



STATE OF ALABAMA  
HIGHWAY DEPARTMENT  
MONTGOMERY

April 20, 1934

Honorable R. H. Walker, Senator  
Athens  
Alabama

My dear Senator:

Replying to your letter of April 17 I can officially deny that there is any foundation whatever in any statements to the effect that the mileage for paving west of Athens was reduced because of some alleged offense against the State Highway Department by yourself. If you have ever failed to give the Highway Department your cooperation, I personally do not know it. I can further state that during the present Administration, personalities or politics have not been allowed to influence in any way the set-up of funds for any road or bridge project. I call your attention to the fact that the program recommended by the State Highway Department and approved by the U. S. Bureau of Public Roads calls for at least one project in every county in Alabama. You are already aware of the fact that practically the only funds we are now spending on construction come to us under the National Recovery Act, and are spent in every case under the supervision of the Federal government.

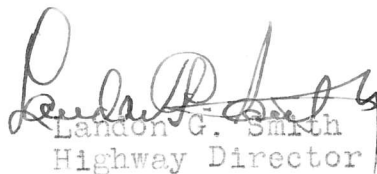
What happened in the particular case you refer to has happened in numerous other cases of projects set up from Federal funds made available last fall. I might be able to state it more clearly if I say that we allocated at the beginning of our program a definite amount of money for every project in the State. Since that time we have had a number of lettings, but in a large number of cases contractors' prices for the performance of this work have advanced considerably beyond our original estimates.

On the Limestone County Project west of Athens, Proj.No. NRH and NRM-87, which is the one you are interested in, we had an original allotment of six miles at an estimated cost of \$84,000.00. At the time of the letting we found that the lowest bid on this project was \$85,960.59, which on the estimated quantities as set up on the plans, would only build 4.67 miles of road instead of the original six miles which we at first figured on. This is a paving job and contractors' bids on paving are made at so much per square yard; so it naturally follows that if unit prices per square yard for paving are higher than the first estimated price, the mileage of a project must be reduced in proportion.

With very few exceptions we have never changed the allotted amount of money for any county in the State, and as you will note from the above figures, no change has been made in the allotment in your county. As a matter of fact, the contractor's bid runs slightly higher. We are simply faced with a situation of having to reduce the paving mileage within the amount of funds as allocated in our program.

I hope this answers your letter satisfactorily.

Yours very truly,

  
Landon G. Smith  
Highway Director

LGS-1b