

STATE OF ARKANSAS

Eighteenth Biennial Report

of the

ARKANSAS

STATE HIGHWAY COMMISSION



For the Period July 1, 1946 through June 30, 1948

ARKANSAS STATE HIGHWAY COMMISSION



1947-1948

WM HAROLD SADLER
LITTLE ROCK

DAN FELTON
MEMBER
FELIX PUGH
PORTLAND
EMMETT WILLIAMS
SARASOTA
C T CRAGAR
MEMBER

A E JOHNSON
LITTLE ROCK

ARKANSAS
STATE HIGHWAY COMMISSION



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LITTLE ROCK, ARK.

M E PEACE
MADISON

E F RIDER
SARASOTA
H E VAN DALSSEM
MEMBER
BYRON B BROGDON
MEMBER
D F PORTIS
MEMBER

NEILL BOHLINGER
MEMBER

December 1, 1948

To the Governor and Members of the 57th 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, 1948.

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.

Respectfully submitted,

Wm H Sadler
Chairman, District 6

M E Peace
Vice Chairman, District 7

Dan Felton
Member, District 1

E F Rider
Member, District 5

Felix Pugh
Member, District 2

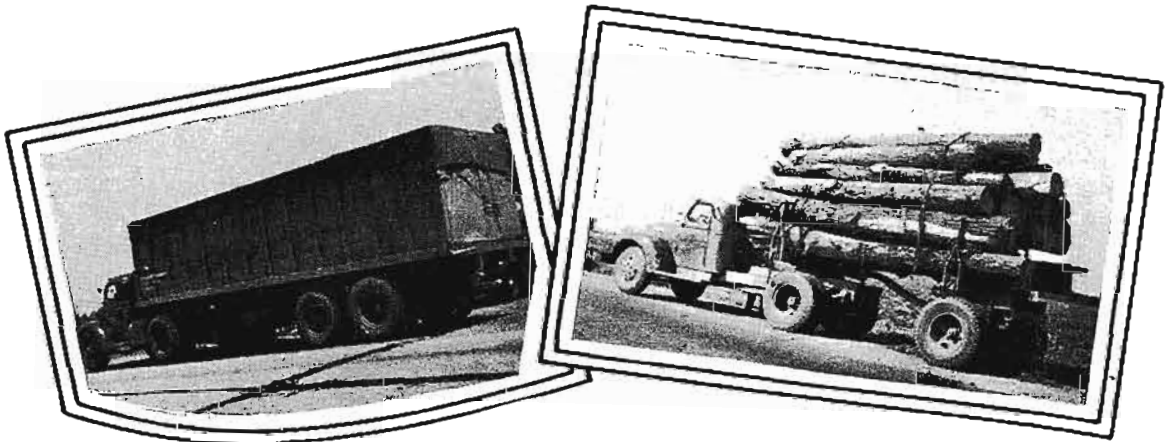
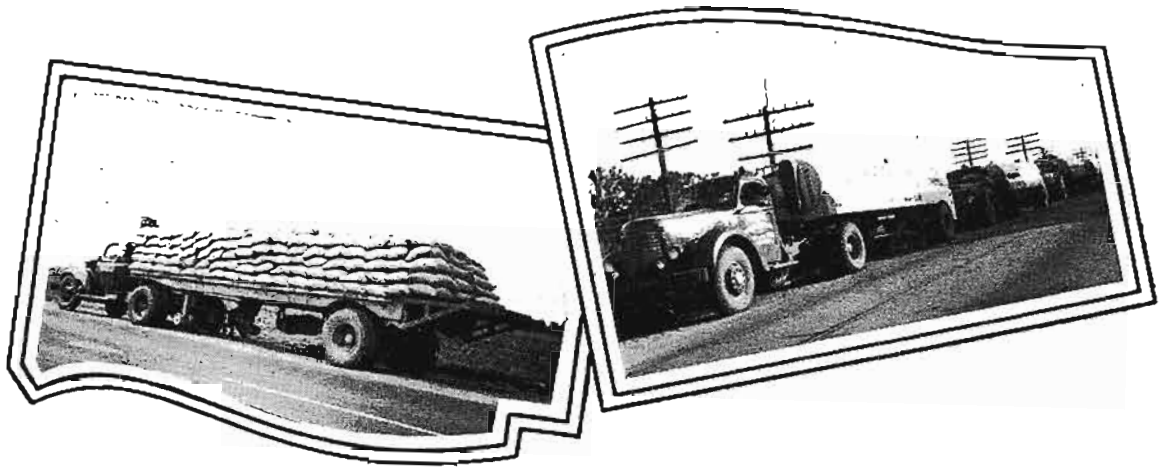
H E Van Dalssem
Member, District 8

Emmett Williams
Member, District 3

B B Brogdon
Member, District 9

C T Cragar
Member, District 4

D F Portis
Member, District 10



Highways Are Indispensable to Agriculture, Industry and Commerce

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IN MEMORIAM



W. W. ZASS
1889 - 1947

PERSONNEL
ARKANSAS STATE HIGHWAY DEPARTMENT
STATE HIGHWAY COMMISSION

<p style="text-align: center;">Chairman</p> <p>William Harold Sadler, Little Rock District No. 6</p> <p style="text-align: center;">Dan Felton, Marianna District No. 1</p> <p style="text-align: center;">Emmett Williams, Garland District No. 3</p> <p style="text-align: center;">** E. C. Rider District No. 5</p> <p>Byron B. Brogdon, Springdale District No. 9</p>	<p style="text-align: center;">Vice Chairman</p> <p>M. E. Peace, Magnolia District No. 7</p> <p style="text-align: center;">* Felix Pugh District No. 2</p> <p style="text-align: center;">C. T. Crager, Grannis District No. 4</p> <p>H. E. Van Dalsem, Perryville District No. 8</p> <p>D. F. Portis, Lepanto District No. 10</p>
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CENTRAL OFFICE STAFF

J. C. Baker
 Director of Highways

<p style="text-align: center;">A. E. Johnson Chief Engineer</p> <p>N. B. Garver E. E. Masburn E. L. Wales F. J. Herring George Fry -Guy W. Cobb J. Russell Henderson -C. C. White C. A. Shumaker W. W. Mitchell F. C. Bogart D. H. Hamilton Nelson Cox C. Don Hayes</p>	<p style="text-align: center;">-Neil Bohlinger General Counsel and Acting Secretary</p> <p style="text-align: center;">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 Right-of-Way Engineer Chief Accountant Purchasing Agent Equipment Supervisor</p>
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District Superintendents

<p>W. F. Deaderick H. M. McMurray A. G. Rives F. P. Kirk Homer Hill R. A. Campbell Dan Westall L. O. Thompson J. C. Perkins J. D. Hamilton</p>	<p>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</p>	<p style="text-align: right;">Wynne Pine Bluff Hope Fort Smith Batesville Little Rock Camden Russellville Harrison Paragould</p>
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* W. E. Thompson, February, 1945—March 1948, Deceased

** L. P. Mann, February 1945—February 1947, Resigned

FOREWORD

The nationwide economic uncertainty and industrial unrest, with constantly spiraling prices, during the past biennium, has had direct and serious effects on the Highway Department's program. Since 1940, cost records of the Department reflect a steady year by year increase. This is vividly revealed in a comparison of weighted average costs to construct a mile of road. In 1947 it cost 2.39 times as much to construct a mile of road as it did in 1940. Similarly the cost per hour of labor in maintenance operations had risen to 2.25 times the 1940 level. This fact coupled with a scarcity of important construction materials has confronted highway officials with a perplexing twofold problem. They must in the face of these conditions (1) provide maintenance of such a character and extent as to preserve the State's investment in its highway system and (2) find the means to build additional mileage of improved roads in keeping with current progress.

The successful solution of these problems calls for the best talent the highway engineering profession can provide. Further, policies must be adopted in keeping with the State's physical and financial ability to maintain and construct. An intelligent co-operative attitude, free of selfish local interest or prejudice on the part of the highway users, will do much to insure the improvements to which their tax dollars entitle them.

SECTION I SILVER ANNIVERSARY

The year 1948 marks the twenty-fifth anniversary of the Highway Department's operations on an official system of state highways. This quarter century has witnessed many changes in the theory and practice of highway building; changes that have been born of experience, as little by way of previous practice or precedent was available to guide the early road builder.

Pioneer trails or crudely constructed county roads which gave little evidence of planning formed most of Arkansas' highways twenty-five years ago. Natural barriers and the lack of improved roads had restricted travel to the point where rural life was largely communal. Since then the development of highway transportation facilities has changed the social and economic aspects of the state to a degree that beggars description. The insistent demands of a motorized world have caused rivers and lakes to be spanned with graceful, enduring bridges, the beautiful and remote fastnesses of the Ozark and Ouachita mountains to be penetrated, and the rich alluvial delta farms made accessible at all seasons of the year. These accomplishments, as in the case of all enduring progress, have been slow and often painful.



Then

Now

The first effort to put highway building on an organized basis came in 1913 when the Department was established as an adjunct to the State Land Office for the purpose of collecting information, preparing uniform plans and specifications and advising local officials on road improvement matters. All road construction was done by County Authorities or by local Road Improvement Districts. Local authorities decided where and how roads should be built and but little thought was given to a connected system. Each biennium numerous legislative acts were passed in an effort to satisfy conflicting demands but conditions and progress became progressively more unsatisfactory until on October 20, 1923, in response to indignant public demand, the legislature in extraordinary session finally enacted a comprehensive road law that placed highway construction and maintenance under the direct control of the Highway Commission, shifted a large part of the cost of highways from property owners to motor users, and established a connected State Highway System of 6,637 miles.

The growth and improvement of that system is strikingly illustrated by a comparison with conditions of today:

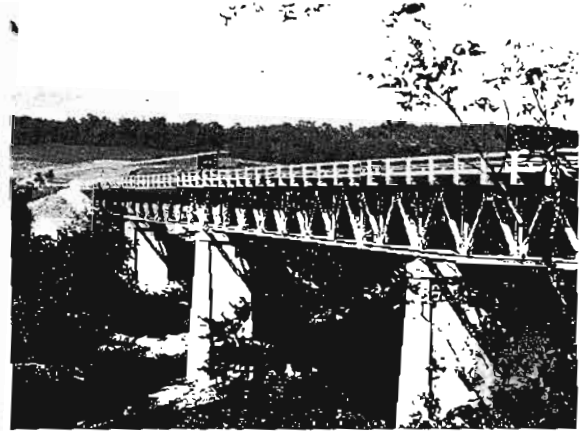
Mileage of State Highways

1923		1948	
327 Miles	Paved	4,339 Miles	
1,813 Miles	Gravel	4,978 Miles	
1,097 Miles	Graded	381 Miles	
3,400 Miles	Unimproved or no existing road	57 Miles	
<hr/> 6,637 Miles		<hr/> 9,755 Miles	

A quarter century ago ferries were the only means of crossing many of our larger streams, and miles of road across river bottoms were passable only during the summer months. At that time there was not a highway bridge across the lower White River south of the Missouri line: today enduring bridges of steel and concrete span this picturesque river at Cotter, Batesville, Newport, Augusta, Des Arc, DeValls Bluff and Clarendon. In like manner the Ouachita River twenty-five years ago was not bridged south of Camden. During these years permanent, modern bridges and long causeways have been constructed at Camden, Calion and on Highway 82 between Strong and Crossett. Similarly no bridge was to be found across Red River south of the newly opened Index bridge. Permanent bridges have subsequently been built at Fulton and Garland City as links in two important interstate highways.



Old
Ferry Using Current for Power

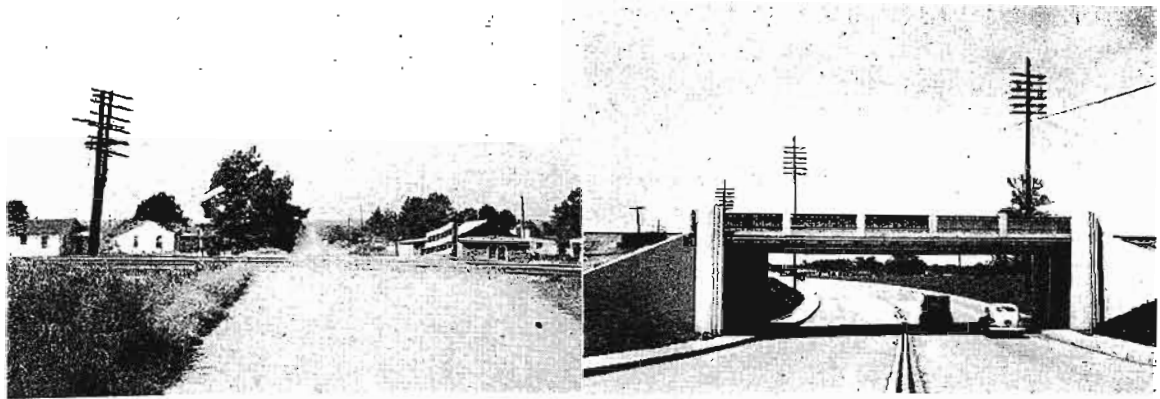


New
Replaced with Steel and Concrete Decked Truss Bridge

The progress of the years has also witnessed the replacement of a long narrow wooden trestle leading from the levee to the Harahan bridge at Memphis with a paved roadway which in turn has become obsolete and will soon be rebuilt and widened to provide an adequate approach to the new four lane Mississippi River bridge.

Striking proof of the progress that has been attained is found in some comparisons of conditions that existed in 1923 and those in 1948. In 1923, 113,825 motor vehicles were registered and 45,819,000 gallons of gasoline were consumed. This year it is anticipated that over 400,000 vehicles will be registered with a total consumption of over 300,000,000 gallons of gasoline. A sharp contrast is also evident in the matter of revenues. In 1923, \$2,558,158 in highway revenue was collected while up to August 31 of 1948 over eighteen million dollars had been collected, and it is anticipated that revenues will reach an all time high of twenty-five and one half million dollars.

Thus from a meager beginning, when communities were separated by natural barriers and the lack of roads, when social and economic progress was correspondingly



Past Present
Hazardous Grade Crossings Are Being Replaced with Safe Grade Separations

retarded, through a long series of change and difficulties, the Department has emerged to its present place of importance in State affairs. Today your highways more than any of the other means of transportation, serve the public need. They have reached into every nook and corner of the State and with an Aladdin touch made all of us neighbors. The average citizen has been furnished a magic carpet on which to move here or there at will. This enlarged freedom of movement has had a profound effect. With it has come greatly enlarged opportunities to improve public health, education, agriculture, commerce and industry.

So it is that the Highway Department, on this the Silver Anniversary of its founding, points with pride to the part that your highways have had in the State's growth and progress during the past quarter century.

SECTION II

SUMMARY AND REVIEW

Administration

State Highway Commission: The State Highway Commission is composed of ten members, one from each of the State Highway Maintenance Districts, who are appointed for two year terms by the Governor subject to confirmation by the Senate. Their terms of office are concurrent with that of the Governor. The Commission is vested with all powers and duties imposed by law for the administration of the State Highway Department, together with all necessary authority to enable it or any of its officers or employees to carry out fully and effectively the regulations and laws pertaining to State Highways.

Director of Highways: The Director of Highways is the Chief Executive Officer of the Department and is appointed by the Governor subject to the concurrence of the Senate. He has direct control and management of highway affairs subject only to the powers of the Commission.

Acting Secretary and General Counsel: The Acting Secretary and General Counsel serves as secretary to the State Highway Commission. He is responsible for the preparation and preservation of Commission records and serves as the Department's general counsel.

Chief Engineer: The Chief Engineer is appointed by the Director of Highways subject to the approval of the Commission. He is the chief technical officer of the Department and is responsible for all engineering activities.

Department Divisions

Roadway Construction: The Roadway Construction Division is directed by the Construction Engineer, who has the responsibility of supervising all roadway work constructed by contract.

Roadway Surveys: The activities of this Division are under the control of the Engineer of Surveys, who has the responsibility of making all field surveys for proposed roadway construction.

Roadway Plans: This Division is under the direction of the Engineer of Plans, who is charged with the responsibility for the design and preparation of roadway plans for all work undertaken by the Department on either contract or state force basis.

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

Right-of-Way Division: The Right-of-Way Division is under the direction of the Right-of-Way Engineer, who is responsible for the acquisition of all rights-of-way needed for construction on, or the operation of the State Highway System and for the preservation of related records.

Bridge Division: The Bridge Division is supervised by the Bridge Engineer. This division is responsible for all bridge surveys, design, plans, and supervision of construction. It is also responsible for heavy bridge maintenance which requires specialized knowledge or skill.

Materials and Tests: The work of this Division is supervised by the Engineer of Materials and Tests. The three principal classifications of work handled in this division are (1) preliminary field investigations to determine soil types and available road building materials, (2) laboratory tests of materials required on construction or maintenance operations, and (3) field inspection and testing during the construction period.

Statistics and Analyses: The function of this Division, which is administered by the Engineer of Statistics and Analyses, is to compile and analyse factual data regarding financial trends and records, inventory of the highway system, road life studies, traffic conditions and the preparation of appropriate graphs, maps, records, and reports.

County Aid Division: The Division of County Federal Aid Secondary roads is under the direction of the Engineer of County Federal Aid Secondary roads. This division cooperates with the County Judges in initiating County Federal Aid projects, in preparing and submitting programs to the Public Roads Administration for approval and construction, as authorized in the 1944 Federal Aid Act.

Maintenance: Maintenance operations are conducted through ten maintenance districts, each of which maintains its own office, shop, and requisite personnel. Each district is administered by a District Engineer, who is responsible for all maintenance activities within his respective district and who reports directly to the State Maintenance Engineer. This is the only division of the State Highway Department which carries on its functions through district offices. All other divisions are administered by the Central Office at Little Rock.

Equipment: The Equipment Division is under the control of the Equipment Supervisor and is charged with the responsibility of servicing and repair of some 2,276 pieces of equipment required in the Department's operations.

Purchasing: The Purchasing Division is under the control of the Purchasing Agent. This division provides centralized control for the procurement of all supplies and equipment. Purchasing is done on either bid, negotiated, or comparative quotation basis as will best serve the interest of the State. All purchases in excess of \$1,000 require Commission approval.

Accounting: The Accounting Division is supervised by the Chief Accountant, who is charged with the responsibility for the control and proper recording of the department's receipts and disbursements.

REVIEW OF CONDITIONS

Construction costs are at this time the highest in the history of the Department and each rise in the wage rates of industry and in transportation costs is in turn reflected in increased costs to the Highway Department. Maintenance costs are similarly high and continue to increase with each rise in the costs of materials and equipment. Contractors are experiencing much difficulty and delay in obtaining materials which in turn has caused many jobs to lag with accompanying hardship to the general public. The Commission is fully aware of these unfavorable conditions and asks the people of Arkansas to bear with it until conditions are again normal.

The 1947-1948 winter season, according to the United States Weather Service, was the most severe since 1905. Alternate freezing and thawing during this period virtually destroyed many miles of graveled roads which had become unavoidably thin because of the lack of adequate maintenance funds. The cost of regravelling this large mileage at this time is not only prohibitive but beyond the capacity of the Department. A concerted effort is being made to grade and spot gravel the most unstable sections in order to maintain uninterrupted traffic over these roads during the coming winter season. It is also considered important to point out that many of the State's trunk-line highways are of necessity being extended beyond their economic life because of the Highway Department's inability to finance suitable replacements. As a result, the drain for maintenance to keep these roads in usable condition is extremely heavy. This in turn has resulted in inadequate maintenance on many of the less important roads.

Under current financing authority the Department is unable to replace depreciation or offset obsolescence losses and unless corrective measures to this end are adopted, it is inevitable that the State will eventually suffer a breakdown of the motor transportation system.

At the present time the motor user pays the entire highway bill, even though the general public and adjacent property owner is in large measure benefitted. So long as this condition continues it is the obligation of the Highway Department, so far as finances will permit, to provide adequate facilities in line with traffic needs and to subsidize low traffic roads only to the extent that funds are available, giving first consideration to those roads which are of distinct value in the economic and social progress of the State. It is axiomatic in the buying of roads, as is the case in the purchase of any commodity, that values are in direct proportion to the amount spent. Cheap initial costs mean that maintenance must be correspondingly started at an earlier date and that the costs will in like manner be much heavier. Much enthusiasm has been shown in the matter of building a large mileage of low type roads, but we should beware of building a system of inadequate, obsolete, low strength highways which invariably require high maintenance expenditures.

The Department during the biennium has experienced a critical shortage of trained men. It has, as a result, been compelled to assign too much work to construction personnel and in some cases extend them beyond their capabilities. In some instances this has resulted in work that has not been up to the desired degree of perfection. Many of the states report a similar condition and further, that they are unable to train men for Division Heads or Staff Member replacements. The American Association of State Highway Officials, Associated General Contractors, The American Society of Civil Engineers, and the American Road Builders Association, have all become interested in this problem and have made surveys to determine how best to encourage young men with proper academic training to enter the highway field as a career. The administration of multi-million dollar expenditures, the design of expensive structures, the making of physical and chemical tests on road and bridge materials, together with the design of well balanced economical highways, call for the highest type of trained technical personnel obtainable. With the average state incurring difficulty in this particular, Arkansas is experiencing even greater trouble because the salary rates paid in this State are among the lowest in the nation. It, accordingly, behooves the State to make the highway field more attractive by way of remuneration, stability and advancement in employment and the establishment of retirement benefits. This is conclusively borne out by many interviews with recent engineering graduates who have been attracted to industry or service in the Federal Government as being much more desirable fields of employment. In like manner, our studies lead us to the conclusion that social security benefits should be provided for all employees who are paid on an hourly basis.

It is the Commission's considered opinion that remedial legislation should be considered by the forthcoming session of the General Assembly as a means of correcting the conditions herein pointed out.

ACCOMPLISHMENTS

The accomplishments of the Department during the biennium are outlined in detail in Section IV, Operations. However, the following achievements are considered as being worthy of special mention.

1. Construction contracts in excess of \$17,000,000 have been awarded. While this reflects a marked increase over the volume of work possible during the period of war time controls, it is, nevertheless, highly desirable that these operations be accelerated and carried on at a much higher level during the ensuing biennium.

2. The Department has conducted a vigorous maintenance program in an effort to offset the unavoidable neglect and wear of the war period. This work has included the shaping and stabilizing of shoulders, mudjacking, sealing, center striping, which in case of the high traffic roads has been of the reflectorized type, spot graveling and road markers. This program was seriously disrupted as a result of the storm damage during the late winter of 1948, which caused an unprecedented drain on the maintenance funds.

3. Advanced engineering studies have been launched for the development of future high type improvements for the heavily traveled arterial routes and for the relief of congestion in major urban centers. Comprehensive traffic studies have been completed in the Pine Bluff and Greater Little Rock areas and in Crittenden County, as the basis for the rational planning of future projects.

4. Roadway design standards have been revised and modernized so as to provide improvements commensurate with traffic needs and are sufficiently elastic to be adaptable to the state's varying topography with appropriate regard for the economy of construction.

5. A comprehensive construction program on the Federal Aid Secondary County roads has been conducted with material benefit to the counties.

6. During the biennium permanent district headquarters and shop buildings have been constructed at Camden and Russellville. All ten of the Maintenance Districts are now supplied with modern, adequate, facilities.

7. The records building at Little Rock has been enlarged to provide office space for IBM equipment which is being used for the more rapid and simplified analysing and tabulating of engineering and accounting data.

8. Considerable research has been done incident to the development of an equipment rental schedule. This plan contemplates a charge for the use of all equipment whether on maintenance or construction operations and the setting aside of the accrued rentals in a reserve fund for the repair or replacement of equipment as needed. This action is necessary in order that the State may fulfill its part of a cooperative agreement with the Public Roads Administration for a state wide road life study as a part of the Planning Survey. It is also considered as being highly important from the standpoint of inventory control and cost accounting within the Department.

9. The Department has continued to cooperate with the Tennessee Department of Highways and Public Works and the Public Roads Administration in the construction of a \$14,500,000 bridge across the Mississippi river at Memphis. During the biennium contracts have been let which will provide for the completion of the major bridge structure. Arkansas funds allotted for this project amount to \$406,500.

STATUS OF THE STATE HIGHWAY SYSTEM

During the biennium a lessening of war time controls and improved supply of construction materials permitted the commission to let 126 contracts for road and bridge construction totaling \$17,171,924. Details of these awards will be found in Table 20 of the Appendix.

The following tabulation shows comparatively the mileage by types according to the Seventeenth Biennial Report, work completed to June 30, 1948 and mileage that will exist upon completion of active contracts.

Type	Previous Report Miles	June 30, 1948 Miles	Upon Completion Miles
Concrete and Brick Pavement.....	1,370	1,354	1,354
Asphaltic Pavement	513	528	552
Bituminous Surfacing	1,907	2,123	2,433
Untreated Gravel	5,488	5,312	4,978
Graded and Drained	414	381	381
Unimproved	61	57	57
Total	9,753	9,755	9,755

The system includes 89 miles of bridge structures which are more than 20 feet in length.

These totals indicate that the previously adopted policy of this Commission of not adding additional mileage to the system until the existing mileage has been improved, has been carried out. It is recommended that this principle be adopted as a continuing policy, and further, that the Highway Commission be empowered to remove roads from the State Highway system upon proper determination of their lack of value or importance. Attention is invited to the fact that under existing laws the State Highway Commission may add roads to the system but cannot remove them. Throughout the years many miles of road have been added to the system which cannot be justified in terms of either service or revenue. This has resulted in an unhealthy condition in that the revenue producing roads are compelled to provide for the upkeep of these roads which are not now, and cannot in the foreseeable future, become either self-sustaining or important as connecting or feeder roads. It is the considered opinion of this Commission that the present state highway system should be carefully analysed and revised so as to properly serve all arterial interstate routes, connect major centers of population, industrial communities, land use areas, and county seats. Stub roads, tertiary and service roads and minor loop roads should be eliminated.

It is realized that such a move would provoke opposition from local interest groups. It is none the less desirable and recommended as a means of balancing the State Highway system in line with traffic needs. It is accordingly recommended that the existing laws be amended so as to empower the Highway Commission to remove roads from the system when it is apparent that by so doing the best interests of the public will be served.

THE FEDERAL AID SYSTEM

Under the provisions of the Federal Aid Act of 1944 the Federal Aid System as of January 1, 1948 includes the following mileage:

Federal Aid Primary System.....	3,486 Miles
Federal Aid Secondary System—State Roads	6,055 Miles
	<hr/>
Total on State System.....	9,541 Miles
Federal Aid Secondary System—County Roads.....	6,607 Miles
	<hr/>
Total on Federal Aid System.....	16,148 Miles

Thus it is readily seen that 9,541 miles of the Federal Aid System are on state roads. The remaining 6,607 miles are on approved county roads and are subject to improvement through the offices of the respective counties.

The geographical location of the roads which go to make up the Federal Aid Primary and Secondary Systems will be found on Plate 6 in the back of this report. The approved mileage of Federal Aid Primary and Secondary roads which form a part of the State Highway System in each county will be found in Table 21.

SECTION III

HIGHWAY FINANCE

THE FINANCIAL PICTURE

The accumulated construction capital evaluation of the State Highway System from 1917 to date amounts to approximately \$294,000,000 of which \$78,000,000 has been in the form of Federal Aid grants and \$216,000,000 in State and Improvement District funds, but the people of Arkansas by 1972 will have paid a total of approximately \$417,000,000 for their capital investment in the existing system because much of the State and District construction was financed through bond issues. In other words, the motor user is paying \$1.81 for each \$1.00 of highways provided for his use through the expenditure of State and District funds.

In the past the ultra-conservative estimate of \$6,000,000 has been used as the annual depreciation and obsolescence charge. This figure was based on construction costs which were much below those of today. It is accordingly the Commission's opinion that this charge is probably more nearly \$8,000,000 to \$10,000,000 a year. No figures are available to show the part of the accumulated capital evaluation, not considering depreciation or obsolescence that is still in service, but it is probably about \$220,000,000. For the same reason no exact annual charge for depreciation and obsolescence can be determined. Much of the highway system was constructed from 1927 to 1933. Because of the extremely heavy traffic which the trunk lines carry, as well as their age, many miles of these important roads are showing considerable distress and must of necessity be reconstructed in the near future. However, the debt service requirements incident to the building of these roads will be continued until 1972 and many of the roads that are being constructed at this time to replace existing roads will, in all probability, require replacement by the time the State discharges its present contract with the bond holders. For that reason, debt service payments should not be considered as highway financing at the present time.

During the biennium the Refunding Act of 1941 was amended through the passage of Act 100 of 1947. This act provided for an additional \$5,000,000 for the Highway Construction Fund and an additional \$2,000,000 to the County Aid Fund after the allocations set out in the Refunding Act of 1941 have been satisfied. With this \$2,000,000 to augment the previously authorized turnback, the counties received twenty-five percent of the highway income during the 1947-1948 Bond Year, after collections and debt service requirements had been deducted, and in turn the county highway system accommodated approximately fifteen percent of the total vehicular traffic in the State. The 1941 Refunding Act provided the State with construction funds for the first time during the 1941-1942 Bond Year. During the 1947-1948 Bond Year the net income to the State Highway Department for construction and maintenance showed an increase of fifty percent above the 1941-1942 level and was the highest in the history of the Department. However, this increase was offset by operating costs of the Department which had increased ninety-seven percent. This fact is brought out to show that while the Department's income is at an all time high, it has not kept pace with increased operating costs.

Attention is also called to the fact that the gasoline tax rate is still the same as it was at the beginning of the biennium. Due to increased production costs the oil companies have made a gradual increase up to five cents in the sale price of gasoline. This has cost the motor user an additional \$16,786,000 during the past two years. It is significant to note that a one cent gasoline tax yields approximately \$3,000,000. During the 1947-1948 Bond Year \$24,133,000 in highway income was collected. Of this amount the Department received \$11,421,000 for construction and maintenance, or approximately forty-seven percent. Basing income on the six and one-half cent gasoline tax it is apparent that your Highway Department operated on the basis of a three cent gasoline tax.

In order to protect the State's investment in highways and realize their maximum life, adequate maintenance funds should have first call on income before additional construction is undertaken. However, public demand for new roads has not always per-

mitted this to be done and Arkansas as a result is maintaining its roads on seventy-five percent of the national average.

Arkansas received approximately \$7,500,000 in Federal Aid grants for each of the fiscal years 1947 and 1948, of which \$1,000,000 annually was given to the counties for the County Federal Aid program. These grants were authorized under the Federal Aid Highway Act of 1944. No grant was provided for the 1949 fiscal year and the Highway Act of 1948 provided approximately \$6,700,000 annually for the 1950-1951 fiscal years, from which will be deducted the amounts allocated to the counties for Federal Aid construction work. Since the Federal Aid grants are not uniform, or of a continuing nature, comprehensive planning for the future is made difficult. However, if the States can find the means to improve their highway financial position, it is reasonable to assume that Federal Aid grants will keep pace with correspondingly enlarged benefits.

Arkansas has not had a road life study program in the past and does not know at what rates the roads are wearing out or need replacement due to obsolescence. However, based on national averages, it can reasonably be expected to lose within the next ten years thirty-seven percent of the high type pavement, sixty-one percent of the black-top roads and eighty-nine percent of the gravel and crushed stone surfacing. To replace these losses, under current standards and at present prices, would require \$15,000,000 annually. Against this need, the financing during the biennium, including Federal Aid, has provided an \$8,000,000 to \$10,000,000, annual program. Arkansas is not unlike the other states in its inability to replace depreciation and obsolescence. Mr. Thomas H. McDonald, Commissioner of the Public Roads Administration in testifying before the sub-committee on Roads of the Committee of Public Works in the House of Representatives and narrating the national picture, stated, "Our highways are wearing out—unfortunately there are no permanent highways and the rate of depreciation and obsolescence is greater than our present rate of replacement" "for fifteen years we have been lagging in the construction of adequate highways." Mr. McDonald further stated that from the experience of thirty-five states we have determined that at the rate pavements are wearing out the nation will lose forty-two percent of the high type pavements in ten years.

Contrary to public opinion in some quarters, roads are not permanent, and in order to have an adequate system of highways there must be a continuing construction program to replace depreciation and obsolescence losses. A desirable and modernized system of highways commensurate with present and potential traffic needs would cost approximately \$460,000,000 in capital investment, according to the Department's estimates. This is practically the same as the estimate compiled by the American Association of State Highway Officials in connection with the hearings held prior to the passage of the 1948 Federal Aid Highway Act. Based on the national average of road type life expectancy, a continuing annual construction program of \$18,000,000 will be required to construct and perpetuate the system. In the paving of low traffic roads it is well for the public to bear in mind the relatively low earning capacity of these roads and how far the Department can go in subsidizing them at the expense of the trunk line roads which produce the bulk of the revenue.

Highway users of all types contribute slightly less than three-tenths of one cent per mile for the building and upkeep of the highways. In other words, they travel thirty-five miles by the time they contribute a dime toward the operation of the Highway Department. By multiplying the daily average traffic by three-tenths of a cent the amount that a given road is earning for construction and upkeep can be very readily determined. With the average annual highway ownership cost ranging from \$2.50 to \$6.50 per day per mile and with maintenance costs varying from \$1.50 to \$2.00 per day per mile, it can very readily be shown to what extent the low traffic roads are subsidized. There is a limit, however, as to how much traffic will increase with the improvement of a road. In order to have traffic increases, there must be generating potentials, such as urban centers, industrial localities, extensive land use areas, and through traffic.

The foregoing review is given in order that the public may become acquainted with the financial requirements if a modernized system of highways is to be constructed and suitably maintained and in order that highway wants can be adjusted in line with the desire or ability to finance.

**MOTOR VEHICLE IMPOSTS
COLLECTED IN ARKANSAS
BY BOND YEARS
1940-41 THROUGH 1950-51**

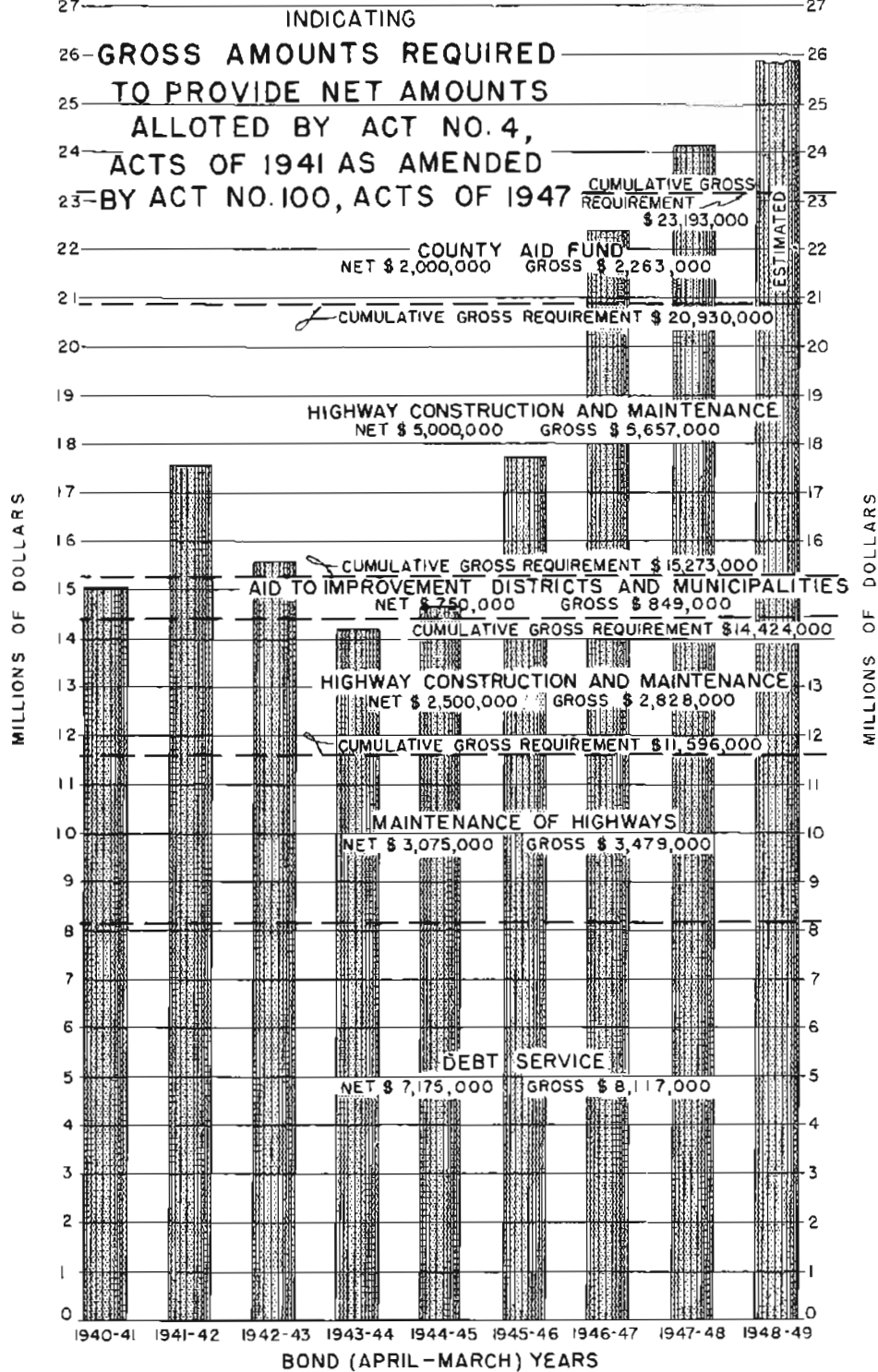


PLATE I

DISTRIBUTION OF HIGHWAY REVENUE

Governing legislation provides that income for highway purposes be derived from motor vehicle license fees and fuel taxes. These revenues are distributed as follows:

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

2. **Charges:** Handling or collection costs have first priority. The Stabilization Law, Act 311 of 1945, provides that all previous charges be consolidated and deducted in a lump sum from the State Apportionment Fund.

Cost of Collection	This charge during the past three bond years averaged 2.52 percent of the gross collections.
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3. **County Highway Fund:** Turnback to the County Highway Fund has second priority and is derived as follows:

A. 7.7 percent of the 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 8.70 percent of the gross collections for the past three bond years.

THE REMAINING 88 $\frac{3}{4}$ CENTS OF EACH DOLLAR COLLECTED IS AVAILABLE TO MEET STATE HIGHWAY FUND ALLOCATIONS. PLATE 1 SHOWS BY HEAVY HORIZONTAL DASHED LINES THE AMOUNTS REQUIRED TO FUND OR CAPITALIZE EACH ACCOUNT. THE VERTICAL BARS SHOW THE GROSS INCOME BY YEARS. FROM THE FOREGOING IT IS APPARENT THAT \$1.12 $\frac{1}{2}$ MUST BE COLLECTED TO PROVIDE \$1.00 FOR HIGHWAY PURPOSES.

Gross income required to satisfy net allocations:

All Allocations:	Net \$20,500,000	Gross \$23,193,000
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4. **State Highway Fund:** After the above priorities have been satisfied, the balance is allotted from the State Apportionment Fund in accordance with the provisions of the Refunding Law, Act 4 of 1941 as amended by Act 100 of 1947.

Allocations

A. Debt Service	\$7,175,000	
Highway Maintenance	3,075,000	\$10,250,000
B. Highway Construction and Maintenance		
C. Aid to Improvement Districts and Cities	750,000	2,500,000
D. Highway Construction and Maintenance	5,000,000	2,000,000
E. County Aid Fund		2,000,000
		\$20,500,000
F. Construction, Maintenance or Debt Service		Surplus

FISCAL OPERATIONS

Fund Balances: The prosperity of the nation and the industrial growth of the State are reflected in the figures showing the large motor vehicle registration, increasing traffic, and augmented income. State Highway Bonds have continued to be considered as an excellent investment. Contracts for road and bridge construction totaling approximately \$17,171,925 have been awarded during the biennium, using the balances carried over plus current funds.

The following cash balances are shown by Table 8-B as of June 30, 1948:

Debt Service Reserve Fund (Cash)	\$ 929,411
Highway Construction Fund	3,833,314

It should be noted that \$3,196,015 of the Construction Fund Balance was obligated by contracts for work in progress.

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 U. S. Bonds, which amounts to \$5,126,200 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 under Act 228 of 1945 and Act 176 of 1947 totaled \$11,500,000.

The Highway Fund carries any unapportioned surplus over and above the specified allocations set out in Act 4 of 1941 and Act 100 of 1947.

TABLE 1
RECEIPTS AND DISBURSEMENTS OF THE STATE HIGHWAY DEPARTMENT

July 1, 1946 Through June 30, 1948

ITEM	FISCAL YEAR ENDED JUNE 30 1947	1948	Total Biennium
RECEIPTS			
Balance July 1, 1946.....	\$	\$	\$ 7,632,236.73
Motor Users Imposts.....	7,476,622.04	16,371,473.30	
Miscellaneous	14,549.92	31,569.55	
Payment on loan to Local Bond and Interest Fund		680,408.92	
Total	7,491,171.96	17,083,451.77	24,574,623.73
Total to be Accounted for			\$32,206,860.46
DISBURSEMENTS			
Construction (See Table 15)	7,658,642.33	9,412,760.59	
Maintenance (See Table 12)	4,660,578.71	5,800,379.72	
Loan to Local Bond and Interest Fund	374,671.36	329,677.98	
Total	12,693,892.40	15,542,818.29	\$28,236,710.69
Balance June 30, 1948			3,970,149.77
Total accounted for			\$32,206,860.46

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 \$27,532,361.35 was expended from State funds for all activities of the Department. The balance of \$3,970,149.77 represents the balances in the Maintenance and Construction Funds.

TABLE 2
FINANCIAL STATEMENT
Receipts and Disbursements
State Highway Department and Affiliated Operations
July 1, 1946 Through June 30, 1948

RECEIPTS		
Balance, July 1, 1946.....	\$	\$15,291,559.98
Gross Receipts — State Funds:		
Motor Users Impost Highway Funds.....	47,390,145.18	
Motor Users Impost Other Funds.....	1,410,013.51	
Miscellaneous Receipts.....	46,119.47	
Interest on Investments.....	169,848.19	
Sale of Securities (Non-Revenue).....	472,200.00	
Total State Receipts.....		49,488,326.35
Federal Funds Received.....		11,463,906.72
Total to be Accounted for.....		\$76,243,793.05

DISBURSEMENTS		
Collection Cost and Miscellaneous.....	2,244,552.63	
Debt Service.....	14,369,420.19	
Aids and Grants to Local Governments.....	9,804,139.34	
Highway Department Appropriations.....	27,532,361.35	
Expenditures — State Funds.....		53,950,473.51
Purchase of Securities (Not par value).....		666,686.62
Disbursement State Funds.....		54,617,160.13
Disbursement Federal Funds.....		11,004,463.48
Total Disbursed.....		65,621,623.61
Balance All Accounts.....		10,622,169.44
Total Accounted for.....		\$76,243,793.05

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 \$10,622,169.44 is available for highway purposes but only \$3,970,149.77 was available for construction and maintenance as of that date, and \$3,196,015 of this amount was encumbered by contracts as of September 1, 1948.

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, 1946 Through June 30, 1948

Item No.	FISCAL YEAR ENDING JUNE 30		Total Biennium
	1947	1948	
STATE FUNDS			
1. Motor Vehicle Fuel Tax—Gross.....	\$17,690,640.41	\$18,882,781.79	\$36,573,422.20
2. Auto License Fees—Gross.....	5,003,119.87	5,512,364.08	10,515,483.95
3. Auto Division Fees—Gross.....	150,097.50	151,141.53	301,239.03
Total Highway Funds—Gross.....	22,843,857.78	24,546,287.40	47,390,145.18

TABLE 3--(Continued)

Item No.	FISCAL YEAR ENDING 1947	JUNE 30 1948	Total Biennium
4. Drivers License Fees—Gross-----	258,760.00	511,967.50	770,727.50
5. Auto In-Transit Fees—Gross-----	107,532.00	110,211.00	217,743.00
6. Oil Inspection Fees—Gross-----	205,691.44	215,851.57	421,543.01
Total Motor Users Imposts (Table 10)-----	23,415,841.22	25,384,317.47	48,800,158.69
7. Miscellaneous Receipts-----	14,549.92	31,569.55	46,119.47
8. Interest on Investments-----	85,281.56	84,566.63	169,848.19
9. Sale of Securities (Debt Service Res. Fd.)-----	203,000.00	269,200.00	472,200.00
Total State Funds-----	\$23,718,672.70	\$25,769,653.65	\$49,488,326.35
FEDERAL FUNDS			
10. Regular Federal Aid Funds-----	1,441,258.50	448,105.59	1,889,363.89
11. Post War Federal Aid Highway Act 1944-----	4,203,278.00 ¹	5,371,264.83	9,574,542.83
Total Federal Funds-----	\$ 5,644,536.50	\$ 5,819,370.22	\$11,463,906.72
Total Receipts All Funds-----	\$29,363,209.20	\$31,589,023.87	\$60,952,233.07

¹ Includes \$500,000.00 Advanced to Revolving Fund.

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.

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' 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 auto operators' licenses. The income is credited to the General Revenues Fund for the support of the State Police.

Item 5, Auto Intransit Fees, represents the gross revenue derived from permits issued for motor vehicles passing over State highways in the course of delivery from manufacturer to dealer, or from dealer 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 Revenues Fund from which \$100,000 is paid to the County Aid Fund to be used in the maintenance of Farm to Market Roads.

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

Item 8, Interest and Investments, represents the interest from Highway Debt Service Reserve fund invested in U. S. Government and State bonds.

Item 9, 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.

Items 10 and 11, represent the cash receipts remitted to the State Treasurer on reimbursement vouchers submitted for payment by the Department on 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 \$64,954,936.99; this figure excludes disbursements made for investment purposes from the Highway 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 user imposts. The expenditure from State Funds amounted to \$53,950,473.51 and of this amount \$27,532,361.35, or fifty-one percent, was disbursed by the Highway Department. Debt service on highway bonds required 26.6 percent of the total State Funds spent. Local government units including counties, cities, and improvement districts received payments amounting to 18.1 percent and the remainder of 4.3 percent was expended for collection, 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.

TABLE 4
DETAILED SCHEDULE OF DISBURSEMENTS
State Highway Department and Affiliated Operations
July 1, 1946 through June 30, 1948

Item No.	Item	FISCAL YEAR ENDING		Total
		1947	JUNE 30 1948	Biennium
S T A T E F U N D S				
I	Collection and Handling Charges			
	Charges Deducted before Apportionment			
	1. Cost of Collection.....	\$ 471,152.78	\$ 761,629.55	\$ 1,232,782.33
II	Miscellaneous			
	1. State Police (Drivers Licenses).....	256,097.31	489,979.86	746,077.17
	2. General Revenues (Oil Inspection Fees)....	101,336.44	106,622.72	207,959.16
	3. State Securities Reserve Fund.....	57,733.97	-----	57,733.97
	Total Item II.....	415,167.72	596,602.58	1,011,770.30
III	Debt Service Operations			
	1. Retirement of Refunding Bonds.....	3,170,000.00	3,273,000.00	6,443,000.00
	2. Interest on Refunding Bonds.....	4,005,085.00	3,902,060.00	7,907,145.00
	3. Paying Agents Fees.....	9,803.34	9,471.85	19,275.19
	Total Item III.....	7,184,888.34	7,184,531.85	14,369,420.19
IV	Aids and Grants to Local Governments			
	1. Counties			
	a. County Turnback 7.7% Motor Fuel Tax	1,307,043.82	1,386,485.22	2,693,529.04
	b. County Turnback ¼c per Gallon.....	670,318.72	713,246.78	1,383,565.50
	c. County Aid Fund, Oil Inspection Fees..	100,000.00	100,000.00	200,000.00
	d. County Aid Fund, Acts 54, 99, and 100, 1947	2,000,000.00	2,000,000.00	4,000,000.00
	Sub-total	4,077,362.54	4,199,732.00	8,277,094.54
	Deduct Item 2.b below.....	24,023.13	40,982.12	65,005.25
	Sub-total net to Counties.....	4,053,339.41	4,158,749.88	8,212,089.29
	2. Road Improvement Districts			
	a. Farm to Market Districts.....	145,868.32	143,577.16	289,445.48
	b. Debt Service from Co. Highway Fund..	24,023.13	40,982.12	65,005.25
	Sub-total Road Improvement Districts ..	169,891.45	184,559.28	354,450.73
	3. Bridge Bond Retirement Fund.....	242,425.60	192,285.02	434,710.62
	4. Municipalities			
	a. Municipal Turnback	276,210.37	341,686.33	617,896.70
	b. Municipal Bond Retirement.....	-----	184,992.00	184,992.00
	Sub-total Municipalities	276,210.37	526,678.33	802,888.70
	Total Item IV (Tables 11 A & 11 B) ..	4,741,866.83	5,062,272.51	9,804,139.34

TABLE 4—(Continued)

Item No.	Item	FISCAL YEAR 1947	ENDING JUNE 30 1948	Total Biennium
V	Highway Department Appropriations			
1.	Construction and Maintenance Fund			
a.	Road and Bridge Construction & Maint.	\$ 6,543,520.74	\$ 9,077,707.93	\$15,621,228.67
b.	Administrative Salaries -----	124,998.71	163,273.95	288,272.66
c.	Equipment Purchased -----	796,517.51	-----	796,517.51
d.	Plans, Surveys and Post War Work ----	184,454.45	132,396.72	316,851.17
e.	Factual Studies -----	9,150.92	39,381.99	48,532.91
	Sub-total Construction Fund (Table 15)	7,658,642.33	9,412,760.59	17,071,402.92
2.	Maintenance Fund			
a.	Maintenance Roads and Bridges -----	3,560,914.95	3,801,849.42	7,362,764.37
b.	Administrative (See Distribu. Table 12)	388,168.20	439,895.38	828,063.58
c.	State Wide Operations -----	130,421.12	232,098.25	362,429.37
d.	Equipment Purchased -----	457,069.91	1,004,946.97	1,462,016.88
e.	Repairs to Equipment -----	116,805.53	253,273.21	370,078.74
f.	Claims Paid -----	7,199.00	68,406.49	75,605.49
	Sub-total Maintenance Fund (Table 12)	4,660,578.71	5,800,379.72	10,460,958.43
	Total Item V -----	12,319,221.04	15,213,140.31	27,532,361.35
VI	Investments (Debt Service Reser. Fund)			
1.	U. S. Bonds -----	-----	666,686.62	666,686.62
	Total State Funds Items I through VI -----	\$25,132,296.71	\$29,484,863.42	\$54,617,160.13
FEDERAL FUNDS				
VII				
1.	Regular Federal Aid Account			
a.	Plans and Surveys -----	\$ 51,271.00	\$ -----	\$ 51,271.00
b.	War Emergency Relief -----	35,006.40	24,471.57	59,477.97
c.	Federal Aid Projects -----	762,203.14	644,997.40	1,407,200.54
d.	Ferry Operations -----	62,000.00	55,981.35	117,981.35
e.	U. S. Engineers -----	5,493.19	55,880.04	61,373.23
f.	Factual Studies -----	44,858.33	45,208.72	90,067.05
	Sub-total -----	960,832.06	826,539.08	1,787,371.14
2.	National Defense Act of 1941			
a.	War Access Projects -----	240,356.09 ¹	15,414.91	255,771.00
3.	Toll Bridge Fund Account			
a.	Federal Aid Projects -----	39,889.54	63,432.77	103,322.31
4.	Post War Federal Aid Act 1944			
a.	Federal Projects (State Highways) ----	3,481,992.34	5,121,179.57	8,603,171.91
b.	Federal Projects (County Roads) -----	6,844.45	247,982.67	254,827.12
	Sub-total -----	3,488,836.79	5,369,162.24	8,857,999.03
	Total Federal Funds -----	\$ 4,729,914.48	\$ 6,274,549.00	\$11,004,463.48
	Total All Funds -----	\$29,862,211.19	\$35,759,412.42	\$65,621,623.61

¹Includes Payment of \$100,000. Advances Made on Projects.

Item I, Collection and Handling Charges: Since the passage of the Revenue Stabilization Act a pro rata share has been deducted from all taxes collected and used for general governmental expense. Collection costs and handling charges for the past three bond years have averaged 2.52 percent of the gross collections. However, Act 114 of 1947, which amends the Revenue Stabilization Act, now provides for a flat charge of 3 percent of the gross collected for collection service.

Item II, Miscellaneous: Drivers License fees were increased to \$1.00 during the 1947 session of the Legislature and are committed for the support of the State Police, but this income had always proved insufficient. 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 Revenues Fund is the net collection less the \$100,000 paid to counties shown under Item IV 1.c. of Table 4.

Item III, Debt Service Operations: This shows the amount expended for principal, interest and handling charges on the State Highway bonded indebtedness. During the biennium the principal was reduced \$6,443,000 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 percent, ¼ cent per gallon of motor fuel taxed, \$2,000,000 as provided for in Act 100 of 1947 and, under Act 311 of 1945, a \$100,000 grant from the General Revenues Fund in lieu of oil inspection fees. Other local units receive \$750,000 per year under the provisions of Act 4 of 1941 as amended, but during the war years the decline in revenues exhausted the reserve in this account and it became necessary to borrow from the Highway Construction Fund in order to meet obligations which matured prior to the allotment of funds to the Local Bond and Interest Fund. The aids and grants paid to each county are shown in Tables 11-A and 11-B of the Appendix, and are summarized as follows:

Counties.....	\$8,212,089.29
Municipalities.....	802,888.70
Bridge Districts.....	434,710.62
Road Districts.....	354,450.73
Total.....	<u>\$9,804,139.34</u>

At the close of business June 30, 1948, the Local Bond and Interest Fund owed the Highway Construction Fund \$195,585.71.

Item V, Highway Department Appropriations: Funds appropriated for construction during the biennium were made available under Acts 174 and 228 of 1945 and Acts 31 and 54 of 1947 in the total amount of \$9,294,140 for the 1947 fiscal year. Acts 176 and 288 of 1947 appropriated a total of \$10,000,000 for the 1948 fiscal year, or a total of \$19,294,140 for the biennium. A detailed analysis of expenditures by projects is set out in Table 15 of the Appendix which is summarized in Item V, 1.a. through e. of Table 4. Under Act 4 of 1941, as amended, 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 during the biennium amounted to \$17,071,402.92. Funds were appropriated for maintenance for the 1947 fiscal year under Acts 204 and 174 of 1945 and Act 43 of 1947 in the total amount of \$5,112,500 and for the 1948 fiscal year under Acts 288 and 289 of 1947 in the amount of \$4,575,000, or a total for the biennium of \$9,687,500. Actual cash expenditures amounted to \$10,460,958.43. The differences between the amounts appropriated and expended were covered by transfers as approved by the Fiscal Control Board. 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, 1948, the par value of bonds held in this account was \$5,126,200.

Item VII, Federal Funds: All monies received from the Federal Government for road purposes were administered through one of four 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, 1948, the State Highway bonded indebtedness stood at \$118,175,000. Future interest requirements amount to \$52,234,910. 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 AND 1948 FEDERAL AID ACTS

The 1944 Federal Aid Act allotted to Arkansas Federal Aid Funds for the fiscal years ending June 30, 1946, 1947 and 1948 the sum of \$22,406,871. These funds now referred to as Postwar Federal Aid were apportioned for use as follows:

1. Projects on the Primary Federal Aid System, rural and urban	\$11,495,715
2. Projects on the Secondary Federal Aid System including extensions of the system in towns of less than 5,000 population. Funds were allocated to County roads during the first year of availability in the amount of \$1,000,000 for each of three fiscal years. On the basis of projects submitted the final allocation was:	
State Highways	7,062,806
County Roads	2,188,000
3. Projects on the Primary Federal Aid System in municipalities having a population of 5,000 or more.....	1,660,350
Total.....	\$22,406,871

At the beginning of the biennium on July 1, 1946, contracts had been awarded and agreements signed obligating \$3,175,485 of the Postwar Federal Aid Funds. As of June 30, 1948, the close of the present biennial period, the Federal Funds under obligation by contract had increased to \$14,243,633 for a total commitment during the two years of \$11,068,148. The total Postwar program under contract included 233 Federal Aid projects for a total estimated cost of Federal, State and County funds of \$27,221,678. The balance unobligated on which contracts may be awarded was \$8,162,238 in Federal funds as of June 30, 1948. Legislation was enacted by Congress during June, 1948, extending the availability of the 1947 fiscal year funds to June 30, 1950, and the 1948 funds to June 30, 1951.

At the close of the fiscal year practically all Prewar Federal Aid funds were under contract or in the program and plans stage; only \$56,024 of these old funds were unobligated and a majority of this sum will be required to absorb overruns on projects under construction.

Public Law 834 of the 80th Congress, approved June 29, 1948, and cited as the Federal Aid Act of 1948 will provide an allocation of approximately \$6,707,000 to Arkansas for each of the fiscal years ending June 30, 1950 and June 30, 1951. The 1950 funds will be available for contract on July 1, 1949. The appropriations under this act are distributed in the same ratios between Federal Aid Systems as set forth in the 1944 Act: 45 percent Primary; 30 percent Secondary; and 25 percent Urban.

SECTION IV OPERATIONS

ROADWAY DESIGN

Surveys: The work of the Division of Surveys while less spectacular than some of the other of the Department's operations is none the less of major importance. The thoroughness and accuracy with which its work is done is reflected in the initial construction cost as well as the continuing maintenance cost, and the cost per mile of vehicle operation. This necessitates the employment of personnel who have a keen appreciation and knowledge of these factors in order that the economics of highway location may be properly observed. This Division as now organized is capable of expansion to any degree necessary to provide complete survey service for future road programs.



Preliminary Location by Photogrammetric Method

Advanced methods are being employed through the Photogrammetric Section of this Division. Through the use of aerial photographs and mosaic maps, complete reconnaissance is made of a given area and all possibilities of routes between control points explored prior to the time the survey parties enter the field for ground work. This service is of particular value in the mountainous areas and in highly developed sections of the State. These methods have resulted in speedier, better, and less expensive location surveys than have been possible under the methods previously employed.

The Division of Surveys during the past biennium has completed surveys and submitted to the Plans Division complete data covering 108 projects with an aggregate length of 532.43 miles. The following is a summary of the work accomplished:

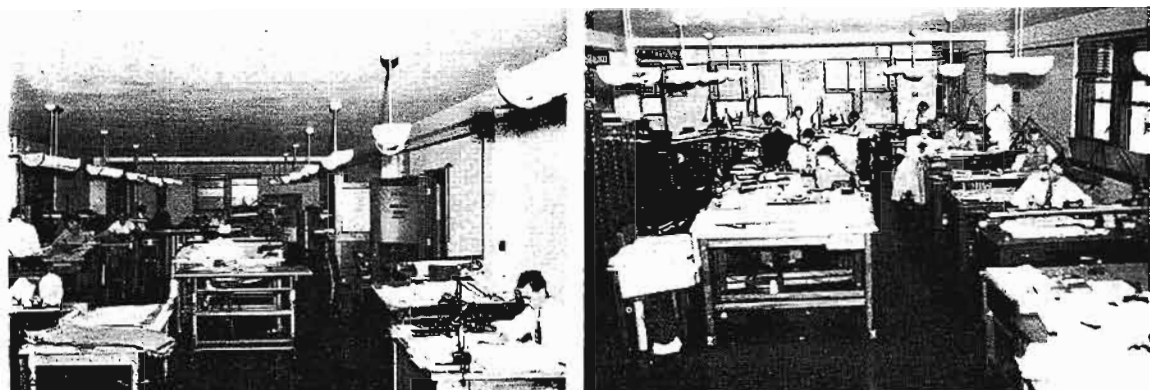
Number	Class	Miles
21	Primary Federal Aid State Routes	92.06
39	Secondary Federal Aid State Routes	313.00
14	Secondary Federal Aid County Routes	94.70
13	Urban Routes and By-Passes.....	24.42
21	Surveys for Signals at Grade Crossings	8.25
Total.....		532.43

These surveys have been made at an average cost of \$192.00 per mile or approximately one-half of what they would have cost by the methods used prior to the adoption of aerial photographic method of locating.

Field techniques and the preparation of standardized forms for note keeping and reporting have been greatly facilitated and improved through the adoption and use of a "Field Manual for Survey Parties" which was first published in June, 1945, and revised in March, 1948.

Plans: The personnel of this Division consists of a Principal Engineer, Chief Draftsman, and three squads of six to ten draftsmen each. Each squad is under the direction of a Principal Draftsman. The number of men composing a squad varies with the amount of work to be done.

The work performed by this Division consists of the preparation of plans, specifications and estimates for grading, minor drainage structures and surfacing. During the biennium, plans for County Secondary Federal Aid projects have been prepared, the counties paying the actual cost of such work. The following tabulation shows the amount of work done.



Roadway Design Section

Mileage of Plans by Project Classification

Classification	Plans	Plans
	Complete Miles	Underway Miles
Primary Federal Aid Projects.....	241.4	70.4
Secondary Federal Aid (State) Projects	345.5	163.1
Secondary Federal Aid (County) Projects	159.9	12.0
State Projects	134.3	19.7
Total	881.1	265.2

The density, speed and weights of vehicles in present day traffic coupled with financial limitations demand a high order of skill in the design of modern highways. This requires the ability to obtain a proper balance in the geometrical and structural design features of a road so as to take full advantage of all conditions of terrain, as well as materials of construction, since these elements are reflected in the initial cost of construction, subsequent maintenance expense, and the cost per mile of vehicle operation. The American Association of State Highway Officials in cooperation with the Public Roads Administration have formulated national policies for highway design which are intended to provide the maximum of highway service with a minimum capital outlay. These policies are based on years of experience and research and have been adopted by various states as the basis for their design. With modifications necessary to meet conditions peculiar to this State, these policies have been adopted by the Arkansas State Highway Department for the design of future improvements, and are intended to provide facilities commensurate with traffic needs.

The principal requirements for two-lane rural highways are given in the following tabulation. Highways serving an average daily traffic of more than 4,000 vehicles require special consideration to determine proper geometrical design; highways through larger cities and towns are usually paved for the full width of the roadway with curb and gutter sections.

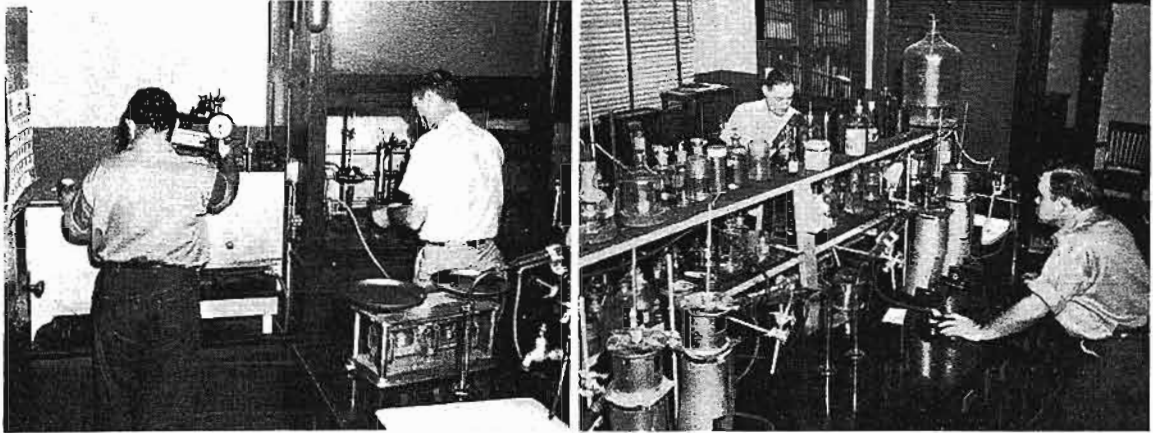
Arkansas State Highway Commission

Design Policies for Two-Lane Rural Highways

Traffic Classification	Class B-1	Class B-2	Class C	Class D	Class E
Traffic:					
Average per day (24) hour-----	1500-4000	750-1500	300-750	100-300	Under 100
Maximum per hour-----	150- 400	75- 150	30- 75	10- 30	Under 10
Design Speed: Miles per Hour					
Level -----	70	70	60	50	40
Hilly -----	60	60	50	40	30
Mountain -----	50	50	40	30	30
Surface:	Pavement	Pavement or Intermediate Type	Inter- mediate or Low Type		Dustless or All Weather
Type					
Width of Surface in feet: -----	24	22	22	20	18
Shoulders:					
Note: Minimum Width in feet (Net)--	10	8	5 to 8	4	3'
Type	(Sod or Stabilized)			(Earth or Gravel)	
Crown:					
Note: Minimum Width in feet (Net)--	44	38	32 to 38	28	24
Right-of-way:					
Minimum Width in feet—Primary---	120	120	120		
Secondary---			80	80	60
Bridge Widths:					
Over 20 feet to 50 feet in Length-----	44	38	38	28	18
Over 50 feet to 1000 feet in Length---	28	26	26	24	18
Over 1000 feet in Length-----	26	24	24	22	18
Bridge Loading:	H-20 or H-20-S-16	H-20	H-20	H-15	H-10
Design Speed — Miles per Hours	70	60	50	40	30
Curvature:					
Desirable -----	1°30'	2°00'	4°00'	6°00'	10°00'
Extreme Maximum -----	4°00'	5°00'	7°00'	10°00'	16°00'
Grade:					
Maximum for 500 feet or more-----	4%	5%	6%	7%	8%
Maximum under 500 feet Length-----	5%	6%	7%	8%	10%
Non-Passing Sight Distance—Feet -----	600	475	350	275	200
Passing Sight Distance:					
Usual Minimum—Feet-----	3200	2300	1600	1100	600
Absolute Minimum—Feet-----	2900	2100	1400	900	500

MATERIALS

The Division of Materials and Tests is charged with a heavy responsibility due to the fact that specifications for materials from year to year are becoming more complex and rigid as research activities in the highway field develop. These developments have moved at a rapid rate during the past two years. This has continuously added to the work and responsibilities of the Division of Materials and Tests. This Division is responsible for the testing and inspection of all materials used in the operation of the Highway Department, and, in addition, it makes soil and material surveys to obtain information used in the design and construction of the roadways.

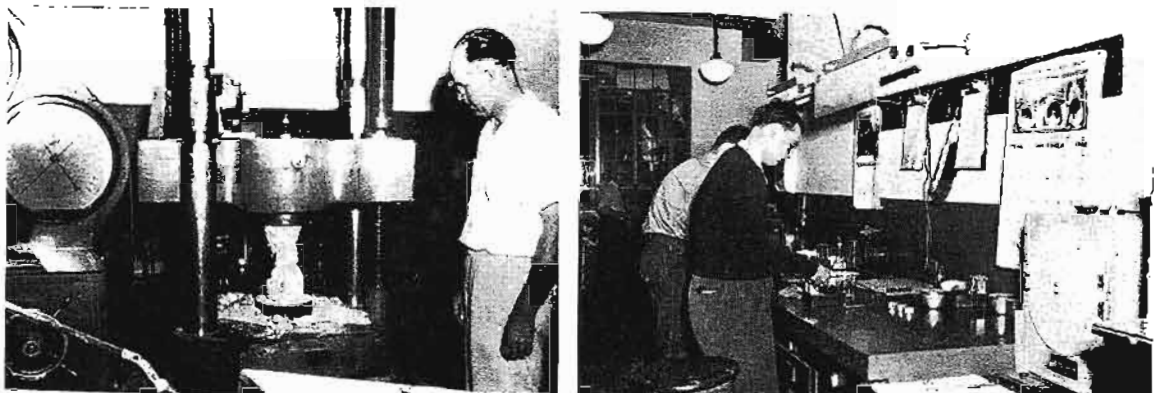


Rigid Tests Insure Compliance with Asphalt Specifications

To carry on these activities a central office and testing laboratory are maintained in Little Rock. Inspectors are stationed on construction projects throughout the State with portable laboratories, where field tests are made. Field engineers, working from the central office, make the soil surveys and material surveys.

Soil surveys are made on each proposed project before final plans are prepared. Soil borings are made and samples taken along the location of the roadway. The test results of these samples, together with recommended corrective measures that should be taken to insure a stable subgrade, are submitted to the Plans Division.

In some sections of the State, where aggregates are not available locally, soil stabilized bases are being constructed by the addition of portland cement or asphalt to the natural soil. Soil surveys on such projects must be very extensive and the laboratory testing very thorough to determine whether or not the soil is suitable for stabilization and, if suitable, to determine the quantity of stabilizing agent required. During the two years soil surveys have been made on 32 projects totaling 234 miles.



Concrete Cylinder is Tested for Compressive Strength

Soil Tests Are Important in Design

When poor subgrade soils are found on a project it is necessary to locate selected material, such as sand, for use as a sub-base and suitable soils for use in the construction of embankments. Selected soil deposits are located by this Division and agreements made with the property owners for their use. Thirty-six selected material pits were located for nineteen projects with a total of 1,367,000 cubic yards and fifty-six borrow material pits were located on 29 projects with a total of 881,000 cubic yards during the biennium.

Local materials, such as rock or gravel, are always used in highway construction and maintenance when such materials are available in the proper quantity and quality. As plans are prepared for a project, the surrounding country is scouted for suitable deposits. Test holes are dug in likely locations and samples are taken for test. Agreements are made with property owners for deposits found suitable for use.

This information is given to the Plans Division for design purposes and is shown on the plans for the information of bidders. This information gives the bidder definite information as to the location of the deposits and the price he will have to pay the property owner. This practice results in lower bid prices and savings to the State. During the past two years 90 gravel pits on 38 projects containing an estimated 1,276,000 cubic yards and 28 stone quarries on 18 projects containing an estimated 357,000 cubic yards have been investigated and reported.

Materials must be tested, inspected, and approved before being used in the work. This necessitates speedy and accurate testing to prevent any delay on the job. Materials such as sand, gravel, and stone are tested in portable laboratories at the job site. Those materials which require more elaborate equipment for testing are sent to the central laboratory, where the testing is done. During the biennium the following testing operations were performed by the central laboratory:

Type of Material	Number of Tests	Type of Material	Number of Tests
Asphalt	2,604	Gravel	1,044
Asphalt Mixtures	415	Miscellaneous	67
Cement	676	Paint	130
Concrete Culvert Pipe.....	21,557 (Feet)	Sand	249
Concrete Cylinders	1,446	Soil	2,066
Creosote Oils	40	Steel	246
Culvert Metal	301	Stone	642
		Water	7

ROADWAY CONSTRUCTION

Road Construction: The primary function of the Construction Division is to supervise the work on all roadway construction. This responsibility begins the date the work order is issued and extends to the completion of the job. Its duties and responsibilities



Relocation Removes Bottleneck on U. S. 64-65 Near Little Rock

PRICE TRENDS IN HIGHWAY CONSTRUCTION

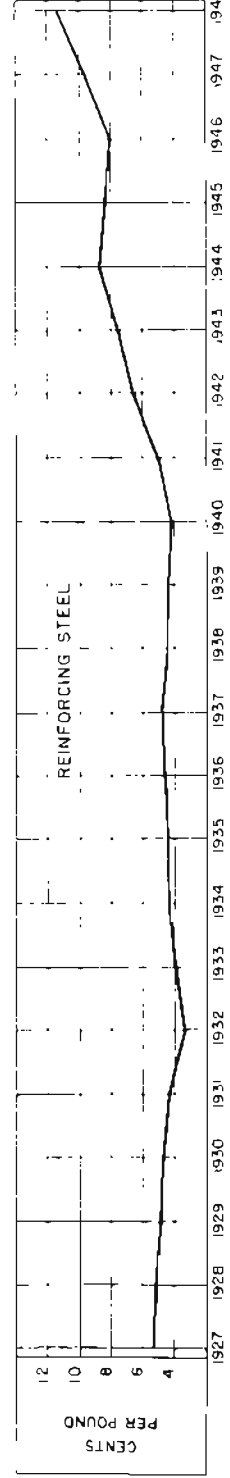
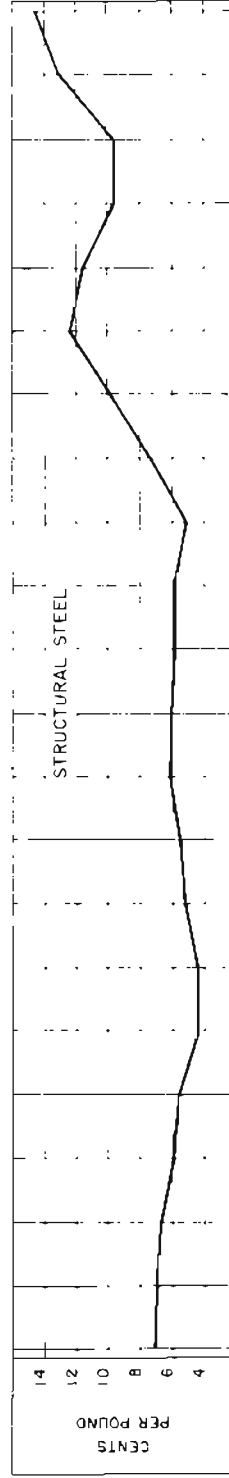
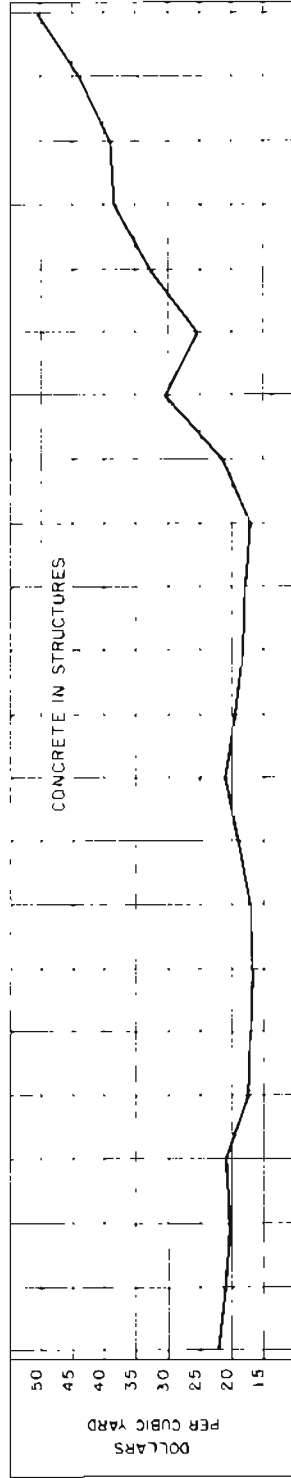
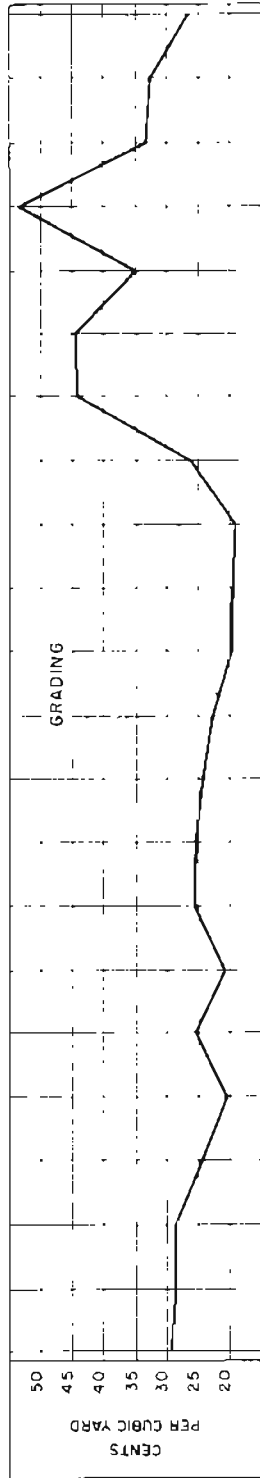


PLATE 2

three estimate checkers in the final estimate section, one secretary-stenographer, and one clerk-stenographer in the Central Office. Field forces have similarly varied according to the volume of work. The average force has consisted of twenty-nine resident engineers, twenty-three instrument men, and one hundred sub-professional employees including inspectors, field clerks, rodmen, chainmen, and checkers.

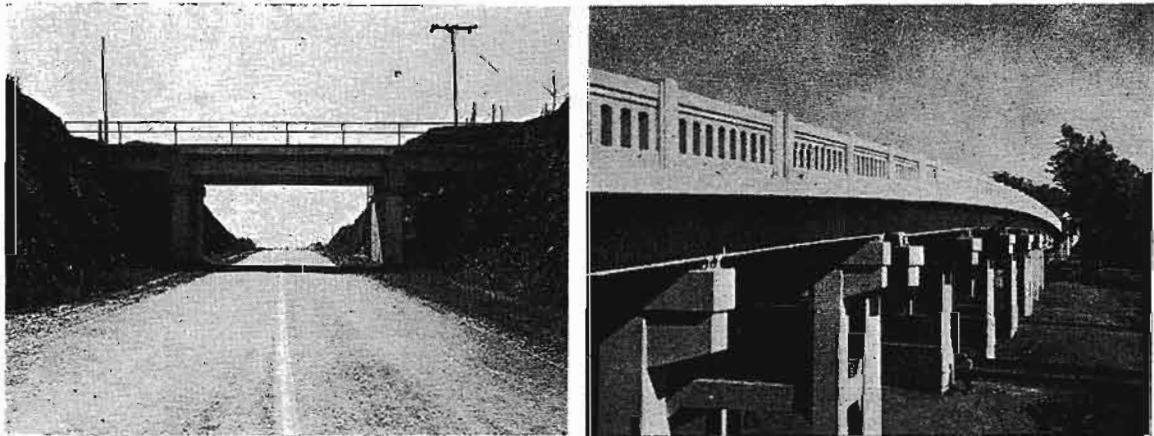
An idea of the volume of work supervised by this force is indicated in the following summary of roadway contracts which were let from July 1, 1946 to August 30, 1948:

	Number	Miles	Value
State Jobs	104	1,215	\$15,388,782
County Jobs	52	104	1,026,845
Total.....	156	1,319	\$16,415,627

A tabulation of each job awarded, its location and contract cost is shown in Table 20. The amount of Federal and State funds committed for each project is shown in Table 16.

BRIDGES

The Bridge Department is responsible for all field surveys for bridges, the preparation of complete plans, and supervision of construction following the award of contracts. It prepares all special provisions covering unusual construction features and as a further measure of safety checks shop drawings for conformity with approved design. In addition it provides maintenance on all major bridges, or any bridge where unusual damage requires the employment of specialized knowledge and skill.



Grade Separations Save Lives

The scarcity of competent labor and the difficulty in securing construction materials have been serious handicaps in the construction of bridges during the past biennium. Both labor and materials have increased to where work at this time is costing 2.4 times as much as immediately before the war. Delays in securing materials after contracts are let have resulted in doubling the time from the awarding of contracts to completion of construction.

Due to the scarcity of labor, and restrictions during the war period, work on several projects was suspended and the contracts cancelled. New contracts on these projects have now been awarded and construction has been resumed, as follows:

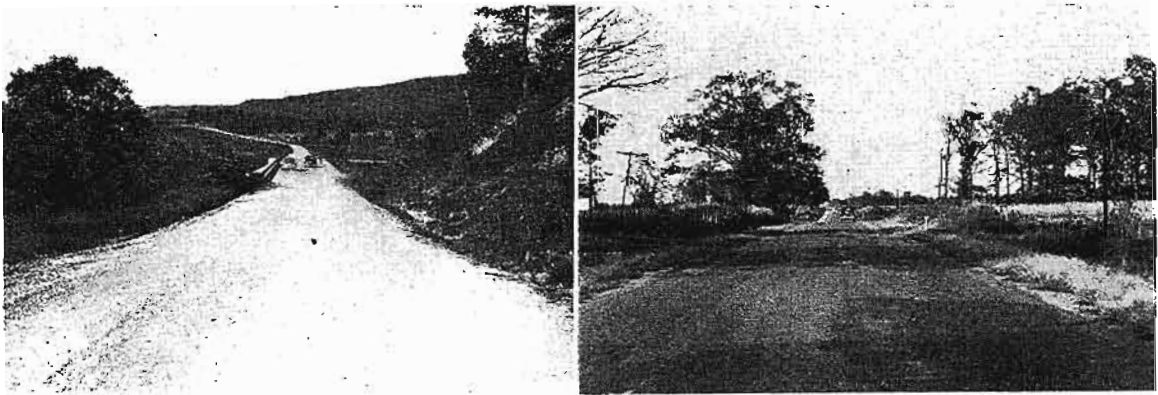
- (a) Rock Island Overpass on Roosevelt Road Extension, Little Rock 613 feet
- (b) Saline River Bridge between Monticello and Warren 1,715 feet
- (c) Black River Bridge at Black Rock..... 3,092 feet

include the work of setting stakes and supplying such other information as is necessary for the guidance of contractors. It supervises the performance and rate of progress of the work to the end that all projects will be completed in compliance with the contract, plans, and specifications. It is also the responsibility of this Division to initiate and secure approval of plan changes that may be necessary to meet contingencies.



Heavy Construction on Arterial Route

The record shows that more dollars were spent on road construction from July 1, 1946 to June 30, 1948 than in any similar period since the boom days of the late twenties and early thirties. This was largely due to a carry-over from the war period when expenditures were curtailed by wartime restrictions. Unfortunately this carry-over was in dollars, and these Highway Dollars, as well as all other dollars, continued to shrink in value during this period. The record indicates that as a result of this currency debasement, construction costs in 1947 were 2.4 times the cost of similar work in 1940.



Secondary Routes Have Been Extensively Improved

The personnel required to effectively supervise the construction program has varied in number according to the volume of work under way. It has on an average consisted of a construction engineer, three assistant construction engineers, one engineering auditor,

The State Highway Commission continues 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. The substructure contracts have been completed. Contracts for the superstructures of the main river bridge and for the Arkansas approach have been awarded and construction has begun. More than another year will be required for completion so that the project may be opened to traffic. The following summary shows the bridges which have been placed under contract from July 1, 1946 to September 30, 1948.

	Number	Length In Feet	Cost
1. Projects suspended during the war and now under contract for completion.	3	5,421	\$1,399,347.95
2. New contracts awarded on State Highway System	40	15,676	4,128,459.03
3. Contracts awarded on County Highways	11	2,324	390,266.76
	<u>54</u>	<u>23,421</u>	<u>\$5,918,073.74</u>



Today's Bridges are Graceful and Enduring

These 54 projects have an aggregate length of 4.436 miles and reflect an average cost of \$252.69 per lineal foot. See Table 20 for a detailed listing of all bridge jobs on which contracts have been awarded during the period covered by this report.

COUNTY ROADS

Under the provisions of the Federal Aid Act of 1944, the State Highway Department in cooperation with the County Judges selected a system of Federal Aid Secondary County Roads. The initial request was for more than 11,000 miles; this, however, after review and approval by the Public Roads Administration was reduced to 6,451 miles. Other roads have subsequently been added to increase this system to 6,624 miles. In order that a county road may be eligible for inclusion in the Federal Aid Secondary System the following factors must be satisfied:

1. It must be desired by the County.
2. It must be of traffic interest or value.
3. It must connect with an approved Primary or Secondary route.
4. Other items of importance are whether or not the road is a mail or school bus route.

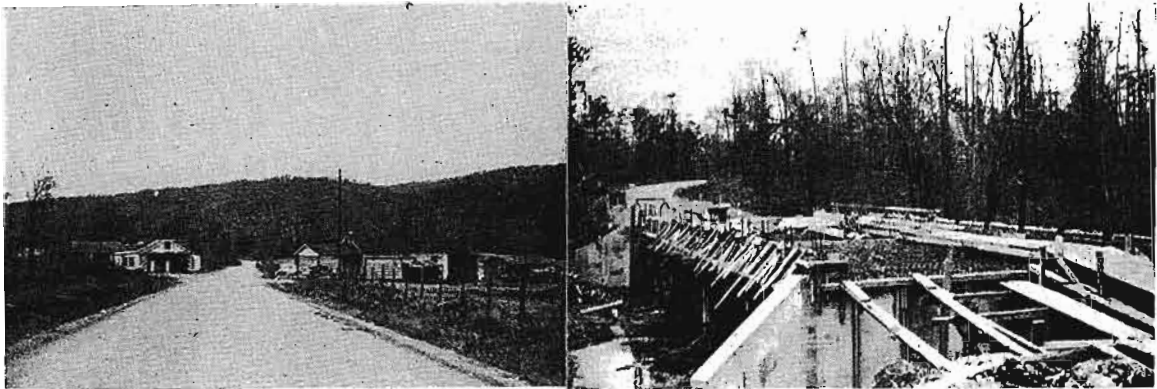
It should be noted that no county road may be added to the Federal Aid Secondary System except upon written request of the County Judge.

In 1946 the State Highway Commission in cooperation with the County Judges Association allotted one million dollars annually from the Secondary Federal Aid Apportionment for three post war years of 1946, 1947 and 1948 with the stipulation that any part not programmed within two years after each fiscal year's funds became available, would be used for State Highway Construction. This meant that the availability of each million dollar allotment would expire at the close of the fiscal year for which the allotment was made. Of the 1946 allotment \$186,331.63 only was used. The 1947 allotment was completely used, and the 1948 allotment will be programmed before the close of the fiscal year.

Experience has shown that the failure of the 1944 Federal Aid Act to provide for the apportionment of these funds by a well balanced formula has resulted in a concentration of expenditures in the more active counties. Studies are now being made to distribute future allocations by some means which will insure a wider and more representative use of the County Aid Funds.

There are two methods under which the Counties may construct projects with Federal participation. One is to advertise and award a contract to the low bidder. The other is for the County to negotiate the contract and construct the project with County forces and equipment.

If the project is let by contract it is necessary that the County place in escrow with the State Treasurer fifty percent of the total estimated construction cost. This fund plus an equal amount of Federal funds will be used to pay the contractor. When the project is completed, final quantities and costs will be computed and any funds remaining are returned to the County. If the final analysis indicates an overrun, the County will be called on to remit its prorata share of the increased cost.



Counties Build for Service

If the County wishes to construct the project with its forces and equipment, the Highway Department, after completion of surveys and plans, prepares an estimate of cost which is based on weighted averages and analyzed unit prices and which would be comparable to what the Department could expect if the project were let by contract. This estimate is forwarded to the County Judge to be used as a basis for his negotiated bid. The Judge in preparing the bid must take into consideration that the County does not furnish bond, has no overhead expense and is not entitled to make a profit.

Upon acceptance of a County's bid by both the Highway Department and the Public Roads Administration, the County will be required to place in escrow ten percent of the construction cost, including engineering and contingencies. The remaining forty percent of the County's participation will be accrued by the State retaining all estimates in full until the total of such estimates plus the escrowed amount equals fifty percent of the cost of the project. After this has been done the County will receive warrants in payment of subsequent estimates.

Regardless of the method used in constructing the project, the County must place in escrow the full estimated cost of surveys and plans. If the project is carried to completion, the County will be given credit for 50 percent of the cost of its portion of the construction cost. However, if for any reason the project is not advanced to the construction stage, the County will be required to bear the full cost of the surveys and plans. The following is a summary of improvements on this mileage:

172.77 miles are in program stage
 39.98 miles are under construction
 52.28 miles have been completed

265.03 miles in current improvement program

1. 118 Projects have been programmed to date. This is fifty percent of the Counties' three year authorization.
2. Projects under contract 17
 Projects being constructed by counties 43

 Projects completed or under construction 60

These are distributed in twenty-four counties and have an average length of 1.7 miles.

MAINTENANCE

Operations: A major responsibility of the State Highway Department is the maintenance of the highways in such a manner as to preserve the original investment and provide satisfactory, safe transportation facilities. To adequately meet this responsibility it is necessary that sufficient funds be available to defray the cost of essential work. This, however, has not been the case. The Refunding Law, Act 4 of 1941, provided for the appropriation of \$3,075,000 annually for road maintenance. Not only was this figure admittedly ultra-conservative at that time, but the present maintenance wage rates are $2\frac{1}{4}$ times the average rate paid at the time of the passage of the act. Subsequently war time shortages of labor and equipment, priorities and restrictions coupled with the increased volume, speed and weight of traffic have taken heavy toll. This situation emphasizes the need for additional funds to remedy the present critical condition. A careful study on the part of the Governor's Highway Advisory Committee and experienced engineers within the Department indicates that an annual appropriation of \$7,000,000 for routine maintenance operations including materials, equipment, and labor is necessary if the highways are to be maintained in a manner to guarantee their full life expectancy. Contingencies in the way of heavy repairs on pavements, replacement of gravel or crushed stone, betterments, and replacement of bridges call for additional sums above those needed for routine operations. For example, an extensive maintenance program during the past year was disrupted by the unusually hard freeze which was recorded by the U. S. Weather Bureau as the most severe since 1905. Many miles of bituminous surfaced roads were severely damaged and in many instances heavy traveled gravel highways were turned into a sea of mud due to alternate freezing and thawing. This condition necessitated the expenditure of large sums for immediate repairs and prevented the continuation of the general betterment program as planned. This damage is graphically revealed in the accompanying photographs which were taken on March 1, 1948.



The Result of Alternate Freezing and Thawing of Gravel Roads

These conditions speak for themselves and ex-
creased funds over and above the amounts normally required for routine maintenance
in order that the State may be adequately fortified against future similar contingencies.

Increased density and weight of traffic during the past several years have damag-
ed many miles of old bituminous pavements to such an extent that they will require re-
construction within the near future if a satisfactory riding surface is to be maintained
and extensive and abnormally high maintenance costs are to be avoided. During the
biennium 356 miles of bituminous pavement have been resurfaced. The Department
produced with its own forces 108,346 tons of asphaltic premix valued at \$541,730 for
use on this work. During this period 153 miles of gravel were replaced with low cost
bituminous surfacing and 903 miles of gravel were resurfaced. Of the 750,000 cubic



Municipal Routes are Maintained by The State

yards of gravel and stone required in this program 478,847 cubic yards were produced
with State forces at a cost of \$359,135. Similarly 1,364 miles of concrete pavement
showed extensive deterioration due to war time use and unavoidable neglect. This con-
dition called for extensive mudjacking to level and stabilize these surfaces. Fourteen
mudjacks of improved design have been in almost continuous operation in an effort to
salvage these pavements. Attention is called to the fact however that intermittent mud-
jacking is not a "cure all" as practically all of the older pavements require routine mud-
jacking because of the poor sub-grade soils in this State and some sections require con-
stant attention. This work calls for a high degree of skill and is expensive. For ex-
ample, the restoration of U. S. Highway 67 between Arkadelphia and the Nevada County
line has required 3,708 cubic yards of soil, 6,812 bags of cement and 102,254 gallons of
asphalt. The cost of this work was \$58,670 or \$2,667 per mile.



A Corner in The Sign Shop

Highway markers and regulatory signs are erected and maintained by three crews
which operate from the Central Headquarters. Much difficulty is experienced in this
service due to the malicious destruction of signs. The Department estimates that these

acts of vandalism annually cost an amount that would construct an additional mile of high type pavement or two miles of farm to market roads. During the biennium this service has cost \$120,000. The painting of yellow barrier stripes to indicate "No Passing Zones" is planned for the immediate future and is estimated to require an additional \$100,000.

An unusual phase of this Division's activities is the operation of the Henderson Ferry at Norfolk Lake in Baxter County. This ferry is state owned and provides free service. Two boats are engaged in these operations which begin at 6:00 A. M. and continue until 12:00 midnight with departures at 40 minute intervals. These ferries and approaches represent an investment of \$142,895. Their operating cost for the biennium was \$117,981. During this period 189,856 vehicles were ferried for an average of 261 per day at an average cost of 62 cents per vehicle.

District offices and shop buildings have been constructed for District 7 at Camden and District 8 at Russellville during the biennium. By this action all of the Maintenance Districts have been supplied with modern office and shop facilities.

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

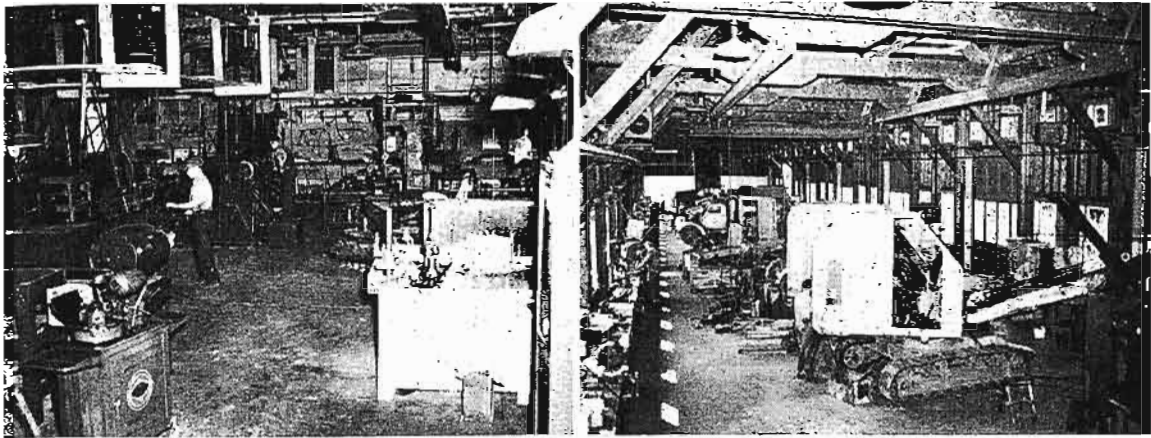
District	Mileage Highway	1946-1947	1947-1948	Total
1	869.13	\$ 391,271.69	\$ 401,139.98	\$ 792,411.67
2	994.82	311,800.08	393,941.03	705,741.11
3	830.94	322,036.38	347,657.28	669,693.66
4	759.68	321,645.66	290,401.24	612,046.90
5	1,100.61	347,883.31	382,508.53	730,391.84
6	1,046.45	395,620.82	455,192.30	850,813.12
7	945.62	358,578.75	384,356.23	742,934.98
8	889.03	269,401.08	295,363.98	564,765.06
9	1,223.82	384,649.54	414,817.71	799,467.25
10	1,094.88	458,027.64	436,471.14	894,498.78
Total	9,754.98	\$3,560,914.95	\$3,801,849.42	\$7,362,764.37

Equipment: The difficulty in obtaining equipment and repair parts as pointed out in the Seventeenth Biennial Report has been largely overcome due to the removal of war time controls. Prices, however, have sharply advanced. Equipment costs are now thirty-five to fifty-five percent more than during the time of price controls. Repair parts have correspondingly advanced thirty-five to forty-five percent and are difficult to obtain. These advances have greatly curtailed the Department's ability to purchase replacements for many items of equipment that have exceeded their economic life. Delays in delivery of repair parts have similarly delayed the repair of equipment that has been badly needed in maintenance operations.



Magnet Trucks Remove Loose Metal from Gravel Roads

254 Huger Motor Patrols of Various Makes Are in Use



Machine Shop

Heavy Equipment Shop

An inventory of the equipment on hand as of June 30, 1948 and its estimated value at the beginning and close of the period are shown by the following table:

TABLE 6

ITEM	On	Purchased	Retired	On	ESTIMATED VALUE	
	Hand			Hand	1946	1948
	July	1947-1948	1947-1948	July 1		
	1946			1948		
Graders — Pull Type.....	63	6	10	59	\$ 13,915	\$ 15,360
Pickup Trucks.....	84	55	0	139	29,199	77,670
Canopy Express.....	49	18	3	64	19,856	35,565
Automobiles.....	119	55	5	169	74,700	131,596
Trucks—1½ Ton & Up.....	512	207	72	647	266,077	689,266
Motor Patrols.....	241	75	62	254	330,306	796,790
Tractors — Crawler.....	64	16	9	71	61,249	183,880
Tractors — Wheel & Front End Loaders.....	7	20	4	23	1,425	55,350
Miscellaneous Equipment..... ¹	599	293	42	850	360,148	976,731
	1,738	745	207	2,276	\$1,156,875	\$2,962,208

¹ Miscellaneous Equipment consists of Rollers, Compressors, Draglines, Shovels, Asphalt Plants, Rock Crushers etc.

During the biennium the Central Shops have been moved from their location in North Little Rock to the site of the former Arkansas Ordnance Plant at Jacksonville. This property includes two buildings each 40 feet wide by 603 feet long, which house

the heavy equipment repair shop, light equipment repair shop, stock room, paint shop, grease rack, sign shop, blacksmith shop, carpenter shop, machine shop, warehouse, and administrative offices. Eighteen acres of well drained, gravel space are now available for outside equipment and material storage.



The Central Shops at Jacksonville Are Fully Equipped for Complete Maintenance Service on the Department's Many Types of Equipment.

This property was purchased from the United States Government for \$43,500 which was approximately sixteen percent of its original construction cost.

TRAFFIC AND SAFETY

While the enforcement of Traffic and Safety regulations, including the compilation of data incident to highway accidents, is now a function of the State Police Department, these matters are considered of sufficient importance to the motor user to warrant the inclusion of the following table which shows the number and distribution by counties of fatal accidents which occurred during the biennium.

TABLE 7
DISTRIBUTION OF MOTOR VEHICLE TRAFFIC DEATHS BY COUNTIES

County	Fiscal Year Ending								Total for Bien.
	June 30, 1947				June 30, 1948				
	State Hwys.	City Sta.1/	County Roads	Total	State Hwys.	City Sta.	County Roads	Total	
Arkansas	1	—	—	1	—	1	—	1	2
Ashley	4	—	—	4	1	—	1	2	6
Baxter	—	—	—	—	2	—	—	2	2
Benton	5	1	—	6	13	—	1	14	20
Boone	6	—	—	6	5	—	—	5	11
Bradley	—	—	—	—	—	—	—	—	—
Calboun	3	—	—	3	1	—	—	1	4
Carroll	2	—	—	2	6	—	—	6	8
Chicot	3	—	—	3	6	1	—	7	10
Clark	5	—	—	5	10	—	1	11	16
Clay	2	1	1	4	7	—	—	7	11
Cleburne	3	—	—	3	1	—	—	1	4
Cleveland	4	—	—	4	—	—	1	1	5
Columbia	8	—	2	10	2	1	—	3	13
Conway	8	—	—	8	3	—	—	3	11
Craighead	6	1	—	7	9	3	—	11	18
Crawford	—	—	—	—	4	1	1	6	6
Crittenden	9	1	1	11	15	3	2	20	31
Cross	1	—	—	1	1	—	—	3	4
Dallas	1	—	—	1	2	—	1	3	4
Desha	7	—	—	7	6	1	—	7	14
Drew	1	—	1	2	—	—	—	—	2
Faulkner	4	—	—	4	6	1	—	7	11
Franklin	2	—	—	2	2	1	—	3	5
Fulton	—	—	—	—	—	—	—	—	—
Garland	10	1	2	13	3	1	—	4	17
Grant	1	1	—	2	1	—	—	1	3
Greene	3	—	—	3	7	—	1	8	11
Hempstead	6	1	—	7	4	1	—	5	12
Hot Spring	1	—	—	1	2	1	—	3	4
Howard	2	—	—	2	2	—	—	2	4
Independence	3	—	—	3	4	—	—	4	7
Izard	—	—	—	—	—	—	—	—	—
Jackson	3	2	—	5	4	—	—	4	9
Jefferson	4	4	1	9	5	2	1	8	17
Johnson	1	—	—	1	4	—	—	4	5
Lafayette	2	—	—	2	1	3	1	5	7
Lawrence	1	—	—	1	3	1	—	4	5
Lee	2	—	1	3	1	1	2	4	7
Lincoln	6	—	—	6	5	—	—	5	11
Little River	—	1	—	1	1	—	—	1	2
Logan	4	—	1	5	10	—	1	11	16
Lonoke	—	—	—	—	1	2	—	3	3
Madison	—	—	—	—	—	—	1	1	1
Marion	1	—	—	1	—	1	1	2	3
Miller	7	—	—	7	10	5	1	16	23
Mississippi	10	1	2	13	10	4	—	14	27
Monroe	2	—	—	2	3	—	—	3	5
Montgomery	—	—	—	—	4	—	—	4	4
Nevada	11	1	—	12	4	1	—	5	17
Newton	—	—	—	—	1	—	—	1	1
Quachita	10	1	1	12	4	1	—	5	17
Perry	6	—	—	6	1	—	—	1	7
Phillips	4	1	—	5	1	1	1	3	8
Pike	4	—	—	4	—	1	1	2	6
Poinsett	8	1	2	11	4	1	2	7	18
Polk	2	—	2	4	1	—	—	1	5
Pope	1	2	—	3	2	—	1	3	6
Prairie	4	—	—	4	3	—	—	3	7
Pulaski	7	9	1	17	17	21	2	40	57
Randolph	8	—	—	8	2	—	1	3	11
St. Francis	13	—	—	13	7	8	—	15	28
Saline	1	1	1	3	7	1	—	8	11
Scott	4	—	—	4	3	—	—	3	7
Searcy	4	—	—	4	1	—	1	2	6
Sebastian	10	5	1	16	6	3	—	9	25
Sevier	1	—	—	1	—	—	—	—	1
Sharp	—	—	1	1	—	—	—	—	1
Stone	—	—	—	—	—	—	—	—	—
Union	6	—	—	6	7	3	1	11	17
Van Buren	1	—	—	1	2	—	—	2	3
Washington	4	—	1	5	3	2	1	6	11
White	8	—	2	10	4	3	3	10	20
Woodruff	2	—	—	2	3	1	—	4	6
Yell	1	—	—	1	1	1	—	2	3
Total	274	36	24	334	270	84	32	386	720

1/ Includes State Highways within city limits.

There were approximately 3,811,000,000 vehicle miles of travel on the road systems, rural and urban, of the state in 1947. Thus the traffic death rate was 9.3 per one million vehicle miles of travel. Compared to this the average for the nation during the same period was 8.6 deaths per million vehicle miles.

FEDERAL LIAISON

The Federal Aid Division serves in a liaison capacity between the State Highway Department and the Public Roads Administration. Its primary function is to coordinate matters pertaining to Federal Aid and to translate the numerous rules and regulations which have been promulgated by the Public Roads Administration under authority of the Federal laws. It is this latter activity which has necessitated the establishment of a Federal Aid Division.

The duties of the Division are many and varied. Some of the more important functions consist in the preparation of Federal Aid Highway Programs under the direction of the Commission and Chief Engineer, the keeping of a current record which reflects the status of all Federal Aid Funds, and the making of route changes and revisions of the Federal Aid Highway Systems. In addition it transmits all plans, specifications, and estimates on proposed or active projects, including contract estimates on which the formal agreement for Federal Aid participation is based. It also prepares current and final vouchers for reimbursement to the State from Federal Funds, audits and approves engineering and contractors' payrolls, and checks and screens correspondence or other documents which have been prepared by other Divisions of the State Highway Department for submission to the Public Roads Administration.

The volume and variety of the office activities involved in the accomplishment of the foregoing during the biennium will be found in the following summary of documents which have been prepared and transmitted to the Public Roads Administration.

Form	Number
Progress and Final Vouchers	1,251
Form PR-4, Weekly Progress Report.....	104
Field Change Requests	380
Form PR-47-A, Total Cost of Material and Employment.....	90
Form PR-75, Award of Contracts.....	38
PS & E, Plans, Specifications and Estimates.....	248
Contract Estimates	238
Audit and Process Engineers' Payrolls and Expenses.....	2,304
Audit Contractors' Payrolls	3,129
Total.....	7,782

ECONOMIC AND FACTUAL STUDIES

Statistics supply the basic tools which shape modern highway planning, construction and operation. The Division of Statistics and Analyses of the Arkansas State Highway Department supplies these tools through continuing road inventories, traffic surveys, and financial studies.

The Road Inventory Study: This is, as the name implies, the physical inventoring of all the public roads in the State. All State and County roads are logged to show their location, length, type of improvement and various features such as bridges, railways, power lines, dwellings, commercial and industrial buildings, schools, churches, towns, and other traffic generating features. These data are invaluable in showing pictorially population trends, index of traffic generated, intersections with other highways and general

community development. As a further and highly important step from the standpoint of the highway planners, all State Highways are historically catalogued to show the date they were constructed, kind of improvements they have undergone, their cost both as regards construction and maintenance, traffic density and useful life. This information is of great value in selecting a desirable standard for future improvement and is a valuable tool in determining the amount of money that can be judiciously expended.

The information obtained from the inventory is published in tabular form and in a series of State and County maps. The remarkable value of these maps is attested by the thousands of copies that have been printed to supply the demand from governmental agencies, corporations, and individuals.

Although still handicapped by the lack of trained personnel, substantial progress has been made during the biennium in the present phase of re-inventory and of drawing new maps. The experience gained in the original survey is resulting in more complete and accurate information.

Traffic Studies: Traffic studies are being continually made through the operation of twenty-two permanent automatic traffic recorders at carefully selected sites. These recorders operate on the principle of the electric eye; the passage of a vehicle interrupts the beam of light and its passage is automatically recorded. A tape recording is printed which readily shows the number of vehicles passing a given point for any hour, day, month, or year. These records give a direct measure of the service a road is supplying and its value as a part of the system. In addition to the permanent stations, the Division operates portable recorders at approximately four hundred stations to determine seasonal trends in traffic due to various crop movements and industrial activities. The results of these studies give a ready estimate of the earning capacity of a given road, and in turn supply an index of the amount of money that can be economically expended either for construction or maintenance on a particular section of highway.

Maps and tabulations showing traffic on all sections of the State Highway System are published annually, and specific information relative to certain roads or areas is supplied in answer to hundreds of inquiries.

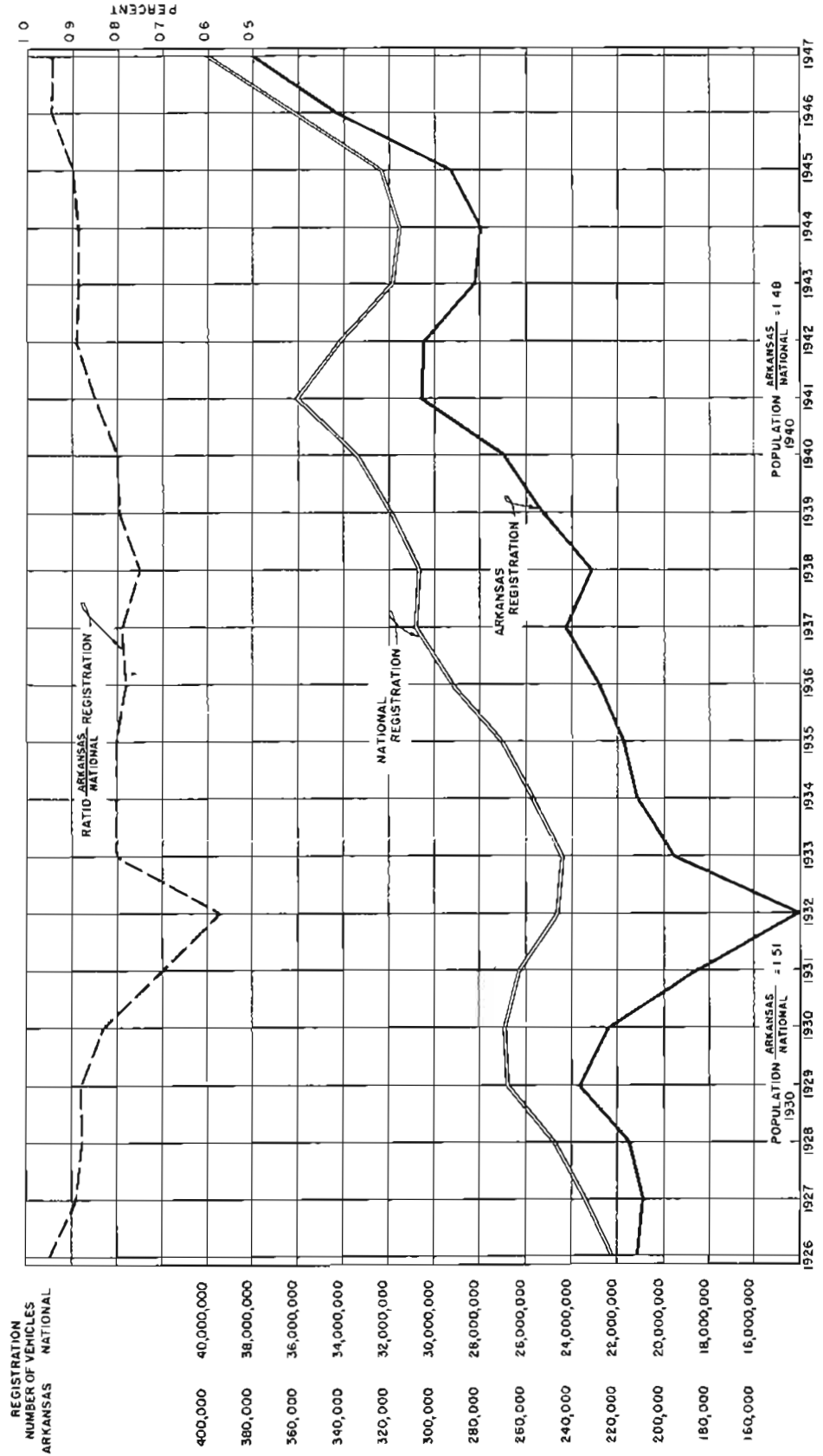
Financial Studies: A further and highly important activity is the continuous study and analysis of revenue and expense because in the final analysis all highway improvements, regardless of public demand or need, are limited to the amount of money available. Fiscal tables are so arranged as to provide in ready form a comparison of income from all sources as well as disbursements throughout the history of the Department. These studies furnish invaluable information for the preparation of appropriation requests, annual budgets, and the periodical allotment of funds to the various operating divisions. These data are attractively reflected in tabular as well as pictorial form for the information and guidance of the Highway Commission, Federal Officials, Municipal Authorities, County Judges and Civic Groups.

Other Functions: Secondary, but none the less highly important services are performed in the preparation and distribution of Highway Service Maps which are designed specifically for the motor user. Special maps and charts dealing with specific aspects or problems of the highway system are constantly produced to reflect in pictorial form problems under consideration.

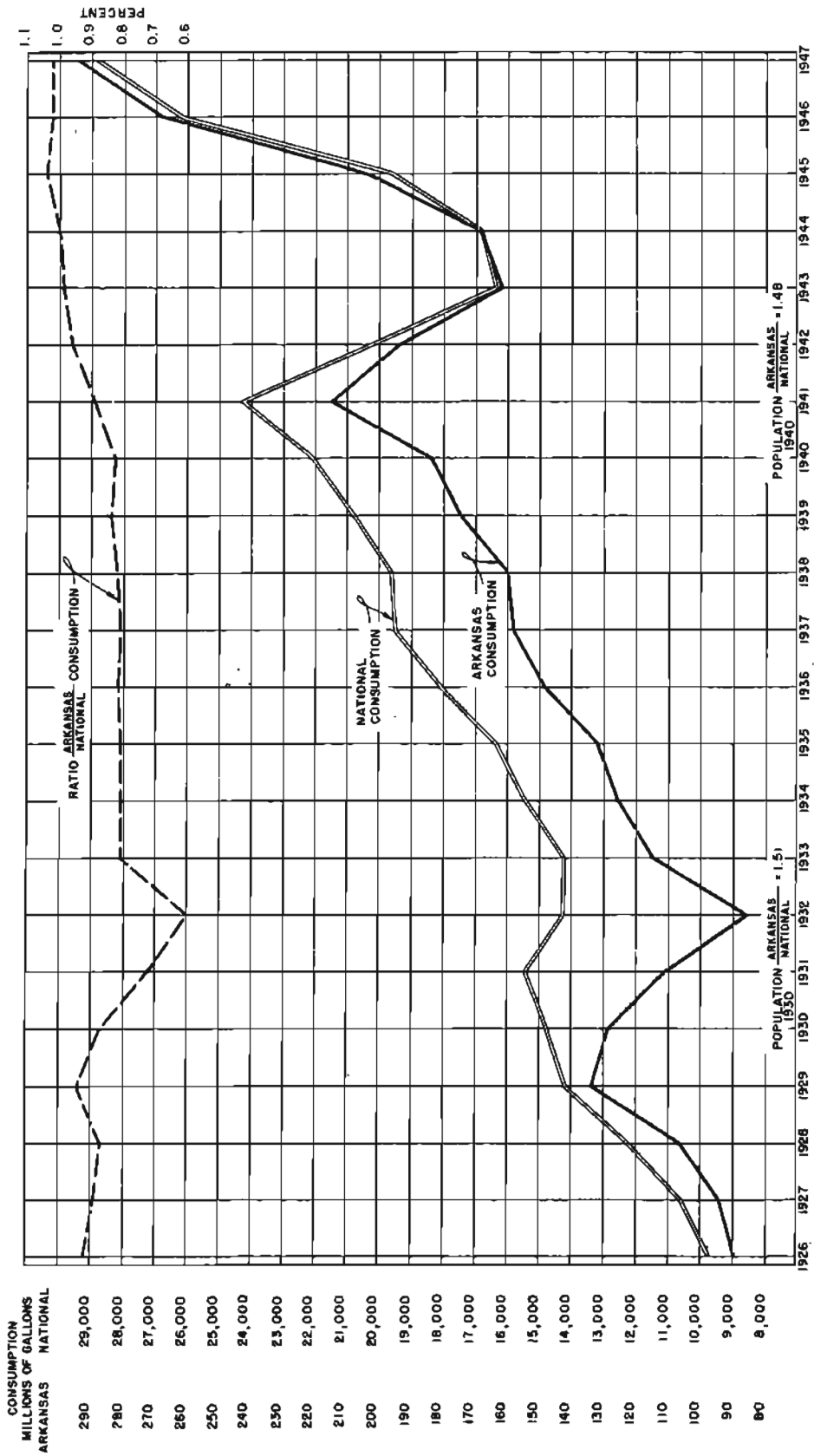
The preparation of the Highway Department's Biennial Report and a variety of special reports is another responsibility of the Division of Statistics and Analyses, and while not usually recognized as a Public Relations Office, it nevertheless functions as such to a marked degree in answering questionnaires and in replying to a wide variety of inquiries.

COMPARATIVE ARKANSAS AND NATIONAL MOTOR VEHICLE REGISTRATION

INCLUDES TRAILERS AND MOTORCYCLES



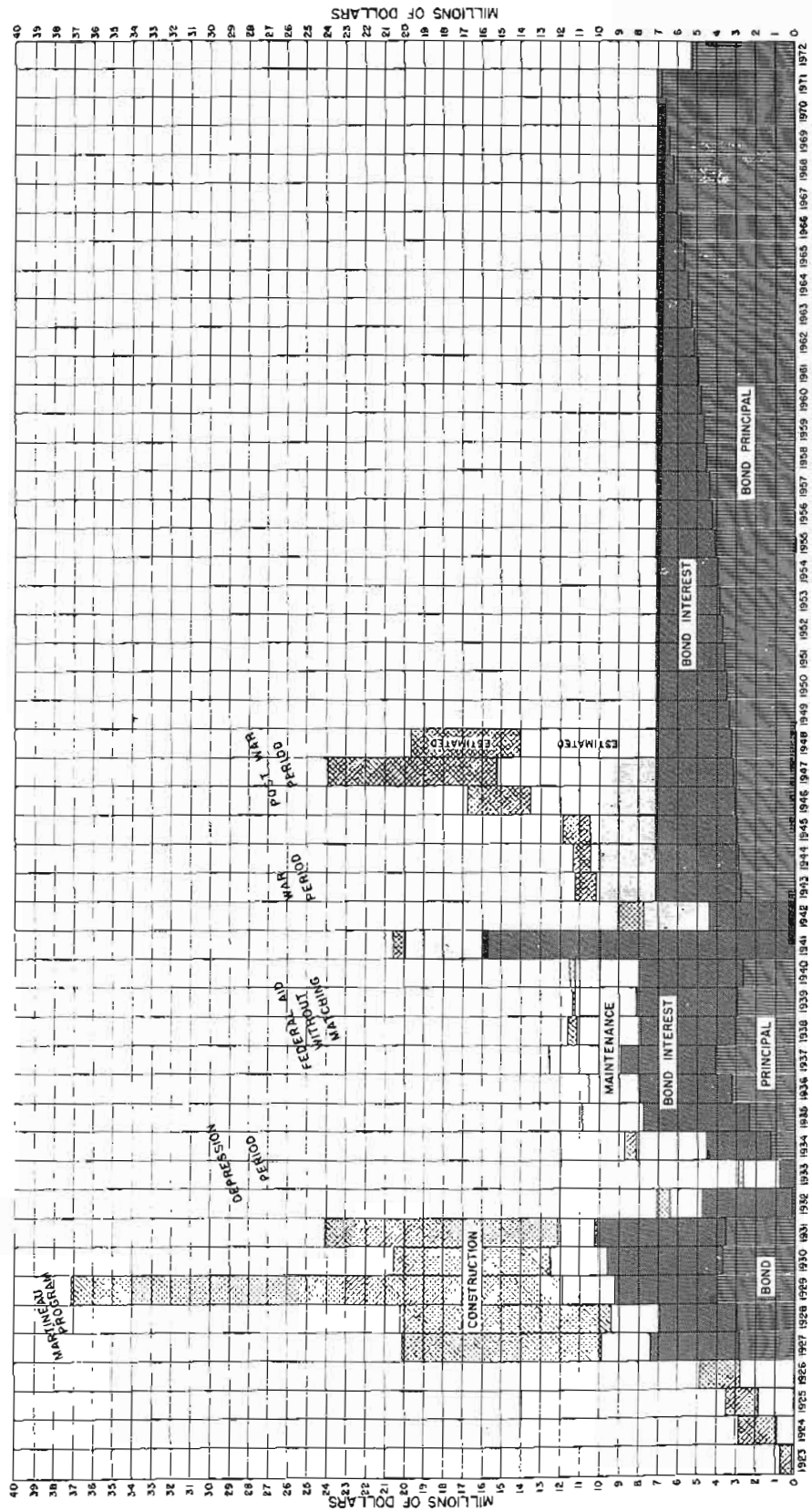
COMPARATIVE ARKANSAS AND NATIONAL MOTOR FUEL CONSUMPTION



SOURCE: P.W.A. TABLE 6-2 NET AMOUNT TAKEN

PLATE 4

STATE FUNDS EXPENDED ANNUALLY FOR CONSTRUCTION, AND MAINTENANCE OF HIGHWAYS THROUGH THE YEARS 1923-1948 AND THE ANNUAL REQUIREMENTS FROM 1927 THROUGH 1972 TO PAY THE DEBT INCURRED



SECTION V

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 56th General Assembly is included at the end of this section.

List of Tables

- 8-A Schedule of Balances, Receipts and Disbursements by Funds, 1946-47.
- 9-A Summary of Unapportioned Funds, 1946-47.
- 8-B Schedule of Balances, Receipts, and Disbursements by Funds, 1947-48.
- 9-B Summary of Unapportioned Funds, 1947-48.
- 10 Revenues from Motor User Imposts: Section A — Income for State Highway Fund; Section B—Other Motor Users Imposts not Credited to Highway Fund; Summary.
- 11-A Aids, Grants, and Shared Taxes Allocated to Local Units from Highway Revenues, 1946-47.
- 11-B Aids, Grants, and Shared Taxes Allocated to Local Units from Highway Revenues, 1947-48.
- 12 State Highway Maintenance Fund—Summary of Expenditures for Highway Maintenance and Betterment.
- 13 Not Printed.
- 14 Not Printed.
- 15 Schedule of Expenditures from State Highway Construction Funds; A—Federal Aid Matching Projects; B—State Jobs Being Constructed by State Forces or by Contracts; C—Expenditures by Special Authorization.
- 16 Status of Federal Aid Accounts; A—Schedule of Expenditures from Federal Aid Funds.
- 17 Net Revenue to Highway Fund from Motor Fuel Tax.
- 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, 1946 Through June 30, 1947

FUND	Receipts		Transfers		Total Available	Disbursements	Balance June 30, 1947 ¹
	July 1, 1946	To	From	Total Available			
Highway Fund	\$ 2,196,844.64	\$ 6,553,389.64	\$ 3,805,988.36	\$ 4,944,845.92	\$ 61.25	\$ 4,944,284.67	
Highway Maintenance Fund	619,289.48	8,183,164.33	1,678,109.14	5,480,562.95	4,660,578.71	819,984.24	
Highway Construction Fund	7,012,947.26	2,592,019.27	374,671.35	9,268,174.38	7,668,642.33	1,609,532.05	
Highway Debt Service Fund	957,971.37	288,281.55	.....	1,255,252.93	9,742.09	1,246,510.84
Highway Bond and Interest Fund	1,834,208.78	7,416,073.25	.....	9,250,282.03	7,175,085.00	2,075,199.03
Local Bond and Interest Fund	116,301.81	857,972.06	374,671.26	1,348,945.22	664,604.28	684,447.93	
State Police Fund	57,733.97	256,097.81	.....	296,097.31	256,097.31	.....
Securities Reserve Fund	1,894,178.00	11,814.63	.....	1,905,992.63	20,482,444.95	1,905,992.63
Unapportioned Fund	14,699,675.30	21,068,820.94	2,180,659.72	33,768,396.24	1,977,382.54	13,285,951.29	
To Counties 7.7% and 1/2 c Per Gallon	.....	1,977,862.54	.....	1,977,862.54	100,000.00	.....
To Counties, Oil Inspection Fees	.....	100,000.00	.....	100,000.00	100,000.00	.....
To General Revenues, Oil Inspection Fees	.....	101,336.44	.....	101,336.44	101,336.44	.....
To Counties, Acts 54 and 99, 1947	.....	101,336.44	.....	101,336.44	2,000,000.00	.....
Collection Cost	.....	471,152.78	.....	471,152.78	471,152.78	.....
Total State Funds	\$14,699,675.30	\$23,718,672.70	\$ 4,180,659.72	\$38,418,248.00	\$25,132,296.71	\$13,285,951.29	

FEDERAL AID ACCOUNTS

Federal Aid Funds	\$ 441,984.68	\$ 1,441,258.60 ²	\$	\$ 1,883,243.18	\$ 1,241,077.69 ²	\$ 642,165.49
State Funds in Federal Accounts	150,000.00	.....	.....	150,000.00	.....	150,000.00
Federal Aid Highway Act, 1944	.....	4,203,278.00	.....	4,203,278.00	3,488,886.79	714,441.21
Total All Funds	591,984.68	5,644,536.60	\$ 4,180,659.72	6,236,621.18	4,729,914.48	1,506,606.70
Total	\$15,291,559.98	\$29,368,209.20	\$ 4,180,659.72	\$44,654,769.18	\$29,862,211.19	\$14,792,557.99

¹ Disbursements include warrants outstanding June 30, 1947 and balances will not agree with Treasurer's balance. ² Includes \$9,275.00 interest collected on Norfolk Dam Certificates of Indebtedness and \$440,000.00 sale of Norfolk Dam Certificates of Indebtedness. ³ Includes \$62,000.00 Henderson Ferry operation expense.

TABLE 9-A
SUMMARY OF UNAPPORTIONED FUNDS
July 1, 1946 Through June 30, 1947

SOURCES OF REVENUE	Balance July 1, 1946		Collections During Fiscal Year		Total Balance and Collections		Appropriated During Fiscal Year		Balance June 30, 1947	
	July 1, 1946	July 1, 1946	During Fiscal Year	During Fiscal Year	Total Balance and Collections	Total Balance and Collections	Appropriated During Fiscal Year	Appropriated During Fiscal Year	Balance June 30, 1947	
Motor Fuel Tax Lees 7.7% and 1/2 c per Gallon	\$ 1,301,683.92	\$15,285,944.15	5,922,646.27	\$16,697,828.07	\$16,697,828.07	\$16,697,828.07	\$16,697,828.07	\$16,697,828.07	\$ 1,286,160.84	
Auto License Fees	72,906.80	4,922,646.27	147,116.50	4,996,553.07	4,996,553.07	4,996,553.07	4,996,553.07	4,996,553.07	64,453.13	
Auto Division Fees	10,898.57	147,116.50	20,390,988.57	158,115.07	158,115.07	158,115.07	158,115.07	158,115.07	10,588.67	
Sub-total State Highway Fund	1,385,589.29	20,385,706.92	2,017,982.57	21,752,296.21	21,752,296.21	21,752,296.21	21,752,296.21	21,752,296.21	1,361,197.64	
County Turnback 7.7% and 1/2 c per Gallon	474,049.27	2,017,982.57	105,255.56	2,497,287.40	2,497,287.40	2,497,287.40	2,497,287.40	2,497,287.40	614,679.30	
Intransit Fees (Local Bond and Interest Fund)	10,297.11	105,255.56	115,492.67	115,492.67	115,492.67	115,492.67	115,492.67	115,492.67	7,513.62	
Oil Inspection Fees (General Revenues and County Aid Fund. See Act 811, 1945)	16,531.40	201,337.24	264,396.15	217,868.64	217,868.64	217,868.64	217,868.64	217,868.64	16,532.20	
Drivers Licenses (State Police)	7,770.93	264,396.15	22,944,688.44	262,167.08	262,167.08	262,167.08	262,167.08	262,167.08	6,069.77	
Totals for Apportionment	1,894,178.00	22,944,688.44	471,152.78	24,838,866.44	24,838,866.44	24,838,866.44	24,838,866.44	24,838,866.44	1,906,992.53	
Collection Cost	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gross Collections (See Table 10)	.....	23,415,841.22	.....	11,814.63	11,814.63	11,814.63	11,814.63	11,814.63	.....
Amount Collected in Excess of Amount Apportioned	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE 8-B
SCHEDULE OF BALANCES, RECEIPTS AND DISBURSEMENTS BY FUNDS
July 1, 1947 Through June 30, 1948

FUND	Balance July 1, 1947		Receipts		Transfers		Total Available	Disbursements	Balance June 30, 1948 ¹
	To	From	To	From					
Highway Fund	\$ 4,841,284.67		\$ 7,845,627.37	\$12,790,812.04		\$ 5,937,216.05	\$ 6,800,379.72	\$ 186,886.83	
Highway Maintenance Fund	819,984.54		3,112,280.81			13,246,076.08	9,412,760.69	3,883,314.44	
Highway Construction Fund	1,609,632.05		2,500,000.00			1,596,097.97	666,686.62	929,411.25	
Highway Debt Service Reserve Fund	1,246,610.84		383,766.83			9,476,025.47	7,184,581.85	2,231,437.62	
Highway Bond and Interest Fund	2,075,199.02		7,336,650.84			1,188,788.07	862,640.51	326,192.56	
Local Bond and Interest Fund	684,447.93		856,016.08			489,979.86	489,979.86		
State Police Fund			489,979.86			2,713,490.32		2,113,490.32	
Unapportioned Fund	1,906,982.53		207,497.79			33,987,620.87	24,416,879.75	9,570,741.52	
Sub-tota	13,285,951.29		22,701,669.38			2,099,732.00	100,000.00		
To Counties, 7.7% and 1/2 c per Gallon			2,099,732.00			106,622.72	106,622.72		
To Counties, Oil Inspection Fees			100,000.00			2,000,000.00	2,000,000.00		
To General Revenue, Oil Inspection Fees			106,622.72			761,629.55	761,629.55		
To Counties, Act 100, 1947									
Collection Cost			761,629.55						
Total State Funds	\$13,285,951.29	\$14,655,078.54	\$25,769,658.66	\$14,655,078.54		\$39,065,604.94	\$29,484,808.42	\$ 9,570,741.52	
FEDERAL AID ACCOUNTS									
Federal Aid Funds	\$ 642,165.40		\$ 448,108.39 ²	\$ 2,733.60		\$ 1,087,537.29	\$ 905,386.76 ³	\$ 182,150.52	
State Funds in Federal Accounts	150,000.00					152,733.60		152,733.60	
Federal Aid Highway Act 1944	714,441.21		5,371,264.88			6,085,706.04	5,369,162.24	716,543.80	
Total	1,606,606.70		5,819,370.22			7,325,976.92	6,274,549.00	1,051,427.92	
Total All Funds	\$14,792,557.99	\$14,957,812.14	\$31,589,028.87	\$14,657,812.14		\$46,381,581.88	\$35,769,412.42	\$10,622,169.44	

¹ Disbursements include warrants outstanding June 30, 1948 and balances will not agree with Treasurer's balances. ² Includes \$4,900.00 interest collected on Norfolk Dam Certificates of Indebtedness. ³ Includes \$66,981.35 Henderson Ferry operation expense.

TABLE 9-B
SUMMARY OF UNAPPORTIONED FUNDS
July 1, 1947 Through June 30, 1948

SOURCES OF REVENUE	Balance July 1, 1947		Collections During Fiscal Year		Total Balance and Collections	Apportioned During Fiscal Year	Balance June 30, 1948
	To	From	To	From			
Motor Fuel Tax Less 7.7% and 1/2 c per Gallon	\$ 1,286,160.84		\$16,181,045.04		\$17,467,206.88	\$16,026,144.66	\$ 7,441,061.22
Auto License Fees	64,458.18		5,346,933.17		5,411,446.30	5,340,256.56	71,190.44
Auto Division Fees	19,588.67		146,607.29		167,190.86	147,488.96	9,702.01
Sub-total State Highway Fund	1,380,197.64		21,674,646.50		23,095,848.14	21,513,839.47	1,522,008.67
County Turnback 7.7% and 1/2 c per Gallon	614,678.30		2,186,263.28		2,649,932.58	2,099,732.00	560,200.68
Intransit Fees (Local Bond and Interest Fund)	7,513.62		108,904.67		114,418.29	105,016.08	9,402.21
Oil Inspection Fees (General Revenue and County Aid Fund, Act 311, 1946)	16,682.20		209,376.02		226,058.22	206,622.72	19,285.50
Drivers Licenses (State Police)	6,069.77		496,608.45		502,678.22	489,979.86	12,598.36
Totals for Apportionment	1,906,992.53		24,622,687.92		26,528,680.45	24,416,190.13	2,113,490.32
Collection Cost			761,629.55				
Gross Collections (See Table 10)			25,384,317.47		207,497.79		
Amount Collected in Excess of Amount Apportioned							

TABLE 10
REVENUES FROM MOTOR USER IMPOSTS
July 1, 1946 to June 30, 1948
SECTION A—INCOME FOR STATE HIGHWAY FUND

Month	MOTOR FUEL TAX			
	Gross	Collection Cost	To Counties 7.7. & ¼c	Net For Distribution
July 1946	\$ 1,388,867.23	\$ 33,724.38	\$ 157,868.46	\$ 1,197,274.39
August	1,578,733.63	37,234.14	179,511.50	1,361,987.99
September	1,555,330.83	39,100.37	176,587.53	1,339,651.93
October	1,450,979.95	33,446.63	164,954.29	1,252,579.03
November	1,606,635.37	35,682.07	182,782.74	1,387,170.56
December	1,432,912.98	27,512.25	163,712.01	1,241,688.72
January 1947	1,523,661.13	21,067.39	175,038.05	1,327,555.69
February	1,340,787.14	24,413.89	153,740.81	1,162,632.44
March	1,301,428.41	22,770.53	149,117.88	1,129,540.00
April	1,525,221.80	29,275.16	174,503.97	1,321,442.67
May	1,485,925.48	27,442.46	170,223.13	1,288,259.89
June	1,501,147.46	45,034.42	169,952.20	1,286,160.84
Fiscal Year 1946-1947	\$17,690,640.41	\$ 376,703.69	\$ 2,017,992.57	\$15,295,944.15
July 1947	\$ 1,581,422.18	\$ 47,442.67	\$ 179,261.42	\$ 1,354,718.09
August	1,636,270.64	49,088.12	185,468.17	1,401,714.35
September	1,674,537.93	50,206.14	189,832.07	1,433,499.72
October	1,588,347.92	47,650.44	179,851.29	1,360,846.19
November	1,676,105.86	50,283.17	189,853.66	1,435,969.03
December	1,511,880.19	45,356.40	169,289.36	1,297,234.43
January 1948	1,721,970.20	51,659.11	194,619.79	1,475,691.30
February	1,420,676.21	42,620.29	161,137.99	1,216,917.93
March	1,206,035.30	35,181.06	136,738.95	1,034,115.29
April	1,557,227.48	46,716.83	175,213.75	1,335,296.90
May	1,626,937.91	48,808.14	184,149.18	1,393,980.59
June	1,682,369.97	50,471.10	190,837.65	1,441,061.22
Fiscal Year 1947-1948	\$18,882,781.79	\$ 566,483.47	\$ 2,135,253.28	\$16,181,045.04
TOTAL BIENNIUM	\$36,573,422.20	\$ 943,187.16	\$ 4,153,245.85	\$31,476,989.19

SECTION B—OTHER MOTOR USERS IMPOSTS NOT CREDITED TO HIGHWAY FUND

Month	OIL INSPECTION FEES			DRIVER FOR ST
	Gross Receipts	Collection and Other Deductions	Net Receipts	Gross Receipts
July 1946	\$ 16,737.76	\$ 406.43	\$ 16,331.33	\$ 6,944.50
August	17,642.68	416.10	17,226.58	7,861.00
September	16,939.30	425.85	16,513.45	5,772.00
October	14,641.50	337.51	14,304.00	5,738.00
November	17,713.72	393.65	17,320.07	4,059.50
December	16,717.53	320.98	16,396.55	2,756.50
January 1947	17,359.14	240.02	17,119.12	136,541.00
February	15,396.07	280.34	15,115.73	52,396.50
March	17,514.54	306.44	17,208.10	10,843.00
April	19,217.04	368.85	18,848.19	11,814.50
May	18,768.37	346.82	18,421.55	7,786.00
June	17,043.51	511.31	16,532.20	6,257.50
Fiscal Year 1946-1947	\$ 205,691.34	\$ 4,354.10	\$ 201,337.24	\$ 258,760.00
July 1947	18,802.60	564.08	18,238.52	12,693.00
August	18,110.77	543.32	17,567.45	12,263.00
September	17,308.88	519.27	16,789.61	11,167.00
October	16,431.55	492.95	15,938.61	10,210.00
November	17,956.49	538.59	17,417.80	6,474.50
December	14,410.78	432.32	13,978.46	4,524.50
January 1948	22,727.53	681.83	22,045.70	263,964.00
February	17,087.79	512.63	16,575.16	125,096.50
March	15,327.43	459.82	14,867.61	15,192.00
April	18,414.28	552.43	17,861.85	24,222.50
May	19,391.50	581.75	18,809.75	13,183.50
June	19,881.96	596.46	19,285.50	12,988.00
Fiscal Year 1947-1948	\$ 215,851.57	\$ 6,475.55	\$ 209,376.02	\$ 511,967.50
TOTAL BIENNIUM	\$ 421,542.91	\$ 10,829.65	\$ 410,713.26	\$ 770,727.50

SUMMARY—ALL MOTOR

Gross Receipts to be Accounted for

DEDUCTIONS:
Cost of Collection

ALLOCATIONS:
To Counties (7.7% and ¼c per Gallon)
To Counties (Oil Inspection)
To General Revenues (Oil Inspection)
General Revenues Fund (Drivers Licenses)
Bridge Bond Retirement Fund (Intransit Fees)

State Highway Fund, Net

TABLE 10
REVENUES FROM MOTOR USER IMPOSTS
July 1, 1946 to June 30, 1948
SECTION A—INCOME FOR STATE HIGHWAY FUND

AUTO LICENSE FEES			AUTO DIVISION FEES			Total Net Receipts
Gross	Collection Cost	Net For Distribution	Gross	Collection Cost	Net For Distribution	
\$ 65,579.70	\$ 1,592.40	\$ 63,987.30	\$ 8,970.00	\$ 217.81	\$ 8,752.19	\$ 1,270,013.88
63,887.45	1,506.77	62,380.68	11,171.50	263.48	10,908.02	1,435,276.69
56,002.86	1,407.89	54,594.97	9,808.00	246.57	9,561.43	1,403,808.33
41,337.94	952.89	40,385.05	8,975.00	206.88	8,768.12	1,301,732.20
23,526.42	522.83	23,003.59	5,955.00	132.34	5,822.66	1,415,996.81
12,174.24	233.75	11,940.49	3,274.00	62.86	3,211.14	1,266,840.35
2,945,660.91	40,729.13	2,904,931.78	32,002.00	442.49	31,559.51	4,264,046.88
1,257,483.32	22,897.04	1,234,586.28	24,588.00	447.71	24,140.29	2,421,359.01
190,933.09	3,340.68	187,592.41	11,940.00	208.91	11,731.09	1,328,863.50
170,985.54	3,281.90	167,703.64	12,436.00	238.68	12,197.32	1,501,342.63
109,101.87	2,014.92	107,086.95	10,068.00	185.94	9,882.06	1,405,228.90
66,446.53	1,993.40	64,453.13	10,911.00	327.33	10,583.67	1,361,197.64
\$ 5,003,119.87	\$ 80,473.60	\$ 4,922,646.27	\$ 150,097.50	\$ 2,981.00	\$ 147,116.50	\$20,365,706.92
85,275.33	2,568.26	82,707.07	9,672.03	290.16	9,381.87	1,446,817.03
70,507.33	2,115.22	68,392.11	8,068.00	242.04	7,825.96	1,477,932.42
60,376.77	1,811.30	58,565.47	10,906.00	327.15	10,578.85	1,502,843.04
37,372.41	1,121.17	36,251.24	9,783.00	293.48	9,489.51	1,406,588.94
22,279.58	658.39	21,621.17	6,371.00	191.13	6,179.87	1,463,760.07
14,642.74	439.28	14,203.46	4,079.50	122.39	3,957.11	1,315,395.00
3,037,247.21	91,117.42	2,946,129.79	31,515.00	945.45	30,569.55	4,452,390.64
1,519,612.32	45,588.37	1,474,023.95	21,960.50	658.81	21,301.69	2,712,243.57
261,115.04	7,833.45	253,281.59	14,013.00	420.39	13,592.61	1,300,989.49
204,354.97	6,130.64	198,224.33	14,793.50	443.80	14,349.70	1,547,870.93
126,167.58	3,785.08	122,382.50	9,948.00	298.44	9,649.56	1,526,012.70
73,412.82	2,202.38	71,210.44	10,083.00	300.99	9,782.01	1,622,003.67
\$ 5,512,364.08	\$ 166,370.91	\$ 5,346,093.17	\$ 151,141.53	\$ 4,534.24	\$ 146,607.29	\$21,674,645.50
\$10,515,453.95	\$ 245,844.51	\$10,269,609.44	\$ 301,239.03	\$ 7,515.24	\$ 293,723.79	\$42,040,352.42

SECTION B—OTHER MOTOR USERS IMPOSTS NOT CREDITED TO HIGHWAY FUND

S LICENSE FEES ATE POLICE FUND		IN-TRANSIT FEES FOR BRIDGE BOND RETIREMENT FUND		Total Net Other Motor Users Imposts	Total Net Receipts
Collection and Other Deductions	Net Receipts	Gross Receipts	Collection and Other Deductions			Net Receipts
\$ 188.62	\$ 6,775.88	\$ 7,856.00	\$ 190.76	\$ 7,665.24	\$ 30,772.45
185.40	7,675.60	11,065.00	260.97	10,804.03	35,706.21
145.10	5,626.90	8,964.00	225.35	8,738.65	30,879.00
132.27	5,605.73	9,027.00	208.08	8,818.92	28,728.73
90.21	3,969.29	9,417.00	209.27	9,207.73	30,497.09
52.53	2,703.97	8,907.00	171.02	8,735.98	27,836.50
1,887.92	134,653.08	8,457.00	116.93	8,340.07	160,112.27
954.07	51,442.43	7,503.00	136.82	7,366.18	73,924.54
189.54	10,643.46	10,088.00	175.63	9,882.37	37,713.93
226.77	11,587.73	9,378.00	180.00	9,198.00	39,633.92
143.79	7,642.21	9,174.00	189.43	8,984.57	35,068.53
187.73	6,069.77	7,746.00	232.38	7,513.62	30,115.59
\$ 4,368.95	\$ 254,396.06	\$ 107,532.00	\$ 2,276.44	\$ 106,255.56	\$ 560,988.85
480.79	12,212.21	8,064.00	241.92	7,822.08	36,272.81
367.80	11,895.11	8,280.00	248.40	8,031.60	37,494.16
335.01	10,831.99	8,883.00	266.49	8,616.51	36,238.11
306.30	9,903.70	9,278.00	278.28	8,997.72	34,840.03
194.24	6,280.26	8,415.00	252.45	8,162.55	31,860.61
135.74	4,388.78	8,757.00	262.71	8,494.29	26,961.51
7,918.62	256,036.38	8,280.00	248.40	8,031.60	286,112.68
3,752.87	121,342.63	7,941.00	238.23	7,702.77	146,620.56
455.76	14,736.24	10,599.00	317.97	10,281.03	39,884.88
726.68	23,495.82	11,610.00	348.30	11,261.70	52,819.37
395.51	12,787.99	10,413.00	312.39	10,100.61	41,698.35
389.64	12,598.36	9,693.00	290.79	9,402.21	41,286.07
\$ 15,459.05	\$ 496,508.45	\$ 110,211.00	\$ 3,306.33	\$ 106,904.67	\$ 812,789.14
\$ 19,823.00	\$ 750,904.50	\$ 217,743.00	\$ 5,582.77	\$ 212,160.23	\$ 1,373,777.99

USER REVENUES

1946-1947	1947-1948	Biennium
\$23,415,841.12	\$25,384,317.47	\$48,800,158.59
471,152.78	761,629.55	1,232,782.33
2,017,992.57	2,135,253.28	4,153,245.85
100,000.00	100,000.00	200,000.00
101,337.24	109,376.02	210,713.26
254,396.05	496,508.45	750,904.50
105,255.56	106,904.67	212,160.23
\$20,365,706.92	\$21,674,645.50	\$42,040,352.42

TABLE 12
STATE HIGHWAY MAINTENANCE FUND
Summary of Expenditures for Highway Maintenance and Betterment
July 1, 1946 Through June 30, 1948

ITEM	1946-1947	1947-1948	Biennium
Administrative (See Distribution) -----	\$ 388,168.20	\$ 439,895.38	\$ 828,063.58
Maintenance			
Districts (See Recapitulation) -----	3,560,914.95	3,801,849.42	7,362,764.37
State Wide Operations -----			
Little Rock Asphalt Plant -----	4,479.76	-----	4,479.76
Little Rock Sign Shop -----	7,114.26	(—) 3,577.99 ¹	3,536.27
Erecting Signs -----	25,860.25	84,952.16	110,802.41
Repairs to Highway Building -----	-----	-----	3,000.00
Center Striping -----	10,771.40	16,084.23	26,855.63
Magnet Truck -----	2,317.39	-----	2,317.39
Special Bridge Stock -----	76,888.06	-----	76,888.06
Purchase of Right of Way -----	-----	91,000.00	91,000.00
Purchase of Jacksonville Shop -----	-----	43,549.85	43,549.85
Sub Total -----	130,421.12	232,008.25	362,429.37
Equipment and Upkeep -----			
Central Shop Equipment -----			
Repairs and Expense -----	134,267.94	179,306.43	313,574.37
Central Stock & Tire Purchases -----	(—) 17,462.41 ¹	73,966.78	56,504.37
Purchase of New Equipment -----	457,069.91	1,004,946.97	1,462,016.88
Sub Total -----	573,875.44	1,258,220.18	1,832,095.62
Total Vouchers Issued -----	4,653,379.71	5,731,973.23	10,385,352.94
Claims Paid by Board of Fiscal Control -----	7,199.00	68,406.49	75,605.49
Total Expenditures -----	\$ 4,660,578.71	\$ 5,800,379.72	\$10,460,958.43

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.

DISTRIBUTION OF ADMINISTRATIVE COSTS

ITEM	1946-1947	1947-1948	Biennium
Commission Expenditures and Per Diem -----	\$ 2,890.50	\$ 2,158.50	\$ 5,049.00
Salaries -----	175,845.99	220,056.68	395,902.67
Travel Expense -----	17,171.30	18,860.49	36,031.79
Automobile Operation and Upkeep -----	54,718.97	46,173.61	100,892.58
Printing Stationery and Supplies -----	47,179.86	71,489.10	118,668.96
Dues -----	675.00	550.00	1,225.00
Telephone and Telegraph -----	6,017.41	6,135.89	12,153.30
Utilities -----	5,507.08	4,799.82	10,306.90
Postage -----	4,498.77	4,623.19	9,121.96
Service on Equipment -----	1,575.19	569.98	2,145.17
Surety Bond Premiums -----	430.00	410.00	840.00
Liability Insurance -----	40,014.51	50,581.17	90,595.68
Fire and Extended Coverage Insurance -----	2,557.36	9,279.55	11,836.91
Office Equipment -----	19,879.28	1,943.80	21,823.08
Legal Expense -----	274.57	89.65	364.22
Service on Highway Building -----	7,742.61	502.21	8,244.82
Testing General -----	1,189.80	1,671.74	2,861.54
Total Administrative -----	\$ 388,168.20	\$ 439,895.38	\$ 828,063.58

Note—During the Fiscal Year ended June 30, 1947, there was paid from the Highway Fund and included in this statement \$1,678,109.14.

RECAPITULATION BY DISTRICTS

District No.	1946-1947	1947-1948	Total
1 -----	\$ 391,271.69	\$ 401,139.98	\$ 792,411.67
2 -----	311,800.08	393,941.03	705,741.11
3 -----	322,036.38	347,657.28	669,693.66
4 -----	321,645.66	290,401.24	612,046.90
5 -----	347,888.31	382,508.53	730,391.84
6 -----	395,620.82	455,192.30	850,813.12
7 -----	358,578.75	384,356.23	742,934.98
8 -----	269,401.08	295,363.98	564,765.06
9 -----	384,649.54	414,817.71	799,467.25
10 -----	458,027.64	436,471.14	894,498.78
Total Districts -----	\$ 3,560,914.95	\$ 3,801,849.42	\$ 7,362,764.37

MAINTENANCE EXPENDITURES BY ROUTES AND SECTIONS—(Continued)

CRAIGHEAD COUNTY—DISTRICT NO. 10—(Continued)

Rt.	Sec.	1946-1947	1947-1948	Total
139	1	1,419.16	1,542.55	2,961.71
141	1	1,684.24	16,246.56	17,930.80
143	2	8,523.21	6,147.36	14,670.57
173	1	122.00	790.63	912.63
Total		\$ 41,938.59	\$ 56,239.39	\$ 98,177.98

GREENE COUNTY—DISTRICT NO. 10

Rt.	Sec.	1946-1947	1947-1948	Total
1	19	\$ 2,545.78	\$ 3,670.63	\$ 6,216.41
1	20-E	13,150.12	14,534.17	27,684.29
1	20-W	170.95	106.66	277.60
25	8	8,068.91	10,654.66	18,723.57
25	9	3,524.75	7,959.48	11,484.23
34	3	4,395.87	7,635.92	12,031.79
63	5	262.70	326.09	588.79
90	4	643.19	359.11	1,002.30
135	2	1,099.95	1,178.57	2,278.52
141	2	3,299.06	2,299.13	5,598.19
141	3	1,895.69	2,680.72	4,576.31
Total		\$ 39,066.87	\$ 51,406.13	\$ 90,462.00

LAWRENCE COUNTY—DISTRICT NO. 10

Rt.	Sec.	1946-1947	1947-1948	Total
25	6	\$ 7,604.01	\$ 6,634.08	\$ 14,238.09
25	7	4,166.00	5,707.38	9,873.38
34	1	1,400.89	1,604.62	3,005.51
62	18	895.21	928.62	1,823.83
63	3	4,422.37	3,837.51	8,259.88
63	4	5,831.19	5,039.86	10,871.05
67	18	8,065.36	12,469.07	20,524.43
67	18	6,572.91	19,936.70	26,509.61
67	19	2,700.05	2,058.88	4,758.93
90	8	112.64	67.27	179.91
91	1	1,021.08	1,827.00	2,848.08
115	2	1,375.73	1,980.72	3,356.45
117	1	200.05	120.61	320.66
117	2	3,740.77	5,358.24	9,099.01
117	2-A	193.03	193.03	386.06
117	3	142.29	142.29	284.58
Total		\$ 48,443.58	\$ 67,560.56	\$ 116,004.14

MISSISSIPPI COUNTY—DISTRICT NO. 10

Rt.	Sec.	1946-1947	1947-1948	Total
DA	7	\$ 33.20	\$	\$ 33.20
14	16	8,121.98	4,332.99	12,454.97
14	16	11,931.97	.....	11,931.97
18	5	2,546.04	647.24	3,193.28
18	6	2,546.84	10,061.43	12,607.27
18	7	979.12	335.73	1,314.85
40	2	2,014.88	1,577.68	3,592.56
61	2	8,769.24	6,943.27	15,712.51
61	3	4,301.11	5,159.97	9,461.08
77	1	847.00	655.76	1,402.76
77	2	8,111.15	2,951.71	11,062.86
118	1	981.81	702.08	1,683.89
119	1	529.72	658.25	1,087.97
120	1	1,197.39	1,213.43	2,410.82
136	2	842.95	260.54	1,103.49
137	1	1,164.06	1,658.17	2,822.23
148	1	1,608.30	529.80	2,138.10
150	1	939.27	4,227.80	5,167.07

MISSISSIPPI COUNTY—DISTRICT NO. 10—(Continued)

Rt.	Sec.	1946-1947	1947-1948	Total
151	1	855.23	816.27	1,671.50
151	2	748.98	433.54	1,182.52
158	1	8,987.33	10,756.37	19,743.70
181	1	1,619.35	1,857.22	3,476.57
181	2	680.54	2,272.08	2,952.62
181	3	11,419.82	2,167.32	13,587.14
Total		\$ 81,774.28	\$ 60,048.65	\$ 141,822.93

POINSETT COUNTY—DISTRICT NO. 10

Rt.	Sec.	1946-1947	1947-1948	Total
1	15	\$ 3,184.86	\$ 7,286.91	\$ 10,471.77
1	16	2,546.05	4,441.21	6,987.26
14	13	3,105.68	3,437.23	6,542.91
14	14	5,264.66	429.44	5,694.10
14	15	630.27	341.77	972.04
18	2	584.40	135.41	719.81
39	5	3,332.81	7,988.55	11,321.36
40	1	3,518.73	5,099.16	8,617.89
40	1-M	.....	234.72	234.72
63	8	3,521.25	8,273.55	11,794.80
63	9	3,393.55	4,223.29	7,616.85
69	6	3,554.88	3,505.93	7,060.81
75	5	1,982.08	904.20	2,886.28
136	1	261.74	239.09	500.83
143	0	3,224.66	2,628.79	5,853.45
143	1	4,027.65	1,095.30	5,122.95
Total		\$ 42,083.28	\$ 50,263.56	\$ 92,346.84

RANDOLPH COUNTY—DISTRICT NO. 10

Rt.	Sec.	1946-1947	1947-1948	Total
34	2	\$ 81.66	\$ 557.79	\$ 639.45
62	19	480.95	148.09	629.04
67	20	582.65	353.58	936.21
67	21	6,412.21	4,172.08	10,584.29
90	5	1,364.13	8,549.54	9,913.67
90	6	3,545.47	3,644.62	7,190.09
90	7	1,150.77	409.70	1,560.47
93	1	2,620.27	1,968.26	4,588.53
115	1	3,414.97	4,077.37	7,492.34
166	1	1,592.70	1,588.92	3,181.62
166	2	813.60	1,520.95	2,334.55
Total		\$ 22,049.48	\$ 25,990.87	\$ 48,040.35

RECAPITULATION—DISTRICT NO. 10

County	1946-1947	1947-1948	Total
Clay	\$ 36,819.52	\$ 29,972.73	\$ 66,792.25
Craighead	41,938.59	56,239.39	98,177.98
Greene	39,066.87	51,406.13	90,462.00
Lawrence	48,443.58	67,560.56	116,004.14
Mississippi	81,774.28	60,048.65	141,822.93
Poinsett	42,083.28	50,263.56	92,346.84
Randolph	22,049.48	25,990.87	48,040.35
Sealing District Wide	50,075.14	.....	50,075.14
Sub total	\$362,240.74	\$342,480.89	\$704,721.62
District General Equip. Unkeep	29,169.06	31,936.25	61,105.31
	66,817.84	62,064.01	128,881.85
Total	\$458,027.64	\$436,471.14	\$894,498.78

RECAPITULATION

Highway Maintenance Fund

State Treasurer's Balance July 1, 1946		\$ 979,586.83
Warrants outstanding June 30, 1946	\$ 383,937.56	
Less credits taken by Highway Department as of June 30, 1946	23,640.21	
Net Liabilities	(—)	360,297.35
Balance July 1, 1946		619,289.48
Transfers from Unapportioned Fund	6,251,294.94	
Transferred from Construction Fund	850,000.00	
Transferred from Highway Fund	2,833,109.14	
Miscellaneous Receipts	44,100.20	
Total Receipts		9,978,504.28
Total to account for		10,597,793.76
Highway Maintenance July 1, 1946-June 30, 1948		10,460,958.43
Balance June 30, 1948		136,835.33
State Treasurer's Balance June 30, 1948	515,944.60	
Warrants Outstanding June 30, 1948	(—) 379,109.27	
Total		\$ 136,835.33

TABLE 15
SCHEDULE OF EXPENDITURES FROM STATE HIGHWAY CONSTRUCTION FUNDS
 From July 1, 1946 to June 30, 1948

Job No.	Location	Type of Work	Route & Sec.	County	Expended		Expended		Total All Expenditures
					Previously	7-1-46 to 6-30-47	7-1-47 to 6-30-48	Biennium	
					\$ 1,318,352.89	\$ 3,741,993.60	\$ 4,780,772.65	\$ 8,822,766.25	\$ 9,847,119.14
						589,565.89	1,759,377.71	2,348,943.10	2,348,943.10
						2,211,961.75	2,537,557.57	4,749,519.32	4,749,519.32
						184,454.45	132,396.72	316,851.17	316,851.17
						9,160.92	39,381.99	48,542.91	48,542.91
						124,998.71	163,273.95	288,272.66	288,272.66
						796,517.51		796,517.51	796,517.51
					\$ 1,318,352.89	\$ 7,658,642.33	\$ 9,412,760.59	\$17,071,402.92	\$18,369,765.81
Totals									

Note—During the fiscal year ended June 30, 1947 there was paid from the Highway Fund, and included in this statement, the following amounts: Plans and Surveys \$73,503.06; Administrative Salaries \$54,376.16.

TABLE 15A
SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
FEDERAL AID MATCHING PROJECTS
 July 1, 1946 to June 30, 1948

Job No.	Location	Type of Work	Route & Sec.	County	DISTRICT NO. 1	Expended		Expended		Total All Expenditures
						Previously	7-1-46 to 6-30-47	7-1-47 to 6-30-48	Biennium	
11261	Vincennes-Marion	5.6 Mi Gr Dr Bit Surface	64 S 17	Crittenden		\$ 70,567.68	\$ 14,308.16	\$ 5,997.71	\$ 20,365.87	\$ 99,872.95
11316	Mississippi River	Memphis Bridge	70 S 20	Crittenden		216,159.03	82,024.36	128,083.54	210,107.89	426,266.92
11314	Blackfish L.-W. Memphis	4.8 Mi Asphalt Pavement	70 S 20	Crittenden				85,264.16	85,264.16	85,264.16
11314	Blackfish L.-W. Memphis	7.2 Mi Asphalt Pavement	70 S 20	Crittenden				151,937.74	151,937.74	151,937.74
11238	Blackfish L.-W. Memphis	4.8 Mi Gr Gravel Base	70 S 20	Crittenden			60,226.67	17,675.66	77,902.33	77,902.33
11268	Blackfish L.-W. Memphis	7.2 Mi Gravel Base	70 S 20	Crittenden			97,104.94	48,516.55	145,621.49	145,621.49
11270	Hutches-East	2.5 Mi Bit Surface	147 S 1	Crittenden			80,788.55	38,578.55	119,367.10	119,367.10
11115	Town of Edmondson	Fishing Lights		Crittenden				1.68	1.68	1.68
11115	Town of Edmondson	Highway Transp. Study		Crittenden			12,000.00		12,000.00	12,000.00
11229	City of Marion	Flashing Signal		Crittenden				3.30	3.30	3.30
11201	St. Francis River	Construct Bridge	42 S 3	Crass		6,585.22	5,493.10	135.48	4,703.19	8,073.87
11253	Levesque-St. Francis River	2.2 Mi Bit Surface	64 S 16	Lee		53,395.09	4,189.92	147,278.57	151,485.01	204,880.00
11257	L. Anguille River	10.8 Mi Gr Dr Bit Surface	79 S 15	Lee		26.10	43,959.01	1,016.27	42,982.74	43,008.84
11259	Marionna-St. Francis River	0.1 Mi Bridge	79 S 16	Lee			7,839.30	62,921.17	70,760.47	70,760.47
11259	Marionna-St. Francis River	3 Bridges	79 S 16	Lee			175,864.69	34,370.00	210,234.69	210,234.69
11269	Marionna-St. Francis River	8.6 Mi Grade & Drain	79 S 16	Lee			76,210.65	45,445.25	121,655.90	121,655.90
11306	City of Marionna	Underpass	79 S 16	Lee				47.07	47.07	47.07
11306	City of Marionna	Underpass	79 S 16	Lee				27.95	27.95	27.95
11228	St. Francis River-Kokomo	5.0 Mi Gr Dr Bit Surface	79 S 16	Lee				799.45	799.45	799.45
111255	Clarendon-Brinkley	10.5 Mi Gr Dr Bit Surface	17 S 2	Monroe			42,222.15	126,640.78	168,862.93	168,862.93
11315	Cache River-East	8.0 Mi Smb Shoulders	70 S 17	Monroe				17,957.64	17,957.64	17,957.64
11120	City of Barton	0.1 Mi Overpass	20 S 2	Phillips			49.61	27,039.64	27,089.25	27,089.25
11302	West Helena-North	2.0 Mi Gr Dr Bit Surface	44 S 4	Phillips			54.06	64,757.83	64,811.89	64,811.89
11302	Hughes-East	Bridges	50 S 3	St. Francis			10.42	2,600.54	2,610.96	2,610.96
11314	Palatine-Furthest City	1.1 Mi Gravel Surface	70 S 18	St. Francis				2,112.61	2,112.61	2,112.61
11238	Blackfish L.-W. Memphis	4.3 Mi Gravel Base	70 S 19	St. Francis			34,204.71	20,890.38	55,095.09	55,095.09
11314	Blackfish L.-W. Memphis	3.3 Mi Asphalt Pavement	70 S 19	St. Francis				40,743.80	40,743.80	40,743.80
11345	Blackfish L.-Hwy 50	15.1 Mi Bit Surface	70 S 19	St. Francis				63.50	63.50	63.50
TOTAL DISTRICT NO. 1						\$ 346,712.43	\$ 718,512.95	\$ 941,760.29	\$1,062,273.24	\$2,006,985.07

TABLE 15A—(Continued)
 SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
 FEDERAL AID MATCHING PROJECTS
 July 1, 1946 to June 30, 1948

Job No.	Location	Type of Work	Route & Sec.	County	Expended Previously	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Biennium	Total A.I. Expenditures
DISTRICT NO. 2									
2371	Hamburg-South	3.5 Mi Gr Dr Bit Surface	81 S 1	Ashley	\$	\$ 36,268.81	\$ 26,588.83	\$ 62,857.64	\$ 62,857.64
2372	Town of Montrose	Concrete & Steel Overpass	82 S 9	Ashley			14.16	14.16	14.16
2386	La. Line-Crosssett	8.4 Mi Gr Dr Bit Surface	183 S 1	Ashley		76,522.35	4,042.56	79,564.91	79,564.91
2313	Wilmot-Montrose	16.8 Mi Grade & Drain	165 S 1	Ashley	81,329.16			19,169.36	100,498.52
2346	Wilmot-La. Line	5.0 Mi Bit Surface	165 S 1	Ashley			16,776.93	16,776.93	16,776.93
2373	Wilmot-Montrose	16.8 Mi Bit Surface	165 S 1	Ashley		74,385.10	88.74	74,473.84	74,473.84
2356	Wabbaseka-Stuttgart	1.8 Mi Gr Dr Bit Surface	79 S 11	Arkansas		665.14	18,228.75	18,903.89	18,903.89
2367	Lake Village-Eudora	12.5 Mi Bit Surface	65 S 21	Chicot	192,188.08	61,446.60	51,515.79	9,830.81	202,018.84
2357	Eudora-La. Line	7.5 Mi Asphalt Pavement	65 S 22	Chicot			36,934.82	36,934.82	36,934.82
2311	In Toll Bridge Fund		65 S 21	Chicot		129.79		129.79	129.79
2317	Dermott-Herome	8.4 Mi Grade & Drain	166 S 2 & 3	Chicot & Drew		8,276.69	2,113.94	10,390.63	10,390.63
2354	Dermott-Ashley Co. Line	8.4 Mi Bit Surface	166 S 2 & 3	Chicot & Drew		11.54	56,013.84	56,025.48	56,025.48
2379	McGehee-Rohwer	11.4 Mi Gr Dr Bit Surface	1 R 1	Denha			36,670.52	36,670.52	36,670.52
(2282)									
2315	Hooker-Jet 66	6.5 Mi Gr Dr Bit Surface	81 S 7	Jefferson		1,881.88	69,341.26	71,223.14	71,223.14
2377	Pine Bluff	Traffic Survey		Jefferson		6,000.00		6,000.00	6,000.00
2356	Wabbaseka-Stuttgart	14.4 Mi Gr Dr Asphalt Pvt.	79 S 10 & 11	Jefferson & Ark.		33,408.27	130,754.43	164,162.70	164,162.70
(2352)									
2314	Star City-Hooker	13.3 Mi Gr Dr Bit Surface	81 S 6 & 7	Jeff. & Lincoln	7,011.85	145,595.43	52,508.10	198,035.53	205,046.38
2389	Star City-Jet. 66	3 Bridges	81 S 6	Jeff. & Lincoln		26.90	45,411.71	45,438.61	45,438.61
TOTAL DISTRICT NO. 2					\$ 280,529.04	\$ 452,592.95	\$ 443,706.12	\$ 906,398.08	\$ 1,186,927.12
DISTRICT NO. 3									
3349	Washington-Nashville	11.5 Mi Gravel Base & Br	4 S 5	Hempstead		24,084.72	86,522.94	110,607.66	110,607.66
3355	Washington-Nashville	11.7 Mi Bit Surface	4 S 5	Hempstead		27.70	16,292.40	16,320.10	16,320.10
3395	Hope Lewisville	10.9 Mi Gr Dr Gravel Base	29 S 2 & 3	Hemp. & Lafayette	19,194.74	9,607.44	3,378.35	6,229.08	25,432.82
3344	Hope Lewisville	11.0 Mi Bit Surface	29 S 2 & 3	Hemp. & Lafayette		24,707.68	4,566.67	29,338.35	29,338.35
3351	Texarkana-Garland City	2.0 Mi Gr Dr Asph. Pvt.	82 S 1	Miller			19,582.20	19,582.20	19,582.20
3351	Texarkana-Garland City	11.8 Mi Asphalt Pvt.	82 S 1	Miller			176,127.27	176,127.27	176,127.27
3360	Texarkana-Garland City	Bridges	82 S 1	Miller			51.35	51.35	51.35
3325	Prescott-East	7.7 Mi Gr Dr Gravel Base	24 S 6	Nevada		28,394.29		28,394.29	28,394.29
3353	Terre Route Creek	1 Bridge	24 S 6	Nevada		44.48		44.48	44.48
3356	Preake-East	8.2 Mi Bit Surface	24 S 5	Nevada		44.78		44.78	44.78
3317	Dicks-Kirby	3.7 Mi Gravel Surface	70 S 4	Pike		23,979.16		23,979.16	23,979.16
3346	Horatio-DeQueen	5.8 Mi Gr Dr Gravel Base	70 S 4	Pike		45,764.03		45,764.03	45,764.03
3357	Royalty-South	5.8 Mi Bit Surface	41 S 1	Sevier		3,517.74		3,517.74	3,517.74
3357	Royalty-South	1 Bridge	41 S 1	Sevier					
3356	DeQueen-South	1.6 Mi Bit Surface	41 S 1	Sevier		5,116.30		5,116.30	5,116.30
3310	DeQueen-West	6.4 Mi Gr Dr Bit Surface	41 S 1	Sevier		61,631.40		61,631.40	61,631.40
3336	DeQueen-West	3 Bridges	70 S 1	Sevier		38,501.58		38,501.58	38,501.58
TOTAL DISTRICT NO. 3					\$ 19,194.74	\$ 265,461.39	\$ 528,352.08	\$ 788,818.47	\$ 813,008.21
DISTRICT NO. 4									
4294	Van Buren-North	5.0 Mi Gr Dr Gravel Base	59 S 6	Crawford		86,885.39	1,616.01	90,451.40	90,451.40
4322	Figure Five-North	4.5 Mi Gravel Base	59 S 6	Crawford		21,767.51		21,767.51	21,767.51
4329	Van Buren-North	9.4 Mi Gravel Surface	59 S 6	Crawford			52,308.97	52,308.97	52,308.97
4320	Paris-Magazine	2.8 Mi Gr Dr Gravel Base	109 S 2	Logan			63,002.11	63,002.11	63,002.11
4316	Norman-Mt. Ida	7.8 Mi Gr Dr Bit Surface	27 S 6	Montgomery		12,584.65		12,584.65	12,584.65
4317	Mena-East	9.2 Mi Gr Dr Bit Surface	8 S 1	Polk		42,216.22	63,743.98	77,776.49	77,776.49
4310	Waldron-Booneville	13.4 Mi Gr Dr Gravel Base	23 S 1 & 2	Scott & Logan		11,652.31	126,202.48	137,854.79	137,854.79
4305	Caulkville-Ozark	10.1 Mi Gr Dr Bit Surface	23 S 5 & 6	Scott & Logan		43,404.61	31,724.19	75,128.80	75,128.80
4314	James Fork	2 Bridges	45 S 1	Sebastian		1,976.89	8,722.41	10,700.00	10,700.00
4314	Hackett-North	6.9 Mi Gr Dr Bit Surface	45 S 1	Sebastian		51,654.68	2,840.46	54,495.14	54,495.14
TOTAL DISTRICT NO. 4					\$ 28,200.99	\$ 285,808.65	\$ 438,621.25	\$ 724,429.80	\$ 752,630.79

TABLE 15A—(Continued)
SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
FEDERAL AID MATCHING PROJECTS
July 1, 1946 to June 30, 1948

Job No.	Location	Type of Work	Route & Sec.	County	Expended Previously	Expended 7-1-45 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Biennium	Total All Expenditures
5246	Mountain Home-Jct. 178	5.3 Mi Gr Dr Bit Surface	5 S 8	Baxter	\$	\$	\$ 6,763.86	\$ 6,763.86	\$ 6,763.86
5303	Mountain Home-Hwy. 128	5.9 Mi Gr Dr Gravel Surface	5 S 9	Baxter			27,773.96	27,773.96	27,773.96
5289	Mountain Home-Henderson Ferry	7.6 Mi Bit Surface	62 S 11	Baxter		5,547.18		5,547.18	5,547.18
5151	Henderson Ferry	Operation	62 S 11 & 12	Baxter & Fulton			7,233.76	7,233.76	7,233.76
5315	Henderson Ferry-Salem	25.2 Mi Bit Surface	62 S 11 & 12	Baxter & Fulton			9,334.39	9,334.39	9,334.39
5305	Henderson Ferry-Viola	1.3 Mi Gravel Surface	62 S 11	Baxter & Fulton			81,614.70	81,614.70	81,614.70
5288	Heber Springs-Quitman	13.8 Mi Bit Surface	25 S 2	Cleburne			62,133.86	62,133.86	62,133.86
5282	Crosses-Creek Bridge			Cleburne			19,773.42	19,773.42	19,773.42
5251	Salem-West	11.1 Mi Gravel Surface	62 S 12	Fulton		303.44	1,285.10	1,588.54	1,588.54
5284	Batesville-Cave City	12.3 Mi Gr Dr Gravel Base	11 S 15	Independence		123,732.72	62,261.27	186,000.99	186,000.99
5294	Batesville-Cave City	12.3 Mi Bit Surface	11 S 16	Independence		32.70	51,609.15	51,641.85	51,641.85
5295	Locust Grove E. & West	1.0 Mi Bit Surface	26 S 4	Independence		10.08	25,477.72	25,487.80	25,487.80
5287	Calico Rock-Brockwell	10.0 Mi Bit Surface	56 S 1	Izard			47,167.24	47,167.24	47,167.24
5287	Newport-Amagon	7.0 Mi Grade & Drain	14 S 12	Jackson		100,587.32	12,948.65	113,535.97	113,535.97
5288	Newport-Amagon	Construct 2 Bridges	14 S 12	Jackson		52.94	43,276.43	43,329.37	43,329.37
5296	Newport-Amagon	7.0 Mi Bit Surface	14 S 12	Jackson		24,064.51	32,954.31	57,018.82	57,018.82
5286	Newport-South	1.2 Mi Gravel Surface	17 S 6	Jackson		11.88	1,481.87	1,493.75	1,493.75
5286	Faulkner Co. Line-Beebe	12. Mi Crushed Stone Base	64 S 10	White		169,038.83	7,123.33	176,162.16	176,162.16
5221	Morning Sun-Judsonia	1.4 Mi Gr Dr Bit Surface	67 S 13	White		26.33	25,185.06	25,211.39	25,211.39
5221	Judsonia Connection	1.2 Mi Grade & Drain	67 S 13	White		15,289.23	13,772.98	29,062.26	29,062.26
5221	Searcy-South	Grade and Drain	67 S 13	White			11,658.97	11,658.97	11,658.97
5221	Searcy-Kensett	3.8 Mi Grade & Drain	67 S 13	White		4,626.78	3,297.19	7,923.97	7,923.97
5233	Searcy-Judsonia	Little River Bridge	67 S 13	White		107.23	111,786.53	111,893.76	111,893.76
5235	Judsonia Connection	110 Ft. Bridge	67 S 13	White		25.29	733.87	759.16	759.16
TOTAL DISTRICT NO. 5					\$	\$ 444,357.05	\$ 599,870.94	\$ 1,044,228.00	\$ 1,044,228.00
DISTRICT NO. 6									
6312	Sheridan-West	2 Bridges	270 S 9	Grant		3,291.32	31,179.61	34,470.93	34,470.93
6344	Sheridan-West	5.0 Mi Gr Dr Bit Surface	270 S 9	Grant	\$ 21,669.87	39,223.65	20,155.15	60,878.67	60,878.67
6345	Sheridan-East	5 Bridges	270 S 10	Grant		1,491.43	88,853.39	90,344.82	90,344.82
6245	Sheridan-Pine Bluff	7.3 Mi Gr Dr Bit Surface	270 S 10	Grant	10,619.20	93,411.28	22,798.78	116,210.07	116,210.07
1228	City of Cabot	Flashing Light	89 S 5	Lonoke			1.38	1.38	1.38
6343	Hazen-Dea Arc	17.1 Mi Gr Dr Bit Surface	11 S 9	Prairie		119,104.90	26,910.09	146,014.99	146,014.99
6301	Little Rock-Cross Roads	Bridges	10 S 7	Pulaski			9,600.29	9,600.29	9,600.29
6360	Little Rock-Cross Roads	11.8 Mi Bit Surface	10 S 7	Pulaski			2,666.40	2,666.40	2,666.40
6251	Little Rock-Cross Roads	11.5 Mi Gr Dr Gravel Base	10 S 7	Pulaski		31,446.93	104,320.29	135,767.22	135,767.22
6370	Little Rock-Lonoke Co. L.		70 S 18	Pulaski			10.00	10.00	10.00
6347	Roosevelt Road Ext.	518 Ft. Overpass	City St	Pulaski		24.00	36,913.80	36,937.80	36,937.80
6328	Greater Little Rock	Traffic Survey		Pulaski			14,951.60	14,951.60	14,951.60
TOTAL DISTRICT NO. 6					\$ 32,279.07	\$ 287,994.42	\$ 286,043.10	\$ 573,037.52	\$ 605,316.63
DISTRICT NO. 7									
7288	Warren-Wilmar	Construct 2 Bridges	4 S 13	Bradley			1,548.79	1,548.79	1,548.79
7305	Ouachita R. at Camden	Steel and Conc. Bridges	79 S 4	Ouachita		44,036.02	44,036.02	44,036.02	44,036.02
7308	Smend to Hwy. 157	Defense Access Road		Calhoun		76.75	76.75	76.75	76.75
7316	Gordon-Little River	Bridge and Approaches	67 S 4	Clark	18,170.23	29,165.96		29,165.96	47,336.19
1227	City of Waldho	Flashing Light	19 S 2	Columbia			1.68	1.68	1.68
7266	McNeil-Stephens	9.1 Mi Bit Surface	79 S 3 & 2	Col. & Ouachita	40,675.87	99,726.19	10,375.26	150,777.32	150,777.32
7289	La Line-Emerson	7.8 Mi Gr Dr Bit Surf	79 S 1	Columbia	70,992.05	47,605.01	22,595.65	141,192.71	141,192.71
7299	McNeil-Stephens	Construct 2 Bridges	79 S 3 & 2	Col. & Ouachita		10,935.47	14,597.51	25,532.98	25,532.98

TABLE 15A—(Continued)
SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
FEDERAL AID MATCHING PROJECTS
July 1, 1946 to June 30, 1948

Job No.	Location	Type of Work	Route & Sec.	County	Expended Previously	Expended 7-1-40 to 6-30-41	Expended 7-1-47 to 6-30-41	Total Biennium	Total All Expenditures
7302	La. Line-Emerson	184.5 Ft. Bitgrs	79 S 1	Columbia		15,925.30	915.59	15,010.51	15,010.51
7313	Fordyce-Warren	7.0 Mi Gr. Dr Bit Surface	8 S 9-8 & 10	Dallas-Cleveland & Calhoun	61,376.10	10,512.04	5,513.79	4,798.25	66,173.36
7329	Nevada Line-Chidester	5.1 Mi Bit Surface	24 S 6	Ouachita		14,808.21	37,864.02	62,682.23	62,682.23
7276	Camden-Stephens	15.2 Mi Bit Surface	79 S 3	Ouachita		19,662.92	55,207.90	208,482.98	208,482.98
7326	Camden-Stephens	Construct 3 Bridges	79 S 3	Ouachita		13,800.06	55,207.90	55,207.90	55,207.90
TOTAL DISTRICT NO. 7					\$ 191,213.26	\$ 286,391.96	\$ 331,404.36	\$ 617,796.31	\$ 809,009.57
DISTRICT NO. 8									
8253	Perryville-Jct. No. 10	10.0 Mi Bit Surface	9 S 6	Perry		42,960.12	21,486.23	64,466.35	64,466.35
8262	Perryville-Houston	6.5 Mi Bit Surface	6 S 1	Perry		6,538.31	58,289.88	60,128.19	60,128.19
8255	Dover-Scand Gap	6.0 Mi Bit Surface	7 S 16	Pope		18,557.36	34,111.66	52,769.02	52,769.02
8258	Clinton-Shirley	Bridge & Approaches	16 S 10	Van Buren	25,621.32	4,730.00		4,730.00	20,891.52
8255	Ola-Dardanelle	13.0 Mi Bit Surface	7 S 13	Yell		32,626.64	78,717.70	111,403.34	111,403.34
8258	Ola City	0.6 Mi Overpass	7 S 13	Yell			202.65	202.65	202.65
TOTAL DISTRICT NO. 8					\$ 25,621.32	\$ 96,411.43	\$ 187,918.12	\$ 284,229.55	\$ 309,851.07
DISTRICT NO. 9									
9246	Rogers-Pea Ridge	6.9 Mi Bit Surface	94 S 2	Benton			28,992.18	28,992.18	28,992.18
9244	Harrison-Eureka Springs	Bridge	6 S 2	Benton		74.35	9,478.61	9,478.61	9,478.61
9245	Harrison-South	6.1 Mi Bit Surface	7 S 16	Boone		69,295.55	16,998.62	85,594.17	85,594.17
9253	Harrison-South	194.5 Ft. Bridge	7 S 19	Boone		37.93	21,254.48	21,254.48	21,254.48
19202	Bellefontaine-Pyatt	14. Mi Bit Surface	62 S 7 & 8	Boone & Marion	222,534.63	58,157.14	21,113.50	79,281.24	301,815.77
9208	Beaver Bridge	Bridge	Co. Road	Carroll			3,259.97	3,259.97	3,259.97
9213	Crosses Creek	4.6 Mi Gravel Base	16 S 4	Madison			8,670.98	8,670.98	8,670.98
9224	Spring Valley-Huntsville	6.5 Mi Gravel Base	58 S 2	Madison		11,457.32	31,290.33	42,747.65	42,747.65
9232	Hindaville-Huntsville	4.7 Mi Bit Surface	68 S 1 & 2	Madison & Wash.		55,646.87	57,790.53	113,437.40	113,437.40
9242	Spring Valley-Huntsville	138.5 Ft. Bridge	68 S 2	Madison		9.36	42.09	51.45	51.45
9246	Spring Valley-Huntsville	6.5 Mi Bit Surface	68 S 2	Madison		25.68	14,688.35	14,714.03	14,714.03
9242	Spring Valley-Huntsville	471 Foot Bridge	68 S 1 & 2	Madison & Wash.			24.50	24.50	24.50
9251	Crooked Creek	Approaches to Bridge	62 S 8	Marion		83.68	14,858.88	14,942.56	14,942.56
9259	Fayetteville-Goshen	3.3 Mi Gravel Base	45 S 5	Washington			17.16	17.16	17.16
9200	Fayetteville-Huntsville	Bridges	45 S 5	Washington		42,881.74	825.22	43,709.96	43,709.96
9219	Springdale-East	6.5 Mi Bit Surface	62 S 1	Washington	60,546.56	1,314.27	1,314.27	1,314.27	61,860.83
9250	Fayetteville Connection	3.4 Mi Gravel Base	68 S 1 N	Washington	26,532.72	68,273.78	10,396.86	84,409.64	84,409.64
9211	Fayetteville	Surveys for By Pass	71 S 16	Washington			15,608.43	15,608.43	15,608.43
9248	University Farm Road	1.9 Mi Bit Surface	112 S 1	Washington			314.98	314.98	314.98
TOTAL DISTRICT NO. 9					\$ 209,618.81	\$ 307,298.27	\$ 226,689.70	\$ 543,937.97	\$ 858,551.78
DISTRICT NO. 10									
10286	Piggott-Mo. Line	7.5 Mi Concrete Pavt.	62 S 21	Clay			142,838.80	143,038.24	143,038.24
10280	City of Piggott	Flashing Light	62 S 20	Clay			3,608.45	3,608.45	3,608.45
10272	Paragould-Marraduke	2.5 Mi Bit Surface	1 S 20	Greene	31,238.00	33,698.70	7,125.84	40,822.64	72,060.73
10280	Walnut Ridge-Paragould	9.3 Mi Bit Surface	25 S 6	Greene		43,493.92	19,962.79	63,456.71	63,456.71
10316	Paragould-East	1 Concrete Bridge	25 S 9	Greene		16.46	16,796.54	16,813.02	16,813.02
10348	Black River	Bridge	68 S 3	Lawrence		1,501.29		1,501.29	1,501.29
10274	Portia-Hoxie	4.8 Mi Bit Surface	68 S 3	Lawrence	30,552.14	51,552.28	21,750.16	73,408.44	104,066.58
10281	Portia-Hoxie	397 Foot Bridges	68 S 3	Lawrence		41.35	15,675.10	15,625.95	15,625.95
10319	Black River	2 Relfer & 1 Main Channel Bridges	68 S 3	Lawrence			2,701.55	2,701.55	2,701.55
10319	Imboden-Havenden	4.7 Mi Gravel Base	63 S 3	Lawrence		27,861.21	82,226.45	60,087.68	60,087.68
10208	Harrisburg-Hwy. 68	13.5 Mi Bit Surface	14 S 14	Poinsett		24,734.98	104,208.62	128,943.50	128,943.50
10318	City of Marked Tree	Steel Girder Underpass	40 S 1	Poinsett			56.20	56.20	56.20

TABLE 15A—(Continued)
SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
FEDERAL AID MATCHING PROJECTS
July 1, 1946 to June 30, 1948

Job No.	Location	Type of Work	Route & Sec.	County	Expended Previously	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Biennium	Total All Expenditure
10314	Marked Tree-Lepanto	9.9 Mi Bit Surface	40 S 1	Poinsett		1,671.77	64,952.66	66,624.43	66,624.43
10306	Marked Tree-Lepanto	9.9 Mi Bit Surface	40 S 1	Poinsett		112,600.87	50,944.09	163,544.96	163,544.96
10310	Lepanto-Osceola	8.9 Mi Bit Surface	40 S 1 & 2	Poinsett & Miss.	9,613.38	30,116.64	52,495.35	82,611.99	82,225.37
TOTAL DISTRICT NO. 10									
					71,603.61	\$ 327,492.93	\$ 535,243.20	\$ 862,736.13	\$ 934,239.74
INTER DISTRICT AND MISCELLANEOUS									
1186	Warren-Wilmar	8.7 Mi Gravel Surface	4 S 13 & 14	Bradley & Drew			17,039.71	17,039.71	17,039.71
1187	Cross Roads-Jct. 9	8.6 Mi Gravel Base	10 S 6 & 7	Ferry & Pulaaki		41,158.55	629.64	41,788.09	41,788.09
1189	Rison-Pine Bluff	14.7 Mi Grade & Drain	78 S 8 & 9	Cleve. & Jefferson	13,484.42	86,578.06	34,962.39	121,024.87	135,026.47
1201	Rison-Pine Bluff	172.3 Feet Bridges	79 S 8 & 9	Cleve. & Jefferson		42.35	24,281.36	24,323.71	24,323.71
1208	Humnoke-Statgart	3.7 Mi Gravel Surface	30 S 3-4 & 6	Lonoke-Prarie & Arkansas		8,980.39	46,959.08	54,839.47	54,839.47
1221	Rison-Pine Bluff	14.7 Mi Bit Surface	79 S 7-8 & 9	Cleve. & Jefferson		44.85	66,076.55	66,121.40	66,121.40
1223	McCrary-Tupelo	7.8 Mi Gravel Surface	17 S 5 & 6	Jackson & Woodruff		72.55	58,130.15	58,202.70	58,202.70
1224	McCrary-Tupelo	1.338 Feet Bridges	17 S 5 & 6	Jackson & Woodruff		14.04	32,382.63	32,396.67	32,396.67
1225	Cross Roads-Hwy. 9 County Projects	8.6 Mi Bit Surface	10 S 6 & 7	Perry & Pulaaki		41.81	26,254.06	26,295.86	26,295.86
						122,689.08	55,412.37	178,101.45	178,101.45
TOTAL INTER DISTRICT AND MISCEL- LANEUS					\$ 13,484.42	\$ 259,671.69	\$ 250,314.49	\$ 509,886.11	\$ 523,370.66
GRAND TOTALS					\$1,318,352.89	\$3,741,993.60	\$4,780,772.65	\$6,622,766.25	\$9,841,119.14

TABLE 15B
STATE JOBS BEING CONSTRUCTED BY STATE FORCES OR BY CONTRACT
From July 1, 1946 to June 30, 1948

Job No.	Location	Type of Work	Route & Sec.	County	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Biennium
11347 M	Turrell-Twist	Deer Bayou Ditch Bridge	42 S-4	Crittenden		1,530.15	1,530.15
11310 C	West Memphis-Marion	Gravel Base Course	61 S-1	Crittenden	601.64	44,468.73	45,070.37
11311 C	Wynne	Drainage Ditches	1 & 54	Cross	6.72	12,515.53	12,522.25
11312 M	Helena South	Bridge	20 S-4	Phillips	25.76	24.72	50.47
11316 C	Elaine-Helena	13.3 Mi. Widening Strip	44 S-2	Phillips	7.44	159,418.16	160,425.59
11304	Near Lake View	Participation with Dr. Dist.		Phillips	10,000.00		10,000.00
11261 C	District Wide	Correct Low Shoulders		District Wide	18,920.04		18,920.04
2378 M	Dudora-South	Drainage Project	Various	Chicot	2,430.00		2,430.00
2368 M	Snow Lake-Elaine	3 Treated Timber Bridges	65	Desho	5,654.46		5,654.46
2370 M	East of Wicalls Corner	Bridge Repair	86 S-3	Jefferson	1,535.27		1,535.27
2374 M	District Wide	Seal Coat	79 S-10	District Wide	31,638.17		31,638.17
3377 M	Nashville-Preesont	2 Bridges	24 S-3	Hempstead	14,728.11		14,728.11
3352 M	City of Hope	Improving Third Street	67 S-1	Hempstead	38,744.65		38,744.65
3375 C	District Wide	Seal Coat	Various	Howard-Hempstead-Sevier	7,007.62		7,007.62
3378 M	Lewisville-South	Hauling Gravel	29 S-1	Lafayette	23,494.39		23,494.39
3379 M	Foreman-Andown	14 Mi. Gravel Surface	72 S-2	Little River	9,243.19		9,243.19
3360 C	Texarkana-Ashtown	Bank Protection-Red River	71 S-3	Miller	45,764.32		45,764.32
4328 M	Mt. Creek	Cutting New Channel	71 S-14	Sebastian	4,514.58		4,514.58
4319 M	District Wide	Seal Coat	Various	Sebastian	86.77	215.44	215.44
4319 M	District Wide	Culverts & Bridge	82 S-11	Baxter	86.77		86.77
5284 M	Gassville-North	2 Bridges & Approaches	126 S-1	Baxter	46,922.40		46,922.40
						1,768.00	48,680.40

TABLE 15B—(Continued)
STATE JOBS BEING CONSTRUCTED BY STATE FORCES OR BY CONTRACT
From July 1, 1946 to June 30, 1948

Job No.	Location	Type of Work	Route & Sec.	County	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Biennium
5252 M	Higdon-Stork	Bridge Repair	Co. Road	Cleburne	80.20	114.00	80.20
5286 M	Curia Creek	Bridge Repair		Independence		2,490.69	1,143.90
5318 M	Tuckerman-East	Salvage Gravel from Milltown Air Field	37 S-4	Jackson		2,889.57	2,490.69
10342 M	Milltown Air Field	Load 45,000 Tons Asphalt, Top Seal Coat		White-Independence		87,064.62	4,843.13
6343 C	District Wide	Clearing Right of Way	11 S 13 & 14	Faulkner	4,543.13	597.27	67,661.79
6345 C	Conway City Limits	Seal Coat	64 S-9	Faulkner	16,932.62	11,668.25	165,686.28
6349 M	Jct. 36 White Co. Line	Asphalt Patching	Various	Faulkner-Grant	5,418.68		11,668.25
6363 C	District Wide	Clearing and Gravel	270 S-9	Hot Spring			5,418.68
6367 C	City of Malvern	Treated Timber, Conc. Br.	13 S 10 & 11	Lonoke-Prairie			128,344.09
6368 C	Carlisle-Hickory Plains	Gravel Surface	18 S-10	Prairie	29.69	56,806.19	56,835.88
6391 M	Dea Arc-Griffithville	Gravel Surface	18 S-11	Prairie		8,828.29	8,828.29
6393 M	Jct. 11 & 38-Hickory Plains	Increase Drainage	38 S-11	Prairie		1,944.86	1,944.86
6388 M	Little Rock-Sweet Home	Repairs	65 S-12	Pulaski		779.41	779.41
1250 C	Highway Main Building	Addition for I.R.M.		Pulaski		1,810.00	3,912.00
7233 C	Warren-Hermitage	Painting Bridges	15 S-3	Bradley	38,305.22	83,098.77	1,810.00
7354 C	Waldo-Magnolia	Seal Coat	67 S-1	Clark	480.00		480.00
7851 M	Morrilton-Solgoachia	Raising Morrilton Bridge (Eng.)	Various	Columbia Wide	10,046.07		34,804.60
8274 M	District Wide	Seal Coat	9 S-3	Conway		46,886.15	46,886.15
8271 M	Lake Francis-Cincinnati	Seal Coat	Various	District Wide	44.06	2,866.51	1,584.61
9262 M	Beaver-Eureka Springs	Gravel Surface	69 S 2 & 3	Benton-Washington	20,579.99	47,600.91	68,180.90
9218 C	St. Paul-Crosses	Bridge		Carroll	124.20		124.20
9257 M	Kingsdon-Boxley	Drainage Pipe	21 S 3 & 4	Madison	50.45	1,691.19	59.45
9238 M	Huntsville-St. Paul	Bridge		Madison-Newton		256.52	1,691.19
10344 M	Jonesboro-Weidner	Seal Coat	Various	Madison-Washington	24,739.59		256.52
10343 M	Lynn-Strawberry	12.1 Mi. Bit Surface	39 S 4 & 5	District Wide	137,534.89	78,307.62	215,842.51
10389 M	Albia-Hoxie	60' Bridge over Dry Creek	25 S-5	Craighead-Poinsett		896.67	896.67
10389 M	Jct. 18 & 181	110' Bridge Ditch 70	67 S-18	Lawrence		5,172.10	5,172.10
10385 M	Lepanto-Wilson	Bridge	14 S-6	Mississippi		8,117.78	8,117.78
10394 M	Wilson-Keiser	4. Mi. Bit Surface	14 S-16	Mississippi	26,802.25		26,802.25
10385 C	Orcicola-Little River	14.4 Mi. Asphalt Surface	40 S-2	Mississippi	4,820.65	79,588.30	84,408.95
10386 C	Wilson-Crittenden Co. Line	16.2 Mi. Hot Mix	61 S-2	Mississippi	77,782.07	387,578.12	465,360.19
10388 C	Manila-South	Little River Floodway Br.	77 S-2	Mississippi		214,071.35	214,071.35
10341 M	Jct. 18-Calumet	80' Bridge over Ditch 70	181 S-1	Mississippi		24,769.12	24,769.12
10307 M	Lepanto-Caraway	Bridge	143 S-1	Poinsett	23,240.74	4,147.69	4,147.69
					\$ 689,566.39	\$ 1,759,377.71	\$ 2,348,943.10

Totals Note: U. S. Engineers participated \$4,525.88
M Indicates by Maintenance Forces U. S. Engineers participated \$2,262.00

Total participated \$6,787.88

TABLE 15C
EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
From July 1, 1946 to June 30, 1948

APE No.	Location	Type of Work	Route & Sec.	County	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Expended Biennium
DISTRICT NO. 1							
146	Jet. 147-Bruins Landing	Gravel Surface	50 S 4	Crittenden	\$	\$ 5,516.64	\$ 5,516.64
141	West Memphis-Marion	Sea Wall Bayou Br.	61 S 1	Crittenden		799.54	799.54
142	Marion-Furrell	Asphalt Surface	61 S 1	Crittenden		156,463.99	156,463.99
104	Earle-Vincent	Asphalt Patching	64 S 17	Crittenden	2,560.01		2,560.01
110	Earle-Vincent	Asphalt Retread	64 S 17	Crittenden	37,963.35	270.61	38,233.96
133	Earle-Vincent	Asphalt Retread	64 S 17 & 147 S 2	Crittenden		28,801.63	28,801.63
105	West Memphis-St. Francis Co. L.	Concrete Repairs	70 S 20	Crittenden	33,888.58		33,888.58
144	West Memphis-Haughan Br.	Concrete Repairs	70 S 20	Crittenden	22,605.00		22,605.00
111	Harahan Bridge	Maintenance	70 S 20	Crittenden	2,690.34		2,690.34
129	Harahan Bridge	Maintenance	70 S 20	Crittenden	8,339.46		8,339.46
110X	West Memphis-Black Fish Lake	Maintenance	70 S 20	Crittenden	5,286.23		5,286.23
116	Earle-South	11 Mile Gravel Patching	70 S 20	Crittenden	1,446.24	11,426.67	12,872.91
105	Earle-South	Gravel Surface	149 S 4	Crittenden	5,068.70		5,068.70
105	Earle-South	Surface Repairs	149 S 4	Crittenden	1,868.64		1,868.64
128	St. Francis River Jet. 42-140	Sealing	42 S 3 & 4	Crittenden	17,557.13		17,557.13
134	Wynne-Vannale	Grading	1 S 14	Cross	1,831.15	1,540.70	3,371.85
112	Fair Oaks-Hickory Ridge	Gravel Surface	39 S 6	Cross	7,600.86	50,392.81	58,093.67
104	Birds-Jet. 42 & 75	Asphalt Patching	42 S 3	Cross	6,313.16		6,313.16
122	Wynne-Crittenden Co. Line	Asphalt Patching	64 S 16	Cross	5,109.23		5,109.23
125	Marion-St. Francis Co. L.	12 Miles Sealing	64 S 15	Cross	1,950.21	3,009.94	4,960.15
101	Moretown Connection	Sealing	1 S 10	Lee	912.10	54.12	966.22
102	Marion-Monroe Co. Line	Gravel Surface	70 S 2	Lee	2,242.48		2,242.48
113	Holly Grove-South	Gravel Surface	70 S 16	Lee	7,475.11		7,475.11
113	City of Holly Grove	Rebuild A-h Slush Br.	70 S 1	Monroe	1,363.03		1,363.03
114	Woodruff Co. Line-South	Sealing	17 S 1	Monroe	445.75	84.05	529.81
115	Brinkley-Cotton Plant	3 1/2 Mi. Sealing	17 S 3	Monroe	1,317.54	884.61	2,202.15
121	Phillips-Monroe Co. Line	Gravel Surface	17 S 3	Monroe	37,693.78	407.21	38,000.99
138	Brasfield-Brinkley	Gravel Surface	20 S 1	Monroe	2,645.20		2,645.20
118	Chrendon Bridge	Bridge Repairs	70 S 17	Monroe	3,430.60		3,430.60
117	Holly Grove-East	Repairs	79 S 13	Monroe	711.38		711.38
109	West Helena	Gravel Surface	86 S 3	Monroe	7,321.75		7,321.75
137	Walnut Corner-West Helena	Asphalt Retread	20 S 2	Phillips	4,251.60		4,251.60
145	Helena-Elaime	Sealing	20 S 2	Phillips	2,319.33		2,319.33
145	Helena-Elaime	Concrete Patching	20 S 3 & 44 S 3	Phillips		2,431.45	2,431.45
108	Helena Crossing-Elaime	2.0 mi. gravel surface	49 S 1	Phillips	5,829.65	9,711.09	15,540.74
107	Walnut Corner-Marianna	Asphalt patching	1 S 8 & 9	Phillips	6,022.94		6,022.94
124	Forest City-Lee Lane	Sealing	1 S 11	St. Francis	470.48	426.98	897.46
139	St. Francis River Jet. 70	Asphalt surface	50 S 1	St. Francis	149.40	4,816.08	5,065.48
106	Forest City-Black Fish L.	Concrete repairs	70 S 19	St. Francis	22,568.23		22,568.23
140	Forest City-Lehi	Ext. Blackfish Bayou Dr.	70 S 19	St. Francis	8,233.21		8,233.21
131	Blackfish Lake-Cache River	Concrete repairs	70 S 17 & 18	St. Francis-Monroe	31,964.55	123,462.45	155,427.00
123	Angusta-Cross Co. Line	Sealing	64 S 14	Woodruff	4,084.81	3,502.44	7,587.25
120	McCrory-Hickory Ridge	Raise grade	145 S 3	Woodruff	2,138.10		2,138.10
119		Mud jacking		District Wide	5,744.05	671.18	6,415.23
126		Purchase of bridge timber		District Wide	1,720.63		1,720.63
137		Bridge repairs		District Wide	4,060.87	6,603.15	10,664.02
Total District No. 1					\$ 316,980.18	\$ 422,000.90	\$ 738,981.08

TABLE 15C—(Continued)
EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
From July 1, 1946 to June 30, 1948

A.F.E. No.	Location	Type of Work	Route & Sec.	County	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Expended Biennium
DISTRICT NO. 2							
240	Parkdale-Overflow Creek	6.9 mi. gravel surface	8 S 14	Ashley	\$	\$ 5,684.11	\$ 5,684.11
239	Wilmot-East & West	Grade & Ditch	82 S 1 & 2	Ashley		6,600.30	6,600.30
219	Crossett-West	Sealing	82 S 8	Ashley	569.08	8,786.59	9,355.68
227	Jct. 82-Bovine	Gravel surface	82 S 8	Ashley		5,607.33	5,607.33
207	Jerome-Montrose	7 mi. gravel resurface	165 S 1	Ashley	6,184.96	228.00	6,412.96
216	Eudora-Parkdale	17 mi. gravel resurface	8 S 15 & 16	Ashley-Chicot	42,819.06		42,819.06
241	Jct. 1 south of DeWitt Luce, Jct. 17	Grading, clean ditches, reconstruct two untreated timber brs. and traffic service gravel 7 miles		Arkansas		9,492.08	9,492.08
208	City of Stuttgart	3.8 miles blacktop	11 S 7	Arkansas	1,351.65		1,351.65
210	Humphrey-Abeles	Repair Divina Branch Br.	70 S 11	Arkansas	1,784.60		1,784.60
223	Stuttgart-Southeast	Sealing	79 S 11	Arkansas		15,929.66	15,929.66
205	Junction 79-East	5 mi. gravel resurface	25 S 10	Arkansas	13,248.56		13,248.56
224	East 2nd Street-Stuttgart	Bit. Surface	146 S 1	Arkansas	16,800.28		16,800.28
232	Jct. 153-30 Jct. 153 & 148	Drainage & Gravel	152 S 1A	Arkansas	3,482.75		3,482.75
203	City of Stuttgart	Warehouse	153 S 1	Arkansas	1,871.59		1,871.59
244	Lake Village-Montrose	Gravel resurface	82 S 10	Arkansas	1,144.07		1,144.07
217	Greenville Bridge-West	Sealing	82 S 11	Chicot	2,653.55		2,653.55
234	8.2 miles Greenville Bridge	Sealing	82 S 11	Chicot		1,508.82	1,508.82
245	Dermott-Jerome	5,500 lin. ft. dragline ditch 8' bottom, 1 1/2 to 1' side slopes	165 S 3	Chicot		10,930.76	10,930.76
220	McGehee-Jct. 65	Sealing	4 S 17	Desha	288.00		288.00
238	Jct. 65-Arkansas City	Gravel Shoulders	4 S 17	Desha		81.73	81.73
202	McGehee-Arkansas City	Asphalt resurface	4 S 17	Desha	20,691.83		20,691.83
225	Dumas-Backgate	Gravel resurface	54 S 1	Desha	15,678.56		15,678.56
242	Boggy Bayou Bridge in Desha & Deep Bayou Br. in Lincoln	Slightly used crosscut timbers for bridges	114 S 1	Desha & Lincoln	20,769.70		20,769.70
237	Monticello-Jct. 138-81	Replace bridges	4 S 17	Desha & Lincoln	1,656.25		1,656.25
222	Monticello-North & South	Sealing	4 S 15	Drew	1,649.71		1,649.71
230	Jct. 65-Tillar High School	Bituminous surface	81 S 4	Drew	8,705.87		8,705.87
235	Reydel-Ark.-Jeff. Co. L	Gravel patching	138 S 1	Drew	8,457.73		8,457.73
211	Pine Bluff-Cleveland and Co. L	Gravel haul	11 S 6	Jefferson	12,499.89		12,499.89
201	Jefferson-Lonoke Co. Lines	2.5 mil gravel surface	16 S 7	Jefferson	4,360.84		4,360.84
218	Dew Drop-Whitehall	Sealing	31 S 1	Jefferson	9,170.92		9,170.92
214	Pine Bluff-White Hall	1.6 mi. Asphalt resurface	65 S 14	Jefferson	1,007.71		1,007.71
206	Pine Bluff-Grant Co. Line	Mud jacking	65 S 14	Jefferson	20,602.16		20,602.16
215	Pine Bluff-North & South	Concrete repairs	65 S 14	Jefferson	1,877.04		1,877.04
209	Pine Bluff-Altheimer	Runway on Bridge	66 S 14 & 15	Jefferson	84.00		84.00
213	Pine Bluff-Altheimer	Bridge repair-Pine B.	79 S 10	Jefferson	1,842.42		1,842.42
212	Pine Bluff-Altheimer	Bridge repair-Pine B.	79 S 10	Jefferson	2,275.30		2,275.30
236	Pine Bluff-Wigalls Store	Concrete patching	79 S 10	Jefferson	685.11		685.11
229	Connerstone-Reydel	Gravel resurface	88 S 9	Jefferson	3,299.84		3,299.84
204	Various	Mud Jacking	65 S 14 & 15 15 & 17	Jefferson	19,496.95		19,496.95
231	Lincoln & Desha Co. Lines-Garrets Br.	Reconstruct 3 bridges	54 S 3	Jefferson - Lincoln and Desha	8,670.36		8,670.36
238	South & North of Gould	Bituminous surface	65 S 16	Lincoln	10,593.20		10,593.20
221	Star City-South	Sealing	81 S 5	Lincoln	3,829.28		3,829.28
243	Bridge over Deep Bayou 1 mi. S. E. of Cole Spur	Replace bridge	114 S 1	Lincoln	2,423.20		2,423.20
233	Gould-Ark. River Levee	Clearing-Drainage	114 S 2	Lincoln	3,595.27		3,595.27
226	District 2	Purchase of bridge timber		District Wide	1,675.82		1,675.82
Total District No. 2					\$ 171,711.93	\$ 193,008.47	\$ 364,720.40

TABLE 15C—(Continued)
EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
From July 1, 1946 to June 30, 1948

A.F.E. No.	Location	Type of Work	Route & Sec.	DISTRICT NO. 3	County	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Expended Biennium
335	2 miles east of Jct. 67	Asphalt surface	4 S 6		Hempstead	\$ 1,878.41	\$ 30,134.91	\$ 32,013.32
342	Nashville-PreScott	Reconstruct bridges no. 2552 & 2553	24 S 3		Hempstead		5,141.80	5,141.80
334	Nashville-PreScott	Flood Damage	24 S 3		Hempstead	2,034.74	1,607.06	3,641.80
327	Hope-Lewisville	Asphalt coating	29 S 3		Hempstead	5,044.21	2,445.50	7,489.71
306	Town of Blevins	S C O dust treatment	29 S 4		Hempstead	786.75		786.75
317	Howard Co. Line-Fulton	Gravel resurfacing	55 S 2		Hempstead	19,985.93		19,985.93
308	Miller-Nevada Co. Lines	Mud jacking	67 S 2		Hempstead	6,887.33		6,887.33
322	Jct. 67-Experiment Station	Asphalt coating	174 S 1		Hempstead	872.43		872.43
348	Hope	Purchase & install heaters			Hempstead		986.26	986.26
329	Nashville-Murfreesboro	District 8 shops			Hempstead		8,522.72	8,522.72
320	Nashville-Murfreesboro	Asphalt coating	27 S 2	3 & 4	Howard	697.23	3,979.66	4,676.89
337	Nashville-Mineral Springs	Asphalt coating	27 S 2		Howard	710.48	15,642.00	16,352.48
318	Mineral Springs-Blue Bayou	Recondition drainage	55 S 1		Howard	11,496.33		11,496.33
321	Saratoga-Mineral Springs	Gravel resurfacing	82 S 2		LaFayette		1,814.67	1,814.67
321	Stamps-Buckner	Asphalt coating	160 S 1		LaFayette	33,455.27		33,455.27
311	Bradley-Red River Levee	Pull ditches	32 S 2		Little River	457.19	642.90	1,100.09
323	City of Ashdown	Asphalt coating	32 S 2		Little River		58,290.21	58,290.21
343	Foreman-Ashdown	14 miles shape roadway, culverts & gravel			Little River		4,735.78	4,735.78
340	Horatio-Foreman	Repairs Saline River Br.	41 S 1 & 2		Little River & Sevier		3,448.81	3,448.81
307	Texarkana-Fulton	Concrete patching	61 S 1		Miller		13,483.95	13,483.95
346	Texarkana-Fulton	Asphalt on reconditioned concrete pavement	67 S 1		Miller		2,005.26	2,005.26
316	Hempstead Co. Line-Texarkana	Mud jacking	71 S 2		Miller	834.16	482.20	1,316.36
304	Texarkana-Fouke	Sidewalk on Overpass	71 S 3		Miller		825.00	825.00
341	Index	Replace 500 screen poles at Index bridge			Miller		8,080.00	8,080.00
344	Texarkana-Red River	Replace 15,000 ft. screen poles			Miller		1,396.99	1,396.99
345	Texarkana-Ogden	Lay Asphalt on Index Br.			Miller		2,606.42	2,606.42
326	Texarkana-South	Asphalt coating	71 S 3		Miller	6,888.25		6,888.25
303	Garland City-Texarkana	Premix in place	82 S 1		Miller	6,880.97	974.60	7,855.57
314	Texarkana-Garland City	Premix	82 S 1		Miller	2,724.07	204.45	2,928.52
381	Texarkana-Garland City	Construction detour	82 S 1		Miller	5,749.98		5,749.98
319	Lewisville-West	Asphalt resurfacing	82 S 2		Miller		3,074.71	3,074.71
312	Index Bridge	Foreman's House			Miller	386.23	33.16	419.39
313	Fulton-Garland City Br.	Remove drift.	82 S 1 & 2		Miller & LaFayette	994.35		994.35
325	Prescott-South	Asphalt coating	24 S 5		Nevada	2,63	2,282.87	2,284.90
347	Prescott-Terre Rouge Creek	4.6 miles grading, drainage, rt. of way, base course	19 S 4		Nevada		10,149.42	10,149.42
330	City of Prescott	Asphalt coating	19 S 4 & 5		Nevada		677.23	677.23
336	10 mi. north of Prescott	Road trestle	19 S 5		Nevada	1,280.20	14,409.33	15,689.53
338	New bridges	New bridges	19 S 6		Nevada		5,471.72	5,471.72
310	Wheeler Springs-Jct. 68 & 24	Repair Little Mo. bridge	63 S 2		Nevada	2,801.42		2,801.42
316	Emmett-Clark Co. Line	Mud jacking	67 S 3		Nevada	1,873.90		1,873.90
309	City of Emmett	Asphalt			Nevada	687.60		687.60
333	Wheeler Springs-Jct. 53 & 24	Bridge repair	63 S 1 & 2		Nevada - Clark	1,386.88	214.00	1,549.88
301	Kirby-Howard-Pike Co. Lines	Asphalt patching	27 S 4 & 5		Pike	3,952.98		3,952.98
305	Nashville-Lockesburg	Relief openings under bridge	24 S 1		Sevier	2,684.78		2,684.78
349	Ben Lomond-Jct. 27 & 71	De-king 481' bridge over Davis Slough	27 S 1		Sevier		8,511.88	8,511.88
324	City of Horatio	Asphalt coating	41 S 1		Sevier	207.76	151.60	359.26
302	Sevier-Polk Co. Lines	1000 Tons premix	71 S 5 6 & 7		Sevier	6,794.22		6,794.22
328	Nashville-Lockesburg	Asphalt coating	24 S 1 & 2		Sevier - Howard	1,071.40	2,514.56	3,585.96
339	Ben Lomond-Mineral Springs	Redeck bridges Saline Bottoms	27 S 1 & 2		Sevier - Howard		3,324.06	3,324.06

TABLE 15C—(Continued)
EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
From July 1, 1946 to June 30, 1948

AFE No.	Location	Type of Work	Route & Sec.	County	Expenditures		Total Expenditures Biennium
					7-1-46 to 6-30-47	7-1-47 to 6-30-48	
332		Purchase of bridge timber		District Wide	1,618.85	84.33	1,703.18
Total District No. 3					\$ 135,866.90	\$ 221,275.79	\$ 357,142.69
DISTRICT NO. 3—(Continued)							
DISTRICT NO. 4							
402	Figure Five-Washington Co.	Scarifying	59 S 5	Crawford	20,564.08		20,564.08
415	Van Buren-Washington Co. L.	Concrete repairs	59 S 5	Crawford	3,427.72		3,427.72
420	Van Buren-Fort Smith	Remove walkway on towers and span, remove trolley beams and trolley counter weights	64 S 1	Crawford	1,595.91		1,595.91
418	Mountainburg-Winlow	Widen pavement	71 S 15	Crawford	9,845.02		9,845.02
404	Van Buren-Mulberry	Mud jacking	64 S 2	Crawford	8,850.31		8,850.31
408	Highway 70 & 64	Repairing sub grade	71 S 15 & 64 S 1	Crawford	1,449.80		1,449.80
401	Alma-Washington Co. Line	Repair concrete	71 S 15	Crawford	4,715.31		4,715.31
416	Cass-St. Paul	Eliminate slide	23 S 7	Franklin	5,491.17		5,491.17
414	Osark	Purchase of concrete	64 S 3 & 22 S 2	Franklin	385.47		385.47
417	Town of Paris	Laying pipe	22 S 3	Logan	51.86		51.86
409	Highway 10 & 23	Sealing	28 S 3	Logan	6,950.25		6,950.25
405	Mount Ida	Gravel plant operation	270 S 8 & 4	Montgomery	6,463.65		6,463.65
411	Mount Ida	Sealing	270 S 3 & 4	Montgomery	86.24		86.24
412	Scott Co. Line-Sevier Co. L.	Sealing	71 S 8 & 9	Polk	19,059.55		19,059.55
410	Polk Co. Line North	Sealing	71 S 10 & 11	Scott	6,040.99		6,040.99
421		Operate mud-jack	& 12 & 270 S 2	Sebastian		3,354.89	3,354.89
			22 S 1	Sebastian			
			71 S 14	Sebastian			
406	Greenwood-Heckett	Asphalt mat	64 S 1	Sebastian	43,408.80	24,144.57	67,553.37
	Fort Smith-Dardanelle	Concrete repairs	10 S 0	Sebastian-Franklin	3,897.61		3,897.61
407	Laveca-Hwy. 22	Asphalt coating	22 S 1-2-3 & 4	Sebastian & Logan			
419	District 4	Asphalt premix patching material	96 S 8	Sebastian	208.25	15,805.15	16,013.41
413		Purchase of bridge timber		District Wide	1,623.06	95.52	1,718.58
Total District No. 4					\$ 127,706.17	\$ 125,496.45	\$ 253,202.62
DISTRICT NO. 5							
508	Miller-Edgemont	Bridge repair	16 S 11	Cleburne	2,201.01		2,201.01
503	Heber Springs-Edgemont	Stone resurface	16 S 11	Cleburne	16,560.33		16,560.33
502	Heber Springs-Fangburn	Gravel surface	16 S 12	Cleburne	12,881.10		12,881.10
516	Heber Springs-Fangburn	Gravel surface	16 S 12	Cleburne	30.00		30.00
527	Heber Springs-Jct. 25	Sealing	16 S 12	Cleburne	4,947.28	9,568.45	14,515.73
503	Heber Springs-Ind. Co. L.	Inстал culverts	26 S 3	Cleburne	1,797.79		1,797.79
506	Heber Springs-Tumbling Shoals	Stone resurface	25 S 3	Cleburne	3,095.91		3,095.91
507	Heber Springs-Drasco	Repair bridge	25 S 3	Cleburne	2,746.98		2,746.98
528	Locust Grove-Ida	Gravel surface	25 S 3-4	Cleburne & Independence	24,000.45	17,915.86	41,916.40
526	Heber Springs-East End	Crushed stone	110 S 4	Cleburne	3,791.62		3,791.62
519	Hwy. 62-63 & 9	Sealing	62 S 12 & 13 9 S 15	Fulton	2,339.62		2,339.62
531	Batesville-Locust Grove	Reconstruct grade	25 S 4	Independence	2,269.38		2,269.38
517	Cord-Safell	Curia Creek bridge	25 S 6	Independence	13,857.50	21,186.90	35,044.40

TABLE 15C—(Continued)
EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
From July 1, 1946 to June 30, 1948

AFE No.	Location	Type of Work	Route & Sec.	County	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Expended Minimum
DISTRICT NO. 5—(Continued)							
535	Spring Mill-Cushman	Blacktop	69 S 2	Independence	\$ 2,310.02	\$ 25,504.72	\$ 25,504.72
540	Newark-Newport	Bridge repair	69 S 3	Independence	2,310.02		2,310.02
521	Hwy. 5-56-9 & 69	Sealing	56 S 1 & 2- 69 S 1	Independence	2,142.34		2,142.34
511	Newport-Amagon	Bridge repair	14 S 12	Jackson	3,542.42		3,542.42
505	Highway 18 to Hwy. 14	Gravel surface	18 S 14	Jackson	2,683.01		2,683.01
522	Highway 18 S 37	Bridge repair	18 S 1 & 37 S 3	Jackson		11,282.21	11,282.21
516	Bradford-Newport	Mud jacking	67 S 14 & 16	Jackson	1,792.90		1,792.90
514	Jct. 15 & 37	Gravel resurface	14 S 1	Jackson	3,015.95		3,015.95
540	Newport-Beedeville	Rebuild & repair bridges over Cache River	14 S 1	Jackson		4,027.95	4,027.95
520	Highway 11-58 & 62	Sealing	11 S 16-58 S 2-68 S 2	Sharp	4,713.14		4,713.14
530	Mountain View-4 mi. East	Asphalt surface	14 S 7	Stone	481.24		481.24
526	Independence Co. L. Mt. View	Gravel resurface	14 S 7	Stone	37,655.77		37,655.77
525	Timbo-Oto	Bridge repair	66 S 2	Stone	12,532.31		12,532.31
508	Searcy-Pangburn	Stone resurface	16 S 13	White	3,588.47	300.00	3,988.47
513	Searcy-Pangburn	Stock pile	16 S 13	White	15,405.92		15,405.92
523	Searcy-Pangburn	Stone surface & sealing	16 S 13	White	212.19	3,564.20	3,776.39
529	Searcy-Kensett	Bridge repair	36 S 4	White	76,120.20	49,121.94	125,242.14
539	Georgetown-Kensett	Rebuild Barber Lake sus. bridge	36 S 4	White	2,206.51	753.65	2,960.16
541	Barber Lake-Georgetown	Reshape and resurface with washed gravel	36 S 5	White	2,861.41	9,561.85	12,423.26
512	Kensett-West Point	Gravel surface	36 S 6	White	5,540.44		5,540.44
622	Bald Knob-Augusta	Sealing	64 S 11	White	4,334.22		4,334.22
504	Searcy-Ward	Asphalt patching	67 S 12	White	10,374.91		10,374.91
518	Beebe-Morning Sun	Repair concrete	67 S 12	White	35,271.76	26,602.63	61,874.39
501	Bald Knob-Barrentine	Concrete repairs	67 S 12 & 13	White	17,626.58		17,626.58
537	Judsonia-Morning Sun	Oil road (detour)	67 S 12 & 13	White	7,028.54		7,028.54
538	Judsonia-Searcy	1.3 mi. washed gravel surf.	67 S 13	White	4,157.85		4,157.85
524		Purchase bridge timber		District	1,706.26		1,706.26
					\$ 268,624.94	\$ 255,607.54	\$ 524,232.48
DISTRICT NO. 6							
627	Conway-West	Sealing	64 S 8	Faulkner	482.35	2,207.75	2,890.10
608	Conway-Damascus	Asphalt resurface	65 S 9	Faulkner	5,512.21		5,512.21
641	Leola-Payen	Construct bridge	118 S 1	Grant	3,023.47	80.70	3,104.17
631	Hwy. 167 S 10 & 11 & 270 S 9	Sealing		Grant	1,386.12	16,390.67	17,776.79
618	Sheridan-Prattsville	Detour bridge	270 S 9	Grant	2,781.68		2,781.68
607	Donaldson-Friendship	Detour bridge	67 S 9	Hot Spring	709.33		709.33
602	Carlisle-Hickory Plains	2 mi. kr. resurface	13 S 10	Lonoke	10,175.03		10,175.03
637	Carlisle-Pratt Co. Line	Grading & cleaning	13 S 10	Lonoke	5,311.58	8,841.06	14,152.64
610	Jct. 30 & 31-Jefferson Co. L.	Gravel resurface	31 S 2	Lonoke	14,791.01		14,791.01
617	Cabot-Beebe	Gravel resurface	31 S 3	Lonoke	8,311.96		8,311.96
635	Beebe-Jct. 38	Gravel surface	31 S 3	Lonoke	11,277.96	2,287.82	13,565.78
623	Cabot-Pratt Co. Line	Gravel surface	38 S 0	Lonoke	6,615.27	3,730.40	10,345.67
609	Jacksonville-White Co. Line	Concrete repair	67 S 11	Lonoke	10,732.92	10,471.32	21,204.24
614	Fish Hatchery-Lonoke	Concrete patching	70 S 15	Lonoke	7,869.25		7,869.25
644	Lonoke-Cabot	Install pipe	70 S 15	Lonoke	2,834.00		2,834.00
		Gravel surface	80 S 1	Lonoke		7,266.57	7,266.57

TABLE 15C—(Continued)
 EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
 From July 1, 1946 to June 30, 1948

AFE No.	Location	Type of Work	Route & Sec.	County	Expended 7-1-46 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Expended Biennium
DISTRICT NO. 6—(Continued)							
548	Lonoke-Prairie Co. Line	Concrete repair	70 S 14 & 15	Lonoke	\$ 14.48	\$ 18,832.24	\$ 18,846.67
549	Jct. 70 South	9.2 mi. gravel patching	11 S 6	Prairie	32,272.93		32,272.93
526	Jct. 70 South-Ark. Co. L.	Sealing resurface	11 S 8	Prairie		3,353.21	3,353.21
542	DeValls Bluff-Monroe Co. L.	Gravel resurface	33 S 2	Prairie		11,797.60	11,797.60
518	Bischoff-Highway 70	Gravel resurface	33 S 4	Prairie			9,547.58
519	Des Arc Bridge	Adjust hangers	38 S 1	Prairie			318.35
520	DeValls Bluff Bridge	Deck repair	70 S 16	Prairie			2,316.02
522	DeValls Bluff Bridge	Replacing deck	70 S 16	Prairie		1.40	1.40
529	Main Street Bridge-N L R	Asphalt-concrete appr.	70 S 16	Prairie			6,499.60
516	Old Rock Quarry-Park Hill	Asphalt resurface	5 S City	Pulaski			1,796.60
548	Little Rock-Faulkner Co. L.	Traffic service gravel	5 S 1	Pulaski		2,703.25	2,703.25
511	Levy Overpass-Paharm	Asphalt resurface	66 S 11	Pulaski	46,186.82		46,186.82
883	5 mi. North of N L R-Palarm	Asphalt concrete	66 S 11	Pulaski	34,707.71	90.11	34,797.82
512	Fike Ave.-North Little Rock	Furnish concrete	66 S 11	Pulaski	170.25		170.25
555	Levy-Pulaski Co. Line	Build sidewalk across cr.	66 S 11	Pulaski		740.98	740.98
504	Highway 67 S 10	Concrete repair	67 S 10	Pulaski			2,823.13
524	Highway 70-Jacksonville	Concrete repair	67 S 10	Pulaski		221.90	221.90
547	Pretho Jct.-Lonoke Co. L.	Gravel 5' shoulders	67 S 10	Pulaski	10,880.42		10,880.42
505	Lonoke-Saline Co. Lines	Asphalt resurface	70 S 12 & 13	Pulaski		8,244.15	8,244.15
540	Little Rock-Jefferson Co. L.	Asphalt resurface	65 S 12	Pulaski	17,643.12		17,643.12
545	Rourie-Bryon	Cleaning & painting steel bridge	167 S 13	Pulaski	7,153.91		7,153.91
521	Broadway Bridge	Sealing	167 S 13	Pulaski	253.22		253.22
525	Overpass-Maple Street	Fire Damage	Truck rt.	Pulaski	1,523.84		1,523.84
528	Little Rock Live Stock Grounds	Concrete repair		Pulaski	4,215.89		4,215.89
560	Main nt. bridge, Little Rock	Cut-back asphalt		Pulaski		4,315.37	4,315.37
554	State Hospital Grounds	Repair expansion		Pulaski		664.62	664.62
553	Benton-Grant Co. Line	Asphalt premix		Pulaski		315.30	315.30
551	Benton-Hot Spring Co. Line	Seal 36 miles	36 S 1	Saline		1,874.89	1,874.89
552	Benton-Garland Co. Line	Repair concrete pavement	70 S 9	Saline		8,012.26	8,012.26
515	Benton-Little Rock	Repair concrete pavement	70 S 10	Saline		12,820.99	12,820.99
534		Retaining wall-aod	70 S 11	Saline	2,681.18		2,681.18
		Purchase bridge timber		District Wide	1,656.90		1,656.90
Total District No. 6					\$ 283,416.13	\$ 202,959.98	\$ 486,376.06
DISTRICT NO. 7							
712	Jct. 79-Hampton	16.4 miles sealing	167 S 4	Calhoun			6,923.85
725	Arkadelphia-Amity	Gravel surfacing	8 S 5	Clark		36,924.46	36,924.46
704	Nevada-Hot Spring Co. Lines	Mud jacking	67 S 4-5-6	Clark	14,251.10		14,251.10
708	Pansy-Warren	5.7 miles sealing	16 S 4 & 5	Cleveland	3,582.17		3,582.17
711	New Edinburg East & West	6.0 miles sealing	8 S 10	Cleveland	2,867.72		2,867.72
701	Fordyce-Sheridan	Asphalt patching	167 S 8	Cleveland	7,403.44		7,403.44
718	Magnolia-Waldo	6.05 miles seal coat	82 S 3	Columbia	22,720.44		22,720.44
708	Magnolia-Union Co. Line	Asphalt patching	82 S 4	Columbia	12,096.66		12,096.66
702	Waldo-Magnolia	Asphalt sealing	82 S 5	Columbia	31,120.21		31,120.21
715	Ivan-South	1.5 miles sealing	167 S 7 & 8	Dallas	727.47		727.47
728	16 miles between Camden and Nevada co. line 8 miles between Camden and Locust Bayou	Gravel resurface	4 S 8 & 9	Ouachita		5,514.88	5,514.88
716	Camden-Locust Bayou	1. mile sealing	4 S 8	Ouachita	1,635.20		1,635.20
709	Camden-South-Stephens	3. miles sealing	79 S 3	Ouachita	3,413.66		3,413.66
713	Bearden-Thornion	1.9 miles sealing	79 S 4	Ouachita	1,542.84		1,542.84
723	Eagle Mills-Holly Springs	9. miles asphalt resurface	9 S 1 & 2	Ouachita-Dallas		32,740.48	32,740.48
706	Shops at Camden	Fence & Gates		Ouachita			2,051.89

TABLE 15C—(Continued)
EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
From July 1, 1946 to June 30, 1948

AFE No.	Location	Type of Work	Route & Sec.	County	Expended 7-1-45 to 6-30-47	Expended 7-1-47 to 6-30-48	Total Expended Biennium
DISTRICT NO. 7—(Continued)							
717	City of Camden	Highway Office & Shops	7 S 2	Ouachita	\$ 15,434.62	\$ 41,569.92	\$ 57,004.54
724	El Dorado, Camden Magnolia and Calton	Breakout and replace 2,870 sq. yds. conc.	82 S 5	Union	..	24,098.42	24,098.42
705	L4. line to end of Blacktop	Freight on gravel	167 S 2	Union	5,016.45	..	5,016.46
701	El Dorado-La. State Line	14 mi. gravel resurfacing	16 S 1	Union	38,399.10	..	38,399.10
721	El Dorado-Latham Store	6 mi. gravel resurfacing	16 S 1	Union	5,817.95	9,182.09	14,950.04
722	El Dorado-Columbia Co. Line	Concrete repair	82 S 5	Union	4,888.32	18,567.44	18,405.76
714	El Dorado-Strong	17.6 miles sealing	82 S 5	Union	4,763.62	3,468.16	8,211.78
719	Strong-Ouachita River Bridge	Build shoulders & sealing	82 S 7	Union	0,567.89	56,290.27	66,958.16
710	Jct. 167-Jct. 7	0.5 miles sealing	162 S 1	Union	400.04	124.86	533.90
720		Purchase bridge timber		District Wide	..	1,647.30	1,647.30
Total District No. 7					\$ 190,073.38	\$ 258,871.36	\$ 448,944.74
DISTRICT NO. 8							
884	Morrilton-Perry	Repair machinery, expansion rollers, and shoes on Morrilton Bridge	9 S 7	Conway	..	\$ 873.79	\$ 873.79
829	Morrilton-Salgohachia	Asphalt surface	9 S 8	Conway	516.49	68,235.22	68,751.71
801	Route 64 Sec. 7	Concrete repairs	64 S 7	Conway	5,316.22	..	6,316.22
821	Highway 3-64 & 154	Sealing	64 S 7	Conway	..	7.22	7.22
818	Jerusalem Jct. 95	Bridge repair	124 S 1	Conway	1,306.93	..	1,306.93
806	Franklin & Pope Co. Lines	Concrete patching	64 S 4 & 5	Johnson	5,098.46	..	5,098.46
827	Highway 64-4 & 5	Concrete patching	64 S 4 & 5	Johnson	1,136.01	2,064.77	3,200.78
808	Clarksville-Ozark	Reconstruct bridge	103 S 1	Johnson	516.88	..	616.98
809	Near Fort Douglas	Repair bridges	123 S 3	Johnson	1,958.68	..	1,958.68
817	Hagersville, Ft. Douglas	Bridge repair	1149 S 4	Johnson	1,149.44	34.40	1,183.84
815	Laurel North	Ditching	123 S 3	Johnson	3,208.66	..	3,208.66
824	Hwy 164 & 28-Jct. 164 & 123	Shale top	164 S 1	Johnson	6,868.69	1,544.10	8,897.69
822	Perry Co. Lines-Yell Co. Line	Sealing	110 S 5	Perry	2,207.80	4,245.60	4,245.60
813	Jct. 60 & Perry Co. Line	Reconstruct bridge	113 S 8	Perry	496.00	..	2,207.80
807	East of Ark. River	Sealing	7 S 14	Pope	..	2,614.62	496.00
836	Nogo-Van Buren County Line	Reshape and gravel	16 S 8 A	Pope	..	2,614.62	2,614.62
830	Hector City	Asphalt surface	27 S 11	Yell	..	1,196.86	1,196.86
832	Plainview-Rover	Construct 4 span bridges	28 S 4	Yell	..	1,444.71	1,444.71
831	Russellville-Morrilton	Concrete patching	64 S 6	Pope	488.05	2,249.17	2,249.17
812	City of Atkins	Widen highway	64 S 6	Pope	..	..	488.05
802	Russellville-Appleton	Repair Clear Creek Bridge	124 S 2	Pope	2,513.24	..	2,513.24
803	Russellville City	Grading-new shops	District wide	Pope	6,223.63	..	6,223.63
826	Russellville, Ark. Tech.	Highway building	7,737.11	Pope	7,737.11	41,149.07	48,886.18
816	Town of Shirley	Bridge repair	9 S 10	Van Buren	1,290.38	..	1,290.38
819	Ogden Quarry	Rebuild 10.8 miles	16 S 10	Van Buren	35,667.38	1.38	35,668.76
825	Highway 65-7 & 8	Stock pile-stone	65 S 7 & 8	Van Buren	27,196.25	26,189.57	53,885.82
823	Clinton-Scotland	Sealing	95 S 2	Van Buren	..	13,000.89	13,000.89
883	Clinton-Scotland	Construct 4 span bridge on Bractley Creek	..	Van Buren	..	1,233.08	1,233.08
820	Highway 10	Sealing	10 S 3 & 4	Yell	3,615.23	3,604.45	7,419.68
805	Route 27 S 8	Reconstruct bridge	27 S 8	Yell	614.04	..	614.04
810	South of Rover	Bridge repair	27 S 8	Yell	389.67	..	389.67
804	Danville	2 new bridges	27 S 10	Yell	2,467.26	..	2,467.26
811	2 miles west of Plainview	Rebuild bridges	28 S 4	Yell	989.78	..	989.78

TABLE 15C—(Continued)
EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
From July 1, 1946 to June 30, 1948

AFE No.	Location	Type of Work	Route & Sec.	County	Expended		Total Expended Biennium	
					7-1-46 to 6-30-47	7-1-47 to 6-30-48		
DISTRICT NO. 8—(Continued)								
814	Plainview-Rover	Bridge repair	28 S 4	Yell	1,858.88		1,858.88	
828		Purchase of bridge timber	District Wide		66.76	1,693.86	1,760.62	
					Total District No. 8	\$ 122,659.22	\$ 171,562.66	\$ 294,221.88
DISTRICT NO. 9								
912	Cotter-Mt. Home	Sealing	62 S 10	Baxter	8,389.73	423.03	7,970.70	
918	Mt. Home-East	Sealing	62 S 10 & 8 S 9	Baxter	3,278.70	751.97	2,526.73	
933	Rogers-Clifty	Replace floor on White river bridge	12 S 3	Benton		3,494.86	3,494.86	
930	Fayetteville-Siloam Springs	Mud jack	16 S 2	Benton		1,654.49	1,654.49	
915	Jct. 68-Siloam Springs	Sealing	69 S 1	Benton	5,463.46		11,586.62	
932	Siloam Springs-Lake Francis	Sealing 4.3 mi.	59 S 2	Benton		4,007.02	4,007.02	
913	Okla. Line-Springdale	Sealing	68 S 0 & 1	Benton-Washington	6,807.20		17,041.07	
909	City of Rogers	Sealing	94 S 1	Benton	7,921.21		14,263.70	
916	Bentonville-North	Sealing	100 S 1	Benton	983.90		2,933.68	
905	Gravette-Mayville	Gravel surface	102 S 1	Benton	3,179.25	16.74	3,195.99	
817	Harrison-Burlington	Sealing	65 S 1	Boone	6,288.18	5,913.44	12,201.62	
824	Harrison-Newton Co. Line	Sealing	65 S 2	Boone	2,117.88	7,687.14	8,805.02	
921	Berryville-South	Sealing	21 S 6	Carroll	3,560.63		11,649.37	
927	Alpena-Ozage	Low water bridge	68 S 4	Carroll	749.92		749.92	
903	Huntsville-St. Paul	Rip Rap work	23 S 8	Madison	999.85		999.85	
907	Huntsville-St. Paul-Kick Bridge	Construct bridge	23 S 8	Madison	15,042.86		15,042.86	
908	Highway 68 Sec. 2	Sealing	68 S 2	Madison	3,376.28		8,376.28	
931	Huntsville-West	Sealing	68 S 2	Madison		1,704.33	1,704.33	
928	Huntsville-Jct. 23-North	Bridge	68 S 2	Madison	2,650.99	11,241.37	13,772.30	
925	Boone Co. Line-Searcy Co. L.	Sealing	65 S 3	Newton	30.87		2,862.23	
923	Newton-Searcy Co. Line	Sealing	66 S 4 & 5	Searcy	5,193.78		6,193.78	
922	Pindal-Van Buren Co. Line	Sealing	65 S 4-5-6	Searcy	6,179.72	14,432.99	20,612.71	
910	St. Joe-Lealie	Sealing	65 S 5 & 6	Searcy	2,999.33		2,999.33	
902	Marshall-Van Buren Co. Line	Sealing	65 S 6	Searcy	7,687.36		7,687.36	
919	Grimmit Const. Co.	Purchase 6000 tons stockpile	16 S 3	Washington	12,409.14		36,353.14	
920	Fayetteville-Elkins	Bridge over Little Fork	16 S 3	Washington	2,582.37	23,924.00	26,506.37	
984	Fayetteville-Elkins	Repair bridge over West Fork of White river	48 S 6	Washington	2,027.21	82.82	2,110.03	
904	Madison St. in Fayetteville	Sealing 1 block	62 S 1	Washington	1,002.68		1,002.68	
906	Fayetteville-Prairie Grove	Cleaving channel	62 S 1	Washington	3,522.73		8,088.53	
914	Fayetteville-Prairie Grove	Sealing	71 S 16	Washington	1,777.81		1,777.81	
911	Fayetteville-Windlow	Mud Jack	71 S 18	Washington	12,082.29		12,082.29	
801	Crawford Co. L.-Fayetteville	Concrete patching	70 S 0	Washington	71.76		1,246.76	
829	Hwy. 71 through Winslow	Asphalt Surface	74 S 1	Washington		1,888.19	1,888.19	
936	Winslow-Crossen	70' Bridge on West Fork of White river		Washington		1,108.72	1,108.72	
926		Purchase of bridge timber		District Wide				
					Total District No. 9	\$ 184,682.00	\$ 125,448.13	\$ 260,130.13
DISTRICT NO. 10								
1014	Rector-Piggott	Sealing	1 S 21	Clay	1,927.80		1,927.80	
1001	Shady Grove-Cash	Lense grade asphalt	18 S 4	Craighead	63,426.68		63,426.68	
1024	Highway 68 & 18 Nettleton	Asphalt	18 S 4	Craighead	3,098.26		3,098.26	
1011	Jonesboro-Welner	Sealing	39 S 4	Craighead	2,761.88		6,588.33	
1018	Jonesboro-Sedgwick	Sealing	63 S 6	Craighead	1,354.05	2,886.45	4,240.50	

TABLE 15C--(Continued)
EXPENDITURES BY SPECIAL AUTHORIZATION KNOWN AS A. F. E.'s
From July 1, 1946 to June 30, 1948

A.F.E. No.	Location	Type of Work	Route & Sec.	County	Expended		Total Expended Biennium
					7-1-46 to 6-30-47	7-1-47 to 6-30-48	
DISTRICT NO. 10--(Continued)							
1021	Jonesboro-Bay	Asphalt	68 S 7	Craighead	78,292.20	823.28	77,468.92
1029		Gravel stockpile		Jackson		6,000.00	5,000.00
1008	Walnut Ridge-Alicia	Repair concrete	67 S 18	Lawrence	5,005.39		5,005.39
1027	Wilson-Marie	Bridge-Tyronea Bayou	14 S 18	Mississippi		11,413.73	11,413.73
1028	Lepanto-Dyess	Gravel surface	14 S 18	Mississippi		10,396.05	10,396.05
1005	Osceola-Crittenden Co. Line	Rock, asphalt resurface	61 S 2	Mississippi	97,967.12		97,967.12
1026	Mo. State Line-Osceola	Asphalt surface	61 S 3	Mississippi		250,470.17	250,470.17
1032	Dell-Calumet	Construct 110' br. over ditch no. 70		Mississippi		8,226.52	8,226.52
1004	Leachville-Mo. State Line	Asphalt resurface	77 S 1	Mississippi	20,131.54		20,131.54
1009	Gosvell-Mo. State Line	Gravel surface	158 S 2	Mississippi	4,177.55		4,177.55
1010	Victoria-Jet. 77	Bridge repair	158 S 1	Mississippi	4,526.29	173.23	4,699.52
1025	Highway 77-Luxora	Bridge--Little River	158 S 1	Mississippi		7,600.11	7,600.11
1031	Highway 77-Luxora	Construct 195' wooden br. over National Ditch	158 S 1	Mississippi		14,839.23	14,839.23
1037		Construct 135' bridge over ditch no. 40	158 S 1	Mississippi		6,213.10	6,213.10
1018	Waiser-Marie	Sealing	181 S 1	Mississippi	677.03		677.03
1006	Dell-Calumet	Gravel resurface	181 S 3	Mississippi	4,998.47		4,998.47
1025	Calumet-Dell	Gravel	181 S 3	Mississippi	4,881.80	9,370.00	11,351.80
1036	Monette-Manila	120' bridge over Buffalo Ditch	Co. Cut-Off	Mississippi		5,380.07	5,380.07
1038	Monette-Manila	Reshaping & gravel surf. course	Co. Cut-Off	Mississippi		178.01	178.01
1007	Lepanto-Besley	Gravel resurface	102 S 0	Poinsett	8,849.00		8,849.00
1023	Marked Tree-Lepanto	Gravel	40 S 1	Poinsett		9,639.86	9,639.86
1022	Marked Tree-Cross Co. Line	Bridges-Tyronea River	73 S 5	Poinsett	6,800.00	6,867.84	13,167.84
1019	Lepanto-Besley	Reconstruct shoulders	143 S 0	Poinsett	9,726.09	4,160.07	13,886.16
1035	Marked Tree-Gilmore	Ramps & R C pipe	53 S 9 & 10	Poinsett-Crit.		31,111.96	31,111.96
1002	Pocahontas-Corning	Sealing	67 S 21	Randolph	10,650.75		10,650.75
1012	Pocahontas-Eleven Point	Purchase of bridge timber	90 S 6	Randolph	1,377.01		1,377.01
1020	Premix Plant	Operation for July		District Wide		1,663.95	1,663.95
1003		Produce mineral aggregate for job no. 11268, produce load and ship 10,000 yds. of mineral aggregate from Gibson Switch to Hughes for job no. 11268	50 S 1-3 & 4	District Wide	24,383.34		24,383.34
1030				St. Francis-Crittenden	11,294.76		11,294.76
Total District No. 10					\$ 354,602.04	\$ 386,749.89	\$ 751,351.93
INTER DISTRICT AND MISCELLANEOUS							
1208	Donaldson-Little Mo. River	Repair exp. joints on br.	67 S 4-5 & 6	Clark-Hot Spring		4,460.83	4,460.83
1211	State Hospital Grounds-L.R.	Level and grade State Hospital grounds using excess and waste excavation from construction of Memorial Stadium		Pulaski		3,050.53	3,050.53
1210	Sign shop at Old Penitentiary	Purchase and install heating units		Pulaski		2,081.60	2,081.60
1202	State Wide	Erecting signs		Various	36,228.48		36,228.48
1206	Hot Spring Co. L.-Texarkana	Concrete patching		Warrens	54,927.55	148,299.72	203,227.27
1023	Highway Shops-Jacksonville	Last Fiscal Year's Charges		State Wide	420.80		420.80
1207	Highway Shops-Jacksonville	Remodel		State Wide		6,470.21	6,470.21
1201	Penn Walls	Painting bridges		State Wide	2,937.97		2,937.97
1205		Erecting Sign Shop		Pulaski	11,144.28	184.56	11,328.84
Total Inter District and Miscellaneous					\$ 105,668.86	\$ 164,656.45	\$ 270,215.31
GRAND TOTALS					\$2,211,961.76	\$2,637,557.57	\$4,749,519.32

TABLE 16
STATUS OF FEDERAL AID ACCOUNTS
July 1, 1946 Through June 30, 1948

Fund	Balance		Receipts		Transfers		Total Available	Disbursements	Balance
	1946-47	1947-48	To	From					
REGULAR FEDERAL AID ACCOUNT									
Federal Funds	\$ 267,942.69	\$ 1,266,827.08	\$	\$	\$ 1,538,269.76	\$ 960,832.06	\$ 572,437.69		
State Funds	72,591.80				72,591.80		72,591.80		72,591.80
Total	340,534.49	1,266,827.08			1,605,861.56	960,832.06	1,605,861.56		646,029.49
Federal Funds		486,251.91			1,008,689.60	826,689.08	182,150.52		
State Funds	572,437.69		42,408.20		116,000.00		115,000.00		115,000.00
Total	645,099.49	486,251.91	42,408.20		1,128,689.60	826,689.08	297,150.52		
DEFENSE HIGHWAY FUND, 1941									
Federal Funds		146,695.44			248,832.02	240,356.09	8,475.93		
State Funds	102,136.58				10,000.00		10,000.00		10,000.00
Total	112,136.58	146,695.44			258,832.02	240,356.09	18,475.93		
Federal Funds		8,475.93		2,733.60	15,414.91	15,414.91			
State Funds	10,000.00		27,733.60		37,733.60		37,733.60		37,733.60
Total	10,000.00	8,475.93	27,733.60	2,733.60	53,148.51	15,414.91	37,733.60		
SPECIAL TRUST FUND									
Federal Funds		29,286.00			101,141.41	89,889.64	61,251.87		
State Funds	71,905.41				67,408.20		67,408.20		67,408.20
Total	71,905.41	29,286.00			168,549.61	89,889.64	128,660.07		
Federal Funds		2,180.90			68,432.77	68,432.77			
State Funds	61,251.87			67,408.20	128,660.07		128,660.07		
Total	61,251.87	2,180.90		67,408.20	196,992.77	68,432.77	168,560.00		
FEDERAL AID HIGHWAY ACT OF 1944 (POST WAR)									
Federal Funds		500,000.00			500,000.00		500,000.00		
State Funds	441,984.68				3,703,278.00	3,488,836.79	214,441.21		
Total	441,984.68	500,000.00			4,203,278.00	3,488,836.79	714,441.21		
Federal Funds		500,000.00			500,000.00		500,000.00		
State Funds	214,441.21				5,585,706.04	5,369,162.24	216,543.80		
Total	214,441.21	500,000.00			6,085,706.04	5,369,162.24	716,543.80		
ALL FEDERAL FUNDS									
Federal Funds		5,144,586.50			6,586,521.18	4,729,914.48	856,606.70		
State Funds	441,984.68				160,000.00		160,000.00		160,000.00
Total	441,984.68	5,144,586.50			6,746,521.18	4,729,914.48	1,016,606.70		
Federal Funds		866,606.70			6,678,248.32	6,274,549.00	398,694.82		
State Funds	600,000.00			2,733.60	500,000.00		500,000.00		500,000.00
Total	600,000.00	866,606.70		2,733.60	7,178,248.32	6,274,549.00	898,694.82		
Federal Funds		150,000.00			150,000.00		150,000.00		
State Funds	150,000.00		70,141.80		150,000.00		150,000.00		150,000.00
Total	150,000.00	150,000.00	70,141.80		300,000.00		300,000.00		300,000.00

TABLE 16-A
SCHEDULE OF EXPENDITURES FROM FEDERAL AID FUNDS
 July 1, 1946 Through June 30, 1948

Job No.	Project No.	Location and Type of Work	Route & Section	County	Expended Previously	Expended in Fiscal Year		Expended During Biennium	Total Expended
						1946-47	1947-48		
REGULAR FEDERAL AID ACCOUNT									
					\$ 8,169.80	\$ 44,868.33	\$ 45,208.72	\$ 90,077.05	\$ 98,286.36
		Statistics and Analyses	Statewide		83,740.00	13,760.00	13,780.00	13,780.00	97,520.00
		Post War Surveys No. 1	Statewide		39,701.00	17,444.00	17,444.00	17,444.00	57,145.00
		Post War Surveys No. 3	Statewide		7,312.00	7,312.00	7,312.00	7,312.00	14,624.00
		Post War Surveys No. 4	Statewide		41,601.00	12,735.00	12,735.00	12,735.00	54,336.00
		FAGH 137-5 Walnut Corners-Creek Bridge	20 S 2	Phillips	3,980.00	3,980.00	3,980.00	3,980.00	3,980.00
11186		SN-FAP 607 A Memphis Bridge	70 S 20	Crittenden	325,897.54	740,257.80	260,090.58	1,000,248.38	1,327,046.92
3817		U. S. Eng. Dierks-Kirby Gravel Surface	70 S 4	Pike	10,564.00	(-)	66,880.04	56,880.04	56,880.04
3335		U. S. Eng. Dierks-Kirby Gravel Surface	271 S 1	Sebastian	253,764.18	11,292.00	1,764.00	10,408.00	10,408.00
4314		Operation of Henderson Ferry	62 S 11	Baxter	82,000.00	82,000.00	82,000.00	82,000.00	164,000.00
5261		FA 485-A Hackett-North Gravel Surface	62 S 12	Baxter	89,693.71	56,981.35	117,981.35	89,693.71	89,693.71
5289		ML Home-Henderson Ferry Bit. Surface	62 S 11 & 12	Fulton	145,196.74	145,196.74	145,196.74	145,196.74	145,196.74
5297		Salem-West 11 Mi. Gravel	Co Rd.	Baxter and Fulton	107,000.00	107,000.00	107,000.00	107,000.00	107,000.00
5305		Viola-Henderson Ferry 14 Mi Gravel	Co Rd.	Cleburne	3,044.00	3,044.00	3,044.00	3,044.00	3,044.00
5250		ER-5 Higdon-Stark Bridge		Pulaski	696.37	696.37	696.37	696.37	696.37
6250		FAGM 86 A-1 Overpass 25th St. Little Rock		Pulaski	48,020.00	48,020.00	48,020.00	48,020.00	48,020.00
8347		FAGM 86 A-1 Overpass 25th St. Little Rock		Pulaski	4,486.00	4,486.00	4,486.00	4,486.00	4,486.00
6328		AB-FAP 476 Greater Little Rock Transportation Study		Pulaski	9,366.00	9,366.00	9,366.00	9,366.00	9,366.00
9213		ER-S 9-1 Beaver-Eureka Springs Gravel Surface		Carroll	7,515.00	7,515.00	7,515.00	7,515.00	7,515.00
9214		WER 21 Garfield-Eureka Springs Gravel Surface		Benton	5,916.00	5,916.00	5,916.00	5,916.00	5,916.00
9221		FAP 370-10 Bellefonte-Yellville Bridges		Marion	13,347.00	13,347.00	13,347.00	13,347.00	13,347.00
7315		S 7-4 To be transferred to Trust Account		Clark	31,985.00	4,846.57	4,846.57	35,831.57	41,519.57 F
7315		WER 22 Gordon-Little Mc. River Bridge		Van Buren	3,721.40	3,721.40	3,721.40	3,721.40	7,442.80 F
8258		WER 24 Clinton-Shirley Bridge		Washington	61,053.00	2,000.34	2,000.34	2,000.34	63,053.34 F
9201		FAS 36 D Fayetteville-Huntsville Bridge		Cross	49,429.89	5,493.19	5,493.19	5,493.19	54,923.08 F
11201		U. S. Eng. St. Francis Bayou Bridge		Cross	1,024,780.54	960,832.06	826,639.05	1,787,371.14	2,812,151.68
TOTALS					\$ 1,024,780.54	\$ 960,832.06	\$ 826,639.05	\$ 1,787,371.14	\$ 2,812,151.68

F—Indicates Finalized
 (—) Indicates refunds to the project.

Job No.	Project No.	Location	County	Expended Previously	Expended in Fiscal Year		Expended During Biennium	Total Expended
					1946-47	1947-48		
DEFENSE HIGHWAY ACT FUND, 1941								
				\$ 58,017.77	\$ 437.88	\$ 437.88	\$ 437.88	\$ 58,455.65
6322	DA-RM-17-D-1	Sweet Home Cut Off Road	Pulaski	24,892.03	96,681.62	6,860.43	103,532.05	138,424.98
7306	DA-NR-1-U-4	Camden Bridge	Ouachita	31,513.81	3,023.96	7,164.64	1,023.98	32,887.79
7307	DA-NR-1-U-1	Conc. Pnt. Ordnance Pt.	Ouachita	134,713.76	42,212.61	7,164.64	49,387.26	184,081.00
7308	DA-NR-1-7-2	Smead to Hwy. 167	Calhoun	37,761.16	1,409.84	1,409.84	1,409.84	39,171.00
7312	DA-NR-1-U-4	Deour Bridge at Camden	Ouachita	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00
Revolving Fund Reimbursement								
Totals					\$ 287,199.42	\$ 15,414.91	\$ 255,771.00	\$ 542,970.42
SPECIAL TRUST FUND ACCOUNT—TOLL BRIDGE								
				\$ 41,338.25	\$ 44,289.54	\$ 64,376.65	\$ 64,376.65	\$ 64,376.65
11238	F1 267-4	Blackfish Lake-West Memphis	St. Francis & Crittenden	27,801.29	557.41	44,846.96	44,846.96	86,185.20
2311	FAP 24 D-5	La. Line-Lake Village	Chicot	1,501.29	1,501.29	1,501.29	1,501.29	26,300.00
10246	FAP 485-A-3	Black River Bridges	Lawrence	4,400.00	4,400.00	4,400.00	4,400.00	4,400.00
Statistics & Analyses								
Totals					\$ 69,139.54	\$ 63,482.77	\$ 103,322.31	\$ 172,461.85

TABLE 16A—(Continued)

Job No.	Project No.	Location	Type of Work	Route & Sec.	County	Expended in Fiscal Year		Total Expended Biennium
						1946-47	1947-48	
FEDERAL AID HIGHWAY ACT, 1944								
11183	F 94-3	Vincennes-Marion	5.6 Mi. Gr. Dr. Bit. Surf.	64 S 17	Crittenden	\$ 93,062.59	\$ 5,997.71	\$ 81,064.88 F
11258	F 34-4	Parkin-Earle	3.5 Mi. Bit. Surface	64 S 16 & 17	Crittenden	23,987.03	7,485.39	31,472.42 F
11186	Miss. River	Blackfish Lake-W.	Memphis Bridge	70 S 20	Crittenden	69,832.85	9,599.11	69,431.96
11238	F 147-8	Blackfish Lake-W.	4.3 Mi. Gr. Gravel Base	70 S 20	Crittenden	71,987.95	35,367.49	107,345.45 F
11314	F 147-9	Blackfish Lake-W.	7.2 Mi. Gravel Base	70 S 20	Crittenden	91,595.63	91,595.63	183,191.26 F
11314	F 147-5	Blackfish Lake-W.	4.8 Mi. Asphalt Pavement	70 S 20	Crittenden	153,670.68	18,856.00	172,526.68 F
11268	S 340-3	Hughes-East	7.8 Mi. Bit. Surface	147 S 1	Crittenden	18,856.00		18,856.00
11270	SG 890-2	Town of Edmondson	Flashing Lights		Crittenden			
1222	FG 47-11	City of Marion	Flashing Lights		Crittenden			
1229	SG 818-4	City of Marion	Flashing Lights		Crittenden			
11258	F 10-7	Levesque-St. Francis R.	2.2 Mi. Bit. Surface	64 S 15	Cross	28,216.75	7,350.01	35,566.76 F
11215	F 190-5	Hwy. 78-Marlanna	10.8 Mi. Gr. Dr. Bit. Surf.	79 S 15	Lee	83,419.76		83,419.75
11228	F 183-14	St. Francis R.-Kokomo	5.0 Mi. Gr. Dr. Bit. Surf.	79 S 15	Lee		42,337.31	42,337.31 F
11257	F 183-9	L'Anguille River	0.1 Mi. Bridge	78 S 16	Lee		108,706.06	108,706.06 F
11259	F 183-18	Marianna-St. Francis R.	3 Bridges	78 S 16	Lee	190,207.28	18,253.31	208,460.59 F
11260	F 183-10	Marianna-St. Francis R.	8.6 Mi. Grade & Drain	78 S 16	Lee	51,861.84	18,867.36	70,729.20 F
11269	F 183-12	Marianna-St. Francis R.	8.6 Mi. Bit. Surface	78 S 16	Lee			
11268	FG 183-11	Marianna-St. Francis R.	Underpass	79 S 16	Lee			
11266	F 191-15	City of Marianna	Approaches to Underpass	79 S 16	Lee			
11265	S 155-2	City of Marianna	10.5 Mi. Gr. Dr. Bit. Surf.	17 S 2	Monroe	46,263.90	120,594.78	166,858.68
11265	S 165-2	Clarendon-Brinkley	10.5 Mi. Gr. Dr. Bit. Surf.	17 S 2	Monroe		35,370.34	35,370.34
11265	S 165-2	Clarendon-Brinkley	6.0 Mi. Scab. Shoulders	70 S 17	Monroe		30,639.08	30,639.08
11210	FG 187-5	Cache River-East	0.1 Mi. Overpass	22 S 2	Phillips		36,491.82	36,491.82
11264	S 112-1	City of Barton	2.0 Mi. Gr. Dr. Bit. Surf.	44 S 4	Phillips			
11802	S 90-2	West Helena-North	Bridges	50 S 3	St. Francis			
11813	F 166-12	Falentine-Forrest City	1.1 Mi. Gravel Surf.	70 S 18	St. Francis		8,678.26	8,678.26 F
11238	F 1268-10	Blackfish Lake-Crit. Co. L.	3.3 Mi. Gravel Base	70 S 19	St. Francis	68,198.69	73,850.72	142,049.41 F
11214	F 256-11	Blackfish Lake-W. Memphis	3.3 Mi. Asphalt Pavement	70 S 19	St. Francis		61,801.00	61,801.00
11268	S 90-1	Hughes-East	6.6 Mi. Bit. Surface	60 S 3 & 4	St. Francis & Critt.			
1222	FG 198-3	Town of Caveil	Signal Light		Woodruff			
2356	S 77-1	Wabbaseka-Stuttgart	1.8 Mi. Gr. Dr. Bit. Surf.	79 S 11	Arkansas	\$ 628,588.89	\$ 924,787.69	\$ 1,553,376.58
2371	F 482-1	Wabbaseka-Stuttgart	3.6 Mi. Gr. Dr. Bit. Surf.	81 S 1	Ashley		10,404.28	10,404.28
2366	S 46-1	La. Line-Crossett	5.4 Mi. Gr. Dr. Bit. Surf.	138 S 1	Ashley	57,532.40	46,297.77	103,830.17 F
2313	S 72-1	Wilmont-Montrose	16.8 Mi. Grade & Drain	166 S 1	Ashley	106,132.58	13,732.32	120,864.90 F
2346	S 72-5	Wilmont-La. Line	5.0 Mi. Bit. Surface	165 S 1	Ashley	4,866.14		4,866.14 F
2373	S 72-3	Wilmont-Montrose	16.8 Mi. Bit. Surface	165 S 1	Ashley		8,322.72	8,322.72 F
2387	F 24-28	Lake Village-Eudora	12.5 Mi. Bit. Surface	66 S 21	Chicot	59,116.70	54,116.79	113,233.49 F
2357	F 24-29	Eudora-La. Line	7.5 Mi. Asphalt Pavement	66 S 22	Chicot	148,293.31	68,489.82	216,783.13 F
2354	SG 72-2	Dermott-Jerome	8.4 Mi. Grade & Drain	165 S 2 & 3	Chicot & Drew		66,845.00	66,845.00 F
2354	SG 72-4	Dermott-Ashley Co. Line	8.4 Mi. Bit. Surface	165 S 2 & 3	Chicot & Drew		106,848.00	106,848.00 F
2379	S 189-4	McGehee-Rohwar	11.4 Mi. Gr. Dr. Bit. Surf.	1 S 1	Desha		34,430.31	34,430.31
2228	SG 189-5	McGehee	Flashing Light		Desha			
2282	F 463-3	Hooker-Jct. 65	6.6 Mi. Gr. Dr. Bit. Surf.	81 S 7	Jefferson		31,708.96	31,708.96
2315	F 463-3	Hooker-Jct. 65	6.6 Mi. Gr. Dr. Bit. Surf.	81 S 7	Jefferson			
1227	SG 850-3	City of Altheimer	Flashing Light		Jefferson		154,072.91	154,072.91
2356	F 264-7	Wabbaseka-Stuttgart	14.4 Mi. Gr. Dr. Asphalt Pvt.	79 S 10 & 11	Jeff. & Arkansas			
2382	F 463-1	Star City-Hooker	13.3 Mi. Gr. Dr. Bit. Surf.	81 S 6 & 7	Jeff. & Lincoln	155,690.53	60,725.69	216,416.22
2315	F 463-1	Star City-Hooker	3 Bridges	81 S 6 & 7	Jeff. & Lincoln		18,506.18	18,506.18
2339	F 463-2	Star City-Jct. 65	3 Bridges	81 S 6 & 7	Jeff. & Lincoln			
3349	S 88-1	Washington-Nashville	11.6 Mi. Gravel Base & Br.	4 S 5	Hempstead	\$ 536,764.82	\$ 668,583.10	\$ 1,205,347.92
3349	S 88-2	Washington-Nashville	11.6 Mi. Gravel Base & Br.	4 S 5	Hempstead		70,304.10	70,304.10
3355	S 88-3	Washington-Nashville	11.7 Mi. Bit. Surface	4 S 5	Hempstead			
3335	S 215-5	Hope-Lewisville	10.8 Mi. Gr. Dr. Gravel Base	29 S 2 & 3	Hemp. & Lafayette		26,444.57	26,444.57 F
3344	S 215-6	Hope-Lewisville	11.0 Mi. Bit. Surface	29 S 2 & 3	Hemp. & Lafayette	31,461.49	4,785.70	36,247.19 F

TABLE 16A—(Continued)

Job No.	Project No.	Location	Type of Work	Route & Sec.	County	Expended in Fiscal Year		Total Expended Biennium	
						1946-47	1947-48		
3361	F 4-3	Texas-Kanu-Garland City	2.0 Mi. Gr. Dr. Asph. Pvt. Bridge	82 S 1	Miller		29,214.70	29,214.70	
3361	F 184-3	Texas-Kanu-Garland City	11.8 Mi. Asphalt Pvt. Bridge	82 S 1	Miller		116,976.96	116,976.96	
3362	F 4-4	Texas-Kanu-Garland City	7.7 Mi. Gr. Dr. Gravel Base	82 S 1	Miller				
3325	S 188-2	Prescott-East	1. Bridge	24 S 5	Nevada	28,266.33	7,865.16	36,121.49 F	
3353	S 166-3	Terre Rouge Creek	8.2 Mi. Bit. Surface	24 S 5	Nevada		28,806.25	28,806.25	
3356	S 166-3	Prescott-East	4.1 Mi. Gr. Dr. Gravel Base	24 S 5	Nevada		27,678.03	27,678.03	
3346	S 202-2	Horatio-DeQueen	5.6 Mi. Gr. Dr. Gravel Base	41 S 1	Sevier	48,012.78	7,379.41	55,392.19 F	
3357	S 202-2	Horatio-DeQueen	1. Bridge	41 S 1	Sevier		22,382.62	22,382.62 F	
3364	S 202-5	DeQueen-South	1.6 Mi. Bit. Surface	41 S 1	Sevier		35,231.43	35,231.43	
3365	S 202-4	DeQueen-South	6.4 Mi. Gr. Dr. Bit. Surf.	70 S 1	Sevier	98,011.31	10,224.26	108,235.57	
3310	F 83-2	DeQueen-West	3. Bridges Signal	70 S 1	Sevier	23,975.55	51,193.01	75,168.56	
3335	F 83-3	DeQueen-West							
3367	SG 202-6	City of DeQueen							
							\$ 254,420.31	\$ 425,902.79	\$ 680,323.10
Total Dist. Three									
4294	S 333-4	Van Buren-North	5.0 Mi. Gr. Dr. Gravel Base	59 S 5	Crawford		63,569.84	63,569.84	
4322	S 333-6	Figure Five-North	4.5 Mi. Gravel Base	59 S 5	Crawford		46,121.65	46,121.65	
4329	S 333-6	Van Buren-North	9.4 Mi. Gravel Surface	59 S 5	Crawford		23,492.19	23,492.19	
4320	S 96-1	Paris-Magazine	2.9 Mi. Gr. Dr. Gravel Base	109 S 2	Logan				
4316	S 261-1	Norman-Mt. Ida	7.8 Mi. Gr. Dr. Bit. Surf.	27 S 6	Montgomery	6,702.22	74,463.75	80,165.98	
4317	S 325-3	Mena-East	9.2 Mi. Gr. Dr. Bit. Surf.	8 S 1	Polk	20,325.98	49,722.05	70,048.04	
4315	S 3-2	Caulksville-Ozark	10.1 Mi. Gr. Dr. Bit. Surf.	23 S 5 & 6	Polk & Logan	44,620.21	30,403.15	75,023.36 F	
4300	S 137-1	Waldron-Booneville	13.4 Mi. Gr. Dr. Gravel Base	23 S 1 & 2	Scott & Logan		75,389.04	75,389.04	
4295	S 313-5	James Fork	2 Bridges	45 S 1	Sebastian		75,670.63	75,670.63	
4314	S 313-4	Hackett-North	5.9 Mi. Gr. Dr. Bit. Surf.	45 S 1	Sebastian	66,941.89	1,076.46	68,018.35	
							\$ 169,565.70	\$ 438,908.78	\$ 598,465.57
Total Dist. Four									
5245	F 407-1	Mountain Home-Jct. 178	5.3 Mi. Gr. Dr. Bit. Surf.	5 S 8	Baxter		32,955.03	32,955.03	
5203	S 123-1	Mountain Home-Hwy. 126	5.9 Mi. Gr. Dr. Gravel Surf.	5 S 9	Baxter		26,319.27	26,319.27	
5252	ER S 6-1	Crosses Creek Bridge			Cleburne		13,313.25	13,313.25	
5298	F 373-3	Heber Springs-Quitman	13.8 Mi. Bit. Surface	25 S 2	Cleburne		96,676.16	96,676.16	
5281	F 373-3	Batesville-Cave City	12.3 Mi. Dr. Gr. Gravel Base	11 S 15	Independence	116,000.86	62,379.03	178,379.89	
5294	F 373-4	Batesville-Cave City	12.3 Mi. Bit. Surface	11 S 15	Independence		51,863.93	51,863.93 F	
5295	S 365-3	Locust Grove-E. & W	7.0 Mi. Bit. Surface	25 S 4	Independence		76,346.06	76,346.06	
5257	S 49-1	Calico Rock-Brockwell	10.0 Mi. Bit. Surface	56 S 1	Izard		51,363.75	51,363.75	
5267	S 296-1	Newport-Amagon	7.0 Mi. Grade & Drain	14 S 12	Jackson	71,442.54	1,807.38	73,249.92	
5268	S 296-2	Newport-Amagon	Construct 2 Bridges	14 S 12	Jackson		46,741.97	46,741.97	
5296	S 286-3	Newport-Amagon	7.0 Mi. Bit. Surface	14 S 12	Jackson		59,177.95	59,177.95	
5309	SG 378-3	Newport-South	1.2 Mi. Gravel Surface	17 S 8	Jackson				
5282	F 468-1	City of Tuckerman	Flashing Light	37 S 4	Jackson				
5286	F 468-1	Faulkner Co. Line-Beebe	12. Mi. Crushed Stone Base	64 S 10	White	144,726.93	31,437.86	176,164.79	
5221	F 468-1	Faulkner Co. Line-Beebe	12. Mi. Gr. Dr. Bit. Surf.	64 S 10	White		55,938.42	55,938.42	
5221	F 68-5	Morning Sun-Judsonia	1.4 Mi. Grade & Drain	67 S 13	White	14,716.85	23,594.33	38,311.18	
5221	F 68-7	Judsonia Connection	1.2 Mi. Grade & Drain	67 S 13	White		4,425.65	4,425.65	
5221	F 260-6	Searcy-South	1.3 Mi. Grade & Drain	67 S 13	White		15,140.42	15,140.42	
5221	F 495-1	Searcy-Kensett	3.8 Mi. Grade & Drain	67 S 13	White	4,455.79	37,353.14	41,808.93	
5233	F 68-6	Searcy-Judsonia	Little River Bridge	67 S 13	White		38,760.57	38,760.57	
5235	F 68-8	Judsonia Connection	110 Ft. Bridge	67 S 13	White				
1227	SG 156-3	Town of Kevil	Flashing Signals	17 S 2	Monroe				
							\$ 351,342.97	\$ 724,354.18	\$ 1,075,697.15
Total Dist. Five									
6312	F 447-4	Sheridan-West	2 Bridges	270 S 9	Grant		33,662.28	33,662.28 F	
6344	F 447-3	Sheridan-West	5.0 Mi. Gr. Dr. Bit. Surf.	270 S 9	Grant		13,209.34	55,819.36	
6346	F 14-5	Sheridan-East	5 Bridges	270 S 10	Grant	42,610.02	29,298.98	71,909.00	
1228	SG 173-1	Sheridan-Pine Bluff	7.3 Mi. Gr. Dr. Bit. Surf.	270 S 10	Grant	98,552.47	45,447.67	144,000.14	
6313	S 289-1	City of Cabot	Flashing Light	89 S	Lonoke				
6348	S 289-2	Hazards-Arc	17.1 Mi. Gr. Dr. Bit. Surf.	11 S 9	Prairie	72,932.60	45,691.00	118,623.60	
		City of Hazen	Flashing Lights	11 S 9	Prairie				

TABLE 16A—(Continued)

Job No.	Project No.	Location	Type of Work	Route & Sec.	County	Expended in Fiscal Year 1946-47	Expended in Fiscal Year 1947-48	Total Expended Biennium
6251	S 372-2	Little Rock-Cross Roads	11.6 Mi. Gr. Dr. Gravel Base	10 S 7	Pulaski		131,709.69	131,709.69
6307	S 372-3	Little Rock-Cross Roads	Bridges	10 S 7	Pulaski			
6350	S 372-5	Little Rock-Cross Roads	11.8 Mi. Bit. Surface	10 S 7	Pulaski			
6328	476-1	Greater Little Rock	Traffic Survey		Pulaski		9,000.00	9,000.00
6347	FAGM 86 A-1	Roosevelt Road, Exh.	513 ft. Overpass City St.		Pulaski		43,066.00	43,066.00
6384	SG 239-2	Geyer Springs, MoP RR	Flashing Light		Pulaski			
6364	SG 846-1	Base Line-MoP RR	Flashing Light		Pulaski			
Total Dist. Six								
						\$ 214,096.09	\$ 351,303.81	\$ 565,399.90
7288	F 461-1	Warren-Wilmar	Construct 2 Bridges	4 S 13	Bradley			
7250	F 221-1	La. Line-Emerson	7.8 Mi. Gr. Dr. Bit. Surf.	79 S 1	Columbia			
7227	F 221-2	La. Line-Emerson	184.6 ft. Bridges	79 S 1	Columbia	127,614.84	20,000.00	147,614.84
7266	SG 174-1	City of Waldo	Flashing Light	19 S 2	Columbia	1,746.18	1,934.67	19,369.70 F
7299	F 223-8	McNeil-Stephens	9.1 Mi. Bit. Surface	79 S 3 & 2	Columbia & Ouach.	110,038.70	31,936.83	141,970.53
7299	F 223-9	McNeil-Stephens	Construct 2 Bridges	79 S 3 & 2	Columbia & Ouach.	17,708.68	17,708.68	25,843.24 F
7229	S 166-1	Nevada Line-Chidester	6.1 Mi. Bit. Surface	24 S 6	Ouachita	8,134.61	30,190.57	52,610.32 F
7276	F 223-10	Camden-Stephens	15.2 Mi. Bit. Surface	79 S 3	Ouachita	22,319.65	149,174.67	149,174.67
7226	F 223-11	Camden-Stephens	Construct 3 Bridges	79 S 3	Ouachita		32,726.45	32,726.45
7313	S 7-4	Fordyce-Warren	7.0 Mi. Gr. Dr. Bit. Surf.	8 S 8-9-10	Dallas-Cleveland-Cathoun	61,171.00	5,613.79	66,884.79 F
Total Dist. Seven								
						\$ 345,718.93	\$ 289,175.61	\$ 635,894.44
8253	S 81-1	Perryville-Jct. 10	10.0 Mi. Bit. Surface	8 S 6	Perry			
8282	S 67-1	Perryville-Houston	6.5 Mi. Bit. Surface	60 S 1	Perry	80,825.22	16,582.07	64,248.15 F
8255	S 170-4	Dover-Sand Gap	5.0 Mi. Bit. Surface	7 S 16	Pope	65,662.17	55,662.17	55,662.17
8266	S 283-1	Ola-Dardanelle	18.0 Mi. Bit. Surface	7 S 13	Pope	40,024.87	40,024.87	40,024.87
8268	SG 283-2	Ola City	0.5 Mi. Overpass	7 S 13	Yell	49,888.69	60,749.64	110,638.33 F
Total Dist. Eight								
						\$ 130,718.81	\$ 139,854.61	\$ 270,563.42
9243	SG 391-2	Town of Gentry	Signal Lights	12 S 1	Benton			
9246	S 177-1	Rogers-Pea Ridge	6.9 Mi. Bit. Surface	94 S 2	Benton			
9244	SG 844-1	Town of Decatur	Flashing Light		Benton		33,052.59	33,052.59
9225	S 286-1	Harrison-South	6.1 Mi. Bit. Surface	7 S 16	Boone	88,671.23	8,005.68	86,664.60 F
9233	S 286-2	Harrison-South	194.5 ft. Bridge	7 S 19	Boone	21,283.82	21,283.82	21,283.82
9202	(F 370-8	Bellefonte-Pyatt	5.8 Mi. Bit. Surface	62 S 7 & 8	Boone & Marion	120,722.47	39,966.96	80,755.52
9202	(F 370-9							
9202	(F 370-9							
9203	(F 370-9							
9213	ER S-9	Pyatt-Yellville	8.2 Mi. Bit. Surface	62 S 8	Marion			
9224	ER S-9	Beaver Bridge	Bridge	Co. Road	Carroll	65,212.09	114,671.62	179,884.31 F
9242	S 36-6	Spring Valley-Huntsville	4.5 Mi. Gravel Base	16 S 4	Madison		19,856.00	19,856.00
9245	S 36-7	Spring Valley-Huntsville	4.7 Mi. Bit. Surface	68 S 2	Madison	16,678.18	10,428.67	10,428.67
9245	S 36-8	Spring Valley-Huntsville	138.6 ft. Bridge	68 S 2	Madison	29,685.84	29,685.84	46,309.02
9232	S 132-2	Spring Valley-Huntsville	6.5 Mi. Gravel Base	68 S 2	Madison			
9242	S 132-4	Spring Valley-Huntsville	6.5 Mi. Bit. Surface	68 S 1 & 2	Madison-Wash.			
9221	FAP 870-10	Bellefonte-Yellville	471 ft. Bridge	68 S 1 & 2	Madison-Wash.		76,324.52	76,324.52
9253	SG 848-1	Town of Flippin	Flashing Light	62 S 8	Marion		10,406.84	10,406.84
9200	S 36-5	Fayetteville-Goshen	3.3 Mi. Gravel Base	45 S 5	Washington	35,704.59	12,618.04	48,322.63
9219	S 132-1	Springdale-East	6.5 Mi. Bit. Surface	62 S 1	Washington	72,719.10	10,396.86	83,115.96 F
9250	S 111-1	Springdale Connection	3.4 Mi. Gravel Base	68 S 1 N	Washington		7,964.24	7,964.24
9248	S 135-1	University Farm Road	1.9 Mi. Bit. Surface	112 S 1	Washington		629.28	629.28
9251	SG 111-2	Emma Ave. Springdale	Flashing Light	68 S 1	Washington			
Total Dist. Nine								
						\$ 404,708.26	\$ 820,890.91	\$ 1,225,599.17
10285	F 480-1	Figgott-Mo. Line	7.5 Mi. Concrete Pvt.	62 S 21	Clay			
10329	FG 460-2	Town of St. Francis	Flashing Light	62 S 21	Clay			
10380	FG 288-5	City of Figgott	Flashing Light	62 S 20	Clay			

TABLE 16A—(Continued)

Job No.	Project No.	Location	Type of Work	Route & Sec.	County	Expended in		Total Expended Biennium	
						Fiscal Year 1946-47	Fiscal Year 1947-48		
1231	FG 266-14	G. Street Jonesboro	Flashing Light	63 S 7	Craighead				
10272	(F 239-5	Paragould-Marmaduke	2.5 Mi. Bit. Surface	1 S 20	Greene	73,472.55	1,621.44	71,851.11 F	
10300	F 239-5	Walnut Ridge-Paragould	9.3 Mi. Bit. Surface	25 S 8	Greene	19,220.47	74,424.18	93,644.65	
10312	F 242-9	Paragould-East	1 Concrete Bridge	25 S 9	Greene		12,467.32	12,467.32	
1222	FG 205-5	City of Paragould	Flashing Light	25 S 9	Greene				
10274	F 445-5	Portia-Hoxie	4.8 Mi. Bit. Surface	63 S 3	Lawrence	76,608.69	33,214.61	109,823.30	
10281	F 445-5	Portia-Hoxie	397 ft. Bridges	63 S 3	Lawrence				
10311	F 466 A-3	Black River	2 Relief & 1 main Channel Bridges	63 S 3	Lawrence				
10319	F 344-2	Imboden-Ravenden	4.7 Mi. Gravel Base	63 S 3	Lawrence		87,961.24	87,961.24	
10298	S 179-3	Harrisburg-Hwy. 63	13.5 Mi. Bit. Surface	14 S 14	Randolph	2,650.00	110,203.72	112,853.72	
10306	S 99-2	Marked Tree-Lepanto	9.9 Mi. Bit. Surface	40 S 1	Poinsett	97,249.94	68,263.21	165,503.15	
10313	SG 99-6	City of Marked Tree	Steel Girder Underpass	40 S 1	Poinsett				
10314	S 99-4	Marked Tree-Lepanto	959 ft. of Bridges	40 S 1	Poinsett		40,806.60	40,806.60	
10310	S 99-3	Lepanto-Osceola	8.9 Mi. Bit. Surface	40 S 1 & 2	Poinsett & Miss.	86,125.26	12,671.27	98,800.55	
						Total Dist. Ten	\$ 355,330.93	\$ 525,402.22	\$ 880,733.15
1185	F 461-2	Warren-Wilmar	6.7 Mi. Gravel Surface	4 S 13 & 14	Bradley & Drew				
1223	S 26-1	McCrory-Tupelo	7.3 Mi. Gravel Surface	17 S 5 & 6	Jackson & Woodruff		61,877.40	61,877.40	
1224	S 26-2	McCrory-Tupelo	1,333 ft. Bridges	17 S 5 & 6	Jackson & Woodruff		11,403.00	11,403.00	
1197	S 372-1	Cross Roads-Jct. 9	2.6 Mi. Gravel Base	10 S 6 & 7	Woodruff	23,982.75	14,122.06	38,064.81	
1226	S 372-5	Cross Roads-Hwy. 9	8.6 Mi. Bit. Surface	10 S 6 & 7	Perry & Palaski		56,110.51	56,110.51	
1228	S 76-1	Humnoke-Stuttgart	3.7 Mi. Gravel Surface	30 S 3-4-6	Lonoke-Prattie-Ark.		37,780.57	37,780.57	
1199	F 393-3	Rison-Pine-Bluff	14.7 Mi. Grade & Drain	79 S 8 & 9	Cleveland & Jeff.	75,823.69	52,107.71	127,931.40	
1201	F 393-4	Rison-Pine-Bluff	1723 ft. Bridges	79 S 8 & 9	Cleveland & Jeff.		23,498.93	23,498.93	
1221	F 393-5	Rison-Pine-Bluff	14.7 Mi. Bit. Surface	79 S 7-8-9	Cleveland & Jeff.		49,681.08	49,681.08	
F	H-P 1-8	State wide	Highway Planning	State					
S	H-P 1-8	State wide	Highway Planning	State					
U	HPS 1-8	State wide	Highway Planning	State					
U	HPS 1-11	State wide	Highway Planning	State					
	A-E-SN-FA-600-2						15,834.71	15,834.71	
	A-E-SN-FAP-503						100.00	100.00	
						Total Miscellaneous	\$ 99,756.44	\$ 312,515.97	\$ 412,272.41
						County Projects (see detailed statement following)	\$ 3,481,992.34	\$ 5,121,179.57	\$ 8,603,171.91
						Total Federal Aid Highway Act, 1944	\$ 6,844.45	\$ 247,982.67	\$ 254,827.12
						Total	\$ 3,488,836.79	\$ 5,360,162.24	\$ 8,867,999.03
COUNTY PROJECTS									
C 11271	S 815-2	West of Gilmore	1.8 Mi. Gravel Surface	Co. Road	Crittenden				
C 11275	S 821-1	Easterly Route 1791	1 Mi. Gravel Surface	Co. Road	Crittenden		6,261.00	6,261.00 F	
C 11276	S 816-2	South of Crawfordville	2.6 Mi. Gravel Surface	Co. Road	Crittenden		3,232.95	3,232.95 F	
C 11277	S 822-2	Hubert-Southwest	1.7 Mi. Gravel Surface	Co. Road	Crittenden		6,632.43	6,632.43 F	
C 11278	S 808-1	Fed. Aid Route 1770	1.36 Mi. Gravel Surface	Co. Road	Crittenden				
C 11279	S 810-1	South of Crawfordville	1.8 Mi. Gravel Surface	Co. Road	Crittenden		4,811.46	4,811.46 F	
C 11280	S 811-1	2 Mi. S. Poinsett-Crit. Co. L.	1 Mi. Gravel Surface	Co. Road	Crittenden		4,202.09	4,202.09	
C 11281	S 812-1	South of Proctor	1 Mi. Gravel Surface	Co. Road	Crittenden		4,997.11	4,997.11	
C 11282	S 812-2	Hwy. 70 North and South	1 Mi. Gravel Surface	Co. Road	Crittenden		3,734.35	3,734.35 F	
C 11283	S 812-3	Highway 42 North	1 Mi. Gravel Surface	Co. Road	Crittenden				
C 11264	S 813-1	Marks Bayou Road	1.27 Mi. Gravel Surface	Co. Road	Crittenden				
C 11285	S 814-1	Heifer South	1.3 Mi. Gravel Surface	Co. Road	Crittenden		3,849.25	3,849.25	
C 11286	S 815-1	Gilmore Northwest	1 Mi. Gravel Surface	Co. Road	Crittenden				
C 11287	S 816-1	Gilmore Northwest	1 Mi. Gravel Surface	Co. Road	Crittenden		8,092.10	8,092.10 F	

— Indicates refunds to the project.
F. Indicates Finished.

TABLE 16A—(Continued)

Job No.	Project No.	Location	Type of Work	Route & Sec.	County	Expended in Fiscal Year		Total Expended Biennium	
						1946-1947	1947-1948		
C 11268	S 816-3	Clarkdale-East	1.2 Mi. Gravel Surface	Co. Road	Crittenden		3,981.42	3,981.42	
C 11268	S 816-4	Lambethville-South	1.5 Mi. Gravel Surface	Co. Road	Crittenden		4,746.14	4,746.14 F	
C 11290	S 816-5	South of Crawfordville	1.6 Mi. Gravel Surface	Co. Road	Crittenden		3,632.69	3,632.69 F	
C 11292	S 822-1	East of Marion	1.26 Mi. Gravel Surface	Co. Road	Crittenden		11,400.58	11,400.58 F	
C 11293	S 819-1	FAS Route No. 2	1.75 Mi. Gravel Surface	Co. Road	Crittenden		8,515.76	8,515.76 F	
C 11284	S 820-1	Begins Jct. FAS Route 211	1.5 Mi. Gravel Surface	Co. Road	Crittenden		4,941.50	4,941.50 F	
C 11295	S 818-1	W. Memphis-Hulbert	1.4 Mi. Gravel Surface	Co. Road	Crittenden	4,450.05	1,760.44	6,210.49 F	
C 11297	S 814-2	Hwy. 64 North	1.4 Mi. Gravel Surface	Co. Road	Crittenden		4,231.12	4,231.12	
C 11298	S 814-6	Earle-Northwest	2 Treated Timber Bridges	Co. Road	Crittenden				
C 11301	S 815-6	Clarkdale-East & West	1.25 Mi. Gravel Surface	Co. Road	Crittenden		3,988.52	3,988.52	
C 11303	S 830-1	Edmondson-South	1.25 Mi. Gravel Surface	Co. Road	Crittenden				
C 11304	S 828-1	Snowden Gin-East	1.65 Mi. Gravel Surface	Co. Road	Crittenden		5,554.80	5,554.80	
C 11318	S 810-2	Blackfish Bayou	Treated Timber Bridge	Co. Road	Crittenden				
C 11324	S 816-6	Clarkdale-West	1.6 Mi. Gravel Surface	Co. Road	Crittenden				
C 11325	S 816-8	Clarkdale-East	1.4 Mi. Gravel Surface	Co. Road	Crittenden				
C 11327	S 818-2	Saint Clair-West	2.2 Mi. Gravel Surface	Co. Road	Crittenden				
C 11328	S 818-3	Marion-East	1.8 Mi. Gravel Surface	Co. Road	Crittenden				
C 11330	S 868-1	Highway 79 West	1.6 Mi. Gravel Surface	Co. Road	Crittenden				
C 11332	S 864-2	Rest Lake Road	0.13 Mi. Gravel Surface	Co. Road	Crittenden				
C 11299	S 832-1	Fitzgerald Crossing-West	Remove old Bridge	Co. Road	Crittenden				
C 11274	S 802-1	Penjur on Hwy. 79	2.5 Mi. Gravel Surface	Co. Road	Cross		9,748.81	9,748.81 F	
C 2376	S 824-1	Begins 6.5 Mi. S. Hamburg	2 Mi. Gravel Surface	Co. Road	St. Francis		5,364.83	5,364.83 F	
C 2376	S 826-1	Begins 1.5 Mi. N. E. Hamburg	1.85 Mi. Gravel Surface	Co. Road	Ashley		6,146.35	6,146.35 F	
C 3362	S 800-1	Entrance Hope Country Club	80 ft. Timber Bridge	Co. Road	Ashley		13,640.13	13,640.13	
C 3371	S 800-2	Hope-Patmos	1.45 Mi. Gravel Surface	Co. Road	Hempstead		9,104.84	9,104.84 F	
C 3368	S 804-1	Begins 0.8 Mi. S. Jct. 82	2.4 Mi. Bit. Surface	Co. Road	Hempstead		4,389.17	4,389.17	
C 3365	S 845-1	Walnut Hill-Red River	Drainage Structure across Mill Pond	Co. Road	Lafayette		3,493.83	3,493.83 F	
C 3374	S 804-2	Stamps-South	4.4 Mi. Gravel Surface	Co. Road	Lafayette		13,073.70	13,073.70	
C 6351	S 803-1	Begins 5 Mi. N. W. of Stuttgart	3.2 Mi. Bit Surface	Co. Road	Lafayette				
C 6353	S 858-1	Slovac-West	2.65 Mi. Gravel Surface	Co. Road	Prairie		7,210.27	7,210.27 F	
C 6357	S 887-1	Little Rock-Ferndale	4.6 Mi. Gravel Surface	Co. Road	Prairie				
C 6358	S 55-2	Scott-Bredlew	2.75 Mi. Gr. Dr. Asph. Surface on 9 Bridges	Co. Road	Pulaski		26,694.80	26,694.80 F	
C 6358	S 839-1	Geyer Springs-South	2.4 Mi. Bit. Surface	Co. Road	Pulaski	1,197.00	7,500.00	8,697.00	
C 6373	S 55-3	Plum Bayou	2.1 Mi. Bit. Surface	Co. Road	Pulaski	1,197.40	29,082.40	30,279.80	
C 6374	S 850-1	Cut off Road 12th St. to Hwy. 10	Treated Timber Br. & Approaches	Co. Road	Pulaski		5,450.44	5,450.44	
C 6374	S 837-2	West 12th St.	Bridges	Co. Road	Pulaski				
C 6382	S 857-1	Salmon-East	2.93 Mi. Bit. Surface	Co. Road	Saline				
C 7342	S 867-1	Rainview Connection	0.5 Mi. Bit. Surface	Co. Road	Quachita				
C 7343	S 868-1	Rainview Connection	2.0 Mi. Bit. Surface	City St.	Quachita				
C 7343	S 868-1	Childexter Connection	0.7 Mi. Bit. Surface	City St.	Quachita				
C 7343	S 870-1	Childexter Connection	0.7 Mi. Bit. Surface	City St.	Quachita				
C 7344	S 860-1	Mussh Lake-North	5.3 Mi. Bit. Surface	Co. Road	Quachita				
C 7346	S 871-1	Highway 79 S. W.	4.3 Mi. Bit. Surface	Co. Road	Quachita				
C 7346	S 872-1	Harmony Grove-East	3.2 Mi. Bit. Surface	Co. Road	Quachita				
C 10333	S 861-1	Peach Orchard-Brookings	3.1 Mi. Gravel Surface	Co. Road	Cley				
C 10317	S 801-1	Hwy. 40-St. Francis River	2 Timber Bridges double 54 ft. Conc. Pipe	Co. Road	Poinsett		8,487.58	8,487.58	
Totals							\$ 6,844.45	\$ 247,982.67	\$ 254,827.12

F Indicates Finished

TABLE 17
NET REVENUE TO HIGHWAY FUND FROM MOTOR FUEL TAX
January 1, 1934 to October 1, 1948

Calendar Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
1934	\$ 432,413	\$ 458,223	\$ 473,872	\$ 486,502	\$ 541,947	\$ 635,000	\$ 532,895	\$ 626,373	\$ 642,293	\$ 608,699	\$ 681,676	\$ 638,158	\$ 6,818,052
1935	576,448	536,166	503,230	560,157	532,677	562,551	577,375	681,143	705,258	684,559	683,298	641,997	7,291,853
1936	643,451	528,774	461,952	611,736	642,303	648,917	694,305	764,675	784,859	765,194	759,386	758,882	8,185,354
1937	732,812	586,645	574,147	676,550	742,308	721,498	763,008	819,692	839,487	805,326	792,005	758,060	8,602,562
1938	736,417	688,621	508,971	701,687	531,075	593,336	691,452	763,926	795,360	813,698	776,807	777,439	8,589,169
1939	745,856	699,417	688,418	730,688	559,768	742,515	787,801	802,458	824,634	816,982	841,840	797,006	9,067,318
1940	852,823	565,155	668,712	778,734	559,768	800,354	763,966	801,004	819,335	826,449	926,326	891,700	9,469,466
1941	872,255	840,274	728,511	833,980	862,711	928,042	923,068	1,001,411	1,079,677	985,166	1,097,159	1,030,142	11,218,291
1942	1,116,564	873,539	785,428	832,075	891,066	868,263	859,802	922,763	927,587	896,013	949,962	911,708	10,875,021
1943	716,913	686,703	656,714	696,460	677,275	688,741	736,966	799,994	795,043	765,411	808,547	796,881	8,719,660
1944	722,664	763,591	679,998	659,486	715,348	689,622	770,474	729,179	782,654	802,359	826,265	832,139	9,012,788
1945	763,619	832,752	698,661	738,633	782,229	868,033	861,882	928,766	1,123,985	1,033,154	1,022,002	1,026,728	10,752,834
1946	1,101,540	1,008,112	951,662	1,169,801	1,135,667	1,301,664	1,197,274	1,361,968	1,339,662	1,252,679	1,387,171	1,241,689	14,463,659
1947	1,327,656	1,162,632	1,129,640	1,321,443	1,258,260	1,286,151	1,354,718	1,401,714	1,433,600	1,360,846	1,435,969	1,297,234	15,799,573
1948	1,476,691	1,216,918	1,034,116	1,335,297	1,398,981	1,441,061	1,474,375	1,640,428	1,631,215	.....	.....	.....	12,443,079

NET REVENUE TO HIGHWAY FUND FROM MOTOR VEHICLE REGISTRATION AND AUTO DIVISION FEES
January 1, 1934 to October 1, 1948

Calendar Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
1934	\$ 120,630	\$ 782,027	\$ 746,814	\$ 164,206	\$ 118,907	\$ 48,274	\$ 71,098	\$ 34,670	\$ 41,800	\$ 48,463	\$ 16,862	\$ 9,445	\$ 2,147,706
1935	979,601	646,235	176,378	113,241	100,757	44,125	96,956	66,456	60,112	48,446	22,082	11,620	2,383,908
1936	839,841	1,006,348	173,594	191,185	101,875	44,163	116,791	52,632	60,557	37,128	24,340	13,742	2,662,204
1937	643,928	502,103	1,051,674	227,671	786,663	84,067	145,857	83,817	60,962	41,243	22,167	9,271	3,009,423
1938	364,217	820,833	1,062,324	151,781	78,470	25,026	71,374	46,607	40,779	33,104	19,390	8,337	2,717,242
1939	367,178	753,163	1,172,263	155,501	117,061	35,644	97,437	54,095	35,617	21,481	106,272	541,382	3,465,074
1940	884,178	947,118	190,944	140,172	82,567	29,018	80,403	38,242	31,721	29,756	113,017	902,464	3,459,699
1941	942,981	795,508	176,811	174,202	125,662	60,347	107,355	58,742	37,923	40,966	189,089	1,000,515	3,810,021
1942	1,562,959	410,062	143,427	131,009	66,998	30,958	59,966	36,513	35,304	28,086	468,168	599,467	3,662,997
1943	1,601,171	606,507	136,481	103,984	72,966	37,923	48,071	43,071	38,847	24,110	255,047	1,016,607	3,895,857
1944	1,440,547	433,682	156,481	84,555	65,777	40,155	55,741	40,617	38,646	26,395	247,487	769,941	3,379,224
1945	1,772,148	498,269	350,961	99,833	67,582	45,684	67,963	48,084	36,881	28,717	21,432	10,952	2,837,716
1946	2,612,196	972,615	172,278	151,705	112,690	53,965	73,739	72,280	64,156	49,168	28,826	16,152	4,417,766
1947	2,936,491	1,258,727	199,324	179,900	115,969	75,037	92,099	76,218	59,143	46,741	27,791	18,161	5,096,501
1948	2,976,699	1,496,326	266,874	212,574	132,032	80,942	100,422	74,798	74,744	.....	.....	.....	5,414,411

TABLE 18
COMPARISON OF STATE HIGHWAY EXPENDITURES BY STATES 1946¹

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	7,316	14,314	1,957	2,791	381	17,105	2,338
Arizona	3,867	8,311	2,149	.....	.....	8,311	2,149
Arkansas	9,753	13,542	1,389	7,144	732	20,686	2,121
California	13,721	63,959	4,661	12,043	878	76,002	5,539
Colorado	12,221	8,787	719	2,214	181	11,001	900
Connecticut	2,890	15,861	5,419	1,879	650	17,540	6,089
Delaware	3,856	3,902	1,012	628	163	4,530	1,175
Florida	8,657	20,158	2,328	6,106	590	25,264	2,918
Georgia	14,282	20,837	1,459	2,759	193	23,596	1,652
Idaho	5,172	8,873	1,715	76	15	8,949	1,730
Illinois	11,881	27,711	2,332	9,502	800	37,213	3,132
Indiana	10,430	25,147	2,411	.....	.....	25,147	2,411
Iowa	9,716	13,809	1,421	8,229	847	22,038	2,268
Kansas	9,899	22,215	2,244	1,321	134	23,536	2,378
Kentucky	10,294	20,655	2,007	290	28	20,945	2,035
Louisiana	18,510	15,231	823	8,134	439	23,365	1,262
Maine	9,896	15,122	1,528	2,983	301	18,105	1,829
Maryland	4,490	12,856	2,863	2,250	501	15,106	3,364
Massachusetts	1,927	12,785	6,609	190	98	12,925	6,707
Michigan	9,475	25,915	2,735	2	.....	25,917	2,735
Minnesota	11,227	22,928	2,042	4,099	365	27,027	2,407
Mississippi	6,409	10,906	1,702	5,905	921	16,811	2,623
Missouri	18,263	19,074	1,173	9,399	516	27,473	1,689
Montana	8,756	8,738	998	2,965	338	11,701	1,336
Nebraska	9,189	12,018	1,308	.....	.....	12,018	1,308
Nevada	5,602	6,025	1,076	.....	.....	6,025	1,076
New Hampshire	3,639	5,088	1,673	906	249	6,993	1,922
New Jersey	2,136	17,729	8,300	2,650	1,241	20,379	9,541
New Mexico	9,958	12,827	1,288	1,825	183	14,652	1,471
New York	14,219	47,007	3,306	18,959	1,333	65,966	4,639
North Carolina	62,184	46,768	752	7,047	113	53,815	865
North Dakota	7,048	4,580	650	.....	.....	4,580	650
Ohio	18,472	39,435	2,136	742	40	40,177	2,175
Oklahoma	10,138	22,341	2,204	.....	.....	22,341	2,204
Oregon	7,090	16,572	2,337	1,232	174	17,804	2,511
Pennsylvania	40,923	75,987	1,856	4,154	101	80,091	1,957
Rhode Island	890	3,591	4,035	258	290	3,849	4,325
South Carolina	15,568	15,268	981	7,816	489	22,884	1,470
South Dakota	6,035	6,444	1,068	.....	.....	6,444	1,068
Tennessee	7,689	18,598	2,425	9,305	1,213	27,903	3,638
Texas	26,605	47,177	1,773	10,045	378	57,222	2,151
Utah	5,427	6,409	1,181	.....	.....	6,409	1,181
Vermont	1,804	3,544	1,984	16	9	3,560	1,973
Virginia	47,184	44,901	952	976	21	45,877	973
Washington	6,351	18,549	2,921	565	89	19,114	3,010
West Virginia	33,234	22,037	683	9,567	288	31,604	951
Wisconsin	10,007	18,317	1,830	1,078	108	19,395	1,938
Wyoming	4,299	6,720	1,563	288	67	7,008	1,630
Total	576,569	950,266	1,648	166,137	288	1,116,403	1,936

¹ Source-Tables SF-4 and SM-1 for 1946, 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, 1948

	Serial Series 3 1/4 %		Serial Series 3 %		Term Series 3 1/4 %		Total Requirements		Total
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	
1948	\$ 1,237,643.75	\$ 270,000.00	\$ 1,000,000.00	\$ 405,250.00	\$ 1,000,000.00	\$ 3,279,000.00	\$ 1,914,093.75	\$ 1,914,093.75	\$ 7,119,778.75
1949	2,404,628.75	540,000.00	1,000,000.00	786,250.00	1,000,000.00	3,489,000.00	3,740,778.75	3,740,778.75	7,118,778.75
1950	2,325,423.75	540,000.00	1,000,000.00	783,750.00	1,000,000.00	3,608,000.00	3,613,928.75	3,613,928.75	7,116,928.75
1951	2,242,678.75	540,000.00	1,000,000.00	781,250.00	1,000,000.00	3,719,000.00	3,894,946.25	3,894,946.25	7,113,946.25
1952	2,156,196.25	540,000.00	1,000,000.00	778,750.00	1,000,000.00	3,841,000.00	3,272,096.25	3,272,096.25	7,113,096.25
1953	2,065,846.25	540,000.00	1,000,000.00	776,250.00	1,000,000.00	3,965,000.00	3,145,248.75	3,145,248.75	7,110,248.75
1954	1,971,498.75	540,000.00	1,000,000.00	773,750.00	1,000,000.00	4,094,000.00	3,014,290.00	3,014,290.00	7,108,290.00
1955	3,084,000.00	540,000.00	1,000,000.00	771,250.00	1,000,000.00	4,227,000.00	2,879,079.75	2,879,079.75	7,106,079.75
1956	3,227,000.00	540,000.00	1,000,000.00	768,750.00	1,000,000.00	4,364,000.00	2,739,470.00	2,739,470.00	7,103,470.00
1957	3,364,000.00	540,000.00	1,000,000.00	766,250.00	1,000,000.00	4,507,000.00	2,596,316.25	2,596,316.25	7,102,316.25
1958	3,507,000.00	540,000.00	1,000,000.00	763,750.00	1,000,000.00	4,652,000.00	2,446,466.25	2,446,466.25	7,099,466.25
1959	3,653,000.00	540,000.00	1,000,000.00	761,250.00	1,000,000.00	4,804,000.00	2,292,750.00	2,292,750.00	7,096,750.00
1960	3,804,000.00	540,000.00	1,000,000.00	758,750.00	1,000,000.00	4,960,000.00	2,134,125.00	2,134,125.00	7,094,125.00
1961	3,960,000.00	540,000.00	1,000,000.00	756,250.00	1,000,000.00	5,122,000.00	1,970,292.50	1,970,292.50	7,092,292.50
1962	4,122,000.00	540,000.00	1,000,000.00	753,750.00	1,000,000.00	5,288,000.00	1,801,800.00	1,801,800.00	7,089,800.00
1963	4,288,000.00	540,000.00	1,000,000.00	751,250.00	1,000,000.00	5,459,000.00	1,626,491.25	1,626,491.25	7,085,491.25
1964	4,459,000.00	540,000.00	1,000,000.00	748,750.00	1,000,000.00	5,638,000.00	1,446,165.00	1,446,165.00	7,084,165.00
1965	4,638,000.00	540,000.00	1,000,000.00	746,250.00	1,000,000.00	5,820,000.00	1,259,972.50	1,259,972.50	7,079,972.50
1966	4,820,000.00	540,000.00	1,000,000.00	743,750.00	1,000,000.00	6,010,000.00	1,069,241.25	1,069,241.25	7,077,735.00
1967	5,010,000.00	540,000.00	1,000,000.00	741,250.00	1,000,000.00	6,205,000.00	869,241.25	869,241.25	7,074,241.25
1968	5,205,000.00	540,000.00	1,000,000.00	738,750.00	1,000,000.00	6,408,000.00	668,635.00	668,635.00	7,074,535.00
1969	2,028,000.00	488,350.00	1,000,000.00	736,250.00	1,000,000.00	6,606,000.00	468,920.00	468,920.00	7,074,330.00
1970		384,570.00	1,000,000.00	733,750.00	1,000,000.00	6,808,000.00	284,610.00	284,610.00	7,072,610.00
1971		183,360.00	2,000,000.00	51,250.00	2,000,000.00	6,208,000.00	80,620.00	80,620.00	6,288,620.00
1972		48,120.00		32,500.00					
Total	\$ 75,176,000.00	\$ 29,569,630.00	\$ 18,000,000.00	\$ 12,145,380.00	\$ 25,000,000.00	\$ 118,176,000.00	\$ 52,234,910.00	\$ 52,234,910.00	\$ 170,409,910.00

NOTE: Principal payments April 1st; interest payments April and October.

TABLE 20
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
From December 1, 1946 to October 31, 1948
FEDERAL AID PROJECTS

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 December 19, 1946						
C 2375	County	S 824 (1)	Ashley	1.817	Grdg. Minor Strs. & Grav. Surf.	\$ 12,600.00
Proposals Received January 31, 1947						
2315	81 S-6 & 7	F 453 (1)	Jefferson and Lincoln	19.874	Bituminous Surface	149,385.00
2317	165 S-2 & 3	F 453 (3)	Chicot and Drew	8.419	Grdg. & Minor Drainage Strs.	58,867.88
2371	81 S-1	SG 72 (2)	Ashley	3.686	Grdg. & Minor Drainage Strs., Grav. Base & Bituminous Surface	95,743.33
4296	45 S-1	F 282 (1)	Sebastian	0.828	Grdg. & Minor Strs., Grav., One R. C. Str. & One Steel I Beam Bridge	113,517.35
4315	23 S-5 & 6	S 313 (6)	Franklin and Logan	10.070	Grdg., Grav. Base & Bit. Surf.	158,973.57
4316	27 S-6	S 3 (2)	Montgomery	7.792	Grdg., Minor Drainage Strs., Grav. Base & Bituminous Surface	109,980.30
4317	8 S-1	S 251 (1)	Polk	9.240	Grdg., Minor Drainage Strs., Grav. Base & Bituminous Surface	210,127.77
5286	64 S-10	S 326 (3)	White	12.014	Bituminous Surface	79,383.03
5294	11 S-15	F 458 (1)	Independence	12.283	Bituminous Surface	104,640.94
C 6358	County	F 373 (4)	Pulaski	4.501	Grdg., Minor Dra. Strs., Grav. & Stone Base, Asph., Conc., & Hot Mix	76,666.40
		S 55 (2)				
		S 839 (1)				
7329	24 S-6	S 166 (1)	Ouachita	5.093	Grdg., Minor Dra. Strs. Grav. Base & Bit. Surface	98,380.77
9232	68 S-1 & 2	S 132 (2)	Madison and Washington	11.279	Grdg., Minor Drainage Structures & Gravel Base	255,113.23
9233	7 S-19	S 38 (4)	Boone	194.5'	One Reinforced Conc. Deck Girder Bridge	37,002.30
1208	30 S-3, 4 & 5	S 286 (2)	Arkansas, Lonoke and Prairie	3.661	Grdg., Minor Drainage Structures & Gravel Base	74,204.98
		S 76 (1)				
Proposals Received February 28, 1947						
11259	79 S-16	F 133 (13)	Lee	727.75'	Three Reinforced Conc. & Structural Steel I Beam Bridges	179,249.00
C 11287	County	S 816 (1)	Crittenden	2.535	Grdg., Minor Drainage Structure & Gravel Base	14,551.90
3349	4 S-5	S 88 (1)	Hempstead	11.758	Grdg., Minor Dra. Strs., Grav. Base & One Steel I Beam Bridge	147,561.10
3353	24 S-5	S 88 (2)	Nevada	478.25'	One Reinforced Conc. & Structural Steel I Beam Bridge	67,930.50
4294	59 S-5	S 166 (3)	Crawford	4.956	Grdg., Minor Drainage Structure & Gravel Base	162,921.90
5221	67 S-13	S 333 (4)	White	7.783	Grdg., & Minor Drainage Structures	136,910.84
		F 63 (5)				
		F 63 (7)				
		F 260 (6)				
		F 496 (1)				
6251	10 S-7	S 372 (2)	Pulaski	11.612	Grdg., Minor Drainage Structure & Crushed Stone Base	314,873.59
8255	7 S-15	S 170 (4)	Pope	4.935	Grdg., Minor Dra. Str., Grav. Base & Bituminous Surface	126,829.25
8256	7 S-13	S 293 (1)	Yell	13.070	Grdg., Minor Dra. Str., Grav. Base & Bituminous Surface	209,340.40
10312	26 S-8	F 242 (9)	Greene	9.378	Grdg., Minor Dra. Str. Reconstruct Base, Grav. Base & Bit. Surf.	148,346.73
10814	40 S-1	S 99 (4)	Poinsett	958.75'	Three Reinforced Conc. & Structural Steel I Beam Bridges	136,289.50
1197	10 S-6 & 7	S 372 (4)	Perry and Pulaski	8.608	Grdg., Minor Dra. Structure & Gravel Base	68,799.20
Proposals Received March 28, 1947						
11266	17 S-2	S 156 (2)	Monroe	10.491	Bituminous Surface	79,847.93
C 11294	County	S 820 (1)	Crittenden	1.438	Grdg., Minor Dra. Structure & Gravel Base	10,097.70
C 11299	County	S 832 (1)	Cross	2.540	Grdg., Minor Dra. Structures & Gravel Surface	16,688.70
3365	41 S-1	S 202 (4)	Sevier	1.654	Grdg., Minor Dra. Structures, Gravel Base & Bituminous Surface	68,765.02
5288	14 S-12	S 296 (2)	Jackson	514.85'	Two R. C. & Structural Steel I Beam Bridges	81,327.30
5290	14 S-12	S 296 (3)	Jackson	6.971	Gravel Base & Bituminous Surface	123,922.77
6314	270 S-10	F 14 (5)	Grant	1252'	Five R. C. & Structural Steel I Beam Bridges	192,345.50
8262	60 S-1	S 67 (1)	Perry	6.475	Grdg., Minor Dra. Str., Crushed Stone Base & Bituminous Surface	166,929.38
1201	79 S-8 & 9	F 393 (4)	Cleveland and Jefferson	172.33'	Two Reinf. Conc. & Structural Steel I Beam Bridges	45,024.20

TABLE 20—(Continued)
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
 From December 1, 1946 to October 31, 1948
FEDERAL AID PROJECTS

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 April 25, 1947						
11120	20 S-2	FAGH FG 137 (6)	Phillips	314.0'	One Reinf. Conc. & Structural Steel I Beam Bridge	\$ 87,902.40
11215	75 S-15	F 190 (5)	Lee	10.584	Grdg., Minor Dra. Str., Grav. Base & Bituminous Surface	360,153.95
3356	24 S-5	S 166 (4)	Nevada	8.215	Grdg., Minor Dra. Str., Grav. Base & Bituminous Surface	73,413.72
3357	41 S-1	S 202 (3)	Sevier	5.674	Bituminous Surface	48,908.16
4300	23 S-1 & 2	S 137 (1)	Logan and Scott	13.442	Grdg., Minor Dra. Structures & Gravel Base	196,816.13
C 6357	County	S 837 (1)	Pulaski	2.750	Bit. Surf. & Remod. Existing Str., One Reinf. Conc. Deck Girder Bridge	49,890.28
9245	68 S-2	3 36 (8)	Madison	138.5'	One Reinf. Conc. Deck Girder Bridge	33,372.50
10281	63 S-3	F 455 (6)	Lawrence	397.08'	Three Reinf. Conc. & Structural Steel I Beam Bridges	72,941.41
10285	82 S-21	F 460 (1)	Clay	7.449	Grdg., Minor Dra. Str., Grav. Base, Bit. Surf. & P. C. Concrete Paving	238,101.41
10298	14 S-14	S 179 (3)	Poinsett	13.488	Grdg., Minor Dra. Str., Grav. Base & Bituminous Surface	275,947.19
1221	79 S-8 & 9	F 303 (5)	Cleveland and Jefferson	14.733	Grdg., Gravel Base & Bituminous Surface	235,585.19
Proposals Received May 9, 1947						
11264	44 S-4	S 112 (1)	Phillips	2.032	Grdg., Minor Dra. Str., Gravel Base & Bituminous Surface	70,876.32
2356	79 S-10 & 11	F 284 (7)	Arkansas and Phillips	16.282	Grdg., Minor Dra. Strs., Grav. Base & Asph., Conc. Hot Mix Surface	510,559.65
3355	4 S-5	S 88 (3)	Hempstead	11.732	Bituminous Surface	91,265.12
4322	59 S-5	S 333 (5)	Crawford	4.468	Grdg., Minor Drainage Structures & Gravel Base	111,583.91
7276	79 S-3	F 223 (10)	Ouachita	15.253	Grdg., Minor Dra. Str., Gravel Base & Bituminous Surface	483,177.52
10819	63 S-3	F 344 (2)	Lawrence and Randolph	4.753	Grdg., Minor Drainage Structures & Gravel Surface	131,104.84
1223	17 S-5 & 6	S 26 (1)	Jackson and Woodruff	7.305	Grdg., Minor Drainage Structures & Gravel Base	125,893.95
Proposals Received June 6, 1947						
2339	81 S-6 & 7	F 453 (2)	Jefferson and Lincoln	472.75'	Three Reinforced Concrete & Structural I Beam Bridges	101,875.00
5233	67 S-13	F 63 (6)	White	811.5'	One R. C. & Str. Steel Cantilever Deck Girder & One R. C. & Str. Steel I Beam Br.	260,824.90
5235	67 S-13	F 63 (8)	White	110.0'	One R. C. & Structural Steel I Beam Bridge	38,885.20
6347	City St.	FACM 86 A-(1)	Pulaski	613.0'	One R. C. & Str. Steel I Beam Supr. Str. & Reconditioning Approaches	87,770.40
1225	10 S-6 & 7	S 372 (6)	Perry and Pulaski	8.608	Bituminous Surface	74,297.70
Proposals Received July 11, 1947						
11302	50 S-3	S 90 (2)	St. Francis	250'	Two Reinf. Conc. & Str. Steel I Beam Bridges on Treated Timber Structures	34,519.71
2354	165 S-2 & 3	SG 72 (4)	Chicot and Drew	8.419	Gravel Base & Bituminous Surface	173,495.26
5295	25 S-4	S 365 (3)	Independence	6.981	Crushed Stone Base & Bit. Surface	95,241.14
5296	17 S-6	S 73 (1)	Jackson	1.252	Grdg., Minor Drainage Structures & Gravel Surface	16,570.90
1224	17 S-5 & 6	S 26 (2)	Jackson and Woodruff	1,333.10'	Three Reinforced Concrete & Structural I Beam Bridges	181,547.50
Proposals Received July 25, 1947						
11313	70 S-17 & 18	F 185 (8) F 186 (12)	Monroe and St. Francis	7.119	Grading & Gravel Shoulders	61,670.37
11314	70 S-19 & 20	FI 47 (9) FI 257 (5) FI 258 (11)	Crittenden and St. Francis	15.585	Concrete Base & Type I-1 Hot Asphalt Concrete Pavement	654,114.92
C 2378	County	S 825 (1)	Ashley	5.599	Grdg., Minor Drainage Structures & Gravel Surface	48,768.27
3361	82 S-1	F 4 (3) F 184 (3)	Miller	13.874	Grdg., Minor Dra. Str., Gravel Base & Bituminous Surface	502,124.68
5257	56 S-1	S 449 (1)	Izard	10.034	Grdg., Minor Dra. Str., Crushed Stone & Bituminous Surface	301,271.42
7326	79 S-3	F 223 (11)	Ouachita	387'	Three Reinf. Conc. Deck Girder Bridges	84,352.70

TABLE 20—(Continued)
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
From December 1, 1946 to October 31, 1948
FEDERAL AID PROJECTS

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 September 12, 1947						
2357	65 S-22	F 24 (29)	Chicot	7.565	Grading, Gravel Base & Hot Mix Asphalt Concrete Pavement	\$ 269,635.24
5303	5 S-9	S 123 (1)	Baxter	5.923	Gradg., Minor Dra. Str., Crushed Stone Base & Bituminous Surface	100,506.35
7288	4 S-13	F 461 (1)	Bradley	0.372	One R. C. Steel I Beam & One Steel Truss Bridge & One I Beam Bridge	511,922.60
9224	16 S-4	WER 23	Madison	177.25'	One Reinforced Conc. Deck Girder Bridge & Gravel Approaches	34,770.75
10311	63 S-8	F 455-A(3)	Lawrence	2998.87'	R. C. Cantilever I Beam Spans & Str. Steel Cantil. Tr. Spans & Two R. C. Steel I Beam Brs.	672,441.50
10316	25 S-9	F 205 (4)	Greene	0.234	One R. C. Structural Steel I Beam Bridge & Approaches	134,147.10
Proposals Received November 21, 1947						
11228	79 S-16	F 183 (14)	Lee	6.049	Gradg., Minor Dra. Str., Gravel Base & Bituminous Surface	327,223.02
2346	165 S-1	S 72 (5)	Ashley	4.291	Gradg., Minor Dra. Str., Gravel Base & Bituminous Surface	128,846.52
2379	1 S-1	S 189 (4)	Desha	11.431	Gradg., Minor Dra. Str., Gravel Base & Bituminous Surface	287,118.51
3364	41 S-1	S 202 (5)	Sevier	290.0'	One R. C. & Structural Steel I Beam Bridge	58,069.40
3369	82 S-1	F 4 (4)	Miller	122.5'	One R. C. & Structural Steel I Beam Bridge	35,520.40
4320	109 S-2	S 96 (1)	Logan	2.934	Gradg., Minor Dra. Str. & Gravel Surface	83,753.36
4329	59 S-5	S 333 (6)	Crawford	9.425	Sand Asphalt Mix Wearing Surface	116,177.04
5252	County	ER S (5)	Cleburne	918'	One 380' Steel Susp. Bridge, Steel Towers, I Beam Spans & Approaches	92,348.40
5298	25 S-2	S 108 (1)	Cleburne	13.819	Gradg., Minor Dra. Str., Crushed Stone Base & Bituminous Surface	186,245.25
6807	10 S-7	S 372 (3)	Pulaski	791.75'	Five R. C. & Structural Steel I Beam Bridges	257,708.60
6350	10 S-7	S 372 (5)	Pulaski	11.612	Bituminous Surface	92,594.82
C 6373	County	S 55 (3)	Pulaski	0.104	Treated Timber & R. C. Deck Bridge & Appr.	24,006.15
8268	7 S-13	SG 293 (2)	Yell	0.305	One R. C. Steel I Beam Overpass & Apprs.	64,275.59
9242	68 S-1 & 2	S 132 (4)	Madison and Washington	11.279	Bituminous Surface	93,437.65
9246	94 S-2	S 36 (7)	Benton	5.929	Gradg., Minor Dra., Crushed Stone, Bit. Surface & One R. C. I Beam Bridge	180,375.12
9248	112 S-1	S 135 (1)	Washington	1.914	Gradg., Minor Dra. Crushed Stone Base & Bituminous Surface	31,105.63
9250	68 IN	S-111	Washington	2.308	Gradg., Minor Dra. Str., Crushed Stone Base & Bituminous Surface	55,373.18
Proposals Received December 19, 1947						
5246	5 S-8	F 497 (1)	Baxter	5.290	Gradg., Minor Dra. Str., Crushed Stone Base & Bituminous Surface	151,594.51
9213	County	ERS 9 (1)	Carroll	554.34'	One Steel & Treated Timber Suspension Bridge & Approaches	94,622.70
9221	62 S-8	F 370 (10)	Marion	471'	One Steel Cantilever Deck Truss I Beam & R. C. Bridge & Overpass	152,812.40
Total, January 1 to December 31, 1947						14,275,987.72
Proposals Received April 16, 1948						
11306	1-S-10	F 191 (15)	Lee	0.927	Gradg., Minor Dra. Str., P. C. Conc. Pav. & One R. C. Steel Girder Span Underpass	173,523.95
10313	79 S-16	FG 183 (11)	Poinsett	0.161	Gradg., Minor Dra. Str., P. C. Conc. Pav. & One R. C. Steel Span Underpass	118,709.76
1186	4 S-13 & 14	SG 99 (5)	Bradley and Drew	6.780	Gradg., Minor Dra. Strs. & Gravel Base	218,772.80
Proposals Received May 7, 1948						
C 6374	County	S 837 (2)	Pulaski	887.5'	Minor Dra. Str., Remodeling & Const.	45,804.30
		S 850 (1)		205.5'	Four R. C. Bridges & Approaches	
C 3374	County	S 804 (2)	Lafayette	3.191	Gradg., Minor Dra. Str., Gravel Base & Bituminous Surface	40,282.79
Proposals Received July 15, 1948						
2263	82 S-9	FAGH 224 (4)	Ashley	322.0'	One R. C. & Steel I Beam Overpass	94,497.54
C 6372	County	S 842 (1)	Pulaski	0.443	Gradg., Minor Dra. Str., Gravel Surf. & T. T. Sub. Str., R. C. Deck, Steel I Beam Br.	36,730.40

TABLE 20—(Continued)
 RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
 From December 1, 1946 to October 31, 1948
 FEDERAL AID PROJECTS

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 July 15, 1948—(Continued)						
C 6384	County	S 55 (4)	Lonoke and Pulaski	4.509	Gradg., Minor Dra. Str., Gravel Base & Asphaltic Hot Mix Surface	\$ 79,608.37
9259	62 S-8	F 370 (10)	Marion	0.064	Gradg., Minor Drainage Structures & Gravel Base	7,087.15
Proposals Received August 27, 1948						
11210	17 S-3	S 425 (2)	Monroe	0.473	One R. C. & Steel I Beam Bridge & Approaches	96,196.84
11272	20 S-2	F 137 (6) FACH 137 (9)	Phillips	1.783	Gradg., Minor Dra. Str., Gravel Base & Bituminous Surface	57,033.17
7354	4 S-11	F 466 (1)	Calhoun	3.842	Gradg., Minor Dra. Str., Gravel Base & Bituminous Surface	75,219.30
C 9255	County	S 864 (1)	Benton	3.824	Gradg., Minor Dra. Str., Gravel Base & Bituminous Surface	47,217.75
Total All Federal Aid Projects						15,380,271.84

STATE PROJECTS

State Job No.	Road and Section No.	County	Length Mi. or Ft.	Nature of Work	Amount of Contract Award	
Proposals Received January 31, 1947						
3360	71 S-2	Miller		Riprap, Pile Dyke and Woven Mattress	\$ 42,108.00	
Proposals Received March 28, 1947						
3317	70 S-4	Pike	3.664	Grading, Minor Drainage Structure & Gravel Surface	96,268.36	
Proposals Received May 9, 1947						
5289	62 S-11	Baxter	7.453	Gravel Base & Bituminous Surface	96,754.55	
5297	62 S-12	Fulton	11.129	Gradg., Minor Dra. Str. & Gravel Base	152,742.11	
Proposals Received June 6, 1947						
11312	20 S-4	Phillips	57.5'	One T. T. Sub. Str., R. C. & Steel I Beam Br.	8,065.80	
11310	61 S-1	Crittenden	4.760	Gradg., Minor Dra. Str. & Gravel Shoulders	47,995.98	
6363	11 S-10	Prairie	475'	One R. R. Sub. Str., R. C. & I Beam Bridge	64,598.10	
Proposals Received July 11, 1947						
11311	1 & 64 S-13 & 16	Cross	3.991	Drainage Ditch for Hwy. No. 1 & 64	11,219.15	
11316	44 S-3	Phillips	13.32	2' 6" P. C. Conc. Widening Strips	142,522.46	
Proposals Received July 25, 1947						
5805	62 S-11	Baxter and Fulton	14.096	Gradg., Minor Dra. Str. & Gravel Base	134,416.35	
Proposals Received September 12, 1947						
3376	29 S-1	Lafayette	20.6	Loading, Hauling & Windrowing Gravel	24,216.00	
Proposals Received November 21, 1947						
5315	62 S-11 & 12	Baxter & Fulton	25.237	Bituminous Surface	173,472.00	
Proposals Received January 9, 1948						
10338	77 S-2	Mississippi	416.73'	One T. T. Str., Steel I Beam & Untreated Timber Bridge	30,800.00	
Proposals Received August 27, 1948						
11206	17 S-3	Monroe	7.002	Gradg., Minor Dr. Str., Gravel Base & Bituminous Surface	168,760.94	
3348	70 S-4	Pike	1040.42'	One R. C. & I Beam Bridge & One R. C. Arch Span Bridge	411,368.40	
3386	29 S-1	Lafayette	5.40	Gravel Surface	22,464.00	
7353	9 S-1 & .	Dallas & Ouachita	8.724	Gradg., Gravel Base & Bit Surface	52,843.12	
7355	4 S-12	Bradley	12.091	Gravel Surf. Base & Bit. Surface	11,037.73	
Total State Projects						1,691,658.05

TABLE 21

TABULATION OF ROAD MILEAGE BY TYPES LISTED BY COUNTIES
Assembled by Maintenance Districts, January 1, 1948

County	MILES IN COUNTY BY TYPE										APPROVED FEDERAL	
	Concrete Pavement	Brick Pavement	Bituminous Pavement	Bituminous Surface	Gravel Surface	Graded	Unimproved	Total Miles	AID ROUTES! Primary	Secondary		
DISTRICT NO. 1												
Crittenden	42.27	.....	12.11	38.02	40.80	.....	.....	133.20	81.48	51.72
Cross	9.08	.....	.....	37.76	76.29	.....	.....	123.08	55.03	88.06
Lee	1.13	0.11	0.40	18.18	98.95	.....	.....	118.77	55.59	62.18
Monroe	17.96	.....	.....	3.16	97.77	1.77	4.00	124.65	62.80	57.44
Phillips	59.18	0.81	48.81	7.03	181.96	1.84	2.82	178.07	47.90	78.07		
St. Francis	54.65	.....	1.56	12.87	46.27	.....	.....	115.45	72.26	43.19
Woodruff	5.88	.....	.....	25.08	86.12	2.01	2.90	122.02	23.25	93.45
Totals	190.18	0.92	62.68	142.14	457.87	5.62	9.72	869.13	398.31	454.10		
DISTRICT NO. 2												
Arkansas	1.72	.....	68.98	20.90	96.08	23.05	4.51	214.64	64.72	121.05	
Ashtey	1.95	.....	12.27	67.86	38.61	32.84	8.74	153.34	70.72	73.23	
Chicot	25.71	.....	24.53	22.06	60.52	.....	.....	132.72	63.56	68.66
Deaha	27.86	.....	13.80	1.96	53.26	4.46	.....	100.83	38.89	62.23
Drew	4.52	.....	21.46	16.61	11.77	.....	.....	112.76	66.07	43.79
Jefferson	51.16	0.38	2.90	33.17	87.99	3.42	.....	178.02	104.19	70.80	
Lincoln	13.66	.....	.....	24.65	61.86	5.45	0.92	96.52	35.76	53.39
Totals	126.37	0.88	135.53	185.97	454.48	74.22	14.27	994.82	444.71	493.06		
DISTRICT NO. 3												
Hempstead	21.35	.....	4.79	22.61	104.07	2.83	.....	166.45	21.79	131.08
Howard	2.48	.....	.....	21.49	69.98	.....	.....	93.96	14.49	79.47
Lafayette	1.20	.....	.....	26.07	41.63	1.40	.....	70.30	17.59	52.71
Little River	18.69	.....	.....	5.84	55.89	6.39	4.40	92.81	18.89	54.22
Miller	31.41	0.03	1.21	46.18	22.55	4.06	.....	106.39	78.78	7.10	
Nevada	16.85	.....	.....	5.84	102.91	4.05	.....	129.65	15.36	114.29
Pike	.....	.....	0.65	38.81	68.84	.....	.....	98.30	30.60	67.70
Sevier	5.23	.....	.....	49.58	80.22	.....	.....	85.08	58.44	26.64
Totals	97.27	0.03	6.65	216.47	488.59	17.53	4.40	830.94	255.74	533.16		
DISTRICT NO. 4												
Crawford	44.91	0.05	0.04	0.43	26.90	.....	.....	72.34	45.56	27.96
Franklin	30.92	.....	.....	12.18	40.86	.....	.....	83.96	30.83	53.33
Logan	39.83	.....	1.06	27.68	31.78	0.91	.....	101.41	28.70	62.71
Montgomery	.....	.....	.....	51.27	39.90	15.94	.....	108.71	40.46	68.45
Polk	4.24	.....	0.85	46.20	71.00	.....	.....	121.79	64.02	57.77
Scott	1.59	.....	18.97	34.86	71.80	.....	.....	126.14	53.76	72.84
Sebastian	53.54	0.76	2.81	39.30	48.62	.....	.....	145.33	59.92	86.34
Totals	175.13	0.82	22.93	212.24	330.81	17.86	.....	759.68	383.06	427.74	
DISTRICT NO. 5												
Baxter	1.66	.....	.....	20.46	70.62	.....	1.89	94.53	32.63	61.90
Cleburne	.....	.....	.....	4.88	88.78	.....	.....	86.61	.....	86.61
Fulton	.....	.....	0.58	2.67	81.82	.....	.....	86.07	54.85	30.22
Independence	3.96	.....	2.72	44.57	110.23	.....	.....	161.48	34.07	121.69
Isard	0.60	.....	.....	9.86	90.18	0.87	.....	96.01	.....	96.01
Jackson	40.59	.....	0.15	1.69	110.30	8.66	.....	161.30	40.57	122.92
Sharp	.....	.....	.....	6.59	92.80	2.72	.....	101.81	54.31	47.50
Stone	.....	.....	.....	5.08	82.22	15.60	.....	102.88	.....	102.88
White	36.96	0.22	.....	61.09	102.62	.....	9.03	209.92	62.10	112.33
Totals	88.77	0.22	3.45	149.93	824.42	27.55	10.92	1,100.61	308.53	782.96		

TABLE 21—(Continued)
 TABULATION OF ROAD MILEAGE BY TYPES LISTED BY COUNTIES
 Assembled by Maintenance Districts, January 1, 1948

County	MILES IN COUNTY BY TYPE										APPROVED FEDERAL AID ROUTES ¹	
	Concrete Pavement	Brick Pavement	Bituminous Pavement	Bituminous Surface	Gravel Surface	Graded	Unimproved	Total Miles	Primary	Secondary		
DISTRICT NO. 6												
Faulkner	16.45		30.86	23.11	62.80	7.12	10.00	142.72	60.77	80.71		
Garland	20.23		12.32	43.70	30.28			113.85	74.63	39.02		
Grant	1.53		13.95	32.23	69.26			118.97	53.63	61.34		
Hot Spring	29.82		16.33	22.23	65.44			133.82	67.43	66.39		
Lonoke	47.60		0.47	8.68	101.87			152.85	34.02	120.03		
Prairie	19.77		70.25	32.23	74.59			127.06	30.03	90.05		
Pulaski	54.33		6.84	17.77	27.00			160.35	92.63	76.82		
Saline	43.41		150.52	7.13	32.95			90.33	48.75	41.58		
Totals	233.04			182.08	453.69	7.12	10.00	1,046.45	472.70	576.94		
DISTRICT NO. 7												
Bradley	6.32	1.44		24.26	35.17	0.59		68.78	22.10	38.30		
Cathoun	1.26			41.49	24.54			66.99	65.82	1.17		
Clark	33.56		5.54	11.46	102.19			152.84	87.98	114.86		
Cleveland	0.81			58.19	45.57			104.57	29.57	77.52		
Columbis	6.66			68.33	60.76			126.51	62.47	63.94		
Dallas	1.98		1.26	22.92	106.45			131.35	20.07	111.28		
Ouachita	21.51		2.07	42.12	80.83			126.72	62.72	63.00		
Union	61.34		8.87	67.84	38.41			169.66	98.62	56.48		
Totals	183.52	1.44		326.61	474.59	0.59		945.82	399.29	527.85		
DISTRICT NO. 8												
Conway	20.34		14.94	18.77	74.02			128.07	22.55	95.01		
Johnson	28.99		0.97	4.62	107.41	18.82		177.87	77.87	108.15		
Perry	30.22		0.83	34.09	58.84	22.12		115.88	32.47	146.77		
Pope			11.40	2.76	94.76	34.50	6.41	180.17	35.45	103.18		
Van Buren			0.15	35.28	93.98	8.83	0.26	138.63	8.74	202.62		
Yell	10.33			58.07	181.35	15.96		218.87				
Totals	80.88		28.80	154.52	506.24	103.32	6.67	889.03	128.75	733.50		
DISTRICT NO. 9												
Benton	22.71	0.40		98.38	128.02			249.61	88.88	160.63		
Boone	1.70		0.39	59.81	54.27	2.71		118.68	53.39	65.49		
Carroll	2.74			43.33	62.88	20.77		139.72	42.57	87.15		
Madison			0.36	4.48	129.57	14.41		148.82		146.70		
Marion	0.56			25.92	56.31	0.11		82.00	24.33	58.57		
Newton				4.26	108.60	36.07	1.41	150.34	8.59	146.55		
Searcy				37.77	45.44	26.54	0.20	109.96	30.61	73.34		
Washington	36.25		3.41	64.59	116.05	13.40		233.70	73.20	161.80		
Totals	63.96	0.40	4.16	336.64	701.14	114.01	1.61	1,223.82	332.67	900.33		
DISTRICT NO. 10												
Clay	20.29		15.80	16.89	80.85			117.53	67.90	49.53		
Craighead	18.81		0.96	60.21	59.32			154.14	76.20	78.18		
Greene	19.21			83.97	64.06	1.49		119.69	53.12	58.02		
Lawrence	28.24			29.30	101.22			168.76	62.62	91.60		
Mississippi	31.64		71.27	20.07	137.46	6.81	0.15	268.38	79.17	164.81		
Poinsett	26.37			18.02	109.05	4.51		157.96	46.26	110.08		
Randolph	25.52			17.83	77.06			120.41	35.38	84.03		
Totals	170.08		88.03	196.28	628.62	11.81	0.16	1,094.88	421.65	626.10		
Total All Districts	1,362.80	4.21	516.02	2,104.94	5,830.35	379.92	57.74	9,754.98	3,486.49	6,054.74		

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 December 31, 1947; Secondary Federal Aid Routes as approved December 31, 1947. Approval of other routes pending.

**A REVIEW OF HIGHWAY LEGISLATION IN ARKANSAS
DURING THE BIENNIUM, ACTS OF 1947**

State Highway Commission — Highways

Act 100. State Highway Fund: Amends Section 12 of Act 4, 1941 to provide that after the specific allocations totaling \$13,500,000 are credited, the next \$5,000,000 shall be credited to the State Highway Fund for maintenance and construction purposes, the next \$2,000,000 shall be credited to the County Aid Fund for construction and maintenance of county roads, and the balance may be used for construction and maintenance of highways or for redemption of Highway Bonds.

Act 103. Licensed Engineers: Provides that District Engineers and other responsible engineering positions must be held by licensed engineers.

Act 222. Letting of Contracts: Amends Section 21, Act 65, 1929 to provide for negotiated contracts with railway companies for installation of grade crossing protective devices.

Act 252. Transfer of Appropriations: Permits agencies of State, under certain conditions, to transfer appropriations.

Act 319. Highway Fund Balances: Provides that unincumbered balances in the Highway Fund may be transferred.

Counties

Act 104. School Bus Routes: Amends Section 6969 Pope's Digest to make all school bus and rural mail routes Public Highways.

Act 100. County Highway Fund: Amends Act 4, Acts of 1941, to allocate \$2,000,000 annually to County Highway fund.

Debt Service—Bonds

Act 24. Local Refunding Bonds: Amends Sections 3 and 4 of Act 210 of 1925 to permit any unexpended surplus, after all bonds issued under provisions of said act are redeemed, to be transferred to any other funds authorized by law.

Act 208. Provides for immediate redemption of Series B Bonds.

Act 234. Allocation of Highway Funds: Provides that allocation of motor user income under provisions of Act 4, 1941, shall be made for bond year periods.

Improvement Districts

Act 130. Time Extended: Street Improvement Districts, Amends Act 288 of 1943 to include streets improved and street improvement districts organized prior to January 1, 1947.

Act 160. Spring Lake District: Repeals Act 461 of 1919 which made the Little Rock and Spring Lake Improvement District a part of Highway System.

Act 23. Grants wider power to Municipal Levee and Flood Control Districts.

Motor Vehicles—Motor Fuel

Act 45. Free License: Provides for issuing plates at fee of \$1.00 for busses used to carry members to church.

Act 393. Increases driver's license fees to \$1.00

Act 416. Authorizes the transfer of For Hire Licenses.

Act 415. Motor Fuel: Amends Sub-section B of Section 4, Act 383, 1941, regarding sale of motor fuel out of state.

Miscellaneous

Act 27. Prohibits deposit of offensive matters on highways, private and public property.

Act 281. Provides for microfilming State records.

Act 345. Provides for Construction of a Toll Road in Desha and Arkansas Counties.

Act 384. Municipal Aid: Amends Section 5, Act 288, 1943, regarding distribution of municipal aid fund.