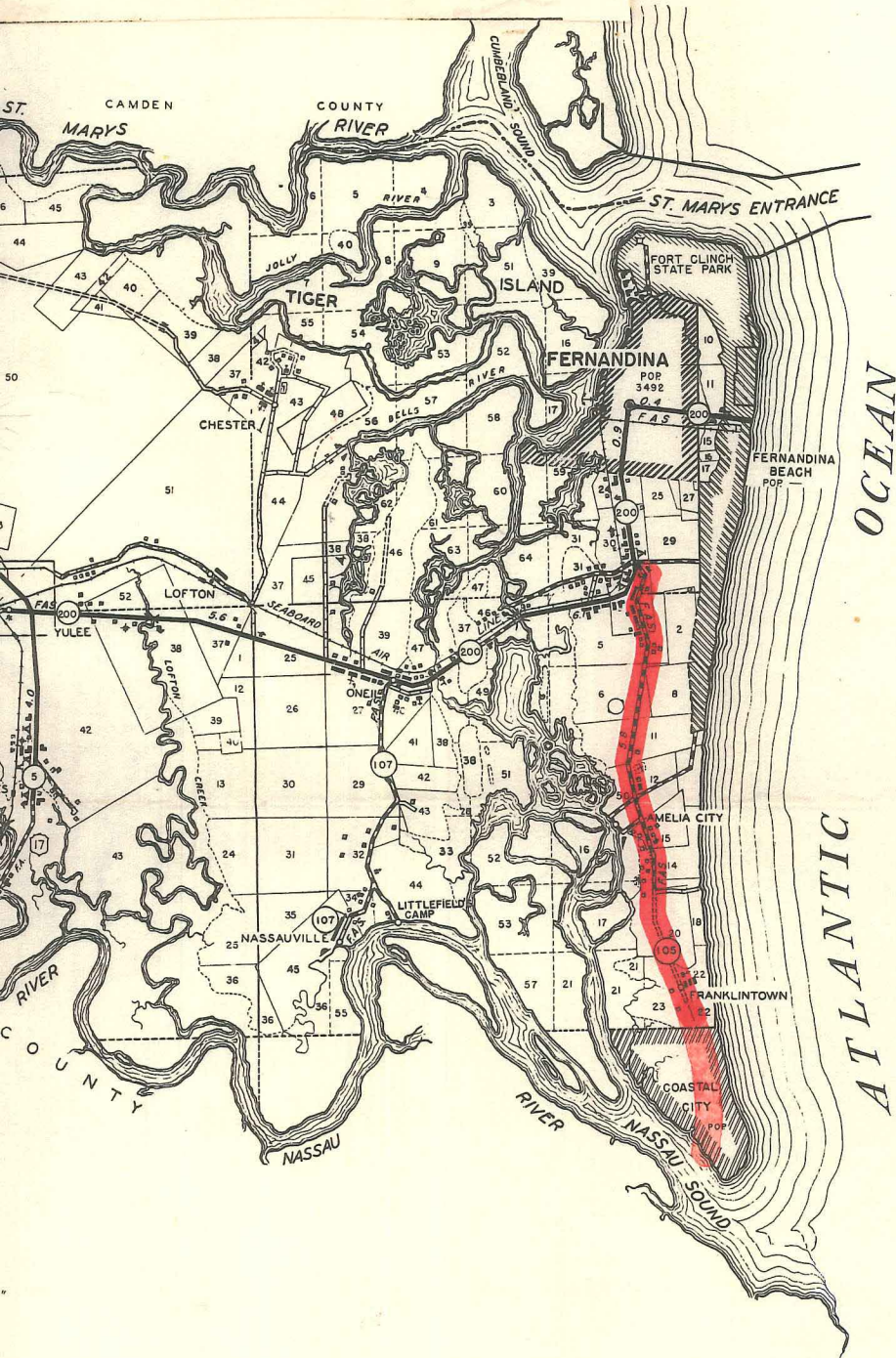


SECONDARY ROAD PROGRAM

DECEMBER, 1949

MICROGRAPHICS

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GENERAL LEGEND

- STAL GRADE CROSSING
- OVER PASS
- UNDER PASS
- RAILROAD
- BRIDGE HIGHWAY
- CRAWBRIDGE HIGHWAY
- FERRY FREE FERRY
- FERRY TOLL FERRY
- CANAL
- CORPORATE LINE
- DOCK, PIER OR LANDING
- DRAINAGE DITCH
- DAM
- GEORGIA-FLORIDA LINE
- COUNTY BOUNDARY LINE
- CEMETERY
- COUNTY SEAT
- OTHER CITIES & VILLAGES
- FARM UNIT
- DWELLING OTHER THAN FARM
- ROWS OR GROUPS OF DWELLINGS CLOSELY SPACED
- STORE OR SMALL BUSINESS ESTABLISHMENT
- CITRUS PACKING HOUSE
- TURPENTINE STILL
- TOWNHALL OR COMMUNITY
- HOTEL
- CHURCH
- SCHOOL
- HOSPITAL
- FACTORY
- CAMP OR LODGE
- SAWMILL
- BUSINESS & DWELLING
- SEASONAL DWELLING
- FORT
- CATTLE GUARD
- POST OFFICE
- TENANT HOUSE
- PRIMITIVE ROAD
- GRADED & DRAINED ROAD
- SOIL SURFACED ROAD
- METAL SURFACED ROAD
- BITUMINOUS ROAD
- PAVED ROAD
- U.S. HIGHWAY
- STATE HIGHWAY
- FEDERAL AID HIGHWAY
- FEDERAL AID SECONDARY HIGHWAY
- PIT SCALES
- TOURIST CAMP
- POWER PLANT
- RESERVATION BOUNDARY LINE
- FOREST SERVICE LOOKOUT STATION
- AIR BEACON
- AIRPLANE LANDING AREA
- SEAPLANE ANCHORAGE (sheltered)

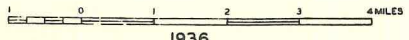
NOTICE
 Reproduction of any part or all of this map cannot be made without written permission from the STATE ROAD DEPARTMENT OF FLORIDA.



NOTE: IN CONGESTED RURAL AREAS CULTURAL FEATURES OMITTED ENTIRELY AND LOCAL ROADS INDICATED BY A SINGLE LINE ONLY. FOR DETAILS REFER TO SEPARATE INSERTS.

GENERAL HIGHWAY AND TRANSPORTATION MAP
NASSAU COUNTY
FLORIDA

PREPARED BY THE
 FLORIDA STATE ROAD DEPARTMENT
 DIVISION OF RESEARCH AND RECORDS
 IN COOPERATION WITH THE
 FEDERAL WORKS AGENCY
 PUBLIC ROADS ADMINISTRATION



1936

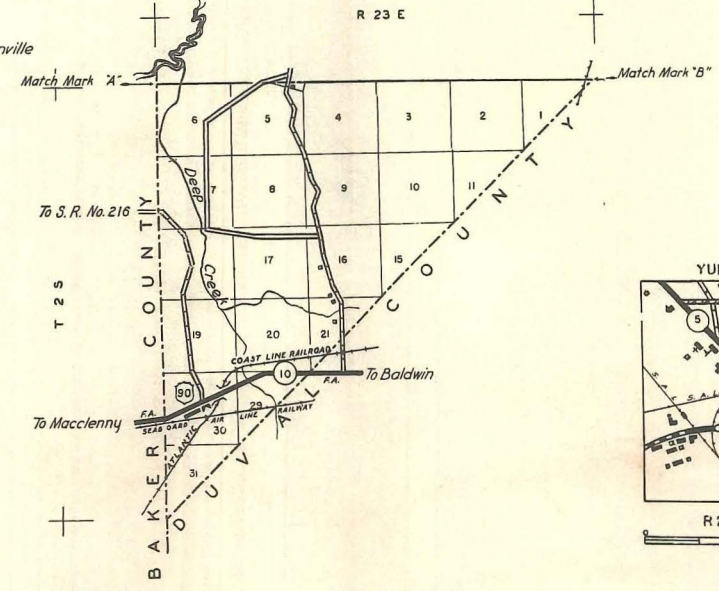
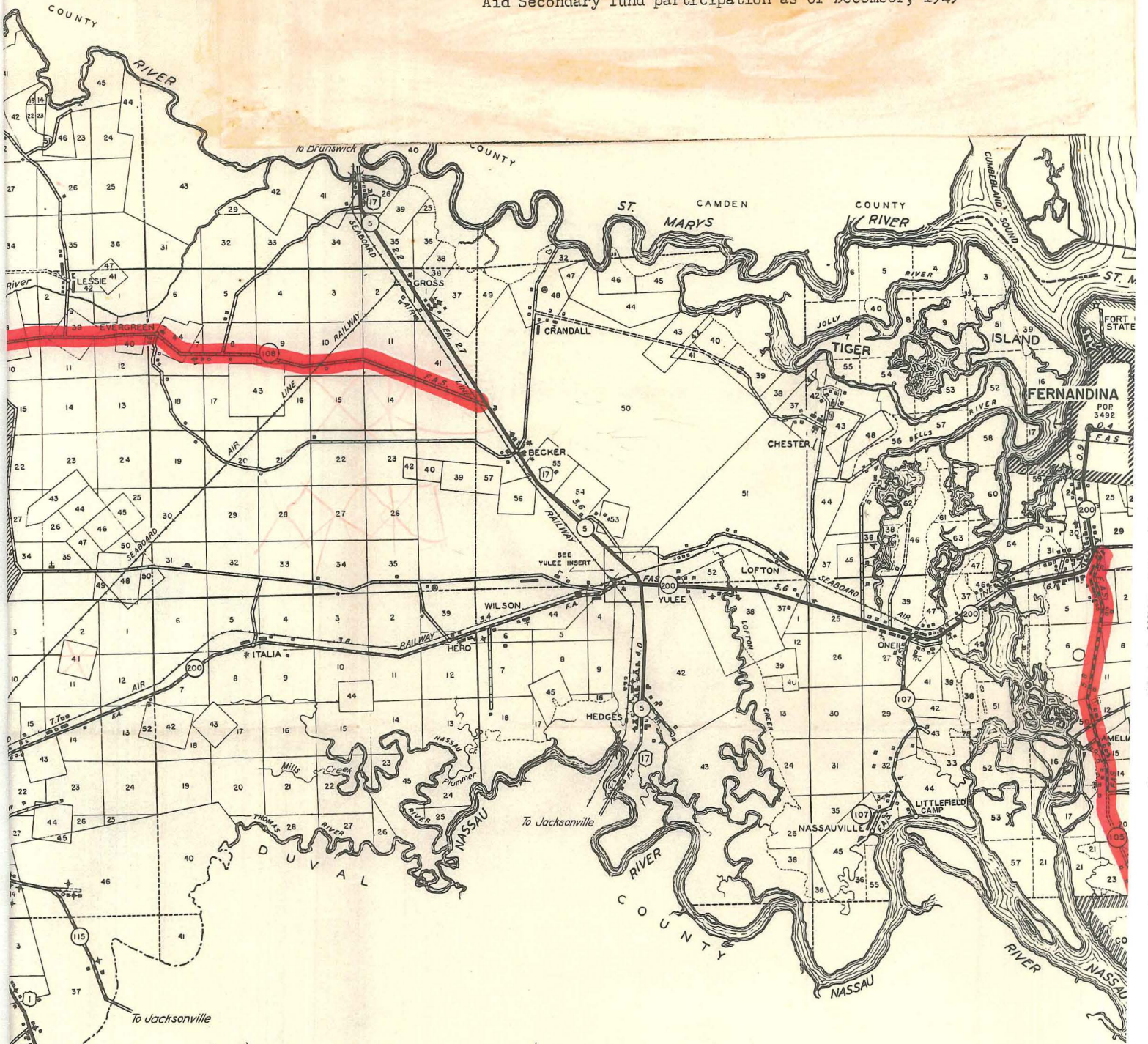
REVISED JANUARY 1949

SECONDARY ROAD PROGRAM

E

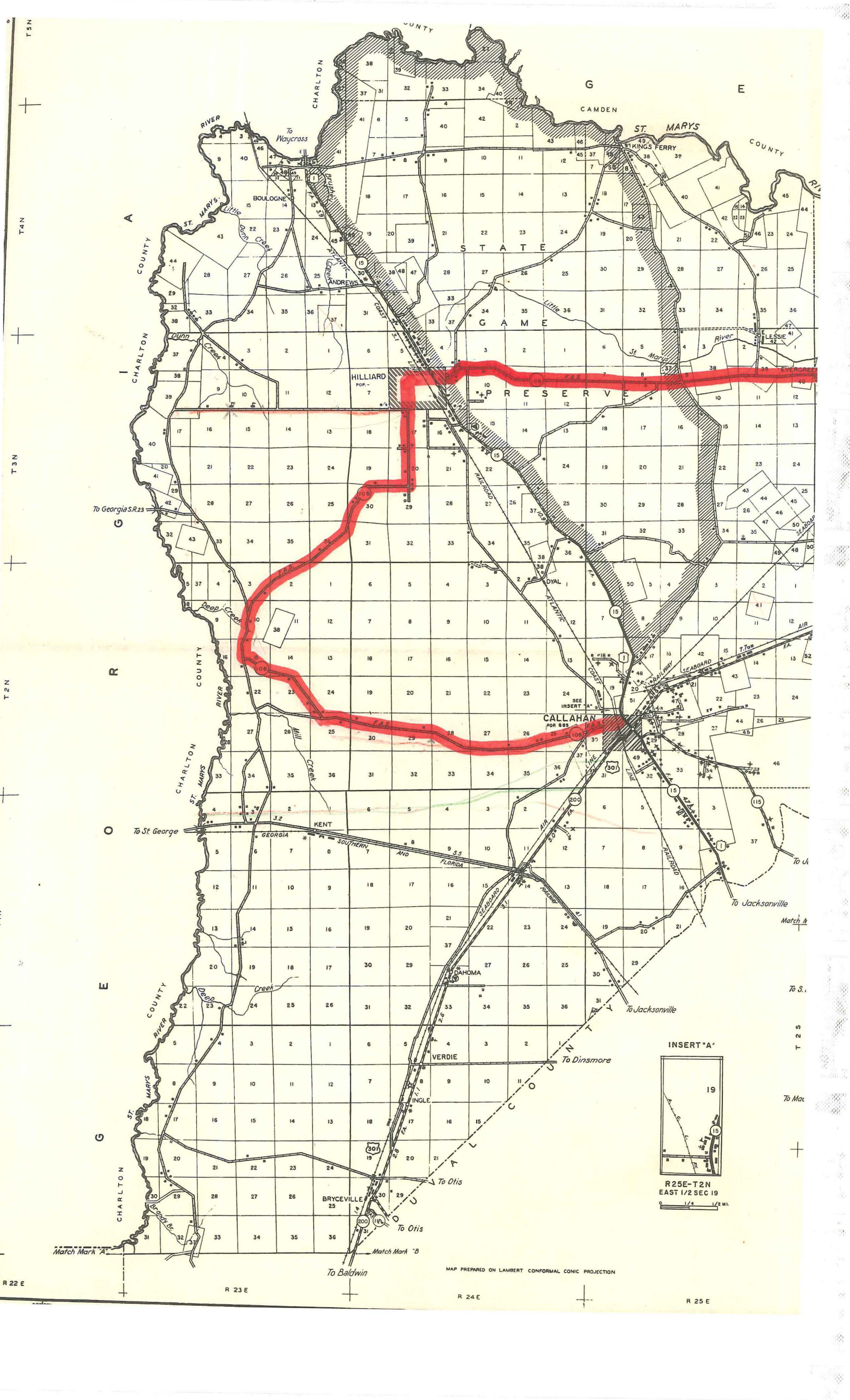


County maintained roads eligible for Federal Aid Secondary fund participation as of December, 1949



NOTE: IN CONGESTED RURAL AREAS CULTURAL FEATURES OMITTED ENTIRELY AND LOCAL ROADS INDICATED BY A SINGLE LINE ONLY. FOR DETAILS REFER TO SEPARATE INSERTS.

5 E R 26 E R 27 E R 28 E

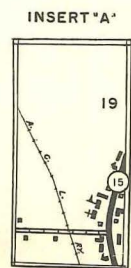


T5N
T4N
T3N
T2N
R22E
R23E
R24E
R25E

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G

G E

CHARLTON COUNTY
ST. MARYS COUNTY
CAMDEN COUNTY
STATE
GAME
HILLIARD
PRESERVE
CALLAHAN
KENT
DAHOMA
VERDIE
BRYCEVILLE
To Waycross
To Georgia S.R. 23
To St. George
To Jacksonville
To Jacksonville
To Dinsmore
To Otis
To Baldwin



R25E-T2N
EAST 1/2 SEC 19
0 1/4 1/2 MI.

MAP PREPARED ON LAMBERT CONFORMAL CONIC PROJECTION

THE SECONDARY ROADS ASSISTANCE PROGRAM

The State Road Department proposes a plan which will permit the expenditure of \$13,800,000 on county administered State designated roads in 1950, and \$36,700,000 on such roads in the next three years of the present administration.

This plan is made possible largely by the Secondary Roads Assistance Act passed by the 1949 Extraordinary Session of the Legislature, which Act allocates the Seventh Cent gas tax for highway purposes. The 80% of this tax which accrues to the Road Department will produce about \$5 1/2 million dollars a year. This is distributed for the use of each of the 67 counties on the basis of area, population and contribution to State roads. The amount of these funds available for each county will, when combined with other funds the Department plans to allocate for such use, be sufficient to finance a substantial improvement program in every county each year.

The 80% Seventh Cent gas tax funds accruing to the Department for the benefit of the 67 counties may legally be used for (1) construction of State roads, (2) maintenance of State roads (3) acquisition of Right of Way on State roads, (4) lease or purchase of bridges connecting State roads, and (5) payment of County Road and Bridge Debts.

It is the purpose of the Department to encourage the use of a maximum portion of these funds for the paving and improving of secondary roads. Not since the boom days of the 1920's has any substantial program of secondary road improvement been possible. First, the burdensome road and bridge debt of the Twenties, then the homestead exemptions operated to

prevent such a program. The Department looks on the Secondary Road Act as a mandate of the Legislature that this situation be remedied.

Feeling that this phase of our road development had been sadly neglected the Road Department has, since early in this Administration, been making studies to determine how secondary road development could be advanced. That is why the Department was glad of an opportunity to support legislation giving the Seventh Cent to roads, and earmarking such revenue specifically for secondary roads.

The Department proposes to do seven things to support such a program:

First: It will establish a system of secondary roads made up of the most important county roads. There are 31,000 miles of roads under county administration. Of these, approximately 5,500 miles have been recommended for Federal Secondary System. The Department proposes that this system be adopted as the first increment of the State System of Secondary Roads, to be scheduled for the earliest improvement.

It is most important that the State Secondary System be common with the Federal Secondary System in order that Federal Secondary funds be available for improvement of the routes. The matching Federal funds will provide two dollars worth of highways for every dollar of State and County funds expended in construction.

We know, however, that some of the routes approved for this Federal Secondary System are not the ones most urgently desired by the county officials. In cases where routes now approved or recommended for the Federal Secondary System are not the ones most urgently in need of improvement nor the ones whose improvement will render the greatest service to the county and the State, we pledge our full cooperation in having such selections reviewed and revised.

In this plan for revision, we have the promised backing of the State and District Offices of the Bureau of Public Roads.

This system of secondary roads may be increased gradually as the first increment in each county is improved, and as Federal Secondary roads on the State Maintained System are transferred to the Federal Primary System, so that eventually the Secondary System will embrace 10,000 miles.

The present State Maintained System of 9,000 miles will constitute the State Primary System. The maximum limit of this mileage will be fixed at 10,000 miles and addition to the system will be extremely slow. To support the Primary State System, there will be applied all 4¢ gas tax income plus Federal Aid Urban and Regular funds. Roads developed by F.S.I.C. bond issues will be a part of the Secondary System and maintained from Seventh Cent funds.

Second: The Department will allocate Federal Aid Secondary funds to the improvement of secondary roads not on the State Maintained System, and will distribute these funds among the 67 counties on a fixed formula basis so that each county will be assured of its equitable share of such funds.

The formula we propose for the distribution of Federal Secondary funds was adopted after exhaustive experimentation with numbers of factors in an effort to determine the most reasonable allocation to all counties. It embraces four factors, each having equal weight. One-fourth of the funds will be divided according to area, one-fourth according to rural population (those residing outside of cities of 5,000 or more), one-fourth according to county road mileage (existing according to our records on December 31, 1948), and one-fourth equally among the counties.

The factor of rural population will change after each census, such change to be made effective at the beginning of the year following that in

which the census is taken. All other factors will remain constant.

Third: The Department will allocate to the Secondary Road Development program all 80% surplus gas tax funds which now accrue to the counties receiving such surplus. No surplus accrues to 14 counties, and 15 of those enjoying surplus allocations have pledged it to Improvement Commission Revenue Certificates, but 38 counties will have surplus funds to support the Secondary Road Improvement Program.

Fourth: If agreeable to the counties, the Department will take over for immediate maintenance out of the 80% Seventh Cent funds all of the roads on the Secondary System. Inasmuch, however, as the counties have already adopted a maintenance budget for 1950, the counties might prefer to continue maintenance of this system during the next year.

There are 13 counties whose income will not be sufficient to match their F.A.S. allocations if maintenance of their secondary roads is charged to the 30% Seventh Cent gas tax. Ten of the counties in this situation are those which have pledged their surplus funds to the retirement of F.S.I.C. Revenue Certificates, while three have excessive old Road and Bridge debts and are receiving no surplus Second gas tax. Probably these 13 counties would prefer to continue county maintenance of the Secondary System so as to provide the maximum funds for matching Federal Secondary funds and thus get two dollars of highway construction for one dollar expended.

In all cases it appears desirable that the Department take over the maintenance of the secondary roads as soon as they have been paved so that this system will be uniformly maintained and marked as a Secondary System.

Fifth: The Department will adopt and establish design and construction standards which assure the greatest number of miles of paved roads for the least amount of money. In other words, the secondary roads will be built to

the least expensive standards consistent with the service they are designed to afford, thus spreading out the money as far as it will go. To insure this, the Department is establishing the position of Engineer in Charge of secondary roads.

Sixth: Some 23 counties owe the Department for advances made for Right of Way purchases and so forth. It will be the policy of the Department to permit repayment of these advances at such a rate that each county will have sufficient funds to match the Federal Secondary funds.

Seventh: Any county desiring to use its 80% Seventh Cent gas tax for acquisition of Right of Way on primary roads, or for debt payment, will not lose its share of the Federal Secondary funds. These funds will be reserved for the benefit of such county, provided it appears that such funds will be matched and used during the period of this Administration - that is, before 1953.

The Department hopes that the policies hereby proposed will be acceptable by the counties. If the Department and the counties working together can make this plan a success, there is every reason to believe that succeeding Administrations will follow the plan.

The Department has worked up financial and statistical schedules covering secondary road data for the next three years for all the 67 counties. Information concerning each county will be sent to the Board of County Commissioners for such county.

A Committee of the County Attorneys Association in cooperation with the State Road Department has prepared the form of resolution to be used by the County Boards in designating the use of the Secondary funds. By statute the County Boards are authorized to designate the use of only the 80% Seventh Cent funds. The Road Department, however, is disposed to grant the County Boards this same authority as to 80% surplus gas tax and the Federal Secondary funds. It is requested, therefore, that the County Boards designate the suggested use of all of the estimated secondary funds.

In the past two years, 14 counties have engaged in secondary road development programs financed by State Improvement Commission Revenue Certificates, pledging future surplus second gas tax. It is the Department's hope that, except for actual emergency cases, the counties will follow a plan of development out of current revenue. Objection to the funding program is that in addition to the interest and fiscal costs amounting to 35% of the amount borrowed, which drain the road building funds, this borrowing ties up all surplus for a period of ten or eleven years when the maximum amount is borrowed.

The counties were previously influenced to follow such a program because the amount accruing to them annually was not sufficient to finance a substantial project. These conditions are now changed due to the addition of the Seventh Cent gas tax funds, and to the policy of the present Road Department in allocating Federal Secondary funds on a fixed basis.

In addition to the money accruing to each county from the Secondary Roads Assistance Act, each county will have its pledged share of the Federal Secondary funds. Moreover, 38 counties will have surplus 80% funds to supplement the financing of a development program from current funds.

ANNUAL BUDGET

The Department is required to prepare and consider each January a budget to control its operations for the year, which budget must be adopted in February.

This means that the County Commissioners must prepare their resolutions to control use of the secondary funds for 1950 not later than the first week in January.

The budget for the Secondary Road Development Program will be separate and distinct from the Department's regular budget covering the State Maintained System.

The Department also urges that the County Boards adopt a tentative schedule for 1951 and 1952. Such schedules would, of course, be subject to review and revision in January each year before the adoption of our final budget.

FISCAL SUMMARY OF SECONDARY ROAD DEVELOPMENT PROPOSAL

| <u>Period</u> | <u>80% Surplus 2nd Gas Tax</u> | <u>80% Seventh Cent Gas Tax</u> | <u>Federal Secondary Allocations</u> | <u>Total Secondary Income</u> | <u>Less Estimated Cost of Maintenance</u> | <u>Balance for Const, R/W, etc.</u> |
|---------------|------------------------------------|---|--|---------------------------------------|---|---|
| 1950 | | | | | | |
| Balance | \$1,008,100 | \$ 428,300 | \$1,863,000 | \$ 3,299,400 | \$ | \$ |
| Income | <u>3,202,000</u> | <u>5,393,500</u> | <u>1,939,000</u> | <u>10,534,500</u> | | |
| Total 1950 | <u>4,210,100</u> | <u>5,821,800</u> | <u>3,802,000</u> | <u>13,833,900</u> | 1,163,600 | 12,670,300 |
| 1951 | 3,709,100 | 5,599,600 | 1,939,000 | 11,247,700 | 1,200,000 | 10,047,700 |
| 1952 | <u>3,954,300</u> | <u>5,760,000</u> | <u>1,939,000</u> | <u>11,653,300</u> | <u>1,250,000</u> | <u>10,403,300</u> |
| Total | \$11,873,500 | \$17,181,400 | \$7,680,000 | \$36,734,900 | \$3,613,600 | \$33,121,300 |

STATE ROAD DEPARTMENT OF FLORIDA

PRELIMINARY 1950 BUDGET HEARING

JAN. 10 to JAN. 21, 1950

HOLLAND BUILDING

TALLAHASSEE, FLORIDA

The State Road Department has decided to extend the preliminary hearings on the 1950 Budget so as to give each county delegation ample time to discuss its Highway problems and needs. The Budget hearing schedule is being set up by Road Department Districts and is designed to afford approximately one hour for discussion and consideration of each County.

These hearings will be in Tallahassee where all pertinent statistical information and records are available.

The morning session will begin at 9 A.M. and the afternoon session at 2 P.M..

The schedule of hearings will be as follows:

| <u>FIRST DISTRICT</u> | <u>SECOND DISTRICT</u> | <u>THIRD DISTRICT</u> | <u>FOURTH DISTRICT</u> | <u>FIFTH DISTRICT</u> |
|-----------------------|------------------------|-----------------------|------------------------|-----------------------|
| Tuesday Jan. 10 | Thursday Jan. 12 | Tuesday Jan. 17 | Thursday Jan. 19 | Friday Jan. 20 |

MORNING SESSION

| | | | | |
|---|--------------------------------------|--|--|--|
| Charlotte DeSoto Glades Hardee | Alachua Baker Bradford Clay | Bay Calhoun Escambia Franklin | Broward Collier Dade Indian River Martin | Brevard Citrus Flagler Lake Marion |
|---|--------------------------------------|--|--|--|

AFTERNOON SESSION

| | | | | |
|---------------------------------|---|--------------------------------------|---|--|
| Hendry Hernando Highlands | Columbia Dixie Duval Gilchrist | Gadsden Gulf Holmes Jackson | Monroe Okeechobee Palm Beach St. Lucie | Orange Osceola Putnam St. Johns |
| Wednesday Jan. 11 | Friday Jan. 13 | Wednesday Jan. 18 | | Saturday Jan. 21 |

MORNING SESSION

| | | | | |
|--------------------------------------|--|--|--|-------------------------------|
| Hillsboro Lee Manatee Pasco | Hamilton Lafayette Levy Madison | Jefferson Leon Liberty Okaloosa | | Seminole Sumter Volusia |
|--------------------------------------|--|--|--|-------------------------------|

AFTERNOCN SESSION

| | | | | |
|------------------------------|---------------------------------------|---|--|--|
| Pinellas Polk Sarasota | Nassau Suwannee Taylor Union | Santa Rosa Wakulla Walton Washington | | |
|------------------------------|---------------------------------------|---|--|--|

ESTIMATED FUNDS AVAILABLE FOR SECONDARY ROAD DEVELOPMENT

NASSAU COUNTY

Under the program proposed by the State Road Department, funds available for Secondary Road Improvement in 1950 are estimated to be as follows:

1. Surplus Second Gas Tax (80%)

| | | | |
|---------------|----|--------|-----------|
| Balance | \$ | 32,600 | |
| 1950 Accruals | \$ | 46,720 | \$ 79,320 |

These funds can be spent for construction only, and at the discretion of the Department. However, the Department requests your Board to designate roads to be improved with these funds.

2. Federal Aid Secondary Funds. \$ 43,700

(These can be used for construction only and when matched by local funds. This represents 1950 allocation plus unexpended balance from 1949.)

3. Seventh Cent Gas Tax (80%) (13 months). \$ 41,700

These funds can be used at discretion of County Board for construction, maintenance, road and bridge debt payment, right of way acquisition or taking over bridge under lease-purchase. The Department recommends that if they are used for maintenance, it be on Secondary System roads only.

4. Total estimated available for Secondary Road Improvement program in 1950. \$ 164,720

5. Amount to be repaid this year for Right of Way or other advances due the Department. \$ -

6. Less 10% reserve fund for contingencies. \$ 16,472

7. Amount to be budgeted in Resolution. \$ 148,248

The Department would like to plan on a three year program to last through this Administration and has pursuantly made an estimate of funds available for Secondary Road Development in 1951 and 1952 which is as follows:

| | 1951 | 1952 | Total for 3 Years |
|---|------------|------------|----------------------|
| 1. Surplus 2nd Gas Tax (80%) | \$ 44,200 | \$ 44,200 | \$ 167,720 |
| 2. Federal Aid Secondary Allocations | \$ 22,300 | \$ 22,300 | \$ 88,300 |
| 3. 7th Cent Gas Tax (80%) | \$ 40,500 | \$ 41,600 | \$ 123,800 |
| 4. Total | \$ 107,000 | \$ 108,100 | \$ 379,820 |

The 20% gas tax (2nd gas tax surplus and 7th cent) going direct to the County Commissioners can be used entirely in your discretion and is in no way involved in the State Secondary Road Program. However, it is important for you to know what income you will receive from this source so that your local program can be integrated with the State Secondary Program and, for that reason we are giving you an estimate of this 20% gas tax income.

ESTIMATE OF COUNTY'S 20% SURPLUS AND 7th CENT GAS TAX INCOME

1950: \$ 20,300 1951: \$ 21,200 1952: \$ 21,500 Total: \$ 63,000

These funds will help you to reduce ad valorem taxes.

March 27th., 1951.

Honorable A. G. McArthur,
c/o Rayonier Timber Division,
Fernandina, Florida.

Dear Mr. McArthur:

Enclosed letter from State Road Department
together with form of proposed Legislative
bill re: designation of certain proposed
road as State Road.

Mr. Ferreira stated that he had discussed
this with you, and directed me to pass same
on to you for handling.

Very truly yours,

T. W. Brown, Clerk.

TWB/j
Encls.

A BILL
TO BE ENTITLED

AN ACT DESIGNATING AND ESTABLISHING A CERTAIN
STATE ROAD IN NASSAU COUNTY.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF FLORIDA:

SECTION 1. That the following described road be, and the same is hereby, declared, designated and established as a State Road to be part of the state system of roads of the State of Florida with all the rights and privileges of designated State Roads, and to be assigned an appropriate state number, to wit:

Commencing at the intersection of State Road 200 and Fletcher Avenue in the Town of Fernandina Beach, Florida, thence running in a northerly direction along what would be an extension of said Fletcher Avenue and generally parallel to the high water mark of the Atlantic Ocean to the Beach Lodge belonging to the Florida Board of Parks and Historic Memorials, thence running in a north-westerly direction following the general contour of the north end of Amelia Island to Fort Clinch and there connecting with the Park Road System, said State Road to be along the most practicable and feasible route to be determined by the State Road Department.

SECTION 2. This Act shall take effect immediately upon its becoming a law.