

STATE OF ARKANSAS

Nineteenth Biennial Report

of the

ARKANSAS

STATE HIGHWAY COMMISSION



For the Period July 1, 1948 through June 30, 1950

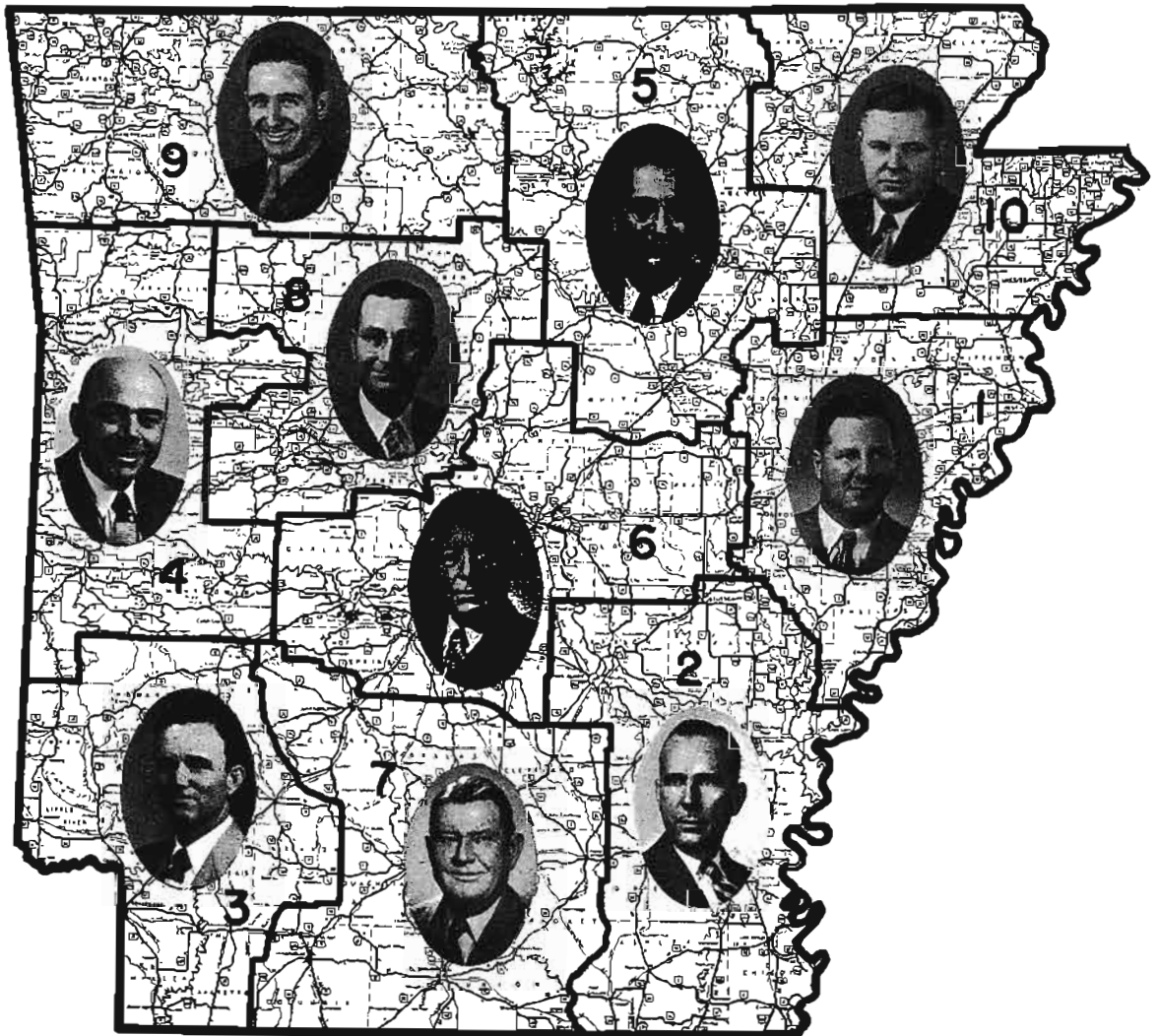


CHAIRMAN



VICE-CHAIRMAN

ARKANSAS STATE HIGHWAY COMMISSION



1949 - 1950

J. B. LAMBERT, CHAIRMAN
HELENA

CHARLES ADAMS
HUGHES

R. S. BARNETT
ALTHEIMER

OLEN HENDRIX
ANTOINE

ROY MARTIN
FORT SMITH

TRUMAN BAKER
SEARCY

A. E. JOHNSON
CHIEF ENGINEER

ARKANSAS
STATE HIGHWAY COMMISSION



J. C. BAKER, DIRECTOR
LITTLE ROCK, ARK.

December 1, 1950

J. H. CRAIN, VICE CHAIRMAN
WILSON

WM. L. HUMPHRIES
LITTLE ROCK

A. D. MASON
CAMDEN

OLEN FULLERTON
MORRILTON

ORVAL FAUBUS
HUNTSVILLE

FRED CARTER
LAKE CITY

MURRAY O. REED
GENERAL COUNSEL

To the Governor and Members of the 58th 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, 1950.

The purpose of the publication is to present a record of highway
maintenance and construction activities, to give an accounting of
expenditures made, to show the present physical status of the high-
way 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 respon-
sibilities and accomplishments.

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

Respectfully submitted,

J. B. Lambert
Chairman

J. H. Crain
Vice Chairman

Charles Adams
Member, District 1

Wm. L. Humphries
Member, District 6

R. S. Barnett
Member, District 2

A. D. Mason
Member, District 7

Olen Hendrix
Member, District 3

Olen Fullerton
Member, District 8

Roy C. Martin
Member, District 4

Orval E. Faubus
Member, District 9

Truman Baker
Member, District 5

Fred Carter
Member, District 10



ARKANSAS IN ACTION
ROAD UNDER CONSTRUCTION.
A TEMPORARY INCONVENIENCE
FOR YOUR FUTURE MOTORING
NEEDS AND PLEASURE.
ARKANSAS STATE HIGHWAY COMMISSION

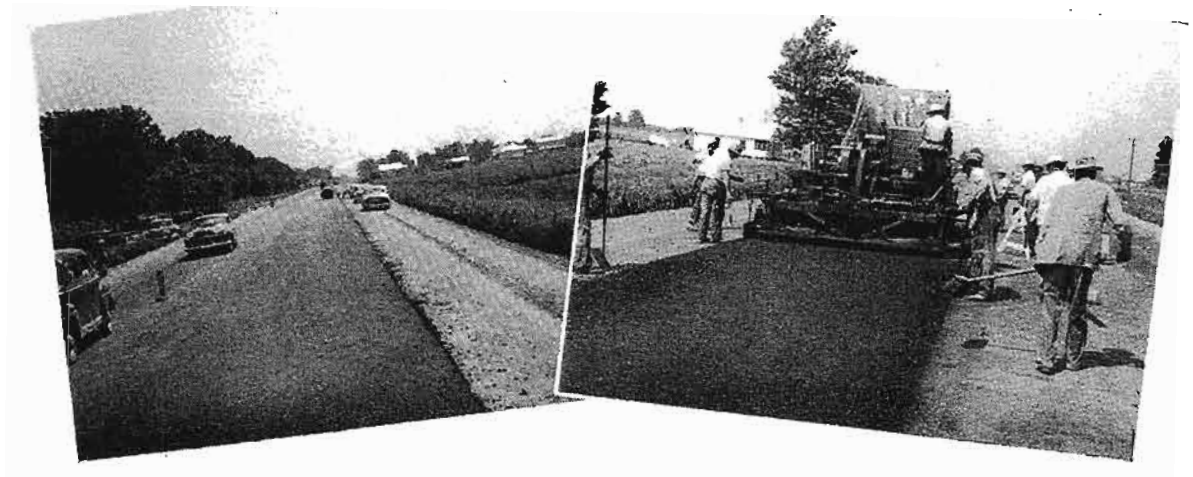


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PERSONNEL
ARKANSAS STATE HIGHWAY DEPARTMENT
STATE HIGHWAY COMMISSION

Chairman J. B. Lambert, Helena	Vice Chairman James H. Crain, Wilson
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MEMBERS AT LARGE

Charles Adams, Hughes District No. 1	R. S. Barnett, Altheimer District No. 2
*Olen Hendrix, Antoine District No. 3	Roy Martin, Fort Smith District No. 4
Truman Baker, Searcy District No. 5	Wm. L. Humphries, Little Rock District No. 6
A. D. Mason, Camden District No. 7	Olen Fullerton, Morrilton District No. 8
Orval Faubus, Huntsville District No. 9	Fred Carter, Lake City District No. 10

CENTRAL OFFICE STAFF

J. C. Baker
 Director of Highways

A. E. Johnson Chief Engineer E. E. Mashburn E. L. Wales F. J. Herring Ward Goodman N. B. Garver George Fry Guy W. Cobb J. H. Harman C. Don Hayes Warren Stanford Kent Brown F. C. Bogart J. R. Henderson C. A. Shumaker W. W. Mitchell H. D. Booth D. H. Hamilton J. K. Brown	Murry O. Reed General Counsel and Acting Secretary Construction Engineer Engineer of Materials and Tests Engineer of Statistics and Analyses Engineer Bridge Design Consulting Bridge Engineer Engineer of Roadway Plans Maintenance Eng. and Drainage Consultant State Supervisor of Maintenance Equipment Supervisor Fuel Supervisor Engineer of Surveys Engineer of Right of Way Federal Aid Engineer Office Engineer County Program Engineer Traffic and Safety Director Chief Accountant Purchasing Agent
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District Superintendents

W. F. Deaderick	District No. 1	Wynne
Ed Jenkins	District No. 2	Pine Bluff
Homer Hill (1)	District No. 3	Hope
Eugene Manley	District No. 4	Fort Smith
Luther Bearden	District No. 5	Batesville
J. E. McCook (2)	District No. 6	Little Rock
G. E. Nunally (3)	District No. 7	Camden
H. C. Sellers	District No. 8	Russellville
Jewell Whitaker (4)	District No. 9	Harrison
O. A. Tinsley	District No. 10	Paragould

*Lawrence Honeycutt March, 1949—July 1949. Deceased
 Barney Smith July, 1949—April 1950. Resigned

- (1) Frank P. Kirk Succeeded by Incumbent
- (2) R. A. Campbell Succeeded by Incumbent
- (3) J. H. Harman Succeeded by Incumbent
- (4) J. C. Perkins Succeeded by Incumbent

The Commission takes pride in recognizing the following employees who have faithfully served the Department for twenty-five or more years.

Walter E. Carter	Assistant Construction Engineer	Little Rock	31 Years
N. J. Carter	Blue Print Operator	Little Rock	31 Years
Elmer Ray Casey	Parts Messenger	Jacksonville	26 Years
George L. Fry	Engineer Roadway Plans	Little Rock	25 Years
N. B. Garver	Consulting Bridge Engineer	Little Rock	29 Years
J. L. Goins	District Mechanic	Pine Bluff	25 Years
W. S. Hall	Resident Engineer	Little Rock	25 Years
C. Don Hayes	Equipment Supervisor	Jacksonville	25 Years
F. J. Herring	Engineer Statistics & Analyses	Little Rock	25 Years
Walter E. Hicks	Resident Engineer	Little Rock	26 Years
W. B. Hodgins	Estimator-Bridge	Little Rock	25 Years
J. E. Horsfall	Machinist	Jacksonville	25 Years
Inez T. Royston	District Office Manager	Pine Bluff	26 Years
J. T. Shaw	Heavy Truck Driver	Jacksonville	27 Years
O. A. Tinsley	District Maintenance Supt.	Paragould	25 Years
E. L. Wales	Engineer Materials & Tests	Little Rock	25 Years

FOREWORD

The past biennium has seen highway revenues reach an all time high. However, an intensive nation-wide public works program has held prices at such a level as to largely offset these gains, with the result that the cost per mile of completed road has remained at approximately 2.35 times the prewar level of 1940. Similarly the cost per hour of labor on maintenance operations has continued at 2.25 times the 1940 level. These factors coupled with the international situation have placed a heavy burden on the Highway Department to adjust maintenance and construction activities to changing conditions and at the same time provide badly needed improvements.

The inescapable fact must be faced that many miles of surfacing on the trunk line highways have been in use for twenty years or more. These roads are not only old in terms of their life expectancy but have been severely damaged as a result of traffic volumes and loads far in excess of their designed capacities.

Future economic trends are difficult to predict and call for an intelligent, cooperative attitude on the part of all concerned to preserve the State's investment in its roads and at the same time continue a construction program that will correct existing defects in the Highway System.

SECTION I

SUMMARY AND REVIEW

Administration

State Highway Commission: The Highway Commission was increased from ten to twelve members under Act 239 of 1949. As now constituted the Chairman and Vice-chairman are members at large. The remaining ten members each represent one of the ten Maintenance Districts. They are appointed by the Governor, subject to confirmation by the Senate, and their terms of office are concurrent with that of the Governor. The Commission serves as the governing body for the Department and is vested with all the powers and duties conveyed by law for its administration, together with all necessary authority to enable it or any of its officers or employees to carry out effectively all matters pertaining to the State Highways.

Director of Highways: The Director of Highways is appointed by the Governor. He is the Chief Executive officer of the Department and has direct control of all Highway matters, 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 the records of all proceedings of the Commission and serves as the Department's General Counsel.

Chief Engineer: The Chief Engineer is appointed by the Director of Highways, subject to approval by the Commission. He is responsible for all engineering and directs the activities of the various technical divisions.

Department Divisions and Sections

The various Divisions of the Department underwent extensive consolidation and reassignment of duties and responsibilities during the biennium as a means of promoting efficiency and more definite control of engineering functions. As now constituted the divisions perform specific functions as follows:

Construction: The Construction Division is under the direction of the Construction Engineer, who is responsible for the supervision of all roadway and bridge work constructed by contract.

Surveys: This Division, under the direction of the Engineer of Roadway Surveys, is responsible for all field surveys for proposed roadway and bridge construction.

Right-of-Way Section: The Right-of-Way Section is under the general supervision of the Engineer of Roadway Surveys. Direct responsibility, however, rests upon the Engineer of Right-of-Way, who is responsible for the acquisition of all rights-of-ways needed for construction on, or the operation of the State Highway System.

Roadway Plans: This Division is under the direction of the Engineer of Roadway Plans, who is responsible for the design and preparation of all Roadway Plans for work to be undertaken by the Department on either contract or state force basis.

Bridge Design Division: The Bridge Design Division is supervised by the Engineer of Bridge Design and is responsible for the design and preparation of plans on all bridge work.

Federal Aid Procedure: This Division, under the direction of the Federal Aid Engineer, is responsible for coordination between the State Highway Department and the Bureau of Public Roads. All contracts between the respective agencies, reimbursement vouchers, reports, and correspondence are handled by this Division.

Materials and Tests: The work of this Division is under the direction of the Engineer of Materials and Tests who is responsible for: (1) preliminary field investiga-

tions of soil types and available road building materials, (2) appropriate laboratory tests on all materials required for construction and maintenance operations, and (3) field inspection and testing during the construction period.

Statistics and Analyses: This Division is under the direction of the Engineer of Statistics and Analyses. It is his responsibility to compile and analyze the factual data regarding road inventories, traffic surveys and financial studies and the preparation of appropriate reports, graphs, maps, and records.

County Program Division: This Division, the establishment of which is mandatory under the 1950 Federal Aid Act, is under the direction of the County Program Engineer. It cooperates with the County Judges in initiating County Federal Aid projects, in preparing and submitting programs to the U. S. Bureau of Public Roads for approval and construction as authorized in the 1944 Federal Act.

Maintenance: Maintenance operations are directed by the State Supervisor of Maintenance through ten Maintenance Districts. Each office maintains its own office, shop, and requisite personnel. The Districts are administered by District Maintenance Superintendents who are directly responsible for all maintenance activities in their respective districts. Under the reorganization plan this Division is now responsible for all heavy bridge maintenance which requires specialized knowledge and skill.

Equipment: The Equipment Section functions as a unit of the Maintenance Division. Its activities are directed by the Equipment Supervisor, who is responsible for the servicing and repair of 2,726 pieces of equipment required in the Department's operations.

Purchasing: The Purchasing Division is under the control of the Purchasing Agent. It provides centralized control for the procurement of all supplies and equipment. Purchasing is done on bid, negotiated, or comparative quotation basis as will best serve the public interest.

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.

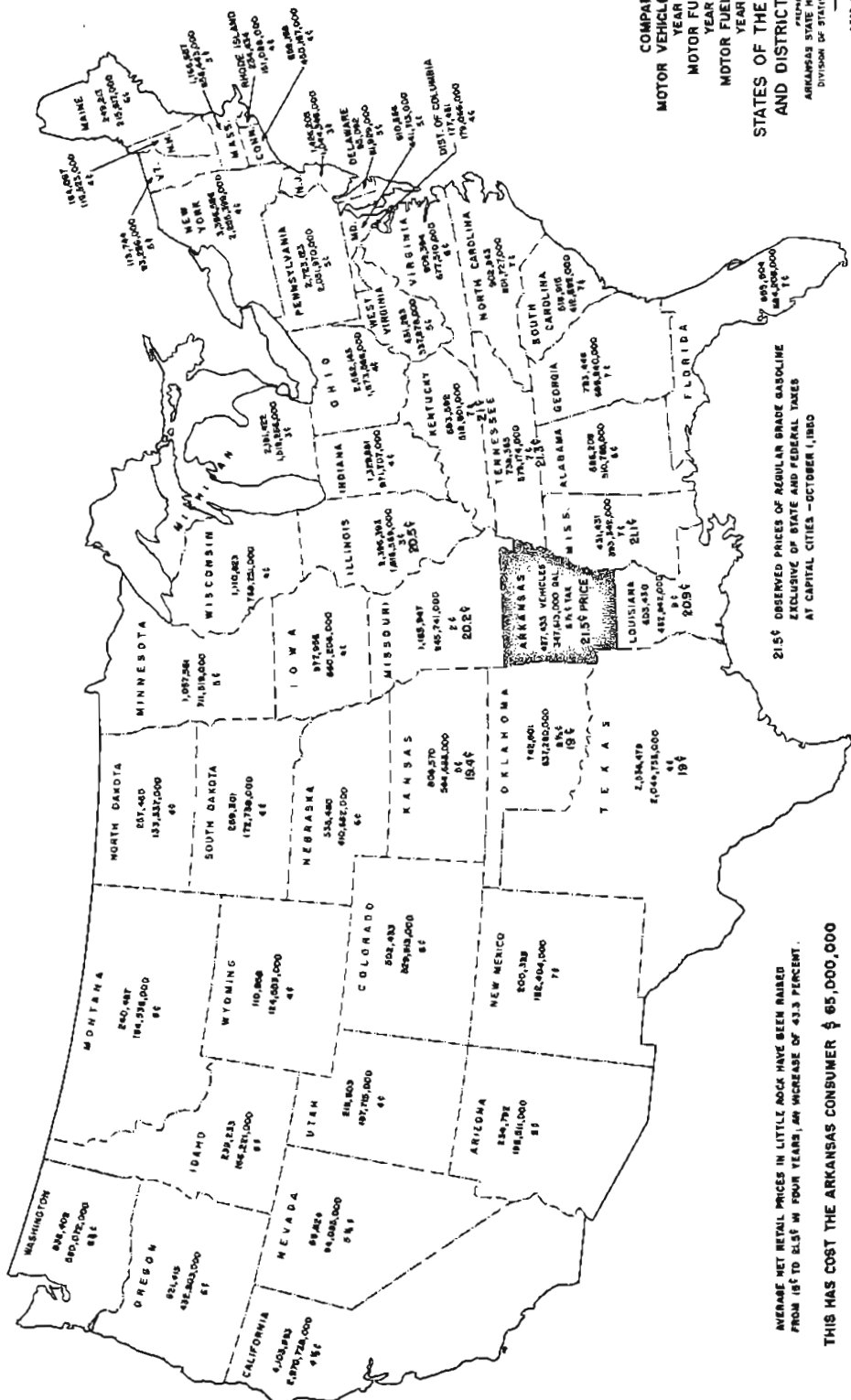
Traffic and Safety: All traffic and safety activities are under the Director of Safety who is responsible for educational programs, recommendations concerning safety measures and safety control devices, speed zoning, barrier striping, etc., together with related publicity.

REVIEW OF CONDITIONS

The Commission during the past biennium has been faced with difficult and trying problems in its efforts to adjust construction and maintenance activities to changing economic and international conditions. During the better part of the 1949 fiscal year many important materials and supplies, which are essential in highway work, were diverted to foreign use under the European Recovery Plan. Subsequently the domestic situation has been unsettled and impossible to predict. Industry has been plagued with strikes and threats of strikes, which have kept stock piles or reserves of such important items as steel, cement, lumber, repair parts, etc., very low. Deliveries have, in turn, been slow and often uncertain. These conditions were further aggravated because of adverse weather conditions during the current construction season. Official records of the U. S. Weather Bureau show that the summer of 1950, with one exception, was the wettest experienced in 23 years. Incessant rains and recurrent floods not only seriously delayed completion schedules on all construction work, but also caused excessive damage to many miles of worn gravel roads which had deteriorated because of the lack of maintenance funds sufficient to properly maintain them in previous years.

Notwithstanding these unavoidable conditions the Department has undertaken the heaviest construction and maintenance program in its history. This has been made possible through vigorous support from the administration, which has emphasized road building as an imperative need for the State's future growth and development.

Act No. 5 of the 1949 Legislature provided for the sale of \$28,000,000 of State Highway Construction Bonds at the rate of \$7,000,000 per year for four years and at the



COMPARATIVE
MOTOR VEHICLES REGISTERED
YEAR 1949
MOTOR FUEL TAXED
YEAR 1948
MOTOR FUEL TAX RATE
YEAR 1950
STATES OF THE UNITED STATES
AND DISTRICT OF COLUMBIA
PREPARED BY
ARKANSAS STATE HIGHWAY DEPARTMENT
DIVISION OF STATISTICS AND ANALYSIS
SEPT. 1, 1950

21.5¢ OBSERVED PRICES OF REGULAR GRADE GASOLINE
EXCLUSIVE OF STATE AND FEDERAL TAXES
AT CAPITAL CITIES - OCTOBER 1, 1950

THIS HAS COST THE ARKANSAS CONSUMER \$ 65,000,000
AVERAGE NET RETAIL PRICES IN LITTLE ROCK HAVE BEEN RAISED
FROM 18¢ TO 21.5¢ IN FOUR YEARS, AN INCREASE OF 43.3 PERCENT.

WHY IS THE ARKANSAS PRICE THE HIGHEST IN THE AREA?

same time reallocated motor user imposts to set aside \$2,000,000 annually for payment of principal and interest on the new Bonds, and \$2,500,000 to pay refunds on agricultural gasoline. See tabulation on page 18 for complete schedule of these allocations.

While much has been accomplished in correcting obsolescence and deficiencies in the System, it should be pointed out that the current program will not provide the whole answer to the over-all picture, as means must yet be found to finance heavy future requirements for construction and maintenance operations if severe losses to the State's transportation System are to be avoided.

As pointed out in the 18th Biennial Report, low salaries and lack of retirement benefits had made it very difficult to secure suitably trained technical personnel. The 1949 Legislature alleviated this condition by the passage of appropriation measures which put salaries at a more attractive level and established a Retirement System. This has had a very wholesome effect in the recruitment of young engineers, who previously were being attracted to industry and the Federal Government as more desirable fields of employment. It has also been an encouraging factor to many older employees whose lives have been devoted to highway work with no promise of future security. These gains in employee conditions could, in our opinion, be further improved by the enactment of legislation to establish a classification system with the provision that an employee must possess the designated qualifications for a given position before he can be assigned to it. This plan is operating successfully in other states and is thought to be worthy of consideration in Arkansas.

At this writing the Commission is unable to project plans for the future with any certainty. The Korean situation, with the imminent prospect of another full scale war, appears certain to require the return of complete mobilization and war time controls under which all civilian activities will of necessity be subordinated to military needs. If war should return the Department will again, as it was during the 1941-45 period, be placed under the heavy obligation of trying to provide vital highway facilities with an acute shortage of money, men, materials and equipment. In such a situation the Commission cannot hope to continue the construction program that is now well under way. Its chief concern will be not only to maintain uninterrupted traffic facilities which are indispensable to every phase of the national life, but to protect an investment in roads in excess of \$334,000,000 with inadequate facilities. The Commission is keenly aware of these conditions and asks that all parties concerned cooperate with it in its efforts to meet and solve these problems.

ACCOMPLISHMENTS

The Department's accomplishments during the biennium are outlined in detail in Section III, Operations. The following achievements however, are considered of sufficient importance to warrant special mention:

1. Construction activities have reached an all time high during the biennium. This has been due largely to an aggressive road program on the part of the Administration and improved financial conditions. The record reflects that one hundred eighty-four (184) contracts have been awarded with commitments totaling \$31,074,666.

2. Paralleling the construction activities, the Maintenance Division has engaged in a vigorous program intended to further correct war time neglect and deterioration. Much of this work has consisted of sealing, resurfacing, widening, shoulder stabilization, and center striping.

3. The Department cooperated with the Bureau of Public Roads, University of Arkansas, Resources and Development Commission, and other important agencies in making a 12 month comprehensive survey of tourist travel. Among other things, this study developed the number of persons in each car, state of residence, occupation or business, days spent in Arkansas, amount of money spent for meals, lodging, etc., purpose of trip, and features that prompted the visit. These data will be used to plan additional tourist services. Roadside parks numbering 108 have been constructed in every county of the state as an added tourist attraction and have prompted many favorable comments.

4. The 1949 session of the Legislature provided a retirement system for employees of the Department thereby making career service much more attractive. Membership in the System is optional for employees earning less than \$200 per month and mandatory for those earning \$200 per month or more. The Act provides for retirement benefits on account of age and service or disability and has met with widespread approval on the part of the employees as evidenced by the fact that 724 active members were on the rolls on July 1, 1950.

5. The County Road Division has continued an active program in cooperation with the County Judges. During the biennium 108 projects have been approved by the Bureau of Public Roads at an estimated cost of \$2,568,000.

6. Expanding operations and the increased need for record keeping has necessitated further enlargement of the records building to house IBM equipment, which is being used to simplify and analyze fiscal, factual, and engineering data.

7. The increased volume of construction and maintenance activities has necessitated heavy purchases of equipment. The inventory two years ago showed 2,276 pieces of equipment. On July 1, 1950, 2,726 units were on hand with a book value of \$3,477,954.

STATUS OF STATE HIGHWAY SYSTEM

The following tabulation shows comparatively the mileage by types according to the Eighteenth Biennial Report, work completed to June 30, 1950, and the mileage that will exist upon completion of active contracts.

Type	Previous Report Miles	June 30 1950 Miles	Upon Completion Miles
Concrete and Brick Pavement -----	1,354	1,323	1,302
Asphaltic Pavement -----	552	595	592
Bituminous Surface -----	2,433	2,805	3,190
Untreated Gravel -----	4,978	4,579	4,236
Graded and Drained -----	381	358	347
Unimproved -----	57	57	53
Total -----	9,755	9,717	9,720

The system includes 96 miles of bridge structures which are more than 20 feet in length.

During the biennium the Commission has adhered to the policy that no roads should be placed on the System until the existing mileage had been improved. This policy is sound and should be continued. Attention is again invited to the fact that under existing laws the Commission can add roads to the System but cannot remove them regardless of their lack of importance. As a result many miles of local service roads which cannot be justified in either terms of service or revenue are on the System. While the Commission is fully aware of the political complications that would ensue if an effort be made to reduce the mileage on the System, it nevertheless strongly recommends, as did the Highway Advisory Committee in 1946, that it be given the statutory authority to remove roads from the System upon proper determination of their lack of value or service. By these means only can the present excessive mileage be adjusted to balance present or potential traffic needs and the State's ability to finance highway improvements and maintenance in future years.

THE FEDERAL AID SYSTEM

Under the provisions of the Federal Aid Act of 1944, the Federal Aid System as of January 1, 1950 includes mileage on the existing System according to Departments records as follows:

Federal Aid Primary System	3,451	Miles
Federal Aid Secondary System—State Roads	6,047	Miles
		<hr/>
Total on State System	9,498	Miles
Federal Aid Secondary System—County Roads	6,920	Miles
		<hr/>
Total on Federal Aid System	16,418	Miles

Thus of the 16,418 miles on the Federal Aid System, 9,498 miles are on the State System and 6,920 miles are on approved county roads and are subject to improvement through the offices of the respective counties.

All roads which go to make the Federal Aid Primary and Secondary Systems are shown on Plate 6 in the latter part 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 II HIGHWAY FINANCE

THE FINANCIAL PICTURE

During the biennium the Refunding Act of 1941 as amended by Act 100 of 1947 was materially altered with the passage of Act 5 of 1941. This Act was necessary because current revenues were wholly inadequate to finance critically needed construction and maintenance to correct war time damage due to unavoidable neglect, unrestricted loads and heavily increased traffic. This Act established a revised schedule of allocations from the State Highway Fund, details of which will be found in the ensuing section under the caption "Distribution of Highway Revenue." It also authorized the issuance of \$7,000,000 of State Highway Construction Bonds for each of the years 1949, 1950, 1951 and 1952, subject to the provision that when in any year the amount realized from State Highway Revenues and Federal Aid Funds for the construction and reconstruction of roads and bridges in the State Highway System exceeds the sum of \$13,000,000, the \$7,000,000 in bonds authorized for issuance during that year shall be reduced by the amount of the excess. The Act further provides that all bonds issued are to be negotiable, direct obligations of the State with the stipulation that the interest rate of each series sold shall not exceed 3.2 percent and further, that all bonds sold may, at the discretion of the Board be callable after ten years at par plus accrued interest. The Act stipulates that no bonds shall be issued except by and with the consent of a majority of the qualified electors, voting on the question at a special election. This question was accordingly referred to the electorate and in a special election on February 15, 1949, was approved by a vote of 108,290 for to 24,457 against. The value of these securities from the investors standpoint is shown by the fact that the issues authorized for sale during 1949 and 1950 were sold at a premium of \$22,663.00.

Of the \$25,000,000 regularly allocated under the 1949 Act the State Highway Department received \$10,575,000,—plus \$1,411,083 that was recaptured from the Gasoline Tax Refund and \$985,196.21 from Surplus. Thus it will be readily seen that the Highway Department received for all purposes, during the 1950 Bond Year, a total of \$12,971,279 from regular highway imposts plus the proceeds of bond sales.

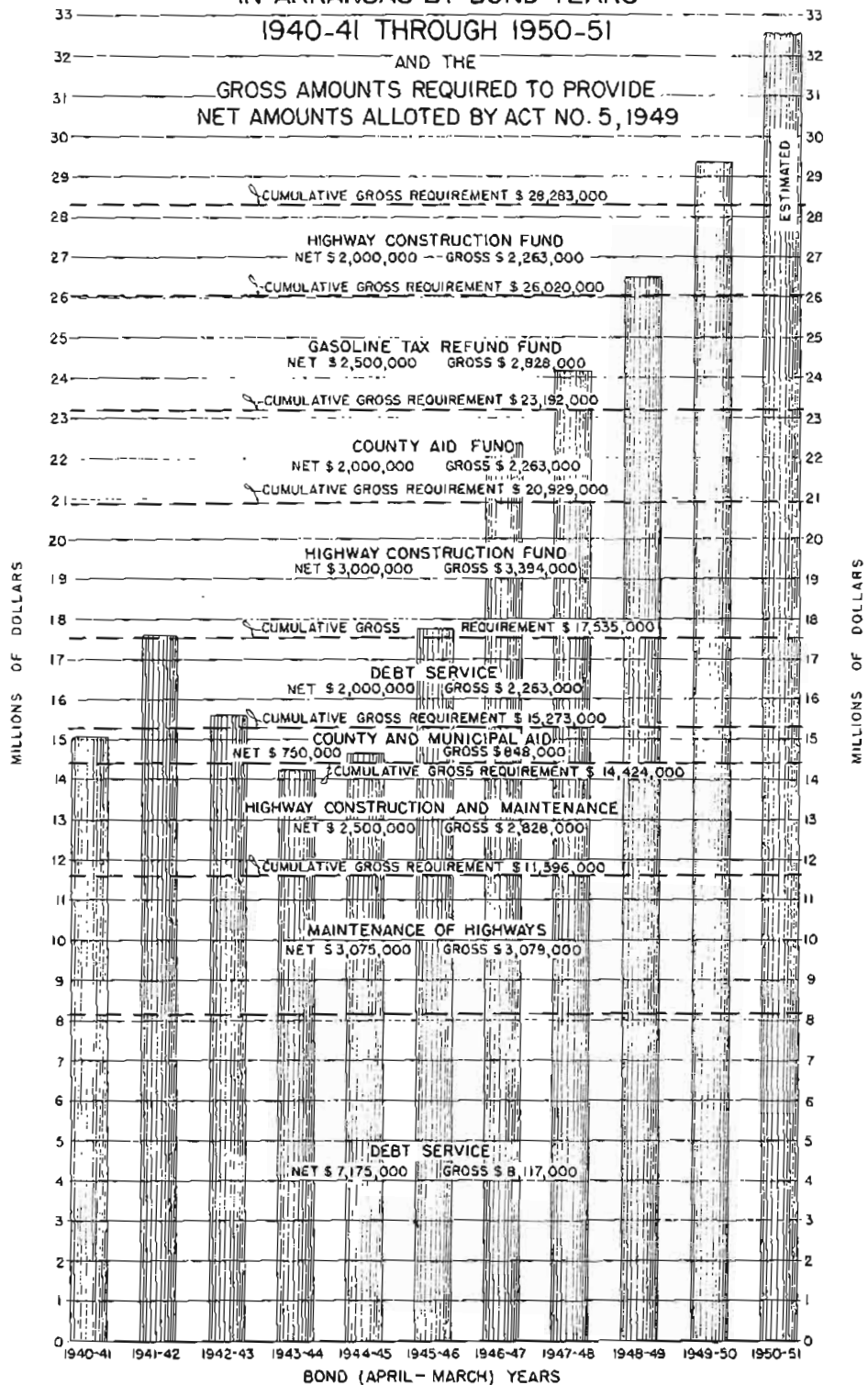
Against this revenue there is, as pointed out in the Department's 18th Biennial Report, a need of \$18,000,000 annually for construction to correct and perpetuate the System, and \$7,000,000 annually for routine maintenance. This figure has now risen to \$9,000,000 annually due to spiralling maintenance costs and greater need as a result of increased age and deterioration of the system. Because of this situation it is evident that additional revenues must be found, or there must be a reduction in the mileage on the State Highway System in keeping with normal revenues, if the Commission is to provide facilities in line with actual needs.

Federal Aid amounting to \$13,404,475 was appropriated to the State during the biennium. In view of the widespread opinion that Federal funds are matched dollar for dollar, it is appropriate to point out that Federal Aid is apportioned to the States on the basis that one third of the area, one third of the population and one third of the mileage of rural post roads in each state bear to the total of these elements for all the states. This formula has been rigidly adhered to for over thirty years. Further, these funds are released to the states only upon proper showing that the state has expended its own funds on the construction of approved Federal Aid projects and is in reality a matter of reimbursement. Thus it is readily apparent that the State is not only obligated to program its full share of the cost of each Federal Aid project, but it must also advance the Federal Government's share of the cost before any part of the Federal allotment can be obtained.

The situation at this time is further complicated on account of the possibility of a return to full scale hostilities. War time controls, particularly gas rationing are sure to result in a drastic reduction in highway revenues. This in turn will result in

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

AND THE
GROSS AMOUNTS REQUIRED TO PROVIDE
NET AMOUNTS ALLOTTED BY ACT NO. 5, 1949



the stoppage of all construction except projects that are essential to the war effort and in heavy losses to the System through inadequate maintenance such as the Department experienced during World War II. These factors make it impossible for the Commission to project plans for the future with any degree of certainty that they can be carried out. The motor user is accordingly asked to view these problems objectively and to cooperate with the Department in its efforts to serve them.

Funds available to the Department are subjected to strict budgetary control as a means of effecting allotments to construction and maintenance operations in line with the most pressing needs and operating balances. The system used involves the assignment of numbers to both maintenance and construction projects and the required allotments are made from the corresponding fund. All charges against a given project are currently posted to show the cost of each item entering into the work and in turn the total cost upon completion. This system insures the keeping of expenditures within the limit of the available funds, which from the standpoint of both operating and fiscal controls is of extreme importance during time of economic unrest, irregular receipt of funds or declining revenues.

DISTRIBUTION OF HIGHWAY REVENUE

Highway revenue is derived from motor vehicle license fees and fuel taxes. It is distributed as follows:

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

2. **Charges:** Collection Costs have first priority. Act 311 of 1945 commonly known as the Stabilization Act requires that all previous charges be consolidated and deducted in a lump sum from the State Apportionment Fund.

Cost of Collection	This charge in the past has been variable. Act 114 of 1947 now levies a flat charge of 3 percent.
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3. **County Highway Fund:** The County Turnback Fund has second priority and is derived as follows:

A. 7.7 percent of the net fuel tax	This allocation has been variable from year to year but averaged 8.6 percent of the gross collected during the past three Bond Years.
B. Net revenue from 1/4c on each gallon of fuel taxed.	

THE REMAINING 88.4 CENTS OF EACH DOLLAR COLLECTED IS AVAILABLE TO MEET ALLOCATIONS AS SET OUT IN ACT 5 OF 1949. THE HORIZONTAL DASHED LINES IN PLATE 1 SHOW THE AMOUNT REQUIRED TO FUND EACH ACCOUNT. THE VERTICAL BARS SHOW THE GROSS INCOME BY YEARS. ON THE BASIS OF THE FIRST BOND YEAR UNDER ACT 5 OF 1949 GROSS COLLECTIONS OF \$1.13 WERE REQUIRED TO PROVIDE \$1.00 FOR HIGHWAY PURPOSES.

Gross income required to satisfy net allocations:

All Allocations:	Net \$25,000,000	Gross \$28,300,000
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4. **State Highway Fund:** After satisfying the above priorities the balance is allotted from the State Apportionment Fund in accordance with the provisions of the Re-funding Law, Act 4 of 1941 as amended by Act 100 of 1947 and Act 5 of 1949 as follows:

Allocations

A. Debt Service	\$7,175,000	
Highway Maintenance	3,075,000	\$10,250,000
B. Highway Maintenance & Construction		2,500,000
C. Aid to Counties & Municipal Aid Fund		750,000
D. Highway Construction Bond & Interest Fund		2,000,000
E. State Highway Construction Fund		3,000,000
F. County Aid Fund		2,000,000
G. Gasoline Tax Refund Fund		2,500,000
H. State Highway Construction Fund		2,000,000
Total all allocations		\$25,000,000
I. SURPLUS Credited to Highway Construction Fund.		

Recapitulation

		Amount	Percent
Debt Service	Items AD	\$ 9,175,000	36.7
Highway Department	Items ABEH	10,575,000	42.3
County Aid	Items CF	2,375,000	9.5
Municipal Aid	Item C	375,000	1.5
Gasoline Tax Refund Fund	Item G	2,500,000	10.0
Total all allocations		\$25,000,000	100.0
Surplus	I		

FISCAL OPERATIONS

Fund Balances: The foregoing allocations were completely funded at the close of the Bond Year on March 31, 1950. The Maintenance Account was credited with the authorized allotment of \$3,075,000 and the Construction Account with \$7,500,000. In addition \$1,411,083 was recaptured from the Gasoline Tax Refund and \$985,196 from Surplus. These amounts plus the proceeds of bond sales of \$14,022,663, after adjusting for transfers permitted the establishment of a Maintenance Fund of \$9,275,000 and a Construction Fund of \$17,718,942.

The following cash balances were on hand June 30, 1950 (See Table 8-B):

Debt Service Reserve Fund	Act 4, 1941	\$ 933,306
Highway Construction Bond Reserve Fund	Act 5, 1949	1,058,562
Highway Construction Fund		11,507,426
Highway Maintenance Fund		723,162

The Debt Service Reserve Fund is a contingent reserve established under the 1941 Refunding Law, to be used only in event current revenues are insufficient to meet annual debt service requirements. \$4,800,000 of this fund is invested in approved securities and is not shown in the financial tables.

Similarly the Highway Construction Bonds Reserve Fund is to be used only for the purpose of supplying any deficits in funds available in the Highway Construction Bond and Interest Fund to meet debt service requirements on bonds issued under Act 5, of 1949.

The Highway Construction Fund is derived from the regular allocation of \$7,500,000 plus such contingent amounts as may be recovered from the Gasoline Tax Refund Fund and Surplus.

The Highway Maintenance Fund is derived from the authorized allocation of \$3,075,000 plus the transfer of such additional amounts as are approved by the State Board of Fiscal Control.

TABLE 1
RECEIPTS AND DISBURSEMENTS OF THE STATE HIGHWAY DEPARTMENT
 July 1, 1948 Through June 30, 1950

ITEM	Fiscal Year Ended June 30 1949	1950	Total Biennium
RECEIPTS			
Balance July 1, 1948 -----	\$	\$	\$ 3,970,149.77
Motor Users Imposts -----	13,592,236.01	13,188,979.53	26,781,215.54
Borrowings Construction Fund Act 5 1949 --		14,022,663.00	14,022,663.00
Miscellaneous -----	92,759.11	17,467.95	110,227.06
Payment on loan to Local Bond and Interest Fund -----	7,045.59	50,000.00	57,045.59
Total -----	13,692,040.71	27,279,110.48	40,971,151.19
Total to be Accounted for -----			\$44,941,300.96
DISBURSEMENTS			
Construction (See Table 15) -----	6,022,238.98	9,448,041.35	15,470,280.33
Maintenance (See Table 12) -----	7,054,732.18	9,934,243.35	16,988,975.53
Transferred to General Revenue (Election Expense Act 5-1949) -----	60,000.00		60,000.00
Transferred to Bridge Bond Retirement (Act 5-1949) -----		191,456.77	191,456.77
Total -----	13,136,971.16	19,573,741.47	\$32,710,712.63
Balance June 30, 1950 -----			12,230,588.33
Total accounted for -----			\$44,941,300.96

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 motor user revenues allocated and expended for (1) debt service, (2) aids and grants, or (3) miscellaneous expenditures. This information will be found in Tables 3 and 4.

During the biennium \$32,459,255.86 was expended from State funds for all activities of the Department. The balance of \$12,230,588.33 represents the balances, exclusive of the proceeds of bond sales, in the Maintenance and Construction Funds.

TABLE 2
FINANCIAL STATEMENT
Receipts and Disbursements
State Highway Department and Affiliated Operations
 July 1, 1948 through June 30, 1950

RECEIPTS		
Balance, July 1, 1948 -----	\$	\$10,462,279.80
Gross Receipts—State Funds -----		
Sale of Highway Construction Bonds -----	14,000,000.00	
Motor User Impost Highway Funds -----	57,275,029.10	
Motor User Impost Other Funds -----	*1,810,414.55	
Miscellaneous Receipts -----	141,571.92	
Interest on Investment -----	184,596.38	
Sale of Securities (Non-Revenue) -----	48,000.00	
Total State Receipts -----	73,459,611.95	73,459,611.95
Federal Funds Received -----		12,206,924.50
Total to be Accounted for -----		\$96,128,816.25

DISBURSEMENTS

Collection Cost and Miscellaneous	\$ 3,326,493.01	
Gasoline Refund Act 5-1949	88,916.71	
Debt Service	15,317,721.34	
Aids and Grants to Local Governments	10,899,577.96	
Highway Department Appropriations	32,459,255.86	
Expenditures—State Funds	62,091,964.88	62,091,964.88
Purchase of Securities (Not par value)		204,265.63
Disbursement State Funds		62,296,230.51
Disbursement Federal Funds		12,247,327.56
 Total Disbursed		 74,543,558.07
Balance All Accounts		21,585,258.18
 Total Accounted for		 \$96,128,816.25

*Includes \$22,663.00 Premium on sale of Construction Bonds.

Table 2 is a condensed statement which accounts for all revenues received during the biennium. It includes the receipts and disbursements shown in Table 1 and all other receipts and expenditures which were made for highway purposes.

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. See Table 10 for the Appendix for a detailed tabulation of this income.

TABLE 3

DETAILED SCHEDULE OF RECEIPTS

State Highway Department and Affiliated Operations
July 1, 1948 through June 30, 1950

Item No.	Fiscal Year Ending June 30,		Total Biennium
	1949	1950	
STATE FUNDS			
I. Sale of Highway Construction Bonds	\$	\$14,000,000.00	\$14,000,000.00
II. Motor User Imposts:			
1. Motor Fuel Tax—Gross	20,956,822.55	22,968,225.56	43,925,048.11
2. Auto License Fees and Auto Division Fees—Gross	6,196,047.69	6,963,302.80	13,159,350.49
3. Auto Intransit Fees—Gross (Act 5, 1949)	49,050.00	141,580.50	190,630.50
Total Highway Funds	\$27,201,920.24	\$30,073,108.86	\$57,275,029.10
III. Other Motor User Imposts:			
1. Drivers License Fees—Gross	552,597.50	570,472.00	1,123,069.50
2. Auto Intransit Fees—Gross	67,079.00		67,079.00
3. Oil Inspection Fees—Gross	228,371.71	237,199.14	466,070.85
4. Auto Title Fees—Gross		154,195.20	154,195.20
Total Motor User Imposts and Receipts from sale of Highway Construction Bonds	\$28,050,468.45	\$45,034,975.20	\$73,085,443.65
IV. Miscellaneous Receipts:			
1. Unclassified Receipts	92,759.11	17,467.95	110,227.06
2. Interest on Investments	92,463.03	92,133.35	184,596.38
3. Sale of Securities (Debt Service Reserve Fund)	48,000.00		48,000.00
4. Accrued Interest on Sale of Highway Construction Bonds		8,681.86	8,681.86
5. Premium on Sale of Construction Bonds		22,663.00	22,663.00
Total Miscellaneous Receipts	\$ 233,232.14	\$ 140,946.16	\$ 374,168.30
Total State Funds	\$28,283,690.59	\$45,175,921.36	\$73,459,611.95

TABLE 3—(Continued)

Item No.	Fiscal Year Ending June 30,		Total Biennium
	1949	1950	
FEDERAL FUNDS			
V. Federal Aid to Highways			
1. Regular Federal Aid Funds	1,430,441.47	702,626.92	2,133,068.39
2. Post War Federal Aid Highway Act 1944	4,486,102.75	5,587,753.36	10,073,856.11
Total Federal Funds	\$ 5,916,544.22	\$ 6,290,380.28	\$12,206,924.50
Total Receipts All Funds	\$34,200,234.81	\$51,466,301.64	\$85,666,536.45

Item I, Reflects the proceeds from the sale of Highway Construction Bonds authorized under Act 5 of 1949.

Item II—1, Indicates the gross amount collected each fiscal year from the 6½ cent per gallon tax on motor vehicle fuel.

Item II—2, Auto License Fees and Auto Division Fees shows the gross amount collected for the registration of all classes of motor vehicles and trailers. The Auto Division Fees are the gross income derived from chauffeur's license, transfer of title, duplication of lost license plates, duplicate registration cards, and penalties.

Item II—3, Auto Intransit fees is the gross income derived from permits to use the state highways in delivering motor vehicles from manufacturer to dealer or from dealer to dealer. This income is now credited to the Highway Construction Fund in accordance with Act 5 of 1949.

Item III—1, Drivers license fees indicate the gross revenue from the sale of operators licenses. This income is credited to the General Revenue Fund for the support of the State Police.

Item III—2, Auto Intransit fees, the income noted in this instance, prior to February 1, 1949, was credited to the Bridge Bond Retirement Fund but is now, as noted in item II—3 above, credited to the Highway Construction Fund.

Item III—3, Oil inspection fees shows the gross amount collected for the inspection of petroleum products. This money is credited to the General Revenue Fund from which \$100,000.00 is transferred to the County Aid Fund, for the maintenance of farm to market roads under Act 311 of 1945.

Item III—4, Auto Title Fees represents the income from the issuance of Certificates of Title as required by Act 142 of 1949 and is credited to the General Revenue Fund.

Item IV—1, Unclassified receipts includes such items as miscellaneous sales, motor carrier permits, and testing charges.

Item IV—2, Interest on investments represents the interest from the Highway Debt Service Fund and from the Highway Construction Bonds Reserve Fund invested in U. S. Government Bonds and delinquent taxes from road and bridge improvement districts.

Item IV—3, Sale of securities. The State Board of Fiscal Control from time to time sells securities held for investment purposes in order to reinvest these funds to better advantage. The earnings from these investments are classified as non-revenue income.

Item IV—4, Accrued interest on sale of Highway Construction Bonds. This income represents the accrued interest on bonds that were sold from the date shown on face of the bonds to the date of actual sale.

Item IV—5, Premium on sale of Construction Bonds represents the excess over the par value of the bonds that was paid by the purchasers.

Item V—1 and 2, Represents receipts remitted to the State Treasurer on reimbursement vouchers that were paid to the Department on various types of Federal funds under agreement, together with any money classed as revolving or trust funds. Each receipt is credited to the proper paying account for disbursement by the State Highway Department.

Analysis of Disbursements: During the period covered by this report expenditures for highway purposes from State and Federal funds amounted to \$74,250,375.73. This figure excludes disbursements for investment purposes and gasoline tax refunds as shown under Items VI and VII. Expenditures are classified under eight general headings in Table 4, which is designed to show the disposition of all motor user revenue. Expenditures from State funds, excluding Items VI and VII, amounted to \$62,003,048.17. Of this amount \$32,459,255.86, or 52.4 percent, was disbursed by the Highway Department. Debt Service required 24.7 percent of the total State funds spent. Local government units, including counties, cities and improvement districts, received payments amounting to 17.6 percent. The remainder of 5.3 percent was spent for collection costs, State Police and other miscellaneous items. Table 4 which follows shows schedules of disbursements under each of the eight general headings. Detailed schedules of these expenditures will be found in the Appendix.

TABLE 4
DETAILED SCHEDULE OF DISBURSEMENTS
State Highway Department and Affiliated Operations
July 1, 1948 through June 30, 1950

Item No.	Item	FISCAL YEAR ENDING JUNE 30,		Total Biennium
		1949	1950	
STATE FUNDS				
I.	Collections and Handling Charges			
	Charges Deducted before Apportionment			
1.	Cost of Collection.....	\$ 844,290.04	\$ 934,083.67	\$ 1,778,373.71
II.	Miscellaneous			
1.	State Police (Drivers License).....	534,447.54	553,291.38	1,087,738.92
2.	General Revenues (Oil Inspection Fees) ..	120,547.00	130,264.04	250,811.04
3.	General Revenues (Auto Title Fees).....		149,569.34	149,569.34
4.	General Revenues (Election Cost Bond Issue)	60,000.00		60,000.00
	Total Item II.....	714,994.54	833,124.76	1,548,119.30
III.	Debt Service Operation			
1.	Retirement of Refunding Bonds.....	3,379,000.00	3,489,000.00	6,868,000.00
2.	Interest on Refunding Bonds.....	3,795,687.50	3,685,870.00	7,481,557.50
3.	Retirement of Construction Bonds.....		812,000.00	812,000.00
4.	Interest on Construction Bonds.....		137,060.00	137,060.00
5.	Paying Agents Fees.....	10,131.00	8,972.84	19,103.84
	Total Item III.....	7,184,818.50	8,132,902.84	15,317,721.34
IV.	Aids and Grants to Local Governments			
1.	Counties			
a.	County Turnback 7.7% Motor Fuel Tax	1,516,535.09	1,669,318.08	3,185,853.17
b.	County Turnback ¼c per gallon.....	789,821.66	848,720.19	1,638,541.85
c.	County Aid Fund, Oil Inspection Fees.....	100,000.00	100,000.00	200,000.00
d.	County Aid Fund, Act 330, 1947.....	2,000,000.00	2,000,000.00	4,000,000.00
	Sub-Total	4,406,356.75	4,618,038.27	9,024,395.02
	Deduct Item 2b below.....	46,487.50	15,581.25	62,068.75
	Sub-total net to Counties.....	4,359,869.25	4,602,457.02	8,962,326.27

TABLE 4—(Continued)

Item No.	Item	FISCAL YEAR ENDING JUNE 30, 1949	FISCAL YEAR ENDING JUNE 30, 1950	Total Biennium
2.	Road Improvement Districts			
a.	Farm to Market Districts-----	132,278.97	130,581.00	262,859.97
b.	Debt Service from County Hwy. Fund	46,487.50	15,581.25	62,068.75
	Sub-total Road Improvement Districts	178,766.47	146,162.25	324,928.72
3.	Bridge Bond Retirement Fund	208,010.56	191,456.77	399,467.33
4.	Municipalities			
a.	Municipal Turnback -----	225,008.00	384,427.00	609,435.00
b.	Municipal Bond Retirement-----	418,428.64	184,992.00	603,420.64
	Sub-total Municipalities -----	643,436.64	569,419.00	1,212,855.64
	Total Item IV (Tables 11A & 11B)	5,390,082.92	5,509,496.04	10,899,577.96
V.	Highway Department Appropriations			
1.	Construction and Maintenance Fund			
a.	Road and Bridge Construction and Maintenance -----	5,583,282.90	8,820,047.27	14,403,330.17
b.	Administrative Salaries -----	203,517.05	253,280.72	456,797.77
c.	Highway Employees Retirement Sys- tem -----		30,531.95	30,531.95
d.	Plans and Surveys-----	157,394.53	243,856.22	401,250.75
e.	Factual Studies -----	78,044.50	67,710.21	145,754.71
f.	Expenses of Issuing Highway Con- struction Bonds -----		32,614.98	32,614.98
	Sub-total Construction Fund (Table 15)	6,022,238.98	9,448,041.35	15,470,280.33
2.	Maintenance Fund			
a.	Maintenance Roads and Bridges----	5,886,266.13	8,802,790.29	14,689,056.42
b.	Administrative (See Distribu. Table)	499,882.99	719,013.44	1,218,896.43
c.	State Wide Operations -----	12,542.84	246,010.01	258,552.85
d.	Equipment Purchased -----	1,159,478.20	918,394.89	2,077,873.09
e.	Repairs to Equipment-----	1,472,324.45	2,499,287.22	3,971,611.67
f.	Less Equipment Rental-----	1,975,762.43	3,385,388.76	5,361,151.19
g.	Claims Paid -----		107,656.54	107,656.54
h.	Right-of-way -----		26,479.72	26,479.72
	Sub-total Maintenance Fund-----	7,054,732.18	9,934,243.35	16,988,975.53
	Total Item V-----	13,076,971.16	19,382,284.70	32,459,255.86
VI.	Investments (Debt Service Reserve Fund)			
1.	U. S. Bonds -----		204,265.63	204,265.63
VII.	Gasoline Refunds, Act 5, 1949		88,916.71	88,916.71
	Total State Funds Items I through VII	\$27,211,157.16	\$35,085,073.35	\$62,296,230.51
FEDERAL FUNDS				
VIII.	Regular Federal Aid Account			
a.	Plans and Surveys -----	\$ -----	\$ 18,958.58	\$ 18,958.58
b.	War Emergency Relief-----	9,646.26		9,646.26
c.	U. S. Engineers -----	153,444.50	241,332.16	394,776.66
d.	Ferry Operations -----	75,000.00	120,000.00	195,000.00
e.	Federal Aid Projects-----	1,083,631.73	441,676.27	1,525,308.00
	Sub-total -----	1,321,722.49	821,967.01	2,143,689.50

TABLE 4—(Continued)

Item No.	Item	FISCAL YEAR ENDING JUNE 30,		Total Biennium
		1949	1950	
2.	Federal Aid Highway Act of 1944			
	a. Factual Studies -----	139,787.70	97,491.17	237,278.87
	b. Federal Aid Projects (State Hwys.)	4,077,962.93	4,864,399.13	8,942,362.06
	c. Federal Aid Projects (County Roads)	218,320.12	705,677.01	923,997.13
	Sub-total -----	4,436,070.75	5,667,567.31	10,103,638.06
	Total Federal Fund -----	5,757,793.24	6,489,534.32	12,247,327.56
	Total All Funds -----	\$32,968,950.40	\$41,574,607.67	\$74,543,558.07

Item I Collection and Handling Charges. Since the passage of the Revenue Stabilization Act a pro rata share of all taxes has been deducted and used for general governmental expense. Under Act 114 of 1947 which amends the Revenue Stabilization Act, a flat charge of 3 percent of the gross collected is set aside to cover collection costs and handling charges.

Item II Miscellaneous. Drivers License fees of \$1.00 are committed for the support of the State Police, but this income has always been insufficient. Under the Revenue Stabilization Act the State Police Fund is derived from General Revenue Fund to which the drivers license fees and oil inspection fees are now credited. The amount of the oil inspection fees credited to the General Revenue Fund is the net collected less \$100,000 which is paid to the counties as shown under Item 4—1.c of Table 4.

Item III Debt Service Operation. Shows the amount expended for principal, interest, and handling charges on the State Highway bonded indebtedness.

Item IV Aids and Grants to Local Governments. Under Act 5 of 1949 which amends the previous laws concerning the allocation of funds, motor user revenues returned to local units of government include the County turnback of 7.7 percent and net revenue from the 1/4 cent on each gallon of fuel taxed, which is transferred from the State Apportionment Fund, and from the State Highway Fund the counties receive \$375,000 and \$2,000,000, respectively, under Items C and F of Act 5 of 1949. In addition Act 311 of 1945 provides a grant of \$100,000 from the General Revenue Fund in lieu of oil inspection fees. Municipalities under the 1949 Act also receive a \$375,000 grant. The previous plan of permitting the Local Bond and Interest Fund, now known as the County Aid Fund, to borrow from the Highway Construction Fund in order to meet obligations which mature prior to the regular allocation of funds has been continued. At the close of business June 30, 1950, the County Aid Fund owed the Highway Construction Fund \$329,996.89, which will be liquidated at the rate of \$50,000 per year.

Aids and grants from Motor User Imposts paid to local units of government are shown in Tables 11-A and 11-B of the Appendix and are summarized as follows:

Counties -----	\$ 8,962,326.27 *
Municipalities -----	1,212,855.64
Bridge Districts -----	399,467.33
Road Districts -----	324,928.72
	<hr/>
	\$10,899,577.96

Item V Highway Department Appropriations. Funds were made available for construction during the biennium under Acts 176 and 288 of 1947 and Act 185 of 1949 in the amount of \$10,116,572 for the 1949 fiscal year. Act 413 of 1949 appropriated \$12,000,000 for the 1950 fiscal year, or a total for the biennium of \$22,116,572. A detailed analysis of expenditures by projects is furnished in Table 15 of the Appendix, which is summarized in Item V 1.a. through f. of Table 4. The cash expenditures for

* The amount above shown as being received by the counties is correct. Tables 11-A and 11-B reflect an overpayment of \$5,436.68 which was adjusted after the close of the biennium.

construction during the biennium amounted to \$15,470,280.33. Funds were appropriated for maintenance for the 1949 fiscal year under Acts 288 and 289 of 1947 and Act 184 of 1949 in the amount of \$4,725,931 and for the 1950 fiscal year under Act 395 of 1949 in the amount of \$7,999,000, or a total for the biennium of \$12,724,931. Actual cash expenditures amounted to \$16,988,975.53. The difference between the amount appropriated and expended was covered by transfers as approved by the State Board of Fiscal Control. Maintenance expenditures are summarized in Table 4, Item V 2.a. through h. The 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 as established under Act 99 of 1941 and the Highway Construction Bonds Reserve Fund as provided for in Act 5 of 1949. The State Board of Fiscal Control is authorized to invest money held in these reserves in designated securities. As bonds are retired or are sold, the proceeds are reinvested. The figures show all disbursements made for investment purposes during the biennium. On June 30, 1950, the par value of bonds held in this account was \$4,800,000.

Item VII Gasoline Refunds. This item represents tax refunds on gasoline which was used for agricultural purposes as authorized under Act 5 of 1949.

Item VIII Federal Funds. All monies received from the government for road purposes are administered through the regular Federal Aid Account and the Federal Aid Highway Act of 1944 Account. The expenditures from each are shown under the appropriate heading. Table 16 of the Appendix shows the amount of the Federal Funds that were spent on individual projects during each fiscal year.

State Highway Debt: At the close of the fiscal year on June 30, 1950, the State Highway bonded indebtedness under Act 4 of 1941 was \$111,307,000 which shows a reduction in principal during the biennium of \$6,868,000. Bonds sold under Act 5 of 1949 amounted to \$14,000,000 of which \$13,188,000 are outstanding. The total outstanding on both issues is \$124,495,000. Interest requirements amount to \$44,737,602.50 on the refunding bonds of 1944, and \$2,864,168.50 on the construction bonds issued under the 1949 Act, or a total on both issues of \$47,601,771. Thus it will be readily seen that principal and interest requirements to final maturity currently amount to \$172,096,771. The annual debt service requirements are shown in Table 19 of the Appendix. This statement is being limited to a brief summary only, as a complete report on the State's bonded indebtedness for highway purposes will appear in the State Comptroller's Biennial Report.

FEDERAL AID FUNDS

Under the Postwar Federal Aid Program, \$22,406,871 had been apportioned to Arkansas under the 1944 Federal Aid Act as recorded in the previous Biennial Report. On July 9, 1948, shortly after the beginning of this biennial period the Commissioner, Bureau of Public Roads, released a supplemental apportionment from the Administrative fund of \$96,731. This raised the 1944 Act fund to a total of \$22,503,602.

During this two year period the Department was apportioned under the 1948 Federal Aid Act, federal aid funds for the 1950 and 1951 fiscal years, amounting to \$13,404,475. These funds amounting to \$35,908,077 since the beginning of the Postwar Federal Aid program were apportioned to the federal aid systems thus:

Fiscal Year	Primary System	Secondary System		Urban System	Total Funds
		State Highways	County Roads		
1946-----	\$ 3,854,270	\$ 2,915,100	\$ 188,000	\$ 558,221	\$ 7,515,591
1947-----	3,868,788	2,112,746	1,000,000	558,221	7,539,755
1948-----	3,822,297	2,514,336	560,558	551,065	7,448,256
1950-----	3,437,818	1,875,905	890,000	495,958	6,699,681
1951-----	3,440,900	1,877,936	890,000	495,958	6,704,794
Totals-----	\$18,424,073	\$11,296,023	\$ 3,528,558	\$ 2,659,423	\$35,908,077

The funds allocated for county secondary roads are determined by mutual agreement between the Highway Commission and the County Judges Association. The funds are available to the counties for two years and if not obligated in that time, revert to the Commission for use on the State Secondary Federal Aid System.

The status of Federal Aid apportionments at the beginning and close of the biennial period is reflected by the following tables:

Status of Federal Aid Apportionments, July 1, 1948

Class	Apportionment	Programmed	Plans Prepared	Under Contract	Work Completed	Total Obligated	Balance
Primary	\$11,495,715	\$3,843,557	533,320	\$ 5,676,255	\$ 1,348,300	\$11,401,432	\$ 94,283
Secondary							
State	7,062,806	1,050,525	405,909	4,349,923	1,253,332	7,059,739	3,067
County	2,188,000	890,000	69,340	476,175	153,581	1,589,096	598,904
Total	9,250,806	1,940,525	475,249	4,826,098	1,406,963	8,648,835	601,971
Urban	1,660,350	478,916		986,017		1,464,933	195,417
Total All	\$22,406,871	\$6,262,998	\$1,008,569	\$11,488,370	\$ 2,755,263	\$21,515,200	\$ 891,671

Status of Federal Aid Apportionments, June 30, 1950

Primary	18,424,073	3,921,517	721,130	7,686,021	5,908,419	18,237,087	186,986
Secondary							
State	11,296,023	809,154	1,068,570	3,476,166	5,397,487	10,751,377	544,646
County	3,528,558	589,115	171,042	905,587	1,149,312	2,815,056	713,502
Total	14,824,581	1,398,269	1,239,612	4,381,753	6,546,799	13,566,433	1,258,148
Urban	2,659,423	923,489		1,487,101	8,373	2,418,963	240,460
Total All	\$35,908,077	\$6,243,275	\$1,960,742	\$13,554,875	\$12,463,591	\$34,222,483	\$1,685,594

The amount of increase in the items "work under contract" and "work completed" from the foregoing tables shows that during the past two fiscal years a net figure of \$11,774,832 in federal aid funds was placed under contract. A breakdown of the projects by systems is as follows:

System	Contracts Awarded	Contracts Negotiated	RR Signal Projects	Total
Primary	78		4	82
Secondary—State	50		7	57
Secondary—County	49	56	16	121
Urban	4			4
Totals	181	56	27	264

Public Law 769 of the 81st Congress, approved September 7, 1950, and cited as the Federal Aid Act of 1950, provides the same appropriations for the fiscal years 1952 and 1953 as allotted under the 1944 Federal Aid Act. Although as of September 30, 1950, the apportionment has not been made by the Commissioner of Public Roads, it would seem that the share to Arkansas would approximate the figures shown for the fiscal year 1948.

SECTION III OPERATIONS

SURVEYS

The Division of Surveys, during the biennium has completed 157 surveys with an aggregate length of 946.68 miles. The following is a summary of this work:

Number	Class	Miles
33	Primary Federal-Aid State Routes	273.35
89	Secondary Federal-Aid State Routes	527.81
35	Secondary Federal-Aid County Routes	145.52
16	Flashing Light Signals	
	Total	946.68

A total of eighteen field parties, which have been trained in improved field techniques and note keeping, completed these surveys at an average cost of \$207.68 per mile.

During the biennium the Right-of-Way Section, which heretofore functioned independently, was made a part of this Division. This move had the advantage of correlating work incident to right-of-way procurement and the preparation of plans, and has proved very satisfactory. An idea of the extent of these activities is found in the fact that during the biennium the Right-of-Way Section has handled 122 Court Orders in sixty-six counties. These proceedings covered 645 miles of right-of-way involving 4,000 acres of land and some 3,000 individual land owners. Other duties included negotiations for temporary detours, borrow pits, drainage agreements, and the investigation of real property damage claims, together with the establishment of appropriate records.

The relocation and construction of highways frequently affects various public utilities in that their services must be adjusted to satisfy highway needs. This Division has handled the negotiation of 185 agreements on 57 projects for the removal, or adjustment, of these facilities.

ROADWAY PLANS

This Division is responsible for the Design, preparation of plans, and the computation of quantities for grading, minor drainage structures, and surfacing.

Preliminary plans, based on field survey notes furnished by the Division of Surveys, consisting of a title sheet showing the designation and a layout map of the highway, and plan and profile sheets showing in detail the topography and profile of the location, a tentative grade line for the proposed highway, and the location and size of minor drainage structures, are prepared. Prints of these plans are transmitted to the Division of Materials and Tests for use in making soil surveys and material investigations, and to the Bridge Division for correlation of the bridge and roadway plans.

Based on the data from the soil surveys and material investigations, and from data furnished by the Division of Statistics and Analyses relating to the volume of traffic, a typical section of improvement is designed showing the width of roadways, and width, thickness, and type of surfacing proposed and included in the plans. At this stage, a field inspection is made to determine the proper location of drainage structures, to check the grade line, classification of earth work and other details relating to the work. On Federal-Aid projects this inspection is made in company with a representative of the Bureau of Public Roads. A report covering the location and design of the project, and any recommendation relating thereto, is prepared by the representative of the Bureau of Public Roads, and a copy of this report is transmitted to the Highway Department.

After the field inspection has been made, the final plans showing the location and quantities of all work proposed, a summary of the contract items and specifications

for construction are prepared. Prior to advertising for bids, all completed plans are transmitted to the Chief Engineer for review and approval, and following his approval, copies of all plans for Federal-Aid projects are submitted to the District Engineer of the Bureau of Public Roads for approval.

The personnel of the Division consists of the Engineer of Roadway Plans, Chief Draftsman and three squads of six to ten draftsmen each. Each squad is under the direction of a Roadway Designer.

The enlarged construction program following the passage of Act 5 of 1949 has necessitated 5 to 7 hours of overtime per day for several months to prepare plans on projects that had been programmed.

The following tabulation shows the work performed during the two year period ending June 30, 1950:

Mileage Of Roadway Plans By Project Classifications

	Plans Complete Miles	Plans Underway Miles
Primary Federal Aid Projects	310.4	75.1
Secondary Federal Aid Projects (State)	299.5	119.0
Secondary Federal Aid Projects (County)	218.4	22.7
State Projects	258.9	50.8
Totals	1,087.2	267.6

This work has consisted, almost entirely, of preparing plans for the improvement of existing roads to higher standards. During recent years, the highway system has changed from a facility for the operation of passenger automobiles to the most important means of transportation for freight and passengers and there has arisen a public demand for higher type dustless surfaces on secondary roads. The primary roads designed for the automobile of the period 1920 - 1930 are not adequate in geometric design, width, grade and alignment, or in load capacity for safe operation of the trucks and busses used for movement of freight and passengers, and the gravel or crushed stone on the secondary roads will not meet the public demand for a smooth dustless surface.

The main routes of the primary system, which carry the heaviest traffic, are not only unsatisfactory for the safe operation of traffic but the pavements are breaking down due to the weight of the heavy vehicles. On the resurfacing projects that have been undertaken on the primary system and in the plans that are being prepared for reconstructing these roads it has been our policy to salvage, as far as possible, the existing roadbed and pavement as part of the reconstruction, but at the same time to give full consideration to the design standards necessary for the operation of heavier traffic. Another factor that is considered in the design for this work is the fact that future traffic will probably be sufficient to require the addition of more traffic lanes. As a general rule the cost of reconstructing the secondary roads to provide dustless surface with adequate drainage and base cannot be justified except on the basis that the road is a feeder to the primary system and is necessary for the public welfare as a farm-to-market road, school bus or rural route. It has been the policy in the design of these roads, particularly in the areas which have shown a decrease in rural population, to use the minimum design standards necessary for two lane traffic.

BRIDGE DESIGN

Prior to March 1950 this Division was a part of the Bridge Department which had held overall responsibility for surveys, design, preparation of plans and supervision of construction on all bridge work. Under the reorganization plan surveys were assigned to the Survey Division and construction was transferred to the Construction Division. The remaining functions were assigned to the Bridge Design Division which was established as a new unit and charged with the responsibility to simplify design and coordinate its activities with those of the Roadway Plans Division so as to insure the completion of bridges and roadway sections concurrently.

The functions of this Division as now constituted are: (1) to prepare complete plans for bridges on the State Highway System and on County Federal Aid Projects, (2) coordinate bridge plans with field changes, (3) prepare special provisions as required, (4) conform design practices to the Geometrics and Design Standards of the State and Bureau of Public Roads, (5) check shop drawings on structural and reinforcing steel, (6) check all calculations incident to final estimates, (7) keep cost records on bridges from which trends are determined and new work is designed to conform, (8) maintain an inventory of all bridges built, and (9) revise standard drawings to embody the latest approved design practices.

The performance of the foregoing requires a staff consisting of one Bridge Design Engineer, one Consulting Bridge Engineer, seven Bridge Designers, two Bridge Estimators, seven Bridge Draftsmen and an Engineering Auditor. Junior Draftsmen are employed during the summer rush periods. Student engineers are given preference for this work. Six of this Divisions employees are recent graduates in Civil Engineering and of these six five are from the University of Arkansas. The Division has kept pace with the accelerated construction program by working five to seven hours overtime daily throughout the rush period.

The following is a summary of plans that have been completed during the biennium:

	Number of Jobs	Number of Bridges	Lin. Ft. Bridges	Estimated or Actual Cost of Construction Incl. Field Eng.
Federal Aid Primary -----	30	30	13,132.83	\$ 3,273,467.43
Federal Aid Secondary -----	27	68	9,520.00	1,821,052.25
Federal Aid County -----	22	53	3,533.91	553,521.47
State and U. S. E. D. -----	2	2	1,077.99	257,752.93
State -----	11	46	3,945.81	664,233.47
Total -----	92	238	31,210.54	\$ 6,570,027.55

The average cost per foot including field engineering to construct bridges was as follows:

Federal Aid Primary -----	\$249.26	State and U. S. E. D. -----	\$239.11
Federal Aid Secondary -----	191.29	State -----	168.34
Federal Aid County -----	156.63	Composite -----	210.50

Costs to prepare plans per foot of Bridge: \$3.15. (Not including Surveys)

MATERIALS

The Division of Materials and Tests is responsible for the testing and inspection of all materials used in the construction and maintenance of highways and bridges and for making preliminary soil surveys and material surveys. This division also designs the hot asphalt mixes and furnishes inspection for the field control of these mixes during construction operations. The use of hot asphalt mixes has increased to such an extent during the past two years because of its lower cost of maintenance that this inspection is now a major activity of the Division.

A central office and testing laboratory are maintained in Little Rock to carry on these activities. Inspectors are stationed on construction projects with portable laboratories where they carry on field testing and inspection. Field engineers, working from the central office, make the soil surveys and the material surveys. These engineers also supervise the material inspectors and consult with the resident engineers on materials problems.

It is required that all materials be tested, inspected, and approved before being used so that the testing work is expedited as much as possible to prevent delays in construction. Materials such as sand, gravel and stone are tested in the field laboratories at the job site. Materials which require more elaborate equipment for testing are sent to the central laboratory. Samples of combined materials such as concrete cylinders,

concrete cores, asphalt mixtures and sections of the completed asphalt pavement are also sent to the central laboratory for testing and observation.

Soil surveys are made on all projects before the final plans are prepared. Borings are made throughout the length of the project and samples are sent to the central laboratory for complete analysis. Copies of the test reports are furnished to the Plans Division where the information is used to determine the thickness and type of surface to be used. During the biennium soil surveys have been made on 59 projects totaling 453 miles.

When poor subgrade soils are found on a project it is necessary to find selected materials such as sand or gravel to be used as sub-base and suitable soils for use in embankments. Such deposits are located and agreements for their use are made with the property owners. Full information is shown on the plans for the convenience of the contractors. Fifty-five selected material pits with a total of 922,000 cubic yards and eighty-two embankment material pits with a total of 1,618,000 cubic yards were located during the two years.

In order to keep down construction costs local materials such as stone or gravel are used when available in the vicinity of the project. While plans are still in the preliminary stage, the field engineers scout the surrounding country for suitable construction materials. Deposits which appear suitable are thoroughly investigated and tested. Agreements are signed with property owners on those deposits found to be suitable and information on these deposits is given on the plans for use by the contractors. Ninety-six gravel and stone deposits with a total of 1,849,000 cubic yards were located during the two years.

The information on selected material pits, embankment material pits, stone deposits and gravel deposits gives the bidder the location of the deposits and the price he will have to pay the property owner. This information enables the bidder to compute his costs more accurately and results in considerable savings to the State.

A considerable volume of testing was done in the central laboratory during the two years as shown in the following tabulation:

Type of Material	Number of Tests	Type of Material	Number of Tests
Asphalt	2,701	Miscellaneous	41
Asphalt Mixtures	461	Paint	322
Cement	1,131	Sand	259
Concrete Cylinders	2,650	Soil	2,856
Creosote Oil	63	Steel	258
Culvert Metal	284	Stone	335
Gravel	810	Water	30
	Treated Lumber	375,778 board feet	
	Treated Timber Piling	48,409 lineal feet	
	Concrete Culvert Pipe	77,764 lineal feet	

FEDERAL AID

Contrary to common opinion, Federal Aid grants for highway construction are not immediately deposited with the State Treasurer in the amount allocated to the State upon appropriation by Congress. In order to receive Federal Aid, highway work must first be performed in accordance with plans and specifications approved by the Bureau of Public Roads and under inspection by federal engineers. After the work is satisfactorily completed, the State must submit evidence that its own funds have been properly expended for the work and upon such showing, the Bureau of Public Roads reimburses the Department in the statutory ratio.

As a safeguard for the proper expenditure of the federal funds entrusted to the Bureau of Public Roads by Congress, that agency over the years has developed rules, regulations and procedures covering every aspect of highway construction. In order to have a central clearing house with the Bureau, the Department early in its history established the Federal Aid Division as one of the basic administrative units.

The Federal Aid Division serves in a liaison capacity between the State Highway Department and the Bureau of Public Roads. Its primary functions are to coordinate within the Department all matters of Federal Aid procedure, to interpret the rules and regulations promulgated by the Bureau of Public Roads under authority of Federal Statutes and to prepare in the form required by the Bureau of Public Roads all documents pertaining to federal aid projects. The duties of the Division include: (1) an engineering audit and preparation of final reimbursement vouchers on all projects involving federal aid funds (2) preparation of progress vouchers for federal reimbursement; (3) checking, screening and transmitting plans, specifications and estimates on federal aid projects; (4) keeping of a current record which reflects the status of all federal aid funds; (5) making route changes and revision of the Federal Aid System of Highways; (6) checking and auditing contractors' payroll summaries for transmittal to U. S. Department of Labor; (7) checking and screening correspondence and documents prepared by other Divisions of the Department for submission to the Bureau of Public Roads.

CONSTRUCTION

The Construction Division is charged with the responsibility of supervising construction work on highway projects that are constructed under contract. Until March 1950 this responsibility had been limited to roadway projects alone, but at that time a reorganization movement was put into effect whereby bridge construction was combined with roadway construction and placed under the direction of the Construction Division.

Although the field personnel necessary to carry on the functions of the Construction Division varies considerably according to the volume of work under contract, the personnel requirement for the central office is somewhat more stable and is substantially as follows: one Construction Engineer, six Assistant Construction Engineers, one Engineering Auditor, six Estimate Checkers in the Final Estimate Division, two Secretary Stenographers, and three Clerk Typists.

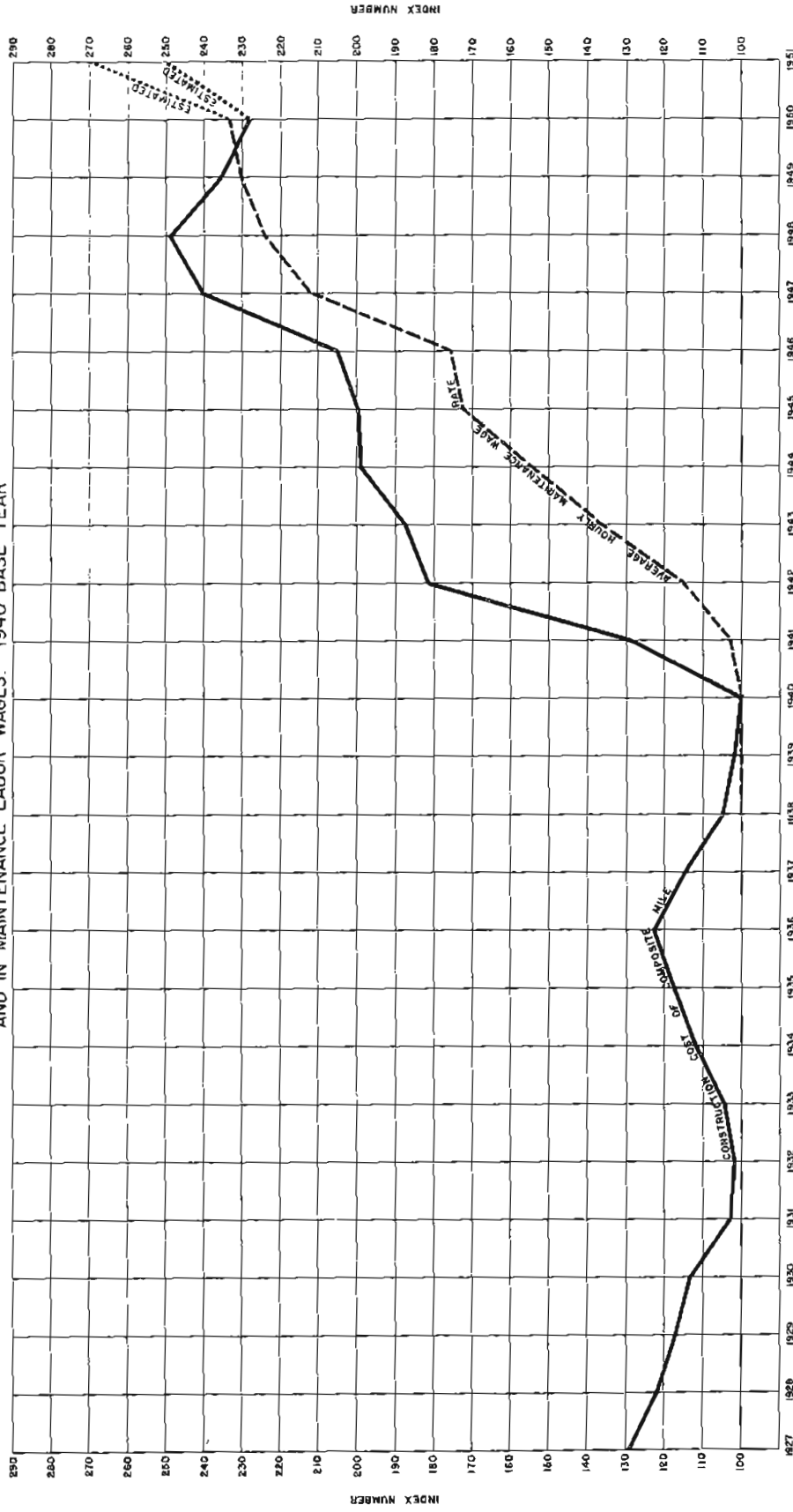
While the duties and responsibilities of the listed personnel might well be understood from the titles under which they work, it seems proper to make some brief explanatory remarks.

The Construction Engineer is charged with the responsibility of directing all field and office activities incident to construction. It is the function of the Assistant Construction Engineers to keep in close contact with all field operations and the Resident Engineers. This is effectively done by placing each Construction Engineer in charge of work in a certain section of the State. It is their duty to give to the Resident Engineers on Road and Bridge projects any required assistance to see that the terms of the contracts and specifications are complied with in all essential respects, to assist and supervise the preparation and submission of field changes that more detailed study or changed conditions have proved beneficial or desirable, to assist in safeguarding the interests of the traveling public, and to see that property owners along the highway are dealt with in a fair and considerate manner.

The field forces consist of approximately 45 Resident Engineers, 60 Instrumentmen, and approximately 300 subprofessional personnel in such categories as Inspectors, Field Clerks, Rodmen, Chainmen, Checkers, etc. These forces supervised the construction of work on 250 projects costing approximately \$30,000,000.00 in contracts awarded during the biennium ending June 30, 1950, representing approximately 910 miles of County, State and Federal Highway projects.

The work done during this biennial period surpasses all previous records in volume, and if the construction activities have met with any measure of success, it is largely due to the fact that all the Assistant Construction Engineers, the Engineer-Auditor and many of the Resident Engineers have been in the service of the Highway Department almost continuously for periods ranging from twenty to thirty years. Such a service record, which is shared by other divisions in the Department, is of great value to the State, and it seems appropriate to give credit to this Administration and its predecessors for their foresight in causing such a light turnover in the technical personnel of the Department.

STATE OF ARKANSAS
 RELATIVE ANNUAL VARIATION IN HIGHWAY CONSTRUCTION COSTS
 AND IN MAINTENANCE LABOR WAGES, 1940 BASE YEAR



MAINTENANCE

Operations: The operations of the Maintenance Division during the past biennium were on the largest scale in its history, in spite of the fact that shortages in essential materials, supplies and repair parts have been encountered and costs have risen sharply over the previous period. The increased flow of traffic and high percentage of heavy loads has greatly increased the rate of deterioration on all State Highways which, in turn, has called for more men and materials to carry out the Division's heavy responsibilities. An idea of the magnitude of these operations can be had from the fact that the Maintenance Division, during the biennium, built 111 bridges with a total length of 7,607 lineal feet, placed 829 miles of gravel surfacing on secondary roads, sealed 890 miles of asphalt roads and resurfaced 255 miles of asphalt and concrete roads. The districts placed more than 400 miles of gravel surfacing and completed an extensive program of spot sealing and resurfacing in addition to the regular routine maintenance. The widening and stabilizing of shoulders has also been carried out on the heavily traveled trunk lines, which has greatly increased their capacities and materially reduced the accident rate. One hundred fifty miles of the most hazardous routes have been improved in this manner. An example of the value and magnitude of this operation will be found on a 22 mile section of U. S. Highway No. 67 in Clark County on which the accident rate has been reduced 75 percent. This section alone required 46,000 cu. yds. of gravel and 42,000 cu. yds. of sand.

Under the reorganization plan this Division is now responsible for all heavy bridge maintenance. During the biennium mobile crews operating out of this Division have painted all the truss bridges on U. S. Highway No. 71, between the Missouri and Louisiana Lines, except the Red River Bridge at Index, 5 bridges on U. S. Highway No. 67 between Texarkana and the Missouri Line, and the White River Bridge on U. S. Highway No. 70 at DeValls Bluff. With the heavy increase in traffic, it has become apparent that some of the older major bridges have become "bottle necks" due to the high handrail, and the further fact that the posts and rails were too close to the inside of the curb. This condition has been corrected and more clearance provided for trucks and cars by placing the handrail posts on the outside of the curb, and by the use of corrugated steel handrails. This operation has increased the width between handrails by 2½ feet, and handrail posts have been lowered 1½ feet. Subsequent studies have shown that this practice has practically eliminated side swiping, which has been a prolific source of accidents in the past. Other unusual jobs of bridge maintenance included the rebuilding of the Barber Lake Suspension Bridge on State Highway No. 36, repair to the heavily traveled Broadway Street Bridge at Little Rock, which had been damaged by fire, and the repair of the Spring River Bridge on Highway No. 62 at Imboden.

The Division has engaged in a stabilization program on a number of the more important gravel sections on the Secondary System. While this work has greatly increased the serviceability of these roads, it should be pointed out that stabilization, either by the cement or asphalt method, is limited to those projects only where the soil and subgrade conditions are such as to permit its use. It is not a cure-all for the common troubles and expense of maintaining gravel roads.

The safety and comfort of the motor user has been greatly increased by center striping operations. The Department is now using white luminous stripes on the heavily traveled trunk lines and yellow "No Passing" lines on the main highways where the sight distance is less than 700 feet. While this phase of maintenance operations has been seriously delayed because of continuing rains during the current year, the Division has nevertheless center striped 2,130 miles of surfaced roads with luminous paint and an equal mileage has been zoned with the yellow "No Passing" lines. In addition, 912 miles of black center striping was placed. The black line has subsequently been replaced with the more distinguishable white and yellow lines.

An intensive program has also been carried on to improve route markers and signs. This operation alone during the biennium cost \$280,118.30. During this period approximately 100,000 signs of all kinds were placed by the Maintenance Division and they are now in the best condition in the Department's history.

The State's many tourist attractions have been effectively advertised by the erection of over 100 "Arkansas Welcomes You" signs at the state lines on all Primary Roads. These signs are black on white, all metal five feet by five feet over all and show pictorially the principal agricultural, industrial and recreational areas.

A further convenience and comfort for the tourist was provided in the construction of 108 roadside parks. While these are concentrated in the recreational areas of North and West Arkansas, every county in the state has been provided with at least one park.

The State owned free ferry at Henderson on Norfolk Lake has shown a heavy increase in traffic. An index of this increase is found in the fact that in June 1946 an average of 233 vehicles per day were ferried, in 1948 the daily average had risen to 438, and in June 1950, to 682, or almost three times the 1946 average. This increased volume of traffic and weights has necessitated extensive increases in the number of pieces and capacities in the ferrying equipment. A new 100 foot steel ferry has been built, and all ferries widened to accommodate three lines of traffic. Landing docks have been reconditioned and a number of safety features added. The round trip for each ferry has been cut from 40 to 30 minutes, which has increased the number of round trips per day from 54 to 72.

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

TABLE 5

District	Mileage Highway	1948-1949	1949-1950	Total
1	870.63	\$ 636,295.33	\$ 977,031.95	\$ 1,613,327.28
2	989.16	655,905.76	779,289.31	1,435,195.07
3	828.20	499,169.63	798,295.29	1,297,464.92
4	757.47	550,363.38	735,765.64	1,286,129.02
5	1,089.25	584,948.45	943,334.14	1,528,282.59
6	1,047.22	665,662.70	1,165,664.73	1,831,327.43
7	944.91	580,758.56	813,986.24	1,394,744.80
8	888.65	414,350.97	590,863.25	1,005,214.22
9	1,224.80	669,191.64	892,459.95	1,561,651.59
10	1,080.59	629,619.71	1,163,222.47	1,792,842.18
Total	9,720.88	\$5,886,266.13	\$8,859,912.97	\$14,746,179.10

Equipment: Equipment and repair parts have shown price increases ranging from 5 to 25 percent over the previous biennium. Deliveries have been slow and often uncertain due largely to strikes and unsettled industrial conditions. These circumstances have compelled aggressive purchasing methods in order to implement the Department's increased construction and maintenance programs.

An inventory of the equipment on hand June 30, 1950 and its book value at the beginning and close of the biennium is shown in the following tabulation:

TABLE 6

ITEM	On Hand	Purchased	Retired	On Hand	ESTIMATED VALUE	
	July 1, 1948			1949-1950	July 1, 1950	1948	1950
Graders — Pull Type	59	12	30	41	\$ 15 360	\$ 54,027
Trucks — Pickup	139	29	26	142	77,670	76,402
Trucks — Canopy Express Carryall and Station Wagon	64	46	20	90	35,565	81,145
Trucks — 1½ Ton and Up	647	118	139	626	689,266	593,575
Automobiles	169	79	66	182	131,596	164,570
Motor Graders (Patrols)	254	80	71	263	796,790	1,101,485
Tractors — Crawlers	71	11	14	68	183,880	200,705
* Tractors — Wheel (Regular & w/F.E. Loaders)	23	9	1	31	55,350	58,825
** Miscellaneous Major Equipment	850	238	125	963	976,731	1,081 020
*** Miscellaneous Minor Equipment	Not Shown			320	Not Shown	66,200
	2,276	622	492	2 726	\$2,962,208	\$3,477,954

* (8) Regular Wheel Tractors (23) Wheel Tractors w/Front End Loaders

** Miscellaneous Major Equipment consists of Rollers, Compressors, Draglines, Shovels, Asphalt Plants, Rock Crushers, Etc.

*** Miscellaneous Minor Equipment, started in 1949 Inventory, consists of Pavement Breakers, Jack Hammers, Clamshell and Dragline Buckets, Storage and Skid Tanks, etc.

STATISTICS AND ANALYSES

This Division is fundamentally a Service Organization. Its function is to obtain, analyze, interpret, and publish factual information relating to highways that is needed by the Highway and other State departments and by Federal Agencies.

Its business is to conduct fact finding surveys, make statistical researches and studies, and render reports and recommendations that will aid the Director and the various components of the Department under him to establish policies and priorities in the orderliness and progressiveness of the construction of the State Highway System. It evaluates past traffic and road conditions, analyzes the present traffic trends, and attempts to forecast the future use and requirements of highways to keep abreast with the progressive development of the State.

A major part of the surveys undertaken by this Division and by similar organizations in the other states, generally known as Highway Planning Surveys, are made in cooperation with the U. S. Bureau of Public Roads.

The Federal-aid laws provide that 1½ percent of federal highway funds be used for engineering and economic research. These are allotted to the several states on the same basis as other highway aid, and are matched 50-50 by State funds, and used to finance these cooperative factual studies.

The principal normal activities, primarily initiated by the U. S. Bureau of Public Roads, are: survey and mapping of all public roads; study of volume, composition and loadings of traffic on roads; collection and analyses of motor vehicle, motor fuel, highway income, and other information pertinent to study of highway transport and highway finance; study of the cost and life of all roads in the highway system.

Road Inventory: This is an on the ground check of the location and physical condition of all roads. A record is made of the type and condition of road surfaces, bridges, overpasses and underpasses, the physical characteristics of all railroad grade crossings, and the location of rural dwellings, churches, schools, stores and other cultural features that have a bearing on road needs.

These data are summarized in various highway logs, tabulations and reports and are used in the preparation of a number of county and state maps. The principal maps produced are the County Highway Maps which show all roads and highways by type, all railroad and streams, towns and cities, federal and state reservations and all culture. These are revised annually. The State Highway and Transportation Map shows all highways by type, streams and bridges, railroads, and airlines and indicates county boundaries, national and state reservations, incorporated towns, etc. The Tourist Map is similar to the State Highway and Transportation Map but is printed in colors for free distribution to tourists. 150,000 of these were distributed last year. Other maps are prepared for special uses.

Traffic Surveys: Traffic is counted at a large number of stations to determine the volume and composition of the vehicles using the roads and highways. Trucks are weighed at a number of locations on the principal highways to determine axle weight and gross load, commodity carried and other pertinent data. Other surveys include turning movements at intersections to determine the need for signals, stop signs, geometric design and other control methods. Origin and destination surveys are made to show the need for bypasses or other improved facilities. Traffic Maps show traffic on highways by volume count and by traffic flow. Loadometer Tables show weight data. Special reports analyze the data obtained by other studies.

Financial Studies: These studies include, principally, the analyses of motor vehicle registration, gasoline gallonage, all items of motor user income by sources and the allocation of funds to the several agencies and determination of purposes of expenditures. Comparative records of all fiscal transactions involving motor user funds are kept on calendar, fiscal, and bond year bases.

Other reports show the source of all revenues used for highway purposes by state, county and municipal systems.

Road Life Studies: This study is being made to determine the average service life of the several types of pavements and to estimate the amount and cost of replacement required for each year in the future.

Statistical Reports to U. S. Bureau of Public Roads: All factual information obtained is reported to the Bureau of Public Roads which acts as a clearing house, correlates the data obtained from all states and publishes a large number of annual and special reports for the use of interested agencies.

Special Studies: An appreciable amount of time is given to the production of special reports, charts, and maps for other departments of the State.

COUNTY ROADS

The Federal Aid Act of 1944 provided for a Federal Aid Secondary County System of Roads.

In cooperation with the County Judges of Arkansas, the Bureau of Public Roads, and the Arkansas Highway Department a system of county roads totaling 6,451 miles was initially adopted. Subsequent additions have increased this mileage to 6,920.

The following factors are used in considering additions to the Federal Aid Secondary County System:

1. It must be requested by the County Judge in writing.
2. Traffic volume, actual or potential, must exist.
3. Be a School Bus or RFD route.
4. It must connect with an approved Primary or Secondary route.

The Highway Commission, with the approval of the Arkansas County Judges Association allotted \$1,000,000 for the fiscal year 1949 and \$890,000 for 1950 for use on County Roads on a 50-50 matching basis.

Two methods are employed in the construction of County Federal Aid Projects.

1. Let to contract on competitive bids.
2. Contract with the County on a negotiated unit price basis with county forces and equipment.

If the contract method is used, it is necessary for the County to place in escrow 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 costs and quantities are computed and any funds remaining are returned to the County. If the final analyses indicates an overrun, the County is called upon to pay its pro rata share of the increased cost.

Plan changes involving an increase in cost require the approval of the County before they are made.

If the County wishes to construct the project with its own forces and equipment and this procedure is approved by the Bureau of Public Roads, the Highway Department after completion of survey and plans prepares an estimate of cost based on weighted averages and analyzed unit prices which would be comparable to what the Department could expect if the job were let to contract.

This estimate is used as the basis for negotiating a contract with the County. The County's bid must be ten to fifteen percent below the estimate as it does not have to furnish bond, has no overhead, and is not entitled to make a profit.

Upon acceptance of its bid, the County is required to place in escrow ten percent of the estimated 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 retain warrants received in payment of subsequent estimates. The County, by this method, furnishes its half of the financing by work done, and it protects the State in dealing with the Federal Government since the County does not furnish a bond that the work will be completed and the State must give the assurance to the Federal authorities that the project will be completed, once it is begun.

Regardless of the method used in constructing the project, the County is required to place in escrow the full estimated cost of survey and plans.

When the project is completed, the County is given credit for fifty percent of its portion of this cost. However, if for any reason the project is not advanced to the construction stage, the County will bear the full cost of the survey and plans.

The County must furnish the usual maintenance agreement required on all Federal Aid Construction projects.

The following is a summary of the improvements undertaken during the biennium:

108 Projects Initiated from 41 Counties Estimated to Cost \$2,585,826.

116 Projects Totaling 240 Miles Completed and Under Construction.

Of the 116 Projects Completed and Under Construction, 57 are being built by contract and 59 by the County acting as Contractor, using County Equipment and Personnel.

PURCHASING

One of the major but little publicized functions of the Highway Department is that of purchasing the supplies, materials and equipment required in its vast operations. Since many of these operations are seasonal, procurement must be speedy and accurate to overcome delays on field operations. This is accomplished through centralized control whereby all purchasing other than that for emergency field requirements is done by this Department.

Purchasing is done on a bid, negotiated or comparative quotation basis. All purchases in excess of \$1,000 require approval by the Commission. During the biennium

38,666 purchase orders have been issued exclusive of emergency field purchases. The invoice value of these orders was \$8,020,058 of which \$2,077,873 was expended for new equipment.

An intensive study of purchasing procedure and methods has been made and has resulted in the coordinating of the work of this Division and the various other Divisions, District Offices and Central Shops. Detail has been reduced to a minimum through the adoption of modern methods, and procurement is maintained on a current basis in so far as availability of the required items permit, as evidenced by the fact that all purchases made prior to July 1, 1950 were completely processed and the vendors paid by August 15.

TRAFFIC AND SAFETY

The Traffic and Safety Division was first established in the Arkansas State Highway Department in 1935 and functioned with steadily increasing responsibilities for traffic control and safety until the war years when these functions were merged with other Divisions or discontinued. The Division was re-established at the beginning of the fiscal year in 1949.

The principal functions of the Division are (1) to prepare standards for design and installation of traffic control devices, supervise maintenance of these standards, and review plans for new construction and design; (2) to investigate high accident locations and points where congestion develops, devise and recommend remedial treatments; (3) in cooperation with the Division of Statistics and Analyses to furnish traffic engineering advice and assistance to Municipalities, review requests for permission to install traffic signals, signs, and markings, and to advise on uniform traffic ordinances and regulations; (4) to carry on a safety education program among the public and Highway Department employees, to cooperate with other State Departments, civic groups, organizations, and schools in promoting safety, and to provide secretarial direction to State Safety Coordinating Committee, and staff assistance to Arkansas Safety Council.

Since this Division was re-established in July, 1949, design standards for marking no-passing zones on paved highways have been developed and a project of modernized striping carried on which has won strong public approval.

Sign standards have been revised and promulgated and most of the work completed for a new State Manual on traffic control devices. Enlarged signs, in keeping with requirements of modern highway speeds, have been designed, new intersectional markings provided, and highway markings generally improved, following closely the standards set forth in the "Manual on Uniform Traffic Control Devices for Streets and Highways" as published by the Public Roads Administration.

Channelization projects have been completed at Little Rock and Marked Tree, and studies of high accident location and other trouble spots made in more than 50 separate locations within the period covered by this report.

A project for the complete modernization of the State Traffic Code and Regulations is now under way, at the request of the Governor's State Safety Conference and the Arkansas Safety Council, with results of the project to be submitted to the 1951 Legislature.

During part of the period under consideration field operations pertaining to signing and center striping were carried on by this Division and part of the time by the Maintenance Division. Detailed reports covering the number of signs installed, miles of pavement striped, and other pertinent data will be found in the report of the Maintenance Division.

Results of the accident prevention activities may be summarized by pointing to a saving of 19 lives in 1949 over 1948, which saving was equivalent to a saving of 54 lives based on the motor vehicle mileage death rate. A further reduction of 20 lives is noted for the first six months of 1950,—equivalent to a 12 percent saving in the face of steadily increasing traffic volumes and a 12 percent increase in the National traffic death rate for the same period.

TABLE 7
DISTRIBUTION OF MOTOR VEHICLE TRAFFIC DEATHS BY COUNTIES¹

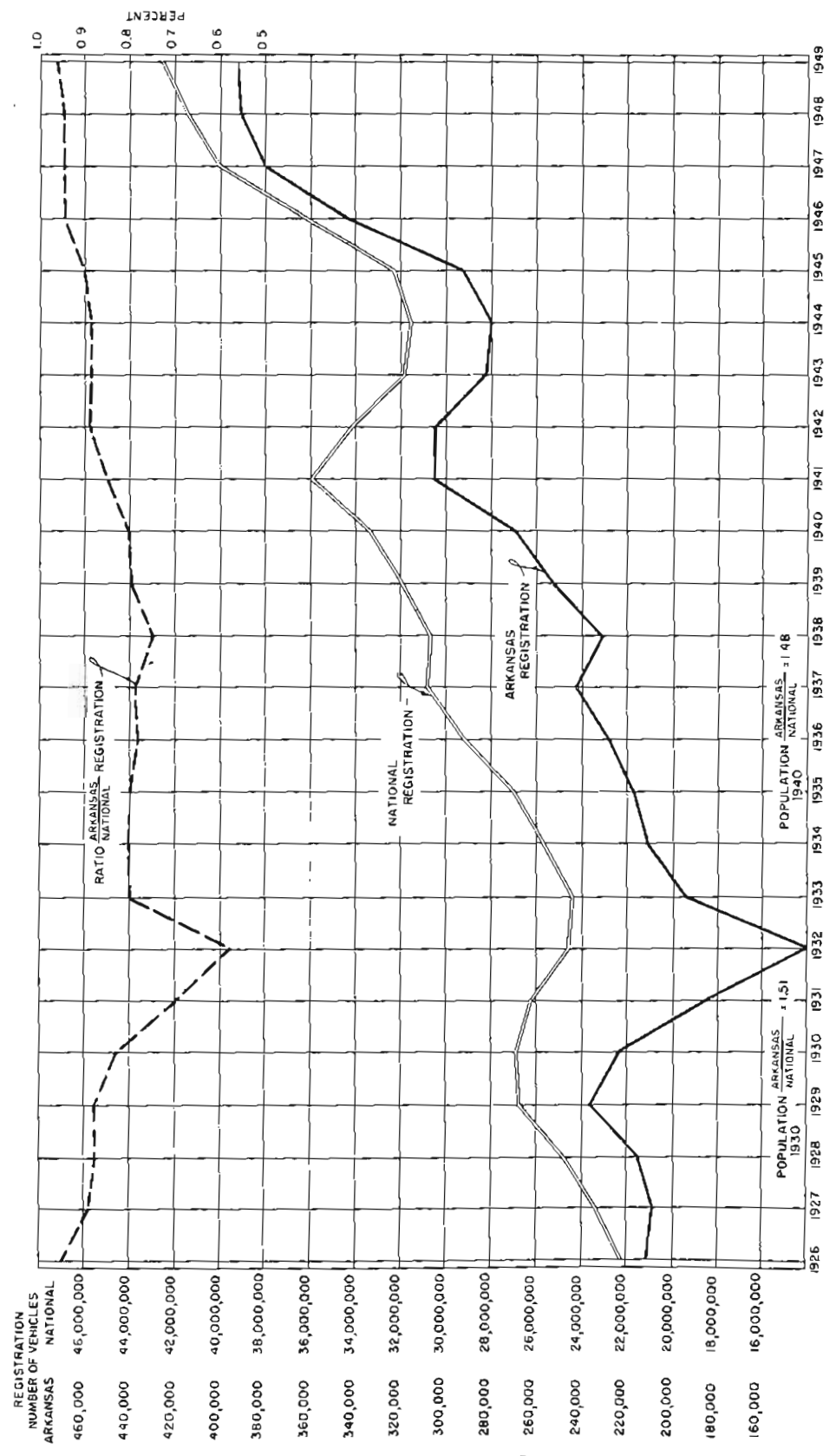
County	Fiscal Year Ending								Total for Biennium
	June 30, 1949				June 30, 1950				
	State Hwys.	City Sta. ²	County Roads	Total	State Hwys.	City Sta.	County Roads	Total	
Arkansas	3	1	...	4	3	1	...	4	8
Ashley	10	2	2	14	2	...	...	2	16
Baxter	2	...	...	2	1	...	...	1	3
Benton	7	2	1	10	6	...	1	7	17
Boone	2	1	...	3	2	...	...	2	5
Bradley	4	...	...	4	1	1	2	4	8
Calhoun	1	...	...	1	...	...	...	...	1
Carroll	...	...	1	1	1	1	...	2	3
Chicot	4	1	...	5	2	...	...	2	7
Clark	5	...	...	5	7	2	1	10	15
Clay	...	1	2	3	5	...	2	7	10
Cleburne	1	...	...	1	1	...	1	2	3
Cleveland	2	...	...	2	1	...	...	1	3
Columbia	4	...	5	9	6	3	...	9	18
Conway	2	3	...	5	4	1	...	5	10
Craighead	5	1	5	11	6	3	2	11	22
Crawford	2	2	1	5	5	2	1	8	13
Crittenden	15	2	...	17	21	2	1	24	41
Cross	1	...	...	1	6	1	1	8	9
Dallas	2	...	...	2	2	...	...	2	4
Desha	7	...	...	7	4	3	...	7	14
Drew	3	...	2	5	1	...	...	1	6
Faulkner	3	1	1	5	5	1	...	6	11
Franklin	3	...	1	4	6	...	...	6	10
Fulton	...	...	...	...	...	...	...	...	...
Garland	3	4	4	11	3	...	...	3	14
Grant	...	...	...	...	6	...	...	6	6
Greene	7	1	...	8	1	...	1	2	10
Hempstead	3	2	4	9	5	...	3	8	17
Hot Spring	5	...	...	5	9	1	...	10	15
Howard	2	...	...	2	...	...	...	...	2
Independence	5	...	...	5	2	...	...	2	7
Izard	...	...	...	...	1	...	1	2	2
Jackson	6	1	...	7	4	1	...	6	12
Jefferson	13	2	4	19	8	7	...	15	34
Johnson	2	...	2	4	3	...	...	3	7
Lafayette	3	...	...	3	1	...	1	2	5
Lawrence	4	...	...	4	7	2	1	10	14
Lee	2	...	...	2	2	1	...	3	5
Lincoln	5	1	...	6	...	...	...	...	6
Little River	...	2	1	3	2	...	...	2	5
Logan	2	1	...	4	...	2	1	3	7
Lonoke	8	1	...	7	15	...	...	15	22
Madison	1	...	...	1	1	...	...	1	2
Marion	1	...	1	2	1	...	...	1	3
Miller	8	...	...	8	2	3	...	5	13
Mississippi	16	...	...	16	17	3	3	23	39
Monroe	8	3	...	11	3	2	...	5	16
Montgomery	2	...	...	2	1	...	...	1	3
Nevada	4	1	...	5	2	...	1	3	8
Newton	1	...	...	1	2	...	2	4	5
Ouachita	8	1	2	11	2	1	4	7	18
Perry	2	...	...	2	1	...	...	1	3
Phillips	3	...	...	3	3	...	2	5	8
Pike	1	...	...	1	2	...	4	6	7
Poinsett	4	...	...	4	3	2	...	5	9
Polk	2	...	...	2	1	...	...	1	3
Pope	1	3	1	5	2	...	1	3	8
Prairie	6	3	...	9	...	1	...	1	10
Pulaski	13	12	1	26	6	13	1	20	46
Randolph	5	1	...	6	1	1	...	2	8
St. Francis	13	2	2	17	11	1	...	12	29
Saline	4	...	...	4	7	1	...	8	12
Scott	3	...	...	3	...	...	...	...	3
Searcy	1	...	...	1	2	...	...	2	3
Sebastian	8	4	...	12	2	4	2	8	20
Sevier	2	...	...	2	3	1	1	5	7
Sharp	...	...	...	...	...	...	...	...	...
Stone	...	...	...	...	1	...	...	1	1
Union	4	1	1	6	10	1	1	12	18
Van Buren	...	...	...	...	1	2	...	3	3
Washington	5	3	...	8	2	3	...	5	13
White	2	2	...	4	5	...	1	6	10
Woodruff	1	...	...	1	...	1	...	1	2
Yell	...	...	...	...	1	...	...	1	1
Total	286	68	44	398	262	74	44	380	778

¹ From State Police Department records.

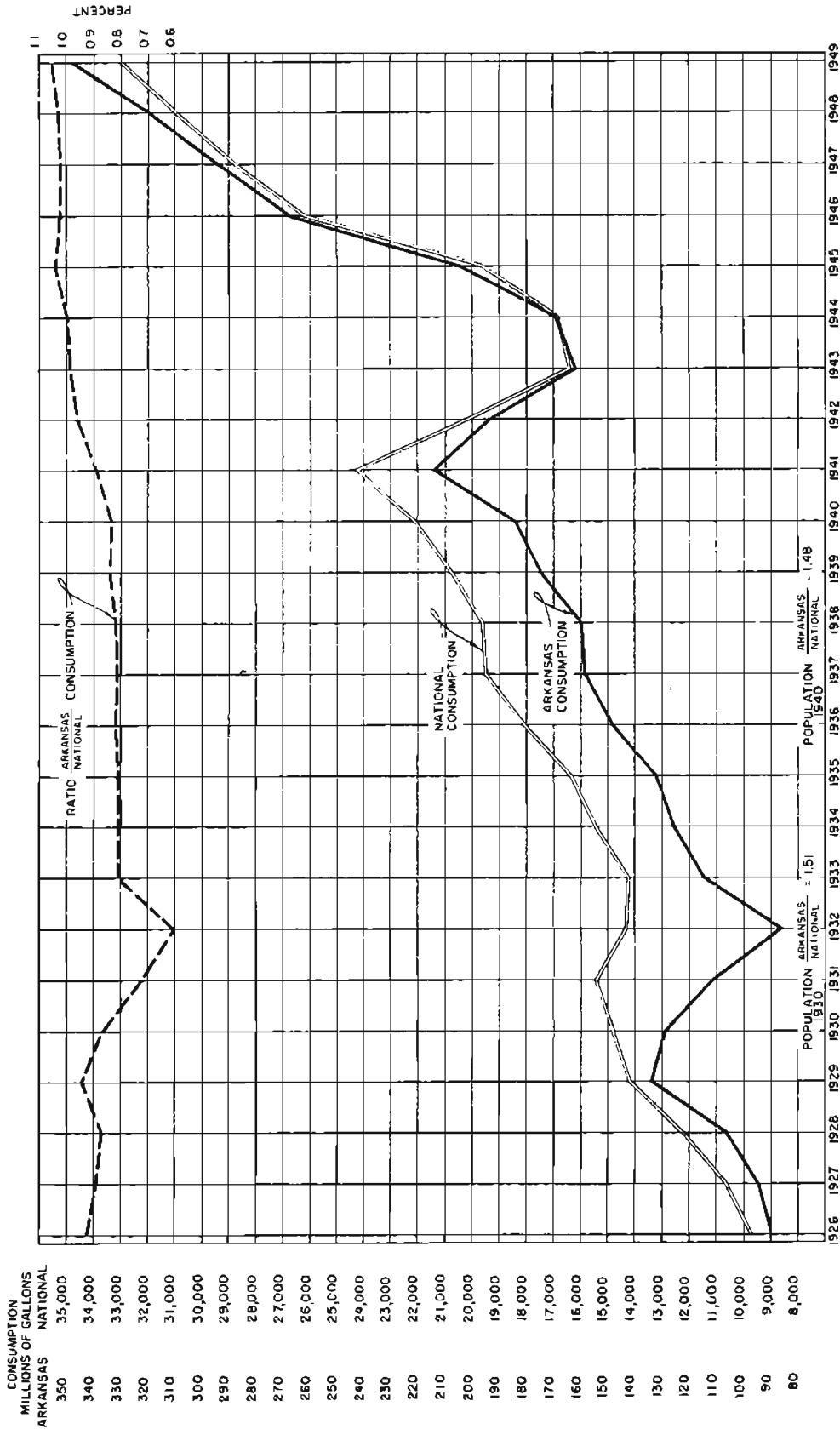
² Includes State Highways within city limits.

COMPARATIVE ARKANSAS AND NATIONAL MOTOR VEHICLE REGISTRATION

INCLUDES TRAILERS AND MOTORCYCLES

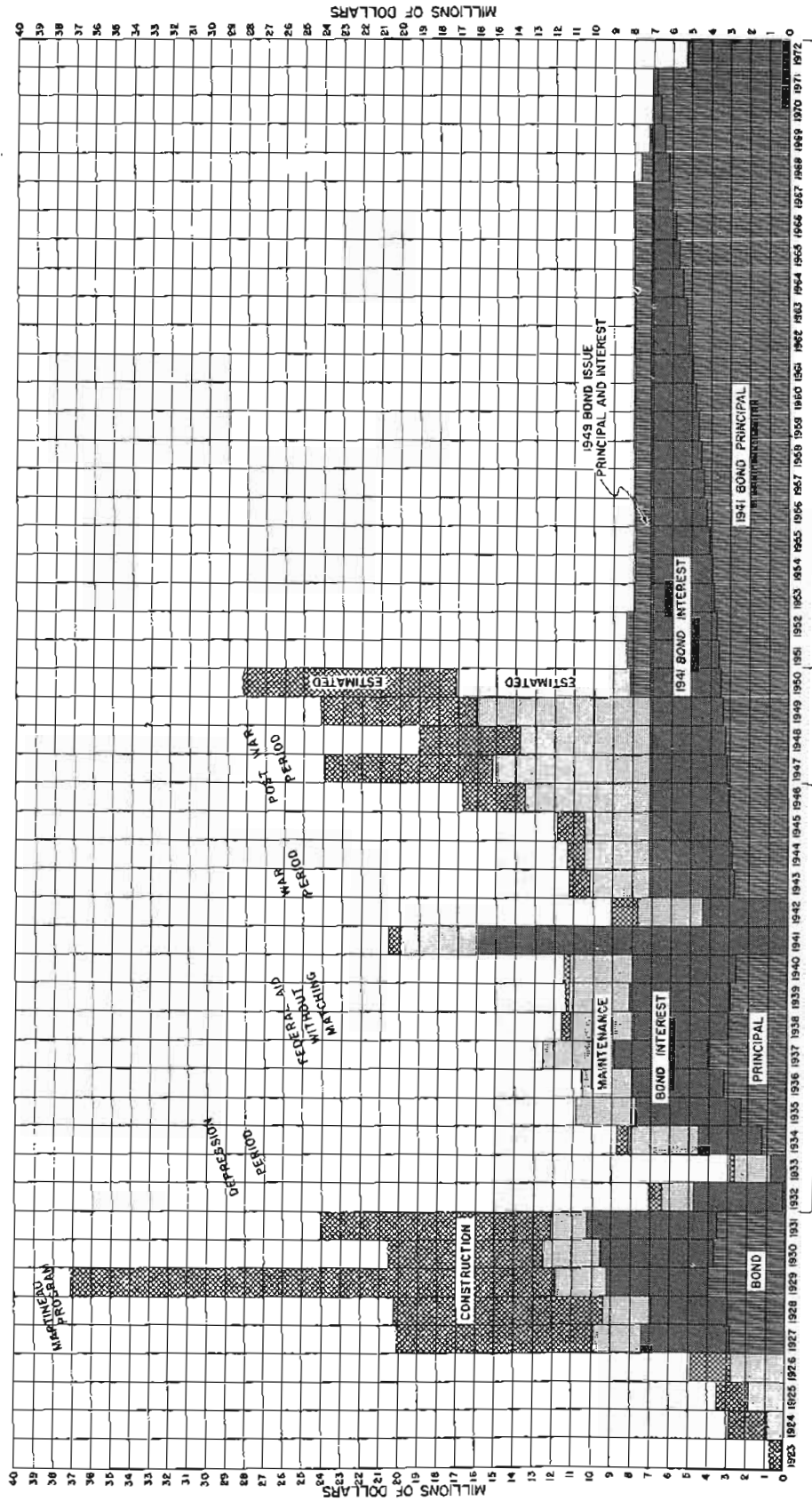


COMPARATIVE ARKANSAS AND NATIONAL MOTOR FUEL CONSUMPTION



SOURCE: PRA TABLE G-2, NET AMOUNT TAXED

COST OF HIGHWAYS
STATE FUNDS EXPENDED ANNUALLY FOR CONSTRUCTION, AND MAINTENANCE OF HIGHWAYS THROUGH THE
YEARS 1923-1950 AND THE ANNUAL REQUIREMENTS FROM 1927 THROUGH 1972 TO PAY THE DEBT INCURRED



LITTLE OR NO FUNDS FOR STATE CONSTRUCTION

NOTE FUTURE DEBT REQUIREMENTS

SECTION IV

APPENDIX

Sections I, II and III of this report set out in both factual and narrative form a summary of the Department's organizational pattern, operating policies, recommendations and accomplishments during the biennium. It also presents in considerable detail an analysis of its fiscal affairs together with a review of the functions and responsibilities of the various operating divisions. For simplicity and ready reference most of the statistical tables have been grouped in this section. A review of highway legislation enacted by the 57th General Assembly is also included and will be found at the end of this section.

List of Tables

- 8-A Schedule of Balances and Disbursements by Funds, 1948-49.
- 9-A Summary of Unapportioned Funds, 1948-49.
- 8-B Schedule of Balances and Disbursements by Funds, 1949-50.
- 9-B Summary of Unapportioned Funds, 1949-50.
- 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, 1948-49.
- 11-B Aids, Grants and Shared Taxes Allocated to Local Units from Highway Revenues, 1949-50.
- 12 State Highway Maintenance Fund: Summary of Expenditures for Highway Maintenance and Betterment; Highway Maintenance by Routes and Sections.
- 13 Not Printed.
- 14 Not Printed.
- 15 Schedule of Expenditures from State Highway Construction Funds.
- 15-A Schedule of Expenditures from State Funds for Contract Construction—Federal Aid Matching Projects.
- 15-B State Jobs Being Constructed by Contract.
- 15-C State Projects—By State Forces.
- 16 Status of Federal Aid Accounts.
- 16-A Federal Aid Account—Summary of Expenditures.
- 16-B Schedule of Expenditures—Active Projects or Projects Finalized Federal Aid Act 1944.
- 16-C Active County Projects.
- 17 Net Revenue to Highway Fund from Motor Fuel Tax; Net Revenue to Highway Fund From Motor Vehicle Registration and Auto Division Fees.
- 18 Comparison of State Highway Expenditures by States.
- 19 Total Debt Service Requirements from State Highway Fund; Highway Refunding Bonds, Act 4, 1941; Highway Construction Bonds, Act 5, 1949.
- 20 Record of Road and Bridge Contracts Awarded.
- 21 Tabulation of Road Mileage by Types Listed by Counties.

TABLE 8-A
 SCHEDULE OF BALANCES AND DISBURSEMENTS BY FUNDS
 July 1, 1948 Through June 30, 1949

FUND	Receipts		Transfers		Total Available	Disbursements	Balance June 30, 1949
	Balance July 1, 1948	To	From	Total Available			
Highway Fund	\$ 7,867,856.33	\$ 6,000,000.00	\$ 7,867,856.33	\$ 8,339,666.60	\$ 7,054,732.18	\$ 1,284,934.51	
Highway Maintenance Fund	3,202,831.36	7,174,900.92	4,360,000.00	9,282,528.79	6,022,238.98	3,240,284.81	
Highway Construction Fund	2,614,808.43	1,377,680.14	0,995.06	1,067,106.33	7,184,818.50	1,667,106.33 ¹	
Highway Debt Service Reserve Fund	959,411.25	7,469,129.11	7,046.59	9,710,621.79	983,726.17	2,626,803.29	
Highway Bond and Interest Fund	2,281,467.62	824,468.84		983,726.17	584,447.64		
Local Bond and Interest Fund	166,302.92	534,447.54		2,376,257.37			
State Police Fund (Drivers License)	2,118,490.82	261,767.05		82,268,348.68	21,779,983.97	2,376,257.37	
Unapportioned Fund	9,410,861.88	22,912,496.80	12,244,895.98	2,306,356.76	2,306,356.76	10,483,865.31	
Sub-total		100,000.00		100,000.00	100,000.00		
To Counties 7.7% and 1/2 c per gallon		120,547.00		180,547.00	180,547.00		
To Counties, Oil Inspection Fees		2,000,000.00		2,000,000.00	2,000,000.00		
To General Revenue Fund, Oil Inspection Fees		844,290.04		844,290.04	844,290.04		
To Counties, Act 330, 1947							
Collection Cost							
Total State Funds	\$ 9,410,851.88	\$ 12,244,895.98	\$ 12,244,895.98	\$ 37,694,542.47	\$ 27,211,157.16	\$ 10,483,865.31	
Federal Aid Funds	182,150.52	1,430,441.47		1,612,591.99	1,321,722.49	290,869.50	
State Funds in Federal Accounts	152,783.80	4,486,102.76		152,783.80	4,486,102.76	766,575.80	
Federal Aid Highway Act, 1944	716,643.80			5,202,646.55			
Total All Funds	1,061,427.02	6,916,544.22		6,967,972.14	5,767,768.24	1,210,178.90	
Total \$1,600,000 Investments not included in balance.	\$10,462,279.80	\$34,200,284.81	\$12,244,895.98	\$44,662,614.51	\$32,965,960.40	\$11,693,564.21	
¹ \$4,600,000 Transferred to General Revenue Fund to Buy Election Expense Act 6, 1949.							

TABLE 9-A
 SUMMARY OF UNAPPORTIONED FUNDS
 July 1, 1948 Through June 30, 1949

SOURCES OF REVENUE	Balance July 1, 1948		Collections During Fiscal Year		Total Balance and Collections		Apportions During Fiscal Year		Balance June 30, 1949
	July 1, 1948	July 1, 1948	Fiscal Year	Fiscal Year	Total Collections	Total Balance	Fiscal Year	Fiscal Year	
Motor Fuel Tax Less 7.7% and 1/2 c per Gallon	\$ 1,441,063.22	\$ 17,948,044.96	\$ 17,948,044.96	\$ 17,771,704.19	\$ 19,300,006.58	\$ 1,618,211.39	\$ 17,771,704.19	\$ 1,618,211.39	
Auto License Fees	71,210.44	5,857,860.74	5,857,860.74	5,850,093.36	5,829,071.28	79,067.82	5,850,093.36	79,067.82	
Intransit Fees (Construction Fund-Act 6, 1949)	9,732.01	132,306.50	47,578.50	161,574.61	162,057.51	10,482.80	161,574.61	10,482.80	
Sub-total State Highway Fund	1,522,005.67	24,006,689.10	24,006,689.10	23,811,365.12	25,628,692.77	9,986.54	23,811,365.12	9,986.54	
County Turnback 7.7% and 1/2 c per Gallon	9,402.21	2,379,173.52	2,379,173.52	2,306,366.76	2,920,374.10	628,017.35	2,306,366.76	628,017.35	
Intransit Fees (Local Bond and Interest Fund)	19,285.50	222,005.57	222,005.57	220,547.00	241,291.07	20,744.07	220,547.00	20,744.07	
Oil Inspection Fees (General Revenues and County Aid Fund, Act 311)	12,698.36	536,017.48	536,017.48	548,615.84	548,615.84	14,168.30	548,615.84	14,168.30	
Drivers License (State Police)	2,113,400.32	27,208,052.80	27,208,052.80	26,947,186.25	29,322,442.62	2,376,257.37	26,947,186.25	2,376,257.37	
Totals for Apportionment		841,516.16	841,516.16						
Collection Cost		28,050,468.45	28,050,468.45						
Gross Collections (See Table 10)					261,767.05				
Amount Collected in Excess of Amount Apportioned									

TABLE 8-B
SCHEDULE OF BALANCES AND DISBURSEMENTS BY FUNDS
 July 1, 1949 Through June 30, 1950

FUND	Balance July 1, 1949	Receipts		Transfers		Total Available	Disbursements	Balance June 30, 1950
		To	From	To	From			
Sale of Construction Bonds	\$ 1,284,984.51	\$14,022,668.00				\$ 10,657,405.27	\$ 9,984,243.35	\$ 723,161.92
Highway Maintenance Fund	3,240,284.81	3,172,470.76				20,955,457.76	9,448,041.85	11,507,415.91
Highway Construction Fund	2,595,808.29	8,522,893.43	15,483,748.29	6,391,456.77		9,848,725.92	7,183,842.84	2,764,883.08
Highway Construction Bond and Interest Fund		7,414,020.12	8,902.51			949,858.56	949,860.00	798.56
Gasoline Refund Fund		2,008,421.41		1,058,562.76		1,068,562.76	86,916.71	1,000,000.00
Highway Debt Service Reserve Fund	1,057,105.33	2,500,000.00		1,411,083.29		1,137,572.17	294,265.63	933,306.54
Highway Construction Bond Reserve Fund		89,369.36		5,902.51		1,068,562.76		1,058,562.76
Municipal and County Aid Fund		750,000.00		1,068,562.76		891,456.77	891,456.77	2,586,093.96
State Police Fund (Drivers License)		553,291.38		191,466.77		658,291.38	558,291.38	
Unapportioned Fund		210,886.59				2,586,093.96		20,574,233.32
Sub-total		39,348,966.04		22,942,668.33		49,827,351.35	29,263,118.03	
To Counties, 7.7% and 1/2c per Gallon		2,518,088.27		100,000.00		2,618,088.27	2,518,088.27	
To Counties, Oil Inspection Fees		230,284.04		100,000.00		130,284.04	130,284.04	
To General Revenue Fund, Oil Inspection Fees		2,000,000.00		100,000.00		2,000,000.00	2,000,000.00	
To Counties, Act 5, 1949		149,569.34				149,569.34	984,083.67	
Auto Title Fees (Act 142, 1949)		984,083.67				984,083.67		
Collection Cost								
Total State Funds	\$10,483,386.31	\$45,175,921.36	\$23,042,668.33	\$23,042,668.33		\$55,559,306.67	\$35,086,073.35	\$20,574,233.32
FEDERAL AID ACCOUNTS								
Federal Aid Funds	\$ 290,868.50	\$ 702,626.92				\$ 993,495.42	\$ 821,967.01	\$ 171,529.41
State Funds in Federal Accounts	152,733.50					152,733.50	152,733.50	152,733.50
Federal Aid Highway Act 1944	766,575.80	5,587,768.36				6,354,329.16	5,667,567.31	686,761.85
Total	1,210,178.90	6,290,395.28				7,500,558.08	6,489,534.32	1,011,024.86
Total All Funds	\$11,693,564.21	\$51,466,301.64	\$23,042,668.33	\$23,042,668.33		\$68,159,865.66	\$41,574,607.67	\$21,585,258.18
Includes \$22,668.00 Premium on Bonds. \$4,800,000 Investments not included in Balance.								

TABLE 9-B
SUMMARY OF UNAPPORTIONED FUNDS
 July 1, 1949 Through June 30, 1950

SOURCES OF REVENUE	Balance July 1, 1949	Collections During Fiscal Year	Total Balance and Collections	Apportioned During Fiscal Year	Balance June 30, 1950
Auto License Fees	70,047.82	6,693,134.43	6,763,182.25	6,610,743.96	152,438.29
Auto Division Fees	10,462.90	161,289.29	171,752.19	162,337.50	9,414.69
Intransit Fees (Construction Fund, Act 5, 1949)	9,686.54	137,338.06	147,024.60	136,876.21	10,148.39
Sub-total State Highway Fund	1,717,327.65	26,680,283.94	28,397,611.59	26,441,916.36	1,955,695.23
County Turnback, 7.7% and 1/2c per Gallon	683,017.35	2,590,651.68	3,273,668.03	2,518,038.27	755,629.76
Intransit Fees (Local Bond and Interest Fund)	20,744.07	230,083.19	250,827.26	230,264.04	564.22
Oil Inspection Fees (General Revenues and County Aid, Act 311, 1945)	14,168.30	553,347.53	567,515.83	553,291.38	24.45
Drivers License (State Police)	14,569.34	149,569.34	164,138.68	149,569.34	14,569.34
Auto Title Fees (Act 142, 1949)	2,375,257.37	30,103,915.88	32,479,173.25	29,868,079.59	2,611,093.66
Totals for Apportionment		926,433.36			
Collection Cost		31,080,349.34			
Gross Collections (See Table 10)			210,836.59		
Amount collected in Excess of Amount Apportioned					

TABLE 10
REVENUES FROM MOTOR USER IMPOSTS
July 1, 1948 to June 30, 1950
SECTION A—INCOME FOR STATE HIGHWAY FUND

Month	MOTOR FUEL TAX			
	Gross	Collection Cost	To Counties 7.7% & ¼c	Net For Distribution
July, 1948	\$ 1,721,215.36	\$ 51,636.46	\$ 195,203.42	\$ 1,474,375.48
August	1,798,974.31	53,969.23	204,679.44	1,540,425.64
September	1,787,309.22	53,619.27	202,476.18	1,531,214.77
October	1,802,640.13	54,079.20	206,582.90	1,541,978.03
November	1,833,240.15	54,997.20	209,002.33	1,569,240.62
December	1,749,681.66	52,490.44	197,920.62	1,499,270.60
January, 1949	1,821,922.84	54,657.69	206,948.43	1,566,316.72
February	1,452,641.05	43,579.23	167,892.86	1,241,168.96
March	1,470,232.78	44,106.99	165,550.99	1,260,574.80
April	1,838,469.88	55,154.10	206,506.96	1,576,808.77
May	1,789,740.17	53,692.21	200,689.28	1,535,358.68
June	1,890,755.15	56,722.65	215,821.11	1,618,211.39
Fiscal Year 1948-1949	\$20,956,822.55	\$ 628,704.67	\$ 2,379,173.52	\$17,948,944.36
July, 1949	\$ 1,917,209.91	\$ 57,516.30	\$ 216,486.57	\$ 1,643,197.04
August	1,894,170.48	56,825.11	211,691.72	1,625,653.65
September	1,975,752.38	59,272.57	222,989.04	1,693,500.77
October	1,904,720.71	57,141.61	216,084.93	1,631,494.17
November	2,008,733.61	60,262.00	227,713.64	1,720,757.97
December	1,998,811.01	59,954.32	224,977.47	1,713,869.22
January, 1950	1,953,928.76	58,617.86	216,884.86	1,678,426.05
February	1,596,948.88	47,908.46	182,446.57	1,366,593.85
March	1,574,326.40	47,229.79	175,786.13	1,351,310.48
April	2,043,413.49	61,302.41	235,574.33	1,746,536.75
May	2,029,726.23	60,891.79	226,467.08	1,742,367.36
June	2,070,483.70	62,114.52	233,589.35	1,774,779.83
Fiscal Year 1949-1950	\$22,968,225.56	\$ 689,046.74	\$ 2,590,651.68	\$19,688,527.14
TOTAL BIENNIUM	\$43,925,048.11	\$ 1,317,751.41	\$ 4,969,825.20	\$37,637,471.50

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

	OIL INSPECTION FEES			DRIVERS
	Gross	Collection Cost	Net For Distribution	Gross
July, 1948	\$ 19,874.93	\$ 596.25	\$ 19,278.68	\$ 12,530.00
August	18,419.08	552.57	17,866.51	10,102.00
September	19,006.80	570.20	18,436.60	11,538.00
October	17,537.68	526.13	17,011.55	9,176.50
November	18,546.46	556.39	17,990.07	7,767.00
December	19,709.94	591.30	19,118.64	4,686.00
January, 1949	19,973.95	599.22	19,374.73	262,389.50
February	17,278.09	518.34	16,759.75	157,229.00
March	15,157.53	454.73	14,702.80	28,756.00
April	21,455.50	643.66	20,811.84	19,345.00
May	20,526.11	615.78	19,910.33	14,492.00
June	21,385.64	641.57	20,744.07	14,606.50
Fiscal Year 1948-1949	\$ 228,871.11	\$ 6,866.14	\$ 222,005.57	\$ 552,597.50
July, 1949	\$ 19,042.14	\$ 571.26	\$ 18,470.88	\$ 12,796.50
August	18,459.50	553.78	17,905.72	14,396.00
September	20,077.32	602.32	19,475.00	12,628.50
October	19,260.77	577.82	18,682.95	10,301.00
November	18,756.29	562.69	18,193.60	6,576.00
December	19,719.76	591.59	19,128.17	13,363.50
January, 1950	20,910.77	627.32	20,283.45	244,878.50
February	16,820.28	504.61	16,315.67	166,539.50
March	17,200.68	516.02	16,684.66	36,747.50
April	21,616.26	648.49	20,967.77	23,306.50
May	24,136.18	724.08	23,412.10	15,263.50
June	21,199.19	635.97	20,563.22	14,675.00
Fiscal Year 1949-1950	\$ 237,199.14	\$ 7,115.96	\$ 230,083.19	\$ 570,472.00
TOTAL BIENNIUM	\$ 466,070.85	\$ 13,982.09	\$ 452,088.76	\$ 1,123,069.50

SUMMARY—ALL MOTOR

Gross Receipts to be Accounted for	
DEDUCTION:	
Cost of Collection	
ALLOCATIONS:	
To Counties (7.7% and ¼c per Gallon)	
To Counties (Oil Inspection Fees)	
To General Revenues (Oil Inspection Fees)	
To General Revenue Fund (Drivers Licenses)	
To Bridge Bond Retirement Fund (Intransit Fees)	
To General Revenue Fund (Auto Title Fees)	

To State Highway Fund, Net
 † \$65,066.63 to Bridge Bond Retirement Fund, balance for biennium (\$184,911.58) to Construction Act 3—1949.

TABLE 10
REVENUES FROM MOTOR USER IMPOSTS
July 1, 1948 to June 30, 1950
SECTION A—INCOME FOR STATE HIGHWAY FUND

AUTO LICENSE AND AUTO DIVISION FEES			AUTO INTRANSIT FEES ¹			Total Net Distribution
Gross	Collection Cost	Net For Distribution	Gross	Collection Cost	Net For Distribution	
\$ 103,527.83	\$ 3,105.83	\$ 100,422.00	\$ 9,717.00	\$ 291.51	\$ 9,425.49	\$ 1,584,222.97
77,111.88	2,813.34	74,298.04	7,827.00	234.81	7,592.19	1,622,815.87
77,055.92	2,311.88	74,744.24	8,712.00	261.36	8,450.64	1,614,409.65
47,590.30	1,427.71	46,162.59	8,637.00	259.11	8,377.89	1,696,518.51
36,312.92	1,089.39	35,223.53	10,215.00	306.45	9,908.55	1,614,372.70
19,639.40	589.18	19,050.22	10,787.00	323.51	10,463.39	1,528,784.11
3,056,569.91	91,697.10	2,964,872.81	11,184.00	335.52	10,848.48	4,536,038.01
1,993,817.31	59,814.52	1,934,002.79	8,964.00	268.92	8,695.08	3,183,865.83
313,532.26	8,405.97	304,126.29	11,277.00	338.31	10,938.69	1,575,639.78
222,347.16	6,670.42	215,676.74	10,596.00	317.88	10,278.12	1,802,763.63
156,243.58	4,687.31	151,556.27	8,331.00	249.93	8,081.07	1,694,936.02
92,299.72	2,769.00	89,530.72	9,582.00	296.46	9,585.54	1,717,327.65
\$ 6,196,047.69	\$ 185,381.45	\$ 6,010,166.24	\$ 116,129.00	\$ 3,488.87	\$ 112,645.13	\$24,071,755.73
\$ 802,849.87	\$ 24,086.50	\$ 778,764.37	\$ 9,117.00	\$ 273.51	\$ 8,843.49	\$ 2,430,804.90
1,401,755.69	42,052.67	1,359,703.02	12,489.00	374.67	12,114.33	2,997,471.00
246,901.82	7,407.06	239,494.77	13,878.00	416.34	13,461.66	1,946,497.20
144,769.20	4,343.08	140,426.12	13,545.00	406.35	13,138.65	1,785,088.94
106,821.55	3,204.65	103,616.90	12,181.00	365.43	11,815.57	1,836,190.44
174,547.16	5,236.42	169,310.74	9,388.00	294.99	9,538.01	1,892,717.97
1,950,157.66	58,504.73	1,891,652.92	11,907.00	357.21	11,549.79	3,581,628.76
1,482,469.03	43,873.77	1,438,595.26	12,273.00	368.19	11,904.81	2,797,083.92
280,058.08	8,401.74	271,656.34	12,858.00	385.74	12,472.26	1,635,439.08
192,742.50	5,782.27	186,960.23	11,395.50	341.87	11,053.63	1,944,550.61
127,195.93	3,815.87	123,380.06	11,751.00	352.53	11,398.47	1,877,145.89
73,044.32	2,191.33	70,852.99	10,353.00	310.59	10,042.41	1,855,675.23
\$ 6,963,302.80	\$ 208,899.08	\$ 6,754,403.72	\$ 141,580.50	\$ 4,247.42	\$ 137,333.08	\$26,580,263.94
\$18,159,350.49	\$ 394,780.53	\$12,764,569.96	\$ 257,709.50	\$ 7,731.29	\$ 249,978.21	\$50,652,019.67

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

LICENSE FEES		AUTO TITLE FEES		Total Net Other Motor Users Imposts	Total Net Receipts
Collection Cost	Net For Distribution	Gross	Collection Cost		
\$ 375.90	\$ 12,154.10	\$	\$	\$ 81,482.78	\$ 1,615,655.75
303.06	9,798.94	.....	.....	27,665.45	1,650,481.32
346.14	11,191.86	.....	.....	29,628.46	1,644,038.11
275.30	8,901.20	.....	.....	25,912.75	1,622,431.25
233.00	7,534.00	.....	.....	25,624.07	1,639,896.77
140.58	4,545.42	.....	.....	23,864.06	1,552,448.17
7,871.08	254,498.42	.....	.....	273,873.15	4,809,911.16
4,718.96	152,510.04	.....	.....	169,269.79	3,353,136.62
862.68	27,893.32	.....	.....	42,596.12	1,618,235.90
580.36	18,784.64	.....	.....	39,576.48	1,842,340.11
484.76	14,057.24	.....	.....	33,967.57	1,728,953.59
438.20	14,168.30	.....	.....	34,912.37	1,762,240.02
\$ 16,580.02	\$ 536,017.48	\$	\$	\$ 758,023.05	\$24,829,778.78
\$ 383.90	\$ 12,412.60	\$	\$	\$ 80,883.48	\$ 2,461,688.38
431.88	13,964.12	.....	.....	31,869.84	3,029,340.84
378.86	12,249.64	.....	.....	31,724.64	1,978,221.84
309.04	9,991.96	.....	.....	28,674.91	1,813,733.85
197.28	6,378.72	.....	.....	24,572.32	1,860,762.76
400.90	12,962.60	1,872.00	56.16	1,816.84	1,926,624.58
7,346.36	287,532.14	67,206.75	2,016.20	65,190.55	3,904,834.90
4,996.18	161,543.32	50,367.00	1,511.01	48,855.99	2,267,714.98
1,073.42	34,675.08	12,353.20	370.60	11,982.60	63,342.34
699.20	22,607.30	5,728.75	261.86	8,466.89	52,041.96
467.90	14,805.60	7,257.50	217.73	7,039.77	45,257.47
450.25	14,224.75	8,410.00	192.30	6,217.70	41,005.67
\$ 17,124.17	\$ 558,347.83	\$ 154,195.20	\$ 4,625.86	\$ 149,569.34	\$ 933,000.36
\$ 33,704.19	\$ 1,089,365.31	\$ 154,195.20	\$ 4,625.86	\$ 149,569.34	\$27,513,264.30

USER REVENUES

1948-1949	1949-1950	Biennium
\$28,050,468.45	\$31,034,975.20	\$59,085,443.65
841,516.15	931,059.22	1,772,575.37
2,379,173.52	2,580,651.68	4,969,825.20
100,000.00	100,000.00	200,000.00
122,005.57	130,083.19	252,088.76
536,017.48	533,347.33	1,069,364.81
65,066.83	.....	65,066.83
.....	149,569.34	149,569.34
\$24,006,689.10	\$26,580,263.94	\$50,586,953.04

County	Act 5 1949	7.7%	1/2 Per Gallon	Oil Inspection	Total	Road	Bridge	Total	Bond Retirement	Municipal Turnback	Total	Total All Aids	
Phillips	30,786.24	26,258.18	13,676.06	1,333.33	72,058.81	60,761.88	155,117.26	215,879.14	8,867.74	33,776.26	4,540.40	8,825.61	80,876.42
Pike	23,048.90	11,779.40	6,134.94	1,333.33	42,296.57	1,160.81					1,160.81	1,160.81	43,457.38
Poinsett	30,072.86	25,664.85	13,957.19	2,333.33	71,338.24	3,498.37					3,498.37	3,498.37	74,836.61
Polk	25,548.88	17,152.89	8,938.34	1,333.33	59,983.44	1,897.78					1,897.78	1,897.78	54,881.22
Pope	27,680.76	20,789.84	10,817.01	1,333.33	60,600.94	11,714.25	11,714.25	26,010.22	2,828.46	1,508.84	28,838.68	101,048.87	101,048.87
Prairie	24,767.65	18,377.87	6,367.85	1,333.33	45,446.25								47,958.10
Pulaski	36,195.94	11,080.64	61,231.80	1,333.33	169,541.21	60,761.88	155,117.26	215,879.14	8,867.74	33,776.26	4,540.40	8,825.61	419,486.60
Randolph	24,412.42	14,985.89	7,894.89	1,333.33	48,586.47								59,080.89
Saline	26,378.34	17,760.48	9,249.87	1,333.33	53,721.82								56,660.87
Scott	26,231.50	15,068.42	7,844.86	1,333.33	50,478.10								52,056.21
Searcy	28,654.98	11,764.05	6,126.69	1,333.33	45,789.05								43,946.76
Sebastian	26,990.82	45,879.91	23,894.15	1,333.33	88,098.31								115,711.11
Sevier	22,898.82	13,408.42	6,983.61	1,333.33	44,624.88								43,946.76
Sharp	22,773.60	10,578.93	5,609.46	1,333.33	40,195.25								58,540.23
Sh. Francis	29,862.82	21,887.08	11,899.68	1,333.33	68,982.79								101,109.02
Stone	21,962.72	9,427.81	4,909.95	1,333.33	37,623.62								41,109.02
Union	34,211.14	39,478.25	20,558.54	1,333.33	90,076.26								101,584.50
Van Buren	24,228.94	12,150.56	6,327.95	1,333.33	44,040.58								46,104.58
Washington	32,213.06	36,651.11	19,052.00	1,333.33	89,286.50								96,526.44
White	34,254.84	28,542.87	14,865.24	1,333.33	78,996.08								82,778.29
Woodruff	26,240.98	14,712.01	7,862.10	1,333.33	49,947.52								51,927.40
Yell	29,375.88	18,017.74	9,388.72	1,333.33	67,810.77								100,015.36
Totals	\$ 2,000,000.00	\$ 1,470,047.69	\$ 789,821.68	\$ 100,000.00	\$ 4,359,868.26	\$ 178,766.47	\$ 208,010.56	\$ 386,777.03	\$ 418,428.84	\$ 225,008.00	\$ 648,435.64	\$ 648,435.64	\$ 6,390,082.92

TABLE 11-B

AIDS, GRANTS AND SHARED TAXES ALLOCATED TO LOCAL UNITS FROM HIGHWAY REVENUES
July 1, 1949 Through June 30, 1950

County	COUNTY TURNBACK				IMPROVEMENT DISTRICTS				TOWNS AND CITIES			
	ROADS AID Act 5 1949	7.7%	1/2 Per Gallon	Oil Inspection	Total	Road	Bridge	Total	Bond Retirement	Municipal Turnback	Total	Total All Aids
Arkansas	29,845.86	27,966.36	14,328.10	1,833.33	72,898.65							79,273.08
Ashley	29,895.06	22,744.65	11,668.25	1,333.33	66,086.29							70,503.57
Baxter	22,135.74	12,808.68	6,509.29	1,333.33	42,781.99							44,872.18
Benton	31,565.54	33,529.32	17,198.68	1,333.33	86,926.82							91,236.05
Boone	22,871.56	17,416.87	8,854.85	1,333.33	50,476.54							53,895.82
Bradley	24,521.76	16,447.66	8,861.99	1,333.33	50,764.64							53,604.07
Calhoun	22,463.74	10,818.67	5,600.16	1,333.33	40,116.89							41,598.92
Carroll	24,501.40	15,690.60	7,926.17	1,333.33	49,051.50				5,828.29	3,180.52	8,968.81	58,010.31
Chicot	27,468.38	19,043.40	9,681.55	1,333.33	67,556.64							73,093.60
Clark	28,026.88	23,686.60	11,533.73	1,333.33	65,880.84							68,933.82
Clay	28,560.40	22,551.43	11,465.01	1,333.33	64,200.17							68,694.43
Cleburne	23,309.58	13,862.89	6,788.43	1,333.33	44,771.53							46,874.57
Cleveland	23,174.44	11,660.66	6,096.21	1,333.33	42,096.64							43,782.60
Columbia	29,017.18	26,089.40	13,268.69	1,333.33	69,708.60							74,360.54
Conway	24,221.58	16,490.15	8,388.48	1,333.33	50,428.56							53,813.32
Crawford	31,820.26	36,940.09	18,271.78	1,333.33	87,866.41							96,313.22
Crawford	25,099.24	19,498.79	9,913.08	1,333.33	55,844.44							60,888.55
Crittenden	32,125.88	30,262.75	16,386.88	1,333.33	79,107.35							84,988.86
Cross	26,654.74	20,274.04	10,307.19	1,333.33	58,669.30							62,585.69
Dallas	28,344.38	14,404.64	1,323.23	1,333.33	48,405.48							49,710.48
Deaha	23,848.38	21,783.04	11,074.37	1,333.33	62,625.12				18,625.96	4,977.29	23,603.24	86,228.36
Drew	26,692.78	18,224.60	9,265.28	1,333.33	55,415.84							58,968.67
Faulkner	26,176.46	20,682.55	10,488.47	1,333.33	58,681.81							62,982.40
Franklin	24,332.92	14,318.99	7,279.69	1,333.33	47,264.93							49,883.68
Fulton	22,606.84	11,846.18	6,022.02	1,333.33	41,706.81							43,491.01
Garland	26,587.46	36,361.00	18,486.72	1,333.33	83,037.51							94,296.81

TABLE 11-B (Continued)
AIDS, GRANTS AND SHARED TAXES ALLOCATED TO LOCAL UNITS FROM HIGHWAY REVENUES
July 1, 1949 Through June 30, 1950

County	COUNTY RURAL ROADS AID Act 5 1949		COUNTY TURNBACK			IMPROVEMENT DISTRICTS				TOWNS AND CITIES			Total All Aids
	7.7%	1/2 Cent Per Gallon	Oil Inspection	Total	Road	Bridge	Total	Bond Retirement	Municipal Turnback	Total			
Grant	22,769.34	12,271.45	1,333.33	42,612.86	.....	.....	.....	.....	1,866.43	1,866.43	44,479.30
Greene	26,443.56	22,736.96	1,333.33	62,078.28	.....	.....	.....	.....	5,194.79	5,194.79	67,268.07
Hemstead	28,638.02	23,593.18	1,333.33	65,559.14	.....	.....	.....	.....	6,201.81	6,201.81	70,760.96
Hot Spring	23,712.06	18,648.08	1,333.33	53,166.51	.....	.....	.....	.....	3,907.48	3,907.48	57,073.99
Howard	23,683.12	16,235.99	1,333.33	47,988.83	.....	.....	.....	.....	3,413.85	3,413.85	51,402.68
Independence	27,206.92	21,966.57	1,333.33	61,874.50	.....	14,719.26	14,719.26	.....	4,569.07	4,569.07	86,229.79
Izard	23,005.40	12,010.14	1,333.33	42,464.76	.....	.....	.....	.....	1,825.20	1,825.20	44,279.96
Jefferson	26,687.92	21,229.13	1,333.33	60,113.14	.....	.....	.....	.....	4,177.07	4,177.07	64,190.21
Johnson	36,208.84	46,509.47	1,333.33	107,686.78	.....	.....	.....	.....	12,411.41	12,411.41	120,100.10
Johnston	24,908.44	17,048.91	1,333.33	51,959.25	.....	.....	.....	.....	3,634.29	3,634.29	56,493.54
Latah	23,978.10	13,802.88	1,333.33	46,431.60	.....	.....	.....	.....	2,827.97	2,827.97	48,959.57
Lawrence	26,410.76	17,921.53	1,333.33	54,776.82	.....	.....	.....	.....	3,653.47	3,653.47	58,480.29
Lee	26,185.32	18,134.00	1,333.33	55,267.25	.....	.....	.....	.....	8,571.54	8,571.54	130,733.45
Lincoln	13,974.86	7,194.74	1,333.33	47,988.25	.....	.....	.....	.....	2,281.59	2,281.59	49,779.84
Little River	23,741.68	13,244.79	1,333.33	45,053.35	.....	.....	.....	.....	2,638.07	2,638.07	47,691.43
Logan	27,653.42	21,225.94	1,333.33	61,008.82	.....	.....	.....	.....	4,860.33	4,860.33	65,869.16
Logan	30,739.46	24,746.44	1,333.33	69,270.64	.....	.....	.....	.....	4,704.28	4,704.28	74,074.25
Madison	26,011.22	16,620.05	1,333.33	50,906.74	.....	.....	.....	.....	2,070.63	2,070.63	62,976.37
Marion	22,407.10	11,668.77	1,333.33	44,175.61	.....	.....	.....	.....	1,622.97	1,622.97	42,698.58
Miller	26,586.52	28,067.57	1,333.33	69,557.06	.....	.....	.....	.....	7,162.05	7,162.05	76,709.10
Mississippi	43,906.70	64,656.27	1,333.33	127,683.22	116,921.90	.....	116,921.90	.....	12,097.75	12,097.75	286,702.87
Monroe	24,183.88	16,040.11	1,333.33	49,712.02	.....	.....	.....	.....	4,073.94	4,073.94	53,786.96
Montgomery	23,853.86	12,685.30	1,333.33	44,170.80	.....	.....	.....	.....	1,631.08	1,631.08	45,801.97
Nevada	24,674.90	16,149.03	1,333.33	50,367.33	.....	.....	.....	.....	2,922.26	2,922.26	59,403.60
Newton	24,713.72	13,560.64	1,333.33	46,501.85	.....	.....	.....	.....	6,114.01	6,114.01	59,403.60
Ousehita	27,638.78	26,686.80	1,333.33	69,226.32	.....	.....	.....	.....	6,886.85	6,886.85	82,887.03
Perry	21,371.10	9,660.65	1,333.33	37,276.51	.....	.....	.....	.....	1,312.58	1,312.58	38,589.09
Phillips	30,786.24	29,525.48	1,333.33	76,685.64	.....	.....	.....	.....	8,277.82	8,277.82	86,298.16
Pike	30,972.86	28,057.63	1,333.33	69,270.64	.....	.....	.....	.....	2,081.13	2,081.13	46,261.04
Poinsett	26,598.58	18,740.94	1,333.33	55,130.94	.....	.....	.....	.....	6,362.18	6,362.18	61,493.12
Polk	27,680.76	22,865.95	1,333.33	68,404.96	.....	.....	.....	.....	3,333.06	3,333.06	68,484.00
Pope	24,767.68	14,806.65	1,333.33	48,436.21	.....	11,261.87	11,261.87	.....	6,042.92	6,042.92	55,821.42
Pulaski	36,195.94	115,038.87	1,333.33	218,570.86	.....	.....	.....	.....	2,680.03	2,680.03	51,115.24
Pulaski	24,412.42	16,601.07	1,333.33	56,756.71	29,240.35	154,213.78	183,454.13	.....	61,538.42	61,538.42	463,963.41	
Randolph	26,378.34	19,489.02	1,333.33	56,110.17	.....	.....	.....	.....	2,925.76	2,925.76	58,671.92
Saline	25,215.60	10,363.01	1,333.33	46,246.70	.....	.....	.....	.....	3,417.47	3,417.47	59,597.64
Scott	23,564.98	12,884.10	1,333.33	44,332.61	.....	.....	.....	.....	3,088.30	3,088.30	55,335.00
Sevier	26,990.92	50,235.83	1,333.33	104,998.67	.....	.....	.....	.....	2,024.17	2,024.17	46,356.78
Sebastian	22,898.52	14,710.95	1,333.33	44,332.61	.....	.....	.....	.....	19,138.38	19,138.38	123,238.05
St. Francis	22,723.50	11,597.25	1,333.33	46,421.79	.....	.....	.....	.....	3,292.65	3,292.65	49,714.44
St. Francis	29,362.82	24,689.17	1,333.33	61,600.06	.....	.....	.....	.....	1,586.08	1,586.08	43,186.09
Stone	34,711.14	10,401.94	1,333.33	67,952.24	.....	.....	.....	.....	6,362.06	6,362.06	81,006.53
Union	24,228.94	13,364.73	1,333.33	38,976.28	.....	.....	.....	.....	1,464.01	1,464.01	40,480.29
Van Buren	32,218.06	40,306.66	1,333.33	102,528.44	.....	.....	.....	.....	12,508.34	12,508.34	115,031.78
Washington	34,264.84	20,491.67	1,333.33	45,721.56	.....	.....	.....	.....	1,864.28	1,864.28	47,676.83
White	26,240.08	16,210.09	1,333.33	52,024.63	.....	.....	.....	.....	9,007.80	9,007.80	103,352.52
Woodruff	26,240.08	16,210.09	1,333.33	52,024.63	.....	.....	.....	.....	6,761.02	6,761.02	89,775.57
Yell	29,175.98	19,841.91	1,333.33	60,488.74	.....	.....	.....	.....	3,636.86	3,636.86	66,661.48
Totals	\$2,000,000.00	\$1,657,373.52	\$ 850,520.18	\$ 100,000.00	\$4,607,893.70	\$ 146,162.25	\$ 191,456.77	\$ 337,619.02	\$ 184,992.00	\$ 384,427.00	\$ 569,419.00	\$5,514,931.72	

* Includes \$15,581.25 deducted from 7.7% County Turnback.

TABLE 12
STATE HIGHWAY MAINTENANCE FUND
Summary of Expenditures for Highway Maintenance and Betterment
July 1, 1948 Through June 30, 1950

ITEM	1948-1949	1949-1950	Biennium
Administrative (See Distribution) -----	\$ 499,882.99	\$ 689,127.73	\$ 1,189,010.72
Employees Retirement System -----		29,885.71	29 885 71
Maintenance			
Districts (See Recapitulation) -----	5,886,266.13	8,859,912.97	14,746,179.10
State Wide Operations			
Center Striping -----	6,706.14	60,702.35	67,408.49
Central Shop -----	3,916.15	(—) 23,024.36	(—) 19,108.21
Purchase of Right of Way -----	(—) 14,376 85	26,479.72	12,102.87
Building Sign Shop -----		73 639.86	73 639.86
Central Shop Building -----		14,633.95	14,633.95
Purchase of Real Estate -----		9,044.85	9,044.85
Repairs to Highway Building and Grounds (LR) -----		6,692.66	6 692.66
Erecting Signs -----	11,000.24		11,000.24
Repairs to Buildings and Grounds—State Wide -----	5,297.16	47,198.02	52,495.18
Sub Total -----	12,542.84	215 367.05	227,909.89
Equipment and Upkeep			
Special Equipment Upkeep -----	1,472,324.45	2,499 287.22	3,971,611.67
New Equipment Purchased -----	1,159,478.20	918,394.89	2,077,873.09
Less Equipment Rental -----	(—) 1,975,762.43	(—) 3,385,388.76	(—) 5,361,151.19
Sub Total -----	656,040.22	32,293.35	688,333.57
Total Vouchers Issued -----	7,054,732.18	9,826,586.81	16,881 318.99
Claims Paid by Board of Fiscal Control -----		107,656.54	107,656.54
Total Expenditures -----	\$ 7,054,732.18	\$ 9,934,243 35	\$16,988,975.53

DISTRIBUTION OF ADMINISTRATIVE COSTS

	1948-1949	1949-1950	Biennium
Commission Expenditures and Per Diem -----	\$ 3,041.60	\$ 4,072.36	\$ 7,113.96
Salaries -----	240,651.50	334,674.47	575,325.97
Expense Accounts -----	24,904.28	27,056.39	51,960.67
Automobile and Equipment Rental -----	42,148.52	73,494.44	115,642.96
Office Supplies and Equipment -----	75,016.41	114,732.63	189,749.04
Automobile Operation and Upkeep			
July 1, 1948 to December 31, 1948 -----	36,912.86		36,912.86
Telephone and Telegraph -----	8,977.63	13,364.33	22,341.96
Postage -----	3,753.50	8 283.17	12,036 67
Utilities -----	5,286.52	7,700.32	12,986.84
Service on Office Equipment -----	960.94		960.94
Group Insurance -----	58,229.23	78,578.12	136 807.35
Property Insurance -----		2 770.51	2,770.51
Surety Bonds -----		441.40	441.40
Miscellaneous Expense -----		23,959.59	23,959.59
Total Administrative -----	\$ 499,882.99	\$ 689,127.73	\$ 1,189,010.72

RECAPITULATION BY DISTRICTS

District Number	1948-1949	1949-1950	Biennium
1 -----	\$ 636,295.33	\$ 977,031.95	\$ 1,613,327.28
2 -----	655,905.76	779 289.31	1,435,195.07
3 -----	499,169.63	798,295.29	1,297,464.92
4 -----	550,363.38	735,765.64	1,286,129.02
5 -----	584,948.45	943,334.14	1,528,282 59
6 -----	665,662.70	1,165,664.73	1,831,327.43
7 -----	580,758.56	813,986.24	1,394,744.80
8 -----	414,350.97	590,863.25	1,005,214.22
9 -----	669,191.64	892,459.95	1,561,651 59
10 -----	629,619.71	1,163,222.47	1,792,842.18
Total Districts -----	\$ 5,886,266.13	\$ 8,859,912.97	\$14,746,179.10

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS

CRITTENDEN COUNTY—DISTRICT NO. 1						MONROE COUNTY—DISTRICT NO. 1—(Continued)					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium	Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
42	4		\$ 9,654.12	\$ 11,079.45	\$ 20,733.57	70	17	1-45	0.00	3,268.55	3,268.56
50	2		588.71	2,610.91	3,199.62	70	17	M	0.00	20.75	20.75
50	4		589.97	205.95	795.92	79	13		10,442.70	11,656.75	22,099.46
61	1		13,086.64	24,966.53	38,053.17	79	13	1-29	0.00	12,857.66	12,857.66
61	1	M	0.00	92.40	92.40	79	14		9,133.26	5,148.44	14,281.70
63	10		750.31	1,090.18	1,840.49	79	14	M	14.95	0.00	14.95
64	17		8,408.78	11,528.72	19,937.50	86	3		2,244.57	4,376.42	6,620.99
64	17	1-10	6,552.24	0.00	6,552.24	86	3	1-52	0.00	1,728.89	1,728.89
64	17	1-13	8,380.54	0.00	8,380.54	153	4		3,052.74	62.90	3,115.64
64	17	M	0.00	134.55	134.55						
70	20		11,537.33	12,535.23	24,372.56						
70	20	1-11	17,557.97	9,711.47	27,269.44						
70	20	M	0.00	441.25	441.25						
70	21		0.00	482.05	482.05						
75	2		9.00	0.00	9.00						
79	18		7,850.06	7,677.05	15,527.11						
79	18	1-17	35,972.22	13,416.26	49,387.48						
79	18	M	0.00	4.50	4.50						
147	1		4,196.00	4,998.23	9,194.23						
147	1	1-53	0.00	3,347.47	3,347.47						
147	2		561.56	728.26	1,289.82						
149	4		2,898.23	5,163.70	8,061.93						
149	4	1-27	0.00	3,480.90	3,480.90						
149	5		4,468.15	5,346.78	9,814.93						
		Total	\$133,461.93	\$118,990.84	\$252,452.77				\$ 65,049.31	\$118,928.76	\$183,978.07
CROSS COUNTY—DISTRICT NO. 1						PHILLIPS COUNTY—DISTRICT NO. 1					
1	13		\$ 1,456.74	\$ 2,312.54	\$ 3,769.28	1	7		\$ 2,261.77	\$ 12,843.38	\$ 15,105.15
1	13	M	9.00	0.00	9.00	1	7	1-63	0.00	7,846.18	7,846.18
1	14		6,536.86	6,286.87	12,823.73	1	7	1-64	0.00	5,020.88	5,020.88
13	1	M	0.00	115.40	115.40	1	8		5,191.09	6,587.01	11,778.10
39	6		6,701.38	5,222.34	11,923.72	1	8	1-01	1,381.39	0.00	1,381.39
39	6	M	109.15	104.30	213.45	20	2		11,592.98	13,881.45	25,474.43
42	2		11,096.96	8,777.21	19,874.17	20	2	1-05	1,753.46	0.00	1,753.46
42	3		6,762.15	4,770.08	11,532.23	20	2	M	190.86	1,918.10	2,108.95
64	15		6,824.99	17,264.48	24,089.47	20	3		6,326.11	7,315.35	13,641.46
64	15	1-08	8,298.73	0.00	8,298.73	20	3	1-12	6,392.39	150.00	6,542.39
64	15	1-31	0.00	840.00	840.00	20	3	1-62	0.00	981.14	981.14
64	15	1-47	0.00	418.00	418.00	20	3	M	195.15	731.85	927.00
64	15	1-49	0.00	4,296.98	4,296.98	20	4		3,666.53	4,655.83	8,322.36
64	16		11,424.26	18,413.57	29,837.83	44	2		9,794.92	29,442.43	39,237.35
64	16	1-09	3,080.68	0.00	3,080.68	44	3		2,770.87	3,775.44	6,546.31
64	16	1-18	4,173.53	0.00	4,173.53	44	3	1-67	0.00	1,243.40	1,243.40
75	2		8,290.41	5,909.26	14,199.67	44	4		899.88	1,241.44	2,141.32
75	2	1-33	0.00	3,361.50	3,361.50	49	1		3,370.70	22,132.22	25,502.92
75	2	M	0.00	209.10	209.10	49	1	1-19	998.50	328.50	1,327.10
75	3		4,653.32	7,610.39	12,263.71	85	1		5,357.31	9,956.72	15,314.03
75	4		2,019.75	1,471.52	3,491.27	85	2		284.49	3,272.49	3,556.98
75	4	1-36	0.00	1,993.80	1,993.80						
		Total	\$ 81,437.81	\$ 89,377.34	\$170,815.15				\$ 62,428.39	\$133,323.91	\$195,752.30
LEE COUNTY—DISTRICT NO. 1						ST. FRANCIS COUNTY—DISTRICT NO. 1					
1	9		\$ 6,108.06	\$ 11,586.90	\$ 17,694.96	1	11		\$ 4,847.49	\$ 6,042.09	\$ 10,889.58
1	9	1-02	3,378.16	0.00	3,378.16	1	11	1-04	1,489.88	0.00	1,489.88
1	9	1-60	0.00	3,064.56	3,064.56	1	11	1-59	0.00	249.15	249.15
1	10		5,456.83	7,947.59	13,404.42	1	11	M	0.00	75.00	75.00
1	10	1-03	3,360.63	0.00	3,360.63	1	12		1,043.46	2,357.42	3,400.88
1	10	1-51	0.00	1,694.64	1,694.64	1	12	M	0.00	40.00	40.00
44	5		462.00	1,008.88	1,470.88	50	1		16,753.48	14,740.49	31,493.97
78	2		2,812.39	5,696.20	8,508.59	50	1	1-43	0.00	18,805.57	18,805.57
79	15		6,684.77	4,380.59	11,065.36	50	1	1-44	0.00	12,884.48	12,884.48
79	16		9,095.54	7,483.61	16,579.15	50	1	1-66	0.00	2,446.35	2,446.35
121	1		4,132.90	2,237.01	6,369.91	50	1	M	0.00	308.05	308.05
121	2		18,418.48	4,328.35	22,746.83	50	3		1,724.20	1,777.29	3,501.49
121	2	1-16	5,999.49	0.00	5,999.49	50	3	M	17.70	216.95	234.65
121	3		8,137.52	6,359.24	14,496.76	70	18		32,699.94	25,113.82	57,813.76
121	3	1-14	5,990.60	0.00	5,990.60	70	18	1-21	0.00	27,185.81	27,185.81
121	3	1-22	0.00	1,992.66	1,992.66	70	18	M	12.60	0.00	12.60
121	3	1-42	0.00	7,260.45	7,260.45	70	19		27,613.10	61,368.67	78,981.77
131	1		10,957.75	2,996.90	13,954.65	70	19	1-35	0.00	993.67	993.67
		Total	\$ 90,995.12	\$ 68,337.58	\$159,332.70	70	19	M	0.00	244.05	244.05
MONROE COUNTY—DISTRICT NO. 1						WOODRUFF COUNTY—DISTRICT NO. 1					
1	6		\$ 2,158.23	\$ 1,695.25	\$ 3,853.48	17	4		\$ 7,633.30	\$ 10,607.93	\$ 18,241.23
17	1		5,508.65	6,041.48	11,550.13	17	4	1-32	0.00	8,584.65	8,584.65
17	1	M	16.50	24.60	41.10	17	5		1,891.54	2,382.76	4,274.30
17	2		2,885.84	2,831.57	5,717.41	33	4		12,604.06	15,470.30	28,074.36
17	3		4,082.53	4,269.27	8,351.80	33	4	1-15	3,394.33	0.00	3,394.33
20	1		3,639.02	6,945.65	10,584.67	33	4	1-24	0.00	9,776.69	9,776.69
33	1		35.29	92.50	127.79	33	4	1-26	0.00	12,926.90	12,926.90
39	8		2,168.74	2,695.17	4,863.91	33	4	1-57	0.00	1,704.88	1,704.88
39	8	1-38	0.00	5,572.34	5,572.34	33	4	1-65	0.00	375.00	375.00
70	17		19,666.29	31,339.10	51,005.39	33	5		3,094.48	3,563.33	6,657.81
70	17	1-20	0.00	18,301.46	18,301.46	37	1		1,927.59	1,370.40	3,297.99
						38	2		3,199.56	3,227.89	6,427.45
						38	2	1-50	0.00	5,518.16	5,518.16
						39	7		5,780.69	9,456.60	15,237.29
						39	7	1-37	0.00	15,043.37	15,043.37

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

WOODRUFF COUNTY—DISTRICT NO. 1—(Continued)					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
64	12		1,048.80	1,283.55	2,282.35
64	13		10,489.36	17,455.70	27,955.06
64	13	1-06	2,999.48	0.00	2,999.48
64	13	1-28	0.00	4,073.74	4,073.74
64	13	1-34	0.00	32,840.95	32,840.95
64	13	1-56	0.00	2,458.19	2,458.19
64	14		9,640.89	14,767.84	24,408.73
64	14	1-07	5,266.54	0.00	5,266.54
64	14	1-48	0.00	6,760.44	6,760.44
145	3		1,330.37	2,575.61	3,905.98
145	3	1-25	0.00	7,062.49	7,062.49
Total			\$ 70,307.99	\$189,267.37	\$259,575.36

RECAPITULATION—DISTRICT NO. 1			
County	1948-1949	1949-1950	Biennium
Crittenden	\$133,461.93	\$118,990.84	\$ 252,452.77
Cross	81,437.81	89,377.34	170,815.15
Lee	90,995.12	68,337.58	159,332.70
Monroe	65,049.31	118,928.76	183,978.07
Phillips	62,428.39	133,323.91	195,752.30
St. Francis	109,526.56	209,028.35	318,554.91
Woodruff	70,307.99	189,267.37	259,575.36
Sub Total	\$613,207.11	\$927,254.15	\$1,540,461.26
Administrative	24,684.22	33,907.57	58,591.79
Bldg. & Grounds	0.00	11.05	11.05
Maintenance Stock	2,613.00CR	11,804.31	9,191.31
Asphalt Plant	4,015.45CR	0.00	4,015.45CR
Equipment Stock	5,032.45	4,064.87	9,097.32
Total Dist. No. 1	\$636,295.33	\$977,031.95	\$1,613,327.28

ARKANSAS COUNTY—DISTRICT NO. 2					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
1	3		2,545.28	13,478.85	16,024.13
1	4		1,666.27	3,482.06	5,148.33
1	4	2-41		1,447.85	1,447.85
1	4A			12.75	12.75
1	5		2,341.37	2,291.40	4,632.77
1	5	2-07	1,338.17	0.00	1,338.17
11	6		4,688.24	8,745.44	13,423.68
11	7		1,606.10	4,718.87	6,324.97
11	7	2-43	0.00	1,639.95	1,639.95
17			117.83	64.50	182.33
30	5		3,900.88	2,091.25	5,992.13
30	6		4,339.75	6,054.87	10,394.62
30	6	2-06	7,267.08	0.00	7,267.08
30	6	2-11	1,009.70	0.00	1,009.70
34	5 M		44.80	0.00	44.80
44	1		3,405.13	6,147.85	9,552.98
79	11		7,474.03	8,629.19	16,103.22
79	11	2-14	8,840.72	0.00	8,840.72
146	1		18,931.20	8,546.13	27,477.33
146	1	2-21	9,202.05	0.00	9,202.05
146	1	2-45	0.00	13,064.27	13,064.27
152	1		2,597.41	7,983.23	10,580.64
152	1A		0.00	57.65	57.65
152	2		4,511.32	3,296.89	7,798.01
152	2	2-20	4,238.56	0.00	4,238.56
152	6	2-15	9,864.51	0.00	9,864.51
153	1		1,060.30	2,190.82	3,251.12
153	2		3,027.32	1,370.70	4,398.02
153	2	2-22	5,400.82	0.00	5,400.82
189	1		6.00	0.00	6.00
Total			\$104,414.84	\$ 95,304.32	\$199,719.16

ASHLEY COUNTY—DISTRICT NO. 2					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
8	14		15,435.59	8,948.34	24,383.93
8	15		847.06	3,441.11	4,288.17
52	1		1,417.78	6,885.09	8,102.87
52	2		1,898.03	3,079.90	4,977.93
52	2 M		330.90	0.00	330.90
81	1		10,999.18	11,002.05	22,001.23
81	2		12,089.45	14,576.77	26,616.22
81	2	2-32	0.00	5,709.99	5,709.99
81	2 M		2.00	0.00	2.00
82	8		5,728.89	21,399.32	27,128.21
82	8	2-08	980.33	0.00	980.33
82	8	2-35	0.00	2,674.39	2,674.39
82	9		6,583.93	6,581.41	13,165.34
82	9	2-12	9,052.89	0.00	9,052.89
82	9	2-18	2,067.37	0.00	2,067.37
82	9	2-40	0.00	5,723.84	5,723.84
82	9 M		32.80	0.00	32.80
133	1		358.90	1,923.96	2,282.86
144	1		0.00	128.95	128.95

ASHLEY COUNTY—DISTRICT NO. 2—(Continued)					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
165	1		7,687.82	5,787.30	13,475.12
165	1 M		74.75	0.00	74.75
Total			\$ 75,527.67	\$ 97,662.42	\$173,200.09

CHICOT COUNTY—DISTRICT NO. 2					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
6	16		3,920.90	13,125.31	17,046.21
8	16 M		7.20	42.75	49.95
8	17		1,557.33	1,508.57	3,065.90
8	17	2-23	3,329.15	0.00	3,329.15
8	17	2-24	584.83	0.00	584.83
36	9		7,413.56	7,851.26	15,064.82
36	9 M		4.80	0.00	4.80
36	11		2,682.69	6,945.63	9,628.32
65	20		2,488.12	7,789.89	10,273.01
65	21		2,860.76	5,496.48	8,357.24
65	22		1,932.59	2,768.79	4,701.38
82	10		10,825.99	5,454.68	16,080.67
82	10	2-17	2,894.57	0.00	2,894.57
92	11		6,894.49	6,351.58	13,246.07
142	1		831.60	1,526.82	1,857.42
144	2		4,628.63	8,919.77	13,548.40
144	3		6,751.64	7,130.32	13,881.96
144	3 M		228.17	0.00	228.17
159	1		7,660.57	6,150.69	13,811.26
159	1	2-37	0.00	905.38	905.38
159	1 M		29.85	0.00	29.85
165	3		2,378.69	2,120.31	4,499.00
Total			\$ 69,199.18	\$ 83,887.23	\$153,086.36

DESHA COUNTY—DISTRICT NO. 2					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
1	1		7,322.33	22,669.04	29,991.37
1	2		11,159.38	6,328.37	17,487.75
4	7	2-10	748.72	0.00	748.72
4	16		8,438.72	4,220.43	12,659.15
4	16	2-44	0.00	2,922.91	2,922.91
4	16	2-48	0.00	9,616.11	9,616.11
4	17		18,112.10	4,153.98	22,266.08
4	17	2-03	13,848.08	0.00	13,848.08
4	17	2-33	0.00	1,554.97	1,554.97
32	3		1,575.47	0.00	1,575.47
35	10		839.89	5,131.92	5,471.81
54	1		5,258.78	6,789.05	12,045.83
54	2		2,197.17	5,472.92	7,670.09
54	2 M		29.00	0.00	29.00
65	17		4,410.95	10,261.73	14,672.68
65	19		6,048.49	27,408.45	33,451.94
85	3		2,089.39	4,851.49	6,940.58
138	2		41.00	96.99	137.99
Total			\$ 81,612.47	\$111,478.36	\$193,090.83

DREW COUNTY—DISTRICT NO. 2					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
4	14		7,172.33	6,985.37	14,157.70
4	14 M		0.00	17.55	17.55
4	15		13,806.18	14,801.67	28,607.85
4	15	2-39	0.00	7,385.71	7,385.71
35	7		3,296.07	8,871.92	12,167.99
35	8		9,116.57	16,927.97	26,044.54
35	8	2-42	0.00	1,410.78	1,410.78
35	8 M		72.00	0.00	72.00
65	18		23.15	6,441.30	6,524.45
81	3		7,466.21	17,589.42	25,055.63
81	3	2-01	12,451.24	0.00	12,451.24
81	3	2-31	0.00	2,337.67	2,337.67
81	3 M		1,564.67	0.00	1,564.67
81	4		6,110.21	13,955.45	20,075.66
81	4	2-38	0.00	2,482.58	2,482.58
83	1		6,205.85	912.78	7,118.13
88	1	2-34	0.00	1,693.73	1,693.73
138	1		1,685.67	3,843.19	5,528.86
144	1		595.91	0.00	595.91
166	2		1,272.87	91.87	1,364.74
Total			\$ 70,898.43	\$105,759.96	\$176,658.39

JEFFERSON COUNTY—DISTRICT NO. 2					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
		2-16	658.20	0.00	658.20
		2-30	229.60	0.00	229.60
11	5		9,540.73	5,515.19	15,055.92
15	7		4,570.79	6,366.91	10,937.70
15	7 M		0.00	94.50	94.50
15	8		9,862.14	4,538.80	14,400.94
15	8	2-09	17,033.91	0.00	17,033.91
15	15		3.00	0.00	3.00
31	1		4,671.88	9,953.53	14,625.41

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

JEFFERSON COUNTY—DISTRICT NO. 2—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
31	1	2-19	1,835.26	0.00	1,835.26
33	1		5.85	0.00	5.85
41	3		0.00	280.81	280.81
65	14		9,650.83	27,418.52	37,069.35
65	14	2-26	26,133.36	34,664.84	60,798.20
65	14	2-28	0.00	19,070.84	19,070.84
65	14	M	0.00	105.50	105.50
65	15		6,815.68	12,752.11	19,567.79
65	15	2-30	1,078.48	1,934.62	3,013.10
65	15	M	0.00	106.00	106.00
79	9		5,545.51	10,268.62	15,814.13
79	9	2-02	5,175.66	0.00	5,175.66
79	9	M	0.00	294.00	294.00
79	10		19,801.62	19,607.00	39,408.62
79	10	2-06	11,865.98	0.00	11,865.98
79	10	2-25	11,038.40	0.00	11,038.40
79	10	2-29	2,740.12	535.14	3,275.26
81	7		1,060.34	1,096.25	2,146.59
88	9		5,432.67	11,269.17	16,701.84
104	1		2,550.78	3,491.02	6,041.80
270	11		3,641.06	6,064.25	9,705.31
Totals			\$160,921.75	\$175,427.62	\$336,349.37

LINCOLN COUNTY—DISTRICT NO. 2

11	2		\$ 5,442.00	\$ 5,711.59	\$ 11,153.59
11	3		14,687.89	15,424.52	30,112.41
11	4		20.00	696.37	716.37
54	3		415.92	1,901.48	2,317.35
65	15		32.00	0.00	32.00
65	16		3,488.17	7,866.03	11,354.20
81	5		7,420.10	10,588.02	18,008.12
81	5	2-04	3,827.58	0.00	3,827.58
81	5	2-36	0.00	3,142.52	3,142.52
81	6		2,485.65	6,155.41	8,641.06
114	1		9,122.90	6,368.11	15,491.01
114	2		5,108.40	3,471.29	8,579.69
114	2	M	25.20	0.00	25.20
Totals			\$ 52,075.81	\$ 61,325.29	\$113,401.10

RECAPITULATION—DISTRICT NO. 2

County	1948-1949	1949-1950	Biennium
Arkansas	\$104,414.84	\$ 95,304.32	\$ 199,719.16
Ashley	75,587.67	97,662.42	173,250.09
Chicot	69,199.13	83,887.23	153,086.36
Desha	81,612.47	111,478.35	193,090.83
Drew	70,898.43	105,759.96	176,658.39
Jefferson	160,921.75	175,427.62	336,349.37
Lincoln	52,075.81	61,325.29	113,401.10
Sub Total	\$614,660.10	\$720,845.20	\$1,335,505.30
Administrative	\$ 33,087.26	\$ 39,648.25	\$ 72,735.51
Bldg. & Grounds	0.00	708.46	708.46
Maintenance Stock	8,552.63 CR	14,301.66	5,749.03
Asphalt	10,110.78	3,665.69 CR	6,445.09
Equipment Stock	6,316.90	2,548.57 CR	3,768.33
Warren Storm Relief	283.35	0.00	283.35
Total Dis. No. 2	\$655,905.75	\$779,289.31	\$1,435,195.07

HEMPSTEAD COUNTY—DISTRICT NO. 3

4	5		\$ 9,765.97	\$ 7,738.30	\$ 17,504.17
4	5	3-07	1,359.58	0.00	1,359.58
4	5	M	0.00	15.50	15.50
4	6		7,377.25	15,052.25	22,429.50
4	6	3-34	0.00	7,551.02	7,551.02
24	3		11,083.17	14,795.27	25,878.44
24	3	3-29	0.00	18,210.78	18,210.78
27	3		3,376.75	1,967.90	5,344.65
29	3		5,027.39	5,729.08	11,756.47
29	3	3-05	1,243.93	0.00	1,243.93
29	3	M	0.00	90.00	90.00
29	4		11,369.30	8,442.29	19,811.59
29	4	3-06	2,118.14	0.00	2,118.14
32	4		264.85	137.45	402.30
32	5		66.20	5,106.87	5,173.07
55	2		5,402.67	7,445.52	12,848.19
67	2		20,900.45	31,436.34	52,336.79
67	2	3-15	160.95	0.00	160.95
67	2	12-02	9,381.65	0.00	9,381.65
67	2	M	90.47	79.00	169.47
67	20	3-15	0.00	16,862.09	16,862.09
72	2		283.45	265.25	548.70
73			200.77	0.00	200.77

HEMPSTEAD COUNTY—DISTRICT NO. 3—(Continued)

72	2		3,628.82	3,613.35	7,242.17
174	1		0.00	192.65	192.65
Total			\$ 94,101.66	\$144,731.01	\$238,832.67

HOWARD COUNTY—DISTRICT NO. 3

4	3		\$ 8,812.17	\$ 13,873.09	\$ 20,685.26
4	4		6,113.62	2,616.67	8,730.29
24	2		7,986.58	8,211.04	16,197.62
24	2	3-02	6,999.84	0.00	6,999.84
24	2	3-13	1,284.24	0.00	1,284.24
24	2	3-39	0.00	4,391.97	4,391.97
24	2	M	0.00	151.40	151.40
26	1		2,497.25	2,570.92	5,068.17
27	2		6,006.00	5,515.99	11,521.99
27	2	3-38	0.00	2,993.78	2,993.78
27	2	M	50.90	130.00	180.90
55	1		3,140.15	3,312.67	6,452.82
70	3		3,953.85	7,369.70	11,323.55
73	1		1,948.82	2,806.25	4,755.07
Total			\$ 46,793.42	\$ 53,943.48	\$100,736.90

LAFAYETTE COUNTY—DISTRICT NO. 3

29	1		\$ 12,674.08	\$ 14,811.12	\$ 27,485.20
29	1	M	0.00	40.50	40.50
29	2		2,870.01	2,964.84	5,834.35
29	2	M	0.00	65.60	65.60
37	2	M	0.00	146.70	146.70
82	2		15,274.80	13,105.12	28,379.92
82	2	3-01	8,498.98	0.00	8,498.98
82	2	3-23	0.00	9,277.38	9,277.38
82	2	M	128.85	0.00	128.85
160	1		6,780.68	9,543.13	16,323.81
160	1	3-35	0.00	44,680.07	44,680.07
Total			\$ 46,227.40	\$ 94,633.96	\$140,861.36

LITTLE RIVER COUNTY—DISTRICT NO. 3

32	1		\$ 3,837.60	\$ 12,636.06	\$ 16,473.66
32	2		6,186.47	8,953.47	15,139.94
32	2	3-09	2,187.21	0.00	2,187.21
32	3		1,623.09	1,797.54	3,320.63
41	2		5,798.13	12,409.49	18,207.67
41	3		3,086.29	3,273.05	6,359.34
41	3	3-04	1,631.49	0.00	1,631.49
71	3	3-21	0.00	1,410.00	1,410.00
71	4		6,814.88	7,946.15	14,761.03
71	4	3-21	212.47	1,410.00	1,622.47
71	4	M	16.40	25.00	41.40
Total			\$ 31,293.58	\$ 49,860.76	\$ 81,154.34

MILLER COUNTY—DISTRICT NO. 3

67	1		\$ 9,087.70	\$ 24,416.58	\$ 33,504.28
67	1	12-01	10,186.71	0.00	10,186.71
70	1	12-01	3,748.54	0.00	3,748.54
71	1		6,117.94	5,291.80	11,409.74
71	1	3-10	5,833.91	0.00	5,833.91
71	1	3-25	0.00	10,101.71	10,101.71
71	2		6,724.74	6,427.14	13,151.88
71	2	3-22	0.00	5,756.76	5,756.76
71	3		1,038.58	2,210.09	3,248.67
92	1		5,080.72	6,608.65	11,689.37
108	1		1,346.60	3,107.68	4,454.28
134	1		3,298.53	5,595.54	8,894.07
Total			\$ 52,413.97	\$ 70,515.95	\$122,929.92

NEVADA COUNTY—DISTRICT NO. 3

4	7		\$ 3,508.39	\$ 10,084.44	\$ 13,592.83
4	7	3-32	0.00	10,579.45	10,579.45
19	2		309.38	0.00	309.38
19	3		6,896.49	10,609.03	17,505.52
19	3	3-31	0.00	10,586.18	10,586.18
19	4		21,056.82	16,420.07	37,476.89
19	4	M	0.00	56.00	56.00
19	5		2,988.15	9,864.11	12,852.26
24	4		3,547.66	7,202.86	10,750.52
24	4	3-30	0.00	4,500.00	4,500.00
24	5		9,856.32	9,053.67	18,909.99
24	5	3-19	1,841.58	25,303.59	27,145.17
24	5	M	0.00	79.50	79.50
53	2		3,538.30	9,966.89	13,505.19
53	2	3-11	11,924.14	0.00	11,924.14

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

NEVADA COUNTY—DISTRICT NO. 3—(Continued)					
Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
53	2	3-33	0.00	3,660.63	3,660.63
53	3		3,092.29	13,757.03	16,849.32
67	2	3-17	4,856.00	0.00	4,856.00
67	3		7,328.68	16,394.12	23,722.80
67	3	3-15	1,548.45	0.00	1,548.45
67	3	3-16	10,116.99	1,763.19	11,880.18
67	3	3-17	5,892.57	5,260.98	11,153.55
67	3 M		0.00	105.00	105.00
76	1		1,872.72	4,771.90	6,644.62
Total			\$100,172.93	\$170,018.64	\$270,191.57

FIKE COUNTY—DISTRICT NO. 3					
8	3		\$ 143.40	\$ 0.00	\$ 143.40
8	4		4,039.84	4,503.88	8,543.72
8	4 M		29.25	0.00	29.25
19	6		2,852.90	4,584.42	7,437.32
19	6	3-12	338.96	0.00	338.96
26	2		3,468.24	1,433.00	4,901.24
26	3		9,622.04	8,412.29	18,034.33
27	4		2,114.76	3,244.73	5,359.49
27	5		4,742.75	8,863.12	13,605.87
27	5	3-08	7,200.00	0.00	7,200.00
27	5	3-26	0.00	8,437.68	8,437.68
70	4		5,095.27	11,090.28	16,185.55
70	5		6,765.45	8,218.45	14,983.90
70	5	3-27	0.00	5,731.80	5,731.80
70	5	3-37	0.00	5,625.38	5,625.38
70	5 M		31.05	0.00	31.05
84	1		3,407.70	5,580.13	8,987.83
Total			\$ 49,851.61	\$ 75,726.16	\$125,576.77

SEVIER COUNTY—DISTRICT NO. 3					
24	1		\$ 3,113.00	\$ 3,492.54	\$ 6,605.54
24	1	3-03	3,484.55	0.00	3,484.55
24	1	3-14	513.50	0.00	513.50
27	1		8,151.15	7,162.79	15,313.94
41	1		6,657.65	6,805.97	13,463.62
41	1 M		0.00	56.00	56.00
70	1		5,697.93	7,097.61	12,795.54
70	1 M		74.00	98.00	172.00
70	2		4,165.58	5,786.20	9,951.78
71	5		4,466.30	17,030.04	21,496.34
71	5	3-20	2,627.77	863.88	3,491.65
71	5	3-28	0.00	10,566.21	10,566.21
71	6		4,424.78	4,692.50	9,117.28
71	6 M		0.00	34.00	34.00
71	5		5,760.41	4,340.09	10,100.50
71	5	3-24	0.00	8,887.02	8,887.02
Total			\$ 49,136.60	\$ 76,862.95	\$125,999.55

RECAPITULATION—DISTRICT NO. 3					
County	1948-1949	1949-1950	Biennium		
Hempstead	\$ 94,101.66	\$144,731.01	\$ 238,832.67		
Howard	46,793.42	53,948.48	100,741.90		
Lafayette	46,227.40	94,633.96	140,861.36		
Little River	31,293.58	49,860.76	81,154.34		
Miller	52,413.97	70,515.95	122,929.92		
Nevada	100,172.93	170,018.64	270,191.57		
Pike	49,851.61	75,726.16	125,577.77		
Sevier	49,136.60	76,862.95	125,999.55		
Sub Total	\$469,991.17	\$736,291.91	\$1,206,283.08		
Administrative	34,119.55	40,786.08	74,905.63		
Bldg. & Grounds	0.00	228.34	228.34		
Maintenance Stock	8,254.71CR	14,319.12	22,573.83		
Asphalt	1,868.66	0.00	1,868.66		
Equipment Stock	1,444.98	5,669.84	7,114.82		
Total Dist. No. 3					
	\$499,169.63	\$798,296.29	\$1,297,464.92		

CRAWFORD COUNTY—DISTRICT NO. 4					
59	5		\$ 10,530.98	\$ 9,947.78	\$ 20,478.76
64	2		19,618.28	3,537.72	23,156.00
64	2 M		8.54	0.00	8.54
71	15		19,193.41	19,439.75	38,633.16
71	15 M		0.00	4.00	4.00
Total			\$ 49,351.21	\$ 37,929.25	\$ 87,280.46

FRANKLIN COUNTY—DISTRICT NO. 4					
22	2		\$ 4,641.88	\$ 7,232.63	\$ 11,874.51

FRANKLIN COUNTY—DISTRICT NO. 4—(Continued)					
22	2 M		2.40	1,244.00	1,246.40
22	4		8.40	0.00	8.40
23	4		1,244.58	230.51	1,475.09
23	6		3,625.29	3,014.73	6,640.02
23	6	4-01	2,930.79	0.00	2,930.79
23	6	4-22	0.00	1,894.42	1,894.42
23	6 M		0.00	81.00	81.00
23	7		14,100.12	10,266.23	24,366.35
23	7	4-10	949.76	0.00	949.76
23	7 M		214.23	0.00	214.23
64	3		10,314.73	12,533.90	22,848.63
96	4		4,598.92	11,218.19	15,817.11
Total			\$ 42,631.10	\$ 47,715.61	\$ 90,346.71

LOGAN COUNTY—DISTRICT NO. 4					
10	2	4-16	\$ 0.00	\$ 16,065.53	\$ 16,065.53
13	10		15,950.00	18,900.98	34,850.98
15	9		1,172.97	0.00	1,172.97
15	9		900.88	0.00	900.88
22	3		8,054.42	11,638.02	19,692.44
22	3 M		0.00	84.00	84.00
22	4		3,969.64	13,531.61	17,501.25
23	2		1,666.81	3,382.53	5,049.34
23	2	4-05	1,336.40	0.00	1,336.40
23	3		2,110.44	2,550.88	4,661.32
23	5		2,849.68	308.59	3,158.25
23	7	4-10	1,108.30	0.00	1,108.30
30	2		1,035.55	0.00	1,035.55
30	3		7,706.41	0.00	7,706.41
31	2		3,035.90	0.00	3,035.90
31	3		2,766.16	0.00	2,766.16
38			1,784.85	0.00	1,784.85
67	11		3,955.27	0.00	3,955.27
70	14		3,829.76	0.00	3,829.76
70	15	6-14	2,826.40	0.00	2,826.40
70	15		4,624.21	0.00	4,624.21
71	11		448.36	293.78	742.09
71	11	4-20	0.00	749.29	749.29
89	1		2,518.66	0.00	2,518.66
109	2		7,277.23	7,127.39	14,404.62
109	2	4-09	339.60	0.00	339.60
109	2	4-11	2,538.75	0.00	2,538.75
109	2	4-14	1,484.40	0.00	1,484.40
109	2 M		0.00	210.35	210.35
116	1		1,309.76	1,197.90	2,507.66
116	1	4-06	2,054.91	0.00	2,054.91
116	1 M		0.00	16.50	16.50
Total			\$ 88,655.71	\$ 76,007.30	\$164,663.01

MONTGOMERY COUNTY—DISTRICT NO. 4					
8	2		\$ 13,164.98	\$ 7,753.00	\$ 20,917.98
8	2 M		0.00	271.60	271.60
8	53		7.20	0.00	7.20
27	6		703.16	966.17	1,669.33
27	6 M		0.00	39.60	39.60
27	7		3,710.57	6,864.59	10,575.16
70	6		1,266.57	2,467.34	3,733.91
70	6	3-36	0.00	2,596.92	2,596.92
88	3		4,986.86	3,235.34	8,222.20
270	3		19,847.25	18,144.88	37,992.13
270	3	4-28	0.00	12,639.55	12,639.55
270	4		14,290.33	8,931.66	23,221.99
270	4	4-07	3,071.10	0.00	3,071.10
270	4	4-08	1,774.16	0.00	1,774.16
270	4	4-23	0.00	9,224.85	9,224.85
Total			\$ 62,822.18	\$ 73,135.50	\$135,957.68

POLK COUNTY—DISTRICT NO. 4					
4	1		\$ 3,506.32	\$ 5,634.92	\$ 9,141.24
8	1		0.00	8,522.73	8,522.73
8	1		4,121.16	4,717.79	8,838.95
71	8		9,801.37	7,876.43	17,677.80
71	9		8,952.34	6,640.46	15,592.80
71	9	4-15	688.45	0.00	688.45
71	9 M		4.70	0.00	4.70
83	1		3,841.37	0.00	3,841.37
88	1	4-31	0.00	9,803.08	9,803.08
88	2		10,766.00	18,086.37	28,852.37
88	2	4-18	0.00	4,004.09	4,004.09
88	2	4-44	0.00	4,351.24	4,351.24
270	1		5,753.16	2,209.29	7,962.45
270	1	4-27	0.00	12,606.27	12,606.27
Total			\$ 47,384.87	\$ 84,452.67	\$131,837.54

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

SCOTT COUNTY—DISTRICT NO. 4

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
23	1		\$ 725.50	\$ 2,444.03	\$ 3,169.53
27	13		0.00	36.00	36.00
28	1		9,588.91	9,424.79	19,013.70
28	1	4-30	0.00	4,884.25	4,884.25
28	2		27,917.07	9,321.91	37,238.98
71	10		10,419.81	17,809.74	28,229.55
71	10	4-04	3,791.02	0.00	3,791.02
71	10	4-21	0.00	12,485.81	12,485.81
71	10	4-39	0.00	34.20	34.20
71	10 M		0.00	165.00	165.00
71	12		5,467.97	3,411.43	8,879.40
71	12	4-19	0.00	6,457.25	6,457.25
71	13	4-38	0.00	1,237.56	1,237.56
80	1		13,772.93	7,689.29	21,462.22
80	1	4-32	0.00	2,146.87	2,146.87
270	2		5,318.81	6,826.04	12,144.85
Total			\$ 86,002.02	\$ 84,374.17	\$170,376.19

SEBASTIAN COUNTY—DISTRICT NO. 4

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
10			\$ 2,053.23	\$ 3,628.18	\$ 5,681.41
10		4-02	9,488.51	0.00	9,488.51
10	1		7,863.92	15,019.17	22,883.09
10	2	4-24	0.00	1,130.90	1,130.90
22	1		14,405.21	15,144.71	29,549.92
22	1	4-13	11,212.15	23,325.07	34,537.22
22	1	4-26	0.00	66.28	66.28
22	1 M		0.00	284.68	284.68
41	4		11.70	860.31	872.01
45	1		10,730.21	13,389.16	24,119.37
45	1	4-43	0.00	502.45	502.45
64		4-34	0.00	8,386.23	8,386.23
64	M		4,104.10	2,116.00	6,220.10
64	1		2,324.47	1,300.95	3,625.42
64	1	4-12	14,491.12	27,624.12	42,115.24
64	1 M		3.00	684.99	687.99
71	13		2,089.09	8,761.20	10,850.29
71	14		6,239.54	11,088.48	17,328.02
71	14 M		52.15	999.85	1,052.00
92	2		168.70	0.00	168.70
96	1		8,635.75	9,147.79	17,783.54
96	1	4-17	0.00	8,818.56	8,818.56
96	1	4-36	0.00	4,511.08	4,511.08
96	2		2,695.69	2,213.48	4,909.17
96	3		9,972.92	16,853.03	26,825.95
96	3	4-03	1,797.10	0.00	1,797.10
96	3	4-33	0.00	4,612.16	4,612.16
96	3	4-37	0.00	1,792.18	1,792.18
171	1 M		14.00	488.35	502.35
271	1		1,238.20	859.36	2,097.56
Total			\$109,597.76	\$183,598.72	\$293,196.48

RECAPITULATION—DISTRICT NO. 4

County	1948-1949	1949-1950	Biennium
Crawford	\$ 49,351.21	\$ 37,929.25	\$ 87,280.46
Franklin	42,631.10	47,715.61	90,346.71
Logan	88,655.71	76,007.30	164,663.01
Montgomery	62,822.18	73,136.50	135,958.68
Polk	47,384.87	84,452.67	131,837.54
Scott	86,002.02	84,874.17	170,876.19
Sebastian	109,597.76	183,598.72	293,196.48
Sub Total	\$486,444.85	\$587,213.22	\$1,073,658.07
Administrative	36,088.40	45,040.79	81,129.19
Bldg. & Grounds	0.00	8,140.76	8,140.76
Maintenance Stock	34,113.38	63,491.12	97,604.50
Asphalt	27,110.23CR	0.00	27,110.23CR
Equipment Stock	8,088.83	11,244.21	19,333.04
Rock Crusher	12,743.15	20,635.54	33,378.69
Tot. Dis. No. 4	\$550,863.38	\$735,765.64	\$1,286,629.02

BAXTER COUNTY—DISTRICT NO. 5

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
5	8		\$ 10,937.81	\$ 9,602.74	\$ 20,540.55
5	8	9-16	424.32	0.00	424.32
5	9		2,375.72	5,825.49	8,201.21
14	5		958.32	2,136.51	3,094.83
62	10		6,285.49	10,988.87	17,274.36
62	11		8,863.08	10,394.88	19,257.96
62	11	9-32	6,093.59	2,043.18	8,136.77
101	1		2,507.87	4,634.58	7,142.45
101	1	9-45	0.00	4,658.63	4,658.63
126	1		1,406.93	2,433.73	3,840.66
177	1		664.64	861.17	1,525.81
178	1		3,493.44	3,178.63	6,672.07
Total			\$ 42,011.21	\$ 56,258.41	\$ 98,269.62

CLEBURNE COUNTY—DISTRICT NO. 5

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
5	5		\$ 1,707.13	\$ 3,263.54	\$ 4,970.67
16	11		8,681.53	7,824.78	16,506.31
16	11	5-45	0.00	1,755.32	1,755.32
16	11	5-54	0.00	540.44	540.44
16	12		19,298.63	17,606.46	36,905.09
16	12	6-15	6,754.82	5,633.80	12,388.62
25	2		2,411.36	4,429.62	6,840.98
25	3		18,416.30	16,876.70	35,293.00
25	3	5-07	697.88	0.00	697.88
25	3	5-33	0.00	6,775.10	6,775.10
25	3 M		39.60	17.00	56.60
110	4		1,340.27	1,675.25	3,015.52
Total			\$ 54,347.52	\$ 66,398.01	\$120,745.53

FULTON COUNTY—DISTRICT NO. 5

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
9	14		\$ 2,859.57	\$ 5,706.00	\$ 8,565.57
9	14 M		0.00	16.00	16.00
9	15		5,957.76	24,174.15	30,131.91
9	15	5-46	0.00	20,902.06	20,902.06
9	15 M		34.85	68.70	103.55
62	12		5,409.14	8,024.09	13,433.23
62	13		4,736.36	7,949.47	12,685.83
62	16		355.30	190.71	546.01
63	1		5,930.68	8,579.53	14,510.21
63	1 M		70.35	63.05	133.40
Total			\$ 26,354.01	\$ 75,673.76	\$101,027.77

INDEPENDENCE COUNTY—DISTRICT NO. 4

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
11	14		\$ 10,723.05	\$ 15,788.33	\$ 26,511.38
11	14	5-11	7,745.35	0.00	7,745.35
11	14	5-18	0.00	1,884.34	1,884.34
11	14	5-30	0.00	10,758.78	10,758.78
11	15		3,478.41	8,200.34	11,678.75
11	15	6-19	6,285.49	4,125.02	10,410.51
11	15	5-31	0.00	1,951.12	1,951.12
14	8		2,880.12	3,425.74	6,305.86
14	9		10,232.92	21,828.73	32,061.65
14	9	5-01	700.48	0.00	700.48
14	10		9,417.20	12,037.06	21,454.26
14	10	5-02	297.05	0.00	297.05
25	4		1,155.03	4,162.67	5,317.70
25	5		11,747.78	19,591.73	31,339.51
25	5	5-04	592.72	0.00	592.72
25	5	5-22	685.72	118.40	804.12
25	5	5-49	0.00	5,308.29	5,308.29
37	6		667.32	1,039.23	1,706.55
67	15		239.94	358.22	598.16
69	2		7,371.34	11,632.93	19,004.27
69	2	5-09	2,095.31	0.00	2,095.31
69	2	5-24	0.00	9,534.38	9,534.38
69	3		16,278.58	11,353.17	27,631.75
69	3	5-34	0.00	651.90	651.90
106	1		2,803.54	11,433.09	14,236.63
122	1		8,303.07	8,658.68	16,961.75
122	1	5-03	897.97	0.00	897.97
122	1	5-27	0.00	2,335.85	2,335.85
122	1	5-48	0.00	6,879.65	6,879.65
Total			\$104,698.39	\$177,553.55	\$282,251.94

IZARD COUNTY—DISTRICT NO. 5

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
5	7		\$ 3,528.28	\$ 5,216.46	\$ 8,744.74
9	12		4,007.16	7,030.03	11,037.19
9	12	5-06	401.98	0.00	401.98
9	13		6,745.24	5,622.44	12,367.68
9	13	5-05	299.02	0.00	299.02
9	13 M		0.00	25.50	25.50
56	1		4,323.08	4,378.12	8,701.20
56	1	5-08	329.84	0.00	329.84
56	1 M		0.00	13.50	13.50
56	2		4,094.52	10,198.78	14,293.30
56	2	5-40	0.00	2,097.65	2,097.65
58	1		1,216.49	4,702.54	5,918.03
69	1		11,782.87	11,216.94	22,999.81
Total			\$ 36,728.48	\$ 50,401.96	\$ 87,130.44

JACKSON COUNTY—DISTRICT NO. 5

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
11	12		\$ 89.74	\$ 1,705.16	\$ 1,794.90
11	12	5-29	0.00	635.90	635.90
14	11		853.60	5,428.07	6,281.67
14	12		6,575.16	11,491.84	18,067.00
14	12	5-43	0.00	3,776.12	3,776.12
14	12N		6.30	6.00	12.30

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

JACKSON COUNTY—DISTRICT NO. 5—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
17	6		\$ 5,459.01	\$ 9,510.86	\$ 14,969.87
18	1		11,252.93	12,677.98	23,930.91
33	6		0.00	14.50	14.50
37	2		7,195.32	5,452.10	12,647.42
37	2	5-38	0.00	11,130.00	11,130.00
37	3		3,944.90	1,821.33	5,766.23
37	4		3,198.97	6,843.18	10,042.15
37	4	5-23	1,782.70	0.00	1,782.70
37	4	M	0.00	139.90	139.90
37	5		2,116.80	2,276.40	4,393.20
37	5	5-47	0.00	5,302.86	5,302.86
37	40	5-23	0.00	1,367.45	1,367.45
42	1		814.20	2,297.97	3,112.17
42	1	5-36	0.00	10,402.05	10,402.05
67	14		11,538.29	2,069.02	13,607.31
67	18		6,706.33	10,968.36	17,669.69
67	17		7,780.19	20,288.98	28,049.17
67	17	M	0.00	590.55	590.55
67	17	M	0.00	3,012.34	3,012.34
87	2		1,418.68	1,927.18	3,345.86
87	2	5-44	0.00	2,408.91	2,408.91
87	2	5-60	0.00	6,320.75	6,320.75
145	1		5,738.51	5,806.30	11,544.81
145	2		348.53	375.51	724.04
187	1		138.75	560.19	698.94
Total			\$ 76,959.01	\$ 146,582.76	\$ 223,541.77

SHARP COUNTY—DISTRICT NO. 5

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
11	16		\$ 10,782.00	\$ 12,217.14	\$ 22,999.14
11	16	M	230.02	117.80	347.82
56	3		769.50	11,394.64	12,164.14
58	2		1,432.60	2,660.84	4,093.54
58	2	M	68.72	0.00	68.72
58	3		4,473.59	5,447.59	9,921.18
58	3	5-41	0.00	2,757.90	2,757.90
62	14		925.84	1,091.01	2,016.85
62	15		998.27	1,356.69	2,354.96
62	17		4,116.48	3,249.12	7,365.60
62	17	5-14	1,246.40	0.00	1,246.40
63	2		9,021.26	12,888.98	21,905.24
63	2	M	0.00	12.00	12.00
115	3		5,475.83	5,253.20	10,729.03
175	1		0.00	837.65	837.65
Total			\$ 39,540.51	\$ 59,289.76	\$ 98,830.27

STONE COUNTY—DISTRICT NO. 5

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
		5-20	291.00	0.00	291.00
5	6		6,150.48	3,902.19	10,052.67
9	11		8,174.89	10,456.42	18,631.31
14	6		1,171.73	4,580.52	5,752.25
14	7		9,756.53	4,044.74	13,801.27
14	7	5-20	3,042.13	2,193.16	5,235.29
14	9		412.95	0.00	412.95
66	2		9,342.92	11,518.34	20,861.26
110	2		0.00	41.82	41.82
Total			\$ 38,342.63	\$ 36,737.19	\$ 75,079.82

WHITE COUNTY—DISTRICT NO. 5

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
5	4	5-21	\$ 734.90	\$ 0.00	\$ 734.90
			841.34	4,919.50	5,760.84
11	11		11,919.19	8,656.62	20,575.81
11	11A		0.00	1,140.88	1,140.88
11	11A	5-28	0.00	3,414.93	3,414.93
11	13		821.61	1,525.21	2,346.82
11	13	5-10	3,696.21	0.00	3,696.21
11	13	5-32	0.00	3,704.55	3,704.55
16	13		3,665.51	6,428.31	10,093.82
16	13	5-21	9,379.10	4,923.72	14,302.82
16	13	5-42	0.00	1,782.44	1,782.44
31	4		3,047.71	2,767.75	5,815.46
36	2		355.10	755.51	1,110.61
36	2	5-37	0.00	1,569.04	1,569.04
36	3		26,656.03	28,942.32	55,598.35
36	3	5-13	5,553.00	0.00	5,553.00
36	3	5-39	0.00	1,992.57	1,992.57
36	4		4,381.16	1,870.44	6,251.60
36	5		2,139.33	4,524.73	6,664.06
36	5	5-12	6,158.89	0.00	6,158.89
64	10		1,135.85	951.04	2,086.89
64	11		1,190.53	4,403.49	5,594.02
64	11	5-36	0.00	2,335.57	2,335.57
67	10EM		0.00	27.20	27.20
67	12		17,767.08	50,209.26	67,976.34
67	12E		1,006.66	7,747.99	8,754.65

WHITE COUNTY—DISTRICT NO. 5—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
67	12W		2,399.61	185.56	2,585.17
67	13		17,003.08	16,522.97	33,526.05
67	13E		4,177.56	7,066.17	11,243.73
67	13E	5-25	0.00	4,442.68	4,442.68
67	13W		9,188.63	704.37	9,893.00
87	1		2,062.33	1,560.14	3,612.47
87	1	5-55	0.00	2,145.40	2,145.40
157	1		6,123.78	6,695.28	12,819.06
157	1	5-51	0.00	31,962.81	31,962.81
Total			\$ 140,889.19	\$ 213,878.45	\$ 354,717.64

RECAPITULATION—DISTRICT NO. 5

County	1948-1949	1949-1950	Biennium
Baxter	\$ 42,011.21	\$ 56,258.41	\$ 98,269.62
Cleburne	54,347.52	66,398.01	120,745.53
Fulton	25,854.01	75,873.76	101,027.77
Independence	104,698.39	177,563.66	282,252.04
Izard	86,728.48	50,401.96	137,130.44
Jackson	78,959.01	146,582.76	225,541.77
Sharp	39,540.51	59,289.76	98,830.27
Stone	38,342.63	36,737.19	75,079.82
White	140,839.19	213,878.45	354,717.64
Sub Total	\$ 558,820.95	\$ 882,773.95	\$ 1,441,594.90
Administrative	28,986.23	41,999.04	70,985.27
Bldg. & Grounds	0.00	1,357.45	1,357.45
Maintenance Stock	9,548.34 CR	49,265.19 CR	58,813.53 CR
Asphalt	324.66	397.06 CR	72.41 CR
Equipment Stock	6,415.46	1,291.75	7,707.21
Special Stock	0.00	65,574.20	65,574.20
Total District No. 5	\$ 584,948.45	\$ 943,334.14	\$ 1,528,282.59

FAULKNER COUNTY—DISTRICT NO. 6

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
25			\$ 4,172.52	\$ 8,974.91	\$ 13,147.43
25	1		5,294.25	5,722.90	11,017.15
36	1		19,409.08	30,511.08	49,920.16
36	1	6-22	0.00	72,275.58	72,275.58
60	1		2,411.15	1,452.99	3,864.14
64	8		2,378.15	4,841.00	7,219.15
64	9		3,188.74	6,533.09	9,721.83
65	9		7,025.78	12,993.46	20,019.24
65	9	6-32	0.00	107,579.79	107,579.79
65	9	M	0.00	378.00	378.00
65	10		4,259.23	8,915.84	13,175.07
107	1		6,841.98	13,131.02	19,973.00
107	1	6-23	0.00	57,844.88	57,844.88
Total			\$ 54,980.88	\$ 331,254.54	\$ 386,235.42

GARLAND COUNTY—DISTRICT NO. 6

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	8	4	\$ 21.60	\$ 0.00	\$ 21.60
7	9		2,631.88	8,352.08	10,983.94
7	9	M	28.22	0.00	28.22
7	10		8,857.21	4,173.68	13,030.89
70	8		5,945.33	7,045.27	12,990.60
70	8	M	31.40	0.00	31.40
70	9		11,132.77	9,667.86	20,800.73
70	9	6-07	5,102.55	0.00	5,102.55
70	9	M	768.41	0.00	768.41
88	5		7,279.62	6,820.20	14,099.82
88	5	6-34	0.00	804.29	804.29
88	5	M	109.00	10.75	119.75
171	2		728.52	1,812.70	2,541.22
270	5		6,646.75	13,597.45	20,244.20
270	6		7,296.90	13,780.34	21,077.24
270	6	M	148.59	0.00	148.59
Total			\$ 56,719.75	\$ 66,064.70	\$ 122,784.45

GRANT COUNTY—DISTRICT NO. 6

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
35	2		\$ 6,333.67	\$ 18,853.77	\$ 25,187.44
35	3		6,802.08	13,942.77	20,744.85
46	2		7,116.48	13,968.71	21,085.19
65	13		88.80	1,398.98	1,487.78
65	13	2-27	2,698.18	0.00	2,698.18
113	1		3,940.02	4,516.32	8,456.34
167	10		8,211.99	10,763.39	18,975.38
167	10	M	0.00	28.00	28.00
167	11		14,438.62	16,384.95	30,823.57
167	11	M	52.00	326.63	378.63
270	9		8,511.68	22,143.20	30,754.88
270	9	M	0.00	160.74	160.74

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

GRANT COUNTY—DISTRICT NO. 6—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
270	10		9,027.07	1,325.33	10,352.40
Total			\$ 67,320.59	\$103,810.79	\$171,131.38

HOT SPRING COUNTY—DISTRICT NO. 6

7	8		\$ 323.64	\$ 986.97	\$ 1,313.61
9	4		3,913.28	9,124.72	13,038.00
51	3		356.26	2,609.13	2,965.39
51	3	6-19	0.00	15,121.83	15,121.83
67	7		7,734.57	19,794.91	27,529.48
67	8		4,288.49	18,428.43	22,716.92
70	7		174.87	113.09	287.96
84	3		3,266.62	4,431.56	7,698.18
84	4		11,926.68	22,224.94	34,151.62
84	4	6-16	0.00	10,560.61	10,560.61
171	1		445.01	143.61	588.62
270	7		17,665.72	13,932.66	31,598.38
270	7 M		294.28	0.00	294.28
270	8		535.50	572.83	1,108.33
Total			\$ 50,924.92	\$118,048.29	\$168,973.21

LONOKE COUNTY—DISTRICT NO. 6

13	10		\$ 3,399.65	\$ 3,442.95	\$ 6,842.60
15	9		1,172.57	1,724.57	2,897.14
15	9	6-26	0.00	5,827.23	5,827.23
30	2		3,170.65	2,989.99	6,160.64
30	3		10,820.74	8,690.75	19,511.49
30	3	6-09	9,425.53	0.00	9,425.53
30	3 M		0.00	424.80	424.80
31	2		3,885.32	10,419.60	14,304.92
31	3		3,146.28	9,298.53	12,444.81
31	3	6-18	0.00	19,557.56	19,557.56
31	3 M		0.00	206.12	206.12
38			1,581.82	4,222.25	5,804.07
38	M		0.00	27.54	27.54
67	11		8,739.78	19,863.61	28,603.39
70	14		7,839.17	10,846.80	18,685.97
70	14	6-13	1,626.12	6,310.15	7,936.27
70	14	6-28	0.00	1,500.00	1,500.00
70	14 M		14.00	0.00	14.00
70	15		11,696.24	17,692.22	29,388.46
70	15	6-02	3,519.91	0.00	3,519.91
70	15	6-14	12,173.15	3,249.30	15,422.45
70	15	6-24	0.00	34,618.89	34,618.89
89	1		3,034.54	6,716.70	9,750.24
Total			\$ 85,345.47	\$167,629.56	\$252,976.03

FRAIRIE COUNTY—DISTRICT NO. 6

11	8	6-10	\$ 200.14	\$ 0.00	\$ 200.14
11	8		10,997.85	15,683.00	26,680.85
11	8	6-01	14,156.43	0.00	14,156.43
11	8 W		91.25	0.00	91.25
11	9		6,372.03	4,239.49	10,611.52
11	9 M		30.10	0.00	30.10
11	9 A		0.00	127.75	127.75
11	10		4,642.07	4,605.20	9,247.27
11	10	6-03	9,222.21	0.00	9,222.21
13	11		1,633.85	721.59	2,355.44
30	4		1,873.83	1,691.78	3,565.61
33	2		2,173.68	3,251.58	5,425.26
38	3		5,047.93	9,280.53	14,328.46
38	1		22,052.66	17,418.32	39,470.98
38	1	6-04	2,845.31	0.00	2,845.31
38	1	6-11	5,978.92	0.00	5,978.92
38	1	6-20	0.00	326.00	326.00
38	1 M		0.00	178.50	178.50
70	16		15,912.51	22,907.28	38,819.79
70	16	6-10	3,200.66	228.24	3,428.90
70	16	6-12	3,935.62	13,472.00	17,407.62
70	16	6-17	0.00	7,717.81	7,717.81
79	12		3,872.21	1,584.67	5,456.88
79	12	2-13	9,754.17	0.00	9,754.17
152	3		1,063.00	61.44	1,124.44
Total			\$125,056.43	\$103,495.52	\$228,551.95

PULASKI COUNTY—DISTRICT NO. 6

		6-05	\$ 7,910.78	\$ 0.00	\$ 7,910.78
		6-06	4,082.47	0.00	4,082.47
5	1		3,130.92	6,403.42	9,534.34
10	7		11,838.01	13,842.15	25,680.16
10	8		9,430.67	7,279.55	16,710.22
30	1		2,677.68	3,102.64	5,780.32
85	11		7,139.38	18,421.05	25,560.43

PULASKI COUNTY—DISTRICT NO. 6—(Continued)

65	11	6-29	0.00	59.82	59.82
65	11	6-30	0.00	1,553.65	1,553.65
65	11 M		43.40	0.00	43.40
65	12		6,682.51	11,880.58	18,563.09
65	12 M		0.00	266.65	266.65
67	10		29,516.59	26,533.31	56,054.90
67	10 M		20.14	77.54	97.68
67	10 E		578.36	2,049.52	2,627.88
67	10 W		1,256.09	796.71	2,052.80
70	12		10,516.27	23,167.12	33,683.39
70	12	6-25	0.00	4,406.12	4,406.12
70	12	6-27	0.00	5,283.79	5,283.79
70	12 M		705.50	244.25	949.75
70	13		4,290.69	8,846.20	13,136.89
70	18	6-21	0.00	16,036.33	16,036.33
70	13 M		464.55	62.50	527.05
113	2		823.91	1,752.68	2,576.59
161	1		481.59	886.56	1,368.15
167	13		4,427.30	7,577.79	12,005.09
167	13	6-03	16,480.86	0.00	16,480.86
167	13	6-15	1,991.95	0.00	1,991.95
176	1		190.00	0.00	190.00
Total			\$124,679.62	\$160,534.93	\$285,214.55

SALINE COUNTY—DISTRICT NO. 6

9	5		\$ 5,270.96	\$ 13,311.37	\$ 18,582.33
35	1		3,335.12	6,167.14	9,502.26
35	1	6-31	0.00	1,498.90	1,498.90
41	2		583.81	411.05	994.86
67	9		11,303.47	16,216.73	27,520.20
70	10		6,889.21	9,368.72	16,257.93
70	11		7,374.10	13,199.60	20,573.70
70	16	6-33	0.00	823.28	823.28
88	6		9,140.83	4,398.12	13,538.95
111	1		110.43	1,023.67	1,134.09
167	12		6,233.16	2,835.42	9,073.58
183	1		195.26	869.98	1,065.24
Total			\$ 50,441.35	\$ 69,423.97	\$119,865.32

RECAPITULATION—DISTRICT NO. 6

County	1948-1949	1949-1950	Biennium
Faulkner	\$ 54,980.88	\$ 331,254.54	\$ 386,235.42
Garland	56,719.75	66,064.70	122,784.45
Grant	67,320.59	103,810.79	171,131.38
Hot Spring	50,924.92	118,048.29	168,973.21
Lonoke	85,345.47	167,629.56	252,975.03
Prairie	125,056.43	103,495.52	228,551.95
Pulaski	124,679.62	160,534.93	285,214.55
Saline	50,441.35	69,423.97	119,865.32
Sub Total	\$615,469.01	\$1,120,262.30	\$1,735,731.31
Administrative	38,309.33	40,771.86	79,081.19
Maintenance Stock	3,678.09	5,509.31	9,187.40
Asphalt	910.41	1,383.27	2,293.68
Equipment Stock	6,266.69	2,262.01	4,004.68
DeValls Bluff Bridge	1,029.17	0.00	1,029.17
Total District No. 6	\$665,662.70	\$1,165,664.73	\$1,831,327.43

BRADLEY COUNTY—DISTRICT NO. 7

4	3		\$ 2,281.02	\$ 0.00	\$ 2,281.02
4	12		9,522.03	13,128.62	22,650.65
4	13		3,649.18	5,057.05	8,706.24
4	13	7-26	0.00	5,100.03	5,100.03
8	11		4,570.37	5,354.42	9,924.79
15	3		7,581.74	10,488.36	18,070.10
15	3	7-25	0.00	14,276.34	14,276.34
15	4		2,066.88	3,180.37	5,247.25
Total			\$ 29,671.22	\$ 56,585.20	\$ 86,256.42

CALHOUN COUNTY—DISTRICT NO. 7

4	10		\$ 8,352.76	\$ 7,235.73	\$ 15,588.49
4	11		7,585.63	6,348.27	13,933.90
8	9		109.08	756.47	865.55
79	5		4,883.26	5,907.70	10,790.96
167	3		2,989.57	11,219.85	14,209.42
167	3	7-01	11,119.58	0.00	11,119.58
167	3	7-28	0.00	1,598.57	1,598.57
167	4		7,178.75	12,566.95	19,745.70
167	4	7-07	13,587.16	0.00	13,587.16
Total			\$ 65,800.89	\$ 45,633.54	\$101,434.43

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

CLARK COUNTY—DISTRICT NO. 7

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	6		\$ 4,031.51	\$ 4,651.49	\$ 8,683.00
7	7		3,450.66	4,625.76	8,076.42
8	6		9,703.21	12,834.30	22,537.51
8	5	7-43	0.00	918.00	918.00
26	4		3,280.34	8,802.05	12,082.39
51	1		10,341.05	10,864.93	21,205.98
51	1	7-35	0.00	6,130.13	6,130.13
51	1	M	0.00	46.50	46.50
51	2		2,170.90	1,859.02	4,029.92
51	2	3-18	283.00	0.00	283.00
51	1		12,288.08	14,638.59	26,926.67
67	4		14,082.19	9,726.32	23,808.51
67	4	12-03	15,833.48	0.00	15,833.48
67	5		8,044.78	16,439.66	24,484.44
67	5	7-29	0.00	80,648.28	80,648.28
67	5	12-04	15,467.99	0.00	15,467.99
67	6		863.83	4,667.58	5,531.41
67	6	7-17	4,513.21	0.00	4,513.21
67	6	7-18	0.00	18,328.04	18,328.04
67	6	7-27	0.00	210.83CR	210.83CR
84	2		942.27	2,611.89	3,554.16
Total			\$105,296.50	\$192,571.71	\$297,868.21

CLEVELAND COUNTY—DISTRICT NO. 7

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
8	10		\$ 2,582.87	\$ 3,862.57	\$ 6,445.44
8	10	7-05	2,290.08	0.00	2,290.08
11	1		1,502.09	1,974.70	3,476.79
15	5		2,981.70	7,548.37	10,530.07
15	6		6,004.77	5,034.81	11,039.58
35	4		1,631.41	924.21	2,555.62
35	5		7,973.98	8,847.79	16,821.77
35	5	M	0.00	40.00	40.00
35	6		143.32	32.27	175.59
79	7		15,871.56	20,718.37	36,590.23
79	7	7-40	0.00	861.99	861.99
79	8		1,011.56	718.05	1,729.61
79	8	7-09	1,983.18	0.00	1,983.18
97	1		2,611.41	2,443.33	5,054.74
167	7		450.24	0.00	450.24
167	8		7,960.79	12,920.51	20,881.40
Total			\$ 54,799.26	\$ 65,927.07	\$120,726.33

COLUMBIA COUNTY—DISTRICT NO. 7

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
19	1		\$ 4,747.39	\$ 6,201.51	\$ 10,948.90
19	1	7-15	22,473.46	0.00	22,473.46
19	1	7-30	0.00	23,132.76	23,132.76
19	2		3,195.53	3,864.83	7,060.36
57	2		1,997.68	3,700.82	5,698.50
79	1		6,582.20	5,511.97	12,094.17
79	2		3,573.39	4,099.44	7,672.83
79	2	7-21	0.00	4,034.30	4,034.30
79	2	7-34	0.00	1,281.11	1,281.11
82	3		4,867.91	9,232.65	14,100.56
82	3	7-03	7,295.00	0.00	7,295.00
82	3	7-22	0.00	5,188.99	5,188.99
82	4		10,855.38	11,819.40	22,674.78
82	4	7-10	1,591.33	0.00	1,591.33
98	1		3,381.62	1,913.49	5,295.11
132	1		15,098.98	10,197.26	25,296.24
132	1	7-14	6,924.92	0.00	6,924.92
132	1	7-23	0.00	1,204.26	1,204.26
132	1	7-44	0.00	2,367.04	2,367.04
179	1		87.50	379.86	467.36
Total			\$ 98,622.29	\$ 93,629.69	\$192,251.98

DALLAS COUNTY—DISTRICT NO. 7

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	5		\$ 6,622.96	\$ 20,408.43	\$ 27,031.39
8	8		10,635.16	6,814.88	17,450.04
8	7		3,773.16	4,350.62	8,123.78
8	8		1,908.86	1,403.11	3,311.97
8	8	7-06	1,752.34	0.00	1,752.34
8	8	7-33	0.00	693.58	693.58
9	2		3,433.47	7,964.82	11,398.09
9	3		1,714.68	3,531.30	5,245.98
46	1		207.07	259.62	466.69
48	1		3,528.70	11,269.37	14,798.07
79	6		5,652.26	7,902.25	13,554.51
79	6	7-41	0.00	1,223.04	1,223.04
128	1		1,324.74	6,856.77	8,181.51
167	7		7,439.86	11,247.50	18,687.36
167	9		5,049.65	6,772.58	11,822.23
Total			\$ 53,042.91	\$ 90,727.67	\$143,770.58

OUACHITA COUNTY—DISTRICT NO. 7

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
4	8		\$ 2,914.22	\$ 6,386.21	\$ 9,300.43
4	8	7-31	0.00	39,187.01	39,187.01
4	9		3,692.35	5,186.58	8,878.93
7	3		3,907.26	9,402.56	13,309.82
7	4		10,538.64	3,940.39	14,479.03
9	1		2,183.36	300.38	2,483.74
9	1	7-16	4,059.00	0.00	4,059.00
24	6		11,585.77	9,561.47	21,147.24
57	1		2,060.84	2,657.74	4,718.58
79	3		7,804.39	7,372.01	15,176.40
79	3	7-20	0.00	20,206.03	20,206.03
79	3	7-86	0.00	1,261.28	1,261.28
79	4		7,392.34	21,819.54	29,211.88
79	4	7-12	5,995.63	0.00	5,995.63
Total			\$ 62,133.80	\$127,231.20	\$189,365.00

UNION COUNTY—DISTRICT NO. 7

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	2		\$ 3,610.19	\$ 4,684.92	\$ 8,295.11
15	1		6,838.12	6,820.38	13,658.50
15	1	7-37	0.00	2,562.73	2,562.73
15	2		1,755.02	4,493.03	6,248.05
57	3		1,192.96	4,832.09	6,025.05
57	3	7-19	5,383.86	15,916.69	21,300.55
82	5		9,334.96	3,895.86	13,230.82
82	6		8,541.26	9,237.94	17,779.20
82	6	7-02	4,497.29	0.00	4,497.29
82	6	7-08	2,606.20	0.00	2,606.20
82	7		1,199.81	5,849.66	7,049.47
82	7	7-04	10,326.57	0.00	10,326.57
129	1		11,348.52	13,156.16	24,504.68
129	1	7-11	4,396.49	0.00	4,396.49
129	1	7-13	2,123.27	0.00	2,123.27
129	2		562.60	1,879.99	2,442.49
129	2	7-24	0.00	2,106.09	2,106.09
162	1		44.39	17.95	62.34
162	1	7-38	0.00	214.99	214.99
167	1		1,282.10	2,409.08	3,691.19
167	2		3,080.23	4,783.46	7,863.69
Total			\$ 77,123.84	\$ 83,859.93	\$160,983.77

RECAPITULATION—DISTRICT NO. 7

County	1948-1949	1949-1950	Biennium
Bradley	\$ 29,671.22	\$ 56,586.20	\$ 86,257.42
Calhoun	55,800.99	45,633.54	101,434.53
Clark	105,296.50	192,571.71	297,868.21
Cleveland	54,799.26	65,927.07	120,726.33
Columbia	93,622.29	93,629.69	187,251.98
Dallas	53,042.91	90,727.67	143,770.58
Ouachita	62,133.80	127,231.20	189,365.00
Union	77,123.84	83,859.93	160,983.77
Sub Total	\$531,490.71	\$756,166.01	\$1,287,656.72
Administrative	28,494.34	35,334.25	63,828.59
Bldg. & Grounds	0.00	6,809.04	6,809.04
Maintenance Stock	9,080.74	8,984.42	18,065.16
Asphalt	4,250.60	557.00CR	3,693.60
Equipment Stock	4,483.91	7,249.42	11,733.33
Warren Storm Relief	2,958.26	0.00	2,958.26
Total Dist No. 7	\$580,758.56	\$813,986.24	\$1,394,744.80

CONWAY COUNTY—DISTRICT NO. 8

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
9	7		\$ 2,621.44	\$ 2,372.55	\$ 4,993.99
9	7	8-05	3,698.98	0.00	3,698.98
9	7	8-08	12,435.22	15.60	12,450.82
9	8		14,656.09	14,493.08	29,149.17
9	8	M	0.00	126.60	126.60
64	7		14,132.19	17,302.34	31,434.53
64	7	8-03	1,845.54	0.00	1,845.54
64	7	8-11	0.00	24,510.87	24,510.87
64	7	M	20.50	556.95	577.45
92	1		6,452.30	6,220.75	12,673.05
92	1	8-25	0.00	4,799.47	4,799.47
95	1		16,482.17	21,838.86	38,321.03
95	1	M	0.00	21.60	21.60
113	5		28.89	37.70	66.59
124	3		3,470.77	13,444.42	16,915.19
154	1		1,533.77	1,993.78	3,527.55
154	1	8-12	0.00	842.45	842.45
Total			\$ 77,377.86	\$108,577.02	\$185,954.88

JOHNSON COUNTY—DISTRICT NO. 8

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
21	1		\$ 7,081.07	\$ 6,946.48	\$ 14,027.55
21	1	8-24	0.00	3,206.38	3,206.38

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

JOHNSON COUNTY—DISTRICT NO. 8—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
64	4		8,901.85	6,248.39	15,150.24
64	4	8-37	0.00	100.15	100.15
64	5		5,072.40	7,017.93	12,090.33
103	1		6,669.62	7,857.33	14,526.95
103	1	8-23	0.00	738.44	738.44
103	1	8-33	0.00	12,023.49	12,023.49
103	1	M	73.50	0.00	73.50
123	3		14,354.64	12,504.74	26,859.38
123	3	8-31	0.00	13,181.24	13,181.24
164	1		798.19	645.50	1,443.69
Total			\$ 42,951.27	\$ 70,470.07	\$113,421.34

PERRY COUNTY—DISTRICT NO. 8

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	11		\$ 8,490.03	\$ 4,986.09	\$ 13,476.12
9	6		4,620.50	6,201.50	10,822.00
9	6	8-22	0.00	2,460.09	2,460.09
10	5		9,166.20	8,141.37	17,307.57
10	5	8-06	16,347.57	0.00	16,347.57
10	5	8-21	0.00	1,698.33	1,698.33
10	6		70.34	141.67	212.01
60	1		5,514.55	10,057.06	15,571.61
60	2		12,784.02	10,632.84	23,416.86
60	2	8-28	0.00	2,571.30	2,571.30
113	3		5,723.92	10,801.60	16,525.52
113	4		2,453.79	1,807.51	4,261.30
Total			\$ 65,175.92	\$ 59,499.36	\$124,675.28

POPE COUNTY—DISTRICT NO. 8

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	14		\$ 3,911.91	\$ 7,891.96	\$ 11,803.87
7	14	M	18.00	65.10	83.10
7	15		6,836.62	7,123.28	13,959.90
7	15	8-18	0.00	1,303.33	1,303.33
7	15	M	18.00	28.75	46.75
7	16		5,722.03	3,983.89	9,705.92
7	16	8-10	0.00	1,547.85	1,547.85
16	8		2,807.46	4,818.48	7,625.94
16	8	A	0.00	1,108.22	1,108.22
27	11		4,731.21	5,644.29	10,375.50
27	11	8-15	0.00	1,475.55	1,475.55
27	12		2,721.91	4,342.75	7,064.66
27	14		67.20	8.50	75.70
64	6		12,640.89	15,980.30	28,621.19
64	6	M	50.20	192.96	243.15
105	1		3,933.47	6,838.52	10,771.99
105	1	8-14	0.00	578.80	578.80
105	1	8-34	0.00	2,568.98	2,568.98
105	1	8-42	0.00	18,423.31	18,423.31
105	2		686.68	987.37	1,674.05
105	2	8-52	0.00	166.60	166.60
123	2		1,394.95	227.39	1,622.34
124	1		6,403.13	10,543.25	16,946.38
124	1	8-17	0.00	968.92	968.92
124	1	M	24.75	18.70	43.45
124	2		767.46	985.94	1,753.39
124	2	8-16	0.00	821.64	821.64
Total			\$ 52,734.86	\$ 98,539.62	\$151,274.48

VAN BUREN COUNTY—DISTRICT NO. 8

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
9	9		\$ 3,606.21	\$ 1,292.55	\$ 4,898.76
9	10		304.95	2,421.09	2,726.04
16	9		3,639.42	14,971.45	18,610.87
16	10		8,122.42	10,315.12	18,437.54
27	15		8.14	43.56	51.70
65	7		9,528.21	11,505.43	21,033.64
65	7	8-02	3,783.59	0.00	3,783.59
65	7	8-27	0.00	3,080.13	3,080.13
65	7	8-53	0.00	286.11	286.11
65	8		7,725.24	9,109.84	16,835.08
65	8	8-54	0.00	2,062.77	2,062.77
95	2		5,632.96	9,792.19	15,425.15
95	2	8-09	25.10	1,851.37	1,876.47
110	1		240.57	1,374.65	1,615.22
110	3		72.03	0.00	72.03
130	1		1,716.39	527.20	2,243.59
Total			\$ 44,405.23	\$ 68,633.46	\$113,038.69

YELL COUNTY—DISTRICT NO. 8

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	12		\$ 3,526.44	\$ 5,006.07	\$ 8,532.51
7	13		5,399.28	6,034.98	11,434.26
7	13	8-32	0.00	3,970.62	3,970.62
7	13	8-51	0.00	2,194.36	2,194.36

YELL COUNTY—DISTRICT NO. 8—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
10	3		4,372.27	4,377.87	8,750.14
10	3	8-20	0.00	4,321.75	4,321.75
10	4		5,761.85	5,719.27	11,481.12
10	4	8-01	7,529.86	0.00	7,529.86
10	4	8-07	1,014.34	0.00	1,014.34
10	4	8-19	0.00	1,072.85	1,072.85
22	5		1,496.93	2,325.42	3,822.35
27	8		1,868.40	2,801.75	4,770.15
27	9		4,205.15	8,126.05	12,331.20
27	9	8-41	0.00	2,520.00	2,520.00
27	10		21,151.32	10,566.64	31,717.96
27	10	8-30	0.00	3,564.54	3,564.54
28	3		17,546.84	12,964.28	30,511.12
28	3	8-36	0.00	14,345.18	14,345.18
28	4		2,010.73	1,463.38	3,474.11
28	4	8-13	0.00	5,023.66	5,023.66
60	3		2,832.94	281.61	3,114.55
80	2		13,570.72	11,429.31	25,000.03
80	3		2,569.76	8,811.40	11,381.16
155	1		980.99	3,900.36	4,881.35
155	2		2,546.21	2,103.62	4,649.83
Total			\$ 98,484.03	\$122,924.87	\$221,408.90

RECAPITULATION—DISTRICT NO. 8

County	1948-1949	1949-1950	Biennium
Conway	\$ 77,377.86	\$108,577.02	\$ 185,954.88
Johnson	42,951.27	70,470.07	113,421.34
Perry	65,175.92	59,499.36	124,675.28
Pope	52,734.86	98,539.62	151,274.48
Van Buren	44,405.23	68,633.46	113,038.69
Yell	98,484.03	122,924.87	221,408.90
Sub Total	\$381,129.17	\$528,644.40	\$ 909,773.57
Administrative	27,770.89	37,940.62	65,711.51
Bldg. & Grounds	0.00	198.50	198.50
Maintenance			
Stock	3,591.88	20,607.35	24,199.23
Asphalt	2,307.35	1,737.67	569.68
Equipment Stock	4,166.38	1,734.71	5,901.09
Total District No. 8	\$414,350.97	\$590,863.25	\$1,005,214.22

BENTON COUNTY—DISTRICT NO. 9

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
12	1		\$ 1,782.46	\$ 899.75	\$ 2,682.21
12	1	M	0.00	58.00	58.00
12	2		5,296.35	41,505.48	46,801.83
12	3		4,026.23	7,860.57	11,886.80
16	1		2,920.00	4,873.25	7,793.25
16	3	9-16	474.57	0.00	474.57
47	1		0.00	237.02	237.02
47	1	9-03	896.04	0.00	896.04
59	1		3,323.46	7,341.55	10,665.02
59	1	9-21	4,535.82	265.18	4,801.00
59	1	9-50	0.00	1,950.61	1,950.61
59	2		3,904.73	4,304.98	8,209.71
59	2	9-44	0.00	2,110.76	2,110.76
59	2	9-58	0.00	1,491.61	1,491.61
59	3	9-42	0.00	840.14	840.14
62	2		10,754.75	10,089.31	20,844.06
62	2	9-04	4,167.31	0.00	4,167.31
62	2	9-36	3,610.66	2,114.65	5,725.31
62	2	9-51	0.00	764.32	764.32
68			6,668.15	9,582.82	16,250.97
68		9-22	3,251.68	983.75	4,185.43
68	1		1,578.70	0.00	1,578.70
71	18		7,107.12	15,796.74	23,903.86
71	18	9-27	10,045.66	41,643.75	51,689.41
71	18	9-64	0.00	1,210.60	1,210.60
71	19		9,960.58	13,895.45	23,856.03
71	19	9-02	5,938.75	0.00	5,938.75
71	19	9-23	4,354.90	380.55	4,735.45
71	19	9-68	0.00	790.25	790.25
72	1		3,746.78	3,919.15	7,665.93
72	1	9-41	0.00	1,532.52	1,532.52
94	1		3,269.24	2,657.18	5,926.42
94	1	9-37	0.00	2,235.54	2,235.54
94	2		247.01	1,594.99	1,842.00
94	3		107.48	19.35	126.83
99	1		4,179.65	3,609.35	7,789.00
99	1	M	0.00	105.00	105.00
100	1		3,023.12	7,352.44	10,375.56
100	1	9-01	5,400.00	0.00	5,400.00
100	1	9-57	0.00	798.10	798.10
100	1	M	15.90	0.00	15.90
102	1		4,992.66	4,016.20	9,008.86
102	2		2,968.69	8,568.60	11,537.29
Total			\$122,543.45	\$208,349.52	\$330,892.97

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

BOONE COUNTY—DISTRICT NO. 9

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	19		\$ 1,101.46	\$ 912.89	\$ 2,014.35
14	1		5,344.59	5,884.77	11,229.36
43	2		5,248.13	6,002.40	11,250.53
43	3		8,463.78	7,320.26	16,284.04
62	6		3,067.97	4,937.22	8,005.19
62	6	9-06	6,668.57	0.00	6,668.57
62	7		5,963.35	13,311.37	19,274.72
62	7	9-05	4,099.54	0.00	4,099.54
62	7	9-31	0.00	6,918.57	6,918.57
65	1		9,235.74	18,032.76	27,268.50
65	1	9-26	6,292.73	0.00	6,292.73
65	1	9-49	0.00	2,875.54	2,875.54
65	1	9-66	0.00	4,008.11	4,008.11
65	2		8,390.63	13,654.75	22,045.38
65	2	9-55	0.00	3,199.04	3,199.04
65	2	9-65	0.00	4,488.83	4,488.83
Total			\$ 63,876.49	\$ 91,946.51	\$155,823.00

CARROLL COUNTY—DISTRICT NO. 9

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
21	5		\$ 7,565.74	\$ 8,071.23	\$ 15,636.97
21	6		8,489.88	4,391.92	12,881.80
21	6 M		0.00	176.45	176.45
21	6E		0.00	317.90	317.90
23	10		1,638.82	1,948.21	3,587.03
23	11		1,169.77	1,853.50	3,123.27
62	3		8,944.40	13,560.21	22,504.61
62	3	9-18	7,780.32	0.00	7,780.32
62	3	9-28	157.55	2,988.24	3,145.79
62	3	9-47	0.00	323.14	323.14
62	3	9-60	0.00	2,142.56	2,142.56
62	4		5,872.82	7,525.63	13,398.45
62	4	9-07	13,317.28	0.00	13,317.28
62	5		6,325.02	10,422.90	16,747.92
62	6	9-08	13,278.02	0.00	13,278.02
62	5	9-54	0.00	866.93	866.93
68	4		3,804.57	15,651.04	19,455.61
103	2		4,051.49	4,269.30	8,320.79
Total			\$ 82,896.68	\$ 74,609.18	\$157,505.86

MADISON COUNTY—DISTRICT NO. 9

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
12	4		\$ 1,769.39	\$ 472.56	\$ 2,241.94
16	4		5,110.95	10,338.78	15,449.73
16	5		7,099.67	9,011.15	16,110.82
21	4		3,847.07	5,555.23	9,402.30
21	4	9-17	1,310.56	0.00	1,310.56
23	8		14,582.20	16,015.41	30,597.61
23	8	9-35	0.00	988.60	988.60
23	8 M		0.00	181.50	181.50
23	9		7,090.88	8,343.36	15,434.24
46	6		3,271.07	3,546.93	6,818.00
68	2		7,682.79	12,508.89	20,191.68
68	2	9-63	0.00	1,104.74	1,104.74
68	2 M		0.00	71.25	71.25
68	3		10,744.23	10,183.27	20,927.50
68	3	9-43	0.00	1,002.15	1,002.15
68	3 M		0.00	140.00	140.00
74	2		0.00	19.60	19.60
127	1		577.86	1,064.65	1,642.51
Total			\$ 63,086.67	\$ 80,528.06	\$143,614.73

MARION COUNTY—DISTRICT NO. 9

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
14	2		\$ 7,234.94	\$ 10,337.74	\$ 17,572.68
14	2	9-09	2,394.35	0.00	2,394.35
14	3		3,073.97	19,676.09	22,750.06
62	3		11,021.15	12,882.19	23,903.34
62	3	9-10	4,199.37	0.00	4,199.37
62	3	9-33	0.00	9,799.48	9,799.48
62	3	9-67	0.00	224.21	224.21
62	9		5,426.72	9,421.81	14,848.53
62	9	9-34	2,033.60	4,961.31	6,994.91
101	2		950.59	1,882.78	2,833.37
125	1		4,359.11	4,147.75	8,506.86
Total			\$ 40,693.80	\$ 73,383.36	\$114,077.16

NEWTON COUNTY—DISTRICT NO. 9

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
7	17		\$ 3,125.21	\$ 3,767.46	\$ 6,892.67
7	18		7,002.49	5,846.09	12,848.58
16	6		0.00	575.95	575.95
16	7		2,937.40	2,938.48	5,875.88
16	8		650.35	318.30	968.65
21	2		2,864.23	4,832.96	7,697.19
21	3		3,663.81	5,129.20	8,793.01

NEWTON COUNTY—DISTRICT NO. 9—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
43	1		4,943.16	6,266.90	11,200.06
65	3		2,031.15	1,551.83	3,582.98
65	3	9-62	0.00	1,119.16	1,119.16
65	4		196.50	337.19	533.69
123	1		10,181.54	9,982.73	20,164.27
123	9	9-48	0.00	1,234.54	1,234.54
Total			\$ 37,595.84	\$ 43,890.79	\$ 81,486.63

SEARCY COUNTY—DISTRICT NO. 9

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
14	4		\$ 3,957.12	\$ 2,665.01	\$ 6,622.13
27	13		3,231.99	4,188.13	7,420.12
27	16		9,447.17	18,277.48	27,724.65
27	16	9-70	0.00	3,271.76	3,271.76
27	16 M		0.00	75.25	75.25
27	17		2,932.44	2,766.62	5,699.06
65	4		9,222.02	13,514.06	22,736.08
65	4	9-11	5,110.75	0.00	5,110.75
65	4	9-24	7,092.71	404.92	7,497.63
65	4	9-53	0.00	2,262.81	2,262.81
65	5		6,978.24	11,827.64	18,805.88
65	5	9-12	6,619.71	0.00	6,619.71
65	5	9-61	0.00	2,489.78	2,489.78
65	6		14,747.30	15,509.71	30,257.01
65	6	9-13	2,917.93	0.00	2,917.93
65	6	9-20	9,765.33	2,510.95	12,276.28
66	1		2,764.25	2,561.38	5,325.63
Total			\$ 84,786.96	\$ 82,315.50	\$167,102.46

WASHINGTON COUNTY—DISTRICT NO. 9

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
16	2		\$ 22,102.57	\$ 8,226.16	\$ 30,328.73
16	2	9-39	384.14	4,168.39	4,552.53
16	3		10,800.62	18,117.29	28,917.91
16	3	9-19	8,280.10	0.00	8,280.10
16	3	9-29	561.02	0.00	561.02
16	3A	9-19	0.00	1,998.17	1,998.17
16	13	9-29	86.00	0.00	86.00
45	3		1,889.69	14,408.14	15,797.83
45	5		3,719.33	3,620.49	7,339.82
45	5	9-14	6,489.34	0.00	6,489.34
59	2		34.40	0.00	34.40
59	3		2,308.91	2,464.83	4,773.74
59	4		3,195.83	6,141.43	9,337.26
62	1		7,606.05	16,093.20	23,699.25
62	1	9-58	0.00	861.12	861.12
62	1	9-69	0.00	1,710.76	1,710.76
62	1 M		21.15	0.00	21.15
68	1		6,590.51	11,711.60	18,302.11
68	1	9-25	4,661.47	314.00	4,975.47
68	1	9-38	1,797.03	4,530.03	6,327.06
68	1	9-52	0.00	853.72	853.72
71	16		16,754.47	18,718.82	35,473.29
71	16	9-30	2,653.95	0.00	2,653.95
71	17		8,162.00	12,927.75	21,089.75
71	18A	9-46	0.00	582.96	582.96
74			1,426.34	3,277.71	4,704.05
74		9-40	0.00	804.83	804.83
74	1		125.45	914.68	1,040.13
112	1		200.74	107.32	308.06
156	1		168.00	0.00	168.00
170	1		3,101.18	5,746.71	8,937.89
170	1	9-15	1,898.60	0.00	1,898.60
170	2		72.61	443.03	515.64
Total			\$114,681.60	\$138,743.14	\$253,424.74

RECAPITULATION—DISTRICT NO. 9

County	1948-1949	1949-1950	Biennium
Benton	\$122,543.45	\$208,349.52	\$ 330,892.97
Boone	63,876.49	91,946.51	155,823.00
Carroll	82,395.68	74,609.18	157,004.86
Madison	63,086.67	80,528.06	143,614.73
Marion	40,693.80	73,383.36	114,077.16
Newton	37,595.84	43,890.79	81,486.63
Searcy	84,786.96	82,315.50	167,102.46
Washington	114,581.60	138,743.14	253,324.74
Sub Total	\$609,560.39	793,716.04	1,403,276.43
Administrative	41,119.00	58,399.76	99,518.76
Bldg. & Grounds	0.00	22.95	22.95
Maintenance Stock	8,490.15CR	18,696.29	10,206.13
Asphalt	19,719.87	23,341.74	43,061.61
Equipment Stock	4,882.07	1,716.83CR	3,165.24
District General	2,400.47	0.00	2,400.47
Total District No. 9	\$669,191.84	\$892,459.95	\$1,561,651.99

HIGHWAY MAINTENANCE BY ROUTES AND SECTIONS—(Continued)

POINSETT COUNTY—DISTRICT NO. 10—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
14	14	M	0.00	122.25	122.25
14	15		1,098.43	1,016.80	2,115.23
18	2		67.78	161.35	229.13
39	5		4,290.51	6,770.28	11,060.79
40	1		9,832.74	6,951.94	16,784.68
40	1	M	0.00	176.55	176.55
63	8		17,028.46	11,170.23	28,198.69
63	8	10-45	0.00	1,758.13	1,758.13
63	8	M	0.00	39.00	39.00
63	9		3,524.07	7,069.59	10,593.66
63	9	10-09	8,858.37	0.00	8,858.37
63	9	M	7.70	256.55	264.25
69	6		3,024.51	1,683.08	4,707.59
75	5		6,294.73	2,072.13	8,266.86
136	1		378.32	1,392.37	1,770.69
143			4,852.80	278.35	5,131.15
143		10-47	0.00	22,336.45	22,336.45
143	1		8,663.33	5,716.55	14,379.88
143	1	10-50	0.00	5,861.02	5,861.02
143	1	M	13.30	0.00	13.30
Total			\$100,264.25	\$111,502.41	\$211,766.66

RANDOLPH COUNTY—DISTRICT NO. 10

			\$	\$	\$
1	18	M	30.00	0.00	30.00
1	20	W M	14.00	0.00	14.00
34	2		1,356.33	3,460.27	4,816.60
62	18		22.32	0.00	22.32
62	19		3,950.04	5,919.00	9,869.04
62	19	10-23	0.00	5,330.22	5,330.22
62	19	10-31	0.00	489.60	489.60
62	19	10-58	0.00	4,471.60	4,471.60
67	20		3,239.65	2,155.96	5,395.61
67	20	10-18	0.00	5,100.43	5,100.43

RANDOLPH COUNTY—DISTRICT NO. 10—(Continued)

Rt.	Sec.	AFE No.	1948-1949	1949-1950	Biennium
67	20	10-49	0.00	2,642.72	2,642.72
67	21		3,924.13	5,466.22	9,390.35
67	21	10-29	0.00	8,346.51	8,346.51
90	5		7,774.28	4,758.38	12,532.61
90	6		4,605.18	5,322.78	9,927.96
90	6	10-25	0.00	4,860.80	4,860.80
90	7		321.20	236.04	557.24
93	1		2,070.10	1,688.50	3,758.60
115	1		7,429.71	5,240.64	12,670.35
166	1		1,726.80	2,254.99	3,981.79
168	2		1,881.26	1,244.03	3,125.89
Total			\$ 38,345.00	\$ 68,489.24	\$106,834.24

RECAPITULATION—DISTRICT NO. 10

County	1948-1949	1949-1950	Biennium
Clay	\$ 51,892.24	\$ 146,417.78	\$ 198,310.02
Craighead	99,359.35	225,140.14	324,499.49
Greene	90,863.73	137,088.23	227,951.96
Lawrence	84,530.61	197,424.62	291,955.23
Mississippi	105,295.18	208,765.28	314,060.46
Poinsett	100,264.25	111,502.41	211,766.66
Randolph	38,345.00	68,489.24	106,834.24
Sub Total	\$580,550.36	\$1,094,827.70	\$1,675,378.06
Administrative	29,984.06	34,669.03	64,653.09
Bldg. & Grounds	0.00	879.46	879.46
Maintenance Stock	6,041.15	20,750.12	26,791.27
Asphalt	8,098.15	9,472.77CR	1,374.62CR
Equipment Stock	3,569.49CR	13,029.11	9,459.62
Ferry	8,535.48	8,539.82	17,075.80
Total District No. 10	\$629,619.71	\$1,163,222.47	\$1,792,842.18

RECAPITULATION

Highway Maintenance Fund

State Treasurer's Balance July 1, 1948		\$ 515,944.60
Less Outstanding Warrants	\$ 379,109.27	
Balance July 1, 1948		136,835.33
Transfers from Unapportioned Fund	6,342,211.54	
Transfers from Construction Fund	10,500,000.00	
Transferred from Highway Fund	700,000.00	
Outlawed Warrants	119.53	
Miscellaneous Receipts	32,971.05	
Total Receipts		17,575,302.12
Total to be Accounted for		17,712,137.45
Highway Maintenance Fund		16,881,318.99
Claims Paid		107,656.54
Total		16,988,975.53
Balance June 30, 1950		723,161.92
State Treasurer's Balance June 30	1,657,082.35	
Plus Deposits after June 30	186,891.34	
Less Warrants Outstanding	(---) 1,120,811.77	
Total		\$ 723,161.92

TABLE 15
SCHEDULE OF EXPENDITURES FROM STATE HIGHWAY CONSTRUCTION FUNDS
 From July 1, 1948 to June 30, 1950

	Expended Previously	Expended 7-1-48 to 6-30-49	Expended 7-1-49 to 6-30-50	Total Biennium	Total All Expenditures
Federal Aid Matching Projects (Table 15A)	\$ 7,292,676.66	\$ 3,954,639.12	\$ 3,149,219.67	\$ 7,103,858.79	\$14,396,535.45
One Hundred Percent State Projects (Table 15B)	291,066.61	606,209.55	2,818,274.54	3,418,484.09	3,709,550.60
Expenditures by Special Authorization (Table 15C)	903,137.36	1,023,484.23	2,867,563.06	3,880,987.29	4,764,124.85
Fines and Surveys	197,394.53	238,866.22	401,260.75	401,260.75	401,260.75
Statistics and Analyses—In Cooperation with Bureau of Public Roads	78,044.80	61,710.21	148,754.71	148,754.71	148,754.71
Administrative Salaries	203,617.05	288,380.72	456,797.77	456,797.77	456,797.77
Highway Employees Retirement System		30,631.95	30,531.95	30,531.95	30,531.95
Totals	\$ 8,486,880.43	\$ 6,022,238.98	\$ 9,416,426.37	\$ 15,437,666.35	\$23,224,545.78

TABLE 15A
SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
 FEDERAL AID MATCHING PROJECTS
 July 1, 1948 to June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
11120	Wainat Corners	Overpass MOP Railway	20 S 2	Phillips	\$ 27,089.26	\$ 23,366.23	\$ 930.40	\$ 22,456.83	\$ 4,662.42 F
11156	West Memphis-Memphis	Memphis Bridge	70 S 20	Crittenden	426,266.92	470,443.31	362,863.23	107,580.08	533,847.00
11208	Clarendon-East	Bit. Surface	79 S 14	Monroe	53.84	121,194.61	121,248.45	121,248.45	121,248.45
11210	Brinkley-Cotton Plant	Concrete & Steel Bridge	17 S 3	Monroe	34,158.00	17,910.56	52,068.56	52,068.56	52,068.56
11215	Highway 78-Marianna	10.884 Mi. Bit. Surface	79 S 15	Lee	161,465.49	36,679.64	988.39	37,618.03	188,986.52 F
11217	Highway 78-Marianna	2 R C Bridges	79 S 15	Lee	1,427.95	20,149.45	21,677.40	21,677.40	21,677.40 F
11228	St. Francis River-Kokomo	Bit. Surface	79 S 15	Lee	78,250.33	41,132.62	119,382.85	119,382.85	119,382.85
11238	Blackfish Lake-W. Memphis	Gravel Base	70 S 19 & 20	St. Francis	77,902.33	1,402.47	1,402.47	1,402.47	79,304.80 F
11258	Blackfish Lake-W. Memphis	Gravel Base	70 S 20	Crittenden	48,688.39	916.52	916.52	49,504.91 F	49,504.91 F
11259	Marianna-St. Francis River	3 Conc. Bridges	79 S 16	Lee	70,760.47	22,574.91	22,574.97	93,335.44 F	93,335.44 F
11263	Purchase of Right of Way		20 S 3	Phillips			10,800.00	10,800.00	10,800.00 F
11264	St. Helena-North	2.032 Mi. Bit. Surface	44 S 4	Phillips	34,811.89	0,714.30		6,714.30	41,526.19 F
11265	Clarendon-Brinkley	10.497 Mi. Bit. Surface	17 S 2	Monroe	168,862.93	41,602.63	41,602.63	41,602.63	210,465.56 F
11258	Blackfish Lake-Hughes	9.229 Mi. Bit. Surface	147 S 1-3-4	St. Francis	119,365.10	1,206.43	6,514.63	5,309.10	114,066.00 F
11259	Marianna-St. Francis Line	8.659 Mi. Bit. Surface	79 S 16	Lee	111,665.90	8,066.26		8,066.26	108,670.64 F
11272	Walnut Corners-Cane Creek	1.407 Mi. Gravel Surface	20 S 2	Phillips	12,873.73	4,014.67	16,888.40	16,888.40	16,888.40
11273	FAGH 137-8	Walnut Corner-Cane Creek	20 S 2	Phillips	5,002.20	387.66	5,479.86	5,479.86	5,479.86
11302	S 90-2	2 Concrete Bridges	50 S 3	St. Francis	16,824.89	16,824.89	16,824.89	16,824.89	18,936.74 F
11306	F 191-15	664 Ft. Approaches	1 & 79 S 10 & 16	Lee	15,191.98	20,774.40	35,966.47	35,966.47	35,966.47 F
11307	F 183-16	114 Feet Approaches	79 S 16	Lee	47.07	50,625.83	66,725.89	66,725.89	66,725.89
11309	F 137-7	St. Francis River at Hughes	79 S 16	Lee	27.96	30.53	29,386.46	29,386.46	29,386.46
11313	Brassfield-Brinkley	1.822 Concrete Pavement	20 S 3	Phillips			16,106.61	16,106.61	16,106.61
11313	Palatine-Forrest City	6.000 Mi. Widening Shoulders	70 S 17	Monroe	17,957.63	12,849.75	3,748.00	12,849.75	30,807.38 F
11313	Palatine-Forrest City	1.100 Mi. Widening Shoulders	70 S 18	St. Francis	2,112.51	3,748.00	20,116.47	3,748.00	5,860.61 F
11314	Blackfish Lake-W. Memphis	4.800 Mi. Bit. Surface	70 S 20	Crittenden	86,264.16	20,116.47		20,116.47	106,380.63
11314	Blackfish Lake-W. Memphis	7.200 Mi. Bit. Surface	70 S 19 & 20	St. Francis	151,937.74	4,397.41	4,397.41	4,397.41	156,335.16 F

"F" Indicates Final
 — Indicates Minus

TABLE 15A—(Continued)
SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
FEDERAL AID MATCHING PROJECTS
July 1, 1948 to June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
11314 F 258-11	Blackfish Lake-W. Memphis	3.300 Mi. Bit. Surface	70 S 19 & 20	St. Francis Crittenden	40,743.30	11,537.82		11,537.82	52,281.12 F
11317 F 183-17	Kokomo-Hughes	5.486 Mi. Bit. Surface	79 S 16 & 17	St. Francis		7,173.25	67,949.53	75,122.78	75,122.78
11323 F 47-12	Hughes-Lehi	Concrete & Steel Bridge	79 S 18	Crittenden		6,293.00	25,950.68	31,243.68	31,243.68
11348 F 155-2	Blackfish Lake-Highway 50	15.100 Mi. Bit. Surface	70 S 19	St. Francis	63.60	34,782.75	116,463.18	151,245.94	151,245.94
11348 F 155-2	Monroe County Line-Marvel	0.698 Mi. Bit. Surface	20 S 2	Phillips		87,527.58	99,032.25	186,560.83	186,560.83
11382 U 620-1	Marion-St. Francis Levee	2.146 Mi. Bit. Surface	61 S 1	Crittenden			193,646.94	193,646.94	193,646.94
11362 F 520-2	Marion-St. Francis Levee	2.146 Mi. Conc. Surface	61 S 1	Crittenden			6,477.32	6,477.32	6,477.32
11362 F 520-4	Marion-St. Francis Levee	1.006 Mi. Asph. Conc. Surf.	61 S 1	Crittenden			3,626.58	3,626.58	3,626.58
11363 S 186-4	Holly Grove-North	6.516 Mi. Bit. Surface	17 S 1	Monroe			58,484.23	58,484.23	58,484.23
11368 F 317-5	Vandalia-North	6.651 Mi. Bit. Surface	17 S 1	Monroe			170.59	170.59	170.59
11396 F 208-13	Highway 76-Blackfish Lake	14.488 Mi. Asph. Conc. Pvt.	70 S 19	St. Francis			1,586.98	1,586.98	1,586.98
TOTAL DISTRICT NO. 1					\$ 1,537,637.08	\$ 951,443.10	\$ 342,458.83	\$ 1,293,901.93	\$ 2,831,439.01
DISTRICT NO. 2									
2280 F 224-5	Montrose-Lake Village	12.965 Mi. Bit. Surface	82 S 9 & 10	Ashley			135.93	135.93	135.93
2263 FAGH 224-4	Montrose	322 Foot Overpass	82 S 9	Ashley	14.16	46,731.98	8,211.91	38,520.17	38,520.17
2282-2316									
2282-2315	Star City-North	19.874 Mi. Bit. Surface	81 S 7	Jefferson	71,228.14	415.04	36,714.70	35,290.66	34,923.48 F
2295 F 224-7	Star City-North	19.874 Mi. Bit. Surface	81 S 7	Jefferson	198,033.63	4,623.57	21,618.27	26,241.84	224,275.37 F
2317 SG 72-2	Montrose Overpass Apprx.	2.235 Mi. Gravel Surface	82 S 9	Ashley			6,541.54	6,541.54	6,541.54
2317 SG 72-2	Dermott-Montrose	8.419 Mi. Gr. & Drain	165 S 2 & 3	Chicot	10,389.63	2,299.98		2,299.98	8,089.65 F
2339 F 453-2	Star City-North	3 Bridges	81 S 6 & 7	Jefferson	45,438.61	7,924.05		7,924.05	53,362.66 F
2345 F 224-6	Montrose-Lake Village	7 R C Bridges	82 S 10	Chicot		605.57	74,361.94	74,967.51	74,967.51
2346 S 72-6	Jerome-Montrose	6.350 Mi. Bit. Surface	166 S 1	Ashley		12,994.37	55,769.57	68,763.94	68,763.94
2346 S 72-5	Louisiana State Line-Willmot	4.291 Mi. Bit. Surface	165 S 1	Ashley		69,864.87		69,864.87	76,641.60 F
2364 SG 72-4	Dermott-Jerome	8.419 Mi. Bit. Surface	165 S 1	Ashley	16,776.98	2,220.04		2,220.04	429.47 F
2366 S 77-1	Wabaska-Stuttgart	16.282 Mi. Bit. Surface	79 S 10 & 11	Jeff. & Drew	2,649.51			11,160.37	30,064.25 F
2366 S 77-1	Wabaska-Stuttgart	16.282 Mi. Bit. Surface	79 S 10 & 11	Jeff. & Ark'as	18,903.89			80,633.18	95,795.88 F
2357 F 24-29	Euroda-Lk. State Line	7.665 Mi. Bit. Surface	65 S 22	Chicot	164,162.70	89,633.18		253,795.88 F	147,197.23 F
2359 F 284-5	Jerome-Montrose	3.800 Mi. Bit. Surface	79 S 10	Chicot	90,310.79	56,886.44		147,197.23 F	147,197.23 F
2371 F 482-1	Hamburg-South	1.861 Foot RC Bridge	79 S 10	Chicot			114,110.28	114,110.28	114,110.28
2377 AE 474-1	Pine Bluff	Traffic Survey	81 S 1	Ashley	62,552.44	3,114.88		3,114.88	59,787.56 F
2379 S 189-4	McGehee-Rohwer	11.400 Mi. Bit. Surface	1 S 1	Jefferson	6,000.00	2,476.00		2,476.00	3,625.00 F
2393 S 307-4	Pine Bluff-South	10.390 Mi. Bit. Surface	1 S 7	Deshia	36,670.52	95,860.06	34,221.06	128,571.11	160,241.63
TOTAL DISTRICT NO. 2					\$ 723,425.85	\$ 389,879.39	\$ 281,833.96	\$ 661,813.35	\$ 1,375,239.20
DISTRICT NO. 3									
3310 F 83-2	DeQueen-West	6.400 Mi. Bit. Surface	70 S 1	Sevier		23,978.11	4,166.18	19,811.93	128,964.92 F
3315 S 467-1	Bradley-North & South	14.805 Mi. Gravel Surface	29 S 1	Lafayette			77.19	77.19	77.19
3317 USED	Dierks-Kirby	3.664 Mi. Gravel Surface	70 S 4	Pike	30,987.35	8,313.80		8,313.80	22,673.55 F
3336 F 83-3	DeQueen-West	3 Bridges	70 S 1	Sevier	70,092.33	7,488.86		7,488.86	77,571.24 F
3348 USED	Dierks-Kirby	2 R C Bridges	70 S 4	Pike		152,372.18	84,424.50	67,947.68	67,947.68
3349 S 88-1&2	Washington-Nashville	11,758 Mi. Grade & Drain	4 S 5	Hempstead	110,607.66	4,308.96	0.00	4,808.96	105,803.70 F
3351 U 7-4	City of Texarkana	Widening Streets with Conc.	67 S 1	Miller	0.00	0.00	102,213.57	102,213.57	102,213.57
3351 U 214-11	City of Texarkana	0.254 Mi. Widening sta., conc.	71 S 2	Miller	0.00	0.00	7,237.56	7,237.56	7,237.56

"F" Indicates Final
 — Indicates Minus

TABLE 15A—(Continued)
SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
FEDERAL AID MATCHING PROJECTS
July 1, 1948 to June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-49	Expended 7-1-50	Total Expended Biennium	Total Expended to date
3353 S 166-8	Terre Rouge Creek	478 Ft. Bridge	24 S 5	Nevada	36,363.12	868.58	0.00	868.58	35,494.54 F
3354 S 166-5	Hwy. 53-Ouzachita Co. Line	7.08 Mi. Bit. Surface	24 S 6	Nevada	0.00	0.00	0.00	0.00	73,180.48
3355 S 88-3	Washington-Nashville	11.758 Mi. Bit. Surface	4 S 6	Hempstead	16,320.19	28,407.30	0.00	44,727.49	44,727.49 F
3356 S 166-4	Frescott-East	8.216 Mi. Bit. Surface	4 S 5	Nevada	34,172.80	8,089.21	0.00	42,262.01	42,262.01 F
3361 P 4-3	Texas-Kanu-Garland City	13.874 Mi. Bit. Surface	82 S 1	Miller	19,532.29	27,075.74	9,165.70	55,773.73	55,773.73 F
3361 P 184-3	Texas-Kanu-Garland City	13.874 Mi. Bit. Surface	82 S 1	Miller	176,127.77	96,742.54	11,990.16	362,860.47	362,860.47 F
3363 S 202-5	Hortulo-DeQueen	290 Ft. Bridge	41 S 1	Sevier	12,861.82	17,865.38	0.00	30,727.20	30,727.20 F
3365 S 202-4	DeQueen-South	1.66 Mi. Bit. Surface	41 S 1	Sevier	37,414.52	7,169.51	1,419.08	45,993.11	45,993.11 F
3369 F 4-4	Texas-Kanu-Garland City	R. C. Bridge-122 Ft.	82 S 1	Miller	91.88	16,156.22	1,919.98	18,168.08	18,168.08 F
3370 F 222-6	Red River Bridge at Index	Conc. Approaches & R.C. Brid.	71 S 8	Miller	0.00	0.00	356.13	356.13	356.13
3381 ERS-25	DeQueen-Lockesburg	Gravel Surface	County Road	Sevier	0.00	6,994.80	6,690.61	13,685.41	13,685.41 F
3381 ERS-26	DeQueen-Lockesburg	Gravel & Conc. Culverts	County Road	Sevier	0.00	3,574.05	4,173.99	7,748.04	7,748.04 F
3381 ERS-27	DeQueen-Lockesburg	Gravel Surface	County Road	Sevier	0.00	3.87	499.41	503.28	503.28 F
3382 ERS-28	DeQueen-Lockesburg	Gravel Surface	County Road	Sevier	0.00	3.87	246.51	250.38	250.38 F
3382 ERS-29-1	Rolling Fork Bridge	Gravel Surface	County Road	Sevier	0.00	8,687.71	10,077.83	18,765.54	18,765.54 F
3393 F 263-4	Rolling Fork Bridge	10.881 Mi. Bit. Surface	67 S 2	Hempstead	0.00	0.00	9,975.51	9,975.51	9,975.51 F
3394 F 204-3	Jct. 71-Dierks	7.932 Mi. Gravel Surface	70 S 2 & 33	Sevier & Howard	0.00	0.00	819.08	819.08	819.08 F
3406 ERS 30-1	Rolling Fork River	Gravel & R.C. Bridge	County Road	Sevier	0.00	0.00	1,517.53	1,517.53	1,517.53 F
TOTAL DISTRICT NO. 3					\$ 548,712.67	\$ 389,623.01	\$ 83,175.06	\$ 472,798.07	\$ 1,121,511.74
DISTRICT NO. 4									
4295 S 312-5	Hartford-Hackett	2 Bridges 459 Feet	46 S 1	Sebastian	50,699.30	15,113.63	0.00	65,812.93	65,812.93 F
4300 S 137-1	Waldron-Boneville	13.400 Mi. Gravel Surface	23 S 1 & 2	Scott & Logan	137,854.79	14,247.01	0.00	152,101.80	152,101.80 F
4316 S 326-3	Norman-Mount Ida	7.800 Mi. Bit. Surface	27 S 6	Montgomery	54,800.87	12,875.40	0.00	67,676.27	67,676.27 F
4317 S 326-3	Mena-Road Camp	9.240 Mi. Bit. Surface	8 S 1	Folk	77,776.40	41,062.11	391.92	119,347.18	119,347.18 F
4318 S 137-2	Waldron-Boneville	3 R.C. Bridges	23 S 1 & 2	Scott & Logan	0.00	30,746.75	34,238.40	64,985.15	64,985.15 F
4320 S 95-1	Paris-Magazine	2.934 Mi. Gravel Surface	109 S 2	Logan	63,002.11	13,565.63	0.00	76,567.74	76,567.74 F
4322 S 333-5	Figure 5 North	4.468 Mi. Gravel Surface	69 S 5	Crawford	74,076.48	7,222.83	0.00	81,300.31	81,300.31 F
4323 S 326-4	Mena-Norman	5 R.C. Bridges	8 S 1	Polk	0.00	5,392.92	66,898.83	72,291.75	72,291.75 F
4326 S 326-5	Norman-Road Camp	Culverts & R.C. Bridges	8 S 1 & 2	Polk & Montgomery	0.00	0.00	61.30	61.30	61.30 F
4329 S 333-5	Van Buren-Cedarville	9.425 Mi. Bit. Surface	59 S 5	Crawford	51,925.34	8,360.87	0.00	60,286.21	60,286.21 F
4331 DA-03-050	Fort Smith-Van Buren	Remodel Bridge Structure	64 S 2	Sebastian & Crawford	0.00	0.00	79.28	79.28	79.28 F
4333 F 216-6	Van Buren-Alma	R.C. Bridge	64 S 2	Crawford	0.00	0.00	29.56	29.56	29.56 F
4333 F 216-7	Van Buren-Alma	4.903 Mi. Gr. Dr. & 3 R.C. Bridges	64 S 2	Crawford	0.00	0.00	27.31	27.31	27.31 F
4355 S 333-7	Cedarville-Evansville	9.828 Mi. Gravel Surface	59 S 5	Crawford	0.00	0.00	102,993.55	102,993.55	102,993.55 F
4351 S 333-8	Cedarville-North	9.842 Mi. Bit. Surface	60 S 5	Crawford	0.00	0.00	48.76	48.76	48.76 F
4353 F 243-4	Midland Ave.-St. Louis	2.798 Mi. Conc. Pavement	64 S 1	Sebastian	0.00	0.00	38.00	38.00	38.00 F
TOTAL DISTRICT NO. 4					\$ 510,186.38	\$ 79,416.21	\$ 204,008.56	\$ 283,424.77	\$ 793,560.15
DISTRICT NO. 5									
5221 F 63-5	Searcy-Judsonia	1.400 Mi. Grade & Drain	67 S 13	White	29,062.26	2,013.51	0.00	31,075.77	31,075.77 F
5221 F 63-7	Searcy-Judsonia	1.200 Mi. Grade & Drain	67 S 13	White	11,658.07	3,721.92	0.00	15,379.99	15,379.99 F
5221 F 260-5	Searcy-Judsonia	7.783 Mi. Grade & Drain	67 S 13	White	3,297.19	6,246.70	0.00	9,543.89	9,543.89 F
5221 F 496-1	Searcy-Kuscutt	3.768 Mi. Grade & Drain	67 S 13	White	11,125.39	19,960.70	0.00	31,086.09	31,086.09 F
5233 F 63-6	Searcy-Judsonia	2 Bridges	67 S 13	White	111,894.16	27,158.01	186.70	139,238.87	139,238.87 F
5235 F 63-8	Judsonia-Searcy	2 Bridges	67 S 13	White	759.15	24,555.30	18.00	25,392.45	25,392.45 F
5246 F 497-1	Mountain Home-Norfolk Rd	5.290 Mi. Gr. Dr. & Bit. Surface	5 S 8	Baxter	6,763.63	32,757.72	35,884.35	75,405.70	75,405.70 F
5251 N-Dam	Operation, Henderson Ferry	Bridge	County Road	Baxter	19,778.42	2,528.01	1,890.16	24,196.59	24,196.59 F
5252 ERS-5	Higden-Stark	Bit. Surface	County Road	Cleburne	16,805.50	2,881.24	16,805.50	36,492.24	36,492.24 F
5257 S 449-1	Calico Rock-Brockwell	Bit. Surface	66 S 1	Leard	47,167.24	99,581.24	34,038.45	180,786.94	180,786.94 F
5259 F 456-2	Mammoth Springs-South	Gr. Dr.-Bit. Sur.	63 S 1	Fulton	0.00	1,214.43	0.00	1,214.43	1,214.43 F

—F— Indicates Final
 —I— Indicates Incomplete

TABLE 15A—(Continued)
 SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
 FEDERAL AID MATCHING PROJECTS
 July 1, 1948 to June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
6379 S 76-2	Humnoke-Stuttgart	4 Bridges	30 S 3 & 4	Lon'e & Prai'e	27,126.04	54,862.07	81,478.11	81,478.11
6380 F 103-3	Conway-White Co. Line	18.522 Mi. Bit. Surface	64 S 9	Faulkner	56,486.22	88,492.36	148,978.57	148,978.57
6381 F 103-4	Conway-East	8 Bridges	64 S 9	Faulkner	40.45	64,784.60	64,784.60	64,784.60
6389 F 150-7	N. L. R. Fedest'n Underpass		66 S 11	Fulaski		6,620.17	5,620.17	6,520.17
6417 F 176-2	Central Ave., Hot Springs	1.741 Mi. Asph. Hot Mix-B&S	70 S 9	Garland		37.03	37.03	37.03
TOTAL DISTRICT NO. 6					\$ 566,882.78	\$ 279,900.34	\$ 774,449.59	\$ 1,380,332.37
DISTRICT NO. 7								
7266 F 223-8	McNeill-Stephens	9.100 Mi. Bit. Surface	79 S 2 & 3	Quachita & Columbia	151,377.26	3,466.46	3,877.44	3,877.44
7278 FAGM 299-7	Fordyce Overpass		79 S 3	Quachita	1,388.78	21,423.37	22,768.10	22,768.10
7279 F 233-10	Stephens-Camden	16.253 Mi. Bit. Surface	79 S 3	Quachita	67,897.44	57,897.44	266,350.42	266,350.42
7288 F 461-1	Warren-Willmar	2 Conc.-Steel Bridges	4 S 13	Bradley	189,121.43	58,776.71	257,897.14	257,897.14
7325 F 223-11	Stephens-Camden	387 Ft. Bridge	79 S 3	Quachita	66,207.90	10,276.23	10,276.23	44,932.67
7364 F 466-1	Hampton-Harrel	3.084 Mi. Bit. Surface	4 S 11	Calhoun	35,869.46	9,544.20	44,913.68	44,913.68
7367 F 200-7	Little Mo. Riv.-Gurdon	2.360 Mi. Asph. Conc. Sur.	67 S 4	Clark		34,487.08	34,487.08	34,487.08
7367 F 265-6	Little Mo. Riv.-Gurdon	4.732 Mi. Asph. Conc. Sur.	67 S 4	Clark		74,470.80	74,470.80	74,470.80
7367 F 265-7	Little Mo. Riv.-Gurdon	1.740 Mi. Asph. Conc. Sur.	67 S 4	Clark		22,637.46	22,637.46	22,637.46
7370 F 232-3	Magnolia-Union Co. Line	13.706 Mi. Bit. Surface	82 S 4 & 5	Union & Columbia		53,487.91	53,487.91	53,487.91
7388 F 226-2	Jet. 79-Local, Bayou Rd.	6.957 Mi. Gravel Base	4 S 9 & 10	Calhoun		52.50	52.50	52.50
7388 S 10-2	Magnolia-South Road	12.857 Mi. Gravel Base	182 S 1	Columbia		176.80	176.80	176.80
TOTAL DISTRICT NO. 7					\$ 419,866.93	\$ 279,986.37	\$ 554,985.17	\$ 971,572.10
DISTRICT NO. 8								
8216 F 261-4	Gleason-Menifec	3.157 Mi. Grad. & Drainage	64 S 7	Conway		24,570.46	24,570.46	24,570.46
8255 S 170-4	Dover-North	4.995 Mi. Bit. Surface	7 S 15	Fope	52,769.02	22,288.38	22,288.38	76,057.40
8257 F 171-2	Dardanelle-Russellville	2.878 Con. Pavet' & 2 Bridges	7 S 14	Pope		10,975.71	10,975.71	10,975.71
8262 S 67-1	Perryville-Houston	6.478 Mi. Bit. Surface	69 S 1	Perry	50,128.19	36,556.20	35,656.20	96,684.38
8268 SG 283-2	Ola-Dardanelle	0.305 Mi. Bit. Surface	7 S 13	Yell	202.65	7,571.67	588.66	791.31
8274 USED	Appr. Ark. R. Brid.-Mor'ton	0.399 Dit. Sur. Rem'el 2 Br'ges	0 S 7	Conway		6,983.01		6,983.01
8287 S 198-1	Dover-Hector	10.548 Mi. Grav. & 4 Cul. & 2 Bridges	27 S 11	Pope		77.93	77.93	77.93
8300 S 138-1	Clarksville-Orone Road	7.028 Mi. Gravel & 2 Bridges	21 S 1	Johnson		40.27	40.27	40.27
8301 F 1261-5	Gleason-Menifec	3.242 Mi. Conc. Pavement	64 S 7	Conway		40.20	40.20	40.20
8278 S 170-5	Dover-Forest Boundary Rd.	4.373 Mi. Bit. Surface	7 S 15	Pope	77,511.68	26,330.09	103,841.77	103,841.77
TOTAL DISTRICT NO. 8					\$ 113,099.86	\$ 143,927.93	\$ 199,045.04	\$ 312,146.80
DISTRICT NO. 9								
9200 S 85-6	Fayetteville-Goshen	3.300 Mi. Bit. Surface	46 S 5	Washington	48,709.96	6,431.63	6,431.63	49,141.59
9201 F 370-8 & 9	Bellefonte-Yellville	14.00 Mi. Bit. Surface	62 S 7 & 8	Boone & Mar'n	301,816.77	19,162.86	19,162.86	282,662.91
9201 AFSN 36-A-3	Fayetteville	Surveys By-Feas	71 S 16	Washington	314.98	901.16	901.16	1,216.14
9213 ERS 9-1	Beaver-Eureka Springs	0.206 Gravel Surface	County Road	Carroll	3,269.97	2,804.54	3,893.83	633.86
9214 WER 21	Garfield-Eureka Springs	186 Ft. Bridge	County Road	Benton	9,478.61	9,263.86	6,198.37	224.75
9220 S 36-9	Goshen-Hindaville	4.826 Mi. Bit. Surface	46 S 5 & 6	Washington				48.00
9221 F 370-10	Bellefonte-Yellville	Overpass & Bridge	62 S 8	Boone	14,942.56	57,682.51	6,234.44	78,769.51
9222 S 194-1	Huntsville-East	7.00 Mi. Bit. Surface	68 S 3	Madison				23,410.46
9224 ERS 23	St. Paul-Crosses	Bridge	18 S 4	Madison	8,670.95	8,243.23	6,405.97	2,266.01
9229 S 286-3	Jasper-North	5.381 Mi. Bit. Surface	7 S 18	Newton				62,971.50

*F** Indicates Final
 — Indicates Minus

TABLE 15A.—(Continued)
 SCHEDULE OF EXPENDITURES FROM STATE FUNDS FOR CONTRACT CONSTRUCTION
 FEDERAL AID MATCHING PROJECTS
 July 1, 1948 to June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
INTER DISTRICT AND MISCELLANEOUS									
1186 F 461-2	Warren-Wilmar	6.760 Mi. Gravel Surface	4 S 13 & 14	Bred. & Drew	17,039.71	\$ 113,266.18	\$ 10,476.88	\$ 102,789.80	\$ 119,829.51
1197 S 872-4	Cross Roads-Jet. 9	8.600 Mi. Gravel Surface	10 S 6 & 7	Ferry & Putaski	41,788.00	2,182.90		2,182.90	39,605.19 F
1180 F 893-3	Rison-Pine Bluff	14.700 Mi. Grade & Drain	79 S 7, 8, 9	Cleve. & Jeff.	135,025.47	2,095.47		2,095.47	132,930.00 F
1200 F 14-6	Sheridan-Pine Bluff	8.864 Mi. Bit. Surface	270 S 10 & 11	Grant & Jeff.		37,423.78	76,283.12	113,676.90	113,676.90 F
1201 F 393-4	Rison-Pine Bluff	172 Ft. Bridges	79 S 8 & 9	Cleve. & Jeff.	24,324.31	1,295.44		1,295.44	26,619.75 F
1202 F 384-9	Stuttgart-Ulm	10.922 Mi. Asph. Hot Mix	79 S 11 & 12	Ark. & Prairie			72.81	72.81	72.81
1203 F 400-3	Ulm-Clarendon	Bit. Surf., 2 Erid.	79 S 12 & 13	Fra. & Monroe			44.10	44.10	44.10
1207 F 344-4	Ravendon-Hardy	8.415 Bit. Surf. & 2 Bridges	63 S 2 & 3	Lawr. & Sharp			44,036.39	44,036.39	44,036.39
1208 S 76-1	Humnoke-Stuttgart	3.7 Mi. Gravel	30 S 3, 4, 5	Lonoke, Ark.					
1221 F 393-5	Pine Bluff-Rison	14.733 Mi. Bit. Surface	79 S 7, 8, 9	Cleve. & Jeff.	54,890.37	3,393.66		3,393.66	51,496.71 F
1222 FG 47-1	Town of Louise	Flashing Light		Crittenden	66,121.70	86,161.94	31,138.10	117,300.04	183,421.74
1222 FG 188-3	Town of Cavell	Flashing Light		Woodruff			1.38	1.38	1.38
1222 FG 206-6	City of Faragould	Flashing Light		Greene			20.72	20.72	20.72
1223 S 26-1	McCrory-Tupelo	7.300 Mi. Gravel	17 S 5 & 6	Jack. & Woodr.	68,211.70	22,295.75	28.73	28,73	28,73
1224 S 26-2	McCrory-Tupelo	1333 Ft. Bridges	17 S 5 & 6	Jack. & Woodr.	32,386.67	43,206.11		22,295.76	80,607.46 F
1225 S 372-6	Cross Roads-Jet. 9	8.600 Mi. Bit. Surface	10 S 6 & 7	Perry & Pul.	26,295.86	16,250.51	17,490.76	60,686.87	98,093.54
1226 F 260-8	Ward-Beebe	3.586 Mi. Conc. P.vt. & 1 Brid.	67 S 11 & 12	White & Lon.			583.42	583.42	41,546.37 F
1227 SG 174-1	Town of Waldo	Flashing Light	19 S 1	Columbia		9.25		9.25	9.25
1227 FG 519-1	City of Pine Bluff	Flashing Signal	65 S 14	Jefferson			94.48	94.48	94.48
1228 SG 171-1	Town of Kensett	Flashing Signal		White		3.27	6,784.00	6,787.27	6,787.27
1228 SG 173-1	City of Cabot	Flashing Signal	88 S 1	Lonoke			111.27	111.27	111.27
1229 FAGM 180-1	City of Van Buren	Flashing Signal		Crawford			1,415.01	1,415.01	1,415.01
1229 SG 818-4	Town of Marion	Flashing Signal		Crittenden			1,897.22	1,897.22	1,897.22
1222 SG 804-3	City of Stamps	Flashing Signal		Lafayette			89.16	89.16	89.16
1222 SG 888-1	Town of McNeil	Flashing Signal		Columbia			67.47	67.47	67.47
1222 SG 871-2	City of Camden	Flashing Signal		Columbia			76.77	76.77	76.77
1222 SG 872-2	Harmony Grove	Flashing Signal		Ouachita			48.98	48.98	48.98
1228 F 36-2	Gilmore-Marked Tree	8.128 Mi. Grade & Drain	63 S 9	Poinsett			3,448.19	3,448.19	3,448.19
1238 F 83-7	Caddo Gap-Glenwood	8.442 Mi. Bit. Surface	8 S 2 & 3	Crittenden			1,721.17	1,721.17	1,721.17
1242 F 159-1	Cherry Valley-North	3.487 Mi. Gravel Base	1 S 14 & 15	Montg. & Pike			1,163.69	1,163.69	1,163.69
1247 F 217-6	Stuttgart-Ulm Road		79 S 11 & 12	Ark. & Pra.			46.54	46.54	46.54
1202 F 400-2							40.00	40.00	40.00
TOTAL INTER DISTRICT AND MISCELLANEOUS					\$ 455,093.88	\$ 311,240.21	\$ 167,444.73	\$ 475,884.94	\$ 984,778.82
GRAND TOTALS					\$ 7,292,676.56	\$ 3,986,981.47	\$ 2,191,076.94	\$ 7,176,958.41	\$ 14,469,634.97

"F" Indicates Final
 — Indicates Minus

TABLE 15B
STATE JOBS BEING CONTRACTED BY CONTRACT
From July 1, 1948 to July 1, 1950

Job No.	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
11206	Brinkley-Cotton Plant Road	7.002 Mi. Bit. Surface	17 S 3	Monroe	\$ 12,516.58	\$ 168,562.21	\$ 29,666.37	\$ 188,218.58	\$ 188,218.58 F
11311	Wynne	3.991 Mi. Drainage ditches	1 S 64	Cross	393.63	.....	.....	393.63	12,900.16 F
11312	Helena-South	58 Ft. Concrete & Steel Bridge	20 S 4	Phillips	50.47	10,798.99	.....	10,798.99	10,849.46 F
11316	Helena-Elaine	18.320 Mi. Conc. Widening Str.	44 S 3	Phillips	169,425.60	2,864.62	.....	2,864.62	162,290.21 F
11321	Des Arc-Cotton Plant Road	Conc. & Steel Bridge	38 S 2	Woodruff	33.24	40,920.40	.....	40,920.40	40,920.40 F
11382	Wabash-Northeast Road	9.940 Widening with Concrete	44 S 3	Phillips	.....	118,948.46	.....	118,948.46	118,948.46 F
11387	Cotton Plant-South & West	11.972 Mi. Bit. Surface	17 S 2	Woodruff	.....	.....	126,464.50	126,464.50	126,464.50 F
11405	Little Dixie-Dixie Road	4.963 Mi. Gravel Surf.-1 Bridge	38 S 3 & 4	Monroe	.....	.....	38.81	38.81	38.81
2382	Althamer-Cornerstone	11.146 Mi. Bit. Surface	38 S 4	Woodruff	.....	64,900.86	.....	64,900.86	228,588.53
2389	Montrose-East & West	2.670 Mi. Bit. Surface	88 S 9	Jefferson	.....	7,426.56	.....	7,426.56	46,958.56
2402	Lodge Corner-East & North	4.200 Mi. Bit. Surface	82 S 9	Ashley	.....	.....	64,355.01	64,355.01	64,355.01 F
3301	Hope-Washington	7.965 Mi. Bit. Surface	11 S 6	Arkansas	.....	.....	256,706.91	256,706.91	256,706.91 F
3370	City of Hope	Improve 3rd St.	4 S 5	Hempstead	82.16	.....	.....	82.16	.....
3375	Lewisville-South	Hauling Gravel 22 Miles	67 S 1	Hempstead	38,744.65	20,051.41	.....	58,796.06	58,796.06 F
3386	Louisiana Line-Bradley	5.400 Mi. Gravel Surface	29 S 1	Lafayette	23,494.39	6,888.74	.....	30,383.13	30,383.13 F
3390	Nashville-Otan	9.138 Mi. Bit. Surface	28 S 1	Lafayette	.....	32,375.37	.....	32,375.37	22,499.30 F
4342	Booneville-Cauxville	0.736 Mi. Conc. Surface	4 S 4 & 5	Hempstead & Howard	.....	.....	.....	.....	.....
4344	Van Buren City Connection	1.945 Mi. Gravel Surf. & 5 Bridges	28 S 3, 4, 5	Logan & Franklin	.....	73,812.03	.....	73,812.03	170,815.68 F
4345	Cherry Hill-Pencil Bluff	757 Ft. R. C. Bridges	88 S 2 & 3	Crawford	.....	.....	105,148.07	105,148.07	105,148.07
4346	Needmore-Forrester	0.567 Mi. Gravel Surf.	96 S 3	Scott	.....	.....	60,559.91	60,559.91	60,559.91
4347	Lavaca-East	12.692 Mi. Bit. Surface	16 S 12 & 13	Cleburne & White	.....	.....	36,972.25	36,972.25	36,972.25 F
5329	Pangburn-Heber Springs	9.000 Mi. Bit. Surface	6 S 9	Baxter	.....	.....	94,789.29	94,789.29	94,789.29
5332	Mitway-Mo. State Line	1.470 Mi. Gravel Shoulders	67 S 16	Jackson	.....	.....	64,691.45	64,691.45	64,691.45 F
5383	Newport-Independence Co. L.	475 Ft. Conc. Bridge	11 S 10	Prairie	66,886.88	16,736.50	.....	83,623.38	83,623.38 F
5478	Des Arc-Griffithville	12.677 Mi. Bit. Surface	25 S 1	Faulkner	.....	.....	169,383.27	169,383.27	169,383.27
7155	Greenbrier-Quitman	12.140 Mi. Bit.	4 S 12	Bradley	.....	.....	86,565.44	86,565.44	86,565.44 F
7256	La. Line-North	11.310 Mi. Bit. Surface	132 S 1	Columbia	113,760.01	.....	.....	113,760.01	113,760.01 F
7257	Plainview-Nimrod Road	Mi. Bit. Surface	60 S 2 & 3	Yell & Perry	9,225.23	64,565.51	.....	73,790.74	73,790.74 F
9255	Solgobacia No. & So. Road	18.970 Bit. Surface	9 S 8	Conway	.....	.....	299,784.61	299,784.61	299,784.61
9257	Huntsville-Witter Road	4.443 Mi. Bit. Surface	23 S 8	Madison	.....	.....	92,912.28	92,912.28	92,912.28
9267	Goshen-West Road	3.319 Mi. Bit. Surface	45 S 5	Washington	.....	60.98	.....	60.98	60.98
9274	Henderson Creek	.....	.....	.....	.....	.....	70,961.17	70,961.17	70,961.17
9285	Huntville Road	5.990 Mi. Bit. Surf. & Drainage Stru	23 S 8	Madison	.....	.....	98,269.71	98,269.71	98,269.71
10308	Dry Fork Bridge Connection	7.422 Mi. Bit. Surf. & 1 Bridge	149 S 2	Carroll	.....	.....	19,248.93	19,248.93	19,248.93
10362	Caraway-Black Oak Road	3.400 Mi. Bit. Surf. & 2 Brid. 14 S 16 & 181 S 1	149 S 2	Craighead	.....	.....	128,155.10	128,155.10	128,155.10
10363	Marie-Reiser Road	6.992 Mi. Gravel Base, Bit. Surf.	90 S 1	Mississippi	104.48	.....	.....	104.48	79,882.37
10368	Rector-East Road	7.110 Mi. Base Course & Bit. Surf.	139 S 1	Clay	.....	.....	109,860.80	109,860.80	109,860.80
10368	Monnette-Mo. State Line Rd.	.....	.....	.....	.....	.....	67,020.33	67,020.33	67,020.33
10378	Jonesboro-East	2.500 Gravel Surface	63 S 7	Craighead	.....	.....	13,239.06	13,239.06	13,239.06
TOTALS					\$ 291,066.51	\$ 605,209.55	\$ 2,813,274.54	\$ 8,418,484.09	\$ 9,709,550.50

"F" Indicates Final
— Indicates Minus

TABLE 15C
STATE PROJECTS—BY STATE FORCES
July 1, 1948 to July 1, 1950

Project Number	State	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
DISTRICT NO. 1										
118 M	State	1 Mile East Keevil	Min. Gravel Detour	70 S 14	Monroe	\$	\$	5,217.08	\$ 5,217.08	\$ 5,217.08 F
11215 M	State	609 Ft. Roadway Marianna Rd.	Asphalt Surface	79 S 16	Lee			1,785.78	1,785.78	1,785.78
11206 M	State	Detour-Marianna Underpass	Gravel	1 S 10	Lee			651.36	651.36	651.36 F
11223 M	State	1 1/2 Mi. Bayou	Timber & Steel Bridge	79 S 18	Crittenden			482.60	482.60	482.60 F
11233 M	State	Memphis & Marion	Reinforced Conc. Bridge	61 S 1	Crittenden		30.84	87,987.12	87,987.96	87,987.96
11347 M	State	Turrell-Twist	Construct Side Drains	42 S 4	Crittenden	1,530.16	6,470.88		6,470.98	8,001.14 F
11348 M	State	City of Marvell-Stock yards	Gravel Detour	20 S 2	Phillips		91.20		91.20	91.20 F
11363 M	State	Holly Grove Route 79	Ornamental Island	17 S 1	Monroe		1,297.69	15,227.40	15,227.40	15,227.40 F
11375 M	State	West Memphis Jct. 61 & 70	Rebuild 2 Bridges	42 S 2	Cross		2,890.51	7,820.17	10,700.68	10,700.68 F
11383 M	State	Brushy Lake Bridge	Treated Timber Bridge	75 S 2	Cross		137.40	2,476.02	2,613.42	2,613.42 F
11384 M	State	Parkin-South	Class B-Concrete	38 S 2	Woodruff		5,528.27	35,428.22	40,957.49	40,957.49 F
11386 M	State	Cotton Plant-Jct. 33	Timber Bridge	149 S 2	St. Francis			9,167.41	9,167.41	9,167.41 F
11390 M	State	Heth Bridge	Const. Road Around School	70 S 20	Monroe			2,942.89	2,942.89	2,942.89 F
11391 M	State	Fargo Negro Ind. School	New Hand Rail-South Side	70 S 3	Crittenden			21,008.31	21,008.31	21,008.31 F
11392 M	State	Harahan Bridge	Raise Grade, Repair Grav. Surf.	1 S 6	Cross			5,449.46	5,449.46	5,449.46 F
11393	State	Parkin-2 Mi.	C-nctur New Timber Bridge	61 S 1	Monroe			24,750.68	24,750.68	24,750.68 F
11394 M	State	Monroe County	3.2 Mi. Conc. Binder-Ky'k Surf.	75 S 7	Crittenden			69,569.12	69,569.12	69,569.12 F
11398 M	State	12 Mi. South Jct. 54 Caney Creek	Replace Timber Bridge	39 S 4	Woodruff			3,640.28	3,640.28	3,640.28 F
11402 M	State	Fortane Slough Bridge	Timber Bridge	75 S 7	Cross			693.60	693.60	693.60 F
11405 M	State	Jct. 17-1.8 Mi. South	Clear R.W., Raise Grade-Gr.	1 S 6	Monroe			501.74	501.74	501.74 F
11409 M	State	Hickory Ridge-Tilton	Clear R.W., Gr. Base, Bit. Surf.	39 S 6	Cross			6,753.60	6,753.60	6,753.60 F
						\$	\$ 1,630.16	\$ 16,345.78	\$ 271,617.94	\$ 289,493.88
TOTAL DISTRICT NO. 1										
DISTRICT NO. 2										
2260 M	State	Little Bayou-Ward Bayou	Const. Fills on 6 Bridges-Gravel	10 S 9	Chicot			4,609.29	4,609.29	4,609.29 F
2385 M	State	Jct. 133-82 Crosscut	Widening Pavement	133 S 1	Ashley		2,977.31	1,666.64	4,633.96	4,633.96 F
2386 M	State	Highway 65 Old & New	Relocate Highway 8	8 S 17	Chicot		4,649.09		4,649.09	4,649.09 F
2387 M	State	Bayou Bluff-Altheimer	Ark. River Bridge Traf. Light	79 S 10	Jefferson		1,694.46		1,694.46	1,694.46 F
2388 M	State	Bayou Meto	Rebuild Bridge	11 S 5 & 6	Jefferson		10,237.83		10,237.83	10,237.83 F
2389 M	State	Sturgian-Main Street	5x3x120 TC Box Culvert	11 S 7	Arkansas		3,880.06		3,880.06	3,880.06 F
2391 M	State	Candy Bayou	Timber Bridge	11 S 8	Lincoln		4,662.51		4,662.51	4,662.51 F
2394 M	State	City of Hamburg	Gravel Base-Premix Asphalt	81 S 2A	Ashley		3,952.47		3,952.47	3,952.47 F
2395 M	State	Tucker-Jct. U. S. 79	Double Bit. Treatment	16 S 8	Jefferson		33,188.32	120,184.44	153,372.76	153,372.76 F
2396 M	State	Arkansas-Louisiana Line-North	Rep'y Timber with Conc. Pipe	159 S 14	Chicot		14,732.63	19,469.43	34,202.06	34,202.06 F
2397 M	State	Wagon Bayou	Replace Timber Bridge	11 S 3	Lincoln		4,728.80	5,854.36	10,583.16	10,583.16 F
2400 M	State	Star City-South	Iron Br.-Army Surplus	11 S 2	Lincoln		1,575.65	2,601.29	4,176.94	4,176.94 F
2401 M	State	Deep Bayou	Clearing R.W. 2 Timber Brid.	11 S 3	Lincoln			7,930.98	7,930.98	7,930.98 F
2403 M	State	Arkansas Co.	12 Mi. Gravel Road	1 S 3	Arkansas			6,187.18	6,187.18	6,187.18 F
2404 M	State	Ashley Co.	Replace Bridge-Cresote Piling	8 S 14	Ashley			21,605.61	21,605.61	21,605.61 F
2405 M	State	Bayou Macon	Rehabe & Gravel	144 S 2	Chicot			13,300.19	13,300.19	13,300.19 F
2406 M	State	Ashley Co.	Replace Br., Army Truss. Clus Files	62 S 1	Ashley			10,176.45	10,176.45	10,176.45 F
2407 M	State	Ashley Co.	Files	8 S 14	Ashley			21,271.63	21,271.63	21,271.63 F
2408 M	State	Ashley-Drew-Chicot Co. Line	Replace 4 Tim. Br. T.T. Piles	144 S 2	Chicot			5,467.11	5,467.11	5,467.11 F
2409 M	State	Eudora South to La. Line	Raise Grade-Widen Crown	159 S 1	Chicot			41,182.86	41,182.86	41,182.86 F
2411 M	State	Dermott West-6 Miles	Ditching, Gravel Bit. Surf.	35 S 8	Drew			3,146.42	3,146.42	3,146.42 F
2413 M	State	DeWitt to 4 Mi. East	Widen Pavement-Cr'hd Stone, Asph.	1 S 6	Arkansas			16,116.58	16,116.58	16,116.58 F
						\$	\$ 67,192.02	\$ 306,688.13	\$ 373,880.15	\$ 373,880.15
TOTAL DISTRICT NO. 2										

"F" Indicates Final
— Indicates Minus

TABLE 15C--(Continued)
STATE PROJECTS--BY STATE FORCES
July 1, 1948 to July 1, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
DISTRICT NO. 3									
3354 M	State	Detour County Doad	24 S 5	Nevada	\$	\$	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00 F
3377 M	State	Nashville-Prescott	24 S 8	Hempstead	14,728.11	2,066.20	866.12	2,922.05	2,922.05 F
3378 M	State	Foreman-Asdown	32 S 8	Hempstead	9,243.19	76,987.17	1,481.33	3,788.46	3,788.46 F
3379 M	State	Abhdawn-Texasana	71 S 3 & 4	Little River		14,629.40	16,723.14	27,848.61	27,848.61 F
3384 M	State	Horatio-Little River	41 S 1	Sevier		2,800.00	899.66	2,240.75	2,240.75 F
3387 M	State	Prescott-Terre Rouge Creek	19 S 1	Nevada		12,234.21	74,270.97	74,270.97	74,270.97 F
3388 M	State	Mineral Spgs.-Howard Co. Line	27 S 2	Nevada		16,627.20	8,589.28	3,580.28	3,580.28 F
3392 M	State	Bradley-West Bridge	160 S 1	Lafayette		6,831.91	1,474.95	8,106.86	8,106.86 F
3395 M	State	Columbus-Saratoga Bridge	73 S 1	Howard		6,081.95	1,084.28	7,166.23	7,166.23 F
3396 M	State	Lockenburgh-East Bridge							
3397 M	State	Blevins-West Bridge	24 S 1	Sevier		2,558.93	866.12	2,922.05	2,922.05 F
3398 M	State	Highway 24-Nevada, County Line	63 S 2	Hempstead		12,125.47	1,481.33	3,788.46	3,788.46 F
3399 M	State	1/2 Mi. North Prescott	19 S 5	Nevada		1,541.10	16,723.14	27,848.61	27,848.61 F
3400 M	State	Jct. 24 Center Point	4 S 3	Howard			899.66	2,240.75	2,240.75 F
3401 M	State	Messer Creek	19 S 5	Howard			74,270.97	74,270.97	74,270.97 F
3402 M	State	5 Mi. East of Hope	19 S 5	Nevada			8,589.28	3,580.28	3,580.28 F
3403 M	State	Garland City-South	19 S 5	Nevada			10,199.41	10,199.41	10,199.41 F
3409 M	State	3 Mi. North of Prescott	56 S 2	Miller			3,195.24	3,195.24	3,195.24 F
3411 M	State	3.5 Mi. North of Jct. 57	24 S 4	Nevada			19,131.90	19,131.90	19,131.90 F
3412 M	State	1.5 Mi. North of Prescott	24 S 4	Nevada			2,835.72	2,835.72	2,835.72 F
3413 M	State	Jct. 4 & 19 North & South	19 S 5	Nevada			1,795.83	1,795.83	1,795.83 F
3414 M	State	1 Mi. N.W. Ben Lomand	4 S 7	Nevada			1,305.97	1,305.97	1,305.97 F
3415 M	State	Prescott-South	27 S 3	Sevier			2,534.80	2,534.80	2,534.80 F
3416 M	State	Hempstead-Howard County Line	19 S 4	Nevada			3,439.21	3,439.21	3,439.21 F
3417 M	State	1 Mi. North through McCaskill	55 S 1	Howard			46,173.96	46,173.96	46,173.96 F
3418 M	State	2 Mi. through Blevins	24 S 3	Hempstead			2,659.78	2,659.78	2,659.78 F
3420 M	State	1 Mi. through Daisy	24 S 3	Hempstead			3,331.23	3,331.23	3,331.23 F
3421 M	State	5 Mi. East of Hope	70 S 4	Pike			6,977.72	6,977.72	6,977.72 F
3422 M	State	Index	70 S 4	Pike			3,983.76	3,983.76	3,983.76 F
3423 M	State		4 S 6	Hempstead			3,973.62	3,973.62	3,973.62 F
3424 M	State		71 S 3	Miller			28,452.11	28,452.11	28,452.11 F
TOTAL DISTRICT NO. 3					\$ 23,971.80	\$ 155,685.66	\$ 250,451.93	\$ 406,147.69	\$ 430,118.89
DISTRICT NO. 4									
4288 M	State	Okl.-Ark. Line Jct. U.S. 71	271 S 1	Sebastian			\$ 54,208.16	\$ 54,208.16	\$ 54,208.16 F
4296 M	State	Midland-Hartford	45 S 1	Sebastian		81.90	51,623.66	51,605.56	51,605.56 F
4302 M	State	Hackett-Midland	46 S 1	Sebastian		2,625.60	87,258.20	89,883.80	89,883.80 F
4323 M	State	Mena-Board Camp	8 S 1	Polk			606.90	606.90	606.90 F
4339 M	State	Near Van Buren-Ark. River	64 S 1	Sebastian		11,316.24	35.45	11,351.70	11,351.70 F
4340 M	State	Hartford-Mansfield	96 S 1	Sebastian		61,849.44		61,849.44	61,849.44 F
4341 M	State	Shack Creek Bridge	88 S 2	Polk		601.19		601.19	601.19 F
4348 M	State	Little Vachegrease Creek	22 S 1	Sebastian		5,745.92		5,746.92	5,746.92 F
4346 M	State	Camp Chaffee-East	22 S 1	Sebastian			8,987.53	3,987.53	3,987.53 F
4349 M	State	1.8 Mi. West Blue Ball	20 S 2	Scott			2,695.93	2,695.93	2,695.93 F
4357 M	State	Creekmoore Park Hwy. 22	82 S 2	Sebastian			9,804.42	9,804.42	9,804.42 F
4358 M	State	1 Mi. North of Waldron	71 S 11	Scott			2,200.98	2,200.98	2,200.98 F
4359 M	State	Alma-Washington Co. Line	71 S 15	Crawford			83,024.60	83,024.60	83,024.60 F
4360 M	State	South of Fort Smith	71 S 18 & 14	Sebastian			10,345.21	10,345.21	10,345.21 F

"F" Indicates Final
— Indicates Minus

TABLE 15C—(Continued)
STATE PROJECTS—BY STATE FORCES
July 1, 1948 to July 1, 1950

Job & Project Number	State	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48	Expended 7-1-50	Total Expended Biennium	Total Expended to date
4362 M	State	Van Buren-Ark. River	Painting Bridge	DISTRICT NO. 4—(Continued)	Crawford			23.76	23.76	23.78
4363 M	State	City of Menz	4.5 Ft. Conc.-Slab on sides-present pvt	8 S 0	Sebastian			191.69	191.69	191.69
TOTAL DISTRICT NO. 4										
5221 M	State	Searcy-Judsonia	Crushed Stone	DISTRICT NO. 5						
5312 M	State	Kennett-Searcy	Patching-Dust Treatment	67 S 13 White			13,585.63	28,147.41	13,585.63	13,585.63
5316 M	State	Newark-Subbur Rock	Asphalt	67 S 12 & 13 White			63,673.56	3,946.78	28,147.41	28,147.41
5319 M	State	Tuckerman-East	Salvage Gravel	89 S 8 Ind.		2,490.69	2,608.74		52,610.34	62,619.34
5320 M	State	Henderson-East	Culvert	37 S 4 Jackson		658.58	6,809.79		2,508.74	4,999.43
5322 M	State	Highway 67-South	Bit. Surface	31 S 4 White			8,097.71		5,805.79	6,465.37
5323 M	State	Heber Springs-White Co. Line	Bridge Repairs	16 S 12 Cleburne			38,724.42		4,768.98	8,097.71
5330 M	State	Three Brothers-South	Gravel Surface	6 S 9 Baxler			7,187.92		7,605.27	7,605.27
5331 M	State	Searcy-East	Drainage-Bit. Surface	36 S 4 White			484.71		1,270.82	1,270.82
5339 M	State	City of Newport Hwy. 67 & 14	Asphalt	14 S 12 Jackson			1,270.82		13,433.69	13,433.69
5341 M	State	Pangburn-Jct. 26	Bit. Surface	67 S 11 & 12 White			1,243.24		1,243.24	1,243.24
5344 M	State	Morning Son-Higginson	Bit. Surface	66 S 2 Icard			771.88		1,466.02	1,466.02
5347 M	State	Langley Creek	Replace old with New Bridge	37 S 2 Jackson			56,166.44		56,166.44	56,166.44
5350 M	State	Beedeville-Amagon	Dr., Gr. Surf., 2 Conc. Sb. Brid.	37 S 1 Jackson			2,221.41		2,221.41	2,221.41
5351 M	State	Tuckerman-West	Surfacing	37 S 4 & 6 Jackson						
5353 M	State	Tuckerman-East	Surfacing	67 S 12 White						
5353 M	State	Garner-North-East	Repairing							
TOTAL DISTRICT NO. 5										
6251 M	State	Shelton Place	Replace Culverts	DISTRICT NO. 6						
6256 M	State	England-South Jct. 15	Spot Place Crushed Stone	10 S 8 Fulaski			21,815.98		21,815.98	21,815.98
6343 M	State	Conway-Jct. 36	Bit. Surface	30 S 3 Lonoke			7,872.40		7,872.40	7,872.40
6365 M	State	Little Rock-Cross Roads	Bit. Surface	64 S 0 Faulkner		111,922.44			111,922.44	111,922.44
6378 M	State	Highway 36-Faulkner Co. Line	Gravel Surface	10 S 7 Pulaski			26,912.90		26,912.90	26,912.90
6385 M	State	Hozen-Jct. 11	Bit. Surface	64 S 9 Faulkner		166,686.28	833.44		27,776.28	193,461.66
6393 M	State	Conway to White Co. Line	Complete Appro. to 6 Brid.	11 S 9 Prairie			3,650.49		3,650.49	3,650.49
6394 M	State	Skyline Drive	Purchase 3,000 Tons Gravel	64 S 9 Faulkner			4,033.61		4,033.61	4,033.61
6396 M	State	Broadway Bridge	Bit. Surface	36 S 1 Prairie		1,944.86			449.62	449.62
6397 M	State	Poyen-Leola	Rebuild Sidewalks	6 S 1 Pulaski			6,595.79		6,595.79	6,595.79
6402 M	State	Rix School-Hot Springs	18 Span Trestle	70 S 18 Pulaski			2,684.79		2,684.79	2,684.79
6406 M	State	Poyen-Leola	Build Sidewalks	113 S 1 Grant			16,522.43		16,522.43	16,522.43
6409 M	State	Poyen-Leola	Bridges	270 S 6 Garland			1,408.13		1,408.13	1,408.13
6410 M	State	Hazen	City Improvements	118 S 1 Grant			16,924.62		16,924.62	16,924.62
6414 M	State	Hot Springs-East	Timber Bridge	70 S 16 Prairie			19,120.74		19,120.74	19,120.74
6416 M	State	No. of Park Hill-Jct. Kellogg Rd.	Asphalt	33 S 3 Prairie			7,140.29		7,140.29	7,140.29
6421 M	State	Little Rock-Benton	Resurface Broken Pavement	67 S 10 Pulaski			17,260.58		17,260.58	17,260.58
6424 M	State	South of Malvern	Widen 3 Bridges	88 S 6 Garland			32,729.55		32,729.55	32,729.55
6425 M	State	Francese Bridge	Treated Timber Bridge	6 S 1 Pulaski			35,083.39		35,083.39	35,083.39
TOTAL DISTRICT NO. 6										
						\$ 3,149.27	\$ 134,741.46	\$ 279,048.84	\$ 413,790.30	\$ 416,930.57
						\$	\$	\$	\$	\$

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— Indicates Minus

TABLE 15C—(Continued)
STATE PROJECTS—BY STATE FORCES
July 1, 1948 to July 1, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
DISTRICT NO. 7									
7273 M State	Fordeyes Overpass	Detour for Fordeyes Overpass	9 S 1 & 2	Dallas	\$	\$	\$ 8,500.55	\$ 8,500.55	\$ 8,500.55
7353 M State	Holly Springs-Eagle Mills	Gravel Base-Bit. Surface	15 S 1	Dal. & Ounch.	55,813.83	2,079.45	55,967.36	55,967.36	55,967.36
7356 M State	Camden Shops	Heating System	179 S 1	Ounchita	71,162.37	145,366.43	216,528.80	216,528.80	216,528.80
7389 M State	Three Creeks-North	Grade-Asphalt-Pea Gravel	8 S 5	Union		3,165.56	3,165.56	3,165.56	3,165.56
7374 M State	So. End Hwy. 179 So. Hwy. 70	Bit. Surface	7 S 5	Clark		41,697.24	41,697.24	41,697.24	41,697.24
7375 M State	Alpine-Amity Road	Gravel Surface	7 S 5	Clark		7,621.95	7,621.95	7,621.95	7,621.95
7377 M State	North of Sparkman	Replace Bridge	36 S 6	Dallas		1,891.48	1,891.48	1,891.48	1,891.48
7378 M State	South of Risson	Bit. Surface	51 S 1	Cleveland		40,879.43	40,879.43	40,879.43	40,879.43
7384 M State	Jct. 8 & 51-51 & 26	Build 6 Brid. Cypress Cr. Bot.	7 S 6	Dallas		6,830.44	6,830.44	6,830.44	6,830.44
7388 M State	North of Sparkman	Construct New Bridge	26 S 4	Clark		5,961.48	5,961.48	5,961.48	5,961.48
7389 M State	Holly'd Bdg. to Bell Creek Bdg.	Prime & Bit. Surface	48 S 1	Dallas		1,997.07	1,997.07	1,997.07	1,997.07
7392 M State	Carthage-East & West	Gravel & Asphalt	4 S 8	Ounchita		5,772.84	5,772.84	5,772.84	5,772.84
7393 M State	Hwy. Jct. 4 & 24 West	Surfacing	79 S 4	Ounchita		31,513.92	31,513.92	31,513.92	31,513.92
7394 M State	Shumaker								
TOTAL DISTRICT NO. 7					\$ 128,655.66	\$ 301,741.93	\$ 430,207.58	\$ 430,207.58	\$ 430,207.58
DISTRICT NO. 8									
8278 M State	Morrilton-Sologachie	Gravel Surface	9 S 8	Conway	\$ 46,836.15	26,924.00	26,924.00	26,924.00	73,760.15
8279 M State	Perryville-West	Bit. Surface	60 S 2	Perry	358.16	358.16	358.16	358.16	358.16
8281 M State	Russell-Vel-Highway Shops	Install Heating System	28 S 3	Pope	2,618.29	2,618.29	2,618.29	2,618.29	2,618.29
8280 M State	Rover-Scott County	Bridges	80 S 2	Yell		1,771.19	1,771.19	1,771.19	1,771.19
8281 M State	Danville-West	11 Timber Bridges	95 S 1	Yell	1,679.31	2,324.10	4,003.41	4,003.41	4,003.41
8280 M State	Morrilton-North	Grade & Drain	7 S 12	Conway	1,601.46	24,648.33	26,249.79	26,249.79	26,249.79
8281 M State	Ola-South	Timber Bridge	113 S 3	Yell	1,707.38	1,244.12	1,244.12	1,244.12	1,244.12
8282 M State	Bigelow-South	Timber Bridge	113 S 3	Perry	1,039.58	5,149.20	6,188.78	6,188.78	6,188.78
8284 M State	Clarksville	Conc. Walk No. Side of Brid.	64 S 6	Johnson	640.63	647.14	1,187.77	1,187.77	1,187.77
8286 M State	Houston-East	Replace Timber Bridge	60 S 1	Perry	499.51	444.59	944.20	944.20	944.20
8287 M State	Fourche Bridge	Rebuild Timber Bridge	28 S 3	Yell		3,859.28	3,859.28	3,859.28	3,859.28
8288 M State	Houston-Jct. 113	Asphalt Surface	113 S 3	Ferry		60,773.06	50,773.06	50,773.06	50,773.06
8289 M State	Morrilton-Cleveland	Crushed Rock Surface	95 S 1	Conway		107,609.18	107,609.18	107,609.18	107,609.18
8290 M State	Yell County	Drainage-Fills at O'rlow Sec.	28 S 3	Yell		122,641.65	122,641.65	122,641.65	122,641.65
8306 M State	Shirley	Drain-Grade	16 S 10	Van Buren		5,668.37	5,668.37	5,668.37	5,668.37
8368 M State	Rover-Scott County Line	Bridges	28 S 3	Yell		269.71	269.71	269.71	269.71
TOTAL DISTRICT NO. 8					\$ 46,836.15	\$ 36,352.00	\$ 323,338.34	\$ 369,890.34	\$ 406,726.49
DISTRICT NO. 9									
9282 M State	Huntsville	Drain-Grav. Shoulders	68 S 2	Madison	\$	4.88	3.57	8.45	8.45
9282 M State	Lake St. Francis Cincinnati	Build Walkway	69 S 2 & 3	Ben. & Wash.	68,180.90	22,125.09	22,125.09	22,125.09	90,305.99
9287 M State	Kingston-Baxley	Bit. Surface	21 S 3 & 4	Mad. & New.	1,591.19	201.96	201.96	201.96	1,793.15
9269 M State	Pyatt-Bridge	Concrete Drain Pipe	62 S 8	Marion		747.11	747.11	747.11	747.11
9261 M State	City of Fayetteville	Bit. Surf. Approaches	16 S 2	Washington		8,022.20	8,022.20	8,022.20	8,022.20
9262 M State	Bear Creek Bridge	Relief Openings	27 S 16	Searcy		736.09	736.09	736.09	736.09
9268 M State	Washington-Benton Co. Line	Flex Rails on 4 Bridges	71 S 17	Washington		670.90	399.90	1,070.80	1,070.80
9269 M State	Rogers-Wash. Benton Co. Line	Build Rail 1 Bridge	71 S 18	Benton		174.84	70.00	244.84	244.84
9270 M State	Fayetteville-Arkansas Avenue	Widening-Asphalt Paving	16 S 2	Washington		6,513.99	10,845.34	10,845.34	10,845.34
9272 M State	Boatwright Creek	Build "T" Beam Bridge	21 S 4	Madison		9,222.31	9,222.31	9,222.31	9,222.31
9276 M State	Hikins-Madison County Line	Gravel Surface	16 S 3	Washington		67,082.82	67,082.82	67,082.82	67,082.82
9277 M State	Jct. 21 & 71	10 Mi. Bit. Surface	12 S 2	Benton		42,394.46	42,394.46	42,394.46	42,394.46
9277 M State	Yellville-North & South	Drain and Gravel	14 S 3	Marion		12,804.73	12,804.73	12,804.73	12,804.73

"F." Indicates Final
— Indicates Minus

TABLE 15C—(Continued)
STATE PROJECTS—BY STATE FORCES
July 1, 1948 to July 1, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended		Total Expended to date	
						7-1-48	7-1-50		
DISTRICT NO. 9—(Continued)									
9278 M State	Sky Fork Creek Bridge	Build Concrete & Steel Road	68 S 4	Carrroll		15,913.86	15,913.86	15,913.86 F	
9282 M State	Yellow-South	Im. Treatment	14 S 3	Madison		21,709.90	21,709.90	21,709.90	
9284 M State	Kingsboro-North & South	Gravel Base-Asphalt Surface	21 S 1	Madison		1,518.18	1,518.18	1,518.18	
9287 M State	Conformation-Jet, 71-102	Gravel Base-Asphalt Surface	102 S 2	Madison		7,311.49	7,311.49	7,311.49	
9288 M State	Madison Co Lane-St. Road	Drain-Gravel	10 & 23 S 4 & S	Madison		89,397.33	89,397.33	89,397.33	
9288 M State	Dry Branch East of Dry Fork	Timber Bridge-Clear Roadway	108 S 4	Carrroll		5,102.18	5,102.18	5,102.18	
TOTAL, DISTRICT NO. 9					\$ 69,872.09	\$ 38,449.95	\$ 277,341.19	\$ 415,791.14	\$ 985,063.24
DISTRICT NO. 10									
10124 M State	Oscoda-Little River	Im. Surface	40 S 2	Mississippi					
10128 M State	Wilson-Kelber	Im. Surface	14 S 16	Mississippi		36,377.84	36,377.84	36,377.84	
10138 M State	Mantle-South	Little River-Parkway Road	77 S 2	Mississippi		35,576.04	35,576.04	35,576.04	
10342 M State	Mt. Tabor Al. Field	Remove Gravel	67 S 18	Mississippi		8,995.32	8,995.32	8,995.32	
10343 M State	Alice-Broxie	Remove Gravel	67 S 18	Lawrence		3,577.80	3,577.80	3,577.80	
10344 M State	Lynn-Shenahary	Remove Gravel	35 S 6	Lawrence		27.75	27.75	27.75	
10352 M State	Lynn Powderden	Remove Gravel	35 S 6	Lawrence		5,477.89	5,477.89	5,477.89	
10353 M State	Bythville-Hornersville	Bridge-Flat Creek	25 S 2	Lawrence		8,243.20	8,243.20	8,243.20	
10357 M State	Eight Mile Creek	Bridge-State Line Creek	151 S 2	Mississippi		10,799.65	10,799.65	10,799.65	
10359 M State	2 Miles North of Recton	Bridge	145 S 2	Greene		5,543.76	5,543.76	5,543.76	
10360 M State	4 Mi. Jet U. S. 67	Timber Bridge	91 S 2	Greene		3,739.45	3,739.45	3,739.45	
10364 M State	Pizant-Holland	Timber Bridge	62 S 20	Chay		3,959.42	3,959.42	3,959.42	
10365 M State	Miss. County	6 Mi. Asphalt	63 S 1	Lawrence		74,012.65	74,012.65	74,012.65	
10366 M State	Ivona Creek	Timber Bridge	63 S 1	Lawrence		2,837.33	2,837.33	2,837.33	
10367 M State	Thrush Creek	Parkway Improvement-Gravel	77 S 2	Mississippi		1,333.98	1,333.98	1,333.98	
10370 M State	City of Mareket Tree	Timber Bridge	166 S 1	Randolph		4,783.97	4,783.97	4,783.97	
10371 M State	Mill Bayou	Timber Bridge	66 S 1	Mississippi		4,089.60	4,089.60	4,089.60	
10372 M State	City of Recton	Timber Bridge	120 S 1	Mississippi		4,740.11	4,740.11	4,740.11	
10373 M State	Swan Pond-Corn Creek	Drainage-Timber Bridge-Gravel	90 S 2	Lawrence		5,220.94	5,220.94	5,220.94	
10374 M State	Little River-Tyronza Bayou	Bridges-Ditch, 38 & 40	14 S 16	Mississippi		11,964.91	11,964.91	11,964.91	
10375 M State	Pemiscent Bayou	2 Miles, Gravel of Timber Bridge	181 S 3	Mississippi		18,012.43	18,012.43	18,012.43	
10376 M State	Catche River Bridge	Rebuild Timber Bridge	34 S 3	Mississippi		6,694.08	6,694.08	6,694.08	
10379 M State	Ditch No. 13	Rebuild Timber Bridge	146 S 2	Greene		4,118.78	4,118.78	4,118.78	
10380 M State	Ditch No. 1	Rebuild Timber Bridge	147 S 2	Greene		7,739.87	7,739.87	7,739.87	
10384 M State	Gunaway Creek	Rebuild Timber Bridge	147 S 2	Greene		3,313.07	3,313.07	3,313.07	
10385 M State	Ditch No. 21	Rebuild Timber Bridge	181 S 1	Mississippi		2,045.57	2,045.57	2,045.57	
10387 M State	Jonesboro-South	Rebuild Timber Bridge	181 S 1	Mississippi		3,307.85	3,307.85	3,307.85	
10388 M State	The Bay Ditch	Rebuild 5 Timber Bridges	14 S 17	Lawrence		8,491.47	8,491.47	8,491.47	
10389 M State	Recton-Hoydsville	Timber Bridge-Fills Each End	14 S 17	Lawrence		8,424.51	8,424.51	8,424.51	
10391 M State	Highway 173	9 Timber Bridges	90 S 2	Clay		14,983.97	14,983.97	14,983.97	
10392 M State	Jonesboro-South	Widely-Asphalt-Steel Coat Drainage-Gravel	173 S 1	Clay		1,694.41	1,694.41	1,694.41	
10392 M State	Walnut Ridge-O'Keen	Drainage-Gravel	1 S 17	Franklin		47.75	47.75	47.75	
10395 M State	Tyronza Connecticut	Gravel-Fast-1 Road	4 S 1 & 2	Randolph		49.38	49.38	49.38	
10395 M State		Gravel-Fast-1 Road	63 S 9	Lufkin		1,422.96	1,422.96	1,422.96	
TOTAL, DISTRICT NO. 10					\$ 388,337.25	\$ 140,333.76	\$ 1,967,917.29	\$ 127,331.05	\$ 3,016,208.30
INTER-DISTRICT AND MISCELLANEOUS									
1209 M State	Highway 270	Rebuild 7 Mi. Gravel-1 Road	270 S 10	Grant		746.70	746.70	746.70	
1211 M State	War Memorial Stadium	Crushed Stone		Pulaski		1,258.88	1,258.88	1,258.88	
1218 M State	Ozark National Forest	R-W-Drainage		Pulaski		1,325.27	1,325.27	1,325.27	
1219 M State	Highway Department	Addition for I.R.M.		Pulaski	1,810.00	1,454.06	3,264.06	3,264.06	
1215 M State	Highway Dept.	Packing Area		Pulaski		6,516.56	6,516.56	6,516.56	
1216 M State	Lake Village	Const. W.C. & Permit Station		Clarendo		9,776.35	9,776.35	9,776.35	
1236 M State	Humburg	Const. W.C. & Permit Station		Ashby	684.00	20,009.94	21,594.84	21,594.84	

F Indicates Final
-- Indicates Minus

TABLE 15C.—(Continued)
STATE PROJECTS—BY STATE FORCES
July 1, 1948 to July 1, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
INTER DISTRICT AND MISCELLANEOUS—(Continued)									
1236 M	Garland City	Const. Wt. & Permit Station	Miller	Miller	.....	.....	19,874.22	19,874.22	19,874.22 F
1236 M	Ashdown	Const. Wt. & Permit Station	Little River	Little River	.....	.....	25,984.60	25,984.60	25,984.60 F
1236 M	West Memphis	Const. Wt. & Permit Station	Crittenden	Crittenden	.....	.....	58,466.38	58,466.38	58,466.38 F
1236 M	Harrison	Const. Wt. & Permit Station	Boone	Boone	.....	.....	29,646.24	29,646.24	29,646.24 F
1237 M	Various Stations	Const. Wt. & Permit Station	State-wide	State-wide	.....	.....	71,302.26	71,302.26	71,302.26— F
1237 M	Various Locations	Scales Installed	Ret. Wall-Conc. Pav.-Landscaping	Pulaski	.....	14,266.60	18,145.19	32,400.79	32,400.79 F
1239 M	Gov. Mansel-Little Rock	Material for Corridor	Lincoln	Lincoln	.....	.....	24,819.62	24,819.62	24,819.62 F
1244 M	Cummins Prison Farm	Drainage-Reshape R'dway	Jeff. & Lonoke	Jeff. & Lonoke	.....	.....	3,008.22	3,008.22	3,008.22 F
1245 M	Tucker-Highway 30 England	Gravel Base-Asph. Surf.	15 S 8 & 9	Jeff. & Lonoke	.....	.....	8,674.06	8,674.06	8,674.06 F
1246 M	England South	Repair Bridge	15 S 8 & 9	Jeff. & Lonoke	.....	.....	28.04	28.04	28.04 F
1246 M	Arkansas River-Pine Bluff	Repair Bridge	76 S 10	Jefferson	.....	615.50	.....	615.50	615.50 F
TOTAL INTER DISTRICT and MISCELLANEOUS					\$ 1,810.00	\$ 31,394.90	\$ 162,648.87	\$ 184,038.77	\$ 185,848.77
GRAND TOTALS					\$ 803,187.36	\$ 1,023,434.23	\$ 2,867,553.06	\$ 3,880,987.29	\$ 4,784,124.65

TABLE 16
STATUS OF FEDERAL AID ACCOUNTS
July 1, 1948 Through June 30, 1950

Fund	Balance	Receipts	Total Available	Disbursements	Balance
REGULAR FEDERAL AID ACCOUNT					
1948-1949					
Federal Funds	\$ 183,160.52	\$ 1,430,441.47	\$ 1,612,591.99	\$ 1,321,722.49	\$ 290,869.50
State Funds	152,733.60	.....	152,733.60	.....	152,733.60
Total	335,894.12	1,430,441.47	1,765,325.59	1,321,722.49	443,603.10
1949-1950					
Federal Funds	290,869.50	702,626.92	993,496.42	821,967.01	171,529.41
State Funds	152,733.60	.....	152,733.60	.....	152,733.60
Total	443,603.10	702,626.92	1,146,230.02	821,967.01	324,263.01
FEDERAL AID TRUST FUND					
1948-1949					
Federal Revolving Fund	600,000.00	200,000.00	700,000.00	.....	700,000.00
Federal Funds	216,643.80	4,286,102.75	4,502,746.55	4,436,070.75	66,675.80
Total	716,643.80	4,486,102.75	5,202,746.55	4,436,070.75	766,675.80
1949-1950					
Federal Revolving Fund	700,000.00	.....	700,000.00	.....	700,000.00
Federal Funds	66,575.80	5,587,753.36	5,654,329.16	5,667,567.31	(-)-13,238.15
Total	766,575.80	5,587,753.36	6,364,329.16	5,667,567.31	686,761.85
ALL FEDERAL FUNDS					
1948-1949					
Federal Revolving Fund	500,000.00	200,000.00	700,000.00	.....	700,000.00
Federal Funds	896,684.32	5,716,544.22	6,115,228.54	6,757,793.24	357,445.30
State Funds in Federal Accounts	152,733.60	.....	152,733.60	.....	152,733.60
Total	1,051,427.92	5,916,544.22	6,967,972.14	5,757,793.24	1,210,178.90
1949-1950					
Federal Revolving Fund	700,000.00	.....	700,000.00	.....	700,000.00
Federal Funds	327,440.30	6,290,360.28	6,647,800.58	6,489,584.32	158,291.26
State Funds in Federal Accounts	152,733.60	.....	152,733.60	.....	152,733.60
Total	1,210,178.90	6,290,360.28	7,500,569.18	6,489,584.32	1,011,024.86

"F" Indicates Final
— Indicates Minus

TABLE 16A
 FEDERAL AID ACCOUNT
 SUMMARY OF EXPENDITURES
 July 1, 1948 through June 30, 1950

Job No.	Project No., Location and Type of Work	Route & Section	County	Previously Expended	Expended 7-1-49	Expended 7-1-50	Total Expended Biennium	Total All Expenditures
	HPS 1-8 Statistics & Analyses	Statewide		\$ 98,235.35	\$ 98,235.35	\$	\$ 98,235.35	\$
11120	Post War Survey No. 1	Statewide		8,946.78		8,946.78	8,946.78	106,466.78
11186	Post War Survey No. 2	Statewide		57,145.00		57,145.00	57,145.00	83,740.52 F
3348	Post War Survey No. 3	Statewide		14,624.00		14,624.00	14,624.00	16,342.28 F
3317	Post War Survey No. 4	Statewide		54,386.00		54,386.00	54,386.00	66,084.00
	FACH 137-5 Walnut Corners	20 S 2	Phillips	3,380.00			3,380.00	3,980.00
11186	SN FAP 607-A Memphis Bridge	70 S 20	Crittenden	1,327,045.32	873,964.08		2,201,009.40	2,001,000.00 F
11186	SN FAP 607-A Memphis Bridge	70 S 20	Crittenden	8,900.00	46,600.00		55,500.00	55,500.00
3348	USED Dierks-Kirby Rd. Bridge	70 S 20	Pike	129,085.25	24,405.25	241,382.76	370,370.41	370,370.41
3317	USED Dierks-Kirby Gravel Surf.	70 S 4	Sebastian	66,880.04	24,405.25		91,285.29	80,286.29
4914	FAP 486 A Hackel-North Gravel	271 S 1	Ashley	10,408.00	7,232.00		17,640.00	17,640.00 F
2263	FACH 224-4 Montrose Overpass		Baxter	73,387.30	73,387.30		146,774.60	146,774.60
5251	Norfolk Dam Operation, Henderson Ferry		Cheburne	371,745.53	75,000.00		446,745.53	446,745.53 F
5246	F 497-1 Mt. Home-Norfolk	Co. Rd.	Baxter	3,044.00	91,455.00		94,499.00	94,499.00
5267	Norfolk Dam Salem-West	62 S 12	Fulton	145,196.74	8,200.00		153,396.74	153,396.74 F
5305	Norfolk Dam Henderson Ferry-Viola	62 S 11 & 12	Baxter & Fulton	107,000.00	40,000.00		147,000.00	147,000.00 F
6316	Norfolk Dam Henderson Ferry-Viola		Baxter & Fulton	190,810.00	190,810.00		381,620.00	381,620.00 F
6328	Norfolk Dam Little Rock Transportation Study		Baxter	45,500.00	45,500.00		91,000.00	91,000.00 F
6347	AE FAP 476 Overpass Roosevelt Road		Fulaski	4,486.00			4,486.00	4,486.00
7273	FACH 299-7 Fordyce Overpass		Dallas	48,020.00	14,438.00		62,458.00	62,458.00
7313	S 7-4 Transferred to Trust Account		Dallas	13,347.00	13,347.00		26,694.00	26,694.00
9211	ERS 9-1 Beaver-Eureka Springs		Carroll	9,366.00	85,407.71		94,773.71	94,773.71 F
9214	FAP 370-10 Bellefonte Yellowville Bridges	62 S 8	Marion	5,916.00	24,840.00		30,756.00	30,756.00
19227	FACH 101-1 Osceola Flashing Signal	Co. Rd.	Benton	7,515.00	52,654.00		60,169.00	60,169.00
10227	FACH 102-1 Osceola Flashing Signal		Mississippi		9,046.26		9,046.26	9,046.26
1228	FACH 175-1 Marianna-Main St. Flashing Signal		Mississippi		4,925.94		4,925.94	4,925.94 F
1228	FACH 176-1 Marianna Flashing Signal		Lee		3,885.57		3,885.57	3,885.57 F
1228	FACH 178-1 Marianna Flashing Signal		Lee		4,142.12		4,142.12	4,142.12 F
1228	FACH 184-4 Swifton Flashing Signal		Lee		4,091.68		4,091.68	4,091.68 F
1229	FACH 711 Van Buren Flashing Signal		Jackson		5,884.55		5,884.55	5,884.55 F
	Totals		Crawford	\$2,443,711.58	\$1,321,722.40	\$ 821,967.01	\$2,143,689.50	\$4,587,401.08

"F" Indicates Final
 — Indicates Minus

TABLE 16B
SCHEDULE OF EXPENDITURES
ON FEDERAL AID ACT 1944
July 1, 1948 through June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48	Expended 7-1-49	Total Expended Biennium	Total Expended to date
DISTRICT NO. 1									
11120	FG 137-5	Overpass	MOP Ry. Walnut Cor'r	Phillips	\$ 30,639.08	\$ 59,377.45	\$ 684,520.00	\$ 59,377.45	\$ 90,015.53
11186	SN-FAP	Memphis Bridge	7 S 21	Crittenden	.....	150,000.00	151,479.53	834,520.00	834,520.00
11208	F 165-1	Clarkson-East	7 S 14	Phillips	.....	42,461.68	9,387.64	61,849.22	161,479.53
11215	F 425-2	Brinkley-Cotton Plant	17 S 3	Monroe	.....	88,419.75	144,953.97	144,953.97	228,378.72
11217	F 190-6	Highway 78 to Marianna	7 S 3	Lee	.....	7,412.40	13,961.22	21,363.62	21,363.62
11228	F 188-14	Jct. Highway 78 to Marianna	7 S 3	Lee	.....	105,706.59	88,502.89	189,209.48	189,209.48
11258-05	S 156-2	St. Francis River-Kokomo	7 S 2	Monroe	.....	43,585.32	2,576.80	41,008.52	207,587.20
11259	F 188-13	Marianna-St. Francis River	7 S 2	Lee	.....	108,705.05	15,667.93	15,667.93	93,071.12
11264	S 112-1	West Helena-North	44 S 4	Phillips	.....	5,309.38	.....	5,309.38	41,801.20
11267	CS 822-3	Hulbert Signal Protection	County Road	Crittenden & Phillips	35,491.82	7,864.30	.....	7,864.30	7,864.30
11268	S 90-1	Hughes-Horseshoe Lake Rd.	50 S 3 & 4	Crittenden	.....	.....	5,329.63	5,329.63	66,930.63
11268	S 840-3	Hughes-Horseshoe Lake Rd.	147 S 1	St. Francis	61,601.00	.....	5,329.63	1,154.90	20,099.90
11269	F 183-12	Marianna-St. Francis River	147 S 1	Crittenden	19,855.00	.....	1,154.90	.....	104,005.16
11270	SG 820-2	Edmonson Flashing Signal	7 S 16	Lee	70,778.19	38,316.96	.....	38,316.96	3,866.67
11272	F 137-6	Walnut Corners-Cane Creek Rd.	20 S 2	Crittenden	.....	3,866.67	3,000.00	14,328.17	14,328.17
11272	FG 139-9	Walnut Corners-Cane Creek Rd.	20 S 2	Phillips	.....	17,102.40	9,000.00	26,102.40	26,102.40
11302	S 90-2	Hughes-East	50 S 3	St. Francis	.....	18,769.60	.....	18,769.60	18,769.60
11306	FG 183-11	Marianna Underpass	1 S 10	Lee	.....	19,403.55	118,201.45	137,605.00	137,605.00
11306	F 191-15	Marianna Underpass	& 79 S 16	Lee	.....	10,591.33	10,740.34	21,331.67	21,331.67
11307	F 189-16	St. Francis Riv.-Hughes Brdg.	& 79 S 16	Lee	.....	29,658.60	23,000.00	29,658.60	29,658.60
11309	F 187-7	Helena-Helena cross. road	20 S 3	Phillips	.....	23,000.00	.....	23,000.00	31,001.68
11313	F 185-8	Brasfield-Brinkley Road	70 S 17 & 18	Monroe	35,370.34	4,368.66	.....	4,368.66	5,868.41
11314	F 186-12	Palestine-Forrest City Road	70 S 18	St. Francis	.....	5,868.41	.....	5,868.41	5,868.41
11314	FI 47-9	Blackfish Lake-W. Memphis Rd.	70 S 19 & 20	Crittenden	91,595.63	4,912.50	.....	4,912.50	96,508.22
11314	FI 287-5	Blackfish Lake-W. Memphis Rd.	70 S 19 & 20	Crittenden	153,870.53	4,374.83	.....	4,374.83	149,296.70
11314	FI 258-11	Blackfish Lake-W. Memphis Rd.	70 S 19 & 20	St. Francis	73,360.72	6,565.16	.....	6,565.16	87,795.56
11317	F 183-17	Kokomo-Hughes Road	79 S 15 & 17	Lee	.....	.....	125,485.78	125,485.78	125,485.78
11323	F 47-12	Hughes-Lehl Bridge	79 S 18	Crittenden	.....	.....	28,192.50	28,192.50	28,192.50
11346	FI 268-12	Blackfish Lake-Highway 50	70 S 19	St. Francis	.....	.....	212,783.65	212,783.65	212,783.65
11348	F 166-2	County Line-Marvel Road	20 S 2	Phillips	.....	.....	140,874.42	140,874.42	140,874.42
11363	S 186-1	Holly Grove-North	17 S 1	Monroe	.....	.....	69,000.00	69,000.00	69,000.00
TOTALS DISTRICT NO. 1									
					\$ 931,336.79	\$ 661,683.19	\$ 1,716,715.55	\$ 2,378,398.84	\$ 3,309,785.63
DISTRICT NO. 2									
2282-2316	F 453-1	Hooker-Jct. 65	81 S 6 & 7	Lincoln & Jefferson	\$ 215,415.22	\$ 15,420.94	\$ 21,618.27	\$ 37,039.21	\$ 170,377.01
2282-2315	F 453-3	Hooker-Jct. 65	81 S 7	Jefferson	31,708.95	19,677.38	36,714.70	66,892.08	88,101.08
2317	SG 72-2	Dermott-Jerome	165 S 2 & 8	Chic. & Drew	66,545.00	3,387.15	.....	3,387.15	70,232.15
2339	F 453-2	Star City Jct. 66	81 S 6 & 7	Jefferson & Lincoln	18,508.18	34,974.63	.....	34,974.63	63,480.81
2343	F 224-6	Montrose-Lake Village Bridge	82 S 10	Chicot	.....	84,351.71	.....	84,351.71	84,351.71
2345	S 72-5	Jerome-Montrose Road	165 S 1	Ashley	.....	69,548.62	.....	69,548.62	69,548.62
2346	S 72-5	Wilmoth-La. Line	165 S 1	Ashley	.....	86,808.05	11,075.25	75,733.70	75,733.70

"F" Indicates Final
 — Indicates Minus

TABLE 16B—(Continued)
 SCHEDULE OF EXPENDITURES
 ACTIVE PROJECTS OR PROJECTS FINALED
 FEDERAL AID ACT 1944
 July 1, 1948 through June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Minimum	Total Expended to date
2354 S 72-4	DeMont-Ashley County Lane	8.4 Mi. Bit Surface	165 S 2 & 3	Chic. & Drew	106,848.00	79,973.66	79,973.66	186,821.66 F	
2456 S 77-1	Wabbaseka-Stuttgart	1.8 Mi. Gr. Dr. Bit Surface	79 S 11	Jefferson	10,404.28	18,298.77	18,298.77	28,703.05 F	
2355 F 284-7	Wabbaseka-Stuttgart	14.1 Mi. Gr. Dr. Asph. Pav.	79 S 10 & 11	Jefferson	104,072.91	99,920.42	99,920.42	203,993.33 F	
2357 F 24-29	Euclid-La. Line	7.42 Mi. Conc. & Steel Bridge	65 S 22	Arkansas	68,439.52	77,881.18	77,881.18	146,320.70 F	
2459 F 284-8	Bridge opp. near Pine Bluff	5.6 Mi. Gr. Dr. Bit Surface	79 S 10	Jefferson	45,257.77	4,923.61	4,923.61	50,181.38 F	
2371 F 482-1	Hamburg-South	5.43 Mi. Pine Bluff Surf.	81 S 1	Ashley	2,475.00	2,475.00	2,475.00	4,950.00 F	
2377 AP 471-1	Pine Bluff Ave.	11.44 Mi. Bit. Surface	1 S 1	DeSha	148,106.46	148,106.46	148,106.46	296,212.92 F	
2479 S 189-4	McGehee-Rohwer Road	10.930 Mi. Bit. Surface	1 S 1	Jefferson	11,000.00	11,000.00	11,000.00	22,000.00 F	
2493 S 307-4	Pine Bluff-South Road	Flashing Signal	15 S 7	Jefferson	3,797.64	3,797.64	3,797.64	7,595.28 F	
2490 S 913-1	Wabbaseka Flashing Signal							7,595.28 F	
TOTALS DISTRICT NO. 2									
4310 F 83-2	DeQueen-West	6.048 Mi. Bit. Surface	70 S 1	Sevier	108,245.57	17,218.93	17,218.93	125,464.50 F	
4316 F 83-3	DeQueen-West	3 Bridges	70 S 1	Sevier	85,168.56	7,488.80	7,488.80	92,657.36 F	
2349 S 88-1	Washington-Nashville	11.7 Mi. Grav. Base	4 S 5	Hemphill	84,996.95	3,224.09	3,224.09	88,221.04 F	
2349 S 88-2	Washington-Nashville	1.025 Mi. Steel Bridge	4 S 5	Hemphill	21,096.18	21,096.18	21,096.18	42,192.36 F	
3351 U-7-4	Texas-Kan. Street Widening	1.654 Mi. Conc. pavement	67 S 1	Miller	117,000.00	117,000.00	117,000.00	234,000.00 F	
3351 U-214-11	Texas-Kan. Street Widening	0.254 Mi. Conc. pavement	72 S 2	Miller	20,000.00	20,000.00	20,000.00	40,000.00 F	
3351 S 166-3	Texas-Kan. Street Widening	4.000 Mi. 1 Bridge	24 S 3	Nevada	28,806.25	7,936.62	7,936.62	36,742.87 F	
3351 S 166-5	Terre Rouge Creek	490.5 Ft. Bit. Surf. & 2 Brd.	24 S 3	Nevada	73,000.00	73,000.00	73,000.00	146,000.00 F	
3356 S 106-5	Highway 53 Quehrou Co.	11.7 Mi. Bit. Surface	4 S 5	Nevada	44,724.66	44,724.66	44,724.66	89,449.32 F	
3356 S 106-4	Washington-Nashville	8.2 Mi. Bit. Surface	4 S 5	Hemphill	16,619.26	16,619.26	16,619.26	33,238.52 F	
3361 F 4-3	Present-Ensl	2.0 Mi. Gr. Dr. Asph. Pav.	82 S 1	Miller	29,213.70	26,747.55	26,747.55	55,961.25 F	
3361 F 184-3	Texas-Kan.-Garland City	11.8 Mi. Asph. Pavement	82 S 1	Miller	116,376.95	141,574.50	141,574.50	257,951.45 F	
3361 S 202-5	Texas-Kan.-Garland City	0.654 Mi. 1 Bridge	41 S 1	Sevier	34,163.77	2,446.40	2,446.40	36,610.17 F	
3365 S 202-4	DeQueen-South	1.6 Mi. Bit. Surface	11 S 1	Sevier	35,231.33	7,468.92	7,468.92	42,700.25 F	
3367 SG 292-4	DeQueen	Flashing Signals						7,468.92 F	
3369 F 4-4	Bridge on Texas-Kan. Rd.	122.5 Conc. & Steel Bridge	82 S 1	Miller	1,149.09	20,684.06	20,684.06	21,833.15 F	
3481 FRS 25	DeQueen-Lakeshig. Hou. E. Rds.	0.68 Mi. Gravel Surf.	Co. Roads	Sevier	10,849.92	10,849.92	10,849.92	21,699.84 F	
3381 FRS 25	DeQueen-Lakeshig. Hou. E. Rds.	0.89 Mi. Gravel Surf.	Co. Roads	Sevier	12,601.21	12,601.21	12,601.21	25,202.42 F	
3381 FRS 27	DeQueen-Lakeshig. Hou. E. Rds.	0.69 Mi. Gravel Surf.	Co. Roads	Sevier	9,918.63	9,918.63	9,918.63	19,837.26 F	
3381 FRS 28	DeQueen-Lakeshig. Hou. E. Rds.	0.82 Mi. Gravel Surf.	Co. Roads	Sevier	6,732.02	6,732.02	6,732.02	13,464.04 F	
3382 FRS 28	Chenham Hwy T Bridge	501 Concrete & Steel Brd	Co. Roads	Sevier	81,663.79	81,663.79	81,663.79	163,327.58 F	
3406 FRS 30-1	Rolling Park Rv. Bridge	294 Gr Surf. & 2 Bridges	County	Sevier	3,600.00	3,600.00	3,600.00	7,200.00 F	
TOTALS DISTRICT NO. 3									
4294 S 173-4	Van Buren-North	5.0 Mi. Gr. Dr. Gravel Base	59 S 5	Clayton	513,006.44	332,015.40	332,015.40	845,021.84 F	
4295 S 173-5	James Fork	2 Bridges	45 S 1	Sebastian	85,536.33	3,413.91	3,413.91	88,950.24 F	
4314 S 313-1	Waldron-Boonesville	15.4 Mi. Gr. Dr. Gr. Base	23 S 1 & 2	Scott Logan	79,670.61	9,008.17	9,008.17	88,678.78 F	
4315 S 313-4	Hackitt-North	6.9 Mi. Gr. Dr. Bit Surf.	45 S 1	Sebastian	68,918.35	7,242.00	7,242.00	76,160.35 F	
4317 S 326-3	Norman-Mt. Ida	7.8 Mi. Gr. Dr. Bit. Surf.	27 S 5	Montgomery	80,165.98	12,875.40	12,875.40	93,041.38 F	
4418 S 157-2	Mem-Board Camp Road	3.240 Bit. Surface	8 S 1	Polk	70,048.04	17,600.91	17,600.91	87,648.95 F	
4420 S 90-1	Waldron-Hoamville	4 Stead Rodges	24 S 1 & 2	Scott Logan	1,011.50	60,851.13	60,851.13	61,862.63 F	
4422 S 143-5	Paris-Magazine	2.9 Mi. Gr. Dr. Gravel Base	199 S 2	Logan	50,580.07	50,580.07	50,580.07	101,160.14 F	
4422 S 143-5	Figure Five-North	3.5 Mi. Gravel Base	59 S 5	Crawford	15,121.65	20,811.05	20,811.05	35,932.70 F	

... Indicates Final
 ... Indicates Minis

TABLE 16B—(Continued)
 SCHEDULE OF EXPENDITURES
 ACTIVE PROJECTS OR PROJECTS FINALED
 FEDERAL AID ACT 1944
 July 1, 1948 through June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
4823 S 326-4	Mena-Norman Bridge	5 Conc. Bridges	8 S 1	Polk	.....	.....	72,844.06	72,844.06	72,844.06
4829 S 333-6	Van Buren-North	9.4 Mi. Gravel Surface	59 S 5	Crawford	25,492.19	85,622.60	.....	35,622.60	35,622.60
4835 S 333-7	Cedarville-Evansville	9.828 Mi. Gravel Surface	59 S 5	Crawford	.....	.....	82,000.00	82,000.00	82,000.00
TOTALS DISTRICT NO. 4					\$ 523,442.21	\$ 175,243.53	\$ 216,736.68	\$ 392,980.21	\$ 916,422.42
DISTRICT NO. 4—(Continued)									
5221 F 63-5	Morning Sun-Judsonia	1.4 Mi. Grade & Drain	67 S 13	White	.....	.....	.....	.....	.....
5221 F 63-7	Judsonia Connection	1.2 Mi. Grade & Drain	67 S 13	White	35,311.18	10,896.84	.....	70,856.84	27,414.34
5221 F 260-6	Searcy-South	1.3 Mi. Grade & Drain	67 S 13	White	4,425.68	3,569.18	.....	3,569.18	7,994.84
5221 F 496-1	Searcy-Kensett	3.8 Mi. Grade & Drain	67 S 13	White	15,140.42	5,894.46	.....	6,894.46	9,745.97
5233 F 63-6	Searcy-Judsonia	Con. Bridges	67 S 13	White	41,808.93	7,441.11	.....	34,367.82	34,367.82
5235 F 68-8	Judsonia Connection	110 Ft. Bridge	67 S 13	White	38,760.57	92,644.43	7,417.87	100,061.80	188,822.37
5246 F 497-1	Mountain Horse Jct. 178	6.3 Mi. Gr. Dr. Bit. Surface	5 S 8	Baxter	.....	22,408.68	.....	22,408.68	22,408.68
5252 ERS-5-1	Higden-Stark Road Bridge	Sub-structure for Bridge	5 S 8	Baxter	32,955.03	10,507.01	.....	54,920.76	81,875.78
5257 S 296-1	Calico Rock-Brockwell	10.03 Mi. Bit. Surface	56 S 1	Izard	13,318.25	79,442.23	.....	21,267.03	34,980.28
5261 F 373-3	Newport-Amazon	7.0 Mi. Grade & Drain	14 S 12	Jackson	51,868.75	56,878.16	.....	110,221.62	161,686.27
5262-86 F 458-1	Batesville-Oave-City	12.3 Mi. Gr. Dr. Gravel Base	11 S 15	Indep.	173,243.92	.....	.....	.....	.....
5268 S 236-2	Faulkner Co. Line-Beebe	12.3 Mi. Crushed Stone Base	64 S 10	White	176,379.89	3,646.20	.....	3,646.20	181,925.09
5290 S 296-3	Newport-Amazon	Construct 2 Bridges	14 S 12	Jackson	232,103.21	18,202.09	.....	13,202.09	218,901.12
5295 S 365-3	Locust Grove-East & West	7.0 Mi. Bit. Surface	14 S 12	Jackson	46,741.97	3,714.11	.....	3,714.11	48,027.86
5298 S 108-1	Heber Springs-Quitman	13.8 Mi. Bit. Surface	25 S 2	Indep.	59,177.95	434.14	.....	484.14	58,743.81
5303 S 123-1	Mountain Home Highway 28	6.9 Mi. Gr. Dr. Gravel Surf.	25 S 2	Cleburne	76,346.08	19,837.22	.....	19,837.22	66,508.84
5307 S 449-2	Calico Rock-Brockwell Rd. Brid.	4 Conc. & Steel Bridges	5 S 9	Baxter	26,379.27	26,136.49	.....	26,136.49	104,559.08
5309 SG 378-8	City of Tuckerman	Flashing Light	97 S 4	Izard	.....	2,541.61	.....	2,541.61	52,515.76
5312 F 63-9	City of Searcy	1.417 Mi. Conc. paving	63 S 13	White	.....	861.88	.....	861.88	85,681.34
5312 F 260-7	City of Searcy	1.427 Mi. Concrete paving	67 S 13	White	.....	89,973.55	.....	89,973.55	89,973.55
5312 F 496-2	City of Searcy	4.585 Mi. Concrete paving	67 S 13	White	.....	60,302.61	.....	60,302.61	60,302.61
5313 S 449-3	Calico Rock-East Road	3.319 Mi. Gr. Stone Base	67 S 13	White	.....	162,962.76	.....	162,962.76	152,962.76
5314 S 188-1	Batesville-Suphr Rock Road	Course & 2 Cul.	56 S 1	Izard	.....	.....	87,517.20	87,517.20	87,517.20
5317 S 182-1	Melbourne-Brockwell Road	7.569 Mi. Bit. Surface	69 S 3	Independ.	.....	.....	45,000.00	45,000.00	45,000.00
5324 F 465-8	Hardy-Marmoth Sprgs. Bridges	6.171 Mi. Bit. Surface	9 S 13	Izard	.....	.....	74,000.00	74,000.00	74,000.00
5325 F 63-11	Morning Sun-Judsonia Road	3 Conc. & Steel Bridges	63 S 1	Fulton	.....	.....	17,000.00	17,000.00	17,000.00
5326 F 456-4	Mammoth Springs	Grading & Drainage Struc.	67 S 13	White	.....	.....	67,661.94	67,661.94	67,661.94
5326 FG 456-5	Mammoth Springs	1 Conc. & Steel Bld.-273.25 ft.	63 S 1	Fulton	.....	.....	10,000.00	10,000.00	10,000.00
5328 S 191-1	Mountain View-East	Overpass	63 S 1	Fulton	.....	.....	2,000.00	2,000.00	2,000.00
5336 ERS 33-1	Bridge over Edmondson Creek	10.0 Mi. Bit. Surface	14 S 7	Stone	.....	.....	60,000.00	60,000.00	60,000.00
5336 ERS 34-1	Bridge No. 4097-Wyatt Creek	0.013 Gr. Surf. & R.C. Culvert	County Road	Izard	.....	.....	7,000.00	7,000.00	7,000.00
5336 ERS 34-1	Bridge No. 4098-Wideman Creek	0.020 Gr. Surf.	County Road	Izard	.....	.....	4,000.00	4,000.00	4,000.00
5336 ERS 35-1	Bridge No. 4099-Hurricane Creek	0.072 Gr. Surf. & RC Slab Brid.	County Road	Izard	.....	.....	6,000.00	6,000.00	6,000.00
5336 ERS 36-1	Bridge No. 4099-Hurricane Creek	0.110 Gr. Surf. & RC Slab Brid.	County Road	Izard	.....	.....	7,000.00	7,000.00	7,000.00
5337 S 182-2	Melbourne-Brockwell Bridges	0.046 Const. & Remodel Brid.	9 S 13	Izard	.....	.....	17,000.00	17,000.00	17,000.00
TOTALS DISTRICT NO. 5					\$ 1,024,133.22	\$ 258,351.26	\$ 874,449.18	\$ 1,132,800.44	\$ 2,166,933.66
DISTRICT NO. 6									
6251 S 372-2	Little Rock-Cross Roads Rd.	11.612 Mi. Cr. Stone Base	10 S 7	Pulaski	.....	.....	15,263.81	15,263.81	15,263.81
6307 S 372-3	Little Rock-Cross Roads Rd.	5 Conc. Bridges	10 S 7	Pulaski	.....	.....	131,351.02	131,351.02	131,351.02

"F" Indicates Final
 — Indicates Minus

TABLE 16B—(Continued)
 SCHEDULE OF EXPENDITURES
 ACTIVE PROJECTS OR PROJECTS FINALED
 FEDERAL AID ACT 1944
 July 1, 1948 through June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended		Total Expended to date	
						7-1-48	7-1-50		
DISTRICT NO. 6—(Continued)									
6313 S 289-1	Hazen-Des Are	17.1 Mi. Gr. Dr. Int. Surface	11 S 9	Prairie	118,623.60	13,847.33	13,847.33	142,470.93 F	
6314 F 14-5	Sheridan-East	5 Bridges	270 S 10	Grant	29,298.93	70,674.65	70,674.65	99,972.58 F	
6316 A P SN 503	Little Rock-Saline Co. Line	Surveys	County Road	Statewide	106.00			100.00 F	
6325 S 76-3	Englund-Humoke Road	8.1 Mi. Bit. Surf. & 4 Rnd.	10 S 3	Lenoake		126,000.00	126,000.00	126,000.00 F	
6328 A F 476-1	Greiner-Little Rock	Transportation Study	City Streets	Polaski	9,000.00			9,000.00 F	
6344 F 447-1	Sheridan West	5.0 Mi. Gr. Dr. Int. Surface	270 S 9	Grant	55,819.36	17,581.60	17,581.60	73,400.96 F	
6347 FAGM 86-1	Bridge on Roosevelt Rd.	6.4 Ft. Gr. Dr. Int. Surface	270 S 10	Polaski	42,063.00	15,203.70	15,203.70	57,266.70 F	
6345 F 14-1	Sheridan-Pine Bluff	7.3 Mi. Gr. Dr. Int. Surface	11 S 9	Grant	141,000.14	8,257.49	8,257.49	149,257.63 F	
6348 S 289-2	City of Hazen	Flashing Light	10 S 7	Polaski	4,387.21	2,571.38	2,571.38	6,958.59 F	
6350 S 372-5	Little Rock-Crossroads Surf.	11.62 Mi. Bit. Surface	County Road	Polaski	56,096.97	6,433.47	6,433.47	62,530.44 F	
6364 SG 849-2	Geor Springs-MOP Railroad	Flashing Light	County Road	Polaski	5,483.29	5,483.29	5,483.29	10,966.58 F	
6366 S 117-4	Base Line-MOP Railroad	Flashing Light	7 S 10	Garland	81,000.00	81,000.00	81,000.00	162,000.00 F	
6376 F 116-2	Hot Springs-Jessville Rd.	9.633 Bit. Surf & Culkovis	7 S 14	Polaski	24,000.00	24,000.00	24,000.00	48,000.00 F	
6377 F 211-5	City of North Little Rock	6.331 Bit. Surfacing	70 S 13	Polaski	1,000.00	1,000.00	1,000.00	2,000.00 F	
6378 F 210-6	Broadway-in Little Rock	1.685 Asphalt Resurfacing	70 S 12	Polaski	26,497.84	26,497.84	26,497.84	52,995.68 F	
6379 S 16-2	Humoke-Statteart Bridges	1.093 Gr. Grav. & 1 Conc. & Steel Br.	30 S 4 & 3	Lenoake		97,649.31	97,649.31	195,298.62 F	
6385 F 104-1	Conway-White Cr. Line Road	18.522 Int. Surface	64 S 9	Faulkner	102,946.19	102,946.19	102,946.19	205,892.38 F	
6386 F 104-1	Conway East Bridges	8 Conc. & Steel Bridges	64 S 9	Faulkner	72,386.05	72,386.05	72,386.05	144,772.10 F	
TOTALS DISTRICT NO. 6						\$ 531,616.62	\$ 469,322.85	\$ 1,000,939.47	\$ 2,001,878.92 F
DISTRICT NO. 7									
7266 F 224-8	McNeil-Stephens Road	9.074 Mi. Bit. Surface	79 S 2 & 3	Columbia		4,937.56	4,937.56	9,875.12 F	
7273 FAGM 299-7	Fordyce Overpass	Conc. & Steel Overpass	79 & 167 S 6 & 7	Douglas	141,970.53	7,000.00	7,000.00	148,970.53 F	
7276 F 223-10	Stephens-Carmden	15.251 Mi. Bit. Surface	79 S 3	Ouchahta	349,174.67	116,299.03	116,299.03	465,473.70 F	
7288 F 161-1	Watkins-Wilmor	2 Concrete & Steel Brid	4 S 14	Bradley	262,779.55	1,740.30	1,740.30	264,519.85 F	
7289 F 227-1	La. Line-Emicson	7.8 Mi. Gr. Dr. Int. Surface	79 S 1	Columbia	147,614.84	6,645.57	6,645.57	154,260.41 F	
7326 F 223-11	Carmden-Stephens	Concrete & Bridges	79 S 3	Ouchahta	32,726.45	12,216.40	12,216.40	44,942.85 F	
7354 F 406-1	Hampson-Harrel Road	2.844 Int. Surface	4 S 11	Calhoun	28,501.45	14,243.38	14,243.38	42,744.83 F	
7367 F 200-7	Little Mo. River-Gardion Road	2.350 Mi. Bit. Surface	67 S 4	Clark	31,000.00	31,000.00	31,000.00	62,000.00 F	
7367 F 263-5	Little Mo. River-Gardion Road	4.732 Mi. Bit. Surface	67 S 4	Clark	48,000.00	48,000.00	48,000.00	96,000.00 F	
7367 F 263-7	Little Mo. River-Gardion Road	1.740 Mi. Bit. Surface	67 S 4	Clark	8,000.00	8,000.00	8,000.00	16,000.00 F	
TOTALS DISTRICT NO. 7						\$ 471,480.49	\$ 417,598.32	\$ 889,078.81	\$ 1,778,157.30 F
DISTRICT NO. 8									
8215 F 1 261-4	Cleason-Merifree Road	6.157 Mi. Gr. & Drainage St	64 S 7	Conway		28,000.00	28,000.00	56,000.00 F	
8255 S 170-4	Duxor-Sand Gap	5.0 Mi. Bit. Surface	7 S 15	Pope	40,021.87	34,941.82	34,941.82	74,963.69 F	
8257 F 171-2	Dardanelle-Kosselville Rd.	2.871 Mi. Gr. Dr. Pavc. & 1 Brd	7 S 14	Pope	8,000.00	8,000.00	8,000.00	16,000.00 F	
8262 S 67-1	Peruville-Houston	6.5 Mi. Bit. Surface	60 S 1	Perry	55,062.17	40,246.88	40,246.88	95,309.05 F	
8268 SG 291-2	Ola-Dardanelle Road	0.495 Bit. Surface	7 S 13	Yell	62,489.67	6,000.00	6,000.00	68,489.67 F	
8278 S 170-5	Dover-Forest Boundary Rd	4.373 Gr. Dr. Grav. & Bit Surf.	7 S 15	Pope	86,682.97	86,682.97	86,682.97	173,365.94 F	
TOTALS DISTRICT NO. 8						\$ 95,687.04	\$ 137,578.37	\$ 233,265.41	\$ 466,530.82 F
TOTALS						\$ 1,027,313.15	\$ 816,645.67	\$ 1,843,958.82	\$ 3,687,817.74 F

F Indicates Final
 — Indicates Minor

TABLE 16B—(Continued)
SCHEDULE OF EXPENDITURES
ACTIVE PROJECTS OR PROJECTS FINALED
FEDERAL AID ACT 1944
July 1, 1948 through June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
9200 S 36-5	Fayetteville-Goeben	3.3 Mi. Grav. Base	DISTRICT NO. 9 45 S 5	Washington	\$ 48,323.63	\$ 2,417.68	\$	2,417.68	\$ 45,905.00 F
9202-08 F 370-8	Bellefonte-Pyatt	5.8 Mi. Grav. Base	62 S 7 & 8	Boone		18,190.86		18,190.86	98,948.88 F
9213 EKS 9	Beaver Bridge	0.206 Mi. Bridge & Gravel Surf.	County Road	Carroll		69,866.52	75,281.98	145,148.50	14,240.64 F
9221 FAP 370-10	Bellefonte-Yellville	471 Ft. Bridges	62 S 8	Marion		28,000.00		28,000.00	28,000.00
9222 S 194-1	Huntsville-East Road	Grades-Drain 7.0 Mi. Bit. Surf.	68 S 3	Madison		7,000.00		7,000.00	33,540.07
9224 EKS 23-1	St. Paul Crosses Bridge	177.25 Ft. Conc. Bridge	15 S 4	Madison	10,428.57	16,111.50		26,540.07	62,000.00
9229 S 286-3	Jasper-North Road	5.361 Mi. Bit. Surface	7 S 18	Newton	46,309.02	2,500.00	25,290.56	74,100.58	74,099.58 F
9232 S 36-6	Spring Valley-Huntsville Road	5.544 Mi. Gravel Base	68 S 1 & 2	Madison					
9232 S 132-2	Spring Valley-Huntsville Road	4.572 Mi. Gravel Base	68 S 2 7	Madison					
9233 S 286-2	Harrison-South	194.5 Ft. Bridge	7 S 19	Washington	76,324.52	2,600.00	1,487.25	78,411.77	80,811.77 F
9240 SG 132-2	City of Springdale	Flashing Light	68 S 1	Boone	21,283.62	2,332.18		23,615.80	21,061.99 F
9242 S 36-7	Hindsville-Huntsville	4.7 Mi. Bit. Surface	68 S 2	Washington		2,332.18		2,332.18	2,332.18
9242 S 132-4	Spring Valley-Huntsville	6.5 Mi. Bit. Surface	68 S 1 & 2	Madison		15,273.66	6,828.62	22,102.28	22,097.17 F
9243 SG 391-2	City of Gentry	Flashing Signal	12 S 1	Washington		21,914.30	9,966.47	31,880.77	31,880.77 F
9244 SG 844-1	City of Decatur	Flashing Signal	County Road	Benton		4,177.96		4,177.96	4,177.96 F
9245 S 35-8	Spring Valley-Huntsville	132.5 Ft. Bridge	68 S 2	Benton		3,808.27		3,808.27	3,808.27 F
9246 S 177-1	Rogers-Fea Ridge	1.9 Mi. Bit. Surface	94 S 2	Madison	21,296.47	2,958.91		24,255.38	16,337.66 F
9248 S 135-1	Univ. Farm Road	1.9 Mi. Bit. Surface	112 S 1	Benton	33,052.69	86,279.53	5,933.47	125,265.70	115,398.65 F
9250 S 111-1	Springdale Connection	8.4 Mi. Gravel Base	68 S 1 N	Washington	7,964.24	21,277.62	2,689.03	29,930.89	19,207.87 F
9251 SG 111-2	Springdale-Emma Avenue	Flashing Signal	City Street	Washington		28,958.21	4,661.92	33,620.13	33,983.88 F
9253 SG 848-1	Town of Philipp	Flashing Signal	County Road	Marion		2,961.83		2,961.83	2,961.83 F
9254 S 132-5	White Riv. E. & W. Rd.	6.084 Mi. Bit. Surface	68 S 1	Washington		25,207.27	60,666.56	85,873.83	86,873.83
9266 S 198-1	Eureka Springs-South Road	6.866 Mi. Bit. Surface	23 S 10	Carroll			24,000.00	24,000.00	24,000.00
9275 S 286-4	Big Buffalo Riv. N. Rd.	6.210 Mi. Bit. Surface	7 S 18 & 19	Newton			54,000.00	54,000.00	54,000.00
TOTALS DISTRICT NO. 9					\$ 376,423.80	\$ 297,358.46	\$ 206,029.46	\$ 602,387.92	\$ 878,817.22
10224 F 275-1	Peachontas City Connections	1.347 Mi. Gr. Dr. Pvt. & 1 Brid.	DISTRICT NO. 10 61 S 21	Randolph	\$	\$	\$ 25,000.00	25,000.00	25,000.00
10244 F 455-4	Portia-Black Rock	3.449 Mi. Gravel Surfacing	63 S 3	Lawrence			83,000.00	83,000.00	83,000.00
10274 F 455-5	Portia-Hoxie	4.8 Mi. Bit. Surface	63 S 3	Lawrence	109,823.80	10.22		109,834.02	109,833.82 F
10281 F 455-6	Portia-Hoxie	397 Ft. Bridges	63 S 3	Lawrence		34,348.83	6,445.35	40,794.18	40,798.18 F
10285 F 460-1	Piggott-Mo. State Line	7.449 Mi. Bit. Surf. & Conc. Pvt.	62 S 21	Clay	87,521.52	41,832.45	11,681.46	141,035.43	141,035.43 F
10289 F 455-7	Hoxie Connection	0.408 Mi. Gr. Dr. Gr. Sh. & PCC	62 S 21	Clay					
10297 S 296-4	Waldenburg-Harrisburg Rd.	11.413 Gr. Dr. & Bit. Surface	68 S 3	Lawrence			39,171.09	39,171.09	39,171.09
10298 S 179-3	Harrisburg-Highway 63	13.5 Mi. Bit. Surface	14 S 13	Poinsett			16,000.00	16,000.00	16,000.00
10306 S 99-2	Marked Tree-Leopanto Road	9.813 Mi. Bit. Surface	40 S 1	Poinsett	112,863.72	46,620.34		159,484.06	159,474.06 F
10310 S 99-3	Leopanto-Osceola	5.9 Mi. Bit. Surface	40 S 1 & 2	Poinsett	165,503.15	46,234.56	13,047.25	331,878.30	198,680.45 F
10311 F 455-3	Black Rock	2 Relief Brid. & 1 main Brid.	63 S 3	Mississippi	98,800.55	3,219.85		102,020.40	95,580.70 F
10312 F 242-9	Walnut Ridge-Paragould	9.3 Mi. Bit. Surface	26 S 8	Greene	386,160.11	19,459.44		405,619.55	355,628.55
10313 SG 99-5	Marked Tree Underpass	Conc. & Steel Und'p's & Appr.	40 S 1	Poinsett	98,644.66	15,839.30		114,483.96	77,806.26 F
10314 S 99-4	Marked Tree-Leopanto	959 Ft. of Bridges	25 S 9	Poinsett	92,208.87	40,528.17		132,737.04	132,736.54
10316 F 205-4	Paragould-East	0.234 Mi. Con. Pvt. & 1 Steel Br.	25 S 9	Poinsett	40,306.59	30,764.48		71,071.07	71,071.07 F
10319 F 344-2	Imboden-Ravenden	4.7 Mi. Gravel Base	68 S 3	Lawrence & Randolph	12,467.32	15,000.00		27,467.32	61,477.31
					87,961.84	10,847.46		98,809.30	77,113.78 F

— Indicates Minus
 "F" Indicates Finaled

TABLE 16B—(Continued)
 SCHEDULE OF EXPENDITURES
 ACTIVE PROJECTS OR PROJECTS FINALED
 FEDERAL AID ACT 1944
 July 1, 1948 through June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
DISTRICT NO. 10—(Continued)									
10820 F 344-4	Imboden-Ravenden	Concrete & Steel Brid.	63 S 3	Lawrence				81,940.87	81,940.87
10329 FG 460-2	Town of St. Francis	Flashing Light	62 S 21	Kandolph		9,704.92	72,145.95	2,868.82	2,868.82 F
10330 FG 238-5	City of Piggott	Flashing Light		Clay		2,868.82		3,321.27	3,321.27 F
10651 F 149-4	Manila-Blytheville Rd.	1.442 Mi. Conc. Pvt. & 2 Brid.	18 S 5	Mississippi		3,321.27	5,000.00	5,000.00	5,000.00
TOTALS DISTRICT NO. 10					\$ 808,882.04	\$ 648,277.31	\$ 420,388.21	\$ 968,665.52	\$ 1,777,547.56
INTER DISTRICT AND MISCELLANEOUS									
1186 F 461-2	Warren-Wilmar Road	6.780 Mi. Dr. Gr. & Grav. Surf.	4 S 13 & 14	Bradley					
1197 S 372-4	Cross Roads-Jct. 9	8.6 Mi. Gravel Base	10 S 6 & 7	Drew					
1199 F 393-3	Rison-Pine Bluff	14.7 Mi. Grade & Drain	79 S 8 & 9	Pulaski	38,054.81	1,120.54		1,120.54	39,175.35 F
1200 F 14-6	Sheridan-Pine Bluff Road	8.864 Mi. Bit. Surface	270 S 10 & 11	Jefferson	127,981.40	2,950.97		2,950.97	130,882.37 F
1201 F 393-4	Rison-Pine Bluff	172.3 Ft. Bridges	79 S 8 & 9	Jefferson		1,106.11	124,816.64	124,816.64	124,816.64
1207 F 344-4	Ravenden-Hardy Road	8.416 Mi. Surf. & 2re Box Cul.	63 S 8 & 9	Lawrence	23,498.93			1,106.11	24,605.04 F
1208 S 76-1	Humoke-Stuttgart	3.7 Mi. Gravel Surface	30 S 3, 4, 5	Sharp			18,000.00	18,000.00	18,000.00
1221 F 393-5	Pine Bluff-Rison	14.733 Mi. Bit. Surface	79 S 7, 8, 9	Lawrence	37,780.57	4,351.72		4,351.72	42,132.29 F
1222 FG 47-11	U. S 79 & MOP RR at Louise	Flashing Signal		Jefferson	49,681.08	40,889.99	18,000.00	58,889.99	108,571.07
1222 FG 188-3	City of Cavell	Flashing Signal	64 S 13	Woodruff			2,059.82	2,059.82	2,059.82 F
1223 S 25-1	McCroy-Tupelo	7.3 Mi. Gravel Surface	17 S 5 & 6	Jackson			2,842.82	2,842.82	2,842.82 F
1224 S 26-2	McCroy-Tupelo	1.333 Ft. Bridges	17 S 5 & 6	Jackson	51,877.40	25,446.87		25,446.87	77,324.27 F
1225 S 372-6	Cross Roads-Highway 9	8.6 Mi. Bit. Surface	10 S 6 & 7	Perly	11,403.00	97,016.79	15,519.68	81,497.11	92,900.11 F
1226 F 260-8	Ward-Beebe Road	3.596 Mi. Conc. Pvt. & 2 Bridges	67 S 11 & 12	Pulaski	56,110.51	15,250.51		15,250.51	40,860.00 F
1227 SG 174-1	City of Waldo	Flashing Signal	19 S 1	Lonoke		2,400.75	895.03	3,295.78	3,295.78 F
1227 SG 350-3	City of Altheimer	Flashing Signal		Jefferson		3,752.66		3,752.66	3,752.66 F
1227 FG 619-1	City of Pine Bluff	Rail Road Signal		Jefferson			5,544.05	5,544.05	5,544.05 F
1228 SG 173-1	City of Cabot	Flashing Signal	89 S 1	Lonoke			6,763.30	6,763.30	6,763.30 F
1228 SG 183-5	City of McGehee	Flashing Signal	1 S 1	Dusha		2,028.88	694.74	2,723.62	2,723.62 F
1229 SG 818-4	City of Marion	Flashing Signal		Crittenden			7,133.83	7,133.83	7,133.83 F
1231 SG 156-3	City of Keel	Flashing Signal	187 S 17	Monroe		2,865.77	967.93	3,833.70	3,833.70 F
1231 FG 256-14	City of Jonesboro	Flashing Signal	63 S 6	Craighead			4,326.82	4,326.82	4,326.82 F
1232 SG 804-3	City of Stamps	Flashing Signal		LeFlore		3,036.36	891.46	3,857.82	3,857.82 F
1232 SG 871-2	City of Carden	Flashing Signal		Quachita		1,986.05		2,805.49	2,805.49 F
1232 SG 888-1	City of McNeil	Flashing Signal		Quachita			4,202.26	4,202.26	4,202.26 F
1232 SG 872-2	City of Harmony Grove	Flashing Signal		Quachita			5,515.85	5,515.85	5,515.85 F
1238 F 36-2	City of Harmony Grove	8.128 Mi. Gr. & Draining	63 S 9	Franklin			2,000.00	2,000.00	2,000.00
1238 F 1-8	Highway Planning	State		Franklin		57,800.00		57,800.00	57,800.00 F
1238 SHPS 1-8	Highway Planning	State		Statewide		46,546.00		46,546.00	46,546.00 F

"F" Indicates Finaled
 — Indicates Minus

TABLE 16B—(Continued)
 SCHEDULE OF EXPENDITURES
 ACTIVE PROJECTS OR PROJECTS FINALED
 FEDERAL AID ACT 1944
 July 1, 1948 through June 30, 1950

Job & Project Number	Location	Type of Work	Route & Section	County	Statewide	Previously Expended 7-1-49	Expended 7-1-49	Expended 7-1-50	Total Expended Biennium	Total Expended to date
UHPS 1-8	Highway Planning	State		Statewide		8,373.00	8,373.00	97,491.17	8,373.00	8,373.00 F
HFS 1-9	Highway Planning	State		Statewide		27,068.70	27,068.70	97,491.17	124,565.87	124,565.87 F
AE-SU-500-2	Highway Planning	State		Statewide		15,834.71	15,834.71	97,491.17	15,834.71	15,834.71 F
TOTALS INTER DISTRICT AND MISCELLANEOUS										
DISTRICT TOTALS						\$ 412,172.41	\$ 899,852.80	\$ 812,888.64	\$ 712,541.44	\$ 1,124,713.86
COUNTY PROJECTS (See detailed statement following)						6,029,289.09	3,817,597.58	4,549,201.66	8,467,090.49	14,496,868.58
TOTAL FEDERAL AID						105,096.19	218,320.12	705,877.01	923,997.13	1,029,082.32
						\$6,546,456.69	\$4,436,070.75	\$5,867,567.31	\$10,103,638.06	\$16,650,194.76

TABLE 16C
 ACTIVE COUNTY PROJECTS

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended 7-1-49	Expended 7-1-49	Expended 7-1-50	Total Expended Biennium	Total Expended to date
C 11277	Hubert-Southwest	1.7 Mi. Gravel Surface	County Road	Crittenden	\$ 4,097.11	\$ 5,339.35	\$ 147.94	\$ 5,339.35	\$ 5,339.35 F
C 11280	S 811-1	2 Mi. S. Polmett-Crit. Co. Line	County Road	Crittenden	.....	147.94	.....	147.94	5,145.05 F
C 11282	S 811-2	Highway 70-N. & S.	County Road	Crittenden	.....	.....	4,587.57	4,587.57	4,587.57 F
C 11297	S 814-2	Earle-Northwest	County Road	Crittenden	.....	11,240.03	.....	11,240.03	11,240.03 F
C 11285	S 814-1	Hester-South	County Road	Crittenden	3,849.25	.....	.....	3,849.25	3,849.25 F
C 11286	S 816-1	Gilmore-Northwest	County Road	Crittenden	.....	3,993.61	.....	3,993.61	3,993.61 F
C 11288	S 816-3	Clarkdale-East	County Road	Crittenden	3,981.42	885.15	.....	4,866.57	4,866.57 F
C 11296	S 816-6	Highway 64-North	County Road	Crittenden	4,231.12	680.67	.....	4,911.79	4,911.79 F
C 11298	S 816-8	Clarkdale-East & West	County Road	Crittenden	.....	414.55	.....	414.55	4,143.68 F
C 11301	S 830-1	Edmondson-South	County Road	Crittenden	3,998.52	146.14	.....	4,144.66	4,144.66 F
C 11303	S 838-1	Snowden Clin-East	County Road	Crittenden	.....	6,187.83	.....	6,187.83	6,187.83 F
C 11324	S 816-7	Clarkdale-West	County Road	Crittenden	.....	.....	4,327.56	4,327.56	4,327.56 F
C 11326	S 816-8	Clarkdale-East Road	County Road	Crittenden	.....	.....	3,902.58	3,902.58	3,902.58 F
C 11327	S 818-2	Saint Clair-West	County Road	Crittenden	.....	.....	8,161.40	8,161.40	8,161.40 F
C 11328	S 818-3	Marrion-East	County Road	Crittenden	.....	.....	7,243.82	7,243.82	7,243.82 F
C 11329	S 819-2	James Mill-West Road	County Road	Crittenden	.....	.....	5,736.46	5,736.46	5,736.46 F
C 11330	S 853-1	Highway 70-West Road	County Road	Crittenden	.....	.....	7,644.16	7,644.16	7,644.16 F
C 11331	S 854-2	Rest Lake Road	County Road	Crittenden	.....	.....	3,659.45	3,659.45	3,659.45 F
C 11332	S 854-1	Highway 70-West Road	County Road	Crittenden	.....	.....	5,694.38	5,694.38	5,694.38 F
C 11333	S 854-2	Rest Lake Road	County Road	Crittenden	.....	.....	4,417.00	4,417.00	4,417.00 F
C 11335	S 810-3	Buck Lake-East Road	County Road	Crittenden	.....	.....	3,407.70	3,407.70	3,407.70 F
C 11337	S 814-3	Bridge on FAS Rt. 1959	County Road	Crittenden	.....	.....	8,954.98	8,954.98	8,954.98 F
C 11340	S 816-10	Crawfordville-North	County Road	Crittenden	.....	.....	6,000.00	6,000.00	6,000.00 F
C 11342	S 861-1	Tyrone-River-East	County Road	Crittenden	.....	.....	11,111.07	11,111.07	11,111.07 F
C 11348	S 868-1	Jullusa-Southwest Road	County Road	Crittenden	.....	.....	4,417.00	4,417.00	4,417.00 F
C 11346	S 862-1	Highway 62-South Road	County Road	Crittenden	.....	.....	8,407.70	8,407.70	8,407.70 F
C 11349	S 879-6	Melwood-White River Levee	County Road	Crittenden	.....	.....	7,778.20	7,778.20	7,778.20 F
C 11353	S 816-12	Crawfordville Connection Rd.	County Road	Phillips	.....	.....	18,000.00	18,000.00	18,000.00 F
C 11358	S 868-2	Jullusa-Southwest Road Bridges	County Road	Crittenden	.....	.....	11,528.00	11,528.00	11,528.00 F
C 11357	S 810-4	Buck Lake-East Road	County Road	Crittenden	.....	.....	3,000.00	3,000.00	3,000.00 F
C 11359	S 816-13	Clarkdale-West Road No. 2	County Road	Crittenden	.....	.....	1,927.00	1,927.00	1,927.00 F
C 11361	S 860-2	Kramer-7 Mi. Lake Road	County Road	Woodruff	.....	.....	12,688.74	12,688.74	12,688.74 F
C 11366	S 860-3	Catche Bayou-East Road	County Road	Woodruff	.....	.....	11,288.14	11,288.14	11,288.14 F
C 11368	S 860-3	Catche Bayou-East Road	County Road	Woodruff	.....	.....	4,001.97	4,001.97	4,001.97 F

"F" Indicates Finaled
 - Indicates Minus

TABLE 16C—(Continued)
ACTIVE COUNTY PROJECTS

Job & Project Number	Location	Type of Work	County	Previously Expended	Expended 7-1-48	Expended 7-1-50	Total Expended Biennium	Total Expended to date
C 11958	Marland Swamp-N & S.	2.468 Mi. Gravel Surface	Crittenden			11,302.33	11,302.33	11,302.33 F
C 11374	Wildcat Bayou-West Road	1.5 Mi. Gr. Dr. & Surface	Crittenden			7,186.55	7,186.55	7,186.55 F
C 11377	Aubrey-West	1.8 Mi. Gravel Surface	Lee			5,137.63	5,137.63	5,137.63 F
C 11378	Highway 121-East	0.995 Mi. Gravel Surface	Lee			4,176.22	4,176.22	4,176.22 F
C 11283	No. 42-North	2.501 Mi. Gravel Surface	Crittenden	8,650.75		8,650.75	8,650.75	8,650.75 F
C 11284	Jct. P.A.S. 1956 & 189-Northerly	1.35 Mi. Gravel Surface	Crittenden	4,396.66		4,396.66	4,396.66	4,396.66 F
C 11851	7 Mi. Lake-North & East	2.507 Mi. Gravel Surface	Crittenden	7,093.99		7,093.99	7,093.99	7,093.99 F
C 11376	South Plains-North	1.268 Mi. Gr. Surface	Lee			4,000.00	4,000.00	4,000.00
C 11378	Rondo-North Road	3.031 Mi. Gravel Surface	Lee			11,000.00	11,000.00	11,000.00
C 11340	Carman-East Road	3.8 Mi. Gravel Surface	Lee			17,123.66	17,123.66	17,123.66 F
C 11381	Marianna-Southeast	2.648 Mi. Gravel Surface	Lee			9,000.00	9,000.00	9,000.00
C 2482	Grant Co. Line Subj. Spruce Rd.	6.780 M. Gr. & Gravel Surface	Jefferson					
C 2376	Dereca-Northwest Road	5.599 Mi. Gravel Surf.-1 Bridge	Ashtabula	13,640.13			13,640.13	13,640.13
C 2370	Stamps-South	3.2 Mi. Gravel Surface	Ashtabula					
C 3371	Hope-Parsons Road	1.392 Mi. Bit. Surface	Lafayette					
C 3383	Springhill-Hope Road	5.950 Mi. Gravel Surface	Hempstead	304.40			304.40	304.40
C 3389	McKamie-North Road	4.3 Mi. Bit. Surface	Hempstead	17,772.83			17,772.83	17,772.83 F
C 3391	Cassatot River-Northwest	2.498 Mi. Gr. Surface	Lafayette	16,000.00			16,000.00	16,000.00
C 3366	Spring Bank-Ferry-East Road	4.187 Mi. Gr. Dr. & Gravel Surf.	Lafayette	7,471.37			7,471.37	7,471.37 F
C 4337	Fort Smith-South Road	3.33 Mi. Bit. Surface	Sevier	13,073.70			13,073.70	13,073.70 F
C 6358	Scott-Bredlow	2.4 Mi. Bit. Surface	Lafayette	8,697.00			8,697.00	8,697.00 F
C 6358	Geyer Springs-South	2.7 Mi. Bit. Surface	Sebastian	30,270.80			30,270.80	30,270.80 F
C 6361	Traskwood-East Road	0.44 Mi. Gravel Surface	Fulaski	7,224.43			7,224.43	7,224.43 F
C 6372	Adams Field-College Station	62 Ft. Bridge & 400 Ft. Apprs.	Saline	2,524.95			2,524.95	2,524.95 F
C 6373	Plum Run	Tr. Timber Bridge & Apprs.	Fulaski	6,862.09			6,862.09	6,862.09 F
C 6374	Cut-off W. 12 St. Pike-Hwy. 10	0.045 Mi. Construct. Bridges	Fulaski	7,187.35			7,187.35	7,187.35 F
C 6374	Cut-off W. 12 St. Pike-Hwy. 10	0.045 Mi. Construct. Bridges	Fulaski	4,400.28			4,400.28	4,400.28 F
C 6382	Saltern-East & South to US 70	2.938 Mi. Asph. Surface	Saline	4,049.43			4,049.43	4,049.43 F
C 6383	Jct. Hw. 70-Hw. 9 Brdg. Remod.	Reconstruct Bridge	Saline	9,167.89			9,167.89	9,167.89 F
C 6384	Slovace-West	4.6 Mi. Gravel Surface	Prairie	14,409.28			14,409.28	14,409.28 F
C 6406	Plum Bayou-England Road	4.509 Mi. Asph. Conc. Surface	Pul. & Lon.	43,928.20			43,928.20	43,928.20 F
C 7329	Mountain Pine-Southwest Rd.	3.141 Mi. Gr. Dr. & Gravel	Garland	16,752.80			16,752.80	16,752.80 F
C 7341	Cleveland-Jefferson Co. Line	3.00 Mi. Gravel Surface	Cleveland	4,787.01			4,787.01	4,787.01 F
C 7342	Stephens-East Road	2.367 Mi. Bit. Surface	Ouachita	26,122.72			26,122.72	26,122.72 F
C 7342	Fairview Connection Road	2.5 Mi. Grav. Base & Bit. Surf.	Ouachita	6,431.85			6,431.85	6,431.85 F
C 7342	Fairview Connection Road	1.537 Mi. Gravel Base & Bit Surf.	Ouachita	7,717.01			7,717.01	7,717.01 F
C 7343	Chidester-Southwest	0.599 Mi. Bit. Surface	Ouachita					
C 7343	Chidester-Northeast	Gr. Dr. & Bit. Surface	Ouachita					
C 7344	Mustin Lake-North Road	3.3 Mi. Bit. Surface	Ouachita					
C 7345	US Hwy. 79-Southwest Road	4.154 Mi. Gr. Dr. Gr. Base & Bit Surf.	Ouachita					
C 7345	Harmony Grove-East Road	3.2 Mi. Bit. Surface	Ouachita					
C 7348	El Dorado-Northwest Road	2.579 Asph. Surface	Ouachita					
C 7357	Camden-West Road	3.338 Mi. Bit. Surface	Ouachita					
C 7359	Shuler Field-Care Road	3.419 Mi. Gravel Surface	Ouachita					
C 7363	Highway 82-Urbana Road	1.682 Mi. Gravel Surface	Ouachita					
C 7378	Norphet-Ouachita County Line	2.379 Mi. Gr. Dr. & Gravel Base	Union	11,157.98			11,157.98	11,157.98 F
C 7381	Fairview-South Road	3.340 Mi. Gr. & Drainage	Ouachita	5,000.00			5,000.00	5,000.00
C 8280	Fairview-South Road	3.340 Mi. Bit. Surface	Ouachita	10,000.00			10,000.00	10,000.00
C 9255	Horsehead Creek Bridge	RC & 1 Ream Bridge	Johnsop	5,800.95			5,800.95	5,800.95 F
C 10317	Cave Springs-North	3.924 Mi. Gravel Base & Bit. Surf.	Benton	27,898.52			27,898.52	27,898.52 F
C 10332	Highway 40-St. Francis River	2 Bridges & 54 ft. Conc. Pipe	Poinsett	247.57			247.57	247.57 F
C 10333	Rector-Bald Knob	5.150 Mi. Gr. Dr. & Gravel	Clay	22,559.62			22,559.62	22,559.62 F
C 10333	Preach Orchard-Brookings	3.270 Mi. Gr. Dr. & Gravel	Clay	12,058.37			12,058.37	12,058.37 F
C 10351	Jud Hill-Hwy. 63 Road	0.942 Mi. Gravel Surface	Poinsett	3,431.72			3,431.72	3,431.72 F
C 10358	Cash Riv. Bridge Sedgwick Rd.	1 Conc. & 1 Beam Brdg. Gr. & Grav.	Lawrence	7,000.00			7,000.00	7,000.00

F Indicates Finaled
- Indicates Minus

TABLE 16C--(Continued)
ACTIVE COUNTY PROJECTS

Job & Project Number	Location	Type of Work	Route & Section	County	Previously Expended	Expended 7-1-48 to 7-1-49	Expended 7-1-49 to 7-1-50	Total Expended Biennium	Total Expended to date
C 62-1	Stephens-Louann Road	3.459 Mi. Gravel & Bit. Surface	County Road	Duachita	.....	.....	9,000.00	9,000.00	9,000.00
C 60-1	Fourche Bayou Bridge & Appr.	0.137 Mi. Gr. Dr. Grav. Base & 2 Br.	County Road	Fulaski	.....	.....	11,000.00	11,000.00	11,000.00
C 60-2	Markham Street Extension	1.469 Mi. Gr. Dr. & Bit. Surface	County Road	Fulaski	.....	.....	14,000.00	14,000.00	14,000.00
C 60-4	Highway 10-Natural Steps	3.926 Mi. Gr. Dr. & Asph. Surface	County Road	Pulaski	.....	.....	5,000.00	5,000.00	5,000.00
TOTAL COUNTY PROJECTS					\$105,095.19	\$218,320.12	\$705,677.01	\$923,997.13	\$1,029,092.32

TABLE 17

NET REVENUE TO HIGHWAY FUND FROM MOTOR FUEL TAX
January 1, 1934 to October 1, 1950

Calendar Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
1934	\$ 482,413	\$ 458,223	\$ 473,872	\$ 486,602	\$ 541,947	\$ 635,000	\$ 592,896	\$ 626,378	\$ 542,293	\$ 608,699	\$ 681,676	\$ 638,158	\$ 6,818,052
1935	576,443	535,166	503,283	560,187	582,677	662,561	577,376	681,143	703,258	664,589	683,298	641,997	7,261,863
1936	533,451	628,774	461,982	611,726	642,303	648,817	694,306	764,576	784,859	766,194	769,286	728,982	8,136,364
1937	732,812	586,645	574,147	678,659	742,308	731,498	783,003	819,692	835,487	805,326	783,005	776,060	8,862,642
1938	736,417	688,621	608,971	701,587	621,075	698,836	681,452	733,926	796,360	775,207	775,207	777,439	8,659,189
1939	745,856	699,417	586,438	780,688	685,768	742,615	787,801	802,453	827,504	816,952	841,840	797,005	9,067,318
1940	852,823	665,165	586,712	773,734	776,318	800,364	793,956	801,004	879,935	862,449	926,325	891,700	9,659,465
1941	873,265	840,274	728,511	859,980	862,711	929,042	923,053	1,001,411	1,079,577	1,097,159	1,097,159	1,030,142	11,213,291
1942	1,116,664	873,839	756,428	832,076	891,036	868,253	899,802	922,763	927,687	896,013	949,962	911,709	10,875,021
1943	715,913	588,703	656,714	695,469	677,275	799,994	786,988	799,994	795,048	765,411	803,647	795,881	8,719,650
1944	722,664	763,591	679,988	699,465	715,348	689,632	770,474	729,179	787,654	802,369	825,265	882,139	9,012,788
1945	763,619	832,752	698,661	735,533	763,229	833,033	861,892	928,756	1,123,985	1,088,154	1,022,002	1,025,728	10,762,334
1946	1,101,640	1,003,112	981,502	1,169,801	1,125,667	1,301,684	1,197,274	1,361,988	1,339,652	1,262,579	1,387,171	1,241,689	14,463,669
1947	1,327,685	1,162,632	1,129,540	1,321,443	1,285,260	1,266,161	1,364,718	1,401,714	1,433,500	1,360,846	1,435,969	1,297,234	15,799,673
1948	1,475,691	1,216,916	1,084,116	1,386,297	1,393,981	1,441,061	1,474,376	1,640,426	1,631,215	1,541,978	1,669,241	1,498,271	17,063,669
1949	1,660,317	1,241,189	1,260,575	1,576,809	1,635,359	1,816,211	1,643,197	1,626,864	1,693,641	1,681,494	1,720,768	1,713,869	18,820,963
1950	1,678,428	1,366,594	1,361,810	1,746,637	1,742,367	1,774,780	1,811,934	1,818,663	1,832,609	.....	.....	.....	15,123,220

NET REVENUE TO HIGHWAY FUND FROM MOTOR VEHICLE REGISTRATION AND AUTO DIVISION FEES
January 1, 1934 to October 1, 1950

Calendar Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
1934	\$ 120,680	\$ 782,027	\$ 746,814	\$ 164,206	\$ 118,907	\$ 48,274	\$ 71,098	\$ 34,670	\$ 41,899	\$ 43,463	\$ 16,362	\$ 9,446	\$ 2,147,796
1935	979,601	649,236	175,379	118,241	100,767	44,126	56,966	68,465	60,112	43,446	22,082	11,620	2,868,908
1936	889,841	1,006,348	173,584	181,186	101,975	44,163	118,791	52,682	60,567	37,135	24,340	18,742	2,662,204
1937	643,988	502,103	1,061,674	227,671	136,663	84,067	145,867	83,917	60,962	41,243	22,167	9,271	3,009,423
1938	364,217	820,833	1,062,324	151,781	73,470	25,026	71,374	46,607	40,779	38,104	19,390	8,387	2,717,242
1939	867,178	768,163	1,172,263	1,65,601	117,051	35,544	97,437	54,095	35,617	21,481	105,272	541,382	3,465,974
1940	864,178	947,118	130,944	140,172	29,018	29,018	80,408	38,242	31,721	29,755	113,017	902,464	3,459,509
1941	942,981	795,508	176,811	174,202	125,652	60,347	107,355	58,742	48,784	40,966	189,089	1,090,516	3,810,921
1942	1,652,959	410,062	143,427	131,039	66,898	30,367	89,968	58,742	35,304	23,096	169,158	696,467	3,862,991
1943	1,601,171	506,607	181,586	108,964	72,966	37,923	66,059	43,071	38,887	24,110	256,047	247,487	3,879,224
1944	1,440,647	433,682	186,481	84,666	65,777	40,155	66,741	40,617	38,646	26,895	247,487	769,041	3,979,041
1945	1,772,148	498,269	150,961	99,833	67,592	45,634	67,963	48,084	36,881	28,717	21,432	10,062	2,837,716
1946	2,612,186	972,616	172,278	161,705	112,630	83,968	72,739	64,166	64,166	49,163	28,626	16,152	4,417,766
1947	2,936,481	1,258,727	189,324	179,900	116,969	76,087	92,099	76,218	69,143	45,741	27,781	18,161	5,096,601
1948	2,976,689	1,496,326	268,874	212,674	132,032	80,942	100,422	74,798	74,744	46,163	33,224	19,060	5,612,848
1949	2,964,878	1,934,008	804,126	215,677	161,656	89,531	778,764	1,859,703	289,495	140,426	108,617	169,311	8,451,082
1950	1,891,653	1,418,586	271,656	166,960	123,380	70,863	1,300,157	1,726,895	238,883	.....	.....	.....	7,229,022

TABLE 18
COMPARISON OF STATE HIGHWAY EXPENDITURES BY STATES—1948¹

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	7,502	14,451	1,926	2,958	394	17,409	2,321
Arizona	3,948	14,059	3,561			14,059	3,561
Arkansas	9,742	17,971	1,845	7,128	732	25,099	2,576
California	13,783	137,312	9,952	11,183	811	148,495	10,774
Colorado	12,200	24,941	2,044	1,953	160	26,894	2,204
Connecticut	2,930	27,290	9,314	2,254	769	29,544	10,083
Delaware	3,906	7,195	1,842	1,398	358	8,593	2,200
Florida	8,950	44,281	4,948	949	105	45,230	5,054
Georgia	14,712	33,441	2,273	2,688	183	36,129	2,456
Idaho	5,039	8,947	1,776			8,947	1,776
Illinois	12,096	51,889	4,290	9,280	767	61,169	5,057
Indiana	10,465	40,511	3,371			40,511	3,371
Iowa	9,745	24,040	2,467	8,181	340	32,221	3,305
Kansas	9,919	29,018	2,925	1,323	133	30,341	3,059
Kentucky	10,876	34,148	3,140	511	47	34,659	3,187
Louisiana	14,671	36,837	2,511	8,666	591	45,503	3,102
Maine	10,571	20,058	1,897	2,689	254	22,747	2,152
Maryland	4,568	28,427	6,237	5,279	1,158	33,706	7,395
Massachusetts	1,952	34,581	17,715	943	483	35,524	18,199
Michigan	9,532	61,591	6,461	274	29	61,865	6,490
Minnesota	11,199	39,773	3,551	3,089	275	42,862	3,827
Mississippi	6,621	25,980	3,788	4,176	631	29,256	4,419
Missouri	17,247	33,920	2,257	8,144	472	47,064	2,729
Montana	8,838	17,663	1,999	42	5	17,705	2,003
Nebraska	9,331	19,949	2,138			19,949	2,138
Nevada	5,740	7,071	1,232			7,071	1,232
New Hampshire	3,704	11,568	3,123	1,069	289	12,637	3,412
New Jersey	1,710	39,664	23,195	3,094	1,809	42,758	25,005
New Mexico	10,217	14,545	1,424	1,906	187	16,451	1,610
New York	14,260	90,489	6,346	13,952	978	104,441	7,324
North Carolina	63,603	68,033	1,070	6,721	106	74,754	1,175
North Dakota	6,891	15,386	2,233	4	1	15,390	2,233
Ohio	18,303	74,323	4,041	508	28	74,831	4,068
Oklahoma	10,143	22,354	2,205			22,354	2,205
Oregon	7,182	30,094	4,190	604	84	30,698	4,274
Pennsylvania	40,938	160,504	3,921	8,842	216	169,346	4,137
Rhode Island	835	7,800	9,341	258	300	8,058	9,650
South Carolina	19,027	33,703	1,771	8,012	421	41,715	2,192
South Dakota	5,986	15,773	2,635			15,773	2,635
Tennessee	7,646	38,509	5,048	3,966	519	42,565	5,567
Texas	31,077	106,176	3,417	8,195	264	114,371	3,680
Utah	5,358	10,902	2,035			10,902	2,035
Vermont	1,805	6,529	3,617	19	11	6,548	3,628
Virginia	47,897	53,441	1,116			53,441	1,116
Washington	6,322	30,270	4,788	1,763	279	32,033	5,067
West Virginia	33,329	37,771	1,133	8,268	248	46,042	1,381
Wisconsin	10,749	43,573	4,054	356	33	43,929	4,087
Wyoming	4,500	13,355	2,968	278	62	13,633	3,030
Total	587,645	1,764,309	3,002	150,923	257	1,915,232	3,259

¹ Source—Tables SF-4 and SM-1 for 1948, compiled by the Bureau of Public Roads

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

TABLE 19
TOTAL DEBT SERVICE REQUIREMENTS FROM STATE HIGHWAY FUND
 June 30, 1950
HIGHWAY REFUNDING BONDS, ACT 4, 1941

Date	Serial Series 3 3/4% Interest		Serial Series 8% Interest		Term Series 3 3/4% Interest		Total Requirements	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Total
1960.....	\$ 2,603,000.00	\$ 1,142,488.75	\$ 270,000.00	\$ 374,250.00	\$ 3,603,000.00	\$ 1,786,738.75	\$ 3,603,000.00	\$ 1,786,738.75
1961.....	2,710,000.00	2,156,196.25	640,000.00	751,250.00	1,000,000.00	3,519,928.75	3,719,000.00	7,116,928.75
1962.....	2,841,000.00	2,065,848.25	640,000.00	698,750.00	1,000,000.00	3,394,946.25	3,719,000.00	7,113,946.25
1963.....	2,965,000.00	1,971,498.75	640,000.00	666,250.00	1,000,000.00	3,272,096.25	3,841,000.00	7,113,096.25
1964.....	3,094,000.00	1,873,049.00	640,000.00	633,750.00	1,000,000.00	3,145,848.75	3,965,000.00	7,110,248.75
1965.....	3,227,000.00	1,770,328.75	640,000.00	601,250.00	1,000,000.00	3,014,299.00	4,094,000.00	7,108,299.00
1966.....	3,364,000.00	1,663,220.00	640,000.00	568,750.00	1,000,000.00	2,879,073.75	4,227,000.00	7,106,073.75
1967.....	3,507,000.00	1,551,666.25	640,000.00	536,250.00	1,000,000.00	2,739,470.00	4,364,000.00	7,103,470.00
1968.....	3,653,000.00	1,436,216.25	640,000.00	503,750.00	1,000,000.00	2,595,316.25	4,507,000.00	7,102,316.25
1969.....	3,804,000.00	1,314,040.00	640,000.00	471,250.00	1,000,000.00	2,446,466.25	4,653,000.00	7,099,466.25
1970.....	3,960,000.00	1,187,876.00	640,000.00	438,750.00	1,000,000.00	2,292,790.00	4,804,000.00	7,096,790.00
1971.....	4,122,000.00	1,056,542.50	640,000.00	406,250.00	1,000,000.00	2,134,125.00	4,960,000.00	7,094,125.00
1972.....	4,288,000.00	919,880.00	640,000.00	373,750.00	1,000,000.00	1,970,292.50	5,122,000.00	7,092,292.50
1973.....	4,459,000.00	777,741.25	640,000.00	341,250.00	1,000,000.00	1,801,130.00	5,288,000.00	7,089,130.00
1974.....	4,638,000.00	629,915.00	640,000.00	308,750.00	1,000,000.00	1,626,491.25	5,459,000.00	7,085,491.25
1975.....	4,820,000.00	475,225.50	640,000.00	276,250.00	1,000,000.00	1,446,165.00	5,638,000.00	7,084,165.00
1976.....	5,010,000.00	316,486.00	640,000.00	243,750.00	1,000,000.00	1,259,072.50	5,820,000.00	7,079,972.50
1977.....	5,205,000.00	150,491.25	640,000.00	211,250.00	1,000,000.00	1,067,735.00	6,010,000.00	7,077,735.00
1978.....	2,028,000.00	32,965.00	489,330.00	178,750.00	1,000,000.00	869,241.25	6,206,000.00	7,074,241.25
1979.....	.....	.....	354,570.00	146,250.00	1,000,000.00	668,635.00	6,406,000.00	7,074,635.00
1980.....	.....	.....	183,850.00	113,750.00	1,000,000.00	468,350.00	6,608,000.00	7,074,320.00
1981.....	.....	.....	3,208,000.00	81,250.00	1,000,000.00	264,610.00	8,069,000.00	7,072,610.00
1982.....	.....	.....	.....	32,500.00	2,000,000.00	80,620.00	.....	.....
Total.....	\$ 70,307,000.00	\$ 24,734,225.50	\$ 11,065,380.00	\$ 8,938,000.00	\$ 28,000,000.00	\$ 44,737,602.50	\$ 111,307,000.00	\$ 156,044,602.50

HIGHWAY CONSTRUCTION BONDS, ACT 5, 1949

Date	6:2 & 1 1/2% Avg. 2.11%		Interest		Total Requirements		TOTAL DEBT REQUIREMENTS	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Total
1950.....	\$ 288,000.00	\$ 72,709.00	\$ 510,000.00	\$ 72,709.00	\$ 418,686.50	\$ 1,216,686.50	\$ 4,401,000.00	\$ 1,859,447.75
1951.....	426,000.00	142,084.00	646,000.00	147,866.50	281,311.25	1,252,311.26	4,680,000.00	3,833,616.25
1952.....	267,000.00	126,826.25	346,000.00	120,895.00	248,420.25	859,420.25	4,464,000.00	3,876,257.50
1953.....	268,000.00	119,239.00	326,000.00	107,255.00	226,494.00	899,494.00	4,559,000.00	3,638,516.50
1954.....	277,000.00	112,895.25	306,000.00	93,855.00	213,480.25	825,480.25	4,706,000.00	3,371,742.75
1955.....	285,000.00	106,231.75	344,000.00	86,875.00	200,086.75	829,086.75	4,706,000.00	3,227,770.25
1956.....	296,000.00	99,416.75	364,000.00	80,875.00	186,291.75	835,291.75	4,856,000.00	7,935,160.50
1957.....	304,000.00	92,378.50	364,000.00	79,695.00	172,073.50	840,073.50	5,013,000.00	7,938,781.75
1958.....	314,000.00	85,117.00	373,000.00	72,325.00	157,442.00	844,442.00	5,175,000.00	7,942,389.75
1959.....	324,000.00	77,620.50	384,000.00	64,755.00	142,375.50	860,375.50	5,340,000.00	7,949,908.25
1960.....	334,000.00	69,889.00	395,000.00	56,965.00	126,854.00	865,364.00	5,512,000.00	7,947,155.50
1961.....	346,000.00	61,910.75	406,000.00	48,955.00	110,876.75	869,341.75	5,689,000.00	7,949,979.00
1962.....	356,000.00	53,874.00	417,000.00	40,746.00	100,149.00	871,168.25	5,872,000.00	7,963,168.25
1963.....	367,000.00	46,178.75	429,000.00	32,286.00	94,178.00	871,419.00	6,061,000.00	7,966,549.00
1964.....	379,000.00	38,413.25	441,000.00	23,585.00	89,988.25	873,483.75	6,256,000.00	7,966,966.25
1965.....	391,000.00	27,366.75	453,000.00	14,646.00	84,000.00	875,010.75	6,458,000.00	7,964,216.25
1966.....	404,000.00	18,024.50	465,000.00	6,046.25	77,000.00	875,070.75	6,664,000.00	7,965,983.25
1967.....	417,000.00	8,377.75	477,000.00	888.75	70,000.00	875,000.00	6,879,000.00	7,970,806.75
1968.....	148,000.00	1,739.00	148,000.00	.....	1,789.00	149,738.00	5,786,000.00	7,613,607.75
1969.....	.....	.....	.....	.....	.....	.....	5,664,000.00	7,224,274.00
1970.....	.....	.....	.....	.....	.....	.....	6,508,000.00	7,074,320.00
1971.....	.....	.....	.....	.....	.....	.....	6,608,000.00	7,072,610.00
1972.....	.....	.....	.....	.....	.....	.....	5,208,000.00	5,288,620.00
Total.....	\$ 6,189,000.00	\$ 1,489,836.00	\$ 7,000,000.00	\$ 1,374,892.50	\$ 2,864,165.50	\$ 16,062,168.50	\$ 47,601,771.00	\$ 172,096,771.00

ALL ISSUES

TABLE 20
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
From December 1, 1948 to November 1, 1950
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 3, 1948						
	3382 County	ER S 29 (1)	Sevier	2,650.000'	One 422.25 ft. Reinf. Conc. & Structural Steel I Beam Bridge & Apprs. Thereto	\$ 83,805.90
C	6361 County	S 836 (1)	Saline	462.330'	One 62.33 Ft. Reinf. Conc. & Treated Timber Bridge & Approaches thereto	8,167.91
C	6381 County	S 856 (1)	Saline	568.260'	One 118.33 Ft. Remodeling existing Sub-structure, Reinf. Conc. & Str. Steel I Beam Br. & Approaches	16,070.50
Proposals Received March 11, 1949						
	11217 79 S 16	F 190 (6)	Lee	154.500'	Two Reinf. Conc. and Structural Steel I Beam Bridges	39,200.60
	11307 79 S 16	F 183 (16)	Lee	664.000'	Two Reinf. Conc. and Structural Steel I Beam Bridges	159,419.50
	11348 20 S 2	F 155 (2)	Phillips	9.598	Gradg., M. Dr. Strs., Gravel Base Crs., and Bit. Surf. Crs.	357,427.14
	2345 165 S 1	S 72 (6)	Ashley	6.350	Gradg., M. Dr. Strs., Gravel Base Crs., and Bit. Surf. Crs.	239,356.21
	4318 23 S 1 & 2	S 137 (2)	Scott & Logan	458.750'	Three Reinf. Conc. and Str. Steel I Beam Bridges	121,357.17
	4323 8 S 1	S 326 (4)	Polk	623.330'	Five Reinf. Conc. Deck Girder Bridges	142,955.40
	5307 56 S 1	S 449 (2)	Izard	468.420'	Three Reinf. Conc. and One Reinf. Conc. & Str. Steel I Beam Brs.	133,019.30
	5313 56 S 1	S 449 (3)	Izard	3.919	Gradg., M. Dr. Strs., Crushed Stone Base & Bit. Surf. Crs.	148,794.33
	6879 30 S 3 & 4	S 76 (2)	Lonoke & Prairie	1,003	Gradg., Gravel Surf. Crs. and Four Reinf. Conc. & Str. Steel I Beam Brs.	193,892.83
	8273 7 S 15	S 170 (5)	Pope	4.373	Gradg., M. Dr. Strs., Gravel Base Crs., and Bit. Surf. Crs.	168,241.96
	10289 63 S 3	F 455 (7)	Lawrence	0.408	Gradg., M. Dr. Strs., Gravel Shoulders & P. C. C. Conc.	68,634.82
Proposals Received April 8, 1949						
	11317 79 S 16 & 17	F 183 (17)	Lee & St. Francis	6.466	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	333,053.93
	11323 79 S 18	F 47 (12)	Crittenden	143.080'	One Reinf. Conc. & Str. Steel I Beam Br. & Approaches	57,427.40
C	11359 County	S 816 (13)	Crittenden	3.479	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	22,476.85
	2343 82 S 10	F 224 (6)	Chicot	750.000'	Seven Reinf. Conc. & Str. Steel I Beam Brs.	169,530.58
	3381 County	ER S 25, 26, 27 & 28	Sevier	122.490'	Four Reinf. Conc. Culverts and Apprs.	37,926.20
	7273 79 S 6, 167 S 7	FAGM 299 (7)	Dallas	247.500'	One Reinf. Conc. & Str. Steel I Beam O'Pass and Approaches	140,742.15
	9254 63 S 1	S 132 (5)	Washington	6.140	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	169,480.57
	10320 63 S 3	F 344 (3)	Lawrence & Randolph	523.250'	One Reinf. Conc. & Str. Steel I Beam Br. and Approaches	209,392.12
	1200 270 S 10 & 11	F 14 (6)	Grant & Jeff.	8.864	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	301,442.65
Proposals Received May 20, 1949						
	11346 70 S 19	FI 258 (12)	St. Francis	14.444	Gradg., M. Dr. Strs., & Gravel Base Crs.	301,555.69
	5325 67 S 13	F 63 (13)	White	6.285	Grading and Minor Drainage Structures	129,834.20
	6385 64 S 9	F 103 (3)	Faulkner	13.522	Gradg., M. Dr. Strs., Crushed Stone Base Crs., & Bit. Surf. Crs.	199,670.67
Proposals Received June 24, 1949						
	11208 79 S 14	F 155 (3)	Monroe	7.890	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	324,003.55
C	11353 County	S 816 (12)	Crittenden	0.484	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	21,318.05
	5312 63 S 13	F 63 (9) F 63 (10) F 260 (7) F 496 (2)	White	11.640	Gradg., M. Dr. Strs., & P.C.C. Pavement	676,277.27
	6325 30 S 3	S 76 (3)	Lonoke	8.299	Gradg., M. Dr. Strs., Crsh. Stone Base Crs., Bit. Surf. Crs., & Four R. C. & Str. Steel I Beam Brs.	370,723.02
	6386 64 S 9	F 103 (4)	Faulkner	579.250'	M. Dr. Strs., & Eight Reinf. Conc. & R. C. & Str. Steel I Beam Brs.	143,850.10

TABLE 20—(Continued)
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
From December 1, 1948 to November 1, 1950
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 29, 1949						
	11363 17 S 1	S 186 (1)	Monroe	6.516	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	198,450.32
C	11368 County	S 812 (7)	Crittenden	2.488	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	19,839.58
C	11376 County	S 918 (1)	Lee	1.266	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	10,673.16
C	11377 County	S 919 (1)	Lee	1.501	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	10,072.83
C	11378 County	S 920 (1)	Lee	0.995	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	6,840.20
C	11379 County	S 921 (1)	Lee	3.081	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	23,474.92
C	11380 County	S 922 (1)	Lee	3.802	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	27,801.15
C	11381 County	S 923 (1)	Lee	2.648	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	19,608.87
	2359 79 S 10	F 284 (8)	Jefferson	0.732	R. C. & Str. Steel I Beam Br., & P. C. C. Pav't. Appr.	346,143.01
C	3391 County	S 917 (1)	Sevier	2.498	Gradg., M. Dr. Strs., & Gravel Surf. Crs.	13,843.35
	4335 59 S 5	S 333 (7)	Crawford	9.828	Gradg., M. Dr. Strs., Const. & Remodel Five R. C. Brs., & Gravel Base Crs.	197,625.77
	6377 70 S 12	F 210 (6)	Pulaski	1.685	Asphaltic Conc. Base & Surface Crs.	44,018.14
	10244 68 S 3	F 455 (4)	Lawrence	3.449	Gradg., M. D. Strs., Gravel Base & Surf. Crs.	258,340.49
Proposals Received September 9, 1949						
C	11349 County	S 879 (1)	Phillips	6.876	Gradg., M. Dr. Strs., Gravel Surf. Crs., & T. T. Sub-Str. R. C. & Str. Steel I Beam Br.	130,380.07
	3351 67 S 1 & 71 S 2	U 7 (4) U 214 (11)	Miller	1.608	Gradg., M. Dr. Strs., R. C. C. Base & Surf. Crs., & R. C. Br.	332,718.55
	3354 24 S 5	S 166 (5)	Nevada	7.174	Gradg., M. Dr. Strs., Gravel Base Crs., Bit. Surf. Crs., & Two R. C. & Str. Steel I Beam Brs.	180,886.31
	5314 69 S 3	S 163 (1)	Independence	7.559	Gradg., M. Dr. Strs., Gravel Base & Bit. Surf. Crs.	154,635.73
	5317 9 S 13	S 182 (1)	Izard	6.171	Gradg., M. Dr. Strs., Crushed Stone Base & Bit. Surf. Crs.	147,711.71
	7367 67 S 4	FI 200 (7) FI 265 (6) F 265 (7)	Clark	8.822	Gradg., M. Dr. Strs., Gravel Base & Asph. Conc. H. M. Base & Surf. Crs.	358,266.95
	8215 64 S 7	FI 261 (4)	Conway	3.157	Grading and Minor Drainage Structures	96,306.06
	9229 7 S 18	S 286 (3)	Newton	5.381	Gradg., M. Dr. Strs., Crushed Stone Base & Bit. Surf. Crs.	185,308.40
	10361 18 S 6	F 149 (4)	Mississippi	1.621	Gradg., M. Dr. Strs., P. C. C. Pav't. & R. C. & Str. Steel I Beam Br.	335,428.29
Proposals Received October 21, 1949						
C	11374 County	S 910 (1)	Crittenden	1.681	Grad., M. Dr. Strs., & Gravel Surf. Crs.	11,975.90
	2295 92 S 9	F 224 (7)	Ashley	2.235	Grad., M. Dr. Strs., & Gravel Base Crs.	132,383.16
	5324 63 S 1	F 456 (3)	Fulton	329.250'	Two R. C. Con. Slab Brs., & One R. C. & Str. Steel I Beam Brs.	89,761.25
	5326 63 S 1	F 456 (4)	Fulton	414.250'	One R. C. & Str. Steel I Beam Br. & One R. C. & Str. Steel O'Pass	97,274.30
	5828 14 S 7	FG 456 (5) S 191 (1)	Stone	11.510		186,267.93
	9275 7 S 18 & 19	S 286 (4)	Newton & Boone	6.210	Gradg., M. Dr. Strs., Gravel Base & Bit. Surf. Crs.	171,098.79
	10224 67 S 21	F 275 (1)	Randolph	1.315	Gradg., M. Dr. Strs., F. C. C. Pav't., & Remodel One Reinf. Conc. Br.	173,965.11
C	10358 County	S 916 (1)	Lawrence	212.330' Br.	R. C. & Str. Steel I Beam Br., on TT	17,996.84
	1238 63 S 9 & 10	F 93 (7) F 96 (2)	& Greene Crit. & Poinsett	437.670' Rd. 9.879	Sub-Str., Grading Gravel Surf. Apprs. Grading and Minor Drainage Structures	119,843.43
Proposals Received January 27, 1950						
	2398 15 S 7	S 307 (4)	Jefferson	10.390	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	207,163.14
	5301 58 S 3	S 145 (1)	Sharp	2.269	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	54,364.21
	5337 9 S 13	S 182 (2)	Izard	242.770'	One R. C. Br. & Construct. & Remodel Three R. C. & Str. Steel I Beam Brs.	59,814.00
	6366 7 S 10	S 117 (4)	Garland	82.250' Br. 9.918 Rd.	Gradg., M. Dr. Str., Gravel Base Crs., Bit. Surf. Crs., & Remodel Bridge	228,298.61
	10297 14 S 13	S 296 (4)	Poinsett	11.413	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	196,828.83

TABLE 20—(Continued)
 RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
 From December 1, 1948 to November 1, 1950
 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 January 27, 1950— (Continued)						
	1207 53 S 2 & 3	F 344 (4)	Lawr. & Sharp	8.416	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	269,184.69
C 60-1	County	S 86 (2) S 93 (1)	Fulaski	240.000' Br. 0.149 Rd.	Gr., Grav. Base & Surf. Crs., & Dbl. Bit. Surf. Crs. One TT Sub-Str. I Beam Conc. Deck Br. & One TT & RC Deck Br.	37,426.44
C 60-2	County	S 86 (3)	Pulaski	0.554	Gradg., Crushed Stone Base Crs., & Dbl. Surf. Course	9,968.95
C 60-3	County	S 850 (2)	Pulaski	1.469	Gradg., M. Dr. Strs., Crushed Stone Base & Bit. Surf.	29,084.85
C 60-4	County	S 930 (1)	Pulaski	3.926	Gradg., M. Dr. Strs., Crushed Stone Base & Asphalt Conc. H. M. Surf. Crs.	67,438.21
Proposals Received March 3, 1950						
11309	20 S 3	F 137 (7)	Phillips	1.922	Gradg., M. Dr. Strs., & P. C. Conc. Pave.	252,316.57
11362	61 S 1	F 520 (4) FI 520(2) UI 520 (1) FI 263(4)	Crittenden	8.929	Gradg., M. Dr. Strs., Gravel Base & Surf. Crs., Asph. Base & Surf. Crs., P. C. C. Pavement & One R. C. & Str. Steel Br.	785,315.42
3393	67 S 2	FI 263(4)	Hempstead	10.881	Gradg., M. Dr. Strs., Gravel Base & Shoulder, Crushed Stone Base Crs., & Bit. Surf. Crs.	284,942.28
5336	County	ERS 33 (1) ERS 34 (1) ERS 35 (1) ERS 36 (1)	Izard	212.920'	M. Dr. Str., Three R. C. Bridges & Approaches Thereto	34,492.10
6376	70 S 13	F 116 (2) F 211 (5)	Pulaski	2.892	M. Dr. Strs., Asph. Conc. Hot Mix Base & Surf. Crs.	77,751.90
7370	82 S 4 & 5	F 232 (3)	Columbia & Union	13.706 RD.	Gradg., M. Dr. Strs., & Three R. C. & Str. Steel I Beam Bridges	301,796.88
8301	64 S 7	FI 261 (5)	Conway	3.242	Gradg., M. Dr. Strs., & Portland Cement Concrete Pavement	190,750.57
9222	68 S 3	S 194 (1)	Madison	4.489	Gradg., M. Dr. Strs., Crushed Stone Base Crs., & Bit. Surf. Crs.	110,295.74
9266	23 S 10	S 196 (1)	Carroll	6.866	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	102,667.52
Proposals Received April 21, 1950						
C 11393	County	S 909 (1)	Crittenden	1.482	Gradg., M. Dr. Strs., & Gravel Surface Course	9,812.20
11396	70 S 19	FI 258 (13)	St. Francis	14.745	Grav. Base Crs., Asph. Conc. Hot Mix Base & Surf. Crs.	499,536.78
2260	82 S 9 & 10	F 224 (5)	Ashley & Chicot	12.865	Gradg., M. Dr. Struct., Grav. Base Crs., & Bit. Surf. Crs.	433,927.78
3379	71 S 3	F 222 (5)	Miller	452.13'	R. C. & Struct. Steel I Beam Bridge, Gradg. & P. C. Conc. Pavement	115,272.50
3406	County	ERS 30 (1)	Sevier	422.25'	Reinf. Conc. & Struct. Steel I Beam Bridge & Approaches thereto	67,451.50
4351	59-S-51	S 333 (8)	Crawford	9.842	Bit. Surf. Crs.	107,271.52
5259	63 S 1	F 456 (2)	Fulton	7.442	Gradg., M. Dr. Struct. Grav. Base Crs., & Bit. Surf. Crs.	263,298.53
5327	11 S 16	F 373 (5)	Sharp	10.326	Grad., M. Dr. Str., Cr. Stone Base Crs., & Bit. Surf. Crs.	360,379.92
5334	County	ERS 31 (1)	Cleburne	468' Br. 932' Rd.	One Reinf. Conc. & Str. Steel I Beam Bridge & Approaches thereto	73,267.10
5335	County	ERS 32 (1)	Stone	122' Br. 477' Rd.	One Reinf. Conc. Bridge & Approaches thereto	14,872.45
8257	7 S-14	F 171 (2)	Pope	292' Br. 2.818 Rd.	Gradg., M. Dr. Struct., P. C. C. Pavement & Two R. C. & Struct. Steel I Beam Br	295,578.33
9247	65 S 1	F 249 (2)	Boone	0.781	Gradg., M. Dr. Struct. & Port. Cement Concrete Pavement	75,558.11
10340	14 S 14	S 179 (4)	Poinsett	380.75'	Three Reinf. Conc. & Struct. Steel I Beam Bridges & Approaches thereto	73,002.60
1226	67 S 11 & 12	F 260 (8)	Lon. & White	212.25' 3.596 Rd.	Gradg., M. Dr. Struct., R. C. C. Pavement & One R. C. & Struct. Steel Bridge	345,303.75
Proposals Received June 2, 1950						
11388	1 S 14	F 217 (5)	Cross	5.651 Rd. 214.00' Br.	Gradg., M. Dr. Struct., Gravel Base Crs., & Two R. C. & Struct. Steel I Beam Bridges	150,352.01
3315	29 S 1	S 467 (1)	Lafayette	92.25' Br. 14.771 Rd.	Gradg., M. Dr. Struct., Gravel Base Crs., & One Structural Steel I Beam Bridge	272,314.46
3394	70 S 2 & 3	F 204 (3)	Sevier & Howard	.659' Br. 7.932 Rd.	Gradg., M. Dr. Struct. Gravel Base Crs., Mult. Span Clv. & Two Str. Steel I Beam Br.	308,478.02

TABLE 20—(Continued)
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
From December 1, 1948 to November 1, 1950
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 June 2, 1950—(Continued)						
5846	14 S 12	S 296 (5)	Jackson	6.404	Gradg., M. Dr. Struct., Gravel Base Crs., & Bit. Surf.	200,736.40
5847	11 S 6	F 373 (6)	Sharp	186.00'	Two Reinforced Concrete Bridges	51,472.55
6417	70 S 9	F 176 (2)	Garland	1.741	Asph. Conc. Hot Mix Base & Surf. Course	70,766.75
7376	132 S 1	S 10 (2)	Columbia	1634.98'	Br. Gradg., M. Dr. Struct., Gravel Base Crs., & Remodeling Six T. T. Bridges	245,277.13
9220	45 S 5 & 6	S 36 (9)	Washington & Madison	4.821	Gradg., M. Dr. Struct. Crushed Stone Base Crs., & Bit. Surface Cr.	122,867.51
9236	21 W S 6	S 197 (1)		215.00'	Br. Gradg., M. Dr. Struct. Gravel Surf. Base	
	21 E S 6	S 125 (1)	Carroll	12.084	Rd. Crs., & Two Concrete Bridges	191,485.44
9260	43 S 3	S 136 (1)	Boone	8.374	Gradg., M. Dr. Struct. Crushed Stone Base & Bit. Surf. Course	203,488.10
9264	102 S 1	S 64 (2)	Benton	61.33'	Br. Gradg., M. Dr. Struct. Crushed Stone Rd. Base, Bit. Surf. Crs., & One R. C. Br.	209,368.12
10303	18 S 6	F 149 (5)	Mississippi	152.60'	Br. Gradg., M. Dr. Struct. Gravel Base, Bit.	
		F 119 (2)		12.641	Rd. Surf. Crs., & One R. C. & Str. Steel I Beam Bridge	355,089.84
10377	63 S 9	F 96 (4)	Poinsett	937.67'	Four R. C. & Struct. Steel I Beam Brs.	165,646.10
1202	79 S 11 & 12	F 284 (9)	Arkansas & Prairie	92.25'	Br. Gradg., M. Dr. Struct. P. C. Conc. Pavement Gravel Base, Bit. Surf. and One R. C. & Str. Steel I Beam Bridge	590,514.67
		F 400 (2)		13.167		
1242	8 S 2 & 3	S 159 (1)	Montgomery & Fike	404.70'	Br. Gradg., M. Dr. Struct. Gravel Base, Bit. Rd. Surf. & One R. C. & Str. Steel I Beam Br., & Mult. Span Culv.	276,879.72
C 18 6	County Road	S 925 (1)	Crittenden	1.380	Gradg., M. Dr. Struct. & Gravel Surface Course	18,681.60
C 6412	County Road	S 924 (3)	Garland	3.141	Reconst. Base Course & Bit. Surf. Course	18,742.18
Proposals Received July 7, 1950						
4326	8 S 1 & 2	S 326 (5)	Polk & Montgomery	2.168	Rd. Gradg., M. Dr. Struct. Gravel Surface, Br. Three Steel Struct. & Three Mult. Span Culvs.	173,222.98
4333	64 S 2	F 216 (6) & (7)	Crawford	6.406	Rd. Gradg., M. Dr. Struct. & Four R. C. & Steel I Beam Bridges	400,074.97
4853	64 S 1	F 243 (4)	Sebastian	2.798	Asphalt Concrete Hot Mix Surf. Course	102,749.85
7328	4 S 9 & 10	F 226 (2)	Ouachita & Calhoun	6.351	Rd. Gradg., M. Dr. Struct. Gravel Base & Br. Two R. C. & Struct. Steel I Beam Brs.	172,195.75
8287	27 S 11	S 198 (1)	Pope	10.548	Rd. Gradg., M. Dr. Struct. Gravel Base & 344.59' Br. Four Mult. Barreled Culv. & Two R. C. Bridges	213,634.57
8300	21 S 1	S 138 (1)	Johnson	7.039	Gradg., M. Dr. Struct. & Gravel Base Course	128,848.90
9286	45 S 5	S 361 (10)	Washington	3.566	Rd. Gradg., M. Dr. Struct. Crushed Stone Base, Bit. Surf. & One Struct. Steel I Beam Br.	140,864.88
10331	1 W S 20	S 187 (1)	Greene	11.736	Rd. Gradg., M. Dr. Struct. Gravel Base, Bit.	
	135 S 1	S 193 (1)		241.42'	Br. Surf. and Two R. C. & Steel I Beam Bridges	362,686.45
10382	115 S 1	S 343 (2)	Randolph	1.006	Rd. Gradg., M. Dr. Struct. Gravel Base and 402.25' Br. One R. C. and Str. Steel I Beam Bridge	93,177.64
1203	79 S 12 & 15	F 400 (3)	Prairie and Monroe	7.725	Rd. Gradg., M. Dr. Struct. Gravel Base and 242.25' Br. Bit. Surf. and One R. C. and Steel I Beam Bridge	334,596.81
1247	1 S 14 & 15	F 217 (6)	Cross and Poinsett	3.487	Rd. Gradg., M. Dr. Struct. Gravel Base and 122.00' Br. One R. C. and Str. Steel I Beam Bridge	75,762.24
C 4 1	County Road	S 864 (2)	Benton	1.491	Gradg., M. Dr. Struct. Gravel Base and Bit. Surface Course	22,241.04
C 18 1	County Road	S 811 (2)	Crittenden	1.485	Gradg., M. Dr. Struct. & Gravel Base Course	7,839.60
C 18 7	County Road	S 926 (1)	Crittenden	2.973	Gradg., M. Dr. Struct. & Gravel Base Course	16,061.20
C 60 5	County Road	S 837 (3)	Fulaski	0.203	Rd. One R. C. & Structural Steel I Beam Bridge and Approaches	36,615.54
C 6392	County Road	S 876 (1)		175.00'		
		S 877 (1)	Pulaski	445.79'	Rd. Remodeling Minor Drainage, Structural Steel Bridges and Approaches	52,831.50
		S 878 (1)				
C 66 1	County Road	S 950 (1)	Sevier	4.503	Gradg., M. Dr. Struct., & Gravel Base Course	33,537.88
C 70 1	County Road	S 949 (1)	Union	2.530	Gradg., M. Dr. Struct., & Gravel Base Course	34,211.90

TABLE 20—(Continued)
 RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
 From December 1, 1948 to November 1, 1950
 FEDERAL AID PROJECTS

State Job No.	Road and Section No.	Federal Aid Project No.	County	Nature of Work	Amount of Contract Award
Proposals Received August 4, 1950					
11212	79 S 17 & 18	F 183 (5)	St. Francis	6.905 Gradv. and Minor Drainage Structures &	89,451.25
11263	20 S 3	F 47 (10)	Crittenden	3.187 Rd.	
		U 187 (12)	Phillips	30.57 Br. Gradv., M. Dr. Struct., Bit. Surf., & One R. C. Bridge	262,551.38
2410	54 S 1	F 254 (11)	Desha	7.058 Rd. Gradv., M. Dr. Struct., Gravel Base Bit.	
3407	26 S 3	S 209 (14)	Pike	366.07 Br. Surf., and Four R. C. Bridges	281,592.65
				4.692 Rd. Gradv., M. Dr. Struct., Gravel Base Bit.	
4354	23 S 7	S 330 (2)	Franklin	152.23' Br. Surf. and One R. C. and Struct. Steel I Beam Bridge	148,628.00
				10.001 Rd. Gradv., M. Dr. Struct., Gravel Base Bit.	
5348	17 S 6	S 73 (21)	Jackson	354.66' Br. Surf. Const., and Remodeling Two Brs.	270,766.31
				6.467 Rd. Gradv., M. Dr. Struct., Gravel Base Bit.	
7385	19 S 2	S 174 (21)	Columbia	77.07' Br. Surf., and One R. C. and Struct. Steel I Beam Bridge	142,199.26
				6.416 Gradv., M. Dr. Struct., Gravel Base and Bit. Surf. Course	124,959.55
8302	60 S 2	S 183 (11)	Perry	5.454 Rd. Gradv., M. Dr. Struct., Gravel Base and	
10386	63 S 3	F 344 (16)	Lawrence & Randolph	120.67' Br. Surf. and Four Multi span Culverts	124,554.12
				8.422 Grading Flexible Base Course and Bit. Surf. Course	
10393	137 S 1	S 204 (11)	Mississippi	7.031 Rd. Gradv., M. Dr. Struct., Gravel Base Bit.	
				92.07' Br. Surf. and One R. C. and Steel I Beam Bridge	211,410.47
1241	1 S 13 & 14	F 461 (3)	Bradley & Drew	Gradv., M. Dr. Struct. (in Wilmar) & Gravel Base & Bit. Surface Course	142,701.48
C 62 1	County Road	S 805 (1)	Saline	0.295 Rd. Gradv., M. Dr. Struct., Gravel Surface and One R. C. Bridge	44,289.95
Proposals Received August 25, 1950					
5343	67 S 13	F 63 (12)	White	6.286 Gradv., M. Dr. Struct. & F. C. Concrete Pavement	319,452.44
TOTAL FEDERAL AID PROJECTS					324,831,016.06

STATE PROJECTS

State Job No.	Road and Section No.	County	Length Mi. or Ft.	Nature of Work	Amount of Contract Award
Proposals Received April 8, 1949					
11333	61 S 1	Crittenden	185.330'	One T. T. Sub Structure Str. Steel I Beam and R. C. Deck	48,166.27
Proposals Received May 20, 1949					
11382	44 S 3	Phillips	9.040	P. C. Pavement Widening Strips	114,620.73
2392	88 S 9	Jefferson	10.824	Gradv., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	186,983.07
3390	1 S 4 & 5	Hempstead & Howard	5.923	Gradv., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	130,657.45
4342	23 S 3, 4, & 5	Logan & Franklin	0.110	Gradv., M. Dr. Strs., Gravel & Crushed Stone Base Crs., & Bit. Surf. Crs.	160,156.09
8285	60 S 2 & 3	Yell and Perry	8.558	Gradv., M. Dr. Strs., Crushed Stone Base Crs., & Bit. Surf. Crs.	137,880.32
9267	45 S 5	Washington	3.319	Crushed Stone Base Crs., & Bit. Surf. Crs.	63,476.91
Proposals Received June 24, 1949					
11321	38 S 2	Woodruff	271.330'	One R. C. Steel Truss Br., T. T. Sub Str. and Approaches	30,239.30
2399	82 S 9	Ashley	2.670	Gradv., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	38,588.30
3301	4 S 5	Hempstead	7.954	Gradv., M. Dr. Strs., Gravel Base Crs., Bit. Surf. Crs., and Two R. C. D. G. Brs.	237,922.54
7373	132 S 1	Columbia	11.310	Gradv., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	110,895.04
10362	14 S 16 & 181 S 1	Mississippi	3.407	Gradv., M. Dr. Strs., Gravel Base Crs., Bit. Surf. Crs., and Two R. C. & T. T. Brs.	106,370.16

TABLE 20—(Continued)
RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED
From December 1, 1948 to November 1, 1950
STATE PROJECTS

State Job No.	Road and Section No.	County	Length Mi. or Ft.	Nature of Work	Amount of Contract Award
Proposals Received July 29, 1949					
11387	M 17 S 3 & 4 38 S 2	Woodruff & Monroe	9.672	Bit. Stabilized Base Crs., & Bit. Surf. Crs.	137,027.11
4248	M 96 S 3	Sebastian	0.719	Gradg., Gravel Surf. Crs., Remodel Br., and Three T. & U. T. Timber Brs.	30,575.60
5332	M 5 S 9	Baxter	9.300	Crushed Stone Base Crs., & Bit. Surf. Crs.	64,079.09
5333	M 67 S 16	Jackson	7.470	Grading and Gravel Shoulders	38,990.00
8286	9 S 8	Conway	18.070	Gradg., M. Dr. Strs., Crushed Stone Base Crs., & Bit. Surf. Crs.	320,214.20
9265	23 S 8	Madison	4.443	Gradg., M. Dr. Strs., Gravel Base Crs., & Bit. Surf. Crs.	97,804.13
10308	148	Craighead	7.440	Gradg., M. Dr. Strs., Gravel Base Crs., Bit. Surf. Crs., & Two R. C. & T. T. Brs.	153,786.78
Proposals Received September 9, 1949					
2402	11 S 6	Arkansas	4.200	Gravel Base Course & Bit. Surf. Course	63,711.14
5329	16 S 12 & 13	Cleburne & White	12.692	Bituminous Surface Course	97,034.65
6408	25 S 1	Faulkner	12.677	Gradg., M. Dr. Strs., Crushed Stone Base & Bit. Surf. Crs.	196,532.40
5274	23 S 8	Madison	5.990	Gradg., M. Dr. Strs., & Bit. Surf. Crs.	137,718.89
10363	90 S 1	Clay	6.992	Gradg., M. Dr. Strs., Gravel Base & Bit. Surf. Crs.	106,786.03
10388	M 139 S 1	Craighead	7.110	P. C. Stab. Base & Bit. Surf. Course	79,298.24
Proposals Received October 21, 1949					
4345	28 S 2	Scott	757.220'	Nine R.C. Brs., Eleven M. Dr. Strs., & Apprs.	111,748.86
Proposals Received January 27, 1950					
4324	59 S 5	Crawford	0.736	Gradg., M. Dr. P. C. C. Base & Pav't Asph. Conc. H. M. Surf. Crs.	79,744.47
4344	88 S 2 & 3	Polk and Montgomery	784.830' Br. 1.945 Rd.	Gradg., M. Dr. Strs., Gravel Surf. Crs., Five R. C. Culverts and Five R. C. Brs.	137,885.48
Proposals Received April 21, 1950					
4331	64 S 1 & 2	Sebastian & Crawford	293.33' Br. 351.53' Rd.	Gradg., M. Dr., Grav. Surf. Crs. P. C. C. P. Constr. & Remod. Br Strs.	188,834.41
8274	9 S 7	Conway	433.13' Br. 1036.15' Rd.	Gradg., M. Dr. Strs., Gravel Base Course, Bit. Surf. Crs., and One R. C. & Struct. Steel Br.	117,941.10
Proposals Received June 2, 1950					
5344	37 S 2	Jackson	96.00' Br. 9.720 Rd.	Gradg., M. Dr. Strs., Gravel Base and Two R. C. Bridges	76,472.46
Proposals Received June 28, 1950					
6419	70 S 11 & 12	Fulaski & Saline	462.75' Br. 0.448 Rd.	Three R. C. & Steel I Beam Brs. and Apprs.	116,180.27
1246	15 S 8 & 9	Jeffson & Lonoke	8.000	Gravel Base & Bit. Surface	188,673.00
Proposals Received July 7, 1950					
11406	33 S 4	Woodruff	4.963	Gradg., M. Dr. Strs., & Gravel Surface Base	68,244.90
4352	64 S 1 & 2	Sebastian & Crawford		Cleaning Spot Painting Ark. River Bridge	76,000.00
10391	1 S 17	Craighead	6.332	Gradg., M. Dr. Strs., Gravel Base, Bit. Surf. & Asph. Conc. Surf.	96,549.48
10392	34 S 1 & 2	Lawrence & Randolph	10.121	Gradg., M. Dr. Strs., & Gravel Base	71,291.91
Proposals Received August 4, 1950					
6420	84 S 4	Hot Spring	9.815 Rd. 57.79' Br.	Gradg., M. Dr. Strs., Gravel Base & Two Multi Span Culverts	112,954.30
11409	39 S 6	Cross	6.20	Bituminous Surface Course	41,809.22
2415	35 S 8	Drew	7.50	Gravel Base & Bit. Surface Course	103,945.05
2416	159 S 1	Chicot	7.404	Bituminous Surface Course	53,794.17
Total State Projects.....					\$4,435,083.02

TABLE 21
TABULATION OF ROAD MILEAGE BY TYPES LISTED BY COUNTIES
 Assembled by Maintenance Districts, January 1, 1950

County	MILES IN COUNTY BY TYPE							Total Miles	APPROVED FEDERAL AID ROUTES	
	Concrete Pavement	Brick Pavement	Bituminous Pavement	Bituminous Surface	Gravel Surface	Graded	Unimproved		Primary	Secondary
DISTRICT NO. 1										
Crittenden.....	31.90		24.70	35.90	40.80			133.30	81.58	61.72
Cross.....	9.03			87.77	75.20			123.09	55.03	68.06
Lee.....	2.28	0.29	0.40	31.53	79.06			119.50	56.40	63.10
Monroe.....	11.86	0.81	48.57	20.72	80.07	1.77	4.00	124.42	52.80	57.21
Phillips.....	58.97			9.50	10.36	1.21	3.28	132.70	48.03	85.22
St. Francis.....	51.47		4.93	12.07	46.27			115.64	72.45	43.19
Woodruff.....	5.95			31.43	84.59			121.98	23.25	93.41
Totals.....	177.42	1.10	78.60	185.82	417.43	2.98	7.28	870.63	399.54	461.91
DISTRICT NO. 2										
Arkansas.....	1.68		78.71	23.95	82.15	28.05	4.61	214.15	63.93	122.97
Ashley.....	1.95		13.82	71.57	46.85	16.30	8.74	168.34	70.72	73.13
Chicot.....	25.20		30.39	17.17	59.47			132.23	63.63	68.60
Deaha.....	28.92		12.70	18.50	41.21	4.46		100.86	38.59	62.26
Drew.....	4.52		18.03	18.91	68.91			110.37	66.71	43.66
Jefferson.....	50.88	0.36	9.68	54.26	58.81	2.71		176.70	103.37	69.30
Lincoln.....	13.65			24.65	51.85	5.45	0.92	95.62	36.76	53.38
Totals.....	126.30	0.86	158.39	224.11	408.26	66.97	14.27	989.16	443.71	493.31
DISTRICT NO. 3										
Hempstead.....	21.54		4.74	34.36	92.06	2.63		155.33	21.95	130.75
Howard.....	2.49			26.20	56.27			93.96	14.40	79.47
Lafayette.....	1.20			85.07	41.63	1.40		70.30	17.59	52.71
Little River.....	18.69			20.66	43.41	2.87	6.78	92.41	18.69	53.82
Miller.....	31.10	0.03	15.14	31.73	26.67			104.67	78.00	7.15
Nevada.....	16.50			21.82	86.93	4.05		129.40	15.11	114.29
Pike.....				88.69	51.67			98.36	30.56	67.70
Sevier.....	5.08			57.60	21.09			83.77	67.19	26.58
Totals.....	86.70	0.03	19.88	264.13	420.73	10.95	6.78	828.20	253.08	532.48
DISTRICT NO. 4										
Crawford.....	44.49		9.56	0.30	16.96			71.44	45.28	26.33
Franklin.....	30.92			13.35	39.66			83.92	30.53	58.29
Logan.....	89.51		1.06	85.92	23.27	0.88		100.94	38.70	62.24
Montgomery.....				51.06	89.90	15.94		107.90	39.55	68.25
Folk.....	4.24		0.34	55.34	61.72			121.64	64.02	57.62
Scott.....	1.80		18.57	34.94	71.45			126.35	54.32	72.08
Sebastian.....	63.84		5.08	57.39	27.31			145.28	59.92	85.20
Totals.....	174.59	0.79	35.51	248.30	280.25	17.82		767.47	332.52	425.05
DISTRICT NO. 5										
Baxter.....	1.66			47.43	45.39			94.48	38.31	75.94
Cleburne.....				18.67	59.84			88.41		88.41
Fulton.....			0.58	22.42	62.02			85.02	64.80	30.22
Independence.....	4.09		2.71	65.82	161.17			181.17	34.06	121.29
Izard.....	0.60			18.55	76.48	0.37		94.50		94.50
Jackson.....	40.59		0.15	9.56	95.92	8.56		154.98	40.57	110.86
Sharp.....				6.29	92.80	2.12		101.81	54.31	47.50
Stone.....				6.06	82.22	16.90		102.81		102.81
White.....	47.97	0.22		64.95	77.57	6.26	9.03	206.00	89.81	112.48
Totals.....	94.91	0.22	3.44	247.75	699.79	34.11	9.03	1,089.25	311.86	785.08

TABLE 21—(Continued)

TABLATION OF ROAD MILEAGE BY TYPES LISTED BY COUNTIES
Assembled by Maintenance Districts, January 1, 1950

County	MILES IN COUNTY BY TYPE										APPROVED FEDERAL AID ROUTES	
	Concrete Pavement	Brick Pavement	Bituminous Pavement	Bituminous Surface	Gravel Surface	Graded	Unimproved	Total Miles	Primary	Secondary		
DISTRICT NO. 6												
Faulkner.....	16.45	.....	30.36	28.11	62.80	7.12	10.00	142.72	60.77	80.71	
Garland.....	20.23	.....	12.32	46.65	27.83	.....	.....	113.65	74.63	39.02
Grant.....	1.56	.....	13.95	32.23	59.26	.....	.....	117.00	55.66	61.34
Hot Spring.....	29.01	.....	16.86	22.45	85.44	.....	.....	133.76	67.37	66.39
Lonoke.....	47.50	.....	.....	9.68	101.37	.....	.....	152.65	34.02	120.03
Prairie.....	19.87	.....	0.47	32.54	74.29	.....	.....	128.17	39.13	90.14
Fulaski.....	53.72	.....	70.91	28.46	15.18	.....	.....	189.28	92.53	76.75
Saline.....	43.22	.....	6.79	7.55	32.53	.....	.....	90.09	48.51	41.58
Totals.....	231.56	.....	151.55	198.57	448.21	7.12	10.00	1,047.22	472.82	575.96	
DISTRICT NO. 7												
Bradley.....	6.31	1.48	.....	36.26	22.42	0.59	.....	67.01	21.85	36.30
Calhoun.....	1.26	.....	.....	45.38	20.40	.....	.....	66.99	65.82	1.17
Clark.....	33.41	.....	5.53	17.29	86.36	.....	.....	162.59	37.36	115.07
Cleveland.....	0.81	.....	.....	52.43	53.39	.....	.....	106.53	29.10	77.58
Columbia.....	6.56	.....	.....	70.88	48.21	.....	.....	125.64	62.47	63.07
Dallas.....	1.98	.....	.....	28.76	105.61	.....	.....	131.35	20.07	111.28
Quachita.....	21.90	.....	1.04	65.25	37.43	.....	.....	125.62	62.64	62.98
Union.....	61.29	.....	2.05	81.18	24.56	.....	.....	169.15	98.53	58.09
Totals.....	138.51	1.43	8.62	392.18	408.48	0.59	.....	944.91	397.54	527.49	
DISTRICT NO. 8												
Conway.....	20.34	.....	14.80	22.33	70.48	.....	.....	127.93	22.55	94.87
Johnson.....	29.26	.....	0.70	4.62	54.01	18.52	.....	107.41	29.54	77.87
Ferry.....	.....	.....	.....	48.57	49.09	22.12	.....	115.91	49.09	108.18
Pope.....	30.10	.....	21.41	7.88	91.78	32.50	6.41	180.05	32.36	146.77	
Van Buren.....	.....	.....	.....	35.28	98.28	8.83	0.26	138.68	35.45	103.18
Yell.....	10.33	.....	0.16	55.37	123.89	18.96	.....	218.71	8.74	202.85
Totals.....	90.03	.....	27.90	180.33	452.49	101.23	6.67	886.65	128.54	733.23	
DISTRICT NO. 9												
Benton.....	22.71	0.40	.....	107.55	118.28	.....	.....	249.19	88.88	160.31
Boone.....	1.58	.....	.....	60.55	47.27	9.51	.....	119.21	55.60	63.61
Carrroll.....	2.74	.....	.....	48.33	62.88	20.77	.....	129.72	42.57	87.15
Madison.....	0.58	.....	.....	14.41	121.23	14.41	.....	150.05	.....	146.20
Marion.....	.....	.....	.....	25.92	58.31	0.11	.....	82.90	24.33	58.57
Newton.....	.....	.....	.....	4.28	108.60	86.07	1.41	150.34	8.69	146.65
Searcy.....	.....	.....	.....	31.77	45.44	26.54	0.20	109.95	86.51	73.34
Washington.....	36.25	.....	3.41	94.45	85.92	18.40	.....	283.44	78.10	161.49
Totals.....	63.54	0.40	3.41	385.55	646.88	120.81	1.61	1,224.80	322.79	899.31		
DISTRICT NO. 10												
Clay.....	20.28	.....	.....	37.36	59.57	.....	.....	117.21	67.79	48.42
Craighead.....	19.02	.....	.....	60.08	59.32	.....	.....	154.14	76.20	78.18
Greene.....	29.14	.....	1.16	33.82	64.06	1.49	.....	119.67	61.97	58.02
Lawrence.....	29.15	.....	.....	33.36	83.41	.....	.....	145.92	60.95	72.88
Mississippi.....	32.80	.....	75.74	18.58	135.85	8.44	.....	265.97	72.96	165.10
Poinsett.....	26.59	.....	.....	34.85	91.03	.....	.....	157.27	44.41	110.24
Randolph.....	25.52	.....	.....	11.83	77.06	.....	.....	120.41	86.38	84.03
Totals.....	172.00	4.38	92.62	240.73	570.31	4.93	55.64	1,060.69	470.57	617.87		
Total All Districts.....	1,361.56	.....	580.13	2,570.87	4,790.84	357.51	.....	9,720.98	3,473.87	6,051.69

**A REVIEW OF HIGHWAY LEGISLATION IN ARKANSAS
DURING THE BIENNIUM, ACTS OF 1949**

State Highway Commission—Highways

Act 239. Increased membership of the Commission from 10 to 12 members, Chairman and Vice-Chairman to be members at large and one member from each of the 10 Maintenance Districts.

Act 454. Established State Highway Employees Retirement System.

Act 465. Authorizes Leave of Absence for Military Training.

Act 251. Provides that Director of Highways shall be an employee and fixes salary at \$7,500.00.

Counties

Act 172. Authorized County Judges to Prohibit Excess Loads on County Roads in Times of Emergency.

Act 294. Provides method for Voluntary Improvement of County Roads by Land Owners.

Debt Service—Bonds

Act 5. Reallocates funds in the State Highway Fund and provides for the issuance of State Highway Construction Bonds in an amount not to exceed \$7,000,000 in each of the years 1949, 1950, 1951, and 1952.

Act 205. Prohibits payment of Fiscal Agent's fees on Issue of State Highway Construction Bonds.

Improvement Districts

Act 203. Provides for Distribution of State Aid to Municipal Improvement Districts.

Motor Vehicles—Motor Fuel

Act 7. Provides Free License Tags for Disabled Veterans who have been awarded Automobiles.

Act 38. Requires Commissioner of Revenues to file list of Licenses with Assessor and Sheriff.

Act 142. Provides for Registration of Motor Vehicles and Issuance of Certificate of Title.

Act 235. Amends Truck License Law to Provide Fees based on Gross Weight.

Act 322. Amends Act 7 of 1949 to Provide Free Tags for any Disabled Veteran.

Act 461. Provides for Financial Responsibility of Operators of Motor Vehicles.

Act 464. Amends Sections 6699-6700-6703 of Pope's Digest to require Reporting of Accidents.

Act 468. Creates Municipal Parking Authority.

Act 406. Provides for Refunding of Gasoline Tax Used in Farm Equipment.

Miscellaneous

Act 228. Regulates Letting of Public Contracts.

Act 264. Provides for Establishment of Ad Interim Legislative Council.

Act 462. Creates a Claims Commission.