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EVOLUTION OF
MISSOURI STATE HIGHWAY DEPARTMENT,

by

James A. Thompson

May 1967
Washington, D. C.

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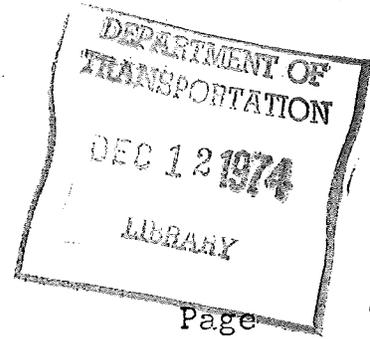


TABLE OF CONTENTS

	Page
LIST OF TABLES.....	ii
LIST OF ILLUSTRATIONS.....	iii
Chapter	
I. EARLY HISTORY (1540 to 1900).....	1
Bridges.....	8
II. MISSOURI HIGHWAY LAWS (1900 to 1966).....	11
III. PRESENT ORGANIZATION.....	18
District Offices.....	19
Status of the Highway System.....	20
Financing the Highway Program.....	22

LIST OF TABLES

Table	Page
1. Miles and Cost of State Highways to June 30, 1966.....	20
2. Principal Items of Maintenance Materials Purchased during 1964 and 1965.....	22
3. Summary of Commitments by Types and Systems in Road Miles---Mileage Completed or Under Contract June 30, 1966.....	21
4. Registrations.....	23
5. Motor Fuel Tax Rates.....	24

LIST OF ILLUSTRATIONS

Figure	Page
1. Missouri State Highway Department December, 1963.....	18
2. Flow of State Highway Revenues	25
3. 1964 and 1965 Sources of the Highway Dollar.....	26
4. Expenditure of the Highway Dollar in 1964 and 1965	27
5. Motor Vehicle Licenses and Fees..... Motor Vehicle Fuel Tax.....	28
6. Missouri Maintenance Dollar-1965.....	29
7. Monthly Record of Motor Fuel Sold in Missouri for Highway Purposes Only.....	30

CHAPTER I

EARLY HISTORY (1540 to 1900)

The modern state highway has been a growth and development to meet the needs of an advancing civilization. It did not always exist, nor did it spring up overnight. Back of a modern highway was the county road of our fathers and grandfathers; back of the county road was the post road of the early settlers; back of the post road was the trail of the covered wagon; back of the covered wagon trail was the obscure path of the Indian.

History records but a small portion of the events bearing on development of Missouri roads. The Indians, the states' first inhabitants, developed a system of trails running back and forth across the state, suitable to their needs. Early explorers, in their visits to this area, followed those trails. It is through records left by some of these explorers that we know the approximate locations of these trails.

Earliest of the Missouri trails is that followed by DeSota in 1541, when he crossed the Mississippi between the mouths of the St. Francis and Arkansas River. From there he pushed on north along an Indian Trail to a point near New Madrid, with the Route he followed later being given his name.

In 1648 a French explorer, Franquelin, published a map of a trail he had followed and which was named for him. This trail started at the Arkansas River, extended northerly through Arkansas to Missouri and then on northward to the

Missouri River in Gasconade county.

DuTisne, another French explorer, in 1719 opened the DuTisne Trail, which extended from a point on the DeSota Trail near Ste. Genevieve westward to join the Osage Trail along the Osage River at the West line of Miller county.

Four trails bear the name of the Osage Indians-- the Osage Warpath, Osage Trace and two branches of the Osage Trail.

There was the Trail to the Missouris. This route started at St. Charles and extended westerly generally along the line of the Missouri River to Carroll county. It was located just to the south of the famous Boon's Lick Trail marked in later years by Daniel Boone and sons.

The Bourgmont Trail is another, established in 1722, branched from the Trail to the Village of the Missouris in Carroll county. Another was the Virginia Warrior Path, extending east and west across southern Missouri. There were others. Included are the Shawnee Trail, extending northward from Dunklin county to St. Louis, the Great Trail, extending northwesterly from St. Charles across northern Missouri to Worth county, Smith's Trail, a continuation of the Franquelin Trail into Clark county.

These trails, and others, played important roles in the development of Missouri because they afforded the best means available at that time for traveling across the country. As more settlers moved in, the trails were widened, fords established at small streams, crude bridges erected a larger ones, and ferries put in at the rivers. Thus, the trails were expanded into what more or less amounted to bridle paths, since most travel then was by horseback.

The first public highway developed by white men in Missouri probably was one leading from Ste. Genevieve, on the Mississippi River, to Mine La Motte, in Madison county. The road was built for use by pack trains carrying lead from Southeast Missouri mines to Ste. Genevieve. It has been established definitely that this route was used as a pack trail by De La Motte Cadillac as early as 1717, and probably for wheeled conveyances by Renault during the 1720's.

Generally, however, the old trails were the means of travel until the period of the second Spanish regime, 1762 to 1800, when French settlers moved into Missouri from Illinois in increasing numbers, and many Americans came from Kentucky and Tennessee. The period brought the settlement of St. Louis, St. Charles, New Madrid and Cape Girardeau, those settlements being worthy of note because they soon required transportation facilities; roads were demanded and laid out accordingly.

By 1772 a road of sorts had been cut out between St. Louis and St. Charles. Soon after 1789 military necessity prompted the Spaniards to mark the El Camino Real, or King's Highway, from New Madrid to St. Louis, connecting those settlements with those of Cape Girardeau and Ste. Genevieve.

Despite its imposing name, the King's Highway, and the other roads before it, were often impassable to wagons and carriages, and trips over them were extremely arduous. They simply were side pathways cleared of brush and timber, and with earth surface. When mudholes developed, sometimes they were made passable by filling them with logs or rock, but more often a new pathway had to be cut or the trip delayed

until the soil dried out.

Consummation of the Louisiana Purchase in 1803 saw Missouri with a white population of 10,000 persons. But, when the United States assumed control a rush of immigration developed and many new towns sprang up, especially along the Mississippi River and the Missouri River. The result was a necessity to give attention to betterment of roads.

That need brings us into the period of legislation to provide roads, with the first general law concerning roads being passed July 9, 1806. This law provided that, upon petition of 12 or more freeholders requesting a road, the court of quarter sessions would appoint three "discreet and disinterested householders" as commissioners and a surveyor to view the proposed road and lay out its course. In the law were provisions for right of way damages, establishment of road districts and appointment of overseers. These undoubtedly were the forerunners of today's system of road districts and road overseers.

Two years later the legislature of the territory of Louisiana, sitting in St. Louis, designated what probably not only is the first legally designated road in Missouri, but also the first such road west of the Mississippi. The law provided for surveying of a road from St. Louis to Ste. Genevieve and on to Cape Girardeau and New Madrid. The act was signed by Meriwether Lewis, one of the leaders of the famous Lewis and Clark expedition who at that time was governor of the territory. The road was laid out so expeditiously that by March, 1809, a map had been made showing the route.

This road, as legally established, followed a route similar to that of the King's Highway. From the Indian Trail to El Camino Real (King's Highway) to the first legally designated road west of the Mississippi to Route 25 and U.S. Route 61. This is but one of many examples to be found in Missouri where today's modern highway coincides quite closely to the early day Indian Trails.

Another of the first and more important routes developed during this period was the Boon's Lick Trail, the first east-west highway across Missouri and which served as the trunk line from which branched the great trails on to the far west. This trail is reported to have been in use in 1807, marked by Benjamin Cooper and others in 1810 and surveyed by Nathan Boone, son of Daniel Boone, in 1813.

According to Boone's survey, the road started in St. Charles and passed through Warrenton, Williamsburg, north of Fulton and Columbia to Franklin, on the Missouri River in Howard county. Later it was extended to Arrow Rock. Then, in 1819, it reached Fort Osage, in Jackson county, from where it was extended on to Sante Fe by President John Quincy Adams' order in 1825. It provided today's general route for U.S. Route 40.

In general, road development was slow during this period, and up until 1834 only 16 state roads had been opened in the state, all by legislative action. But about this time there came a general movement of population from along the rivers to the interior of the state and in the 17 years that followed more than 400 roads were authorized in legislation

either ordering new roads opened or declaring certain county roads as state roads. While they nominally were state roads, the financial burden of building and maintaining them rested on the counties.

The plank road mania hit the state about 1850. Many Missourians in that year shared the opinion of the Clay County newspaper editor who warned his readers "It is time we were doing something in the plank road line if we wish to keep our trade."

On the theory that timber was plentiful and convenient, and dreams of quick 10 per cent profits on their investments, Missourians rushed to form corporations chartered by the state as plank road companies. February 27, 1851, a plank road law was approved by the General Assembly. Forty-nine companies were chartered to build such roads from towns on the Mississippi and Missouri Rivers to points in the interior, a proposed road from Versailles to the Pacific Railroad being the only exception, according to an article in the Missouri Historical Review.

Luckily for the investors, only 17 of the roads actually were built. The law provided the roads be 50 feet wide, the wooden part being 8 to 12 feet in width. They were constructed by laying three oak sills lengthwise in the roadway, with oak planks 2 1/2 inches thick placed across them.

Toll collections for use of the road were suppose to provide the profits. Charters fixed toll rates at a penny or two per mile for various kinds of vehicles, riders on horseback, or driven stock. Toll gates were spaced at intervals to make the collections.

Only rarely did the tolls amount to more than the cost of repairs and expenses. Planks wore out quickly under heavy traffic, washouts scattered them and they warped until they resembled the rockers of a chair. When companies used gravel to replace decaying planks, their financial loss was less.

Among plank roads actually built in Missouri, the longest and most famous was the Ste. Genevieve, Iron Mountain and Pilot Knob route. It was completed in 1853. Five toll gates were placed along the 42 miles and great amounts of mineral and agricultural products were carried over it while it lasted. But it was abandoned in a few years in favor of macadam.

In July, 1855, a 10-mile plank road was completed from Columbia to the Missouri River at Providence, at a cost of \$3,000 per mile. Fate of the Glasgow to Huntsville road was typical of most plank roads. As early as 1860 the directors realized the road's condition was hopeless and, after using gravel for a while without prospering, they turned the road over to the counties.

Neglect and disorder during the Civil War hastened deterioration and finally the plank road mania gave way to the railroad building fever of the 1860's. Some of these plank roads did operate until as late as 1925, and the law permitting their organization was not repealed until 1931.

Public interest in roads was relatively dormant then until the 1890's, when the first automobiles were introduced

in the state. Inefficiencies in local administration of existing laws, and inadequacies of the laws themselves were recognized and public spirited citizens began forming good roads associations and demanding a reform in the road situation.

Bridges

What few bridges there were before 1900 were heavy framed "covered bridges". Ferries were established at some river crossings, with one of the earlier ones being at St. Louis in 1797, when Captain James Piggot lashed pirogues together, mounted a wooden platform on them and charged \$2 to transport a horse and driver across the Mississippi River. Various other ferries came into being, licensed by county courts which also regulated their charges.

Legislation to permit public bridge building came into being in the early 1800's. Both military and private initiative added their meager contributions during that period. In May, 1823, a military road was opened from Council Bluffs, Iowa, to Liberty, Missouri. In just forty days 24 soldiers of the Sixth Regiment, U.S. Infantry, built 19 bridges of round logs with round log pen abutments and covered with poles and split timber. The bridges ranged from 35 to 85 feet in length and were 15 to 20 feet high. That was the longest stretch of bridges west of the Mississippi at that time and, in view of the short time in which they were erected, they probably were short lived.

The Missouri General Assembly granted toll bridge

privileges at Herculaneum in 1828, 1831, 1837 and 1839 over Joachim Creek. The tariff schedule was interesting

6 1/4 cents for a person, horse or mule

2 cents per head of cattle

1 cent per sheep or hog

50 cents per wagon and team

25 cents for carts and team

75 cents for a riding carriage with 4 wheels and team

37 1/2 cents for 2 wheeled riding carriage and team

In 1833 John B. Powell and others were granted authority to build a toll bridge over Bayou St. John at New Madrid. During the 1840's and 1850's legislative grants of toll bridge privileges increased rapidly until all sections of the state except the southwest and the Ozark Highlands were represented.

No count is available on how many were actually built, but it is probable that few were erected prior to the Civil War. The public then did not want substantial bridges if their construction meant real bridge taxes and incorporators of the bridges would not invest their money until population and trade offered reasonable assurance of safety with profit. For that reason most service was by ferry to the 1850's. The pontoon and swinging bridges also were used, but not with much satisfaction.

Two important steps in bridge history came during the 1850's. These were the construction of substantial wooden bridges by the counties, and of railroad bridges. The plan grew in such popularity that during the 1860's a county tax became a permanent item on the tax list. During the 1860's

10

the use of iron and steel in bridges reached the Middle West, with a steel bridge built across Grand River in Livingston County in 1868 at a cost of \$37,000; two more were built during 1871. Their adoption was rapid and by the close of the 19th century, few wooden bridges were being constructed.

CHAPTER II

MISSOURI HIGHWAY LAWS (1900 to 1966)

In 1903, only 640 motor vehicles were registered in the state. The annual license fee for operating a motor vehicle on the public highways was \$2 and was paid into the county's general road fund. The legal speed limit was 9 miles per hour.

By 1907, the number of motor vehicles had increased to nearly 4,000 and a speed limit of 15 miles per hour was permitted outside of the cities; all motor vehicles and "auto drivers" were required to be registered. The fees were \$5 and \$2 respectively. The driver was instructed to wear his numbered badge "upon his clothing in a conspicuous place at all times" while driving.

In 1913, there were 33,000 motor vehicles registered and a State Highway Department was created. This law also brought the state its first state highway system, authorizing designation of an 11,500 mile system of inter-county seat highways, with the county highway boards and state highway commissioner named to select the most practical routes. An appropriation of \$15 per mile per year for dragging them was made, continuing in effect until the state maintenance program was inaugurated in 1923. The chief duties of the State Highway Commissioner were "to visit the counties of the state when requested and address public meetings on the subject of construction and improvement of public roads" and to act generally as a good-roads publicity agent.

During 1917, when over 147,000 motor vehicles were owned in Missouri the "Hawes Law" gave assent to the "Federal Aid" Act of Congress, which had been passed and approved by the President on July 11, 1916. A four member bi-partisan State Highway Board was created and a State Highway Engineer was selected; a system totaling 3,500 miles of "state roads" was to be selected by the engineer and the board; right of way should not be less than 40 feet; counties, civil subdivisions and most any interested persons could submit surveys and project statements to the U.S. Secretary of Agriculture through the State Highway Engineer; counties could and did construct state roads.

In 1919, with over 240,000 registered motor vehicles the "Morgan-McCullough Act" stated "that there shall be expended by the State Highway Board on such state roads in each county, totaling approximately 6,000 miles, the sum of \$1,200 per mile without cost to the county and out of funds allocated from the federal government and such state road funds as were available". The total cost of all surveys and plans could not exceed more than \$100 per mile on the average and was a part of the \$1,200 a mile allocated for construction. The counties were permitted and authorized under this act to award contracts for all construction.

By November 2, 1920, the registration of motor vehicles had climbed to 346,838. The first of several constitutional amendments was adopted following a campaign to: "Get Missouri out of the Mud." It (1) authorized the sale of \$60,000,000 of state road bonds and (2) dedicated all motor vehicle

registration fees to "stand appropriated without legislative action for and to the payment of the principal" (but not the interest).

On August 2, 1921, a second constitutional amendment was adopted authorizing the use of motor vehicle fees to pay interest on the bonds.

On August 4, 1921, the "Centennial Road Law" was approved. It provided for a bi-partisan State Highway Commission, a Secretary, a Chief Engineer, a Chief Counsel and such assistants and employees as may be necessary; gives the Commission comprehensive and discretionary powers to locate, design, construct, and maintain a "state highway system" consisting of (1) approximately 6,000 miles of secondary roads to pass through certain designated points in the several counties, and (2) approximately 1,500 miles of primary roads.

On November 7, 1922, the Constitution was relaxed to allow excess registration fees to be used for maintenance and construction because it had been discovered that registration fees exceeded the requirements for paying road bond interest and principal, while there were no funds for maintenance or to supplement bond proceeds for construction.

On November 4, 1924, a 2-cent tax rate for motor vehicle fuel together with an increase in registration fees of 50 cents was adopted by a vote of the people under initiative petition.

On November 6, 1928 an additional \$75,000,000 bond issue was authorized. The amendment also provided that (1) all state motor fuel taxes, less certain collection and other charges "be and stand appropriated" to certain state highway

purposes (including for the first time construction of supplementary, traffic relief, 300-mile additional and park roads) set out in great detail therein, to be administered by the State Highway Commission under a constitutional grant of discretionary powers.

In 1931, The Missouri State Highway Patrol was created "to police the highways constructed and maintained by the Commission; to regulate the movement of traffic thereon; to enforce thereon the laws of the state relating to the operation and use of vehicles on the highways; to enforce and prevent thereon the violation of the laws relating to the size, weight and speed of commercial motor vehicles and all laws designed to protect and safeguard the highways constructed and maintained by the Commission."

In 1937, it was made unlawful for any person of Missouri to drive any motor vehicle on any highway without either an operator's or a chauffeur's license.

In 1945, the new Constitution earmarked "all state revenue derived from highway users as an incident to their use or right to use the highways of the state, including all state license fees, and taxes upon motor vehicles, trailers and motor vehicle fuels. It continued to direct constitutional delegation to the Commission of all "authority over and power to locate, relocate, design and maintain all state highways," and over the expenditure of any money in the State Road Fund. The new constitution also provided that: "The selection and removal of all employees shall be without regard to political affiliations."

In 1946, the County Aid Road Law provided for the state to apportion from the General Revenue Fund to the several counties certain money to be used in matching, up to \$750 per mile, equal amounts raised locally for improvements of certain county roads, provided the State Highway Commission determines that the construction has been completed in accordance with plans and specifications previously approved.

On March 24, 1952, the General Assembly approved a motor fuel tax increase from 2 cents to 3 cents per gallon.

On May 22, 1953, an act was approved changing the County Aid Road Law, established in 1946. Local funds could be matched with state general revenue funds not to exceed \$1,000 per mile for improving, constructing, or reconstructing county roads. This was an increase of about \$250 per mile over the original bill.

Also in 1955, the General Assembly increased the allowance for maintenance under the County Aid Road Law to \$100 per mile.

The 1957 General Assembly increased the maximum gross vehicle weight of commercial motor vehicles to 64,650 pounds. Maximum lengths of tractor-truck-semi-trailer combinations was increased from 45 to 50 feet.

The 1961 General Assembly enacted the passage of two important pieces of legislation.

The bill temporarily raised the state motor fuel tax from 3 to 5 cents per gallon.

The resolution sent to the voters a constitutional amendment which would allow cities and counties to share in state motor vehicle fuel tax revenue. Voters approved the amendment on March 6, 1962. Approval also made permanent the

5-cent per gallon tax.

The 1963 session of the General Assembly increased the weight limitations on highways for vehicles, and increased the registration fee for commercial vehicles of the increased weights permitted.

However, such increases do not apply to bridges on the supplementary system unless the State Highway Commission declares certain such bridges to be able to bear the additional load.

In 1965 the 73rd General Assembly enacted a number of pieces of legislation affecting highway activities. These include: a bill authorizing the use of County Aid Road Trust Funds within special road districts; increased the maximum length for combinations of motor vehicles to 55 feet, the maximum height from $12\frac{1}{2}$ to $13\frac{1}{2}$ feet, and the maximum length of single vehicles to 40 feet. The State Highway Commission was empowered to designate certain highways for the use of vehicles with a total length of 65 feet; speed limits on state highways, other than federal highways is raised to 70 miles per hour where so designated by the State Highway Commission. A minimum of 40 miles per hour was fixed on the Interstate system.

The 73rd General Assembly increased the State Highway Commission from four to six members with not more than three thereof to be of the same political party. The State Geologist, who prior to October 13, 1965 acted as ex-officio member, shall no longer be a member of the Commission. The State Geologist now acts as the Governor's liaison officer between that office and the Commission.

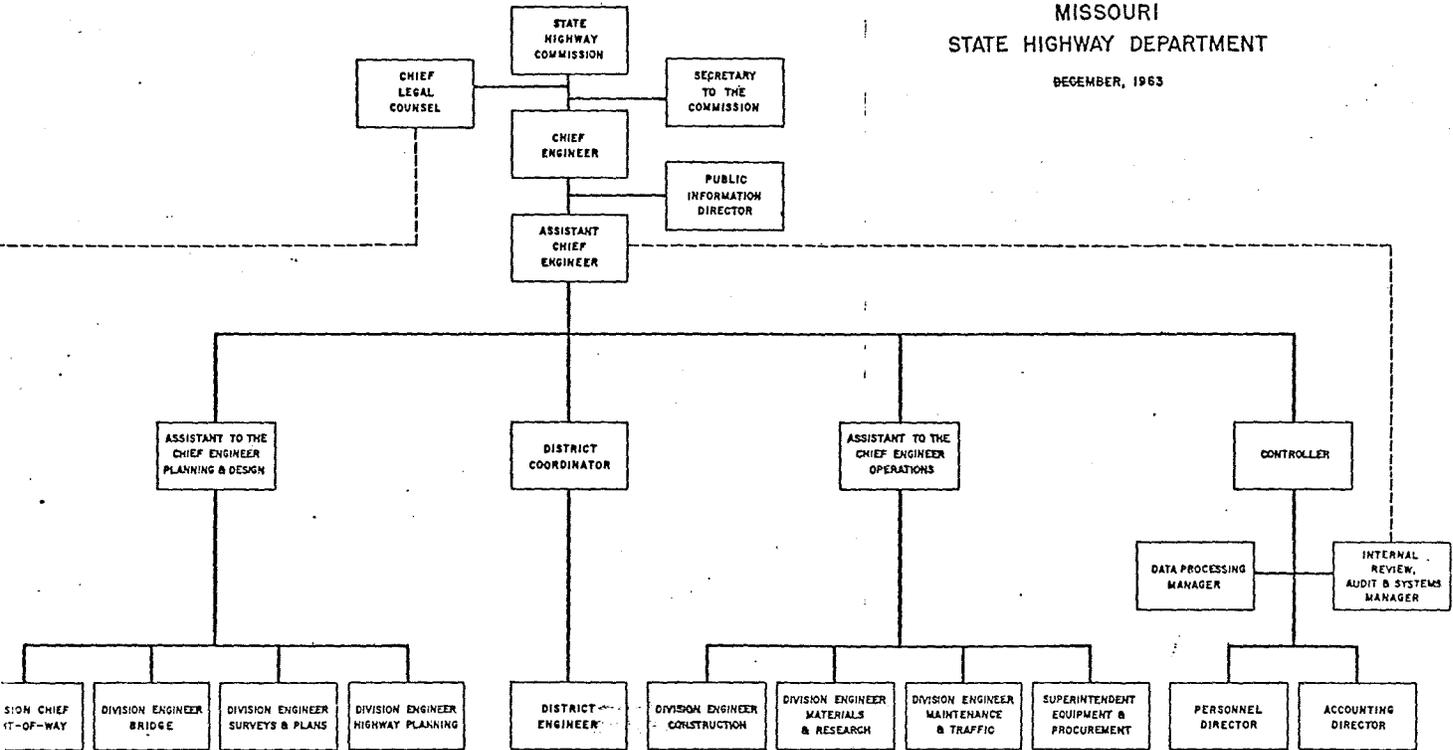
Legislation relating to safety features, power of arrest for members of the Highway Patrol, compacts between Missouri

and Kansas for an area transportation district were also enacted.

The Special Session of 1966 enacted Legislation which regulates outdoor advertising along the Interstate and Primary system routes and restricts such advertising to commercially zoned areas or to areas outside a distance of 660 feet from the nearest right of way line. It also required junkyards within 1000 feet of any Interstate or Primary highway to be licensed and imposes screening requirements; and it also authorized the Commission to acquire scenic easements along Interstate highways and other highways in the primary system bearing federal designations.

CHAPTER III
PRESENT ORGANIZATION

Figure 1
 MISSOURI
 STATE HIGHWAY DEPARTMENT
 DECEMBER, 1963



The bi-partisan State Highway Commission is composed of six members and is the governing body of the State Highway Department. All are appointed by the Governor and must be confirmed by the Senate.

Commission members are appointed for a term of six years and not more than one-half of its members shall be of the same political party.

The Chief Engineer, the Chief Counsel, and the Secretary are appointed by the Commission.

All other appointments of the State Highway Department, to carry on its work, are made by the Chief Engineer with Commission approval. Likewise, the Chief Counsel appoints such assistant attorneys as necessary to perform the work of the Legal Division. These appointments are also made with Commission approval.

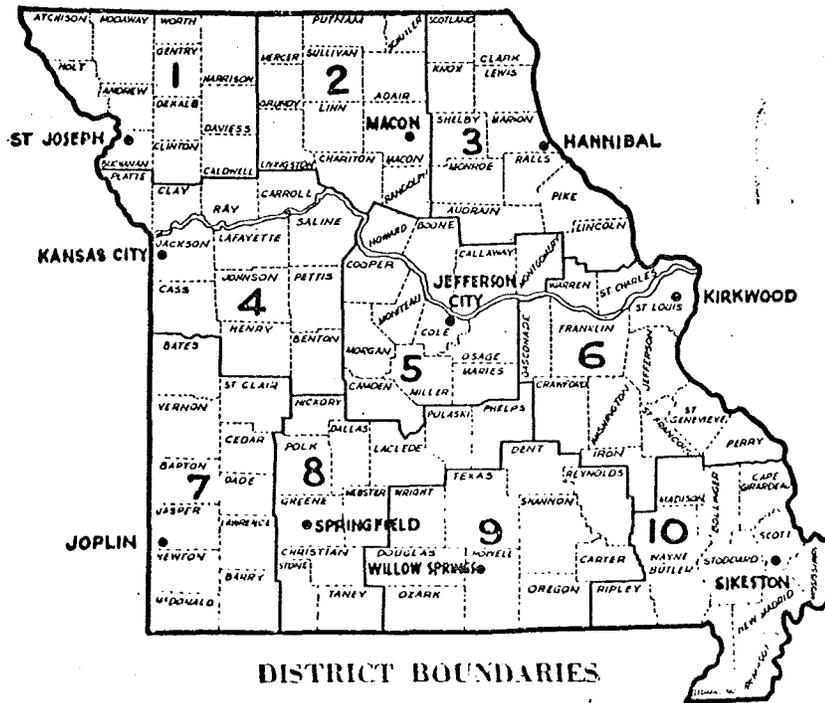
District Offices

The Missouri State Highway Commission was serving a population of 4 1/2 million people throughout the state at the end of 1965, with 31, 579.5 miles in the state highway system, and was maintaining an additional 23.6 miles as temporary state routes under the provisions of the 10-year state highway modernization and expansion program.

The state is divided into 10 geographical areas or Districts, headed by a district engineer whose duties are to administer the highway program at that level.

The organization of each district is closely patterned after that of the Main Office. Provisions are made for maximum efficiency of each phase of highway administration as it applies to the respective counties.

To provide even closer supervision, smaller units are maintained within the district where maintenance buildings and crews are placed at strategic points.



Status of the Highway System

The centinnial Road Law of 1921 created a system of connected state highways. Under this law and subsequent laws and amendments morethan 31,500 miles of state highways have been constructed or put under contract which connect principal population centers, county seats and smaller communities within the state.

TABLE 1

Miles and Cost of State Highways to June 30, 1966

System	Miles	Cost
Interstate	642.440	\$ 579,810,294
Primary	8,283.162	914,348,656
Supplementary	22,653.852	385,646,000
Totals	31,579.454	\$1,879,804,950

TABLE 3
SUMMARY OF COMMITMENTS BY TYPES AND SYSTEMS
IN ROAD MILES
MILEAGE COMPLETED OR UNDER CONTRACT JUNE 30, 1966

Type of Surfacing	Interstate	Primary	Supple- mentary	Totals as of June 30 1966
Oiled Earth		7.607	565.322	572.929
Granular		4.220	3,646.541	3,650.761
2-Lane				
Bituminous		5,544.492	18,051.775	23,596.267
Concrete 1-Lane & Oiled Earth			0.959	0.959
Concrete 1-Lane & Bituminous		63.706	11.688	75.394
Concrete two 1-Lane Strips		0.181	0.193	0.374
Concrete	5.965	1,958.311	311.796	2,276.072
3-Lane				
Bituminous		2.497	8.119	10.616
Concrete & Bituminous		0.429	0.039	0.468
Concrete		15.708	2.768	18.476
4-Lane				
Bituminous		81.535	13.868	95.403
Bituminous two 2-Lane Strips (sep.)	31.502	23.284	5.934	60.720
Concrete 2-Lane & Bituminous 2-Lane (sep.)	80.051	159.149	5.492	244.692
Concrete & Bituminous		18.571	2.413	20.984
Concrete & Cement Bound macadam		0.192		0.192
Concrete		0.188	56.832	57.020
Concrete 2-Lane Strips (sep.)	484.080	283.145	11.973	779.198
5-Lane				
Bituminous		13.735	0.487	14.222
Bituminous one 2-Lane & one 3-Lane (sep.)		0.061		0.061
Concrete & Bituminous		12.789		12.789
Concrete 2-Lane & Bituminous 3-Lane (sep.)		2.448		2.448
Concrete 3-Lane & Bituminous 2-Lane (sep.)		0.056		0.056
Concrete		13.287	2.095	15.382
Concrete one 2-Lane & one 3-Lane Strips (sep.)		3.371		3.371
6-Lane				
Bituminous		1.087		1.087
Bituminous two 3-Lane Strips (sep.)	1.566	3.333		4.899
Concrete & Bituminous		0.085		0.085
Concrete		5.235	0.742	5.977
Concrete two 3-Lane Strips (sep.)	28.894	7.277	0.073	36.244
Concrete one 2-Lane & one 4-Lane Strips (sep.)				
8-Lane				
Concrete two 3-Lane & one 2-Lane (Reversible) ..	5.853			5.853
Concrete two 4-Lane Strips (sep.)	4.341	0.539		4.880
Totals	642.440	8,283.162	22,653.852	31,579.454

Financing the Program

The principal sources of state revenue come from license fees and motor vehicle fuel taxes.

Voter-approved bond issues of \$60,000,000 in November 1920 and \$75,000,000 in 1928 speeded up early day road building programs and helped to get Missouri "out of the mud." The retirement and interest of the bonds were paid from revenue provided by highway users. The final retirement of all road bonds in Missouri was made on June 15, 1957. A total of \$81,666,987.17 in interest was paid during the life on the aforementioned bond issues.

The law required that sufficient funds to meet all payments for a 12-month period ahead of schedule must be credited to the Bond and Interest Sinking Fund.

A small amount of revenue comes from incidental sources such as fees from the sale of blueprints, individual county maps and other miscellaneous sources.

TABLE 2

Principal Items of Maintenance Materials Purchased
During 1964 and 1965

Asphalt	118,823,310	Gallons
Gravel	3,189,909	Cu. Yds.
Stone and Chat	3,236,932	Tons
Bridge Lumber	53,844	F.B.M.
Paint	946,725	Gallons
Sodium Chloride	49,171	Tons
Calcium Chloride	4,819	Tons
Sign Posts.....Wood	80,675	
Steel	23,288	
Maintainer and Grader Blades	103,963	Total
Reflectorizing Spheres	3,814,428	Lbs.
Agricultural Seed	5,284,450	Lbs.
	288,323	Lbs.

TABLE 4

Registrations

Year	Cars, Trucks and Buses	License Fees Paid	Average Fee	Increase or Decrease in Registration	Percent of Increase or Decrease in Registration
1911	16,387				
1912	24,379	\$ 117,362	\$ 4.81	\$ 7,992	48.8
1913	38,140	173,811	4.56	13,761	56.4
1914	54,489	235,874	4.33	16,349	42.9
1915	76,462	323,290	4.23	21,973	40.3
1916	107,865	439,315	4.07	31,403	41.1
1917	151,027	772,652	5.12	43,162	40.0
1918	188,040	1,394,762	7.42	37,013	24.5
1919	244,363	1,725,077	7.06	56,323	30.0
1920	297,008	2,111,397	7.11	52,645	21.5
1921	347,480	2,505,354	7.21	50,472	17.0
1922	392,969	3,521,354	8.96	45,489	13.1
1923	476,598	4,004,083	8.40	83,629	21.3
1924	544,635	4,525,914	8.31	68,037	14.3
1925	604,166	7,267,098	12.03	59,531	10.9
1926	654,554	7,899,948	12.07	50,388	8.3
1927	682,419	8,193,278	12.01	27,865	4.3
1928	712,965	8,701,070	12.20	30,546	4.5
1929	756,680	9,663,645	12.77	43,715	6.1
1930	761,600	10,049,280	13.19	4,920	0.7
1931	752,805	10,074,548	13.38	-8,795	-1.2
1932	717,460	9,824,564	13.69	-35,345	-4.7
1933	698,362	8,745,460	12.52	-19,098	-2.7
1934	739,813	6,561,999	8.87	41,451	5.9
1935	766,369	7,368,870	9.62	26,556	3.6
1936	809,615	7,832,000	9.67	43,246	5.6
1937	835,895	8,184,000	9.79	26,280	3.2
1938	837,118	8,272,938	9.88	1,223	0.1
1939	877,094	8,690,364	9.91	39,976	4.8
1940	921,269	9,158,841	9.94	44,175	5.0
1941	984,626	9,833,322	9.99	63,357	6.9
1942	954,188	9,620,765	10.08	-30,438	-3.1
1943	875,127	8,962,028	10.24	-79,061	-8.3
1944	835,144	9,324,681	11.17	-39,983	-4.6
1945	849,958	9,404,267	11.06	14,814	1.8
1946	965,202	10,700,098	11.09	115,244	13.6
1947	1,039,149	11,768,003	11.32	73,947	7.7
1948	1,104,631	12,663,484	11.46	65,482	6.3
1949	1,181,737	13,588,496	11.50	77,106	7.0
1950	1,277,560	15,651,455	12.25	95,823	8.1
1951	1,310,151	16,470,556	12.57	32,591	2.6
1952	1,322,740	17,071,091	12.90	12,589	1.0
1953	1,375,155	22,480,917	16.35	52,415	3.7
1954	1,422,528	23,499,995	16.52	47,373	3.4
1955	1,478,159	26,745,706	18.09	55,631	4.0
1956	1,544,229	28,334,747	18.35	66,070	4.5
1957	1,576,856	30,991,759	19.65	32,627	2.1
1958	1,613,415	31,804,337	19.74	36,559	2.3
1959	1,714,733	34,045,322	19.86	101,318	5.9
1960	1,760,035	36,195,502	20.56	45,302	2.6
1961	1,765,842	37,195,190	21.06	5,807	0.3
1962	1,862,477	39,516,616	21.22	96,635	5.5
1963	1,923,520	42,464,949	22.08	61,043	3.3
1964	2,009,614	45,063,158	22.42	86,094	4.5
*1965	2,062,771	46,528,089	22.56	53,157	2.6

*In addition, the state registered 143,806 trailers with revenue received totaling \$830,352 and 28,293 motorcycles and motortricycles with fees paid of \$122,858. Also registered are 13,523 state-owned vehicles with no revenue involved.

TABLE 5

Motor Fuel Tax Rates

State	Tax Rate in Cents Per Gallon	
	Gasoline	Special Fuels (Diesel, Butane, Etc.)
Alabama	7	7
Alaska	8	8
Arizona	7	7
Arkansas	7.5	7.5 & 8.5
California	7	7
Colorado	7	7
Connecticut	6	6
Delaware	7	7
Florida	7	7
Georgia	6.5	6.5
Hawaii	5	5
Idaho	6	6
Illinois	5	5
Indiana	6	6
Iowa	7	7 & 8
Kansas	5	5 & 7
Kentucky	7	7
Louisiana	7	7
Maine	7	7
Maryland	7	7
Massachusetts	6.5	6.5
Michigan	6	6
Minnesota	6	6
Mississippi	7	8
Missouri	5	5
Montana	6	6 & 9
Nebraska	7.5	7.5
Nevada	6	6
New Hampshire	7	7
New Jersey	6	6
New Mexico	6	6
New York	6	6 & 9
North Carolina	7	7
North Dakota	6	6
Ohio	7	7
Oklahoma	6.5	6.5
Oregon	6	6
Pennsylvania	7	7
Rhode Island	7	7
South Carolina	7	7
South Dakota	6	6 & 7
Tennessee	7	7 & 8
Texas	5	5 & 6.5
Utah	6	6
Vermont	6.5	No Tax
Virginia	7	7
Washington	7.5	7.5
West Virginia	7	7
Wisconsin	6	6
Wyoming	5	5 & 7
District of Columbia	6	6
Weighted Average Tax Rate	6.41	6.71

Figure 2

FLOW OF STATE HIGHWAY REVENUES

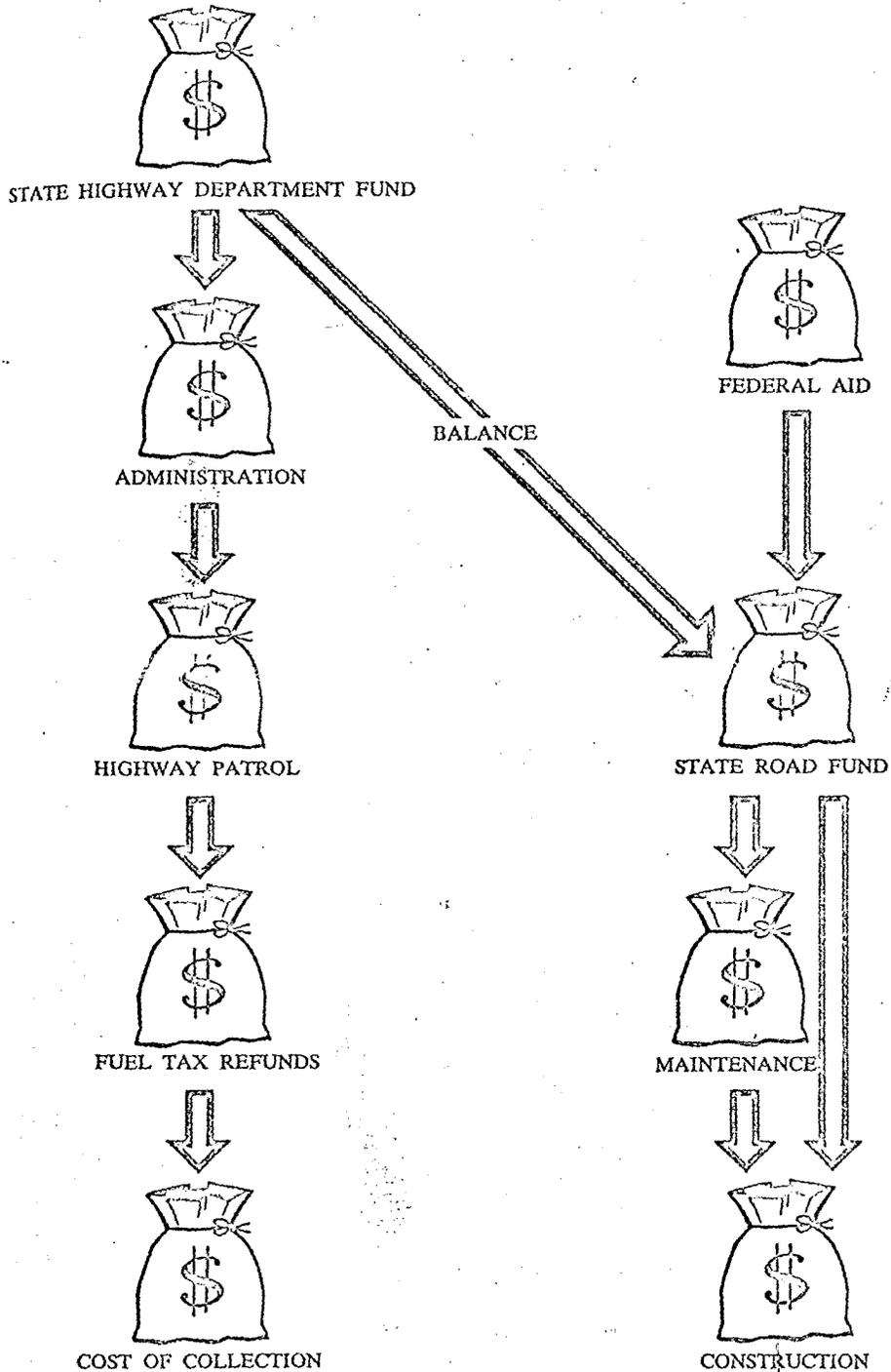
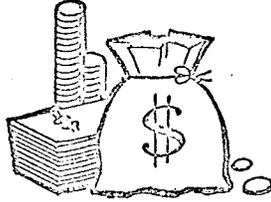


Figure 3

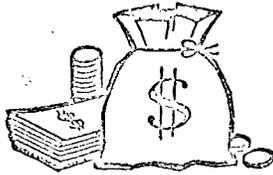
1964 and 1965
SOURCE OF THE HIGHWAY DOLLAR
\$528,227,521.26



FEDERAL AID
\$236,263,971.42



MOTOR VEHICLE FUEL TAX
\$163,367,819.83



MOTOR VEHICLE LICENSES & FEES
\$110,030,862.56



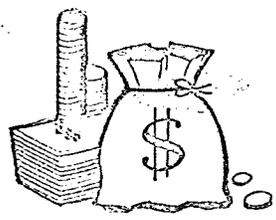
MISCELLANEOUS COLLECTIONS
\$14,140,273.16



OPERATORS' LICENSE FEES
\$4,424,594.29

Figure 4
[REDACTED]

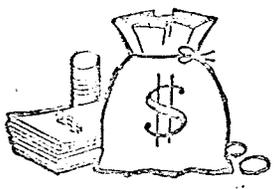
EXPENDITURE OF THE HIGHWAY DOLLAR 1964 and 1965 \$482,555,506.49



CONSTRUCTION
\$349,148,836.94



MAINTENANCE
\$77,493,277.42



OTHER STATE DEPARTMENTS
\$26,735,266.37



FUEL TAX REFUNDS
\$15,405,469.97



ADMINISTRATION
\$13,772,655.79

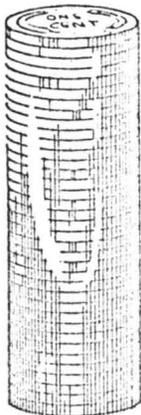
[REDACTED]

Figure 5

MOTOR VEHICLE LICENSES and FEES

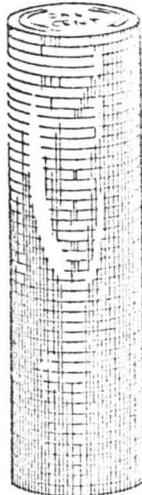
ONE SOURCE OF HIGHWAY REVENUE

\$51,476,203.54



1964-65

\$62,979,253.31

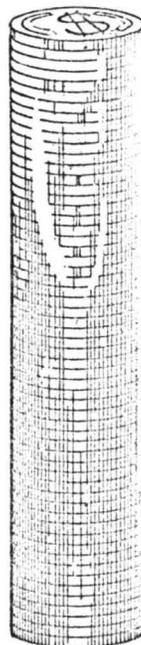


1965-66

MOTOR VEHICLE FUEL TAX

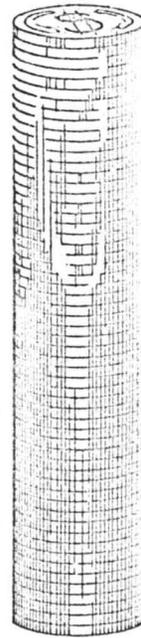
ANOTHER SOURCE OF HIGHWAY REVENUE

\$81,958,432.23



1964-65

\$81,409,387.60



1965-66

Figure 6

MISSOURI MAINTENANCE DOLLAR 1965

