

every indication from the study of the tables that the average of all the sections of road under study is a reasonable approximation

It is, of course, certainly true that the kind of traffic would affect these figures to some extent and also the kind and grading of the gravel. Without having sufficient information on the amount of loss depending upon the hardness of gravel, it is safe to say here that so far as the study could be made, the increased loss due to soft gravel was not so great as was ordinarily supposed. This perhaps may be due to the higher cementing value of the soft gravel which kept to a minimum the amount of loose material on the road surface.

Table I gives the individual roads studied, listed under three separate groups as they were taken from three separate districts in the State of Indiana.

V MAINTENANCE COSTS AS AFFECTED BY THE TYPE OF PAVEMENT AND AMOUNT OF TRAFFIC

The general belief that the higher types of pavement are the most economical in maintenance cost seems to be borne out by the maintenance records of the Pennsylvania Department of Highways during the last three years. In connection with these figures, however, it is necessary to bear in mind that the durable types which show the lowest annual costs are of comparatively recent construction and their maintenance costs are likely to increase with their age. In studying maintenance costs of various types, it is imperative that we keep in mind the fact that the maintenance costs are only a part of the total road costs. We must also keep in mind that the various types do not furnish equal road service.

The Committee has collected a considerable amount of data on this subject, but these data do not cover a sufficient mileage of roads to warrant our drawing conclusions as to types at this time. The indications are that every type of road has a critical traffic point which is higher for high type roads than for low type roads. When this traffic point is passed maintenance costs mount rapidly. We hope to collect sufficient additional data in the coming year to enable us to report more fully on this subject in the next annual report.