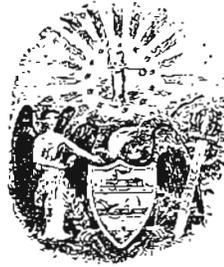


STATE OF ARKANSAS

TENTH BIENNIAL REPORT

OF THE

STATE HIGHWAY COMMISSION



For the Period Ending August 31, 1932, With Additional Data to
the Period Ending December 31, 1932

Letter of Transmittal

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

Acting in accordance with the requirements of Act No. 302 of the Acts of 1913 amended by Act No. 7 of the Acts of 1921, we present the Tenth Biennial Report of the State Highway Commission for the fiscal years 1931 and 1932. Your attention is directed to the fact that the financial statements are brought to a close as of August 31, 1932, although the end of the fiscal year is February 19, 1932.

Respectfully submitted,

DWIGHT H. BLACKWOOD, *Chairman,*

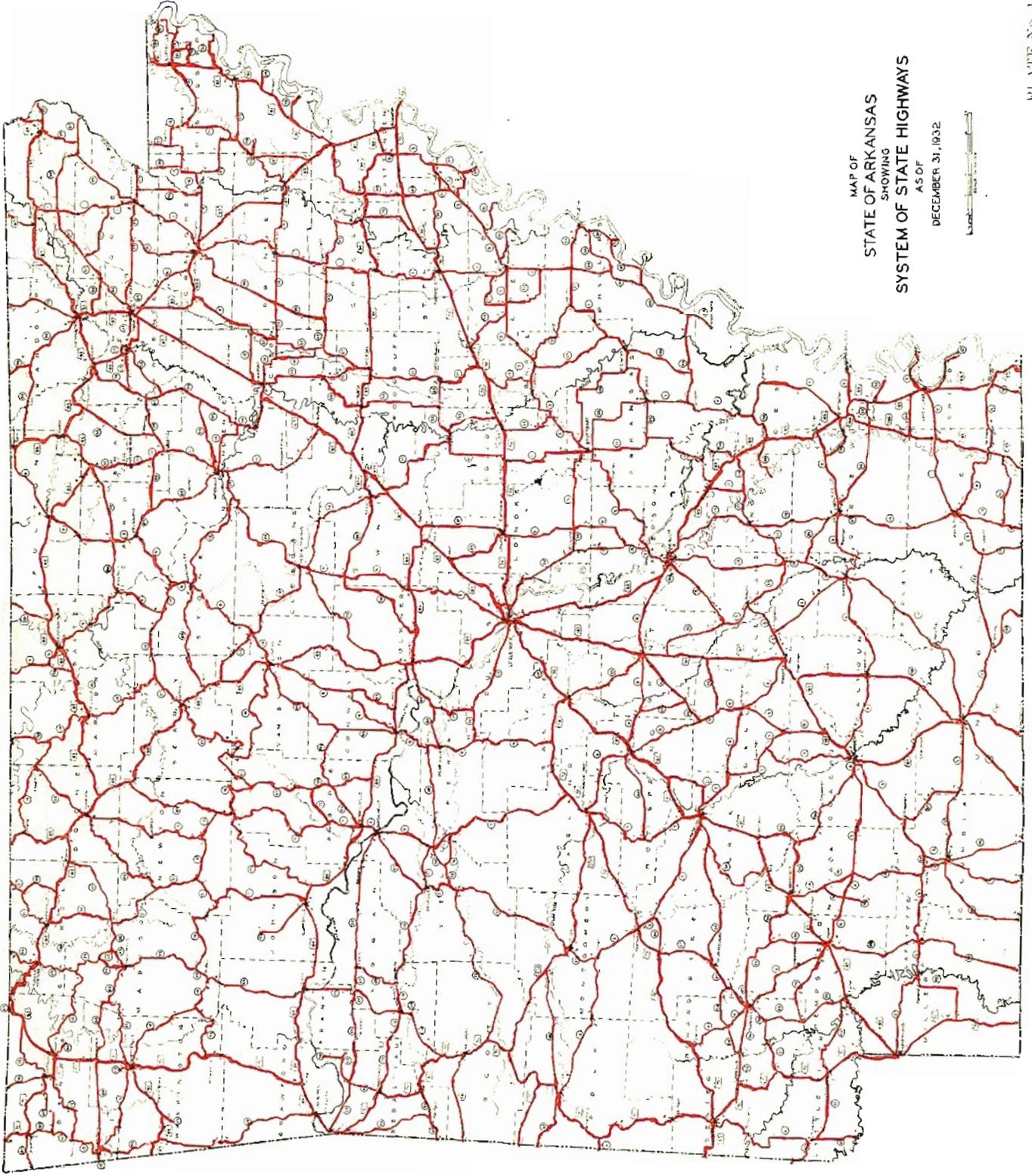
JOHN T. BURKETT,

J. S. PARKS,

J. LAN WILLIAMS,

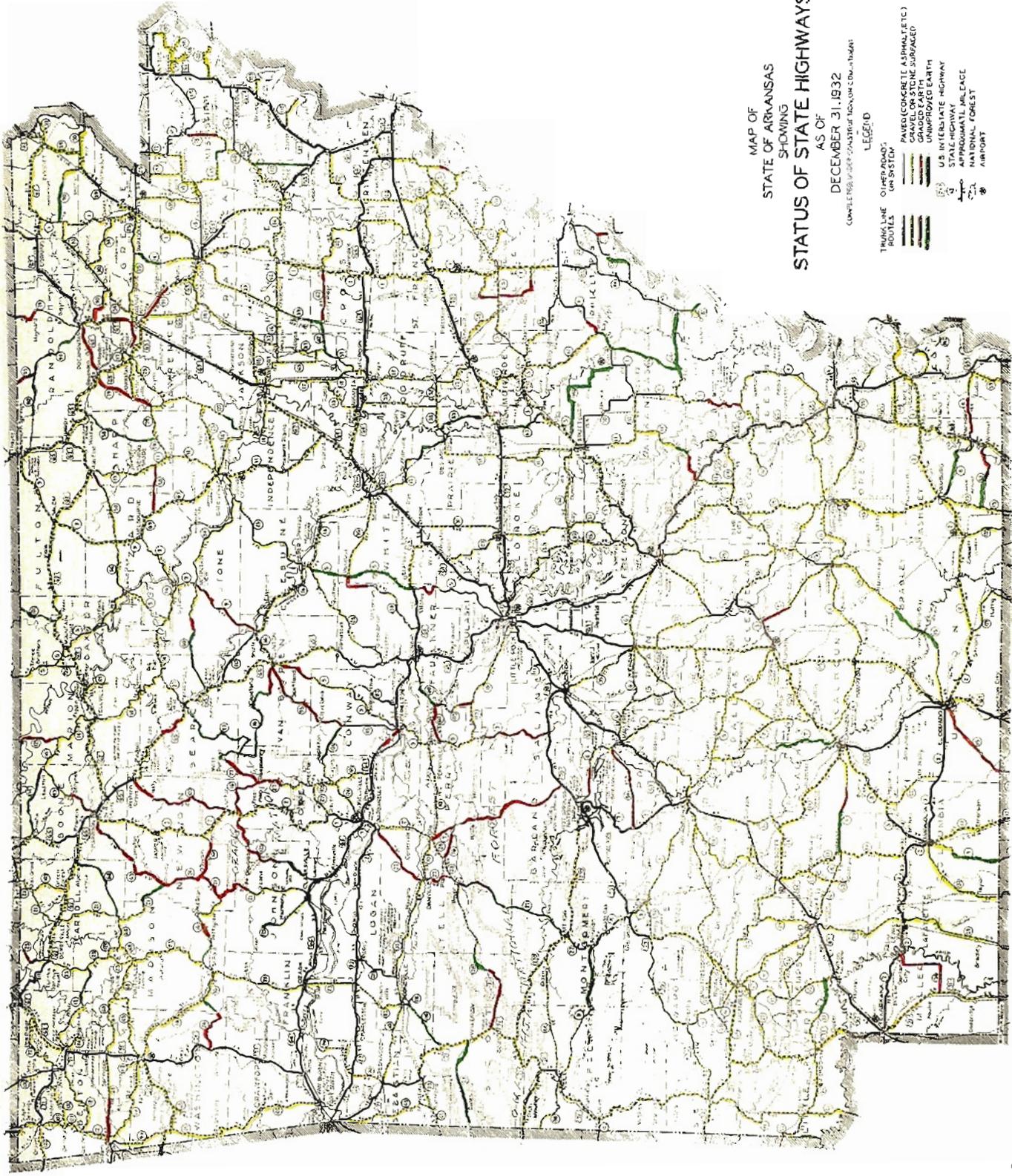
SAM J. WILSON,

Members, State Highway Commission



MAP OF
STATE OF ARKANSAS
SHOWING
SYSTEM OF STATE HIGHWAYS
AS OF
DECEMBER 31, 1932





MAP OF
 STATE OF ARKANSAS
 SHOWING
STATUS OF STATE HIGHWAYS
 AS OF
 DECEMBER 31, 1932

COMPILED BY THE STATE HIGHWAY COMMISSION

- LEGEND
- TRUNKLINE
 - ROOTS
 - OTHER ROAD
 - ON SYSTEM
 - PAVED (CONCRETE ASPHALT ETC)
 - GRADED EARTH SURFACE
 - UNIMPROVED EARTH
 - U.S. INTERSTATE HIGHWAY
 - STATE HIGHWAY
 - APPROXIMATE MILEAGE
 - NATURAL FOREST
 - AIRPORT

A Review of Highway Legislation in Arkansas

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

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

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

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

Act 338, The demand for adequate highways continued to grow more insis-
1915 tent, and a means was sought whereby additional funds could be obtained for such improvement. Constitutional limitations prohibited the issuance of state or county bonds, and it became necessary to pro-

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

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

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

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

Act 494,
1921
Act 606,
1921

The latter condition was alleviated to a certain extent through the enactment of Act 494, approved March 26, 1921, and Act 606, approved March 29, 1921. The first mentioned act provided for a revised and increased schedule of fees for the registration of motor vehicles, and that 70 per cent of the funds so obtained were to be returned to the county in which they were derived, to be expended for road construction and maintenance, and the remaining 30 per cent placed to the credit of the Highway Improvement Fund for the purpose of aiding in the construction and maintenance of highways and of matching Federal aid funds for the construction of highways. Act 606 provided for a tax on motor vehicle fuel in the amount of one cent per gallon, one-half of such receipts to be returned to the county and the balance credited to the Highway Improvement Fund.

Federal
Highway
Act, 1921

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

Act 5,
Special
Session,
1923

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

This act was quite constructive in character and formed a new basis for highway administration in this state. A definite system of state roads, comprising about 10 per cent of the public road mileage of the state, was desig-

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

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

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

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

Other Acts The 1927 Legislature enacted several other statutes pertinent to
1927 highway development, namely: Act 103, approved March 4, 1927,
 providing for the use of Arkansas materials in the construction
and maintenance of state highways; Act 104, approved March 4, 1927, author-

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

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

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

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

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

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

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

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

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

Act 368, The large volume of construction initiated during the preceding biennium showed that it was necessary for the State Highway Commission to control the final payments to contractors for work performed until it was fully determined that all bills incurred by the contractor, incident and contingent to the performance of the work, had been satisfied. Although the contractor furnished a surety bond of the same amount as the total of the contract award to insure the faithful performance of the work and to guarantee payment of all bills incurred in connection with such performance, several court decisions had ruled that payment for certain supplies and food stuffs, of rentals and other items could not be interpreted as being mandatory under the terms of the surety bond. In order to make the payment of all legitimate claims imperative, Act 368, approved April 3, 1929, was enacted, requiring a surety bond which would guarantee payment of legitimate claims for all items incident and contingent to the work. The form of bond used for contract projects was revised in accordance with the requirements of this act, and the contractor and his surety are required to execute an affidavit prior to final payment that all claims against the contractor have been satisfied. The act also provides that all suits to enforce claims on bonds shall be commenced within six months from the date of the final estimate to the contractor.

Act 18, Act 18, approved February 13, 1929, provided that the amount returned to the counties for local highway development be increased to \$1,800,000 for each of the years 1929 and 1930, while
Act 167,
1929 Act 169, approved March 22, 1929, authorized the employment of certified public accountants to make a continuous audit of the books and records of the State Highway Commission.

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

Act 103, The Legislature of 1931 enacted several laws for the better regu-
Act 132, lation of traffic on the highways of the state, namely: Act 102,
Act 157, approved March 9, 1931, prohibiting any person convicted under
Act 237, the laws of Arkansas of the offense of driving a motor vehicle
Act 246, while in an intoxicated condition from driving any motor vehicle
1931 upon any street or public highway of the State for a period of
 one year following the date of conviction; Act 132, approved on
 March 20, 1931, requiring drivers of motor vehicles to stop at a distance of not
 less than ten feet from a school bus receiving or discharging school children
 and to remain stopped until the children have entered the bus or have alighted
 and reached the side of the highway; Act 157, approved March 20, 1931,
 prohibiting operators of transportation lines carrying passengers, freight, ex-
 press or mail in vehicles over highways of the state from keeping drivers on
 duty more than twelve consecutive hours, and providing that at the expiration
 of twelve hours duty such drivers must have at least eight hours rest; Act 237,
 approved March 27, 1931, revising the schedule of license fees for trailers and
 semi-trailers; and Act 246, approved March 31, 1931, providing for and regu-
 lating the operation, in Arkansas, of motor vehicles licensed in other states,
 territories or districts of the United States or provinces of the Dominion of
 Canada.

Act 9, Statutes enacted by the Legislature of 1931 provide for the co-
Act 31, operation by the State Highway Department in the development
Act 110, of aeronautics and in the construction and improvement of a sys-
1931 tem of airports in the State. Act 9, approved February 11, 1931,
 created the Department of Aeronautics and made it the duty of
 the Highway Commission to use personnel and equipment, to such an extent as
 practical without material interference with the program of the Highway De-
 partment, in cooperating with existing public agencies in the construction and
 improvement of airports. This act levied a tax of five cents per gallon on air-
 craft motor fuel, the proceeds to be deposited to the credit of the State High-

way Fund. Act 31, approved February 17, 1931, appropriated \$15,000 for each of the years 1931 and 1932 from the State Highway Fund for the Department of Aeronautics, but provided that the amount paid out under this appropriation should not exceed the amount collected under the provision of Act 9. Act 110, approved March 9, 1931, authorized the Highway Department, through the Board of Aeronautics, to purchase an airplane with photographic equipment for aerial reconnaissance surveys, flood relief and other aerial work.

Act 29, As noted previously, not all of the funds collected from automobile
Act 78, license fees and gasoline taxes are appropriated for expenditures
Act 107, on the state highway system. A considerable portion is returned
Act 140, to the several counties through the County Highway Fund. Re-
Act 163, funds of gasoline taxes paid by agricultural and industrial users
Act 221, of gasoline each year amount to a very considerable sum. The
1931 1931 Legislature also showed a tendency to fix specific places and
purposes for the expenditure of varying amounts from the State

Highway Fund, some of the appropriations amounting to a diversion of highway funds to other purposes than road building, while others, although not constituting such a diversion, should logically have been paid by the state institution which benefited by the construction directed. Act 29, approved February 17, 1931, appropriated \$250,000 from the State Highway Fund to cover unpaid claims for refunds of gasoline taxes, also \$300,000 for paying gasoline tax refund claims during 1931. Act 78, approved March 3, 1931, appropriated \$30,000 from the State Highway Fund to be paid to Road Improvement District No. 26 in Jefferson County, also \$1,233.45 each year for the payment of Improvement District taxes to this Road District on the 5,000 acres of land known as the Earl Wright Plantation and purchased by the State as a convict farm. Act 107, approved March 9, 1931, directed the Highway Commission to pave 1016 feet of El Paso Avenue in the city of Russellville, extending across the grounds of Arkansas Polytechnic College, and appropriated \$5,000 from the State Highway Fund for this purpose. Act 140, approved March 20, 1931, authorized the Highway Commission to pave the south half of West Markham Street, along lands occupied by the State Hospital for Nervous Diseases, in Little Rock, and appropriated \$12,500 from the State Highway Fund for this purpose. Act 163, approved March 25, 1931, directed the Highway Commission to hard surface the road from the limits of the grounds of the State Vocational School at Huntsville to the main building of the school when the town of Huntsville paved State Highway No. 68 through the town, and appropriated \$5,000 for this purpose. Act 221, approved March 26, 1931, appropriated \$26,000 from the State Highway Fund for the purpose of advertising the advantages of Arkansas.

Act 85, The 1931 Legislature provided for additional state aid to street
Act 248, improvement districts formed for the purpose of paving continua-
1931 tions of state highways through cities and towns. Act 85, ap-
proved March 3, 1931, aided those street improvement districts in
incorporated towns and cities of the first and second class that had paved con-
tinuations of state highways through such towns and cities prior to June 9,
1927. This act provided that the State should pay fifty percent of so much

of the outstanding bonds and interest of these districts as represented work done on the state highway continuations. Act 248, approved March 31, 1931, provided for payment by the state of all the outstanding bonds and interest of those improvement districts in incorporated towns and cities of the first and second class where the work of construction was done subsequent to June 9, 1927, and where all or any of the streets improved by the district constituted part or all of a continuation of a duly designated and established state highway passing through or into such towns and cities.

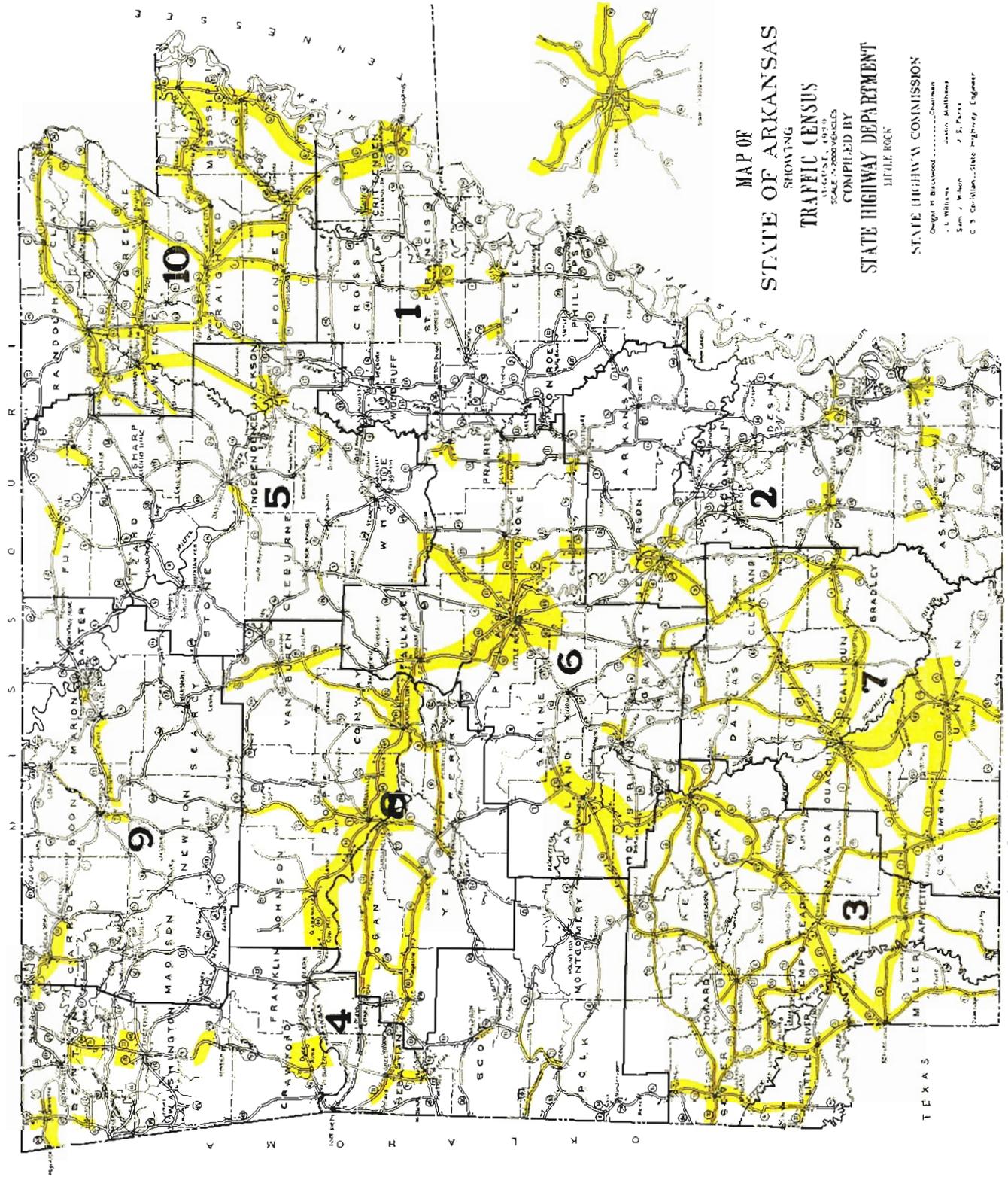
Other Acts, 1931 Act 166, approved March 25, 1931, created the State Highway Audit Commission, named the members thereof, and appropriated \$100,000 from the State Highway Fund for the purpose of the audit. Act 214, approved March 26, 1931, imposed a state license tax of four percent of the gross receipts on all privately owned toll bridges and ferries, payable quarterly, where such gross receipts exceed \$100 per quarter.

Act 4, 1931 Act 4, approved October 27, 1931, of the special session of the Legislature convening in October, 1931, extended the authority of the State Highway Audit Commission.

Act 15, 1932 It became evident that highway revenues were decreasing to such an extent that they soon would be insufficient to meet interest and maturities of road improvement district bonds and, in order to avoid placing taxes for payment of these bonds and interest on the lands of the several improvement districts, a special session of the Legislature met in March, 1932, in an effort to work out some plan whereby the reversion of taxes to the road district lands might be avoided. One result of the special session was Act 15, approved April 14, 1932, which provided for refunding road improvement district bonds at a uniform rate of interest; for impounding state highway revenues, as received, in accordance with a designated priority schedule for payment of highway debt obligations, expenses of the State Highway Audit Commission, operation of the State Highway Department, maintenance of state highways, matching Federal Aid funds for highway construction; fixed the amount of bonds which thereafter might be issued in any one calendar year and provided for issuing short term notes to contractors for work which they had performed but for which funds were not available for payment. The act also limited the amount to be available for the administration of the Highway Department to \$100,000 per year, and the amount to be used for maintenance of state highways to \$1,000,000 per year.

Act 7, Act 8, 1932 The special session also made additional appropriation for the State Highway Audit Commission. Act 7, approved March 29, 1932, appropriated an additional \$100,000 from the State Highway Fund for the State Highway Audit Commission, and Act 8, approved March 29, 1932, directed the State Treasurer to transfer funds received for the State Highway Fund to the credit of the State Highway Audit Fund in a sufficient amount to pay the expenses of the State Highway Audit Commission.

Resume A resume of the foregoing review would indicate that the development of the Arkansas State Highway System has not progressed smoothly through the years, but in somewhat spasmodic fashion in eras or periods as the prosperity of the state has induced a demand for improvement. Such a condition is not conducive to best results and it is believed that proper legislation should be promulgated providing for a more constant program through the future years, based upon a conservative estimate of probable revenue, together with the needs and demands of the industrial and agricultural pursuits of the state, with the thought in mind that a heavy bonded indebtedness has already been incurred. It should also be noted that if the State of Arkansas desires a highway system comparable to other and more wealthy states with a considerably greater density of population a heavier burden must naturally be incurred by the motor vehicle operator in this state in the form of automobile registration and gasoline tax requirements.



MAP OF
 STATE OF ARKANSAS
 SHOWING
 TRAFFIC CENSUS
 AUGUST, 1929
 SCALE 1:2000 VEHICLES
 COMPILED BY
 STATE HIGHWAY DEPARTMENT
 LITTLE ROCK

STATE HIGHWAY COMMISSION
 Ought W. Blackwood.....Chairman
 L. Williams.....Assistant
 Sam. J. White.....J. S. Parks
 C. S. Crutcher.....State Highway Engineer

VEHICULAR TRAFFIC CENSUS OF PRINCIPAL ROUTES OF STATE HIGHWAY SYSTEM 1929 TO 1930

Asphalt Road
 Gravel or Stone
 Graded Earth Road
 Interchanges (I.S.I.)
 Interchanges (O.S.W.)
 Interchanges (U.S.)
 Cities or Towns
 Summer Census 1929
 Summer Census 1930

LEGEND

Horizontal: Interpolated to match
 Scale of State
 Vertical: 1 inch = 1000 feet
 Scale of State

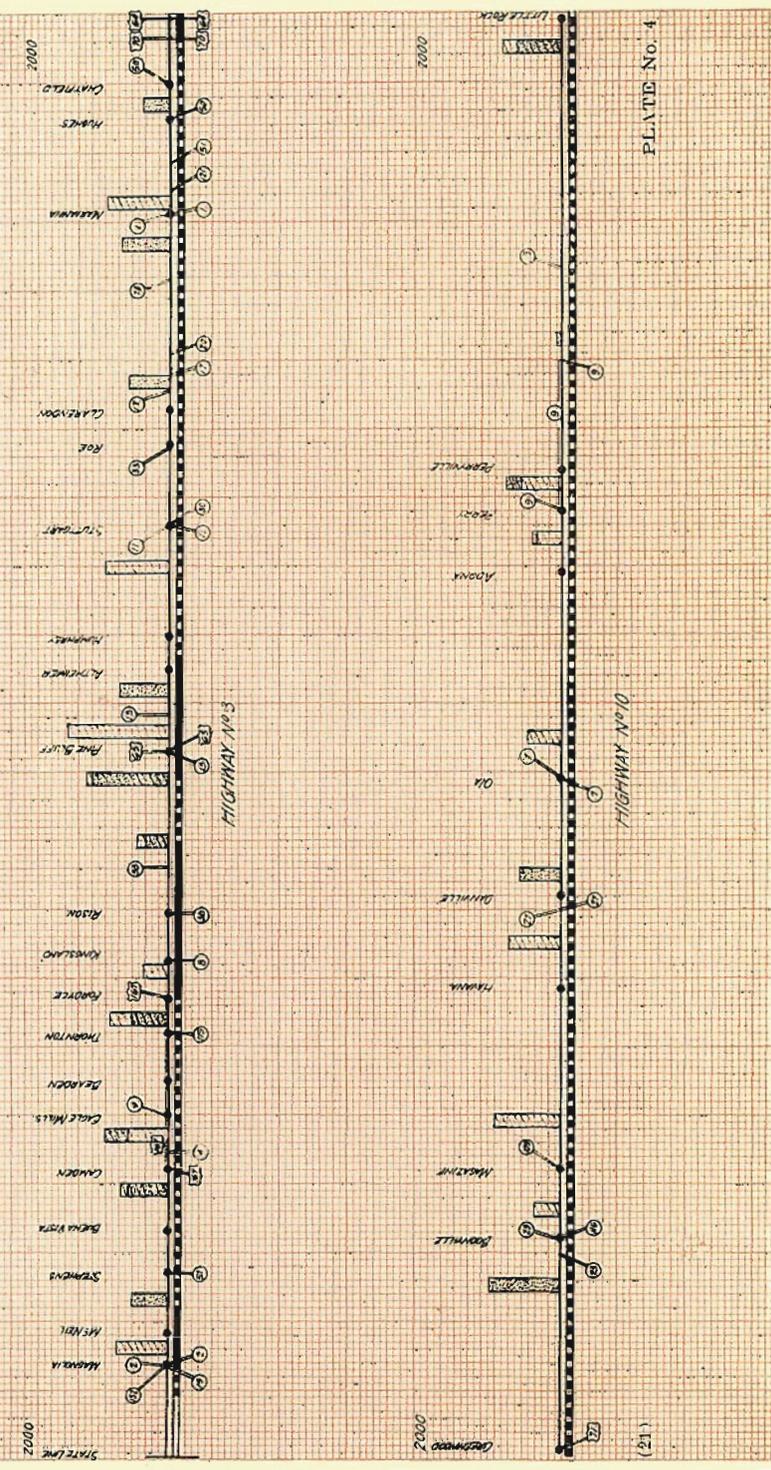


PLATE No. 4

(21)

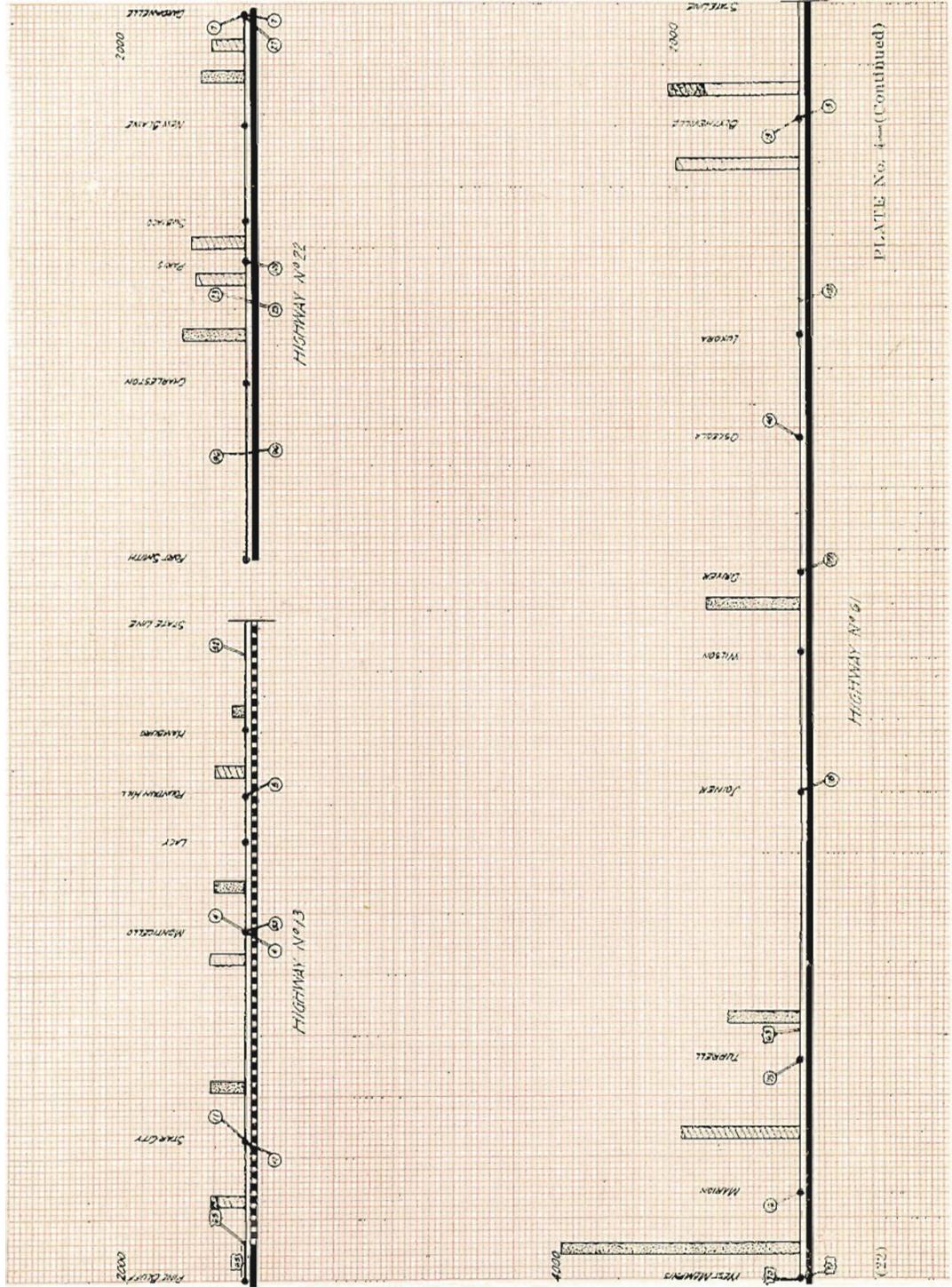


PLATE No. 4--(Continued)

HIGHWAY No. 61

HIGHWAY No. 22

HIGHWAY No. 3

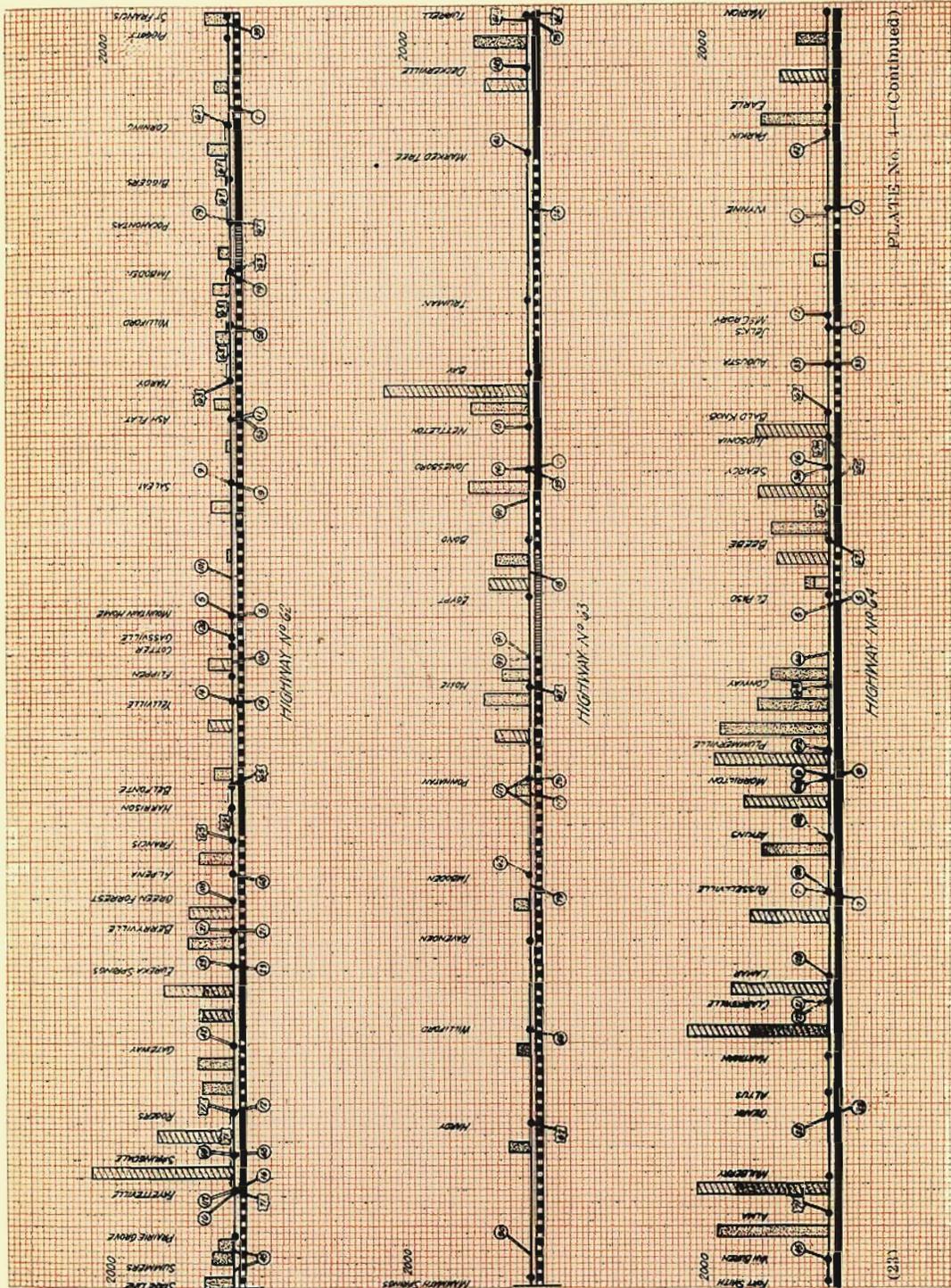


PLATE No. 4 (Continued)

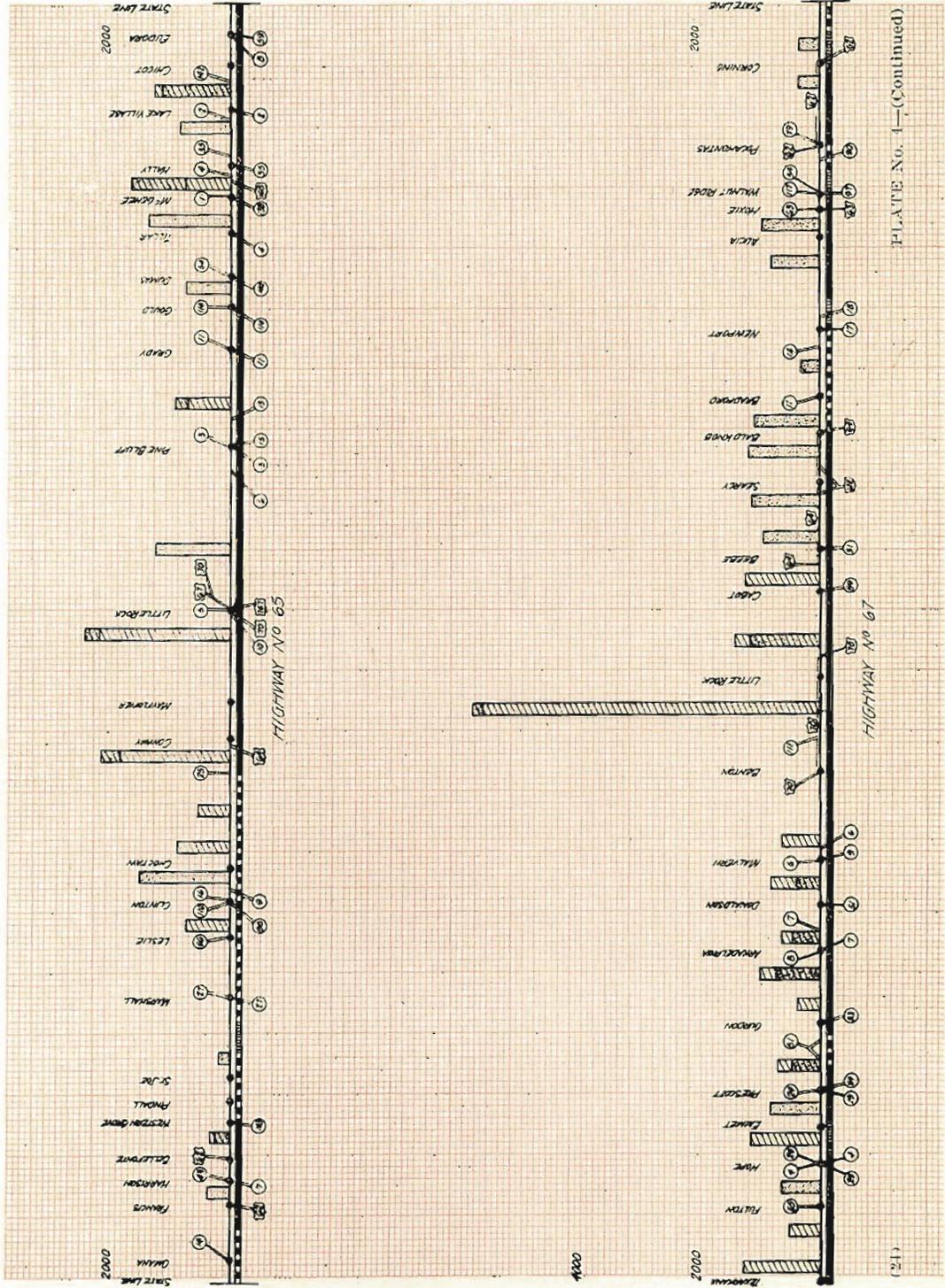


PLATE No. 4—(Continued)

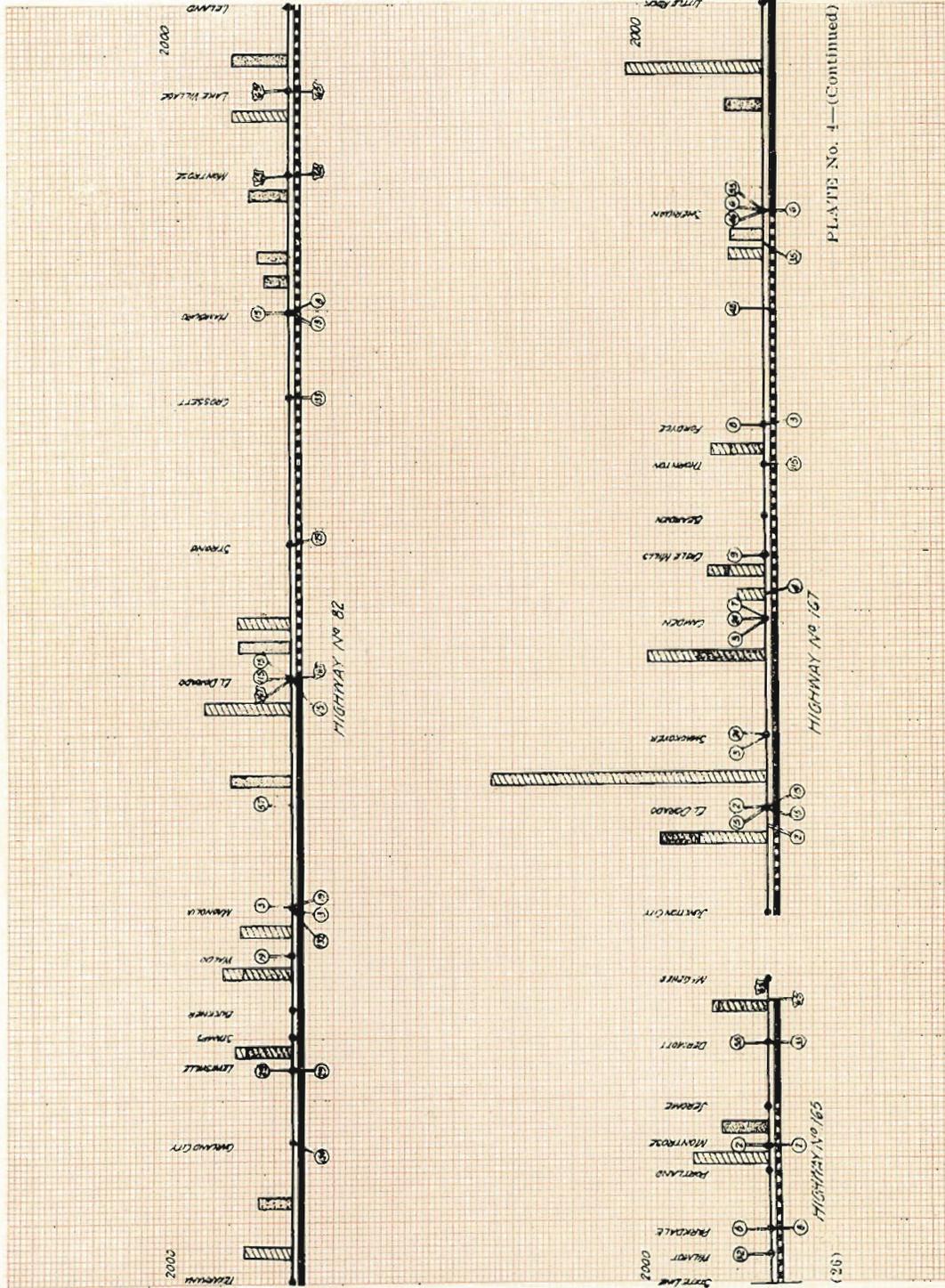
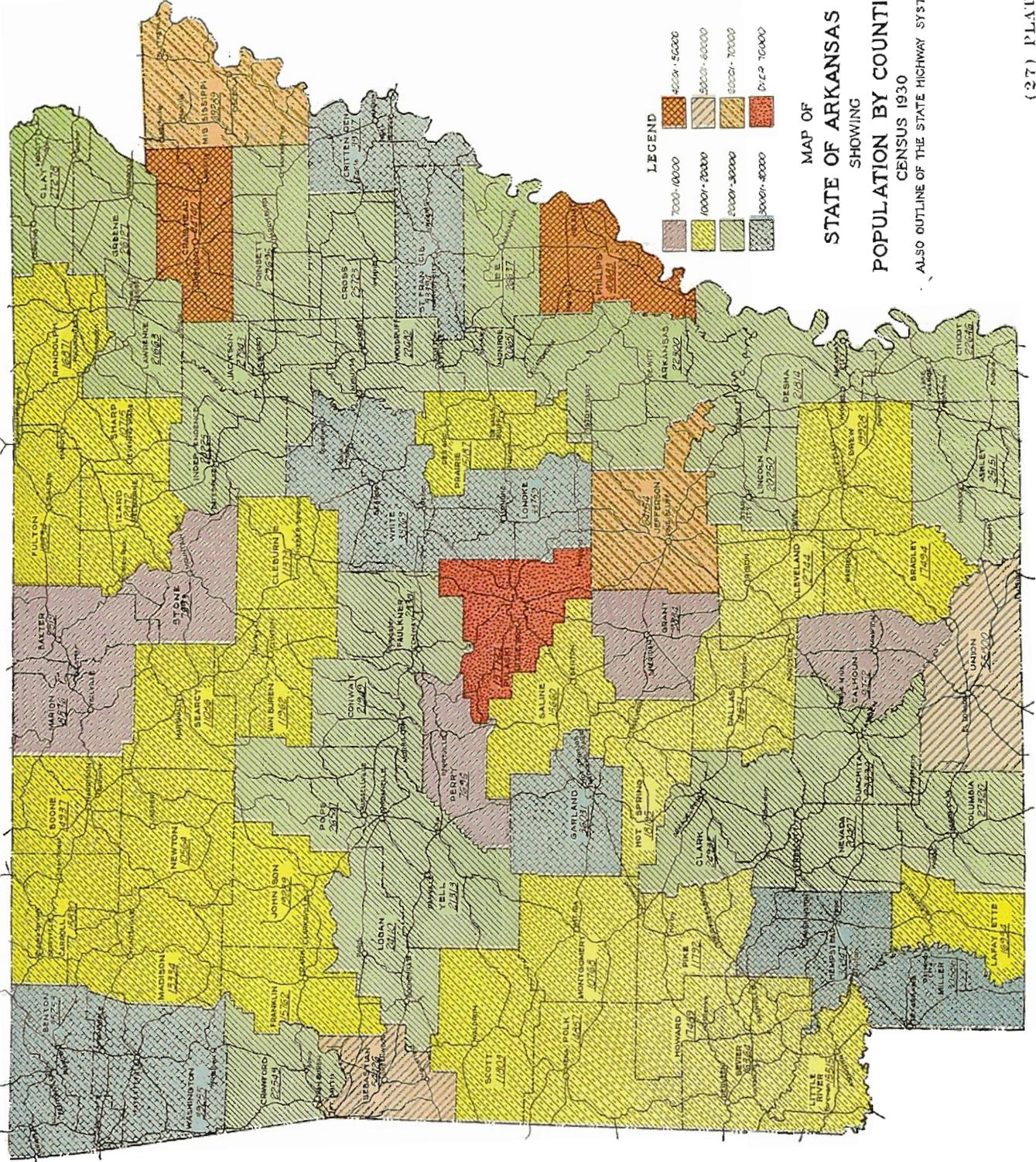


PLATE No. 4—(Continued)



MAP OF
STATE OF ARKANSAS
 SHOWING
POPULATION BY COUNTIES
 CENSUS 1930
 ALSO OUTLINE OF THE STATE HIGHWAY SYSTEM

TABLE No. 1
SHOWING STATUS OF IMPROVEMENT OF ALL ROADS OF STATE HIGHWAY SYSTEM
AS OF DECEMBER 31, 1932

Road No.	Total Mileage	STATUS OF IMPROVEMENT									Miles in Cities Over 2,500 Population
		Miles Graded Completed	Miles Graded Under Construction	Miles Gravel (c) Similar Types Completed	Miles Gravel (c) Similar Types Under Construction	Miles Surface Treated Completed	Miles Surface Treated Under Construction	Miles Paved Completed	Miles Paved Under Construction	Miles Unimproved	
1	246.66	9.43	-----	184.10	-----	-----	-----	35.19	-----	10.45	7.49
2	189.58	-----	-----	98.48	-----	-----	-----	34.98	-----	-----	3.78
3	251.32	10.90	-----	157.15	-----	-----	59.80	-----	-----	5.2	7.18
4	202.88	13.18	-----	165.09	-----	-----	-----	9.20	-----	10.00	5.41
5	114.33	9.25	-----	66.59	-----	-----	-----	13.01	-----	25.20	0.28
6	65.03	6.70	-----	53.76	-----	-----	-----	2.10	-----	-----	2.47
7	246.69	34.64	8.84	135.08	-----	-----	-----	41.66	-----	22.72	3.75
8	183.91	34.25	-----	125.30	-----	-----	-----	-----	-----	22.75	1.61
9	234.10	36.74	-----	170.96	-----	-----	-----	3.78	-----	19.10	3.52
10	122.09	3.90	-----	111.32	-----	-----	-----	1.01	-----	1.28	4.58
11	208.62	10.36	-----	162.97	-----	-----	-----	11.56	-----	22.90	0.83
12	61.28	-----	-----	29.53	-----	-----	1.15	0.47	-----	29.15	0.98
13	90.93	-----	-----	89.06	-----	-----	-----	0.65	-----	-----	1.22
14	210.19	33.00	-----	176.70	-----	-----	-----	-----	-----	-----	0.49
15	141.70	28.23	-----	88.56	-----	-----	-----	6.90	-----	13.17	4.84
16	213.89	22.10	-----	140.45	-----	-----	-----	-----	-----	48.73	2.61
17	94.14	-----	-----	85.95	-----	-----	-----	-----	-----	7.55	0.64
18	96.77	-----	-----	56.76	-----	-----	-----	37.91	-----	-----	2.10
19	53.21	-----	-----	52.12	-----	-----	-----	-----	-----	-----	1.09
20	52.34	-----	-----	12.85	-----	-----	-----	35.55	-----	-----	3.94
21	107.50	16.00	-----	68.75	-----	-----	-----	-----	-----	22.75	-----
22	75.79	-----	-----	-----	-----	-----	-----	72.30	-----	-----	3.49
23	125.26	8.70	-----	113.21	-----	-----	-----	0.05	-----	3.30	-----
24	98.22	-----	-----	96.70	-----	-----	-----	-----	-----	-----	1.52
25	158.94	-----	-----	150.40	-----	-----	-----	7.13	-----	-----	1.41
26	32.50	-----	-----	32.50	-----	-----	-----	-----	-----	-----	-----
27	211.23	44.36	-----	83.72	-----	-----	-----	-----	-----	83.15	-----
28	79.73	46.70	-----	33.03	-----	-----	-----	-----	-----	-----	-----
29	70.24	-----	-----	67.80	-----	-----	-----	-----	-----	-----	2.44
30	76.38	12.79	-----	24.80	-----	-----	-----	36.70	-----	-----	2.09
31	52.79	-----	-----	52.79	-----	-----	-----	-----	-----	-----	-----
32	44.00	-----	-----	38.70	-----	-----	-----	-----	-----	5.30	-----
33	66.50	4.50	-----	47.00	-----	-----	-----	-----	-----	15.00	-----
34	25.80	-----	-----	25.80	-----	-----	-----	-----	-----	-----	-----
35	107.58	-----	-----	96.89	-----	-----	-----	8.55	-----	-----	2.14
36	48.00	-----	-----	45.04	-----	-----	-----	-----	-----	2.00	0.96
37	25.60	-----	-----	10.60	-----	-----	-----	-----	-----	15.00	-----
38	14.82	-----	-----	14.36	-----	-----	-----	0.46	-----	-----	-----
39	74.91	-----	-----	59.20	-----	-----	11.60	-----	-----	3.10	1.01
40	35.30	-----	-----	20.00	-----	-----	-----	14.90	-----	-----	0.40
41	40.94	-----	-----	40.20	-----	-----	-----	-----	-----	-----	0.74
42	39.20	12.90	-----	19.80	-----	-----	-----	-----	-----	6.50	-----
43	53.90	-----	-----	53.00	-----	-----	-----	-----	-----	-----	0.90
44	59.90	11.60	-----	5.00	-----	-----	-----	37.70	-----	5.60	-----
45	98.98	-----	-----	97.45	-----	-----	-----	-----	-----	-----	1.53
46	22.00	-----	-----	22.00	-----	-----	-----	-----	-----	-----	-----
47	0.65	-----	-----	-----	-----	-----	0.65	-----	-----	-----	-----
48	14.70	-----	-----	14.70	-----	-----	-----	-----	-----	-----	-----
49	17.60	-----	-----	-----	-----	-----	-----	10.60	-----	7.00	-----

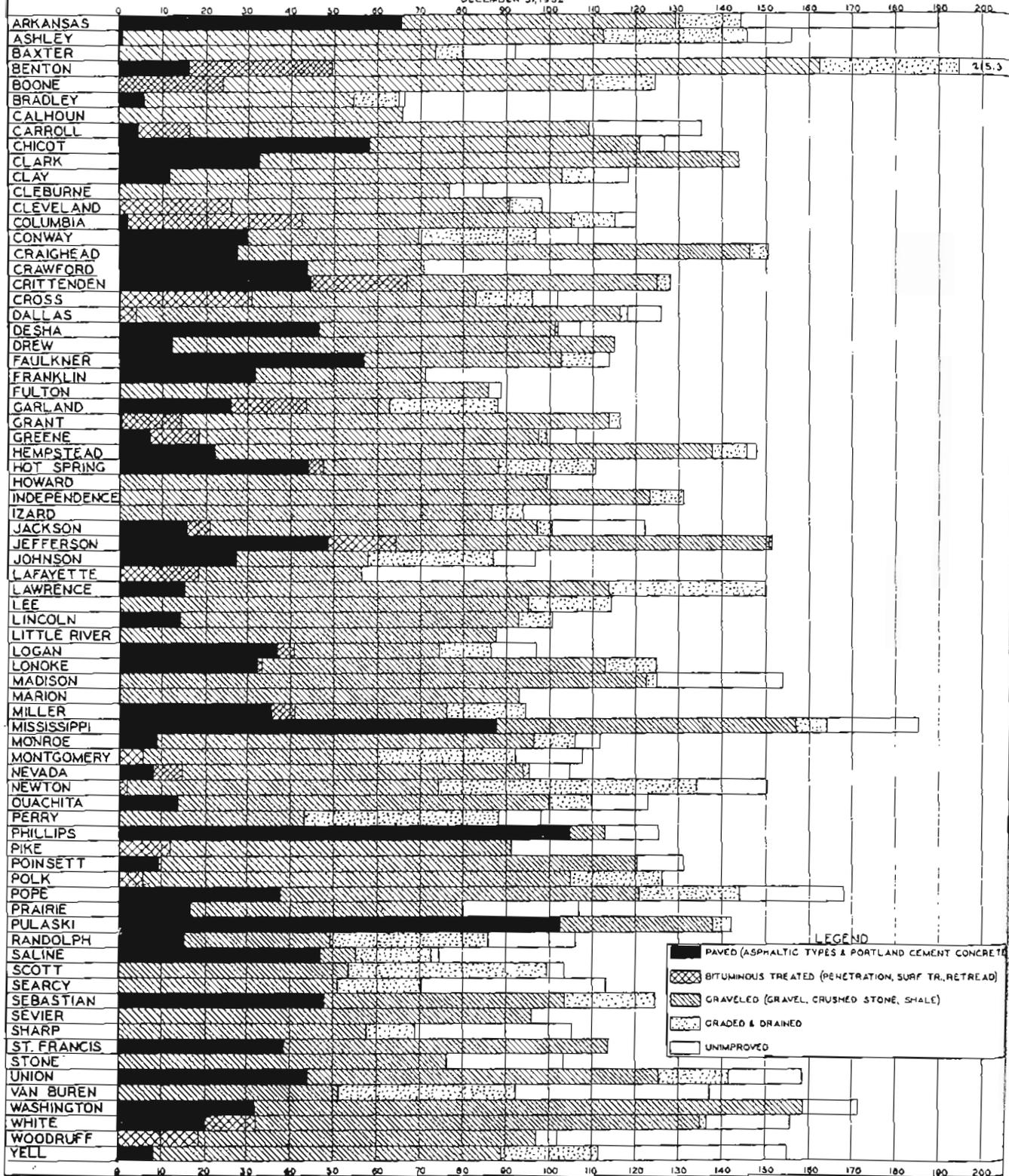
Table No. 1—(Continued)

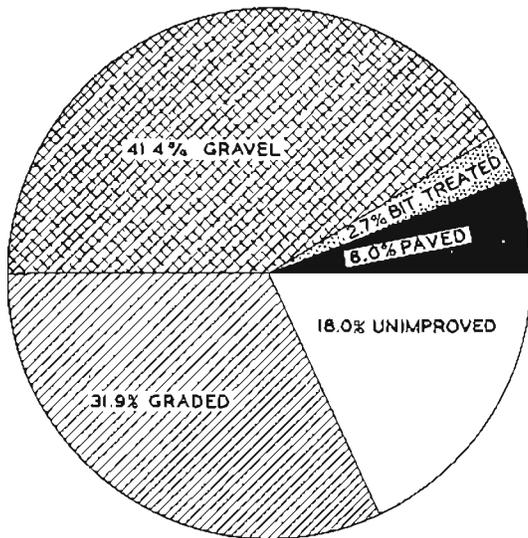
**SHOWING STATUS OF IMPROVEMENT OF ALL ROADS OF STATE HIGHWAY SYSTEM
AS OF DECEMBER 31, 1932**

Road No.	STATUS OF IMPROVEMENT										
	Total Mileage	Miles Graded Completed	Miles Graded Under Construction	Miles Gravel or Similar Typ's Completed	Miles Gravel or Similar Typ's Under Construction	Miles Surface Treated Completed	Miles Surface Treated Under Construction	Miles Paved Completed	Miles Paved Under Construction	Miles Unimproved	Miles in Cities Over 2,500 Population
104	3.00			3.00							
105	15.60			15.60							
107	13.00			13.00							
109	13.86	11.55		0.67							1.64
110	21.80									21.80	
111	0.75									0.75	
112	3.00			3.00							
113	25.55	8.90		16.65							
114	16.45			16.45							
115	44.25			37.44				5.40			1.41
116	17.15					3.85				13.30	
117	25.20	6.09		19.11							
118	9.20			9.20							
119	4.10			4.10							
120	8.05			8.05							
121	37.70	19.60		18.10							
122	11.20	8.00		3.20							
123	51.15	30.50		10.20						9.70	0.75
124	30.49			19.75						10.00	0.74
125	13.50			13.50							
126	7.50			7.50							
127	5.00			5.00							
128	21.70			21.70							
129	14.90			12.00						2.90	
131	9.60			9.60							
132	24.78			24.39							0.39
133	9.37			8.80							0.57
134	19.00	19.00									
135	16.83			16.83							
136	3.60			3.60							
137	7.06			7.06							
138	10.37			9.96							0.41
139	7.28			7.28							
140	12.52			12.52							
141	17.39			9.78						7.00	0.61
142	12.48			12.48							
143	24.97			9.97						15.00	
144	9.00			9.00							
145	12.00			12.00							
146	46.00									46.00	
147	7.50	3.00		4.50							
148	6.00									6.00	
149	18.50			18.50							
150	11.00									11.00	
151	5.50			5.50							
165	46.36			28.61				16.40			1.35
167	148.26	3.34		73.17				64.00			7.75
270	84.37	14.55		69.82							
Total	9,016.61	809.23	24.47	5,484.23	2.20	336.20	---	1,445.36	29.18	708.38	177.36

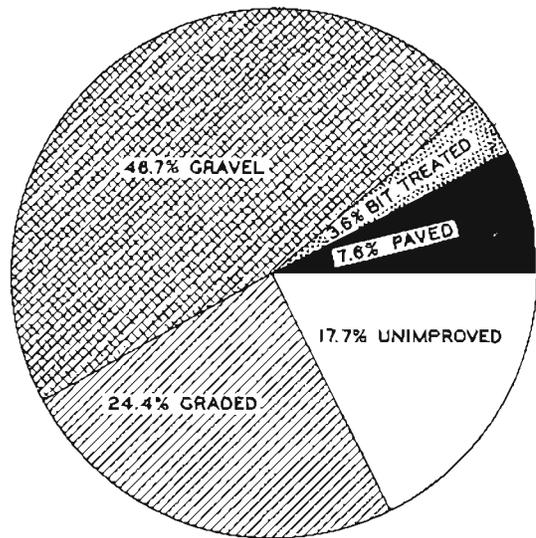
CHART OF STATE HIGHWAY SYSTEM SHOWING RELATIVE MILEAGE OF TYPES, BY COUNTIES

DECEMBER 31, 1932

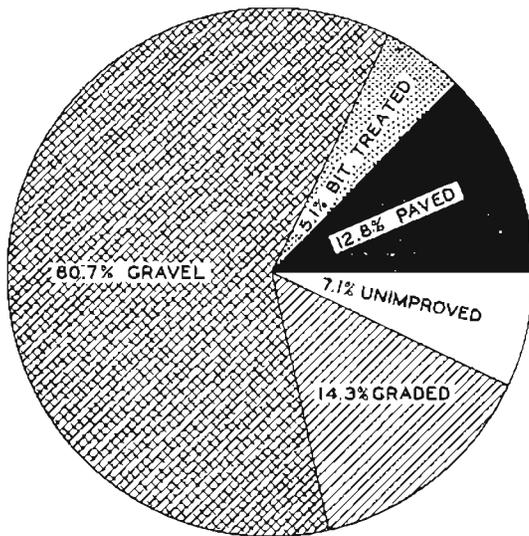




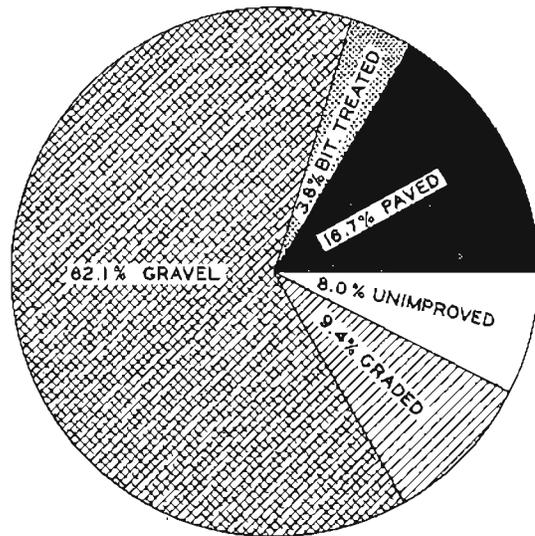
TOTAL MILES - 8508
1926



TOTAL MILES - 8717
1928



TOTAL MILES - 8958
1930



TOTAL MILES - 9018
1932

RELATIVE PROPORTIONS
OF
STATE HIGHWAY IMPROVEMENTS
1926, 1928, 1930 & 1932
STATE OF ARKANSAS

Development and Improvement of the State Highway System

Historical When highway improvements were first made in Arkansas a state system of connected roads was non-existent and unthought of, the early improvements being purely local in nature. Many millions of dollars were expended by road improvement districts for road construction, and many miles of surfaced as well as graded roads were constructed before a system of state highways was designated.

The Federal Aid Act of 1921 was the factor that made previously considered plans for a state system of highways in Arkansas take definite form. This Act required each state to designate a connected system of highways, with a mileage of not more than seven per cent of the total road mileage of the state, upon which system all Federal Aid thereafter allotted to the state was to be expended. As directed by this Act the Arkansas State Highway Department designated a system of highways as Federal Aid highways, and, in addition to these, designated other roads known as connecting routes, the combination of Federal Aid routes and connecting state routes forming the State Highway System.

In laying out this system the probable future lines for through traffic were considered as well as the needs of the centers of population. The actual location between different cities, however, was influenced in many cases by improvements already made, in progress or contemplated at the time the system was designated, all or practically all of these improvements being initiated by improvement districts.

Considerations The selection of the routes comprising a state system of highways and the order of development of these highways after they have been selected should be governed by several considerations. Both interstate and intrastate traffic requirements should be factors in the selection of routes and no private or purely local benefits should be allowed to affect these routings. The selection and designation of the routes of a state highway system should be made, so far as possible, to afford the greatest good to the traveling public as a whole. Highway departments of adjoining states should cooperate in making their selection of those routes which reach their common boundary line in order to prevent unconnected state highways at state lines. It is also essential, of course, that the larger towns and cities within the state be connected by reasonably direct routes.

The physical development and improvement of the routes of a state highway system are made for the benefit of transportation; ease, speed, economy and safety being the essential benefits sought by improvement. Smoother, wider surfaces, flatter grades and better alignment are all factors that contribute to these benefits.

It is neither feasible nor desirable to develop and improve all the roads of a state highway system simultaneously and in an equal degree. Revenues are never sufficient to improve all roads to the point where further improvement would not benefit the traffic; and the equal, simultaneous improvement of all roads, up to the limit of available revenues, would find unimportant roads, with a small volume of traffic, improved far beyond their traffic needs, while the same grade of improvement on important, heavily traveled routes would be far from sufficient to care adequately for the traffic endeavoring to use them. Here again, in the improvement of state highways as well as in their selection, the principle of the greatest good for the public in general should be followed, and improvements should be made in proportion to the traffic needs of the various routes.

Under the present highway program it was not entirely possible, for some time after the beginning of this program, for the State of Arkansas to improve its state highway system strictly in proportion to traffic needs. Act No. 11 of 1927, under which the present highway program was initiated, provided for payment of road improvement district bond maturities and interest by the state, but also provided for giving preference to construction in non-bonded counties until such time as construction in non-bonded counties equalized payments by the state for road improvement district bond maturities and interest. Many of the roads constructed by improvement districts were subject to a heavy volume of traffic, much heavier in fact than many of the roads in non-bonded sections of the state would carry after improvement; and, since most of the bonded roads were not of high type construction, their reconstruction would have been among the first projects undertaken under the new road program had the Commission been able to follow proper economical principles in the order of improvement of the state highways. It was necessary, however, in order to follow out the provisions of the law, to start the program and continue it for some time by improving routes that would not have been entitled to priority in construction had the principle of improvement in proportion to traffic needs been followed.

Funds Available Revenues available for the construction and maintenance of the state highways of Arkansas are derived from proceeds from the sale of bonds, receipts from automobile registration and the gasoline tax, and funds received from Federal Aid. From these receipts disbursements are made for administration, maintenance, construction, interest and maturities of state highway bonds, interest and maturities of road improvement district bonds, interest and maturities of street improvement district bonds for paving state routes through cities and towns, expense of the Bus Division under the jurisdiction of the Railroad Commission, expense of the Revenue Department in collecting the gasoline tax, the sum required annually for gasoline tax refunds to agricultural and industrial users of gasoline, the expense of the Attorney General's Office incident to the administration of the legal affairs of the Highway Department, and one-sixth of the gasoline tax together with one-eighth of the proceeds of bond sales distributed to the counties.

Prior to and through 1930, revenues from automobile registration and the gasoline tax showed a gratifying increase each year. Contracts for 1931 con-

struction were awarded and work initiated in a volume based on anticipated revenues as estimated from receipts of previous years. Revenues from automobile registration and the gasoline tax in 1931, however, fell so far below the amounts anticipated that they were insufficient, after meeting bond and interest maturities, to pay for all the construction work undertaken. By the end of the year it was evident that if receipts in 1932 continued at the same low level as in 1931, the State might be unable to meet bond maturities and interests of road improvement districts. Since these bonds were not direct obligations of the State, such failure would require the payment of these bond maturities and interest by the lands of the several improvement districts.

In order to avoid this possibility, the Governor called a special session of the Legislature in March, 1932, to work out, if possible, some plan whereby the State might continue the payment of road district bond maturities and interest. After a stormy session of thirty days an Act was passed which provided for the refunding, by the State, of the road district bonds. The Highway Department had previously instituted a program of rigid economy by reducing salaries and personnel, but the Legislature still further reduced expenditures by limiting funds for administration to \$100,000 per year and for maintenance of state highways to \$1,000,000 per year.

The limited appropriations provided for by the special session were insufficient for the purposes for which they were intended, and the loss by damage to state highways, which cannot receive proper attention, repairs and replacements because of inadequate funds, will be great indeed. In addition to this the yearly apportionment of Federal Aid, amounting to more than \$2,000,000, is jeopardized because of inability to maintain completed Federal Aid projects to the standard required by the Federal Government. Even though revenues should prove sufficient to provide construction funds in an amount that would match the Federal apportionment, the Government would refuse to participate in new projects unless completed projects were adequately maintained.

No one at this time can hope to estimate future revenues with any degree of accuracy. It would not seem probable that revenues will drop to a lower level than in 1932 but until such time as there is a substantial increase over 1932 revenues the amounts required for bond maturities and interest will prevent any new construction from earned revenue. Considering, however, that the present economical situation of the State and Nation is certainly below normal, it can be only a question of time before the eventual betterment of business conditions will automatically increase highway revenues to an extent that will allow proper maintenance of state highways, the completion of unfinished portions of our heavily traveled trunk lines and the continued betterment of our state highways in proportion to their traffic needs.

Distribution of Funds The principle of financing the improvement of public highways by a tax or toll on motor vehicles has been commonly accepted as the most equitable plan so far devised for this purpose. The distribution of the funds so derived, between the different sub-divisions of the State that are engaged in the improvement and maintenance of public highways, is a moot question, however, and probably will be such for some time

to come. The State, responsible for state highways; the County, responsible for county highways; and the Municipality, responsible for city streets, are all interested.

Only about twelve per cent of the mileage of all the public highways of Arkansas is in the state highway system, but the volume of traffic carried on this twelve per cent probably is far greater than that carried on all the remainder of the public road mileage. No traffic counts for any roads other than state highways are available, but it is doubtful if any county road will approach the density of traffic reached on the average state highway. If we are to continue the plan of allocating highway expenditures in proportion to traffic requirements it is imperative that no more of the revenues from automobile registration and gasoline tax be diverted from the State Highway Fund than are now being taken. When a connected system of state highways is completed, some of the revenues now being used on state highways may be applied to the further improvement of county roads as local traffic requirements increase and develop.

Extent and Status of System The large mileage of state highways in Arkansas makes it difficult to develop and improve the system to the standard set by many other states. The mileage of the highways making up the Arkansas State Highway System is considerably greater than the mileage of the average state highway system, yet Arkansas is exceeded in automobile registration per mile of state highway by 43 states, and by population per mile of state highway by 33 states. If the citizens of Arkansas, with its large mileage of state highways in proportion to its automobile registration, desire that these state highways be improved to the extent that other state highway systems are improved, they must be made to realize that such improvement can be financed only by collecting as much revenue as do the other states; but since this revenue must be derived from a lesser number of automobiles, each automobile registered and each gallon of gasoline used in Arkansas must pay a higher tax or toll than is charged in adjacent states.

In 1923 the Arkansas State Highway System comprised 6,637 miles. Of this mileage 7 per cent was paved, 32 per cent surfaced with gravel, 32 per cent graded and drained and 29 per cent unimproved. Since that time the system mileage has been increased until as of December 31, 1932, it covers 9,016 miles, 21 per cent of which is paved, 62 per cent gravel surfaced, 9 per cent graded and drained and 8 per cent unimproved.

Results The highway program now in progress was initiated by the Highway Act of 1927. Under this program the following work was placed under construction between the period January 1, 1927, and December 31, 1932:

- 4317 miles grading and minor drainage structures.
- 3800 miles gravel, crushed stone and shale surfacing.
- 338 miles bituminous treated (retread and surface treated) surfacing.
- 695 miles Portland cement concrete pavement.
- 109 miles Bituminous type pavement.
- 127,948 lin. ft. reinforced concrete structures.
- 26,460 lin. ft. structural steel structures.
- 80,942 lin. ft. treated timber structures.

The above list includes all work begun, whether completed or under construction, and includes work done by State forces as well as work done by contract.

The various charts and tables incorporated with this report show that paving work, in terms of percentage of total work done, has shown an increase each year from 1927 up to the close of 1931. This is accounted for by the necessity of allowing sufficient time for the compaction of new roadbeds before placing pavement, so that the first two years of the new program saw only a small amount of pavement placed, the next two years saw a large increase in pavement constructed while the next year saw a continuance of the paving program and a curtailment of other types of work.

Grade Crossings In connection with this part of the report dealing with the State Highway System, mention should be made of the efforts to decrease the number of railroad crossings. Wherever feasible, existing grade crossings have been eliminated on new construction by relocation. Where this has not been possible nor feasible, grade separation has been made for those cases where traffic, both on railroad and highway, justified the additional expense. In a number of cases where the additional expense did not appear justified at the time the new highway construction was done, the new location was so planned that, when traffic conditions justify the expense, grade separation may be made at no greater cost than if made at the time the new highway was constructed. While every railroad grade crossing constitutes a potential source of danger, some are much more hazardous than others, and it is no more possible, feasible nor economical to eliminate all of them at one time, than it would be to pave all the mileage of the State Highway System in one year.

During the progress of the present construction program since January 1, 1927, the Commission has eliminated more than 150 grade crossings from the state highway system, by relocation, by overhead crossings and by underpasses. All of the crossings eliminated by grade separation as well as a considerable number of those eliminated by relocation were hazardous. Approximately 450 railroad grade crossings still exist on the state highway system, so it is evident that their total elimination will not be accomplished for a number of years to come, but it is to be hoped that funds will be available to eliminate the more dangerous ones as the hazard becomes great enough to justify the expense.

Both the State Highway Commission and the railroad companies are giving grade crossing elimination careful study. In practically all cases where grade separation has been made the railroads have given their assistance and cooperation, and the costs of most of the structures necessary for grade separation have been shared equally by the railroads and the state.

Development Affecting Local Industries Home and local industries have benefited to a very considerable extent during the past five years from the improvement of the state highway system. The Commission has encouraged the use of local labor and the patronage of local industries on all work under its supervision, both construction and maintenance. This policy has been of especial benefit to those sections of the state where agricul-

tural pursuits have been seriously damaged by drouth or flood conditions. The improved roads have also opened up a wider field for the disposal of farm products, particularly those of a perishable nature.

THE STATUS OF THE ARKANSAS STATE HIGHWAY SYSTEM
AS OF DECEMBER 31, 1932, REFLECTS THE FOLLOWING:

	Miles Complete	Miles Under Construction or Commitment	TOTALS
Concrete Pavement.....	873.60	29.18	902.78
Asphaltic Pavement.....	571.76	----	571.76
Asphaltic Retread.....	336.20	----	336.20
Gravel	5,484.23	2.20	5,486.43
Graded	809.23	24.47	833.70
Unimproved	708.38	----	708.38
Through Towns and Cities (Unclassified).....	175.11	2.25*	177.36
	<u>8,958.51</u>	<u>58.10</u>	<u>9,016.61</u>

*Concrete Pavement.

Table No. 2
STATE OF ARKANSAS
WEIGHTED AVERAGE UNIT PRICES OF CONTRACT ITEMS
ROAD PROJECTS

Item	Unit	1925	1926	1927	1928	1929	1930	1931	1932
Clearing-----	Acre	30.16	53.51	42.02	43.78	42.62	48.19	35.28	24.90
Grubbing-----	Acre	73.81	99.61	76.10	68.68	68.05	75.30	54.48	38.51
Solid Rock Excav., Roadway	Cu. Yd.	1.42	1.50	1.27	1.17	1.15	0.856	0.819	0.525
Loose Rock Excav., Roadway	Cu. Yd.	0.644	0.637	0.523	0.458	-----	-----	-----	-----
Earth Excavation, Roadway	Cu. Yd.	0.242	0.252	0.288	0.28	0.27	0.236	0.180	-----
Common Excavation, Roadway	Cu. Yd.	0.34	-----	0.50	0.325	0.316	0.254	0.251	-----
*Common Excavation, Roadway	Cu. Yd.	-----	-----	-----	-----	-----	-----	-----	0.257
**Unclassified Excav., Roadway	Cu. Yd.	-----	-----	-----	-----	-----	-----	-----	0.191
Dry Excavation for Structures	Cu. Yd.	1.01	0.97	0.97	0.94	1.00	0.872	1.097	0.819
Wet Excavation for Structures	Cu. Yd.	1.81	2.00	3.16	2.61	3.00	2.39	2.128	-----
Solid Rock Excav. for Struct.	Cu. Yd.	-----	-----	3.25	3.10	2.77	3.52	3.50	2.000
Earth Embankment, Roadway	Cu. Yd.	-----	-----	-----	0.146	0.205	0.176	-----	-----
Borrow Excavation, Roadway	Cu. Yd.	0.261	0.327	0.294	0.277	0.263	0.237	-----	-----
Stripping Material Pits	Cu. Yd.	0.20	-----	0.28	0.247	0.296	0.268	0.123	-----
Overhaul	Sta. Yd.	-----	0.02	0.02	0.02	0.02	0.02	0.02	0.02
Fine Grad., Subgrade & Should	Sq. Yd.	-----	0.05	0.048	0.043	0.042	0.045	0.043	0.050
Gravel Surface Course	Cu. Yd.	0.685	0.643	0.673	0.624	0.563	0.401	0.346	-----
Gravel Surface Crse. Crushed and Screened	Cu. Yd.	-----	-----	-----	-----	0.893	0.83	0.622	-----
Crushed Stone Surf., Crushed Quarried, Crs. and Screened	Cu. Yd.	-----	-----	-----	2.62	2.21	1.95	1.600	-----
Surf. Crse Mat. hauled each additional mile	Cu. Yd.	0.217	0.209	0.215	0.205	0.167	0.154	0.129	-----
Bit. Conc. Surf. Course Mod., Topeka Type 2"	Sq. Yd.	1.18	-----	-----	-----	0.89	-----	-----	-----
Bit. Con. Sur. Cse., Warrenite Bitulithic Type 2"	Sq. Yd.	-----	-----	-----	-----	1.336	-----	-----	-----
Portland Cem. Conc. Pav.	Sq. Yd.	2.272	2.176	2.196	1.879	1.787	1.82	1.68	1.473
Reinf. Steel for Pav. (Mesh)	Lb.	-----	-----	0.06	0.052	0.056	0.059	0.040	0.030
Class A Concrete	Cu. Yd.	21.16	21.88	22.34	21.50	20.29	18.97	18.61	13.50
Class B Concrete	Cu. Yd.	20.86	21.59	22.43	21.81	21.31	19.44	18.66	26.16
Class S Concrete	Cu. Yd.	21.20	22.23	23.52	-----	22.47	20.33	27.84	-----
Reinforcing Steel	Lb.	0.056	0.056	0.053	0.052	0.049	0.047	0.043	0.034
Cement Rubble Masonry	Cu. Yd.	-----	-----	-----	10.29	-----	-----	10.00	-----
Dry Rubble Masonry	Cu. Yd.	-----	-----	-----	5.70	4.00	-----	-----	-----
18" Reinf. Concrete Pipe	Lin. Ft.	2.19	2.40	2.72	2.64	2.64	2.19	2.22	2.71
24" Reinf. Concrete Pipe	Lin. Ft.	3.31	3.33	3.64	3.61	3.45	3.30	3.25	3.37
30" Reinf. Concrete Pipe	Lin. Ft.	4.75	4.38	4.56	4.61	4.75	4.17	4.37	-----
36" Reinf. Concrete Pipe	Lin. Ft.	5.91	-----	6.40	6.50	6.49	5.00	6.00	-----
18" Corr. Metal Pipe	Lin. Ft.	2.04	2.03	2.17	2.30	2.47	2.36	2.46	-----
24" Corr. Metal Pipe	Lin. Ft.	2.93	3.14	3.31	2.86	3.32	3.34	3.45	-----
30" Corr. Metal Pipe	Lin. Ft.	3.93	4.00	3.63	4.50	3.00	4.13	5.00	-----
36" Corr. Metal Pipe	Lin. Ft.	5.25	4.72	5.10	6.50	-----	8.00	-----	-----
Relaying Culvert Pipe	Lin. Ft.	-----	-----	0.92	-----	1.05	1.10	1.41	1.50
Rip Rap (1 ft. thick)	Sq. Yd.	3.50	-----	1.86	1.40	1.75	1.20	0.99	-----
Timber Guard Rail	Lin. Ft.	1.00	-----	0.59	-----	-----	-----	-----	-----
Woven Wire Guard Fence	Lin. Ft.	-----	-----	0.79	0.76	-----	0.50	-----	-----
Fence Moved & Reconstructed	Rod	-----	-----	-----	0.371	0.344	0.353	0.316	0.30
Lip Curb for Conc. Pav.	Lin. Ft.	-----	-----	-----	-----	0.15	0.075	-----	-----

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

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

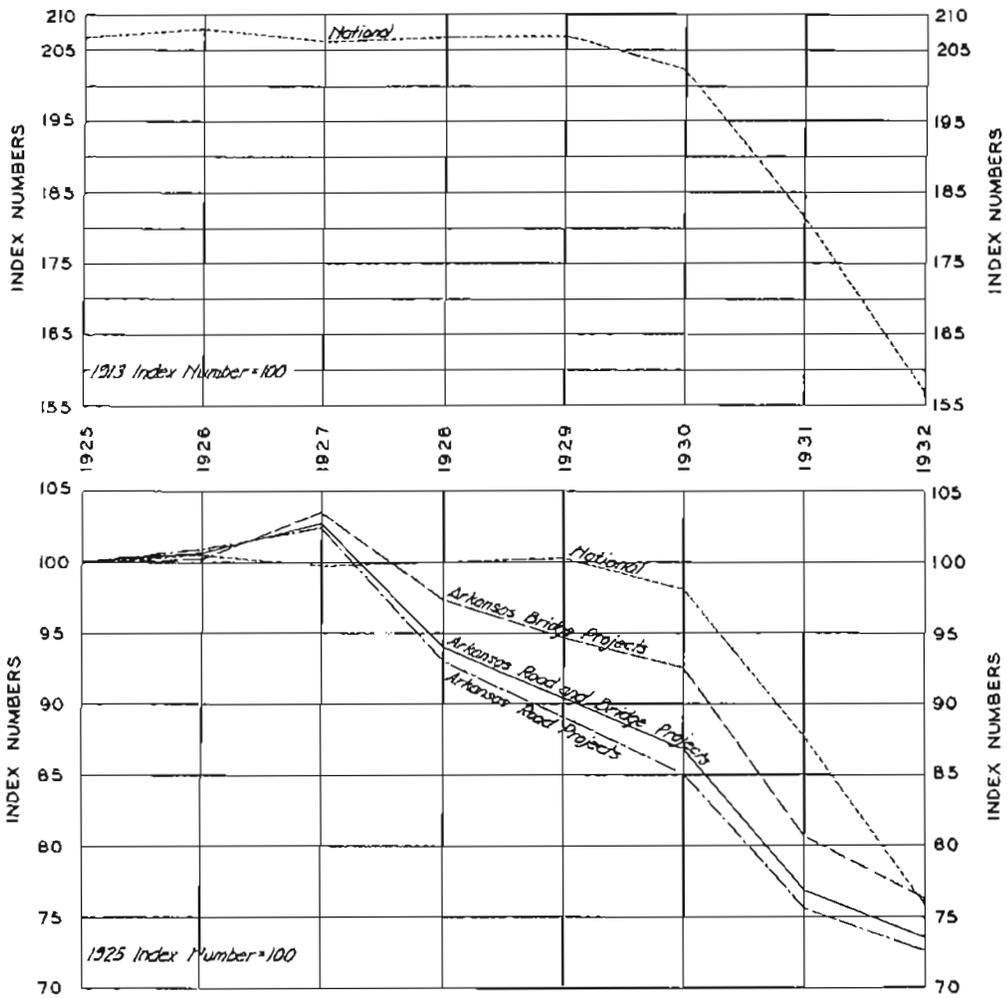
Table No. 3

STATE OF ARKANSAS
WEIGHTED AVERAGE UNIT PRICES OF CONTRACT ITEMS
BRIDGE PROJECTS

Item	Unit	1925	1926	1927	1928	1929	1930	1931	1932
Clearing	Acre	-----	35.00	36.426	72.416	54.545	60.00	41.67	50.00
Grubbing	Acre	-----	-----	116.335	92.807	75.00	75.00	50.00	100.00
Solid Rock Excav., Roadway..	Cu. Yd.	-----	-----	2.00	1.539	1.503	1.50	1.30	-----
Loose Rock Excav., Roadway..	Cu. Yd.	1.00	0.60	1.00	0.665	1.00	1.00	-----	-----
Earth Excav., Roadway.....	Cu. Yd.	0.356	0.331	0.370	0.356	0.287	0.34	0.287	-----
Common Excav., Roadway.....	Cu. Yd.	-----	-----	-----	0.445	0.402	0.344	0.308	-----
*Common Excav., Roadway.....	Cu. Yd.	-----	-----	-----	-----	-----	-----	-----	0.251
**Unclassified Exc., Roadway..	Cu. Yd.	-----	-----	-----	-----	-----	-----	-----	0.50
Dry Excav. for Structures.....	Cu. Yd.	1.370	1.575	1.167	1.394	1.685	1.33	1.32	1.40
Wet Excavation for Structures	Cu. Yd.	4.917	3.151	5.385	2.879	3.683	3.55	3.04	3.74
Solid Rock Excav. for Struct...	Cu. Yd.	4.833	5.33	4.453	4.692	5.190	3.90	3.02	4.00
Borrow Excavation, Roadway..	Cu. Yd.	-----	0.40	0.365	0.313	0.328	0.322	-----	-----
Untreated Bridge Timber.....	M.Ft.B.M.	66.346	64.356	58.954	76.368	73.374	80.27	-----	-----
Treated Bridge Timber.....	M.Ft.B.M.	95.077	94.005	97.704	93.512	90.769	102.43	87.87	90.51
Class A. Concrete.....	Cu. Yd.	21.332	21.795	21.196	20.549	20.021	18.79	16.66	18.97
Class B Concrete.....	Cu. Yd.	19.075	18.00	24.14	20.144	22.841	20.52	17.50	-----
Class S Concrete.....	Cu. Yd.	20.00	21.054	22.043	21.233	20.366	20.44	17.92	13.48
Seal Concrete.....	Cu. Yd.	-----	-----	23.75	18.954	20.286	24.26	16.114	11.92
Reinforcing Steel.....	Lb.	0.053	0.058	0.051	0.049	0.047	0.042	0.036	0.029
Struct. Steel in Beam Bridges	Lb.	0.063	-----	0.061	0.066	0.065	0.055	0.044	0.029
Struct. Steel in Truss Bridges	Lb.	0.058	0.065	0.070	0.071	0.067	0.060	0.058	0.047
Dry Rubble Masonry.....	Cu. Yd.	-----	-----	-----	-----	8.31	3.00	-----	-----
Earth Fill on Arch Rings.....	Cu. Yd.	0.50	-----	-----	0.50	0.479	-----	-----	-----
Untreated Timber Piling.....	Lin. Ft.	1.00	0.90	0.795	0.753	0.71	0.68	0.45	0.737
Treated Timber Piling.....	Lin. Ft.	0.973	0.934	0.967	0.926	0.825	0.89	0.79	0.90
Treated Timber Piling Cut-off	Lin. Ft.	-----	-----	-----	0.50	0.50	0.50	0.50	0.50
Precast Concrete Piling.....	Lin. Ft.	-----	-----	3.00	2.741	2.157	3.16	2.85	2.70
Rip Rap (1 ft. thick).....	Sq. Yd.	0.677	0.619	1.803	1.805	1.829	1.81	1.37	1.22
Concrete Railing for Structures	Lin. Ft.	1.768	1.577	2.063	1.829	1.763	1.93	1.53	1.00
Machinery, Bridge.....	Lb.	-----	-----	0.38	-----	0.23	-----	-----	0.18
Asphalt Plank Wearing Surf. for Bridge Floors.....	Sq. Yd.	-----	-----	-----	-----	-----	-----	1.77	2.65

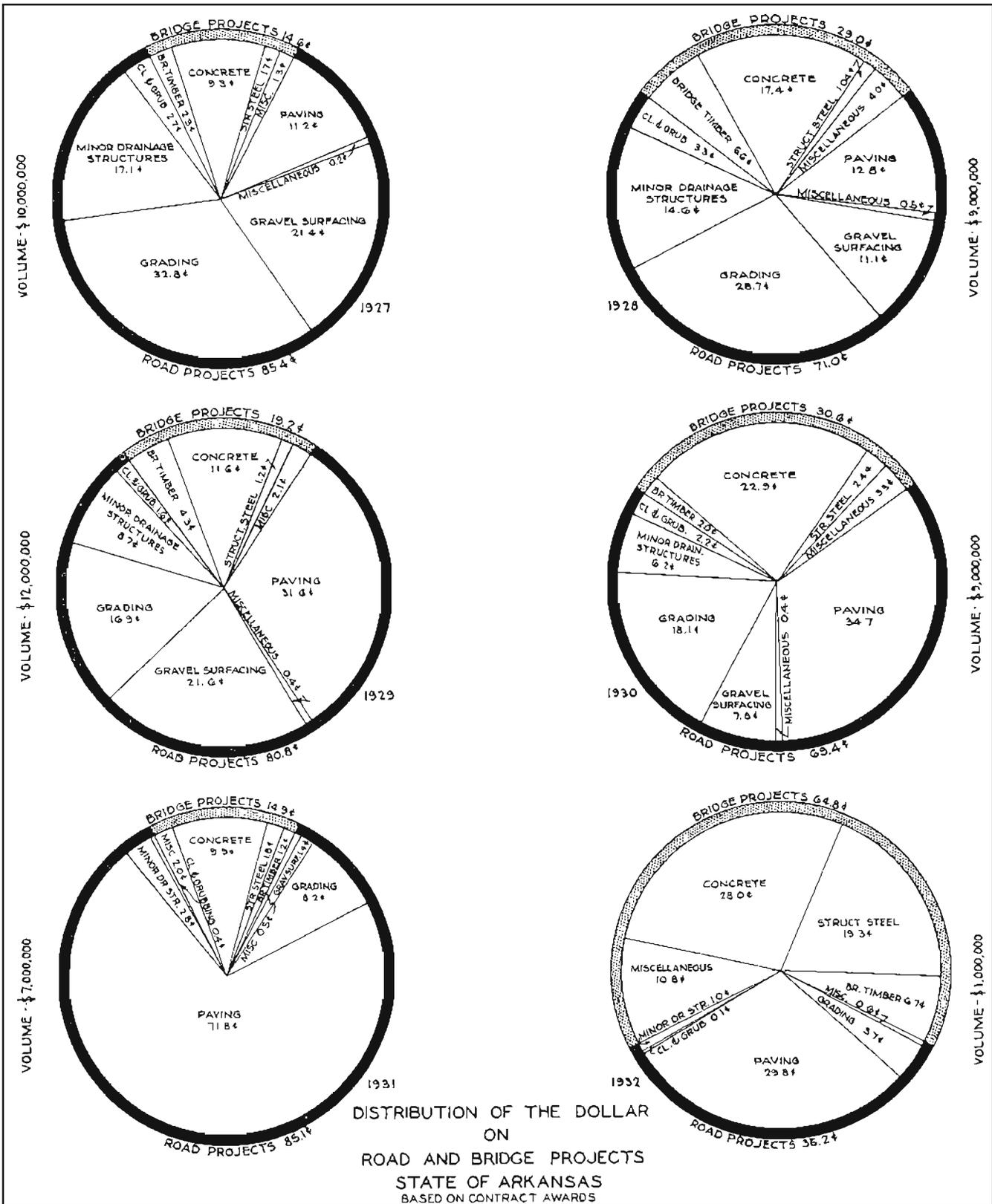
*Common Excavation Roadway (1932 Specifications), Similar to Earth Excavation previous years.

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

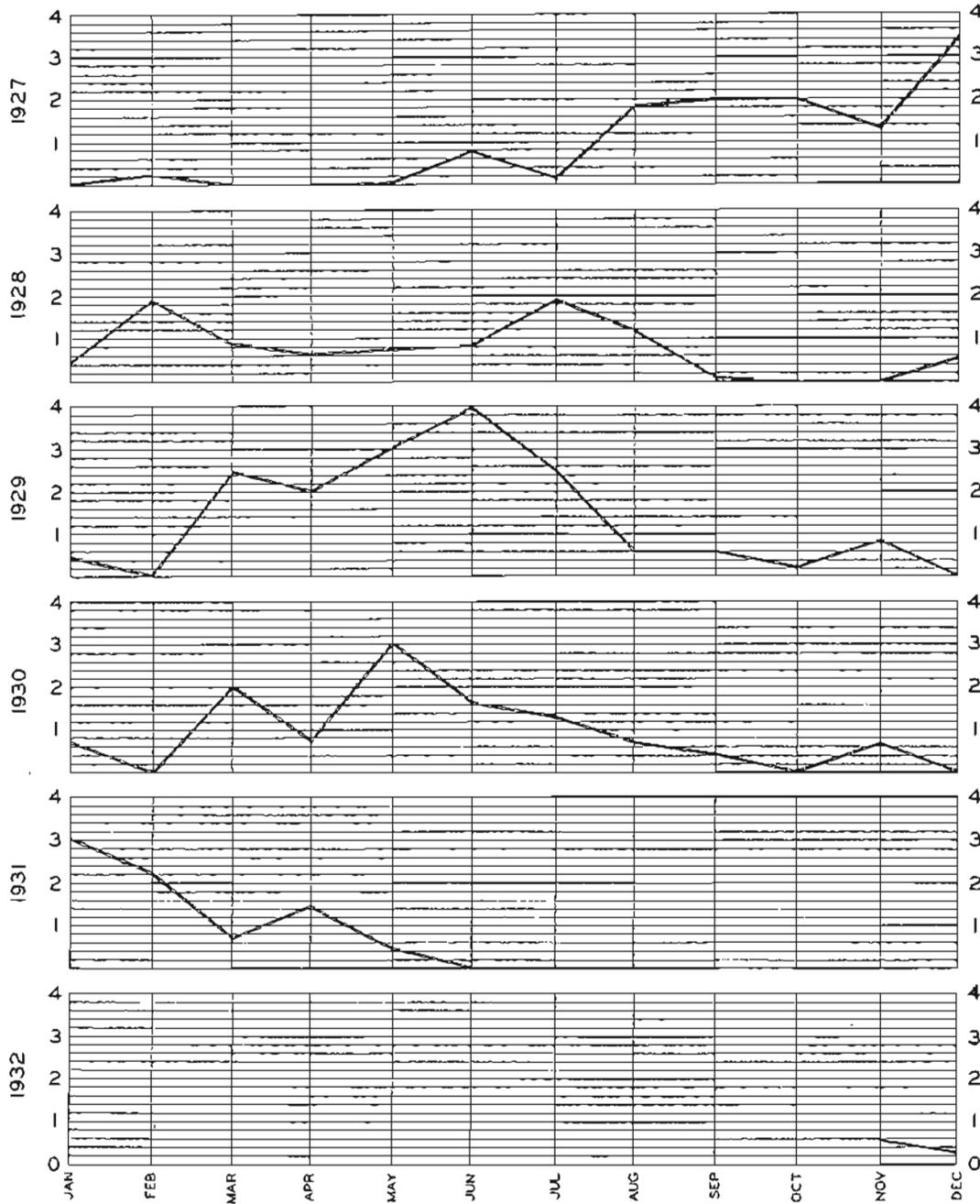


CONSTRUCTION COST INDEX OF ROAD AND BRIDGE WORK
AS PER CONTRACT AWARDS

The index number shown for each year is based on the annual average volume of the major items of work common to all years of the 1925-1932 period, and the weighted average unit prices of these items for each year.



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



VOLUME OF CONSTRUCTION COMMITMENTS BY MONTHS
STATE OF ARKANSAS

CONTRACTS AWARDED JAN 1, 1927 TO DEC 31, 1932
COMPLETED

DISTRICT NUMBER	TOTAL LENGTH OF PROJECT AS PER CONTRACT AWARDS Miles	Contract Awards Segregated into Major Features of									
		GRADING & MINOR DRAINAGE STRUCT. Miles	GRAVEL & CRUSHED STONE SURFACING Miles	BURN'T SHALE SURFACING Miles	PORTLAND CEMENT CONCRETE PAVING Miles	BITUMINOUS CONCRETE PAVING Miles	BITUMINOUS SURF. TREATMENT Miles	BITUMINOUS RETREAD Miles	TIMBER BRIDGES Feet	CONC BRIDGES Feet	STEEL BRIDGES Feet
1	327.226	148.561	172.979		63.471	14.879		24.462	8794.54	22188.43	2052.42
2	256.197	182.806	150.626		39.375			15.000	6380.13	313.00	220.00
3	1672.446	2624.028	316.086		60.477		6.179		11752.6	16104.63	1869.83
4	663.468	286.246	218.596	34.323	164.670	0.640			2293.03	9726.40	1013.33
5	448.692	221.615	272.813		31.540				6280.12	9823.48	1715.58
6	558.920	317.481	250.678		63.417		5.474		6398.66	14515.34	310.12
7	531.009	371.295	239.343		66.625				15263.41	13619.09	2506.70
8	573.142	283.305	123.133	26.091	28.959				2747.24	8156.38	3198.70
9	315.958	190.189	170.152						1133.83	9640.67	2014.92
10	411.380	288.811	192.370		58.199	9.591			8106.35	6521.63	2500.81
Inter Dist	1128.37	724.15	37.227		10.935	7.605			2161.55	14191.00	1586.49
TOTALS	4826.270	2627.132	2164.003	60.414	662.668	32.715	11.653	39.462	61434.12	124800.05	18988.90

CONTRACTS AWARDED JAN 1, 1927 TO DEC 31, 1932
INCOMPLETE

DISTRICT NUMBER	TOTAL LENGTH OF PROJECT AS PER CONTRACT AWARD Miles	Contract Awards Segregated into Major Features of									
		GRADING & MINOR DRAINAGE STRUCT'S Miles	GRAVEL & CRUSHED STONE SURFACING Miles	BURN'T SHALE SURFACING Miles	PORTLAND CEMENT CONCRETE PAVING Miles	BITUMINOUS CONCRETE PAVING Miles	BITUMINOUS SURF. TREATMENT Miles	BITUMINOUS RETREAD Miles	TIMBER BRIDGES Feet	CONCRETE BRIDGES Feet	STEEL BRIDGES Feet
1	0.548				0.374						921.23
2											
3	10.563	0.116			10.126					1293.33	537.66
4	2.232	2.232									
5	2.612				2.612						
6	18.493				18.493						
7											
8	9.152	8.848								1014.94	592.46
9	0.292	0.292									
10	13.866	12.932	2.197							294.00	4625.06
Inter Dist											
TOTAL	62.758	29.420	2.197		31.605					2602.27	6696.39

TOTAL MILEAGE COMPLETE AND INCOMPLETE

TOTAL	4889.028	2656.552	2166.200	60.414	694.273	32.715	11.653	39.462	61434.12	127402.32	25685.29
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TABLE No. 4
STANDARDS
GOVERNING THE LOCATION AND CONSTRUCTION OF STATE
HIGHWAYS TO APPLY UNDER NORMAL CONDITIONS

Topography	Flat	Rolling and Hilly	Mountainous
HEAVY TRAFFIC ROADS			
Crown Width, feet.....	30' - 36'	30' - 36'	30' - 36'
Grading, per mile.....	9000 Cu. Yds.	12000 Cu. Yds.	15000 Cu. Yds.
Curvature, Maximum.....	5°	10°	20°
Gradient, Maximum.....	5%	7%	8%
Vertical Curve, length, Minimum.....	200'	200'	200'
Sight Distance, Minimum.....	500'	500'	300'
Tangent Between Curves.....	300'	200'	100'
Tangent at Bridge Approach.....	200'	150'	150'
MEDIUM TRAFFIC ROADS			
Crown Width, feet.....	26' - 30'	26' - 30'	26' - 30'
Grading, per mile.....	7000 Cu. Yds.	9000 Cu. Yds.	12000 Cu. Yds.
Curvature, Maximum.....	7°	12°	30°
Gradient, Maximum.....	7%	8%	8%
Vertical Curve, length, Minimum.....	200'	200'	200'
Sight Distance, Minimum.....	500'	400'	300'
Tangent Between Curves.....	300'	200'	100'
Tangent at Bridge Approach.....	150'	150'	100'
LIGHT TRAFFIC ROADS			
Crown Width, feet.....	18' - 24'	18' - 24'	18' - 24'
Grading, per mile.....	5000 Cu. Yds.	7000 Cu. Yds.	10000 Cu. Yds.
Curvature, Maximum.....	15°	15°	40°
Gradient, Maximum.....	7%	8%	10%
Vertical Curve, length, Minimum.....	200'	200'	200'
Sight Distance, Minimum.....	300'	300'	300'
Tangent Between Curves.....	200'	200'	100'
Tangent at Bridge Approach.....	150'	150'	100'

General Note:—Avoid sharp horizontal curves at ends of long tangents and at top and bottom of steep grades. Provide for tangents between curves. Avoid beginning a horizontal curve at or immediately beyond a summit. Curves of over three degrees require widening and superelevating under our present standards and additional cost of such widening and superelevating earthwork and surfacing should be considered when comparing different degrees of curvature.

TABLE No. 5

TABULATION OF CONSTRUCTION COMMITMENTS BY COUNTIES
FOR WORK BY STATE FORCES, 1927 TO 1932, INCLUSIVE

County	Commitment	County	Commitment
Arkansas -----	\$ 98,825.34	Lincoln -----	131,658.88
Ashley -----	200,465.53	Little River -----	1,309.31
Baxter -----	94,136.43	Logan -----	43,568.71
Benton -----	444,452.36	Lonoke -----	168,615.62
Boone -----	165,437.20	Madison -----	242,177.02
Bradley -----	144,951.43	Marion -----	228,945.87
Calhoun -----	37,046.56	Miller -----	489,752.62
Carroll -----	154,810.14	Mississippi -----	368,425.07
Chicot -----	298,593.75	Monroe -----	281,187.46
Clark -----	340,703.81	Montgomery -----	86,584.27
Clay -----	278,496.09	Nevada -----	254,410.16
Cleburne -----	119,927.26	Newton -----	288,411.62
Cleveland -----	311,992.82	Ouachita -----	72,035.56
Columbia -----	446,061.79	Perry -----	210,771.30
Conway -----	142,070.78	Phillips -----	4,713.92
Craighead -----	408,996.87	Pike -----	196,338.00
Crawford -----	337,773.67	Poinsett -----	285,336.58
Crittenden -----	375,273.87	Polk -----	173,853.14
Cross -----	210,910.33	Pope -----	265,518.81
Dallas -----	54,965.72	Prairie -----	62,019.23
Desha -----	383,975.80	Pulaski -----	83,101.84
Drew -----	274,046.87	Randolph -----	85,340.57
Faulkner -----	168,524.18	Saline -----	97,044.52
Franklin -----	182,906.27	Scott -----	203,582.69
Fulton -----	66,203.80	Searcy -----	102,895.20
Garland -----	236,346.03	Sebastian -----	227,796.95
Grant -----	174,353.62	Sevier -----	53,953.65
Greene -----	211,982.86	Sharp -----	191,021.27
Hempstead -----	94,196.21	St. Francis -----	74,750.91
Hot Spring -----	292,252.78	Stone -----	63,859.29
Howard -----	77,821.71	Union -----	140,555.50
Independence -----	115,620.46	Van Buren -----	72,426.51
Izard -----	51,364.64	Washington -----	270,951.28
Jackson -----	178,355.08	White -----	336,934.43
Jefferson -----	237,955.59	Woodruff -----	235,248.91
Johnson -----	140,734.67	Yell -----	161,001.25
Lafayette -----	83,087.30		
Lawrence -----	355,283.82		
Lee -----	196,891.57		
		Total -----	\$14,443,892.93

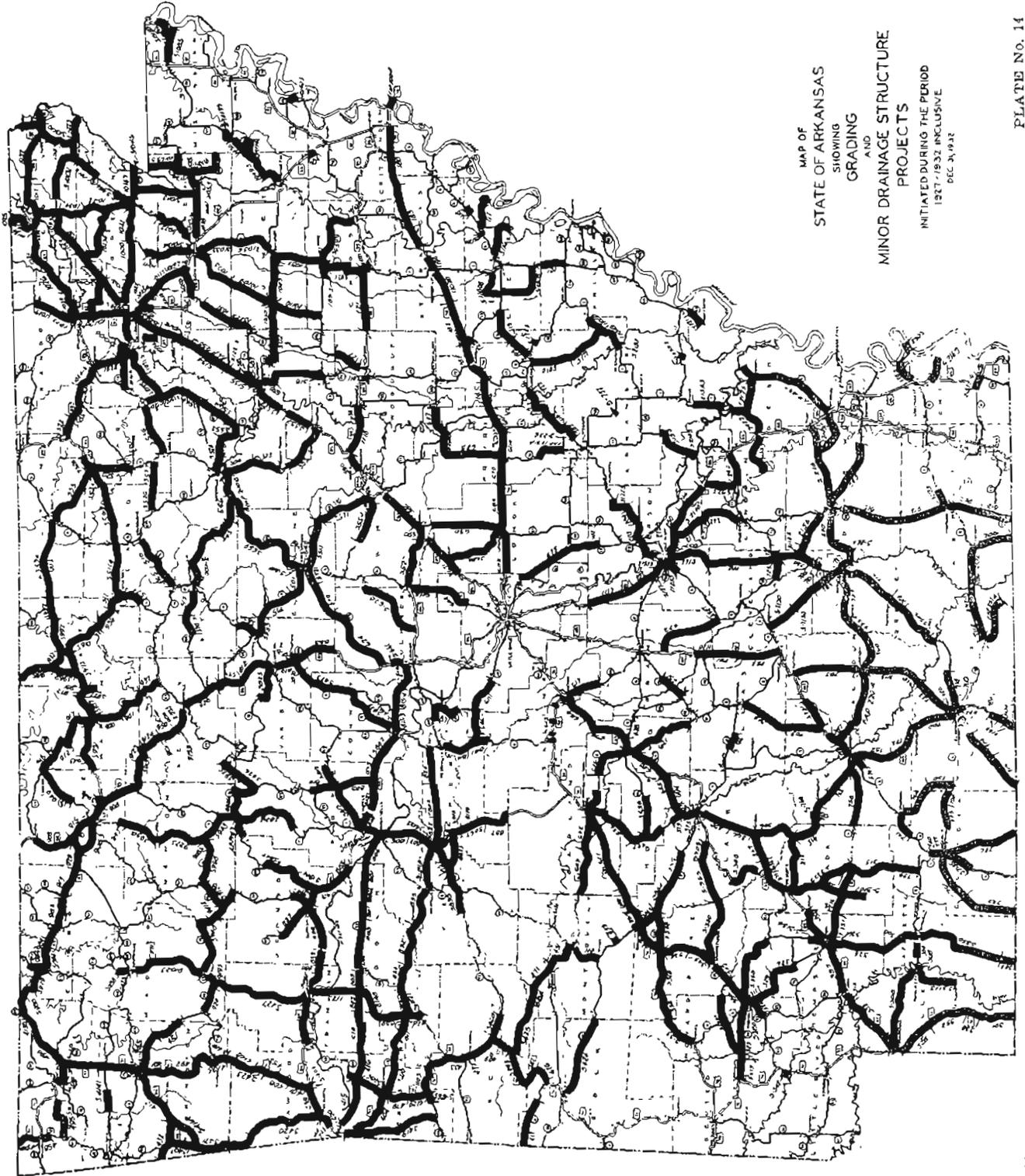
TABLE No. 6
MILEAGE BY TYPES OF ROAD CONSTRUCTION—1927-1932, INCLUSIVE

COUNTY	Grading and Minor Drain. Structures	Grav., Cr. Stone or Shale Surfacing	Port. Cem. Concrete Pavement	Bituminous Type Pavement	Bituminous Surface Treatment	Bituminous Retread
Arkansas	20.2	13.7	---	0.2	---	---
Ashley	50.8	94.5	---	---	---	---
Baxter	52.3	47.3	---	---	---	---
Benton	64.3	56.5	14.9	---	---	33.5
Boone	63.4	46.9	---	---	---	23.3
Bradley	59.4	45.2	6.2	---	---	---
Calhoun	40.6	55.5	---	---	---	---
Carroll	42.6	42.7	---	---	---	12.6
Chicot	21.9	51.1	---	---	---	---
Clark	82.3	60.3	26.5	5.2	---	---
Clay	99.3	80.7	11.5	---	---	---
Cleburne	71.7	75.1	---	---	---	---
Cleveland	61.7	63.4	---	---	---	26.5
Columbia	81.6	82.9	1.4	---	---	40.5
Conway	23.8	12.1	14.3	---	---	---
Craighead	92.6	84.4	11.1	9.6	---	---
Crawford	73.0	52.0	42.8	---	---	---
Crittenden	17.2	23.2	15.4	14.9	---	18.9
Cross	45.1	49.2	---	---	---	30.7
Dallas	26.8	38.2	---	---	---	3.4
Desha	51.6	50.5	---	---	---	---
Drew	85.1	89.5	---	3.4	---	---
Faulkner	60.1	51.3	---	5.1	---	---
Franklin	68.8	13.1	29.4	---	---	---
Fulton	37.8	36.6	---	---	---	---
Garland	48.1	51.2	3.5	8.7	---	17.2
Grant	25.6	27.7	0.5	13.9	---	---
Greene	75.5	73.2	6.7	---	---	11.5
Hempstead	82.2	82.0	19.7	---	---	---
Hot Spring	87.3	76.4	26.4	15.6	---	3.7
Howard	29.8	24.3	---	---	---	---
Independence	55.3	78.9	---	---	---	---
Izard	37.6	38.0	---	---	---	---
Jackson	66.4	74.2	14.3	---	---	5.6
Jefferson	91.8	56.9	47.9	---	---	15.0
Johnson	58.0	42.9	26.4	---	---	---
Lafayette	39.8	36.1	---	---	---	18.6
Lawrence	98.7	65.4	12.9	---	---	---
Lee	55.3	36.5	---	---	---	---
Lincoln	32.3	29.3	1.9	---	---	---

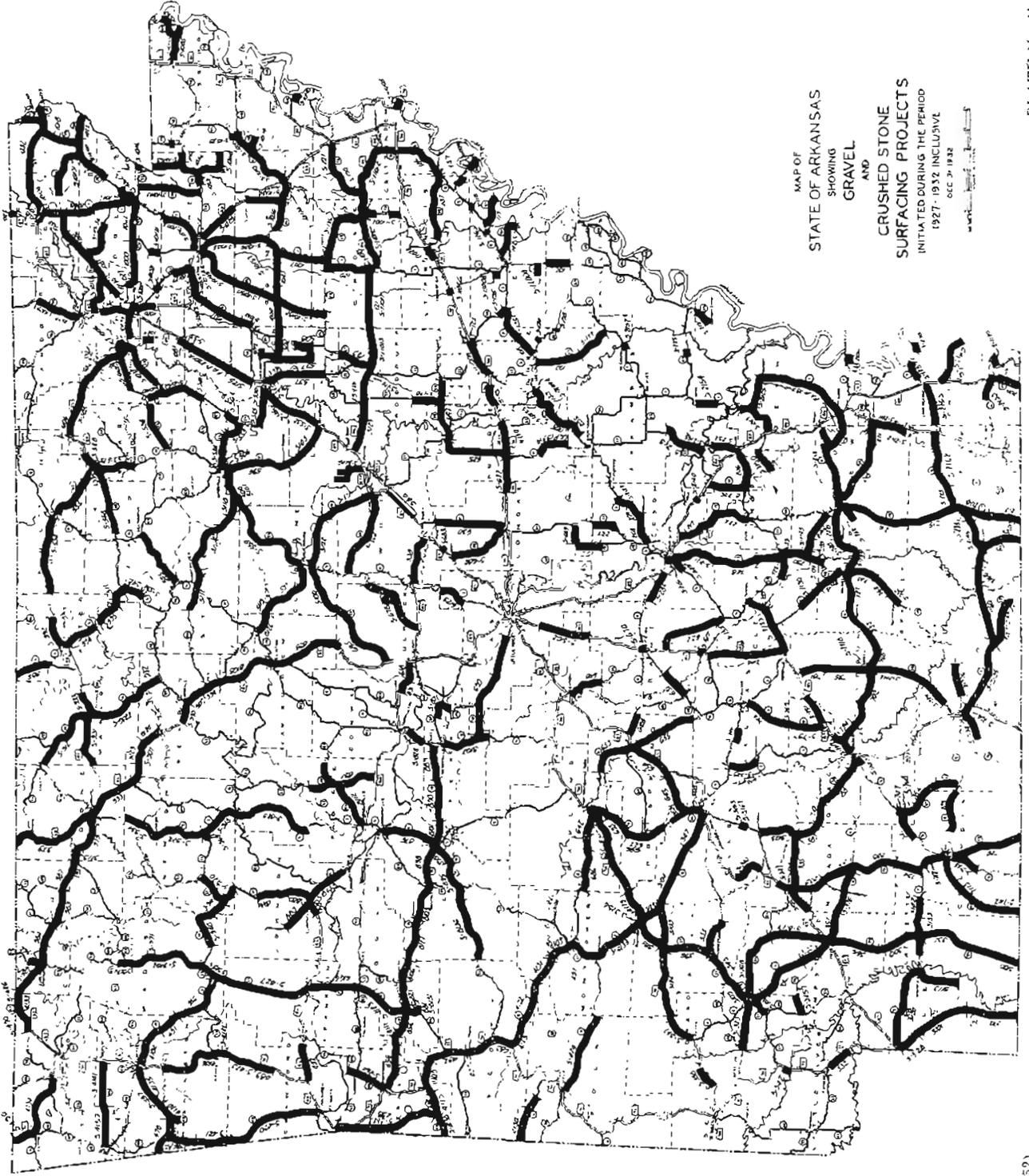
Table No. 6—(Continued)

MILEAGE BY TYPES OF ROAD CONSTRUCTION—1927-1932, INCLUSIVE

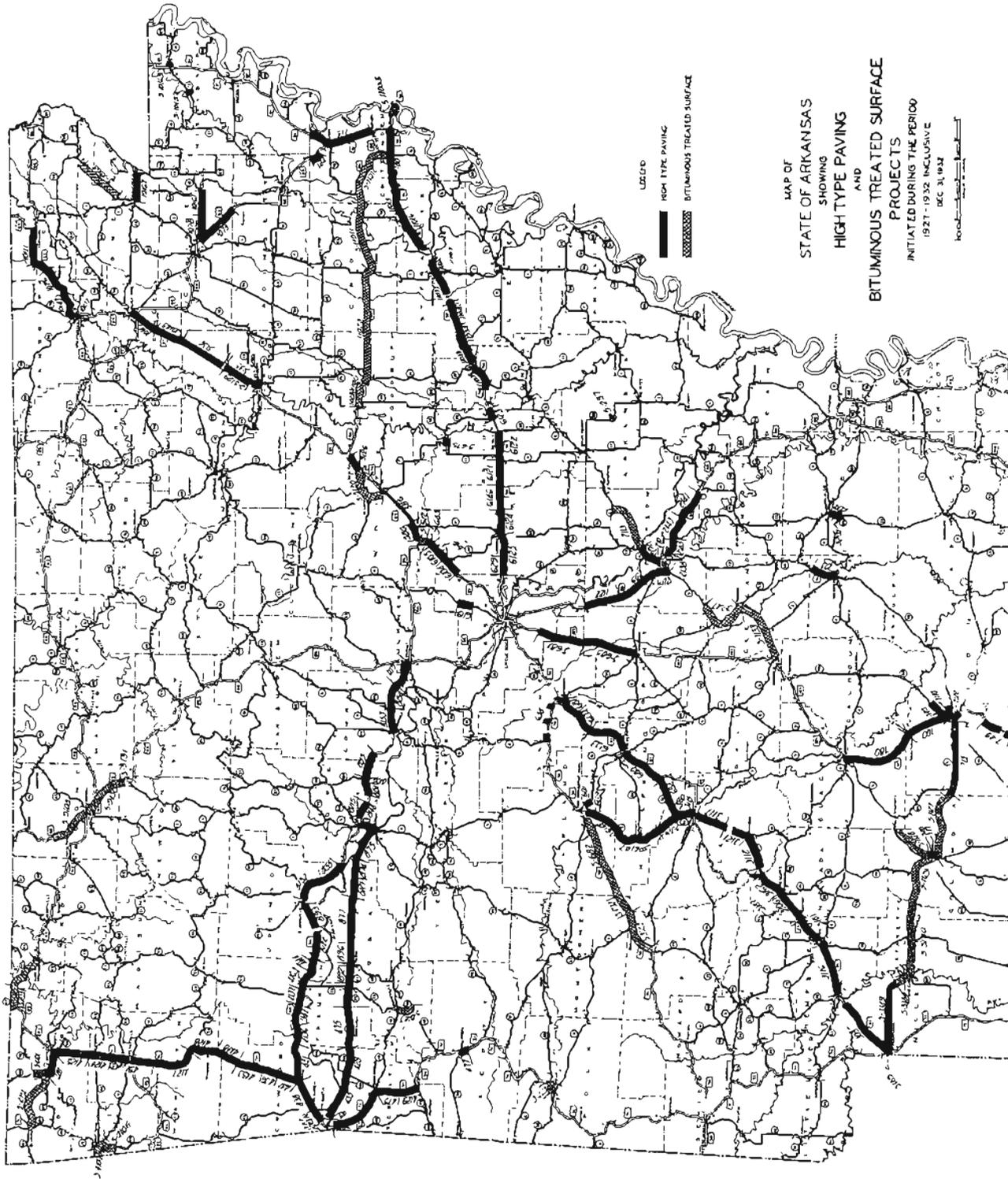
COUNTY	Grading and Minor Drain. Structures	Grav., Cr. Stone or Shale Surfacing	Port. Cem. Concrete Pavement	Bituminous Type Pavement	Bituminous Surface Treatment	Bituminous Retread
Little River.....	---	7.5	---	---	---	---
Logan.....	71.0	38.6	35.7	---	---	3.6
Lonoke.....	82.3	45.2	32.3	---	5.5	1.0
Madison.....	60.4	57.2	---	---	---	---
Marion.....	77.6	49.7	---	---	---	---
Miller.....	84.6	75.0	15.3	16.6	---	5.1
Mississippi.....	29.8	31.3	0.3	---	---	---
Monroe.....	69.8	45.0	9.2	---	---	---
Montgomery.....	34.2	44.0	---	---	---	5.6
Nevada.....	81.0	59.4	7.0	---	6.2	---
Newton.....	67.3	54.9	---	---	---	1.5
Ottachita.....	67.9	51.3	13.7	---	---	---
Perry.....	73.5	38.0	---	---	---	---
Phillips.....	6.1	6.1	---	---	---	---
Pike.....	72.5	67.4	---	---	---	11.8
Poinsett.....	80.7	109.8	---	---	---	---
Polk.....	41.5	38.8	---	---	---	5.8
Pope.....	73.1	54.4	14.8	3.1	---	---
Prairie.....	53.8	60.8	19.8	---	---	---
Pulaski.....	28.8	41.0	4.3	5.3	---	---
Randolph.....	49.6	24.4	15.5	---	---	---
Saline.....	19.2	15.1	10.6	6.9	---	---
Scott.....	71.3	44.8	0.1	---	---	---
Searcy.....	54.4	41.5	---	---	---	---
Sebastian.....	88.4	81.6	44.9	0.6	---	---
Sevier.....	8.0	5.5	---	---	---	---
Sharp.....	61.0	45.2	---	---	---	---
St. Francis.....	41.4	27.3	38.9	---	---	---
Stone.....	40.5	35.8	---	---	---	---
Union.....	86.0	61.3	45.3	---	---	---
Van Buren.....	58.9	40.8	---	---	---	---
Washington.....	110.7	112.9	32.6	---	---	---
White.....	76.4	80.9	19.9	---	---	12.2
Woodruff.....	13.0	35.3	---	---	---	18.9
Yell.....	105.0	62.8	7.8	---	---	---
Totals.....	3317.3	3799.5	694.6	109.1	11.7	326.5
Contract Awards...	2656.5	2226.4	694.3	32.7	11.7	39.5
State Force.....	1660.8	1573.1	0.3	76.4	0.0	287.0

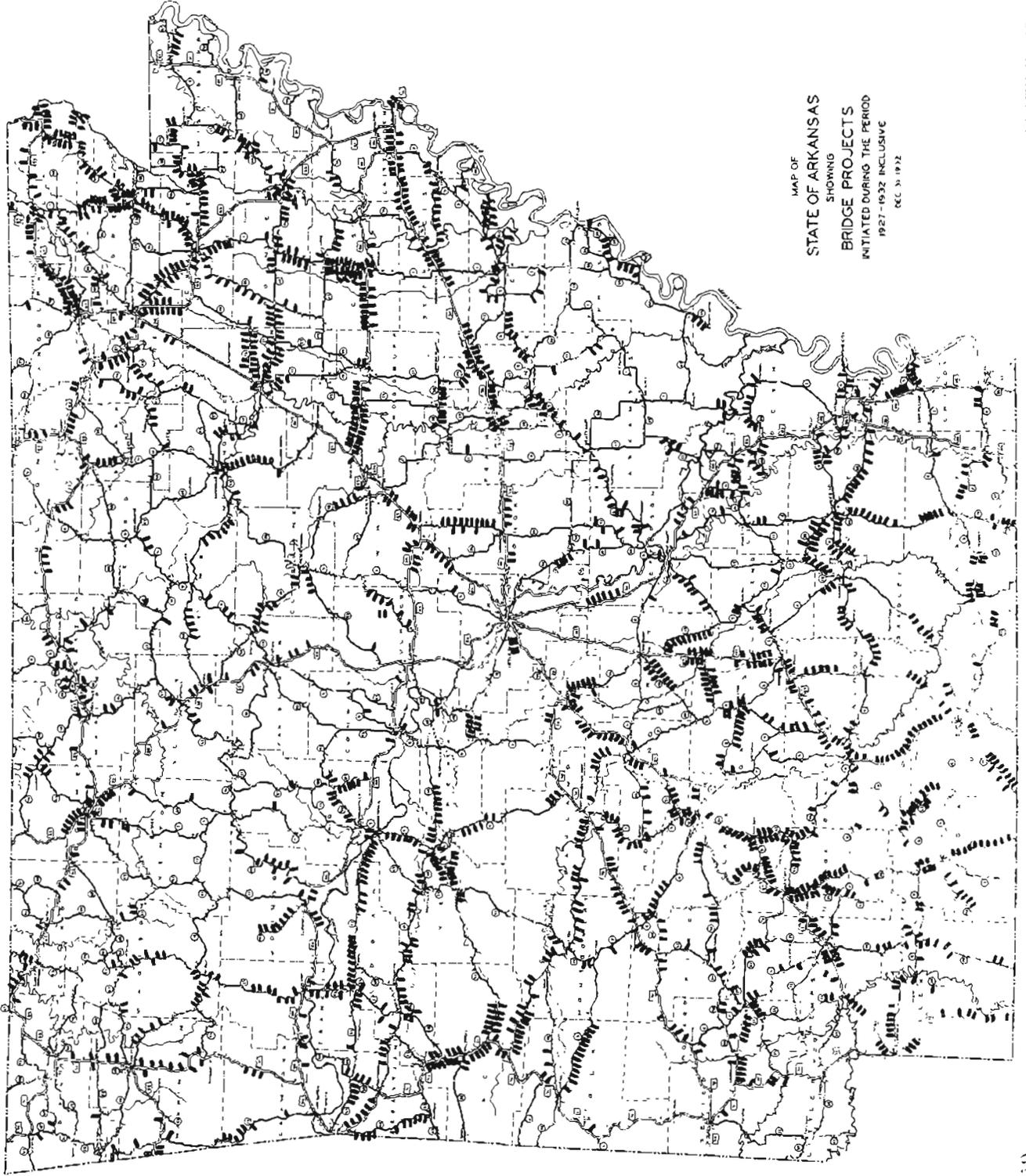


MAP OF
STATE OF ARKANSAS
SHOWING
GRADING
AND
MINOR DRAINAGE STRUCTURE
PROJECTS
INITIATED DURING THE PERIOD
1927-1932 INCLUSIVE
DEC. 31, 1932

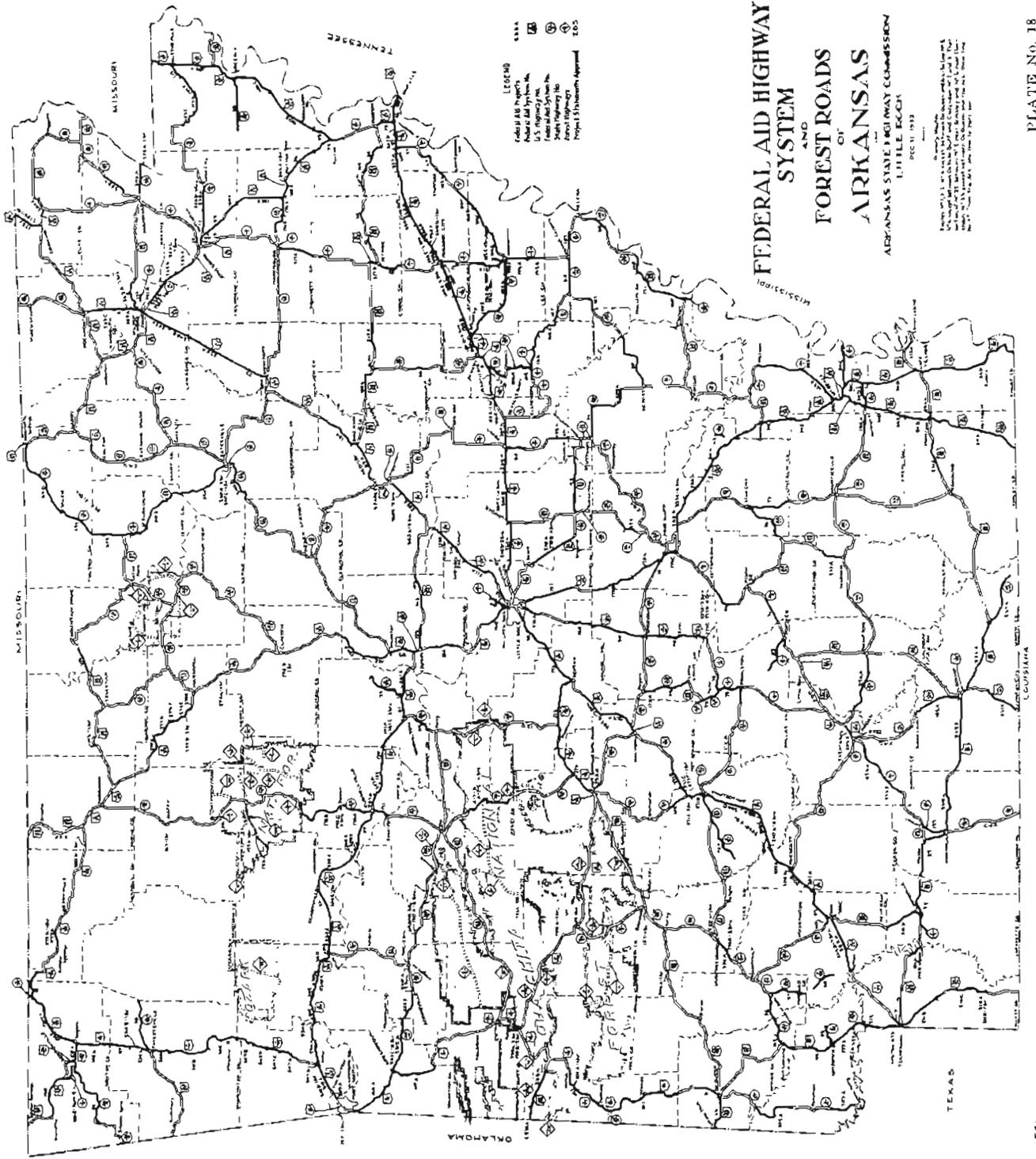


MAP OF
STATE OF ARKANSAS
SHOWING
GRAVEL
AND
CRUSHED STONE
SURFACING PROJECTS
INITIATED DURING THE PERIOD
1927-1932 INCLUSIVE
DEC. 21, 1932





MAP OF
STATE OF ARKANSAS
SHOWING
BRIDGE PROJECTS
INITIATED DURING THE PERIOD
1927-1932 INCLUSIVE
DEC. 31, 1932



Federal Aid

The Federal Aid system of highways in the State of Arkansas as designated by the State Highway Commission and approved by the Secretary of the United States Department of Agriculture embraces 5,019 miles. In accordance with the requirements of the Federal Highway Act of 1921, this system is divided into two classes: primary or interstate highways, aggregating 1,756 miles, and secondary highways, aggregating 3,263 miles; the primary system embracing trunk line roads and the secondary system providing for a correlated network of connecting roads. The object of this division or classification is the formation of a system of highways national in scope, composed of the primary systems of each state, thus providing continuous routes interstate in character. The principal requirement governing the selection of the secondary system is that it coordinate with and serve the primary system. The mileage on the Federal Aid System in Arkansas is only about fifty-six per cent of the mileage incorporated in the State Highway System; however, within the extent of the Federal Aid system, the two systems are practically identical.

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

Source of Funds Federal Aid for highways is provided by congressional appropriations to the United States Department of Agriculture and is administered through the Bureau of Public Roads of that department in accordance with Federal statutes, and rules and regulations promulgated by the Secretary of the United States Department of Agriculture. From each appropriation the Secretary deducts the percentage allowed by law for administrative expenses and the remainder is apportioned to the several states in the ratio which each state's area, population, and public road mileage bears to the total area, population, and public road mileage of all the states.

The Federal Aid apportionment for the fiscal year ending June 30, 1931, \$1,293,086.00, was augmented in the amount of \$862,057.00 by an Act of Congress (H. R. 5616) approved April 4, 1930, which provides for an increase in the annual appropriation for the construction of rural post roads from \$75,000,000 to \$125,000,000 and was further augmented in the amount of \$5,832.00 by the reapportionment, on June 30, 1930, of an unexpended balance of funds originally apportioned to the Territory of Hawaii.

Apportionments are available for expenditure until the close of the second succeeding fiscal year for which the apportionment is made. At the expiration of this three year period any unobligated balance not otherwise provided for is reapportioned among all the states.

Emergency Advance Loan On December 20, 1930, an Act of Congress (Public-No. 550-71st Congress, H. R. 14804) apportioned \$80,000,000.00 as an emergency advance loan to the several states to be used by them in lieu of an equal amount of State funds to match the regular Federal Aid funds. Arkansas' apportionment of this appropriation amounted to \$1,388,157.00. This emergency appropriation was made primarily for the purpose of stimulating construction activities and thereby assist in the alleviation of an acute unemployment situation prevalent over the entire country. The Act provided that the amount paid to each State be limited to the amount earned prior to September 1, 1931. It further provided that each State reimburse the Federal Government for the amount received, such reimbursement to be made from future Federal Aid authorization over a period of five years beginning with the fiscal year 1933. Arkansas enjoys the distinction of being the first State to earn its entire apportionment. This was accomplished within six months after the money became available.

On July 31, 1932, an Act of Congress (Public-No. 302-72nd Congress-H. R. 9642) appropriated \$120,000,000.00 for the same purpose as the emergency appropriation of 1931. Arkansas' share of the 1932 appropriation is \$2,101,182.00. The Act provides that the amount paid to each State be limited to the amount earned prior to July 1, 1933, and further provides that the amount advanced to each State shall be reimbursed to the Federal Government over a period of ten years, commencing with the fiscal year 1938.

Following is a statement showing the apportionment of regular and emergency funds to the State of Arkansas, for each fiscal year from the inception of the Federal Aid Act to date:

1917	.....	\$	82,689.10
1918	.....		165,378.20
1919	.....		1,090,247.99
1920	.....		1,596,436.09
1921	.....		1,685,178.09
1922	.....		1,254,142.20
1923	.....		836,094.80
1924	.....		1,093,376.46
1925	.....		1,258,857.07
1926	.....		1,275,497.00
1927	.....		1,267,907.00
1928	.....		1,277,896.00
1929	.....		1,281,785.00
1930	.....		1,284,382.00

1931	2,160,975.00
1932	2,174,786.00
1933	1,846,477.60
Total (Regular Apportionment)	\$21,632,105.60
1931-32 (Emerg. Advance Loan)	1,388,157.00
1933 (Emerg. Const. Loan)	2,101,182.00
GRAND TOTAL	\$25,121,444.60

The Federal Government's fiscal year begins on July 1st, the fiscal year number being the year in which it ends; that is, the fiscal year 1933 begins July 1, 1932, and ends June 30, 1933.

Use of Federal Aid Federal Aid is available only for the construction or reconstruction of roads on the Federal Aid system. It cannot be applied to the cost of maintenance of highways even though such charges are incurred on projects constructed with Federal Aid funds. It is also required that all work undertaken with Federal Aid and other funds expended in connection therewith shall be under the direct control of the State Highway Commission.

Payments Federal Aid apportionments are not given outright to the state but payments are made from time to time on reimbursement vouchers to cover the Federal Government's pro rata share of the cost of participating in items of work executed in conformity with the plans and specifications. Federal Aid projects under construction are inspected at frequent intervals by representatives of the Bureau of Public Roads and a report is prepared showing the per cent and quality of the work completed, together with other pertinent information required by the Secretary of the United States Department of Agriculture. If these reports show any of the work as not complying with the requirements for that project, Federal Aid payments may be suspended until the proper corrective measures have been applied.

Extent of Aid The Federal Government's share of the cost of construction of Federal Aid road projects cannot exceed fifty per cent, or a maximum of \$15,000.00 per mile, exclusive of the cost of bridges of more than twenty feet clear span, until the original certified seven per cent system of the State shall have been surfaced. After the original certified seven per cent system of the State has been surfaced the maximum may be increased to \$25,000.00 per mile, exclusive of the cost of bridges of more than twenty feet clear span; provided, that such increase above \$15,000.00 per mile shall be certified by the Director of the Bureau of Public Roads and the Secretary of Agriculture as securing actual extension of the highway system or economy in its construction. An exception to the above limitation per mile is made on road projects financed partly from the emergency construction fund of 1932. On such projects regular Federal aid funds may be allotted up to fifty per cent of the cost. Improvements classed as bridge projects, although they may embrace earthwork approaches, are not affected by the maximum allowable participation per mile, and may, therefore, receive Federal Aid

up to a maximum of fifty per cent of the actual cost of construction. Federal Aid for the reconstruction of Federal Aid projects is based on the combined cost of original and new work less Federal Aid payments made on the original work.

Maintenance All projects constructed with Federal Aid must be maintained by the state in a manner satisfactory to the Secretary of the United States Department of Agriculture, and periodical inspections to this end are made by representatives of the Bureau of Public Roads.

Procedure The time required to inaugurate Federal Aid projects and begin actual construction is much longer than the time required for projects that do not receive Federal Aid. This is largely due to the fact that all features, from the selection of the general location of the proposed Federal Aid project to the determination of the exact location, the size and type of drainage structures, and all details of the plans, specifications and contract must be recommended by the local offices of the Bureau of Public Roads in Little Rock, by their district office in Fort Worth, Texas, and approved by the office in Washington, D. C. At each of these offices the plans and details must await their turn among plans of other projects from this and other states. This procedure requires considerable time and causes delays in some instances, yet because of the requirements of the Federal Highway Act, and the regulations for administering this law, there is but little possibility of shortening the average time required before construction can begin on Federal Aid projects.

Status of Allotments Following is a summarized statement showing the status of Arkansas Federal Aid funds as of December 31, 1932:

REGULAR FUNDS

1. Total apportionments for the fiscal years 1917 to 1933, inclusive.....	\$21,632,105.60	
2. Total payments on completed projects.....	\$17,604,600.98	
3. Total progress payments on projects not completed.....	1,039,778.40	
4. Balance available on projects under agreement.....	622,946.19	
5. Obligated but not under agreement.....	901,801.50	
6. Total of Items 2 and 4, inclusive.....	\$20,169,127.07	\$20,169,127.07
7. Balance of apportionment not obligated.....		\$ 1,462,978.53

EMERGENCY FUNDS

1. Total apportionment for the fiscal years 1931 to 1933, inclusive.....	\$ 3,489,339.00	
2. Total payments.....	\$ 1,388,157.00	
3. Balance available on projects under agreement.....	0.00	
4. Obligated but not under agreement.....	724,421.76	
5. Total of Items 2 to 4, inclusive.....	\$ 2,112,578.76	\$ 2,112,578.76
6. Balance of apportionment not obligated.....		\$ 1,376,760.24

The term "obligated" as used in the foregoing statement refers to projects approved by the Bureau of Public Roads but for which the project agreements have not been executed.

Pro Rata Share Expenditures for projects constructed under the Federal Aid laws have been in the approximate proportion of \$44.00 from the Federal Government to \$56.00 provided by the state. However, this ratio covers only the cost of items in which the Federal Government participated and does not include the cost of preliminary surveys, the preparation of plans, departmental overhead, and items and contingencies encountered during the construction period but in which costs the Federal Government did not participate.

National Forest Roads And Trails

Two national forest reserves, the Ozark and the Ouachita, are located in the State of Arkansas. Areas comprising the Ozark reserve are situated in Madison, Franklin, Washington, Crawford, Newton, Johnson, Pope, Searcy, Marion, Stone and Baxter Counties. Areas comprising the Ouachita reserve are situated in Logan, Scott, Sebastian, Polk, Howard, Montgomery, Pike, Yell, Perry, Garland and Saline Counties. These reserves are administered through the Forest Service of the United States Department of Agriculture. Headquarters of the supervisor for the Ozark reserves are located at Russellville, and at Hot Springs for the Ouachita reserves.

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

Forest Highways Forest Highways are subdivided into three classes as follows:

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

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

Designation of Routes The designation of the Forest Highway System, as well as the designation of those sections to be improved is tentatively agreed upon in joint conference by representatives of the three agencies concerned; that is, the State, the Bureau of Public Roads and the Forest Service. The recommendations made are subject to approval by the Secretary of Agriculture. The Forest Highway System may be modified or revised from time to time through similar procedure. Changes in the Forest Highway System do not operate to either increase or decrease the amount of funds appropriated for construction as such appropriations are based on the two factors of area and value of the lands comprising the reserves. The approximate mileage of each class of roads embraced in the present approved system of Forest Highways is as follows:

Class	Approximate Mileage
1	192
2	144
3	91
Total	427

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

Source of Funds Funds for the construction of Forest Highways and Forest Development Roads are provided by congressional appropriation to the United States Department of Agriculture and are administered through the Forest Service and the Bureau of Public Roads in accordance with the requirements of the several Acts, also in conformity with rules and regulations for administering forest roads and trails as promulgated by the secretary of the United States Department of Agriculture. Allotments for Forest Highways are apportioned to the several states in the ratio which the area and value of national forest land in each state bears to the area and value of national forest land in all the states. Ten per cent of the amount apportioned to each state is usually set aside by the secretary of the United States Department of Agriculture for administrative expenses of the Forest Service and Bureau of Public Roads, and for other purposes. If it is later found that the entire ten per cent fund will not be required for the purpose for which allotted the unexpended balance is made available for construction of Forest Highways in that state.

The following tabulation shows the apportionments of Federal funds for administration and construction expenses in connection with forest highways in the State of Arkansas up to and including the fiscal year of 1933.

Section 8 Fund (Federal Aid Road Act of July 11, 1916)	\$150,246.92
Federal Forest Road Construction (Act of February 28, 1919)	78,287.64
1922 (Federal Highway Act of November 9, 1921)	18,636.00
1923	51,729.00
1924	25,305.00
1925	25,550.00
1926	33,825.00
1927	33,865.00
1928	34,501.00
1929	38,219.00
1930	41,917.00
1931	89,146.00

1931 (Emergency)	32,142.00
1932	92,244.00
1933	99,397.00
1933 (Emergency)	54,315.00
	\$899,325.56
Deducted for administration and other expenses of Bureau of Public Roads and Forest Service	36,009.13
	\$863,316.43

The emergency funds of 1931 and 1933 were made available through the provisions of an Act (Public-No. 550-71st Congress) approved December 20, 1930, and an Act (Public-No. 302-72nd Congress) approved July 21, 1932. The appropriations made by these Acts were for the purpose of stimulating construction activities and thereby assisting in relieving unemployment. The provisions of these Acts do not require the State to reimburse the Federal Government for the apportionments of forest highway funds.

Federal funds available for surveys and construction have been augmented in the amount of \$158,304.47 by funds derived from other sources, thereby providing a total of \$1,021,620.90 for that purpose. The following tabulation shows the status of these funds as of December 31, 1932.

Item No.	ITEM	Approximate Length Mi.	Federal Funds	Other Funds	Total
1	Surveys Completed	10.4	\$ 1,512.87	\$ 0.00	\$ 1,512.87
2	Construction Completed—Major Projects	93.9	505,748.50	114,165.48	619,913.98
3	Construction Completed—Minor Projects		84,967.13	0.00	84,967.13
4	Original Construction and Proposed Additional Construction on Existing Projects	11.8	55,623.44	44,138.99	99,762.43
5	New Construction—Under Agreement	0.3	90,152.32	0.00	90,152.32
6	New Surveys and Construction Proposed	8.5	125,312.17	0.00	125,312.17
	TOTALS		863,316.43	158,304.47	1,021,620.90
7	Disbursements		619,542.60	158,304.47	777,847.07
8	Balance Available		\$243,773.83	\$ 0.00	\$ 243,773.83

The foregoing tabulation does not include any improvements which may have been made by the U. S. Forest Service and counties with their own organizations and with funds over which the State exercised no control.

Procedure The initiation of Forest Highway projects, the procedure during construction, the payment of federal funds, and the maintenance requirements for completed projects is substantially the same as for Federal Aid projects, the principal difference being that certain phases of the procedure require the joint approval of both the Forest Service and the Bureau of Public Roads.

Unlike Federal Aid, participation of which is limited to fifty per cent of the cost of construction, Forest Highway funds may be applied in any proportion up to one hundred per cent. The construction of Forest Highways of Class One may also receive Federal Aid if the state so desires. However, Federal Aid and Forest Highway funds cannot be allotted jointly to the extent of one hundred per cent of the cost of construction.

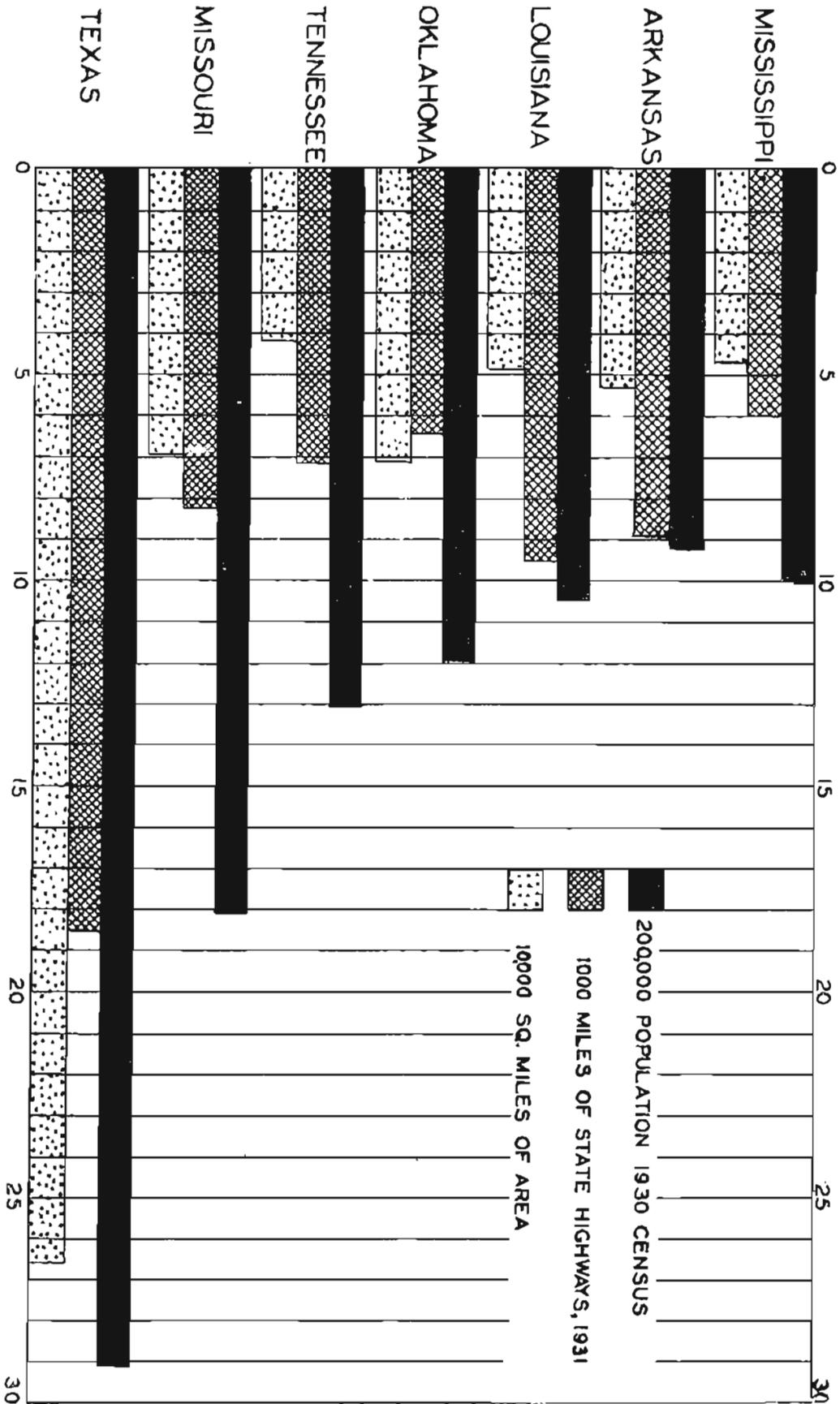
Reimbursement for Flood Damage of 1927

Amount of Claims Under the provisions of the Act of Congress approved February 28, 1929, providing for compensation to the States of Arkansas, Louisiana, Mississippi, and Missouri for losses because of damage to roads and bridges by the 1927 floods, the State of Arkansas submitted claims showing a total expenditure of \$3,079,983.21 for repair and reconstruction of flood damaged roads and bridges. For this expenditure the State was reimbursed by the Federal Government in the amount of \$1,477,693.56. It will be noted that this reimbursement is less than fifty per cent of the expenditures, but this is due to the fact that, in some instances, the rebuilt roads and bridges were of a different and more expensive type than those damaged or destroyed by the flood. Under the provisions of the Act, flood relief funds could not be used to defray any part of the increase in cost occasioned by the replacement of a damaged road or bridge by a more expensive type.

Interpretation of Act. According to the interpretation placed on the Act by the Federal officials who were responsible for its administration, reimbursement to the State could not exceed fifty per cent of the proven expenditures by the State for flood damage repair and reconstruction. That part of the Act which reads:

“ . . . That any sum hereby appropriated for any state shall become available when the state shall have actually expended or shall have made available for expenditure a like sum from state funds for the purposes contained herein. . . ”

would indicate that the State should have been entitled to receive one dollar as a reimbursement for each dollar of State funds expended in flood damage and reconstruction. This interpretation, however, was not accepted by the Federal Government and payment was not made on such a basis.



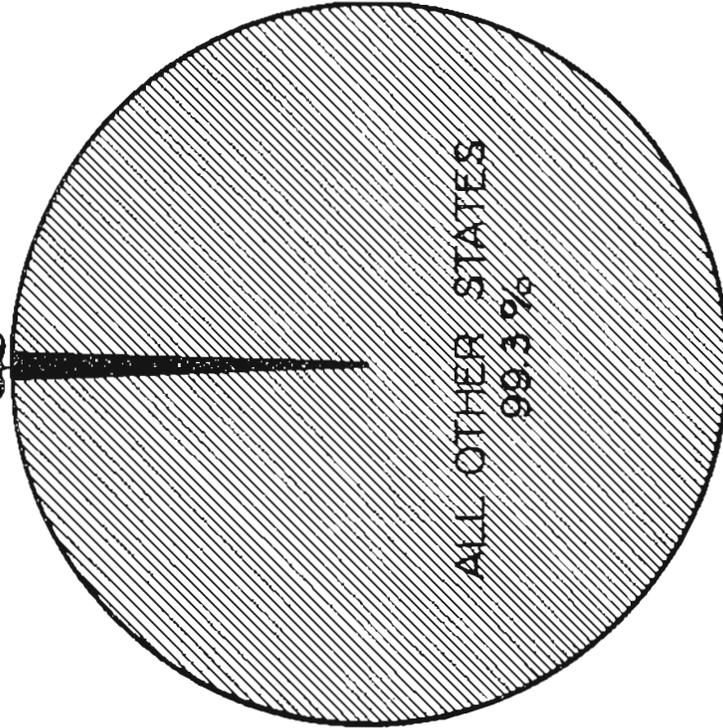
COMPARISON OF STATE HIGHWAY MILEAGE, AREA AND POPULATION
OF ARKANSAS WITH ADJACENT STATES

TABLE No. 7

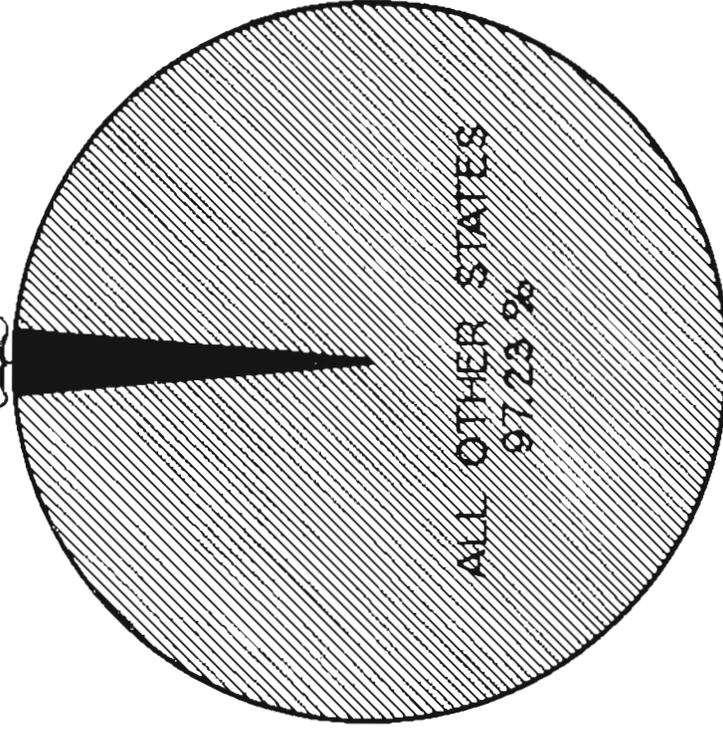
**AUTOMOBILE REGISTRATION, POPULATION AND AREA OF EACH STATE PER
MILE OF ROAD ON THE STATE HIGHWAY SYSTEM OF THAT STATE**

STATE	Automobile Registration 1931	Miles on State Systems 1931	1931 Automobile		Area in Square Miles
			Registration Per Mile of Road	1930 Population on State Highway System	
Alabama	246,465	5,500	44	480	9
Arizona	105,572	2,632	40	165	43
Arkansas	180,731	8,901	20	207	6
California	2,043,281	6,589	310	860	24
Colorado	308,458	8,978	34	115	11
Connecticut	336,840	2,185	154	734	2
Delaware	55,202	806	68	295	3
Florida	323,260	8,937	36	165	7
Georgia	320,840	7,094	45	409	8
Idaho	111,663	4,558	24	97	18
Illinois	1,612,770	9,920	163	766	6
Indiana	862,672	6,111	141	527	6
Iowa	748,438	7,242	103	340	8
Kansas	559,176	8,690	64	217	9
Kentucky	327,326	15,000	22	174	3
Louisiana	263,050	9,521	27	219	5
Maine	188,238	2,317	81	345	14
Maryland	325,372	3,333	98	488	4
Massachusetts	840,190	1,668	503	2550	5
Michigan	1,230,980	8,109	151	597	7
Minnesota	720,401	6,891	104	371	12
Mississippi	183,650	6,000	30	334	7
Missouri	752,805	8,248	91	439	9
Montana	127,166	5,000	25	107	29
Nebraska	416,131	9,752	43	140	8
Nevada	32,168	3,774	9	24	29
New Hampshire	111,510	1,430	77	325	6
New Jersey	869,867	1,872	464	2151	4
New Mexico	81,325	10,062	8	42	12
New York	2,297,249	13,959	163	904	3
North Carolina	428,737	9,099	47	348	6
North Dakota	171,293	7,457	23	91	9
Ohio	1,710,625	11,301	151	588	4
Oklahoma	482,725	6,418	75	372	11
Oregon	278,225	4,359	64	219	22
Pennsylvania	1,741,942	13,404	129	719	3
Rhode Island	137,878	1,009	136	681	1
South Carolina	203,719	6,002	33	288	5
South Dakota	193,025	5,976	32	115	13
Tennessee	350,520	7,103	49	367	6
Texas	1,297,301	18,529	71	314	14
Utah	108,958	3,436	31	146	25
Vermont	83,877	4,300	19	83	3
Virginia	379,227	7,191	52	336	6
Washington	420,878	3,251	129	480	21
West Virginia	253,308	4,151	61	416	6
Wisconsin	754,249	10,220	73	286	5
Wyoming	62,101	3,124	19	72	31
United States	25,641,384	321,409	79	382	9

ARKANSAS 00.7 %



ARKANSAS 2.77 %



REGISTRATION OF MOTOR
VEHICLES
1931

MILEAGE ON STATE HIGHWAY
SYSTEMS
1931

TABLE No. 8
POPULATION, AREA, AND ASSESSED VALUATION OF THE COUNTIES OF ARKANSAS, 1931, 1932

COUNTIES	Population 1930	Area in Acres	Assessed Val. Real Prop. 1931	Assessed Val. Personal Prop 1931	Total Assessed Valuation 1931	Assessed Val. Real Prop. 1932	Assessed Val. Personal Prop 1932	Total Assessed Valuation 1932
Arkansas	22,300	569,317	\$ 7,556,708	\$ 2,660,989	\$ 10,217,697	\$ 6,930,282	\$ 2,256,904	\$ 9,187,186
Ashley	25,151	580,756	4,892,411	2,806,256	7,698,667	4,706,225	2,384,182	7,090,407
Baxter	9,519	318,306	1,778,284	512,440	2,290,724	1,649,541	432,284	2,081,825
Benton	35,253	561,440	8,570,655	2,613,230	11,183,885	8,183,431	2,070,636	10,254,067
Boone	14,937	175,373	2,716,672	968,798	3,685,470	2,567,688	778,813	3,346,501
Bradley	17,494	426,900	2,820,454	1,769,016	4,589,470	2,531,039	1,464,377	3,995,416
Callhoun	9,752	400,433	2,162,834	518,016	2,680,850	2,136,484	406,190	2,542,674
Carroll	15,820	402,508	2,589,357	1,023,524	3,612,881	2,509,555	892,249	3,401,804
Chicot	22,646	448,212	5,379,358	1,562,742	6,942,100	3,348,229	1,285,487	4,633,716
Clark	24,932	537,274	4,846,034	2,208,973	7,055,007	4,579,324	1,846,086	6,425,410
Clay	27,278	416,881	4,649,216	1,240,583	5,889,799	4,497,300	1,020,282	5,517,582
Cleburne	11,373	321,595	1,356,480	618,286	1,974,766	1,503,981	547,882	2,051,865
Cleveland	12,744	378,739	1,975,334	563,751	2,539,085	2,023,457	468,368	2,491,825
Columbia	27,320	491,885	4,379,207	2,418,989	6,798,196	3,751,462	2,000,631	5,752,093
Conway	21,949	368,640	3,339,772	1,274,861	4,614,633	2,920,576	1,119,353	4,039,929
Craighead	44,740	298,870	7,891,673	2,239,598	10,131,271	6,966,781	1,911,054	8,877,835
Crawford	22,549	371,925	4,359,929	1,576,097	5,936,026	4,411,393	1,442,890	5,854,283
Crittenden	39,717	325,000	7,117,402	2,948,778	10,066,180	6,008,231	2,730,715	8,738,946
Cross	25,723	370,260	4,842,971	1,156,730	5,999,701	4,666,446	980,867	5,647,313
Dallas	14,671	432,526	2,607,062	1,289,658	3,896,720	2,482,045	911,187	3,393,232
Desha	21,814	471,802	3,609,989	1,348,797	4,958,786	3,044,039	1,274,652	4,318,691
Drew	19,928	532,395	3,778,638	1,563,349	5,341,987	3,656,356	1,284,817	4,941,173
Faulkner	28,381	419,927	3,502,290	1,298,530	4,800,840	3,441,972	1,164,757	4,606,729
Franklin	15,762	328,120	3,145,481	1,064,389	4,209,870	3,100,772	895,446	3,996,218
Fulton	10,834	371,885	1,640,013	562,884	2,202,897	1,499,702	466,743	1,966,445
Garland	36,031	466,900	11,113,276	5,964,254	17,077,530	11,144,304	4,623,043	15,767,437
Grant	9,834	376,640	635,595	1,849,854	2,485,449	1,831,646	628,202	2,459,848
Greene	26,127	368,396	4,792,344	1,649,596	6,441,940	5,393,739	1,274,958	6,668,697
Hempstead	30,847	446,802	5,205,701	2,221,488	7,427,189	4,617,670	1,929,759	6,547,429
Hot Spring	18,105	379,360	3,328,734	2,000,634	5,329,368	3,219,934	1,871,313	5,091,247
Howard	17,489	368,240	2,514,466	1,583,626	4,098,092	2,430,352	1,286,359	3,716,711
Independence	24,225	447,180	4,041,071	1,878,221	5,919,292	3,469,075	1,624,836	5,093,911
Izard	12,872	345,824	1,644,680	666,683	2,311,363	1,490,374	539,160	2,029,534
Jackson	27,943	398,420	5,897,911	1,980,594	7,878,505	4,779,497	1,650,149	6,429,646
Jefferson	64,154	559,600	15,275,766	5,751,937	21,027,703	14,314,378	4,866,263	19,180,641
Johnson	19,289	345,365	3,006,358	1,110,419	4,116,777	2,973,958	955,542	3,929,500
Lafayette	16,934	335,200	2,936,994	1,385,186	4,322,180	2,868,627	919,346	3,787,973
Lawrence	21,663	384,530	1,574,896	5,346,298	6,921,194	4,966,690	1,361,202	6,327,892

TABLE No. 8—(Continued)
POPULATION, AREA, AND ASSESSED VALUATION OF THE COUNTIES OF ARKANSAS, 1931, 1932

COUNTIES	Population 1930	Area in Acres	Assessed Val.		Total Assessed Valuation 1931	Assessed Val.		Total Assessed Valuation 1932	Assessed Val.		Total Assessed Valuation 1932
			Real Prop.	Personal Prop.		Real Prop.	Personal Prop.		Real Prop.	Personal Prop.	
Lee	26,637	380,000	1,355,523	4,204,353	5,559,876	3,584,086	1,192,211	4,776,297	1,192,211	4,776,297	
Lincoln	20,250	358,188	2,178,458	1,147,610	3,326,068	1,833,917	939,974	2,773,891	939,974	2,773,891	
Little River	15,515	309,490	3,007,920	1,454,788	4,462,708	2,685,083	1,310,911	3,995,994	1,310,911	3,995,994	
Logan	24,110	487,446	4,225,671	1,477,884	5,703,555	3,501,242	1,164,040	4,665,282	1,164,040	4,665,282	
Lonoke	33,759	506,450	7,039,301	2,027,278	9,066,579	6,261,244	1,714,315	7,978,559	1,714,315	7,978,559	
Madison	13,334	541,412	1,344,155	635,150	1,979,305	1,319,035	568,075	1,887,110	568,075	1,887,110	
Marion	8,876	369,874	1,788,294	403,029	2,191,323	1,691,234	330,718	2,021,952	330,718	2,021,952	
Miller	30,586	377,132	6,924,328	4,078,131	11,002,459	6,592,911	3,776,400	10,369,311	3,776,400	10,369,311	
Mississippi	69,289	531,434	11,467,376	3,789,169	15,256,545	12,321,384	2,938,046	15,259,430	2,938,046	15,259,430	
Monroe	20,651	361,672	5,109,074	1,346,122	6,455,196	4,330,329	1,080,757	5,411,086	1,080,757	5,411,086	
Montgomery	10,768	448,380	1,247,112	490,440	1,737,552	1,073,795	345,913	1,419,708	345,913	1,419,708	
Nevada	20,407	374,530	2,511,754	1,768,728	4,280,482	2,117,572	1,414,427	3,531,999	1,414,427	3,531,999	
Newton	10,564	459,762	1,123,721	324,836	1,448,557	1,044,750	240,269	1,285,019	240,269	1,285,019	
Ouachita	29,890	460,222	7,483,330	6,708,058	14,191,388	7,067,457	5,659,347	12,726,804	5,659,347	12,726,804	
Perry	7,695	290,560	1,696,692	424,676	2,121,368	1,506,612	342,787	1,849,399	342,787	1,849,399	
Phillips	40,683	271,445	8,114,524	3,611,586	11,726,110	6,636,646	3,145,901	9,782,547	3,145,901	9,782,547	
Pike	11,792	394,001	1,940,170	855,669	2,795,839	1,801,511	736,281	2,537,792	736,281	2,537,792	
Poinsett	29,695	259,287	4,613,279	1,556,593	6,169,872	3,967,268	1,021,861	4,989,129	1,021,861	4,989,129	
Polk	14,857	389,039	3,531,592	1,000,998	4,532,590	3,162,799	867,495	4,030,294	867,495	4,030,294	
Pope	26,547	373,646	4,311,171	2,186,069	6,497,240	3,990,670	1,887,095	5,877,765	1,887,095	5,877,765	
Prairie	15,187	422,634	4,008,520	1,181,432	5,189,952	3,488,439	972,155	4,460,594	972,155	4,460,594	
Pulaski	137,727	484,000	53,590,561	21,448,601	75,039,162	53,499,885	18,553,240	72,053,125	18,553,240	72,053,125	
Randolph	16,871	386,678	2,822,838	1,346,943	4,169,781	2,703,915	1,058,283	3,762,198	1,058,283	3,762,198	
Saline	15,660	377,411	3,747,414	1,722,606	5,470,020	3,881,096	1,596,424	5,477,520	1,596,424	5,477,520	
Scott	11,803	421,260	1,819,205	661,697	2,480,902	1,756,495	634,523	2,391,018	634,523	2,391,018	
Searcy	11,056	380,691	1,262,040	413,534	1,675,574	1,133,875	321,414	1,455,289	321,414	1,455,289	
Sebastian	54,426	326,016	18,899,888	7,830,842	26,730,730	18,245,848	6,265,822	24,811,670	6,265,822	24,811,670	
Sevier	16,364	340,000	3,244,730	1,908,217	5,152,947	3,006,213	1,732,838	4,739,071	1,732,838	4,739,071	
Sharp	10,715	355,542	1,478,900	543,540	2,022,440	1,338,635	447,397	1,786,032	447,397	1,786,032	
St. Francis	33,394	370,720	8,056,214	2,112,452	10,168,666	5,865,620	1,680,517	7,546,137	1,680,517	7,546,137	
Stone	7,993	264,641	844,775	347,286	1,192,061	898,120	265,805	1,163,925	265,805	1,163,925	
Union	55,800	664,941	9,688,886	15,465,703	25,154,589	9,386,009	11,699,131	21,085,140	11,699,131	21,085,140	
Van Buren	11,962	405,461	1,089,924	310,053	1,399,977	962,870	272,271	1,235,141	272,271	1,235,141	
Washington	39,255	574,650	9,716,390	3,622,907	13,339,297	8,918,270	2,992,533	11,910,803	2,992,533	11,910,803	
White	38,269	642,840	6,803,944	2,730,807	9,534,751	6,147,103	2,368,205	8,515,308	2,368,205	8,515,308	
Woodruff	22,682	326,318	4,750,699	1,052,293	5,802,992	4,003,403	893,876	4,897,279	893,876	4,897,279	
Yell	21,313	604,223	4,014,373	1,118,068	5,132,441	3,805,487	919,009	4,724,496	919,009	4,724,496	
Totals	1,854,482	30,855,407	\$488,163,253	\$166,671,731	\$654,834,984	\$367,150,473	\$139,217,250	\$501,367,723	\$139,217,250	\$501,367,723	

TABLE No. 9
 APPROXIMATE NUMBER OF TRUCKS, BUSES AND TRAILERS REGISTERED
 IN ARKANSAS DURING THE PERIOD JAN. 1, 1927 TO DEC. 31, 1932

Type	1927	1928	1929	1930	1931	1932
Light Delivery.....	12,773	11,597	13,756	*	11,030	9,485
1 Ton.....	19,382	20,183	18,060	16,113	10,116	5,404
1½ Ton.....	781	1,157	6,481	9,826	10,198	8,027
1¾ Ton.....	-----	-----	-----	22	13	10
2 Ton.....	500	491	598	586	790	671
2½ Ton.....	73	43	366	330	240	156
3 Ton.....	79	73	82	74	106	108
3½ Ton.....	20	22	15	12	19	15
4 Ton.....	3	1	10	8	16	29
4½ Ton.....	-----	-----	-----	1	15	5
5 Ton.....	4	2	5	2	3	5
6 Ton.....	-----	-----	-----	-----	1	1
Pass. Buses.....	133	200	303	254	169	135
Total.....	33,748	33,769	39,676	27,228*	32,716	24,050
Trailers.....	1,994	2,037	2,805	2,781	3,770	3,122

*Light Delivery Truck registrations issued in passenger car series.

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

TABLE No. 10
 RETURN FROM TRUCK, PASSENGER BUS AND TRAILER REGISTRATION, CHAUFFEUR
 PERMITS AND FOR HIRE FEES, STATE OF ARKANSAS, 1931

Type	Number Registered	Registration Fees	Number For Hire	For Hire Fees	Chauffeur Permit Fees	Total Fees
Light Delivery.....	11,030	\$153,707.72	62	\$ 441.99	\$ -----	\$ -----
1 Ton.....	10,116	201,088.75	718	7,059.77	-----	-----
1½ Ton.....	10,198	315,385.00	1697	24,586.83	-----	-----
1¾ Ton.....	13	607.50	4	48.75	-----	-----
2 Ton.....	790	39,532.50	269	5,313.75	-----	-----
2½ Ton.....	240	20,070.00	53	1,687.50	-----	-----
3 Ton.....	106	10,884.00	25	1,636.40	-----	-----
3½ Ton.....	19	2,887.50	4	337.50	-----	-----
4 Ton.....	16	2,111.00	3	131.18	-----	-----
4½ Ton.....	15	2,377.66	6	675.00	-----	-----
5 Ton.....	3	1,050.00	-----	-----	-----	-----
6 Ton.....	1	90.25	1	45.12	-----	-----
Pass. Buses.....	169	12,897.52	169	7,955.00	-----	-----
Trailers.....	3,770	42,272.37	506	3,315.92	-----	-----
Total.....	36,486	\$804,961.77	3,517	\$53,234.71	\$ 20,737.50	\$878,933.92

TABLE No. 11
TABLE SHOWING REVENUE DERIVED FROM MOTOR FUEL TAX, STATE OF ARKANSAS

Year	January	February	March	April	May	June	July	August	September	October	November	December	Totals
1924	\$117,470.05	\$137,446.26	\$113,500.12	\$139,997.49	\$194,092.90	\$231,369.07	\$242,071.44	\$274,981.80	\$282,200.81	\$268,088.25	\$283,034.90	\$309,979.83	\$2,594,232.92
1925	257,587.50	210,438.92	221,243.69	227,896.21	282,492.15	318,327.54	312,027.52	346,453.48	394,296.95	386,779.52	349,368.21	298,030.14	3,604,942.23
1926	321,640.74	273,082.38	301,728.95	291,812.42	354,167.54	378,817.62	363,142.41	412,309.74	421,272.58	403,730.91	368,798.90	340,764.37	4,231,368.76
1927	300,106.81	277,304.91	242,702.36	299,831.57	297,043.00	324,107.32	367,087.43	435,438.20	461,995.40	436,776.90	479,305.99	417,047.50	4,338,747.40
1928	459,071.16	353,238.61	381,176.45	413,535.69	406,811.91	476,960.87	524,287.35	569,798.56	535,541.25	519,540.04	502,702.96	466,219.14	5,608,883.99
1929	402,292.39	322,412.84	716,353.40	490,043.44	528,163.92	519,660.44	633,958.82	682,849.30	597,239.17	657,751.76	600,026.86	530,276.25	6,681,028.59
1930	530,276.25	411,335.08	422,420.58	550,246.22	625,677.29	559,691.99	595,992.75	687,906.94	620,562.50	623,505.66	600,486.98	533,805.02	6,761,907.26
1931	524,640.86	384,209.56	442,024.14	80,940.49	809,832.42	684,193.58	561,549.07	661,109.64	568,045.62	644,844.83	523,085.03	583,428.31	6,467,903.75
1932	561,295.75	472,310.10	350,285.84	319,737.18	489,384.36	571,445.43	479,324.88	449,248.42	543,627.44	492,113.72	492,971.08	541,557.78	5,763,301.98

For the period 1924, 1925, 1926, gasoline tax of 4c per gallon; motor oil, 10c per gallon.
For the period 1927, 1928, 1929, 1930, gasoline tax of 5c per gallon; no tax on motor oil.
For the period 1931, 1932, gasoline tax of 6c per gallon; no tax on motor oil.

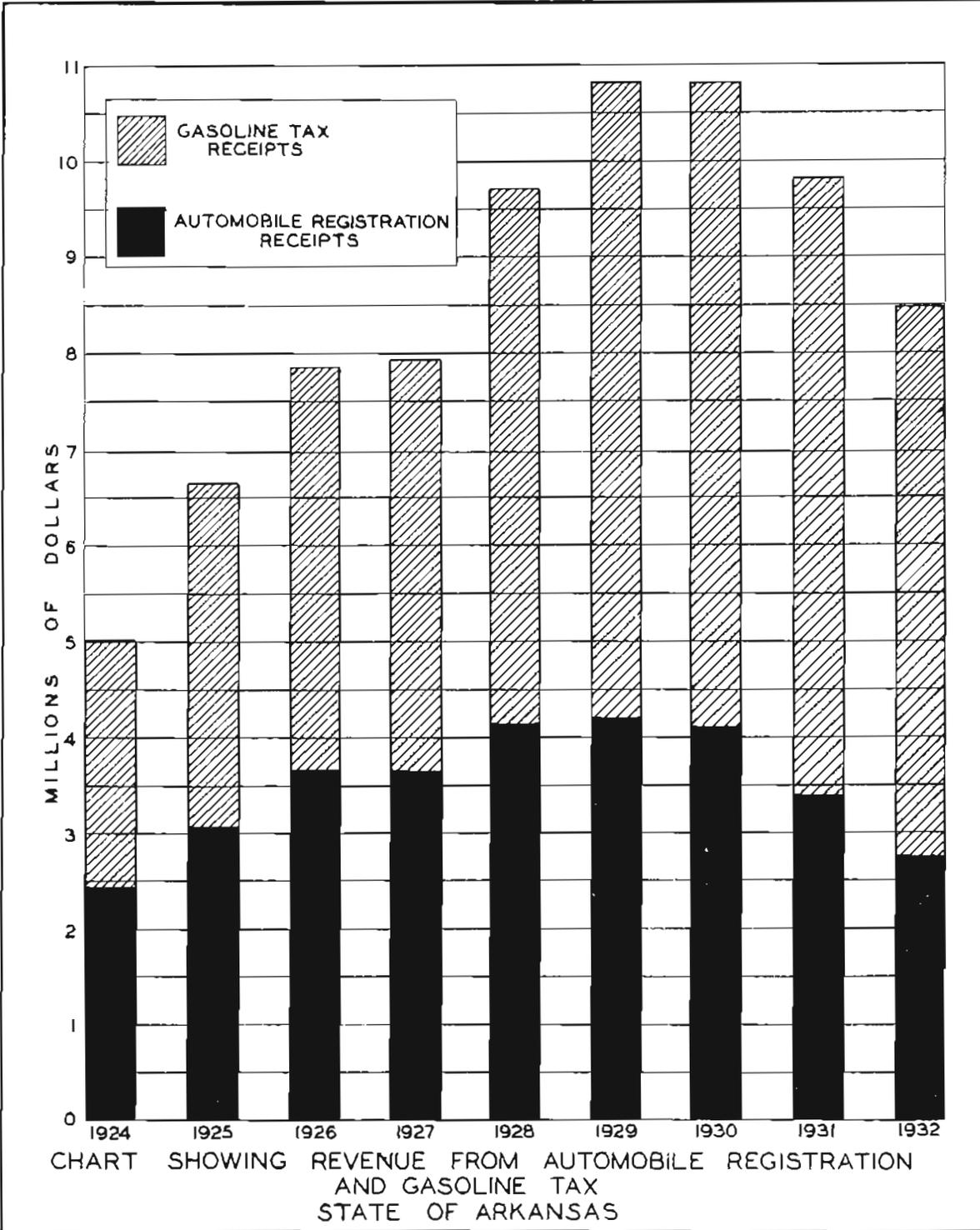
TABLE No. 12
AVERAGE REGISTRATION OF MOTOR VEHICLES, RECEIPTS FROM REGISTRATION AND FUEL TAX AND AVERAGE REVENUE PER VEHICLE, STATE OF ARKANSAS

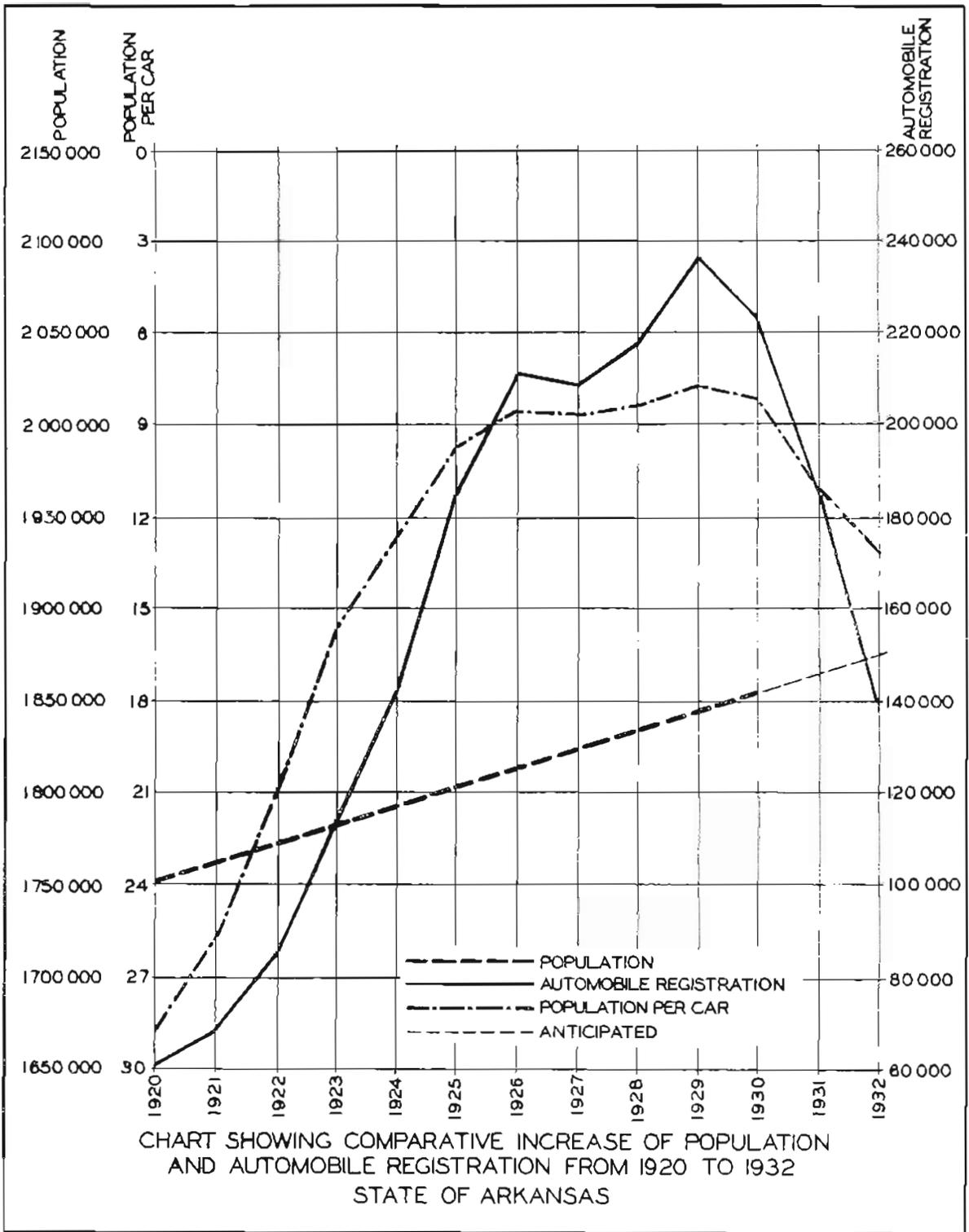
Year	Number Vehicles Registered*	Net Receipts From Vehicle Registration	Average Revenue From Receipts Per Vehicle	Net Receipts From Motor Fuel Tax	Average Revenue From Fuel Tax	Total Receipts From Registration and Fuel Tax	Total Average Revenue Per Vehicle
1924	142,376	\$2,425,424.60	\$17.04	\$2,594,232.92	\$18.22	\$5,019,657.52	\$35.26
1925	185,252	3,071,594.56	16.58	3,604,942.23	19.46	6,676,496.79	36.04
1926	211,809	3,642,585.52	17.20	4,231,368.76	19.98	7,873,954.28	37.17
1927	209,327	3,619,481.40	17.29	4,338,747.40	20.73	7,958,228.80	38.02
1928	218,177	4,118,619.15	18.88	5,608,883.99	25.71	9,727,503.14	44.59
1929	236,885	4,168,087.50	17.60	6,681,028.59	28.20	10,849,116.09	45.80
1930	223,009	4,139,917.66	18.56	6,761,907.26	30.32	10,901,824.92	48.80
1931	185,194	3,369,839.51	18.19	6,467,903.75	30.67	9,837,743.26	48.86
1932	139,987	2,735,310.62	19.54	5,763,301.98	41.17	8,498,612.60	60.71

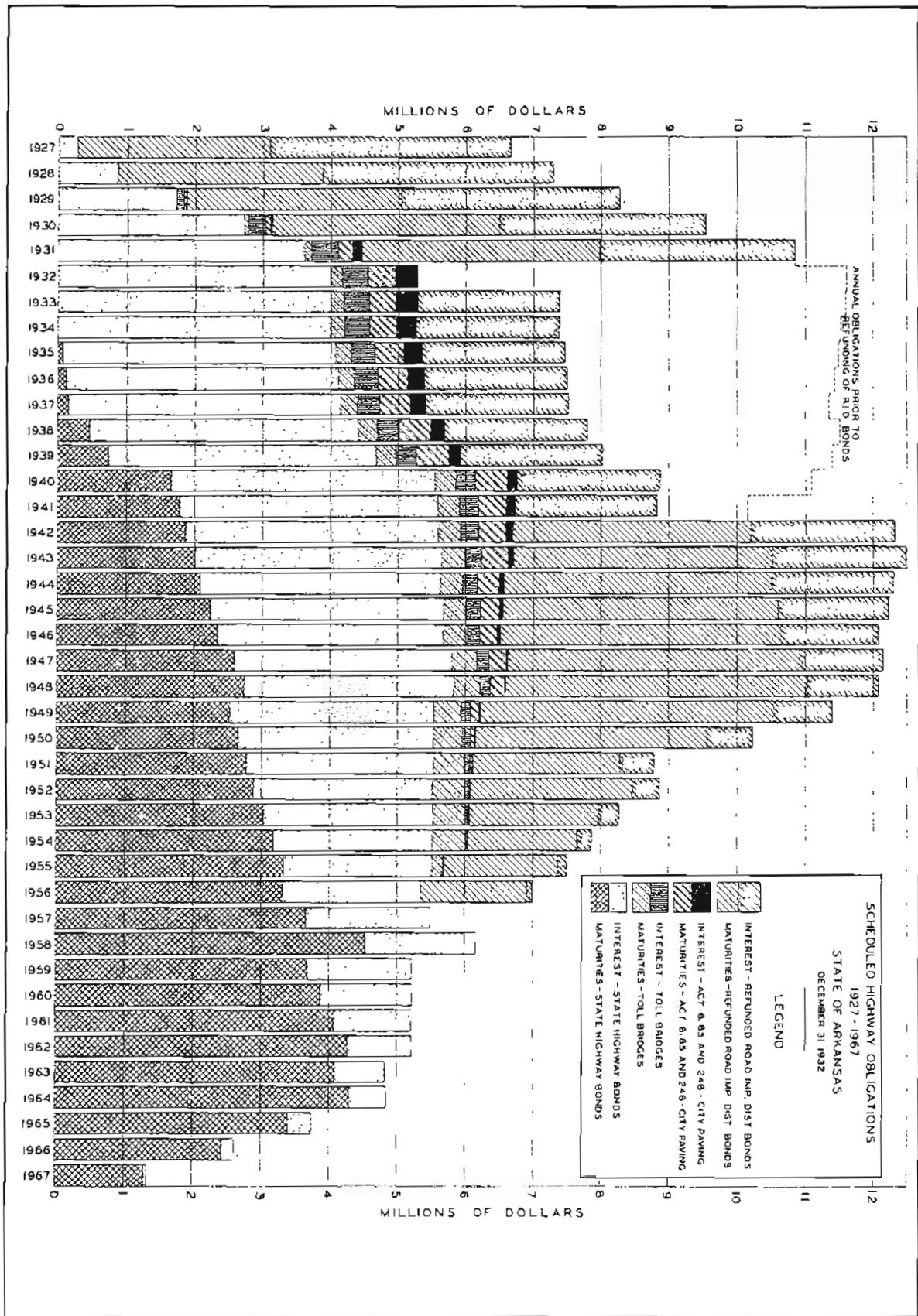
*Official Cars not included.

For the period 1924 to 1930, inclusive, various returns have been made to the counties ranging from \$1,500,000 to \$5,000,000 annually. For the period of 1931 and 1932, inclusive, 1c of the 6c gasoline tax returned to the counties annually.

Registration shown in 1932 not indicative of true registration as quarterly permits were issued, and registration shown does not include such permits except when plate was issued in the last quarter or when plate was issued in the first quarter for the entire year. A more indicative registration figure would be obtained by dividing the average receipts per vehicle from registrations in 1930 and 1931 into the 1932 registration revenue which would provide an assumed real registration of 148,900 vehicles.







Equipment Division

The inventory of State Highway Equipment in the 1930 Biennial Report shows the estimated actual value of the equipment as \$1,104,545.15 as of September 1, 1930. The inventory as made by the American Appraisal Co. under the supervision of the State Highway Audit Commission dated April 15, 1932, shows the estimated actual value at that time as \$1,115,868.35. By a comparison of the above figures it will be noted that the value placed on the equipment by the Appraisal Co. is approximately 1 per cent more than that made by the Equipment Division of the State Highway Commission. Some equipment was purchased between the time of the inventories, the amount of which was just about equal to the amount of depreciation for that period. No new equipment, machinery, trucks or automobiles have been purchased since April 15, 1932, and except for depreciation, the inventory remains the same as reported by the Appraisal Co. A summary of this inventory is as follows:

<i>Type of Equipment</i>	<i>Money Value</i>
238 Pull Type Road Graders.....	94,466.31
200 One-Man Motor Patrols.....	264,433.67
179 Crawler Type Tractors.....	264,107.60
61 Wheel Type Tractors.....	21,496.10
188 Items of Miscellaneous Equipment such as Crushers, Rollers and Shovels..	196,646.41
599 Trucks and Automobiles.....	234,825.62
204 Items Shop Repair Equipment.....	39,892.64
Total Estimated Value April 15, 1932.....	\$1,115,868.35

Many items which have been carried on the inventory during the past six years were inspected by the American Appraisal Co., and being appraised as of no value, being obsolete and worn out, have been eliminated from the inventory. The average depreciation on road equipment each year under normal conditions is from 20 per cent to 25 per cent. During the past year the depreciation has been much greater as funds were not available to purchase the needed repairs. Replacement costs have also decreased very materially and it is not believed that the actual value at this time would exceed \$700,000.

Road Graders Among the 238 pull type road graders enough large graders are in good condition to do all the heavy grading and ditch work that will be required during the next two years. Very few repairs will be needed on the lighter machiness as they are only needed in emergency maintenance and on short dirt sections of roads.

Motor Patrols About 25 of the 200 Motor Patrols shown on the inventory are from five to seven years old, and while they are in operating condition, they are practically worn out. They may be used on short sections of roads that do not require a great amount of maintenance but it will be much more economical to replace them with new machines as fast as reve-

nue will permit. It is believed that most of the 175 machines, while they will need repairs, can be operated for another two years. If proper care is exercised in assigning the proper mileage to each machine, 200 Motor Patrols should maintain the surface of gravel roads in a satisfactory manner.

Crawler Type Tractors Many of the small crawler type tractors are used in maintaining dirt sections and also gravel sections of roads in the more mountainous regions. There are enough large Caterpillars to do all the heavy work that will be required for some time. While the repairs will not be excessive, it is believed that almost every crawler type tractor is in need of some repair at the present time.

Wheel Type Tractors While wheel type tractors with metal wheels were used several years ago in maintenance work they are now considered obsolete and expensive to operate for the amount of work that can be accomplished as compared with the more modern equipment. The department has 61 wheel type tractors which are quite old but are in an operating condition. They can be used in cases of emergency when Motor Patrols are being repaired and for operating small rock crushers.

Miscellaneous Equipment The miscellaneous equipment consists of Rock Crushers, Gasoline Rollers, Gasoline Shovels, Asphalt Equipment and various other items. A large part of this equipment is used on new construction and is not adapted to maintenance work. The department received much shop repair equipment from the War Surplus Stock and having bought quite a large amount during the large construction program, no shop equipment will be needed for a number of years.

After a careful study of the equipment and its present condition, it is believed that quite a large amount of repairs will be required to place it in good operating condition. There will no doubt be a surplus of equipment adapted to new construction and a shortage of maintenance equipment. The equipment most needed will be Motor Patrols to replace those that are worn out and beyond economical repair and operation.

Trucks and Automobiles The inventory shows that the Department own approximately 200 automobiles and 400 trucks. No cars or trucks have been purchased since the inventory was checked by the representatives of the Audit Commission and in fact very few units have been purchased during the past two years. The appraisal of April 15, 1932, shows a large number with an actual value of less than \$100.00, with an average value of the entire classification of less than \$400.00 each. While it will depend largely upon the amount of work that will be done, it should be possible to repair enough automobiles to meet the requirements for another year. While there are many trucks that need very little repair, it will no doubt be more economical to replace a number each year than to continue repairing worn out trucks that are several years old.

TABLE No. 13
RECORD OF ROAD AND BRIDGE CONTRACTS

State Job Number	Road and Section Number	Federal Aid Project No.	Local Name of Project	County	Length Miles or Feet	Nature of Work	Date Proposal Received
11015	70-S-19	258-A	Forrest City-West Memphis Road	St. Francis	6.230	Concrete Pavement	January 21, 1931
11016	70-S-19	258 A-D	Forrest City-West Memphis Road	St. Francis	8.236	Concrete Pavement	January 21, 1931
11034	70-S-18	186-B	Wheatley-Forrest City Road	St. Francis	5.857	Concrete Pavement	January 21, 1931
11036	70-S-17	185-C & 9 Reo. Sec. A	DeValls Bluff-Wheatley Road	Monroe	4.637	Concrete Pavement	January 21, 1931
11037	70-S-17	186-A	DeValls Bluff-Wheatley Road	Monroe	4.518	Concrete Pavement	January 21, 1931
3116	67-S-2	263-A	Fulton-Hope Road	Hempstead	12.168	Concrete Pavement	January 21, 1931
3117	51-S-1	265-B	Gurdon-Arkadelphia Road	Clark	8.803	Concrete Pavement	January 21, 1931
3118	51-S-1	265-C	Little Missouri River-Gurdon Road	Clark	6.212	Concrete Pavement	January 21, 1931
3162	67-S-3	200-A	Prescott-Little Missouri River Road	Nevada	6.478	Concrete Pavement	January 21, 1931
3164	67-S-6		Ouachita River Bridge Repairs	Clark	546.0'	Painting and Repairing Existing Steel Bridge	January 21, 1931
4127	71-S-16	36 Reo. Sec. B	Greenland-Woolsey Road	Washington	10.138	Concrete Pavement	January 21, 1931
4128	71-S-16	36 Reo. Sec. C	Woolsey-Crawford Co. Line Road	Washington	10.061	Concrete Pavement	January 21, 1931
6104	67-S-11	211-C & 114 Reo. Sec. A	Pulaski County Line-Cabot Road	Lonoke	3.737	Concrete Pavement	January 21, 1931
6105	67-S-11	133 Reo B 114 Reo A	Cabot-Ward Road	Lonoke	5.776	Concrete Pavement	January 21, 1931
6120	70-S-16		DeValls Bluff Bridges	Prairie	2275.5'	4-R. C. D. G. Bridges and Repairs to Existing Spans	January 21, 1931
6121	70-S-16	264-A	Lonoke Co. Line-Hazen Road	Prairie	6.640	Concrete Pavement	January 21, 1931
6132	6-S-4		Hot Spring-Royal Bridges	Garland	541.06'	3 R. C. D. G. Bridges	January 21, 1931
6133	67-S-8	262-A	Malvern-Benton Road	Hot Spring	10.264	Concrete Pavement	January 21, 1931
6134	67-S-9	262-A	Malvern-Benton Road	Saline	6.165	Concrete Pavement	January 21, 1931
7155	4-S-8		Camden-Rosston Bridges	Ouachita	517.67'	2 T. T. Pile Bent with Concrete Decks	January 21, 1931
10146	67-S-22	273-A	Mo. State Line-Corning Road	Clay	7.327	Grading and Drainage Structures	January 21, 1931
10152	18-S-4	17 Reo. 220-B	Nettleton-Lake City Bridges	Craighead	589.81'	7 I-Beam Bridges with Concrete Decks	January 21, 1931
10154	91-S-1	255-B	Hoxie-Jonesboro Road	Lawrence	5.600	Grading and Drainage Structures	January 21, 1931
2166	35-S-7		Monticello-Rye Road	Drew	7.059	Gravel Surfacing	February 18, 1931
2167	35-S-7		Monticello-Rye Bridges	Drew	738.00'	9 T. T. Pile Bents and Struct. Steel Bridges	February 18, 1931
3121	51-S-1	265-A	Gurdon-Arkadelphia Road	Clark	4.615	Concrete Pavement	February 18, 1931

TABLE No. 13
FROM JANUARY 1, 1931, TO DECEMBER 31, 1931

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material Furnished By State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished By State	Final Cost of Commitment
Hayes Construction Co., Jackson, Tenn.	100	118,616.24	41,897.28	160,513.52	118,546.08	49,756.90	168,302.98
Hayes Construction Co., Jackson, Tenn.	120	155,355.90	54,082.56	209,438.46	155,783.35	60,087.72	215,871.07
J. P. McCrary Engr. Corp. Atlanta, Georgia	100	129,263.62	NONE	129,263.62	128,705.01	NONE	128,705.01
J. P. McNulty, Pine Bluff, Ark.	90	106,401.99	NONE	106,401.99	107,420.48	NONE	107,420.48
J. P. McNulty, Pine Bluff, Ark.	90	103,285.68	NONE	103,285.68	103,556.09	NONE	103,556.09
E. W. Baker & Co., Oklahoma City, Okla.	180	103,480.58	128,858.00	232,338.58	108,474.89	120,731.37	229,206.26
D. H. Dalton Co., Arkadelphia, Ark.	150	93,533.93	69,439.96	162,973.89	94,318.31	63,940.90	158,259.21
Grady Garms, Little Rock, Ark.	90	54,987.50	60,402.60	115,390.10	60,625.00	51,988.33	112,613.33
D. H. Dalton Co., Arkadelphia, Ark.	160	65,979.94	69,530.42	135,510.36	64,854.09	69,985.68	134,839.77
M. K. Orr, Little Rock, Arkansas	100	10,484.23	NONE	10,484.23	12,692.54	NONE	12,692.54
Hartman Clark Bros. Co., Peoria, Ill.	150	151,544.82	75,257.61	226,802.43	163,901.78	77,543.57	241,445.35
Hartman Clark Bros. Co., Peoria, Ill.	150	228,652.34	NONE	228,652.34	219,155.85	NONE	219,155.85
D. F. Jones Const. Co., Little Rock, Ark.	75	54,108.55	22,453.67	76,562.22	54,569.72	24,171.44	78,741.16
J. P. McNulty, Pine Bluff, Ark.	90	80,792.83	34,492.12	115,284.95	83,095.98	37,223.80	120,319.78
Peterson & Earnhart, Montgomery, Ala.	200	147,815.18	NONE	147,815.18	154,547.68	NONE	154,547.68
E. W. Baker & Co., Oklahoma City, Okla.	110	150,951.41	NONE	150,951.41	150,689.37	NONE	150,689.37
Luten Bridge Co., Little Rock, Ark.	150	34,787.41	NONE	34,787.41	34,213.18	NONE	34,213.18
D. F. Jones Const. Co., Little Rock, Ark.	150	150,043.61	46,593.96	196,637.57	152,815.30	59,985.36	212,800.66
D. F. Jones Const. Co., Little Rock, Ark.	100	88,885.05	29,839.81	118,724.86	89,037.67	35,495.58	124,533.25
J. B. Beaver, Benton, Arkansas	115	13,310.25	NONE	13,310.25	13,947.12	NONE	13,947.12
D. F. Jones Const. Co., Little Rock, Ark.	110	27,151.65	NONE	27,151.65	29,023.49	NONE	29,023.49
Parham Const. Co., East St. Louis, Ill.	135	26,759.13	NONE	26,759.13	28,472.58	NONE	28,472.58
Harold A. Worman, Pittsfield, Ill.	180	22,903.61	NONE	22,903.61	24,389.30	NONE	24,389.30
I. P. Shelby, Little Rock, Ark.	60	11,189.78	1,440.30	12,630.08	16,196.65	1,887.35	18,084.00
Prentice & Prentice, Little Rock, Ark.	145	25,232.19	NONE	25,232.19	26,224.27	NONE	26,224.27
Grady Garms, Little Rock, Ark.	120	42,809.83	44,880.29	87,690.12	50,385.20	44,478.22	94,863.42

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job Number	Road and Section Number	Federal Aid Project No.	Local Name of Project	County	Length Miles or Feet	Nature of Work	Date Proposal Received
4148	71-S-15	247-E	Crawford Co. Line-South Road	Crawford	6.166	Grad., Drain. Structures and Concrete Pavement	February 18, 1931
587	67-S-17	281-A	Newport-North Road	Jackson	3.176	Grading and Drainage Structures	February 18, 1931
8160	123-S-3	A. F. P. 123	Big Piney Creek Bridge	Johnson	561.16	1 Struct. Steel and R. C. D. G. Bridge	February 18, 1931
9103	12-S-7	280-A	Long Creek Bridge	Boone	2300.0	1 Struct. Steel & R. C. D. G. Br. and Earth Appro.	February 18, 1931
9123	65-S-4	279-A	Pindall-St. Joe Road	Searcy	4.811	Grad. and Drain. Structs. and Gravel Surfacing	February 18, 1931
9124	65-S-4	279-B	St. Joe-Marshall Road	Searcy	5.879	Grad., Drain. Structs. and Gravel Surfacing	February 18, 1931
9127	65-S-6	278-A	Little Red River Bridge	Searcy	930.0	1 R. C. D. G. Bridge and Earth Approaches	February 18, 1931
10128	67-S-19	269-A 6 Reop.	Pocahontas-Walnut Ridge Road	Lawrence	5.578	Grading and Drainage Structures	February 18, 1931
1130	23-S-2, 3		Ozark-South Bridges	Logan and Franklin	1707.89	9 T. T. and Struct Steel Bridges, Earth App.	February 18, 1931
11032	70-S-19	258-B	Forrest City-West Memphis Road	St. Francis	2.840	Concrete Pavement	February 27, 1931
11033	70-S-18	186-C	Wheatley-Forrest City Road	St. Francis	5.527	Concrete Pavement	February 27, 1931
11040	70-S-18	186-B	Wheatley-Forrest City Road	St. Francis	6.161	Concrete Pavement	February 27, 1931
6124	70-S-15	264-B	Lonoke-Carlisle Road	Lonoke	7.716	Concrete Pavement	February 27, 1931
6146	70-S-15	264-B	Lonoke-Carlisle Road	Lonoke	5.790	Concrete Pavement	February 27, 1931
7156	167-S-1	221-A Reop.	El Dorado-Junction City Road	Union	1.337	Grading	February 27, 1931
899	64-S-6, 7	139 Reo. 141 A Reo.	Atkins-Blackville Road	Pope and Conway	5.777	Grad., Drain. Structures and Concrete Pavement	February 27, 1931
8115	64-S-6	207-B	Russellville-Pottsville Road	Pope	3.576	Grad., Drain. Structures and Concrete Pavement	February 27, 1931
8151	64-S-6	132 Reo. Sec. A	Pottsville-Atkins Road	Pope	4.323	Grad., Drain. Structures and Concrete Pavement	February 27, 1931
8152	64-S-5	266-A	Clarksville-Russellville Road	Johnson	5.742	Concrete Pavement	February 27, 1931
8153	64-S-7	51 Reop.	Morrilton-Plummerville Road	Conway	4.959	Grad., Drain. Structures and Concrete Pavement	February 27, 1931
8154	64-S-7	51 Reo. & 261-A	Plummerville-Menifee Road	Conway	5.704	Grad., Drain. Structures and Concrete Pavement	February 27, 1931
8155	64-S-5	266-A 208-B	Clarksville-Russellville Road	Johnson	7.442	Grad., Drain. Structures and Concrete Pavement	February 27, 1931
3160	151-S-2	271-C	Arkadelphia-Donaldson Road	Clark	3.888	Concrete Pavement	March 25, 1931
3170	167-S-2	32 Reo. Sec. A	Hope-Emmet Bridges	Hempstead	886.0	5 R. C. D. G. and Struct Steel Bridges	March 25, 1931
4162	71-S-16 68-S-0		Fayetteville-Greenland Siloam Springs-Springdale Bridges	Washington and Benton	360.85	1 R. C. D. G. Br. & 1 Br. with Reconst. Steel Span with Tim. Approaches	March 25, 1931
4163	64-S-3	30 Reop. Sec. D	Ozark-Alrua Road	Franklin	4.895	Concrete Pavement	March 25, 1931

TABLE No. 13—(Continued)
FROM JANUARY 1, 1931, TO DECEMBER 31, 1931

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material Furnished By State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished By State	Final Cost of Commitment
Porter Construction Co., Little Rock, Ark.	150	137,150.13	NONE	137,150.13	131,938.86	NONE	131,938.86
W. W. Keaton, Clarendon, Ark.	60	9,951.04	NONE	9,951.04	11,459.91	NONE	11,459.91
Fred Lutjohann, Topeka, Kansas	110	24,336.04	NONE	24,336.04	27,289.06	NONE	27,289.06
Fred Lutjohann, Topeka, Kansas	110	37,891.62	NONE	37,891.68	40,356.57	NONE	40,356.57
Jas. Spencer & Son Const. Co., Hot Springs, Ark.	150	35,263.26	1,119.60	36,382.86	39,962.01	199.34	40,161.35
Jas. Spencer & Son Const. Co., Hot Springs, Ark.	150	42,521.24	1,401.20	43,922.44	46,679.58	476.34	47,155.92
M. H. Franks Const. Co., Marshall, Ark.	150	29,754.87	NONE	29,754.87	35,002.01	NONE	35,002.01
W. W. Keaton, Clarendon, Ark.	150	21,170.38	NONE	21,170.38	22,175.11	NONE	22,175.11
McEachin & McEachin, Little Rock, Ark.	145	59,470.23	NONE	59,470.23	62,469.62	NONE	62,469.62
Ziegler Const. Co., Nashville, Tenn.	80	47,357.80	19,169.70	66,527.50	47,855.29	12,863.98	60,719.27
Ziegler Const. Co., Nashville, Tenn.	100	90,330.24	33,077.58	123,407.82	94,647.32	31,052.34	125,699.66
Ziegler Const. Co., Nashville, Tenn.	110	97,078.12	36,938.28	134,016.40	96,901.57	30,859.80	127,761.37
Merrill Eng. Co., Jackson, Miss.	130	128,120.42	47,334.04	175,454.46	115,317.34	51,941.46	167,258.80
Merrill Eng. Co., Jackson, Miss.	100	95,543.15	35,465.04	131,008.19	89,626.29	30,165.27	119,791.55
D. B. Hill, Little Rock, Ark.	100	19,814.81	NONE	19,814.81	33,365.11	NONE	33,365.11
Garrett Const. Co., Springfield, Mo.	120	109,501.38	33,512.69	143,014.07	118,144.07	26,952.74	145,096.77
Porter Construction Co., Little Rock, Ark.	120	65,840.69	21,072.48	86,913.17	88,658.78	22,102.92	110,761.70
Porter Construction Co., Little Rock, Ark.	120	80,105.02	25,594.45	105,697.47	81,457.79	20,199.96	101,657.75
Garrett Const. Co., Springfield, Mo.	100	87,767.20	33,049.08	120,816.28	87,740.78	25,524.76	113,265.54
Ziegler Construction Co., Nashville, Tenn.	100	73,933.73	28,561.68	102,495.41	78,027.03	22,415.55	100,442.58
Ziegler Construction Co., Nashville, Tenn.	150	104,042.31	34,446.50	138,488.81	101,790.36	27,782.61	129,572.97
Ziegler Construction Co., Nashville, Tenn.	150	116,447.15	43,408.27	159,855.42	115,027.96	32,050.07	147,078.03
J. P. McNulty, Pine Bluff, Ark.	60	56,508.70	26,217.38	82,726.08	56,660.02	18,648.31	75,308.33
L. H. Lacy Co., Dallas, Texas	170	56,275.36	6,026.18	62,301.54	52,192.42	6,043.55	58,235.97
Walsh and Thomas, Little Rock, Ark.	105	15,876.18	1,277.25	17,153.43	16,064.99	1,470.66	17,535.65
Garrett Const. Co., Springfield, Mo.	90	93,544.45	NONE	93,544.45	93,348.89	NONE	93,348.89

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job Number	Road and Section Number	Federal Aid Project No	Local Name of Project	County	Length Miles or Feet	Nature of Work	Date Proposal Received
5133	5-S-6	Ark Em. For. Pro. B-2-A	No. Sylamore Creek Bridge	Stone	859.5	1 Br. including 2 110' Stl Deck Truss Spans	March 25, 1931
6119	5-S-1		N. Little Rock-Faulkner Co. Line Road	Pulaski	4.672	Concrete Pavement	March 25, 1931
6125	70-S-14	268-A	Pulaski County Line-East Road	Lonoke	9.305	Concrete Pavement	March 25, 1931
10184	91-S-1	255-E	Hoxie-Jonesboro Bridges	Lawrence	191.00	3 R. C. D. G. Bridges	March 25, 1931
1131	167-S-9,10	277-B	Saline River Bridges	Grant and Dallas	1228.16	4 R. C. D. G. and Struct. Steel Bridges	March 25, 1931
11049	1-S-6		Indian Bay-St. Charles Road	Monroe	5.482	Grading and Drainage Structures	April 29, 1931
11050	1-S-6		Indian Bay-Turner Road	Monroe	4.985	Grading and Drainage Structures	April 29, 1931
3173	67-S-2	32 Reop. Sec. A	Hope-Overhead Bridge	Hempstead	217.5	1 R. C. D. G. Br. over Mo. Pac. R. R. Tracks	April 29, 1931
490	62-S-2	108 Reo. Sec. C	Rogers-North Road	Benton	9.028	Grading and Drainage Structures	April 29, 1931
4150	62-S-2	108 Reo. Sec. D	Gateway-South Road	Benton	7.232	Grading and Drainage Structures	April 29, 1931
5134	67-S-17	230-A Reop. & Extnd	Alicia-Tuckerman Road	Jackson	11.478	Grad., Drain. Structures and Concrete Pavement	April 29, 1931
5135	67-S-17	23 Reop.	Tuckerman-Newport Road	Jackson	5.915	Grad., Drain. Structures and Concrete Pavement	April 29, 1931
694	51-S-3	271-D	Donaldson-Friendship Road	Hot Spring	6.144	Grad., Drain. Structures and Concrete Pavement	April 29, 1931
6112	5-S-2		White Co. Line-Pulaski Co. Line Rd.	Faulkner	7.872	Grading and Drainage Structures	April 29, 1931
6123	70-S-16	185-D	DeValls Bluff-Brasfield Road	Prairie	4.511	Concrete Pavement	April 29, 1931
6129	5-S-1		N. Little Rock-Faulkner Co. Line Road	Pulaski	7.988	Crushed Stone Surfacing	April 29, 1931
7160	2-S-7		Strong-Crosssett Road	Union	14.498	Gravel Surfacing	April 29, 1931
8158	65-S-8	174-B	Little Red River Bridge	Van Buren	2800.0	1 Str. Steel & Reinf. Conc. Br. and 1-2 Mi. Em.	April 29, 1931
8161	64-S-7	141-C	Morrilcon-Blackville Bridges	Conway	540.33	2 Structural Steel and Reinf Conc. Bridges	April 29, 1931
921	23-S-5		War Eagle Creek Bridge	Madison	300.0	1 Structural Steel and Tr. Timber Bridge	April 29, 1931
950	65-S-5	279-C	Marshall-St. Joe Road	Searcy	5.780	Grading and Drainage Structures	April 29, 1931
953	65-S-5	279-D	Marshall-St. Joe Bridges	Searcy	521.0	2 R. C. D. G. Bridges	April 29, 1931
10179	67-S-22	205A-Reo 276A-Reo 273-B	Paragould E. & Corn- ing North Bridges	Greene and Clay	3002.0	10 Steel, Conc. & Timber Brs. New and Reconst.	April 29, 1931
10183	79-S-1	6 Reo & 20 269-B	Walnut Ridge-Poca- hontas No. to May- nard Bridges	Lawrence and Randolph	500	5 R. C. D. G. Bridges	April 29, 1931
1128	167-S-9,10	46B Reo & 277-C	Sheridan-South Road	Grant and Dallas	2.958	Grading	April 29, 1931

TABLE No. 13—(Continued)
 FROM JANUARY 1, 1931, TO DECEMBER 31, 1931

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material Furnished By State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished By State	Final Cost of Commitment
Lyle and McWilliams, Mena, Ark.	120	14,638.28	NONE	14,638.28	16,152.36	NONE	16,152.36
E. W. Baker & Co., Oklahoma City, Okla.	90	82,756.59	16,616.96	99,373.55	76,815.69	16,561.35	93,377.04
J. P. McNulty, Pine Bluff, Ark.	130	155,389.91	62,598.59	217,988.50			
Harold A. Worman, Pittsfield, Ill.	110	11,259.82	1,106.30	12,396.12	10,408.92	1,403.50	11,812.42
S. J. Cohen and Co., Blytheville, Ark.	175	70,744.47	NONE	70,744.47	75,973.02	NONE	75,973.02
Bunnell & Mack, Paragould, Ark.	210	29,963.69	NONE	29,963.69			
Bunnell & Mack, Paragould, Ark.	220	37,945.32	NONE	37,945.32	41,253.06	NONE	41,253.06
Carter Construction Co., Little Rock, Ark.	90	15,591.10	1,760.02	17,351.12	16,190.10	1,596.99	17,787.09
T. L. Thogmorton & Son, Batesville, Ark.	180	43,226.65	NONE	43,226.65	44,766.80	NONE	44,766.80
W. P. McGeorge & Co., Pine Bluff, Ark.	200	65,383.54	NONE	65,383.54			
D. H. Dalton Co., Arkadelphia, Ark.	180	177,962.89	62,312.14	240,275.03	185,965.46	49,413.53	235,378.99
D. H. Dalton Co., Arkadelphia, Ark.	120	93,741.75	33,398.86	127,140.64			
J. P. McNulty, Pine Bluff, Ark.	150	87,178.39	34,983.18	122,161.57	86,102.99	29,064.10	115,167.09
Hill & Evans, Little Rock, Ark.	210	61,829.89	NONE	61,829.89	30,783.87	NONE	30,783.87
Hays Construction Co., Jackson, Tenn.	90	70,801.49	27,923.70	98,725.19			
A. C. Kennedy, Little Rock, Ark.	120	19,675.00	534.60	20,209.60	19,297.34	516.40	19,813.74
DeLamar & Allison, Arkadelphia, Ark.	90	18,192.81	73,809.85	92,002.66	37,828.35	29,860.49	67,688.84
M. K. Orr, Little Rock, Ark.	145	46,154.81	NONE	46,154.81	50,509.19	NONE	50,509.19
M. K. Orr, Little Rock, Ark.	175	38,751.43	3,385.27	42,137.70			
Torbett Const. Co., Garfield, Ark.	100	10,307.14	NONE	10,307.14	10,491.63	NONE	10,491.63
W. P. McGeorge, Pine Bluff, Ark.	240	76,897.43	NONE	76,897.43	89,122.94	NONE	89,122.94
M. H. Franks, Marshall, Ark.	180	37,524.46	NONE	37,524.46	41,913.73	NONE	41,913.73
Fire Construction Co., Dickenson, Tenn.	185	77,625.21	NONE	77,625.21	81,492.21	NONE	81,492.21
E. O. Katsmo Const. Co., Memphis, Tenn.	115	27,400.68	2,477.65	29,878.33			
W. E. Callahan Const. Co., St. Louis, Mo.	210	47,927.44	NONE	47,927.44	49,488.40	NONE	49,488.40

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS

State Job Number	Road and Section Number	Federal Aid Project No.	Local Name of Project	County	Length Miles or Feet	Nature of Work	Date Proposal Received
3161	27-S-4	274-B	Murreesboro-Nashville Bridges	Pike	1711.0	3 Reint. Conc. and Struct. Steel Bridges	May 21, 1931
4161	62-S-2	108 Reo. Sec. CPrl	Sugar Creek Bridge	Benton	140.0	1 R. C. D. G. Bridge	May 21, 1931
6122	70-S-16	267-A	Matzen-DeValls Bluff Road	Prairie	8.125	Concrete Pavement	May 21, 1931
7162	167-S-1	221-A Reop.	El Dorado-Junction City Bridges	Union	502.46	4 R. C. D. G. Bridges	May 21, 1931
9126	7-S-15		Buffalo River Bridge	Newton	2794.9	1 Reint. Conc. and Struct. Steel Bridge	May 21, 1931
10129	67-S-20	269-C	Pocahontas-Walnut Ridge Road	Randolph	7.757	Grading and Drainage Structures	May 21, 1931
10170	63-S-6		Nettleton-Truman Bridges	Craighead	472.0	4 I-Beam and R. C. Slab Bridges	May 21, 1931
1133	2-S-2, 3		Lewisville-Waldo Bridges	Lafayette and Columbia	1338.33	3 Bridges Reconstructed	May 21, 1931

TABLE No. 13—(Continued)
 FROM JANUARY 1, 1931, TO DECEMBER 31, 1931

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material Furnished By State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished By State	Final Cost of Commitment
Kochtitzky & Johnson, Inc. Forrest City, Ark.	160	82,464.87	NONE	82,464.87			
L. A. Pace, Bentonville, Ark.	90	12,668.59	NONE	12,668.59	13,131.71	NONE	13,131.71
D. F. Jones Constr. Co., Little Rock, Ark.	150	160,074.81	NONE	160,074.81			
F. A. Gerig & Co., Arkadelphia, Ark.	110	27,575.52	NONE	27,575.52	30,096.78	NONE	30,096.78
Fred Lutjohann, Topeka, Kansas	150	55,224.09	NONE	55,224.09	55,553.56	NONE	55,553.56
Harold A. Worman, Pittsfield, Ill.	210	37,846.18	NONE	37,846.18			
W. L. Sharpe, Memphis, Tenn.	110	22,081.94	NONE	22,081.94	23,672.79	NONE	23,672.79
J. F. Mullins, Pine Bluff, Ark.	115	16,541.51	NONE	16,541.51	19,280.76	NONE	19,280.76
TOTALS		\$5,767,300.50	1,427,748.10	7,195,048.60			

TABLE No. 13—(Continued)

RECORD OF ROAD AND BRIDGE CONTRACTS AWARDED

State Job No.	Road and Section No.	Federal Aid Project No.	Local Name of Project	County	Length Mi. or Ft.	Nature of Work	Date Proposal Received
3181	67-S-2	E-32 & E-263-C	Hope-Emmet Road	Hempstead	7.918	Grading & Concrete Pavement	Nov. 10, 1932
5136	67-S-17	E-281-A	Newport North Road	Jackson	2.612	Grading & Concrete Pavement	Nov. 10, 1932
8168	7-S-8	E-A-7-C	Ola-Hor Springs Bridges	Perry	1350.11'	4-R.C.D.G., 2-R.C.D.G. with 2 Truss, Spans-Bridges & 0.034 Mi. Emb.	Nov. 10, 1932
8176	7-S-8	E-A-7-C	Ola-Hor Springs Road	Perry	8.814	Grading and Drainage Structures	Nov. 10, 1932
11058	70-S-19	E-258-G	St. Francis River Bridge	St. Francis	921.23'	Structural Steel and Reinf. Concrete Bridge	Nov. 15, 1932
11052	70-S-18	E-186-F	Forrest City Connection Road	St. Francis	0.374	Grad. and Drain. Structures & Concrete Pavement	Nov. 22, 1932
3188	67-S-6	E-271-F	Caddo River Bridge	Clark	414'	One Reinf. Conc. Structural Steel Bridge & 0.017 Mi. Em. and Concrete	Nov. 22, 1932
6154	70-S-16	E-267-D	DeValls Bluff Culvert	Prairie	105'	Reinf. Conc. Box Culvert	Nov. 22, 1932
3187	67-S-3	E-201-A E-200-D E-200-A	Emmet-Little Mo. River Road	Nevada	1.863	Concrete Pavement	Dec. 15, 1932
3189	67-S-1	E-7	Texarkana-Fulton Road	Miller	0.345	Concrete Pavement	Dec. 15, 1932
6156	70-S-16	E-165-D	DeValls Bluff-Brasfield Road	Prairie	1.844	Sodding	Dec. 15, 1932
9133	65-S-5	E-279-E	Marshall-St. Joe Road	Searcy	0.292	1 Triple 10x7x46'-8" R. C. Culv. & 0.292 Mi. Grad.	Dec. 15, 1932
10176	63-S-7	E-180-A	Marked Tree-Floodway Bridges	Poinsett	3.076	Remod. 1 Brdge, Const. 5 Struct. Steel & R. C. Brdg., Superstruct. on T. T. Pile Bents, Conc. Piers & Abutments-0.879 Mi. & Grad., M. D. Structure & Gravel Surf. - 2.197 Mi.	Dec. 15, 1932

TABLE No. 13—(Continued)
 FROM JANUARY 1, 1932, TO DECEMBER 31, 1932

Name and Address of Contractor	Working Time Calendar Days	Amount of Contract Award	Estimated Cost of Material to be Furnished By State	Total Commitment	Final Payment to Contractor	Final Cost of Material Furnished By State	Final Cost of Commitment
J. B. McCrary Co., Atlanta, Ga.	175	140,217.91	11.80	140,229.71			
A. C. Kennedy, Little Rock, Ark.	90	57,869.23	5.90	57,875.13			
McEachin & McEachin, Little Rock, Ark.	200	81,921.27	35.40	81,956.67			
Barson Bros., Dardanelle, Ark.	180	18,302.38	329.84	18,632.22			
Wis. Bridge & Iron Co., Milwaukee, Wis.	June 30, '33	183,105.86	5.90	183,111.76			
Hayes Const. Co., Jackson, Tenn.	90	9,533.53	5.90	9,539.43			
Luten Bridge Co., Little Rock, Ark.	190	40,227.97	5.90	40,233.87			
Hayes Construction Co., Jackson, Tenn.	100	1,584.36	NONE	1,584.36			
J. B. McCrary Co., Hope, Ark.	150	35,734.61	14.75	35,749.36			
Chas. A. Thomas, Benton, Ark.	90	8,518.75	5.90	8,524.65			
Kochitzky & Johnson, Forrest City, Ark.	150	492.89	NONE	492.89			
D. F. Jones Construction Company, Inc., Little Rock, Ark.	120	5,694.07	5.90	5,699.97			
S. J. Cohen Co., Blytheville, Ark.	180	206,228.61	848.70	207,077.31			
TOTALS		\$789,431.44	\$ 1,275.89	\$790,707.33			

SECTION II

Summary of Report

It will be noted in the following report that only consolidated statements of the financial transactions are shown, although in our previous reports receipts and expenditures are listed in detail.

Due to the fact this Department has been audited by an outside firm of public accountants and for the reason that their report which is also submitted by them at this time, said report containing masses of details relative to the operations of the Department up to and including February 29, 1932, this Commission has merely compiled a concise resume of its activities and, for economic reasons, have foregone the usual voluminous report.

ROAD CONSTRUCTION AND PARITY

By reference to the consolidated statement of expenditures directly chargeable to counties, it is to be noted that this statement includes all amounts paid out in respect to Road Improvement Districts in each county, the amount of county turnback paid to the respective county judges and the amount of road construction, and it will be seen that the Parity Plan, as provided for under the Martineau Law, has been carried out as closely as was humanly possible.

In submitting this report, the Commission wishes to call attention to the amounts expended in the respective counties as compared to the total revenue paid in by the counties which is shown in the statement of returns from Automobile and Gasoline Tax for the six years. A total amount of maintenance expended in each county is also shown in this consolidated statement.

ROAD MAINTENANCE

During the past two years, owing to a world wide lull in all avenues of commerce, the revenues of the Highway Department suffered a very substantial decrease over the normal expectancy and this, naturally, brought about a

chaotic condition in our finances, making it unfortunately a necessity to neglect the maintenance of our roads. In considering the future operations of this Department, this Commission deems it vitally important that strenuous efforts be made to maintain, or at least preserve, the large investment which we have in our highways by proper maintenance so that when automobile traffic increases the state will reap the benefits of the normal increase in license and gasoline taxes.

While the members of this Commission realize that almost everyone in the state appreciates the fact as above related, we feel any comments we might make would not be complete without direct reference to this subject.

The engineering section of this report treats in detail upon the Legislative Acts affecting the Department, also the miles and types of roads constructed by this Commission, and your attention is respectfully directed to these matters of information in this section of the report.

As stated previously, the Commission has, for financial reasons, deemed it inexpedient to make a large and voluminous report, as details are readily accessible and will be gladly furnished to any members of the Legislature or other officials desiring further information.

TABLE No. 15
CONSOLIDATED STATEMENT
HIGHWAY EXPENDITURES, LEGISLATION AND OTHER DEPARTMENTAL CHARGES
MARCH 1, 1927, TO AUGUST 31, 1932

HIGHWAY DEPARTMENT EXPENDITURES	
Administrative, General Office, Tags, Etc.....	\$ 1,279,898.03
Road Maintenance and District Office Expense.....	11,585,052.32
Little Rock Shops—General Office Charges and Patrol Division.....	2,065,644.74
Road Construction and Division Engineering Cost.....	77,719,717.48
Undistributed Engineering Charge—Laboratory Cost, Etc.....	1,658,619.22
Turnback to Counties.....	8,796,797.80
Participation Paving Cities and Towns.....	1,061,749.29
Road Improvement District Bonds.....	16,987,525.00
Road Improvement Districts Interest and Paying Charges.....	16,631,873.88
Road Improvement Districts Claims, Act 153, Etc.....	1,086,447.98
Interest on State Highway Bonds.....	12,214,792.59
TOTAL HIGHWAY DEPARTMENT EXPENDITURES.....	\$151,088,118.33
OTHER LEGISLATIVE AND DEPARTMENTAL CHARGES	
Bus Division Railroad Commission.....	38,550.00
Attorney General's Office.....	24,600.00
Revenue Department.....	1,908,051.41
Department of Aeronautics.....	22,719.53
Land Office.....	6,600.00
Auditorial Department.....	10,999.85
Highway Audit Commission.....	200,000.00
Agricultural Bureau.....	50,000.00
Penitentiary.....	100,000.00
General Revenue.....	175,750.00
Military Department.....	20,000.00
Toll Bridges.....	143,521.44
Banks.....	944,269.62
Expense Legislative Sessions.....	26,781.70
Expenses Advertising State.....	7,750.00
Lower Freight Rates.....	400.00
Ben Jarvis Injury Claim.....	2,573.63
Taxes on Earl Wright Place.....	1,233.45
Road Improvement District No. 26.....	30,000.00
State Capitol Driveways.....	47,869.22
General Deficiency Bill.....	40,341.17
Bad Checks Charged Back to Department.....	55,823.60
TOTAL OTHER DEPARTMENTAL CHARGES.....	3,857,834.62
GRAND TOTAL EXPENDITURES FOR PERIOD.....	154,945,952.95
Additional Outstanding Items March 1, 1927.....	287,501.01
	155,233,453.96
Deduct Outstanding Warrants, Vouchers, Etc., August 31, 1932.....	2,450,355.39
Net Charges to Highway Fund in Treasury.....	152,783,098.57
Net Receipts to Treasury During Period Including Balance March 31, 1927.....	153,142,006.33
Balance State Treasury Various Highway Funds.....	358,907.76
	152,783,098.57

TABLE No. 16

SUMMARY OF RECEIPTS CREDITED TO HIGHWAY FUND IN HANDS OF STATE TREASURER
FROM MARCH 1, 1927, TO AUGUST 31, 1932

	1927-28	1928-29	1929-30	1930-31	1931-32	1932-33	TOTAL
Auto License	\$ 3,316,733.42	\$ 3,673,895.65	\$ 4,404,509.48	\$ 2,633,378.05	\$ 3,454,759.60	\$ 1,037,759.16	\$ 18,721,035.36
Gasoline Tax	4,573,635.51	5,634,666.77	6,690,463.55	6,735,108.04	5,701,858.33	2,145,015.88	31,480,748.08
Auto Division	46,027.60	36,058.40	44,379.20	32,771.00	41,586.26	11,014.00	211,836.46
Land Division	10,659.99	7,540.00	943.63	332.30			19,475.92
Delinquent Gasoline Tax	84,242.66	64,326.03	15,612.07				164,180.76
Refunds Collected Under Act 112	317,238.74	198,730.99	85,064.58	5,069.35	2,267.29	5,453.35	611,824.30
Miscellaneous	39.00	1,588.00	5,457.77	31,795.07	92,941.40	27,620.38	159,441.62
Refunds, Freight and Sacks	1,015.90	2,470.41	1,629.97	764.11	155.54		6,035.93
Motor Vehicle Carrier Tax	13,245.04	21,782.09	78,354.92	50,486.67	37,778.21	29,326.48	230,973.41
Miscellaneous Attorney General	1,017.75	1,648.85	295.29	459.83	8.75	31,355.70	34,786.17
Federal Aid	454,186.92	1,393,373.31	898,943.86	1,870,390.42	5,270,492.82	656,597.21	10,533,984.54
Flood Relief				676,392.29	540,575.89		1,216,968.13
Delinquent Auto Tax, Attorney General	8,596.82	30,719.60	28,586.25			231.95	68,134.62
Proceeds From Note Sale	13,000,000.00	13,000,000.00	23,000,000.00	18,000,000.00	16,824,688.89		83,824,688.89
Premiums and Interest	235,625.00	173,148.56	266,127.58	67,601.90			742,503.04
Refunds R. R. Co., Overhead Passes		11,926.50	43,074.11	8,904.79			63,905.40
Refund Dardanelle Pontoon Bridge		6,618.74					6,618.74
Transfer Various Banks		158,821.59	127,873.39				286,694.98
Refunds County Highway Fund				9,486.69			9,486.69
NET RECEIPTS	\$ 22,062,264.35	\$ 24,617,315.49	\$ 35,689,315.65	\$ 30,122,940.51	\$ 31,967,112.98	\$ 3,934,374.11	\$ 148,393,323.09

DEPARTMENTAL AND FUND TRANSFERS NOT OFFSET IN STATEMENTS OF DISBURSEMENTS

Short Term Notes January 15, 1931	15,000,000.00						15,000,000.00
Toll Bridge Advance out of Construction Fund		176,866.13	16,713.79				193,579.92
Transferred from Sinking Fund						7,400.00	7,400.00
Agricultural Credit Corporation Notes				1,450,000.00			1,450,000.00
Expense of Legislature						10,000.00	10,000.00
Gross Receipts Credited to State Highway Fund by Treasurer	\$ 22,062,264.35	\$ 24,794,181.62	\$ 35,706,029.44	\$ 45,122,940.57	\$ 33,417,112.98	\$ 3,951,774.11	\$ 165,054,303.01

TABLE No. 17
 COMPARATIVE STATEMENT OF GENERAL AND ADMINISTRATIVE EXPENSES
 FROM MARCH 1, 1927, TO AUGUST 31, 1932

	1927-28	1928-29	1929-30	1930-31	1931-32	1932	TOTAL
Administrative Expense—							
Salaries—							
Executive	\$ 12,644.39	\$ 12,812.44	\$ 18,224.95	\$ 24,900.00	\$ 29,925.00	\$ 10,291.65	\$108,798.43
Auditing and Clerical.....	30,275.00	35,772.50	41,716.66	39,293.33	34,303.33	13,300.00	194,660.82
Stenographers.....	24,143.15	24,668.29	19,468.76	18,651.67	15,675.83	5,110.00	107,717.70
Auto Division.....	22,823.89	24,746.86	27,148.89	36,508.43	31,131.51	11,579.75	153,939.33
Maintenance Division.....	16,535.00	15,349.16	5,125.00	1,650.00	-----	-----	38,659.16
Construction.....	23,886.66	12,672.50	16,110.00	5,560.00	-----	7,203.87	65,433.03
Land Division.....	9,000.00	9,000.00	-----	-----	-----	-----	18,000.00
Total Salaries.....	\$139,308.09	\$135,021.75	\$127,794.26	\$126,563.43	\$111,035.67	\$ 47,485.27	\$687,208.47
General Office—							
Postage.....	5,170.21	7,000.00	7,075.00	8,121.69	5,400.00	2,797.55	35,564.45
Water and Ice.....	725.94	749.00	660.50	350.50	257.00	206.50	2,949.44
Telephone and Telegraph.....	4,393.25	5,528.07	7,482.92	8,480.06	7,938.95	2,296.60	36,119.85
Commis'ner's Trav. Exp.....	3,929.50	2,701.84	3,025.93	2,218.72	1,622.36	541.67	14,040.02
Subscriptions.....	234.01	54.26	44.76	23.86	5.00	3.00	364.89
Sundry Trav. Exp.....	1,804.17	3,480.88	2,937.08	3,997.04	4,824.88	549.14	17,593.19
Office Print. & Stationery.....	23,199.34	25,764.16	14,611.87	11,592.46	6,080.61	1,242.20	82,490.64
General Expense.....	836.63	1,006.81	2,115.93	4,281.31	1,226.86	550.69	10,018.23
Office Maint. & Supplies.....	8,549.62	7,309.73	7,684.86	8,482.33	6,727.84	753.70	39,508.08
Office Equipment.....	2,528.12	3,157.89	6,449.77	4,784.84	2,940.90	-----	19,861.52
Legislation Expense.....	378.00	-----	-----	-----	193.00	-----	571.00
Fidelity Bonds & Prems.....	2,000.00	1,798.92	1,765.00	1,902.50	1,070.00	700.00	9,236.42
Legal Expense.....	1,050.75	2,999.45	8,651.41	8,462.09	8,119.10	758.40	30,041.20
Insurance on Equipment.....	273.02	251.48	75.10	43.62	-----	-----	643.22
Binders Land Dept.....	222.00	-----	-----	-----	-----	-----	222.00
Bonds Data.....	126.30	-----	-----	-----	-----	-----	126.30
Printing Biennial.....	-----	9,287.40	-----	18,985.25	-----	-----	28,272.65
Injured Emp. Settlement.....	-----	-----	3,212.43	10,109.38	10,931.45	1,153.90	25,407.16
Total Gen. Office Exp.....	\$ 55,420.86	\$ 71,089.89	\$ 65,792.56	\$ 91,835.65	\$ 57,337.95	\$ 11,533.35	\$353,030.26
Auto Division—							
License Tag Expense.....	244.92	400.51	198.88	118.78	22.99	13.70	999.78
License Tags.....	45,338.41	26,341.64	37,755.50	24,119.32	18,692.44	-----	152,247.31
Printing & Stationery.....	6,941.65	6,932.67	17,369.80	19,394.49	15,324.12	541.65	66,504.38
General Expense.....	-----	-----	-----	258.32	1,305.96	48.50	1,612.78
Traveling Expenses.....	-----	-----	858.79	3,008.20	3,542.92	1,535.74	8,945.65
Total Auto Division Exp.....	\$ 52,524.98	\$ 33,674.82	\$ 56,182.97	\$ 46,899.11	\$ 38,888.43	\$ 2,139.59	\$230,309.90
Construction Division—							
Engineering Equipment.....	943.59	-----	-----	-----	-----	-----	943.59
Sundry Trav. Exp.....	91.47	92.47	-----	-----	-----	-----	183.94
Office Supplies.....	-----	193.19	-----	-----	-----	-----	193.19
Statistician Trav. Exp.....	-----	1,979.39	-----	-----	-----	-----	1,979.39
Bridge Val. Survey.....	-----	1,582.86	-----	-----	-----	-----	1,582.86
Flood Relief.....	-----	619.50	-----	-----	-----	-----	619.50
Total Const. Div. Exp.....	\$ 1,035.06	\$ 4,467.41	\$ -----	\$ -----	\$ -----	\$ -----	\$ 5,502.47
Maintenance Division—							
Inspector's Trav. Exp.....	1,963.83	-----	-----	-----	-----	-----	1,963.83
Insurance Shop Stock.....	781.50	-----	-----	-----	-----	-----	781.50
Inspector's Bonds.....	-----	-----	126.00	-----	-----	-----	126.00
Inspector's Uniforms.....	-----	-----	975.60	-----	-----	-----	975.60
Total Maint. Div. Exp.....	2,745.33	-----	1,101.60	-----	-----	-----	3,846.93
Total General Expense.....	\$111,726.23	\$109,232.12	\$123,077.13	\$138,734.76	\$ 96,226.38	\$ 13,692.94	\$592,689.56
Grand Total General and Administrative Expense.....	\$251,034.32	\$244,253.87	\$250,871.39	\$265,298.19	\$207,262.05	\$ 61,178.21	\$1,279,898.03

TABLE No. 18
 CONSOLIDATED STATEMENT OF EXPENDITURES
 DIRECTLY CHARGEABLE TO COUNTIES UNDER PARITY PLAN, FROM MARCH 1, 1929, TO AUGUST 31, 1932

County	Bonds Outstanding Jan. 1, 1927	Paid on Principal	Interest and Paying Charges	Total Paid on Bonds and Interest	City Paving Aids and 85	Paid on Kirby Decision Act 138 and Act 248	Turnback to Counties	Road Construction	Total Expended for Counties	County Expenditures Maintenance
Arkansas	\$ 3,594,556.50	\$ 1,149,756.05	\$ 943,501.43	\$ 2,093,257.48	..	\$ 29,301.50	\$ 74,476.26	\$ 150,980.20	\$ 2,357,015.44	\$ 171,131.75
Ashley	636,268.24	145,836.86	176,539.72	322,076.58	..	31,829.19	82,247.62	807,560.01	1,243,713.20	212,546.98
Baxter	174,000.00	20,000.00	49,357.73	75,357.73	..	17,247.88	36,684.03	455,928.48	585,217.89	89,518.69
Benton	1,507,500.00	384,000.00	401,696.35	785,696.35	23,684.38	136,184.91	114,755.06	1,006,366.55	2,071,333.85	250,274.14
Boone	72,000.00	22,000.00	18,553.71	40,553.71	9,649.31	..	113,195.51	1,135,328.25	1,298,726.78	138,885.04
Bradley	..	..	..	..	12,089.30	6,860.22	147,113.82	832,274.38	998,337.82	63,563.48
Callhoun	..	..	..	..	..	..	108,049.08	598,759.46	706,808.54	76,120.94
Carroll	340,998.95	62,452.20	83,712.02	152,164.22	27,903.25	1,446.16	89,066.47	648,339.71	946,298.10	144,474.31
Chicot	1,684,065.35	447,910.00	447,113.99	895,023.99	4,389.51	1,555.29	64,919.45	375,565.50	1,350,772.43	216,350.99
Clark	521,000.00	149,000.00	112,884.76	261,884.76	12,229.79	..	88,173.37	1,751,218.89	2,123,639.26	166,296.67
Clay	..	..	..	..	1,449.02	..	335,260.82	1,507,743.47	1,714,453.31	117,996.12
Cleburne	..	..	..	..	..	4,884.34	115,626.03	667,772.96	783,398.99	64,895.79
Cleveland	302,000.00	90,500.00	113,423.37	203,923.37	..	..	63,336.87	934,321.19	1,205,165.77	120,201.69
Columbia	151,000.00	75,000.00	35,321.10	110,321.10	25,539.52	5,554.82	144,746.17	1,295,744.27	1,581,904.88	133,510.28
Conway	1,423,000.00	466,500.00	343,741.32	810,241.32	9,704.00	8,115.27	63,430.60	698,283.09	1,596,173.67	167,189.23
Craighead	831,000.00	255,000.00	204,581.98	459,581.98	4,852.84	53,299.45	119,375.33	1,421,988.32	2,068,797.92	165,489.31
Crawford	1,000.00	7,500.00	2,819.50	10,319.50	3,470.72	7,142.34	220,421.88	1,810,529.21	2,051,783.65	78,962.28
Crittenden	5,233,500.00	1,107,500.00	1,479,184.41	2,586,684.41	3,590.29	16,771.42	87,516.81	3,145,004.19	5,831,839.50	234,741.35
Cross	1,433,500.00	389,500.00	419,131.13	808,631.13	8,886.10	7,028.61	94,619.74	727,628.22	1,654,579.59	112,780.55
Dallas	676,000.00	140,000.00	169,206.44	309,206.44	24,295.10	16,946.15	78,460.96	470,896.14	909,027.68	179,845.31
Dasha	890,670.93	265,145.95	247,190.96	512,336.91	6,527.14	8,942.85	71,569.05	753,565.33	1,352,741.28	93,234.44
Drew	233,700.56	68,496.69	62,234.97	128,731.66	13,149.21	185.46	150,167.32	986,563.29	1,279,566.26	115,514.52
Faulkner	1,022,000.00	272,000.00	209,755.05	571,755.05	3,495.07	..	130,536.31	1,408,605.35	1,581,212.30	95,582.60
Franklin	220,000.00	83,000.00	52,304.73	135,304.73	..	37,648.58	49,718.78	1,053,367.99	1,151,734.35	120,506.57
Fulton	180,568.88	54,659.62	53,252.42	107,912.04	..	..	189,414.33	1,808,886.30	2,271,350.37	100,790.67
Garland	513,834.85	156,088.15	120,624.68	256,712.73	2,895.00	13,451.01	36,177.73	610,900.60	1,170,356.60	173,231.82
Grant	817,001.22	290,001.65	225,517.89	515,619.54	..	7,758.72	224,904.71	1,258,291.65	1,560,147.14	80,230.83
Greene	102,000.00	20,500.00	27,203.71	47,703.71	4,711.51	24,535.95	149,769.70	1,134,828.35	1,710,390.02	154,340.65
Hempstead	731,111.13	236,407.73	169,577.60	405,985.23	18,530.54	1,275.60	158,813.38	2,087,912.38	2,272,154.57	80,829.70
Hot Spring	..	..	..	..	18,571.99	..	91,766.61	506,843.87	1,053,367.99	120,506.57
Howard	671,013.26	157,480.89	175,477.75	332,957.84	33,584.76	102,723.57	116,820.18	1,294,092.03	1,609,133.54	137,112.46
Independence	230,923.04	66,429.96	76,005.43	142,435.39	31,537.12	552.70	46,863.12	425,627.02	575,224.18	63,501.05
Izard	229,508.08	44,310.42	58,293.62	102,704.04	..	30.00	78,879.25	911,098.83	1,449,551.86	132,038.77
Jackson	787,500.00	260,000.00	179,946.35	439,946.35	5,838.65	10,134.38	199,444.38	2,000,814.70	2,919,567.10	310,796.38
Jefferson	1,142,904.91	402,693.70	275,022.69	677,716.39	26,641.30	347.19	70,169.48	1,183,785.70	1,414,880.18	124,826.27
Johnson	268,000.00	88,000.00	69,286.25	157,286.25	1,638.80	1,999.95	78,127.31	441,225.83	645,284.24	83,326.26
Lafayette	206,000.00	78,000.00	47,930.50	125,930.50	..	..	67,467.74	1,208,938.48	1,892,855.49	181,105.70
Lawrence	1,083,500.00	331,000.00	280,594.35	611,594.35	2,624.61	2,330.41	..	..	..	..

TABLE No. 18—(Continued)
CONSOLIDATED STATEMENT OF EXPENDITURES
DIRECTLY CHARGEABLE TO COUNTIES UNDER PARITY PLAN, FROM MARCH 1, 1929, TO AUGUST 31, 1932

County	Bonds Outstanding Jan. 1, 1927	Paid on Principal	Interest and Paying Charges Paid	Total Paid on Bonds and Interest	City Paving Accounts and \$5	Paid on Act 183 and Kirby Decision	Act 248	Turnback to Counties	Road Construction	Total Expended for Counties	County Maintenance Expenditures
Lee	466,000.00	199,900.00	106,082.01	305,982.01	.....	.....	.....	244,042.53	865,807.23	1,385,831.77	96,245.36
Lincoln	520,201.82	189,910.70	118,661.08	288,571.78	.....	.....	.....	62,366.48	383,470.61	739,414.99	124,213.48
Little River	1,590,000.00	481,500.00	367,447.73	848,947.73	.....	.....	.....	47,539.97	31,930.50	931,438.20	125,130.77
Logan	35,000.00	20,500.00	6,986.76	27,486.76	20,845.23	.....	29,700.82	204,222.81	1,943,545.50	2,186,404.64	125,333.52
Leon	1,132,259.80	398,004.50	284,581.64	682,586.14	1,377.81	.....	.....	111,128.71	1,440,617.32	2,235,659.98	236,590.21
Madison	175,601.05	43,672.80	41,184.61	84,857.41	.....	.....	.....	52,150.17	592,443.05	729,440.63	109,834.44
Marion	342,600.00	196,100.00	78,677.19	274,777.19	7,804.29	.....	.....	95,083.39	810,018.45	905,101.84	81,741.12
Miller	561,000.00	1,225,000.00	1,868,975.85	3,093,975.85	4,123.18	805.30	.....	126,228.04	1,719,962.02	2,128,771.54	114,401.81
Mississippi	508,000.00	102,600.11	147,936.38	310,626.49	5,917.29	22,202.77	11,661.38	165,663.90	530,602.74	3,795,260.97	229,874.88
Monroe	80,000.00	22,000.00	20,959.71	42,959.71	.....	8,700.92	.....	84,445.79	632,538.92	1,781,610.35	145,922.96
Montgomery	36,388.87	4,592.77	3,511.41	8,104.18	12,274.64	6,670.20	.....	178,472.88	1,138,068.35	1,343,650.25	77,990.12
Nevada	185,487.69	42,540.39	55,727.07	98,287.46	.....	42,044.28	4,756.76	132,127.57	1,585,691.21	1,804,463.07	129,802.66
Newton	70,500.00	23,000.00	18,375.74	41,375.74	.....	.....	.....	71,476.80	805,490.28	918,342.82	77,888.81
Perry	3,122,000.00	573,000.00	840,084.51	1,413,084.51	5,637.25	2,770.91	2,653.91	121,511.32	88,303.50	1,634,161.40	113,112.08
Phillips	1,650,500.00	401,500.00	431,456.03	832,956.03	.....	176,905.30	.....	114,315.45	965,134.07	1,079,449.52	87,531.58
Pike	736,500.00	243,500.00	205,789.98	450,289.98	1,790.22	.....	.....	98,317.55	1,059,998.05	2,138,205.93	177,856.73
Poinsett	999,295.25	174,432.75	289,318.43	443,751.18	13,361.74	.....	4,622.99	59,519.37	521,759.45	1,033,350.02	172,096.36
Polk	1,144,608.72	313,575.59	304,082.42	617,658.01	.....	157,236.74	.....	84,600.70	947,726.15	1,494,152.76	129,098.98
Pope	8,683,272.13	2,300,876.90	2,041,321.54	4,342,198.44	126,372.42	12,198.50	42,438.50	379,598.51	1,122,174.30	1,949,060.85	175,730.31
Prairie	185,500.00	125,000.00	43,851.02	168,851.02	4,947.55	.....	.....	121,995.31	1,022,332.21	1,318,126.09	133,435.81
Pulaski	181,677.39	57,024.20	43,088.96	100,113.16	9,731.22	12,221.10	3,616.32	86,921.99	675,831.15	888,434.94	85,026.90
Randolph	.....	46,269.72	58,240.73	104,510.45	.....	11,137.07	.....	124,050.44	949,268.57	1,073,303.01	75,417.37
Saline	211,910.12	323,519.91	300,951.83	624,471.74	37,011.34	.....	.....	48,265.49	918,012.39	1,081,865.40	104,346.99
Scott	1,202,466.64	12,000.00	7,017.45	19,017.45	32,840.96	2,988.45	20,233.52	53,196.89	1,852,508.00	2,374,604.40	80,945.89
Searey	30,000.00	488,500.00	420,380.69	908,880.69	14,653.76	.....	16,936.19	86,752.28	591,044.54	896,814.27	78,339.54
Sebastian	1,709,000.00	25,000.00	22,199.31	47,199.31	.....	.....	.....	32,042.43	1,922,946.81	2,945,459.88	218,071.61
Sevier	80,500.00	.....	.....	.....	50,536.50	.....	12,353.98	294,603.11	128,471.00	523,204.15	37,874.24
Sharp	283,876.94	74,757.14	70,020.78	144,777.92	.....	4,448.66	.....	41,751.65	780,093.26	971,671.49	174,819.17
St. Francis	650,500.00	195,500.00	178,890.55	374,390.55	14,988.39	12,508.37	3,028.10	177,693.65	2,040,560.41	2,623,149.48	108,613.63
Stone	1,169,500.00	337,000.00	304,128.89	641,128.89	20,841.52	.....	.....	170,426.17	1,325,596.73	2,157,993.31	187,847.31
Union	1,665,584.48	422,688.65	435,181.05	857,869.70	.....	63,691.21	.....	62,598.69	454,098.86	1,437,219.46	114,672.93
Van Buren	465,100.00	113,500.00	112,792.31	226,292.31	16,942.58	.....	9,017.87	123,861.43	1,946,767.21	2,322,881.40	176,065.27
Washington	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
White	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodruff	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yell	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTALS	\$84,134,600.00	\$19,987,525.00	\$16,631,873.88	\$33,619,398.88	744,317.82	1,086,447.98	317,431.47	\$8,796,797.80	\$76,754,631.79	\$121,319,025.74	10,016,348.02

TABLE No. 19

**STATEMENT SHOWING REVENUES DERIVED FROM GASOLINE TAX
FOR THE YEARS, 1927, 1928, 1929, 1930, 1931 AND 1932**

	1927	1928	1929	1930	1931	1932	TOTALS
Arkansas	96,443.44	114,107.90	130,270.09	139,746.05	120,088.28	40,406.35	641,062.12
Ashley	43,044.20	59,449.46	73,508.50	71,977.81	49,732.20	14,220.30	311,932.47
Baxter	12,068.43	15,975.21	19,790.86	22,347.22	20,120.27	7,608.65	97,910.64
Benton	123,538.53	151,303.93	171,377.46	184,912.49	162,151.29	63,130.20	836,463.90
Boone	34,812.04	46,568.23	56,535.29	59,393.79	53,867.70	22,388.20	273,565.25
Bradley	39,818.01	50,966.89	58,870.83	75,505.33	45,556.96	14,202.77	284,920.84
Calhoun	16,330.38	22,289.25	24,491.78	23,889.59	15,647.07	4,610.56	107,258.63
Carroll	42,996.13	51,914.37	63,813.55	65,502.70	55,368.69	20,221.37	299,816.81
Chicot	45,879.01	58,108.66	75,344.68	79,942.92	59,100.09	20,486.50	338,861.92
Clark	56,179.81	72,829.43	83,890.91	86,926.38	71,271.88	24,882.59	395,980.98
Clay	44,521.86	57,483.24	68,980.40	76,513.54	57,854.85	18,815.95	332,169.84
Cleburne	18,198.64	25,170.19	31,808.41	30,927.77	22,415.03	7,557.00	136,077.04
Cleveland	19,785.80	25,872.50	28,699.35	28,031.80	18,677.27	4,602.20	123,668.92
Columbia	54,630.96	75,813.84	90,749.48	91,138.35	62,546.78	23,115.05	397,994.46
Conway	38,285.98	44,544.48	55,284.08	54,122.20	43,832.56	15,751.32	251,820.60
Craighead	95,488.52	129,685.07	150,633.09	55,634.09	135,974.56	52,322.14	619,727.47
Crawford	52,062.42	59,231.69	75,623.14	65,357.11	89,863.12	25,108.82	346,246.30
Crittenden	56,463.69	90,001.10	98,908.29	103,820.54	95,924.46	38,492.03	483,810.11
Cross	36,492.42	52,320.97	64,640.34	58,006.18	47,713.89	15,356.79	274,530.59
Dallas	31,225.99	40,292.93	46,469.39	54,860.32	36,483.04	13,058.51	222,390.13
Desha	40,066.08	49,582.96	65,664.69	71,269.07	58,220.89	20,422.20	305,225.69
Drew	35,266.75	48,472.51	58,379.78	60,812.09	44,243.37	15,450.87	262,425.37
Faulkner	54,110.03	74,939.55	97,644.77	93,791.12	68,626.56	28,516.16	417,628.19
Franklin	34,432.33	42,109.67	43,956.44	44,199.46	37,348.73	11,988.72	214,035.35
Fulton	15,910.92	18,527.42	22,721.57	27,276.69	19,286.04	5,849.42	109,571.06
Garland	127,101.64	156,619.37	187,167.18	212,744.87	190,873.59	79,813.64	954,320.29
Grant	25,085.27	31,468.29	35,291.27	34,926.59	23,740.78	7,453.50	157,965.70
Greene	42,732.63	57,295.66	66,129.32	76,043.39	65,877.31	25,974.94	334,053.25
Hempstead	57,984.34	79,072.41	92,592.17	95,771.49	74,175.15	27,005.73	426,581.29
Hot Spring	39,967.07	50,078.38	57,752.16	58,436.62	43,897.49	15,511.38	265,643.08
Howard	39,814.18	51,261.38	68,256.55	62,434.07	50,045.50	14,584.93	286,396.61
Independence	43,125.33	54,489.83	68,941.78	78,444.83	57,404.63	23,309.36	326,312.81
Izard	13,885.93	18,683.91	25,996.84	26,415.02	16,962.53	6,278.49	108,022.71
Jackson	43,588.16	58,437.09	73,781.71	82,662.53	55,208.58	19,513.32	333,191.39
Jefferson	150,408.87	198,952.64	244,487.69	247,655.27	205,608.34	90,858.41	1,137,971.22
Johnson	35,725.94	42,606.54	57,591.79	57,828.75	50,827.90	17,446.01	262,028.93
Lafayette	34,568.10	43,392.67	58,485.09	50,067.11	36,208.74	12,287.50	234,999.21
Lawrence	40,844.05	52,489.52	60,531.40	64,688.88	46,493.56	14,005.64	278,853.05
Lee	30,389.13	44,709.97	58,862.89	51,907.87	42,166.33	16,370.33	244,406.53
Lincoln	21,842.30	30,454.34	34,964.15	42,583.21	25,503.28	7,904.83	162,752.11
Little River	27,721.21	37,213.87	38,602.45	41,748.09	27,362.60	9,610.42	182,258.64
Logan	54,484.14	67,523.07	78,000.70	74,671.48	64,913.70	24,031.58	363,624.67
Lonoke	69,994.06	90,191.58	113,636.81	113,139.36	90,272.38	28,741.02	505,975.24
Madison	15,628.69	18,324.12	23,219.70	22,359.58	21,877.53	7,072.89	108,982.48
Marion	10,279.88	12,654.28	16,861.70	18,138.41	13,354.24	3,218.73	74,497.24
Miller	79,649.19	103,146.64	130,420.69	128,985.28	114,847.75	51,257.19	608,306.74
Mississippi	121,583.34	164,711.63	207,679.99	214,715.69	162,820.36	67,654.59	939,186.11
Monroe	30,016.05	41,027.98	45,143.11	50,388.74	44,330.93	13,561.60	224,468.41
Montgomery	22,895.15	28,831.45	30,180.60	30,470.43	17,450.96	4,597.30	134,225.89
Nevada	46,886.42	59,769.20	69,191.63	66,738.31	45,209.31	17,954.15	305,749.06
Newton	9,051.89	10,178.00	13,390.27	16,124.14	11,732.19	2,420.65	62,897.14
Ouachita	101,793.21	129,411.87	138,606.01	133,167.08	103,720.38	35,212.90	641,910.95
Perry	10,475.34	13,754.33	17,524.66	17,439.20	12,184.55	4,303.63	75,662.21
Phillips	91,132.16	120,573.74	133,066.57	131,528.89	106,909.82	49,029.42	632,140.60
Pike	24,353.49	33,623.77	43,300.83	38,913.09	27,379.94	3,577.32	176,148.44
Poinsett	51,504.47	71,048.46	87,515.53	95,312.35	79,624.40	17,238.40	402,243.61
Polk	38,241.31	47,915.32	56,882.01	55,935.26	44,580.15	19,911.23	262,365.78
Pope	54,580.79	67,688.49	82,003.00	86,227.54	71,390.93	25,377.59	387,268.34
Prairie	35,833.94	42,052.57	48,711.25	50,365.66	44,539.77	15,859.24	237,422.43
Pulaski	566,405.48	735,450.25	902,396.44	980,933.07	914,606.29	351,948.14	4,453,739.67
Randolph	24,288.67	31,065.33	35,178.60	42,200.27	29,343.04	9,899.16	171,975.07
Saline	42,085.55	52,130.48	65,174.97	66,329.31	61,461.15	19,731.66	307,413.12
Scott	17,616.40	23,895.51	29,242.54	29,761.39	22,611.99	9,045.34	132,173.17
Searcy	12,016.49	13,804.55	16,831.92	17,403.67	14,378.80	5,593.09	80,028.52
Sebastian	207,387.31	257,837.96	291,193.76	302,985.56	287,520.00	126,540.69	1,473,266.18
Sevier	39,697.84	48,798.36	56,742.20	54,539.58	42,855.64	17,211.80	259,845.51
Sharp	16,332.84	21,999.83	28,130.31	27,481.16	19,337.04	6,595.69	120,876.87
St. Francis	43,198.20	65,580.96	78,966.71	83,074.79	68,582.54	25,687.42	363,068.62
Stone	7,617.47	9,634.86	13,202.54	14,348.71	9,403.70	2,617.10	56,824.38
Union	286,767.15	338,130.76	394,683.67	389,052.50	289,749.99	116,350.66	1,794,734.82
Van Buren	13,301.54	15,712.73	21,161.77	24,074.46	15,623.81	5,059.70	94,934.01
Washington	120,320.50	157,423.48	175,056.04	181,455.04	172,240.04	66,735.68	882,250.87
White	74,005.51	103,627.63	134,922.42	133,942.92	97,759.78	38,121.48	582,379.74
Woodruff	37,486.32	51,313.71	63,121.74	63,648.73	42,880.37	16,425.50	275,476.37
Yell	40,811.08	50,020.83	56,204.98	62,833.09	49,014.39	13,320.20	282,054.67
TOTALS	\$ 4,338,738.02	\$ 5,584,428.66	\$ 6,681,027.37	\$ 6,789,488.12	\$ 5,686,019.43	\$ 2,145,015.88	\$ 31,224,717.48

TABLE No. 20

STATEMENT SHOWING REVENUES DERIVED FROM AUTOMOBILE FEES
FOR THE YEARS, 1927, 1928, 1929, 1930, 1931 AND 1932

	1927	1928	1929	1930	1931	1932	TOTALS
Arkansas	\$ 80,540.15	\$ 78,112.61	\$ 81,271.50	\$ 86,287.50	\$ 72,378.59	\$ 67,452.50	\$ 446,642.76
Ashley	35,946.32	10,695.88	45,859.69	14,443.37	30,222.66	16,700.08	213,868.00
Baxter	10,078.37	10,935.25	12,346.91	13,798.50	12,226.85	5,935.47	68,321.36
Benton	103,209.07	103,575.29	106,917.15	101,826.75	98,540.48	74,139.00	588,207.82
Boone	29,071.62	31,877.90	35,270.63	46,673.25	32,735.80	26,293.32	191,922.52
Bradley	33,252.11	34,889.71	36,727.70	46,621.50	27,685.30	16,679.47	195,355.79
Cathoun	13,637.54	15,258.25	15,279.67	14,750.85	9,308.38	5,414.55	73,849.74
Carroll	35,906.21	35,537.63	39,811.41	40,446.25	33,647.97	23,747.61	209,095.98
Chicot	38,313.61	39,777.97	17,005.23	49,361.50	35,916.57	24,058.95	234,432.83
Clark	46,915.89	49,854.49	52,336.96	53,673.50	43,312.45	29,221.61	275,314.96
Clay	37,189.31	39,349.15	41,787.01	47,244.00	35,158.55	22,097.11	222,816.43
Cleburne	15,197.73	17,230.42	19,844.29	19,096.64	13,621.77	8,874.80	92,865.65
Cleveland	16,522.17	17,710.50	16,656.99	17,308.50	11,350.37	5,404.77	84,954.21
Columbia	45,622.44	51,898.17	56,615.81	58,274.22	38,010.15	27,145.99	275,566.89
Conway	31,972.71	30,492.51	34,490.04	32,418.26	26,637.41	18,498.05	175,508.98
Craighead	79,725.99	88,782.91	94,975.35	113,351.79	82,632.72	61,446.19	440,914.85
Crawford	43,477.45	40,546.75	47,178.95	10,173.85	11,727.09	29,487.37	242,896.46
Crittenden	47,152.96	61,610.15	61,705.84	64,104.96	58,293.95	45,204.35	338,072.21
Cross	30,475.74	35,816.66	10,327.12	40,131.25	28,996.11	13,034.74	193,781.62
Dallas	26,076.90	27,547.87	28,990.82	29,559.22	22,171.03	15,335.69	149,681.53
Desha	33,150.28	33,941.65	40,966.18	44,005.75	35,381.15	24,983.47	211,737.48
Drew	29,451.36	33,182.17	36,421.35	37,425.50	26,887.02	18,145.22	181,512.61
Faulkner	45,187.42	51,298.98	60,917.57	57,912.20	41,704.88	33,487.96	290,509.01
Franklin	28,754.52	28,825.08	27,123.07	27,291.37	22,697.11	14,079.35	149,070.50
Fulton	14,287.25	12,682.38	14,175.29	16,842.25	11,719.67	6,869.44	75,576.28
Garland	106,112.83	107,214.80	116,767.55	131,361.50	115,995.21	93,731.70	671,213.74
Grant	20,948.77	21,541.14	22,017.14	21,565.75	14,427.48	8,753.35	109,253.63
Greene	35,683.44	39,219.43	41,256.05	46,953.70	40,034.11	30,504.50	233,651.23
Hempstead	48,406.16	54,128.84	57,765.41	59,135.60	45,076.77	31,715.04	296,227.22
Hot Spring	33,376.60	34,280.78	36,029.80	36,082.00	26,676.85	13,216.29	184,662.32
Howard	33,248.92	35,090.62	42,583.16	38,550.50	50,413.04	17,080.69	196,966.93
Independence	36,014.07	37,299.31	43,019.66	48,426.52	34,885.23	28,078.73	227,724.52
Izard	11,429.16	12,789.51	16,218.63	16,310.20	10,308.27	7,373.33	74,429.16
Jackson	36,376.52	40,092.89	46,030.14	51,040.75	33,550.63	22,916.08	229,915.34
Jefferson	125,606.60	136,193.82	152,528.35	152,917.05	124,949.60	106,702.50	798,897.72
Johnson	29,834.82	29,165.90	35,929.75	35,706.90	30,388.50	20,488.28	182,041.15
Lafayette	28,867.01	29,704.06	36,487.05	30,908.23	22,004.32	14,430.23	162,401.80
Lawrence	33,941.95	35,930.67	37,768.68	39,942.75	28,254.17	16,447.99	192,281.51
Lee	25,378.05	30,606.50	36,722.75	32,051.00	25,624.80	10,225.02	169,608.12
Lincoln	17,823.01	20,847.03	21,813.06	26,293.40	15,498.55	9,283.29	111,558.34
Little River	23,150.06	25,474.31	24,082.88	25,777.75	16,628.46	11,296.31	126,399.76
Logan	45,499.81	46,222.67	48,662.24	46,105.60	39,448.54	28,222.26	254,162.15
Lonoke	58,452.23	61,740.54	70,894.61	69,858.95	54,859.17	33,752.94	349,558.34
Madison	13,051.56	12,885.49	14,486.06	13,806.12	12,295.16	8,306.27	75,830.56
Marion	8,584.75	8,661.80	10,513.26	11,199.73	8,115.50	3,780.01	50,855.13
Miller	66,513.23	70,609.01	81,365.46	79,644.16	69,793.79	60,195.64	428,122.10
Mississippi	101,534.95	112,753.07	129,565.15	122,163.40	122,578.20	98,947.08	654,870.75
Monroe	25,666.48	28,085.27	28,163.40	31,113.00	26,910.25	15,926.53	155,294.93
Montgomery	18,952.78	19,735.39	18,328.75	18,314.25	10,605.10	5,309.00	92,335.27
Nevada	39,154.96	40,915.39	43,186.47	41,208.50	27,475.79	21,085.08	213,004.10
Newton	7,559.25	6,966.05	8,353.78	9,036.00	7,129.75	2,842.77	42,807.60
Ouachita	85,007.75	88,587.33	86,472.03	82,225.25	61,031.63	41,353.39	446,677.38
Perry	8,747.98	9,415.96	10,933.10	10,768.00	7,392.53	5,054.14	52,311.71
Phillips	76,104.69	82,536.79	83,016.11	81,213.69	64,909.08	57,419.28	445,199.67
Pike	20,337.65	23,017.37	27,014.06	24,027.25	16,639.04	10,073.06	121,108.43
Poinsett	43,011.51	48,635.31	54,508.25	53,851.50	48,388.34	20,244.46	273,729.37
Polk	31,935.41	32,732.63	35,486.94	34,537.75	27,091.68	22,209.01	183,093.42
Pope	45,580.55	46,322.22	51,159.15	53,242.00	43,384.80	29,302.99	269,491.71
Prairie	29,925.01	28,787.36	30,389.45	31,098.75	27,103.65	18,624.81	165,929.03
Pulaski	473,006.56	503,453.76	562,977.38	605,674.22	545,812.00	415,877.60	3,116,802.10
Randolph	20,283.57	21,265.29	21,946.85	26,056.05	17,831.97	11,625.40	119,009.90
Saline	35,145.75	35,685.57	40,660.65	41,264.38	37,350.40	24,172.50	213,279.26
Scott	14,711.50	16,357.14	18,243.52	18,376.45	13,741.50	10,622.68	92,052.70
Searcy	10,035.00	9,449.31	10,500.92	10,748.06	8,738.14	6,568.43	56,037.86
Sebastian	173,189.64	176,364.98	181,666.33	187,081.25	174,728.46	148,607.11	1,041,633.27
Sevier	33,151.76	33,404.55	35,399.77	34,675.97	26,043.70	20,214.23	181,888.98
Sharp	14,057.15	15,058.76	17,549.64	16,968.50	12,055.14	7,745.87	83,433.06
St. Francis	36,073.25	44,878.81	49,264.90	51,295.30	40,462.70	30,166.85	252,141.81
Stone	6,761.37	6,595.61	8,246.66	8,859.75	5,714.51	4,073.50	38,841.46
Union	239,479.93	231,466.16	246,231.05	227,374.95	176,083.08	136,640.14	1,257,775.26
Van Buren	11,108.15	10,756.25	11,202.18	14,565.00	9,494.75	5,342.05	65,368.38
Washington	107,995.93	107,761.83	109,212.08	112,011.10	104,671.40	78,396.68	620,079.12
White	61,802.18	70,385.54	84,173.95	89,704.30	59,409.37	44,769.17	402,794.47
Woodruff	31,204.02	35,537.18	39,379.71	39,300.50	26,056.75	19,289.83	199,868.89
Yell	33,014.41	34,240.78	35,064.56	38,827.75	23,709.34	15,643.02	181,339.86
TOTALS	\$ 3,623,287.53	\$ 3,822,711.01	\$ 4,168,087.50	\$ 4,192,220.66	\$ 3,455,432.60	\$ 2,519,068.34	\$ 21,780,837.74

TABLE No. 21
 SCHEDULE OF STATE HIGHWAY NOTES AND ROAD IMPROVEMENT OBLIGATIONS
 AND MATURITIES AS OF AUGUST 31, 1932

Year	Road Imp. District Maturities	Issue June 1, 1927	Issue May 1, 1928	Issue March 1, 1929	Issue July 1, 1930	Issue January 1, 1931	Issue May 1, 1931	TOTAL Annual Maturities
1927	\$ 6,367,480.35	\$ 292,500.00	\$ 13,000,000.00	\$ 23,000,000.00	\$ 18,000,000.00	\$ 15,000,000.00	\$ 2,000,000.00	\$ 6,659,980.35
1928	6,424,896.25	585,000.00	276,250.00					7,286,146.25
1929	6,409,248.75	585,000.00	552,500.00	575,000.00				8,121,748.75
1930	6,420,084.25	585,000.00	552,500.00	1,150,000.00	427,500.00			9,135,084.25
1931	6,398,184.25	585,000.00	552,500.00	1,150,000.00	855,000.00	406,200.00	50,000.00	9,996,884.25
1932	6,314,517.25	585,000.00	552,500.00	1,150,000.00	855,000.00	750,000.00	100,000.00	10,307,017.25
1933	6,315,716.75	585,000.00	552,500.00	1,150,000.00	855,000.00	750,000.00	100,000.00	10,308,216.75
1934	6,256,548.50	585,000.00	552,500.00	1,150,000.00	855,000.00	750,000.00	100,000.00	10,249,048.50
1935	6,144,570.75	585,000.00	552,500.00	1,173,000.00	879,000.00	769,500.00	110,000.00	10,213,570.75
1936	6,040,447.50	585,000.00	552,500.00	1,217,850.00	877,860.00	768,500.00	109,500.00	10,151,657.50
1937	5,947,191.25	585,000.00	552,500.00	1,237,400.00	876,720.00	767,500.00	109,000.00	10,075,311.25
1938	5,829,425.75	780,500.00	650,375.00	1,232,800.00	875,580.00	766,500.00	108,500.00	10,243,680.75
1939	5,487,406.75	967,000.00	646,125.00	1,228,200.00	874,440.00	765,500.00	188,000.00	10,156,671.75
1940	4,327,951.00	1,144,500.00	641,875.00	1,223,600.00	1,273,300.00	993,625.00	263,500.00	9,868,351.00
1941	3,435,865.50	1,264,125.00	637,625.00	1,403,000.00	1,125,160.00	907,750.00	255,000.00	9,028,525.50
1942	2,965,450.50	1,279,250.00	633,375.00	1,458,200.00	1,091,100.00	889,000.00	246,500.00	8,562,875.50
1943	2,334,028.50	1,634,250.00	629,125.00	1,463,950.00	905,990.00	773,250.00	238,000.00	7,978,593.50
1944	1,933,768.50	1,873,500.00	624,875.00	1,560,550.00	797,050.00	711,750.00	59,500.00	7,560,993.50
1945	1,423,695.50	1,952,625.00	620,625.00	1,536,400.00	797,050.00	711,750.00	59,500.00	7,101,645.50
1946	604,229.50	1,976,125.00	616,375.00	1,512,225.00	797,050.00	711,750.00	59,500.00	6,277,279.50
1947	395,493.50	2,141,750.00	612,125.00	1,488,100.00	797,050.00	711,750.00	59,500.00	6,205,768.50
1948	260,225.00	2,198,375.00	607,875.00	1,463,950.00	797,050.00	711,750.00	59,500.00	6,098,725.00

TABLE No. 21—(Continued)
 SCHEDULE OF STATE HIGHWAY NOTES AND ROAD IMPROVEMENT OBLIGATIONS
 AND MATURITIES AS OF AUGUST 31, 1932

Year	R. and Imp. District Maturities	Issue	Issue	Issue	Issue	Issue	Issue	Issue	TOTAL Annual Maturities
		\$13,000,000.00 June 1, 1927	\$13,000,000.00 May 1, 1928	\$23,000,000.00 March 1, 1929	\$18,000,000.00 July 1, 1930	\$15,000,000.00 January 1, 1931	\$2,000,000.00 May 1, 1931	\$2,000,000.00	
1949	159,882.50	---	897,250.00	2,129,800.00	1,283,050.00	999,375.00	229,500.00	5,698,857.50	
1950	123,720.00	---	978,125.00	2,071,150.00	1,273,965.00	989,500.00	221,000.00	5,657,460.00	
1951	121,235.00	---	956,875.00	2,035,500.00	1,304,215.00	1,023,250.00	212,500.00	5,653,575.00	
1952	105,120.00	---	1,033,500.00	1,975,700.00	1,297,900.00	1,000,875.00	204,000.00	5,617,095.00	
1953	68,050.00	---	1,105,875.00	1,938,900.00	1,280,635.00	993,375.00	195,500.00	5,582,335.00	
1954	67,150.00	---	1,174,000.00	1,900,950.00	1,268,895.00	985,375.00	187,000.00	5,583,370.00	
1955	66,150.00	---	1,237,875.00	1,884,850.00	1,246,395.00	967,125.00	178,500.00	5,580,895.00	
1956	22,050.00	---	1,297,500.00	1,843,450.00	1,239,610.00	963,500.00	---	5,366,110.00	
1957	---	---	2,723,125.00	1,386,900.00	729,780.00	661,750.00	---	5,501,555.00	
1958	---	---	4,085,000.00	949,900.00	574,750.00	569,500.00	---	6,179,150.00	
1959	---	---	---	2,234,450.00	1,724,750.00	1,247,125.00	---	5,206,325.00	
1960	---	---	---	2,257,450.00	1,720,125.00	1,241,625.00	---	5,219,200.00	
1961	---	---	---	2,228,700.00	1,737,125.00	1,249,250.00	---	5,215,075.00	
1962	---	---	---	2,173,500.00	1,768,610.00	1,269,250.00	---	5,211,360.00	
1963	---	---	---	---	2,887,725.00	1,920,000.00	---	4,807,725.00	
1964	---	---	---	---	2,896,600.00	1,921,000.00	---	4,817,600.00	
1965	---	---	---	---	1,969,300.00	1,742,500.00	---	3,711,800.00	
1966	---	---	---	---	---	2,544,000.00	---	2,544,000.00	
1967	---	---	---	---	---	1,301,750.00	---	1,301,750.00	
	\$98,769,783.35	\$23,354,500.00	\$27,658,250.00	\$52,535,450.00	\$42,815,330.00	\$37,206,200.00	\$ 3,703,500.00	\$286,043,013.35	

TABLE No. 22
 CONSOLIDATED STATEMENT
 OF DISTRICT GENERAL EXPENDITURES FOR MAINTENANCE, FROM MARCH 1, 1927, TO AUGUST 31, 1932

District No.	District Engineers Salaries	Assistant Dist. Eng. Salaries	Clerical Salaries Etc.	Mechanics	Supervisors	Telep., Teleg. Rent, Lights and Water	Operating Supplies and Exp.	Undistributed Equipment	Traveling & Merc. Expenses	Traffic Census	TOTAL
District No. 1	\$ 23,110.00	\$ 8,340.30	\$ 15,601.31	\$ 19,288.00	\$ 13,157.75	\$ 5,173.52	\$ 55,780.67	\$ 44,290.99	\$ 7,128.53	\$ 277.20	\$ 192,148.27
District No. 2	21,555.83	2,925.00	20,794.89	28,386.64	8,993.25	9,682.92	23,573.96	32,834.22	18,429.62		167,136.33
District No. 3	14,384.25	413.75	16,321.72	22,332.35	19,539.10	5,874.74	58,988.20	55,442.11	6,699.47	1,125.50	201,121.19
District No. 4	17,875.82	6,047.50	19,252.25	16,659.45	10,503.08	5,486.79	41,897.78	64,992.73	3,059.13		185,774.53
District No. 5	15,734.50	2,400.00	26,661.20	22,430.07	7,500.00	1,933.81	64,528.78	16,902.46	11,671.92		169,762.74
District No. 6	17,917.50	4,087.50	12,135.00	8,739.60	6,292.50	1,257.54	23,532.20	7,278.20	10,322.68		91,562.72
District No. 7	19,299.50	10,100.00	10,638.00	27,022.19	14,992.30	7,463.54	49,720.23	17,572.94	6,941.77	1,443.33	165,214.00
District No. 8	15,099.57	4,742.50	12,980.50	17,630.51	4,584.50	5,111.07	35,072.86	6,915.19	4,025.74		106,170.44
District No. 9	15,815.00	7,715.00	13,395.49	26,621.03	12,145.50	5,005.36	28,164.51	7,231.37	10,383.70	122.50	126,599.46
District No. 10	22,369.75	8,060.91	17,026.81	33,081.65	11,232.61	6,179.91	30,093.71	29,258.39	2,831.82	1,079.05	161,214.62
TOTALS	\$183,161.72	\$ 54,832.46	\$164,795.17	\$222,191.50	\$108,940.79	\$ 53,169.20	\$411,352.90	\$282,718.60	\$ 81,494.38	\$ 4,047.58	\$1,566,704.30

TABLE No. 23
 CONSOLIDATED STATEMENT
 OF DISTRICT GENERAL EXPENDITURES FOR CONSTRUCTION, FROM MARCH 1, 1927, TO AUGUST 31, 1932

District No.	District Engineers Salaries	Clerical Help	Mechanics	Traveling Expenses	General Operating Expenses	Undistributed Equipment	Communi- cation	Rent, Lights Water and Gas	Traffic Census	TOTAL
District No. 1	\$ 46,555.57	\$ 8,684.00	\$ 6,415.82	\$ 1,754.38	\$ 11,934.67	\$ 7,656.20	\$ 3,587.58	\$ 2,304.89	\$	\$ 88,953.11
District No. 2	38,891.76	16,142.33	7,036.76	2,508.37	17,925.46	15,343.32	2,384.42	3,633.95		103,866.37
District No. 3	49,700.94	13,188.25	18,958.26	3,760.87	43,524.27	13,015.37	4,371.40	3,170.86	393.60	150,083.82
District No. 4	35,556.10	5,756.45	15,718.55	2,504.07	28,431.19	7,005.19	2,895.72	4,161.69		102,028.96
District No. 5	34,778.63	7,361.71	7,503.44	1,048.22	4,952.29	6,230.65	1,487.18	874.65		64,236.77
District No. 6	43,337.58	12,555.83	260.00	3,440.19	8,456.79	6,556.08	855.14	88.19		75,549.80
District No. 7	45,324.41	13,030.00	2,766.00	2,495.55	16,796.40	6,477.90	2,970.47	3,750.29	116.00	93,727.02
District No. 8	38,523.38	9,151.40	8,485.39	2,106.20	21,101.14	13,260.54	3,660.29	2,940.46		99,228.80
District No. 9	29,048.53	7,276.75	10,042.65	1,316.82	12,314.89	3,124.11	196.39	242.88		63,563.02
District No. 10	46,617.90	23,116.57	14,688.41	1,523.73	18,738.16	9,077.00	4,361.94	5,724.31		123,848.02
TOTALS	\$408,334.80	\$116,263.29	\$ 91,875.28	\$ 22,458.40	\$184,235.26	\$ 87,746.36	\$ 26,770.53	\$ 26,892.17	\$ 509.60	\$965,085.67

TABLE No. 24

SCHEDULE OF STATE HIGHWAY TOLL BRIDGE BONDS AS OF NOVEMBER 1, 1930

YEAR	Issue \$5,000,000.00 March 1, 1929	Issue \$2,500,000.00 November 1, 1930	Total Amount Maturities
1929	\$ 125,000.00	\$ -----	\$ 125,000.00
1930	300,000.00	-----	300,000.00
1931	317,500.00	143,750.00	461,250.00
1932	339,000.00	152,562.50	491,562.50
1933	343,500.00	165,900.00	509,400.00
1934	347,500.00	168,525.00	516,025.00
1935	351,000.00	170,912.50	521,912.50
1936	354,000.00	173,062.50	527,062.50
1937	356,500.00	174,975.00	531,475.00
1938	358,500.00	176,650.00	535,150.00
1939	360,000.00	178,087.50	538,087.50
1940	361,000.00	179,287.50	540,287.50
1941	361,500.00	180,250.00	541,750.00
1942	361,500.00	180,975.00	542,475.00
1943	361,000.00	181,462.50	542,462.50
1944	360,000.00	181,712.50	541,712.50
1945	358,500.00	181,725.00	540,225.00
1946	356,500.00	181,500.00	538,000.00
1947	354,000.00	181,037.50	535,037.50
1948	351,000.00	180,337.50	531,337.50
1949	347,500.00	179,400.00	526,900.00
1950	353,000.00	178,225.00	531,225.00
1951	348,000.00	181,812.50	529,812.50
1952	342,500.00	179,925.00	522,425.00
1953	336,500.00	177,800.00	514,300.00
1954	346,500.00	175,437.50	521,937.50
1955	-----	172,837.50	172,837.50
Totals	\$ 8,851,500.00	\$ 4,378,150.00	\$13,229,650.00

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