

BIENNIAL REPORT
OF
THE COMMISSIONER
OF THE
DEPARTMENT OF HIGHWAYS AND
PUBLIC WORKS
STATE OF TENNESSEE



FOR THE YEARS 1923 AND 1924

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STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS.
NASHVILLE.

January 6, 1925.

TO THE HONORABLE MEMBERS OF THE SIXTY-FOURTH GENERAL
ASSEMBLY OF THE STATE OF TENNESSEE:

GENTLEMEN:

In compliance with the law I respectfully submit the regular biennial
report of the Department of Highways and Public Works for the years
1923 and 1924.

Respectfully,

A handwritten signature in cursive script, appearing to read "H. A. Covell". The signature is written in dark ink and is positioned above the printed name of the Commissioner.

Commissioner.



Federal Aid Project No. 96—Bedford County. Bituminous Macadam.

DEPARTMENTAL ROSTER

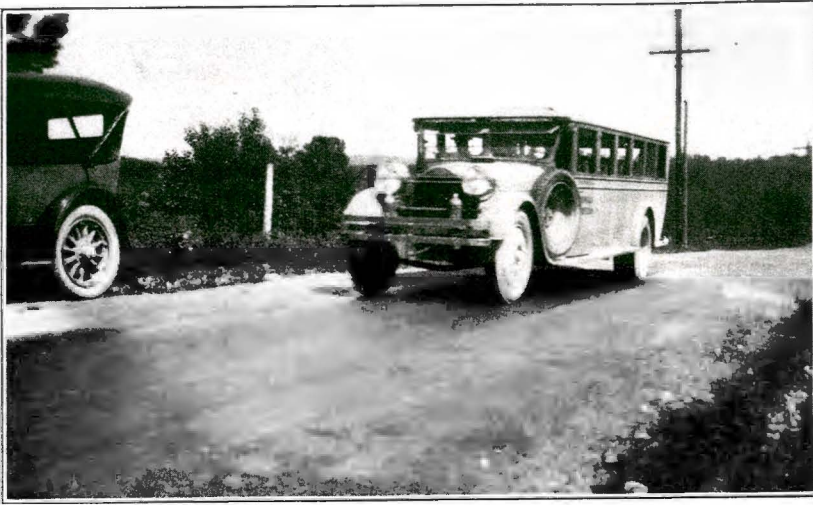
TENNESSEE DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS.

J. G. CREVELING, JR., *Commissioner.*
C. N. BASS—*First Assistant State Highway Engineer.*
R. H. BAKER—*Second Assistant State Highway Engineer.*
J. E. DODSON—*Office Engineer Headquarters Office.*

F. O. BEERMAN—*Special Auditor and Director of Division of Accounts.*

S. D. STRINGFELLOW—*Engineer of Plans and Surveys.*
O. H. HANSARD—*Engineer of Tests and Investigations.*
L. W. ERICKSON—*Engineer of Bridges.*
J. W. CATHCART—*Superintendent of Division of Equipment.*
F. W. WEBSTER—*Division Engineer—Division No. 1.*
J. E. MORELAND—*Division Engineer—Division No. 2.*
C. H. OLMSTEAD—*Division Engineer—Division No. 3.*
T. C. McEWEN—*Division Engineer—Division No. 4.*

INTRODUCTORY



Showing type of Passenger Bus becoming generally used.



Concrete Bridge over Stone River near Murfreesboro Federal Aid Project No. 89

In reviewing the work of the Department for the years 1923 and 1924 certain features are deserving of brief special mention.

Closer supervision has been exercised of the distribution and expenditure of the automobile money. This change in policy has been effected gradually, with due consideration shown the interests of the Counties, and the State Maintenance has been extended systematically and has met with general public approval. The roads of the State are smoother and better and, except in the western section of the State, are largely all weather roads. The maintenance of the State system is logically a service the Department should render and the work should be still further extended and improved.

During the fall of 1923, in co-operation with the Federal Bureau of Public Roads, a system of Federal and State Aid roads was designated and approved by the Secretary of Agriculture. The system embraces approximately 4,600 miles at present.

Work of marking the routes of the State System has been started and is progressing satisfactorily. Later the danger places, such as bad curves, high fills, grade crossings, bridges, etc., will be marked. All of which adds to the comfort, pleasure and safety of the traveling public.

A special Auditor was appointed during 1923 to make a thorough audit and investigation of the Department. While this has been expensive the cost has more than been offset by cash and equipment recoveries, in addition to which important changes have been and are being made in the Department. An entirely new accounting system has been installed and many irregularities corrected.

With the exception of the Equipment Division no changes have been made in the personnel of the heads of the different Departments or Divisions. Each department has been enlarged and strengthened in order to handle the greatly increased volume of work and in order to do better work.

Probably the most widely advertised section of road in the State, between Monteagle and Whitwell, has been greatly improved during 1924 and with contracts to be awarded early in 1925 there will be a smooth riding all weather road between Nashville and Chattanooga. Plans are well under way for shortening the distance between these cities by thirty miles or more.

Several numbers of the Department Magazine have been issued. In the future this will be published quarterly.

The enactment of the Reorganization Act by the Legislature of 1923, followed by litigation testing its constitutionality, delayed somewhat the 1923 program in order that time might be given to a careful study of the program and for the completion of surveys and plans thereafter.

A total of \$4,473,377.23 contracts were awarded during 1923 and \$9,416,384.50 were awarded during 1924 making a total of \$13,889,761.78 for the two years. \$4,022,439.17 was expended for construction in 1923 and \$7,845,767.56 in 1924 making a total of \$11,868,206.73 for the two years. There is under construction now a total of \$8,150,733.33 of work with ample funds available or in sight with which to finance it.

Every effort has been made to complete all old contracts. Only two of these remain uncompleted, namely, Federal Aid Project 20 in Fentress County and Federal Aid Project 85 in Roane County. The latter would have been completed this year but for the failure to deliver sufficient surfacing material of the quality desired. With very few exceptions all the newer projects are progressing satisfactorily, many are ahead of schedule.

No contractor has failed during the two years and in only one instance has it been deemed advisable, on a very old contract, to transfer the work to another contractor in order to hasten its completion.

There has been very little friction with contractors and the few instances have been on old contracts. Contractors are being treated fairly but at the same time the interests of the State are being carefully considered and the details of construction given closer attention as the work progresses. The contractors are co-operating with the Department and the State can feel proud of the work now being done.

The engineers have visited a number of other States in order to study the work for the purpose of improving their own.

County officials are always invited to be present when bids are opened and contracts are awarded. After the bids are opened and



Official Route Marker for State Highways. The above marker indicates State Route One.



Federal Aid Project No. 47—Rutherford County. Grade Separation on State Route one.

tabulated the County Officials, and, in the case of Federal Aid Projects, the representatives of the Bureau of Public Roads, are called in conference, where the bids are carefully analyzed and the approval secured of the County Official as well as of the Federal representatives before an award is made. If the County official is not present the bids are referred to him for approval before awarding officially. It has been possible usually to open, tabulate, and award contracts on the day the bids are opened except when they are referred to the County Officials by mail.

During 1923 many serious complaints were filed relative to damage to property adjacent to Reelfoot Lake and especially at the northern end. This was caused by the heavy rains and affected somewhat by the construction of the road along the southern end of the Lake. The problem was carefully studied, a public hearing at Tiptonville by the Governor and numerous other conferences resulted in certain changes being made in the Spillway which have seemingly solved the problem temporarily. However, what has been done is not a permanent solution and the problem will not be permanently solved unless and until the State acquires all land around the Lake that is subject to overflow or serious damage by high water. The property is so valuable from a State and National view point that the expense of purchasing this additional land is justifiable and is strongly recommended. Incidental thereto, it may be advisable to lengthen the present spillway and widen the drainage ditch below the spillway to permit of better control and quicker outlet in extremely high water periods. Meantime, if proper care is exercised by the Game Warden or his Assistants, and the spill-

way gates lowered or raised opportunely, as the situation demands, there should be no trouble until the State has had time to acquire the land needed.

Very pleasant relations exist with the representatives of the Bureau of Public Roads. A total of \$4,627,929.62 Federal Aid has been paid the State during 1923 and 1924, assisting materially in the work being done. In addition, the Federal Bureau has contributed to the improvement of the standards of location and preparation of plans as well as in actual construction details.

Appreciable progress has been made during the two years towards the completion of the State Highway system. Two more years of hard work, provided adequate funds are furnished the Department, should see the main arteries completed, which will carry well over eighty per cent of the total travel on the State System. In addition, the remainder of the system, by proper maintenance, will be smooth all weather roads except possibly in West Tennessee where no local road building material exists.

Certain legislation affecting the Department is suggested for consideration. The present speed limit of twenty miles an hour is seldom observed. It is suggested that legislation be enacted increasing this to thirty or thirty-five miles an hour and at the same time providing proper protection against reckless driving. The present railroad grade elimination law provides for the railroad paying one-half of the total cost of the elimination. The railroad officials take the position that they should not be expected to pay one-half of the cost of the actual road pavement as this would have to be built and paid for by the State in any event. This position seems logical and fair and it is recommended that the



Road over famous Montecle Mountain being built with State Highway Department forces. The stone surfacing was completed on this section December 20, 1924.

present act be modified to this extent. This will result in the establishment of friendlier co-operation with the railroads. There are two hundred grade crossings on the State system which should gradually be eliminated. The Department believes that all advertising should be prohibited on the right-of-way of the State Highway system.

The Department recommends that adequate funds should be provided, independent of compulsory County co-operation, with which to construct and maintain before, during and after completion, the State Highway system. It believes that \$10,000,000.00 a year is about the sum that should be made available. It further believes that a minimum sum should be fixed to be used absolutely for maintenance. To attain this end the Department suggests for consideration that the gasoline tax be increased from two to three cents per gallon. All the States around Tennessee now have a three cent tax except Alabama, which has a two cent tax, and Arkansas which has a four cent tax. The gasoline tax is unquestionably the fairest and most logical tax that can be imposed on motor vehicles and should gradually displace other forms of license or tax.

It is further suggested that sections 21 and 22 Acts of 1919, Chapter 149, be amended to provide that the one-half the automobile license fees now pro-rated among the 95 counties be given the Department to be used exclusively for maintenance of the State Highway system. Also that compulsory County co-operation be omitted but that voluntary co-operation be authorized when Counties so desire.

Heavy loaded trucks are doing great damage to the roads of the State. It is suggested that the heavier truck license fee be increased appreciably.

The Department is trying to deserve, and it sincerely trusts that it now merits the confidence and respect of the people of Tennessee.



Overloaded Truck—A Menace to Roads.

ORGANIZATION

The Department of Highways and Public Works functions under a Commissioner. Under the Reorganization Act of the 1923 Legislature, the Commissioner replaced a three man paid Commission, established in 1919, which in turn replaced a larger non-paid commission established in 1916, the first organization of a State Highway Department for Tennessee.

The State Highway Commissioner is the chief executive officer of the Department. He is charged with the responsibility of prescribing all rules and regulations for the government of his department, and is responsible for the proper functioning of it. He designates all roads to be built, authorizes all appropriations and executes all contracts.

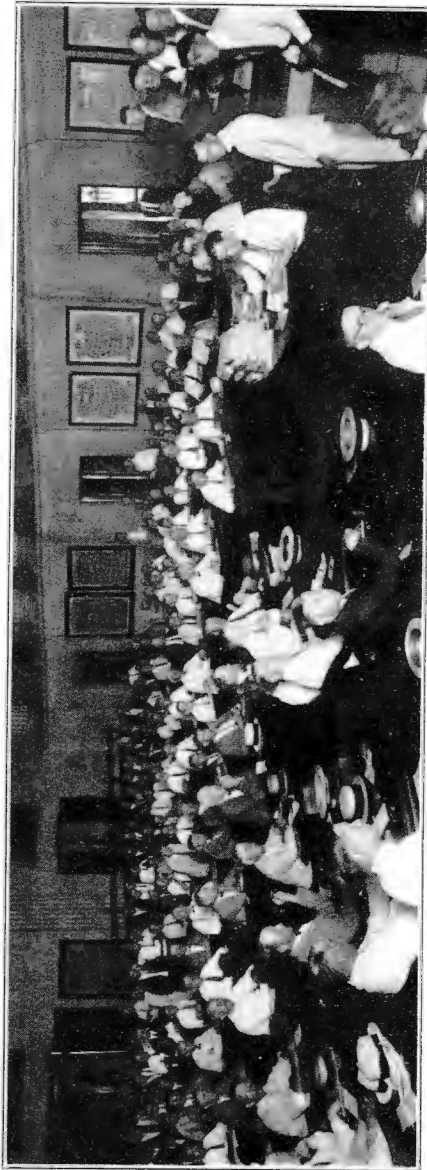
Assisting in the administration of the Department as organized at present are the First and Second Assistant State Highway Engineers. The First Assistant State Highway Engineer has general charge of the Headquarters office, equipment purchases, and the correlation of the several divisions of the Department. The Second Assistant State Highway Engineer has general charge of the field personnel, contracts, supplies, and of the Division of Public Works.

The Auditor is in charge of the Division of Accounts. This Division under his direction has been recently reorganized and expanded so as to properly clear the volume of work required of it in the checking and auditing of accounts, making disbursements, and the keeping of the necessary records.

The Department, for functional reasons, is divided into eight Divisions. These are, the Division of Plans and Surveys, the Division of Tests and Investigations, the Division of Bridges, the Division of Equipment, and four Construction Divisions. Each of these Divisions, with the exception of the Division of Equipment, is in the charge of a Division Engineer. The Division of Equipment is in the charge of a Superintendent.

The Engineer of Plans and Surveys has supervision of all surveys and the preparation of all plans, specifications, and contracts for State Highway work. Under him are the Chief Draftsman, who has charge of the drafting rooms, and three Assistant Engineers, one of whom having charge of preliminary surveys and reconnaissance work, and the other two having charge of the field parties on location and also assisting in the direction of the preparation of plans.

The Engineer of Tests and Investigations has charge of all matters pertaining to the making of proper tests of all materials for road and bridge construction. He has charge of the physical and chemical laboratories, and directs the making of the material surveys on projects contemplated for construction in order that all local material be investigated so as to determine its suitability for road construction. Under his



Showing part of a crowd in attendance at public opening of bids for contract work.

direction also, research and experiments are carried on to develop more economical methods of construction and to improve the quality of work being performed.

The Engineer of Bridges has charge of the design of all timber, steel and concrete structures, built on the State Highway system. He co-operates with the Division Engineers in the construction and maintenance of such structures.

The Superintendent of Equipment has jurisdiction over all construction and maintenance equipment, including all surplus war equipment and supplies. He directs the operation of the State Garage, divisions of which, in addition to the main units at Nashville, are located in Knoxville and Jackson.

The Division Engineers in charge respectively of the four construction divisions, are the authorized field representatives of the Department. The Division Engineer is responsible for the construction and maintenance in his division. He also co-operates in the direction of surveys, and, assisted by a Division Construction Engineer, he directs all Resident Engineers and all work is subject to his orders and directions. Likewise, with the assistance of the Division Maintenance Engineer, he directs all maintenance of roads on the State Highway system which have been taken over for State Maintenance.



Core drill operated by Testing Division, taking cores for checking thickness and strength of pavement.

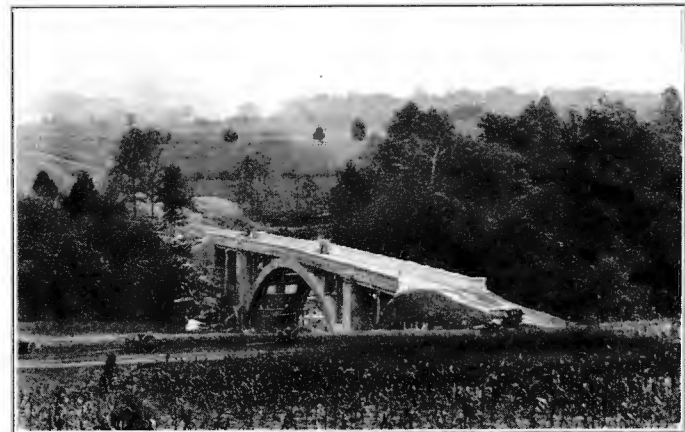
DIVISION OF TESTS AND INVESTIGATIONS

Materials entering into the construction of highways for the Department were tested by commercial laboratories previous to 1920; however, the field inspections were made by various representatives of the chief engineer. In 1920 the Testing Division was organized with two laboratories, one at Nashville and one at Knoxville, the Knoxville laboratory being that of the Engineering Department of the University of Tennessee. During the year of 1920, only a comparative few samples were tested in these two laboratories as compared with several thousands of samples tested during the year of 1924.

CHEMICAL LABORATORY and PHYSICAL LABORATORY. The Knoxville laboratory is equipped principally for carrying on physical tests on cement, fine aggregate, coarse aggregate, stone, steel, and concrete. It is also equipped for carrying on the physical and chemical tests on asphaltic cement. The Nashville laboratory is equipped for carrying on the physical tests on cement, sand, fine and coarse aggregates, stone, small specimens of concrete, and is equipped for making the chemical tests on all materials already mentioned, also on paints, creosote, and corrugated metal culvert pipe.

SOIL LABORATORY. A limited study has been made of our sub-soils, and the need of a soil laboratory has been clearly demonstrated. Several failures that have occurred in the completed roadway have been attributed directly to soil conditions that could have been remedied if sufficient attention had been paid to the sub-soil before and during the construction.

RESEARCH. Research has been done on several materials and their usage. This work is very valuable. Before any research work is done,



Example of Arch Bridge Construction Federal Aid Project No. 79 Warren and Van Buren Counties



Federal Aid Project No. 47 - Rutherford County. Bituminous Macadam.

PLANS DIVISION

The duty of the Plans Division is to prepare plans and specifications for road contracts. Bridge plans are prepared by the Bridge Division.

Surveys are made by a co-operative method between the Division Engineer and Engineer of plans. The Division Engineer employs the location party and has direct charge of the party's movements, and is responsible for the final location, while the Engineer of Plans directs the methods of making surveys and keeping notes.

Each location engineer sends the Plans Division a postal card report each week, reporting work done that week and proposed work for the next week. By the aid of these reports the Plans Division is posted as to progress of the surveys and makes visits to the field party at times when most convenient and helpful to the party.

One expert reconnaissance engineer is attached to this Division. His duties are to go over difficult routes previous to placing location parties in the field, to map out a general route and confer with the Division Engineer on various routes under consideration.

When the survey is completed the field notes are sent direct to the Plans Division office, where a working plan and profile are made. A tentative grade is laid on the profile and the office man who is to work up the plans walks over the surveyed line in company with the location engineer to familiarize himself with the country and discuss the various points of proposed construction. The Division Engineer visits the plans office from time to time and looks over the plans and especially the grades to see if it conforms to his ideas and to give a check on the office men.

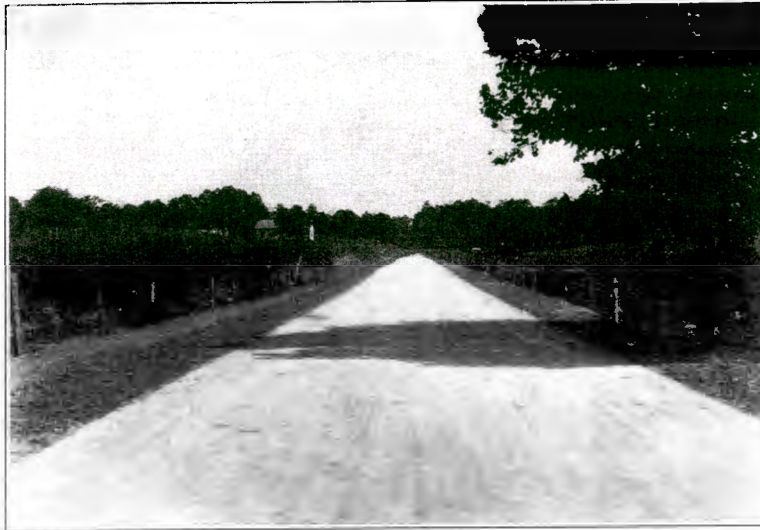
When the plans are completed the Plans Division make up a set of specifications, including the estimated quantities, and submits them to the Division Engineer for his check and approval. Then approved copies are made and sent to the contractors wishing to bid on the work.

In cases of Federal Aid projects this Division gathers data and prepares all information for route and project statement reports.

* All blue printing, plan filing and general drafting and specification work is handled in this office.

The Division pay roll consists of an average of eighteen draftsmen, Engineer of Plans, two assistants, one reconnaissance engineer and one stenographer. An average of eight survey parties, consisting of about five men each, are in the field continually.

During the past year complete surveys and plans have been made covering approximately two hundred seventy-five miles of improvement.



State Aid Project No. 132—Knox County. Bituminous Concrete.



Federal Aid Project No. 41—Knox County. Kentucky Rock Asphalt Surface.

a study is made to find out what has been done by other organizations in order that there be no unnecessary duplication of effort. Most of our research problems are of purely local interest.

MATERIAL SURVEYS. Material surveys are made for each project to be surfaced before it is let to contract. The information obtained is published so that all bidders will know what local materials available are suitable for use. The principal local materials in East Tennessee are stone and chert; the principal local materials in Middle Tennessee are stone, gravel, and chert, and these materials are fairly well distributed. In West Tennessee the principal local material is sand, and there is also a limited amount of chert and gravel.

CORE DRILL. Soon after constructing a few concrete pavements, the need was felt for a method of checking up on the work after it was finished. In the early part of 1923 a pavement core drill was purchased, and this machine is now used on all concrete pavements and on all concrete bases with asphaltic surfaces, and it has been found that this machine is very satisfactory in checking up both on the quantity and the quality of the work. The specimens drilled are sent to the laboratory for test purposes.

FIELD INSPECTION. The field inspection of materials has been done principally through the division engineers but each year more and more of it is being done directly through the organization of the Division of Tests and Investigations. This Division assists in selecting materials both for construction and maintenance, and it is vitally interested in correlating the laboratory test results with the field conditions.

The Division of Tests and Investigations with the co-operation of the other divisions of the Department are constantly working for bettering the quality of the work and at the same time keeping in mind the most economical roadway to be built. This Division has been helped very much by exchanging ideas and experiences with members of the American Association of State Highway Officials, the American Society of Testing Materials, the Advisory Board on Highway Research of the National Research Council, and various other organizations at their annual meetings.

DIVISION OF BRIDGES

DUTIES. At the present time the duties of the bridge division are: to assist in determining the location of large and important bridges; to make complete designs, specifications and estimates for all bridges, culverts and miscellaneous structures constructed on the State highway system; to have consulting charge, through the division engineer, of the construction and maintenance of all bridges and culverts on the State

highway system; to check all structures on the highway system; to furnish plans and specifications to the various counties upon request for them.

During the biennium the Bridge Division has furnished complete designs as follows: On Federal Aid projects 1886 culverts estimated to cost \$859,130.78, 112 bridges estimated to cost \$1,663,135.57, two overhead structures estimated to cost \$58,627.04; on State Aid projects culverts estimated to cost \$494,495.22, 79 bridges estimated to cost \$796,872.97, four underpass structures estimated to cost \$28,440.00; County work estimated to cost \$22,900.00.

The record of the number of culverts on State Aid projects is not complete due to the fact that some of these projects are in the nature of reconstruction and existing culverts remain in place. Sometimes they are lengthened, in other cases replaced entirely.

CHARACTER OF BRIDGES DESIGNED. It is the purpose of the division to design and construct bridges of the highest standard, consistent with current practice. A slight increase in concentrated loading has been made over that formerly used, viz: eighty (80) per cent of a truck is considered as acting on the rear axle instead of sixty-six and two-thirds ($66\frac{2}{3}$) per cent. This change conforms more nearly to the average actual conditions of truck loading and results in slightly heavier floor systems.

Foundation surveys consisting of soundings and borings are made on all bridges for the purpose of obtaining data on which to base the design and eliminating, as far as possible, changes on construction. Topographic conditions, high water, etc., determine the layouts.

With few exceptions all bridges constructed during the biennium are either of steel or reinforced concrete, or a combination of both. On one State Aid project the bridges are constructed of untreated timber. on two State Aid projects the main spans, supported by concrete piers, are of steel with concrete floors and the approaches of untreated timber,

STANDARDS. In order to expedite the work of the Division, the design of structures is standardized as much as possible. There are a few instances where designs for specific locations need special treatment.

TABULATION OF WORK. Below is the tabulation of work done by the Bridge Division, showing project number, county in which the work is done, number and estimated cost of structures 20 foot span and under; also those over 20 foot span, number and estimated cost of overhead and underpass structures, the estimated cost of county work, total salaries and per cent of engineering for preparation of bridge plans.



Showing Grade Elimination Structure Federal Aid Project No. 41 with Southern Railway.

TABLE SHOWING CULVERT AND BRIDGE WORK 1924

FEDERAL AID PROJECTS

Proj. No.	COUNTY	CULVERTS AND BRIDGES UNDER 20' SPAN		BRIDGES OVER 20' SPAN	
		No.	Estimated Cost	No.	Estimated Cost
18A	Fayette	96	\$45,022.76	5	\$134,003.36
19A	Hardeman	57	29,836.98	2	64,593.35
19B	Fayette	28	15,655.67		
19C	Fayette	36	18,108.02	6	88,425.37
29A	Gibson	12	4,205.16	2	24,347.40
29B	Madison	35	10,905.06	2	80,941.27
31A	Tipton	81	39,245.25	1	12,038.11
31B	Tipton	43	19,272.86	3	33,027.50
34A	Maury	37	17,612.17	3	28,827.47
36A	Fayette	34	16,060.14	5	45,804.37
39A	Dyer	27	13,937.14	2	28,899.78
39B	Lauderdale	19	7,212.09	3	27,543.52
39C	Lauderdale	39	20,595.08	6	60,478.04
44A	Greene	91	36,293.78	4	15,464.31
45A	Roane	71	32,422.46		
51A	Carroll	45	37,407.67	3	71,657.58
51B	Carroll	62	34,618.45	3	57,382.78
53A	Wayne	45	28,741.28	3	22,135.67
60A	McMinn	33	18,587.04	1	2,586.60
73A	Lincoln	27	6,954.33	1	3,859.54
78A	Bradley	80	32,451.63	3	29,445.85
82	Anderson	90	42,801.08	1	25,753.18
95	Sullivan	80	29,528.19		
97	Sullivan	59	35,343.10	2	10,054.88
98	Sullivan	53	29,425.64	3	15,445.24
100	Haywood	58	27,139.48	14	233,891.50
201	White	98	17,752.53	1	6,593.98
202	Warren	81	21,364.78	2	47,112.93
203A	White-Warren			1	162,609.90
204A	Tipton	22	14,756.13	3	45,873.60
205	Cheatham	44	17,903.04	2	66,755.14
206	Davidson	22	6,692.48		
207	Loudon	65	20,186.54		
Total		1670	738,038.01	87	1,445,552.22

STATE AID PROJECTS

Proj. No.	COUNTY	CULVERTS AND BRIDGES UNDER 20' SPAN		BRIDGES OVER 20' SPAN	
		No.	Estimated Cost	No.	Estimated Cost
113B	Scott			2	31,952.55
113D	Scott			1	68,404.01
114	Grundy		2,848.10	1	12,682.50
116	Perry	18	11,448.74		
120	Dickson			2	14,271.89
122	Lawrence			1	6,751.31
123B	Putnam	24	8,084.87		
123C	Putnam		843.61		
126	Sumner			1	4,204.22
127	Sumner			2	4,824.38
130	Cumberland	85	16,516.73	3	28,284.80
131	Carter			3	32,430.68
133	Jefferson	55	11,604.51	1	3,644.09
135	Jackson			1	44,734.23
135B	Jackson		100.00		
139	Montgomery	3	754.80		
141B	Blount			1	34,307.21
150	Coffee			2	22,515.15
151	Coffee			1	6,060.19
151D	Coffee			1	6,209.64
152	Anderson			1	9,807.89
158	Robertson			2	22,921.28
159	Chester	67	6,982.00	12	10,947.00
160	Hamblen	25	11,669.03		
161	Roane	40	9,946.05		
163A	DeKalb		3,147.00		
163B	DeKalb			1	103,556.94
164	Grainger		2,645.00	1	90.00
165	Crockett	24	8,795.89	4	23,558.97
166A	Trousdale	17	5,535.12		
166B	Trousdale	7	3,073.49	1	15,450.44
167	Gibson	62	25,922.12	1	6,849.00
168	Madison	25	16,084.84	1	22,206.31
169A	Obion	55	23,053.62	1	12,876.45
169B	Obion	25	13,016.51		
170	Marion	18	12,854.83	4	62,376.81
171	Grundy	18	5,753.99	2	2,941.10
174	Hardin	27	3,314.00	9	5,328.52
175A	Gibson	35	26,635.42		
175B	Gibson		27,082.78		
& C					
175D	Gibson			5	55,822.90
177	Davidson			1	21,658.19
179	Knox	23	12,119.36	1	8,016.70
180	Giles and Lawrence	24	13,667.11	2	10,850.93
Total			283,499.52	72	716,536.28

TABLE SHOWING CULVERT AND BRIDGE WORK 1923
FEDERAL AID PROJECTS

Proj. No.	COUNTY	CULVERTS AND BRIDGES UNDER 20' SPAN		BRIDGES OVER 20' SPAN	
		No.	Estimated Cost	No.	Estimated Cost
16	Montgomery	2	\$ 8,530.06		
69	Madison	50	26,612.27	12	\$104,859.87
87	Davidson	1	286.42	1	10,659.52
91	Montgomery	10	15,473.72		
94	Benton	53	33,994.06	1	13,496.26
96	Bedford	29	10,873.98	7	32,809.62
99	Wayne	71	25,322.35	4	55,758.08
Total		216	\$121,092.77	25	\$217,583.35

STATE AID PROJECTS

Proj. No.	COUNTY	CULVERTS AND BRIDGES UNDER 20' SPAN		BRIDGES OVER 20' SPAN	
		No.	Estimated Cost	No.	Estimated Cost
113	Scott		\$ 28,354.78		
114	Grundy		63,414.20		
115	Lewis	28	5,814.26		
119	Robertson		3,140.50		
120	Dickson		1,540.60	1	\$ 7,429.12
126	Sumner		10,857.17		
127	Sumner		28,389.61		
128	Jefferson		1,515.00	1	6,927.94
129	Hickman			2	37,244.47
131	Carter		5,318.90		
132	Knox		2,776.00		
134	Rutherford			1	5,786.06
137	Marion	29	9,595.28		
140	Meigs	66	26,364.00		
141	Blount		23,915.40	2	22,949.10
Total			\$210,995.70	7	\$ 80,336.69

COUNTY PROJECTS

COUNTY	ESTIMATED COST
Sumner	\$ 1,000.00
Morgan	10,900.00
Total	\$11,900.00

TABLE SHOWING TOTAL ESTIMATED COST OF WORK, TOTAL SALARIES, AND PERCENTAGE OF ENGINEERING TO PREPARE PLANS

YEAR	ESTIMATED COST	SALARIES	PER CENT FOR ENGINEERING
1919-22	\$ 2,962,817.10	\$ 57,378.30	1.94
1923	641,908.51	18,456.66	2.88
Total	\$ 3,604,725.61	\$ 75,834.96	2.10

GRADE SEPARATIONS

FEDERAL AID PROJECTS 1924.

Proj. No.	COUNTY	OVERHEAD		UNDERPASS	
		No.	Estimated Cost	No.	Estimated Cost
41C	Knox	1	\$12,462.48		
91C	Montgomery	1	46,164.56		
Totals		2	\$58,627.04		

STATE AID PROJECTS 1924

On Proj. No.	COUNTY	OVERHEAD		UNDERPASS	
		No.	Estimated Cost	No.	Estimated Cost
FA18A	Fayette			1	\$5,350.00
SA167	Gibson			1	3,510.00
FA201	White			1	6,580.00
FA37	Campbell			1	13,000.00
Totals				4	\$28,440.00

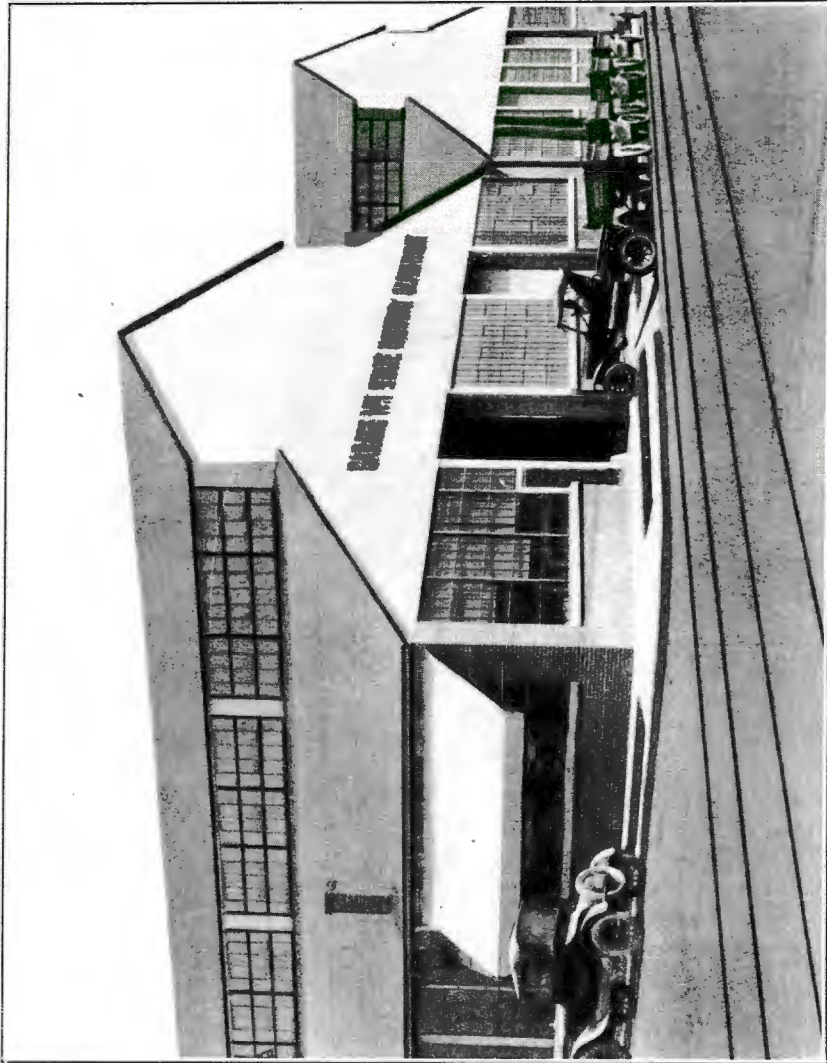
COUNTY PROJECTS 1924.

COUNTY	ESTIMATED COST
Maury	\$9,300.00
Williamson	1,700.00
Totals	\$11,000.00

TABLE SHOWING TOTAL ESTIMATED COST OF WORK, TOTAL SALARIES AND PERCENTAGE OF ENGINEERING TO PREPARE PLANS

YEAR	ESTIMATED COST	SALARIES	PER CENT FOR ENGINEERING
1919-23	\$3,604,725.61	\$75,834.96	2.10
1924	3,281,693.07	28,071.60	.885
Totals	\$6,886,418.68	\$103,906.56	1.509

THE EQUIPMENT DIVISION



Showing General Headquarters of Equipment Division. Located corner 23rd and Charlotte Avenues, Nashville.

The Equipment Division has jurisdiction, in co-operation with the Division Engineers, over all the Department's equipment and supplies. The headquarters of this Division are located in Nashville on Charlotte Avenue and consists of two main buildings and several large sheds. The two main units are of concrete and steel construction, each having a hundred feet front and a depth of one hundred and fifty feet and are so arranged that there are approximately 42,000 square feet of floor space. In addition to this space there are four sheds, recently erected, each being approximately forty feet by one hundred and fifty feet and arranged around a central open court. District garages are located at Knoxville and Jackson.

Under the Federal Aid Road Acts large quantities of surplus war materials were made available to the several States, each State being entitled to its pro-rata share based on its ratio to the other States of area, population, and public road mileage.

This equipment and supplies costs the States only the loading and transportation charge which usually amounts to approximately one-fifth the Government valuation. Tennessee has been receiving its pro-rata of this distribution. Practically the entire allotment of trucks and tractors were delivered to various counties in the State for use, in their existing condition, which has resulted in their being worn out or scrapped in a very short while, in the majority of counties. Complete surveys and records of this equipment are now kept and as rapidly as possible the tractors and trucks are being reclaimed, rebuilt where their condition warrants it, and reassigned to State Maintenance or construction work. Without recalling this Equipment from the Counties it would have been practically impossible to have inaugurated the State Maintenance program to its present status with the small amount of funds available and in the short period of time it has taken. The Equipment Division deserves much credit for the rapid and efficient manner in which it has reconditioned this equipment during the past two years, enabling the field forces to obtain good service from equipment only a short while ago classed as junk.

The Equipment Division is under the direction of a superintendent who is directly responsible for its entire operation. He has a general foreman who directs the operation of the main shop and also a foreman at each of the two division garages. The accounting of the equipment is under the direct charge of the Superintendent, but is co-ordinated with the Accounting Department at the Main Office.

Following is a summary of operations of the Equipment Division through the Shops for the year ending 1924:

Have completely rebuilt:

- | | |
|---------------------------------|------------------------------------|
| 9 Dodge cars, | 1 Buick, |
| 8 1 ton Ford trucks, | 41 Ford touring cars, |
| 19 Liberty 3½ ton trucks, | 6 Pierce Arrow 2 and 5 ton trucks, |
| 6 5 ton Mack trucks, | 9 White 1 ton trucks, |
| 3 4 ton Packard trucks, | 11 2 ton Nash Quad trucks, |
| 3 Aviation 5 ton trucks, | 5 F. W. D. 3 ton trucks, |
| 1 G. M. C. 5 ton truck, | 1 Riker 5 ton truck, |
| 10 10 ton Holt tractors, | 3 5 ton Holt tractors, |
| 9 Motorcycles, | 1 20 ton Holt tractor, |
| 6 Light Aviation 1½ ton trucks, | 2 Fordson tractors, |
| 11 Road Drags, | 1 Locomotive Crane, |
| 1 Steam Shovel, | 1 Hoisting Engine, |
| 3 Graders, | 2 Portable Steam Power Plants, |
| 1 251 cu. ft. Air compressor, | 4 Gas Power units, |

The following pieces of equipment were placed in commission by supplying same with tires, rims, shock absorbers, beds, painting, etc:

- | | |
|-----------------------|-----------------------|
| 30 Ford touring cars, | 68 1 ton Ford trucks, |
| 2 Dodge cars, | 30 Fordson tractors, |
| 43 Road Graders, | 6 Water Wagons, |

The maintenance program consisted of maintaining the plant buildings and machinery, together with the following equipment.

- | | |
|---------------------------------------|-----------------------------------|
| 5 Complete Rock Crushing outfits | 2 Road Oilers, |
| 2 Locomotive Cranes, | 2 Steam Shovels, |
| 2 Keystone Loaders, | Numerous Jack Hammers and Drills, |
| 86 Ford passenger cars, | 24 Dodge passenger cars, |
| 60 3½ ton Class B Liberty Trucks, | 89 1 ton Ford trucks, |
| 17 Pierce Arrow Trucks (2 and 5 ton), | 14 5 ton Mack trucks, |
| 9 1 ton White trucks, | 12 4 ton Packard trucks, |
| 46 Nash Quad 2 ton trucks, | 12 Aviation trucks 5 ton, |
| 31 F. W. D. 3 ton trucks, | 3 G. M. C. ¾ ton trucks, |
| 29 10 ton Holt tractors, | 3 5 ton Holt tractors, |
| 30 Fordson tractors, | 2 20 ton Tractors, |
| 6 Aviation trucks 1½ ton, | 13 Miscellaneous trucks and cars, |
| 6 Water Pumping outfits, | 4 Gas Engine units, |
| | Numerous road Graders and Drags, |

Other work in this Division consisted of building and maintaining machinery used by the Testing and Engineering Divisions, and of taking care of Government material assigned the State and building motors and transmissions for Counties throughout the State. As charged on books of this Department, the following represents the cost of this work during 1924 including the building of warehouses for equipment.

The following represents the cost of this work during 1924:

Cost of parts used in shop.....	\$ 91,774.35
Amount of parts and new equipment shipped from headquarters garage.....	199,377.85

NOTE: These amounts do not include any materials shipped direct from place of purchase.



Type of Ford car used by engineering parties.



Showing surface obtained by State Maintenance on Section of Old Macadam between Knox-Loudon County Line and Concord.

THE CONSTRUCTION DIVISIONS

For convenience in administration and in execution of work the State is divided into four highway divisions, each division being in the charge of a Division Engineer, who is the authorized field representative and executive of the Department. Division offices are located one at Knoxville, two at Nashville and one at Jackson. Numbering from East to West, they are designated as Divisions One, Two, Three and Four respectively.

Division One, with headquarters at Knoxville is comprised of the following counties:

Anderson	Hancock	Polk
Blount	Hawkins	Rhea
Bradley	Jefferson	Roane
Campbell	Johnson	Scott
Carter	Knox	Sevier
Claiborne	Loudon	Sullivan
Coke	McMinn	Unicoi
Grainger	Meigs	Union
Greene	Monroe	Washington
Hamblen	Morgan	

Division Two, with headquarters at Nashville is comprised of the following counties:

Bedford	Grundy	Putnam
Bledsoe	Hamilton	Rutherford
Cannon	Jackson	Sequatchie
Clay	Macon	Smith
Coffee	Marion	Trousdale
Cumberland	Moore	Van Buren
DeKalb	Overton	Warren
Fentress	Pickett	White
Franklin		Wilson

Division Three, with headquarters at Nashville is comprised of the following counties:

Cheatham	Humphreys	Perry
Davidson	Lawrence	Robertson
Dickson	Lewis	Stewart
Giles	Lincoln	Sumner
Hickman	Marshall	Wayne
Houston	Maury	Williamson
Hardin (east of River)	Montgomery	

Division Four, with headquarters at Jackson is comprised of the following counties:

Benton	Gibson	Lauderdale
Carroll	Hardeman	Madison
Chester	Hardin (west of River)	McNairy
Crockett	Haywood	Obion
Decatur	Henderson	Shelby
Dyer	Henry	Tipton
Fayette	Lake	Weakley

The Division Engineer directs the construction and maintenance work in his division. He is assisted by a Division Construction Engineer, a Division Maintenance Engineer, and other necessary assistants. The Division Engineers meet at the direction of the Commissioner, usually bimonthly, for a conference with the Commissioner at which mutual problems are discussed and solutions determined.



Federal Aid Project No. 83—Marshall County.



Federal Aid Project No. 23—Cocke County.

THE DIVISION OF PUBLIC WORKS

The Reorganization Act passed by the Sixty-third General Assembly placed under the direction of the State Commissioner of Highways and Public Works the supervision and maintenance of the public buildings, and property adjacent thereto, in which the various executive and administrative branches of the State Government are housed.

The bill referred to above also materially reduced the personnel formerly engaged in this work to such a degree that it has been difficult to satisfy all Department heads with the porter service necessary to keep their offices in the proper state of cleanliness. This dissatisfaction is not due primarily, however, to the reduction in forces, but to the fact that the majority of the State Officials and Department heads require of their porters clerical work and messenger service, which reduces below a satisfactory period the time which these employees may apply to their duties as porters. To correct the condition which now exists it is recommended that each Department and each constitutional office be authorized to employ at its cost, its own porter, in some instances two offices or Departments might be combined in the employment of one porter, and that these employees be under the sole direction of the Department heads by whom employed, except that the Superintendent or Acting Superintendent of the Capitol may have the authority to require each porter to maintain in a proper state of cleanliness and order the offices which are under his care. In addition to the porters employed by the Department heads it would be necessary for the State to have at least four general porters to be engaged in such work as might be directed solely by the Acting Superintendent of the Capitol.

The Reorganization Act provided for the employment of a Superintendent of Public Buildings at a salary of \$2,000.00 per year. The work of the Superintendent has been very satisfactorily conducted for the past eighteen months by an Acting Superintendent employed at a salary of \$1,800.00 per year, who has been advised and directed by an Assistant Engineer connected with the Department of Highways and Public Works. This arrangement has resulted in economy and it is recommended that it be continued.

The State of Tennessee owns property lying north of Cedar Street between Fifth and Sixth Avenues, and east of Sixth Avenue between Cedar Street and the drive-way entrance to the Capitol grounds which was purchased in order that the State might govern the class of tenants occupying the buildings adjacent to and facing entrances to the State Capitol. The buildings on this property are rented when it is possible to find tenants who are suitable, but because of the dilapidated condition of these buildings it is almost impossible to find high-class tenants who will consider occupying them, and when these tenants are found the cost of making repairs and maintaining the buildings is so great that it is a

poor business policy to attempt to maintain the buildings for the meager rental which is obtained. It is recommended that the building located at 410 Sixth Avenue, North, be demolished and removed from the premises, which consideration being given to the demolition of additional buildings owned by the State in this section, and the possibility of the State joining with the City of Nashville in the purchase of additional property North of Cedar Street between Fifth and Sixth Avenues, and the construction, at that location, of a small park or play-ground.

When the present administration assumed control of the affairs of the State various offices were located in rented buildings which made it necessary that the State expend approximately \$8,000.00 per year in rentals. It was immediately planned to release all offices rented by the State by removing the tenants to buildings owned and maintained by the State. This plan was carried into effect during the year 1923 in such a way that by January 1st, 1924, the State was paying rental only upon the office occupied by the State's Attorney General, for whom it was impossible to locate a suitable office in a State owned building. This change resulted in a saving to the State estimated at approximately \$6,000.00 per year.

Additional State owned buildings, which are at present occupied by State Officials, are located at 401 Seventh Avenue, North, 405 Seventh Avenue North, and 700 to 706 Cedar Street.

The building at 401 Seventh Avenue, North, will be vacated by the present officials when the Capitol Memorial Building is completed. It is recommended that when this vacancy occurs, this building be renovated and repaired at the approximate cost of \$1,000.00 and made available as offices for the Judges of the Court of Civil Appeals and the State Supreme Court.

The building at 405 Seventh Avenue, North, at present occupied by State Departments, is of excellent construction and would make valuable office space to supplement that contained in the new Memorial Building. It is recommended that this building be retained in order that it may be available when needed for State offices and that approximately \$2,000.00 be appropriated to place this building in a satisfactory condition.

The offices at 700 to 706 Cedar Street are at present occupied by the Laboratory which is under the direction of the Commissioner of Agriculture. The Commissioner of Health has indicated that the Federal Government is willing to place at his disposal funds to be used in the establishment of a Health Laboratory, if suitable space is provided and certain other conditions complied with. It is recommended that \$1,000.00 be appropriated to replace the roof, repair the heating plant and make other improvements on this building, and that this building be designated as a State Laboratory building.

The State Capitol building is in urgent need of certain improvements, which will, in order to make this building a fit companion to

the Memorial Annex, probably cost in excess of \$30,000.00. The principal items of this cost will be a complete rewiring, and efficient electrical fixtures, approximately \$10,000.00; interior cleaning and painting, approximately \$4,000.00; suitable floor coverings for the offices and the Senate Chamber, approximately \$4,000.00; repairs to heating plant, approximately \$2,000.00; metal window frames, shades, awnings and curtains, approximately \$5,000.00; repairs to stone work, approximately \$1,000.00; rebuilding drive-way, approximately \$3,000.00.

While these improvements should be made and must eventually be taken care of, the Department is not in a position to determine whether or not the present financial status will permit providing funds at the present time.



Federal Aid Project No. 46—Dickson County. Bituminous Macadam.

FEDERAL AID

The Federal Road Act entitled "An Act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes," was approved July 11, 1916 and later was entirely amended and approved November 9, 1921. Other amendments also were made periodically authorizing additional appropriations.

The Department has co-operated with the United States Bureau of Public Roads to the fullest extent and has in return received the heartiest co-operation from the Bureau. In addition to the financial assistance of some twelve millions of dollars since 1916 the Department has received much benefit from the co-operative assistance of the representatives and engineers of the Bureau. They have assisted the Department in improving steadily standards of location and quality of construction work performed.

Following are tables giving the entire appropriations under the Federal Aid Act and the amount Tennessee has received from each appropriation.

FEDERAL AID APPROPRIATIONS TO THE STATES

FISCAL YEAR ENDING	Act Approved July 11, 1916	Act Approved Feb. 28, 1919	Act Approved Nov. 9, 1921	Act Approved June 19, 1922	Totals
June 30, 1917.....	\$ 5,000,000.00				\$ 5,000,000.00
June 30, 1918.....	10,000,000.00				10,000,000.00
June 30, 1919.....	15,000,000.00	\$ 50,000,000.00			65,000,000.00
June 30, 1920.....	20,000,000.00	75,000,000.00			95,000,000.00
June 30, 1921.....	25,000,000.00	75,000,000.00			100,000,000.00
June 30, 1922.....			\$ 75,000,000.00		75,000,000.00
June 30, 1923.....				\$ 50,000,000.00	50,000,000.00
June 30, 1924.....				65,000,000.00	65,000,000.00
June 30, 1925.....				75,000,000.00	75,000,000.00
Totals.....	\$ 75,000,000.00	\$200,000,000.00	\$ 75,000,000.00	\$190,000,000.00	\$54,000,000.00

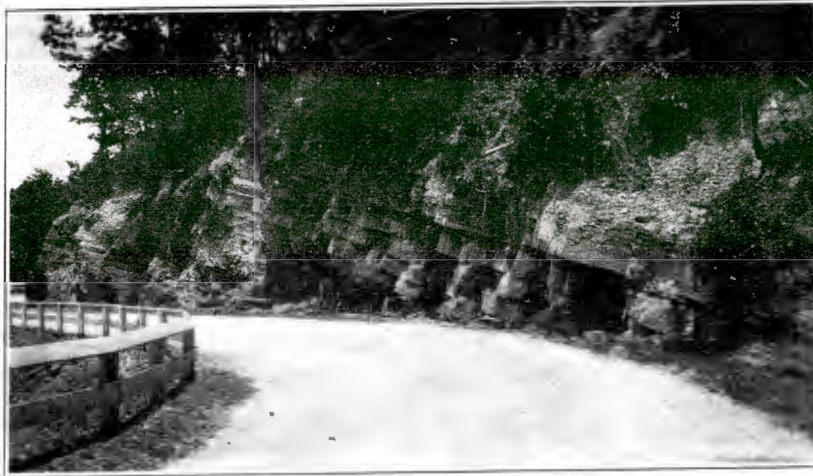
FEDERAL AID APPROPRIATIONS TO THE STATE OF TENNESSEE

FISCAL YEAR ENDING	Act Approved July 11, 1916	Act Approved Feb. 28, 1919	Act Approved Nov. 9, 1921	Act Approved June 19, 1922	Totals
June 30, 1917.....	\$ 114,153.48				\$ 114,153.48
June 30, 1918.....	228,306.98				228,306.98
June 30, 1919.....	340,663.51	\$ 1,132,103.49			1,472,767.00
June 30, 1920.....	432,841.40	1,698,155.24			2,150,996.64
June 30, 1921.....	565,478.48	1,696,435.42			2,261,913.90
June 30, 1922.....			\$ 1,647,692.24		1,647,692.24
June 30, 1923.....				\$ 1,098,461.49	1,098,461.49
June 30, 1924.....				1,421,604.32	1,421,604.32
June 30, 1925.....				1,628,740.97	1,628,740.97
Totals.....	\$ 1,701,443.85	\$ 4,526,694.15	\$ 1,647,692.24	\$ 4,148,806.78	\$ 12,024,637.02

Each state is allocated a pro rata part of the Federal appropriation made after the expenses of administering the act is deducted. Tennessee's pro rata share is 2.35368% of the net appropriation. This percentage is based on the ratio of Tennessee's area, population and public road mileage to that of the other states in the union. The amount so allocated is made available for expenditure after each authorization and upon the compliance of the state with the rules and regulations promulgated by the Secretary of Agriculture as provided for in the law. These rules and regulations are essentially that the funds shall be expended on the Federal Aid system of roads for the state, that the surveys and plans shall be approved by the Bureau, and that after the construction has been performed and vouchers submitted for the items of construction, in accordance with the agreement between the Department and Bureau, that the state will be reimbursed to a maximum of fifty per cent of the cost of the work performed, and to the extent of Federal Aid agreed upon for the particular project.

Under these acts the Department has awarded to contract and executed project agreements with the Secretary of Agriculture for eighty-two Federal Aid projects, involving Federal aid in the amount of \$10,793,793.71, of which \$8,672,606.26 has been paid the state for completed work, and in addition vouchers have been submitted to December 11, 1924 for \$322,901.19 which will be promptly paid. In addition to these projects for which project agreements have been executed, contracts have been recently awarded for fourteen additional Federal Aid Projects, for which the execution of agreements are in progress, involving an additional \$977,712.41 of Federal Aid. This makes a total of ninety-six Federal Aid projects either completed or under construction involving Federal participation in the amount of \$11,771,506.12. In addition to these, projects have been submitted to the Bureau for approval for awarding to contract at an early date which will absorb, and which could more than absorb, the remainder of Federal aid available to Tennessee under the appropriations which have been made to date by congress.

THE STATE HIGHWAY SYSTEM



Federal Aid Project No. 72—Marion County.



Showing Operation of Reshaping Old Macadam Road by State Maintenance Outfit.

Under the provisions of Chapter 74 of the Public Acts of 1917 the Department is authorized to lay out and establish a system of inter-county or State Highways. Further, the Federal Aid Road Act required that the State Highway Department in co-operation with the Secretary of Agriculture of the United States, establish a Federal Aid Highway system upon which Federal Aid may be expended. It was provided that this system should not include more than seven per cent of the public road mileage of the State.

Acting under the authority of these laws a system of Federal and State Aid Highways have been established. The Federal Aid system was approved by the Secretary of Agriculture on October 1, 1923 and the system of State Highways was approved as an addition to the system of Federal Aid Highways by the Commissioner on the same date.

The roads on the State Highway system are designated by their control points, these being considered as fixed points whose location, geographically or topographically, determine the location of the highway. The roads are designated by route numbers, these being used by the Department for convenience. Markers bearing these numbers are being erected or painted along the roads throughout the State.

The description of the approved State Highway system which includes the Federal Aid highways and the State Aid highways is as follows:

FEDERAL AID ROADS

ROUTE 1. From the Tennessee-Arkansas State line at Memphis via a point near Bartlett, Brownsville, Jackson, Huntingdon, Camden, Waverly, Dickson, Nashville, Murfreesboro, McMinnville, Sparta, Crossville, Rockwood, Kingston, Campbell, Knoxville, Rutledge, Rogersville, and Kingsport to the Tennessee-Virginia State line at Bristol.

ROUTE 2. From Murfreesboro via Manchester, Monteagle, Jasper, St. Elmo, Chattanooga, Ridgedale, Cleveland, Athens, and Loudon to a point on the Federal Aid road west of Campbell.

ROUTE 3. From The Tennessee-Mississippi State line near Horn Lake, Mississippi, via Memphis, Covington, Ripley, Dyersburg, Troy and Union City to the Tennessee-Kentucky State line near Fulton, Kentucky.

ROUTE 4. From Memphis to the Tennessee-Mississippi State line near Olive Branch, Mississippi.

ROUTE 5. From the Tennessee-Kentucky State line near Fulton, Kentucky, via a point near Martin, Trenton, Humboldt, Jackson, Henderson, and Selmer, to the Tennessee-Mississippi State line north of Corinth, Mississippi.

ROUTE 6. From the Tennessee-Kentucky State line near Adolphus, Kentucky, via Gallatin, Nashville, Columbia, a point near Summertown, and Lawrenceburg, to the Tennessee-Alabama State line near St. Joseph.

ROUTE 7. From Columbia, via Pulaski to the Tennessee-Alabama State line at Ardmore.

ROUTE 8. From a point on the Federal Aid road east of Chattanooga near Ridgedale to the Tennessee-Georgia State line en route to Ringgold, Georgia.

ROUTE 9. From the Tennessee-Kentucky State line at Jellico, via LaFollette, Clinton, Knoxville, Straw Plains, and Newport to the Tennessee-North Carolina State line near Paint Rock, North Carolina.

ROUTE 10. From Murfreesboro via Shelbyville and Fayetteville to the Tennessee-Alabama State line near Fisk, Alabama.

ROUTE 11. From the Tennessee-Kentucky State line near Guthrie, Kentucky, via Springfield to Nashville.

ROUTE 12. From Nashville via Ashland City to Clarksville.

ROUTE 13. From the Kentucky-Tennessee State line near Guthrie, Kentucky, via Clarksville, and Erin to a point on the Federal Aid road near Waverly.

ROUTE 14. From Memphis to the Tennessee-Mississippi State line near Walls, Mississippi.

ROUTE 15. From a point on the Federal Aid road near Bartlett, via Somerville, and a point near Whiteville, Selmer, a point near Crump, Waynesboro, Lawrenceburg, Pulaski, and Fayetteville to Winchester.

ROUTE 16. From Shelbyville via Tullahoma, and Winchester to Monteagle.

ROUTE 17. From a point on the Federal Aid road near Crump, via Shiloh National Military Park, to the Tennessee-Mississippi State line en route to Corinth, Mississippi.

ROUTE 18. From a point on the Federal Aid road near Whiteville to Jackson.

ROUTE 19. From Brownsville via Ripley to the Mississippi River near Barr.

ROUTE 20. From Jackson via Dyersburg to the Mississippi River en route to Caruthersville, Missouri.

ROUTE 21. From Troy to Tiptonville.

ROUTE 22. From a point on the Federal Aid road near Martin, via Dresden to Huntingdon.

ROUTE 23. From Jackson via Lexington, Linden, and Hohenwald, to a point on the Federal Aid road near Summertown.

ROUTE 24. From Nashville, via Lebanon, So. Carthage, Cookeville, and Livingston, to the Tennessee-Kentucky State line near Huntersville, Kentucky.

ROUTE 25. From Gallatin, via Hartsville to a point on the Federal Aid road near South Carthage.

ROUTE 26. From Cookeville to Sparta.

ROUTE 27. From the Tennessee-Alabama State line near South Pittsburg to a point on the Federal Aid road south of Jasper; and from a point on the Federal Aid road near Jasper via a point near Whitwell, and Valdeau to Chattanooga.

ROUTE 28. From a point on the Federal Aid road east of Whitwell, via Pikeville, Crossville, and Jamestown, to a point on the Federal Aid road south of the Tennessee-Kentucky State line near Huntersville, Kentucky.

ROUTE 29. From a point on the Federal Aid road near Valdeau, via Dayton, to Rockwood.

ROUTE 30. From Pikeville to Dayton.

ROUTE 31. From a point on the Federal Aid road west of Kingston, via Wartburg, and Helenwood to the Tennessee-Kentucky State line near Isham.

ROUTE 32. From the Tennessee-Virginia State line near Cumberland Gap via Cumberland Gap, Tazewell and Morristown to a point on the Federal Aid road near Newport.

ROUTE 33. From Tazewell via Maynardsville, and Knoxville to Maryville.

ROUTE 34. From a point on the Federal Aid road near Straw Plains, via Morristown, Greeneville, Johnson City, a point near Bluff City, Bristol and Mountain City to the Tennessee-North Carolina State line near Zionville, North Carolina.

ROUTE 35. From a point on the Federal Aid road near Newport to a point on the Federal Aid road near Greeneville.

ROUTE 36. From Kingsport via Johnson City to Erwin.

ROUTE 37. From a point on the Federal Aid road near Bluff City, via Elizabethton to the Tennessee-North Carolina State line near Elk Park, North Carolina.

ROUTE 38. From a point on the Federal Aid road south of St. Elmo to the Tennessee-Georgia State line west of Lookout Mountain enroute to Trenton, Georgia.

ROUTE 39. From a point on the Tennessee-Georgia State line near Tennega, Georgia, via a point near Ocoee, Benton, and a point near Wetmore, to a point on the Federal Aid road near Athens.

ROUTE 40. From a point on the Tennessee-Georgia State line near Copper Hill to a point on the Federal Aid road between Ocoee and Wetmore.

STATE AID ROADS

ROUTE 36, EXTENSION. From Erwin to North Carolina State line.

ROUTE 41. From Brownsville via Alamo, Trenton, and Union City to a point near Martin.

ROUTE 42. From a point on Federal Aid road north of Jackson via Milan and a point on Federal Aid road south of Sharon to Dresden.

ROUTE 43. From McKenzie via Henry and Paris to Kentucky State line.

ROUTE 44. From Henderson via Lexington to Camden.

ROUTE 45. From Henderson via a point near Right to a point on Federal Aid road near Crump.

ROUTE 46. From a point on State Aid road near Right to a point near Saltillo.

ROUTE 47. From a point on Federal Aid road near Waverly via Linden and Waynesboro to the Alabama State Line.

ROUTE 48. From a point on the Federal Aid road near Linden via Centerville, Dickson and Charlotte to a point on Federal Aid road south of Clarksville, and from Clarksville to a point on the Federal Aid road near Adams.

ROUTE 49. From Charlotte via Erin to Dover.

ROUTE 50. From Centreville via Columbia and Lewisburg to Fayetteville.

ROUTE 51. From Pulaski via Lewisburg, a point near Eagleville, Murfreesboro, to Lebanon.

ROUTE 52. From a point on Federal Aid road near Hartsville via Lafayette and Celina to a point on Federal Aid road near Livingston.

ROUTE 53. From a point on Federal Aid road near Double Springs via Gainesboro to Celina.

ROUTE 54. From Lebanon via near Smithville to Sparta.

ROUTE 55. From Tullahoma via Manchester to McMinnville.

ROUTE 56. From Monteagle via Altamont to McMinnville.

ROUTE 57. From a point on Federal Aid road Northeast to McMinnville via a point near Spencer to Pikeville.

ROUTE 58. From a point on Federal Aid road near Ooltewah via Decatur to Kingston.

ROUTE 59. From Decatur to Athens.

ROUTE 60. From Cleveland to Benton.

ROUTE 61. From Harriman via Oliver Springs to Clinton.

ROUTE 62. From Wartburg to Oliver Springs.

ROUTE 63. From LaFollette to a point on Federal Aid road near Cumberland Gap.

ROUTE 64. From a point on Federal Aid road near Etowah via near Madisonville to Maryville.

ROUTE 65. From Knoxville via Sevierville to Newport.

ROUTE 66. From Tazewell via Sneedville to Rogersville.

ROUTE 67. From Johnson City to Elizabethton.

ROUTE 68. From Kingsport to the Tennessee-Virginia State line.

ROUTE 69. From point on Federal Aid road near Parsons to Decaturville.

ROUTE 70. From Virginia-Tennessee line via Rogersville and Greenville to North Carolina line.

ROUTE 71. From Sevierville to North Carolina line.

ROUTE 72. From Maryville to North Carolina State Line.

ROUTE 73. From Jamestown to point on Federal Aid road north of Wartburg.

ROUTE 74. From a point on Federal Aid road near Algood via Monterey to Crossville.

ROUTE 75. From Springfield to Kentucky State line in direction of Franklin, Ky.

ROUTE 76. From Clarksville to a point on State Aid road near Dover.

ROUTE 77. From Huntingdon via Milan to Trenton.

ROUTE 78. From Kentucky State line via Tiptonville to a point on the Federal Aid road north of Dyersburg.

SUMMARY OF MILEAGE

Mileage of Primary Federal Aid Roads.....	1537.2 Miles
Mileage of Secondary Federal Aid Roads.....	1585.0 Miles
Total Mileage in Federal Aid System.....	3122.2 Miles
Mileage of State Aid Roads.....	1522.2 Miles
Total Mileage of State Highway system.....	4644.4 Miles
Total Mileage of Public Roads in State.....	65,203.9 Miles



Federal Aid Project No. 6—Washington County. Bituminous Macadam.

STATE HIGHWAY SYSTEM

TABULATION OF MILEAGE IN FEDERAL AND STATE AID SYSTEM BY COUNTIES

COUNTY	Primary	Secondary	Total Primary and Secondary	State Aid	TOTAL
Anderson.....	18.8		18.8	14.5	33.3
Bedford.....		30.6	30.6		30.6
Benton.....	14.1		14.1	15.5	29.6
Bledsoe.....		39.4	39.4	6.0	45.4
Blount.....		8.2	8.2	43.0	51.2
Bradley.....	21.7		21.7	11.0	32.7
Campbell.....	29.5		29.5	12.0	41.5
Cannon.....	15.2		15.2		15.2
Carroll.....	34.3	13.3	47.6	30.8	78.4
Carter.....		34.2	34.2	7.4	41.6
Cheatham.....	10.6	22.0	32.6		32.6
Chester.....	10.3		10.3	21.0	31.3
Claiborne.....	21.7	13.6	35.3	27.0	62.3
Clay.....				41.8	41.8
Cocke.....	43.1	10.5	53.6	7.0	60.6
Coffee.....	30.0	6.0	36.0	21.0	57.0
Crockett.....		29.0	29.0	12.0	41.0
Cumberland.....	39.5	32.8	72.3	18.0	90.3
Davidson.....	63.0	24.2	87.2		87.2
Decatur.....		11.4	11.4	5.0	16.4
DeKalb.....				22.0	22.0
Dickson.....	27.8		27.8	33.5	61.3
Dyer.....	23.5	29.0	52.5	7.0	59.5
Fayette.....	10.0	26.5	36.5		36.5
Fentress.....		33.3	33.3	10.5	43.8
Franklin.....		43.0	43.0		43.0
Gibson.....	20.5		20.5	61.5	82.0
Giles.....	36.6	24.5	61.1	13.8	74.9
Grainger.....	49.4		49.4		49.4
Greene.....		46.6	46.6	34.0	80.4
Grundy.....	5.0		5.0	31.4	36.4
Hamblen.....	11.7	19.8	31.5		31.5
Hamilton.....	22.5	38.4	60.9	18.0	78.9
Hancock.....				29.5	29.5
Hardeman.....		34.9	34.9		34.9
Hardin.....		45.8	45.8	18.0	63.8
Hawkins.....	42.7	4.0	46.7	42.8	89.5
Haywood.....	32.2	15.3	47.5	11.0	58.5
Henderson.....		29.7	29.7	25.0	54.7
Henry.....				34.9	34.9

COUNTY	Primary	Secondary	Total Primary and Secondary	State Aid	TOTAL
Hickman				56.7	56.7
Houston	10.6		10.6	15.4	26.0
Humphreys	51.9		51.9	14.0	65.9
Jackson				20.9	20.9
Jefferson	26.7	18.8	45.5	4.0	49.5
Johnson	19.5		19.5		19.5
Knox	57.6	22.5	80.1	15.0	95.1
Lake		6.1	6.1	24.0	30.1
Lauderdale	25.6	22.5	48.1		48.1
Lawrence	38.1	23.9	62.0		62.0
Lewis		25.7	25.7		25.7
Lincoln		64.8	64.8	10.0	74.8
Loudon	17.2		17.2		17.2
Macon				21.2	21.2
Madison	48.1	46.3	94.4	8.0	102.4
Marion	38.0	29.0	67.0		67.0
Marshall				51.0	51.0
Mauzy	41.9		41.9	26.0	67.9
Meigs				36.5	36.5
Monroe	10.0		10.0	18.5	28.5
Montgomery	26.0	14.0	40.0	52.0	92.0
Moore		4.4	4.4		4.4
Morgan		29.4	29.4	26.5	55.9
McMinn	26.2	10.4	36.6	25.0	61.6
McNairy	38.0	31.5	69.5	4.0	73.5
Obion	42.5	14.5	57.0	6.0	63.0
Overton		25.9	25.9	12.0	37.9
Perry		25.5	25.5	39.7	65.2
Pickett		22.8	22.8		22.8
Polk		42.0	42.0	3.8	45.8
Putnam		34.9	34.9	17.0	51.9
Rhea		39.1	39.1		39.1
Roane	32.8	13.0	45.8	30.0	75.8
Robertson	28.0		28.0	23.0	51.0
Rutherford	44.1	16.0	60.1	30.0	90.1
Scott		28.0	28.0		28.0
Sequatchie		18.0	18.0		18.0
Sevier				50.7	50.7
Shelby	64.7	20.2	84.9		84.9
Smith		34.2	34.2		34.2
Stewart	7.0		7.0	29.0	36.0
Sullivan	47.2	32.6	79.8		79.8
Sumner	37.8	11.0	48.8		48.8
Tipton	26.0		26.0		26.0
Trousdale		12.6	12.6	5.2	17.8

COUNTY	Primary	Secondary	Total Primary and Secondary	State Aid	TOTAL
Unicoi		7.0	7.0	13.0	20.0
Union		16.0	16.0		16.0
Van Buren				18.0	18.0
Warren	26.5		26.5	30.4	56.9
Washington		59.4	59.4	3.0	62.4
Wayne		28.7	28.7	34.0	62.7
Weakley	19.5	30.3	49.8	14.0	63.8
White	27.8	12.0	39.8	12.5	52.3
Williamson	24.0		24.0		24.0
Wilson		26.2	26.2	36.0	62.2
Total	1,537.2	1,585.0	3,122.2	1,522.2	4,644.4



Federal Aid Project No. 8—Shelby County. Bituminous Macadam.

MILEAGE OF PUBLIC ROADS IN TENNESSEE
BY COUNTIES.

COUNTY	MILEAGE
Anderson	588
Bedford	1,000
Benton	786
Bledsoe	475
Blount	647
Bradley	588
Campbell	384
Cannon	475
Carroll	1,500
Carter	658
Cheatham	300
Chester	614
Claiborne	520
Clay	210
Cocke	604
Coffee	800
Crockett	458
Cumberland	606
Davidson	808.2
Decatur	832
DeKalb	600
Dickson	850
Dyer	1,350
Fayette	1,000
Fentress	500
Franklin	600
Gibson	1,200
Giles	1,030.2
Grainger	467
Greene	1,342
Grundy	250
Hamblen	331
Hamilton	1,160
Hancock	340
Hardeman	1,375
Hardin	1,052
Hawkins	849
Haywood	700
Henderson	860
Henry	1,030
Hickman	660
Houston	175
Humphreys	835
Jackson	500
Jefferson	686
Johnson	355
Knox	937
Lake	90
Lauderdale	800
Lawrence	969.7

COUNTY	MILEAGE
Lewis	520.2
Lincoln	896.1
Loudon	359
Macon	900
Madison	800
Marion	251
Marshall	406.1
Maury	1,230
Meigs	300
Monroe	674
Montgomery	901.5
Moore	600
Morgan	625
McMinn	625
McNairy	1,359
Obion	1,000
Overton	583
Perry	275
Pickett	230
Polk	415
Putnam	648
Rhea	356
Roane	506
Robertson	424.7
Rutherford	1,095.6
Scott	597
Sequatchie	107
Sevier	776
Shelby	1,450
Smith	442.3
Stewart	693
Sullivan	850
Sumner	931.1
Tipton	615
Trousdale	60
Unicoi	268
Union	332
Van Buren	163
Warren	599
Washington	975
Wayne	655
Weakley	1,250
White	765
Williamson	1,284.4
Wilson	663.8
Total	65,203.90

TABULATION OF FEDERAL AID ROUTES
 (See Map in Appendix)
 PRIMARY FEDERAL AID MILEAGE

ROUTES	MILEAGE
1.....	552.2
2.....	172.6
3.....	134.2
4.....	12.0
5.....	118.7
6.....	146.9
7.....	48.6
8.....	6.0
9.....	135.0
11.....	41.0
13.....	59.4
27.....	8.0
32.....	62.7
34.....	39.9
Total.....	1,537.2

SECONDARY FEDERAL AID MILEAGE

ROUTES	MILEAGE
10.....	63.4
12.....	48.8
14.....	7.0
15.....	251.5
16.....	49.9
17.....	19.0
18.....	31.2
19.....	37.8
20.....	69.9
21.....	20.6
22.....	43.6
23.....	105.5
24.....	128.4
25.....	35.3
26.....	19.1
27.....	32.5
28.....	127.8
29.....	66.1
30.....	15.9
31.....	64.4
33.....	60.3
34.....	121.2
35.....	26.9
36.....	44.0
37.....	40.6
38.....	1.9
39.....	31.4
40.....	21.0
Total.....	1,585.0



Federal Aid Project No. 24—Marion County. Bituminous Macadam.

FEDERAL AID PROJECTS COMPLETED—Continued.

COUNTY	From	To	Length in Miles	Final Cost of Construction	Final Cost of Eng. and Cont.	Final Cost per Mile	Type	Contractor	Date Awarded	Date Completed
Madison	Tiptonville	8.01 mi. twd. Union City	8.01	94,696.22	9,185.54	12,969.00	Conc. and Gravel	J. C. Gray & Co.	10-27-22	7-31-24
Madison	Point near Sick Creek	Point near Whitwell	10.01	179,982.90		19,675.26	H. P. Base	Turner Crox & Maloney	8-5-21	2-6-24
Madison	Bridge over 20' of span			53,042.37				Estes-Williams-Ragsdale Co.	4-5-22	6-25-23
Madison	Bridge over 20' of span			17,248.47	23,615.90		Bridge	Turner-Crox & Maloney	10-21-22	2-6-24
Davidson	9 mi. W. of Nashville	Bellevue	2.34	72,695.51	7,982.47	34,477.76	Bit. Mac.	Davidson Co. Hwy. Com.	8-8-22	10-10-23
Warren and Van Buren	Bridge over Rocky River			41,280.61	3,060.37		Bridge	Warren Co. Const. Co.	7-9-21	6-2-22
Marshall	Bridge at Wilhoit's mill	over Elk River		61,558.54	3,137.74		Bridge	Worthington & Co.	6-9-22	3-8-23
Bedford	Bridges over 20' of span			17,028.80	*1,702.88		Bridges	Luten Bridge Co.	1-10-23	5-21-23
Roane	Bridges over 20' of span			2,632.97	*263.29		Bridges	L. M. Dow	12-15-22	10-24-23
Gibson	Bridges over 20' of span			10,132.50	*1,013.25		Bridges	Little & Dean	10-16-23	12-10-23
Davidson	Nashville City Limits	t. Byd. Belle Meade Blvd.	2.516	131,460.08	4,929.05	54,208.71	Bit. Conc.	G. B. Howard & Co.	8-16-23	7-31-24
Rutherford	Bridge over Stones River			29,171.78	981.10		Bridge	Clayton Paving Co.		
Totals			610.413	\$13,979,894.26	\$ 848,067.18	(including	bridges the av.	cost per mile is \$24,291.68).		

*Unable to show Final Engineering Account. Other Sections incomplete. (This is estimate).

—54—

STATE AID PROJECTS COMPLETED

COUNTY	From	To	Length in Miles	Final Cost of Construction	Final Cost of Eng. & Cont.	Final Cost per Mile	Type	Contractor	Date Awarded	Date Completed
Coffee	Franklin Co. Line	Moore Co. Line	5.11	\$ 40,387.03	\$ 4,672.21	\$ 8,817.85	Gravel	Soloman Cont. & Eng Co	5-13-18	12-12-21
Coffee	Franklin Co. Line	Moore Co. Line	5.11	44,417.10	638.17	8,817.07	Bit. Mac.	Boyd Williams	6-22-23	10-22-23
Maury	Lawrence Co. Line	Workman's Store	3.30	39,886.62	2,055.54	12,709.74	Gravel	Boyd Williams	2-24-19	1-27-20
Marion	Franklin Co. Line	Sta. 254+50	4.80	20,452.79	3,970.50	5,088.18	Grad. & Dr.	McLaughlin & Son	11-30-18	7-29-20
Marion	Franklin Co. Line	Sta. 232+00	4.40	23,586.70	956.64	5,532.57	H. P. Base	Interstate Const. Co.	8-21-22	1-1-23
Hamilton	Chatta. City Limits	Ca. State Line	2.50	45,000.00	(State Participation)		Cem. Conc.	U. S. War Dept	9-14-18	5-11-19
Lawrence	Two Bridges over Shoal	Creek		23,231.73	1,207.50		Bridge	Force Account	8-5-19	3-12-20
Unicoi	Jonesboro-Flag Pond Road		8.00	24,140.93	855.40	3,124.54	W. B. Mac.	Unicoi Co. (F. A.)	8-10-19	5-14-20
Lake	Spillway, Washout Box at	Reelfoot Lake		8,704.29	493.33		Washout Box	Force Account	5-17-20	1-18-21
Franklin	Cowan	Pt. near Sewance	5.70	22,564.13	2,460.40	4,390.26	Grad. & Dr.	Soloman Cont. & Eng Co	7-10-19	4-23-23
Anderson	Clinton	Knox Co. Line	8.00	9,375.68		1,171.96	W. B. Mac.	Anderson Co.	11-5-19	5-14-20
Hickman	Centerville	Dickson Co. Line	18.46	55,000.00		2,979.41	Grad. & Dr.	Hickman Co.	8-9-20	1-18-21
Sullivan	W. State St. in Bristol		.42	15,983.37	486.31	39,213.52	Sheet Asphalt	Munic. Pav. & Const. Co	11-18-22	6-18-23
Overton	Livingston	Pickett Co. Line	13.24	37,563.49	609.63	2,883.16	Surf. Tr.	Boyd Williams	6-22-23	7-18-24
Overton	Livingston	Putnam Co. Line	12.06	156,454.50	6,759.62	13,533.51	Bit. Mac.	Boyd Williams	6-22-23	11-19-24
Dickson	Burns	Humphreys Co. Line	17.00	65,377.58		3,845.74	Gravel	Force Account	6-19-23	12-24
Dickson	Bridges over 20' of span			24,077.21			Bridges	Force Account	6-19-23	12-24
Putnam	Overton Co. Line			8,000.00			Gravel	Force Account	7-13-23	9-22-23
Giles	Maury Co. Line	Jerremtah	4.9	2,519.53		5,141.89	Grad. & Dr.	Boyd Williams	8-1-23	9-5-23
Cumberland	Isohne	Pulaski	18.00	8,000.00		444.44	Grad. & Recon	Force Account	8-1-23	9-5-23
Hickman	Bridges over 20' of span	Fentress Co. Line	7.00	22,213.64	951.28	3,309.27	Grad. & Slag	Force Account	8-1-23	4-16-24
Rutherford	Bridge on Manchester Pike			37,381.72	2,186.44		Bridges	F. H. Crow Co	8-10-23	8-14-24
Blount	Maryville			6,372.52	519.23		Bridges	J. B. Ramsey	10-19-23	7-4-24
Henry	Carroll Co. Line	Knox Co. Line	8.25	112,193.37	7,940.53	14,561.68	Grad. & Dr.	Shea Bros	10-19-23	7-14-24
Carroll	McKenzie	Paris	15.39	90,965.09	2,857.21	6,096.31	Sheet Asphalt	Sam. E. Finley	10-24-23	11-31-24
Carroll	McKenzie	Henry Co. Line	2.79	17,835.45	811.73	6,683.57	Sheet Asphalt	Sam. E. Finley	10-24-23	11-15-24
Pickett	Overton Co. Line	A pt. near Obey River	3.50	49,050.42	1,212.36	14,360.79	Bit. Mac.	Boyd Williams	4-4-24	11-24-24
Totals			163.520	\$ 1,002,534.89	\$ 41,644.03	(including	bridges av. cost	per mile is \$6,385.63).		

—55—

FEDERAL AID PROJECTS UNDER CONSTRUCTION.

j.	COUNTY	From	To	Length in Miles	Contract price + 10%	Cost per Mile	Type	Contractor	Date	%
									Award- ed	12-1-24 Compl.
72	Marion	Hamilton Co. Line	A pt. near Whitwell	13.76	\$ 194,197.58	\$ 14,113.19	Bit. Mac	Texas Road Co	10-19-23	25.7
A	Montgomery	Cumb. River Bridge (sup	er-structure)		96,930.66		Bridge	Nashville Br. Co.	9-14-22	82.8
A	Fayette	Federal Aid No. 16	Clarksville	2.205	143,669.21	65,156.10	Bit. Mac.	Moore Bros. Const. Co	6-22-22	88.8
A	Fayette	Shelby Co. Line	Somerville	16.71	118,169.20	7,071.76	Grad. & Dr.	Myers Const. Co.	8-8-24	28.8
A	Hardeman	Bridges over 20' of span	Fayette Co. Line	13.67	147,403.69	6,059.09	Bridges	Montgomery & Parker	8-8-24	13.0
A	Hardeman	Bridges over 20' of span	Laconia	4.39	82,827.87	7,470.61	Grad. & Dr.	S. K. Jones Const. Co.	8-8-24	60.3
B	Fayette	Hardeman Co. Line	Laconia	6.58	71,052.68	7,502.80	Bridges	Estes-Williams-Ragsdale	8-8-24	20.7
C	Fayette	Bridges over 20' of span	Somerville	4.39	32,796.00	7,502.80	Grad. & Dr.	Finnell & Toothaker Co.	10-31-24	0.0
	Pentress	Bridges over 20' of span	Somerville	6.58	49,368.42	7,502.80	Grad. & Dr.	C. J. McFarlin & Co.	10-31-24	0.0
A	Giles	Jamestown	Pickett Co. Line	14.322	97,267.90	35,516.19	Bridges	Montgomery & Parker	7-16-20	94.7
B	Gibson	Bridge	Madison Co. Line	2.25	*508,662.97	17,051.18	Bit. Mac.	Putnam Const. Co	12-15-22	95.7
B	Madison	Gibson Co. Line	A pt. 4.6 mi. from Jackson	7.78	67,631.26	6,510.50	Grad. & Dr.	Cresap Bros	6-20-24	43.5
B	Madison	Bridges over 20' of span	Brighton	9.86	38,365.16	11,831.50	Bridges	F. D. Harvey & Co	6-20-24	63.2
A	Tipton	Shelby Co. Line	Covington	7.37	50,651.68	6,565.54	Grad. & Dr.	J. A. Peterson	6-20-24	48.4
A	Tipton	Brighton	Mt. Pleasant	10.16	89,035.40	35,094.13	Bridges	J. A. Perdue & Co.	6-20-24	81.7
A	Tipton	Bridges over 20' of span	Shelby Co. Line	7.65	116,658.60	8,054.03	Grad. & Dr.	Little & Dean	6-20-24	55.1
A	Maury	Columbia	Jacksboro	8.53	48,388.05	7,586.53	Grad. & Dr.	Illis & Smeathers	6-20-24	43.4
A	Maury	Bridges over 20' of span	Lauderdale Co. Line	6.20	36,330.25	10,254.88	Bridges	Poster & Creighton Co.	8-8-24	6.5
A	Fayette	Bridges over 20' of span	Lauderdale Co. Line	6.20	356,556.42	13,334.82	Grad. & Dr.	W. C. Baird & Co	8-8-24	18.2
A	Fayette	Tipton Co. Line	Gates	6.05	61,613.35	5,052.93	Grad. & Dr.	C. J. McFarlin & Co.	8-8-24	32.4
A	Campbell	Anderson Co. Line	Ripley	10.04	50,384.80	6,086.38	Bridges	D. M. Sparkman & Co.	8-8-24	18.5
A	Dyer	Dyersburg	Greeneville	11.41	*196,756.24	8,658.89	Bridges	R. L. Peters	4-21-22	97.1
B	Lauderdale	Dyer Co. Line	Greeneville	11.41	82,675.91	7,586.53	Grad. & Dr.	D. M. Sparkman & Co.	8-8-24	13.2
B	Lauderdale	Bridges over 20' of span	Loudon Co. Line	11.61	30,570.22	10,254.88	Grad. & Dr.	S. R. Hall	10-31-24	0.0
B	Lauderdale	Gates	Pt. 10 mi. W. of Huntingdon	10.02	30,297.87	11,465.43	Grad. & Dr.	S. R. Hall	10-31-24	0.0
B	Lauderdale	Bridges over 20' of span	Madison Co. Line	9.51	76,168.85	10,964.48	Bridges	Illis & Scamahorn	10-31-24	0.0
C	Greene	Washington Co. Line	Waynesboro	7.54	66,525.84	22,233.35	Chert	S. R. Hall	10-31-24	0.0
C	Greene	Bridges over 20' of span	Waynesboro	7.54	98,797.95	6,086.38	Bridges	J. L. Rice & Co.	10-31-24	0.0
C	Roane	Kingston	Waynesboro	11.862	17,010.74	14,582.80	Chert	Shea Bros	10-31-24	0.0
C	Carroll	Huntingdon	Waynesboro	11.862	119,059.22	11,582.80	Bridges	Albert Lyons	10-31-24	0.0
C	Carroll	Bridges over 20' of span	Waynesboro	11.862	114,883.68	11,465.43	Grad. & Dr.	Scruggs & Marcum	10-31-24	0.0
C	Carroll	F. A. No. 51-A	Waynesboro	7.54	78,823.33	6,086.38	Grad. & Dr.	Little & Dean	8-8-24	15.6
C	Carroll	Bridges over 20' of span	Waynesboro	7.54	104,272.24	10,964.48	Grad. & Dr.	W. C. Baird & Co	8-8-24	15.7
C	Wayne	Waynesboro	Waynesboro	7.54	63,121.05	8,483.42	Bridges	John Floyd	10-31-24	0.0
C	McMinn	3 mi. N. of Athens	Pt. near Mill Creek	7.54	167,639.52	22,233.35	Bridges	W. H. Shons Co.	10-31-24	0.0
C	Smith	Wilson Co. Line	Monroe Co. Line	7.02	42,726.40	6,086.38	Chert	McQuary Bros	10-31-24	0.0
C	Smith	Bridges over 20' of span	Carthage	10.75	178,025.24	16,569.48	Grad. & Dr.	R. S. Freeman	8-8-24	69.7
C	Smith	Bridges over 20' of span	Carthage	10.75	178,025.24	16,569.48	Grad. & Dr.	Phillips, Simpson & McGugin	10-27-22	100.0
C	Smith	Bridges over 20' of span	Carthage	10.75	178,025.24	16,569.48	Grad. & Dr.	Phillips, Simpson & McGugin	10-27-22	100.0
C	Madison	Jackson	Haywood Co. Line	14.70	68,122.04	36,257.54	Bridges	Harry McD. Hays	6-22-23	73.3
C	Madison	Bridges over 20' of span	Haywood Co. Line	14.70	532,985.68	36,257.54	Cent. Conc.	Harry McD. Hays	6-22-23	73.3
C	Madison	Bridges over 20' of span	Haywood Co. Line	14.70	115,345.85	36,257.54	Bridges	Harry McD. Hays	6-22-23	51.6

106

57

-Indicates latest revised estimate.

STATE AID PROJECTS UNDER CONSTRUCTION.

COUNTY	From	To	Length in Miles	Contract price + 10%	Cost per Mile	Type	Contractor	Date Awarded	% Compl. 12-1-24
Scott	Morgan Co. Line	Helenwood	14.64	\$ 151,353.38	\$ 10,338.34	Grad. & Dr.	R. E. Martin	8-10-23	122.9
Scott	Two Bridges over 20' of span			35,147.80		Bridges	Alley Const. Co.	8-8-24	58.5
Scott	Bridge over New River			75,244.41		Bridge	Long & Jones	10-31-24	0.0
Grundy	Monteagle	Altamont	21.20	215,373.62	10,159.13	Burnt Slate	Brown Const. Co.	6-22-23	85.8
Lewis	Perry Co. Line	Hohenwald	7.53	*66,695.16	8,857.26	Chert	C. of G. Const. Co.	8-10-23	93.6
Perry	Lewis Co. Line	Linden	13.49	99,925.38	6,740.20	Grad. & Dr.	C. & G. Const. Co.	2-8-24	53.0
Humphreys	Dickson Co. Line	Tennessee River	33.00	*59,425.78	1,800.78	Gravel	Force Account	6-5-23	71.8
Lawrence	Maury Co. Line	Ala. State Line	38.00	*58,440.78	1,537.91	Gravel	Force Account	5-31-23	100.0
Putnam	Overton Co. Line	Cookville City Limits	7.35	182,281.71	24,800.23	Bit. Mac.	Foster & Creighton Co.	5-9-24	62.0
Putnam	Cookville City Limits	Court House at Cookville	.85	21,200.97	24,942.31	Bit. Mac.	Jeff. Co. Const. Co.	8-8-24	0.0
Sumner	Gallatin	Bethpage	10.78	*214,073.05	19,858.35	Rock Asphalt	Rodes-Carr Co.	8-19-23	90.6
Sumner	Bethpage	Ky. State Line	12.30	*148,792.57	12,096.95	Gravel	S. W. Brown Son & Co.	8-10-23	88.4
Jefferson	New Market	Hamblen Co. Line	8.60	*167,004.42	19,419.12	Bit. Mac.	W. C. Anderson	8-10-23	100.0
Cumberland	Crossville	White Co. Line	15.56	185,763.08	11,938.50	Grad. & Dr.	A. M. Cook	2-8-24	89.0
Cumberland	Crossville	Pt. 7 mi. W. Crossville	7.00	72,276.60	10,325.22	Slag Base	John Oman Jr.	8-8-24	58.1
Carter	Washington Co. Line	Sullivan Co. Line	12.36	*488,081.51	39,488.79	Bit. Conc.	Municipal Paving Co.	10-11-23	77.5
Knox	Knoxville City Limits	Jefferson Co. Line	13.00	230,667.11	17,743.62	Bit. Conc.	Baird-Eller Const. Co.	10-19-23	100.0
Jefferson	New Market	Knox Co. Line	8.72	262,247.92	30,074.30	Bit. Conc.	Baird-Eller Const. Co.	4-4-24	15.4
Jackson	Bridge over Roaring River			49,207.65		Bridge	Gen. Const. Co.	2-8-24	72.0
Jackson	Approaches to S. A. P. No. 135		.25	9,049.82	36,199.28	Grad. & Dr.	R. E. Martin	10-31-24	47.7
Marion	Monteagle	Battle Creek	4.80	*92,000.00	19,166.66	Base Course	Force Account	2-8-24	84.5
Marion	Jasper	Near Whitwell	9.427	*172,204.14	18,267.12	Bit. Mac.	Texas Road Co.	10-19-23	56.2
Montgomery	End F. A. No. 16	Along Waverly Road	.63	17,200.20	27,301.90	Grad. & Dr.	Federal Const. Co.	2-8-24	84.0
Montgomery	End F. A. No. 16	Along Waverly Road	.63	2,502.50	3,972.22	Gravel	E. C. Cunningham	10-7-24	43.6
Meigs	Decatur	Hamilton Co. Line	19.03	*64,026.45	3,364.50	Grad. & Dr.	Harrison, Walters & Prater	10-19-23	100.0
Blount	Bridge over Little River			37,737.93		Bridge	F. E. Brady & Sons	8-8-24	36.4
Blount	Knox Co. Line	Maryville	8.25	227,850.63	27,618.25	Bit. Conc.	Murray Const. Co.	10-31-24	0.0
Polk	Bradley Co. Line	McMinn Co. Line	14.00	*95,000.00	5,357.14	Bit. Mac.	Force Account	2-8-24	12.5
Coffee	Hillsboro	Manchester City Limits	7.60	125,516.21	16,515.29	Cem. Conc.	Citizens Eng. & Cont. Co.	2-8-24	100.0
Coffee	Bridge over McBrides Branch			6,666.20		Bridge	J. B. Ramsey	2-8-24	100.0
Coffee	Manchester City Limits	Toward Murfreesboro	5.00	72,459.20	14,491.84	Cem. Conc.	Citizens Eng. & Cont. Co.	5-9-24	100.0
Coffee	Rutherford Co. Line	End 151-B	9.40	92,825.97	9,875.10	G. Mac. Base	Pitts Bros.	6-20-24	88.9
Anderson	Bridge over Noah's Creek			6,830.60		Bridge	J. L. Rice & Co.	8-8-24	0.0
Anderson	Bridge over Clinch River			10,788.67		Bridge	Vincennes Br. Co.	2-8-24	67.2
Greene	Nolichucky River	A pt. near Caney Br.	2.25	15,683.25	6,970.33	W. B. Mac.	Anderson & Scott	2-8-24	100.0
Robertson	Two Bridges near Springfield			25,213.40		Bridges	Moore Const. Co.	4-4-24	100.0
Chester	Henderson	McNairy Co. Line	19.03	*173,196.21	9,101.21	Gravel	Gus Bourgeois	4-4-24	38.9
Hamblen	Morristown	Grainger Co. Line	3.07	38,929.34	12,680.40	Grad. & Dr.	R. S. Freeman	4-4-24	100.0
Roane	F. A. P. No. 85	Harriman	4.102	121,569.17	29,636.56	Rock Asphalt	J. F. Marcum & Co.	4-4-24	18.7
DeKalb	W. Caney Fork River	A pt. near Smithville	5.13	*61,497.48	11,987.81	Grad. & Dr.	Conyers & Elrod	4-4-24	100.0
DeKalb	Bridge over Caney Fork	near Sligo		113,912.63		Bridge	Nashville Br. Co.	6-20-24	25.3
Grainger	1 1/2 mi. E. of Tate Springs	Hamblen Co. Line	5.00	39,319.50	7,863.90	W. B. Mac.	W. C. Anderson	4-4-24	62.9
Crockett	A pt. near Bells	Madison Co. Line	5.75	51,752.86	9,000.49	Grad. & Dr.	D. M. Sparkman & Co.	5-9-24	80.7
Trousdale	Hartsville	Sumner Co. Line	5.35	61,366.38	11,470.35	Bit. Mac.	Jefferson Co. Const. Co.	5-9-24	78.7
3	Trousdale	S. A. P. No. 166 (A Section between)	1.23	62,183.79	50,555.92	Bit. Mac.	John Oman, Jr.	8-8-24	52.7
1	Gibson	Madison Co. Line	9.41	*68,357.11	7,264.30	Grad. & Dr.	S. R. Hall	6-20-24	78.4
1	Madison	Gibson Co. Line	3.66	64,419.02	17,600.82	Grad. & Dr.	F. D. Harvey & Co.	6-20-24	51.9
3	Obion	Hornbeak	8.03	81,784.89	10,189.99	Grad. & Dr.	Ellis & Smeathers	6-20-24	34.2
3	Obion	Hornbeak	4.59	38,574.48	8,405.85	Grad. & Dr.	Ellis & Smeathers	6-20-24	43.4
1	Marion	S. A. P. No. 136	4.62	*158,873.32	34,388.16	W. B. Mac.	Brown Bros. & Co.	6-20-24	61.8
1	Grundy	Warren Co. Line	5.02	72,310.80	14,404.54	W. B. Mac.	Brown Cont. Co.	6-20-24	29.4
1	Montgomery	Clarksville	17.00	30,000.00	1,764.70	Gravel	Force Account	6-2-24	94.9
1	Robertson	S. A. No. 119	21.20	22,000.00	1,037.73	Gravel	Force Account	8-8-24	12.9
1	Hardin and McNairy	Chester Co. Line	9.48	76,193.68	8,037.30	Gravel	Cresap Bros.	8-8-24	67.1
1	Gibson	Trenton	6.49	*58,662.93	9,038.97	Grad. & Dr.	Bearden & Scott	8-8-24	12.9
1	Gibson	Kenton	9.89	56,336.58	5,696.31	Grad. & Dr.	Cresap Bros.	8-8-24	67.1
1	Gibson	5 Bridges between Trenton and Kenton		61,405.19		Grad. & Dr.	Landrum Bros. & Ellwell	10-31-24	0.0
1	Davidson	Bridge over Brown's Creek		23,824.00		Bridges	W. H. Shons Co.	10-31-24	0.0
1	Johnson and Sullivan	Holston River	6.00	*10,812.04	1,802.00	Bridge	G. B. Howard & Co.	8-8-24	48.7
1	Knox	Knoxville	3.24	60,004.38	18,519.87	Surf. Tr.	Commodore Paving Co.	8-29-24	98.5
1	Giles and Lawrence	Bodenham	3.85	54,052.35	14,039.57	Grad. & Dr.	Shea Bros.	10-31-24	0.0
1	Polk	Reliance	20.00	30,000.00	1,500.00	Grad. & Dr.	J. D. Rhea & N. H. White	10-31-24	0.0
	Totals		486.789	5,519,096.20	\$ 11,337.75	(including bridges).	Force Account	9-5-24	27.2

*Indicates latest revised estimate.

RECAPITULATION OF PROJECT TABLES

PROJECTS COMPLETED

	Length in Miles	Final Cost of Construction	Final Cost of Engineering and Contingencies.
F. A. Projects Completed ..	610.413	\$ 13,979,894.26	\$ 848,067.18
S. A. Projects Completed...	163.520	1,002,534.89	41,644.03
Totals.....	773.933	\$ 14,982,429.15	\$ 889,711.21

PROJECTS UNDER CONSTRUCTION

	Length in Miles	Contract Plus 10%
F. A. Projects Under Construction	410.853	\$10,130,576.63
S. A. Projects Under Construction.....	486.789	5,519,096.20
Totals.....	897.642	\$15,649,672.83

COMPLETED AND UNDER CONSTRUCTION

	Length in Miles	Cost
Projects Completed (Const.).....	773.933	\$14,982,429.15
Projects Completed (Eng. and Cont.).....		889,711.21
Projects Under Construction.....	897.642	15,649,672.83
Totals.....	1,671.575*	\$31,521,813.19

*This mileage includes 174.585 miles of contracts which overlap previous contracts.

MILEAGE OF ROADS UNDER CONSTRUCTION OR COMPLETED BY TYPES

SHOWING MILEAGE COMPARISON OF TYPES

TYPE	Miles Completed	Miles Under Construction	TOTALS
Grading and Drainage.....	110.454	351.508	461.962
Bituminous Macadam.....	261.241	132.964	394.205
Bituminous Concrete.....	24.146	46.006	70.152
Cement Concrete.....	39.570	76.767	116.337
Rock Asphalt.....	62.316	28.795	91.111
Waterbound Macadam.....	76.789	16.890	93.679
Chert or Gravel.....	122.933	185.562	308.495
H. P. or B. S. Base.....	14.410	24.950	39.360
Surface Treatment.....	36.474	6.000	42.474
Sheet Asphalt.....	18.60	0.000	18.600
Slag or Slate.....	7.00	28.200	35.200
Totals.....	773.933	897.642	1,671.575*

*This mileage includes 174.585 miles of contracts which overlap previous contracts, practically all of which is included in mileage shown for grading and drainage.

STATE MAINTENANCE PROJECTS.

Proj.	COUNTY	From	To	Highway No.	Length in miles	Appropriation
1101	Knox	Knoxville	Grainger Co. Line	1	14.3	\$ 4,000.00
1102	Knox	Blount Co. Line	Union Co. Line	33	20.0	5,000.00
1103	Knox	Mascot	Strawplains	9	3.5	1,000.00
1104	Greene	Hawkins Co. Line	Washington Co. Line	34	33.0	16,253.00
1105	Washington & Sullivan	Johnson City	Bluff City	34	14.0	13,466.24
1106	Knox	Farragut	Loudon Co. Line	1	5.0	5,000.00
1107	Sevier	Knox Co. Line	Sevierville	65	16.0	12,500.00
1108	Cocke	Jefferson Co. Line	N. C. State Line		20.0	5,000.00
1109	Campbell	Jellico	Anderson Co. Line	9	45.0	5,500.00
1110	Loudon	Knox Co. Line	Monroe Co. Line	2	15.3	10,246.98
1111	McMinn	Athens	Monroe Co. Line	2	11.7	3,000.00
1112	Bradley	Hamilton Co. Line	McMinn Co. Line	2	20.7	5,000.00
1113	Sullivan	Bluff City	Bristol	34	12.0	2,000.00
1114	Sullivan	Bluff City	Washington Co. Line	34	8.0	800.00
1115	Sullivan	Bristol	Johnson Co. Line	34	6.0	2,000.00
1116	Unicoi	Carter County Line	N. C. State Line	36	30.0	13,260.99
1117	Anderson	Clinton	Knox Co. Line	9	8.0	11,000.00
1118	Claiborne	Kentucky State Line	Union Co. Line	32&33	17.5	9,000.00
1119	Sevier	Temple Road Project				2,000.00
1120	Sevier	Sevierville	Jefferson Co. Line	65	10.0	12,000.00
1121	Johnson	Mountain City	Shouns	34	15.0	7,500.00
1201	Wilson	Lebanon	Smith Co. Line	24	21.0	2,000.00
1202	Smith	Wilson Co. Line	Putnam Co. Line	24	30.0	2,200.00
1203	Rutherford	Murfreesboro	Bedford Co. Line	10	14.0	1,500.00
1204	Rutherford	Murfreesboro	Readyville	1	13.0	1,500.00
1205	Putnam	Cookeville	Smith Co. Line	20	24.0	2,485.00
1206	White	Sparta	DeKalb Co. Line	34	3.0	6,000.00
1207	Bedford	Shelbyville	Lincoln Co. Line	10	9.5	1,000.00
1208	Cannon	Woodbury	Warren Co. Line	1	8.0	3,000.00
1209	Trousdale	Hartsville	Macon Co. Line	52	4.5	2,000.00

-62-

1210	Macon	Lafayette	Trousdale Co. Line	52	10.0	2,000.00
1211	Franklin	Winchester	Coffee Co. Line	16	16.0	3,000.00
1212	Jackson	Gainesboro	Double Springs	53	8.0	12,000.00
1213	Putnam	Jackson Co. Line	Double Springs	53	4.0	11,000.00
1214	Macon	Lafayette	Red Boiling Springs	52	12.0	4,000.00
1215	Smith	Ditching & Surfacing Kem	pyville Hill			2,500.00
1301	Lewis	Hohenwald	Lawrence Co. Line	23	18.2	5,000.00
1302	Maury	Columbia	Giles Co. Line	7	12.0	3,000.00
1303	Maury	Lawrence Co. Line	Rockdale	6	3.5	300.00
1304	Maury	Mt. Pleasant	Rockdale	6	5.3	600.00
1305	Williamson	Davidson Co. Line	Maury Co. Line	6	21.7	2,500.00
1306	Giles	Frankewing	Lincoln Co. Line	15	.5	800.00
1307	Lawrence	Lawrenceburg	Giles Co. Line	15	8.2	18,000.00
1401	Carroll	Huntingdon	Madison Co. Line	1	22.0	2,660.00
1402	Carroll	Huntingdon	McKenzie	22	13.3	2,600.00
1403	Benton	Camden	Carroll Co. Line	1	8.0	550.00
1404	Chester	Madison Co. Line	McNairy Co. Line	5	12.5	2,000.00
1405	McNairy	Chester Co. Line	Miss. State Line	5	32.2	4,650.00
1406	Fayette	Tipton Co. Line	Stelby Co. Line	1	12.6	2,000.00
1407	Weakley	Dresden	Obion Co. Line	22&41	15.0	750.00
1408	Weakley	Obion Co. Line	Sharon	5	15.0	750.00
1409	Weakley	Sharon	Gibson Co. Line	5&42	10.0	750.00
1410	Gibson	Weakley Co. Line	Cades	42	12.0	750.00
1411	Gibson	Cades	Medina	42	12.0	750.00
1412	Dyer	Dyer County Highways	Nos. 3 and 20	3&20	51.0	5,194.95
Totals					787.5	\$ 255,317.16

-63-

DIVISION OF ACCOUNTS

THE DIVISION OF ACCOUNTS

The Division of Accounts, under the direction of the Special Auditor has been expanded and reorganized so as to permit its clearing the volume of work required of it, and the keeping of the necessary records and accounts.

The funds of the Department since the repeal of the one mill property tax for highway work are derived from four sources, namely, one half the automobile license tax, the two cent gasoline tax, Federal Aid, and County co-operation.

The following tabulation will indicate the amount of funds derived for the Department from these various sources for the years 1923 and 1924.

On the following pages are tables which set out in full detail the status of funds under these various sources and also all receipts and disbursements for the years 1923 and 1924.

COMPARATIVE STATEMENT SHOWING RESOURCES, FUNDS AVAILABLE AND TOTAL LIABILITY ON ALL CONTRACTS

	January 1, 1923	January 1, 1924	January 1, 1925, as of November 30, 1924
Cash on hand, Funds.....	\$ 333,193.34	\$ 974,637.10	\$ 683,747.85
Cash on hand, Project Accounts in Banks.....	478,979.46	308,914.86	768,423.64
Due by counties on Federal Aid Projects for work performed.....	2,239,307.43	2,495,866.02	2,921,628.19
Due by counties on State Aid Projects for work performed.....	135,054.46	107,223.01	201,902.17
Due by counties on work under contract but not performed.....	2,028,662.15	2,178,974.84	2,702,471.55
Due by Federal Government on work under contract.....	4,642,635.01	4,097,180.23	2,835,924.47
Total.....	\$ 9,857,831.85	\$10,162,796.06	\$10,114,097.87
Total Contract Liability for work under contract but not performed.....	6,085,986.47	6,536,924.53	8,107,414.65
Balance available for new work.....	\$ 3,771,845.38	\$ 3,625,871.53	\$ 2,006,683.22
Federal Aid Appropriation for year.....	\$ 1,421,604.32	\$ 1,628,740.97	
Balance U. S. Gov. Federal Aid for new work for year, unused.....	351,566.99	841,044.24	
Automobile Tax (½) for year.....	1,014,900.93	1,251,267.08	
Gasoline Fund for year.....	356,168.00	2,152,521.85	
One Mill Tax Fund for year.....	864,221.50	61,906.67	
10% Fund for year.....	31.60		
Total Resources for new work.....	\$ 7,780,338.72	\$ 9,561,352.34	

RECEIPTS AND DISBURSEMENTS, STATE AID PROJECTS FROM JANUARY 1, 1923 TO DECEMBER 31, 1923.

Project No.	COUNTY	Balance December 31, 1922	State Paid	County Paid	Interest	Total	Disbursements On Projects	Returned to Treasurer	Balance December 31, 1923
141	Blount.....					\$ 5,000.00	\$ 3,259.12		\$ 1,740.88
131	Carter.....			\$ 9,586.49		9,586.49	9,586.49		39.79
101	Coffee.....	\$ 96.28	44,958.99			45,055.27	45,055.27		
125	Cumberland.....		19,000.00		\$ 10.26	19,010.26	17,079.08		1,931.18
120	Dickson.....		25,000.00	25,000.00	17.76	50,017.76	46,775.81		3,241.95
108	Franklin.....		3,274.28			3,274.28	3,274.28		
124	Giles.....		4,295.41	3,704.59	11.43	8,011.43	8,000.00		11.43
114	Grundy.....		13,500.00	36,615.32	10.83	50,126.15	49,225.06		901.09
129	Hickman.....		15,000.00	20,000.00		35,000.00	12,015.78		2,984.22
121	Humphreys.....					20,000.00	15,253.36		4,746.64
138	Jackson.....		5,500.00	5,000.00		10,500.00	5,500.00		4,850.84
128	Jefferson.....		7,500.00	10,000.00		17,500.00	5,213.16		12,286.84
143	Johnson.....		10,000.00	10,000.00		20,000.00	4,049.86		15,950.14
132	Knox.....		14,000.00			14,000.00	629.13		13,370.87
122	Lawrence.....		2,000.00			2,000.00	11,367.66		2,582.34
115	Lewis.....		4,000.00		13.68	4,013.68	9,417.28		1,978.41
137	Marion.....		2,000.00			2,000.00	26.59		1,973.41
136	Marion.....		8,500.00			8,500.00	3,334.98		5,165.02
103	Meigs.....	752.61	5,000.00			5,752.61	638.02		5,114.59
140	Meigs.....		10,000.00			10,000.00	16,720.58		9,381.24
117	Overton.....		15,000.00	15,000.00		30,000.00	27,976.70		2,023.30
145	Polk.....		298.89			298.89	298.89		
144	Putnam.....		4,507.43	1,778.67		6,286.10	6,286.10		
119	Robertson.....		30,000.00	30,000.00	96.37	60,096.37	38,904.61		21,191.76
134	Rutherford.....		3,182.33	3,182.33		6,364.66	4,753.81		1,610.85
113	Scott.....		4,000.00	35,000.00		39,000.00	24,542.03		14,457.97
149	Smith.....		2,500.00			2,500.00	515.48	1,984.52	
111	Sullivan.....	2,800.00	3,652.65	12,613.54	37.00	19,103.19	16,269.68		2,833.51
126	Sullivan.....		35,500.00			35,500.00	35,059.13		440.87
127	Sullivan.....		20,000.00			20,000.00	18,074.60		1,925.40
	Totals.....	\$ 3,648.89	\$ 330,169.98	\$ 222,480.94	\$ 197.53	\$ 556,497.34	\$ 447,696.54	\$ 1,984.52	\$ 106,816.28

TOTAL RECEIPTS

State and County Expended on Projects.....	\$ 556,497.34
Returned to State Treasurer.....	447,696.54
Returned to State Treasurer.....	\$ 108,800.80
December 31, 1923 Unexpended on Deposit.....	1,984.52
	\$ 106,816.28

**RECEIPTS AND DISBURSEMENTS, STATE AID PROJECTS
FROM JANUARY 1, 1924 TO DECEMBER 1, 1924**

Project No.	COUNTY	Balance December 31, 1923	State Paid	County Paid	Interest	Total	Disbursements on Projects	Returned to State Treasurer	Balance November 30, 1924
152	Anderson		\$ 7,192.45	\$ 3,596.23	\$ 38.99	\$ 10,827.67	\$ 6,275.59		\$ 4,552.08
141A&B	Blount	\$ 1,740.88	70,500.00	55,500.00	432.16	128,173.04	124,251.04		3,922.00
147	Carroll		17,000.00			17,000.00	15,551.93		1,448.07
131	Carter	OD 39.79	220,000.00	81,012.69	15.94	300,988.84	294,237.77		6,751.07
182	Carter		3,000.00			3,000.00	1,331.93		1,668.07
159	Chester		32,000.00	33,000.00	91.25	65,091.25	61,996.08		3,095.17
101	Coffee		1,549.26	10,000.00	65.40	11,614.66		1,549.26	10,065.40
150	Coffee		80,000.00	33,000.00	22.00	113,022.00	109,257.95		3,764.05
151	Coffee		104,500.00	48,000.00		152,500.00	149,771.23		2,728.77
165	Crockett		20,500.00	9,100.00	17.90	29,617.90	27,542.36		2,075.54
125	Cumberland	1,931.18	1,500.00	985.55	7.10	4,423.83	4,416.73		7.10
130	Cumberland		131,000.00		87.64	131,087.64	127,894.89		3,192.75
130B	Cumberland		24,000.00	5,000.00		29,000.00	22,063.76		6,936.24
177	Davidson		7,000.00	6,000.00	2.83	13,002.83	10,231.64		2,771.79
163	DeKalb		59,500.00			59,500.00	56,402.09		3,097.31
163B	DeKalb		5,000.00	60,000.00		65,000.00	11,487.38		53,512.62
120	Dickson	3,241.95	37,000.00	3,531.38	83.29	43,856.62	42,361.11		1,495.51
167	Gibson		50,000.00			50,000.00	47,781.12		2,218.88
175A	Gibson		36,000.00			36,000.00	33,737.22		2,262.78
124	Giles	11.43				11.43			11.43
164	Grainger		13,000.00	6,000.00		19,000.00	16,985.45		2,014.55
153	Greene		13,000.00		27.97	13,027.97	11,718.62		1,309.35
171	Grundy		13,000.00			13,000.00	11,122.34		1,877.66
114	Grundy	901.09	9,600.00	105,191.93	72.43	115,765.45	114,112.76		1,652.69
160	Hamblen		24,000.00	11,600.00	35.12	35,635.12	33,314.43		2,320.69
174	Hardin-McNairy		10,000.00			10,000.00	8,488.99		1,511.01
146	Henry		48,500.00	36,500.00	93.11	85,093.11	84,234.80		858.31
121	Humphreys	4,746.64	22,000.00		18.44	26,765.08	25,623.63		1,141.45
129	Hickman	2,984.22	24,500.00			27,484.22	26,896.67		587.55
135	Jackson		18,500.00	8,500.00	38.70	27,038.70	23,712.84		3,325.86
138	Jackson	286.84			61.00	347.84	85.77		262.07
128	Jefferson	4,854.16	61,000.00	57,500.00	139.23	123,493.39	110,361.75		13,131.64
133	Jefferson		19,000.00	20,000.00	72.55	39,072.55	31,317.72		7,754.83
143	Johnson	3,450.14			40.00	3,490.14	1,087.90		2,402.24
178	Johnson-Sullivan		7,000.00	6,508.51		13,508.51	8,099.67		5,408.84
132	Knox	19,370.87	114,000.00	88,500.00	284.58	222,155.45	168,370.17		53,785.28
122	Lawrence	2,632.34	25,000.00	21,500.00		49,132.34	47,046.13		2,086.21
115	Lewis	582.72	23,000.00	25,000.77	64.58	48,648.07	44,269.79		4,378.28
103	Marion	344.24			5.81	350.05		350.05	

-68-

136	Marion	678.70	57,800.00	10,000.00	27.45	68,506.15	67,760.85		745.30
137	Marion	1,973.41	56,000.00	21,000.00	61.13	79,034.54	76,692.41		2,342.13
170	Marion		69,300.00	16,000.00		85,300.00	77,402.15		7,897.85
148	Macon		2,000.00			2,000.00	2,000.00		
168	Madison		28,500.00	5,500.00		34,000.00	32,962.01		1,037.99
140	Mcigs	9,361.98	28,000.00	33,230.85		70,592.83	56,629.97		13,962.86
139	Montgomery		8,600.05	8,600.00	23.09	17,223.14	12,226.61		4,996.53
139A	Montgomery		1,251.25			1,251.25	937.99		313.26
117	Overton	2,023.30	10,500.00	2,500.00		15,023.30	13,990.93		1,032.37
118	Overton	3,279.42	98,000.00	19,500.00		120,779.42	119,537.73		1,241.69
169A-B	C Obion		56,000.00		34.56	56,034.56	13,559.67	36,476.94	5,997.95
116	Perry		32,000.00	17,308.46	29.00	49,337.46	43,045.25		6,292.21
162	Pickett		44,000.00			44,000.00	42,765.19		1,234.81
145	Polk		4,000.00	5,000.00		9,000.00	7,480.28		1,519.72
181	Polk		7,000.00			7,000.00	5,899.17		1,100.83
123B	Putnam		73,500.00			73,500.00	72,023.61		1,476.39
144	Putnam			7,221.33		7,221.33		4,713.90	2,507.43
161	Roane		21,000.00	21,000.00	10.54	42,010.54	19,681.36		22,329.18
119	Robertson	21,191.96	131,000.00	41,000.00	417.80	193,609.76	172,650.41	15,062.65	5,896.70
158	Robertson		26,000.00	6,000.00	2.60	32,002.60	24,124.86	7,472.86	404.88
173	Robertson		23,000.00	3,000.00	3.35	26,003.35	19,749.39	5,853.50	400.46
134	Rutherford	1,610.85	331.19		18.70	1,960.74	1,958.49		2.25
113	Scott	14,457.97		165,000.00	643.43	180,101.40	136,748.00		43,353.40
113B	Scott		10,000.00	10,000.00		20,000.00	8,823.68		11,176.32
111	Sullivan	2,833.51			7.08	2,840.59	2,833.51		7.08
126	Sumner	440.87	56,500.00	80,000.00		136,940.87	132,944.75		3,996.12
127	Sumner	1,925.40	37,000.00	62,000.00	232.10	101,157.50	94,201.05		6,956.45
166A-B	Trousdale		57,500.00	20,500.00		78,000.00	67,180.31		10,819.69
	Totals	\$ 106,816.28	\$ 2,291,124.20	\$ 1,289,887.70	\$ 3,328.85	\$ 3,691,157.03	\$ 3,239,250.88	\$ 71,479.16	\$ 380,426.99

-69-

**RECEIPTS AND DISBURSEMENTS FEDERAL AID PROJECTS
FROM JANUARY 1, 1923 TO DECEMBER 31, 1923 INCLUSIVE.**

Project No.	COUNTY	Balance December 31, 1922	State Paid	County Paid	Interest	Total	Disbursements	Returned to State Treasurer	Balance December 31, 1923
4	Bedford		\$ 9,619.28			\$ 9,619.28	\$ 9,619.28		
96	Bedford		30,000.00	\$ 23,000.00		53,000.00	39,609.49		\$ 13,390.51
94	Benton		18,000.00		\$ 8.43	18,008.43	14,939.59		3,068.84
84	Bledsoe	\$ 946.07	66,450.00	31,850.00		99,246.07	97,780.66		1,465.41
37	Campbell	9,399.56	109,500.00	37,000.00	256.32	156,155.88	155,383.91		771.97
49	Cannon	44,009.39	90,489.75	23,167.50	748.31	158,414.95	155,919.85		2,495.10
21	Carroll	70.22			1.23	71.45			771.45
12	Claborn	598.17	92,266.33	17,440.98	144.74	110,450.22	110,308.56		141.66
23	Cocke	97.30	95,500.00	53,500.00	66.86	149,164.16	147,384.93		1,779.23
74	Davidson	294.79	23,500.00		22.28	23,817.07	21,912.29		1,904.78
87	Davidson	9,026.02	73,700.00	33,800.00	62.32	116,588.34	113,081.08		3,507.26
46	Dickson	485.60	37,925.94	960.00	106.31	39,477.85	39,417.00		60.85
52	Dyer	523.93	76,606.25	41,607.44		118,737.62	118,737.62		
20	Fentress	22,766.46	32,770.80	12,497.50	194.36	68,229.12	56,852.59		11,376.53
3	Franklin	516.41	19,899.43		2.90	20,418.74	20,418.74		
86	Gibson		55,762.55			55,762.55	54,809.01		953.54
25	Giles	363.77	42,233.34	15,100.00	144.28	57,841.39	57,363.33		478.06
5	Green	21,666.39			460.05	22,126.44	596.95	F.A. \$6,092.24	15,437.25
42	Hamblen	7,474.82				7,474.82	5,144.26		2,330.56
88	Hamilton		21,045.72		14.59	21,060.31	20,648.13		412.18
2	Hamilton	1,212.70	2,199.06			3,411.76	3,411.76		
14	Hawkins	76,970.32	147,441.96	64,960.00	867.11	290,239.39	259,279.39		30,960.00
70	Haywood	103,056.97	38,000.00		285.76	141,342.73	78,782.46		62,560.27
10	Henry	1,027.80	74,800.00	38,250.00	35.79	114,113.59	113,736.35		377.24
11	Johnson	8,952.29	45,914.78		57.00	54,924.07	54,924.07		
41	Knox	4,854.23	98,100.00	64,200.00	26.96	167,181.19	165,137.92		2,043.27
71A	Lake	204.97	15,000.00	8,000.00	159.14	23,364.11	22,956.53		407.58
32	Lauderdale				2.03				2.03
62	Lawrence	4,355.41	19,741.69	18,250.25	73.50	42,420.85	40,820.28		1,600.57
27	Lewis	751.08	9,916.22			10,667.30	10,667.30		
50	Lincoln	4,870.00	67,526.48	47,263.24		119,659.72	119,659.72		
28	McMinn	13.34				13.34			13.34
69	Madison		30,000.00	10,000.00	62.42	40,062.42	30,199.69		9,862.73
27	Marion	1,082.22	72,945.16		41.25	74,068.63	73,006.48		1,062.15
16	Montgomery	2,614.68	106,000.00	54,100.00	16.99	162,731.67	161,189.06		1,542.61
91	Montgomery		22,000.00	5,000.00	10.21	27,010.21	21,951.90		5,058.31
54	Obion	56,451.44	95,700.00	46,300.00		198,451.44	198,262.30		189.14
71B	Obion	4,315.83	9,000.00	7,000.00		20,315.83	18,484.59		1,831.24
17	Overton		2,867.21		21.50	2,888.71	2,867.21		21.50
18	Overton	6,999.49		66,275.37	28.33	73,003.19	72,981.86		21.33
85	Roane	10,901.74	50,000.00	40,000.00		101,084.49	100,120.64		963.85
47	Rutherford	6.69	14,002.88	8,100.00	182.75	12,192.32	12,192.32		
89	Rutherford		15,000.00	7,500.00	.55	22,110.12	21,584.54		525.58
8	Shelby				7.24	22,507.24	19,550.81		2,956.43
68	Smith	1,369.71			30.28	1,399.99			1,399.99
63	Sumner	16,401.21	73,900.00	47,200.00		137,501.21	136,228.00		1,273.21
65	Sumner	623.87	131,200.00	42,400.00		174,253.93	173,323.27		933.66
79	Warren	1,315.59	59,400.74	29,000.00	33.06	89,734.83	86,962.47		2,772.36
6	Washington	530.07	30,832.50	4,000.00	18.50	35,378.07	34,999.72		378.35
30	Tipton	32,062.20	51,000.00		555.24	83,617.44	82,400.25		1,217.19
99	Wayne	2.55				2.55			2.55
22	Weakley		5,000.00			5,000.00	747.90		4,252.10
38	White	17,934.91	93,027.69	10,000.00	316.53	121,279.13	121,075.96		203.17
	White	1,199.25	81,800.00	27,300.00	4.00	110,303.25	109,502.93		800.32
	Totals	\$ 478,019.46	\$ 2,357,585.76	\$ 935,022.28	\$ 5,084.62	\$ 3,775,712.12	\$ 3,574,742.63	F.A. \$6,092.24	\$ 194,877.25

**RECEIPTS AND DISBURSEMENTS FEDERAL AID PROJECTS FROM
JANUARY 1, 1924 TO NOVEMBER 30, 1924, INCLUSIVE.**

Project No.	COUNTY	Balance December 31, 1923	State Paid	County Paid	Interest	Total	Disbursements Cost of Project	Returned to State Treasurer	Balance November 30, 1924
82	Anderson		\$ 68,000.00	\$ 38,000.00	\$ 93.62	\$ 106,093.62	\$ 93,101.13		\$ 12,992.49
96	Bedford	\$ 13,390.51	148,500.00	64,000.00	223.35	226,113.86	214,520.29		11,593.57
94	Benton	3,068.84	90,500.00	25,510.39	103.88	119,183.11	117,013.17		2,169.94
84	Bledsoe	1,465.41	83,200.00	11,825.00	155.11	96,645.52	93,469.86		3,175.66
78A	Bradley		13,000.00	17,500.00		30,500.00	21,518.67		8,981.33
11	Bristol Forestry (Johnson & Sullivan)		5,000.00			5,000.00	4,037.51		962.49
37	Campbell	771.97	82,500.00	52,416.04	44.08	135,732.09	123,027.80		12,704.29
49	Cannon	2,495.10	72,715.86		106.76	75,317.72	73,544.03	\$ 1,773.69	
21	Carroll	71.45				71.45		71.45	
51A	Carroll		31,000.00			31,000.00	21,426.39		9,573.61
12	Claiborne	141.66	81,595.93		59.79	81,797.40	81,771.39		26.01
23	Coecke	1,779.23	58,500.00	21,000.00	45.51	81,324.74	80,186.09		1,138.65
74	Davidson	1,904.78	3,000.00		97.47	7,002.25	5,053.70	1,904.78	43.77
87	Davidson	3,507.26	1,697.96	7,084.83	30.32	12,320.37	12,290.05	30.32	
206	Davidson		105,000.00	35,500.00	36.13	140,536.13	132,884.68		7,651.45
46	Dickson	60.85				60.85		60.85	
39A	Dyer		18,000.00			18,000.00	15,565.98		2,434.02
18A	Payette		50,000.00	10,000.00		60,000.00	45,584.06		14,415.94
36A	Payette		22,000.00			22,000.00	24,668.76	OD	2,668.76
20	Fentress	11,376.53	72,500.00	22,607.57	80.44	106,564.54	104,301.36		2,263.18
29A	Gibson		20,000.00			20,000.00	18,349.78		1,650.22
86	Gibson	953.54	239,000.00		83.70	240,037.24	238,087.20		1,950.04
25	Giles	478.06	18,500.00		10.61	18,988.67	18,607.06		381.61
5	Greene	15,437.25			587.91	16,025.16	2,560.93	11,472.70	2,591.53
10	Henry	377.24	48,170.90		12.88	48,561.02	48,561.02		
42	Hamblen	2,330.56			157.56	2,488.12		2,330.56	
88	Hamilton	412.18			53.89	466.07	152.51		157.56
19A	Hardeman		52,000.00			52,000.00	49,000.34		313.56
14	Hawkins	50,960.00			1,530.71	52,490.71	11,000.00	134.51	21,356.20
70	Haywood	62,560.27	127,000.00		5.47	189,565.74	184,797.37		4,768.37
100	Haywood		186,000.00	33,000.00	76.06	219,076.06	213,693.55		5,382.51
41	Knox	2,043.27	103,500.00	17,500.00	127.98	123,171.25	112,454.95		10,716.30
32	Lauderdale	2.03			1.10	3.13			3.13
71A	Lake	407.58	36,000.00	18,000.00	63.97	54,471.55	51,874.08		2,597.47
62	Lawrence	1,600.57	1,782.71			3,383.28	3,383.28		
207	Loudon		21,000.00	20,000.00	66.98	41,066.98	30,587.98		10,479.00
83	Marshall			747.27	43.52	790.79			790.79
20B	Madison		57,000.00	9,000.00		66,000.00	63,356.54		2,643.46
69	Madison	9,862.73	251,000.00	103,000.00	124.46	363,987.19	341,299.77		22,687.42
72	Marion	1,062.15	26,382.85		8.76	27,453.76	27,453.76		

-12-

2-24-72	Marion		44,000.00		9.13	44,009.13	42,555.36		1,453.77
16	Montgomery	1,542.61	63,000.00	42,000.00	38.24	106,580.85	89,106.60		17,474.25
91	Montgomery	5,058.31	26,000.00	23,000.00	84.43	54,142.76	45,922.43		8,220.33
28	McMinn	13.34				13.34			
60A	McMinn		15,000.00	13,000.00		28,000.00	17,481.60	13.34	10,518.40
34	Maury		29,000.00			29,000.00	25,346.11		3,653.89
71B	Obion	1,831.24				1,831.24	132.67		1,698.57
54	Obion	189.14	57,700.00	20,353.77	20.55	78,263.46	76,800.97		1,462.49
17	Overton	21.50				21.50			
18	Overton	21.33				21.50			
85	Roane	963.85	90,000.00	37,000.00	31.70	127,995.55	109,059.35		18,936.20
47	Rutherford	525.58	14,908.68		9.90	15,444.16	15,444.16		
89	Rutherford	2,956.43	6,000.00	3,500.00	56.28	12,512.71	10,583.71		1,929.00
8	Shelby	1,399.99			38.32	1,438.31	891.65	450.73	95.93
68	Smith	1,273.21	65,800.00	29,700.00		96,773.21	94,452.79		2,320.42
95-97	Sullivan		249,524.43	82,000.00	69.22	331,593.65	289,165.67		42,427.98
98	Sullivan		55,000.00	33,000.00	35.23	88,035.23	81,971.99		6,063.24
63	Sumner	933.66	87,500.00	38,320.00	181.33	126,934.99	123,357.07		3,577.92
30	Tipton	2.55				2.55			
31A	Tipton		64,000.00	24,000.00	39.30	88,039.30	86,282.90		1,756.40
31B	Tipton		15,000.00	10,000.00		25,000.00	18,932.18		6,067.82
204A	Tipton		58,000.00	7,700.00	38.85	65,738.85	61,664.52		4,074.33
65	Warren	2,772.36	92,000.00	51,200.00	274.37	146,246.73	144,932.39		1,314.34
79	Warren-Van Buren	378.35			25.19	403.54		378.35	
202	Washington		97,000.00	43,750.00	32.35	140,782.35	134,337.88		6,444.47
6	Washington	1,217.19	63,654.72		118.59	64,990.50	64,841.09		149.41
99	Wayne	4,252.10	93,500.00	47,000.00		144,752.10	127,385.37		17,366.73
22	Weakley	203.17	38,300.00			38,503.17	37,747.43		755.74
38	White	800.32	32,312.03	24,957.22	12.34	58,081.91	55,605.33		2,476.58
201	White		121,500.00	55,500.00	29.98	177,029.98	142,272.53		34,757.43
203A	White - Warren		25,000.00	15,500.00	20.19	40,520.19	26,343.97		14,176.22
	Totals	\$ 194,877.25	\$ 3,699,746.09	\$ 1,108,172.09	\$ 5,197.53	\$ 5,007,992.96	\$ 4,601,802.78	\$ 18,066.66	\$ 388,123.52

-13-

AUTOMOBILE FUNDS APPORTIONED TO COUNTIES AND DISBURSEMENTS MADE FROM NOVEMBER 30, 1922 TO DECEMBER 31, 1923 ALSO SHOWING BALANCE ON HAND

COUNTY	Balance November 30, 1922	Apportionment	Transfers and Refunds	Total Receipts	Disbursements	Balance December 31, 1923
Anderson	\$ 5,821.90	\$ 10,683.22		\$ 16,505.12	\$ 11,842.36	\$ 4,662.76
Bedford	27.03	10,683.33		10,656.30	6,595.65	4,060.65
Benton	300.30	10,683.32		10,983.62	4,355.13	6,628.49
Bledsoe	3,297.10	10,683.10		13,980.20	11,443.19	2,537.01
Blount	1,543.92	10,683.60		12,227.52	3,558.87	8,668.65
Bradley	615.32	10,683.36	\$ 2,000.00	12,068.04	11,747.03	321.01
Campbell	3,283.55	10,683.35	37.01	14,003.91	8,136.17	5,867.74
Cannon	150.12	10,683.56		10,833.68	10,774.17	59.51
Carroll	69.20	10,683.15		10,752.35	5,932.70	4,819.65
Carter	997.78	10,683.15		11,680.93	3,873.23	7,807.70
Cheatham	1,307.14	10,683.15		11,990.29	4,571.35	7,418.94
Chester	178.33	10,683.15		10,861.48	9,128.23	1,733.25
Claiborne	44.36	10,683.15		10,727.51	9,103.21	1,624.30
Clay	3,588.62	10,683.15		14,271.77	9,582.94	4,688.83
Cocke	210.62	10,683.15		10,893.77	8,556.13	2,337.64
Coffee	2,014.14	10,683.15		12,697.29	8,656.82	4,040.47
Crockett	2,293.86	10,683.15		12,977.01	7,909.32	5,067.69
Cumberland	4,029.83	10,683.15		14,712.98	8,749.12	5,963.86
Davidson	851.00	10,683.15		11,534.15	6,886.84	4,647.31
Decatur	9.75	10,683.15		10,692.90	10,106.82	586.08
DeKalb	809.55	10,683.15	213.32	11,706.02	9,030.70	2,675.32
Dickson	386.17	10,683.15		10,296.98	3,579.69	6,717.29
Dyer	840.49	10,683.15		11,523.64	5,940.17	5,583.47
Fayette	5,187.79	10,683.15		15,870.94	10,811.15	5,059.79
Fentress	3,428.33	10,683.15		14,111.48	12,288.29	1,823.19
Franklin	1,728.39	10,683.15		12,411.54	11,857.90	553.64
Gibson	120.82	10,683.15	1,753.60	12,557.57	6,082.89	6,474.68
Giles	1,376.73	10,683.15		12,059.88	9,908.27	2,151.61
Grainger	1,271.24	10,683.15		11,954.39	7,612.22	4,342.17
Greene	2,289.30	10,683.15		12,972.45	12,781.14	191.31
Grundy	528.22	10,683.15		11,211.37	6,939.83	4,271.54

-74-

Hamblen	1,331.64	10,683.15		12,014.79	5,830.97	6,183.82
Hamilton	4,850.36	10,683.15		15,533.51	10,188.30	5,345.21
Hancock	828.86	10,683.15		11,512.01	11,320.14	191.87
Hardeman	360.68	10,683.15		11,043.83	9,392.99	1,650.84
Hardin	247.24	10,683.15		10,930.39	7,135.41	3,794.98
Hawkins	474.71	10,683.15		11,157.86	4,933.40	6,224.46
Haywood	2,470.31	10,683.15		13,153.46	11,353.42	1,800.04
Henderson	631.06	10,683.15		11,314.21	4,492.20	6,822.01
Henry	919.92	10,683.15		11,603.07	8,326.02	3,277.05
Hickman	1,503.52	10,683.15		12,186.67	9,621.72	2,564.95
Houston	1,367.43	10,683.15		12,050.58	8,859.47	3,191.11
Humphreys	424.38	10,683.15		11,107.53	1,394.64	9,712.89
Jackson	452.34	10,683.15		11,135.49	9,921.73	1,213.76
Jefferson	2,101.37	10,683.15		12,784.52	7,018.21	5,766.31
Johnson	3,053.16	10,683.15		13,736.31	11,753.83	1,982.48
Knox	2,231.11	10,683.15		12,914.26	2,229.75	10,684.51
Lake	12,905.79	10,683.15		23,588.94	2,984.03	20,604.91
Lauderdale	6,266.78	10,683.15		16,949.93	11,384.39	5,565.54
Lawrence	4,532.22	10,683.15		15,215.37	3,763.73	11,451.64
Lewis	2,640.30	10,683.15		13,323.45	10,205.41	3,118.04
Lincoln	11,918.45	10,683.15		22,601.60	7,025.82	15,575.78
Loudon	1,387.32	10,683.15		12,070.47	9,564.42	2,506.05
Macon	248.65	10,683.15		10,931.80	9,818.70	1,113.10
McMinn	1,321.97	10,683.15		12,005.12	9,866.22	2,138.90
McNairy	2,109.72	10,683.15		12,792.87	11,724.44	1,068.43
Madison	7,045.19	10,683.15		17,728.34	15,702.08	2,026.26
Marion	5,588.78	10,683.15		16,271.93	6,358.16	9,913.77
Marshall	304.43	10,683.15		10,987.58	10,455.34	532.24
Maury	2,488.55	10,683.15		13,171.70	102.00	13,069.70
Meigs	540.61	10,683.15		11,223.76	2,965.60	8,258.16
Monroe	4,453.61	10,683.15		15,136.76	12,653.58	2,483.18
Montgomery	594.37	10,683.15		11,277.52	3,905.18	7,372.34
Moore	3,097.81	10,683.15		13,780.96	9,590.91	4,190.05
Morgan	2,650.82	10,683.15		13,333.97	12,858.88	475.09
Obion	1,970.90	10,683.15		12,654.05	7,805.30	4,848.75
Overton	34.54	10,683.15		10,717.69	5,962.75	4,754.94
Perry	4,269.53	10,683.15		14,952.68	8,835.78	6,116.90
Pickett	939.49	10,683.15		11,622.64	8,149.27	3,473.37

-75-

AUTOMOBILE FUNDS APPORTIONED TO COUNTIES AND DISBURSEMENTS
made from November 30, 1922 to December 31, 1923 also showing balance on hand—Continued.

COUNTY	Balance November 30, 1922	Apportion- ment	Transfers and Refunds	Total Receipts	Disbursements	Balance December 31, 1923
Polk	4,324.06	10,683.15		15,007.21	11,934.63	3,072.58
Putnam	2,158.02	10,683.15		12,841.17	12,652.40	188.77
Rhea	1,558.94	10,683.15	600.00	12,842.09	11,653.87	1,188.22
Roane	248.04	10,683.15	957.50	11,888.69	10,374.72	1,513.97
Robertson	562.54	10,683.15		11,245.69	9,249.25	1,996.44
Rutherford	3,287.54	10,683.15		13,970.69	13,149.29	821.40
Scott	691.13	10,683.15		11,374.28	4,954.72	6,419.56
Sequatchie	5,400.13	10,683.15		16,083.28	9,372.87	6,710.41
Sevier	9,652.89	10,683.15		20,336.04	12,359.11	7,976.93
Shelby	8,008.55	10,683.15		18,691.70	8,008.55	10,683.15
Smith	6,631.63	10,683.15	1,807.73	19,122.51	16,944.97	2,177.54
Stewart	1,490.58	10,683.15		12,173.73	4,425.78	7,747.95
Sullivan	557.73	10,683.15	1,000.00	12,240.88	12,015.58	225.30
Sumner	2,285.31	10,683.15		12,968.46	7,838.17	5,130.29
Tipton	328.01	10,683.15		11,011.16	4,665.10	6,346.06
Trousdale	331.19	10,683.15		11,014.34	7,778.00	3,236.34
Unicoi	630.11	10,683.15		11,313.26	11,029.23	284.03
Union	126.40	10,683.15		10,556.75	7,748.79	2,807.96
Van Buren	831.17	10,683.15		11,514.32	5,696.30	5,818.02
Warren	164.05	10,683.15		10,847.20	9,806.93	1,040.27
Washington	5,189.83	10,683.15		15,872.98	2,670.58	13,202.40
Wayne	2,127.08	10,683.15		12,810.23	4,600.08	8,210.15
Weakley	1,772.13	10,683.15		12,455.28	5,432.39	7,022.89
White	1,831.60	10,683.15		12,514.75	6,522.23	5,992.52
Williamson	2,335.42	10,683.15		13,018.57	10,339.54	2,679.03
Wilson	205.90	10,683.15		10,889.05	10,662.44	226.61
Total	\$ 209,578.96	\$ 1,014,900.89	\$ 8,369.16	\$ 1,232,849.01	\$ 795,681.24	\$ 437,167.77

-76-

AUTOMOBILE FUNDS APPORTIONED TO COUNTIES AND DISBURSEMENTS MADE
FROM JANUARY 1, 1924 TO NOVEMBER 30, 1924, INCLUSIVE.

COUNTY	Balance December 31, 1923	Apportion- ment	Transfers and Refunds	Total Receipts	Disbursements	Balance November 30, 1924
Anderson	\$ 4,662.76	\$ 13,171.27	\$ 64.00	\$ 17,898.03	\$ 15,166.79	\$ 2,731.24
Bedford	4,060.65	13,171.38		17,232.03	14,518.81	2,713.22
Benton	6,628.49	13,171.44		19,799.93	19,152.93	647.00
Bledsoe	2,537.01	13,171.10		15,708.11	12,957.46	2,750.65
Blount	8,668.65	13,170.97	415.81	22,255.43	18,689.41	3,566.02
Bradley	321.01	13,171.69		13,492.70	11,869.72	1,622.98
Campbell	5,867.74	13,171.38		19,039.12	20,650.37	OD 1,611.25
Cannon	59.51	13,171.18		13,230.69	12,065.70	1,164.99
Carroll	4,819.65	13,171.18		17,990.83	18,150.84	OD 160.01
Carter	7,807.70	13,171.18		20,978.88	13,108.92	7,869.96
Cheatham	7,418.94	13,171.18		20,590.12	19,659.83	930.29
Chester	1,733.25	13,171.18		14,904.43	11,140.47	3,763.96
Claiborne	1,624.30	13,171.18	1,545.00	16,340.48	15,786.09	554.39
Clay	4,688.83	13,171.18		17,860.01	14,390.74	3,469.27
Coeke	2,337.64	13,171.18		15,508.82	14,193.19	1,315.63
Coffee	4,040.47	13,171.18	98.28	17,309.39	24,839.74	OD 7,529.81
Crockett	5,067.69	13,171.18		18,238.87	18,018.33	220.54
Cumberland	5,963.86	13,171.18		19,135.04	13,610.22	5,524.82
Davidson	4,647.31	13,171.18		17,818.49	10,281.09	7,537.40
Decatur	586.08	13,171.18	386.50	14,143.76	16,877.61	OD 2,733.85
DeKalb	2,675.32	13,171.18		15,846.50	13,701.35	2,145.15
Dickson	6,717.29	13,171.18		19,888.47	19,374.45	514.02
Dyer	5,583.47	13,171.18	335.00	19,089.65	22,684.34	OD 3,594.69
Fayette	5,059.79	13,171.18		18,230.97	11,604.40	6,626.57
Fentress	1,823.19	13,171.18	42.07	15,036.44	14,401.70	634.74
Franklin	553.64	13,171.18		13,724.82	14,583.20	OD 858.38
Gibson	6,474.68	13,171.18	520.00	20,165.86	13,868.36	6,297.50
Giles	2,151.61	13,171.18	893.80	16,216.59	15,575.72	640.87
Grainger	4,342.17	13,171.18	300.00	17,813.35	10,784.66	7,028.69
Greene	191.31	13,171.18		13,362.49	9,592.55	3,769.94
Grundy	4,271.54	13,171.18		17,442.72	17,403.77	38.95

-77-

**AUTOMOBILE FUNDS APPORTIONED TO COUNTIES AND DISBURSEMENTS MADE
FROM JANUARY 1, 1924 TO NOVEMBER 30, 1924. INCLUSIVE - Continued.**

County	Balance December 31, 1923	Apportion- ment	Transfers and Refunds	Total Receipts	Disbursements	Balance November 30, 1924
Hamblen	6,183.82	13,171.18		19,355.00	10,089.78	9,265.22
Hamilton	5,345.21	13,171.18		18,516.39	13,201.99	5,314.40
Hancock	191.87	13,171.18	2,000.00	15,363.05	15,058.27	304.78
Hardeman	1,650.84	13,171.18		14,822.02	11,111.89	3,710.13
Hardin	3,794.98	13,171.18		16,966.16	8,438.73	8,527.43
Hawkins	6,224.46	13,171.18		19,395.64	20,247.64	852.00
Haywood	1,800.04	13,171.18		14,971.22	10,733.48	4,237.74
Henderson	6,822.01	13,171.18		19,993.19	11,618.36	8,374.83
Henry	3,277.05	13,171.18		16,448.23	17,312.89	OD 864.66
Hickman	2,564.95	13,171.18	95.72	15,831.85	14,922.98	908.87
Houston	3,191.11	13,171.18		16,362.29	15,138.70	1,223.59
Humphreys	9,712.89	13,171.18		22,884.07		22,884.07
Jackson	1,213.76	13,171.18	10,000.00	24,384.94	21,156.15	3,228.79
Jefferson	5,766.31	13,171.18		18,937.49	11,834.55	7,102.94
Johnson	1,982.48	13,171.18		15,153.66	14,708.02	445.64
Knox	10,684.51	13,171.18	1,725.00	25,580.69	25,463.76	116.93
Lake	20,604.91	13,171.18		33,776.09	14,968.30	18,807.79
Lauderdale	5,565.54	13,171.18		18,736.72	14,027.86	4,708.86
Lawrence	11,451.64	13,171.18	23.76	24,646.58	23,786.55	860.03
Lewis	3,118.04	13,171.18		16,289.22	13,373.30	2,915.92
Lincoln	15,575.78	13,171.18		28,746.96	21,470.32	7,276.64
Loudon	2,506.05	13,171.18		15,677.23	14,171.54	1,505.69
Macon	1,113.10	13,171.18	950.00	15,234.28	9,676.44	5,557.84
McMinn	2,138.90	13,171.18		15,310.08	12,481.75	2,828.33
McNairy	1,068.43	13,171.18		14,239.61	11,193.24	3,046.37
Madison	2,026.26	13,171.18		15,197.44	7,320.07	7,877.37
Marion	9,913.77	13,171.18	437.56	23,522.51	20,684.61	2,837.90
Marshall	532.24	13,171.18		13,703.42	3,404.84	10,298.58
Maury	13,069.70	13,171.18		26,240.88	1,999.50	24,241.38
Meigs	8,258.16	13,171.18		21,429.34	21,129.08	300.26
Monroe	2,483.18	13,171.18		15,654.36	11,679.14	3,975.22

-78-

Montgomery	7,372.34	13,171.18		20,543.52	19,006.26	1,537.26
Moore	4,190.05	13,171.18	98.10	17,459.33	14,047.30	3,412.03
Morgan	475.09	13,171.18		13,646.27	12,601.80	1,044.47
Obion	4,848.75	13,171.18		18,019.93	16,730.25	1,289.68
Overton	4,754.94	13,171.18		17,926.12	12,789.79	5,136.33
Perry	6,116.90	13,171.18		19,288.08	18,173.14	1,114.04
Pickett	3,473.37	13,171.18		16,644.55	17,253.22	OD 608.67
Polk	3,072.58	13,171.18		16,243.76	12,412.10	3,831.66
Putnam	188.77	13,171.18	4,713.90	18,073.85	18,021.85	52.00
Rhea	1,188.22	13,171.18		14,359.40	12,009.36	2,350.04
Roane	1,513.97	13,171.18		14,685.15	12,490.27	2,194.88
Robertson	1,996.44	13,171.18		15,167.62	14,288.25	879.37
Rutherford	821.40	13,171.18		13,992.58	8,950.36	5,042.22
Scott	6,419.56	13,171.18		19,590.74	9,852.70	9,738.04
Sequatchie	6,710.41	13,171.18		19,881.59	13,974.72	5,906.87
Sevier	7,976.93	13,171.18		21,148.11	23,249.28	OD 2,101.17
Shelby	10,683.15	13,171.18		23,854.33		23,854.33
Smith	2,177.54	13,171.18		15,348.72	8,192.65	7,156.07
Stewart	7,747.95	13,171.18		20,919.13	19,518.24	1,400.89
Sullivan	225.30	13,171.18	688.88	14,085.36	15,378.13	OD 1,292.77
Sumner	5,130.29	13,171.18		18,301.47	16,388.00	1,913.47
Tipton	6,346.06	13,171.18		19,517.24	10,103.53	9,413.71
Trousdale	3,236.34	13,171.18	1,740.80	18,148.32	16,888.69	1,259.63
Unicoi	284.03	13,171.18		13,455.21	12,800.15	655.06
Union	2,807.96	13,171.18	3.00	15,982.14	14,449.89	1,532.25
Van Buren	5,818.02	13,171.18		18,989.20	13,502.93	5,486.27
Warren	1,040.27	13,171.18		14,211.45	11,026.35	3,185.10
Washington	13,202.40	13,171.18		26,373.58	15,764.37	10,609.21
Wayne	8,210.15	13,171.18		21,381.33	11,883.74	9,497.59
Weakley	7,022.89	13,171.18		20,194.07	19,900.30	293.77
White	5,992.52	13,171.18		19,163.70	18,350.16	813.54
Williamson	2,679.03	13,171.18		15,850.21	15,837.53	12.68
Wilson	226.61	13,171.18		13,397.79	9,489.05	3,908.74
Totals	\$ 437,167.77	\$ 1,251,263.07	\$ 27,077.18	\$ 1,715,508.02	\$ 1,366,430.85	\$ 371,284.43
Less Overdraft						22,207.26
Balance November 30, 1924						\$ 349,077.17

-79-

EQUIPMENT DIVISION.
DISBURSEMENTS 1923-1924.

	Paid from Equipment Account	Paid from 50% Fund		Paid from Gas Fund		Paid from One Mill Tax Levy		Total Paid	Total Paid
	1923	1923	1924	1923	1924	1923	1924	1923	1924
Salaries and Wages	\$ 19,503.73	\$ 30,297.07	\$ 60,491.59	\$ 3,273.52		\$ 484.04		\$ 49,800.80	\$ 66,251.13
Oil and Gas	415.03	1,602.24	9,895.95	19.70		212.56		2,017.27	10,128.21
Storage	236.15							236.15	
Auto and Truck Equipment	15,792.40	75,464.47	120,908.42					91,236.87	120,908.42
Loading and Crating	15,239.39	13,855.96	7,862.74					29,095.35	7,862.74
Truck and Tractor Repairs	1,969.81							1,969.81	
Shop Equipment	118.16							118.16	
Freight, Drayage and Express	271.23	31,974.39	11,547.26	167.79		603.72		32,245.62	12,318.77
Office Supplies and Printing	118.39		343.02			15.66		118.39	358.68
Office Fixtures	490.00							490.00	
Heat, Light, Power & Water	600.49		860.86			128.37		600.49	989.23
Telephone and Tel	23.25		312.72			88.75		23.25	401.47
General Expense	4,518.75							4,518.75	
Refunds	511.75							511.75	
Misc. Expense and Supplies	1,546.91		593.83			245.08		1,546.91	838.91
Garage Bldg. and Real Estate	2,969.40		7,484.01			304.38		2,969.40	7,788.39
Garage Expense	1,608.65							1,608.65	
Rents			291.00						291.00
Traveling Expense			745.54	109.50		121.28			976.32
Equipment Maintenance			75,510.63			3,415.86			78,926.49
Insurance and Bonds			1,904.32						1,904.32
Road Equipment			126,092.43			13,033.18			139,125.61
	\$ 65,933.49	\$ 153,194.13	\$ 424,844.32	\$ 5,572.51		\$ 18,652.88		\$ 219,127.62	\$ 449,069.71

80

EQUIPMENT ACCOUNT RECEIPTS
1923-1924.

Balance Nov. 30, 1922	\$	956.30
Total Sales and Rentals	\$	65,241.81
Disbursed	\$	66,198.11
	\$	65,933.49
Cash in Bank: Balance	\$	263.99
American Trust Co.	\$	19.33
State Bank & Trust Co.	\$	283.32
Check outstanding	\$	18.70
	\$	264.62

—81—

RECEIPTS AND DISBURSEMENTS FOR YEARS 1923 AND 1924
CASH RECEIPTS NOVEMBER 30, 1922 TO NOVEMBER 30, 1924

	Balance November 30, 1922	Receipts For Year	Refunds Over Pay	Transfers From Counties	Sales and Rentals	Transferred From Projects	Total One Year	Total Two Period
50% General Fund Receipts 1923.....	\$ 397,717.94	\$ 1,014,900.93	\$ 486.68	\$ 50,776.36	\$ 16,814.45		\$ 1,429,919.96	2,701,407.56
50% General Fund Receipts 1924.....		\$ 1,251,263.08	\$ 785.15	\$ 19,275.24	\$ 19,290.51	148.86	1,271,487.60	
Gas Fund Receipts 1923.....		356,168.00					356,168.00	2,508,689.85
Gas Fund Receipts 1924.....		2,152,521.85					2,152,521.85	
1 Mill Tax Levy 95% Fund 1923.....	154,711.76	820,510.42	1,743.04				977,142.01	5,815,001.79
1 Mill Tax Levy 95% Fund 1924.....		58,811.34				176.79	103,430.16	
Rec'd. on Project Gibson Co. 1924.....		100,500.00				44,618.82	100,500.00	69,859.35
Rec'd. on Proj. Citizens Grainger Co. 1924.....		6,000.00					6,000.00	
Rec'd. Federal Aid U. S. Gov. 1923.....		1,511,638.90					1,511,638.90	37.05
Rec'd. Federal Aid U. S. Gov. 1924.....		3,116,290.72					3,116,290.72	
Rec'd. 1 Mill Tax 5% Fund 1923.....	21,859.18	43,711.08					65,570.26	69,859.35
Rec'd. 1 Mill Tax 5% Fund 1924.....		3,095.33				1,193.76	4,289.09	
Rec'd. 10% Fund 1923.....	5.45	31.60					37.05	37.05
Total for 2 years	\$ 574,294.33	\$10,435,443.23	\$ 3,014.83	\$ 70,051.60	\$ 36,104.96	46,138.23	\$11,094,995.60	70,051.60
50% County Fund 1923.....	\$ 209,578.96	\$ 1,014,900.89	2,603.93				1,228,891.51	2,500,505.69
50% County Fund 1924.....		1,251,263.07	4,687.21		950.00	1,807.73	1,271,614.18	
Transferred 50% General 1923.....				3,957.50				10,683.57
Transferred 50% General 1924.....				4,112.19				
Transferred Gas Fund 1924.....				2,000.00				10,683.57
Transferred to correct error 1924.....				613.88				
Total Cash Receipts and Transfers	\$ 783,873.29	\$12,701,697.21	\$ 10,305.97	\$ 80,735.17	\$ 37,054.96	\$ 62,659.86	\$13,676,236.46	

-82-

DISBURSEMENTS

	General	To Projects	Transfers to County	Total One Year	Total Two Year Period	
50% Disbursed 1923.....	\$ 398,464.68	\$ 119,964.68	\$ 3,957.50	\$ 522,386.86	\$ 2,771,198.92	
50% Disbursed 1924.....	876,442.82	1,368,257.05	4,112.19	2,248,812.06		
Gas Fund Disbursed 1923.....		342,587.79		342,587.79	2,368,978.27	
Gas Fund Disbursed 1924.....		2,013,294.33	2,000.00	2,026,390.48		
95% Fund Disbursed 1923.....	11,096.15	2,486,121.09		2,486,121.09	5,272,306.87	
95% Fund Disbursed 1924.....	32,635.18	2,753,550.60		2,786,185.78		
County Auto Fund Disb. 1923.....	744,904.88		50,776.36	795,681.24	10,412,484.06	
County Auto Fund Disb. 1924.....	1,346,541.73		19,275.24	1,365,816.97	2,161,498.21	
County Transfer to Correct error.....			613.88	613.88	613.88	\$ 12,574,596.15
5% Fund 1923.....	65,519.70			65,519.70	\$ 68,815.29	\$ 1,101,640.31
5% Fund 1924.....	3,295.59			3,295.59		
Total	\$ 3,478,900.73	\$ 9,083,775.54	\$ 80,735.17			\$ 1,032,825.02

-83-

BALANCE NOVEMBER 30, 1924 AS PER FUNDS

50% Fund	\$ 260.24
Gas Fund	139,711.58
95% Fund	542,694.92
5% Fund.....	1,044.06
10% Fund.....	37.05
County Fund	349,077.17
Total	\$ 1,032,825.02

CLASSIFICATION OF RECEIPTS, YEARS 1923-1924.

	1923	1924
From Motor Vehicle Reg.....	\$ 2,029,801.82	\$ 2,502,526.15
From 10% Fund.....	31.60	
From One Mill Tax Levy.....	864,221.50	61,906.67
From Federal Aid U. S. Gov.....	1,511,638.90	3,116,290.72
From Gas Fund.....	356,168.00	2,152,521.85
From Gibson County on Project.....		100,500.00
From Citizens Grainger Co. on Project.....		6,000.00
	\$ 4,761,861.82	\$ 7,939,745.39
From Sales and Rentals.....	16,814.45	20,240.51
From Refunds over payments.....	4,833.61	5,472.36
From Transfers County.....	54,733.86	25,387.43
From Transfers Projects.....	1,984.52	60,675.34
Transfer County to County.....		613.88
	\$ 4,840,228.26	\$ 8,052,134.91

November 30, 1922 Balance.....\$ 783,873.29
 Total Receipts for 2 Years.....12,892,363.17

\$ 13,676,236.46

CLASSIFICATION DISBURSEMENTS—FUNDS.

	50% General Fund		One Mill Tax		Gas Fund	
	1923	1924	1923	1924	1923	1924
Salaries Admr.....	\$ 11,164.51	\$ 37,361.18		91.66		
Salaries Engineers.....	122,233.20	218,350.98	57,999.88	7,150.61		4,576.01
Office Fur. and Fix.....		2,562.63		83.02		
Trav. Expense (Gen'l.).....	16.96	2,124.98		31.62		
State Maintenance.....	57,060.42	96,520.32		4,740.82		108.90
County Maintenance.....	757.69	3,621.58				
Insurance and Bonds.....	3,381.88	1,922.09		31.30		
Rent.....	759.00	936.15		138.00		
State Aid Project.....	2,519.33					
Miscl. Expense.....	2,718.48	13,470.25		9.87		
Water, Heat Light and Power.....	1,182.49	1,498.28				
Telephone and Tel.....	1,472.69	2,673.34		252.97		.25
Printing.....	3,576.01	8,518.62		651.29		
Postage.....	1,467.00	2,297.55		36.83		410.26
Right of Way.....	7,566.30					
Engineers Supplies and Equipment.....	6,981.47	10,246.21		27.29		
Eng'rs. Laboratory Expense.....	943.53	4,862.66		216.80		
Eng'rs. Misc. Expense.....	79.75	4,081.29		151.88		13.39
Field Eng'rs. Trav. Exp and Equip.....	21,389.62	39,569.95	7,519.82	3,228.64		363.67
Advertising.....		722.18				
Freight Advance.....		256.26				
Oil and Gasoline.....				435.29		51.16
	\$245,270.55	\$ 451,598.50	\$ 65,519.70	\$ 17,277.89		\$ 5,523.64
Disbursed to Projects.....	\$119,964.68	\$1,368,257.05	\$2,486,121.09	\$2,753,530.60	\$342,587.79	\$2,013,294.33
Transf. to Co. Auto Fund.....	3,957.50	4,112.19				2,000.00
	\$369,192.73	\$1,823,967.74	\$2,551,640.79	\$2,770,828.49	\$342,587.79	\$2,020,817.97

CAPITOL ACCOUNT.

RECEIPTS AND DISBURSEMENTS

FEBRUARY 15, 1923 TO DECEMBER 31, 1924.

	Year	Appropriation	Receipts	Total Receipts	Disbursements	Total Disbursements	Balance December 31, 1924
Rent Account.....	1923	\$ 19,333.33			\$ 4,870.00		
Rent Account.....	1924				1,843.00	\$ 6,713.00	\$ 12,620.33
Salaries.....	1923	43,403.33		19,333.33	15,115.31		
Salaries.....	1924			43,403.33	17,867.50	32,982.81	10,420.52
Water, Fuel and Light.....	1923	24,166.67			7,431.13		
Water, Fuel and Light.....	1924		*806.87	24,973.54	10,015.81	17,446.94	7,526.60
Maintenance and Repairs.....	1923	12,083.33			9,924.47		
Maintenance and Repairs.....	1923		4,045.09			17,219.13	3,846.94
Maintenance and Repairs.....	1924		4,937.65	21,066.07	7,294.66		
Miscellaneous Account.....	1923	1,200.00		1,200.00	656.85	656.85	543.15
Totals.....		\$ 100,186.66	\$ 9,789.61	\$ 109,976.27		\$ 75,018.73	\$ 34,957.54

*Bal. from 1922

STATEMENT OF RECEIPTS AND DISBURSEMENTS
ON PROJECTS 1918 TO 1922, INCLUSIVE
