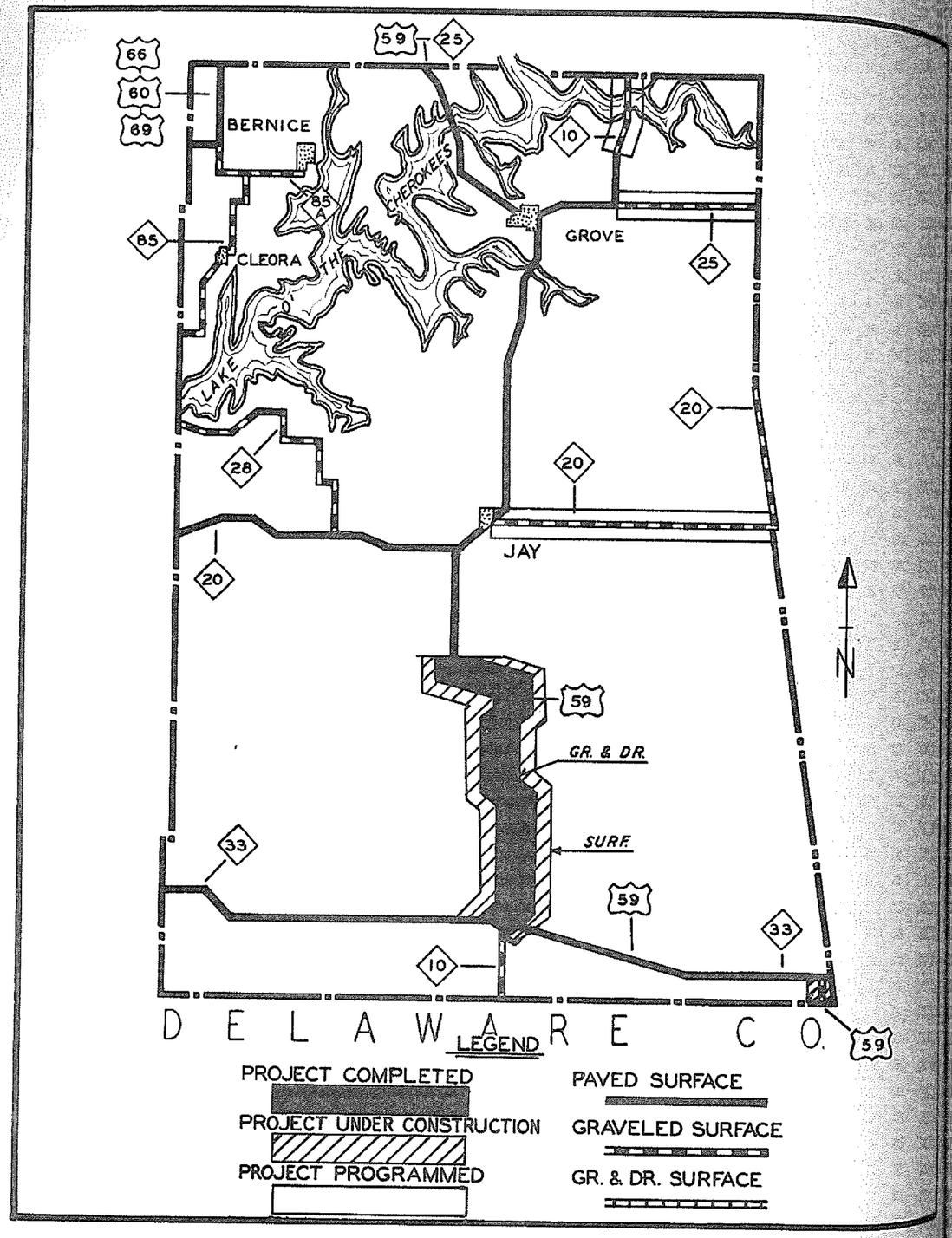
Hwy.	No.	Mileage	Location & Description	Amount
			CREEK COUNTY	
Projects Completed				
US	66	4.687	Creek-Tulsa County Line, Southwest. Gr., Dr., and 3 Bridges. (FI-93(6))	$ 218,377.30
US	66	37.000	Sapulpa, West. Repair Damage to Shoulders and Side Ditches. (X-250)	20,000.00
SH	27	13.000	Bristow, South. Repair Damage to Shoulders and Side Ditches. (X-251)	8,000.00
US	66	4.688	Creek-Tulsa County Line, Southwest. Gr., Dr., and P. C. Conc. Pav.(FI-93(7))	343,514.51
SH	16	7.823	From Bristow, Southeast. Stab. Aggr. Base and Dbl. Bit. Surf. Crse.(S-384(4)SH Pt.1)	232,120.06
SH	16	7.058	From 7.823 Miles Southeast of Bristow to Creek-Okmulgee County Line. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-384(4)SH Pt.2)	217,017.78
US	66	4.418	Sapulpa, West. Gr., Dr., and 3 Bridges. (SAP-102(2) Gr., Dr., Br.)	295,425.45
FAS	RD	4.054	Gypsy, East to SH 27. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge.(S-206(2))	51,201.93
FAS	RD	0.020	From SH 67, 0.5 Mile East of Drumright, North to SH 33. 2 Bridges.(S-114(3)Br.)	25,606.00
FAS	RD	2.231	From SH 67, 0.5 Mile East of Drumright, North to SH 33. Gr., Dr., and Traf. Bnd. Surf. Crse.(S-114(3) Rdy.)	27,613.51
SH	67	8.500	East of Drumright. Recondition and Armor Coat. (M-2154)	29,000.00
US	75	0.077	At Rock Creek, Gr. P. C. Conc. Paving and 2 Bridges. (SAP-408(1))	55,910.55
US	66	0.025	At intersection of SL-SF Railway West of Sapulpa. 1 Overpass. (FAGS-713(1))	43,031.22
US	66	0.233	From Tulsa County Line, Southwest. Gr. and Dr. and P. C. Conc. Paving.(FI-93(8))	64,309.47
US	66	0.068	At Rock Creek, 1.0 Miles West of Sapulpa. 2 Bridges. (SAP-102(3))	119,771.20

Hwy.	No.	Mileage	Location & Description	Amount
			CREEK COUNTY CON'T	
Projects Completed				
SH	27		25 Miles East of Shamrock. Replace Timber Structure with RCB and Repair Flaw line of Another Bridge. (C-1450)	$ 12,000.00
SH	99	7.000	Creek County. Replace Failures in Conc. Paving and Repair Shoulders. (M-2230)	26,500.00
US	66	4.399	Sapulpa, West. Asph. Conc. Pav. (SAP-102(3)Surf.)	304,228.25
			Total Projects Completed	$ 2,093,627.23
Projects Under Construction				
SH	99		At Various Locations. Clean and Paint, 2 Bridges. (MC-328(1))	$ 5,472.00
US	66	34.000	Jct. SH 33, West to Lincoln County Line. Widen 1 Ft. each side. Place Leveling Course and Armor Coat. (M-2320)	85,000.00
SH	33	0.179	At Schooler Creek, Approx. 9 miles East of Drumright. Bridge and Approaches. Gr., Dr., Stab. Aggr. Base with Dbl. Bit. Surf. Crse. (SAP-682(6))	47,893.98
			Total Projects Under Construction	$ 138,365.98
Projects Programmed				
CO	RD	3.300	SH 33 West of Drumright, Northeast to FAS Rt.1904. Gr., Dr., Dustless type Surface and Bridge. (S-702(1))	110,000.00
SH	33	1.000	Drumright, East. Gr., Dr., and Surf. (SAP-682(5))	150,000.00
US	66	0.500	On Mission St. in Sapulpa. Gr., Dr., and Surf.	100,000.00
US	66	8.000	Jct. US 66 and SH 33, Southwest. Gr., Dr., Br., and Surf.	800,000.00
			Total Projects Programmed	$ 1,160,000.00
			Total for County	$ 3,391,993.21



Hwy. No.	Mileage	Location & Description	Amount
		CUSTER COUNTY	
Projects Completed			
SH 33	0.085	From 4 Miles East of Butler, East to US 183. 6 Bridges. (SAP-836(3) Br.)	$ 75,815.97
SH 33	7.826	From 4.0 Miles East of Butler, East to US 183. Gr., and Dr. (SAP-836(3)Pt.1 Rdy.)	141,699.68
SH 33	0.310	From 11.911 Miles East of Butler, East to US 183. Gr., and Dr. (SAP-836(3)Pt.2 Rdy.)	8,657.17
US 66		At Little Deer Creek, 0.5 Mile West of Weatherford. Bridge Repair and Erosion. Control. (RC-86(1))	28,372.65
SH 47	6.834	In Thomas and West. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-684(1) SH Surf.)	138,670.64
SH 33	9.400	From Thomas to Custer City. Spot Repairs and Armor Coat. (M-2123)	17,000.00
SH 33	7.822	From 4.0 Miles East of Butler, East. 7.669 Miles Asph. Stab. Base and Sing. Bit. Surf. Crse. and 0.153 Miles Traf. Bnd. Surf. Crse. (F-442(2)Pt. 1)	158,949.64
SH 33	0.459	From 11.0 Miles East of Butler, East to US 183. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-442(2)Pt.2)	10,729.24
SH 34	7.107	From Hammon, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-418(3)Pt.1 Surf)	132,607.39
SH 34	5.032	From 7.0 Miles North of Hammon, North to Dewey County Line. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-418(3)Pt. 2 Surf.)	91,014.11
SH 34	7.107	From Hammon North. Gr., and Dr. (F-418(3) Pt. 1 Gr.)	75,449.27
SH 34	5.032	From 7.0 Miles North of Hammon, North. Gr., and Dr. (F-418(3)Pt. 2 Gr.)	27,985.77
SH 34	6.996	From Beckham-Roger Mills County Line, North. Gr. and Dr. (F-255(2)Pt.1 Gr.)	58,540.98
SH 34	2.027	From 7.0 Miles North of Beckham-Roger Mills County Line, North. Gr. and Dr. (F-255(2) Pt. 2 Gr.)	15,498.74

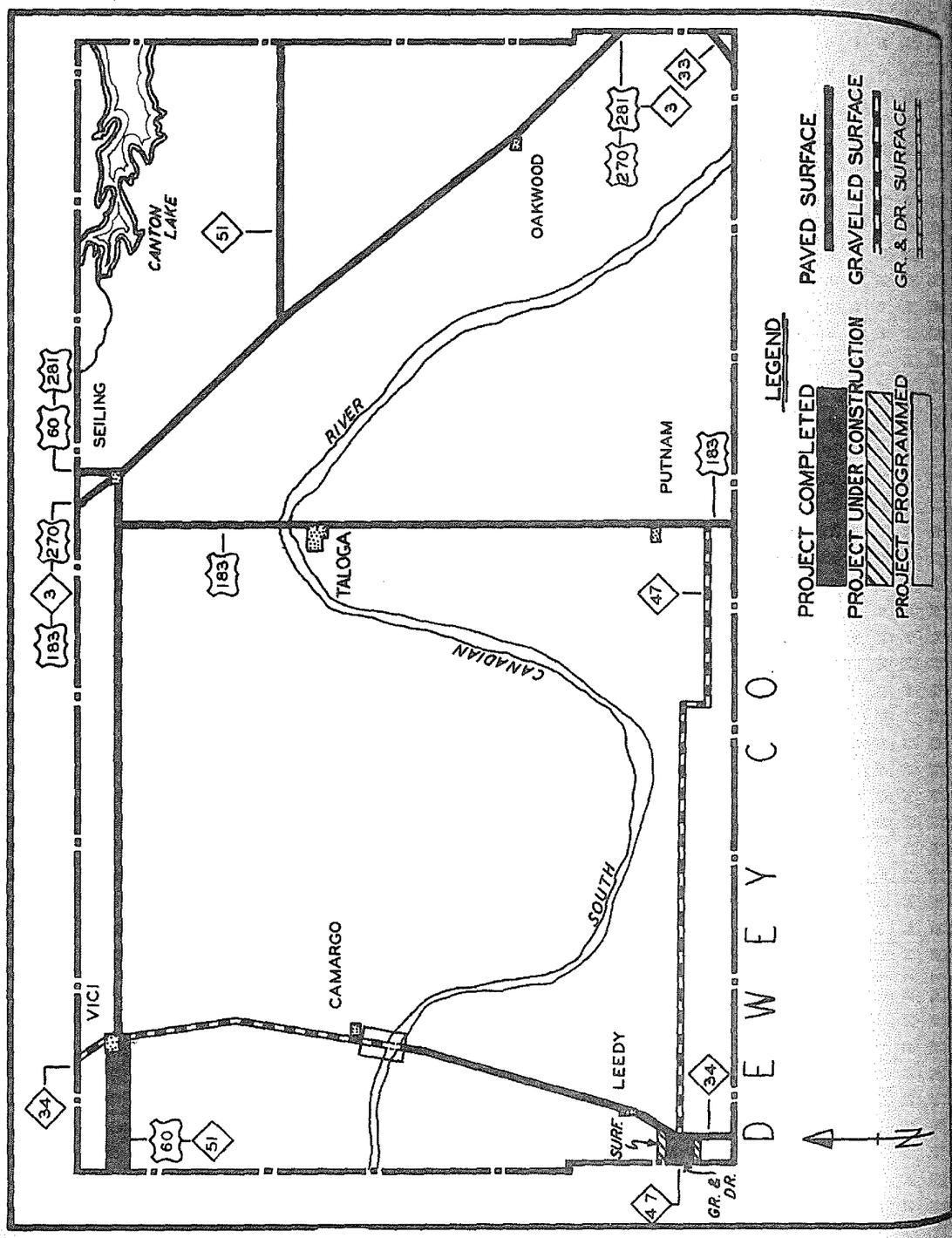
Hwy. No.	Mileage	Location & Description	Amount
		CUSTER COUNTY (CON'T.)	
Projects Completed			
FAS RD	3.126	From 2.0 miles North and 1.0 mile East of Butler, North. Gr., Dr., Traf. Bnd. Surf. Crse. and 2 Bridges. (S-133(1))	$ 55,676.06
SH 34	6.996	From Beckham-Roger Mills County line, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-255(2)Pt.1 Surf.)	142,093.78
SH 34	2.027	From 7.0 miles North of Beckham-Roger Mills County line, North. Asph. Stab. Base and Sing. Bit. Surf. Crse.(F-255(2) Pt.2 Surf.)	42,575.47
US 183	6.200	Arapaho, North to North Jct.SH 33 6.2 miles. Patch Surf. and Armor Coat 22' Surface. (M-2285)	11,000.00
US 183		At Washita River. Clean and Paint 1 Bridge. (MC-325(1))	4,340.00
		Total Projects Completed	$ 1,236,676.56
Projects Under Construction			
SH 54	0.084	On a Section of Road from Weatherford, North 7.865 Miles, 3 Bridges. (SAP-1074 (1)Br.)	$ 135,554.08
SH 54	7.781	Weatherford, North. Gr. and Dr.(SAP-1074 (1)Gr. Dr.)	149,680.58
US 66	1.028	At the Washita River, Just East of Clinton. Gr., Dr., P. C. Conc. Paving and 3 Bridges. (SAP-145(5))	598,880.33
SH 54	7.781	Weatherford, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1074(1)Surf.)	195,500.27
		Total Projects Under Construction	$ 1,079,615.26
Projects Programmed			
CO RD	3.000	Butler, Northeast. Gr., Dr., and Low Type Surf. (S-133(2)CO)	$ 48,700.00
SH 33	9.000	End of Pavement. West to Washita River. Gr., Dr., Br., and Surf.	650,000.00
		Total Projects Programmed	698,700.00
		Total for County	$ 3,014,991.82



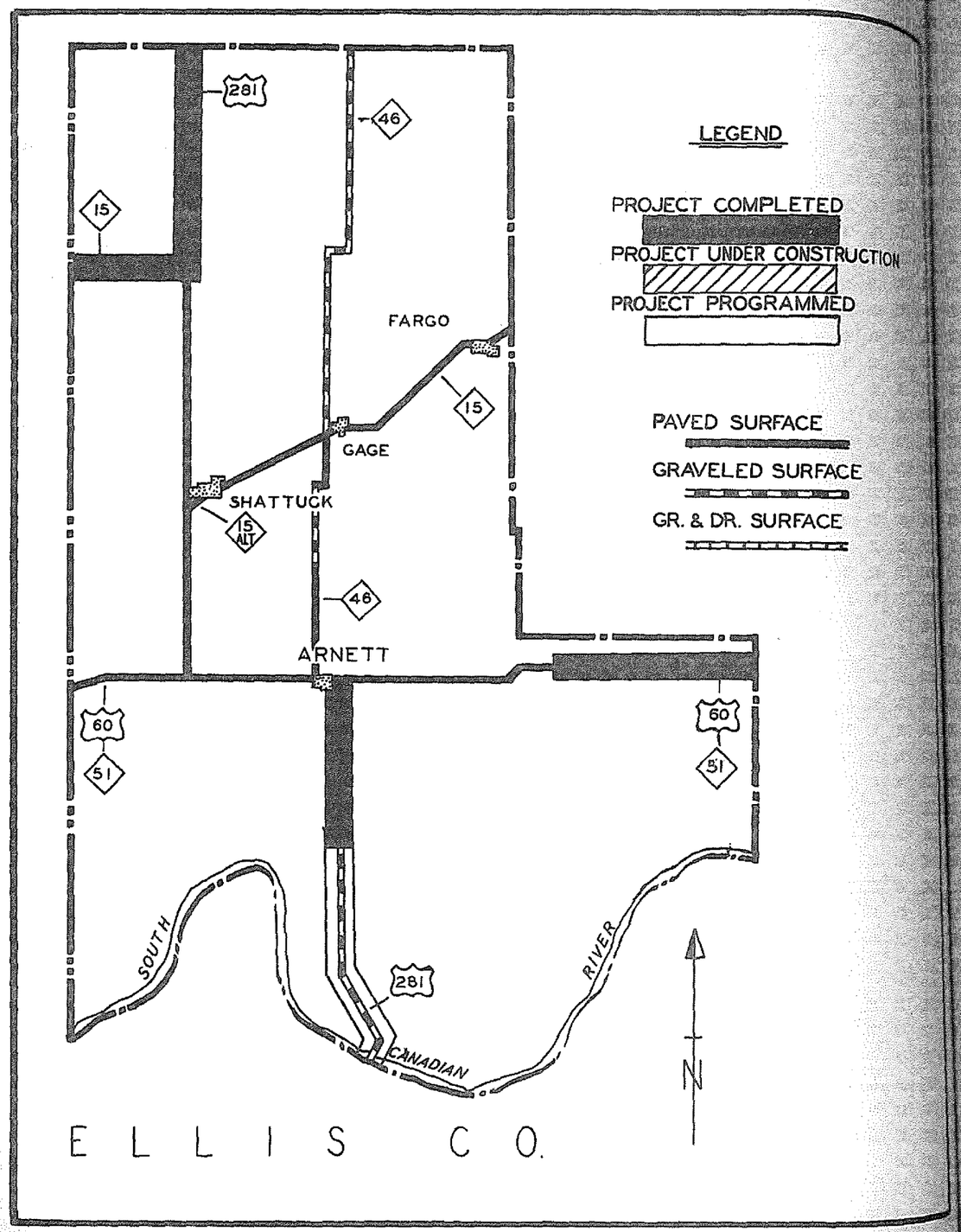
DELAWARE COUNTY

Hwy. No.	Mileage	Location & Description	Amount
Projects Completed			
US 59	12.200	Grove to Jay. Recondition and Armor Coat. (M-2012)	$ 19,000.00
FAS RD	2.675	From SH 20, 7.0 Miles East of Jay, South Gr., Dr., and Traf. Bnd. Surf. Crse. (S-134(3))	37,587.60
CO RD	0.293	At Cloud Creek, approx. 6.0 Miles South and 2.0 Miles East of Jay. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Br. (CS-21-1(1))	26,649.66
US 59	0.519	At Spavinaw Creek, Approx. 6.0 Miles South of Jay. Gr. Traf. Bnd. Surf. Crse. and Substruct. for 1 Bridge. (F-349(3))	90,479.40
SH 33	26.800	Through Delaware County. Recondition and Armor Coat. (M-2150)	68,000.00
SH 20	11.200	Jct. US 59, West. Recondition and Armor Coat. (M-2153)	28,000.00
US 59	13.000	Grove to Jay. Recondition and Armor Coat. (M-2309)	70,000.00
SH 33	0.150	1.7 and 2.3 miles west of Jct. US 59 and SH 33. Repair 2 Bridges (C-1458)	23,000.00
US 59		5.0 Miles Northwest of Grove. Clean and Paint 1 Bridge. (MC-327(1))	3,300.00
US 59	4.990	From 7.648 miles North of SH 33, North. Gr. and Dr. (SAP-12(2)Pt. 2 Gr.)	202,832.52
US 59	7.648	From SH 33, North. Gr. and Dr. (SAP-12(2)Pt. 1 Gr.)	123,661.90
		Total Projects Completed	$ 692,511.08
Projects Under Construction			
US 59	0.106	At Spavinaw Creek, Approx. 6.0 Miles, South of Jay. Bridge - Super Structure. (F-349(4))	143,100.66
US 59	7.648	From SH 33, North. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-12(2)Pt. 1 Surf.)	180,508.94
US 59	4.990	From 7.648 Mile, North of SH 33, North. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-12(2)Pt. 2 Surf.)	132,810.31

Hwy.	No.	Mileage	Location & Description	Amount
			DELAWARE COUNTY CON'T	
Projects Under Construction				
SH	10	4.900	Grove, East. Recondition and Armor Coat. (C-2334)	$ 32,500.00
US	59	8.300	Jct. US 66, Southeast. Recondition and Armor Coat. (M-2335)	37,500.00
SH	33	1.000	10.5 Mile West of Jct. US 59, SH 33, Build 2 RCB Culverts, Raise Gr. Approx. 2 Ft. For 260 Ft. (C-1465)	32,500.00
			Total Projects Under Construction	$ 558,919.91
Projects Programmed				
SH	20	12.000	Jay, East to Arkansas. Gr., Dr., and Surf.	$ 700,000.00
SH	10	13.042	Northeast of Grove, North to Wyandotte. Gr., Dr., and Surf.	600,000.00
SH	25	5.000	3 Miles East of Grove, East to Mo. Gr., Dr., and Surf.	260,000.00
			Total Projects Programmed	$ 1,560,000.00
			Total for County	$ 2,811,430.99



Hwy. No.	Mileage	Location & Description	Amount
		DEWEY COUNTY	
Projects Completed			
US 60	5.416	From Approx. 21.0 Miles East of Arnett, East. Gr. and Dr. (F-317(6)Pt.2 Gr.)	$ 34,890.40
SH 47	4.956	From SH 34 West. Gr., Dr. and 5 Bridges. (SAP-1009(1) Gr.)	228,696.88
US 270	8.500	Seiling, Southwest to Jct. SH 51. Repair Subgrade Pulv. Mat. and add 1,000 C. Y. with MC-3 Armor Coat. (M-2278)	65,000.00
		Total Projects Completed	$ 328,587.28
Projects Under Construction			
SH 47	4.928	From SH 34, West. Asph. Stab. and Sing. Bit. Surf. Crse. (SAP-1009(1)Surf.)	177,508.80
US 270	20.200	Jct. SH 33, Northwest to Jct. SH 51 Conc. Pavement Replacement. (M-2125)	15,000.00
US 183		1.0 Mile North of Taloga at South Canadian River. Place 6 Lines of 7 inch Stringers and Repair Floor on Taloga Bridge. (M-2174)	7,400.00
		Total Projects Under Construction	$ 199,908.80
Projects Programmed			
SH 34	2.600	South Canadian River, at Camargo. Gr., Dr., Br., and Surf.	$ 1,700,000.00
		Total Projects Programmed	$ 1,700,000.00
		Total for County	$ 2,228,496.08



LEGEND

PROJECT COMPLETED

PROJECT UNDER CONSTRUCTION

PROJECT PROGRAMMED

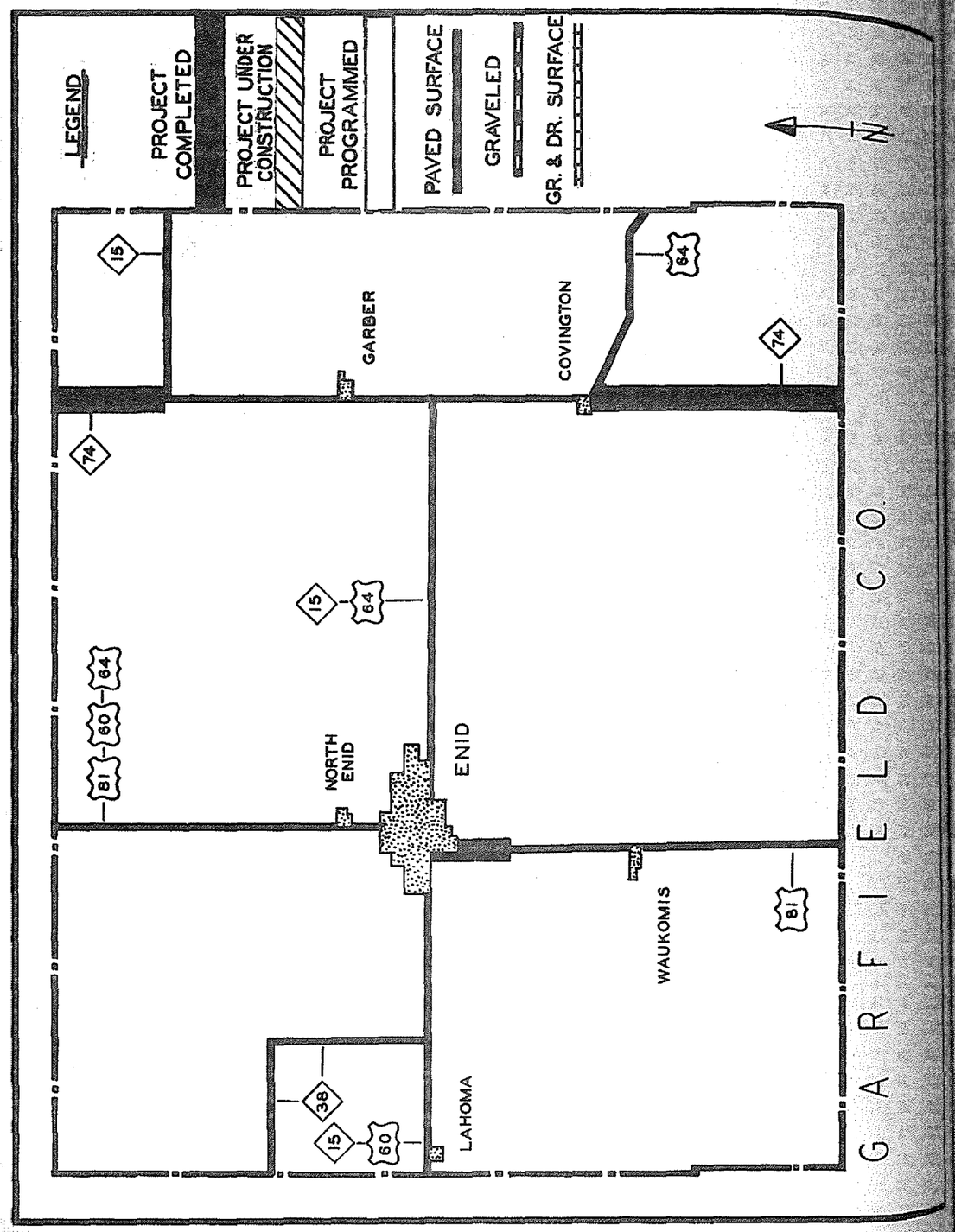
PAVED SURFACE

GRAVELED SURFACE

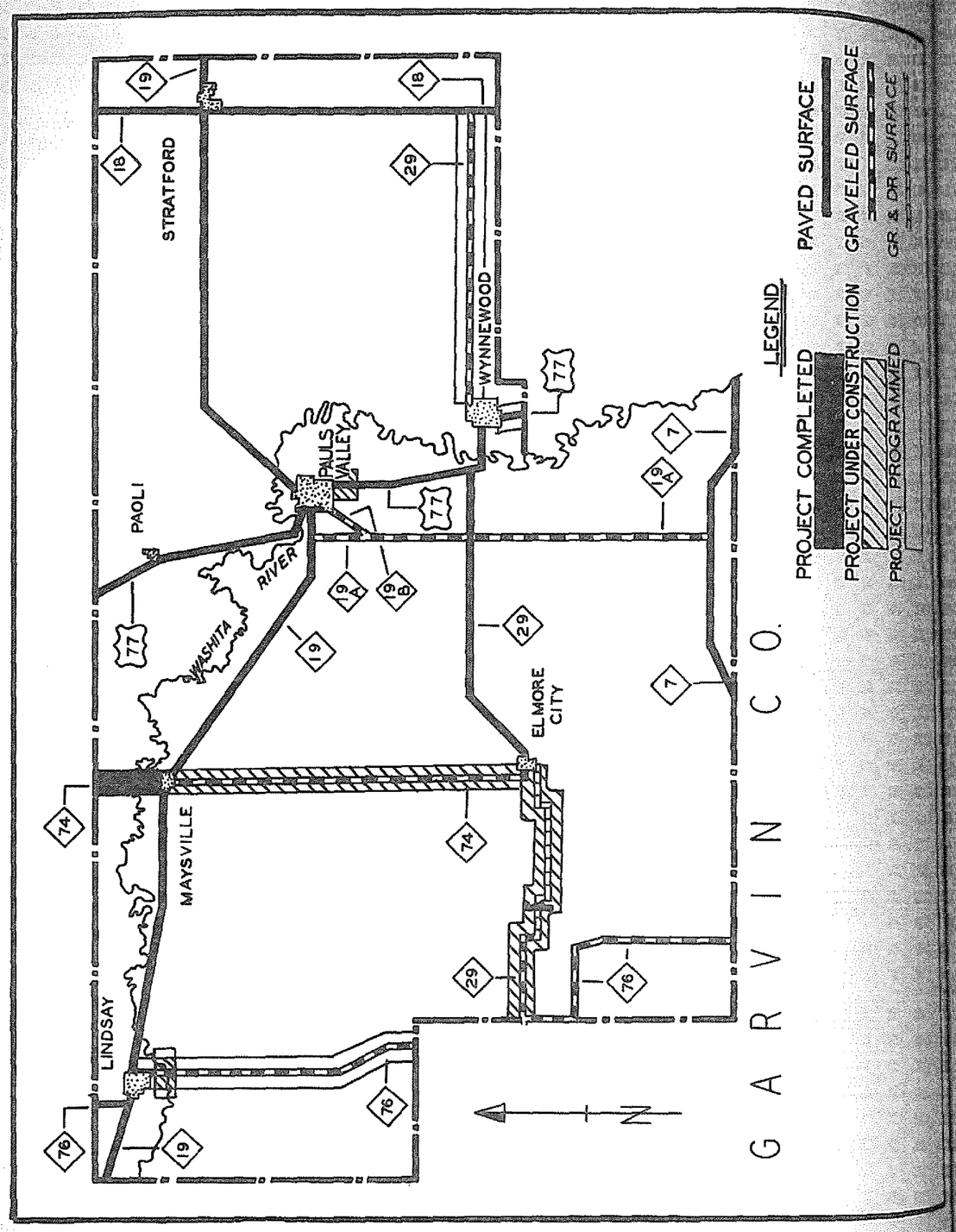
GR. & DR. SURFACE

Hwy.	No.	Mileage	Location & Description	Amount
			ELLIS COUNTY	
Projects Completed				
US	60	7.929	From 13.0 Miles East of Arnett, East. Gr., Dr. (F-317(6)Pt. 1 Gr.)	$ 50,555.85
US	60	7.929	From 13.0 Miles East of Arnett, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-317(6)Pt. 1 Surf.)	129,885.27
US	60	6.291	From 21.0 Miles East of Arnett, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-317(6)Pt. 2 Surf.)	84,975.63
SH	15	6.541	From Texas State Line, East to US 283 Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-674(2)(SH))	131,571.71
FAS	RD	3.091	From US 283, 2.0 Miles North of Shattuck, West. 6 inch Caliche Base. Dbl. Bit. Surf. Crse. 2 Bridges. (S-628(1))	26,236.19
FAS	RD	6.541	From US 283, 11.0 Miles North of Shattuck, West to Okla. - Texas Line. Gr., Dr., and 2 Bridges. (S-674(1))	69,370.60
US	283	7.048	From 1.320 Miles South of US 60, South Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-261(4)Pt. 1)	175,762.79
US	283	1.320	From US 60, South. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-261(4)Pt. 2)	33,035.56
US	283		At Wolf Creek. Clean and Paint 1 Bridge. (MC-331(1))	5,717.00
US	283	7.465	From SH 15, North. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-663(5)Pt. 1)	232,309.03
US	283	5.426	From Approx. 7.5 Mile North of SH 15, North to US 270. Gr., Dr., Asph. Stab. Base Crse. and Sing. Bit. Surf. Crse. (SAP-663(5)Pt.2)	131,544.52
			Total Projects Completed.	$ 1,070,964.15
Projects Under Construction				
None				
Projects Programmed				
CO	RD	5.600	4 Miles North of Arnett, North. Low Type Surf. (S-626(2)Co.)	$ 19,800.00

Hwy. No.		Mileage	Location & Description	Amount
			ELLIS COUNTY CON'T	
Projects Programmed				
US	283	11.000	South Canadian River, North to Pavement. Gr., Dr., and Surf. (SAP-802(1))	$ 352,000.00
CO	RD	9.000	5 Miles South and 6 Miles West of Shattuck, East. Low Type Surf. (S-627(1)Co.)	15,300.00
CO	RD	0.014	Approx. 0.4 Mile North of Gage (New Location) Bridge. (S-729(1)Co.)	12,800.00
			Total Projects Programmed	$ 399,900.00
			Total for County	$ 1,470,864.15



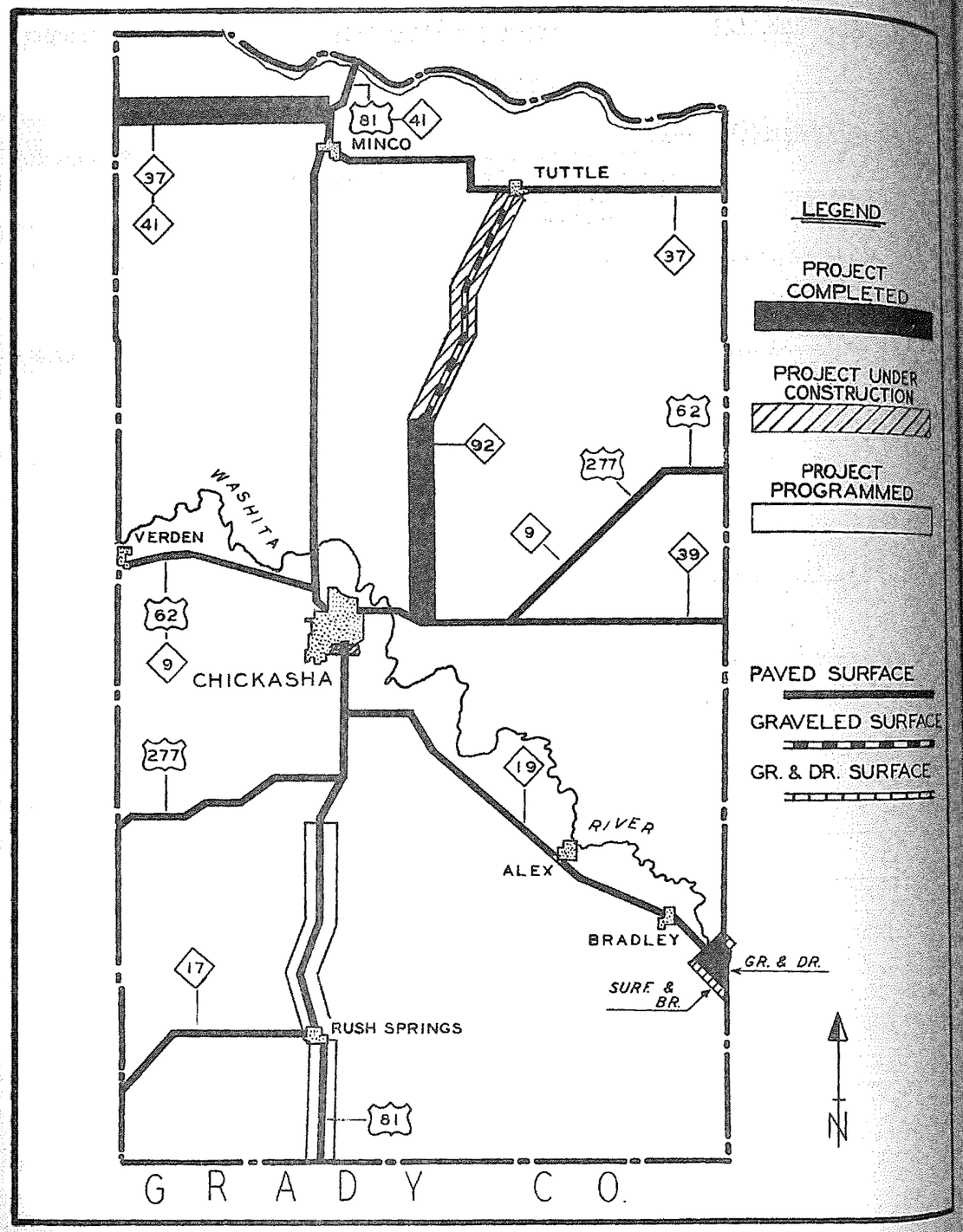
Hwy. No.	Mileage	Location & Description	Amount
		GARFIELD COUNTY	
Projects Completed			
SH 74	1.859	Logan-Garfield County Line, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-365(6) Pt.1)	$ 34,342.07
SH 74	7.791	1.859 Miles North of Logan-Garfield Co. Line, North to Covington 7.712 Miles. Asph. Stab. Base and Sing. Bit. Surf. Crse. and 0.079 Miles P. C. Conc. Pav. (F-365(6) Pt.2)	150,388.26
SH 74	7.067	Jct. SH 15 North to Salt Fork. Asph. Stab. Base and Sing. Bit. Surf. Crse.(Pt. in Grant County.) (S-27(4)SH Pt.1 Surf.)	122,126.99
SH 15	14.000	Garber, North and East. Repair Base and Armor Coat. (M-2105)	18,400.00
US 81	0.025	1.5 miles South of Enid. Hwy-Hwy Separation. (SAP-1068(2))	41,966.99
US 81	3.415	Enid, South. Gr., Dr., Bridge and Asph. Conc. Paving. (SAP-1068(1))	466,649.29
US 81		Jct. Vance Airforce Base Road, South of Enid. Widen Shoulders and Pav. Marking. (C-1449)	3,200.00
SH 38	11.000	From US 60, North and West. Repair Surf. and Armor Coat. (M-2110)	13,500.00
US 81	9.000	Grant County Line, South. Concrete Patching. (M-2117)	56,750.00
		Total Projects Completed	$ 907,323.60
Projects Under Construction			
		Improvement of Highway Patrol Yard.(C-1459)	$ 400.00
		Total Projects Under Construction	$ 400.00
Projects Programmed			
None			
		Total for County	$ 907,723.60



Hwy.	No.	Mileage	Location & Description	Amount
			GARVIN COUNTY	
Projects Completed				
SH	74	0.581	At the Washita River, just North of Maysville. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge.(S-675(1) SH)	$ 200,298.36
SH	74	6.974	Maysville, North. Gr., Dr., and 4 Bridges. (S-675(2)SH Pt. 1 Rdy., Br.)	125,866.02
CO	RD	0.500	From SH 76 to Lindsay. Gravel. (M-2067)	500.00
			All Highways. Repair Flood Damage.(X-229)	33,000.00
US	77		At Washita River, North of Pauls Valley. Bridge Repair. (RC-97(1))	14,353.38
SH	39	0.141	At Honey Creek, Near Foster. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge. (SAP-1032(2))	34,273.20
US	77		At Washita River Bridge, 1.0 Mile West of Wynnewood. Rock Bank Protection. (RC-69(3))	22,779.00
SH	74	7.548	From Maysville, North. P. C. Conc. Pav. and Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (S-675(3)SH Pt. 1)	199,389.77
SH	19B	1.500	On SH 19B from end of Paving, Southwest. 1.0 Mile on SH 9. Detour 1.0 Mile West of Pauls Valley. (C-1442)	12,000.00
SH	29	11.000	Wynnewood, East to SH 18. Gravel.(M-2057)	34,500.00
SH	76		One Fourth Mile South of Lindsay. Erect Bailey Bridge. (X-288)	6,000.00
FAS	RD	4.072	From SH 18, 4.0 Miles South of Stratford, West. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-633(1))	27,217.53
SH	19	0.170	At West edge of Pauls Valley. Gr. Stab. Aggr. Base. Crse. Bld. Rock Asph. Surf. Crse. and 1 Bridge. (SAP-853(3))	52,067.40
US Detour	77	0.140	From Walnut Street to Chickasaw Street in Pauls Valley. Gr., Dr., Stab. Aggr. Base and Blended Rock Asph. Surf. Crse. (SAP-986(4))	13,210.06
US	77		Emergency Flood Repairs on US 77, SH 19A and SH 76. (X-261)	18,500.00

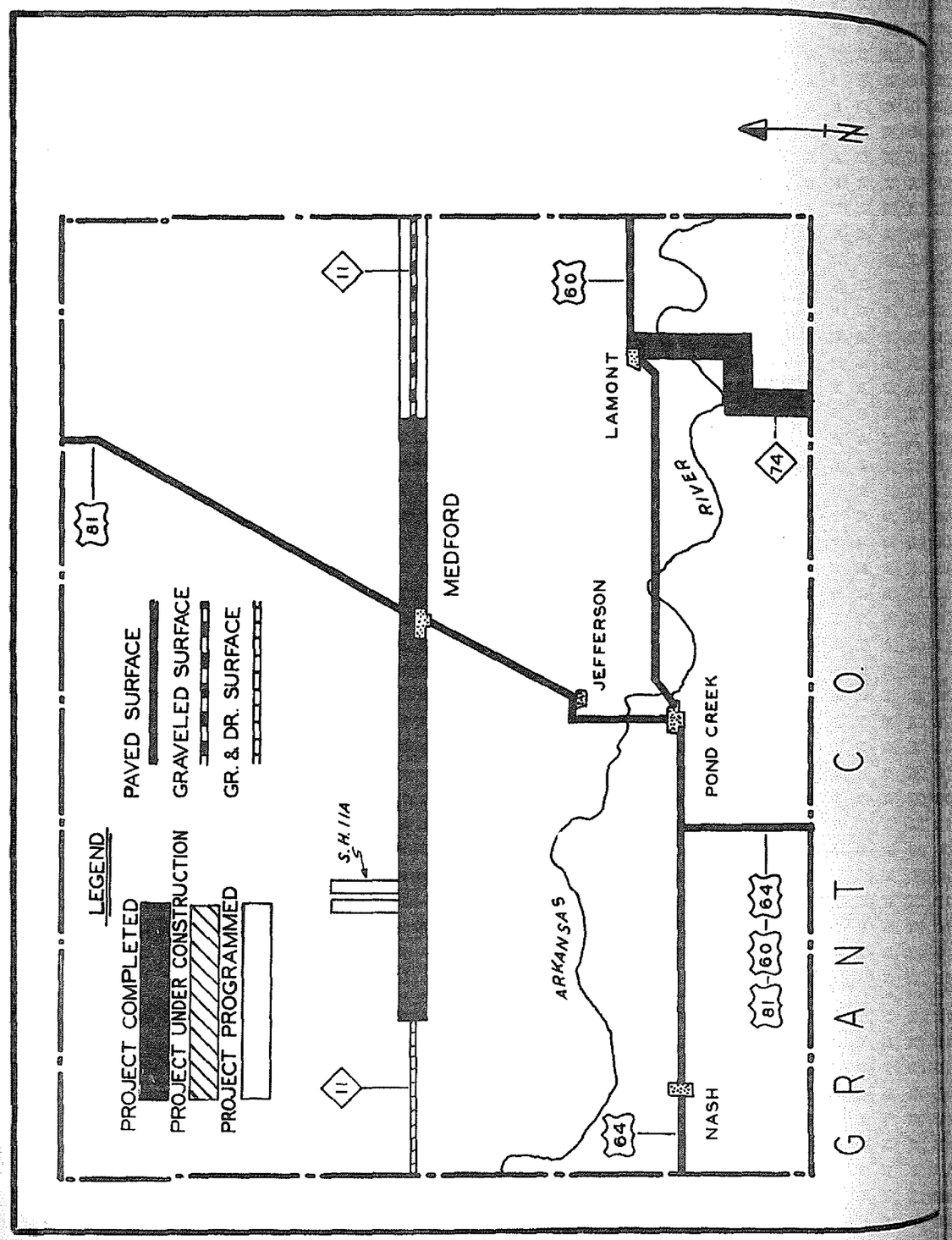
Hwy. No.	Mileage	Location & Description	Amount
		GARVIN COUNTY CON'T.	
Projects Completed			
US 77	0.224	1 mile Northwest of Wynnewood. Repairs to 2 Bridges and Approaches at Washita River. (RC-100(1))	$ 33,205.60
SH 7	14.000	Davis, West to Carter Co. Asph. Retread and Armor Coat. (M-2260)	103,000.00
		Total Projects Completed	$ 930,160.32
Projects Under Construction			
US 77	0.522	At Rush Creek, Near South City Limits of Pauls Valley. Gr., Dr., P. C. Conc. Pav. and 1 Bridge, Substruct.(F-143(3))	167,493.71
US 77	0.101	At Rush Creek, near South City Limits of Pauls Valley Bridge. Super Struct. (F-143(4))	166,942.43
SH 29	0.125	Within the Limits of F-146(5) Rdy. From 482 Ft. West of Garvin-Stephens County Line, East into Elmore City. 7 Bridges. (F-146(5) Br.)	321,080.80
SH 29	7.603	From 482 Ft. West of Garvin-Stephens County Line, East. Gr. and Dr. (F-146 (5)Pt. 1 Gr.)	219,589.16
SH 29	2.432	From Approx. 7 Miles, East of Garvin-Stephens County Line, East to Elmore City. Gr. and Dr. (F-146(5)Pt.2 Gr.)	68,032.04
SH 76	1.103	Lindsay, South Across Washita River. Gr., Dr., Traf. Bnd. Surf. Crse. (F-382(1))	394,940.81
SH 29	7.603	From 482 Ft. West of Garvin-Stephens County Line, East. Stab. Aggr. Base and Asph. Conc. Surf. Crse. (F-146(5)Pt.1 Surf.)	339,580.40
SH 29	2.432	From Approx 7 miles, East of Garvin-Stephens County Line, East into Elmore City. Stab. Aggr. Base Asph. Conc. Surf. Crse and P. C. Conc. Pav. (F-146(5)Pt. 2 Surf.)	135,084.86
SH 74	6.708	Elmore City, North. Gr., Dr., P. C. Conc. Pav. Traf. Bnd. Surf. Crse. and 2 Brs. (S-706(1)(SH)Pt. 1)	196,150.27

Hwy. No.	Mileage	Location & Description	Amount
		GARVIN COUNTY CON'T	
Projects Under Construction			
SH 74	6.788	6.708 mile North of Elmore City to Maysville. Gr., Dr., P. C. Conc. Pav. Traf. Bnd. Surf. Crse. and 5 Bridges. (S-706(1)(SH)Pt. 2)	$ 175,605.58
SH 74	6.396	From Elmore City, North. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-706 (2)(SH) Pt. 1)	180,619.56
SH 74	6.601	From 6.396 Miles North of Elmore City, North to Maysville. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-706(2) (SH) Pt. 2)	191,739.32
SH 76	2.000	Lindsay, South. One thousand Tons of Cr. Limestone Per Mile. (M-2234)	5,500.00
		Total Projects Under Construction	$ 2,562,358.94
Projects Programmed			
SH 76	12.000	Lindsay, South to Carter County Gr., Dr., and Bridge.	430,000.00
SH 29	12.000	Wynnewood, East to SH 18. Gr., Dr., and Br.	430,000.00
		Total Projects Projects Programmed	$ 860,000.00
		Total for County	$ 4,352,519.26

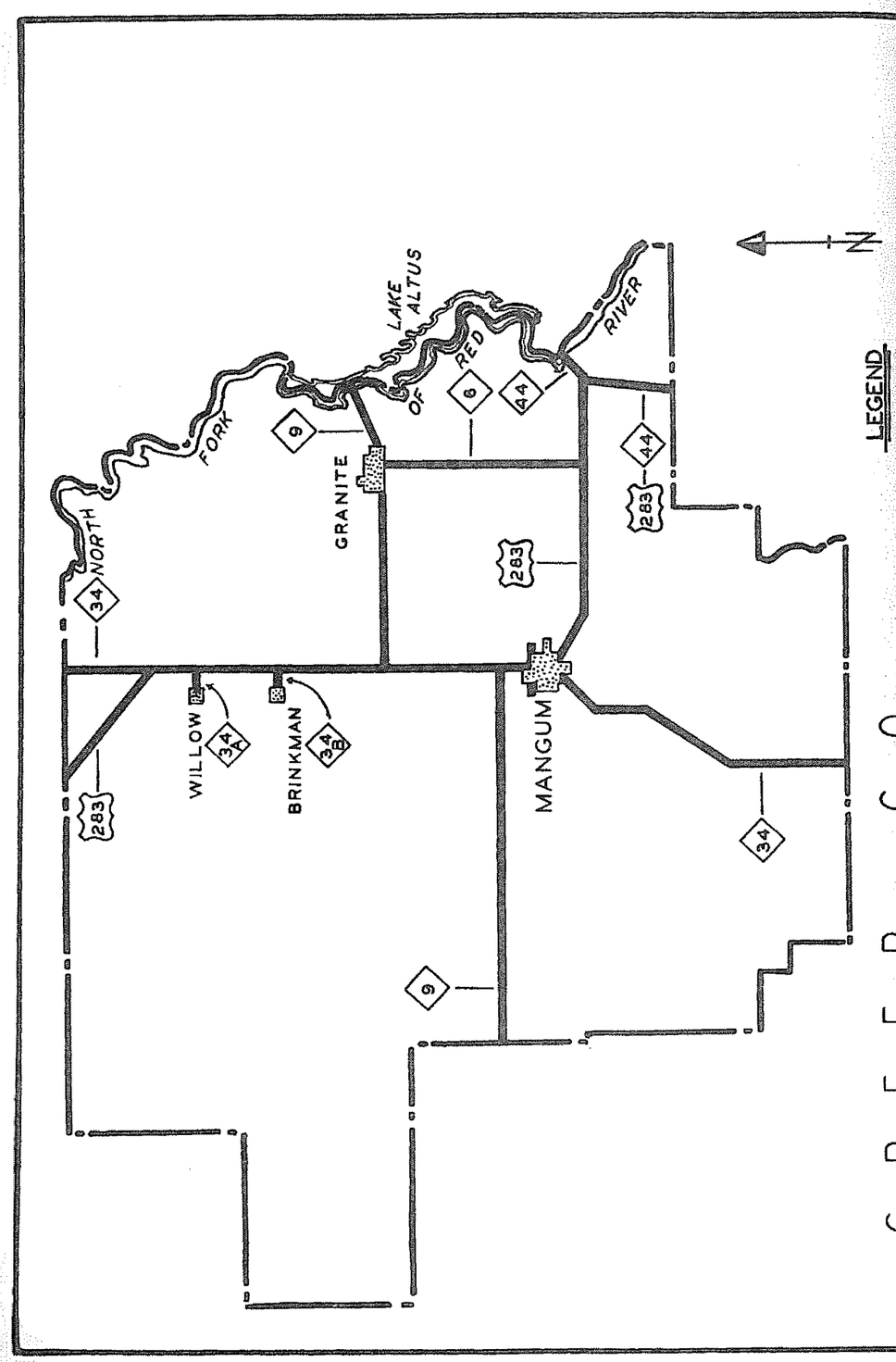


Hwy. No.		Mileage	Location & Description	Amount
			GRADY COUNTY	
Projects Completed				
US	81	0.100	At Little Washita River Bridge and Overflow. Br. near Ninnekah. Repairs to 2 Bridges. (RC-92(1))	$ 7,952.07
SH	92	7.999	From US 62 North thru Amber. Gr., Dr., Traf. Bnd. Surf. Crse and 1 Bridge. (S-621(2)SH Gr. Dr. Br.)	95,619.47
SH	92	5.016	From US 62, North. Stab. Aggr. Base Crse. Dbl. Bit. Surf. Crse. (S-621(2) SH Surf.)	82,634.95
SH	19		At Washita River Bridge, Southeast of Bradley. Place 40 foot, I-Beam Wood floor span and Grav. approach, (X-264)	3,100.00
US	81	12.000	Rush Springs, North 12.0 Miles. Mudjack and Repair Failures. (M-2142)	14,000.00
SH	41	7.782	From Caddo-Grady County Line, East. Gr. and Dr. (SAP-553(1) Rdy. Pt. 1)	192,554.85
SH	41	1.233	From 7.852 Miles East of Caddo Co. Line, East, to US 81. Gr. and Dr. (SAP-553(1) Rdy. Pt. 2)	11,668.05
SH	41	0.070	Within limits of SAP 553 (1)Rdy. Pt. 1. 3 Bridges. (SAP-553(1) Br.)	114,725.91
US	62		At West Bitter Creek, 4.0 Miles East of Chickasha. Bridge Repairs. (RC-98(1))	9,346.05
US	81	7.900	From Chickasha, South. Recondition Asphalt. Stab. Shoulders. Patch and Armor Coat. (M-2133)	51,000.00
CO	RD	0.500	Washita River Bottom on County Road, 5 Miles North and 5 Miles East of Bradley. County to purchase Gravel. State furnish labor. (M-2172)	900.00
US	81	21.200	South Canadian River Bridge to Chickasha. Mudjack and Repair Failures. (M-2143)	14,250.00
SH	19	1.850	From Garvin County Line, Northwest. Gr. and Dr. (F-424(5) Gr.)	57,586.96
SH	41	7.781	From Caddo County Line, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-301(1) Pt.1)	136,199.57

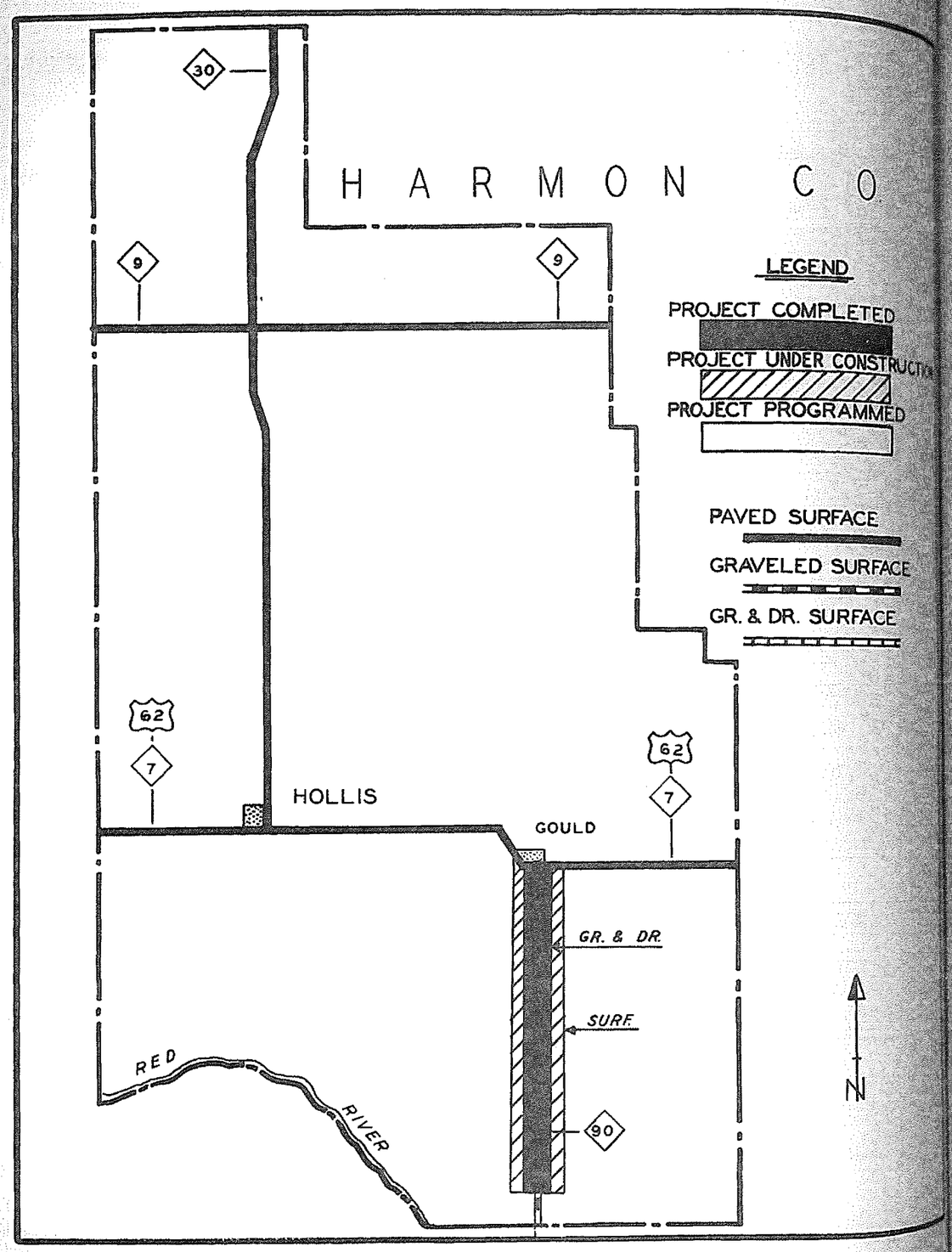
Hwy. No.	Mileage	Location & Description	Amount
		GRADY COUNTY CON'T.	
Projects Completed			
SH 41	1.233	From 7.781 miles East of Caddo County line, East to US 81. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-301(1) Pt.2)	$ 22,008.38
SH 41		Minco, West. Construct Detour for SAP-553(1). (M-2062)	4,000.00
		Total Projects Completed	817,546.26
Projects Under Construction			
SH 19	0.182	Washita River, Southeast of Bradley. 3 Bridges. (F-424(4)Br.)	$ 410,590.69
SH 19	1.850	From Garvin County Line, Northwest. Asph. Conc. Pav. (F-424(5)Surf.)	85,747.70
US 81		At Washita River. Clean and Paint 1 Bridge. (MC-332(1))	2,088.00
SH 92	6.274	From 0.8 Miles, Southwest of SH 37, in Tuttle, Southwest. Gr.,and Dr. (S-621(3)(SH))	54,765.56
SH 92	2.982	From 7.074 Miles, Southwest of SH 37 in Tuttle, Southwest to Amber. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-621 (4)(SH) Pt. 1)	67,053.10
SH 92	7.074	From SH 37 in Tuttle, Southwest. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-621(4)(SH)Pt. 2)	220,636.19
US 81	0.011	At Congo Cr. in South Edge of Chickasha. 1 Bridge. (SAP-322(2))	17,935.43
		Total Projects Under Construction	$ 858,816.67
Projects Programmed			
US 81	7.000	Rush Springs to Stephens County, Base Widening. (SAP-397(2))	84,000.00
US 81	10.000	Rush Springs, North. Widening Only.	120,000.00
		Total Projects Programmed	$ 204,000.00
		Total for County	$ 1,880,362.93



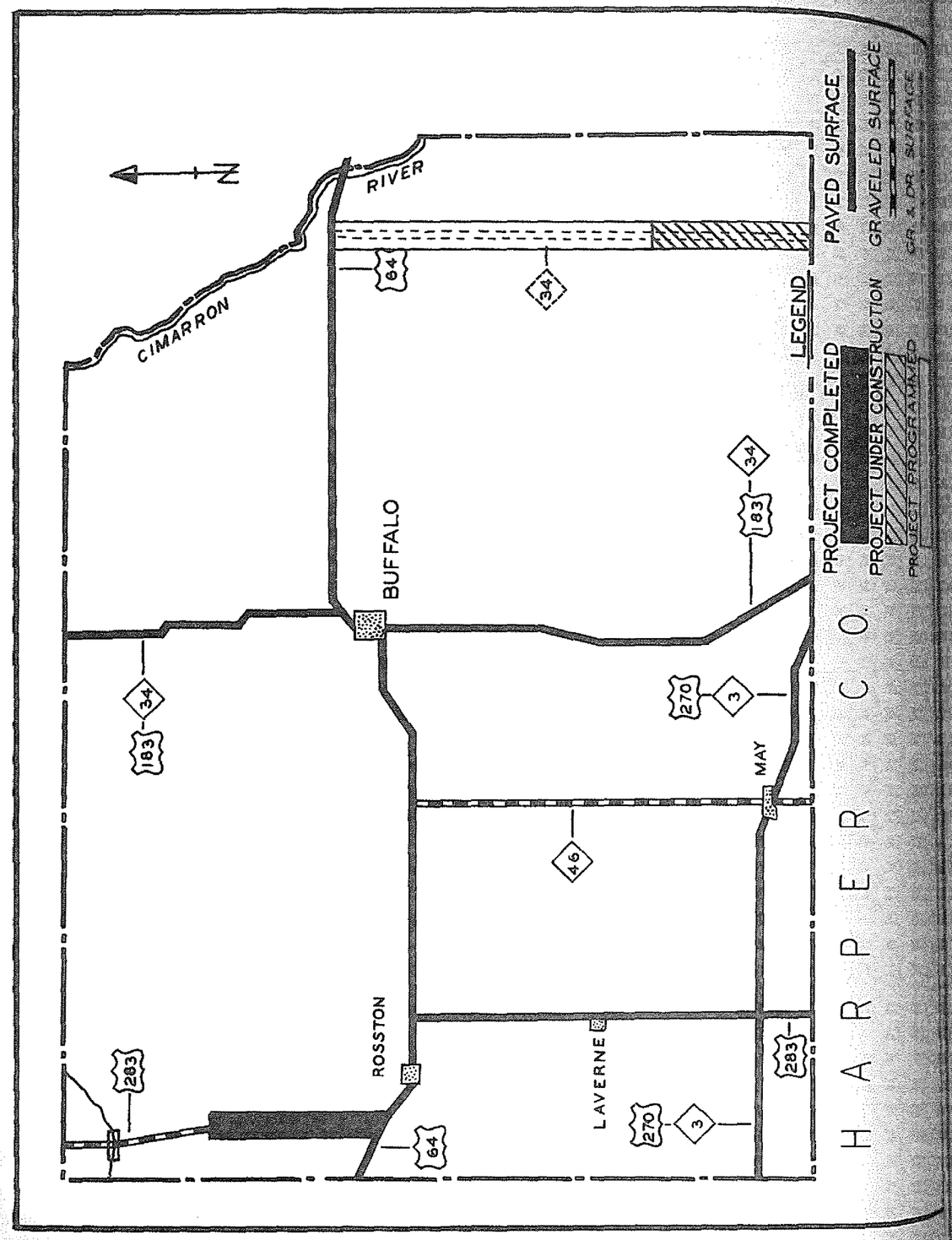
Hwy. No.	Mileage	Location & Description	Amount
		GRANT COUNTY	
Projects Completed			
US 60	12.100	Pond Creek, East. Repair Base and Armor Coat. (M-2104)	$ 26,900.00
SH 74	5.431	Salt Fork, North to Lamont. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-27(4) SH Pt. 2 Surf.)	94,058.90
SH 11	7.989	Beg. in Medford and Ext. West. Gr., Dr., Asph. Stab. Base Sing. Bit. Surf. and 6 Bridges. (F-428(5))	223,994.94
US 64 US 81		Jct. US 64 and US 81. Construct Driveway to Permanent Scales. (C-1430)	5,300.00
		At Salt Fork. Clean and Paint 8 Bridges. (MC-323(1))	8,850.00
SH 11	6.246	From 8.0 Miles West of Medford, West. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1052(3))	149,938.43
SH 11	7.017	Medford, East. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-801(2)Rdy.)	319,418.46
SH 11	0.028	From Medford, East 7.017 Miles, within limits of SAP-801(2) Rdy. 3 Bridges. (SAP-801(2)Br.)	41,995.39
		Total Projects Completed	$ 870,456.12
Projects Under Construction			
None			
Projects Programmed			
CO RD	5.000	US 64, 1.5 Miles East. of Nash, South to Garfield County. Low Type Surf. (S-730 (1)Co.)	15,900.00
CO RD	7.500	2 Miles South of Pond Creek, East. Low Type Surf. (S-731(1)Co.)	16,000.00
SH 11	8.000	Kay County, West. Gr., Dr., Br., and Surf.	535,000.00
SH 11A	5.000	SH 11 North to Wakita. Gr., Dr., Br., and Surf.	220,000.00
		Total Projects Programmed	$ 786,900.00
		Total For County	$ 1,657,356.12



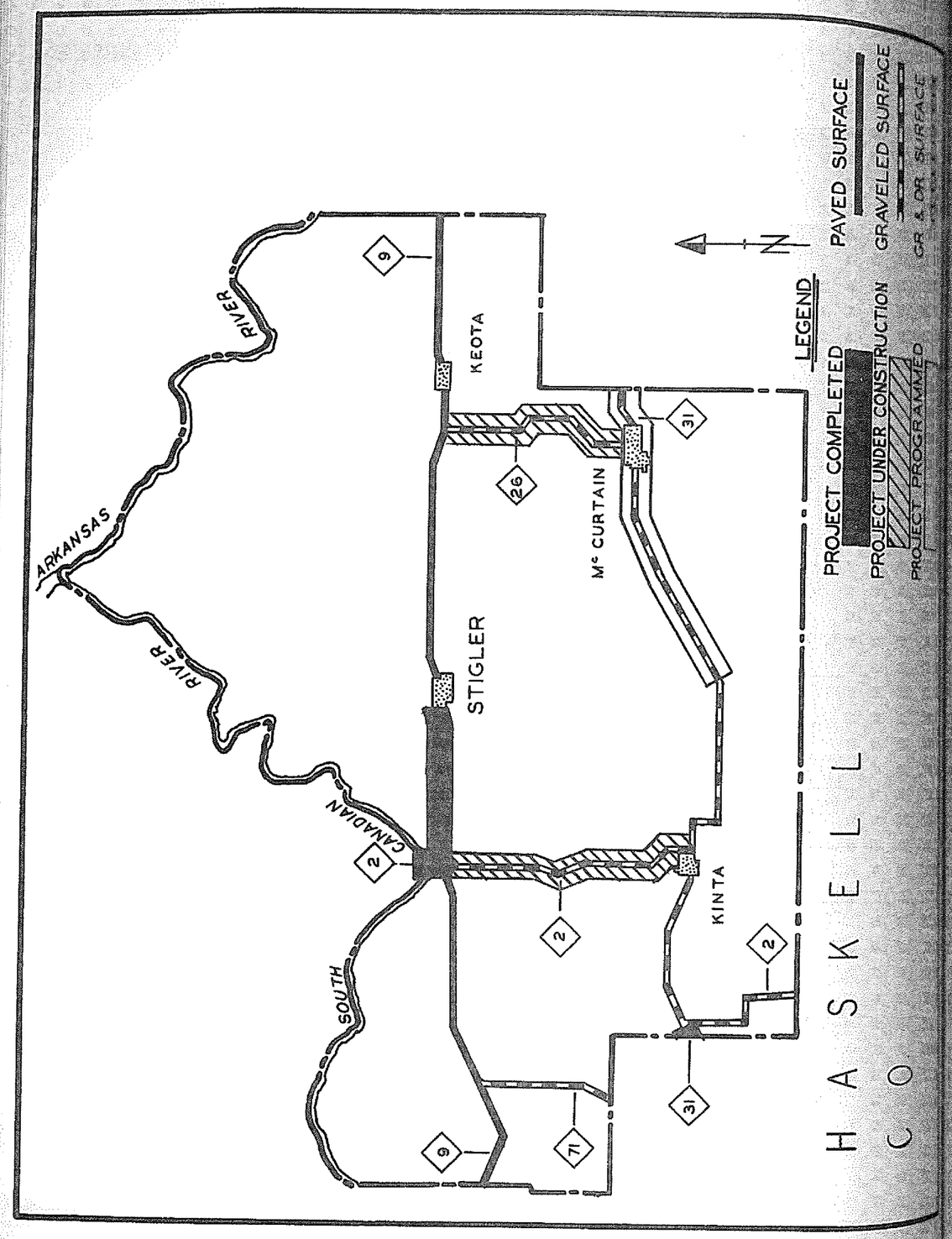
Hwy. No.	Mileage	Location & Description	Amount
		GREER COUNTY	
Projects Completed			
SH 34	0.522	In Mangum on Pennsylvania Ave. from South Street to East Lincoln Street. P. C. Conc. Paving. (SAP-645(3))	$ 34,166.65
US 283	0.150	In Mangum on Lincoln Street from Louisiana to Pennsylvania Ave. P. C. Conc. Paving. (SAP-912(1))	9,849.15
		Total Projects Completed	$ 44,015.80
Projects Under Construction			
SH 44B	1.491	From 0.5 Mile North of Altus. Reservoir Dam, Northwest. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-1084(1))	$ 251,538.80
		Total Projects Under Construction	$ 251,538.80
Projects Programmed			
None			
		Total for County	$ 295,554.60



Hwy. No.	Mileage	Location & Description	Amount
		HARMON COUNTY	
Projects Completed			
SH 90	6.999	Gould, South. Gr., Dr., and Bridge. (S-440(2)(SH) Pt. 1)	$ 36,939.27
SH 90	2.957	From 7.0 miles South of Gould, South Gr. and Dr. (S-440(2)(SH) Pt. 2)	16,524.64
US 62	10.200	From 3.5 Miles East of Hollis, extend East to Jackson County. Scarify and Pulv. add 1,000 C.Y. Sand Armor Coat. (M-2279)	52,000.00
		Total Projects Completed	$ 105,463.91
Projects Under Construction			
SH 90	7.278	From US 62 in Gould, South. Gr., Dr., P. C. Conc. Pav. and Stab. Aggr. Base And Dbl. Bit. Surf. Crse. (S-440(3)(SH) Pt. 1)	267,060.17
SH 90	2.950	From 7.278 Miles South of US 62 in Gould., South. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-440(3)(SH) Pt. 2)	79,613.51
		Total Projects Under Construction	$ 346,673.68
Projects Programmed			
None			
		Total for County	$ 452,137.59

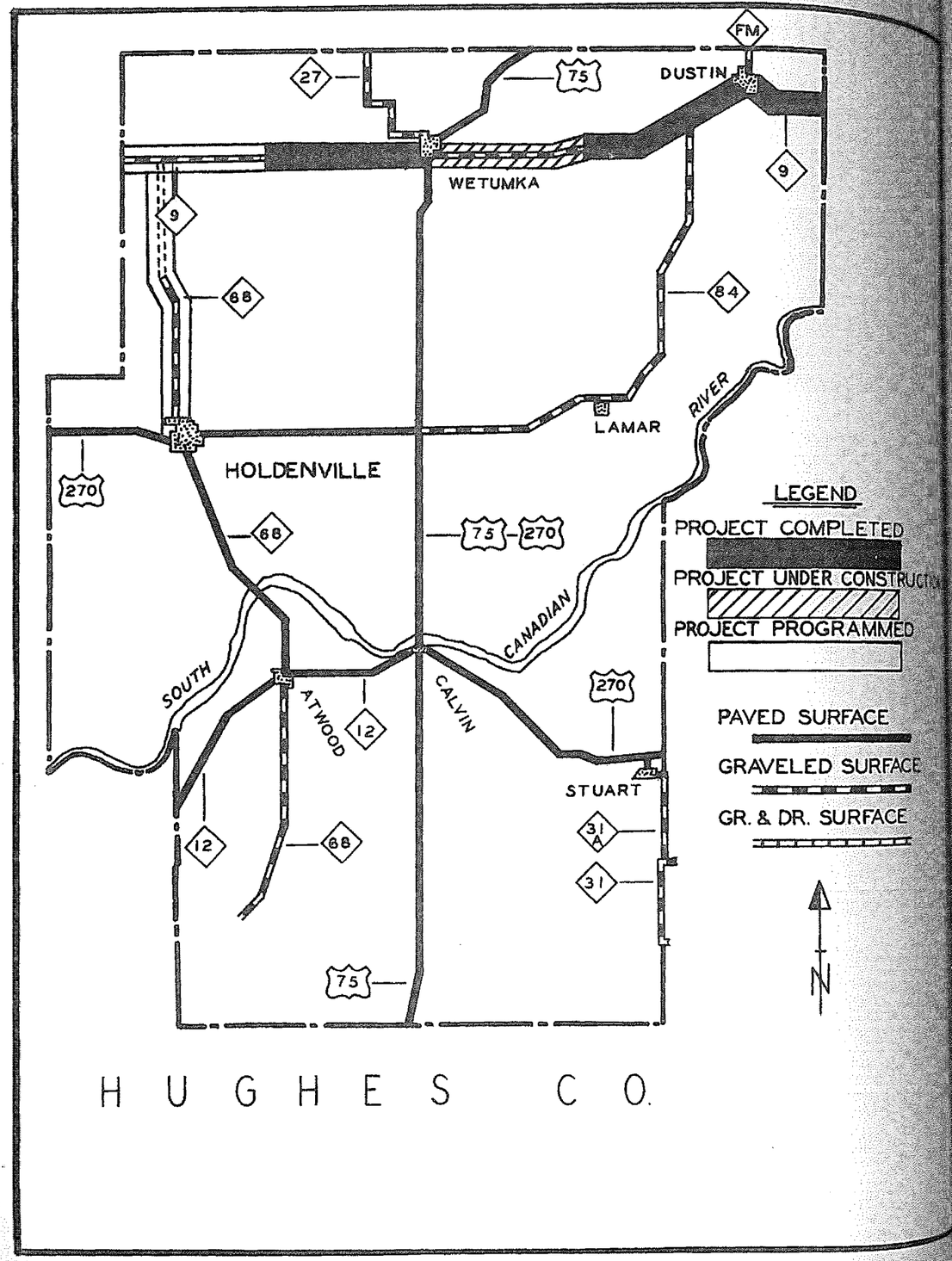


Hwy. No.	Mileage	Location & Description	Amount
		HARPER COUNTY	
Projects Completed			
SH 46		From US 270, North to US 64. Replace approach to Beaver River. Bank Protection and Wash Repairs. (X-270)	$ 9,800.00
US 64	11.500	From Buffalo, East. Sectional Retread, Repair Base and Armor Coat. (M-2131)	62,000.00
FAS RD	0.045	At Buffalo Creek, approx. 1.2 Mile North of Selman. 1 Bridge. (S-398(7) Br.)	32,203.64
FAS RD	0.063	At Buffalo Creek, approx. 1.0 Mile North of Buffalo. 2 Bridges. (S-575(1)Br.)	45,736.19
		Div. Hqs. Yard. Install Water Line including Fire Hydrant, Hose and Fire Protection. (C-1446)	1,902.00
US 64		Cimarron River, East of Buffalo. Bank Protection. (X-279)	18,700.00
		Div. 6, State Lines. Purchase and Erect, "Welcome to Okla." Signs. (C-1445(6))	2,833.35
US 283	6.175	From US 64, North. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-581 (2))	154,667.33
		Total Projects Completed	$ 105,463.91
Projects Under Construction			
SH 34	7.973	From just South of Harper-Woodward County Line, North. Gr., Dr., Traf. Bnd. Surf. Crse. and 4 Bridges. (SAP-1085(1))	$ 232,296.79
US 283	0.333	Cimarron River Bridge 1.6 Mile South of Kansas Line. Repair Wooden Bridge. (M-2337)	9,000.00
		Total Projects Under Construction	$ 241,296.79
Projects Programmed			
US 283		Cimarron River, North to Roston. Bridge. (SAP-581(4))	445,300.00
SH 34	10.750	8 Miles, North of Woodward County, North to US 64. Gr., Dr., Br., and Low Type Surface. (SAP-1085(2))	532,500.00
		Total Projects Programmed	$ 977,800.00
		Total for County	$ 1,546,939.30



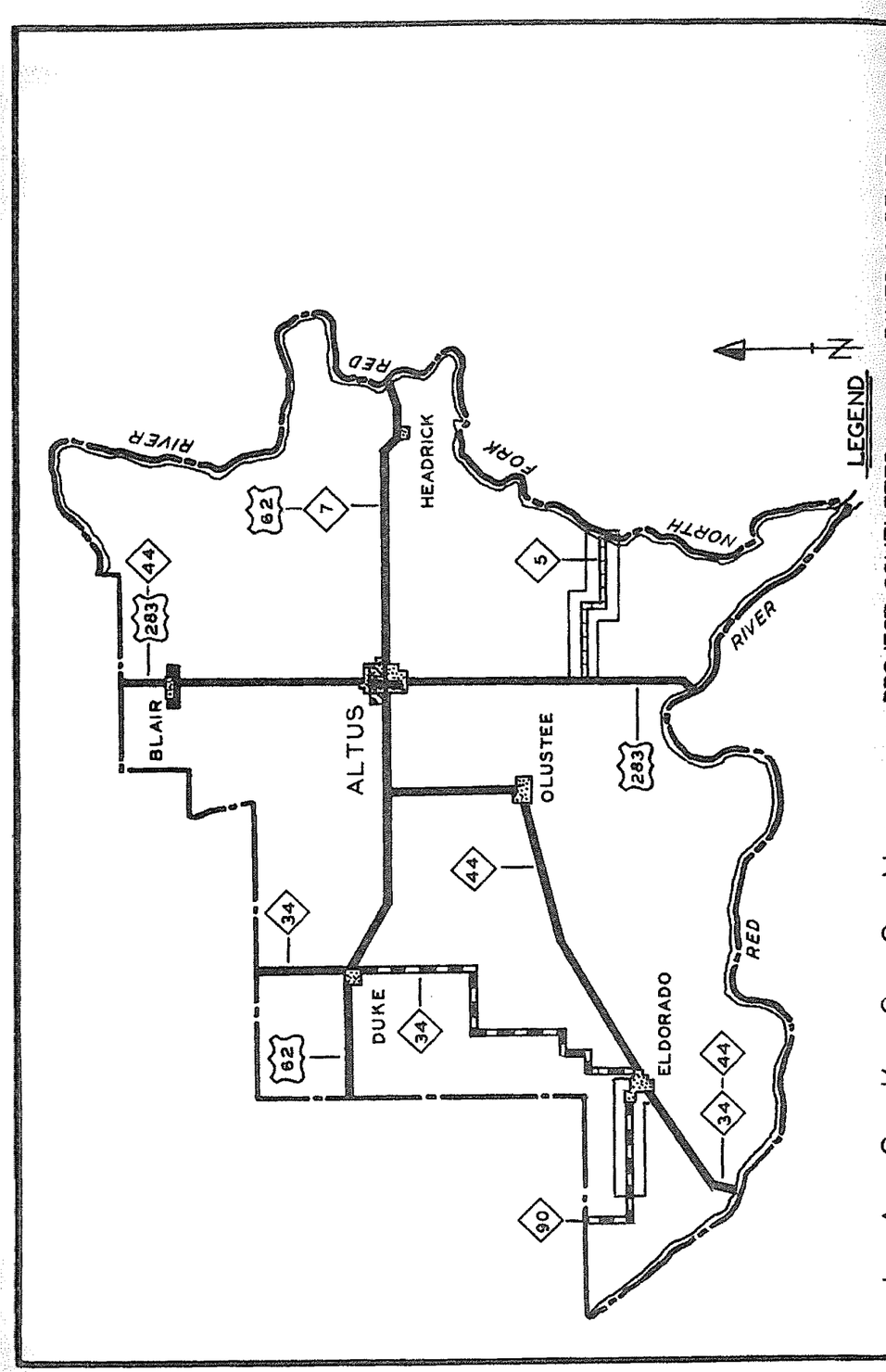
Hwy. No	Mileage	Location & Description	Amount
		HASKELL COUNTY	
Projects Completed			
SH 9	0.061	Between Whitefield and Stigler. 7 Bridges. (SAP-938(1) Br.)	$ 79,659.00
SH 9	5.913	Whitefield to Stigler, Gr. and Dr. (SAP-938 (1) Gr. Dr.)	59,950.82
SH 31	2.007	M Street in Quinton, Northeast. Gr., Dr., Dbl. Bit. Surf. Crse. and Traf. Bnd. Surf. Crse. (S-433(3))	29,086.17
SH 9	5.937	Whitefield to Stigler. Stab. Aggr. Base and Rock Asph. Surf. Crse. (SAP-938(1) Surf.)	225,866.44
SH 31		At Sans Bois Creek, East of Kinta. Refloor and Paint Bridge. (RC-106(1))	4,900.00
SH 9	17.700	Stigler, East to LeFlore County Line. Repair and Armor Coat. (M-1741)	45,000.00
SH 71	7.900	From Jct. of SH 9, Near Enterprise, South to Jct. of SH 31, East of Quinton. Spot Gravel, Reshape Roadway and Improve Dr. (Part in Pittsburg Co.) (M-1881)	22,000.00
SH 2		At San Bois Creek. Clean and Paint Bridge. (MC-321(1))	993.37
SH 9	17.070	From Stigler, East. Place Premix Leveling Crse. and Armor Coat. (M-2242)	23,400.00
		Total Projects Completed	$ 490,855.80
Projects Under Construction			
SH 26	0.358	From SH 31 in McCurtain, North. Gr., Dr., Stab. Aggr. Base Crse. and Dbl. Bit. Surf. Crse. (S-707(1)(SH)Pt. 1 Rdy.)	$ 37,224.93
SH 26	7.662	From 0.358 Miles North of McCurtain, North to SH 9. Gr., Dr., and 3 Bridges. (S-707(1) (SH) Pt. 2 Gr., Br.)	193,764.50
SH 26	7.638	From 0.358 Miles North of McCurtain, North to SH 9. Stab. Aggr. Base Crse. and Dbl. Bit. Surf. Crse. (S-707(1)(SH)Pt. 2 Surf.)	202,955.28
SH 2	7.388	From Kinta, North. Gr., Dr., and 1 Br. (SAP-665(2)Pt. 1)	160,286.41
SH 2	1.910	From Approx. 7.4 Miles North of Kinta, North to Whitefield. Gr., and Dr. (SAP-665(2)Pt. 2)	39,772.97

Hwy. No.	Mileage	Location & Description	Amount
		HASKELL COUNTY CON'T	
Projects Under Construction			
SH 2	7.779	From SH 31 in Kinta, North. Stab. Aggr. Base with Dbl. Bit. Surf. Crse. (SAP-665(3)Pt. 1)	$ 279,871.12
SH 2	2.287	From 7.779 Miles North of SH 31, North to SH 9 in Whitefield. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-665(3)Pt.2)	75,099.04
SH 31	2.400	Thru McCurtain and Kinta. Repair and Armor Coat. (M-2075)	6,700.00
SH 31	30.700	From LeFlore County Line, West and South to Latimer County Line. Reshape and Spot Gravel. (M-2188)	35,500.00
		Total Projects Under Construction	$ 1,031,174.25
Projects Programmed			
SH 31	12.000	LeFlore County, West. Gr., Dr., Br., and Surf.	$ 687,500.00
		Total Projects Programmed	$ 687,500.00
		Total for County	$ 2,209,530.05

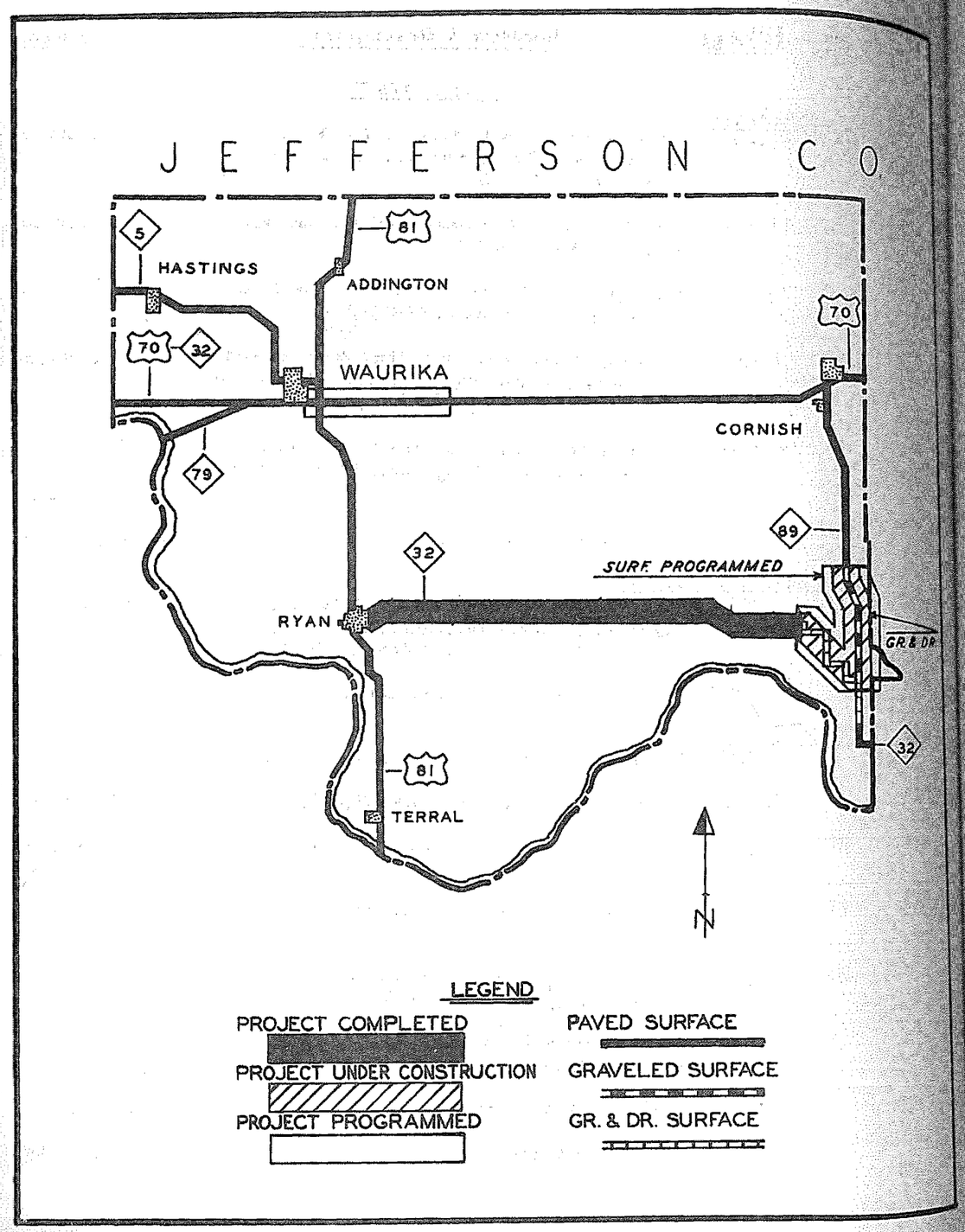


Hwy. No.	Mileage	Location & Description	Amount
		HUGHES COUNTY	
Projects Completed			
SH 9	6.174	US 75 in Wetumka, West. Stab. Aggr. Bse. and Bld . Rock Asph. Surf. (SAP-884(1))	$ 222,274.82
SH 68		At South Canadian River Bridge. North of Atwood. Diversions and Retards. (RC-103 (1))	45,678.00
FAS RD	1.005	East and West from a point on US 75, 3.0 Miles South of Wetumka. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-236(1) Rdy.)	25,150.77
FAS RD	0.264	From 5.0 Miles South and 1 Mile East of Holdenville, Northeast over Little River. Gr., Lr., Traf. Bnd. Surf. Crse. and 1 Bridge. (S-643 (1))	91,340.54
SH 9	5.904	From just East of Dustin, West. Gr.and Dr. (SAP-884(2) Pt. 1 Gr.)	71,694.18
SH 9	2.218	From just West of McIntosh County line, West. Gr. and Dr. (SAP-884(2) Pt. 2 Gr.)	22,979.16
US 75		At Various Locations. Clean and Paint 2 Bridges. (MC-330(1))	4,940.00
SH 9	5.904	From just East of Dustin, West. Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (SAP-884(2) Pt. 1. Surf.)	287,184.07
SH 9	2.218	From just West of Hughes County Line, West. Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (SAP-884(2) Pt. 2 Surf.)	100,401.17
		Total Projects Completed	$ 871,642.71
Projects Under Construction			
		At Various Locations. Clean and Paint 3 Bridges. (MC-329(1))	2,444.80
SH 9	7.368	Wetumka, East. Gr., and Dr. (SAP-884(3)Gr.)	78,651.62
SH 9	7.833	Wetumka, East. P. C. Conc. Paving, Stab. Aggr. Base and Rock Asph. Surf. Crse. (SAP-884(3)Surf.)	402,492.09
SH 9		1.2 Miles West of Wetumka. Repair Foot Culvert. (M-2064)	3,000.00
		Total Projects Under Construction	$ 486,588.51

Hwy. No.	Mileage	Location & Description	Amount
		HUGHES COUNTY CON'T	
Projects Programmed			
SH 9	12.000	Seminole County, East. Gr., Dr., Br., and Surf.	$ 311,000.00
SH 68	10.400	Holdenville, North to SH 9. Gr., Dr., Br., and Surf.	750,000.00
		Total Projects Programmed	$ 1,061,000.00
		Total for County	$ 2,419,231.22

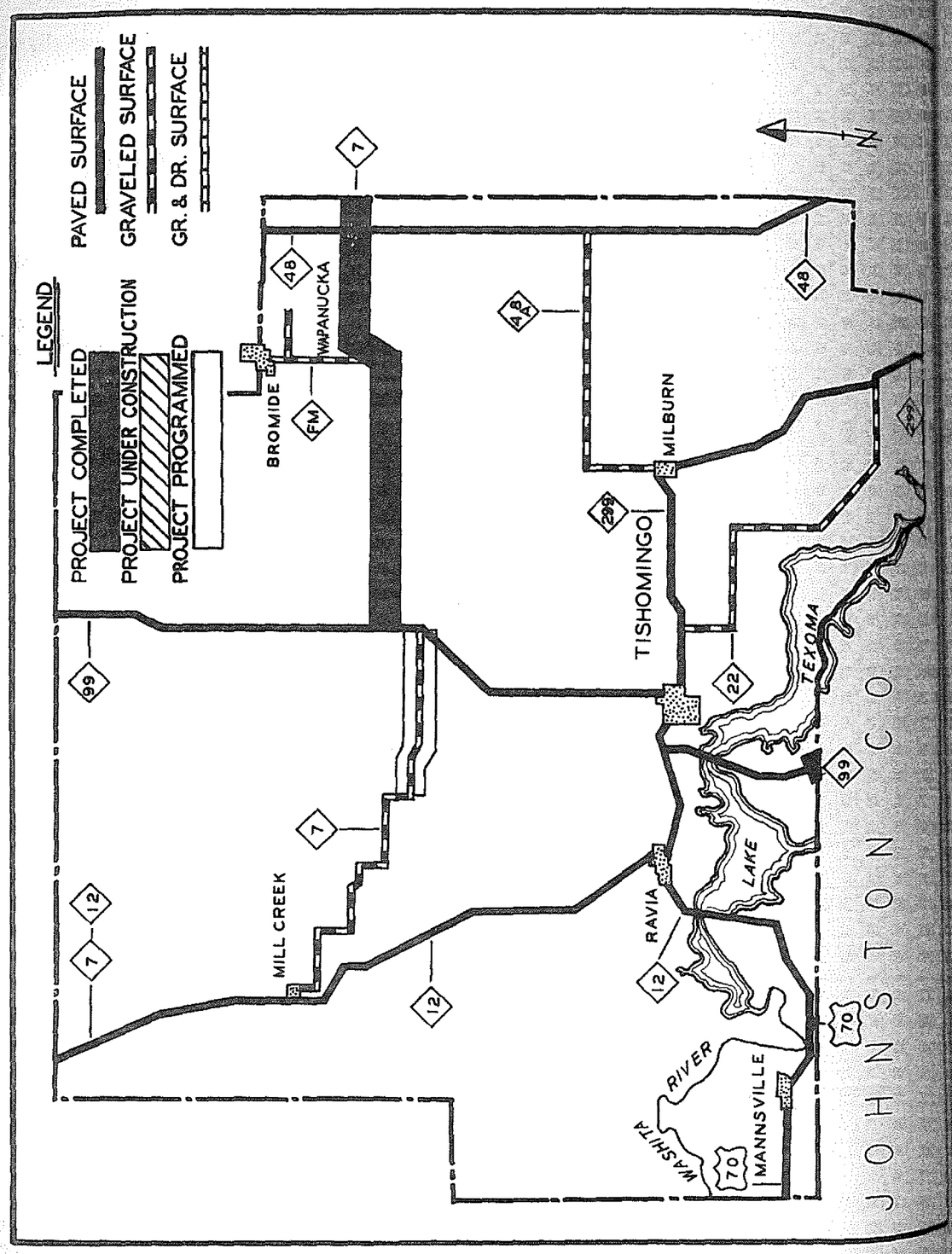


Hwy.	No.	Mileage	Location & Description	Amount
			JACKSON COUNTY	
Projects Completed				
US	283	15.400	Altus North to North Fork of Red River. Scarify and pulverize exist. Surf. and Armor Coat. (M-1978)	$ 92,000.00
SH	44			
SH	34	17.300	From Eldorado, Northeast to Duke. Reshape Rdy. and Grav. (M-2059)	66,000.00
SH	5		North Fork, Red River, Five Miles West of Tipton. Bridge Repairs. (X-275)	21,000.00
US	62	1.775	In Altus on Broadway from just West of West City Limits, East. Gr., Dr. Asph. Conc. Resurf. and Widening. (U-216(10))	239,846.55
US	283	0.700	In Blair, on Zinn Ave., From 46 Feet North of Street. Gr., Dr., P. C. Conc. Paving. (SAP-793(3))	144,651.66
			Total Projects Completed	$ 563,498.21
Projects Under Construction				
US	283	1.958	In Altus, on Main Street from SLSF Railway, North. Gr., Dr., Stab. Aggr. Base Asph. Conc. Paving Resurf and Widening.(U-604(1))	$ 260,527.24
			Total Projects Under Construction	$ 260,527.24
Projects Programmed				
SH	5	7.500	US 283, East. Gr., and Dr. (S-434(3)(SH))	$ 96,000.00
SH	5	7.500	US 283, East. Surface. (SAP-285(2))	175,000.00
CO	RD	3.500	Hess, West to US 283. Dustless Type Surf. (S-239(2)Co.)	48,600.00
CO	RD	1.200	Elmer, East to US 283. Dustless Type Surf. (S-728(1)Co.)	15,100.00
SH	90	5.000	West End of Main St. in Eldorado, North and West. Gr., Dr., and Surf.	282,000.00
SH	5		North Fork Red River on Jackson-Tillman County Line. Bridge.	500,000.00
			Total Projects Programmed	$ 1,116,700.00
			Total for County	$ 1,940,725.45



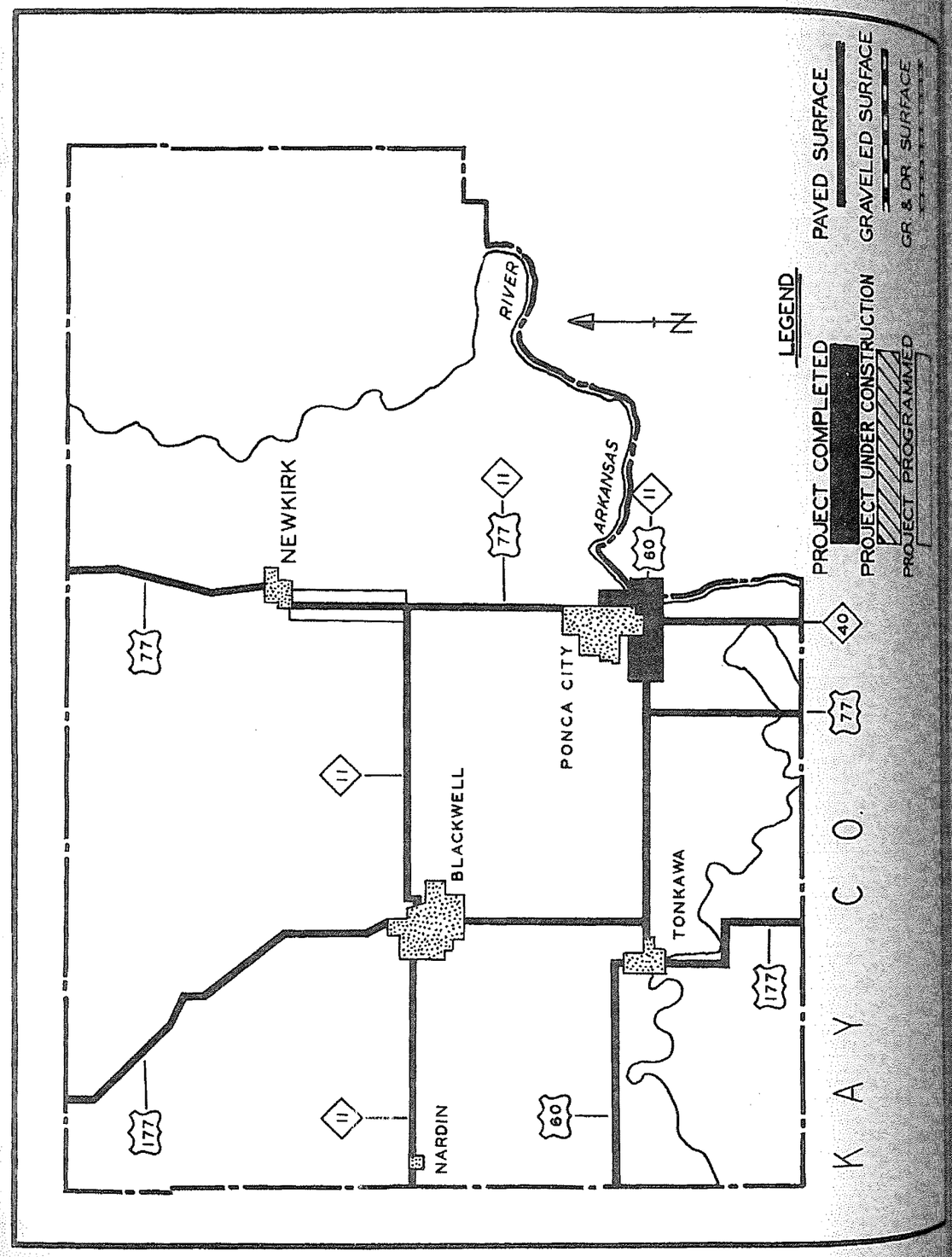
Hwy. No.	Mileage	Location & Description	Amount
		JEFFERSON COUNTY	
Projects Completed			
SH 32	7.107	From East edge of Ryan, East. Gr., and Dr. (S-29(2)(SH) Pt. 1 Gr.)	$ 71,400.31
SH 32	3.843	From Approx. 8.0 Miles East of Ryan, East. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-29(2)(SH)Pt. 2)	67,001.72
SH 32	7.971	Ryan, East. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-29(2)(SH)Pt.1 Surf.)	140,977.88
SH 32	7.973	From 8.0 Miles East of Ryan, East. Asph Stab. Base, Sing. Bit. Surf. Crse. and 1 Bridge. (S-29(3)(SH)Pt. 1)	165,053.39
SH 32	3.052	From 16.0 Miles East of Ryan, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-29(3)(SH)Pt. 2)	72,015.87
US 70	28.600	Carter County Line to SH 79. Repair Failures and Armor Coat. (M-2140)	31,000.00
SH 32	2.000	Begin at Asphalt at Petersburg North to Jct. SH 89. Reshape Roadway and Ditches and Traf. Bnd. Surf. Crse. (M-2215)	8,000.00
US 81		In City of Terral, Across US 81. Construct 6' 2' 36' RCB and Storm Sewer Inlets and Provide 2" Chat Valley Gutters from Arapaho Ave. to Apache Ave. (C-1444)	12,400.00
US 81	30.200	North and South across Jefferson County. Repair Conc. Failures and Mudjack. (M-2302)	16,600.00
		Total Projects Completed	$ 584,449.17
Projects Under Construction			
SH 5		At Beaver Creek. Clean and Paint 1 Bridge. (MC-332(1))	$ 2,618.00
SH 89	4.683	From SH 32, North. Gr., Dr., (S-85(3)(SH))	38,828.37
SH 32	6.467	Beg. 1.75 Miles East of Grady and Ext. South Easterly. Gr. and Dr. (S-381(6)(SH))	61,482.46
		Total Projects Under Construction	$ 102,928.83

Hwy. No.	Mileage	Location & Description	Amount
		JEFFERSON COUNTY CON'T	
Projects Programmed			
SH 32	6.000	Grady, Southeast. Surface.	$ 188,000.00
SH 89	5.000	SH 32, North. Surface	73,000.00
US 70	8.000	Waurika, East. Gr., Dr., Br., and Resurface.	350,000.00
		Total Projects Programmed	$ 611,000.00
		Total for County	$ 1,298,378.00



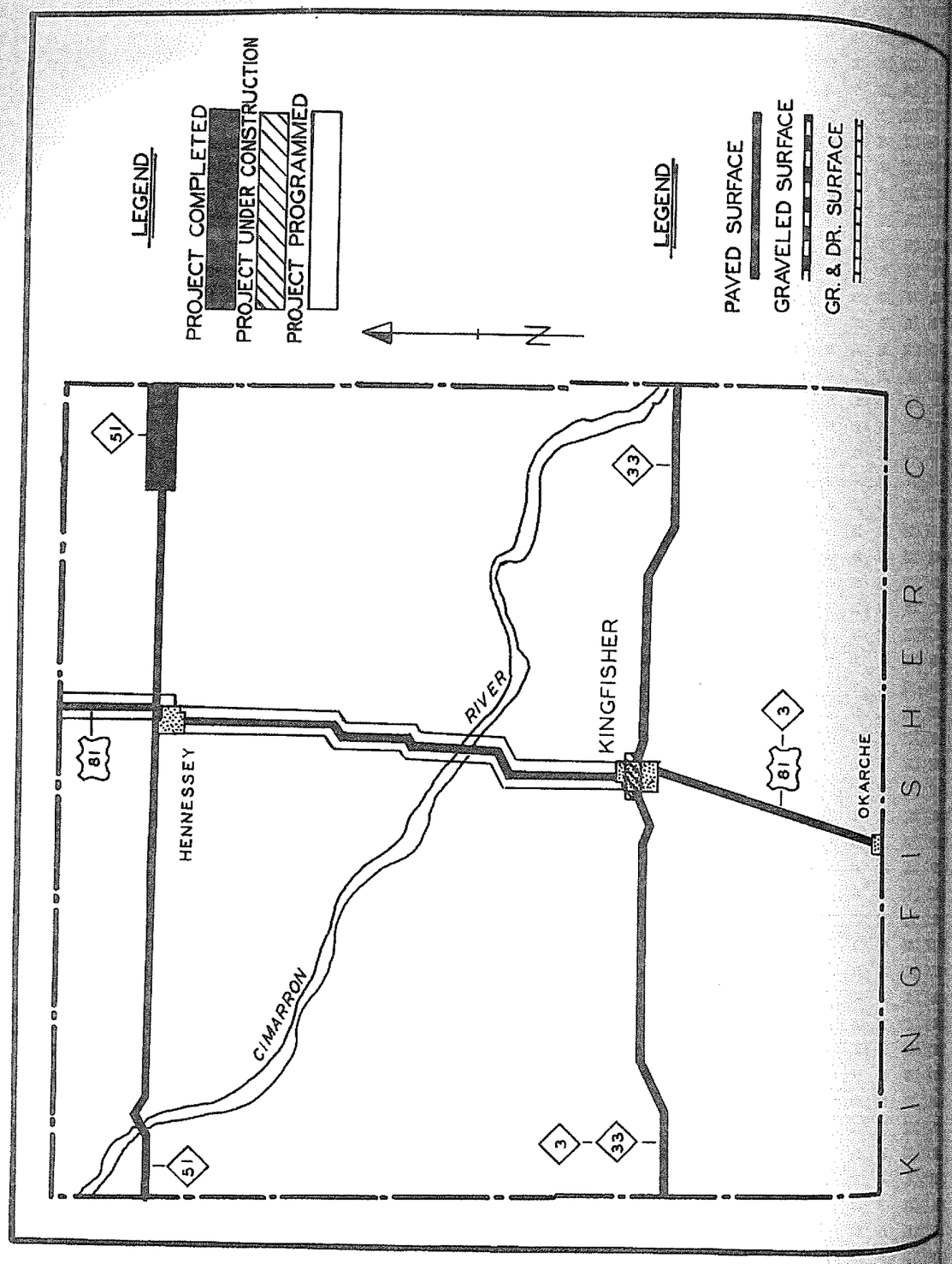
Hwy. No.	Mileage	Location & Description	Amount
		JOHNSTON COUNTY	
Projects Completed			
SH 299	10.400	Bryan County, Northwest to Milburn. Patch and Spot Seal. (M-1956)	$ 14,000.00
SH 99	14.500	From SH 7 South to Marshall County. Place Asph. Retread and Armor Coat. (M-2092)	83,000.00
ACCESS RD.	0.700	From SH 299 to Aggie College. Oil Mat. (C-1437)	1,500.00
SH 48	14.200	Wapanucka, South to Atoka County line. Gravel. (M-2201)	30,700.00
SH 48A	10.000	From Milburn to Coleman. Gravel. (M-2202)	22,150.00
SH 22	5.700	From Jct. SH 99, West thru Ravia. Retread and Armor Coat. (M-2177)	20,000.00
US 70		At Turkey Creek one and one-half miles Southeast of Mannsville. Repair Bridge. (RC-108(1))	7,921.00
SH 7	7.700	From SH 99, East. Gr. and Dr. (SAP-831(3)Pt.1 Gr.)	57,225.33
SH 7	7.700	From SH 99, East. Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (SAP-831(3)Pt.1 Surf.)	193,906.22
SH 7	5.695	From 7.7 miles East of SH 99, East thru Wapanucka. Gr., Dr., and Repair 2 Bridges. (SAP-831(3)Pt.2 Gr.)	53,820.67
SH 7	6.375	From 7.7 miles East of SH 99, East thru Wapanucka. Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (SAP-831(3)Pt.2 Surf.)	196,030.23
SH 99	5.596	From 1.75 Mile Northeast of US 70, in Madill, Northeast and North. Gr., Dr., Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (SAP-825(3))	240,393.11
		Total Projects Completed	$ 920,646.56
Projects Under Construction			
		At Various Locations. Clean and Paint 4 Bridges. (MC-329(1))	$ 3,515.00
SH 299	18.400	Tishomingo, Southeast to Bryan County. Asph. Retread and Armor Coat. (M-2264)	78,900.00

Hwy. No.	Mileage	Location & Description	Amount
		JOHNSTON COUNTY CON'T	
Projects Under Construction			
CO RD	0.069	At Washita River 4.5 Miles Northwest of Mannsville. 1 Bridge. (S-402(2)Co.)	$ 96,192.10
		Total Projects Under Construction	$ 178,607.10
Projects Programmed			
SH 7	6.500	SH 99, West. Gr., Dr., Br., and Surf.	$ 600,000.00
		Total Projects Programmed	$ 600,000.00
		Total for County	$ 1,699,253.66



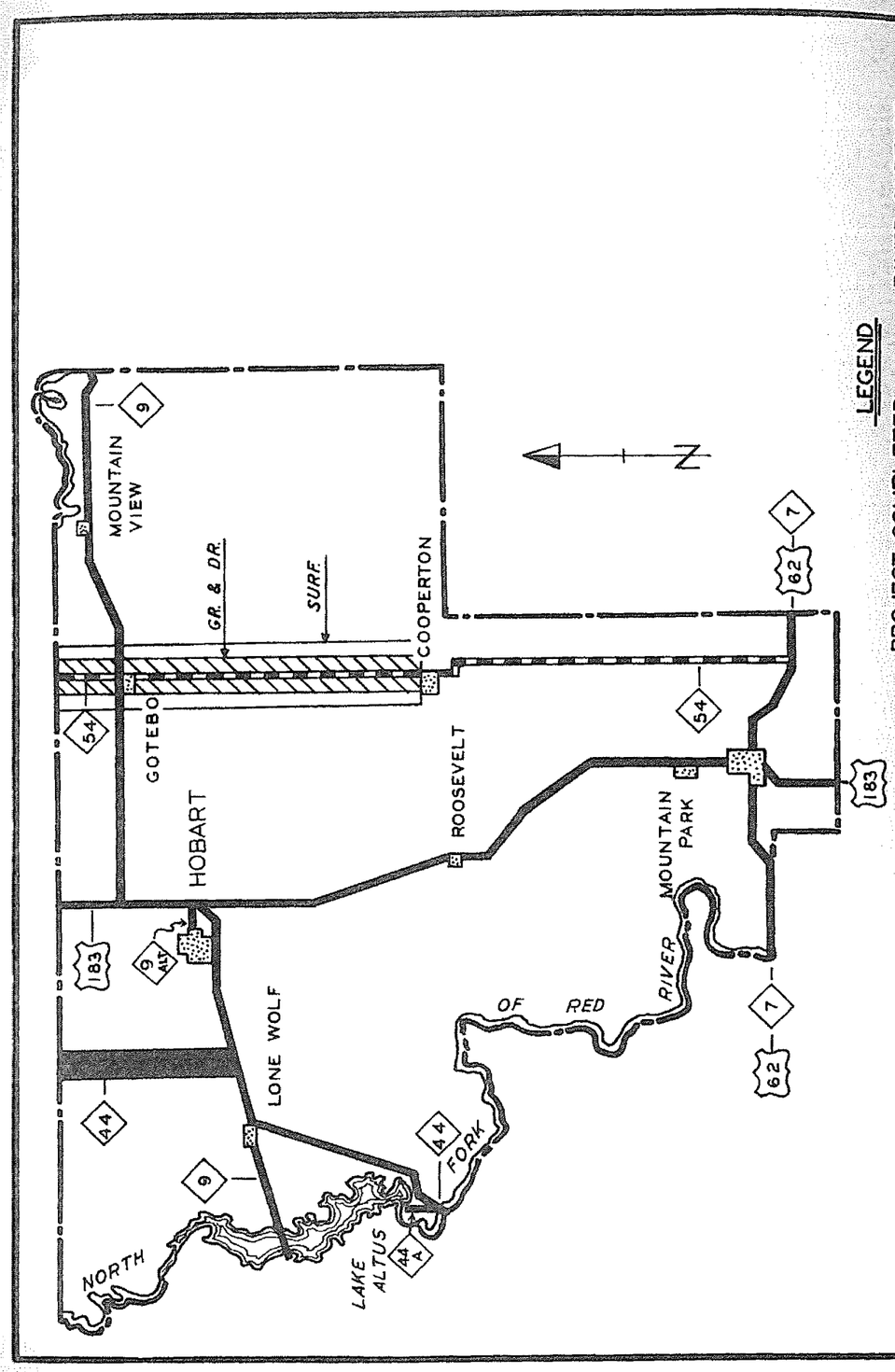
Hwy.	No.	Mileage	Location & Description	Amount
			KAY COUNTY	
			Projects Completed	
US	60	0.430	At the Arkansas River, Southeast of Ponca City. Bridge. (Pt. in Osage County.) (F-152(5))	$ 722,202.27
US	60	0.230	South of Ponca City. Approaches to AT&SF and CRI&P Ry. Separation. Gr., Dr., and Bridge. (FAGH-152(8)Gr.Dr.Br.)	67,497.11
US	60	0.920	From Approx. 2.000 Miles East of Jct. of US 60 and US 77, Southwest of Ponca City, East. Gr. and Dr.(F-152(6)Gr.)	15,518.23
US	60	0.965	From 0.330 Mile East of Bois D'Arc Creek, Southwest of Ponca City, West.Gr. and Dr. (F-125(3)Gr.)	30,153.74
US	177	7.000	Kansas Line, South to Braman. Concrete Patching. (M-2114)	11,500.00
US	60	0.064	At Bois D'Arc Creek, Southwest of Ponca City. 3 Bridges. (F-125(3)Bridge)	78,326.96
US	77		To be erected at State Lines. Install State Line Markers. (C-1445)	666.65
US	60	0.071	At AT&SF and CRI&P Railways just South of Ponca City. 3 Overpasses.(FAGH-152(8)Opass)	108,818.08
US	60	0.965	From 0.330 miles East of Bois D'Arc Creek Southwest of Ponca City, West. P. C. Conc. Paving. (F-125(3)Surf.)	54,276.29
US	60	0.920	From Approx. 2 miles East of Jct. of US 60 and US 77, Southwest of Ponca City, East. P. C. Conc. Paving. (F-152(6)Surf.)	82,739.34
US	60	0.226	Approaches to AT&SF and CRI&P Railways just South of Ponca City. P. C. Conc. Paving. (FAGH-152(8)Surf.)	20,621.44
US	60		West of Ponca City. Construct Detour for F-125(3) Bois D'Arc Bridge. (M-2063)	6,000.00
SH	40	6.000	Ponca City, South to Noble County Line Repair Base and Surf. (M-2269)	23,500.00
			On Various Highways. Clean and Paint 8 Bridges. (MC-323(1))	7,780.00

Hwy.	No.	Mileage	Location & Description	Amount
			KAY COUNTY CON'T	
Projects Completed				
US	60	0.944	In Ponca City on Harding Ave. from Ark. River Bridge West to CRI&P Overpass. Gr., Dr., P. C. Conc. Pav. and 2 Bridges. (U-152(9))	$ 218,166.61
US	77	1.113	In Ponca City from 14th Street and Otoe Ave., South to New US 60. Gr., Dr., P. C. Conc. Pav. and 1 Bridge. (U-20(6))	202,393.86
US	177	7.000	From Kansas State Line, South to Braman. Stabilize Shoulders. (M-2107)	26,500.00
US	77	8.000	From Kansas State Line, South to Newkirk. Stabilize Shoulders. (M-2106)	30,600.00
			Total Projects Completed	$ 1,707,260.58
Projects Under Construction				
None				
Projects Programmed				
US	77	5.000	Newkirk, South. Gr., Dr., Br., Re-Construct and Re-Surface.	$ 590,000.00
			Total Projects Programmed	$ 590,000.00
			Total for County	2,297,260.58

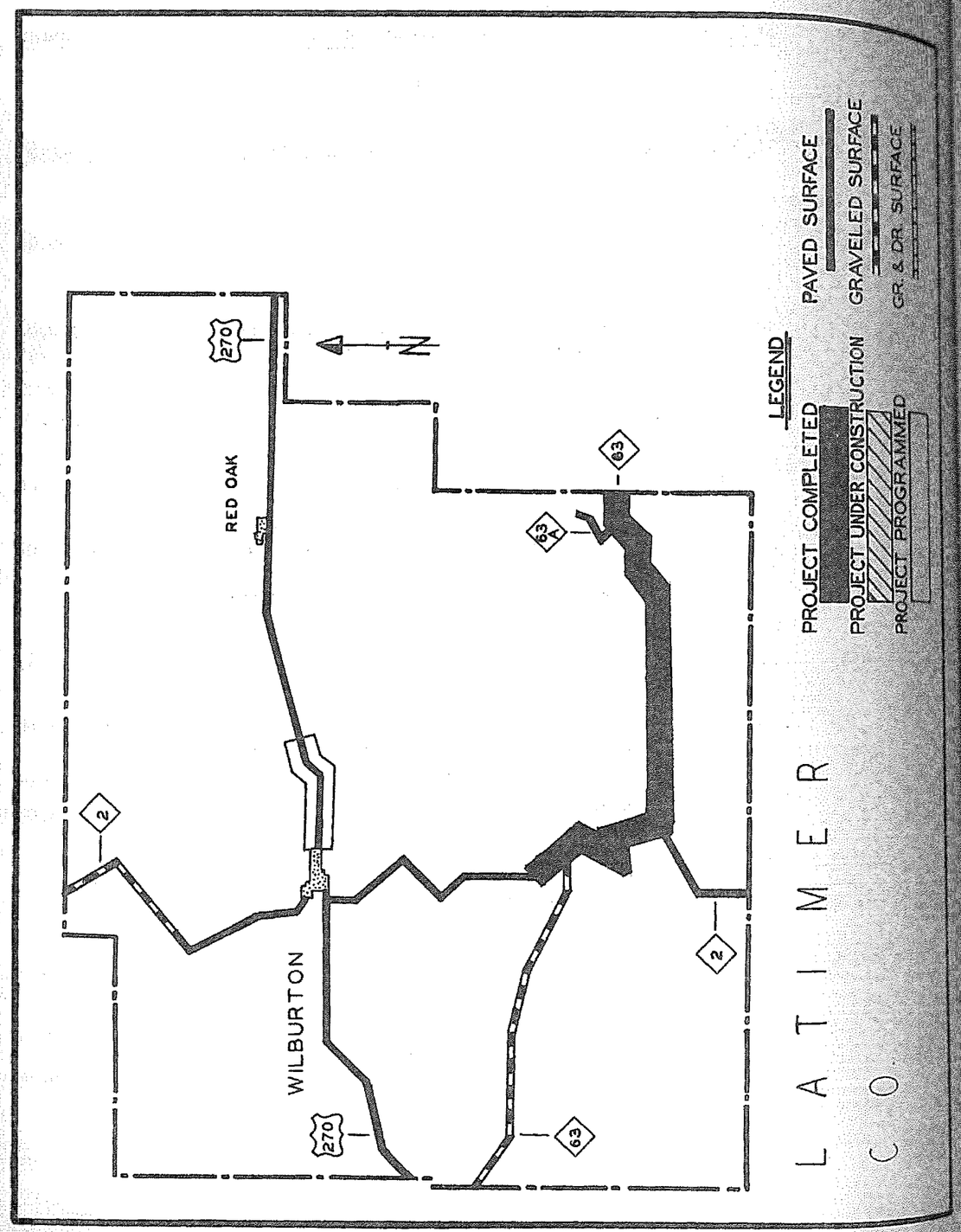


Hwy. No.		Mileage	Location & Description	Amount
			KINGFISHER COUNTY	
Projects Completed				
SH	51		Around West Abutment of Cimarron River Bridge, West of Hennessey. Rock Bank Protection. (RC-75(2))	$ 5,500.00
CO	RD	0.166	At North approach of Cimarron River Bridge. Gr. and Dr. (CS-37(2) 1)	5,956.44
FAS	RD	4.123	From Loyal, East. Dr. Structures, Traf. Bnd. Surf. Crse. and 1 Bridge. (S-245(4) Pt.1)	22,968.22
FAS	RD	8.000	From 4.0 Miles East of Loyal, East. Dr. Structures and Traf. Bnd. Surf. Crse. (S-245(4) Pt. 2)	28,426.71
SH	51	5.546	From 8.126 miles East of US 81, East. Gr. and Dr. (F-357(5)Rdy.)	88,112.66
SH	33	15.100	From Kingfisher West to Blaine County line. Repair Base and Surf. (M-2183)	44,500.00
SH	51	0.031	From 8.126 Miles East of US 81, East. 4 Bridges. (F-357(5) Br.)	75,132.20
SH	51	16.000	Hennessey, West. Repair Base and Surf. and Armor Coat. (M-2109)	43,600.00
SH	51	5.556	From 8.126 miles East of US 81, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1058(2))	181,264.56
			Total Projects Completed	$ 495,460.79
Projects Under Construction				
CO	RD	1.994	From Kingfisher Co. Line, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-330(3) CO. Pt. 2 Rdy.)	$ 16,637.80
CO	RD	0.993	From SH 51, 0.5 Mile West of Hennessey, North. Asph. Stab. Base with Sing. Bit. Surf. Crse. (S-723(1) Co.)	11,218.44
US	81	0.068	At North Edge of Kingfisher. 2 Bridges. (SAP-927(2)Br.)	287,262.18
US	81	0.639	Main Street in Kingfisher, From just South of "B"Ave. North. Gr. and Dr. (SAP-927(2)Gr.)	157,858.95
US	81	0.639	Main Street in Kingfisher, From Just South of "B" Ave. North. P. C. Conc. Pav. (SAP-927(2) Surf.)	95,387.80

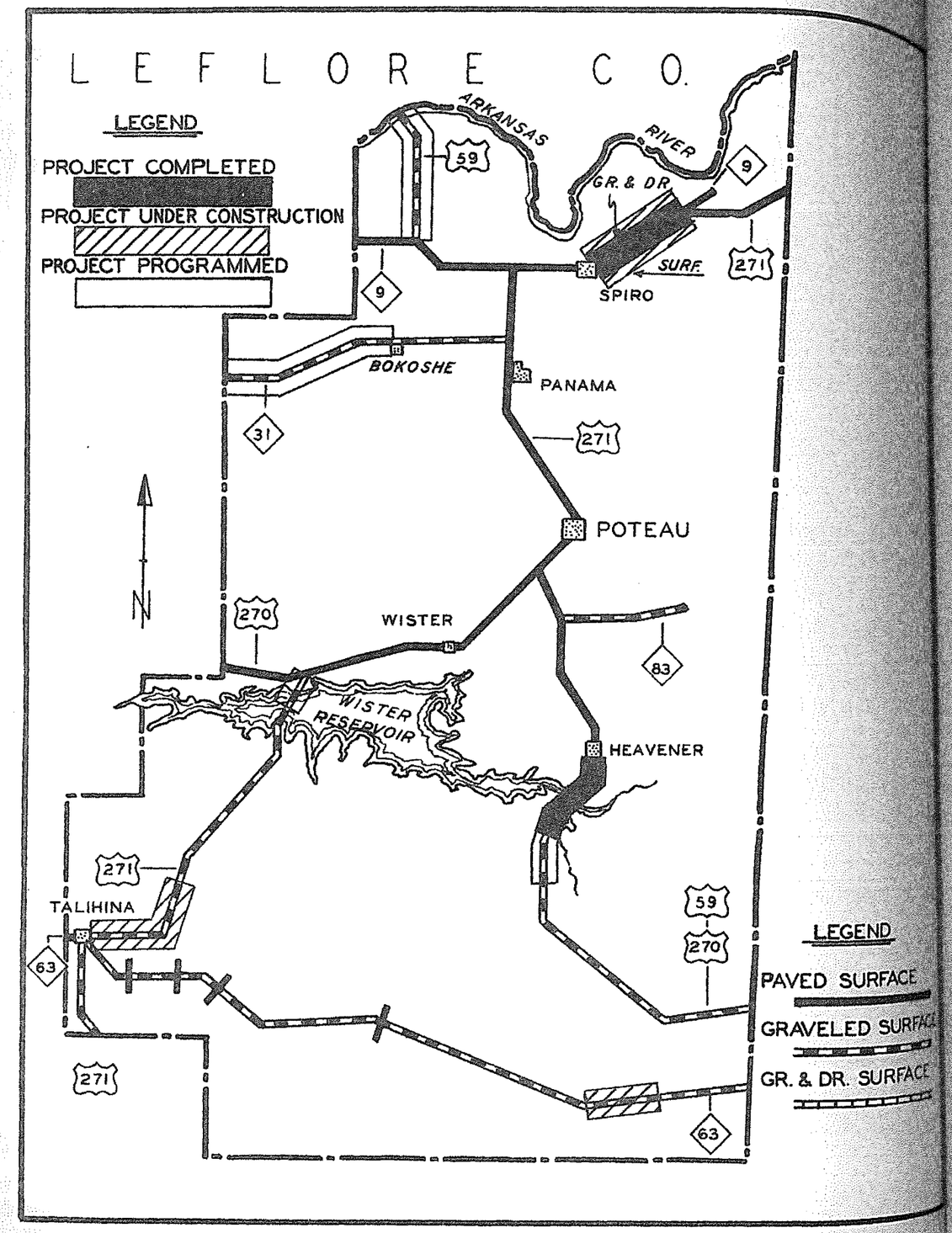
Hwy. No.	Mileage	Location & Description	Amount
		KINGFISHER COUNTY CON'T	
Projects Under Construction			
SH 51		East of Hennessey, Skeleton Creek Bridge. Refloor Bridge. (M-2333)	$ 13,000.00
		Total Projects Under Construction	$ 581,365.17
Projects Programmed			
US 81	22.000	Kingfisher, North to Garfield County. Widen Base.	264,000.00
		Total Projects Programmed	$ 264,000.00
		Total for County	$ 1,340,825.96



Hwy. No.	Mileage	Location & Description	Amount
		KIOWA COUNTY	
Projects Completed			
SH 44	4.815	From SH 9, North. Stab. Aggr. Base Crse. Dbl. Bit. Surf. Crse. (S-413(3)(SH) Pt. 1 Surf.)	$ 103,752.09
SH 44		3.5 miles South of Sentinel at Elk Creek. Construct Dike on new Channel change. (C-1431)	1,000.00
US 183	32.200	From Hobart, South to Tillman County line. Add Gravel, Asph. Stab. and Armor Coat. (M-2124).	65,000.00
		Total Projects Completed	$ 169,752.09
Projects Under Construction			
SH 54	6.836	Cooperton, North. Gr., Dr. and 2 Bridges. (SAP-1075(1))	$ 86,028.20
SH 54	0.153	Begin 6.836 miles North of Cooperton and Extend North to Washita County line within the Limits of SAP-1075(3) Rdy. 8 Bridges. (SAP-1075(3) Br.)	228,085.06
SH 54	7.170	From 6.836 miles North of Cooperton, North. Gr. and Dr. (SAP-1075(3) Pt. 1 Rdy.)	103,004.13
SH 54	2.972	From 14.125 miles North of Cooperton, North to Washita County line. Gr. and Dr.(SAP-1075(3) Pt. 2 Rdy.)	47,315.66
		Total Projects Under Construction	$ 464,433.05
Projects Programmed			
CO RD	0.100	At Elk Creek 7 miles South and 1.1 mile West of Hobart. Br. and Approaches. (S-736(1) Co.)	$ 20,000.00
SH 54	18.000	Cooperton, North to Washita County. Surface.	630,000.00
		Total Projects Programmed	$ 650,000.00
		Total for County	$ 1,284,185.14



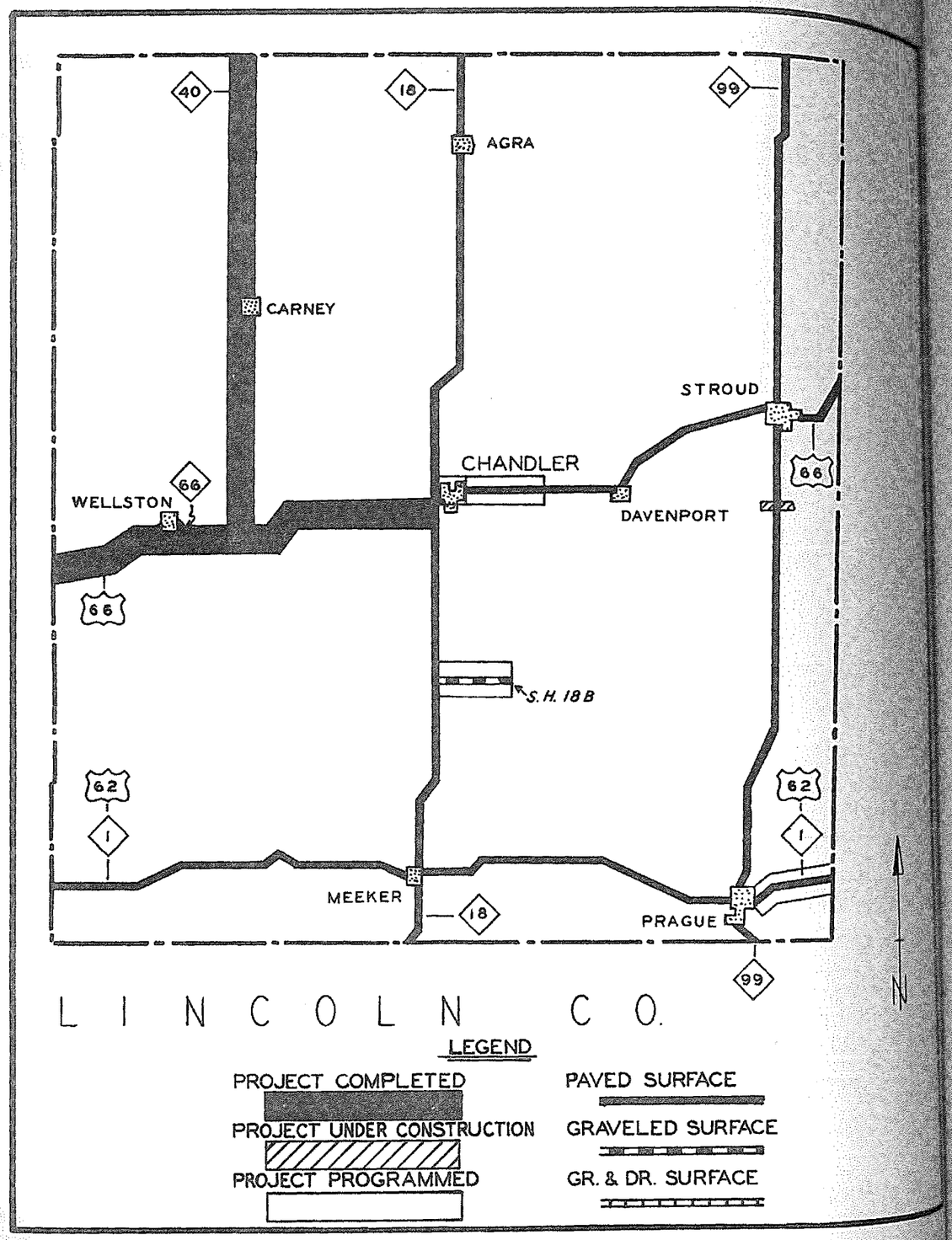
Hwy. No.	Mileage	Location & Description	Amount
		LATIMER COUNTY	
Projects Completed			
SH 63	7.195	From SH 2, East. Gr., Dr., Stab. Aggr. Base and Asph. Conc. Surf. Crse. (S-686(1)(SH)Pt. 1)	$ 209,023.43
SH 63	4.742	From 7.195 Miles East of SH 2. Gr., Dr., Stab. Aggr. Base and Asph. Conc. Surf. Crse. (S-686(1)(SH)Pt. 2)	138,872.98
SH 2	6.942	From SH 63, North. Gr. and Dr. (SAP-601(7) Gr.)	93,624.85
SH 2	5.700	From Wilburton, North. Repair Surf. Failures and place Seal Coat. (M-1944)	14,100.00
SH 2	6.942	SH 63, North. Asph. Conc. Pav. (SAP-601(7) Surf.)	312,300.64
SH 2	3.500	From Carleton Lake, North. Recondition Base and Armor Coat. (C-1432)	10,000.00
		Total Projects Completed	$ 777,921.90
Projects Under Construction			
SH 2		At Coon Creek and Fourche Maline River. Clean and Paint 2 Bridges. (MC-326(1))	$ 1,218.00
US 270	12.300	Pittsburg Co. Line, East to Wilburton. Reshape and Armor Coat. (M-2252)	21,500.00
SH 63	4.100	Talihina, West and North to State and Gov't. Hospital. Reshape and Armor Coat. (M-2253)	7,800.00
SH 2	1.104	3.5 Mile Northwest of SH 63 WYE. Repair Slide Area. (M-2319)	13,500.00
ACCESS RD	1.200	Carlton Lake. Reshape Compact Prime and Sing. Bit. Surf. (C-1464)	1,800.00
		Total Projects Under Construction	$ 45,818.00
Projects Programmed			$ 425,000.00
US 270	5.000	Wilburton, East. Gr., Dr., Br., and Surf. (SAP-1005(4)(5))	
		Total Projects Programmed	$ 425,000.00
		Total for County	$ 1,248,739.90



Hwy.	No.	Mileage	Location & Description	Amount
			LEFLORE COUNTY	
			Projects Completed	
US	271	11.500	From Spiro, South and West to Shady Point. Remove and Replace broken Conc. Mudjack Joints and low places. (M-1947)	$ 41,000.00
US US	271 59	4.300	From Poteau to Shady Point. Place Asph. Retread on present Surf. and Seal. (M-1941)	39,000.00
US	59	4.920	Heavener, South. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (F-225(2) Surf.)	134,621.44
SH	63	2.049	From Approx. 3.000 Miles Southeast of Talihina, Southeast to Muse. Gr., Dr., Traf. Bnd. Surf. Crse. and 4 Bridges. (S-373(2)SH)	175,997.90
US US	270 271	11.700	From Wister, West to Latimer County Line. Place Leveling Crse. and Armor Coat. (M-2083)	72,000.00
US US	270 271	8.700	From Poteau, Southwest to Wister. Armor Coat. (M-2087)	52,500.00
FAS	RD	1.808	From Jct. US 271 and Plum Street in Wister, Southeast to Wister Dam Area. Gr., Dr., Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (S-672(1)(Cont.1)	56,088.55
FAS	RD	0.113	Caston Creek, Southeast of Wister. Gr., Dr., Stab. Aggr. Bse. Dbl. Bit. Surf. Crse. and 1 Bridge.(S-672(1)(Cont.2)	59,860.51
FAS	RD	5.704	From 1.1 Mile Northeast of Poteau River Bridge, Northeast. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-64(2))	26,282.05
US	270	3.000	From Heavener, North to US 271. Spot Seal. (M-2178)	4,900.00
SH	83	6.500	From Monroe, West to US 70. Reshape and Place Traf. Bnd. Surf. Crse. (M-2200)	21,900.00
FAS	RD	0.600	From 1.7 miles East of LeFlore, East. Gr., Dr., and 3 Bridges. (S-671(1))	39,174.50
US	271	5.908	Spiro, Northeast. Gr., Dr. and 1 Bridge. (F-84(8))	134,184.25

Hwy.	No.	Mileage	Location & Description	Amount
			LEFLORE COUNTY CON'T.	
Projects Completed				
US	271	0.363	At KCS Railway at Spiro. Gr., Dr., P. C. Conc. Pav. and 1 Underpass.(FG-84(9))	$ 119,157.33
SH	31	15.500	From US 271, West to Haskell County line. Reshape and Place Traf. Bnd. Surf. Crse. (M-2192)	37,000.00
US	271	3.500	From 2.0 miles South of US 270, South. Reshape and Place Traf. Bnd. Surf. Crse. (M-2197)	13,000.00
			Total Projects Completed	$ 1,026,666.53
Projects Under Construction				
US	271	7.588	Talihina, Northeast. Gr., Dr. and Bridge. (F-116(4))	$ 545,187.07
US	271	7.630	Talihina, Northeast. Stab. Aggr. Base and Asph. Conc. Surf. Crse. (F-116(5))	278,721.21
US	271	6.119	Spiro, Northeast. P. C. Conc. Paving. (F-84(10))	394,160.04
			On US 59 and SH 63. Clean and Paint 2 Bridges. (MC-326(1))	1,516.00
US	270	18.300	Arkansas State Line West and North to Asphalt. Reshape and Place Traf. Bnd. Surf. Crse. (M-2194)	68,000.00
US	59	5.700	From Jct. SH 9, North. Reshape and Place Traf. Bnd. Surf. Crse. (M-2199)	19,000.00
SH	9	8.700	Jct. US 271, West to Haskell County Line. Pre-Mix Asph. Leveling Crse. (M-2251)	90,000.00
SH	63	3.692	From 3.5 Miles East of Big Cedar, East. Gr., Dr., Traf. Bnd. Surf. Crse. and 6 Bridges. (Forrest-6 C)	176,454.12
CO	RD	6.983	From US 59 and US 270 in Heavener, North Westerly to Wister Dam. Gr., Dr., and 1 Bridge. (S-672(4)Co.)	72,041.08
			Total Projects Under Construction	$ 1,645,079.52

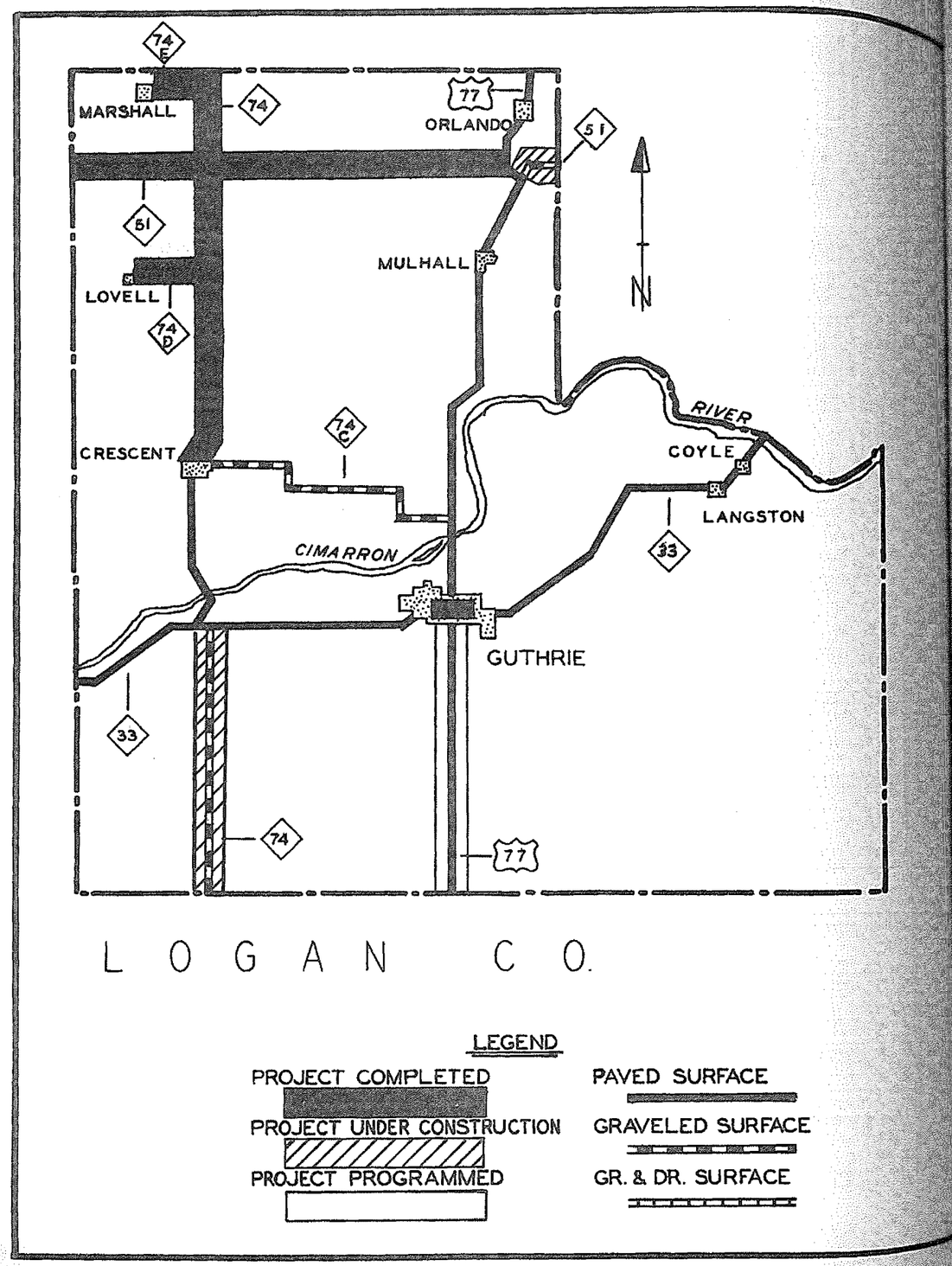
Hwy.	No.	Mileage	Location & Description	Amount
			LEFLORE COUNTY CON'T	
Projects Programmed				
US	271	2.000	US 270, Southwest. Gr., Dr., Br., and Surf. (SAP-1015(1))	$ 203,300.00
CO	RD	3.000	Between Stapp and Big Cedar. Gr., Dr., Br., and Surf. (S-717(1))	300,000.00
SH	59	6.500	Arkansas River, South to SH 9, Gr., Dr., Br., and Surf.	450,000.00
US	270	3.000	South of Hodgens, South. Gr., Dr., Br., and Surf.	225,000.00
SH	31	6.500	Bokoshe, East. Gr., Dr., and Surf.	300,000.00
			Total Projects Programmed	$ 1,478,300.00
			Total for County	$ 4,150,046.05



Hwy. No	Mileage	Location & Description	Amount
		LINCOLN COUNTY	
Projects Completed			
SH 40		1.0 Mile North of Jct. US 66, Construct 2 Timber Side Drains. (C-1427)	$ 6,000.00
SH 18	14.00	Chandler, South to Meeker. Repair Surf. and Armor Coat. (M-2103)	24,000.00
SH 99	16.800	Stroud, North to SH 33. Repair Shoulders and Sing. Bit. Surf. Crse. (M-2108)	12,500.00
SH 40	7.900	From Carney, North. Gr. and Dr. (S-383(4) SH Pt.1 Gr.)	71,147.35
SH 40	1.894	From 7.900 Miles North of Carney, North to Payne County Line. Gr., and Dr. (S-383(4) SH Pt.2 Gr.)	10,479.87
SH 40	1.575	From 6.917 Miles North of US 66, North to Carney. Gr. and Dr. (S-472(4)SH Pt.2 Gr.Dr.)	11,203.81
SH 40	6.917	From US 66, North. Gr., Dr., and 4 Bridges. (S-472(4) SH Pt.1 Gr. Dr. Br.)	67,550.67
US 62	15.800	Meeker, West to Jct. US 270. Pavement Repairs, and Conc. patching.(Pt. in Oklahoma County.) (M-1975)	30,700.00
CO RD	1.000	From SH 40 East to US 66. Soil and Asphalt Stab. Base and Sing. Bit. Surf. (M-2166)	7,600.00
US 66	6.947	From Okla.-Lincoln County Line, East. Asph. Conc. Widening and Resurfacing.(SAP-764(1))	218,773.47
US 66	7.321	Chandler, West. Asph. Conc. Widening and Resurfacing. (SAP-764(2) Rdy.)	334,203.47
SH 40	7.900	From Carney, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-383(4)SH Pt.1 Surf.)	92,178.29
SH 40	1.849	From 7.900 Miles North of Carney, North to Payne County Line. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-383(4)SH Pt.2 Surf.)	23,157.32
SH 40	6.884	From US 66, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-472(4)SH Pt.1 Surf.)	76,903.91
SH 40	1.575	From 6.917 Miles North of US 66 to Carney. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-472(4)SH Pt.2 Surf.)	16,256.94

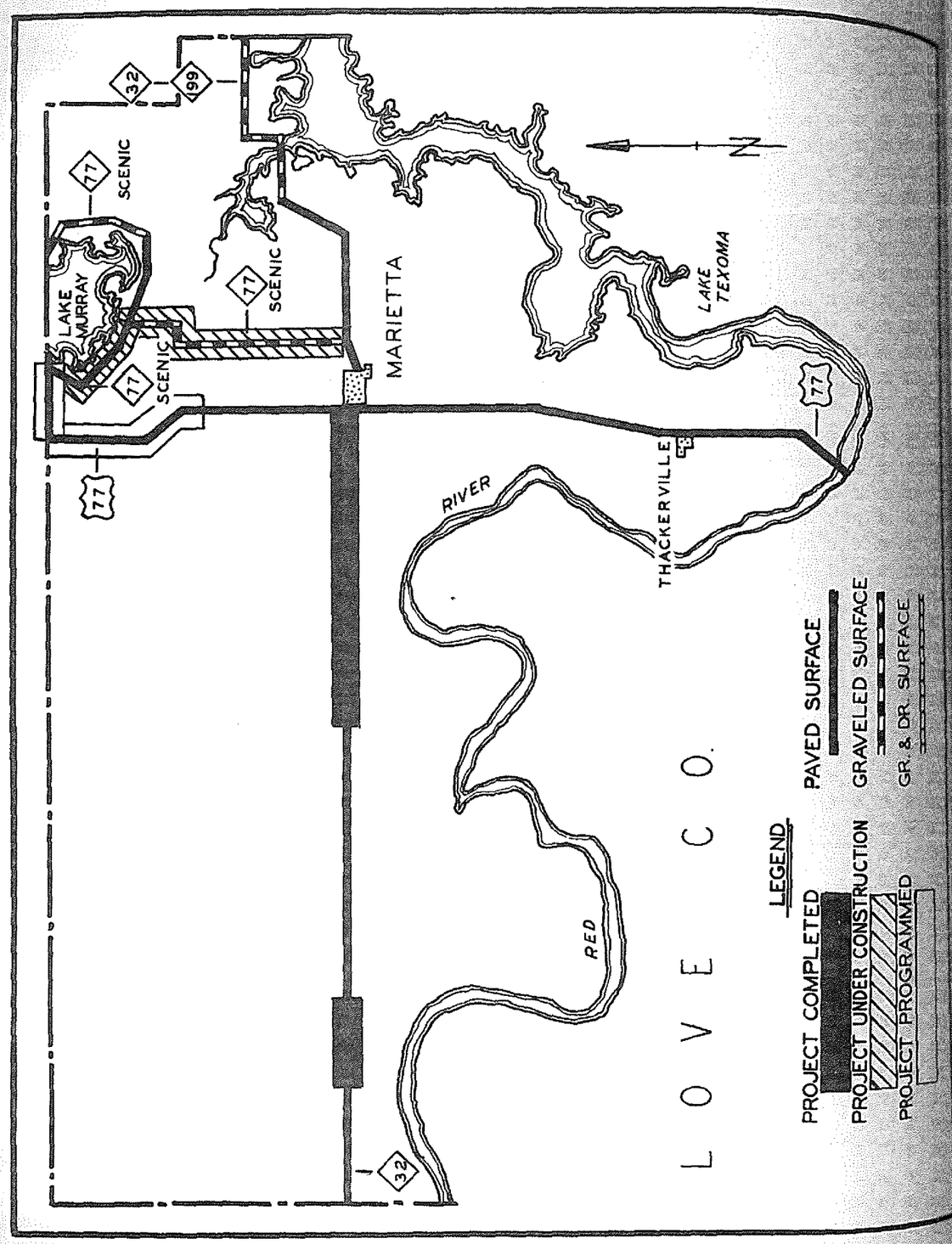
Hwy.	No.	Mileage	Location & Description	Amount
			LINCOLN COUNTY CON'T	
Projects Completed				
US	66	0.042	Within Limits of SAP-764(2)Rdy., 4 Bridges. (SAP-764(2)Br.)	$ 85,560.44
US	66	15.000	Chandler, West to Oklahoma County Line. Stab. Shoulders. (M-2272)	5,000.00
SH	40	18.600	Jct. US 66, North to Payne County Line. Stab. Shoulders. (M-2273)	6,000.00
US	66	0.942	Deep Fork Bottom, West of Warwick, Gr., Dr., and 2 Bridges. (SAP-764(3)Gr., Dr.,Br.)	198,457.76
SH	99	18.400	Stroud, South to Prague. Repair Base and Surf. (M-2270)	74,000.00
US	62	6.500	Meeker, East. 6.5 Miles Conc. Patching. (M-2275)	10,200.00
			On Various Highways. Clean and Paint 2 Bridges. (MC-324(1))	3,900.00
US	66	0.873	Deep Fork Bottom West of Warwick. Asph. Conc. Pav. (SAP-764(3)Surf.)	47,121.33
US	66		At SL&SF Ry. Underpass, near Warwick. Extend 8 ft. x 3 ft. R. C. B., Weir Wall & Clean out Dr. Ditch. (SAP-764(4))	8,901.10
			Total Projects Completed	$ 1,441,795.73
Projects Under Construction				
US	66	0.108	East of Wellston. Widen Paving At Turnpike Separation. (C-1463)	$ 4,500.00
SH	18	20.000	Chandler, North to Jct. SH 33. Repair Base and Surf. (M-2271)	28,500.00
SH	99		4 Miles South of Stroud. Repair 140 Ft. Truss at Deep Fork River. (RC-109(1))	5,395.00
			Total Projects Under Construction	$ 38,395.00
Projects Programmed				
US	62	7.500	Prague, East and Paden Stub., Gr., Dr., Br., and Surf.	$ 905,000.00
US	66	4.000	Chandler, East. Gr., Dr., Br., and Re-surface.	600,000.00
SH	18B	4.000	SH 18, East to Sparks. Gr., Dr., and Surface.	140,000.00

Hwy.	No.	Mileage	Location & Description	Amount
			LINCOLN COUNTY CON'T	
Projects Programmed				
US	66	0.680	In Chandler, 15th St. to 5th St., Repair and Resurface.	$ 39,000.00
			Total Projects Programmed	$ 1,684,000.00
			Total for County	$ 3,164,190.73

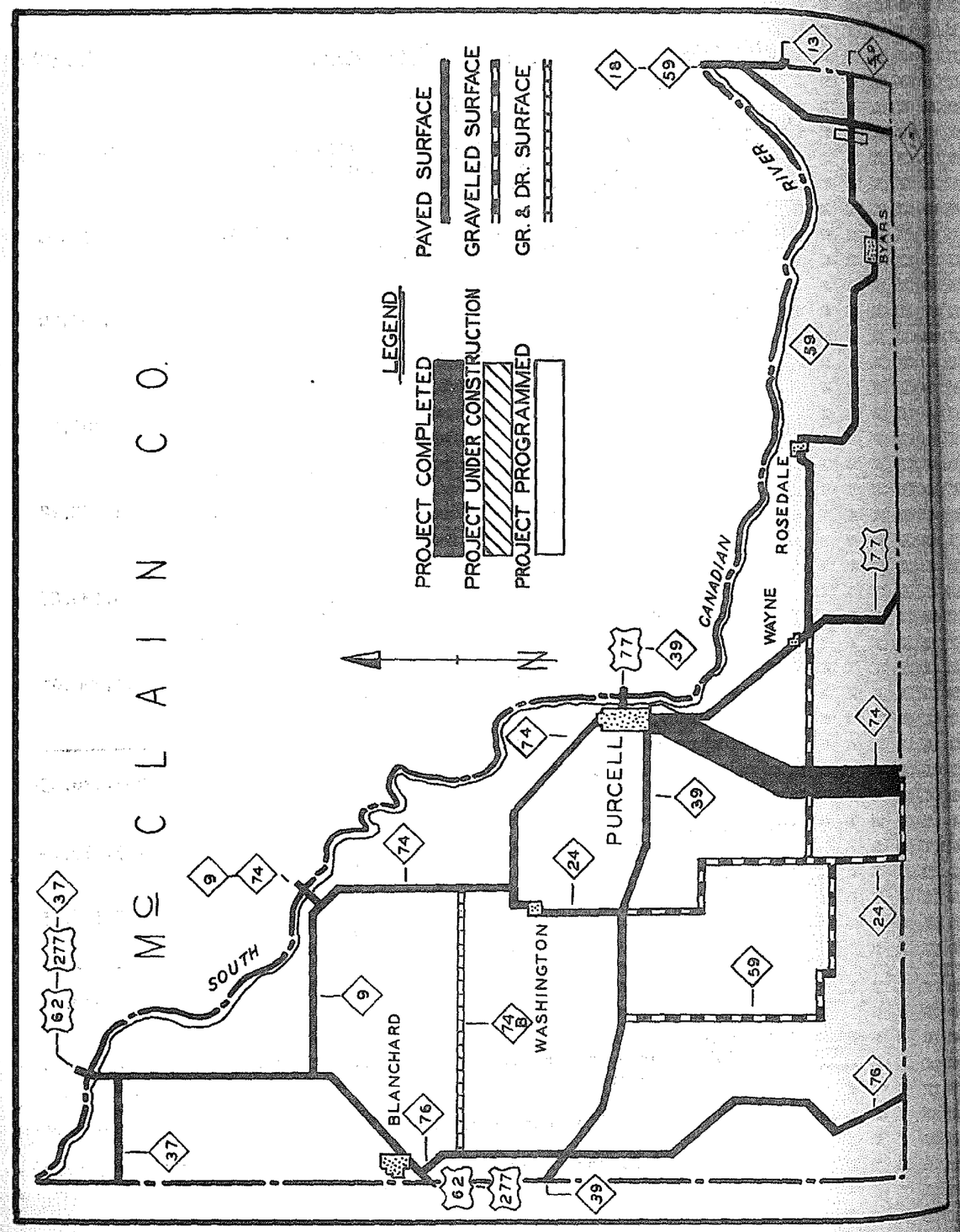


Hwy. No	Mileage	Location & Description	Amount
		LOGAN COUNTY	
Projects Completed			
SH 74	7.650	Beg. in Crescent and Ext. North 7.586 Miles. Asph. Stab. Base and Sing. Bit. Surf. Crse. and 0.064 Mile P. C. Conc. Pav. (F-365(7) Pt. 1)	$ 125,495.74
SH 74	7.073	Beg. Approx. 7.0 Miles North of Crescent and Ext. North to Garfield County Line. Asph. Stab. Base and Sing. Bit. Surf. Crse. (F-365(7) Pt. 2)	120,251.22
SH 51	6.660	From US 77, West. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-941(1) Pt. 1)	133,869.27
SH 51	5.935	From 6.660 Miles West of US 77, West. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-941(1) Pt. 2)	121,800.34
SH 74D 74E	5.882	From Marshall to SH 74 and From Lovell to SH 74. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1026(2))	97,244.85
SH 33	0.803	In Guthrie, on Harrison Ave. from Division St. (US 77) East to Drexel Blvd. and North to Oklahoma Ave. Asph. Conc. Re-shape. (SAP-940(1))	47,971.00
		Total Projects Completed	$ 646,632.42
Projects Under Construction			
SH 51	7.220	US 77, East. Gr. Dr. and Bridge. (F-176 (3)Pt. 1 Gr.)	$ 124,326.39
SH 51	7.220	US 77, East. Stab. Aggr. Base and Asph. Conc. Pav. (F-176(3)Pt. 1 Surf.)	416,312.24
SH 74	7.203	Oklahoma-Logan County Line, North. Gr., Dr., and 3 Bridges. (SAP-1071(1)Pt. 1 Gr.)	87,678.05
SH 74	7.193	Oklahoma-Logan County Line, North. Asph. Stab. Base and Sing. Bit. Surf. (SAP-1071 (1) Pt. 1 Surf.)	252,928.80
SH 33	3.162	7.203 Miles North of Oklahom-Logan County Line, North to SH 33, 2.808 Miles. Gr., Dr., 0.354 Miles. Gr., Dr., and P. C. Conc. Paving. (SAP-1071(1)Pt. 2 Gr.)	103,796.02
SH 33	2.808	7.203 Miles North of Oklahoma-Logan County Line, North to SH 33. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1071(1)Pt.2 Surf.)	97,531.57
		Total Projects Under Construction	$ 1,082,573.07

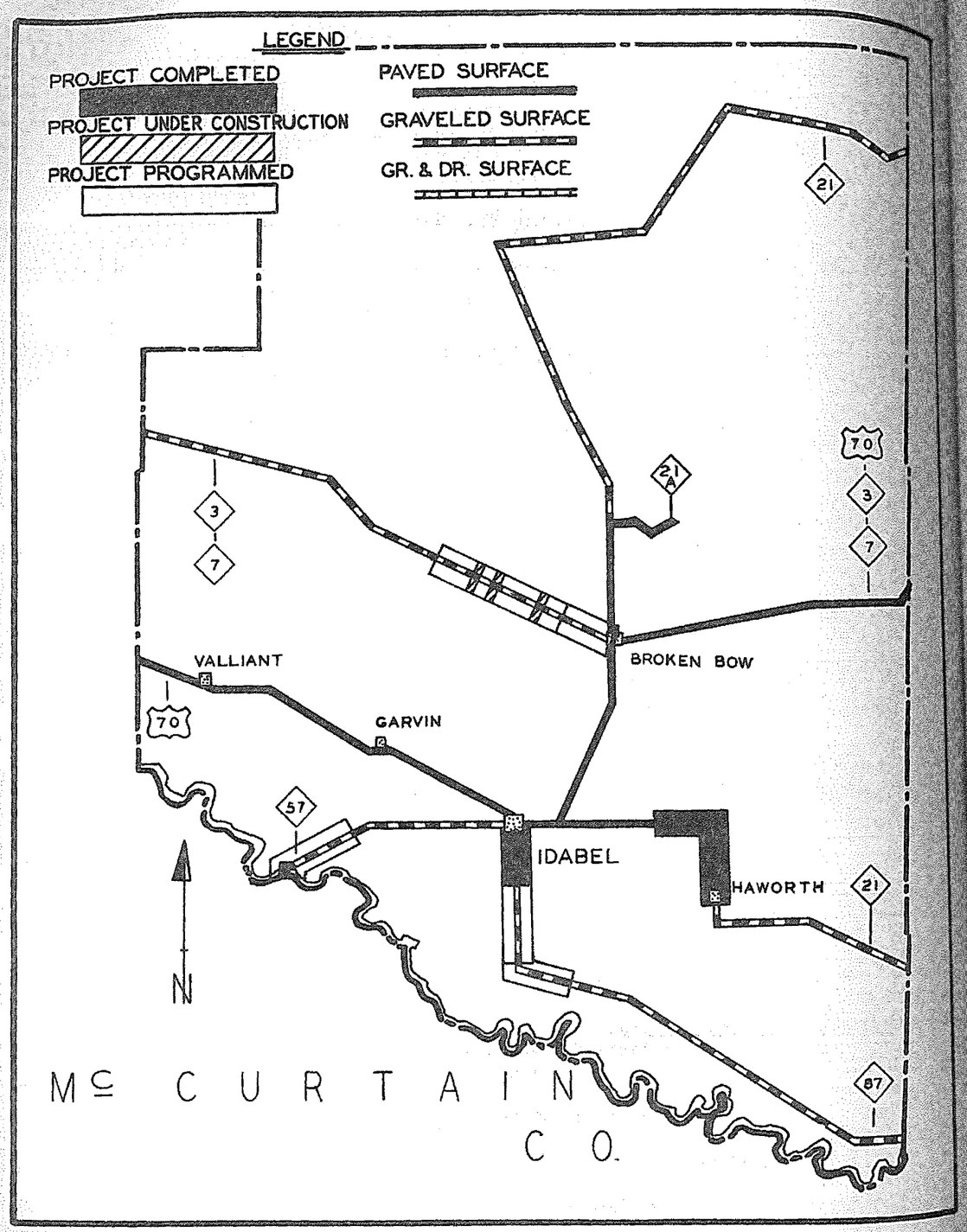
Hwy. No.	Mileage	Location & Description	Amount
		LOGAN COUNTY CON'T	
Projects Programmed			
CO	RD 0.400	Cottonwood Creek, 3 Mile West and 4 Mile South of Guthrie. Bridge. (S-735(1)Co.)	$ 31,725.00
US	77 10.000	Oklahoma County, North. Widen	130,000.00
		Total Projects Programmed	$ 161,725.00
		Total for County	$ 1,890,930.49



Hwy. No.	Mileage	Location & Description	Amount
		LOVE COUNTY	
Projects Completed			
US 77	25.200	North and South thru Love County. Repair Conc. Failures and Mudjack Joints and Low Places. (M-1948)	$ 59,000.00
SH 32	2.819	From Courtney, East. Gr., Dr., Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-381(7) SH Pt. 1)	54,754.45
SH 199	5.500	Begin Marshall County line and Extend West and South 5.5 Miles to Asph. Reshape Roadway and Ditches, and Traf. Bnd. Surf. Crse. (M-2210)	5,400.00
SH 77A	6.500	From East End of Lake Murray Dam, East and North Circulation Road, Reshape Roadway and Ditches and Traf. Bnd. Surf. Crse. (M-2213)	5,600.00
SH 32	1.943	From 9.5 Miles, West of Marietta, East. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-381(7) SH Pt. 2)	31,433.22
SH 32	7.523	From 7.5 Miles West of Marietta, East. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-381(7) SH Pt. 3)	168,188.86
SH 32	9.300	From Walnut Bayou to Rubottom on SH 32. Place 1400 Linear Feet of 6 inch Perf. Cor. Metal Pipe for Sub-Drainage, Repair Shoving Areas and Armor Coat. (M-2299)	20,300.00
		Total Projects Completed	$ 344,676.53
Projects Under Construction			
SH 77 Scenic	7.019	From SH 199 East of Marietta, North. Gr., Dr., and 1 Bridge. (SAP-1022(2)Gr.)	117,919.79
SH 77 Scenic	7.015	From SH 199 East of Marietta, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1022(2)Surf.)	193,588.75
		Total Projects Under Construction	$ 311,508.54
Projects Programmed			
US 77	5.000	North of Marietta, North. Gr., Dr., Br., and Surf. (4-Lane)	$ 537,000.00
		Total Projects Programmed	$ 537,000.00
		Total for County	$ 1,193,185.07



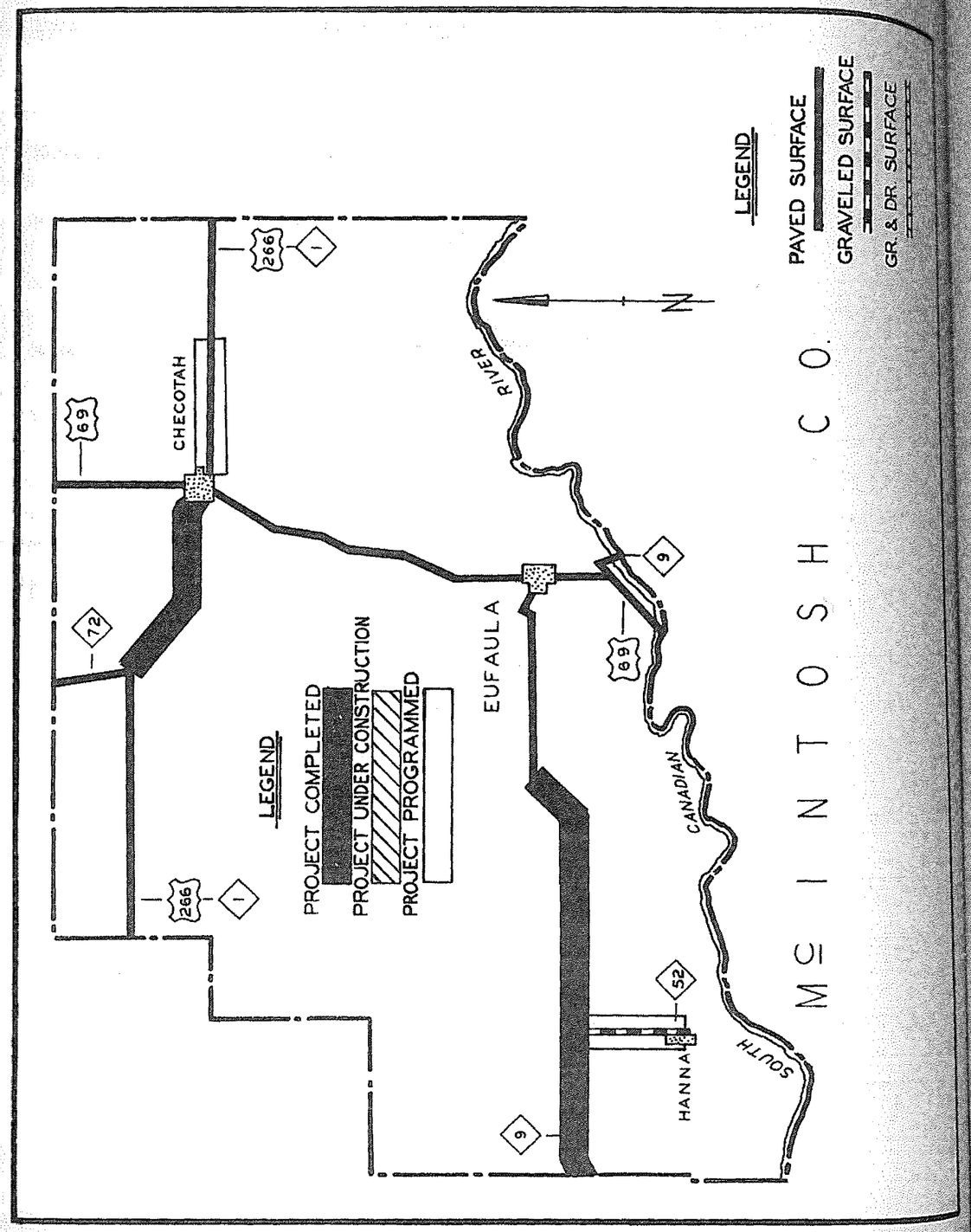
Hwy.	No.	Mileage	Location & Description	Amount
			McCLAIN COUNTY	
Projects Completed				
US	77	0.036	Approx. 1.5 Miles South of Jct. SH 39 and US 77, South of Purcell. Gr., Dr., P. C. Conc. Pav. and 1 Bridge. (SAP-369(3))	$ 31,141.99
SH	74	4.677	From Approx. 7.5 Miles North of Maysville, and Ext. Northeasterly to US 77, South of Purcell. Gr. and Dr. (S-675(2) SH Pt.2)	67,082.17
SH	74	4.677	From 7.548 Miles North of Maysville, North to Purcell. Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (S-675(3) SH Pt. 2)	122,173.84
SH	24	5.300	Jct. SH 74. to Jct. SH 39. Patch and Armor Coat. (M-1955)	9,500.00
FAS	RD	5.440	From US 77 in Wayne, Southwest to SH 74. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-549(1))	57,106.40
US	59	18.600	From SH 39, South and East. Gravel.(M-2205)	64,000.00
SH	59	3.000	From SH 74, North of Maysville, West to SH 24. 500 Tons Gravel per mile.(M-2056)	7,500.00
SH	24	13.000	Story, North to SH 39. Gravel.(M-2058)	54,000.00
US	62	7.300	From SH 9 thru Newcastle. Patch and Retread Sections. (M-2096)	8,600.00
SH	9	7.400	Jct. US 62, South to Canadian Bridge. Patch and Retread Sections. (M-2097)	10,400.00
US	62	7.000	SH 9, North thru Newcastle to Conc. Paving. Dbl. Bit. Retread. (M-2265)	31,000.00
US	62	0.151	Thru Newcastle. Oil Mat Widening and Armor Coat. (C-1441)	3,000.00
SH	9	7.400	Jct. US 62, East to SH 74. Asph. Retread and Armor. (M-2263)	47,000.00
			Total Projects Completed	$ 512,504.40
Projects Under Construction				
SH	59		At Santa Fe Overpass at Byers. Clean and Paint 1 Overpass. (MC-329(1))	$ 1,000.00
			Total Projects Under Construction	$ 1,000.00
Projects Programmed				
SH	59		4.6 Miles East of Byars. Repair R.C. Box. (RC-102(1))	$ 13,600.00
			Total Projects Programmed	$ 13,600.00
			Total for County	$ 527,104.40



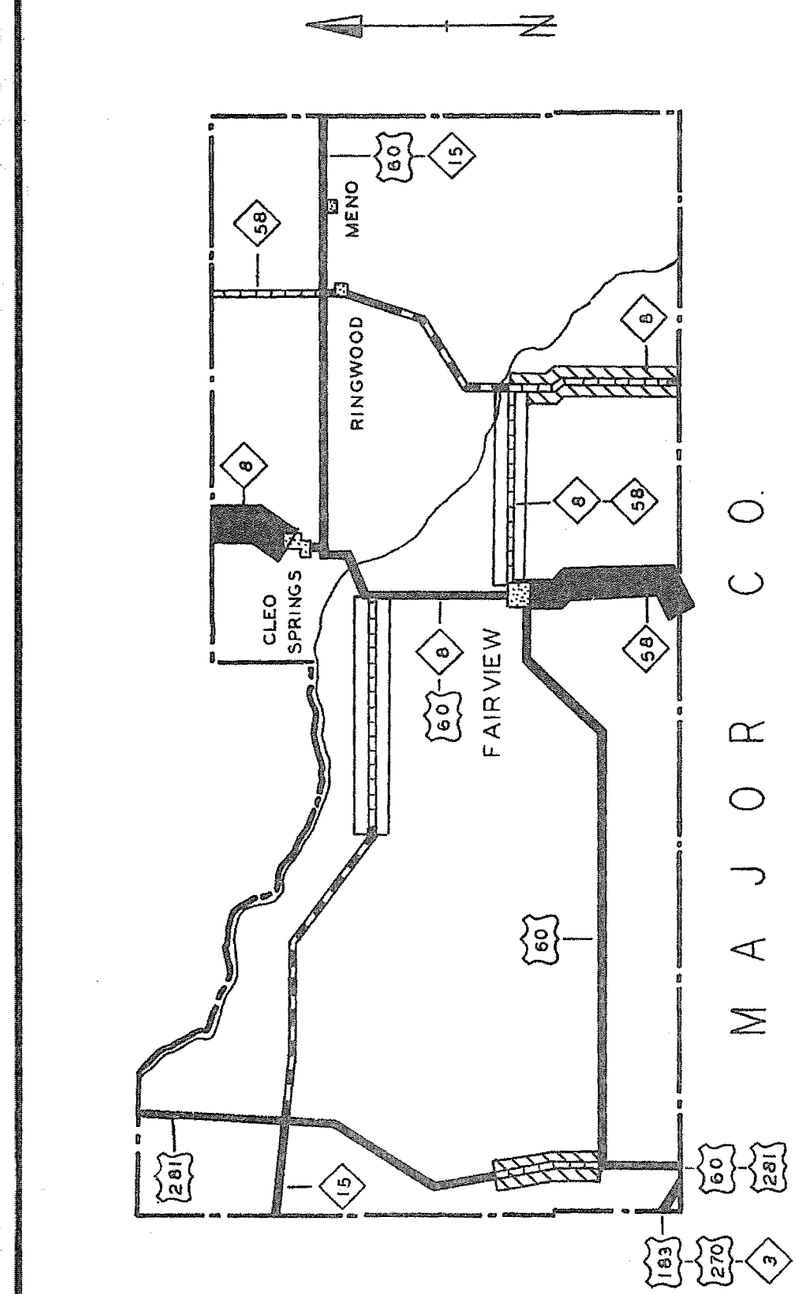
Hwy. No.	Mileage	Location & Description	Amount
		McCURTAIN COUNTY	
Projects Completed			
SH 87	30.000	From 3.0 Miles South of Idabel, Southeast to Ark.-Okla. State Line. Spot Gravel Present Rdy. (M-2054)	$ 29,500.00
SH 87	0.018	From Idabel, South 2.918 Miles. 2 Bridges. (S-698(1)SH Br.)	11,563.70
SH 87	2.900	From US 70 in Idabel, South 2.515 Miles. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. 0.385 Miles Gr., Dr., and P. C. Conc. Pav. (S-698(1)SH Rdy.)	159,507.47
SH 21	6.984	From 5.500 Miles East of US 70, East and South thru Haworth. Gr., Dr., and 3 Bridges. (S-446(2) SH Gr. Br.)	78,150.25
FAS RD	5.996	From 3.5 Miles South of Golden. North thru Golden. Gr., Dr., Traf. Bnd. Surf. Crse. and Bridge. (S-258(2))	25,760.65
FAS RD	6.000	From Ark. State Line between Sec. 10 and 15, T 7S, R 27E, Northwest toward Eagletown. Gr., Dr., Traf. Bnd. Surf. Crse. and 2 Bridges. (S-644(1))	63,863.70
FAS RD	5.095	From US 70 Southeast thru Eagletown. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge. (S-644(2))	37,876.75
SH 21	5.500	From US 70, East. Armor Coat. (M-2085)	41,000.00
US 70	2.700	From Broken Bow, Southwest to Idabel. Spot Seal. (M-2235)	4,600.00
SH 21	6.966	From 5.5 Miles East of US 70, East and South thru Haworth. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-446(2) SH Surf.)	129,287.38
SH 21		From Broken Bow, North. Repair Flood Damage. (X-283)	10,200.00
SH 21	6.600	From Broken Bow, North. Reshape and Armor Coat. (C-1440)	25,000.00
		Div. 2 Purchase and Erect. "Welcome to Oklahoma" markers at State Line on Main Highways. (C-1445(2))	1,000.00

Hwy. No.	Mileage	Location & Description	Amount
		McCURTAIN COUNTY CON'T	
Projects Completed			
	2.700	Beavers Bend Park. Reshape and Place a Sing. Bit. Surf. (C-1448)	$ 5,200.00
SH 21	0.005	In town of Smithville. Reshape and Armor Coat. (M-2248)	1,800.00
US 70	15.000	From Broken Bow, East to Arkansas State Line. Single Armor Coat Seal. (M-2167)	29,800.00
SH 21	11.000	Arkansas State Line, West and North to Asphalt. Reshape and Place Traf. Bnd. Surf. Crse. (M-2195)	15,000.00
CO RD	0.650	In Wright City. Dbl. Bit. Surf. Crse. (S-258(3)CO.)	3,308.68
CO RD	5.827	Valliant, Northeasterly. Dbl. Bit. Surf. Crse. (S-257(3)Co. Pt. 1 Rdy.)	30,883.41
CO RD	2.905	From 5.740 Miles Northeasterly From US 70 At Valliant, Easterly to Wright City. Dbl. Bit. Surf. Crse. (S-257(3)CO.Pt. 2 Rdy.)	14,100.46
		Total Projects Completed	$ 717,402.45
Projects Under Construction			
SH 7	0.222	At Glover, Gibbs and Boktuklo Creeks Northwest of Broken Bow. 3 Bridges.(F-367(4))	$ 391,049.86
SH 21		At Boktuklo Creek. Clean and Paint 1 Bridge. (MC-326(1))	1,498.00
CO RD	0.095	Within Limits of S-257(3)Pt. 2 Rdy. Additional Stringer and Refloor 2 Bridges. (S-257(3)Co. Br.)	17,982.25
US 70	9.000	Valliant, East to Conc. Paving, Reshape Sectional Retread and Armor Coat. (M-2249)	18,000.00
US 70	3.500	Choctaw County Line, East to Valliant. Reshape and Armor Coat. (M-2250)	6,200.00
SH 7	1.963	East and West of Glover River. Gr., Dr., and Traffic Bnd. Surf. Crse. (SAP-893(1))	72,684.94
		Total Projects Under Construction	$ 507,415.05

Hwy. No.	Mileage	Location & Description	Amount
		McCURTAIN COUNTY CON'T	
Projects Programmed			
SH 57	0.400	Red River. Bridge and Approaches. (S-1520(1)(SH))	$ 330,000.00
SH 57	3.000	Red River, Northeast. Gr., Dr., Br., and Surf. (SAP-729(1))	200,000.00
SH 7	2.000	Broken Bow, West. Base and Surface. (SAP-893(2))	50,000.00
SH 87	3.000	From 3 Miles South of Idabel, South. Surface. (SAP-627(3))	75,000.00
SH 7	5.000	2 Miles West, Broken Bow, West. Gr., Dr., Br., and Surf.	250,000.00
SH 87	4.000	6 Miles South Idabel, South. Gr., Dr., Br., and Surf.	275,000.00
		Total Projects Programmed	$ 1,180,000.00
		Total for County	$ 2,404,817.50

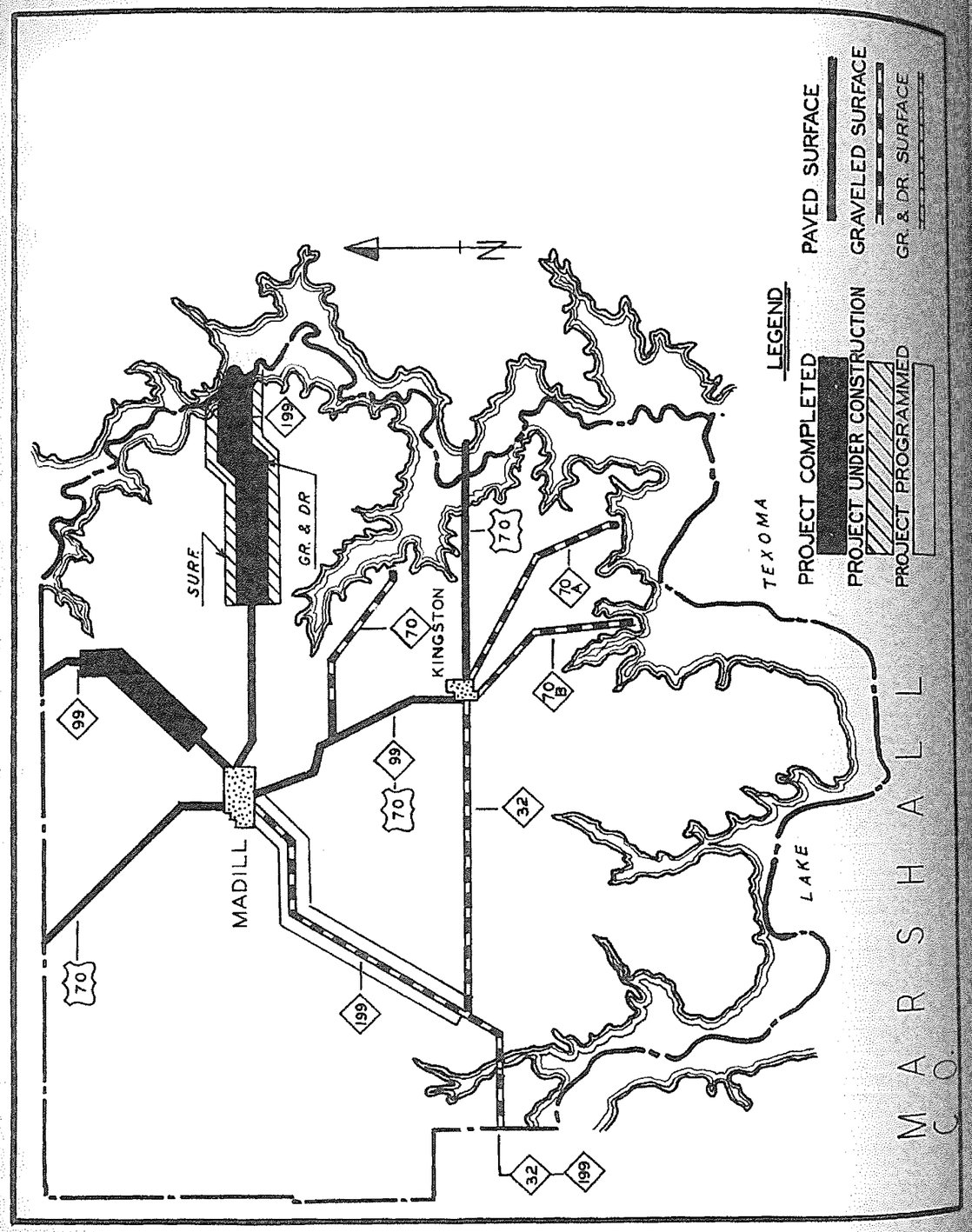


Hwy. No.	Mileage	Location & Description	Amount
		McINTOSH COUNTY	
Projects Completed			
US 266	7.128	Beg. in Checotah and Ext. Northwest. P. C. Conc. Pav. (F-245(1)Surf.)	$ 407,221.01
US 69	0.557	In Checotah. Gr., Dr., and Asph. Conc. Resurfacing. (SAP-114(2))	82,848.88
SH 9	5.053	Vivian, West thru Raiford. Gr., Dr., and Asph. Conc. Pav. (SAP-885(3))	236,780.36
US 69	33.000	From Muskogee County Line, South to Crowder. Conc. Patching. (M-2082)	51,000.00
US 266	11.000	From SH 72, West to Okmulgee County Line. Asph. Soil Stab. and Armor Coat. (M-2070)	69,300.00
US 266	10.100	From Checotah, East to Muskogee County Line. Asph. Soil Stab. And Armor Coat. (M-2071)	40,000.00
SH 9	5.316	From 525 feet West of Hughes County Line, East. Gr. and Dr. (SAP-885(4)Pt.1 Gr.)	58,002.87
SH 9	5.316	From 525 feet West of Hughes County Line, East. Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (SAP-885(4)Pt. 1 Surf.)	229,038.54
SH 9	5.611	From Approx. 5.2 Miles East of Hughes County Line, East. Gr. and Dr. (SAP-885(4)Pt.2 Gr.)	44,910.31
SH 9	5.611	From 5.2 Miles East of Hughes County Line, East. Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (SAP-885(4)Pt. 2 Surf.)	240,447.34
US 69		Overpass, South of Eufaula. Repair Slide. (C-1453)	18,000.00
SH 9	1.100	From South Canadian River, West to US 69. Reprocess, Add New Mat and Armor Coat. (M-1742)	6,900.00
		Total Projects Completed	$ 1,484,449.31
Projects Under Construction			
None			
Projects Programmed			
SH 52	4.000	Hanna, North to SH 9. Gr., Dr., Br., and Surf.	$ 145,000.00
US 266	5.000	Checotah, East. Gr., Dr., Br., and Surf.	545,000.00
		Total Projects Programmed	$ 690,000.00
		Total for County	$ 2,174,449.31

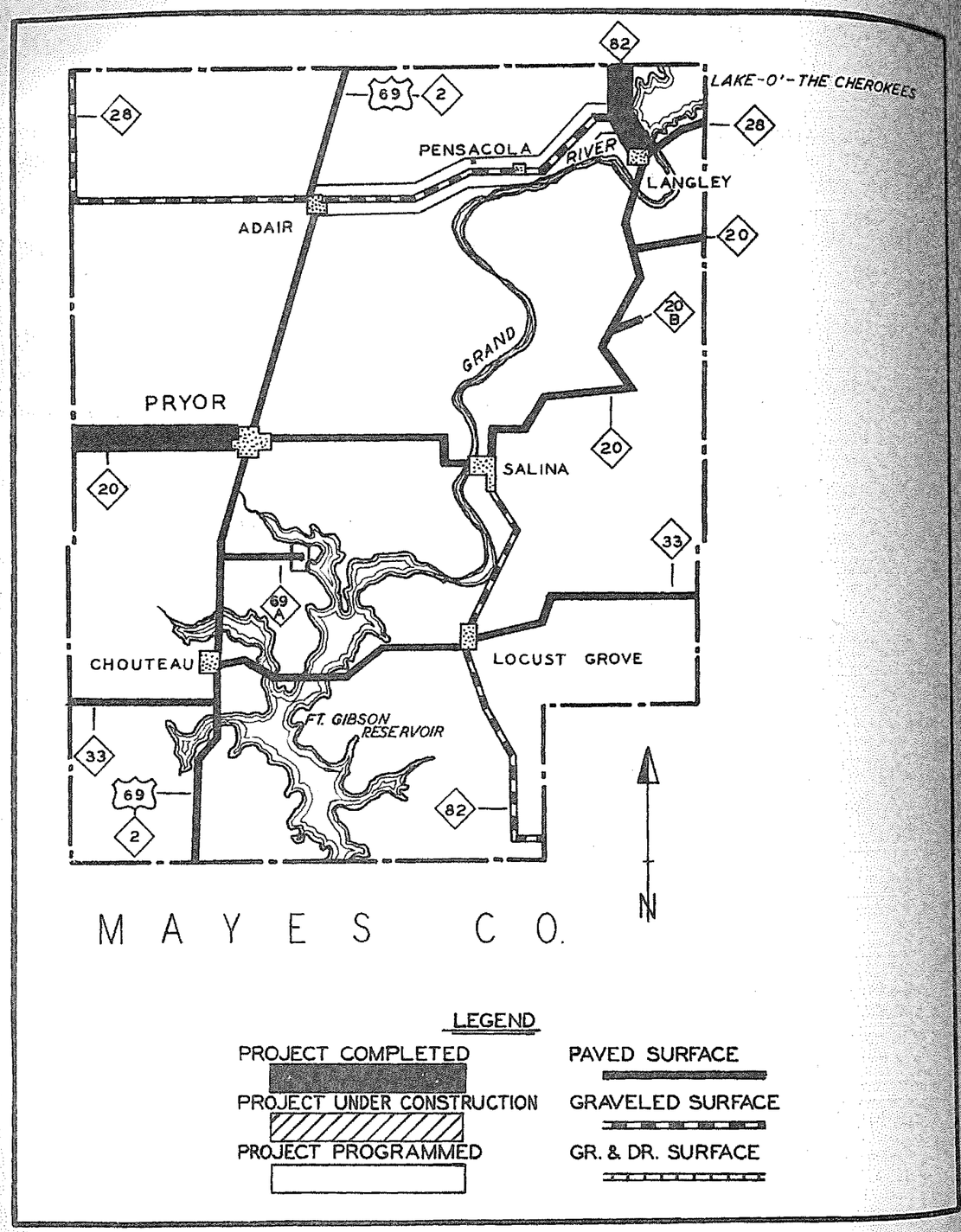


Hwy. No.	Mileage	Location & Description	Amount
		MAJOR COUNTY	
Projects Completed			
US 60		Cimarron River Bridge on US 60 at Orienta. Replace Stringers and Floor as needed. (X-245)	$ 22,000.00
SH 8		Cleo Springs, North to Carmen. Replace Embankment. (X-278)	4,000.00
SH 8	5.192	Cleo Springs, North. Gr., Dr., and 2 Bridges. (SAP-620(2) Pt. 1)	50,355.88
SH 58	0.055	From Fairview, South and West. 2 Bridges. (S-349(5)SH Bridge.)	87,889.22
SH 58	7.655	From Fairview, South and West. Gr. and Dr. (S-349(5)SH Gr.)	65,096.64
SH 58	7.655	From Fairview South and West. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-349(5)SH) Surf.)	154,359.48
SH 58	1.800	From US 60, South thru Ringwood. Repair Base, Sect. Retread and Armor Coat. (M-2318)	9,700.00
		At Various Locations. Clean and Paint 5 Bridges. (MC-331(1))	1,674.00
		Total Projects Completed	$ 395,075.22
Projects Under Construction			
US 281	7.089	Chester, North. Gr. and Dr. (SAP-795(2)Gr.Dr.)	$ 64,706.26
US 281	7.089	Chester, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-795(2)Surf.)	169,777.42
SH 8	0.062	From 3.5 Miles North of Okeene, North to SH 58. Within Limits of SAP-93(4)Rdy. 3 Bridges. (SAP-93(4)Br.)	108,084.12
SH 8	6.943	From 3.5 Miles North of Okeene, North to SH 58. Gr. and Dr. (SAP-93(4)Gr.)	96,358.82
SH 8	6.943	From 3.5 Miles North of Okeene, North to SH 58. Asph. Stab. Base with Sing. Bit. Surf. Crse. (SAP-93(4)Surf.)	144,663.98
		Total Projects Under Construction	$ 583,590.60

Hwy. No.	Mileage	Location & Description	Amount
		MAJOR COUNTY CON'T	
Projects Programmed			
SH 15	10.500	Orienta, West. Gr., Dr., Br., and Widening. (F-324(14))	$ 185,000.00
SH 58	9.000	Fairview, East. Gr., Dr., Br., and Surf. (F-291(3))	433,000.00
SH 15	10.500	Orienta, West. Surfacing.	332,000.00
		Total Projects Programmed	$ 950,000.00
		Total for County	$ 1,928,665.82

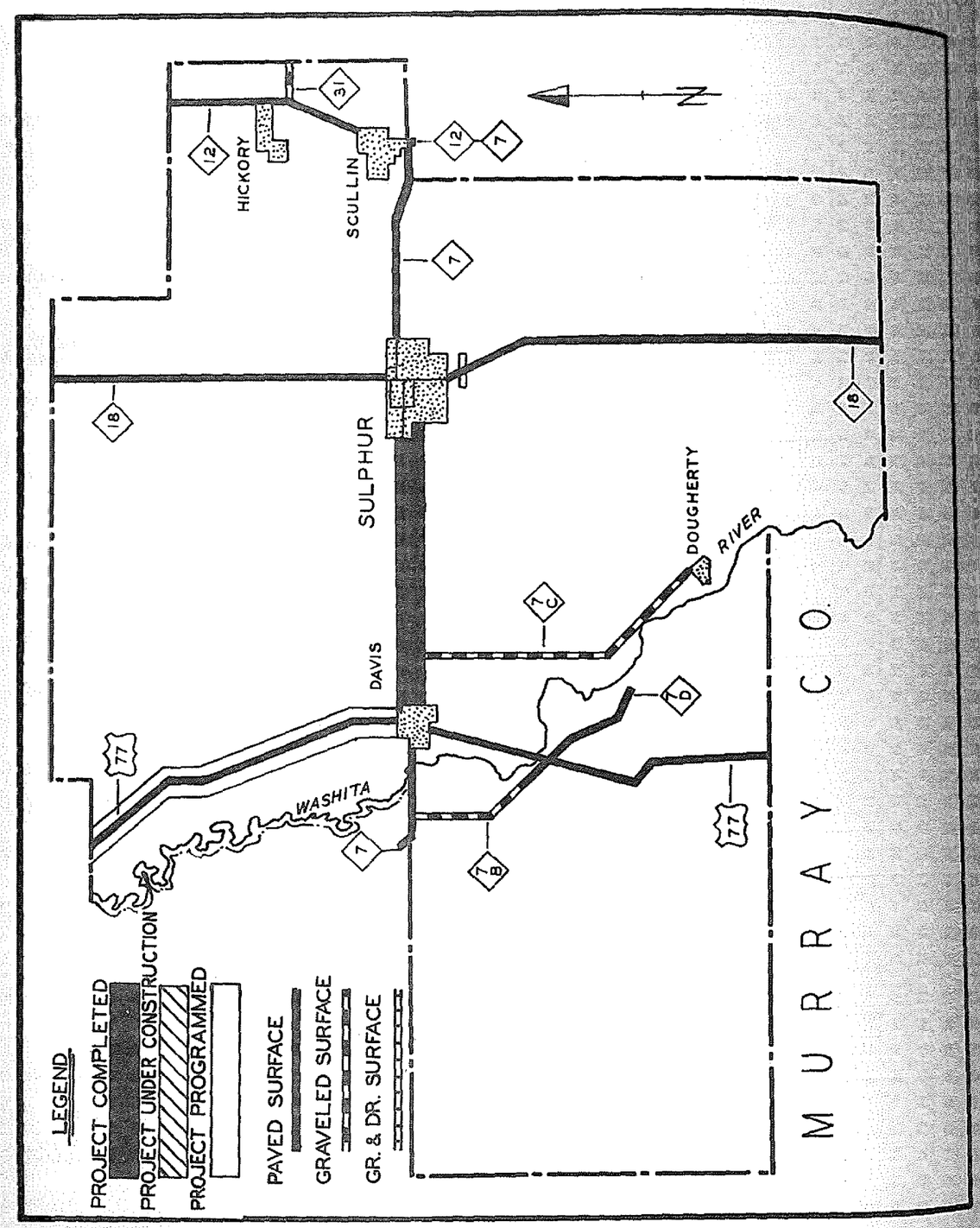


Hwy. No.	Mileage	Location & Description	Amount
		MARSHALL COUNTY	
Projects Completed			
US 70	3.200	From 3.0 Miles South of Madill, South and East. Place Asph. Retread and Armor Coat. (M-2094)	$ 22,000.00
SH 199	6.493	Begin at Bryan County line and Extend West. Gr., Dr., and 2 Bridges. (SAP-926(4)Pt.1 Gr.)	91,938.08
SH 32	1.350	SH 32 in Kingston, SH 199 in Lebanon, Oil Mat and Armor Coat. (C-1438)	11,800.00
SH 199	5.000	Madill, East. Armor Coat. (M-2095)	6,800.00
		Total Projects Completed	$ 132,538.08
Projects Under Construction			
SH 199	6.851	From Bryan County Line West. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-926(4) Pt. 1. Surf.)	$ 164,617.70
		Total Projects Under Construction	$ 164,617.70
Projects Programmed			
SH 199	10.000	Madill, Southwest. Gr., Dr., Br., and Surf.	$ 400,000.00
		Total Projects Programmed	$ 400,000.00
		Total for County	$ 697,155.78



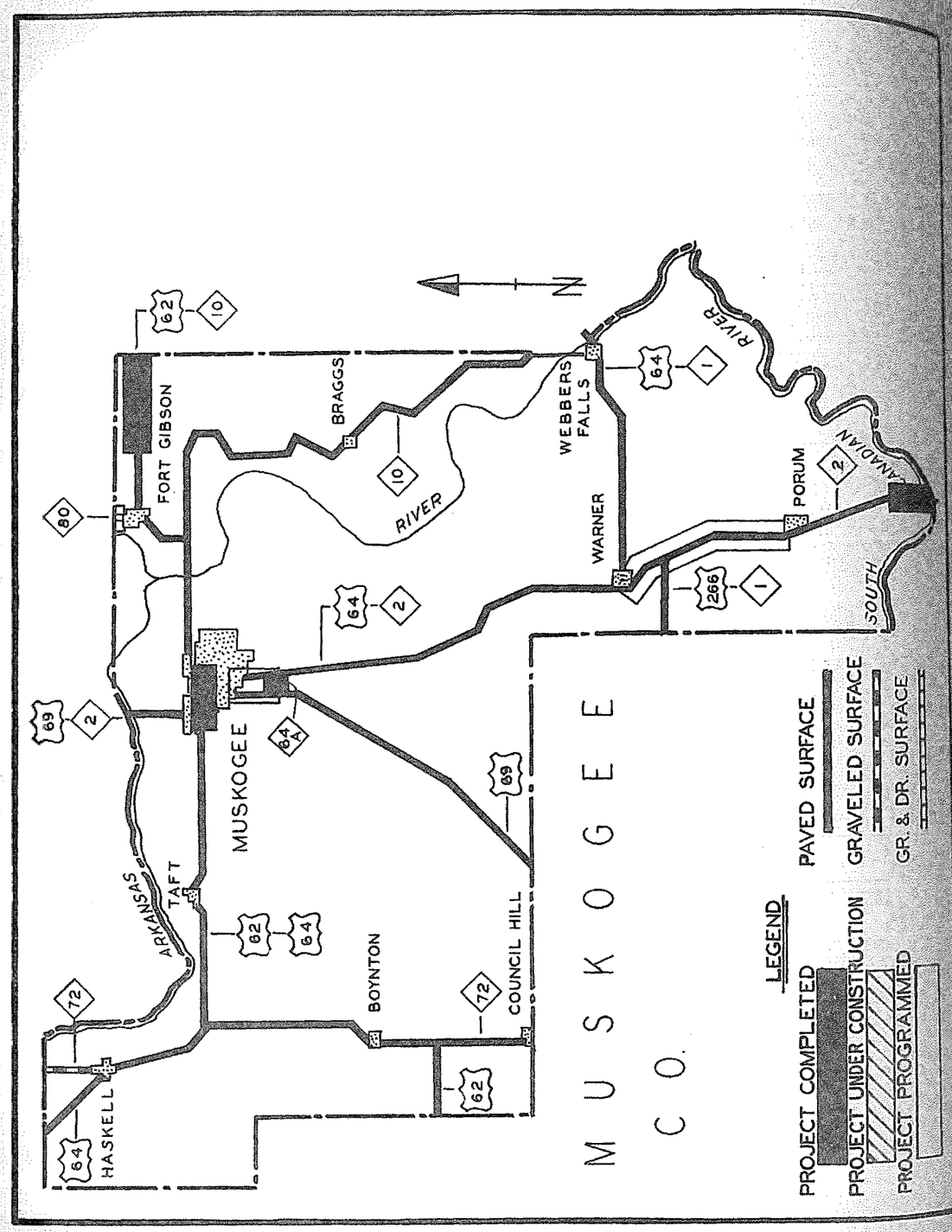
Hwy. No	Mileage	Location & Description	Amount
		MAYES COUNTY	
Projects Completed			
SH 20	6.348	Pryor, West. Asph. Conc. Pav. (F-374(1) Surf.)	$ 299,362.79
SH 82	0.103	At Little Spring Creek, 2.50 Miles South of Locust Grove. Repair Bridge and Approaches. (RC-93(1))	13,350.80
SH 82	18.000	Locust Grove, South to Cherokee County Line. Gr., Dr., and Traf. Bnd. Surf. Crse. (C-1412)	100,000.00
SH 33	26.000	Delaware County Line, West to Rogers Co. Line. Recondition and Armor Coat. (M-2010)	39,500.00
SH 20	25.500	Delaware County Line to Pryor. Recondition and Armor Coat. (M-2017)	26,000.00
SH 20		At Spavinaw Creek, Approx. 1 mile West of Spavinaw. Rock Bank Protection.(RC-95(1))	4,470.00
US 69	16.000	Pryor, North to Craig County Line. Repair Failures in Conc. Pavement. (M-2023)	95,000.00
SH 69A	0.500	Mayes County. Reshape Roadway, Prime Base, Lay Mat, and Armor Coat. (C-1439)	5,000.00
SH 33	3.300	Relocation at Grand River. Lay one and one-half Inch Mat, and Armor Coat. (M-2156)	30,000.00
SH 82	5.797	From Langley, North. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-137(4)SH Pt.1)	119,538.71
SH 28	8.500	Adair, West. Spot Gravel. (M-2219)	11,000.00
SH 28	13.300	Adair, East to Jct. SH 82. Spot Gravel. (M-2220)	8,500.00
US 69	10.000	Pryor, South to Jct. SH 33. Armor Coat Stab. Shoulders. (M-2306)	15,000.00
SH 82	7.000	Langley, South. Recondition and Armor Coat. (M-2152)	16,000.00
US 69	9.000	Pryor to Chouteau. Concrete Paving Repair. (M-2158)	80,000.00
	0.100	One Half Mile East of Chouteau. Build 2 - 10'x6'x36' R. C. B. (M-2238)	15,000.00

Hwy. No.	Mileage	Location & Description	Amount
		MAYES COUNTY CON'T	
Projects Completed			
SH 33	18.000	Jct. US 69, East. Recondition and Armor Coat. (M-2312)	$ 30,000.00
SH 28 82		Clean and Paint 3 Bridges. (M-327(1))	9,982.00
		Total Projects Completed	$ 917,704.30
Projects Under Construction			
None			
Projects Programmed			
SH 69A	2.000	Extend, East. Gr., Dr., Br., and Surf.	$ 300,000.00
SH 28	13.000	Adair, East. Gr., Dr., and Surf.	725,000.00
		Total Projects Programmed	$ 1,025,000.00
		Total for County	$ 1,942,704.30



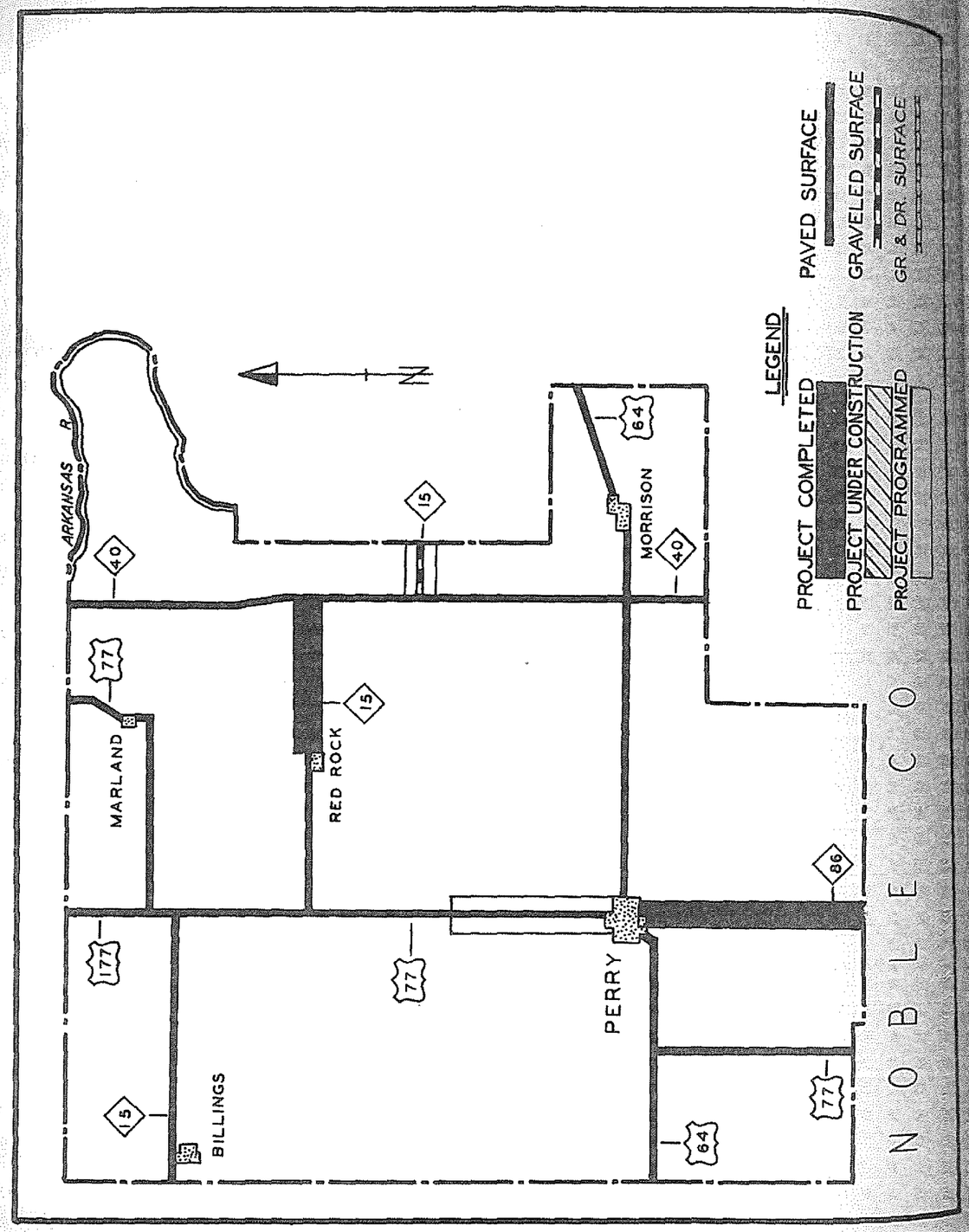
Hwy. No	Mileage	Location & Description	Amount
		MURRAY COUNTY	
Projects Completed			
SH 7 Det.	15.800	Sulphur, North 2.0 Miles, West 3.0 Miles, South 3.0 Miles, West 1.0 Mile, South 1.0 Mile, West 2.0 Miles, North 1.0 Mile, West and North 2.6 Miles to Jct. SH 7 in Davis. Bridge Repair. Gravel where needed. (M-2061)	$ 7,000.00
US 77		At Washita River, South of Davis. Bank Protection. (X-254)	26,000.00
SH 7	0.800	In Davis. Reshape and Bit. Surf.(M-2171)	2,500.00
SH 7 Det.	6.812	Davis to Sulphur. Gr. and Dr. (F-91(4)Gr.)	98,610.11
SH 7	0.450	In Sulphur. Reshape and Stab. (M-2184)	1,500.00
SH 7 Det.		At Washita River, 1.0 Mile West of Davis. Rock Bank Protection. (RC-87(2))	13,525.00
SH 7	7.207	Davis to Sulphur. 0.362 Miles, P. C. Conc. Pav. and 6.845 Miles, Bld. Rock Asph. Surf. Crse. (F-91(4) Surf.)	277,515.40
US 77		At Washita River Bridge. 3.5 Miles South of Davis. Rock Bank Protection. (RC-104(1))	13,955.00
FAS RD	0.283	At Sunday Creek and Guy Sandy Creek, Approx. 2.0 Miles and 2.75 Miles East of Iona. Gr., Dr., Traf. Bnd. Surf. Crse. and 2 Bridges. (S-514(1))	31,105.65
SH 7	0.050	Between Davis and Sulphur. 3 Bridges. (F-91(4) Bridges.)	74,833.94
US 77		At Washita River, 3.5 Miles South of Davis. Repair 2 Bridges and Approaches. (RC-101(1))	31,870.10
SH 7		Washita River West of Davis. Steel Jetty Bank Protection. (X-224)	7,900.00
		Total Projects Completed	$ 586,315.20
Projects Under Construction			
		At Various Locations. Clean and Paint 6 Bridges. (MC-329(1))	$ 5,050.00
SH 12	6.200	Pontotoc County Line, South to SH 7. Asph. Retread and Armor Coat. (M-2261)	39,500.00
SH 7	6.800	Jct. SH 12, West to Sulphur. Asph. Retread and Armor Coat. (M-2262)	40,700.00

Hwy. No.	Mileage	Location & Description	Amount
		MURRAY COUNTY CON'T	
Projects Under Construction			
US 77	18.300	Garvin County, South to Carter County. Conc. Replacement. (M-2267)	$ 34,000.00
		Total Projects Under Construction	119,250.00
Projects Programmed			
SH 7	1.000	In Sulphur, SH 18, West. Paving.	$ 150,000.00
SH 18	0.500	In Sulphur, SH 7, North. Widen and Re-Surface.	60,000.00
SH 18		South of Sulphur. 2 Bridges.	73,000.00
US 77	10.000	Wynnewood, South. Widen and Resurface.	$ 1,329,000.00
		Total Projects Programmed	$ 1,612,000.00
		Total for County	$ 2,317,565.20



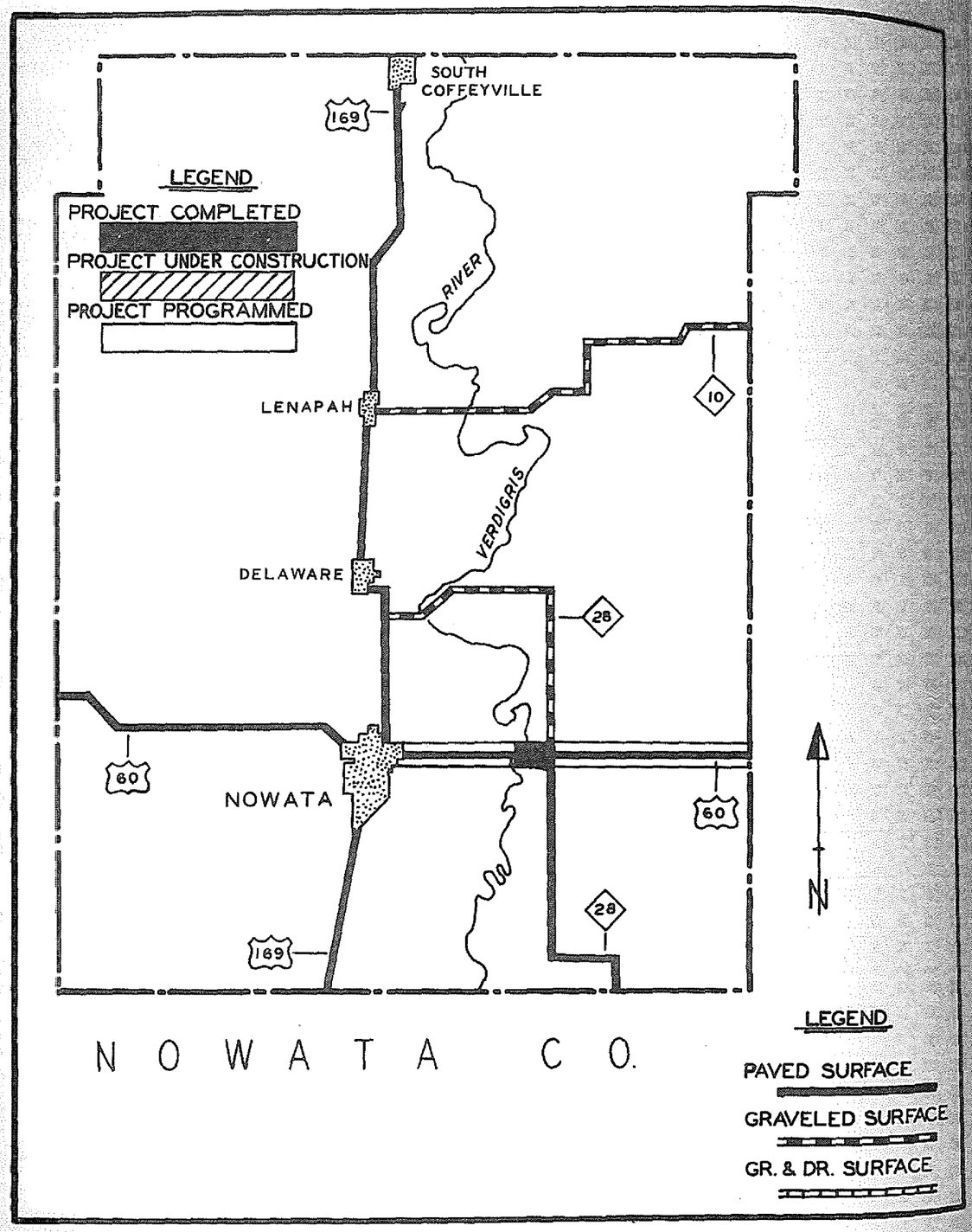
Hwy.	No.	Mileage	Location & Description	Amount
			MUSKOGEE COUNTY	
Projects Completed				
US	62	0.600	Okmulgee Avenue, East from M.K.T. Ry. to Eastside Blvd. Conc. Patch. (M-2159)	$ 20,000.00
US	69	1.500	Brick Section, South of Muskogee. 2 Inch Asph. Conc. Surf. (M-2080)	17,000.00
SH	2	0.029	Between Whitefield and Briartown. 2 Bridges. (F-97(2) Br.)	70,759.60
SH	2	3.092	From Whitefield, North thru Briartown. Gr. and Dr. (Pt. in Haskell Co.) (F-97(2) Gr.)	69,579.09
SH	64A	1.155	From Cut Off between US 69 and US 64, South of Muskogee. Gr., Dr., Asph. Conc. Surf. and 1 Bridge. (SAP-1059(1))	91,552.54
US	266	5.700	From Jct. US 64 at Warner, South and West to McIntosh County Line. Reprocess present mat, Add 400 tons new mat per mile. Stab. Subgrade, Armor Coat, Seal, Reshape and Improve Dr. (M-1936)	36,000.00
SH	10	24.600	From US 62 East and South thru Beggs to Gore. Asph. Stab. Repair and Seal. (M-2081)	25,000.00
US	62	1.801	In Muskogee, From Eastside Blvd., East on Gibson Street and North on York Street. Asph. Conc. Widening, Resurfacing and Paving. (SAP-195(5))	122,451.59
SH	2	5.600	Porum to Briartown. Repair and Armor Coat. (M-2073)	23,000.00
SH	72	7.900	From US 62, South to US 266. Repair and Armor Coat. (M-2078)	24,000.00
SH	2	3.092	From Whitefield, North thru Briartown. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (Part in Haskell County.) (F-97(2) Surf.)	77,379.40
US	69		At Midland Valley Railroad Crossing South of Muskogee. Underpass. (FAGH-593(14))	72,486.52
US	64	38.000	Sallisaw to Muskogee. Concrete Replacement and Repairs. (Pt. in Sequoyah Co.) (M-1832)	54,000.00
US	64		At Webbers Falls. Paint Bridge at Arkansas River. (MC-320(1))	25,932.12

Hwy. No.	Mileage	Location & Description	Amount
		MUSKOGEE COUNTY CON'T	
Projects Completed			
		On Various Highways. Clean and Paint 8 Bridges. (MC-321(1))	$ 7,661.76
		On Various Highways. Clean and Paint 4 Bridges. (MC-322(1))	3,560.00
US 69	3.013	On 32nd St. in Muskogee. Gr., Dr., P. C. Conc. Pav., and 1 Bridge. (U-593(13))	536,750.31
US 62	3.928	From Cherokee-Muskogee County Line, West. P. C. Conc. Paving. (F-273(2)Rdy.)	327,739.62
		Total Projects Completed	$ 1,604,852.55
Projects Under Construction			
US 62	0.058	Within Limits of F-273(2)Rdy. From Cherokee-Muskogee County Line, West. 3.928 Miles, 8 Bridges. (F-273(2)Br.)	$ 94,357.23
US 62	5.400	Brick Section North and South of Boynton. Repair and Armor Coat. (M-2079)	12,500.00
US 64	0.060	Truck Route Around Under-Pass, Southeast of Muskogee. Asph. Stab. Base Crse. and Sing. Bit. Surf. Crse. (M-2245)	8,000.00
US 69	6.600	From Muskogee to Okay. Place Leveling Crse. as needed Armor Coat Repair. (M-2316)	56,000.00
		Total Projects Under Construction	$ 170,857.23
Projects Programmed			
US 62 By Pass	3.500	Jct. US 62, West on Shawnee St. to US 69. Gr., Dr., and Paving. (U-404(1))	375,000.00
SH 2	10.400	Warner to Porum. Gr., Dr., Br., and Surf. (SAP-942(1))	674,000.00
US 62 By Pass		At MKT & KO&G Ry. in Muskogee. Separation (UG-404(2))	225,000.00
US 69	1.750	Muskogee, South. Gr., Dr., Br., and Surf. (SAP-677(1))	255,000.00
SH 64A	0.500	Extend to US 69. Gr., Dr., Br., and Surf. (SAP-677(1))	65,000.00
SH 2	4.600	Between Briartown and Porum. Gr., Dr., and Surf.	200,000.00
		Total Projects Programmed	$ 1,794,000.00
		Total for County	$ 3,569,709.78

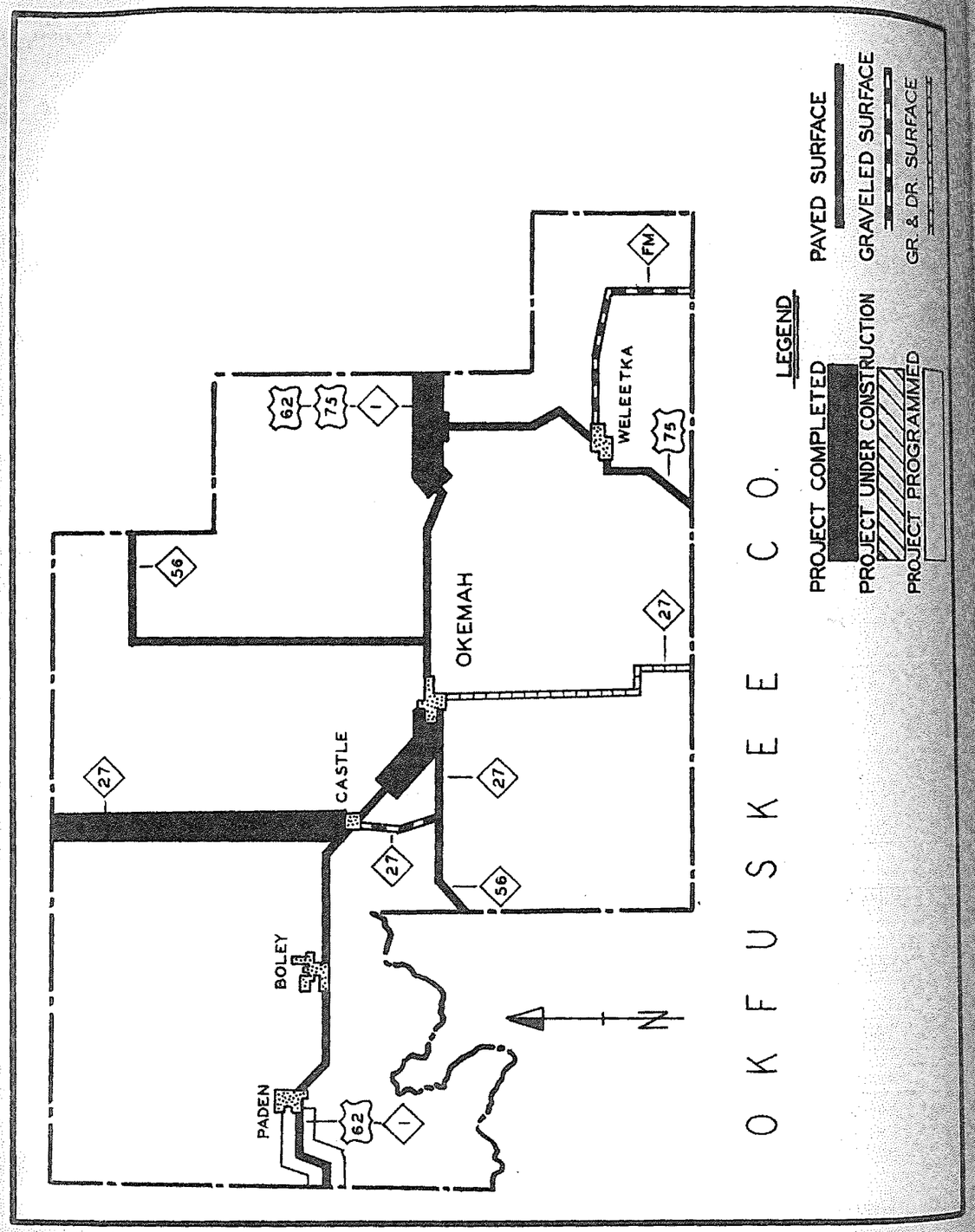


Hwy.	No.	Mileage	Location & Description	Amount
			NOBLE COUNTY	
Projects Completed				
FM	RD	0.024	At Cow Creek, on Fir Street in Perry. 1 Bridge. (SAP-71(1) Br.)	$ 32,368.59
SH	15	5.900	Red Rock East to SH 40. Gr. and Dr. (S-687(2) SH Gr.)	56,825.15
FM	RD	1.537	From Seventh Street in Perry, East on Fir Street to Jct. with US 64. FM. Gr., Dr., and P. C. Conc. Pav. (SAP-71(1)Rdy.)	186,366.79
SH	86	7.851	From SH 51, North. Gr. and Dr. (S-360(4)SH Pt.1 Gr.)	40,821.61
SH	15	6.000	Red Rock, West. Repair Surf. and Armor Coat. (M-2111)	7,400.00
US	77	5.500	From Perry, West. Conc. Patching.(M-2115)	17,600.00
SH	86	3.849	7.851 Miles North of Noble-Payne Co. Line, North to Perry. Gr., Dr., and 2 Bridges. (S-360(4) SH Pt. 2 Gr.)	69,505.86
SH	15	5.900	Red Rock, East to SH 40. Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (S-687(2)SH Surf.)	134,197.13
FAS	RD	11.500	Red Rock, North 6.00 Miles, East 5.500 Miles. Detour. Grade and Bridge Repairs.(M-2046)	5,500.00
SH	15	0.061	Between Red Rock and SH 40. 6 Bridges. (S-687(2) SH Br.)	75,633.06
			On Various Highways. Clean and Paint 6 Bridges. (MC-323(1))	11,850.00
SH	15	0.382	Approaches to Red Rock Creek Bridge 0.50 miles West of Red Rock.Stab. Aggr. Base Crse. and Dbl. Bit. Surf. Crse.(S-687(1)(SH))	7,319.59
SH	15	0.443	At Rock Creek Approx. 0.500 miles West of Red Rock. Gr., Dr., and Bridge. (S-687(1)(SH) Gr. Br.)	83,381.77
US	77	1.200	1 Mile South of US 77 and SH 15. Jct. West of Redrock. Resurface over old Conc. Pav.(M-2332)	11,000.00
SH	86	7.851	From SH 51, North. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-360(4)SH Pt. 1. Surf.)	104,292.42

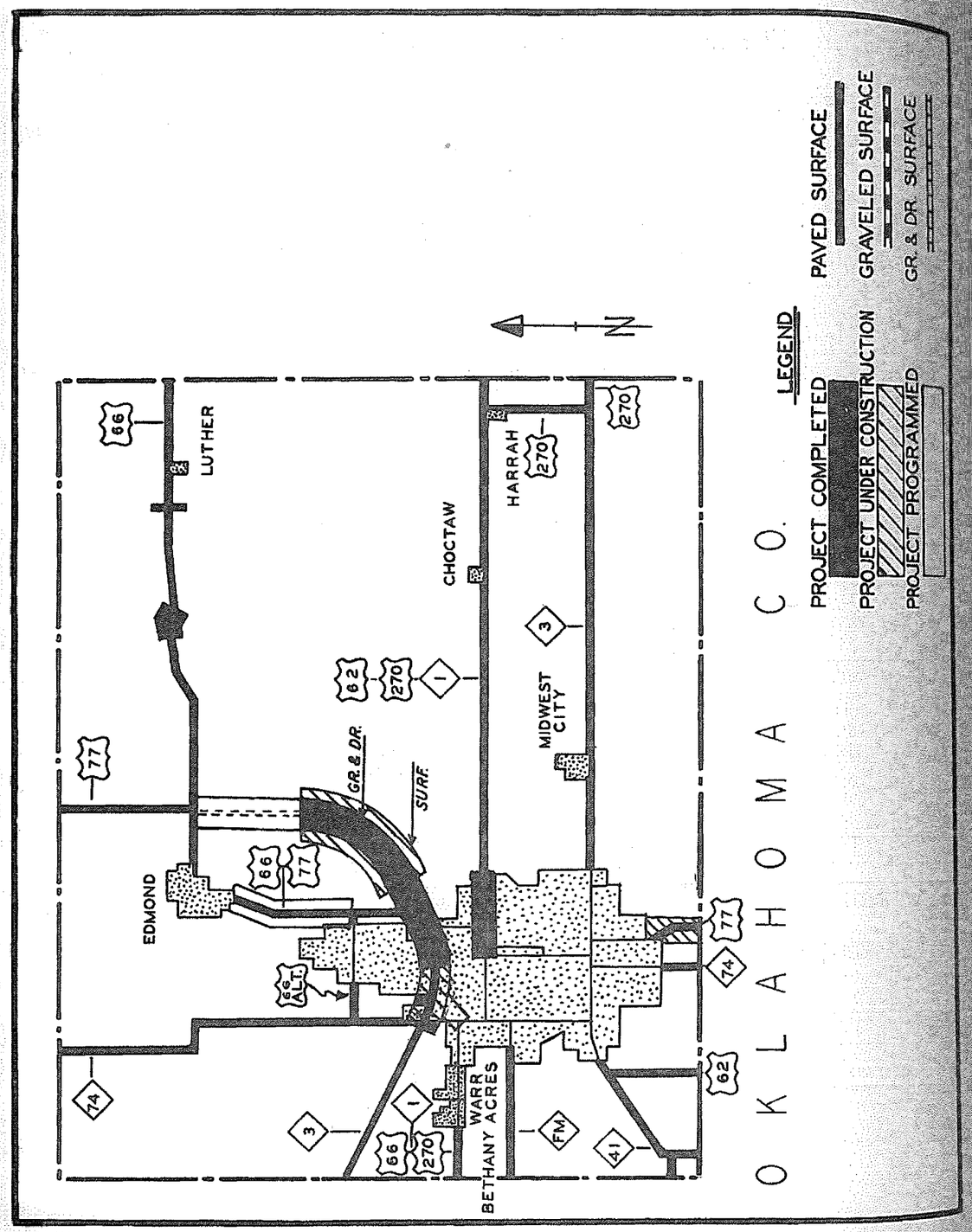
Hwy. No.	Mileage	Location & Description	Amount
		NOBLE COUNTY CON'T	
Projects Completed			
SH 86	3.839	7.851 Miles North of Noble-Payne Co. Line, North to Perry. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-360(4)(SH)Pt.2 Surf.)	$ 62,097.62
		Total Projects Completed	$ 906,159.59
Projects Under Construction			
SH 40	10.000	Jct. US 64, North to Jct. SH 15. Conc. Patching. (M-2276)	$ 9,300.00
		Total Projects Under Construction	$ 9,300.00
Projects Programmed			
US 77		In Perry, and North. Gr., Dr., and Surf.(U-)	$ 500,000.00
US 64		In Perry, and West. Gr., Dr., and Surf.(U-)	300,000.00
US 77	5.000	Perry, North. Gr., Dr., Br., and Surf.	583,000.00
		Total Projects Programmed	$ 1,383,000.00
		Total for County	$ 2,298,459.59



Hwy.	No	Mileage	Location & Description	Amount
			NOWATA COUNTY	
Projects Completed				
US	60	0.289	From East End of Verdigris River Bridge, East. 6 Bridges. (F-190(10) Br.)	$ 348,951.64
US	60	1.120	From East End of Verdigris River Bridge, East. Gr., Dr., and Traf. Bnd. Surf. Crse. (F-190(10) Rdy.)	87,766.82
US	60	5.700	Craig County Line, West to Coody's Bluff. Recondition and Armor Coat. (M-2022)	16,500.00
US	60	1.075	From Coody's Bluff, East. Asph. Conc. Pav. (F-190(11))	62,000.82
FAS	RD	5.789	Childers, North to SH 10. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-281(1))(Cont.1)	44,494.50
FAS	RD	0.266	Childers, North to SH 10. Gr., Dr., Traf. Bnd. Surf. Crse. and 3 Bridges.(S-281(1)) (Cont.2)	47,551.35
SH	10		East of Lenapah, at Verdigris River and Cedar Creek. Bridge Repairs. (M-2068)	22,000.00
SH	28	10.000	Coody's Bluff, Northwest. Spot Gravel. (M-2218)	12,500.00
SH	10	13.800	Lenapah, East. Spot Gravel. (M-2221)	17,500.00
US	69	0.570	City Route in Nowata. Build 6" Stab. Aggr. Base Prime of Armor Coat. (C-1454)	9,000.00
US	169	16.000	Delaware, North to Kansas Line. Re-condition and Armor Coat. (M-2155)	37,000.00
			Total Projects Completed	$ 705,265.13
Projects Under Construction				
None				
Projects Programmed				
US	60	4.000	Nowata, East. Gr., Dr., Br., (Substruct) and Surface. (F-191(2))	$ 522,000.00
US	60	6.000	From Craig County, West. Dustless Type Surf. (SAP-163(3))	320,500.00
US	60		Within Limits of F-191(2) Rdy., Br., Super-Structure. (SAP-163(5))	220,000.00
			Total Projects Programmed	$ 1,062,500.00
			Total for County	$ 1,767,765.13



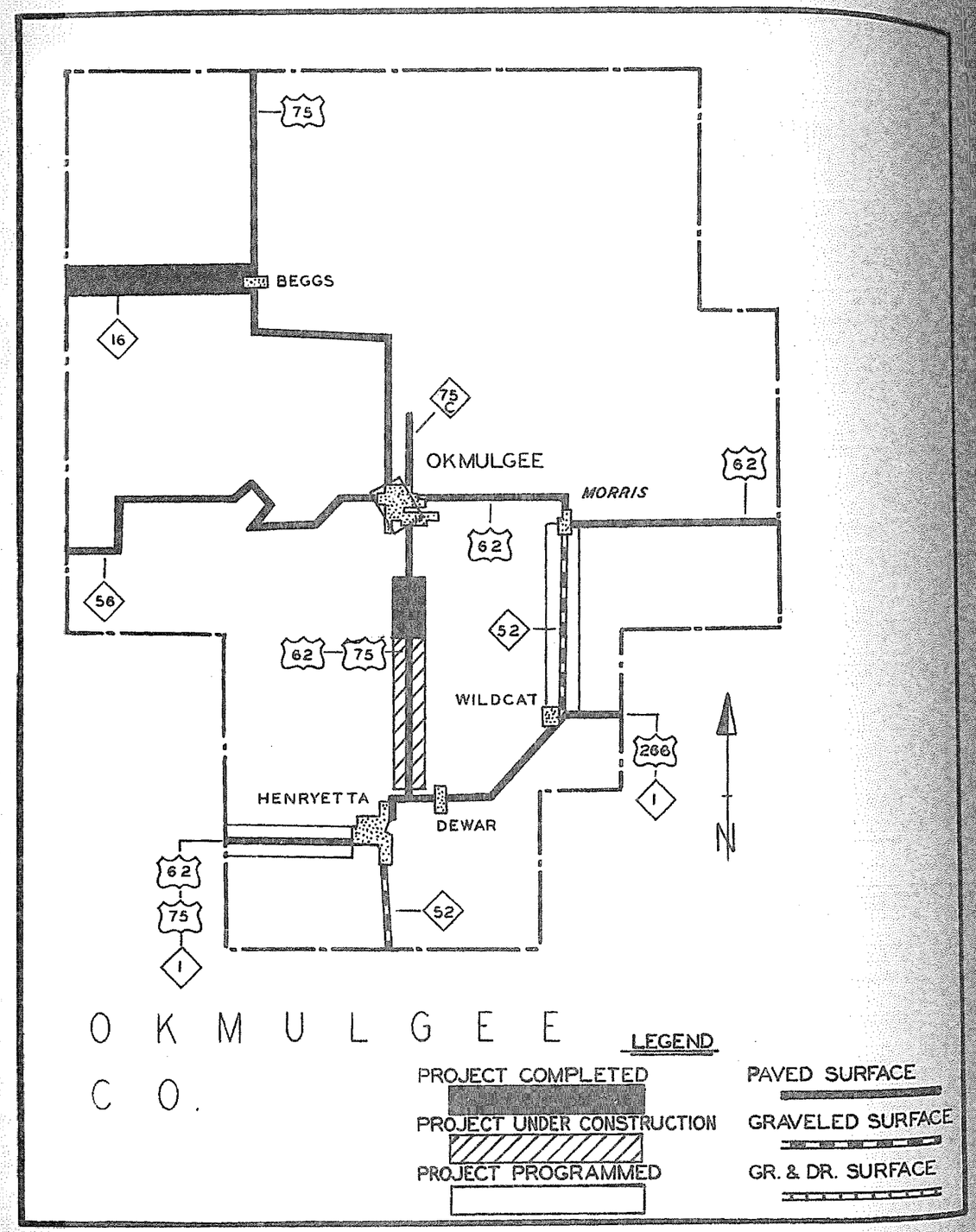
Hwy.	No.	Mileage	Location & Description	Amount
			OKFUSKEE COUNTY	
Projects Completed				
F/M			At North Canadian River, North of Dustin. Bridge Repair. (RC-77(3))	$ 9,086.61
SH	27	4.883	From US 62 at Castle, North. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-910(3) Pt. 1)	157,050.31
SH	27	5.742	From 4.883 miles, North of US 62 at Castle. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-910(3) Pt. 2)	181,278.52
US	62	4.395	Okfuskee-Okmulgee County line, West. Gr., Dr., P.C. Conc. Pav. and 1 Bridge. (F-64(3))	340,881.29
US	75	0.853	From Jct. US 62 and US 75, South. Gr., Dr., and P. C. Conc. Pav. (F-75(2))	66,344.44
US	62	3.299	Begin in Okemah and extend Northwest. Gr., Dr., 3 Bridges and P. C. Conc. Paving. (F-100(3))	448,943.10
			At Various Locations. Clean and Paint 8 Bridges. (MC-330(1))	3,613.00
			Total Projects Completed	$ 1,207,197.27
Projects Under Construction				
US	62	21.000	Okemah, West to Lincoln. Retread and Armor Coat.(Approp. of 72,100.00 Dollars Cancelled) (M-1951)	97,600.00
CO	RD	0.622	Northfork, East. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge. (S-725(1)Co.)	30,830.62
			Total Projects Under Construction	$ 128,430.62
Projects Programmed				
None				
			Total for County	$ 1,335,627.89



Hwy. No	Mileage	Location & Description	Amount
		OKLAHOMA COUNTY	
Projects Completed			
US 66 By-Pass	4.683	From 1.7 Miles Northeast of 63rd St. and Eastern Ave., in Oklahoma City, Northeast. Gr., and Dr. (FI-602(3) Gr.)	$ 370,488.25
US 66 By-Pass	1.511	From Intersection of 63rd St. and Eastern Ave., in Oklahoma City, Northeast. Gr., and Dr. (UI-602(1) Gr.)	158,409.98
US 66	1.117	From 1.0 Mile, East of Arcadia, East. Gr., Dr., and 1 Bridge. (SAP-274(1) Gr.Dr.Br.)	59,745.99
US 66	0.775	At Coon Creek, West of Luther. Gr., Dr. and 2 Bridges. (SAP-274(2)Gr.Dr.Br.)	127,145.01
US 66 By-Pass	0.040	Within Limits of FI-602(2) Rdy. 7 Bridges. (FI-602(2) Bridge.)	224,431.64
US 66	0.200	2.5 Miles West of Luther, at Coon Creek Br. Maintenance of Traffic. (M-2175)	9,300.00
US 66 By-Pass	0.028	In Okla. City on US 66 By-Pass From Classen Blvd. to May Ave. 3 Bridges. (UI-373(3)Br.)	195,496.34
US 66 By-Pass	0.034	By-Pass in Okla. City, Lincoln Blvd. to Classen Blvd. 5 Bridges.(UI-373(2) Br.)	341,456.34
US 66 By-Pass	1.590	By-Pass in Okla. City, Lincoln Blvd. to Classen Blvd. Gr. and Dr. (UI-373(2)Gr.)	301,123.32
US 66 By-Pass	1.590	By-Pass in Okla. City, Lincoln Blvd. to Classen Blvd. Asph. Conc. Pav. (UI-373 (2) Surf.)	394,758.25
US 66 By-Pass	0.359	By-Pass At AT&SF Ry. in Okla. City. Asph. Conc. Pav. (UGI-373(4)Surf.)	53,196.76
US 66 By-Pass	0.359	On US 66 By-Pass at AT&SF Ry. in Okla. City. Gr., Dr., and 2 Bridges. (UGI-373(4)Gr.Br.)	172,669.32
SH 3	7.200	Jct. US 66, Northwest to Canadian County Line. Concrete Patching. (M-2274)	12,100.00
US 66	1.111	From 1.0 mile East of Arcadia, East. Asph. Conc. Paving. (SAP-274(1)Surf.)	67,260.52
US 66	0.737	At Coon Creek, West of Luther, Asph. Conc. Pav. (SAP-274(2)Surf.)	36,857.35

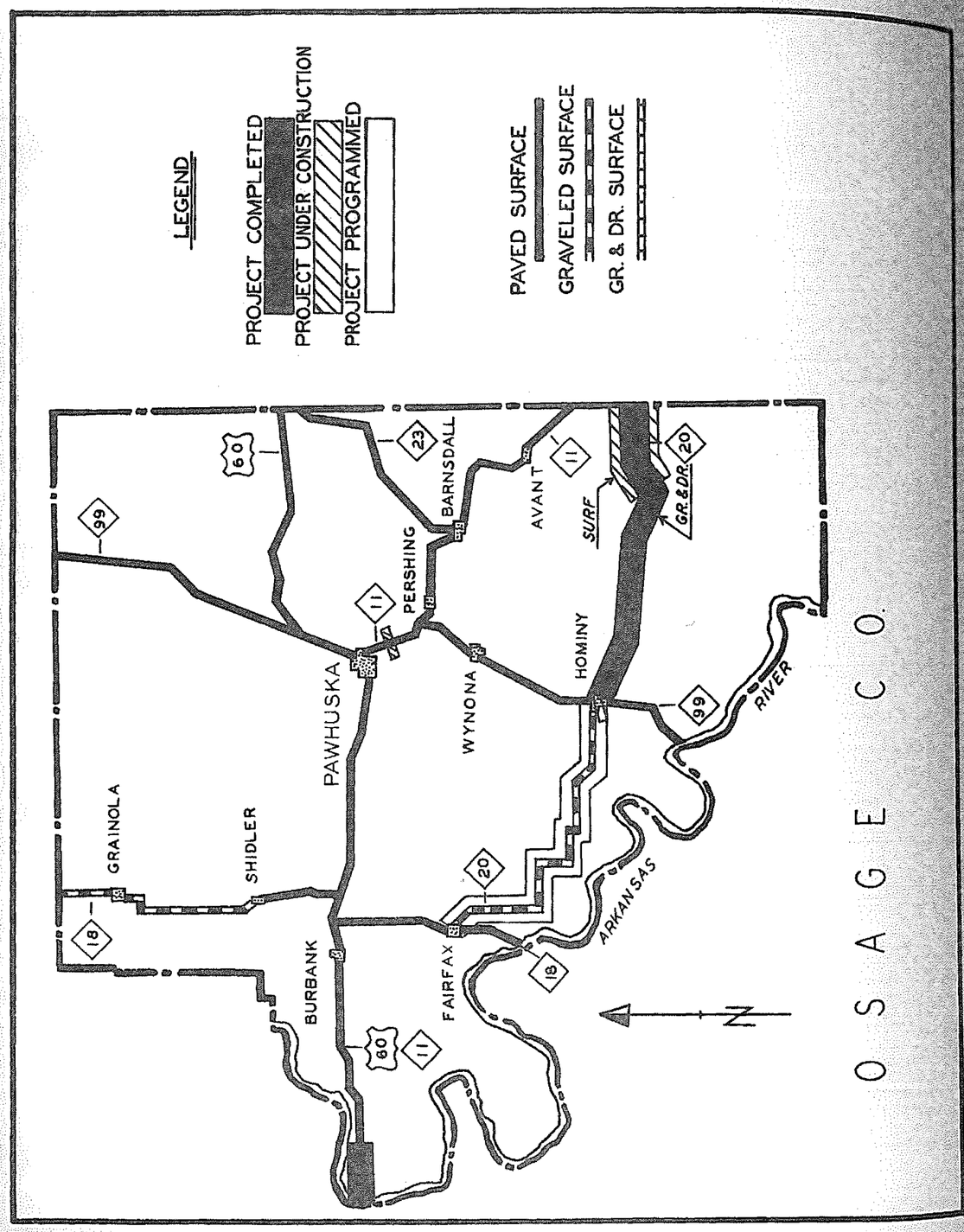
Hwy. No.	Mileage	Location & Description	Amount
		OKLAHOMA COUNTY CON'T	
Projects Completed			
US 62	2.191	In Oklahoma City, on 23rd St. from Robinson Ave. to Eastern. Asph. Conc. Resurface. (SAP-814(2))	$ 126,056.05
US 66	1.511	From 63rd St. and Eastern Ave. in Oklahoma City, Northeast. Asph. Conc. Paving. (UI-602(1)Surf.)	268,248.05
		Total Projects Completed	$ 2,918,743.17
Projects Under Construction			
US 77	2.028	Okla. City, South. Gr., Dr., Stab. Aggr. Base Asph. Conc. Surf. and 1 Bridge. (F-19(9))	$ 284,233.50
US 66	4.683	From 1.7 Miles Northeast of 63rd St. and Eastern Ave. in Okla. City, Northeast. Asph. Conc. Pav. (FI-602(2) Surf.)	600,277.91
US 66	1.862	In Oklahoma City on US 66, By Pass from Classen Blvd. to May Avenue. Gr., and Dr. (U-UI-373(3) Gr.)	149,259.59
US 66	1.862	In Oklahoma City from Classen Blvd. to May Ave. Asph. Conc. Pav. (UI-373(3)Surf.)	425,482.24
US 66 By Pass		In Oklahoma City 1400 Ft. East of Santa Fe Ave., Bank Protection for Highline Tower. (RC-110(1))	7,860.00
US 66 By Pass	0.035	At Intersection of US 66 and US 77, By Pass with Witcher Road Hwy-Hwy Separation and 1 RCB, 2 Bridges. (SAP-1088(3))	159,766.90
CO RD	1.157	From Southeast Corner Tinker Field and Douglas Blvd. Easterly to Entrance to ACW Military Installation. Gr., Dr., Stab. Aggr. Base with Dbl. Bit. Surf. Crse. (AD-1)	$ 97,480.47
		Total Projects Under Construction	$ 1,724,360.61
Projects Programmed			
CO RD	5.000	From US 62, 2 miles East of Choctaw, North. Gr., and Low Type Surf. (S-473(1))	$ 39,000.00
US 66 By Pass	1.945	Beg. at Belle Isle (UI-373(3) and Ext. Southwest to 39th St. and Drexel Blvd. Gr., Dr., Br., and Dustless Type Surface. (UI-60(3))	1,970,000.00

Hwy. No.	Mileage	Location & Description	Amount
		OKLAHOMA COUNTY CON'T	
Projects Programmed			
US 66	6.400	Edmond, South. Gr., Dr., and Surface. (SAP-1066(1))	$ 730,000.00
US 66 US 77 By Pass	3.500	Jct. US 66 and US 77, East of Edmond, South to Witcher. Gr., Dr., Brs., Hwy-Hwy. Separation and High Type Paving (SAP-1088(1))	1,302,500.00
City Street		In Oklahoma City on N. E. 21st. St., Central Ave., West. Gr., Dr., and Surf. (SAP-903(2))	9,500.00
		Total Projects Programmed	$ 4,051,000.00
		Total for County	$ 8,694,103.78



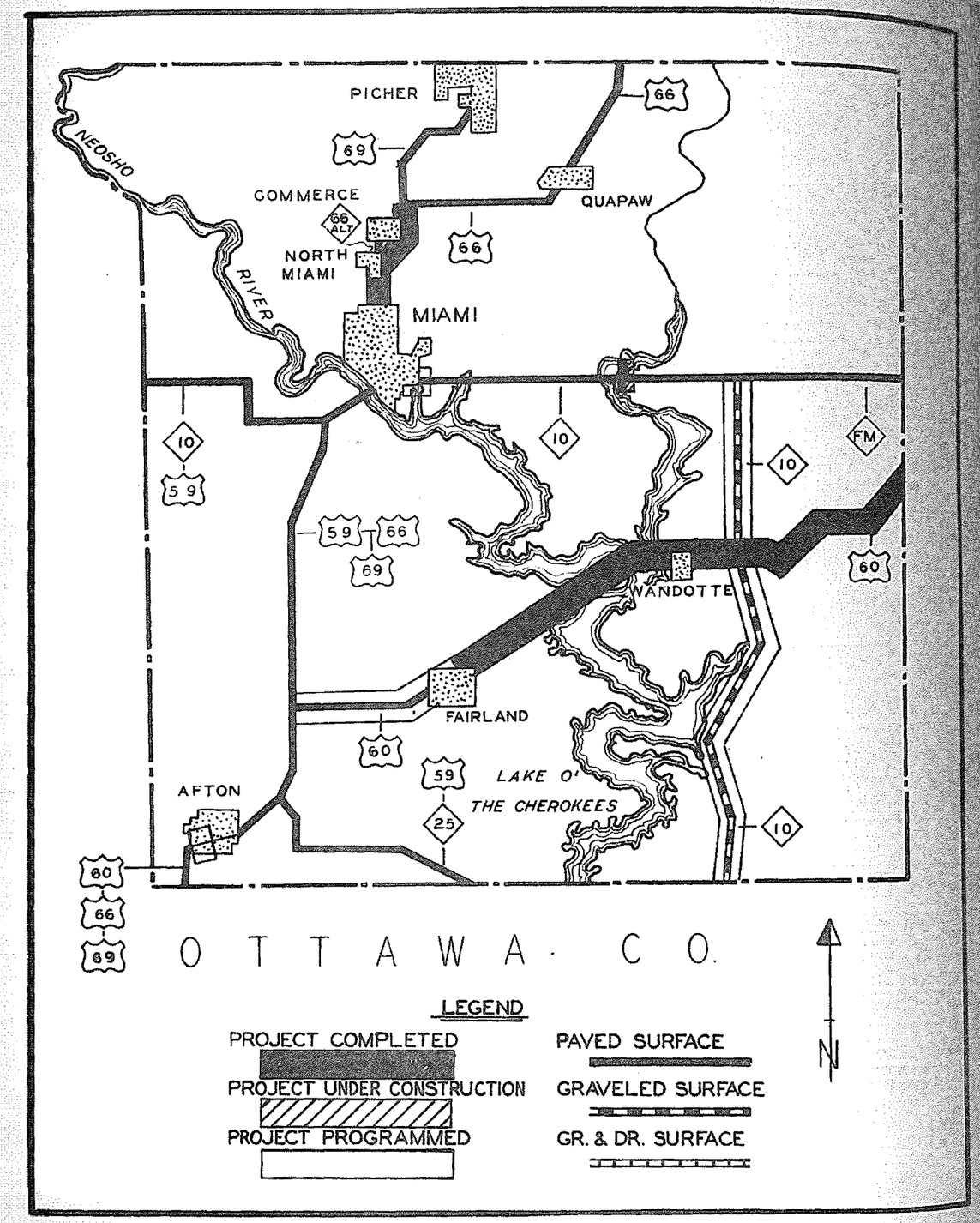
Hwy. No	Mileage	Location & Description	Amount
		OKMULGEE COUNTY	
Projects Completed			
US 75	2.392	2.000 Miles South of Okmulgee, South. P. C. Conc. Pav. (F-53(10) Pav.)	$ 135,726.29
SH 56		At Deep Fork River Bridge Approx. 3.000 Miles West of Okmulgee. Bridge Repairs. (RC-88(1))	11,511.88
US 75		From Approx. 2.000 Miles South of Okmulgee, South, 2.392 Miles. Remove 6 Bridges. (F-53(10 Br. Rem.)	16,582.00
US 75		At Flat Rock Creek, 5.0 Miles North of Okmulgee. Bridge Repairs. (RC-99(1))	4,051.00
SH 16	6.829	Beg. in Beggs and Ext. West to Creek-Okmulgee County Line. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-266(5) SH)	218,819.45
FAS RD	0.293	At North Canadian River, Southeast of Henryetta. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge. (ER-12(1))	198,397.77
SH 75C	3.000	Okmulgee, North. Repair and Armor Coat. (M-2076)	6,600.00
US 62	11.000	From Henryetta, East. Remove Broken Conc. and Place Transit Mix Conc. (M-2247)	20,000.00
		On Various Highways. Clean and Paint 3 Bridges. (MC-321(1))	7,858.21
		Total Projects Completed	$ 619,546.60
Projects Under Construction			
US 75	0.074	Within Limits of F-53(13)Gr. From Just North of Jct. US 266, North. 4 Bridges. (F-53(13)Br.)	$ 176,481.91
US 75	5.795	From Just North of Jct. US 266, North. Gr. and Dr. (F-53(13)Gr.)	237,353.59
US 75	6.020	Jct. US 266, North. P. C. Conc. Pav. (F-53(13)Surf.)	475,155.12
		Total Projects Under Construction	$ 888,990.62
Projects Programmed			
US 75	1.900	Okmulgee from South of City Limits to North City Limits. Gr., Dr., and Dustless Type Surface. (U-53(11))	$ 300,000.00

Hwy. No.	Mileage	Location & Description	Amount
		OKMULGEE COUNTY CON'T	
Projects Programmed			
US 75		In Okmulgee at SL&SF Ry., Underpass. (UG-53(12))	$ 75,000.00
SH 52	7.250	Morris, South to US 266. Gr., Dr., Br., and Surf.	400,000.00
US 62	5.500	Henryetta, West. Gr., Dr., Br., and Surf.	680,000.00
		Total Projects Programmed	$ 1,455,000.00
		Total for County	$ 2,963,537.22



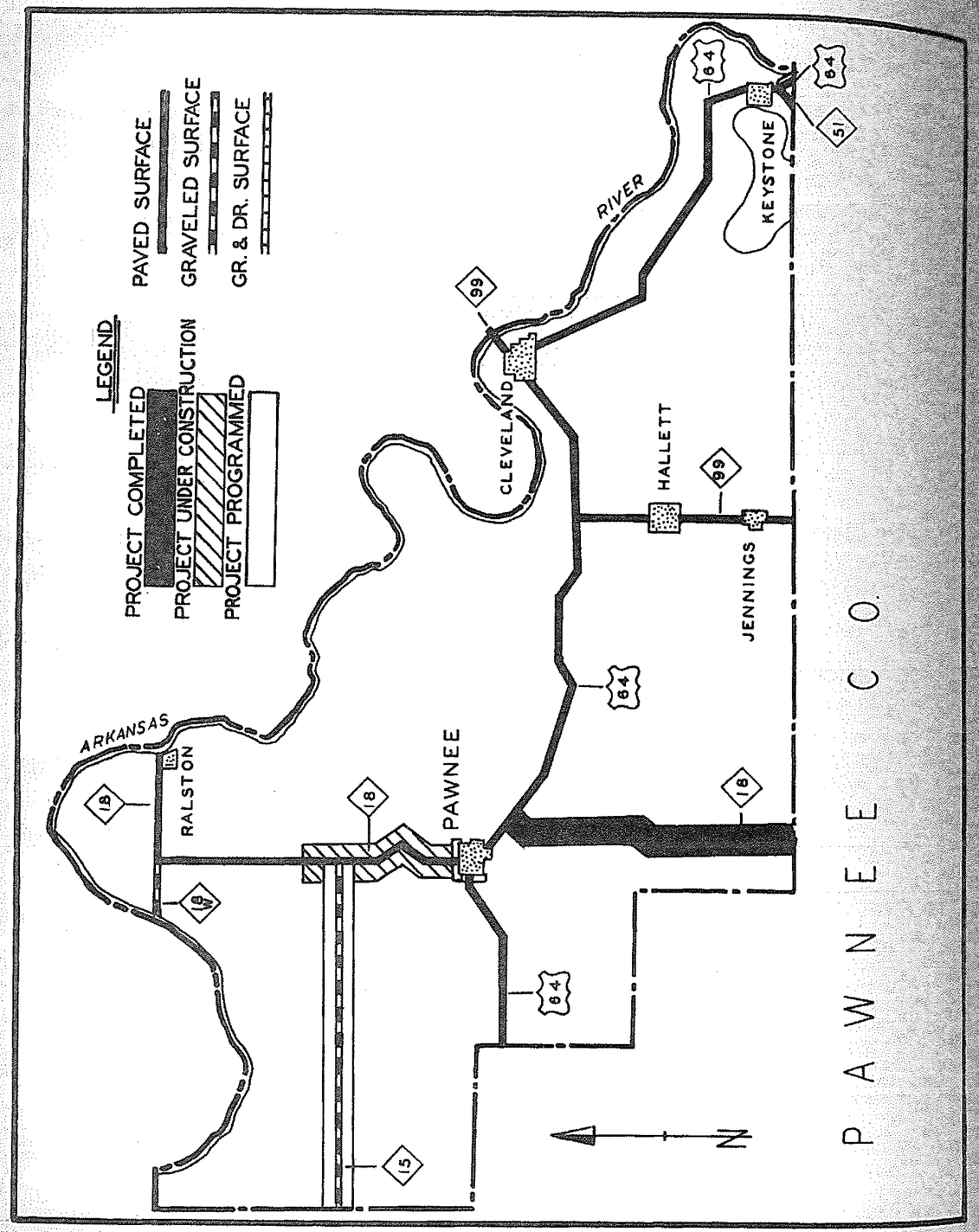
Hwy. No	Mileage	Location & Description	Amount
		OSAGE COUNTY	
Projects Completed			
SH 20	0.104	From Hominy, East 12.7 Miles. 8 Bridges. (S-386(3) SH)	$ 164,300.61
US 60	2.818	From Ark. River Br., East. Gr. and Dr. (F-152(10)Gr.)	96,445.08
US 60	32.700	Arkansas River, East towards Pawhuska. Recondition and Armor Coat. (M-2021)	39,500.00
SH 23	20.000	Bartlesville to Barnsdall. Recondition and Armor Coat. (Pt. in Washington Co.)(M-2007)	48,000.00
SH 11	7.700	Barnsdall to Pershing. Leveling Crse. and Armor Coat. (M-2006)	32,000.00
SH 20	7.807	Hominy, East. Gr. and Dr.(S-386(4) SH Pt. 1 Gr.)	167,535.02
SH 20	7.784	From 7.501 Miles East of Hominy, East. Gr. and Dr. (S-386(4) SH Pt. 2 Gr.)	151,651.22
SH 20	7.807	Hominy, East. Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (S-386(4) SH Pt.1 Surf.)	206,178.16
SH 20	7.784	From 7.501 Miles East of Hominy, East. Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (S-386(4) SH Pt.2 Surf.)	195,035.90
FAS RD	5.227	East of Hominy, South. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge. (S-659(1))	38,860.05
US 60	2.818	From Arkansas River Bridge, East. P. C. Conc. Paving. (F-152(10) Surf.)	138,499.47
SH 20	20.400	Begin 4.6 miles West of Hominy and Extend West. Reshape Roadbed and Gravel.(M-2216)	57,500.00
SH 20	7.601	Skiatook, West. Gr. and Dr. (S-386(5)(SH) Pt. 1 Gr.)	202,612.21
SH 18	4.400	Fairfax, South. Recondition and Armor Coat. (M-2147)	9,000.00
SH 18	9.700	Fairfax, North. Recondition and Armor Coat. (M-2148)	21,000.00
SH 18	0.169	In Fairfax. Repair Old Brick Paving. (M-2164)	25,000.00

Hwy. No.	Mileage	Location & Description	Amount
		OSAGE COUNTY CON'T	
Projects Completed			
SH 18		Ralston, North to US 60. Clean and Paint 5 Bridges. (M-2185)	$ 10,600.00
SH 20	3.300	Osage County. Reshape, Gravel and Correct Drainage. (M-2232)	6,000.00
SH 99	22.000	Jct. SH 11, South to Arkansas River. Armor Coat. (M-2305)	50,000.00
SH 20	0.134	Within Limits of S-386(5)Pt. 1 Rdy. Substruct on 2 Bridges and 1 Multi. R.C.B. (S-386(5)SH Br.)	120,244.44
		Total Projects Completed	$ 1,779,962.16
Projects Under Construction			
		At Various Locations. Clean and Paint 6 Bridges. (MC-328(1))	$ 6,056.00
SH 20	7.601	Skiatook, West. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-386(5)(SH)Pt. 1 Surf.)	195,882.29
SH 20	0.471	In Skiatook, West. Corporate Limits, East. Gr., Dr., P. C. Conc. Pav. Stab. Aggr. Base and Dbl. Bit. Surf. (S-386(5)(SH)Pt. 1 Rdy.)	75,272.40
SH 20	0.128	At Quapaw and Hominy Creeks, West of Skiatook. 2 Bridges, Super-Struct.(S-386(6)(SH))	193,899.16
CO RD	4.803	From 1 Mile East and 5 Miles South of Hominy, Southeasterly toward Prue. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-522(2)Co.)	30,457.26
SH 99	0.199	Prue Creek, Approx. 1 mile Southeast of Pawhuska. Bridge and Approaches. Gr., Dr., and P. C. Conc. Pav. (SAP-230(2))	40,847.86
		Total Projects Under Construction	$ 542,414.97
Projects Programmed			
SH 99		In Hominy, Drainage Correction. (SAP-230 (4))	$ 6,000.00
SH 20	25.500	Fairfax to Hominy. Gr., Dr., Br., and Surf.	1,750,000.00
		Total Projects Programmed	$ 1,756,000.00
		Total for County	$ 4,078,377.13

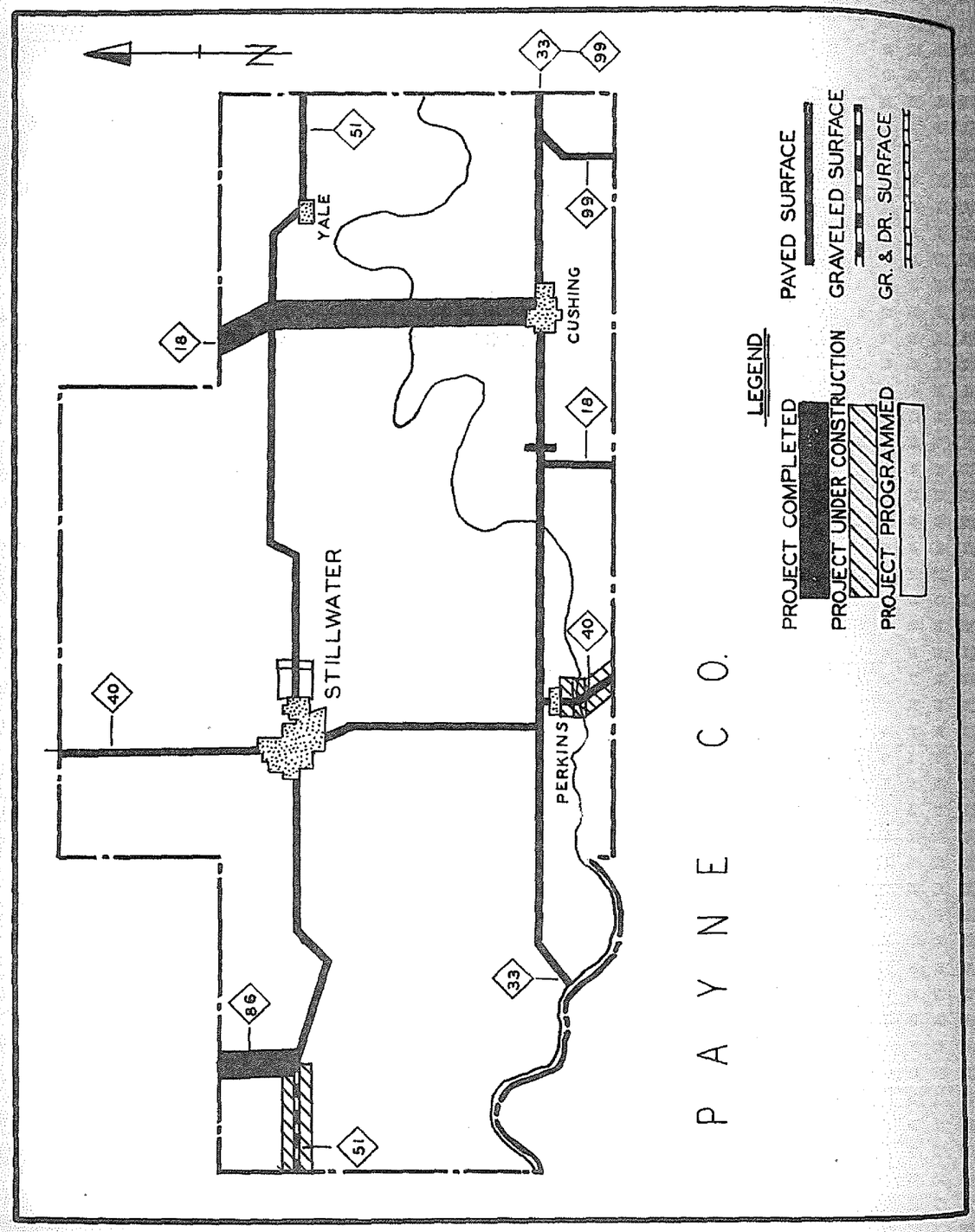


Hwy. No.		Mileage	Location & Description	Amount
			OTTAWA COUNTY	
Projects Completed				
US	66	10.500	Detour for US 66 and US 69 from Miami East 5.0 Miles on SH 10 then North to Quapaw. Gr., and Reshape. Install Metal plate Guard Rail on Bridge and Maintain. (M-2130)	$ 7,700.00
US	60	7.521	From Okla.-Missouri State Line near Seneca, Southwest. Gr., Dr., and P. C. Conc. Pav. (F-486(8))	458,214.70
FAS	RD	4.295	Picher, East to US 66. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge. (S-310(1))	32,459.15
FAS	RD	1.017	From Approx. 7.500 Miles North of Fairland, North. 6 inch Gravel Bse. and Dbl. Bit. Surf. (S-5(3)Pt.1)	9,748.36
US	60	4.900	Fairland, West. Recondition and Armor Coat. (M-2151)	13,000.00
US	69	5.000	From Kansas State Line, South to Commerce. Remove and Replace Broken Pavement and Repair Bad Widening. (M-2173)	12,000.00
Various			In Ottawa County on US 66, US 60, US 59, and SH 10. Repair and Gravel Shoulders, Repair Asph. Mat and Gravel Worn Surface. (X-285)	35,000.00
SH	10		5.3 Miles East of Miami. Repair Spring River Bridge. (X-293)	3,000.00
			Division 8. Erect "Welcome to Oklahoma" Markers. (C-1445(8))	2,166.65
US	69	5.500	Kansas State Line, South. Recondition and Armor Coat. (M-2308)	17,000.00
US	66	2.955	From NEO Railroad in Miami, North. Gr., Dr., Asph. Conc. Pav. and 1 Bridge. (SAP-704(6))	529,144.91
US	66	1.429	From North Side of North Miami, Northeast to Jct. with US 69. Gr., Dr., and Asph. Conc. Paving. (SAP-704(7))	107,074.45
SH	10	0.376	At Spring River. Approx. 5.0 Miles East of Miami. Gr. and 2 Bridges. (F-379(1)Cont.1)	489,672.46

Hwy. No.		Mileage	Location & Description	Amount
			OTTAWA COUNTY CON'T	
Projects Completed				
US	60	6.941	From Fairland, Northeast. Gr., Dr., and P. C. Conc. Pav. (F-486(9))	$ 475,983.09
US	66	0.780	From End of Wye SAP-704(6) North to Commerce Street in Commerce. Rebuild Shoulders, Place Leveling Crse. and Armor Coat. (M-2050)	20,000.00
US	66	9.600	Kansas State Line, South. Reprocess 8 Ft. Stab. Shoulders and Armor Coat. (M-2307)	30,000.00
US	66	0.157	In Commerce. Place Asph. on Present Paving, Armor Coat Parking and Shoulders. (M-2322)	8,000.00
			Total Projects Completed	$ 2,250,163.77
Projects Under Construction				
SH	10	1.733	At Spring River. Approx. 5.0 miles East of Miami. Gr., Dr., and 1 Bridge. (F-379(1)Cont. 2)	$ 93,808.87
SH	10		At Spring River. Approx 5.0 miles East of Miami. Removal of 2 Bridges. (F-379 (2)Br.)	10,985.00
SH	10	1.720	From 4.5 Miles East of Miami, East. P. C. Conc. Paving. (F-379(2)Rdy.)	127,836.56
			Total Projects Under Construction	$ 232,630.43
Projects Programmed				
SH	10	1.000	US 66 in Miami, East. Gr., Dr., and Surf.	$ 150,000.00
SH	10	5.000	US 60, North. Gr., Dr. and Surf.	300,000.00
US	66	0.400	In Afton, Pave Shoulders	40,000.00
US	60	5.300	US 66 to Fairland. Gr., Dr., Br., and Surf.	638,000.00
			Total Projects Programmed	$ 1,128,000.00
			Total for County	$ 3,610,794.20

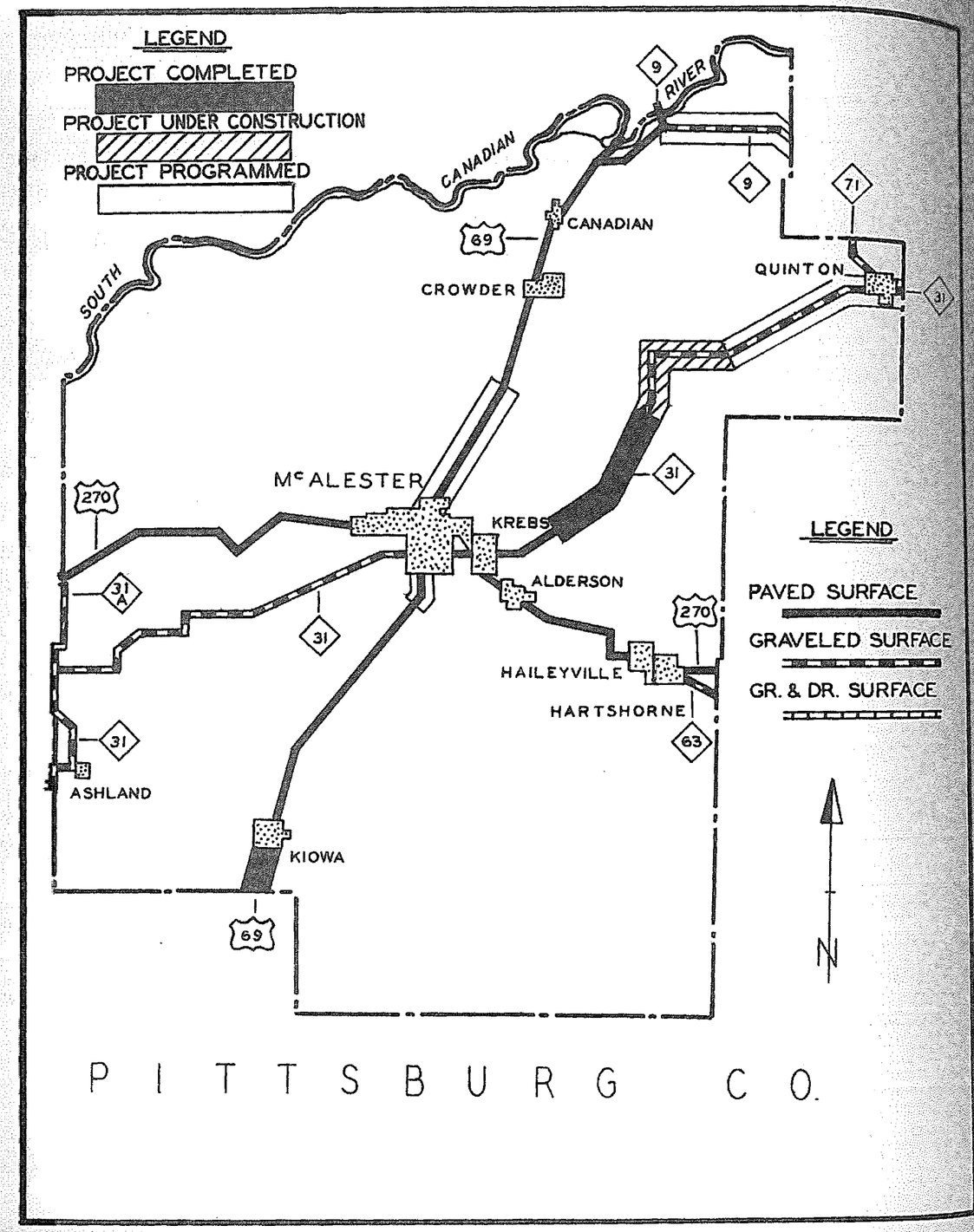


Hwy. No	Mileage	Location & Description	Amount
		PAWNEE COUNTY	
Projects Completed			
US 64		6.0 Miles East of Pawnee. Adjust elevation of Underpass Deck. (C-1426)	$ 4,500.00
SH 18	6.053	From 7.195 Miles North of SH 51, North to US 64. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-463(4) Pt.2)	199,285.96
SH 18	7.195	From SH 51, North. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-463(4) Pt. 1)	243,285.57
SH 18	7.500	Pawnee, North. Repair Base and Surface. (M-2113)	26,500.00
US 64	23.000	Keystone, West to Jct. SH 99. Conc. Patching. (M-2116)	42,000.00
		Total Projects Completed	$ 515,571.53
Projects Under Construction			
SH 18	7.287	Pawnee, North. Gr., and Dr. (SAP-683(3)Gr.)	$ 214,132.27
SH 18	7.287	Pawnee, North. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-683(3)Surf.)	215,431.90
		Pawnee County, Improvement of Highway Patrol Yd. (C-1456)	750.00
		Total Projects Under Construction	$ 430,314.17
Projects Programmed			
SH 18	0.500	In Pawnee, US 64, North. Gr., Dr., Br., and Surf. (SAP-683(4))	$ 108,500.00
SH 15	15.000	SH 18 to SH 40. Gravel Surf.	65,000.00
US 64	0.200	West Side Pawnee. Gr., Dr., Br., and Surf.	25,000.00
		Total Projects Programmed	$ 198,500.00
		Total for County	$ 1,144,385.70



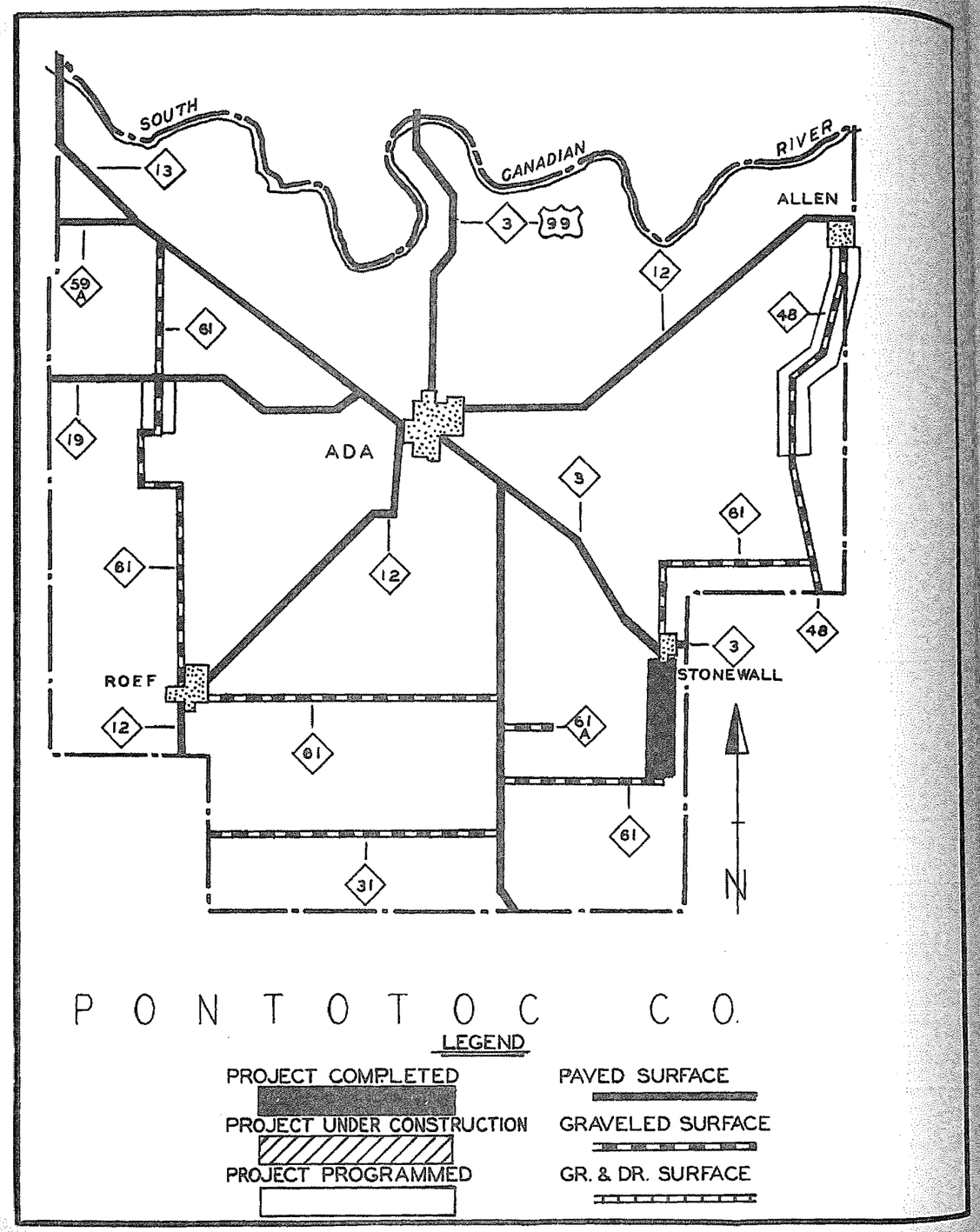
Hwy. No	Mileage	Location & Description	Amount
		PAYNE COUNTY	
Projects Completed			
SH 40		Cimarron River Bridge, South of Perkins. Bridge Repair. (RC-91(1))	$ 7,487.50
SH 51	8.800	Stillwater, West. Armor Coat Shoulders. (M-2112)	5,800.00
SH 18	2.028	Cushing, North. Gr., Dr., P. C. Conc. Pav. Asph. Conc. Pav. and 1 Bridge. (F-368(2) Pt.1)	222,707.33
SH 18	7.851	From Approx. 2.000 Miles, North of Cushing, North. Asph. Conc. Pav. (F-368(2) Pt.2)	307,700.93
SH 33	0.900	In Cushing, From SH 18, West. Repair and Resurface Street. (M-2163)	33,000.00
FAS RD	4.439	Vinco, West. Gr., Dr., Traf. Bnd. Surf. Crse. and 2 Bridges. (CS-60(1) 1)	48,049.35
SH 33	0.271	At Big Creek, 4.5 Miles West of Cushing. Gr., Dr., P. C. Conc. Paving and 2 Bridges. (SAP-428(1))	100,052.72
SH 99		Jct. SH 99 and SH 33. Construct Driveways to Permanent Scales. (C-1429)	5,500.00
SH 51		Clean and Paint. 2 Bridges. (MC-323(1))	1,000.00
SH 40		Cimarron River Bridge, South of Perkins. Repair and Refloor Bridge.(RC-91(2))	25,864.00
SH 33	0.009	Approx. one half mile West of Jct. SH 18 and SH 33. Gr., P. C. Conc. Paving and 1 Bridge. (SAP-428(2))	23,601.10
SH 40		At Cimarron River. Clean and Paint Bridge. (MC-324(1))	3,800.00
		Total Projects Completed	$ 784,562.93
Projects Under Construction			
SH 51	1.900	7.220 Miles East of US 77, East. Gr. and Dr. (F-176(3)Pt. 2 Gr.)	39,597.04
SH 51	1.900	7.220 Miles East of US 77, East. Stab. Aggr. Base and Asph. Conc. Paving.(F-176 (3) Pt. 2 Surf.)	108,699.46
SH 40	2.368	Beg. at Perkins and Ext. South. Gr., Dr. (SAP-1062(2)Gr.Dr.)	58,598.39

Hwy. No.	Mileage	Location & Description	Amount
		PAYNE COUNTY CON'T	
Projects Under Construction			
SH 40	2.368	Beg. at Perkins and Ext. South. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1062 (2) Surf.)	$ 56,712.77
SH 40	0.151	At Cimarron River, South of Perkins. 1 Bridge. (SAP-1062(2)Br.)	282,632.95
		Total Projects Under Construction	$ 546,240.61
Projects Programmed			
SH 51		East of Stillwater. Bridge.	$ 50,000.00
SH 51	3.000	Stillwater, East. Widen	40,000.00
		Total Projects Programmed	$ 90,000.00
		Total for County	$ 1,420,803.54

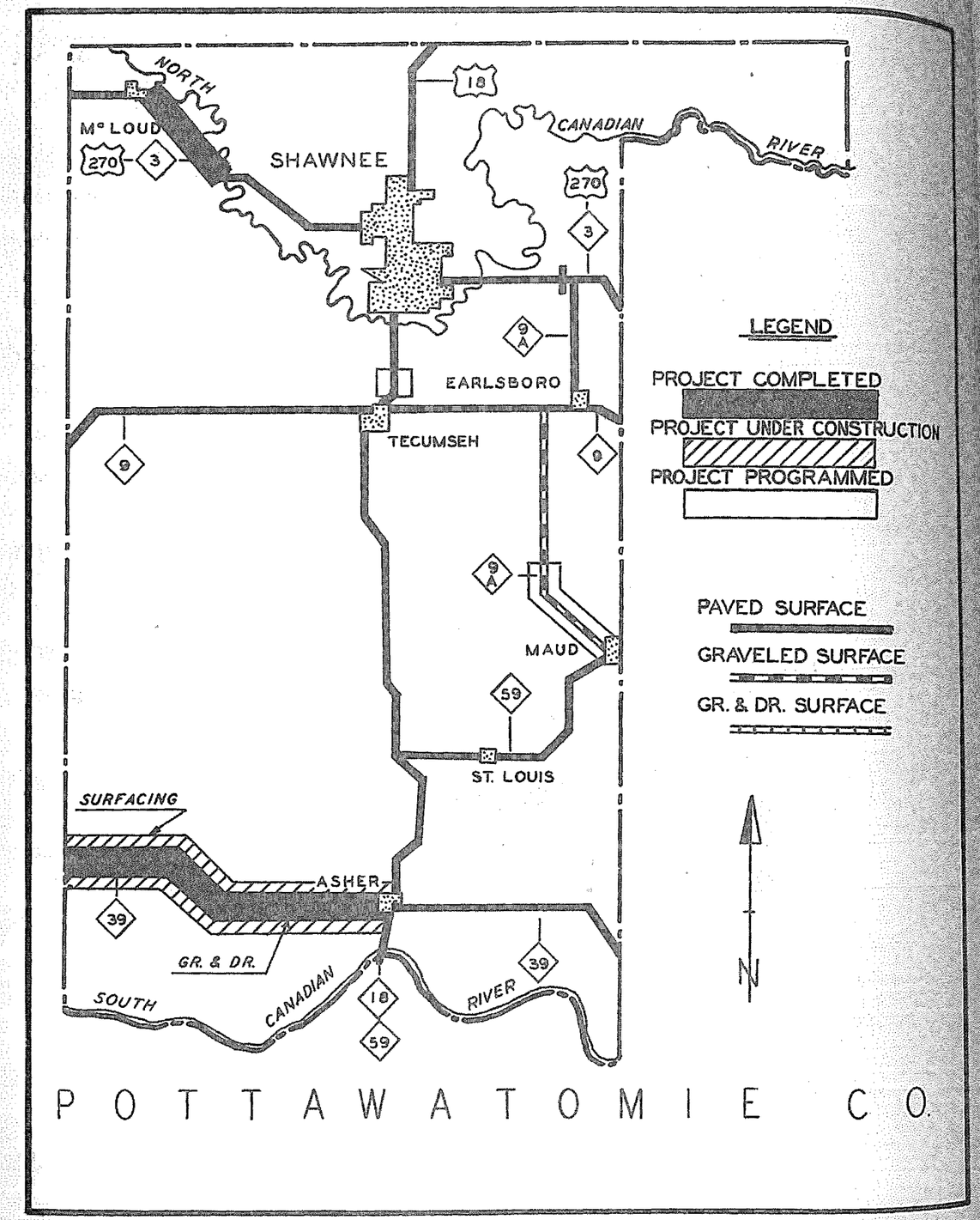


Hwy. No.		Mileage	Location & Description	Amount
			PITTSBURG COUNTY	
Projects Completed				
SH	31	1.188	From 11.382 Miles, Northeast of US 270, Northeast. Gr., Dr., Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (S-391(2)SH Pt.2)	$ 30,575.35
SH	31	7.582	From 3.800 Miles Northeast of US 270, Northeast. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-391(2)SH Pt. 1)	204,350.11
SH	31	8.800	From 1.0 Mile East of Haywood, West and Southwest. Place 500 Tons Aggreg. per Mile. Reshape and Improve Drainage. (M-2052)	17,500.00
Access		0.250	South of Crowder from US 27, North to State Prison. Repair and Armor Coat. (M-2187)	4,000.00
FAS	RD	0.322	At Blue Creek, 1.500 Miles South of Hartshorne. Gr., Dr., Stab. Aggr. Base, Dbl. Bit. Surf. and 1 Bridge. (S-297(5))	42,018.25
SH	31	3.900	From US 270 thru Krebs and Northeast. Repair and Armor Coat. (M-2072)	14,000.00
SH	31	15.100	From Coal County line, North and East. Reshape and Spot Gravel. (M-2189)	26,000.00
US	69	7.903	Chockie, Northeast. Stab. Aggr. Base and Asph. Conc. Surf. Crse. (F-299(6)Pt. 1)	376,901.20
US	69	1.558	South City Limits of Kiowa, Northeast. Gr., Dr., Stab. Aggr. Base, Asph. Conc. Surf. Crse. and 1 Bridge. (F-79(4))	115,641.70
US	69	14.400	Old Section of Paving North and South of McAlester. Remove Broken Conc. Replace with Crushed Stone and Premix Surf. (M-2246)	44,000.00
			On Various Highways. Clean and Paint 3 Bridges. (MC-321(1))	7,079.24
			Total Projects Completed	$ 882,065.85
Projects Under Construction				
SH	31	7.176	From 1.5 Miles Southwest of Blocker, Northeast. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-433(4)(SH))	$ 284,317.61
			Total Projects Under Construction	$ 284,317.61

Hwy. No.	Mileage	Location & Description	Amount
		PITTSBURG COUNTY CON'T	
Projects Programmed			
US 69	2.400	McAlester, South. Gr., Dr., and Surf. (SAP-531(1))	$ 380,300.00
SH 9	7.000	Haskell County West to old US 69. Surfacing.	250,000.00
SH 31	9.000	Haskell County thru Quinton. Gr., Dr., Br., and Surf.	355,000.00
US 69	9.000	McAlester, North. Gr., Dr., Br., and Surf.	$ 1,245,000.00
		Total Projects Programmed	$ 2,230,300.00
		Total for County	$ 3,396,683.46

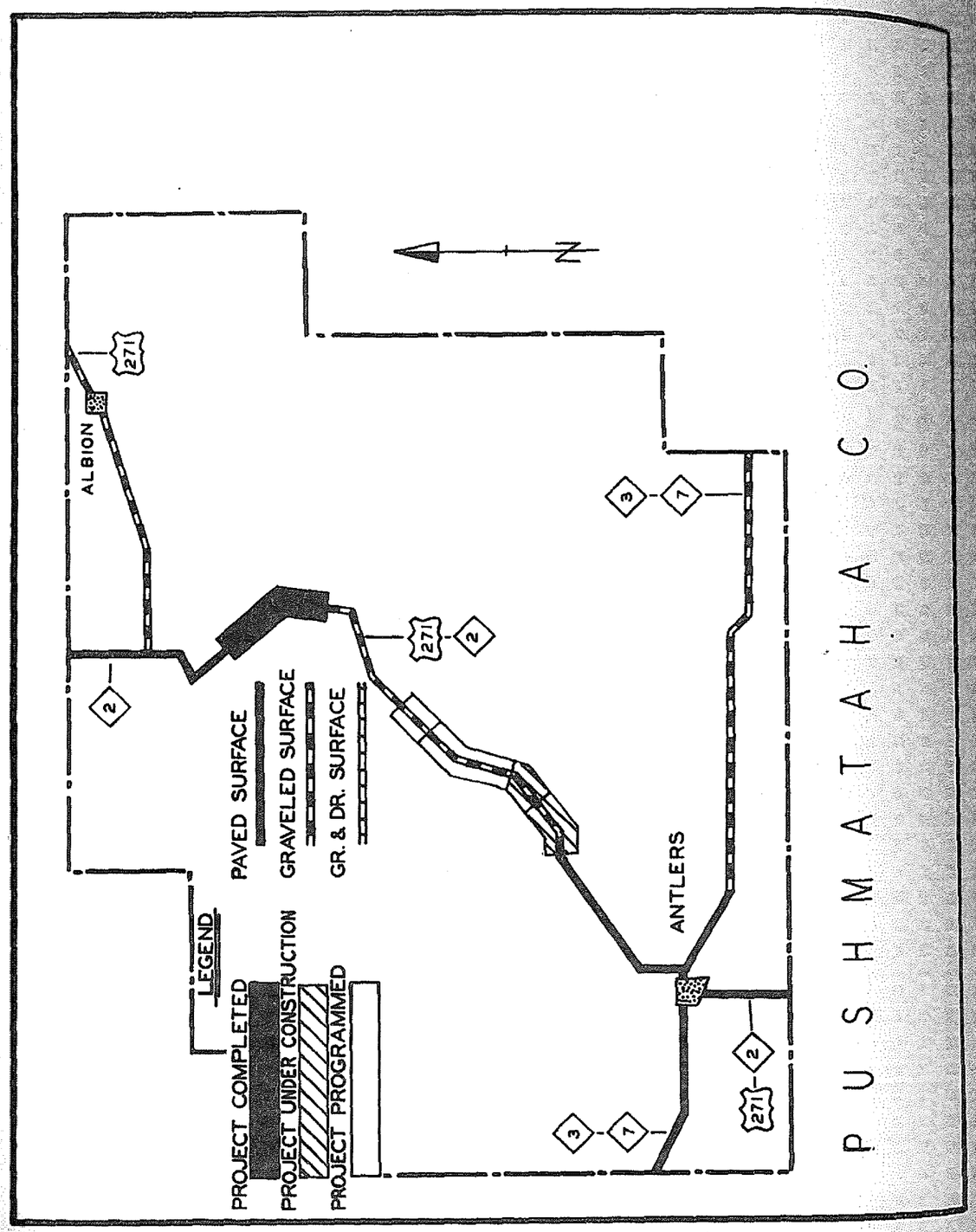


Hwy. No	Mileage	Location & Description	Amount
		PONTOTOC COUNTY	
Projects Completed			
SH 61	0.075	Stonewall, South. 4 Bridges.(S-689(1) SH Br.)	$ 74,263.60
SH 61	4.880	Stonewall, South. Gr., and Dr.(S-689(1) SH Gr.)	63,682.58
SH 61	4.880	Stonewall, South. Stab. Aggr. Base. and Dbl. Bit. Surf. Crse.(S-689(1)SH Surf.)	100,705.58
SH 12	16.100	From Ada, Southwest thru Roff to Murray County. Place Asph. Retread and Armor Coat. (M-2093)	102,000.00
SH 31	12.000	SH 12, Hickory to SH 99. Gravel. (M-2205)	19,000.00
SH 61	11.000	SH 31, to SH 19. Gravel. (M-2204)	13,300.00
		Total Projects Completed	$ 372,951.76
Projects Under Construction			
		At Various Locations. Clean and Paint 5 Bridges. (MC-329(1))	$ 2,916.00
FM	0.019	Beg. Approx. 1.0 mile East of Francis and Ext. Easterly 6.699 miles Within Limits of S-708(1)(SH)Pt. 1. Bridge. (S-708(1)(SH)Br.)	23,157.20
FM	6.699	From Approx. 1.0 mile East of Francis, Easterly. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-708(1)(SH)Pt. 1)	128,257.99
FM	3.276	From Approx. 7.7 Miles Easterly From Francis, Easterly to SH 12 West of Allen. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-708(1)(SH)Pt. 2)	75,699.87
		Total Projects Under Construction	$ 230,031.06
Projects Programmed			
FM	7.000	Jct. SH 99, East thru Francis. Gr., Dr., and Traf. Bnd. Surf. Crse. (SAP-1070(1))	$ 75,000.00
SH 61	3.000	SH 19, South to Vanoss. Surfacing.	105,000.00
SH 48	7.000	Allen, South. Surfacing.	300,000.00
FM	5.000	1 mile East of Francis, West to SH 99. Gr., Dr., and Traf. Bnd. Surf. Crse.	100,000.00
FM	4.000	SH 13, South of Beebe, South to SH 19. Gr., Dr., and Traf. Bnd. Surf. Crse.	100,000.00
		Total Projects Programmed	$ 680,000.00
		Total for County	$ 1,282,982.82

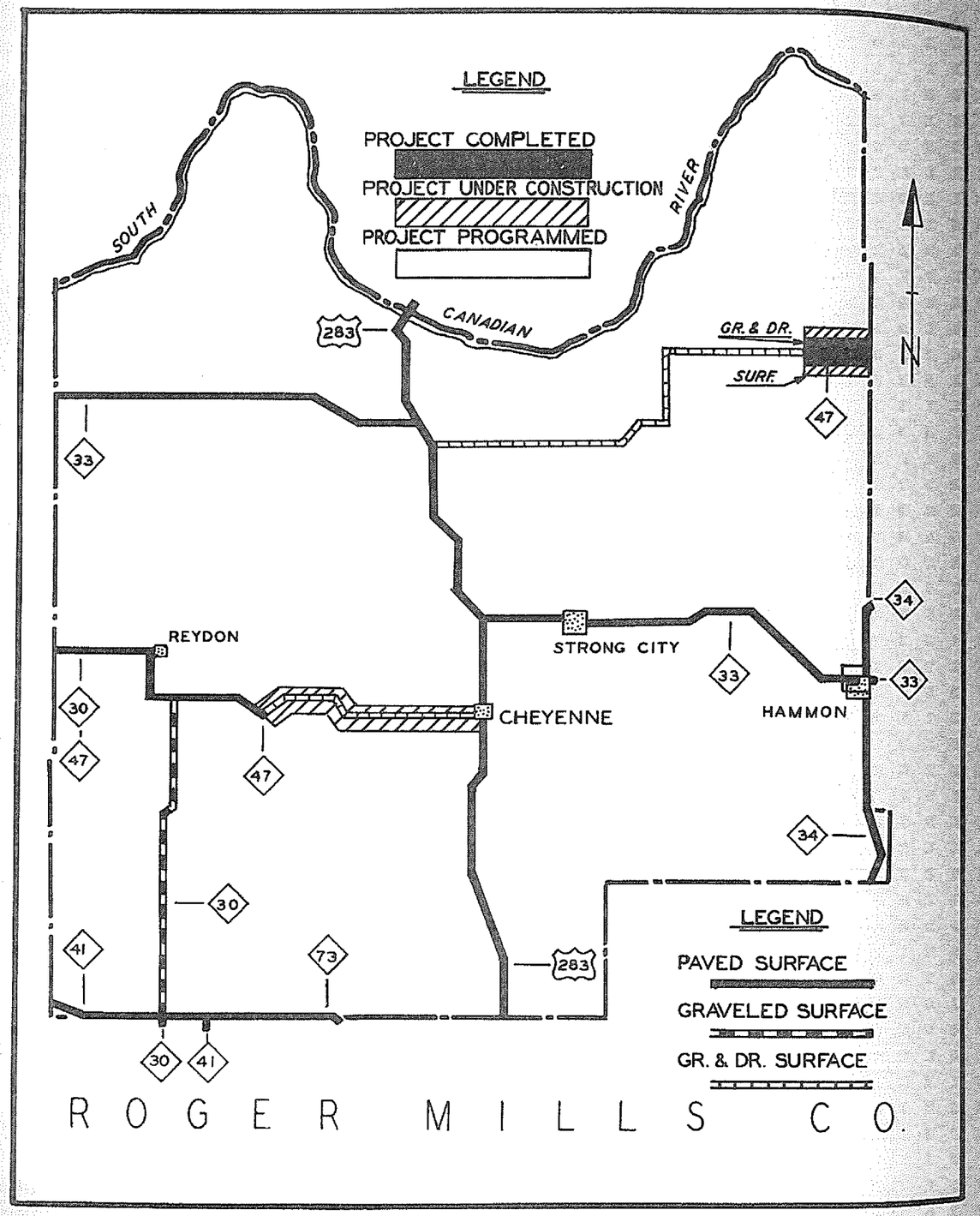


Hwy. No.	Mileage	Location & Description	Amount
		POTTAWATOMIE COUNTY	
Projects Completed			
		All Highways. Repair Flood Damage.(X-231)	$ 6,500.00
US 270		North Canadian River 2.0 Miles East of Shawnee. Repair Bridge Approaches. (RC-73(2))	22,222.63
SH 39	5.963	From Approx. 18.500 Miles East of Lexington, East to Asher. Gr., Dr. (SAP-1057(1)Rdy. Pt. 3)	123,090.17
SH 39	7.387	11.000 Miles East of Lexington, East. Gr., and Dr. (SAP-1057(1)Rdy. Pt. 2)	124,215.75
SH 18	35.200	Lincoln County to South Canadian River Bridge. Conc. Patch. (M-1964)	41,000.00
US 270	0.850	In Shawnee, on Kickapoo Street. Bit. Resurf. (M-2161)	17,000.00
US 270	0.092	At East Rock Creek, Approx. 4.6 Miles East of Shawnee. Bridge and approaches. (SAP-241(1))	24,616.23
SH 39	0.069	7.0 Miles East of Lexington, East to Asher. 7 Bridges. (SAP-1057(1)Br.)	112,013.82
US 270	12.400	From Dale to Seminole County Line. Concrete Replacement. (M-2099)	26,000.00
US 270		Bridge 2.2 miles East of Shawnee. Repair P. O. Contract and State Force.(X-290)	4,000.00
US 270	4.426	Dale to McCloud. Asph. Conc. Widening and Resurfacing. (F-211(7))	257,642.12
		At Various Locations. Clean and Paint 3 Bridges. (MC-330(1))	6,825.00
		Total Projects Completed	$ 765,125.72
Projects Under Construction			
SH 39	7.391	From 11.0 miles East of Lexington, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1057(2)Pt. 2)	$ 134,405.00
SH 39	5.990	From 18.5 Miles East of Lexington, East. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1057(2)Pt. 3)	110,666.41
		Total Projects Under Construction	$ 245,071.41

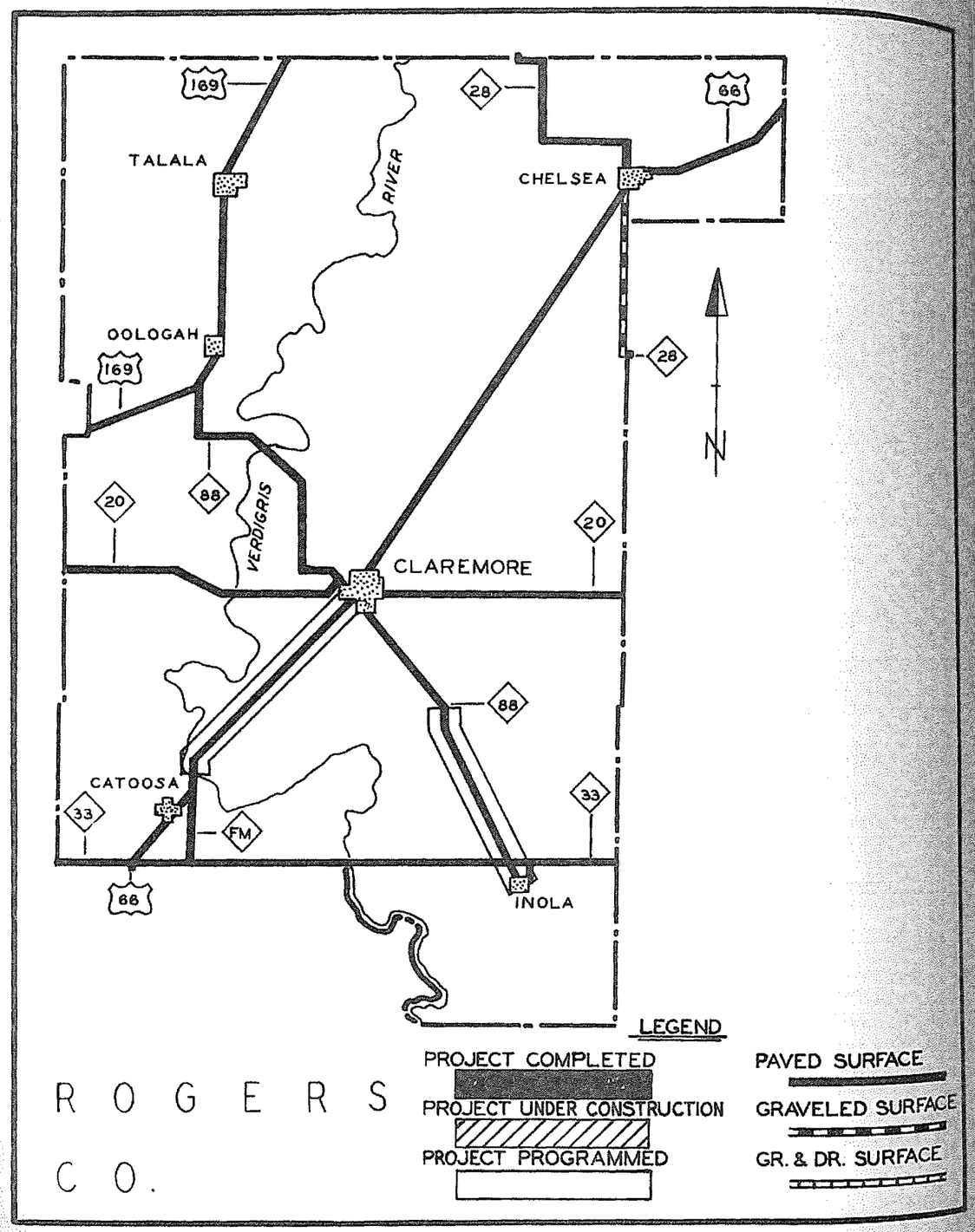
Hwy. No.	Mileage	Location & Description	Amount
		POTTAWATOMIE COUNTY CON'T	
Projects Programmed			
SH 18	1.500	From Approx. 1/2 mile North of Tecumseh, North. Gr., Dr.,and Surface. (SAP-77(8))	$ 185,000.00
CO RD	6.000	McCloud, South. Low Type Surface. (S-487(3)Co.)	15,000.00
CO RD	4.750	1 mile West and 3-1/4 mile, South of Maud, South. Dr., and Surface. (S-489(3)Co.)	16,247.00
US 270		Intersection US 270 and AT&SF Ry. in Shawnee. Automatic Gr. Xing Prot. Device. (FG-222(8))	6,500.00
SH 9A	5.500	Maud, North. Gr., Dr., and Surf.	300,000.00
		Total Projects Programmed	$ 522,747.00
		Total for County	$ 1,532,944.13



Hwy. No	Mileage	Location & Description	Amount
		PUSHMATAHA COUNTY	
Projects Completed			
SH 7	22.000	McCurtain County line, West to Asph. Reshape and Spot Gravel. (M-2193)	$ 15,000.00
US 271	10.200	Finley, SW. to Antlers. Reshape, Sectional Retread and Armor Coat. (M-2254)	40,000.00
US 271	5.600	From SH 2, South Thru Clayton. Armor Coat. (M-2086)	40,000.00
US 271	6.962	From Clayton Y, South. Gr., Dr., Stab. Aggr. Base and Bld. Rock Asph. Surf. Crse. (SAP-598(11))	303,743.97
		Total Projects Completed	$ 398,743.97
Projects Under Construction			
US 271		At Various Locations. Clean and Paint 3 Bridges. (MC-326(1))	$ 670.00
US 271	6.582	From 0.65 Mile East of Finley, Northeasterly. Gr., Dr., and Stab. Aggr. Base with Bld. Rock. Asph. Surf. Crse. (SAP-598(10))	272,114.36
US 271	5.200	Antlers, South to Choctaw County Line. Reshape Sectional Retread and Armor Coat. (M-2255)	16,000.00
		Total Projects Under Construction	$ 288,784.36
Projects Programmed			
US 271	9.400	Snow, North. Gr., Dr., Br., and Surf.	$ 565,000.00
SH 2	0.500	In Clayton. Surface.	75,000.00
		Total Projects Programmed	$ 640,000.00
		Total for County	$ 1,327,528.33

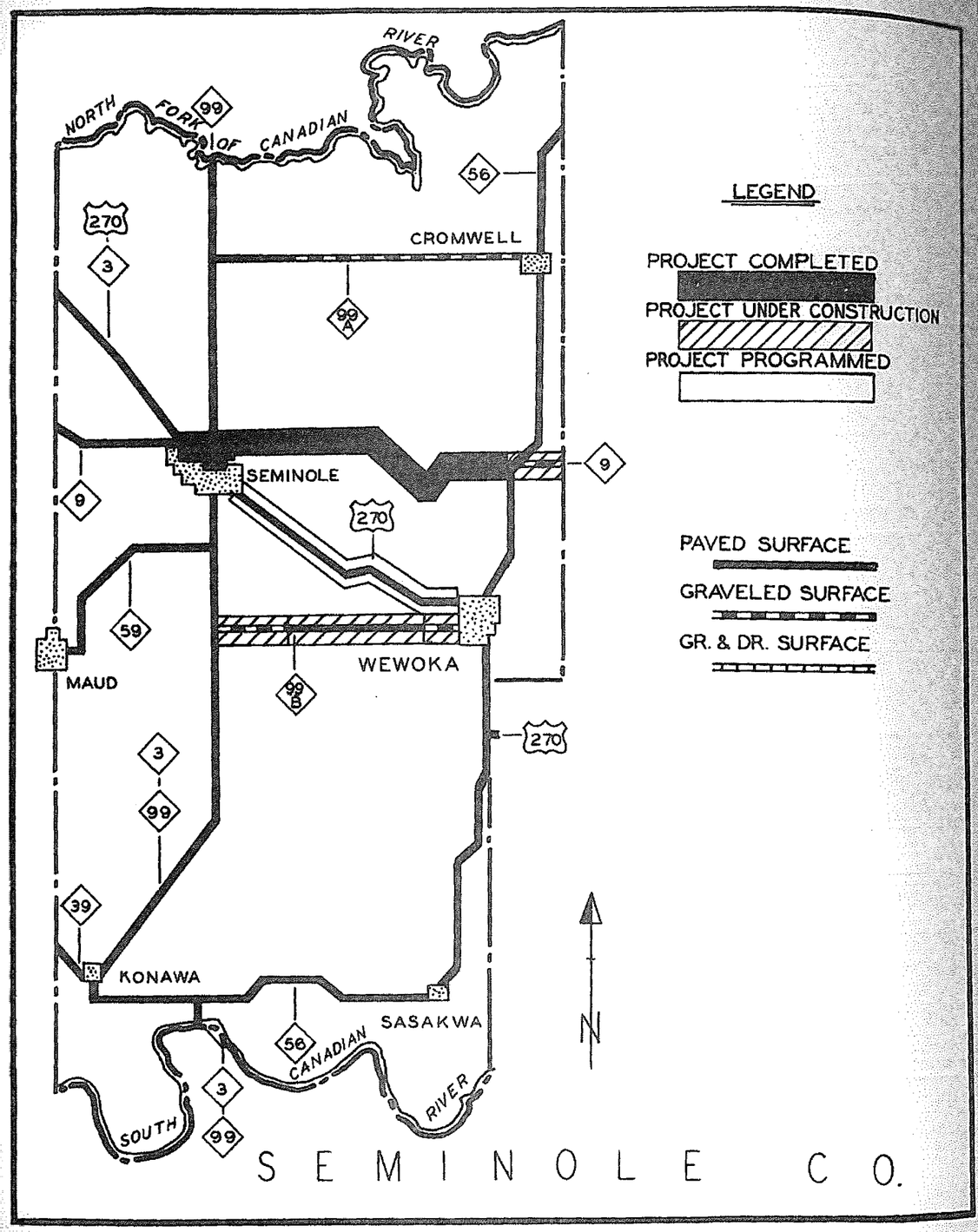


Hwy. No.	Mileage	Location & Description	Amount
		ROGER MILLS COUNTY	
Projects Completed			
SH 34	1.000	From SH 33, South and East thru Hammon. Patch and Armor Coat. (M-2226)	$ 3,000.00
US 283	4.500	Packraddle Bridge, South to SH 33. Scarify, Pulverize, MC-3 Asph. Armor Coat. (M-2280)	33,000.00
		Total Projects Completed	$ 36,000.00
Projects Under Construction			
SH 47	7.694	Beg. 1.304 Miles West of US 283 in Cheyenne and Extend West. Gr. and Dr. (S-690(2)(SH)Pt. 1 Gr.)	$ 144,470.28
SH 47	1.110	Begin 0.194 Miles West of US 283 in Cheyenne and Extend West. Gr. and Dr. (S-690(2)(SH)Pt. 2 Gr.)	21,959.34
SH 47	7.694	Begin 1.304 Miles West of US 283 in Cheyenne and Extend West. Asph. Stab. Base with Sing. Bit. Surf. Crse. (S-690(2)(SH)Pt. 1 Surf.)	162,521.90
SH 47	1.304	Begin at US 283 in Cheyenne and Extend West. Asph. Stab. Base with Sing. Bit. Surf. Crse. (S-690(2)(SH)Pt. 2 Surf.)	29,160.92
SH 47	0.156	Begin at US 283 in Cheyenne and Extend West 9.154 Miles Within the Limits of S-690(2) Rdy. 7 Bridges. (S-690(2)(SH)Br.)	269,632.97
		Total Projects Under Construction	$ 627,745.41
Projects Programmed			
SH 33	0.369	In Hammon-SH 34, West. Surface.	$ 40,000.00
		Total Projects Programmed	$ 40,000.00
		Total for County	$ 703,745.41



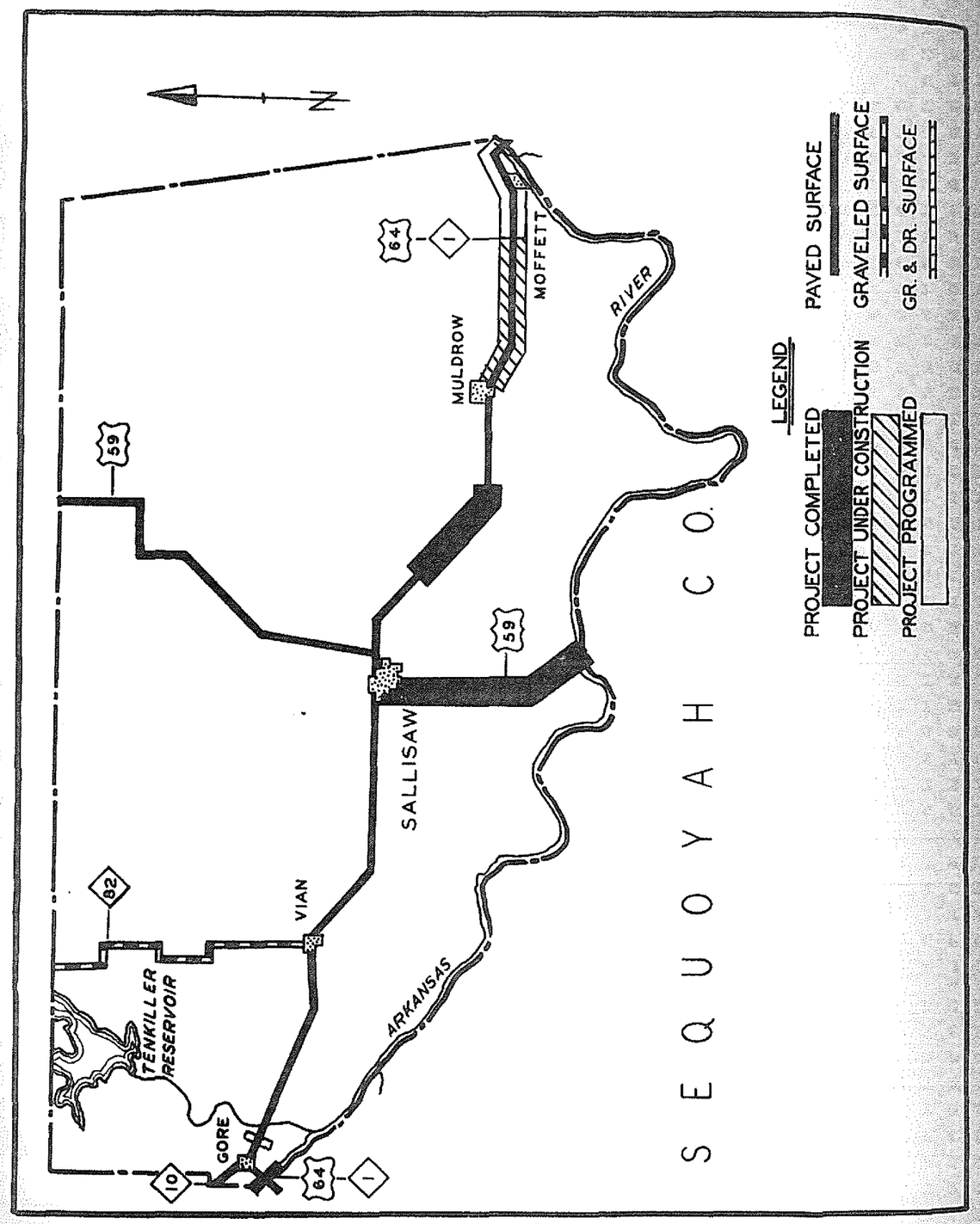
Hwy. No.	Mileage	Location & Description	Amount
		ROGERS COUNTY	
Projects Completed			
SH 169A		Beg. 1.5 Miles North of Oologah and Extending to Will Rogers Birthplace. Repair 2 Bridges. (M-2065)	$ 3,000.00
SH 33	17.600	Mayes County Line, West to US 66. Recondition and Armor Coat. (M-2009)	51,500.00
SH 20	9.000	Claremore, East. Recondition and Armor Coat. (M-2145)	19,000.00
SH 28	0.055	Chelsea to Mayes County Line. Replace Masonary Structures With Creosoted Timber. (M-2182)	18,500.00
SH 88	11.600	Jct. US 169 to Claremore. Recondition and Armor Coat. (M-2146)	26,000.00
SH 28	12.600	Chelsea, Northwest to Coody'S Bluff. Spot Recondition and Armor Coat. (M-2157)	30,000.00
SH 28	6.400	Chelsea, South. Spot Gravel. (M-2217)	12,500.00
US 66		On US 66 at Verdigris River Bottom. Repair Shoulders on SH 33, From Jct. US 66, East. Repair Surf. (X-284)	12,000.00
SH 20	0.100	5½ Miles West of Claremore, Bridge Repairs (C-1459)	21,000.00
SH 33		At Various Locations. Clean and Paint 2 Bridges. (MC-327(1)).	6,244.00
		Total Projects Completed	$ 199,744.00
Projects Under Construction			
None			
Projects Programmed			
US 66	4.200	Claremore, Southwest. Gr., Dr., Br., and Dustless Type Surface. (FI-43(2))	$ 420,000.00
US 66	4.200	4.200 Miles Southwest of Claremore, Southwest to Verdigris River. Gr., Dr. Br., and Dustless Type Surface. (FI-183(4))	707,000.00
SH 88	7.800	Oil Mat, Tiawah to Inola, 1.5 miles Gr., Dr., Br., and Surf. thru Inola and Loop to SH 33. (SAP-2(10))	222,000.00

Hwy. No.	Mileage	Location & Description	Amount
		ROGERS COUNTY CON'T	
Projects Programmed			
SH	20	In Claremore. Mo.-Pacific Ry., East. 5 Blks., Surfacing.	$ 19,000.00
		Total Projects Programmed	$ 1,368,000.00
		Total for County	$ 1,567,744.00



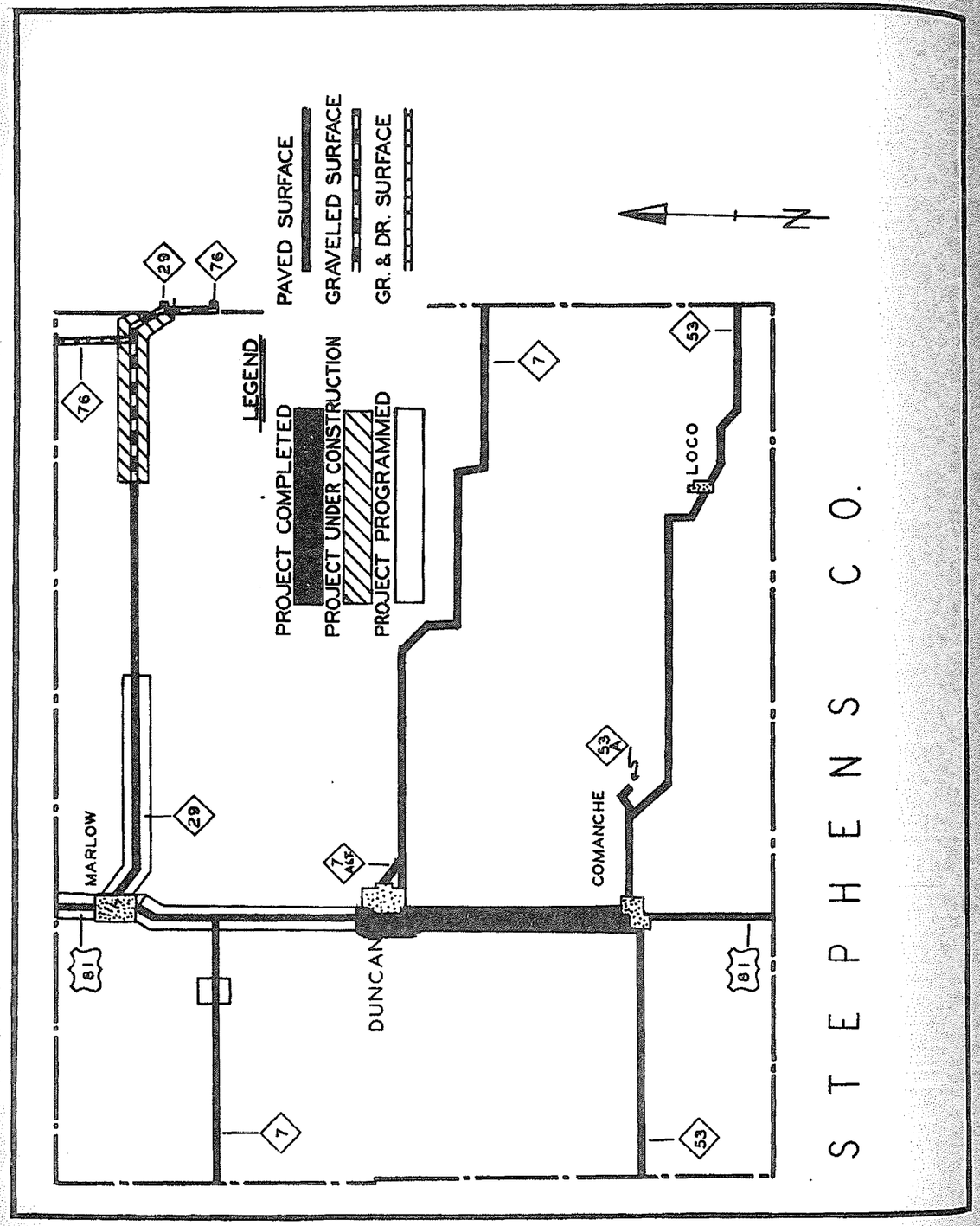
Hwy. No	Mileage	Location & Description	Amount
		SEMINOLE COUNTY	
Projects Completed			
SH 9	6.875	SH 99, East. Stab. Aggr. Base Crse. and Bld. Rock Asph. Surf. Crse. (SAP-1046(1) Pt.1 Surf.)	$ 229,801.74
SH 9	4.470	From Approx. 6.9 Miles East of SH 99, East to SH 56. Stab. Aggr. Base Crse. and Bld. Rock Asph. Surf. (SAP-1046(1) Pt.2 Surf.)	149,780.66
SH 99B	0.300	At West Edge of Wewoka. Oil Mat. (C-1436)	1,050.00
FAS RD	6.981	From 4.000 Miles East of Jct. SH 9 and SH 99, North. Gr., Dr., Traf. Bnd. Surf. Crse. Const. 2 Bridges and Repair 2 Bridges. (S-306(2))	58,485.44
US 270	1.164	On US 270 By-Pass in Seminole on Strothers Ave. From US 270 East to Main Street, thence South to Walnut Ave. Gr., Dr. and P. C. Conc. Paving. (SAP-1060(1))	181,859.89
SH 99	16.000	From Seminole, North to Pottawatomie-Lincoln County Line. Conc. Replacement. (M-2100)	56,000.00
US 270	9.200	Seminole, Northwest to Pottawatomie County. Concrete Replacement. (M-2101)	20,500.00
SH 99	4.700	Konawa, Southeast to South Canadian River. Conc. Replacement. (M-2266)	29,000.00
SH 56		At Wewoka Creek. Approx. one half mile North-east of Wewoka. Drainage Rectification. (RC-107(1))	10,381.40
		At Various Locations. Clean and Paint 11 Bridges. (MC-330(1))	9,110.13
		Total Projects Completed	$ 745,969.26
Projects Under Construction			
SH 99A	7.955	From SH 99, East. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-709(2)(SH)Pt. 1)	$ 235,069.32
SH 99A	3.964	From Approx. 8 Miles East of SH 99, East to SH 56. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-709(2)(SH)Pt. 2)	114,463.61

Hwy. No.	Mileage		Location & Description	Amount
			SEMINOLE COUNTY CON'T	
Projects Under Construction				
SH	99A	0.047	Within the Limits of S-709(1)(SH) Rdy. from SH 99 to SH 56. 7 Bridges. (S-709(1)(SH)Br.)	$ 113,889.00
SH	99A	7.960	From SH 99, East, Gr. and Dr.(S-709(1)(SH)Pt. 1 Rdy.)	134,467.24
SH	99A	3.972	From Approx. 8 miles East of SH 99, East to SH 56. Gr. and Dr. (S-709(1)(SH)Pt. 2 Rdy.)	93,516.99
SH	9	1.997	SH 56 East of Hughes County Line. Gr., Dr., and Stab. Aggr. Base with Bld. Rock Asph. Surf. Crse. (SAP-1046(2))	121,880.69
SH	99	16.800	Seminole, South to Asph. Conc. Replacement. (M-2268)	49,000.00
			Total Projects Under Construction	$ 862,286.85
Projects Programmed				
US	270	2.998	Seminole, Southeast. Widen Dustless Type Surf. and Brs. (F-222(7))	$ 569,000.00
CO	RD	0.250	From SH 99-A, 1 mile West of Sylvian, North. Gr., Dr., Br., and Low Type Surf. (S-732(1)Co.)	27,600.00
US	270	4.000	3 miles Southeast of Seminole, Southeast. Gr., Dr., Br., and Surf.	575,000.00
SH	99B	6.000	Between Bowlegs and Wewoka. Gr.,Dr., and Surf.	300,000.00
			Total Projects Programmed	$ 1,471,600.00
			Total for County	$ 3,079,856.11



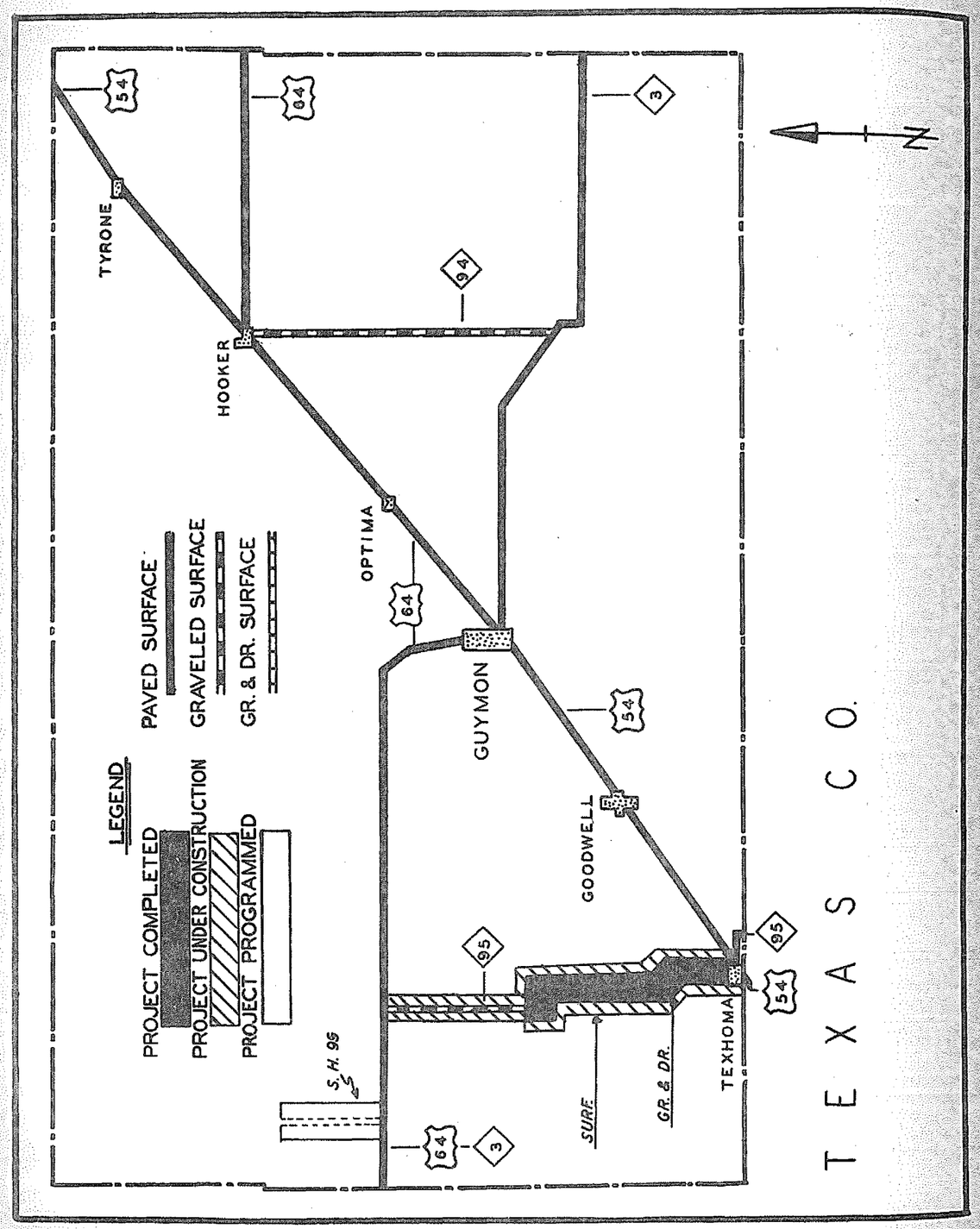
Hwy.	No.	Mileage	Location & Description	Amount
			SEQUOYAH COUNTY	
Projects Completed				
US	59	6.875	US 64 South. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (SAP-873(2) Pt. 1)	$ 155,600.94
US	59	1.848	From 6.875 Miles South of US 64, South to Ark. River. Gr., Dr., Stab. Aggr. Bse. and Dbl. Bit. Surf. Crse. (SAP-873(2)Pt.2)	34,747.81
US	64	0.597	At Webbers Falls Bridge. Pedestrian Bridge. (Part in Muskogee County) (SAP-697(1))	60,208.66
US	64	0.034	Within Limits of SAP-55(2)Rdy., 3 Bridges. (SAP-55(2)Br.)	46,756.49
SH	82	7.100	Vian, North. 7.1 miles. Place 800 C. Y. Pit-Run Gravel and Reshape Roadway. (M-2237)	10,000.00
US	64	4.474	From End of Pav. Approx. 3.0 miles West of Muldrow. Gr., Dr., and P. C. Conc. paving. (SAP-55(2) Rdy.)	442,968.03
			On Various Highways. Clean and Paint 7 Bridges. (MC-322(1))	23,679.12
			Total Projects Completed	$ 773,961.05
Projects Under Construction				
US	64	4.170	Muldrow, East. Gr., Dr., P. C. Conc. Pav. and 4 Brs. (SAP-55(3))	$ 491,128.75
SH	82	11.500	Vian, North to Cherokee Co. Line, Asph. Stab. Base and Sing. Bit. Surf. Crse. Repair, Fill Slopes and Reshape Rdy. (C-1462)	200,000.00
US	64	14.300	From Conc. Pav. at Gore to Conc. Pav. East of Vian. Asph. Stab. Base Crse. and Sing. Bit. Surf. Crse. (M-2240)	140,000.00
US	64	9.000	From Ark. Line West. Place Pre-Mix Leveling Crse. and Armor Coat. (M-2241)	40,000.00
US Temp.	64	1.000	Connection from new to Present US 64, East of Muldrow Const. 24 ft. 6 in. Asph. Stab. Base Crse. Sing. Bit. Surf. Crse. Repair, Fill Slopes and Reshape Roadway. (C-1466)	15,500.00
			Total Projects Under Construction	$ 886,628.75

Hwy. No.	Mileage	Location & Description	Amount
		SEQUOYAH COUNTY CON'T	
Projects Programmed			
US 64		M&P RR., Gore. Grade Separation. (FG-52(4))	$ 125,000.00
US 64	5.000	Roland, East. Gr., Dr., and Br.	750,000.00
		Total Projects Programmed	$ 875,000.00
		Total for County	$ 2,535,589.80



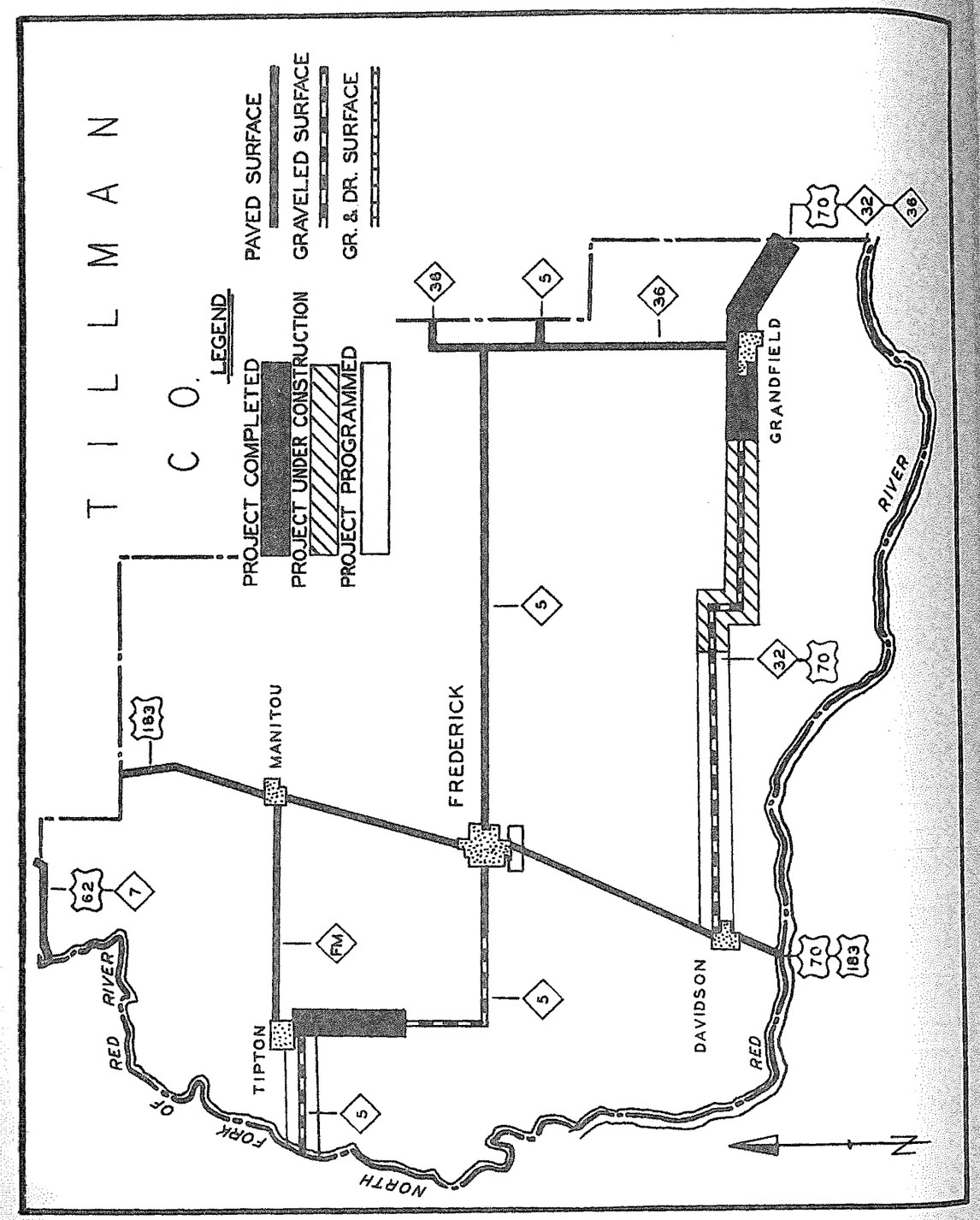
Hwy. No	Mileage	Location & Description	Amount
		STEPHENS COUNTY	
Projects Completed			
US 81	2.233	From 0.5 Mile South of Duncan, North into Duncan. Gr., Dr., P. C. Conc. Pav. and 2 Bridges. (F-102(3))	$ 334,726.40
SH 29	13.000	From East end of Conc. East to Marlow to End of Asph. Patch Surf. and Armor Coat. (M-1999)	26,100.00
SH 7	3.400	Carter County line, West thru Velma. Recondition Oil Mat and Spot Armor Coat. (M-2138)	30,000.00
SH 53	5.100	From Stephens-Carter County line, West. Repair Base Failures, Prime Areas and Armor Coat. (M-2003)	29,000.00
SH 7	0.538	In Duncan on Bois D'Arc Avenue. From US 81, East. Gr., Dr., P. C. Conc. Paving. Widening and Bld. Rock Asph. Resurface. (SAP-180(10)SH)	66,168.39
FM	1.900	From North City Limits of Duncan, North and West to US 81. Repair two 20' Wooden Bridges and Gravel. (M-2231)	11,600.00
US 81	7.203	Comanche, North. Asph. Conc. Widening and Resurfacing and 5 Bridges. (SAP-1072(1))	376,589.41
SH 7		Hell Creek Bridge 4.5 Miles West of US 81 on SH 7. Repair Damage thru Truss. (X-291)	10,000.00
SH 7	3.800	Carter County line, West 3.8 miles Re-condition Oil Mat and Armor Coat.(M-2297)	30,000.00
SH 7	0.250	On Bois D'Arc Ave. between 9th Street and 12th Street in Duncan. Place 2 and one half inches Asph. Conc. Surf. on present Conc. Pav. (M-2327)	4,750.00
US 81	7.174	From Comanche, North on US 81 7.174 Miles. Sing. Bit. Surf. on 2.5 Ft. Shoulders. (M-2326)	7,900.00
		Total Projects Completed	$ 926,834.20
Projects Under Construction			
SH 29	7.293	From Just West of Garvin-Stephens County Line, West. Gr., Dr., and 4 Brs. (F-146 (6))	$ 179,470.44
		Total Projects Under Construction	$ 179,470.44

Hwy. No.	Mileage	Location & Description	Amount
		STEPHENS COUNTY CON'T	
Projects Programmed			
US 81	4.011	Duncan, North. Base Widening. (F-103(3))	$ 218,800.00
US 81	0.887	In Duncan and North. Base Widening. (F-102(4))	127,400.00
US 81	7.102	From 4 miles North of Duncan, North to Grady County. Base Widening. (F-103(4))	400,000.00
SH 7	2.000	Little Beaver Creek and Hell Creek, West of US 81. Gr., Dr., Brs., and Surf. (SAP-1089(1))	450,000.00
SH 29	7.500	Marlow, East. Surface.	300,000.00
US 81	8.800	Marlow to Duncan and Duncan Stub. Resurface.	235,000.00
		Total Projects Programmed	$ 1,731,200.00
		Total for County	$ 2,837,504.64



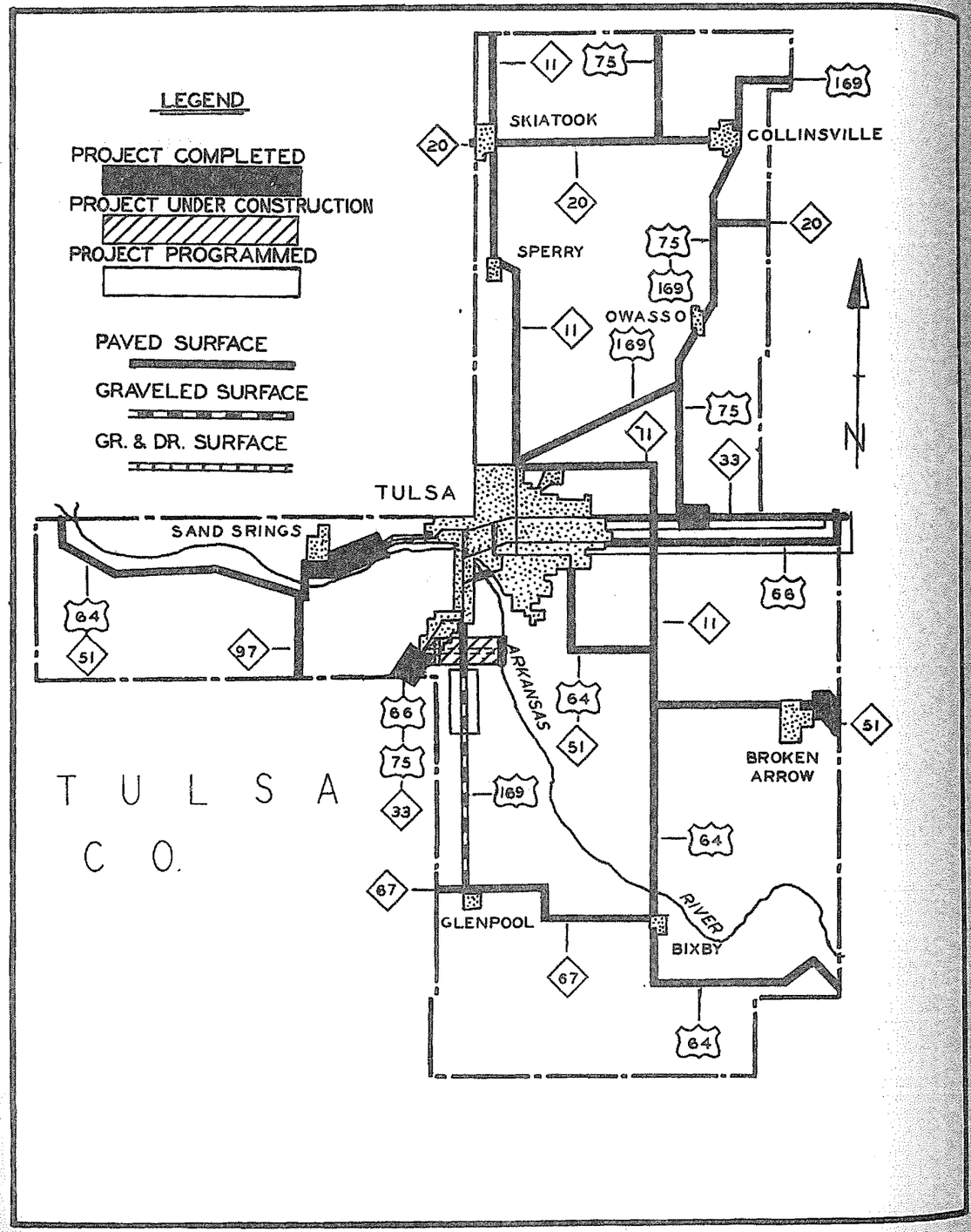
Hwy. No.		Mileage	Location & Description	Amount
			TEXAS COUNTY	
Projects Completed				
SH	95	0.662	At Beaver River, Approx. 4.5 Miles North of Texhoma. Gr., Dr., Traf. Bnd. Surf. Crse. and 1 Bridge. (S-691(1) SH)	$ 123,628.31
SH	95	1.900	From Texhoma, East and South to Texas-Okla. State Line. Gr., Place Caliche Base and Dbl. Bit. Surf. Crse. (C-1399)	21,000.00
US	64	35.100	From Guymon, Northwest to Cimarron County Line. Sectional Retread, Repair Base and Armor Coat. (M-2128)	95,000.00
US US	54 64	8.200	From Optima to Guymon. Place 2.25 Inch Retread, Repair Base and Armor Coat. (M-2126)	30,000.00
SH	3	0.397	3.0 Miles East of Guymon. Raise Grade, Stab. Base and Armor Coat. (X-271)	11,500.00
SH	95	6.654	4.846 Miles North of Texhoma, North. Gr., and Dr. (SAP-1051(1)Pt. 2 Gr.)	61,386.30
SH	95	4.816	Texhoma, North. Gr. and Dr. (SAP-1051(1) Pt. 1 Gr.)	63,919.14
			Total Projects Completed	$ 406,433.75
Projects Under Construction				
SH	95	0.060	On a Section of Road Begin at Texhoma and Extend North 11.5 Miles. 3 Bridges. (SAP-1051(1)Br.)	$ 89,945.39
SH	95	4.816	Texhoma, North. Caliche Base and Dbl. Bit. Surf. Crse. (SAP-1051(1)Pt. 1 Surf.)	132,795.72
SH	95	6.654	4.846 Miles North of Texhoma, North. Caliche Base and Dbl. Bit. Surf. Crse. (SAP-1051 (1)Pt. 2 Surf.)	185,357.12
US	54	15.070	From Hooker to Okla.-Kansas State Line. Sectional Retread, Repair Base and Armor Coat. (M-2287)	55,400.00
US	54	21.080	From Guymon to Texhoma. Sectional Retread, Repair Base and Armor Coat. (M-2288)	76,000.00
SH	95	0.950	From US 64, South. Grade and Drain. (SAP-1051(2)Gr.)	54,346.74
SH	95	6.950	From US 64, South. Stab. Aggr. Base with Dbl. Bit. Surf. Crse. (SAP-1051(2)Surf.)	150,485.67

Hwy. No.	Mileage	Location & Description	Amount
		TEXAS COUNTY CON'T.	
Projects Under Construction			
SH 95	0.050	From US 64 South 7 miles. 3 Bridges within the Limits of SAP-1051 (2) Gr.(SAP-1051(2)Br.)	$ 81,484.49
		Total Projects Under Construction	$ 825,815.13
Projects Programmed			
SH 95	6.000	US 64, North. Gr., Dr., and Surface.	$ 270,000.00
		Total Projects Programmed	$ 270,000.00
		Total for County	$ 1,502,248.88



Hwy. No.	Mileage	Location & Description	Amount
		TILLMAN COUNTY	
Projects Completed			
US 70		Third Street in Grandfield. Rework, Add Asph. and Relay.(M-2176)	$ 3,000.00
US 183	14.100	From Frederick, North. Spot Repairs and Armor Coat. (M-2121)	41,000.00
US 183	6.700	From Frederick, South. Add Grav., Asph. Stab. and Armor Coat. (M-2118)	44,000.00
US 70	6.178	From 2.247 Miles Northwest of Cotton-Tillman County Line, Northwest. Gr., Dr., Stab. Bse., Sing. Bit. Surf. Crse. and P. C. Conc. Pav. (F-375(3) Pt.1)	242,702.85
US 70	2.247	Cotton-Tillman Co. Line, Northwest. Asph, Stab. Bse. and Sing. Bit. Surf. Crse. (F-375(3) Pt. 2)	57,168.17
SH 5	3.819	From just South of Tipton, South. Gr., Dr., and 6 Bridges. (S-434(2)SH)	83,221.19
SH 5	20.000	Frederick, East SH 5. Relay and Armor Coat. (M-2277)	135,000.00
SH 5	3.819	Tipton, South. Asph. Stab. Base and Sing. Bit. Surf. Crse. (S-434(4)(SH))	81,846.91
FM	9.000	Manitou to Tipton. Relay Armor Coat.(M-2282)	45,000.00
		Total Projects Completed	$ 732,939.12
Projects Under Construction			
US 70	7.463	From 3.996 miles West of Grandfield, West. 4 Bridges. (F-375(5) Pt. 1 Gr.	$ 163,581.67
US 70	7.441	From 3.996 miles West of Grandfield, West. Asph. Stab. Base with Sing. Bit. Surf. Crse. (F-375(5) Pt. 1 Surf.	283,718.61
US 70	0.996	From 3 miles West of Grandfield, West. Gr., and Dr., (F-375(5) Pt. 2 Gr.	15,161.40
US 70	0.996	From 3 miles West of Grandfield, West. Asph. Stab. Base with Sing. Bit. Surf. Crse.	37,209.56
		Total Projects Under Construction	$ 499,671.24

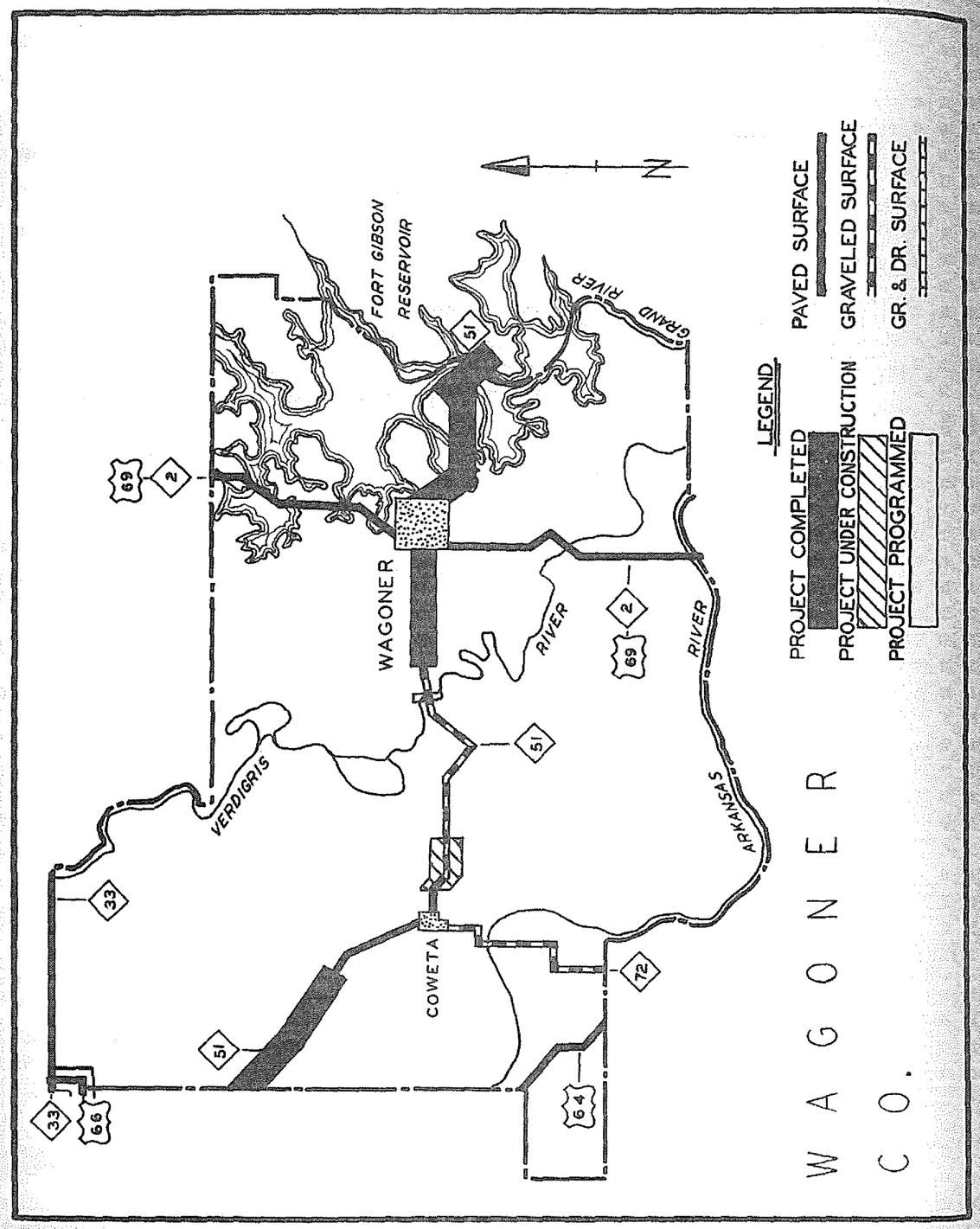
Hwy. No.	Mileage	Location & Description	Amount
		TILLMAN COUNTY CON'T.	
Projects Programmed			
US 183		MKT Railways South edge Frederick. Automatic Grade Crossing Protection Device. (FG-268(3).	$ 7,000.00
SH 5	5.000	Jackson County East to end of Pavement. Gr., Dr., Bridge and Surface.	265,000.00
US 70	10.750	US 183 East to Pavement. Gr., Dr., Bridge and Surface.	670,000.00
		Total Projects Programmed	$ 942,000.00
		Total for County	$ 2,174,610.36



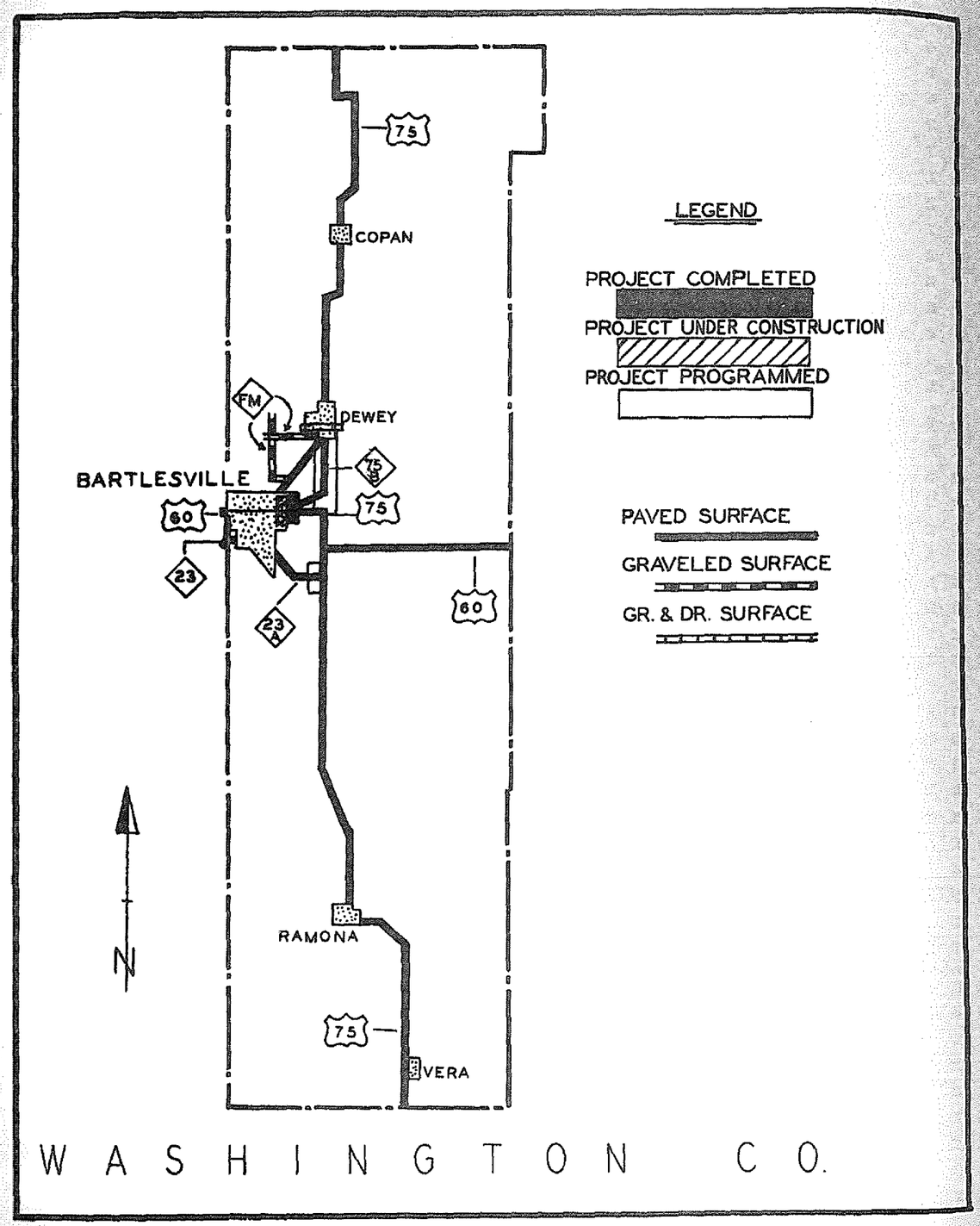
Hwy. No.	Mileage	Location & Description	Amount
		TULSA COUNTY	
Projects Completed			
US 66	1.587	Creek-Tulsa Co. Line, Northeast. Gr., and Dr. (FI-86(5))	$ 35,088.95
US 64		0.75 Mile East of Leonard. Remove Old Conc. Flooring and Replace. (X-255)	2,500.00
SH 51	1.575	From Tulsa-Wagoner Co. Line, Northwest. Gr., Dr. (F-12(16) Gr.)	27,254.75
US 64	2.811	From Bruner Station, Southwest into Sand Springs. Gr., Dr., and Asph. Conc. Pav. (SAP-400(6))	413,539.01
SH 33	1.007	Jct. US 75 and SH 33, East of Tulsa, East. Gr., Dr., and Asph. Conc. Pav. (SAP-106(1))	163,163.37
US 66	1.888	Creek-Tulsa Co. Line, Northeast. P. C. Conc. Pav. (FI-86(6))	186,740.89
US 66 By-Pass	0.436	On US 66 By-pass at Arkansas River Bridge on 51st. Street, in Tulsa. Gr., Dr., and Bridge. (U-591(3) Gr., Br.)	162,216.79
US 66	0.975	From Creek County Line, Northeast. Gr., Dr. and P. C. Conc. Paving. (FI-86(7))	124,325.54
SH 51	1.575	From Tulsa-Wagoner County Line, Northwest. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (F-12(16)Surf.)	48,015.33
US 66 By-Pass	0.028	On US 66 By-Pass at Midland Valley Railway and 51st Street in Tulsa. Overpass. (FAGH-591(1))	81,437.80
US 64	10.500	Keystone, East to Sand Springs. Widen Surf. to 20', Place leveling Crse. and Armor Coat. (M-2304)	52,000.00
US 169	7.000	Thru Mohawk Park. Recondition and Armor Coat. (M-2311)	20,000.00
SH 97		Sapulpa to Sand Springs. Patch present Failures and Spot Armor Coat. (M-2317)	13,000.00
SH 20	0.277	Main Street in Skiatook from Osage Street to C Street. Place 1760 tons of Premix Asph. on present Surface. (M-2323)	14,080.00
US 66	0.456	Arkansas River on 51st Street in Tulsa. 1 Bridge. (U-591(2))	1,135,897.55

Hwy. No.	Mileage	Location & Description	Amount
		TULSA COUNTY CON'T	
Projects Completed			
SH 67	9.100	Kiefer, East. Recondition and Armor Coat. (M-2149)	$ 22,000.00
		Various State Highways in Tulsa County. Place Asph. Centerline and Barrier Line and Erect Signs in County. (M-2186)	6,800.00
US 169	18.000	Collensville, Northeast. Recondition and Armor Coat. (M-2310)	65,000.00
US 66	7.200	Tulsa to Sapulpa. Armor Coat 2.10 Ft. Asph. Shoulders. (M-2325)	10,000.00
US 75	0.059	Bird Creek Bridge. Repair. (X-289)	5,000.00
US 64		At Arkansas River. Clean and Paint 1 Bridge. (MC-327(1))	14,406.00
US 66 By-Pass	0.021	In Tulsa on 51st Street. 4 Hwy Separations: 1 at Jct. US 66, 2 at 33West Ave., and 1 at Union Ave. (U-591(5))	198,756.05
		Total Projects Completed	$ 2,801,222.03
Projects Under Construction			
		At Various Locations. Clean and Paint 3 Bridges. (MC-328(1)).	$ 13,880.00
US 66 By Pass	0.436	On US 66 By-Pass at Arkansas River Bridge. on 51st Street in Tulsa. Asph. Conc. Pav. (U-591(3) Surf.)	141,179.13
US 66 By Pass	2.386	In Tulsa on 51st Street from US 66 East to Approaches of the Arkansas River Bridge. Gr., and Dr. (U-591(4) Gr.)	246,973.77
US 66 By Pass	2.392	In Tulsa on 51st Street from US 66 East to Approaches of Arkansas River Bridge. Asph. Conc. Pav. (U-591(4) Surf.)	457,720.21
US 66 By Pass	0.378	Begin 0.33 miles Southwesterly from 51st. Street and extend Northwesterly in Tulsa. Gr., Dr., and P. C. Conc. Pav. (UI-591(4) Gr.)	134,424.58
US 75	4.100	Tulsa Northeast to Bomber Plant. Remove and Replace Broken Pavement. (M-2314)	14,000.00

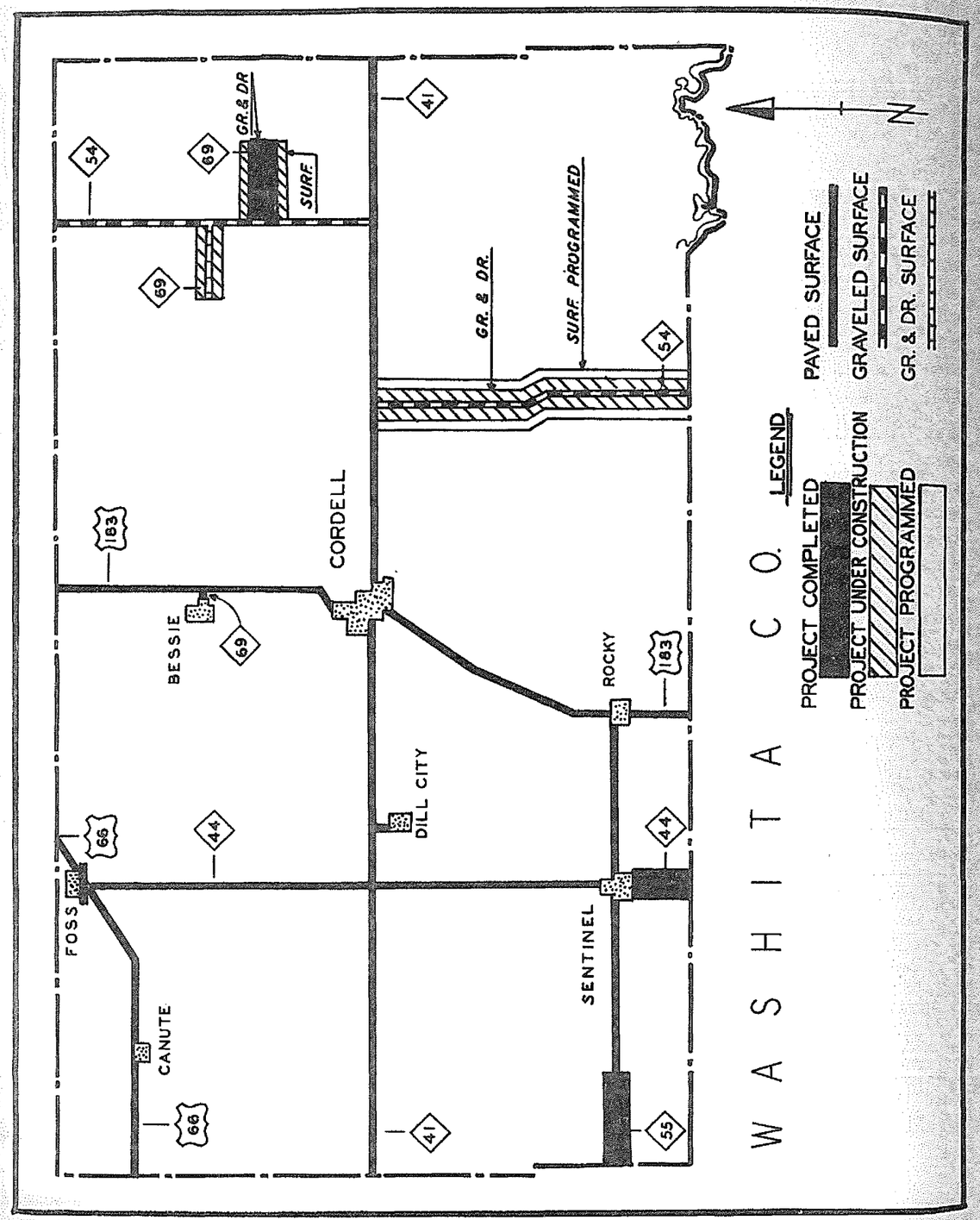
Hwy. No.	Mileage	Location & Description	Amount
		TULSA COUNTY CON'T	
Projects Under Construction			
SH 11	14.000	Jct. US 169, North. Remove and Replace Broken Pavement. (M-2315)	$ 27,000.00
		Total Projects Under Construction	$ 1,035,177.69
Projects Programmed			
US 66 By Pass		Intersection Tulsa-Sapulpa Union Ry. and 51st. St. in Tulsa. Automatic Gr. Xing. Prot. Device. (UG-591(6))	$ 9,250.00
US 169	3.500	From 61st St. (Tulsa) South. Gr., Dr., and Dustless Type Surface. (S-726(1)(SH))	250,000.00
		In Tulsa, Gr., Dr., and Dustless Type Surf. (U-)	948,000.00
US 66	8.000	East Limits Tulsa, East and North. Widen and Resurface.	600,000.00
		Total Projects Programmed	$ 1,797,250.00
		Total for County	$ 5,633,649.72



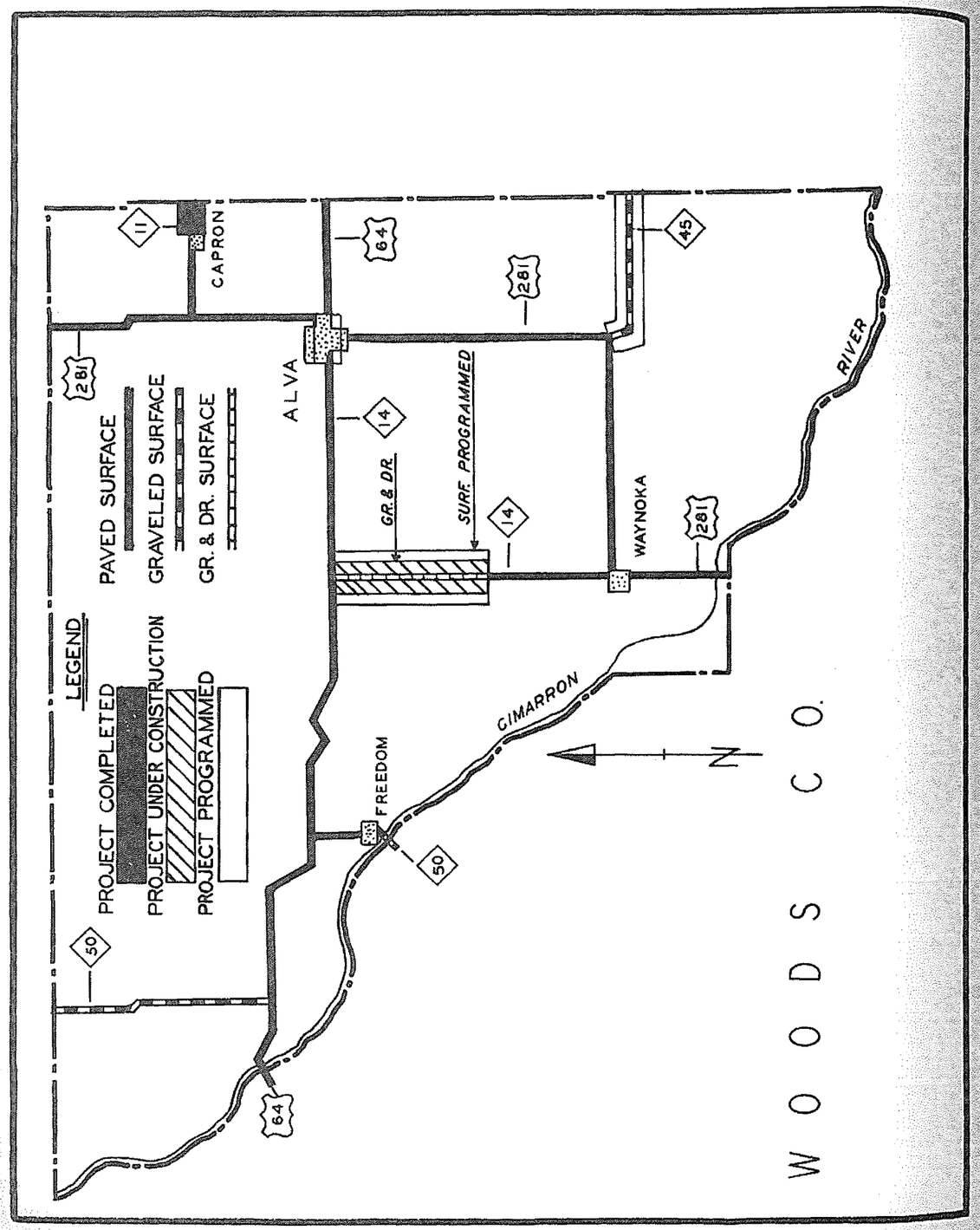
Hwy.	No.	Mileage	Location & Description	Amount
			WAGONER COUNTY	
Projects Completed				
SH	51	10.300	Beg. 1.0 Mile West of Wagoner, North 2.0 Miles, West. 5.0 Miles, South 1.0 Mile, East 1.0 Mile to SH 51. Reshape and Improve Drainage. (M-2049)	$ 4,500.00
SH	51	4.249	From Tulsa-Wagoner Co. Line, Southeast. Gr., Dr., (F-32(3)Gr.)	77,908.57
SH	51	4.792	From US 69, West. Gr. and Dr. (F-302(6)Rdy.)	73,866.24
SH	51	6.101	From Wagoner, East. Stab. Aggr. Base Crse. and Dbl. Bit. Surf. Crse. (SAP-442(4))	126,822.43
SH	72	1.200	In Coweta. Repair and Armor Coat. (M-2074)	4,800.00
FAS	RD	0.240	At Cedar Creek, approx. 2.0 Miles West of Coweta. Traf. Bnd. Surf. Crse. and 1 Bridge. (S-501(2))	29,213.90
FAS	RD	7.627	From Approx. 0.5 Mile South of Choska, Southeast. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-673(1)Rdy.)	64,501.87
FAS	RD	0.014	At Yellow Water Creek, South of Choska. 1 Bridge. (S-673(1)Br.	14,569.27
SH	51	0.044	From US 69, West 4.836 miles. 3 Bridges. (F-302(6)Bridge.)	71,398.20
SH	51	4.249	From Tulsa-Wagoner County Line, Southeast. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (F-32(3)Surf.)	126,112.43
SH	51	5.022	From US 69, West. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (F-302(7))	155,649.46
			On Various Highways. Clean and Paint 2 Bridges.(MC-321(1))	1,646.32
			Total Projects Completed	$ 750,988.69
Projects Under Construction				
SH	51	2.831	Begin Approx. 1.7 Miles East of Coweta and Extend East. Gr., Dr., and 5 Bridges. (SAP-360(2)Rdy.Br.)	$ 95,136.86
			Total Projects Under Construction	$ 95,136.86
Projects Programmed				
SH	51		Between Coweta and Wagoner. Bridges. (SAP-360(3))	$ 840,000.00
Old US	69	8.000	Wagoner South to Okay. Repair Job.	50,000.00
			Total Projects Programmed	$ 890,000.00
			Total for County	$ 1,736,125.55



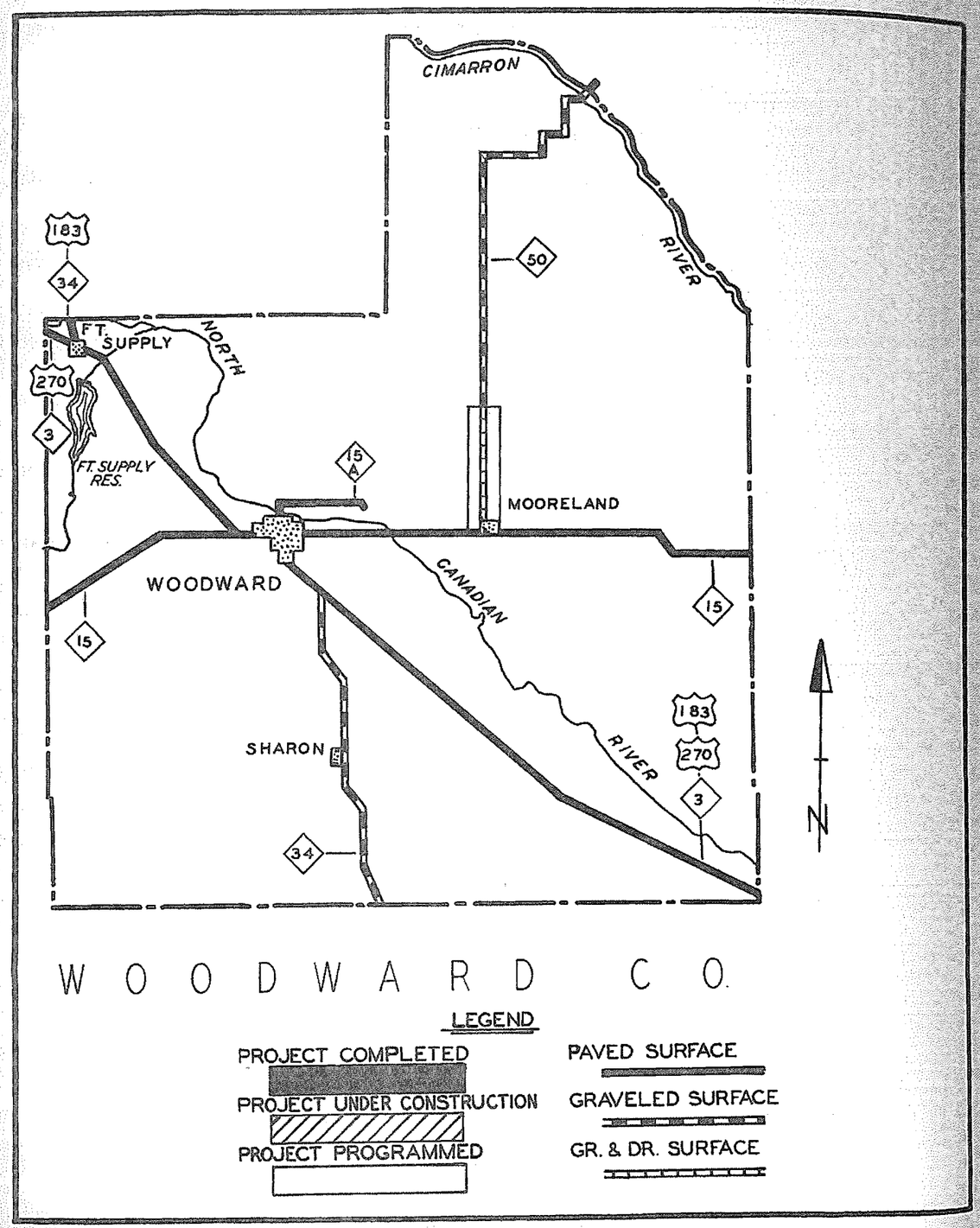
Hwy. No.	Mileage	Location & Description	Amount
		WASHINGTON COUNTY	
Projects Completed			
US 60	0.120	In Bartlesville, East to New Paving. Make Embankment and place crushed rock Surf. on Temporary Road. (M-2047)	$ 3,000.00
US 60	0.684	In Bartlesville from 3rd. St. and Cherokee, East to East City Limits. Gr., Dr., and P. C. Conc. Pav. (U-252(6))	137,478.03
FAS RD	6.653	Copan to Wann. Gr., Dr., and Traf. Bnd. Surf. Crse. (S-322(1))	36,898.32
		Total Projects Completed	$ 177,376.35
Projects Under Construction			
US 75		At Caney River. Clean and Paint 1 Bridge. (MC-328(1))	$ 4,000.00
US 60	0.837	In Bartlesville, on Frank Phillips Blvd. from Virginia Ave. to Cherokee Ave. Gr., Dr., P. C. Conc. Pav. and Asph. Conc. Re-Surf. (SAP-1092(1))	120,486.49
		Total Projects Under Construction	$ 124,486.49
Projects Programmed			
US 75	0.270	In Dewey. Gr., Dr., Dustless Type Surface. (F-106(2))	$ 229,500.00
US 75	3.100	Dewey, South. Gr., Dr., Br., and Dustless Type Surface. (F-481(2))	467,000.00
US 75	0.331	At MKT Ry. in Dewey. Gr., Dr., High Type Surf. and Grade Separation. (FAGM-481(3) on)	544,000.00
SH 23A	1.000	From US 75, West. Gr., Dr., and Surf. (SAP-275(1))	125,000.00
SH 23A	0.100	On Armstrong Ave. in Bartlesville. Re-construction. (SAP-255(2))	15,000.00
		Total Projects Programmed	$ 1,380,500.00
		Total for County	$ 1,682,362.84



Hwy. No.		Mileage	Location & Description		Amount
			WASHITA COUNTY		
Projects Completed					
SH	44	5.701	From 4.815 Miles North of SH 9, North to Sentinel. Gr., Dr., Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-413(3)SH Pt.2 Surf.)	$	127,339.27
SH	44	9.300	From Sentinel, North to SH 41. Add Grav. Asph. Stab. and Armor Coat. (M-2119)		62,000.00
SH	55	4.977	Retrop, East. Gr. and Dr. (S-692(2) SH)		57,554.03
SH	41		At Washita River. Clean and Paint 1 Bridge. (MC-325(1))		2,400.00
SH	55	4.977	Retrop, East. Stab. Aggr. Base and Dbl. Bit. Surf. Crse. (S-692(3)SH)		113,292.40
SH	66A	0.731	From US 66, North into Foss. Gr., Dr., Asph. Stab. Base Sing. Bit. Surf. Crse. and 2 Bridges. (SAP-1076(1))		116,016.39
SH	69	3.287	From SH 54, East through Colony. Gr., Dr., and 5 Bridges. (SAP-875(1)Gr.)		94,248.30
			Total Projects Completed	$	572,850.39
Projects Under Construction					
SH	54	0.065	Between Kiowa-Washita County Line and SH 41. 3 Bridges. (SAP-1075(2)Br.)	$	130,250.05
SH	54	6.072	Kiowa-Washita County Line, North. Gr., Dr. (SAP-1075(2)Pt. 1 Rd.)		87,494.11
SH	54	6.213	6.097 Miles North, Kiowa-Washita County Line North to SH 41. Gr. Dr. (SAP-1075(2)Pt.2 Rd.)		125,600.12
SH	69	3.495	From SH 54, West thru Corn. Gr., Dr. and 1 Bridge. (SAP-1077(1)Gr.)		55,328.82
SH	69	3.495	From SH 54 West thru Corn. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-1077(1)Surf.)		70,557.41
SH	69	3.287	From SH 54 East thru Colony. Asph. Stab. Base and Sing. Bit. Surf. Crse. (SAP-875(1)Surf.)		62,724.79
			Total Projects Under Construction	$	531,955.30
Projects Programmed					
SH	54	12.500	Kiowa County, North to SH 41. Surfacing.		437,000.00
			Total Projects Programmed	$	437,000.00
			Total for County	$	1,541,805.69



Hwy. No.	Mileage	Location & Description	Amount
		WOODS COUNTY	
Projects Completed.			
SH 50	8.100	Freedom, South. Gr., Drainage Struct and Grav. Surf. (M-2060)	$ 28,000.00
SH 50		From US 64, North to Kansas State Line. Replace 20 foot I-Beam Span with 30 foot Timber Bridge. (X-282)	6,500.00
SH 14		Waynoka, North to US 64. Repair Shoulders and Back Fill Washes. (X-280)	4,400.00
US 281	0.300	South of Alva, Construct 10' Flat Bottom Channel. (M-2181)	166.38
		At Various Locations. Clean and Paint 5 Bridges. (MC-331(1))	2,080.00
US 281		Cimarron River, South of Waynoka. Bank Protection and Straighten River Bed. (X-281)	18,500.00
US 281	12.010	From Waynoka East to Jct. SH 45. Sectional Retread, Repair Base, and Armor Coat. (M-2289)	38,000.00
		Total Projects Completed	$ 97,646.38
Projects Under Construction			
SH 50	12.300	From US 64, North to Kansas State Line. Gr. Drainage Struct. and Traf. Bnd. Surf. Crse. (M-2207)	$ 61,600.00
SH 14	7.880	From US 64, South. Gr. Dr. (S-693(2)(SH)Rdy.)	100,742.14
SH 14	0.112	From US 64, South 7.992 Miles Within the Limit of S-693(2)(SH)Rdy. 7 Bridges. (S-693(2)(SH)Br.)	154,706.37
SH 14	0.265	In Waynoka on Bdway. From Flynn St. to Spruce St. Gr., Dr., P. C. Conc. Pav. and 1 Br. (S-693(3)(SH))	70,764.48
		Total Projects Under Construction	$ 387,812.99
Projects Programmed			
SH 14	8.000	US 64, South. Surface.	$ 250,000.00
US 64	1.500	In Alva. Gr., Dr., Br. and Surf. Wid.	150,000.00
US 281 SH 45	8.000	Alfalfa County, West. Gr., Dr., Br., and Surf.	403,000.00
		Total Projects Programmed	$ 803,000.00
		Total for County	$ 1,288,459.37



Hwy. No.	Mileage	Location & Description	Amount
		WOODWARD COUNTY	
Projects Completed			
US 183		At Beaver River. Bank Protection. (X-267)	$ 20,000.00
SH 15		From 5.0 Miles East of Mooreland, East. Repair Shoulder Washes, Construct Curb and Ditch Checks. (X-268)	17,800.00
SH 15A		At North Canadian River Bridge, North of Woodward. Rebuild 6 Spans Timber Bridge. (X-269)	16,100.00
CO RD		Across Beaver River, Approx. One-Fourth Mile, North of Supply. Bridge Repairs. (M-2168)	7,000.00
SH 50	13.800	From Gr. Surface 8.0 miles South of Freedom, South to Sandy Surface. Gr. Drainage Structure and Traf. Bnd. Surf. Crse. (M-2208)	60,600.00
US 183		At Beaver River Bridge, North of Supply. Bridge Repairs. (RC-96(1)Pt. 1)	44,245.40
US 183		At Beaver River Bridge North of Supply. Bridge Repair. (RC-96(1)Pt. 2)	13,527.00
US 270	14.000	From Jct. SH 15, Northwest to Jct. US 270, West of Supply. Repair Base, Place Retread as Needed and Armor Coat. (M-2292)	62,700.00
		Total Projects Completed	$ 241,972.40
Projects Under Construction			
None			
Projects Programmed			
SH 50	8.000	Mooreland, North. Gr., Dr., and Surf.	$ 390,000.00
		Total Projects Programmed	$ 390,000.00
		Total for County	$ 631,972.40

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WARRANTY DEED.

The State Capitol Building Company to the State of Oklahoma.

STATE OF OKLAHOMA, SS
OKLAHOMA COUNTY

This instrument was filed for record this 12th day of February 1915, at 3:50 o'clock p.m. and recorded in Book 182, Page 248. Fee $11.05 Pd.

M. Cornelius, County Clerk.

(Seal)

KNOW ALL MEN BY THESE PRESENTS:

That the State Capitol Building Company, a corporation, duly organized and existing under, and by virtue of the laws of the State of Oklahoma, with offices and principal place of business at the City, County and State of Oklahoma, party of the first part, in consideration of the sum of one dollar, and for other valuable consideration to it in hand paid, the receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto the State of Oklahoma, one of the United States of America, party of the second part, the following described real property and premises, situated in Oklahoma County, State of Oklahoma, to-wit:

Lots eleven (11) and twelve (12) in Block Three (3) in North East Highlands, Second Addition to Oklahoma City, County of Oklahoma, State of Oklahoma, being a sub-division of Blcoks twenty-two (22), twenty-five (25) and twenty-six (26) in Barrow's Second Addition to Oklahoma City, as shown by the recorded plat thereof.

The North Half of the North east Quarter (¼) of the Northeast Quarter (¼) of the Southwest Quarter (¼) of Section twenty (20), Township Twelve (12) North, Range Two (2) W.I.M. beginning at the Northeast Corner and running west six hundred thirty-five (635) feet, thence South three hundred eighteen (318) feet, thence east six hundred thirty-five (635) feet, thence north three hundred eighteen (318) feet, to the point of beginning, containing five (5) acres more or less.

The East Half (½) of the Northeast Quarter (¼) of the Northeast Quarter (¼) of the Southwest Quarter (¼) of Section 18 (18), Township twelve (12) North Range two (2), W.I.M., containing five (5) acres more or less.

Fifteen acres of land in the Northwest Quarter of Section seventeen (17) township twelve (12) North, Range two (2) W.I.M. founded and described as follows: Beginning at the Northwest Quarter of said quarter section running thence east thirty (30) rods, thence south parallel with the section line eighty (80) rods, thence west thirty (30) rods, thence north eighty (80) rods to the place of beginning.

Lot two (2), Block twenty-five (25) of Jefferson Park Addition to Oklahoma City as shown by the recorded plat thereof.

The East Half (½) of the Northeast Quarter (¼) of the Southeast Quarter (¼) of the Southeast Quarter (¼) of Section fifteen (15), township twelve (12) north range three (3), W.I.M. containing five (5) acres more or less.

Lots one (1), two (2), three (3), four (4), Five (5) six (6) seven (7), eight (8) fifteen (15), sixteen (16) seventeen (17) and eighteen (18), all in block two (2) in Central Park Addition to Oklahoma City, Oklahoma, as shown by the recorded plat thereof.

Lots twenty-one (21) and twenty-two, (22) block one (1) Harmony Hill Addition to Oklahoma City, State of Oklahoma, as the same appears on the recorded plat thereof.

The South Half (½) of the Southeast Quarter (¼) of the Northeast Quarter (¼) of the Southeast Quarter (¼) of Section fourteen (14), township twelve (12), range three (3), W.I.M.

Commencing at the Northeast corner of the Southeast Quarter (¼) of section twenty seven (27), township twelve (12) range three (3) West I. M., running thence south along said said section line one thousand eight hundred forty-four and 63/100 (1844.63) feet; thence due West one thousand two hundred ninety-eight and 8/10 (1298.8) feet, thence north one thousand eight hundred forty-four and 63/100 (1844.63) feet, thence east along half section line one thousand and two hundred ninety-eight and 8/10 (1298.8) feet, to place of beginning and containing fifty-five (55) acres. 29009 see Contract 1329

Lots number thirty-five (35),(thirty-six), thirty-seven (37) thirty-eight (38) in block one (1) North East Highland's Addition as shown by the recorded plat thereof.

Lots nine (9) and ten (10) in block two (2), Berkley Place, same being a sub-division of lots six (6), Ross Heights Being and Addition to Oklahoma City, Oklahoma, more particularly described as follows:

Beginning at a point three hundred five (305) feet North and two-hundred twenty-five (225) feet west of the Southeast corner of Lot six (6) to Ross Heights Addition to Oklahoma City, Oklahoma, thence one hundred forty (140) feet South, thence fifty (50) feet West, thence one hundred forty (140) feet North, thence fifty (50) feet East, to the point of beginning.

Eight lots, same being the eight (8) lots off the Northeast corner of block twenty (20) of Barrow's Second Addition to Oklahoma City, Oklahoma, more particularly described as follows: (subdivided and named Crowley Heights Add

Beginning at the North East corner of said block running South one hundred thirty (130) feet to an alley thence West two hundred (200) feet thence North one hundred thirty (130) feet to the North line of said five (5) acres, and thence East two hundred (200) feet to the place of beginning.

Beginning at a point of twenty-five (25) feet north of the Southwest corner of Blacok seventeen (17) Ross Heights Second Addition to Oklahoma City, according to the recorded plat thereof, thence east one hundred forty (140) feet, thence North fifty (50) feet, thence West one hundred forty (140) feet, thence South fifty (50) feet to the point of beginning being a parcel of ground fifty by one hundred forty (50' X 140'), feet.

Beginning at a point twenty-four and one half (24½) feet due South of the Northeast corner of lot numbered three (3) in Danforth's Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof, thence west forty-nine (49) feet, thence south one hundred twenty-eight (128) feet, thence East forty-nine (49) feet, thence north one hundred twenty-eight (128) feet to the point of beginning.

All of block eleven (11), twelve (12), thirteen (13) and fourteen (14) in E. M. Crum's Addition to Oklahoma City, Oklahoma.

Lots nine (9) and ten (10) in block two (2) in Stevens-Hamill Addition to Oklahoma City, as shown by the original and amended plats thereof, said addition being a sub-division of block (15) and the east, one-half (½) of block ten (10) of Ross Heights, as plat of which is now recorded in the Register of Deed's Office in said County and State.

Lots thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), eighteen (18), nineteen (19), twenty (20) twenty-one (21), twenty-two (22), twenty-three (23) and twenty-four (24) in Block two (2) in Francis Heights Addition to Oklahoma City, as shown by the recorded plats thereof.

North half (½) of the Northwest Quarter (¼) of Northeast Quarter (¼) of Southeast Quarter (¼) of Section one (1) township twelve (12) range three W.I.M., beginning at Northwest corner and running east. Five acres.

Beginning at the Northeast corner of west one half (½) of the Southwest Quarter (¼) of Section twenty-four (24) Township twelve (12) North, range three (3), W. I. M. thence east two hundred (200) feet, thence south six hundred and sixty (660) feet, thence west six hundred sixty (660) feet, thence north six hundred sixty (660) feet, thence East four hundred and sixty (460) feet, to point of beginning, containing ten (10) acres, more or less.

Lots five (5) and six (6), eleven (11) and twelve (12) nineteen (19) and twenty (20) in block two (2) in Hare's Lake View Addition, an addition to Oklahoma City, according to the recorded plat thereof.

Beginning at a point being the northeast corner of the Southeast Quarter (¼) of the Southwest Quarter (¼) of section eight (8), township twelve (12) Range two (2) according to the government survey, thence south one hundred thirty two (132) feet, thence west six hundred sixty (660) feet, thence north one hundred thirty-two (132) feet, thence east six hundred sixty (660) feet, to point of beginning and containing two (2) acres more or less.

Lots eleven (11) and twelve (12) in block nine (9), Culbertson East Highland Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

Lots nine (9) to thirtyeen (13) inclusive, sixteen (16) and seventeen (17) twenty-six (26) to thirty-two (32) inclusive, thirty-five (35) and thirty-six (36) in block one (1) of the Patrick Moore Addition, number three (3) to Oklahoma City, Oklahoma, lots twenty-two (22) to twenty-five (25) inclusive, block one (1) of the Patrick Moore Addition number two (2) to Oklahoma City, Oklahoma, according to the recorded plat thereof.

Lot three (3) in block one (1) in Mee's Addition to Oklahoma City, Oklahoma.

All of block numbered two (2) in Lake Point Addition to Oklahoma City, being a sub-division of the North one-half (½) of the Northwest one-quarter (¼) of the Southwest one-quarter (¼) of Section numbered seven (7), township numbered twelve (12), North, range three (3), West of the Indian Meridian, at shown by the recorded plat thereof.

Lots seventeen (17) and eighteen (18) in block two (2) Hope Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof, same being a sub-division of Block sixteen (16) or Rainey Addition.

Commencing at a point two hundred (200) feet east of the East line of the west one-half (½) of the Southwest Quarter (¼) of the North Line of the Southwest Quarter (¼) of section twenty-four (24) township twelve (12), north range three (3), W.I.M. thence South eighty (80) rods, thence east twenty (20) rods, thence north eighty (80) rods, thence west twenty (20) rods to a point of beginning, containing ten (10) acres more or less, according to the U. S. Government survey.

Lots one (1) to six (6) inclusive and lots forty-three (43) to forty-eight (48) inclusive, in block one (1) and lots one (1) to four (4) inclusive and forty-five (45) to forty-eight (48) inclusive in block six (6), and lots thirty-one (31) and thirty-two (32) in block five (5), all in Ethel Park Place Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

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All of block two (2), Schroeder City Park Addition to Oklahoma City, Oklahoma.

All of lots twenty (20) and twenty-one (21) in block one (1) of Woody Crest Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

Lots eleven (11) and twelve (12), in block one (1), in Stevens-Hamill Addition to Oklahoma City, being a sub-division to Block fifteen (15) and the East one half (½) of block ten (10), Ross Heights Addition according to the recorded and amended plat thereof.

The northwest Quarter (¼) of the Northwest Quarter (¼) of Southwest Quarter (¼), and the west half (½) of the Northeast one quarter (¼) of the Northwest Quarter (¼) of the Southwest Quarter (¼) of Section fourteen (14) township twelve north of range three (3), W.I.M. containing fifteen (15) acres more or less, according to the U. S. Government survey thereof.

West half (½) of the west half (½) of the Northwest Quarter (¼) of the Northwest Quarter (¼) being ten (10) acres, more or less of Section twenty (20), township twelve (12), range two (2), W. I. M.

Lots twenty-seven (27), twenty-eight (28), twenty-nine (29) thirty (30), thirty-one (31), thirty-two (32), in block numbered four (4), being a sub-division of blocks nine (9), ten (10), twenty-three (23), and twenty-four (24) in Barrow's First and Second Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

All of Block twelve (12) of Winans Highland Terrance Addition to Oklahoma City in the County and State of Oklahoma as shown by the recorded plats thereof.

All of South one half (½) of Southeast one quarter (¼) of the Northeast one quarter (¼) of the Southwest one quarter (¼) of section ten (10), Township twelve (12) North and range three (3) west I.M.

All of block five (5), in Culbertson East Highland Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

The Southeast Quarter (¼) of the Southeast Quarter (¼) of the Southeast Quarter (¼) of Section twenty-two (22), township twelve (12) North, Range Three (3) W.I.M. containing ten (10) acres more or less.

All of blocks one (1), three (3), four (4), five (5), six (6) seven (7), eight (8), nine (9), ten (10), fourteen (14), and lots one (1) two (2), three (3), four (4), five (5), six (6), twenty-one (21) twenty-two (22), twenty-three (23), twenty-four (24), twenty-five (25), twenty-six, (26), twenty-seven (27), twenty-eight (28), twenty-nine (29), in block eleven (11), Lots one (1), two (2), three (3), four (4), five (5), six (6), seven (7), eight (8), nine (9), ten (10), eleven (11), and twentytwo (22), in block twelve (12), Lots one (1) two (2), three (3) four (4), five (5), six (6), seven (7), thirteen (13) and fourteen (14) in block thirteen (13), The west half (½) of lot four (4), lots five (5), six (6), seven (7), eight (8), nine (9) and ten (10) and west half (½) of lot eleven (11), in block two (2). All in the State Capitol Addition to Oklahoma City, according to the recorded plat thereof.

All of the Northeast quarter (¼) of the southeast quarter (¼) of section one (1) township twelve (12), north, range three (3) west of the Indian Meridian, containing forty acres.

All of blocks one (1) and four (4) in Oakfield Addition to the City of Oklahoma City, being a sub-division of a part of the west half (½) of the southwest quarter (¼) of section two (2), township twelve (12) North, of range three (3) West of the Indian Meridian.

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All of the Northeast quarter (¼) of the Southwest Quarter (¼) of section one (1) township twelve (12) north, of range three (3) West of the Indian Meridian, containing forty (40) acres.

All of the Northwest Quarter (¼) of the Southwest Quarter (¼) of section thirty-one (31), township thirteen (13) North, of range two (2) West of the Indian Meridian, containing forty- acres.

All the following parcel of land described as follows:

Beginning at the Northwest corner of the Northeast quarter (¼) of section ten (10), township twelve (12) north, of range three (3) West of the Indian Meridian, thence south one thousand twenty-three and 1/10 (1023.1) feet; thence east six hundred sixty (660) feet; thence north two hundred fifty-seven and 9/10 (257.9) feet; thence east six hundred sixty (660) feet; thence north seven hundred sixty-five and 2/10 (765.2) feet to the north line of said section, and along the north line of said section to the point of beginning, and containing twenty-eight (28) acres, more or less.

All of the west half (½) of the southwest quarter (¼) of section five (5) township twelve (12) North, of range two (2) West of the Indian Meridian, containing eighty (80) acres.

All of lots one (1) to forty-eight (48) inclusive in block three (3) Oakfield Addition to the city of Oklahoma City, being a subdivision of a part of the west half (½) of the Southwest Quarter (¼) of section two (2) township twelve (12) North, of range three (3) west of the Indian Meridian.

All of lots one (1) to twenty-four (24) inclusive in block one (1) lots one (1) to forty-eight (48) in block two (2); lots one (1) to forty (40) in block three (3), all in Woodward's Boulevard's Heights Addition to the city of Oklahoma City, the same being a subdivision of a part of the west half (½) of the Northeast quarter (¼) of section ten (10) township twelve (12) north, of range three (3) west of the Indian Meridian, containing twenty acres, more or less.

All of the Northeast Quarter (¼) of the Northwest quarter (¼) of section twelve (12) township twelve (12) north, of range three (3) west of the Indian Meridian, containing forty (40) acres.

Together with all improvements thereon and the appurtenances thereunto belonging and warrant the title to the same.

To have and to hold said described premises unto the said party of the second part, its successors and assigns, forever, free, clear, and discharged of and from all former grants, charges, taxes, judgments, mortgages and other liens of whatsoever nature.

Signed and delivered this third day of July, A. D. 1914.

The State Capitol Building Company,
(A corporation)

By C. F. Colcord, President
Attest: Orin Ashton, Secretary.

Corporate seal.

STATE OF OKLAHOMA,
SS
OKLAHOMA COUNTY

Before me, the undersigned, a notary public, within and for the county and state aforesaid, on this the third day of July, 1914, personally appeared C. F. Colcord, to me known to be the President of the State Capitol Building Company and the identical person who subscribed the name of the maker thereof to the foregoing instrument as its president, and acknowledged to me that he executed the same as his free and voluntary act and deed, and the free and voluntary act and deed of such corporation for the uses and purposes therein set forth.

Emily Johnston, Notary Public.

My commission expires
December 23rd, 1916.
(Notarial seal)

ACCEPTANCE FOR AND UPON BEHALF OF THE STATE OF OKLAHOMA.

WHEREAS, It satisfactorily appearing that the tracts of land in the above and foregoing deed described, have been legally conveyed to the State of Oklahoma by a title in fee simple, free from all liens, incumbrances, and adverses claims whatsoever, the said lands being for Capitol Building purposes, all as provided by Senate Joint Resolution No. 7, adopted by the Senate on March 5th, 1913, and by the House of Representatives on March 15th, 1913, approved March 17th, 1913, Oklahoma Session Laws 1913, p.p. 264-268.

NOW, THEREFORE, We, the Commissioners of the Land Officer of the State of Oklahoma, pursuant to the directions of Section three of said Senate Joint Resolution No. 7, hereby accept for and upon behalf of the said State of Oklahoma, in it's name, and benefit, the lands above described, all in the city county and state of Oklahoma, this the 13th day of July, A. D.1914.

SIGNATURES:

Lee Cruce - Governor
Benjamin F. Harrison - Sec. of State
J. C. McClelland - State Auditor
R. H. Wilson - Supt. Public Instruc.___
G. T. Bryan, Pres. Board of Agriculture
Commissioners of the Land Office.

*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*

COPY OF DEED TO THE
STATE CAPITOL GROUND.

SECRETARY'S MEMORANDUM
OKLAHOMA CITY, STATE OF OKLAHOMA
SECRETARY'S OFFICE.

This instrument was filed for record this 25th day of November, A. D. 1916, at 3 o'clock P. M.

Recorded in.....Corporation
Record No.....at page....

J. L. Lyon
Secretary of State
By Chas. McCafferty

STATE OF OKLAHOMA. OKLAHOMA COUNTY. SS.

Before me, the undersigned, a Notary Public, in and for said County and State on this 23rd day of May, 1917, personally appeared Emma Richards and Ed. Richards, her husband to me known to be the identical persons who executed the within and foregoing instrument and acknowledged to me that they executed the same as their free and voluntary act and deed for the uses and purposes therein set forth.

Witness my hand and official seal the day and year above set forth.

F. H. Shelley, Notary Public

My commission expires June 29th, 1920

F. H. Shelley, Notarial Seal. Oklahoma county, Okla

County Clerk SEAL OKLAHOMA CO. OKLA.

C. QUIT CLAIM DEED

H. W. Granzow TO STATE OF OKLAHOMA.

STATE OF OKLAHOMA. OKLAHOMA COUNTY. SS

This instrument was filed for recrod Sept, 27, 1917. at 8 o'Clock A. M. and recorded in Book 196 Page 135. Tom Bodine County clerk. Fee $4.75.

KNOW ALL MEN BY THESE PRESENTS:

That H. W. Granzow, party of the first part, in consideration of the sum of One Dollar ($1.00), and Other valuable consideration to him in hand paid, the receipt of which is hereby acknowledged, does hereby quitclaim, grant, bargain, sell and convey unto the State of Oklahoma, party of the second part, the following described real property and premises situated in Oklahoma County, to-wit:

Lots Eleven (11) and Twelve (12), in Block Three (3) in North East Highlands, Second Addition to Oklahoma city, County of Oklahoma, State of Oklahoma, being a subdivision of Blocks Twenty-two (22), Twenty-five (25) and Twenty-six (26) in Barrow's Second Addition to Oklahoma City, as shown by the recorded plat thereof.

The North Half of the Northeast Quarter (¼) of the Northeast Quarter (¼) of The Southwest Quarter (¼) of Section Twenty (20), Township Twelve (12) North, Range Two (2) W. I. M. Beginning at the Northeast corner and running west sixhundred thirty-five (635) feet; thence south west three hundred eighteen (318) feet; thence east six hundred (635) feet to the point of beginning, containing five (5) acres more or less. 20-12-2

The East Half (½) of the Northeast Quarter (¼) of the North east Quarter (¼) of the Southwest Quarter (¼) of Section Eighteen (18), Township Twelve (12) North, Range Two (2) W. I. M. containing five (5) acres more or less. 18-12-2

Fifteen acres of land in the Northwest Quarter of Section Seventeen (17), Township Twelve (12) North, Range Two (2) W. I. M. bounded and described as follows; Beginning at the Northwest Quarter of said Quarter section running thence east thirty (30) rods; thence south parallel with the section line eighty rods; thence west thirty (30) rods; thence north eighty (80) rods to the place of beginning, 17-12-2

Lot Two (2), Block Twenty-five (25) Jefferson Park Addition to Oklahoma City, as shown by the recorded plat thereof.

The East Half (½) of the Northeast Quarter (¼) of the Southeast Quarter (¼) of the Southeast Quarter (¼) of Section Fifteen (15), Township Twelve (12) North, Range Three (3) W. I. M., containing five (5) acres more or less. 15-12-3

Lots One (1), Two (2) Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Fifteen (15) Sixteen (16) Seventeen (17) and Eighteen (18), all in Block Two (2) in Central park Addition to Oklahoma City, Oklahoma, as shown by the recorded plat thereof.

Lots Twenty-one (21) and Twenty-two (22), Block One (1), Harmony Hill Addition to Oklahoma City, State of Oklahoma, as the same appears on the recorded plat thereof. 14-12-3

The South Half (½) of the Southeast Quarter (¼) of the North east Quarter (¼) of the Southeast Quarter (¼) of Section Fourteen (14), Township Twelve (12), Range Three (3) W. I. M. 21-12-3

Commencing at the Northeast corner of the Southeast Quarter (¼) of Section Twenty-Seven (27), Township Twelve (12), Range Three (3) West I. M.; running thence south along said section line one thousand, eight hundred forty-four and 63/100 (1844.63) feet; thence due west one thousand two hundred ninety-eight and 8/10 (1298.8) feet; thence north one

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thousand eight hundred forty-four and 63/100. (1844.63) feet; thence East along half section line one thousand and two hundred ninety-eight and 8/10 (1298.8) feet, to place of beginning and containing fifty-five (55) acres.

Lots number thirtypfive (35), thirty-six (36), Thirty-seven (37), thirty-eight (38), in Block One (1), North East Highland's Addition as Shown by the recorded plat thereof.

Lots Nine (9) and Ten (10) in Block Two (2), Berkley Place, same being a sub-division of Lots six (6), Ross Heights being an Addition to Oklahoma city, OklahOma, more particularly described as follows;

Beginning at a point three hundred five (305) feet north and two hundred twenty-five (225) feet west of the Southeast corner of Lot Six (6) to Ross Heights Addition to OklahOma City, OklahOma; thence one hundred forty(140) feet south thence fifty (50) feet west; thence one hundred forty (140) feet North; thence fifty (50) feet east, to the point of beginning.

Eight lots, same being the eight (8) lots off the Northeast corner of Block Twenty (20) of Barrow 's Second Addition to Oklahoma City, OklahOma, more particularly described as follows:

Beginning at the Northeast corner of said block running South one hundred thirty (130) feet to an alley; thence west two hundred (200) feet; thence north one hundred thirty (130) feet to the North line of said five (5) acres, and thence east two hundred (200) feet to the place of beginning.

Beginning at a point of twenty-five (25) feet north of the southwest corner of Block seventeen (17) Ross Heights Second Addition to Oklahoma city, according to the recorded plat thereof; thence east one hundred forty (140) feet; thence north fifty (50) feet; thence west one hundred forty (140) feet; thence south fifty (50) feet to the point of beginning, being a parcel of ground fifty by one hundred forty (50' x140') feet.

Beginning at a point twenty-four and one half (24½) feet due south of the northeast corner of lot numbered three (3) in Danforth's Addition to Oklahoma city, Oklahoma, according to the recorded plat thereof; thence west forty-nine (49) feet; thence south one hundred twenty-eight (128) feet; thence east forty-nine (49) feet; thence north one hundred twenty-eight (128) feet to the point of beginning.

All of Block Eleven (11), Twelve (12), Thirteen (13) and Fourteen (14) in E. M. Crum's Addition to Oklahoma city, Oklahoma.

Lots Nine (9) and Ten (10) in Block Two (2) in Stevens Hamill Addition to Oklahoma City, as shown by the original and amended plats thereof, said addition being a subdivision of Block Fifteen (15), and the east one half (½) of Block Ten (10) of Ross Heights, as plat of which is now recorded in the register of Deeds Office in said County and State.

Lots Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen, (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), twenty-three (23) and twenty-four (24) in Block Two (2) in Francis Heights Addition to Oklahoma city, as shown by the recorded platsthereof.

North Half (N½) of North west Quarter (¼) of Northeast Quarter (¼) of Southeast Quarter (¼) of Section One (1), Township Twelve (12), Range Three (3) W. I.M., beginning at Northwest corner and running east. Five acres.

Beginning at the Northeast corner of west one half (½) of the Southwest Quarter (¼) of Section Twenty-four (24), Township Twelve (12) North, Range Three (3) W. I.M.; thence east two hundred (200) feet; thence south six hundred and sixty (660) feet; thence West six hundred sixty (660) feet; thence north six hundred sixty (660) feet; thence east four hundred and sixty (460) feet; to point of beginning, containing ten (10) acres, more or less.

Lots Five (5) and Six (6), Eleven (11) and Twelve (12), Nineteen (19) and Twenty (20) in Block Two (2) in Hare's Lake View Addition, an addition to Oklahoma City, according to the recorded plat thereof.

Beginning at a point being the northeast corner of the Southeast Quarter (¼) of the Southwest Quarter (¼) of Section Eight (8), Township Twelve (12), Range Two (2), according to the government survey; thence south one hundred thirty-two (132) feet; thence west six hundred sixty (660) feet; thence north one hundred thirty-two (132); thence

south six hundred sixty (660) feet; to point of beginning, and containing two (2) acres more or less.

Lots Eleven (11) and Twelve (12), in Block Nine (9), Culbertson East highland Addition to Oklahoma, Oklahoma, according to the recorded plat thereof.

Lots Nine (9) to thirteen (13) inclusive, sixteen (16) and seventeen (17), twenty-six (26) to thirty-two (32) inclusive, thirty-five (35) and thirty-six (36) in block one (1), of the Patrick Moore Addition, number three (3) to Oklahoma City, Oklahoma, lots twenty-two (22) to twenty-five (25) inclusive, block one (1) of the Patrick Moore Addition number two (2) to Oklahoma City, Oklahoma, according to the recorded plat thereof.

Lot Three (3) in block one (1) in Mee's Addition to Oklahoma City, Oklahoma.

All of block numbered two (2) in Lake Point Addition to Oklahoma City, being a sub-division of the North one-half (½) of the Northwest one-quarter (¼) of the South-West Quarter (¼) of Section numbered seven (7) township numbered twelve (12), north, range three (3), West of the Indian Meridian, as shown by the recorded plat thereof.

Lots seventeen (17) and eighteen (18) in block two (2), Hope Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof, same being a sub-division of Block sixteen (16) of Putney Addition.

Commencing at a point two hundred (200) feet east of the East line of the west one-half (½) of the Southwest Quarter (¼) on the North line of the Southwest Quarter (¼) of section twenty-four (24), Township twelve (12) North, Range three (3), W. I. M., thence South eighty (80) rods, thence east twenty (20) rods, thence north eighty (80) rods; thence west twenty (20) rods to a point of beginning, containing ten (10) acres more or less, according to the U.S. Government Survey.

Lots one (1) to six (6) inclusive and lots forty-three (43) to forty-eight (48) inclusive in block one (1) and lots one to four (4) inclusive and forty-five (45) to forty-eight (48) inclusive in block six (6), and lots thirty-one (31) and thirty-two (32) in block five (5), all in Ethel Park Place Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

All of block two (2), Schroeder City Park Addition to Oklahoma City, Oklahoma.

All of lots twenty (20) and twenty-one (21), in block one (1) of Woody Crest Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

Lots eleven (11) and twelve (12), in block one (1), in Stevens-Hamill Addition to Oklahoma City, being a sub-division to Block fifteen (15) and the East one-half (½) of block ten (10) Woods Heights Addition according to the recorded and amended plat thereof.

The Northwest Quarter (¼) of the Northwest Quarter (¼) of Southwest Quarter (¼) and the West half (½) of the Northeast one Quarter (¼) of the Northwest Quarter (¼) of the Southwest Quarter (¼) of Section Fourteen (14), township twelve north of range three (3), W. I. M., containing fifteen (15) acres, more or less, according to the U. S. Government Survey thereof.

The East half (½) of the West half (½) of the Northwest Quarter (¼) of the Northwest Quarter containing ten (10) acres, more or less, of section twenty (20), township twelve (12), range three (3), W. I. M.

Lots twenty-seven (27), twenty-eight (28), twenty-nine (29), thirty (30), thirty-one (31), thirty-two (32) in block numbered four (4), being a sub-division of blocks nine (9), ten (10), twenty-three (23) and twenty-four (24) in Barrow's First and Second Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

All of Block twelve (12) of Winans Highland Terrace Addition to Oklahoma City in the County and State of Oklahoma as shown by the recorded plats thereof.

All of South one-half (½) of Southeast one-quarter (¼) of the Northeast one-Quarter (¼) of the Southwest one-quarter (¼) of section ten (10), township twelve (12), North and range three (3) west I. M.

All of block five (5), in Culbertson East Highland Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

The Southeast Quarter (¼) of the Southeast Quarter (¼) of the Southeast Quarter (¼) of Section Twenty-two (22), Township Twelve (12) North, Range Three (3) W. I. M., containing ten (10) acres more or less.

All of blocks one (1), Three (3), Four (4), Five (5), Six (6), Seven (7) Eight (8), Nine (9), Ten (10), Fourteen (14), and lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6),

twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty -seven (27), Twenty-eight (28), Twenty-nine (29), in Block Eleven (11), Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), and Twenty-two (22), in Block Twelve (12); Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Thirteen (13) and Fourteen (14), in Block Thirteen (13); the West Half (½) of lot Four (4), Lots Five (5) Six (6), Seven (7), Eight (8), Nine (9) and Ten (10) and west half (½) of Lot Eleven (11), in Block Two (2), All in the State Capitol Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof.

All the Northeast Quarter (¼) of the Southeast Quarter (¼) of Section One (1), Township Twelve (12) North, Range Three (3) West of the Indian Meridian, containing forty acres.

All of blocks One (1) and Four (4) in Oakfield Addition to the City of Oklahoma, City, being a subdivision of a part of the west Half (½) of the Southwest Quarter (¼) of Section Two (2), Township Twelve (12) North, of Range Three (3) West of the Indian Meridian.

All of the Northeast Quarter (¼) of the Southwest Quarter (¼) of Section One (1), Township Twelve (12) North, Range Three (3) West of the Indian Meridian, containing forty acres.

All of the Northwest Quarter (¼) of the South West Quarter (¼) of Section Thirty-one (31), Township Thirteen (13) North of Range Two (2) West of the Indian Meridian, containing forty acres.

All of the West Half (½) of the Southwest Quarter (¼) of Section Five (5), Township Twelve (12) North, of Range Two (2) West of the Indian Meridian, containing eighty (80) acres.

All of the Northeast Quarter (¼) of the Northwest Quarter (¼) of Section Twelve (12), Township Twelve (12) North, of Range Three (3) West, of the Indian Meridian, containing forty (40) acres.

Together with all the improvements thereon and appurtenances thereunto belonging, hereby particularly releasing the above described real estate from the lien of a certain judgment rendered in favor of the grantor above named, and against the State Capitol Building Company, on the 15th day of October, 1915, in the district court of Oklahoma County, Oklahoma, in case No. 15126, H.W.Granzow, plaintiff, vs. State Capitol Building Company, defendant.

TO HAVE AND TO HOLD THE SAME FOREVER.

Signed and delivered this 14th day of Sept, 1917. H. W. Granzow.

State of Oklahoma, Oklahoma County, S.S.

Before me, a notary public in and for said county and state, on this 14th day of Sept, A.D., 1917, personally appeared H. W. Granzow, to me personally known to be the identical person who executed the within and foregoing instrument, and acknowledged to me that he executed the same as his free and voluntary act and deed for the uses and purposes therein set forth.

Gottlieb H. Fink, Notary Public.

My commission expires Oct. 7" 1917.

GOTTLIEB H. FINK, NOTARY PUBLIC (seal) OKLAHOMA COUNTY, OKLA.

"WARRANTY DEED"

HENRY CARPENTER, TO ALMIRA CARPENTER.

STATE OF OKLAHOMA, OKLAHOMA COUNTY, SS.

This instrument was filed for record Sept. 27, 1917 at 9:45 A.M. and recorded in Book 196 page 138, Fee $1.00 Tom Bodine, County Clerk.

KNOW ALL MEN BY THESE PRESENTS: That Henry C. Carpenter of Oklahoma County, State of Oklahoma, party of the first part, in consideration of the sum of One ($1.00) Dollar cash in hand paid, and love and affection, does hereby grant, bargain, sell and convey unto Almira Carpenter of Oklahoma County, State of Oklahoma, party of the second part, the following described real property and premises situated in Oklahoma County State of Oklahoma to-wit:

"Lots Eleven (11) and Twelve (12) in Block Twelve (12), Schilling's Addition to Oklahoma City, Oklahoma, according to the recorded plat thereof."

"The South West Quarter (SW¼) of Section Twenty-Five (25), Township Eleven (11), North, Range Two (2) West of the Indian Meridian."

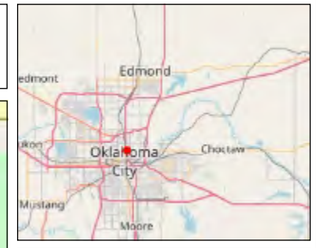
"Together with all the improvements thereon and the appurtenances there unto belonging, and warrant the title to the same or the said above described property."

County Clerk SEAL OKLAHOMA CO. OKLA.

Leonard Sullivan Oklahoma County Assessor
ONLINE MAPPING

Oklahoma County Assessor





Legend

- Sections (>1:40,000)
- Parcels
- OK County Boundary

1: 1,128

0.0 0 0.02 0.0 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

OKC Armory and Vicinity

8458

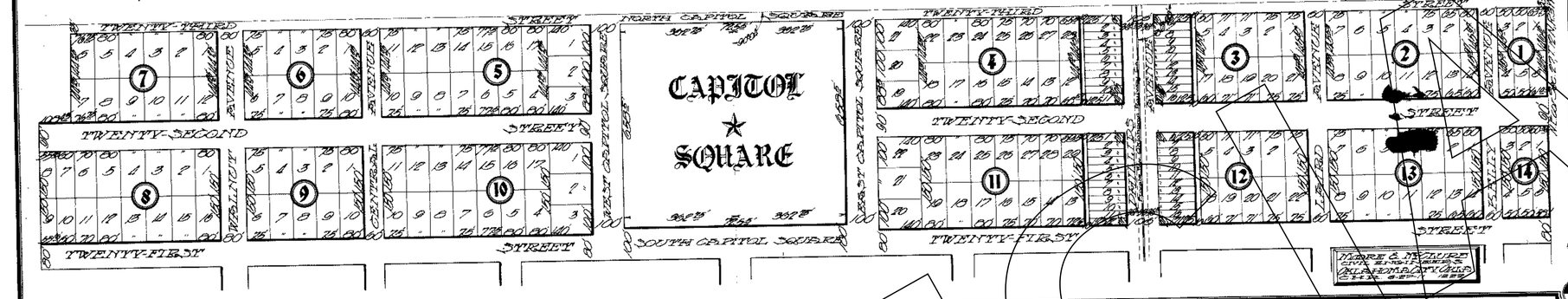
18/61/62
63764

18/61/62

THE STATE CAPITOL ADDITION TO OKLAHOMA CITY ~ OKLAHOMA

A subdivision of a part of the N.½ of the N.½ of Sec. 27 Twp. 12 N. R. 3 W. of Indian Meridian

Scale 1"200'



UNOFFICIAL

EXHIBIT 04
PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REORDER BY NUMBER 075AR
POSITION NOT TO BE PRINTED ON PUBLIC LINE
63+64

PLAT OF THE STATE CAPITOL ADDITION
To The
CITY OF OKLAHOMA CITY, OKLAHOMA.

A Part of the N ½ of the N ½ of Section 27,
Township 13 North, Range 3 West, I. M.

KNOW ALL MEN BY THESE PRESENTS:

That the State Capitol Building Company, a corporation, of Oklahoma City, Oklahoma County, State of Oklahoma, the owner of the following described real estate in Oklahoma County, State of Oklahoma:

Being a part of the N½ of the N½ of Section 37, Township 13 North, Range 3 West, I. M., bounded and described as follows:

Commencing at a point being the NE corner of said Quarter Section: THENCE South 795.3 ft.: THENCE West 4681.8C ft.: THENCE North 470 ft.: THENCE East 109.4C ft.: THENCE North 321.5 ft.: THENCE East 4771.3 ft. to place of beginning:

hereby certifies that it has caused the same to be surveyed into Blocks, Lots, Streets and Alleys, in conformity with the inclosed plat which it hereby adopts as the plat of the above described land, under the name of the State Capitol Addition to Oklahoma City, and does hereby dedicate, subject to the conditions and restrictions hereinafter named, all of the Streets, Avenues and Alleys shown upon said plat, to the particular public or semi-public use designated herein.

The right to construct and operate an electric Street Railway through and over Phillips Avenue, as the same is hereby platted, is hereby given and dedicated to the Oklahoma Railway Company, its successors and assigns, in accordance with a certain deed of conveyance from J. J. Culbertson et al., dated the _____ day of _____, 1910, and recorded in the office of the Register of Deeds for Oklahoma County, State of Oklahoma, on the _____ day of _____, 1910, in Book _____ at Page _____.

UNOFFICIAL

PLAN HOLD CORPORATION • IRVINE, CALIFORNIA
REORDER BY NUMBER 075A

The right to construct and operate an electric Street Railway upon Twenty-First and Twenty-Second Streets, running the full length thereof West from the Street named West Capitol Square on the plat thereof, is hereby given, for the width of Twenty-Five (25) Feet in the center of Twenty-First and Twenty-Second Streets, West of the West side of the Street named West Capitol Square, to W. F. Harn, his successors or assigns. And the right to build, construct or operate any Railway, Street- or otherwise, in or upon Twenty-First and Twenty-Second Streets, West of the West line of West Capitol Square, shall belong exclusively to W. F. Harn, his heirs or assigns, forever.

No Railway, Street- or otherwise, shall ever be permitted, by the Municipality, City, County or Government of which this is now or may hereafter become a part, to build, construct or operate any Railway, Street- or otherwise, upon the Streets designated on the plat thereof as West Capitol Square, South Capitol Square, East Capitol Square, or Twenty-First Street from the East line of East Capitol Square to the East line of this said Section.

RESTRICTIONS:

Any person or persons hereafter becoming the owner or owners, directly or through any subsequent transfers, or in any manner whatsoever, of any Lots or Blocks or any land hereby platted, shall take, hold and convey the same subject to the following restrictions:

FIRST: The building-line on all the Lots facing South on Twenty-First St. shall be 40 ft. from the Lot or Block Line.

The building-line on all Lots facing East and West on Capitol Square shall be 30 ft. from the Lot or Block Line.

The building-line on all Lots facing North on Twenty-Third Street shall be 30 ft. from the Lot or Block line, and no building or any part or portion thereof shall at any time be

10/6/04
PLAN HOLO CORPORATION • IRVINE, CALIFORNIA
63+64

erected or placed upon the space between said building-lines on the Street, nor shall any projection of any building or whatsoever character be permitted to extend into or encroach upon said space, except that the steps, platform or porch in front of the main door may extend over the building-line not to exceed two feet.

SIXTH: No residence, the actual cost of which is less than Ten Thousand Dollars, ($10,000.00) shall be erected or placed upon any lot facing East or West upon Capitol Square, and each residence shall not be less than two full stories in height.

SEVENTH: No residence, the actual cost of which is less than Five Thousand Dollars, ($5000.00), shall be erected or placed upon any lot or lots fronting North or South on Twenty-First or Twenty-Second Street and between Laird Avenue and Walnut Avenue in the land hereby platted, and any such residence shall not be less than two full stories in height.

EIGHTH: No residence, the actual cost of which is less than Thirty-Five Hundred Dollars, ($3500.00) shall be erected or placed upon any lot or lots in the land hereby platted, facing North or South on Twenty-First or Twenty-Second Street and East of Laird Avenue or West of Walnut Avenue.

NINTH: No barn or outhouse shall ever be placed nearer than Fifty (50) Feet from Street on any lot or lots in this Addition.

TENTH: No Street, Town or Municipality shall ever, at any time, have the right to use for itself, or grant any person, firm or corporation, the right to use any of the Streets, Avenues of Boulevards in this Addition, for the erection of any poles for the support of wires, but all such poles shall be erected along the rear Lot lines as shown by this plat, and so placed as not to interfere with the outbuildings.

ELEVENTH: Foundations for any stables or outbuildings are not to be built closer than Three (3) to the rear lot line, said

18/61+62
63+64

Three Feet (3ft) off of the rear of all lots, under surface is hereby dedicated to the use of public sewer, gas and water pipes.

EIGHTH:- But one building shall ever be erected or placed upon each lot, and such building shall never be used for any purpose except for the private residence exclusively, except the Lots fronting East and West of Phillips Avenue herein, may be used for business purposes, but no business buildings shall ever be built or erected thereon, unless they shall each be two full stories in height, and constructed of brick or better, and to cover the full frontage of the Lot or Lots upon which said building may be erected or placed.

NINTH:- No Lot or Lots in this Addition shall ever be owned held or occupied by any person or persons of African descent, commonly known as Negroes, and if any Lot or Lots should ever be so sold to said person or persons known as negroes, the title to said Lot or Lots shall immediately revert to the original grantor.

TENTH:- Any property owner in this Addition shall have the right to enforce any of the provisions contained herein, or to prevent their violation, by the proper action in Court.

Signed this 30th day of June, 1911.

The State Capital Building Co
By T.W. Dawson
Vice-President.

Attest: Chas Ashton
Secretary.

UNOFFICIAL

DRAWING NUMBER
18/61+62
63+64
PLANHOLD CORPORATION • IRVINE, CALIFORNIA
REORDER BY NUMBER ONLY

STATE OF OKLAHOMA)
) ss.
COUNTY OF OKLAHOMA,)

Before me, J. J. Culbertson, Jr., a Notary Public in and for said County and State, on this 30th day of June, 1911, personally appeared H. W. Dawson, to me known to be the identical person who subscribed the name of the maker thereof to the within and foregoing instrument, as its Vice-President, and acknowledged to me that he executed the same as his free and voluntary act and deed, and as the free and voluntary act and deed of the said corporation, for the uses and purposes therein set forth.

WITNESS MY HAND AND SEAL this 30th day of June, 1911.

J. J. Culbertson Jr.

My commission expires _____.

UNOFFICIAL

DRAWING NUMBER

18/61+62

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PLAN HOLD CORPORATION • CA

INDEXED BY NUMBERS

67-13

C.

SURVEYOR'S CERTIFICATE.

I, Warren E. Moore, a resident of Oklahoma County, State of Oklahoma, hereby certify that I am by profession a Civil Engineer, and that, at the instance of the above named party, I have the above described subdivision; that the annexed map or plat is a correct representation of said land as subdivided by me.

Signed this 30th day of June, 1911.

Warren E. Moore

Before me, [signature], a Notary Public in and for Oklahoma County, State of Oklahoma, on this day personally appeared Warren E. Moore, to me known to be the identical person who subscribed the foregoing document, and acknowledged to me that he executed the same as his free and voluntary act and deed, for the uses and purposes therein set forth.

WITNESS MY HAND AND SEAL this 30th day of June, 1911.

[signature]

My Commission expires June 22, 1914.

OFFICIAL UNOFFICIAL

JIMBER

DRAWING NUMBER

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UNOFFICIAL VOTER

Dedication + plat

Westlake Capitol Addition

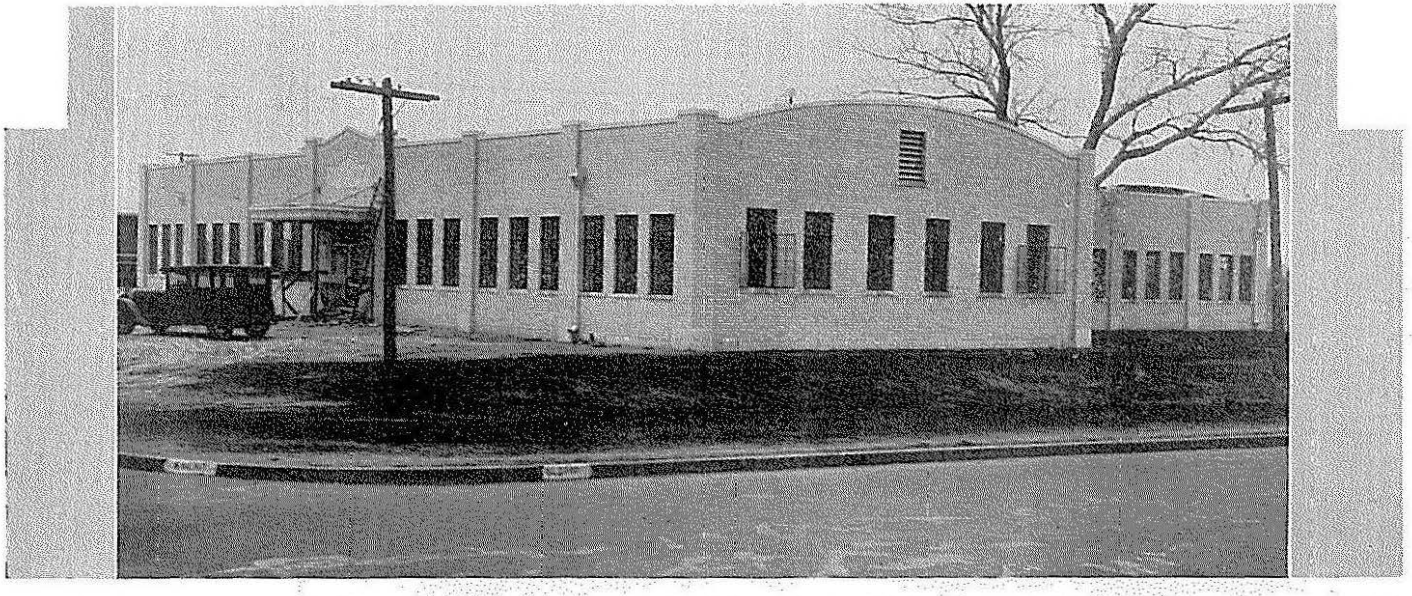
to

Oklahoma City, Okla

FILED

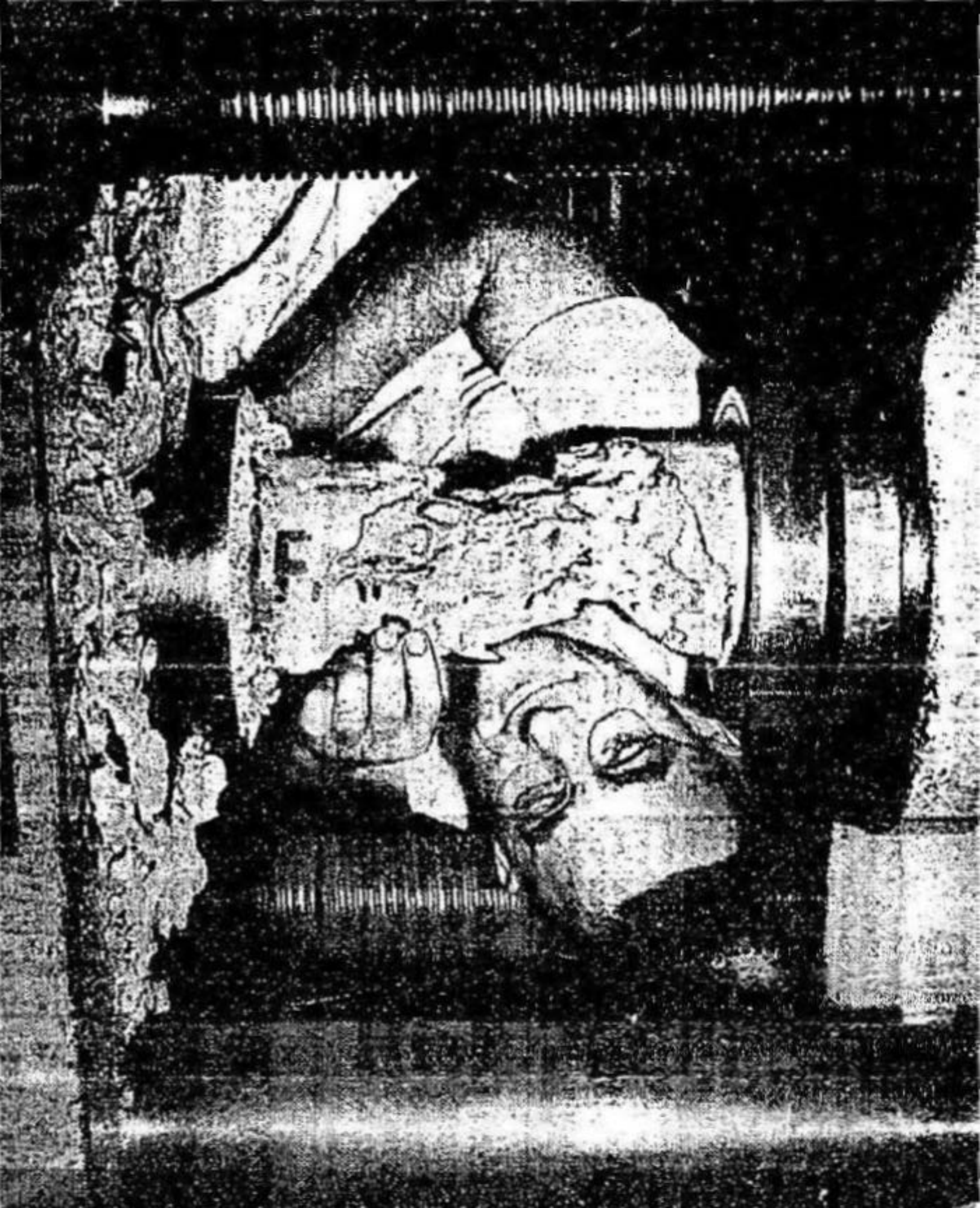
NOV 7 1907





View of the new laboratory building, located just west of the Capitol at Twenty-third street and Walnut avenue. The building which formerly housed the laboratory and testing department was destroyed by fire on the morning of February 14, 1934. Investigation revealed that the fire was caused either by defective wiring or by combustion of chemicals








OKLAHOMA
VETERANS

ROAD EXPERTS TO ASK STATE FOR QUARTERS

Highway Commissioner Has Enough Money To Build Three-story Home

WILL BE NEAR CAPITOL

Present Rooms Inadequate, Is Plea Made To Members of Legislature

The state highway department will move from the cramped quarters in the basement of the capitol to a new three-story concrete building on East Twenty-third street, just north of the capitol power house, before the end of 1923, if the state legislature will appropriate the necessary funds to build the new structure.

Under the proposed plans, which will be submitted to the next legislature by the highway commissioner or his representatives, the new building will not cost the taxpayers any money. There is $75,000 in the state treasury now available for this purpose, according to M. M. Henderson, commissioner.

Follows Arizona Plan.

The money accrued from the sale by the department of army trucks and engineering supplies which were received from the federal government. This method of financing state highway buildings has been used successfully by the state of Arizona.

Plans and a sketch of the proposed building have been drawn up by Frank Hermann, assistant state engineer. The plans provide for three floors of an eventual five-story building. The outside dimensions will be 60x125 feet. The building will be made of reinforced concrete with plain finish. Automobile parking space will be provided on all four sides of the building.

The first floor will be given over to a contract and letting room, testing laboratory, library and several offices.

The highway commission offices will be on the second floor. There will also be rooms for the highway engineer and the United States bureau of public roads.

Cost Near $75,000.

The drafting room, the bridge engineer's offices and store rooms for supplies and equipment will be on the third floor. There will be a double stairway and one elevator.

The building as proposed will cost approximately $75,000, the amount available from the sale of trucks.

The present quarters of the department in the basement of the capitol is wholly inadequate, according to highway officials. Under present conditions it is necessary to use the house of representatives hall for a letting room. When the legislature is in session there is not room at the capitol available for this purpose. The basement location also does not afford any place for a laboratory, a testing room, library or room for records and files.

Tired of Crowding.

"We are tired of being crowded so that we can hardly move," highway employes unanimously declared. "We want to get out of the cellar and above ground, where we can have room to work."

STATE 'AX' IS SOON TO FALL ON MORE JOBS

"Doctors" Think Operation To Be Painless But Will Aid All Concerned.

Oklahoma's legislative surgeons Wednesday, diagnosing the alleged flagrant cases of several state bodies, found useless appendi and parasitic growths, which will necessitate the use of the official ax, and the infusion of thrift and efficiency toxin.

The operations will be painless and are expected to be of great benefit to those bodies and to the state as a whole.

Reorganization of the health department and the market commission was discussed in a long conference of members of the joint survey committee and Governor Trapp, Wednesday. The survey committee did not adjourn for the day until well after midnight.

Expenses Are Reduced.

Governor Trapp has reduced the personnel of the health department to the point where maximum efficiency and minimum expense are contiguous, it was announced Wednesday.

Cuts effective December 15, will result in a saving to the state of $46,-650 annually in salary expense alone, thirty names having been checked off the payroll of the department. Further reductions, it is predicted, will be made.

The state laboratory will be placed under the University Medical school, thereby elliminating much duplication involving great expense.

May Abolish Market Job.

Abolishment of the office held by J. E. Matlock, Walton appointee now under indictment on a charge of adultry, and placing of the market commission under the state board of agriculture is being contemplated. Now costing the state approximately $40,-000 annually, the expense of he commission under the proposed new system, will be less thn $10,000.

Further saving to the state will be the placing a commission of four men in charge of the work now conducted by the state highway department. Automobile tax collections may be turned back to the counties, an action which is expected to be approved by county governments.

Church-Goer Sleeps On Rail; Widow Sues

MUSKOGEE, Dec. 12.—He had been to a funeral and had listened to a sermon and was sleepy.

So he fell asleep on a railroad track.

Wednesday his widow, Mrs. Selina Jefferson of LeFlore county, filed suit in the federal court here for $26,400 damages from the Frisco railroad, maintaining in her petition that the railroad was guilty of "neglect and carelessness" in that the engineer failed to sound a warning.

Jefferson was killed on June 10 of this year.

Barricaded Slayer Former State Man

NASHVILLE, Ill., Dec. 12.—Defense attorneys scored Wednesday in the trial of Waler C. Cochran, who September 10 killed his wife and mother-in-law and wounded two police officers while barricaded in his home at Belleville.

The defense brought out documentary evidence that Cochran was confined for about two years in the insane asylum at Tulsa, Okla., prior to 1921, and was later confined for two years in the asylum of San Antonio county, Texas. Cochrane's defense was based upon insanity.

THE DAILY OKLAHOMAN
E. K. GAYLORD, Editor

Published Every Morning by
THE OKLAHOMA PUBLISHING CO.

E. K. GAYLORD.....President
EDGAR T. BELL.....Secretary-Treasurer

Eastern and Western Representatives, THE E. KATZ SPECIAL ADVERTISING AGENCY, New York City, San Francisco, Calif., Kansas City, Mo., Chicago, Detroit, Atlanta, Ga., Dallas, Texas.

The Oklahoma Publishing Co. maintains a Bureau of Accuracy and Fair Play on the third floor of the Oklahoman Building. Any complaint of unfair treatment in the columns of its newspapers will be adjusted if the public will make use of this bureau.

A Premature Joke

RIDING into office as reviver of the rights of the proletariat and ostensibly carrying the sling of David to slay the monster Special Privilege, Governor Murray has been brought to a somewhat embarrassing halt by a thorn puncturing one of the forehoofs of his charger, Rosinante.

The thorn in question has developed in the chief executive's appointment of J. F. McKeel, a prominent lawyer of Ada, to take the place of S. C. Boswell as a member of the state highway commission. Even the governor's closest clientele, embracing the roll of the squirrel rifles, were shocked upon reading of the appointment, knowing that the new commissioner of highways for some time has been attorney for the Oklahoma Portland Cement Co., a corporation participating in contracts for the material to construct state highways.

Whether the governor made the appointment with an understanding of the ugly inferences that might be unkindly drawn by political enemies one is not prepared to say, but there comes the obtrusive suggestion that his excellency might have generously let Mr. Boswell finish the few remaining days of his legitimate incumbency, which expires April 1. To have done this, moreover, would have provoked the gaiety of the countryside by providing the best April fool joke of recent years this side of Bolivia.

When the Farmer Complains

ONE of the remarkable discoveries of the century has just been made by C. H. Hyde, politician-farmer of Alva, to-wit, that politicians after election fail at times to carry out campaign pledges. Mr. Hyde asserts that Governor Murray has "broken all promises to relieve the farmers of their tax burden."

The statement, considering the fact that the legislature still is sitting, may be regarded a bit premature, and not even the chief executive's bitterest political enemies will say at the end of the session that he deliberately failed to carry out his promises. But the governor, in the official firmament, is merely an isolated planet dealing with a somewhat obdurate milky way as represented by the two branches of the legislature.

A lesson the governor seems not to have learned thoroughly in his political experience, is that few executives succeed who more or less ignore the law-making body in the doling out of political spoils, and that for every friend made by appointment three to five militant knockers spring into activity.

It seems evident that there will be no reduction of ad valorem tax as expected by the governor, which will be displeasing to his following, and the carrying out of his proposal to abolish tax-free gas to tractor farmers may be expected to alienate a large sector of the agricultural vote regardless of the merits or demerits of his proposal.

It is intimated from the statehouse that the governor virtually has abandoned hope of getting anywhere with his personal projects by means of the legislature and therefore will not favor a special session.

Should there not be a special safety first course in every school, including repeated admonitions against starting household fires with kerosene?

The Unpopular Primary

WITHIN recent weeks two prominent political leaders of different parties have made disparaging remarks about the direct primary. Senator Reed of Pennsylvania, in the leading article in the March Atlantic, goes to some length to prove that the primary, once hailed as the panacea of political ills, has proved damaging to the cause of good government. Specifically, he insists it has nearly ruined party discipline, and thereby weakened party responsibility. Moreover, it has encouraged the use of tremendous campaign funds, and none should know that better than a Pennsylvanian, and he is of the opinion that, generally speaking, it has lowered the standards of men placed in high public office.

Former Governor Alfred E. Smith, in one of his Sunday articles, also pointed out that the primary has proved a disappointment. Clearly, the time has long since passed when the primary is to be considered sacrosanct, or when a politician feels he jeopardizes his political future by antagonizing it. Indeed, it is not unlikely that the majority opinion among men who give some thought to politics and government, is that the primary needs modifications and safeguards, if it is not to be abandoned in favor of some convention and delegate plan. Hamilton's skepticism toward the wisdom of the people in government has experienced something of a revival as thoughtful men have observed their achievements under the direct primary law.

This state is not threatened with abandoning the primary law soon, although it has experienced some of the evil effects of it. There is a general belief that it was improved somewhat when the run-off was added to give some assurance of majority nomination. The state, however, should not ignore the widespread criticism of the primary, nor its apparent faults. A political system that looks to parties to select its officials does not need party responsibility, and some measure of party discipline to maintain it. It is dangerous to government to make tremendous campaign funds essential to candidacy to high public office. There is a real need of interesting able men in public service. Certainly there should be no disposition to regard present primary regulations as ideal and past improvement.

Measuring Noise

SCIENTISTS working night and day in New York in the laboratories of the Bell Telephone Co., have perfected a machine which measures noise, and which is expected forever to settle any and all disputes as to who indulges in the healthiest shouting, whether it be by the family fireside, on the lecture platform, in the pulpit, or among truck drivers and boilermakers.

There are vast hopes for peace in this invention, which has boundless possibilities in everyday life, and which surely should be marketed throughout the world with as little delay as possible.

Every home should have one. When the husband admonishes the head of the house not to scream at him and she in turn denies screaming, why the machine will be there to prove whether it was in fact a scream or merely a yelp or a bleat.

In the same manner the most irrepressible story-teller might determine whether he drew from his audience a hearty laugh or a suppressed sneer, pastors could detect snorings in their congregations, and congressmen could measure the wailings of disappointed constituencies.

Most promising of all is the chance that candidates would be enabled accurately to measure the deceptive basso of "the call of the people." There will be fewer of them when that bright day dawns, and the world will be the better for it.

It was President James K. Polk who said: "Under no other system of government has reason been allowed so full and broad a scope to combat error." He didn't live to take an inventory after the combat.

Women Who Refuse Motherhood

"AFTER a hard day's work it is a bitter thing to go home to a wife who is fondling a cat or a dog—she refuses to have children although my heart cries out for them," says a husband who several years ago married a woman who had been divorced from another man.

"All my life I have wanted children to love and care for and I am amply able to provide for them," he continues. "But aside from the cat and the dog, all I get when I go home at night is my wife's sarcasm. I suppose I should not be surprised at the latter for, as I have discovered, my wife grew up in a home filled with discord. Having married her, I hate to leave her, but I have almost reached the end of my rope. Can a man be a man and get a divorce under such conditions?"

A WOMAN'S refusal to bear children is not a ground for divorce in this state. Within recent years, however, the courts have gone so far in granting divorce in cases of mental cruelty that a judge might be willing to stretch a point to cover a situation such as this.

As for a "man being a man," there is little, if any, virtue in his continuing to live with and support a woman who treats him with contempt, who quarrels with him frequently and keeps him in such a state of discouragement and mental depression that life has no savor for him.

THWARTED as he is in his desire for children, this husband should congratulate himself upon the fact that he has none. Judging from his description of her, his wife is not a fit person to rear children. The unwanted child of a reluctant mother usually leads a very unhappy life. Millions of children have been blighted in the bud because their mothers did not want them and could not be reconciled to them after their birth. They grow up saddened with that knowledge, for it is seldom kept from them. Often they suffer from a deep sense of their unworthiness and inferiority, and they make up a very large percentage of the cases of both child and adult suicide.

Inasmuch as this man's wife is the product of a quarrelsome home and in her own married life has perpetuated a vicious habit of fussing and backbiting, if she had children she undoubtedly would pass the habit along to them. They, in their turn, would grow up, more than likely, to create chaos in the lives of others, and should they marry, make very disagreeable mates.

If this man craves to realize himself fully through fatherhood, its joys and responsibilities, he would better seek as amicable a settlement as possible with his present partner, and in courting a new one look carefully into her family history and the temper of the home in which she grew up.

IF this wife were well disposed toward her husband I would make an entirely different suggestion to him. She might be converted to a desire for children if she could be made to realize how much she is missing by refusing to have them.

A good many women in their twenties and early thirties do not realize that the desires of youth may not be the desires of age.

More than one young wife who sincerely believes that because her life is full now her heart is going to be full when she reaches the age of 45 or 50, is destined to suffer disappointment.

Right now she is delighted to be dancing, playing cards, taking little jaunts over the week-end or occasional trips. Or she may be right in the midst of the excitement of building a business or professional career.

Because she is lacking in imagination she cannot visualize what life will be 15 or 20 or 25 years hence, how the distractions or the occupations in which she delights now will pall upon her when she reaches middle-age, how much less desirable the personal freedom she now cherishes will be when for the first time, perhaps, she realizes that she is beginning to grow old.

She cannot guess with what envy she will look upon the beautiful daughters and fine, manly sons of her friends, how empty her heart will be when, never having been a mother herself, she sees the women of her own age and set, delighting beyond measure in their grandchildren.

When that time comes she will not be able to look forward to the Wednesday evening dinner or the Sunday night supper when son would come home with his wife, and baby; and daughter would come in with her husband and their little son.

OF course, a good many young women who call themselves modern will laugh at these observations. They will call them stupid, old-fashioned, banal. They will live to see the day, however, when they will know that perfect fullness cannot and does not come to men and women who care for each other, unless they have children; that the truest happiness results from the fulfilment of natural purposes; that the woman who remains to the end childless is a bit ridiculous and not very convincing, unless destiny has thwarted her, robbed her of her right to motherhood.

If that has been so, the shadow of her disappointment seems to rest upon her intangibly, and yet so certainly that you perceive it as if it were a gray aura of defeat. Instinctively you distinguish between the woman who is not childless by choice and the woman who is free from parental responsibilities because she has willed it so.

Federal Aid Great Factor In Building Better Roads

State Highway Officials Know by Experience It Pays to Stay Well Equipped.

WASHINGTON, D. C., April 16—Although the federal government contributes only a small part of the annual cost of building important state highways, federal aid has been of inestimable value because of the federal demand for high standards in state roadbuilding specifications and laws. This has saved millions of dollars to motorists through better spending of their contributions to road funds.

This declaration was made today by Frederick E. Everett, president of the American Association of State Highway Officials, who urges that federal aid be extended to states on the present scale for some time to come.

Everett said: "When federal aid began to function in 1917 very few states had well equipped highway departments; many states had inefficient highway departments and administrations; and some states had no highway departments at all. In order to obtain the federal funds offered them many states had to make drastic changes in their road laws, administration and engineering personnel.

"To illustrate the vast changes that have been largely induced by federal aid, note that in 1917 only five states had laboratories for testing local roadbuilding materials. Today nearly every state has an efficient laboratory.

"The benefits of federal aid extends beyond the roads built by the state in co-operation with the national government. Through the insistence for high quality construction on federal aid roads, an example has been set which nearly every state has followed in building roads not on the federal aid system. Before the introduction of federal aid there was a decided tendency to obtain mileage at the sacrifice of quality. The states have adopted the federal precept that roads should be designed and built that will be adequate for the traffic and at the same time be marked with the lowest possible maintenance cost.

"Federal road contributions in 1930 amounted to only 8 percent of the road income of all the states. It is clear that the benefits brought about by Federal Aid extend far beyond this small contribution.

"Thomas H. MacDonald, chief of the U. S. Bureau of Public Roads, summarizes the values of federal aid in these words:

" 'Federal road aid, by holding the expenditure of road users' taxes imposed by the states, to a co-ordinated system of highways, not only between the states, but for the nation as a whole, has had a profound effect in providing quickly a continuous system of roads which is earning a very large annual income for the public; and in holding construction to the standards that are necessary for economical maintenance. Federal road aid has been a large factor in bringing constructive economy into our expenditures for improved highways'."

Chrysler on Final Assembly

A Chrysler car is on the final assembly line approximately 92 minutes. The assembly line for the Chrysler eight models is 1,106 feet long, and the cars move down this line on a conveyor chain at a speed of approximately 12 feet a minute.

82 DISCHARGED BY STATE ROAD BUREAU NAMED

64 Lose Construction Jobs; Former Senator Fired In New Shakeup.

Names of 82 employes in the engineering division of the state highway department affected by pay roll slashes ordered last week were released Monday by Charles L. Wilson, state highway engineer.

Discharges of all but one of the list became effective last Thursday, Wilson said.

Highway commissioners were to meet again Monday. H. N. Arnold, highway commission chairman, indicated further reductions in the department pay rolls will be ordered. The commission last week lopped off a total of 117.

Former Senator Out

In the engineer's department 64 were dropped from the construction department, five from the drafting room, one from the laboratory, seven from the right of way, one from the drafting office of the right of way department and two from the prison camps.

Capitola Gerlach of the division office at Woodward was dismissed, effective April 1.

Those taken from the drafting room pay roll were: Elmo Bruner, Dale Shockley, Herman S. Johns, Homer Hollis and F. B. Campbell.

Pearl Johnson was dropped from the laboratory pay roll.

Right of way agents dismissed were: George M. Baker, F. L. Vaughan, K. F. Wilson, R. T. Whitenton, T. O. Dandridge, J. H. Crabtree and L. P. Bobo. The latter formerly was a member of the state senate. J. A. Smith resigned, effective March 17.

Woman Is Discharged

Gertrude Collier was dropped from the drafting department of the right of way division.

From the prison camp pay roll, C. C. Ward and Eulys Smith were eliminated.

Those discharged from the construction department were:

Earl Harrison	Frank Hurt
H. C. Bigham	Robert Francis
R. W. Carson	F. S. Moore
Melvin Scrivens	Joe F. Pierce
Charles Harris	T. F. Roark
R. F. Anderson	C. W. Bollinger
Ralph D. Sanders	Harry Brown
Walter Murray	Chester Burns
D. M. Robinson	John Minehart
R. T. Ulstrom	James S. Crabtree
Tom Johnson	C. F. Dibrell
J. F. Hyden	G. H. Palmer
Frank Liscum	Otis Miller
A. K. McBride	A. R. Bradshaw
Drury Spencer	D. W. Bell
Carl Tucker	G. L. Hefley
John W. Ross	Clyde Wallen
Horton Davisson	H. C. Husted
B. E. Kearns	J. A. Humphrey
M. C. Marshall	W. O. Palmer
Fred L. Huff	H. G. Powell
B. L. Taylor	Nolan Foster
Sam McClelland	John Thomas
P. T. Nelson	Wesley Roberts
R. R. Cunningham	M. H. Stine
L. T. Harris	K. H. Burns
P. T. Sipes	Pete Cox
Howard Wesner	Ed Colt
D. G. Ogilvie	E. C. Warkentin
A. Sawallisch	Judson Routh
R. H. Hass	John Huston
C. O. Relephord	Howard L. Main

Road Laboratory Must Be Rebuilt

The state highway commission's material testing laboratory, which was swept by fire early Wednesday, must be rebuilt because of requirements of the federal bureau of public roads, Charles L. Wilson, state highway engineer, said.

Wilson said he had not discussed the matter with the commission, but the bureau requires that material be tested. The laboratory was located in a one-story brick building on East Twenty-third street, just west of the capitol. Carl R. Reid, testing engineer, estimated the damage at $30,000.

EDITOR'S NOTE—The Daily Oklahoman does not necessarily concur in the comment of this column, but presents it as the thought of one of the nation's foremost thinkers.

THIS is written in the Catskill mountains, 2,500 feet above the sea. The air here is worth ten times as much per cubic foot as the air of sea level plains, and the sun's rays, freed from the impediment of 2,500 feet of humid atmosphere, are more powerful.

Take your children to the mountains every year, if you can.

All will be able to do it sometime, able also to travel all over the world, when airplanes shall have reduced the cost of travel 80 percent, and, with emulation replacing competition, and intelligent men concentrating on the general welfare, instead of their own selfish accumulations.

If that sounds like Utopia, remember that our manner of living, with its 25,000,000 automobiles, millions of bathtubs, electric light and running water everywhere, would seem better than Utopia to Moore, who gave that name to his imaginary happy country.

If you ever buy real estate, and would like to store up wealth to spoil your children, buy a few mountains or high hill tops, near a great city, taking care to select them with level or gently slanting tops, for airplane landings. Men will not live forever, crowded in cities, like ants in their hills. Our cities and slums are born of transportation difficulties, soon to disappear.

HENRY FORD passed his sixty-eighth birthday recently and called it "just another day." No celebration, no birthday cake. He spent some time in his garden, more time in his laboratory, read with pleasure telegrams from Edison, Firestone and other old friends, and attended to business.

If you are getting on toward 40 and inclined to be discouraged, think of Henry Ford who was past 40, when he emerged from obscurity, and made enough automobiles to carry all the people in the United States, at one time.

Young people who think they are not appreciated might remember that Henry Ford as a youth took a job in a machine shop at $2 a week, and because he couldn't live on that took another job to work at night in a jewelry store for $1 a week, and as he said, "with $3 a week" he had enough money.

It can be done if you have it in you, now as a thousand years ago.

Every American and hundreds of millions of others will wish for Henry Ford at least 100 years of life, partly for his sake, but more for the sake of the country.

Mr. Ford has paid out, in high wages, not merely millions, or hundreds of millions, but thousands of millions of dollars.

WASHINGTON'S public health service, having used 500 men between 20 and 34 years old, as subjects, discovers that in certain ways, a little man may be better than a big man. To be too big, or too little is a disadvantage, except, of course, in thinking, and that kind of exercise is not popular.

The best weight for physical strength is 160 to 170 pounds between 67 and 68 inches, from five feet seven to five feet eight. At greater heights, leverage and the law of gravitation count against you.

In war, especially old fashioned war, the shorter, the safer. Napoleon would have been killed before he was known, had his head been three inches farther from his feet.

MAYOR WALKER of New York, outraged by the shooting of five children and the killing of one of them, in a prohibition bootleg war, has ordered officials to shoot to kill, in dealing with gangsters.

"Be the first to draw, when you come upon a man whom you know to be a criminal or a racketeer, and have reason to believe is armed. I want you to pull first and give it to him. And give it to him above the waist."

That is the order given to his men by Mayor Walker's police chief, Commissioner Mulrooney, a policeman of many years experience, who knows criminals, and is feared by them.

Unfortunately, in these days of profitable, organized crime, a superior, giving orders to officials under him cannot be sure of results. The men sent out, as shown in much of prohibition enforcement, may be pursuing a criminal, and he may be protecting a business associate.

AMERICAN farmers are resourceful. In the west, grasshoppers have been destroying crops on a scale unbelievable, as though farmers had not trouble enough already.

In Colorado, state of C. F. Bonfils, said his Denver Post, farmers refused to be discouraged. They fastened troughs half filled with water in front of automobiles, and drove through their devastated grain fields, scooping up grasshoppers, pouring them into bags, drying and storing them for chicken feed. One farmer gathered 30 bushels of grasshoppers to the acre, and grasshoppers contain much protein, and many "units" of vitamin.

Imagine the chicken's admiration for those farmers and their agility, supposing that the grasshoppers were caught, one at a time.

27 PERCENT OF MUSKOGEE POPULATION USES LIBRARY

MUSKOGEE, Aug. 4.—(Special.)—The Muskogee public library has just ended the busiest year of its history. According to the twentieth annual report the library had 11,838 registered card holders, 27 percent of the Muskogee population. Circulation of 320,401 books is an increase of 67,727 over 1930.

ROAD BOARD IN UPROAR AS OIL TRAP IS BARED

Approved $1.02 Sample In 'Blind' Container Is Turned Down.

The meeting of the state highway commission called to receive bids on 2,000,000 barrels of road oil, ended in confusion Tuesday with the disclosure that Ed McDonald, secretary of the commission, who recently was designated purchasing agent for the board, had laid a trap for engineers in the laboratory division by submitting for tests, under fictitious names, samples of oil previously purchased with the approval of the engineering department.

A sample of oil taken from a car bought at $1.02 a barrel from the Carter-Waters Oil Co., but submitted by McDonald to A. R. Losh, state engineer, for a laboratory test as a sample submitted by "W. B. Mayo of Sallisaw," was rejected by the engineering department as failing to meet requirements for any use.

McDonald divulged the trick in explaining why he had asked for bids on road oil without the customary specifications.

Road Engineer Indignant

Losh, who was sitting at the commission table beside McDonald, when he told of the test, was highly indignant.

"What was the idea? Why did you do this?" he demanded.

"I wanted to see what the test would show," McDonald replied.

When Losh demanded to know who had taken the oil from the car McDonald replied he would tell the commissioners, but not the engineer.

The oil might have been tampered with after it was taken from the car and before it was submitted to him for test, Losh suggested.

April 14, the commission contracted for 7,896,000 gallons of road oil, rejecting offers of low priced oil and buying samples submitted at higher prices on recommendations of the engineering department.

Large Order To Franklin

Of the amount contracted for, Wirt Franklin Petroleum Corp. has supplied 3,907,000 gallons and Carter-Waters 2,496,434 gallons, smaller amounts having been purchased from the Mid-Continent Petroleum Corp. and Anderson-Pritchard.

This oil cost the state from 60 cents a barrel to $1.02. Sam R. Hawks, chairman of the commission, declared this much to high to pay for residue oil after the gasoline, naphtha, and other valuable ingredients had been removed.

"Crude oil is selling for from 20 cents a barrel to 50 cents a barrel, and here we are paying $1.02 a barrel for road oil, which you might say is waste," Hawks said. "I do not understand it. These laboratory tests do not mean much, either; they read like Chinese to me."

Hawks said the commission ought to get all the oil it wanted at 30 cents a barrel.

Road Tests Prescribed

In the future, Hawks said, oil will be tested by actual use on the roads. He is going to select a stretch of road and use samples of all the oil submitted to him and determine the kind of oil to use in that way. He said laboratory tests would be made, but only to protect the commission in seeing that oil contracted for was the same as samples submitted.

Losh, in reply to a question of L. H. Wentz, holdover commissioner, said he had made thorough tests of all oils last year. Wentz said he had no objection to making economical tests, but did not think large quantities of oil should be purchased for that purpose. Hawks said a carload of each oil offered would be sufficient to satisfy him.

H. M. Hicks submitted samples of oil which he offered to sell the commission at 28 cents, 32 cents, and 30 cents. Sunray Oil Co. offered samples at 35 cents, 40 cents, and 45 cents, with the statement their oils were being used on roads in Illinois, Iowa, Minnesota, and Missouri.

30-Cent Bid Received

Capitol Producing and Refining Co., Duncan, offered oil at 30 cents which is being sold to highway departments in Indiana, Kansas, New Mexico, and Minnesota, it was claimed. Bids of Wirt Franklin and Carter-Waters were similar to their April offers.

When this bid was read Hawks said the New Mexico roads were among the best he had seen and that he was far from satisfied with the oil roads Oklahoma was building. Losh explained that New Mexico is paying as high as $5,000 a mile for an oil road as permanent construction, while Oklahoma pays approximately $1,000 a mile for roads which are supposed to last for from one to three years. The roads in New Mexico have a top five times as thick as that laid in this state on an oil-gravel road, he said.

Losh Defines Stand

Losh said it simply was a question of whether you were buying oil as to quality or price.

Contracts will be awarded for a part of the oil the commission needs at 4 o'clock Wednesday, Hawks said, but no large quantities will be bought until road tests are made.

McDonald, in telling the commission how he had had various oils tested, said the laboratory had approved a sample oil which can be bought for 30 cents a barrel, but had rejected as useless oil the state now is paying $1.02 for. He said the oil used in the secret test was taken from car No. KTX673 consigned to Boley. Another sample of approved oil he sent to another state for official test was rejected there as failing to meet requirements, he said.

GRISSO RESIGNS RELIEF POST ON ORDERS OF HIS PHYSICIAN

SEMINOLE, Aug. 4.—(Special.)—Dr. W. E. Grisso, of this city, named on the district committee of the state relief organization, was forced to resign from the committee Tuesday when his physician ordered that he take a complete rest for at least a month.

Construction Work Under Way on Administration Building at Airport

Concrete foundations for the city's $53,000 municipal airport building are being poured by the firm of Secor and James, contractors. The building will be completed about November 1. It will form the central unit of structures to be built at the new airport, west of the present field.

Contractor Declares Gravel Test Result Unfair to Him

Harry Lyons, gravel contractor for the Witcher road project, challenged the verdict of the highway commission laboratory Friday, declaring "any test taken six weeks after gravel is laid down is unfair."

The highway commission took tests of samples submitted this week by the WPA and reported Friday morning the gravel did not meet specifications.

"That road has been open for travel for six weeks," he said. "The shoulders have been bladed in and dirt drug over the road. Travel has ground down larger gravel and created dust. Any test now will show a smaller percentage of heavy gravel than there was when it was first laid down."

Lyons said that to make a fair test, one should be made as gravel was delivered on the job and not after it has been mixed with dirt and used for travel.

"The WPA did not have an engineer of their own to make the test," he said. "They depended on tests of the Oklahoma county engineering office. As this gravel was delivered, the county engineering office made 73 tests and they showed the gravel was meeting specifications."

Meanwhile, WPA engineers studied results of the highway commission test to determine what new materials need to be added to bring the road up to meet the tests. The tests were reported to have shown the road lacking in larger gravel.

Lyons said, however, that if he hauled any additional gravel to the road the WPA would have to pay for it. Lyons invited any one interested to inspect the road and see if it did not appear suitable for a base for an asphalt top.

Ray Lindsay, assistant WPA engineer, said he probably would have his report ready Saturday for W. S. Key, works progress administrator. Key is holding up a check for $7,000 due on the job until he is satisfied the government is getting its money's worth.

He said he would await final report of Lindsay before making a decision.

State WPA officials have admitted that the chief cause of the entire dispute has been the fact that the WPA did not have an inspector on the job. The tests made when the gravel was laid down were made under supervision of Max Cunningham, county engineer.

When rival gravel firms challenged Cunningham's decisions, the WPA was left with no way to settle the dispute. Key has admitted that any test to be fair should be made when gravel is delivered. However, by the time the dispute arose, the gravel already was down on the road.

Key announced Friday that in the future the WPA would furnish its own inspectors for all jobs, regardless of whether sponsors have made tests.

30 Experts Keep Watch Over Quality

"HARD as concrete" is a statement which gets a knowing smile from the young scientists and chemists in the materials testing laboratory of the state highway commission.

These men know their concrete, and they make tests hourly which show as wide a range in concrete hardness as putty is to granite.

One big electric press, for example, puts pressure on sample cylinders of concrete, seven inches in diameter. If the cylinder doesn't collapse until the needle trembles at 130,000 pounds pressure, it is pretty good concrete and satisfactory for a highway.

Oklahoma has one of the most modern testing laboratories in the nation, housed in a new buff-colored brick building west of the state capitol. Carl Reid, with the department since 1932, has a crew of 30 men there, all but three of them graduate engineers or chemists. This does not include field men and inspectors at materials plants and on the various construction jobs.

* * *

ONE phase of the laboratory's routine goes like this:

After elaborate tests of soil and other conditions along the route of a proposed highway, the laboratory compounds specifications for mixing a concrete road, if a concrete road is what the highway commission wants. The highway commission lets the contract on the basis of these specifications.

Inspectors are placed at all plants where materials are being purchased. At the sand plant an inspector tests the sand, and it goes into an approved bin, from which the cars are loaded. The inspector seals the car, and when it arrives on the job, the engineer there checks the seal, and from time to time as the sand is used, he tests it to make sure it meets specifications. At regular intervals the engineer sends samples to the laboratory here for investigation.

* * *

OFTEN material is discovered that isn't up to specification, because of carelessness, a stopped up screen or other reasons, says Reid.

If a whole carload of sand is too fine, it may be mixed with the sand of two or three other carloads that are plenty coarse, to bring it up to specification. Or the car may be set out and utilized in other types of construction.

The laboratory also tests asphalt in several ways, one of which is to put it in a mold, then pull it apart, like taffy, to see how far it will stretch. Reinforced steel is put in machines to test how far it will bend and pull before snapping.

Testing of paints and varnishes, of pipe, joints, cables, in fact everything that goes into road and bridge building, are carried on in tubes, vials and in electric machines.

Six Guilty of Killing

HULL, Quebec, March 28.—(AP)—A jury Saturday convicted six men of manslaughter for the killing during a holdup last December of Armand Nadeau, 18-year-old bank clerk. They are to be sentenced Monday.

Economical



CARFARE SAVED—Blue Boy, homing pigeon released here by Urban Kubat of Portland, Ore., saves his owners street car fare daily. First Urban takes Blue Boy and rides on a car pass to work. Then he sends the bird back with the pass for Father Kubat, who rides to town and sends the bird back so mother Kubat can use the pass to bring lunch to son and husband. (Wirephoto.)

Tactics Among Republicans for Landon, Borah and Knox Become Disturbing

DOUBTS HINGE | *Laboratory Provides Sure Tests for Road Materials* | OHIO REMAINS | *Muddy Water in the Old South* | THREE IN PLOT



30 Experts Keep Watch Over Qualit

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Council Majority Faction Approves Ralph Lee Choice

Appointee Resigns State Highway Post To Take City Job

Appointment Saturday of Ralph Lee sr. as city engineer to succeed J. S. Waldrep was the most important administrative change at city hall since the naming of Police Chief Smith just a year ago.

"I was appointed by direct contact with City Manager Quinn," said Lee. "There were no other parties involved and there was no politics in it."

Councilman Salty Fullerton has been promoting the appointment of Lee, who lives at 148 Northeast Eleventh street, in Fullerton's ward, and it was understood that the other members of the six-man majority faction approved.

The city engineer's job pays $400 a month, one of the highest salaries for administrative officers in the city government.

Lee has been connected with the state highway department since 1924 and has resigned to take the city engineer's post. He is vice-president of the Oklahoma City Engineering club.

For the last eight years, he has been a field engineer of the highway department materials testing and research laboratory. He entered the department as a paving inspector in 1924.

Holds State Certificate

From 1915 until 1923, he worked with Senator Elmer Thomas in the construction of Medicine Park, the resort north of Lawton.

While his formal education ended with graduation from highschool, Lee obtained his engineering background from 25 years of experience supplemented with correspondence school study and study of engineering text books.

He holds a state certificate as a professional engineer by virtue of passing the examination by the state board in 1937 and also has been qualified under separate statute and examination for the position of county engineer in the state of Oklahoma.

His work in the state highway department has included location, construction, inspection and testing of highway materials.

Lee was born in Pilot Point, Texas, and graduated from highschool at Corsicana. He came to Oklahoma in 1911 and went to Medicine Park in 1915. In 1913 he married Miss Grace Thompson of Temple, Cotton county.

Son Is Engineer

Their son, Ralph Lee jr., 25 years old, was graduated as a civil engineer from Oklahoma A. and M. college, Stillwater, and is engaged in engineering work at Hugo.

Their daughter, Lysbeth Lee, 2[illegible] years old, is a graduate of Classen highschool and Blackwood-Davis business college.

Waldrep, who is 39 years old, has had broad experience in the engineering field since his graduation from Tulane university, New Orleans, in 1924.

Following graduation, he was a railroad construction engineer in Panama, later going to Florida during the boom as a construction engineer. Following that he was a highway and bridge engineer in Michigan and Louisiana with the state highway departments of those states.

He was an engineer on $6,000,000 in building construction at Fort Sill in 1933 and 1934, then coming to Oklahoma City as a state public works administration engineer.

Prior to becoming city engineer in May, 1937, he was a PWA engineer on the civic center construction.

Proration Enforcement Is Impaired by Supreme Court Decision

Utility Board Loses Right To Try Offenders

Commission Power To Fix Rules Upheld In Gasoline Case

By CLAUDE V. BARROW
Oil Editor of The Daily Oklahoman

Enforcement of conservation and proration orders of the Oklahoma corporation commission was seriously impaired this week when the state supreme court rules against the commission in the Walter Vogel case.

Vogel was charged before the commission nearly two years ago with violation of a commission order regulating the distribution of gasoline. He appealed and the supreme court has had the case under advisement for nearly a year and a half.

Chief Justice Welch and Justices Corn, Bayless and Arnold concurred in the opinion, while Justices Riley, Osborn, Gibson and Davison dissented. The commission is expected to ask a rehearing.

In summary, the court held that the commission had judicial authority only in transportation and transmission cases, which was granted by the constitution. The constitution granted the commission legislative, executive and judicial powers and it has acted under this authority in all cases.

Jury Trial Upheld

In all cases, other than transportation and transmission—(and extent of authority in these is questioned)—the commission's rules and regulations are recognized as law, but violators of these rules must be tried before a jury in counties where the violation occurred, it was explained.

The court held in the Vogel case that the commission acted "as an administrative board, not as a court, and the same is a legislative, not a judicial order."

Paragraph 3 of the court's syllabus says: "Section 23, article 2, of the Oklahoma Constitution which authorizes the legislature 'to pass laws defining contempts and regulating the proceedings and punishments in matters of contempt' must be read in connection with the other provisions of the Constitution. Under said authority, the legislature cannot name a public offense a 'contempt' and deprive the accused of a right of trial by jury in the county where the offense was committed. . . ."

Trial Site Specified

Paragraph 8 of the syllabus says: "Persons accused of violating the general order of the corporation commission made under authority of article 2, chapter 88, session laws 1939, are entitled to a trial by jury in the county where the offense was committed. . . . "

And paragraph 9, continued: "Under the provisions of section 23, article 9 of the Oklahoma Constitution, any statutory grant of power to the corporation commission must not violate any of the other constitutional provisions."

When the corporation commission was created "transportation" was applied to the railroads; whether it might now be construed to passenger and freight motor carriers is debated. At that time "transportation" applied to telephone and telegraph companies, primarily; today the question is whether it might be applied to operators of crude oil and natural gas pipelines, power lines, and the like.

Must Change Laws

It is presumed the legislatures of the past considered the commission retained its three-fold authority when they passed laws covering proration, conservation, motor fuel distribution, cotton ginning and other forms of industrial regulation.

At the present all of the commission's regulations are enforcible through prosecution for contempt by the commission sitting as judge and jury. Such authority is given in the various statutes covering the subjects. This power is most specific in the present conservation (proration) law and some operators have been tried and assessed fines under the act.

Just how seriously the new decision will affect the present conservation program is being studied by the commissioners and their attorneys and attorneys for the oil companies.

There is doubt whether a bill can be rushed through the present legislature to amend the law. A constitutional amendment at this time is believed out of the question.

Natural Gas Groups 'Take' Norman



METER MASTERS—The University of Oklahoma campus at Norman was overrun most of the week with attendants at the seventeenth annual Southwestern Gas Measurement short course. Here are four: left to right, *William F. Lowe*, Tulsa, secretary of the Natural Gasoline Association of America; *E. H. Foe* of New York, secretary of the natural gas section of the American Gas association; *J. T. Strickler*, Kansas City, president of the American Gas association, and *Lee Woodward* of Alva, Okla., president of the Zenith Gas system.

Highway Patrol Got This One



TOO-CLOSE NEIGHBOR—The state is going after more revenue, for a number of reasons, and it is the hope of Governor Phillips the oil industry will be able to raise its ante voluntarily. The Sunray Oil Co. is attempting to do its part by drilling the No. 15 State well right up next to the governor's state highway patrol office, at 2205 North Central avenue, near the capitol. A tall corrugated iron barricade has been constructed at the side of the building, but it doesn't curb the noise of the rotary.

Well Spacing In Hewitt Would Bring Proration

Inequities Charged After Drilling Spree In Carter Area

Proration probably will be instituted in the Simith pool, commonly called the West Hewitt field, of Carter county after the state corporation commission gets a bookful of data at a hearing set for Wednesday, April 30. Application for general rules and regulations was filed by Gibson & Jennings, Inc., discoverers of the extension.

Applications assert there is no well-spacing plan and some properties "are being drilled without regard to property lines or the correlative rights of others," and as many as nine wells have been completed on a 20-acre tract. Likewise there is no general rule on setting or casing, for running tubing, nor for completion practices.

Market demand for crude now is estimated at 2,800 barrels daily, while wells range in capacity from 50 to 1,000 barrels daily. At present operators are attempting proration on a well-basis by voluntary agreement.

Not Prorated Now

"The field is not now covered by any of the proration orders nor rules of the commission, although it was discovered in the latter part of 1940. Applications would have the field designated as a class "C" field, and 5-acre well-spacing ordered.

Area to be covered by the order would include sections 17, 18, 19 and 20-4s-7w, although the production may extend into other sections. Producing is from the Ward sand at 1,900 to 2,300 feet, the sand thickness being from 50 feet to more than 200 feet.

In sending copies of the applications and notices of the hearing to producers in the field, Earl Foster, conservation attorney, points out that every producing well in the field would be subject to restriction under the proration laws, since the field was opened after the 1935 legislative act was approved.

Would Cut Allowable

"If the commission should grant the 5-acre order, it would cover wells already drilled, as well as wells drilled in the future, and the allowable for each well drilled on an area less than five acres would be limited to what ever proportion the area so drilled bears to five acres," Foster wrote. "I think this is clearly the intention of the law.

"In case any owner has heretofore drilled more than one well upon a 5-acre unit established by the commission, the allowable to such well would necessarily be limited to approximately the same amount as only one well had been drilled thereon."

Test System Checks State Road Materials





—Daily Oklahoman Staff Photos

G. K. Goodrich, 1824 NE 24, the state highway department's physical testing engineer, checks a block of cement after it fell apart under 87,000 pounds of pressure in the top picture. Some people may wonder about Ray R. Miller's job of punching holes in asphalt. But the operation in the lower picture is one of the most important in the highway department's effort to be sure Oklahoma's highways will last a long time. Miller, an asphalt engineer, lives at 2025 Harden drive.

When it comes to buying, there's no more finicky customer than the Oklahoma highway department.

They know what they want in road-building materials, and they have a number of ways to make sure they get it.

Everything from the finest cement for an intercity highway to the gravel which might be used on a farm-to-market road goes through a series of tests in the department's materials testing laboratories at NE 23 and Central. Paints, oils, concrete reinforcing steel, soils, asphalts and cement curing compounds also come in for regular examinations.

The department runs an average of 16,000 tests each month, and many require 15 separate operations before they are complete. Testing galvanized pipe to determine whether the amount of galvanizing meets specifications, calls for 15 runs. Cement takes 10 tests; cores from paving, seven; reinforcing steel, six; fine aggregate, five, and rock asphalt, four.

Inferior Products Found

It's next to impossible to slip an inferior product through the laboratories and have it come out with the engineers' approval.

The 10 cement tests are violent physical examinations. It has to be tough to get by the pulling and pushing around it takes under the engineers' watchful eyes.

First, the cement is mixed by a trained worker and "thumbed" into a mold which leaves a block of cement resembling an hour glass. The center of the mold forms an exact one-inch cube. After it has hardened a definite period, the block is placed into a device which applies a pulling force on both ends.

After the block snaps in two an accurate check on how much "pull" the cement can stand has been made. A good score is 250 pounds per square inch.

Strong Press Used

The cement also is tested for its "setting" time. Under normal conditions, cement bought by the state highway department must harden in less than 10 hours, but not less than seven.

"We have tested cement which hardened less than five minutes after it was molded," George Goodrich, 1824 NE 24, engineer in charge of physical tests, said. "At the other extreme, some cements take as long as three days to set."

In one corner of the physical testing plant stands a press capable of exerting up to 200,000 pounds of pressure. Here, a cylinder molded of the cement is pressed under a weight several times that which it normally will have to carry.

Cement Flakes Fall

To demonstrate the test, Goodrich placed a cylinder between the jaws of the huge press then touched an electric switch. At first, there was no outward evidence of the tremendous weight, except a pressure dial which quickly jumped to 60, 70 and finally to 80,000 pounds.

At that point, flakes of cement began to fall from the sides of the cylinder. At 87,000 pounds, cracks appeared, and a second later chunks of cement fell away.

"That's pretty good stuff," Goodrich said. "Usually we stop the press when the cylinder shows signs of breaking. That's the point we want to determine, and there's no use pressing it any more. But when we do keep the pressure on for demonstrations, the cement usually crumbles. This broke into large pieces."

Contractors Correct Mistakes

But the highway department is not satisfied with learning just that the cement will work in a certain project. Occasionally, a contractor, even though he uses approved materials, may not complete the work according to specifications. The department keeps a close eye on that, too.

"When we catch an error in construction," Goodrich said, "we see that the contractor corrects his mistake."

The "front office" starts with G. E. McCamy, engineer of materials testing who is in charge of the laboratory, and works up to H. E. Bailey, state highway director.

McCamy moved to Oklahoma City from Omaha, Neb., with his wife and two children soon after his appointment with the highway department became effective July 1. A veteran of 12 years as testing engineer for the Tennessee valley authority, he went to Omaha during World war II to serve with the army engineers there in a civilian capacity.

McCamy's righthand man in the laboratory is L. S. Carson, chief chemist. In addition to his duties as director of all chemical tests, Carson also heads the research work done in the state laboratories.

Asphalts are Carson's specialty. While most of the tests for cement are physical, it takes a chemist to learn all there is to know about a few pounds of asphalt. The asphalt base first has to be separated from the pichment or oil mixture in what Carson calls an absent extraction process.

One of the most important tests is of the asphalt's viscosity or its stick-to-itivness. Another is the penetration test in which a portion of the oil mixture is allowed to harden. Then the amount of pressure needed to drive an accurate measure needle into the mixture is determined.

A sample of each 800 barrels of asphalt to be used for a certain road project is taken to measure the flash point, or the temperature at which the mixture will burst into flame.

The loss of moisture on ignition is determined in a sample taken from each 4,000 barrels, and to know the amount of gypsum in each 800 barrels also is up to the chemists.

Research to Open On Asphalt Bases

A year of research work on soil asphalt bases for roads will be started next week by the state highway department and the Oklahoma A&M college experiment station, H. E. Bailey, highway director, said Saturday.

The study will be the first of any extent to be made of this new kind of highway construction, which calls for the treatment of roadway soil instead of an asphalt layer.

Research will be directed by J. Rogers Martin, asphalt authority in charge of the experiment station's asphalt laboratory, and George E. McCamy, chief of the highway department's testing laboratory. The program calls for field studies, sampling, testing and analysis of soils over the state.

U. S. Files Suit To Prevent Eviction Of Family Here

An order was asked in United States district court Saturday to prevent a Negro couple from attempting to evict their tenants by turning off the electricity.

The federal suit seeks an injunction to bar Mrs. Odessa Williams and W. W. Williams from collecting more than the legal rent on a house at 421 NE 3. The case was filed by Tighe E. Woods of Washington, federal housing expeditor.

Woods said Mr. and Mrs. Williams rented the ground floor of the house to Mrs. Lillian Sikes and her mother and sister. The Williams, who live on the second floor, twice turned off the electricity in the lower part of the house, Woods charges. The expeditor said the couple will not accept the legal maximum rent from Mrs. Sikes.

Woods Highway Program Mapped

ALVA, Nov. 6—(Special)—The Woods county board of commissioners adopted a resolution calling for construction of nearly six miles of farm-to-market roads in the Winchester community. The section of road under consideration begins at a point seven miles west and eight miles north of Alva and runs through the Winchester area.

If completed this would connect with paved highways and serve a territory of nearly 100 square miles. The project according to present estimates for grading, drainage and graveling would cost $109,000. George Gunn, chairman of the board of commissioners is preparing the resolution for presentation to the state highway commission.



Oklahoman Staff Photos by Al McLaughlin

ght T. Henry, inspector in the lent engineers' office, Shawnee, carbon tetrachloride as a solvent, issolve a sample of road surface, etermine the amount of asphaltic he specimen contains.

By Roy P. Stewart

LLWATER, March 12—While murmurs and motions about roads schools goes on at the state legisre, a school for roads is being held klahoma A&M college here, on a t arrangement between the state iway department and the school ngineering of the college.

arted in mid-1948, the plan is one aboratory and short course work soils, materials and testing of agates of several types used in road ding. A drafting course for new loyes of the department led the rses, with 15 people getting a brief comprehensive introduction, H. G. el, assistant chief engineer of the hway department, said.

ince that time, on the plan headed M. L. Powers, director of engineer- extension work for the college, 43 n have had a short course in soil chanics; 12 learned about concrete pection and 20 have studied asltic road construction, particularly mixes of asphaltic petroleum, with shed limestone and sand aggrees.

. Rogers Martin, a research prosor in the college engineering detment, and former chief laboratory gineer for the Texas highway detment, Austin, is in charge of the rses. Not only has the college ought a man here who knew the swer for success of some Texas ack-top" roads, but a twin to the ting machine designed by Texas er much expensive trial and error, w stands in the laboratory here.

It is a machine to test ultimate mpaction of a road. A sample of a t asphalt mix is moulded, then put to the machine, where pressure m a hydraulic jack, plus kneading rolling with two metal arms for erage, makes the test.

The action is similar to that created a heavy roller, going backward and rward over a newly laid piece of phaltic road, causing the stone aggate in the mix to break down. It equivalent to a baker kneading mps of flour and other ingredients to a flat, smooth piece of dough.

In the courses, construction and boratory men working for the highay department, either at Oklahoma ity or in the districts, have studied oth good and bad samples taken om existing roads and made samples emselves in the laboratory, which ey later tested.

A pavement south of Ponca City, art of U. S. 40, has been used for mples. So have hot asphaltic roads uilt east of Kingfisher and near ndsay, which are two of the new oads, bringing into use here some successful Texas methods of construction.

"Within 10 years," Martin said, "construction men from other states will be coming to Oklahoma to see how these roads are built, provided the same men who now are studying in both laboratory and field continue to build them."

In the laboratory, highway men carefully mix up quantities of asphalt, crushed limestone and washed sand in the same proportions they would use on the road. They then make a mould, a cylindrical section of "road" about five inches in diameter and six to eight inches in height. It is tested for air voids, those little minute pockets which can make a road become wavy or look like a washboard, after traffic use.

They also make stability tests, checking the amount of pressure or load weight per inch, a given aggregate or mix can stand without breaking down or "squashing" out in big waves, like some of the street corners in Oklahoma City or Tulsa where buses turn in constantly. (That, the lab men say, is the hardest use any road surface receives, and is a good testing point of what various types of construction will stand.)

One essential thing which these men learn is control of materials as they are placed, because when lab work is magnified to road job size, all

W. C. McClain, instrument man in the District Six engineer's office, Buffalo, is preparing a test for a sample of asphalt paving to check its stabilization, or the amount of pressure (or load weight) per square inch, it will stand before breaking up under traffic.

Bill Heerwald, inspector in the construction department, resident engineer office, Clinton, is checking a sample on a kneading machine. The effect much like that an actual surface receives from a giant steam roller, breakin down aggregate and putting the mix into one solid cake. Here hydraul pressure below is applied as the sample is kneaded by leverage from the tu bars Heerwald works around at top. The machine was developed by th Texas state highway department, Austin and borrowed for use in Oklahom

Rex Little, 2202 NE 22, Oklahoma City, who works in the highway department testing laboratory on NE 23, weighs a sample of paving put together in the laboratory, to determine its weight in relation to size and the components.

teaching and testing is worthless if the same plans are not followed. Then follows field checks, using methods learned in the laboratory.

The college itself, through the engineering department, is quite interested in concrete construction and testing, in asphalt and asphaltic construction, for both have their place on the farm and in general engineering. Therefore testing labs and equipment are in somewhat constant use. Additional use for instruction of highway department men is a result of mutual desire to advance construction methods in Oklahoma, sponsors say.

Road Prospectors Strike Paving in Gypsum Hills

By JOHN DEXTER
(Daily Oklahoman Staff Writer)

WATONGA, May 23—Rich deposits of a hard, brittle mineral, spawned by nature thousands of years ago in the gypsum hills of western Oklahoma, are being studied as a possible multi-million dollar saving in the construction of state highways.

Anhydrite, found in quantities in gypsum outcrops, has been tested in the laboratories of the state highway department as a potential road base material. Results have proved so satisfactory the new discovery will be given a tryout, C. A. Stoldt, state highway director, has announced.

While potential savings in northwest Oklahoma road construction loom as anhydrite's top benefit, the mineral has a tendency to congeal and reset like a concrete mass after it has been crushed and worked into a road bed as a base for seal coats of asphalt. This magic transformation could prove to be an engineering advantage in the life of the road.

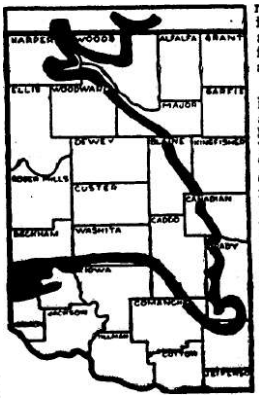
Anhydrite has great possibilities for road-building in the 14 counties in which outcrops of gypsum are found. County commissioners might find a bonanza in highway development in their own backyards.

A Blaine county commissioner whose district is perched atop rich anhydrite deposits heretofore has had to grade 460 miles of road after every heavy rain at an annual cost of about $80,000.

Greatest savings are apparent in transportation, where as much as $10,000 per mile has been saved. Freight on crushed rock, used as base material in this area, costs more than original materials shipped from quarries in from Davis and Lawton, prime source of the state's road bed material.

This anhydrite formation is in the general shape of a "V" with the point of the "V" in Stephens county, and the south leg leaving the state in Harmon county. The north leg extends into Kansas from Woods county.

Discovery of anhydrite as a potential road base material, and the resultant highway department tests, is due to the road-building enthusiasm of a handful of Blaine county farmers and businessmen, and the alertness of a Watonga publisher.



Deposits of anhydrite are found in parts of 14 counties in western Oklahoma.

Harold "Chief" Haigler, farmer in the Carleton community, heads a road boosters association which has been beating the drums for hard-surfacing of a county road between Watonga and Southard, site of a giant U. S. gypsum plant. The road would not only serve farmers in the area, but also U. S. Gypsum employes who live in Watonga as well as the plant's heavily loaded trucks. It would be a better link with other major highways in the area.

Haigler became an active road booster after the death of his father last July. The elder Haigler had long been an unsuccessful champion for the hard-surfacing of the 17-mile strip.

The break came accidentally during a January tour of the Southard plant by officials from the Oklahoma Geological survey, Norman, and the Oklahoma Research Institute.

Geological Survey engineers were interested only in gypsum's industrial potential from the standpoint of a new chemical process to make sulphuric acid from the sulphur content in gypsum beds. During the tour anhydrite was mentioned by plant officials who said that they had been using a two-mile road, built on an anhydrite base, for the past six years.

Gerald T. Curtin, Watonga publisher, immediately became interested. He learned the plant's heavy haul road has withstood pounding from huge 37,927-pound trucks loaded with an additional 34,000 pounds of gypsum. The paving is 12 inches thick on the side used by the loaded trucks and eight inches thick on the side traveled by the empty trucks going back to the quarry.

U. S. Gypsum saved $10,000 per mile by using the anhydrite base instead of accepting bids from contractors specifying chat base, which would have had to be

(Continued on Page 2, Column 7)

Ike's Prestige Due Use Against Air Slash Foes

WASHINGTON, May 23 (AP)—Sen. Ferguson (R-Mich) indicated today President Eisenhower's military prestige will be invoked in an effort to quell a threatened senatorial rebellion against proposed Air Force money cuts.

Ferguson's observation came as some Republicans appeared ready to join Democrats in protesting against the administration's decision to slash five billion dollars off the Air Force appropriations asked by former President Truman.

Among these GOP members, Sen. Young of North Dakota said he fears the proposed economies will leave the U. S. with an Air Force inferior to Russia's. "And I don't think we can afford to let that happen."

"We can't match the Russians in the number of men they can put into armies but we can certainly do it in the air and should," he declared.

Faster Building Seen

Ferguson, who heads a Senate appropriations subcommittee considering defense requests, said he believes the facts to be brought out in hearings will demonstrate that the Air Force will be built up faster under the Eisenhower administration's program than under plans laid down by the Truman administration.

"I believe that when the facts are all known, most of the senators will go along with the President on this because he is a military expert and his judgment must be trusted," the Michigan senator said.

There were signs that some Republican members of the subcommittee other than Young were critical of the proposed cuts.

Sen. Margaret Chase Smith questions to Secretary of Defense Wilson. Sen. Thye (R-Minn) said his support or opposition to the cut would depend on clearer answers by Pentagon officials to vital questions about aircraft costs and other matters.

Democrats Out in Open

Led by Senator Hill of Alabama and Maybank of South Carolina, Democrats already are out in the open with their battle against the Eisenhower administration's recommended slashes.

Maybank has demanded that Gen. Hoyt S. Vandenberg, retiring Air Force chief, and Gen. Carl Spaatz, former head, be called for testimony.

Maybank said in a letter to Ferguson that Wilson was doing good work in trying to cut expenses, except for the reduction in the number of proposed Air Force wings. Maybank said would be caused by the appropriation cutback.

Wilson told the committee previously that Vandenberg had been present as a representative of the Joint Chiefs of Staff when the National Security Council decided on the air money cut. But he conceded that Vandenberg never had approved the reductions. Ferguson said he would call both Vandenberg and Spaatz.

Eisenhower Spends Quiet Day at Lodge

WASHINGTON, May 23—(AP)—President Eisenhower returned to Washington Saturday night after a "very quiet" day at the presidential lodge in Maryland's Catoctin mountains, once called "Shangri-La."

The president was paying his second visit to the rustic lodge established by Franklin D. Roosevelt. Eisenhower has re-named it Camp David after his grandson.



Dale Hodgemand, center, county superintendent, discusses construction of the giant's road, built on a base of anhydrite, with Henry Payne, left, and Harold "Chief" Haigler, Blaine county road boosters. The trio is kneeling in front of a wheel on the massive 37, 927-pound trucks which, loaded with an additional 34,000 pounds of gypsum, travel the plant road daily.

State Road Prospectors Hit Rich Strike in Gypsum Hills

CONTINUED FROM PAGE ONE

shipped from southern Oklahoma.

Editorial comments and news stories on the potentials of anhydrite hit the front pages of the Watonga Republican and sentiment began to crystallize. Haigler, president of the road boosters group, Curtin and other Blaine county business and political leaders appeared before the highway commission, which promised to send engineers to take a look at the Southard plant's miracle road.

The investigating group found that anhydrite meets departments specifications for a stabilized aggregate base.

Stoldt, the state highway director, said it will be used as the base on a 7½ mile stretch programmed for improvement on SH 8 from Okeene south to Bucher.

Blaine countyans are hoping the Watonga-Southard road will be chosen for a real experimental test on the qualities of the mineral. They contend that anhydrite might prove to be as durable if used in less thicknesses than the prescribed eight-inch base.

Highway commission officials and engineers are enthusiastic about the potential of the mineral. And the beautiful part about it is that no one has a corner on the market.

While the mineral at present can be obtained more inexpensively from the exposed beds of old U. S. Gypsum mines, the company primarily is in the business of processing gypsum, Loren Pursell, works manager, said.

"There is no industrial monopoly," Pursell says. "Within a 20-mile radius there are four operations which could mine the mineral three of which are on rail sites."

Most likely to reap more immediate benefits from the new road bed material are county commissioners who can core their gypsum deposits to ascertain the depth of anhydrite, set up a quarry and possibly start saving money by mining their readily accessible road base material.

The new "gold" in their gypsum hills could mean an extra mile of road for every three miles laid down.

Paper Official Injured

HICO, Texas, May 23—(AP)—Irvin Zucker, about 60, president of the Oneida Paper Products Co. of Ridgewood, N. J., was critically injured near here Saturday in an automobile accident.

Shooting Discouraged

PERRY, May 23—City officers have issued their annual warning to youths after receiving complaints about use of air rifles in the city limits, C. O. DeVilbiss, city police chief, said.

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Part or full time to serve established accounts with nationally known and universally consumed food products. Ten hours' work weekly, evenings or Saturdays. No selling — Not vending machines. Want party capable earning $8,000 to $18,000 yearly. Complete factory co-operation. Experience not necessary. All year cash business of your own. Credit for expansion. $2,500 cash investment required. Offered by nationally rated member Chamber of Commerce. Give telephone and address for local interview. Write Box E-540, Oklahoman & Times.

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Free Plans when you buy the Ready-To-Build materials for this beautiful Thomas Barbecue Pit. It is 28" high with a 3 ft. chimney, 40" square at the base. Built entirely of Thomas Featherlite Concrete Blocks and trimmed in Thomas Colored Patio Blocks. The top alongside the grill is also made of colored Patio Blocks. Grill is of expanded metal welded to steel angles, with heavy steel fire plate.

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The Smoking Room - By R. G. M

WHILE in Claremore we had a little visit with Walter Grece, owner of the Will Rogers hotel, the top floor of which is given over to mineral water baths. Claremore is noted for its radium water, and we wanted to find out how many people afflicted with rheumatism, arthritis and other ailments go there to take the baths. This water is so charged with minerals that Geiger counters click when exposed to it. Most of the mineral bath customers come from other states, although many persons from Oklahoma City, Tulsa, Shawnee, Bartlesville, Miami, Okmulgee and other points in Oklahoma are regular customers. Several persons from Hot Springs, Ark., are regular customers. There are five radium water bath houses in Claremore. Total number of baths given runs well over 100,000 a year. People stay there one to three weeks taking daily baths and rub-downs. The period from September to May is the busiest season at the bath houses, although many bath house customers are there right now. It takes two years properly to train a masseur in the radium bath house, and all of the masseurs at the hotel have been there from six to 17 years. Many railroaders, when they feel a spell of aching muscles or joints coming on, take a few days off and regain strength and vigor in the Claremore radium rooms. Next time RGM's ankles begin aching, we'll likely head for Claremore.

* * *



overlook this big rock in the river's middle southeast of Eufaula. Some of the larger freight and passenger vessels might run into this rock and be smashed if the rock is not removed before the boats begin coming around the bend.

We see by the papers that preliminary work on the long-talked-of 130,000-acre Canadian river reservoir near Eufaula is likely to begin soon. As we understand it, this big flood-control and power-producing lake will amplify the possibility for the river to be declared navigable upstream as far as Norman. We hope the engineers won't

* * *

One of the pleasures we have in motoring around in Oklahoma, on essential business, is that of finding good folks at every turn. Driving on SH 51 in eastern Oklahoma the other day, we came across a trailer-truck parked beside the road several miles east of Coweta, right out in the broiling sun. The sign on the trailer said "Field Testing Laboratory" of the state highway department. We thought all highway lab work was done in the main lab in Oklahoma City, or at the several division headquarters. So we poked our nose in to find out. There we met three good fellows—W. B. Colbert, chief surfacing inspector; Jay Hearn, materials inspector, and Clark Ryser, chief bridge inspector. These fellows make daily testings of all sand, gravel, asphalt, cement, crushed rock and other things delivered for a road construction job. And they see that the various ingredients are blended to measure up to specifications. You find these portable testing stations in all parts of the state, and the men are always busy.

* * *

John Penn in Walters reports that Don Dage, manager of the local electric co-operative, had a little trouble with his "ticker" sometime back and had to slow down and go on a diet calling for high protein. He has made so much progress that now he can eat cucumbers, and Penn thinks that anyone who can eat cucumbers is well enough to go back to full-time work.

* * *

This sanctum gets many calls from men wishing to camp out on the banks of creeks that afford good flyfishing. Far away from towns and the roar of traffic. These creeks are in the southeastern mountains. But most of them are frightfully dry now. Good holes of water remain, but they are far apart. Only a few of the better fishing creeks are flowing. Best bet right now is Little river, starting in near Nashoba and moving downstream.

Sun Starts Fire

YORK, Pa. (AP)—The sun was so hot in nearby Mount Airy yesterday that its rays, reflected by a mirror, ignited a magazine on a bed in the home of Mr. and Mrs Roy Myers. The resulting fire caused $250 damage before firemen put it out.

UN Job Continued

UNITED NATIONS, N. Y. (AP)—UN Secretary General Dag Hammarskjold announced Friday that he has asked Canadian Maj. Gen. E. L. M. Burns to serve another year as chief UN truce supervisor in Palestine.

Tulsan Wins Delay In Prison Sentence

TOPEKA (AP)—Gene Alvin Krupnick, 29, of Tulsa, Okla., has received a stay from a 10-year prison sentence for robbing a Great Bend drug store pending the outcome of his appeal from the conviction.

The Kansas Supreme Court yesterday accepted $10,000 bond for the stay. Income property in Kansas City, Kas., owned by James Peter Bonadonna and Sylvia Bonadonna, professional bondsmen, provided the basis of Krupnick's bail.

Red PWs to Return

TOKYO (AP)—More former prisoners of the Korean war now in India are making arrangements to return to North Korea, Peiping radio said Friday night. It quoted four who recently arrived from India.

Veterans: Money wasn't included in the final state budget last legislative session

Agency seeks building funds

• Crumbling walls, leaky roof create unhealthy space, poor image, director says.

BY MICHAEL MCNUTT CAPITOL BUREAU



BY JOHN CLANTON, THE OKLAHOMAN
The Oklahoma Department of Veterans Affairs in Oklahoma City is shown Tuesday.

If image means anything, it would appear veterans are a low priority in Oklahoma.

The headquarters of the state Veterans Affairs Department is in an out-of-the-way building off a dead-end street just west of the state Capitol. State offices for the Veterans of Foreign Wars, the American Legion and the Disabled Veterans of America and their auxiliaries also are in the building at 1123 N Central Ave.

The roof of the building, which is about 70 years old, leaks, the drains back up during storms and the department director says only monthly spraying prevents 3-inch-long roaches from overrunning the place.

"The exterior has deteriorated, we've had to put several roofs on it which continue to leak even after the roofing projects, the plumbing is terrible," said Phillip Driskill, director of the Veterans Affairs Department. "It's not a healthy work environment for any of the people that are here."

Water leaks into the brick, one-story building, causing plaster and paint to peel.

“We’ve got walls that are literally crumbling,” he said. “We’ve tried to give them a coat of paint and make them pretty, but it doesn’t fix them. I can say most of the time we don’t have rain on our desks.”

Driskill, who has worked for the department since 1971 and has been director the past four years, is hoping legislators will approve a funding deal to build a new headquarters and develop a nearby memorial park for veterans. Monuments erected to honor Oklahoma’s military veterans who fought in wars and conflicts the past 90 years would be moved from various locations to the park, making it easier and safer for veterans to gather for Memorial Day or Veterans Day ceremonies.

“For the last couple of years, we started drawing plans and doing things to try to get into a better position,” Driskill said. “This is the perfect time to do it right. If we’re going to have a veterans memorial building, let’s have a nice one.”

Plans call for two, two-story buildings to be built several blocks north at NE 32 and Lincoln Boulevard. One building would be the headquarters for the Veterans Affairs Department and its 25 employees; the other would house veteransrelated programs and services for the state’s approximately 351,000 veterans.

It’s expected the veterans department would have about 40,000 square feet of office space, compared with its present space of 12,500 square feet.

The project is estimated to cost $38 million. The funding likely would be a long-term bond issue, with legislators allocating money yearly to pay off the debt, Driskill said.

Money for a new building was included in legislation this year that included other capital improvement projects. Legislators had a hard time agreeing on a budget and ran out of time in the regular session. The $100 million capital improvements package was not included in the final budget agreement.

State Rep. Gary Banz, RMidwest City, said he will sponsor legislation in the upcoming session to seek funding for a new Veterans Affairs Department building.

Banz, chairman of the House Veterans Subcommittee for the upcoming session, said he is undecided whether the veterans project would be a separate proposal.

“We need to do it because it’s the right thing to do for our veterans, those who have served on our behalf and ensured that we enjoy the lifestyle and standard of living we enjoy today,” he said.

Grady Rainbow, outgoing chairman of the Oklahoma Veterans Council, which is made up of various veterans groups, said a new building is long overdue.

“It does not have enough space, it’s not laid out right,” Rainbow said. “It’s extremely difficult for veterans to find it. The parking situation around the building is almost impossible.”

Veterans “ought to have easy access to the state building that takes care of them,” he said.

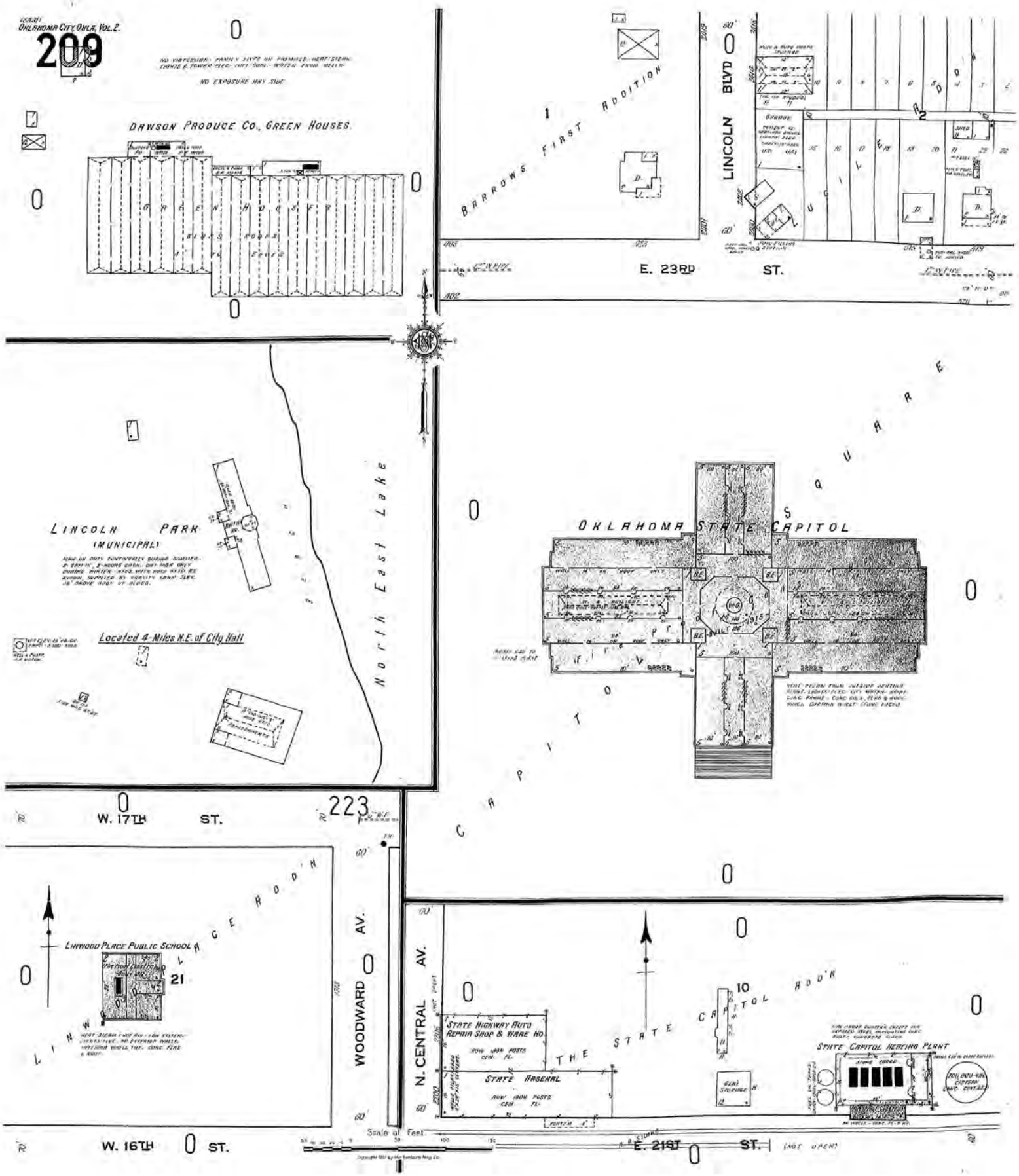
The Veterans Affairs Department originally was housed in the basement of the old history museum at NE 21 and Lincoln. Most of the monuments for veterans going back to World War I have been erected next to that building, southeast of the Capitol. The veterans department moved about 1975.

Veterans events are held by the monuments, but parking is a problem. Participants usually have to park across Lincoln, posing a safety threat for those trying to cross the busy thoroughfare.

Rainbow said the memorial park will allow a better display and presentation of the dozen or so war monuments.

“Ninety-nine percent of the people in this city don’t even know where the veterans memorial is and it’s right across from the Capitol,” he said. “You just kind of blaze by it as you go by; it’s hard to see.

“The new park will give the veterans a place to gather on Memorial Day and Veterans Day and other days of remembrance,” Rainbow said. “It will give the public a nice park to walk through to understand what the veterans in this state have done for the last century.”



OKLAHOMA CITY, OKLA, VOL. 2.
209
NO WATCHMAN - FAMILY LIVES ON PREMISES - HEAT STEAM
NO EXPOSURE ANY SIDE
DAWSON PRODUCE CO., GREEN HOUSES.
GREEN HOUSES
BARROWS FIRST ADDITION
LINCOLN BLVD
LUCILE ADD'N
E. 23RD ST.
LINCOLN PARK
(MUNICIPAL)
Located 4-Miles N.E. of City Hall
North East Lake
OKLAHOMA STATE CAPITOL
CAPITOL SQUARE
W. 17TH ST.
223
LINWOOD PLACE ADD'N
LINWOOD PLACE PUBLIC SCHOOL
21
WOODWARD AV.
N. CENTRAL AV.
STATE HIGHWAY AUTO REPAIR SHOP & WARE HO.
STATE ARSENAL
THE STATE CAPITOL ADD'N
10
STATE CAPITOL HEATING PLANT
W. 16TH ST.
E. 21ST ST.
(NOT OPEN)
Scale of Feet

(SAN)
OKLAHOMA CITY, OKLA., VOL. 2.

209

NO WATCHMAN - FAMILY LIVES ON PREMISES - HEAT: STEAM - LIGHTS & POWER: ELEC. - FUEL: COAL - WATER FROM WELLS

NO EXPOSURE ANY SIDE

DAWSON PRODUCE CO., GREEN HOUSES.

GLASS ROOFS

BARROWS FIRST ADDITION

LINCOLN BLVD

E. 23RD ST.

LINCOLN PARK (MUNICIPAL)

MAN ON DUTY CONTINUALLY DURING SUMMER - 8 SHIFTS, 8 HOURS EACH - ONLY ONE ON DUTY DURING WINTER - HYDRANTS WITH HOSE ATTD AS SHOWN, SUPPLIED BY GRAVITY TANK, ELEV. 38' ABOVE ROOF OF BLDGS.

Located 4 Miles N.E. of City Hall

North East Lake

OKLAHOMA STATE CAPITOL

STATE CAPITOL SQUARE

STATE CAPITOL ADD'N

W. 17TH ST.

W. 16TH ST.

E. 21ST ST. (NOT OPEN)

LINWOOD PLACE PUBLIC SCHOOL

LINWOOD PLACE ADD'N

WOODWARD AV.

N. CENTRAL AV.

STATE HIGHWAY AUTO REPAIR SHOP & WARE HO.

STATE ARSENAL

STATE CAPITOL HEATING PLANT

Scale of Feet

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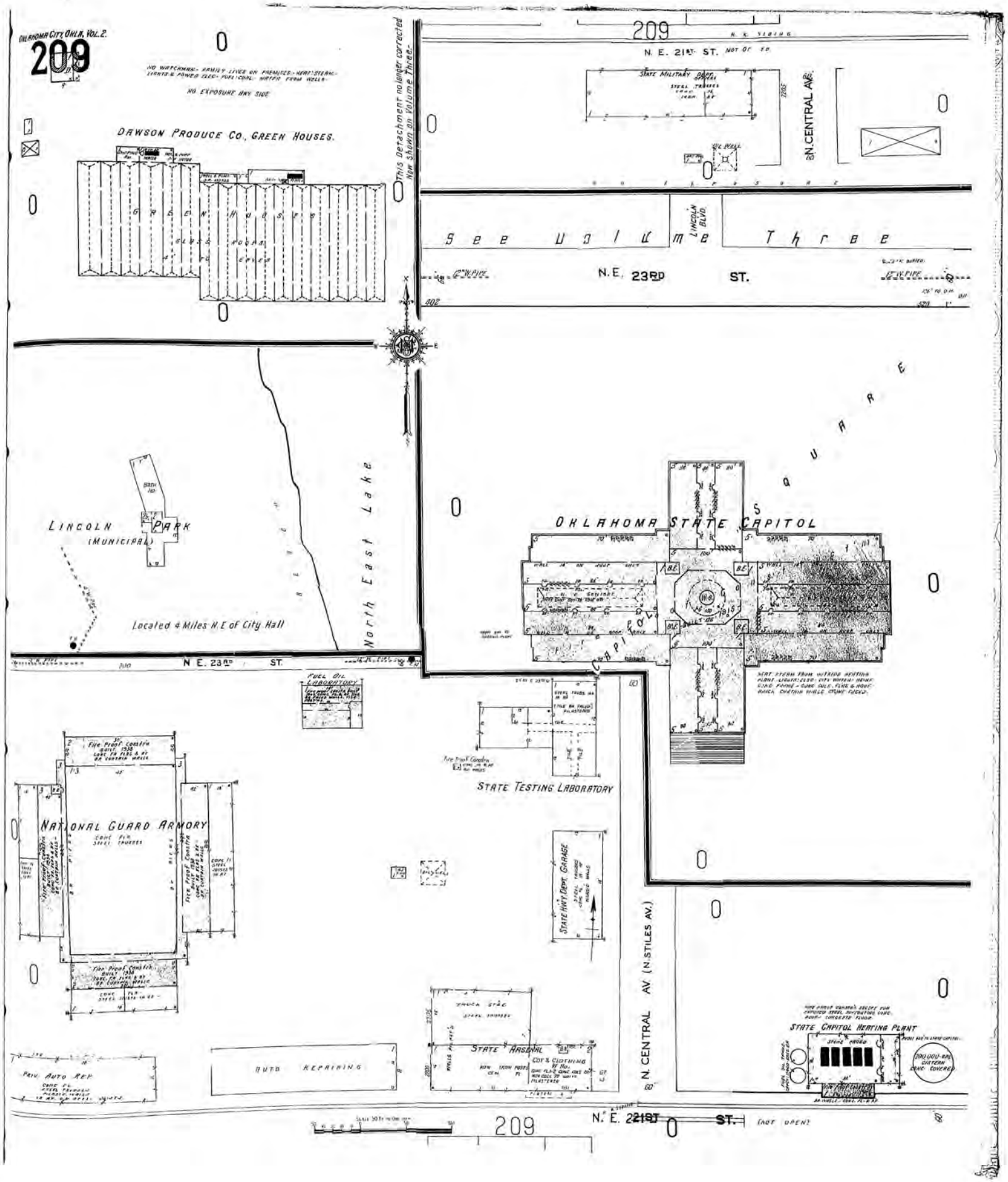
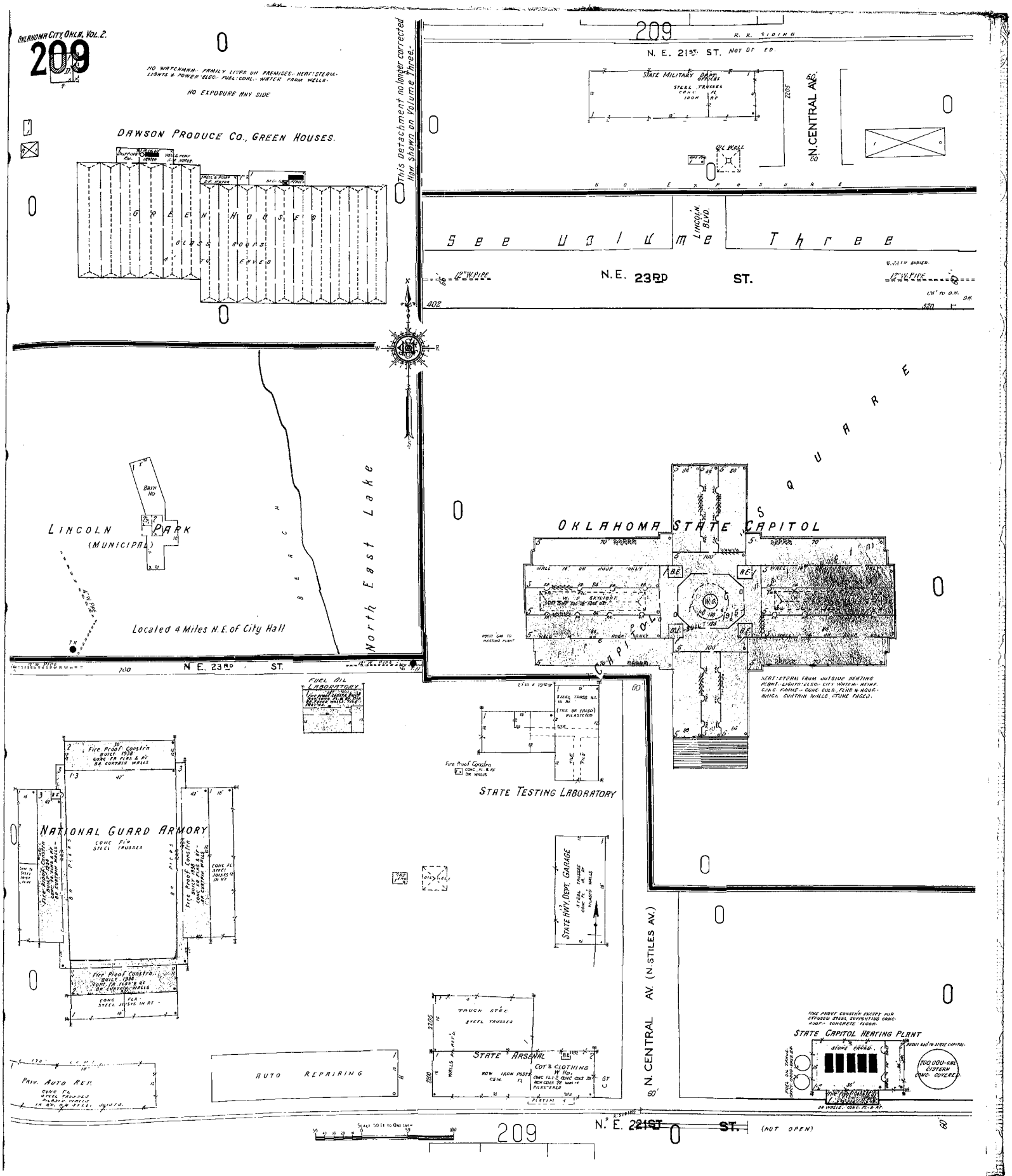
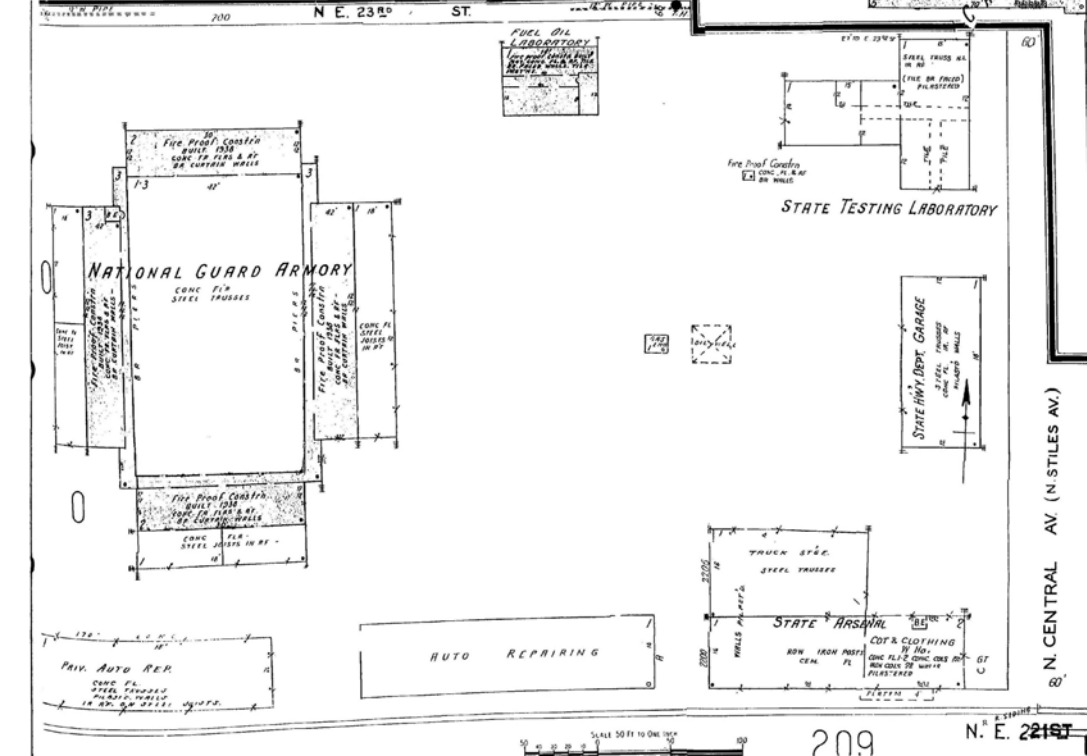
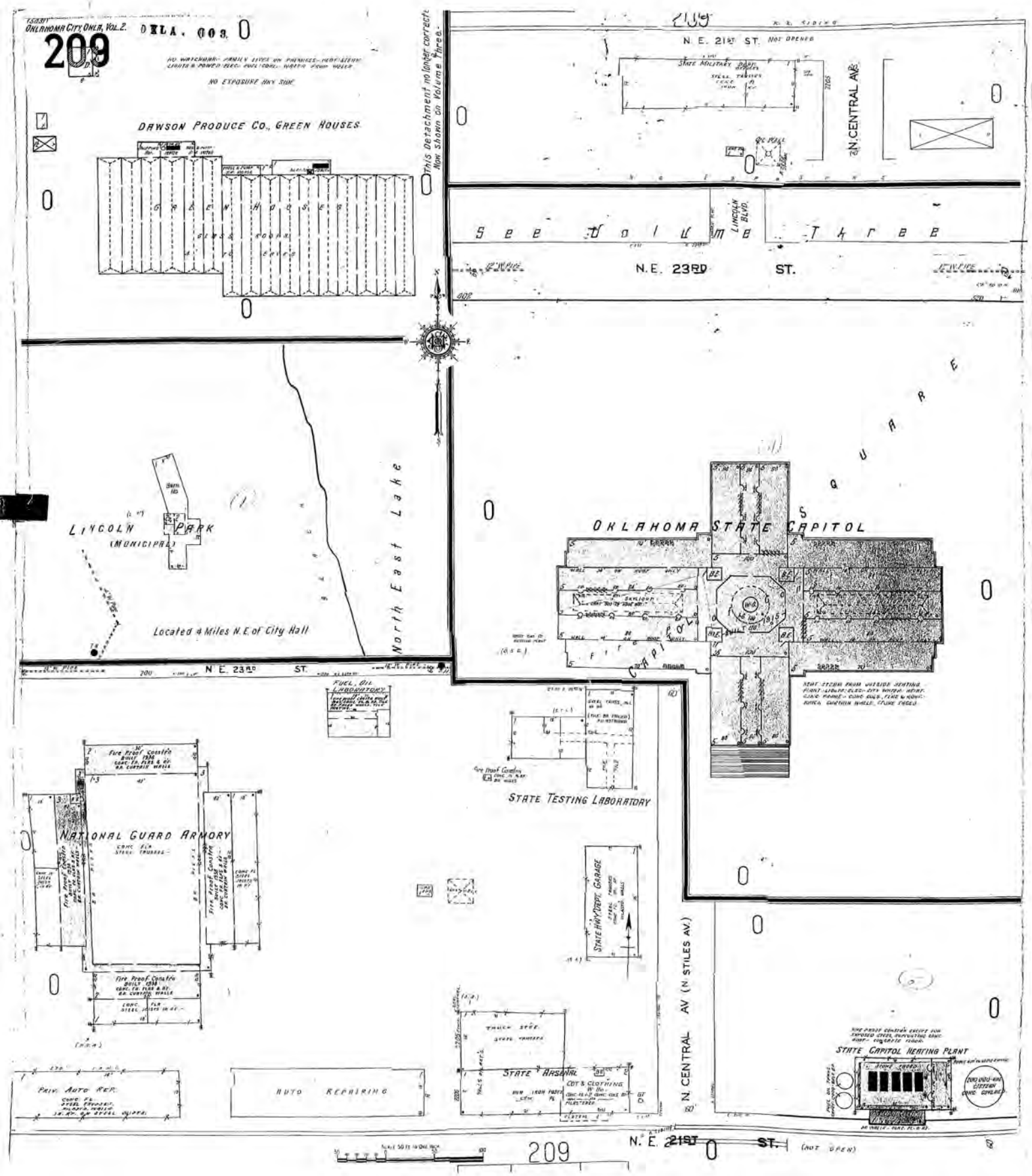


OKLAHOMA CITY, OKLA. VOL. 2.
209
NO WATCHMAN - FAMILY LIVES ON PREMISES - HEAT: STEAM - LIGHTS & POWER ELEC - FUEL: COAL - WATER FROM WELLS
NO EXPOSURE ANY SIDE
DAWSON PRODUCE CO., GREEN HOUSES.
GREEN HOUSES
This Detachment no longer corrected
Now Shown on Volume Three.
N. E. 21ST ST.
STATE MILITARY DEPT.
N. CENTRAL AV.
LINCOLN BLVD.
See Volume Three
N. E. 23RD ST.
LINCOLN PARK (MUNICIPAL)
Located 4 Miles N.E. of City Hall
North East Lake
N. E. 23RD ST.
OKLAHOMA STATE CAPITOL
CAPITOL SQUARE
FUEL OIL LABORATORY
STATE TESTING LABORATORY
NATIONAL GUARD ARMORY
STATE HWY. DEPT. GARAGE
N. CENTRAL AV. (N. STILES AV.)
STATE ARSENAL
AUTO REPAIRING
PRIV. AUTO REP.
STATE CAPITOL HEATING PLANT
N. E. 21ST ST. (NOT OPEN)
209

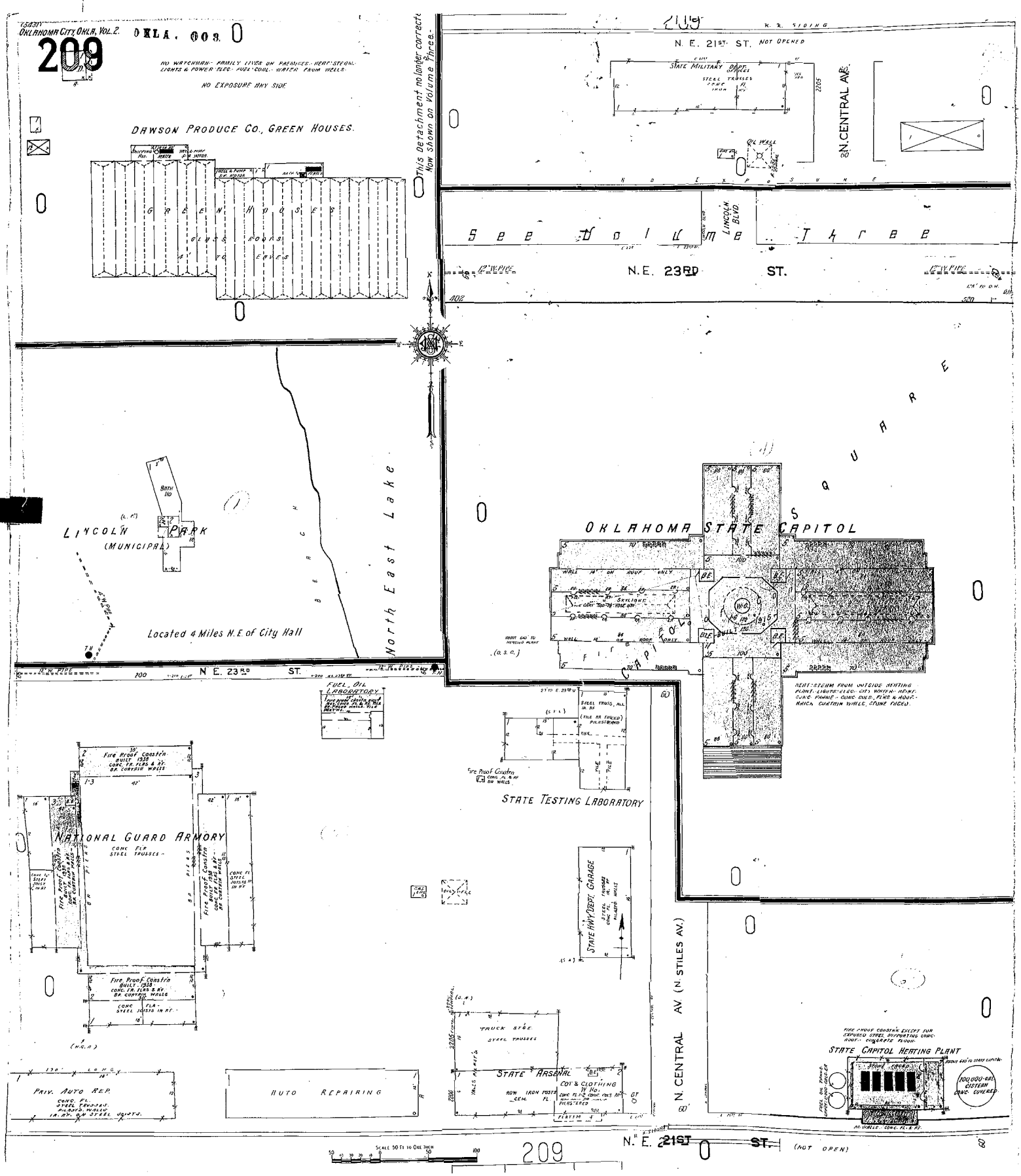


OKLAHOMA CITY, OKLA, VOL. 2.
209
NO WATCHMAN - FAMILY LIVES ON PREMISES - HEAT: STEAM - LIGHTS & POWER: ELEC. - FUEL: COAL - WATER FROM WELLS.
NO EXPOSURE ANY SIDE
DAWSON PRODUCE CO., GREEN HOUSES.
GREEN HOUSES
GLASS ROOFS
This Detachment no longer corrected
Now shown on Volume Three.
209
N. E. 21ST ST. NOT OPEN
STATE MILITARY DEPT. OFFICES
STEEL TRUSSES
OIL WELL
N. CENTRAL AV.
NO EXPOSURE
LINCOLN BLVD.
See Volume Three
N. E. 23RD ST.
12" W. PIPE
LINCOLN PARK
(MUNICIPAL)
BATH HO
Located 4 Miles N.E. of City Hall
North East Lake
BEACH
N. E. 23RD ST.
OKLAHOMA STATE CAPITOL
CAPITOL SQUARE
SKYLIGHT
BUILT 1916
HEAT: STEAM FROM OUTSIDE HEATING PLANT - LIGHTS: ELEC. - CITY WATER - REINF. CONC. FRAME - CONC. COLS., FLRS & ROOF - BRICK CURTAIN WALLS - STONE FACED.
FUEL OIL LABORATORY
STEEL TRUSS N.L. IN RF
(THE BR FACED) PILASTERED
Fire Proof Constrn
STATE TESTING LABORATORY
Fire Proof Constrn BUILT 1938 CONC. FR FLRS & RF BR CURTAIN WALLS
NATIONAL GUARD ARMORY
CONC FLR STEEL TRUSSES
STATE HWY. DEPT. GARAGE
STEEL TRUSSES
N. CENTRAL AV. (N. STILES AV.)
TRUCK STGE.
STEEL TRUSSES
STATE ARSENAL
COT & CLOTHING W. HO.
PRIV. AUTO REP.
AUTO REPAIRING
FIRE PROOF CONSTR'N EXCEPT FOR EXPOSED STEEL SUPPORTING CONC. ROOF - CONCRETE FLOOR.
STATE CAPITOL HEATING PLANT
STONE FACED
200,000-GAL CISTERN CONC. COVERED
N. E. 21ST ST. (NOT OPEN)
209

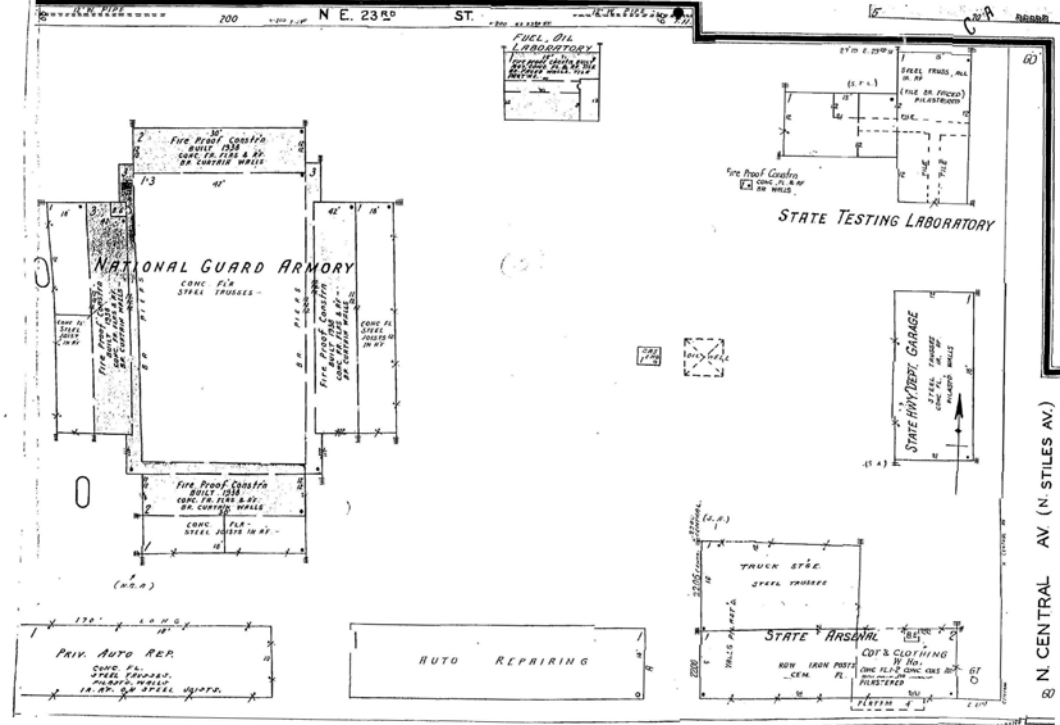

N. E. 23RD ST.
FUEL OIL LABORATORY
STATE TESTING LABORATORY
Fire Proof Constr'n
NATIONAL GUARD ARMORY
CONC FL'R
STEEL TRUSSES
STATE HWY. DEPT. GARAGE
TRUCK STGE.
STEEL TRUSSES
STATE ARSENAL
COT & CLOTHING
W. Ho.
AUTO REPAIRING
PRIV. AUTO REP.
N. CENTRAL AV. (N. STILES AV.)
N. E. 221ST
209

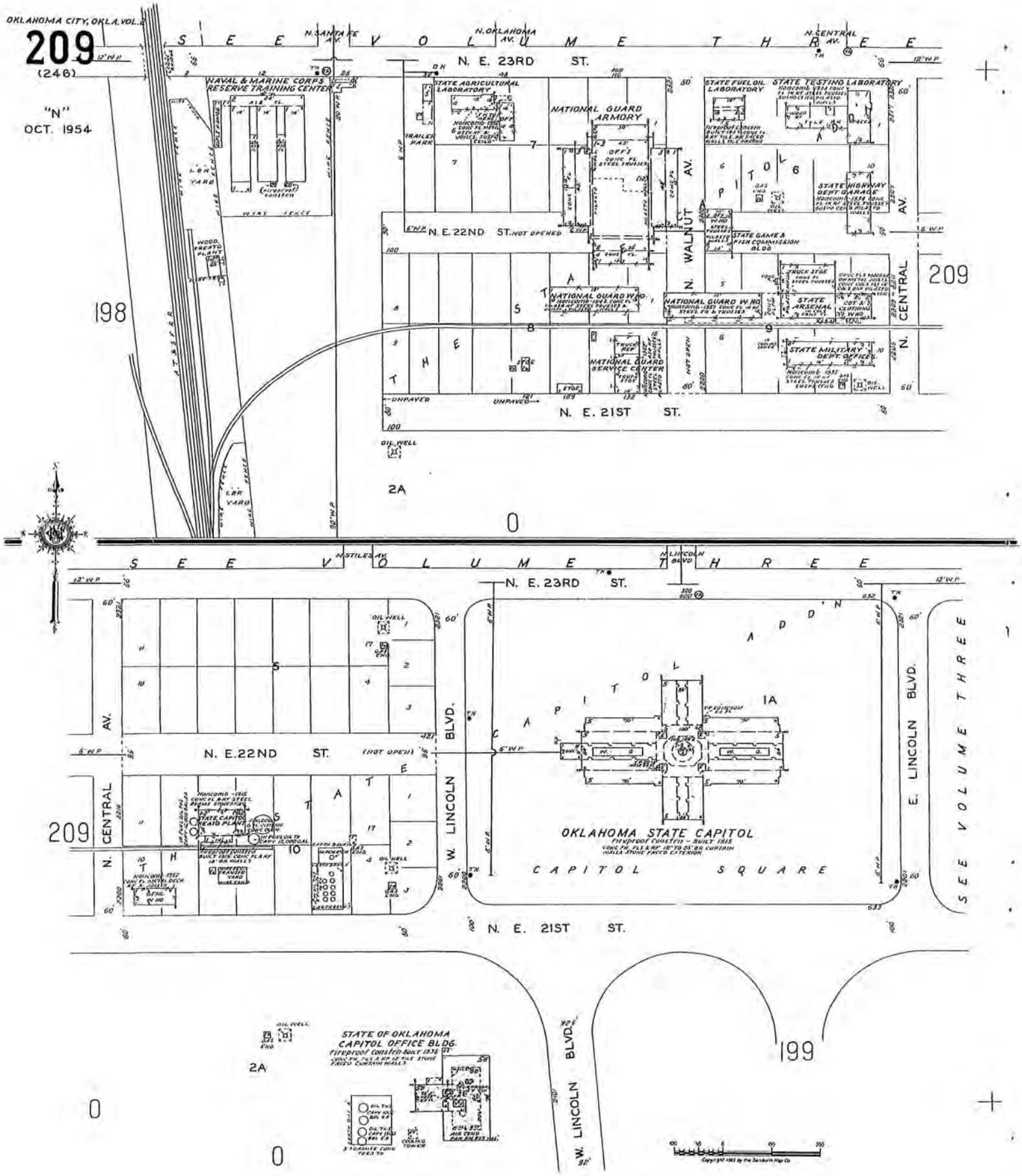


OKLAHOMA CITY, OKLA., VOL. 2.
209
OKLA. 003
NO EXPOSURE ANY SIDE
DAWSON PRODUCE CO., GREEN HOUSES
GREEN HOUSES
This Detachment no longer correct
Now shown on Volume Three.
N. E. 21ST ST. NOT OPENED
STATE MILITARY DEPT.
N. CENTRAL AV.
LINCOLN BLVD.
See Volume Three
N. E. 23RD ST.
LINCOLN PARK
(MUNICIPAL)
Located 4 Miles N. E. of City Hall
North East Lake
OKLAHOMA STATE CAPITOL
SQUARE
FUEL, OIL LABORATORY
STATE TESTING LABORATORY
NATIONAL GUARD ARMORY
STATE HWY. DEPT. GARAGE
N. CENTRAL AV (N. STILES AV.)
STATE ARSENAL
STATE CAPITOL HEATING PLANT
PRIV. AUTO REP.
AUTO REPAIRING
N. E. 21ST ST. (NOT OPEN)
209



OKLAHOMA CITY, OKLA., VOL. 2.
209
OKLA. 003
NO WATCHMAN - FAMILY LIVES ON PREMISES - HEAT STEAM - LIGHTS & POWER ELEC - FUEL COAL - WATER FROM WELLS
NO EXPOSURE ANY SIDE
DAWSON PRODUCE CO., GREEN HOUSES.
GREEN HOUSES
GLASS ROOFS
This Detachment no longer correct. Now shown on Volume Three.
N. E. 21ST ST. NOT OPENED
STATE MILITARY DEPT.
N. CENTRAL AV.
See Volume Three
LINCOLN BLVD.
N.E. 23RD ST.
OKLAHOMA STATE CAPITOL
SQUARE
LINCOLN PARK (MUNICIPAL)
Located 4 Miles N.E. of City Hall
North East Lake
BEACH
FUEL OIL LABORATORY
STATE TESTING LABORATORY
NATIONAL GUARD ARMORY
CONC FLR STEEL TRUSSES
STATE HWY DEPT. GARAGE
TRUCK STGE.
STEEL TRUSSES
STATE ARSENAL
COT & CLOTHING W. HO.
PRIV. AUTO REP.
AUTO REPAIRING
N. CENTRAL AV. (N. STILES AV.)
STATE CAPITOL HEATING PLANT
200,000-GAL CISTERN CONC. COVERED
N. E. 21ST ST. (NOT OPEN)
SCALE 50 FT TO ONE INCH
209


N. E. 23RD ST.
FUEL, OIL LABORATORY
STATE TESTING LABORATORY
Fire Proof Constr'n
NATIONAL GUARD ARMORY
CONC. FL'R
STEEL TRUSSES
STATE HWY. DEPT. GARAGE
TRUCK STGE.
STEEL TRUSSES
STATE ARSENAL
COT & CLOTHING
PRIV. AUTO REP.
AUTO REPAIRING
N. CENTRAL AV. (N. STILES AV.)


OKLAHOMA CITY, OKLA. VOL. 2
209
(246)
"N"
OCT. 1954
SEE VOLUME THREE
N. SANTA FE AV.
N. OKLAHOMA AV.
N. CENTRAL AV.
N. E. 23RD ST.
NAVAL & MARINE CORPS RESERVE TRAINING CENTER
STATE AGRICULTURAL LABORATORY
NATIONAL GUARD ARMORY
STATE FUEL OIL LABORATORY
STATE TESTING LABORATORY
STATE HIGHWAY DEPT. GARAGE
N. E. 22ND ST. NOT OPENED
N. WALNUT AV.
STATE GAME & FISH COMMISSION BLDG.
NATIONAL GUARD W. HO.
STATE ARSENAL
STATE MILITARY DEPT. OFFICES
NATIONAL GUARD SERVICE CENTER
N. E. 21ST ST.
UNPAVED
OIL WELL
198
209
2A
0
N. STILES AV.
N. LINCOLN BLVD.
N. E. 23RD ST.
N. E. 22ND ST.
(NOT OPEN)
W. LINCOLN BLVD.
E. LINCOLN BLVD.
N. CENTRAL AV.
STATE CAPITOL HEATH PLANT
OKLAHOMA STATE CAPITOL
Fireproof Constrn - Built 1915
CAPITOL SQUARE
1A
N. E. 21ST ST.
STATE OF OKLAHOMA CAPITOL OFFICE BLDG.
Fireproof Constrn - Built 1936
199
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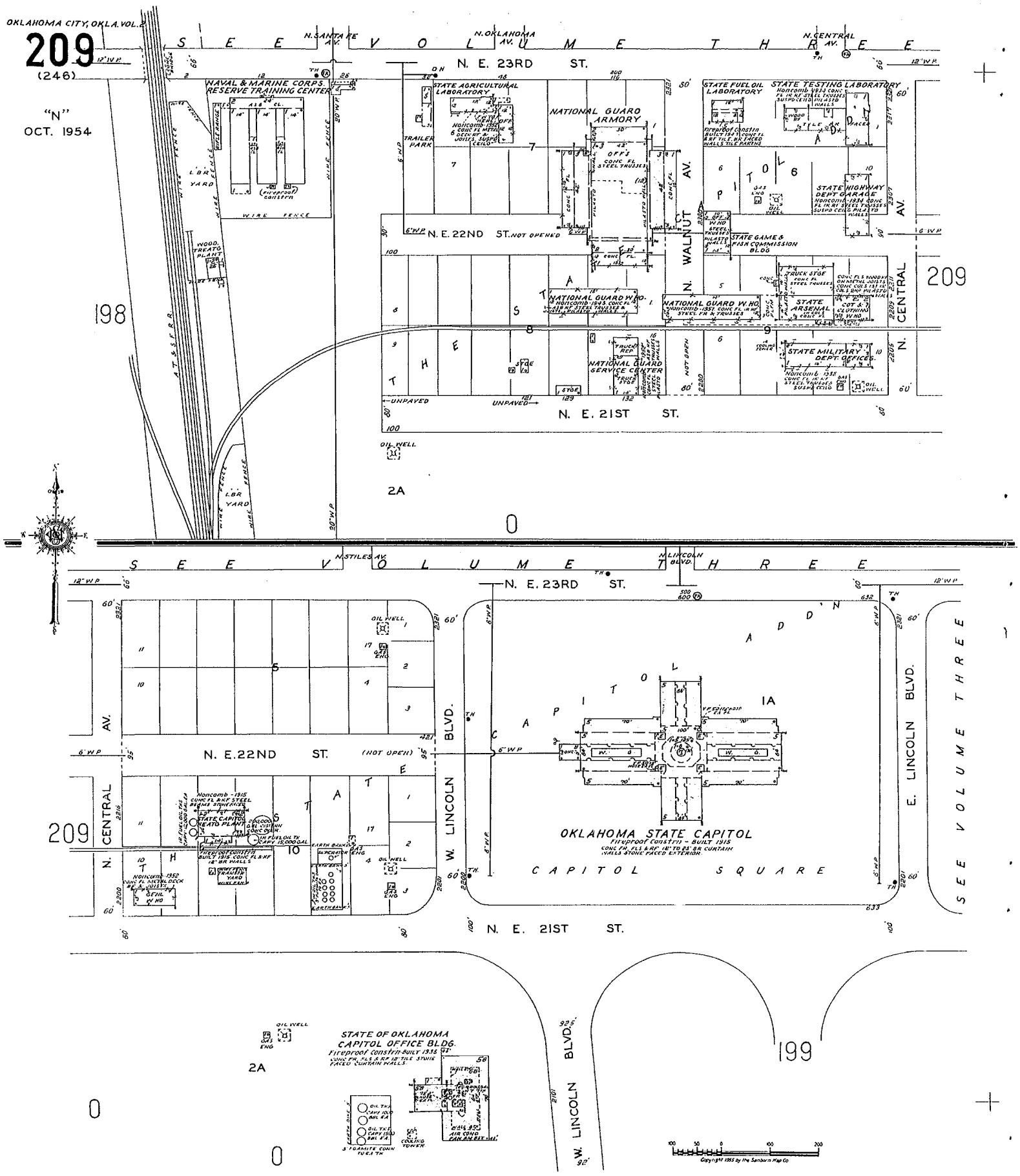
OKLAHOMA CITY, OKLA. VOL. 2
209
(246)
"N"
OCT. 1954
SEE VOLUME THREE
N. SANTA FE AV.
N. OKLAHOMA AV.
N. CENTRAL AV.
N. E. 23RD ST.
NAVAL & MARINE CORPS. RESERVE TRAINING CENTER
STATE AGRICULTURAL LABORATORY
NATIONAL GUARD ARMORY
STATE FUEL OIL LABORATORY
STATE TESTING LABORATORY
STATE HIGHWAY DEPT GARAGE
STATE GAME & FISH COMMISSION BLDG
N. E. 22ND ST. NOT OPENED
N. WALNUT AV.
N. CENTRAL AV.
NATIONAL GUARD W. HO.
NATIONAL GUARD W. HO.
STATE ARSENAL
STATE MILITARY DEPT. OFFICES
NATIONAL GUARD SERVICE CENTER
N. E. 21ST ST.
198
209
2A
0
N. STILES AV.
N. LINCOLN BLVD.
N. E. 23RD ST.
N. E. 22ND ST. (NOT OPEN)
N. CENTRAL AV.
W. LINCOLN BLVD.
E. LINCOLN BLVD.
OKLAHOMA STATE CAPITOL
Fireproof Constrn - BUILT 1915
CAPITOL SQUARE
N. E. 21ST ST.
STATE OF OKLAHOMA CAPITOL OFFICE BLDG.
Fireproof Constrn - BUILT 1935
199
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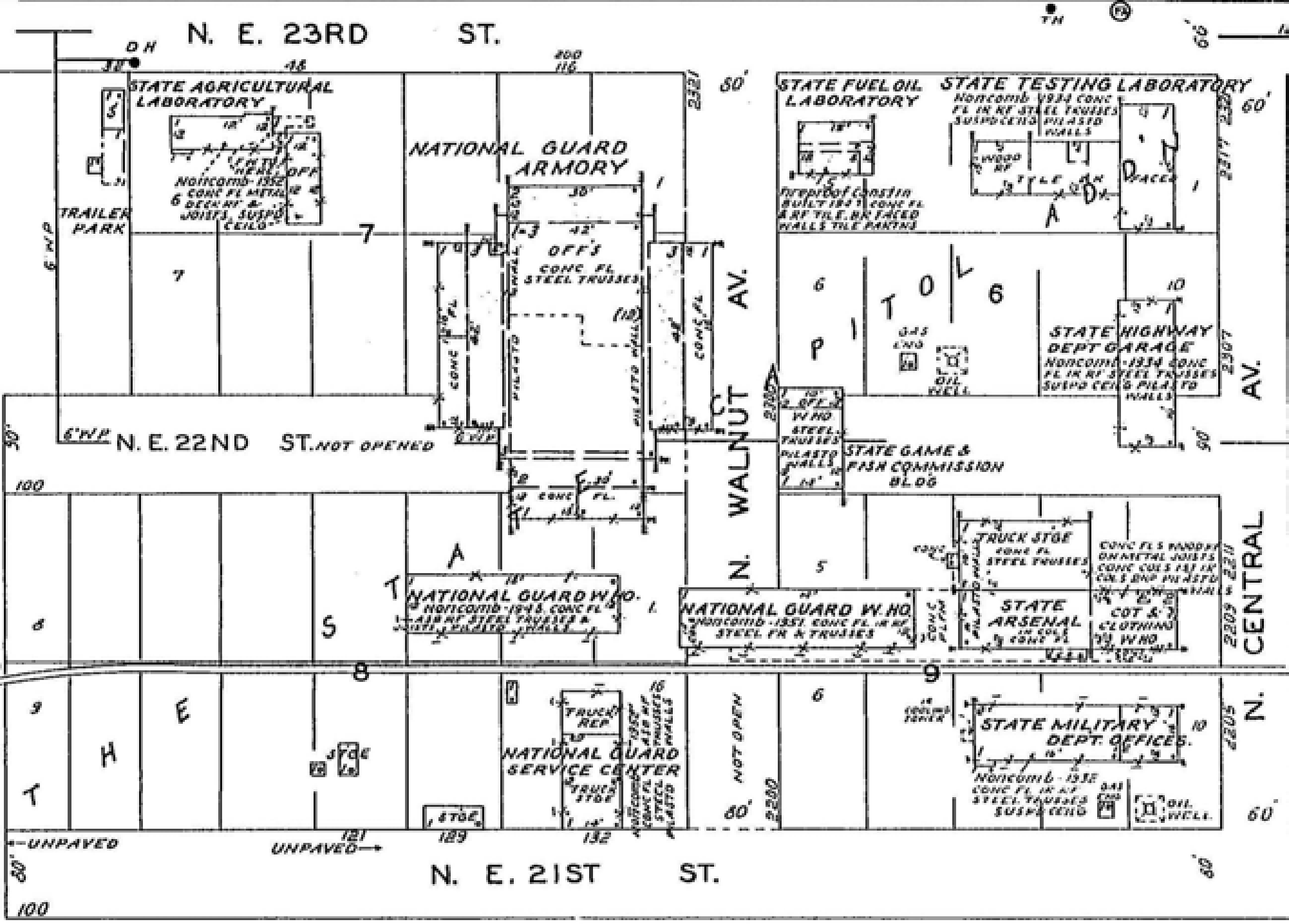
N. E. 23RD ST.
STATE AGRICULTURAL LABORATORY
NATIONAL GUARD ARMORY
STATE FUEL OIL LABORATORY
STATE TESTING LABORATORY
TRAILER PARK
N. E. 22ND ST. NOT OPENED
N. WALNUT AV.
N. CENTRAL AV.
STATE GAME & FISH COMMISSION BLDG
STATE HIGHWAY DEPT GARAGE
NATIONAL GUARD W. HO.
NATIONAL GUARD W. HO.
STATE ARSENAL
NATIONAL GUARD SERVICE CENTER
STATE MILITARY DEPT. OFFICES.
N. E. 21ST ST.
UNPAVED
UNPAVED
NOT OPEN