

The Agricultural Experiment Station

FORT COLLINS, COLORADO

COST OF COLORADO ROADS

E. B. HOUSE

The recent agitation upon the subject of good roads for Colorado has brought before the people many questions concerning the road system as it now exists, the amount of money now annually spent upon it, and the cost of a better system of highways.

To answer the question of present cost the following table is submitted, which gives a record of the money expended for road purposes since 1900:

Concerning the figures given in the table, it may be said that in May, 1906, a letter was sent to the county clerk of each county asking for the desired data and inclosing a blank to be filled out and returned to this station. Some of these letters brought prompt replies and some were never answered. To those counties who had not replied, letters were later sent to the county commissioners, asking for the same data.

Out of the fifty-nine counties in the state, replies were finally received from thirty-four containing the information asked for, three replied that no data was available, and from twenty-two no reply whatever could be obtained.

The fact that it was impossible to get complete figures from all the counties in the state is to be regretted.

The fact that it was not possible to get even a reply from many of the counties shows a condition of affairs which should be corrected.

Records and maps of the roads, together with the amount expended upon them, should be found in every county clerk's office and the clerk himself should be ever willing to furnish those figures for bulletin purposes. However, it is thought that enough data has been secured to furnish a good working basis.

COUNTY	Total No. of miles road.....	No of miles road on plains.	No. miles road in mountains..	MONEY EXPENDED					
				1900	1901	1902	1903	1904	1905
Adams	No rep	ly .....	.....	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....
Arapahoe	No data	.....	.....	.....	.....	.....	1185.64	10908.10	7363.64
Archuleta	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Baca	2 1/2	2 1/2	.....	.....	.....	10.00	28.50	3.00	12.50
Bent	200	.....	200	12000	.....	15000	21000	15000	13000
Boulder	600	400	200	28975.54	30468.95	29190.03	31770.42	29795.11	29245.44
Chaffee	250.00	125	125	5000.00	5000.00	6000.00	6000.00	6000.00	8000.00
Cheyenne	All section	lines .....	.....	80.00	25.00	30.00	30.00	35.00	30.00
Clear Creek	150	.....	150	9962.59	13978.34	15958.34	16001.17	16956.74	13582.73
Conejos	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Costilla	Cannot	give the in	formation as	ked for	.....	.....	.....	.....	.....
Custer	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Delta	Nodata	.....	.....	Nodata	asked for	.....	.....	.....	160.00
Denver .....	.....	.....	Nodata	asked for	.....	.....	.....	.....	.....
Dolores	75	25	80	1213.00	1105.00	2106.00	1308.00	1154.00	758.00
Douglas	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Eagle	207	67	140	13986.47	7170.29	4095.71	3762.60	12274.26	8299.32
Elbert	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
El Paso	Nodata	on mileage	.....	13413.59	16993.03	29434.93	19420.74	18395.55	13752.42
Fremont	4 to 500	250	200	1700.00	18500.00	20300.00	26000.00	23000.00	23500.00
Garfield	850	200	650	12199.45	12192.59	1309.49	11188.03	13282.50	26726.13
Gilpin	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Grand	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Gunnison	900	500	400	8205.16	1120.99	8551.40	7283.31	11840.29	9242.87
Hinsdale	90	200	70	1909.73	2426.35	1949.05	1407.30	1582.05	1819.85
Huerfano	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Jefferson	Annual	appropriation	of 25,000	.....	13500.00	18500.00	18500.00	18500.00	18500.00
Kiowa	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Kit Carson	95	95	.....	.....	.....	.....	.....	.....	.....
Lake	146	.....	146	6000.00	6000.00	6000.00	6500.00	6000.00	6000.00
La Plata	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Larimer	Nodata	on mileage	.....	20830.27	21731.48	38621.46	50231.55	82076.54	81204.49
Las Animas	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Lincoln	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Logan	Nodata	on mileage	.....	14870.85	13416.00	9006.02	3752.58	6372.48	8230.53
Mesa	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Mineral	75	75	75	250.00	2500.00	2500.00	2500.00	2700.00	6500.00
Montezuma	350	200	150	3307.30	5639.25	5123.25	7306.69	5323.07	74.85
Montrose	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Morgan	300	300	.....	800.00	4332.80	7017.00	10830.00	10804.00	15115.39
Otero	800	800	.....	9980.19	14764.12	24081.58	21524.92	33465.98	34207.63
Ouray	Nodata	on mileage	.....	.....	14764.12	11451.57	15433.41	14920.26	12917.73
Park	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Phillips	303	303	None	0	72.80	59.75	69.50	28.60	204.23
Pitkin	Nodata	on mileage	.....	6306.90	6300.20	3161.39	5730.35	3979.53	3773.22
Prowers	200	200	.....	.....	.....	.....	.....	.....	22000.00
Pueblo	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Rio Blanco	450	100	350	2554.36	2540.71	2880.36	3864.70	22.80	31.30
Rio Grande	290	240	60	3361.25	5654.36	5286.85	4044.50	8022.53	6206.32
Routt	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Saguache	Nodata	on mileage	.....	5000.00	5000.00	5000.00	5000.00	5000.00	6000.00
San Juan	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
San Miguel	353	000	550	18714.45	13010.92	15157.49	17552.54	14845.05	18681.72
Sedgwick	160	160	.....	.....	.....	.....	.....	.....	695.04
Summit	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Teller	195	.....	195	5422.98	11175.33	13024.85	5751.27	8924.67	10463.84
Washington	No rep	ly .....	.....	.....	.....	.....	.....	.....	.....
Weld	2000	2000	.....	25137.72	30961.91	34134.51	36917.34	53009.44	69545.08
Yuma	Nodata	on mileage	.....	748.50	616.61	995.56	1259.14	2625.80	8858.28
Total	92274	57254	3501	265118.30	280912.68	340687.06	367654.15	438887.63	496457.45

From the table it will be seen that from the counties reporting there are 9,226 miles of county road in twenty-seven counties. This does not include the many miles of private road, which in time will all be taken over by the state or counties.

Figuring from this as a basis, the total mileage of county roads in the entire state is, in round numbers, 20,000 miles. Add to this the mileage of private roads, and some conception may be had of the tremendous mileage Colorado's road system represents.

Taking the twenty-seven counties making complete reports to this office, we find an expenditure

In 1900 of \$203,918.19, which means	22.12 per mile.
In 1901 of 217,118.68, which means	23.53 per mile.
In 1902 of 259,437.30, which means	28.14 per mile.
In 1903 of 282,229.79, which means	30.59 per mile.
In 1904 of 319,826.73, which means	34.67 per mile.
In 1905 of 375,003.51, which means	40.64 per mile.

Using these figures as a basis, the total mileage of the state represents an expenditure

For 1900 of	\$442,400.
For 1901 of	470,600.
For 1902 of	562,800.
For 1903 of	611,800.
For 1904 of	693,400.
For 1905 of	812,800.

In figuring the expenditure per mile, it will be noticed that it was necessary to omit such counties as El Paso, Larimer, Logan, etc., for the reason that they could not give the number of miles of road in their counties, although they were able to give the expenditures. As these counties have a large yearly expenditure, the above figures are low rather than high.

It will also be noted that there is a steady increase in the amount expended for road purposes each year. The amount spent in 1905 was nearly double that of 1900, thus showing the increased interest and desire of the people for better highways.