

STATE OF ARKANSAS



TWELFTH BIENNIAL REPORT

of the

ARKANSAS
STATE HIGHWAY
COMMISSION



FOR THE PERIOD FROM JULY 1, 1934, TO JUNE 30, 1936

LETTER OF TRANSMITTAL

*To the Governor and the General Assembly of the
State of Arkansas:*

In compliance with the requirements of Act 302 of the Acts of 1913, amended by Act No. 7 of the Acts of 1921, we present the Twelfth Biennial Report of the Arkansas State Highway Commission for the fiscal years 1935 and 1936.

The reports covering Maintenance, Receipts accruing to the Highway fund, and Expenditures are for the exact biennial period. A few of the reports relative to Construction are extended to a somewhat later date.

Respectfully submitted,

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BEN B. JOHNSTON,
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TABLE OF CONTENTS

	PAGE
Personnel	6
Foreword	7
Review of Highway Legislation	9
Map of State Highway System, Plate No. 1	25
Activities of State Highway Commission	27
Status of Refunded Highway Indebtedness, Table No. 1.	32
Schedule of Highway Maturities, Plate No. 2.....	33
Map of Railroad Grade Crossings, Plate No. 3	34
Map showing traffic density of all Vehicles, Plate No. 4. . . .	35
Daily and Seasonal Variations in Traffic, Plate No. 5.	36
Federal Aid	37
Equipment Report	41
Relative Mileage of Types by Counties, Plate No. 6	44
Road Mileage by Types in Counties, by Congressional Districts, Table No. 2.....	45
Comparative Statistics by Counties, Table No. 3	46
Comparison of State Highway Mileage, Area and Population, with Adjacent States, Plate No. 7.....	48
Comparative Statistics by States, Table No. 4	49
Highway Statistics, State and County Roads, Table No. 5	50
Relative Proportions of State Highway Improvements, Plate No. 8	52
Maintenance Expenditures, Table No. 6	53
Data relative to Cost of Grading, Gravel Surfacing and Portland Cement Concrete Pavement, Table No. 7	85
Data relative to Cost of Minor Drainage Structures, Table No. 8	86
Construction Cost Index of Road and Bridge Work per Contract Awards, Plate No. 9 ..	87
Weighted Average Unit Price, Road Projects, Table No. 9	88
Weighted Average Unit Price, Bridge Projects, Table No. 10	89
Road and Bridge Contracts Awarded, Table No. 11.....	90
Distribution of the Dollar, Road and Bridge Projects, 1927-1931, Plate No. 10	114
Distribution of the Dollar, Road and Bridge Projects, 1932-1936, Plate No. 11	115
Distribution of Construction Funds by Counties and Congressional Districts, Table No. 12	116
Statement showing Percentage and Theoretical Distribution of Construction Funds by Congressional Districts, Table No. 13	118
Contract Awards by Mileage of Types of Road Construction, Table No. 14.....	121
Distribution of Construction Costs by Routes, Table No. 15	122
Comparative Increase of Population and Automobile Registration, Plate No. 12	124
Approximate number Automobiles, Trucks, Busses and Trailers Registered, Table No. 16 .	125
Automobile License Applications by Counties, Table No. 17.....	126
Net Receipts from Motor Vehicle Registration and Fuel Tax and Average Revenue per Vehicle, Table No. 18.....	127
Revenue from Vehicle Registration and Gasoline Tax, Plate No. 13	128
Net Revenue derived from Motor Fuel Tax, Table No. 19.....	129
Automobile License Collections by Calendar Years, Table No. 20	130
Gasoline Tax Collections, Fiscal Year 1935, Table No. 21.....	131
Gasoline Tax Collections, Fiscal Year 1936, Table No. 22.....	131
State Owned Toll Bridge Collections, Table No. 23.....	132
State Owned Toll Bridge Collections, Plate No. 14	132
Summary of Maintenance Expenditures by Counties, Table No. 24	133
Statement of Expenditures, Fiscal Year 1935, Table No. 25.....	134
Statement of Expenditures, Fiscal Year 1936, Table No. 26	136
Statement of Expenditures, Biennial Period, Table No. 27	138

PERSONNEL
ARKANSAS STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION

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FOREWORD

The various tables and charts comprising this report are grouped by related subjects, as reference to the table of contents will indicate.

A resume' of all legislation pertaining to highways is presented, together with a narrative concerning various activities of the Commission, followed by several new charts pertaining to traffic on Arkansas highways. Federal Aid and Equipment reports follow in some detail.

Beginning with page 44 the report deals with mileage, types, relative proportions of improvements and a detailed accounting of maintenance expenditures on each road and section, classified by counties and maintenance districts. From page 85 to 122 detailed information is presented covering construction costs, contracts awarded, and distribution of construction funds.

Tables and charts setting forth the various revenues accruing to the highway fund are found from page 124 to 132. Statements of expenditures for the years involved are presented as the final subject of the report.

A REVIEW OF HIGHWAY LEGISLATION IN ARKANSAS

With the prominent position that the highway now occupies in this State as a means of transportation and its essential relationship with all forms of progress and development, little thought is generally tendered to the gradual evolution of legislation affecting this means of conveyance as well as to the economic and technical difficulties surmounted in producing the correlated system of highways now in evidence throughout the State.

Act 134, We find that the motor vehicle was first recognized and defined in
1911 Arkansas statutes by Act 134, approved March 24, 1911. This act provided for the registration of motor vehicles, a penalty for non-registration and a maximum speed limit. The registration fee was fixed at \$5.00 per vehicle and was payable to the Secretary of State.

Act 234, The initial step in placing road building upon a recognized basis was
1911 made when Act 234 was approved May 4, 1911. This act supplemented the general road laws of Arkansas and made provisions for the appointment of a county highway engineer, with direct supervision over all public roads of the county.

Act 302, With increased demands for highway facilities, the needs of a State
1913 Department in charge of such activities became apparent, and in 1913 the State Highway Department was created through Act 302, approved March 31, 1913. The newly-created department was affiliated with the Department of State Lands and the affiliation termed the Department of State Lands, Highways and Improvements. Although this act improved existing conditions and was a further step toward the ultimate goal, it provided for no direct control and designated no system of highways upon which improvements would be concentrated. It is, however, probably the basic structure on which our present highway law is formulated, and provided for a State Highway Commission of three members, as well as for a State Highway Engineer. It further provided that the Department should collect, prepare and disseminate information relative to roads, highways, drainage, levees, and other public improvements; that it should prepare plans and specifications for such improvements; that it should aid and advise in the formation and management of road improvement districts, and should distribute available funds for construction of public roads, bridges and other improvements. The Department was also charged with the registration of motor vehicles and the collection of fees therefor. The registration fee was raised from \$5.00 to \$10.00 per vehicle, one-half of which was returned to the county and one-half credited to the Highway Improvement Fund.

Act 338, The demand for adequate highways continued to grow more insistent,
1915 and a means was sought whereby additional funds could be obtained for such improvement. Constitutional limitations prohibited the issuance of state or county bonds, and it became necessary to provide legislation of such character as to allow local communities the privilege of organizing for the

constructing of improvements and assessing the cost against the property benefited. This need found its expression in Act 338, approved March 30, 1915. The act was known as the Alexander law, and provided for the formation of road improvement districts, specifying the procedure to be followed and limiting the assessment of benefits at 30 per cent of the total assessed valuation of the real property included in the boundaries of any district.

Federal Aid Road Act, 1916 A further impetus to road building activities was received in 1916 through the passing of a congressional act familiarly known as the Federal Aid Road Act. This act was approved July 11, 1916, and provided for the participation of the Federal government in road building under the direction of the Secretary of Agriculture, and appropriated funds for such participation. Funds so appropriated were apportioned among the states on the basis of one-third in the ratio which the area of each state bears to the total area of all states, one-third in the ratio which the population of each state bears to the total population of all the states, and one-third in the ratio which the mileage of rural delivery routes and star routes in each state bears to the total mileage of rural delivery and star routes in all the states. As a condition precedent to participation in the benefits of the act it was required that an adequate state agency be created in each state for the administration of a highway plan of state-wide scope.

Act 105, 1917 The provisions of the Federal Aid Road Act, above cited, were such that the State of Arkansas could not avail itself of its share of the apportionment without the aid of additional legislation. Such legislation was enacted by the 1917 session of the State Legislature through Act 105, approved February 20, 1917. This act assented to the provisions of the Federal Aid Act and authorized the State Highway Department to enter into the necessary agreements with the United States government. It designated all public roads in the state, excluding streets and roads within corporate limits of any city of the first or second class, as state roads and eligible to aid from state and Federal funds.

It should be noted that no legislation, either Federal or state, had yet been enacted providing for a trunk-line system of state highways or for providing revenue for the construction of such a system other than by taxing real property lying adjacent to the road to be improved. The chaotic state in which highway activities were plunged in the interim existing between the years 1917 and 1921 magnified the lack of such a system, as during this period large numbers of road improvement districts, covering hundreds of miles of work and involving huge expenditures, were created and built to no general connected plan. The public was awakened to the fact that no unified results were being achieved in spite of the enormous expenditures involved, and considerable dissatisfaction was evidenced in this regard as well as to the method of financing, in that adjacent real property was assessed the greater share of the entire amount of the cost of such improvement.

Act 494, 1921 The latter condition was alleviated to a certain extent through the enactment of Act 494, approved March 26, 1921, and Act 606, approved March 29, 1921. The first mentioned act provided for a revised and increased schedule of fees for the registration of motor vehicles, and that 70 per cent of the funds so obtained were to be returned to the county in which they were derived, to be expended for road construction and maintenance, and the remaining 30 per cent placed to the credit of

the Highway Improvement Fund for the purpose of aiding in the construction and maintenance of highways and of matching Federal aid funds for the construction of highways. Act 606 provided for a tax on motor vehicle fuel in the amount of one cent per gallon, one-half of such receipts to be returned to the county and the balance credited to the Highway Improvement Fund.

Federal Highway Act, 1921 Five years of operation under the Federal Aid Act of 1916 indicated to the Federal authorities that this act, with its subsequent amendments, was too loosely drawn, in that it allowed aid in the construction of practically any road which might tend to develop the country, whether or not it was purely local in character, and did not provide definitely and specifically for a correlated and unified system of highways in the several states. Consequently the Federal Aid Act of 1916 was amended in 1921 by an act cited as the Federal Highway Act and approved November 9, 1921. This act was much more restrictive in character and provided for a road system, national in scope, to consist of a definite connected system of highways in each state, limited in extent to seven per cent of the actual public road mileage of that state. It further provided that all future Federal Aid apportionments were to be expended upon such a system; that all construction should be handled under the direct supervision of the State Highway Department and that maintenance of such highways would be carried on in a systematic manner and with state funds.

Act 5, Special Session, 1923 Although the situation relative to highway development had grown more acute during the preceding biennial period, the regular session of the 1923 legislature, convened in January of that year, enacted no measures toward relief; in fact, all constructive legislation referring to such development was obstructed, and as no appropriations for the succeeding biennial period were made, the Department of necessity ceased activities at the close of the fiscal period, June 30, 1923. This condition, coupled with the need of complying with the Federal Highway Act of 1921, if the state were to participate in the benefits of Federal Aid, led to the call for an extra session of the Legislature in the latter part of 1923. Various differences were ironed out and the desired results were achieved through the enactment of Act No. 5 of the extraordinary session of 1923, approved October 10, 1923, and commonly designated as the Harrelson Road Law.

This act was quite constructive in character and formed a new basis for highway administration in this state. A definite system of state roads, comprising about 10 per cent of the public road mileage of the state, was designated and established as the State Highway System, and provisions made for the organization of an adequate State Highway Department, headed by a commission composed of five members, one elective and four appointive, with direct control of construction and maintenance activities placed in the hands of such commission. The schedule of fees for the registration of motor vehicles was revised and increased and the motor vehicle fuel tax raised from one cent per gallon to four cents per gallon, and a tax of ten cents per gallon placed on motor oil. It further provided that the funds derived from such fees be credited to a special fund to be known as the State Highway Fund, and from the revenues so obtained the sum of \$3,000,000 would be allotted annually to the several counties to apply on road improvement district bonds, and to county highway improvement funds. It also provided that road improvement districts organized subsequent to the act could not issue bonds in excess of 50 per cent of the cost of the improvement.

Act 11, 1927 The theory of taxation for financing road development grew more progressive with the increased use of the motor vehicle, and the inequality of assessing adjacent real property for highway improvements for either a whole or a part of the cost of such improvements became more generally recognized. The equality of placing the burden of the tax on the user of the highway also became more evident. The increased use of the motor vehicle also created a demand for more and better roads, and for the rapid and comprehensive program desired it was apparent that current revenues must be supplemented by additional funds. The result of a thorough study of the proposition was the passing of Act No. 11 by the regular session of the 1927 Legislature, amending Act No. 5 of the special session of 1923. This act is popularly known as the Martineau Road Law, and was approved February 4, 1927. The act essentially provided for a rapid development of the state system as well as for relieving real property from assessments for such development.

Under the provisions of the Act the state assumed obligations, both as to principal and interest, of road improvement districts maturing on and after January 1, 1927. New construction was authorized in the amount of \$13,000,000 annually for a period of four years, and thereafter a sum at least equal to the aggregate amount allotted to road districts, funds for such construction being obtained through the issuance of state notes, and a parity system of road development adopted among the several counties. To aid in the development of county roads, the act further provided for an annual return to the counties in the approximate amount of \$1,500,000.

Act 240, 1927 The tax on motor oil as provided by Act 5 of 1923 proved both difficult and expensive to collect and Act 240, approved March 24, 1927, repealed such tax, but in order to obtain equivalent revenue the tax on motor vehicle fuel was raised from four cents to five cents per gallon.

Other Acts 1927 The 1927 Legislature enacted several other statutes pertinent to highway development, namely: Act 103, approved March 4, 1927, providing for the use of Arkansas materials in the construction and maintenance of state highways; Act 104, approved March 4, 1927, authorizing the construction and operation of toll bridges by the State Highway Commission, such bridges to become free bridges with the collection of sufficient tolls to pay the cost of construction; Act 116, approved March 5, 1927, authorizing the exercise of the State's right of eminent domain in the obtaining of land for right-of-ways, for securing building materials and for other purposes, also authorizing the State Highway Commission to purchase materials in quantities for use in the construction of state highways and provide for the use of same in the awarding of contracts; Act 181, approved March 22, 1927, requiring that surety bonds furnished by contractors for the faithful performance of their contract be made with a reputable bonding or surety company authorized to do business in the State of Arkansas, and through an agent residing in Arkansas; Act 184, approved March 22, 1927, providing for aid in the amount of 50 per cent of the cost of the improvement for permanent improvements on continuations of state highways within the corporate limits of cities of the first and second class; Act 223, approved March 23, 1927, providing for the regulation and operation of vehicles on state highways, for traffic signs and signals and defining the power of local authorities to enact or enforce ordinances, rules and regulations relating to state highway traffic; Act 348, approved March 26, 1927, conferring power on the State Highway Commis-

sion to make all necessary rules and regulations governing the traffic of pedestrians and vehicles on the state highways.

With over a year in operation under the provisions of Act No. 11, it became evident that the highway system could be developed at a rate faster than originally contemplated, and that a material increase could be made in the annual program without increasing the expenses of administration or unstablizing prices through augmenting the volume of construction. During the same period it became apparent that, while the program was generally popular and was being executed in conformity to public approval, the State Highway Commission was being embarrassed and handicapped in the execution of the work through the filing of suits by various individuals, attacking the validity of the Act. The question of construction of toll bridges by private corporations across major waterways also received considerable agitation through this same period.

Act 6, 1928 An extra session of the legislature convened in the fall of 1928 to consider these questions. The result was the enactment of Act No. 6, approved October 3, 1928, providing for an annual construction program of \$18,000,000 per year for the three-year period, 1928 to 1930, inclusive, in lieu of the \$13,000,000 program per year previously authorized.

Act 2, 1928 Act No. 2, approved October 3, 1928, provided that suits affecting the administration of the state highway laws should be brought only at the seat of government, in Pulaski county, and further provided that the plaintiff be required to execute a good and sufficient bond to the state and conditioned to pay all damages to the state if the suit proved not well founded.

Other Acts, 1928 Act No. 3, approved October 3, 1928, provided for an additional return to the counties for the fiscal year 1928 of \$565,000 for the improvement and repair of county roads; Act No. 4, Act No. 5, and Act No. 7, all approved October 3, 1928, provided, respectively, for converting bridges built by improvement districts into state toll bridges; the issuance of state toll bridge bonds to facilitate the building of toll bridges on state highways; and to prohibit the granting of franchises for privately owned bridges on state roads. Act 8, approved October 3, 1928, amended Act 184 of 1927 and provided for state participation to the extent of one-half the cost in the permanent improvement of the continuation of state highways through cities and towns.

Act 65, 1929 Prior to 1929 the operation and administration of the Highway Department was affected by several different laws, these laws having been enacted in different years as the need for changes developed. The two year period before 1929 had been one of much more rapid development of the State Highway System than any previous period and, naturally, the need for other changes in the highway laws became evident during this time. The regular session of the Legislature, convening in January, 1929, considered these problems and the result was the enactment of Act 65, approved February 28, 1929, which re-codified existing highway laws, separated the Highway Department from the department previously designated as the Department of State Lands, Highways and Improvements and created the State Highway Commission as a separate body. It provided for appointment of all members of the State Highway Commission by the Governor and required that all monies, from whatever source, accruing for use on the roads and bridges of the State Highway System, be placed in a common fund known as the State Highway Fund.

Act 205,
71,
1929

It was evident, during the preceding biennium, that land owners, in many cases, asked prices for lands required for state highway right-of-way that were far in excess of the real value of such lands. As a consequence many improvements were delayed while efforts were being made to secure right-of-ways at reasonable prices. Act 205, approved March 27, 1929, directed courts and juries acting on the condemnation of lands for state highway right-of-ways to consider that lands are required to be assessed at fifty per cent of their true value, also to consider the fact that owners of motor vehicles living miles from a state highway pay the same gasoline tax and motor vehicle license tax as those who are fortunate enough to own land adjoining a state highway, and directed that any court or jury considering claims for right-of-way damages should deduct from the value of any land taken for a right-of-way the benefits of said state highway to the remaining lands of the owner. Act 71, approved March 1, 1929, aided in lessening right-of-way difficulties by providing the manner for the exercise of the right of eminent domain by the State Highway Commission. Act 71 also authorized the State Highway Commission to acquire privately owned toll bridges, either by purchase or condemnation, also to fix and enforce the rate of tolls to be collected on any privately owned toll bridge located on any road embraced in the State Highway System.

Act 232,
1929

Since a large number of employees of the State Highway Commission in all sections of the State are continuously engaged in the performance of duties of a more or less hazardous nature, it was deemed expedient and just that they be protected by providing compensation for accidental injuries or death occurring in the performance of their duties as employees of the Commission. Accordingly, Act 232, approved March 27, 1929, was enacted, providing for the protection of employees of the State Highway Commission.

Act 299,
1929

The increase in motor vehicle traffic due to the improvement and development of the state highways had resulted in such a volume of traffic that it became necessary to provide for a more rigid enforcement of the statutes regulating traffic, the more rigid enforcement being necessary as a measure of safety for the protection of roads and bridges against the overloading of trucks and other vehicles. To provide for this more rigid enforcement, Act 299, approved March 30, 1929, created a State Road Patrol under the supervision of the State Highway Commission.

Act 368,
1929

The large volume of construction initiated during the preceding biennium showed that it was necessary for the State Highway Commission to control the final payments to contractors for work performed until it was fully determined that all bills incurred by the contractor, incident and contingent to the performance of the work, had been satisfied. Although the contractor furnished a surety bond of the same amount as the total of the contract award to insure the faithful performance of the work and to guarantee payment of all bills incurred in connection with such performance, several court decisions had ruled that payment for certain supplies and food stuffs, of rentals and other items could not be interpreted as being mandatory under the terms of the surety bond. In order to make the payment of all legitimate claims imperative, Act 368, approved April 3, 1929, was enacted, requiring a surety bond which would guarantee payment of legitimate claims for all items incident and contingent to the work. The form of bond used for contract projects was revised in ac-

cordance with the requirements of this act, and the contractor and his surety are required to execute an affidavit prior to final payment that all claims against the contractor have been satisfied. The act also provides that all suits to enforce claims on bonds shall be commenced within six months from the date of the final estimate to the contractor.

Act 18, 167, 1929 Act 18, approved February 13, 1929, provided that the amount returned to the counties for local highway development be increased to \$1,800,000 for each of the years 1929 and 1930, while Act 167, approved March 22, 1929, authorized the employment of certified public accountants to make a continuous audit of the books and records of the State Highway Commission.

Act 63, 28, 184, 1931 Act 63 which was approved February 25, 1931, amended Act 65 of 1929 by levying a tax of six cents per gallon on gasoline, with one-sixth of the net proceeds of this tax to be placed in the County Highway Fund for return to the several counties of the State, and by providing that 12½ per cent of the net proceeds from the sale and delivery of bonds or notes during 1931 or 1932, except the proceeds of bonds or notes sold to pay off short term notes, should be deposited in the County Highway Fund. This act also provided that should the revenue produced for the State Highway Fund under Act 65 of 1929 be less than \$7,500,000 for any one year, such deficit should be taken from the County Highway Fund for that year. Act 28, approved February 17, 1931, provided for a payment of \$1,500,000 to the counties from the State Highway Fund in 1931, also, for payment to the counties of ten per cent of the face value of the state highway obligations issued in 1931 and 1932. These sections of Act 28, however, were superseded and amended by Act 63 above, and by Act 184, approved March 25, 1931, which provided for a payment of \$1,875,000 to the Counties from the State Highway Fund in 1931.

Act 102, 132, 157, 237, 246, 1931 The Legislature of 1931 enacted several laws for the better regulation of traffic on the highways of the state, namely: Act 102, approved March 9, 1931, prohibiting any person convicted under the laws of Arkansas of the offense of driving a motor vehicle while in an intoxicated condition from driving any motor vehicle upon any street or public highway of the State for a period of one year following the date of conviction; Act 132, approved on March 20, 1931, requiring drivers of motor vehicles to stop at a distance of not less than ten feet from a school bus receiving or discharging school children and to remain stopped until the children have entered the bus or have alighted and reached the side of the highway; Act 157, approved March 20, 1931, prohibiting operators of transportation lines carrying passengers, freight, express or mail in vehicles over highways of the state from keeping drivers on duty more than twelve consecutive hours, and providing that at the expiration of twelve hours duty such drivers must have at least eight hours rest; Act 237, approved March 27, 1931, revising the schedule of license fees for trailers and semi-trailers; and Act 246, approved March 31, 1931, providing for and regulating the operation, in Arkansas, of motor vehicles licensed in other states, territories or districts of the United States or provinces of the Dominion of Canada.

Act 9, Statutes enacted by the Legislature of 1931 provide for the co-operation by the State Highway Department in the development of
31, aeronautics and in the construction and improvement of a system of
110, airports in the State. Act 9, approved February 11, 1931, created
1931 the Department of Aeronautics and made it the duty of the Highway Commission to use personnel and equipment, to such an extent as practical without material interference with the program of the Highway Department, in co-operating with existing public agencies in the construction and improvement of airports. This act levied a tax of five cents per gallon on aircraft motor fuel, the proceeds to be deposited to the credit of the State Highway Fund. Act 31, approved February 17, 1931, appropriated \$15,000 for each of the years 1931 and 1932 from the State Highway Fund for the Department of Aeronautics, but provided that the amount paid out under this appropriation should not exceed the amount collected under the provision of Act 9. Act 110, approved March 9, 1931, authorized the Highway Department, through the Board of Aeronautics, to purchase an airplane with photographic equipment for aerial reconnaissance surveys, flood relief and other aerial work.

Act 29, As noted previously, not all of the funds collected from automobile
78, license fees and gasoline taxes are appropriated for expenditures
107, on the state highway system. A considerable portion is returned
140, to the several counties through the County Highway Fund. Re-
163, funds of gasoline taxes paid by agricultural and industrial users
221, of gasoline each year amount to a very considerable sum. The
1931 1931 Legislature also showed a tendency to fix specific places and purposes for the expenditure of varying amounts from the State Highway Fund, some of the appropriations amounting to a diversion of highway funds to other purposes than road building, while others, although not constituting such a diversion, should logically have been paid by the state institution which benefitted by the construction directed. Act 29, approved February 17, 1931, appropriated \$250,000 from the State Highway Fund to cover unpaid claims for refunds of gasoline taxes, also \$300,000 for paying gasoline tax refund claims during 1931. Act 78, approved March 3, 1931, appropriated \$30,000 from the State Highway Fund to be paid to Road Improvement District No. 26 in Jefferson County, also \$1,233.45 each year for the payment of Improvement District taxes to this Road District on the 5,000 acres of land known as the Earl Wright Plantation and purchased by the State as a convict farm. Act 107, approved March 9, 1931, directed the Highway Commission to pave 1,016 feet of El Paso Avenue in the city of Russellville, extending across the grounds of Arkansas Polytechnic College, and appropriated \$5,000 from the State Highway Fund for this purpose. Act 140, approved March 20, 1931, authorized the Highway Commission to pave the south half of West Markham Street, along lands occupied by the State Hospital for Nervous Diseases, in Little Rock, and appropriated \$12,500 from the State Highway Fund for this purpose. Act 163, approved March 25, 1931, directed the Highway Commission to hard surface the road from the limits of the grounds of the State Vocational School at Huntsville to the main building of the school when the town of Huntsville paved State Highway No. 68 through the town, and appropriated \$5,000 for this purpose. Act 221, approved March 26, 1931, appropriated \$26,000 from the State Highway Fund for the purpose of advertising the advantages of Arkansas.

- Act 85,* The 1931 Legislature provided for additional state aid to street im-
248, improvement districts formed for the purpose of paving continuations
1931 of state highways through cities and towns. Act 85, approved March
3, 1931, aided those street improvement districts in incorporated
towns and cities of the first and second class that had paved continuations of
state highways through such towns and cities prior to June 9, 1927. This act pro-
vided that the State should pay fifty per cent of so much of the outstanding bonds
and interest of these districts as represented work done on the state highway con-
tinuations. Act 248, approved March 31, 1931, provided for payment by the
state of all the outstanding bonds and interest of those improvement districts in
incorporated towns and cities of the first and second class where the work of con-
struction was done subsequent to June 9, 1927, and where all or any of the streets
improved by the district constituted part or all of a continuation of a duly desig-
nated and established state highway passing through or into such towns and cities.
- Other Acts,* Act 166, approved March 25, 1931, created the State Highway Audit
1931 Commission, named the members thereof, and appropriated \$100,000
from the State Highway Fund for the purpose of the audit. Act
214, approved March 26, 1931, imposed a state license tax of four per cent of the
gross receipts on all privately owned toll bridges and ferries, payable quarterly,
where such gross receipts exceed \$100 per quarter.
- Act 4,* Act 4, approved October 27, 1931, of the special session of the Legis-
1931 lature convening in October, 1931, extended the authority of the
State Highway Audit Commission.
- Act 15,* It became evident that highway revenues were decreasing to such an
1932 extent that they soon would be insufficient to meet interest and ma-
turities of road improvement district bonds and, in order to avoid
placing taxes for payment of these bonds and interest on the lands of the several
improvement districts, a special session of the Legislature met in March, 1932, in
an effort to work out some plan whereby the reversion of taxes to the road dis-
trict lands might be avoided. One result of the special session was Act 15, ap-
proved April 14, 1932, which provided for refunding road improvement district
bonds at a uniform rate of interest; for impounding state highway revenues, as re-
ceived, in accordance with a designated priority schedule for payment of highway
debt obligations, expenses of the State Highway Audit Commission, operation of
the State Highway Department, maintenance of state highways, matching Fed-
eral Aid funds for highway construction; fixed the amount of bonds which there-
after might be issued in any one calendar year and provided for issuing short
term notes to contractors for work which they had performed but for which funds
were not available for payment. The act also limited the amount to be available
for the administration of the Highway Department to \$100,000 per year, and the
amount to be used for maintenance of state highways to \$1,000,000 per year.
- Act 7,* The special session also made additional appropriation for the State
8, Highway Audit Commission. Act 7, approved March 29, 1932, ap-
1932 propriated an additional \$100,000 from the State Highway Fund for
the State Highway Audit Commission, and Act 8, approved March
29, 1932, directed the State Treasurer to transfer funds received for the State
Highway Fund to the credit of the State Highway Audit Fund in a sufficient
amount to pay the expenses of the State Highway Audit Commission.

Act 3, Criticism of the administration of the affairs of the Highway Department, emanating from various sources, found its first concrete expression in the legislative action of the 1931 regular session which empowered an investigation of all transactions of the department for the period January 1, 1927, to the date of the act. The culmination of this action resulted in the passage of Act 3, approved January 27, 1933, allowing the reorganization of the Department by recalling the existing Highway Commission and creating a new Commission composed of the same number of members, appointive by the Governor and subject to confirmation by the Senate. The act also provided for the office of a Director of Highways, to be named by the Commission, for the purpose of actively administering and supervising the affairs of the Department.

Act 6, For the purpose of inducing the operation of motor vehicles with the object of obtaining greater revenue through the increased consumption of gasoline, Act 6, approved January 30, 1933, provided for a reduction in the fee previously required for the registration and licensing of automobiles in the amount of approximately fifty per cent. This act also provided for a further reduction in the fee of another fifty per cent when the car registered was four years old or more. Act 36, approved February 17, 1933, set the license fee for trucks of the smaller capacities at a substantially lower rate but correspondingly increased the fee for trucks carrying the heavier and maximum loads. Act 44, approved February 18, 1933, and Act 51, approved February 22, 1933, provided for revisions in fees for automobile dealers' registrations and for fees covering the registration and licensing of motorcycles.

Act 9, Certain duties previously enjoined upon the Highway Department were transferred to the Revenue Department through the provisions of Act 9, approved February 2, 1933. Such duties involved the supervision of the registration and licensing of motor vehicles and the operation of toll bridges, including the collecting of tolls and the appointment of toll collectors. Act 45, approved February 18, 1933, similarly transferred the highway patrol and the enforcement of traffic rules and regulations. Act 94, approved March 16, 1933, empowered the Commissioner of Revenue to collect motor vehicle registration fees.

Act 19, Although the legislature and the holders of outstanding Arkansas highway securities were not yet in accord as to methods of financing the maturities and interest of such obligations, both bodies recognized the importance of the state protecting the existing investment in the highway system through the proper maintenance of such investment. The result was Act 19, approved February 7, 1933, which set aside the sum of two million dollars annually of the first moneys accruing to the state highway fund for the maintenance of state highways and the administrative expense of the highway department. Act 48, approved February 22, 1933, was an attempt by the legislature to divert a part of the revenue formerly pledged to satisfy outstanding obligations to a special county fund for use of school bus and rural mail routes. The Federal Court later held this act to be unconstitutional on the ground that it impaired the obligation of an existing contract. Act 86, approved March 7, 1933, Act 92, approved March 16, 1933, and Act 93,

approved March 16, 1933, provided for appropriations for the biennium as well as limiting the salaries and number of employees of the Department.

Act 39, Act 39, approved February 18, 1933, provided for service of process
50, in civil suits giving Arkansas Courts jurisdiction over non-resident
115, automobile owners operating motor vehicles in this state, by declar-
1933 ing the Secretary of State the authorized agent of such non-resident
 for service of summons. Act 50, approved February 22, 1933, de-
 fined procedure and methods of filing suits against the Highway Commission in-
 cident to the administration of the highway department. It also provided for
 procedure in allowing claimants service in filing suits for damages against non-
 resident contractors. Act 115, approved March 18, 1933, facilitated the procuring
 of rights-of-way for state highways by providing that when the Highway Com-
 mission has filed a petition in any circuit court for the condemnation of right-of-
 way for highway purposes and service has matured that the circuit clerk shall at
 the request of the Attorney General certify the pendency of the suit to the Circuit
 Judge, who shall not sooner than five days thereafter convene the Circuit Court to
 hear said petition, and that the Circuit Judge shall hear and determine all ques-
 tions of law and of fact arising in such petitions.

Act 123, Act 123, approved March 18, 1933, authorized the State Highway
139, Commission to promulgate rules and regulations governing the use
165, of state highways and placed the power of enforcement with the De-
1933 partment of Revenues through the State Highway Patrol. The reg-
 ulation of privately owned ferries operating adjacent to and in com-
 petition with state owned toll bridges was authorized through Act 139, approved
 March 24, 1933. Any ferry operating within three miles of a toll bridge could be
 defined as being within the competing area. To prevent the disfiguring of land-
 scapes along the public highways Act 165, approved March 25, 1933, made it a
 misdemeanor to store wrecked or junked automobiles within 200 yards of a memo-
 rial highway unless proper effort was made to screen such material yard from view
 of the highway.

Act 167, The methods and procedure provided by Act 15 of the special ses-
1933 sion of 1932 for the refinancing of existing outstanding highway ob-
 ligations proved to be inadequate as well as failing to meet the ap-
 proval of the holders of such obligations. The question was again introduced in
 the regular session of 1933 with the result of Act 167, approved March 28, 1933,
 which refunded all outstanding highway obligations, including direct highway
 notes or bonds, toll bridge bonds, revenue bonds, road improvement district bonds,
 obligations of city paving districts for continuations of state highways and un-
 paid valid claims of the highway department for maintenance and construction
 activities. The act provided that the refunding bonds would be dated May 1,
 1933, would be payable in twenty-five years and would bear interest at the rate
 of three per cent per annum, the interest to be payable semi-annually.

Other Acts, Other miscellaneous acts affecting highway activities consisted of
1933 Act 20, approved February 8, 1933, which provided for the number
 of lights to be maintained on state owned toll bridges; Act 67, ap-
 proved March 2, 1933, which provided that no motor vehicle should be permitted
 to enter the state carrying a gasoline fuel supply in excess of twenty gallons on
 which the state tax had not been paid; Act 124, approved March 18, 1933, author-

ized the highway department to dispose of any surplus lands, real estate or other property obtained through right-of-way proceedings, settlement of contractor's claims or otherwise; Act 136, approved March 24, 1933, repealed all existing state legislation relative to the State Highway Commission participating in the development of aeronautics and provided for the disposal of aeronautic equipment in the possession of the department; for the purpose of following the findings of the highway audit commission and to defend suits brought to recover on a *quantum meruit* basis for work performed on contested contracts a further appropriation was made to the highway audit fund under the provisions of Act 141, approved March 24, 1933; Act 202, approved March 28, 1933, authorized an appropriation from the bond refunding fund for the repair and maintenance of state owned toll bridges.

Act 12,
18,
19,
24,
Special
Session
1933

Although the 1932 special session of the legislature and the 1933 regular session had considered the refinancing of outstanding highway obligations, the legislative action resulting had not been wholly satisfactory to all parties concerned and the State and its officers had been made subject to suits to prevent the refunding of obligations under the legislative acts in force. No funds had been authorized for the defense of such suits and the first extra session of the Forty-ninth General Assembly convened in August of 1933 made available an appropriation for this purpose through Act 12, approved August 24, 1933. Other acts pertinent to highway affairs enacted at this session consisted of Act 18, approved September 2, 1933, for the purpose of providing for the settlement and payment of claims against the Arkansas State Highway Commission for work, labor, materials, supplies, services, and for other purposes and Act 19, approved September 2, 1933, which authorized the continuance of the State Highway Audit Commission and provided for the issuance of short term notes in payment of highway claims.

Act 11,
Special
Session
1934

Continued dissatisfaction on the part of the bondholders with the terms accorded under existing methods of refinancing the outstanding highway indebtedness led to a call for a second special session of the 49th General Assembly which convened in January of 1934. Various differences were reconciled and compromises effected with the result of Act 11, approved February 12, 1934.

This act again made highway maintenance the first charge against all revenues received and increased such fund to a maximum of twenty-five per cent of the total amount credited to the highway fund during any fiscal year with the further provision that the sum so credited should not be less than two million dollars annually. The outstanding obligations were classified and interest rates and maturities for each classification defined. The tax on gasoline was raised from six cents to six and one-half cents per gallon and provision made for returning 7.7 per cent of the revenue so obtained to the various counties for the improvement of county roads. A schedule of fees for the registration and licensing of motor vehicles was promulgated and provision made for prorating such charges for licenses issued during the last half and last quarter of the calendar year. The act further covenants that the rate of gasoline tax and schedule of registration and licensing fees for motor vehicles as set forth shall not be reduced until all existing highway obligations of the state are discharged.

Other Acts, Act 5, approved January 17, 1934, provided that filling station operators in Arkansas located within 300 feet of the state line could sell gasoline at the price charged in the adjoining state.
1934

Act 82, Some confusion had arisen over the degree of liability of Surety Companies who issued bonds required for the construction of public works. In order to clear this confusion and furnish ample protection to claimants, Act 82, approved February 26, 1935, amended Act 368 of the Acts of 1929, to provide that all bonds required for the construction of highways or any other public works shall be lienable for all claims for labor, material, machinery and all other supplies or things used in the course of construction of said highways or public works, and also for bond premiums and insurance premiums; that all bonds therein referred to are required to be made by surety companies which are authorized to do business in the State of Arkansas.
1935

Act 87, Conditions developed which made it difficult for certain municipal improvement districts to refund their outstanding bonds as provided in Act No. 11, Acts of 1934. In order to aid those districts that had lost certificates or that were unable to recover certificates of indebtedness that had been deposited with trustee, Act 87, approved March 2, 1935, provided for the nullification of such certificates and authorized the Refunding Board to issue to such improvement districts the refunding obligations to which they were entitled. Act 166, approved March 21, 1935, provides for the sale or exchange of refunding bonds for district bonds, for the aid of the Refunding Board in refunding district obligations, and provided that a district could not be required to deliver its refunding obligations to a trustee or other agent of bondholders without the unanimous consent of the Commissioners of the district.
166,
1935

Act 115, Most corporations provide some form of compensation insurance for employees injured in the course of duty, and it was recognized that employees of the Highway Department are entitled to such protection. To accomplish this, Act 115, approved March 19, 1935, provides that Act No. 232, Acts of 1929, the same being "An Act for the protection of the State Highway Employees," be repealed and that any money remaining unexpended in the funds provided for in said Act No. 232 shall be segregated and held for distribution among those having legitimate claims upon said funds. That the Governor, State Comptroller and the Director of Highways shall constitute a board for the purpose of ascertaining the best method of providing just compensation for employees of the State Highway Commission who may be injured without fault of theirs, in line of duty; that when said Board shall have determined the most feasible method of providing protection and agreed upon a form of contract with some reliable surety or insurance company, it shall certify its selection to the State Highway Commission, which shall thereupon execute such contracts, and shall draw vouchers in payment of the premiums thereon against the appropriation made therefor; that after the procurement of said insurance, any employees of the State Highway Commission who shall sustain any injury shall have the right to bring suit against the insuring Company as though said policy had been issued direct to said employee, and that no such suit shall lie against the Highway Commission or the State of Arkansas.
1935

Act 147,
190,
1935, To meet the demands of owners of filling stations in cities adjacent to state boundaries, Act No. 147, approved March 20, 1935, provided that motor vehicle fuels sold in a city bordering a state line should be taxed at the same rate as that provided in the adjacent state, and Act No. 190, approved March 26, 1935, made the same provision for fuel sold within 300 feet of the Arkansas terminal of a bridge spanning a river, the main channel of which is a state line, but excepting in both laws, cases where the Mississippi River is the state line.

Act 155,
1935 Act 155, approved March 20, 1935, amends Section 4009 of Crawford & Moses's Digest, providing for the condemnation of land by a Municipal Corporation, and provides that water pipe lines may be constructed and maintained along and under the public highways, or across and under lands and waters of the State, provided the ordinary use of such highways and such waters be not obstructed thereby.

Act 172,
1935 Act 172, approved March 21, 1935, provides that the provisions of Section 43 of Act 223 of 1927, requiring that every motor vehicle operated upon a highway shall be equipped with brakes, shall not be construed to apply to trailers, and that the Highway Commission may not make rules and regulations requiring trailers to be equipped with brakes nor require that trucks using trailers shall be operated at a speed of less than twenty-five miles per hour.

Act 183,
1935 Act 183, approved March 22, 1935, provides that motor vehicles and trailers in the course of delivery from a manufacturer to a dealer, or from one dealer to another, shall display on the rear an "In Transit" placard, issued by the Commissioner of Revenues, for a fee of \$1.50; that said placard shall permit operation of motor vehicles on the highways for a period not exceeding 48 hours and shall be good for one trip only; that the revenue arising therefrom shall be placed in the State Treasury in the same manner and to the same fund as other motor vehicle license taxes.

Act 227,
1935 A large number of claims were outstanding against the State that could not be paid under existing laws without recourse to court action, and in response to the demands of the holders of these claims, Act 227, approved March 27, 1935, created a Special Claims Commission composed of the Comptroller, Auditor, Commissioner of Revenues, Director of Highways and Attorney General; provided for the examination, auditing and allowance of the claims, and made appropriations for payment of same.

Act 318,
328,
1935 A general feeling throughout the State that all sections were not equally represented on the Highway Commission and a demand that available funds should be distributed so as to improve some roads in every section, rather than complete the important through highways, resulted in the passage of Act 318, approved March 30, 1935, and Act 328, approved April 4, 1935. Act 318 amended Section 1 of Act No. 3 of 1933 to provide a State Highway Commission of seven members, one from each Congressional District, to be appointed by the Governor, by and with the advice and consent of the Senate for a term of office coincident with that of the Governor. It also made necessary provisions for the organization of the Commission and fixed the compensation and duties of such members. Act 328 also amended Section 1 of

Act No. 3 of 1933, repeated the provisions of Act 318 and added a provision requiring the Commission to prepare a plan for the equitable distribution of future construction funds so that all counties would share proportionately. It further amended Section 2 of said Act No. 3 to provide that the Governor appoint a Director of Highways who would be the chief executive officer of the State Highway Department and, subject to the approval of the Governor, would have direct and full control and management of the affairs relating to the State Highways, subject only to the powers delegated to the Commission. The act also redivided the state into ten maintenance districts and named the district headquarters and counties to be incorporated into each district. Section 6 of Act No. 3 of 1933 was also amended providing that all the duties and powers heretofore imposed on the Chairman of the Commission were to be vested in the Director.

Other Acts, Other miscellaneous acts affecting the Highway Department or uses
1935 of highways were: Act 7, approved February 1, 1935, which authorized the Treasurer of State to accept payment of taxes or fees going into or credited to the State Highway Fund; Act 39, approved February 16, prohibiting the crossing of toll bridges without payment of tolls; Act 68, approved February 20, exempting carriers of United States Mail from payment of toll on state-owned toll bridges, while engaged in performance of official duties; Act 61, approved February 20, 1935, and Act 179, approved March 21, 1935, which regulates the liability of owners or operators of automotive vehicles to guests riding therein, providing, however, that said act shall not apply to public carriers; Act 120, approved March 19, created a State Police Department to be known as "Arkansas State Rangers," whose duties include the enforcement of the motor vehicle laws, traffic laws and other state laws relating to the State Highway system of the State; Act 159, approved March 20, 1935, prohibits the wanton and willful destruction of holly, dogwood, pines and cedar, and other native Southern growth, and the cutting or destruction of such growth within a distance of fifty yards of either side of the highways except by the owners of the land upon which said growth is found, or upon the consent of such owners; Act 199, approved March 27, 1935, provides that the walls and other property of the old State Penitentiary in Little Rock, Arkansas, which were abandoned under the authority of Section 34 of Act 30, Acts of 1934, shall be transferred to the Arkansas State Highway Commission, and may be used for the purpose of erecting and equipping shops; and that the Penal Board shall be reimbursed for said property in the sum of \$25,000, which sum shall be appropriated out of the Maintenance Fund of the State Highway Commission.

ACTIVITIES OF STATE HIGHWAY COMMISSION

Status The status of the Arkansas State Highway System as of November 1, 1936, is reflected by the following resume. Tables and charts elsewhere in this report present full details relative to the distribution of the improvements on the state highway system by types, routes, counties and maintenance districts.

STATUS OF ARKANSAS STATE HIGHWAY SYSTEM MILEAGE BY TYPES November 1, 1936

TYPE	Miles Complete	Miles Under Construction Or Commitment	Total
Concrete Pavement	1,083.60	7.15	1,090.75
Asphaltic Pavement	579.55	.....	579.55
Bituminous Surfacing	516.09	33.91	550.00
Gravel	5,386.81	22.59	5,409.40
Graded	731.64	7.40	739.04
Unimproved	557.56	.....	557.56
Through Towns and Cities over 2,500 Population (Unclassified)	180.39	1.11	181.50
Total	9,035.64	72.16	9,107.80
Highway Railroad Grade Separation Structures.....			58
Existing Highway Railroad Grade Crossings outside of Municipalities ...			339

Organization and Administration The executive and administrative control of highway activities is vested in a State Highway Commission of seven members and a Director of Highways. This control is limited to construction and maintenance activities; the supervision of the highway patrol, the enforcement of traffic rules and regulations, the collection of the gasoline tax and automobile registration fees and the operation of state-owned toll bridges being delegated to other authority.

General administrative control in all phases is extended through the central office, pre-construction and construction activities directly with the job and maintenance activities through the district, the state being formed into ten, each a self contained unit with a headquarters office and shop. The district is administered through a District Maintenance Supervisor with responsibility limited to maintenance requirements. Surveys are initiated and supervised directly from the central office, plans prepared in the central office and construction contact made from the central office through the residency.

Maintenance Activities The detail of maintenance operations during the biennium is shown elsewhere in the report. In general, this phase of the Department's activities has been of considerable magnitude and of a diversified character ranging from routine operations to highly specialized work. With greater traffic and consequent greater returns from automobile registration fees

and the gasoline tax, funds for maintenance purposes have increased annually, but not in a degree commensurate with the greater demands required through the increased density of traffic, the increased speed of travel, the increased tonnage or weight of traffic and the requisite of increased luxury of travel.

While normal requirements can be satisfied with the amounts made available during the past biennium and which may be anticipated during the subsequent period under the provisions of the statutes in force, it is not considered that such amounts were or will be sufficiently large to care for the replacements necessary from year to year in the matter of surfacing and structures, as a cumulative deterioration is evident that only an adequate financing of maintenance operations over a period of years can obviate. A large mileage of roadway and bridge structure made obsolete by the rapid advance of present day automotive design is largely contributory to increased maintenance charges, particularly owing to the excessively heavy loadings rapidly becoming predominant and the seeming inability to impose restricting regulations. The mileage of gravel surfaced routings is also productive of excessive maintenance expenditures when reproduction charges are evaluated and the urge toward dustless types of surfacing for reason of both safety and comfort is again a primary factor in determining justifiable expenditure. These considerations, together with the magnitude of mileage embraced in the state system, require a maintenance budget considerably in excess of the amount that has been provided in the past if results are to be secured that will prove satisfactory to present day demands.

Construction Activities Construction improvements during the past biennium were financed wholly with federal funds authorized for relief purposes except for a small appropriation of state money for administering the federal allocation. The various federal acts making the funds available, owing to their nature and purpose and concerned primarily with reemployment, carried many restrictions relative to the distribution of benefits making it impossible to govern the allocation within the state to the best advantage. In general, improvements were well distributed and concentrated to the extent possible on trunk line routings. Work projected, under construction or completed during the biennium is shown by the following tabulation:

	ON STATE HIGHWAY SYSTEM				
	1932-1933 Program	1933-1934 Program	1934-1935 Program	1935-1936 Program	1936-1937 Program
Portland Cement Concrete Pavement, miles	94	80	46	20	52
Asphaltic Pavements, High Type, miles.....	.....	6	35	.....	.....
Asphaltic Surfacing, Medium Type, miles.....	145	43	4	125	11
Base Courses for Asphaltic Types, miles	169	53	26	115	11
Gravel Surfacing, miles	13	258	107	100	.....
Graded and Drained, miles.....	76	326	114	166	21
Bridge Structures, all types, lineal feet	11916	26129	4377	12347	2000
Railroad Grade Crossings, eliminated by relocation.....	6	24	6	18	.....
Railroad Grade Crossings, eliminated by structures.....	.....	5	1	23	.....
Railroad Grade Crossing Signal Protection Devices .....	.....	.....	1	25	.....

NOT ON STATE HIGHWAY SYSTEM

	1932-1933	1933-1934	1934-1935	1935-1936	1936-1937
	Program	Program	Program	Program	Program
Portland Cement Concrete Pavement, miles				1	
Asphaltic Pavements, High Type, miles				1	
Asphaltic Surfacing, Medium Type, miles				2	
Base Courses for Asphaltic Types, miles				2	
Gravel Surfacing, miles.....		13	32	167	
Graded and Drained, miles.....		13	32	171	
Bridge Structures, all types, lineal feet			362	5141	
Railroad Grade Crossings, eliminated by relocation				2	
Railroad Grade Crossings, eliminated by structures.....				4	
Railroad Grade Crossing Signal Protection Devices				4	

Financing During the past biennium as well as the preceding one the state has been without funds for construction purposes owing to revenues accruing being entirely committed to debt service and highway administration and maintenance requirements. Obligations in the approximate amount of \$154,000,000 were outstanding July 1, 1936, with annual interest requirements approaching \$5,000,000. With a possible net earned revenue accruing to the Highway Fund in the amount of \$11,200,000 annually during the next biennium of which 25% or \$2,800,000 would be appropriated to the Highway Department for administration and maintenance by the terms of the present refunding act, a balance of \$8,400,000 would obtain for debt service requirements, \$5,000,000 for interest and \$3,400,000 for retirements. If this average is maintained the outstanding indebtedness can be retired in thirty to thirty-five years, as the interest service would decrease yearly with a consequent greater retirement of principal. If a certain portion of the existing indebtedness can be refunded affording an average reduction in interest rate of 1% an additional savings of \$800,000 in annual interest charges can be perfected on that portion of the indebtedness which it may be possible to refund. These figures are cited as illustrative of the problem, a lesser net earned revenue, which is quite probable, providing of course a lesser sum for the services mentioned. Estimates of net earned revenue accruing to the Highway Fund are also dependent on the assumption that no revision in the unit rate or source of revenue or in the disposition of such revenue will occur, the fund now being derived from receipts of the gasoline tax in 92.3% of their amount and toll bridge fees and automobile registration fees in 100% of their amount, all less collection charges.

To provide for the proper development of the state highway system the appropriation for administrative and maintenance purposes should be increased and a construction fund provided. On the basis of the figures previously quoted, the appropriation for administration and maintenance could be increased from 25% to 30% of the net revenue accruing to the Highway Fund without impairing debt service requirements or retarding the retirement of maturities to any appreciable degree. No recommendations are offered for the needed construction revenue inasmuch as it is considered that an increase in automobile registration fees or in the gasoline tax is unwarranted at this time and that the present amount of outstanding obligations makes it imperative that this burden of debt suffer no further expansion and that it is equally imperative that a substantial portion of the total be retired annually rather than that such retirement be deferred indefinitely.

In view of the above, attention is directed to the fact that federal funds for construction purposes in the approximate amount of \$2,250,000 will be available to the state July 1, 1937, and a similar amount July 1, 1938, providing state funds for matching the federal allocation are provided. Unless the federal allocation is matched wholly or in part with state funds either all or a portion of such allocation will revert, if the Congress to convene enacts no amendatory provisions.

Serious consideration should be given to the problem as the benefits accruing to the state through construction expenditures result not only in betterments to the highway system but in increased employment with its consequent returns to the various communities in which the employment occurs as well as to the many industries in the state engaged in the manufacture and distribution of materials, equipment and supplies.

Traffic Survey During the past biennium a comprehensive study of the traffic flow on the state highway system was initiated and completed. The information made available is of considerable importance in determining the proper placing of maintenance and construction funds for the further development of the highway system and in addition is of inestimable value to industries, municipalities and other agencies interested in highways as arteries of transportation. The complete returns of this survey are filed in a separate report and only a few pertinent findings will be stated.

The survey disclosed that an average of 3,000,000 vehicle miles are generated daily upon the state highway system through the movement of about 308,000 vehicles of which 18.7% are out of state cars. It was further disclosed that truck traffic amounted to 19.2% of the whole with only 8.7% of such number in excess of 2-ton capacity. The survey indicates the annual foreign traffic entering the state amounts to 1,492,000 cars with an average personnel per party of 2.48 and an average stay in the state of 4.6 days.

Highway Planning Survey Information and data relative to the highways included in the state system are rather definitely established but little information is available as to the greater mileage of highways not included. Not only the status of improvement or physical condition or type or situs is relatively obscure, but the actual mileage as well to the extent that no authority is cognizant of the aggregate.

Realizing the importance of the question the Highway Commission entered into a cooperative agreement with the Bureau of Public Roads in February of 1936 for a comprehensive study of the public road mileage of the state for the purpose of providing data that can be used by the State Legislature, by state and county officials, by citizens' committees and by others in planning highway developments that will fairly and equitably meet the demand for improved roads throughout the state.

The planning survey includes three parts, a Road Inventory, a Traffic Survey, and a Financial Survey. The road inventory comprises a survey of existing public road mileage by means of automobile speedometer and compass. From the information thus obtained, state and county transportation maps will be developed with all essential details. The traffic survey will carry the similar survey made on the highway system during the 1934-1935 period to date and expand it to in-

clude all public road mileage of the state. The financial survey will indicate the various taxes that are now levied for road purposes, the source of levy and the yield, the distribution of the levy and the benefits received as well as the proportionate relation of the rural resident to the urban dweller in the division of the tax dollar.

It is estimated the entire survey will require approximately eighteen months to complete and entail an expenditure of one hundred sixty-four thousand dollars.

Laboratory Buildings Prior to 1935 the making of physical tests and chemical analyses on materials entering into the construction and maintenance of the highway system was performed through commercial channels. This service was not adjudged as satisfactory as might be obtained through the use of state personnel in a state equipped laboratory and in the latter part of 1934 the construction of a fireproof building for this purpose was started with the building being made ready for occupancy February 1, 1935. Since that date to June 30, 1936, the laboratory has performed approximately 8,200 tests of various kinds of a wide range of materials including cements, paints, asphalts and steels. The facilities offered by the laboratory also allow a convenient and satisfactory means of investigation of possible performance that would not be available under other conditions.

Shop Buildings During the biennium the department provided for better servicing of equipment through the establishment of permanent quarters for the central shop with increased facilities. Similarly, permanent type office and shop buildings with adjacent yard areas were established in three of the maintenance districts and satisfactory quarters acquired in two. Substantial betterments of this nature largely reflect the increased tendency to regard the highway unit of service as a fixed and necessary appurtenance requisite to the functioning of the entire organization to the best advantage.

Highway Safety Increased traffic with highspeed motor cars has complicated the task of highway building. The rapid increase in the number of traffic fatalities has focused public opinion upon this problem with the result that there is improved cooperation upon the part of individuals and organizations with the State Highway Commission in bringing about safety on streets and highways. Safety has been a basic principle in the design of highways for a number of years. A department of safety has been set up to cooperate with the public in studying the problem and to disseminate information, and to promote safety among the employees of the Department. Accurate accident records are now being maintained, and studies of these will help materially in determining locations of high accident frequency. The approach to the building and maintenance of safe highways adequate for modern traffic is through accident records. Hazards can thus be foreseen and eliminated in the original design and construction of the highway. The demands for this service are such that increased attention should be given to it during the next biennium.

TABLE NO. 1
STATUS OF REFUNDED HIGHWAY INDEBTEDNESS, WITH REDUCTIONS BY
PURCHASE OF TENDERS
July 1, 1936

Class of Obligations Refunded	Bonded Obligation Under Refunding Act, Jan. 1, 1934	Par Value of Tenders Purchased	Purchase Price of Tenders	Par Value Outstanding July 1, 1936
Direct Highway Obligations "A" Bonds	\$ 84,000,000.00	\$ 1,167,000.00	\$ 954,175.07	\$ 82,833,000.00
Direct Highway Obligations "B" Bonds for Interest in Default.....	4,470,580.00	22,985.19	11,156.37	4,447,594.81
Direct Highway Obligation "B" Bonds for Interest Differential *	4,685,470.00	47,200.38	.....	4,638,269.62
Toll Bridge Obligations "A" Bonds	7,220,000.00	648,000.00	529,824.72	6,572,000.00
Toll Bridge Obligations "B" Bonds for In- terest in Default	453,835.20	5,414.40	2,628.00	448,420.80
Toll Bridge Obligations "B" Bonds for In- terest Differential *	464,337.80	28,744.42	.....	435,593.38
DeValls Bluff Toll Bridge Bonds.....	421,936.20	1,945.20	1,282.71	419,991.00
Road Improvement District Obligations "A" Bonds Assumed	48,494,575.00	3,973,700.00	2,902,930.37	44,520,875.00
Road Improvement District Obligations "B" Bonds Assumed	4,370,371.97	1,323,822.15	646,590.74	3,046,549.82
Certificates of Indebtedness for City aid Paving	6,147,202.21	228,360.92	186,006.68	5,918,841.29
Funding Notes Due Contractors	600,084.40	155,518.43	136,730.77	444,565.97
TOTAL	\$161,328,392.78	\$ 7,602,691.09	\$ 5,371,325.43	\$153,725,701.69

* Note: "B" Bonds for Interest Differential are issued from coupons which mature each six months until March 31, 1939, for the purpose of paying so much of the interest upon the State Highway Refunding Bonds as shall not be payable in cash. The amount indicated is the total obligation of the State if bonds are issued on schedule for the coupons outstanding July 1, 1936. Reductions indicated result from cancellation of these coupons as "A" Bonds are purchased. Their value is included in the price paid for "A" Bonds.

The potential interest on the above obligations from July 1, 1936, to maturity amounts to \$142,977,474.71, making the total liability for principal and interest \$296,703,176.40. Direct Highway and Toll Bridge Bonds were refunded under a schedule which postponed part of the interest at the original rates by the issuance of obligations designated as "B" Bonds for Interest Differential," maturing in 1953. Under this schedule the rate is 3½% to April 1, 1938, and 4% to April 1, 1939, when the original rates, ranging from 4¼% to 5% are resumed. All Class "B" Bonds bear 3½% interest except Road Improvement District "B" Bonds, which are non-interest bearing. DeValls Bluff Toll Bridge Bonds, Road Improvement District "A" Bonds, Certificates of Indebtedness for City Aid Paving, and Funding Notes Due Contractors are all at 3%.

The total interest liability will of course be reduced somewhat as bonds are retired before maturity. Approximately \$2,000,000 per annum will be available for purchase of bonds before maturity, in addition to the fixed requirements which will average approximately \$6,000,000.00 per year, if present revenues continue. It is noted that the total maturities of interest and principal in 1944 are in excess of \$12,000,000.00; in 1949 they exceed \$54,000,000.00 and in 1953, over \$16,000,000.00. Purchase of tenders before maturity will help retire these amounts and will reduce the interest liability by approximately \$100,000.00 per year, plus such savings as are made in the par value of the bonds thus retired. The net saving in par value for the period indicated is \$2,231,365.66.

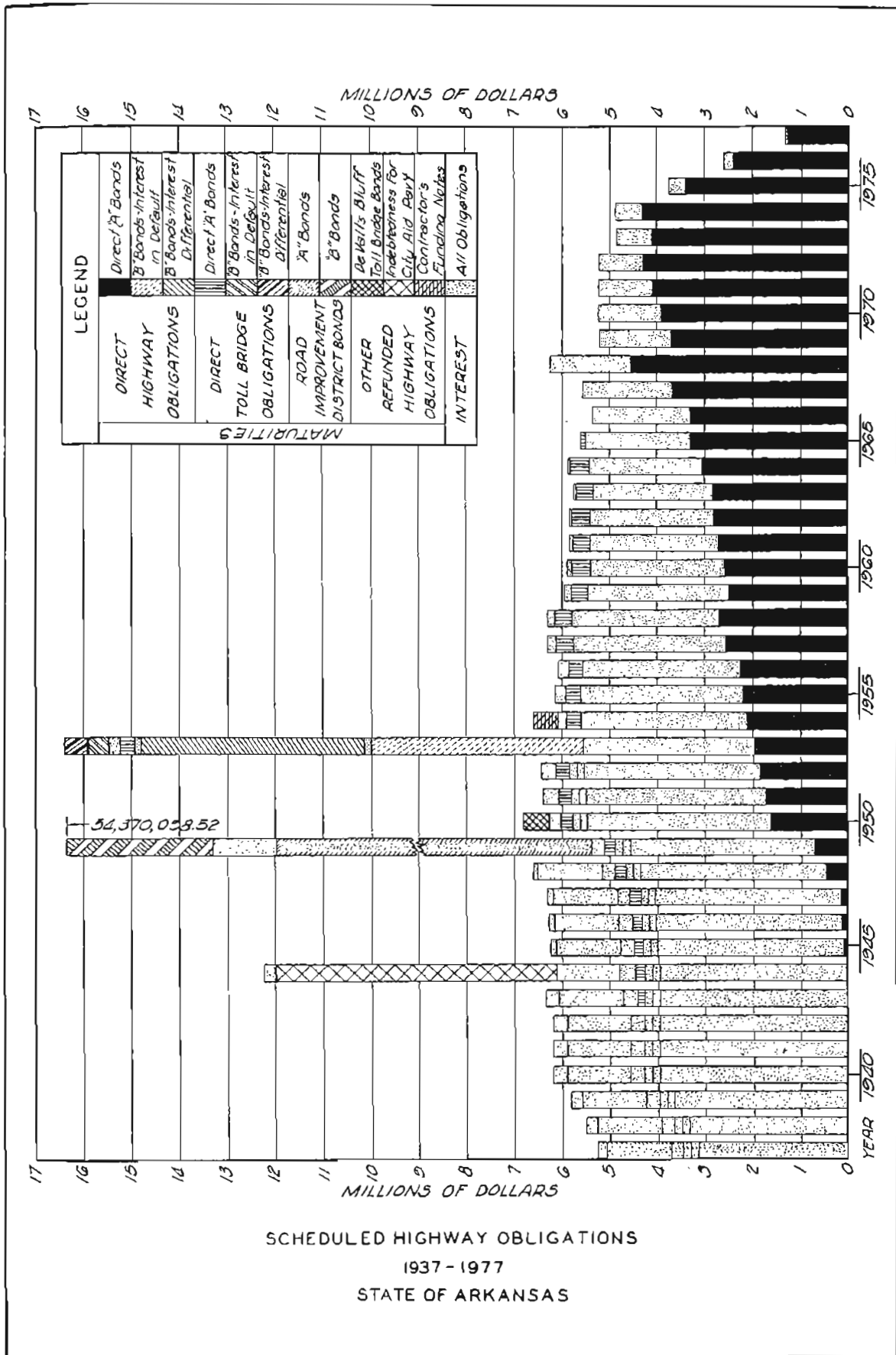
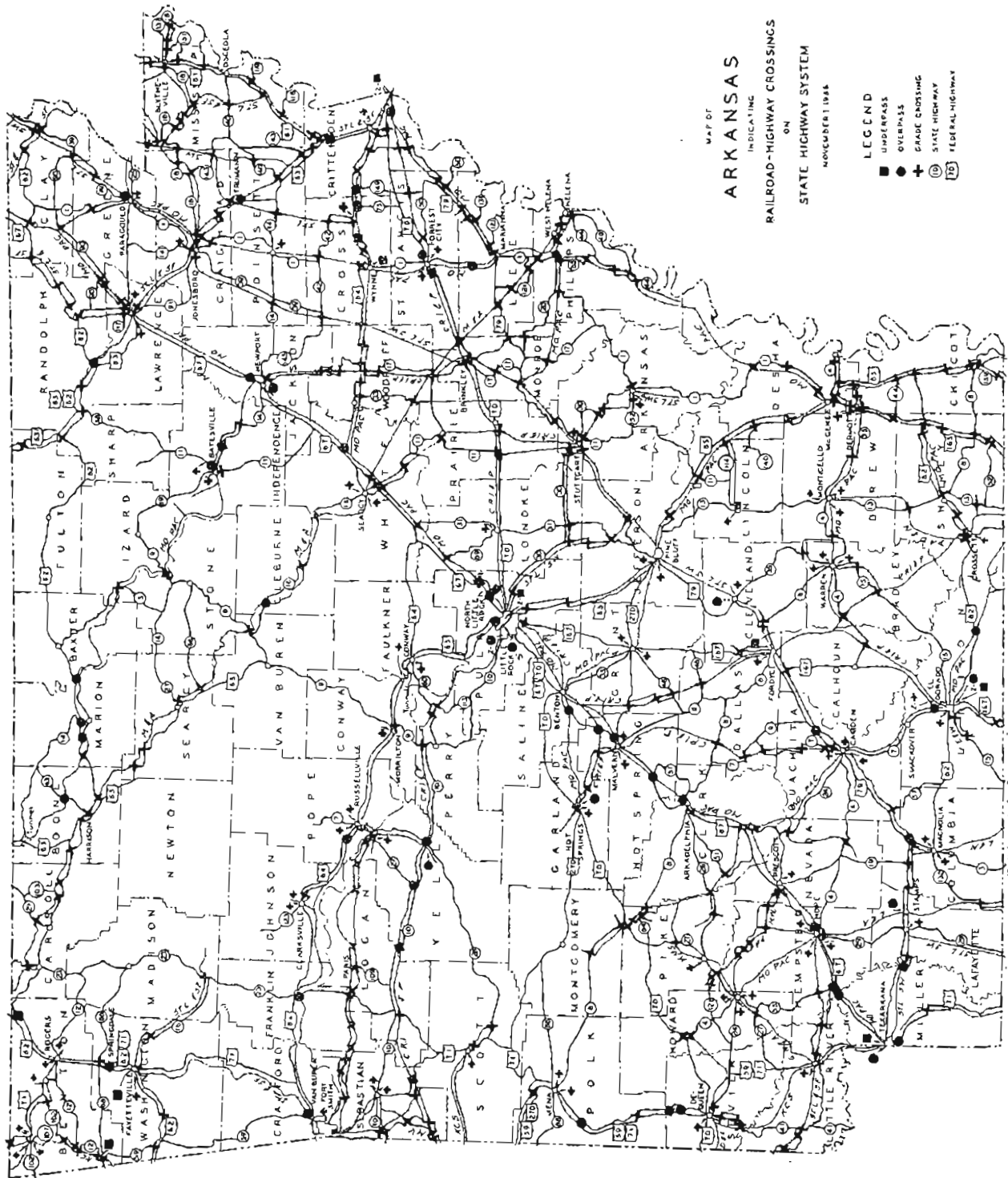
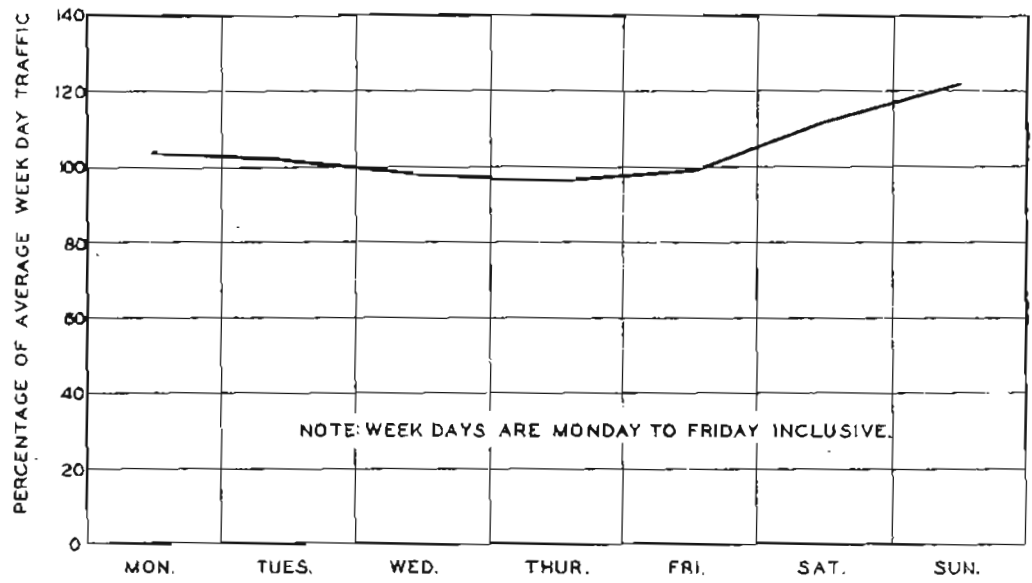


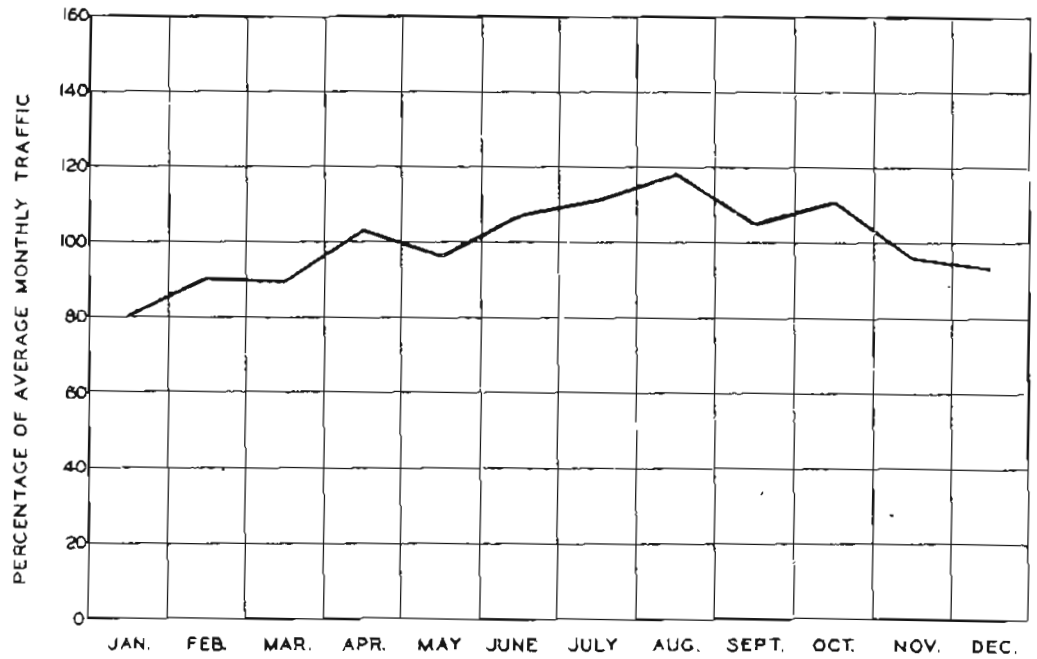
PLATE No. 3



Map showing location of railroad and highway grade separation structures and remaining grade crossings on state highway system



DAILY VARIATIONS IN TRAFFIC IN PERCENTAGE OF AVERAGE WEEK DAY



SEASONAL VARIATIONS IN TRAFFIC FOR ALL VEHICLES

FEDERAL AID

The Federal Aid system of highways in the State of Arkansas as designated by the State Highway Commission and approved by the Secretary of the United States Department of Agriculture embraces 5,029 miles. In accordance with the requirements of the Federal Highway Act of 1921, this system is divided into two classes: primary or interstate highways, and secondary highways. The primary system embraces trunk line roads and the secondary system provides for a correlated network of connecting roads. The object of this division or classification is the formation of a system of highways national in scope, composed of the primary systems of each state, thus providing continuous routes interstate in character. The principal requirement governing the selection of the secondary system is that it coordinate with and serve the primary system.

The Federal Aid system in each state is limited to seven per cent of the total public road mileage of that state as shown by the records of its State Highway Commission. Of the mileage represented by this seven per cent, not more than three-sevenths may be designated as primary highways. However, if any of the routes selected and approved to comprise the Federal Aid system pass through national forests or other Federal Reservations, then the system may be enlarged over and above the stipulated seven per cent, in an amount equivalent to that mileage which lies wholly within the boundaries of national forests or other Federal Reservations, which in the State of Arkansas amounts to approximately 175 miles.

Emergency Advance Loan On December 20, 1930, an Act of Congress (Public No. 550—71st Congress, H. R. 14804) apportioned \$80,000,000.00 as an emergency advance loan to the several states to be used by them in lieu of an equal amount of State Funds to match the regular Federal Aid funds. Arkansas' apportionment of this appropriation amounted to \$1,388,157.00. The Act provided that each State reimburse the Federal Government for the amount received, such reimbursement to be made from future Federal Aid authorization over a period of five years, beginning with the fiscal year, 1933. The deduction in the amount of \$277,631.40 was made from the State's apportionment of regular Federal Aid for the fiscal year, 1933. Subsequent Federal legislation waived the requirement of reimbursement and no deductions were made from subsequent apportionments of Federal funds.

On July 2, 1932, an Act of Congress (Public No. 302—72nd Congress—H. R. 9642) appropriated \$120,000,000.00 for the same purpose as the emergency appropriation of December 20, 1930. Arkansas's share of the 1932 appropriation amounted to \$2,101,182.00. The Act provides that the amount advanced to each State shall be reimbursed to the Federal Government over a period of ten years, commencing with the fiscal year, 1938. It is a requirement that these funds be used to match unobligated balances of regular Federal Aid funds.

On June 16, 1933, an Act of Congress (Public No. 67—73rd Congress, H. R. 5755) known as the National Industrial Recovery Act, appropriated \$400,000,000.00 for highway construction. Arkansas' apportionment of this appropriation was \$6,748,335.00.

On June 18, 1934, an Act of Congress (Public No. 393—73rd Congress, H. R. 8781) appropriated \$200,000,000.00 for highway construction under practically the same provisions as the National Industrial Recovery Act. Arkansas' apportionment of this appropriation was \$3,428,049.00.

On April 8, 1935, an Act of Congress (Public Resolution No. 11—74th Congress, H. J. Res. 117) known as the Emergency Relief Appropriation Act of 1935, appropriated \$800,000,000.00 for highway construction and grade crossing elimination under practically the same provisions as the National Industrial Recovery Act. Arkansas' apportionment of this appropriation was \$3,352,061.00 for highway construction and \$3,574,060.00 for grade crossing elimination.

On April 16 1936, an Act of Congress (Public No. 686—74th Congress, H. R. 11687) appropriated Regular Federal Aid for the fiscal years 1938 and 1939. This act included a section which provides for the use of the Regular Federal Aid apportioned for the fiscal years 1936 and 1937 without being matched with State funds, providing that the proceeds of all special taxes on motor-vehicle transportation are applied to highway purposes other than construction.

Following is a statement showing the apportionment of regular Federal Aid and grants to the State of Arkansas, for each fiscal year from the inception of the Federal Aid Act to and including the fiscal year 1937.

REGULAR FEDERAL AID

1917	\$ 82,689.10
1918	165,378.20
1919	1,090,247.99
1920	1,596,436.09
1921	1,685,178.09
1922	1,254,142.20
1923	836,094.80
1924	1,093,376.46
1925	1,258,857.07
1926	1,275,497.00
1927	1,267,907.00
1928	1,277,896.00
1929	1,281,785.00
1930	1,284,382.00
1931	2,160,975.00
1932	2,174,786.00
1933	1,846,477.60
1936	2,142,723.00
1937	2,133,206.00
TOTAL (Regular Fed. Aid Apportionments)	\$25,908,034.60

GRANTS

1931	\$ 1,388,157.00
1933	2,101,182.00
1934 (N. I. R. Act, approved June 16, 1933)	6,748,335.00
1935 (Hayden-Cartwright Act, approved June 18, 1934)	3,428,049.00
1936 (Emergency Relief Appropriation Act, approved April 8, 1935)	6,926,121.00
TOTAL (Grants)	\$20,591,844.00
GRAND TOTAL	\$46,499,878.60

No regular Federal Aid appropriations were made for the fiscal years 1934-35. Regular Federal Aid funds must be matched with State funds unless otherwise provided by law.

NATIONAL FOREST ROADS AND TRAILS

Two National forest reserves, the Ozark and the Ouachita, are located in the State of Arkansas. These reserves are administered through the Forest Service of the United States Department of Agriculture. Headquarters of the supervisor for the Ozark reserves are located at Russellville, and at Hot Springs for the Ouachita reserves.

Classification of Forest Roads and Trails The highways serving national forests are, for administrative and other purposes, divided into two groups; namely, Forest Highways and Forest Development Roads. The latter group includes roads of comparatively narrow width, commonly known as trails.

Forest Highways Forest Highways are subdivided as follows:

- Class 1. Any Forest Road in the Federal Highway System, either wholly within, or, when so designated by the Forester and Chief of Bureau of Public Roads, partly without and adjacent to the National Forests.
- Class 2. Any Forest Road not in Class 1 on an approved State Highway System, when so designated by the Forester and the Chief of Bureau of Public Roads.
- Class 3. All other Forest Roads, of primary importance to the counties or communities.

The principal object in the classification of Forest Highways is the establishing of a general index of the importance of the route and the probable character and anticipated volume of traffic which in turn influences, to some degree, the character and extent of improvement.

Designation of Routes The approximate mileage of each class of roads embraced in the present approved system of Forest Highways is as follows:

Class	Approximate Mileage
1	192
2	144
3	91
Total	427

Forest Development Roads Forest Development Roads and Trails are selected by the Forest Service, and are constructed under the direct supervision of that organization or the Bureau of Public Roads, depending on the magnitude of the work involved. Forest Development Roads and Trails are constructed primarily for the administration and protection of the forest reserves, although they are available for public travel. As the State does not participate in Forest Development Road programs, no further description or discussion of them will be made.

The following tabulation shows the apportionments of Federal funds for administration and construction expenses in connection with forest highways in the State of Arkansas up to and including the fiscal year of 1937.

Section 8 Fund (Federal Aid Road Act of July 11, 1916)	\$ 150,246.92
Federal Forest Road Construction (Act of February 28, 1919)	78,287.64
1922 (Federal Highway Act of November 9, 1921)	18,636.00
1923	51,729.00
1924	25,305.00
1925	25,550.00
1926	33,825.00
1927	33,865.00
1928	34,501.00
1929	38,219.00
1930	41,917.00
1931	89,146.00
1931 (Public No. 550—71st Congress, approved Dec. 20, 1930)	32,142.00
1932	92,244.00
1933	99,397.00
1933 (Public No. 302—72nd Congress, approved July 21, 1932)	54,315.00
1934 (Public No. 67—73rd Congress, approved June 16, 1933)	192,527.00
1935 (Public No. 393—73rd Congress, approved June 18, 1934)	76,504.00
1936 (Public Res. No. 11—74th Congress, app. April 8, 1935)	77,293.00
1937	82,254.00
TOTAL	\$ 1,327,903.56

Ten per cent of the amount apportioned to each State is usually set aside for certain administrative expenses of the Forest Service and Bureau of Public Roads, and for other purposes. If it is later found that the entire ten per cent fund will not be required for the purposes for which allotted, the unexpended balance may be made available for surveys and construction of roads on the Forest Highway system.

In the construction of Forest Highway projects prior to 1933 State funds have been expended in the amount of \$158,304.47. Since that time such expenditures have been negligible.

EQUIPMENT

The estimated actual value of the equipment of the State Highway Department as shown by the Biennial Reports for the past ten years is as follows:

1928 Biennial Report.....	\$ 854,678.64
1930 Biennial Report.....	1,104,545.15
1932 Biennial Report.....	1,115,868.35
1934 Biennial Report.....	847,126.21
1936 Biennial Report.....	673,430.00

A summary of the equipment as of December 1, 1936, by different types, with estimated value, is as follows:

145 Pull Type Road Graders	\$ 24,435.00
214 One-Man Motor Patrols.....	136,120.00
124 Crawler Type Tractors.....	61,930.00
20 Wheel Type Tractors.....	2,570.00
251 Items of Miscellaneous Equipt.....	115,600.00
134 Automobiles.....	37,235.00
52 Half-Ton Pick-up Trucks.....	9,960.00
30 Express or Canopy Top Station Wagons	12,000.00
502 Trucks, 1½ Ton to 5 Ton Capacity.....	162,880.00
Miscellaneous Shop Equipment.....	20,000.00
Surveying Instruments.....	36,700.00
Office Equipment.....	54,000.00
Total Estimated Value Dec. 1, 1936	\$673,430.00

The large inventory as shown in 1930 and 1932 was due to the fact that the State Highway Department had purchased a large amount of equipment for Road Construction by State Forces. Much of this equipment was purchased during the peak construction period from 1929 to 1931. Since 1932 there has been no appropriation for Road Construction and it has been necessary to charge all equipment purchased to Road Maintenance. The purchase of new equipment during this time has not been enough to equal the amount of the depreciation of equipment in service during the four years. The improvement of roads and changing of type from dirt to gravel and from gravel to asphalt and concrete has changed the requirements or types of equipment that is now required to maintain the roads.

Road Graders In 1928 when a large amount of the roads in the State Highway System were only dirt graded roads, the Biennial Report shows a total of 382 road graders with an estimated actual value of \$146,584.72. Since that time many of these graders have been completely worn out. In 1932 there were 238 still in service, 1934 there were 182, and at the present time there are only 145 that are in serviceable condition. As only four new graders have been purchased in the past five years, all the balance are from five to twelve years old and are of the open gear, plain boxing type. As most of the roads are now graveled or hard surfaced, the larger part of grader work is the cutting and cleaning of ditches. The work does not require a great number but it does require good, heavy graders to do the work economically. For this reason it is

the opinion of the Equipment Division that it would be more economical to purchase a few good heavy machines instead of buying an excessive amount of repairs for these old obsolete machines.

Motor Patrols On January 1, 1927, the State Highway Department owned but one Motor Patrol. It had an eight foot blade and was powered with a Fordson Motor. It was then considered as an experiment and very few were of the opinion that it would ever be used very extensively in the maintenance of gravel roads. At the end of 1928 the State Highway Department owned 79 one-man Motor Patrols and the number has continually increased and there are now 214 Patrols which are in a serviceable condition. The Department purchased 36 new machines in 1933, and 14 in 1934. The fifty machines purchased in 1933 and 1934 were heavier machines, equipped with longer blades, larger motors, and also Pneumatic Tires. Some of the older models have been changed over to Pneumatic Tires, making them much more adapted to the work than with the original equipment of solid tires. There are about 100 of these patrols which can be operated from two to four more years without excessive repairs. The 1927, 1928, and 1929 model machines should be replaced as fast as the Maintenance Appropriation will permit.

Crawler Type Tractors Only four crawler type tractors have been purchased during the past five years and as they are used with the road graders, the condition of the tractors is very similar to the report as made on the road graders. While several of these tractors have been over-hauled and kept in good operating condition, the repairs necessary are now becoming excessive. It is evident that it will be necessary and much more economical to purchase a few new tractors for ditch work during the next two years.

Wheel Type Tractors The above inventory shows 20 Wheel Type Tractors that are still serviceable but of very small value. They are all several years old and are used mostly for belt work in pulling rock crushers and other equipment not self powered.

Miscellaneous Equipment The Miscellaneous equipment valued at \$115,600.00 consists of Rollers, Rock Crushers, Gravel Screening Plants, Asphalt Distributors, Heating Kettles, Mud Jacks and various other types of equipment. This equipment as a whole is in good serviceable condition and while some of it is quite old, it is not believed that any great amount of new equipment of this class will be needed during the next biennial period.

Automobiles The inventory shows 134 Automobiles with a value of \$37,235.00. About thirty-five of these Automobiles are used on Maintenance and the others are required by Engineers on Road Construction. One of the requirements of the Bureau of Public Roads is that the State furnish all the transportation for the Engineers and Inspectors required on the work.

Pick-Ups or Half-Ton Trucks The pick-ups are used for light delivery work and for mechanics who are required to carry tools, parts and other supplies.

Express or Station Wagons The 30 express or canopy top station wagons are used by Survey parties which require several men and also instruments and stakes. It has been found that these Express Wagons are more adapted to the work and give much longer service than automobiles.

Trucks The 502 trucks valued at \$162,880.00 includes all trucks from one and one-half tons up to the five tons. While a number of these trucks have been in service for more than five years, the larger part are in good condition and a replacement of some of the old trucks is all that will be required during the next biennial period.

CENTRAL HIGHWAY SHOPS

The Central Highway Shops were formerly located at the bottom of the Hill on the State Capitol Grounds. As it was decided to landscape the entire Capitol Grounds, it was necessary to remove the old shops. They were rebuilt at Twelfth and Main Streets in North Little Rock, on property that was acquired for the State Highway Department by the State Highway Audit Commission. Some of the material in the old shops was salvaged and used in the construction of the building on the new site. The arrangement of the new shops is such that their efficiency has been materially increased.

DISTRICT NO. 6 SHOPS AND OFFICES

The Old Penitentiary Walls with a fifteen-acre tract was acquired from the Penal Board by an Act of the Legislature. Some of the buildings were remodeled and this is now used by District Six for both shops and offices.

DISTRICT NO. 3, HOPE, ARKANSAS

The City of Hope donated an acre of ground within the City Limits of Hope and with the assistance of a WPA project, a new building was erected which is ample in size for both the offices and the shops. The main building is brick and is 60 x 114 feet.

DISTRICT NO. 10, PARAGOULD, ARKANSAS

The City of Paragould donated an acre tract and with the assistance of a WPA project, a duplicate of the Hope Shop was built at Paragould.

DISTRICT NO. 4, FORT SMITH, ARKANSAS

A large tract was also donated at Fort Smith, and with the assistance of a WPA project, a beautiful building of native stone was built for the shops and office for District No. 4.

It is difficult to rent a building with sufficient ground to accommodate the District Shops and offices on a reasonable rental basis. As the grounds or sites for the new District Shops were donated to the Department by the Cities in which they are located and much labor and material was furnished by the WPA, these shops represent a permanent asset at a very low actual cost to the State Highway Department. In addition to the new buildings being adapted to the particular needs of the District Offices and Shops, there will also be an actual saving in rents of several hundred dollars per year.

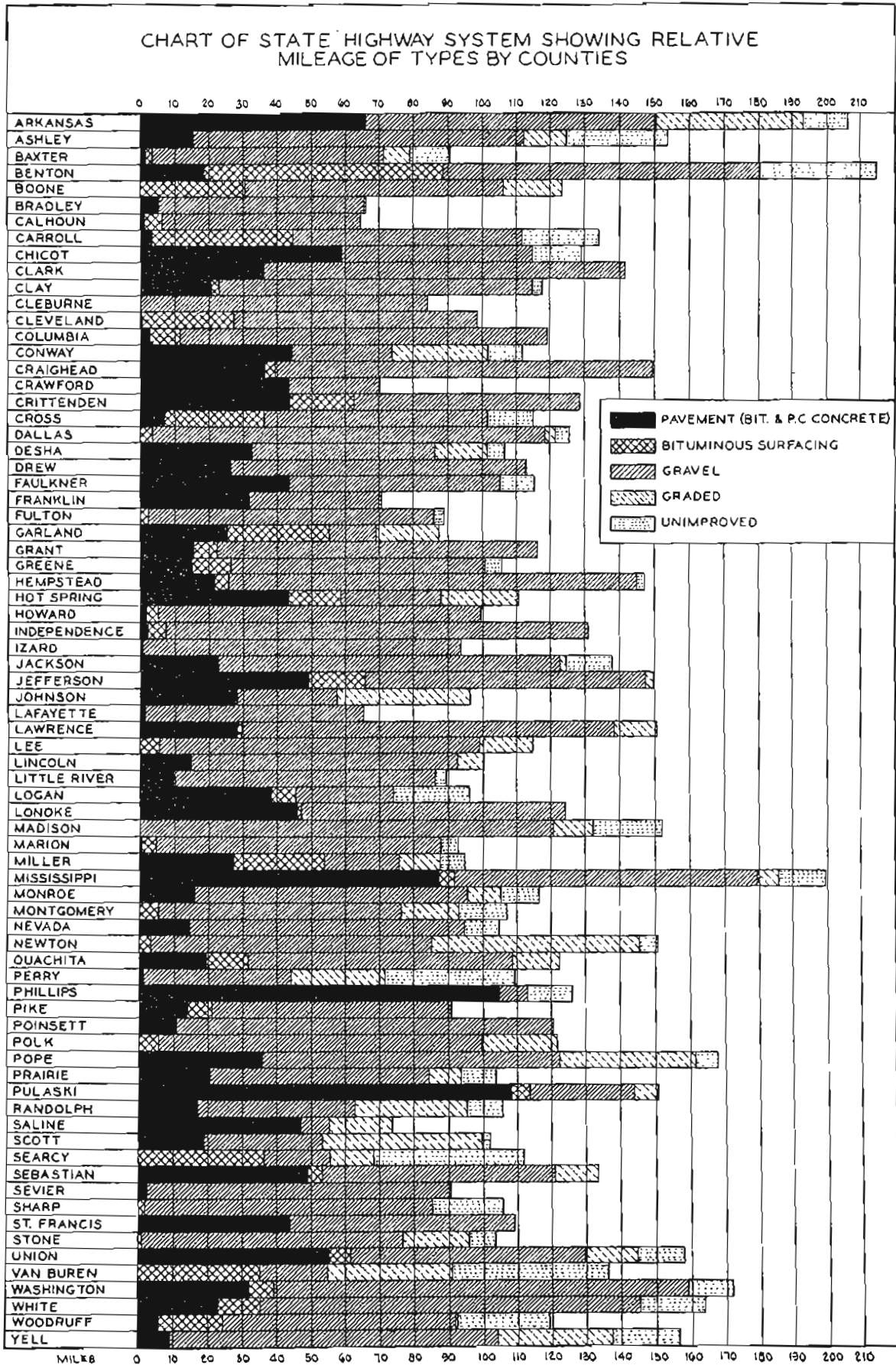


TABLE No. 2
 TABULATION OF ROAD MILEAGE BY TYPES
 Listed by Counties Assembled by Congressional Districts
 October 1, 1936

County	Portland Cement Concrete Pavement	Bituminous Concrete Pavement	Bituminous Surfacing	Gravel	Graded	Unim- proved	*Towas	Total
FIRST DISTRICT								
Clay	20.33		2.47	91.98		3.00		117.78
Craighead	12.82	15.30	11.28	110.11			4.72	154.23
Crittenden	29.05	14.34	18.85	66.60				128.84
Cross	7.00		29.14	65.26		13.58	1.72	116.70
Greene	15.13		11.60	74.12		5.00	4.01	109.86
Lee			5.61	93.34	15.60		2.72	117.27
Mississippi	25.91	61.54	4.50	87.37	6.50	14.00	4.60	204.42
Phillips	54.60	50.15		8.20		13.10	3.67	129.72
Poinsett	10.30			110.29				120.59
St. Francis	43.93			85.04			3.05	112.02
Totals	219.07	141.33	83.45	772.31	22.10	48.68	24.49	1311.43
SECOND DISTRICT								
Cleburne				83.95				83.95
Fulton			2.19	83.61		3.00		88.80
Independence	2.16		5.66	123.18			2.97	133.97
Izard	0.57			93.25				93.82
Jackson	22.69			100.11	2.00	13.00	1.78	139.58
Lawrence	28.37		1.20	108.80	12.00			150.37
Monroe	15.66			79.93	9.58	11.40	1.61	118.18
Prairie	19.71		0.46	64.47	9.00	10.00		103.64
Randolph	16.88			46.09	32.36	10.50		105.83
Sharp			1.78	83.63		20.41		105.82
Stone			1.00	75.70	19.10	7.40		103.20
White	23.03		12.18	110.01		18.61	3.85	167.68
Woodruff	5.94		18.24	67.47	0.50	27.10		119.25
Totals	135.01		42.71	1120.20	84.54	121.42	10.21	1514.09
THIRD DISTRICT								
Baxter	1.54		2.04	67.65	7.60	11.60		90.43
Benton	18.81		69.83	91.85	34.25		5.22	219.96
Boone			30.35	75.72	17.00		3.15	126.22
Carroll	3.23		41.69	66.53		22.50		133.95
Madison				120.60	11.55	19.90		152.05
Marion	0.37		4.47	82.91		5.00		92.75
Newton			3.10	82.10	60.40	5.00		150.60
Searcy			36.41	19.30	12.90	43.00		111.61
Van Buren			35.26	19.70	36.01	45.10		136.07
Washington	32.06		7.17	119.73		12.80	8.65	180.41
Totals	56.01		230.32	746.09	179.71	164.90	17.02	1394.05
FOURTH DISTRICT								
Crawford	43.30			27.20			1.70	72.20
Howard	1.97		3.30	94.03				99.30
Little River	9.74			76.36		3.10		89.20
Logan	37.14	1.20	7.10	28.53		22.00	2.69	98.66
Miller	27.25		26.38	21.98	12.00	7.00	4.12	98.73
Montgomery			5.58	70.61	16.85	14.00		107.04
Pike		1.26	19.66	69.74				90.66
Polk			5.76	93.99	22.01		7.58	129.34
Scott	1.34	17.75		33.99	46.70	2.50		102.28
Sebastian	48.56	0.64	3.95	67.79	12.50		8.44	141.88
Sevier	1.28	1.22		88.06			4.52	95.08
Totals	170.58	22.07	71.73	672.28	110.06	48.60	29.05	1124.37

TABLE No. 2 (Continued)
 TABULATION OF ROAD MILEAGE BY TYPES—(Continued)

County	Portland Cement Concrete Pavement	Bituminous Concrete Pavement	Bituminous Surfacing	Gravel	Graded	Unim- proved	* Towns	Total
FIFTH DISTRICT								
Conway	18.60	2.65	23.05	29.57	27.86	10.00	4.85	116.58
Faulkner		6.23	37.35	61.67		10.00	3.52	118.77
Franklin	31.67			39.03				70.70
Johnson	28.16			29.05	39.05		2.41	98.67
Perry		1.28		42.65	27.44	38.20		109.57
Pope	17.33	10.90	7.49	86.63	38.90	6.60	5.18	173.03
Pulaski	47.24	61.01	5.22	30.39	7.80		18.73	170.39
Yell	9.26			94.40	33.70	19.20		156.56
Totals	152.26	82.07	73.11	413.39	174.75	84.00	34.69	1014.27
SIXTH DISTRICT								
Arkansas	2.88	25.18	37.55	84.93	42.56	13.10	2.99	209.19
Cleveland	0.34		26.78	71.05				98.17
Dallas			3.36	114.96	3.30	4.00	2.75	128.37
Desha	0.66	31.80		53.51	15.23	5.20	2.73	109.13
Drew		26.27		86.39	0.20		2.38	115.24
Garland	16.31	8.94	30.08	13.89	18.20		6.08	93.50
Grant	1.74	13.89	6.82	93.68				116.13
Hot Spring	28.16	15.55	15.12	29.24	22.80		3.38	114.25
Jefferson	49.09		16.91	81.58	2.36		6.45	156.39
Lincoln	13.57	1.20		77.74	8.00			100.51
Lonoke	45.80		1.04	77.53				124.37
Saline	40.27	6.87		8.25	18.48		2.58	76.45
Totals	198.82	129.70	137.66	792.75	131.13	22.30	29.34	1441.70
SEVENTH DISTRICT								
Ashley	1.79	13.73		96.15	12.50	29.50	1.33	155.00
Bradley	5.50			59.90		0.40	4.46	70.26
Calhoun	1.05		5.25	58.31				64.61
Chicot	0.77	58.12		55.96		14.20	2.32	131.37
Clark	30.72	5.50		105.16			2.45	143.83
Columbia	2.67		8.90	107.93			3.00	122.50
Hempstead	21.70		4.26	119.10		2.20	5.60	152.86
Lafayette	1.21			64.35			1.75	67.31
Nevada	14.64			80.20		10.00	3.39	108.23
Ouachita	19.21		12.05	77.23	13.73		4.65	126.87
Union	55.12		6.49	68.19	14.80	13.50	7.45	165.55
Totals	154.38	77.35	36.95	892.48	41.03	69.80	36.40	1308.39
Grand Totals	1086.13	452.52	675.93	5409.50	743.32	559.70	181.20	9108.30

* Towns of more than 2,500 population; mileage not classified as to type.

TABLE No. 3
 COMPARATIVE STATISTICS BY COUNTIES

Counties	Population 1930 Census	Area 1930 Sq. Miles	Assessed Valuation 1935	Railroad Mileage 1935	State Highway System 1936 Miles	Towns of 1000 Population Or More 1930	Automobile Registration 1935	Automobile License Collected 1935
Arkansas	22,300	1,000	\$ 7,325,647	68.7	209.2	2	4,324	\$ 44,849.03
Ashley	25,151	940	5,744,095	116.8	155.0	2	1,765	16,868.05
Baxter	9,519	586	1,902,149	35.2	90.4	1	1,067	8,977.13
Benton	35,253	876	9,485,260	89.1	220.0	3	6,555	59,553.42
Boone	14,937	608	2,852,402	63.8	126.2	1	2,626	25,573.90
Bradley	17,494	659	3,648,173	64.9	70.3	1	1,790	16,842.63
Calhoun	9,752	629	2,361,385	59.6	64.6		512	4,423.25
Carroll	15,820	641	2,920,437	46.8	134.0	2	2,125	19,266.05
Chicot	22,646	607	5,106,707	55.6	131.4	3	2,015	19,831.22
Clark	24,932	882	5,651,456	75.8	143.8	2	2,462	25,534.89

TABLE No. 3 (Continued)
COMPARATIVE STATISTICS BY COUNTIES (Continued)

Counties	Population 1930 Census	Area 1930 Sq. Miles	Assessed Valuation 1935	Railroad Mileage 1935	State Highway System 1936 Miles	Towns of 1000 Population Or More 1930	Automobile Registration 1935	Automobile License Collected 1935
Clay	27,278	654	4,892,682	75.8	117.8	3	2,841	26,091.47
Cleburne	11,373	596	1,488,005	35.3	83.9	1	1,006	8,911.03
Cleveland	12,744	603	2,220,536	21.6	98.2	..	649	6,886.00
Columbia	27,320	785	5,214,796	58.1	122.5	1	2,200	22,222.28
Conway	21,949	563	3,982,373	22.1	116.6	1	1,620	17,800.63
Craighead	44,740	687	9,728,969	127.2	154.2	2	4,991	54,891.12
Crawford	22,549	593	5,147,006	56.3	72.2	1	2,840	25,854.00
Crittenden	39,717	582	8,967,482	90.9	128.8	1	5,985	119,967.72
Cross	25,723	619	5,383,657	81.1	116.7	2	1,911	23,903.16
Dallas	14,671	679	2,951,453	58.0	128.4	1	1,395	13,235.00
Desha	21,814	747	4,063,458	130.4	109.1	3	1,947	20,215.20
Drew	19,928	847	4,541,858	24.8	115.2	1	1,670	15,123.88
Faulkner	28,381	651	4,105,416	29.7	118.3	1	2,439	24,997.61
Franklin	15,762	606	3,490,495	32.9	70.7	1	1,462	13,879.21
Fulton	10,834	625	1,826,865	13.8	88.8	..	1,087	9,954.53
Garland	36,031	738	12,108,854	39.8	93.5	1	7,008	65,657.69
Grant	9,834	637	2,092,156	41.6	116.1	1	880	10,135.13
Greene	26,127	561	5,610,278	64.6	109.9	1	3,157	33,591.79
Hempstead	30,847	727	5,526,898	107.4	152.9	1	2,720	28,657.73
Hot Spring	18,105	613	4,610,614	46.8	114.2	1	1,704	17,755.68
Howard	17,489	602	3,299,695	28.5	99.3	2	1,799	16,264.65
Independence	24,225	762	4,693,709	56.4	134.0	1	2,429	24,614.49
Izard	12,872	583	1,775,261	41.8	93.8	..	815	7,538.50
Jackson	27,943	634	5,444,233	61.0	139.6	1	3,384	38,955.78
Jefferson	64,154	903	16,767,328	105.6	156.4	1	6,190	72,801.03
Johnson	19,289	675	3,006,029	48.8	98.7	2	1,796	17,047.91
Lafayette	16,934	525	3,069,429	58.7	67.3	2	1,199	12,639.38
Lawrence	21,663	592	5,516,908	64.1	150.4	2	1,819	17,955.21
Lee	26,637	601	4,836,923	61.4	117.3	1	1,602	15,817.64
Lincoln	20,250	571	3,084,341	31.3	100.5	..	763	7,151.14
Little River	15,515	546	3,379,365	79.1	89.2	2	1,148	10,678.27
Logan	24,110	726	4,162,396	67.4	98.7	2	2,605	23,491.77
Lonoke	33,760	807	7,183,472	70.4	124.4	2	2,147	22,538.91
Madison	13,334	836	1,769,914	23.0	152.0	..	1,240	10,818.63
Marion	8,876	646	1,769,288	23.9	92.8	..	640	4,836.63
Miller	30,586	623	9,669,016	78.8	98.7	1	4,820	60,659.20
Mississippi	69,289	792	13,642,663	150.2	204.4	5	8,923	117,822.94
Monroe	20,651	603	4,850,531	103.5	118.2	2	1,323	12,736.78
Montgomery	10,768	784	1,198,284	10.8	107.0	..	533	5,573.00
Nevada	20,407	620	3,184,219	40.7	108.2	1	1,765	16,939.47
Newton	10,564	846	955,754	..	150.6	..	483	5,687.39
Ouachita	29,890	733	10,351,231	94.5	126.9	3	3,334	37,869.50
Perry	7,695	552	1,945,477	36.3	109.6	..	531	4,636.14
Phillips	40,683	692	10,197,555	89.6	129.7	2	3,998	46,239.90
Pike	11,792	601	2,197,255	38.9	90.7	1	878	8,251.25
Poinsett	29,695	721	9,597,245	102.8	120.6	4	2,289	23,389.70
Polk	14,857	846	3,674,812	58.6	129.3	1	2,236	23,342.43
Pope	26,547	828	4,343,943	32.2	173.0	2	2,542	27,487.49
Prairie	15,187	662	4,109,076	79.5	103.6	1	1,097	11,770.16
Pulaski	137,727	769	66,197,464	134.7	170.4	3	33,816	402,161.47
Randolph	16,871	654	3,482,822	25.0	105.8	1	1,150	10,310.02
Saline	15,660	743	4,861,976	76.5	76.4	1	1,348	12,255.74
Scott	11,803	970	2,140,858	53.5	102.3	1	1,206	12,895.55
Searcy	11,056	673	1,489,835	42.6	111.6	..	733	7,715.89
Sebastian	54,426	531	20,999,726	122.5	141.9	2	10,768	130,967.21
Sevier	16,364	572	3,912,317	68.3	95.1	2	1,752	15,400.30
Sharp	10,715	609	1,607,807	16.8	105.8	..	942	8,913.47
St. Francis	33,394	628	5,198,249	73.8	112.0	1	2,585	28,237.17
Stone	7,993	611	896,793	13.9	103.2	..	462	4,447.76
Union	55,800	1,048	15,390,634	97.8	165.5	4	8,768	95,216.28
Van Buren	11,962	730	1,200,206	19.8	136.1	..	764	6,850.00
Washington	39,255	955	10,373,207	83.2	180.4	2	6,992	69,529.50
White	38,268	1,037	7,390,938	123.8	167.7	4	3,511	31,204.70
Woodruff	22,682	577	4,190,212	84.4	119.2	2	1,596	14,907.78
Yell	21,313	955	4,130,638	60.0	156.6	1	1,274	12,311.38
Totals	1,854,483	52,515	\$448,090,596	4,668.9	9,108.3	106	216,748	\$2,370,329.94

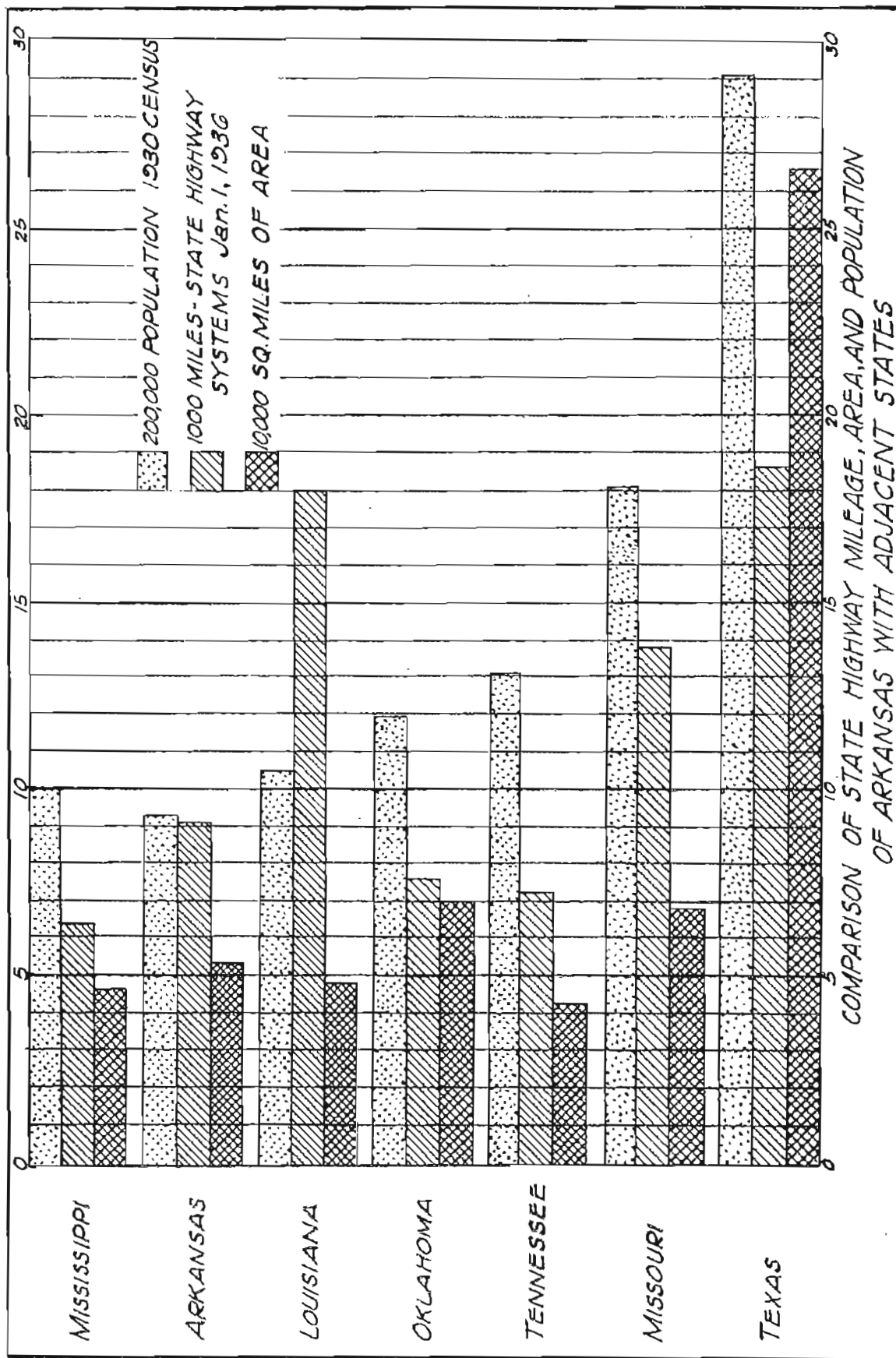


TABLE No. 4
COMPARATIVE STATISTICS BY STATES

State	Automobile Registration 1935	Miles on State System Jan. 1, 1936	1935	1930	Area In Square Miles
			Automobile Registration Per Mile of Road on State System	Popula- tion on State System	
Alabama.....	242,676	6,470	38	409	8
Arizona.....	103,122	3,040	34	143	37
Arkansas.....	216,748	9,108	24	204	6
California.....	2,151,501	13,956	154	407	11
Colorado.....	284,578	9,421	30	110	11
Connecticut.....	375,837	2,505	150	641	2
Delaware.....	56,560	3,851	15	62	1
Florida.....	356,244	12,226	29	120	5
Georgia.....	394,096	9,212	43	315	6
Idaho.....	118,266	4,944	24	90	17
Illinois.....	1,525,817	16,154	94	471	4
Indiana.....	850,650	8,522	100	378	4
Iowa.....	699,016	8,278	84	298	7
Kansas.....	553,106	9,088	61	207	9
Kentucky.....	347,676	8,525	41	308	5
Louisiana.....	268,824	18,021	15	116	3
Maine.....	181,165	2,499	72	320	13
Maryland.....	345,578	3,983	87	409	3
Massachusetts.....	785,090	1,875	419	2,269	4
Michigan.....	1,239,431	9,458	131	512	6
Minnesota.....	726,993	11,361	64	226	7
Mississippi.....	186,289	6,317	29	318	7
Missouri.....	766,369	13,832	55	262	5
Montana.....	149,712	8,515	18	63	17
Nebraska.....	406,189	11,012	37	125	7
Nevada.....	34,858	4,885	7	19	23
New Hampshire.....	117,154	3,283	36	142	3
New Jersey.....	888,292	1,891	470	2,130	4
New Mexico.....	92,457	10,249	9	42	12
New York.....	2,330,962	13,911	168	907	4
North Carolina.....	456,152	11,047	41	287	5
North Dakota.....	164,217	7,341	22	93	10
Ohio.....	1,712,051	12,196	140	544	3
Oklahoma.....	502,101	7,637	66	313	9
Oregon.....	293,554	6,643	44	143	15
Pennsylvania.....	1,745,401	35,412	50	272	1
Rhode Island.....	148,597	1,117	133	615	1
South Carolina.....	235,919	6,006	39	288	5
South Dakota.....	179,271	5,987	30	115	13
Tennessee.....	351,898	7,187	49	363	6
Texas.....	1,382,104	18,620	74	313	14
Utah.....	106,006	5,126	21	98	17
Vermont.....	81,513	1,766	46	203	5
Virginia.....	385,555	9,044	43	268	5
Washington.....	453,660	3,548	128	440	19
West Virginia.....	241,617	33,813	7	51	1
Wisconsin.....	754,037	9,982	75	294	6
Wyoming.....	69,998	3,573	20	63	27
United States.....	26,230,371	432,437	61	284	7

HIGHWAY STATISTICS -- STATE OF ARKANSAS

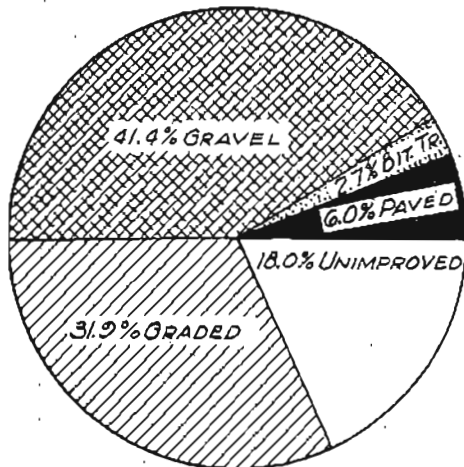
DISTRIBUTION OF STATE HIGHWAYS AND COUNTY ROADS

STATEWIDE HIGHWAY PLANNING SURVEY

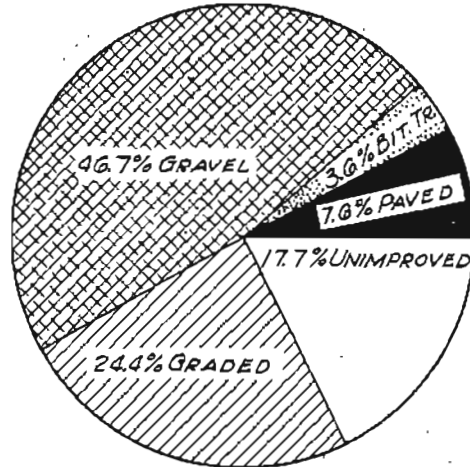
COUNTY	DISTRIBUTION OF STATE HIGHWAYS				DISTRIBUTION OF COUNTY ROADS			
	MILES IN COUNTY #	MILES PER SQUARE MILE	MILES PER CAPITA TOTAL POPULATION	MILES PER CAPITA BURAL * POPULATION	MILES IN COUNTY	MILES PER SQUARE MILE	MILES PER CAPITA TOTAL POPULATION	MILES PER CAPITA BURAL POPULATION
1 ARKANSAS	206	0.206	0.0092	0.0133	922	0.922	0.0413	0.0594
2 ASHLEY	154	0.164	0.0061	0.0074	100	1.170	0.0437	0.0528
3 BAXTER	90	0.153	0.0095	0.0064	381	0.651	0.0400	0.0451
4 BENTON	215	0.245	0.0061	0.0106	1367	1.561	0.0368	0.0504
5 BOONE	123	0.202	0.0082	0.0109	484	0.796	0.0324	0.0428
6 BRADLEY	66	0.100	0.0038	0.0044	493	0.743	0.0276	0.0323
7 CALHOUN	65	0.103	0.0067	0.0067	737	1.172	0.0756	0.0756
8 CARROLL	134	0.209	0.0035	0.0109	540	0.642	0.0341	0.0441
9 CHICOT	129	0.213	0.0057	0.0080	740	1.215	0.0327	0.0460
10 CLARK	141	0.160	0.0057	0.0073	594	0.662	0.0234	0.0301
11 CLAY	118	0.150	0.0043	0.0053	722	1.104	0.0265	0.0325
12 CLEBURNE	94	0.141	0.0074	0.0084	308	0.517	0.0271	0.0309
13 CLEVELAND	98	0.163	0.0077	0.0077	405	0.672	0.0316	0.0318
14 COLUMBIA	120	0.153	0.0044	0.0049	829	1.056	0.0303	0.0341
15 CONWAY	112	0.199	0.0051	0.0063	655	1.163	0.0298	0.0366
16 CRAIGHEAD	150	0.218	0.0034	0.0045	969	1.410	0.0217	0.0291
17 CRAWFORD	71	0.120	0.0031	0.0041	527	0.809	0.0234	0.0303
18 CRITTENDEN	129	0.222	0.0032	0.0034	509	1.012	0.0148	0.0156
19 CROSS	115	0.166	0.0045	0.0056	672	1.086	0.0261	0.0327
20 DALLAS	126	0.186	0.0046	0.0110	464	0.663	0.0316	0.0405
21 DESHA	106	0.142	0.0049	0.0070	479	0.641	0.0220	0.0315
22 DREW	113	0.193	0.0057	0.0067	1127	1.331	0.0566	0.0669
23 FAULKNER	116	0.177	0.0041	0.0051	608	0.934	0.0214	0.0266
24 FRANKLIN	71	0.117	0.0045	0.0050	507	0.837	0.0322	0.0357
25 FULTON	89	0.142	0.0032	0.0032	417	0.667	0.0305	0.0395
26 GARLAND	87	0.118	0.0024	0.0055	609	0.825	0.0169	0.0386
27 GRANT	116	0.162	0.0118	0.0141	368	0.576	0.0314	0.0446
28 GREENE	106	0.169	0.0041	0.0053	764	1.362	0.0292	0.0379
29 HEMPSTEAD	147	0.202	0.0048	0.0060	769	1.058	0.0249	0.0310
30 HOT SPRING	111	0.161	0.0061	0.0085	590	0.962	0.0326	0.0454
31 HOWARD	99	0.164	0.0057	0.0073	413	0.686	0.0236	0.0306
32 INDEPENDENCE	131	0.172	0.0054	0.0066	678	1.152	0.0362	0.0652
33 IZARD	94	0.161	0.0073	0.0073	460	0.789	0.0357	0.0357

34	JACKSON	138	0.213	0.0049	0.0033	626	0.967	0.0353	0.0268	34
35	JEFFERSON	150	0.166	0.0023	0.0035	750	0.831	0.0117	0.0173	35
36	JOHNSON	96	0.142	0.0030	0.0064	813	1.204	0.0421	0.0339	36
37	LAFAYETTE	66	0.126	0.0040	0.0050	358	0.802	0.0211	0.0212	37
38	LAWRENCE	150	0.253	0.0069	0.0082	539	0.910	0.0249	0.0299	38
39	LEE	115	0.191	0.0043	0.0032	699	1.163	0.0262	0.0313	39
40	LINGOLN	101	0.177	0.0080	0.0050	471	0.825	0.0233	0.0233	40
41	LITTLE RIVER	89	0.163	0.0057	0.0069	393	0.720	0.0253	0.0306	41
42	LOAN	96	0.132	0.0045	0.0092	468	0.645	0.0194	0.0249	42
43	LONOKE	124	0.154	0.0037	0.0044	682	1.068	0.0255	0.0288	43
44	MADISON	152	0.192	0.0114	0.0114	415	0.496	0.0311	0.0311	44
45	MARION	93	0.144	0.0105	0.0105	515	0.480	0.0355	0.0355	45
46	MILLER	99	0.152	0.0031	0.0048	363	0.502	0.0119	0.0189	46
47	MISSISSIPPI	200	0.253	0.0029	0.0038	1324	1.710	0.0195	0.0226	47
48	MONROE	117	0.194	0.0037	0.0076	425	0.705	0.0206	0.0275	48
49	MONTGOMERY	107	0.156	0.0039	0.0039	534	0.681	0.0496	0.0496	49
50	NEVADA	105	0.169	0.0031	0.0060	565	0.308	0.0276	0.0324	50
51	NEWTON	151	0.178	0.0143	0.0143	542	0.404	0.0324	0.0384	51
52	OUACHITA	122	0.166	0.0041	0.0060	712	0.971	0.0238	0.0349	52
53	PERRY	110	0.199	0.0143	0.0143	300	0.543	0.0390	0.0390	53
54	PHILLIPS	126	0.192	0.0031	0.0045	806	1.165	0.0198	0.0289	54
55	PIKE	91	0.151	0.0077	0.0087	484	0.805	0.0410	0.0462	55
56	POINSETT	121	0.168	0.0041	0.0055	485	0.673	0.0169	0.0219	56
57	POLK	122	0.144	0.0082	0.0104	495	0.585	0.0333	0.0423	57
58	POPE	168	0.203	0.0063	0.0066	555	0.670	0.0209	0.0294	58
59	PRAIRIE	104	0.157	0.0068	0.0075	668	1.009	0.0440	0.0483	59
60	PULASKI	152	0.195	0.0011	0.0043	756	0.970	0.0369	0.0305	60
61	RANDOLPH	106	0.162	0.0063	0.0071	681	1.041	0.0404	0.0453	61
62	SALINE	74	0.100	0.0047	0.0061	409	0.550	0.0361	0.0385	62
63	SCOTT	102	0.105	0.0086	0.0035	524	0.540	0.0444	0.0499	63
64	SEARCY	112	0.166	0.0101	0.0101	628	0.948	0.0377	0.0377	64
65	SEBASTIAN	133	0.230	0.0024	0.0061	573	1.072	0.0105	0.0263	65
66	SEVIER	91	0.159	0.0056	0.0073	375	0.636	0.0229	0.0302	66
67	SHARP	106	0.174	0.0099	0.0098	917	0.521	0.0296	0.0296	67
68	ST. FRANCIS	109	0.174	0.0093	0.0038	1131	1.601	0.0339	0.0388	68
69	STONE	103	0.169	0.0129	0.0129	235	0.985	0.0294	0.0294	69
70	UNION	158	0.151	0.0038	0.0046	1033	0.986	0.0185	0.0301	70
71	VAN BUREN	136	0.186	0.0114	0.0114	423	0.579	0.0354	0.0354	71
72	WASHINGTON	172	0.180	0.0043	0.0059	961	1.027	0.0250	0.0337	72
73	WHITE	164	0.158	0.0043	0.0052	654	0.824	0.0223	0.0272	73
74	WOODRUFF	119	0.206	0.0053	0.0068	426	0.758	0.0188	0.0227	74
75	YELL	157	0.164	0.0074	0.0031	510	0.534	0.0239	0.0262	75
	TOTAL	8927	0.167	0.0048	0.0065	46,228	0.667	0.0249	0.0334	

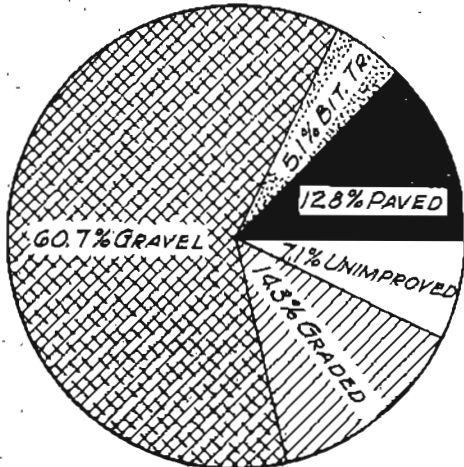
† EXCLUSIVE OF EXTENSIONS IN CITIES OVER 2500 POPULATION (181 MILES)
 * RURAL POPULATION ALL OUTSIDE TOWNS HAVING OVER 1000 INHABITANTS.
 ‡ PRELIMINARY FIGURES - STATEWIDE HIGHWAY PLANNING SURVEY ROAD INVENTORY.



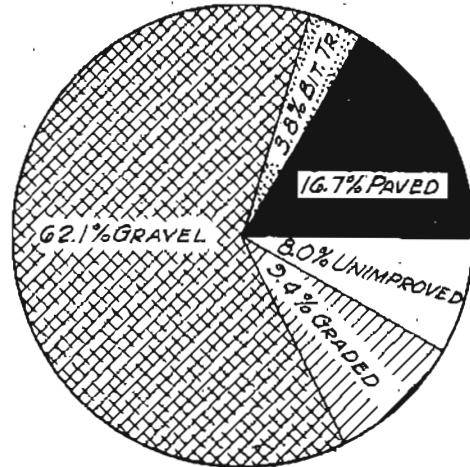
TOTAL MILES-8506
1926



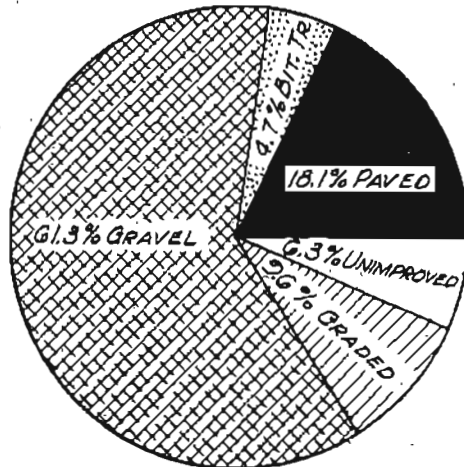
TOTAL MILES-8717
1928



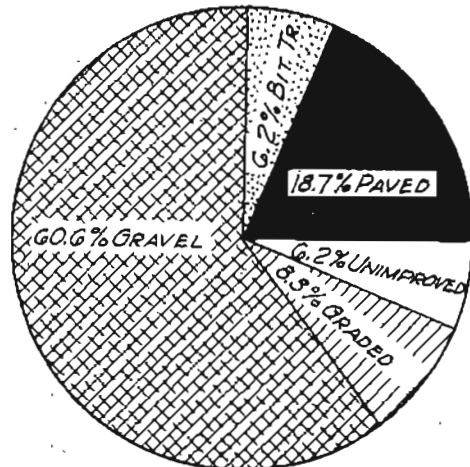
TOTAL MILES-8958
1930



TOTAL MILES-9016
1932



TOTAL MILES-9015
1934



TOTAL MILES-9108
1936

RELATIVE PROPORTIONS OF STATE HIGHWAY IMPROVEMENTS
STATE OF ARKANSAS

TABLE No. 6
MAINTENANCE EXPENDITURES

Expenditures for Maintenance from July 1, 1934 to July 1, 1936

CRITTENDEN COUNTY—DISTRICT NO. 1

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
3-s-18	Maintenance	\$ 1,696.20	\$ 344.85	\$ 790.79	\$	\$ 2,831.84
3-s-18	Bridge Repair & Culvert Building	1,343.80	89.74	.....	432.76	1,866.30
50-s-2	Maintenance	37.60	117.41	.....	52.65	207.66
50-s-4	Maintenance	164.96	88.11	54.29	116.36	423.72
61-s-1	Maintenance	3,563.40	453.40	355.87	554.49	4,927.16
61-s-1	Asphalt Patching	33.00	201.35	896.54	.....	1,130.89
63-s-9	Maintenance	591.75	20.24	4.59	289.06	905.64
64-s-17	Maintenance	3,358.50	819.16	611.79	397.43	5,186.88
64-s-17	Asphalt Patching	1,059.65	713.83	3,692.99	297.31	5,763.78
70-s-20	Maintenance	4,730.84	113.10	121.29	4,396.82	9,362.05
70-s-20	Asphalt Patching & Bridge Repair	3,267.45	341.72	4,975.18	3,044.33	11,628.68
75-s-3	Maintenance	2,250.80	446.69	290.48	1,611.81	4,599.78
75-s-3	Gravel Resurf. & Bridge Repair	767.30	465.57	596.27	175.74	2,004.88
79-s-18	Maintenance	1,689.55	763.21	43.35	732.28	3,228.39
79-s-18	Stone Resurfacing	2,809.70	321.06	19,032.08	2,181.02	24,343.86
147-s-1	Maintenance	452.55	453.74	86.58	60.97	1,053.84
149-s-3	Maintenance	893.70	280.69	650.44	1,384.81	3,209.64
149-s-3	Heavy Grading & Bridge Repairs	413.90	197.95	6.89	94.84	713.58
Totals		\$29,124.65	\$ 6,231.82	\$32,209.42	\$15,822.68	\$83,388.57

CROSS COUNTY—DISTRICT NO. 1

1-s-13	Maintenance	\$ 749.50	\$ 201.83	\$ 99.77	\$ 381.91	\$ 1,433.01
1-s-13	Shoulder Rebuilding	129.90	123.86	.....	38.23	291.99
1-s-14	Maintenance	1,953.20	899.78	82.56	609.98	3,545.52
1-s-14	Asphalt Patching	422.69	23.65	142.99	12.52	601.85
39-s-6	Maintenance	43.60	.....	.....	.....	43.60
42-s-2	Maintenance	1,597.20	22.79	508.37	726.74	2,855.10
42-s-3	Maintenance	1,343.75	335.22	218.05	781.63	2,678.65
42-s-3	Bridge Repair	294.50	135.05	469.89	129.75	1,029.19
64-s-15	Maintenance	1,231.90	168.32	68.93	230.24	1,699.39
64-s-15	Asphalt Patching	422.75	754.75	413.11	714.29	2,304.90
64-s-16	Maintenance	3,888.25	678.41	194.70	1,306.23	6,067.59
64-s-16	Asphalt Resurfacing & Bridge Repair	1,475.50	1,390.39	3,207.67	816.57	6,890.13
75-s-2	Maintenance	1,657.00	512.24	60.20	748.65	2,978.09
75-s-2	Bridge Repairs	114.50	.....	.....	44.07	158.57
Totals		\$15,324.24	\$ 5,246.29	\$ 5,466.24	\$ 6,540.81	\$32,577.58

LEE COUNTY—DISTRICT NO. 1

1-s-9	Maintenance	\$ 1,699.45	\$ 535.25	\$ 624.53	\$ 2,040.23	\$ 4,899.46
1-s-9	Heavy Grading	1,223.35	598.45	610.88	.....	2,432.68
1-s-10	Maintenance	1,698.50	775.35	143.24	1,022.60	3,639.69
1-s-10	Stone Resurfacing	937.55	516.49	501.00	925.44	2,880.48

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

LEE COUNTY—DISTRICT NO. 1—(Continued)						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
3-s-14	Maintenance	592.20	176.75	3,989.43	96.79	4,855.17
3-s-15	Maintenance	868.85	214.02	.....	499.62	1,582.49
3-s-16	Maintenance	1,877.51	166.86	84.49	421.43	2,550.29
3-s-16	Stone Resurfacing ..	434.65	11.55	1,539.88	314.96	2,301.04
78-s-2	Maintenance	1,271.14	278.93	67.70	839.64	2,457.41
79-s-15	Maintenance	1,023.70	794.66	137.34	205.62	2,161.32
79-s-16	Maintenance	1,375.30	464.85	917.18	573.92	3,331.25
79-s-16	Stone Resurfacing .....	.....	.....	704.61	120.61	825.22
121-s-1	Maintenance	143.85	195.63	76.10	327.40	742.98
121-s-2	Maintenance	556.35	319.53	309.37	702.70	1,887.95
121-s-3	Maintenance	1,252.80	186.08	556.30	497.01	2,492.19
121-s-3	Stone Resurfacing ..	2,297.35	1,188.43	6,718.17	2,146.40	12,350.35
131-s-1	Maintenance	389.35	307.80	.....	335.72	1,032.96
Totals		\$17,641.90	\$ 6,730.72	\$16,980.22	\$11,070.09	\$52,422.93

MONROE COUNTY—DISTRICT NO. 1

1-s-6	Maintenance	\$ 1.50	\$ 30.00	\$.....	\$ 62.26	\$ 93.76
1-s-6	Bridge Repairing	1,568.70	75.00	2,991.75	517.00	5,152.45
3-s-13	Maintenance	585.15	162.53	.....	.....	747.68
3-s-14	Maintenance	559.70	177.40	.....	327.44	1,064.54
17-s-1	Maintenance	1,344.05	465.72	61.50	556.50	2,427.77
17-s-1	Gravel Resurfacing ..	272.05	124.84	2,181.25	119.57	2,697.71
17-s-2	Maintenance	1,659.30	543.54	1.58	1,067.99	3,272.41
17-s-2	Stone Resurfacing ..	948.45	218.19	12,296.81	163.76	13,627.21
17-s-3	Maintenance	1,215.00	604.60	245.05	515.21	2,579.86
17-s-3	Stone Resurfacing ..	188.50	62.08	1,511.04	89.19	1,850.81
20-s-1	Maintenance	1,370.95	322.73	154.23	416.02	2,263.93
20-s-1	Heavy Grading	160.82	.....	.....	77.42	238.24
33-s-1	Maintenance	219.15	44.86	.....	193.43	457.44
70-s-17	Maintenance	3,136.20	674.90	4.32	563.83	4,379.25
70-s-17	Mud Jack Operation ..	1,205.06	303.32	174.59	254.87	1,937.84
79-s-13	Maintenance	660.85	201.24	.....	300.47	1,162.56
79-s-13	Resurfacing	324.20	.....	207.29	.....	531.49
79-s-14	Maintenance	849.15	700.61	231.35	556.39	2,337.50
Totals		\$16,268.78	\$ 4,711.56	\$20,060.76	\$ 5,781.35	\$46,822.45

PHILLIPS COUNTY—DISTRICT NO. 1

1-s-7	Maintenance	\$ 378.60	\$ 61.41	\$ 134.73	\$ 142.53	\$ 717.27
1-s-8	Maintenance	1,139.75	256.15	82.71	889.77	2,368.38
20-s-2	Maintenance	2,188.95	296.88	2,023.25	864.94	5,374.02
20-s-2	Heavy Grading & Asphalt Repair	9,432.40	5,953.45	13,518.63	2,471.43	31,375.91
20-s-3	Maintenance	639.55	159.59	119.15	325.09	1,243.38
20-s-3	Asphalt Patching ..	184.00	.....	733.72	.....	917.72
20-s-4	Maintenance	697.35	113.17	6.38	183.54	1,000.44
44-s-2	Maintenance	1,631.20	109.23	402.07	550.08	2,692.58
44-s-2	Mud Jack Operation ..	1,964.35	1,921.36	1,129.71	805.00	5,820.42
44-s-3	Maintenance	1,295.00	660.74	11.76	137.65	2,105.15

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

PHILLIPS COUNTY—DISTRICT NO. 1—(Continued)						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
44-s-3	Shoulder Rebuilding	1,064.15	531.90	45.00	138.42	1,779.47
49-s-1	Maintenance	911.80	46.50	44.92	211.65	1,214.87
85-s-1	Maintenance	702.45	191.81	9.80	94.33	998.39
85-s-1	Shoulder Rebuilding	493.10	.....	.....	.....	493.10
85-s-2	Maintenance	797.70	88.13	37.96	513.49	1,437.28
85-s-2	Shoulder Rebuilding	1,834.30	916.43	78.61	448.04	3,277.38
Totals		\$25,354.65	\$11,306.75	\$18,378.40	\$ 7,775.96	\$62,815.76

POINSETT COUNTY—DISTRICT NO. 1

1-s-15	Maintenance	\$ 1,049.60	\$ 434.08	\$ 3.20	\$ 894.37	\$ 2,381.25
1-s-15	Asphalt Repairs	174.19	23.65	143.00	12.52	353.36
1-s-16	Maintenance	1,459.70	634.22	.....	1,071.39	3,165.31
1-s-16	Gravel Resurfacing	536.45	78.25	.....	347.08	961.78
14-s-13	Maintenance	1,333.60	558.00	39.23	1,018.86	2,949.69
14-s-13	Asphalt Repair	64.20	66.95	253.26	.....	384.41
14-s-14	Maintenance	1,325.85	675.54	60.50	1,333.63	3,395.52
18-s-2	Maintenance	509.20	405.53	.....	35.95	950.68
39-s-5	Maintenance	1,715.15	840.11	87.04	1,042.27	3,684.57
39-s-5	Gravel Resurfacing	125.00	112.50	5.60	10.47	253.57
40-s-1	Maintenance	2,229.80	507.15	96.87	1,725.65	4,559.47
40-s-1	Gravel Resurfacing & Bridge Repairs ..	3,505.95	75.69	11,414.75	2,824.35	17,820.74
63-s-7	Maintenance	2,766.39	754.43	153.58	977.32	4,651.72
63-s-7	Gravel Resurfacing	60.00	.....	50.00	39.44	149.44
63-s-8	Maintenance	2,605.25	379.48	286.71	789.54	4,060.98
63-s-8	Mud Jack Operation	1,448.17	553.32	510.41	706.85	3,218.75
63-s-9	Maintenance .....	.....	.....	.....	17.04	17.04
136-s-1	Maintenance	11.00	.....	.....	.....	11.00
Totals		\$20,919.50	\$ 6,098.90	\$13,104.15	\$12,846.73	\$52,969.28

ST. FRANCIS COUNTY—DISTRICT NO. 1

1-s-10	Maintenance	\$ 7.50	\$ 34.30	\$	\$	\$ 41.80
1-s-11	Maintenance	1,602.20	718.86	137.01	517.24	2,975.31
1-s-11	Bridge Repairs .....	.....	176.50	.....	40.29	216.79
1-s-12	Bridge Repairs	1,525.84	425.56	157.09	469.42	2,577.91
3-s-17	Bridge Repairs	953.90	116.18	141.89	735.61	1,947.58
3-s-17	Gravel Resurfacing & Bridge Repairs ..	1,516.75	395.83	13,503.01	495.16	15,910.75
50-s-1	Maintenance	2,236.20	710.88	245.06	1,088.10	4,280.24
50-s-1	Bridge Repairs	199.30	.....	102.20	652.95	954.45
50-s-3	Maintenance	386.95	167.48	28.91	209.65	792.99
69-s-16	Maintenance .....	.....	.....	.....	19.42	19.42
70-s-18	Maintenance	43.55	.....	.....	.....	43.55
70-s-18	Maintenance	1,988.35	437.94	4.08	1,001.30	3,431.67
70-s-18	Joint Filler & Shoulder Rebuilding	550.08	395.05	492.13	458.50	1,895.76
70-s-19	Maintenance	3,234.75	597.61	77.21	1,029.22	4,938.79
70-s-19	Shoulder Rebuilding	1,187.75	586.70	220.37	411.85	2,406.67

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

ST. FRANCIS COUNTY—DISTRICT NO. 1—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
75-s-1	Maintenance	486.05	264.53		273.25	1,023.83
78-s-1	Maintenance	59.50	6.10		196.48	262.08
79-s-17	Maintenance	766.50	510.50	69.20	346.80	1,693.00
79-s-17	Gravel Patching		47.04	373.71	90.21	510.96
149-s-1	Maintenance	371.80	282.51	3.06	172.05	829.42
149-s-1	Bridge Repairs	288.80		389.47	152.26	830.53
149-s-2	Maintenance	356.40	430.73	64.21	199.34	1,050.68
149-s-2	Heavy Grading	452.00	83.37	554.85	6.35	1,096.57
Totals		\$18,214.17	\$ 6,387.67	\$16,563.46	\$ 8,565.45	\$49,730.75

WOODRUFF COUNTY—DISTRICT NO. 1

17-s-4	Maintenance	\$ 2,213.60	\$ 640.84	\$ 218.39	\$ 1,535.42	\$ 4,608.25
17-s-4	Stone Resurfacing ..	5,685.20	75.95	6,012.49	2,963.24	14,736.88
17-s-5	Maintenance	81.00	1.10		235.97	318.07
33-s-4	Maintenance	1,620.45	903.11	393.79	1,322.45	4,239.80
33-s-4	Gravel Resurfacing ..	414.50	116.32	2,609.72	728.32	3,868.86
33-s-5	Maintenance	1,160.25	458.88		260.35	1,879.48
33-s-5	Asphalt Patching	80.00	68.08	170.89	8.15	327.12
37-s-1	Maintenance	657.85	412.43	86.59	242.24	1,399.11
38-s-2	Maintenance	595.48	218.94		424.82	1,239.24
38-s-2	Stone Resurfacing ..	2,772.10	1,498.75	7,251.58	994.83	12,517.26
64-s-12	Maintenance	527.05	172.17	87.74	68.39	855.35
64-s-13	Maintenance	834.70	135.66	8.08	207.48	1,185.92
64-s-13	Asphalt Patching	953.30	156.76	2,420.99	323.83	3,854.88
64-s-14	Maintenance	973.00	176.49	2.00	162.55	1,314.04
64-s-14	Asphalt Patching	865.40	283.90	3,929.33	100.57	5,179.20
	Toll Bridge	260.10	192.15	401.25	118.23	971.73
Totals		\$19,693.98	\$ 5,511.53	\$23,592.84	\$ 9,696.84	\$58,495.19

RECAPITULATION—DISTRICT NO. 1

County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Crittenden	\$ 29,124.65	\$ 6,231.82	\$ 32,209.42	\$ 15,822.68	\$ 83,388.57
Cross	15,324.24	5,246.29	5,466.24	6,540.81	32,577.58
Lee	17,641.90	6,730.72	16,980.22	11,070.09	52,422.93
Monroe	16,268.78	4,711.56	20,060.76	5,781.35	46,822.45
Phillips	25,354.65	11,306.75	18,378.40	7,775.96	62,815.76
Poinsett	20,919.50	6,098.90	13,104.15	12,846.73	52,969.28
St. Francis	18,214.17	6,387.67	16,563.46	8,565.45	49,730.75
Woodruff	19,693.98	5,511.53	23,592.84	9,696.84	58,495.19
District General ..	18,148.42	9,076.44	25,215.75	59,063.90	111,504.51
Totals	\$180,690.29	\$ 61,301.68	\$171,571.24	\$137,163.81	\$550,727.02

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

ARKANSAS COUNTY—DISTRICT NO. 2

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
1-s-3	Maintenance	\$ 1,943.82	\$ 553.99	\$ 414.60	\$ 344.26	\$ 3,256.67
1-s-3	Bridge Repairs	202.15	.....	648.16	72.71	923.02
1-s-4	Maintenance	255.70	783.30	140.11	173.82	852.93
1-s-5	Maintenance	633.25	128.31	974.19	460.41	2,196.16
1-s-5	Bridge Repairs	190.00	46.99	.....	438.58	675.57
3-s-10	Maintenance	969.35	76.81	1,471.48	817.45	3,335.09
3-s-11	Maintenance	268.80	75.56	39.03	224.36	607.75
11-s-5	Gravel Resurfacing	50.40	.....	2,348.81	881.55	3,280.76
11-s-6	Maintenance	1,718.20	382.86	456.27	823.38	3,380.71
11-s-6	Gravel Resurfacing	.....	45.80	5,492.99	.....	5,538.79
11-s-7	Maintenance	1,157.00	442.44	361.93	262.62	2,223.99
30-s-5	Maintenance	1,080.15	398.92	.....	497.78	1,976.85
30-s-6	Maintenance	713.25	251.07	616.58	634.05	2,214.95
30-s-6	Asphalt Seal Coat	368.50	20.00	1,229.86	959.45	2,577.81
44-s-1	Maintenance	650.92	229.23	117.81	342.11	1,340.07
44-s-1	Stone Resurfacing & Bridge Repair	536.90	43.50	4,150.40	92.02	4,822.82
79-s-11	Maintenance	1,386.15	669.37	271.48	866.29	3,193.29
79-s-11	Gravel Resurfacing	.....	8.00	473.11	34.82	515.93
82-s-1	Maintenance	356.85	11.66	505.92	409.43	1,283.86
146-s-1	Maintenance	1,282.50	446.24	609.48	776.36	3,114.58
146-s-1	Bridge Repairs	752.80	.....	1,641.04	213.76	2,607.60
152-s-1	Maintenance	335.60	206.88	.....	67.66	610.14
152-s-2	Maintenance	34.10	.....	.....	.....	34.10
Totals		\$14,886.39	\$ 4,320.93	\$21,963.25	\$ 9,392.87	\$50,563.44

ASHLEY COUNTY—DISTRICT NO. 2

8-s-14	Maintenance	\$ 1,774.35	\$ 342.57	\$ 1,257.83	\$ 1,191.85	\$ 4,566.60
8-s-14	Bridge Repairs	312.50	24.75	.....	505.47	842.72
8-s-15	Maintenance	270.65	125.96	71.12	192.60	660.33
8-s-15	Gravel Resurfacing	1,078.92	204.90	1,828.73	508.55	3,621.10
13-s-1	Maintenance	1,180.92	1,056.05	38.80	1,332.27	3,608.04
13-s-2	Maintenance	1,311.40	270.79	2,511.08	364.65	4,458.82
13-s-2	Asphalt Patching	1,972.60	562.17	5,988.71	534.77	9,058.25
35-s-11	Maintenance	.....	8.03	.....	.....	8.03
52-s-1	Maintenance	143.90	95.34	.....	7.76	247.00
52-s-1	Bridge Repairs	272.00	8.14	.....	780.75	1,060.89
82-s-8	Maintenance	3,401.35	947.04	138.36	1,389.11	5,875.86
82-s-8	Bridge Repairs	1,038.60	223.67	553.54	1,555.71	3,371.52
82-s-9	Maintenance	1,886.85	1,072.34	802.12	739.15	4,500.46
82-s-9	Gravel Resurfacing	1,582.15	463.13	4,054.70	361.24	6,461.22
133-s-1	Maintenance	528.05	853.23	375.98	107.92	1,865.18
144-s-1	Maintenance	.....	.....	18.62	.....	18.62
165-s-1	Maintenance	2,475.30	1,451.26	458.14	1,950.01	6,334.71
Totals		\$19,229.54	\$ 7,709.37	\$18,098.63	\$11,521.81	\$56,559.35

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

CHICOT COUNTY—DISTRICT NO. 2

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
8-s-16	Maintenance	\$ 1,289.70	\$ 561.60	\$ 87.48	\$ 539.80	\$ 2,778.58
8-s-16	Bridge Repair	1,045.90		1,186.54	997.67	3,230.11
35-s-9	Maintenance	655.45	29.31	797.95	192.44	1,675.15
35-s-11	Maintenance	248.50	306.93	136.12	352.88	1,044.43
59-s-1	Maintenance	475.00	33.12		409.35	967.47
65-s-20	Maintenance	1,995.00	209.63	1,387.53	1,564.36	5,156.52
65-s-20	Asphalt Resurfacing	3,389.00	2,545.40	4,478.35	560.98	10,973.73
65-s-21	Maintenance	708.70	441.18	802.03	256.99	2,208.90
65-s-21	Asphalt Resurfacing	132.00	81.89	346.33	13.11	573.33
65-s-22	Maintenance	581.35	158.49	556.78	224.11	1,520.73
82-s-10	Maintenance	3,547.85	795.24	909.11	1,987.47	7,239.67
82-s-10	Bridge Repairs	328.50	18.03	355.44	608.61	1,310.58
142-s-1	Maintenance	543.30	560.03	5.46	400.33	1,509.12
144-s-2	Maintenance	354.20	114.99	85.01	35.98	590.18
144-s-2	Bridge Repairs	194.25	23.92	239.71	56.18	514.06
159-s-1	Maintenance	610.00	436.43	1.91	555.36	1,603.70
159-s-1	Stone Resurfacing	626.05	177.32	713.18	107.22	1,623.77
165-s-3	Maintenance	405.20	21.00	300.42	315.02	1,041.64
165-s-3	Asphalt Patching	412.65	253.50	1,149.50	57.60	1,873.25
Totals		\$17,542.60	\$ 6,818.01	\$13,538.85	\$ 9,535.46	\$47,434.92

DESHA COUNTY—DISTRICT NO. 2

1-s-1	Maintenance	\$ 1,215.65	\$ 358.52	\$ 211.52	\$ 834.94	\$ 2,620.63
1-s-2	Maintenance	720.35	339.70	247.49	368.39	1,675.93
1-s-2	Gravel Resurfacing	1,807.65	1,108.51	5,762.99	217.20	8,896.35
4-s-16	Maintenance	1,173.25	402.95	55.49	814.20	2,445.89
4-s-16	Asphalt Patching	866.95	471.64	2,349.02		3,687.61
35-s-10	Maintenance	548.50	79.85	496.12	35.10	1,159.57
54-s-1	Maintenance	1,123.80	576.86	713.66	714.73	3,129.05
54-s-1	Gravel Resurfacing	1,555.15	406.75	8,367.40	526.42	10,855.72
65-s-17	Maintenance	1,132.80	133.53	286.83	677.01	2,230.17
65-s-17	Asphalt Patching	605.50	122.75	849.51	6.61	1,584.37
65-s-19	Maintenance	294.35	109.17	1,052.83	338.73	1,825.08
65-s-19	Asphalt Patching	431.75	26.61	412.15		870.51
85-s-3	Maintenance		21.45	51.47	53.42	156.34
138-s-1	Maintenance	337.05	162.86	55.05	257.65	812.61
140-s-1	Maintenance	279.00	202.15	20.26	327.81	829.22
142-s-1	Heavy Grading	1,185.60	69.89	3,921.33	392.90	5,569.72
165-s-4	Maintenance	306.40		82.56	164.26	553.22
165-s-4	Asphalt Patching	848.45	165.37	1,485.86	129.69	2,629.37
Totals		\$14,432.20	\$ 4,758.56	\$26,451.54	\$ 5,889.06	\$51,531.36

DREW COUNTY—DISTRICT NO. 2

4-s-14	Maintenance	\$ 1,979.30	\$ 587.98	\$ 563.55	\$ 1,679.86	\$ 4,810.69
4-s-14	Stone Resurfacing	824.65	628.64	110.60	485.74	2,049.63
4-s-15	Maintenance	2,096.45	516.72	544.21	1,479.85	4,637.23
4-s-15	Bridge Replacement	1,790.00	95.30	4,319.35	494.74	6,699.39
13-s-3	Maintenance	365.35	352.66	506.59	236.24	1,460.84
13-s-3	Asphalt Patching	1,496.20	42.35	1,742.57	432.24	3,713.36

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

DREW COUNTY—DISTRICT NO. 2—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
13-s-4	Maintenance	1,263.10	828.56	11.69	1,114.32	3,217.67
13-s-4	Gravel Resurfacing	1,096.75	637.87	491.42	1,237.06	3,463.10
35-s-7	Maintenance	755.25	479.87	38.62	645.43	1,919.17
35-s-8	Maintenance	1,316.05	498.45	35.52	709.81	2,559.83
35-s-8	Resurfacing & Bridge Repairs	888.60	156.72	1,944.59	667.97	3,657.88
65-s-18	Maintenance	208.65	16.03	9.50	78.85	313.03
83-s-1	Maintenance	21.00				21.00
138-s-2	Maintenance	496.50	282.42	20.88	379.15	1,178.95
144-s-1	Maintenance	21.05			8.70	29.75
165-s-2	Maintenance	211.30	212.02	377.46	36.98	837.76
165-s-2	Asphalt Patching	35.75	106.75	382.07		524.57
Totals		\$14,865.95	\$ 5,442.34	\$11,098.62	\$ 9,686.94	\$41,093.85

JEFFERSON COUNTY—DISTRICT NO. 2

3-s-7	Maintenance	\$ 1,229.20	\$ 781.42	\$ 130.83	\$ 1,297.03	\$ 3,438.48
3-s-8	Maintenance	1,037.30	11.67	77.50	969.66	2,096.13
3-s-9	Maintenance	1,018.95	62.82	237.51	651.00	1,970.28
6-s-10	Maintenance	393.00	517.87		1,024.11	1,934.98
11-s-5	Maintenance	743.20	48.55	222.42	269.95	1,284.12
13-s-7	Maintenance	1,243.50	1,242.04	63.56	1,485.32	4,034.42
15-s-7	Maintenance	1,388.30	1,496.21	22.80	1,134.90	4,042.21
15-s-8	Maintenance	2,261.74	701.58	175.01	1,421.34	4,559.67
15-s-8	Gravel Resurfacing	1,595.55	607.52	9,464.26	4,592.03	16,259.36
31-s-1	Maintenance	1,073.95	763.31	112.59	658.73	2,608.58
31-s-1	Bridge Repairs	475.50	54.71		679.35	1,209.56
65-s-14	Maintenance	980.90	32.88	43.94	1,010.16	2,067.88
65-s-14	Roadside Improv.	366.15		22.65	144.75	533.55
65-s-15	Maintenance	1,447.25	190.87	85.13	437.74	2,160.99
79-s-9	Maintenance	1,064.70	914.95	105.20	369.50	2,454.35
79-s-10	Maintenance	2,684.65	801.45	631.52	1,593.43	5,711.05
79-s-10	Gravel Resurfacing	1,232.20	156.33	5,444.46	3,513.29	10,346.28
104-s-1	Maintenance	226.00	69.87	3.00	257.48	556.35
270-s-11	Bridge Repairs	522.38	564.91		95.44	1,182.73
Totals		\$20,984.42	\$ 9,018.96	\$16,842.38	\$21,605.21	\$68,450.97

LINCOLN COUNTY—DISTRICT NO. 2

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
11-s-2	Maintenance	\$ 1,167.61	\$ 94.07	\$ 181.11	\$ 550.13	\$ 1,992.92
11-s-2	Gravel Resurfacing	219.37	634.34	233.16	67.55	1,154.42
11-s-3	Maintenance	1,117.70	401.54	845.48	774.61	3,139.33
11-s-3	Gravel Resurfacing	452.45		119.10	412.74	984.29
11-s-4	Maintenance	10.50	105.95		10.59	127.04
13-s-5	Maintenance	1,269.80	591.98	209.04	468.10	2,538.92
13-s-5	Bridge Repair	821.44	57.60	1,733.80	130.47	2,743.31
13-s-6	Maintenance	1,194.95	660.93	68.11	612.11	2,536.10

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

LINCOLN COUNTY—DISTRICT NO. 2—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
65-s-16	Maintenance	276.60	135.57	238.44	57.65	708.26
79-s-12	Maintenance	102.00	118.36	193.25	105.57	519.18
79-s-13	Maintenance	28.00	.....	.....	5.01	33.01
114-s-1	Maintenance	994.75	266.67	.....	654.83	1,916.25
114-s-2	Maintenance	113.50	60.26	14.94	68.89	257.59
140-s-2	Maintenance	192.18	165.85	33.04	80.05	471.12
Totals		\$ 7,960.85	\$ 3,293.12	\$ 3,869.47	\$ 3,998.30	\$19,121.74

RECAPITULATION—DISTRICT NO. 2

County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Arkansas	\$ 14,886.39	\$ 4,320.93	\$ 21,963.25	\$ 9,392.87	\$ 50,563.44
Ashley	19,229.54	7,709.37	18,098.63	11,521.81	56,559.35
Chicot	17,542.60	6,818.01	13,538.85	9,535.46	47,434.92
Desha	14,432.20	4,758.56	26,451.54	5,889.06	51,531.36
Drew	14,865.95	5,442.34	11,098.62	9,686.94	41,093.85
Jefferson	20,984.42	9,018.96	16,842.38	21,605.21	68,450.97
Lincoln	7,960.85	3,293.12	3,869.47	3,998.30	19,121.74
District General ..	17,826.44	8,632.71	11,225.48	42,306.28	79,990.91
Totals	\$127,728.39	\$ 49,994.00	\$123,088.22	\$113,935.93	\$414,746.54

HEMPSTEAD COUNTY—DISTRICT NO. 3

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
4-s-5	Maintenance	\$ 2,893.40	\$ 892.00	\$.70	\$ 1,272.03	\$ 5,058.13
4-s-5	Gravel Resurfacing	3,848.86	256.23	4,042.88	246.25	8,394.22
4-s-6	Maintenance	1,153.50	46.44	329.15	126.93	1,656.02
24-s-2	Maintenance	192.50	15.27	105.80	110.67	424.24
24-s-3	Maintenance	3,493.30	610.53	870.35	902.75	5,876.93
24-s-3	Bridge Repairs	189.00	183.68	.....	132.24	504.92
27-s-3	Maintenance	781.75	333.57	14.50	527.77	1,657.59
29-s-3	Maintenance	1,465.75	466.83	7,209.17	2,086.46	11,228.21
29-s-3	Heavy Grading	335.25	343.63	686.77	912.28	2,277.93
29-s-4	Maintenance	1,505.05	770.89	99.57	1,638.47	4,013.98
29-s-4	Bridge Repairs	208.00	.....	.....	262.94	470.94
55-s-2	Maintenance	1,052.80	246.72	168.00	506.03	1,973.55
67-s-2	Maintenance	3,008.60	1,181.39	90.09	1,163.97	5,444.05
67-s-2	Mud Jack Operation & Shoulder Repair	1,637.30	388.79	107.65	445.51	2,579.25
73-s-2	Maintenance	797.35	279.96	.....	424.53	1,501.84
Totals		\$22,562.41	\$ 6,015.93	\$13,724.63	\$10,758.83	\$53,061.80

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

HOWARD COUNTY—DISTRICT NO. 3						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
4-s-4	Maintenance	\$ 1,579.85	\$ 426.50	\$ 467.92	\$ 786.79	\$ 3,261.06
4-s-4	Bridge Repair	432.75	35.70	563.59	194.23	1,226.27
24-s-2	Maintenance	1,650.20	559.24	79.30	1,552.47	3,841.21
24-s-2	Bridge Repair	396.75	184.77	...	126.88	708.40
27-s-2	Maintenance	1,980.15	474.17	183.50	1,609.66	4,247.48
55-s-1	Maintenance	1,215.34	387.57	22.76	627.81	2,253.48
55-s-1	Bridge Repairs	303.10	...	...	566.75	869.85
70-s-3	Bridge Repairs	1,372.38	517.47	269.10	684.30	2,843.25
70-s-3	Shoulder Rebuilding	550.05	162.40	340.32	245.94	1,298.71
73-s-1	Maintenance	330.65	124.71	2.22	203.98	661.56
128-s-1	Maintenance	1,028.10	188.62	122.63	773.90	2,113.25
Totals		\$10,839.32	\$ 3,061.15	\$ 2,051.34	\$ 7,372.71	\$23,324.52
LAFAYETTE COUNTY—DISTRICT NO. 3						
29-s-1	Maintenance	\$ 2,599.32	\$ 1,298.78	\$ 488.38	\$ 1,748.59	\$ 6,135.07
29-s-1	Gravel Resurfacing	2,873.09	1,482.91	775.51	2,537.99	7,669.50
29-s-2	Maintenance	780.80	776.13	48.28	786.01	2,391.22
82-s-2	Maintenance	2,644.78	936.24	82.57	1,419.98	5,083.57
82-s-2	Bridge Replacement	1,021.85	105.00	1,361.62	243.90	2,732.37
	Toll Bridge	8,483.62	1,822.83	1,170.57	2,226.73	13,703.75
Totals		\$18,403.46	\$ 6,421.89	\$ 3,926.93	\$ 8,963.20	\$37,715.48
LITTLE RIVER COUNTY—DISTRICT NO. 3						
32-s-1	Maintenance	\$ 763.65	\$ 124.43	\$ 25.91	\$ 466.65	\$ 1,380.64
32-s-2	Maintenance	1,763.75	1,252.06	31.93	1,436.87	4,484.61
32-s-3	Maintenance	343.40	33.49	...	38.44	415.33
41-s-2	Maintenance	2,303.90	709.08	55.60	1,629.10	4,697.68
41-s-3	Maintenance	1,094.20	174.58	31.32	215.95	1,516.05
41-s-3	Gravel Resurfacing	461.05	164.03	627.24	87.01	1,339.33
71-s-4	Maintenance	3,150.60	761.69	83.71	1,898.76	5,894.76
71-s-4	Gravel Resurfacing	586.40	217.62	2,013.30	4.00	2,821.32
Totals		\$10,466.95	\$ 3,436.98	\$ 2,869.01	\$ 5,776.78	\$22,549.72
MILLER COUNTY—DISTRICT NO. 3						
67-s-1	Maintenance	\$ 1,203.15	\$ 116.82	\$ 243.70	\$ 261.94	\$ 1,825.61
67-s-1	Mud Jack Operations	280.00	131.74	...	60.91	472.65
71-s-1	Maintenance	2,692.10	849.20	123.92	2,384.79	6,050.01
71-s-1	Bridge Repair	485.10	110.11	...	89.11	684.32
71-s-2	Maintenance	1,400.40	234.46	...	466.91	2,101.77
71-s-3	Maintenance	75.75	...	...	31.37	107.12
82-s-1	Maintenance	3,517.35	1,360.13	75.07	2,683.80	7,636.35
82-s-1	Asphalt Resurfacing	8,408.25	4,185.66	39,762.94	2,327.29	54,684.14
134-s-1	Maintenance	25.25	32.64	...	31.52	89.41
	Fulton & Garland Toll Bridges	8,760.83	1,822.82	1,191.50	2,397.13	14,172.28
Totals		\$26,848.18	\$ 8,843.58	\$41,397.13	\$10,734.77	\$87,823.66

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

NEVADA COUNTY—DISTRICT NO. 3						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
4-s-7	Maintenance	\$ 1,837.60	\$ 670.74	\$ 510.10	\$ 543.65	\$ 3,562.09
4-s-7	Heavy Grading ..	657.80	200.83	.....	51.79	910.42
19-s-3	Maintenance	4,348.45	832.04	867.16	2,376.96	8,424.61
19-s-3	Bridge Repair	787.20	154.12	478.58	339.87	1,759.87
19-s-3	Gravel Resurfacing	1,114.50	555.54	13,406.54	946.19	16,022.77
24-s-4	Maintenance	464.70	134.22	172.82	359.34	1,131.08
24-s-4	Shoulder Rebuilding	273.05	5.70	95.82	137.91	512.48
24-s-5	Maintenance	3,162.55	1,163.62	106.45	2,034.34	6,466.96
53-s-2	Maintenance	459.25	69.33	227.92	224.35	980.85
53-s-3	Maintenance	1,283.65	101.73	576.42	527.89	2,489.69
53-s-3	Bridge Repair	209.50	6.43	182.94	8.75	407.62
67-s-3	Maintenance	2,290.10	473.25	139.14	1,142.70	4,045.19
67-s-3	Mud Jack Operation	415.90	120.29	.....	41.36	577.55
Totals		\$17,304.25	\$ 4,487.84	\$16,763.99	\$ 8,735.10	\$47,291.18
PIKE COUNTY—DISTRICT NO. 3						
8-s-4	Maintenance	\$ 1,032.93	\$ 273.15	\$ 2.12	\$ 127.73	\$ 1,435.93
8-s-4	Gravel Repairing ...	761.70	36.98	719.13	.....	1,517.81
26-s-3	Maintenance	1,441.75	666.27	96.21	767.67	2,971.90
26-s-3	Gravel Resurfacing	514.25	98.33	955.77	122.53	1,690.88
27-s-4	Maintenance	789.50	264.58	10.50	188.50	1,253.08
27-s-5	Maintenance	2,316.20	559.32	1,113.89	1,522.67	5,512.08
70-s-3	Maintenance	84.00	.....	.....	.....	84.00
70-s-4	Maintenance	1,452.80	751.79	636.94	1,100.62	3,942.15
70-s-5	Maintenance ...	1,968.04	480.72	628.97	1,052.33	4,130.06
84-s-1	Maintenance	769.00	205.50	69.74	338.76	1,383.00
84-s-1	Bridge Repairs	1,026.77	236.11	116.10	46.68	1,425.66
128-s-2	Bridge Repairs	179.10	151.56	1.20	206.38	538.24
Totals		\$12,336.04	\$ 3,724.31	\$ 4,350.57	\$ 5,473.87	\$25,884.79
SEVIER COUNTY—DISTRICT NO. 3						
24-s-1	Maintenance	\$ 534.70	\$ 52.11	\$ 83.09	\$ 169.16	\$ 839.06
27-s-1	Maintenance	1,296.05	471.74	330.80	1,210.27	3,308.86
27-s-1	Bridge Repair	129.50	.....	.....	339.48	468.98
41-s-1	Maintenance	1,459.00	684.25	157.99	1,823.17	4,124.41
41-s-1	Gravel Resurfacing	1,302.50	370.03	2,243.47	360.63	4,276.63
70-s-1	Maintenance	752.30	684.34	7.87	515.05	1,959.56
70-s-1	Bridge Repair	579.50	.....	1,753.47	226.88	2,559.85
70-s-2	Maintenance	1,526.90	332.53	33.70	899.80	2,792.93
70-s-2	Gravel Resurfacing & Bridge Repair	1,549.65	589.08	2,901.87	280.07	5,320.67
71-s-5	Maintenance	2,156.10	326.95	33.21	889.65	3,405.91
71-s-5	Gravel Resurfacing	239.00	75.00	461.01	3.69	778.70
71-s-6	Maintenance	1,458.25	478.73	395.34	1,411.66	3,743.98
71-s-6	Bridge Repair	208.00	9.85	480.26	143.80	841.91
71-s-7	Maintenance ...	1,491.00	520.06	76.95	697.35	2,785.36
Totals		\$14,682.45	\$ 4,594.67	\$ 8,959.03	\$ 8,970.66	\$37,206.81

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

RECAPITULATION—DISTRICT NO. 3

County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Hempstead	\$ 22,562.41	\$ 6,015.93	\$ 13,724.63	\$ 10,758.83	\$ 53,061.80
Howard	10,839.32	3,061.15	2,051.34	7,372.71	23,324.52
Lafayette	18,403.46	6,421.89	3,926.93	8,963.20	37,715.48
Little River	10,466.95	3,436.98	2,869.01	5,776.78	22,549.72
Miller	26,848.18	8,843.58	41,397.13	10,734.77	87,823.66
Nevada	17,304.25	4,487.84	16,763.99	8,735.10	47,291.18
Pike	12,336.04	3,724.31	4,350.57	5,473.87	25,884.79
Sevier	14,682.45	4,594.67	8,959.03	8,970.66	37,206.81
District General	18,286.97	11,078.80	10,417.17	50,880.52	90,663.46
Totals	\$151,730.03	\$ 51,665.15	\$104,459.80	\$117,666.44	\$425,521.42

CRAWFORD COUNTY—DISTRICT NO. 4

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
45-s-2	Maintenance	\$ 2,160.40	\$ 470.33	\$ 180.30	\$ 1,145.91	\$ 3,956.94
45-s-2	Gravel Resurfacing	4,383.20	1,286.69	894.60	2,369.52	8,934.01
59-s-4	Maintenance	1,805.25	997.98	1.22	740.77	3,545.22
59-s-4	Bridge Repairs	1,329.65	651.85	1,123.57	597.07	3,702.14
64-s-2	Maintenance	3,056.33	603.90	.....	604.77	4,265.00
64-s-2	Mud Jack Operations	560.10	148.14	.77	35.29	744.30
71-s-15	Maintenance	3,516.08	189.24	8.72	1,056.69	4,770.73
71-s-15	Roadside Improv. ..	2,453.10	105.41	28.19	85.78	2,672.48
Totals .....	.....	\$19,264.11	\$ 4,453.54	\$ 2,237.37	\$ 6,635.80	\$32,590.82

FRANKLIN COUNTY—DISTRICT NO. 4

22-s-2	Maintenance	\$ 1,084.25	\$ 216.76	\$	\$ 451.39	\$ 1,752.40
23-s-3	Maintenance	1,429.15	416.88	.....	464.91	2,310.94
23-s-4	Maintenance	3,935.45	1,129.28	251.84	1,474.32	6,790.89
23-s-4	Ditching & Shoul- der Rebuilding	1,914.94	368.56	1,013.40	456.36	3,753.26
64-s-3	Maintenance	3,540.96	373.58	.....	588.62	4,503.16
Totals .....	.....	\$11,904.75	\$ 2,505.06	\$ 1,265.24	\$ 3,435.60	\$19,110.65

LOGAN COUNTY—DISTRICT NO. 4

10-s-2	Maintenance	\$ 2,701.50	\$ 1,086.35	\$ 12.60	\$ 1,278.58	\$ 5,079.03
10-s-2	Gravel Resurfacing	3,130.75	1,157.48	19,210.43	1,328.85	24,827.51
22-s-3	Maintenance	3,692.30	232.76	3.97	437.39	4,366.42
22-s-3	Roadside Improv. ..	256.05	77.92	.....	58.88	392.85
22-s-4	Maintenance	2,095.80	189.52	1.51	402.65	2,689.48
23-s-2	Maintenance	2,054.30	981.55	.....	854.68	3,890.53
109-s-2	Maintenance	1,114.15	242.96	5.14	757.11	2,119.36
109-s-2	Gravel Resurfacing & Ditching	1,349.50	250.68	286.00	638.21	2,524.39
116-s-1, 1a	Maintenance	165.60	104.81	211.98	44.85	527.24
116-s-1a	Seal Coating	144.45	.....	760.37	434.74	1,339.56
Totals .....	.....	\$16,704.40	\$ 4,324.03	\$20,492.00	\$ 6,235.94	\$47,756.37

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

MONTGOMERY COUNTY—DISTRICT NO. 4						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
8-s-3	Maintenance ..	\$ 2,239.20	\$ 906.21	\$ 242.14	\$ 634.10	\$ 4,021.65
8-s-3	Bridge Repair ..	1,527.93	.....	1,840.55	866.80	4,235.28
27-s-6	Maintenance ..	1,211.10	287.19	3.80	403.10	1,905.19
27-s-7	Maintenance ..	715.30	446.07	44.80	648.77	1,854.94
27-s-7	Bridge Repair ..	449.87	36.02	298.22	705.13	1,489.24
70-s-6	Maintenance ..	211.10	.....	114.28	73.17	398.55
88-s-3	Maintenance ..	919.05	365.26	510.49	735.71	2,530.51
270-s-3	Maintenance ..	3,030.48	529.58	10.00	1,161.61	4,731.67
270-s-3	Bridge Repairs ..	213.40	14.50	338.64	95.53	662.07
270-s-4	Maintenance ..	1,420.00	423.93	28.56	1,103.71	2,976.20
Totals		\$11,937.43	\$ 3,008.76	\$ 3,431.48	\$ 6,427.63	\$24,805.30
POLK COUNTY—DISTRICT NO. 4						
4-s-1	Maintenance ..	\$ 515.35	\$	\$	\$ 76.11	\$ 591.46
8-s-2	Maintenance ..	2,873.25	721.24	.....	675.61	4,270.10
8-s-2	Bridge Repair ..	357.30	61.48	296.76	124.75	840.29
59-s-5	Maintenance ..	1,280.35	419.92	.....	189.79	1,890.06
71-s-8	Maintenance ..	2,336.70	1,036.14	137.49	981.94	4,492.27
71-s-8	Bridge Repair ..	117.50	19.83	98.16	266.20	501.69
71-s-9	Maintenance ..	2,503.85	1,141.83	34.49	1,796.74	5,476.91
71-s-9	Bridge Repairs ..	907.55	50.45	1,145.88	119.97	2,223.85
71-s-10	Maintenance ..	2,004.20	746.94	316.23	1,430.59	4,497.96
71-s-10	Heavy Grading ..	2,140.90	227.00	404.07	1,285.74	4,057.71
88-s-1	Maintenance ..	220.90	.....	.....	115.98	336.88
88-s-2	Maintenance ..	1,874.60	587.65	122.39	1,199.84	3,784.48
88-s-2	Bridge Repair ..	598.30	51.02	73.13	504.15	1,226.60
270-s-1	Maintenance ..	824.40	76.78	40.00	419.92	1,361.10
270-s-1	Maintenance ..	491.90	.....	.....	406.13	898.03
Totals		\$19,047.05	\$ 5,140.28	\$ 2,668.60	\$ 9,593.46	\$36,449.39
SCOTT COUNTY—DISTRICT NO. 4						
28-s-1	Maintenance ..	\$ 2,732.00	\$ 575.41	\$ 572.25	\$ 1,200.88	\$ 5,080.54
28-s-1	Gravel Resurfacing & Bridge Repairs ..	2,572.05	986.33	2,196.30	1,289.25	7,043.93
28-s-2	Maintenance ..	3,806.05	979.49	171.40	1,602.48	6,559.42
28-s-2	Bridge Repairs ..	583.30	81.53	1,020.72	1,058.53	2,744.08
71-s-11	Maintenance ..	4,156.50	1,394.36	2.71	1,207.49	6,761.06
71-s-11	Bridge Repairs ..	104.25	20.69	4.80	20.60	150.43
71-s-12	Maintenance ..	3,632.22	914.34	59.71	1,001.79	5,608.06
270-s-2	Maintenance ..	1,472.59	664.74	.....	688.74	2,826.07
Totals		\$19,058.96	\$ 5,616.89	\$ 4,027.89	\$ 8,069.85	\$36,773.59
SEBASTIAN COUNTY—DISTRICT NO. 4						
10-s-1	Maintenance ..	\$ 1,523.10	\$ 594.84	\$	\$ 652.13	\$ 2,770.07
10-s-1	Gravel Resurfacing ..	1,549.25	374.40	3,939.01	1,789.33	7,651.99
22-s-1	Maintenance ..	2,480.70	366.79	35.35	1,068.87	3,951.71
23-s-0	Maintenance ..	980.90	232.52	211.36	790.19	2,214.97

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

SEBASTIAN COUNTY—DISTRICT NO. 4—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
23-s-0	Bridge Repairs	864.50	61.27	82.12	514.05	1,521.94
45-s-1	Maintenance	3,837.36	1,144.38	85.80	1,251.65	6,319.19
45-s-1	Roadside Improv'mt.	544.95	.....	26.95	423.28	995.18
64-s-1	Maintenance	20.50	5.31	44.50	1.88	72.19
64-s-1	Roadside Improv'mt.	823.90	.....	99.26	224.80	1,147.96
71-s-13	Maintenance	1,634.55	370.14	127.96	409.08	2,541.73
71-s-13	Bridge Repairs	161.30	50.70	244.17	106.36	562.53
71-s-14	Maintenance	1,805.92	301.50	.....	157.85	2,265.27
96-s-1	Maintenance	755.10	199.33	50.83	313.62	1,318.88
96-s-1	Bridge Repairs	83.70	.....	260.66	59.49	403.85
96-s-2	Maintenance	1,991.85	458.50	539.36	574.21	3,563.92
Totals		\$19,057.58	\$ 4,159.68	\$ 5,747.33	\$ 8,336.79	\$37,301.38

RECAPITULATION—DISTRICT NO. 4

County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Crawford	\$ 19,264.11	\$ 4,453.54	\$ 2,237.37	\$ 6,635.80	\$ 32,590.82
Franklin	11,904.75	2,505.06	1,265.24	3,435.60	19,110.65
Logan	16,704.40	4,324.03	20,492.00	6,235.94	47,756.37
Montgomery	11,937.43	3,008.76	3,431.48	6,427.63	24,805.30
Polk	19,047.05	5,140.28	2,668.60	9,593.46	36,449.39
Scott	19,058.96	5,616.89	4,027.89	8,069.85	36,773.59
Sebastian	19,057.58	4,159.68	5,747.33	8,336.79	37,301.38
District General	20,894.88	8,694.63	11,265.08	50,700.27	91,554.86
Totals	\$137,869.16	\$ 37,902.87	\$ 51,134.99	\$ 99,435.34	\$326,342.36

BAXTER COUNTY—DISTRICT NO. 5

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
5-s-8	Maintenance	\$ 1,194.95	\$ 524.63	\$ 194.27	\$ 126.59	\$ 2,040.44
5-s-9	Maintenance	667.65	197.06	.....	155.13	1,019.84
14-s-5	Maintenance	848.35	166.70	34.66	93.21	1,142.92
62-s-10	Maintenance	1,186.10	836.97	.....	1,743.34	3,766.41
62-s-10	Shoulder Rebuilding	404.95	39.29	.....	475.40	919.64
62-s-11	Maintenance	968.05	479.20	122.55	484.63	2,054.43
62-s-11	Shoulder & Bridge Repair	103.40	233.76	150.13	128.28	615.57
101-s-1	Maintenance	47.70	93.00	.....	3.40	144.10
126-s-1	Maintenance	633.10	155.60	29.14	228.55	1,046.39
Totals		\$ 6,054.25	\$ 2,726.21	\$ 530.75	\$ 3,438.53	\$12,749.74

CLEBURNE COUNTY—DISTRICT NO. 5

5-s-5	Maintenance	\$ 204.35	\$ 100.83	\$	\$ 160.97	\$ 466.15
16-s-11	Maintenance	1,723.40	277.21	108.21	1,352.62	3,461.44
16-s-11	Bridge Repair & Gravel Resurfacing	9,856.61	1,230.33	8,395.26	12,660.88	32,143.08

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

CLEBURNE COUNTY—DISTRICT NO. 5—(Continued)						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
16-s-12	Maintenance	1,232.25	568.72	201.47	1,503.25	3,505.69
16-s-12	Stone Resurfacing	955.60	262.44	5,836.52	2,661.40	9,715.96
25-s-2	Maintenance	1,380.50	791.02	104.10	595.87	2,871.49
25-s-2	Stone Resurfacing	2,785.24	1,137.79	11,758.07	1,740.72	17,421.82
25-s-3	Stone Resurfacing	3,219.50	1,085.83	814.54	1,560.67	6,680.54
Totals		\$21,357.45	\$ 5,454.17	\$27,218.17	\$22,236.38	\$76,266.17
FULTON COUNTY—DISTRICT NO. 5						
9-s-14	Maintenance	\$ 1,220.20	\$ 768.21	\$	\$ 501.04	\$ 2,489.45
9-s-15	Maintenance	1,842.30	1,391.57	5.71	1,132.32	4,371.90
62-s-12	Magnet Machine Operation	.....	.....	.....	10.25	10.25
62-s-12	Maintenance	1,779.75	434.87	9.36	1,038.65	3,262.63
62-s-12	Shoulder Repair & Gravel Patching	1,673.10	160.63	2,234.74	781.50	4,849.97
62-s-13	Maintenance	1,027.50	323.28	.....	551.05	1,901.83
62-s-16	Maintenance	2.40	.....	.....	6.36	8.76
63-s-1	Maintenance	2,439.25	1,301.79	1,318.82	724.38	5,784.24
Totals		\$ 9,984.50	\$ 4,380.35	\$ 3,568.63	\$ 4,745.55	\$22,679.03
INDEPENDENCE COUNTY—DISTRICT NO. 5						
11-s-14	Maintenance	\$ 2,183.98	\$ 782.84	\$ 76.74	\$ 1,742.97	\$ 4,786.53
11-s-14	Gravel Resurfacing	3,480.65	1,141.21	9,746.69	1,151.50	15,520.05
11-s-15	Maintenance	2,416.34	561.37	225.75	1,116.84	4,320.30
11-s-15	Roadside Improv't	384.60	240.50	5.90	12.53	643.53
14-s-8	Maintenance	470.35	216.03	.....	182.49	868.87
14-s-9	Maintenance	3,407.20	955.76	298.76	2,089.64	6,751.36
14-s-10	Maintenance	809.40	351.61	68.66	361.36	1,591.03
14-s-10	Gravel Resurfacing	1,240.45	265.58	66.59	799.98	2,372.60
25-s-4	Maintenance	1,172.55	366.89	25.14	480.20	2,044.78
25-s-5	Maintenance	3,004.60	1,018.27	676.59	1,532.29	6,231.75
25-s-5	Bridge Replacement	769.90	349.05	574.04	224.22	1,917.21
67-s-15	Maintenance	267.85	693.09	.....	963.68	1,924.62
69-s-2	Maintenance	2,241.00	715.69	45.44	1,090.99	4,093.12
122-s-1	Maintenance	1,178.75	508.48	231.86	417.86	2,336.95
Totals		\$23,027.62	\$ 8,166.37	\$12,042.16	\$12,166.55	\$55,402.70
IZARD COUNTY—DISTRICT NO. 5						
5-s-7	Maintenance	\$ 526.85	\$ 358.02	\$ 2.40	\$ 133.00	\$ 1,020.27
9-s-12	Maintenance	1,079.55	619.39	24.67	320.70	2,044.31
9-s-13	Maintenance	1,778.28	955.52	23.67	887.89	3,645.36
9-s-13	Gravel Resurfacing	2,810.65	.....	427.18	3,054.11	6,291.94
56-s-1	Maintenance	1,457.95	203.49	10.00	831.45	2,502.89
56-s-1	Gravel Resurfacing	3,688.10	828.60	812.47	2,221.53	7,550.70
56-s-2	Maintenance	1,759.70	193.74	247.07	913.89	3,114.40
56-s-2	Bridge Replacement	216.10	.....	90.12	335.23	641.45

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

IZARD COUNTY—DISTRICT NO. 5—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
58-s-1	Maintenance	203.30			147.63	350.93
58-s-1	Gravel Resurfacing	654.40		96.85	424.87	1,176.12
69-s-1	Maintenance	1,436.65	276.99	375.44	776.61	2,865.69
Totals		\$15,611.53	\$ 3,435.75	\$ 2,109.87	\$10,046.91	\$31,204.06

SHARP COUNTY—DISTRICT NO. 5

11-s-16	Maintenance	\$ 4,024.39	\$ 1,185.78	\$ 371.82	\$ 1,545.29	\$ 7,127.28
11-s-16	Bridge Repairs	595.05		570.55	105.43	1,271.03
56-s-3	Maintenance	111.15	149.75		102.61	363.51
58-s-2	Maintenance	1,737.90	582.83	87.07	818.76	3,226.56
58-s-3	Maintenance	1,370.55	577.11	131.09	168.17	2,246.92
58-s-3	Bridge Repair	467.20	177.57		11.76	656.53
62-s-14	Maintenance	88.70	13.20		355.58	457.48
62-s-15	Maintenance	100.15	47.84	25.60	196.95	370.54
62-s-17	Maintenance	1,121.85	881.83		863.02	2,866.70
63-s-2	Maintenance	2,433.60	607.90	289.41	1,219.51	4,550.42
115-s-3	Maintenance	170.30			352.25	522.55
115-s-3	Maintenance	1,172.85	405.35	10.45	473.09	2,061.74
115-s-3	Roadside Improv'mt.	408.45		53.17	468.78	930.40
Totals		\$13,802.14	\$ 4,629.16	\$ 1,539.16	\$ 6,681.20	\$26,651.66

STONE COUNTY—DISTRICT NO. 5

5-s-6	Maintenance	\$ 1,226.78	\$ 360.61	\$	\$ 856.21	\$ 2,443.60
9-s-11	Maintenance	4,148.00	1,055.88	303.81	2,848.37	8,356.06
14-s-6	Maintenance	1,121.60	480.65		364.64	1,966.89
14-s-7	Maintenance	2,142.40	510.17	306.13	1,142.10	4,100.80
14-s-7	Bridge Repairs	117.00		180.62	53.40	351.02
66-s-2	Maintenance	1,867.93	395.40	8.90	954.59	3,226.04
Totals		\$10,622.93	\$ 2,802.71	\$ 799.46	\$ 6,219.31	\$20,444.41

WHITE COUNTY—DISTRICT NO. 5

5-s-4	Maintenance	\$ 38.00	\$ 97.85	\$	\$ 4.68	\$ 140.53
11-s-11	Maintenance	1,123.40	331.49	65.90	525.67	2,046.46
11-s-11a	Maintenance	342.35	152.44	161.78	497.48	1,154.05
11-s-13	Maintenance	239.75	223.50	61.20	90.47	614.92
16-s-13	Maintenance	2,389.65	262.44	195.80	1,355.99	4,203.88
16-s-13	Stone Resurfacing	2,034.15	794.08	7,688.59	321.41	110,838.23
31-s-4	Maintenance	234.30		117.98	346.96	699.24
36-s-1	Maintenance	40.10				40.10
36-s-2	Maintenance	119.35	72.48		404.56	596.39
36-s-3	Maintenance	2,090.50	578.58	537.76	823.97	4,030.81
36-s-3	Stone Resurfacing	2,115.95	426.26	5,663.68	1,001.77	9,207.66
64-s-10	Maintenance	1,176.46	542.23	953.90	1,387.30	4,059.88
64-s-10	Stone Resurfacing	1,425.80	448.20	8,299.59	2,359.30	12,532.89
64-s-11	Maintenance	1,326.29	271.39	415.02	484.73	2,497.43
64-s-11	Heavy Grading	222.90	30.00		82.88	335.78
67-s-12	Maintenance	1,821.80	690.30	567.41	2,214.09	5,293.60

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

WHITE COUNTY—DISTRICT NO. 5—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
67-s-12	Stone and Asphalt Resurf.	6,199.55	3,111.47	5,376.53	1,873.77	16,561.32
67-s-12e	Maintenance	953.20	340.58	188.68	364.99	1,847.45
67-s-12w	Maintenance	99.00	176.33	.....	137.38	412.71
67-s-13	Maintenance	3,380.95	1,763.91	2,657.59	2,743.78	10,546.23
67-s-13e	Maintenance	1,031.00	220.40	13.40	266.64	1,531.44
67-s-13w	Maintenance	926.65	271.86	31.30	1,068.18	2,297.99
67-s-13w	Asphalt Patching ..	132.90	.....	376.00	209.39	718.29
Totals		\$29,463.99	\$10,805.79	\$33,372.11	\$18,565.39	\$92,207.28

RECAPITULATION—DISTRICT NO. 5

County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Baxter	\$ 6,054.25	\$ 2,726.21	\$ 530.75	\$ 3,438.53	\$ 12,749.74
Cleburne	21,357.45	5,454.17	27,218.17	22,236.38	76,266.17
Fulton	9,984.50	4,380.35	3,568.63	4,745.55	22,679.03
Independence	23,027.62	8,166.37	12,042.16	12,166.55	55,402.70
Izard	15,611.53	3,435.75	2,109.87	10,046.91	31,204.06
Sharp	13,802.14	4,629.16	1,539.16	6,681.20	26,651.66
Stone	10,622.93	2,802.71	799.46	6,219.31	20,444.41
White	29,463.99	10,805.79	33,372.11	18,565.39	92,207.28
District General	21,524.62	11,143.64	10,584.99	63,254.74	106,507.99
Totals	\$151,449.03	\$ 53,544.15	\$ 91,765.30	\$147,354.56	\$444,113.04

FAULKNER COUNTY—DISTRICT NO. 6

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
25-s-1	Maintenance ..	\$ 1,907.42	\$ 723.32	\$ 87.40	\$ 1,238.39	\$ 3,956.53
25-s-1	Stone Resurfacing	161.25	.....	.....	105.80	267.05
36-s-1	Maintenance ..	2,062.10	541.90	431.02	1,712.77	4,747.79
60-s-2	Maintenance ..	692.53	25.30	.....	657.07	1,374.90
64-s-8	Maintenance ..	417.45	18.69	49.17	177.03	660.36
64-s-9	Maintenance ..	1,094.58	186.74	204.37	478.49	1,964.18
64-s-9	Shoulder Rebuilding	425.00	171.83	.....	107.08	703.91
65-s-9	Maintenance ..	2,513.00	487.55	158.67	1,129.10	4,288.32
65-s-9	Heavy Grading and Bridge Repairs	1,120.00	300.21	364.38	636.73	2,421.32
65-s-10	Maintenance	1,782.74	731.25	.....	1,135.57	3,649.56
65-s-10	Shoulder Rebuilding	208.50	190.11	.....	267.32	665.93
Totals		\$12,384.57	\$ 3,376.90	\$ 1,293.03	\$ 7,645.35	\$24,699.85

GARLAND COUNTY—DISTRICT NO. 6

7-s-5	Maintenance	\$ 1,017.25	\$ 328.75	\$ 382.31	\$ 394.57	\$ 2,122.88
7-s-5	Gravel Resurfacing	1,071.10	579.37	61.50	731.11	2,433.08
7-s-6	Maintenance	2,495.65	113.38	596.17	905.95	4,111.15
7-s-7	Maintenance	3,432.92	1,399.80	950.74	2,012.72	7,796.18

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

GARLAND COUNTY—DISTRICT NO. 6—(Continued)						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
70-s-8	Maintenance ...	2,057.55	304.88	493.55	1,598.75	4,454.73
70-s-9	Maintenance ...	1,416.90	348.80	...	1,879.17	3,644.87
70-s-9	Roadside Improv'mt.	299.75	109.75	...	51.73	391.23
270-s-5	Maintenance ...	2,028.15	1,155.71	181.53	1,264.33	4,629.72
270-s-6	Maintenance ...	1,030.00	269.49	2.36	299.96	1,601.81
270-s-6	Bituminous Resurf.	3,605.71	1,961.01	10.38	3,323.90	8,901.00
Totals		\$18,384.98	\$ 6,570.94	\$ 2,678.54	\$12,462.19	\$40,096.65
GRANT COUNTY—DISTRICT NO. 6						
6-s-8	Maintenance	\$ 671.10	\$ 109.25	\$ 186.40	\$ 1,017.22	\$ 1,983.97
6-s-8	Bridge Repair	43.70	...	909.92	13.28	966.90
6-s-9	Maintenance	793.40	393.02	36.29	607.46	1,830.17
35-s-2	Maintenance	1,011.70	707.14	...	193.50	1,912.34
35-s-2	Gravel Resurfacing	376.50	74.75	84.95	38.80	575.00
35-s-3	Maintenance	1,215.15	945.35	141.50	433.55	2,736.55
46-s-2	Maintenance	1,802.57	1,296.05	481.48	964.28	4,544.38
65-s-13	Maintenance	37.50	.82	...	...	38.32
113-s-1	Maintenance	609.65	209.81	261.03	273.69	1,354.18
113-s-1	Bridge Replacement	3,760.70	292.14	2,138.61	3,935.57	10,127.02
167-s-10	Maintenance	1,727.55	879.41	113.38	1,185.77	3,906.11
167-s-11	Maintenance	2,421.15	742.19	853.40	2,007.21	6,023.95
167-s-11	Asphalt Patching and Bridge Repair	3,206.78	706.20	5,752.09	1,149.83	10,814.90
270-s-8	Bridge Repair	183.30	...	192.90	1,804.35	2,180.55
270-s-9	Maintenance	1,376.55	531.99	765.53	1,194.40	3,868.47
270-s-9	Bridge Repair	237.00	...	568.19	229.94	1,035.13
270-s-10	Maintenance	742.55	524.86	112.18	559.33	1,938.92
270-s-10	Bridge Repair	368.20	52.34	...	260.90	681.44
Totals		\$20,585.05	\$ 7,465.32	\$12,598.85	\$15,869.08	\$56,518.30
HOT SPRING COUNTY—DISTRICT NO. 6						
6-s-6	Maintenance	\$ 883.70	\$ 112.00	\$	\$ 632.10	\$ 1,627.80
6-s-7	Maintenance	379.85	30.00	17.40	420.68	847.93
7-s-4	Maintenance	156.00	...	...	24.74	180.74
7-s-5	Maintenance	1,184.35	425.25	182.55	217.73	2,009.88
9-s-4	Maintenance	1,296.85	619.48	24.40	1,059.99	3,000.72
51-s-3	Maintenance	199.60	...	136.15	227.52	563.27
67-s-7	Maintenance	1,690.15	562.76	30.60	437.09	2,720.60
67-s-7	Mud Jack Operation	725.96	2.90	...	204.67	933.53
67-s-8	Maintenance	1,189.45	94.06	40.70	559.68	1,883.89
67-s-8	Mud Jack Operation	255.50	...	...	92.95	348.45
70-s-7	Maintenance	281.40	276.00	...	140.36	697.76
84-s-3	Maintenance	1,063.80	1,108.22	240.55	981.18	3,393.75
84-s-3	Bridge Repair	732.35	46.85	654.90	1,036.89	2,470.99
270-s-7	Maintenance	606.44	298.45	...	594.27	1,499.16
270-s-7	Bituminous Resurf.	5,024.57	2,965.95	892.85	7,958.21	16,841.58
270-s-8	Maintenance	587.75	542.08	50.92	525.26	1,706.01
Totals		\$16,257.72	\$ 7,084.00	\$ 2,271.02	\$15,113.32	\$40,726.06

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

LONOKE COUNTY—DISTRICT NO. 6

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
15-s-9	Maintenance	\$ 458.65	\$ 91.50	\$	\$ 89.44	\$ 639.59
30-s-2	Maintenance	1,387.20	265.85	.....	261.16	1,914.21
30-s-3	Maintenance	2,086.40	1,332.83	3,858.58	2,564.67	9,842.48
30-s-3	Stone Resurfacing and Bridge Repair	10,787.31	1,206.55	27,831.82	2,582.70	42,408.38
31-s-2	Maintenance	1,579.85	496.50	.....	1,335.08	3,411.43
31-s-2	Stone Resurfacing	2,523.29	794.90	13,825.42	2,809.44	19,953.05
31-s-3	Maintenance	1,805.80	683.80	.....	1,124.43	3,614.03
67-s-10	Maintenance	.....	2.05	.....	5.04	7.09
67-s-11	Maintenance	1,174.05	236.19	.....	458.68	1,868.92
67-s-11	Roadside Improv'mt.	60.75	.....	.....	19.45	80.20
70-s-14	Maintenance	1,349.45	200.13	24.83	429.50	2,003.91
70-s-14	Roadside Improv'mt.	15.00	.....	.....	25.67	40.67
70-s-15	Maintenance	2,158.25	395.20	94.30	296.65	2,944.40
89-s-1	Maintenance	1,245.55	446.66	443.94	852.39	2,988.54
Totals		\$26,631.55	\$ 6,152.16	\$46,078.89	\$12,854.30	\$91,716.90

PRAIRIE COUNTY—DISTRICT NO. 6

3-s-12	Maintenance	\$ 210.25	\$ 36.54	\$	\$ 57.86	\$ 304.65
11-s-8	Maintenance	1,238.60	622.20	314.45	1,053.56	3,228.81
11-s-9	Maintenance	2,146.92	911.73	774.61	1,722.39	5,555.65
11-s-9	Stone Resurfacing	574.85	134.81	4,549.25	125.72	5,384.63
11-s-10	Maintenance	270.20	50.17	400.56	503.85	1,224.78
11-s-10	Bridge Repair	1,418.25	111.97	1,764.35	792.62	4,087.19
30-s-4	Maintenance	1.00	22.44	.....	2.29	25.73
33-s-2	Maintenance	611.95	141.57	.....	314.11	1,067.63
33-s-2	Stone Resurfacing	1,014.70	268.64	5,456.15	98.37	6,837.86
33-s-3	Maintenance	678.25	241.57	261.25	233.68	1,414.75
38-s-1	Maintenance	2,734.81	382.05	600.10	1,578.26	5,295.22
38-s-1	Rip Rap Work	2,869.35	516.55	3,880.55	854.64	8,121.09
70-s-16	Maintenance	3,173.05	700.77	477.40	1,379.64	5,730.86
70-s-16	Roadside Improv'mt.	89.00	40.59	.....	207.44	337.03
70-s-12	Maintenance	132.90	18.00	.....	227.93	378.83
Totals		\$17,164.08	\$ 4,199.60	\$18,478.67	\$ 9,152.36	\$48,994.71

PULASKI COUNTY—DISTRICT NO. 6

5-s-1	Maintenance	\$ 2,104.65	\$ 469.42	\$ 40.80	\$ 266.96	\$ 2,881.83
5-s-1	Roadside Improv'mt.	618.60	215.19	.....	251.95	1,085.74
10-s-7	Maintenance	1,382.20	441.59	.....	762.38	2,586.17
10-s-7	Roadside Improv'mt.	588.50	157.04	.....	84.98	830.52
10-s-8	Maintenance	1,745.45	710.74	23.28	1,005.08	3,484.55
30-s-1	Maintenance	574.30	75.90	.....	243.04	893.24
30-s-1	Roadside Improv'mt.	619.80	.....	.....	14.49	634.29
65-s-11	Maintenance	2,384.65	303.94	248.36	521.27	3,458.22
65-s-12	Maintenance	3,483.85	518.15	4.30	769.42	4,775.72
67-s-10	Maintenance	2,124.60	423.81	.....	575.41	3,123.82
67-s-10	Roadside Improv'mt.	1,081.02	58.01	40.80	284.90	1,464.73
67-s-11	Maintenance	32.50	.....	.....	.....	32.50

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

PULASKI COUNTY—DISTRICT NO. 6—(Continued)							
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total	
70-s-12	Maintenance	2,482.45	1,194.06	615.56	848.18	5,140.25	
70-s-12	Elevate Curve	1,617.84	523.48	3,458.83	458.42	6,058.57	
70-s-13	Maintenance	1,951.00	506.46	563.54	1,343.38	4,364.38	
113-s-2	Maintenance	3.00			9.01	12.01	
167-s-13	Maintenance	1,496.00	365.14	424.23	260.23	2,545.60	
AFE S.G.-2	State Cap'tl. Grnds.	4,555.55	327.46	5,805.51	7,778.65	18,467.17	
Totals		\$28,845.96	\$ 6,290.39	\$11,225.21	\$15,477.75	\$61,839.31	
SALINE COUNTY—DISTRICT NO. 6							
9-s-5	Maintenance	\$ 1,487.15	\$ 563.11	\$ 217.31	\$ 804.35	\$ 3,071.92	
9-s-5	Bridge Repair	549.65	132.70	91.30	172.04	945.69	
35-s-1	Maintenance	853.40	284.95		367.65	1,506.00	
67-s-9	Maintenance	1,621.69	279.72		394.48	2,295.89	
67-s-11	Maintenance		14.68			14.68	
70-s-10	Maintenance	2,359.10	294.29		670.31	3,323.70	
70-s-11	Maintenance	2,488.40	258.82		635.29	3,382.51	
167-s-12	Maintenance	579.50	358.78	246.77	463.28	1,648.33	
167-s-12	Asphalt Patching	206.08	293.78	2,411.54	393.11	3,304.51	
Totals		\$10,144.97	\$ 2,480.83	\$ 2,966.92	\$ 3,900.51	\$19,493.23	
RECAPITULATION—DISTRICT NO. 6							
County	Labor	Operating Supplies & Expense	Material	Equipment	Total		
Faulkner	\$ 12,384.57	\$ 3,376.90	\$ 1,293.03	\$ 7,645.35	\$ 24,699.85		
Garland	18,384.98	6,570.94	2,678.54	12,462.19	40,096.65		
Grant	20,585.05	7,465.32	12,598.85	15,869.08	56,518.30		
Hot Spring	16,257.72	7,084.00	2,271.02	15,113.32	40,726.06		
Lonoke	26,631.55	6,152.16	46,078.89	12,854.30	91,716.90		
Prairie	17,164.08	4,199.60	18,478.67	9,152.36	48,994.71		
Pulaski	28,845.96	6,290.39	11,225.21	15,477.75	61,839.31		
Saline	10,144.97	2,480.83	2,966.92	3,900.51	19,493.23		
District General	22,872.23	15,808.86	24,766.34	37,139.35	100,586.78		
Totals		\$173,271.11	\$59,429.00	\$122,357.47	\$129,614.21	\$484,671.79	
BRADLEY COUNTY—DISTRICT NO. 7							
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total	
4-s-12	Maintenance	\$ 1,962.40	\$ 818.04	\$ 790.93	\$ 1,192.82	\$ 4,764.19	
4-s-12	Bridge Repair	83.75	17.07	73.71	107.26	281.79	
4-s-13	Maintenance	2,312.92	643.27	238.29	948.90	4,143.38	
8-s-11	Maintenance	772.95	190.52	11.93	387.26	1,362.66	
15-s-3	Maintenance	1,954.00	795.50	83.28	1,329.81	4,162.59	
15-s-3	Bridge Repair	109.50	15.50		84.88	209.88	
15-s-4	Maintenance	394.73	0.31	865.20	167.36	1,427.60	
Totals		\$ 7,590.25	\$ 2,480.21	\$ 2,063.34	\$ 4,218.29	\$16,352.09	

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

CALHOUN COUNTY—DISTRICT NO. 7

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
4-s-10	Maintenance	\$ 1,714.85	\$ 431.29	\$ 67.10	\$ 1,792.73	\$ 4,005.97
4-s-10	Bridge Repair	268.95	16.50	168.70	268.69	722.84
4-s-11	Maintenance	1,091.05	355.36	6.98	813.06	2,296.45
79-s-5	Maintenance	509.85	638.21	18.35	179.55	1,345.96
115-s-2	Maintenance	854.45	249.32	563.62	728.63	2,396.02
115-s-3	Maintenance	583.40	246.42		548.97	1,378.79
167-s-3	Maintenance	1,036.00	1,163.82	8.12	556.75	2,764.69
167-s-3	Riprap and Sodding Shoulder	108.00	29.00	167.72		304.72
167-s-4	Maintenance	758.50	657.74	2.96	495.45	1,914.65
167-s-5	Maintenance	444.80	129.86	78.30	402.62	1,055.58
Totals		\$ 7,369.85	\$ 3,947.52	\$ 1,081.85	\$ 5,786.45	\$18,185.67

CLARK COUNTY—DISTRICT NO. 7

7-s-3	Maintenance	\$ 2,115.20	\$ 753.40	\$ 226.96	\$ 915.98	\$ 4,011.54
7-s-4	Maintenance	400.65	6.40		281.67	688.72
8-s-5	Maintenance	3,309.65	1,372.57	304.23	1,487.11	6,473.56
26-s-4	Maintenance	1,367.65	474.88	175.54	993.05	3,011.12
51-s-1	Maintenance	3,067.95	841.93	418.66	1,004.34	5,332.88
51-s-1	Bridge Repair	84.95		666.95	46.43	798.33
51-s-2	Maintenance	888.85	452.28	342.38	545.58	2,229.09
53-s-1	Maintenance	740.65	431.91	10.92	341.55	1,525.03
53-s-1	Bridge Repair	126.85		225.71	33.65	386.21
67-s-4	Maintenance	2,687.75	508.66	94.45	616.25	3,907.11
67-s-4	Shoulder Rebuilding	1,158.70	250.64	161.35	450.55	2,021.24
67-s-5	Maintenance	1,515.00	232.07	97.63	463.99	2,308.69
67-s-5	Shoulder Rebuilding	248.40	0.73	166.80	5.39	421.32
67-s-6	Maintenance	748.20	232.66	11.84	451.99	1,444.69
67-s-6	Bridge Repair	258.00			24.48	282.48
67-s-7	Maintenance	10.00				10.00
Totals		\$18,728.45	\$ 5,558.13	\$ 2,903.42	\$ 7,662.01	\$34,852.01

CLEVELAND COUNTY—DISTRICT NO. 7

3-s-5	Maintenance	\$ 529.40	\$	\$	\$ 504.99	\$ 1,034.39
3-s-6	Maintenance	447.25		270.75	408.11	1,126.11
8-s-10	Maintenance	1,768.00	535.47	647.74	2,493.96	5,445.17
8-s-10	Gravel Resurfacing	503.00		142.72	727.34	1,373.06
11-s-1	Maintenance	645.97	207.91	42.82	366.30	1,263.00
11-s-1	Bridge Repair	260.73	618.49	539.03	156.05	1,574.30
15-s-5	Maintenance	1,279.03	586.20	10.42	631.57	2,507.22
15-s-6	Maintenance	1,421.87	704.68		812.65	2,939.20
35-s-5	Maintenance	1,938.25	662.26	157.59	1,122.30	3,880.40
35-s-5	Gravel Resurfacing	974.55		247.65	567.82	1,790.02
35-s-6	Maintenance	4.25			1.50	5.75
79-s-7	Maintenance	389.60	149.71		32.42	571.73
79-s-7	Asphalt Patching	625.85	217.15	885.86	17.16	1,746.02

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

CLEVELAND COUNTY—DISTRICT NO. 7—(Continued)						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
79-s-8	Maintenance	637.60	159.98		358.26	1,155.84
79-s-8	Asphalt and Bridge Repair	3,610.01	1,322.03	4,660.77	857.21	10,450.02
167-s-8	Maintenance	1,010.00	240.61		692.92	1,943.53
Totals		\$16,045.36	\$ 5,404.49	\$ 7,605.35	\$ 9,750.56	\$38,805.76
COLUMBIA COUNTY—DISTRICT NO. 7						
3-s-1	Maintenance	\$ 1,851.45	\$ 422.47	\$ 497.87	\$ 154.93	\$ 2,926.72
3-s-1	Bridge Repair			964.77	50.00	1,014.77
3-s-2	Maintenance	1,186.20	160.51	29.70	790.69	2,167.10
3-s-2	Bridge Repair	250.20		364.10	8.62	622.92
19-s-1	Maintenance	689.80	260.18	101.42	663.22	1,714.62
19-s-2	Maintenance	1,046.10	190.26		272.67	1,509.03
19-s-2	Gravel Resurfacing	193.00	69.00	4,304.53	368.47	4,935.00
57-s-2	Maintenance	578.35	84.28	0.65	203.81	867.09
79-s-1	Maintenance	838.60	699.44		470.33	2,008.37
79-s-2	Maintenance	986.50	176.55	6.75	303.01	1,472.81
79-s-3	Asphalt Patching	1,305.70	1,230.73	1,004.81	1,064.05	4,605.29
82-s-3	Maintenance	2,442.63	576.60	829.44	1,092.20	4,940.87
82-s-3	Bridge Repair	835.00	502.31	183.82	275.83	1,796.96
82-s-4	Maintenance	2,312.72	1,276.95	841.20	682.08	5,112.95
82-s-4	Asphalt Patching	201.00	36.25	170.29	87.49	495.03
132-s-1	Maintenance	2,255.85	908.67	584.75	1,538.21	5,287.48
Totals		\$16,973.10	\$ 6,594.20	\$ 9,884.10	\$ 8,025.61	\$41,477.01
DALLAS COUNTY—DISTRICT NO. 7						
3-s-4	Maintenance	\$ 192.10	\$	\$ 53.48	\$ 97.16	\$ 342.74
3-s-4	Bridge Replacement	1,424.30	2.90	5,068.96	427.57	6,923.73
7-s-2	Maintenance	2,584.15	457.20	25.35	1,865.29	4,931.99
7-s-2	Gravel Resurfacing	633.10	7.65	137.81	605.42	1,383.98
7-s-2a	Maintenance	252.70	5.26		181.13	439.09
7-s-2a	Renew Bridges	693.95	67.90		1,043.00	1,804.85
8-s-6	Maintenance	2,215.60	598.05	466.47	1,430.46	4,710.58
8-s-6	Bridge Repairs	81.70			20.02	101.72
8-s-7	Maintenance	1,179.50	598.87	18.24	893.17	2,689.78
8-s-7	Cleaning Right-of-Way	562.25	259.20	515.90	104.39	1,441.74
9-s-2	Maintenance	954.75	359.51	20.27	767.02	2,101.55
9-s-3	Maintenance	926.20	217.27	75.67	822.73	2,041.87
46-s-1	Maintenance	127.55	73.38		268.89	469.82
48-s-1	Maintenance	748.21	465.76	44.99	707.14	1,966.10
48-s-1	Bridge Repair	671.85	23.89	531.00	668.05	1,894.79
79-s-6	Maintenance	503.50	236.01	5.49	130.57	875.57
79-s-6	Asphalt Patching	174.00	50.75	1,929.60	0.79	2,155.14
167-s-6	Maintenance	276.77	71.99		189.11	537.87
167-s-7	Maintenance	894.80	476.10	26.73	389.05	1,786.68
167-s-9	Maintenance	636.15	214.47	40.90	386.77	1,278.29
Totals		\$15,733.13	\$ 4,186.16	\$ 8,960.86	\$10,997.73	\$39,877.88

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

OUACHITA COUNTY—DISTRICT NO. 7

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
3-s-3	Maintenance	\$ 3,952.50	\$ 418.15	\$ 817.16	\$ 1,428.50	\$ 6,616.31
3-s-3	Gravel Resurfacing	1,284.95	381.59	6,551.03	1,466.61	9,684.18
4-s-8	Maintenance	1,155.80	459.26	64.95	830.86	2,510.87
4-s-9	Maintenance	875.85	301.59	158.02	837.61	2,173.07
4-s-9	Gen. Improvement ..	1,270.35	.....	.....	50.03	1,320.38
7-s-1	Maintenance	312.35	155.00	3.32	79.84	550.51
7-s-1	Bridge Repair	284.45	0.49	346.82	89.27	721.03
7-s-17	Maintenance	940.43	284.21	110.71	236.60	1,571.95
7-s-17	Shoulder Repair	234.50	32.54	8.49	4.02	279.55
9-s-1	Maintenance	1,121.10	552.27	39.12	1,073.91	2,786.40
24-s-6	Maintenance	5,097.45	1,761.87	20.37	1,693.70	8,573.39
24-s-6	Shoulder Repair	147.00	119.63	.....	9.27	275.90
57-s-1	Maintenance	465.80	55.73	.....	238.64	760.17
79-s-3	Maintenance	2,203.90	1,300.78	17.37	452.97	3,975.02
79-s-4	Maintenance	1,687.40	840.78	363.75	343.56	3,235.49
79-s-4	Asphalt and Bridge Repair	1,805.00	266.21	871.72	218.19	3,161.12
167-s-3	Maintenance	1,182.00	318.09	1.10	429.58	1,930.77
167-s-3	Bridge Repair	153.50	.....	49.30	451.49	654.29
167-s-4	Maintenance	2,098.50	322.17	750.36	1,531.32	4,702.35
167-s-4	Bridge Repair	400.85	.....	1,076.22	248.72	1,725.79
Totals		\$26,673.68	\$ 7,570.36	\$11,249.81	\$11,714.69	\$57,208.54

UNION COUNTY—DISTRICT NO. 7

7-s-18	Maintenance	\$ 979.85	\$ 147.85	\$ 61.13	\$ 252.72	\$ 1,441.55
7-s-18	Roadside Improv'mt.	307.25	70.00	.....	7.48	384.73
15-s-1	Maintenance	1,248.95	674.20	0.41	496.33	2,419.89
15-s-1	Bridge Repair	1,785.25	156.97	361.87	1,260.46	3,564.55
15-s-2	Maintenance	1,773.65	810.47	30.00	782.74	3,396.86
57-s-3	Maintenance	638.80	157.51	8.13	78.62	883.06
57-s-3	Gravel Resurfacing ..	27.00	.....	287.10	.....	314.10
82-s-5	Maintenance	1,115.15	392.24	6.44	623.17	2,137.00
82-s-5	Drainage & Roadside Improvement	1,855.41	33.04	3.45	443.14	2,335.04
82-s-6	Maintenance	2,932.65	1,501.55	22.50	1,206.21	5,662.91
82-s-6	Gravel Resurfacing ..	1,955.80	555.90	4,790.41	7,754.14	15,056.25
82-s-7	Maintenance	5,046.35	1,499.09	159.96	1,799.22	8,504.62
82-s-7	Roadside & Shoulder Repair	3,112.90	674.76	312.93	487.08	4,587.67
115-s-1	Maintenance	499.85	8.40	51.96	480.38	1,040.59
115-s-1	Gravel Resurfacing ..	1,096.71	14.71	.....	202.99	1,314.41
129-s-1	Maintenance	924.65	190.51	0.53	628.18	1,743.87
129-s-1	Gravel Resurfacing ..	3,044.76	1,330.34	8,731.55	1,154.01	14,260.66
167-s-1	Maintenance	1,751.20	693.50	86.26	534.51	3,065.47
167-s-1	Heavy Grading	386.45	.....	.....	201.66	588.11
167-s-2	Maintenance	568.70	60.81	1.10	217.44	848.05
167-s-2	Gravel Resurfacing ..	825.58	22.00	.....	86.96	934.54
Totals		\$31,876.91	\$ 8,993.85	\$14,915.73	\$18,697.44	\$74,483.93

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

RECAPITULATION—DISTRICT NO. 7						
County	Labor	Operating Supplies & Expense	Material	Equipment	Total	
Bradley	\$ 7,590.25	\$ 2,480.21	\$ 2,063.34	\$ 4,218.29	\$ 16,352.09	
Calhoun	7,369.85	3,947.52	1,081.85	5,786.45	18,185.67	
Clark	18,728.45	5,558.13	2,903.42	7,662.01	34,852.01	
Cleveland	16,045.36	5,404.49	7,605.35	9,750.56	38,805.76	
Columbia	16,973.10	6,594.20	9,884.10	8,025.61	41,477.01	
Dallas	15,733.13	4,186.16	8,960.86	10,997.73	39,877.88	
Ouachita	26,673.68	7,570.36	11,249.81	11,714.69	57,208.54	
Union	31,876.91	8,993.85	14,915.73	18,697.44	74,483.93	
District General ..	17,335.51	10,441.63	9,920.33	57,529.90	95,227.37	
Totals	\$158,326.24	\$55,176.55	\$ 68,584.79	\$134,382.68	\$416,470.26	

CONWAY COUNTY—DISTRICT NO. 8						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
9-s-7	Maintenance	\$ 2,432.75	\$ 792.62	\$ 122.23	\$ 999.26	\$ 4,346.86
9-s-8	Maintenance	3,291.43	1,104.03	61.75	1,029.64	5,486.85
64-s-7	Maintenance	2,736.45	506.90	144.75	1,212.33	4,600.43
64-s-7	Asphalt Patching	1,113.74	120.24	1,538.57	294.79	3,067.34
92-s-1	Maintenance	832.90	80.87	..	220.62	1,134.39
95-s-1	Maintenance	3,382.05	1,028.87	734.99	1,377.62	6,523.53
154-s-1	Maintenance	1,789.75	508.95	..	533.82	2,832.52
Totals		\$15,579.07	\$ 4,142.48	\$ 2,602.29	\$ 5,668.08	\$27,991.92

JOHNSON COUNTY—DISTRICT NO. 8						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
21-s-1	Maintenance	\$ 2,714.25	\$ 659.69	\$..	\$ 1,019.09	\$ 4,393.03
21-s-1	Heavy Grading	133.55	..	123.00	108.34	364.89
64-s-4	Maintenance	1,661.15	203.21	..	716.98	2,581.34
64-s-5	Maintenance	1,978.10	229.31	..	431.06	2,638.47
64-s-5	Bridge Repair	483.35	17.41	25.33	75.03	601.12
123-s-2	Maintenance	2,228.50	548.36	78.00	917.59	3,772.45
123-s-2	Grading and Gravel Resurfacing	4,047.79	657.22	756.38	1,671.10	7,132.49
123-s-3	Maintenance	4,367.35	948.13	180.71	1,844.41	7,340.60
123-s-3	Bridge Repair	2,814.65	183.83	350.03	566.89	3,915.40
Totals		\$20,428.69	\$ 3,447.16	\$ 1,513.45	\$ 7,350.49	\$32,739.79

PERRY COUNTY—DISTRICT NO. 8						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
7-s-8	Maintenance	\$ 2,896.62	\$ 840.81	\$ 85.21	\$ 1,380.78	\$ 5,203.42
9-s-6	Maintenance	2,891.20	796.37	487.66	2,515.19	6,690.42
9-s-6	Bridge Repair	505.95	133.50	927.10	393.59	1,960.14
10-s-5	Maintenance	1,093.00	641.91	319.78	659.32	2,714.01
10-s-6	Maintenance	21.75	..	..	4.29	26.04
60-s-1	Maintenance	1,545.30	556.11	9.60	476.23	2,587.24
76-s-2	Maintenance	8.25	..	..	45.18	53.43
113-s-3	Maintenance	1,230.15	285.16	52.60	513.74	2,081.65
Totals		\$10,192.22	\$ 3,253.86	\$ 1,881.95	\$ 5,988.32	\$21,316.35

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

POPE COUNTY—DISTRICT NO. 8

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
7-s-11	Maintenance	1,173.15	\$ 133.01	\$ 171.18	\$ 174.92	\$ 1,652.26
7-s-11	Asphalt Patching ...	880.45	175.14	1,928.74	255.83	3,240.16
7-s-12	Maintenance	2,642.85	847.13	1.63	970.88	4,462.49
7-s-13	Maintenance	2,873.30	622.60	670.51	1,090.68	5,257.09
7-s-13	Stone Resurfacing ..	3,499.70	453.04	530.16	1,620.54	6,103.44
16-s-8	Maintenance	613.75	36.20	.....	98.88	748.83
27-s-11	Maintenance	1,766.25	528.74	179.90	1,001.63	3,476.52
27-s-11	Gravel Resurfacing..	1,959.45	552.23	2,075.98	183.19	4,770.85
27-s-12	Maintenance	1,847.90	278.44	.....	274.39	2,400.73
27-s-12	Roadside Improv'mt.	550.65	14.00	.....	343.88	908.53
27-s-14	Maintenance	111.50	.....	.....	.....	111.50
64-s-6	Maintenance	4,789.45	501.35	63.89	1,131.27	6,485.96
64-s-6	Shoulder & Asphalt Repair	396.65	40.45	300.16	65.63	802.89
64-s-7	Maintenance	13.00	.....	.....	.....	13.00
105-s-1	Maintenance	2,054.30	642.87	.....	952.83	3,650.00
105-s-1	Bridge Repair	903.00	75.88	.....	1,029.85	2,008.73
123-s-4	Maintenance	596.40	141.75	.....	166.26	904.41
124-s-1	Maintenance	3,745.65	634.57	134.55	1,053.23	5,568.00
124-s-1	Resurfacing and Bridge Repair	2,025.75	111.30	156.96	1,127.63	3,421.64
Totals		\$32,443.15	\$ 5,788.70	\$ 6,213.66	\$11,541.52	\$55,987.03

VAN BUREN COUNTY—DISTRICT NO. 8

9-s-9	Maintenance	\$ 1,224.32	\$ 315.20	\$ 42.67	\$ 893.53	\$ 2,475.72
9-s-9	Bridge Repair .....	.....	.....	302.21	.....	302.21
9-s-10	Maintenance	604.45	182.95	.....	236.79	1,024.19
16-s-9	Maintenance	281.52	44.06	89.17	436.91	851.66
16-s-10	Maintenance	2,465.55	817.24	455.46	752.78	4,491.03
16-s-10	Gravel Resurfacing ..	1,560.20	495.71	1,614.50	351.75	4,022.16
65-s-7	Maintenance	921.20	159.55	418.52	109.67	1,608.94
65-s-7	Asphalt Resurfacing and Siding	5,636.10	1,573.80	5,993.72	556.81	13,760.43
65-s-8	Maintenance	616.40	358.91	377.03	156.34	1,508.68
65-s-8	Asphalt & Bridge Repair	236.00	.....	168.09	106.58	510.67
95-s-2	Maintenance	2,277.04	538.47	2,128.60	1,448.90	6,393.01
95-s-2	Bridge Repair .....	.....	.....	248.23	747.53	995.76
Totals		\$15,822.78	\$ 4,485.89	\$11,838.20	\$ 5,797.59	\$37,944.46

YELL COUNTY—DISTRICT NO. 8

7-s-9	Maintenance	\$ 1,342.10	\$ 1,014.08	\$	\$ 939.87	\$ 3,296.05
7-s-9	Bridge Repair	229.65	69.86	348.14	48.18	695.83
7-s-10	Maintenance	4,428.35	662.10	405.04	1,400.86	6,896.35
7-s-10	Gravel Resurfacing ..	414.70	33.40	17.85	200.66	666.61
10-s-3	Maintenance	3,398.45	866.25	124.88	1,460.64	5,850.22
10-s-3	Gravel Resurfacing ..	7,894.56	1,504.64	2,959.13	5,385.91	17,744.24
10-s-4	Maintenance	3,072.06	668.32	382.30	929.69	5,052.37

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

YELL COUNTY—DISTRICT NO. 8—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
22-s-5	Maintenance . . .	1,264.55	142.24	11.62	254.10	1,672.51
22-s-5	Drainage Repair	293.00			87.27	380.27
27-s-8	Maintenance	1,754.65	303.11		298.87	2,356.63
27-s-9	Maintenance	1,042.05	791.38	66.64	1,481.46	3,381.53
27-s-9	Stone Resurfacing	2,108.30	581.31	656.03	663.96	4,009.60
27-s-10	Maintenance	3,732.45	621.47	228.41	1,013.67	5,596.00
27-s-10	Bridge Repair	174.30		293.65	19.25	487.20
28-s-3	Maintenance	1,723.75	367.84	300.98	722.54	3,115.11
28-s-3	Bridge Repairs	505.45	31.00	781.95	240.52	1,558.92
28-s-4	Maintenance	1,840.55	319.90	371.91	681.77	3,214.13
76-s-1	Maintenance	1,044.30	451.76		324.82	1,820.88
155-s-1	Maintenance	168.75	66.08			234.83
Totals		\$36,431.97	\$ 8,494.74	\$ 6,948.53	\$16,154.04	\$68,029.28

RECAPITULATION—DISTRICT NO. 8

County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Conway	\$ 15,579.07	\$ 4,142.48	\$ 2,602.29	\$ 5,668.08	\$ 27,991.92
Johnson	20,428.69	3,447.16	1,513.45	7,350.49	32,739.79
Perry	10,192.22	3,253.86	1,881.95	5,988.32	21,316.35
Pope	32,443.15	5,788.70	6,213.66	11,541.52	55,987.03
Van Buren	15,822.78	4,485.89	11,838.20	5,797.59	37,944.46
Yell	36,431.97	8,494.74	6,948.53	16,154.04	68,029.28
District General . .	15,354.25	6,419.47	7,845.62	38,188.58	67,807.92
Totals	\$146,252.13	\$ 36,032.30	\$ 38,843.70	\$ 90,688.62	\$311,816.75

BENTON COUNTY—DISTRICT NO. 9

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
12-s-1	Maintenance	\$ 2,352.95	\$ 1,298.43	\$ 46.93	\$ 1,524.03	\$ 5,222.34
12-s-2	Maintenance	1,837.35	936.52		737.34	3,511.21
12-s-3	Maintenance	1,644.90	549.28	15.00	990.62	3,199.80
16-s-1	Maintenance	780.80	381.72		92.55	1,255.07
59-s-1	Maintenance	151.85	16.08		188.50	356.43
62-s-2	Maintenance	1,395.25	211.96	617.95	379.73	2,604.89
62-s-2	Asphalt Patching	3,333.25	2,125.94	3,940.47	1,096.43	10,496.09
68-s-0	Maintenance	1,686.70	752.65		1,118.42	3,557.77
71-s-18	Maintenance	1,561.90	303.70	450.42	351.73	2,667.75
71-s-18	Shoulder Improv'mt.	522.00	91.57	51.07	96.54	761.18
71-s-19	Maintenance	1,936.25	396.49	383.48	1,203.19	3,919.41
71-s-19	Asphalt Patching and Sealing	2,719.25	1,077.04	3,307.10	84.63	7,188.02
72-s-1	Maintenance	1,352.10	155.16		867.71	2,374.97
72-s-1	Culvert Replacem't.	95.50		96.87	2.81	195.18
94-s-1	Maintenance	338.45				338.45
99-s-2	Maintenance	322.70			2.00	324.70

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

BENTON COUNTY—DISTRICT NO. 9—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
100-s-1	Maintenance	1,648.85	770.36	106.98	1,389.73	3,915.92
100-s-1	Asphalt Patching ..	236.30	38.16	513.48	30.79	818.73
102-s-1	Maintenance	1,163.45	413.94	7.29	574.03	2,158.71
102-s-2	Maintenance	424.05	6.95	.....	132.90	563.90
107-s-1	Maintenance	1,503.05	421.68	35.58	1,248.19	3,208.50
107-s-1	Stone Resurfacing ..	2,921.40	952.16	493.38	3,509.37	7,876.31
Totals		\$29,928.30	\$10,899.79	\$10,066.00	\$15,621.24	\$66,515.33

BOONE COUNTY—DISTRICT NO. 9

7-s-16	Maintenance	\$ 2,072.05	\$ 776.72	\$ 179.95	\$ 1,167.79	\$ 4,196.51
7-s-16	Bridge Repairs	862.95	.....	159.52	119.23	1,141.70
14-s-1	Maintenance	534.85	355.03	9.00	142.28	1,041.16
14-s-1	Shoulder Rebuilding ..	841.60	280.36	.....	218.33	1,340.29
43-s-2	Maintenance	1,409.15	503.82	.....	456.28	2,369.25
43-s-2	Heavy Grading	7,427.01	862.29	121.40	2,300.75	10,711.45
43-s-3	Maintenance	1,621.65	331.31	57.62	948.80	2,959.38
62-s-6	Maintenance	924.80	250.61	171.53	888.31	2,235.25
62-s-6	Asphalt Patching ..	.....	.....	319.80	.....	319.80
62-s-7	Maintenance	1,195.35	311.54	.....	440.91	1,947.80
65-s-1	Maintenance	3,324.75	1,328.63	352.72	2,569.35	7,575.45
65-s-1	Asphalt Patching ..	1,725.65	96.42	1,253.65	726.23	3,801.95
65-s-2	Maintenance	4,262.80	421.50	123.45	1,592.20	6,399.95
65-s-2	Asphalt and Bridge Repair	1,225.70	275.52	1,914.73	134.13	3,550.08
Totals		\$27,428.31	\$ 5,793.75	\$ 4,663.37	\$11,704.59	\$49,590.02

CARROLL COUNTY—DISTRICT NO. 9

21-s-5	Maintenance	\$ 2,943.30	\$ 397.55	\$ 491.33	\$ 906.02	\$ 4,738.20
21-s-5	Bridge Repair	54.20	22.00	165.93	31.80	273.93
21-s-6	Maintenance	2,231.20	669.24	23.00	851.82	3,775.26
21-s-6	Asphalt Repair and Ditch Repair	83.80	62.00	.....	19.93	165.73
23-s-7	Maintenance	660.70	24.93	.....	75.47	761.10
23-s-8	Maintenance	38.05	.....	.....	.....	38.05
62-s-2	Maintenance	67.50	121.77	.....	82.09	271.36
62-s-3	Maintenance	2,444.65	536.93	140.71	1,013.24	4,135.53
62-s-3	Asphalt Patching ..	1,165.15	64.05	1,781.74	450.62	3,461.56
62-s-4	Maintenance	1,985.78	298.17	144.18	876.92	3,305.05
62-s-4	Asphalt Patching ..	40.60	92.22	1,455.25	369.74	1,957.81
62-s-5	Maintenance	2,163.85	138.37	171.02	723.64	3,196.88
62-s-5	Asphalt Patching ..	775.30	481.61	2,285.70	130.42	3,673.03
68-s-4	Maintenance	1,104.71	114.23	.....	236.06	1,455.00
68-s-4	Culvert Replacement ..	618.55	.....	.....	343.70	962.25
103-s-2	Maintenance	1,138.35	276.03	.....	958.81	2,373.19
Totals		\$17,515.69	\$ 3,299.10	\$ 6,658.86	\$ 7,070.28	\$34,543.93

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

MADISON COUNTY—DISTRICT NO. 9

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
12-s-4	Maintenance	\$ 150.40	\$ 49.07	\$	\$ 76.68	\$ 276.15
16-s-4	Maintenance	2,873.70	838.40	340.90	996.49	5,049.49
16-s-5	Maintenance	1,052.80	468.94	.....	514.46	2,036.20
16-s-5	Slide Removal	210.30	190.52	14.95	117.46	533.23
21-s-4	Maintenance	768.40	89.45	34.27	466.15	1,358.27
21-s-4	Bridge Repair	193.15	.....	318.57	42.40	554.12
23-s-5	Maintenance	2,391.80	795.89	925.15	1,576.95	5,689.79
23-s-5	Slide Removal	1,565.35	313.11	358.30	729.70	2,966.55
23-s-6	Maintenance	1,691.32	542.65	55.43	862.75	3,152.15
23-s-6	Heavy Grading	154.00	89.13	.....	7.75	250.88
45-s-6	Maintenance	1,094.35	442.31	22.92	113.74	1,673.32
68-s-2	Maintenance	2,130.45	734.64	.....	779.37	3,644.46
68-s-3	Maintenance	1,709.35	826.50	73.75	371.04	2,980.64
68-s-3	Bridge Repair	172.80	.....	95.31	401.68	669.79
127-s-1	Maintenance	404.05	57.85	.....	38.13	500.03
Totals		\$16,562.22	\$ 5,438.46	\$ 2,239.55	\$ 7,094.84	\$31,335.07

MARION COUNTY—DISTRICT NO. 9

14-s-2	Maintenance	\$ 1,780.15	\$ 257.48	\$ 167.45	\$ 160.42	\$ 2,365.50
14-s-2	Bridge Repair	156.15	26.40	249.30	131.36	563.21
14-s-3	Maintenance	686.00	241.08	.....	52.04	979.12
62-s-8	Maintenance	2,406.60	676.31	.....	979.82	4,062.73
62-s-8	Stone Resurfacing ..	1,315.40	411.89	52.50	660.52	2,440.31
62-s-9	Maintenance	1,247.05	483.65	314.55	756.62	2,801.87
101-s-2	Maintenance	367.85	37.81	276.60	159.52	841.78
125-s-1	Maintenance	261.50	16.00	.....	.....	277.50
Totals		\$ 8,220.70	\$ 2,150.62	\$ 1,060.40	\$ 2,900.30	\$14,332.02

NEWTON COUNTY—DISTRICT NO. 9

7-s-14	Maintenance	\$ 1,288.15	\$ 704.07	\$	\$ 754.64	\$ 2,746.86
7-s-15	Maintenance	3,631.00	691.95	69.13	943.55	5,335.63
16-s-6	Maintenance	370.30	69.42	.....	75.34	515.06
16-s-7	Maintenance	518.80	40.75	.....	35.17	594.72
21-s-2	Maintenance	1,333.95	163.16	.....	113.12	1,610.23
21-s-3	Maintenance	1,218.45	522.17	.....	373.02	2,113.64
43-s-1	Maintenance	1,022.65	758.02	459.28	41.35	2,281.30
43-s-1	Bridge Repair and Ditching	5,400.05	385.31	389.42	872.66	7,047.44
65-s-3	Maintenance	229.85	.....	92.28	382.35	704.48
65-s-3	Asphalt Patching ...	32.30	.....	15.30	164.76	212.36
103-s-1	Maintenance	3,053.05	460.52	80.93	783.82	4,378.32
103-s-1	Bridge Repair .....	.....	.....	84.19	580.51	664.70
Totals		\$18,098.55	\$ 3,795.37	\$ 1,190.53	\$ 5,120.29	\$28,204.74

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

SEARCY COUNTY—DISTRICT NO. 9						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
14-s-4	Maintenance	\$ 1,634.45	\$ 372.23	\$	\$ 316.14	\$ 2,322.82
27-s-13	Maintenance	335.70	45.00	.....	3.80	384.50
27-s-16	Maintenance	580.05	375.06	.....	87.10	1,042.21
27-s-16	Heavy Grading & Ditching	655.85	328.41	.....	253.39	1,237.65
27-s-17	Maintenance	1,276.35	299.07	140.09	263.46	1,978.97
65-s-4	Maintenance	1,972.05	243.63	1,491.81	914.49	4,621.98
65-s-4	Asphalt Resurfacing	1,988.15	701.98	3,594.10	2,203.67	8,487.90
65-s-5	Maintenance	2,225.60	716.69	55.21	757.13	3,754.63
65-s-5	Asphalt & Gravel Patching	311.90	.....	403.30	378.49	1,093.69
65-s-6	Maintenance	1,518.35	279.68	687.01	1,137.57	3,622.61
65-s-6	Asphalt Resurfacing	668.75	256.96	1,300.68	606.66	2,833.05
66-s-1	Maintenance	488.40	41.69	.....	123.14	653.23
66-s-1	Heavy Grading	3,596.25	645.88	.....	1,701.43	5,943.56
Totals		\$17,251.85	\$ 4,306.28	\$ 7,672.20	\$ 8,746.47	\$37,976.80

WASHINGTON COUNTY—DISTRICT NO. 9						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
16-s-2	Maintenance	\$ 1,949.15	\$ 666.54	\$ 36.77	\$ 923.36	\$ 3,575.82
16-s-3	Maintenance	2,339.20	428.41	1,000.93	1,396.14	5,164.68
16-s-3	Gravel Resurfacing & Bridge Repair	3,275.13	680.03	1,385.08	3,261.47	8,601.71
45-s-3	Maintenance	1,156.20	143.78	.....	524.71	1,824.69
45-s-3	Bridge Rep. & Ditch	1,106.85	149.61	677.38	166.48	2,100.32
45-s-3 a	Maintenance	296.35	42.04	39.26	28.95	406.60
45-s-5	Maintenance	2,743.90	1,158.26	482.69	1,595.19	5,980.04
59-s-2	Maintenance	903.35	570.30	.....	142.09	1,615.74
62-s-1	Maintenance	4,324.30	1,690.43	554.33	2,428.54	8,997.60
62-s-1	Gravel Resurfacing	2,999.75	.....	408.33	599.91	4,007.99
68-s-1	Maintenance	3,881.34	1,162.71	274.47	1,465.40	6,783.92
68-s-1	Stone Resurfacing	4,917.05	2,320.33	3,030.93	779.03	11,047.34
71-s-16	Maintenance	4,890.10	635.74	22.71	840.63	6,389.18
71-s-16	Shoulder Rebuilding	1,424.25	493.91	223.13	318.74	2,460.03
71-s-17	Maintenance	1,084.10	100.37	9.40	576.33	1,770.20
99-s-1	Maintenance	1,103.25	224.25	6.40	718.75	2,052.65
112-s-1	Maintenance	3.50	.....	.....	.....	3.50
Totals		\$38,397.77	\$10,466.71	\$ 8,151.81	\$15,765.72	\$72,782.01

RECAPITULATION—DISTRICT NO. 9					
County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Benton	\$ 29,928.30	\$ 10,899.79	\$ 10,066.00	\$ 15,621.24	\$ 66,515.33
Boone	27,428.31	5,793.75	4,663.37	11,704.59	49,590.02
Carroll	17,515.69	3,299.10	6,658.86	7,070.28	34,543.93
Madison	16,562.22	5,438.46	2,239.55	7,094.84	31,335.07
Marion	8,220.70	2,150.62	1,060.40	2,900.30	14,332.02
Newton	18,098.55	3,795.37	1,190.53	5,120.29	28,204.74

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

RECAPITULATION—DISTRICT NO. 9—(Continued)

County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Searcy	17,251.85	4,306.28	7,672.20	8,746.47	37,976.80
Washington	38,397.77	10,466.71	8,151.81	15,765.72	72,782.01
District General	23,867.46	12,213.82	13,937.81	60,715.90	110,734.99
Totals	\$197,270.85	\$ 58,363.90	\$ 55,640.53	\$134,739.63	\$446,014.91

CLAY COUNTY—DISTRICT NO. 10

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
1-s-21	Maintenance	\$ 1,379.95	\$ 510.84	\$	\$ 811.95	\$ 2,702.74
1-s-21	Bridge Repair	252.55	. . . . .	226.84	. . . . .	479.39
39-s-1	Maintenance	390.00	346.10	. . . . .	95.02	831.12
39-s-2	Maintenance	1,907.15	886.24	4.00	1,167.62	3,965.01
39-s-2	Asphalt Sealing & Patching	554.25	90.48	1,421.36	814.78	2,880.87
62-s-19	Maintenance	3,202.27	921.03	333.74	833.84	5,290.88
62-s-19	Gravel Resurfacing	3,147.90	29.58	2,154.87	2,130.89	7,463.24
62-s-20	Maintenance	724.65	606.78	5.12	239.74	1,576.29
62-s-20	Shoulder Rebuilding	1,004.50	93.04	71.25	109.00	1,277.79
67-s-22	Maintenance	574.40	112.94	. . . . .	114.01	801.35
90-s-1	Maintenance	789.90	178.41	137.86	91.20	1,197.37
90-s-1	Gravel Resurfacing	1,167.43	139.02	3,703.58	172.04	5,182.07
90-s-2	Maintenance	875.51	62.92	5.36	191.38	1,135.17
90-s-3	Maintenance	859.90	431.17	. . . . .	187.87	1,478.94
Totals		\$16,830.36	\$ 4,408.55	\$ 8,063.98	\$ 6,959.34	\$36,262.23

CRAIGHEAD COUNTY—DISTRICT NO. 10

1-s-17	Maintenance	\$ 1,298.91	\$ 639.29	\$	\$ 555.56	\$ 2,493.76
1-s-17	Gravel Resurfacing	1,022.40	164.00	1,741.27	1,321.36	4,249.03
1-s-18	Maintenance	1,912.85	356.83	159.17	957.14	3,385.99
1-s-18	Gravel Resurfacing	2,905.02	461.31	3,423.24	1,347.69	8,137.26
18-s-3	Maintenance	1,125.50	770.56	93.65	990.86	2,980.57
18-s-3	Bridge Repair	91.00	. . . . .	197.38	26.90	315.28
18-s-4	Maintenance	3,033.55	534.76	. . . . .	899.57	4,467.88
39-s-4	Maintenance	839.20	931.52	1.25	464.03	2,236.00
63-s-5	Maintenance	2,169.65	242.46	703.20	890.13	4,005.44
63-s-5	Asphalt Patching & Sealing	2,130.12	2,702.08	4,811.36	1,183.89	10,827.45
63-s-6	Maintenance	815.85	138.71	7.50	60.48	1,022.54
91-s-2	Maintenance	1,298.80	192.80	22.95	417.58	1,932.13
135-s-1	Maintenance	803.35	361.86	4.75	198.17	1,368.13
139-s-1	Maintenance	863.78	274.08	. . . . .	236.11	1,373.97
141-s-1	Maintenance	151.15	244.70	30.60	33.93	460.38
143-s-1	Maintenance	819.65	349.86	25.46	131.43	1,326.40
Totals		\$21,280.78	\$ 8,364.82	\$11,221.78	\$ 9,714.83	\$50,582.21

TABLE No. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

GREENE COUNTY—DISTRICT NO. 10						
Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
1-s-19	Maintenance	\$ 1,671.85	\$ 325.06	\$	\$ 978.88	\$ 2,975.79
1-s-19	Bridge Replacement	597.25	41.45	110.03	754.07	1,502.80
1-s-20	Maintenance	2,565.40	774.70	259.56	1,238.27	4,837.93
25-s-8	Maintenance	2,532.92	381.77	360.71	915.10	4,190.50
25-s-8	Gravel Resurfacing	1,921.72	496.30	.....	109.11	2,527.13
25-s-9	Maintenance	533.90	114.98	3.75	373.31	1,025.94
25-s-9	Shoulder Rebuilding	664.25	144.07	.....	34.51	842.83
34-s-3	Maintenance	2,854.40	465.92	36.38	1,401.30	4,758.00
34-s-3	Bridge Building	351.80	7.97	69.72	295.30	724.79
39-s-3	Maintenance	2,898.40	436.64	257.40	1,296.07	4,888.51
39-s-3	Asphalt & Gravel Resurfacing	5,692.80	1,933.41	1,190.64	3,599.51	12,416.36
63-s-4 a	Maintenance	3.50	.....	.....	.....	3.50
90-s-4	Maintenance	866.50	522.17	.....	545.98	1,934.65
135-s-2	Maintenance	1,058.85	344.78	8.98	419.60	1,832.21
141-s-2	Maintenance	37.40	.....	.....	90.00	127.40
Totals		\$24,250.94	\$ 5,989.22	\$ 2,297.17	\$12,051.01	\$44,588.34
JACKSON COUNTY—DISTRICT NO. 10						
11-s-12	Maintenance	\$ 965.80	\$ 240.01	\$ 451.31	\$ 653.90	\$ 2,311.02
14-s-11	Maintenance	694.65	10.47	.....	1,217.89	1,923.01
14-s-12	Maintenance	1,294.95	807.13	57.30	925.23	3,084.61
14-s-12	Bridge Repair	164.25	.....	548.04	15.00	727.29
17-s-6	Maintenance	1,129.20	880.99	88.53	963.63	3,062.35
17-s-6	Grading & Gravel Resurfacing	86.25	46.50	.....	689.44	822.19
18-s-1	Maintenance	2,153.85	1,071.23	100.75	1,035.02	4,360.85
18-s-1	Bridge Replacement	4,877.70	168.85	4,317.71	3,190.84	12,555.10
37-s-2	Maintenance	1,139.50	43.51	.....	28.26	1,211.27
67-s-14	Maintenance	986.40	549.20	.....	978.79	2,514.39
67-s-16	Maintenance	1,528.10	343.26	176.37	1,066.42	3,114.15
67-s-16	Bridge Repair	674.90	.....	1,670.69	76.83	2,422.42
67-s-17	Maintenance	706.05	92.09	.....	538.09	1,336.23
145-s-1	Maintenance	759.10	586.04	906.78	945.82	3,197.74
145-s-1	Gravel Resurfacing	1,313.10	936.05	.....	1,112.62	3,361.77
Totals		\$18,473.80	\$ 5,775.33	\$ 8,317.48	\$13,437.78	\$46,004.39
LAWRENCE COUNTY—DISTRICT NO. 10						
25-s-6	Maintenance	\$ 3,402.95	\$ 973.57	\$ 79.14	\$ 2,306.77	\$ 6,762.43
25-s-6	Bridge Repair	1,596.35	10.20	1,136.51	587.64	3,330.70
25-s-7	Maintenance	917.20	238.70	124.50	122.25	1,402.65
34-s-1	Maintenance	846.75	631.82	26.02	362.75	1,867.34
63-s-3	Maintenance	2,235.80	711.90	3.25	1,561.91	4,512.86
63-s-3	Bridge Replacement	332.30	.....	473.28	118.09	923.67
63-s-4	Maintenance	4,645.48	920.51	33.42	878.15	6,477.56
67-s-18	Maintenance	468.90	77.00	.....	92.37	638.27
67-s-19	Maintenance	410.45	68.30	.....	49.53	528.28
79-s-4	Maintenance	118.20	.....	.....	159.25	277.45

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

LAWRENCE COUNTY—DISTRICT NO. 10—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
79-s-4	Gravel Resurfacing	293.90	.....	.....	64.02	357.92
91-s-1	Maintenance	636.15	790.57	.....	367.49	1,794.21
97-s-1	Maintenance	146.00	.....	27.60	18.43	192.03
115-s-2	Maintenance	306.65	255.96	5.45	10.79	578.85
117-s-1	Maintenance	1,293.05	118.02	.....	121.94	1,533.01
117-s-2	Maintenance	866.75	428.96	16.63	88.19	1,400.53
117-s-2	Bridge Replacement	787.05	.....	654.25	182.48	1,623.78
117-s-2 a	Maintenance	532.25	.....	.....	59.05	591.30
117-s-1	Maintenance	598.90	.....	484.53	342.63	1,426.06
Totals		\$20,435.08	\$ 5,225.51	\$ 3,064.58	\$ 7,493.73	\$36,218.90

MISSISSIPPI COUNTY—DISTRICT NO. 10

18-s-5	Maintenance	\$ 1,504.30	\$ 368.72	\$ 141.94	\$ 331.45	\$ 2,346.41
18-s-6	Maintenance	1,302.45	222.42	37.50	230.45	1,792.82
18-s-6	Bridge Repair	116.70	.....	346.13	.....	462.83
18-s-7	Maintenance	719.65	337.98	.....	417.92	1,475.55
40-s-2	Maintenance	2,364.60	252.30	171.45	666.36	3,454.71
40-s-2	Asphalt Patching & Bridge Repairs	1,211.00	288.00	5,403.20	245.51	7,147.71
61-s-2	Maintenance	2,074.20	345.50	310.23	815.21	3,545.14
61-s-2	Asphalt Patching	194.75	4.88	304.23	221.70	725.56
61-s-3	Maintenance	4,176.95	528.62	579.46	1,147.43	6,432.46
61-s-3	Asphalt Patching	234.20	.....	125.32	143.75	503.27
62-s-18 a	Maintenance	2.45	.....	.....	.....	2.45
77-s-1	Maintenance	1,048.90	340.33	22.00	455.41	1,866.64
77-s-2	Maintenance	2,241.55	594.79	22.30	744.15	3,602.79
77-s-2	Bridge Repair	528.45	37.86	215.90	1,329.83	2,112.04
118-s-1	Maintenance	13.50	.....	.....	119.12	132.62
119-s-1	Maintenance	175.40	128.33	.....	80.95	384.68
120-s-1	Maintenance	518.25	374.20	.....	342.20	1,234.65
120-s-1	Gravel Resurfacing	179.40	.....	.....	139.28	318.68
136-s-2	Maintenance	104.60	45.00	.....	16.42	166.02
137-s-1	Maintenance	581.20	204.13	44.63	66.73	896.69
137-s-1	Bridge Repairs	309.45	.....	145.19	154.75	609.39
Totals		\$19,601.95	\$ 4,073.06	\$ 7,869.48	\$ 7,668.62	\$39,213.11

RANDOLPH COUNTY—DISTRICT NO. 10

34-s-2	Maintenance	\$ 108.35	\$ 29.00	\$ 126.70	\$ 35.10	\$ 299.15
62-s-18	Maintenance	1,074.75	658.59	40.24	675.58	2,449.16
62-s-18	Bridge Repair	421.85	.....	41.56	157.72	621.13
67-s-20	Maintenance	2,654.00	636.20	.....	1,023.51	4,313.71
67-s-12	Maintenance	1,203.50	575.71	.....	312.60	2,091.81
79-s-1	Maintenance	174.20	.....	.....	281.73	455.93
79-s-1	Bridge Repairs	209.80	.....	.....	298.32	508.12
90-s-5	Maintenance	601.90	348.81	.....	189.99	1,140.70
90-s-6	Maintenance	196.10	.....	189.16	246.98	632.24
90-s-6	Heavy Grading	365.85	.....	19.45	112.19	497.49

TABLE NO. 6 (Continued)
Expenditures for Maintenance from July 1, 1934 to July 1, 1936

RANDOLPH COUNTY—DISTRICT NO. 10—(Continued)

Road and Section	Description	Labor	Operating Supplies & Expense	Material	Equipment	Total
115-s-1	Maintenance	1 013.30	645.49		279.98	1 938.77
115-s-1	Bridge Repair & Grading	2,365.20	936.10	145.65	379.29	3,826.24
Totals		\$10,388.80	\$ 3,829.90	\$ 562.76	\$ 3,992.99	\$18,774.45

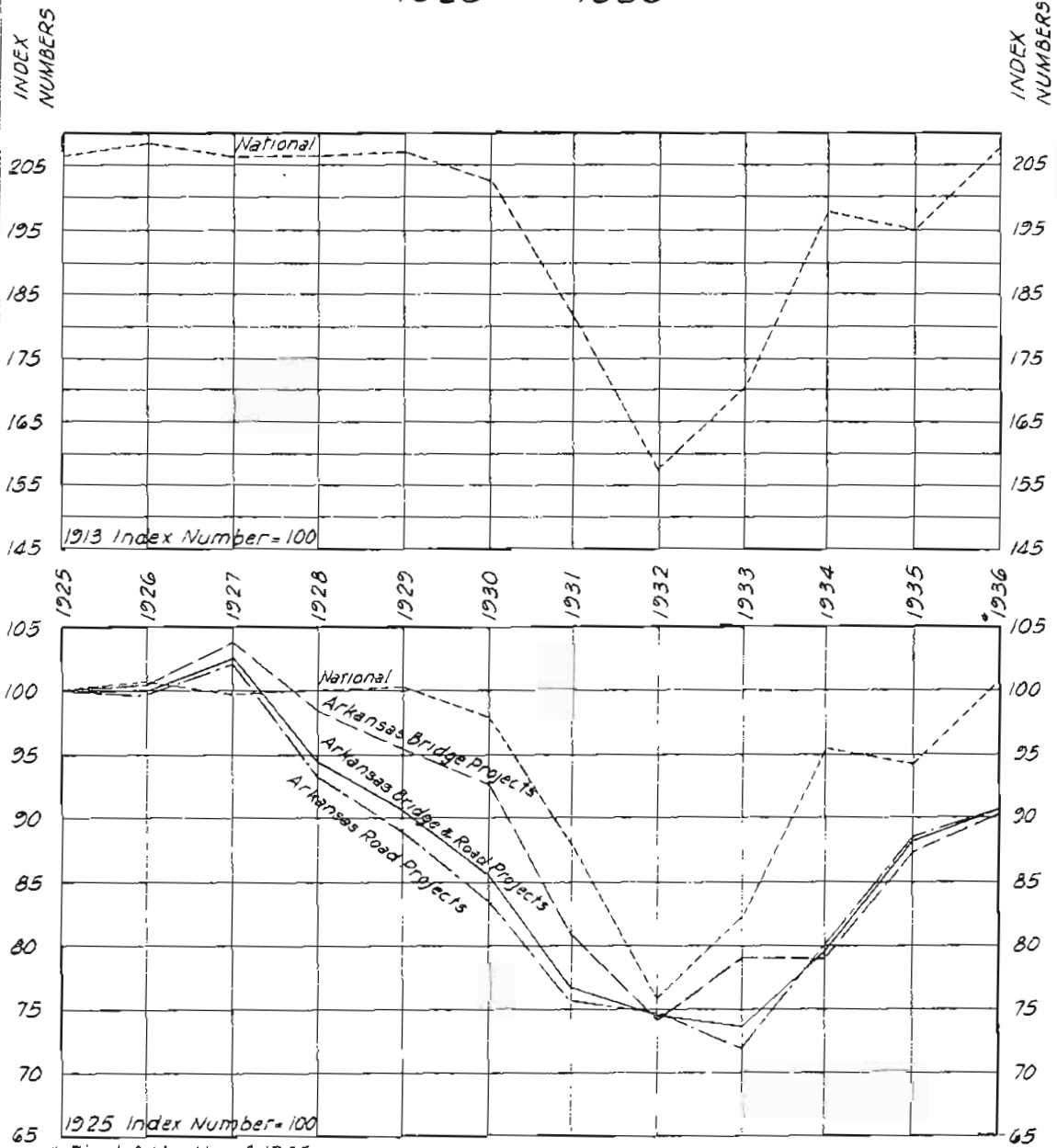
RECAPITULATION—DISTRICT NO. 10

County	Labor	Operating Supplies & Expense	Material	Equipment	Total
Clay	\$ 16,830.36	\$ 4,408.55	\$ 8,063.98	\$ 6,959.34	\$ 36,262.23
Craighead	21,280.78	8,364.82	11,221.78	9,714.83	50,582.21
Greene	24,250.94	5,989.22	2,297.17	12,051.01	44,588.34
Jackson	18,473.80	5,775.33	8,317.48	13,437.78	46,004.39
Lawrence	20,435.08	5,225.51	3,064.58	7,493.73	36,218.90
Mississippi	19,601.95	4,073.06	7,869.48	7,668.62	39,213.11
Randolph	10,388.80	3,829.90	562.76	3,992.99	18,774.45
District General	15,987.90	11,133.36	15,007.82	52,626.71	94,755.79
Totals	\$147,249.61	\$ 48,799.75	\$ 56,405.05	\$113,945.01	\$366,399.42

RECAPITULATION—STATE

District	Labor	Operating Supplies & Expense	Material	Equipment	Total
1	\$ 180,690.29	\$ 61,301.68	\$171,571.24	\$ 137,163.81	\$ 550,727.02
2	127,728.39	49,994.00	123,088.22	113,935.93	414,746.54
3	151,730.03	51,665.15	104,459.80	117,666.44	425,521.42
4	137,869.16	37,902.87	51,134.99	99,435.34	326,342.36
5	151,449.03	53,544.15	91,765.30	147,354.56	444,113.04
6	173,271.11	59,429.00	122,357.47	129,614.21	484,671.79
7	158,326.24	55,176.55	68,584.79	134,382.68	416,470.26
8	146,252.13	36,032.30	38,843.70	90,688.62	311,816.75
9	197,270.85	58,363.90	55,640.53	134,739.63	446,014.91
10	147,249.61	48,799.75	56,405.05	113,945.01	366,399.42
Totals	\$1,571,836.84	\$512,209.35	\$883,851.09	\$1,218,926.23	\$4,186,823.51

CONSTRUCTION COST INDEX 1925 - 1936



CONSTRUCTION COST INDEX OF ROAD AND BRIDGE WORK
AS PER CONTRACT AWARDS

The index number shown for each year is based on the annual average volume (1925-1936) of the major items common to all years of the 1925-1936 period and the weighted average unit price of these items for each year.

WEIGHTED AVERAGE UNIT PRICES OF CONTRACT ITEMS

Road Projects

	UNIT	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	*1936
Clearing	Acre	30.16	53.51	42.02	43.78	42.62	48.19	35.28	24.90	42.49	64.48	79.36	83.17
Grubbing	Acre	73.81	99.61	76.10	68.68	68.05	75.30	54.48	38.51	64.27	76.54	87.25	98.04
Solid Rock Excavation, Roadway	Cu. Yd.	1.42	1.50	1.27	1.17	1.15	0.856	0.819	0.525	0.638	0.744	0.599	1.351
Loose Rock Excavation, Roadway	Cu. Yd.	0.644	0.637	0.523	0.458								
Earth Excavation, Roadway	Cu. Yd.	0.242	0.252	0.288	0.28	0.27	0.236	0.180					
Common Excavation, Roadway	Cu. Yd.	0.34		0.50	0.325	0.316	0.254	0.251					
† Common Excavation, Roadway (1932 Spec.)	Cu. Yd.								0.257	0.207	0.199	0.252	0.276
†† Unclassified Exc. Roadway (1932 Spec.)	Cu. Yd.								0.191	0.216	0.286	0.255	0.320
Dry Excavation for Structures	Cu. Yd.	1.01	0.97	0.97	0.94	1.00	0.872	1.097	0.819	0.875	0.934	1.101	1.232
Wet Excavation for Structures	Cu. Yd.	1.81	2.00	3.16	2.61	3.00	2.39	2.128	2.00	2.36	2.243	2.608	2.656
Solid Rock Excavation for Structures	Cu. Yd.			3.25	3.10	2.77	3.52	3.50	2.80	2.80	2.90	3.996	4.267
Stripping Material Pits	Cu. Yd.	0.20		0.28	0.247	0.296	0.268	0.123	0.02	0.02	0.192	0.193	0.197
Overhaul	Sta. Yd.		0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.015	0.010	0.004
Fine Grading, Subgrade and Shoulders	Sq. Yd.		0.05	0.048	0.043	0.042	0.045	0.043	0.050	0.038	0.046	0.056	0.050
Extra Rolling Embankment	Hour				1.500	2.44	3.20			2.25	1.940	1.725	1.296
Reconstructed Base Course	Sq. Yd.	0.078	0.05			0.09				0.042	0.048	0.038	0.034
Gravel Base Course	Sq. Yd.					0.75				0.59	0.722	0.846	0.987
Waterbound Macadam Base Course	Cu. Yd.									1.552		2.182	2.830
Prime Coat Application	Gal.									0.087	0.096	0.090	0.090
Gravel Surface Course (Less Material Cost)	Cu. Yd.	0.685	0.643	0.673	0.624	0.563	0.401	0.346		0.24	0.544	0.866	0.525
Gravel Surf. Cr.—Crushed and Screened	Cu. Yd.					0.893	0.83	0.622		0.65	0.826	1.041	1.062
Crushed Stone Surf. Cr.—Quarried, Crushed and Screened	Cu. Yd.				2.62	2.21	1.95	1.60			1.190	0.080	0.071
Surface Cr. Material Hauled Each Additional Mile	Cu. Yd.		0.217	0.209	0.206	0.167	0.154	0.129		0.076	5.19	6.441	
Bituminous Conc. Surf. Course, Modified Topeka Type	Ton	11.80				8.90							
Bituminous Concrete Base Course	Ton					6.72							
Bituminous Surf. Cr. (Road Mix Method)	Sq. Yd.						0.286			7.00	0.244		
Mineral Aggregate in Bituminous Surface Course (Dense Graded-Road Mix)	Cu. Yd.											1.665	2.429
Mineral Aggregate in Bit. Surf. Course (Cut Back Asphalt-Road Mix)	Ton											2.933	2.736
Bituminous Material in Bituminous Surface Course	Gal.											0.081	0.087
Asphalt Surface Course (Cold Laid)	Ton											6.697	6.432
Portland Cement Concrete Pavement	Sq. Yd.	2.272	2.176	2.196	1.879	1.787	1.82	1.68	1.473	1.648	1.864	1.989	1.868
Reinforcing Steel for Pavement	Lb.			0.6	0.052	0.056	0.059	0.040	0.030	0.034	0.039	0.042	0.042
Class "A" Concrete	Cu. Yd.	21.16	21.88	22.34	21.50	20.29	18.97	18.61	13.50	17.53	18.42	18.42	20.40
Class "B" Concrete	Cu. Yd.	20.86	21.59	22.43	21.81	21.31	19.44	18.66	26.16	20.11	20.89	20.67	22.41
Reinforcing Steel	Lb.	0.056	0.056	0.053	0.052	0.049	0.047	0.043	0.034	0.039	0.044	0.043	0.047
Cement Rubble Masonry	Cu. Yd.				10.29			10.00		8.49	11.58	12.32	11.96
Dry Rubble Masonry	Cu. Yd.				5.70	4.00				7.00		7.67	6.23
18" Reinforced Concrete Pipe	Lin. Ft.	2.19	2.40	2.72	2.64	2.64	2.19	2.22	2.71	2.24	2.25	2.41	2.85
24" Reinforced Concrete Pipe	Lin. Ft.	3.31	3.33	3.64	3.61	3.45	3.30	3.25	3.37	3.25	3.64	3.58	3.61
30" Reinforced Concrete Pipe	Lin. Ft.	4.75	4.38	4.56	4.61	4.75	4.17	4.37	4.20	4.20	4.75	4.91	4.81
18" Corrugated Metal Pipe	Lin. Ft.	2.04	2.03	2.17	2.30	2.47	2.36	2.46		1.93	1.91	1.98	2.32

	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936
24" Corrugated Metal Pipe	2.93	3.14	3.31	2.86	3.32	3.34	3.45	2.84	2.75	3.04	3.21	
30" Corrugated Metal Pipe	3.93	4.00	3.63	4.50	3.00	4.13	5.00	3.00	3.46	3.73	4.23	
36" Corrugated Metal Pipe			5.097	6.500		8.000		4.500	4.748	4.655	5.337	
Relaying Culvert Pipe			0.92		1.05	1.10	1.41	1.50	0.97	1.09	1.12	1.13
Sodding								0.192	0.215	0.212	0.202	0.141
Fence Moved and Reconstructed				0.369	0.344	0.353	0.316	0.30	0.326	0.417	0.403	0.420
Lip Curb				0.15	0.075				0.084	0.076	0.100	0.100

TABLE No. 10
WEIGHTED AVERAGE UNIT PRICES OF CONTRACT ITEMS
 Bridge Projects

	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936
Dry Excavation for Structures	Cu. Yd. 1.370	1.575	1.167	1.394	1.685	1.33	1.32	1.14	0.968	1.077	1.400	1.581
Wet Excavation for Structures	Cu. Yd. 4.917	3.151	5.385	2.879	3.683	3.55	3.04	3.74	4.03	2.70	3.129	4.218
Solid Rock Excavation for Structures	Cu. Yd. 4.833	5.33	4.453	4.692	5.190	3.90	3.02	4.00	7.85	4.62	3.112	3.415
Untreated Bridge Timber	M.F.B.M. 66.346	64.356	58.954	76.368	73.374	80.27			93.33	45.79	100.000	
Treated Bridge Timber	M.F.B.M. 95.077	94.005	97.704	93.512	90.769	102.43	87.87	90.51	80.00	91.43	95.633	18.523
Class "A" Concrete	Cu. Yd. 21.332	21.795	21.196	20.549	20.021	18.79	16.66	18.97	16.44	16.12	18.915	
Class "B" Concrete	Cu. Yd. 19.075	18.000	24.14	20.144	22.841	20.52	17.50		20.00		20.000	
Class "S" Concrete	Cu. Yd. 20.000	21.054	22.048	21.233	20.366	20.44	17.92	13.48	15.87	16.04	19.156	19.276
Seal Concrete	Cu. Yd. 23.75	18.954	20.286	24.26		24.26	16.114	11.92	16.38	11.55	17.000	
Reinforcing Steel	Lb. 0.053	0.058	0.051	0.049	0.047	0.042	0.036	0.029	0.039	0.039	0.040	0.040
Structural Steel in Beam Spans	Lb. 0.063	0.061	0.061	0.066	0.065	0.055	0.044	0.029	0.04	0.041	0.044	0.054
Structural Steel in Truss Spans	Lb. 0.068	0.065	0.070	0.071	0.0669	0.060	0.058	0.047	0.045	0.053	0.057	0.058
Untreated Timber Piling	Lin. Ft. 1.00	0.90	0.795	0.753	0.71	0.68	0.45	0.737	0.50	0.516	0.536	0.629
Treated Timber Piling	Lin. Ft. 0.973	0.934	0.967	0.926	0.825	0.89	0.79	0.90	1.00	0.83	0.870	1.067
Treated Timber Pile Cut-off	Lin. Ft. 0.50			0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Precast Concrete Piling	Lin. Ft. 3.00			2.741	2.157	3.16	2.85	2.70	2.53	2.27	2.590	2.517
Rip Rap (1 ft. thick)	Sq. Yd. 0.677	0.619	1.803	1.805	1.829	1.81	1.37	1.22	1.12	1.26	1.148	0.821
Pipe Railing for Structures	Lin. Ft. 0.60											
Concrete Railing for Structures	Lin. Ft. 1.768	1.577	2.063	1.829	1.763	1.93	1.53	1.00	1.46	1.51	1.606	3.267
Machinery, Bridge	Lb. 0.38			0.23				0.18	0.25			2.097
Asphalt Plank Wearing Surf. for Bridge Floors	Sq. Yd. 1.77						1.77	2.65	2.50	1.60	3.60	3.632

Explanatory Notes for Tables 9 and 10 Combined-

* First Eight months of 1936.

† Common Excavation Roadway (1932 Specifications), Similar to Earth Exc., Roadway, for previous years.

** Unclassified Excavation (1932 Specifications), Similar to Common Exc., for previous years.

‡ Includes royalty charges paid by contractor.

TABLE No. 11

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mt. or Ft.	Nature of Work
198	70-S-19	NRH 258-F (1935)	Forrest City-W. Memphis Road	St. Francis	3.106	Concrete Pavement
3175	53-S-1, 2	NRS 314-A	Jct. Rt. 24-Whelen Sprs. Road	Clark and Nevada	2.664	Grading, Drainage Structures and Traffic Serv. Grav. Surf.
3222	82-S-3	NRM 27, Pt. 2 (1935)	Waldo City Connection	Columbia	.503	Grading, Drainage Structures, Concrete Pavement
4154	64-S-4	NRH 256-D (1935)	Hartman-Clarksville Road	Johnson	.759	Concrete Pavement
5166	67-S-17	NRH 23, Pt. 1 (1935)	Approaches to Diaz Overpass	Jackson	.328	Concrete Pavement
11074		NRS 318-B	Twist Ferry-Earle Brs.	Crittenden	431.30	Repair and Remodel 2 Struct. Steel Brs.
2164	65-S-15.16	NRH 24-A Pt. 2 (1935) NRH 259B (1935)	Grady-Gould-Cottondale Connect.	Lincoln and Jefferson	9.367	Concrete Pavement
5167	67-S-14	NRH 197-D (1935)	Bradford-Newport Brs.	Jackson	1156.00	2-Reinf. Conc. and I-Beam Girder Brs. and Earth Emb.
5177	25-S-8	NRH 242A-B (1935)	Walnut Ridge-Paragould Road	Greene	7.207	Concrete Pavement
5178	25-S-8	NRH 242-D (1935)	Walnut Ridge-Paragould Bridge	Greene	46.50	Reinf. Conc. & I-Beam Girder Bridge
6168	5-S-4. 5	NRS 324-B (1935)	Heber Springs-Rosebud Road	White & Cleburne	3.091	Grading, Drainage Structures & Traffic Serv. Grav. Surf.
7121	167-S-4. 5	NRH 299-B (1935)	Bearden-Thornton Road	Ouachita and Calhoun	7.624	Grading, Drainage Structures & Grav. Base Course
7206	68-S-0	NRS 327-B (1935)	Siloam Spgs.-East Road	Benton	1.167	Grading, Drainage Structures & Traffic Serv. Gravel Surf.

TOTALS FOR PERIOD ENDING DEC. 31, 1934

3225	15-S-1	NRS 349-A (1935)	El Dorado-La. State Line Road	Union	13.288	Traffic Serv. Gravel Surf.
4194	71-S-12	NRM, 339-A (1935) NRH 339-B (1935)	Mansfield-Waldron Road	Scott and Logan	19.439	Grading, Drainage Structures & Bitum. Conc. Pavement
593	11-S-14	NRH 240-A (1935) 240-C (1935)	Batesville-Ramsey Mt. Road	Independence	1.113	Grading, Drainage Structures & Conc. Pavement
5130	67-S-14	NRH 197-C (1935)	Bradford-Newport Road	Jackson	1.148	Grading, Drainage Structures & Traffic Serv. Gravel Surf.
2208		NRS 348-A (1935)	DeWitt-Jenkins Store Road	Arkansas	2.050	Grad., Dr. Struct. & Traf. Serv. Grav. Surf. & 1-193' Timb. & Steel Br.
2209	152-S-2	NRS 351-A (1935)	DeWitt-Deluce Road	Arkansas	3.170	Grading, Drainage Structures & Traffic Serv. Gravel Surf.

TABLE No. 11

FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
11-27-34	Sandy Hites Co., Kansas City, Mo.	110	\$ 70,139.02	\$ 7,013.90	\$ 77,152.92
11-27-34	L. O. Brayton & Co., Dyersburg, Tenn.	250	22,416.79	2,241.67	24,658.46
11-27-34	A. C. Kennedy, Poyen, Ark.	75	15,957.25	1,595.72	17,552.97
11-27-34	A. C. Kennedy, Poyen, Ark.	75	19,986.25	1,998.62	21,984.87
11-27-34	L. O. Brayton & Co., Dyersburg, Tenn.	75	12,229.42	1,222.94	13,452.36
12-18-34	W. L. Sharpe, Memphis, Tenn.	100	4,702.86	470.28	5,173.14
12-18-34	Moran Buckner Co., Muskogee, Okla.	200	194,439.44	19,443.94	213,883.38
12-18-34	Kochtitzky & Johnson, Inc., Forrest City, Ark.	210	55,797.26	5,579.72	61,376.98
12-18-34	Hartman-Clark Bros. Co., Peoria, Ill.	150	75,660.40	7,566.04	83,226.44
12-18-34	Vincennes Bridge Co., Vincennes, Ind.	60	5,348.97	534.89	5,883.86
12-18-34	R. J. Lynch Const. Co., Little Rock, Ark.	160	40,013.20	4,001.32	44,014.52
12-18-34	D. F. Jones Const. Co., Inc., Little Rock, Ark.	200	54,646.89	5,464.68	60,111.57
12-18-34	J. M. Roark, Anderson, Mo.	150	16,882.33	1,688.23	18,570.56
			\$ 588,220.08	\$ 58,821.95	\$ 647,042.03
1-10-35	Murtishaw Const. Co., Little Rock, Ark.	130	31,720.29	3,172.02	34,892.31
1-10-35	J. P. McNulty, Pine Bluff, Ark.	330	252,349.02	25,234.90	277,583.92
1-10-35	Murtishaw Const. Co., Little Rock, Ark.	120	33,642.39	3,364.23	37,006.62
1-10-35	Ellis & Lewis, Muskogee, Okla.	300	60,579.63	6,057.96	66,637.59
1-30-35	D. F. Jones Const. Co., Inc., Little Rock, Ark.	150	20,415.86	2,041.58	22,457.44
1-30-35	Chaney & Dudley, DeWitt, Ark.	100	15,463.28	1,546.32	17,009.60

TABLE No. 11—(Continued)
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
3223	4-S-5	NRS 346-A (1935)	Rosston-Camden Road	Ouachita	9.259	Traffic Serv. Gravel Surf.
5178	30-S-3	NRH & NRM 270-C (1935)	England City Connection	Louise	614	Grading, Drainage Structures & Conc. Pavement
7210	156-S-1	NRS 333-B (1935)	State Line-Evansville Road	Washington	.302	Grading, Drainage Structures & Traffic Serv. Gravel Surf.
11093	147-S-1	NRS 340-A (1935)	Horseshoe Lake-Neuhardt Road	Crittenden	2.854	Grading, Drainage Structures & Traffic Serv. Gravel Surf.
11097	33-S-5	NRS 302-C (1935)	Augusta-Tupelo Road	Woodruff	5.753	Grading, Drainage Structures & Traffic Serv. Gravel Surf.
2206	13-S-5.6	NRM 72 (1935)	Star City Connection	Lincoln	.704	Grading, Drainage Structures & Bituminous Pavement.
3219	27-S-5	NRM 274-A (1935) 209-C (1935)	Murfreesboro City Connection	Pike	562	Bituminous Pavement
3224	71-S-5.6	NRH 352-B, (1935) NRM 352-A (1935)	Lockesburg City Connection	Sevier	.986	Grad., Drainage Struct. & Traf. Serv. Grav. Surf. & Conc. Pavt.
5108	39-S-1.2	NRH 239-B, (1935) NRM 239-C (1935)	Rector City Connection	Clay	2.449	Bituminous Pavement
5176	64-S-7	NRM 141-E (1935)	Morrilton City Connection	Conway	.250	Grading, Drainage Structures & Concrete Pavement
7205	23-S-8	NRS 310-B (1935)	Eureka Spres.-North Road	Carroll	5.492	Grading, Drainage Structures and Traffic Serv. Gravel Surf.
7207	16-S-5	NRS 325-B (1935)	Dutton-Pettigrew Road	Madison	2.912	Grad., Drainage Struct., Traf. Serv. Grav. Surf. & 1-162' Bridge.
4198	10-S-4	NRM 252-A (1935) NRH 252-D (1935)	Greenwood City Connection	Sebastian	.610	Grading, Drainage Structures & Concrete Pavement
5172	69-S-1 9-S-13	NRM 59-B Part I (1935)	Melbourne City Connection	Izard	.569	Grading, Drainage Structures & Concrete Pavement
6177	167-S-10 270-S. 9.10	NRM 14-B (1935) 46 (1935)	Sheridan City Connection	Grant	.986	Grading, Drainage Structures & Concrete Pavement
7208	62-S-10	NRM 109-B (1935)	Mountain Home City Connection	Baxter	.681	Grading, Drainage Structures & Concrete Pavement
11110	13-S-5	NRH 332-B (1935)	Monette-Leachville Bridges	Mississippi	71.0' .013	2-Reinf. Conc. & I-Beam Girder Brs. on Conc. Piling
2207	1-S-4 30-S-6	NRH 193-A 206-B (1935) NRM 193-B (1935)	DeWitt-North and South Road	Arkansas	4.133	Grading, Drainage Structures & Bituminous Pavement

TABLE No. 11—(Continued)
FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
1-30-35	Ellis & Lewis, Muskogee, Okla.	90	17,566.47	1,756.64	19,323.11
1-30-35	Wm. F. Rodgers, Little Rock, Ark.	70	19,292.59	1,929.25	21,221.84
1-30-35	Tom Eads, Fayetteville, Ark.	65	5,468.67	546.86	6,015.53
2-27-35	W. W. Keaton, Little Rock, Ark.	90	14,469.80	1,446.98	15,916.78
2-27-35	D. B. Hill, Little Rock, Ark.	150	30,363.79	3,036.37	33,400.16
2-27-35	Ben M. Hogan, Little Rock, Ark.	70	12,738.75	1,273.87	14,012.62
2-27-35	Big Rock Stone & Matl. Co., Little Rock, Ark.	70	9,957.19	995.71	10,952.90
2-27-35	A. C. Kennedy, Poyen, Ark.	110	25,854.63	2,585.46	28,440.09
2-27-35	Ben M. Hogan, Little Rock, Ark.	100	25,826.44	2,582.64	28,409.08
2-27-35	L. O. Brayton & Co., Dyersburg, Tenn.	75	17,588.36	1,758.83	19,347.19
2-27-35	W. P. McGeorge, Pine Bluff, Ark.	250	56,043.41	5,604.34	61,647.75
2-27-35	Batson Bros., Dardanelle, Ark.	210	38,933.55	3,893.35	42,826.90
3-12-35	Wm. F. Rodgers, Little Rock, Ark.	90	22,949.65	2,294.96	25,244.61
3-12-35	Sandy Hites Co., Kansas City, Mo.	120	25,441.18	2,544.11	27,985.29
3-12-35	A. C. Kennedy, Poyen, Ark.	120	34,803.33	3,480.33	38,283.66
3-12-35	Sandy Hites Co., Kansas City, Mo.	90	29,564.65	2,956.46	32,521.11
4- 2-35	Dixon & Dixon, Warren, Ark.	150	6,026.87	602.68	6,629.55
4 -2-35	Big Rock Stone & Mat'l Co. Little Rock, Ark.	170	64,556.88	6,455.68	71,012.56

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
4196	64-S-4.5	NRS 363-A (1935)	Clarksville City Connection	Johnson	.979	Grading, Drainage Structures & Conc. Pavement
6175	65-S-1	NRM 151-C (1935)	Little Rock City Connection	Pulaski	.833	Grading, Drainage Structures & Bituminous Pavement
6188	65-S-12	NRM 151-C (1935)	Little Rock City Connection Bridge	Pulaski	33.08' .006	Reinforced Concrete Deck Girder Bridge
1155	18-S-4.5	NRH 331-B 332-B (1935) NRM 331-A (1935)	Monette-Leachville Road	Craighead & Mississippi	7.365	Grading, Drainage Structures & Bituminous Pavement
4159	270-S-4	FHEC-A 270-A1 & FHEC-A 270-C	Crystal Springs-Silver Road	Montgomery	2.499	Grad., Drain. Struc. & Traf. Serv. Grav. Surf. & Remod. Bridge
11096	75-S-1&2	NRS 341-A (1935)	Int. Route 70—Parkin	St. Francis and Cross	2.738	Grading, Drainage Struc. & Traffic Service Gravel Surf.
2211		NRS 350-A (1935)	Altheimer—Cornerstone	Jefferson	129.41' 10.842	Grading, Drainage Struc. & Traffic Service Gravel Surf.
3221	3-S-1	NRS 353-A (1935)	Magnolia South	Columbia	10.956	Grading, Drainage Struc. & Traffic Service Gravel Surf.
3233	71-S-7	NRM 3-E	Gilham Connection	Sevier	1.219	Bituminous Surfacing
5169	90-S-2	NRS 345-A (1935)	Knobel-Rector	Clay	2.970	Grading, Drainage Struc. & Traffic Service Gravel Surf.
5170	63-S-5	NRM 255-G (1935)	Jonesboro City Connection	Craighead	1.004	Grading, Drainage Struc. & Concrete Pavement
5174	63-S-3	NRM 344-A (1935)	Imboden City Connection	Lawrence	1.199	Grading, Drainage Struc. & Bituminous Surfacing
5176	62-S-12	NRS 312-C (1935)	Salem-Baxter Co. Line Bridges	Fulton	43.25' 1.357	1 43' R. C. Slab Span and 18 R. C. Box Culverts
5185	90-S-2	NRS 345-A (1935)	Knobel-Rector Bridges	Clay	380' .022	2 R. C. and I-Beam Girder Bridges on Treated Timber Piles
6180	11-S-10	NRM 361-A (1935) NRH 361-B (1935)	Des Arc-Griffithville	White and Prairie	11.540	Grading, Drainage Struc. & Traffic Service Gravel Surfacing
6181	64-S-11	NRM 218-B (1935)	Bald Knob Overpass Over M. P. R. R.	White	231.5'	Reinforced Conc. I-Beam Girder Overhead R. R. X-ing Structure
6183	64-S-11	NRM 218-C (1935) NRH 218-D (1935)	Bald Knob Overpass Approaches	White	.356	Grading, Drainage Struc. & Concrete Pavement
11111		NRS 318-A	Highway Through Twist	Cross	.303	Concrete Curb & Gutter

TABLE No. 11—(Continued)
FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
4- 2-35	A. C. Kennedy, Poyen, Ark.	150	38,904.11	3,890.41	42,794.52
4- 2-35	Big Rock Stone & Mat'l Co. Little Rock, Ark.	185	55,010.83	5,501.08	60,511.91
4- 2-35	Dixon & Dixon, Warren, Ark.	140	8,226.54	822.65	9,049.19
4- 2-35	D. F. Jones Const. Co., Inc., Little Rock, Ark.	210	119,498.37	11,949.83	131,448.20
4- 2-35	Ed B. Mooney, Hot Springs, Ark.	180	30,920.90	3,092.09	34,012.99
4-30-35	W. W. Keaton, Little Rock, Ark.	100	13,190.48	1,319.04	14,509.52
4-30-35	Neal & DeLaughter, Hermitage and Boughton, Ark.	200	51,276.55	5,127.65	56,404.20
4-30-35	J. W. Hecker & Son and W. L. Graves, Camden, Ark.	225	58,261.95	5,826.19	64,088.14
4-30-35	W. P. McGeorge, Pine Bluff, Ark.	110	17,331.53	1,733.15	19,064.68
4-30-35	W. W. Keaton, Little Rock, Ark.	120	14,741.34	1,474.13	16,215.47
4-30-35	Sandy Hites Co., Kansas City, Mo.	150	40,847.15	4,084.71	44,931.86
4-30-35	Ben M. Hogan, Little Rock, Ark.	120	24,136.62	2,413.66	26,550.28
4-30-35	Carte Harlin Construction Co., Inc., West Plains, Mo.	200	29,918.93	2,991.89	32,910.82
4-30-35	Dixon & Dixon, Warren, Ark.	160	17,821.54	1,782.15	19,603.69
4-30-35	R. J. Lynch Const. Co., Little Rock, Ark.	250	76,770.46	7,677.04	84,447.50
4-30-35	C. H. Atkinson Paving Co., Chillicothe, Mo.	180	24,072.86	2,407.28	26,480.14
4-30-35	D. B. Hill, Little Rock, Ark.	180	31,477.75	3,147.77	34,625.52
6-27-35	M. E. Turk, Little Rock, Ark.	40	2,286.00	228.60	2,514.60

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
2215	54-S-1	NRM 362-A (1935)	Dumas City Connection	Desha	.483	Grading, Drainage Struc. & Concrete Pavement
2216		NRS 350-B (1935)	Reydel-Cornerstone Road	Jefferson	12.497	Grading, Drainage Struc. & Traffic Service Gravel Surfacing
2226	1-S-4	NRH 193-C (1935)	DeWitt-South Road	Arkansas	1.551	Grading, Drainage Struc. & Bituminous Pavement
3234	167-S-1	NRH 221-D & NRH 221-A	El Dorado-Junction City Road	Union	3.350	Grading, Drainage Struc. & Concrete Pavement
4199	155-S-1	NRS 356-A (1935)	Mt. Nebo-Dardanelle Road	Yell	4.097	Grading, Drainage Struc. & Traffic Service Gravel Surfacing
5173	58-S-1	NRS 342-A (1935)	Melbourne-Sidney Road	Izard	3.304	Grading, Drainage Struc. & Traffic Service Gravel Surfacing
5175	115-S-1	NRH 343-A (1935)	Maynard-North Road	Randolph	2.946	Grading, Drainage Struc. & Traffic Service Gravel Surfacing
7209	62-S-1 71-S-16	NRM 334-A (1935) & NRM 254-D (1935)	Fayetteville City Connection	Washington	.529	Grading, Drainage Struc. & Concrete Pavement
7213	167-S-1	NRH 221-B (1935)	El Dorado-Junction City Road	Union		Rip Rap
11086	63-S-7	NRM 180-B Pt. 1 (1935)	Trumann City Connection	Poinsett	.795	Grading, Drainage Structures and Concrete Pavement
11098	17-S-4	NRM 354-A (1935)	Cotton Plant City Connection	Woodruff	1.183	Grading, Drainage Structures and Concrete Pavement
11109	42-S-2	NRS 347-A (1935)	Beeedeville-Hickory Ridge Bridge	Cross	621'	Timber and Structural Steel Bridge
5179	1-S-19	NRH 297-A (1935) NRM 297-B (1935)	Paragould City Connection	Greene	.837	Grading, Drainage Structures and Concrete Pavement
1156	42-S-12	NRS 347-A (1935)	Beeedeville-Hickory Ridge Road	Jackson and Cross	3.468	Grading, Drainage Structures and Traffic Service Gravel Surfacing
11089	70-S-20	NRM 95 Pt. 1 (1935) NRH 95 Pt. 2 (1935)	W. Memphis-Harahan Viaduct	Crittenden	3.387	Grading, Drainage Structures and Concrete Pavement
11113	147-S-1	NRS 340-B (1935)	Horseshoe Lake-Neuhardt Road	Crittenden	5.381	Grading, Drainage Structures and Traffic Service Gravel Surfacing
5171	9-S-15	NRH 59D Pt. 1 (1935) NRM 59-D Pt. 2 (1935)	Mammoth Spring City Connection	Fulton	.671	Grading, Drainage Structures and Bituminous Pavement
5186	58-S-2	NRS 342-B (1935)	Melbourne-Maxville Road	Sharp	.634	Grading, Drainage Structures and Traffic Service Gravel Surfacing

TABLE No. 11—(Continued)
 FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
6-27-35	J. P. McNulty, Pine Bluff, Ark.	45	16,605.50	1,660.55	18,266.05
6-27-35	W. P. McGeorge, Pine Bluff, Ark.	180	44,817.89	4,481.78	49,299.67
6-27-35	Big Rock Stone and Material Co., Little Rock, Ark.	120	29,729.54	2,972.95	32,702.49
6-27-35	A. C. Kennedy, Poyen, Ark.	180	102,900.06	10,290.00	113,190.06
6-27-35	Batson Bros. Dardanelle, Ark.	160	25,561.35	2,556.13	28,117.48
6-27-35	Sandy Hites Co., Kansas City, Mo.	140	24,233.38	2,423.33	26,656.71
6-27-35	Batson Bros., Dardanelle, Ark.	135	28,637.07	2,863.70	31,500.77
6-27-35	Wm. F. Rodgers, Little Rock, Ark.	120	35,879.76	3,587.97	39,467.73
6-27-35	D. F. Jones Construction Co., Inc., Little Rock, Ark.	30	1,415.00	141.50	1,556.50
7-25-35	Sandy Hites Co., Kansas City, Mo.	75	24,854.01	2,485.40	27,339.41
7-25-35	A. C. Kennedy, Poyen, Ark.	110	35,591.99	3,559.19	39,151.18
7-25-35	J. W. Hecker & Son and W. L. Graves, Camden, Ark.	220	25,104.99	2,510.49	27,615.48
7-25-35	Sandy Hites Co., Kansas City, Mo.	100	24,537.31	2,453.73	26,991.04
7-25-35	S. E. Evans, Ft. Smith, Ark.	220	22,470.14	2,247.01	24,717.15
8-14-35	L. O. Brayton & Co., Dyersburg, Tenn.	265	197,980.13	19,798.01	217,778.14
8-14-35	D. F. Jones Construction Co., Inc. Little Rock, Ark.	175	35,505.26	3,550.52	39,055.78
8-14-35	Ben M. Hogan, Little Rock, Ark.	100	29,144.51	2,914.45	32,058.96
8-14-35	D. F. Jones Construction Co., Inc. Little Rock, Ark.	125	14,247.07	1,424.70	15,671.77

TABLE NO. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
6182		NRS 357-A (1935)	Sweet Home Cut-off	Pulaski	2.004	Grading, Drainage Structures and Traffic Service Gravel Surfacing
7212	62-S-1	NRM 334-B (1935)	Fayetteville Underpass	Washington	195'	Reinf. Concrete and Struc. Steel Underpass
8180	64-S-4, 5	NRS 363-B	Clarksville City Connection	Johnson	.606	Grading, Drainage Structures and Bituminous Pavement
11090	1-S-12	WPH 33 Pt. 4 WPM H-33 Pt. 5	Cross County Line- Caldwell Road	St. Francis	5.548	Grading, Drainage Structures and Traffic Service Gravel Surfacing, 253 Lin. Ft. Brgs.
11104	64-S-16, 17	WPGH 34-B	Parkin-Earle Road	Cross and Crittenden	3.465	Grdg., Minor Drain. Struc. & Traffic Service Gravel Surfacing
3228	3N-S-2	WPMH 27, Pt. 3 WPH 27, Pt. 4 359-A WPMH 359-B	Waldo-McNeil Road	Columbia	4.53	Grdg., Drain. Struc. & Traf. Service Gravel, 421 Lin Ft. Bridge
4200	71-S-9	NRH 101 Pt. 3 (1935)	Hatfield-Mena Bridges	Polk	471'	3 Reinf. Concrete & Structural Steel Bridges
1149	71-S-7, 8	WPGH 3-D WPGH 101 Pt. 2	Gillham-North Road	Sevier and Polk	4.797	Grdg., Drain Struc. & Traf. Service Gravel Surfacing
1159	67-S-6	WPH 197-G	Bradford-Newport Bridges	Jackson	3427'	† Reinf. Conc. Bridges on Precast Concrete Piles
3236	71-S-2	WPMH 214-B	Texarkana-South Road	Miller	10.118	Grdg. Gr. Base Course and Bituminous Surfacing
4205	64-S-2	NRM 216-D	Van Buren City Connection	Crawford	.35	Grdg. Minor Drainage Struc. & Bitum. & Conc. Pavement
7217	79-S-4	WPH 233-D Pt. 1 WPH 299-A	Camden-Bearden Road	Ouachita	9.202	Grading and Bituminous Surfacing
4192	59-S-3	NRS 333-C	Evansville-Dutch Mills Road and Bridge	Washington	1.418	Grdg., Dr. Str. & Traf. Serv. Gr. Surf. (Incl. 370 Lin. ft. Reinf. Conc. & Str. St. Brg)
4204	64-S-6	WPH 87 Pt. 1	Johnson County Line- Russellville Road	Pope	1.518	Grdg. Minor Drain. Struc. and Traffic Service Gravel Surfacing
4206	10-S-182	WPH 252-A WPH 252-B WPMH 252-B WPMH 252-B-Ext	Greenwood-Booneville Road	Sebastian Logan	7.452	Grdg. Waterb'd. Macadam Base Course & Bituminous Surfacing
678	65-S-10	WPGH 104 Pt. 1	Palarm-Conway Road	Faulkner	5.218	Grdg. Minor Dr. Strs. & Traffic Service Gravel Surfacing
6187	65-S-10	WPH 104 Pt. 3	Palarm-Conway Road	Faulkner	600'	244 Lin. Ft. Reinf. Conc. Dk. Gird. Br. & Earth Embankment Approach
6192	167-S-10	WPH 46 Pt. 1	Sheridan South Road	Grant	6.822	Grdg. Min. Drain Strs. Gravel Base Course and Bituminous Surfacing

TABLE No. 11—(Continued)
 FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
8-14-35	D. B. Hill, Little Rock, Ark.	120	21,972.59	2,197.25	24,169.84
8-14-35	Wm. F. Rodgers, Little Rock, Ark.	180	24,402.22	2,440.22	26,842.44
8-14-35	M. E. Turk, Little Rock, Ark.	100	21,527.06	2,152.70	23,679.76
9-18-35	McGeorge Contracting Co., Pine Bluff, Ark.	250	92,212.12	9,483.08	101,695.20
9-18-35	Neal & DeLaughter, Hermitage and Boughton, Ark.	140	23,572.63	2,357.26	25,929.89
9-18-35	Neal & DeLaughter, Hermitage and Boughton, Ark.	250	72,871.81	7,164.52	80,036.33
9-18-35	Ed B. Mooney, Hot Springs, Ark.	170	24,094.73	2,409.47	26,504.20
9-18-35	J. P. McNulty, Pine Bluff, Ark.	250	73,814.05	8,551.55	82,365.60
9-18-35	F. V. Ragsdale Co., Memphis, Tenn.	240	179,356.20	23,235.62	202,591.82
10- 8-35	Flenniken Const. Co., Shreveport, La.	210	68,378.89	7,505.23	75,884.12
10- 8-35	Wm. F. Rodgers, Little Rock, Ark.	70	15,379.66	1,537.96	16,917.62
10- 8-35	A. D. Brown, Texarkana, Ark.	150	36,572.90	5,733.59	42,306.49
10-30-35	Ed B. Mooney, Hot Springs, Ark.	210	57,179.97	5,717.99	62,897.96
10-30-35	D. B. Hill, Little Rock, Ark.	200	40,526.56	5,302.07	45,828.63
10-30-35	Consolidated Construction Co., Tulsa, Oklahoma	200	91,744.07	9,830.46	101,574.53
10-30-35	D. B. Hill, Little Rock, Ark.	240	69,141.69	9,914.16	79,055.85
10-30-35	C. H. Atkinson Paving Co. Chillicothe, Mo.	215	26,266.63	4,503.49	30,770.12
10-30-35	D. F. Jones Construction Co. Little Rock, Ark.	200	54,649.49	7,960.10	62,609.59

TABLE No. 11—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Pt.	Nature of Work
6201	65-S-10	WPGH 104 Pt. 2	Palarm-Conway Road	Faulkner	5.652	Gr. Minor Drain. Strs. and Traffic Service Gravel Surfacing
9148	68-S-1	WPSS 327-C WPMS 327-D	Tontitown-Springdale Road	Washington	5.968	Grdg., Gr. Base Course & Bituminous Surfacing
5193	63-S-15	WPMH 59-D WPMH 59-E	Mammoth Spring City Connection	Fulton	0.226	Grdg. Dr. Strs. & Traffic Service Gravel Surfacing
7216	1167-S-2&3	WPMH 360-A WPH 360-B	El Dorado-Hampton Road	Union and Calhoun	11.063	Gr'd'g. Grav. Base Course & Bituminous Surfacing
9143	62-S-1	WPMH 334-C	Fayetteville-West Road Prairie Grove and Lincoln Road	Washington	7.170	Gr'd'g. Minor Dr. Strs. Gr. Base Course & Bit. Surfacing
10200	90-S-2	NRS 345-B 1935	Tipperary East Road	Clay	0.518	Gr'd'g. Dr. Strs. & Traffic Service Gravel Surfacing
10201	25-S-8	WPH 242-E	Walnut Ridge-Paragould Road	Greene	358'	5 Reinforced Conc. Deck Girder Bridges
6189	10-S-8	WPMH 372-A	Little Rock-West Road	Pulaski	5.223	Grdg. Min. Dr. Strs. and Waterbound Mac. Base Course & Bit. Surfacing
6195	County Road	WPGS 398-A	C. R. I. & P. Overpass at Brittain	Pulaski	Roadway: 0.395 Overpass: 0.063	Conc. Overpass. Earth App. & Traffic Service Gravel Surfacing
6196	County Road	WPGS 419-A	C. R. I. & P. Overpass near Bauxite	Saline	Roadway: 0.252 Overpass: 0.066	Conc. Overpass. Earth App. and Traffic Service Gravel Surfacing
6197	70-S-12	WPH 35 Pt. 1	Asher Avenue Extension Little Rock, Ark., Road	Pulaski	0.429	Grdg. Min. Dr. Strs. Waterbound Mac. Base Course and Bituminous Surfacing
8174	64-S-6	WPGH 87 - Pt. 3	Russellville-West Overpass	Pope	Roadway: 0.528 Overpass: 0.039	Conc. Overpass. Earth App. and Portland Cement Concrete Roadway
2227	270-S-11	WPMH 14 Pt. 1 WPMS 374-A	Sheridan-Pine Bluff Road	Jefferson	4.067	Grdg. Min. Dr. Strs., Gravel Base Course & Bituminous Surfacing
2229	165-S-1	WPGH 24-B Pt. 1	Montrose-Portland Road	Ashley	1.382	Grdg., Drain. Strs., Traffic Service Grav. Surfacing
4197	71-S-9	WPGH 101 Pt. 4	Mena-Hatfield Road	Polk	6.814	Grdg. Min. Dr. Strs. and Traffic Service Gravel Surfacing
5195	16-S-11	WPGS 397-A	Edgemont Overpass	Cleburne	Embk: 0.417 Bridge: 78.541	Rein. Conc. Overpass. Earth Embk. Appr., Traffic Serv. Gravel Surfacing
6205	14th St. Little Rock	WPGM 422-A	West 14th St. Overpass	Pulaski	Embk.: 0.073 Br. 211.25	Reinf. Conc. Overpass Emb. (Earth) Appr. and Concrete Pavement
7203	82-S-5	WPGM 225-C	Rock Island R. R. Overpass El Dorado	Union	Embk.: 0.026 Br. 158.22	Reinf. Conc. Overpass. Earth Emb'k. Appr. and Conc. Pavement
8177	64-S-6	WPH 87 Pt. 2	Russellville West-Bridges	Pope	647.43	Reinf. Conc. and Structural Stel Brs., Earth Emb't. Apr.

TABLE No. 11—(Continued)
 FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
10-30-35	Ellis & Lewis, Inc., Muskogee, Okla.	225	50,723.78	6,572.37	57,296.15
10-30-35	Consolidated Construction Co. Tulsa, Oklahoma	200	39,299.91	5,299.88	44,599.79
11-14-35	A. C. Kennedy, Poyen, Ark.	130	15,728.77	1,877.30	17,606.07
11-14-35	A. C. Kennedy, Poyen, Ark.	180	83,059.24	9,910.32	92,969.56
11-14-35	Roy Tanner Paving Co., Tulsa, Okla.	200	61,671.49	7,377.62	69,049.11
11-14-35	W. W. Keaton, Little Rock, Ark.	120	10,640.67	1,064.06	11,704.73
11-14-35	E. O. Korsmo Construction Co. Memphis, Tenn.	200	34,143.33	4,081.46	38,224.79
12- 4-35	J. P. McNulty, Pine Bluff, Ark.	200	73,189.32	8,391.35	81,580.67
12- 4-35	J. W. Hecker & Sons and W. L. Graves, Camden, Ark.	210	45,064.16	5,393.52	50,457.68
12- 4-35	C. H. Atkinson Paving Co., Chillicothe, Mo.	210	43,390.74	5,109.65	48,500.39
12- 4-35	J. P. McNulty, Pine Bluff, Ark.	120	26,673.50	3,133.88	29,807.38
12- 4-35	M. E. Gillioz, Monett, Mo.	180	52,431.23	6,563.11	58,994.34
12-19-35	D. F. Jones Construction Co., Inc. Little Rock, Ark.	180	53,825.40	6,452.84	60,278.24
12-19-35	D. B. Hill, Little Rock, Ark.	150	24,639.83	2,940.17	27,580.00
12-19-35	McGeorge Contracting Co., Pine Bluff, Ark.	200	96,440.53	11,563.86	108,004.39
12-19-35	O. B. Robbins, Heber Springs, Ark.	180	15,570.34	1,858.02	17,428.36
12-19-35	E. E. Barber Constr. Co., Ft. Smith, Ark.	210	47,948.89	5,902.50	53,851.39
12-19-35	Hecker & Sons, Camden, Ark.	180	29,323.19	3,553.96	32,877.15
12-19-35	Vincennes Steel Corp., Vincennes, Ind.	250	78,294.10	9,395.28	87,689.38

TABLE NO. 11—(Continued)
 RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
11122	39-S-6	WPGS 410-A	Hickory Ridge-North Road	Poinsett. Cross	3.006	Grdg., Min. Dr. Strs., Traf- fic Service Gravel Surf.
3238	27-S-234	WPH 274-A WPH 274-C WPMH 274-C	Murfreesboro-Nashville Road	Pike. Hempstead Howard	12.052	Grdg., Gr. Base Course & Bit. Surface Course
5187	11-S-14	WPH 358-A	Batesville-South Road	Indepen- dence	5.629	Grdg., Min. Dr. Strs., Gr. Base Course & Bit. Surfacing
6193	12th St. Little Rock	WPGM 379-A	W. 12th St. Overpass, L.R.	Pulaski	Emb k.: 0.043 Br. 200.15	Reinf. Conc. Overpass, Earth Emb. & Conc. Pav't.
7218	79-S-4	WPGH 233-D Pt. 2	Onalaska Viaduct and Pavement	Ouachita	Pav. 0.310 Br. 361.27	Rein. Conc. Viaduct and Conc. Pavement
7227	79-S-4	WPGH 233-D Pt. 2	Onalaska Overpass Appr.	Ouachita	0.310	Grading, Minor Drainage Structures
TOTALS FOR PERIOD ENDING DEC. 31, 1935						
11115	1-S-9, 10	WPMH 191-A WPMH 192-A	Marianna North and South Road	Lee	R'dway.: 5.604 Br. 23.08	Grdg., R. C. Br., Dr. Str's. Gravel Base Course & Bit. Surfacing
5165	25-S-8	WPH 242-E	Walnut Ridge-Paragould Road	Greene	9.442	Grdg., Min. Dr. Str's., & Traffic Service Gravel Surfacing
9141	12-S-1	WPH 367-A	Siloam Springs-Gentry Road	Benton	4.746	Grdg., Min. Dr. Str's., Gravel Base Course & Bit. Surfacing
9153	County Road	WPSO 386-A	Lincon-North Road	Washington	4.301	Grdg., Drain. Struct., & Traffic Service Gravel Surfacing
11117	64-S-17	WPGH 94	Vincent-Ebony Road	Crittenden	2.121	Grdg., Min. Dr. Strs. & Traffic Service Gravel Surfacing
2224	65-S-17	WPGH 24-C Pt. 1	Gould-Dumas Road	Desha	7.053	Grdg., Min. Dr. Struct., Traffic Serv. Gr. & Conc. Pavement.
2235	County Road	NRS 402-A (1935)	Mills Bayou-Indiana Spur Road	Arkansas	4.356	Grdg., Min. Dr. Structures & Traffic Service Gravel Surf.
2244	65-S-17	WPGH 24-C Pt. 1 WPGH 24-C Pt. 4	Gould-Tillar Bridges	Desha	317.17	2 Reinf. Concrete Deck Girder Bridges
7224	County Road	WPSO 384-A	Carmel-Johnsville Road	Bradley	Br. 94.98 R'dway.: 7.933	Grdg., Min. Dr. Str. (Incl. 3 Untrtd. t'br. Brs.) & Traf. Serv. Gr. Surf.
9144	62-S-8	WPH 370-A WPMH 370-A WPGH 370-A	Yellville-West Road	Manion	4.470	Grdg., Min. Dr. Strs., Grav. Base Course & Bit. Surfacing
5198	County Road	WPMS 394-A WPSO 394-B	Heber Springs-East Road	Cleburne	4.810	Grad., Min. Drainage Structures & Traffic Ser. Gravel Surfacing

TABLE No. 11—(Continued)
FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
12-27-35	S. E. Evans, Ft. Smith, Ark.	150	22,976.77	2,501.12	25,477.89
12-27-35	A. C. Kennedy, Poyen, Ark.	200	65,560.04	7,725.26	73,285.30
12-27-35	A. C. Kennedy, Poyen, Ark.	180	46,728.74	5,607.44	52,336.18
12-27-35	Fred Luttjohann, Topeka, Kansas	210	35,121.66	4,380.19	39,501.85
12-27-35	Dixon & Dixon, Warren, Ark.	220	45,104.35	5,445.39	50,549.74
12-27-35	D. B. Hill, Little Rock, Ark.	160	15,863.39	1,903.60	17,766.99
			\$4,352,602.19	\$ 476,553.13	\$4,829,155.32
1-30-36	A. C. Kennedy, Poyen, Ark.	200	76,513.58	9,121.07	85,634.65
1-30-36	Batson Bros., Dardanelle, Ark.	250	63,306.49	6,764.51	70,071.00
1-30-36	Consolidated Constr. Co., Tulsa, Okla.	200	50,111.18	6,008.89	56,120.07
1-30-36	Roy Tanner Paving Co., Tulsa, Okla.	120	20,497.29	2,439.78	22,937.07
2-14-36	D. B. Hill, Little Rock, Ark.	150	20,471.63	2,450.19	22,921.82
2-14-36	D. B. Hill, Little Rock, Ark.	240	86,399.38	5,556.84	91,956.22
2-14-36	McGeorge Contracting Co., Pine Bluff, Ark.	150	31,926.29	3,192.62	35,118.91
2-14-36	Dixon & Dixon, Warren, Ark.	200	21,652.84	4,423.52	26,076.36
2-14-36	A. D. Brown, Texarkana, Ark.	150	27,655.58	3,318.65	30,974.23
2-14-36	Roy Tanner Paving Co., Tulsa, Okla.	200	57,098.65	6,851.82	63,950.47
2-27-36	O. B. Robbins, Heber Springs, Ark.	150	31,119.97	3,678.39	34,798.36

TABLE NO. 11—(Continued)
 RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
5202	67-S-12	NRH 260-A Pt. 2 (1935)	McRea-Searcy Road	White	8.668	Concrete Pavement
6212	Main St. Little Rock	WPMS 407-A	Main Street Extension	Pulaski	0.107	Grd'g., Min. Dr. Strs., W'b Mac. B's. Cr's. & Asph. & Conc. Pav't. Surf.
8175	10-S-3	WPGH 130-D	Waveland Underpass	Yell	0.208	Grd'g., Dr. Str., Rein. Conc. & Str. Steel R. R. Und'p. & Traf. Ser. Gr. & Conc. Pav't. Surf.
9142	107-S-1	WPH 366-A WPMH 366-A	Decatur-Gravette Road	Benton	Br.: 115.40 R'dway: 6.086	Grd'g., Min. Dr. Str., Rein. Conc. Bridges, Gr. Base Crs. & Bitu. Surf.
9149	County Road	WPSO 391-A	Gentry-West Road	Benton	Br.: 59.33 Emb'k.: 1.286	Grd'g., Min. Dr. Str., Tr'd. Tim. Bridge & Traf. Ser. Gr. Surf.
5204	67-S-12	NRH 260-A Pt. 1	Beebe-McRae Road	White	0.794	Rein. Concrete Pavement
6200	County Road	WPSO 382-A	Greenbrier-Centerville Road	Faulkner	9.174	Grd'g., Dr. Structures & Traffic Ser. Gravel Surf.
6219	65-S-10	WPH 104-C	Palarm-North Road	Faulkner	0.521	Grading & Traffic Ser. Gravel Surfacing
8182	County Road	WPSO 392-B	Danville-West Road	Yell	Br.: 201.64 Rd.: 7.969	Grd'g., Min. Dr. Str., 4 Untr'd. Tim. Br., & Traf. Ser. Gr Surf.
9146	16-S-1	WPGM 327-E WPGS 327-E	Siloam Springs Underpass	Benton	0.463	Grd'g., Dr. Str., Rein. Conc & St'l Steel R. R. Und'p. & Conc. Pav't.
9154	City Street	WPGM 423-A	Fayetteville Overpass	Washington	Appr.: 0.065 Br.: 82.5	Rein. Conc Overpass & Conc. Pav't. Approaches
9155	62-S-8	WPGH 370-B	Yellville West Overpass	Marion	110.0	Rein. Conc Overpass.
2231	1-S-5	WPH 80	DeWitt-St. Charles Road	Arkansas	10.389	Grd'g., Min. Dr. Structures, & Traffic Ser. Gravel Surf.
6179	9-S-6 10-S-5	NRM 291-A (1935) NRM 120-B (1935)	Perry City Connection Rd.	Perry	0.831	Grad., Drainage Str. & Bituminous Pavement
6198	City Street & County Road	WPMS 395-A	Little Rock Airport Road	Pulaski	1.944	Grd'g., Min. Dr. Structures, Waterbound Mac. Base Crs. & Bitu. Surf.
8181	County Road	WPSO 396-A	Russellville-Mars Hill Road	Pope	6.598	Grd'g., Min. Dr. Str. & Traf. Service Gr. Surf.
10198	150-S-1	WPSO 412-A	Yarbro-East Road	Mississippi	7.510	Grd'g., Min. Dr. Str., Gravel & Traf. Serv. Gravel Surf
4213	County Road	WPSO 389-A	Midway-Morrison Bluff Rd.	Logan	Br.: 139.67 Rd.: 7.050	Grd'g., Dr. Str. (Inc. 3 Untr'd. Tim. Br.) & Traf. Ser. Gravel Surf.
5192	11-S-15	WPGH 373-A	Batesville Overpass	Independence	427.0	Reinforced Concrete Overpass
5201	11-S-15	WPH 373-A WPGH 373-A	Batesville-North Road	Independence	0.769	Grd'g., Min. Dr. Structures & Traf. Ser. Gr. Surf.

TABLE NO. 11—(Continued)
FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
2-27-36	A. C. Kennedy, Poyen, Ark.	150	89,951.96	8,995.19	98,947.15
2-27-36	M. E. Turk, Little Rock, Ark.	100	11,767.73	1,292.87	13,060.60
2-27-36	A. C. Jones, Hot Springs, Ark.	150	21,538.74	3,005.64	24,544.38
2-27-36	Consolidated Const. Co., Tulsa, Okla.	200	77,953.37	8,833.07	86,786.44
2-27-36	D. F. Jones Const. Co., Inc., Little Rock, Ark.	120	13,871.31	1,509.66	15,380.97
3-19-36	A. C. Kennedy, Poyen, Ark.	90	18,774.90	1,877.49	20,652.39
3-19-36	D. B. Hill, Little Rock, Ark.	180	31,729.92	3,807.80	35,537.72
3-19-36	D. B. Hill, Little Rock, Ark.	120	14,305.20	1,695.00	16,000.20
3-19-36	Dan Keenan, Dardanelle, Ark.	150	26,627.31	3,195.26	29,822.57
3-19-36	Wm. F. Rodgers, Little Rock, Ark.	180	41,807.84	5,290.86	47,098.70
3-19-36	Fred Luttjohann, Topeka, Kansas	180	21,373.86	2,588.71	23,962.57
3-19-36	Fred Luttjohann, Topeka, Kansas	120	9,679.44	1,203.53	10,882.97
4- 1-36	D. F. Jones Const. Co., Little Rock, Ark.	200	48,954.68	5,877.36	54,832.04
4- 1-36	A. D. Brown, Texarkana, Ark.	110	22,801.66	2,280.16	25,081.82
4- 1-36	Ben M. Hogan, Little Rock, Ark.	150	42,273.69	4,813.94	47,087.63
4- 1-36	Grady-Smith Const. Co., Lockesburg, Ark.	150	26,691.20	3,205.29	29,896.49
4- 1-36	A. D. Brown, Texarkana, Ark.	180	28,575.11	3,363.52	31,938.63
4-16-36	O. H. Wilson, Russellville, Ark.	150	21,850.80	2,648.06	24,498.86
4-16-36	Luten Bridge Co., Little Rock, Ark.	270	42,407.60	5,631.61	48,039.21
4-16-36	A. C. Kennedy, Poyen, Ark.	270	35,195.80	4,211.74	39,407.54

TABLE No. 11—(Continued)
 RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
6145	167-S-13	NRM 210-B (1935)	Little Rock City Connection (Broadway)	Pulaski	0.223	Grdg., Min. Dr. Str. Conc B's, C's. & Conc. & Asp. Surf.
10185	County Road	WPSO 411-A	Hartsoc Br.-Mounds Sch. Road	Greene	4.418	Grdg., Min. Dr. Structures & Traf. Ser. Gravel Surf.
11119	33-S-4	WPMS 302-D	Augusta City Connection	Woodruff	0.679	Grdg., Min. Drainage Str. & Concrete Pavement
2232	County Road	WPSO 381-A	DeWitt-Crocketts Bluff Road	Arkansas	7.049	Grdg., Drainage Structures Br. & Traf. Service Gravel Surf.
2240	County Road	WPSO 322-B	Brough School-Casscoe Rd.	Arkansas	Br 280.17 Rd. 6.068	Grad., Dr. Str., Inc. 2 Tim. Br. & Traffic Ser. Gravel Surf.
3244	County Road	WPSO 409-A	Emmet-Beards Chapel Road	Hempstead & Nevada	Br 110.01 Rd. 5.228	Grdg., Dr. Str., Inc. 3 Tim. Br. & Traf. Service Gravel Surf.
4214	County Road	WPSO 392-A	Waldron-East Road	Scott	6.613	Grdg., Min. Drainage Str. & Traf. Service Gr. Surf.
7219	35-S-5	WPGM 56-B WPGH 56-B	Rison Overpass	Cleveland	Br 218.5 Rd. 0.297	Grdg., Rein. Conc. O'pass. & Concrete Pavement
7228	35-S-5	WPGM 56-B WPGH 56-B WPH 56-B WPMS 435-A	Rison Connection	Cleveland	0.692	Grdg., Min. Dr. Str., Gravel Base Crs. & Bitu. Surf.
9147	72-S-1	WPMS 368-A	Bentonville-North Road	Benton	2.439	Grdg., Min. Dr. Str., Gravel Base Course & Bitu. Surf.
10187	62-S-18A & 18	WPGM 417-A WPGH 417-A	Imboden Overpass	Lawrence & Randolph	Br. 1049.88 Rd. 0.168	Grdg., Rein. Conc. & Str'l Steel O'pass. & Conc. Pav't.
10195	County Road	WPMS 387-A WPSO 387-A	Tuckerman-Grubbs Road	Jackson	Br. 181.34 Rd. 7.271	Grdg., Dr. Str., Inc. 2 Untr'd. Tim. Br. & Traf. Ser. Gr. Surf.
10196	County Road	WPSO 403-A	Engleberg North and South Road	Randolph	Br. 108.32 Rd. 5.109	Grdg., Dr. Str., Inc. 2 Untr'd. Tim. Br.) & Traf. Ser. Gr. Surf.
10203	County Road	WPSO 406-A	Rector-Leonard Road	Clay	Br. 465.44 Rd. 6.166	Grdg., Dr. Str., Inc. 4 Untr'd. Tim. Br. & Traf. Ser. Gr. Surf.
2241	165-S-1	NRM 24-B (1935)	Wilmot City Connection	Ashley	0.643	Grdg., Min. Drainage Str. & Conc. Pavement Surf.
3241	27-S-2	WPMH 371-B	Mineral Springs City Connection	Howard	1.110	Grad., Min. Dr. Str., Gravel Base Course & Bitu. Surf.
4210	71-S-12	WPGH 339-C	Abbott Underpass	Scott	0.324	Grdg., Min. Dr. Str., Rein. Conc. & Str'l. St. Undp. & Concrete Pav't.
4212	County Road	WPSO 390-A	Roseville-Webb City Road	Franklin	Br 91.57 Rd. 6.624	Grdg., Dr. Str., Incl. One Untr't. Tim. Br. & Traf. Ser. Gr. Surf.
5188	62-S-10 & 11	WPH 109-C WPH 109-C Ext. WPH 312-D	Mountain Home-East and West Road	Baxter	2.027	Grdg., Min. Dr. Str., Gravel Base Course & Bitu. Surf.

TABLE No. 11—(Continued)
FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
4-16-36	M. E. Turk, Little Rock, Ark.	120	10,190.41	1,019.04	11,209.45
4-16-36	Futrell & Shasteen, Paragould, Ark.	150	17,020.94	1,961.67	18,982.61
5- 6-36	A. C. Kennedy, Poyen, Ark.	120	30,605.27	3,672.42	34,277.69
5- 6-36	McGeorge Contr. Co., Pine Bluff, Ark.	160	24,485.46	2,938.36	27,423.82
5- 6-36	McGeorge Contr. Co., Pine Bluff, Ark.	150	26,886.86	3,226.04	30,112.90
5- 6-36	Neal & DeLaughter, Waldo, Ark.	150	20,327.16	2,431.17	22,758.33
5- 6-36	Dan Keenan, Dardanelle, Ark.	150	27,253.50	3,270.28	30,523.78
5- 6-36	D. F. Jones Const. Co., Inc., Little Rock, Ark.	240	34,312.04	4,218.95	38,530.99
5- 6-36	D. F. Jones Const. Co., Inc., Little Rock, Ark.	180	20,263.89	2,424.08	22,687.97
5- 6-36	Consolidated Const. Co., Tulsa, Okla.	150	25,973.52	3,115.88	29,089.40
5- 6-36	C. F. Lytle, Sioux City, Iowa.	300	178,856.27	21,520.49	200,376.76
5- 6-36	Batson Bros., Dardanelle, Ark.	150	28,004.80	3,340.37	31,345.17
5- 6-36	Harry B. Wall, Pocahontas, Ark.	150	27,051.91	3,244.15	30,296.06
5- 6-36	Skrainka Const. Co., University City, Mo.	150	27,328.09	3,286.23	30,614.32
5-27-36	Wm. F. Rodgers, Little Rock, Ark.	120	26,095.57	2,609.55	28,705.12
5-27-36	A. C. Kennedy, Little Rock, Ark.	120	13,516.33	1,621.29	15,137.62
5-27-36	S. E. Evans, Ft. Smith, Ark.	180	78,000.76	9,454.20	87,454.96
5-27-36	Grady-Smith Const. Co., Lockesburg, Ark.	150	25,475.26	3,056.01	28,531.27
5-27-36	Roy Tanner Pav. Co., Tulsa, Okla.	150	23,105.43	2,729.34	25,834.77

TABLE No. 11—(Continued)
 RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
5191	63-S-2	WPMH 295-A	Lardy-East Road	Sharp	1 778	Grdg., Minor Drainage Structures & Bitu. Surf.
5197	66-S-2	WPMS 437-A	Mountain View City Connection	Stone	0 998	Grdg., Min. Drainage Str., & Bitu. Base & Surf. Courses.
6204	County Road	WPGM 420-A	Bryant Overpass	Saline	300.0	Reinforced Concrete Overpass—Mo. Pac. R. R.
6207	67E-S-10	WPGS 418-A	McAlmont Cut-off Road	Pulaski	1.557	Grdg., Min. Drainage Str., & Concrete Pavement.
6221	County Road	WPGM 420-A	Bryant Overpass, Approaches	Saline	0.207	Grading & Traffic Service Gravel
7225	County Road	WPSO 415-A	Pine Grove-Princeton Road	Dallas	Br. 108.32 Rd. 8.497 Rd.	Grdg., Dr. Str., Inc. 2 Untr'd Tim. Br. & Traf. Ser. Gr. Surf.
10189	39-S-3	WPGH 239-D WPH 239-E	Paragould Overpass	Greene	Br 424.34 Rd 0.511	Rein. Concrete Bridges & Concrete Pavement
10202	39-S-3	WPGH 239-D WPH 239-E	Paragould-Marmaduke Rd.	Greene	Rd. 1.861	Grdg., Min. Drain. Str., & Traffic Ser. Gr. Surf.
10205	62-S-18-A&B-18	WPGM 417-A WPGH 417-A WPH 417-A	Imboden Overpass Approaches	Lawrence & Randolph	0.550	Grdg., Min. Dr. Str. & Traf. Service Gr. Surf.
1161	County Road	WPSO 436-A	Bald-Knob-Denmark Road	White & Jackson	5 161	Grdg., Min. Dr. Str. & Traf. Service Gr. Surf.
2234	County Road	WPSO 377-A WPMS 377-A	Monticello-Winchester Road	Drew	Br. 383.35 Rd. 6.908	Grds., Dr Str., Incl. 6 Untr'd. Tim. Br. & Traffic Service Gr. Surf.
4211	10-S-0	WPSS 369-A WPMS 369-A	Hackett-Greenwood Road	Sebastian	9.000	Grdg., Min Drain. Str., & Burnt Shale Surf.
6191	270-S-5	WPMH 294-A	Hot Springs-West Road	Garland	6.101	Grading, Gravel Base Crs. & Bitu. Surfacing
9151	County Road	WPSO 380-A	Hindsville Mail Route	Madison	5.811	Grdg., Min Dr. Structure, & Traf. Ser. Gravel Surf.
9152	County Road	WPSO 385-A	Dutch Mills-Cane Hill Road	Washington	5.352	Grdg., Min. Dr. Str. & Traf. Ser. Gravel Surf.
10188	City Street	WPGM 424-A	Jonesboro Overpass	Craighead	Br. 558.84 Rd. 0.114	Grdg., Min. Dr. Str., Reinf. Conc. O'pass. Conc. Pavt Surf.
10194	Huntington Ave.	WPMS 383-A	Jonesboro City Conn.	Craighead	0.200	Grading, Gravel Base Course & Bitu. Surf.
11133	County Road	WPSO 414-A	Smith Chapel Road	Cross	Br. 276.60 Rd. 6.176	Grading, Drainage Str., Incl. 4 Untr'd. Tim. Br.
2233	County Road	WPSO 376-A	Louisiana Line-Hamburg Road	Ashley	Br. 230.01 Rd. 7.309	Grdg., Dr. Str., Incl. 3 Untr'd Tim. Br. & Traf. Ser. Gravel Surf.
3247	82-S-2	WPGM 22 WPGH 22	Stamps-Buckner Road	Lafayette	4.484	Grdg., Dr. Str. Traf. Ser. Gravel & Conc. Pav't Surf.
3248	82-S-2	WPGM 22	Stamps Overpass	Lafayette	202 5	Reinforced Concrete Overpass—L. & A. R. R.
5189	9-S-15 62-S-12	WPMH 59-C WPMH 312-E	Salem City Connection	Fulton	1 524	Grdg., Min. Dr. Str., & Bitu. Base & Surf. Crses.

TABLE No. 11—(Continued)
 FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
5-27-36	Smith Bros. Const. Co., Hot Springs, Ark.	150	34,454.78	4,126.37	38,581.15
5-27-36	Roy Tanner Pav. Co., Tulsa, Okla.	180	18,519.55	2,216.55	20,736.10
5-27-36	Ed B. Mooney, Hot Springs, Ark.	210	28,141.36	3,621.90	31,763.26
5-27-36	J. P. McNulty, Pine Bluff, Ark.	150	41,511.52	4,960.92	46,472.44
5-27-36	Ed B. Mooney, Hot Springs, Ark.	150	13,946.82	1,670.74	15,617.56
5-27-36	J. W. Hecker & W.L. Graves, Camden, Ark.	150	24,957.29	2,986.58	27,943.87
5-27-36	Luten Bridge Co., Little Rock, Ark.	240	67,141.05	8,129.27	75,270.32
5-27-36	D. B. Hill, Little Rock, Ark.	180	36,780.91	4,394.47	41,175.38
5-27-36	McGeorge Contr. Co., Pine Bluff, Ark.	210	36,733.57	4,388.83	41,122.40
5-27-36	Skrainka Const. Co., St. Louis, Mo.	150	30,085.85	3,606.86	33,692.71
6-17-36	Neal & DeLaughter, Hermitage, Ark.	150	32,892.29	3,926.90	36,819.19
6-17-36	O. B. Robbins, Heber Springs, Ark.	170	64,008.43	7,365.01	71,373.44
6-17-36	D. F. Jones Const. Co., Little Rock, Ark.	180	53,900.47	6,462.03	60,362.50
6-17-36	D. F. Jones Const. Co., Little Rock, Ark.	150	24,646.59	2,956.72	27,603.31
6-17-36	Roy Tanner Pav. Co., Tulsa, Okla.	120	14,073.53	1,675.88	15,749.41
6-17-36	Fred Luttjohann, Topeka, Kan.	300	97,474.14	11,815.00	109,289.14
6-17-36	M. E. Turk, Little Rock, Ark.	90	5,892.11	950.00	6,842.11
6-30-36	J. E. Meador & Co., Arkadelphia, Ark.	150	26,113.71	3,129.09	29,242.80
6-30-36	Graves Bros.-Etheridge & Walsh, Hamburg, Ark.	150	27,142.16	3,171.37	30,313.53
6-30-36	D. F. Jones Const. Co., Little Rock, Ark.	240	90,970.03	10,859.19	101,829.22
6-30-36	J. W. Hecker, Camden, Ark.	180	29,285.12	3,555.81	32,840.93
6-30-36	Smith Bros. Const. Co., Hot Springs, Ark.	180	28,554.65	3,386.36	31,941.01

TABLE No. 11—(Continued)
 RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
5194	5-S-8	WPGM 375-A	Norfolk Bridge	Baxter	533.0	Structural Steel Br.— North Fork of White R.
5206	5-S-8	WPMH 375-A	Norfolk Bridge Approaches	Baxter	0.493	Grdg., Min. Dr. Str. & Traf. Ser. Gravel Surf.
6203	67-E-S-10	WPGS 418-B	Pie Plant Underpass	Pulaski	0.168	Grdg., Min. Dr. Str., Reinf. Conc. & St. R. R. U'pass. & Conc. Pav't.
2237	65-S 17 & 18	WPGH 24-C WPGH 24-E	Dumas-Winchester Road	Desha & Drew	7.400	Grading Minor Drainage Structures
3240	55-S-2	WPGM 399-A	Fulton Underpass	Hempstead	0.444	Grdg., Min. Dr. Str., Reinf. Conc. & St. R. R. U'pass & Conc. Pav't. T.S.G.
4176	64-S-1	WPGM 216-C	Van Buren Overpass	Crawford	Br. 742.17 Rd. 0.068	Rein. Conc. & Steel O'pass & Conc. Pavement.
4216	County Road	WPSO 405-A	S.ms-Washita Road	Montgom'y	Br. 448.36 Rd. 2.849	Grdg., Dr. Str., Incl. 8 Untr'd. Tim. Br. & Traf. Ser. Gravel Surf.
6206	City Street	WPGM 421-A	Seventh Street Underpass	Pulaski	0.263	Grdg., Dr. Str., Reinf. Conc. & Steel R. R. U'pass & Conc. Pav't.
7204	79-S-2	WPGM 127	McNeil Overpass	Columbia	Br. 302.21 Rd. 0.226	Rein. Conc. Overpass & Conc Pav't App'rs.
7220	79-S-6	WPMH 31-B WPGM 31-B	Fordyce Underpass	Dallas	1.093	Grdg., Min. Dr. Str., Reinf. Conc. & Steel R. R. U'pass & Bitu. & Conc. Surf.
7226	79-S-2	MPMH 127 WPGM 127	McNeil Connection	Columbia	0.860	Grdg., Min. Dr. Str., & Traffic Service Gravel Surf.
9150	County Road	WPSO 387-A	Berryville-Missouri Line	Carroll	Br. 93.34 Rd. 7.738	Grdg., Dr. Str., Incl. 2 Untr'd. Tim. Br. & Traf. Serv. Gr. Surf.
11127	70-S-18	WPGM 186-B	Wheatley Signal Prot.	St Francis		Signal Protection Unit in Wheatley—M. & A. R. R.
4225	64-S-1	WPGM 216-C	Broad St. Conn.-Van Buren	Crawford	0.060	Grdg. Minor Dr. Str. & Concrete Pavt. Surf.
5203	67-W-S-12	WPGM 260-D	Searcy Signal Prot.	White		Signal Protection Unit in Searcy—M. & A. R. R.
6210	City Street	WPGM 430-A	Locust Street Overpass	Pulaski	Br. 1018.0 Rd. 0.095	Grdg., Min. Dr. Str., Reinf. Conc. O'pass & Conc. Pav't.
3254	4-S-7	NRS 434-A	Rosston-East Road	Nevada	463.0	Three Concrete & Timber Bridges
3256	4-S-7	NRS 434-A	Rosston-East Road	Nevada	2.135	Grading, Drainage Str. & Traf. Ser. Gr. Surf.
6222	City Street	WPMS 438-A	Wright Avenue Surf.	Pulaski	0.331	Minor Drainage Str. & Bituminous Surf.
2249	County Road	WPSO 442-A	Pickens West Road	Desha & Lincoln	6.812	Grdg., Min. Dr. Str. & Traf. Ser. Gravel Surf.
11136	1-S-10	WPH 191-B NRH 400-A NRM 400-A NRS 401-A	Felton-North Road Stuttgart City Conn.	Lee Arkansas	1.098 1.142	Grdg., Min. Dr. Str., Gr. Base Crs. & Bitu. Surf. & Concrete Pavement
2246	79-S-11	WPGH 24-C	Gould-Dumas Road	Desha	3.479	Grading & Concrete Pavement
2251	65-S-17 & 18	FAP 24-C-Reo. 24-E-Reo.	Gould-Winchester Road	Desha & Drew	10.932	Portland Cement Concrete Pavement

TABLE No. 11—(Continued)
FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
6-30-36	Vincennes Steel Corp., Vincennes, Ind.	300	87,915.62	10,549.25	98,464.87
6-30-36	McGeorge Contr. Co., Pine Bluff, Ark.	300	23,054.66	2,724.37	25,779.03
6-30-36	Wm. F. Rodgers, Little Rock, Ark.	210	51,553.09	6,333.56	57,886.65
7-16-36	D. B. Hill, Little Rock, Ark.	210	31,652.00	3,529.00	35,181.00
7-16-36	Wm. F. Rodgers, Little Rock, Ark.	180	49,462.82	8,051.00	57,513.82
7-16-36	Fred Luttjohann, Topeka, Kansas	270	116,060.18	11,866.00	127,926.18
7-16-36	Ed B. Mooney, Hot Springs, Ark.	150	27,354.39	2,970.86	30,325.25
7-16-36	Uvalde Const. Co., Dallas, Texas	450	186,110.48	21,604.00	207,714.48
7-16-36	J. W. Hecker, Camden, Ark.	240	44,252.49	5,464.53	49,717.02
7-16-36	Wm. F. Rodgers, Little Rock, Ark.	240	67,969.87	8,826.00	76,795.87
7-16-36	D. B. Hill, Little Rock, Ark.	180	35,848.86	4,271.47	40,120.33
7-16-36	Dan Keenan, Dardanelle, Ark.	150	28,130.30	3,325.42	31,455.72
8-14-36	V. C. Johnson, N. Little Rock, Ark.	90	12,000.00	750.00	12,750.00
8-14-36	Fred Luttjohann, Topeka, Kansas	90	7,044.05	750.00	7,794.05
8-14-36	V. C. Johnson, N. Little Rock, Ark.	90	11,900.00	750.00	12,650.00
8-14-36	Fred Luttjohann, Topeka, Kansas	300	180,899.16	20,061.00	200,960.16
9- 4-36	D. B. Hill and J. M. Smith, Little Rock, Ark.	150	14,822.64	1,482.26	16,304.90
9- 4-36	D. B. Hill, Little Rock, Ark.	150	18,865.49	1,886.54	20,752.03
9- 4-36	J. P. McNulty, Pine Bluff, Ark.	120	13,116.21	1,574.79	14,691.00
9-29-36	McGeorge Contr. Co., Pine Bluff, Ark.	150	23,490.00	2,860.00	26,350.00
10-18-36	A. C. Kennedy, Little Rock, Ark.	120	13,398.97	1,563.03	14,962.00
10-19-36	Wm. F. Rodgers, Little Rock, Ark.	150	36,913.52	3,691.35	40,604.87
10-19-36	J. P. McNulty, Pine Bluff, Ark.	150	74,490.32	7,881.50	82,371.82
11- 2-36	John A. Spencer, Jackson, Miss.	170	227,510.03	22,751.00	250,261.03

TABLE No. 11—(Continued)
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

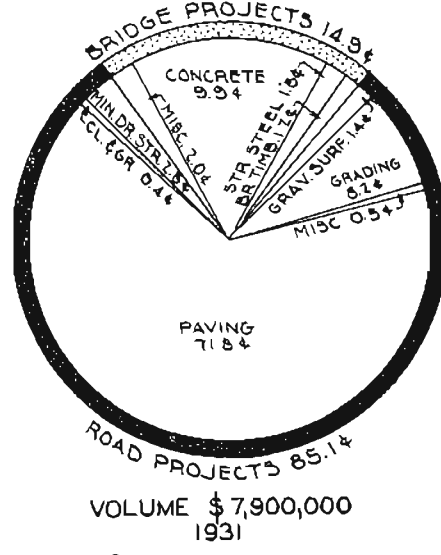
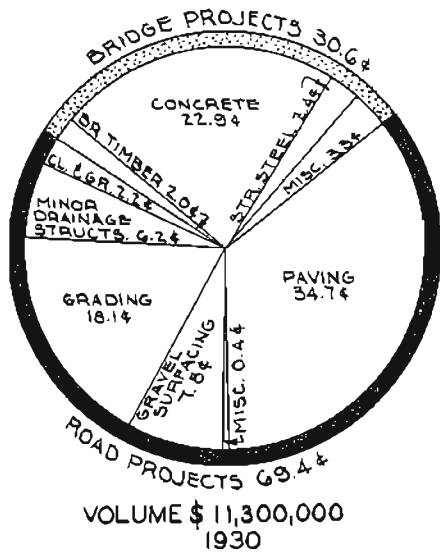
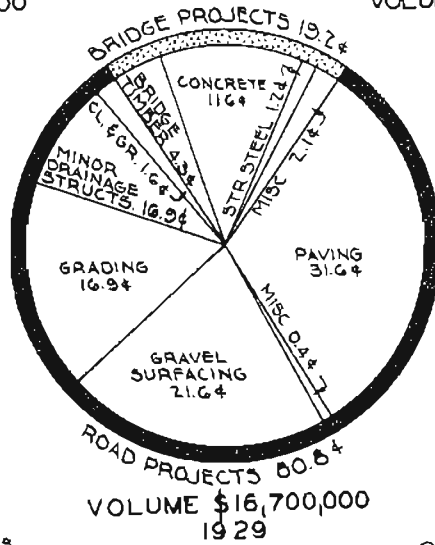
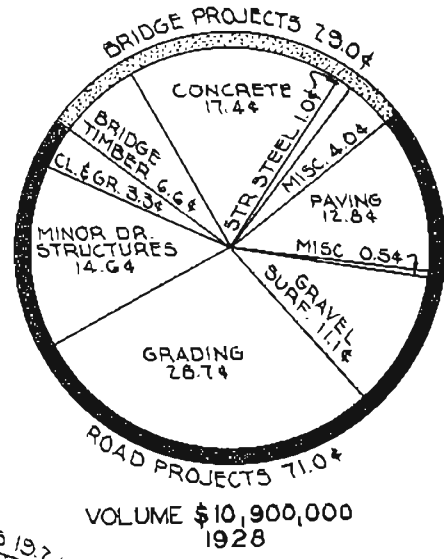
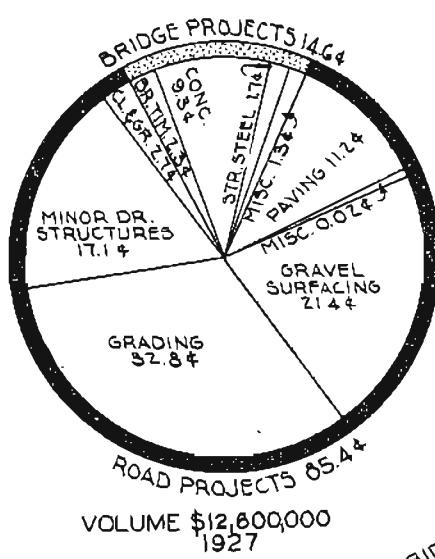
State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
3252	71-S-7	WPGH 3-B	Gillham South Overpass	Sevier	Br. 126.58 Rd. 0.085	Grdg., Rein. Conc. & Steel O'pass. & Traf. Ser. Gr.
4219	22-S-2	WPGS 439-A	Charleston Overpass	Franklin	Br. 262.0 Rd. 0.156	Grdg., Min. Dr. Str., Rein. Conc. O'pass & Conc. Pav't.
8188	64-S-6	FAP 87-Reo.	Russellville-West Road	Pope	Br. 63.5' Rd. 4.181	Grdg., Dr. Str., Inc. One Rein. Conc. Br. & Conc. Pav't.
2223	82-S-9	FAP 231-D	Bayou Bartholomew Brs.	Ashley	Br. 954.5' Rd. 0.576	Grdg., Dr. Str., Incl. 3 Rein. Conc. & Std. Brs. & Gr. Surf.
10209	67-S-20	FAP 269-C	Pocahontas-South Road	Randolph	7.300	Portland Cement Concrete Pav't.
10210	67-S-14, 15 & 16	FAP 197-G	Olyphant-Newport Road	Jackson & Independ'ce	6.697	Grdg., & Minor Drainage Structures
10211	67-S-14, 15 & 16	FAP 197-G	Newport-Olyphant Brs.	Jackson & Independ'ce	822.0'	4 Rein. Concrete Deck Girder Bridges

TOTALS FOR PERIOD ENDING NOV. 16, 1936

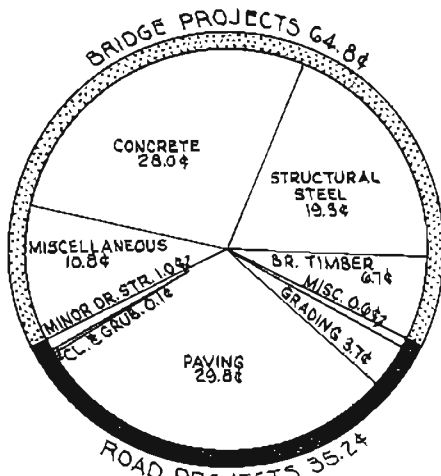
TOTALS FOR PERIOD NOV. 15, 1934. TO NOV. 16, 1936

TABLE NO. 11--(Continued)
 FROM NOVEMBER 15, 1934, TO NOVEMBER 16, 1936

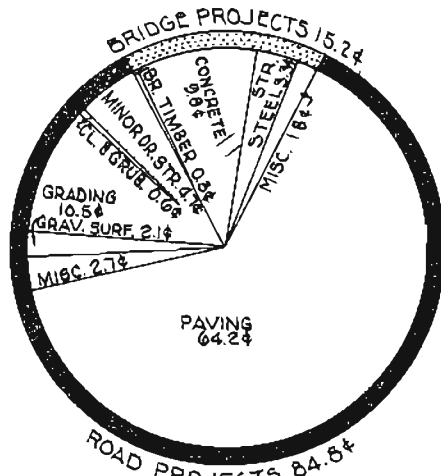
Date Proposal Received	Name and Address of Contractor	Working Time Days	Amount of Contract Award	Estimated Cost of Engineering & Contingencies	Total Commitment
11- 2-36	A. C. Kennedy, Little Rock, Ark.	120	13,232.35	1,620.65	14,853.00
11- 2-36	D. F. Jones Const. Co., Little Rock, Ark.	180	37,028.42	4,469.58	41,498.00
11- 2-36	A. C. Kennedy, Little Rock, Ark.	180	116,018.65	11,601.86	127,620.51
11-16-36	S. M. Dixon, Warren, Ark.	220	106,426.44	10,642.64	117,069.08
11-16-36	A. C. Campbell, Shreveport, La.	140	133,086.91	13,308.69	146,395.60
11-16-36	D. B. Hill, Little Rock, Ark.	200	149,328.23	14,932.82	164,261.05
11-16-36	Maxwell Const. Co., Columbus, Kan.	180	46,586.10	4,658.61	51,244.71
			\$4,612,386.65	\$ 524,380.19	\$ 5,136,766.84
			\$9,553,208.92	\$1,059,755.27	\$10,612,964.19



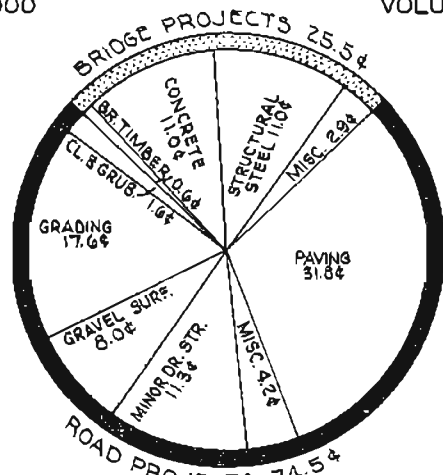
DISTRIBUTION OF THE DOLLAR ON
ROAD AND BRIDGE PROJECTS
STATE OF ARKANSAS
BASED ON CONTRACT AWARDS



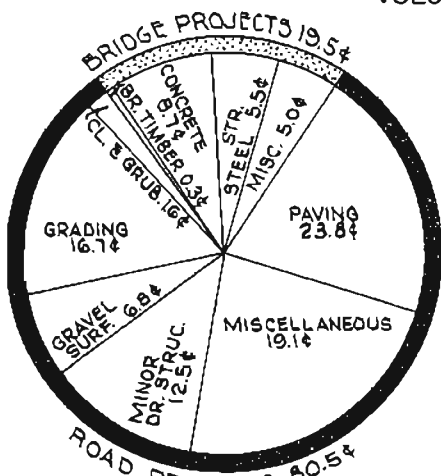
VOLUME \$ 900,000
1932



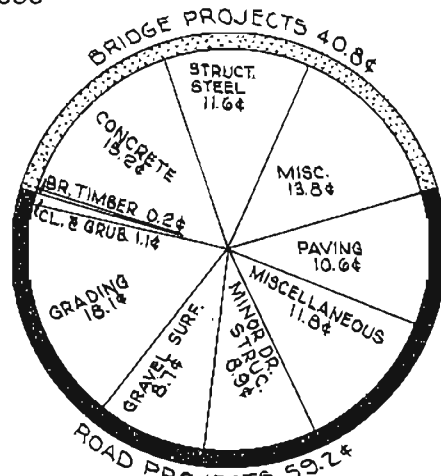
VOLUME \$ 5,000,000
1933



VOLUME \$ 5,800,000
1934



VOLUME \$ 4,800,000
1935



VOLUME \$ 4,100,000
1936 (1st 8 months)

DISTRIBUTION OF THE DOLLAR
ON
ROAD AND BRIDGE PROJECTS
STATE OF ARKANSAS
BASED ON CONTRACT AWARDS

DISTRIBUTION OF CONSTRUCTION FUNDS BY CONGRESSIONAL DISTRICTS

County	ON STATE HIGHWAY SYSTEM					OFF STATE HIGHWAY SYSTEM					Total For County	Theoretical Distribn. Under Act 328-1935	
	PROGRAM YEAR					PROGRAM YEAR						Amount	Per Cent
	1932-1933 Emergency	1933-1934 Nat'l. Recov.	1934-1935 Nat'l. Recov.	1935-1936 Works Pr'gram	1936 Reg. Fed. Aid Hwy. Pr'gram	1932-36 Forest	1933-1934 Nat'l. Recov.	1934-1935 Nat'l. Recov.	1935-36 Wks. Program	1936			
Clay	\$ 131,290.74	\$ 44,733.20	\$ 108,861.10	\$ 73,040.29	\$ 120,000.00	\$	\$	\$ 30,614.32	\$ 315,499.36	\$ 378,180.01	1,319.4	328,180.01	1,319.4
Craighead	137,634.11	246,545.66	98,210.91	42,142.38		32,766.84		116,267.50	667,698.47	417,181.25	1,677.2	417,181.25	1,677.2
Crittenden	14,177.39	45,463.48	278,727.02	35,953.67		14,615.75		29,242.80	53,227.11	426,535.90	1,714.8	426,535.90	1,714.8
Cross	63,210.03	237,056.17	160,202.26	224,741.49				18,126.33	540,280.68	295,287.07	1,187.0	295,287.07	1,187.0
Greene	7,440.64	244,656.89	118,411.87	100,596.65					608,377.22	324,688.48	1,305.3	324,688.48	1,305.3
Lee		100,832.64		31,938.63					201,429.29	285,501.69	1,147.8	285,501.69	1,147.8
Mississippi		57,394.28	107,349.79	15,600.00					196,682.70	575,344.68	2,313.1	575,344.68	2,313.1
Phillips		134,177.33		44,987.24					149,777.33	383,841.35	1,543.1	383,841.35	1,543.1
Poinsett	224,475.13	81,216.90	94,039.15	121,059.19					301,237.94	323,509.16	1,306.6	323,509.16	1,306.6
St. Francis	307,486.76	97,333.83	74,934.32	37,265.29					733,802.00	325,954.45	1,310.4	325,954.45	1,310.4
Woodruff									209,533.44	277,176.10	1,144.3	277,176.10	1,144.3
First Congressional Dist.	\$ 880,714.80	\$ 1,289,310.48	\$ 1,068,511.99	\$ 727,324.83	\$ 250,000.00	\$ 47,382.59	\$ 194,250.95	\$ 4,457,595.54	\$ 3,963,180.14	\$ 15,933.4		\$ 3,963,180.14	\$ 15,933.4
Cleburne		49,299.79	14,587.51	17,428.36					117,332.31	247,326.56	994.3	247,326.56	994.3
Fulton		32,016.43	66,297.70	46,134.98					136,449.11	252,365.34	1,014.6	252,365.34	1,014.6
Independence			38,172.14	139,782.93	84,566.13				262,521.20	325,050.76	1,507.8	325,050.76	1,507.8
Izard			57,844.52	202,591.82	285,566.65				57,844.52	342,279.48	1,376.0	342,279.48	1,376.0
Jackson	60,980.80	515,126.90	153,153.36	84,883.57					1,263,926.42	283,986.66	1,141.7	283,986.66	1,141.7
Lawrence	269,701.08	212,540.79	26,067.81	8,000.00					593,193.25	269,702.13	1,084.3	269,702.13	1,084.3
Monroe	148,232.66	18,121.64	15,000.00						189,354.30	262,867.68	1,056.8	262,867.68	1,056.8
Prairie	199,640.53	272,146.96	81,744.11	156,615.59					551,531.60	265,701.79	1,068.2	265,701.79	1,068.2
Randolph		315,713.65	34,650.96	58,381.15					727,276.26	246,147.13	989.6	246,147.13	989.6
Sharp		71,764.09	17,071.77	20,736.10					147,417.01	228,966.31	920.5	228,966.31	920.5
Stone		62,204.54	205,311.22	12,650.00					20,736.10	407,475.62	1,638.2	407,475.62	1,638.2
White					114,867.22				18,531.99	413,564.97	1,658.2	413,564.97	1,658.2
Second Congressional Dist.	\$ 678,555.07	\$ 1,548,934.79	\$ 709,901.70	\$ 749,404.50	\$ 675,000.00	\$ 131,351.59	\$ 4,493,147.05	\$ 3,374,193.27	\$ 11,356.55	\$ 3,374,193.27	\$ 13,565.5	\$ 3,374,193.27	\$ 13,565.5
Baxter		198,109.69	38,690.23	150,078.67					386,878.59	245,407.83	986.6	245,407.83	986.6
Benton	94,554.94	171,031.87	21,545.43	265,605.25					571,466.52	471,699.32	1,896.4	471,699.32	1,896.4
Boone	51,008.75	68,852.63	62,846.24	4,000.00					35,008.75	300,011.40	1,206.1	300,011.40	1,206.1
Carroll	202,720.45	58,869.50	44,219.62	74,679.33					369,875.04	290,729.08	1,168.8	290,729.08	1,168.8
Madison		14,382.66		4,000.00					130,692.43	285,089.17	1,146.1	285,089.17	1,146.1
Marion		24,068.07		4,000.00					89,061.99	239,396.31	962.4	239,396.31	962.4
Newton	34,307.89	244,690.08							58,375.91	260,831.94	1,048.6	260,831.94	1,048.6
Searcy	244,690.08	365,007.80	95,534.72	107,386.78					365,007.80	257,043.91	1,033.4	257,043.91	1,033.4
Van Buren		132,356.01							393,667.75	498,956.60	2,005.9	498,956.60	2,005.9
Washington		667,670.38	262,836.24	609,750.01					136,179.32	2,668,724.86	10,452.5	2,668,724.86	10,452.5
Third Congressional Dist.	\$ 992,289.91	\$ 667,670.38	\$ 262,836.24	\$ 609,750.01	\$ 609,750.01	\$ 18,729.05	\$ 31,455.72	\$ 27,603.31	\$ 386,878.59	\$ 471,699.32	\$ 1,896.4	\$ 471,699.32	\$ 1,896.4

CONGRESSIONAL DISTRICT NO. 1

CONGRESSIONAL DISTRICT NO. 2

CONGRESSIONAL DISTRICT NO. 3

CONGRESSIONAL DISTRICT NO. 4

Crawford	92,033.94	27,106.21	135,720.23	227,754.17	314,576.69	1,264.7
Howard	60,565.29	14,774.29	28,920.31	116,591.81	279,001.63	1,121.6
Little River	163,964.12	2,000.00	73,305.84	505,925.58	251,041.01	1,009.2
Logan	230,109.05	11,197.17	47,093.84	86,366.99	325,677.63	1,309.3
Monigomery	40,057.81	29,968.19	34,444.09	312,779.42	385,726.94	1,550.0
Pike	26,037.85	128,117.78	198,987.53	171,618.56	255,207.35	1,026.0
Polk	129,584.57	298,392.77	128,117.78	157,773.61	244,817.21	984.2
Scott	68,994.20	148,012.25	122,391.76	403,641.53	316,887.14	1,274.0
Sebastian	198,994.20	29,279.60	26,467.52	551,204.35	297,919.80	1,197.7
Sevier	395,275.35	438,144.94	795,448.13	497,743.70	272,586.54	1,095.9
Fourth Congressional Dist.	\$ 241,142.49	\$ 1,354,634.13	\$ 243,000.00	\$ 169,512.56	\$ 3,331,230.44	\$ 3,320,883.36
						14,155.2

CONGRESSIONAL DISTRICT NO. 5

Conway	\$ 134,280.79	\$ 24,776.52	\$ 19,463.78	\$ 178,521.09	\$ 275,219.39	\$ 1,106.4
Franklin	2,269.98	21,833.37	14,000.00	611,873.63	317,774.96	1,275.3
Franklin		52,694.57	41,498.00	122,723.84	267,481.57	1,053.3
Johnson		108,058.42	65,657.21	178,915.63	289,074.22	1,165.8
Perry		12,516.57	5,081.82	195,657.99	223,559.63	888.7
Pope		117,336.23	4,000.00	183,941.09	339,211.29	1,363.7
Pulaski	64,286.36	319,613.35	85,068.72	474,173.81	1,375,065.29	5,547.1
Yell		41,483.14	30,112.47	123,513.83	310,849.53	1,249.7
Fifth Congressional Dist.	\$ 200,837.13	\$ 698,512.17	\$ 243,404.00	\$ 154,059.60	\$ 3,260,445.11	\$ 3,403,837.26
						13,684.8

CONGRESSIONAL DISTRICT NO. 6

Arkansas	251,734.87	131,258.90	54,318.16	585,000.73	405,001.36	1,628.2
Cleveland	4,515.29	28,467.28	61,218.96	61,218.96	239,762.16	963.8
Dallas	16,651.08	68,208.34	84,795.87	145,722.31	272,749.06	1,108.6
Desha	36,007.50	9,946.07	8,055.43	597,756.74	306,210.62	1,231.0
Drew		14,155.18	40,931.26	155,820.77	307,571.32	1,236.5
Garland		104,388.28	68,011.93	161,561.24	469,411.09	1,887.2
Grant		242,139.82	4,000.00	123,098.37	246,509.98	991.0
Hot Spring		163,124.18	69,512.27	108,388.28	278,401.56	1,192.0
Jefferson	475,257.99	17,919.25	4,000.00	455,588.99	503,195.39	2,033.0
Lincoln				371,073.48	249,312.01	1,002.3
Lonoke				4,000.00	535,079.36	1,971.1
Saline				97,918.93	115,838.18	456.6
Sixth Congressional Dist.	\$ 515,780.78	\$ 916,734.35	\$ 433,202.01	\$ 31,932.23	\$ 2,641,816.01	\$ 3,385,583.99
						15,634.3

CONGRESSIONAL DISTRICT NO. 7

Ashley	92,484.561	87,145.951	38,944.68	405,093.84	328,318.73	1,319.9
Bradley		18,979.54	52,300.36	49,953.77	285,491.56	1,147.7
Calloun		67,348.57	20,377.82	148,157.89	234,895.78	944.3
Chicot		67,365.10	31,000.00	87,726.39	292,700.16	1,176.7
Clark	125,026.82	13,920.43	171,064.71	223,391.92	341,154.03	1,371.5
Columbia	150,263.56	5,455.95	83,163.67	277,025.69	325,355.95	1,308.0
Hempstead		29,505.94	138,670.15	260,731.17	338,140.20	1,359.4
Lafayette	37,381.67	269,064.02	240,023.36	168,176.09	251,928.38	1,012.8
Nevada	196,561.46	51,807.16	90,008.22	307,356.03	284,061.72	1,142.0
Quachita	53,693.90	327,701.59	50,008.22	519,760.65	355,174.53	1,427.9
Union	4,164,732.15	7,466,291.11	3,532,357.27	647,034.67	583,113.13	2,344.3
Seventh Congressional Dist.	\$ 655,411.97	\$ 990,594.61	\$ 376,356.99	\$ 3,094,408.11	\$ 3,620,334.19	\$ 14,555.2
Totals				\$ 1,651,816.08	\$ 24,691,135.10	
Highway Planning				\$ 182,140.00		
Grand Total	\$ 4,164,732.15	\$ 7,466,291.11	\$ 3,582,357.27	\$ 5,175,068.28	\$ 1,651,816.08	\$ 24,873,275.10

* NOTE: The item of Highway Planning was distributed between the congressional districts in approximately equal amounts.
 † The theoretical distribution by counties under Act 328—1935, is based on 10% of the funds divided in the proportion of each county's population to the total for the state, 25% by proportion of area, 25% by proportion of automobile registration and 40% divided equally between the counties. Percentage for each county based on 1935 automobile registration and 1940 population.

STATEMENT SHOWING PERCENTAGE AND THEORETICAL DISTRIBUTION OF CONSTRUCTION FUNDS
By Congressional Districts, Under Act 328 of the Acts of 1935 for the Period 1932-1936

County	10% on Population Basis		25% on Area Basis		25% on Automobile Registration		40% Equal Share		Total Theoretical Distribution
	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	
CONGRESSIONAL DISTRICT NO. 1									
Clay	1.4709	\$ 36,586.10	1.2452	\$ 77,430.51	1.310739	\$ 81,505.93	1.333333	\$ 132,657.47	\$ 328,180.01
Craighead	2.4125	60,006.78	1.3079	81,239.39	2.302674	143,187.61	1.333333	132,657.47	417,181.25
Crittenden	2.1416	53,268.61	1.1081	68,905.19	2.761271	171,704.63	1.333333	132,657.47	426,535.90
Cross	1.3871	34,501.72	1.1785	75,282.89	.881669	54,824.99	1.333333	132,657.47	295,267.07
Greene	1.4088	35,041.47	1.0681	66,417.86	1.456539	90,571.68	1.333333	132,657.47	324,688.48
Lee	1.4364	35,727.97	1.1443	71,156.22	.739107	45,960.03	1.333333	132,657.47	285,501.69
Mississippi	3.7363	92,934.02	1.5078	93,759.81	4.116762	255,993.38	1.333333	132,657.47	575,344.68
Phillips	2.1937	54,564.50	1.3174	81,920.13	1.844538	114,699.25	1.333333	132,657.47	383,841.35
Poinsett	1.6013	39,829.57	1.3726	85,352.64	1.056065	65,669.49	1.333333	132,657.46	323,509.16
St. Francis	1.8007	44,789.30	1.1956	74,346.22	1.192629	74,161.47	1.333333	132,657.46	325,954.45
Woodruff	1.2231	30,422.50	1.0985	68,308.23	.736339	45,787.91	1.333333	132,657.46	277,176.10
First Congressional District	20.8124	\$ 117,672.54	13.5440	\$ 842,209.09	18.39833	\$ 1,144,066.37	14.6666	\$ 1,459,432.14	\$ 3,963,180.14
CONGRESSIONAL DISTRICT NO. 2									
Cleburne	0.6133	\$ 15,254.78	1.1346	\$ 70,553.04	.464133	\$ 28,861.27	1.333333	\$ 132,657.47	\$ 247,326.56
Fulton	0.5842	14,530.97	1.1899	73,991.78	.501504	31,185.12	1.333333	132,657.47	252,365.34
Independence	1.3063	32,491.96	1.4508	90,215.37	1.120656	69,685.96	1.333333	132,657.47	325,050.76
Izard	0.6942	17,267.53	1.1099	69,017.12	.376013	23,381.69	1.333333	132,657.47	242,323.81
Jackson	1.5067	37,476.56	1.2071	75,061.33	1.561260	97,084.12	1.333333	132,657.47	342,279.48
Lawrence	1.1682	29,056.96	1.1271	70,086.67	.839223	52,185.56	1.333333	132,657.47	283,986.66
Monroe	1.1135	27,696.39	1.1481	71,392.52	.610386	37,955.75	1.333333	132,657.47	269,702.13
Prairie	0.8189	20,368.72	1.2603	78,369.47	.506118	31,472.03	1.333333	132,657.46	262,867.68
Randolph	0.9097	22,627.51	1.2451	77,424.29	.530570	32,992.53	1.333333	132,657.46	265,701.79
Sharp	0.5777	14,369.29	1.1594	72,095.19	.434606	27,025.19	1.333333	132,657.46	246,147.13
Stone	0.4311	10,722.96	1.1632	72,331.48	.213151	13,254.41	1.333333	132,657.46	228,966.31
White	2.0636	51,328.49	1.9742	122,762.05	1.619853	100,727.62	1.333333	132,657.46	407,475.62
Second Congressional District	11.7874	\$ 293,192.12	15.1697	\$ 943,300.31	8.77747	\$ 545,811.25	16.0000	\$ 1,591,889.59	\$ 3,374,193.27
CONGRESSIONAL DISTRICT NO. 3									
Baxter	0.5133	\$ 12,767.45	1.1156	\$ 69,371.56	.492277	\$ 30,611.35	1.333333	\$ 132,657.47	\$ 245,407.83
Benton	1.9009	47,281.61	1.6677	103,702.90	3.024249	188,057.44	1.333333	132,657.47	471,699.42
Boone	0.8034	20,032.94	1.1576	71,983.26	1.211545	75,337.73	1.333333	132,657.47	300,011.40
Carrroll	0.8531	21,219.39	1.2204	75,888.36	.980401	60,964.46	1.333333	132,657.47	290,729.68
Madison	0.7191	17,886.37	1.5916	98,970.76	.572093	35,574.57	1.333333	132,657.47	285,089.17
Marion	0.4786	11,904.88	1.2298	76,472.88	.295274	18,361.08	1.333333	132,657.47	239,396.31
Newton	0.5695	14,165.33	1.6106	100,152.24	.222840	13,856.90	1.333333	132,657.47	260,831.94

Searcy.....	0.5962	14,829.44	1.2812	79,669.10	338181	21,029.17	1.333333	132,657.46	248,185.17
Van Buren.....	0.6451	16,045.74	1.3898	86,422.19	352483	21,918.52	1.333333	132,657.46	257,043.91
Washington.....	2.1167	52,649.26	1.8181	113,055.25	3,225866	200,594.63	1.333333	132,657.46	498,956.60
Third Congressional District.....	9.1979	\$ 228,782.41	14.0824	\$ 875,688.50	10,71521	\$ 666,305.85	13.3333	\$1,326,574.67	\$3,097,351.43

CONGRESSIONAL DISTRICT NO. 4

Crawford.....	1.2159	30,243.42	1.1289	\$ 70,198.60	1,310277	\$ 81,477.20	1.333333	\$ 132,657.47	\$ 314,576.69
Howard.....	0.9431	23,457.99	1.1462	71,274.37	829996	51,611.80	1.333333	132,657.47	279,001.63
Little River.....	0.8366	20,808.98	1.0395	64,639.42	529647	32,935.14	1.333333	132,657.47	251,041.01
Logan.....	1.3000	32,335.26	1.3822	85,949.60	1,201857	74,735.30	1.333333	132,657.47	325,677.63
Miller.....	1.6494	41,025.98	1.1862	73,761.70	2,223781	138,281.79	1.333333	132,657.47	385,726.94
Montgomery.....	0.5807	14,443.91	1.4926	92,814.63	245908	15,291.34	1.333333	132,657.47	255,207.35
Pike.....	0.6358	15,814.42	1.1443	71,156.22	405079	25,189.10	1.333333	132,657.47	244,817.21
Polk.....	0.8012	19,928.46	1.6106	100,152.24	1,031613	64,148.98	1.333333	132,657.46	316,887.14
Scott.....	0.6364	15,829.45	1.8467	114,833.69	556406	34,599.20	1.333333	132,657.46	297,919.80
Sebastian.....	2.9348	72,998.08	1.0109	62,860.98	4,967981	308,924.90	1.333333	132,657.46	577,441.42
Sevier.....	0.8824	21,948.17	1.0890	67,117.49	808312	50,263.42	1.333333	132,657.46	272,586.54
Fourth Congressional District.....	12.4163	\$ 308,834.12	14.0771	\$ 875,358.94	14,11086	\$ 877,458.17	14.6666	\$1,459,232.13	\$3,520,883.36

CONGRESSIONAL DISTRICT NO. 5

Conway.....	1.1835	29,437.52	1.0718	\$ 66,647.94	747412	46,476.46	1.333333	\$ 132,657.47	\$ 275,219.39
Faulkner.....	1.5305	38,068.55	1.2395	77,076.06	1,125270	69,972.88	1.333333	132,657.47	317,774.96
Franklin.....	0.8499	21,139.80	1.1537	71,740.74	674516	41,943.56	1.333333	132,657.47	267,481.57
Johnson.....	1.0402	25,873.18	1.2852	79,917.83	828612	51,525.74	1.333333	132,657.47	289,974.22
Perry.....	0.4149	10,319.92	1.0509	65,348.31	244985	15,233.95	1.333333	132,657.47	223,559.65
Pope.....	1.4315	35,606.59	1.5763	98,019.36	1,172791	72,927.88	1.333333	132,657.46	339,211.29
Pulaski.....	7.4267	184,726.35	1.4832	92,230.10	15,601528	970,152.74	1.333333	132,657.46	1,379,766.65
Yell.....	1.1493	28,586.85	1.8181	113,055.25	587779	36,549.97	1.333333	132,657.46	310,849.53
Fifth Congressional District.....	15.0265	\$ 373,758.76	10.6787	\$ 664,035.59	20,98289	\$1,304,783.18	10.6666	\$1,061,259.73	\$3,403,837.26

CONGRESSIONAL DISTRICT NO. 6

Arkansas.....	1.2024	29,907.63	1.9038	\$ 118,384.35	1,994943	124,051.91	1.333333	\$ 132,657.47	\$ 405,001.36
Cleveland.....	0.6872	17,092.91	1.1481	71,392.52	299426	18,619.26	1.333333	132,657.47	239,762.16
Dallas.....	0.7912	19,679.74	1.2928	80,390.43	643605	40,021.42	1.333333	132,657.47	272,749.06
Desha.....	1.1763	29,258.43	1.4222	88,436.93	898278	55,857.79	1.333333	132,657.47	306,210.62
Drew.....	1.0745	26,726.33	1.6126	100,276.62	770480	47,910.90	1.333333	132,657.47	307,571.32
Garland.....	1.9429	48,326.29	1.4051	87,373.60	3,233247	201,053.73	1.333333	132,657.47	469,411.09
Grant.....	0.5303	13,190.30	1.2128	75,415.77	406001	25,246.44	1.333333	132,657.47	246,509.98
Hot Spring.....	0.9763	24,283.78	1.1671	72,574.00	786166	48,886.31	1.333333	132,657.47	278,401.56
Jefferson.....	3.4594	86,046.66	1.7192	106,905.34	2,855851	177,585.92	1.333333	132,657.47	503,195.39
Lincoln.....	1.0919	27,159.13	1.0872	67,605.56	352022	21,889.85	1.333333	132,657.47	249,312.01
Louise.....	1.8205	45,281.80	1.5365	95,544.47	990551	61,595.62	1.333333	132,657.47	335,079.36
Saline.....	0.8444	21,002.99	1.4145	87,958.12	621920	38,672.97	1.333333	132,657.46	280,291.54
Sixth Congressional District.....	15.5973	\$ 387,955.99	16.9219	\$1,052,257.71	13,85249	\$ 861,392.12	16.0000	\$1,591,889.63	\$3,893,495.45

TABLE No. 13--(Continued)

DISTRIBUTION OF CONSTRUCTION FUNDS BY CONGRESSIONAL DISTRICTS (Continued)

County	10% on Population Basis		25% on Area Basis		25% on Automobile Registration		40% Equal Share		Total Theoretical Distribution
	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	
CONGRESSIONAL DISTRICT NO. 7									
Ashley.....	1.3563	\$ 33,735.62	1.7897	\$ 111,289.25	.814310	\$ 50,636.39	1.333333	\$ 132,657.47	\$ 328,318.73
Bradley.....	0.9434	23,465.45	1.2546	78,015.03	.825844	51,353.61	1.333333	132,657.47	285,491.56
Calhoun.....	0.5258	13,078.87	1.1976	74,470.59	.236219	14,688.85	1.333333	132,657.47	234,895.78
Chicot.....	1.2212	30,375.24	1.1556	71,858.89	.929651	57,808.56	1.333333	132,657.47	292,700.16
Clark.....	1.3444	33,439.63	1.6793	104,424.23	1.135881	70,632.70	1.333333	132,657.47	341,154.03
Columbia.....	1.4732	36,643.31	1.4946	92,938.99	1.015004	63,116.18	1.333333	132,657.47	325,355.95
Hempstead.....	1.6634	41,374.21	1.3842	86,073.97	1.254914	78,034.55	1.333333	132,657.47	338,140.20
Lafayette.....	0.9132	22,714.27	0.9996	62,158.32	.553177	34,398.32	1.333333	132,657.47	251,928.38
Nevada.....	1.1005	27,373.04	1.1803	73,394.82	.814310	50,636.39	1.333333	132,657.47	284,061.72
Ouachita.....	1.6118	40,090.74	1.3955	86,776.64	1.538192	95,649.68	1.333333	132,657.47	355,174.53
Union.....	3.0089	74,841.19	1.9952	124,067.90	4.045251	251,546.60	1.333333	132,657.46	583,113.15
Seventh Congressional District.....	15.1622	\$ 377,131.57	15.5262	965,468.63	13.16275	\$ 818,501.83	14.6666	\$ 1,459,232.16	\$ 3,620,334.19
GRAND TOTAL.....		\$ 2,487,327.51		\$ 6,218,318.77		\$ 6,218,318.77		\$ 9,949,310.05	\$ 24,873,275.10

TABLE No. 14

CONTRACT AWARDS BY MILEAGE OF TYPE OF ROAD CONSTRUCTION

November 15, 1934, to November 16, 1936

County	Grading and Minor Drainage Structures	Gravel or Crushed Stone Base Course	Portland Cement Concrete Pavement	Bituminous Concrete Pavement	Bituminous Surfacing
Arkansas	39.90	33.08	1.14	5.68	
Ashley	9.91	9.27	0.64		
Baxter	3.32	2.52	0.80		2.03
Benton	16.18	15.72	0.46		13.27
Boone					
Bradley	7.93	7.93			
Calhoun	11.33	11.33			5.25
Carroll	13.23	13.23			
Chicot					
Clark	0.89	0.89			
Clay	9.67	12.10			2.45
Cleburne	6.25	6.25			
Cleveland	0.99	0.69	0.30		0.69
Columbia	16.86	16.35	0.73		
Conway	0.28		0.28		
Craighead	1.12	0.20	1.12	7.37	0.20
Crawford	0.07		0.13	0.35	
Crittenden	15.59	12.20	3.39		
Cross	13.74	13.74			
Dallas	9.54	9.22	0.36		0.73
Desha	19.43	11.11	15.61		
Drew	6.91	6.91	0.20		
Faulkner	20.57	20.57			
Franklin	6.78	6.62	0.16		
Fulton	3.82	3.15			2.19
Garland		6.10			6.10
Grant	6.82	6.82	0.99		6.82
Greene	17.07	15.72	8.56		
Hempstead	5.48	9.34	0.36		4.22
Hot Spring					
Howard		3.28			3.28
Independence	2.66	6.88	1.11		5.63
Izard	3.87	3.30	0.57		
Jackson	18.34	12.61	0.33		
Jefferson	23.34	27.41	0.38		4.07
Johnson	0.98		1.74	0.61	
Lafayette	4.48	4.11	0.37		
Lawrence	1.54	1.37	0.17		1.20
Lee	6.70	6.70			6.70
Lincoln	1.84	2.54	8.61		0.70
Little River					
Logan	7.05	11.66		1.08	3.54
Lonoke	0.61		0.61		
Madison	8.72	8.72			
Marion		4.47			4.47
Miller		10.12			10.12
Mississippi	7.51	7.51			
Monroe					
Montgomery	5.35	5.35			
Nevada	3.82	3.82			

TABLE No. 14--(Continued)

CONTRACT AWARDS BY MILEAGE OF TYPE OF ROAD CONSTRUCTION
November 15, 1934, to November 16, 1936

County	Grading and Minor Drainage Structures	Gravel or Crushed Stone Base Course	Portland Cement Concrete Pavement	Bituminous Concrete Pavement	Bituminous Surfacing
Newton					
Ouachita	1.85	10.83	0.31		9.20
Perry	0.83			0.83	
Phillips					
Pike		5.67		0.56	5.67
Poinsett	0.98	0.19	0.79		
Polk	10.55	10.55			
Pope	12.84	8.12	4.72		
Prairie	11.54	11.54			
Pulaski	7.85	9.17	2.20	1.92	7.17
Randolph	8.44	8.44	7.30		
Saline	0.46	0.21			
Scott	6.94	24.98	0.32	18.36	
Searcy					
Sebastian	9.61	12.90	0.61		3.90
Sevier	2.12	2.70	0.65	1.22	
Sharp	0.63	2.41			1.78
St. Francis	7.48	7.48	3.11		
Stone	1.00	1.00			1.00
Union	3.38	19.79	3.38		6.49
Van Buren					
Washington	25.10	24.51	0.59		13.14
White	4.17	4.17	9.82		
Woodruff	7.61	5.75	1.86		
Yell	12.27	12.18	0.09		
Totals	496.14	553.50	84.87	37.98	132.01

TABLE No. 15

DISTRIBUTION OF CONSTRUCTION COSTS BY ROUTES

Route No.	PROGRAM					1932-1936 Forest Highway Program	TOTAL
	1932-1933 Emergency	1933-1934 Nat'l. Recovery	1934-1935 Nat'l. Recovery	1935-1936 Works Prog.	1936 Reg. Fed. Aid		
1	\$	\$ 323,672.45	\$ 231,722.93	\$ 259,224.00	\$130,000.00	\$	\$ 944,619.38
3				81,227.36			81,227.36
4		94,455.99	19,476.29				113,932.28
5		49,299.79	43,565.48	124,243.90			217,109.17
7		65,166.36				241,312.27	306,478.63
8		70,911.16		57,248.14			128,159.30
9		12,516.57	56,983.68	16,234.30			85,734.55
10		7,148.41	38,567.20	274,629.26			320,344.87
11		213,277.94	89,613.05	159,782.93			462,673.92
12				70,930.30			70,930.30
13	68,313.03	129,638.43	13,824.31				211,776.77

TABLE No. 15—(Continued)

DISTRIBUTION OF CONSTRUCTION COSTS BY ROUTES—(Continued)

Route No.	PROGRAM					1932-1936 Forest Highway Program	TOTAL
	1932-1933 Emergency	1933-1934 Nat'l. Recovery	1934-1935 Nat'l. Recovery	1935-1936 Works Prog.	1936 Reg. Fed. Aid		
14				10,728.86			10,728.86
15		115,213.80	35,971.77				151,185.57
16		38,301.68	44,219.62	17,428.36			99,949.66
17			39,951.18	4,000.00			43,951.18
18		259,045.29	143,043.15				402,088.44
20		134,177.33					134,177.33
21		20,567.82		4,000.00			24,567.82
22				41,498.00			41,498.00
23		113,008.85	62,846.24				175,855.09
24		22,583.17					22,583.17
25		457,197.68	130,309.76	108,295.79			695,803.23
27	86,094.50	44,074.91	11,197.17	89,014.25			230,380.83
30	240,263.63		39,553.78				279,817.41
31				4,000.00			4,000.00
33		36,083.89	34,983.14	37,265.29			108,332.32
35		36,428.06		61,218.96			97,647.02
37		46,968.15					46,968.15
39			58,137.05	141,719.12			199,856.17
42		130,026.05	55,827.64				185,853.69
43		24,068.02		4,000.00			28,068.02
44				5,200.00			5,200.00
45		171,579.22					171,579.22
50				4,000.00			4,000.00
51		36,851.88					36,851.88
53		62,423.31		6,000.00			68,423.31
54			18,070.50				18,070.50
55				57,513.82			57,513.82
58		71,764.09	47,822.21				119,586.30
59				13,205.56			13,205.56
60		21,833.37					21,833.37
61			14,000.00				14,000.00
62	348,284.14	398,144.56	141,315.35	430,063.02			1,317,807.07
63	508,054.29		102,360.93	171,286.54			781,701.76
64	197,490.82	412,878.15	161,638.15	375,200.06	139,000.00		1,286,207.18
65	646,275.75	170,862.62	295,738.36	472,420.41	678,583.00		2,263,880.14
66				12,501.80			12,501.80
67	704,791.92	1,150,626.06	244,732.41	215,241.82	675,000.00		2,990,392.21
67-E				104,359.09			104,359.09
68		80,149.41	21,545.43	90,745.75			192,440.59
69			15,210.68				15,210.68
70	853,898.18	457,745.52	330,336.44	43,591.75			1,685,571.89
71	145,682.69	860,071.06	391,687.79	426,877.90	243,000.00	45,101.24	2,112,420.68
72				29,089.40			29,089.40
75			15,708.67				15,708.67
77		44,894.65					44,894.65
79	73,087.19	361,916.57	147,504.37	418,656.58	120,000.00		1,121,164.71
82	60,178.03	268,091.30	19,659.25	171,547.30	125,000.00		644,475.88
85				10,400.00			10,400.00
90			50,724.05				50,724.05
107				102,183.39			102,183.39
115			34,650.96				34,650.96
147			56,795.03				56,795.03
150				31,938.63			31,938.63
152			17,670.35				17,670.35
155			30,112.47				30,112.47
156			6,775.41				6,775.41
165		15,434.61	28,705.12	27,074.36			71,214.09
167	232,316.98	437,210.93	179,996.44	170,888.84			1,020,413.19
270			9,803.46	123,501.57		124,411.32	257,716.35
Totals	\$4,164,732.15	\$7,466,309.11	\$3,532,357.27	\$5,080,176.41	\$2,110,583.00	\$410,824.83	\$22,764,982.77

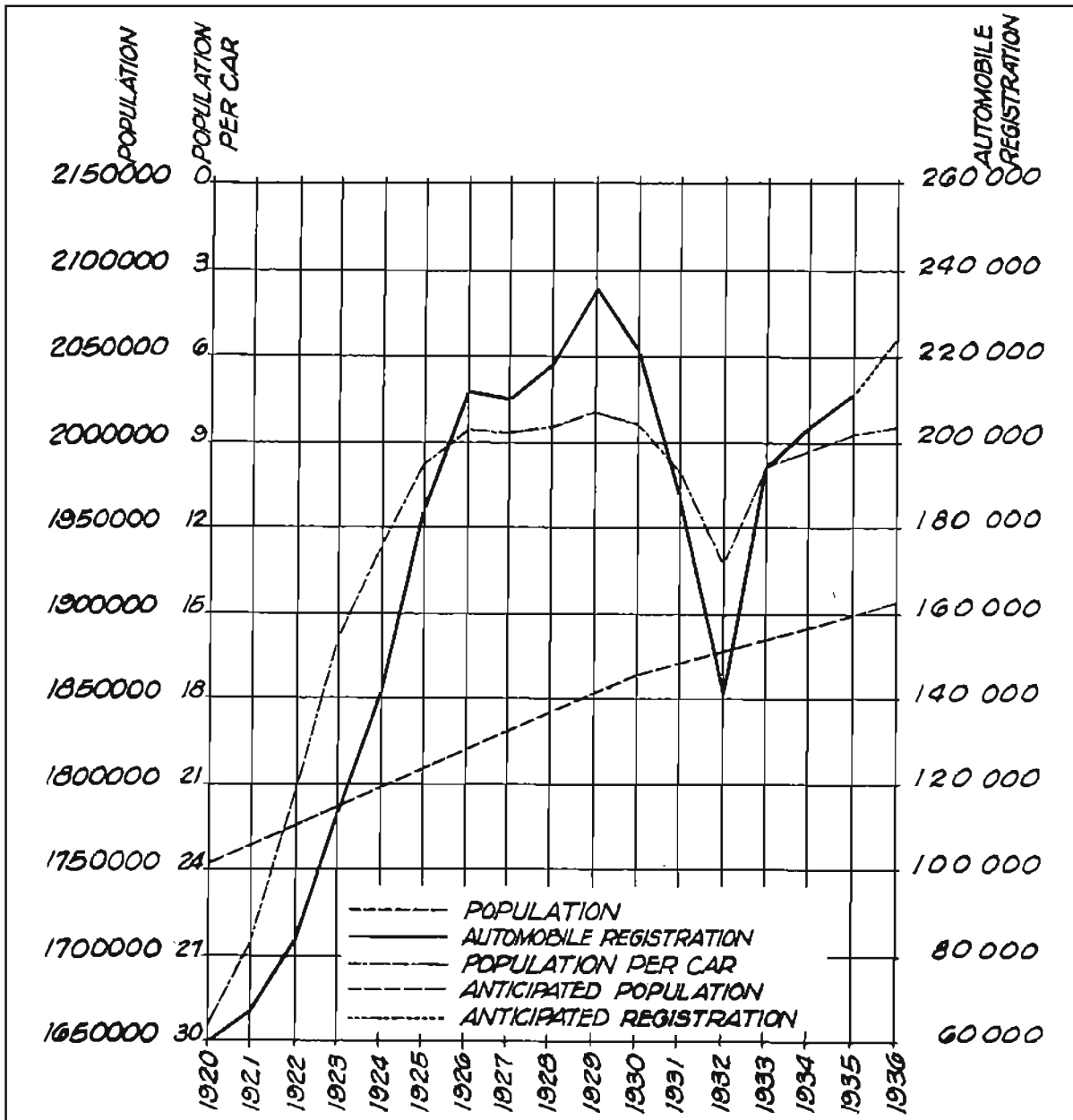


CHART SHOWING COMPARATIVE INCREASE OF POPULATION AND AUTOMOBILE REGISTRATION FROM 1920 TO 1936 STATE OF ARKANSAS

TABLE No. 16

APPROXIMATE NUMBER AUTOMOBILES, TRUCKS, BUSES AND TRAILERS REGISTERED IN ARKANSAS DURING THE PERIOD JANUARY 1, 1927, TO JUNE 30, 1936

Type	1927	1928	1929	1930	1931	1932	1933	1934	1935	***1936
Passenger Cars	174,524	181,622	193,400	191,033	149,046	112,587	154,956	159,667	168,314	146,700
1/2 Ton Trucks	12,773	11,597	13,756	16,113	11,030	9,485	11,590	14,451	18,511	17,309
1 Ton Trucks	19,382	20,183	18,060	16,113	10,116	5,404	7,331	5,729	6,556	4,342
1 1/2 Ton Trucks	781	1,157	6,481	9,826	10,198	8,027	12,480	12,096	13,000	11,057
1 3/4 Ton Trucks	.....	.....	.....	22	13	10	14	45	30	13
2 Ton Trucks	500	491	589	586	790	671	894	1,360	2,502	1,734
2 1/2 Ton Trucks	73	43	366	330	240	156	346	474	916	539
3 Ton Trucks	79	73	82	74	106	108	218	362	700	424
3 1/2 Ton Trucks	20	22	15	12	19	15	39	99	300	165
4 Ton Trucks	3	1	10	8	16	29	54	106	199	142
4 1/2 Ton Trucks	.....	.....	.....	1	15	5	5	6	24	17
5 Ton Trucks	.....	.....	.....	2	15	5	5	22	33	28
6 Ton Trucks	.....	.....	.....	.....	1	1	.....	8	18	6
Total Trucks ***	33,615	33,569	39,364	26,974	32,547	23,916	32,980	34,758	42,789	35,776
1/2 Ton Trailers	.....	.....	.....	.....	682	614	2,727	4,174	4,894	2,992
1 Ton Trailers	.....	.....	.....	.....	.....	.....	.....	502	939	487
1 1/2 Ton Trailers	.....	.....	.....	.....	2,780	1,670	2,381	1,251	1,900	1,610
2 Ton Trailers	.....	.....	.....	.....	337	474	737	564	566	394
3 Ton Trailers	.....	.....	.....	.....	96	175	209	682	800	560
4 Ton Trailers	.....	.....	.....	.....	148	185	733	261	400	325
5 Ton Trailers	.....	.....	.....	.....	.....	.....	.....	604	700	399
Total Trailers	1,994	2,037	2,805	2,781	4,043	3,118	6,787	8,038	10,199	6,767
Total Dealers	479	508	545	481	354	275	306	† 545	† 469	† 449
Total Motorcycles	303	342	400	380	314	188	356	† 1,358	† 1,269	† 2,099
Grand Total Registration	210,915	218,078	236,514	221,649	186,304	140,084	195,385	204,816	223,465	192,163

* Trailers were unclassified until 1931.

** Light Delivery Trucks (1/2-ton) were registered in 1930 as passenger cars.

*** First six months of 1936 only.

† Regular Dealers License. ‡ Extra sets Dealers License.

Note: Registration shown in 1932 not indicative of true registration as quarterly permits were issued, and registration shown does not include such permits except when plates were issued in the last quarter or in the first quarter for the entire year.

TABLE No. 17

AUTOMOBILE LICENSE APPLICATIONS BY COUNTIES

County	1934	1935	1936*
Arkansas	4,040	4,324	3,816
Ashley	1,503	1,765	1,500
Baxter	926	1,067	892
Benton	5,841	6,555	5,659
Boone	2,446	2,626	2,470
Bradley	1,735	1,790	1,608
Calhoun	324	512	395
Carroll	1,953	2,125	1,879
Chicot	1,997	2,015	1,571
Clark	2,246	2,462	2,353
Clay	2,642	2,841	2,332
Cleburne	882	1,006	849
Cleveland	521	649	584
Columbia	1,484	2,200	1,903
Conway	1,602	1,620	1,417
Craighead	5,169	4,991	4,522
Crawford	2,545	2,840	2,334
Crittenden	5,722	5,985	4,779
Cross	1,639	1,911	1,553
Dallas	1,289	1,395	1,464
Desha	1,811	1,947	1,725
Drew	1,519	1,670	1,445
Faulkner	2,596	2,439	2,266
Franklin	1,349	1,462	1,188
Fulton	1,089	1,087	974
Garland	5,733	7,008	6,387
Grant	821	880	864
Greene	2,637	3,157	2,641
Hempstead	2,755	2,720	2,492
Hot Spring	1,768	1,704	1,641
Howard	1,735	1,799	1,581
Independence	2,287	2,429	2,111
Izard	791	815	683
Jackson	2,980	3,384	1,847
Jefferson	6,402	6,190	5,660
Johnson	1,566	1,796	1,599
Lafayette	685	1,199	1,057
Lawrence	1,789	1,819	1,549
Lee	1,600	1,602	1,166
Lincoln	762	763	747
Little River	1,086	1,148	925
Logan	2,056	2,605	2,420
Lonoke	2,072	2,147	1,935
Madison	1,187	1,240	750
Marion	516	640	615
Miller	4,302	4,820	4,072
Mississippi	7,688	8,923	6,580
Monroe	1,309	1,323	1,082
Montgomery	645	533	681
Nevada	1,830	1,765	1,581
Newton	620	483	390
Ouachita	3,203	3,334	2,969
Perry	418	531	400

TABLE No. 17—(Continued)

AUTOMOBILE LICENSE APPLICATIONS BY COUNTIES (Continued)

County	1934	1935	1936*
Phillips	4,091	3,998	2,609
Pike	712	878	762
Poinsett	2,164	2,289	1,500
Polk	1,936	2,236	1,797
Pope	2,379	2,542	2,291
Prairie	1,071	1,097	904
Pulaski	30,488	33,816	29,200
Randolph	1,396	1,150	1,268
Saline	1,867	1,348	1,591
Scott	1,250	1,206	1,013
Searcy	584	733	535
Sebastian	10,393	10,768	10,204
Sevier	1,823	1,752	1,480
Sharp	1,001	942	866
St. Francis	2,305	2,585	2,051
Stone	417	462	372
Union	9,025	8,768	7,861
Van Buren	741	764	619
Washington	7,195	6,992	6,180
White	5,261	3,511	3,017
Woodruff	1,365	1,596	1,247
Yell	1,239	1,274	1,203
Totals	204,816	216,748	186,472

* To June 30, 1936.

TABLE No. 18

NET RECEIPTS FROM MOTOR VEHICLE REGISTRATION AND FUEL TAX, AND
AVERAGE REVENUE PER VEHICLE, STATE OF ARKANSAS

January 1, 1924, to December 31, 1935

Year	Number Vehicles Registered*	Net Receipts From Vehicle Registration	Average Revenue From Receipts Per Vehicle	Net Receipts From Motor Fuel Tax	Average Revenue From Fuel Tax	Total Net Receipts From Registration and Fuel Tax	Total Average Revenue Per Vehicle
1924	142,376	\$2,425,424.60	\$17.04	\$2,594,232.92	\$18.22	\$ 5,019,657.52	\$35.26
1925	185,252	3,071,554.56	16.58	3,604,942.23	19.46	6,676,496.79	36.04
1926	211,809	3,642,585.52	17.20	4,231,368.76	19.98	7,873,954.28	37.17
1927	210,915	3,619,481.40	17.23	4,338,747.40	20.57	7,958,228.80	37.73
1928	218,078	4,118,619.15	18.89	5,608,883.99	25.72	9,727,503.14	44.60
1929	236,514	4,168,087.50	17.62	6,681,028.59	28.25	10,849,116.09	45.87
1930	221,649	4,139,917.66	18.68	6,761,907.26	30.51	10,901,824.92	49.18
1931	186,304	3,369,839.51	18.09	6,467,903.75	34.72	9,837,743.26	52.80
1932	140,084	2,519,068.34	17.98	5,218,571.72	37.25	7,953,882.34	56.78
1933	195,385	1,746,490.53	8.93	4,778,301.39	24.44	6,524,791.92	33.38
1934	204,816	2,147,801.31	10.49	6,843,110.39	33.41	8,990,911.90	43.90
1935	223,465	2,360,774.52	10.58	7,281,853.20	32.58	9,642,627.72	43.15

* Note—Official Cars not included.

For the period 1924 to 1930, inclusive, various returns have been made to Counties, ranging from \$1,500.00.00 to \$3,000,000.00 Annually.

For the period of 1931 to February, 1934, inclusive, 1c of the 6c gasoline tax returned to the Counties Annually. From February, 1934, to date, 7.7% of net gasoline tax returned to the counties.

Registration shown in 1932 not indicative of true registration, as quarterly permits were issued, and registration shown does not include such permits except when plate was issued in the first quarter for entire year. A more indicative registration figure would be obtained by dividing the average receipts per vehicle from registration in 1930, into 1932 registration revenue which would provide an assumed real registration of 137,054 vehicles.

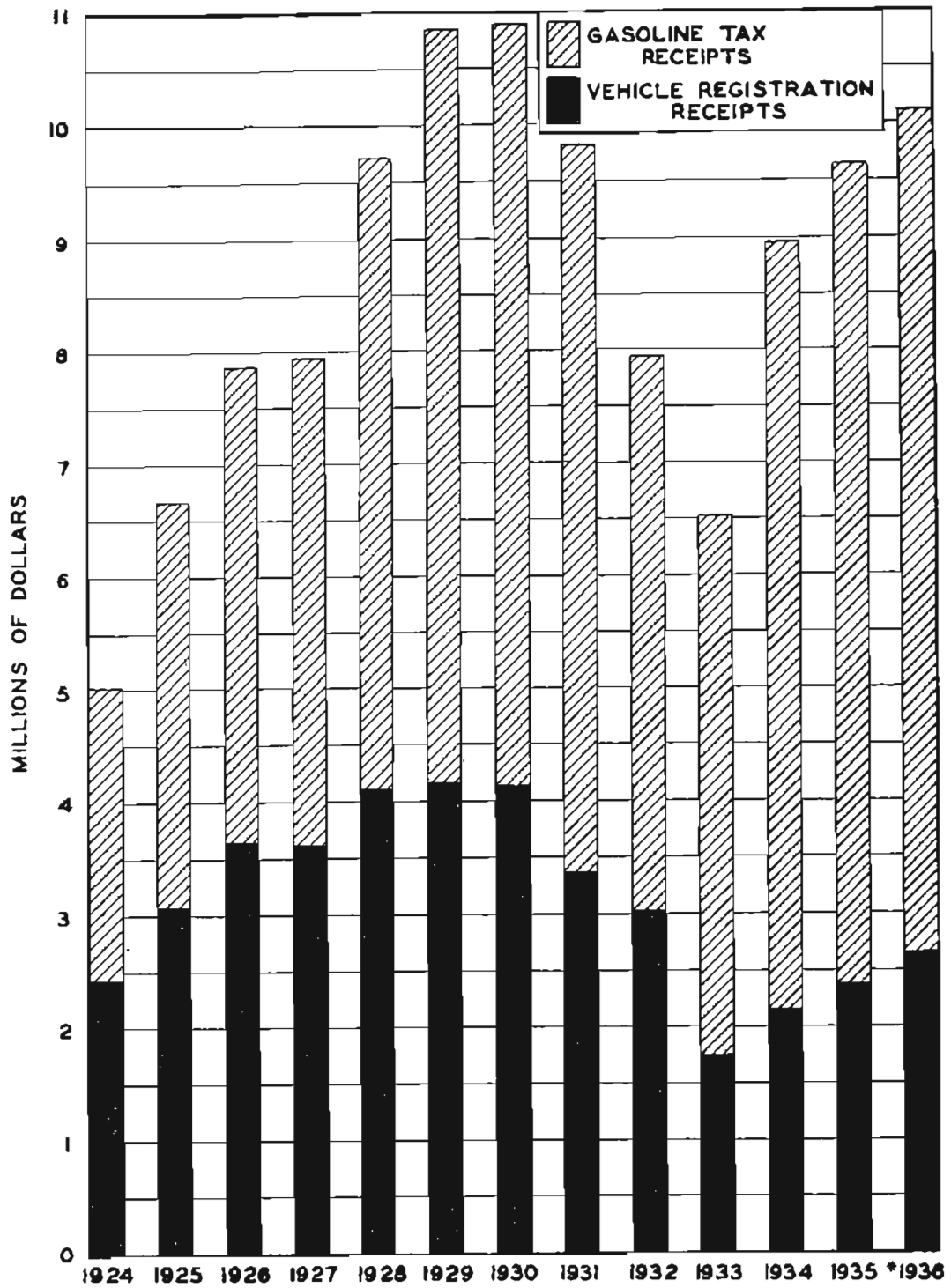


CHART SHOWING REVENUE FROM VEHICLE REGISTRATION AND GASOLINE TAX STATE OF ARKANSAS

COST OF COLLECTION NOT DEDUCTED

* FIRST TEN MONTHS ONLY OF 1936

TABLE No. 19

TABLE SHOWING NET REVENUE DERIVED FROM MOTOR FUEL TAX, STATE OF ARKANSAS

From
January 1, 1924, to June 30, 1936

Year	January	February	March	April	May	June	July	August	September	October	November	December	Totals
1924	\$117,470.05	\$137,446.26	\$113,500.12	\$139,997.49	\$194,092.90	\$231,369.07	\$242,071.44	\$274,981.80	\$282,200.81	\$268,088.25	\$283,034.90	\$309,979.83	\$2,594,232.92
1925	257,587.50	210,438.92	221,243.69	227,896.21	282,492.15	318,327.54	312,022.52	346,453.48	394,296.95	386,779.52	349,368.21	298,030.14	3,604,942.23
1926	321,640.74	273,082.38	301,278.95	291,812.42	354,167.54	378,817.62	363,142.41	412,309.74	421,272.58	403,730.91	368,798.90	340,764.57	4,231,368.76
1927	300,106.81	277,304.91	242,702.36	299,831.57	297,043.00	324,107.32	367,087.43	435,438.20	461,995.40	436,776.90	479,305.99	417,047.50	4,338,747.40
1928	459,071.16	353,238.61	381,176.45	413,535.69	406,811.91	876,960.87	524,287.35	569,798.56	535,541.25	519,540.04	502,702.96	466,219.14	5,608,883.99
1929	402,292.39	322,412.84	716,353.40	490,043.44	528,163.92	519,660.44	633,958.82	682,849.30	597,239.17	657,751.76	600,026.86	530,276.25	6,681,028.59
1930	530,276.25	411,335.08	422,420.58	550,246.22	625,677.29	559,691.99	595,992.75	687,906.94	620,562.50	623,505.60	600,486.98	533,805.02	6,761,907.26
1931	524,640.86	384,209.56	442,024.14	80,940.49	809,832.42	684,193.58	561,549.07	661,109.64	568,045.62	644,844.83	523,085.03	583,428.51	6,467,903.75
1932	561,295.75	472,310.10	350,285.84	319,737.18	489,384.36	571,445.43	449,627.08	350,924.39	423,471.02	437,060.17	474,080.84	318,949.56	5,218,571.72
1933	351,937.07	388,176.77	206,316.77	326,093.77	366,733.39	405,722.31	455,796.34	396,130.62	467,262.73	467,635.93	478,120.90	468,374.79	4,778,301.39
1934	432,413.17	458,222.60	499,650.05	486,501.87	540,228.06	635,000.12	593,895.93	626,372.73	612,293.34	608,698.65	681,676.20	638,157.67	6,843,110.39
1935	576,442.96	535,156.32	503,238.91	550,156.82	582,676.83	562,550.51	577,375.32	681,142.79	703,258.25	684,559.49	683,297.73	641,997.27	7,281,853.20
1936	643,450.77	628,774.06	461,982.41	611,726.48	642,303.41	648,816.96							3,637,054.59

NOTE:

For the period 1924 to 1926, inclusive, Gasoline Tax of 4c per gallon; Motor Oil 10c per gallon.

For the period 1927 to 1930, inclusive, Gasoline Tax of 5c per gallon; No tax on Motor Oil.

For the period 1931 to February, 1934, inclusive, Gasoline Tax of 6c per gallon; no tax on Motor Oil.

For the period 1934 to present date, Gasoline Tax of 6.5c per gallon; no tax on Motor Oil.

TABLE No. 20

AUTOMOBILE LICENSE COLLECTIONS BY CALENDAR YEARS

Counties	1930	1931	1932	1933	1934	1935	1936 (6 Months)
Arkansas	\$ 86,287.50	\$ 72,978.50	\$ 47,452.50	\$ 34,603.05	\$ 39,996.18	\$ 44,849.03	\$ 44,351.50
Ashley	44,443.37	30,222.66	16,700.08	13,992.62	14,304.15	16,868.05	15,857.55
Baxter	13,798.50	12,226.86	8,935.47	6,205.85	7,418.72	8,977.13	8,629.50
Benton	101,826.75	98,540.48	74,139.00	50,415.75	52,227.97	59,553.42	63,122.00
Boone	36,673.25	32,735.80	26,293.32	19,761.75	23,047.62	25,573.90	27,767.00
Bradley	46,621.50	27,685.30	16,679.47	11,279.63	17,261.50	16,842.63	17,274.50
Calhoun	14,750.85	9,508.88	5,414.55	3,668.25	2,952.50	4,423.25	4,517.00
Carroll	40,445.25	33,647.97	23,747.61	17,715.75	19,396.57	19,266.05	18,911.00
Chicot	49,361.50	35,915.57	24,058.95	15,507.75	19,287.14	19,831.22	18,728.00
Clark	53,673.50	43,312.45	29,221.61	18,975.73	21,240.77	25,534.89	27,969.00
Clay	47,244.00	35,158.85	22,097.11	20,886.28	22,979.06	26,091.47	24,440.00
Cleburne	19,096.64	13,621.77	8,874.80	6,329.50	8,213.18	8,911.03	9,922.64
Cleveland	17,308.50	11,350.37	5,404.77	5,177.54	5,281.87	6,886.00	7,288.00
Columbia	56,274.22	38,010.15	27,145.90	16,082.38	14,340.75	22,222.28	21,691.00
Conway	33,418.26	26,637.41	18,498.05	12,033.50	16,460.40	17,800.63	19,745.00
Craighead	34,351.79	82,632.72	61,446.19	46,368.09	54,579.97	54,891.12	56,404.03
Crawford	40,478.85	41,727.09	29,487.37	21,828.33	24,815.74	25,854.00	27,475.00
Crittenden	64,104.96	58,293.95	45,204.35	59,987.31	104,934.44	119,967.72	111,037.50
Cross	40,131.25	28,996.11	18,034.74	15,813.50	16,362.98	23,903.16	17,968.50
Dallas	29,559.22	22,171.03	15,335.69	10,337.50	13,199.50	13,235.00	17,672.50
Desha	44,005.75	35,381.15	23,983.47	16,152.98	18,335.32	20,215.20	20,111.50
Drew	37,425.50	26,887.02	18,145.22	13,214.39	13,640.54	15,123.88	15,586.50
Faulkner	57,912.20	41,704.88	33,487.96	18,383.00	24,143.24	24,997.61	26,663.00
Franklin	27,291.37	22,697.11	14,079.35	10,748.97	11,350.15	13,879.21	12,389.00
Fulton	16,842.25	11,719.67	6,869.44	7,954.62	8,900.82	9,954.53	11,348.00
Garland	131,361.30	115,995.21	93,731.70	51,955.63	60,189.35	65,657.69	72,354.00
Grant	21,565.75	14,427.48	8,753.35	6,233.36	8,289.64	10,135.13	10,899.00
Greene	46,953.70	40,034.11	30,504.50	25,934.45	30,405.66	33,591.79	32,423.50
Hempstead	59,135.00	45,076.77	31,715.04	21,185.30	29,059.07	28,657.73	30,707.00
Hot Spring	36,082.00	26,676.85	18,216.29	11,183.73	15,944.35	17,755.68	19,921.00
Howard	38,550.50	30,413.04	17,080.69	11,160.98	15,472.01	16,264.65	17,677.00
Independence	48,436.52	34,885.23	28,078.73	17,362.88	22,139.05	24,614.49	25,185.00
Izard	16,310.20	10,308.27	7,373.33	5,669.50	7,187.12	7,538.50	7,594.50
Jackson	51,040.75	33,550.65	22,916.08	14,803.75	18,214.75	38,955.78	21,973.79
Jefferson	152,917.05	124,949.60	106,702.50	59,425.26	71,205.77	72,801.03	77,419.00
Johnson	35,706.90	30,888.50	20,488.28	14,771.50	15,480.44	17,047.91	17,200.50
Lafayette	30,908.23	22,004.32	14,430.23	10,169.87	6,772.72	12,639.38	12,860.50
Lawrence	39,942.75	28,254.47	16,447.99	16,308.67	16,309.93	17,955.21	17,713.00
Lee	32,051.00	25,624.80	19,225.02	11,449.38	14,416.94	15,817.64	12,613.00
Lincoln	26,293.40	15,498.55	9,283.29	5,130.00	6,444.53	7,151.14	7,600.50
Little River	25,777.75	16,628.46	11,286.31	9,488.85	10,476.53	10,678.27	12,107.50
Logan	46,106.60	39,448.54	28,222.26	16,785.25	19,006.50	23,491.77	25,842.00
Lonoke	69,858.95	54,859.17	33,752.94	20,459.22	19,145.32	22,538.91	20,769.50
Madison	13,806.12	13,295.16	8,306.27	7,380.13	9,785.25	10,818.63	7,426.50
Marion	11,199.73	8,115.50	3,780.00	3,920.25	4,150.00	4,836.63	6,670.00
Miller	79,643.16	69,793.79	60,195.54	43,419.29	53,756.97	60,659.20	61,650.00
Mississippi	132,578.20	98,947.08	79,452.29	68,308.00	83,684.28	117,822.94	104,504.50
Monroe	31,113.00	26,940.25	15,926.53	10,635.00	12,363.55	12,736.78	12,286.50
Montgomery	18,814.25	10,605.10	5,399.00	4,492.50	6,705.00	5,573.00	9,638.00
Nevada	41,208.50	27,473.70	21,085.08	13,002.00	17,328.00	16,939.47	18,349.50
Newton	9,956.00	7,129.75	2,842.77	5,602.85	6,257.63	5,687.39	5,464.00
Ouachita	82,225.25	63,031.63	41,353.39	27,167.63	35,192.65	37,869.50	37,805.50
Perry	10,768.00	7,392.53	5,054.14	3,408.25	3,747.00	4,636.14	4,076.50
Phillips	81,213.69	64,909.08	57,419.28	34,928.74	45,334.47	46,239.90	34,681.50
Pike	24,027.25	16,639.04	10,073.06	6,101.49	4,890.12	8,251.25	8,584.50
Poinsett	58,851.50	48,388.34	20,244.46	18,461.55	20,744.25	23,389.70	16,471.00
Polk	34,537.75	27,091.68	22,209.01	17,346.38	22,228.50	23,342.43	24,631.50
Pope	53,242.00	43,384.80	29,802.99	19,167.13	24,596.50	27,487.49	28,132.50
Prairie	31,098.75	27,103.65	18,624.81	10,692.25	11,187.90	11,770.16	10,470.50
Pulaski	605,674.22	555,812.49	415,877.69	279,790.31	375,376.39	402,161.47	408,828.10
Randolph	26,056.95	17,831.97	11,625.40	10,712.70	12,032.65	10,310.02	12,882.50
Saline	41,264.38	37,350.40	23,172.50	13,253.50	9,191.25	12,255.74	15,997.00
Scott	18,376.45	13,741.50	10,622.68	8,247.63	12,877.42	12,895.55	13,912.00
Searcy	10,746.06	8,738.14	6,568.43	4,288.25	6,837.72	7,715.89	7,658.00
Sebastian	187,081.25	174,728.46	148,607.11	98,161.49	117,107.06	130,967.21	146,244.50
Sevier	33,675.97	26,043.70	20,213.23	11,706.27	15,209.76	15,400.30	17,585.00
Sharp	16,968.50	12,055.14	7,745.87	6,319.37	8,848.11	8,913.47	9,693.50
St. Francis	51,295.30	40,462.70	30,166.85	20,771.40	24,973.37	28,237.17	26,096.00
Stone	8,859.75	5,714.51	3,073.50	3,544.62	4,105.75	4,447.76	4,427.00
Union	227,874.95	176,083.08	136,640.14	78,497.75	99,989.39	95,216.28	99,099.18
Van Buren	14,865.00	9,494.75	5,942.05	5,409.38	7,008.25	6,850.00	7,075.50
Washington	112,041.10	104,671.49	78,396.69	60,311.11	69,360.80	69,529.50	71,604.50
White	82,704.30	59,409.33	44,769.17	27,662.74	30,144.38	31,204.70	33,586.50
Woodruff	39,300.50	26,056.75	19,289.83	10,347.08	14,103.62	14,907.78	13,618.50
Yell	38,827.75	23,709.34	15,643.02	10,531.89	11,494.68	12,311.38	14,413.50
TOTALS	\$4,192,220.66	\$3,455,432.60	\$2,519,068.28	\$1,746,490.53	\$2,141,443.43	\$2,370,329.94	\$2,383,298.45

TABLE No. 21

GASOLINE TAX COLLECTIONS, FISCAL YEAR, 1935

Month	Gross Collections	Checks Returned	Refunds	Expense of Collection	County Turn Back	Net to Highway Fund
July, 1934	\$ 708,983.83	\$	\$ 40,325.10	\$ 26,301.28	\$ 49,461.52	\$ 592,895.93
August, 1934	746,315.38	4,359.75	33,166.39	30,162.23	52,254.28	626,372.73
September, 1934	731,922.62	318.11	11,654.89	24,073.84	53,582.44	642,293.34
October, 1934	699,246.84	.....	15,958.44	23,809.91	50,779.84	608,698.65
November, 1934	764,813.94	.....	5,478.32	20,791.52	56,867.90	681,676.20
December, 1934	718,408.25	.....	1,461.53	25,551.63	53,237.42	638,157.67
January, 1935	643,022.78	3.25	181.69	18,305.92	48,088.96	576,442.96
February, 1935	594,646.54	.....	141.80	14,703.74	44,644.68	535,156.32
March, 1935	566,033.91	1,374.30	101.40	19,337.29	41,982.01	503,238.91
April, 1935	614,304.25	.....	.65	18,250.71	45,896.07	550,156.82
May, 1935	649,193.00	101.40	14.15	17,791.61	48,609.01	582,676.83
June, 1935	638,303.61	21.44	.91	28,800.75	46,930.00	562,550.51
TOTALS	\$8,075,194.95	\$ 6,178.25	\$ 108,485.27	\$ 267,880.43	\$ 592,344.13	\$7,100,316.87

(From Revenue Department Records)

TABLE No. 22

GASOLINE TAX COLLECTIONS, FISCAL YEAR, 1936

Month	Gross Collections	Checks Returned	Refunds	Expense of Collection	County Turn Back	Net to Highway Fund
July, 1935	\$ 651,687.04	\$	\$	\$ 26,144.98	\$ 48,166.74	\$ 577,375.32
August, 1935	768,939.87	517.50	.....	30,456.18	56,823.40	681,142.79
September, 1935	795,128.48	.....	.....	33,201.88	58,668.35	703,258.25
October, 1935	778,018.49	3,022.94	.....	33,327.63	57,108.43	684,559.49
November, 1935	772,644.56	.....	.....	32,343.66	57,003.17	683,297.73
December, 1935	727,349.37	1.18	.....	31,793.18	53,557.74	641,997.27
January, 1936	717,377.58	1,359.11	.....	18,888.71	53,678.99	643,450.77
February, 1936	696,061.11	.....	.....	14,832.44	52,454.61	628,774.06
March, 1936	523,847.59	2,771.71	.....	20,553.23	38,540.24	461,982.41
April, 1936	691,560.79	1,636.91	.....	27,164.96	51,032.44	611,726.48
May, 1936	729,597.59	4,081.46	.....	29,629.45	53,583.27	642,303.41
June, 1936	738,005.27	3,366.10	.....	31,695.55	54,126.66	648,816.96
TOTALS	\$8,590,217.74	\$ 16,756.91	.....	\$ 330,031.85	\$ 634,744.04	\$7,608,684.94

(From Revenue Department Records)

TABLE No. 23

STATE-OWNED TOLL BRIDGE COLLECTIONS

Cost of Collection Not Deducted

Toll Bridge	Collections July 1, 1932 to June 30, 1933	Collections July 1, 1933 to June 30, 1934	Collections July 1, 1934 to June 30, 1935	Collections July 1, 1935 to June 30, 1936
Augusta	\$ 27,813.38	\$ 20,617.10	\$ 23,959.30	\$ 25,046.35
Calion	17,772.28	16,736.90	16,796.45	18,960.50
Clarendon	26,511.44	26,702.59	23,436.13	21,594.30
Cotter	7,394.60	8,821.03	10,524.05	9,737.30
DeValls Bluff	97,674.43	98,993.24	169,200.69	202,886.46
Fulton	75,139.64	91,844.47	114,389.46	135,111.66
Garland City	32,461.90	25,835.34	29,183.75	30,374.22
Marie Saline	6,104.30	7,809.20	9,009.72	12,054.90
Newport	27,943.05	37,631.25	38,284.36	48,778.35
Ozark	7,511.00	9,334.30	9,981.40	9,678.75
Totals	\$326,326.02	\$344,325.42	\$444,765.31	\$514,222.79

PLATE No. 14

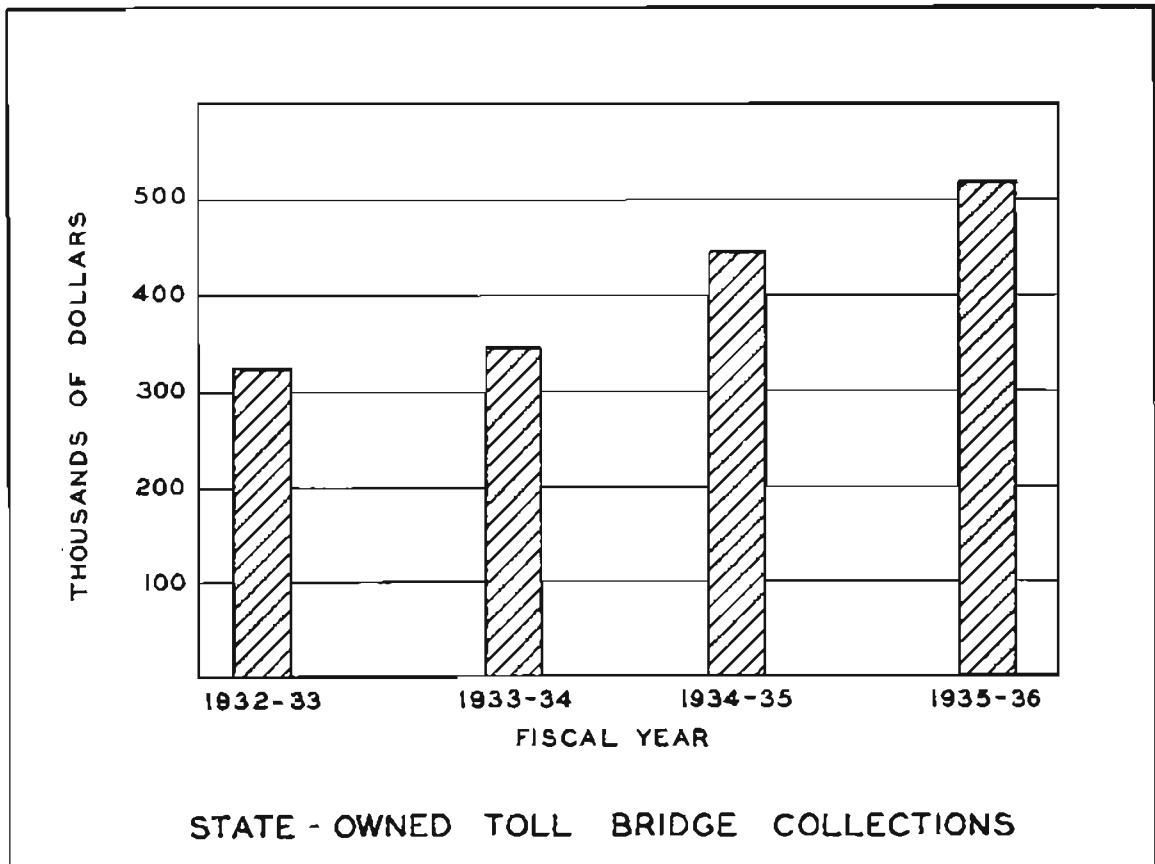


TABLE No. 24
 SUMMARY OF MAINTENANCE EXPENDITURES
 BY COUNTIES
 July 1, 1934 to June 30, 1936

County	Amount	County	Amount
Arkansas	\$ 50,563.44	Lee	\$ 52,422.93
Ashley	56,559.35	Lincoln	19,121.74
Baxter	12,749.74	Little River	22,549.72
Benton	66,515.33	Logan	47,756.37
Boone	49,590.02	Lonoke	91,716.90
Bradley	16,352.09	Madison	31,335.07
Calhoun	18,185.67	Marion	14,332.02
Carroll	34,543.93	Miller	87,823.66
Chicot	47,434.92	Mississippi	39,213.11
Clark	34,852.01	Monroe	46,822.45
Clay	36,262.23	Montgomery	24,805.30
Cleburne	76,266.17	Nevada	47,291.18
Cleveland	38,805.76	Newton	28,204.74
Columbia	41,477.01	Ouachita	57,208.54
Conway	27,991.92	Perry	21,316.35
Craighead	50,582.21	Phillips	62,815.76
Crawford	32,590.82	Pike	25,884.79
Crittenden	83,388.57	Poinsett	52,969.28
Cross	32,577.58	Polk	36,449.39
Dallas	39,877.88	Pope	55,987.03
Desha	51,531.36	Prairie	48,994.71
Drew	41,093.85	Pulaski	61,839.31
Faulkner	24,699.85	Randolph	18,774.45
Franklin	19,110.65	Saline	19,493.23
Fulton	22,679.03	Scott	36,773.59
Garland	40,096.65	Searcy	37,976.80
Grant	56,518.30	Sebastian	37,301.38
Greene	44,588.34	Sevier	37,206.81
Hempstead	53,061.80	Sharp	26,651.66
Hot Spring	40,726.06	St. Francis	49,730.75
Howard	23,324.52	Stone	20,444.41
Independence	55,402.70	Union	74,483.93
Izard	31,204.06	Van Buren	37,944.46
Jackson	46,004.39	Washington	72,782.01
Jefferson	68,450.97	White	92,207.28
Johnson	32,739.79	Woodruff	58,495.19
Lafayette	37,715.48	Yell	68,029.28
Lawrence	36,218.90		
		Sub-total	\$3,237,488.93
		District General	949,334.58
		TOTAL	\$4,186,823.51

Note: The District General item represents administrative and general overhead expenses which are not prorated to the counties in the several districts. More detailed information on maintenance expenditures may be had by reference to Table No. 6.

TABLE No. 25
STATEMENT OF HIGHWAY EXPENDITURES
 Fiscal Year 1935

SALARIES:

Director of Highways.....	\$ 4,991.30
Secretary to Commission.	2,994.40
Chief Engineer	3,593.55
Supervisor of Maintenance	3,593.55
Assistant Engineers	4,791.50
Engineer of Materials and Tests.....	2,395.75
Assistant Engineers, Materials and Tests	5,554.51
Officer Engineer, Federal Aid Procedure	2,694.90
Assistant Office Engineers, Federal Aid Procedure	11,100.10
Bridge Engineer	2,994.40
Assistant Bridge Engineers.....	4,791.50
Engineer, Refunding Bonds.....	1,796.75
Engineer, Surveys and Plans	2,694.90
Field Engineers.....	7,187.25
Construction Engineer	2,694.90
Assistant Construction Engineers.....	5,093.25
Roadside Engineer	1,597.00
Chief Draftsman.....	1,796.60
Draftsmen	4,248.60
Estimators	3,713.15
Chief Accountant.....	2,395.75
Two Bookkeepers	2,567.25
Statistician	1,472.05
Auditors	3,293.55
NRA Auditor.	1,801.70
Claim Agent.....	2,174.53
Purchasing Agent.	1,871.50
Freight Clerk.....	1,796.60
Two Secretary-Stenographers	2,400.00
Stenographers	14,753.92
Clerks	7,426.77
Five Typists.....	5,989.00
PBX Operator	1,200.00

TABLE No. 25—(Continued)
STATEMENT OF HIGHWAY EXPENDITURES
Fiscal Year 1935

Equipment Clerk.....	1,796.60	
Storekeeper	1,422.15	
Shop Superintendent	1,796.60	
Mechanics	7,187.10	
Mechanics' Helpers	3,254.15	
District Supervisors	19,767.00	
Assistant District Supervisors.....	14,174.57	
District Stenographers and Clerks	8,898.00	
District Mechanics.....	12,899.60	
Two Watchmen.....	1,492.43	
Sub-total		\$ 202,148.68
Legal Services	\$ 1,358.34	
Utilities	5,301.42	
Bonds	1,223.72	
Insurance, Office and Shops.	868.10	
Telephone and Telegraph	4,236.50	
Rent and Purchase of District Offices	3,993.00	
Postage	2,000.00	
Printing and Binding	9,878.67	
Office Supplies and Equipment.....	6,995.58	
Traffic Survey.....	32,877.60	
Travel Expense, Administrative and Employees ..	9,531.67	
Travel Expense, District Supervisors.....	2,885.19	
Commission Expense and Per Diem	3,385.32	
Employees' Compensation	4,250.00	
Dues, American Association Highway Officials	750.00	
Purchase of Penitentiary Walls	25,000.00	
Construction	15,098.42	
Sub-total		\$ 129,633.53
Total Salaries and Expenses		\$ 331,782.21
Maintenance		1,942,573.77
TOTAL		\$2,274,355.98
Toll Bridge Maintenance (Special Appropriation)		\$ 44,914.49

TABLE No. 26
STATEMENT OF HIGHWAY EXPENDITURES
Fiscal Year 1936

SALARIES:

Director of Highways	\$ 5,000.00
Secretary to Commission	3,600.00
Chief Engineer.....	4,200.00
Supervisor of Maintenance.....	3,600.00
Two Assistant Supervisors of Maintenance	3,325.00
Assistant Engineers	6,000.00
Engineer of Material and Tests	3,000.00
Assistant Engineers of Materials and Tests	2,400.00
Office Engineer, Federal Aid Procedure	3,600.00
Assistant Office Engineers, Federal Aid Procedure	11,570.00
Bridge Engineer	3,000.00
Assistant Bridge Engineers.....	5,650.72
Engineers, Refunding Bonds	5,238.33
Engineer, Surveys and Plans.....	3,000.00
Field Engineers	9,976.08
Construction Engineer	2,933.33
Assistant Construction Engineers.....	7,300.00
Roadside Engineer	2,000.77
Chief Draftsman	2,400.00
Estimators	7,012.50
Chief Accountant	3,250.00
Two Bookkeepers	3,300.00
Statistician	1,625.00
Auditors	7,060.00
NRA Auditor	1,625.00
Claim Agent	3,600.00
Purchasing Agent	1,719.17
Freight Clerk	2,100.00
Two Secretary-Stenographers	3,000.00
Stenographers	14,060.83
Clerks	14,922.07
Five Typists	6,850.00
PBX Operator	1,200.00

TABLE No. 26—(Continued)
STATEMENT OF HIGHWAY EXPENDITURES
 Fiscal Year 1936

Equipment Clerk	1,800.00	
Storekeeper	1,500.00	
Shop Superintendent	1,800.00	
Mechanics	8,198.31	
Mechanics' Helpers	5,037.50	
District Supervisors	27,000.00	
Assistant District Supervisors	20,500.00	
District Stenographers and Clerks	7,082.50	
District Mechanics	16,105.83	
Janitors	1,155.00	
Two Watchmen	1,500.00	
Sub-total		\$ 250,797.94
Legal Services	\$ 968.78	
Utilities	6,004.22	
Bonds	1,464.54	
Insurance, Office and Shop	865.55	
Insurance, Protective	19,302.75	
Telephone and Telegraph	5,606.34	
Rent and Purchase of District Shops	29,764.97	
Postage	2,999.87	
Printing and Binding	16,911.50	
Office Supplies and Equipment	5,987.22	
Travel Expense, Administrative and Employees	12,386.79	
Travel Expense, District Supervisors	2,465.98	
Commission Expense and Per Diem	3,928.08	
Purchase and Repair of Equipment	2,308.75	
Construction	16,554.57	
Sub-total		\$ 127,519.91
Total Salaries and Expenses		378,317.85
Maintenance		2,244,249.74
TOTAL		\$2,622,567.59
Toll Bridge Maintenance (Special Appropriation)		\$ 38,697.58

TABLE No. 27
STATEMENT OF HIGHWAY EXPENDITURES
 Biennial Period
 July 1, 1934 to June 30, 1936

SALARIES:

Director of Highways	\$ 9,991.30
Secretary to Commission	6,594.40
Chief Engineer	7,793.55
Supervisor of Maintenance.....	7,193.55
Two Assistant Supervisors of Maintenance (1 year)	3,325.00
Assistant Engineers	10,791.50
Engineer of Materials and Tests	5,395.75
Assistant Engineers, Materials and Tests	7,954.51
Office Engineer, Federal Aid Procedure	6,294.90
Assistant Office Engineers, Federal Aid Procedure	22,670.10
Bridge Engineer	5,994.40
Assistant Bridge Engineers	10,442.22
Engineers, Refunding Bonds.....	7,035.08
Engineer, Surveys and Plans.....	5,694.90
Field Engineers	17,163.33
Construction Engineer	5,628.23
Assistant Construction Engineers.....	12,393.25
Roadside Engineer	3,597.77
Chief Draftsman	4,196.60
Draftsmen, (1 year)	4,248.60
Estimators	10,725.65
Chief Accountant	5,645.75
Two Bookkeepers	5,867.25
Statistician	3,097.05
Auditors	10,353.55
NRA Auditor	3,426.70
Claim Agent	5,774.53
Purchasing Agent	3,590.67
Freight Clerk	3,896.60
Two Secretary-Stenographers	5,400.00
Stenographers	28,814.75
Clerks	22,348.84
Five Typists	12,839.00
PBX Operator	2,400.00
Equipment Clerk	3,596.60

TABLE NO. 27—(Continued)
STATEMENT OF HIGHWAY EXPENDITURES
 Biennial Period
 July 1, 1934 to June 30, 1936

Storekeeper	2,922.15	
Shop Superintendent	3,596.60	
Mechanics	15,385.41	
Mechanics' Helpers	8,291.65	
District Supervisors	46,767.00	
Assistant District Supervisors.....	34,674.57	
District Stenographers and Clerks.....	15,980.50	
District Mechanics	29,005.43	
Janitors (1 year)	1,155.00	
Watchmen	2,992.43	
Sub-total		\$ 452,946.62
Legal Services	\$ 2,327.12	
Utilities	11,305.64	
Bonds	2,688.26	
Insurance, Office and Shop.....	1,733.65	
Insurance, Protective	19,302.75	
Telephone and Telegraph.....	9,842.84	
Rent and Purchase of District Shops.....	33,757.97	
Postage	4,999.87	
Printing and Binding	26,790.17	
Office Supplies and Equipment	12,982.80	
Traffic Survey	32,877.60	
Travel Expense, Administrative and Employees ..	21,918.46	
Travel Expense, District Supervisors.....	5,351.17	
Commission Expense and Per Diem.....	7,313.40	
Employees' Compensation	4,250.00	
Dues, American Association of Highway Officials ..	750.00	
Purchase and Repair of Equipment.....	2,308.75	
Purchase of Penitentiary Walls.....	25,000.00	
Construction	31,652.99	
Sub-total		257,153.44
Total Salaries and Expenses.....		\$ 710,100.06
Maintenance		4,186,823.51
TOTAL		\$4,896,923.57
Toll Bridge Maintenance (Special Appropriation)..		\$ 83,612.07