

Henry

STATE OF ARKANSAS

Seventeenth Biennial Report

of the

ARKANSAS STATE HIGHWAY COMMISSION



For the Period July 1, 1944 through June 30, 1946

ARKANSAS STATE HIGHWAY COMMISSION



1945-1946

WM. HAROLD SADLER CHAIRMAN
LITTLE ROCK

DAN FELTON
MARIANNA
W. E. THOMPSON
HEGCHEE
EMMETT WILLIAMS
GARLAND
C. T. CRAGAR
GRANNIS

J. C. BAKER
DIRECTOR

ARKANSAS STATE HIGHWAY COMMISSION



M. E. PEACE, VICE CHAIRMAN
MAGNOLIA

L. P. MANN
NEWPORT
H. E. VAN DALSEM
PERRYVILLE
BYRON B. BROGDON
SPRINGDALE
D. F. PORTIS
LEPANTO

NEILL BOHLINGER
GENERAL COUNSEL

LITTLE ROCK, ARK.
December 1, 1946

To the Governor and Members of the 56th General Assembly
State of Arkansas

We transmit herewith a Report of the Activities of the State Highway
Commission covering the two year period ending June 30, 1946.

The purpose of the publication is to present a record of highway
maintenance and construction activities, to give an accounting of expendi-
tures made, to show the present physical status of the highway system, and
to make an analysis and estimate of highway revenues, which when considered
together, will provide some of the information needed for an understanding
of the highway problems of the State and allow a correct appraisal of the
Commission's responsibilities and accomplishments.

In order to more fully present existing conditions, the information
regarding construction activities has been extended beyond June 30th.

We desire to commend the work of the Advisory Committee appointed by
your Excellency. A summary of the recommendations of the committee has been
included herein.

Respectfully submitted,

Wm. H. Sadler
Chairman, District 6

Dan Felton
Member, District 1

W. E. Thompson
Member, District 2

Emmett Williams
Member, District 3

C. T. Cragar
Member, District 4

M. E. Peace
Vice Chairman, District 7

L. P. Mann
Member, District 5

H. E. Van Dalsem
Member, District 8

Byron B. Brogdon
Member, District 9

D. F. Portis
Member, District 10

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PERSONNEL

ARKANSAS STATE HIGHWAY DEPARTMENT

STATE HIGHWAY COMMISSION

Chairman
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 District No. 6

Dan Felton, Marianna
 District No. 1

Emmett Williams, Garland
 District No. 3

L. P. Mann, Newport
 District No. 5

Byron B. Brogdon, Springdale
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W. E. Thompson, McGehee
 District No. 2

C. T. Cragar, Grannis
 District No. 4

H. E. Van Dalsem, Perryville
 District No. 8

D. F. Portis, Lepanto
 District No. 10

CENTRAL OFFICE STAFF

J. C. Baker
 Director of Highways

W. W. Zass
 Chief Engineer

Neill Bohlinger
 General Counsel and
 Acting Secretary

N. B. Garver
 E. E. Mashburn
 E. L. Wales
 F. J. Herring
 George Fry
 Guy W. Cobb
 J. F. Mayne -
 R. B. Winfrey -
 A. E. Johnson -
 M. F. Hill -
 D. H. Hamilton
 Nelson Cox
 C. Don Hayes

Bridge Engineer
 Construction Engineer
 Engineer Materials and Tests
 Engineer Statistics and Analyses
 Engineer Road Design
 Engineer Road Surveys
 Engineer Federal Aid Procedure
 State Maintenance Engineer
 Office Engineer
 Engineer Secondary County Roads
 Chief Accountant
 Purchasing Agent
 Equipment Engineer

District Superintendents

C. A. Shumaker -
 C. C. White -
 W. L. Elam -
 F. P. Kirk
 Cone Murphy -
 R. A. Campbell
 Dan Westall
 L. O. Thompson
 J. C. Perkins
 J. D. Hamilton

District No. 1
 District No. 2
 District No. 3
 District No. 4
 District No. 5
 District No. 6
 District No. 7
 District No. 8
 District No. 9
 District No. 10

Wynne
 Pine Bluff
 Hope
 Fort Smith
 Batesville
 Little Rock
 Camden
 Russellville
 Harrison
 Paragould

FOREWORD

The current period has witnessed a rising spiral of prices materially affecting the performance that can be accomplished with a given level of expenditure. It is obvious that the dollar spent at this time will fail to produce the same volume as was possible prior to the late war. The future trend is difficult to predict and it is impossible to foresee whether wage and material prices will remain static, advance, or retreat.

The over-all situation is conducive to serious consideration upon the part of all concerned. A first condition is to return our Highway System to a satisfactory state of maintenance, and a second is to provide the additional modern facilities that our increased traffic demands.

As motor vehicle traffic is not confined to the State Highway System, but has origins on and destinations to both the county road and the city street, the financial problem is further complicated by the necessity of providing an equitable allocation of available revenues to counties and municipalities as well as satisfying the major needs of the State Highway System.

SECTION I

SUMMARY AND REVIEW

ADMINISTRATION

A complete outline of the administrative and organizational structure of the Highway Department was included in the 15th Biennial Report for the years 1941-42. The duties and functions of the Commission, executive officials and departmental divisions were fully explained in that publication and these have not been materially changed. Act 42 of the 1945 General Assembly increased the number of Commissioners from seven to ten, one to be appointed from each maintenance district, and re-defined the 10 districts as set forth in the Review of Legislation shown in the back of this publication. Administrative changes during the biennium were: (1) consolidating the position of Assistant Director and Secretary to the Commission with that of General Counsel, (2) abolishing the Division of Traffic and Safety, and (3) establishing the Division of Secondary County Roads to serve as a coordinating agency between the counties and the Public Roads Administration on all matters relating to the County road secondary Federal Aid System.

REVIEW OF CONDITIONS

The past biennium may be divided into two distinct periods from the standpoint of highway operations. Although hostilities ceased in the summer of 1945, the 18 months from July 1, 1944, to January 1, 1946, belongs to the war era. This period was characterized by: an acute shortage of men, material and equipment, with highway construction suspended except for war projects; and the directing of all attention toward emergency maintenance on main traveled highways. Only the last six months of the biennium may be classed as Post War Period, and during this time highway operations suffered greatly from the strain of reconversion. Early in 1946 Federal funds, under the 1944 Federal Aid Act, were made available for construction, but on July 1st only 29 Federal Aid jobs had been awarded. Contractors could not get necessary equipment, material deliveries and prices were uncertain, and skilled labor was still scarce; consequently, bid prices submitted were far beyond those anticipated and the Department was forced to curtail the original construction program outlined from the standpoint of the mileage of work involved. The same was true for the maintenance program. The State's low wage scale resulted in a shortage of men skilled in highway repairs, and this fact, together with the lack of State owned equipment, forced the Department to let contracts for much of the maintenance work such as bituminous sealing and regravelling operations. It was mid-summer and the end of the biennium before a full program of maintenance work was under way.

The most encouraging note of the past two years was the immediate upswing of highway revenues upon the relaxation of gasoline rationing and wartime travel restrictions. Highway income for the Bond Year, ending March 31, 1946, was the highest of record with a gross collection of \$17,699,946. Monthly revenues since that time indicates a considerably higher gross figure for 1946-47. See Table 17.

The impact of heavily laden vehicles during the war years resulted in damage to the older surfaces on main traveled highways that in some instances bordered on complete destruction. Since these routes not only carry the majority of traffic but are also the principal revenue producers, repair work was naturally concentrated on such highways, and as an unavoidable result, many miles of light traffic roads had to be neglected—there simply was not enough labor and equipment available to reach all highways at once. As rapidly as facilities are available, all highways are being brought under full maintenance. The Commission is fully aware of the hardships this situation has caused and asks the citizens to bear with them for a few more months.

ACCOMPLISHMENTS

The first year of the biennial period was spent largely on emergency maintenance, war construction projects, and preparation of plans for the Post War Construction program. The personnel of the Department was at the lowest level in many years. The following achievements are worthy of special mention.

1. Inauguration of the Post War Program of highway construction and awarding of contracts totaling almost six million dollars between January 21 and June 30, 1946. This was accomplished under the handicaps of high bid prices and the scarcity of equipment, materials and labor.
2. Revision of the Primary Federal Aid System of roads and reduction of the primary mileage from 5,100 to 3,489 miles.
3. In compliance with the terms of the 1944 Federal Aid Act: (a) a Secondary Federal Aid System comprised of State highways and county roads was designated, (b) urban area boundaries were established for urban highway construction in all cities of 5,000 or more inhabitants, and (c) an Interstate System of 525 miles of highways was designated.
4. Complete revision and reduction of the original program of Post War projects to conform with the exceptionally high construction costs.
5. During the period from January 1, 1944, the date of the last report, to December, 1946, road and bridge contracts were awarded as follows: Federal Aid projects, 43; War Access or Emergency, 7; State Jobs, 28; County Federal Aid Projects, 7. The State projects included 527 miles of maintenance sealing operations.
6. Preparation of a priority list of grade crossings for post war projects.

STATUS OF THE HIGHWAY SYSTEM

Because of the highway construction ban imposed by the war, there is little change in the mileage of the various surface types from that shown in the previous report. It is worthy to note that the present Highway Commission established the policy that no new roads would be added to the present system until existing mileage had been brought to a higher state of improvement. None of the post war projects awarded had been completed and the following figures reflect the status of the system on June 30, 1946, and also show the mileage of surface types upon completion of jobs awarded to November 1, 1946. The mileage by type for each county is shown by Table 21 in the Appendix.

Type	Previous Report Miles	June 30, 1946 Miles	Upon Completion Miles
Concrete and Brick Pavement	1,368	1,370	1,370
Asphaltic Pavement	529	526	513
Bituminous Surfacing	1,685	1,713	1,907
Untreated Gravel	5,699	5,669	5,488
Graded	420	414	414
Unimproved.....	61	61	61
Total.....	9,762	9,753	9,753

THE FEDERAL AID SYSTEM

At the time of the passage of the 1944 Federal Aid Act giving legal authority for establishment of a Secondary System of Federal Aid Routes, the Federal Aid Primary System in Arkansas had grown to a total of 5,100 miles. This mileage was far greater than could possibly be improved to the standards set for primary roads by the Public Roads Administration. In view of this, the Federal Aid Primary System was completely revised to include only the 3,489 miles of major routes shown on the Federal Aid map, Plate 6, in the back of this publication. The Federal Aid Secondary System established includes 6,037 miles of state highways, many of which were originally Primary Federal Aid Routes and 6,487 miles of county roads. The county roads included were selected with the approval of the county judge of each county. The approved mileage of the Federal Aid System of primary and secondary roads, shown by Plate 6, totals 16,013 miles. The approved mileage of primary and secondary highways in each county is shown in Table 21.

SECTION II

HIGHWAY FINANCE

THE FINANCIAL PICTURE

The close of the war found the State's system of roads and streets in the worst condition of the past ten years. The impact of heavy war traffic without the normal replacement construction and repair program had resulted in severe deterioration. Recent studies show that the State Highway System alone is "wearing out" at the rate of about \$6,000,000 annually and a proportionate deterioration is taking place on county roads and city streets. The Commission was faced with the problem of providing state matching funds for the post war Federal Aid program at the rate of approximately \$5,000,000 for the next three years and at the same time increasing the maintenance fund to around \$5,500,000 annually which is the minimum sum needed to maintain our mileage of State highways. The counties and cities were also facing the fact that they did not have funds to match the share of Federal Aid Funds allotted them.

Realizing the importance of adequate highway transportation service in the development of the State and the magnitude of the problem to be met in providing the necessary facilities, early in 1946 the Governor appointed a 34 member Highway Advisory Committee. This group was requested to determine the highway needs of the State, counties and municipalities, and to recommend ways and means for providing the necessary funds. This committee has put forth much time and effort on the highway problem and the members of the Highway Commission have given full cooperation in the studies made. The Ways and Means Sub-committee of the Highway Advisory Committee has filed two reports which were approved and adopted by the entire committee. Excerpts from these reports and a summary of the recommendations, which have the concurrence of the State Highway Commission, are set forth as follows:

A Summary of the Report of the Highway Advisory Committee

"The Ways and Means Committee is convinced beyond any doubt that streets, roads and highways must be given a high preference for action if the State is to advance rapidly economically. We, your Committee on Ways and Means, submit our conclusions and recommendations in connection with the maintenance and future construction of the highways of our State in line with the request of the Governor in his letters of appointment.

"The ideas and conclusions presented herewith are the result of considerable research from which we have eliminated wishful thinking, personal interest and personal prejudices. We respectfully submit that any conclusions reached by the Committee as a whole must encompass the factors we now present.

"Furthermore, after a comprehensive study it is a definite fact that the work needed upon roads, streets and highways cannot be accomplished in a short period of time. It is up to the citizenry to recognize this state of affairs. It will take patience, time and money to give the people of Arkansas the efficient system they so greatly need and desire. We have been unable to find a sound short cut to achieve the objectives necessary for the accomplishment of a comprehensive highway and road system. Furthermore, it is our conclusion that the people themselves should make the decision as to whether or not progress is to be made toward the correcting of the regrettable conditions."

* * * * *

"This Committee feels that the highway needs of our people cannot be viewed entirely through the eyes of the State Highway System, nor of the county roads, nor city streets; but it must be borne in mind that each of these systems is an integral part of our transportation facilities. Each of these facilities produces a per cent of our highway revenue. An accurate allocation of the per cent each system produces is difficult, but according to surveys the State highways carry approximately sixty per cent of the traffic, cities and towns twenty per cent and counties twenty per cent. Further studies may reveal some deviation from these percentages; how-

ever, based on travel studies and usages of the various roads and streets of each division, the percentages given above are equitable and fair."

* * * * *

"At no time has the income of Highway Department, counties or cities been adequate to provide or care for the highway needs. The State Highway System is deteriorating at the rate of approximately \$6,000,000 per year; city streets at a proportionate rate, and deterioration of county roads is occurring annually much greater than available maintenance and construction funds are provided. We, therefore, conclude that additional funds for all three agencies must be provided."

* * * * *

"In the final analysis it is for the people to say whether they prefer the present highway and street conditions to additional revenues, and whether they deem it the part of sound business policy to jeopardize the investment of millions of dollars represented by our roads and streets in preference to additional funds.

"The people of this State must make a decision; either accept the present situation under the inescapable fact that the highway situation will become worse than it is today, or be willing to provide additional funds in an effort to create a consistent betterment of our highway structure."

* * * * *

The recommendations made are briefed as follows:

1. That the plan adopted be on a "pay as you go" basis, and that expenditure of highway revenues be planned for a ten year period.
2. That a new basic law be redrafted for the Highway Department, streamlined to meet present day needs and which would provide for: (a) staggered terms for the Commissioners, (b) a uniform weight and speed law with adequate enforcement provisions, (c) the Highway Commission to have authority to include or remove roads from the State Highway System as conditions may require.
3. That efficiency and training requirements be established for technical employees of the Department.
4. That maintenance funds be increased to include outlays for equipment and supplies far in excess of any past years.
5. Highway Funds needed:
 - (a) The terms of the present Refunding Law, Act 4 of 1941, are a contract between the State and its bond holders which is inviolate.
 - (b) It is estimated that highway revenue for the bond year 1946-47 will yield \$22,000,000 and \$15,960,000 of this income is specifically committed by the Refunding Law. It is the studied opinion that a minimum of \$17,500,000 should be produced above the specific allocations. This would require the raising of approximately \$12,000,000 over and above the present anticipated income of \$22,000,000.
 - (c) That \$2,400,000 of this additional revenue be allocated to counties in addition to the present county turnback. Such funds to be distributed to the counties on a basis of $\frac{1}{2}$ equal shares, $\frac{1}{8}$ area, $\frac{1}{8}$ rural population, $\frac{1}{8}$ motor vehicle registration and $\frac{1}{8}$ county road mileage.
 - (d) That \$2,400,000 of the additional money raised be returned to towns and cities on the basis of population only.
 - (e) That the remaining added revenue raised go to the State Highway System, this fund to be divided into two equal amounts, one fund to be known as the "State Highway—County Allocation Construction Fund," and the other as the "State Highway Flexible Construction Fund." The first designated to be divided by the Highway Commission among the counties for construction upon State Highways upon the following basis: $\frac{1}{2}$ equal shares, $\frac{1}{8}$ area, $\frac{1}{8}$ total population, $\frac{1}{8}$ motor vehicle registration, and $\frac{1}{8}$ mileage of state highways. The re-

maintaining 50 per cent of the Flexible Construction Fund, is to be spent as the Highway Commission may find necessary for the benefit of the state system as a whole.

6. Suggested source of revenue:

The committee recommended the following as possible sources of revenue for raising the additional income requirements set forth: gasoline, car, truck and trailer registration fees; use tax; whiskey, wine and beer; soft drinks; chain stores; distillate and diesel fuel; and sales tax.

The Highway Advisory Committee has performed an excellent service for the State in its thorough study of the highway situation as related to all units of government. It is believed that a sound and logical approach to the problem has been made. It is hoped that the members of the General Assembly will give careful consideration to the views and recommendations of the committee. The personnel of the committee is as follows:

GOVERNOR'S HIGHWAY ADVISORY COMMITTEE

Appointed February 10, 1946

FIRST CONGRESSIONAL DISTRICT

Judge Cy Bond, Marion
W. W. Campbell, Forrest City
Chairman
Rufus Branch, Osceola
Nudy Arnof, McCrory

FIFTH CONGRESSIONAL DISTRICT

Judge Olen Fullerton, Morrilton
V. D. Hill, Conway
Howard Stebbins, Little Rock
J. T. White, Clarksville

SECOND CONGRESSIONAL DISTRICT

Judge Forrest Jeffrey, Batesville
James Sloan, Black Rock
Jim Bland, Walnut Ridge
Ewing Pyeatt, Searcy

SIXTH CONGRESSIONAL DISTRICT

Judge Charles O. Smithers, Benton
John Ramsey, Malvern
W. R. Alsobrook, Star City
Hugh Benton, Fordyce

THIRD CONGRESSIONAL DISTRICT

Judge Fay Nelson, Mountain Home
Newt Hailey, Rogers
J. E. Gregson, Berryville
Joe Steele, Springdale

SEVENTH CONGRESSIONAL DISTRICT

Judge Carneal Warfield, Lake Village
Louis Hurley, El Dorado
Vice-Chairman
O. A. Graves, Hope
Jim Hurley, Warren

FOURTH CONGRESSIONAL DISTRICT

Judge R. P. Strozier, Fort Smith
Glenn Wallace, Nashville
Abe Collins, DeQueen
W. A. McKeown, Forester

EX OFFICIO MEMBERS

Wm. H. Sadler, Highway Commission
B. T. Fooks, Resources and Development Comm.
Hendrix Lackey, Resources and Develop. Comm.
Frank Storey, Fiscal Control Board
J. C. Baker, Highway Department
Neill Bohlinger, Highway Department

**MOTOR VEHICLE IMPOSTS COLLECTED IN ARKANSAS
BY BOND YEARS, 1937-38 THROUGH 1946-47**
INDICATING
**GROSS AMOUNTS REQUIRED TO PROVIDE
NET AMOUNTS ALLOCATED BY ACT N° 4, ACTS OF 1941**

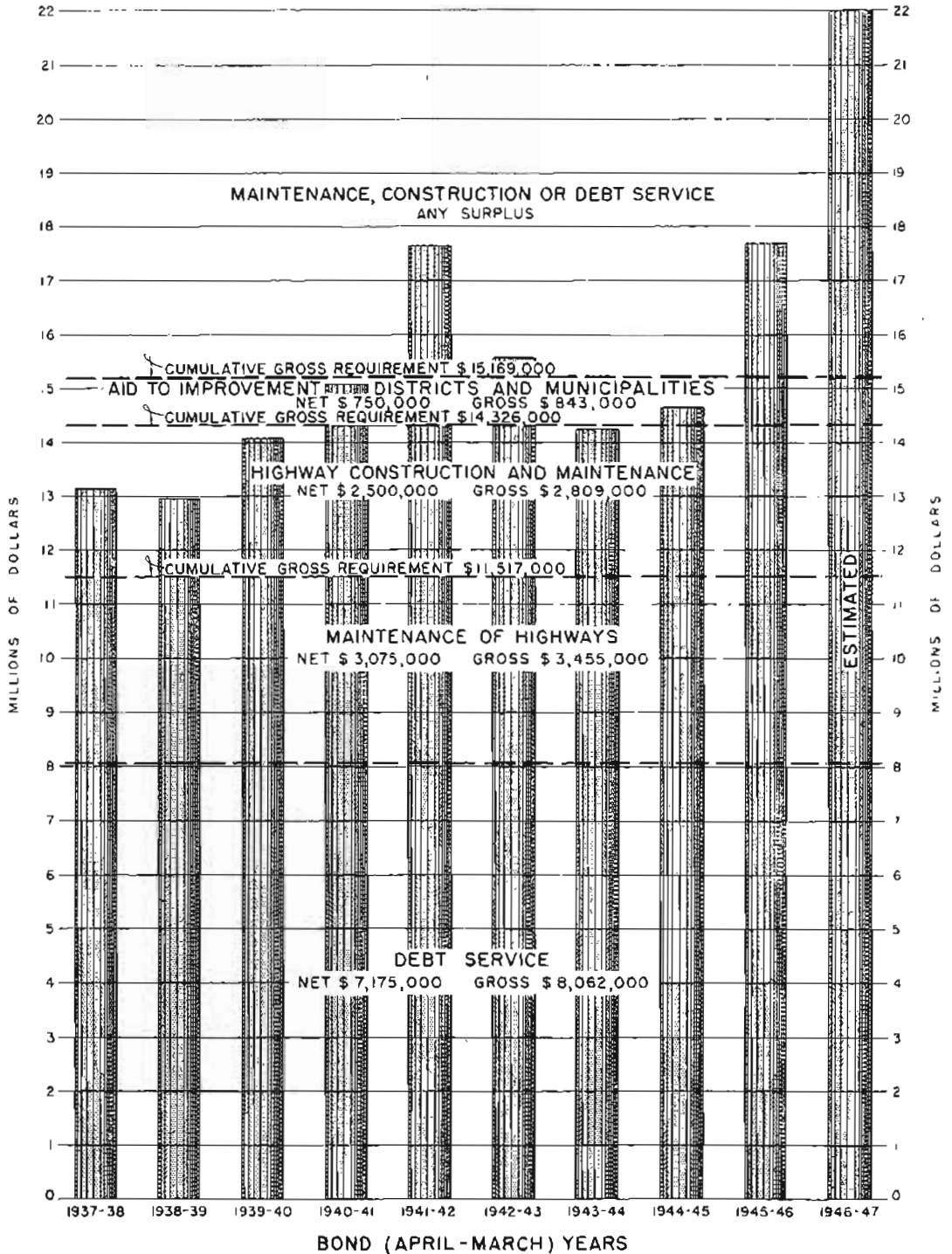


PLATE I

DISTRIBUTION OF HIGHWAY REVENUE

Income for highway purposes is derived from motor vehicle and motor fuel taxes. Under authority of various legislative enactments, these revenues are distributed as follows:

1. **Gross Revenues:** All collections by the Revenue Department are deposited in the State Treasury to the credit of the State Apportionment Fund.

2. **Charges:** Handling or collection cost has first priority. Under the stabilization law, Act 311 of 1945, all previous charges are consolidated and deducted in a lump sum from the State Apportionment Fund.

Cost of Collection
and Auditing

This averaged 2.30 per cent for the past fiscal year as compared with 3.15 per cent under the former plan of handling.

3. **County Highway Fund:** Turnback to the County Highway Fund has second priority.

A. 7.7 per cent of Net Fuel tax

B. Net Revenue from $\frac{1}{4}$ c on each gallon of Motor Fuel taxed.

This allocation varies from year to year, but averaged 8.61 per cent of the gross income for the past seven Fiscal Years.

THE REMAINING 89 CENTS OF EACH DOLLAR COLLECTED CAN BE USED TO MEET THE STATE HIGHWAY FUND ALLOCATIONS, OR IN ORDER TO PROVIDE ONE DOLLAR FOR HIGHWAY PURPOSES ONE DOLLAR AND ELEVEN CENTS MUST BE COLLECTED. THE CHART MARKED PLATE 1 SHOWS BY HEAVY DASHED LINES THE GROSS AMOUNT FOR EACH PRIORITY. VERTICAL BARS INDICATE THE GROSS INCOME BY YEARS.

Gross income required to satisfy net allocations:

All Allocations	Net \$13,500,000	Gross \$15,169,000
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4. **State Highway Fund:** After the above priorities have been satisfied, the balance is allocated from the State Apportionment Fund in accordance with the provisions of Act 4 of 1941, known as the Refunding Law. Over a period of seven fiscal years the net amount available has averaged 89.09 per cent of the gross collections.

Allocations

A. Debt Service.....	\$7,175,000	
Highway Maintenance.....	3,075,000	10,250,000
B. Highway Construction.....		2,500,000
C. Aid to Improvement Districts and Cities.....		750,000
		\$13,500,000
D. Construction, Maintenance or Debt Service.....		Surplus

FISCAL OPERATIONS

Fund Balances—The Department has operated under the 1941 Refunding law for five fiscal years and its advantages have been clearly demonstrated. State highway bonds have continued to gain favor as an excellent investment in the bond market. Because of the slow start on the Post War Construction program, a considerable balance of construction funds was on hand at the close of the biennium. However, over three million dollars of the balance shown below was obligated by road contracts as of June 30, 1946. The following cash fund balances are shown by Table 8-B as of June 30, 1946:

Debt Service Reserve Fund (Cash).....	\$ 967,971
Highway Construction Fund.....	7,012,947
Highway Fund (Surplus Unapprop.)	2,196,945

The debt Service Reserve Fund represents a contingent reserve established under the 1941 Refunding law, to be used only in the event current revenues are insufficient to meet the annual debt service requirements. That portion of the balance invested in State and U. S. Bonds, which amounts to \$4,470,200, is not included in the financial tables.

The Highway Construction Fund is derived from the regular allocation of \$2,500,000 from the 1941 Refunding Law plus any additional appropriations made from the Surplus Fund. During the biennium the appropriations totaled \$7,155,780.

The Highway Fund carries the unapportioned surplus over and above the specified allocations contained in Act 4 of 1941. The bond year ending March 31, 1946, was the first period since 1943 that the income exceeded the stipulated allocations of the Refunding Law.

TABLE 1
RECEIPTS AND DISBURSEMENTS OF THE STATE HIGHWAY DEPARTMENT
July 1, 1944 Through June 30, 1946

ITEM	FISCAL YEAR ENDED JUNE 30		Total Biennium
	1945	1946	
RECEIPTS			
Balance, July 1, 1944.....			\$ 5,136,949.47
Receipts			
Motor Users Imposts.....	\$ 5,661,769.25	\$ 5,601,905.62	
Miscellaneous.....	26,969.36	22,992.22	
Transfers.....	1,862,893.29	706,313.12	
Total.....	7,551,631.90	6,331,210.96	13,882,842.86
Total to be accounted for.....			\$19,019,792.33
DISBURSEMENTS			
Construction (See Table 15).....	1,253,618.49	2,983,334.66	
Maintenance (See Table 12).....	3,015,342.01	3,402,662.38	
Transfers.....	393,250.80	339,347.26	
Total.....	4,662,211.30	6,725,344.30	\$11,387,555.60
Balance, June 30, 1946.....			7,632,236.73
Total accounted for.....			\$19,019,792.33

Financial Statements—Table 1 is a condensed statement of the biennial receipts and disbursements of the Highway Department for all purposes from State funds. This table takes no account of the motor user revenues allocated and expended for (1) debt service, (2) aids and grants, or (3) miscellaneous expenditures; such information will be found in Tables 3 and 4. During the two year period the sum of \$10,654,957.54 was expended from State funds for all activities of the Department. The balance of \$7,632,236.73 represents the balances in the Maintenance and Construction Funds. The balance in the Highway Fund Surplus (See Table 8-B) is not included as this fund has not been appropriated.

TABLE 2
FINANCIAL STATEMENT
Receipts and Disbursements
State Highway Department and Affiliated Operations
July 1, 1944 Through June 30, 1946

RECEIPTS		
Balance, July 1, 1944.....		\$10,824,559.34
Gross Receipts—State Funds:		
Motor Users Impost Highway Funds.....	\$34,201,529.09	
Motor Users Impost Other Funds.....	846,594.46	
Miscellaneous receipts.....	54,045.76	
Non-Motor User revenues to State Police (Unapportioned Fund).....	79,823.13	
Interest on investments.....	122,820.59	
Sale of Securities (Non-Revenue).....	4,096,400.00	
Loan from General Revenue Fund to Municipal Aid Fund.....	107,757.05	
Total State Receipts.....		39,508,970.08
Federal Funds Received.....		1,767,774.90
Total to be Accounted for.....		\$52,101,304.32

DISBURSEMENTS

Collection Cost and Miscellaneous	1,569,954.65	
Debt Service	14,385,375.96	
Aids and Grants to Local Governments.....	4,151,784.66	
Highway Department Appropriations.....	10,654,957.54	
Expenditures—State Funds		30,762,072.81
Purchase of Securities (not par value)		4,279,109.60
Disbursements State Funds.....		35,041,182.41
Disbursements Federal Funds.....		1,768,561.93
Total Disbursed		36,809,744.34
Balance, All Accounts.....		15,291,559.98
Total Accounted for.....		<u>\$52,101,304.32</u>

Table 2 is a condensed statement which accounts for all motor user revenues, miscellaneous income and Federal Aids for the biennium. This tabulation includes the receipts and disbursements shown in Table 1 and all other expenditures made for highway purposes. The balance of more than 15 million dollars is available for highway purposes but only \$9,829,000 was available for construction and maintenance as of that date, and 4½ million of this amount was encumbered by contracts as of December 1, 1946.

Analysis of Highway Income—Table 3 shows the revenue for highway purposes derived from each of the various sources for each year of the biennium. A detailed tabulation of the income by months is included in Table 10 of the appendix.

TABLE 3
DETAILED SCHEDULE OF RECEIPTS
State Highway Department and Affiliated Operations
July 1, 1944 Through June 30, 1946

Item No	Item	Fiscal Year Ending June 30		Total Two Years
		1945	1946	
STATE FUNDS				
1.	Motor Vehicle Fuel Tax—Gross.....	\$11,128,218.98	\$14,752,789.95	\$25,881,008.93
2.	Auto License Fees—Gross.....	3,804,457.33	4,254,879.05	8,059,336.38
3.	Auto Division Fees—Gross.....	114,077.53	147,106.25	261,183.78
	Total Highway Funds—Gross.....	15,046,753.84	19,154,775.25	34,201,529.09
4.	Drivers License Fees—Gross.....	189,140.67	243,734.33	432,875.00
5.	Auto In-Transit Fees—Gross.....	32,418.00	84,315.00	116,733.00
6.	Oil Inspection Fees—Gross.....	129,748.28	167,238.18	296,986.46
	Total Motor Users Imposts (Table 10).....	15,398,060.79	19,650,062.76	35,048,123.55
7.	Miscellaneous Receipts.....	29,334.89	24,710.87	54,045.76
8.	Other Revenue—State Police (Unappor. Fd.).....	79,823.13	.....	79,823.13
9.	Interest on Investments.....	53,247.32	69,573.27	122,820.59
10.	Sale of Securities (Debt Service Res. Fd.).....	2,337,200.00	1,759,200.00	4,096,400.00
11.	From General Revenue Fund.....	107,757.05	.....	107,757.05
	Total State Funds.....	\$18,005,423.18	\$21,503,546.90	\$39,508,970.08
FEDERAL FUNDS				
12.	Regular Federal Aid Fund.....	\$ 675,493.21	\$ 647,027.73	\$ 1,322,520.94
13.	Toll Bridge Reimbursement Fund.....	2,185.00	10,631.00	12,816.00
14.	Defense Highway Fund.....	150,254.86	282,183.10	432,437.96
	Total Federal Funds.....	\$ 827,933.07	\$ 939,841.83	\$ 1,767,774.90
	Total Receipts All Funds.....	\$18,833,356.25	\$22,443,388.73	\$41,276,744.98

Item 1, indicates the gross amount collected each fiscal year from the 6½ cent per gallon tax levied on motor vehicle fuel. The amount shown represents the total received by the State Treasurer from this source and deposited in the State Apportionment Fund.

93770
46970

Item 2, Auto License Fees, shows the gross amount collected for the registration of all classes of motor vehicles and trailers.

Item 3, Auto Division Fees, represents the gross income derived from chauffeurs' and extra dealers' licenses, transfers of title, duplication of lost license plates, duplicate registration cards and penalties.

Item 4, Drivers' License Fees, indicates the gross receipts from the sale of operators' licenses. The income is for the support of State Police and is considered as revenue for highway purposes.

Item 5, Auto Intransit Fees, represents the gross revenue derived from licenses issued for motor vehicles passing over State highways in the course of delivery from manufacturer to dealer. This income is credited to the Bridge Bond Retirement fund.

Item 6, Oil Inspection Fees, shows the gross amount collected for the inspection of petroleum products. This income is credited to the General Revenue Fund from which \$100,000 is paid to the County Aid Fund.

Item 7, Miscellaneous Receipts, includes such items as sales, bond forfeitures, motor carrier permits, testing charges and delinquent taxes from road and bridge improvement districts.

Item 8, Other Revenue, State Police. The income derived from drivers' license fees is insufficient for the operation of the State Police and all revenues credited to the Unapportioned Fund may be charged with a pro rata share of the additional amount needed for the operation of this agency. The amount shown for 1944-45 is the amount transferred to the State Police fund during that period from taxes other than motor vehicle imposts. After July 1, 1945, when Act 311 of 1945 became effective, this method of operation was no longer necessary.

Item 9, Interest on Investments, represents the interest from Debt Service funds invested in U. S. Government and State bonds.

Item 10, Sale of Securities. The Bond Refunding Board, from time to time, sells securities held as investment in order to reinvest the funds to better advantage; this is non-revenue income.

Item 11. Because of the low income during the war period, it was necessary to borrow from the General Revenue fund to meet part of the allocation to local improvement districts set out in the 1941 Refunding Law. This loan was repaid during 1945-1946.

Items 12, 13 and 14 represent the cash receipts remitted to the State Treasurer on reimbursement vouchers submitted for payment by the Department on the various types of Federal funds under agreement, together with any monies classed as revolving or trust funds. Each receipt is credited to the proper paying account for disbursement by the Highway Department.

Analysis of Disbursements—During the period covered by this report, expenditures for highway purposes from State and Federal funds totaled \$32,530,634.74; this figure excludes disbursements made for investment purposes from the Debt Service Reserve Fund. Expenditures under the term "highway purposes" include the seven general headings set out in Table 4 which is prepared to show the disposition of all motor users imposts. The expenditure from State Funds amounted to \$30,762,072.81 and of this amount only \$10,654,957.54 or 34.6 per cent was disbursed by the Highway Department. Debt service on highway bonds required 46.8 per cent of the total State funds spent. Local government units including counties, cities, and improvement districts received payments amounting to 13.5 per cent and the remainder of 5.1 per cent was expended for collection, auditing, State Police, and other miscellaneous allotments. The following analysis is given for each of the main headings of Table 4, and detailed tabulations of the disbursements are included in the appendix.

Item I, Collection, Auditing and Miscellaneous Charges.—Prior to the passage of Act 311 of 1945, the amount required for each of the items shown under this heading was deducted separately from the gross collection of motor users imposts monthly. This plan operated during the first year of the biennium. After the passage of the Revenue Stabilization Act, a pro rata share was deducted from all taxes collected and used for general governmental expense. Collection and other handling charges have dropped from 3.15 cents per dollar in 1944 to 2.30 cents during the past fiscal year.

TABLE 4
DETAILED SCHEDULE OF DISBURSEMENTS
State Highway Department and Affiliated Operations
July 1, 1944 Through June 30, 1946

Item No.	Item	Fiscal Year 1944-45	Fiscal Year 1945-1946	Total Two Years
STATE FUNDS				
I	Collection, Auditing and Miscellaneous Charges Deducted before Apportionment--			
1.	Cost of Collection.....	\$ 442,112.11	\$ 451,796.35	\$ 893,908.46
2.	Auditorial Fund	49,971.36	.....	49,971.36
3.	Claims Paid	10.43	.....	10.43
4.	State Police	45,176.87	.....	45,176.87
	Total Item I (See Table 10).....	537,270.77	451,796.35	989,067.12
II	Miscellaneous			
1.	State Police, less Item I.4 (1944-45).....	219,658.81	302,183.83	521,842.64
2.	General Revenues Fund (Oil Insp. Fees).....	.....	59,044.89	59,044.89
	Total Item II.....	219,658.81	361,228.72	580,887.53
III	Debt Service Operations			
1.	Retirement of Refunding Bonds.....	2,974,000.00	3,070,000.00	6,044,000.00
2.	Interest on Refunding Bonds.....	4,201,515.00	4,104,860.00	8,306,375.00
3.	Paying Agents Fees.....	15,354.67	10,363.66	25,718.33
4.	Bond Refunding Expense.....	9,282.63	.....	9,282.63
	Total Item III.....	7,200,152.30	7,185,223.66	14,385,375.96
IV	Aids and Grants to Local Governments			
1.	Counties:			
a.	County Turnback, 7.7% Motor Fuel Tax..	931,108.15	871,954.76	1,803,062.91
b.	County Turnback, ¼c Per Gallon.....	481,877.74	445,585.15	927,462.89
c.	County Highway Fund Oil Inspect. Fees..	143,958.00	100,000.00	243,958.00
	Sub-total.....	1,556,943.89	1,417,539.91	2,974,483.80
	Deduct Item 2.b. below.....	(—) 20,753.64	(—) 21,143.12	(—) 41,896.76
	Sub-total, Net to Counties.....	1,536,190.25	1,396,396.79	2,932,587.04
2.	Road Improvement Districts:			
a.	Farm-to-market Districts.....	135,437.08	153,080.51	288,517.59
b.	Debt Service from County Highway Fund	20,753.64	21,143.12	41,896.76
	Sub-total, Road Improvements Districts...	156,190.72	174,223.63	330,414.35
3.	Bridge Bond Retirement Fund.....	212,955.11	265,439.54	478,394.65
4.	Municipalities:			
a.	Municipal Turnback.....	.....	166,084.21	166,084.21
b.	Municipal Bond Retirement.....	107,757.05	302,631.57	410,388.62
	Sub-total, Municipalities.....	107,757.05	136,547.36	244,304.41
	Total Item IV (Tables 11 A and B).....	2,013,093.13	2,138,691.53	4,151,784.66
V	Highway Department Appropriations			
1.	Construction and Maintenance Fund:			
a.	Road and Bridge Construction.....	868,395.05	2,519,620.65	3,388,015.70
b.	Administrative Salaries.....	50,845.83	105,493.20	156,339.03
c.	Equipment Purchased.....	155,647.47	140,801.14	296,448.61
d.	Plans, Surveys and Post War Work.....	126,229.63	153,801.16	280,030.84
e.	Factual Studies.....	52,229.42	15,748.26	67,977.68
f.	Signing Operations.....	.....	32,107.07	32,107.07
g.	Stock Piling Material.....	.....	9,892.47	9,892.47
h.	Central Shop Buildings and Misc.....	271.04	5,870.71	6,141.75
	Sub-total, Construction (Table 15).....	1,253,618.49	2,983,334.66	4,236,953.15

TABLE 4—(Continued)

Item No.	Item	Fiscal Year 1944-45	Fiscal Year 1945-1946	Total Two Years
2.	Maintenance Fund:			
a.	Maintenance, Roads and Bridges	2,500,811.67	2,663,242.56	5,164,054.23
b.	Administration.....	270,538.21	289,353.98	559,942.19
c.	State-wide Operations	26,486.62	23,407.56	49,894.18
d.	Equipment Purchased	96,380.55	195,373.71	291,754.26
e.	Equipment Repair (Cent. Shop).....	121,074.96	178,461.23	299,536.19
f.	Claims Paid (Act 291, 1945)		52,823.34	52,823.34
	Sub-total, Maintenance (Table 12)	3,015,342.01	3,402,662.38	6,418,004.39
	Total Item V	4,268,960.50	6,385,997.04	10,654,957.54
VI	Investments (Debt Service Reser. Fund)			
1.	U. S. Bonds	2,313,588.58	1,793,415.00	4,107,003.58
2.	State Highway Bonds	82,976.40	89,129.62	172,106.02
	Total Item VI	2,396,564.98	1,882,544.62	4,279,109.60
	Total State Funds, Items I through VI	\$16,635,700.49	\$18,405,481.92	\$35,041,182.41
FEDERAL FUNDS				
VII				
1	Regular Federal Aid Account:			
a.	Plans and Surveys	138,897.00	80,057.00	218,954.00
b.	War Emergency Relief	406,803.95	86,540.67	493,344.62
c.	Federal Aid Projects	77,013.76	345,013.54	422,027.30
d.	Ferry Operation (U. S. Eng. Reimb.)...	53,523.70	47,133.59	100,657.29
e.	U. S. Engineers	26,392.81	23,037.08	49,429.89
f.	Factual Studies	40,906.77	37,262.53	78,169.30
	Sub-total	743,542.99	619,044.41	1,362,587.40
2.	National Defense Act of 1941			
a.	War Access Projects	142,408.42	251,706.50	394,114.92
3.	Toll Bridge Fund Account			
a.	Federal Aid Projects		11,859.61	11,859.61
	Total Item VII (Tables 8A and 8B).....	885,951.41	882,610.52	1,768,561.93
	Total All Funds	\$17,521,651.90	\$19,288,092.44	\$36,809,744.34

Item II, Miscellaneous—Drivers License fees are committed for the support of the State Police, but this income has always proved insufficient and deductions were made in the old Un-apportioned Fund to supplement this source. Under the Revenue Stabilization Law, the State Police Fund is derived from the General Revenue Fund, to which the Drivers License Fees and Oil Inspection Fees are now credited. The amount of Oil Inspection Fees credited to the General Revenue Fund in 1945-46 is the net collection less the \$100,000 paid to counties shown under Item IV I. c. of Table 4.

Item III, Debt Service Operations, shows the amount expended for principal, interest and handling charges on the State Highway bonded indebtedness. During the biennium the principal was reduced \$6,044,000 by retirement of bonds.

Item IV, Aids and Grants to Local Governments. Motor user revenues returned to local governments include the county turnback of 7.7 per cent and ¼ cent per gallon of the motor fuel tax and under Act 311 of 1945, a \$100,000 grant from the General Revenue Fund in lieu of Oil Inspection Fees. Other local units receive \$750,000 per year under the terms of Act 4 of 1941, but because of the decline in revenues during the war, this allocation was not fully satisfied and it was necessary to borrow from the Highway Construction Fund and the General Revenue Fund. The aids and grants paid each county are shown by Tables 9-A and 9-B of the Appendix, and are summarized as follows:

Counties	\$2,932,587.04
Municipalities	410,388.62
Bridge Districts	478,394.65
Road Districts	330,414.35
Total	\$4,151,784.66

At the close of business June 30, 1946, the Local Bond and Interest Fund owed the Highway Construction Fund \$171,645.29.

Item V, Highway Department Appropriations. 1. Funds appropriated for construction during the biennium were made available as follows: Acts 363 and 365 of 1943, \$3,455,780.00 for 1944-45 and Acts 174 and 228 of 1945, \$3,700,000 or a total of \$7,155,780.00 for the two year period. A detailed analysis of the expenditures by projects is set out in Table 15 of the Appendix which is summarized in Item V. 1. a. through h. of Table 4. Under Act 4 of 1941 a portion of the Highway Construction fund is allotted for maintenance purposes as a supplement to the regular maintenance fund. Actual cash expenditures for construction were \$2,918,826.85 less than appropriations; this was due primarily to the suspension of construction during the first year of the biennium. 2. Funds appropriated for maintenance during the biennium and for claims actually paid totaled \$6,458,503.34 as compared with actual expenditures of \$6,418,004.39. Maintenance expenditures are summarized in Table 4, Item V. 2. a. through f. and a detail of expenditures by route and section is shown in Table 12.

Item VI, Investments.—This includes the fiscal transactions of the Debt Service Reserve Fund established as a contingent reserve for debt service under the provisions of Act 99 of 1941. The Board of Fiscal Control created by Act 311 of 1945, is authorized to invest monies held in the reserve fund in State Highway Bonds or in U. S. Government Bonds. As bonds retire or are sold, the proceeds are reinvested. The figures shown indicate the disbursements made for investment purposes during the past two years. As of June 30, 1946, the par value of bonds held in this account was \$4,470,200.

Item VII, Federal Funds—All monies received from the Federal Government for road purposes were administered through one of three accounts, and the expenditure from each account is shown under this item. Table 16 in the Appendix indicates the Federal funds spent on individual projects during each fiscal year.

State Highway Debt—At the end of the fiscal year, June 30, 1946, the State Highway bonded indebtedness stood at \$124,618,000. Future interest requirements amount to \$60,150,748.75. The annual debt service requirements are shown by Table 19 in the Appendix. A complete analysis of the highway debt service operations is contained in the biennial report prepared by the State Comptroller and only a brief resume is included in this publication.

THE 1944 FEDERAL AID ACT

Under Public Law 521 of the 78th Congress, approved December 20, 1944, the annual allotment of funds to Arkansas for post war construction is \$7,515,591 or a total allocation of \$22,546,773 for the three post war fiscal years. This money must be matched on a 50-50 basis except that ten per cent of the total allotment may be used for railroad grade crossing elimination without matching. The Public Roads Administration considers the funds obligated if a project agreement is signed within the 24 month period allowed and no funds will lapse if this is accomplished.

Funds allocated under the 1944 Federal Aid Act are divided for use annually as follows:

1. Projects on the Primary Federal Aid System, both urban and rural.....\$3,854,270
2. Projects on the Secondary Federal Aid System, including extensions of the system in towns of less than 5,000 population. Funds to be divided between state highways and county roads which comprise the approved Secondary System 3,103,100
3. Projects on the Federal Aid System in municipalities having a population of 5,000 or more..... 528,221

As of June 30, 1946, approximately \$3,160,000 of the first post war year allotment of Federal Aid Funds has been obligated by actual contract; as of December 1, 1946, this had been increased to a total of \$4,298,000. Table 14 of the Appendix shows the location of individual projects and the Federal and state funds obligated for each.

SECTION III OPERATIONS

DESIGN

✓ **Surveys and Plans**—The rigid requirements of modern highway construction necessitate far more detailed and technical surveys and plans than was necessary in the earlier years of highway construction. In line with the increased responsibilities, and to afford better supervision of the work, the Division of Surveys and Plans was divided during the biennium into the Surveys Division and the Plans Division. The two Divisions work together for the purpose of securing the best location possible for the highways, and then preparing plans for their construction in conformity with the volume and type of traffic which will use the facilities.

During 1943 and 1944 the Highway Commission, anticipating a post war construction program, adopted a Federal Aid Program of Surveys and Plans. This program was approved by the Public Roads Administration, and work on this project continued until the adoption and approval of the initial program for post war construction on December 17, 1945. Since that date, work has been concentrated on the completion of surveys and plans for the 1946 and 1947 construction programs. Although it has been necessary to make minor changes in surveys and alterations in plans to conform to stage construction or change in job length, it was possible to utilize a large part of the work done on the surveys and plans program during the war. The following work has been performed during 1945-46:

Type	Projects	Length
Surveys	115	748.6
Preliminary Plans	45	266.7
Completed Plans	80	633.9

The present status of the original Surveys and Plans program set up in 1943 is as follows:

Status	Projects	Miles	Estimated Cost
Preliminary Plans	65	512.7	\$17,500,000
Completed Plans	112	928.1	27,000,000

Upon approval of the county Federal Aid Secondary System, the Highway Department has been making the surveys and preparing the plans for county projects at actual cost where a county does not have an adequate engineering staff. Design standards for County Secondary Construction were drawn up and adopted during the biennium.

Testing of Materials—The performance of our highways during the past few years under the wear and tear of heavier wheel loads has emphasized the importance of testing operations in the design of highway projects. Soil surveys are made on each proposed construction project and laboratory tests are made on all the soils encountered on the project. The soil test data and recommendations as to the selection of soils or corrective measures required to improve sub-grade conditions are submitted to the Plans Division. During 1945 and 1946 soil surveys were made on 58 projects totaling 540 miles.

Recent developments in the use of soil stabilization for highway construction have broadened the use of such methods in this state. This type of work involves mixing asphalt or portland cement with the natural soil in the sub-grade and has decided economic advantages in those sections of the state where materials such as stone or gravel must be transported for long distances. Such work requires extensive soils investigation and detailed laboratory testing to determine whether or not soils are suitable for stabilization, and if suitable, the quantity of stabilizing agent to be used. During the two years complete preliminary work was done on three soil stabilization projects totaling 33.4 miles.

Local materials are available in many sections of the state and economy demands that these materials be utilized to as great extent as possible. Prior to the completion of plans the surrounding country near each project is scouted, test holes dug, samples taken for test, and agreements

are made with the owners of suitable deposits for the use of the material. This information is all given to the Plans Division where it is used for design purposes and shown on the plans for the information of bidders.

In addition to the above activities, the Division of Materials and Tests samples, inspects, and tests all materials which go into the construction of road and bridge projects. Field inspectors are stationed on all large projects with small portable laboratories. Materials that require extensive laboratory tests are sampled and these samples forwarded to the central laboratory. The following testing operations were performed by the central laboratory during the period covered by this report:

Type of Material	Number of Tests	Type of Material	Number of Tests
Asphalt Mixtures	80	Gravel	425
Asphalt.....	712	Paint	35
Cement	92	Sand	48
Concrete Culvert Pipe.....	9017 Lin. Ft.	Soil	2125
Concrete Cylinders	235	Steel	48
Creosote Oils	8	Stone	100
Culvert Metal	19	Water	3

CONSTRUCTION

Road Construction—The Highway Department organization places the administration of highway construction under a central organization called the Construction Division, which is charged with the responsibility of supervising the manner of performance and rate of progress on all highway construction projects, from the time work order is issued until final completion and acceptance of the project.

During the first year of this biennium, a large part of the personnel normally engaged in construction work was assigned to other divisions of the Department and were engaged primarily in work connected with preparation for the post-war construction program. Construction projects undertaken in 1945 consisted of two access roads to the Shumaker Ordnance plant near Camden, the placing of bituminous surface on two miles of State Highway No. 60 west of Conway, and the placing of traffic service gravel on 765 miles of roads on six highway routes at locations where the additional gravel was considered necessary to keep the roads serviceable through the winter months.

The post-war program began to reach the construction stage early in 1946 in spite of innumerable obstacles, difficulties and delays. At the close of the biennium, June 30, 1946, twenty-four road contracts had been awarded from the post-war Construction Funds, and by December 1, 1946, the total had increased to forty-three projects for a total contract cost of \$7,362,582. This work was performed in thirty-two counties on thirty-three different state highway routes in an effort to carry out the announced policy of connecting the gaps in the most heavily traveled highways as rapidly as possible. A full description of each job awarded, its location and contract cost is shown by Table 20, and the total amount of Federal and State funds committed for each project is shown in Table 14; therefore, only a brief description of construction types, mileage and construction costs is given herein:

	Miles	Cost
Grading, Gravel Type Base and Bituminous Surface.....	102	\$3,336,780
Grading and Gravel Base.....	75	1,519,170
Gravel Base and Bituminous Surface.....	63	1,131,180
Grading and Minor Drainage Structures.....	22	348,625
Grading, Soil Cement Stab. Base and Surface Treatment.....	17	391,265
Gravel Base, Sand-Cement Surface.....	12	333,930
Grading, Bituminous Stab. Base Surface Treatment.....	17	225,140
County Secondary Projects (6 Contracts).....	10	76,492
		<hr/>
		\$7,362,582

PRICE TRENDS IN HIGHWAY CONSTRUCTION

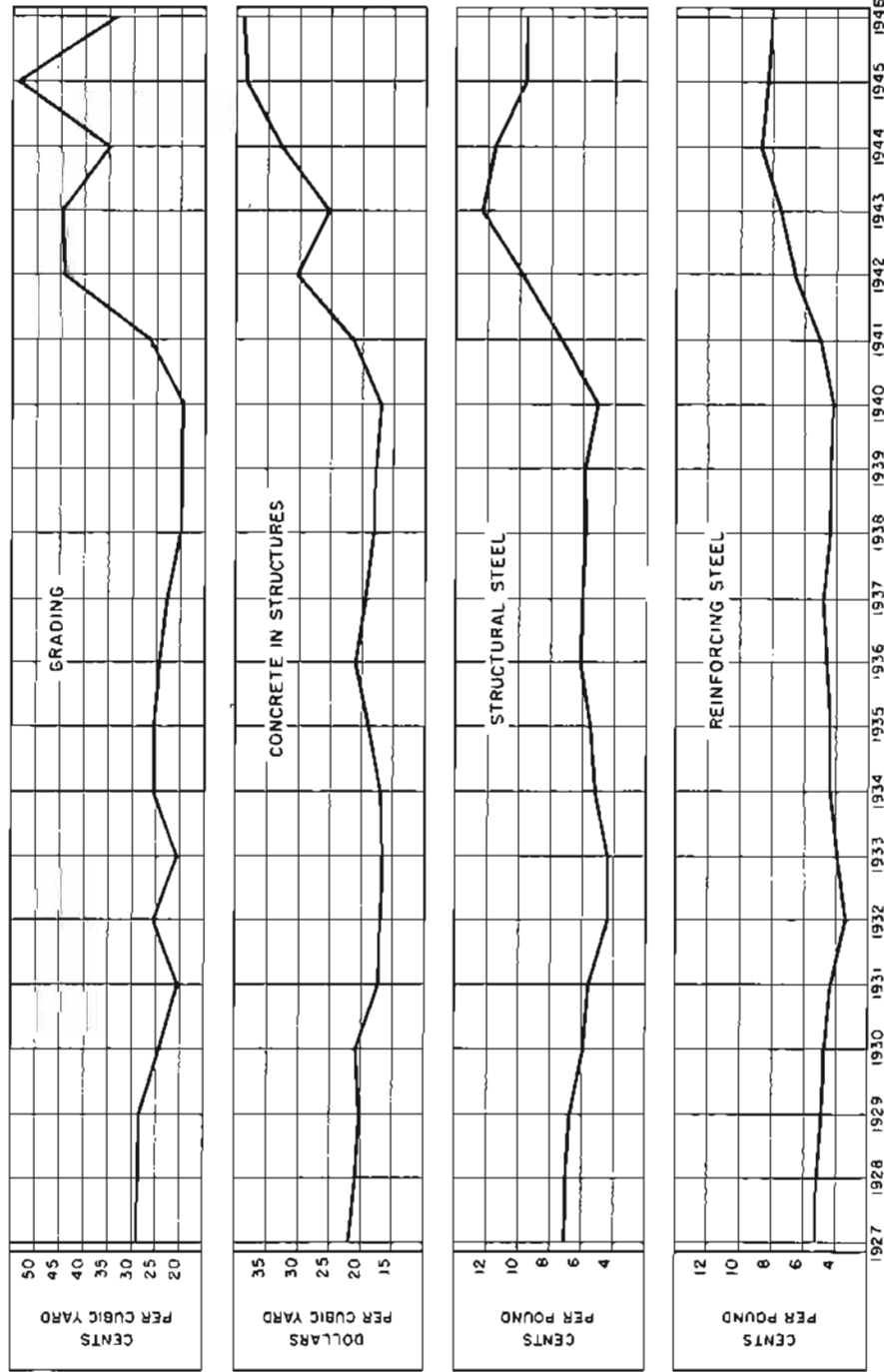


PLATE 2

Some of the projects included in the foregoing summary will not be completed during this 1946 construction season; most of the uncompleted work is bituminous surfacing on which operations will be suspended with the advent of rainy, cold and generally unfavorable weather.

The estimated amount of highway construction work that can be done with available appropriations has been sharply reduced, owing to increased costs involved in this type of construction work. The general conditions prevailing in the highway construction field are, in a large measure, common to the problems of all who have been engaged in any line of business during this two year period. To set out the matter of increased costs more clearly, a chart, marked Plate 2, has been prepared which indicates the rise in cost of certain construction items.

The Construction Division is also faced with a problem that is readily understood by every business man or organization that has been operating during this biennium—that of obtaining and keeping capable personnel. Many of the most efficient and dependable employees with years of service with the Department, have returned from the war and drifted to other fields where better salaries were offered and more security for the future was visualized. Every effort is being made to keep as many competent men as possible and to prepare them for the acceptance of heavier duties and greater responsibilities that lie ahead in the carrying out of what seems certain to be a substantially large highway construction program.

Bridge Construction—The State Highway System includes some 3,400 bridges of 20 feet or more with an aggregate length of 431,000 feet or almost 82 miles. One half of this number are 20 years old or older, and 680 located on rural highways are less than 16 feet wide. Almost 2100 of our bridges with a total length of 46 miles need to be replaced, rebuilt or widened at a total estimated cost of \$30,500,000. The magnitude of our investment in bridges can be better visualized when it is stated that the highway system averages 44 feet of bridge for each mile of highway.

In spite of the need for replacing obsolete and hazardous structures, the amount of bridge work placed under contract and constructed during this period has been very limited. Bid prices on this class of work have practically doubled due to increased wages, shortage and inefficiency of labor, increased prices of materials, and uncertainty in deliveries. The reluctance of contractors to bid on certain types of bridge work is shown by the fact that on six projects advertised no bids were received; also, all bids were rejected on three jobs because of excessive cost. For these same reasons, construction progress has been very slow on those contracts which have been awarded.

The State Highway Commission has continued to cooperate with the Tennessee Department of Highways and Public Works and the Public Roads Administration in the construction of a bridge across the Mississippi River at Memphis. Contract for Part No. 1 of this project was awarded in July, 1945. This consists of the construction of the seven main river piers and the abutment at the Memphis end. This contract is about 85 per cent complete. In October, 1946, bids were received and contracts awarded for Part No. 2, which consists of the substructure of the Arkansas approach, and for Part No. 5 which consists of earthwork at the end of the Arkansas approach. This work is well under way. Shortage of structural steel has prevented the awarding of contracts and the beginning of construction of the steel superstructure.

The Bridge Division has made good progress in the preparation of plans for proposed structures. The following summary shows the status of plans and surveys:

Status	Number	Length
Surveys Completed	85	19,158 Feet or 3.63 Miles
Plans completed	91	17,707 Feet or 3.35 Miles
Plans completed before the war and revised	9	6,707 Feet or 1.27 Miles

The total estimated cost of bridges for which plans have been completed and the projects ready to award is \$4,238,000.00.

The following tabulation indicates the bridges constructed or placed under contract from July 1, 1944 through June 30, 1946:

Route	Location	Type	Length Feet	Width Feet	Cost
Jobs suspended during the war period, now completed in 1946					
65	Lake Village to Eudora	Concrete-Steel	487.25	28.0	\$ 88,000.00
45	White River and Richland Creek	Concrete-Steel	875.42	28.0	127,510.00
Contracts Awarded					
70	DeQueen-West	Concrete and Steel	692.75	26.0	147,230.00
79	Temporary Ouachita River Bridge	Timber	589.17	19.0	51,296.00
79	Permanent Ouachita River Bridge	Concrete and Steel	1000.22	26.0	178,750.00
67	Little Missouri River Relief	Concrete	1040.42	26.0	81,262.00
143	Rivervale Bridge	Timber	692.33	19.0	32,272.00
134	Main Line Ditch	Timber	199.80	15.0	9,620.32
1-E	Paragould-Marmaduke	Concrete and Steel	244.50	26.0	47,568.00
79	L'Anguille River, Deck	Concrete and Steel	571.25	28.0	92,388.00
85	Elaine-Snow Lake	Timber	697.00	15.0	32,587.00
			7,090.11		\$888,483.32

MAINTENANCE

Operations—During the fiscal year of 1945-46 the Department spent for maintaining the 9,753 miles of highways on the state system \$2,996,423 exclusive of administrative cost, claims paid, tire stocks and bridge material stock on hand, as shown in Table 12. The above amount represents an annual average maintenance expenditure of \$307 per mile or about one dollar per mile for each working day. This figure represents an increase of \$11 over the \$296 per mile spent for maintenance during the calendar year of 1945. The latest available figure for the U. S. average for all states was \$631 per mile; more than twice the Arkansas average. On the basis of the National average, the annual maintenance appropriation for our highway system would be \$6,154,000.

At the end of the war almost every route on the highway system was in need of extensive maintenance work. The maintenance Division had anticipated that upon cessation of hostilities there would be an immediate improvement in the facilities for maintenance, but this was not the case. Competent labor, materials and equipment all still continue to be difficult to obtain, and then only at a greatly increased cost. As an example, the average hourly wage paid maintenance workers in 1941 was 33 cents, while in October 1946 this average figure had increased to 62 cents; the cost of many material items has increased proportionately. Under our fixed maintenance appropriation of approximately \$3,075,000 annually these increased costs necessarily reduce the amount of labor and material that can be used in the maintenance of the highway system.

Thirty-four per cent (34%) or 3132 miles of state highways lying outside municipal boundaries is paved, but this pavement includes 162 miles 20 years old or older, 1332 miles 13 to 19 years old and 1638 miles 12 years old or less. The deterioration of many miles of our older concrete highways has become a serious problem to the Maintenance Division. Heavy loads on concrete roads, with poor sub-grade soil have started expansion joints to "pumping" and unless corrected, this pumping action soon results in broken slabs. In order to help remedy this trouble the Maintenance Division has purchased nine new mud-jack machines this year to add to the three formerly used. In addition to mud-jack work, extensive repairs have been made to concrete pavements by cutting out broken slabs, rebuilding the sub-grade and replacing with new concrete. Several sections of highway have received this treatment, but much of this type of work remains to be done.

Considerable improvement has been made to bituminous surfaced highways during 1946. About seventy miles have been resurfaced and approximately 600 miles have been sealed, most of which was done by contract.

At the end of the war the signs and markers on the State Highways were in very poor condition. Between August 1945 and November 1946, the Maintenance Division placed 11,000 signs and markers of various kinds at a total expense of almost \$50,000. A majority of this replacement work was necessary because of deliberate and wanton destruction of signs and markers. It is estimated that the annual sign cost from vandalism alone would construct one mile of low type bituminous surfacing each year. Even after the extensive sign program of the past 18 months many of our highways are far from adequately marked.

The following tabulation shows the mileage of highways maintained in each of the 10 districts, and the expenditures actually charged to routes and sections for each year of the biennium:

TABLE 5

District	Highway Mileage	1944-1945	1945-1946	Total
1	870.08	\$ 246,179.91	\$ 276,410.06	\$ 522,589.97
2	997.44	277,310.41	268,359.79	545,670.20
3	831.87	246,585.86	234,616.43	481,202.29
4	759.64	212,510.43	217,139.57	429,650.00
5	1,099.53	312,303.98	302,840.15	615,144.13
6	1,047.59	258,849.28	288,116.54	546,965.82
7	945.79	216,463.59	276,238.27	492,701.86
8	887.71	218,066.73	202,378.06	420,444.79
9	1,222.52	237,276.82	269,569.64	506,846.46
10	1,090.91	275,264.66	327,574.05	602,838.71
Totals	9,753.08	\$2,500,811.67	\$2,653,242.56	\$5,164,054.23

Equipment—The lack of sufficient equipment and equipment repair parts has been the greatest handicap in getting a full maintenance program in operation. All possible new equipment has been purchased, and all available items allocated to the Department under its priority have been purchased from war surplus stock; yet, at the close of the biennium June 30th, 1946 there remained a back log of \$175,000 in unfilled equipment orders. Repair parts are actually harder to obtain at the present time than during the war period and the price of such parts has increased 25 per cent over 1941 figures. Much time and ingenuity have been required to keep equipment in operation.

The inventory of equipment on hand as of June 30, 1946 and its estimated value at the beginning and close of the period are shown by the following table:

TABLE 6

Items	On Hand July, 1944	Purchased 1945-1946	Retired 1945-1946	On Hand July 1, 1946	ESTIMATED VALUE	
					1944	1946
Graders—Pull Type.....	86	0	23	63	\$ 19,125.00	\$ 13,915.00
Pickup Trucks.....	74	20	10	84	18,971.00	29,199.00
Canopy Express.....	32	20	3	49	6,220.00	19,856.00
Automobiles.....	119	4	4	119	52,295.00	74,700.00
Trucks—1½ ton up.....	540	43	71	512	248,362.00	266,077.00
Motor Patrols.....	214	47	20	241	135,351.00	330,306.00
Tractors—Crawler.....	69	5	10	64	52,345.00	61,249.00
Tractors—Wheel.....	7	2	2	7	1,310.00	1,425.00
Miscellaneous Equipment.....	551	92	44	599	279,507.00	360,148.00
					\$ 813,486.00	\$1,156,875.00

Other Work—Although the Division of Traffic and Safety was discontinued at the beginning of the biennium, the collection and analyses of accident statistics was continued until March 1946 as a function of the Maintenance Division. This work is now under the supervision of the State Police Department. Table 7 has been included to give a summary of the fatal accident records to June 30, 1946.

TABLE 7
DISTRIBUTION OF MOTOR VEHICLE TRAFFIC DEATHS BY COUNTIES

County	1945				1946 to July 1st				Total 18 Months
	State Hwys.	City Sts. ¹	County Roads	Total	State Hwys.	City Sts. ¹	County Roads	Total	
Arkansas.....	4	..	..	4	..	..	..	..	4
Ashley.....	2	1	..	3	1	1	..	2	5
Baxter.....	1	..	..	1	..	..	..	..	1
Benton.....	3	..	..	3	4	1	..	5	8
Boone.....	1	..	..	1	1	..	..	1	2
Bradley.....	1	..	..	1	..	..	..	..	1
Calhoun.....	1	1	..	2	..	..	..	..	2
Carroll.....	1	1	..	2	..	..	..	..	2
Chicot.....	4	..	..	4	1	..	..	1	5
Clark.....	4	1	3	8	3	1	..	4	12
Clay.....	..	..	..	..	2	..	..	2	2
Cleburne.....	1	..	..	1	2	..	..	2	3
Cleveland.....	..	..	1	1	..	..	..	..	1
Columbia.....	..	..	..	..	3	..	3	6	6
Conway.....	3	3	..	6	1	..	..	1	7
Craighead.....	3	2	3	8	3	2	..	5	13
Crawford.....	..	2	..	2	1	2	..	3	5
Crittenden.....	16	6	6	28	13	..	..	13	41
Cross.....	3	..	..	3	..	..	..	..	3
Dallas.....	..	..	..	..	..	..	..	..	..
Desha.....	1	..	1	2	3	..	..	3	5
Drew.....	..	1	..	1	..	..	..	..	1
Faulkner.....	1	..	..	1	..	2	..	2	3
Franklin.....	1	1	..	2	2	..	..	2	4
Fulton.....	..	..	..	..	..	..	..	..	..
Garland.....	2	6	..	8	2	1	..	3	11
Grant.....	2	..	..	2	..	..	..	..	2
Greene.....	1	1	..	2	1	..	..	1	3
Hempstead.....	2	..	..	2	1	..	..	1	3
Hot Spring.....	1	2	..	3	2	1	1	4	7
Howard.....	1	..	..	1	2	..	..	2	3
Independence.....	..	..	1	1	..	..	4	4	5
Izard.....	..	..	..	..	1	..	..	1	1
Jackson.....	3	..	..	3	4	5	..	9	12
Jefferson.....	4	4	1	9	4	5	..	9	18
Johnson.....	3	1	..	4	4	..	1	5	9
Lafayette.....	4	..	..	4	1	..	..	1	5
Lawrence.....	2	..	..	2	5	..	..	5	7
Lee.....	..	..	..	..	1	..	..	1	1
Lincoln.....	2	..	..	2	1	..	..	1	3
Little River.....	2	1	..	3	..	..	..	..	3
Logan.....	1	1	..	2	1	..	..	1	3
Lonoke.....	3	1	8	12	2	..	..	2	14
Madison.....	..	..	1	1	1	..	..	1	2
Marion.....	1	..	..	1	..	..	..	..	1
Miller.....	3	1	..	4	3	..	..	3	7
Mississippi.....	5	..	..	5	5	1	6	12	17
Monroe.....	5	1	..	6	..	..	..	..	6
Montgomery.....	1	..	..	1	1	..	..	1	2
Nevada.....	2	..	1	3	2	..	..	2	5
Newton.....	..	..	..	..	2	..	..	2	2
Ouachita.....	6	..	2	8	1	..	1	2	10
Perry.....	..	..	..	..	1	..	..	1	1
Phillips.....	3	2	..	5	3	..	..	3	8
Pike.....	..	..	..	..	1	..	..	1	1
Polk.....	3	3	..	6	6	1	1	8	14
Polk.....	3	..	..	3	2	..	..	2	5
Pope.....	1	..	..	1	4	..	..	4	5
Prairie.....	2	1	..	3	..	2	..	2	5
Pulaski.....	10	15	2	27	3	6	8	22	49
Randolph.....	..	..	..	..	1	..	1	2	2
St. Francis.....	13	..	..	13	4	..	..	4	17
Saline.....	5	3	..	8	..	1	3	4	12
Scott.....	1	1	..	2	..	..	..	..	2
Searcy.....	1	..	..	1	2	..	1	3	4
Sebastian.....	2	4	..	6	5	4	..	9	15
Sevier.....	2	..	..	2	1	..	..	1	3
Sharp.....	..	..	..	..	..	..	..	..	..
Stone.....	1	..	..	1	..	..	1	1	2
Union.....	6	..	..	6	1	1	..	2	8
Van Buren.....	2	..	..	2	..	..	..	..	2
Washington.....	4	..	1	5	1	1	..	2	7
White.....	4	1	..	5	3	..	2	5	10
Woodruff.....	4	..	1	5	7	..	..	7	12
Yell.....	1	1	..	2	..	..	..	..	2
Total.....	175	69	32	276	139	38	33	210	486

¹ Includes State Highways.

ECONOMIC STUDIES

During the last year of the war and the days that followed, the work of the Division of Statistics and Analyses has again assumed a peace time pattern. Although handicapped by inability to secure skilled personnel, the Division has continued the compilation of the regular monthly and annual statistical reports on highway income, vehicle registration, motor fuel consumption and road mileage. The number of traffic counts made on roads in all areas of the State have been increased and seasonal counts on the streets of many cities have been added to the list. Repeat loadometer surveys were made in 1945 and 1946, and the information obtained added to our knowledge of peace time loading practices.

The re-inventory of all highways and rural roads has been resumed with the streets of small towns included and, from the data obtained, new maps have been made for three counties. It is planned to continue this work at an increased tempo until all counties are remapped. The maps of many other counties have been revised and enlarged aerial photographs of a number of cities have been added to the files.

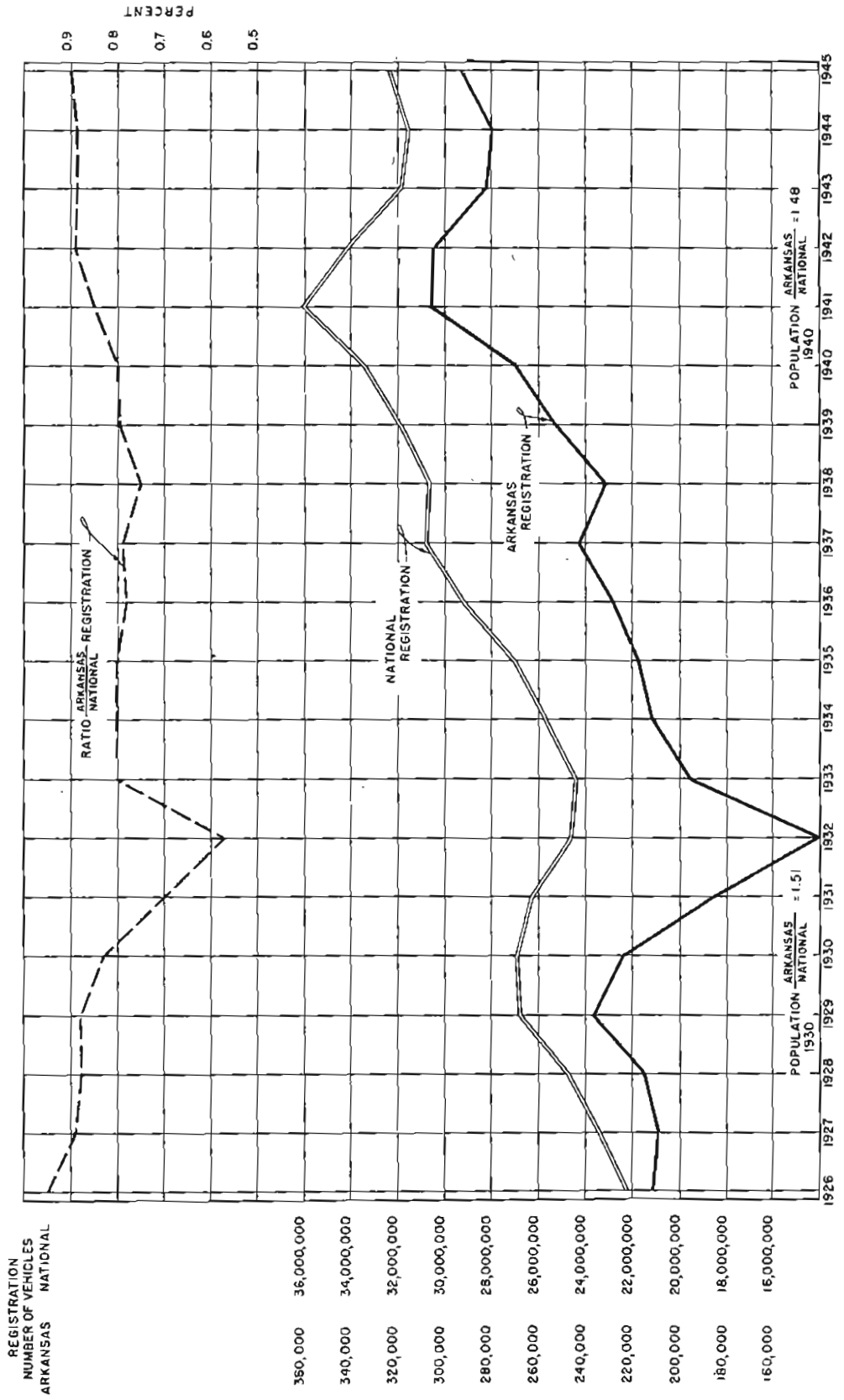
Other accomplishments of the Division during the biennium may be summarized as follows:

1. Compiled the data and directed the work of revising the Federal Aid Primary and Federal Aid Secondary Systems. This included the preparation of a system map, county maps for each county and complete description of each route.
2. A large amount of special data has been developed for use of the Governor's Highway Advisory Committee. All information in the files of the Department was made available to the Committee, if desired, and a large force was required to summarize, tabulate and assemble such data.
3. During 1946 an entirely new service map was drawn and was printed in colors for general distribution. Over thirty thousand copies of the map have been distributed as of December 1, 1946.
4. Much time and effort has been given to obtaining, analyzing and furnishing up to date traffic data.

It is interesting to note that the traffic volume has been increasing each month since gas rationing was removed in September, 1945. During the latter months of this year, it has exceeded the previous peak found during the army maneuvers in 1941. Traffic on the main highways this fall is 50 to 100 per cent higher than that of 1939 and on the local roads it has increased from 25 to 40 per cent.

COMPARATIVE ARKANSAS AND NATIONAL MOTOR VEHICLE REGISTRATION

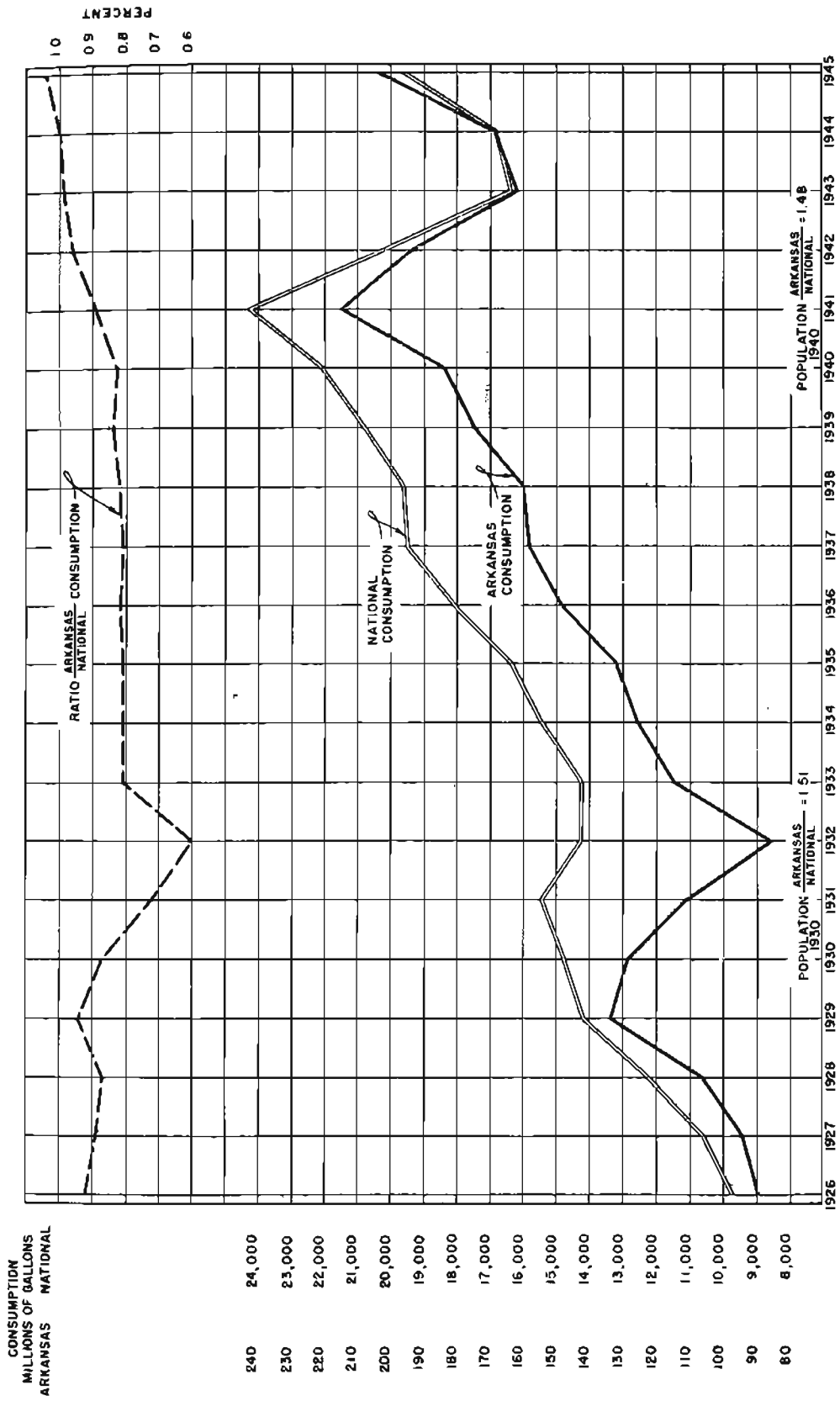
INCLUDES TRAILERS AND MOTORCYCLES



SOURCE: PRA TABLE MV-1

PLATE 3

COMPARATIVE ARKANSAS AND NATIONAL MOTOR FUEL CONSUMPTION



SOURCE: FRA TABLE 6-2 NET AMOUNT TAXED

PLATE 4

SECTION IV

APPENDIX

In order to preserve the continuity of the text, the number of tables included in the narrative portion of the report has been held to the minimum and the majority of the statistical tabulations grouped in this section for ready reference. A summary review of highway legislation enacted by the 55th General Assembly is included at the end of this section.

LIST OF TABLES

- 8-A Schedule of Balances, Receipts and Disbursements by Funds, 1944-45.
- 9-A Summary of Unapportioned Fund, 1944-45.
- 8-B Schedule of Balances, Receipts and Disbursements by Funds, 1945-46.
- 9-B Summary of Unapportioned Fund, 1945-46.
- 10 Revenue from Motor User Imposts: Section A—Income for State Highway Fund; Section B—Other Income for Highway Purposes.
- 11-A Aids, Grants and Shared Taxes Allocated to Local Units, 1944-45.
- 11-B Aids, Grants and Shared Taxes Allocated to Local Units, 1945-46.
- 12 State Highway Maintenance Fund—Summary of Expenditures for Highway Maintenance and Betterment.
- 13 Not Printed.
- 14 Schedule of Commitments for Post War Construction, 1944 Federal Aid Act.
- 15 Schedule of Expenditures from the Highway Construction Fund.
- 16 Schedule of Expenditures from Federal Aid Funds July 1, 1944 to June 30, 1946.
- 17 Net Revenue to Highway Fund from Motor Fuel Tax and Vehicle Registration Fees.
- 18 Comparison of State Highway Expenditures by States.
- 19 Total Debt Service Requirements from State Highway Fund under Provisions of Act 4 of 1941.
- 20 Record of Road and Bridge Contracts awarded.
- 21 Tabulation of Road Mileage by types listed by Counties.

TABLE 8-A
SCHEDULE OF BALANCES, RECEIPTS AND DISBURSEMENTS BY FUNDS
July 1, 1944 Through June 30, 1945

FUND	Receipts		Transfers		Total Available	Disbursements	Balance June 30, 1945 ¹
	Balance July 1, 1944		To	From			
Highway Fund, Act 4, 1941 ²	\$ 56,694.85	\$ 926.04	\$	\$ 35,896.32	\$ 16,724.37	\$ 16,354.67	\$ 363.70
Bond Refunding Expense Fund	9,267.13	16.50			9,283.63	9,282.03	
Highway Maintenance Fund	736,908.69	3,175,067.67			3,912,876.36	3,015,342.01 ³	897,534.35 ⁴
Highway Construction and Maintenance Fund	4,400,040.78	2,512,770.94			6,912,811.72	1,253,618.49 ⁵	7,128,835.72
Highway Debt Service Fund	1,000,537.70	2,390,447.32	1,862,893.29	383,250.80	5,647,129.11	2,396,564.98	1,029,801.36
Highway Refunding Bond Sinking Fund	1,140,314.10	7,282,322.34	36,891.32	515.00	8,460,042.76	7,175,615.00	1,227,633.44
Bridge Bond Retirement Fund	1,759.74	230,450.55	181,333.46	138,887.26	244,650.49	212,956.11	1,703.38
Road Bond Redemption Account		1,457.77	186,911.34		188,369.11	185,437.08	1,938.03
Highway Reserve Fund, Act 93, 1943	1,717,906.01	1,310.25		1,719,216.26	107,757.05	107,767.05	
Municipal Bond Retirement Fund		107,767.05 ⁶			107,767.05	66,205.76	
State Police Fund	23,028.23	308,016.21			331,044.44	264,835.68	
Securities Reserve Fund, Act 311, 1946	848,720.39 ⁷	(--)	56,210.23		55,210.23	55,210.23	
Unapportioned Fund	9,920,174.42 ⁸	16,968,385.39	2,271,765.64	2,347,765.64	20,809,595.81	14,586,662.70	11,222,897.11
To Sub-total		1,432,988.89			1,432,988.89	1,432,988.89	
To Counties, 7 1/2% and 1/2% Per Gallon		143,968.00			143,968.00	143,968.00	
To Counties, Oil Inspection Fees		492,093.90			492,093.90	492,093.90	
Collection Cost and Other Deductions		\$ 9,929,174.42	\$ 2,271,765.64	\$ 2,347,765.64	\$ 27,858,597.60	\$ 16,646,700.49	\$ 11,222,897.11
Total State Funds							
FEDERAL AID ACCOUNTS							
All Federal Funds	\$ 445,573.37	\$ 827,933.07	\$	\$	\$ 1,273,506.44	\$ 885,951.41	\$ 387,555.03
State Funds in Accounts	489,408.45	9,591.55	76,000.00		575,000.00	595,000.00	595,000.00
Cash Total	884,978.82 ⁹	837,524.62	76,000.00		1,758,506.44	885,951.41	942,555.03
Due Revolving Fund, (State)		(--)	16,000.00		16,000.00		811.56
Total	\$ 10,824,659.34	\$ 937,933.07	\$ 2,347,765.64	\$ 2,347,765.64	\$ 29,037,915.50	\$ 17,521,651.90	\$ 12,186,263.89

¹ Disbursements include warrants outstanding June 30, 1945 and balances will not agree with Treasurer's cash balance of that date. ² Highway Fund transactions exclude \$848,633.91 "B" Bond Reserve Fund transferred to this account under Section 49 of Act 311 of 1946. This money was derived from the 1941 Refunding Operation and was set aside to retire these non-interest bearing bonds. ³ Does not include \$35,860.22 reimbursable items. ⁴ Includes \$251,240.79 June, 1945, collections. ⁵ Does not include \$616,445.27 reimbursable items. ⁶ Act 307 of 1945 authorized a loan from the General Revenue Fund. ⁷ Revised to include \$278,321.64 County Turnback Fund and \$31,565.97 Oil Inspection Fees, not apportioned until July, 1944; previous balance of \$538,892.78 increased by a total of \$309,827.61. ⁸ Balance increased \$100,000.00 because of transfer from Highway Construction Fund which was shown as a disbursement and not credited until after June 30, 1944.

TABLE 9-A
SUMMARY OF UNAPPORTIONED FUNDS
July 1, 1944 Through June 30, 1945

SOURCES OF REVENUE	Balance July 1, 1944		Collections During Fiscal Year		Total Balance and Collections	Appropriated During Fiscal Year		Balance June 30, 1945
Motor Fuel Tax Less 7.7% and 1/2 c per Gallon	\$ 492,463.44 ¹	\$	\$ 9,457,806.44	\$	\$ 9,950,358.44	\$ 9,318,667.05	\$ 631,791.39 ²	
Auto License Fees	32,201.58		3,702,706.40		3,734,907.98	3,698,248.34	36,749.64	
Auto Division Fees	7,763.39		109,808.11		117,571.50	108,636.97	8,934.53	
Sub-total State Highway Fund	532,668.41		13,270,419.95		13,803,088.36	13,125,552.36	677,476.00	
County Turnback 7 1/2% and 1/2 c Per Gallon	278,321.64		1,250,098.47		1,528,420.11	1,412,885.89	116,034.22	
Drivers License Fees (State Police)	1,113.60		183,660.07		184,773.67	182,502.47	4,901.29	
In-Transit Fees (Bridge Bond)	2,140.68		31,164.55		33,305.23	30,450.66	2,854.68	
Oil Inspection (County Highway Fund)	31,605.97		122,946.98		154,552.95	143,968.00	12,394.96	
Total for Apportionment	848,720.39		14,860,790.02		15,709,510.41	14,895,849.27	813,661.14	
Collection and Other Charges			537,270.77		15,398,060.79			
Amount Apportioned in Excess of Amount Collected							35,059.25	

¹ Balance reduced \$197,168.50 credited to 1943-44 fiscal year Maintenance Fund. ² Balance reduced \$261,240.79, credited to 1944-45 fiscal year Maintenance Fund

TABLE 8-B
SCHEDULE OF BALANCES, RECEIPTS AND DISBURSEMENTS BY FUNDS
July 1, 1945 Through June 30, 1946

FUND	Receipts		Transfers		Disbursements	Balance June 30, 1946 ¹
	Balance July 1, 1945	To	From	Total Available		
Highway Maintenance Fund	\$ 389.70	\$ 2,196,883.39	\$	\$ 2,197,273.09	\$ 308.46	\$ 2,196,964.64
Highway Construction Fund	897,534.53	3,121,616.85		4,021,151.38	2,402,562.38	619,289.48
Highway Debt Service Reserve Fund	7,128,835.72	2,600,480.83		9,729,316.55	2,983,884.66	7,019,547.36
Highway Bond and Interest Fund	1,029,801.36	1,830,769.84		2,860,571.20	1,892,599.83	987,971.37
Local Bond and Interest Fund	1,227,639.44	7,781,429.34		9,009,068.78	7,174,860.00	1,884,208.78
Municipal Bond Retirement Fund		414,368.34		427,453.43	418,520.05	8,933.38
Municipal Turnback Fund		184,992.00		184,992.00	136,547.36 ⁵	48,444.64
Bridge Bond Retirement Fund	1,701.38	225,008.00		226,709.38	165,084.21	58,223.79
Road Bond Retirement Fund	1,438.03		1,701.38	3,139.41		
State Police Fund	66,205.76	236,578.07		302,783.83	302,183.83 ⁶	
Securities Reserve Fund	56,210.23	2,523.74		58,733.97	57,733.97	
Unapportioned Fund	813,861.14	1,080,618.86		1,894,480.00	1,894,478.00	
Sub-total	11,222,897.11	19,576,166.76	1,052,101.46	31,476,076.00	16,477,100.77	14,699,575.30
To Counties, 7.7% and 1/4% Per Gallon		1,317,639.91		1,317,639.91	1,317,639.91	
To Counties, Oil Inspection Fees		100,000.00		100,000.00	100,000.00	
To General Revenues, Oil Inspection Fees		59,044.89		59,044.89	59,044.89	
Collection Cost		451,796.35		451,796.35	451,796.35	
Total State Funds	\$11,222,897.11	\$21,603,646.90	\$ 1,052,101.46	\$32,305,067.22	\$18,405,481.92	\$14,699,575.30
FEDERAL AID ACCOUNTS						
All Federal Funds	\$ 387,655.03	\$ 939,841.83	\$	\$ 1,327,496.86	\$ 882,610.52	\$ 444,886.68
State Funds in Federal Accounts	525,000.00	811.56		525,811.56	150,000.00	150,000.00
Cash Total	912,655.03	940,653.38		1,474,596.20	882,610.52	591,884.68
Due Revolving Fund (State)	(+)	(-)				
Total	913,366.58	939,841.83		1,474,596.20	882,610.52	591,884.68
Total All Funds	\$12,136,263.69	\$22,443,388.73	\$ 1,052,101.46	\$33,679,652.42	\$19,288,092.44	\$16,291,559.98

¹ Disbursements include warrants outstanding June 30, 1945 and balance will not agree with Treasurer's cash balance of that date. ² Excludes "B" Bond Reserve Fund transferred to this account in 1944-46. Transfer was \$49,658.91. Less "B" Bond retirements with par value of \$123,483.37, leaving \$738,180.64 not shown in closing balance. ³ Includes \$251,240.79 June, 1945, collections. ⁴ Includes \$10,066.21 paying agents fees for debt service operations. ⁵ Includes \$107,767.06 paid to General Revenue Fund for loan made to this fund in accordance with Act 367 of 1946. ⁶ Includes \$274,021.18 transferred to General Revenue Fund. See Act 311, 1946.

TABLE 9-B
SUMMARY OF UNAPPORTIONED FUNDS
July 1, 1945 Through June 30, 1946

SOURCE OF REVENUE	Balance July 1, 1945		Collections During Fiscal Year		Total Balance and Collections		Apportioned During Fiscal Year		Balance June 30, 1946	
	July 1, 1945	July 1, 1945	During Fiscal Year	Fiscal Year	Total Balance and Collections	Total Available	Apportioned During Fiscal Year	Balance June 30, 1946		
Motor Fuel Tax Less 7.7% and 1/4% Per Gallon		\$ 633,791.83 ¹	\$12,719,812.90	\$12,719,812.90	\$13,351,604.73	\$12,049,920.61	\$1,301,684.92			
Auto License Fees		38,749.64	4,174,836.97	4,174,836.97	4,211,586.61	4,138,679.81	72,906.80			
Auto Division Fees		8,934.53	143,681.77	143,681.77	152,616.30	141,617.73	10,998.57			
Sub-total State Highway Fund		677,476.00	17,038,331.64	17,038,331.64	17,715,807.64	16,330,218.26	1,385,589.29			
County Turnback 7.7% and 1/4% Per Gallon		116,034.29	1,676,654.96	1,676,654.96	1,791,689.18	1,317,539.91	474,049.27			
Drivers License Fees (State Police)		4,901.29	239,847.71	239,847.71	244,749.00	235,978.07	7,770.93			
In-transit Fees (Local Bond and Interest Fund)		2,854.68	82,350.76	82,350.76	85,205.44	74,968.33	10,237.11			
Oil Inspection Fees (General Revenues and County Aid Fund)		12,394.96	169,131.34	169,131.34	175,576.29	159,044.89	16,531.40			
Totals for Apportionment		813,661.14	19,198,286.41	19,198,286.41	20,011,027.55	18,117,749.55	1,894,178.00			
Collection Cost				451,796.35						
Gross Collections (See Table 10)			19,650,082.76							
Amount Collected in Excess of Amount Apportioned			1,080,676.58							

¹ Balance reduced \$251,240.79, credited to 1944-45 fiscal year Maintenance Fund from June, 1945 collections. ² \$100,000.00 to County Aid Fund; \$59,044.89 to General Revenue Fund.

TABLE 10
REVENUES FROM MOTOR USER IMPOSTS
 July 1, 1944 to June 30, 1946
SECTION A—INCOME FOR STATE HIGHWAY FUND

Month	MOTOR FUEL TAX				
	Gross Motor Fuel Tax	Collection and Other Deductions	7.7% County Turnback	Net Motor Fuel Tax	¼ Cent Per Gallon County Turnback
July, 1944	\$ 914,142.87	\$ 41,471.47	\$ 67,195.70	\$ 805,475.70	\$ 35,001.80
August	865,464.83	39,482.87	63,600.61	762,381.35	33,202.63
September	925,109.82	38,874.58	68,262.21	818,272.03	35,618.21
October	942,461.01	33,593.92	68,976.68	839,811.11	36,442.31
November	968,184.85	23,432.97	71,944.42	862,397.56	37,132.83
December	967,410.97	25,441.76	72,531.02	869,437.58	37,298.52
January, 1945	900,581.14	19,454.37	68,316.52	818,911.05	35,291.82
February	967,858.14	25,188.97	72,585.52	870,084.61	37,331.24
March	835,192.07	44,114.80	60,889.85	729,887.42	31,226.67
April	884,497.44	51,180.29	64,142.32	768,374.42	33,342.01
May	946,168.65	50,910.39	68,187.99	817,370.27	35,141.77
June	1,024,726.42	25,659.48	76,928.15	922,138.69	39,106.07
Fiscal Year 1944-45	\$11,124,218.98	\$ 419,915.07	\$ 824,562.50	\$ 9,884,011.41	\$ 426,135.97
July, 1945	994,271.92	10,308.59	74,225.10	889,737.23	37,855.41
August	1,085,982.66	35,018.61	80,924.23	970,039.82	41,283.83
September	1,314,834.17	42,930.12	98,001.69	1,174,902.64	49,317.70
October	1,260,669.17	34,939.68	94,381.76	1,131,347.73	48,194.10
November	1,187,255.31	19,748.71	89,051.26	1,067,455.24	45,456.02
December	1,188,122.64	25,702.01	89,592.77	1,072,827.66	46,129.58
January, 1946	1,266,908.42	20,420.04	95,979.59	1,150,508.69	48,968.20
February	1,162,286.41	26,814.71	87,431.32	1,048,040.38	44,928.58
March	1,133,694.46	22,917.01	85,529.45	1,025,247.30	43,744.91
April	1,353,432.41	29,521.19	101,941.17	1,221,970.05	52,169.03
May	1,301,977.52	27,977.05	98,098.04	1,175,902.43	50,235.66
June	1,503,351.76	40,062.47	112,444.17	1,359,345.12	58,161.20
Fiscal Year 1945-46	\$14,752,789.95	\$ 357,422.09	\$ 1,108,510.65	\$13,286,357.21	\$ 567,044.31
TOTAL BIENNIUM	\$25,881,008.93	\$ 777,337.16	\$ 1,933,073.15	\$23,170,898.62	\$ 993,180.28

SECTION B—OTHER INCOME FOR HIGHWAY PURPOSES

Month	Oil Inspection Fees For County Highway Fund			Drivers License Fees For	
	Gross Receipts	Collection and Other Deductions	Net Receipts	Gross Receipts	Collection and Other Deductions
July, 1944	\$ 11,476.54	\$ 520.65	\$ 10,955.89	\$ 4,931.00	\$ 223.70
August	10,618.12	485.77	10,132.35	4,772.00	217.70
September	10,441.63	438.64	10,002.99	4,582.50	192.50
October	9,661.01	344.40	9,316.61	3,892.00	133.74
November	11,310.72	293.89	11,016.83	11,839.50	294.61
December	10,469.30	275.33	10,193.97	33,049.50	869.17
January, 1945	10,104.51	216.90	9,887.61	77,797.50	1,660.31
February	11,163.21	298.34	10,864.87	21,472.50	559.84
March	10,121.17	518.21	9,602.96	9,318.00	495.26
April	11,011.29	609.72	10,401.57	6,909.50	401.41
May	9,767.65	531.61	9,236.04	3,454.50	101.97
June	12,714.14	418.44	12,295.70	5,027.17	125.88
Fiscal Year 1944-45	\$ 129,748.28	\$ 4,091.70	\$ 124,346.98	\$ 189,140.67	\$ 5,480.60
July, 1945	12,975.59	395.55	12,580.04	6,227.33	189.34
August	13,123.25	432.85	12,690.40	5,782.00	186.45
September	14,506.34	464.30	14,042.04	5,444.00	174.25
October	13,977.77	362.37	12,715.40	6,334.50	175.32
November	12,722.15	325.47	12,396.68	5,121.50	132.20
December	12,627.81	273.80	12,354.01	3,324.00	72.07
January, 1946	14,778.16	238.18	14,539.98	119,773.50	1,930.38
February	13,676.77	315.39	13,361.38	51,552.00	1,188.30
March	9,950.21	201.15	9,749.06	14,016.00	283.33
April	16,253.43	354.52	15,898.91	10,955.00	238.95
May	16,378.18	351.94	16,026.24	7,272.00	156.26
June	16,868.72	337.32	16,531.40	7,929.50	158.57
Fiscal Year 1945-46	\$ 167,238.18	\$ 4,056.84	\$ 163,181.34	\$ 243,734.33	\$ 4,886.62
TOTAL BIENNIUM	\$ 296,986.46	\$ 8,058.14	\$ 288,928.32	\$ 432,875.00	\$ 10,367.22

SUMMARY—ALL MOTOR

Gross Receipts to be accounted for

DEDUCTIONS:
 Cost of Collection

ALLOCATIONS:
 To Counties 7.7% and ¼c per Gallon

State Highway Fund, Net

TABLE 10
REVENUES FROM MOTOR USER IMPOSTS
 July 1, 1944 to June 30, 1946
SECTION A—INCOME FOR STATE HIGHWAY FUND

AUTO LICENSE FEES				AUTO DIVISION FEES			Total Net Receipts Highway Fund
Net To Highway Fund	Gross Auto License Fees	Collection and Other Deductions	Net Auto License Fees	Auto Division Fees	Collection and Other Deductions	Net Auto Division Fees	
\$ 770,473.90	\$ 50,220.20	\$ 2,278.31	\$ 47,941.89	\$ 8,170.03	\$ 370.65	\$ 7,799.38	\$ 826,215.17
729,178.66	33,966.85	1,549.13	32,407.72	8,602.00	392.43	8,209.57	769,795.95
782,653.82	31,056.75	1,804.63	29,752.12	9,283.50	389.98	8,893.52	821,299.46
802,368.07	19,261.14	688.61	18,574.53	8,110.00	289.11	7,820.89	828,764.39
825,264.73	248,675.22	6,187.90	242,487.32	5,127.00	127.57	4,999.43	1,072,751.48
832,139.06	783,474.19	20,604.43	762,869.76	6,338.00	166.68	6,171.32	1,601,130.14
783,619.23	1,792,429.43	28,264.54	1,754,164.89	18,375.00	392.26	17,982.74	2,655,766.86
832,752.39	499,756.16	13,006.40	486,749.76	11,827.00	307.80	11,519.20	1,321,021.35
698,460.75	148,815.63	7,913.89	140,907.74	10,624.00	564.98	10,059.02	849,821.51
736,532.81	96,694.78	5,617.62	91,077.16	9,402.00	546.22	8,855.78	835,485.75
782,228.50	62,423.48	3,393.61	59,029.87	9,055.00	492.27	8,562.73	849,821.10
883,032.62	37,693.50	943.86	36,749.64	9,164.00	229.47	8,934.53	928,716.79
\$ 9,457,905.44	\$ 3,804,457.33	\$ 101,750.93	\$ 3,702,706.40	\$114,077.53	\$ 4,269.42	\$ 109,808.11	\$13,270,419.95
851,881.82	49,492.58	1,568.74	47,923.82	10,292.00	213.77	9,979.23	909,844.87
928,755.99	39,671.88	1,274.26	38,397.62	10,014.00	322.91	9,691.09	976,833.70
1,123,984.66	30,276.64	1,046.53	29,230.11	7,904.00	252.90	7,651.01	1,160,866.78
1,083,153.63	20,610.68	571.10	20,039.58	8,924.50	247.29	8,677.21	1,111,870.42
1,622,002.22	15,680.80	403.51	15,277.29	6,421.50	166.30	6,256.20	1,643,434.71
1,026,728.28	6,867.46	148.69	6,708.77	3,417.00	74.09	3,342.91	1,036,779.96
1,101,540.40	2,627,101.90	42,340.82	2,584,761.08	27,884.25	449.41	27,434.84	3,713,736.32
1,093,111.80	970,092.91	22,370.56	947,723.35	25,486.00	587.57	24,898.43	1,976,727.58
981,502.39	162,260.51	3,289.13	158,990.98	15,608.00	310.36	15,297.64	1,153,780.41
1,169,401.02	153,051.92	3,338.38	149,713.54	12,259.60	267.40	11,991.80	1,331,506.16
1,125,666.77	105,486.33	2,266.70	103,219.63	9,678.00	207.96	9,470.04	1,228,356.44
1,301,683.92	74,394.46	1,487.66	72,906.80	11,223.00	224.43	10,998.57	1,385,639.29
\$ 12,719,812.90	\$ 4,254,879.05	\$ 80,042.08	\$ 4,174,836.97	\$147,106.25	\$ 3,424.48	\$ 143,681.77	\$17,038,331.64
\$ 22,177,718.34	\$ 8,059,326.38	\$ 181,793.01	\$ 7,877,643.37	\$261,183.78	\$ 7,693.90	\$ 253,489.88	\$30,308,751.59

SECTION B—OTHER INCOME FOR HIGHWAY PURPOSES

State Police Fund	In-Transit Fees For Bridge	Bond Retirement Fund	Total Net Receipts
Net Receipts	Gross Receipts	Collection and Other Deductions	Net Receipts
\$ 4,707.30	\$ 1,569.00	\$ 71.18	\$ 1,487.82
4,554.30	2,334.00	108.47	2,227.53
4,390.00	2,286.00	96.03	2,189.97
3,753.26	2,505.00	89.30	2,415.70
11,544.89	2,382.00	59.28	2,322.72
32,180.33	2,871.00	75.61	2,795.49
76,126.69	2,709.00	57.83	2,651.17
20,913.66	3,817.00	73.31	2,743.69
8,817.74	3,768.00	200.38	3,567.62
6,508.03	2,979.00	173.07	2,805.93
5,252.53	3,270.00	177.77	3,092.23
4,901.29	2,928.00	73.32	2,854.68
\$ 183,660.07	\$ 32,418.00	\$ 1,253.45	\$ 31,184.55
6,037.49	3,723.00	113.49	3,609.51
5,595.55	3,840.00	123.82	3,716.18
5,269.75	4,296.00	137.50	4,158.50
8,158.98	6,804.00	188.63	6,615.47
4,992.30	6,381.00	165.25	6,215.75
3,251.93	5,925.00	129.47	5,796.53
117,843.12	6,390.00	102.99	6,287.01
50,363.20	7,890.00	181.94	7,708.06
13,732.67	8,421.00	176.11	8,244.89
10,716.05	9,915.00	216.27	9,698.73
7,115.74	10,284.00	220.98	10,063.02
7,770.92	10,448.00	208.80	10,237.11
\$ 238,847.71	\$ 84,315.00	\$ 1,964.24	\$ 82,350.76
\$ 422,507.78	\$ 116,733.00	\$ 3,217.69	\$ 113,515.31
			\$239,671.60
			22,227.04
			22,302.13
			22,470.29
			25,489.85
			23,600.73
			21,402.27
			138,670.11
			71,432.54
			31,726.42
			36,313.69
			39,205.00
			34,539.44
			\$484,379.81
			\$824,061.41

USER REVENUES

1944-1945	1946-1946	Biennium
\$15,398,060.79	\$19,650,062.76	\$35,048,123.55
442,112.11	451,796.35	893,908.46
49,971.36	.....	49,971.36
45,176.57	.....	45,176.87
10.43	.....	10.43
1,250,898.47	1,675,554.96	2,926,253.43
124,846.98	100,000.00	224,846.98
183,660.07	63,181.34	63,181.34
.....	238,847.71	238,847.71
31,164.55	82,350.76	113,515.31
13,270,419.95	17,038,331.64	30,308,751.59

TABLE 11-A
AIDS, GRANTS AND SHARED TAXES ALLOCATED TO LOCAL UNITS FROM HIGHWAY REVENUES
July 1, 1944 Through June 30, 1945

County	IMPROVEMENT DISTRICTS										TOWNS AND CITIES		Total All Aids
	7.7%	% Cent Per Gallon	Oil Inspection	Total	Road ¹⁾	Bridge	Total	Bond Retirement	Municipal Turnback	Total			
Arkansas	15,989.75	8,275.00	1,919.44	26,184.19				1,184.82		1,184.82	\$	27,369.01	
Ashley	12,458.14	6,445.37	1,919.44	20,823.95								20,823.95	
Baxter	6,719.55	3,477.57	1,919.44	12,116.56								12,116.56	
Benton	18,532.89	9,616.86	1,919.44	30,119.19				4,421.32		4,421.32		34,540.51	
Buono	9,393.85	4,861.80	1,919.44	16,174.79				1,882.73		1,882.73		17,557.52	
Baileys	9,666.02	4,691.98	1,919.44	16,277.44				1,916.31		1,916.31		17,592.15	
Calhoun	5,916.85	3,072.20	1,919.44	10,928.49								10,928.49	
Carroll	8,381.61	4,337.62	1,919.44	14,638.67				7,035.12		7,035.12		21,673.79	
Chicot	10,934.00	5,658.66	1,919.44	18,512.10				1,601.10		1,601.10		20,113.20	
Clark	12,382.10	6,408.14	1,919.44	20,709.68				2,982.18		2,982.18		23,691.86	
Clay	13,910.92	7,338.96	1,919.44	23,169.32								23,169.32	
Cleburne	6,875.07	3,558.20	1,919.44	12,352.71				450.23		450.23		12,802.94	
DeWitt	6,442.47	3,331.10	1,919.44	11,693.01								11,693.01	
Flewelland	13,751.88	7,116.46	1,919.44	22,787.78				703.16		703.16		23,490.94	
Columbia	8,992.20	4,806.97	1,919.44	15,728.61				2,197.63		2,197.63		17,926.24	
Conway	19,748.86	10,226.29	1,919.44	31,894.59				1,289.86		1,289.86		33,184.45	
Crawford	11,437.26	5,924.91	1,919.44	19,281.61	10,738.32							30,020.93	
Crittenden	18,279.60	9,462.46	1,919.44	29,661.50				1,006.28		1,006.28		30,667.78	
Cross	10,773.98	5,676.02	1,919.44	18,369.44				1,184.61		1,184.61		19,554.05	
Dallas	8,072.49	4,177.74	1,919.44	14,269.67				2,299.42		2,299.42		16,569.09	
Drew	12,231.22	6,330.10	1,919.44	20,480.76				25.84		25.84		20,506.60	
Faulkner	11,251.82	5,823.09	1,919.44	19,284.35				3,951.70		3,951.70		23,236.05	
Franklin	7,047.12	3,535.59	1,919.44	12,522.15								12,522.15	
Fulton	6,830.94	3,535.59	1,919.44	12,285.97								12,285.97	
Garland	19,863.76	10,279.76	1,919.44	32,062.96								32,062.96	
Grant	6,898.32	3,570.01	1,919.44	12,387.77								12,387.77	
Greene	32,265.75	16,347.94	1,919.44	50,533.13				9,117.12		9,117.12		59,650.25	
Hemstead	13,565.25	6,989.68	1,919.44	22,474.37								22,474.37	
Hot Spring	9,983.46	5,166.53	1,919.44	17,069.43				2,097.18		2,097.18		19,166.61	
Howard	8,195.92	4,241.57	1,919.44	14,356.93				2,724.48		2,724.48		17,081.41	
Independence	11,769.09	6,000.65	1,919.44	19,779.18				864.13		864.13		20,643.31	
Jackson	6,509.68	3,368.45	1,919.44	11,797.57	26,092.16			3,266.82		3,266.82		45,156.55	
Jefferson	11,982.99	6,201.60	1,919.44	20,104.03				2,947.79		2,947.79		23,051.82	
Johnson	27,375.56	14,167.80	1,919.44	43,462.80				5,103.09		5,103.09		48,565.89	
Lafayette	4,786.77	2,486.77	1,919.44	9,273.01				179.47		179.47		9,452.48	
Lawrence	7,791.63	4,032.65	1,919.44	13,743.72								13,743.72	
Lee	10,152.21	5,254.81	1,919.44	17,356.46				2,093.39		2,093.39		19,449.85	
Lincoln	9,905.01	5,126.12	1,919.44	16,950.57	10,237.06			3,605.17		3,605.17		30,792.80	
Little River	7,697.55	3,983.54	1,919.44	13,600.53								13,600.53	
Louis	7,232.92	3,732.88	1,919.44	12,865.24								12,865.24	
Lonoke	13,267.87	6,917.63	1,919.44	22,054.94				2,709.69		2,709.69		24,764.63	
Madison	8,538.29	4,417.70	1,919.44	14,875.43				203.88		203.88		15,079.31	
Miller	15,676.40	8,113.47	1,919.44	25,709.31								25,709.31	
Mississippi	11,545.78	6,017.83	1,919.44	19,573.05	118,068.20							137,641.25	
Monroe	8,877.51	4,547.83	1,919.44	15,374.78				1,806.47		1,806.47		17,181.25	
Monterey	6,880.27	3,560.75	1,919.44	12,360.46								12,360.46	
Newdon	9,170.00	4,748.70	1,919.44	15,838.14				604.29		604.29		16,442.43	
Nevada	7,121.42	3,685.41	1,919.44	12,726.27								12,726.27	
Ouachita	14,180.88	7,338.74	1,919.44	23,459.06				5,111.91		5,111.91		28,570.97	
Perry	5,192.98	2,687.46	1,919.44	9,799.88								9,799.88	
Phillips	12,117.30	6,291.88	1,919.44	20,408.62								20,408.62	
Pike	6,621.88	3,424.94	1,919.44	11,966.26				2,376.70		2,376.70		14,342.96	
Poinsett	14,686.55	7,600.19	1,919.44	24,206.18								24,206.18	
Polk	9,846.88	5,095.95	1,919.44	16,852.27								16,852.27	
Pope	12,112.19	6,368.28	1,919.44	20,400.91				6,876.33		6,876.33		27,277.24	
Prairie	8,319.36	4,305.10	1,919.44	14,543.90								14,543.90	

County	7.7% ¹	Oil Inspection	Total	Road ¹	Bridge	Total	Bond Retirement	Municipal Turnback	Total	Total All Aids
Pulaski.....	52,849.15	40,170.68	1,919.44	104,639.27	154,049.34	176,448.77	991.46	991.46	991.45	281,379.49
Randolph.....	9,057.04	6,887.27	2,818.44	15,633.75					2,818.44	15,633.75
St. Francis.....	13,269.54	6,867.31	1,915.44	22,056.29			2,876.57	2,876.57	2,876.57	24,932.86
Saline.....	10,165.15	6,175.44	1,915.44	18,260.93			1,931.84	1,931.84	1,931.84	21,959.70
Scott.....	8,874.84	4,592.94	1,915.44	15,387.22	1,768.03	1,768.03			831.51	16,218.73
Searcy.....	6,688.42	3,461.33	1,915.44	12,069.19						13,059.19
Sebastian.....	29,444.28	16,229.19	1,915.44	46,603.91			1,987.30	1,987.30	1,987.30	48,590.91
Sevier.....	7,881.53	4,078.93	1,915.44	13,879.90			2,747.90	2,747.90	2,747.90	16,627.80
Sharp.....	6,291.41	3,255.87	1,915.44	11,468.72						11,468.72
Stone.....	5,562.23	2,878.60	1,915.44	10,360.27						10,360.27
Union.....	26,105.19	13,510.67	1,915.44	41,536.30			108.23	108.23	108.23	41,644.53
Van Buren.....	7,206.60	3,729.51	1,915.44	12,851.56			811.46	811.46	811.46	13,663.02
Washington.....	22,817.69	11,810.13	1,915.44	36,547.26			6,459.04	6,459.04	6,459.04	43,006.30
White.....	16,710.29	8,647.65	1,915.44	27,277.38			1,149.04	1,149.04	1,149.04	28,426.42
Woodruff.....	8,987.71	4,651.26	1,915.44	15,558.41			1,232.92	1,232.92	1,232.92	16,791.33
Yell.....	10,595.08	5,483.16	1,915.44	17,997.68						19,913.12
Total.....	\$ 910,354.61	\$ 481,877.74	\$ 143,956.00	\$ 1,536,190.35	\$ 156,190.72	\$ 212,955.11	\$ 107,757.95	\$ 107,757.95	\$ 107,757.95	\$ 2,013,093.13

TABLE 11-B
AIDS, GRANTS AND SHARED TAXES ALLOCATED TO LOCAL UNITS FROM HIGHWAY REVENUES
July 1, 1945 Through June 30, 1946

County	COUNTY TURNBACK				IMPROVEMENT DISTRICTS				TOWNS AND CITIES		Total All Aids
	7.7% ¹	Oil Inspection	Total	Total	Road ¹	Bridge	Total	Bond Retirement	Municipal Turnback	Total	
Arkansas.....	15,045.08	7,688.22	1,333.34	24,066.64				77.58	2,670.83	2,748.41	25,814.80
Ashley.....	11,975.09	5,966.14	1,333.34	18,974.57					2,234.23	2,234.23	21,208.80
Baxter.....	6,171.65	3,152.73	1,333.34	10,658.72					891.26	891.26	11,550.98
Benton.....	7,620.57	9,094.34	1,333.34	27,958.25				371.92	3,111.38	3,483.30	31,441.55
Boone.....	8,906.01	4,551.13	1,333.34	14,790.48				37.82	1,450.17	1,487.99	16,278.47
Bradley.....	4,922.38	4,339.72	1,333.34	10,605.44				1,388.19	2,157.64	2,545.83	13,151.27
Calhoun.....	5,800.35	2,902.77	1,333.34	9,136.46					640.50	640.50	9,776.96
Carroll.....	7,905.39	4,039.76	1,333.34	13,278.49				1,248.31	1,211.27	2,459.58	15,738.07
Chicot.....	10,831.83	6,278.73	1,333.34	18,944.90				2,238.15	1,963.25	4,201.41	23,146.31
Clark.....	11,527.85	6,890.80	1,333.34	19,752.99				1,304.58	2,239.96	3,544.54	23,297.53
Cleburne.....	6,634.72	3,185.59	1,333.34	11,353.84					1,981.71	1,981.71	13,335.55
Cleveland.....	6,070.72	3,150.48	1,333.34	10,506.54					872.42	872.42	11,378.96
Columbia.....	8,431.04	4,339.06	1,333.34	14,163.44				222.67	2,167.61	2,390.28	16,553.72
Conway.....	18,711.01	9,661.50	1,333.34	29,605.91				361.17	3,813.91	4,175.08	33,780.99
Craighead.....	10,160.28	6,192.09	1,333.34	17,685.69					2,630.80	2,630.80	19,316.49
Crawford.....	15,605.69	7,975.25	1,333.34	24,914.28				591.71	2,830.80	3,422.51	28,336.79
Crittenden.....	9,995.87	6,108.11	1,333.34	17,437.32	11,263.12			955.65	1,679.16	2,634.81	19,072.13
Dallas.....	7,713.58	3,941.89	1,333.34	12,988.81					1,467.27	1,467.27	14,456.08
DeSha.....	11,403.87	5,837.60	1,333.34	18,564.81					1,610.23	1,610.23	20,175.04
Drew.....	9,585.86	4,903.58	1,333.34	15,822.78					1,515.32	1,515.32	17,338.10
Faulkner.....	10,537.14	6,384.63	1,333.34	17,255.11				1,225.24	1,810.62	3,035.86	20,290.97
Franklin.....	7,433.04	3,788.44	1,333.34	12,664.82					1,192.25	1,192.25	13,857.07
Fulton.....	8,231.85	3,230.69	1,333.34	12,885.88					755.15	755.15	13,641.03
Garland.....	18,740.05	9,576.37	1,333.34	29,649.76				309.02	4,780.81	5,089.83	34,739.59
Greene.....	6,476.64	3,109.64	1,333.34	11,119.61					1,792.64	1,792.64	12,912.25
Hempstead.....	11,484.27	5,868.69	1,333.34	18,686.30					2,200.44	2,200.44	20,886.74
Hot Spring.....	12,471.12	6,333.25	1,333.34	20,177.42				2,320.60	2,248.35	4,568.95	24,746.37
Howard.....	9,458.44	4,833.25	1,333.34	15,625.32					1,628.98	1,628.98	17,254.30
Independence.....	7,754.00	3,962.44	1,333.34	13,049.77					1,446.71	1,446.71	14,496.48
Izard.....	6,218.22	3,177.57	1,333.34	10,729.13				781.08	1,914.38	2,695.46	13,424.59
Jackson.....	11,098.62	5,670.49	1,333.34	18,102.45					1,775.33	1,775.33	19,877.78
Jefferson.....	25,478.89	13,019.99	1,333.34	40,832.21				686.68	5,419.50	6,106.18	46,938.39
Johnson.....	8,820.75	4,567.56	1,333.34	14,661.65					1,507.46	1,507.46	16,169.11
Lafayette.....	7,088.99	3,622.62	1,333.34	12,044.94					1,205.47	1,205.47	13,250.41

¹ Deducted from County Turnback as follows: Phillips \$4,218.74; Pulaski \$14,766.87; Saline \$1,768.03—Total Deductions \$20,753.64. Expenditure from Road Bond Redemption Fund, \$165,190.72 minus \$20,753.64 equals \$134,437.08.

TABLE 11-B--(Continued)
AIDS, GRANTS AND SHARED TAXES ALLOCATED TO LOCAL UNITS FROM HIGHWAY REVENUES
July 1, 1946 Through June 30, 1946

County	COUNTY TURNBACK				IMPROVEMENT DISTRICTS				TOWNS AND CITIES		
	7.7%	Cent Per Gallon	Oil Inspection	Total	Road ¹	Bridge	Total	Bond Retirement	Municipal Turnback	Total	Total All Aids
Lawrence	9,614.88	4,913.26	1,333.33	16,851.47			10,761.87	251.51	1,560.23	1,860.23	17,421.70
Lee	9,263.71	4,733.90	1,333.33	15,330.94					1,506.09	1,757.60	17,850.41
Lincoln	7,323.93	3,745.70	1,333.33	12,402.96					973.38	973.28	13,362.24
Little River	6,719.94	3,433.87	1,333.33	11,487.24					1,101.36	1,101.26	12,688.50
Logan	10,926.92	5,583.77	1,333.33	17,844.02				2,041.22	1,834.48	3,875.70	21,719.72
Loneke	12,876.75	6,580.06	1,333.33	20,790.14					1,963.41	1,963.41	22,753.55
Madison	8,059.14	4,118.35	1,333.33	13,610.82					869.95	869.95	14,380.77
Marion	5,757.37	2,942.07	1,333.33	10,032.67					624.43	624.43	10,657.10
Miller	14,281.23	7,398.00	1,333.33	22,912.56					3,045.68	3,045.68	26,958.24
Mississippi	28,866.96	14,751.34	1,333.33	44,951.62	118,781.60		118,761.66	531.61	5,173.56	5,173.56	168,866.84
Monroe	8,278.43	4,230.49	1,333.33	13,842.25					1,766.95	1,766.95	16,130.81
Monterey	4,507.22	3,304.89	1,333.33	11,105.44					694.16	694.16	29,919.66
Nevada	8,841.30	4,618.23	1,333.33	14,692.86		18,420.06	18,120.06	571.21	1,326.51	1,913.72	16,606.58
Newton	6,746.53	3,447.59	1,333.33	11,572.45					638.43	638.43	44,245.47
Ouachita	14,691.13	7,457.12	1,333.33	23,381.58		32,079.59	32,079.59	915.35	3,233.40	4,148.75	27,530.33
Perry	4,903.09	2,505.55	1,333.33	8,741.97					662.24	662.24	9,404.21
Phillips	15,526.22	7,934.66	1,333.33	24,793.61				290.47	3,537.45	3,827.92	28,621.53
Pike	6,237.90	3,187.56	1,333.33	10,758.89					824.85	824.85	11,633.74
Polk	14,061.26	7,185.40	1,333.33	22,579.99					2,586.80	2,586.80	25,166.79
Polksett	9,323.27	4,764.35	1,333.33	15,480.95					1,822.52	1,822.52	16,803.47
Pope	11,473.52	5,863.16	1,333.33	18,570.01					2,193.86	2,193.86	39,269.35
Prairie	8,075.71	4,126.15	1,333.33	13,535.79					1,456.20	1,456.20	14,691.99
Pulaski	51,110.25	36,392.34	1,333.33	89,336.82	44,136.96	153,618.42	197,756.40	6,945.02	23,842.87	30,787.89	310,544.09
Randolph	8,161.76	4,170.55	1,333.33	13,665.64					1,833.39	1,833.39	14,799.33
St. Francis	12,530.71	6,408.43	1,333.33	20,267.47					2,268.70	2,268.70	25,022.30
Saline	11,253.59	5,782.32	1,333.33	18,369.24				2,486.22	1,408.92	3,895.14	19,966.76
Scott	8,351.11	4,272.69	1,333.33	13,957.13	61.87		61.87		1,408.92	1,408.92	16,278.05
Searay	6,390.48	3,265.66	1,333.33	10,989.46					895.64	895.64	11,886.10
Sebastian	27,390.11	13,997.35	1,333.33	42,720.79				17.05	8,489.85	8,506.90	51,227.69
Sevier	7,344.22	3,753.00	1,333.33	12,430.55				689.24	1,340.07	1,988.31	14,418.86
Sharp	6,974.58	3,053.10	1,333.33	10,361.01					742.83	742.83	11,103.84
Stone	5,236.30	2,575.34	1,333.33	9,243.97					604.19	604.19	9,848.15
Union	24,906.99	12,516.81	1,333.33	37,467.13					5,436.51	5,436.51	42,893.64
Van Buren	6,856.08	3,503.05	1,333.33	11,692.46					779.23	779.23	12,470.69
Washington	20,129.69	10,286.62	1,333.33	31,749.64				364.52	3,777.02	4,041.54	35,791.28
White	16,963.19	8,155.36	1,333.33	25,447.88				231.80	2,835.38	3,067.18	28,616.06
Woodruff	8,467.85	4,327.16	1,333.33	14,128.34					1,498.42	1,498.42	15,626.76
Yell	9,998.65	5,109.22	1,333.33	15,442.80					1,444.31	1,444.31	30,765.41
Other Expenditures	\$ 850,311.84	\$ 445,685.15	\$ 100,000.00	\$ 1,396,000.00	\$ 174,223.63	\$ 265,439.54	\$ 439,663.17	\$ 1,417.95	\$ 166,084.21	\$ 194,874.52	\$ 2,030,834.48
Total	\$ 850,311.84	\$ 445,685.15	\$ 100,000.00	\$ 1,396,000.00	\$ 174,223.63	\$ 265,439.54	\$ 439,663.17	\$ 136,547.36	\$ 166,084.21	\$ 302,631.57	\$ 2,138,631.53

¹ Deducted from County Turnback for Road Improvement Districts—Pulaski County \$21,081.25, Saline \$61.87; total \$21,143.12 Total disbursements through Road Bond Redemption Fund, \$174,223.63, minus \$21,143.12 equals \$153,080.51.
² \$13,536.78 Paid June 19, 1946 Not Due Until July 1, 1946 but paid from 1945-46 Appropriation.
³ Repayment of loan to General Revenue Fund.

TABLE 12
STATE HIGHWAY MAINTENANCE FUND
 Summary of Expenditures for Highway Maintenance and Betterment
 July 1, 1944 through June 30, 1946

ITEM	1944-1945	1945-1946	Biennium
Administrative (See Distribution).....	\$ 270,588.21	\$ 289,353.98	\$ 559,942.19
Maintenance			
Districts (See Recapitulation).....	2,500,811.67	2,663,242.56	5,164,054.23
State Wide Operations			
Calcium Chloride.....	1,040.40		
Center Striping.....	14,648.24	8,347.51	
Little Rock Asphalt Plant.....	(—) 762.72 ¹	7,104.71	
Magnet Truck Operation.....	2,590.80	381.24	
Mud Jacking.....	8,969.90	7,574.10	
Bridge Material Stock.....		31,000.00	
Sub total.....	26,486.62	54,407.56	80,894.18
Equipment and Upkeep			
Central Shop Equipment.....			
Repairs.....	101,656.09	114,398.88	
Central Shop Stock and Tire Purchases.....	8,662.43	33,062.35	
Purchase of New Equipment.....	96,380.55	195,373.71	
Repairs and Addition to Central Shop Buildings.....	10,756.44		
Sub total.....	217,455.51	342,834.94	560,290.45
Total Vouchers Issued.....	3,015,342.01	3,349,839.04	6,365,181.05
Claims Paid by Board of Fiscal Control.....		52,823.34	52,823.34
Total Expenditures.....	\$3,015,342.01	\$3,402,662.38	\$6,418,004.39

¹ Represents value of stock on hand purchased with funds from previous fiscal year and charged as a cash expenditure to the various districts as used.

Note: Maintenance expenditures do not include charges for rental or depreciation on equipment.

DISTRIBUTION OF ADMINISTRATIVE COSTS

	1944-1945	1945-1946	Biennium
Commission Expenditures and Per Diem.....	\$ 4,161.70	\$ 4,353.28	\$ 8,514.98
Salaries.....	162,878.65	150,497.68	313,376.33
Travel Expense.....	9,861.49	11,774.39	21,635.88
Automobile Operation and Upkeep.....	26,609.95	35,786.10	62,396.05
Supplies.....	8,043.40	39,339.91	47,383.31
Telephone and Telegraph.....	5,327.29	5,752.78	11,080.07
Utilities.....	4,946.26	5,126.05	10,072.31
Postage.....	2,041.14	2,666.97	4,708.11
Liability Insurance.....	23,283.56	28,876.00	52,159.56
Fire and Extended Coverage Insurance.....	4,326.77	865.76	5,192.53
Surety Bond Premiums.....	556.52	320.00	876.52
Legal (Advertising).....	121.50	0.00	121.50
Printing and Stationery.....	15,368.63	(—) 5,321.97	10,046.71
Services on Office Building.....	2,611.30	2,739.54	5,350.84
Dues American Association Highway Officials.....	450.00	450.00	900.00
Purchase of Blue Print Equipment.....	0.00	6,127.49	6,127.49
Total Administrative.....	\$ 270,588.21	\$ 289,353.98	\$ 559,942.19

RECAPITULATION BY DISTRICTS

District	1944-1945	1945-1946	Total
No. 1.....	\$ 246,179.91	\$ 276,410.06	\$ 522,589.97
No. 2.....	277,310.41	268,359.79	545,670.20
No. 3.....	246,585.86	234,616.43	481,202.29
No. 4.....	212,510.43	217,139.57	429,650.00
No. 5.....	312,303.98	302,840.15	615,144.13
No. 6.....	258,849.28	288,116.54	546,965.82
No. 7.....	216,463.59	276,238.27	492,701.86
No. 8.....	218,066.73	202,378.06	420,444.79
No. 9.....	237,276.82	269,569.64	506,846.46
No. 10.....	275,264.66	327,574.05	602,838.71
Total.....	\$2,500,811.67	\$2,663,242.56	\$5,164,054.23

MAINTENANCE EXPENDITURES BY ROUTES AND SECTIONS—(Continued)

RECAPITULATION—DISTRICT NO. 10 ¹			
	1944-1945	1945-1946	Total
County			
Clay	\$ 25,952.54	\$ 30,199.65	\$ 56,152.19
Craighead	27,461.18	30,762.20	58,223.38
Greene	26,035.88	29,296.60	55,332.48
Lawrence	31,147.03	37,950.01	69,097.04
Mississippi	51,104.28	44,400.83	95,505.11
Poinsett ²	31,260.72	46,414.10	77,674.82
Randolph	12,024.15	19,842.87	31,867.02
Sub total	\$204,985.78	\$238,860.26	\$443,846.04

RECAPITULATION—DISTRICT NO. 10 ¹ —(Continued)			
	1944-1945	1945-1946	Total
District General	22,536.62	21,866.36	44,200.98
Equip. Upkeep	47,743.25	67,048.43	114,791.69
Total	\$275,264.66	\$327,574.05	\$602,838.71

¹ Jackson County was administered under District 10, and expended \$24,038.84. See District 5.

² Poinsett also administered under 5, expended \$17,886.11.

**RECAPITULATION
Highway Maintenance Fund**

State Treasurer's Balance July 1, 1944.....		\$ 862,772.88
Warrants outstanding June 30, 1944.....	\$ 337,242.46	
Less credits taken by Highway Department as of June 30, 1944.....	\$ 211,378.27	
Net Liabilities.....		(—) 125,864.19
Balance July 1, 1944, Highway Records.....		736,908.69
Transferred from Highway Fund.....	\$6,263,674.87	
Miscellaneous Receipts.....	36,710.31	
Total Receipts.....		\$6,300,385.18
Total to account for.....		\$7,037,293.87
Highway Maintenance July 1, 1944—June 30, 1946.....		\$6,418,004.39
Balance June 30, 1946, Highway Records.....		619,289.48
State Treasurer's Balance June 30, 1946.....		\$ 979,586.83
Difference		\$ 360,297.35

Reconciliation

Warrants Outstanding June 30, 1946.....	\$ 383,937.56	
Less Reimbursement credited by Highway Department as of June 30, 1946.....	(—) 23,640.21	
Total.....		\$ 360,297.35

TABLE 14
SCHEDULE OF COMMITMENTS FOR POST WAR CONSTRUCTION

All Projects Placed Under Contract Using 1944 Federal Aid Act (Post War) Funds

		Route and Location		Title of Work		FUNDS OBLIGATED		
Job Number	Project Number	County	Section	Location	Type of Work	Federal	State	Total
11188	F-94 (3)	Crittenden	64 S-17	Vincent-Marion	Bituminous Surface	\$ 95,065	\$ 98,185	\$ 193,250
11236	F-258 (10)	St. Francis	70 S-19 & 20	Black Fish Lake	Grdg., Minor Strs., Gravel Base	54,269	108,747	163,016
	F-47 (6)	Crittenden		West Memphis Road		79,672	79,672	159,344
	F-257 (4)	Crittenden				95,550	95,550	191,100
11255	F-158 (2)	Monroe	17 S-2	Clarendon-Hambley Road	Grdg., Minor Strs., Gravel Base	115,297	147,529	262,826
11257	F-183 (9)	Lee	64 S-16	L'Anguille River Bridge	Bit. Superstructure, 7 Spans	46,190	46,190	92,380
11258	F-10 (7)	Coos	84 S-17	Levesque St., Francis Bay	Gravel Base and Bit. Surface	21,640	29,400	51,040
11260	F-184 (10)	Crittenden	79 S-16	Marianna-St. Francis River	Grading, Minor Structures	201,660	204,400	406,060
1228	F-183 (12)	Lee	79 S-16	Marianna-St. Francis River	Grdg. and Bituminous Surface	106,640	106,640	213,280
1311	F-453 (3)	Jeff. Jeff.	81 S-6 & 7	Star City-North	Grdg., Minor Strs., Gravel Base	114,950	117,100	232,050
1312	F-453 (3)	Jeff. Jeff.	81 S-6 & 7	Hooker-Junction 65	Grdg., Minor Strs., Gravel Base	62,325	63,450	125,775
1313	S-45 (1)	Ashley	165 S-1	Wilton-Montrose	Grdg., Minor Strs., Gravel Base	110,180	110,180	220,360
1314	S-21 (28)	Chicot	65 S-21	La Line-Cressett Road	Grdg., Minor Strs. & Bit Surf.	81,155	81,155	162,310
1317	S-72 (3)	Ashley	165 S-1	Empire-Lake Village Road	Grav. Base and Asphalt Surface	201,375	201,375	402,750
1318	F-83 (2)	Sevier	70 S-1	Wilton-Montrose	Bituminous Surface	75,800	75,800	151,600
1319	S-166 (2)	Nevada	24 S-5	DeQueen-West	Grdg., Minor Strs. & Bit. Surf	114,890	116,640	231,530
1320	S-215 (5)	Hemp., Lufk.	29 S-2 & 3	Present-East	Grdg., Minor Strs., Gravel Base	29,770	29,770	59,540
1321	F-63 (3)	Sevier	70 S-1	Hopewellville	Grdg., Minor Strs., Gravel Base	28,214	28,214	56,428
1322	S-215 (5)	Lafayette	29 S-2 & 3	DeQueen-West	3 Levee Bridges	63,600	63,600	127,200
1323	S-202 (2)	Lafayette	29 S-2 & 3	Hopewellville	Bituminous Surface	42,800	42,800	85,600
1324	S-313 (4)	Sebastian	45 S-1	Hopewellville	Grdg., Minor Str.	50,922	50,922	101,844
1325	P-AP 485 (1)	Sebastian	45 S-1	Hopewellville	Bituminous Surface	72,770	72,770	145,540
1326	F-296 (1)	Jackson	271 S-1	Hotate-North	Bituminous Surface	83,465	83,465	166,930
1327	F-373 (3)	Independence	14 S-12	Newport-Arking	Grdg., Minor Structures	180,595	182,595	363,190
1328	F-458 (1)	White	64 S-10	Balesville-Cave City	Grdg., Minor Strs., Gravel Base	183,315	186,480	369,795
1329	F-447 (4)	Grant	270 S-9	Publison Co., Linn-Deebe	St. Deck, Grd. Bridges	30,750	30,750	61,500
1330	S-289 (1)	Prairie	11 S-9 38 S-1	Sherridan-West	Bituminous Surface	124,771	124,771	249,542
1331	F-477 (6)	Grant	270 S-9	Hazen-Des Arc	Bituminous Surface	69,194	73,862	143,056
1332	F-14 (4)	Grant	270 S-9	Prattville-Sheridan	Bituminous Surface	138,271	140,366	278,637
1333	F-223 (8)	Col. Qua.	79 S-2, 79 S-3	Sheridan-Pine Bluff	Bituminous Surface	131,160	154,240	285,400
1334	F-227 (1)	Columbia	79 S-2, 79 S-1	La Line-Emerson	Bituminous Surface	136,510	139,100	275,610
1335	F-227 (2)	Columbia	79 S-2, 79 S-1	McNeil-Stephens	2 Concrete Bridges	26,100	26,100	52,200
1336	F-227 (2)	Columbia	79 S-2, 79 S-1	La Line-Emerson Hts.	2 Reinf. Concr. and St. Bridges	19,670	19,670	39,340
1337	S-81 (1)	Cleveland	9-10	Forlyce-Warren	Bituminous Surface	63,110	64,010	127,120
1338	S-36 (5)	Peary	9 S-6	Perryville-Jet. Hwy. 10	Bituminous Surface	65,900	66,800	132,700
1339	F-202	Washington	45 S-5	Fayetteville-Goshen	Grdg., M. D. & Tr. Ser. Gr.	45,505	46,960	92,465
1340	F-170 (8, 9)	Boone, Marion	62 S-7, 8	Kellefonte-Yellville	Grdg., Minor Strs. & Bit Surf.	271,545	275,815	547,370
1341	S-132 (1)	Washington	68 S-1	Springdale-East	Bituminous Surface	81,600	83,620	165,220
1342	S-286 (1)	Boone	7 S-19	Harrison-South	Bituminous Surface	89,300	90,842	180,142
1343	F-455 (5)	Lafayette	63 S-3	Portia-Hope	Bituminous Surface	105,080	112,840	217,920
1344	F-239 (5)	Greene	1 S-20	Paragould-Marionduke	Bituminous Surface	45,894	47,978	93,872
1345	S-99 (2)	Polk	10 S-1	Marked Tree-Lepanto	2 Levee Hrs.	21,789	23,760	45,549
1346	S-99 (3)	Polk	10 S-1	Marked Tree-Lepanto	Bituminous Surface	195,475	198,855	394,330
1347	F-393 (3)	Jefferson	40 S-1 & 2	Lepanto-Osceola	Bituminous Surface	102,250	102,580	204,830
1348	S-818 (1)	Cleveland	5 S-9	Rison-Pine Bluff	Grdg., Minor Structures	111,255	116,410	227,665
1349	S-822 (1)	Crittenden	County	Marion-East	Grdg., Gravel Surface	5,845	5,845	11,690
1350	S-816 (2)	Crittenden	County	West Memphis-Hubert	Grdg., Gravel Base, Bit Surf.	11,950	11,950	23,900
1351	S-816 (2)	Crittenden	County	Gilmer-West	Grdg., Minor Strs., Gravel Surf.	7,124	7,124	14,248
1352	S-816 (2)	Crittenden	County	Crawford-Cynth-North	Grdg., Minor Strs., Gravel Surf.	7,125	7,125	14,250
1353	S-816 (2)	Crittenden	County	Turrell-East	Grdg., Minor Strs., Gravel Surf.	3,765	3,765	7,530
1354	S-804 (1)	Lafayette	County	Sawmill Pond at Steamy	Timber and Concrete Bridge	2,908	2,908	5,816
1355	S-803 (1)	Polk	County	Highway 20-North	Grdg., Minor Strs., Gravel Surf.	7,085	7,085	14,170

Total obligated to December 31, 1946 \$4,297,007 \$4,327,387 \$ 8,624,394
 (Contract award plus allowance for engineering and contingencies - 1942 fiscal year Federal Aid Funds, not included in total - Under contract but project agreement not prepared.)

TABLE 15
SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1946

JOB OR AFE NO.	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1945	Paid During 1945-1946	Total Biennium	Total on Project
DISTRICT NO. 1								
Crittenden County								
11232	147 S 1	96 Corner-Horse-shoe Lake	Bituminous Surface		\$ 71,730.58	\$ 2,366.15	\$ 74,096.73	\$ 74,096.73
11239	70 S 20	West Mts.-St. Francis Co. Line	Asphalt Patching		10,076.23	22,455.14	32,531.37	32,531.37
11193*	64 S 37	Vincent-Marion	Bituminous Surface			70,567.08	70,567.08	70,567.08
11185*	70 S 20	Memphis Bridge	7 Piers			184,435.20	184,435.20	184,435.20
11186*	70 S 20	Memphis Bridge	Surveys		465.04	31,723.74	31,723.74	31,723.74
11246	70 S 20	Harahan Bridge	Maintenance			9,047.06	9,047.06	9,047.06
11253	42 S 4	Twist-Turrell	Gravel Surface			5,356.66	5,356.66	5,356.66
11258	64 S 16, 17 1	Parkin-Earle	Bituminous Surface			26,895.85	26,895.85	26,895.85
AFE 102	147 S 1	96 Corner-Hughes	Gravel Surface			6,440.57	6,440.57	6,440.57
AFE 106	64 S 17	Cross Co. Line-Marion	Bituminous Surface			2,793.61	2,793.61	2,793.61
AFE 109	70 S 20	West Mts.-Blackfish Lake	Concrete Patching			11,695.18	11,695.18	11,695.18
		Total Crittenden County		\$ 5,666.28	\$ 82,271.95	\$ 373,317.19	\$ 455,589.14	\$ 455,589.14
Cross County								
11219	64 S 15, 16	Wynne-East	Bituminous Surface		\$ 14,742.73		\$ 14,742.73	\$ 20,409.01
11201*	42 S 3	St. Francis Bay	Bridge		580.76		6,565.22	6,565.22
11258*	64 S 16	Levesque-St. Francis Bay	Bituminous Surface			28,500.00	26,500.00	26,500.00
AFE 106	64 S 15, 16	Across county	Asphalt Patching			4,700.00	4,700.00	4,700.00
AFE 110	64 S 16	Wynne-Crittenden Co. Line	Asphalt Patching			13,497.40	13,497.40	13,497.40
AFE 108	42 S 3	Bliteye-Coldwater	Wreck old bridge			327.00	327.00	327.00
		Total Cross County		\$ 5,666.28	\$ 15,332.49	\$ 50,959.86	\$ 66,332.35	\$ 71,998.63
Lee County								
11227	121 S 2	Felton-Smith Corner	Gravel Surface		\$ 15,109.02		\$ 15,109.02	\$ 15,109.02
11243	79 S 16	Marlanna-East	Gravel Surface		16,775.00	1,072.38	17,847.38	17,847.38
11253	79 S 16	Marlanna-Monroe	Gravel Surface			3,982.82	3,982.82	3,982.82
AFE 107	1 S 9, 10	Phillips-St. Francis Co. Line	Asphalt Patching			3,000.00	3,000.00	3,000.00
		Total Lee County			\$ 31,884.02	\$ 14,022.20	\$ 45,906.22	\$ 45,906.22
Monroe County								
11236-50	17 S 1	Holly Grove City Connection	Asphalt Patching		\$ 8,768.61	\$ 15,231.13	\$ 23,999.74	\$ 23,999.74
11240	17 S 2	Brinkley-Clarendon	Gravel Surface		15,027.40		15,027.40	15,027.40
AFE 103	70 S 17	Brinkley-Bradfield	Gravel Shoulders			996.02	996.02	996.02
AFE 105	17 S 1	Holly Grove City Connection	Gravel Surface			8,812.67	8,812.67	8,812.67
		Total Monroe County			\$ 23,796.01	\$ 25,029.82	\$ 48,825.83	\$ 48,825.83
Phillips County								
11225	44 S 2	Ferguson-West	Gravel Surface		\$ 9,311.07		\$ 9,311.07	\$ 9,311.07
AFE 107	1 S 5	Walnut Corners-Lee Co. Line	Asphalt Patching			1,500.00	1,500.00	1,500.00
		Total Phillips County			\$ 9,311.07	\$ 1,500.00	\$ 10,811.07	\$ 10,811.07
St. Francis County								
11249	70 S 19	Forrest City-Madison	Repair St. Francis R. Br.			\$ 1,191.15	\$ 1,191.15	\$ 1,191.15
11251	70 S 19	Widner-Madison	80 foot Flood Gate			1,131.18	1,131.18	1,131.18
11254	149 S 2	Hwy. 50-Crittenden Co. Line	Gravel Surface			303.86	303.86	303.86
AFE 107	1 S 11	Forrest City	Asphalt Patching			2,425.50	2,425.50	2,425.50
AFE 104	70 S 19	Forrest City-Blackfish Lake	Slab Patching			36,561.13	36,561.13	36,561.13
		Total St. Francis County				\$ 41,602.82	\$ 41,602.82	\$ 41,602.82

TABLE 15—(Continued)
 SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1945

JOB OR APE NO.	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1945	Paid During 1945-1946	Total Biennium	Total On Project
Woodruff County								
11241	64 S 13	Augusta-McGrotry	Asphalt Patching	\$	\$ 2,709.55	\$	\$ 2,709.55	\$ 3,709.55
11242	33 S 2	Grimel Slough	Bridge		818.29	3,462.66	4,280.95	4,280.95
11244	64 S 14	Morton-McGrotry	Bayou De View Bridge			4,993.83	4,993.83	4,993.83
11245	64 S 13, 14	Augusta-McGrotry Co. Lane	Sealing			9,605.29	9,605.29	9,605.29
11247	33 S 4	Little Dixie	Crushed Stone Surface			1,256.90	1,256.90	1,256.90
11248	33 S 2	Little Dixie-Cotton Plant	Asphalt Patching			10,317.59	10,317.59	10,317.59
APE 106	61 S 12, 14	Augusta-Co. Lane	Asphalt Patching			3,000.00	3,000.00	3,000.00
APE 191	33 S 4	Dixie-Gregory	Gravel Surface			4,488.58	4,488.58	4,488.58
Total Woodruff County.								
11261		District Wide	Shoulder Work	4,527.84	40,004.55	40,004.55	44,532.39	44,532.39
TOTAL DISTRICT NO. 1								
				\$ 5,066.28	\$ 167,154.48	\$ 358,476.30	\$ 525,629.88	\$ 731,258.96
DISTRICT NO. 2								
Arkansas County								
1209	1 S 5	St. Charles	Gravel Operation	\$	\$ 1,641.50	\$	\$ 1,641.50	\$ 1,641.50
2358	79 S 11	Hempstead-Stuttgart	Gravel Patching		2,016.22		4,046.22	4,046.22
2361	1 S 1	Chillicothe-De Witt	Sealing			2,343.14	2,343.14	2,343.14
2401	11 S 7	Stuttgart-Prairie Co. Lane	Asphalt			2,843.34	2,843.34	2,843.34
APE 201	11 S 7	De Witt Co.	Asphalt Patching			9,068.56	9,068.56	9,068.56
APE 204	11 S 7	Stuttgart-Prairie Co. Lane	Asphalt			1,100.00	1,100.00	1,100.00
APE 206	39 S 6	Stuttgart-De Witt	Bridge Repair			5,481.08	5,481.08	5,481.08
APE 209		Stuttgart	Purchase of lot			1,500.00	1,500.00	1,500.00
Total Arkansas County								
				\$	\$ 5,687.72	\$ 21,852.92	\$ 27,540.64	\$ 27,540.64
Ashley County								
2351	8 S 14	Monroe City Work	Millinobus Surface	\$	\$ 3,564.18	\$	\$ 3,564.18	\$ 3,564.18
2352	82 S 8	Rehoboth	Millinobus Surface		71,008.78	4,320.12	74,388.90	74,388.90
2402	165 S 1	Whinn-Monroe	Gravel Surface			81,329.16	81,329.16	81,329.16
APE 207	81 S 2	Monroe-Mountain Hill	Asphalt Repair			4,990.31	4,990.31	4,990.31
APE 208	8 S 14	Parkdale-Hamburg	Grade and Drain			2,391.08	2,391.08	2,391.08
Total Ashley County								
				\$	\$ 75,932.96	\$ 92,040.67	\$ 167,973.63	\$ 167,973.63
Chicot County								
2367	65 S 21	Eastern-Lake Village	Asphalt Surface	\$	\$	\$ 192,188.03	\$ 192,188.03	\$ 192,188.03
2406	159 S 1	Paduca-Lib. State Line	Gravel Resurface			2,115.82	2,115.82	2,115.82
APE 202	165 S 1	Demuth-Junction 144	Gravel Surface			6,312.67	6,312.67	6,312.67
APE 205	159 S 1	Eastern-Lk. State Line	Gravel Resurface			6,328.58	6,328.58	6,328.58
Total Chicot County								
				\$	\$	\$ 207,945.10	\$ 207,945.10	\$ 207,945.10
Desha County								
2460	4 S 17	McGehee City Work	Repair Asphalt	\$	\$ 3,084.44	\$ 6,168.87	\$ 9,253.31	\$ 11,192.55
APE 210	65 S 17, 19	McGehee-Dumas	Mud Jacking			1,698.57	1,698.57	1,698.57
Total Desha County								
				\$	\$ 3,084.44	\$ 7,867.44	\$ 11,951.88	\$ 12,891.12
Drew County								
2461	81 S 4	Monticello-Laurens Co. Lane	Sealing	\$	\$	\$ 1,016.84	\$ 1,016.84	\$ 1,016.84

Section 16 is in Cross County.

Reimbursable from U. S. Engineers.

TABLE 15—(Continued)
SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
From July 1, 1944 to June 30, 1946

JOB OR AFE NO.	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1946	Paid During 1945-1946	Total Biennium	Total On Project
Jefferson County								
1199*	79 S 9	Rison-Pine Bluff (47%)	Grading	\$ 381.60	\$ 6,337.68	\$ (—)	\$ 6,337.68	\$ 6,337.68
2347*	Co. Rd. 79 S 6	Plum Bayou	Bridge	381.60	(—)	(—)	381.60	381.60
2348	79 S 6	Repair Ark. River Bridge	Repair Ark. River Bridge	24,446.29	3,239.22	3,239.22	27,685.51	3,239.22
2349	88 S 9	Erie Bluff	Gravel Surface	3,505.95	24,446.29	24,446.29	27,952.24	24,446.29
2350	81 S 7	Star City-North	Gravel Surface	7,029.36	3,505.95	3,505.95	10,535.31	3,505.95
2351	79 S 10	Pine Bluff-Arkansas Co. Line	Sealing	3,148.27	7,029.36	7,029.36	10,177.63	7,029.36
AFE 204	79 S 10	Humphreys-Wabbaseka	Gravel Surface	3,148.27	3,148.27	3,148.27	6,296.54	3,148.27
		Total Jefferson County		\$ 381.60	\$ 47,706.77	\$ 47,325.27	\$ 95,031.87	\$ 47,706.77
Lincoln County								
2321	11 S 2	Grady	Heavy Maintenance	\$ 5,072.25	\$ 12,879.98	\$ 12,879.98	\$ 17,952.23	\$ 17,952.23
2361	81 S 6	Lincoln Co. Line-Star City	Sealing	1,004.20	1,004.20	1,004.20	2,008.40	1,004.20
2382	81 S 6	Star City-North	Gravel Surface	3,505.90	3,505.90	3,505.90	7,011.80	3,505.90
		Total Lincoln County		\$ 9,582.35	\$ 17,394.16	\$ 17,394.16	\$ 34,786.51	\$ 17,394.16
TOTAL DISTRICT NO. 2								
				\$ 5,072.25	\$ 12,879.98	\$ 12,879.98	\$ 17,952.23	\$ 17,952.23
				\$ 4,511.70	\$ 38,933.49	\$ 38,933.49	\$ 43,445.19	\$ 38,933.49
				\$ 6,453.76	\$ 38,933.49	\$ 45,387.25	\$ 91,770.51	\$ 45,387.25
DISTRICT NO. 3								
Hempstead County								
3395	29 S 2, 3 1	Hope-Lewisville	Gravel Surface	\$ 19,194.74	\$ 19,194.74	\$ 19,194.74	\$ 38,389.48	\$ 19,194.74
AFE 302	73 S 2	Columb-Hope	Gravel Surface	2,500.01	2,500.01	2,500.01	5,000.02	2,500.01
AFE 303	29 S 4	Elevins-Hope	Gravel Surface	1,088.50	1,088.50	1,088.50	2,177.00	1,088.50
AFE 304.9-15	4 S 6, 7 3	Hope-Rosston	Gravel Surface	15,412.60	15,412.60	15,412.60	30,825.20	15,412.60
		Total Hempstead County		\$ 38,195.85	\$ 38,195.85	\$ 38,195.85	\$ 76,391.70	\$ 38,195.85
Howard County								
3328	27 S 2	Mineral Springs-Saline River	Bridge repair	\$ 3,364.49	\$ 3,364.49	\$ 3,364.49	\$ 6,728.98	\$ 3,364.49
3329	24 S 1, 2 3	Nashville-Lockeaburg	Heavy Maintenance	928.22	928.22	928.22	1,856.44	928.22
		Total Howard County		\$ 4,292.71	\$ 4,292.71	\$ 4,292.71	\$ 8,585.42	\$ 4,292.71
Lafayette County								
3326	160 S 1	Bradley-Redskin	Replace Fill	\$ 2,528.59	\$ 2,528.59	\$ 2,528.59	\$ 5,057.18	\$ 2,528.59
3329	62 S 2	Junction 82-Stamps	Bituminous Surface	738.35	738.35	738.35	1,476.70	738.35
AFE 301	39 S 1	Bradley-Louisiana Line	Gravel Surface	5,248.46	5,248.46	5,248.46	10,496.92	5,248.46
		Total Lafayette County		\$ 8,515.40	\$ 8,515.40	\$ 8,515.40	\$ 17,030.80	\$ 8,515.40
Little River County								
3313	82 S 2	Ashdown-West	Heavy Maintenance	\$ 7,294.18	\$ 7,294.18	\$ 7,294.18	\$ 14,588.36	\$ 7,294.18
3327	41 S 2	Foreman-Little River	Bridge Repair	1,987.59	1,987.59	1,987.59	3,975.18	1,987.59
3328	71 S 4	Little River	Painting Bridges	90.40	90.40	90.40	180.80	90.40
3337	32 S 2, 41 S 3	Foreman-Ashdown	Sealing five miles	3,411.33	3,411.33	3,411.33	6,822.66	3,411.33
		Total Little River County		\$ 12,763.50	\$ 12,763.50	\$ 12,763.50	\$ 25,527.00	\$ 12,763.50
Miller County								
3330	62 S 1	Texarkana-Garland City	Asphalt Patching	\$ 3,973.59	\$ 3,973.59	\$ 3,973.59	\$ 7,947.18	\$ 3,973.59
3337	71 S 1, 2	Louisiana Line-Texarkana	Sealing five miles	3,411.33	3,411.33	3,411.33	6,822.66	3,411.33
3338	67 S 1	Texarkana-Fulton	Painting Bridges	180.00	180.00	180.00	360.00	180.00
3343	134 S 1	U. S. 71-Garland City	160' Bridge	9,604.08	9,604.08	9,604.08	19,208.16	9,604.08
AFE 307	82 S 1	Garland-Texarkana	Bituminous Surface	11,180.89	11,180.89	11,180.89	22,361.78	11,180.89
		Total Miller County		\$ 28,299.89	\$ 28,299.89	\$ 28,299.89	\$ 56,599.78	\$ 28,299.89

TABLE 15—(Continued)
 SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1946

JOB OR AFE NO	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1946	Paid During 1945-1946	Total Biennium	Total On Project
2224	64 S 2	Clark Co. Line-South	Heavy Maintenance	\$	\$ 4,697.09	\$	\$ 4,697.09	\$ 4,697.99
3331	24 S 5	Prescott-East	Asphalt Patching	\$	3,917.55	\$	3,917.55	3,917.55
			Total Nevada County	\$	7,615.54	\$	7,615.54	7,615.54
Nevada County								
2317	27 S 5	Kirby-Murreesboro	Heavy Maintenance	\$	10,645.15	\$	10,645.15	17,422.94
3131	27 S 5	Kirby-Murreesboro	Back Fill		1,810.58		1,810.58	1,810.58
3132	27 S 5	Kirby-Murreesboro	Sealing			5,811.92	5,811.92	5,811.92
3234	28 S 4	Kirby-Murreesboro	Low Water Bridge			4,399.99	4,399.99	4,399.99
AFE 308	70 S 5	Kirby-Murreesboro	Asphalt Patching			4,050.88	4,050.88	4,050.88
3116	70 S 5	Caddo River	Sealing Bridge			1,247.78	1,247.78	1,247.78
314	8 S 4	Montgomery Co. Line-Glenwood	Heavy Maintenance			971.28	971.28	971.28
			Total Pike County	\$	12,465.74	\$	16,391.85	28,877.59
			Total Nevada County	\$	7,177.75	\$	28,877.59	36,055.34
Pike County								
Sevier County								
244	24 S 1, 82 S 2	Lockesburg-Garland City	Heavy Maintenance	\$	5,402.03	\$	5,402.03	25,443.52
3429	41 S 1	Foreman-South	Grading Repairs		3,702.66		3,702.66	3,702.66
3432	24 S 1	Lockesburg-East	Grading Repairs		2,429.92		2,429.92	2,429.92
3110*	70 S 1	De Queen-West	Bituminous Surface		6,209.49		6,209.49	6,209.49
AFE 306	24 S 1	Saline River	Relief Openings		12,315.07		12,315.07	12,315.07
311	70 S 1	De Queen-Oklaoma Line	Bridge Repairs		499.55		499.55	499.55
313	71 S 5	Junction 27 and Junction 70	Bridge Patching		3,076.61		3,076.61	3,076.61
			Total Sevier County	\$	14,928.49	\$	22,091.63	53,867.74
			TOTAL DISTRICT NO. 3	\$	51,472.55	\$	110,494.27	189,426.06
DISTRICT NO. 4								
Crawford County								
4210	64 S 2	Van Buren Overpass	Bridge Repair	\$		\$	96.58	\$ 96.58
4311	64 S 2	City of Alma	Earth Fill on Levee			209.09	209.09	209.09
4395	59 S 5	Van Buren-Evansville	Rip Rap			3,561.27	3,561.27	3,561.27
			Total Crawford County	\$		\$	3,857.85	3,857.85
Franklin County								
4410	64 S 3	White Oak Creek	Bridge Repair	\$		\$	96.58	\$ 96.58
Logan County								
4288*	Co. Rd.	Six Mile Creek	227' Bridge	\$	435.17	\$(-) 476.84	\$(-) 476.84	\$(-) 476.84
4289-	Co. Rd.	Featherstone-Kalnabano	Gravel Surface		4,950.07	(-)	4,950.07	4,950.07
4291	71 S 10, 11, 12	Mansfield-Poles	Sealing		20,366.00	1,860.50	1,860.50	1,860.50
4302	116 S 1, 10 S 2	Hooneville-West and South	Sealing			4,659.84	4,659.84	4,659.84
4307	109 S 2	Magazine-Paris	Drainage			3,828.71	3,828.71	3,828.71
			Total Logan County	\$	25,951.24	\$(-) 3,566.32	\$ 22,384.92	30,873.40

TABLE 15—(Continued)
SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
From July 1, 1944 to June 30, 1946

JOB OR AFE NO.	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1946	Paid During 1946-1948	Total Biennium	Total On Project
Montgomery County								
4301	8 S 2	Menz-Norman	Maintenance, Reconstruction	\$	\$ 4,658.67	\$	\$ 4,658.67	\$ 4,658.67
AFE 402	270 S 3	Mount Ida-Scott Co. Line	Bituminous Surface			2,362.50	2,362.50	2,362.50
			Total Montgomery County	\$	\$ 4,658.67	\$ 2,362.50	\$ 7,021.17	\$ 7,021.17
Scott County								
4300	270 S 2	Scott-Montgomery Co. Line- West	Sealing	\$	\$ 4,301.38	\$	\$ 4,301.38	\$ 4,301.38
Sebastian County								
4271*	71 S 13	Prairie Creek	Bridge	\$ 24.00	\$ 7,778.32	\$	\$ 7,778.32	\$ 7,802.32
4233	271 S 1	Fort Smith-Spiro	Bituminous Surface			29.80	29.80	29.80
4238	96 S 1	Manassah-Hartford	Bridge Repair		1,012.26		1,012.26	1,012.26
4303	64 S 1	Ark. River Bridge at Ft. Smith	Bridge Repair		9,625.69		9,625.69	9,625.69
4284*	84 S 1	Fort Smith-Van Buren	Concrete		4,569.33	(—)	4,569.33	4,569.33
4310	64 S 1	Van Buren Bridge	Bridge Repair			4,355.27	4,355.27	4,355.27
4312	10 S 1	City of Greenwood	Asphalt Patching			266.74	266.74	266.74
4313	64 S 1	Ark. River Bridge, Van Buren	Painting Bridge			3,840.21	3,840.21	3,840.21
4314	271 S 1	Hackett-North	Bituminous Surface			367.52	367.52	367.52
AFE 401	64 S 0	Fort Smith	Bridge Repair			28,200.99	28,200.99	28,200.99
			Total Sebastian County	\$ 24.00	\$ 23,555.00	\$ 28,912.10	\$ 52,491.70	\$ 52,491.70
			TOTAL, DISTRICT NO. 4	\$ 25,916.24	\$ 24,677.35	\$ 48,015.95	\$ 72,696.90	\$ 98,872.14
DISTRICT NO. 5								
Baxter County								
5251	101 S 1, 02 S 11	Henderson Ferry	Ferry Operation	\$	\$ 6,541.69	\$ 637.33	\$ 6,178.92	\$ 6,178.92
5256	177 S 1	Norfolk Dam	Stock Pile	\$ 5,718.72	\$ 5,856.82		11,575.54	11,575.54
5283	6 S 9	Mountain Home-North	Gravel Surface			11,499.89	11,499.89	11,499.89
			Total Baxter County	\$ 5,718.72	\$ 11,398.41	\$ 12,537.22	\$ 23,935.63	\$ 29,654.35
Cleburne County								
5252*	Co. Rd.	Higdon	Bridge (Plans)		\$ 89.90	\$	\$ 89.90	\$ 89.90
5268	16 S 12, 13	Heber Springs-Searcy	Gravel Surface		8,384.30	1,963.23	10,367.53	10,367.53
5277	16 S 11	Edgemont	Rebuild Susp. Bridge			30,298.13	10,298.13	10,298.13
AFE 506	25 S 2	Heber Springs-Faulkner Co. Line	Crushed Stone Surface			12,666.30	12,666.30	12,666.30
AFE 508	26 S 8, 4	Heber Springs-Bateville	Graded and Drain			4,198.47	4,198.47	4,198.47
AFE 511	16 S 12	Heber Springs-Fangburn	Crushed Stone Surface			3,543.73	3,543.73	3,543.73
			Total Cleburne County	\$	\$ 8,464.20	\$ 32,669.86	\$ 41,154.06	\$ 41,154.06
Independence County								
5253*	Co. Rd.	Magness-Padgett Island	Grading and Gravel Surface	\$	\$ 1,014.73	\$	\$ 1,014.73	\$ 1,014.73
5260	69 S 2	Bateville-Cushman	Seal Coat		2,322.85		2,322.85	2,322.85
AFE 504	11 S 13, 14 69 S 2	Denmarik-Cushman	Bituminous Surface			5,342.80	5,342.80	5,342.80
			Total Independence County	\$	\$ 3,337.08	\$ 5,342.80	\$ 8,679.88	\$ 8,679.88
Izard County								
5262	69 S 1	Melbourne City Connection	Bituminous Surf. Treatment	\$	\$ 2,225.85	\$	\$ 2,225.85	\$ 2,225.85

*Sections 10 and 12 in Scott County.

TABLE 15—(Continued)
SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1946

JOB OR APE NO.	SECTION ROUTE AND	LOCATION	TYPE OF WORK	Previous Biennium	Fund During 1944-1946	Fund During 1945-1946	Total Biennium	Total On Project
Jackson County								
5279	42 S 1	Highway 37-Cross Co. Line	Gravel Surface	\$	\$	\$ 10,917.29	\$ 10,917.29	\$ 10,917.29
5276	18 S 1	Village Creek Cut off	Gravel Surface	.....	.....	4,655.11	4,655.11	4,655.11
5272	14 S 12	Airport-Murphys Store	Gravel Surface	.....	.....	1,203.85	1,203.85	1,203.85
APE 601	87 S 1, 2	Bradford-Denmark	Gravel Surface	.....	.....	6,227.65	6,227.65	6,227.65
APE 502		City of Newport	Repair Police Headquarters	.....	.....	598.02	598.02	598.02
		Total Jackson County		\$	\$	\$ 23,501.72	\$ 23,501.72	\$ 23,501.72
Sharp County								
5261	11 S 16	Finey Creek	Reconstruct Bridge	\$	\$ 2,439.01	\$	\$ 2,439.01	\$ 2,439.01
Stone County								
5243	14 S 6	Sylamore Creek	Reconstruct Bridge	\$	\$ 9,172.51	\$	\$ 9,172.51	\$ 9,172.51
5276	66 S 7	Mountain View	Gravel Surface	.....	.....	2,124.24	2,124.24	2,124.24
5210	14 S 7	Ind. Co. Line-Mountain View	Repair Flood Damage	.....	.....	4,740.83	4,740.83	4,740.83
		Total Stone County		\$	\$ 9,172.51	\$ 6,865.07	\$ 16,037.58	\$ 16,037.58
White County								
5259	67W S 13	Searcy-Judsonia	Asphalt Repair	\$	\$ 490.40	\$ 2,452.92	\$ 3,343.32	\$ 3,343.32
5271	64 S 11	Bald Knob-East	Sealing	.....	.....	6,048.03	6,048.03	6,048.03
5273	67W S 13	Searcy-Judsonia	Sealing	.....	.....	1,916.02	1,916.02	1,916.02
5274	36 S 3	Searcy-Rosebud	Ditching	.....	.....	1,114.94	1,114.94	1,114.94
APE 603	36 S 3	Searcy-Rosebud	Gravel Surface	.....	.....	45,127.59	45,127.59	45,127.59
APE 605	36 S 8	Searcy-Rosebud	Gravel Surface	.....	.....	1,845.08	1,845.08	1,845.08
APE 507	67 S 12	Searcy-Ward	Bituminous Surface	.....	.....	3,911.64	3,911.64	3,911.64
APE 509	67 S 12	Morning Sun-Barrentine	Repair Concrete	.....	.....	11,630.12	11,630.12	11,630.12
APE 510	36 S 2	Rosebud-Faulkner Co Line	Crushed Stone Surface	.....	.....	4,923.56	4,923.56	4,923.56
	67 S 13	City of Bald Knob	Asphalt Shoulders	.....	.....	464.00	464.00	464.00
		Total White County		\$	\$ 490.40	\$ 78,833.90	\$ 79,324.30	\$ 79,324.30
		TOTAL DISTRICT NO. 5		\$	\$ 6,718.72	\$ 159,750.57	\$ 197,208.01	\$ 203,016.75
DISTRICT NO. 6								
Faulkner County								
5321	60 S 0	Conway-West	Gravel Surface	\$	\$ 12,552.16	\$	\$ 12,552.16	\$ 12,552.16
5326	60 S 0	Conway-West	Bituminous Surface	.....	.....	1,467.98	1,467.98	1,467.98
5337	64 S 8	Conway-Oregon	Sealing	.....	.....	2,488.50	2,488.50	2,488.50
5342	36 S 1	Hamblet-North	Gravel Surface	.....	.....	17,022.13	17,022.13	17,022.13
		Total Faulkner County		\$	\$ 12,552.16	\$ 20,878.61	\$ 33,430.77	\$ 33,430.77
Garland County								
6252*	270 S 6	Gulpha Creek	Bridge	\$	\$ 2,608.81	\$	\$ 2,608.81	\$ 2,608.81
5333	7 S 10	Mountain Valley Creek	Bridge Repair	\$	\$ 4,004.18	\$ 3,714.53	\$ 7,719.11	\$ 7,719.11
6337	70 S 8	Hot Spring Co. Line-North	Sealing 15.2 miles	.....	.....	9,661.25	9,661.25	9,661.25
		Total Garland County		\$	\$ 29,714.34	\$ 13,376.18	\$ 20,049.17	\$ 49,763.51
Grant County								
6344*	270 S 9	Prattsville-Sheridan	Bituminous Surface	\$	\$	\$ 21,659.87	\$ 21,659.87	\$ 21,659.87
5345*	270 S 10	Sheridan-Pine Knuff	Bituminous Surface	.....	.....	16,619.20	16,619.20	16,619.20
APE 607	46 S 2	Sheridan	Rebuild Bridges	.....	.....	1,212.12	1,212.12	1,212.12
		Total Grant County		\$	\$	\$ 39,491.19	\$ 39,491.19	\$ 39,491.19

TABLE 15—(Continued)
 SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1946

JOB OR APE NO.	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1945	Paid During 1945-1946	Total Biennium	Total On Project
Hot Spring County								
6283	270 S 7	Aluminum Plant Road	Const. Connection	\$	\$ 656.80	\$	\$ 656.80	\$ 656.80
6323	7 S 8, 9 1	Hot Springs-Arkadelphia	Seal Coat	3,964.31			3,964.31	3,864.31
6336	51 S 3	Donaldson-South	Gravel Surface	1,729.80			1,729.80	2,729.80
6339	67 S 7	Donaldson	Paint Steel O'Pass		364.06		364.06	364.06
6337	70 S 7	Mont. Co. Line No. E.	Sealing 4 Mi.		2,488.50		2,488.50	2,488.50
APE 613	67 S 7	Donaldson-Friendship	Repair Ouachita R. Bridge		1,007.34		1,007.34	1,007.34
		Total Hot Spring County		\$ 6,250.91	\$ 3,859.90	\$	\$ 10,110.81	\$ 10,110.81
Lonoke County								
APE 606	31 S 2	City of Lonoke	Gravel Surface			\$ 39,663.47	\$ 39,663.47	\$ 39,663.47
Prairie County								
6288	11 S 9, 38 S 1	Hazen-Des Arc	Gravel Surface	\$ 34,650.12	\$ 50.00	\$	\$ 34,700.12	\$ 34,740.12
6309*	33 S 3	Biscoe-Des Arc	Gravel Surface	9,183.61	17,601.89		26,785.50	26,785.50
6338	38 S 1	Little Dixie-Sand Hill	Crushed Stone Surface		5,804.70		5,804.70	5,804.70
APE 601	33 S 3	Pierrick Farm-Broadway Corner	Gravel Surface		10,804.96		10,804.96	10,804.96
APE 603	38 S 1	Hickory Plains-Lonoke Co. Line	Gravel Surface		5,762.61		5,762.61	5,762.61
APE 605	70 S 16	DeValls Bluff Bridge	Reflooring		5,925.04		5,925.04	5,925.04
APE 609	11 S 8	Junction 70-South	Asphalt Patching		39,827.34		39,827.34	39,827.34
		Total Prairie County		\$ 43,833.73	\$ 17,651.89	\$ 59,124.55	\$ 76,776.64	\$ 120,650.27
Pulaski County								
6322*	Co Rd.	Sweet Home Cut Off	Bituminous Surface	\$	\$(-) 118.62	\$	\$(-) 118.62	\$(-) 118.62
6332	65 S 11	Palarm Relocations	Plans and Surveys		689.17	97.58	786.75	765.76
6334	10 S 7 8	Robinson School-West	Screening Gravel	4,031.34			4,031.34	4,031.34
APE 608	67 S 10	Prothro Junct.-Pulaski Co. Line	Repair Culverts		3,627.45		3,627.45	3,627.45
APE 610	70 S 12, 13	Saline Co.-Lonoke Co. Line	Resurface Bituminous Surf.		40,573.99		40,573.99	40,573.99
APE 611	65 S 11	N. L. R., Pike Avenue	Widened Pavement		660.22		660.22	660.22
		Total Pulaski County		\$ 4,581.89	\$ 44,969.24	\$ 49,541.13	\$ 49,541.13	\$ 49,541.13
Saline County								
6280*	36 S 1; Co. Rd.	Benton-Hurricane Creek	P. C. Concrete	\$ 51,356.77	\$(-) 24,977.22	\$	\$ 26,379.55	\$ 26,379.55
6320	9 S 5	Paron-North	Bridge		27,178.40		27,178.40	27,178.40
		Total Saline County		\$ 51,356.77	\$ 2,201.18	\$	\$ 53,557.95	\$ 53,557.95
		TOTAL DISTRICT NO. 6		\$ 124,844.64	\$ 49,911.02	\$ 215,353.24	\$ 266,264.26	\$ 390,205.10
DISTRICT NO. 7								
Calhoun County								
7317	167 S 3	El Dorado-Hampton	Repair Asphalt Surface	\$	\$ 6,363.28	\$ 17,925.99	\$ 24,289.27	\$ 24,289.27
Clark County								
7298	Co. Rd.	Amity Haul Road	Access Road	\$	\$(-) 604.59	\$	\$(-) 604.59	\$
7314	67 S 4	Little Mo. River	Temporary Bridge		11,146.94	5,036.16	16,183.10	16,183.10
7315*	67 S 4	Gurdon-Little Mo. River	Bridge			18,170.23	18,170.23	18,170.23
3341	8 S 5	Arkadelphia-Amity	Asphalt Repair		627.65		627.65	627.65
3342	53 S 1	Gurdon-Little Mo. River	Heavy Maintenance		1,142.97		1,142.97	1,142.97
APE 305	8 S 5	Arkadelphia-Amity	Sealing		2,483.44		2,483.44	2,483.44
APE 312	84 S 2	Amity-North	Bridge Repair		1,015.80		1,015.80	1,015.80
		Total Clark County		\$ 604.59	\$ 10,542.35	\$ 28,476.26	\$ 39,018.61	\$ 39,018.61

* Section 9 in Garland County.

TABLE 15—(Continued)
 SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1946

JOB OR AFE NO.	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1945	Paid During 1945-1946	Total Biennium	Total On Project
Johnson County								
8244*	Co. Rd.	Patty Creek Bridge	Reinforced concrete	\$	\$	\$	\$	\$
8249	21 S 1	Clarksville-North	Heavy Maintenance	6,826.59	553.26	553.26	12,566.12	19,882.71
8250	21 S 1	Clarksville-Russellville	Concrete Patching		12,566.12		2,215.45	2,215.45
8251	21 S 1	Clarksville-North	Sealing 4.1 miles				2,582.90	2,582.90
AFE 810	103 S 1	Clarksville-North	Resurface (Shale)				1,803.10	1,803.10
AFE 813	123 S 3	Lamar-North	Relocation				1,493.84	1,493.84
		Total Johnson County		\$ 6,826.59	\$ 13,109.38	\$ 8,096.29	\$ 21,204.67	\$ 28,031.26
Perry County								
8235	10 S 5	Alona-Ola	Bituminous Surface	\$	\$	\$	\$	\$
8250	10 S 5	Perry-West	Bituminous Surface	63,985.00	33,131.01		33,131.01	97,116.01
8259	113 S 3	Highway-Fourche River	Raise Fill				5,911.40	5,911.40
AFE 803	7 S 11	Garland-Yell Co. Line	20 miles Gravel Resurface				1,549.98	1,549.98
AFE 804	60 S 2	Perryville-West	Gravel Resurface				9,882.79	9,882.79
		Total Perry County		\$ 63,985.00	\$ 33,131.01	\$ 18,746.40	\$ 51,877.41	\$ 115,862.41
Pope County								
8252	7 S 15	Dover-Russellville	Sealing	\$	\$	\$	\$	\$
8243*	Co. Rd.	Illinois Bayou	403' Bridge		3,430.33		3,430.33	3,430.33
8257	7 S 14	Dardanelle-Russellville	Sealing 2.5 miles		2,633.72	(-)	2,633.72	(-)
AFE 807	124 S 2	Clear Creek	Repair Bridge				1,060.60	1,060.60
AFE 808	124 S 2	New Hwy. Shops, Russellville	Conat. Buildings				1,937.84	1,937.84
AFE 812	124 S 1	Arkansas Tech.	Black Top				2,135.42	2,135.42
		Total Pope County		\$	\$ 6,064.05	\$ 2,453.43	\$ 8,517.48	\$ 8,517.48
Van Buren County								
8251	Clinton	Clinton Vocational School	Instat. Road	\$	\$	\$	\$	\$
8250	9 S 6,	Clinton-Damascus-Perryville-			265.45		265.45	265.45
8258*	16 S 10	Morrilton	Seal Coat	7,073.36	19,148.95		19,148.95	36,222.31
8251	9 S 10	Shirley-Stone Co. Line	Surface Repair				26,631.52	26,631.52
AFE 805	95 S 2	Conway Co. Line-Clinton	Repair Steel Truss				3,891.84	3,891.84
		Total Van Buren County		\$ 7,073.36	\$ 19,409.40	\$ 30,180.16	\$ 49,589.55	\$ 56,668.91
Yell County								
8246*	Co. Rd.	New Neely-Elberta	Gravel Surface	\$	\$	\$	\$	\$
8263	186 S 2	Elberta-South	Repair Flood Damage		4,825.24	(-)	4,825.24	(-)
AFE 801	28 S 3,	Scott Co. Line-Ola	Concrete Patching				2,554.95	2,554.95
AFE 809	27 S 10	Danville-North	Bridges				819.78	819.78
AFE 811	27 S 8	Montgomery Co. Line-Rover	Reconstruct Bridges				3,219.26	3,219.26
		Total Yell County		\$	\$ 4,825.24	\$ 3,484.92	\$ 8,310.16	\$ 8,310.16
TOTAL DISTRICT NO. 8								
				\$ 104,193.83	\$ 86,427.27	\$ 66,541.77	\$ 150,369.04	\$ 256,107.87
DISTRICT NO. 9								
Benton County								
9214*	Co. Rd.	Lost Bridge, White River	Bridge (Plans)	\$	\$	\$	\$	\$
9227	62 S 2	Rogers-Carroll Co. Line	Sealing 22 miles		149.06		149.06	149.06
AFE 905	100 S 1	Bentonville-Bella Vista	Excavation Work				12,828.36	12,828.36
AFE 907	62 S 2	City of Rogers	Sealing				1,000.37	1,000.37
		Total Benton County		\$	\$ 149.06	\$ 16,086.67	\$ 16,245.63	\$ 16,245.63

* Also in Pope County.
 † Route 9, Section 6 in Perry County, Section 7 in Conway County.

TABLE 15—(Continued)
 SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1946

JOB OR AFE NO.	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1945	Paid During 1945-1946	Total Biennium	Total On Project
9202*	62 S 7, 8 1	Bellefontaine-Plyatt	Boone County					
9226	65 S 1	Jct. 62 and 65 Mo. Line	Grading and Drain Bituminous Surface	\$	\$	\$ 222,534.53	\$ 222,534.53	\$ 222,534.53
			Total Boone County	\$	\$	\$ 227,794.79	\$ 227,794.79	\$ 227,794.79
9212*	Co Rd.	Beaver Bridge, White River	Carroll County					
9226	62 S 3, 5	Benton Co. Line-Berryville	Bridge (Plans)	\$	\$ 90.00	\$	\$ 90.00	\$ 90.00
9216	65 & 62 S 3, 5 2	Marshall-North and South and Eureka Springs-Green Forest	Stock Pile Chat	\$	\$ 3,437.06	\$	\$ 3,437.06	\$ 3,437.06
9216	62 S 5	Berryville-Boone Co. Line	42 miles Sealing	1,601.95	7,305.67	1,736.31	7,305.67	10,997.62
			Sealing 3 miles			1,736.31	1,736.31	1,736.31
			Total Carroll County	\$	\$ 10,732.73	\$ 1,736.31	\$ 12,469.04	\$ 16,160.99
9224*	16 S 4	St. Paul-Crosses	Madison County					
9228	16 S 4	St. Paul-Crosses	Bridge (Plans)	\$	\$ 6.00	\$	\$ 6.00	\$ 6.00
			Rebuild Bridge	\$	\$ 2,666.23	\$	\$ 2,666.23	\$ 2,666.23
			Total Madison County	\$	\$ 2,672.23	\$	\$ 2,672.23	\$ 2,672.23
9218	65 S 6	Marshall-Van Buren Co. Line	Searcy County					
			Asphalt Repairs	\$	\$ 8,612.68	\$	\$ 8,612.68	\$ 8,612.68
9218	59 S 4	L. of A. Driveway, Fayetteville	Washington County					
9223	45 S 6	Marion Creek	Institution Road	\$	\$ 808.07	\$	\$ 808.07	\$ 808.07
9219*	68 S 2	Richland Creek	Rebuild Bridge	\$	\$ 1,706.14	\$	\$ 1,706.14	\$ 1,706.14
9231	71 S 16	Springdale-East	R C and Steel Bridge	19,274.51	41,278.05	20,532.72	60,546.56	60,546.56
9231	71 S 16	Crawford Co. Line-Fayetteville	Bituminous Surface		26,532.72	2,165.05	28,697.77	28,697.77
9231	71 S 16	Fayetteville-Etkins	Repair Slide		6,179.88	4,634.66	10,814.54	10,814.54
9231	16 S 3	Fayetteville-Etkins	Bituminous Surface		9,965.12	5,965.12	15,930.24	15,930.24
9231	16 S 3	Fayetteville-Etkins	Sealing		4,634.66	4,634.66	9,269.32	9,269.32
9231	71 S 16	Fayetteville-Chawford Co. Line	Concrete Repairs		9,965.12	9,965.12	19,930.24	19,930.24
			Total Washington County	\$	\$ 19,273.51	\$ 90,750.48	\$ 109,023.99	\$ 128,954.20
			TOTAL DISTRICT NO. 9	\$	\$ 14,896.00	\$ 347,663.05	\$ 362,559.05	\$ 484,024.52
10301	1E S 21	Greene Co. Line-Piggott	DISTRICT NO. 10					
			Clay County					
			Sealing 14.6 miles	\$	\$ 11,801.24	\$	\$ 11,801.24	\$ 11,801.24
10304	63 S 6	Jonesboro-Bono	Craighead County					
			Sealing	\$	\$ 13,642.33	\$	\$ 13,642.33	\$ 13,642.33
10279*	1E S 20	Paragould-Marinickule	Greene County					
10301	1E S 20	Paragould-Clay Co. Line	Bituminous Surface	\$	\$ 31,238.09	\$	\$ 31,238.09	\$ 31,238.09
			Sealing 11.3 miles	\$	\$ 9,273.96	\$	\$ 9,273.96	\$ 9,273.96
			Total Greene County	\$	\$ 40,512.05	\$	\$ 40,512.05	\$ 40,512.05
10282	25 S 6	Strawberry-East	Lawrence County					
10274*	03 S 3	Parlia-Hoxie	Repar. Surface	\$	\$ 19,243.62	\$	\$ 19,243.62	\$ 19,243.62
10282*	Co. Rd.	Lawton-East	Bituminous Surface	\$	\$ 30,652.14	\$	\$ 30,652.14	\$ 30,652.14
10282*	25 S 6	Lawton-East	Gravel Surface and Bridge	50.34	(—)	14,344.67	14,344.67	14,344.67
10282*	25 S 6	Lawton-East	Sealing 20 miles		14,344.67	14,344.67	28,689.34	28,689.34
10282*	25 S 6	Lawton-East	Rebuild Asphalt Surface		8,389.64	8,389.64	16,779.28	16,779.28
10282*	25 S 6	Lawton-East	Operations		14,518.26	14,518.26	29,036.52	29,036.52
			Total Lawrence County	\$	\$ 19,293.90	\$ 67,748.91	\$ 87,042.81	\$ 116,082.87

TABLE 15—(Continued)
 SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1946

JOB OR AFE NO.	ROUTE AND SECTION	LOCATION	TYPE OF WORK	Previous Biennium	Paid During 1944-1945	Paid During 1945-1946	Total Biennium	Total On Project
10278	181 S 2	Shono-South	Gravel Surface	\$	\$ 59,165.65	\$	\$ 59,165.65	\$ 59,165.65
10293	18 S 7	Blythe(De-Barfield	Bituminous Surface		84,197.81	4,540.08	88,737.90	88,737.90
AFE 1001	181 S 2	Shono-Calumet	Gravel Surface			7,978.71	7,978.71	7,978.71
AFE 1003	181 S 1	Keller-Wilton	2 Wooden Bridges			7,287.05	7,287.05	7,287.05
AFE 1004	61 S 1	Ocosola-Crittenden Co. Line	Ditching and Culverts			2,745.88	2,745.88	2,745.88
AFE 1005-6	14 S 16	Marie-Dyess	Gravel Repairs			10,757.13	10,757.13	10,757.13
AFE 1007	18 S 6	Manilla-Blytheville	Bridge Repair			5,286.90	5,286.90	5,286.90
		Total Mississippi County		\$	\$ 143,363.47	\$ 38,573.76	\$ 181,937.23	\$ 181,937.23
11234	40 S 1	Marked Tree City Connection	Bituminous Surface		\$ 1,191.65	\$	\$ 1,191.65	\$ 1,191.65
1211	14 S 16, 16 1	Lepanto-East	Gravel Surface		11,513.17		11,513.17	11,513.17
10295	143 S 1	Lepanto-Craighead Co. Line	Bridge over ditch		23,656.14		23,656.14	23,656.14
10296	40 S 1, 2 3	Lepanto-West Ridge	Gravel Surface		21,077.35		21,077.35	21,077.35
10307	143 S 1	Lepanto-Caraway	Little River Bridge		2,189.88		2,189.88	2,189.88
10310*	40 S 1, 2 3	Lepanto-Osceola	Bituminous Surface		11,911.28		11,911.28	11,911.28
AFE 1010	143 S 1	Lepanto-Craighead Co. Line	Bridge Approach		9,613.38		9,613.38	9,613.38
		Total Poinsett County		\$	\$ 67,488.31	\$ 24,870.72	\$ 92,359.04	\$ 92,359.04
10305	67 S 20	City of Pochontas	Extend Storm Sewer		\$ 220,101.74	\$ 4,314.36	\$ 224,416.10	\$ 224,416.10
		TOTAL DISTRICT NO. 10		\$	\$ 220,101.74	\$ 201,465.38	\$ 421,567.12	\$ 421,567.12
		TOTAL ALL DISTRICTS		\$ 356,391.53	\$ 865,395.05	\$ 2,519,620.55	\$ 3,388,016.70	\$ 3,746,407.23
State Wide								
Stock Pile Stone						\$ 9,892.47	\$ 9,892.47	\$ 9,892.47
Erect Signs						32,107.07	32,107.07	32,107.07
Addition North Little Rock Shops						4,594.54	4,594.54	4,594.54
County Projects—F. A. S.						159.65	159.65	159.65
Advertising Jobs to be Reimbursed from 1947 Fiscal Year						765.77	765.77	765.77
Purchase of Equipment						156,647.47	156,647.47	156,647.47
Administration Salaries						50,845.93	50,845.93	50,845.93
Statistics and Analyses						52,229.42	52,229.42	52,229.42
Plans and Surveys						122,845.04	122,845.04	122,845.04
Post War Work						3,384.64	3,384.64	3,384.64
Various Miscellaneous Items						371.04	371.04	371.04
Total State Wide				\$ 356,229.44	\$ 463,714.01	\$ 848,937.45	\$ 1,220,143.90	\$ 1,220,143.90
GRAND TOTAL				\$ 359,391.53	\$ 2,883,334.56	\$ 4,236,963.15	\$ 5,116,354.65	\$ 5,116,354.65

* Crittenden county total reduced \$300,000 from previous report; funds were deposited in Federal Aid account for the State's portion of Memphis Bridge, but later transferred back to the Construction Fund.
 * Indicates Federal Aid Projects.

TABLE 15—(Continued)
 SCHEDULE OF EXPENDITURES FROM THE STATE HIGHWAY CONSTRUCTION FUND
 From July 1, 1944 to June 30, 1946

RECAPITULATION	
Balance, July 1, 1944	\$ 4,400,040.78
From Highway Fund, Act 4, 1941	55,000,000.00
From Highway Reserve Fund, Act 311, 1945	1,684,006.03
From Miscellaneous Receipts	13,251.37
Transferred from Federal Aid Account, State Funds	293,811.65
Total Receipts	6,977,068.85
Total to be accounted for	11,377,109.63
Road Construction and Repair	4,236,953.15
Transfer to Local Bond and Interest Fund (Loan)	127,209.23
Total Disbursements	4,364,162.38
Balance from Highway Records, June 30, 1946	7,012,947.25
Balance shown by State Treasurer	7,889,614.96
Difference	876,667.71

Reconciliation

Warrants from Previous Fiscal Years, Unredeemed	715.84
Warrants from 1945-1946 not Redeemed	875,947.87
Total Warrants Outstanding	876,667.71

TABLE 16
SCHEDULE OF EXPENDITURES FROM FEDERAL AID FUNDS
July 1, 1944 to June 30, 1946

Job	Project	Location	Type of Work	County	Expended		Total Project
					Previously	In Fiscal Year 1945-46	
REGULAR FEDERAL AID ACCOUNT							
11186	SN-PE 607 A 1	Memphis Bridge	Plans and Surveys	Crittenden	\$ 8,900.00	\$ 46,600.00	\$ 55,500.00
11186	SN-PE 607 A 1	Memphis Bridge	Substructure	Crittenden	.....	280,097.54	280,097.54
11201	U. S. EARRA	St. Francis Bayou	Bridge	Cross	.....	28,037.68	28,037.68
2334	AL-FAGS 120 A	Pine Bluff Arsenal	Concrete Overpass	Jefferson	73,989.10	.....	73,989.10
2342	WER 4	Elm Bluff	Bank Protection	Jefferson	40,267.00	.....	40,267.00
2347	WER 12	Elm Bayou	Timber Bridge	Jefferson	18,449.10	.....	18,449.10
1190	AL-FAGS 119 A	Dexter	Signal Protection	Jefferson	519.27	.....	519.27
3302	AW-FAP 180-2	Hope Southwest Proving Grounds	Bituminous Surface	Hempstead	22,797.00	.....	22,797.00
3335	FAS 215	Hope-Lewisville	Gravel Surface	Hempstead	2,965.24	.....	2,965.24
4288	43 F 247 E 3	Mountainburg-North	Concrete Pavement	Lafayette	9,228.00	.....	9,228.00
4288	WER 6	Six Mile Creek	Bridge and Gravel Surface	Crawford	.....	2,917.86	2,917.86
4289	FAGS 130 A 1	Kelamason-Featherstons	Gravel Surface	Logan	.....	14,009.15	14,009.15
4271	FAP 147 A 2	Prairie Creek	Concrete Bridge	Logan	.....	17,406.16	17,406.16
4284	WER 2	Fort Smith-Van Buren	Relief Bridge	Sebastian	23,397.30	.....	23,397.30
1190	FAGS 116 A 1	Barling	Signal Protection	Sebastian	260,828.00	.....	260,828.00
1190	FAGH 164 B 1	South of Fort Smith	Signal Protection	Sebastian	2,604.70	.....	2,604.70
5248	CA 106	Henderson Ferry	Operations	Sebastian	158,706.89	.....	158,706.89
5248	WER 18	Magness-Padget Island	Gravel Surface	Independence	6,372.59	.....	6,372.59
5253	WER 17	Magness-Padget Island	Gravel Surface	Independence	5,402.69	.....	5,402.69
6263	FP A 370 H	Garland County Line-East	Bituminous Surface	Garland	131,977.39	.....	131,977.39
6205	WER 3	DeValls Bluff	Bank Protection	Prairie	44,000.00	.....	44,000.00
6209	WER 20	Biscoe-Des Arc	Gravel Surface	Prairie	86,654.62	.....	86,654.62
8266	FAGM 85 A 1	Roosevelt Road Ext.	Concrete Overpass	Pulaski	14,920.24	.....	14,920.24
6295	FAP 210 A 3	Arch Pike Cut Off	Concrete Pavement	Pulaski	4,443.59	.....	4,443.59
6295	FAGS 109 A 1	Marche	Signal Protection	Pulaski	51,942.00	1,000.00	52,942.00
1190	FAGS 180 A 1	Jacksonville	Signal Protection	Pulaski	1,425.83	.....	1,425.83
6286	FAS 420 B 1	Baukite-North	Signal Protection	Pulaski	4,016.80	.....	4,016.80
7315	WER 22	Little Missouri River	Bituminous Surface	Saline	34,232.90	.....	34,232.90
7313	S 7-4	Fordyce-Warren	Bridge and Approach	Clark	.....	4,039.25	4,039.25
8238	WER 1	Petit Jean Park Road	Bituminous Surface	Cleveland	.....	5,688.00	5,688.00
8246	FAP 69-4	Ferry-Morrilton	Bituminous Surface	Cathoun	.....	13,347.00	13,347.00
8246	WER 14	Plumerville-South	Gravel Surface	Dallas	.....	67,478.00	67,478.00
8245	WER 16	McNeely-Elberta	Gravel Surface	Conway	21,689.00	.....	21,689.00
8243	WER 10	Lake View-Carden Bottoms	Gravel Surface	Conway	13,897.00	.....	13,897.00
8244	WER 11	Illinois Bayou	Gravel Surface	Conway	4,025.68	.....	4,025.68
8248	WER 15	Patty Creek	Gravel Surface	Yell	19,649.63	.....	19,649.63
8258	WER 24	Keys Station-County Line	Concrete Bridge	Yell	25,779.00	.....	25,779.00
9201	FAS 36 D 1	Fayetteville-Huntsville	Concrete Bridge	Pope	28,349.00	.....	28,349.00
10280	WER 8	Running Creek	Concrete Bridge	Pope	32,043.71	.....	32,043.71
PWS-1		Statistice and Analyses	Statistical Studies	Van Buren	.....	13,277.84	13,277.84
PWS-2		Post War Surveys and Plans	Post War Surveys and Plans	Washington	21,024.00	.....	21,024.00
PWS-3		Post War Surveys and Plans	Post War Surveys and Plans	Lawrence	.....	40,806.77	40,806.77
PWS-4		Post War Surveys and Plans	Post War Surveys and Plans	State-wide	60,420.00	.....	60,420.00
			Post War Surveys and Plans	State-wide	17,444.00	.....	17,444.00
			Post War Surveys and Plans	State-wide	22,257.00	.....	22,257.00
			Post War Surveys and Plans	State-wide	7,312.00	.....	7,312.00
				State-wide	14,433.00	.....	14,433.00
					\$ 988,156.13	\$ 743,542.95	\$ 1,731,699.08
DEFENSE HIGHWAY ACT FUND							
11203	DA-WN 24 A-1	Peel Road	Gravel Surface	Lee	\$ 18,220.18	\$ 1,266.98	\$ 19,487.16
2332	DA-WR 9 A 1	Stuttgart Airport	Bituminous Surface	Arkansas	32,626.32	.....	32,626.32
2338	DA-WR 15-16	McGetee-Rohrer	Gravel Surface	Chicag	56,183.16	1,609.51	57,792.67
2340	DA-WR 25 A 1	Monticello Camp	Bituminous Surface	Deshs	.....	773.84	773.84
3300	DA-WC 11 A 1	Hope-Blevins	Gravel Surface	Hempstead	154,306.85	.....	154,306.85

TABLE 16—(Continued)
SCHEDULE OF EXPENDITURES FROM FEDERAL AID FUNDS
July 1, 1944 to June 30, 1946

Job	Project	Location	Type of Work	County	Expended in Fiscal Year		Total Project
					1944-45	1945-46	
4284	FAP 243 A	(Should be in Federal Aid Account)			8.00	(—)	8.00
4282	DA-RM 27 A 1	Charleston-Mt. Vista	Gravel Surface	Franklin	16,867.76	—	16,867.76
4289	DA-RM	Arnold Mine Road	Gravel Surface	Franklin	7,286.33	—	7,286.33
5255	DA-RM 30 A 1	Fangburn-Tyler	Gravel Surface	Cleburne	13,622.46	11,024.65	24,647.11
6280	DA-WI 2 A 1	Benton-Bauxite	Concrete Pavement	White	326,219.52	27,043.52	352,263.04
6283	DA-WI	Aluminum Plant Road	Bituminous Surface	Hot Spring	70,258.15	1,502.21	71,760.36
6286	DA-WI 6	Cancelled		Saline	47.80	—	47.80
6289	DA-WR 17 C 1	Sweet Home Cut Off	Bituminous Surface	Pulaski	28,191.36	1,036.95	29,228.31
6308	DA-RM 17 B 1	Ironton Road	Bituminous Surface	Pulaski	787.01	8,534.77	9,321.78
6322	DA-RM 17 D 1	Sweet Home Cut Off	Bituminous Surface	Pulaski	29,884.73	—	29,884.73
6324	DA-WR 28 A 1	Stuttgart Central Station	Gravel Surface	Pulaski	695.57	27,467.47	28,163.04
7298	DA-WR 21 A	Mercury Mine Road	Gravel Surface	Clark	7,324.38	31.43	7,355.81
7305	DA-WR U 4	Camden	Bridge	Clark	3,957.48	—	3,957.48
7307	DA-WR U 1	Shumaker Ord. Plant	Concrete Pavement	Ouachita	24,372.45	—	24,372.45
7312	DA-WR U 1	Shumaker-Route 167	Bituminous Surface	Ouachita	5,260.52	—	5,260.52
10259	DA-WR U 4	Camden	Bituminous Surface	Calhoun	25,844.35	—	25,844.35
10270	DA-WR 7 A 1	Blytheville-School	Datour Bridge	Mississippi	328,843.73	—	328,843.73
10271	DA-WR 19 A 1	Newport, Airfield	Concrete Pavement	Mississippi	1,648.68	—	1,648.68
10271	DA-WR 23 A 1	Walnut Ridge Air School	Gravel Surface	Jackson	1,022.89	36,162.48	37,185.37
				Greene	18,457.04	—	18,457.04
				Lawrence	887.12	—	887.12
				Franklin	59,651.54	1,534.02	61,185.56
1195	DA-WR 12 A 1	Stuttgart Auxiliary Field	Gravel Surface	Franklin	102,237.93	3,082.55	105,320.48
				Lonoke	—	—	—
				Arkansas	—	—	—
					\$1,190,662.30	\$ 142,408.42	\$ 1,333,070.72
TOTALS							
2311	SN-PAP 24 D 6	Lake Village-Louisiana Line	Bridges	Chicot	\$ 29,478.64	\$ 0.00	\$ 29,478.64
					\$2,118,297.07	\$ 885,951.41	\$ 2,994,248.48
							\$ 41,338.26
							\$3,886,859.00

Fund	Balance	Transfers		Total Available	Disbursements	Balance	
		To	From				
Federal Funds	\$ 208,009.15	\$ 675,493.21	\$ —	\$ 983,502.36	\$ 743,542.99	\$ 239,959.37	
State Funds	261,998.25	9,593.55	16,000.00	447,591.80	447,591.80	—	
Cash Total	670,007.40	685,086.76	16,000.00	1,431,094.16	743,542.99	687,551.17	
Due, Revolving Fund (State)	(+)	(—)	75,000.00	811.55	—	811.55	
TOTAL	680,412.60	675,493.21	75,000.00	1,431,905.71	743,542.99	688,362.72	
STATUS OF FEDERAL AID ACCOUNT							
1944-1945							
Federal Funds	\$ 239,959.37	647,027.73	—	886,987.10	619,044.41	267,942.69	
State Funds	447,631.80	811.55	375,811.55	72,591.80	—	72,591.80	
Cash Total	687,591.17	647,839.28	375,811.55	959,378.90	619,044.41	240,534.49	
Due, Revolving Fund (State)	(+)	(—)	611.55	—	—	611.55	
TOTAL	688,362.72	647,827.73	375,811.55	959,578.90	619,044.41	310,534.49	
1945-1946							

TABLE 16—(Continued)
 SCHEDULE OF EXPENDITURES FROM FEDERAL AID FUNDS
 July 1, 1944 to June 30, 1946

Fund	Balance	Receipts		Transfers		Total Available	Disbursements	Balance
		To	From	To	From			
STATUS OF DEFENSE HIGHWAY FUND								
1944-1945								
Federal Funds.....	\$ 63,813.54	\$ 150,264.86				\$ 214,068.40	\$ 142,408.42	\$ 71,659.98
State Funds.....	10,000.00					10,000.00		10,000.00
TOTAL.....	\$ 73,813.54	\$ 150,264.86				\$ 224,068.40	\$ 142,408.42	\$ 81,659.98
1945-1946								
Federal Funds.....	\$ 71,659.98	\$ 282,183.10				\$ 353,843.08	\$ 251,706.50	\$ 102,136.58
State Funds.....	10,000.00					10,000.00		10,000.00
TOTAL.....	\$ 81,659.98	\$ 282,183.10				\$ 363,843.08	\$ 251,706.50	\$ 112,136.58
STATUS OF SPECIAL TRUST FUND								
1944-1945								
Federal Funds.....	\$ 72,750.68	\$ 2,186.00				\$ 74,936.68		\$ 75,936.68
State Funds.....	67,408.20					67,408.20		67,408.20
TOTAL.....	\$ 141,158.88	\$ 2,186.00				\$ 143,343.88		\$ 143,343.88
1945-1946								
Federal Funds.....	\$ 75,936.68	\$ 10,631.00			\$ 2,801.66	\$ 83,766.02	\$ 13,859.61	\$ 71,905.41
State Funds.....	67,408.20					67,408.20		67,408.20
TOTAL.....	\$ 143,343.88	\$ 10,631.00			\$ 2,801.66	\$ 151,173.22	\$ 11,859.61	\$ 139,313.61

¹ Actual receipts were \$1,000.00 but \$188.45 was expended for items included in the State Highway Construction Account.

² Balance includes \$189,366.32 of the cash payment from the U. S. Engineers for Roads, Ferry and Ferry Operation in Norfolk Reservoir.

TABLE 17
NET REVENUE TO HIGHWAY FUND FROM MOTOR FUEL TAX¹
January 1, 1934 to December 1, 1946

Calendar Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
1934	\$ 432,413	\$ 489,223	\$ 474,872	\$ 486,602	\$ 541,947	\$ 645,000	\$ 592,896	\$ 526,373	\$ 642,293	\$ 606,699	\$ 661,676	\$ 638,168	\$ 6,816,062
1935	676,443	535,156	503,230	550,157	626,677	642,551	677,376	661,443	703,258	684,650	683,298	642,997	7,281,853
1936	843,401	628,774	461,982	611,726	842,303	648,817	694,305	764,675	764,859	766,194	759,236	728,882	8,135,354
1937	732,812	566,645	574,147	678,659	742,308	731,496	693,002	839,487	839,487	865,326	795,005	736,060	8,802,542
1938	736,417	686,521	595,726	733,226	849,603	748,381	722,814	767,110	836,287	850,991	816,494	812,269	8,936,459
1939	779,519	731,814	612,775	764,960	721,306	776,851	823,989	839,832	866,380	851,880	879,309	833,545	9,341,668
1940	894,119	596,156	666,170	809,362	811,093	837,209	830,700	838,082	921,095	901,858	968,747	832,946	10,107,567
1941	911,353	878,947	762,186	899,663	902,475	972,572	965,135	1,047,224	1,428,841	1,033,380	1,147,194	1,076,555	11,726,945
1942	1,167,500	913,828	821,489	970,124	991,658	907,737	940,645	964,573	970,619	936,620	992,848	953,012	11,370,557
1943	747,852	616,265	686,186	726,844	705,418	721,753	770,130	835,831	830,751	790,864	839,648	831,619	9,111,260
1944	765,213	797,652	710,580	731,662	747,526	806,714	806,476	762,361	818,272	836,811	862,398	860,437	9,419,722
1945	818,911	870,084	726,887	768,875	817,370	923,143	890,928	971,415	1,175,553	1,132,721	1,056,657	1,078,861	11,241,435
1946	1,150,609	1,048,040	1,025,247	1,221,870	1,176,902	1,359,845	1,250,798	1,422,804	1,339,662	1,252,579	1,387,171	1,387,171	13,634,517

¹ This Table has been corrected to include income from motor fuel tax only; all miscellaneous income items have been eliminated. Figures include the 1/2 cent County Turn-back which is paid from Highway Fund.
² Collections for December 1946 were not available at time of Publication of this report.

NET REVENUE TO HIGHWAY FUND FROM MOTOR VEHICLE REGISTRATION AND AUTO DIVISION FEES¹
January 1, 1934 to December 1, 1946

Calendar Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
1934	\$ 120,650	\$ 732,027	\$ 745,614	\$ 164,206	\$ 118,907	\$ 48,274	\$ 71,098	\$ 34,870	\$ 41,899	\$ 43,463	\$ 16,362	\$ 9,445	\$ 2,147,796
1935	979,601	649,245	175,370	113,341	100,757	44,126	95,965	58,455	60,111	43,446	22,082	11,520	2,303,908
1936	839,841	1,006,348	173,594	191,186	101,875	44,168	118,791	52,132	60,557	37,136	24,340	13,742	2,662,204
1937	843,936	502,103	1,051,674	227,571	136,663	84,667	148,857	83,017	60,952	41,241	22,167	9,271	3,009,483
1938	364,217	820,833	1,062,324	151,781	73,470	25,026	71,374	45,607	40,779	33,104	18,390	8,337	2,717,242
1939	367,178	753,163	1,172,253	165,591	117,051	35,544	97,437	54,095	35,617	29,765	105,272	541,362	3,465,974
1940	864,178	947,118	190,944	140,172	82,567	29,018	80,408	38,242	31,721	113,017	189,044	302,464	3,469,599
1941	942,981	795,508	176,811	174,202	125,762	60,347	107,366	58,742	48,734	40,966	189,099	1,090,515	3,810,321
1942	1,552,959	410,062	143,427	131,099	66,998	80,958	65,966	36,513	35,394	28,096	458,158	599,467	3,662,597
1943	1,601,171	606,507	131,535	103,364	72,955	37,928	85,059	43,071	38,887	54,110	255,047	1,016,507	3,896,837
1944	1,440,547	433,682	136,481	84,655	66,717	40,155	55,741	40,617	38,648	26,395	247,387	769,041	3,375,224
1945	1,772,148	498,289	160,961	99,833	67,532	16,684	57,163	48,084	30,881	23,717	21,332	10,052	2,837,716
1946	2,612,196	972,616	172,278	107,706	112,650	83,968	72,739	72,289	64,156	49,153	28,926	1,402,614	13,634,517

¹ This Table has been corrected to include Motor Vehicle Registration and Auto Division Fees only; all miscellaneous income items have been eliminated.
² Collections for December 1946 were not available at time of Publication of this report.

TABLE 18
COMPARISON OF STATE HIGHWAY EXPENDITURES BY STATES—1944¹

STATE	State Highway System	Operations ²		Debt Service-interest and Retirement		Total Expenditures	
	Miles	1,000 Dollars	Per Mile Dollars	1,000 Dollars	Per Mile Dollars	1,000 Dollars	Per Mile Dollars
Alabama.....	6,957	7,503	1 079	2,706	389	10,209	1,468
Arizona.....	3, 820	4,686	1,226	.....	.....	4,686	1,226
Arkansas.....	9,754	5,227	536	7,151	733	12,378	1,269
California.....	13,705	33,727	2,461	11,207	818	44,934	3,279
Colorado.....	12,257	5,026	410	2,219	181	7,245	591
Connecticut.....	2,887	7,519	2,604	2,003	694	9,522	3,298
Delaware.....	3,839	1,877	489	648	169	2,525	658
Florida.....	8,389	16,603	1,979	470	56	17,073	2,035
Georgia.....	13,998	8,531	609	2,828	202	11,359	811
Idaho.....	5 180	3,798	733	82	16	3,880	749
Illinois.....	11,836	22,281	1,882	9,066	766	31,347	2,648
Indiana.....	10,309	21,676	2,103	.....	.....	21,676	2,103
Iowa.....	9,695	6,471	667	11,314	1,167	17,785	1,834
Kansas.....	9,882	6,634	671	1,303	132	7,937	803
Kentucky.....	10 096	12,228	1,211	940	93	13,168	1,304
Louisiana.....	18,485	10,830	586	8,748	473	19,578	1,059
Maine.....	9,296	6,543	704	2,584	278	9,127	982
Maryland.....	4,405	7,843	1,781	2,379	540	10,222	2,321
Massachusetts.....	1,918	7,327	3,820	837	436	8,164	4,256
Michigan.....	9,423	25 010	2,654	13,341	1,416	38,351	4,070
Minnesota.....	11,236	11,476	1,021	4,355	388	15,831	1,409
Mississippi.....	6,283	4,352	692	5,897	939	10,249	1,631
Missouri.....	16,129	9,334	578	9,187	570	18,521	1,148
Montana.....	7,963	5,066	636	55	7	5,121	643
Nebraska.....	9,236	7,926	858	.....	.....	7,926	858
Nevada.....	5,485	1,937	353	.....	.....	1,937	353
New Hampshire.....	3,619	3,469	958	706	195	4,175	1,153
New Jersey.....	2,095	9,178	4,380	13,049	6,229	22,227	10,609
New Mexico.....	9,445	4,510	477	2,093	222	6,603	699
New York.....	14,145	21,431	1 515	15,259	1,079	36,690	2,594
North Carolina.....	60,730	17,674	291	7,337	121	25,011	412
North Dakota.....	7,104	3,588	505	474	67	4,062	572
Ohio.....	18,444	35,839	1,943	463	25	36,302	1,968
Oklahoma.....	9,660	11,331	1,173	.....	.....	11,331	1,173
Oregon.....	7,081	9,574	1,352	2,238	316	11,812	1,668
Pennsylvania.....	40,730	44,670	1,097	5,659	139	50,329	1,236
Rhode Island.....	879	2,574	2,928	185	210	2,759	3,138
South Carolina.....	11,996	4,620	385	8,026	669	12,646	1,054
South Dakota.....	5,965	3,656	613	.....	.....	3,656	613
Tennessee.....	7,612	7,768	1,021	10,620	1,395	18,388	2,416
Texas.....	24,370	23,640	970	9,799	402	33,439	1,372
Utah.....	5,438	4,643	854	.....	.....	4,643	854
Vermont.....	1,802	1,784	990	98	54	1,882	1,044
Virginia.....	46,987	23,116	492	1,051	22	24,167	514
Washington.....	6,347	10,780	1,699	5,592	881	16,372	2,580
West Virginia.....	33,129	16,295	492	9,136	276	25,431	768
Wisconsin.....	10,009	9,817	980	2,608	261	12,425	1,241
Wyoming.....	4,124	2,209	536	298	72	2,507	608
TOTAL.....	564,174	533,597	946	194,011	344	727,608	1,290

¹ Source—Tables SF-4 and SM-2 for 1944, compiled by the U. S. Public Roads Administration.

² Includes expenditures for administration, engineering, equipment, construction and maintenance.

TABLE 19
TOTAL DEBT SERVICE REQUIREMENTS FROM STATE HIGHWAY FUND UNDER PROVISIONS OF ACT 4 OF 1941
June 30, 1946

	Serial Series 3 1/4 %		Serial Series 3 %		Term Series 3 1/4 %		Total Requirements		Total
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	
1946	\$	\$ 1,310,611.25	\$	\$ 540,000.00	\$	\$ 446,875.00	\$	\$ 2,027,486.25	\$ 2,027,486.25
1947	2,170,000.00	2,562,323.50		540,000.00	1,000,000.00	861,250.00	3,170,000.00	3,053,572.50	7,123,672.60
1948	2,273,000.00	2,480,123.75		540,000.00	1,000,000.00	928,750.00	3,273,000.00	3,338,973.75	7,121,873.75
1949	2,379,000.00	2,404,528.75		540,000.00	1,000,000.00	796,250.00	3,379,000.00	3,740,778.75	7,119,778.75
1950	2,489,000.00	2,325,423.75		540,000.00	1,000,000.00	763,750.00	3,489,000.00	3,629,173.75	7,118,173.75
1951	2,603,000.00	2,242,678.75		540,000.00	1,000,000.00	731,250.00	3,603,000.00	3,513,928.75	7,116,928.75
1952	2,719,000.00	2,156,195.25		540,000.00	1,000,000.00	698,750.00	3,719,000.00	3,394,945.25	7,113,945.25
1953	2,841,000.00	2,065,845.25		540,000.00	1,000,000.00	666,250.00	3,841,000.00	3,272,095.25	7,112,095.25
1954	2,965,000.00	1,971,495.75		540,000.00	1,000,000.00	633,750.00	3,965,000.00	3,145,248.75	7,110,248.75
1955	3,084,000.00	1,873,040.00		540,000.00	1,000,000.00	601,250.00	4,094,000.00	3,014,290.00	7,108,290.00
1956	3,227,000.00	1,770,323.75		540,000.00	1,000,000.00	568,750.00	4,227,000.00	2,879,073.75	7,106,073.75
1957	3,364,000.00	1,663,220.00		540,000.00	1,000,000.00	536,250.00	4,364,000.00	2,739,470.00	7,103,470.00
1958	3,507,000.00	1,551,565.25		540,000.00	1,000,000.00	503,750.00	4,507,000.00	2,695,315.25	7,102,315.25
1959	3,653,000.00	1,435,215.25		540,000.00	1,000,000.00	471,250.00	4,653,000.00	2,445,465.25	7,099,465.25
1960	3,804,000.00	1,314,040.00		540,000.00	1,000,000.00	438,750.00	4,804,000.00	2,292,790.00	7,096,790.00
1961	3,960,000.00	1,187,875.00		540,000.00	1,000,000.00	406,250.00	4,960,000.00	2,134,125.00	7,094,125.00
1962	4,122,000.00	1,066,542.50		540,000.00	1,000,000.00	373,750.00	5,122,000.00	1,970,292.50	7,092,292.50
1963	4,288,000.00	949,680.00		540,000.00	1,000,000.00	341,250.00	5,288,000.00	1,801,130.00	7,089,130.00
1964	4,459,000.00	777,741.25		540,000.00	1,000,000.00	309,750.00	5,459,000.00	1,626,491.25	7,085,491.25
1965	4,633,000.00	629,915.00		540,000.00	1,000,000.00	276,250.00	5,638,000.00	1,446,165.00	7,084,165.00
1966	4,820,000.00	476,222.50		540,000.00	1,000,000.00	243,750.00	5,820,000.00	1,259,972.50	7,079,972.50
1967	5,010,000.00	316,486.00		540,000.00	1,000,000.00	211,250.00	6,010,000.00	1,067,735.00	7,077,735.00
1968	5,205,000.00	150,491.25		540,000.00	1,000,000.00	178,750.00	6,205,000.00	869,241.25	7,074,241.25
1970	2,028,000.00	32,955.00		540,000.00	1,000,000.00	113,750.00	6,606,000.00	468,220.00	7,074,320.00
1971			3,378,000.00	389,330.00	1,000,000.00	146,250.00	6,406,000.00	608,585.00	7,074,585.00
1972			5,606,000.00	354,570.00	1,000,000.00	113,750.00	6,606,000.00	468,220.00	7,074,320.00
1973			5,808,000.00	183,360.00	1,000,000.00	81,250.00	6,808,000.00	254,610.00	7,072,610.00
1974			3,208,000.00	46,120.00	2,000,000.00	32,500.00	5,208,000.00	80,620.00	6,286,620.00
Total	\$ 79,618,000.00	\$ 34,664,743.75	\$ 18,000,000.00	\$ 13,225,380.00	\$ 27,000,000.00	\$ 12,260,625.00	\$ 124,618,000.00	\$ 60,150,748.75	\$ 184,768,748.75

¹ Principal payment April 1st, interest payments April and October.

TABLE 20
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
From January 1, 1945 to December 1, 1946

State Job No.	Road and Section No.	Federal Aid Project No.	County	Length Mi. or Ft.	Nature of Work	Amount of Contract Award
FEDERAL AID PROJECTS						
From January 1, 1945 to December 31, 1945						
Proposals Received March 12, 1945						
5285	Access Road	DA-RM 30-A (1)	White and Cleburne	3.000	Minor Strs. & Traffic Service Gravel	\$ 23,210.30
7307	Access Road	DA-NRI Unit 1	Ouachita	0.825	Grdg., Minor Strs., Grav. Base & Bit. Surf.	28,753.91
7308	Access Road	DA-NRI Unit 2	Calhoun	5.932	Grdg., Minor Strs., 3 Tmbr. & Conc. Brs., Bit. Surf.	160,671.49
Proposals Received April 4, 1945						
7312	79 S-4	DA-NRI Unit 4	Ouachita	589'	One Untreated Tmbr. & Str. Steel Detour Bridge	48,456.50
Proposals Received October 20, 1945						
7305	79 S-4	DA-NRI Unit 4	Ouachita	(387' 0.216	Conc. Apprs. 3-126' Truss-Span 1-21' and 1-46' I-Beam Span	162,200.30
7315	67 S-4	W. E. R. No. 22	Clark	0.230	Ordg., P. C. Conc. Pavement & One Reinf. Conc. Deck Girder Br.	73,874.25
8258	16 S-10	W. E. R. No. 24	Van Buren	(177' 0.426	Grdg., Minor Strs., Gravel Surf., One Reinf. Deck Girder Br.	48,397.37
Total January 1, 1945 to December 31, 1945						\$ 541,564.62
From January 1, 1946 to December 1, 1946						
Proposals Received January 21, 1946						
3325	29 S-2 & 3	S-215 (5)	Lafayette Hempstead	10.985	Grdg., Minor Strs. & Gravel Base	\$ 51,299.38
7313	8 S-8, 9 & 10	S-7 (4)	Dallas, Calhoun, Cleveland	6.958	Grdg., Minor Strs., Grav. Base, Bit. Surf.	113,192.60
Proposals Received March 4, 1946						
11183	64 S-17	F-94 (3)	Crittenden	5.655	Ordg., Minor Strs., Gravel Base, Bit. Surf., 1-104' RC & Steel Bridge	170,806.19
11258	64 S-16 64 S-17	F-10 (7) F-34 (4)	Cross Crittenden	6.028	Gravel Base & Bituminous Surface	98,108.88
2312	185 S-1	S-72 (1)	Ashley	18.831	Grdg., Minor Strs., Gravel Base	200,525.74
2367	65 S-21	F-24 (28)	Chicot	12.459	Grav. Base & Hot Mix Sand-Asphalt Wearing Surf.	333,929.60
3310	70 S-1	F-83 (2)	Sevier	6.408	Grdg., Minor Strs., Gravel Base & Bit. Surf.	206,365.80
6344	270 S-9	F-477 (3)	Grant	5.009	Grdg., Minor Strs., Gravel Base & Bit. Surf.	124,690.23
6345	270 S-9	F-14 (4)	Grant	7.314	Grdg., Minor Strs., Gravel Base & Bit. Surf.	247,893.22
7266	79 S-2 79 S-3	F-223 (8)	Columbia Ouachita	9.074	Grdg., Minor Strs., Gravel Base & Bit. Surf.	269,386.84
7289	79 S-1	F-227 (1)	Columbia	7.830	Grdg., Minor Strs., P. C. Stab. Base & Bit. Surf.	245,378.73
9202	62 S-7 & 8	F-370 (8) F-370 (9)	Boone Marion	13.982	Grading, Minor Structures	277,981.53
10272	1 S-20	F-239 (5)	Greene	2.461	Grdg., Minor Strs., Gravel Base & Bit. Surf.	81,804.75
10810	40 S-1 & 2	S-99 (3)	Poinsett Mississippi	8.954	Grdg., Minor Strs., Gravel Base & Bit. Surf.	186,290.80
Proposals Received April 15, 1946						
11257	79 S-6	F-183 (9)	Lee		Bridge Superstructure—7 RC & Cantilever Spans	83,989.50
4314	45 S-1 271 S-1	S-313 (4) F-485 (1)	Sebastian	7.779	Grdg., Minor Strs., Gravel Base & Bit. Surf.	162,578.03
9219	68 S-1	S-132 (1)	Washington	6.550	Grdg., Minor Strs., Gravel Base & Bit. Surf.	147,666.19
10300	1E S-20	F-239 (5)	Greene	244'	Two RC & St. Steel I-Beam Bridges	43,243.40
Proposals Received May 29, 1946						
2382	81 S-6 & 7	F-453 (1) F-453 (3)	Lincoln Jefferson	19.874	Grdg., Minor Strs. & Gravel Base	313,005.85
3336	70 S-1	F-83 (3)	Sevier	572'	Three R. C. & St. Steel I-Beam Bridges	115,660.95
3344	29 S-2 & 3	S-215 (5)	Lafayette and Hempstead	10.996	Bituminous Surface	55,860.55
10274	63 S-3	F-455 (5)	Lawrence	4.791	Grdg., Minor Strs., Gravel Base & Bit. Surf.	194,240.50
1199	79 S-7, 8 & 9	F-393 (3)	Cleveland Jefferson	14.737	Grading & Minor Structures	204,302.42

State Job No.	Road and Section No.	Federal Aid Project No.	County	Length Mi. or Ft.	Nature of Work	Amount of Contract Award
Proposals Received June 28, 1946						
11260	79 S-16	F-183 (10)	Lee	8.559	Grading & Minor Structures	363,612.76
5282	64 S-10	F-458 (1)	White	12.014	Grdg., Minor Strs., Crushed Stone Base	328,143.30
6313	11 S-9	S-289 (1)	Prairie	17.058	Grdg., Minor Strs., Bit. Stab. Base & Bit. Surf.	225,142.73
8253	38 S-1	S-31 (1)	Perry	10.001	Reconst. Base, Crushed Stone Base & Bit. Surf.	119,842.78
9226	9 S-6	S-286 (1)	Boone	6.116	Grdg., Minor Strs., (Gravel) Base & Bit. Surf.	159,763.31
10306	7 S-19	S-99 (2)	Poinsett	9.913	Grdg., Minor Strs., Gravel Base & Bit. Surf.	355,898.20
Proposals Received July 19, 1946						
11238	70 S-19 & 20	F-258 (10) F-47 (8) F-257 (4)	St. Francis Crittenden	15.421	Grdg., Minor Strs. & Gravel Base	400,695.36
11256	17 S-2	S-156 (2)	Monroe	10.496	Grdg., Minor Strs., Gravel Base & Re-modeling Bridge	260,807.72
2366	133 S-1	S-45 (1)	Ashley	8.466	Grdg., Minor Strs., P. C. Stab. Base & Bit. Surf.	115,886.02
5267	14 S-12	S-296 (1)	Jackson	8.971	Grading, Minor Structures	144,323.37
5281	11 S-15	F-373 (3)	Independence	12.282	Grdg., Minor Strs. & Gravel Base	325,150.55
7302	79 S-1	F-227 (2)	Columbia	193'	Two Reinforced Conc. & St. Steel Brs.	31,631.33
9203	62 S-7 & 8	F-370 (8) F-370 (9)	Boone Marion	13.982	Gravel Base & Bituminous Surface	209,310.28
Proposals Received August 29, 1946						
2373	165 S-1	S-72 (3)	Ashley	16.831	Bituminous Surface	137,894.62
Proposals Received October 11, 1946						
11269	79 S-16	F-183 (12)	Lee	8.559	Gravel Base & Bituminous Surface	194,362.86
3326	24 S-5	S-166 (2)	Nevada	7.756	Grdg., Minor Strs. & Gravel Base	53,348.51
3346	41 S-1	S-202 (2)	Sevier	5.674	Grdg., Minor Strs. & Gravel Base	81,450.19
6312	270 S-9	F-447 (4)	Grant	344'	Two Reinforced Conc. & St. Steel Brs.	55,898.90
7299	79 S-2 & 3	F-223 (9)	Columbia	276'	Two Reinforced Conc. Deck Girder Brs.	47,497.80
9200	45 S-5	S-36 (5)	Quachita Washington	3.337	Grdg., Minor Struct. & Traf. Serv. Grav.	\$1,715.08
Proposals Received October 30, 1946						
C-11295	County	S-818 (1)	Crittenden	0.897	Grdg., Gravel Surface	9,901.60
C-11292	County	S-822 (1)	Crittenden	1.315	Grdg., Gravel Base, Bit. Surf.	21,061.16
Proposals Received November 22, 1946						
C-11271	County	S-815 (2)	Crittenden	1.585	Grdg., Minor Strs., Gravel Surf.	12,953.90
C-11276	County	S-816 (2)	Crittenden	2.120	Grdg., Minor Strs., Gravel Surf.	12,955.05
C-11290	County	S-816 (5)	Crittenden	1.289	Grdg., Minor Strs., Gravel Surface	6,737.00
C-3363	County	S-804 (1)	Lafayette	54'	Treated Tmbr., Reinf. Conc. Deck Br.	5,288.20
C-6351	County	S-803 (1)	Prairie	2.592	Grdg., Minor Strs., Gravel Surf.	12,883.75
Total January 1 to December 1, 1946						\$7,732,328.02
Total All Federal Aid Projects						\$8,273,892.64

STATE PROJECTS

From January 1, 1945 to December 1, 1946

State Job No.	Road and Section No.	County	Length Mi. or Ft.	Nature of Work	Amount of Contract Award
Proposals Received May 23, 1945					
11243	79 S-16	Lee	3.50	Traffic Service Gravel	\$ 16,909.20
5268	16 S-12 & 13	Cleburne and White	17.50	Traffic Service Gravel	52,905.00
10296	40 S-1 & 2	Poinsett and Mississippi	9.00	Traffic Service Gravel	21,027.60
Proposals Received June 22, 1945					
6336	60 S-0	Faulkner	2.00	Bituminous Surface	14,535.08
7319	79 S-2 & 3	Columbia & Ouachita	20.851	Traffic Service Gravel	42,747.12
Proposals Received October 20, 1945					
2363	88 S-9	Jefferson	16.0	Gravel Surface	9,355.76
7292	15 S-6	Cleveland	18.0	Gravel Surface	15,691.22
7324	19 S-1	Columbia	13.2	Gravel Surface	23,167.80
10307	143 S-1	Poinsett	692'	1 Treated Tmbr. & Str. Steel I-Beam Br.	32,769.00
Proposals Received November 6, 1945					
3343	134 S-1	Miller	150'	Main Line Ditch Bridge	6,288.00
6342	36 S-1	Faulkner	4.5	Gravel Surface	14,974.01
Proposals Received March 4, 1946					
2368	85 S-3	Desha	697'	3 Treated Tmbr. Brs., Untreated Tmbr. Decks	29,694.16
5283	5 S-9	Baxter	6.00	Loading, Hauling & Placing Grav. Surf.	11,594.88

State Job No.	Road and Section No.	County	Length Mi. or Ft.	Nature of Work	Amount of Contract Award
Proposals Received May 29, 1946					
11261	Dist. No. 1 Hwys.	Monroe, Lee, St. Francis & Woodruff		Repairing Washes, Slides & Low Shoulders	26,650.00
7328	79 S-1 82 S-4	Columbia	25.58	Sealing Bituminous Surfaces	20,454.72
Proposals Received June 28, 1946					
11266	Dist. No. 1 Hwys.	Phillips, Lee, Crittenden	24.1	Sealing Bituminous Surfaces	23,124.00
5237	Dist. No. 5 Hwys.	White & Independence	23.0	Sealing Bituminous Surfaces	22,335.00
10315	Dist. No. 10 Hwys.	Creighead, Greene Randolph & Lawrence	45.3	Sealing Bituminous Surfaces	43,440.00
1219	Hwys. 67 & 53	Clark, Hempstead, Nevada		Cleaning and Painting Six Bridges	4,800.00
Proposals Received July 19, 1946					
2370	Dist. No. 2 Hwys.	Arkansas, Ashley Jefferson	44.9	Sealing Bituminous Surfaces	41,420.00
3352	Dist. No. 3 Hwys.	Pike, Sevier, Howard, Hempstead	72.9	Sealing Bituminous Surfaces	71,235.00
4319	Dist. No. 4 Hwys.	Polk, Scott, Logan, Sebastian & Montgomery	71.0	Sealing Bituminous Surfaces	68,680.00
5284	126 S-1	Baxter	168'	Two Reinforced Conc. Bridges	36,045.80
9238	Dist. No. 9 Hwys.	Benton, Searcy, Boone, Baxter, Marion, Carroll, Washington	91.8	Sealing Bituminous Surfaces	84,900.00
10305	14 S-6	Mississippi	337'	Two Treated Tmbr. Reinf. Conc. & Steel I-Beam	36,120.50
Proposals Received August 29, 1946					
6349	Dist. No. 6 Hwys.	Faulkner, Grant, Saline, Pulaski	35.8	Sealing Bituminous Surfacing	38,650.00
7331	Dist. No. 7 Hwys.	Ouachita, Calhoun, Union, Cleveland, Dallas	52.0	Sealing Bituminous Surfacing	54,790.00
8271	Dist. No. 8 Hwys.	Pope, Yell, Perry, Conway	40.7	Sealing Bituminous Surfacing	39,300.00
Total January 1, 1946 to December 1, 1946					\$ 903,594.83

TABLE 21
 TABULATION OF ROAD MILEAGE BY TYPES LISTED BY COUNTIES
 Assembled by Maintenance Districts, January 1, 1946

County	MILES IN COUNTY BY TYPE							Total Miles	APPROVED FEDERAL AID ROUTES ¹	
	Concrete Pavement	Brick Pavement	Bituminous Pavement	Bituminous Surface	Gravel Surface	Graded	Unimproved		Primary	Secondary
DISTRICT NO. 1										
Crittenden.....	43.99	.....	10.27	25.75	63.78	.....	.....	133.79	81.17	52.62
Cross.....	8.71	.....	.....	33.08	82.34	.....	.....	124.03	55.06	68.97
Lee.....	1.12	0.11	0.40	18.08	98.95	.....	.....	118.61	56.44	62.17
Monroe.....	17.96	.....	0.47	3.15	101.02	.....	4.00	128.37	63.27	57.41
Phillips.....	59.18	0.81	48.23	7.03	11.67	1.84	.....	131.58	46.22	82.34
St. Francis.....	54.45	.....	1.65	7.77	48.89	.....	.....	112.16	72.01	40.16
Woodruff.....	5.96	.....	.....	25.03	86.12	2.69	1.74	121.54	23.25	94.33
Totals.....	191.37	0.92	60.92	119.84	482.17	6.30	8.56	870.08	396.42	457.99
DISTRICT NO. 2										
Arkansas.....	1.72	.....	63.98	19.77	96.51	.....	4.61	214.64	68.19	122.38
Ashley.....	1.96	.....	13.37	38.59	62.00	34.65	8.74	159.80	71.17	73.81
Chicot.....	23.85	.....	38.75	9.92	60.74	.....	.....	134.27	63.44	65.14
DeSha.....	27.48	.....	13.68	1.63	53.58	4.46	.....	109.83	38.59	62.24
Drew.....	4.62	.....	21.61	15.00	71.92	.....	.....	112.75	67.86	48.79
Jefferson.....	53.21	0.38	0.85	23.67	97.34	3.42	.....	175.07	104.85	71.12
Lincoln.....	13.65	.....	.....	13.02	63.64	5.45	0.92	95.65	36.82	45.76
Totals.....	127.39	0.38	152.24	121.60	505.53	76.03	14.27	997.44	451.02	484.24
DISTRICT NO. 3										
Hempstead.....	21.70	.....	4.77	13.38	108.26	2.63	.....	152.74	21.79	131.32
Howard.....	2.43	.....	.....	21.39	63.98	.....	.....	98.50	14.49	79.41
Lafayette.....	1.20	.....	.....	16.50	52.50	.....	.....	70.20	17.59	52.51
Little River.....	16.69	.....	.....	6.34	68.49	5.39	4.40	92.61	18.09	65.32
Miller.....	31.20	.....	1.45	46.13	22.55	4.05	.....	105.39	78.78	74.0
Nevada.....	16.87	.....	.....	5.31	103.93	4.05	.....	129.86	15.36	114.50
Pike.....	.....	.....	0.65	38.51	68.54	.....	.....	98.30	30.00	67.10
Sevier.....	6.26	.....	.....	43.39	36.36	.....	.....	82.61	58.44	27.11
Totals.....	97.41	.....	6.87	197.45	509.61	16.13	4.80	831.87	265.74	538.39
DISTRICT NO. 4										
Crawford.....	44.74	0.06	0.04	0.43	26.90	.....	.....	72.17	44.36	27.95
Franklin.....	36.92	.....	.....	2.94	50.23	.....	.....	84.09	30.63	53.46
Logan.....	39.83	.....	1.06	26.93	33.67	.....	.....	101.39	38.70	62.69
Montgomery.....	.....	.....	.....	43.28	48.53	16.94	.....	108.75	40.46	68.29
Polk.....	4.24	.....	0.36	45.20	71.00	.....	.....	121.79	64.02	57.17
Scott.....	1.89	.....	18.57	34.38	11.80	.....	.....	726.14	63.76	72.38
Sebastian.....	54.26	0.76	2.81	20.78	66.70	.....	.....	145.31	59.89	85.62
Totals.....	175.38	0.82	22.83	174.94	368.73	16.94	.....	759.54	331.34	428.17
DISTRICT NO. 5										
Baxter.....	1.59	.....	.....	12.65	80.29	.....	.....	94.53	26.47	68.06
Cleburne.....	.....	.....	.....	4.95	53.72	.....	.....	88.67	.....	88.67
Fulton.....	.....	.....	0.68	2.57	81.82	.....	.....	85.07	64.85	30.22
Independence.....	3.96	.....	2.73	28.88	126.30	.....	.....	161.77	34.86	121.91
Izard.....	0.60	.....	.....	2.58	90.98	0.87	.....	95.01	.....	95.01
Jackson.....	38.82	.....	0.15	1.50	111.63	8.66	.....	160.86	40.57	109.58
Sharp.....	.....	.....	.....	5.74	93.36	3.72	.....	101.81	54.31	47.50
Stone.....	.....	.....	.....	0.95	16.60	16.60	.....	102.88	.....	102.88
White.....	36.82	0.20	.....	35.60	125.61	0.67	9.03	208.93	90.38	111.15
Totals.....	81.79	0.20	3.45	95.60	880.93	28.62	9.03	1,099.53	300.84	774.98

TABLE 21
TABULATION OF ROAD MILEAGE BY TYPES LISTED BY COUNTIES
 Assembled by Maintenance Districts, January 1, 1946—(Continued)

County	MILES IN COUNTY BY TYPE										Total Miles	APPROVED FEDERAL AID ROUTES ¹		
	Concrete Pavement	Brick Pavement	Bituminous Pavement	Bituminous Surface	Gravel Surface	Graded	Unimproved	Total		Primary		Secondary		
DISTRICT NO. 6														
Faulkner	16.46		30.36	23.11	62.80		10.00					142.72	60.77	80.61
Garland	20.23		43.70	30.28	32.82							113.65	74.63	39.02
Groat	1.74		13.77	19.42	82.82							117.76	56.58	61.17
Hot Spring	29.82		16.38	22.23	65.44							133.82	67.43	66.39
Lonoke	47.50			3.68	96.17		6.20					152.65	33.92	113.84
Prairie	19.77		0.46	14.92	82.94							125.85	38.91	84.82
Fulaski	55.07		69.41	9.61	35.25							169.92	92.43	77.49
Saline	43.41		6.84	3.63	36.45							90.33	48.75	41.58
Totals	233.99	0.58	149.49	140.30	492.15	15.88	15.20					1,042.59	473.42	564.92
DISTRICT NO. 7														
Bradley	6.32	1.44		12.25	48.20	0.58						68.81	21.62	38.39
Calhoun	1.25			34.80	34.80							65.82	65.82	1.16
Clark	33.65		6.64	10.41	10.41							52.06	37.98	14.08
Cleveland	0.83			59.05	50.98							104.86	35.14	77.81
Columbia	6.52			44.02	75.50							126.04	62.80	63.24
Dallas	1.94			21.85	107.52							131.26	29.07	111.29
Quachita	21.52		1.27	34.60	68.64							136.02	62.98	83.04
Union	61.84		2.07	67.84	38.41							169.66	98.62	59.04
Totals	133.41	1.44	8.88	286.01	515.46	0.59						945.79	405.03	528.05
DISTRICT NO. 8														
Conway	20.34		14.94	18.77	14.02							126.07	22.56	85.01
Johnson	28.99		0.97	4.62	50.45							107.41	29.54	77.87
Ferry			0.83	22.77	70.27							115.99		108.49
Fope	30.22		11.40	1.72	95.83		6.43					180.17	32.47	146.96
Van Buren				35.71	88.05							138.63	35.46	103.18
Yell	10.35		0.16	44.80	139.42							217.44	8.74	202.70
Totals	89.80		28.30	128.99	518.04	115.91	7.17					887.71	138.76	734.20
DISTRICT NO. 9														
Benton	22.71	0.40		93.99	132.41							249.51	88.88	160.63
Boone	1.70		0.39	47.61	66.65							119.06	53.47	65.59
Carrroll	2.74			43.33	62.88	2.71						129.72	42.57	87.15
Madison			0.36	139.57	14.41							148.82		146.70
Marion	0.65			16.77	64.25							83.92	25.49	58.43
Newton				4.25	108.60		1.41					150.34	3.69	146.65
Searay				37.77	43.57							109.85	36.61	73.34
Washington	36.25		3.41	67.36	120.78							231.20	73.20	157.46
Totals	64.05	0.40	4.16	305.57	728.71	118.02	1.61					1,222.52	323.91	895.95
DISTRICT NO. 10														
Clay	20.29			16.89	80.35							117.53	67.90	49.63
Craighead	18.81		15.80	42.14	77.45							154.20	76.17	78.24
Greene	19.62		0.96	21.67	76.88	1.49						120.62	53.78	58.07
Lawrence	28.24			29.80	101.22							158.76	82.39	95.76
Mississippi	31.87		72.61	129.28	13.62		1.03					261.28	78.84	164.67
Poinsett	26.37			2.07	135.16	4.51						168.11	46.36	110.18
Randolph	25.52			17.83	77.05							120.41	36.38	84.03
Totals	170.72		89.27	142.97	667.40	19.52	1.03					1,090.91	421.82	630.58
Total All Districts	1,365.41	4.74	526.43	1,712.67	5,868.73	413.84	61.27					9,753.08	3,488.79	6,087.47

¹ Approved Federal aid routes in some instances are projected relocations which do not follow existing roads and the route mileage will not agree with existing highway mileage. Primary Federal aid routes as approved March 5, 1946; Secondary Federal aid routes as approved September 6, 1946. Approval of other routes pending.

A REVIEW OF HIGHWAY LEGISLATION IN ARKANSAS
DURING THE BIENNIUM, ACTS OF 1945

Highway Commission

Act 42. Amends Act 349 of 1941 and Section 6479 of Pope's Digest to provide for appointment by the Governor of a 10 member State Highway Commission and a Director of Highways. Redefines the counties comprising the 10 Maintenance Districts.

Motor Vehicles

Act 64. Amends Sec. 3 (e) Act 386, 1941 to provide for the collection of Gross Receipt Taxes on the sale of new and used automobiles.

Act 60. Provides for making reciprocal agreements between Arkansas and other States concerning the operation of Motor Vehicles.

Act 117. Requires proper display of license tags.

Act 221. Provides that the time for collecting motor vehicle license fees shall be from January 1st through January 31st, each year and that in no event shall the time be extended.

Motor Fuel

Act 166. Amends Sec. 7, Act 383 of 1941 as amended by Act 250 of 1943 to provide for licensing dealers in motor fuel.

Act 210. Amends Sections 19 and 20, Act 11 Special Session of 1934 fixing specification for motor fuels.

Road Improvement Districts

Act 198. Amends Act 63, 1931 relative to assessment of lands in road improvement districts.

Debt Service

Act 104. Provides that in event of default in the payments of Bridge and Road Improvement District Bonds, Treasurer shall make advance transfers from State Highway Construction and Maintenance Fund, to be repaid from first revenues received.

Act 307. Provides, under similar conditions, for transfer from the General Revenue Fund to aid Municipal Bond Retirement Fund.

Act 25. Provides for payment from the Bridge Bond Retirement Fund of that part of Outstanding County Funding Bonds representing County Warrants issued for building Bridges on State Highways.

Counties

Act 21. Allocates federal funds received on account of land leased for flood control: 80 per cent to school districts, 20 per cent to county roads.

Miscellaneous

Act 217. Amends Sections 7, 8, 9, Act 124, 1939, regarding methods of licensing contractors.

Act 232. Amends Sec. 1, Act 199 of 1931. Empowers State Boards and Institutions to donate right-of-way for roads and streets.

Act 24. Ratifies acceptance of conveyance of part of Greenville Bridge to State.

Act 52. Segregates the funds received by State for roads destroyed by Norfolk Reservoir for purpose of replacing these roads.

Act 311. Revenue Stabilization Law: Provides method of financing all the necessary functions of the State Government without levying new taxes and reallocates State Revenues on an Equitable basis. Creates a "State Apportionment Fund," requires that practically all revenues and grants be deposited in this fund; these deposits to be known as "Gross Revenues." Requires Treasurer to deduct \$110,000 monthly, prorated proportionately against each contributory revenue, to be transferred to the General Revenue Fund and used to pay in part the general expenses of the State.

The balances are separated into:

- (1) "General Revenues for allocation" and
- (2) "Special revenues for allocation" depending on their source and previous commitments.

The "general revenues for allocation" are allocated to the various funds itemized in the bill and provision is made for retiring the bonded debt other than highway obligations.

The "special revenues for allocation" are:

(a) Highways Revenues which are distributed as at present. Changes in fund names are: "Highway Refunding Bonds Sinking Fund" to "Highway Bond and Interest," "Highway Construction and Maintenance Fund" to "Highway Construction Fund," "Road Bond Redemption Account" and "Bridge Bond Retirement Fund" to "Local Bond and Interest Fund."

(b) A new fund called "County Aid Fund" receives the proportion of the gasoline tax now distributed to the counties, the severance taxes, land redemptions, nomination fees, the ad valorem taxes on intercounty truck and bus companies and certain general revenues.

(c) Earnings and collections of other named Boards, Commissions and Divisions.

Drivers License fees are classed as general revenues. Oil Inspection fees are credited to the General Revenue Fund, but \$100,000 of the general revenues deposited in the County Aid Fund is provided in lieu of the Oil Inspection fees.