STATE OF ARKANSAS

Fourteenth Biennial Report

of the

ARKANSAS STATE HIGHWAY COMMISSION

For the Period From July 1, 1938, to June 30, 1940

LETTER OF TRANSMITTAL

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

In accordance with the provisions of Act No. 320 of the Acts of 1913, amended by Act No. 7 of the Acts of 1921, there is presented herewith the Fourteenth Biennial Report of the Arkansas State Highway Commission for the fiscal years 1939 and 1940.

This report presents in narrative as well as statistical form pertinent information relative to the maintenance and construction activities for the period indicated and will, it is hoped, convey in a satisfactory manner all necessary information for a proper understanding of the status of the department as well as the state highway system as of the date of the report.

Respectfully submitted,

PAUL W. SHERIDAN, *Chairman*
DR. H. E. MOBLEY, *Vice-Chairman*
GEORGE APPLEBY
HUGH B. BENTON
J. H. MYERS
A. G. PATTESON
JOHN H. VOGEL
Members, State Highway Commission

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LIST OF EXHIBITS

PERSONNEL
ARKANSAS STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION

PAUL W. SHERIDAN, Chairman
Fort Smith
Fourth Congressional District

A. G. PATTESON, Jonesboro
First Congressional District

J. H. MYERS, Walnut Ridge
Second Congressional District

GEORGE APPLEBY, Fayetteville
Third Congressional District

DR. H. E. MOBLEY,
Vice-Chairman, Morrilton
Fifth Congressional District

HUGH B. BENTON, Fordyce
Sixth Congressional District

JOHN H. VOGEL, El Dorado
Seventh Congressional District

W. W. MITCHELL,
Director of Highways

V. E. SCOTT,
Assistant Director and Secretary

CENTRAL OFFICE STAFF

Little Rock

W. W. ZASS
Chief Engineer

J. C. BAKER,
Assistant Chief Engineer

W. E. FORD	Engineer, Surveys and Plans
E. E. MASHBURN	Construction Engineer
N. B. GARVER	Bridge Engineer
E. H. FLANNERY	Office Engineer, Federal Aid Procedure
E. L. WALES	Engineer, Materials and Tests
F. A. GERIG	Maintenance Engineer
H. D. BOOTH	Supervisor, Traffic and Safety
F. J. HERRING	Engineer, Statistics and Analyses
D. H. HAMILTON	Chief Accountant
J. A. FRANCIS	Purchasing Agent
C. W. BULLARD	Equipment Supervisor
HERRN NORTHCUTT	Attorney
L. R. WOOD	Freight Traffic Manager

DISTRICT ENGINEERS

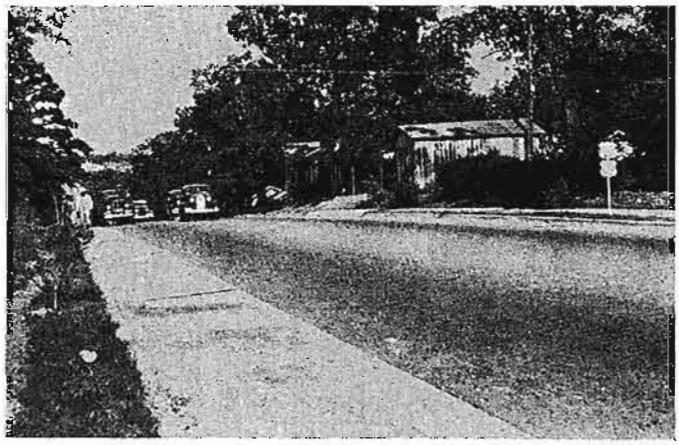
W. H. CUSHMAN	District No. 1	Wynne
M. F. HILL	District No. 2	Pine Bluff
I. P. SHELBY	District No. 3	Hope
M. C. METHVIN	District No. 4	Fort Smith
W. A. STANTON	District No. 5	Batesville
J. F. MAYNE	District No. 6	Little Rock
C. C. WHITE	District No. 7	Camden
CONE MURPHY	District No. 8	Russellville
R. B. WINFREY	District No. 9	Harrison
GUY COBB	District No. 10	Paragould

INTRODUCTION

The purpose of this publication is to report the administration of highway affairs as exercised by the State Highway Commission, under authority granted by statute, during the biennium ending June 30, 1940. The report conveys in narrative, statistical, and pictorial form what has been done during that period toward the improvement of a system of highways which will more adequately serve the needs of the State for highway transportation service. Each phase of highway activity has been presented and discussed in an attempt to portray not only the accomplishments of this biennium, but also to indicate the present status of the highway situation in Arkansas.

HIGHWAY FUNCTION

The function of a highway system is to provide suitable and adequate travel facilities for the safe and efficient movement of the traffic generated by or attracted to the area within which it lies. This is a constantly changing function, never static, never complete. It varies with each change in the economic, social, recreational or governmental interests and activities of the area and is vitally affected by all changes in types and methods of transportation.



The Highway Function is to Provide Adequate Travel Facilities.

Originally all activities relating to public roads in Arkansas were administered by local governments. The advent of the automobile, however, increased the burden of providing highway facilities beyond the capacity of the local governments, and some form of State assistance and control over a connected system of roads became essential. The State Highway Department created by the legislature of 1913 was at first only a supervising and coordinating agency, while local governments continued to exercise administrative and jurisdictional authority. During the twenty-seven years since the creation of the first State Highway Commission the concept of its functions and duties has changed materially so that instead of a mere advisory agency, the Commission through the Highway Department, now exercises full control of all operations incident to the construction, maintenance, and issuance of rules and regulations governing the use of a designated system of State Highways comprising more than 9,200 miles.

ADMINISTRATION

State Highway Commission—State highway affairs in Arkansas are administered through a commission of seven members who are appointed for a two-year term by the governor with the advice and consent of the State Senate. The State Highway Commission is vested with all powers and duties specified and imposed by law for the administration of the State Highway Department, together with all powers necessary or proper to enable the Commission or any of its officers or employees to carry out fully and effectively the regulations and laws relating to State highways.

Director of Highways—The chief executive officer of the State Highway Department is the Director of Highways, who, subject to the approval of the governor, has direct and full control and management of the affairs relating to the State Highways, subject only to the powers of the Commission as set forth by law.

Assistant Director and Secretary—The Director of Highways is empowered to appoint an assistant who shall serve as Secretary of the State Highway Commission, have general charge of the office, superintend the clerical business and perform such other duties as may be delegated to him.

Chief Engineer—The Chief Engineer who is selected by the Director of Highways is the principal technical officer of the Department and is responsible for all engineering activities.

Department Divisions

In addition to the administrative officers previously mentioned there are in the Department various divisions directly responsible for definite phases of highway activity.

Construction—General administrative control of all road and bridge construction activities including the preliminary work of surveys and plans is exercised directly through the central office. These operations are directed by the Construction Engineer, Bridge Engineer and Engineer of Plans and Surveys.

Federal Aid Procedure—The function of this division is that of coordinator between the Public Road Administration and the State Highway Department. All correspondence with the Public Roads Administration, contracts between the two governmental agencies, reimbursement vouchers and reports are handled through the Office Engineer of Federal Aid Procedure.

Materials and Tests—The activities of the division of materials and tests are divided into three principal classifications as follows: preliminary field investigation, laboratory testing, and field inspection and testing. All work is under the supervision of the Engineer, Materials and Tests.

Maintenance—One of the major responsibilities of the State Highway Department is that of preserving the physical condition and maintaining the usefulness of the highways. The control of maintenance operations is effected through ten maintenance districts, each of which maintains its own office, shop and requisite personnel. Each district is administered by a district engineer who is directly responsible to the maintenance engineer located in the central office.

Traffic and Safety—This division, which is administered by the Traffic Supervisor, is charged with the responsibility of developing and furthering a State-wide program of highway safety and furnishing the public with information concerning the conditions of Arkansas highways.

Statistics and Analyses—The function of this division is to gather, assemble and disseminate factual information relative to highway affairs which will present to the Highway Administration and other interested groups a current and complete picture of the highway situation in Arkansas.

Accounting—This division is charged with the control and proper recording of the department's expenditures, and is supervised by the chief accountant.

Purchasing—Centralized control of the procurement of supplies and equipment is maintained through the Purchasing Agent. This system assures uniform prices and continuous account control on the large volume of purchases made by the department.

Equipment—The servicing, repair and replacement of equipment is the responsibility of the Equipment Supervisor. Maintenance of equipment is provided through a central and ten district shops.

Legal—The legal division, under the direction of the Highway Attorney, handles all judicial problems which arise in connection with administration of State highway affairs.

Traffic Rates—The Freight Traffic Manager audits all freight claims, supervises the routing of shipments, and represents the department at hearings before the Arkansas Corporation Commission.

GOVERNMENTAL RELATIONSHIPS

Within recent years the scope of the responsibilities and duties of the State Highway Department has increased immeasurably. In order to provide the maximum traffic service facilities and the greatest possible protection to the public, it has been necessary that close relationships be maintained with various Federal, State and Local governmental agencies.

Federal Government

Public Roads Administration—The most important relationships with any governmental agency are those with the Public Roads Administration, since, in reality, the State Highway Department acts as the agent of the Administration in all matters relating to Federal Aid highways in Arkansas. These relationships have become increasingly important in view of the fact that no State funds have been available for highway construction since 1934. Construction since that time has been limited to the Federal Aid Highway System, because the annual appropriation offered by the Federal Government through the Public Roads Administration is restricted to use on the Federal Aid highways of the State.

Every construction program prepared by the Highway Commission involving the use of Federal Aid funds must be approved by the Public Roads Administration before it is initiated. Furthermore, specific approval of the plans and specifications and a separate contract is required for each individual project of the program.

Work Projects Administration—Under rules and regulations prescribed for the Work Projects Administration, the State Highway Department has initiated and sponsored a number of cooperative highway projects with this agency during the biennium. It has been impossible for the Highway Department to take full advantage of the Federal work relief program because the State has been without the necessary funds to sponsor construction projects. This has limited the cooperative work with this agency to projects involving maintenance and betterment which could be financed from the Highway Maintenance Fund. During the biennial period more than forty projects of this type have been initiated or approved involving work in thirty-one counties.

U. S. Geological Survey—During the biennium the Highway Department entered into a cooperative agreement with the United States Geological Survey for investigation of surface water resources of the State. Through this work data are obtained relative to high and low water elevations and stream flow which are necessary in road and bridge construction.

State Departments

The authority of the State Highway Commission is limited to the operations incident to the construction and maintenance of highways and to the issuance of rules and regulations governing their use. The enforcement of rules and regulations and the collection of all income for highway purposes is delegated to the State Police and the State Revenue Department, respectively. This necessarily requires that relationships be maintained with these departments regarding matters of public safety and highway finance.

Much statistical information regularly required by the Public Roads Administration must be obtained from the Revenue Department. The Division of Statistics and Analyses acts as a clearing house for the Department in the continual exchange of information with other State officials and agencies.

Through cooperation with the State Geological Department and the State-wide Mineral Survey much valuable information has been obtained regarding the location and extent of deposits of road materials throughout the State.

Relations With Counties

The county courts of Arkansas have constitutional jurisdiction over all public roads and right of ways and under existing laws the Highway Commission is required to call upon the County Court to provide the necessary right of way for each highway project. The Right of Way Engineer and the Legal Division work in close cooperation with the various county judges in such matters.

The passage of the Hayden-Cartwright Federal Road Act of 1936 brought about new relationships between the counties and the Department. This act provided Federal Aid funds for the construction of secondary or feeder roads which are not on nor potential additions to the Federal Aid system, including for the first time construction on county roads. The Highway Department supervises the construction of secondary roads located on the county road system and executes the necessary maintenance agreement with the county judge for each project.

Other routine relations include obtaining annual statistical data regarding county road construction and finance.

Relationships With Municipalities

Relations between the Department and cities and towns are primarily those concerned with securing the necessary ordinances dedicating for road purposes the land required for right of way. In cities having a population of 2500 or more inhabitants a maintenance agreement is obtained on each highway construction project. The Department cooperates with the various Chamber of Commerce organizations in distributing information regarding cities which offer unusual recreational and scenic attractions.

Public Relations

In addition to the relations maintained with other governmental units and agencies, the State Highway Department has during the biennium sought a wider and safer use of State highways through intelligent relationships with the public.

The public is kept fully informed of the condition of the highways of the State by means of the road condition report released weekly through the Traffic and Safety Division to the press and which is mailed to more than four hundred tourist and travel information agencies throughout the United States and Canada. In addition, special press releases are made outlining tours in specific sections of the State which are of outstanding scenic interest, or offer unusual seasonal tourist attraction. The Department also cooperates with the State Publicity Department in distributing information regarding tourist attractions in the State. The official map of the State highway system published by the Commission in four editions each year, offers information not only about the State highway system, but also lists the State Parks and other points of interest for tourists. The map is also illustrated with numerous seasonal scenes. As a regular feature of the safety educational program of the Department two radio broadcasts are made each week. Such programs are varied to include safety forums, roundtable discussions and explanations of traffic rules and regulations.

SUMMARY OF BIENNIUM

Conditions and Problems

While the State highway system during the period covered by this report has attained the highest degree of completion in its history, it at the same time has been subjected to the severest use. Motor vehicle registrations during 1938 were 231,070 while the registrations in 1939 were 252,681 or an increase of 21,611 vehicles in use over the previous year. Studies of traffic and road use that were made by the Division of Statistics and Analyses reflect an increase in traffic of from 40 to 45 per cent on the State highway system as a whole, during the past five years.

The density, speeds and loadings that the system is being called upon to handle is increasing the deterioration of surfacing on hundreds of miles of roads and on many of the older bridges at an alarming rate. This destruction in the face of the complete absence of State funds for other than maintenance operations has resulted in an acute situation. The roads year by year are deterioriating more rapidly than renewals or replacements can be made on the basis of present financing with the result that the State's investment in its highway system is being dissipated. This condition applies not only to the roads but to the equipment as well. Here also replacements have failed to keep pace with obsolescence and deterioration because of the lack of funds.

Three cardinal elements are necessary in any satisfactory maintenance or construction operation. These are MONEY, MATERIALS and LABOR. It is axiomatic that a shortage in any one unbalances the other.

The inevitable conclusion, therefore, is that the only way whereby renewals and replacements can be made so as to satisfy the day by day requirements of the highway

user as well as the protection of the State's investment in its roads is by means of adequate financing. This fact, in turn, operates to emphasize the need of financing on a basis more liberal than is possible under the legislation that now governs this department's operations.

It is hoped, therefore, that the forthcoming session of the general assembly will find the means of solving this problem.

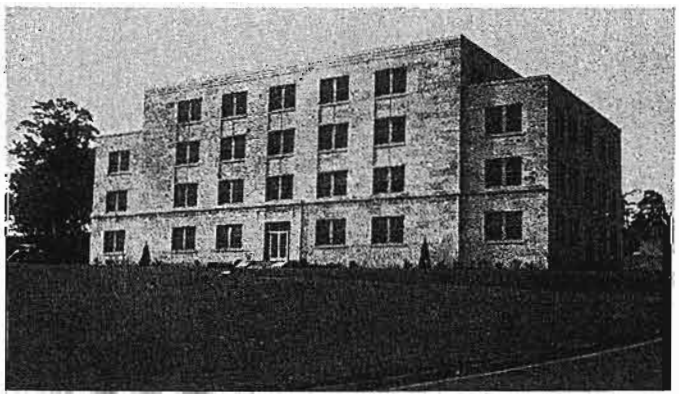
Accomplishments

Status—Table No. 20, Section VI, shows that since the publication of the thirteenth biennial report 158 contracts have been awarded for the construction of road, bridge and grade-crossing protection projects using Federal Funds, and that seven maintenance contracts involving State Funds were awarded for a total of 165 jobs. The following table reflects the status of the State Highway System as of December 1, 1940 as compared with December 1, 1938. The tabulation includes improvements that have been completed or that are in process of completion. Further information concerning the location, type, dollar value, and counties benefited, will be found in the Appendix, Section VI. Exhibit No. 1 indicates the status of highway improvements in 1940 as compared with 1930.

Status of State Highway System, Mileage by Types

Type	Miles Dec. 1, 1938	Miles Dec. 1, 1940
Concrete pavement	1,200.39	1,242.7
Asphaltic pavement	489.84	486.8
Bituminous surfacing	1,074.03	1,357.1
Gravel	5,357.14	5,575.8
Graded	718.31	465.4
Unimproved	304.11	161.5
Sub total	9,143.82	9,289.3
Through incorporated places over 2,500 population (unclassified)	181.84	179.7
Total	9,325.66	9,469.0

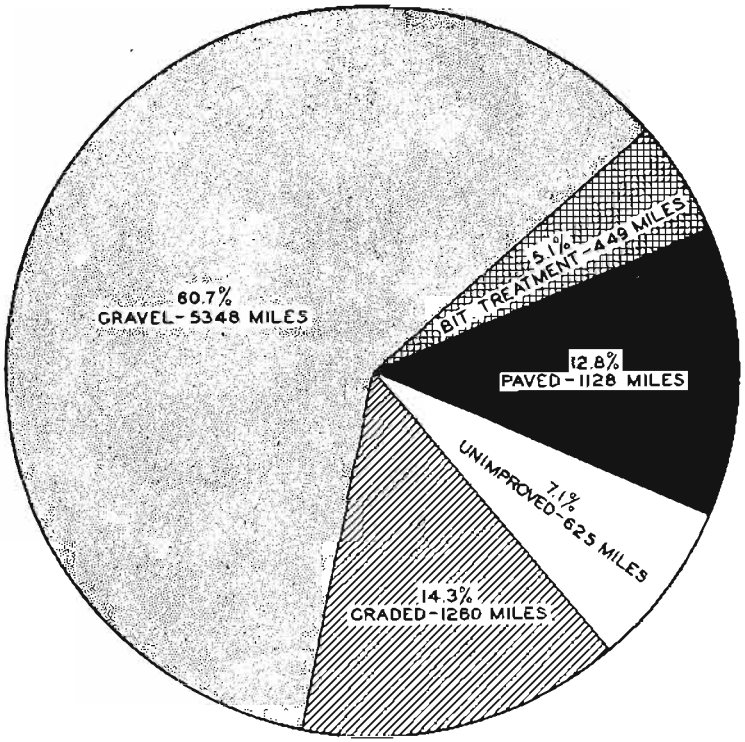
Buildings and Grounds—During the biennium a modern fireproof, four-story, stone veneer office building has been constructed on the West side of the Capitol grounds at a cost of $100,000, forty-five percent of which was a grant from the Federal Public Works Administration. All departments of the central office staff are now housed under one roof. This has eliminated the necessity of renting outside space and has also increased very materially the dispatch and efficiency with which the department's operations are carried out. This building was designed and constructed so as to afford space and facilities for the efficient operation of all divisions.



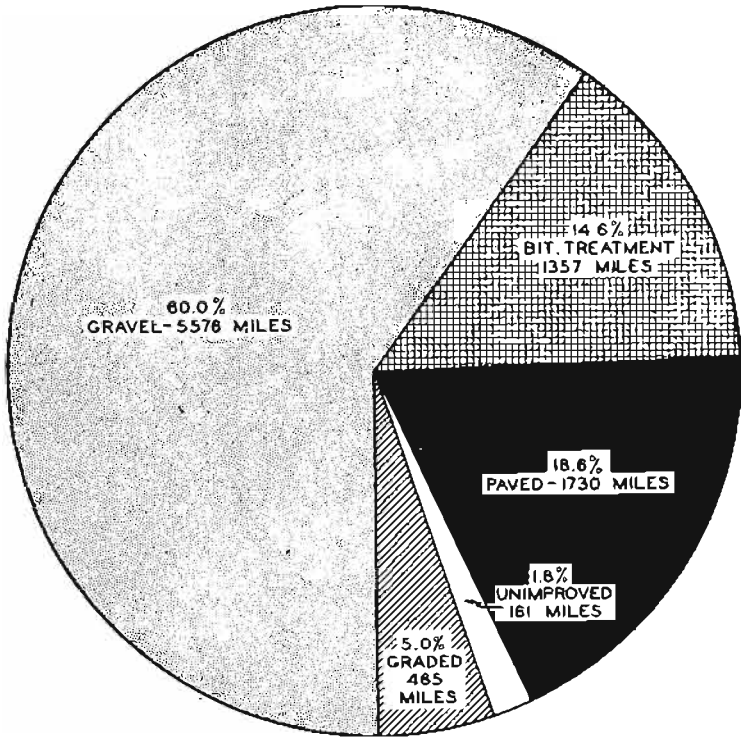
Highway Building

In addition, a modern three-story, fireproof vault has been erected, in cooperation with the Work Projects Administration, immediately adjacent to the main office building. This vault is of sufficient capacity to house all of the Department's records from the beginning to date, and in addition its anticipated needs for long time in the future.

The grounds adjacent to these buildings are being landscaped and planted with shruberry so as to conform to the beautification program of the Capitol Grounds Commission.



TOTAL MILES - 8810
1930



TOTAL MILES - 9289
1940

RELATIVE PROPORTIONS
OF
STATE HIGHWAY IMPROVEMENTS
1930 & 1940
STATE OF ARKANSAS

EXHIBIT NO. 1

In-Service Training Program—Recognizing the fact that a trained employee contributes more efficient service, the Department, during the Biennium, has taken advantage of funds made available by the Federal Government and the State through the George Deen Act, and in cooperation with the Trades and Industrial Division of the State Department of Education and the Little Rock Public Schools has inaugurated an extensive program of in-service training for its employees.

More than twenty separate courses have been offered, all of which were selected with the purpose of increasing manipulative skills and augmenting the related knowledge of the worker toward the job. The voluntary response of the employees to these training courses has been quite gratifying to those in charge of this work. More than four hundred employees have availed themselves of this opportunity of "better-fitting the man to the job."

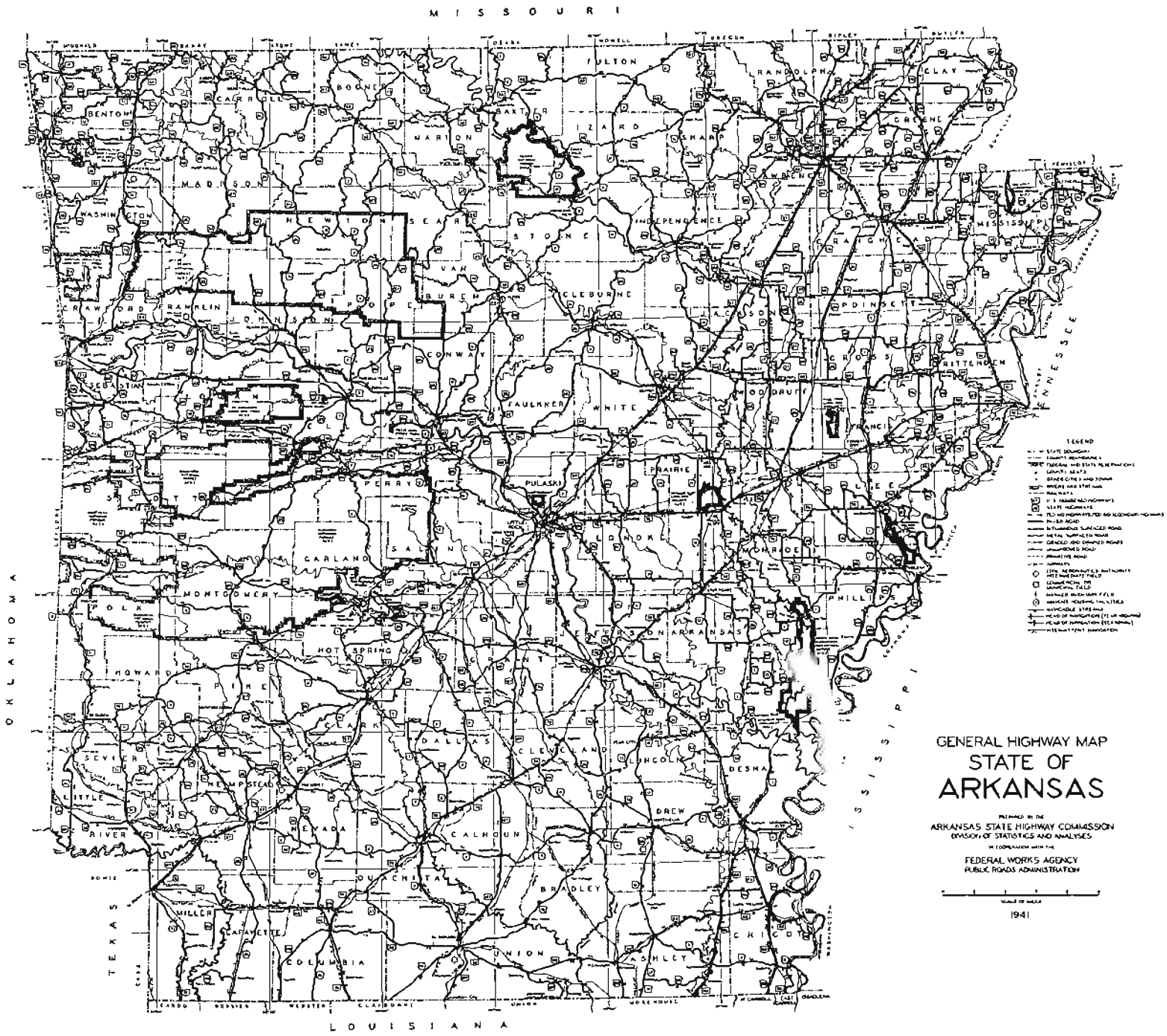
The following courses are representative of those offered:

Engineering English	Highway Accounting and Budget Control
Practical Office Procedures	Practical Mathematics
Public Relations	Free-hand Drawing
Highway Surveying Problems	Highway Law
Traffic Engineering Problems	Driver Training

Accounting and Budget Control—One of the foremost steps taken by the Department was the adoption of a modernized accounting system whereby detailed, positive control of its fiscal affairs has been established. Under this system, which is explained in Section I, the current operating expenses of the Department are kept in constant comparison with the budget and in turn the budget with the appropriation.

Speed Zoning—In accordance with the authority given by Act 179 of 1939, which states that speed shall be determined by the State Highway Commission upon the basis of engineering and traffic investigations, speed zoning surveys have been made on 2290 miles of main highways. The safe speed of curves and turns was determined by the Traffic and Safety Division and appropriate signs erected indicating the safe speed.

Traffic and Wheel Load Survey—During 1939-40 the Department in cooperation with the Public Roads Administration completed the twelve months field work of a comprehensive traffic density and truck and bus loading study. These data when analyzed and assembled will indicate the extent and type of vehicles using our highways.


MISSOURI
OKLAHOMA
TEXAS
LOUISIANA
MISSISSIPPI
TENNESSEE
FULTON
RANDOLPH
CLAY
GREENE
BENTON
CARROLL
BOONE
MARION
IZARD
SHARP
INDEPENDENCE
STONE
MADISON
WASHINGTON
NEWTON
SEARCY
VAN BUREN
CLEBURNE
CRAWFORD
FRANKLIN
JOHNSON
CONWAY
FAULKNER
WHITE
CROSS
POINSETT
CRITTENDEN
WOODRUFF
PERRY
PULASKI
PRAIRIE
LEE
SALINE
LONOKE
MONROE
CARLAND
MONTGOMERY
POLK
HOT SPRING
GARLAND
JEFFERSON
ARKANSAS
PHILLIPS
HOWARD
PIKE
CLARK
DALLAS
CLEVELAND
LINCOLN
DESHA
SEVIER
LITTLE RIVER
HEMPSTEAD
NEVADA
CALHOUN
DREW
OUACHITA
BRADLEY
MILLER
LAFAYETTE
COLUMBIA
UNION
ASHLEY
CHICOT
LEGEND
GENERAL HIGHWAY MAP
STATE OF
ARKANSAS
PREPARED BY THE
ARKANSAS STATE HIGHWAY COMMISSION
DIVISION OF STATISTICS AND ANALYSES
IN COOPERATION WITH THE
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
1941

SECTION I

HIGHWAY FINANCE

FINANCIAL OUTLOOK

It is an indisputable fact that the service provided by the State Highway System can never be more adequate than the financial structure established by the State for its support. In order to provide satisfactory highway service, any plan of highway finance developed involves two equally important considerations, first, the source and amount of income produced, and second, the disposition or application of the income. As pointed out in the Introduction, the conditions under which the Department now operates are such that highway needs are not being adequately met. Therefore, it would seem that the existing financial plan deserves careful study in order that its defects, if any, may be remedied.

While the 1934 Refunding Law, under which highway finances in Arkansas are now controlled, was perhaps the best agreement that could be reached in the light of previous difficulties in servicing the highway debt, nevertheless, it is highly restrictive. The disparity in the distribution of highway income allowed by this law is shown by the following tabulation and Exhibit 2.

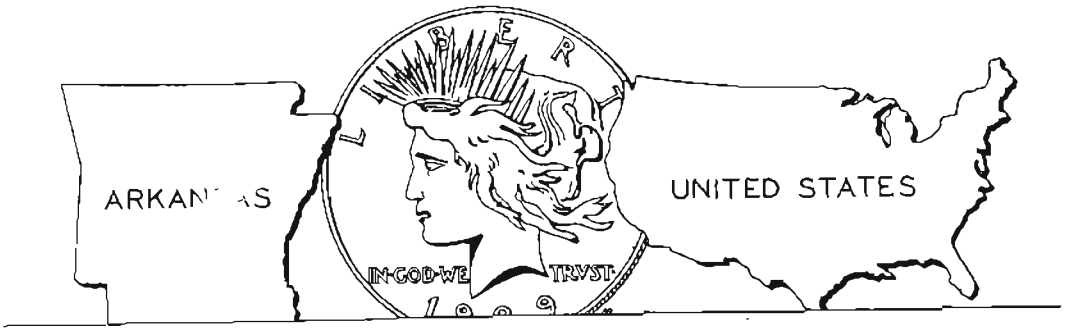
Disposition of State Highway Income

Item	Percent of Receipts	
	Arkansas	United States (Calendar Year)
Collection Costs and Miscellaneous	3.37	3.63
Diversion—Non-highway	.....	14.80
State Police	1.20	1.99
Other Governmental Units	11.19	24.96
Sub-total	15.76	45.38
Administration, Maintenance and Construction	23.89	41.25
Debt Service	60.35	13.37
Total	100.00	100.00

The most significant fact from the foregoing tabulation is that, while Arkansas is required to allot for debt service operation four and one-half times the national average allotment, our expenditure from state funds for administration, maintenance and construction is only slightly more than one-half the average expenditure of all the states. Further information in Table 18, "Analysis of State Highway Expenditures," included in the Appendix, indicates that Arkansas ranks last among the States in expenditure per mile for highway construction and seventh in debt service expenditure per mile. By reference to Exhibit 3 it can be seen that State highway income for Arkansas per motor vehicle, per capita and per mile of State highway compares favorably with the national average. That is, from the standpoint of highway revenues raised, the State is meeting its responsibility, but from the standpoint of highway expenditures for capital outlay and maintenance the State is failing to meet requirements for highway service. Sound business principles require that a balance be maintained between the demand for highway service and the financial outlay necessary to provide such service. For, after all, improved highways offer a commodity in economical, safe and comfortable travel for which the motorist is willing to pay in the form of motor user taxes.

Although by the careful use of Federal Aid allotments the Department has been able to continue its highway development, particularly the Federal Aid System, during the past seven years, yet the fact remains that the State highway financial structure is unstable and future progress is uncertain until remedial measures are taken.

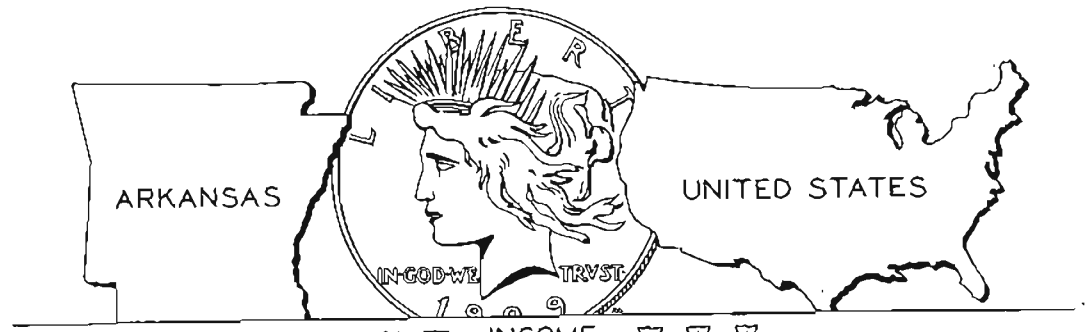
DISTRIBUTION OF STATE HIGHWAY EXPENDITURES



3.37¢	COLLECTION COSTS, AND MISCELLANEOUS	3.63¢
NONE	DIVERSION NON-HIGHWAY	14.80¢
1.20¢	STATE POLICE	1.99¢
11.19¢	OTHER GOVERNMENT UNITS	24.96¢
23.89¢	ADMINISTRATION MAINTENANCE CONSTRUCTION	41.25¢
60.35¢	DEBT SERVICE	13.37¢
$1.00		$1.00

EXHIBIT NO. 2

RELATIVE STATE HIGHWAY INCOME



$53.49	INCOME PER MOTOR VEHICLE	$27.79
$6.63	PER CAPITA	$6.47
$1,419.00	PER MILE OF STATE HIGHWAY	$1,570.00

EXHIBIT NO. 3

FISCAL OPERATIONS

Accounting Methods—During the biennium exhaustive studies of the accounting practices of a number of the other State Highway Departments together with the recommendations of the Uniform Accounting Committee of the American Association of State Highway Officials have been made, following which a modernized accounting system was installed whereby detailed, positive control of its fiscal affairs has been established. International Business Machines, or the punch-card method of accounting was adopted and the machines installed April 1, 1939. The months of April, May and June were devoted to experimental work in preparing for actual operation, beginning July 1, 1939. By inaugurating an encumbrance system whereby all authorizations for expenditure, such as purchase orders and payrolls, are set up as bills payable against their respective District or Division Allotment, until such time as actual payments are made, it is possible to determine the true financial status by District or Division Allotment at any given period. In an organization of this size, the outstanding bills represent an unusually large figure —usually ranging from $100,000.00 to $175,000.00 In order to maintain a sound fiscal control, it is very necessary that an accurate total of outstanding bills be known at all times.

Budget Control—Since this system has been inaugurated, the Accounting Division has furnished semi-monthly detailed reports to each District or Division and a summary report is also furnished the executive offices semi-monthly showing accumulative budget allotments, encumbrances, expenditures, unencumbered balances and unexpended budget balances. Thus the current operating expenses of the Department are kept in constant comparison with the budget, and in turn the budget with the appropriation. Furthermore, the net balances in the budget are constantly available when additional authorizations are being considered. This has permitted the planned, orderly control of all of the Department's operations.

Expenditure Classification—The statistical data which are now available under this new system of accounting are varied and numerous and there are unlimited possibilities as the system progresses. Such information is of very material value not only in determining the various operating costs, but in allocating funds for each class of service in the future.

All expenditures are classified by an expenditure classification code system which enables statistical information to be furnished by route and section, county, district, or combinations of either. Route and section cost figures for the 1940 fiscal year, which are used in this biennial report, were compiled by the punched-card method as were the various statistical tables.

Equipment Rental—Another important feature that has never before been regarded in the Department's operations is that of equipment rental charges. Studies have been made whereby predetermined charges for the use of all equipment can be made so as to provide a reserve, or sinking fund, for the purchase of new equipment when the old becomes obsolete or worn out. There is an imperative need for the adequate capitalization of this account so that many pieces of equipment now in use that have exceeded their economic life can be replaced. Careful studies indicate that $1,000,000 will be required for the proper capitalization of the equipment account, and while it is impossible to achieve this result at one time due to the volume and variety of other demands that are made on the maintenance account, an effort should be made to set up this amount over an extended period of time. Here again the plan contemplated is one that has long been used by private business, and it is hoped that the next biennial appropriation will be such as to permit its establishment.

Purchasing—One of the most important features of this system is that of centralized purchasing through the Little Rock office in lieu of the past practice of permitting the various departmental heads and district engineers to purchase independently. The value of this system has long been recognized by large business concerns and it has paid handsome dividends in the way of savings and economy to the Highway Department. By these means competitive prices have been obtained, business has been distributed throughout the State on an equitable basis, and savings realized on both discounts and current prices in the approximate amount of $150,000 annually.

Financial Statement—The following condensed Financial Statement, Table I, reflects the fiscal operations of the State Highway Department and affiliated agencies during the past biennium. Following the summary statement are detailed schedules of receipts and disbursements for each fiscal period, together with an analysis of all items.

TABLE I

FINANCIAL STATEMENT

Receipts and Disbursements
State Highway Department and Affiliated Operations
Biennial Period July 1, 1938 to June 30, 1940

RECEIPTS

Balance July 1, 1938		$ 2,914,191.36
Gross Receipts:		
Motor vehicle fuel tax	$20,629,694.55	
Auto license fees	5,847,393.58	
Auto division fees	115,543.62	
Drivers license fees	298,302.85	
Oil inspection fees	223,298.25	
Auto in-transit fees	112 614.56	
Miscellaneous receipts	9,827.59	
Other revenues—State Police	31,402.55	
Total State revenues	$27,268,077.55	
Federal funds received	8,899,669.54	
Total receipts		$36,167,747.09
		$39,081,938.45

DISBURSEMENTS

Road and bridge construction (Federal funds)	$ 8,022,850.74	
Repayment trust fund advances (Federal funds)	530,000.00	
Maintenance, highway improvement and miscellaneous	5,695 047.75	
Administrative expense—Highway Commission	1,120,745.70	
Other operating expense	12,500.00	
Non-operating (Revolving fund)	110,000.00	
Debt service—Principal	6,065,549.69	
Interest	10,647,452.48	
Fiscal agent fees	33,544.68	
Bond refunding expense	61,869.88	
State Police	360,758.62	
Aids and grants to local units	2,867,084.86	
Total disbursements		$35,527,404.40
Balance June 30, 1940		3,554,534.05
		$39,081,938.45

HIGHWAY INCOME

Income for State highway purposes includes the revenue derived from State imposed taxes, which consist principally of motor vehicle imposts, and Federal Aid of various types and classes.

State Imposed Taxes

Revenues derived from State sources for highway purposes include:

1. Motor fuel taxes
2. Motor vehicle registration fees
3. Auto division fees
4. Drivers license fees
5. Oil inspection fees
6. Auto in-transit fees

There are various other miscellaneous receipts from sales, interest and testing charges, plus an apportionment for the State Police Fund from all imposts collected by the State Revenue Department. For the purpose of this discussion, the total income from the foregoing items will be shown regardless of how the funds are finally distributed to other units of government.

NET RECEIPTS
MOTOR VEHICLE REGISTRATION FEES AND MOTOR FUEL TAX
1934–1939

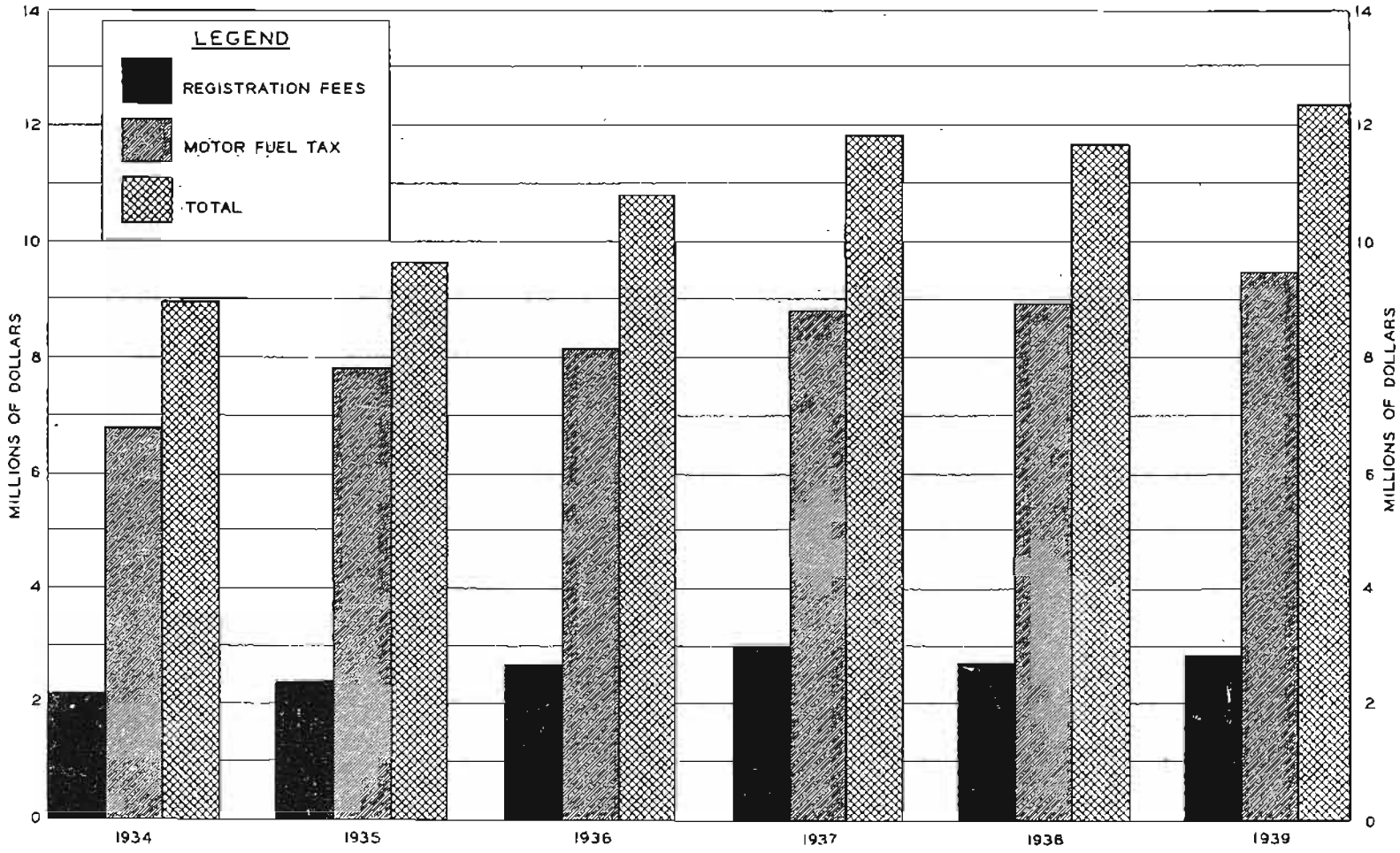
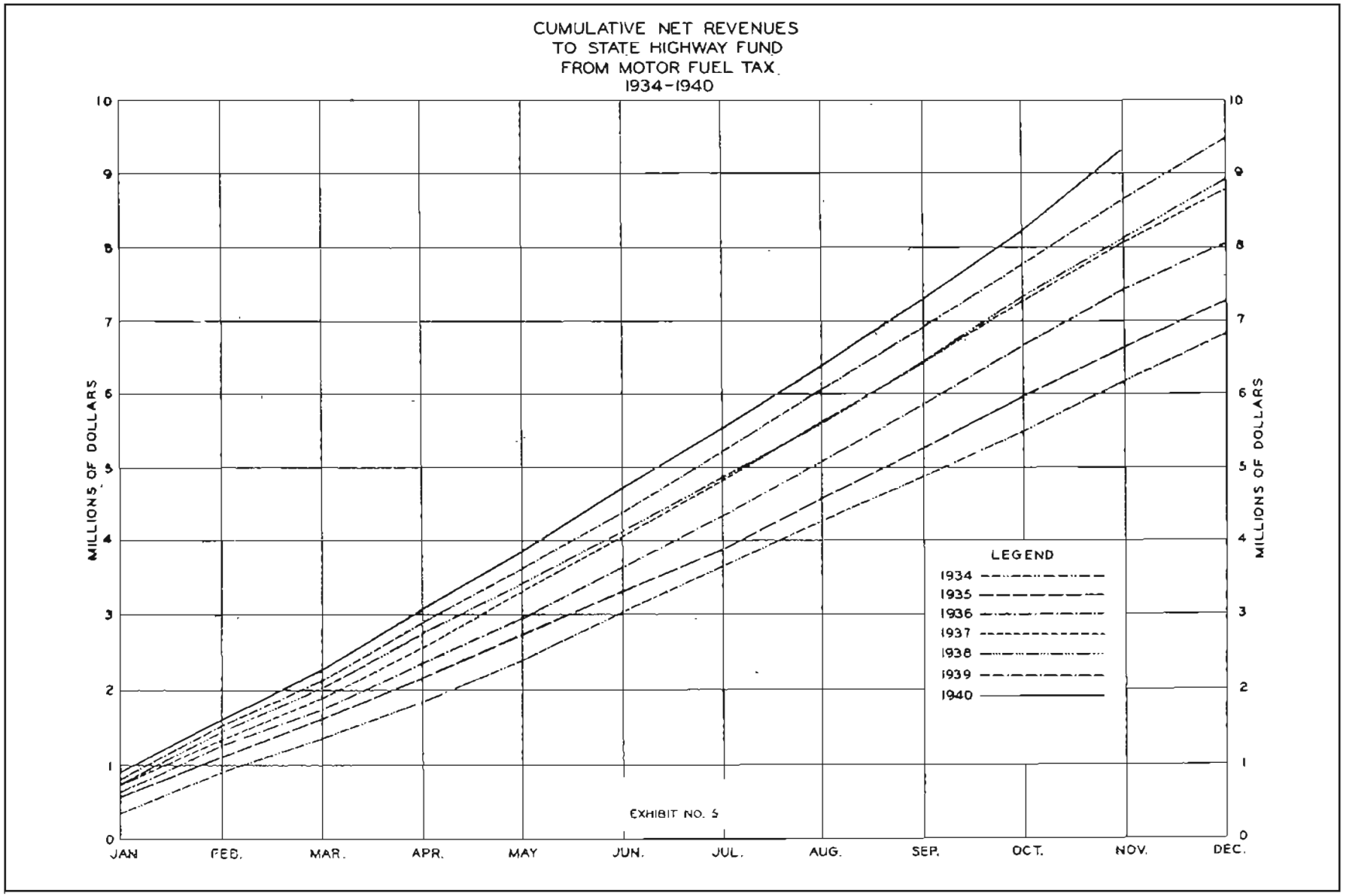


EXHIBIT NO. 4


CUMULATIVE NET REVENUES
TO STATE HIGHWAY FUND
FROM MOTOR FUEL TAX
1934-1940
MILLIONS OF DOLLARS
0
1
2
3
4
5
6
7
8
9
10
JAN
FEB.
MAR.
APR.
MAY
JUN.
JUL.
AUG.
SEP.
OCT.
NOV.
DEC.
LEGEND
1934
1935
1936
1937
1938
1939
1940
EXHIBIT NO. 5

Since 1933 the State highway income derived from the principal motor user imposts has shown a substantial increase for each succeeding fiscal year. The following tabulation of the gross receipts indicates the increase since 1934-35:

Item	1934-35	1935-36	1936-37	1937-38	1938-39	1939-40
Motor fuel tax	$ 7,960,531.43	$ 8,573,460.83	$ 9,607,697.14	$ 9,936,849.90	$10,316,760.00	$10,996,165.30
Motor vehicle registration	2,309,941.58	2,681,543.31	2,990,468.14	2,880,269.67	2,860,267.01	3,149,923.81
Auto division fees	37,114.13	56,012.15	56,306.00	50,000.40	54,799.33	65,447.50
Gross totals	$10,307,587.14	$11,311,016.29	$12,654,471.58	$12,867,119.97	$13,231,826.34	$14,211,536.61
Index, 1934-35 equals 100	100.0	109.7	122.7	124.8	128.4	137.9

The only legislation affecting the foregoing receipts since July 1, 1934 was the provision of Act 13 of the special session of 1938 which provided that truck and trailer fees should be computed on the manufacturer's rated capacity rather than as heretofore upon carrying capacity. This action reduced to some extent the amount of registration fees received from these types of vehicles. The comparatively small increase for the two fiscal periods from 1937 to 1939 was due to the economic recession during the calendar year 1938. Exhibits 4 and 5 show graphically additional information regarding motor vehicle income.

Federal Aids and Grants

Resume—The State has been without funds for construction purposes since 1932, and since the operative date of Act No. 11 of the special session of 1934, it has been under a statutory prohibition as regards construction involving funds other than Federal allotments. All construction work accomplished during this eight-year period has been financed from Federal aids and grants.

Regular Federal Aid appropriations must be matched with State funds unless otherwise provided by law. Since other states also were laboring under financial difficulties similar to those of Arkansas, Congress in 1932 made an emergency appropriation of $120,000,000 to be used by the several states in lieu of an equal amount of state funds to match regular Federal Aid funds. In this manner the State was enabled to take advantage of the 1933 Federal Aid allotment. No appropriations of regular Federal Aid were made for the fiscal year 1934-35.

Appropriations for the fiscal years 1936 to 1939 inclusive, were made available without the requirement of matching with State funds provided that the proceeds of all special taxes on motor vehicle transportation collected by a State were applied to highway purposes for which such proceeds were previously pledged. The Federal Toll Bridge Act, Public No. 286—75th Congress as amended, Public No. 195—76th Congress, also offered to aid the State under certain conditions. These conditions were met by the passage of Act 11 during the special legislative session of 1938 whereby all State-owned toll bridges were freed of tolls. This action established the State's eligibility to participate in the benefits of the Federal Act whereby credits representing fifty percent of the cost or value of these bridges, where located on the Federal Aid System, could be used for matching regular Federal Aid and Federal Aid Secondary funds up to one-half the allotment. Only under these conditions has the State been able to qualify for the Federal Aid allotments.

In addition to the regular Federal Aid appropriations Congress has also made appropriations in the form of grants for highway construction and for the elimination of hazards to life at railroad-highway grade crossings during the period from 1933 through 1941. For the fiscal years 1938 through 1941 Congress also authorized appropriations for the construction of secondary or feeder roads which are not on the Federal Aid System of roads nor potential additions thereto.

The State has also received each year an allotment of Federal funds for the construction of National Forest Highways located in the Ozark and Ouachita National Forest Reserves.

The tabulation on the following page indicates the total amount of funds available for the construction of State highways in Arkansas since 1932, except for a negligible amount of State funds expended for surveys, plans and miscellaneous items not eligible for payment from Federal funds.

	Grants				
	Regular Federal Aid	Secondary Federal Aid	Highways	Grade Crossings	National Forest	Total
1933	$ 1,846,477	$	$ 2,101,182	$	$ 153,712	$ 4,101,371
1934			6,748,335		192,527	6,940,862
1935			3,428,049		76,504	3,504,553
1936	2,142,723		3,352,061	3,574,060	77,293	9,146,137
1937	2,133,206				82,254	2,215,460
1938	2,187,752	437,550		893,403	111,905	3,630,610
1939	2,132,790	426,558		865,366	113,761	3,538,475
1940	1,702,583	255,387		343,731	81,752	2,383,453
1941	1,955,081	255,011		510,125	110,023	2,830,240
Totals	$14,100,612	$ 1,374,506	$15,629,627	$ 6,186,685	$ 999,731	$38,291,161

Attention is called to the fact that the allotment of Federal funds for a particular fiscal year bears no relation to the amount of such funds received or disbursed during the corresponding fiscal period as shown in the table of receipts and disbursements.

Current Funds—Public No. 780—76th Congress, approved September 5, 1940, authorizes appropriations of regular Federal Aid, secondary or feeder road funds, forest highway funds and grade crossing funds for the fiscal years 1942 and 1943. Arkansas' apportionments of these appropriations will be in the following approximate amounts:

Fiscal Year	Regular Federal Aid	Secondary or Feeder	Forest Highways	Grade Crossing	Total
1942	$1,700,000	$ 300,000	$ 80,000	$ 344,000	$2,424,000
1943	1,700,000	300,000	80,000	344,000	2,424,000
Total	$3,400,000	$ 600,000	$ 160,000	$ 688,000	$4,848,000

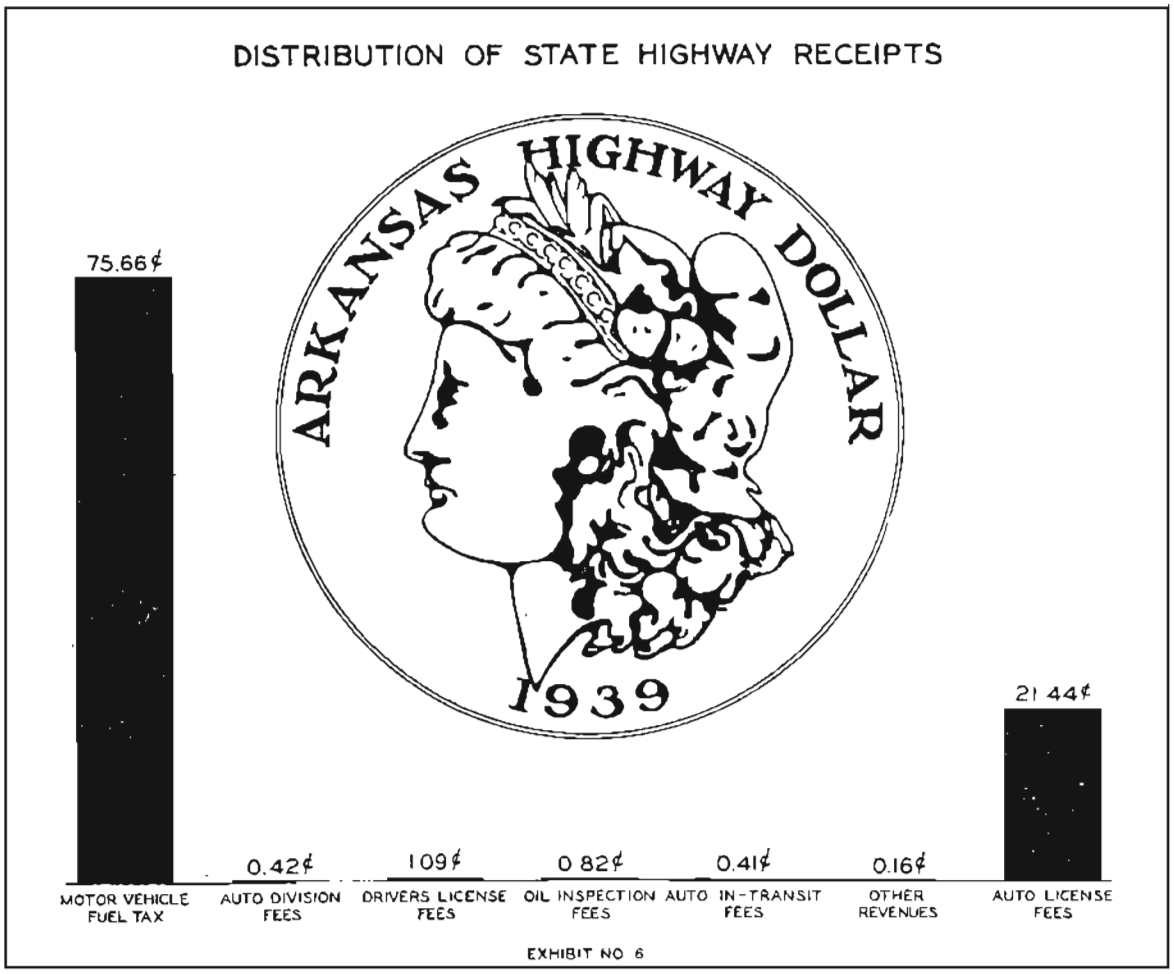


EXHIBIT NO 6

The Act provides for use of the 1942 and 1943 fiscal year apportionments of regular Federal Aid and Federal Aid secondary funds without being matched with State funds under the same requirements applicable to previous apportionments with the added proviso, however, that any such funds made available to any State without being matched by the State shall be expended on the system of Federal Aid highways and on secondary roads in the construction of projects desirable from the standpoint of national defense. This provision will operate through the fiscal year 1943, after which date no funds other than the balance in the toll bridge account will be available, and the State will again be without the means of financing a construction program unless, in the interim, refunding is accomplished and the State again has the authority to use its own funds as and where it sees fit.

Resume of Highway Income

A consolidated statement of all highway income received during the biennium is shown in Table 2 while more detailed statements are included in the appendix, Section VI. Exhibit 6 indicates the source of each State Highway dollar.

TABLE 2

Receipts for Highway Purposes from July 1, 1938 to June 30, 1940

STATE FUNDS

Item No.	Item	Fiscal Year ended June 30 1939	1940	Total
1.	Motor vehicle fuel tax	$ 9,972,991.28	$10,656,703.27	$20,629,694.55
2.	Auto license fees	2,778,936.14	3,068,457.44	5,847,393.58
3.	Auto division fees	52,011.68	63,531.94	115,543.62
4.	Drivers' license fees	135,371.95	162,930.90	298,302.85
5.	Oil inspection fees	108,155.91	115,142.34	223,298.25
6.	Auto in-transit fees	61,765.01	50,849.55	112,614.56
7.	Miscellaneous receipts	2,025.21	7,802.38	9,827.59
8.	Other revenues—State Police	12,761.91	18,640.64	31,402.55
	Total State funds	$13,124,019.09	$14,144,058.46	$27,268,077.55

FEDERAL FUNDS

9.	Regular Federal Aid	$ 4,162,600.39	$ 2,713,695.90	$ 6,876,296.29
10.	National Industrial Recovery Fund	7,064.34		7,064.34
11.	Works Program Fund	497,969.85	152,253.09	650,222.94
12.	Toll Bridge Reimbursement Fund		1,366,085.97	1,366,085.97
	Total Federal Fund	$ 4,667,634.58	$ 4,232,034.96	$ 8,899,669.54
	Total Receipts all Funds	$17,791,653.67	$18,376,093.42	$36,167,747.09

Item 1 indicates the net amount of income received each fiscal year from the 6½ cent motor vehicle fuel tax. The amounts shown include the 7.7 per cent and the ¼ cent per gallon specifically committed by law as the counties' share of this impost. The pro rata share allocated to the State Police Fund is also included in the amounts shown.

Item 2, Auto License fees, shows the net amount received by the State Treasurer during each fiscal year for the registration of motor vehicles and trailers.

Item 3, Auto Division fees, represents the income derived from chauffeurs and extra dealers licenses, tranfers of title, duplication of lost licenses, duplicate registration cards and penalties.

Item 4, Drivers License fees, indicates the receipts from the sale of operators' or drivers' licenses. Although the income is allotted to the State Police fund it is considered a source of highway revenue.

Item 5, Oil Inspection fees. All receipts derived from the fees charged for the inspection of petroleum products are committed for highway purposes and credited to the Special Highway Improvement Fund.

Item 6, Auto In-Transit fees, represents revenue received from licenses issued for motor vehicles passing over State highways in course of delivery from manufacturer to dealer. This income is considered a source of highway revenue, although credited directly to the Bridge Bond Retirement Fund.

Item 7, Miscellaneous receipts, includes such items as bond forfeitures, motor carrier permits, and delinquent taxes from road improvement districts.

Item 8, Other Revenues, State Police. In the event the income derived from drivers license fees is insufficient for the operation of the State Police, all revenues credited to the Unapportioned Fund may be charged with a pro rata share of the amount needed for the operation of this agency. The amounts shown are the transfers made to the State Police fund during the biennium from taxes other than motor vehicle imposts.

Items 9 through 12 represent the cash receipts of the State Treasurer collected on reimbursement vouchers submitted for payment by the Department on the various types of Federal funds under committment, together with any funds received as revolving or trust funds. Each receipt is credited to the proper paying account for disbursement by the Highway Department.

HIGHWAY EXPENDITURES

During the biennium under review, the total expenditures for highway purposes from State funds and Federal aids and grants was $35,527,404.40. This amount includes that portion of the highway income shared with local units of government, such as the county turnback, and expenditures for debt service, aids to improvement districts, and expenditures of the State Police. These expenditures were divided: $8,552,850.74, or 24.1 per cent, from Federal sources, and $26,974,553.66, or 75.9 per cent, from State sources. Table 3 shows the disposition of highway income for each fiscal year of the biennium, while further detailed tabulations of the disbursements are included in the Appendix.

TABLE 3

Disposition of Highway Income for the Biennial Period Ending June 30, 1940

STATE FUNDS

Item No.	Item	Fiscal Year Ending June 30 1939	1940	Total
1.	Special Highway Improvement	$ 452,480.74	$ 246,362.81	$ 698,843.55
2.	Maintenance of Highways	2,350,142.87	2,422,860.18	4,773,003.05
3.	Administrative—Highway Commission	554,093.51	566,652.19	1,120,745.70
	Total Administrative and Maint.	$ 3,356,717.12	$ 3,235,875.18	$ 6,592,592.80
4.	Miscellaneous Items—ineligible for Federal Aid participation	119,911.91	103,289.24	223,201.15
5.	Advances—Engineers Expense Revolving Fund	40,000.00	70,000.00	110,000.00
6.	Geological Survey—Cooperative	5,000.00	7,500.00	12,500.00
	Total Highway Operations	$ 3,521,629.03	$ 3,416,664.42	$ 6,938,293.45
7.	Bond Refunding Expense	33,361.99	28,507.89	61,869.88
8.	Fiscal Agents Fees	16,084.71	17,459.97	33,544.68
9.	State Police	151,233.08	209,525.54	360,758.62
10.	Interest on State Highway Obligations			
	(a) State Highway Refunding Bonds	$ 3,428,507.25	$ 3,948,372.85	$ 7,376,880.10
	(b) State Toll Bridge Refunding Bonds	264,966.01	308,955.95	573,921.96
	(c) DeValls Bluff Bridge Refunding Bonds	11,967.54	9,159.41	21,126.95
	(d) Road District Refunding Bonds	1,170,912.75	1,140,789.75	2,311,702.50
	(e) Refunding Certificates of Indebtedness (Streets)	173,351.98	171,559.95	344,911.93
	(f) Funding Notes (Contractors)	10,083.25	8,825.79	18,909.04
	Total Interest	$ 5,059,788.78	$ 5,587,663.70	$10 647,452.48
11.	Retirement or Purchase of Obligations			
	(a) State Highway Refunding Bonds	$ 1,198,199.67	$ 1,894.470.39	$ 3,092,670.06
	(b) State Toll Bridge Refunding Bonds	197,953.90	172,185.83	370,139.73
	(c) DeValls Bluff Bridge Refunding Bonds	8,611.77	148,674.46	157,286.23
	(d) Road District Refunding Bonds	983,287.33	1 300,102.94	2,283,390.27
	(e) Refunding Certificates of Indebtedness (Streets)	39,594.55	46,413.45	86,008.00
	(f) Funding Notes (Contractors)	29,158.60	46,896.80	76,055.40
	Total Retirement	$ 2,456,805.82	$ 3,608,743.87	$ 6,065,549.69

Item No.	Item	Fiscal Year Ending June 30 1939	1940	Total
12.	Aids and Grants			
	A Road Improvement Districts			
	(a) Farm to Market Roads (Act 325-1939).	$ ----------	$ 140,000.00	$ 140,000.00
	(b) Debt service road district obligations from County Bond and Interest Fund-	103,551.73	71,422.81	174,974.54
	(c) Other warrants to districts (County Highway fund)----------	----------	6,939.09	6,939.09
	Total Road Districts----------	$ 103,551.73	$ 218,361.90	$ 321,913.63
	B Bridge Improvement districts			
	(a) Bridge improvement district account--	$ 85,145.86	$ ----------	$ 85,145.86
	(b) Bridge Bond Retirement Fund--------	64,129.54	185,549.98	249,679.52
	Total Bridge Districts----------	$ 149,275.40	$ 185,549.98	$ 334,825.38
	C Counties			
	(a) County Turnback (7.7% motor vehicle fuel tax)----------	$ 766,895.04	$ 818,996.86	$ 1,585,891.90
	(b) Transfers (¼c per gallon gas sold)---	376,100.96	430,266.62	806,367.58
		$ 1,142,996.00	$ 1,249,263.48	$ 2,392,259.48
	(c) Less aid to road improvement districts, Items 12A (b) & (c)----------	103,551.73	78,361.90	181,913.63
	Total Counties----------	$ 1,039,444.27	$ 1,170,901.58	$ 2,210,345.85
	Grand Total State Funds----------	$12,531,174.81	$14,443,378.85	$26,974,553.66
	FEDERAL FUNDS			
13.	Regular Federal Aid----------	$ 3,583,598.62	$ 2,796,017.87	$ 6,379,616.49
14.	Forest Projects----------	190,541.72	64,128.34	254,670.06
15.	Flood Relief Projects----------	95,154.53	97,102.31	192,256.84
16.	National Recovery & Works Program Funds----	175,074.63	42,578.35	217,652.98
17.	Toll Bridge Reimbursement Funds----------	----------	978,654.37	978,654.37
18.	Repayment, Trust Fund Advances----------	430,000.00	100,000.00	530,000.00
	Total Federal Funds----------	$ 4,474,369.50	$ 4,078,481.24	$ 8,552,850.74
	Total All Funds, State and Federal----------	$17,005,544.31	$18,521,860.09	$35,527,404.40

Analysis of Expenditures

Item 1, Special Highway Improvement, represents the amount expended for maintenance and betterment from a special fund created by Act 12 of the special legislative session of 1938. The revenue for this fund is derived from oil inspection fees, table 2, item 5, from the unsued portion of a $100,000.00 fund for toll bridge maintenance established by Act 11 of 1934, and $16,300 previously allotted from the Highway Fund to the General Revenue and Auditorial Funds. In order to check the disbursement of $723,843.55 shown in Table 8, $25,000.00 advanced to Engineers Revolving Fund, Item 5, must be added.

Item 2, Maintenance of Highways, shows the disbursements made for road maintenance from the Highway Maintenance fund. A further detail of maintenance disbursements is shown by items 3, 5 and 6 of Table 13.

Item 3, Administrative, also expended from the Highway Maintenance Fund, items 1 and 2, Table 13, represents the cost incident to the operation of the State Highway Department, including salaries of administrative officials, engineers, and clerical workers, supplies, insurance and travel expense. There is included in the cost of administration for the biennium the sum of $73,197.15 representing the cost of the new Highway Administration building. The following analysis indicates the relative cost of administration during each fiscal year of the biennium.

	1938-1939	1939-1940	Biennium
Highway Operations, State Funds	$ 3,521,629.03	$ 3,416,664.42	$ 6,938,293.45
Construction, Federal Aid	4,474,369.50	4,078,481.24	8,552,850.74
Total	$ 7,995,998.53	$ 7,495,145.66	$15,491,144.19
Administrative	$ 554,093.51	$ 566,652.19	$ 1,120,745.70
Percent	6.93	7.56	7.23

Item 4, represents salaries and expense for surveys, plans and other items ineligible to Federal Aid participation which were paid from the Maintenance Fund.

Item 5, represents advances made during the biennium to the Engineers Expense Revolving Fund, a reserve operating account established in order to expedite the payment of salaries and expenses to the men employed on Federal Aid Projects. Of the $110,000.00 advanced to this fund, $25,000.00 was transferred from the Special Highway Improvement Fund and the balance from the Highway Maintenance Account. Disbursements made from this fund are reimbursed from Federal Aid payments.

Item 6, Geological Survey Cooperative, represents contributions toward the expense of special surveys made by the U. S. Geological Survey, which provide information for the benefit of highway construction and maintenance. This is appropriated out of the Highway Maintenance Fund.

Item 7, Bond Refunding Expense, represents administrative and maintenance expense of the Bond Refunding Board and legally established claims in connection with debt service.

Item 8, Fiscal Agents fees, represents fees and commission in connection with principal and interest payments on State Highway Bonds.

Item 9, State Police, shows the amount expended for the operation of this agency for each fiscal period. The necessary funds are derived from drivers license fees, Item 8, and other revenues, Item 12 of Table 2.

Item 10, Interest on State Highway Obligations, indicates the amount expended for interest during the biennium on the six classes of State Highway obligations. This amounted to slightly more than 40 percent of the total amount spent for highway purposes from State income.

Item 11, Retirement of Obligations, shows the amount expended for the purchase of Highway Obligations tendered by the holders of the various classes of bonds, under the provisions of Act 11 of 1934. Considering only State funds, 22.5 cents of each dollar expended for highway purposes was for retirement of the bonded debt.

Item 12, A, B and C, represent aids, grants and shared taxes to local units of government which were distributed as follows:

Road Improvement Districts	$ 321,913.63
Bridge Improvement Districts	334,825.38
County Road Funds	2,210,345.85
Total	$2,867,084.86

Revenues for these aids and grants originated from the following sources:

Motor Fuel Tax 7.7% County Turnback	$1,585,891.90
Motor Fuel Tax ¼c per gallon	806,367.58
Total from motor fuel tax	$2,392,259.48
Auto In-transit fees	103,378.77
Bridge District collections	905.46
Appropriations from bond redemption accounts:	
Act 10, 1938—balance of appropriation	85,145.86
Act 325, 1939	140,000.00
Act 330, 1939	145,395.29
Total	$2,867,084.86

Items 13 to 18, inclusive, represent actual disbursements of the various classes of Federal funds received by the State.

The following summary statement prepared from table 3, shows an analysis of the funds expended from State revenue according to purpose of expenditure.

	1938-1939		1939-1940		Total	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
Debt service and expense	$ 7,566,041.30	60.38	$ 9,242,375.43	63.99	$16,808,416.73	62.31
Miscellaneous items ineligible for Federal Aid	119,911.91	0.96	103,289.24	0.72	223,201.15	0.83
Maintenance and betterment	2,802,623.61	22.36	2,669,222.99	18.48	5,471,846.60	20.29
Administration—State Highway Commission	554,093.51	4.42	566,652.19	3.92	1,120,745.70	4.15
Other Highway Expenditures	45,000.00	0.36	77,500.00	0.54	122,500.00	0.45
State Police	151,233.08	1.21	209,525.54	1.45	360,758.62	1.34
Aids and shared taxes to other units of government	1,292,271.40	10.31	1,574,813.46	10.90	2,867,084.86	10.63
Total	$12,531,174.81	100.00	$14,443,378.85	100.00	$26,974,553.66	100.00

From the above figures it appears that for the biennium an average of approximately 62.31 per cent of the total highway expenditures was for bond interest and retirement, leaving only 37.69 per cent for all other highway functions, exclusive of construction work which cannot be accomplished from the State revenues under existing statutes.

HIGHWAY DEBT STRUCTURE

Although debt servicing operations are not administered by the State Highway Commission, activities of this department are dependent to a considerable extent upon the amount of highway revenues necessary for debt service requirements which would otherwise accrue to the department for the purpose of construction and maintenance of additional highway facilities. Therefore, the important relation between the highway program and debt status requires a resume of the latter to anticipate the extent of operations for the former.

Act No. 11 of the Special Session of 1934, which authorized the refunding issues of highway obligations incorporated a binding covenant between the State and its bond holders whereby 25% of the net revenues to the State Highway Fund is reserved for maintenance and administration and the balance, except for some nominal amounts, is pledged exclusively to debt service.

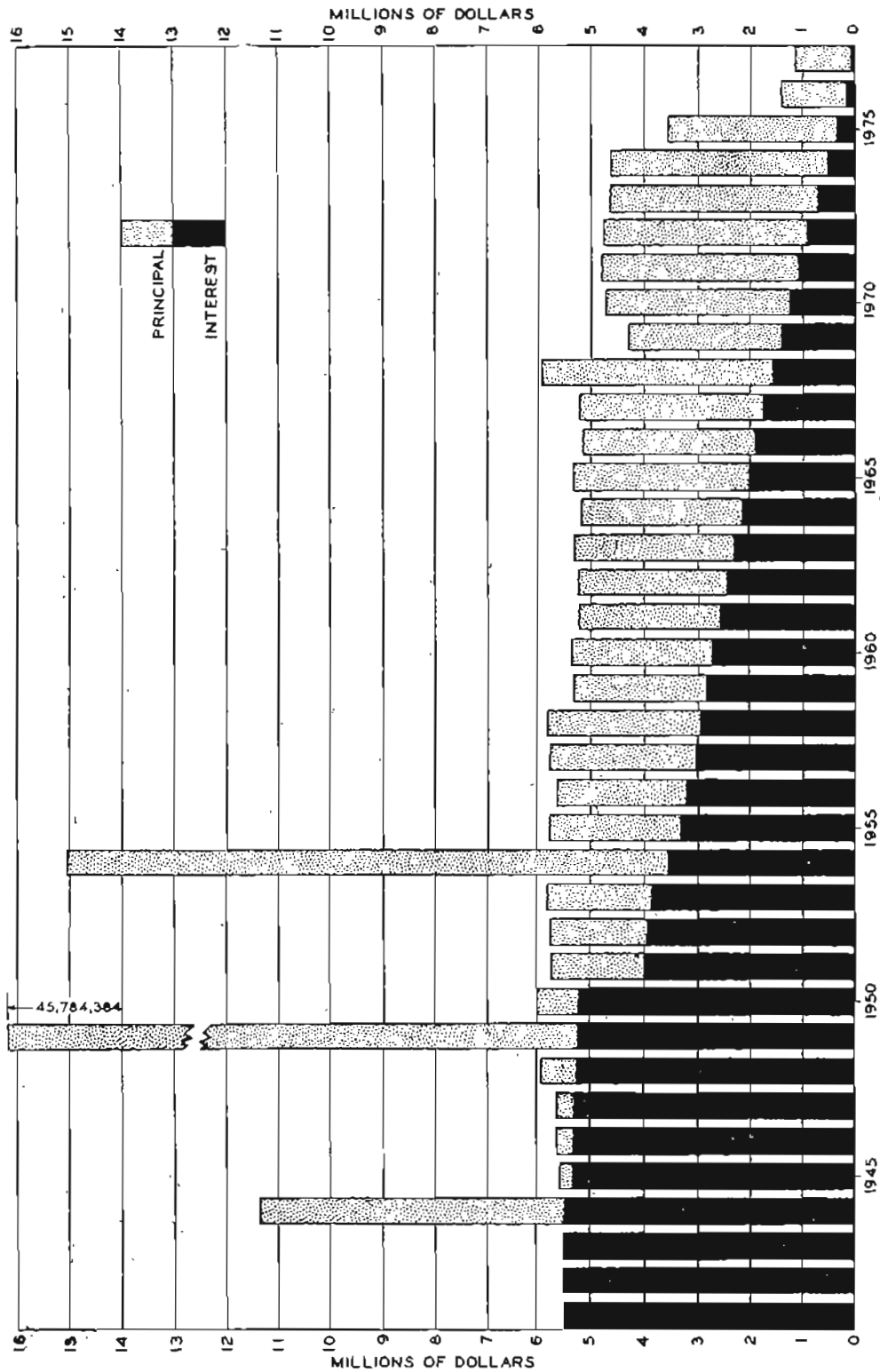
Retirements and Status—During the biennium ending June 30, 1940, a par value amount of $6,507,912.57 of these obligations were retired by purchase under provisions of tender as follows:

	Fiscal Year		
	1938-1939	1939-1940	Total
Par Value	$2,807,850.14*	$3,700,062.43	$6,507,912.57
Cash Value	2,456,805.82	3,608,743.87	6,065,549.69
Savings	$ 351,044.32	$ 91,318.56	$ 442,362.88

* Includes $74,228.72 State-owned bonds cancelled June 30, 1938.

The following information presented in "Financial Analysis State Bonded Indebtedness" published by the office of State Comptroller dated June 30, 1940, reveals the status of State Highway Obligations as of that date as follows:

Issue	Principal Maturities
Highway, Series "A"	$ 76,243,000.00
Highway, Series "B"	8,267,576.26
Toll Bridge, Series "A"	5,651,000.00
Toll Bridge, Series "B"	777,925.24
DeValls Bluff Bridge	231,140.80
Road District, Series "A"	37,474,225.00
Road District, Series "B"	2,207,326.81
Certificates of Indebtedness (Streets)	5,707,321.27
Funding Notes (Contractors)	277,675.39
Total	$136,837,190.77



DEBT SERVICE REQUIREMENTS
HIGHWAY OBLIGATIONS
STATE OF ARKANSAS
JUNE 30, 1940

EXHIBIT NO. 7

Summary of Retirements—Under provisions of Act No. 11 of 1934, tenders have been called for twenty-one times, resulting in the acceptance and retirement of bonds with a total par value of $23,063,313.07. A classification of these retirements by type of issue with average rate of discount follows:

Designation	Par Value Retired	Cash Paid	Gross Savings	Average Discount Per cent
Highway, Series "A"	$ 7,757,000.00	$ 7,391,145.28	$ 365,854.72	4.72
Highway, Series "B"	888,473.74	757,733.54	130,740.20	14.72
Toll Bridge, Series "A"	1,569,000.00	1,441,750.01	127,249.99	8.11
Toll Bridge, Series "B"	140,247.76	96,743.87	43,503.89	31.02
DeValls Bluff Bridge	189,927.80	181,820.14	8,107.66	4.27
Road District, Series "A"	9,535,850.00	7,709,554.47	1,826,295.53	19.15
Road District, Series "B"	2,181,600.95	1,104,405.71	1,077,195.24	49.38
Certificates of Indebtedness (Streets)	467,901.03	404,340.11	63,560.92	13.58
Funding Notes (Contractors)	333,311.79	308,717.92	24,593.87	7.38
Totals	$23,063,313.07	$19,396,211.05	$ 3,667,102.02	15.90

Debt Service Requirements—Total debt service requirements from State Highway Fund rvenues as of June 30, 1940 were: principal, $136,837,190.77; interest, $109,575,-858.07, or a total of $246,413,048.84. The annual requirements are shown graphically in Exhibit 7 and in Table 20 in the Appendix. It will be noted that the present outstanding indebtedness amounts to $136,837,190.77 with an annual interest requirement of $5,515,-603.42 or an average interest rate of 4.03% per annum.

While present revenues will substantially satisfy normal maintenance requirements and provide funds for the liquidation of interest maturities, the fact remains that some form of re-financing will become necessary in advance of the principal and interest maturities of $11,367,274.69 during the fiscal year 1943-1944.

It is hoped that the problem of refunding will receive considerable study by the current session of the General Assembly and that definite action will be taken to arrange a satisfactory schedule of retirements which will remove the present restrictions on highway development in Arkansas.

SECTION II

CONSTRUCTION OF HIGHWAY FACILITIES

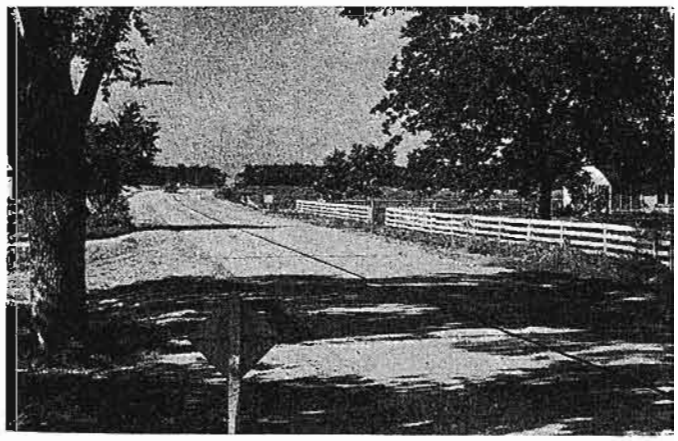
Measured by modern demands, the condition of the State highway system of Arkansas is far from adequate and while it is being rebuilt as rapidly as finances will permit, yet as in the past, the constant demand upon the Department is for additional paved roads. When it is remembered that our system of State highways has been developed by the process of incorporating former local roads and adapting these to the requirements of modern traffic, it is easily understood why more and better construction is still the paramount need.

The highway construction program of the Department is executed through the cooperation of four divisions, Plans and Surveys, Road Construction, Bridge Construction and Materials and Tests.

REQUIREMENTS OF MODERN TRAFFIC

The purpose of the State highway system is to provide means for the safe and economical passage of the various classes of travel and commercial haulage from one community to another, either local, state, or national. The record made in this country during the past twenty-five years in the development of highway transportation is without parallel in the history of commerce. This development has been made possible by the resourcefulness and ability of the manufacturers in the improvement of the motor vehicle and the cooperation of public officials in providing funds for the construction of roads.

At the inception of general highway construction in Arkansas the location and plans for all roads were more or less influenced by local considerations, that is, each road was laid out so as to serve as many farms and local communities as possible. Practically the only design consideration was that some type of all-weather road be built which was adequate for the slow traffic and light tonnage.



Meeting Modern Traffic Demands

Former Adequate Construction Now Hazardous—The mechanical development of the automobile and the truck with regard to speed and load capacity during the past twenty years has had a revolutionary effect on highway design and construction methods. Highways once local in character have become arteries of commerce between large cities. Modern requirements to accommodate the increased traffic volume, higher speed, and heavier tonnage have rendered many of our former highways which were once adequate for the safe operation of vehicles in use, obsolete and dangerous in numerous sections. It would not be economically feasible for the State to contstruct highways which would be safe for the highest speeds that cars are capable of making, but the trend toward higher speeds cannot be reversed by constructing or retaining highways that are unsafe for ordinary speeds. The work required on the highway system today includes not only the construction of additional highways but the modernization of existing roads. Meeting the present traffic demand for improved highway facilities in Arkansas has become a problem of major proportions.

Modernization and Replacement Needs — Obviously, in order to keep apace with modern traffic requirements, many improvements should be made on all the State roads. Such improvements involve revising the alignment even to the complete relocation of some sections, modifying gradients to allow sustained speeds and adequate sight distances, widening of roadbeds and surfaces, reduction of horizontal and vertical curvature, widening of narrow bridges, replacement of structures that are not safe for loads of present day traffic, elimination of hazardous railroad crossings, and a careful selection of the wearing surface. Highways are now designed for an assumed average speed, which on the more important routes is 60 miles per hour. In order to maintain such a standard practically all roads built during the road improvement district era have become obsolete and the roads built approximately ten years ago have lengths of inadequate sight distance and excessive curvature that should be reconstructed for short distances in order to maintain the desired design speed over the entire section of highway.

Gravel roads that were satisfactory a few years ago have now become inadequate. The increased volume and speed of traffic have made the dust nuisance a manifest hazard so that dust palliatives have become a practical necessity on all roads of this type.

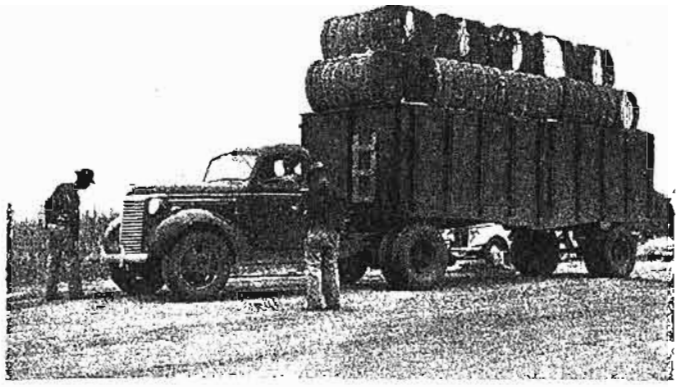
Once Adequate

A considerable portion of our more important highways are constructed with an 18-foot width of pavement. The increase in volume of traffic including an ever-increasing amount of large trucks makes a greater width than 18 feet desirable, however, reconstruction of such sections where otherwise satisfactory is not justified at present. As an added protection, however, wider shoulders and flatter slopes are being constructed as rapidly as possible. This work will not only make the highways safer, more comfortable to travel and more economical to maintain, but will also permit a definite increase in the speed of traffic. Such improvements, however, have to be made consistent with funds available, and allocation of funds can be made only after careful consideration of the importance of the route from the standpoint of the traffic using the road.

Immediate Construction Needs—The major problem of those charged with highway administration in Arkansas is the correlation of the immediate highway construction needs with the funds available. Even though it is common knowledge that under existing conditions the State has no means of financing a highway construction program, nevertheless, our immediate and imperative highway needs should be squarely faced at this time in order that drastic or emergency measures will not be necessary in the near future. So with an effort to be conservative the following items appear to be of primary importance of the aim of improving the highway facility commensurate with the increasing volume and character of automotive traffic.

All State highways designated as U. S. highways have an inter-state as well as intra-state value and the completion of these routes to meet modern standards as to dustless surfacing and speed requirements is mperative. These routes have a total mileage of 2,738, approximately 30 percent of the entire system, of which 2,143 miles are paved with a dustless type of surfacing. The tabulation on the opposite page indicates the total mileage, and the mileage considered as having inadequate surface, alignment and grades for present traffic conditions and in need of immediate improvement.

It is estimated that reconstruction and improvement of this 597 miles of inadequate highway to meet present day standards and traffic requirements would cost more than fifteen million dollars—this with no thought of future demands.



Replacements Must Provide for Increased Loading

U. S. Highway Number	Total Miles	Mileage Needing Replacement
61	71	0
62	259	111
63	133	60
64	253	32
65	322	56
67	308	8
70	296	51
71	310	11
79	271	156
82	190	21
165	42	36
167	135	0
270	148	55
Totals	2,738	597

In addition to the U. S. numbered Highways many State highways are of equal importance to our transportation system. A conservative estimate of the mileage in need of immediate improvement on these routes is 525.

The magnitude of the immediate highway construction needs serves to emphasize the necessity for studying carefully all data before projects are programmed in order that the priority finally established may be on the basis of highway needs and funds available.

CONSTRUCTION POLICIES AND TRENDS

Although the State Highway Department is essentially a production organization whose major function is the construction and maintenance of highways, yet, in many instances, there are numerous problems incident to these operations which must be solved before actual work can be begun. Continued study and research is necessary in order to insure that any highway service for which public funds are expended shall be adequate, economical, and safe. Also the rapidity with which construction, design and maintenance practices in highway engineering are changing to meet traffic needs soon renders present methods obsolete unless some effort is made to keep abreast of the times.

Due to the fact that under existing statutes, funds cannot be specifically committed for work of this nature, the only progress possible has been that in the field of design and testing incidental to the prosecution of regular construction projects, plus certain experimental work in connection with routine maintenance.

Design Criteria—Within the past two years the American Association of State Highway Officials has developed a number of "policies" with the objective of standardizing, within practical limitations, the geometric design of highways throughout the United States, and Arkansas is endeavoring to cooperate fully in the attainment of this objective.

The principal factors affecting the design of highways are the speed, density and character of traffic and the size and weight of the vehicles that compose the traffic. Other essential factors that must be considered are the safety, comfort and pleasure of travel. The design speed of a highway is the speed for which all component parts of the highway are designed. It is determined by consideration of the topography of the area traversed and economic justification based on traffic density and other pertinent factors.

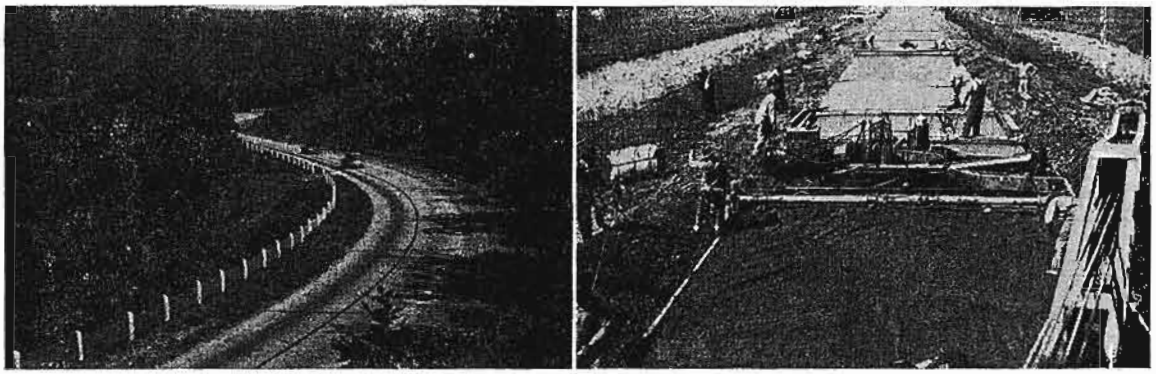
In general the aims as being developed by this department are as follows:

Highway design and construction should be based on a classification set up from factors of (a) traffic density, (b) character of traffic, (c) assumed design speed and (d) weight of traffic. Existing traffic density is usually expressed as the average 24-hour traffic volume and this information is obtained from records of the Division of Statistics and Analyses; by character of traffic is meant the proportion of passenger vehicles and trucks; the assumed design speed is the maximum uniform speed adopted by the group of faster drivers; weight of traffic is the load limit which is regulated by

statutory rules and regulations with respect to the load capacity of given sizes and numbers of tires on the vehicle.

As traffic density is more or less constant for a given location, and the character of the traffic is fairly uniform on all the highways, and the weight of traffic is regulated by legislation, the geometric design of the highway is dependent to a greater degree on the assumed design speed. Since speed is a function of curvature and grade, the problem of design becomes a matter of selection in design speed. In general we have adopted 60 miles per hour for primary roads and 50 miles per hour for secondary roads. These values in turn regulate the width of traffic lane, the minimum sight and stopping distances, maximum horizontal curvature, superelevation of curves and the location of signs and markers.

In Arkansas roughly two-thirds of the surface area of the State consists of terrain falling within the classifications of "rolling" to "rugged mountainous." The economics of high speed design for highways in this area creates a difficult problem for the Division of Plans and Surveys. A normal $10,000.00 per mile road design for the gulf coastal plain area increases to $50,000.00 per mile on the rough sections of the Ozark Region when plans for both are based on the same design criteria.



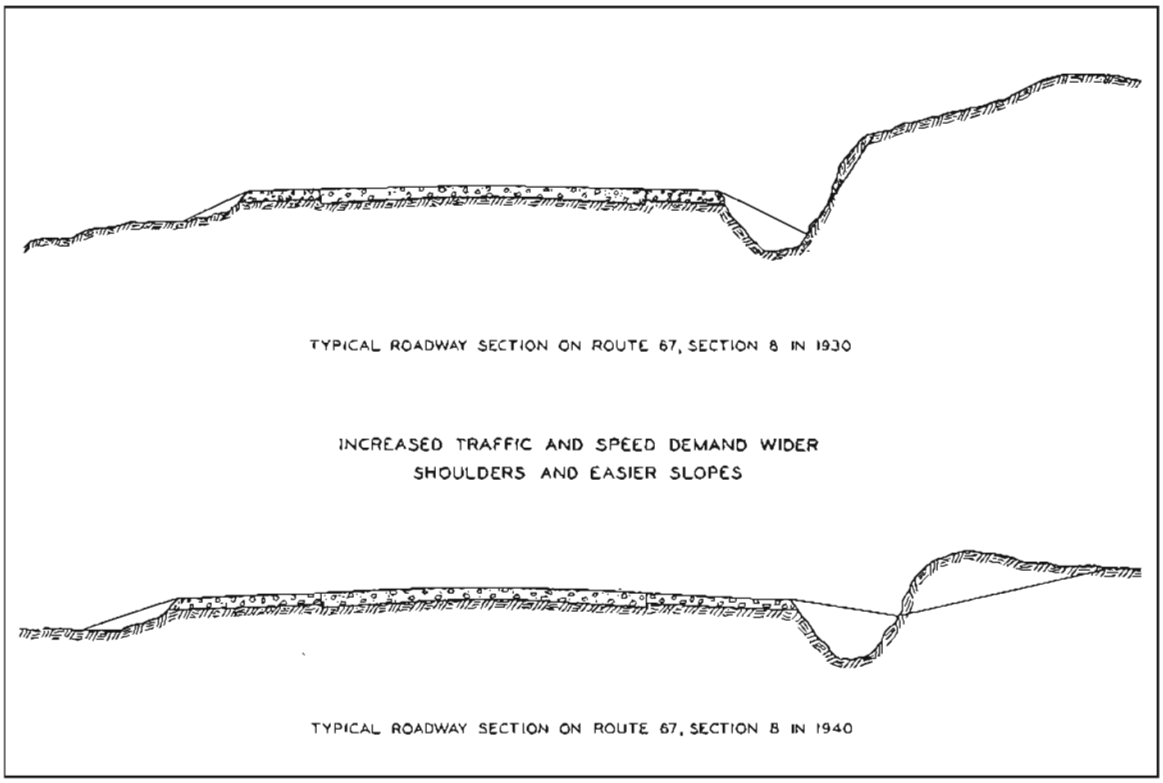
Ozark Mountain Region — Gulf Coastal Plain

Design cost varies with location of highway

Change in Typical Sections—Speed enters the second phase of design by necessitating wider typical sections. As speed increases, width of driving space must increase. The effect on crown width, shoulder width and right-of-way width is very apparent when modern road designs are compared with those of ten years ago. The 60-mile an hour speed of today demands and obtains more effective width in all elements of the typical section. Twenty-two feet for two lane surfacing today replaces eighteen feet of 10 years ago, while eight feet of shoulders are constructed where four seemed sufficient 8 years ago. Cut sections are widened out with the accompanying appearance of flatness on modern designs by using 3 and 4 to 1 back slopes instead of 2 to 1. Embankments have undergone the same transition due to 3, 4, and 6 to 1 fill slopes instead of 1½ and 2 to 1. This entire re-design of the typical section giving more width and the appearance of flatness, tends to tie the roadway itself closer to the surrounding terrain although the cuts and fills may be greater.

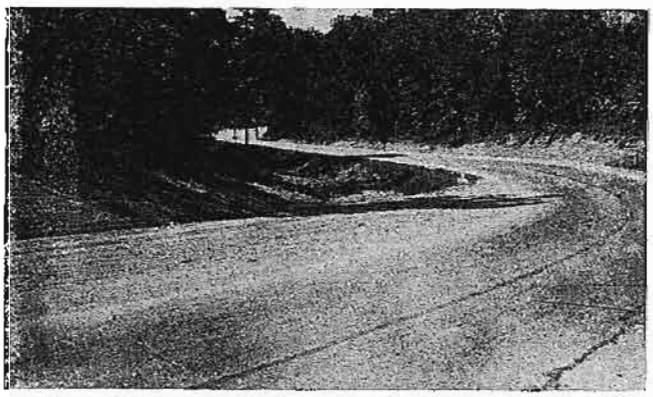
Safety Design—The complemental factor of speed as a basis of design must be safety. The high accident rate on the State highway system has focused the attention of highway officials and the general public on the problem of safety. In modern highway design it is inter-related with all other factors and no element of the roadway is designed without giving consideration to its effect on the safety of travel. The construction of a highway is an invitation to the public to use it and we are continuously inviting people from other states to use our roads; therefore, it is essential that every effort be made in the design and maintenance of the highway to provide for the safety, comfort and pleasure of travel.

Sight distances to conform to the limitations set up must be sufficient for one vehicle to pass another at given speeds without interfering with approaching traffic or must be sufficient to bring the vehicle from design speed to a complete stop before reach-



ing a stationary object in the same lane. In obtaining these distances perception time, brake reaction time and braking distances must be taken into account. For example, the minimum passing distance at 50 miles per hour is approximately 1,400 feet and at 60 miles per hour is 2,100 feet. Minimum non-passing distances at 50 miles per hour are considered as 350 feet and at 60 miles per hour 475 feet, using conservative values as a basis for the computations. Traffic lanes of 10 feet are considered minimum and 11 feet or even 12 feet desirable under certain traffic conditions.

Due to increased volume of traffic and the speed at which vehicles now travel wider shoulders have become imperative as a safety measure. If wide shoulders cannot be constructed throughout the length of the work, provision is made at frequent intervals for driving off the pavement. As a development of this need the typical section has become wider with as much as a 40-foot crown for two-lane traffic where possible and deep side ditches eliminated. This typical section permits sodding to prevent erosion, has a more pleasing appearance and provides a much greater safety factor.



High Speed Requires Increased Sight Distance

Increased traffic has presented particular problems at intersections and in designs of these, recognition is made of the factors involved such as width of turning lanes, stopping distances, sight distances, congestion of traffic and channelization with an endeavor to maintain fluidity of traffic with maximum safety.

Whether the objective of building safety into our high speed highways is being reached can only be recognized later when accident statistics have recorded the results.

Utilization of Local Materials—Arkansas is continuing its established policy of endeavoring to design each construction project so that maximum value may be realized through local materials and existent conditions. This policy is economically sound particularly in view of the enormous mileage in our highway system and the urgent demands for more construction than is financially possible through our limited revenues. This has resulted in recent development of what is termed low-cost construction, enabling us to build four or five miles of highway for the cost of one mile of high-type construction. Naturally, we should expect the maintenance expense on these low-cost projects to be heavier than on the high-type pavements, but if only high-type pavements were constructed our small revenues would not permit many of us to see the completion of the highway program.

Research work with soils, asphalts, and cement have resulted in the adoption of soil stabilization specifications that are often found suitable for low-cost construction projects and while these projects have not been in use long enough for definite conclusions to be reached, we are greatly encouraged by results obtained at this time and confidently look for rapid and continuous advancement in this field of endeavor.

PLANS AND SURVEYS

The function of the Division of Plans and Surveys is, after allocation of funds has been made for any particular improvement on a highway or, in anticipation of such improvement, to make the required surveys to obtain the information necessary for preparing plans, securing the right-of-way, and editing the specifications up to the point of taking bids on the work. The refinements in modern highway construction have necessitated more details in the survey and design, which naturally requires more time and study to fully prepare a set of plans, but such details are fully justified since careful study reduces unit costs and saves money in the final cost of construction. The preparation of a complete set of road plans requires consideration of at least three distinct operations, namely, location, design, and specifications and standards.

Location—In making location surveys for highways, there are numerous phases of highway construction which must be considered, such as (1) the maximum amount of service which may be obtained with the minimum amount of construction and maintenance cost; (2) the general topography along the proposed routes; (3) present improvements along the route and how they will be affected by changes in location; (4) the type and kind of vehicles which will use the highway; (5) and finally, the service as to convenience and safety the road will provide. The location engineer must consider drainage conditions, right-of-way width, and secure all other pertinent information which will enable the designer to prepare a set of plans which will give the contractor definite information regarding what he is to bid on and construct, and which will enable the construction engineer to supervise intelligently the construction of the project. Efficient location survey involves the study of aerial photographs and topographical maps combined with careful reconnaissance work.

Location to Avoid Traffic Congestion—Junction of U. S. 64 and 65 at Conway

Design—Highway and bridge construction plans have become more detailed, more technical, and far more comprehensive than in the early days of highway building. Not only are grades, alignment and sight distances established, but practically every other construction feature is shown in detail on the plans. All units for the different items of construction are computed, and an estimate of quantities is prepared before the project is let for contract. The designer must constantly strive for a balance between three criteria, economy, safety and speed, in the preparation of all highway plans.

Specifications and Standards—Specifications and construction standards form an integral part of all construction plans, governing construction methods, implements, machinery, equipment, tools, materials, supplies and labor necessary to the prosecution and completion of a project. During the biennium the Department issued and put into effect a revised set of standard specifications for the construction of highways and bridges, supplementing the issue of June 30, 1936. Each section was carefully revised and new sections added in order to keep current with the ever-changing methods and conditions required in highway construction. Standard drawings for various phases of highway work, such as typical roadway sections, require constant revision to meet increased traffic demands. The plans for each separate project also require the preparation of various "Special Provisions" which govern conditions or materials peculiar to that project.

Organizations and Methods—The organization fluctuates in personnel with the amount of work in progress, or contemplated, but in general consists of one titular head of the Division, two assistant engineers, one right-of-way engineer, two locating engineers, one chief draftsman and a varying number of detail draftsmen. One assistant engineer is in charge of plans, edits the specifications, coordinates all pertinent information originating in other Divisions and from outside. One assistant engineer makes preliminary reports on contemplated projects, has partial supervision of field parties, and attends to odd outside investigations. The right-of-way engineer makes up the court orders for right-of-way acquisition and is the contact man with all county judges and property owners involved. The locating engineers, with personnel consisting of one instrumentman, two or three rodmen and two or three axemen or helpers, make the surveys for improvement and obtain all information necessary for the design and preparation of the plans.

Organization of the drafting room personnel is built around four squads and a Chief Draftsman. Fluctuations in amount of plan work produced is met by the elasticity of the individual squad. The nucleus of each squad is maintained and it can be expanded to meet the demands. An effort is being made to use and encourage student engineers from the various State schools during summer vacations thereby building up a reserve supply of draftsmen and designers. Four squads of five men each are capable of producing road plans for four million dollars worth of road construction a year.

Each squad, functioning under a squad leader, is capable of producing a set of complete plans from field notes to final release of the tracings. They are advised as to design, speed, typical cross section and surfacing type. The field plans-in-hand inspection notes are made available to them for their guidance. Standard drawings, maps and other incidental work are handled under the direction of the squad leaders.

ROAD CONSTRUCTION

During the biennium of 1939-1940, as has been the case since 1933, highway construction has been administered by a central organization called the Construction Division. The primary functions of this Division are: lay out the proposed work for the guidance of the contractors in accordance with lines and grades established by the plans; supervise the manner of performance and rate of progress of the work to the end that projects will be completed in accordance with plans and specifications; anticipate any changes that may be necessary to secure the desired results; and, determine the amount and quantity of work performed and materials furnished which are to be paid for under the contract. Of equal importance is the function of studying and determining the practical workability of new methods and designs and devising better ones.

Personnel

The administrative personnel includes the Construction Engineer and three or four Assistant Construction Engineers, an Office Engineer, a Final Estimator, a fluctuating number of Assistant Estimators and one Stenographer.

The field forces of the Construction Division consist of a varying number of Resident Engineers, their instrument crews, office engineers, and inspectors. The number of residencies has varied, according to the weight of the program and the season of the year, from approximately ten to forty. When the construction program is light, the planning program is usually heavy, and during periods of inactivity in construction the

surplus of resident engineers is assigned to the Division of Plans and Surveys for location work or the preparation of plans.

Construction Activities

During the past two years from November 1, 1938 to November 1, 1940, contracts have been awarded covering the following highway improvements: Grading and minor drainage structures, 315.56 miles; Base course, 233.76; Gravel surfacing, 120.89 miles; Concrete pavement, 43.41 miles; and, Bituminous surfacing, 249.33 miles. These figures include the construction work performed on county roads from Secondary Federal Aid funds.

Certain of these projects deserve special mention because of the added highway facilities provided or the type and method of construction involved.

Inter-state Routes—In March, 1939, the paving of an important gap in one of our inter-state trunk lines was completed. The project consisted of 4.683 miles of concrete pavement on U. S. Highway 64 between Russellville and London, the completion of which enables inter-state traffic to travel on pavement throughout Arkansas from West Memphis to Fort Smith.

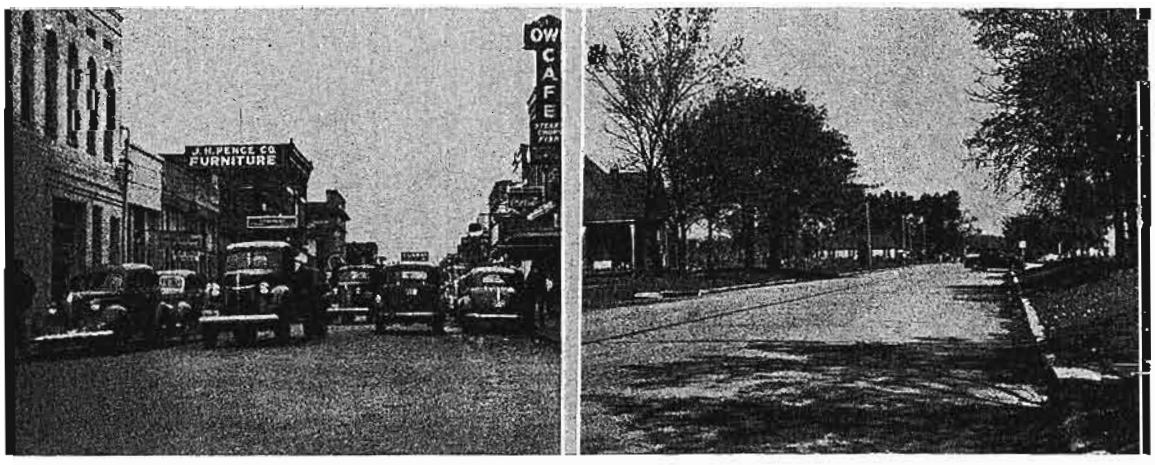
Another important trunk-line gap was paved in 1939 between Bradford and Newport, Highway 67. This job consisted of 15.685 miles of concrete, costing $352,962.80. Inter-state traffic is now enabled to travel on pavement from Southeastern Missouri to points in Louisiana, Texas and Oklahoma.

Inter-state travel has been facilitated considerably through completion of paving projects on Highway 71 between Texarkana and Waldron. This trunk line has been completed through the State, excepting 13.7 miles from Hatton to Mena, now in construction status, and 8.5 miles at the Louisiana line.

Recreational Highways—Recognition was taken of the importance of recreational and tourist travel when a law was enacted placing all roads leading to State parks on the State highway system. During the past two years 49 miles of such highways were built or improved on the roads leading into State parks at Paragould, Devil's Den, Lake Catherine and Petit Jean Mountain.

Farm-to-Market Roads—During 1936, Congress passed an act providing for the establishment of a Federal system of secondary or feeder roads, the total mileage of which should not exceed ten per cent of the total highway mileage of the State. Although this system has not been completely designated for Arkansas, Federal funds were alloted for interim projects and during the biennium, 86 miles of such roads were constructed in various parts of the State at a cost of $620,785.

Urban Routes—An urban route of greatest need was built through the city of Conway. This project consisted of 3.185 miles of four-lane concrete pavement through an



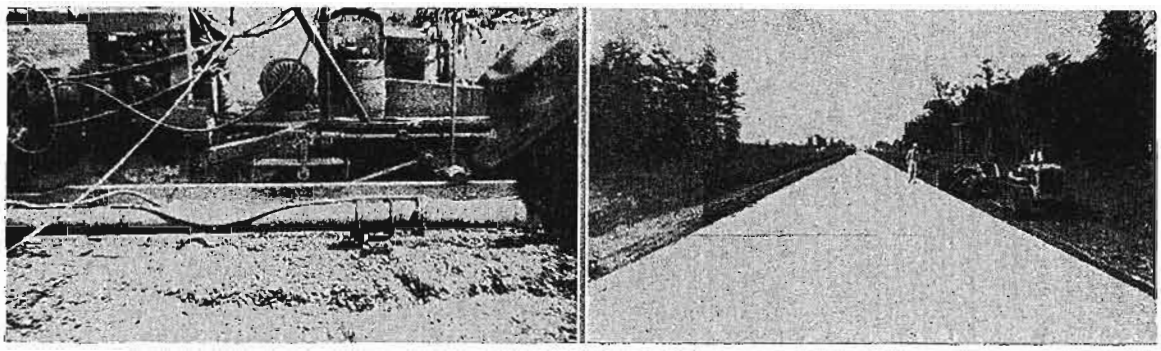
Old Route — New Route
Urban Trunklines Seek to Avoid Overcrowded Streets

undeveloped residential section of the city, to supplant the old route of U. S. Highways 64 and 65 that projected through the business district. The completion of this work eliminated one of the most hampering "bottlenecks" within the State. The old and the new conditions of traffic are shown by the two pictures on the opposite page. Traffic routing through Little Rock was greatly facilitated by construction of a modern viaduct and approaches over the Rock Island and Missouri Pacific Railroad tracks on Asher Avenue. This was opened to traffic in November, 1940.

Projects Involving New Methods—Progress in highway construction demands the utilization of new and improved methods which result in economy and improved service. The most sizeable project employing new methods of construction during the biennium was the Winchester-McGehee job, 12.456 miles of concrete pavement costing $294,067.24.

The new method here included internal vibration in the concrete, induced by use of a transverse vibratory tube operating in addition to the tamp and trowelling screeds of the finishing machines. The function of such a tube was to cause the coarser particles of aggregate to get closer together so as to reduce void space and, in turn, to require less mortar per unit of volume.

This method permitted adoption of specifications requiring five sacks of cement per cubic yard of concrete in lieu of the standard specifications which required 5½ sacks per cubic yard. Since 30,774 cubic yards of concrete were used in the pavement, 15,387 sacks of cement were saved, reflecting a monetary value of approximately $9,232.00. The following pictures illustrate the vibratory methods used and a section of the complete pavement which is regarded as highly satisfactory.



Vibrator in Action — Finished Pavement

Economy by Improved Construction Methods

A research project was also carried on in connection with the above paving project in an effort to determine the possibility of obtaining longer life and more improved service from concrete pavements that are placed over the highly expansive and unstable soils that are typical of the delta portion of the State. Concrete pavements placed over this type of soil frequently warp and crack and under heavy traffic settle and break up seriously. Traveling over such sections is uncomfortable and hazardous, and often the pavement must be replaced long before its life expectancy is reached. The maintenance on pavements after they have once become warped and broken is very costly. The unequal volume changes in the subgrade, caused by varying moisture conditions, is the chief factor responsible for such behavior.

The length of this research project was 4,800 feet, beginning 0.4 miles south of the highway intersection at Winchester and ending 9.5 miles north of the highway intersection at McGehee. This location was selected because the soil was all identical and was also the most unstable on the entire project. The section was an A-7 clay by texture and a fragmentary shot by structure, with a colloid content of 60%, a liquid limit of 90, and a plasticity index of 60. The test section was divided into four 1,200′ sections as follows: On the first section a uniform nine inch pavement with contraction joints was constructed, thus increasing the beam strength over the normal thickness used; on the

second and third sections liquid asphalt and asphaltic cement were used on the respective sections for making an impervious asphaltic membrane under the pavement, thereby maintaining a more uniform moisture distribution and uniform volume of the soil; on the fourth section a one foot layer of permeable non-expansive selected soil was placed directly under the pavement to encourage a more uniform moisture condition in the clay soil of the roadway. All data and observations have been assembled and recorded in such manner as to make it possible to study, evaluate, and compare the results obtained from the various treatments.

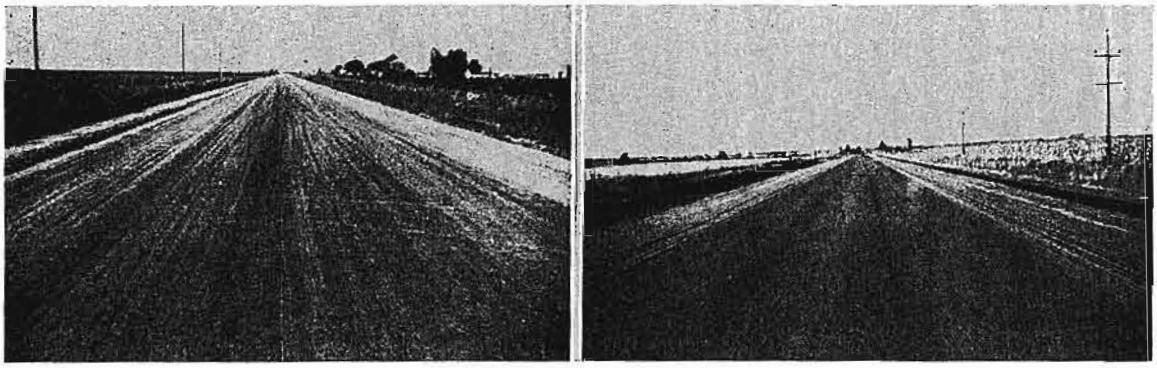
During the past two years soil stabilization work has attracted considerable attention throughout the country and our State has kept abreast of the times through the construction of several miles of soil-cement mixtures and of bituminous stabilized bases.

Although these new construction methods are still somewhat experimental we consider that Arkansas has made worthwhile contribution to the development of this type of construction which is beginning to be generally recognized as highly satisfactory and practical for certain types of soil and conditions.

Briefly, these construction methods provide for the application of asphalt or cement to the existing soils and, through rigid control of processing and manipulation, to secure a stabilized base of desired depth on which is placed a bituminous surface treatment.

These construction features have the obvious and important advantage of requiring only a minimum of construction materials since the existing soils generally comprise about 90 per cent of the volume, thus making it necessary to bring in only the cement or asphalt. It is readily seen, therefore, that these construction methods are particularly adaptable to projects with suitable soils for mixing with asphalt or cement, where no gravel or crushed stone material deposits are available for the customary base construction.

The pictures shown are an Arkansas County project showing the finished base and a view of the completed road with bituminous surface course and shoulders.



Base Ready For Surface

Completed Surface

Summary—The mileage, type and location of all road construction accomplished during the past two years is shown by Table No. 4, while construction by routes and Congressional Districts is tabulated in Tables 21, 22, and 23 in the Appendix.

TABLE NO. 4

CONTRACT AWARDS BY MILEAGE OF TYPES OF ROAD CONSTRUCTION
November 1, 1938 to November 1, 1940

Counties	Grading and Minor Drainage Structures	Base Course	Gravel Surfacing	Portland Cement Concrete Pavement	Bituminous Surfacing
Arkansas	1.45	3.00	1.45		3.00
Ashley	19.28	5.70	13.58		5.70
Baxter					
Benton	8.15	5.26	2.89		10.84
Boone	3.71	7.82			7.82
Bradley					
Calhoun	1.10		1.10		
Carroll	1.80	1.80			1.80
Chicot	7.49	7.49	19.49	4.67	9.51
Clark	3.74		3.34		
Clay					
Cleburne					
Cleveland	6.72	1.00	4.72		1.00
Columbia	1.62	1.62			1.62
Conway	5.28	5.28			5.28
Craighead	16.60	21.32	1.60	0.55	21.32
Crawford	3.47				
Crittenden	11.23		4.11	12.12	
Cross	2.56		2.56		
Dallas	8.56	1.99	1.40		1.99
Desha		1.35		12.00	1.35
Drew	5.00	5.00		4.20	5.00
Faulkner	21.93			3.64	
Franklin		2.91			2.91
Fulton					
Garland					
Grant					
Greene	4.04	4.04			4.04
Hempstead	4.01		4.01		
Hot Spring	5.13				
Howard					
Independence	3.17		2.47		4.70
Izard					
Jackson	3.30		3.30		
Jefferson	6.98	6.98			6.98
Johnson					
Lafayette	4.12	4.12			4.12
Lawrence					
Lee	1.05	1.05			1.05
Lincoln	5.16	1.00	4.16		1.00
Little River	4.13		2.26	1.87	
Logan	8.04	4.77	8.04		4.77
Lonoke	0.26		0.26		
Madison	2.10		2.10		
Marion	9.98	9.98			9.98
Miller	0.42			0.42	
Mississippi	2.75	2.75			2.75
Monroe	2.64		5.44		
Montgomery	3.16	16.16	0.27		16.16
Nevada	2.40		2.40		
Newton					
Ouachita	12.43	4.41	8.02		4.41
Perry	5.79	2.79	3.00		2.79
Phillips					
Pike					
Poinsett	4.13		2.50	3.70	
Polk	19.11	29.33	2.28		29.33
Pope	1.87	1.87			1.87
Prairie		15.01			15.01
Pulaski	2.95	2.71		0.24	2.71
Randolph	12.24	12.76			12.76
Saline	2.00	1.71	0.28		1.71
Scott		1.80			1.80
Searcy					
Sebastian	4.54	4.14	4.54		4.14
Sevier	15.66	12.71	2.95		12.71
Sharp	0.63	0.63			
St. Francis	1.79		1.79		
Stone	1.82				
Union	1.55	1.55			1.55
Van Buren	0.25		0.25		
Washington	6.73	6.73			6.73
White	7.75		5.75		3.90
Woodruff	1.88	1.88			1.88
Yell	14.91	11.34	3.58		11.34
Totals	314.56	233.76	120.89	43.41	249.33

BRIDGE CONSTRUCTION

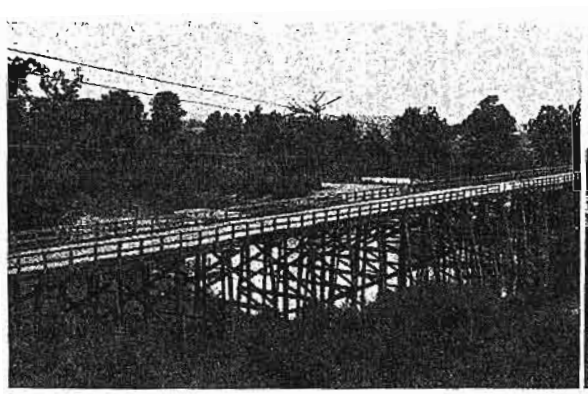
Bridges are the most costly per lineal foot of any improvements made on the public highways. They are also the most fifficult to move or modify after completion. Since this is true there is necessity for great care in their planning. The most permanent types are most economical over a period of years, therefore, where funds are available these types are used unless there is probability of a change in location or marked change in volume of traffic. All pertinent factors should be considered in the preparation of plans.

Increased economy of construction has been made possible in recent years because of improved available materials, better construction methods, and more accurate design due to increased scientific knowledge of the behavior of steel and concrete in structures. In spite of the marked increase in widths of roadway due to increased volume and speed of traffic, and more rigid requirements in quality of workmanship, the cost per lineal foot of bridge has remained practically constant during this biennium.

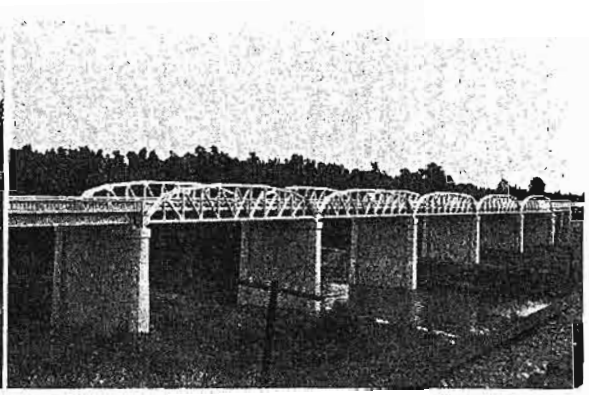
Inadequate Structures

There still remain on our State highway system numerous bridges which have inadequate widths or carrying capacities. With the speeds which now prevail, safety dictates that bridges should be planned for at least two lanes of traffic and the widths of roadway should be at least four feet greater than the paved surface leading to them.

Heavy hauling has also increased until loads of 12 or 15 tons and even heavier are of common occurrence. Obviously our old bridges are not safe for these loads. Fifty inadequate bridges and six inadequate grade separation structures were replaced during the biennium. There is real need for the replacement of those that remain.



Old St. Francis Bay Bridge, Route 64, between Parkin and Wynne. High water completely submerged this structure.



New St. Francis Bay Bridge. Total length, 1,696 feet. The roadway is above any anticipated high water.

Inadequate Structures Must Be Replaced

Design

The design of bridges is continually being modified because of the availibility of new materials, the relative costs of various materials and labor, and the continued research which is being carried on to furnish designers more accurate information about the behavior of structures under traffic. Continuous beam and truss spans are now being used where formerly simple spans were used. Better and more uniform grades of material are being manufactured which permits the use of higher unit stresses in design. Deck spans in which the roadway is unobstructed by overhead bracing are used to a greater extent than formerly. Less danger to life and less likelihood of damage to the structure are thereby achieved.

It has been customary in this organization to use local materials wherever the costs do not involve a definite financial loss to the State. For this reason concrete structures have been given preference over steel.

Effort is exerted in all cases to provide pleasing lines and proportions to our bridges. Each design is proportioned to fit the conditions found at each bridge location.

Construction During Biennium

As in the case of road construction, all bridge structures built must be financed with Federal funds. In the biennium July 1, 1938 to June 30, 1940, 64 bridges with a total length of 11,698 feet and 13 grade separation structures with a total length of 4,126 feet have been placed under contract. All grade separation projects were built with Grade Crossing Elimination funds.

The plans for all bridge structures are prepared in the drafting room of the Bridge Division, and all construction work is supervised by resident engineers of this Division.

Among the more important bridges built during the biennium are the following:

1. St. Francis Bay bridge on Route 64, between Wynne and Parkin. It is built of concrete and steel, is 1,696 feet long, has a 26 foot roadway and sidewalks and cost $192,601.78.
2. East Cadron Creek bridge on Route 65 north of Conway. It is built of concrete and steel, is 411 feet long, has a 24 foot roadway and cost $54,373.08.
3. Fourche La Fave River bridge on Route 9 and 10 near Perryville. It is built of concrete and steel, is 630 feet long, has a 26 foot roadway with sidewalks and cost $69,505.58.
4. Eleven Points River bridge (not complete) on Route 62 west of Pocahontas. It is built of concrete and steel, is 1,215 feet long, has a 26 foot roadway and sidewalks and will cost $121,360.00.
5. Among the notable old bridges replaced is the old covered bridge over Two Bayou on Route 79 near Camden. The new bridge is of concrete and steel, is 322 feet long, has a 26 foot roadway with sidewalks and cost $23,914.40.

Among the more important grade separation projects built are the following:

1. Overpass on the Missouri Pacific Railroad tracks and underpass on the Cotton Belt Railroad tracks at Texarkana on Route 71 (not complete). They are built of concrete and steel, with a length of 739 feet. The roadway is 40 feet with dividing strip and sidewalks. The cost is $164,429.58 for structures alone.
2. Under construction but not completed at the end of the biennium are the overpasses on Asher Avenue and on Arch Street in Little Rock, the former to cost $93,574.00 and the latter to cost $98,745.00.

The following tabulations briefly summarize the bridge and grade crossing structure program undertaken during the past two years. It should be noted that 77 structures having a combined length of 15,823 feet were constructed, or are under construction at an anticipated cost of $1,671,828.

Cost of Bridge and Grade Crossing Structures
Contracts awarded July 1, 1938, to July 1, 1940

Type	No. of Bridges	Lin. Ft.	Cost Per Lin. Ft.	Total Cost
Steel Bridges	1	222.42	$ 43.43	$ 9,661.26
Concrete Bridges	11	1,182.68	111.82	132,246.54
Steel and Concrete Bridges	26	7,860.19	102.14	802,800.89
Concrete Overpasses	4	916.14	122.63	112,378.25
Steel and Concrete Overpasses	5	3,209.55	132.25	424,462.43
Timber Bridges	26	2,432.45	35.30	85,869.14
Steel and Concrete Underpasses	4	.....	.....	104,409.75
Total Less Underpasses	73	15,823.70	99.05	$1,567,418.51
Grand Total	77	.....	.....	$1,671,828.26

The foregoing figures do not include the cost of the roadway approaches. On projects where construction has just started the cost is based on contract award plus expended and anticipated engineering expense. Projects well along but not complete are figured on the expenditure to date combined with the cost to complete, based on contract award, plus estimated engineering expense to date of completion.

Bridge and Grade Crossing Structures New and Replacement Distribution
Contract awards July 1, 1938, to July 1, 1940

	No. Structures	Type	Lin. Ft.	Cost
Inadequate Bridges Replaced:	6	Concrete	710.34	$ 81,874.94
	23	Steel and concrete	6,901.59	719,255.01
	21	Timber	1,849.80	65,536.88
Inadequate Grade Separation	1	Concrete	120.00	21,157.00
Structures Replaced:	5	Steel and concrete	1,542.59	309,198.84
Bridges (Initial Structures):	1	Steel	222.42	9,661.26
	5	Concrete	472.34	50,371.60
	3	Steel and concrete	958.60	83,545.88
	5	Timber	582.65	20,332.26
Grades Separated:	3	Concrete	796.41	91,221.25
	4	Steel and concrete	1,666.96	219,673.34
Totals	77		15,823.70	$1,671,828.26

TESTING OF MATERIALS

The service derived from highway construction depends not only upon the design of roads and bridges, but also upon the quality of the materials which form an integral part. Economy in construction also requires that materials adjacent or near the work to be used whenever the quantity and quality are adequate. These phases of highway construction are performed through the Division of Materials and Tests.

The principal activities of this Division may be divided into two general categories. The first is preliminary field investigation which includes soil surveys and the location and investigation of local material deposits that may be used economically in the construction and maintenance of highways. The second is the laboratory testing and field inspection of all materials to insure their suitability for use in the roadway or structure. Other activities include the testing of products resulting from the combination of materials such as concrete and asphalt mixtures, and the making of studies and tests of a research nature of the various types of construction that have been in service for some time to determine their service behavior.

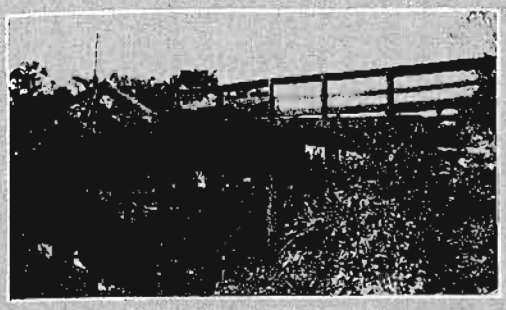
The development of highway construction during the past few years has increased the activities and functions of this Division. The realization that sub-grade soils are of utmost importance to the life of pavements and the actual use of stabilized soils in base course construction has expanded the work of soil testing. The demand for dustless surfaces has brought about the construction of many miles of low cost roads of this type. From year to year specifications have become more rigid, additional requirements have been added and a greater variety of materials used in construction.

Preliminary Field Investigations

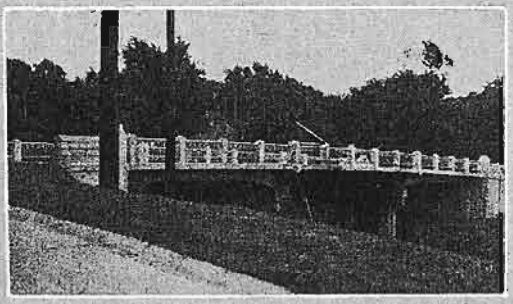
During the biennium field engineers of the Division have made soil surveys on all projects before construction. They have located, investigated, and secured options on 134 local stone and gravel deposits. Immediately after the location surveys were completed the field engineers made a thorough investigation of the sub-grade soils throughout the project and located all local materials available in the vicinity of the proposed work. Samples of the sub-grade soil and samples from the local material deposits were brought to the laboratory for test. The results of these investigations were transmitted to the Division of Plans and Surveys where they were used to determine the type and thickness of the proposed surface or pavement.

In some sections of the State where no local materials were available stabilized soil bases have been constructed. For these projects durability specimens were made up in the laboratory from a mixture of soil from the project and the stabilizing agent to determine the quantity of stabilizing material needed to obtain satisfactory results. The durability of such specimens was determined by alternate freezing and thawing, and alternate wetting and drying.

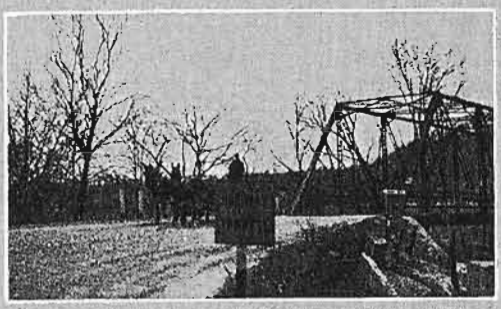
BRIDGE REPLACEMENT AND CONSTRUCTION



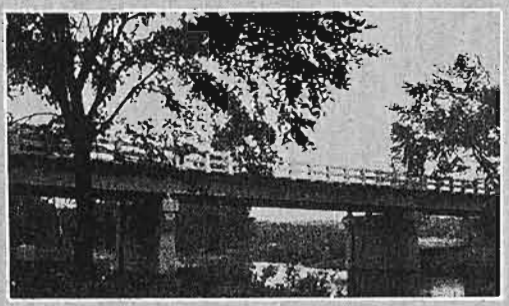
INADEQUATE TIMBER OVERPASS CROSSING FRISCO RAILROAD -



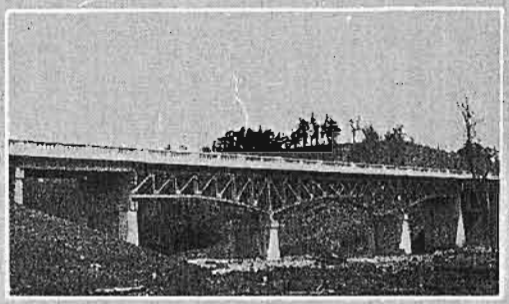
REPLACED WITH NEW CONCRETE STRUCTURE. LAFAYETTE STREET, FAYETTEVILLE.



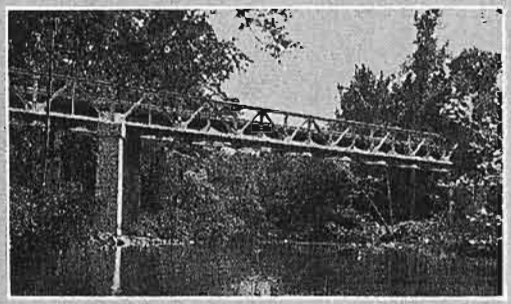
OLD SUGAR CREEK BRIDGE, NORTH OF BELLA VISTA. NARROW ROADWAY AND SHARP CURVE.



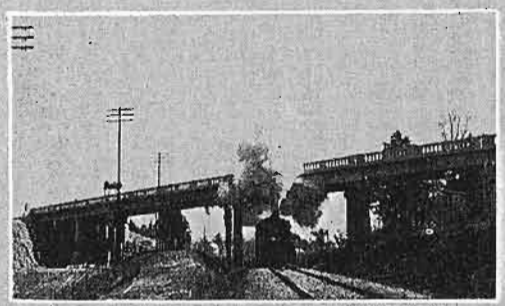
REPLACED BY NEW BRIDGE WITH 26' ROADWAY, AND SIDEWALKS.



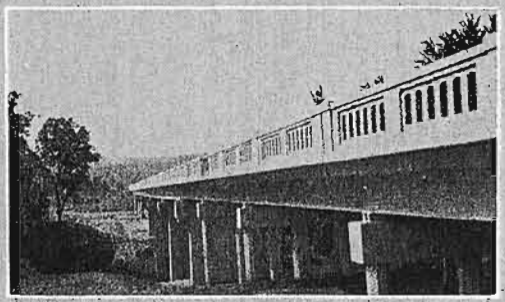
BRIDGE OVER EAST CADRON CREEK ON RELOCATED ROUTE 65, NORTH OF CONWAY.



IRONS FORK BRIDGE IN OUACHITA NATIONAL FOREST, ROUTE 27, NORTH OF MOUNT IDA.



COTTON BELT OVERPASS AT KINGSLAND ON ROUTE 79. 342' CONCRETE AND STEEL STRUCTURE.



FOURCHE LA FAVE BRIDGE - ROUTES 9 AND 10, NEAR PERRYVILLE. 629' STRUCTURE REPLACING OLD INADEQUATE STEEL STRUCTURE.

Pre-construction Testing

The Highway Department maintains its own laboratory, and during the biennium made 12,192 separate tests on various materials used in construction and maintenance work.

Type of Material	Number of Tests
Asphalt	2,441
Cement	1,492
Steel	2,154
Soils	1,624
Gravel and Stone	426
Sand	320
Paint	166
Creosote Oil	30
Culvert Metal	95
Concrete Pipe	37
Water	38
Asphalt Mixtures	456
Concrete Cylinders	2,238
Concrete Cores	675
Total	12,192

Field inspections were made on approximately 2,250,000 cubic yards of sand, gravel and stone; 1,100,000 board feet of treated and untreated lumber; and 35,000 lineal feet of treated and untreated piling. In all instances, where feasible, materials were approved for use before being shipped. This was done by placing inspectors at the source of supply who sent the necessary samples to the laboratory for testing. On projects in which stabilized soil base and stabilized gravel base were used, small portable laboratories were maintained on the work. This was necessary for adequate control of materials.

Control Testing

Samples were taken on the job at regular intervals from the asphalt mixtures used and sent to the laboratory for extraction analysis. This was done to check the quantity and distribution of asphalt in the mixtures. Specimens for strength test cast on the job from the concrete used in all structures and pavements were sent to the laboratory to check the quality of the concrete. Cores were taken at regular intervals on all concrete pavement immediately after completion of the work and brought to the laboratory for test in order to check the thickness of the pavement before final payment was made to the contractor and further check the quality of the concrete. The Department owns and maintains a core drill machine for this work.

Service Testing

From time to time condition surveys have been made on existing road surfaces and pavements that have been in services for some time. Particular attention is paid to failures in an attempt to determine their causes. These surveys have been correlated with test reports on file. Samples from the roadway are often taken and brought to the laboratory for study and analysis. This information is utilized for the consideration of future changes in design and specifications.

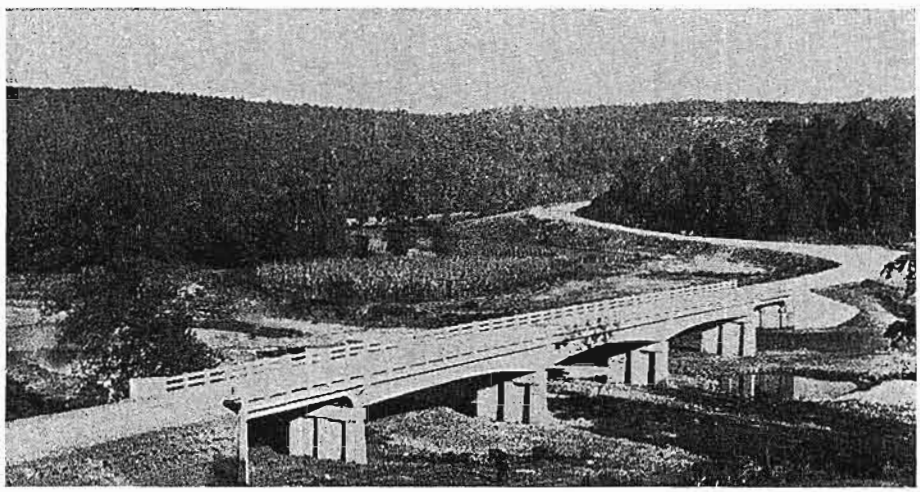
SECTION III

MAINTENANCE AND BETTERMENT

A major activity of the State Highway Department is that of maintaining the State's system of highways and related facilities as nearly as funds will permit in their original condition as constructed and the operation of these traffic services to provide satisfactory and safe highway transportation.

CONDITIONS AND PROBLEMS

Revenue—Act No. 11, Extraordinary Session of 1934, provided that, after deducting collection costs and county turnback, twenty-five percent of the revenue derived from motor vehicle licenses and gasoline tax shall be set aside to pay the cost of operating and maintaining the highway system. This cost includes, besides the actual road maintenance costs, administrative expense, equipment purchases, investment in buildings, traffic and safety control operations, and other work necessary for the proper functioning of the Department. Under this provision $3,006,272 was derived for the maintenance account during the fiscal year ending June 30, 1939, and $3,327,610 during the fiscal year ending June 30, 1940.



Protecting our Highway Investment Requires Adequate Maintenance

Funds Inadequate—While these sums were sufficient to provide for the ordinary day by day routine maintenance they were wholly inadequate to meet the demands for necessary replacements and renewals on both surfacing and structures. Hundreds of miles of gravel and low-cost bituminous surfaces are now carrying traffic which has doubled or even tripled in volume since the surface was laid. A cumulative deterioration evident for several years has resulted in a critical situation which only increased maintenance funds can obviate.

The extraordinary repairs to our highways which are necessitated by freezing weather, floods, and storms are emergency activities which test the resources of the maintenance organization each spring and winter and which require large expenditures, the amount of which must be taken from maintenance funds. The winter of 1939-1940 was the most severe, from the standpoint of freezing and thawing damage, of any in the history of the Department. Many miles of bituminous surface roads were badly damaged and only through immediate concentration of maintenance activities on such sections was it possible to salvage the State's highway investment. These emergencies, which

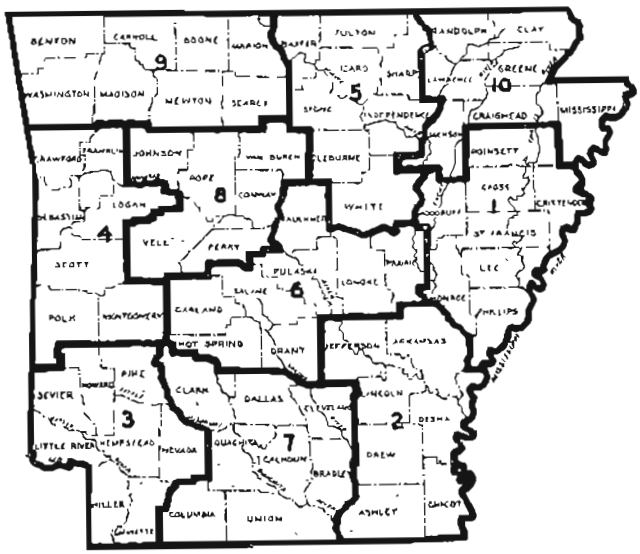
must necessarily be paid for out of regular maintenance funds, obviously restrict regular maintenance operations.

Recommendation—The imperative need for additional funds to protect our investment in highways presents a critical situation which it is hoped the current session of the legislature will find means to relieve. Careful and exhaustive studies indicate the need of an annual appropriation of $5,000,000.00 to cover operating expense and to insure maintenance and replacements that will conform to sound engineering practice and satisfy the public demand.

MAINTENANCE OPERATIONS

Organization—Successful prosecution of maintenance operations on the large mileage of State highways requires a carefully organized force of well-trained employees. General administrative control of all maintenance activities is supervised by the Maintenance Engineer located in the central office at Little Rock. Direct maintenance control is effected through ten District Engineers, each of whom supervises the requisite office, shop and field personnel in his respective district. Routine maintenance operations are carried on by section foremen or patrolmen and their crews, which, during the biennium, averaged about one thousand workers. Special maintenance, or work requiring specific authorization, is undertaken, in part, under the direction of the District Engineers. Regular "section" crews are used in some instances, though more often this group is used as a nucleus of the much larger crew required on the more extensive projects.

In order to effect economy and efficiency, certain specialized maintenance operations are controlled entirely through the central office. These include the specially trained traveling crews engaged in mud-jacking, center-striping, magnet truck activities, and special bridge maintenance for extraordinary or skilled bridge maintenance work.



Map Showing Highway Maintenance Districts

Extent of Operations—The magnitude of maintenance activities is measured not only in terms of the total highway mileage, but also by the type of road surfacing involved. During the past four years the State Highway System has been increased by 146 miles, making a total of 9,289.3 miles of highways now under maintenance. The following tabulation indicates the miles and percent according to surface type; it should be noted that two-thirds of the total mileage has gravel or lower type which requires a higher annual up-keep cost per mile.

Mileage State Highway System

Type Surface	Miles	Percent
Concrete Pavement	1,242.7	13.4
Asphaltic Pavement	486.8	5.3
Low Cost Bituminous Surfacing	1,357.1	14.6
Gravel	5,575.8	60.0
Graded and Drained	465.4	5.0
Unimproved	161.5	1.7
Total Maintained	9,289.3	100.0

District Operations—Funds for road maintenance are allotted monthly to the ten maintenance districts, and apportionments are based upon the mileage of highways, type of highways and the volume of traffic. It is the responsibility of the District Engineer to see that expenditures are kept within the monthly budget allotment. Although maintenance expenditures are shown in detail in Table No. 13, Section VI, the following information shows the expenditures by districts, together with the highway mileage in each district as of November 1, 1940:

TABLE 5

District	Highway Mileage	Expenditure 1938-39	Expenditure 1939-40
1	990.7	$ 259,674.43	$ 269,946.12
2	973.9	238,534.97	245,371.91
3	791.0	209,534.17	180,238.37
4	723.1	208,130.26	169,023.32
5	890.0	210,801.59	191,086.79
6	969.1	207,377.40	205.514.92
7	908.4	213,477.04	218,160.42
8	819.3	225,413.20	179,516.08
9	1,216.6	238,719.59	243,444.27
10	1,007.2	243,365.35	247,089.85
Totals	9,289.3	$2,255,027.98	$2,149,392.05

The expenditures shown in Table 5 include, in addition to the regular road and section charges, extraordinary maintenance, district general expense, mud-jacking, center-striping, central shop expenses, and the cost of district buildings. Administrative cost, special highway improvements, purchases of equipment and claims, items 1, 2, 4, 5 and 6, Table 13, are not included in district expenditures.

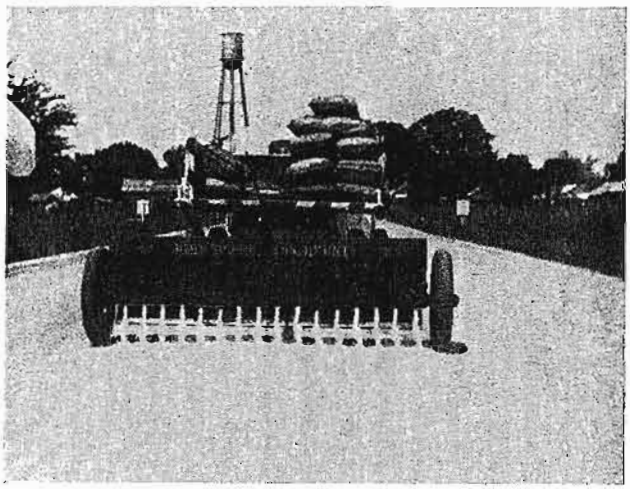
Objectives and Practices

Standard Methods—In order to effect all possible saving, the policy of the maintenance organization during the biennium has been to standardize, insofar as possible, not only all mechanical operations, but the type of equipment and the kind of materials used. Accordingly, close supervision is exercised at all times over each maintenance function. Instructions, prepared and issued by the central office, have resulted in marked uniformity of practice as well as in more satisfactory relations with the traveling public.

Economy Through Improvement—The cost of maintaining untreated surfaces such as gravel, because of the constant attention required, is necessarily high and, as a result, the largest items of maintenance expense during the biennium were for the replacement and repair of gravel surfaces. In an effort to alleviate this condition and, at the same time, to meet the demand for dustless surfaces, considerable attention has been given to the stabilization of gravel surfaces through the use of oil or other materials. Notwithstanding the fact that stabilization of gravel surfaces results in a substantial saving in annual maintenance costs, funds have not been available for more than a limited mileage of this type of work.

Dust Palliatives and Stabilizers—During the past year numerous "test" sections were treated with calcium chloride to determine efficiency of this agent as a dust palliative on gravel surface roads. Approximately thirty sections of road in seven of the ten maintenance districts were so treated, and subsequent inspection showed considerable range in effectiveness resulting from variation in the amount of binder soil present to

effect consolidation of the surface. In several sections of the State gravel roads were treated with cut-back asphalt as a dust palliative and stabilizer. The results obtained by these applications were very satisfactory and the cost was reasonable. In addition, approximately 240 miles of bituminous roads were given asphalt seal coats during 1939.



Calcium Chloride Answers the Dust Menance

Shoulders and Slopes—Highway shoulders have been markedly improved during the past two years. Where formerly practically all our highway shoulders were of earth only, there are now many miles of stabilized gravel shoulders which present a more pleasing appearance as well as a safe emergency roadway. Rutted shoulders on the inside of curves along paved highways have been a frequent cause of accidents. In order to relieve this condition the Maintenance Division is now placing a strip of bituminous material from two to three feet wide at the edge of the pavement on some of the more hazardous sections. This treatment materially reduces subsequent maintenance costs.

Considerable work has also been done in the shaping of shoulders, and flattening of slopes and back slopes to increase sight distances. A specific example of such work is noted on U. S. Highways 67 and 70 south of Little Rock and west of Benton. With a three-man crew, a bull-dozer machine and a No. 10 motor patrol, excellent results were accomplished at a very reasonable cost. This work has materially increased the safe speed at which traffic can move over these sections.

Safety—Much progress has been made in the installation of reflectorized signs during the biennium in an effort to modernize our highway marking. Guard posts with reflector buttons have been placed on many high fills and sharp curves on the main highways. Many miles of speed zones signs have been erected. This work, which is now directed by the Division of Traffic and Safety, is described in detail in Section IV.

Roadsides—Roadside landscaping and erosion control have received considerable attention during the past two years, and work is being done as rapidly as funds will permit. Pictures are included showing a section of Highway 25 in Greene County where this type of work was done in cooperation with the Soil Conservation Service of the U. S. Department of Agriculture. A special effort is being taken to trim trees and cut away undergrowth which tends to obstruct the motorist's view on sharp curves and intersections. On many of our mountainous routes trees are also being cut or trimmed at special vantage points that offer unusual scenic attraction.

Erosion Control Reduces Maintenance and Increases Safety

Bridges—A traveling crew performs the specialized operations necessary for the upkeep of all large bridges. Such maintenance work includes painting, floor repairs,

steel repairs, concrete work and the placing of load limit and warning signs on inadequate or narrow bridges.

One of the largest bridge projects completed this year was the placing of a concrete deck on the Arkansas River bridge on Highway 64 between Fort Smith and Van Buren. The work was accomplished as a W.P. A. project jointly sponsored by the Bridge District and the Highway Department.

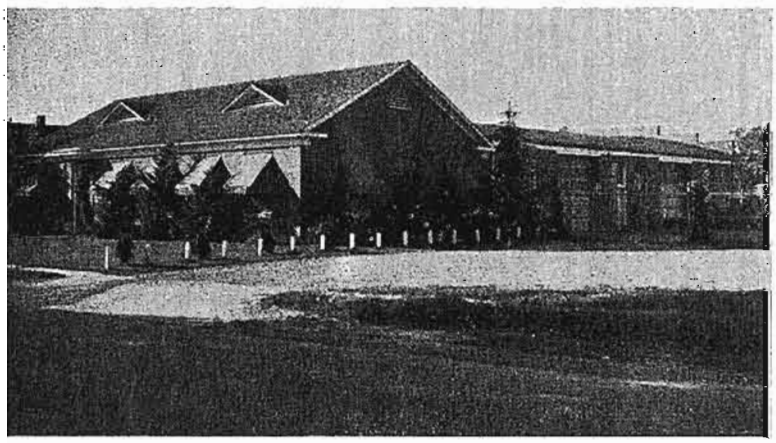
Meeting the Demand for Increased Safety

Materials — Asphalt pre-mix material is now being produced in several districts by maintenance forces, either with a small asphalt plant or by the use of portable mixers, which are moved from one location to another. This method has considerably reduced the unit cost of pre-mix bituminous material used for patching work. This material was formerly shipped from the Central Asphalt Plant in North Little Rock and the saving on freight alone has been considerable. Insofar as possible, future demands for various materials are anticipated in order to effect all possible economy through large purchases.

Buildings—In an effort to obtain more adequate facilities and avoid the inconvenience and cost of renting, the Maintenance Division is constructing shop and office buildings in the ten districts as rapidly as finances will permit. A new shop and office building for District No. 1 at Wynne has recently been completed in cooperation with the W. P. A., and is now occupied by the district forces. Modern office and shop buildings have now been constructed in six of the ten districts as follows:

District No. 1	Wynne
District No. 2	Pine Bluff
District No. 3	Hope
District No. 4	Fort Smith
District No. 5	Batesville
District No. 10	Paragould

Application has been made to the W. P. A. for Federal funds to assist in the construction of similar buildings in the other four districts.

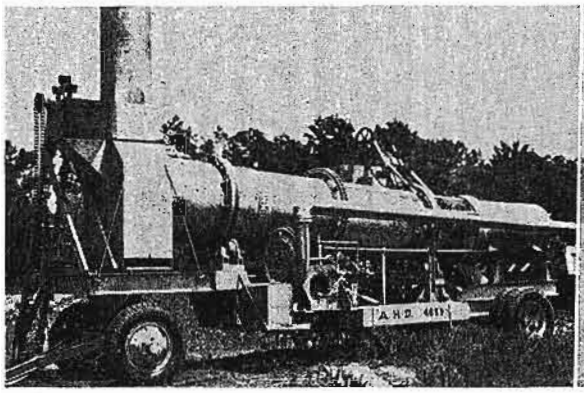


Adequate Facilities Improve Maintenance Operations
District Headquarters Paragould

MAINTENANCE OF EQUIPMENT

Facilities—The servicing, repair and replacement of the equipment necessary for highway maintenance represents a major activity within itself. This work is performed under the direction of the Equipment Supervisor, and is accomplished through a central shop at Little Rock and the ten district shops. The central shop is completely equipped, including a general repair shop, machine shop, blacksmith shop, woodworking shop, and sign shop. With these facilities, all equipment repairs, from the most minor to complete overhauling, can be done with State forces. Similarly, each district has its own shop where all ordinary repairs to district equipment are made. In the case of major repairs or complete overhauling, heavy duty trucks and trailers transport such equipment to the central shop where more complete facilities and services are available. Funds for equipment repair have been limited to approximately $38,000 per month.

Construction of Special Equipment—Many pieces of highway maintenance equipment are designed and constructed in the central shops at a considerable saving to the Department. The magnet truck pictured is typical of such work. These magnet trucks are of the automatic type operated by hydraulic control from the cab, and, including the cost of the truck, were assembled at a total cost of $2,900 each. All center stripe machines in use were also designed and built by the shop forces. The accompanying picture shows a portable self-feeding material dryer designed and constructed during the past year. This piece of equipment is for operation in connection with a portable bituminous mixer, and was constructed in large part from salvaged and discarded materials.



Equipment Built in Central Shops

Material Dryer and Magnet Truck

Parts and Supplies—Requisitions for all equipment, parts and supplies are made out and approved by the head of each Division or Maintenance District. All requisitions are then transmitted to the Central Office Purchasing Division where they are checked and the necessary purchase order issued. This procedure assures closer control of items purchased, especially with regard to uniform prices and distribution among vendors. However, small emergency items may be bought by the district office, but requisitions are required for approval and confirmation.

Insofar as possible, all materials bought are charged directly to the road section where used, all parts and repairs to the paricular item of equipment under repair, and all supplies direct to the district requisitioning them. Where this is impossible, items are charged directly to the Central Shop stock account or to the shop stock account of the maintenance district.

Inventory—A difficult problem of the Maintenance Division has been the replacement of worn out and obsolete equipment. Heretofore, no special "equipment fund" was available and when necessity forced the purchase of a particular item the entire cost was immediately charged against the district where the equipment was placed in operation. Under the accounting plan put in operation during the last half of the biennium it is contemplated that a reserve equipment fund will be set up from which all new equipment will be purchased. This sinking fund will be reimbursed for such purchases by crediting it with rental charges levied on the equipment according to the time used. Such rental charges will be designed to cover the actual depreciation and repairs during the

service life of the equipment so that when replacement becomes necessary the funds will be available for immediate purchase. This plan will place the Highway Commission's operations on established and recognized business principles that are essential to a proper control of the inventory as well as the distribution of operating costs.

The gradual change in surface type from graded or graveled roads to bituminous or concrete surfaces, together with improvements in maintenance practice, necessarily required changes in the type of equipment purchased for replacements. During the biennium new equipment was purchased in the amount of $350,800, however, due to the lack of sufficient funds, much obsolete equipment is still on hand. A summary of equipment on hand at the close of the biennium, according to general types with estimated value, is as follows:

90 Pull-type road graders	$ 14,108
204 One-man motor patrols	150,463
95 Crawler type tractors	53,735
9 Wheel type tractors	1,610
129 Automobiles	50,161
63 Half-ton pick-up trucks	18,898
43 Express or station wagons	10,135
522 1½ to 7 ton trucks	247,650
425 Items of miscellaneous equipment	208,753
Sub-total	$755,513
Miscellaneous shop equipment	36,235
Total inventory	$791,748

Excluding $86,000 shown in the Thirteenth Biennial Report for surveying instruments and laboratory equipment, the present inventory shows an increase in the value of maintenance equipment of $123,458.

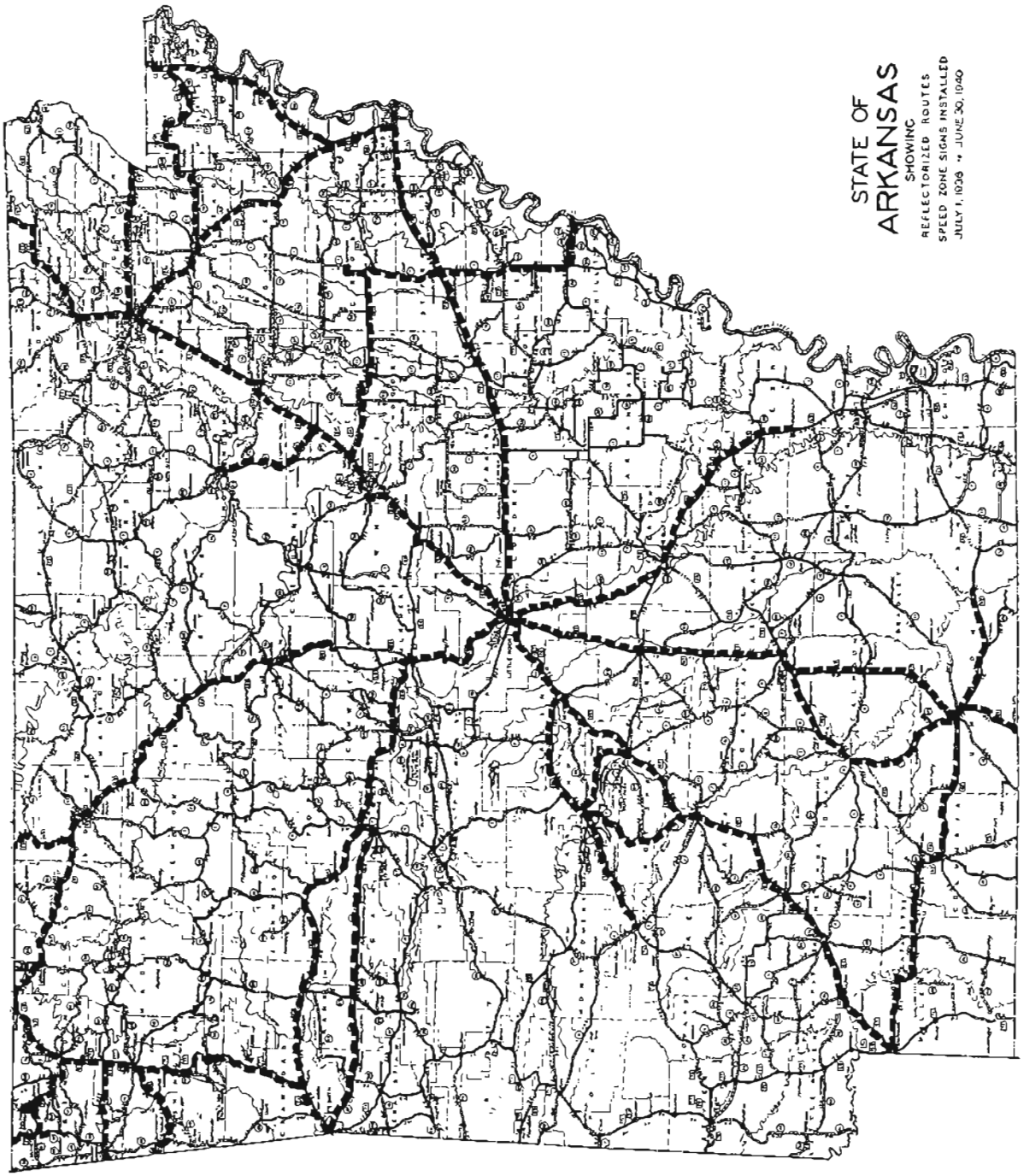

STATE OF
ARKANSAS
SHOWING
REFLECTORIZED ROUTES
SPEED ZONE SIGNS INSTALLED
JULY 1, 1939 - JUNE 30, 1940

EXHIBIT NO. 8

SECTION IV

TRAFFIC CONTROL AND SAFETY

"The chief problem of highway departments is transportation. Accidents and congestion are indexes of the inefficiency of that free wheel transportation system." Awareness of that principle and concept led to the establishment of a traffic division in the Arkansas State Highway Department five years ago. The early activities were confined to traffic safety education through cooperation with schools and civic organizations, promotion of safety among employees and travel promotion and road information service. The division, now called the "Traffic and Safety Division," is charged with five clearly defined functions, all except one of which may be classified as traffic engineering functions. These activities will be described under the following five-fold classifications:

1. Traffic engineering activities.
2. Traffic safety education, public and employee.
3. State accident reports and statistics.
4. Traffic laws and regulation and enforcement of loading regulations.
5. Road information service.

The design and construction of highways and highway structures have been strongly influenced by principles of safety for a number of years. Study of transportation facilities are now made from the viewpoint of the highway user and these studies are bringing new concepts of design standards for the safe and expeditious movement of traffic.

This changing concept is also expressed in the reorganization of highway departments in most states by an evolutionary process which has resulted in the emergence of a new division, usually termed a traffic engineering division or division of traffic and safety. All functions relating to traffic control and traffic and employee safety are concentrated in this new section of the modern highway department. These functions are supervised by men who are technically trained in the application of specialized engineering principles to all problems relating to traffic and safety. The nature of the activities of this division are such that they impinge upon all other divisions of the State Highway Department, as proper standards for safety and traffic control are maintained.

A more adequate understanding of these activities may be had from a study of the functions and reports hereafter described.

TRAFFIC ENGINEERING ACTIVITIES

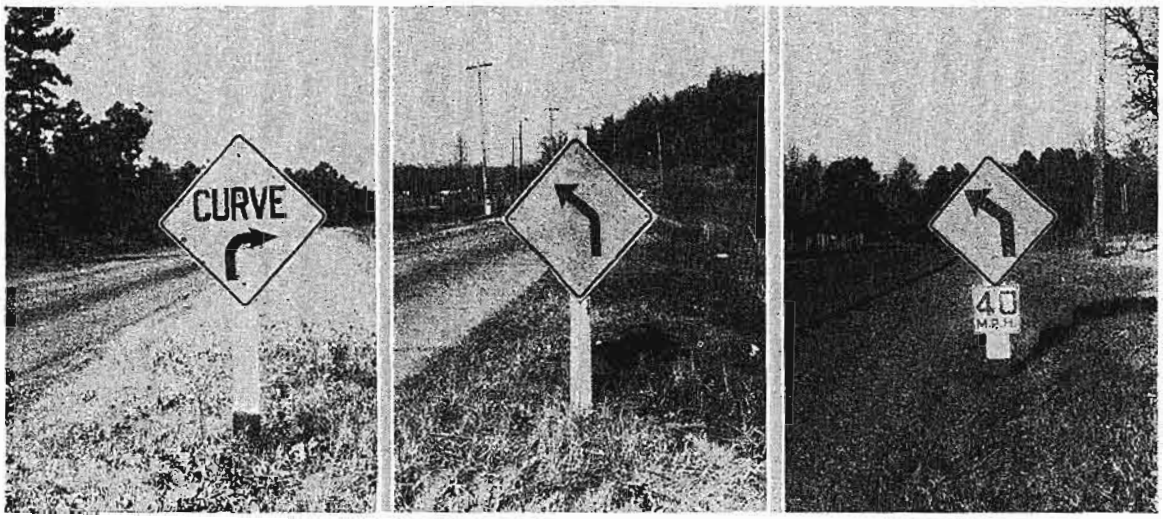
The recognized functions of a traffic engineering division include, in addition to strictly traffic engineering activities, such functions as traffic safety education, the gathering and analysis of facts from accident reports, and traffic laws and regulations, but for convenience in this report the various activities of these catagories are presented separately. Items to be presented under this topic include:

1. Standards for traffic control devices.
2. Traffic engineering surveys and investigations.
3. Report of signing and marking operations.
4. Center stripe and other traffic services.

Standards For Traffic Control Devices

A fundamental traffic engineering function is the design of traffic control equipment. Signs of all kinds, markers, traffic signal equipment and such items as the design and use of reflectorized guard posts, bridge wing posts, and culvert markers must all be made and specifications for their use promulgated. There have been three marked changes within the past five years even in the design of curve and turn signs. The accompanying pictures indicate the old style curve sign which carried the word "curve" and a small symbol. The sign could not be read very far. Four years ago the design was changed to what then was considered standard, using the symbol type but the dimensions of the bent arrow were not very large. Subsequent tests revealed that a sym-

bol type sign with a much heavier stroke was more effective, and was necessary for modern high speed traffic. Since signs were of greater importance at night than during the daytime, standards were also revised to include reflector buttons. Curve and turn signs on all trunk or high speed routes are now of the design illustrated on the right. This design was perfected two years ago.



Other standards were similarly changed, so that symbol type reflectorized signs are used wherever possible. Practically all designs have now been completed for a State sign manual and it is expected that writing of accompanying specifications will be finished and the manual released by January 1, 1941.

Traffic Engineering Surveys and Investigations

Traffic engineering surveys most commonly used during the past biennium include:

a. Speed zoning surveys.
b. Speed checks.
c. Turning movement surveys.
d. No-passing zone surveys.
e. Sign and marker surveys.
f. Traffic engineering investigations.
   (1) Local surveys.
   (2) Study of accident and other locations.

Speed Zoning Surveys — Surveys to determine the practical safe speed of curves and turns on all paved highways was begun in April, 1939. On June 30, 1940, such surveys had been completed on 2,290 miles. Speeds are determined in multiples of 5 mph. up to and including 50 mph. With the survey, turn signs are indicated for speeds of 30 mph. and less, while curve type signs are used for speeds of 35 mph. and higher. The appearance of curves and turns equipped as a result of these surveys is illustrated herewith. Careful studies of other factors are included in these surveys.

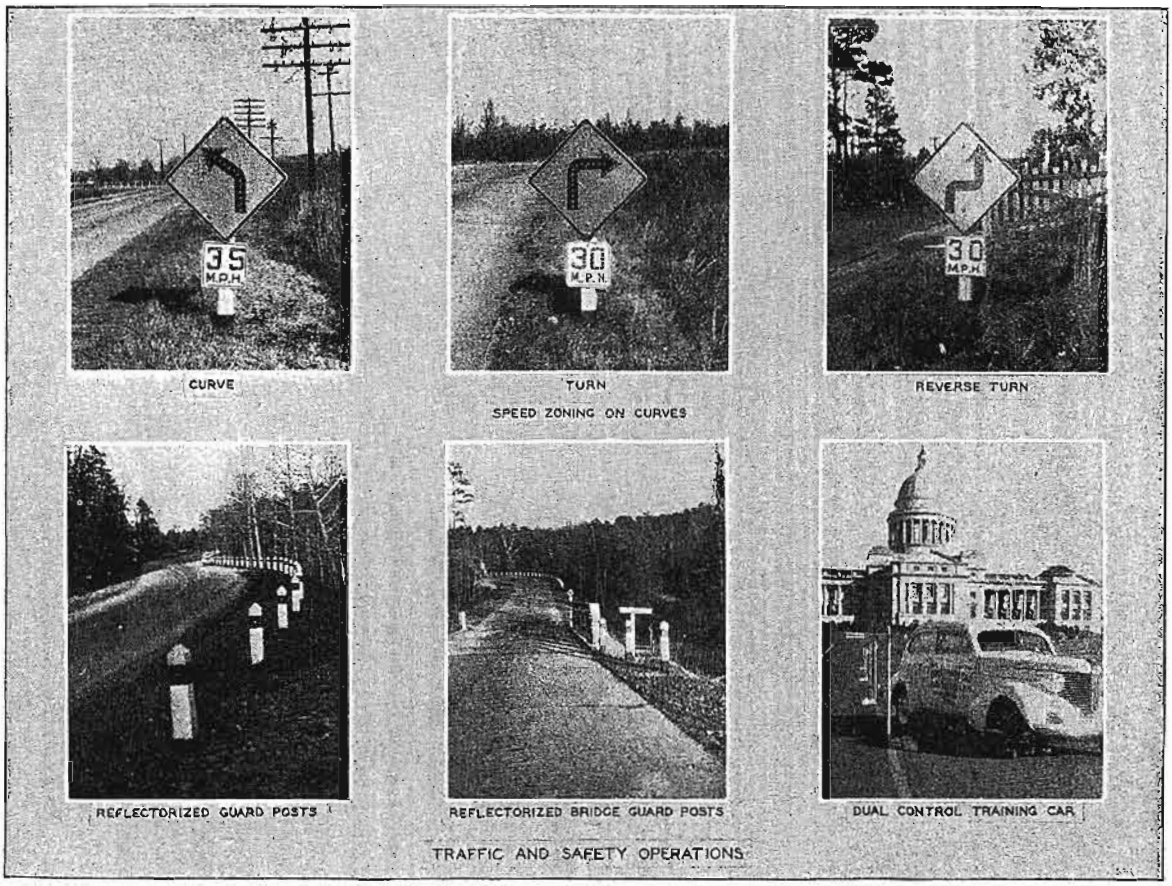
Speed Checks—Prevailing speeds of traffic are checked on "sample" curves and in other areas. This information is valuable in seeing that the posted speeds are valid.

Speed zoning around municipalities depends heavily upon knowledge obtained as to the prevailing speeds of traffic.

Turning Movement Surveys—Wherever there are turning movements there are traffic conflicts and as accidents occur at various locations, or municipalities request a study with a view of obtaining a permit to put in a traffic light, a careful study of the turning movements at such points is made. More than 25 such studies have been made during the biennium.

No-passing Zone Surveys—A program of marking no-passing zones on vertical curves was scheduled to begin in the spring of 1940, by which auxiliary or barrier stripes would be applied along the regular center stripe, such no-passing zones to be marked for at least 500 feet, depending somewhat upon the type of road and the design speed. Experimental surveys over a section of roadway were made but when tests were made on paints a further problem arose and during the year 1940 the Department had been making a study of various formulas of center stripe paint, in order to find types suitable and yet economical. The Director of Highways and the Chief Engineer have now approved standards for marking no-passing zones and improved center striping, in line with the standards recommended by the American Association of State Highway Officials. Plans are being perfected to begin this operation early in the spring of 1941. The plan calls for a solid black center stripe on concrete roads, a broken white stripe on blacktop roads, and no-passing zones to be indicated by auxiliary yellow stripes in the lane against which they are to serve as barriers.

Sign and Marker Surveys—During the summer of 1940 a survey of existing signs and markers in cities and at important junctions was launched, which is being carried forward into the next fiscal year. Efforts are made from these surveys to improve the signing so that strangers may have no difficulty finding their way. New standards for this purpose are being prepared.



Traffic Engineering Investigations—Investigations of this nature are of two types: (1) Those made at the request of a municipality, and (2) those made where accidents or congestion are known to, or are likely to occur.

(1) At the request of various municipalities, traffic engineering investigations and surveys have been made in more than thirty cities, and towns, five of which were major surveys requiring several days each. Limited personnel has made it impossible to make more major surveys, for which there is a steadily increasing demand since no city in Arkansas has trained traffic enigneering personnel to do work of this nature. Parking, traffic lights, routing of traffic, problems adjacent to schools, speed regulations, and high accident locations are the chief types of investigations and studies made.

(2) The division initiates many traffic engineering studies, most of which grow out of the information revealed by accident records. Condition and collision diagrams are made up where accidents are repeating or for other reasons, and from these studies remedial measures are devised. Forty-two traffic engineering investigations were made during the biennium, but detailed studies were not made in all cases. In a few instances islands have been designed and will be installed shortly in further efforts to control and regulate traffic.

Traffic volume surveys are carried on by the Division of Statistics and Analyses and traffic volume data are obtained from that division.

Report of Signing and Marking Operations

A program of installing reflectorized curve and turn signs was launched during the 1939 fiscal year, which has been carried forward practically simultaneously with speed zoning. On June 30, 1940, marking of 2,242 miles of highway had been completed with reflectorized curve and turn signs. Speed zoning on the same date had been completed on 1,984 miles. In addition, approximately 75 miles of speed zoning approaching urban areas had been completed.

This signing program together with the installation of reflectorized guard posts and the various types of non-reflectorized signs and markers, represents an expenditure of $103,867.65, of which $36,150.81 was spent during the fiscal year ending June 30, 1939, and $67,416.81 was spent during the year ending June 30, 1940. Items for which these funds were spent and the distribution of same by districts is indicated in Table No. 15, Section VI. It will be noted that during the two year period 10,863 reflectorized signs and 16,138 reflectorized guard posts of various types were erected. Exhibits No. 8 and No. 9 indicate the routes upon which the reflectorizing program has been carried out. Reflectorizing of curves and turns was 74.5 per cent complete and speed zoning on paved routes was 65.9 per cent complete on July 1, 1940.

Center Stripe and Other Traffic Services

Center stripe operations and operation of two magnet trucks to remove nails and other metal from gravel roads, have been carried on by the Maintenance Division, with cooperation of the Traffic and Safety Division. At the end of the present biennium these operations and the respective personnel were transferred to the Traffic and Safety Division, thus bringing together in this division all distinctly traffic service and safety functions, as distinguished from distinctly maintenance operations. A sign crew in each district handles matters of actual installation of signs and posts, but these operations have been under the close supervision of the Traffic and Safety Division for some time. The total expenditure for center-stripe operations during the biennium was $22,604.66. The average cost per mile of stripe was $6.28. Expenditures for magnet truck operations were approximately $5,800.00 for the biennium.

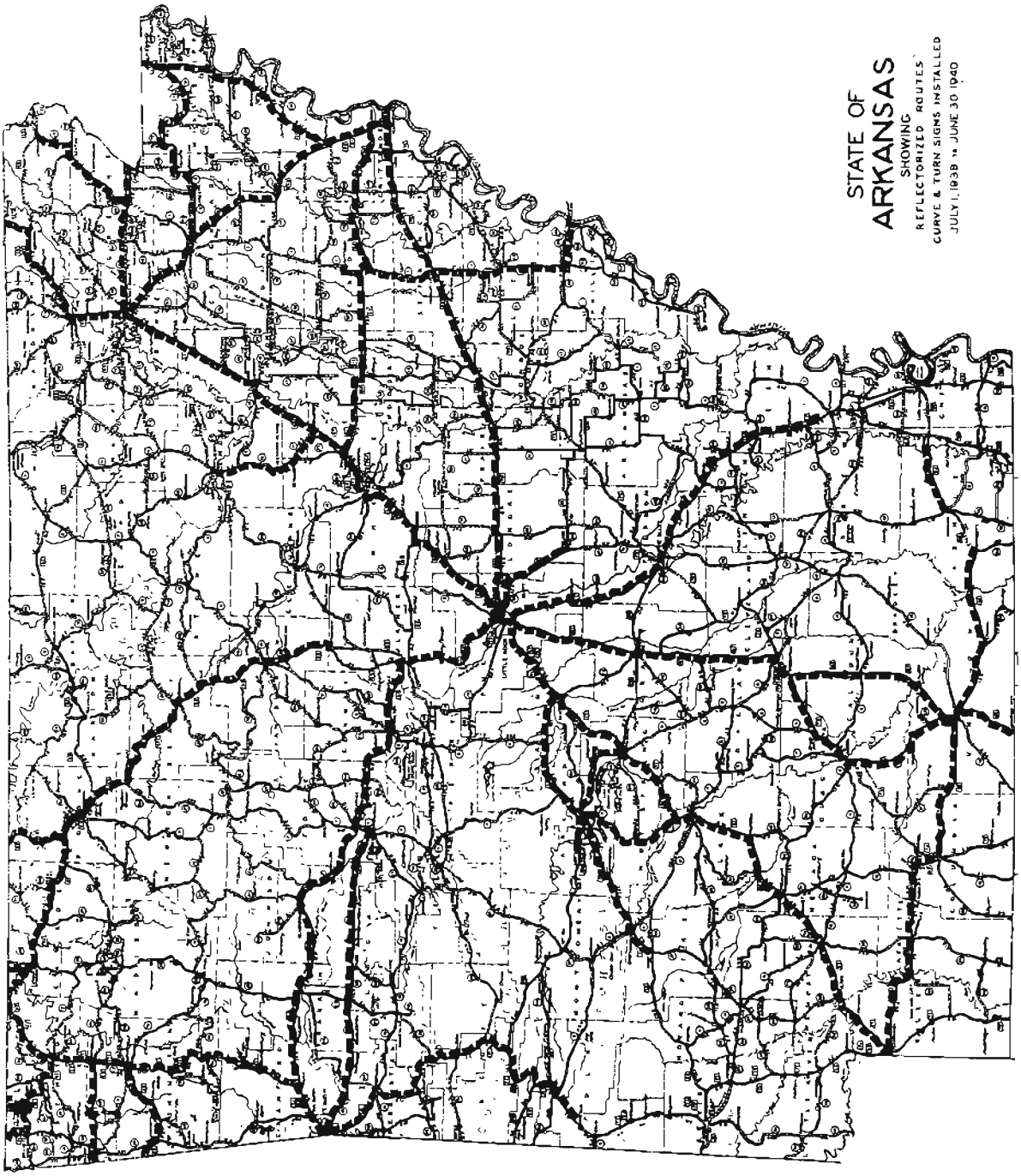

STATE OF
ARKANSAS
SHOWING
REFLECTORIZED ROUTES
CURVE & TURN SIGNS INSTALLED
JULY 1, 1939 to JUNE 30 1940

EXHIBIT NO. 9

TRAFFIC SAFETY EDUCATION, PUBLIC AND EMPLOYEE

Safety education activities have received much attention from the time the first safety work was launched by the State Highway Department five years ago. This has consisted of close cooperation with the schools and with civic clubs and other organizations.

Cooperation With Schools and Organizations

The first official plans and materials for traffic safety education in Arkansas high schools was prepared by the Traffic and Safety Division at the request of the State Department of Education, and released to the schools on April 11, 1936. It consisted of six units, designed for both classroom and assembly and included a bibliography of safety publications. The bulletin carried this significant paragraph:

> "This material is sent you with the hope that it will enable you to clearly impress upon the minds of our young people the serious situation growing out of the increased operation of motor vehicles on our streets and highways, to the end that the appalling traffic accident toll may be reduced."

The material also contained the suggestion that plans be made in the school next term to give some attention to safety education at all grade levels. The division has held many school meetings each year, with increasing assistance by counsel and by furnishing bulletins and helps to teachers and an illustrated handbook "Guide to Safe and Sane Driving" to schools in quantities for high school classes. The extent of these safety education activities in meetings of various types is indicated in the following tabulation. A substantial increase will be noted for the last year.

	1939 Fiscal Year		1940 Fiscal Year		Biennium	
Type of Meetings and Conference	Number of Meetings	Attendance	Number of Meetings	Attendance	Number of Meetings	Attendance
With Civil Clubs and Organizations	22	1,396	55	4,451	77	5,847
With Schools	25	7,495	99	26,468	124	33,963
With Teachers	2	465	18	2,060	20	2,525
With Highway Department Employees	12	810	15	992	27	1,802
Instruction Meetings with Commercial Fleet Drivers	6	330	11	305	17	635
Safety Council Meetings and Conferences	21	----	37	----	58	----
Totals	88	10,496	235	34,276	323	44,772

Employee Safety

Some attention has been given each year to employee safety, including both shop or industrial safety and safety while working with traffic. Safety rules have been distributed and bulletins are prepared and distributed to employees periodically. Meeting with employees in the various districts and shops have been held as indicated in the preceding tabulation. This phase of the work has been greatly slighted, not through desire, but through necessity, and it is recommended that a safety inspector be added to the personnel of the Traffic and Safety Division, to devote all of his time to safety work among highway employees. Experience of other state highway departments and of industry generally indicate definitely that great savings would result from this small investment.

Public Education Activities

An extensive program of safety education designed to reach the public is carried on at all times. Weekly news releases to all papers of the State, radio programs, radiograms, distribution of safety literature and safety exhibits are used whenever possible. The extent of some of the activities for the biennium is indicated in the following tabulation:

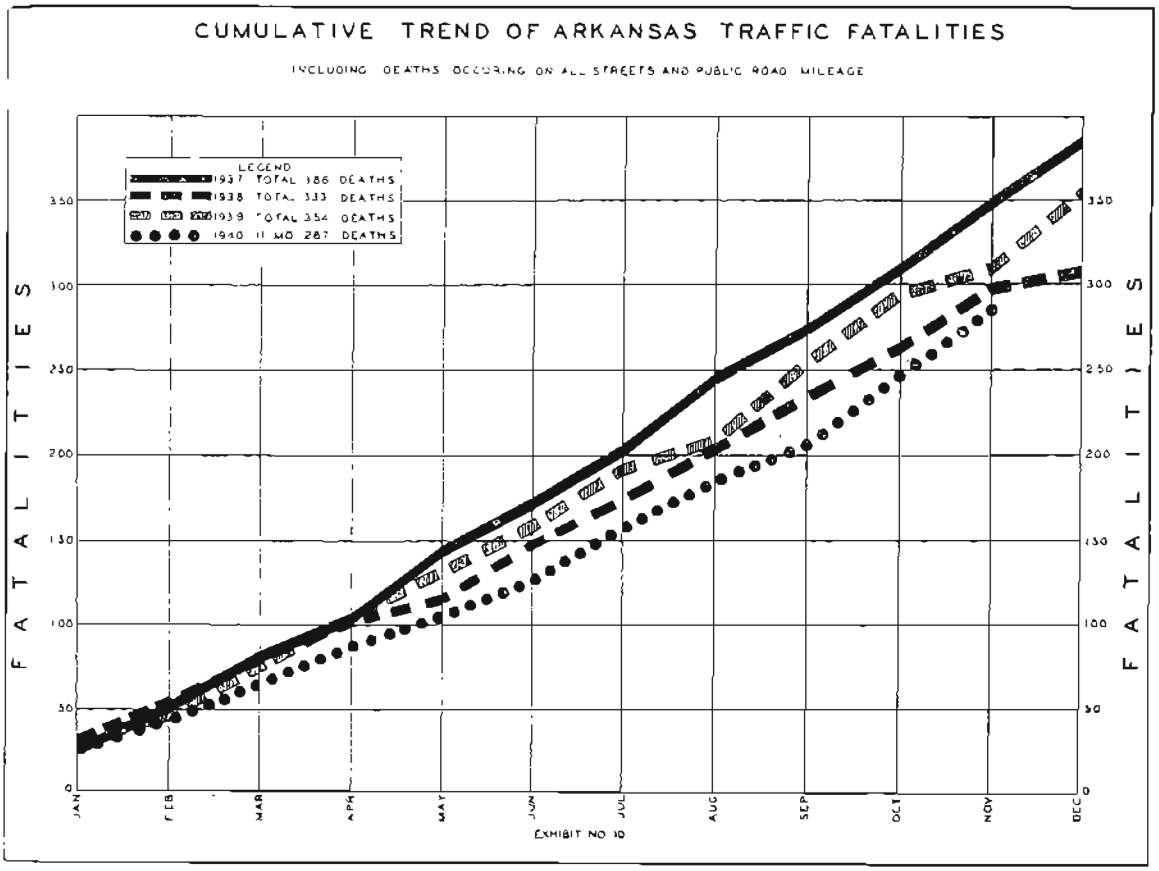
Activity	Year Ending June 30, 1939	Year Ending June 30, 1940	Total for Biennium
Weekly news releases to 200 newspapers and periodicals	10,400	10,400	20,800
Radiograms to twelve Arkansas' stations	2,112	2,304	4,418
Radio safety programs	84	121	205
Safety exhibits	3	6	9

Training Program

From the time the State Highway Department initiated its safety activities it has been recognized that only specially trained, skilled personnel could effectively carry on a safety program. The supervisor has been given various short courses under national authorities and in turn this training has been passed on to employees of the division. In addition to the supervisor, three men from other divisions were sent to the University of Michigan in the summer of 1939, to take the course in Traffic Engineering by the staff of Yale University. Following completion of this course a course of study in "Principles of Traffic Engineering" was conducted by the supervisor as a part of the Department's "In-service" training program. Twenty-five highway employees attended the 30 hour course, twenty-one completing the class for credit. A similar course, but dealing with more detailed problems, will be offered highway employees during the 1940-41 fiscal year. A standard First Aid course was sponsored by the division in the spring of 1940. Twenty-two employees completed the course held in Little Rock.

A graduate fellowship in Traffic Engineering at Yale University was obtained for an employee, who completed the eight month's course with high honors and returned to his position as assistant traffic engineer June 1, 1940. Another employee is availing himself of similar study during the present year.

The division participated in a college seminar for Driver Education and Training held at State Teachers College, Conway, in May, 1940, and the supervisor of the division was accredited as a teacher of driver training and also as an instructor to train other teachers. Adult driver training classes were started during the fall of 1940 and its is anticipated that these will contribute greatly to the advancement of safety education standards in the State. The Division cooperates extensively with the State Department of Education in meetings with teachers, and in other ways.



STATE ACCIDENT REPORTS AND STATISTICS

In 1913 only 1,892 motor vehicles were registered in Arkansas; in 1922 the total registration was 85,353; in 1927 the total passed the two hundred thousand vehicle mark, and, with the exception of the years 1931, 1932, and 1933, has continued to increase until the total registration for 1940 will exceed 265,000.

State Accident Reporting Bureau

One of the important operations of the Traffic and Safety Division is that of the State Accident Reporting Bureau, operated under a cooperative arrangement with the State Police Department. It was found that the State Highway Department could handle the analysis of accident reports more practically and economically and thus leave the State Police Department with more uniformed officers for duty on the highways where they are needed. Punch card record systems are used in this work and a modern filing and recording system was set up under the guidance of National Safety Council statisticians in the fall of 1937. Accident reports received, and information obtained from accident investigations made by the State Police Department are made available to the Traffic and Safety Division at frequent intervals, and in turn, the Division makes necessary information available to the State Police, the Department of Revenues, the State Department of Education, and the Arkansas State Safety Council. Detailed spot maps by counties are kept up to date and serve as the basis for many traffic engineering studies and investigations.

Accident Trends

The effect of increased motor vehicle operation on accidents is reflected in the following tabulation in which fatal motor vehicle traffic accidents are indicated by months from 1934 through November, 1940. Exhibit No. 10 is a graphic presentation of the annual cumulative trends for the years indicated.

Fatal Motor Vehicle Traffic Accidents By Months, 1934 to 1940

Month	1934	1935	1936	1937	1938	1939	1940
January	26	45	29	22	30	27	23
February	18	25	27	29	27	17	19
March	24	20	25	29	22	30	20
April	24	32	34	26	22	28	24
May	23	20	27	35	16	31	24
June	30	30	25	29	29	28	16
July	28	24	40	35	24	28	29
August	29	40	37	37	35	20	28
September	45	41	50	29	31	45	28
October	38	43	42	43	30	36	34
November	30	32	44	34	29	24	42
December	32	39	39	38	38	40	....
Total	347	391	419	386	333	354	287

Exhibit No. 11 shows the trends of gasoline consumption and motor vehicle traffic fatalities per 100,000,000 vehicle miles for Arkansas and for the United States for the periods indicated. Substantial reductions were made in the accident toll in 1937 and 1938. An increase of 6.3% was noted for the calendar year 1939 against an increase in vehicle miles of 9.5%. The first eleven months of 1940, from information available when this report went to press, showed a reduction over the preceding year. Exhibit No. 12 shows graphically the relationship between motor vehicle traffic fatalities per calendar year, annual gasoline consumption and the death rate per 100,000,000 motor vehicle miles, which is the standard used for comparative purposes. This exhibit is particularly significant in that the rate per 100,000,000 vehicle miles was 22.3 in 1935 and 15.1 in 1939 and for the first nine months of 1940 had dropped to 11.8.

MOTOR VEHICLE DEATHS AND GASOLINE CONSUMPTION

IN ARKANSAS AND THE UNITED STATES

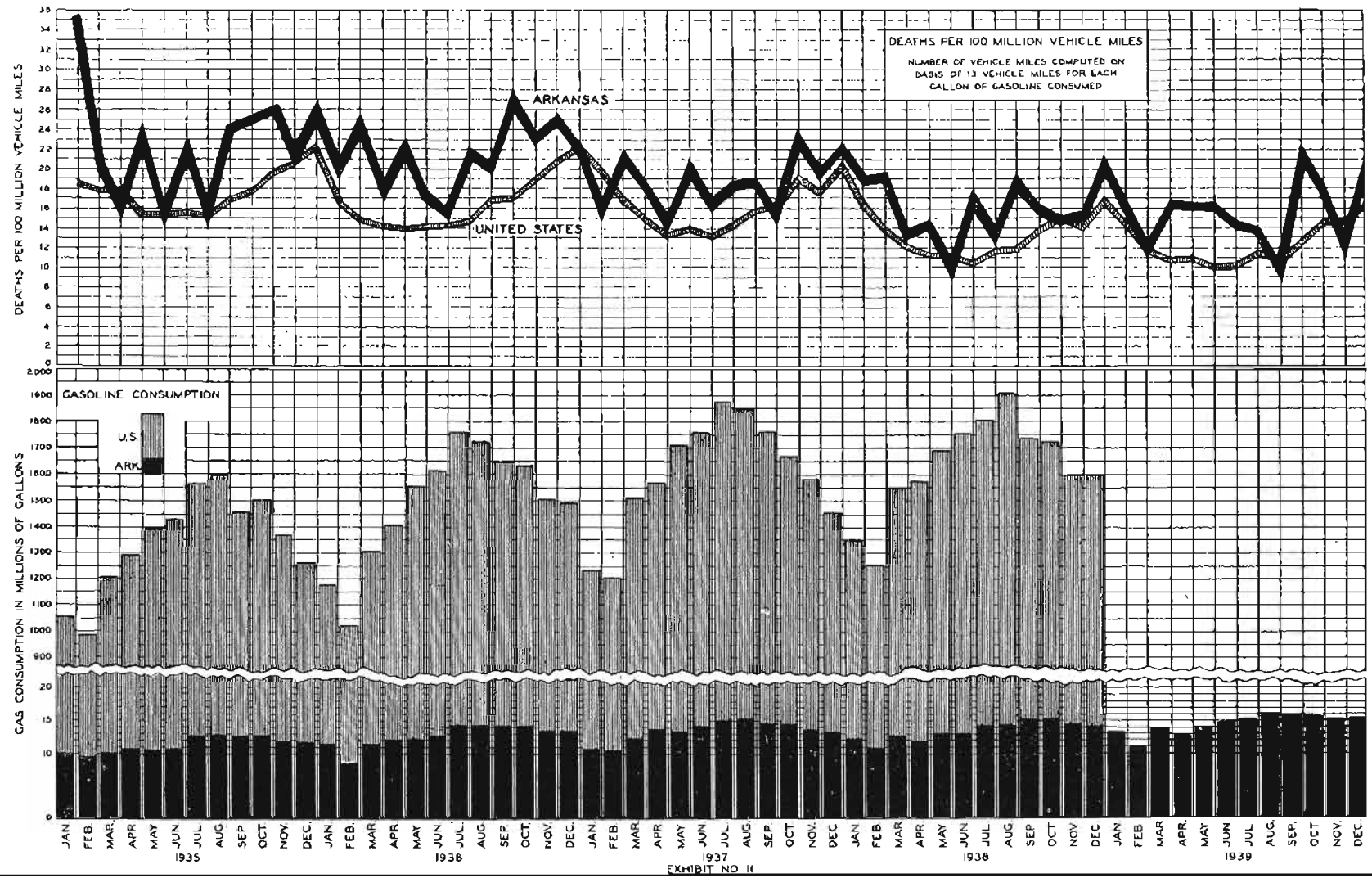
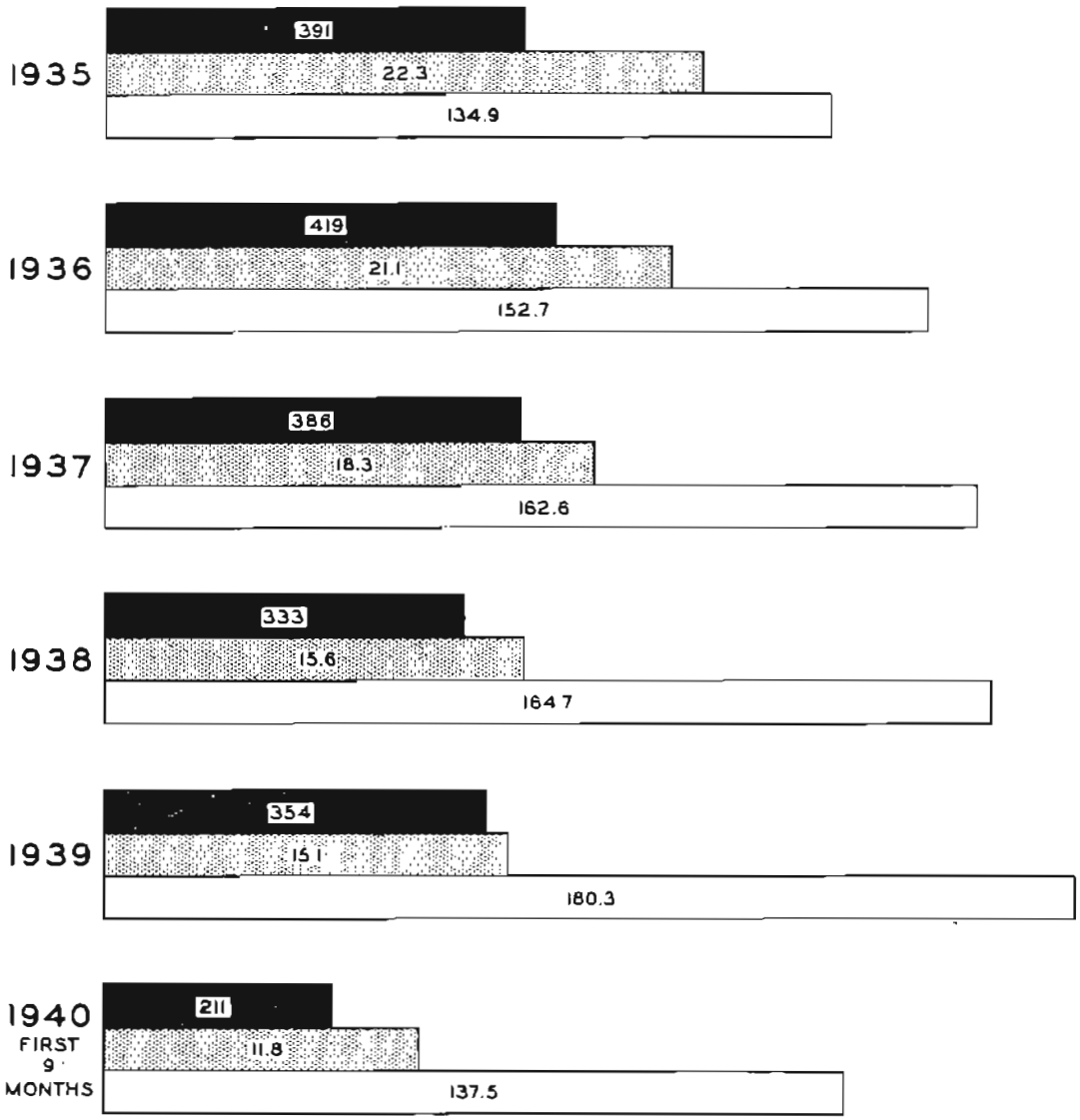


EXHIBIT NO 11

COMPARISON OF
MOTOR VEHICLE TRAFFIC FATALITY RATE
STATE OF ARKANSAS



LEGEND

SCALE

100 TOTAL FATALITIES

2.5 FATALITIES PER HUNDRED MILLION VEHICLE MILES

20 MILLION GALLONS OF GASOLINE CONSUMED

EXHIBIT NO. 12

Distribution of Motor Vehicle Traffic Fatalities By Counties

Exhibit No. 13 indicates the number of fatalities by counties for each year of the biennium together with the motor vehicle accident death rate per 100,000 population. Only 7 per cent of the vehicles involved in reported accidents in Arkansas were out-of-state vehicles.

Honor Roll Counties
Counties With No Fatal Accidents

Fiscal Year, 1939	Fiscal Year, 1940	Both Years
Baxter	Baxter	Baxter
Chicot	Bradley	
Izard	Drew	
Montgomery	Montgomery	Montgomery
	Madison	
Newton	Newton	Newton
Perry	Stone	
Pike		
Woodruff		

Classification of Traffic Accidents

Accidents reported to the State Accident Reporting Bureau during the two years covered in this report are classified in various ways. Exhibit No. 14 and Table No. 25 in the appendix indicate the various types of accidents. Exhibit No. 15 is a bar-chart showing the relative percentages of primary causes of fatal accidents for the biennial period. It must be kept in mind that there are, on an average, nearly three causes for each accident, and many times it is largely a matter of personal opinion as to which is the primary and which the secondary cause. Removal of any one of the causes in most cases would have averted the accident.

Type of Vehicle Involved In Accident

Table No. 24 in the appendix shows the type of vehicles involved in accidents during the period. It is noted that trucks and trailers, which comprise approximately 25% of the total vehicle registration in Arkansas, were involved in 27.77% of all reported accidents in 1939, and 34.85% of all fatal accidents. The record for trucks during the 1940 fiscal year shows improvement, but there is that same disparity with respect to the percentage of trucks involved in fatal accidents, which indicates that accidents involving trucks are more likely to be serious. Speed of trucks was reduced by legislative enactment during the period and this is probably reflected in the improved rate for the fiscal year ending June 30, 1940. Marked improvement in the record of highway department vehicles involved in accidents with their attendant claims has been noted since the safety program among employees was intensified early in the biennium.

Time Of Accidents

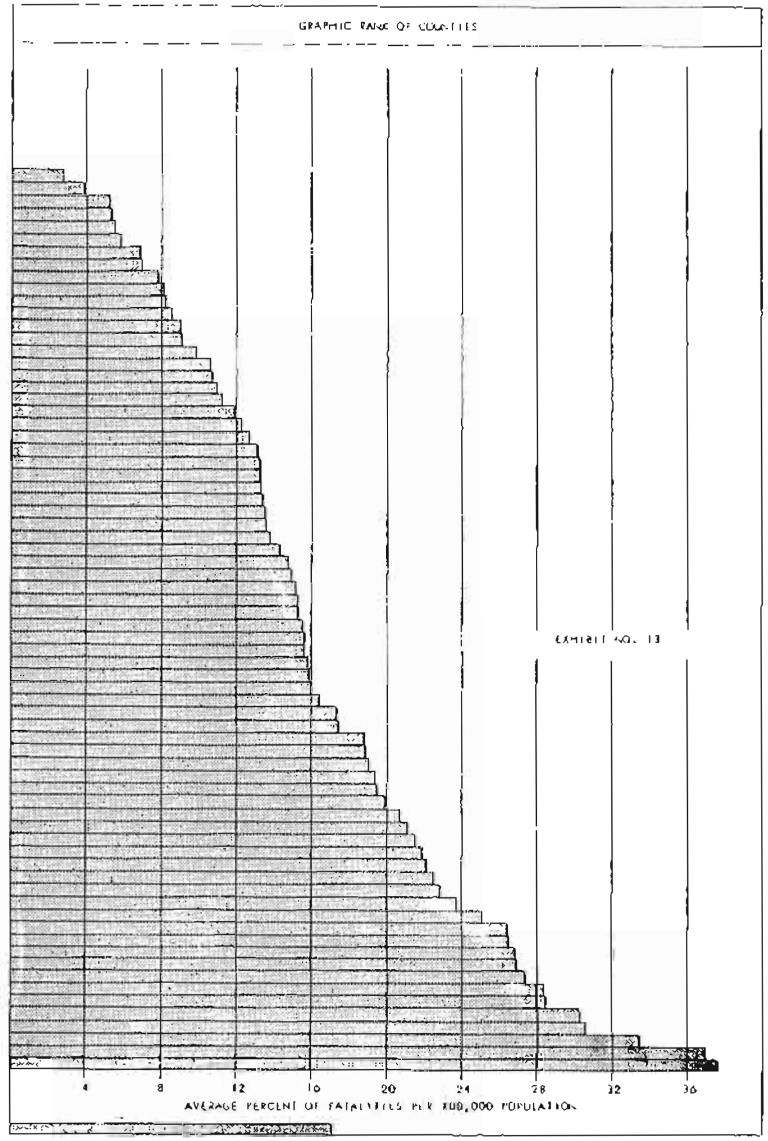
The time when accidents occur is imporant for educational, enforcement and engineering purposes. A study of all reported accidents during the biennium with respect to time of occurrence is represented graphically in exhibit No. 16 and is detailed in Table No. 26. Although the vehicle miles accumulated during the hours of darkness are estimated to be approximately one-third of the vehicle miles accumulated in the daytime, a considerable majority of accidents occur at night. At certain seasons of the year nearly three-fourths of all fatal accidents on Arkansas' highways take place between sundown and sun up.

Spot Maps and Miscellaneous

Various other tables showing pertinent classifications are presented in the appendix, Nos. 27, 28, and 29. Exhibits No. 17 and No. 18 are accident spot maps for the calendar years 1938 and 1939, imposed on traffic flow maps, thus revealing the occurrence of accidents with respect to the density of traffic.

DISTRIBUTION OF MOTOR VEHICLE TRAFFIC DEATHS BY COUNTIES

County	1940 Population	Year Ending June 30, 1939		Year Ending June 30, 1940		Total for Biennium	
		Deaths	Rate Per 100,000 Population	Deaths	Rate Per 100,000 Population	Total Deaths	Average Rate Per 100,000
Newton	10,880	0	0	0	0	0	0
Baxter	9,796	0	0	0	0	0	0
Montgomery	8,875	0	0	0	0	0	0
Bradley	18,085	1	5.529	0	0	1	2.765
Izard	12,879	0	0	1	7.765	1	3.897
Drew	19,907	2	10.047	0	0	2	5.023
Perry	9,386	0	0	1	10.654	1	5.327
Chicot	27,453	0	0	3	10.928	3	5.464
Stone	8,597	1	11.632	0	0	1	5.816
Madison	14,543	2	13.752	0	0	2	6.876
Dallas	14,461	1	6.915	1	6.915	2	6.915
Pope	25,676	1	3.895	3	11.684	4	7.789
Van Buren	12,292	1	8.135	1	8.135	2	8.135
Arkansas	24,442	2	8.182	2	8.182	4	8.182
Pike	11,788	0	0	2	16.966	2	8.483
Howard	10,620	1	9.017	2	12.034	3	9.025
Woodruff	22,147	0	0	4	18.061	4	9.031
Phillips	45,919	2	4.355	7	15.244	9	9.800
Poinsett	37,648	4	10.625	4	10.625	8	10.625
Johnson	18,770	2	10.652	2	10.652	4	10.652
Randolph	18,305	1	5.463	3	16.389	4	10.926
Ashley	26,778	2	7.469	4	14.938	6	11.203
Cleveland	12,570	2	15.911	1	7.955	3	11.933
Clark	24,414	3	12.288	3	12.288	6	12.288
Lincoln	19,707	2	10.149	3	15.223	5	12.686
Sevier	15,250	3	19.672	1	6.557	4	13.115
Independence	25,757	3	11.317	4	15.090	7	13.203
Garland	41,610	6	14.420	5	12.017	11	13.218
Greene	30,187	2	6.625	6	19.876	8	13.251
Jefferson	65,068	11	16.906	7	10.758	18	13.382
Cross	26,021	3	11.529	4	15.372	7	13.451
Logan	25,960	2	7.704	5	19.261	7	13.482
Hempstead	32,792	3	9.149	6	18.297	9	13.723
Yell	20,963	4	19.081	2	9.541	6	14.311
Desha	27,150	4	14.733	4	14.733	8	14.733
Lee	26,810	6	22.331	2	7.444	8	14.888
Nevada	19,782	4	20.220	2	10.110	6	15.165
Benton	36,111	4	11.077	7	19.384	11	15.231
Lonoke	29,500	6	20.335	3	10.167	9	15.251
Calhoun	9,693	1	10.302	2	20.724	3	15.543
Boone	15,204	3	18.804	2	12.536	5	15.670
Saline	19,143	5	26.119	1	5.224	6	15.671
Union	50,417	12	23.806	4	7.935	16	15.870
Craighead	47,189	8	16.960	7	14.840	15	15.900
Franklin	15,656	2	12.775	3	19.162	5	15.968
Searcy	12,169	2	16.435	2	16.435	4	16.435
Faulkner	25,871	7	27.057	2	7.731	9	17.394
Sharp	11,477	3	26.139	1	8.713	4	17.426
White	37,147	8	21.536	6	16.152	14	18.844
Pulaski	156,153	35	22.414	24	15.370	59	18.892
Cleburne	13,127	2	15.236	3	22.854	5	19.045
Clay	28,373	5	17.623	6	21.147	11	19.385
Fulton	10,202	1	9.738	3	29.214	4	19.476
Mississippi	80,149	23	28.697	9	11.229	32	19.963
Washington	41,097	7	17.033	10	24.333	17	20.683
Marion	9,467	3	31.689	1	10.563	4	21.126
Sebastian	62,657	11	17.556	16	25.536	27	21.546
Columbia	29,275	7	23.526	6	20.165	13	21.846
Polk	15,817	6	37.934	1	6.322	7	22.128
Scott	13,298	2	15.040	4	30.080	6	22.560
Prairie	15,300	6	39.215	1	6.536	7	22.876
Lafayette	16,852	4	23.736	4	23.736	8	23.736
Little River	15,928	7	43.948	1	6.278	8	25.113
Hot Spring	18,907	3	15.867	7	37.023	10	26.445
Lawrence	22,651	6	26.489	6	26.489	12	26.489
Miller	31,637	8	25.287	9	28.448	17	26.868
Carroll	14,871	2	13.449	6	40.347	8	26.898
Ouachita	31,029	8	25.782	9	29.005	17	27.394
Monroe	21,146	7	33.103	5	23.645	12	28.374
Jackson	26,359	6	22.763	9	34.144	15	28.454
Conway	21,497	5	23.259	8	37.214	13	30.237
St. Francis	36,040	9	24.972	13	36.071	22	30.522
Grant	10,469	2	19.104	5	47.760	7	33.432
Crittenden	41,871	17	40.601	14	33.436	31	37.019
Crawford	23,914	14	58.544	4	16.727	18	37.635
Total	1,948,268	348	17.852	319	16.635	667	17.109



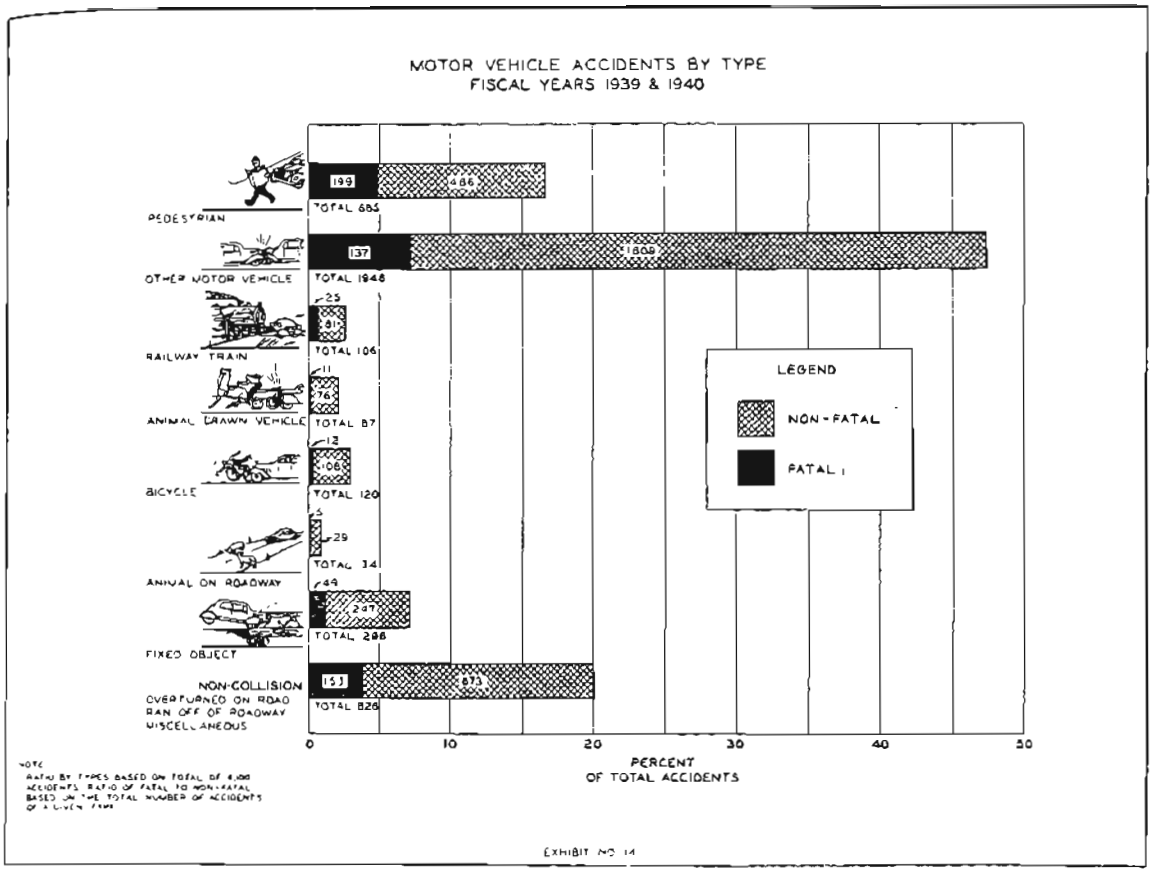


EXHIBIT NO. 14

TRAFFIC LAWS AND REGULATIONS—ENFORCEMENT OF LOADING REGULATIONS

General

The Traffic and Safety Division is charged with matters pertaining to traffic laws and regulations. During the biennium the traffic laws were coded and published in booklet form for distribution to those who had need of them. In addition, an illustrated digest of the traffic laws was prepared and published under the title, "Guide to Safe and Sane Driving." This publication won high praise from National Safety Council authorities who declared the booklet was one of the best of its kind published by any state. Approximately 250,000 copies of the handbook have been distributed to schools, transportation and trucking companies, Civilian Conservation Corps and to many other organizations and individuals. Hundreds of direct inquiries are answered each year dealing with various phases of the traffic laws and the regulations of the Commission. The Division cooperated with the State Department of Education in the preparation of regulations for the operation and equipment of school busses. The Division also cooperates and advises with legislative committees on matters pertaining to traffic laws for the State and for cities as well.

Enforcement

Enforcement of traffic regulations with respect to trucking operations is a functions of this Division. Four men were assigned to this work in November, 1938, and at the end of the fiscal period, June 30, 1940, some twenty-five traffic inspectors or helpers and two field supervisors were assigned to this functions. During the month of January, 1939, overloads averaged more than 50 per cent of the vehicles checked each week. The number of men assigned to enforcement of loading regulations was

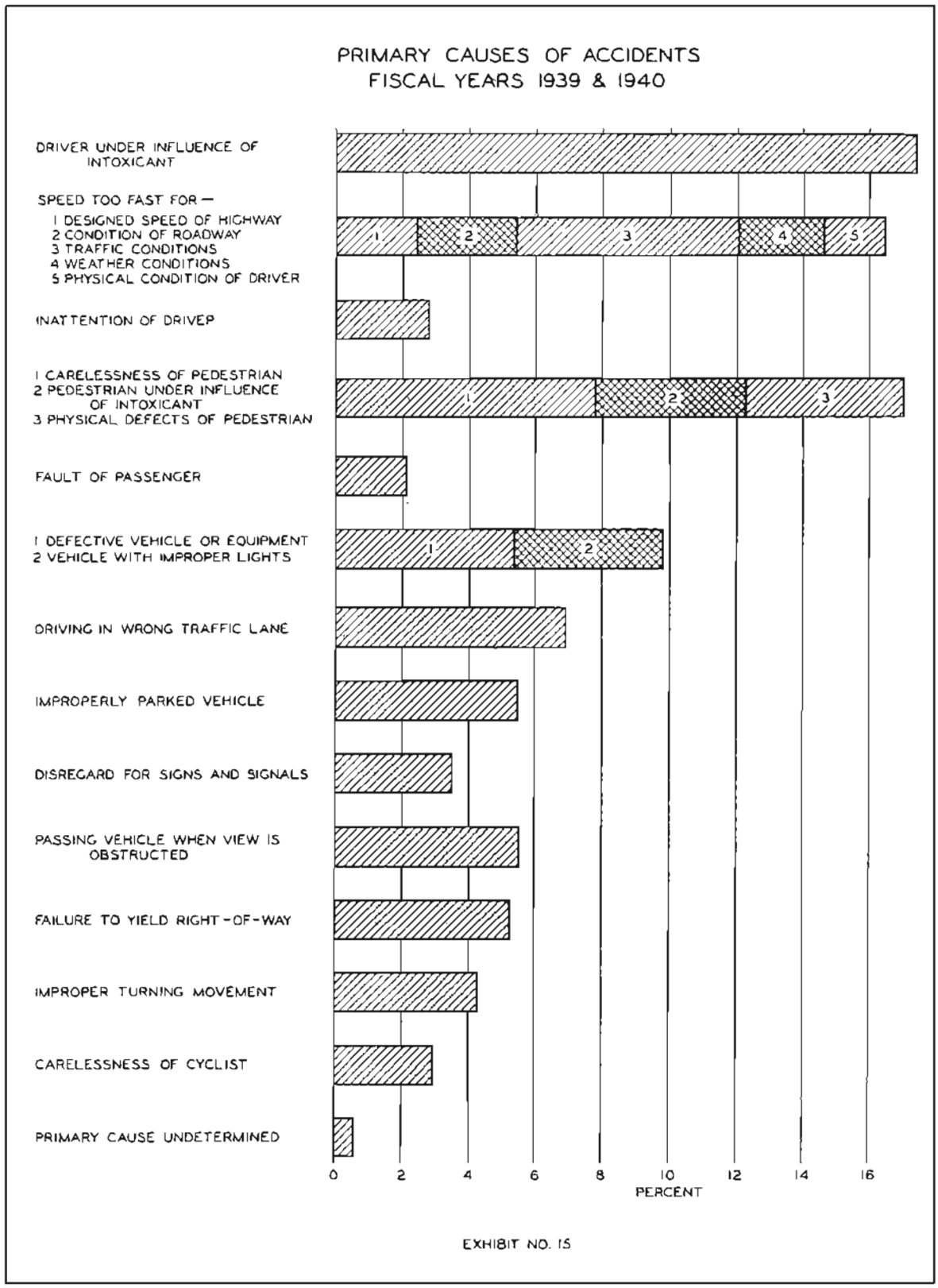
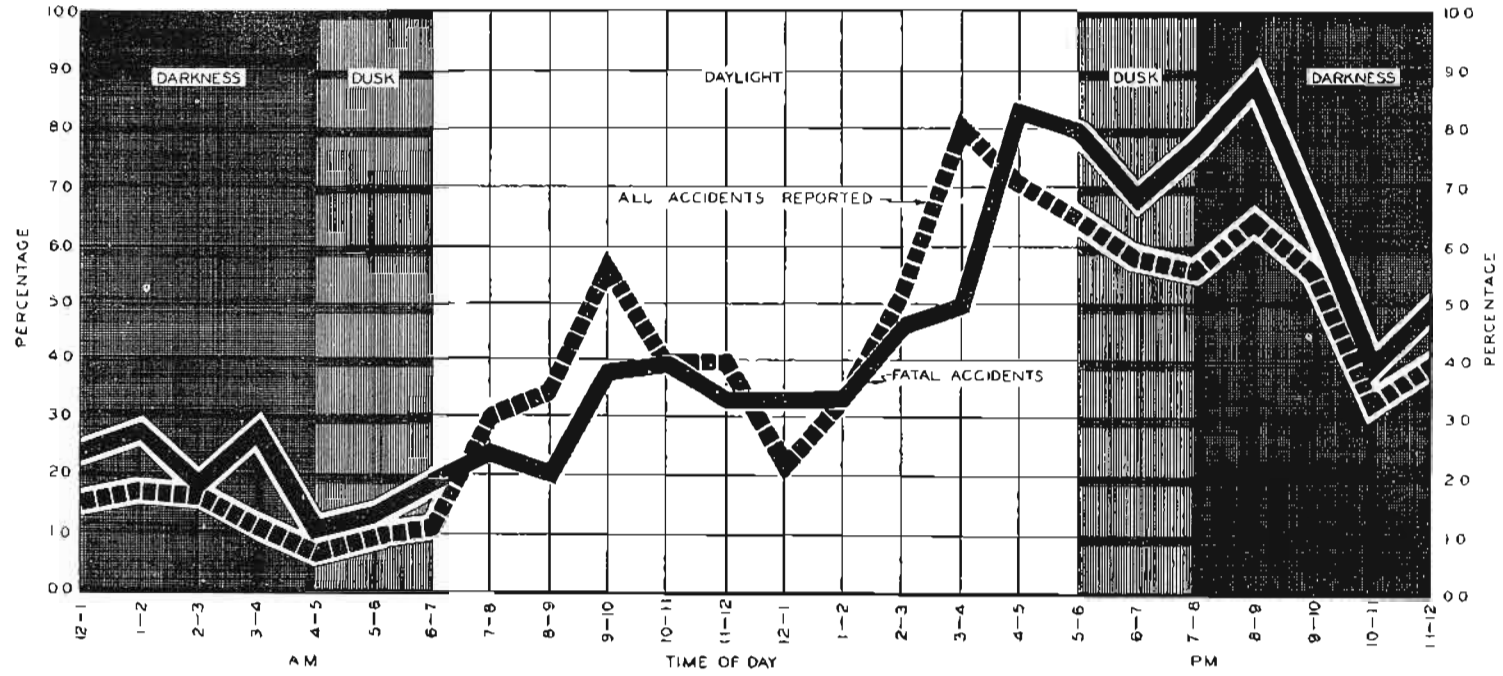


EXHIBIT NO. 15

ACCIDENTS BY HOUR OF DAY



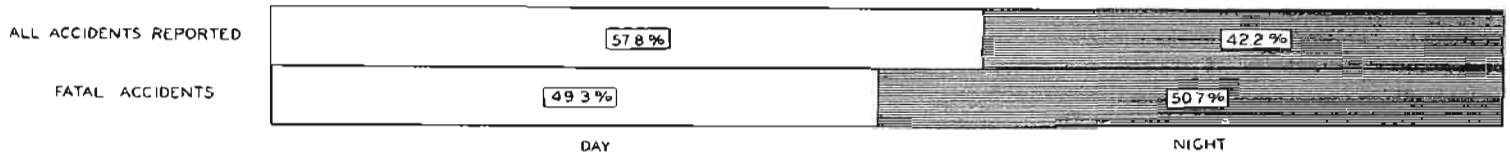


EXHIBIT NO 16

gradually increased and by the end of the biennium this percentage had been reduced to 6.75 per cent. The following tabulation indicates the scope of this activity:

	Fiscal Year		
	1939	1940	Total
Trucks Inspected and Passed Without Weighing	16,499	113,179	129,678
Trucks Weighed	6,714	29,397	36,111
Trucks Found Overloaded	3,300	9,629	12,929
Trucks Unloaded	1,375	7,625	9,000
Average Per Cent of Overloads	14.22	6.75	7.80
Revenue Collected Per Week, Average			$2,346.50

It is to be noted that these weight officers accounted for an average of $2,346.50 per week of revenue (based on a reported total of $96,206.40 for 41 weeks), practically all of which would have been lost to the State otherwise, since it was collected from those operating trucks illegally or violating permits granted to operators of vehicles registered in other states. The main purpose of this function, however, is for the protection of the huge investment made in Arkansas' highways, a service which cannot be easily measured in terms of dollars and cents, but which is none the less tangible.

Permits

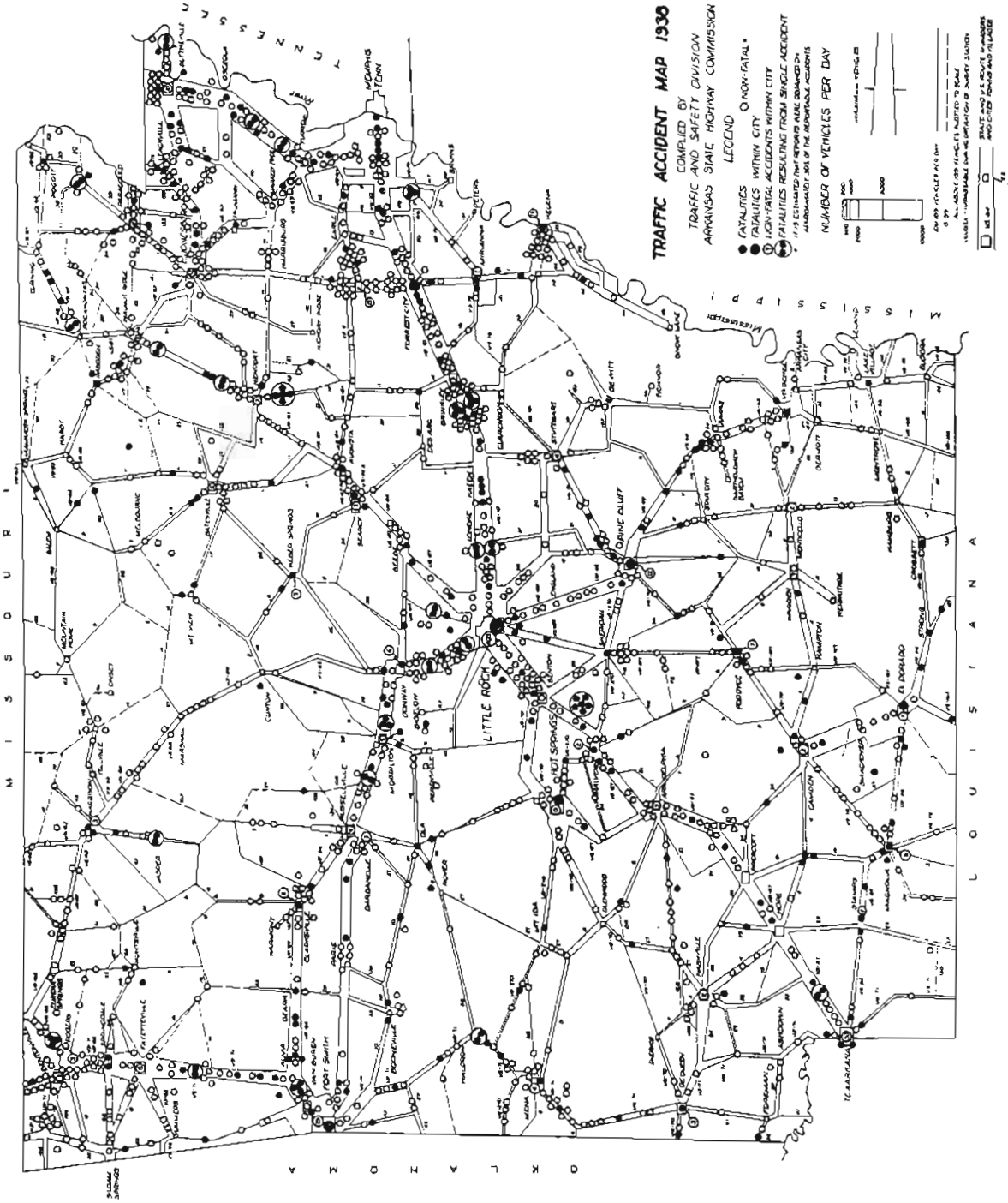
Another function of the Division in connection with traffic laws and regulations is the issuance of permit when it is necessary to move a load over the highways which exceeds legal dimensions. Permits will be issued when circumstances warrant for moving over-height, over-length or over-width loads with whatever special restrictions may be necessary for the protection of traffic. Generally such over-dimension loads may be moved only during daylight hours and the number of days for the operation are usually limited to four. No permits are issued for overloads, the Commission, by resolution, abolishing that practice which previously had been badly abused.

ROAD INFORMATION SERVICE

A function assigned to the Traffic and Safety Division which is not a traffic engineering activity is that of providing road information service to the many who inquire as to routings, points of interest and travel conditions or who must obtain that information from travel bureaus.

Many inquiries are answered by telephone and approximately 200 cards and letters requesting information or literature are answered each month. A weekly road condition report is prepared and mailed each Thursday to more than four hundred tour agencies, travel clubs, service stations, hotels and individuals. During winter months the Division, upon request, supplies daily wire service to important tour agencies which information in turn is relayed by radio to all parts of North America. During times of flood, or other hindrances to normal travel, the Division operates from eighteen to twenty-four hours per day in order to give full assistance to the traveling public.

The Division also handles details incident to the preparation of the highway service map for the year. From 75,000 to 100,000 maps are distributed each year, and, in addition, many thousands of pieces of literature, prepared by this and other departments of the State. The Division has published a small pamphlet entitled "One Hundred and One Points of Interest in Arkansas," which has proved exceedingly popular. Approximately 25,000 copies have been distributed during the biennium.



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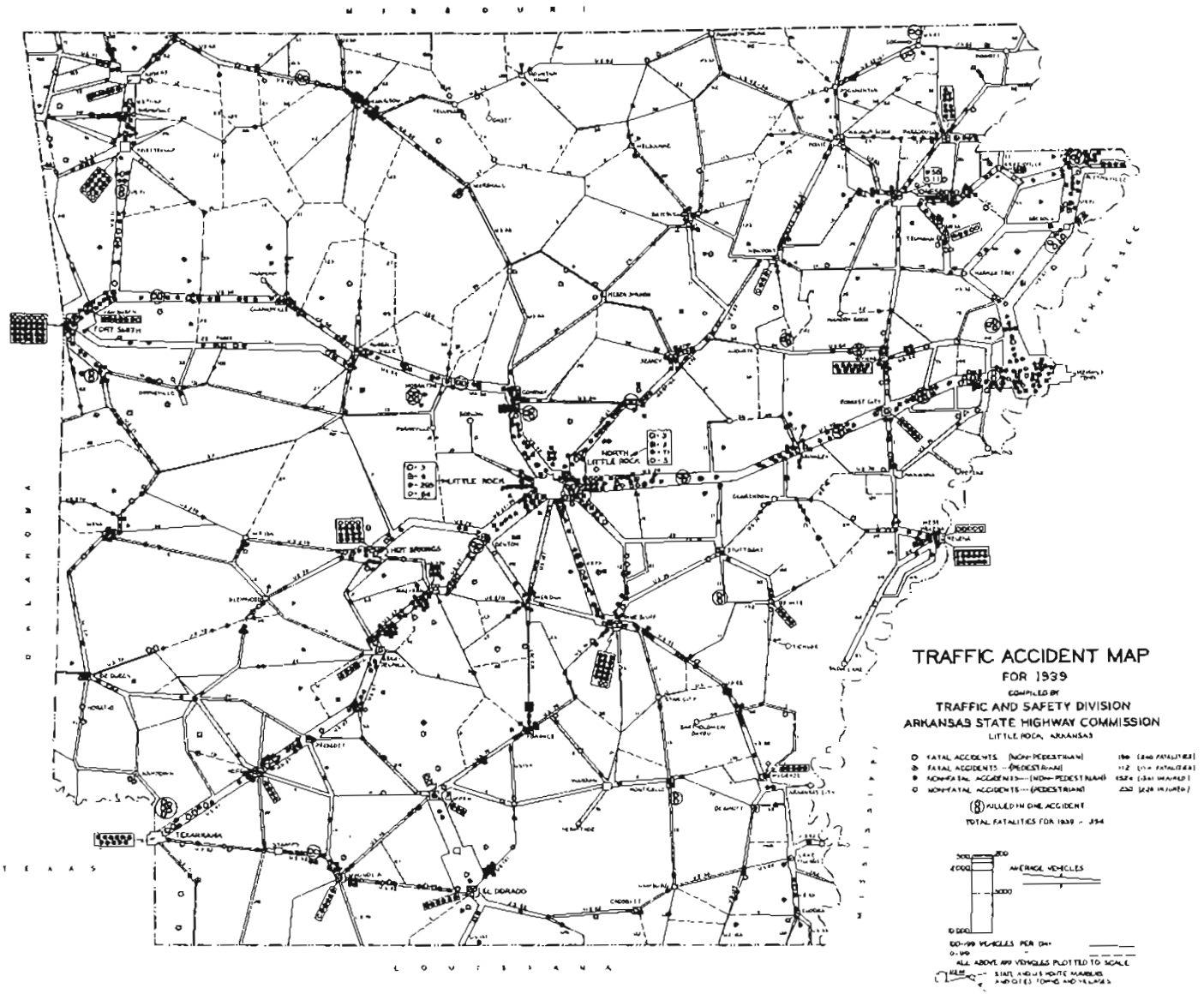


LOOKING FORWARD

The advancement in the activities and responsibilities of the Traffic and Safety Division during the past two years has been most marked, but actually it represents but a beginning, since there is so much traffic engineering and traffic safety work to be done before any great improvement in the traffic picture can be made. Dozens of cities and towns need our traffic engineering services, but our limited staff makes it impossible to meet more than a few of these requests. Traffic engineering functions are of much interest to all who use the streets and highways, and while many traffic engineering functions involve comparatively small expenditures, they loom large in the eyes of the traveling public. Traffic Engineering itself is a new and highly specialized type of engineering, a profession within itself, and when given proper recognition and administrative support can contribute much toward raising the standards of all divisions of the average highway department.

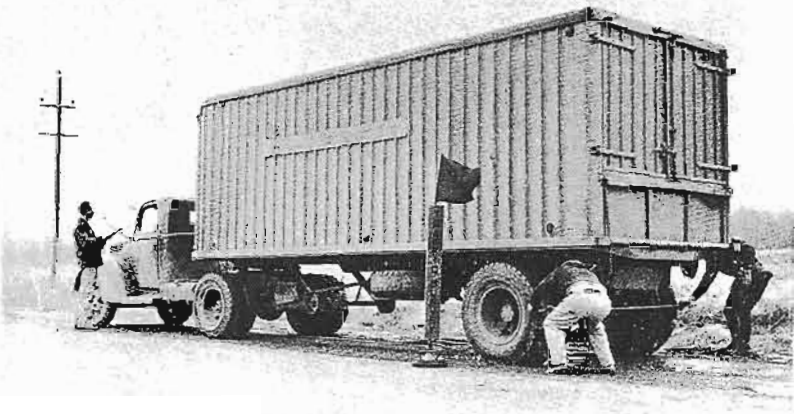
Completion of a state sign manual, further tests of center stripe paint preparatory to launching a modern striping program in the early spring of 1941, rebuilding of a striping machine for this purpose, sign and marker studies in all towns and at junctions with further progress toward uniformity of signs and markers in all districts, traffic engineering assistance to cities and towns to such extent as may be possible, expansion of the adult driver training program, continued cooperation with and assistance to schools and colleges of the State, an intensified program of public safety education, and a more adequate program of employee safety within the Department are some of the objectives for the next fiscal year.

HIGHWAY USE

DENSITY COUNT

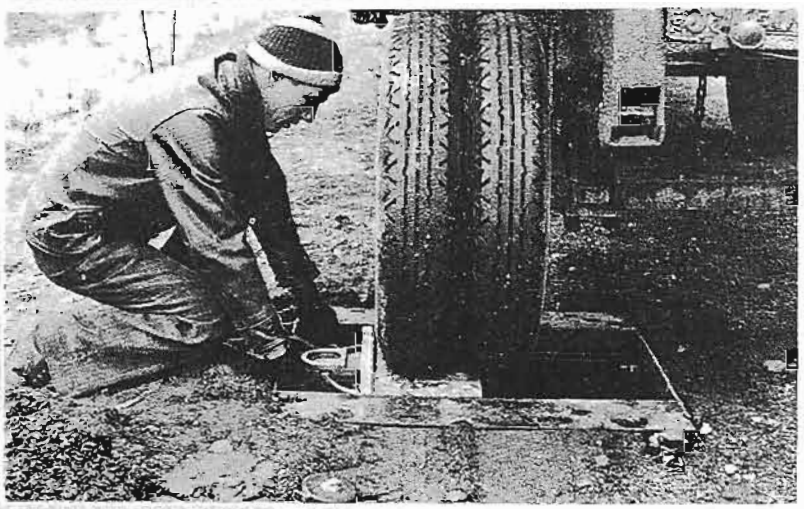
AUTOMATIC RECORDER

ONLY TRAFFIC COUNTS CAN ANSWER THE QUESTION OF WHAT HIGHWAYS ARE MOST USED AND TO WHAT EXTENT.



WHAT TYPE AND SIZE OF VEHICLES USE OUR HIGHWAYS?

WHAT LOADS ARE OUR HIGHWAYS CARRYING?



SECTION V

STATISTICAL AND FACTUAL STUDIES

Following Congressional enactment which permitted the expenditure for fact-finding studies related to highway problems of an amount not to exceed 1½ per cent of the Federal funds appropriated for highway construction, the Public Roads Administration proposed to the highway departments of the several states that they each undertake such studies in cooperation with and correlated by the administration.

Purpose of Studies

The primary purpose of the proposed studies was to develop information that would aid each state to evaluate its present highway system, to determine its needs for future improvement, and to develop a long range plan commensurate with its needs and income. In addition, definite information obtained regarding motor user imposts and the variety and extent of use to which the various highway systems are subjected would provide facts on which to base equitable taxation and regulation of motor vehicles as well as a measure for the allocation of road construction funds.

Organization

The Arkansas State-wide Highway Planning Survey was established in 1936 as a joint undertaking of the Highway Department and the Public Roads Administration for the purpose of making the studies suggested. Executive personnel were transferred from the regular highway department staff and additional employees were engaged as required. The Work Projects Administration provided and paid a number of clerical workers.

In May, 1939, the Division of Statistics and Analyses was set up to collect and prepare statistical data for the use of the Department and of the State government as well as to complete the basic studies of the Planning Survey, to revise the various classes of data initially collected, keeping them currently useful, and to make such additional studies as might be found essential to intelligent planning of a highway program.

Accomplishments

Road Inventory—Knowledge of the present physical condition of the property is essential in planning future improvements, hence an inventory was made showing the length, width, type of surface, condition and other pertinent facts relative to all roads in the State. Houses, business establishments, schools, churches and other features indicating the origin and destination of traffic were recorded. All these data have been posted on a series of State and county maps which have been published and widely circulated. The pertinent facts have been analyzed and listed in a number of tabulations which are on file at the Highway Department.

Traffic Studies—The necessity for improvement, the economical type and width of surface to be used and the order of priority cannot be equitably determined without a knowledge of the volume and type of traffic passing over the roads. To provide this data, a state-wide traffic survey was made in 1939 during which the volume of traffic was counted at 12,000 road intersections throughout the State. Fifteen automatic traffic recorders kept continuous records and manual counts were made at over two hundred key stations at regular intervals throughout the year in order to determine the daily, weekly and monthly variation in all localities. In addition, trucks were stopped, weighed and measured and pertinent data regarding their operations obtained from the drivers at 36 stations on the principal highways. This information is now being analyzed and will be published in 1940.

Although the data from this study are not at this time in completed form for final analysis, sufficient information has been made available so that comparisons may be

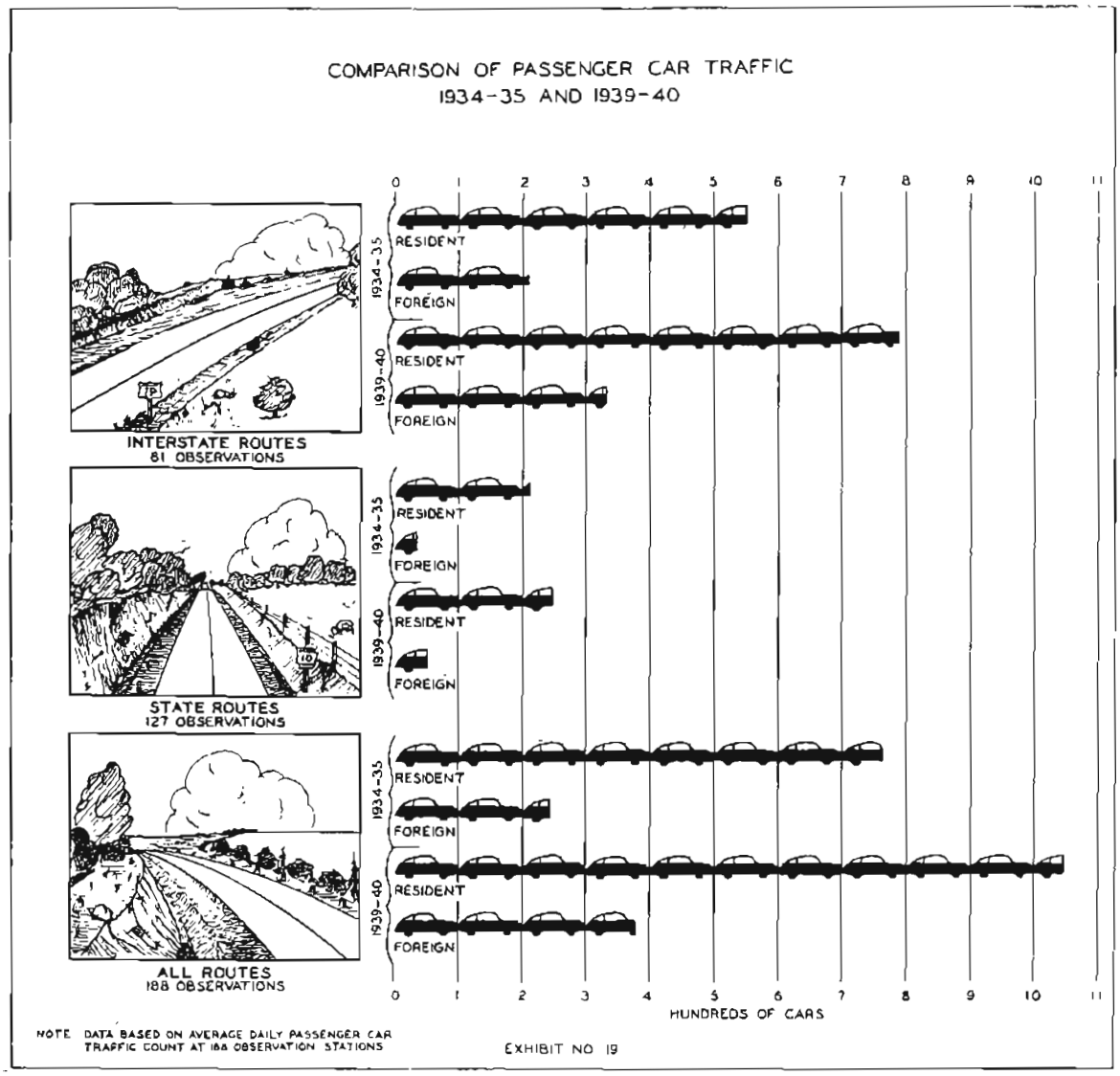
made between the present traffic volume and that which occurred during previous years over various state and inter-state routes.

The following tabulation indicates the average increase of traffic as determined from counts made at 188 points during the period 1934-35 and again during the period 1939-40.

Comparison of Average Daily Traffic

Vehicle Type	Interstate Routes 1934-1935 Vehicles	Interstate Routes 1939-1940 Vehicles	Interstate Routes Increase Per Cent	State Routes 1934-1935 Vehicles	State Routes 1939-1940 Vehicles	State Routes Increase Per Cent	All Routes 1934-1935 Vehicles	All Routes 1939-1940 Vehicles	All Routes Increase Per Cent
Passenger—Local	550	795	44.5	209	251	20.1	759	1,046	37.8
Passenger—Foreign	206	336	63.1	39	50	28.2	245	386	57.6
Passenger—Total	756	1,131	49.6	248	301	21.4	1,004	1,432	42.6
Truck	166	377	127.1	69	134	94.2	235	511	117.4
Bus	9	19	111.1	3	6	100.0	12	25	108.3
Total	931	1,527	64.0	320	441	37.8	1,251	1,968	57.3

It will be noted that the average traffic increase for passenger cars is only 42.6 per cent as compared with an increase for trucks of 117.4 per cent and for busses of 108.3 per cent. These disproportionate increases are due in part to the relative increases in



registration; passenger vehicle registration increased 8.5 per cent from 1935 to 1939 while truck registration gained 53.7 per cent and the number of busses jumped 121.6 per cent. Exhibit No. 19 shows the increase in passenger car traffic during the five-year period, 1935-1940.

Road Use and Motor Vehicle Allocation—A knowledge of the geographical distribution of motor vehicles, the annual travel, the relative use of different highway systems and the fees and taxes paid by vehicle owners is a prerequisite to the establishment of an equitable allocation of funds to the various highway systems as well as an essential to the preparation of impartial tax laws. The Division of Statistics and Analyses has published two reports which present these data, namely, "Motor Vehicle Allocation and Road Use Surveys of the State of Arkansas" and "Analyses of Motor Vehicle Registrations for 1937-1938." An analysis of the 1939 motor vehicle registrations has been made and will be published in the near future.

Financial Study—The "Fiscal Survey of Arkansas" recently published by this division contains a general discussion and a large number of tables which present an analysis of the income and expenditures of all governmental agencies within the State for all purposes but with particular reference to highways.

The gradual transition which has removed the highway tax burden from the land owner to the motor vehicle user and the general trend to increased governmental activities and augmented expenditures by all agencies presents a complicated problem to the highway planner which requires a knowledge of all the financial operations within the State. Much of the information required for this study is contained in this report. Supplementing this are the facts presented in another report, "Expenditures for Highway Purposes in Arkansas 1917-1937."

Road Life—In order to present a comprehensive picture of highway conditions it is necessary to show the cost of our highways, their present worth, and the approximate date when they will be worn out or become obsolete. The Road Life Study was initiated as a basis for determining the probable life of the various types of road surfaces and bridge structures. Density of traffic, increased speed and loadings have resulted in a more rapid rate of deterioration of highway facilities and it is believed the data assembled for this study in which all of these factors are considered will permit the construction of life expectancy tables that will conform more accurately to present highway use. With the completion of this study records will be available indicating the relative value of the various types of road surfaces now in use, and an estimated cost of maintenance and replacement.

Statistical Data—The Public Roads Administration requires from each state monthly and annual reports on motor vehicle registration, gasoline consumption, motor users imposts, highway income and expenditures, additions and improvements to the highway system, county road improvements and expenditures as well as many special reports. In addition to these reports, the Division of Statistics and Analyses prepares a number of charts and tabulations for the use of Highway Departmental and other State officials and supplies a large variety of statistical information upon request.

Tables and Charts—The appended tables and charts present some interesting comparisons and indicate some of the data collected and information disseminated by the Division of Statistics and Analyses.

Table 6—Total expenditures for highway purposes by counties from April 1, 1917 to December 1, 1937.

Table 7—Summary of expenditures of highway purposes in Arkansas from April 1, 1917 to December 1, 1939.

The above tables are taken from the "Review of Highway Expenditures in Arkansas" and indicate the expenditure by county and the spending agency. Table 7 has been revised to include 1938 and 1939 disbursements.

Exhibit 20—Seasonal variation in Traffic 1939-40 is based upon information obtained by automatic traffic recorders for corresponding periods in 1939 and 1940.

Exhibit 21—Distribution of car and truck registrations by year model and population group, 1939. This information was obtained from the analysis of motor vehicle

registration for the year 1939, and indicates the relative age distribution and the location of motor vehicles, respectively.

Exhibit 22—Motor vehicle registrations and motor fuel consumption. This exhibit indicates the relative annual motor vehicle registration and gasoline consumption from 1924 through 1939.

Exhibit 23—Comparative Arkansas and national motor fuel consumption and motor fuel tax earnings. This information is kept current by this Division and is useful in forecasting and checking the trend of motor fuel tax income.

Exhibit 24—Comparative Arkansas and national motor vehicle registrations and receipts. These data serve the same purpose as those listed above.

TABLE NO. 6

TOTAL EXPENDITURE FOR HIGHWAY PURPOSES FROM APRIL 1, 1917 TO DECEMBER 31, 1937

Counties	Expended by counties			Expended by special improvement districts					Expended by State Highway Department				Expended from Federal funds	Grand total
	Local imposts and revenues	Subventions, aids, grants and shared revenues	Total	Local returned imposts and borrowings	Subventions, aids and grants	State assumed S. I. D. obligations	Certification of indebtedness to S. I. D	Total	Administration, maintenance, and Miscellaneous	Construction	Interest	Total		
Arkansas	$ 565,243	$ 225,828	$ 791,071	$ 2,677,681	$ 162,814	$ 3,693,764	$ -	$ 6,484,259	$ 528,597	$ 245,695	$ 1,372,069	$ 2,146,361	$ 1,349,700	$ 10,771,391
Ashley	426,229	227,172	653,401	307,893	112,254	711,383	-	1,131,530	584,418	1,246,168	644,448	2,475,034	887,193	5,147,158
Baxter	133,019	102,905	235,984	65,614	57,647	173,000	-	296,261	272,844	729,329	302,360	1,304,533	786,719	2,623,497
Benton	645,352	371,278	1,016,630	1,554,164	295,819	1,507,500	248,371	3,605,854	708,786	1,107,697	921,731	2,738,214	1,415,923	8,776,621
Boone	228,068	273,932	502,000	196,021	52,023	72,000	88,404	408,448	440,475	1,214,391	433,782	2,088,648	612,309	3,611,481
Bradley	283,718	308,000	591,718	276,060	14,360	-	138,899	429,319	245,208	901,658	310 485	1,457,351	513,058	2,991,446
Calhoun	180,824	215,541	396,365	-	-	-	-	-	294,295	916,951	300,337	1,511,583	496,687	2,404,630
Carroll	230,382	240,491	470,873	281,035	100,741	341,710	165,885	888,871	410,274	769,627	324,537	1,554,438	558,206	3,472,408
Chicot	352,016	162,108	514,124	3,221,042	100,847	1,646,660	40,907	5,009,456	528,626	434,149	728,626	1,691,537	486,663	5,701,780
Clark	427,164	233,911	661,075	778,295	87,771	522,000	81,614	1,469,680	449,026	1,780,078	810,231	3,039,335	1,077,694	6,246,804
Clay	407,804	468,216	876,020	48,190	-	-	15,826	64,026	395,939	1,599,787	543,509	2,539,235	757,702	4,239,003
Cleburne	128,203	225,389	353,592	-	-	-	-	-	348,620	647,163	214,393	1,210,186	412,183	1,975,921
Cleveland	158,312	151,980	310,292	203,519	39,127	420,000	-	662,646	377,522	935,967	473,126	1,786,615	594,324	3,353,877
Columbia	330,487	350,335	720,802	357,963	42,058	131,000	170,719	721,740	490,183	1,414,028	580,484	2,464,693	717,794	4,625,029
Conway	268,938	348,175	617,063	1,855,360	128,398	1,422,000	93,738	3,499,496	485,516	659,757	729,573	1,874,841	978,943	6,770,343
Craighead	633,619	348,571	985,190	1,095,610	212,888	831,000	79,885	2,219,383	517,767	1,605,998	833,763	2,957,028	1,401,249	7,559,850
Crawford	405,894	453,933	859,827	578,170	17,642	33,000	14,032	642,794	411,867	1,800,573	628,363	2,840,803	1,808,328	6,131,752
Crittenden	580,568	184,034	764,602	2,722,178	248,081	5,233,500	41,308	8,245,067	869,596	2,964,631	2,910,889	6,745,118	2,210,452	17,965,239
Cross	390,686	228,322	619,208	1,040,333	62,023	1,433,000	85,204	2,620,562	484,936	768,520	776,787	2,029,143	787,348	6,036,861
Dallas	241,475	182,234	423,709	411,379	81,248	676,000	103,105	1,271,632	442,335	597,733	427,842	1,467,910	479,917	3,643,168
Desha	303,449	193,799	497,248	851,575	78,441	815,377	42,626	1,853,819	318,651	759,802	578,446	1,656,899	973,683	4,981,649
Drew	337,670	323,081	660,751	332,684	24,906	226,529	102,469	687,528	399,435	1,096,227	431,644	1,927,301	565,215	3,840,795
Faulkner	273,527	251,572	525,099	1,130,802	75,227	1,022,000	113,425	2,341,454	363,387	784,608	612,806	1,760,801	1,506,804	6,134,158
Franklin	273,598	316,215	589,813	136,817	36,002	220,000	31,200	424,019	353,456	1,297,317	679,231	2,330,004	1,265,688	5,109,524
Fulton	139,482	124,078	263,560	52,328	61,929	176,554	-	290,811	271,772	767,770	140,104	679,646	589,201	1,823,218
Garland	765,077	494,233	1,259,310	1,666,008	55,399	516,923	2,477	2,240,757	396,387	1,943,433	862,927	3,207,742	1,270,840	7,978,649
Grant	151,768	131,514	283,282	666,208	88,894	816,027	-	1,571,229	479,643	689,595	486,604	1,655,842	586,583	4,096,736
Greene	426,919	449,571	876,490	360,777	28,265	102,000	14,743	505,785	360,766	1,141,498	434,635	1,936,399	1,223,081	4,541,755
Hempstead	455,377	364,748	820,125	1,095,367	90,594	731,375	172,142	2,089,478	498,471	1,548,839	790,655	2,837,965	1,049,231	6,796,799
Hot Spring	306,380	320,046	626,426	128,218	5,000	-	129,129	262,347	358,387	2,458,201	915,769	3,932,357	1,071,563	5,892,693
Howard	228,777	218,265	447,042	287,556	163,073	670,976	91,291	1,192,894	321,163	511,228	419,865	1,252,256	584,639	3,476,831
Independence	385,166	282,250	667,416	848,930	51,179	230,648	226,651	1,357,408	493,799	1,066,127	433,321	1,993,247	1,440,158	5,438,229
Izard	340,351	111,149	251,500	19,084	47,532	233,798	-	300,414	235,530	437,918	234,571	908,059	666,809	2,126,782
Jackson	448,574	214,472	663,046	758,179	139,402	787,500	99,649	1,784,730	477,093	1,595,294	766,369	2,838,756	1,920,343	7,206,875
Jefferson	1,177,214	594,969	1,772,183	5,777,845	281,225	1,343,674	248,200	7,450,744	905,917	2,394,254	1,181,766	4,481,937	1,721,857	15,426,721
Johnson	277,901	191,204	469,105	200,809	88,103	266,000	29,322	584,234	374,513	1,290,432	517,644	2,182,589	1,252,666	4,488,594
Lafayette	275,484	201,757	478,241	163,381	38,091	206,000	-	405,472	287,092	701,629	299,736	1,288,457	640,719	2,812,889
Lawrence	398,671	176,893	575,564	847,750	177,450	1,083,500	61,673	2,170,373	490,190	1,294,458	800,738	2,585,386	1,069,734	6,401,057
Lee	328,057	479,349	807,406	558,140	12,785	466,000	-	2,036,925	362,223	855,941	464,652	1,682,816	914,019	4,441,166
Lincoln	238,282	140,803	379,085	424,761	100,770	505,501	-	1,027,382	332,889	478,995	330,092	1,141,976	561,236	3,109,879
Little River	296,393	121,710	418,603	860,268	89,475	1,590,000	-	2,539,743	334,967	82,624	576,226	993,817	793,260	4,746,423
Logan	347,986	440,447	788,433	411,419	11,227	35,000	170,615	628,256	398,130	1,982,521	715,210	3,095,861	610,940	5,123,490
Lonoke	487,544	276,919	764,463	1,092,310	169,423	1,133,970	23,924	2,417,575	684,886	1,584,992	904,233	3,174,111	1,132,455	7,488,604
Madison	176,383	131,902	258,285	53,673	101,019	175,390	-	330,142	336,008	677,896	264,503	1,278,407	440,887	2,307,721
Marion	140,316	184,153	324,469	-	2,500	-	-	2,500	283,000	1,106,834	365,531	1,755,365	359,518	2,441,852
Miller	566,847	314,749	881,596	1,973,492	72,769	342,600	113,244	2,502,105	507,797	2,380,835	930,974	3,814,586	1,102,799	8,301,086
Mississippi	838,600	312,328	1,150,928	5,458,846	320,086	6,661,000	64,950	12,504,902	636,267	429,627	2,525,249	3,591,133	1,953,592	19,200,535
Monroe	433,453	182,117	595,570	432,971	145,087	568,000	68,883	1,214,938	572,309	3,093,189	1,201,102	4,865,400	1,076,290	7,752,198
Montgomery	107,326	201,323	308,649	21,644	84,540	80,000	-	186,184	304,575	773,086	264,203	1,341,666	432,511	2,269,010
Nevada	239,943	388,606	628,549	264,580	16,670	36,125	92,319	409,694	349,424	1,088,329	379,881	1,817,634	949,673	3,805,950
Newton	85,497	160,459	245,956	74 421	117,003	385,550	-	576,974	348,338	539,952	211,589	1,109,654	320,704	2,053,388
Ouachita	646,169	995,508	1,641,677	825,926	4,684	-	232,180	1,062,790	501,339	1,780,934	599,306	2,881,599	1,161,966	6,748,032
Perry	241,515	267,369	508,884	55,257	24,784	70,500	-	150,456	266 111	852,871	296,603	1,395,585	521,836	2,576,761
Phillips	712,144	282,637	994,781	2,165,176	283,650	3,122,000	54,588	5,625,414	400,639	163,932	2,251,094	1,715,665	3,285,352	9,621,212
Pike	161,156	229,182	390,338	-	2,160	-	-	2,160	311,219	1,039,317	341,334	1,691,870	473,741	2,557,709
Poinsett	436,207	202,794	639,001	673,603	267,649	1,650,500	-	2,591,752	523,488	1,112,804	968,456	2,604,748	842,967	6,678,468
Polk	274,545	181,637	456,182	457,675	56,203	736,500	58,032	1,308,410	457,320	710,024	488,489	1,650,833	825,720	4,240,945
Pope	369,249	234,961	604,210	948,582	154,774	998,727	146,338	2,248,411	452,027	1,538,941	804,192	2,595,160	2,154,857	7,602,638
Prairie	315,580	156,365	471,945	654,997	340,749	1,144,770	-	2,140,516	533,853	1,727,346	928,523	3,189,722	940,728	6,742,931
Pulaski	5,666,528	932,234	6,598,782	17,450,077	973,555	8,699,664	1,137,677	28,260,973	634,149	950,354	3,439,378	5,023,881	4,759,552	42,643,188
Randolph	287,952	259,093	547,045	198,854	48,468	283,500	59,611	590,433	331,877	1,098,788	433,408	1,864,073	904,279	3,802,830
St. Francis	482,560	194,472	677,032	1,304,595	148,015	1,709,000	168,747	3,330,357	682,913	2,080,568	1,325,806	4,089,287	1,528,580	9,625,256
Saline	325,598	246,463	572,061	137,203	68,409	177,379	57,398	460,389	273,882	789,191	315,873	1,378,926	1,145,634	3,577,210
Scott	150,844	287,765	438,609	-	15,500	-	-	15,500	305,881	573,958	300,206	1,662,045	1,029,853	3,146,007
Searcy	122,341	125,528	247,869	86,093	68,027	217,951	-	367,069	330,690	963,581	398,926	1,693,197	514,401	2,822,536
Sebastian	1,386,421	1,129,007	2,515,428	4,258,450	47,140	-	282,312	4,527,902	373,662	1,954,033	687,869	3,010,544	5,707,983	15,861,859
Sevier	324,098	161,360	485,458	716,543	107,024	1,207,324	104,417	2,130,498	401,545	198,270	481,189	1,081,004	1,051,473	4,748,433
Sharp	138,055	189,499	327,554	24,622	24,454	30,000	-	79,286	298,506	597,264	204,628	1,100,398	604,585	2,111,823
Stone	84,069	128,330	202,399	46,233	37,040	80,500	-	163,773	284,338	489,815	174,984	949,135	386,408	1,701,715
Union	1,083,238	1,338,281	2,421,519	1,500,018	-	-	272,816	1,772,834	917,693	5,279,780	1,141,391	5,340,864	2,422,432	12,157,708
Van Buren	93,852	109,551	203,403	140,866	110,633	284,282	-	535,781	365,069	870,758	376,201	1,612,028	605,436	2,956,648
Washington	815,280	452,855	1,068,135	1,147,077	96,474	650,500	135,852	2,049,853	591,639	2,082,025	969,404	3,643,068	1,683,822	8,444,858
White	529,550	395,266	924,816	1,189 367	91,494	1,189,500	123 682	2,584,043	726,234	2,134,315	1,145,969	4,006,518	1,662,398	9,177,749
Woodruff	332,074	145,220	477,294	783,897	217,273	1,665,430	-	2,666,600	446,327	782,242	846,036	2,074,605	651,776	5,830,275
Yell	338,623	317,357	656,180	685,283	73,292	455,100	73,829	1,287,484	522,522	1,706,672	757,585	2,986,779	838,333	4,668,976
Total	31,002,722	22,469,829	53,472,551	78,093,277	7,851,426	64,117,051	6,175,220	136,296,974	33,158,911	89,051,549	52,591,845	174,802,305	80,053,252	464,625,092

Table 7
Summary of expenditures for highway purposes in Arkansas from April 1, 1917 through December 31, 1939

Unit of Government			1917 - 1937 (21 years)	1938 (Calendar year)	1939 (Calendar year)		1917 - 1939 (23 years)
Counties							
Local imposts and revenue							
Three-mill tax	(1917-1939)	$ 30,503,008		$ 1,220,597	$ 1,126,374	$ 32,849,979	
Per capita road tax	(1929-1939)	499,714		29,398	20,241	549,353	
Sub total			31,002,722	1,249,995	*1,146,615		33,399,332
Subventions, aids, grants and shared revenue from the state †							
Motor user imposts	(1917-1928)	3,231,881				3,231,881	
Direct construction aid	(1917-1921)	537,889				537,889	
County turnback	(1923-1939)	16,828,041		917,043	1,113,516	18,858,600	
Severance tax	(1923-1939)	1,742,208		72,939	68,552	1,883,699	
Federal forest funds	(1917-1939)	129,810		16,621	11,573	158,004	
Sub total			22,469,829	1,006,603	1,193,641		24,670,073
Improvement districts ‡							
Local revenue imposts and borrowings							
Road improvement districts		99,714,831			701,000	100,415,831	
Street improvement districts		39,039,066		250,100	118,600	39,407,766	
Bridge improvement districts		9,691,651				9,691,661	
Sub total			148,445,548	x250,100	x819,600		149,515,248
Subventions, aids, grants and shared revenue from the state							
Direct construction aid	(1917-1923)	1,584,421				1,584,421	
County turnback	(1923-1939)	5,161,900		100,679	82,913	5,345,501	
Aid from state highway funds through court decisions and special acts		1,105,096		33,663	72,346	1,211,105	
Sub total			7,851,426	134,342	155,259		8,141,027
State highway department							
Net direct expenditures from motor user imposts and borrowings							
Administrative and miscellaneous		3,928,184		544,069	533,448	5,005,701	
Construction, roads and bridges		82,704,316				82,704,316	
Construction, toll bridges		6,347,233				6,347,233	
Maintenance, roads and bridges		29,230,727		3,123,194	2,738,187	35,092,108	
Interest		52,591,845		4,992,427	5,367,583	62,951,855	
Sub total			174,802,305	8,659,690	8,639,218		192,101,213
Federal government							
Regular federal aid and grants		40,029,500		2,763,542	4,374,753	48,067,795	
Works progress administration **		29,934,695			10,382,274	40,316,969	
Civil works administration		6,056,218				6,056,218	
Federal emergency relief administration		3,132,849				3,132,849	
Sub total			80,053,262	2,763,542	14,757,027		97,563,831
Grand total			464,625,092	14,054,272	26,711,360		505,390,724

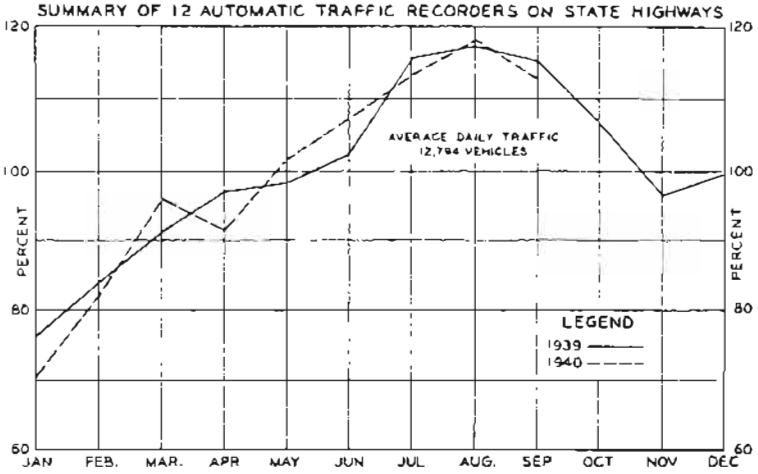
RECAPITULATION

Sources of revenue received or pledged	Amount		Percent	
Property taxes	$112,562,309		22.27	
Motor user imposts	293,222,881		58.02	
Miscellaneous	2,041,703		0.40	
Total local revenues		407,826,893		80.69
Federal funds				
Regular Federal aid and grants	48,057,795		9.51	
Relief work agencies	49,506,036		9.80	
Total Federal funds		97,563,831		19.31
		$505,390,724		100.00

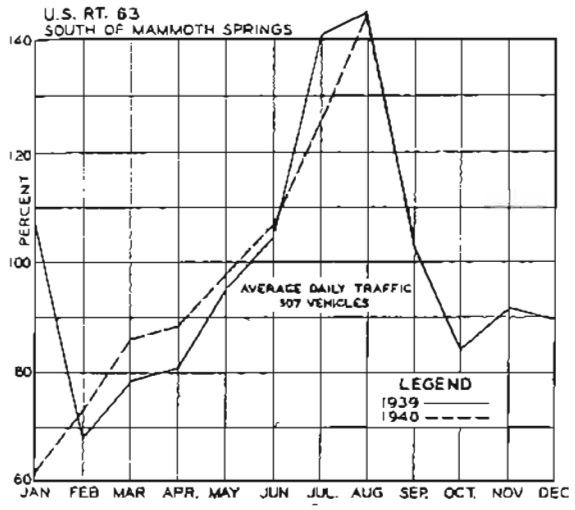
* Figures for 1939 are estimates based on three year average 1936, 1937, 1938.
† Subventions, aids, grants and shared revenues paid to local units of government are shown under the unit which finally administered the funds.
‡ Figures do not include retirements of the obligations of these units which were assumed by the State under the provisions of Act 11, of 1927, and Act 11 of the special session of 1934.
x Represents bond issues during these years, repayment pledged by property taxes.
** The item of $29,934,695 shown expended by the W. P. A. includes expenditures from the inception of this agency to March 31, 1939; the item of $10,382,274 shown for 1939 represents the expenditures made during the remaining nine months of 1939.

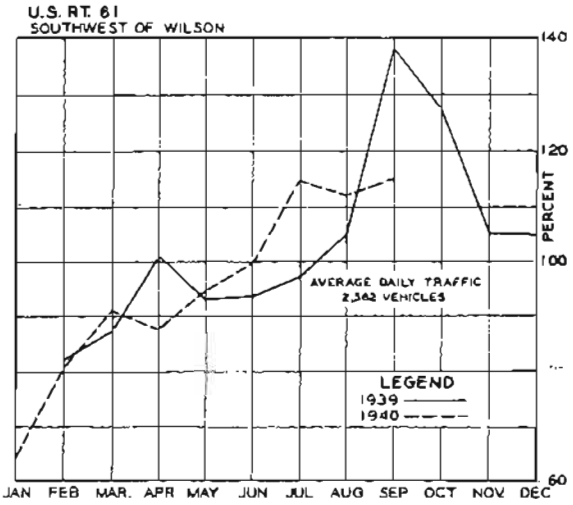
SEASONAL VARIATION IN TRAFFIC
1939-1940

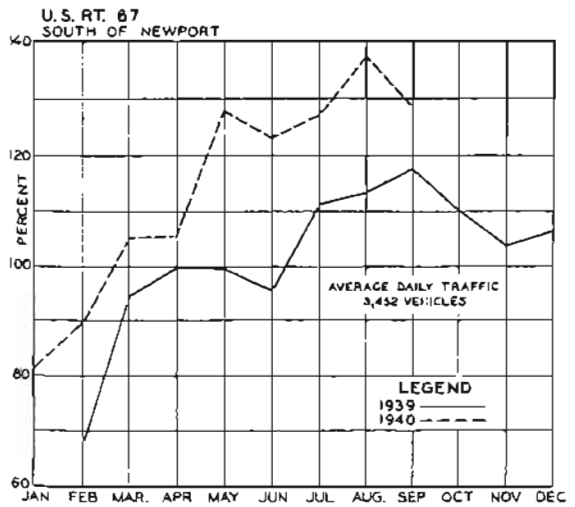
SUMMARY OF 12 AUTOMATIC TRAFFIC RECORDERS ON STATE HIGHWAYS



INDIVIDUAL RECORDERS







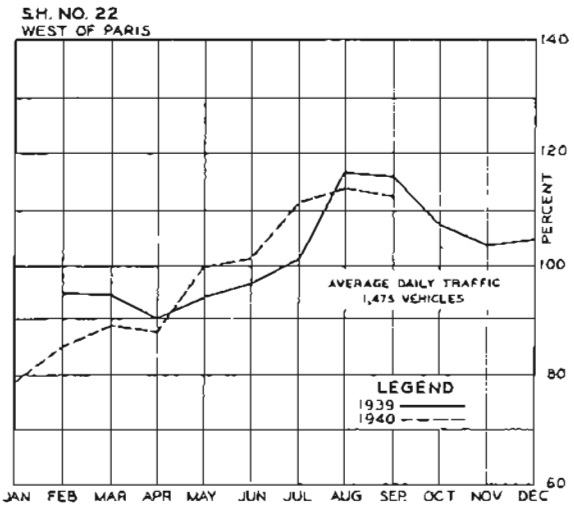
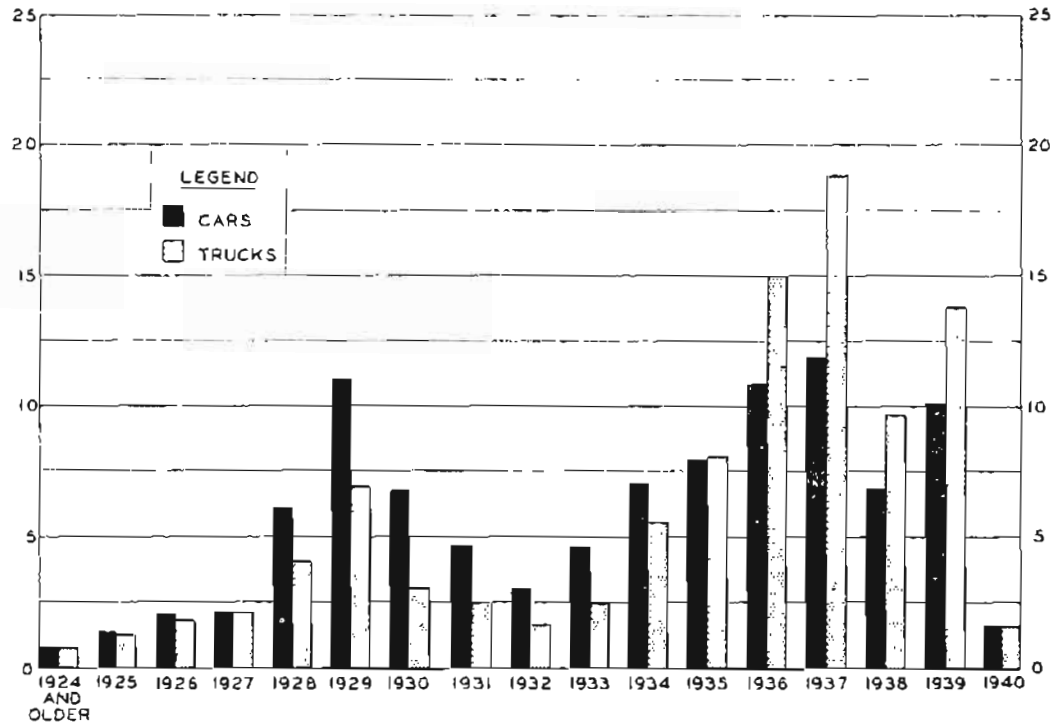


EXHIBIT NO. 20

DISTRIBUTION OF CAR AND TRUCK REGISTRATIONS BY YEAR MODEL

1939



DISTRIBUTION OF CAR AND TRUCK REGISTRATIONS BY POPULATION GROUP

1939

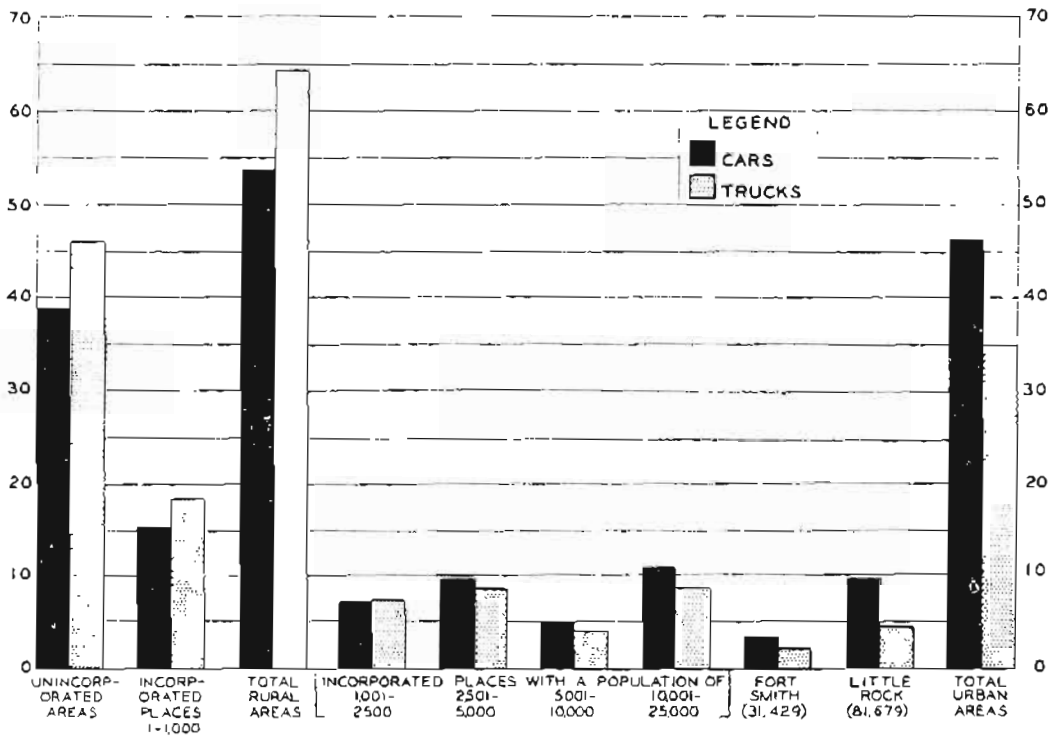
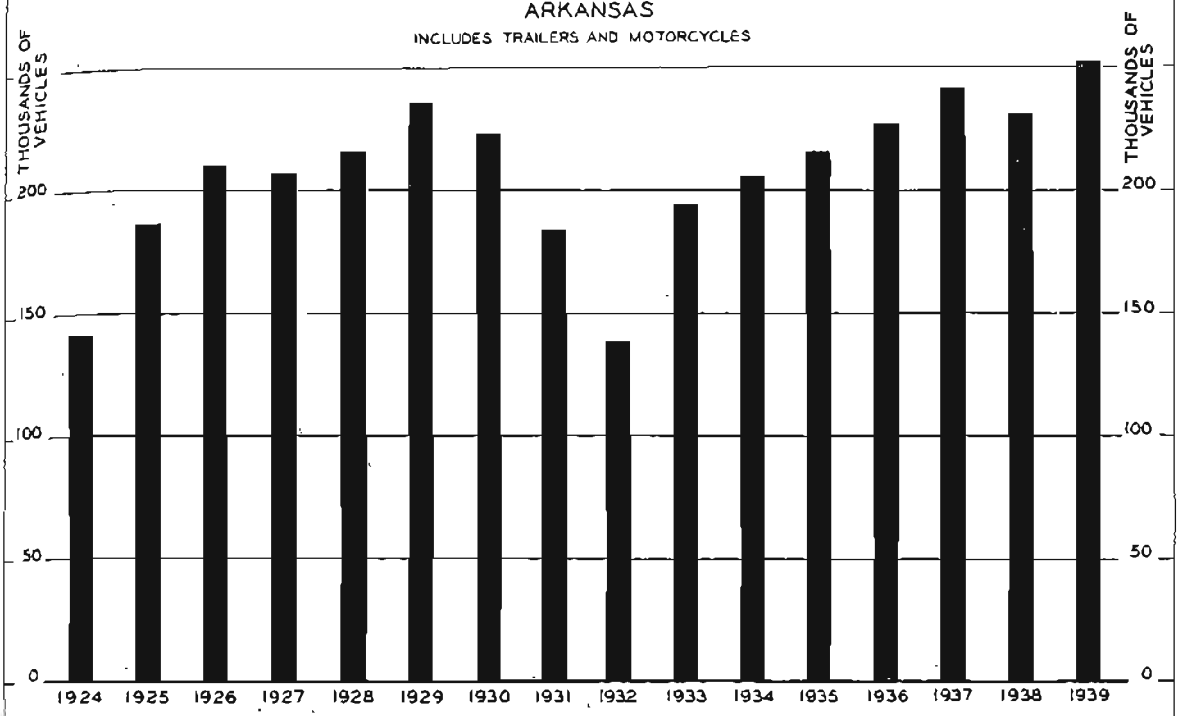


EXHIBIT NO 21

MOTOR VEHICLE REGISTRATIONS
ARKANSAS
INCLUDES TRAILERS AND MOTORCYCLES



MOTOR FUEL CONSUMPTION
ARKANSAS
NET AMOUNT ON WHICH TAX WAS EARNED

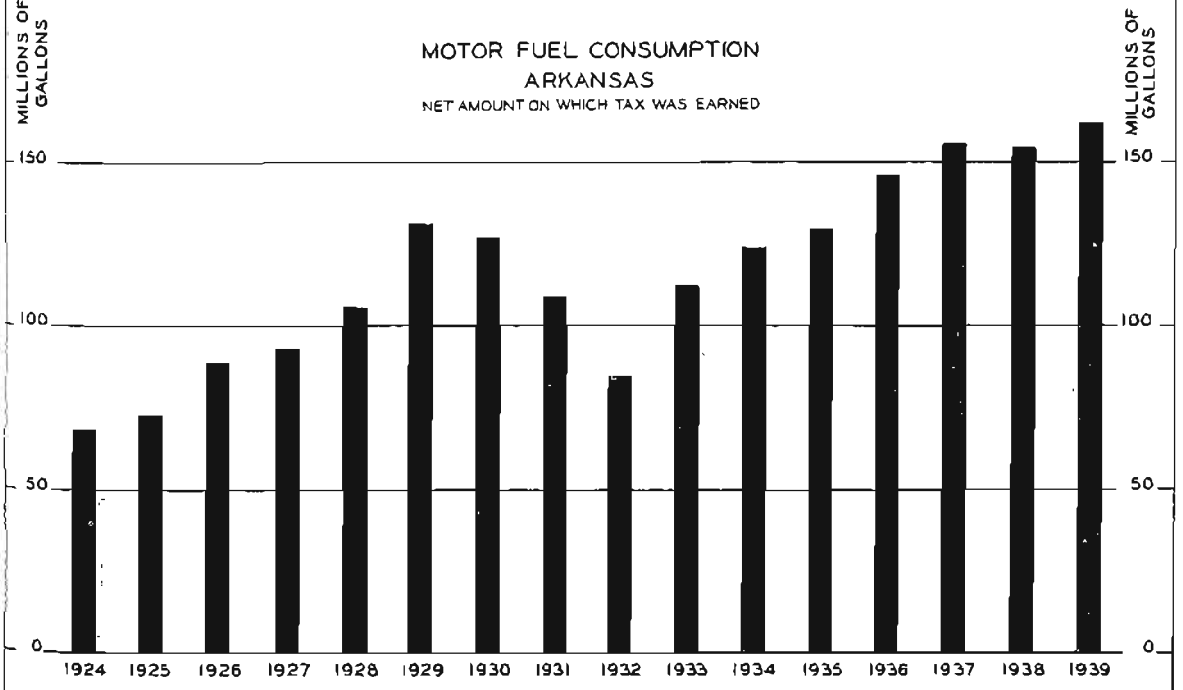
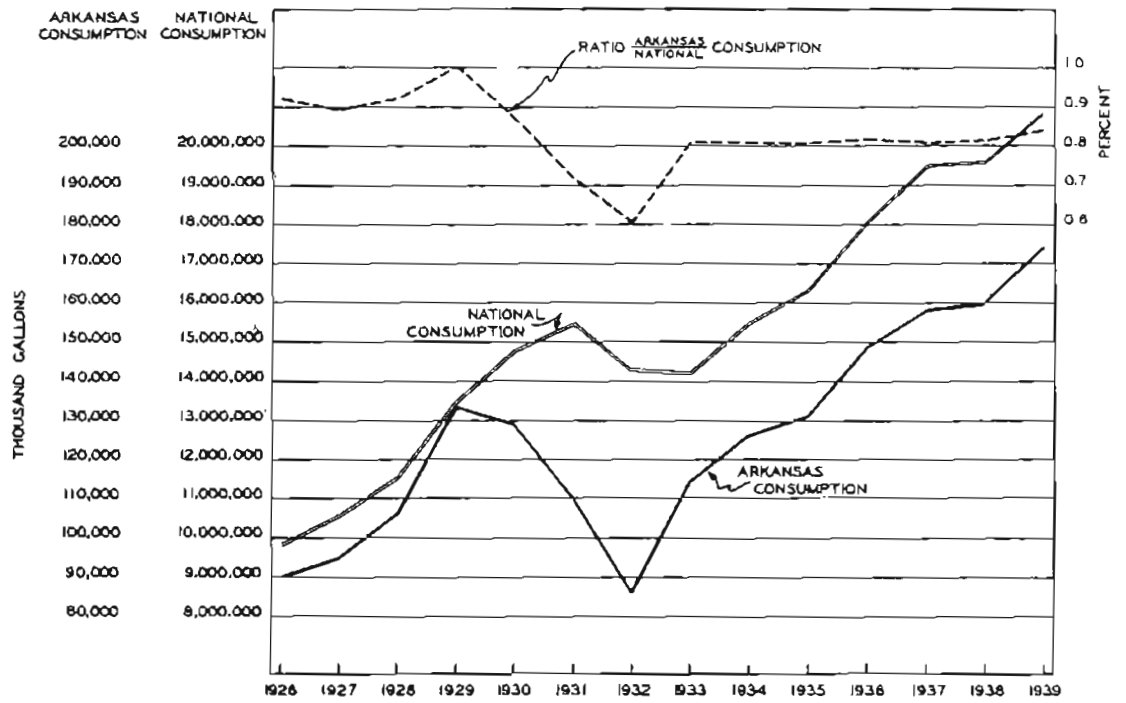


EXHIBIT NO 22

COMPARATIVE ARKANSAS AND NATIONAL MOTOR FUEL CONSUMPTION



COMPARATIVE ARKANSAS AND NATIONAL MOTOR FUEL TAX EARNINGS

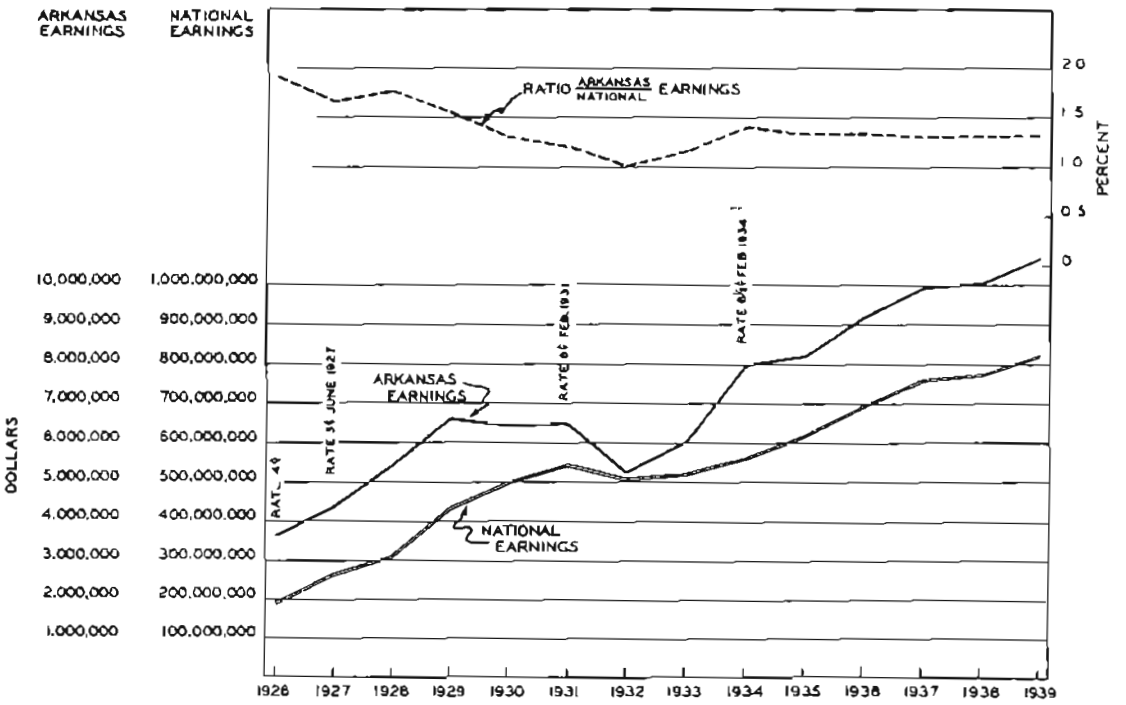
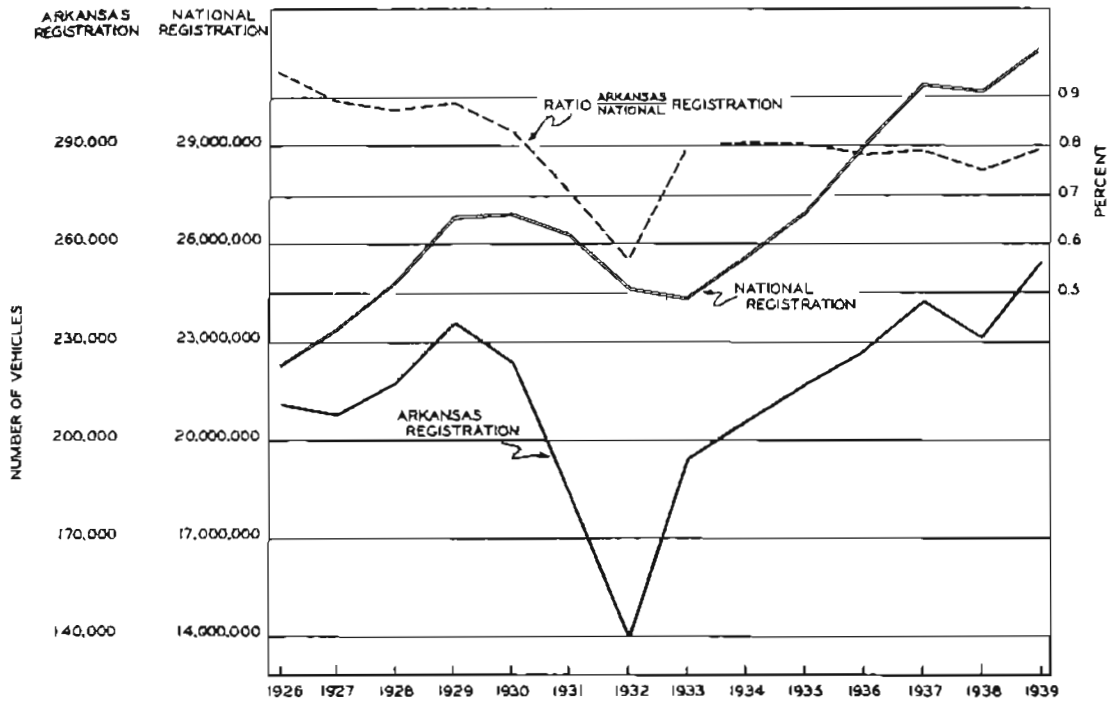


EXHIBIT NO. 23

COMPARATIVE ARKANSAS AND NATIONAL MOTOR VEHICLE REGISTRATION

INCLUDES TRAILERS AND MOTORCYCLES



COMPARATIVE ARKANSAS AND NATIONAL MOTOR VEHICLE REGISTRATION RECEIPTS

INCLUDES TRAILERS AND MOTORCYCLES

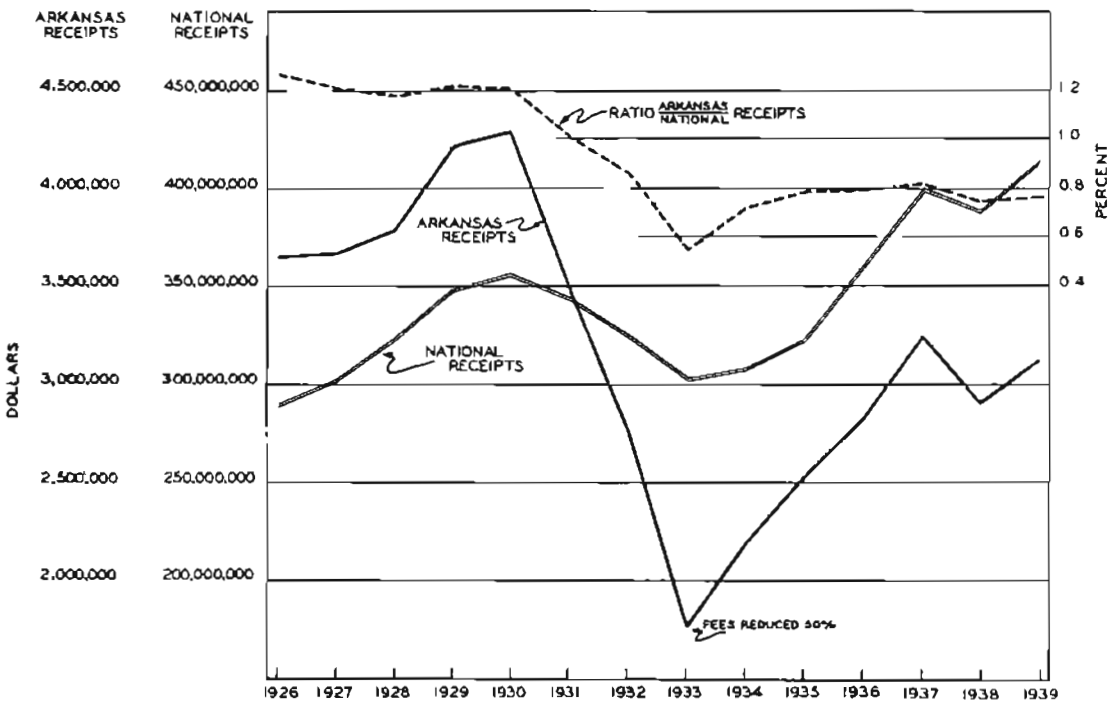


EXHIBIT NO. 24

SECTION VI
APPENDIX

In order to maintain continuity, the number of tables included in the preceding Sections has been held to the minimum. All statistical tabulations have been grouped in the order of subject matter and included in this Section of the report for ready reference. The numbering of Tables has been kept in sequence throughout the publication in order to facilitate reference in the text and avoid confusion. A brief review of highway legislation in Arkansas has also been included in this Section.

LIST OF TABLES

TABLE NO. 8

SCHEDULE OF BALANCES, RECEIPTS AND DISBURSEMENTS BY FUNDS
Biennial Period Ending June 30, 1940

FUND	July 1, 1938	Receipts	Transfers* To	Transfers* From	Total Available	Disbursements	Balance June 30, 1940
State Highway Fund, Act 11, 1934	$ 1,296,862.11	$13,153,234.64†	$	$	$14,450,096.75	$13,073,256.64†	$ 1,376,840.11
Bond Refunding Account	67,215.08	2,812.50			70,027.58	61,869.88	8,157.70
Highway Refunding Redemption Account	346.71	4,087,874.18	142.17	145,395.29	3,942,967.77	3,620,096.02	322,871.75
Certificate of Indebtedness Redemption Account	72.73	116,242.88	4.04		116,319.65	86,008.00	30,311.65
Funding Notes Redemption Account	327.47	83,960.04	2.92		84,290.43	76,055.40	8,235.03
Road District Refunding Redemption Account	106,004.32	2,433,802.53			2,539,806.85	2,423,390.27‡	116,416.58
Highway Maintenance Account	300,392.09	6,243,881.22			6,550,273.31	6,211,942.90**	338,330.41
National Recovery Trust Fund Account	106,759.50	657,287.28			764,046.78	747,652.98	16,393.80
Regular Federal Aid	7,484.96	6,876,296.29			6,883,781.25	6,826,543.39	57,237.86
Total Bridge Reimbursement Fund		1,366,085.97			1,366,085.97	978,854.37	387,431.60
Total Bridge Maintenance Account	22,931.89			20,424.89	2,507.00	2,507.00**	
State Police	40,153.74	365,337.89			405,491.63	360,758.62	44,733.01
Special Highway Improvement Fund	257,001.48	457,280.37	20,424.89		734,706.74	723,843.55**	10,863.19
Bridge Bond Retirement Fund	5,552.92	113,833.21	145,395.29		264,781.42	249,679.52	15,101.90
Bridge Improvement District Account	85,294.99			149.13	85,145.86	85,145.86	
Unapportioned Fund	611,891.37	209,818.09			821,609.46		821,609.46
Total All Funds	$ 2,914,191.36	$36,167,747.09	$ 165,969.31	$ 165,969.31	$39,081,938.45	$35,527,404.40	$ 3,554,534.05

* Include only inter-departmental transfers between affiliated operations.
† $1,617,254.20 added to receipts and disbursements of this fund representing amount credited direct to County Highway Fund
‡ Includes $140,000.00 transferred under provisions of Act 325 of 1939 for debt servicing of "Farm to Market" Road Improvement Districts
** The sum of these items, $6,938,293.45, equals item of "Total Highway Operations," Table 3.

TABLE NO. 9

SUMMARY OF UNAPPORTIONED FUNDS FOR THE BIENNIAL PERIOD ENDING JUNE 30, 1940

SOURCE OF REVENUE	Balance July 1, 1938	Collections Year Ended June 30 1939	Collections Year Ended June 30 1940	Collections Total	Apportioned Year Ended June 30 1939	Apportioned Year Ended June 30 1940	Apportioned Total	Balance July, 1 1940
State Tax on motor vehicle fuel less amount credited to county highway fund	$ 580,864.03	$ 9,161,418.51	$ 9,817,325.94	$18,978,744.45	$ 8,965,431.59	$ 9,806,876.72	$18,772,308.31	$ 787,300.17
Auto license fees	23,663.48	2,778,310.57	3,067,888.33	5,846,198.90	2,768,869.55	3,074,066.65	5,842,936.20	26,926.18
Auto division fees	1,362.13	51,970.07	63,170.78	115,140.85	50,892.73	63,818.59	114,711.32	2,091.66
Drivers license fees	3,362.65	135,528.87	162,857.76	298,186.60	133,538.00	164,799.89	298,337.89	3,211.36
Oil inspection fees		108,015.53	114,940.69	222,956.22	97,854.22	125,101.98	222,956.20	.02
Auto in-transit fees	2,539.08	61,692.99	50,775.75	112,468.74	60,060.16	52,867.29	112,927.45	2,080.07
Total	$ 611,791.37	$12,296,736.54	$13,277,259.22	$25,573,995.76	$12,076,646.55	$13,287,531.12	$26,364,177.67	$ 821,609.46

Amount collected	$25,573,995.76
Amount apportioned	25,364,177.67
Amount collected in excess of amount apportioned	$ 209,818.09

TABLE NO. 10

NET REVENUE FROM MOTOR USER IMPOSTS
July 1, 1938 to July, 1, 1940

MONTH	State Highway fund				Special Hwy. Imp. fund	State Police fund	Bridge Bond Retirement fund	All funds
	Motor fuel tax	Auto license fees	Auto division fees	Total	Oil Inspection fees	Drivers license fees	Auto In-transit fees	Total
July 1938	$ 691,452.13*	$ 70,323.22	$ 1,050.60	$ 762,825.95	$ 9,265.11	$ 2,893 18	$ 2,144.86	$ 777 119 40
August	767,710 45	44,938.25	1,668 66	814,317.36	8,866.18	2,811 92	1,930.71	827,926.17
September	835,286.54	38,831.82	1,947 04	876,065.40	9,384.96	2,344.59	2,239.21	890,034.16
October	850,991.39	29,362.73	3,741.05	884,095 17	9,383.56	2,602.85	3,275 58	899,317.16
November	816,494.42	17,022.31	2,367.99	835,884.72	9,398.45	1,720.78	5,103.74	852,107 69
December	812,259.16	7 069.91	1,267.03	820,596.10	8,982.74	1,573.55	7,618 13	838,770 51
January 1939	779,519.28	362,543.67	4,634.62	1,146,697.57	9,066.73	16,946.47	6,083 48	1,178,794.25
February	731,813.77	749,740.14	3,422.73	1,484,976.64	8,234.76	32,580 53	6,352.87	1,542,144.80
March	612,774.67	1,155,250.68	17,001 97	1,785,027.22	13,211.03	48,936 17	8,757,06	1,856 931 18
April	764,959.80	158,431.15	7,069 85	930,460.80	9,477.61	10,533.76	7,126,87	957,599.04
May	721,306,05	111,692 19	5,359.06	838,357.30	2,593.12	7,231.25	6,928 87	855,110 54
June	776,850.95	33,104.50	2,439.47	812,394 92	10,161 29	5,154.52	4,171 61	831,881.34
Total Fiscal Year 1938-1939	$ 9,161,418.51	$ 2,778,310 57	$ 51,970.07	$11,991,699 15	$ 108 015.53	$ 135,328 87	$ 61,692.99	$12,296,736 54
July 1939	$ 829,065.29	$ 96,577.92	$ 2,413.63	$ 928,056.84	$ 9,699.48	$ 6,877.12	$ 4,003 54	$ 948,636 88
August	839,332.17	50 290.42	3,804 72	893,427.31	9,587.37	4,170.36	3,151 02	910,286.06
September	866,365.31	42,768.78	3,149.88	902,283.97	9,742.73	2,973 49	2,918.80	917,918.99
October	854,885.78	19,065.83	2,415.56	876,367.17	8,660.71	3,748 85	3,876.74	892,653.47
November	879,802 58	103,433.09	2,089 68	985,225.35	10,035.64	5,477 21	4,603 88	1,005,342 08
December	833,544.92	536,946 67	4,434.99	1,374,926 58	9,486.61	27 727.93	5,957.26	1,417,998.38
January 1940	894,118.48	875,079.49	9,098 68	1,778,296.65	10,617.87	41 961 39	5,106.61	1,835,982 55
February	696,156,31	931 201 78	15,915 92	1,643,274.01	8,461.83	40,881.85	6,590 33	1,699,208.02
March	666,100.49	180,754.50	10,260.67	857,415.66	7,680.39	13,933.42	6,045.84	885,075.31
April	809,352.03	145,654.37	4,617.23	949 523 63	10,184.11	6,924.87	3,799.97	970,432.58
May	811,093.11	79,389.30	3,178 16	893,660.60	9,713.58	4,969.88	2,641.66	910,985 72
June	837,209.44	26,926 18	2,091.66	866,227.28	11,220.47	3,211 36	2,080.07	882,739.18
Total Fiscal Year 1939-1940	$ 9,817,325.94	$ 3,067,888.33	$ 63,470.78	$12,948,685.05	$ 114,940.69	$ 162,857.73	$ 50,775.75	$13,277,269.22
Grand Total	$18 978,744.45	$ 5,846,198.90	$ 115,140 85	$24,940,384.20	$ 222,956.22	$ 298,186 60	$ 112,468.74	$25,573,995 76

* Excludes $31,562,30 credited direct to County Highway Fund representing ¼ per gallon of gasoline sold.

TABLE NO. 11

NET RETURNS TO COUNTIES FROM MOTOR FUEL TAX
July 1, 1938 to June 30, 1940

	Fiscal Year 1938-1939			Fiscal Year 1939-1940		
	7.7% Turnback	¼ of 1c per gallon	Total	7.7% Turnback	¼ of 1c per gallon	Total
July	$ 60,299.79	$ 31,362.30	$ 91,662.09	$ 69,163.63	$ 36,187.99	$ 105,351.62
August	64,045.18	33,784.28	97,829.46	70,020.13	36,879.10	106,899.23
September	69,682.63	38,926.70	108,609.33	72,275.33	37,875.61	110,150.94
October	70,992.78	37,293.52	108,286.30	71,317.67	37,933.83	109,251.50
November	68,114.92	40,687.85	108,802.77	73,396.31	37,468.53	110,864.84
December	67,761.60	34,820.64	102,582.24	69,537.33	36,538.59	106,075.92
January	65,030.32	33,663.11	98,693.43	74,590.60	41,295.08	115,885.68
February	61,050.55	32,396.50	93,447.05	58,075.88	31,001.25	89,077.13
March	51,119.87	27,356.25	78,476.12	55,593.54	29,457.33	85,050.87
April	63,815.72	34,272.10	98,087.82	67,519.07	35,618.51	103,137.58
May	60,173.96	31,537.71	91,711.67	67,664.33	35,774.66	103,438.99
June	64,807.72	34,236.14	99,043.86	69,843.04	*	69,843.04
Totals	$ 766,895.04	$ 410,337.10	$ 1,177,232.14	$ 818,996.86	$ 396,030.48	$ 1,215,027.34

SUMMARY

7.7% Turnback	1938 - 1939	$ 766,895.04	
	1939 - 1940	818,996.86	$ 1,585,891.90
¼ of 1c per gallon	1938 - 1939	410,337.10	
	1939 - 1940	396,030.48	806,367.58
			$ 2,392,259.48

* Amount of $36,855.63 due from June collections apportioned in July, 1940.

NOTE: Prior to August, 1938 both the 7.7% turnback and ¼c per gallon were credited by the State Treasurer directly to the County Highway Fund. Beginning with August collections, the State Highway Fund received credit for 92.3% of the net collection and transfers covering the ¼c per gallon are made from this fund.

TABLE NO. 12

AIDS, GRANTS AND SHARED TAXES TO LOCAL UNITS
From State Highway Revenues
July 1, 1938 to June 30, 1940

COUNTIES	County government	Road Improvement Districts			Bridge improvement districts	Total all units
		County highway fund	Act 325-1939 Farm-to-market	Total		
Arkansas	$ 39,296.15	$	$	$	$	$ 39,296.15
Ashley	30,934.67					30,934.67
Baxter	15,726.82					15,726.82
Benton	46,321.91					46,321.91
Boone	24,930.07					24,930.07
Bradley	23,432.78					23,432.78
Calhoun	15,377.97					15,377.97
Carroll	22,454.23					22,454.23
Chicot	26,237.45					26,237.45
Clark	33,099.98					33,099.98
Clay	29,270.17					29,270.17
Cleburne	17,477.02					17,477.02
Cleveland	15,601.01					15,601.01
Columbia	32,979.49					32,979.49
Conway	24,500.50				3,460.00	27,960.50
Craighead	48,253.07					48,253.07
Crawford	27,176.14					27,176.14
Crittenden	52,872.14	8,340.62	11,900.00	20,740.62		73,612.76
Cross	26,366.77					26,366.77
Dallas	21,897.28					21,897.28
Desha	27,835.87					27,835.87
Drew	26,524.71					26,524.71
Faulkner	30,246.76					30,246.76
Franklin	20,245.17					20,245.17
Fulton	17,276.43					17,276.43
Garland	50,425.79					50,425.79
Grant	17,239.92					17,239.92
Greene	29,865.38					29,865.38
Hempstead	34,070.57					34,070.57
Hot Spring	23,757.41					23,757.41
Howard	23,135.99					23,135.99
Independence	30,079.05				32,875.76	62,954.81
Izard	16,637.25					16,637.25
Jackson	29,197.81					29,197.81
Jefferson	67,516.39		325.00	325.00	50,451.76	118,293.15
Johnson	24,463.68					24,463.68
Lafayette	19,351.90					19,351.90
Lawrence	24,335.68					24,335.68
Lee	25,412.09				13,125.00	38,537.09
Lincoln	19,893.33					19,893.33
Little River	20,193.02					20,193.02
Logan	29,308.12					29,308.12
Lonoke	33,382.57					33,382.57
Madison	21,118.94					21,118.94
Marion	15,415.71					15,415.71
Miller	44,150.79					44,150.79
Mississippi	54,469.83	27,963.12	115,298.75	143,261.87		197,731.70
Monroe	22,215.02					22,215.02
Montgomery	18,992.68					18,992.68
Nevada	24,496.75					24,496.75
Newton	18,811.64					18,811.64
Ouachita	35,979.48					35,979.48
Perry	13,221.60					13,221.60
Phillips	36,247.67	5,812.49		5,812.49		42,060.16
Pike	17,355.08					17,355.08
Poinsett	31,127.10					31,127.10
Polk	25,928.38					25,928.38
Pope	32,777.06				20,958.45[**]	53,735.51
Prairie	19,821.57					19,821.57
Pulaski	71,396.55	132,358.31	7,775.00	140,133.31	148,920.97	360,450.83
Randolph	22,391.54					22,391.54
St. Francis	31,683.82					31,683.82
Saline	16,765.51	6,939.09		6,939.09		23,704.60
Scott	24,507.92					24,507.92
Searcy	16,929.27					16,929.27
Sebastian	80,514.59				44,075.00	124,589.59
Sevier	21,693.32					21,693.32
Sharp	16,408.21					16,408.21
Stone	14,271.86					14,271.86
Union	72,843.04					72,843.04
Van Buren	18,486.50					18,486.50
Washington	54,371.43[†]					54,371.43
White	42,580.54					42,580.54
Woodruff	22,898.09					22,898.09
Yell	28,433.85				20,958.44[**]	49,392.29
Total Apportioned	$2,202,905.85	$ 181,913.63	$ 135,298.75	$ 317,212.38	$ 334,825.38	$2,854,943.61
Unapportioned	7,440.00[‡]		4,701.25[**]	4,701.25		12,141.25
Total	$2,210,345.85	$ 181,913.63	$ 140,000.00	$ 321,913.63	$ 334,825.38	$2,867,084.86

[*] Debt servicing of Pope-Yell County Bridge District prorated between Pope and Yell counties.
[†] Includes warrant in amount of $2,251.50 issued to the State Highway Commission as reimbursement for cost of right of way condemnation proceeding.
[‡] Represents excess of amount credited over amount apportioned during the biennium.
[**] Unexpended balance of appropriation.

TABLE NO. 13

MAINTENANCE EXPENDITURES

Summary of Expenditures for Highway Maintenance and Betterment

ITEM	July 1, 1938 June 30, 1939	July 1, 1939 June 30, 1940	Total Biennium
Adminstration*			
1. Salaries and expense	$ 499,046.36	$ 548,502.19	$1,047,548.55
2. Highway office building	55,047.15	18,150.00	73,197.15
Total administrative costs	$ 554,093.51	$ 566,652.19	$1,120,745.70
Maintenance and betterment			
3. Maintenance, see recapitulation by maintenance districts	$2,255,027.98	$2,149,392.05	$4,404,420.03
4. Special highway improvements	452,480.74	246,362.81	698,843.55
5. Purchase of equipment	93,983.05†	259,354.31	353,337.36
6. Claims paid by claims commission	1,131.84	14,113.82	15,245.66
Total maintenance and betterments	$2,802,623.61	$2,669,222.99	$5,471,846.60
§Total administrative and maintenance	$3,356,717.12	$3,235,875.18	$6,592,592.30

* Includes the administration of 8½ million dollars of construction work from Federal funds during the biennium

† Includes expenditure of $2,507.00 from Toll Bridge Maintenance Fund

§ Does not include items 4, 5, and 6 shown in Table 3

RECAPITULATION—STATE HIGHWAY MAINTENANCE

July 1, 1938—June 30, 1939

District	Labor	Material	Other Expense	Total
No. 1	$ 118,817.51	$ 44,687.11	$ 96,169.81	$ 259,674.43
No. 2	95,178.40	52,983.90	90,372.67	238,534.97
No. 3	92,226.90	25,722.72	91,584.55	209,534.17
No. 4	75,875.98	33,510.37	98,743.91	208,130.26
No. 5	90,199.88	29,973.32	90,628.39	210,801.59
No. 6	88,068.58	28,889.64	90,419.18	207,377.40
No. 7	103,660.99	26,061.93	83,754.12	213,477.04
No. 8	103,793.47	29,738.86	91,880.87	225,413.20
No. 9	113,545.29	29,823.45	95,350.83	238,719.57
No. 10	107,870.83	48,023.03	87,471.49	243,365.35
Totals	$ 989,237.83	$ 349,414.33	$ 916,375.82	$2,255,027.98

July 1, 1939—June 30, 1940

District	Labor	Material	Other Expense	Total	Total Biennium
No. 1	$ 94,918.22	$ 70,460.52	$ 104,567.38	$ 269,946.12	$ 529,620.55
No. 2	81,574.04	74,367.62	89,430.25	245,371.91	483,906.88
No. 3	67,945.04	33,822.99	78,470.34	180,238.37	389,772.54
No. 4	56,799.04	43,214.01	69,010.27	169,023.32	377,153.58
No. 5	69,284.13	32,990.72	88,811.94	191,086.79	401,888.38
No. 6	71,173.12	50,032.23	84,309.57	205,514.92	412,892.32
No. 7	80,357.15	51,010.38	86,792.89	218,160.42	431,637.46
No. 8	59,025.27	35,549.99	84,940.82	179,516.08	404,929.28
No. 9	98,256.45	54,023.42	91,164.40	243,444.27	482,163.84
No. 10	85,940.96	64,651.18	96,497.72	247,089.85	490,455.20
Totals	$ 765,273.41	$ 510,123.06	$ 873,995.58	$2,149,392.05	$4,404,420.03

MAINTENANCE EXPENDITURES FOR BIENNIUM
July 1, 1938 to June 30, 1940

CRITTENDEN COUNTY—DISTRICT NO. 1

Rt	Sec.	1938-1939	1939-1940	Total
42	4	$ 5,872.50	$ 8,024.64	$ 13,897.14
50	2	468.04	826.27	1,294.31
50	4	87.88	184.04	271.92
61	1	14,568.71	21,868.88	36,427.59
63	9	290.91	388.96	679.87
64	17	3,684.36	9,718.39	13,402.75
70	20	17,157.09	24,633.38	41,790.47
79	18	2,298.29	1,889.33	4,187.62
147	1	1,853.26	1,857.74	3,711.00
147	2*	31.00	3,082.88	3,113.88
149	3	2,151.36	3,262.21	5,413.57
149	4	218.62	20.55	239.17
	Totals	$ 48,672.02	$ 75,757.27	$124,429.29

* Was Route 3, Section 18.

CROSS COUNTY—DISTRICT NO. 1

1	13	$ 272.96	$ 665.14	$ 938.10
1	14	3,295.48	2,773.02	6,068.50
39	6	443.92	464.93	908.85
42	2	1,619.36	1,707.54	3,326.90
42	3	2,216.94	1,946.55	4,163.49
64	15	1,645.69	1,965.53	3,611.22
64	16	5,894.95	3,748.46	9,643.41
75	2	6,670.71	2,458.53	9,129.24
75	3	631.69	2,677.96	3,309.65
	Totals	$ 22,691.70	$ 18,407.66	$ 41,099.36

LEE COUNTY—DISTRICT NO. 1

1	9	$ 368.51	$ 2,056.64	$ 2,425.15
1	10	5,307.47	1,928.02	7,235.49
41	5	. . .	92.69	92.69
78	2	1,249.80	937.44	2,187.24
79	15	2,129.25	2,762.99	4,892.24
79	16	6,189.92	3,923.17	10,113.09
121	1	653.93	1,131.16	1,785.09
121	2	4,280.20	2,338.94	6,619.14
121	3	1,910.50	1,469.68	3,380.18
131	1	301.57	580.57	882.24
	Sub-total	$ 22,391.25	$ 17,221.30	$ 39,612.55
		FLOOD DAMAGE		
79	16	$ 1,536.57	$ . . .	$ 1,536.57
121	2	64.00	.	64.00
121	3	52.00	. .	52.00
	Sub-total	$ 1,652.57	$. . . .	$ 1,652.57
	Totals	$ 24,043.82	$ 17,221.30	$ 41,265.12

MONROE COUNTY—DISTRICT NO. 1

1	6	$ 3,688.16	$ 103.33	$ 3,791.49
17	1	6,281.88	2,434.47	8,716.35
17	2	3,227.80	3,661.41	6,889.21
17	3	1,376.90	2,744.62	4,121.52
20	1	1,524.04	2,433.91	3,957.95
38	1	630.65	12.60	643.25
39	8	. . .	46.40	46.40
70	17	12,057.66	1,630.17	13,687.83
79	13	1,918.06	1,919.08	3,837.14
70	14	2,426.47	3,477.48	5,903.95
	Totals	$ 33,131.62	$ 18,463.47	$ 51,595.09

PHILLIPS COUNTY—DISTRICT NO. 1

7	7	$ 1,613.19	$ 362.09	$ 1,975.28
1	8	518.77	338.52	857.29
20	2	3,005.56	4,886.35	7,891.91
20	3	866.20	512.61	1,378.81
20	4	407.19	502.40	909.59
44	2	2,730.77	2,022.02	4,752.79
44	3	2,787.93	1,383.17	4,171.10
44	4	. . .	2,671.17	2,671.17
49	1	809.64	5,371.48	6,181.12
85	1	663.96	832.55	1,496.51
85	2	254.09	62.53	316.62
	Totals	$ 13,657.30	$ 18,944.89	$ 32,602.19

POINSETT COUNTY—DISTRICT NO. 1

1	15	$ 1,294.22	$ 1,587.07	$ 2,881.29
1	16	1,039.29	2,018.81	3,058.10
10	13	1,255.02	1,432.69	2,687.71
11	14	2,541.05	3,818.60	6,359.65
18	2	1,491.51	1,581.04	3,072.55
39	5	2,049.98	3,969.22	6,019.20
40	1	4,209.33	11,275.63	15,484.96
63	7	5,836.41	4,452.01	10,288.42
63	8	2,845.04	1,957.97	4,803.01
136	1		8.08	8.08
	Sub-total	$ 22,561.85	$ 32,101.10	$ 54,662.95
		FLOOD DAMAGE		
63	8	$ 2,416.17	$	$ 2,416.17
	Totals	$ 24,978.02	$ 32,101.10	$ 57,079.12

ST. FRANCIS COUNTY—DISTRICT NO. 1

1	11	$ 2,181.20	$ 433.58	$ 2,614.78
1	12	1,208.88	1,300.67	2,509.55
50	1	9,813.73	2,831.57	12,645.30
50	3	375.36	1,702.58	2,077.94
70	18	2,584.99	2,962.18	5,547.17
70	19	5,928.62	12,890.70	18,819.32
75	1	404.42	669.17	1,073.59
78	1	64.28	305.70	369.98
79	17	4,954.01	2,482.29	7,436.30
149	1	5,108.96	2,976.61	8,085.57
149	2	1,076.95	761.73	1,838.68
	Totals	$ 33,701.40	$ 29,316.78	$ 63,018.18

WOODRUFF COUNTY—DISTRICT NO. 1

17	4	$ 3,937.80	$ 3,385.81	$ 7,323.61
17	5	109.85	410.09	519.94
32	4	11,269.14	10,473.45	21,742.59
33	5	976.89	943.13	1,920.02
37	1	772.60	844.49	1,617.09
38	2	1,994.01	2,358.96	4,352.97
39	7	236.49	546.46	782.95
64	12	504.09	354.58	858.67
64	13	1,935.18	2,144.62	4,079.80
64	14	1,206.66	2,175.46	3,382.12
145	3	. . .	690.92	690.92
	Totals	$ 22,942.71	$ 24,327.97	$ 47,270.68

RECAPITULATION—DISTRICT NO. 1

County	1938-1939	1939-1940	Total
Crittenden	$ 48,672.02	$ 75,757.27	$124,429.29
Cross	22,691.70	18,407.66	41,099.36
Lee	24,043.82	17,221.30	41,265.12
Monroe	33,131.62	18,463.47	51,595.09
Phillips	13,657.30	18,944.89	32,602.19
Poinsett	24,978.02	32,101.10	57,079.12
St. Francis	33,701.40	29,316.78	63,018.18
Woodruff	22,942.71	24,327.97	47,270.68
Sub-total District No. 1	$223,818.59	$234,540.44	$458,359.03
Office Building	$.	$ 11,947.10	$ 11,947.10
Sub-total	$223,818.59	$246,487.54	$470,306.13
District General	$ 35,855.84	$ 23,458.58	$ 59,314.42
Total Dist. No. 1	$259,674.43	$269,946.12	$529,620.55

ARKANSAS COUNTY—DISTRICT NO. 2

Rt	Sec.	1938-1939	1939-1940	Total
1	3	$ 718.93	$ 975.78	$ 1,694.71
1	4	846.71	254.99	1,101.70
1	4A	. .	1,673.37	1,673.37
1	5	7,404.05	6,035.79	13,439.84
11	6	4,529.51	1,520.55	6,050.06
11	7	499.61	613.46	1,113.07
17	0	245.99	183.19	429.18
30	5	813.19	1,071.66	1,884.85
30	6	3,473.24	18,438.58	21,911.82
44	1	741.23	1,091.54	1,832.77
79	11	8,116.85	5,090.68	13,207.53
146	1	2,601.87	2,474.17	5,076.04
152	1	610.69	454.70	1,065.39
152	2	392.28	565.74	958.02
153	1	2,354.00	2,252.93	4,606.93
169	1	61.95	25.55	87.50
	Totals	$ 33,410.10	$ 42,722.68	$ 76,132.78

MAINTENANCE EXPENDITURES FOR BIENNIUM
July 1, 1938 to June 30, 1940 (Continued)

ASHLEY COUNTY—DISTRICT NO. 2

8	14	$ 4,094.28	$ 4,607.06	$ 8,701.34
8	15	593.87	1,188.23	1,782.10
13	1	2,381.16	1,056.20	3,437.36
13	2	1,754.22	8,475.19	10,229.41
52	1	644.66	494.03	1,138.69
82	8	4,588.19	6,147.61	10,735.80
82	9	1,471.68	1,954.45	3,426.13
133	1	8,079.69	3,233.31	11,313.00
165	1	3,807.73	3,866.27	7,674.00
	Totals	$ 27,415.48	$ 31,022.35	$ 58,437.83

CHICOT COUNTY—DISTRICT NO. 2

8	16	$ 8,431.66	$ 3,448.68	$ 11,880.34
8	17	...	1.60	1.60
35	9	126.47	2,023.11	2,149.58
35	11	526.36	825.59	1,351.95
65	20	9,892.41	3,359.91	13,252.32
65	21	1,866.09	6,353.08	8,219.17
65	22	1,038.30	2,884.55	3,922.85
82	10	3,089.06	4,048.14	7,137.20
142	1	1,442.35	584.51	2,026.86
144	2	973.94	634.77	1,608.71
159	1	2,006.99	2,771.88	4,778.87
165	3	1,391.14	1,682.88	3,074.02
	Totals	$ 30,784.77	$ 28,618.70	$ 59,403.47

DESHA COUNTY—DISTRICT NO. 2

1	1	$ 1,372.29	$ 2,676.26	$ 4,048.55
1	2	766.31	700.52	1,466.83
4	16	8,490.46	11,606.93	20,097.39
4	17	...	318.71	318.71
35	10	96.33	1,405.72	1,502.05
54	1	6,813.27	2,306.68	9,119.95
54	2	...	200.35	200.35
65	17	1,840.52	1,310.45	3,150.97
65	19	1,512.51	756.87	2,269.38
85	3	1,752.32	5,308.78	7,061.10
165	4	...	426.19	426.19
	Sub-total	$ 22,644.01	$ 27,017.46	$ 49,661.47
		FLOOD DAMAGE		
85	3	$ 168.24	$...	$ 168.24
	Totals	$ 22,812.25	$ 27,017.46	$ 49,829.71

DREW COUNTY—DISTRICT NO. 2

4	14	$ 8,312.57	$ 2,368.36	$ 10,680.93
4	15	5,179.21	14,425.91	19,605.12
13	3	3,585.15	5,163.78	8,748.93
13	4	1,754.69	4,507.08	6,261.77
35	7	1,806.52	1,185.37	2,991.89
35	8	4,218.64	3,852.45	8,071.09
65	18	1,211.30	1,236.36	2,447.66
83	1	86.65	...	86.65
138	1	1,112.50	1,039.97	2,152.47
144	1	1,064.89	436.72	1,501.61
165	2	752.94	526.05	1,278.99
	Totals	$ 29,035.06	$ 34,742.05	$ 63,777.11

JEFFERSON COUNTY—DISTRICT NO. 2

11	5	$ 419.32	$ 390.92	$ 810.24
13	7	2,559.49	2,062.12	4,621.61
15	7	8,450.91	2,233.36	10,684.27
15	8	5,935.81	11,216.75	17,152.56
31	1	2,380.28	3,794.21	6,174.49
65	14	3,340.19	1,795.73	5,135.92
65	15	2,427.81	3,340.27	5,768.08
79	9	3,937.63	4,595.14	8,532.77
79	10	13,739.89	7,937.94	21,677.83
88	9	...	3,438.04	3,438.04
104	1	521.80	231.36	753.16
270	11	2,129.70	3,464.17	5,593.87
	Totals	$ 45,842.83	$ 44,500.01	$ 90,342.84

LINCOLN COUNTY—DISTRICT NO. 2

11	2	$ 1,301.42	$ 1,585.14	$ 2,886.56
11	3	2,171.75	4,451.72	6,623.47
11	4	...	2.83	2.83
13	5	1,676.87	2,080.52	3,757.39
13	6	3,161.29	2,357.32	5,518.61
54	3	2,660.25	82.17	2,742.42
65	16	1,366.96	1,601.37	2,968.33
114	1	1,913.03	2,293.73	4,206.76
114	2	355.54	340.46	696.00
	Totals	$ 14,607.11	$ 14,795.26	$ 29,402.37

RECAPITULATION—DISTRICT NO. 2

County	1938-1939	1939-1940	Total
Arkansas	$ 33,410.10	$ 42,722.68	$ 76,132.78
Ashley	27,415.48	31,022.35	58,437.83
Chicot	30,784.77	28,618.70	59,403.47
Desha	22,812.25	27,017.46	49,829.71
Drew	29,035.06	34,742.05	63,777.11
Jefferson	45,842.83	44,500.01	90,342.84
Lincoln	14,607.11	14,795.26	29,402.37
Sub-total	$203,907.60	$223,418.51	$427,326.11
District No. 2 Buildings	$ 2,628.43	$ 6,102.64	$ 8,731.07
Sub-total	$206,536.03	$229,521.15	$436,057.18
District General	$ 31,998.94	$ 15,850.76	$ 47,849.70
Totals	$238,534.97	$245,371.91	$483,906.88

HEMPSTEAD COUNTY—DISTRICT NO. 3

Rt	Sec.	1938-1939	1939-1940	Total
4	5	$ 9,727.80	$ 6,537.13	$ 16,264.93
4	6	2,040.58	1,932.79	3,973.37
24	3	11,097.56	3,932.96	15,030.52
27	3	633.00	885.37	1,518.37
29	3	3,677.59	1,459.41	5,137.00
29	4	2,587.37	1,672.62	4,259.99
32	4	...	10.80	10.80
55	2	3,019.01	2,067.58	5,086.59
67	2	6,157.07	8,717.24	14,874.31
73	0	83.99	...	83.99
73	2	4,227.72	580.24	4,807.96
174	1	...	3,397.11	3,397.11
	Totals	$ 43,251.69	$ 31,193.25	$ 74,444.94

HOWARD COUNTY—DISTRICT NO. 3

4	4	3,035.69	3,825.73	6,861.42
24	2	2,827.00	1,317.75	4,144.75
26	1	1,839.36	987.80	2,827.16
27	2	8,047.76	16,941.88	24,989.64
55	1	2,013.89	3,568.42	5,582.31
70	3	3,206.13	2,251.63	5,457.76
73	1	3,492.03	320.36	3,812.39
	Totals	$ 24,461.86	$ 29,213.57	$ 53,675.43

LAFAYETTE COUNTY—DISTRICT NO. 3

29	1	3,771.19	4,649.78	8,420.97
29	2	6,754.86	2,760.76	9,515.62
82	2	7,764.58	2,814.25	10,578.83
160	1	515.22	906.46	1,421.68
	Totals	$ 18,805.85	$ 11,131.25	$ 29,937.10

LITTLE RIVER COUNTY—DISTRICT NO. 3

32	1	871.25	1,580.49	2,451.74
32	2	6,364.82	3,653.63	10,018.45
32	3	758.39	591.32	1,349.71
41	2	3,109.21	1,714.67	4,823.88
41	3	448.43	5,888.44	6,336.87
71	4	1,986.73	2,796.60	4,783.33
	Totals	$ 13,538.83	$ 16,225.15	$ 29,763.98

MILLER COUNTY—DISTRICT NO. 3

67	1	$ 3,043.62	$ 2,572.64	$ 5,616.26
71	1	7,213.87	3,589.91	10,803.78
71	2	2,947.29	396.16	3,343.45
71	3	266.68	384.39	651.07
82	1	4,908.08	5,496.39	10,404.47
134	1	3,110.95	565.79	3,676.74
	Totals	$ 21,490.49	$ 13,005.28	$ 34,495.77

NEVADA COUNTY—DISTRICT NO. 3

4	7	$ 1,566.05	$ 3,561.37	$ 5,117.42
19	3	6,354.31	8,534.40	14,888.71
19	4*	3,102.89	3,043.63	6,146.52
24	4	2,687.33	2,181.37	4,868.70
24	5	4,295.05	9,584.83	13,879.88
53	2	416.52	332.13	748.65
53	3	635.45	1,239.81	1,875.26
67	3	3,525.95	1,237.16	4,763.11
Waterloo Road		...	585.85	585.85
	Totals	$ 22,573.55	$ 30,300.55	$ 52,874.10

* Now Route 19, Section 5

MAINTENANCE EXPENDITURES FOR BIENNIUM
July 1, 1938 to June 30, 1940 (Continued)

PIKE COUNTY--DISTRICT NO. 3

8	4	$ 1,648 19	$ 905.58	$ 2,549.07
19	5*		64.28	64.28
26	2		496.10	496.10
26	3	2,828.26	5,398.08	8,226.34
27	4	238.81	364.26	603 07
27	5	1,258.06	2,057.37	3,315.43
70	4	1,555.39	1,802.58	3,357.97
70	5	1,366.68	1,808 26	3,174.94
84	1	667.48	678.67	1,346.15
	Totals	$ 9,558.17	$ 13,575.18	$ 23,133.35

* Now Route 19, Section 6

SEVIER COUNTY--DISTRICT NO. 3

24	1	$ 1,362.40	$ 561.05	$ 1,923.45
27	1	3,375.44	3,662 10	7,037.54
41	1	5,067.20	2,140.99	7,208.19
76	1	2,857.00	2,937.99	5,794.99
70	2	2,920 71	1,669.86	4,590.57
71	5	992.67	406.75	1,399.42
71	6	3,262.92	2,370.74	5,633.66
71	7	1,519.01	2,106 69	3,625.70
	Totals	$ 21,357.35	$ 15,856.17	$ 37,213.52

RECAPITULATION—DISTRICT NO. 3

County	1938-1939	1939-1940	Total
Hempstead	$ 43,251 69	$ 31,193.25	$ 74,444 94
Howard	24,461.86	29,213.57	53,675 43
Lafayette	18,805.85	11,131.25	29,937 10
Little River	13,538.83	16,225.15	29,763.98
Miller	21,490.49	13,005.28	34,495.77
Nevada	22,573.55	30,300.55	52,874.10
Pike	9,558.17	13,575.18	23,133.35
Sevier	21,357.35	15,856.17	37,213.52
Sub-total	$175,037.79	$160,500.40	$335,538.19
District General	34,496 38	19,737.97	54,234.35
Totals	$209,534 17	$180 238.37	$389,772.54

CRAWFORD COUNTY—DISTRICT NO. 4

Rt	Sec.	1938-1939	1939-1940	Total
59	1	$ 8,349.73	$ 4,898.50	$ 13,248.23
64	2	2,691.38	1,914.60	4,605.98
71	15	4,114 33	3,440.57	7,554.90
	Totals	$ 15,155.44	$ 10,253.67	$ 25,409 11

FRANKLIN COUNTY DISTRICT NO 4

22	2	$ 1,405.89	$ 1,811.14	$ 3,217 03
23	3	1,642.99	2,098.21	3,741 20
28	4	5,961.15	3,287.65	9,248 80
64	3	2,755 22	3,705.53	6,460.75
	Totals	$ 11,765.25	$ 10,902.53	$ 22,667.78

LOGAN COUNTY—DISTRICT NO. 4

10	2	$ 7,114.63	$ 5,486.06	$ 12,600.69
22	3	2,359.68	2,312.92	4,672.60
22	4	2,172.83	2,276.73	4,449.56
23	2	4,754.24	4,127 86	8,882.10
109	2	1,353.68	8,171 23	9,524.91
116	1	681.19	632.63	1,313 82
	Totals	$ 18,136.25	$ 23,007.43	$ 41,143 68

MONTGOMERY COUNTY—DISTRICT NO. 4

8	4	$ 7,212.44	$ 3,562.39	$ 10,774 83
27	6	1,149.37	1,680.83	2,830 20
27	7	680.13	604.21	1,284 34
70	6	256.26	611.76	868.02
88	3	3,307.39	925.06	4,232.45
270	3	3,258 41	13,312.68	16,571.09
270	4	1,897 51	1,646.17	3,543.68
	Totals	$ 17,761.51	$ 22,343.10	$ 40,104.61

POLK COUNTY—DISTRICT NO. 4

1	1	$ 238.29	$ 353.95	$ 592.24
8	2	3,290.76	3,142.82	6,433.58
71	8*	3,481.73	2,869.01	6,350.74
71	9*	3,022.81	2,271.83	5 594 64
71	10*	1,897.27	3,018.09	4 915 36
88	1	982.66	1,074.89	2,056 95
88	2	4,022.64	7,791.03	11,813.67
270	1	2,430.41	1,950.63	4,381.04
	Totals	$ 19,665.97	$ 22,472.25	$ 42,138.22

* Now combined as section 8
* Now carried as section 9

SCOTT COUNTY—DISTRICT NO. 4

23	1	$ 196.65	$ 330.36	$ 527.01
25	1	4,485.45	5,231.64	9,717 09
28	2	7,773.94	11,018.27	18,792.21
71	11*	4,250.88	10,172.27	14,423.15
71	12*	13,449.63	4,039.57	17,485.20
270	2	11,744.64	8,002.81	19,747.45
	Totals	$ 41,901.19	$ 38,794.92	$ 80,696.11

* Now combined as section 10

SEBASTIAN COUNTY—DISTRICT NO 4

10	0	$ 914.69	$ 763.25	$ 1,677.94
10	1	31,442.69	4,488.32	35,931.01
22	1	2,560.06	2 225.42	4,785.48
23	0	1,578 75	2,808 01	4,386.76
45	1	9,611.67	6,933.03	16,544.70
64	1	684.44	1,833.48	2,517 92
71	13	1,352 31	1,291.62	2,643.93
71	14	1,676 96	1,570.35	3,247.31
96	1	4,053.10	3,979.96	8,033.06
96	2	2,532.22	401 22	2,933.44
271	1		36 73	36.73
	Totals	$ 56,406.89	$ 26,331 39	$ 82,738.28

RECAPITULATION—DISTRICT NO. 4

County	1938-1939	1939-1940	Total
Crawford	$ 15,155.44	$ 10,253.67	$ 25,409.11
Franklin	11,765.25	10,902.53	22,667.78
Logan	18,436.25	23,007.43	41,443.68
Montgomery	17,761.51	22,343.10	40,104.61
Polk	19,665.97	22,472.25	42,138.22
Scott	41,901.19	38,794.92	80,696 11
Sebastian	56,406 89	26,331.39	82,738.28
Sub-total	$181,092.50	$154,105.29	$335,197.79
District General	$ 27,037.76	$ 14,918.03	$ 41,955.79
Totals	$208,130.26	$169,023.32	$377,153.58

BAXTER COUNTY—DISTRICT NO. 5

Rt	Sec.	1938-1939	1939-1940	Total
5	8	$ 1,979.62	$ 2,301.73	$ 4,281 35
5	9	1,022.11	1,161.00	2,183.11
14	5	723.20	1,035.45	1,758 65
62	10	840.02	842.15	1,682.17
62	11	1,301.97	2,683.97	3,985.94
101	1	1 536 12	1,008.14	2,544.26
126	1	831.85	750.71	1,582.56
	Totals	$ 8,234.89	$ 9,783 15	$ 18,018.04

CLEBURNE COUNTY—DISTRICT NO. 5

5	3	$ 949.71	$ 379.71	$ 1,329.42
16	11	1,126.55	4,581.03	5,707 58
16	12	3,145.26	1,709.13	5,154.39
25	2	2,972.51	7,762.96	10,735 47
25	3	3,880.49	6,717 10	10,597.59
110	4	356.00	238.42	594.42
	Totals	$ 12,730.52	$ 21,388.35	$ 34,118.87

FULTON COUNTY—DISTRICT NO. 5

9	14	$ 1,621.98	$ 1,476 22	$ 3,098 20
9	15	3,293.42	2,569.16	5,862 58
62	12	5,467.66	1,475.75	6,943.41
62	13	1,479.65	1,321.57	2,801.22
62	16	151.40	12.35	163.75
63	1	2,836.46	2,269.48	5,105.94
	Totals	$ 14,850.57	$ 9,124.53	$ 23,975.10

MAINTENANCE EXPENDITURES FOR BIENNIUM
July 1, 1938 to June 30, 1940 (Continued)

INDEPENDENCE COUNTY—DISTRICT NO. 5

11	14	$ 4,661.85	$ 2,493.66	$ 7,155.51
11	15	2,920.22	6,317.20	9,487.12
14	8	301.90	813.97	1,115.87
14	9	3,786.73	4,575.41	8,362.14
14	10	2,626.58	2,971.30	5,597.88
25	4	2,365.85	2,067.90	4,433.75
25	5	8,668.55	4,244.46	12,913.01
67	15	234.65	8.62	243.27
69	2	8,912.52	5,236.56	14,149.08
110	5	1,840.52	3,654.83	5,495.35
122	1	2,442.21	1,646.91	4,089.12
	Sub-total	$ 38,761.58	$ 34,230.82	$ 72,992.40
		FLOOD DAMAGE		
14	10	280.18	. . .	280.18
110	5	418.10	. . .	418.10
	Sub-total	$ 698.28	$	$ 698.28
	Totals	$ 39,459.86	$ 34,230.82	$ 73,690.68

IZARD COUNTY—DISTRICT NO. 5

5	7	$ 751.46	$ 652.60	$ 1,404.06
9	12	1,825.85	1,176.48	3,002.33
9	13	4,926.39	4,683.59	9,609.98
56	1	3,794.59	2,387.43	6,182.02
56	2	2,776.60	4,066.86	6,843.46
58	1	364.50	417.98	782.48
69	1	2,675.05	2,988.38	5,663.43
	Totals	$ 17,114.44	$ 16,373.32	$ 33,487.76

SHARP COUNTY—DISTRICT NO. 5

11	16	$ 13,397.50	$ 5,120.52	$ 18,518.02
56	3	268.35	552.54	820.89
58	2	310.19	1,048.75	1,358.94
58	3	2,563.48	5,468.30	8,031.78
62	14	97.79	14.18	111.97
62	15	401.79	188.20	589.99
62	17	2,467.58	1,679.66	4,147.24
63	2	2,429.52	4,853.57	7,283.09
115	3	3,219.87	1,868.22	5,088.09
	Totals	$ 25,156.07	$ 20,793.94	$ 45,950.01

STONE COUNTY—DISTRICT NO. 5

5	6	$ 2,150.38	$ 1,871.05	$ 4,021.43
9	11	3,653.76	3,833.94	7,487.70
14	6	1,104.69	1,494.99	2,599.68
14	7	2,539.63	2,079.57	4,619.20
66	2	2,328.95	2,069.14	4,398.09
110	2	3,061.45	28.00	3,089.45
	Totals	$ 14,838.86	$ 11,376.69	$ 26,215.55

WHITE COUNTY—DISTRICT NO. 5

5	4	$ 2,971.78	$ 3,592.72	$ 6,564.50
11	11	1,145.35	1,653.05	2,798.40
11	11A	594.56	1,224.30	1,818.86
11	13	818.28	230.56	1,048.84
16	13	6,924.03	11,839.03	18,763.06
31	4	975.44	1,063.18	2,038.62
36	2	2,463.85	1,491.16	3,955.01
36	3	4,731.63	3,707.03	8,438.66
36	4	600.67	2,672.36	3,273.03
64	10	7,974.40	2,631.48	10,605.88
64	11	3,252.88	2,464.49	5,717.37
67	12	4,362.16	6,543.99	10,906.15
67	12E	453.47	475.86	929.33
67	12W	731.12	1,388.07	2,119.19
67	13	4,914.69	4,920.02	9,834.71
67	13E	828.03	1,709.01	2,537.04
67	13W	1,544.79	1,880.17	3,424.96
87	1	1,655.48	628.82	2,284.30
157		1,024.02	588.55	1,612.57
	Sub-total	$ 47,966.63	$ 50,703.85	$ 98,670.48
		FLOOD DAMAGE		
67	13E	$ 354.04	$	$ 354.04
	Totals	$ 48,320.67	$ 50,703.85	$ 99,024.52

RECAPITULATION—DISTRICT NO. 5

County	1938-1939	1939-1940	Total
Baxter	$ 8,234.89	$ 9,783.15	$ 18,018.04
Cleburne	12,730.52	21,388.35	34,118.87
Fulton	14,850.57	9,124.53	23,975.10
Independence	39,459.86	34,230.82	73,690.68
Izard	17,114.44	16,373.32	33,487.76
Sharp	25,156.07	20,793.94	45,950.01
Stone	14,838.86	11,376.69	26,215.55
White	48,320.67	50,703.85	99,024.52
Sub-total	$180,705.88	$173,774.65	$354,480.53
District General	$ 30,095.71	$ 17,312.14	$ 47,407.85
Totals	$210,801.59	$191,086.79	$401,888.38

FAULKNER COUNTY—DISTRICT NO. 6

Rt	Sec.	1938-1939	1939-1940	Total
25	1	$ 1,859.36	$ 2,617.40	$ 4,476.76
36	1	7,080.95	2,977.61	10,058.56
60	0	3,178.84	1,570.77	4,749.61
64	8	933.24	1,315.71	2,248.95
64	9	2,963.03	3,845.27	6,808.30
65	9	6,060.33	4,299.42	10,359.75
65	10	978.27	875.02	1,853.29
	Sub-total	$ 23,054.02	$ 17,501.20	$ 40,555.22
		FLOOD DAMAGE		
65	9	$ 559.11	$	$ 559.11
	Totals	$ 23,613.13	$ 17,501.20	$ 41,114.33

GARLAND COUNTY—DISTRICT NO. 6

7	6	$ 2,081.47	$ 6,276.66	$ 8,358.13
7	7	3,741.89	5,067.65	8,809.54
70	8	1,539.98	3,132.89	4,672.87
70	9	2,428.02	2,144.81	4,572.83
88	5	. .	8.54	8.54
171	2	. . . .	. . . .	. . . . .
270	5	3,293.49	3,290.37	6,583.86
270	6	2,584.17	1,612.81	4,196.98
	Totals	$ 15,669.02	$ 21,533.73	$ 37,202.75

GRANT COUNTY—DISTRICT NO. 6

35	2	$ 1,378.28	$ 1,835.14	$ 3,213.42
35	3	1,195.07	2,283.81	3,478.68
46	2	2,711.39	3,511.15	6,222.54
65	13	23.86	43.20	67.06
113	1	645.43	870.21	1,515.64
167	10	774.83	1,840.90	2,615.73
167	11	5,391.29	6,557.36	11,948.65
270	9	2,882.97	5,207.08	8,090.05
270	10	2,974.67	8,465.27	11,439.94
	Sub-total	$ 17,977.79	$ 30,614.12	$ 48,591.91
		FLOOD DAMAGE		
270	9	1,517.11	. . . . .	1,517.11
	Totals	$ 19,494.90	$ 30,614.12	$ 50,109.02

HOT SPRING COUNTY—DISTRICT NO. 6

7	5	$ 949.52	$ 1,190.73	$ 2,140.25
9	4	2,135.74	2,177.16	4,312.90
51	3	881.21	214.26	1,095.47
67	7	2,890.77	2,918.55	5,809.32
67	8	2,414.46	3,646.87	6,061.33
70	7	382.61	159.33	541.94
84	3	2,880.19	2,633.44	5,513.63
171	1	.	9.78	9.78
270	7	1,014.19	1,810.76	2,824.95
270	8	748.66	510.43	1,259.08
	Totals	$ 14,297.34	$ 15,271.31	$ 29,568.65

LONOKE COUNTY—DISTRICT NO. 6

15	9	$ 458.06	$ 931.20	$ 1,389.26
30	2	1,211.20	1,134.33	2,345.53
30	3	7,569.22	5,673.55	13,242.77
31	2	1,146.26	4,031.83	5,178.09
31	3	1,975.29	2,345.81	4,321.10
38	0	354.43	806.55	1,160.98
67	11	999.23	5,294.75	6,293.98
70	14	2,495.72	1,350.99	3,846.71
70	15	1,244.60	1,417.92	2,662.52
69	1	3,864.61	1,976.91	5,841.52
	Totals	$ 21,318.62	$ 24,963.84	$ 46,282.46

MAINTENANCE EXPENDITURES FOR BIENNIUM
July 1, 1938 to June 30, 1940 (Continued)

PRAIRIE COUNTY—DISTRICT NO. 6

11	8	$ 6,433.09	$ 4,010.74	$ 10,443.83
11	9	3,038.79	3,183.07	6,221.86
11	10	1,205.67	1,584.72	2,790.39
30	4	108.65	169.96	278.61
33	2	572.07	887.40	1,459.47
33	3	632.21	844.99	1,477.20
38	1	1,167.25	5,318.04	6,485.29
79	16	3,312.72	4,360.40	7,673.12
79	12	740.03	124.80	864.83
	Totals	$ 17,210.48	$ 20,484.12	$ 37,694.60

PULASKI COUNTY—DISTRICT NO. 6

5	1	$ 1,823.64	$ 1,751.79	$ 3,575.43
10	7	1,641.90	1,883.55	3,525.45
10	8	6,572.48	6,833.80	13,406.23
30	1	1,058.47	1,173.99	2,232.46
65	11	7,530.36	7,473.24	15,003.60
65	12	3,282.81	4,551.02	7,833 83
67	10	2,179.37	2,005.13	4,184.50
67	10e	..	37.69	37.69
67	10w	..	115.16	115.16
70	12	1,936.09	2,897.69	4,833.78
70	13	1,299.52	2,703.76	4,003.28
113	2	47.48	7.40	54.88
161	1	228.36	134.55	362.91
167	13	5,087.99	4,468.08	9,546.07
	Sub-total	$ 32,688.42	$ 36,326.85	$ 69,015.27
Capitol Grnds		$ 4,759.45	$	$ 4,759.45
Camp Robinson Road		.. ..	305.06	305.06
	Totals	$ 37,447 87	$ 36,631.91	$ 74,079.78

SALINE COUNTY—DISTRICT NO. 6

9	5	$ 1,408.41	$ 2,614.36	$ 4,022.77
35	1	1,915.71	1,183.92	3,099.63
67	9	2,305.32	7,451.60	9,756.92
70	10	3,602.13	2,935.86	6,537 99
70	11	3,004.70	1,292.72	4,297.42
111	1	31.75	129.33	161.08
167	12	4,033.61	3,929.99	7,963.60
	Sub-total	$ 16,301.63	$ 19,537.78	$ 35,839.41
		FLOOD DAMAGE		
9	5	$ 2,706.81	$	$ 2,706.81
70	10	514.47	.. .. ..	514.47
	Sub-total	$ 3,221.28	$	$ 3,221.28
	Totals	$ 19,522.91	$ 19,537.78	$ 39,060.69

RECAPITULATION—DISTRICT NO. 6.

County	1938-1939	1939-1940	Total
Faulkner	$ 23,613.13	$ 17,501.20	$ 41,114.33
Garland	15,669.02	21,533.73	37,202.75
Grant	19,494.90	30,614.12	50,109.02
Hot Spring	14,297.34	15,271.31	29,568.65
Lonoke	21,318.62	24,963.84	46,282.46
Prairie	17,210.48	20,484.12	37,694.60
Pulaski	37,447.87	36,631.91	74,079.78
Saline	19,522.91	19,537.78	39,060.69
Sub-total	$168,574.27	$186,538.01	$355,112.28
District General	$ 38,803.13	$ 18,976.91	$ 57,780.04
Totals	$207,377.40	$205,514.92	$412,892.32

BRADLEY COUNTY—DISTRICT NO. 7

Rt	Sec.	1938-1939	1939-1940	Total
4	12	$ 4,321.86	$ 5,019.01	$ 9,340.87
4	13	1,751.09	2,139.05	3,890.14
8	11	481.57	267.27	748.84
15	3	4,612.43	3,052.17	7,664.60
15	4	1,061.02	334.63	1,395.65
	Totals	$ 12,227.97	$ 10,812.13	$ 23,040.10

CALHOUN COUNTY—DISTRICT NO. 7

4	10	$ 5,725.13	$ 2,511.77	$ 8,236.90
4	11	2,652.08	3,241.86	5,893.94
8	9	.	72.35	72.35
79	5	970.11	2,376.73	3,346.84
167	3	899.68	2,644.69	3,544.37
167	4	1,364.41	1,873.23	3,237.64
	Totals	$ 11,611.41	$ 12,720.63	$ 24,332.04

CLARK COUNTY—DISTRICT NO. 7

7	3*	$ 1,358.19	$ 1,575.18	$ 2,933.37
7	4†	494.16	557.35	1,051 51
8	5	4,369.31	5,557.54	9,926.85
20	4	3,983.15	3,184.14	7,167.29
51	1	8,563.44	3,353.59	11,917.03
51	2	726.39	3,015.14	3,741.53
53	1	1,264.10	777.42	2,041.52
67	4	4,327.88	1,863.72	6,191.60
67	5	1,712.64	980.43	2,693.07
67	6	1,077.82	680.90	1,758.72
	Totals	$ 27,877.08	$ 21,545.41	$ 49,422.49

* Now route 7 section 6.
† Now route 7 section 7.

CLEVELAND COUNTY—DISTRICT NO. 7

8	10*	$ 3,700.75	$ 2,713.51	$ 6,414.26
11	1	350.35	169.80	520.15
15	5	906.86	1,607.29	2,514.15
15	6	3,668.33	3,282.51	6,950.84
35	4	.. .. ..	5.60	5.60
35	5	2,242.94	2,373.86	4,616.80
35	6	3.60	375.44	379.04
79	7	2,464.86	2,677.83	5,142.69
79	8	3,765.38	9,135.68	12,901.06
167	8	1,281.51	1,956.62	3,238.13
	Totals	$ 18,384 58	$ 24,298.14	$ 42,682.72

* A portion of this section is now Route 97 Section 1.

COLUMBIA COUNTY—DISTRICT NO. 7

3N	2*	$ 516.67	$ 396.77	$ 913.44
19	1†	1,246.76	1,902.09	3,148.85
19	2	1,109.29	913.93	2,023.22
57	2	669.90	432.19	1,102.09
79	1	2,828.65	13,185.00	16,013.65
79	2	1,759.01	2,414.29	4,173.30
82	3	3,789.54	5,048.24	8,837.78
82	4	10,053.36	8,271.37	18,324.73
132	1	4,701.90	5,787.39	10,489.29
	Totals	$ 26,675.08	$ 38,351.27	$ 65,026.35

* Now Route 98 Section 1.
† Was Route 8 Section 1 during 1938-39.

DALLAS CUONTY—DISTRICT NO. 7

7	2*	$ 3,362.41	$ 5,656.08	$ 9,018.49
8	6	3,129.70	5,382.15	8,511.85
8	7	5,085.30	2,840.82	7,926.12
8	8	. .	646 13	646.13
9	2	2,653.44	1,364.25	1,017.69
9	3	2,064.43	3,762.78	5,827.21
45	1	62.98	141.95	204.93
45	1	2,113.09	1,029.46	3,142.55
79	6	2,152.88	3,899.21	6,052.09
128	1	102.97	1,683.51	1,786.48
167	7	1,871.30	2,144.03	4,015.33
167	9	146.03	792.63	938.66
	Totals	$ 22,744.53	$ 29,343.00	$ 52,087.53

* Now Route 7 Section 5.

OUACHITA COUNTY—DISTRICT NO. 7

4	8	$ 1,518.23	$ 1,461.66	$ 2,979.89
4	9	1,838.71	1,020.49	2,859.20
7	1*	4,097.17	3.280.38	7,377.55
7	17†	1,775.99	4,808.65	6,584.64
9	1	2,632.12	1,024.17	3,656.29
24	6	6,927.02	7,744.78	14,671.80
57	1	467.19	218.37	685.56
79	3	6,672.46	7,809.92	14,482.38
79	4	7,100.30	2,707.59	9,807.89
	Totals	$ 33,029.19	$ 30,076.01	$ 63,105.20

* Now Route 7 Section 4.
† Now Route 7 Section 3.

MAINTENANCE EXPENDITURES FOR BIENNIUM
July 1, 1938 to June 30, 1940 (Continued)

UNION COUNTY—DISTRICT NO. 7

7	18*	$ 1,921.26	$ 1,849.32	$ 3,770.58
15	1	4,192.17	6,085.40	10,277.57
15	2	2,194.35	7,852.54	10,046.89
57	3	1,507.03	343.53	1,850.56
82	5	2,959.23	1,948.03	4,907.26
82	6	3,348.59	2,263.93	5,612.52
82	7	2,471.81	3,304.60	5,776.41
129	1	4,894.11	8,662.36	13,556.47
129	2	614.18	429.83	1,044.01
167	1	861.80	1,156.67	2,018.47
167	2	1,312.48	1,575.36	2,887.84
Totals		$ 26,277.01	$ 35,471.57	$ 61,748.58

* Now Route 7 Section 2

RECAPITULATION—DISTRICT NO. 7

Bradley	$ 12,227.97	$ 10,812.13	$ 23,040.10
Calhoun	11,611.41	12,720.63	24,332.04
Clark	27,877.08	21,545.41	49,422.49
Cleveland	18,384.58	24,298.14	42,682.72
Columbia	26,675.08	38,351.27	65,026.35
Dallas	22,744.53	29,343.00	52,087.53
Ouachita	33,029.19	30,076.01	63,105.20
Union	26,277.01	35,471.57	61,748.58
Sub-total	$178,826.85	$202,618.16	$381,445.01
District General	$ 34,650.19	$ 15,542.26	$ 50,192.45
Totals	$213,477.04	$218,160.42	$431,637.46

CONWAY COUNTY—DISTRICT NO. 8

Rt	Sec.	1938-1939	1939-1940	Total
9	7	$ 2,884.78	$ 1,495.74	$ 4,380.52
9	8	6,138.10	5,443.57	11,581.67
64	7	7,478.93	5,838.10	13,317.03
92	1	790.80	888.70	1,679.50
95	1	6,012.18	6,555.28	12,567.46
124	2*	369.64	1,006.78	1,376.42
154	1	24,858.06	7,249.99	32,108.05
Sub-total		$ 48,532.49	$ 28,478.16	$ 77,010.65
		FLOOD DAMAGE		
154	1	$ 433.03	$	$ 433.03
Totals		$ 48,965.52	$ 28,478.16	$ 77,443.68

* Now Route 124 Section 3.

JOHNSON COUNTY—DISTRICT NO. 8

21	1	$ 2,053.89	$ 2,905.04	$ 4,958.93
64	4	1,018.33	1,965.66	2,983.99
64	5	3,234.83	1,765.40	5,000.23
104	1	6,354.65	4,677.87	11,032.52
123	3	4,391.41	4,027.05	8,418.46
Totals		$ 17,053.11	$ 15,341.02	$ 32,394.13

PERRY COUNTY—DISTRICT NO. 8

7	8*	$ 2,767.79	$ 4,503.18	$ 7,270.97
9	6	3,704.91	4,543.60	8,248.51
10	5	1,226.43	1,877.46	3,103.89
10	6	. . ..	2.58	2.58
60	1	2,927.47	2,860.96	5,788.43
60	2	187.33	1,258.13	1,445.46
113	3	2,967.50	2,014.23	4,981.73
Sub-total		$ 13,781.43	$ 17,060.14	$ 30,841.57
		FLOOD DAMAGE		
7	8	$ 530.99	$ . .	$ 530.99
9	6	349.75	. .	349.75
60	1	256.00	. . .	256.00
113	3	33.50	. . . . ..	33.50
Sub-total		$ 1,170.24	$	$ 1,170.24
Totals		$ 14,951.67	$ 17,060.14	$ 32,011.81

* Now Route 7 Section 11.

POPE COUNTY—DISTRICT NO. 8

7	1*	$ 5,396.41	$ 3,876.95	$ 9,273.36
7	12†	2,285.91	2,878.34	5,164.25
7	13‡	3,956.61	3,471.97	7,428.58
16	8	5,514.48	153.95	5,668.43
16	8A		720.54	720.54
27	11	3,148.51	2,598.11	5,746.62
27	12	2,089.96	2,523.34	4,613.30
27	14	202.13	187.76	389.89
64	6	12,140.47	2,621.07	14,761.54
105	1	3,625.72	2,617.30	6,243.02
123	2	3,210.34	555.31	3,765.65
124	1	14,452.88	7,602.49	22,055.37
Totals		$ 56,023.42	$ 29,807.13	$ 85,830.55

* Now Route 7 Section 14
† Now Route 7 Section 15
‡ Now Route 7 Section 16

VAN BUREN COUNTY—DISTRICT NO. 8

9	9	$ 1,447.69	$ 2,584.14	$ 4,031.83
9	10	4,700.34	623.20	5,323.54
16	9	2,014.82	2,101.00	4,115.82
16	10	3,845.52	4,247.30	8,092.82
27	15	78.70	368.74	447.44
65	7	2,348.51	9,298.17	11,646.68
65	8	3,649.21	3,590.70	7,239.91
95	2	1,634.92	1,759.87	3,394.79
110	1	....	.. ..	.. ..
110	3	. . .	3.60	3.60
130	1	. . ..	5.60	5.60
Sub-total		$ 19,719.71	$ 24,582.32	$ 44,302.03
		FLOOD DAMAGE		
95	2	$ 326.91	$	$ 326.91
Totals		$ 20,046.62	$ 24,582.32	$ 44,628.94

YELL COUNTY—DISTRICT NO. 8

7	9*	$ 1,608.87	$ 2,078.76	$ 3,687.63
7	10†	4,956.94	6,979.23	11,936.17
10	3	2,697.27	7,964.68	10,661.95
10	4	1,341.94	1,882.73	3,224.67
22	5	965.13	1,342.38	2,307.51
27	8	4,197.00	2,194.97	6,391.97
27	9	942.41	957.06	1,899.47
27	10	5,542.10	7,329.74	12,871.84
28	3	3,875.38	6,655.47	10,530.85
28	4	492.22	1,673.37	2,165.59
60	3	76.55	1,077.14	1,153.69
155	1	601.86	446.00	1,047.86
Sub-total		$ 27,297.67	$ 40,581.53	$ 67,879.20
		FLOOD DAMAGE		
7	9	$ 389.25	$	$ 389.25
7	10	414.75	.. ..	414.75
10	3	158.70	. . ..	158.70
10	4	57.25	. .. . .	57.25
27	8	148.55	....	148.55
27	9	41.20	... .	41.20
27	10	598.93	.. .	598.93
28	3	1,011.19	....	1,011.19
Sub-total		$ 2,819.82	$	$ 2,819.82
Totals		$ 30,117.49	$ 40,581.53	$ 70,699.02

* Now Route 7 Section 12
† Now Route 7 Section 13

RECAPITULATION—DISTRICT NO. 8

County	1938-1939	1939-1940	Total
Conway	$ 48,965.52	$ 28,478.16	$ 77,443.68
Johnson	17,053.11	15,341.02	32,394.13
Perry	14,951.67	17,060.14	32,011.81
Pope	56,023.42	29,807.13	85,830.55
Van Buren	20,046.62	24,582.32	44,628.94
Yell	30,117.49	40,581.53	70,699.02
Sub-total	$187,157.83	$155,850.30	$343,008.13
District General	$ 38,255.37	$ 23,665.78	$ 61,921.15
Total	$225,413.20	$179,516.08	$404,929.28

MAINTENANCE EXPENDITURES FOR BIENNIUM
July 1, 1938 to June 30, 1940 (Continued)

BENTON COUNTY—DISTRICT NO. 9

Rt.	Sec.	1938-1939	1939-1940	Total
12	1	$ 1,357.40	$ 2,187.03	$ 3,844.52
12	2	2,301.95	2,264.37	4,566.32
12	3	3,757.40	2,530.04	6,287.44
16	1	757.80	976.19	1,733.99
47	1		46.95	46.95
59	1*	4,044.55	9,228.20	13,272.75
62	2	7,128.00	16,511.49	23,639.49
68	0	1,514.86	8,508.52	10,023.38
71	18	3,244.35	2,641.93	5,886.28
71	19	5,970.13	5,429.10	11,399.23
72	1	1,332.27	4,347.87	5,680.14
94	1	101.95	315.88	417.83
99	1	. . .	. . .	. . .
100	1	2,279.69	2,656.19	4,935.88
102	1	2,101.34	1,710.15	3,811.49
102	2	1,670.05	1,528.00	3,198.05
Totals		$ 37,561.83	$ 61,181.91	$ 98,743.74

* Section now divided, Siloam Springs south to County line is section 2

BOONE COUNTY—DISTRICT NO. 9

7	16*	$ 1,779.09	$ 1,219.19	$ 2,998.28
14	1	3,695.22	5,993.44	9,688.66
43	2	1,143.77	1,729.26	2,873.03
43	3	3,019.92	1,941.31	4,961.23
62	6	2,999.99	1,175.45	4,175.44
62	7	2,188.84	1,341.32	3,530.16
65	1	11,943.01	8,068.82	20,011.83
65	2	6,977.11	4,730.64	11,708.05
Totals		$ 33,747.25	$ 26,199.43	$ 59,946.68

* Now Route 7 Section 19

CARROLL COUNTY—DISTRICT NO. 9

21	5	$ 7,820.83	$ 4,721.74	$ 12,542.57
12	6	2,372.50	2,162.27	4,534.77
23	7*	288.79	534.71	823.50
23	8†	480.78	692.63	1,173.41
62	3	8,470.95	8,845.79	17,316.74
62	4	5,147.44	4,564.33	9,711.77
62	5	2,839.17	13,778.90	16,618.07
69	4	1,840.32	2,597.94	4,438.26
103	2	1,669.85	1,113.18	2,783.03
Totals		$ 30,930.63	$ 39,011.49	$ 69,942.12

* Now Route 23 Section 10
† Now Route 23 Section 11

MADISON COUNTY—DISTRICT NO. 9

12	4	$ 647.58	$ 452.15	$ 1,099.73
16	4	2,901.15	2,350.02	5,251.17
16	5	1,600.83	1,211.46	2,812.29
21	4	1,240.52	1,646.56	2,887.08
23	5*	3,803.88	5,819.92	9,623.80
23	6†	3,171.84	2,266.40	5,438.24
45	6	547.83	141.31	989.14
68	2	5,824.37	12,366.56	18,190.93
68	3	3,446.55	2,006.67	5,453.22
74	2	. . .	. . .	. . .
127	1	296.23	290 80	587.03
Totals		$ 23,480.78	$ 28,851 85	$ 52,332.63

* Now Route 23 Section 8
† Now Route 23 Section 9

MARION COUNTY—DISTRICT NO. 9

14	2	$ 1,647.54	$ 1,801.12	$ 3,448.66
14	3	820.92	1,505.54	2,326.46
62	8	7,290.14	3,822.44	11,112.58
62	9	3,958.97	1,337.97	5,296.94
101	2	460.25	542.21	1,002.46
125	1	706.15	397.53	1,103.68
Totals		$ 14,884.27	$ 9,406.81	$ 24,291.98

NEWTON COUNTY—DISTRICT NO. 9

7	14*	$ 1,393.58	$ 885.97	$ 2,279.55
7	15†	4,342.59	3,259.70	7,602.29
16	6	278.76	306.85	585 61
16	7	1,021.58	663.63	1,685.21
16	8	. . .	. . .	. . .
21	2	1,997.50	1,531.31	3,528.81
21	3	483.80	1,788.10	2,271 90
43	1	2,601.34	3,093.29	5,694 63
65	3	375.54	1,476.72	1,852 26
123	1	2,865.10	4,535.57	7,400.67
Totals		$ 15,359.79	$ 17,541.14	$ 32,900.93

* Now Route 7 Section 17
† Now Route 7 Section 18

SEARCY COUNTY—DISTRICT NO. 9

14	4	$ 1,387.19	$ 949.04	$ 2,336 23
27	13	840.40	927.56	1,767 96
27	16	3,939.64	4,332.90	8,272.54
27	17	1,773.70	1,801.06	3,574.76
65	4	8,077.08	2,945.79	11,022 87
65	5	8,312.00	1,585.34	9,897 34
65	6	1,773 90	2,211.52	3,985.42
66	1	3,474.27	6,916.91	10,391 18
Totals		$ 29,578.18	$ 21,670.12	$ 51,248 30

WASHINGTON COUNTY—DISTRICT NO. 9

16	2	$ 2,459.34	$ 1,845.91	$ 4 305 25
16	3	3,098.95	1,918.16	5,017.11
45	3*	709.63	479.27	1,188.90
45	5	1,948.40	1,572.14	3,520.54
59	2†	1,294.11	1,892.35	3,186.46
59	3‡	1,891.51	4,506.73	6,398.24
62	1	2,753.95	3,505.80	6,259.75
68	1	3,716.29	4,515.17	8,231.46
71	16	4,011.68	4,801.80	8,813.48
71	17	1,648.11	1,505.51	3,153.62
74	0	. . .	217.62	217.62
74	1	317.68	230.85	548.53
112	1	684.03	58.16	742.19
156	1	.	3.20	3 20
170	1	332.37	814.93	1,147 30
Mt Sequoyah Road		. .	577.60	577 60
Totals		$ 24,866.05	$ 28,445.20	$ 53,311 25

* Was formerly Route 45 Section 3 A
† Now Route 59 Section 3
‡ Now Route 59 Section 4

RECAPITULATION—DISTRICT NO. 9

County	1938-1939	1939-1940	Total
Benton	$ 37,561.83	$ 61,181.91	$ 98,743 74
Boone	33,747.25	26,199.43	59,946.68
Carroll	30,930.63	39,011.49	69,942 12
Madison	23,480.78	28,851.85	52,332.63
Marion	14,884.27	9,406.81	24,291 68
Newton	15,359.79	17,541.14	32,900 93
Searcy	29,578.18	21,670.12	51,248 30
Washington	24,866.05	28,445.20	53,311 25
Sub-total	$210,408.78	$232,307.95	$442,716.73
District General	28,310.79	11,136.32	39,447 11
Total	$238,719.57	$243,444.27	$482,163.84

CLAY COUNTY—DISTRICT NO. 10

Rt.	Sec.	1938-1939	1939-1940	Total
1	21	$ 1,625.33	$ 2,633.32	$ 4,258.65
1	22	665.98	201.40	867 38
39	2	1,112.89	2,012 28	3,125.17
62	19	5,133.04	7,881.09	13,014 13
62	20	2,307.41	1,661.68	3,969.09
67	22	1,333.94	857.04	2 190 98
90	1	1,449.76	1,929.88	3,379 64
90	2	4,187.51	4,994.24	9,181 75
90	3	623.79	1,450.92	2,074 71
Sub-total		$ 18,440.65	$ 23,621.85	$ 42,062 50
		FLOOD DAMAGE		
1	21	$ 37.00	$	$ 37.00
62	19	54.32	.	54.32
Sub-total		$ 91.32	$.	$ 91 32
Totals		$ 18,531.97	$ 23,621.85	$ 42,153.82

MAINTENANCE EXPENDITURES FOR BIENNIUM
July 1, 1938 to June 30, 1940 (Continued)

CRAIGHEAD COUNTY—DISTRICT NO. 10

1	17	$ 4,537.70	$ 3,466.51	$ 8,004.21
1	18	5,563.93	3,232.75	8,796.68
18	3	4,210.12	2,148.75	6,358.87
18	4	3,278.90	2,653.68	5,932.58
39	4	1,409.60	1,583.48	2,993.08
63	5	3,537.17	10,314.40	13,851.57
63	6	1,284.35	8,092.98	9,377.33
91	2	2,558.26	2,389.79	4,948.05
135	1	2,693.03	1,508.37	4,201.40
139	1	1,840.15	1,081.24	2,921.39
141	1	1,461.36	318.31	1,779.67
145	1	6,727.92	2,449.46	9,177.38
	Totals	$ 39,102.49	$ 39,239.72	$ 78,342.21

GREENE COUNTY—DISTRICT NO. 10

1	19	$ 3,182.07	$ 4,382.75	$ 7,564.82
1	20	3,266.91	3,639.98	6,906.89
25	8	2,140.96	2,566.18	4,707.14
25	9	1,438.78	1,507.62	2,946.40
34	3	2,556.18	2,705.30	5,261.48
39	3	3,368.17	2,044.82	5,412.99
63	4A			
90	4	2,386.66	1,176.87	3,563.53
135	2	846.83	1,424.67	2,271.50
141	2	1,769.13	8,251.65	10,020.78
141	3		4.77	4.77
168	1			
	Totals	$ 20,955.69	$ 27,704.61	$ 48,660.30

JACKSON COUNTY—DISTRICT NO. 10

11	12	$ 337.42	$ 351.49	$ 688.91
14	11	190.70	229.73	420.43
14	12	5,556.47	5,238.92	10,795.39
17	6	2,486.91	3,245.05	5,731.96
18	1	2,968.16	1,877.53	4,845.69
33	6			
37	2	374.92	637.87	1,012.79
37	3		474.09	474.09
42	1	174.27	372.48	546.75
67	14	2,417.39	4,493.85	6,911.24
67	16	5,582.92	2,514.96	8,097.88
67	17	2,492.42	776.49	3,268.91
87	2	637.02	280.34	917.36
145	1	2,662.00	1,696.52	4,358.52
145	2		10.01	10.01
	Sub-total	$ 25,880.60	$ 22,199.33	$ 48,079.93
		FLOOD DAMAGE		
14	11	$ 331.00	$	$ 331.00
18	1	51.00		51.00
	Sub-total	$ 382.00	$	$ 382.00
	Totals	$ 26,262.00	$ 22,199.33	$ 48,461.93

LAWRENCE COUNTY—DISTRICT NO. 10

25	6	$ 3,911.59	$ 5,520.54	$ 9,432.13
25	7	812.17	1,069.25	1,881.42
34	1	397.80	674.46	1,072.26
63	3	5,979.55	3,600.16	9,579.71
63	4	2,892.31	6,928.33	9,820.64
67	18	599.02	1,750.73	2,349.75
67	19	258.62	555.57	814.19
91	1	345.07	794.62	1,139.69
115	2	3,051.24	6,709.60	9,760.84
117	1	816.68	1,011.78	1,828.46
117	2	1,810.26	2,201.87	4,012.13
117	2A	2,125.41	751.50	2,876.91
117	3	3,797.52	3,268.12	7,065.64
117	3A	157.28		157.28
	Sub-total	$ 26,954.52	$ 34,836.53	$ 61,791.05
	Black Rock Ferry	$ 10,144.29	$	$ 10,144.29
	Totals	$ 37,098.81	$ 34,836.53	$ 71,935.34

MISSISSIPPI COUNTY—DISTRICT NO. 10

18	5	$ 850.25	$ 1,036.24	$ 1,886.49
18	6	1,997.45	2,184.47	4,181.92
18	7	1,523.18	3,771.97	5,295.15
40	2	7,447.82	4,809.54	12,257.36
61	2	4,407.65	17,182.03	21,589.68
61	3	9,800.36	8,508.17	18,308.53
77	1	$ 979.48	$ 3,368.12	$ 4,347.60
77	2	10,107.02	3,067.13	13,174.15
118	1	246.44	792.94	1,039.38
119	1	303.30	835.91	1,139.21
120	1	385.80	1,304.43	1,690.23
136	2	115.40	673.48	788.88
137	1	548.41	858.49	1,406.90
143	2	2,447.62	4,334.58	6,782.20
143	1		63.58	63.58
150	1	4,797.11	725.40	5,522.51
151	1	1,126.65	62.95	1,189.60
158	1		3,944.85	3,944.85
172	1	4,156.01		4,156.01
	Sub-total	$ 51,239.95	$ 57,524.28	$108,764.23
		FLOOD DAMAGE		
18	6	$ 553.82	$	$ 553.82
77	2	121.60		121.60
	Sub-total	$ 674.92	$	$ 674.92
	Totals	$ 51,914.87	$ 57,524.28	$109,439.15

RANDOLPH COUNTY—DISTRICT NO. 10

34	2	$	$ 22.40	$ 22.40
62	18	1,013.69	1,009.68	2,023.37
67	20	250.30	933.34	1,183.64
67	21	1,424.07	1,802.72	3,226.79
90	5	6,029.59	1,149.68	7,179.27
90	6	2,706.87	6,185.04	8,891.91
93	1			
115	1	2,897.42	4,645.00	7,542.42
156	1	959.44	387.14	1,346.58
	Sub-total	$ 16,281.38	$ 16,135.00	$ 32,416.38
		FLOOD DAMAGE		
62	18	$ 52.00	$	$ 52.00
115	1	58.60		58.60
	Totals	$ 16,391.98	$ 16,135.00	$ 32,526.98

RECAPITULATION—DISTRICT NO. 10

County	1938-1939	1939-1940	Total
Clay	$ 18,531.97	$ 23,621.85	$ 42,153.82
Craighead	39,102.49	39,239.72	78,342.21
Greene	20,955.69	27,704.61	48,660.30
Jackson	26,262.60	22,199.33	48,461.93
Lawrence	37,098.81	34,836.53	71,935.34
Mississippi	51,914.87	57,524.28	109,439.15
Randolph	16,391.98	16,135.00	32,526.98
Sub-total	$210,258.41	$221,261.32	$431,519.73
District General	$ 33,106.94	$ 25,828.53	$ 58,935.47
Totals	$243,365.35	$247,089.85	$490,455.20

TABLE NO. 14

SCHEDULE OF EXPENDITURES—SPECIAL HIGHWAY IMPROVEMENT FUND CREATED BY ACT 12 OF 1938, APPROVED APRIL 1, 1938

Fiscal Year Beginning July 1, 1938, and Ending June 30, 1939

Job or A F E Number	Type of Improvement	Location	Route and Section	County	Amount
		DISTRICT 1			
Job 11140	Asphalt	Wynne-Vandale	1 S 14	Cross	$ 3,049.89
Job 11154	Asphalt	Marianna South	1 S 9	Lee	36,129.50
Job 11158	Asphalt	Clarendon East	79 S 14	Monroe	18,558.01
Job 11159	Sidewalk	Marked Tree Bridge	63 S 7	Poinsett	5,612.80
Job 11160	Gravel	86 Corner Conection	79 S 13 147 S 1	Crittenden	29,996.69
Job 11161	Gravel	Brinkley-Cotton Plant	17 S 3	Monroe	50,366.12
Job 11164	Asphalt	Cotton Plant South	17 S 3 - 4	Monroe-Woodruff	22,197.67
Total District 1					$165,910.68
		DISTRICT 2			
Job 2268*	Gravel	McGehee-Jerome	165 S 3 65 S 19-20	Desha-Chicot	$ 20,743.96
Job 2269*	Gravel	McGehee South	165 S 3 65 S 19-20	Desha-Chicot	38,208.74
Job 2272*	Bridges	McGehee-Jerome	165 S 3 65 S 19-20	Desha-Chicot	41,539.10
Job 2281*	Concrete Pavement	McGehee-Dermott	165 S 3 65 S 20	Chicot	7,957.09
Job 2284*	Concrete	McGehee-Dermott	165 S 3 165 S 20	Chicot	147.75
Total District 2					$108,596.64
		DISTRICT 3			
Job 3277	Asphalt	Prescott East		Nevada	$ 20,034.35
Total District 3					$ 20,034.35
		DISTRICT 4			
Job 4231	Asphalt	Greenwood-Booneville	10 S 1 - 2	Logan-Sebastion	$ 6,838.74
Total District 4					$ 6,838.74
		DISTRICT 6			
Job 6248	Asphalt	Little Rock West	10 S 7	Pulaski	$ 15,946.94
Total District 6					$ 15,946.94
		DISTRICT 7			
Job 7256	Asphalt	Warren-Pansy	15 S 4 - 5	Bradley-Cleveland	$ 29,219.09
Job 7258	Asphalt	Camden West	4 S 6 4 S 8	Ouachita	25,819.68
Total District 7					$ 55,038.77
		DISTRICT 8			
Job 8198	Asphalt	Petit Jean	154 S 1	Conway	$ 1,680.79
Total District 8					$ 1,680.79
		DISTRICT 10			
Job 10218	Asphalt	Rector-Piggott	39 S 2	Clay	$ 40,115.40
Job 11172	Gravel	Manila-Leachville	18 S 5	Mississippi	2,059.58
Job 10197	Advance	Yarbro Overpass	61 S 3	Mississippi	8,521.15*
Total District 10					$ 50,696.13

* Reimbursed during 1939-1940 Fiscal year

These jobs are Flood Relief Projects, in addition to above costs the U. S. Government participated during the biennium as follows: 2268, $22,959.53; 2269, $40,081.06; 2272, $39,566.26; 2281, $65,616.99; 2284, $8,272.77, and 2296, $35,122.90 equals $211,618.61.
Further reimbursements will be made up to 50% of the total participating cost.

SUMMARY

Total Districts	$424,743.04	
Sales tax on cars and equipment	4,627.55	
Purchase of equipment	23,110.15	
Advance engineering expense revolving fund	25,000.00	
Total disbursements for fiscal year		$477,480.74

RECAPITULATION

July 1, 1938, balance in State Treasury		$257,001.48
Transferred from Highway Fund	$116,300.00	
Transferred from Toll Bridge Fund	20,424.89	
Oil Inspection Fees	108,015.51	
Total receipts		$244,740.40
Total accounted for		$501,741.88
Less vouchers issued		477,480.74
Balance in State Treasury		$ 24,261.14

TABLE NO. 14

SCHEDULE OF EXPENDITURES—SPECIAL HIGHWAY IMPROVEMENT FUND CREATED BY ACT 12 OF 1938, APPROVED APRIL 1, 1938

Fiscal Year Beginning July 1, 1939, and Ending June 30, 1940

Job or A F E Number	Type of Improvement	Location	Route and Section	County	Amount
			DISTRICT 1		
A F E # 124	Asphalt	In town of Parkin	75 S 2	Cross	$ 742.98
A F E # 125	Curb-Gutter	In Marked Tree	40 S 1	Poinsett	1,424.52
A F E # 128	Gravel	Patters Br.-Lepanto	40 S 1	Poinsett	643.16
A F E # 129	Gravel	Lepanto-Riverdale	143 S 2	Poinsett	3,346.01
Heavy Bridge Maintenance # 15	Bridge	Little River	40 S 1	Poinsett	6,895.18
Job 11182	Gravel	Indian Bay & Turner	1 S 6	Monroe	8,028.18
	Purchase of Culverts		Various		1,029.57
Total District 1					$ 22,109.60
			DISTRICT 2		
Job 2268*	Gravel	McGehee-Jerome	165 S 3 65 S 19-20	Desha-Chicot	$ 33.06
Job 2281*	Concrete	McGehee South	165 S 3 65 S 19-20	Desha-Chicot	58,106.10
Job 2284*	Concrete	McGehee-Dermott	165 S 3 65 S 20	Chicot-Chicot	8,107.78
Job 2291	Asphalt	McGehee	4 S 16	Desha	649.23
Job 2293	Gravel	Lake Village-McGehee	65 S 20	Chicot	9,473.75
Job 2296*	Concrete	Dermott North	165 S 3	Chicot	34,867.50
Job 2301	Asphalt	Junction 165 & 65	165 S 3 65 S 20	Chicot-Chicot	4,064.00
	Purchase of Culverts		Various		255.49
Total District 2					$115,556.91

* These jobs are Flood Relief Projects, in addition to above costs the U. S. Government participated during the biennium as follows: 2268, $22,959.53; 2269, $40,081.06; 2272, $89,566.26; 2281, $65,616.99; 2284, $8,272.77 and 2296, $35,122.00 = $211,618.61.

			DISTRICT 3		
A F E # 314	Asphalt		82 S 1	Miller	$ 1,624.25
A F E # 316	Asphalt		City of Hope		1,318.78
Total District 3					$ 2,943.03
			DISTRICT 4		
A F E # 408	Asphalt		270 S 8	Montgomery	$ 10,716.43
A F E # 409	Concrete Deck	Fort Smith Bridge	64 S 1	Sebastian	5,703.82
Job 4261	Bridge	Short Mt. Creek	109 S 2	Logan	1,651.79
Total District 4					$ 18,072.04
			DISTRICT 5		
A F E # 530	Freeze Repair		16 S 10	Cleburne	$ 824.26
A F E # 531	Freeze Repair		11 S 16	Sharp	304.05
A F E # 534	Freeze Repair		62 S 10	Baxter	334.85
A F E # 535	Bridges		98 S 11	Stone	580.09
A F E # 536	Culverts		58 S 3	Sharp	255.40
A F E # 537	Culverts		5 S 4	White	533.67
A F E # 540	Ferry Repair		67 S 12	White	802.03
A F E # 541	Gravel		64 S 10	White	1,168.80
A F E # 542	Asphalt		67 S 12	White	1,116.85
A F E # 545	Widen Concrete Br.	Cave City		Sharp	1,350.22
A F E # 523	Freeze Repair		67 S 12	White	218.08
A F E # 527	Freeze Repair		16 S 12	Cleburne	164.54
A F E # 529	Freeze Repair		67 S 12	White	157.38
A F E # 533	Freeze Repair		69 S 2	Independence	20.53
Total District 5					$ 7,830.75
			DISTRICT 6		
A F E # 623	Freeze Repair		70 S 8	Pulaski	$ 932.98
A F E # 624	Freeze Repair		7 S 6	Garland	158.00
A F E # 625	Freeze Repair		167 S 12	Saline	240.00
A F E # 626	Freeze Repair		167 S 11	Grant	1,045.06
A F E # 627	Bridges		84 S 3	Hot Spring	880.19
A F E # 629	Gravel	Hazen-Des Arc	11 S 9	Prairie	1,695.56
A F E # 630	Repair	Des Arc Toll Br.	38 S 1	Prairie	2,559.16
A F E # 634	Bridges		9 S 5	Saline	85.28
H B M # 24	Ferry	Des Arc	33 S 1	Prairie	1,226.52
H B M # 25	Repairs	Des Arc Br.	38 S 1	Prairie	13,242.89
Job 6248	Asphalt	Little Rock West	10 S 7	Pulaski	14,463.09
Job 6262	Bridge	Alum Fork	9 S 5	Saline	9,103.29
	Purchase of Culverts		Various		551.01
Total District 6					$ 46,183.03
			DISTRICT 7		
A F E # 710	Gravel	City of Magnolia		Columbia	$ 900.00
	Purchase of Culverts		Various		822.04
Total District 7					$ 1,722.04
			DISTRICT 8		
Job 8214	Bridge	Clinton-Shirley	16 S 10	Van Buren	$ 8,205.41
Total District 8					$ 8,205.41

TABLE NO. 14
SCHEDULE OF EXPENDITURES—SPECIAL HIGHWAY IMPROVEMENT FUND CREATED BY ACT 12 OF 1938, APPROVED APRIL 1, 1938
Fiscal Year Beginning July 1, 1939, and Ending June 30, 1940

Job or A F E Number	Type of Improvement	Location	Route and Section	County	Amount
		DISTRICT 9			
	Freeze Repair		62 S 5	Carroll	$ 1,574.25
A F E # 916	Freeze Repair		62 S 4	Searcy	1,739.18
A F E # 917	Asphalt		65 S 1	Boone	1,847.24
A F E # 918	Freeze Repair		59 S 1	Benton	1,478.48
A F E # 919	Asphalt		71 S 19	Benton	2,898.33
A F E # 920	Freeze Repair		62 S 2	Benton	1,610.96
A F E # 921	Freeze Repair		62 S 2	Benton	2,061.16
A F E # 922	Purchase of Culverts		Various		1,021.43
Job 9178	Asphalt	Huntsville West			12,501.89
Total District 9					$ 26,732.92
		DISTRICT 10			
A F E # 1012	Pipe Flood Gate		90 S 2	Clay	$ 1,957.12
A F E # 1020	French Drain		67 S 16	Jackson	632.69
	Purchase of Culverts		Various		970.88
Job 11172	Gravel	Manila-Leachville	18 S 5	Mississippi	898.71
Total District 10					$ 4,459.40
Total disbursements for fiscal year					$253,815.13

RECAPITULATION

July 1, 1939 balance in State Treasury		$ 24,261.14
Transferred from Highway Fund	$116,300.00	
Reimbursement, Yarbro Overpass	1,724.17	
Federal Funds, reimbursement on Flood Relief	7,452.32	
Oil Inspection Fees	114,940.69	
Total Receipts		$240,417.15
Total accounted for		264,678.32
Less vouchers issued		253,815.13
Balance in State Treasury		$ 10,863.19

TABLE NO. 15

ANALYSIS OF EXPENDITURES FOR SIGNS AND GUARD POSTS BY DISTRICTS
BIENNIAL PERIOD ENDING JUNE 30, 1940

Districts	Fiscal Year	Cost of New Reflectorized Signs No.	Cost of New Reflectorized Signs Amount	Cost of Erecting Reflectorized Signs Amount	Cost of Reflectorized Guard Posts No.	Cost of Reflectorized Guard Posts Amount	Total Expenditure for Reflectorized Signs and Posts Amount	Expenditure for Non-Reflectorized Signs, Markers, Etc. Amount	Total Expenditure for all Signs, Markers, Etc. Amount
1	1939	143	$ 521.70	$ 176.25	100	$ 100.00	$ 797.95	$ 2,473.60	$ 3,271.55
	1940	1,269	3,740.89	1,770.00	1,760	1,942.31	7,453.20	2,417.50	9,870.70
		1,408	4,262.59	1,946.25	1,860	2,042.31	8,251.15	4,891.10	13,142.25
2	1939	60	227.70	22.50			250.20	2,370.50	2,620.70
	1940	353	1,382.14	338.50	100	86.00	1,805.64	2,144.83	3,950.47
		413	1,609.84	361.00	100	86.00	2,055.84	4,515.33	6,571.17
3	1939	185	545.41	105.00	50	50.00	700.41	2,410.45	3,110.86
	1940	419	1,239.50	747.97	470	399.50	2,386.97	1,875.00	4,261.97
		604	1,784.91	852.97	520	449.50	3,087.38	4,285.45	7,372.83
4	1939	95	397.25	147.80	550	581.55	1,126.60	1,550.00	2,676.60
	1940	722	2,001.02	810.00	150	135.49	2,946.51	1,574.61	4,521.12
		817	2,398.27	957.80	700	717.04	4,073.11	3,124.61	7,197.72
5	1939	24	120.00	60.00	425	430.00	610.00	2,075.40	2,685.40
	1940	205	695.86	285.50	650	621.25	1,602.61	1,955.00	3,557.61
		229	815.86	345.50	1,075	1,051.25	2,212.61	4,030.40	6,243.01
6	1939	1,440	3,948.09	1,214.47	1,750	2,164.32	7,326.88	2,864.75	10,191.63
	1940	2,157	6,726.79	1,337.78	2,061	2,792.47	10,857.04	2,265.67	13,122.71
		3,597	10,674.88	2,552.25	3,811	4,956.79	18,183.92	5,130.42	23,314.34
7	1939	59	236.35	53.61	528	574.52	864.78	1,385.00	2,249.78
	1940	854	2,536.72	469.12	1,377	2,512.99	5,518.83	1,270.10	6,788.98
		913	2,773.07	522.73	1,903	3,087.81	6,383.61	2,656.10	9,038.71
8	1939	6	35.00	14.00	175	171.12	220.12	2,290.60	2,510.72
	1940	636	2,320.15	728.25	2,012	2,164.36	5,212.76	2,020.47	7,233.23
		642	2,355.15	742.25	2,187	2,335.48	5,432.88	4,311.07	9,743.95
9	1939	132	549.60	55.00	150	113.20	717.80	2,095.00	2,812.80
	1940	1,372	3,886.40	860.00	1,032	829.80	5,576.20	1,985.00	7,561.20
		1,504	4,436.00	915.00	1,182	943.00	6,294.00	4,080.00	10,374.00
10	1939	178	622.00	82.50	900	1,131.80	1,836.30	2,484.50	4,320.80
	1940	563	1,980.87	415.50	1,900	2,070.20	4,466.57	2,082.30	6,548.87
		741	2,602.87	498.00	2,800	3,202.00	6,302.87	4,566.80	10,869.67
Total	1939	2,322	7,208.10	1,931.13	4,626	5,316.81	14,451.04	21,999.80	36,450.84
	1940	8,541	26,510.34	7,762.62	11,512	13,553.37	47,826.33	19,590.48	67,416.81
		10,863	$ 33,713.44	$ 9,693.75	16,138	$ 18,870.18	$ 62,277.37	$ 41,590.28	$103,867.65

TABLE NO. 16

CLASSIFICATION OF HIGHWAY MAINTENANCE EXPENDITURES
July 1, 1939, to June 30, 1940

Labor		$ 765,273.41
Road and bridge materials		
Asphalt	$ 119,084.58	
Cement	12,084.75	
Bridge, steel and hardware	11,698.06	
Culverts	15,222.36	
Gravel and sand	86,053.73	
Gravel hauling	26,463.28	
Lumber	105,429.93	
Freight and express	75,246.27	$ 451,282.96
		17,194.11
Grader blades		45,814.75
Signs, paint and center striping		12,437.61
Miscellaneous material		1,164.53
Right of way maintenance		11,534.10
Miscellaneous highway contracts		18,664.66
Mud jacking		886.65
Equipment storage		1,756.32
Minor equipment transportation and repair		270,456.28
Oil, grease and motor fuel		1,648.88
Tires, tubes, parts and accessories		14,214.02
Tools, supplies and minor equipment		2,385.80
Miscellaneous equipment rental		358,595.20
Equipment rental (depreciation charges)		110,632.58
Central shop, parts, equipment and upkeep		522.37
Utilities		11,018.40
Building material		573.28
Repairs to structures and buildings		23.39
Miscellaneous office supplies and equipment		265.73
Professional and laboratory fees		350.00
Travel expense		96.52
Land purchased		5,659.67
Sales tax		
Stationery, stamps and administrative supplies to districts		65,238.32
Sub-total		$ 2,167,689.58
Less discount earned		917.45
Net maintenance expenditures		$ 2,166,772.13
Other deductions:		
Rentals	982.08	
Testing charges and miscellaneous sales	3,149.76	
Refunds and reimbursements	11,630.53	
Central asphalt plant	1,617.71	17,380.08
Net Maintenance charges (See item 3 Table 13)		$ 2,149,392.05

TABLE NO. 17

NET REVENUE TO HIGHWAY FUND FROM MOTOR FUEL TAX—ARKANSAS JANUARY 1, 1934 TO OCTOBER 31, 1940

Calendar Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
1934	$ 432,413	$ 458,228	$ 473,872	$ 486,502	$ 541,947	$ 635,000	$ 592,896	$ 626,373	$ 642,293	$ 608,699	$ 681,676	$ 638,158	$6,818,052
1935	576,443	535,156	503,239	550,157	582,677	562,561	577,375	681,143	703,258	684,559	683,298	641,997	7,281,853
1936	643,451	628,774	461,982	611,726	642,303	648,817	694,305	764,675	784,859	766,194	759,286	728,982	8,135,354
1937	732,812	586,645	674,147	678,559	742,308	731,498	758,003	819,692	839,487	805,326	793,005	736,060	8,802,542
1938	736,417	688,521	596,726	739,226	649,603	726,381	722,814	767,710	835,287	850,991	816,494	812,259	8,936,429
1939	779,519	731,814	612,775	764,960	721,306	776,851	829,065	830,332	865,298	854,886	879,803	833,545	9,489,154
1940	894,119	696,156	666,401	800,352	811,093	837,209	830,700	838,082	921,095	901,858			

AVERAGE NET INCOME PER MOTOR VEHICLE DERIVED FROM MOTOR VEHICLE REGISTRATION FEES AND MOTOR FUEL TAX

Calendar Year	Number vehicles registered*	Net receipts from vehicle registration*	Average per vehicle	Number vehicles registered†	Net receipts from vehicle registration†	Average per vehicle	Net receipts from motor fuel tax	Average per vehicle	Total net receipts from registration & motor fuel tax	Average per vehicle†
1934	206,491	$2,147,796	$10.40	198,091	$1,988,535	$10.04	$6,818,052	$34.42	$ 8,806,587	$44.46
1935	217,252	2,363,908	10.88	207,429	2,158,489	10.41	7,281,853	35.10	9,440,342	45.51
1936	227,897	2,662,204	11.68	217,227	2,398,898	11.04	8,135,354	37.45	10,534,252	48.49
1937	242,662	3,009,423	12.40	229,867	2,592,114	11.28	8,802,542	38.29	11,394,656	49.57
1938	231,070	2,717,242	11.76	220,391	2,494,701	11.32	8,936,429	40.55	11,431,130	51.87
1939	252,681	2,843,249	11.25	241,425	2,670,892	11.06	9,489,154	39.31	12,160,046	50.37

* Includes trailers and motorcycles
† Excludes trailers and motorcycles

TABLE NO. 18

ANALYSIS OF STATE HIGHWAY EXPENDITURES—1938*

STATE	State highway system Miles	Administration maintenance and miscellaneous 1,000 Dollars	Per mile of highway Dollars	Road construction 1,000 Dollars	Per mile of highway Dollars	Interest on debt service 1,000 Dollars	Per mile of road Dollars	Debt retirement 1,000 Dollars	Per mile of highway Dollars	Debt service-interest and retirement 1,000 Dollars	Per mile of highway Dollars
Alabama	6,509	3,127	481	12,378	1,904	1,867	287	2,508	386	4,375	673
Arizona	3,416	2,072	607	4,361	1,277	.	.	.	.	.	.
Arkansas	9,351	3,820	409	2,529	270	5,067	542	3,401	364	8,468	906
California	13,918	13,465	967	26,260	1,887	2,101	151	1,775	127	3,876	278
Colorado	12,361	2,979	241	14,058	1,137	761	62	246	20	1,007	82
Connecticut	2,977	4,121	1,384	8,349	2,805	285	96	1,809	607	2,094	701
Delaware	3,852	1,398	285	1,817	471	299	78	370	96	669	174
Florida	7,372	3,384	459	7,626	1,034	62	8	121	17	183	25
Georgia	11,216	2,927	261	18,333	1,634	.	.	2,666	238	2,666	238
Idaho	4,856	1,976	407	5,047	1,040	23	5	167	32	189	37
Illinois	10,963	11,457	1,045	18,111	1,652	5,189	473	4,505	411	9,694	884
Indiana	9,779	7,479	765	14,317	1,464	.	.	.	.	.	.
Iowa	9,626	4,673	485	14,435	1,500	2,199	228	6,008	624	8,207	852
Kansas	9,888	6,151	622	7,695	779	123	12	1,464	148	1,587	160
Kentucky	9,490	6,911	728	13,203	1,391	351	37	2,074	219	2,425	256
Louisiana	18,897	6,250	331	11,890	629	4,642	241	2,461	130	7,003	371
Maine	2,830	4,853	1,715	6,037	2,133	1,032	365	1,726	610	2,758	975
Maryland	4,260	2,909	683	7,648	1,794	599	141	2,006	471	2,605	612
Massachusetts	1,891	5,697	3,013	8,470	4,479	279	148	3,470	1,835	3,749	1,983
Michigan	9,456	8,292	877	14,031	1,579	1,973	209	32	3	2,005	212
Minnesota	11,372	5,833	513	15,082	1,326	1,609	141	2,452	216	4,061	357
Mississippi	6,295	2,420	384	19,745	3,137	934	148	2,563	407	3,497	555
Missouri	15,459	6,274	406	7,630	494	4,112	266	5,217	337	9,329	603
Montana	6,310	2,567	407	2,984	473	124	20	432	68	556	88
Nebraska	11,180	3,619	324	7,626	682	.	.	.	.	.	.
Nevada	5,070	1,101	217	2,831	559	10	2	82	16	92	18
New Hampshire	3,548	3,799	1,071	2,430	685	247	69	556	157	803	226
New Jersey	1,662	5,203	3,131	10,579	6,365	3,978	2,394	2,620	1,576	6,598	3,970
New Mexico	12,947	2,787	215	7,018	542	667	51	1,095	85	1,762	136
New York	12,731	12,197	958	34,238	2,689	7,982	623	6,231	490	14,163	1,113
North Carolina	11,232	14,616	1,301	10,674	950	3,735	332	4,971	443	8,706	775
North Dakota	7,047	2,382	338	4,050	575	6	1	500	71	506	72
Ohio	16,511	18,177	1,094	14,244	858	.	.	.	.	.	.
Oklahoma	8,601	4,144	482	11,058	1,286	.	.	.	.	.	.
Oregon	7,032	4,517	642	5,219	742	878	125	3,560	505	4,428	630
Pennsylvania	40,498	53,771	1,328	28,707	709	2,892	72	2,000	49	4,892	121
Rhode Island	782	1,758	2,248	1,930	2,468	227	290	.	.	227	290
South Carolina	7,491	4,383	585	12,339	1,647	2,500	334	3,336	445	5,834	779
South Dakota	6,611	2,156	326	5,094	771	.	.	.	.	.	.
Tennessee	7,306	3,668	488	8,215	1,124	4,959	679	1,777	243	6,736	922
Texas	22,121	11,358	513	29,464	1,332	.	.	.	.	.	.
Utah	5,106	2,160	423	3,584	702	235	46	.	.	235	46
Vermont	1,753	1,687	962	2,363	1,348	100	57	788	450	888	507
Virginia	9,106	6,427	706	21,566	2,368	141	16	1,000	110	1,141	126
Washington	6,279	4,941	787	10,869	1,731	55	9	73	11	128	20
West Virginia	4,802	7,554	1,573	10,043	2,091	3,100	646	4,616	961	7,716	1,607
Wisconsin	10,001	6,814	681	12,380	1,238	.	.	3,889	389	3,889	389
Wyoming	4,008	1,237	309	3,865	964	129	33	165	41	294	74
Totals and Averages	425,858	301,395	708	523,315	1,229	65,322	153	84,711	199	150,033	352

* Compiled from Table SF-2, issued by the Public Roads Administration, July, 1939, from "American Highways", January, 1940.

TABLE NO. 19

TOTAL DEBT SERVICE REQUIREMENTS FROM STATE HIGHWAY FUND UNDER PROVISIONS OF ACT NO. 11, OF 1934 JUNE 30, 1940

Fiscal Year	Principal	Interest	Total
1940-41	$	$ 5,515,603.42	$ 5,515,603.42
1941-42		5,515,603.42	5,515,603.42
1942-43		5,515,603.42	5,515,603.42
1943-44	5,855,321.27	5,511,953.42	11,367,274.69
1944-45	242,000.00	5,333,015.03	5,575,015.03
1945-46	301,000.00	5,320,481.28	5,621,481.28
1946-47	342,000.00	5,305,347.53	5,647,347.53
1947-48	640,000.00	5,288,476.28	5,928,476.28
1948-49	40,526,551.81	5,257,832.53	45,784,384.34
1949-50	1,912,140.80	4,094,225.53	6,006,366.33
1950-51	1,728,000.00	4,008,740.31	5,736,740.31
1951-52	1,814,000.00	3,926,087.81	5,740,087.81
1952-53	1,962,000.00	3,841,576.56	5,803,576.56
1953-54	11,477,176.89	3,590,146.53	15,067,323.42
1954-55	2,442,000.00	3,323,260.00	5,765,260.00
1955-56	2,408,000.00	3,211,411.25	5,619,411.25
1956-57	2,693,000.00	3,099,455.00	5,792,455.00
1957-58	2,842,000.00	2,974,331.25	5,816,331.25
1958-59	2,504,000.00	2,843,063.75	5,347,063.75
1959-60	2,621,000.00	2,723,867.50	5,344,867.50
1960-61	2,634,000.00	2,596,503.75	5,230,503.75
1961-62	2,769,000.00	2,470,850.00	5,239,850.00
1962-63	2,980,000.00	2,337,268.75	5,317,268.75
1963-64	3,013,000.00	2,197,261.25	5,210,261.25
1964-65	3,303,000.00	2,053,206.25	5,356,206.25
1965-66	3,278,000.00	1,901,883.75	5,179,883.75
1966-67	3,474,000.00	1,749,175.00	5,223,175.00
1967-68	4,352,000.00	1,594,442.50	5,946,442.50
1968-69	2,921,000.00	1,406,415.00	4,327,415.00
1969-70	3,468,000.00	1,263,207.50	4,731,207.50
1970-71	3,707,000.00	1,092,725.00	4,799,725.00
1971-72	3,874,000.00	910,525.00	4,784,525.00
1972-73	3,962,000.00	720,152.50	4,682,152.50
1973-74	4,140,000.00	528,375.00	4,668,375.00
1974-75	3,264,000.00	328,035.00	3,592,035.00
1975-76	2,261,000.00	169,400.00	2,430,400.00
1976-77	1,127,000.00	56,350.00	1,183,350.00
Totals	$136,837,190.77	$109,575,858.07	$246,413,048.84

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

Table No. 20

State Jb. No.	Road and Sec. No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
11152	63-S-7	180-B-6	Harrisburg Corner-Trumann	Poinsett	7.915	Grdg., Min. Drain. Str., & Portland Cement Conc. Pav't.
4243	270-S-4	A. F. H. P. A-270-F	Mt. Ida.-East Extension Road	Montg'ery	2.029	Grdg. Drain. Str., & Traffic Service Gravel Surface
6241	County Road	F. A. S. 12-A-(1)	Carlisle-North Road	Lonoke	Rd. 3.874 Br. 130.66	Grdg., Drain. Str., Traffic Ser. Gravel Surf. Two Treated Timber Bridges
7255	79-S-2	127-(4)	Magnolia McNeil Road	Columbia	4.384	Grdg., Drain. Str., Gravel Base Course Bituminous Surfacing
10227	County Road	F. A. S. 5-A-(1)	Bassett-Wardell Road	Miss'ippi	4.094	Grdg., Drain. Str., & Traffic Service Gravel Surfacing
11163	33-S-4	F. A. S. 38-A-(1)	Augusta-South Road	Woodruff	Rd. 1.865 Br. 61.83	Grdg. Port. Cem. Conc. Stab. Bs. Crs. Bitu. Surf. Tre. & One Reinf. Conc. Br.
11163	County Road	F. A. S. 4-A-(1)	Wheatley-North Road	St.Fra'cis	Rd. 1.787 Br. 161.33	Grdg. Min Drain. Str., Trif. Ser. Gravel Surf. One Treated Timber & Steel Br.
4246	270-S-3	A. F. H. P. A-270-G-(1)	Mt. Ida-West Road	Montg'ery	358.21	One Reinf. Conc. & Steel Bridge
7260	15-S-1	F. A. S. 349-C-(1)	El Dorado Three Creek Road	Union	1.546	Grdg., Drain. Str., Bitu. Stab. Bs. Crs. Bitu. Surface Tre.
8199	10-S-4	148-B-(1)	Danville-East Road	Yell	Rd. 2.818 Br. 72.33	Grdg., Drain. Str., Crushed Stone Bs. Crs. Bitu. Surf. & One Reinf. Conc. Br.
9177	59-S-1	366-C-2 & D-1	Gentry-Decatur Road	Benton	5.579	Grdg., Min. Drain. Str., Gravel Bs. Crs. & Bituminous Surface
10225	77-S-1	F. A. S. 25-A-(1)	Leachville-North Road	Miss'ippi	2.745	Grdg., Min. Drain. Str., Port. Cem. Stab. Bs. Crs. & Bitu. Surf. Tre.
1175	County Road	F. A. S. 50-A-1 & B-1	Lepanto-Caraway Road	Poinsett Craighead	Rd. 4.044 Br. 336.66	Grdg. Min. Drain. Str., One Tim. Br., One Tim. & Steel. Br. & Traf. Ser. Gr.
11147	63-S-7	180-A-(3)	Marked Tree-Harrisburg Corner Road	Poinsett	2.069	Grdg. & Port. Cem. Conc. Pavement
4245	270-S-3 & 4	A. F. H. P. A-270-G-(1) F. A. P. 196-B-(2)	Mt. Ida-Connection Road	Montg'ery	2.887	Grdg., Dr. Str. Grav. Bs. Crs. & Bitu. Surf.
5205	87-S-1	F. A. S. 436-B-(1)	Bald Knob-North Road	White	Br. 50.00 Rd. 1.850	Grdg., Min. Drain. Str., Traf. Serv. Grav. Surf. One Reinf. Concrete Bridge
6208	64-S-8	F. A. G. H. 261-B-(1)	Overpass over Mo. Pac. R. R. Gleason	Faulkner	Br. 546.16 Rd.0.454	One Reinf. Conc. and Steel Overpass
7265	167-S-7	277-D-(2)	Fordyce-Sheridan Road	Dallas	5.174	Roadside Improvement

FROM OCTOBER 6, 1938, TO NOVEMBER 1, 1940

Table No. 20

Date Proposal Received	Name and Address of Contractor	Working Days	Amount of Contract Award	Estim't'd Cost of Engin'ring & C'nt'gencies	Total Commitment
10- 6-38	Flenniken Construction Co. Shreveport, La.	180	$ 192,122.31	$ 19,211.69	$ 211,334.00
10- 6-38	Carte-Harlin Construction Co. West Plains, Mo.	120	16,122.96	1,612.04	17,735.00
10- 6-38	Grady Brothers Inc. Lockesburg, Ark.	150	32,648.99	3,263.01	35,912.00
10- 6-38	Ben Hogan 115 No. Spr. St., Little Rock	180	69,747.62	6,973.38	76,721.00
10- 6-38	Flenniken Construction Co. Shreveport, La.	100	22,852.50	2,284.50	25,137.00
11-17-38	D. F. Jones Construction Co. Inc. Little Rock, Ark.	90	22,835.95	1,827.05	24,663.00
11-17-38	Gilbert Smith Construction Co. Inc. Mt. Ida, Ark.	120	18,943.74	1,884.26	20,828.00
11-17-38	Maxwell Construction Co. Columbus, Kansas	180	28,085.50	2,808.50	30,894.00
11-17-38	D. F. Jones Construction Co. Inc. Little Rock, Ark.	120	22,372.01	1,789.99	24,162.00
11-17-38	Garrett Construction Co. Springfield, Mo.	150	54,245.42	5,421.58	59,667.00
11-17-38	Garrett Construction Co. Springfield, Mo.	150	37,570.90	3,755.10	41,326.00
11-17-38	D. F. Jones Construction Co. Inc. Little Rock, Ark.	90	22,194.78	1,776.22	23,971.00
11-17-38	Hecker & Sons Camden, Ark.	120	39,603.39	3,957.61	43,561.00
12- 1-38	Flenniken Construction Co. Shreveport, La.	120	54,911.24	5,490.76	60,402.00
12- 1-38	Carte-Harlin Construction Co. Inc. West Plains, Mo.	180	55,549.84	5,552.16	61,102.00
12- 1-38	Gilbert Smith Construction Co. Mt. Ida, Ark.	120	19,794.84	1,582.16	21,377.00
12- 1-38	Fred Luttjahann Topeka, Kan.	210	71,610.78	7,572.22	79,183.00
12- 1-38	Reynolds & Sutton, Tyler, Texas	140	32,400.84	3,239.16	35,640.00

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

Table No. 20—(Continued)

State Jb. No.	Road and Sec. No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
8197	27-S-8	A. F. H. P. A-27-C	Mt. Ida-Aly Road	Yell	222.42	Erection of One Steel Bridge
9183	45-S-5	F. A. S. 36-B-(1)	Fayetteville-East Road	Wash'gton	1.457	Grdg., Min. Dr. Str., Grav. Bs. Crs., Bitu. Surfacing
9184	68-S-2	F. A. S. 36-A-(1)	Huntsville-West Road	Madison	2.104	Grdg., Min. Dr. Strs., Traf. Serv. Grav. Surfacing
9188	62-S-9	N-109-D-(1)	Flippin-Cotter Road	Marion	5.665	Grdg., Min. Dr. Str., Gravel Base Crs. & Bituminous Surfacing
4253	71-S-9 & 10	441-C-(1) & 441-A-(3)	Mena-North Road	Polk & Scott	9.716	Drain. Structs., Crushed Stone Base Course & Bitu. Surfacing
5214	Forest Hwy. F-6	A. F. H. P. No. F. 6-A Unit. II	Mt. View-Calico Rock Road	Stone	1.818	Grading, Minor Drainage Structures
8203	154-S-1	F. A. S. 9-A-(1)	Petit Jean Mt.-Connection Road	Conway	1.890	Grdg., Min. Dr. Str., Grav. Base Crs. & Bituminous Surfacing
10221	90-S-6	F. A. S. 37-A-(1)	Pocahontas-Dalton Road	Randolph	2.104	Grdg., Min. Drain. Str., Grav. Base Crs. & Bitu. Surfacing
10229	18-S-4	282-D-(1)	Black Oak-Monette Road	Craighead	Rd. 3.233 Br. 93.06	Grdg., Min. Dr. Str., Grav. Base Crs. & Bitu. Surf. & 1 Reinf. Conc. & Steel Bridge

TOTALS OCTOBER 6, 1938, TO DECEMBER, 31, 1938

11135	63-S-9	F. A. G. H. 93-(4)	Turrell-Gilmore Road	Crittenden	4.082	Concrete Pavement
11165	County Road	F. A. S. 23-A-(1)	Horse Shoe Lake Road	Crittenden	Br. 97.33 Rd.4.111	Grdg., Min. Dr. Struct., Traffic Serv. Grav. Surf. & One Tim. Br.
4249	23-S-3	F. A. S. 3-A-(1)	Ozark-South Road	Franklin	2.906	Gravel Base Course & Bituminous Surfacing
6225	65-S-9	102-(4) 144-(3)	Conway-North Road	Faulkner	9.672	Grdg., Min. Dr. Str.
6231	65-S-9	102-(3)	Conway-Greenbrier Road	Faulkner	590.57	3 Reinforced Conc. & Steel Bridges
6250	64-S-8	F. A. G. H. 261-B-(1)	Gleason-Overpass	Faulkner	0.454	Earth Approaches
8195	9-S-6	120-D-(1)	Perryville-Perry	Perry	Br. 71.06 Rd. 2.790	Grdg., Min. Dr. Str., Crushed Stone Base Crs., Bitu. Surf. & 1 Rein. Conc. & Steel Br.
8207	10-S-4	148-A-(2)	Ola City Connection	Yell	1.485	Grdg., Min. Dr. Str., Crushed Stone Base Course & Bitu. Surf.
11167	County Road	F. A. S. 32-A-(1)	Monroe-Blackton Road	Monroe	Rd. 2.638 Br. 32.33	Grdg., Min. Drain. Str., Traffic Service Grav. Surfacing & (1) Tre. Timber Bridge
3282	County Road	F. A. S. 44-A-(1)	Mt. Moriah-Cale Road	Nevada	Rd. 2.400 Br. 77.33	Grdg., Min. Dr. Str., TrafficService Grav. Surf. & (1) Treated Timber Bridge

FROM OCTOBER 6, 1938, TO NOVEMBER 1, 1940

Table No. 20—(Continued)

Date Proposal Received	Name and Address of Contractor	Working Days	Amount of Contract Award	Estim't'd Cost of Engin'ring & C'nt'gencies	Total Commitment
12- 1-38	Carte-Harlan Construction Co. West Plains, Mo.	120	8,341.00	659.00	9,000.00
12- 1-38	Layman Construction Co. Tulsa, Okla.	120	19,392.82	1,550.18	20,943.00
12- 1-38	J. M. Roark Anderson, Mo.	120	22,602.69	1,581.31	24,184.00
12- 1-38	Neyer Construction Co. Billings, Mo.	200	86,703.66	8,669.34	95,373.00
12-15-38	McGeorge Construction Co. Pine Bluff, Ark.	160	102,702.56	10,267.44	112,970.00
12-15-38	D. B. Hill, 115 No. Spring Little Rock, Ark.	150	37,714.75	3,771.25	41,486.00
12-15-38	J. P. McNulty Pine Bluff, Ark.	120	18,050.64	1,444.36	19,495.00
12-15-38	Carte-Harlin Construction Co., Inc. West Plains, Mo.	120	21,734.60	1,738.40	23,473.00
12-15-38	Pioneer Construction Co., Inc. Malvern, Ark.	120	54,416.01	5,439.99	59,856.00
			$1,185,272.34	**$ 115,122.66**	**$1,300,395.00**
1- 5-39	Flenniken Construction Company Shreveport, La.	140	$ 94,594.38	$ 9,458.62	$ 104,053.00
1- 5-39	Grady Brothers.,Inc. Locksburg, Ark.	120	17,407.39	1,739.61	19,147.00
1- 5-39	D. F. Jones Construction Co., Inc. Insurance Bld'g., Little Rock, Ark.	90	20,537.93	1,641.07	22,179.00
1- 5-39	D. B. Hill, 115 No. Spring, Little Rock, Ark.	200	132,739.89	13,272.11	146,012.00
1- 5-39	J. P. McNulty Pine Bluff, Ark.	220	70,591.00	7,058.00	77,649.00
1- 5-39	D. B. Hill, 115 No. Spring, Little Rock, Ark.	120	15,918.31	1,591.69	17,510.00
1- 5-39	D. B. Hill, 115 No. Spring, Little Rock, Ark.	180	69,939.49	6,991.51	76,931.00
1- 5-39	O. B. Robbins Construction Co. Heber Springs, Ark.	120	18,319.59	1,831.41	20,151.00
3-10-39	W. W. Keaton, McGehee, Ark.	150	16,744.01	1,672.99	18,417.00
3-10-39	Delaughter, Parker & McDaniel Prescott, Ark.	150	17,243.53	1,717.47	18,961.00

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

Table No. 20—(Continued)

State Jb. No.	Road and Sec. No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
6255	11-S-8	F. A. P. 55-(4)	Stuttgart-Hazen Road	Prairie	9.414	Bitu. Stab. Base Crs.. & Dbl. Bitu. Surface Treatment
9185	County Road	F. A. S. 19-A-(1)	Lowell-Cave Springs Road	Benton	Rd. 2.892 Br. 113.00	Grdg., Min. Dr. Str., Traffic Serv. Grav. Surf., & (3) Treated Timber Bridges
10226	County Road	F. A. S. 30-A-(1)	Shoffner-East Road	Jackson	Rd. 3.296 Br. 94.66	Grdg., Min. Dr. Str., Traffic Serv. Gravel Surf., & (3) Treated Timber Bridges
2279	County Road	F. A. S. 31-A-(1)	Ellison-Sherrill Road	Jefferson	2.440	Grdg., Min. Dr. Str., Bitu. Stab. Base Crs. and Ci. "A" Dbl. Bitu. Surface Treatment
2281	65-S-19, 20 165-S-3	F. R. P.-24 Sec. A (2)	McGehee-South Road	Desha & Chicot	5.562	Portland Cement Concrete Pavement
3280	County Road	F. A. S. 27-A-(1)	Hollywood-Northeast Road	Clark	3.339	Grdg., Min. Dr. Str., & Traf. Ser. Grav. Surf.
5218	County Road	F. A. S. 48-A-(1)	Charlotte-North Road	Independence	Rd. 2.473 Br. 156.66	Grdg., Min. Dr. Str., Traffic Ser. Gravel Surf. & (2) Treated Timber Bridges
6245	County Road	F. A. S. 18-A-(1)	Benton-Bauxite Road	Saline	1.714	Grdg., Min. Dr. Str., Grav. Base Course & Bituminous Surfacing
7259	8-S-8	F. A. S. 7-A-(1)	Fordyce-New Edinburg Road	Dallas	1.988	Grdg., Min. Dr. Str., Grav. Base Course & Bituminous Surfacing
7261	County Road	F. A. S. 33-A-(1)	Camden-Southeast Road	Ouachita	8.018	Grdg., Min. Dr. Str. & Traf. Ser. Grav. Surf.
7263	County Road	F. A. S. 42-A-(1)	New Edinburg-East Road	Cleveland	3.522	Grdg., Min. Dr. Str. & Traf. Ser. Grav. Surf.
8196	9-S-6	120-E-(1) 120-A-(2)	Perryville-South Road	Perry	1.670	Grdg., Min. Dr. Str. & Traf. Ser. Grav. Surf.
8208	9-S-6	120-E-(1)	Fourche LaFave River Bridge	Perry	629.5	Rein. Concrete & Steel Bridge
4242	8-S-3	A. F. H. P. B-8-A	Caddo Creek Bridge & Apprhs.	Montg'ery	Br. 133.00 Rd.0.269	Rein. Conc. & Steel Bridge & Grading & Traf. Ser. Gr. Surf.
4248	County Road	F. A. S. 14-A-(1)	Bloomer-Lavaca Road	Sebastian	2.781	Grdg., Min. Dr. Str. & Traf. Ser. Grav. Surf.
4251	County Road	F. A. S. 51-A-(1)	Paris-North Road	Logan	3.044	Grdg., Min. Dr. Str. & Traf. Ser. Grav. Surf.
6253	County Road	F. A. S. 55-A-(1)	Alexander's Store-South Road	Pulaski	2.708	Grdg., Min. Dr. Str., Bitu. Stab. Base Crs. & Dbl. Bitu. Surf. Tre.
7264	82-S-3	F. A. P. 27-(8) F. A. G. H. 27-(7)	Buckner-Waldo Road	Columbia	1.623	Reinforced Concrete & Steel Underpass and Approaches
8202	County Road	F. A. S. 40-A-(1)	Dardanelle-Neely Road	Yell	Br. 116.33 Rd.3.576	Grdg., Min. Dr. Str., Traf. Ser. Grav. Surf. & (1) Tr't'd. Tim. Br.
11137	64-S-16	F. A. G. H. 10-(3)	St. Francis Bay Bridge	Cross	1696.37	1 Rein. Conc. & Steel Br. over St. Francis Bay on the Wynne-Parkin Road
2278	County Road	F. A. S. 21-A-(1)	Goldman-Redhill Road	Arkansas	Br. 135.33 Rd.1.449	Grdg., Min. Dr. Str., Traf. Ser. Grav. Surf. & (1) Tr't'd. Tim. Br.

FROM OCTOBER 6, 1938, TO NOVEMBER 1, 1940

Table No. 20—(Continued)

Date Proposal Received	Name and Address of Contractor	Working Days	Amount of Contract Award	Estim't'd Cost of Engin'ring & C'nt'gencies	Total Commitment
3-10-39	Ben M. Hogan, Little Rock, Ark.	120	68,077.20	5,445.80	73,523.00
3-10-39	Layman Construction Co., Tulsa, Okla.	120	19,565.82	1,955.18	21,521.00
3-10-39	J. B. Michael, Memphis, Tenn.	150	19,084.68	1,907.32	20,992.00
4-13-39	McGeorge Construction Co., Pine Bluff, Ark.	120	17,479.02	1,746.98	19,226.00
4-13-39	J. P. McNulty, Pine Bluff, Ark.	150	126,046.21	12,603.79	138,650.00
4-13-39	Carte-Harlin Construction Co., West Plains, Mo.	150	15,131.37	1,512.63	16,644.00
4-13-39	Roy Tanner Pave. Co., Tulsa, Okla.	140	16,618.41	1,660.59	18,279.00
4-13-39	D. F. Jones Construction Co., Inc. Little Rock, Ark.	150	18,098.12	1,808.88	19,907.00
4-13-39	Reynolds & Sutton, Tyler, Texas	120	19,979.37	1,997.63	21,977.00
4-13-39	D. F. Jones Construction Co., Inc. Little Rock, Ark.	120	18,754.35	1,874.65	20,629.00
4-13-39	J. P. McNulty, Pine Bluff, Ark.	150	14,947.32	1,494.68	16,442.00
4-13-39	J. P. McNulty, Pine Bluff, Ark.	210	35,554.54	3,552.46	39,107.00
4-13-39	S. M. Dixon, Warren, Ark.	210	61,436.42	6,143.58	67,580.00
5-25-39	James Construction Co., Little Rock, Ark.	150	13,887.17	1,077.83	14,965.00
5-25-39	S. E. Evans Construction Co., Inc., Fort Smith, Ark.	120	20,621.20	2,061.80	22,683.00
5-25-39	S. E. Evans Construction Co., Inc., Fort Smith, Ark.	120	15 820.30	1,579.70	17,400.00
5-25-39	Ben M. Hogan, Little Rock, Ark.	120	19,669.21	1,966.79	21,636.00
5-25-39	D. F. Jones Construction Co., Inc., Little Rock, Ark.	180	68,355.48	6,834.52	75,190.00
5-25-39	Graves Brothers, Lepanto, Ark.	120	19,985.58	1,997.42	21,983.00
8-24-39	Vincennes Steel Corp., Vincennes, Ind.	300	177,258.39	17,725.61	194,984.00
8-24-39	McGeorge Construction Co., Pine Bluff, Ark.	150	16,114.40	1,609.60	17,724.00

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

Table No. 20—(Continued)

State Jb. No.	Road and Sec. No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
3262	71-S-2	F. A. G. M. 214-E-(1)	Texarkana Overpass	Miller	616.75	1 Rein. Conc. & Steel O'pass. over the Mo. Pac. R. R. at Texark.
3279	County Road	F. A. S. 29-A-(1)	Hope-DeAnn Road	Hempstead	Br. 97.33 Rd.4.008	Grdg., Min. Dr. Str., Traf. Ser. Grav. Surf. & (1) Tr't'd. Tim. Br.
3290	County Road	F. A. S. 56-A-(1)	Foreman-Southwest Road	Little River	Br. 156.66 Rd.2.258	Grdg., Min. Dr. Str., Traf. Ser. Grav. Surf. & (2) Tr't'd. Tim. Br.
4247	County Road	F. A. S. 39-A-(1)	Witcherville-Burnsville Road	Sebastian	1.762	Grdg., Min. Dr. Str. & Traf. Ser. Grav. Surf.
4257	270-S-4	Ark. For. Hwy. Proj. Nos. A-270-F (1) A-270-C (1) A-270-B (1) A-270-A (2)	Hot Springs-Mt. Ida Road	Montg'ery	13.273	Gravel Base Courses anc Bituminous Surfacing
8205	9-S-6	F. A. G. M. 69-(3)	C. R. I. & P. R. R. Signal Protection	Perry		R.R.-Hwy. Gr. Crossing Sig'ls. (Flash'g. Light Type) in Perry
9186	County Road	F. A. S. 17-A-(1)	Harrison-Capps Road	Boone	4.104	Gravel Base Course & Bituminous Surfacing
11173	17-S-3	W. P. G. M. 354-A-(2)	Cotton Plant Grade Crossing Protection	Woodruff		Electro-Pneumatic Barrier Type Gr. Crossing Protection On the Mo. & Ark. R. R.
3263	71-S-2	F. A. G. M. 214-E-(1)	Texarkana Grade Separation	Miller	Br. 122	1 Rein. Conc. & Steel U'pass., 1 Rein. Conc. & Steel Br., 1-Trtd. Tim. & Steel Br.
3278	County Road	F. A. S. 35-A-(1)	Geneva North and South Road	Sevier	Rd.2.947 Br. 64.66	Grdg., Min. Dr. Str., Traf. Ser. Grav. Surf. (2) Trtd. Tim. Br.
4250	County Road	F. A. S. 47-A-(1)	Hatfield-West Road	Polk	2.278	Grdg., Min. Dr. Str., & Traf. Ser. Grav. Surf.
6259	67-S-11	W. P. S. S. 57-A-(1)	Ward-Beebe Road	Lonoke	Rd.0.259 Br. 130.17	Grdg., Traf. Ser. Grav. Surf., & (1) Rein. Conc. & Steel Br.
7267	79-S-7	31-(3)	Kingsland Connection	Cleveland	1.002	Grdg., Min. Dr. Str., Grav. Base Crs., & Bituminous Surfacing
9187	County Road	F. A. S. 22-A-(1)	Berryville-Grandview Road	Carroll	1.801	Grdg., Min. Dr. Str., Grav. Base Crs. & Bituminous Surfacing
2266	65-S-18 & 19	24-E-(5) 24-C-(7)	Winchester-McGehee Road	Desha Drew	12.456	Portland Cement Concrete Pavement
2284	165-S-3 65-S-20	F. R. P. 24-A-(3) 24-B-(2)	McGehee-Dermott Road	Chicot	4.800	Traffic Service Gravel Surfacing
3271	70-S-2	352-F-(1)	DeQueen East Bridges	Sevier	286.31	2 Rein. Conc. & 1 Rein. Conc. & Steel Bridges
3281	82-S-2	22-(7)	Lewisville-Stamps Road	Lafayette	4.120	Grdg., Min. Dr. Str., Grav. Base Course & Bituminous Surfacing
6227	65-S-9	144-(4) 174-A-(3)	Greenbrier-Damascus Road	Faulkner	8.615	Grading and Minor Drain. Struct.
9181	62-S-9	109-E-(1)	Yellville-Flippin Road	Marion	Rd. 4.310 Br. 50.00	Grdg., Min. Dr. Str., Grav. Base Crs., Bitu. Surf., & (1) Reinf. Concrete Bridge

FROM OCTOBER 6, 1938, TO NOVEMBER 1, 1940

Table No. 20—(Continued)

Date Proposal Received	Name and Address of Contractor	Working Days	Amount of Contract Award	Estim't'd Cost of Engin'ring & C'nt'gencies	Total Commitment
8-24-39	Ottinger Brothers, Hinton, Okla.	240	118,754.33	12,285.67	131,040.00
8-24-39	DeLaughter-Parker & McDaniel, Prescott, Ark.	150	22,638.81	2,263.19	24,902.00
8-24-39	Roy Tanner Paving Co., Tulsa, Okla.	150	19,873.26	1,985.74	21,859.00
8-24-39	S. E. Evans Construction Co., Inc., Fort Smith, Ark.	150	20,203.60	2,019.40	22,223.00
8-24-39	Robert M. Robinson, Owensboro, Kentucky	150	78,254.98	5,147.43	83,402.41
8-24-39	C. R. I. & P. Ry. Co., Chicago, Illinois	100	2,682.50	267.50	2,950.00
8-24-39	Layman Construction Co., Tulsa, Okla.	150	18,399.97	1,839.03	20,239.00
9-28-39	Duncan J. McDonald, Pontiac, Mich.	100	14,796.00	1,479.00	16,275.00
9-28-39	Ottinger Brothers, Oklahoma City, Okla.	200	69,431.13	7,903.95	77,335.08
9-28-39	McGeorge Construction Co., Pine Bluff, Ark.	150	17,577.02	1,626.98	19 204.00
9-28-39	McGeorge Construction Co., Pine Bluff, Ark.	160	17,722.78	1,639.22	19,362.00
9-28-39	D. F. Jones Construction Co., Inc., Little Rock, Ark.	130	16,792.17	1,175.38	17,967.55
9-28-39	Ben M. Hogan, Little Rock, Ark.	100	14,800.71	1,478.29	16,279.00
9-28-39	Layman Construction Co., Tulsa, Okla.	120	16,554.25	1,654.75	18,209.00
11- 2-39	Barber Bros., Contr. Co., Inc., Baton Rouge, La.	180	277,207.36	27,719.64	304,927.00
11- 2-39	D. F. Jones Constr. Co., Inc., Little Rock, Ark.	100	16,448.10	1,643.90	18,092.00
11- 2-39	Ottinger Brothers, Oklahoma City, Okla.	180	31,865.04	3,185.96	35,051.00
11- 2-39	D. B. Hill, Little Rock, Ark.	200	65,736.52	6,570.48	72,307.00
11- 2-39	D. B. Hill, Little Rock, Ark.	200	82,957.61	8,294.39	91 252.00
11- 2-39	Ottinger Brothers, Oklahoma City, Okla.	180	103,548.01	10,342.99	113,891.00

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

Table No. 20—(Continued)

State Jb. No.	Road and Sec. No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
10212	1-S-18	450-A-(1)	Jonesboro-Paragould Road	Craighead	7.329	Grdg., Min. Dr. Str., Grav. Base Crs. & Bituminous Surfacing
10219	62-S-18	443-A-(4)	Eleven Point River Bridge	Randolph	1214.75	1 Rein. Conc. & Steel Br.
3274	70-S-2	352-F-(2)	DeQueen-East Road	Sevier	6.594	Grdg., Min. Dr. Str., Grav. Base Crs. & Bituminous Surfacing
3284	82-S-2	22-(8)	Bodcaw Creek Bridge	Lafayette	362.17	1 Rein. Conc. & Steel Br.
3285	71-S-2	F. A. G. M. 214-E-(1)	Texarkana Grade Seperation Proj.	Miller	0.421	Grading and Drainage Structures
7272	79-S-3	223-D-(1)	Stephens City Conn.	Ouachita	1.195	Grdg., Min. Dr. Strs., Grav. Base Crs. & Bituminous Surfacing
8206	County Road	F. A. S. 53-A-(1)	Norristown Mtn.-Ridge Road	Pope	1.865	Grdg., Min. Dr. Strs., Grav. Base Course & Bituminous Surfacing
9192	100-S-1	452-A-(2)	Bella Vista-Mo. State Line Bridges	Benton	411.17	1 Rein. Conc. & Steel Br. & 1 Rein. Conc. Br.
10208	62-S-18	443-A-(3)	Imboden-Pocahontas Road	Randolph	4.897	Grdg., & Min. Dr. Strs.
1178	7-S-12 35-S-1 64-S-14 25-S-7	W. P. G. M. 59-A-(1) W. P. G. S. 328-B-(1) W. P. G. H. 219-A-(2) W. P. G. M. 5-F-(1)	Mo. Pac. Signal Prot. at Russellville, E. of Benton, E. of McCrory & at Walnut Ridge	Pope Saline Woodruff Lawrence		(4) R.R.-Hwy Grade Cross'g Sig'als (Flashing Light Type) on Mo. Pac. R. R.
11150	64-S-16	10-(4)	Wynne-Parkin Road	Cross	2.562	Grdg., & Min. Dr. Str.
11178	64-S-16	F. A. G. H. 10-(5)	Wynne-Parkin Road	Cross	2.562	Traffic Service Gravel Surfacing
2291	4-S-16	F. R. P.-25 Sec. A-(1)	McGehee-Arkansas City Road	Desha	1.349	Port. Cem. Stab. Base Crs. & Ci. "A" Dbl. Bitu. Surf. Tr't'd.
3270	71-S-7	3-(2)	DeQueen-Gillham Road	Sevier	6.115	Grdg., Min. Dr. Strs., Grav. Base Course & Bituminous Surfacing
9190	100-S-1	452-A-(1)	Bella Vista-Mo. State Line Road	Benton	5.262	Grdg., Min. Dr. Strs., Grav. Base Course & Bituminous Surfacing

TOTALS JANUARY 1, 1939, TO DECEMBER 31, 1939

11175	1-S-10	F. A. G. H. 191-D-(3) & F. A. P. 191-B-(5)	Canaan Overpass Approaches	Lee	1.052	Grdg., Min. Drain. Str., Grav. Base Crs. & Bituminous Surfacing
11176	1-S-10	F. A. G. H. 191-D-(2)	Canaan Overpass	Lee	375.34	1-Rein. Conc. & Steel Overpass over the Mo. Pac. R. R.
2288	82-S-11	24-D-(2) 454-A-(1)	Mississippi River West Road	Chicot	4.027	Grdg., Min. Drain. Str., Grav. Base Course & Bitu. Surfacing
5222	87-S-1	F. A. S. 436-C-(1)	Bald Knob—North Road	White	3.897	Grading & Minor Drain. Structures
6234	64-S-8 65-S-9, 10	104-D-(2) 261-C-(1) 102-(5)	Conway City Connection	Faulkner	3.185	Grdg., Min. Drain. Str., & Port. Cem. Conc. Pavement

FROM OCTOBER 6, 1938, TO NOVEMBER 1, 1940

Table No. 20—(Continued)

Date Proposal Received	Name and Address of Contractor	Working Days	Amount of Contract Award	Estim't'd Cost of Engin'ring & C'nt'gencies	Total Commitment
11- 2-39	D. F. Jones Construction Co., Inc., Little Rock, Ark.	200	78,022.96	7,802.04	85,825.00
11- 2-39	Garrett Construction Co., Springfield, Mo.	270	107,897.10	10,788.90	118,686.00
11-28-39	D. B. Hill and Ben M. Hogan, Little Rock, Ark.	200	98,365.37	9,834.63	108,200.00
11-28-39	S. M. Dixon, Warren, Ark.	160	27,998.60	2,799.40	30,798.00
11-28-39	Ottinger Brothers, Oklahoma City, Okla.	180	65,201.43	6,519.57	71,721.00
11-28-39	D. F. Jones Construction Co., Inc., Little Rock, Ark.	160	27,543.36	2,752.64	30,296.00
11-28-39	Roy Tanner Pav. Co., Tulsa, Okla.	150	18,416.64	1,841.36	20,258.00
11-28-39	Gilbert Smith Construction Co., Mt. Ida, Ark.	200	40,574.86	4,056.14	44,631.00
11-28-39	J. P. Nulty, Pine Bluff, Ark.	200	41,647.52	4,164.48	45 812.00
11-28-39	Mo. Pac. R. R. Co., St. Louis, Mo.	120	10,325.00	1,032.00	11,357.00
12-14-39	D. B. Hill, Little Rock, Ark.	200	40,954.55	4,093.45	45,048.00
12-14-39	Pioneer Construction Co., Malvern, Ark.	100	4,941.00	494.00	5,435.00
12-14-39	Pioneer Construction Co., Malvern, Ark.	100	15,807.15	1,579.85	17,387.00
12-14-39	D. B. Hill and Ben M. Hogan, Little Rock, Ark.	180	66,434.83	6,641.17	73,076.00
12-14-39	D. B. Hill and Ben M. Hogan, Little Rock, Ark.	250	93,545.60	9,353.40	102,899.00
			$3,040,440.20	$ 299,807.84	$3,340,248.04
1-25-40	D. B. Hill, Little Rock, Ark.	160	$ 38,162.62	$ 3,814.38	$ 41,977.00
1-25-40	S. M. Dixon, Warren, Ark.	160	43,039.64	4,465.36	47,505.00
1-25-40	Ben M. Hogan, Little Rock, Ark.	200	59,594.23	5,958.77	65,553.00
1-25-40	Reynolds & Sutton, Tyler, Texas	150	24,310.23	2,430.77	26,741.00
1-25-40	Flenniken Construction Co., Shreveport, La.	210	151,418.96	15,136.04	166,555.00

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

Table No. 20—(Continued)

State Jb. No.	Road and Sec. No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
8210	County Road	F. A. S. 69-A-(1)	Nimrod Dam North Approach	Perry	0.538	Grdg., Min. Dr. Strs., & Traf. Ser. Grav. Surf.
2296	165-S-3	F. R. P.-24 Sec. A (4)	Dermott North Road	Chicot	2.774	Portland Cem. Conc. Pavement
3185	71-S-4	222-A-(3)	Index-Ogden Road	Little River	1.872	Grdg., Min. Dr. Str., & Port. Cem. Conc. Pav.
3287	71-S-2	F. A. G. M 214-E-(1)	Paving on the Texarkana Grade Separation	Miller	0.421	Portland Cem. Conc. Pavement
5220	11-S-13 & 14	358-C-(1)	Batesville-Denmark Road	White & Independence	8.611	Grdg., Min. Dr. Str., Cr'shed. Stone Base Crs. & Bitu. Surf.
5224	87-S-1	F. A. S. 436-C-(2)	Bald Knob North Road	White	3.897	Traffic Service Gravel Surfacing
7252	79-S-3	223-E-(2)	Two Bayou Bridge	Ouachita	322.17	1-Rein. Conc. & Steel Br. on the Camden S. Rd.
7254	132-S-1	F. A. G. M. 10-A-(1)	La. & Ark. Ry. Signal Protection in Taylor	Columbia		1-Flash'g. Type-Hwy.-R.R. Gr. Cross'g Sig.
4254	71-S-8 & 9	101-(8)	Wickes North & South Road	Polk	12.672	Grdg., Min. Dr. Str., Grav. Base Crs. & Bituminous Surfacing
4262	23-S-2	F. A. S. 65-A-(1)	Chismville-Booneville Road	Logan	4.769	Reconstructed Base Crs. & Bitu. Surfacing
6257	City Street	F. A. G. M. 438-B-(1)	Asher Avenue Overpass (Little Rock)	Pulaski	Br. 550.5 Rd. 0.087	1-Rein. Conc. & Steel O'pass with Ap'r'ches. over Mo. Pac. R.R. & C. R. I. & P. R. R.
1181	11-S-7 & 8	199-B-(2) 199-A-(4)	Stuttgart-Hazen Road	Arkansas Prairie	8.593	Bitu. Stab. Base Crs. & D'ble. Bitu. Surf. Trtd.
11174	63-S-7	245-A-(2) 180-A-(4)	Marked Tree-Truman Road	Poinsett	1.634	Grdg., Min. Dr. Strs., & Port. Cem. Conc. Pav.
2286	13-S-4 & 5	75-(5)	Monticello-Star City Road	Drew Lincoln	5.965	Grdg., Min. Dr. Str., Grav. Base Crs. & Bituminous Surfacing
2294	79-S-9	393-B-(1)	Watson Chapel South Road	Jefferson	Rd. 4.543 Br. 77.17	Grdg., Min. Dr. Str., Gr. Base Crs., Bitu. Surf. One Rein. Conc. & Steel Bridge
4258	71-S-8	101-(9)	Cove North & South Bridges	Polk	477.83	2 Rein. Conc. Bridges & 1 Rein. Conc. & Steel Bridge
7271	79-S-3	223-E-(1) 223-A-(2)	Camden South Road	Ouachita	3.219	Grdg., Min. Dr. Str., Grav. Base Crs. & Bituminous Surfacing
10233	1-S-18	19-(2) 450-B-(1)	Jonesboro-Brookland Road	Craighead	3.619	Grdg., Min. Dr. Str., Grav. Base Crs. & Bituminous Surfacing
* 11124	61-S-1	F. A. G. H. 93-(5)	Turrell-Menesha Underpass	Crittenden		1 Rein. Conc. & Steel U'pass & 2 R. C. Box Culvts.-St. L.-S. F. Ry.
11181		F. A. G. H. 93-(5)	St. Louis-San Fran. Ry. Relocation	Crittenden	1.826	Grdg. for R. R. Relocation on Turrell-Menesha Gr. Separation
2301	65-S-20 165-S-3	F. R. P. 24-Sec. A-(5) & B-(4)	Junction 65 & 165—South Road	Chicot	2.025	Bituminous Surfacing
6236	167-S-13	W. P. G. M. F. A. G. M. 210-A-(2)	Arch St. Overpass (Little Rock)	Pulaski	Br. 1120.84 Rd. 0.157	1 Rein. Conc. & Steel Overpass. with Approaches (C.R.I.&P.)
8209	10-S-4	148-C-(1)	Danville-Ola Road	Yell	Br. 77.17 Rd. 7.011	Grdg., Min. Dr. Str., Grav. Base Crs., Bitu. Surf. & One R. C. & Steel Bridge

FROM OCTOBER 6, 1938, TO NOVEMBER 1, 1940

Table No. 20—(Continued)

Date Proposal Received	Name and Address of Contractor	Working Days	Amount of Contract Award	Estim't'd Cost of Engin'ring & C'nt'gencies	Total Commitment
1-25-40	Pioneer Construction Co., Inc., Malvern, Ark.	60	15,909.73	1,590.27	17,500.00
2-29-40	T. S. Clements, Shreveport, La.	150	68,595.57	6,859.55	75,455.12
2-29-40	Flenniken Construction Co., Shreveport, La.	120	53,816.38	5,379.62	59,196.00
2-29-40	A. C. Campbell Construction Co., Shreveport, La.	100	51,270.27	5,127.02	56,397.29
2-29-40	Reynolds & Sutton, Tyler, Texas	180	107,530.37	10,750.63	118,281.00
2-29-40	Reynolds & Sutton, Tyler, Texas	100	7,983.10	796.90	8,780.00
2-29-40	D. F. Jones Construction Co., Inc., Little Rock, Ark.	150	21,779.19	2,178.81	23,978.00
2-29-40	Louisiana & Arkansas Ry. Co., Minden, La.	100	2,975.00	234.34	3,209.34
3-14-40	McGeorge Construction Co., Pine Bluff, Ark.	180	163,561.67	16,354.33	179,916.00
3-14-40	Roy Tanner Pav. Co., Tulsa, Okla.	150	22,308.24	2,229.76	24,538.00
3-14-40	Ottinger Brothers, Oklahoma City, Okla.	220	110,874.50	11,611.45	122,485.95
3-14-40	Robert M. Robinson, Owensboro, Ky.	150	72,716.19	7,269.81	79,986.00
4-12-40	J. B. Michael & Co. Memphis, Tenn.	120	48,791.87	4,878.13	53,670.00
4-12-40	Reynolds & Sutton Tyler, Texas	160	71,824.05	7,180.95	79,005.00
4-12-40	Ben M. Hogan, Little Rock, Ark.	150	76,349.01	7,632.99	83,982.00
4-12-40	James Construction Co., Little Rock, Ark.	190	50,394.97	5,037.03	55,432.00
4-12-40	D. F. Jones Const. Co., Little Rock & J. P. McNulty, Pine Bluff. Ark.	180	59,707.24	5,967.76	65,675.00
4-12-40	Reynolds & Sutton, Tyler, Texas	180	62,833.91	6,283.09	69,117.00
5- 9-40	Vincennes Steel Corp., Vincennes, Indiana	160	28,638.34	2,862.66	31,501.00
5- 9-40	S. E. Evans Construction Co., Inc., Fort Smith, Ark.	160	22,393.43	2,238.57	24,632.00
5- 9-40	D. F. Jones Construction Co., Inc., Little Rock, Ark.	60	10,222.60	1,021.40	11,244.00
5- 9-40	Guy H. James, Norman, Okla.	300	116,772.42	11,674.90	128,447.32
5- 9-40	McGeorge Construction Co., Pine Bluff, Ark.	180	105,181.04	10,513.96	115,695.00

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

Table No. 20—(Continued)

State Jb.No.	Road and Sec. No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
10235	62-S-18	417-A-(4) 443-A-(5)	Imboden-Pocahontas Road	Randolph	7.265	Grdg., Min. Dr. Strs., Grav. Base Crs. & Bituminous Surfacing
2298	82-S-11	454-A-(2)	Lake Village-Mississippi River Road	Chicot	3.461	Grdg., Min. Dr. Strs., Grav. Base Crs., & Bitu. Surfacing
2299	82-S-11	454-A-(3)	Ditch Bayou Bridge	Chicot	437.0	1 Rein. Conc. & Steel Br. on the Lake Village-Miss. R. Road
11155	R-79-S-18	47-(4)	Chatfield-Neuhardt Road	Crittenden	4.370	Grdg., Min. Dr. Str. & Port. Cem. Conc. Pavement, Grading
2287	R-82-S-8	F. A. S. 80-A-(1)	Crossett-Bovine Road	Ashley	Br. 109.66 Rd.3.919	Grdg., Min. Dr. Str., Grav. Base, Bit. Surf. & 2 Tr. Timber Brs.
2293	R-65-S-20	F. R. P.-24 Sec. B-(3)	Lake Village-McGehee Road	Chicot	14.686	Traffic Service Gravel Surfacing
10234	R-90-S-6	F. A. S. 37-B-(1)	Pocahontas—North Road	Randolph	3.389	Grdg., Min. Dr. Strs., Grav. Base Course & Bituminous Surfacing
10237	R-1-S-19	450-C-(2)	Paragould—South Road	Greene	4.037	Grdg., Min. Dr. Strs., Grav. Base Course & Bituminous Surfacing
10238	R-1-S-18	19-B-(1)	Jonesboro City Connection	Craighead	0.546	Grdg., Min. Dr. Strs., & Port. Cem. Conc. Pav.
10239	R-1-S-19	450-C-(1)	Village Creek Bridge	Greene	137.5	1 Rein. Conc. & Steel Br.
* 1180	79-S-11 64-S-15	F. A. G. H. 284-F-(1) 219-C-(1)	St. L.-Sou'western Sig. Prot. Sou'west of Stuttgart near Fair Oaks	Arkansas Cross		2-Flash'g Type, Hwy.-Railroad Grade Crossing Signals
11112	61-S-1	F. A. G. H. 93-(6)	Turrell-Menesha Road	Crittenden	3.672	Grdg., Min. Dr. Strs., & Port. Cem. Conc. Pav.
4259	71-S-15	247-E-(2)	Mt. Gaylor—South Road	Crawford	3.474	Roadside Improvements
4264	45-S-1	F. A. S. 313-A-(2) 313-B-(1)	Hackett-Ft. Smith Road	Sebastian	4.139	Base Crs. Shoulders & Bituminous Surfacing
7275	8-S-8, 9, 10	F. A. S. 7-B-(2)	Fordyce-New Edinburg Road	Dallas Calhoun Cleveland	3.653	Grdg., Min. Dr. Strs., & Traffic Service Grav. Surfacing
8212	154-S-1	F. A. S. 9-B-(1)	Petit Jean Mount. Connection	Conway	3.386	Grdg., Min. Dr. Str., Bitu. Stab. Base Crs. & Ci. "A" Dbl. Bitu. Surface Treatment
10240	1-S-18	450-A-(2)	Jonesboro-Brookland Br.	Craighead	256.32	Widening Four Treated Timber Bridges
1182	23-S-2 City Street 1-S-11	F. A. G. M. 63-A-(1) F. A. G. M. 62-A-(1) F. A. G. M. 12-B-(1)	C. R. I. & P. Signal Prot. at Booneville, No. Little Rock & Forrest City	Logan Pulaski St.Francis		3-Flashing Type, Hwy.-Railroad Grade Crossing Signals
2303	13-S-5	72-(6)	Monticello-Star City Road	Lincoln	4.156	Grdg., Min. Dr. Strs., & Traf. Ser. Grav. Surf.
6260	67-S-8	262-A-(2)	Malvern—North Road	Hot Spr'g.	5.126	Roadside Improvement
8194	7-S-8	117-A	Fourche LaFave Bridge	Perry	518.00	1 Rein. Conc. Br. on the Ola-South Road
9191	62-S-7	F. A. G. H. 370-D-(2) F. A. P. 370-C-(1)	Bellefonte-Yellville Road	Boone	3.714	Grdg., Min. Dr. Strs., Grav. Base Crs. & Bituminous Surfacing
10232	63-S-3 & 4	455-A-(1)	Black River Bridge	Lawrence		Piers 1 to 15 Inclusive, Spans 34-35 & Rubble Masonry Wall
10236	63-S-6	F. A. G. M. 19-(3)	Mo. Pac. Signal Prot. in Nettleton	Craighead		1-Flashing Type, Hwy.-R.R. Gr. Crossing Sig.

FROM OCTOBER 6, 1938, TO NOVEMBER 1, 1940

Table No. 20—(Continued)

Date Proposal Received	Name and Address of Contractor	Working Days	Amount of Contract Award	Estim't'd Cost of Engin'ring & C'nt'gencies	Total Commitment
5- 9-40	D. F. Jones Const. Co., Little Rock & J. P. McNulty, Pine Bluff, Ark.	160	76,376.51	7,635.49	84,012.00
5- 9-40	D. F. Jones Construction Co., Inc., Little Rock, Ark.	160	50,961.61	5,095.39	56,057.00
5- 9-40	Vincennes Steel Corp., Vincennes, Indiana	150	30,623.12	3,060.88	33,684.00
5-31-40	T. S. Clements, Shreveport, Louisiana	160	104,321.40	10,430.60	114,752.00
5-31-40	Graves Brothers, Dardanelle, Ark.	150	50,602.66	5,056.34	55,659.00
5-31-40	Linwood Smith, Lake Village, Ark.	150	62,944.60	6,294.40	69,239.00
5-31-40	Graves Brothers, Dardanelle, Ark.	120	30,010.28	2,999.72	33,010.00
5-31-40	McGeorge Construction Co., Pine Bluff, Ark.	180	56,634.80	5,661.20	62,296.00
5-31-40	T. S. Clements, Shreveport, La.	100	31,020.34	3,258.66	34,279.00
5-31-40	J. P. McNulty, Pine Bluff, Ark.	120	12,206.75	1,219.25	13,426.00
4-12-40	St. Louis Southwestern Ry. Co., St. Louis, Mo.	100	6,279.33	627.17	6,906.50
6-27-40	J. B. Michael & Co., Memphis, Tenn.	160	119,647.22	11,964.68	131,611.90
6-27-40	D. B. Hill, Little Rock, Ark.	150	36,116.99	3,611.01	39,728.00
6-27-40	Roy Tanner Pav. Co., Tulsa, Okla.	140	44,294.96	4,429.04	48,724.00
6-27-40	D. B. Hill, Little Rock, Ark.	150	25,603.95	2,559.05	28,163.00
6-27-40	Pioneer Construction Co., Malvern, Ark.	120	41,177.89	4,117.11	45,295.00
6-27-40	Nailling & Ferguson, Osceola, Ark.	90	5,479.00	547.00	6,026.00
6-27-40	C. R. I. & P. Ry. Co. Chicago, Ill.	100	7,870.49	785.77	8,656.26
7-31-40	J. P. McNulty. Pine Bluff, Ark.	150	32,157.75	3,214.25	35,372.00
7-31-40	Fell Vaughn, Little Rock, Ark.	160	21,779.44	2,176.56	23,956.00
7-31-40	Luten Bridge Co., Little Rock, Ark.	210	84,680.60	8,467.40	93,148.00
7-31-40	D. B. Hill & Ben M. Hogan, Little Rock, Ark.	180	56,585.56	5,656.44	62,242.00
7-31-40	Maxwell Construction Co., Columbus, Kansas	180	67,781.80	6,778.20	74,560.00
7-31-40	Mo. Pac. Railroad Co., St. Louis, Mo.	60	3,855.00	385.00	4,240.00

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

Table No. 20—(Continued)

State Jb. No.	Road and Sec. No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work
10212	63-S-3 & 4	455-A-(2) F. A. G. H.	Portia-Black Rock Road	Lawrence	1.892	Clearing Right-of-Way
1184	63-S-1 18-S-4	156-A-(1) F. A. G. M. 17-B-(1)	St. L.-San Fran. Signal Prot. at Mam'oth Spr'g. and at Nettleton	Fulton Craighead		2-Flashing Type, Hwy.-Railroad Grade Crossing Signals
2290	165-S-1	F. A. G. H. 21-B-(5)	Wilmot-Montrose Road	Ashley	13.582	Grdg., Min. Dr. Str., & Traf. Ser. Grav. Surf.
2305	82-S-8	335-A-(1) & F. A. S. 80-B-(1)	Crossett-North Crossett Road	Ashley	1.783	Grdg., Min. Dr. Str., Gravel Base Crs., & Bituminous Surfacing
4228	71-S-8 & 9	101-(10)	Cove North & South Rd.	Polk	4.976	Grading & Minor Drain. Structures
7274	8-S-9 & 10	F. A. S. 7-B-(1)	Fordyce-New Edinburg Bridges	Calhoun Cleveland	811.31	Two-Reinf. Concrete & Steel Bridges
9195	62-S-7	F. A. G. H. 370-D-(1)	Bellefonte Overpass	Boone	302.0	1 Rein. Conc. & Steel O'pass over Mo. & Arkansas Railway
4269	71-S-8	101-(11)	Hatfield-North and South	Polk	8.758	Grdg. Min. Dr. Strs., Grav. Base Crs. & Bituminous Surfacing
6232	65-S-9	171-A-(1)	Greenbrier-Damascus Bridges	Faulkner	653.75	Two Rein. Conc. Brs. & Earth Approaches
8217	7-S-8	117-A-(2)	Fourche River Bridge Approaches	Perry	0.787	Grdg., Min. Dr. Strs., & Traf. Serv. Gravel Surfacing
9193	45-S-5	F. A. S. 36-C-(1)	Fayetteville-Huntsville	Wash'gton	5.268	Grdg., Min. Dr. Strs., Grav. Base Crs. & Bitu. Surfacing
10220	1-S-17 38-S-1	146-A-(1) & F. A. S. 6-A-(1)	Jonesboro-Southwest	Craighead	7.140	Grdg., Min. Dr. Strs., Grav. Base Crs., & Bituminous Surf.
7183	270-S-1 32-S-2 102-S-1	F. A. G. H. 253-B-(1) F. A. G. M. 61-A-(1) F. A. G. M. 64-A-(1)	Kansas City-Southern Signal Protection West of Acorn, in Ashdown and in Gravette	Polk Little River Benton		Three-Flashing Type Highway-Railroad Grade Crossing Sig.

TOTALS JANUARY 1, 1940 TO NOVEMBER 1, 1940

RECORD OF MAINTENANCE CONTRACTS AWARDED

11179	10-S-1	Marked Tree-Lepanto Road	Poinsett	373	1 Treated Timber & Steel Bridge-Little River
4263	109-S-2	Paris-Magazine Road	Logan	161	(1) Rein. Conc. Steel, & Timber Bridge over Short Mt. Creek.
6262	9-S-5	Alum Fork Bridge	Saline	307.0	1 Rein. Conc. & Steel Br. over Alum Fork
8214	16-S-10	Clinton-Shirley Road	Van Buren	Br. 162.17 Rd. 0.253	1 Rein. Conc. & Steel Bridge over Dee Creek
11182	1-S-6	Indian Bay-Turner Road	Monroe	2.806	Traf. Serv. Grav. Surf.
6264	9-S-5	Alum Fork Bridge Approaches	Saline	0.282	Grdg., Min. Dr. Strs. & Traf. Ser. Grav. Surf.
7278	7-S-3	Saline Bayou Bridge & Apprs.	Clark	325.3	One Tr'td. Tim. Br. & Apprs. on the Arkadelphia-Delark Road

TOTALS NOVEMBER 2, 1939, TO JULY 31, 1940

FROM OCTOBER 6, 1938, TO NOVEMBER 1, 1940

Table No. 20—(Continued)

Date Proposal Received	Name and Address of Contractor	Working Days	Amount of Contract Award	Estim't'd Cost of Engin'ring & C'nt'gencies	Total Commitment
7-31-40	E. H. Lawrence, Greenbrier, Ark.	150	5,703.09	567.91	6,271.00
7-31-40	St. Louis-San Francisco Ry. Co., St. Louis, Mo.	100	4,565.00	456.00	5,021.00
8-22-40	D. B. Hill & Ben M. Hogan, Little Rock, Ark.	180	106,709.27	10,665.73	117,375.00
8-22-40	Ben M. Hogan, Little Rock, Ark.	150	25,584.59	2,555.41	28,140.00
8-22-40	D. B. Hill, Little Rock, Ark.	160	44,585.79	4,457.21	49,043.00
8-22-40	S. M. Dixon, Warren, Ark.	180	43,103.20	4,308.80	47,412.00
8-22-40	Forsgren Brothers, Fort Smith, Ark.	180	29,848.80	3,039.20	32,888.00
10-31-40	McGeorge Construction Co. Pine Bluff, Ark.	200	103,161.40	10,310.60	113,472.00
10-31-40	J. P. McNulty Pine Bluff, Ark.	220	87,921.75	8,790.25	96,712.00
10-31-40	Pioneer Construction Co. Malvern, Ark.	120	22,456.01	2,243.99	24,700.00
10-31-40	Layman Construction Co. Tulsa, Okla.	150	70,444.27	7,043.73	77,488.00
10-31-40	D. F. Jones Construction Co. Inc., Little Rock, Ark.	180	66,206.68	6,617.32	72,824.00
10-31-40	Kansas City-Southern Ry. Co., Kansas City, Mo.	100	10,210.00	150.00	10,360.00
			$3,348,486.67	$ 334,716.01	$3,683,202.68

FROM STATE FUNDS FROM NOVEMBER 2, 1939 TO JULY 31, 1940

11- 2-39	Pioneer Construction Comany, Malvern, Arkansas	90	$ 9,286.78	$ 928.22	$ 10,215.00
11- 2-39	Forsgren Brothers, Fort Smith, Arkansas	120	7,523.70	752.30	8,276.00
3-14-40	Gilbert Smith Construction Co., Mt. Ida, Arkansas	120	10,552.62	1,054.38	11,607.00
5- 9-40	James Construction Company, Little Rock, Arkansas	120	12,998.55	1,299.45	14,298.00
5-31-40	Fell Vaughan, Little Rock, Ark.	30	8,444.55	844.45	9,289.00
7-31-40	Ottinger Brothers, Oklahoma City, Okla.	90	7,638.42	763.58	8,402.00
7-31-40	D. F. Jones Construction Co., Inc., Little Rock, Arkansas	100	8,752.95	875.05	9,628.00
			$ 65,197.57	$ 6,517.43	$ 71,715.00

TABLE NO. 21
TABULATION OF ROAD MILEAGE BY TYPES LISTED BY COUNTIES
Assembled by Congressional Districts December 1, 1940

COUNTY	Portland Cement Concrete Pavement	Bituminous Concrete Pavement	Bituminous Surfacing	Gravel	Graded	Unimproved	Total	Federal Aid	Non-Federal Aid	Towns	Total
First District											
Clay	19.7	.....	16.4	78.7	.....	3.0	117.8	85.6	32.2	.....	117.8
Craighead	16.5	10.8	44.4	79.0	.....	.....	150.7	73.7	77.0	4.6	155.3
Crittenden	45.6	10.7	19.8	61.6	.....	.....	137.7	83.8	53.9	.....	137.7
Cross	7.0	.....	32.6	77.3	.....	.....	116.9	53.6	63.3	1.8	118.7
Greene	16.9	.....	15.8	80.3	2.7	.....	115.7	64.8	50.9	3.7	119.4
Lee	.....	.....	17.8	94.2	4.5	.....	116.5	66.7	49.8	3.8	120.3
Mississippi	26.3	59.7	9.9	98.5	3.0	.....	197.4	84.2	113.2	5.0	202.4
Phillips	56.6	49.7	6.2	5.6	2.5	7.0	127.6	92.2	35.4	4.0	131.6
Poinsett	25.8	.....	3.5	99.7	4.4	.....	133.4	78.6	54.8	1.1	134.5
St. Francis	52.8	.....	7.9	48.8	.....	.....	109.5	69.3	40.2	3.0	112.5
Total	267.2	130.9	174.3	723.7	17.1	10.0	1,323.2	752.5	570.7	27.0	1,350.2
Second District											
Cleburne	.....	.....	3.2	86.2	.....	.....	89.4	58.0	31.4	.....	89.4
Fulton	.....	1.1	1.9	81.4	.....	.....	84.4	84.4	.....	.....	84.4
Independence	3.2	.....	16.0	134.1	.....	.....	153.3	78.3	75.0	3.2	156.5
Izard	0.5	.....	.....	94.1	.....	.....	94.6	51.3	43.3	.....	94.6
Jackson	37.6	.....	.....	104.9	8.2	1.9	152.6	62.8	89.8	2.0	154.6
Lawrence	29.1	.....	11.6	118.2	.....	.....	158.9	65.0	93.9	.....	158.9
Monroe	16.9	.....	2.8	95.5	7.9	4.1	127.2	85.6	41.6	1.7	128.9
Prairie	20.2	0.5	15.0	78.2	12.7	4.5	126.1	71.7	54.4	.....	126.1
Randolph	26.0	.....	12.5	75.6	.....	.....	114.1	55.4	58.7	.....	114.1
Sharp	.....	.....	3.9	98.3	.....	.....	102.2	54.0	48.2	.....	102.2
Stone	.....	.....	1.0	87.1	13.8	1.3	103.2	78.7	24.5	.....	103.2
White	33.5	.....	17.3	109.0	3.0	13.9	176.7	103.0	73.7	4.0	180.7
Woodruff	6.1	0.3	23.2	86.5	3.8	2.5	121.9	44.9	77.0	.....	121.9
Total	173.1	1.9	108.4	1,244.1	48.9	28.2	1,604.6	893.1	711.5	10.9	1,615.5
Third District											
Baxter	1.6	.....	3.7	74.9	.....	.....	86.2	52.5	33.7	.....	86.2
Benton	21.0	.....	24.1	138.2	.....	.....	253.8	114.2	139.1	5.1	258.4
Boone	.....	.....	47.0	59.1	14.4	.....	120.5	61.4	59.1	2.9	123.4
Carroll	3.1	.....	43.6	62.1	22.5	.....	131.3	43.5	87.8	.....	131.3
Madison	.....	.....	1.0	148.2	3.5	5.8	158.5	.....	158.5	.....	158.5
Marion	0.3	.....	15.5	56.9	13.0	.....	85.7	42.3	43.4	.....	85.7
Newton	.....	.....	3.7	78.1	65.3	4.7	151.8	45.2	106.6	.....	151.8
Searcy	.....	.....	37.9	27.9	43.8	.....	109.6	64.8	45.3	.....	109.6
Van Buren	.....	.....	34.9	55.4	32.2	17.0	139.5	66.4	73.1	.....	139.5
Washington	33.1	.....	42.2	126.4	9.2	.....	210.9	78.4	132.5	8.6	219.5
Total	59.1	.....	329.6	822.2	203.9	27.5	1,442.3	568.2	874.1	16.6	1,458.9
Fourth District											
Crawford	43.3	.....	.....	27.6	.....	.....	70.9	43.3	27.6	1.8	72.7
Howard	2.5	.....	9.9	83.5	.....	.....	95.9	48.0	47.9	.....	95.9
Little River	18.2	.....	2.3	62.8	.....	9.8	93.1	45.7	47.4	.....	93.1
Logan	37.8	1.2	21.6	39.7	.....	.....	100.3	21.2	79.1	2.0	102.3
Miller	26.5	.....	36.8	15.8	13.6	.....	92.7	73.8	18.9	4.9	97.6
Montgomery	.....	.....	42.2	60.2	7.4	.....	109.8	61.9	47.9	.....	109.8
Pike	.....	1.9	27.5	69.7	.....	.....	99.1	70.6	28.5	.....	99.1
Polk	0.6	.....	45.3	70.5	.....	.....	116.4	65.0	51.4	5.8	122.2
Scott	1.1	18.3	34.2	48.2	1.0	.....	102.8	53.6	49.2	.....	102.8
Sebastian	48.1	1.8	17.8	71.1	.....	.....	138.8	43.2	95.1	8.3	146.6
Sevier	2.5	.....	36.3	44.5	.....	.....	83.3	83.3	.....	3.1	86.4
Total	180.5	22.7	278.9	593.6	22.0	9.8	1,102.6	609.6	493.0	25.9	1,128.5

TABLE NO. 21

TABULATION OF ROAD MILEAGE BY TYPES LISTED BY COUNTIES
Assembled by Congressional Districts December 1, 1940 (Continued)

COUNTY	Portland Cement Concrete Pavement	Bituminous Concrete Pavement	Bituminous Surfacing	Gravel	Graded	Unimproved	Total	Federal Aid	Non-Federal Aid	Towns	Total
Fifth District											
Conway	18.8	13.0	14.6	73.2			119.1	56.4	62.7	4.7	123.8
Faulkner	13.5	42.9		50.2		10.0	116.6	76.4	40.2	3.4	120.0
Franklin	31.8		2.9	42.5	7.9		84.6	21.5	63.1		84.6
Johnson	28.8		0.3	75.8			103.9	28.3	75.6	2.4	106.3
Perry		1.1	4.7	83.3	29.1		118.2	61.5	56.7		118.2
Pope	26.4	11.2	0.6	99.8	28.7	7.0	173.2	70.7	102.5	4.2	177.4
Pulaski	47.0	61.5	8.1	35.8			151.9	119.1	32.8	17.9	169.8
Yell	10.5	0.1	20.6	94.3	39.9		165.4	61.1	104.3		165.4
Total	175.3	129.8	51.8	553.4	105.6	17.0	1,082.9	495.0	537.9	32.6	1,065.5
Sixth District											
Arkansas	1.1	82.9	19.4	85.8	21.1	18.8	208.6	91.9	116.7	2.5	211.1
Cleveland	0.7		45.8	54.6	3.8		104.7	79.3	25.4		104.7
Dallas			21.1	108.9			130.0	67.0	63.0	2.9	132.9
Desha	27.9	12.8	1.3	49.9	5.8	3.8	101.9	36.0	65.0	2.4	103.4
Drew	4.5	19.6	11.0	74.9			110.0	69.0	41.0	3.0	113.0
Garland	16.1	9.0	34.7	45.2			105.0	87.7	17.3	7.6	112.6
Grant	1.6	13.9	19.1	81.4			116.0	55.9	60.1		116.0
Hot Spring	28.1	15.5	22.1	52.4			118.1	81.8	36.3	2.0	120.1
Jefferson	50.5		23.6	96.9	2.8		173.8	131.4	42.4	5.4	179.2
Lincoln	13.6	1.2	1.0	75.9	6.2		97.9	37.4	60.5		97.9
Lonoke	45.4	1.0	0.2	86.1	18.3		152.0	87.4	64.6		152.0
Saline	40.4	6.8		36.2			83.4	64.8	18.6	2.6	86.0
Total	230.9	142.2	199.3	847.7	57.8	22.6	1,500.5	889.6	610.9	28.4	1,528.9
Seventh District											
Ashley	1.1	18.6	29.0	68.4	7.5	30.2	149.8	82.1	67.7	4.5	154.3
Bradley	5.4		2.5	56.8	0.4		65.1	28.9	36.2	2.7	67.8
Calhoun	1.0	0.5	39.0	25.4			65.9	64.8	1.1		65.9
Chicot	5.5	39.9	9.7	77.7			132.8	78.8	54.0	1.5	134.3
Clark	31.3	5.3	4.2	98.8			139.6	72.4	67.2	2.5	142.1
Columbia	2.6		35.9	81.8			120.3	71.0	49.3	3.7	124.0
Hempstead	21.1		4.6	114.9		1.8	142.4	61.8	80.6	5.2	147.6
Lafayette	1.2		14.8	44.9		6.8	67.2	52.0	15.2	1.7	68.9
Nevada	13.8		6.2	97.3			117.3	62.0	55.3	3.2	120.5
Ouachita	19.6		23.3	79.4			122.3	78.6	43.7	4.3	126.6
Union	58.9		50.6	45.7	2.2	8.1	160.5	91.6	68.9	9.0	169.5
Total	156.5	59.3	219.8	791.1	10.1	46.4	1,283.2	744.0	589.2	38.3	1,321.5
Grand Total	1,242.7	486.8	1,357.1	5,575.8	465.4	161.5	9,289.3	4,952.0	4,337.3	179.7	9,469.0

Mileage through towns of more than 2,500 population not classified by types of road surface.

Table No. 22

DISTRIBUTION OF CONSTRUCTION FUNDS

CONGRESSIONAL DISTRICT NO. 1

On State Highway System

Counties

Program Year	Clay	Craighead	Crittenden	Cross	Greene
1932-1933 Emergency	$ 131,290.74	$ 103,243.04	$ 14,177.89	$ 63,210.03	$ 1,275.56
1933-1934 National Recovery	43,722.61	247,556.25	75,743.66	253,778.45	243,809.27
1934-1935 National Recovery	80,268.90	92,060.00	277,927.02	155,614.41	116,040.92
1935-1936 Works Program		51,188.35	41,162.43	37,485.52	221,467.84
1936 Regular Federal Aid			176,481.36		
1937 Regular Federal Aid					
1938 Regular Federal Aid		106,872.04			1,567.89
1939 Regular Federal Aid		170,128.67			1,109.74
1938 Grade Crossing Separation	2,595.00		98,224.48		
1939 Grade Crossing Separation		7,045.00	202,926.23	3,459.50	
1938 Secondary Road Program		11,576.96			
1939 Secondary Road Program		6,598.19			
1940 Regular Federal Aid		85,825.00		45,048.00	
1941 Regular Federal Aid		105,294.00	114,752.00		81,748.00
1940 Grade Crossing Separation			36,611.90	200,419.00	
1941 Grade Crossing Separation					
1940 Secondary Road Program		60,023.92			
1941 Secondary Road Program		10,902.08			
Flood Relief Program					
Forest Highway Program					
Totals on State Highway System	$ 257,377.25	$1,058,113.50	$1,038,006.47	$ 758,989.91	$ 667,019.22

Off State Highway System

1933-1934 National Recovery	$	$	$	$	$
1934-1935 National Recovery					
1935-1936 Works Program	32,649.15	119,611.66		28,382.24	19,631.19
1938 Grade Crossing Separation					
1939 Grade Crossing Separation					
1938 Secondary Road Program			19,550.28		
1939 Secondary Road Program					
Forest Highway Program					
Totals off State Highway System	$ 32,649.15	$ 119,611.66	$ 19,550.28	$ 28,382.24	$ 19,631.19
Totals First Congressional District	$ 290,026.40	$1,177,725.16	$1,057,556.75	$ 787,372.15	$ 686,650.41

CONGRESSIONAL DISTRICT NO. 2

On State Highway System

Counties

Program Year	Cleburne	Fulton	Independence	Izard	Jackson
1932-1933 Emergency	$	$	$	$	$ 60,980.80
1933-1934 National Recovery	49,299.79	32,016.43			515,093.13
1934-1935 National Recovery	11,286.70	67,368.88	37,877.10	57,844.52	143,496.60
1935-1936 Works Program	55,926.84	47,482.50	135,935.12		240,886.96
1936 Regular Federal Aid			59,583.75		210,800.90
1937 Regular Federal Aid					
1938 Regular Federal Aid			36,033.81		288,305.88
1939 Regular Federal Aid			50,214.76		
1938 Grade Crossing Separation					
1939 Grade Crossing Separation		2,216.00			
1938 Secondary Road Program					
1939 Secondary Road Program					
1940 Regular Federal Aid					
1941 Regular Federal Aid			143,299.07		
1940 Grade Crossing Separation					
1941 Grade Crossing Separation					
1940 Secondary Road Program					
1941 Secondary Road Program					
Flood Relief Program					
Forest Highway Program					
Totals on State Highway System	$ 116,513.33	$ 149,083.81	$ 462,943.61	$ 57,844.52	$1,459,563.27

Off State Highway System

1933-1934 National Recovery	$	$	$	$	$
1934-1935 National Recovery					
1935-1936 Works Program					
1938 Grade Crossing Separation					
1939 Grade Crossing Separation					
1938 Secondary Road Program					
1939 Secondary Road Program			21,327.69		20,937.52
Forest Highway Program					
Totals off State Highway System	$	$	$ 21,327.69	$	$ 20,937.52
Totals Second Congressional District	$ 116,513.33	$ 149,083.81	$ 484,271.30	$ 57,844.52	$1,480,500.79

BY CONGRESSIONAL DISTRICTS

CONGRESSIONAL DISTRICT NO. 1

On State Highway System

Counties

Lee	Mississippi	Phillips	Poinsett	St. Francis	Woodruff		Total for Program
$	$	$	$ 224,475.13	$ 307,486.76	$	$	$ 845,158.65
108,296.55	57,394.28	134,177.33		81,602.03	97,471.53		1,343,546.96
	109,751.37		27,775.57	94,241.57	74,731.71		1,028,411.77
99,700.94	32,171.14	4,094.79	85,048.32	120,086.03	54,983.25		745,368.51
				186,051.28			362,532.64
28,303.58		116,664.09					144,967.67
61,477.94	9,176.56		108,198.50				366,800.77
38,345.14			205,016.54	49,715.53			464,315.62
	83,521.21				2,491.66		186,832.35
				3,519.26			216,949.99
			18,092.33		25,748.97		55,418.26
	25,061.34		10,311.57		649.38		42,620.48
14,154.00							145,027.00
			53,670.00				355,464.00
75,328.00							312,358.90
							60,023.92
							10,902.08
$ 425,606.05	$ 317,075.90	$ 254,936.21	$ 730,587.96	$ 922,410.60	$ 256,076.50	$	$6,686,699.57

Off State Highway System

$	$	$	$	$	$	$	$
							200,274.24
							42,725.31
	23,175.03						22,184.60
				22,184.60			
$	$ 23,175.03	$	$	$ 22,184.60	$	$	$ 265,184.15
$ 425,606.05	$ 340,250.93	$ 254,936.21	$ 730,587.96	$ 944,595.20	$ 256,076.50	$	$6,951,883.72

CONGRESSIONAL DISTRICT NO. 2

On State Highway System

Counties

Lawrence	Monroe	Prairie	Randolph	Sharp	Stone	White	Total for Program
$ 230,630.23	$ 148,232.66	$ 199,640.53	$	$	$	$	$ 639,493.22
214,967.74	18,121.64	272,097.30	315,713.65	71,764.09		61,343.02	1,550,416.79
26,067.81		76,306.56	34,650.96	16,992.78		199,666.96	671,557.87
138,615.49	7,884.16		133,058.01	40,098.00	20,361.73	30,927.47	861,126.28
			137,542.39			53,529.46	461,456.50
						315,196.60	315,196.60
48,370.57		28,355.90				29,279.68	430,345.84
34,236.26		45,520.23	94,785.23				224,756.48
							2,216.00
			25,497.94	21,138.00		23,467.26	70,103.20
			164,498.00				164,498.00
80,831.00		51,750.94	84,012.00			52,910.64	412,803.85
						39,681.07	39,681.07
			33,010.00				33,010.00
$ 773,728.10	$ 174,188.46	$ 673,671.46	$1,022,768.18	$ 149,992.87	$ 20,361.73	$ 806,002.16	$5,856,661.59

Off State Highway System

$	$	$	$	$	$	$	$
	20,083.11						62,348.32
					97,066.22		97,066.22
$	$ 20,083.11	$	$	$	$ 97,066.22	$	$ 159,414.54
$ 773,728.10	$ 194,271.57	$ 673,671.46	$1,022,768.18	$ 149,992.87	$ 117,427.95	$ 806,002.16	$6,026,076.04

Table No. 22—(Continued)

DISTRIBUTION OF CONSTRUCTION FUNDS

CONGRESSIONAL DISTRICT NO. 3

On State Highway System

Counties

Program Year	Baxter	Benton	Boone	Carroll	Madison
1932-1933 Emergency	$	$ 94,554.94	$ 51,008.75	$ 202,720.45	$
1933-1934 National Recovery	197,382.43	171,031.87		68,852.63	58,869.50
1934-1935 National Recovery	38,690.23	21,545.43		65,071.34	44,219.62
1935-1936 Works Program	144,962.01	292,576.55	2,825.68	2,551.69	
1936 Regular Federal Aid		65,143.51			
1937 Regular Federal Aid		91,501.16	127,392.35		
1938 Regular Federal Aid		41,459.20			
1939 Regular Federal Aid	132,594.76				
1938 Grade Crossing Separation		51,776.57	38,123.44		
1939 Grade Crossing Separation		3,740.00			
1938 Secondary Road Program					26,840.49
1939 Secondary Road Program					
1940 Regular Federal Aid		147,530.00			
1941 Regular Federal Aid		87,617.00	45,304.00		
1940 Grade Crossing Separation					
1941 Grade Crossing Separation			49,826.00		
1940 Secondary Road Program					
1941 Secondary Road Program					
Flood Relief Program					
Forest Highway Program					
Totals on State Highway System	$ 513,629.43	$1,018,476.23	$ 314,480.22	$ 339,196.11	$ 129,929.61

Off State Highway System

1933-1934 National Recovery	$	$	$	$	$
1934-1935 National Recovery					
1935-1936 Works Program				32,941.28	29,009.12
1938 Grade Crossing Separation					
1939 Grade Crossing Separation					
1938 Secondary Road Program		22,841.70	20,418.52	19,149.04	
1939 Secondary Road Program				488.36	
Forest Highway Program					
Totals off State Highway System	$	$ 22,841.70	$ 20,418.52	$ 52,578.68	$ 29,009.12
Totals Third Congressional District	$ 513,629.43	$1,041,317.93	$ 334,898.74	$ 391,774.79	$ 158,938.73

CONGRESSIONAL DISTRICT NO. 4

On State Highway System

Counties

Program Year	Crawford	Howard	Little River	Logan	Miller
1932-1933 Emergency	$	$	$ 145,682.69	$	$ 9,365.30
1933-1934 National Recovery	92,033.94	60,565.29	163,276.56		229,610.38
1934-1935 National Recovery		26,093.21		12,985.49	
1935-1936 Works Program	133,265.57	29,883.01		47,526.84	72,753.81
1936 Regular Federal Aid			155,703.52		
1937 Regular Federal Aid					
1938 Regular Federal Aid					
1939 Regular Federal Aid					92,864.72
1938 Grade Crossing Separation					
1939 Grade Crossing Separation			4,620.00	3,301.00	325,734.55
1938 Secondary Road Program					
1939 Secondary Road Program					
1940 Regular Federal Aid	39,728.00				
1941 Regular Federal Aid			59,196.00		
1940 Grade Crossing Separation					
1941 Grade Crossing Separation					60,000.00
1940 Secondary Road Program				24,538.00	
1941 Secondary Road Program					
Flood Relief Program					
Forest Highway Program					
Totals on State Highway System	$ 265,027.51	$ 116,541.51	$ 528,478.77	$ 88,351.33	$ 790,328.76

Off State Highway System

1933-1934 National Recovery	$	$	$	$	$
1934-1935 National Recovery					
1935-1936 Works Program				25,081.39	
1938 Grade Crossing Separation					
1939 Grade Crossing Separation			21,991.64	19,878.29	
1938 Secondary Road Program					
1939 Secondary Road Program					
Totals off State Highway System	$	$	$ 21,991.64	$ 44,959.68	$
Totals Fourth Congressional District	$ 265,027.51	$ 116,541.51	$ 550,470.41	$ 133,311.01	$ 790,328.76

BY CONGRESSIONAL DISTRICTS

CONGRESSIONAL DISTRICT NO. 3

On State Highway System
Counties

Marion	Newton	Searcy	Van Buren	Washington			Total for Program
$	$ 34,307.89	$ 244,600.08	$ 365,007.80	$	$	$	$ 992,289.91
15,093.59	24,068.02			128,424.76			668,722.80
				88,167.42			257,694.04
76,078.39		2,570.80		127,387.02			648,952.14
				700.00			85,843.51
				156,456.36			375,350.37
46,396.27				210,846.06			298,701.53
47,083.98				5,196.10			184,874.84
							89,900.01
				18,816.00			22,556.00
				20,045.53			46,886.02
113,891.00							261,421.00
							82,921.00
							49,826.00
				38,744.00			38,744.00
				38,744.00			38,744.00
$ 298,543.23	$ 58,375.91	$ 247,260.88	$ 365,007.80	$ 933,527.75	$	$	$4,118,427.17

Off State Highway System

$	$	$	$	$	$	$	$
				46,392.46			108,342.96
				42,954.08			42,954.08
							62,409.26
							488.36
$	$	$	$	$ 89,346.54	$	$	$ 214,194.56
$ 298,543.23	$ 58,375.91	$ 247,260.88	$ 365,007.80	$ 922,874.29	$	$	$4,332,621.73

CONGRESSIONAL DISTRICT NO. 4

On State Highway System
Counties

Montgomery	Pike	Polk	Scott	Sebastian	Sevier		Total for Program
$	$ 86,094.50	$	$	$	$	$	$ 241,142.40
40,052.06	26,037.85	130,395.65	29,969.15	148,002.16	395,962.91		1,316,405.95
	11,197.17	32,419.56	252,029.05	25,426.71	29,279.60		389,430.79
	35,147.18	217,791.89	110,377.02	132,096.84	32,025.78		810,867.94
			148,325.31		37,477.02		341,505.85
		25,854.58	51,366.09		216,816.88		294,037.55
28,842.27		146,903.12	120,007.30		52,384.69		348,137.38
	58,472.49	33,900.95	1,952.87		110,138.41		297,329.44
		2,000.00			32,238.23		367,893.78
					219,185.15		258,913.15
		397,863.00					457,059.00
							60,000.00
							24,538.00
				48,724.00			48,724.00
329,360.60		42,475.46	97,207.21				469,043.27
$ 398,254.93	$ 216,949.19	$1,030,104.21	$ 811,234.00	$ 354,249.71	$1,125,508.67	$	$5,725,028.59

Off State Highway System

$	$	$	$	$	$	$	$
30,216.75			30,118.58	2,917.22			88,333.94
				46,203.62			46,203.62
		21,481.87			19,349.95		82,701.75
$ 30,216.75	$	$ 21,481.87	$ 30,118.58	$ 49,120.84	$ 19,349.95	$	$ 217,239.31
$ 428,471.68	$ 216,949.19	$1,051,586.08	$ 841,352.58	$ 403,370.55	$1,144,858.62	$	$5,942,267.90

Table No. 22—(Continued)

DISTRIBUTION OF CONSTRUCTION FUNDS

CONGRESSIONAL DISTRICT NO. 5
On State Highway System
Counties

Program Year	Conway	Faulkner	Franklin	Johnson	Perry
1933-1934 Emergency	$ 134,280.79	$ 2,269.98	$	$	$
1933-1934 National Recovery	24,776.52	21,833.37	52,694.57	108,058.42	12,516.57
1934-1935 National Recovery	19,463.78			65,657.21	26,234.48
1935-1936 Works Program		188,078.37	41,616.29	1,337.68	2,880.23
1936 Regular Federal Aid		274,040.50			
1937 Regular Federal Aid					
1938 Regular Federal Aid	82,879.72				45,928.45
1939 Regular Federal Aid	781.39	292,089.37			135,118.85
1938 Grade Crossing Separation					
1939 Grade Crossing Separation		98,802.88			2,650.16
1938 Secondary Road Program	19,215.20		22,158.27		
1939 Secondary Road Program					
1940 Regular Federal Aid		201,145.80			
1941 Regular Federal Aid		96,712.00			117,848.00
1940 Grade Crossing Separation					
1941 Grade Crossing Separation					
1940 Secondary Road Program					18,444.59
1941 Secondary Road Program	46,295.00				
Flood Relief Program					
Forest Highway Program					163,881.62
Totals on State Highway System	$ 326,692.40	$1,174,972.27	$ 116,469.13	$ 175,053.31	$ 575,502.90

Off State Highway System

1933-1934 National Recovery	$	$	$	$	$
1934-1935 National Recovery					
1935-1936 Works Program		39,506.19	28,980.18		
1938 Grade Crossing Separation					
1939 Grade Crossing Separation					
1938 Secondary Road Program					
1939 Secondary Road Program					
Totals off State Highway System	$	$ 39,506.19	$ 28,980.18	$	$
Totals Fifth Congressional District	$ 326,692.40	$1,214,478.46	$ 145,449.31	$ 175,053.31	$ 575,502.90

CONGRESSIONAL DISTRICT NO. 6
On State Highway System
Counties

Program Year	Arkansas	Cleveland	Dallas	Desha	Drew
1933-1934 Emergency	$	$	$ 4,515.29	$	$ 36,007.50
1933-1934 National Recovery	273,645.62		28,718.49	16,651.08	68,092.98
1934-1935 National Recovery	130,318.81			18,070.50	
1935-1936 Works Program	87,525.96	63,931.62	88,004.42	198,044.10	1,737.08
1936 Regular Federal Aid				237,101.71	4,493.67
1937 Regular Federal Aid	143,803.72	61,843.36	93,183.21		
1938 Regular Federal Aid	32,450.45		22,435.36		72,130.74
1939 Regular Federal Aid		17,610.51	28,082.45		1,472.53
1938 Grade Crossing Separation		80,053.74	70,000.00	148,542.14	39,588.63
1939 Grade Crossing Separation				2,106.99	
1938 Secondary Road Program					
1939 Secondary Road Program			23,092.72		
1940 Regular Federal Aid		2,429.46		200,184.58	104,742.42
1941 Regular Federal Aid	28,235.06				65,811.17
1940 Grade Crossing Separation	3,447.00				
1941 Grade Crossing Separation					
1940 Secondary Road Program		6,959.19	2,926.02		
1941 Secondary Road Program		37,800.71	2,926.02		
Flood Relief Program				49,748.40	
Forest Highway Program					
Totals on State Highway System	$ 699,426.62	$ 270,628.59	$ 363,883.98	$ 870,449.50	$ 394,076.72

Off State Highway System

1933-1934 National Recovery	$ 8,386.06	$	$	$	$
1934-1935 National Recovery	58,589.63				
1935-1936 Works Program	27,336.55		35,501.05	19,978.05	41,387.72
1938 Grade Crossing Separation					
1939 Grade Crossing Separation					
1938 Secondary Road Program	17,805.50				
1939 Secondary Road Program		16,295.10			
Totals off State Highway System	$ 112,117.76	$ 16,295.10	$ 35,501.05	$ 19,978.05	$ 41,387.72
Totals Sixth Congressional District	$ 811,544.38	$ 286,923.69	$ 399,385.03	$ 890,427.55	$ 435,464.44

BY CONGRESSIONAL DISTRICTS

CONGRESSIONAL DISTRICT NO. 5
On State Highway System

Counties

Pope	Pulaski	Yell					Total for Program
$	$ 64,286.36	$	$	$	$	$	$ 200,837.13
117,336.23	319,535.04	7,148.41					663,899.13
	82,916.44	29,022.48					223,294.34
184,613.61	274,979.77	31,407.75					724,913.70
124,528.18	24,154.51	61,856.86					484,579.56
146,674.63		20,232.92					295,715.72
		65,294.28					543,283.89
	85,361.47						85,361.47
							101,453.04
							41,373.47
							201,145.80
		115,696.00					330,255.00
							18,444.59
							45,295.00
		55,590.49					219,472.21
$ 573,152.65	$ 851,233.59	$ 386,247.69	$	$	$	$	$4,179,323.94

Off State Highway System

$	$	$	$	$	$	$	$
	27,086.71						27,086.71
32,310.27	688,682.03	29,988.93					819,467.60
	122,485.95						122,485.95
	1,836.00						1,836.00
	21,068.19	24,502.87					45,571.06
22,031.16							22,031.16
$ 54,341.43	$ 861,158.88	$ 54,491.80	$	$	$	$	$1,038,478.48
$ 627,494.08	$1,712,392.47	$ 440,739.49	$	$	$	$	$5,217,802.42

CONGRESSIONAL DISTRICT NO. 6
On State Highway System

Counties

Garland	Grant	Hot Spring	Jefferson	Lincoln	Lonoke	Saline	Total for Program
$	$	$	$	$	$ 475,257.99	$	$ 515,780.78
9,946.07	13,455.44	102,823.58	244,194.47	163,124.18		18,618.99	939,270.90
	40,931.26		130,342.39	210,575.16	21,257.95		551,496.01
62,392.13	70,347.80	2,160.03	88,841.74		24,958.95	5,565.95	693,509.78
							241,596.38
	73,157.27	69,169.79					441,157.35
33,296.76	48,178.34		43,703.88				252,195.53
							47,165.49
							338,184.51
							2,106.99
							23,092.72
			83,982.00				391,338.46
		23,956.00		48,565.83			166,568.06
							3,447.00
							9,885.21
							40,726.73
							49,748.40
87,252.67							87,252.67
$ 192,887.63	$ 246,070.11	$ 198,109.40	$ 591,064.48	$ 422,265.11	$ 521,474.89	$ 24,184.94	$4,794,521.97

Off State Highway System

$	$	$	$	$	$	$	$ 8,386.09
							58,589.63
			1,875.03	9,186.48		95,237.58	230,502.16
					39,053.22	20,975.76	77,884.48
			19,169.40			584.94	36,049.14
$	$	$	$ 21,044.43	$ 9,186.48	$ 39,053.22	$ 116,798.28	$ 411,362.09
$ 192,887.63	$ 246,070.11	$ 198,109.40	$ 612,108.91	$ 431,451.59	$ 560,528.11	$ 140,983.22	$5,205,884.06

DISTRIBUTION OF CONSTRUCTION FUNDS

CONGRESSIONAL DISTRICT NO. 7

On State Highway System

Counties

Program Year	Ashley	Bradley	Calhoun	Chicot	Clark
1932-1933 Emergency	$ 92,484.56	$	$	$	$ 125,026.82
1933-1934 National Recovery	87,366.44	18,979.54	52,049.15	68,545.67	63,552.38
1934-1935 National Recovery	29,664.43		50,877.72		
1935-1936 Works Program	38,336.23		44,648.25	19,489.83	4,316.55
1936 Regular Federal Aid	126,322.75				
1937 Regular Federal Aid	197,456.92		212,433.24		
1938 Regular Federal Aid					
1939 Regular Federal Aid	219,168.82				
1938 Grade Crossing Separation					
1939 Grade Crossing Separation					
1938 Secondary Road Program					
1939 Secondary Road Program					
1940 Regular Federal Aid				121,610.00	
1941 Regular Federal Aid	54,994.00			86,829.00	
1940 Grade Crossing Separation					
1941 Grade Crossing Separation	215,246.00			3,000.00	
1940 Secondary Road Program	37,499.50		4,196.28		
1941 Secondary Road Program	37,499.50		20,766.78		
Flood Relief Program				191,121.29	
Forest Highway Program					
Totals on State Highway System	$1,136,539.15	$ 18,979.54	$ 384,971.42	$ 490,595.79	$ 192,896.05

Off State Highway System

1933-1934 National Recovery	$	$	$	$	$
1934-1935 National Recovery					
1935-1936 Works Program	36,597.85	32,940.28			
1938 Grade Crossing Separation					
1939 Grade Crossing Separation					
1938 Secondary Road Program					
1939 Secondary Road Program					18,827.38
Totals off State Highway System	$ 36,597.85	$ 32,940.28	$	$	$ 18,827.38
Totals Seventh Congressional District	$1,173,137.00	$ 51,919.82	$ 384,971.42	$ 490,595.79	$ 211,723.43

BY CONGRESSIONAL DISTRICTS

CONGRESSIONAL DISTRICT NO. 7

On State Highway System

Counties

Columbia	Hempstead	Lafayette	Nevada	Ouachita	Union		Total for Program
$	$ 150,263.56	$	$ 37,381.67	$ 196,561.46	$ 53,693.90	$	$ 655,411.97
13,405.69	5,967.84	30,020.68	281,577.81	51,807.16	334,389.48		1,007,661.84
92,040.55				31,550.46	171,630.96		375,764.12
166,122.26	104,974.73	141,693.68		239,109.46	89,480.54		848,671.83
					13,477.59		139,800.34
		20,406.89		5,399.76	161,142.63		596,838.44
76,939.87		62,056.17					138,996.04
97,039.98		21,770.36					337,979.16
58,008.34				1,732.50			59,740.84
					23,062.77		23,062.77
		104,168.04		30,296.00			256,074.04
				89,731.32			231,554.32
	120,000.00						338,246.00
							41,695.78
							58,266.28
							191,121.29
$ 503,556.69	$ 381,206.13	$ 380,114.82	$ 318,959.48	$ 646,188.12	$ 846,877.87	$	$5,300,885.06

Off State Highway System

$	$	$	$	$	$	$	$
	21,761.56		2,532.66		1,925.92		95,758.27
	24,345.45		20,870.86	21,076.50			85,120.19
$	$ 46,107.01	$	$ 23,403.52	$ 21,076.50	$ 1,925.92	$	$ 180,878.46
$ 503,556.69	$ 427,313.14	$ 380,114.82	$ 342,363.00	$ 667,264.62	$ 848,803.79	$	$5,481,763.52

TABLE NO. 23
DISTRIBUTION OF CONSTRUCTION COST BY ROUTES

Route Number	Emergency	National Recovery	Works Program	Regular Federal Aid	Grade Crossing Separation & Protection	Secondary Road Program	Flood Relief Program	Forest Highway Program	Total
1	$	$ 574,008.93	$ 373,597.67	$ 961,926.93	$ 78,847.26	$	$	$	$ 1,988,380.69
4		122,786.59	1,293.98				8,693.50		132,774.07
5		92,865.27	120,783.47						213,648.74
7		60,383.03	3,245.00	117,848.00				251,134.29	432,560.32
8		72,336.33	30,692.41			98,667.72		15,136.38	216,832.84
9		72,046.93	29,268.51	314,708.41	2,650.16				418,674.01
10		44,672.05	293,790.25	263,078.56					601,540.86
11		329,205.38	135,935.12	400,286.60					865,427.10
12			15,163.82						15,163.82
13	68,314.03	143,318.88		187,980.27					399,613.18
15		161,646.01	1,943.49			23,062.77			186,652.27
16		82,521.30	18,139.00						100,660.30
17		39,748.57	19,606.13						59,354.70
18		403,099.03		155,385.05	2,216.00				560,700.08
19		74,881.30							74,881.30
20		134,177.33	1,275.96						135,453.29
21		20,567.82	2,551.69						23,119.51
22			41,616.29						41,616.29
23		157,434.33			3,301.00	46,696.27			207,431.60
24		22,583.17							22,583.17
26		545,905.65	113,538.60						659,444.25
27	86,094.50	20,937.35	91,451.57	58,472.49				55,590.49	312,546.40
29					120,000.00				120,000.00
30	240,263.63	39,540.92							279,804.55
31			4,948.26						4,948.26
32					4,620.00				4,620.00
33		71,067.03	36,413.25		2,491.66	26,398.35			136,370.29
35		36,428.06	67,533.62						103,961.68
37		46,968.15	30,142.19						77,110.34
39			24,215.85	1,898.00		70,926.00			97,039.85
42		233,139.10							233,139.10
43		24,068.02	2,825.68						26,893.70
45		36,197.69	15,735.66			146,257.53			198,190.88
50			2,712.22						2,712.22
51		36,851.88							36,851.88
53		62,298.57	4,316.85						66,615.42
54		13,070.50							13,070.50
55			78,553.35						78,553.35
58		119,507.31							119,507.31
59		131,450.28	192,797.81	41,459.20	51,776.67				417,483.96
60		21,833.37				18,444.59			40,277.96
61		14,260.67		9,176.56	268,833.33				292,260.56
62	348,284.14	631,263.14	425,660.50	1,026,943.50	106,765.44				2,438,906.81
63	443,337.85	98,360.93	190,110.77	654,416.16	157,062.71				1,543,288.42
64	197,490.82	563,646.63	370,008.95	340,755.81	302,681.38				1,774,582.60
65	646,275.75	454,994.07	427,833.08	1,590,696.91	190,237.76		166,889.12		3,476,926.64
66			11,570.80						11,570.80
67	694,890.36	1,392,365.45	352,196.47	1,154,228.47					3,593,680.75
68		101,694.84	95,688.42	208,781.63		26,840.49			428,005.38
69		15,931.35							15,931.35
70	853,898.18	775,126.06	18,948.66	146,109.15					1,794,082.05
71	145,682.59	1,163,737.17	482,948.50	1,791,242.26	357,972.78			112,021.19	4,003,604.59
72			30,607.08						30,607.08
76		17,047.15							17,047.15
77		44,894.65				25,061.34			69,955.99
79	247,194.98	537,865.04	413,698.09	680,924.19	155,233.24				2,034,915.54
82	60,178.08	434,720.49	174,457.59	1,233,297.15	215,670.00	74,999.00			2,193,331.26
85			2,818.83						2,818.83

TABLE NO. 23
DISTRIBUTION OF CONSTRUCTION COST BY ROUTES (Continued)

Route Number	Emergency	National Recovery	Works Program	Regular Federal Aid	Grade Crossing Separation & Protection	Secondary Road Program	Flood Relief Program	Forest Highway Program	Total
87			35,883.78			63,148.33			99,032.11
88		114,841.00							114,841.00
90		52,131.85			2,595.00	58,507.94			113,234.79
96		20,645.86							20,645.86
98			81,336.54						81,336.54
100				185,147.00					185,147.00
102					3,740.00				3,740.00
110			37,787.84						37,787.84
115		34,650.96							34,650.96
118					2,432.78				2,432.78
132					3,209.34				3,209.34
143						46,579.05			46,579.05
147		56,795.03							56,795.03
150			32,171.14						32,171.14
152		17,670.35							17,670.35
153		31,932.25	31,038.97	59,715.64					122,686.86
154						64,510.20			64,510.20
155		29,022.48							29,022.48
156		6,775.41							6,775.41
165		45,099.04	27,033.55		117,376.00		65,287.07		255,394.76
166			30,272.55						30,272.55
167	58,209.19	341,479.51	212,855.04	423,356.58	85,361.47				1,121,261.79
175						21,138.00			21,138.00
270		38,127.80	132,805.29	207,867.44	2,000.00			341,885.70	717,486.23
Total on State Highway System	$ 4,090,114.15	$10,982,573.31	$ 5,823,410.18	$12,210,501.96	$ 2,237,072.88	$ 811,237.58	$ 240,869.69	$ 775,768.05	$36,671,547.80
Total off State Highway System		94,062.42	1,542,679.37		206,181.40	456,762.18		97,066.22	2,486,751.59
Total	$ 4,090,114.15	$11,076,635.73	$ 5,866,089.55	$12,210,501.96	$ 2,533,254.28	$ 1,267,999.76	$ 240,869.69	$ 872,834.27	$39,158,299.39

TABLE NO. 24
MOTOR VEHICLE TRAFFIC ACCIDENTS—TYPE OF VEHICLE

	All Reported Accidents Fiscal Year 1939	Percent	All Fatal Accidents Fiscal Year 1939	Percent	All Reported Accidents Fiscal Year 1940	Percent	All Fatal Accidents Fiscal Year 1940	Percent	Grand Total			
									Total	Percent	Fatal	Percent
Passenger Car	2,167	65.18	237	59.86	2,266	72.15	223	59.78	4,433	68.56	460	59.82
Passenger Car & Trailer	4	.12	0	0.00	10	.32	3	.80	14	.22	3	.39
Passenger Car & House Trailer	1	.03	0	0.00	23	.73	1	.27	24	.37	1	.13
Truck	840	25.25	119	30.05	533	16.97	94	25.20	1,873	21.23	213	27.70
Truck & Trailer	84	2.52	19	4.80	97	3.09	19	5.09	181	2.80	38	4.94
Truck Tractor	4	.12	1	.25	12	.38	5	1.34	16	.25	6	.78
Truck Tractor & Semi-Trailer	11	.33	1	.25	23	.73	2	.54	34	.52	3	.39
Other Combination	3	.09	1	.25	7	.22	1	.27	10	.15	2	.26
Other Tractor	3	.09	0	0.00	5	.16	1	.27	8	.12	1	.13
Taxi Cab	8	.24	0	0.00	17	.54	4	1.07	25	.39	4	.52
Bus	33	.99	2	.50	20	.64	1	.27	53	.82	3	.39
School Bus	7	.21	0	0.00	13	.41	3	.80	20	.31	3	.39
Motorcycle	21	.63	1	.25	30	.96	7	1.88	51	.79	8	1.04
Emergency Vehicle	6	.18	1	.25	8	.25	0	0.00	14	.22	1	.13
Bicycle	64	1.92	7	1.77	52	1.65	7	1.88	116	1.79	14	1.82
Other Type of Vehicle	0	0.00	0	0.00	16	.51	2	.54	16	.25	2	.26
Highway Equipment	0	0.00	0	0.00	9	.29	0	0.00	9	.14	0	0.00
Not Stated	70	2.10	7	1.77	0	0.00	0	0.00	70	1.08	7	.91
TOTAL	3326	100.00	396	100.00	3,141	100.00	373	100.00	6,467	100.00	769	100.00

TABLE NO. 25
MOTOR VEHICLE TRAFFIC ACCIDENTS
TYPE OF ACCIDENT

	All Reported Accidents Fiscal Year 1939	Percent	All Fatal Accidents Fiscal Year 1939	Percent	All Reported Accidents Fiscal Year 1940	Percent	All Fatal Accidents Fiscal Year 1940	Percent	Grand Total Total	Grand Total Percent	Grand Total Fatal	Grand Total Percent
Pedestrian	352	17.05	103	34.33	338	16.36	96	32.99	685	16.70	199	33.67
Other Motor Vehicle	923	44.70	69	23.00	1,023	50.29	68	23.38	1,946	47.46	137	23.18
Railroad Train	48	2.32	14	4.68	44	2.16	10	3.44	92	2.24	24	4.06
Street Car	6	.29	1	.33	8	.39	0	0.00	14	.34	1	.17
Animal Drawn Vehicle	39	1.89	4	1.33	48	2.36	7	2.40	87	2.12	11	1.86
Bicycle	61	2.95	6	2.00	59	2.90	6	2.06	120	2.93	12	2.03
Animal	24	1.16	3	1.00	10	.49	2	.69	34	.83	5	.85
Fixed Object	169	8.18	27	9.00	127	6.24	22	7.56	296	7.22	49	8.29
Non-Collision	443	21.46	73	24.33	383	18.81	80	27.48	826	20.16	153	25.89
TOTAL	2,065	100.00	300	100.00	2,035	100.00	291	100.00	4,100	100.00	591	100.00

TABLE NO. 26
MOTOR VEHICLE TRAFFIC ACCIDENTS
TIME OF ACCIDENT

	All Reported Accidents Fiscal Year 1939	Percent	All Fatal Accidents Fiscal Year 1939	Percent	All Reported Accidents Fiscal Year 1940	Percent	All Fatal Accidents Fiscal Year 1940	Percent	Grand Total Total	Grand Total Percent	Grand Total Fatal	Grand Total Percent
12 Midnight-12:59 A. M.	45	2.18	11	3.67	17	.84	3	1.03	62	1.51	14	2.37
1 A. M.-1:59 A. M.	29	1.40	6	2.00	42	2.06	10	3.44	71	1.73	16	2.71
2 A. M.-2:59 A. M.	37	1.79	8	2.67	30	1.47	3	1.03	67	1.63	11	1.86
3 A. M.-3:59 A. M.	25	1.21	11	3.67	21	1.03	5	1.72	46	1.12	16	2.71
4 A. M.-4:59 A. M.	13	.63	4	1.33	14	.69	2	.69	27	.66	6	1.06
5 A. M.-5:59 A. M.	20	.97	5	1.66	20	.98	3	1.03	40	.97	8	1.35
6 A. M.-6:59 A. M.	23	1.11	5	1.66	21	1.03	6	2.06	44	1.07	11	1.86
7 A. M.-7:59 A. M.	52	2.52	7	2.33	70	3.44	7	2.40	122	2.97	14	2.37
8 A. M.-8:59 A. M.	72	3.49	8	2.67	67	3.29	4	1.37	139	3.39	12	2.00
9 A. M.-9:59 A. M.	75	3.63	15	5.00	117	5.75	7	2.40	192	5.68	22	3.72
10 A. M.-10:59 A. M.	73	3.53	10	3.33	88	4.32	13	4.47	161	3.93	23	3.89
11 A. M.-11:59 A. M.	73	3.53	7	2.33	87	4.27	12	4.12	160	3.90	19	3.21
12 Noon-12:59 P. M.	58	2.81	11	3.67	29	1.42	8	2.75	87	2.12	19	3.21
1 P. M.-1:59 P. M.	54	2.61	5	1.66	80	3.93	13	4.47	134	3.27	18	30.4
2 P. M.-2:59 P. M.	99	4.79	14	4.67	113	5.55	13	4.47	212	5.17	27	4.57
3 P. M.-3:59 P. M.	129	6.25	12	4.00	206	10.17	17	5.84	335	8.02	29	4.91
4 P. M.-4:59 P. M.	139	6.73	23	7.67	150	7.37	26	8.94	289	7.00	49	8.29
5 P. M.-5:59 P. M.	133	6.44	26	8.67	132	6.49	21	7.22	265	6.44	47	7.95
6 P. M.-6:59 P. M.	112	5.42	21	7.00	124	6.09	19	6.53	236	5.76	40	6.77
7 P. M.-7:59 P. M.	77	3.73	20	6.67	150	7.37	25	8.59	227	5.54	45	7.61
8 P. M.-8:59 P. M.	116	5.62	28	9.33	146	7.17	24	8.25	262	6.39	52	8.80
9 P. M.-9:59 P. M.	77	3.73	14	4.67	149	7.32	24	8.25	226	6.51	38	6.43
10 P. M.-10:59 P. M.	66	3.20	12	4.00	68	3.34	11	3.78	134	3.27	23	3.89
11 P. M. 11:59 P. M.	72	3.49	14	4.67	90	4.42	15	5.15	162	3.95	29	4.91
Not Stated	396	19.19	3	1.00	4	.19	0	0.00	400	9.00	3	.51
TOTAL	2,065	100.00	300	100.00	2,035	100.00	291	100.00	4,100	100.00	591	100.00

TABLE NO. 27
MOTOR VEHICLE TRAFFIC ACCIDENTS
DAY OF WEEK

	All Reported Accidents Last 6 months of 1938		All Reported Accidents Calendar Year 1939		All Reported Accidents First 6 months of 1940		Grand Total			
	Number	Fatal	Number	Fatal	Number	Fatal	Number	Percent	Fatal	Percent
Monday	168	22	244	42	102	13	512	12.49	77	13.03
Tuesday	142	22	251	26	103	16	496	12.10	64	10.83
Wednesday	117	20	212	28	115	11	444	10.84	59	9.98
Thursday	154	21	231	23	102	11	487	11.88	55	9.31
Friday	168	22	290	40	110	18	568	13.85	80	13.54
Saturday	226	36	459	87	193	23	878	21.41	146	24.70
Sunday	179	24	373	63	155	22	707	17.24	109	18.44
Not Stated	4	0	4	1	0	0	8	.19	1	.17
TOTAL	1,156	167	2,064	310	880	114	4,100	100.00	591	100.00

TABLE NO. 28
MOTOR VEHICLE TRAFFIC ACCIDENTS
TYPE OF SURFACE

	All Reported Accidents Last 6 months of 1938		All Reported Accidents Calendar Year 1939		All Reported Accidents First 6 months of 1940		Grand Total			
	Number	Fatal	Number	Fatal	Number	Fatal	Number	Percent	Fatal	Percent
Concrete	275	77	829	139	380	48	1,484	36.19	259	43.83
Brick	6	1	40	5	10	1	56	1.36	7	1.18
Asphalt	205	35	782	73	348	34	1,335	32.58	142	24.03
Woodblock	2	0	2	0	1	0	5	.12	0	0.00
Oil	1	0	5	4	2	0	8	.19	4	.68
Gravel	175	44	362	77	126	32	663	16.17	153	25.89
Dirt	13	4	29	11	13	4	55	1.34	19	3.21
Not Stated	479	6	15	1	0	0	494	12.05	7	1.18
TOTAL	1,156	167	2,064	310	880	114	4,100	100.00	591	100.00

TABLE NO. 29
MOTOR VEHICLE TRAFFIC ACCIDENTS
CONDITION OF MOTOR VEHICLE
(Includes all cars defective, whether or not violation of driver was responsible)
(One car may have 2 or 3 defects)

	All Reported Accidents Last 6 months of 1938		All Reported Accidents Calendar Year 1939		All Reported Accidents First 6 months of 1940		Grand Total			
	Number	Fatal	Number	Fatal	Number	Fatal	Number	Percent	Fatal	Percent
Defective brakes	66	6	104	15	52	8	222	24.89	29	23.39
No trailer brakes	0	0	5	3	3	1	8	.89	4	3.22
One headlight out	0	0	91	15	11	0	102	11.43	15	12.10
Both headlights out	15	2	15	0	3	0	33	3.70	2	1.61
Headlights insufficient	3	0	10	4	9	1	22	2.47	5	4.03
Headlights glaring	6	0	44	13	29	3	79	8.86	16	12.90
Rear light insufficient	0	0	16	0	3	0	19	2.13	0	0.00
Rear light out	4	1	27	0	13	1	44	4.93	2	1.61
Other lights or reflectors deficient	0	0	46	6	15	0	61	6.84	6	4.84
Steering mechanism defective	24	3	39	5	15	2	78	8.74	10	8.06
Puncture or blowout	34	8	56	12	21	4	111	12.44	24	19.35
Other defects	21	0	31	0	61	11	113	12.68	11	8.80
TOTAL	173	20	484	73	235	31	892	100.00	124	100.00

A REVIEW OF HIGHWAY LEGISLATION IN ARKANSAS DURING THE BIENNIUM
ACTS OF 1939

Act No. 4, Official Inspections—Repeals Section 133, 134, 135, 136, 137, and 138 of Article XV of Act 300—1937 requiring official inspection of motor vehicles.

Act No. 32, Roads Outside Highway System—With the approval of the County Court the Commissioners in each road improvement district whose roads are not wholly included in the State highway system may levy a tax not to exceed 1% of the assessed benefits for the construction, repair and maintenance of such roads, and may sell certificates of indebtedness for the same purpose.

Act No. 45, Mississippi River Parkway—This act enables the State to avail itself of an act of the U. S. Congress authorizing a survey for a National Mississippi River Parkway from its source to its mouth.

Act No. 65, Des Arc Toll Bridge—Requires the State Highway Department to acquire the toll bridge at Des Arc.

Act No. 72, Operators Licenses—Amends Sec. 18, Act 280—1937. Fixes fee for operators licenses at fifty cents, money to be used for enforcing State traffic laws.

Act No. 104, Bridge Bond—Makes appropriations for the payment of maturing bonds and interest of bridge improvement districts, money to be transferred to the Bridge Bond Retirement Fund from the State Highway Refunding Bond Redemption Account in the State Highway Fund. (See Act No. 330).

Act No. 128, Destruction of Highway Signs—Amends Section 35, Act 300—1937, and fixes fines of $10 to $500 and/or imprisonment up to six months as punishment for anyone found guilty of defacing or destroying official highway signs.

Act No. 133, Bridge at Black Rock—Directs the State Highway Commission to construct a bridge across the Black River at Black Rock and to construct a State Highway thereto.

Act No. 160, Road to Crowley Ridge Park—Authorizes State Highway Commission, at its discretion, to add a road to the State Highway system, from Marianna to Crowley Ridge Park.

Act No. 174, Road at Index—This act appropriates surplus funds in the hands of Red River Bridge District for the paving of Highway No. 71 from Odgen to the bridge at Index, Arkansas.

Act No. 179, Speed Limit—Fixes speed limit on State Highway at 60 miles per hour for passenger cars and limits ranging from 35 to 55 miles per hour for various types of trucks and busses.

Act No. 191, Time for Collection of License Fees—Time for collecting motor vehicle license tax for the year 1940 and each year thereafter shall be from November 1, to December 31. Governor may extend time to January 30.

Act N. 276, Purchase of Toll Bridges—Appropriates $120,000.00 for the purchase of all privately owned toll bridges in the State or for the construction of bridges where such privately owned toll bridges cannot be purchased.

Act No. 330, Bridge Improvement District Bonds—Amends Act 9 of the Extraordinary Session of the Fifty-First General Assembly and provides for the payment of the maturing bonds and interest of bridge improvement districts with appropriations to the Commissioners of such districts from the Bridge Bond Retirement Fund.

Act No. 338, Projects off Highway System—Provides for the protection and maintenance of highway projects off the State Highway System, constructed by special agreement with the State Highway Commission using U. S. Government funds. Money from County Turnback Fund to be turned over to Highway Department for such maintenance when county violates its agreement.

Act No. 340, Load Limit—Amends Act 300, 1937, and establishes a formula for determining load limits for trucks.

Act No. 359, Maintenance on Detours—Permits the State Highway Department to do maintenance work where they desire to do so on a road where traffic has been for the past several years frequently diverted over the road due to the impassable condition of the State Highway owing to temporary flood.

Act No. 383, Border Bridges—Authorizes the State Highway Commission to maintain in whole or in part a toll highway bridge or bridges across rivers and waters bordering the State of Arkansas as a part of the State Highway System.

DEVELOPMENT OF HIGHWAY LEGISLATION IN ARKANSAS

STATE HIGHWAY COMMISSION

Act 302, 1913—The first organization of a State Highway Department was effected through augmenting the State Land Office into a Department of State Lands, Highways and Improvements. A three-member State Highway Commission was created with an elected Commissioner of State Lands, Highways and Improvements as chairman and full time executive, the other members to be appointed by the governor for over-lapping two-year terms.

Act 105, 1917—An Advisory Board of three members was created to recommend to the Commission the apportionment of State and Federal Funds.

Act 5, Special Session, 1923—The commission personnel increased to five members, one member from each agricultural school district to be appointed by the Governor for four-year overlapping terms. Highway Department given full control over all construction and maintenance of State Highways.

Act 65, 1929—State Highway Department separated from State Land Office. Fifth member of Commission also to be appointed by Governor. Chairman-executive to be elected by Commission. Ten-year overlapping terms.

Act 3, 1933—New Commission of five members to be appointed by Governor from state at large. Four-year terms. Commission to elect chairman to preside at meetings and to appoint a Director to be chief executive officer of the department.

Acts 318-328, 1935—Governor to appoint Commission of seven members, one from each Congressional District, for two-year terms. Also to appoint a Director as executive officer of the department.

STATE HIGHWAY SYSTEM

Act 105, 1917—Designated all public roads in state, except streets in cities of first and second class, as State Roads and eligible to receive Federal Aid.

Act 5, Special Session, 1923—Created State Highway System of 6700 miles of Primary and Secondary Federal Aid Roads and Connecting State Highways. Commission empowered to make changes and additions, but with no authority to remove routings previously designated.

Act 65, 1929—State Highways declared to be the roads heretofore designated by the Highway Commission as shown by a map on file in the offices of the State Highway Commission. The system included 8,582 miles at this time.

STATE HIGHWAY BONDS

Acts 11 and 80, 1927—Provided that that the State should borrow each year by means of State Highway notes whatever amount may be necessary, not to exceed $13,000,000.00 in addition to funds derived from automobile licenses, gasoline taxes, and Federal Aid to pay the annual maturities and interest on outstanding road improvement district bonds and "for each of the years 1927, 1928, 1929 and 1930 allot for new construction a sum equal to twice the aggregate amounts alloted to road districts and for each year thereafter, until the road system of the state is brought to a parity shall allot as a minimum a sum at least equal to the aggregate amount alloted to road districts." Pledges revenues from automobile license fees and gasoline tax to secure payment.

Act 6, Special Session, 1928—Increased the limit of amount which could be borrowed in any calendar year to $18,000,000.

Act 15, Special Session, 1932—Authorized issuance of Revenue Bonds in exchange for Road Improvement District Bonds. Pledged Highway Revenues and established

order in which all highway income should be disbursed. Provided for issuance of short term notes in lieu of vouchers or warrants due or outstanding.

Act 167, 1933—Authorized the issuance of State Bonds to refund all outstanding Highway obligations and created a Refunding Board.

Act 11, Special Session, 1934—Provided for issuance of State Highway Refunding Bonds to exchange for outstanding Highway Bonds and Notes, Toll Bridge Bonds, Road Improvement District Bonds and for issuance of Refunding Certificates of Indebtedness to aid Municipal Improvement Districts. Created a new Refunding Board.

TOLL BRIDGES AND TOLL BRIDGE BONDS

Act 104, 1927—Authorized State Highway Commission to construct and operate toll bridges on the State Highway System. Provided that the Commission might issue State Highway Bridge Bonds to raise funds for construction of each individual bridge secured by a mortgage on that bridge and a pledge of tolls collected.

Acts 71, 76, 191, 233, 1927—Made similar provisions for bridges at designated sites.

Acts 4, 7, Special Session, 1928—Provided for conversion of bridges built by Improvement Districts into Toll Bridges. Prohibited granting of franchises for private toll bridges.

Act 5, Special Session, 1928—Authorized State Highway Commission to construct and operate toll bridges on State Highway System. Provided that Commission should issue State Toll Bridge Bonds and for the creation of a State Toll Bridge Fund. Pledged net revenue from toll bridges, supplemented if necessary with gasoline tax and automobile licenses. Did not repeal Act 104 of 1927.

STATE AND COUNTY HIGHWAY FUNDS

(See Motor Vehicle and Gasoline Taxes for Direct Division of Proceeds)

Act 302, 1913—Highway Improvement Fund created. All land office fees and State's share of proceeds from motor vehicle registrations to be credited to this fund.

Act 5, Special Session 1923—State Highway Fund Created. All fees from State Land Office, all motor vehicle registration fees, gasoline taxes and interest on highway funds to be credited. $3,000,000 annually apportioned to counties, divided in varying ratios between County Highway Funds and Road Improvements Districts.

Act 11, 1927—All highway income including that derived from sale of bonds credited to State Highway Fund. Approximately $1,500,000 apportioned to counties for County Highway Improvement Funds.

Act 3, Special Session, 1928—$565,000 additional apportioned to counties for that year.

Act 63, 184, 1931—Amended Act 65, 1929. Provided that 1-6 of the proceeds from the tax on gasoline and 12½% of the proceeds from the sale of State Highway notes or bonds be credited to the County Highway Fund and transferred $1,875,000 to that fund from the State Highway Fund.

Act 11, Special Session, 1934—Created a new State Highway Fund to which balances in several old funds were transferred. Provided that the State's share of gasoline taxes, all motor vehicle fees, all toll bridge and miscellaneous fees be credited to this fund. Established priority in annual charges on this fund (a) 25% for highway maintenance, (b) $100,000 for toll bridge maintenance, $4,800 to General Revenue, and $11,500 to State Auditorial Funds, (c) sufficient to pay interest on refunding bonds, (d) balance to purchase bond tenders.

Act 12, Special Session 1938—Created a Special Highway Improvement Fund, to which was transferred some unused balances from other funds, all oil inspection fees hereafter collected, and the $16,300 from General Revenue and State Auditorial Funds, and the balance of the $100,000 fund not used for toll bridge maintenance as provided by Act 11, 1934.

MOTOR VEHICLE FEES AND GASOLINE TAXES

Act 134, 1911—Motor vehicle first recognized and defined in Arkansas. Provided for registration of all motor vehicles with Secretary of State and payment of a uniform fee of $5.00. Proceeds to General Revenue Fund.

Act 302, 1913—Registration fees raised to $10.00. Provided for collection by Sheriffs. Half of proceeds to be retained by County, and half paid into Highway Improvement Fund. Highway Department required to issue tags and keep registration records.

Act 105, 1917—Provided that all proceeds from motor vehicle registration fees be paid into Highway Improvement Fund.

Act 494, 1921—Motor Vehicle Registration fees fixed on horsepower and weight basis. Proceeds divided 70% to counties, 30% to Highway Improvement Fund.

Act 606, 1921—First Tax on Gasoline. One cent per gallon on retail sales of gasoline and kerosene collected by county treasurers. Proceeds divided 50% to counties, 50% to Highway Improvement Fund.

Act 501, 1923—Repealed Act 606, 1921. Provided for tax of three cents per gallon on gasoline payable to the Auditor of State by manufacturers and wholesalers. Proceeds divided 75% to counties and 25 per cent to State Highway Improvement Fund.

Act 5, Special Session 1923—Motor Vehicle license fees increased, gasoline tax increased to 4c per gallon, and a tax of 10c per gallon imposed on motor oil. All proceeds paid to State Highway Fund.

Act 240, 1927—Gasoline tax increased to 5c per gallon. Tax on motor oil repealed. Proceeds paid to State Highway Fund.

Act 65, 1929—Provided for collection of gasoline tax by Revenue Department.

Act 63, 1931—Gasoline tax increased to 6c per gallon. Proceeds divided 1/6 to County Highway Fund and 5/6 to State Highway Fund.

Acts 6, 36, 1933—All motor vehicle license fees radically reduced and provision made for additional reduction on automobiles over four years old.

Acts 9, 94, 1933—Supervision of Registration of Motor Vehicles transferred from Highway Department to Revenue Department and Commissioner of Revenue empowered to collect motor vehicle license fees.

Act 11, Special Session, 1934—Gasoline tax increased to 6½c per gallon. Proceeds divided 7.7% to County Highway Fund 92.3% to State Highway Fund.

Act 9, Special Session, 1938—Increased intransit registration fee and placed revenue therefrom in Bridge Bond Retirement Fund.

Act 11, Special Session 1938—Additional amount of 1/4c per gallon from gasoline tax alloted to County Highway Fund.

Act 13, Special Session, 1938—Provided that formula for computing license fees on motor trucks and trailers be based solely on capacity as designated by manufacturer.

Act 71, 1929—Act 5, Special Session of 1928 amended to authorize State Highway Commission to purchase and acquire privately owned toll bridges.

Act 9 1933—Transferred all duties in reference to control and collection of tolls from Highway Department to Revenue Department.

Act 11, First Special Session, 1934—Provided for issuance of State Toll Bridge Refunding Bonds.

Act 11, Special Session, 1938—Declared all State-owned bridges toll fee.

ROAD IMPROVEMENT DISTRICTS

Act 302, 1913—Provided for creation of road improvement districts by legislature.

Act 338, 1915—Provided for formation of districts by property owners. Bond issues limited to 30% of assessed valuation. Popularly known as the Alexander Law.

1918—457 Special Acts creating road districts.

1921—5 districts created. 53 repealed.

Act 5, Special Session, 1923—Provided for the distribution of $3,000,00 annually to counties to aid in paying bonds and in new construction. Highway Department must sup ervise all construction where state or federal aid is applied. Tax on property limited to 50% of construction cost. Popularly known as Harrelson Law.

Act 11, 1927—Provided that beginning in 1927 the Highway Commission shall allot annually to each road improvement district then having outstanding bonds, an amount sufficient to pay the bonds and interest maturing that year—popularly known as the Martineau Law.

Act 112, 1927—Provided for collection of delinquent taxes, payment of debts, redemption of lands and disposition of funds in above districts.

Act 239, 1927—Provided that districts heretofore created by Legislature might proceed with construction of roads not on highway system.

Act 63, 1931—Provided that the State Treasurer should deduct from the turn-back annually due any county the amount required to pay 75% of maturing bonds and interest issued by Road Improvement Districts, since February 4, 1927, and 50% of maturing bonds and interest issued subsequent to passage of this act.

Act 11, Special Session, 1934—Provided for issuance of Road District Refunding Bonds in exchange for outstanding valid road improvement district bonds, and for the retention of the road district bonds in trust, uncancelled, by the Treasurer of State as collateral for the refunding bond.

Act 23, 1938—Provided for creation of improvement districts to acquire right-of-way for highway viaducts or overpasses.

Act 325, 1939—Provides for payment during the biennial period of maturing principal and interest of Road Improvement District bonds issued since February 4, 1927, for the purpose of building farm-to-market roads.

MUNICIPAL STREET IMPROVEMENT DISTRICTS

Continuation of State Highways

Act 184, 1927—Provided for aid in construction of continuations of State Highways through Cities.

Act 8, 1928 Special Session—Amended Act 184 of 1927 to provide for payment from State Highway Funds of one-half of the cost of construction of future improvements of continuations of State Highways through towns and cities.

Act 85, 1931—Provided for payment of 50% of the outstanding bonds and interest representing cost of improving continuations of State Highways through towns and cities.

Act 248, 1931—Amended Act 8 of Special Session of 1928 to provide for payment of entire unmatured bond issue of any municipal street improvement district having a route and street thereon on the designated State Highway System where the work was done subsequent to June 9, 1927.

Act 11, Special Session, 1934—Provided for issuance of refunding certificates of indebtedness to all municipal street improvement districts in amount equal to the actual cost of improving streets which were, at the time of the passage of the act, continuations of a State highway through the town.

Act 22, Special Session, 1938—Amended Section 7279 of Pope's Digest to include provision for formation of improvement districts for the purpose of acquiring right-of-way and payment of property damages when work of construction is done by the U. S. Government.

BRIDGE IMPROVEMENT DISTRICTS

Act 9, Special Session, 1938—Provides a registration fee for motor vehicles in transit from manufacturer to dealer or from dealer to dealer, the revenue so derived to be placed in a Bridge Bond Retirement Fund. The receipts are to be apportioned annually to improvement districts that have issued bonds for the construction of bridges forming an integral part of the State Highway System.

Act 10, Special Session, 1938—Provides for the relief of the debt service of bridge improvement districts through the payment by the state of maturities and interest due for the year 1938 on obligations incurred through the construction of bridges on the State Highway System.

Act 330, 1939—Amends Act No. 9, 1939, to apply to all bridge improvement districts. Provides for transfer of funds from the State Highway Refunding Bond Redemption Account to supplement intransit fees.