

~~VII~~

TABULATED COSTS EASTERN SECTION

9.—The summary of costs for the eastern section, St. Augustine to San Antonio, is as follows:

	Asphalt or Concrete Roads	Modern Bridges
a—Completed .....	\$10,999,000.00	\$ 4,918,350.00
b—Under construction to be completed this summer, fall and winter.....	8,680,000.00	5,769,000.00
c—Financed and ready for contract or authorized for paving, (several years will pass before the contractors can pave all this but well maintained Federal standard improved roads will carry travel meanwhile).....	11,775,000.00	1,382,000.00
<b>Total .....</b>	<b>\$31,454,000.00</b>	<b>\$12,069,350.00</b>
d—The above includes the concrete and asphalt paving only. There are many miles of Federal standard gravel and sand clay roads completed. These offer good traveling today and will present seasoned grades to the paving forces when ready.		
<b>Total .....</b>	<b>\$ 3,445,000.00</b>	
<b>Total paved and improved unpaved roads .....</b>	<b>\$34,899,000.00</b>	
<b>Bridges as shown.....</b>	<b>12,069,350.00</b>	
<b>Grand total completed and authorized work .....</b>	<b>\$46,968,350.00</b>	
e—In addition to the foregoing program of action it is estimated the cost for the additional paving and the bridges to complete this eastern section and not yet financed or authorized, and not including the Mississippi River problem, totals—		
For paved roads not yet financed	\$13,680,000.00	
For modern bridges not financed....	2,925,000.00	
<b>Total, eastern section when all is paved and all bridges built.....</b>	<b>\$63,573,350.00</b>	

~~VIII~~

WESTERN CONDITIONS AND COSTS

10.—Westward, San Antonio to San Diego, is a dry country. It has been less difficult to open; good traveling has been maintained. Financing has been difficult because it is a sparsely settled country. The story of the western section will be told when the record can be gathered. It is also a story of dauntless achievement and a tribute to the western people as these eastern achievements are tributes to the eastern people and all of it a tribute to southern capacity for constructive development.

11.—About \$15,000,000 have been spent westward from San Antonio to San Diego. Grades, curves and road-widths have been brought to Federal standards and the roads are well maintained. Future improvements are now largely a matter of paving the surfaces and this will require another \$35,000,000.

~~IX~~

TOTAL COSTS. HEAVY TRAFFIC NOW APPARENT

12.—The total cost of the highway from St. Augustine to San Diego will reach \$113,000,000 with \$62,000,000 spent or appropriated for construction.

13.—Increased travel or heavy rains may break down sections now quite satisfactory but not permanently built, nevertheless it is expected the construction to be completed this year will close all gaps and open the Old Spanish Trail from coast to coast after ten and a half years of the most devoted cooperation of any great project in the history of the United States.

14.—All south-bound highways feed into the Old Spanish Trail and this trunkline must develop as the receiving and distributing system for this accumulation of traffic. As the connecting trunkline of Florida and California, with its new resort development along the Gulf eastward and in the hill and mountain country westward, and its agricultural and industrial development all across the continent, this highway is destined to a traffic demand undoubtedly beyond even the dreams of the most farsighted leaders. A mere drive over the highway today tells only a part of the story. Trips through the tributary territory bring the real revelation.

~~X~~

PRESENT CONDITION IN EACH STATE

15.—FLORIDA: Today the big bridges across Florida are completed and paving the whole mileage is authorized, financed