

State of Arkansas

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*1928*  
~~EIGHTH~~ BIENNIAL REPORT

OF THE

*1928*  
DEPARTMENT OF STATE LANDS, HIGHWAYS  
AND IMPROVEMENTS



*1930*  
For the Period Ending June 30, ~~1928~~, Supplemented with  
Additional Data to the Period Ending  
September 30, ~~1928~~  
*1930*

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# Letter of Transmittal

TO THE GOVERNOR AND THE ASSEMBLY OF THE  
STATE OF ARKANSAS:

Pursuant to the requirements of Act No. 302 of the Acts of 1913 and the amendatory Act thereto, Act No. 7 of the Acts of 1921, we submit herewith the <sup>Ninth</sup> ~~Eighth~~ Biennial Report of the <sup>State Forestry Commission</sup> ~~Department of State Lands, Highways and Improvements~~ for the fiscal years <sup>1929</sup> ~~1927~~ and <sup>1930</sup> ~~1928~~. ~~The report has been supplemented with additional data to the period of September 30, 1928, for the purpose of incorporating the information requested by the House of Representatives, convened in Extraordinary Session September, 1928, through its House Resolution No. 9.~~

DWIGHT H. BLACKWOOD, Chairman,

JUSTIN MATTHEWS, Member,

J. S. PARKS, Member,

J. LAN WILLIAMS, Member,

SAM J. WILSON, Member.

It will be noted that the statistics and financial statements contained herein represent the activities and operations of the Commission since the inception of Act 11, of the Acts of 1907, otherwise known as the Martinson Road Law, up to and including the close of business September 30, 1930, and in a great degree reflect the results of the Commission's activities during that period. It is the object of this report to present a summary of the activities of the Commission for the period covered by the report and to show the progress made during that period. And for this reason, the report contains the facts and figures contained in the previous biennials.

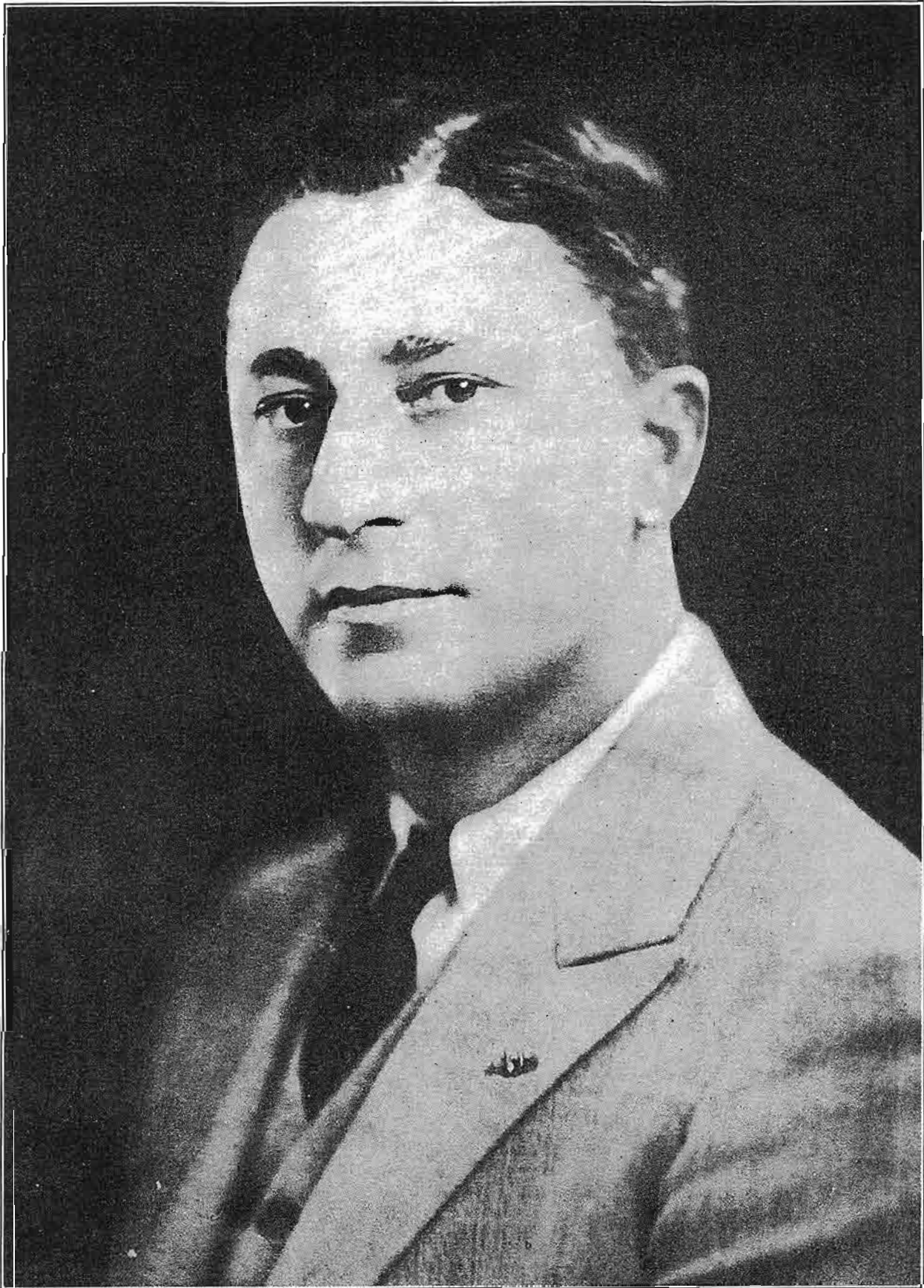
DWIGHT H. BLACKWOOD

CHAIRMAN

ARKANSAS STATE HIGHWAY COMMISSION

~~AND~~

~~COMMISSIONER STATE LANDS, HIGHWAYS AND IMPROVEMENTS~~



COMMISSIONER FIRST AGRICULTURAL DISTRICT

J. L. WILLIAMS, Osceola, Arkansas  
Planter and Banker

COUNTIES REPRESENTED

Baxter	Crittenden	Independence	Mississippi	St. Francis
Clay	Cross	Izard	Poinsett	Stone
Cleburne	Fulton	Jackson	Randolph	White
Craighead	Greene	Lawrence	Sharp	Woodruff

COMMISSIONER SECOND AGRICULTURAL DISTRICT

J. S. PARKS, Ft. Smith, Arkansas  
Manufacturer and Publisher

COUNTIES REPRESENTED

Benton	Crawford	Logan	Perry	Sebastian
Boone	Faulkner	Madison	Pope	Washington
Carroll	Franklin	Marion	Scott	Van Buren
Conway	Johnson	Newton	Searcy	Yell

COMMISSIONER THIRD AGRICULTURAL DISTRICT

JUSTIN MATTHEWS, Little Rock, Arkansas  
Realtor and Banker

COUNTIES REPRESENTED

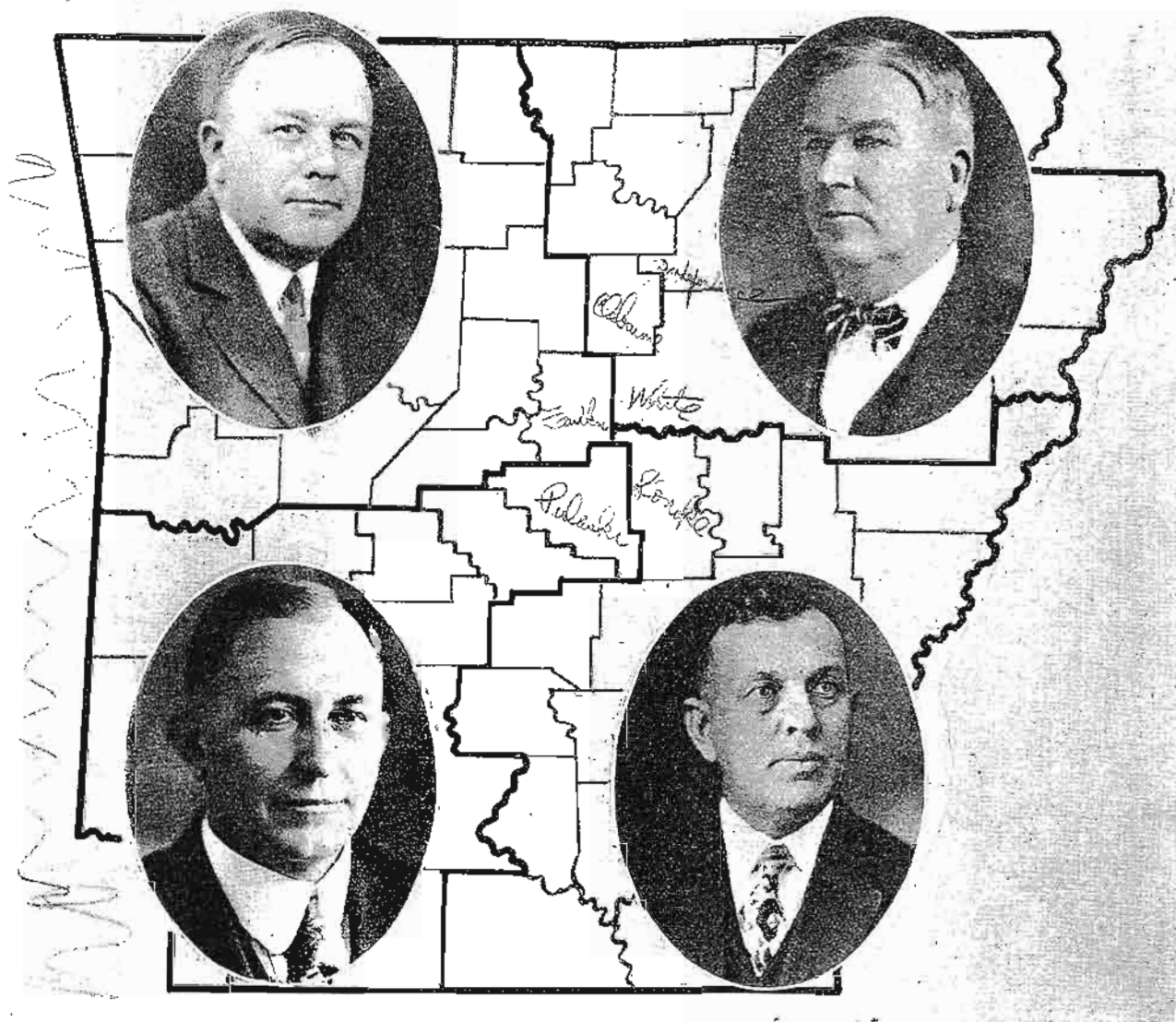
Clark	Hot Spring	Little River	Nevada	Polk
Columbia	Howard	Miller	Ouachita	Pulaski
Garland	LaFayette	Montgomery	Pike	Saline
Hempstead				Sevier

COMMISSIONER FOURTH AGRICULTURAL DISTRICT

S. J. WILSON, Portland, Arkansas  
Planter and Banker

COUNTIES REPRESENTED

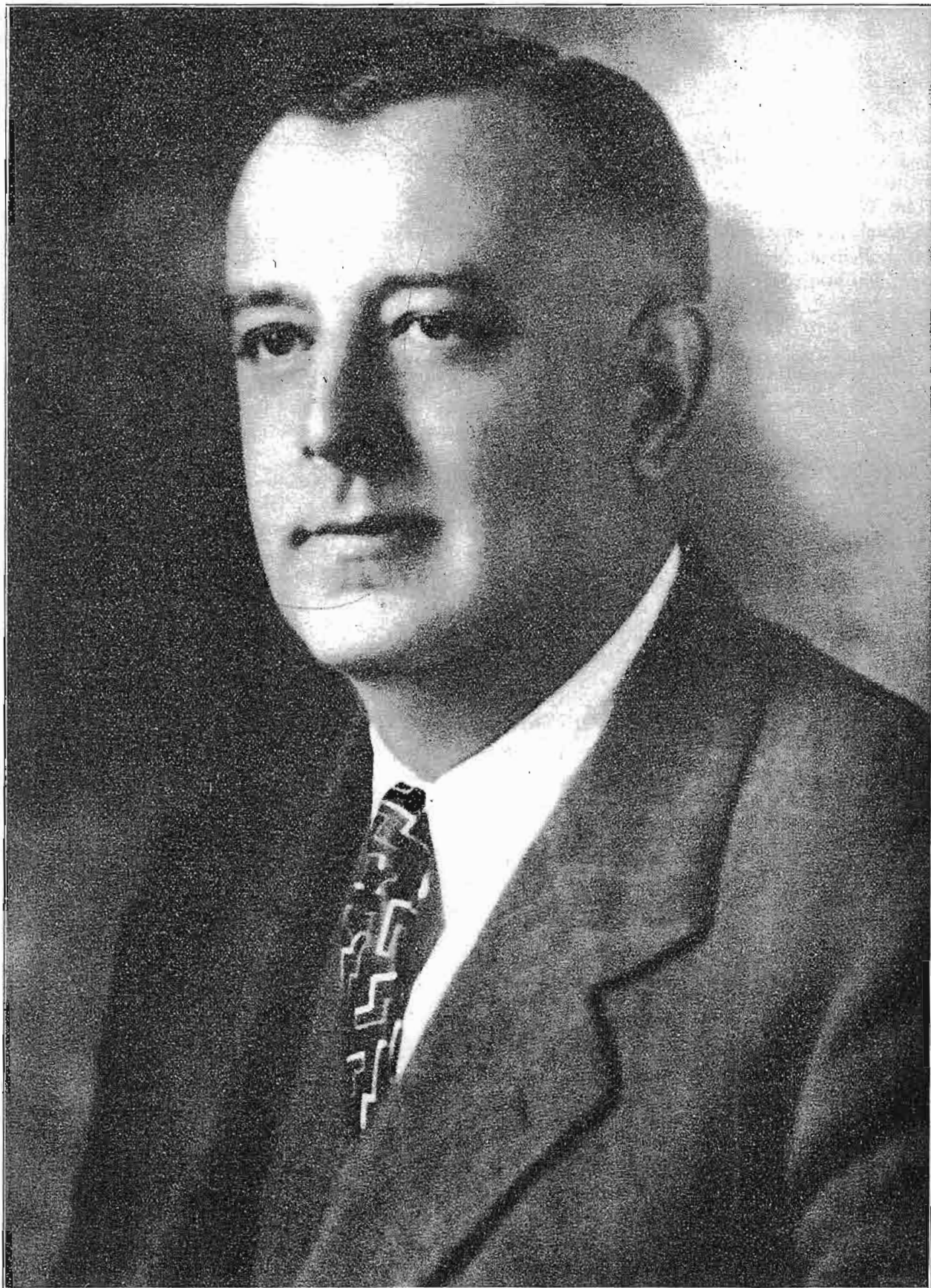
Arkansas	Chicot	Drew	Lincoln	Phillips
Ashley	Cleveland	Grant	Lonoke	Prairie
Bradley	Dallas	Jefferson	Monroe	Union
Calhoun	Desha	Lee		



J. S. Parks  
Justin Matthews

J. L. Williams  
S. J. Wilson

**C. S. CHRISTIAN**  
**STATE HIGHWAY ENGINEER**



*Arkansas State Highways*  
**Department of Highways and Improvements**

~~DWIGHT H. BLACKWOOD, COMMISSIONER~~

STATE HIGHWAY COMMISSION

Dwight H. Blackwood, Chairman ..... Little Rock  
Justin Matthews, Member ..... Little Rock  
J. Lan Williams, Member ..... Osceola  
J. S. Parks, Member ..... Fort Smith  
Sam J. Wilson, Member ..... Portland  
M. H. Thomas, Secretary ..... Little Rock

STATE HIGHWAY ENGINEER

Charles S. Christian ..... Little Rock

GENERAL OFFICE

V. A. Kleiber, Chief Clerk and Auditor ..... Little Rock  
A. V. Denny, Chief Deputy, Automobile Division ..... Little Rock  
E. W. Smith, Cashier ..... Little Rock  
J. Q. Blackwood, Purchasing Agent ..... Little Rock  
L. R. Wood, Traffic Manager ..... Little Rock  
J. A. Francis, Supervisor of Equipment ..... Little Rock  
Claude Duty, Assistant Attorney General ..... Little Rock  
Thomas B. Goldsby, Claim Agent ..... Little Rock  
~~Bryan Lancaster, Editor Arkansas Highway Magazine ..... Little Rock~~

ENGINEERING DEPARTMENT

E. N. Jenkins, Assistant State Highway Engineer, Eastern Division ..... Little Rock  
W. W. Mitchell, Assistant State Highway Engineer, Western Division ..... Little Rock  
W. W. Zass, Construction Engineer ..... Little Rock  
N. B. Garver, Bridge Engineer ..... Little Rock  
C. W. Holderbaum, Maintenance Engineer ..... Little Rock  
E. H. Flannery, Office Engineer, Federal Aid Procedure ..... Little Rock  
~~Harry A. Fish, Statistics and Personnel ..... Little Rock~~  
Roy D. Likins, Engineer of Materials and Tests ..... Little Rock  
C. B. Pendergraft, Chief Draftsman ..... Little Rock

Ford & MacCrea, Consulting Engineers ..... Little Rock

DISTRICT ENGINEERS

W. G. Huxtable, District Engineer ..... District No. 1 ..... Forrest City  
A. S. Madding, District Engineer ..... District No. 2 ..... Pine Bluff  
R. B. Stanford, District Engineer ..... District No. 3 ..... Hope  
W. T. Barry, District Engineer ..... District No. 4 ..... Fort Smith  
Cone Murphy, District Engineer ..... District No. 5 ..... Batesville  
A. W. Buford, District Engineer ..... District No. 6 ..... Little Rock  
L. R. Plemmons, District Engineer ..... District No. 7 ..... Camden  
H. C. Sellers, District Engineer ..... District No. 8 ..... Russellville  
~~Fred E. Goker, District Engineer ..... District No. 9 ..... Harrison~~  
Shelly Lee, District Engineer ..... District No. 10 ..... Jonesboro

## A REVIEW OF HIGHWAY LEGISLATION IN ARKANSAS

With the facilities now offered for highway transportation in this State, as well as with the still greater improvements contemplated and under way, it is difficult to conceive that the Department charged with the development of the 8,700 miles of road now comprising the State Highway System is of but comparatively recent origin, with only a small percentage of even this short period operated under legislation sufficiently comprehensive in scope to allow for a concerted plan of action.

**Act 134, 1911** We find that the motor vehicle was first recognized and defined in 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 of vehicles. The registration fee was fixed at \$5.00 per vehicle and was payable to the Secretary of State.

**Act 234, 1911** The initial step in placing road building upon a recognized basis 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, 1913** With increased demands for highway facilities, the need of a 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 would prepare, collect and disseminate information relative to roads, highways, drainage, levees and other public improvements; that it would prepare plans and specifications for such improvements; that it would aid and advise in the formation and management of road improvement districts, and would 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 fixed at \$10.00 per vehicle, one-half of which was returned to the county and one-half credited to the Highway Improvement Fund.

**Act 338, 1915** The demand for adequate highways continued to grow more insistent, 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 provide 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 commonly 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% 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 the 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 hundreds of road improvement districts, covering thousands 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** 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% 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% 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% of the public road mileage of the State, was designated 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 revenue 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% of the cost of the improvement.

**Act 11, 1927** The theory of taxation for financing road development grew more progressive with the increased use of the motor vehicle, and the inequality of assessing adjacent real property for highway improvements for either a whole or a part of the cost of such improvement became more generally recognized. The equity 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 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, 1927** The tax on motor oil as provided by Act 5 of 1923 proved both 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.

Act 103, The 1927 Legislature enacted several other statutes pertinent to highway development, Act 104, principal among them being Act 103, approved March 4, 1927, providing for the use Act 116, of Arkansas materials and personnel in the construction and maintenance of State Act 184, highways; Act 104, approved March 4, 1927, authorizing the construction of toll 1927 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, authorized the exercise of the State's right of eminent domain in the obtaining of land for right-of-way, for securing building materials and for other purposes; Act 184, approved March 22, 1927, provided for aid to permanent improvements to continuations of State highways within the corporate limits of cities of the first and second class in the amount of 50% of the cost of such improvement.

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 <sup>question of constitutionality of toll for</sup> permanent improvements to continuations of 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 consider these ques- 1928 tions. 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 affecting the administration 1928 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.

Act 3, Act No. 3, approved October 3, 1928, provided for an additional return to the counties 1928 for the fiscal year 1928 of \$565,000 for the improvement and repair of county roads.

Act 4, Act No. 4, Act No. 5 and Act No. 7, all approved October 3, 1928, provided, respectively, Act 5, for converting bridges built by improvement districts into State toll bridges; the issu- Act 7, ance of State toll bridge bonds to facilitate the building of toll bridges on State high- 1928 ways, and to prohibit the granting of franchises for privately owned toll bridges on State roads.

*Handwritten notes:*  
 1927 ...  
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**SPECIAL RECOMMENDATIONS FOR THE LEGISLATURE**

**Surety Bonds on Contracts** It is suggested that a provision be made wherein the Legislature would confer upon the State Highway Commission the legal right to prescribe the terms of surety bonds on State Highway contracts, giving them, at their discretion, the power to stipulate specifically that items of labor, material, supplies and expenses incurred incident to the performance of the contract shall be protected by such surety bonds. The law should be mandatory upon the surety company, when they execute such a bond, to immediately recognize and discharge all obligations against the contract upon which they are surety in the event the contractor shall fail to pay the said obligations.

**Employees Liability Insurance** Some provision should be made for reimbursement to the State Highway Department employees who are injured, or to their families, if accidentally killed while acting in the performance of their duties as required of them by the State. At present, there is a law permitting the Commission, at its discretion, to settle for blindness or other permanent disability to the maximum of \$5,000.00, but there is no provision made for an employee of the State who is injured so as to render him unfit for further service in his chosen occupation, and yet not be blinded or suffer the loss of an arm or a leg or both. A provision should also be made in the matter of insurance to take care of the family of an employee who is killed while in the performance of his duty as an employee of the State.

It is questionable whether or not the State could carry its own insurance at a less cost than with the regular Accident and Liability Insurance Companies. This would be a matter to be determined and the solution thereof could be enacted into a law for the purpose of restitution and reimbursement to the families of employees killed while in the State's services or to those employees of the State who are disabled beyond their ability to earn their own living or to support their family in a reasonable manner.

**Violation of the Regular Automobile Registration and Highway Laws** It is recommended that a State constabulary act, similar to that Act passed by New Jersey at its recent legislative session, or similar to the one now in force in the States of Illinois, Indiana or Ohio, be passed by the Legislature of this State for the reason that such a statute will place the enforcement of the present Motor License and Highway Laws in the hands of a duly constituted police force clothed with the full arresting power of the various peace officers of the State and so provide a remedy for the flagrant violation of the automobile laws which are now written upon our statutes.

Act No. 223, of the Legislature of 1927, contains sufficient provisions of safety and proper regulation for the preservation of our roads against the overloading of trucks and other vehicles, if an adequate power of enforcement is provided.

**ORGANIZATION OF THE DEPARTMENT OF HIGHWAYS AND IMPROVEMENTS**

The duties with which the State Highway Department is charged can be briefly expressed as the development and maintenance of the roads embraced in the State system. However, the activities covered by this expression vary widely in scope and in the execution of the work three major subdivisions have been developed within the Department itself, although no clear line of demarcation exists between either, the relations of each necessarily interlocking and merging with that of the other.

These subdivisions may be termed the ADMINISTRATIVE, composed of the State Highway Commission and directing the policies of the Department in conformance with the legislative acts governing; the HIGHWAY, charged with the location, construction and maintenance of highways; and the BUSINESS, detailed with the various operations incident to the making of purchases, the registration of motor vehicles and the accounting and auditing. The outline of this organization is more simply shown by Plate I.

**Administrative** The administrative control is vested in the Commissioner of State Lands, Highways and Improvements, an elective officer and chairman of the Commission,

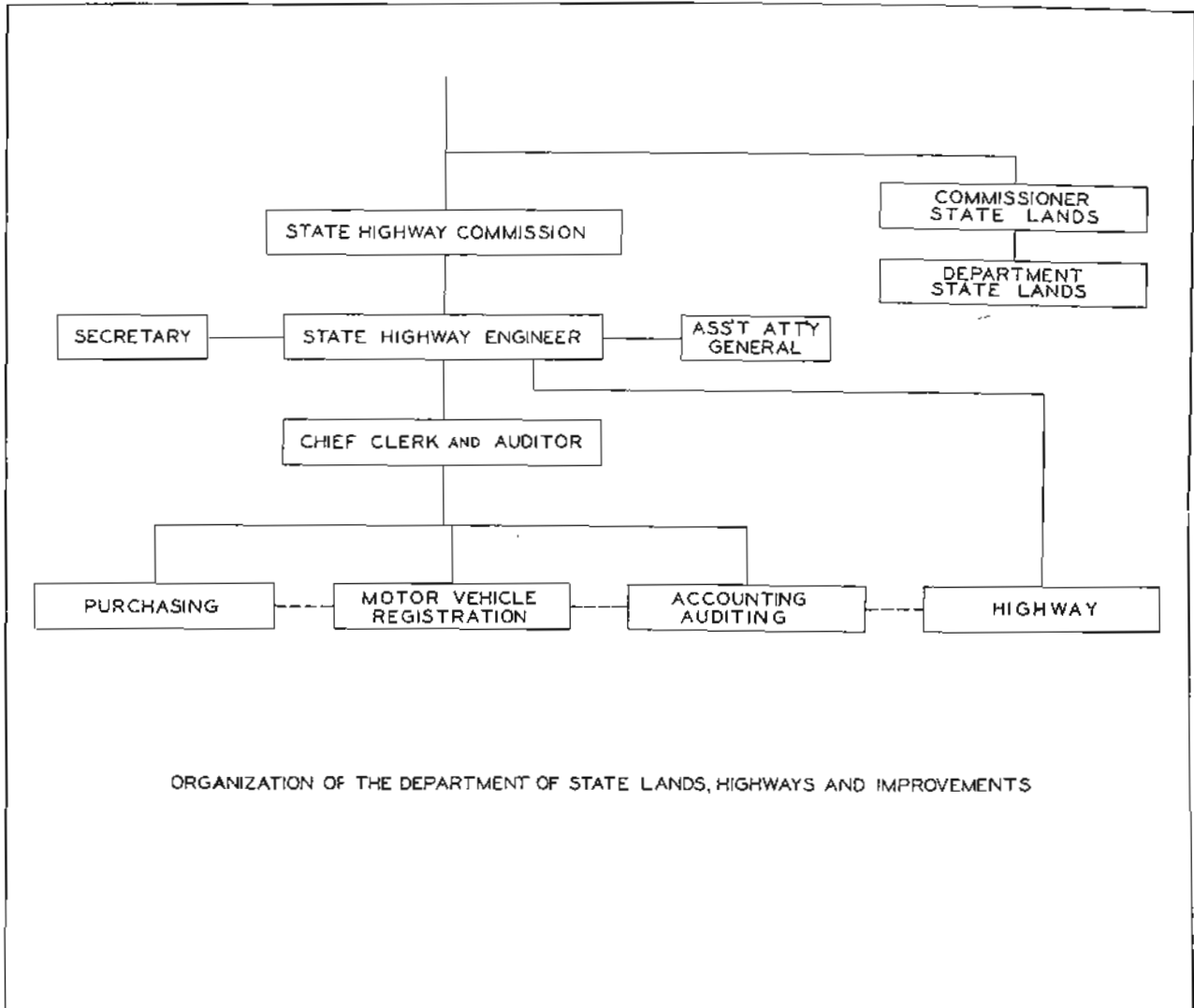


PLATE No. 1

together with four commissioners appointed by the governor, one from each agricultural district of the State. The commissions are honorary in character, with a term of office of ~~four~~ <sup>ten</sup> years, the appointments overlapping as to prevent an entire new commission in any one administration, excepting through resignation or death of the appointees.

**Highway** The direct supervision of the administration and execution of the development and maintenance program is vested in the State Highway Engineer. To support this officer and relieve him to some extent of the multitudinous duties involved, the State has been organized into two divisions—Eastern and Western—and an Assistant State Highway Engineer placed in charge of each. To promote uniformity, the organization further provides for a division of technical activities into distinct lines of work administered through the offices of the Engineer of Construction, the Engineer of Maintenance, the Bridge Engineer and the Engineer of Materials and Tests. For the active field supervision and control, the State is divided into ten districts, each in charge of a District Engineer, reporting through the division chief, and referring to each technical subdivision only insofar as the duties concern that subdivision. The form of organization is graphically shown by Plate 2.

The Assistant State Highway Engineer, with his division personnel, is in direct and active control of all phases of activity emanating in his respective division, making all route and location inspections, as well as the field contact with construction. The Construction Office prepares designs, standards, specifications and proposals, checks plans and audits monthly estimates of contract projects, and handles field changes and a miscellaneous number of other items affecting the contract commitments. The Maintenance Office correlates and co-ordinates this phase of the work throughout the State and also has charge of the erection of signs and markers on the State Highway System. The Bridge Engineer has control of the location, design and preparation of plans of all structures as well as the active field supervision of the construction. The Engineer of Materials and Tests is charged with the investigation, test and approval of all materials used in construction and maintenance. The district office is the pivotal unit in which the activities initiate, the District Engineer having direct supervision of the making of surveys, the preparation of plans, the execution of construction, the promulgation of maintenance work and the proper disbursement of accounts.

The Eastern Division incorporates Districts Nos. 1, 2, 6, 7 and 10, and the Western Division, Districts Nos. 3, 4, 5, 8 and 9. District No. 1, with headquarters at Forrest City, includes the counties of Crittenden, Cross, Woodruff, St. Francis, Lee, Monroe and Phillips; District No. 2, with headquarters at Pine Bluff, includes the counties of Arkansas, Jefferson, Lincoln, Desha, Drew, Ashley, and Chicot; District No. 3, with headquarters at Hope, includes the counties of Clark, Pike, Howard, Sevier, Little River, Hempstead, Nevada, Miller, and Lafayette; District No. 4, with headquarters at Fort Smith, includes the counties of Benton, Washington, Crawford, Franklin, Sebastian, Scott, Polk, and Montgomery; District No. 5, with headquarters at Batesville, includes the counties of Fulton, Izard, Sharp, Stone, Independence, Cleburne, Jackson and White; District No. 6, with headquarters at Little Rock, includes the counties of Faulkner, Pulaski, Lonoke, Prairie, Saline, Garland, Hot Spring, and Grant; District No. 7, with headquarters at Camden, includes the counties of Dallas, Cleveland, Ouachita, Calhoun, Bradley, Columbia and Union; District No. 8, with headquarters at Russellville, includes the counties of Johnson, Pope, Logan, Van Buren, Conway, Yell and Perry; District No. 9, with headquarters at Batesville, includes the counties of Carroll, Boone, Marion, Baxter, Madison, Newton, and Searcy; and District No. 10, with headquarters at Jonesboro, includes the counties of Randolph, Clay, Greene, Lawrence, Craighead, Mississippi, and Poinsett.

**Business** The Business unit is composed of three principal sections, consisting of the Purchasing, detailed with the procurement of all supplies and equipment; the Motor Vehicle Registration, charged with the issuance of automobile tags and licenses; and the Accounting and Auditing, correlating the receipts and expenditures of the entire Department.



## DEVELOPMENT OF THE STATE HIGHWAY SYSTEM

During the biennium marked progress has been made in the improvement and development of the State Highway System.

It is significant that the extremely rapid progress that has been made during the biennial period was really crowded into the last twelve months, the lack of funds prior to that time preventing the required activities. In the brief interim of one year the State Highway Department has been subjected to rapid expansion and the personnel materially increased in order to handle the huge volume of work initiated.

**Status of System** It will be noted that as of September 30, 1928, we have on the Highway System 844 miles of hard surfaced road, 4,075 miles of gravel surfaced road, and 2,303 miles of graded road, such improved mileage representing 82.3 per cent of the total mileage of the State, thus leaving 1,496.2 miles, or 17.7 per cent of the total mileage of the system unimproved.

It is well to call attention to the fact that the State of Arkansas has a greater mileage of streams within its boundaries, classed as navigable by the Secretary of War, than any other State in the Union, and while such distinction may be a source of pride, it is obvious that the cost of the development of the State Highway System is thereby greatly increased in providing suitable structures over such streams to meet the rapidly increasing traffic requirements.

When a System of State Highways was first definitely designated in 1923 there were 6,637 miles placed on the System. At the beginning of this biennium there was a total of 8,345 miles on the System, of which about 1,650 miles of road were unimproved. The total mileage on the System has since been increased to 8,718 miles, of which 1,496 miles of road are now unimproved. This indicates that during this biennial period the State Highway System has been increased 373 miles while the mileage of unimproved road has been decreased 154 miles.

**Comparison** An idea of the magnitude of our State Highway System can be had by a comparison with other States. Of the forty-eight States in the Union, Arkansas is twenty-fifth in area, twenty-fifth in population and thirty-third in motor vehicle registration. At the same time the Highway System in Arkansas, embracing 8,718 miles of road, is the tenth largest in the United States. While Arkansas may be taken as average in area and population, it is far below average in motor vehicle registration and highway revenue, and far above average in the size of the State Highway System. Briefly, the responsibilities and demands upon the Highway Department are enormously out of proportion to its annual revenue.

**Flood of 1927** Near the beginning of this administration, and before sufficient time had elapsed to organize for the carrying out of the new Highway Program, the Department was greatly hampered by the disastrous flood of 1927 which swept over the State like an avalanche, destroying life and property, inundating 1,242 miles of road and washing out 293 bridges on the State Highway System. It is almost impossible to estimate the extent of damage wrought by the flood waters, but the repair and reconstruction of roads and bridges cost the State in round numbers in the amount of \$1,427,000.00. Several pictures depicting the fury of the flood that paralyzed traffic on all our main highways may be found in the pages of the Pictorial Section.

**Summary of Results** Pursuant to carrying out the present development program, since January 1, 1927, 3,900 miles of preliminary surveys have been made and 3,456 miles of location completed. Of the total miles of location completed, 2,294 miles have been covered by construction commitments, 181 miles of location made for County Judges, and 981 miles of location completed for proposed improvements.

A summation of all construction activities initiated during the biennium, including State force work as well as work by contract, covers commitments as follows:

- 1,324 miles of gravel surfacing.
- 2,827 miles of grading.
- 111 miles of paving.

33,669 feet of reinforced concrete structures.

740 feet of structural steel structures.

8,762 feet of structural steel and reinforced concrete structures.

1,902 feet of structural steel and timber structures.

43,013 feet of timber structures.

The above information is shown graphically by Plate No. 13.

**Grade Crossings** Realizing the danger and hazards attendant to railroad grade crossings, considerable effort has been made toward the elimination of this hazard in the present development program. During the biennium the Department has been successful in eliminating a total of 86 dangerous crossings, 81 by relocation of highways and five by structures, of which one was an underpass and the balance overhead crossings. Constant study is given to this phase of the development and cordial support and assistance has been rendered by the railroad companies. Where the elimination of the grade crossing has necessitated a structure, agreements have generally been reached with the railroad that the cost of construction be shared equally with the State.

**Home Industries** The development of the State Highway System during the biennium has been of considerable benefit to the State at large through fostering the use of home resources in the construction and maintenance activities of the Highway Department. It has been the policy of the State Highway Commission, where conditions permit, to not only encourage the employment of local labor on all work under its supervision, but also the patronage of local industries. It is felt that this attitude on the part of the State Highway Commission tends to promote the general welfare of the various communities throughout the State coincident with the physical development of the Highway System.

**Paving Through Towns and Cities** Under Act No. 184 of the General Session of 1927 and the amending Act No. 8 of the Special Session of 1928, twenty-seven towns and cities have made applications or requests to the State Highway Commission for aid in paving of extensions of State routes through towns and cities.

Twenty-one Street Improvement Districts have complied with the regulations of the Commission and have completed or have under construction paving on extensions of State routes to the value of approximately \$833,000, and the aid to be granted by the State, including interest charges, will approximate \$625,000, or \$31,250 annually, based on twenty-year bonds. Approximately twenty-four Street Improvement Districts, on which State aid would be payable under the provisions of the above Acts, are still in process of formation but have not yet reached the stage where it is possible to approximate the amount of aid to be pledged.

**Traffic Regulations and Conditions** In the light of our program of Highway development it is highly important that careful consideration be given the matter of Traffic Rules and Regulations in order to protect and preserve the highways and to afford the traveling public a maximum degree of safety.

The laws setting forth the Rules and Regulations regarding operation of all traffic upon the highways of the State compare favorably with similar laws in other States and are considered as commensurate with traffic conditions in the State of Arkansas.

Among the most flagrant violations affecting the life of the highways is the matter of overloading trucks. Another common violation is the parking of motor vehicles along the highways without due regard for passing traffic. The failure to secure proper license tags for motor vehicles is also a very common violation. The failure to display a light at night on horse-drawn vehicles is exceedingly unsafe and the cause of many accidents. All of the above mentioned violations are entirely inexcusable, inasmuch as the law is quite clear and well defined in all these matters.

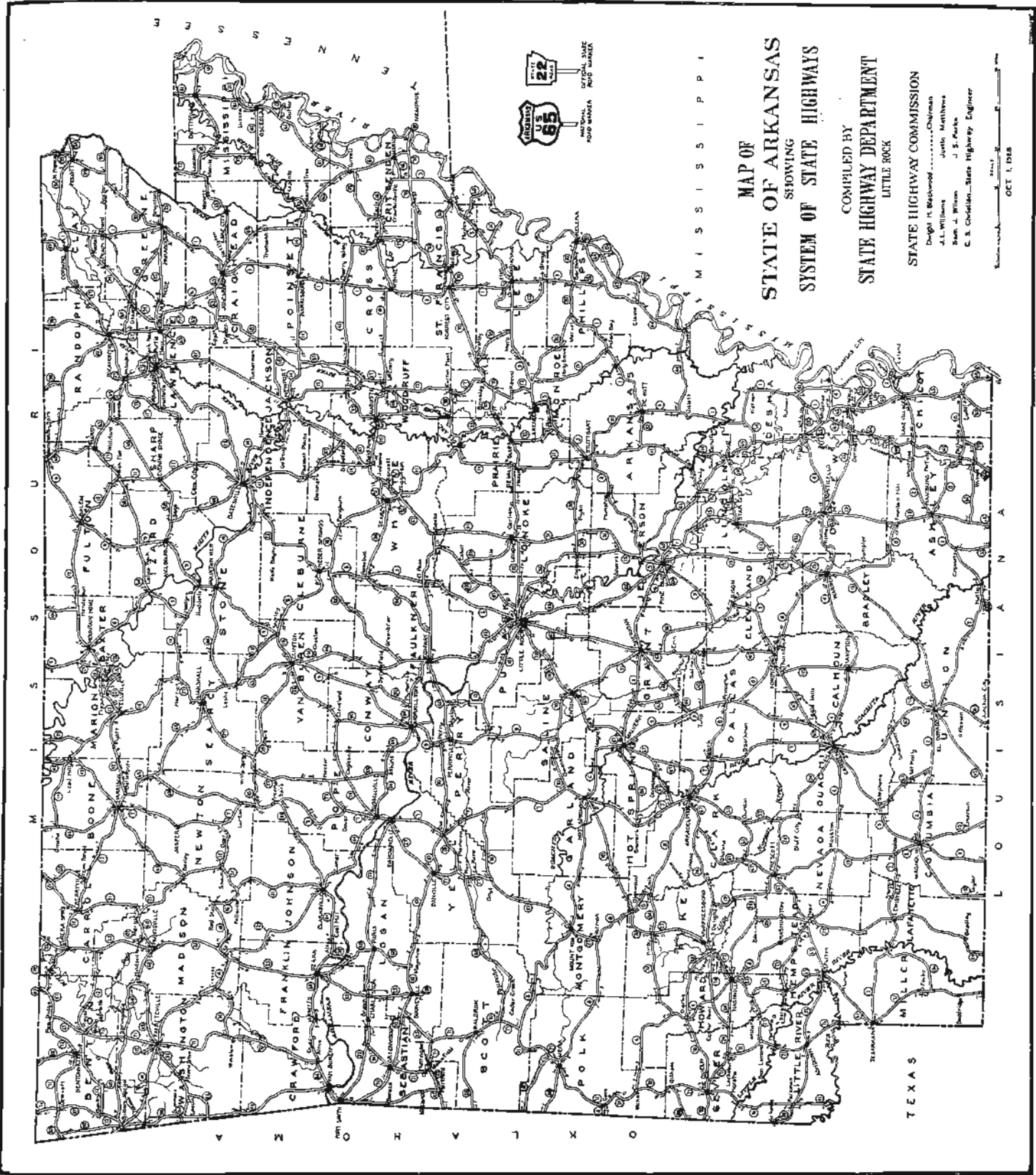


PLATE No. 3

TABLE NO. 1.  
Showing Status of Improvement of All Roads of State Highway System as of September 30, 1928

Road No.	Total Mileage	STATUS OF IMPROVEMENTS				
		Miles Graded	Miles Graveled or Similar Types	Miles Paved	Miles Under Construction	Miles Unimproved
1	257.8	22.1	136.9	41.0	36.1	21.7
2	199.0	0.0	163.7	0.0	18.3	17.0
3	251.5	0.0	177.5	5.1	27.0	41.9
4	229.8	38.4	70.5	9.4	50.6	60.9
5	111.6	3.8	18.3	11.5	34.6	43.4
6	139.3	45.0	57.3	4.5	12.4	20.1
7	239.9	87.2	72.0	8.0	12.1	60.6
8	229.4	58.9	54.8	0.0	21.2	94.5
9	230.1	74.8	89.7	3.8	61.8	0.0
10	122.6	85.7	0.0	0.0	36.9	0.0
11	224.3	48.1	98.9	9.5	38.2	29.6
12	210.7	41.8	131.1	0.0	0.0	37.8
13	88.6	0.0	25.5	0.0	63.1	0.0
14	198.4	3.2	102.6	0.0	57.3	35.3
15	139.6	0.0	55.0	6.3	20.8	57.5
16	306.5	91.7	97.9	0.0	48.5	68.4
17	96.5	11.5	60.2	0.0	9.6	15.2
18	94.7	15.3	43.7	26.3	9.4	0.0
19	60.8	12.0	14.6	0.0	25.0	9.2
20	47.8	0.0	10.2	37.6	0.0	0.0
21	103.3	47.8	42.2	0.0	0.0	13.3
22	77.5	68.2	0.0	0.0	9.3	0.0
23	131.8	41.5	26.4	0.0	0.0	63.9
24	95.4	21.9	18.1	0.0	36.9	18.5
25	155.9	56.9	38.7	0.0	50.9	9.4
26	55.4	4.2	35.9	0.0	0.0	15.3
27	196.1	86.0	49.4	0.0	22.2	38.5
28	76.0	38.8	7.0	0.0	5.7	24.4
29	64.4	1.8	26.9	0.0	17.0	18.7
30	78.0	0.0	39.4	38.6	0.0	0.0
31	48.7	0.0	31.8	0.0	16.9	0.0
32	47.2	0.0	38.8	0.0	0.0	8.4
33	64.8	15.7	43.6	0.0	0.0	5.5
34	53.9	0.0	8.9	0.0	41.0	4.0
35	111.4	10.8	35.7	6.8	23.6	34.5
36	47.1	31.8	0.0	0.0	0.0	15.5
37	27.1	4.0	5.8	0.0	0.0	17.3
38	16.0	0.0	6.0	0.0	0.0	10.0
39	40.1	0.0	40.1	0.0	0.0	0.0
40	35.2	5.3	14.9	15.0	0.0	0.0
41	37.2	0.0	36.0	0.0	0.0	1.2
42	38.8	0.0	19.8	0.0	0.0	19.0
43	59.6	19.9	21.5	0.0	12.7	5.5
44	59.1	0.0	5.0	38.5	0.0	15.6
45	118.4	67.7	20.5	0.0	6.4	23.8
46	20.6	0.0	13.5	0.0	7.1	0.0
47	19.1	0.0	19.1	0.0	0.0	0.0
48	14.5	0.0	14.5	0.0	0.0	0.0
49	18.3	0.0	0.0	11.3	0.0	7.0
50	27.4	0.0	23.6	0.0	0.0	3.8
51	39.6	0.1	28.9	0.0	10.6	0.0
52	22.5	0.5	5.3	0.0	0.0	16.7
53	13.3	4.4	0.0	0.0	8.9	0.0
54	8.9	0.0	8.9	0.0	0.0	0.0

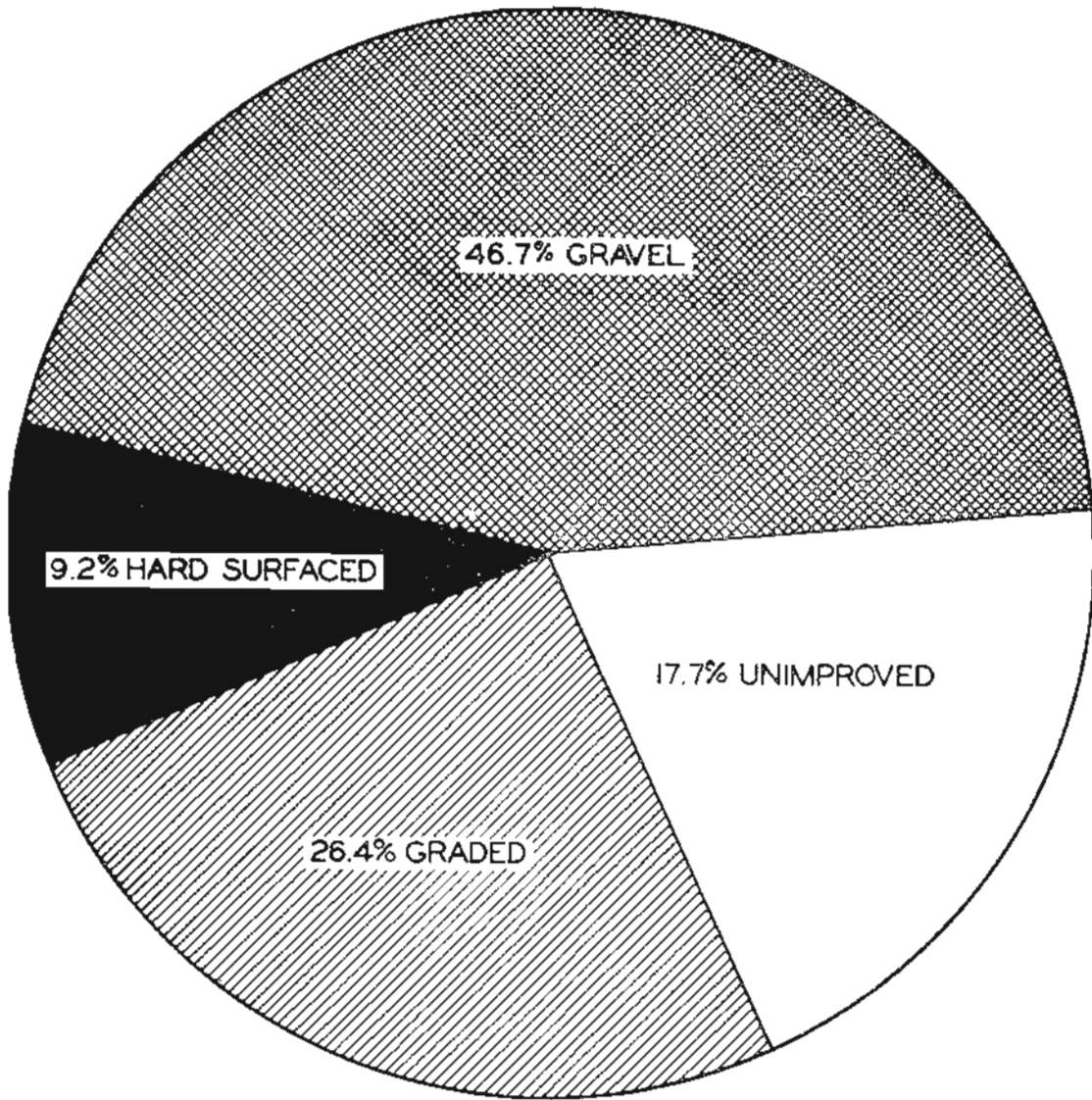


CHART SHOWING RELATIVE PROPORTION OF  
STATE HIGHWAY IMPROVEMENTS  
STATE OF ARKANSAS

TABLE NO. 1 (Continued)

Showing Status of Improvement of All Roads of State Highway System as of September 30, 1928

Road No.	STATUS OF IMPROVEMENTS					
	Total Mileage	Miles Graded	Miles Graveled or Similar Types	Miles Paved	Miles Under Construction	Miles Unimproved
55	21.9	0.0	21.9	0.0	0.0	0.0
56	34.7	20.2	14.5	0.0	0.0	0.0
57	16.0	0.0	0.0	0.0	16.0	0.0
58	39.8	0.0	0.0	0.0	0.0	39.8
59	7.8	0.0	7.8	0.0	0.0	0.0
60	54.8	14.5	12.3	18.9	12.1	7.0
61	68.9	0.0	14.0	54.9	0.0	0.0
62	70.3	28.6	0.0	0.0	0.0	41.7
63	140.8	20.4	75.5	24.3	15.6	5.0
64	136.2	0.0	56.8	58.3	21.1	0.0
65	328.5	5.2	80.1	166.1	77.1	0.0
66	34.6	8.8	0.0	0.0	8.7	17.1
67	317.4	8.9	266.7	4.1	37.7	0.0
68	58.0	15.0	43.0	0.0	0.0	0.0
69	30.0	0.0	30.0	0.0	0.0	0.0
70	302.5	28.4	148.9	96.2	22.9	6.1
71	322.2	38.8	218.2	2.3	62.9	0.0
72	33.9	0.0	33.9	0.0	0.0	0.0
73	20.7	3.7	12.0	0.0	0.0	5.0
74	17.8	12.3	0.0	0.0	0.0	5.5
75	27.6	0.0	27.6	0.0	0.0	0.0
76	17.6	6.3	0.0	0.0	0.0	11.3
77	15.1	1.1	11.4	0.0	0.0	2.6
78	12.1	0.0	12.1	0.0	0.0	0.0
79	68.8	51.7	0.0	0.0	0.0	17.1
80	10.9	0.0	0.0	0.0	10.9	0.0
81	9.6	0.0	0.0	0.0	0.0	9.6
82	9.2	0.0	7.9	1.3	0.0	0.0
83	1.5	0.0	1.5	0.0	0.0	0.0
84	33.3	11.2	0.0	0.0	0.0	22.1
85	10.0	0.0	0.0	10.0	0.0	0.0
86	10.8	10.8	0.0	0.0	0.0	0.0
87	14.7	14.7	0.0	0.0	0.0	0.0
88	15.8	0.0	15.8	0.0	0.0	0.0
89	19.2	16.7	2.5	0.0	0.0	0.0
90	6.6	0.0	0.0	0.0	6.6	0.0
91	21.6	1.4	15.3	0.0	0.0	4.9
92	13.4	3.3	2.4	7.7	0.0	0.0
93	5.5	0.0	0.0	0.0	0.0	5.5
94	22.3	0.0	9.2	0.0	0.0	13.1
95	41.1	27.7	0.0	13.4	0.0	0.0
96	10.1	0.0	0.0	0.0	0.0	10.1
97	2.5	0.0	2.5	0.0	0.0	0.0
98	4.3	0.0	0.0	0.0	0.0	4.3
99	35.4	18.9	16.5	0.0	0.0	0.0
100	10.8	0.0	10.8	0.0	0.0	0.0
101	20.6	9.7	0.0	0.0	0.3	10.6
102	9.4	4.0	5.4	0.0	0.0	0.0
103	33.3	15.0	10.0	0.0	0.0	8.3
104	3.9	9.0	3.9	0.0	0.0	0.0
105	15.5	15.5	0.0	0.0	0.0	0.0
106	6.7	0.0	0.0	0.0	0.0	6.7
107	12.9	0.0	12.9	0.0	0.0	0.0
108	3.0	0.0	3.0	0.0	0.0	0.0

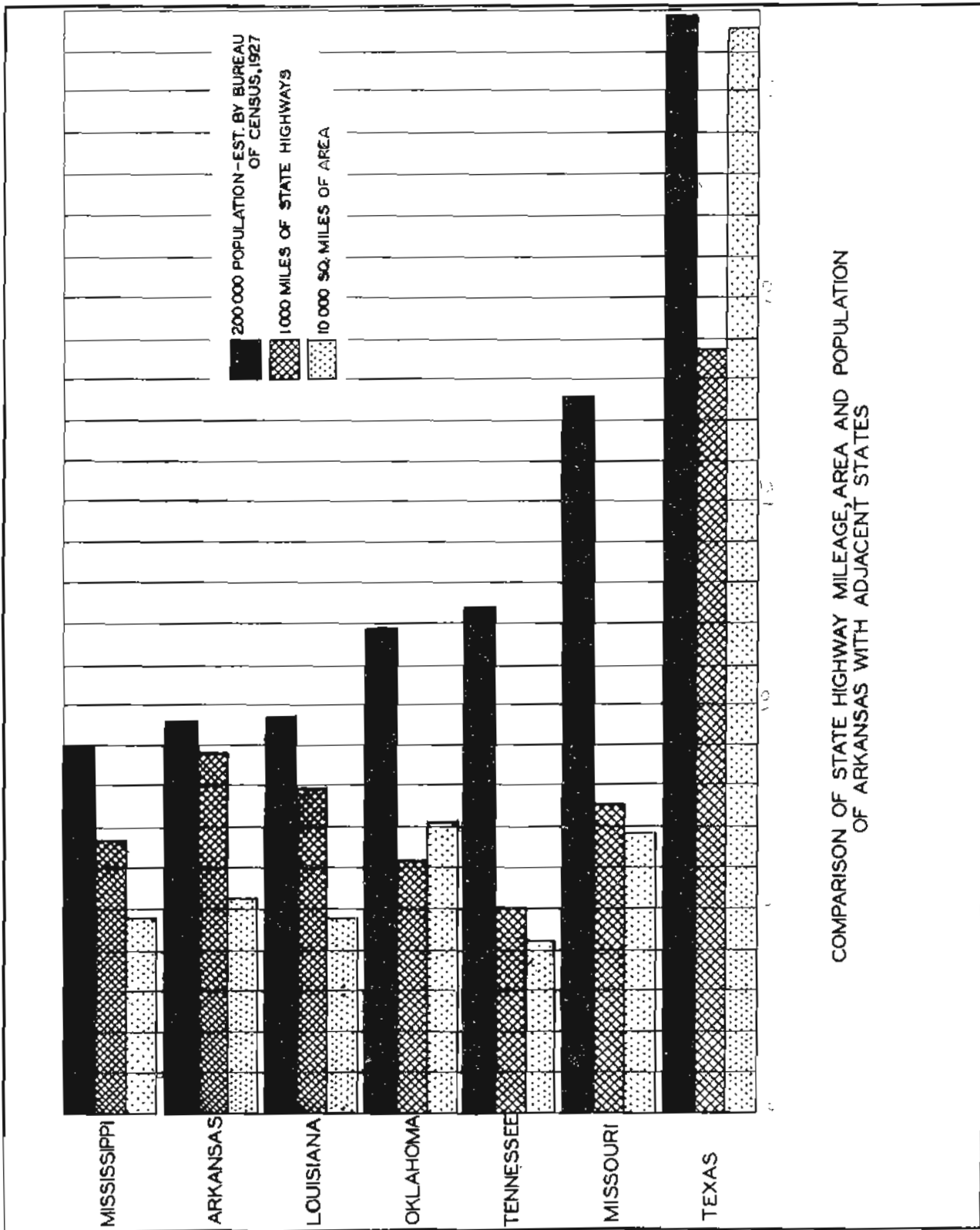


PLATE No. 5

TABLE NO. 1 (Continued)

Showing Status of Improvement of All Roads of State Highway System as of September 30, 1928

Road No.	Total Mileage	STATUS OF IMPROVEMENTS				
		Miles Graded	Miles Graveled or Similar Types	Miles Paved	Miles Under Construction	Miles Unimproved
109 .....	30.8	0.0	8.8	0.0	0.0	22.0
110 .....	21.8	0.0	0.0	0.0	0.0	21.8
111 .....	0.6	0.6	0.0	0.0	0.0	0.0
112 .....	3.3	0.0	3.3	0.0	0.0	0.0
113 .....	11.4	0.0	11.4	0.0	0.0	0.0
114 .....	16.3	0.0	7.8	0.0	8.7	0.0
115 .....	43.3	5.1	0.0	5.0	16.8	16.4
116 .....	2.7	0.2	0.0	0.0	2.5	0.0
117 .....	15.5	15.5	0.0	0.0	0.0	0.0
118 .....	10.0	10.0	0.0	0.0	0.0	0.0
119 .....	4.2	0.0	4.2	0.0	0.0	0.0
120 .....	8.0	8.0	0.0	0.0	0.0	0.0
121 .....	9.8	9.8	0.0	0.0	0.0	0.0
122 .....	27.8	0.0	7.0	0.0	0.0	20.8
123 .....	76.5	15.5	0.0	0.0	0.0	61.0
124 .....	27.0	3.0	0.0	0.0	0.0	24.0
125 .....	10.0	10.0	0.0	0.0	0.0	0.0
126 .....	11.0	9.0	0.0	0.0	0.0	2.0
127 .....	6.0	3.0	3.0	0.0	0.0	0.0
128 .....	17.0	17.0	0.0	0.0	0.0	0.0
129 .....	2.7	0.0	0.0	0.0	0.0	2.7
130 .....	8.0	0.0	0.0	0.0	0.0	8.0
131 .....	9.6	0.0	0.3	0.0	9.3	0.0
132 .....	26.0	0.0	0.0	0.0	13.9	12.1
133 .....	8.5	0.0	0.0	0.0	8.5	0.0
165 .....	45.6	0.0	28.2	17.4	0.0	0.0
167 .....	150.3	21.5	89.4	20.9	10.2	8.3
Totals .....	8,717.1	1,707.8	3,566.1	774.0	1,213.9	1,455.2

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

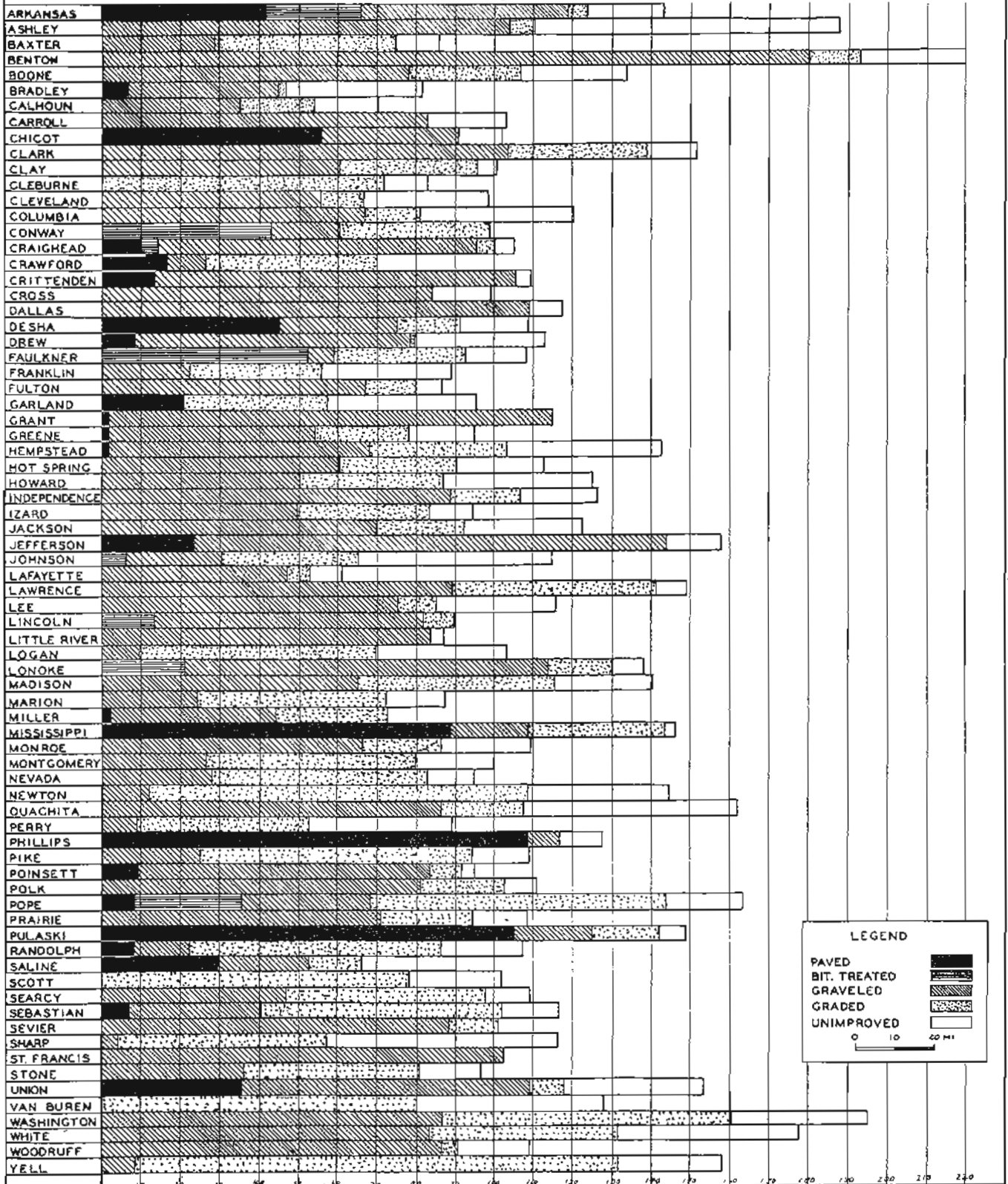


PLATE No. 6

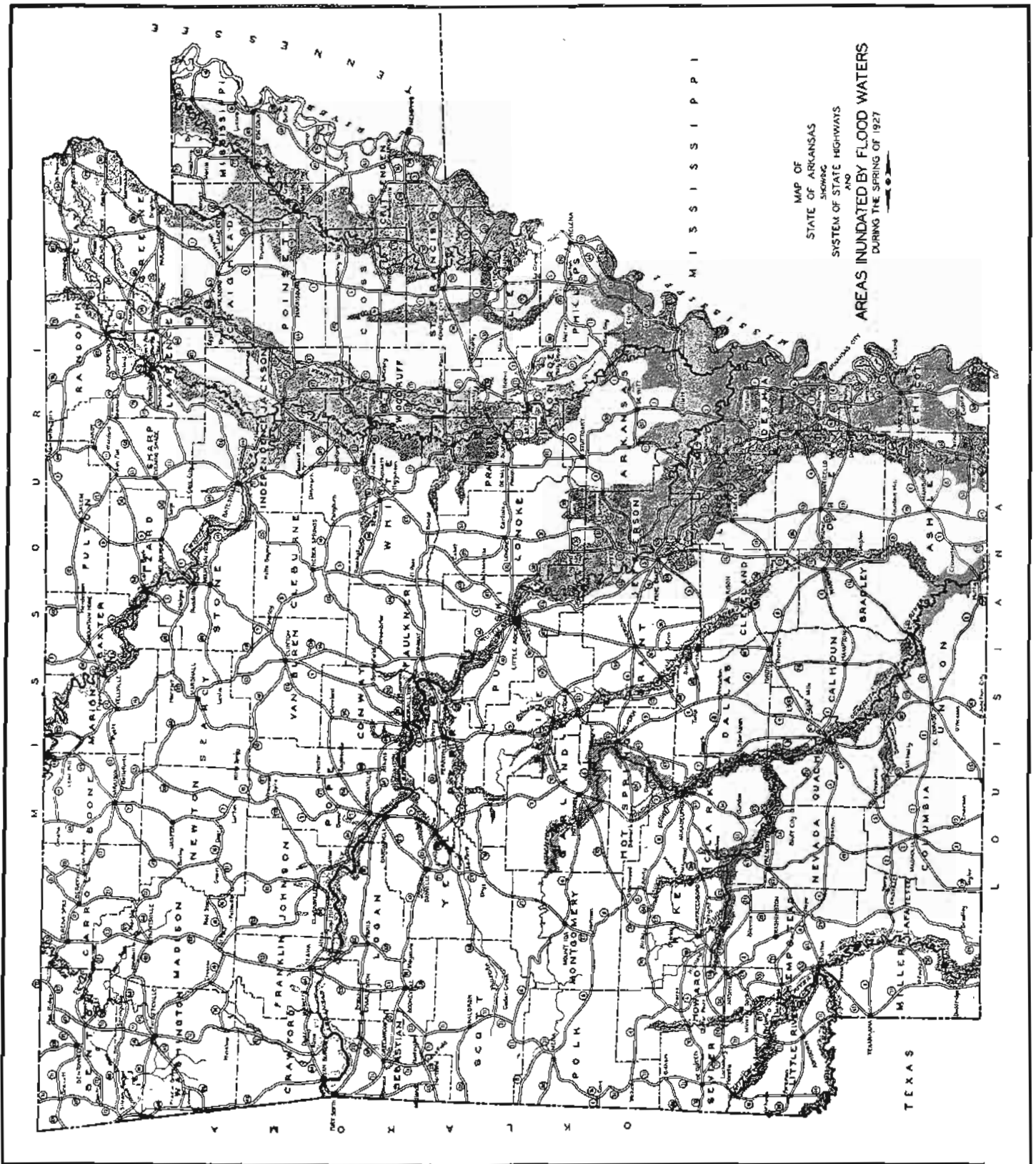


PLATE No. 7

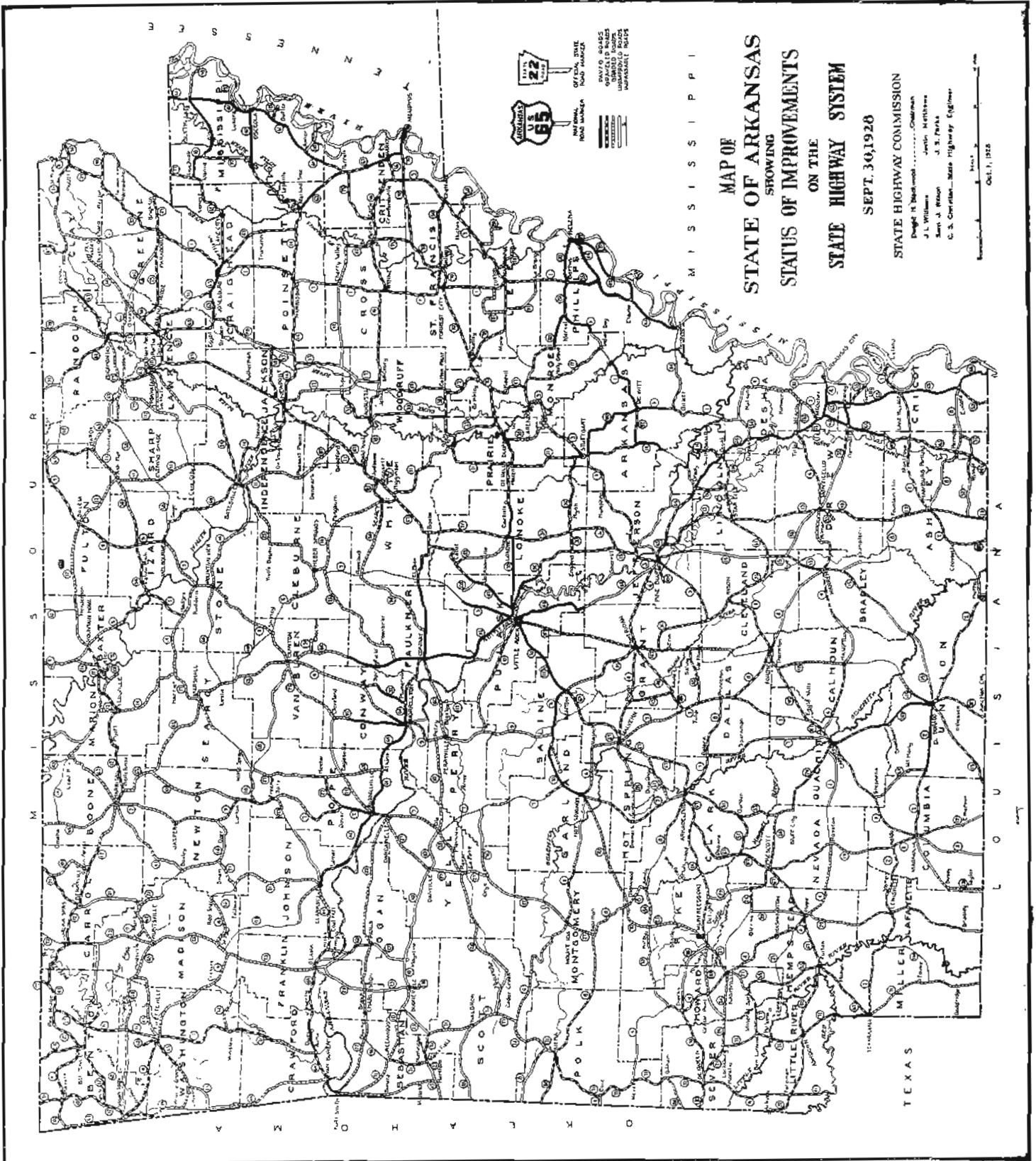


PLATE No. 8

### 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 U. S. Department of Agriculture embraces 1,954.3 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 1,755.6 miles, and secondary or intercounty highways, aggregating 3,198.7 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 57 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 7 per cent of the total public road mileage of that State as shown by the records of the State Highway Department. Of the mileage represented by this 7 per cent, not more than three-sevenths may be designated 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 7 per cent, in an amount equivalent to that mileage which lies wholly within the boundaries of national forests or other Federal reservations.

**Source of Funds** Federal Aid for highways is provided by congressional appropriations to the U. S. 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 U. S. 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.

Following is a statement showing the apportionment 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 .. .. .	1,596,136.09
1921 .. .. .	1,685,178.09
1922 .. .. .	1,254,142.20
1923 .. .. .	836,091.80
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
	-----
Total	\$14,165,485.00

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



**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 Department.

**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 Government's pro rata share of the cost of participating 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 work completed, together with other pertinent information required by the Secretary of the U. S. Department of Agriculture. If 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 Government's share of the cost of construction of Federal Aid road projects cannot exceed 50 per cent, or a maximum of \$15,000.00 per mile, exclusive of bridges of more than 20-foot span. 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 50 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 U. S. 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 sizes and types 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 serious 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 September 30, 1928:

1. Total apportionment for the fiscal years 1917 to 1929, inclusive.....		\$14,165,485.00
2. Total paid on completed projects.....	\$9,913,387.60	
3. Total paid on projects under construction .....	1,301,200.53	
4. Balance available for projects under construction or obligated....	1,188,423.20	
5. Total, items 2 to 4, inclusive.....	\$12,403,011.33	12,403,011.23
6. Balance of apportionment not obligated.....		\$1,762,473.77

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. Item 2 represents the Federal Government's contribution to the cost of constructing 200 Federal Aid projects aggregating 1,622.88 miles and summarized as follows:

Number of Projects	Type of Projects	Mileage Constructed	Cost on which Fed. Aid is based	Amount of Fed. Aid paid	Average per cent of cost covered by Federal Aid
179	Road	1,618.83	\$22,044,324.32	\$9,538,457.61	43.27
21	Bridge	4.05	897,126.24	374,929.99	41.79
200		1,622.88	\$22,491,450.56	\$9,913,387.60	43.21

**Pro Rata Share** From the above summary it will be noted that expenditures for projects constructed under the Federal Aid laws have been in the approximate proportion of \$43.00 from the Federal Government to \$57.00 provided by the State. However, the total expenditure shown 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 other items and contingencies encountered during the construction period but in which costs the Federal Government does not participate. The following summary shows the status of Federal Aid projects as of September 30, 1928, exclusive of projects completed and for which the final payment of Federal Aid has not been received:

Item No.	Status	No. of Projects		Mileage		Cost on Which Federal Aid is Based		Federal Aid Allotments	
		Road	Bridge	Road	Bridge	Road	Bridge	Road	Bridge
1.	Under construction or obligated.....	16	7	152.03	3.01	\$2,466,317.95	\$1,672,621.29	\$1,149,661.84	\$636,367.25
2.	Inactive—Not completed.....	4	0	16.42	0.00	346,576.54	.....	172,712.92	.....
3.	Completed—Final payment of Fed. Aid pending.....	8	3	66.12	1.48	543,400.20	544,308.50	260,966.24	269,915.48
4.	TOTALS.....	28	10	234.57	4.49	\$3,356,294.69	\$2,216,929.79	\$1,583,341.00	\$906,282.73
5.	Progress payments.....							840,410.53	460,790.00
6.	Balances available.....							742,930.47	445,492.73

A recapitulation of items taken from the foregoing summaries show that 211 Federal Aid projects have been completed and 27 are under construction or obligated. The total mileage included in these 238 projects is about 1,862, or approximately 37.5 per cent of the total mileage comprising the present Federal Aid system. This does not, however, constitute the entire amount of construction work on the Federal Aid system, as numerous projects have been completed and are under construction by the State, and in which the Federal Government has not participated in the cost.

### NATIONAL FOREST ROADS AND TRAILS

Two national forest reserves are located in the State of Arkansas, their official designation being the Ozark National Forest and the Ouachita National Forest. The reserves are administered through the Forest Service of the U. S. Department of Agriculture and the lands included are situated in twenty counties in the western part of the State.

**Classification of Forest Roads and Trails** The highways serving national forests are, for administrative and other purposes, divided into two groups, one group being termed Forest Highways and the other group Forest Development Roads, the latter group also including roads of comparatively narrow width commonly known as trails.

**Forest Highways** Forest Highways are further subdivided into three classes. Class One, including all existing and proposed roads which are included in the Federal Aid or State Highway System and which lie wholly within the boundaries of the national forest; Class Two being similar to Class One except that the road need not lie wholly within the boundaries of the national forest; and Class Three including other existing or proposed roads which are neither a part of the Federal Aid nor the State Highway System but are of primary importance as county connecting roads and local community roads. 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 amount of traffic which in turn influences to some degree the character and extent of the 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 parties concerned, the State, the Bureau of Public Roads and the Forest Service, and their recommendations submitted to the Secretary of Agriculture for approval. The Forest Highway System may be modified or revised from time to time through similar procedure. Changes made in the Forest Highway System do not operate to increase or decrease the apportionment of the funds appropriated as the apportionment is based on the two factors of area and value of the lands included in the national forests. The approximate mileage and the classification of roads comprising the present approved Forest Highway System in this State is as follows: The location may be noted by reference to Plate No. 9.

Class	Approximate Mileage
1 .....	131
2 .....	51
3 .....	20
Total.....	202

**Forest Development Roads** Forest Development Roads and Trails are selected by the Forest Service, and are constructed under the supervision of that organization or of 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 national forests, 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 U. S. 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 U. S. 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 set aside by the Secretary of the U. S. 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 purposes for which allotted the unexpended balance is made available for construction of Forest Highways in that State. The apportionment of Forest Highway funds to this State is not large, amounting only to approximately \$30,000.00 per year. These funds are available until expended, that is, there is no stipulated period of time within which they must be obligated or placed under agreement as is required for Federal Aid funds.

**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 proceedings require the joint approval of both the Forest Service and the Bureau of Public Roads.

Unlike Federal Aid, participation of which is limited to 50 per cent of the cost of construction, Forest Highway funds may be applied in any proportion up to 100 per cent. The construction of Forest Highways of Class One and Class Two on the Federal Aid System 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 100 per cent of the cost of construction.

**Status of Improvements** The following summary shows the status of improvements on the Forest Highway System as of September 30, 1928:

Status	Mileage	Cost of Construction	
		Actual	Estimated
Completed .....	67.16	\$316,419.61	.....
Under Construction .....	3.08	.....	\$ 32,679.41
Obligated .....	5.54	.....	94,128.95
Totals .....	75.78	\$316,419.61	\$126,808.36

A recapitulation of items taken from the foregoing summaries shows that about 41 per cent of the mileage on the Forest Highway System will have been constructed when the work under way as well as contemplated has been completed, with an average cost per mile of \$5,800.00. This analysis covers work only in which the State has participated and does not include any improvements which may have been made by the Forest Service or counties with their own organizations and funds.

## CONSTRUCTION

A volume of construction unprecedented in the annals of the Arkansas road-building industry was initiated during the biennium following the enactment of Act No. 11 of 1927. The new road act passed by the 1927 Legislature, providing for improvements in the amount of \$52,000,000 over a four-year period, was approved February 4, 1927, the first note issue being sold June 14, 1927, and the initial money made available July 14, 1927.

**Contract Awards** Proposals on the first projects to be financed under the new law were received June 30, 1927, and from that date to the end of the calendar year 175 contract awards were made, or an average of nearly thirty commitments per month. Such awards covered the construction of 1,162 miles of roads and bridges, with an aggregate commitment of \$13,154,188.16. A program of the same intensity was maintained through the calendar year 1928 to the period ending September 30, with the award of 184 contracts, or an average of nearly 21 awards per month. The 1928 commitments covered the construction of 837 miles of roads and bridges, with an aggregate commitment of \$9,757,034.62. Table No. 6 shows the contract awards for the entire period, segregated into the various types of work. It will be noted that the awards over the entire period cover the improvement of 1,999.1 miles of work. Tables Nos. 2 and 3 show the detail of the commitments for the periods mentioned.

**State Force Work** In addition to the contract projects mentioned above, the State found it necessary to perform additional work with their own forces. This work was mainly of an uninviting nature and of a character difficult for the contractor to place a proposal upon owing to lack of definite information, and consisted to a great extent of minor changes in alignment, widening curves, reconstructing shoulders, scattered gravel surfacing, and construction of isolated drainage structures. Where machine equipment could be used to good advantage, such State-owned equipment was operated in the construction of short sections of unimproved roads. The highways and bridges damaged by flood waters in the spring of 1927 were to a large extent repaired and reconstructed by State force personnel. The commitments over the entire period amounted to \$4,112,538.68, and the distribution among the several counties is shown by Table No. 4.

**Unit Prices** It is considered that the State has been fortunate in the selection of contractors, as the work completed is of excellent character and conforms fully to the high standard set by the Department. It is also significant that of the total awards made, it became necessary to place only 1% of that total in the hands of the surety company for finishing. A comparison of cost of road and bridge projects over a four-year period indicates a 4½% increase over the 1925 basis for the 1927 period, with about a 1½% decrease from the same basis for the 1928 period. This comparison of cost is shown graphically by Plate No. 11. The average weighted prices for the various items included in the different projects for the past four-year period are shown by Table No. 5.

It is not considered that the volume of construction initiated during the 1927 period influenced the slight increase in prices noted above the 1925 basis, as considerable competition existed at each letting, the number of proposals received in 1927 averaging slightly less than six per project, and in 1928 slightly more than seven per project. No major revisions in specifications affecting costs occurred through this period, and fluctuations in unit prices must be explained through variations in labor and material costs, as well as in the difficulty of execution of the work itself. During the 1927 period a considerable volume of work was initiated in unopened and almost inaccessible territory, remote from railroad facilities, and necessitating long hauls for materials with minimum loads. This factor in itself offers a satisfactory explanation of the

slight increases noted in several of the bid prices received. The increase in the price of earth excavation is further explained in that the yardage moved in the mountainous regions of the State was more difficult of execution, containing boulders, loose rock and other materials not subject to classification under the specifications, but encountered in sufficient quantities to entail an additional cost in handling. In 1925 and 1926 very little yardage of this nature was moved, which fact is reflected in the averages for those years.

A national construction cost index, covering all phases of construction work, indicates a curve somewhat in line with that shown by Plate No. 11, although flatter and with less variation and with an annual lead over the Arkansas index. Local conditions would, of course, have a greater effect on the Arkansas index than the national index, with a consequent greater variation in the annual percentages shown.

**Advertising and Publicity** All construction projects are advertised through three mediums having circulation in the Mississippi Valley, and the larger and more difficult work through additional mediums having national circulation. The response has been excellent, proposals having been received from a territory ranging from Kentucky to Colorado and North Dakota to Texas. The lettings have been well attended, contractors and the allied industries crowding the legislative chamber of the Capitol building, where the proposals are publicly opened and read, item by item. Strict compliance with the requirements covering the submitting of proposals has been insisted upon, and the work of tabulating and checking proposals has been so perfected as to allow the State Highway Commission to make awards the afternoon of the same day on which the proposals were read.

**Design** The past biennium has witnessed many improvements in design. Experience, plus the result of test and experiment, has indicated economies that could be adopted without sacrifice of results. Departmental construction standards are being constantly analyzed with this feature in mind, and it is significant that most modifications result in a greater ease of construction as well as increased symmetry of finished work.

**Specifications** During the past biennium the Arkansas Standard Road and Bridge Specifications have met with several revisions in order to keep abreast of the best current practice. With the large highway programs in force in the majority of the States and the consequent research work incident thereto, construction methods, materials and equipment are being subjected to continual improvements. Our current specifications, while probably broader in interpretation and scope, are more restrictive in the type of work demanded, requiring a high-type personnel in the execution. A close co-operation has existed between the engineer and the contractor in regard to the results achieved, and such personnel is entitled to the greatest consideration in the part they have played in making the construction program a success.



TABLE NO. 2  
Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time (Cal. Days)	Amt. of Contract Award	Estimated Cost of Materials to be Furn. by State	Estimated Exp. for Engin. and Contingencies	Total Comml. Total
100	3-S-16	183-E	St. Francis River Bridge	Lee	1800'	Steel Bridge and Substructure	Feb. 28, '27	Vincennes Bridge Co., Vincennes, Ind.	450	238,640.80	708.00	23,934.88	263,283.68
600	38-S-2 11-S-10		Bridges near Des Arc Hot Springs-Malvern Road	Prairie Garland	1800' 1,417	Timber Bridges and Approaches Grading, Drain. Struc. Concrete Pavement	Feb. 28, '27 May 3, '27	Hall & Williams, Des Arc, Ark. Geo. W. Nickels & Son, Hot Springs, Ark.	60 80	16,357.60 47,722.85	NONE NONE	1,635.76 4,772.28	17,993.36 52,495.13
400	22-S-1		Fl. Smith-Charleston Road	Sebastian	0.640	Topeka Mix Pavement	June 9, '27	Kaw Paving Co., Topeka, Kan.	00	17,088.74	NONE	1,708.87	18,797.61
101	1-S-8	192-C	Walnut Corners-Lee County Line	Phillips	6.058	Grading, Drainage Structures	June 30, '27	F. D. Harvey & Co., Memphis, Tenn.	80	17,687.50	NONE	1,768.75	19,456.25
300	29-S-2	215-B	Hope-Lewisville Road	LaFayette	9.534	Grading, Drain. Struc. Gravel Surfacing	June 30, '27	Tarrant & Miles, El Dorado, Ark.	150	43,251.21	1,999.00	4,525.02	49,775.23
702	4-S-10	226-A	Camden-Hampton Road	Calhoun	14.788	Gravel Surfacing	June 30, '27	Miss.-Ark. Construc. Co., Little Rock, Ark.	140	24,602.35	3,056.90	2,760.92	30,436.17
703	15-S-4	229-A	Warren North Road	Bradley	6.306	Concrete Paving	June 30, '27	Lawrence Construc. Co., Jackson, Miss.	120	146,430.16	NONE	14,643.01	161,073.17
705	115-S-3		Thornton-Hampton Road	Calhoun	16.828	Grading, Drainage Structures	June 30, '27	Lynch & Hill, Little Rock, Ark.	200	48,964.69	NONE	4,896.46	53,861.15
700	167-S-2		El Dorado Smackover Road	Union	10.814	Grading, Drain. Struc. Concrete Paving	June 30, '27	Kochtitzky & Prosser, Carbondale, Ill.	150	321,811.15	NONE	32,181.11	353,992.26
704	2-S-4		Village-Union County Line Road	Columbia	3.163	Grading, Drainage Structures	June 30, '27	Miss.-Ark. Construc. Co., Little Rock, Ark.	45	18,811.59	NONE	1,881.15	20,692.74
701	167-S-2		El Dorado-Smackover Bridges	Union	355'	Reinf. Con. Girder Bridges (5)	June 30, '27	McGuire & Cavender, Texarkana, Texas	130	40,870.88	NONE	4,087.08	44,957.96
200	59-S-1		Eudora-Kilbourne Road	Chicot	7.810	Gravel Surfacing	June 30, '27	Selz Construction Co., McGehee, Ark.	80	13,169.30	41,259.00	5,442.83	59,871.13
301	71-S-1		Texarkana-Louisiana Line Road	Miller	7.950	Grading, Drainage Structures	June 30, '27	J. G. Newkirk, Chaudrant, La.	105	42,776.22	NONE	4,277.62	47,053.84
302	71-S-1		Texarkana-Louisiana Line Bridges	Miller	200'	Two Reinf. Concrete Girder Bridges	June 30, '27	McGuire & Cavender, Texarkana, Texas	90	16,286.35	NONE	1,628.63	17,914.98
706	4-S-10		Two Bayou Bridges	Calhoun	98'	Treated Timb. Bridge	July 29, '27	J. W. Covington, Benton, Ark.	60	3,088.59	NONE	308.86	3,397.45
201	4-S-16		Boggy Bayou and Dr. Ditch No. 43 Bridges	Yeshu	400'	Two Treated Timber Bridges	July 29, '27	J. F. Mullins, Pine Bluff, Ark.	120	12,211.00	NONE	1,221.10	13,432.10
1000	25-S-8		Rheas Branch-Paragould Road	Green	7.765	Grading, Drain. Struc. Gravel Surfacing	July 29, '27	Merchants Transf. Co., Little Rock, Ark.	210	78,391.84	1,606.40	7,999.82	87,998.06
401	71-S-15		Alma-Fine Springs Road	Crawford	4.737	Grading, Drainage Structures	July 29, '27	James & Hopper, Aima, Ark.	100	27,057.41	NONE	2,705.74	29,763.15
500	25-S-4	240-B	Batesville-Heber Springs Road	Independence	10.953	Gravel Surfacing	July 29, '27	Ellis & Lewis, Muskogee, Okla.	120	37,794.10	2,271.80	4,006.59	44,072.49
716	15-S-3		Warren-Hermitage Road	Bradley	13.503	Grading, Drainage Structures	Aug. 30, '27	R. J. Lynch, Little Rock, Ark.	250	32,885.71	NONE	3,288.57	36,174.28
707	115-S-3		Thornton-Hampton Bridges	Calhoun	364'	Steel and Concrete Bridges	Aug. 30, '27	Lynch & Hill, Little Rock, Ark.	120	42,277.03	NONE	4,227.70	46,504.73

TABLE NO. 2 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

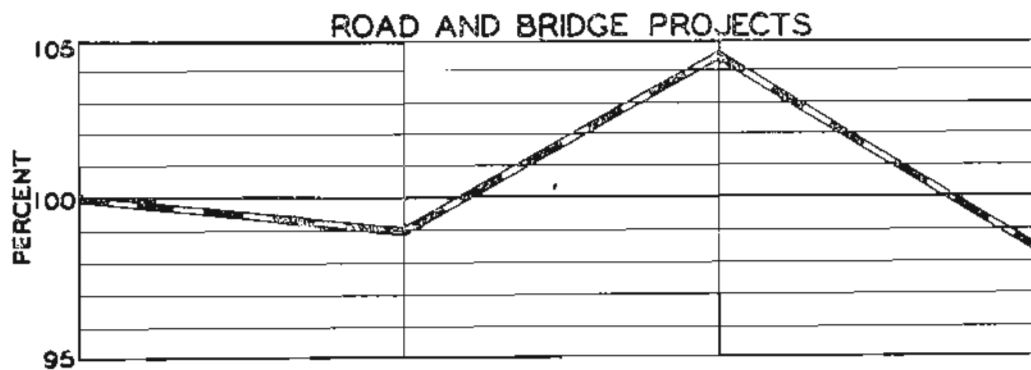
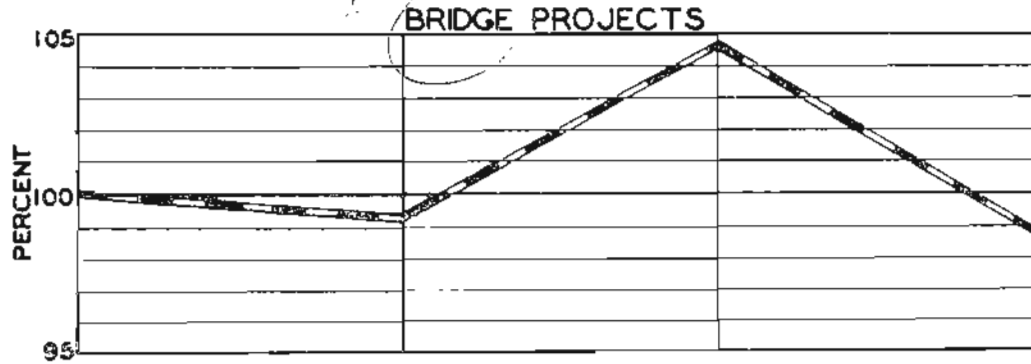
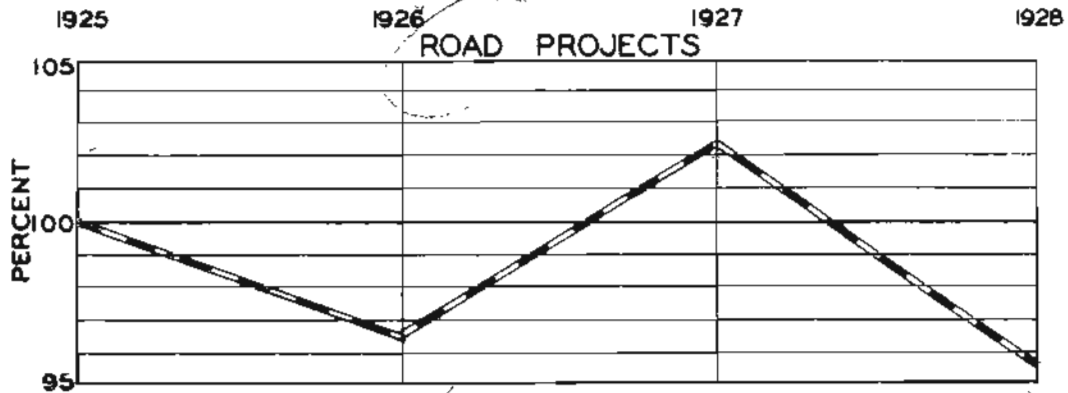
Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Days	Amt of Contract Award	Estimated Cost of Materials to be Furnished by State	Estimated Exp. For Engin. and Con. In Genes.	Total Commitment
1016	1-S-21	238-A	Corning-Piggott Road	Clay	1.470	Grading and Gravel Surfacing	Aug. 30, '27	Bunnell & Mack, Paragould, Ark.	180	14,982.08	4,362.15	1,934.42	21,278.65
1017	34-S-5		Corning-Piggott Road	Clay	9.563	Grading, Drainage Structures	Aug. 30, '27	S. C. Taylor, Birmingham, Ala.	250	35,824.06	NONE	3,582.40	39,406.46
501	16-S-11		Heber Springs-Edgemont Road	Cleburne	8.899	Grading, Drainage Structures	Aug. 30, '27	B. H. Heard, Little Rock, Ark.	180	52,852.66	NONE	5,285.26	58,137.92
802	9-S-8		Cypress Creek Bridge	Conway	93'	Steel and Concrete Bridges	Aug. 30, '27	Peters & DeCamp, Little Rock, Ark.	90	7,454.28	NONE	745.42	8,199.70
1015	18-S-4		Lake City-Leachville Road	Craighead	3.038	Grading, Drain. Struc.	Aug. 30, '27	C. B. Gregg, Jonesboro, Ark.	100	11,835.15	12,060.75	2,389.59	26,285.49
402	64-S-2		Alma-Mulberry Road	Crawford	8.967	Burnt Shale Surfacing	Aug. 30, '27	James & Hopper, Alma, Ark.	90	7,090.27	11,766.00	1,885.62	20,741.89
120	1-S-14		Wynne-Harrisburg Road	Cross	15.181	Gravel Surfacing	Aug. 30, '27	W. J. Runyan Pav. Co., Shaffie d, Ala.	250	34,478.77	3,142.50	3,762.12	41,383.39
102	70-S-20	300-A-2	Harahan Viaduct	Crittenden	4200'	Concrete Structures	Aug. 30, '27	Fuller Construction Co., Dallas, Texas.	540	450,339.34	NONE	45,033.93	495,373.27
515	18-S-1		Newport-Grubbs Bridges	Jackson	1180'	Untreated Timber Bridges	Aug. 30, '27	J. M. Howell, DeQueen, Ark.	120	13,759.81	NONE	1,375.98	15,135.79
331	29-S-1		Lewisville-Bradley	LaFayette	11.000	Gravel Surfacing	Aug. 30, '27	J. G. Newkirk, Dodridge, Ark.	210	42,928.00	2,288.00	4,521.60	49,737.60
1101	71-S-12		Mansfield-Waldron Bridges	Logan-Scott	274'	Concrete Bridges	Aug. 30, '27	Luten Bridge Co., Little Rock, Ark.	120	23,807.64	NONE	2,380.76	26,188.40
803	22-S-3		Charleston-Paris Road	Logan	9.671	Grading, Drainage Structures	Aug. 30, '27	Ellis & Lewis, Muskogee, Okla.	200	54,772.42	NONE	5,477.24	60,249.66
332	71-S-4		Ashdown-Ogden Road	Little River	7.469	Gravel Surfacing	Aug. 30, '27	Richardson Ayres, Hope, Ark.	130	8,241.00	13,446.00	2,168.70	23,855.70
900	14-S-3		Yellville-Marshall	Marion	8.504	Grading, Drainage Structures	Aug. 30, '27	S. C. Taylor, Birmingham, Ala.	375	73,955.76	NONE	7,395.57	81,351.33
103	17-S-1		Clarendon-Indian Bay Road	Monroe	10.236	Gravel Surfacing	Aug. 30, '27	J. D. & R. P. Sims, Hughes, Ark.	75	11,912.96	21,975.50	3,388.84	37,277.30
315	19-S-3		Rosston-Waldo Road	Nevada	7.575	Grading, Drainage Structures	Aug. 30, '27	J. G. Newkirk, Dodridge, Ark.	200	35,298.66	NONE	3,529.86	38,828.52
718	24-S-6		Camden-Chidester Road	Ouachita	1.449	Grading, Drainage Structures	Aug. 30, '27	J. P. McNully, Pine Bluff, Ark.	100	9,516.92	NONE	951.69	10,468.61
333	26-S-6		Murfreesboro-Delight Road	Pike	7.600	Gravel Surfacing	Aug. 30, '27	J. P. McNully, Pine Bluff, Ark.	160	19,523.80	1,580.80	2,110.46	23,215.06
1001	63-S-7	245-A	Marked Tree Bridges	Poinsett	2000'	Steel and Concrete Bridges, Grad. (2)	Aug. 30, '27	Williamson & Williams, Batesville, Ark.	360	111,645.41	NONE	11,164.54	122,809.95
615	70-S-10		Benton-Hot Springs Road	Saline	20.000	Grading and Struc. Flood Damage	Aug. 30, '27	Harvey Brown Con. Co., Little Rock, Ark.	120	33,839.08	NONE	3,383.90	37,222.98
404	71-S-14		Fl. Smith-Greenwood Road	Sebastian	15.309	Grading, Drainage Structures	Aug. 30, '27	W. D. McCoy & Son, Fort Smith, Ark.	300	78,110.80	NONE	7,811.08	85,921.88
405	71-S-14		Fl. Smith-Greenwood Bridges	Sebastian	227'	Concrete Bridges. (5)	Aug. 30, '27	O'Hagan & McVicker Co., Kansas City, Mo.	180	31,696.05	NONE	3,169.60	34,865.65

TABLE NO. 2 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Estimated Length in Feet	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Calendar Days	Amount of Contract Award	Estimated Cost of Materials to be Furnished by State	Estimated Exp. for Engin. and Cont. and Contingencies	Total Commitment
415	22-S-1		Ft. Smith-Charleston Road	Sebastian	9.954	Grading, Drainage Structures	Aug. 30, '27	Interstate Construc. Co., Paris, Texas.	250	40,910.51	NONE	4,091.05	45,001.56
403	71-S-11	198-B	Mill Creek and Slough Bridges	Scott	2260'	Concrete Bridges and Grading	Aug. 30, '27	O'Hagan & McVicker Co., Kansas City, Mo.	180	32,948.26	NONE	3,294.82	36,243.08
715	2-S-5	232-B	Magnolia-El Dorado Road	Union	18.255	Concrete Surfacing	Aug. 30, '27	M. D. L. Cook, Little Rock, Ark.	450	457,031.56	NONE	45,703.15	502,734.71
502	14-S-12		Newport-Harrisburg Road	Jackson	8.834	Grading, Drain, Struc. & Grav. Surfacing	Sept. 15, '27	A. A. Davis & Co., Kansas City, Mo.	200	49,106.74	32,884.80	8,199.15	90,190.69
717	4-S-13		Warren-Monticello Road	Bradley	5.680	Grading, Drainage Structures	Sept. 15, '27	L. T. Campbell, El Dorado, Ark.	400	51,323.75	NONE	5,132.37	56,456.12
804	22-S-5		Ft. Smith-Dardanelle Road	Yell	8.249	Grading, Drainage Structures	Sept. 15, '27	M. E. Gillioz, Monette, Mo.	330	68,238.84	NONE	6,823.88	75,062.72
901	14-S-3		Yellville-Marshall Road	Marion	6.856	Grading, Drainage Structures	Sept. 15, '27	Thurber Construc. Co., Fort Worth, Texas.	280	58,452.50	NONE	5,845.25	64,297.75
915	65-S-1		Harrison-Omaha Road	Boone	7.890	Grading, Drainage Structures	Sept. 15, '27	M. E. Gillioz, Monette, Mo.	300	98,031.29	NONE	9,803.12	107,834.41
1103	71-S-12		Mansfield-Waldron Road	Logan & Scott	7.645	Grading, Drainage Structures	Sept. 15, '27	Cook & Ransom, Ottawa, Kan.	180	38,108.82	NONE	3,810.88	41,919.70
221	35-S-8	194-A	Dermott-Collins Road	Drew	4.662	Gravel Surfacing	Sept. 29, '27	Johnson T. & D. Co., Little Rock, Ark.	90	7,865.00	18,967.65	2,683.26	29,515.91
224	4-S-15		Cut-off Creek Bridge	Drew	154' 4"	Treated Timber Trestle	Sept. 29, '27	C. H. Atkinson Pav. Co., Chillicothe, Mo.	70	4,735.80	NONE	473.58	5,209.38
227	31-S-1		Sherrill-Coy Road	Jefferson	6.312	Gravel Surfacing	Sept. 29, '27	J. P. McNulty, Pine Bluff, Ark.	90	13,441.48	18,278.40	3,171.98	34,891.86
316	70-S-5		Glennwood-Kirby Road	Pike	8.810	Grading, Drainage Structures	Sept. 29, '27	Cooke & Ransom, Ottawa, Kan.	180	62,719.94	NONE	6,271.99	68,991.93
317	24-S-5		Prescott-Bluff City Road	Nevada	7.912	Grading, Drainage Structures	Sept. 29, '27	Griffin & Harville, Gordon, Ark.	150	24,180.64	NONE	2,418.06	26,598.70
339	19-S-3		Prescott-Rosston Road	Nevada	6.344	Gravel Surfacing	Sept. 29, '27	P. W. Fletcher, Hannibal, Mo.	180	27,067.59	1,292.80	2,836.03	31,196.42
416	22-S-1		Ft. Smith-Charleston Road	Sebastian	7.973	Grading, Drainage Structures	Sept. 29, '27	Winstead & Gunter, Siloam Springs, Ark.	200	49,587.31	NONE	4,958.73	54,546.04
503	25-S-4		Greenbriar Creek Bridge	Independence	131' 8"	Steel and Concrete Bridge	Sept. 29, '27	F. L. Seull, Conway, Ark.	130	13,168.13	NONE	1,316.81	14,484.94
504	63-S-2		Martin Creek Bridge	Sharp	224' 11"	Steel and Concrete Bridge	Sept. 29, '27	Pioneer Construc. Co., Kansas City, Mo.	180	21,727.77	NONE	2,172.77	23,900.54
616	6-S-6		Hot Springs-Malvern Road	Hot Spring	12.412	Grading, Drainage Structures	Sept. 29, '27	M. E. Gillioz, Monette, Mo.	375	128,401.76	NONE	12,840.17	141,241.93
617	70-S-8		Hot Springs-Glennwood Road	Garland	17.227	Grading, Drainage Structures	Sept. 29, '27	Jas. Spencer & Son Con. Co., Mulvane, Kan.	375	123,326.53	NONE	12,332.65	135,659.18
618	64-S-8		Conway-Gleason Road	Faulkner	4.483	Grading, Drain, Struc. & Gravel Surfacing	Sept. 29, '27	W. L. Davis, Kansas City, Mo.	100	12,843.18	16,356.30	2,919.94	32,119.42
621	9-S-4		Dallas County Line-Malvern Road	Hot Spring	16.544	Grading, Drainage Structures	Sept. 29, '27	R. O. Gwin, Sheridan, Ark.	250	64,285.00	NONE	6,428.50	70,713.50

TABLE NO. 2 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Calendar Days	Amt. of Contract Award	Estimated Cost of Materials to be Furnished by State	Estimated Exp. for Eng'g and Cont'g.	Total Commitment
629	70-S-14 & 15		Lonoke East and West Road	Lonoke	5.476	Double Bituminous Surface Treatment	Sept. 29, '27	P. F. Connelly Pav. Co., Little Rock, Ark.	60	21,719.30	4,425.00	2,614.43	28,758.73
719	24-S-6		Camden-Chidester Road	Ouachita	12.215	Grading, Drainage Structures	Sept. 29, '27	M. Tansky, Bastrop, La.	300	71,741.55	NONE	7,174.45	78,915.70
720	115-S-1		E. J. Dorado-Gallion Road	Union	3.746	Grading, Drain. Struc. and Con. Pavement	Sept. 29, '27	Phlipot Const. Co., Pine Bluff, Ark.	150	100,204.61	NONE	10,020.46	110,225.07
723	35-S-5		Pansy West Road	Cleveland	4.815	Grading, Drain. Struc. and Gravel Surface	Sept. 29, '27	R. J. Lynch, Little Rock, Ark.	200	27,726.18	999.60	2,872.57	31,598.35
736	2-S-7	237-A	Strong-Huttig Bridges	Union	273	Treated Timber Trestle Bridges (3)	Sept. 29, '27	C. H. Atkinson Pav. Co., Chillicothe, Mo.	100	8,404.42	NONE	840.44	9,244.86
800	7-S-10/244-A & 11		Dardanelle Bridge	Pope & Yell	2045'	Steel and Concrete Bridge	Sept. 29, '27	Lakeside Br. & Steel Co., No. Milwaukee, Wis.	600	534,137.35	NONE	53,413.73	587,551.08
805	22-S-3 & 4		E. J. Smith-Dardanelle Road	Logan	11.741	Grading, Drainage Structures	Sept. 29, '27	Cook & Ransom, Ottawa, Kan.	300	72,734.11	NONE	7,273.41	80,007.52
1018	39-S-2		Greenway Road	Clay	0.967	Grading, Drain. Struc. & Gravel Surfacing	Sept. 29, '27	Lahar Bros., Springfield, Mo.	60	6,046.72	198.50	624.52	6,869.74
1019	39-S-1		Marquette-Clay County Line Road	Green	5.344	Grading, Drain. Struc. & Gravel Surfacing	Sept. 29, '27	Lahar Bros., Springfield, Mo.	180	43,519.62	1,254.10	4,477.37	49,251.09
1023	90-S-1		Holly-Island Road	Clay	6.522	Grading, Drain. Struc. & Gravel Surfacing	Sept. 29, '27	Lahar Bros., Springfield, Mo.	225	44,669.87	35,177.40	7,984.72	87,831.99
1025	67-S-22		Corning-North Road	Clay	0.318	Grading, Drain. Struc. & Gravel Surfacing	Sept. 29, '27	S. C. Taylor, Birmingham, Ala.	75	4,895.64	1,267.50	616.31	6,779.45
121	16-S-18		Wynne-Fair Oaks Road	Cross	13.882	Grading, Drain. Struc. & Gravel Surfacing	Oct. 17, '27	E. E. Davis & Co., Oklahoma City, Okla.	200	76,877.82	25,398.65	10,227.64	112,504.11
123	78-S-1		Wheatley-Southeast Road,	St. Francis	1.178	Grading, Drain. Struc. & Gravel Surfacing	Oct. 17, '27	Miss.-Ark. Const. Co., Little Rock, Ark.	60	7,245.83	4,424.40	1,167.02	12,837.25
217	13-S-7		Pine Bluff-South Road	Jefferson	8.442	Grading, Drain. Struc. & Gravel Surfacing	Oct. 17, '27	Joe Selz Const. Co., McGehee, Ark.	150	42,604.33	16,097.25	5,870.15	64,571.73
323	24-S-2		Nashville-Lockesburg Road	Howard	11.293	Grading, Drainage Structures	Oct. 17, '27	Reynold & Sutton, Tyler, Texas.	275	79,030.37	NONE	7,903.03	86,933.40
324	27-S-5		Kirby-Murfreesboro Road	Pike	7.600	Grading, Drainage Structures	Oct. 17, '27	W. P. McGeorge & Co., Pine Bluff, Ark.	300	125,774.49	NONE	12,577.44	138,351.93
342	71-S-5		Sand Slough Bridge	Sevier	345'	Reinforced Concrete Deck Girder Bridge	Oct. 17, '27	Richardson Ayres, Hope, Ark.	150	28,188.58	NONE	2,818.85	31,007.43
347	8-S-5		Arkadelphia-Amity Road	Clark	7.623	Gravel Surfacing	Oct. 17, '27	C. H. Adkinson Pav. Co., Chillicothe, Mo.	120	26,418.28	1,585.80	2,800.40	30,804.48
406	71-S-15		Mountainburg-Fine Springs Road	Crawford	8.219	Grading, Drainage Structures	Oct. 17, '27	Hinson Bros., Muskogee, Okla.	225	93,089.29	NONE	9,308.92	102,398.21
505	11-S-17		Ash Flat-Hardy Road	Sharp	5.000	Grading, Drainage Structures	Oct. 17, '27	Williamson & Williams, Batesville, Ark.	175	41,364.86	NONE	4,136.48	45,501.34
507	R. I. D. No. 2		Beehive Road	Jackson	8.383	Gravel Surfacing	Oct. 17, '27	W. L. Davis, Kansas City, Mo.	75	15,843.16	17,821.05	3,366.42	37,030.63
508	R. I. D. No. 2		Algoa-Beehive Road	Jackson	5.946	Gravel Surfacing	Oct. 17, '27	A. A. Davis & Co., Kansas City, Mo.	50	6,329.58	9,541.35	1,587.09	17,458.02



COMPARISON OF COST OF ROAD AND BRIDGE PROJECTS  
 BASED ON THE 1925 VOLUME OF WORK AND THE WEIGHTED AVERAGE PRICES  
 FOR THE YEARS INDICATED OF ALL ITEMS ENTERING INTO THE WORK.

STATE OF ARKANSAS

TABLE NO. 2 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

Job No.	Road and Sec. No.	Federal Aid Proj. Number	Local Name of Project	County	Length in Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Days	Amt. of Contract Award	Estimated Cost of Materials to be Furnished by State	Estimated Exp. For Eng'rs and Con- tinuances	Total Commit- ment
509	R. I. D. No. 2		Stegall Road	Jackson	3.874	Gravel Surfacing	Oct. 17, '27	A. A. Davis & Co., Kansas City, Mo.	50	9,140.46	8,862.75	1,800.32	19,803.53
512	16-S-11		Heber Springs-Edgemont Bridge	Cleburne	129.5	Two Concrete Bridges	Oct. 17, '27	B. H. Heard, Little Rock, Ark.	140	10,149.84	NONE	1,014.98	11,164.82
519	14-S-12		Newport-Harrisburg Bridges	Jackson	1520.5	Eight Bridges	Oct. 17, '27	M. K. Orr, Tschuila, Miss.	150	40,496.82	NONE	4,049.68	44,546.50
619	35-S-1		Benton-Grant County Line Road	Saline	8.201	Grading, Drainage Structures	Oct. 17, '27	Bradley & Talbert Con. Co., Sheridan, Ark.	175	54,983.73	NONE	5,498.37	60,482.10
620	67-S-7		Malvern-Donaldson Road	Hot Spring	10.687	Grading, Drainage Structures	Oct. 17, '27	Stanley, Fowler & Kennedy Con. Co., Malvern, Ark.	250	53,268.21	NONE	5,326.82	58,595.03
628	6-S-7		Malvern-Grant County Line Road	Hot Spring	5.703	Grading, Drain. Struc. & Gravel Surfacing	Oct. 17, '27	Stanley, Fowler & Kennedy Con. Co., Malvern, Ark.	100	29,144.09	963.72	3,010.78	33,118.59
727	4-S-12		Warren-Banks Road	Bradley	12.515	Grading, Drain. Struc. & Gravel Surfacing	Oct. 17, '27	Browne & Ross, Arkadelphia, Ark.	300	101,615.33	2,603.70	10,421.90	114,640.93
731	11-S-1		Pansy-East Road	Cleveland	1.992	Grading, Drain. Struc. & Gravel Surfacing	Oct. 17, '27	R. J. Lynch, Little Rock, Ark.	175	18,523.70	414.40	1,893.81	20,831.91
735	15-S-3		Warren-Hermitage Road	Bradley	6.000	Gravel Surfacing	Oct. 17, '27	J. A. Perduc & Co., Pine Bluff, Ark.	120	9,302.64	24,319.90	3,362.25	36,984.79
806	7-S-10		Dardanelle South Road	Yell	8.030	Grading, Drainage Structures	Oct. 17, '27	J. N. George & Bros., Centerville, Ark.	175	34,805.71	NONE	3,480.57	38,286.28
807	7-S-10		Dardanelle South Road	Yell	6.458	Grading, Drainage Structures	Oct. 17, '27	J. N. George & Bros., Centerville, Ark.	200	58,637.44	NONE	5,863.74	64,501.18
903	65-S-1		Harrison-Omaha Road	Boone	11.134	Grading, Drainage Structures	Oct. 17, '27	M. E. Gillioz, Monette, Mo.	275	72,925.70	NONE	7,292.57	80,218.27
1021	67-S-22		Corning-Pochontas Road	Clay	11.553	Grading, Drainage Structures	Oct. 17, '27	A. A. Davis & Co., Kansas City, Mo.	160	37,705.54	NONE	3,770.55	41,476.09
131	50-S-1		Widener Chatfield Bridges	St. Francis	289.7	Treated Timber Bridges (2)	Oct. 28, '27	United Const. Co., Cincinnati, Ohio.	90	8,327.00	NONE	832.70	9,159.70
341	24-S-5		Kirby-Murfreesboro Road	Pike	7.307	Grading, Drainage Structures	Oct. 28, '27	Richardson Ayres, Hope, Ark.	120	41,878.23	NONE	4,187.82	46,066.05
349	27-S-5		Batesville-Pleasant Plains Road	Independence	9.027	Grading, Drainage Structures	Oct. 28, '27	Ware Const. Co., Little Rock, Ark.	130	86,345.76	NONE	8,634.57	94,980.33
506	11-S-14		Sheridan-Cleveland County Line Road	Grant	15.739	Grading, Drain. Struc. & Gravel Surfacing	Oct. 28, '27	Hope & Lybrand, Sheridan, Ark.	200	82,629.50	2,401.60	8,503.11	93,534.21
623	67-S-9		Benton-Malvern Road	Saline	4.028	Grading, Drainage Structures	Oct. 28, '27	S. E. Evans, Clarksville, Ark.	110	25,744.55	NONE	2,574.45	28,319.00
725	2-S-4	232-A	Magnolia-El Dorado Road	Columbia	10.358	Grading, Gravel Surfacing	Oct. 28, '27	Ellis & Lewis, Muskogee, Okla.	150	55,504.72	42,020.55	9,752.52	107,277.79
737	35-S-5		Pansy-West Bridge	Cleveland	63	Concrete Girder Bridge	Oct. 28, '27	C. H. Arkason Pav. Co., Chillicothe, Mo.	90	5,916.95	NONE	591.69	6,508.64
808	22-S-4		Shoal Creek Bridge	Logan	388	Concrete Girder Bridge	Oct. 28, '27	Maxwell Const. Co., Columbus, Kan.	170	26,074.20	NONE	2,607.42	28,681.62

TABLE NO. 2 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

Job No.	Road and Sec. No.	Federal Aid Proj. Number	Local Name of Project	County	Length of Bridge or Road	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time Cal. Days	Amt. of Contract Award	Estimated Cost of Materials to be Furn. by State	Estimated Exp. For Design and Cont. by State	Total Contract
930	101-S-2		Firmin-South Bridge Road	Marion	514.5'	Steel Bridge, Approach Spans	Oct. 28, '27	Blackshire & Blackshare Harrison, Ark.	200	31,029.53	NONE	3,102.95	34,132.48
1026	67-S-21		Corning-Pocahontas Road	Randolph	6.049	Grading, Drain. Struc. & Gravel Surfacing	Oct. 28, '27	Davis Construction Co. Boonville, Mo.	300	83,220.73	11,977.65	9,510.83	104,718.21
1024	67-S-18		Lauratown-South Road	Lawrence	2.800	Grading, Drain. Struc. & Gravel Surfacing	Oct. 28, '27	Gibson & Robins, Hoxie, Ark.	100	14,091.02	4,766.15	1,855.71	20,742.88
1026	67-S-21		Corning-Pocahontas Road	Randolph	8.028'	Grading, Drain. Struc. & Con. Pavement	Oct. 28, '27	W. J. Runyan Pav. Co., Sheffield, Ala.	330	202,645.15	NONE	20,264.51	222,909.66
1070	18-S-4		Lake City-Leachville Bridges	Craighead	180'	Concrete Bridges (3)	Oct. 28, '27	Bunnell & Mack, Paragon, Ark.	100	15,780.13	NONE	1,578.01	17,358.14
1100	70-S-6 & 7		Hot Springs-Glenwood Road	Hot Spring & Montgomery	8.839	Grading, Drainage Structures	Oct. 28, '27	Geo. W. Nickels & Son, Hot Springs, Ark.	200	63,646.44	NONE	6,364.64	70,011.08
132	1-S-8	192-C	Marianna-Barton Road	Phillips	6.058	Gravel Surfacing	Nov. 16, '27	Forcum James Con. Co., Dyersburg, Tenn.	100	14,475.48	24,819.60	3,929.50	43,224.58
222	13-S-6		Tarry-Star City Road	Lincoln	12.414	Grading, Drain. Struc. & Gravel Surfacing	Nov. 16, '27	Forcum James Con. Co., Dyersburg, Tenn.	230	65,033.53	NONE	6,503.35	71,536.88
246	114-S-1		Gould-West Road	Lincoln	8.683	Grading, Drain. Struc. & Gravel Surfacing	Nov. 16, '27	Kochilitzky Bros., England, Ark.	225	75,446.86	NONE	7,544.68	82,991.54
319	70-S-5		Mud Stough Bridge	Pike	135.62'	Concrete Bridge Structures	Nov. 16, '27	Maxwell Const. Co., Columbus, Kan.	100	12,987.19	NONE	1,298.71	14,285.90
329	4-S-4, 5		Nashville-Ozan Road	Howard & Hempstead	9.890	Grading, Drainage Structures	Nov. 16, '27	F. F. Wright, Gurdon, Ark.	100	20,561.54	NONE	2,056.15	22,617.69
410	10-S-1	192-A	Greenwood-Booneville Road	Sebastian	13.056	Grading, Drainage Structures	Nov. 16, '27	Interstate Const. Co., Paris, Texas	200	75,980.36	NONE	7,598.03	83,578.39
414	22-S-2		Charleston-Paris Road	Franklin	8.757	Grading, Drainage Structures	Nov. 16, '27	C. N. Geren & Son, Fort Smith, Ark.	200	44,345.12	NONE	4,434.51	48,779.63
417	8-S-1	A.F.P. No. 14-A 253-A	Mena-Howard Road	Polk	12.698	Grading, Drainage Structures	Nov. 16, '27	Interstate Const. Co., Paris, Texas	275	120,064.91	NONE	12,006.49	132,071.40
523	11-S-14		Batesville-Pleasant Plains Road	Independence	7.009	Grading, Drainage Structures	Nov. 16, '27	Ware Construction Co., Little Rock, Ark.	130	69,661.73	NONE	6,966.17	76,627.90
631	46-S-2		Sheridan-Leola Road	Grant	7.070	Grading, Drain. Struc. and Gravel	Nov. 16, '27	J. C. Elliott & Co., Leola, Ark.	180	44,581.29	NONE	4,458.12	49,039.41
639	6-S-6		Hot Springs-Malvern Road Bridges	Hot Spring	350'	Four Concrete Girder Bridges	Nov. 16, '27	C. H. Atkinson Pav. Co., Chillicothe, Mo.	200	34,294.52	NONE	3,429.45	37,723.97
722	167-S-2 & 3		Smackover-Camden Road	Union and Ouachita	9.575	Grading, Drainage Structures	Nov. 16, '27	Atkinson Bros., Pine Bluff, Ark.	250	69,416.34	NONE	6,941.63	76,357.97
732	115-S-1		EI Dorado-Calion Road	Union	4.944	Grading, Drainage Structures	Nov. 16, '27	Atkinson Bros., Pine Bluff, Ark.	120	33,232.59	NONE	3,323.25	36,555.84
740	3-S-2		Magnolia-State School Road	Columbia	0.511	Grading and Concrete Pavement	Nov. 16, '27	Rowan & Rickard, Pine Bluff, Ark.	75	14,834.55	NONE	1,483.45	16,318.00
801	23-S-4		Ft. Smith-Dardanelle Road	Logan	13.915	Grading, Drainage Structures	Nov. 16, '27	Cook & Ransom, Ottawa, Kan.	275	108,763.08	NONE	10,876.30	119,639.38

TABLE NO. 2 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Days	Amt. of Contract Award	Estimated Cost of Materials to be Furnished by State	Exp. For Eng'g and Cont'g.	Total Commitment
810	105-S-1		Alkins-Hector Road	Pope	5.833	Grading, Drainage Structures	Nov. 16, '27	B. F. Brooks Con. Co., Dallas, Texas	150	46,888.32	NONE	4,688.83	51,577.15
831	164-S-7		Russellville-Morrilton Road	Conway	5.100	Gravel Surfacing	Nov. 16, '27	W. L. Davis, Kansas City, Mo.	50	15,969.75	NONE	1,596.97	17,566.72
923	5-S-9		Mt. Home-Mo. State Line Road	Baxter	15.450	Grading, Drainage Structures	Nov. 16, '27	Earnest Euler, Mansfield, Mo.	175	84,910.53	NONE	8,491.05	93,401.58
924	16-S-4		St. Paul-Crosses Road	Madison	8.396	Grading, Drainage Structures	Nov. 16, '27	C. M. Greene, Lowell, Ark.	150	72,075.60	NONE	7,207.56	79,283.16
1004	90-S-1		Marmaduke-W. Kennett Bridges	Green and Clay	626.67	Eight Tr. Timber Pile Bent Bridges	Nov. 16, '27	J. F. Mullins, Pine Bluff, Ark.	90	18,587.39	NONE	1,858.73	20,446.12
1030	14-S-13		Jackson County Line-Harrisburg Road	Poinsett	8.122	Grading, Drain. Struct. & Gravel Surfacing	Nov. 16, '27	Forcum James Con. Co., Dyersburg, Tenn.	300	115,081.45	NONE	11,508.14	126,589.59
1039	1-S-21		Corning-Piggott Road	Clay	2.580	Grading, Drain. Struct. & Gravel Surfacing	Nov. 16, '27	F. D. Harvey & Co., Jonesboro, La.	175	35,881.05	NONE	3,588.10	39,469.15
1043	14-S-13		Jackson County Line-Harrisburg Road	Poinsett	7.769	Grading, Drain. Struct. & Gravel Surfacing	Nov. 16, '27	Forcum James Con. Co., Dyersburg, Tenn.	230	74,742.85	NONE	7,474.28	82,217.13
1102	15-S-8 & 9		Ferda-England Road	Lonoke and Jefferson	6.382	Grading, Drain. Struct. & Gravel Surfacing	Nov. 16, '27	Kochitzky Bros., England, Ark.	200	67,006.68	NONE	6,700.66	73,707.34
133	501-S-1		Marianna South Bridges	Lee	843	Three Treated Timber Pile Bent Bridges	Dec. 15, '27	J. F. Mullins, Pine Bluff, Ark.	120	24,090.18	NONE	2,409.01	26,499.19
215	13-S-2		Hamburg-North Road	Ashley	11.429	Grading, Drain. Struct. & Gravel Surfacing	Dec. 15, '27	Johnson Team & Dray Co., Little Rock, Ark.	200	109,044.36	2,377.70	11,142.20	122,564.26
216	13-S-3		Monticello-South Rd.	Drew	15.838	Grading, Drain. Struct. & Gravel Surfacing	Dec. 15, '27	J. P. McNulty, Pine Bluff, Ark.	200	157,446.28	85,310.70	24,275.69	267,032.67
220	4-S-14		Monticello-West Road	Drew	12.712	Grading, Drain. Struct. & Gravel Surfacing	Dec. 15, '27	J. P. McNulty, Pine Bluff, Ark.	200	58,551.33	70,161.30	12,871.26	141,583.89
318	26-S-3		Saline Creek Bridge	Pike	140	One Reinf. Concrete Deck Girder Bridge	Dec. 15, '27	W. P. McGeorge & Co., Pine Bluff, Ark.	110	13,119.64	NONE	1,311.96	14,431.60
326	4-S-5		Ozan-Washington Rd.	Hempstead	5.900	Grading, Drainage Structures	Dec. 15, '27	J. M. Howell, DeQueen, Ark.	150	22,793.80	NONE	2,279.38	25,073.18
328	71-S-2	214-B	Texarkana-Sulphur River Road	Miller	10.087	Grading, Drainage Structures	Dec. 15, '27	J. R. Miller, Texarkana, Texas	110	55,639.67	NONE	5,563.96	61,203.63
352	71-S-1	214-C	Texarkana-Sulphur River Road	Miller	10.488	Grading, Drainage Structures	Dec. 15, '27	McGuire & Cavendar, Texarkana, Texas	200	52,872.63	NONE	5,287.26	58,159.89
353	51-S-2		Arkadelphia-Donaldson Road	Clark	4.043	Grading, Drainage Structures	Dec. 15, '27	Browne & Ross, Arkadelphia, Ark.	180	47,540.15	NONE	4,754.01	52,294.16
411	27-S-6		Norman-Mt. Ida Road	Montgomery	8.886	Grading, Drainage Structures	Dec. 15, '27	Barker Bros., Amarillo, Texas	200	73,212.86	NONE	7,321.28	80,534.14
412	45-S-4		Prayetteville-Prairie Grove Road	Washington	10.581	Grading, Drainage Structures	Dec. 15, '27	Cole Bros. & Dennison, Alma, Ark.	160	44,090.25	NONE	4,409.02	48,499.27
430	99-S-2		Goforth Bridge	Benton	582.33	Steel Bridge with Timber Approaches	Dec. 15, '27	C. M. Greene, Rogers, Ark.	90	13,885.18	NONE	1,388.51	15,273.69
433	71-S-12		Mansfield-Waldron Road	Scott	10.561	Grading, Drainage Structures	Dec. 15, '27	Altman-Rodgers Co., McAlester, Okla.	200	72,840.46	NONE	7,284.04	80,124.50

TABLE NO. 2 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

Job No.	Road and Ser. No.	Federal Aid Proj. Number	Local Name of Project	County	Length of Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time, Days	Amt. of Contract	Estimated Cost of Materials to be Furn. by State	Estimated Exp. For Engin. and Contingencies	Total Com. Amt.
520	11-S-16		Evening Shade-Ash Flat Road	Sharp	11.510	Grading, Drainage Structures	Dec. 15, '27	Davis Construction Co., Booneville, Ark.	200	60,684.49	NONE	6,068.44	66,752.93
538	60-S-4		Beebe-El Paso Road	White	12.076	Gravel or Crushed Stone Surfacing	Dec. 15, '27	Malvern Const. Co., Malvern, Ark.	200	86,448.60	54,022.80	14,047.14	154,518.54
625	11-S-9		Hazen-Des Arc Road	Prairie	17.665	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	Johnson Team & Dray Co., Little Rock, Ark.	200	119,844.59	72,762.00	19,260.65	211,867.24
627	7-S-5		Bismark-North and South Road	Hot Springs	12.070	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	Geo. W. Nickels & Son, Hot Springs, Ark.	200	96,363.06	NONE	9,636.30	105,999.36
630	31-S-3		Lonoke-Beebe Road	Lonoke	16.888	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	Ellis & Lewis, Muskogee, Okla.	200	114,240.53	68,507.40	18,274.79	201,022.72
632	70-S-7 & 8		Hot Springs-Glenn-wood Bridges	Hot Spring & Garland	488.83	5 Con. Deck Girder Bridges & Grading	Dec. 15, '27	Cook & Ransom, Ottawa, Kan.	140	35,599.96	NONE	3,559.99	39,159.95
710	24-S-6		Clidester-Nevada County Line	Ouachita	5.468	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	S. B. Boyd, Columbia, Miss.	200	49,605.13	20,907.00	7,051.21	77,563.34
711	24-S-6		Camden-Chidester Road	Ouachita	1.449	Gravel Surfacing	Dec. 15, '27	J. C. Elliott & Co., Leola, Ark.	60	1,655.55	3,292.20	494.77	5,442.52
721	167-S-8 & 9		Fordyce-North Road	Dallas and Cleveland	10.227	Grading, Drainage Structures	Dec. 15, '27	J. P. McNulty, Pine Bluff, Ark.	225	73,936.92	NONE	7,393.69	81,330.61
726	19-S-1		Magnolia-South Road	Columbia	17.448	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	Tarrant & Miles, El Dorado, Ark.	210	118,288.84	75,658.50	19,394.73	213,342.07
730	15-S-5		Pansy-South Road	Cleveland	7.265	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	J. A. Perdue & Co., Pine Bluff, Ark.	180	39,412.49	916.80	4,032.92	44,362.21
734	19-S-2		Waldo-Nevada County Line Road	Columbia	6.434	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	Tarrant & Miles, El Dorado, Ark.	200	40,782.69	22,088.55	6,287.12	69,158.36
741	3-S-2 & 3		Stephens-Magnolia Road	Ouachita and Columbia	5.485	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	Lynch & Hill Const. Co., Little Rock, Ark.	240	57,703.06	20,539.80	7,824.28	86,067.14
749	9-S-2		Princeton-Holly Springs Road	Dallas	10.809	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	J. A. Perdue & Co., Pine Bluff, Ark.	210	76,110.47	2,244.70	7,835.51	86,190.68
752	167-S-3		Smackover-Camden Road	Ouachita	8.414	Grading, Drainage Structures	Dec. 15, '27	L. T. Campbell, El Dorado, Ark.	225	80,240.70	NONE	8,024.07	88,264.77
869	105-S-1		Atkins-Hector Road	Pope	9.206	Grading, Drainage Structures	Dec. 15, '27	Lakeside Bridge & Steel Co., Dardanelle, Ark.	180	66,953.33	NONE	6,695.33	73,648.66
820	116-S-1		Booneville-State Sanatorium Road	Logan	2.500	Grading, Drainage Structures	Dec. 15, '27	Blythe & Lemon, Booneville, Ark.	120	25,610.89	NONE	2,561.08	28,171.97
916	65-S-1		Harrison-Omaha Bridges	Boone	388.04	5 Rein. Con. Deck Gir. Bridges & Box Cul.	Dec. 15, '27	Blackshire & Blackshare Harrison, Ark.	150	36,906.51	NONE	3,690.65	40,597.16
917	14-S-2		Yellville-Lead Hill Road	Marion	4.981	Grading, Drainage Structures	Dec. 15, '27	North Ark. Const. Co., Yellville, Ark.	150	39,883.38	NONE	3,988.33	43,871.71
1028	63-S-3		Imboden-Powhatan-Black Rock Road	Lawrence	10.823	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	Davis Construction Co., Booneville, Mo.	180	120,434.47	52,074.75	17,250.92	189,760.14
1031	18-S-2 & 3		Cash-Pitts Road	Craighead & Poinsett	9.441	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	J. M. Howell, DeQueen, Ark.	300	64,162.57	38,294.10	10,245.66	112,702.33
1033	1-S-18		Greene County Line-Jonesboro Road	Craighead	6.999	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	Bunnell & Mack, Paragould, Ark.	175	62,080.50	6,048.65	6,812.91	74,942.06

TABLE NO. 2 (Continued)

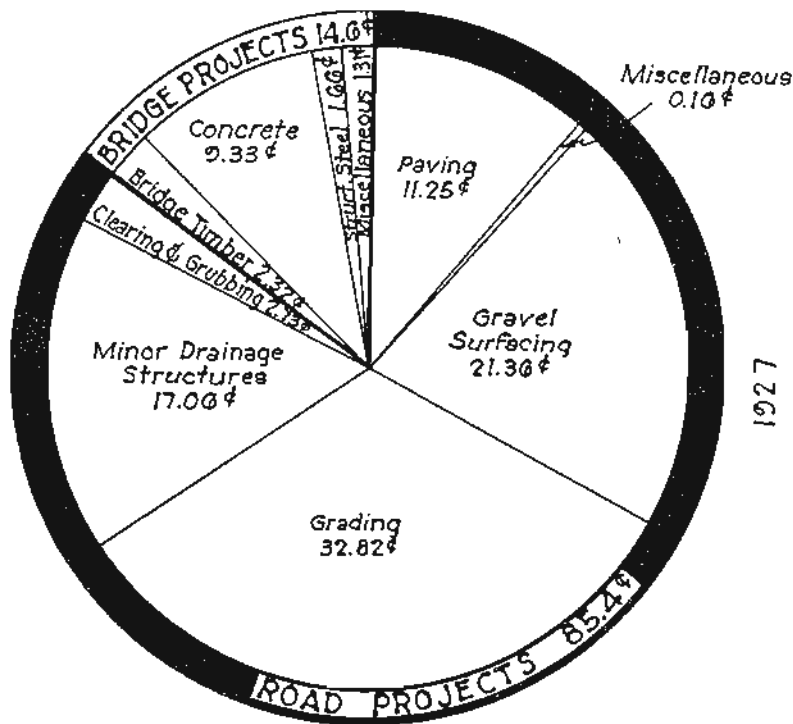
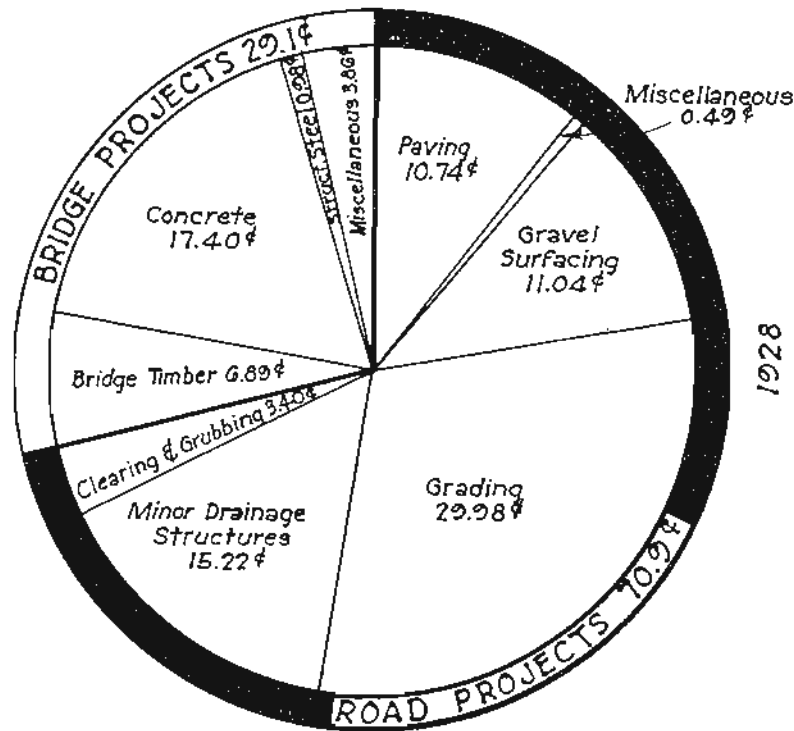
TABLE NO. 2 NO. 2

Record of Road and Bridge Contracts Awarded From January 1, 1927, to December 30, 1927.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length of Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Days	Amt. of Contract Award	Estimated Cost of Materials to be Furn. By State	Estimated Exp. for Engin. and Contingencies	Total Committed
1075	63-S-8		Marked Tree-Tyronza Bridge	Poinsett	92.17	1 Rein. Con. Cantil. Thru. Girder Bridge	Dec. 15, '27	V. W. Clanton, Tyronza, Ark.	100	16,435.75	NONE	1,643.57	18,079.32
1105	3-S-12 & 13		Ulm-Roe Road	Prairie and Monroe	7.276	Grading, Drain. Struc. & Gravel Surfacing	Dec. 15, '27	W. P. McGeorge & Co., Pine Bluff, Ark.	200	56,719.78	34,060.50	9,078.02	99,858.30
537	11-S-17		Ash Flat-Hardy Bridges	Sharp	124.0'	Two Rein. Concrete Deck Girder Bridges	Dec. 30, '27	Williamson & Williams, Batesville, Ark.	110	12,750.44	NONE	1,275.04	14,025.48
637	35-S-3		Sheridan-Cleveland County Line Bridges	Grant	2018.33'	10 Treat. Timber Pile Bent Bridges	Dec. 30, '27	J. W. Covington, Benton, Ark.	180	49,245.61	NONE	4,924.56	54,170.17
904	7-S-15		Harrison-Jasper Bridges	Newton	210.75'	2 Rein. Conc. Br. of A. & D. Gir. Design	Dec. 30, '27	Luten Bridge Co., Little Rock, Ark.	110	14,926.72	NONE	1,492.67	16,419.39
335	67-S-1 & 2		Red River Bridge at Fulton	Hempstead and Miller	1906.94'	Rein. Con. arch Bridge with Approaches	Dec. 30, '27	Keiher Const. Co., Little Rock, Ark.	540	477,058.58	NONE	47,705.85	524,764.43

Total \$13,154,188.16

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DISTRIBUTION OF THE DOLLAR ON ROAD AND BRIDGE PROJECTS

PLATE No. 12

TABLE NO. 3

(Continued)

Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Miles or Feet	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time (Cal. Days)	Amt. of Contract Award	Estimated Cost of Materials to be Furnished by State	Estimated Exp. for Equip. and Contingencies	Total Commitment
429	64-S-2 & 3		Mulberry Extension Road	Crawford and Franklin	4.612	Grading and Drainage Structures	Jan. 18, '28	Rye Bros., Russellville, Ark.	150	46,506.64	NONE	4,650.66	51,157.30
648	67-S-7		Malvern-Donaldson Bridges	Hot Spring	248' 8"	3 Re-in. C. D. G. Bridges	Jan. 18, '28	Arthur L. Walker, Memphis, Tenn.	120	20,088.60	NONE	2,008.86	22,097.46
813	65-S-8		Clinton-Conway Road	Van Buren	8.073	Grading and Drainage Structures	Jan. 18, '28	D. B. Hill & Co., Little Rock, Ark.	150	66,923.39	NONE	6,602.33	72,625.72
824	10-S-5		Ola-Perry Road	Perry	8.651	Grading and Drainage Structures	Jan. 18, '28	Altman Rodgers Co., McAlester, Okla.	180	37,633.71	NONE	3,763.37	41,397.08
838	64-S-4		Clarksville-Pt. Smith Road	Johnson	7.583	Grading and Drainage Structures	Jan. 18, '28	S. E. Evans, Clarksville, Ark.	200	60,985.31	NONE	6,008.53	66,993.84
926	65-S-6		Marshall-Clinton Road	Searcy	10.413	Grading and Drainage Structures	Jan. 18, '28	D. B. Hill & Co., Little Rock, Ark.	320	172,469.55	NONE	17,246.95	189,716.50
1094	67-S-22		Corning-Pocahontas Bridges	Clay	180' 0"	4 Re-inf. C. D. G. Bridges	Jan. 18, '28	Hall & Parrigen, Martin, Tenn.	120	27,309.89	NONE	2,730.98	30,040.87
1107	3-S-12 & 13		Ulin-Roe Bridges	Prairie and Monroe	255' 3"	4 Treated Timber Pile Bent Bridges	Jan. 18, '28	W. P. McGeorge & Co., Pine Bluff, Ark.	100	7,717.10	NONE	771.71	8,488.81
206	505-S-1		Crossett-South Road	Ashley	8.481	Grad., Dr. Struct. and Gravel Surfacing	Feb. 16, '28	Harvey & Jones, Jonesboro, La.	200	46,539.56	30,264.37	7,680.39	84,484.32
208	13-S-1		Hamburg-South Road	Ashley	7.750	Grad., Dr. Struct. and Gravel Surfacing	Feb. 16, '28	Alexandria Con. Co., Inc., Alexandria, La.	200	55,977.45	44,302.57	10,028.00	110,308.02
219	13-S-1		Hamburg-South Road	Ashley	7.253	Grad., Dr. Struct. and Gravel Surfacing	Feb. 16, '28	Alexandria Con. Co., Inc., Alexandria, La.	200	52,114.69	41,167.05	9,328.17	102,609.91
231	65-S-20		Macou-Bayou Bridge	Chicot	173' 33"	1 Treated Timber Pile Bent Bridge	Feb. 16, '28	J. F. Mullins, Pine Bluff, Ark.	110	5,486.78	NONE	548.67	6,035.45
306	24-S-2		Nashville-Lockesburg Bridges	Howard	560'	5 Re-inf. Con. D. G. Br's. & Earth Aprcs.	Feb. 16, '28	Reynolds & Sutton, Tyler, Texas	130	46,521.61	NONE	4,652.16	51,173.77
311	4-S-4		Nashville-Ozan Road	Howard	1.511	Grading and Drainage Structures	Feb. 16, '28	Richardson Ayres, Hope, Ark.	60	6,946.61	NONE	694.66	7,641.27
327	27-S-2		Nashville-Mineral Springs Road	Howard	5.696	Grading and Drainage Structures	Feb. 16, '28	Richardson Ayres, Hope, Ark.	200	33,725.72	NONE	3,372.57	37,098.29
334	70-S-4		Dierks-Kirby Road	Pike	5.663	Grading and Drainage Structures	Feb. 16, '28	Reynolds & Sutton, Tyler, Texas	180	25,509.72	NONE	2,550.97	28,060.69
336	8-S-5		Arkadelphia-Glenwood Road	Clark	7.277	Grading and Drainage Structures	Feb. 16, '28	Browne, Ross & Dalton, Arkadelphia, Ark.	150	40,098.53	NONE	4,009.85	44,108.38
344	24-S-5		Prescott-Bluff City Bridges	Nevada	1078'	6 Treated Timber Pile Bent Bridges	Feb. 16, '28	Sam B. Boyd, Columbia, Miss.	100	27,150.31	NONE	2,715.03	29,865.34
345	4-S-4 & 5		Nashville-Washington Bridges	Howard and Hempstead	349'	3 Treated Timber Pile Bent Bridges	Feb. 16, '28	C. H. Atkinson Pav. Co., Chillicothe, Mo.	110	9,513.40	NONE	951.34	10,464.74
408	71-S-17/254-A		Payetteville-Clear Creek Road	Washington	3.895	Grading and Drainage Structures	Feb. 16, '28	Reed & Cole, Tulsa, Okla.	120	25,571.21	NONE	2,557.12	28,128.38
409	71-S-11		Waldron-Mill Creek Road	Scott	12.033	Grading and Drainage Structures	Feb. 16, '28	M. E. Gilloz, Monette, Mo.	250	69,009.82	NONE	6,900.98	75,910.80
432	80-S-1		Park Corners-Okla. Line Road	Washington	10.832	Grading and Drainage Structures	Feb. 16, '28	E. G. Fike & Co., Tulsa, Okla.	150	49,248.05	NONE	4,924.80	54,172.85

TABLE NO. 3 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time (Cal. Days)	Amt. of Contract Award	Estimated Cost of Materials to be Purchased by State	Estimated Exp. for Engin. and Con- struc- tion	Total Commit- ment
510	9-S-12		Melbourne-Sylamore Road	Izard	11.245	Grading and Drainage Structures	Feb. 16, '28	B. C. George & Co., Corinth, Miss.	300	77,494.14	NONE	7,749.41	85,243.55
517	66-S-2		Mountain View-Tim- bo Road	Stone	8.690	Grading and Drainage Structures	Feb. 16, '28	A. A. Davis, Kansas City, Mo.	200	58,841.31	NONE	5,884.13	64,725.44
645	51-S-3		Donaldson-Friendship Road	Hot Spring	6.530	Grad., Dr. Struct. and Gravel Surfacing	Feb. 16, '28	Newell Contracting Co., Birmingham, Ala.	250	87,305.59	1,358.50	8,866.40	97,530.49
650	11-S-9		Hazen-Des Arc Bridge	Prairie	610.33	1 Treated Timber Pile	Feb. 16, '28	M. K. Orr, Newport, Ark.	110	15,486.20	NONE	1,548.62	17,034.82
651	46-S-2		Sheridan-Leola Bridges	Grant	618.33	7 Treated Timber Pile	Feb. 16, '28	Prentice & Prentice, Natchez, Miss.	120	13,022.69	NONE	1,302.26	14,324.95
733	4-S-11 & 12		Banks-Harvell-Hamp- ton Road	Bradley and Cathoun	9.114	Grad., Dr. Struct. and Gravel Surfacing	Feb. 16, '28	M. Tanscy, Camden, Ark.	200	86,514.30	1,896.20	8,841.05	97,251.55
743	167-S-4		Camden-East Road	Ouachita	1.581	Grading	Feb. 16, '28	Horton Price Con. Co., Texarkana, Ark.	240	46,852.96	NONE	4,685.29	51,538.25
750	57-S-3		Mt. Holly-South Road	Union	5.154	Grad., Dr. Struct. and Gravel Surfacing	Feb. 16, '28	J. G. Newkirk, Doddridge, Ark.	175	40,700.68	8,220.60	4,892.12	53,813.40
763	15-S-3		Warren-Hermitage Road	Bradley	6.776	Gravel Surfacing	Feb. 16, '28	A. C. Kennedy, Poyen, Ark.	60	11,082.10	1,409.70	1,249.18	13,740.98
811	10-S-2	252-B	Greenwood-Boone- ville Road	Logan	6.862	Grading and Drainage Structures	Feb. 16, '28	Interstate Construc. Co., Fort Smith, Ark.	180	42,168.33	NONE	4,216.83	46,385.16
812	65-S-7		Marshall-Clinton Road	Van Buren	8.442	Grading and Drainage Structures	Feb. 16, '28	Newell Contracting Co., Birmingham, Ala.	250	52,942.95	NONE	5,294.29	58,237.24
833	123-S-2		Clarksville-St. Paul Road	Johnson	10.083	Grading and Drainage Structures	Feb. 16, '28	M. E. Gillroz, Monette, Mo.	120	47,075.26	NONE	4,707.52	51,782.78
844	110-S-5		Ola-Perry Road	Perry	9.343	Grading and Drainage Structures	Feb. 16, '28	B. F. Brooks Con. Co., Dallas, Texas	250	55,393.82	NONE	5,539.38	60,933.20
848	7-S-9		Ola-Hot Springs Bridge	Yell	500'	1 Re-inf. Con. D.G. Br. & Earth Approaches	Feb. 16, '28	Luten Bridge Co., Little Rock, Ark.	90	13,694.05	NONE	1,369.40	15,063.45
906	65-S-5		Marshall-Harrison Drainage Str.	Searcy		Minor Drainage Structures	Feb. 16, '28	M. H. Franks, Leshe, Ark.	100	16,843.51	NONE	1,684.35	18,527.86
918	14-S-1 & 2		Yellville-Lead Hill Road	Marion and Boone	5.139	Grading and Drainage Structures	Feb. 16, '28	N. Ark. Construction Co., Yellville, Ark.	150	36,370.62	NONE	3,637.06	40,007.68
932	14-S-4		Yellville-Marshall Road	Searcy	7.953	Grading and Drainage Structures	Feb. 16, '28	D. B. Hill & Co., Little Rock, Ark.	300	75,049.57	NONE	7,504.95	82,554.52
956	103-S-1		Repair, Buffalo River Bridge	Newton	544.33'	Rep. Present Steel Sp. & Con. Timber Aprcs.	Feb. 16, '28	M. K. Orr, Newport, Ark.	90	9,604.04	NONE	960.40	10,564.44
1032	34-S-5		Piggott-West Road	Clay	11.356	Grad., Dr. Struct. and Gravel Surfacing	Feb. 16, '28	Laher Bros., Springfield, Mo.	200	93,175.14	2,362.40	9,553.75	105,091.29
1040	63-S-7		Marked Tree-Truman- Harrisburg Bridges	Poinsett	3845'	5 R.C.D. Gdr.Br., 2 R.C. Bx. Culv. & 3515' Earth Emb. Approaches	Feb. 16, '28	S. K. Jones Con. Co., Memphis, Tenn.	140	59,547.26	NONE	5,954.72	65,501.98
1093	34-S-4		Walnut Ridge-Piggott Road	Clay	10.718	Grading and Drainage Structures	Feb. 16, '28	Kochitzky Bros., England, Ark.	200	47,245.51	NONE	4,724.55	51,970.06

TABLE NO. 3 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Feet or Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Days	Amt. of Contract Award	Estimated Cost of Materials to be Furnished by State	Exp. For Engin'g and Contingencies	Total Commitment
1096	1-S-21		Corning-Piggott Bridges	Clay	973.33	1 R.C.D. Sp. over Black Riv., Cons. Timb. Aps. 3 Timber Bridges	Feb. 16, '28	C. A. Tant Construc. Co., Luxora, Ark.	110	22,671.00	NONE	2,267.10	24,938.10
1098	25-S-8 1-S-18		Paragould-Jonesboro & Paragould W. Br. Marked Tree-Harrisburg Bridge	Craighead and Greene	492.33	1-96' Stl. Pony Truss; 7 Trid. Timbr. Pile Bent Bridges	Feb. 16, '28	Bunnell & Mack, Paragould, Ark.	135	28,583.90	NONE	2,858.39	31,442.29
1099	14-S-14		Greenwood-Booneville Bridges	Poinsett	288	1-70' Br. & 96' Tr. Tm. Sps. with Erth. Aps. 6 R.C.D. Gdr. Bridges & Earth Approaches	Feb. 16, '28	J. R. Williams & Co., Harrisburg, Ark.	90	10,730.04	NONE	1,073.00	11,803.04
1108	10-S-1 & 2	252-C	Sulphur Rock-Magnus Bridges	Sebastian and Logan	830'	5 Treated Timber Pile Bent Bridges	Feb. 16, '28	Interstate Construc. Co., Fort Smith, Ark.	140	46,658.07	NONE	4,665.80	51,323.87
552	14-S-9		Quachita River Bridge	Independence	391.67	1 Reinforced Concrete Highway Bridge	Feb. 29, '28	M. K. Orr, Newport, Ark.	100	11,114.58	NONE	1,111.45	12,226.03
657	70-S-8	236-B	White Oak Creek Bridge	Garland	1302.3'	1 Treated Timber Pile Bent Bridge	Feb. 29, '28	Luten Bridge Co., Little Rock, Ark.	300	198,927.00	NONE	19,892.70	218,819.70
766	24-S-6		Alzheimer-Wahbaska Road	Quachita	116.33'	Grad., Dr. Struct. and Gravel Surfacing	Feb. 29, '28	Sam B. Boyd, Columbia, Miss.	70	3,557.26	NONE	355.72	3,912.98
204	3-S-9		Hope-Lewisville Road	Jefferson	4.000	Grading and Drainage Structures	Mar. 15, '28	Brown-Dennison Cont. Co., Cushman, Ark.	150	20,614.16	18,722.25	3,933.64	43,270.05
325	29-S-3	215-A	Mountainburg-Fine Springs Bridges	Hempstead	11.524	3 R.C.D. Gdr. Brs. and Earth Approaches	Mar. 15, '28	J. R. Miller, Texarkana, Texas	200	44,426.88	NONE	4,442.68	48,869.56
407	71-S-15		Ft. Smith-Charleston Bridges	Crawford	1879.79'	5 Rein. Conc. Br. and Earth Approaches	Mar. 15, '28	Ozark Construction Co., Pryor, Okla.	130	43,539.50	NONE	4,353.95	47,893.45
444	22-S-1 & 2		Calico Rock-Baxter Co. Line Road	Sebastian and Franklin	2700'	Grad., Dr. Struct. and Gravel Surfacing	Mar. 15, '28	Maxwell Construct. Co., Columbus, Kan.	200	78,059.28	NONE	7,805.92	85,865.20
511	5-S-7		Ramsay Bottom Bridge	Izard	6.249	1 Re-in. C.D.G. Bridge & Earth Approaches	Mar. 15, '28	Miss.-Ark. Construc. Co., Little Rock, Ark.	180	48,612.83	16,244.32	6,485.71	71,342.86
541	11-S-14	240-C	Calico Rock-Forest Reserve Road	Independence	4800'	Grad., Dr. Struct. and Gravel Surfacing	Mar. 15, '28	Fred Luttjohann, Topeka, Kan.	210	197,032.04	NONE	19,703.20	216,735.24
542	5-S-6		Bridge over Mo. Pac. Tracks	Stone	4.323	1 Reinf. C.D.G. Bridge & Earth Approaches	Mar. 15, '28	B. F. Brooks Con. Co., Dallas, Texas	120	25,916.85	499.50	2,641.63	29,057.98
659	6-S-5		El Dorado-Calion Bridges	Garland	550'	2 Reinf. C.D.G. Bridges & Earth Approaches	Mar. 15, '28	Kelher Construct. Co., Little Rock, Ark.	60	8,266.28	NONE	826.62	9,092.90
705	115-S-1		Smackover-Camden Bridges	Union	1160'	7 Steel and Concrete Bridges	Mar. 15, '28	Kelher Construct. Co., Little Rock, Ark.	100	23,870.86	NONE	2,387.08	26,257.94
771	167-S-2 & 3		Clinton-Conway Road	Union and Ouachita	687'	Grading and Drainage Structures	Mar. 15, '28	Hampton, Kinnaird & Hampton, Inc., Jackson, Miss.	180	77,264.37	NONE	7,726.43	84,990.80
843	165-S-8		Marsball-Clinton Road	Van Buren	9.801	6 Rein. C.D.G. Bridges & Earth Approaches	Mar. 15, '28	Cole Bros. & Denniston, Fayetteville, Ark.	200	59,958.37	NONE	5,995.83	65,954.20
			Dardanelle-Paris	Van Buren	8.162	Grading and Drainage Structures	Mar. 15, '28	Cook & Ransom, Ottawa, Kan.	200	79,023.77	NONE	7,902.37	86,926.14
				Yell	2150.17'	Grading and Drainage Structures	Mar. 15, '28	E. G. Fike & Co., Tulsa, Okla.	100	33,524.77	NONE	3,352.47	36,877.24

TABLE NO. 3 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length of Bridge in Feet	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Calendar Days	Amount of Contract Award	Estimated Cost of Materials to be Furnished by State	Estimated Exp. for Eng'g. and Cont'g. In General	Total Commitment
936	5-S-8		Mountain Home-Cah-co Rock Road	Baxter	8,582	Grading and Drainage Structures	Mar. 15, '28	Reed & Cole, Tulsa, Okla.	120	67,268.13	NONE	6,726.81	73,994.94
954	12-S-4		Eureka Springs-Seligman Bridge	Carroll	105.1	R.C.D. Girder Bridge	Mar. 15, '28	Maxwell Construc. Co., Columbus, Kan.	60	7,091.66	NONE	709.16	7,800.82
10101	1-S-15 14-S-13		Harrisburg-S. Bridges Harrisburg-W. Bridges	Poinsett	1222.9'	14 Treated Timber Pile Bent Bridges	Mar. 15, '28	L. G. Newson, Marks, Miss.	120	34,816.35	NONE	3,481.63	38,297.98
10102	34-S-5		Corning-Piggott Bridges	Clay	418.67'	6 Trid. Timber Pile Bent Brs. & Earth Apprs.	Mar. 15, '28	Pittsburg-Des Moines Steel Co., Des Moines	100	9,561.34	NONE	956.13	10,517.47
540	25-S-2		Heber Springs-Quitman Road	Cleburne	10,496	Grading and Drainage Structures	Mar. 30, '28	Ellis & Lewis, Muskogee, Okla.	240	63,218.68	NONE	6,321.86	69,540.54
203	3-S-8		Pine Bluff-Alzheimer Road	Jefferson	8,548	Grad., Dr. Struct. and Gravel Surfacing	April 18, '28	J. A. Verdue & Co., Pine Bluff, Ark.	210	36,365.48	32,228.84	6,859.43	75,453.75
277	114-S-1		Gould-West Bridges	Lincoln	315.67'	5 Treated Timber Pile Bent Bridges	April 18, '28	Oil City Iron Works, Shreveport, La.	90	9,611.55	NONE	961.15	10,572.70
278	13-S-6 & 7		Pine Bluff-Star City Bridges	Lincoln and Jefferson	188.67'	2 Treated Timber Pile Bent Bridges	April 18, '28	J. F. Mathis, Pine Bluff, Ark.	75	6,250.34	NONE	625.03	6,875.37
279	13-S-2		Hamburg-North Bridges	Ashley	701.17'	5 Treated Timber Pile Bent Bridges	April 18, '28	Harvey & Jones, Jonesboro, La.	100	13,517.60	NONE	1,351.76	14,869.36
314	67-S-1		Texaskana-Fulton Road	Miller	1,259	Erth. Emb. Apprs. to Red River Bm. Brgs.	April 18, '28	McWilliams & Co., Inc., Memphis, Tenn.	180	33,599.45	NONE	3,359.94	36,959.39
320	70-S-5 27-S-5		Glenwood-Murfree- boro Bridges	Pike	235'	4 R.C.D. Girder Bridges	April 18, '28	W. T. McBride, Little Rock, Ark.	85	28,301.63	NONE	2,830.16	31,131.79
438	64-S-2	216-A 216-B	Van Buren-Alma Road	Crawford	7,591	Grad., Dr. Struct. and Concrete Pavement	April 18, '28	Shultz Construction Co., Wichita, Kansas	200	143,004.87	30,532.27	17,353.71	190,890.85
441	64-S-2	234-A	Alma-Mulberry Road	Crawford	8,906	Concrete Pavement	April 18, '28	Shultz Construction Co., Wichita, Kansas	200	149,714.95	35,790.83	18,550.57	204,056.35
660	31-S-3		Lonoke-Beebe Bridges	Lonoke	682.33'	13 Treated Timber Pile Bent Bridges	April 18, '28	Ellis & Lewis, Muskogee, Okla.	120	21,056.09	NONE	2,105.60	23,161.69
942	12-S-9 & 10		Harrison-Flippin Bridges	Marion	155'	2 R.C.D. Girder Bridges	April 18, '28	No. Ark. Const. Co., Yellville, Ark.	65	11,125.59	NONE	1,112.55	12,238.14
1109	71-S-12		Mansfield-Waldron Road	Scott and Logan	7,645	Crshd. Stone Sur. C'ts	April 18, '28	T. L. Thogmartin & Sons, Ft. Scott, Kans.	120	25,792.45	964.70	2,675.71	29,432.86
1110	15-S-8 & 9		Ferda-England Bridges	Lonoke and Jefferson	181.67'	2 Tm. Pile Bl. Brs.	April 18, '28	J. W. Covington, Benton, Ark.	75	6,449.31	NONE	644.93	7,094.24
1111	64-S-7 & 8		Cadron Creek Bridge	Conway and Faulkner	357.5'	Rein. Con. Br.—1 175' Arch Sp., 5 Deck Gird.	April 18, '28	Williamson & Williams, Batesville, Ark.	140	52,790.37	NONE	5,279.03	58,069.40
117	504-S-1		Fongin-Southeast Road	Lec	9,276	Grad., Dr. Struct. and Gravel Surfacing	May 17, '28	S. K. Jones Const. Co., Memphis, Tenn.	225	61,812.34	23,877.75	8,569.00	94,259.09
140	16-S-18		Fair Oaks-Wynne Bridges	Cross	1186.33'	13 Treated Timber Pile Bent Bridges	May 17, '28	S. J. Cohen, Blytheville, Ark.	110	37,243.56	NONE	3,724.35	40,967.91
346	53-S-1 & 2		Gurdon-Whelen Springs Road	Nevada and Clark	8,918	Grading, Drainage Structures	May 17, '28	J. G. Newkirk, Doddridge, Ark.	180	24,538.31	NONE	2,453.83	26,992.14

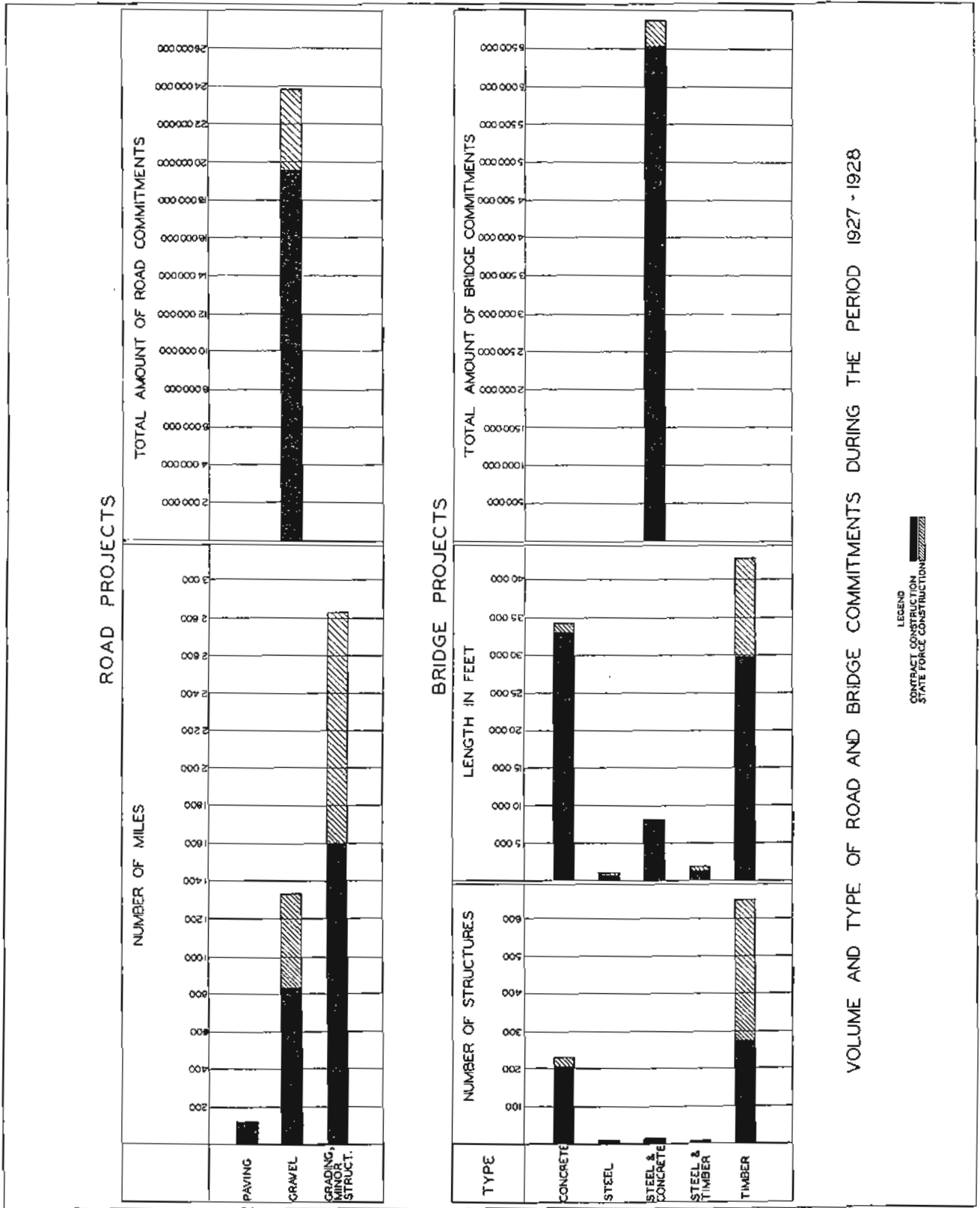


PLATE No. 13

TABLE NO. 3 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Proj. Number	Local Name of Project	County	Length in Feet	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Calendar Days	Amount of Contract Award	Estimated Cost of Materials to be Furnished by State	Estimated Exp. for Eng'g and Con- tring	Total Commit- ment
435/45-S-3			Prairie Grove-Cane Hill Road	Washington	6.396	Grading, Drainage Structures	May 17, '28	Wunstead & Gunter, Siloam Springs, Ark.	180	28,981.94	NONE	2,898.19	31,880.13
449/71-S-17/254-B			Muddy Fork Creek Bridge	Washington	300'	1 R. C. D. Girder Bridge	May 17, '28	Oil City Iron Works, Shreveport, La.	75	13,240.63	NONE	1,324.06	14,564.69
516/16-S-13			Pangburn-Searcy Road	White	13.103	Grading, Drainage Structures	May 17, '28	T. H. Clay & Co., Maivert, Ark.	180	37,556.69	NONE	3,755.66	41,312.35
518/17-S-6			Newport-Tupelo Road	Jackson	9.647	Grading, Drainage Structures	May 17, '28	F. D. Harvey & Co., Jonesboro, La.	150	23,611.23	NONE	2,361.12	25,972.35
566/11-S-16			Evening Shade-Ash Flat Bridges	Sharp	1655	4 Reinf. Concrete Bridges	May 17, '28	Fred Lutjohann, Topeka, Kan.	150	76,726.64	NONE	7,672.66	84,399.30
859/105-S-1			Alkins-Hector Bridges	Pope	3295'	6 Concrete, Steel and Timber Bridges	May 17, '28	Maxwell Const. Co., Columbus, Kan.	100	40,053.57	NONE	4,005.35	44,058.92
860/22-S-3			Six Mile Creek Bridges	Logan	1058	2 R. C. D. Girder Bridges	May 17, '28	Carter Const. Co., Little Rock, Ark.	110	42,975.01	NONE	4,297.50	47,272.51
908/65-S-2			Harrison-Marshall Road	Boone	11.449	Grading, Drainage Structures	May 17, '28	Cook & Ransom, Ottowa, Kan.	350	82,451.90	NONE	8,245.19	90,697.09
1003/67-S-21			Pocahontas to Current River Bridges	Randolph	1504'	16 R. C. D. Girder and Steel Bridges	May 17, '28	Pioneer Const. Co., Kansas City, Mo.	240	157,816.72	NONE	15,781.67	173,598.39
1042/1-S-20			Paragould-North Road	Greene	11.587	Grad., Drain. Struc. & Gravel Surfacing	May 17, '28	Lahar Bros., Piggott, Ark.	225	88,013.83	2,410.40	9,042.42	99,466.65
145/70-S-17			Brasfield Cutoff Road	Mouroe	5.652	Earth Embankment	June 14, '28	Kochitzky & Johnson, England, Ark.	350	86,577.49	NONE	8,657.74	95,235.20
282/13-S-1			Hamburg-South Bridges	Ashley	448.67'	5 Treated Timber Pile Bent Bridges	June 14, '28	M. K. Orr, Little Rock, Ark.	90	12,941.87	NONE	1,294.18	14,236.05
287/3-S-9			Alzheimer-Wabbaska Bridges	Jefferson	213.67	2 Treated Timber Pile Bent Bridges	June 14, '28	J. F. Mullins, Pine Bluff, Ark.	90	5,880.37	NONE	588.03	6,468.40
439/8-S-3			Caddo-Bluffs Road	Montgomery	1.213	Grading, Drainage Structures	June 14, '28	Cook & Ransom, Ottawa, Kan.	100	22,264.23	NONE	2,226.42	24,490.65
440/45-S-1			Hartford Road Bridges	Sebastian	312.92'	3 Treated Tim. Frame Bent Bridges	June 14, '28	M. K. Orr, Little Rock, Ark.	75	11,355.70	NONE	1,135.57	12,491.27
445/16-S-3			Fayetteville-Elkins Road	Washington	9.245	Grading, Drainage Structures	June 14, '28	Mcynolds & Sutton Tyler, Texas	220	54,215.66	NONE	5,421.56	59,637.22
452/71-S-11			Waldron-South Bridges	Scott	2600'	5 Concrete Bridges and Approaches	June 14, '28	M. E. Gillioz, Monet, Mo.	110	50,047.82	NONE	5,004.78	55,052.60
514/16-S-11			Heber Springs-Edgemont Road	Cleburne	3.866	Grading, Drainage Structures	June 14, '28	Cole Bros. & Denniston Fayetteville, Ark.	120	18,724.95	NONE	1,872.49	20,597.44
624/25-S-1			Wooster-Cleburne Co. Line Road	Faulkner	19.760	Grading, Drainage Structures	June 14, '28	Newell Const. Co., Little Rock, Ark.	300	107,166.97	NONE	10,716.69	117,883.66
729/132-S-1			Magnolia-Taylor Road	Columbia	13.927'	Grading, Drainage Structures	June 14, '28	Richardson Ayres Hope, Ark.	220	56,136.27	NONE	5,613.62	61,749.89
767/4-S-12 & 11			Warren-Harrel Bridges	Bradley and Calhoun	1104'	19 Treated Timber Pile Bent Bridges	June 14, '28	M. K. Orr, Little Rock, Ark.	115	28,410.88	NONE	2,841.08	31,251.96

TABLE NO. 3 (Continued)

Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length of Bridge in Feet	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Calendar Days	Amt. of Contract Award	Estimated Cost of Materials to be Purchased by State	Estimated Exp. For Purch. of Materials and Contract	Total Contract
787	167& 4-S-1 & 8		Eagle Mills-Camden-Hampton Road	Quachita	7.518	Grading, Drainage Structures	June 14, '28	McGuire & Cavender, Texarkana, Tex.	200	48,495.27	NONE	4,849.52	53,344.79
788	24-S-6		Camden-Chidester Road	Quachita	12.208	Gravel Surfacing	June 14, '28	Ellis & Lewis, Muskogee, Okla.	200	25,358.13	42,716.40	6,807.45	74,881.98
792	19-S-1 & 3-S-2 & 3		Magnolia-North and South Bridges	Quachita and Columbia	883	12 Treated Tim. Pile Bent Bridges	June 14, '28	S. A. Jeffus, Taylor, Ark.	110	24,297.82	NONE	2,420.78	26,728.60
793	9-S-2		Princeton-Holly Springs Bridges	Dallas	118.67	2 Treated Timber Pile Bent Bridges	June 14, '28	M. K. Orr, Little Rock, Ark.	90	3,895.58	NONE	389.55	4,285.13
827	10-S-1		Old-Perry Road	Nell	7.137	Grading, Drainage Structures	June 14, '28	J. N. George & Bros., Centerville, Ark.	250	50,638.96	NONE	5,063.89	55,702.85
852	28-S-1		Old-Plainview Road	Nell	5.74	Grading, Drainage Structures	June 14, '28	J. N. George & Bros., Centerville, Ark.	180	26,663.60	NONE	2,666.36	29,329.96
861	22-S-3		14, Smith-Dardanelle Bridges	Logan	762	5 Concrete Bridges and Approaches	June 14, '28	M. H. Franks, Leslie, Ark.	90	23,392.58	NONE	2,339.25	25,731.83
862	123-S-2		Clarksville-Harmony Bridges	Johnson	2050	2 Timber and 2 Concrete Bridges & Ap.	June 14, '28	M. E. Gillioz, Monett, Mo.	90	20,291.70	NONE	2,029.17	22,320.87
1034	1-S-21 & 20		Paragould-Corning Road	Greene and Clay	7.728	Grading, Drainage Structures	June 14, '28	Bunnell & Mack, Paragould, Ark.	250	42,977.12	NONE	4,297.71	47,274.83
104	134-S-4		Walnut Ridge-Piggott Road	Clay	5.385	Grading, Drainage Structures	June 14, '28	F. D. Harvey & Co., Jonesboro, La.	180	24,629.93	NONE	2,462.99	27,092.92
1015	31-S-3		Randolph Co. to Clay Co. Road	Greene	9.720	Grading, Drainage Structures	June 14, '28	Kochitzky Bros., England, Ark.	300	47,528.47	NONE	4,752.84	52,281.31
119	3-S-15		Clarendon-Marianna Road	Lee	9.018	Grading, Drainage Structures	July 18, '28	S. K. Jones Const. Co., Memphis, Tenn.	180	37,721.22	NONE	3,772.12	41,493.34
141	1-S-14		Wynne-North Bridges	Cross	492.29	15 Treated Tim. Pile Bent Bridges	July 18, '28	S. K. Jones Const. Co., Memphis, Tenn.	110	14,986.31	NONE	1,498.63	16,484.94
146	1-S-14		Cutverts on Wynne-North Road	Cross		Minor Drain. Struc.	July 18, '28	Grey & Hardeman, Minden, La.	150	13,987.31	NONE	1,398.73	15,386.07
202	6-S-14, 178-A		Dollarway(Pine Bluff-North)	Jefferson	9.866	Grading, Drainage Structures	July 18, '28	Ark.-Gen. Const. Co., Little Rock, Ark.	225	50,018.12	NONE	5,601.81	61,619.93
286	13-S-3 & 4-S-14		Monticello-South and West Bridges	Drew	1914.33	11 Treat. Tim. Pile Bent Bridges with Earth Approaches	July 18, '28	Ark.-Gen. Const. Co., Little Rock, Ark.	120	26,365.19	NONE	2,636.51	29,221.70
361	71-S-1 & 2		Texarkana-Sulphur River Bridges	Miller	235	3 R.C.D.G. Bridges with Earth Ap.	July 18, '28	Reynolds & Sutton, Tyler, Texas	90	20,150.89	NONE	2,015.08	22,165.97
382	29-S-1		Bradley-Louisiana State Line Road	LaFayette	5.427	Grading, Drainage Structures	July 18, '28	Sam E. Boyd, Columbia, Miss.	150	19,757.08	NONE	1,975.70	21,732.78
384	4-S-5		Washington-Nashville Road	Hempstead	9.280	Gravel Surfacing	July 18, '28	F. C. Haller & Sons, J. H. Barrow, Assignee Conway, Ark.	150	12,420.79	29,475.21	4,189.60	46,085.60
385	24-S-5		Prescott-Bluff City Road	Neveda	7.913	Gravel Surfacing	July 18, '28	Britt & DeLaughter, Boughton, Ark.	150	11,228.73	997.54	1,222.62	13,448.89

TABLE NO. 3 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time (Cal. Days)	Amt. of Contract Award	Estimated Cost of Materials to Be Furn. by State	Estimated Exp. for Repairs, etc.	Total Commitment
453	70-S-6		Hot Springs-Glenwood Bridges	Montgomery	2.003	1 Filled Span Arch Br. & 2 R.C.D.C. Brs. and Earth Ap.	July 18, '28	Cook & Ransom, Ottowa, Kan.	75	21,350.34	NONE	2,135.03	23,485.37
455	22-S-1		Fl. Smith-Charleston Road	Sebastian	9.324	Concrete Pavement	July 18, '28	Koss Const. Co., Des Moines, Iowa	150	164,099.82	37,406.66	20,150.64	221,657.12
456	10-S-1		Greenwood-Booneville Road	Sebastian	13.538	Crushed Stone Surf.	July 18, '28	T. L. Thosmarlin, Fort Scott, Kan.	100	34,655.25	Donated	3,465.52	38,120.77
522	63-S-2		Hardy-Williford Road	Sharp	4.826	Grading, Drainage Structures	July 18, '28	Hinson Bros., Muskogee, Okla.	200	62,979.23	NONE	6,297.92	69,277.15
545	14-S-7		Redstripe-Locust Grove Road	Stone	7.977	Grading, Drainage Structures	July 18, '28	Williamson & Williams, Batesville, Ark.	300	68,254.26	NONE	6,825.42	75,079.68
565	9-S-12		Melbourne-Sylamore Road	Izard	7.664	Grading, Drainage Structures	July 18, '28	W. P. McGeorge, Pine Bluff, Ark.	320	103,956.60	NONE	10,375.66	114,332.26
640	35-S-1		Benton-Grant Co. Line Road	Saline	7.887	Gravel Surfacing	July 18, '28	F. U. Halter & Sons, Conway, Ark.	100	12,400.94	1,268.85	1,366.97	15,036.76
664	7-S-5		Bismarck-North and South Bridges	Hot Spring	3.13	4 R.C.D.C. Bridg. with Earth Approaches	July 18, '28	C. H. Atkinson Pav. Co., Chillicothe, Mo.	90	24,414.45	NONE	2,441.44	26,855.89
665	7-S-6		Quachita River Bridge	Garland	1182.22	Reinf. Conc. Arch & Deck Girder Bridge	July 18, '28	Koss Const. Co., Des Moines, Iowa	300	220,750.50	NONE	22,075.05	242,825.55
666	67-S-9		Benton-Malvern Bridges	Saline	2410.87	1 R. C. A. & D. G. Br., 3 R. C. D. G. Bridges, & 2 Box Culverts	July 18, '28	Ark.-Gen. Const. Co., Little Rock, Ark.	180	100,988.55	NONE	10,098.65	111,087.20
709	9-S-1 & 2		Holly Springs-Eagle Mills Road	Dallas and Ouachita	9.761	Grading, Drainage Structures	July 18, '28	Bradley & Talbert, Sheridan, Ark.	200	63,125.43	NONE	6,312.51	69,437.94
714	15-S-2		El Dorado-Moro Bay Road	Union	7.107	Grading, Drainage Structures	July 18, '28	J. G. Newkirk, Mt. Holly, Ark.	200	46,480.68	NONE	4,648.06	51,128.74
728	15-S-3		Hermitage-Moro Bay Bridges	Bradley	1351.83	5 Treated Timb. Pile Bent Bridges	July 18, '28	House & Treadwell, Carthage, Mo.	110	22,784.28	NONE	2,278.42	25,062.70
744	57-S-3		Mt. Holly-South Bridges	Union	279.17	3 Treated Timb. Pile Bent Bridges	July 18, '28	J. G. Newkirk, Mt. Holly, Ark.	75	5,500.39	NONE	550.03	6,050.42
764	57-S-1 & 2 & 3		Stephens-Mt. Holly Road	Ouachita, Columbia & Union	10.844	Grad., Drain. Struc. & Gravel Surfacing	July 18, '28	J. G. Newkirk, Mt. Holly, Ark.	300	82,331.62	25,948.30	10,827.99	119,107.91
778	167-S-2		Snackover-Camden Road	Union	0.253	Concrete Paving	July 18, '28	Philpot Const. Co., Pine Bluff, Ark.	30	7,743.12	NONE	774.31	8,517.43
814	9-S-6	120-B	Perry-Owensville Road	Perry	5.804	Grading, Drainage Structures	July 18, '28	E. A. Luck, Kansas City, Mo.	150	45,887.37	NONE	4,588.73	50,476.10
842	116-S-1		Booneville-Sanitorium Bridges	Logan	857.17	3 Treat. Timb. Bridges & 1 Con. & Steel Br.	July 18, '28	Ark. Gen. Const. Co., Little Rock, Ark.	110	34,266.80	NONE	3,426.68	37,693.48
864	7-S-10		Ola-Dardanelle Bridges	Yell	1300'	3 Reinf. Con., 2 Timb. Br. & Earth Ap.	July 18, '28	Altman-Rodgers Co., Oklahoma City, Okla.	95	39,819.77	NONE	3,981.97	43,801.74
865	22-S-3 & 4		Charleston-Dardanelle Bridges	Logan	3060'	8 Reinf. Con. & 1 Steel & Conc. Br., with Earth Approaches	July 18, '28	Altman-Rodgers Co., Oklahoma City, Okla.	110	47,355.70	NONE	4,735.57	52,091.27
949	43-S-3		Harrison-Lead Hill Road	Boone	12.715	Grading, Drainage Structures	July 18, '28	Cook & Ransom, Ottowa, Kan.	350	78,485.64	NONE	7,848.56	86,334.20

TABLE NO. 3 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length in Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time in Days	Amt. of Contract Award	Estimated Cost of Materials to be Furn. by State	Estimated Exp. For Engin'g and Con-tingencies	Total Contract
964	21-S-4		Kings River Bridge	Madison	287.5	1 Wire Rope Susp. Br. with Timber Deck	July 18, '28	Williamson & Williams Batesville, Ark.	90	13,528.97	NONE	1,352.89	14,881.86
972	101-S-2		Flippin-South Road	Marion	0.301	Grad. (Ap. to Crooked Creek Bridge)	July 18, '28	No. Ark. Const. Co., Yellville, Ark.	100	10,568.52	NONE	1,056.85	11,625.37
1005	14-S-13		Harrisburg-West Bridges	Poinsett	450'	1 Steel Pony Truss Br., 2 Tr. Tim. P. Bent Bridge, Earth Ap.	July 18, '28	McCartney, McIlville & Lamkins, Newport, Ark.	90	20,345.67	NONE	2,034.56	22,380.23
1011	67-S-22		Corning-Reyno Road	Clay	11.358	Concrete Pavement	July 18, '28	Philpot Const. Co., Pine Bluff, Ark.	200	232,641.64	NONE	23,264.16	255,905.80
1112	65-S-13	178-B & 14	Dollarway	Jefferson and Grant	10.954	Grading, Drainage Structures	July 18, '28	Ark. Gen. Const. Co., Little Rock, Ark.	240	80,379.03	NONE	8,037.90	88,416.93
108	3-S-14		Clarendon-Marianna Road	Monroe	4.883	Grading, Drainage Structures	Aug. 16, '28	F. D. Harvey Const. Co., Jonesboro, La.	150	27,024.65	NONE	2,702.46	29,727.11
110	16-S-16		Augusta-Jelks Bridges	Woodruff	1589.33'	4 Tr. Tim. Pile Bent Br. Inc. 1 40-ft. I Beam Span	Aug. 16, '28	J. F. Mullins, Pine Bluff, Ark.	110	37,773.97	NONE	3,777.39	41,551.36
142	121-S-1		Marianna-Southeast Road	Lee	9.706	Gravel Surfacing	Aug. 16, '28	J. D. & R. P. Sims, Hughes, Ark.	90	20,599.69	26,231.40	4,683.10	51,514.19
148	131-S-1		Tougin-Southeast Bridges	Lee	1047'	9 Treated Timb. Pile Bent Bridges	Aug. 16, '28	M. K. Orr, Little Rock, Ark.	110	25,565.62	NONE	2,556.56	28,122.18
210	3-S-8		Pine Bluff-Free Bridge Road	Jefferson	1.419	Concrete Paving	Aug. 16, '28	Philpot Const. Co., Pine Bluff, Ark.	100	39,220.24	41,529.10	8,074.93	88,824.27
218	3-S-8		Pine Bluff-Alzheimer Bridges	Jefferson	287.85'	3 Tr. Timb. Pile Bent Brds., Inc. 1 40-ft. I-beam Span	Aug. 16, '28	J. F. Mullins, Pine Bluff, Ark.	100	8,268.00	NONE	826.80	9,094.80
370	71-S-1		Texas-Kana-State Line Road	Miller	7.912	Gravel Surfacing	Aug. 16, '28	A. C. Kennedy, Poyen, Ark.	100	6,423.22	18,073.44	2,449.66	26,946.32
386	70-S-3 & 4		Kirby-Dierks Bridges	Howard and Pike	561.27'	5 Bridges, Timb., Steel & Reinf. Concrete	Aug. 16, '28	Richardson Ayres Hope, Arkansas	100	32,070.86	NONE	3,207.08	35,277.94
388	19-S-3		Rosston-Columbia County Line Road	Nevada	10.938	Gravel Surfacing	Aug. 16, '28	Richardson Ayres Hope, Arkansas	150	15,473.65	22,274.82	3,774.84	41,523.31
431	6-S-2		Ouachita River-Mt. Ida Road	Montgomery	5.035	Grading, Drainage Structures	Aug. 16, '28	Clay & Winder, Mt. Ida, Ark.	180	41,291.50	NONE	4,129.15	45,420.65
451	16-S-3		Elkins-Madison Co. Line Road	Washington	5.949	Grading, Drainage Structures	Aug. 16, '28	Cole Bros. & Denniston, Fayetteville, Ark.	180	36,237.54	NONE	3,623.75	39,861.29
462	64-S-2		Little Mulberry Creek Bridge	Crawford	600'	1 Reinf. Conc. Deck Girder Bridge	Aug. 16, '28	Maxwell Const. Co., Columbus, Kan.	100	15,690.50	NONE	1,569.05	17,259.55
550	16-S-15		Bald Knob-Augusta Road	White	5.779	Grading, Drainage Structures	Aug. 16, '28	E. A. Enloe, Shreveport, La.	180	35,379.32	NONE	3,537.93	38,917.25
573	25-S-2		Quitman-Heber Springs Bridges	Cleburne	438'	3 Reinf. Conc. Bridges, 2 Deck Gir. & 1 Slab	Aug. 16, '28	Blackshare & Blackshire Harrison, Ark.	90	22,326.87	NONE	2,232.68	24,559.55
574	16-S-3		Pangburn-Searcy Bridges	White	1200'	3 Tr. Tim. Pile Bent Brds., 2 Inc. 90-ft. Pony Truss Span	Aug. 16, '28	Vincennes Bridge Co., Vincennes, Ind.	110	33,274.33	NONE	3,327.43	36,601.76

TABLE NO. 3 (Continued)  
Record of Road and Bridge Contracts Awarded From January 1, 1928, to September 30, 1928.

Job No.	Road and Sec. No.	Federal Aid Project Number	Local Name of Project	County	Length of Miles	Nature of Work	Date Proposals Received	Name and Address of Contractor	Working Time Cal. Days	Amount of Contract Award	Estimated Cost of Materials to be Furnished by State	Estimated Exp. for Engin. and Cont. Expenses	Total Commitment
626	7-S-6 & 5		Hot Springs-Arkadelphia Road	Garland & Hot Spring	12.804	Grading, Drainage Structures	Aug. 16, '28	James Spencer & Son, Hot Springs, Ark.	350	128,638.33	NONE	12,863.83	141,502.16
647	38-S-1		Des Arc-Cotton Plant Road	Prairie	7.912	Grad., Drain. Struc. & Gravel Surfacing	Aug. 16, '28	F. D. Harvey & Co., Jonesboro, La.	220	54,874.70	35,935.20	9,080.99	99,890.89
649	6-S-4		Royal-Montgomery County Line Road	Garland	10.223	Grading, Drainage Structures	Aug. 16, '28	James Spencer & Son Const. Co., Hot Springs	330	80,213.46	NONE	8,021.34	88,234.80
753	167-S-7 & 8		Fordyce-North Road	Cleveland Dallas	8.587	Grading, Drainage Structures	Aug. 16, '28	W. P. McGeorge & Co., Pine Bluff, Ark.	130	61,768.98	NONE	6,176.89	67,945.87
761	132-S-1		Magnolia-Taylor Road	Columbia	10.099	Grading, Drainage Structures	Aug. 16, '28	Ayres & Graves, Hope, Ark.	230	70,327.66	NONE	7,032.76	77,360.42
795	115-S-3		Thornton-Hampton Road	Calhoun	8.567	Gravel Surfacing	Aug. 16, '28	Lybrand & Robertson, Sberidan, Ark.	120	17,884.00	1,608.40	1,949.24	21,441.64
796	15-S-5		Pansy-South Road	Cleveland	1.181	Grading	Aug. 16, '28	McWilliams Co., Memphis, Tenn.	230	15,764.74	NONE	1,576.47	17,341.21
834	10-S-2		Magazine-Danville Road	Logan	5.002	Grading, Drainage Structures	Aug. 16, '28	Elis & Lewis, Muskogee, Okla.	120	17,757.13	NONE	1,775.71	19,532.84
835	10-S-3		Havana-Danville Road	Yell	8.012	Grading, Drainage Structures	Aug. 16, '28	J. N. George & Bro., Centerville, Ark.	220	31,448.84	NONE	3,144.88	34,593.72
863	64-S-4		Clarksville-West Bridges	Johnson	365	3 Reinf. Conc. Deck Girder Bridges	Aug. 16, '28	M. H. Franks, Leslie, Ark.	105	26,074.57	NONE	2,607.45	28,682.02
868	27-S-11		Illinois Bayou Bridge	Pope	212	1 120-ft. Steel Truss Span, with R. C. D. G. Approaches	Aug. 16, '28	General Const. Co., St. Louis, Mo.	90	16,803.14	NONE	1,680.31	18,483.45
869	9-S-7		Painting Ark. River Bridge	Conway	1299.5	Painting Str. Steel Br.	Aug. 16, '28	M. K. Orr, Little Rock, Ark.	90	7,500.00	NONE	750.00	8,250.00
945	65-S-5		Buffalo River Bridge	Searcy	998.62	1 Reinf. Con. Br., Arch and D. G. Design	Aug. 16, '28	General Const. Co., St. Louis, Mo.	300	98,894.76	NONE	9,889.47	108,784.23
1006	63-S-5		Big Creek Bridge	Craighead	60	1 R. C. D. Bridge	Aug. 16, '28	Bunnell & Mack, Paragould, Ark.	65	11,088.10	NONE	1,108.81	12,196.91
1007	63-S-3		Imboden-Black Rock Bridges	Lawrence	923	6 R. C. D. Br., 1 Incl. 1 80-ft. Steel Pony Truss	Aug. 16, '28	Pioneer Const. Co., Kansas City, Mo.	120	50,874.85	NONE	5,087.48	55,962.33
1008	63-S-7		Removal old St. Francis River Bridge	Poinsett	1160	Removal Steel & Tim. Structure	Aug. 16, '28	Williamson & Williams, Batesville, Ark.	90	9,540.00	NONE	954.00	10,494.00
1009	34-S-4		Knobel-South and East Bridges	Clay	477.94	9 1r. Timber Pile Bent Bridges	Aug. 16, '28	Prentice & Prentice, Sheridan, Ark.	110	14,349.22	NONE	1,434.92	15,784.14
1091	34-S-1 & 2		Walnut Ridge-Greene Co. Line Road	Lawrence & Randolph	4.852	Grading, Drainage Structures	Aug. 16, '28	Forcum James Const. Co., Dyersburg, Tenn.	180	21,981.19	NONE	2,198.11	24,179.30
387	24-S-5		Prescott-Bluff City Road	Nevada	11.734	Gravel Surfacing	Aug. 16, '28	C. H. Atkinson Pav. Co., Watertown, S. D.	180	18,648.79	1,276.33	1,992.51	21,917.63
461	71-S-12		Mansfield-Waldron Bridges	Scott	505	9 R. C. D. G. Br. with Earth Emb. Ap.	Sept. 14, '28	Williamson & Williams, Batesville, Ark.	120	77,688.89	NONE	7,768.88	85,457.77

Total \$9,757,034.62  
59

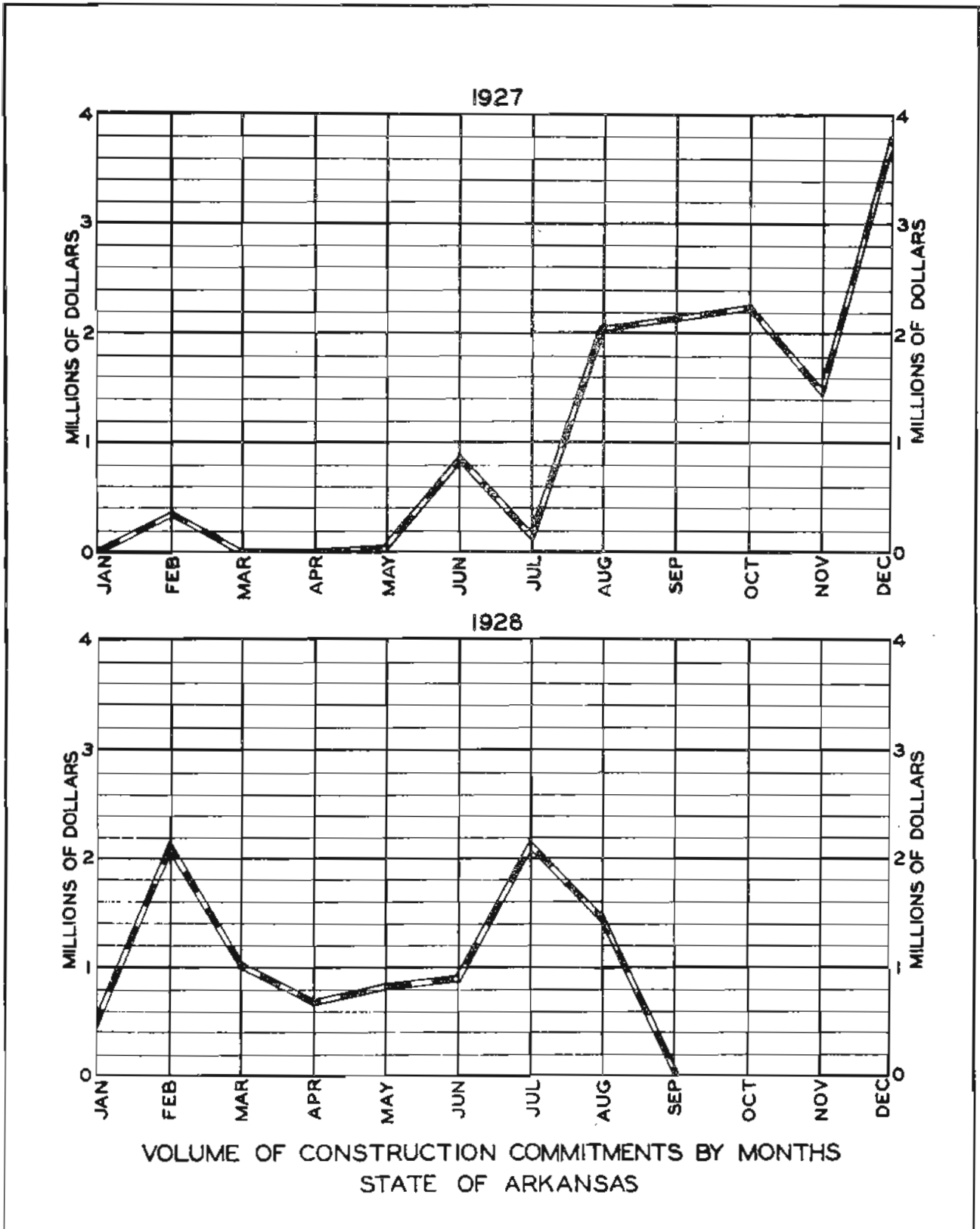


PLATE No. 14

TABLE NO. 4.

Tabulation of Construction Commitments by Counties for Work by State Forces as of September 30, 1928

County	Commitment	County	Commitment
Arkansas .....	\$ 41,655.86	Lincoln .....	\$ 50,040.52
Ashley .....	34,871.26	Little River .....	None
Baxter .....	36,135.00	Logan .....	None
Benton .....	38,720.00	Lonoke .....	26,102.11
Boone .....	17,369.55	Madison .....	85,306.81
Bradley .....	40,529.43	Marion .....	132,042.90
Calhoun .....	None	Miller .....	16,170.00
Carroll .....	70,671.70	Mississippi .....	54,377.46
Chicot .....	79,963.43	Monroe .....	27,500.00
Clark .....	137,010.83	Montgomery .....	None
Clay .....	46,300.07	Nevada .....	91,740.00
Cleburne .....	75,811.01	Newton .....	120,451.10
Cleveland .....	11,082.14	Ouachita .....	16,736.93
Columbia .....	5,927.64	Perry .....	88,876.31
Conway .....	43,169.50	Phillips .....	2,200.00
Craighead .....	130,136.99	Pike .....	112,200.00
Crawford .....	177,210.00	Poinsett .....	221,195.03
Crittenden .....	52,017.00	Polk .....	130,629.12
Cross .....	72,831.38	Pope .....	164,195.17
Dallas .....	38,969.44	Prairie .....	17,032.09
Desha .....	80,993.32	Pulaski .....	3,603.50
Drew .....	31,703.96	Randolph .....	19,666.41
Faulkner .....	26,151.92	Saline .....	20,799.67
Franklin .....	83,600.00	Scott .....	121,276.37
Fulton .....	118,102.99	Searcy .....	27,324.00
Garland .....	17,414.88	Sebastian .....	4,455.00
Grant .....	19,684.24	Sevier .....	69,520.00
Greene .....	23,625.48	Sharp .....	34,535.17
Hempstead .....	44,000.00	St. Francis .....	44,610.76
Hot Spring .....	24,616.70	Stone .....	None
Howard .....	21,450.00	Union .....	18,872.62
Independence .....	56,362.75	Van Buren .....	102,114.76
Izard .....	16,568.42	Washington .....	60,610.00
Jackson .....	89,442.21	White .....	100,447.94
Jefferson .....	11,655.92	Woodruff .....	3,836.92
Johnson .....	81,700.85	Yell .....	None
Lafayette .....	70,510.00		
Lawrence .....	94,752.74	Total .....	\$4,112,538.68
Lee .....	61,351.40		

TABLE NO. 5.  
Weighted Average Prices, Contract Items.

Item No.	Item	Unit	ROAD PROJECTS			BRIDGE PROJECTS				
			1925	1926	1927	1928*	1925	1926	1927	1928*
1	Clearing	Acre	30.16	53.51	42.02	43.91	...	35.00	36.42	72.416
2	Grubbing	Acre	73.81	99.61	76.10	68.47	...	...	116.34	92.867
3	Solid rock excavation, roadway	Cu. Yard	1.423	1.500	1.266	1.171	...	...	2.00	1.508
4	Loose rock excavation, roadway	Cu. Yard	0.644	0.637	0.523	0.459	...	0.60	1.00	0.665
5	Earth excavation, roadway	Cu. Yard	0.242	0.252	0.288	0.289	...	0.356	0.37	0.355
6	Common rock, roadway	Cu. Yard	0.34	...	0.50	0.325	...	...	...	0.45
7	Dry excavation for structures	Cu. Yard	1.01	0.97	0.97	0.944	...	1.37	1.17	1.412
8	Wet excavation for structures	Cu. Yard	1.81	2.00	3.16	2.539	...	4.92	3.15	2.916
9	Earth embankment	Cu. Yard	...	...	...	0.146	...	...	...	...
10	Borrow excavation, roadway	Cu. Yard	0.261	0.327	0.294	0.276	...	0.40	0.365	0.316
11	Solid rock excavation for structures	Cu. Yard	...	...	3.249	3.10	...	4.833	5.33	4.453
12	Stripping material pits	Cu. Yard	0.20	...	0.28	0.263	...	...	...	...
13	Fine grading, subgrade and shoulders	Sq. Yard	...	0.05	0.048	0.044	...	...	...	...
14	Gravel surface course	Cu. Yard	0.685	0.643	0.673	0.624	...	...	...	...
15	Grav. sur. course, Mtl. hauled ea. add'l mile	Cu. Yard	0.217	0.209	0.215	0.21	...	...	...	...
16	Portland cement concrete pavement	Sq. Yard	2.272	2.176	2.196	1.905	...	...	...	...
17	Untreated bridge timber	M. Ft. BM.	62.48	60.51	78.63	76.562	...	54.36	58.95	76.532
18	Treated bridge timber	M. Ft. BM.	100.79	105.44	118.14	90.287	...	94.00	87.70	93.472
19	Class "A" concrete	Cu. Yard	21.16	21.88	22.34	21.53	...	21.33	21.20	20.622
20	Class "B" concrete	Cu. Yard	20.86	21.59	22.43	22.449	...	19.08	18.00	19.814
21	Class "S" concrete	Cu. Yard	21.20	22.23	23.52	...	...	20.00	21.05	21.28
22	Reinforcing steel	Pound	0.056	0.056	0.053	0.051	...	0.053	0.058	0.049
23	Structural steel in beam Br.	Pound	0.059	0.050	...	...	...	0.063	0.061	0.064
24	Structural steel in truss Br.	Pound	0.073	0.075	...	...	...	0.068	0.070	0.071
25	18-inch reinf. concrete pipe	Lin. Feet	2.19	2.40	2.72	2.662	...	...	...	...
26	24-inch reinf. concrete pipe	Lin. Feet	3.31	3.33	3.64	3.625	...	...	...	...
27	30-inch reinf. concrete pipe	Lin. Feet	4.75	4.38	4.56	4.609	...	...	...	...
28	36-inch reinf. concrete pipe	Lin. Feet	5.91	...	6.40	6.50	...	...	...	...
29	18-inch corrugated metal pipe	Lin. Feet	2.04	2.03	2.17	2.305	...	...	...	...
30	24-inch corrugated metal pipe	Lin. Feet	2.93	3.14	3.31	2.862	...	...	...	...
31	30-inch corrugated metal pipe	Lin. Feet	3.93	4.00	3.63	4.50	...	...	...	...
32	36-inch corrugated metal pipe	Lin. Feet	5.25	4.72	5.10	6.50	...	...	...	...
33	Untreated timber piling	Lin. Feet	...	...	...	...	...	...	...	...
34	Treated timber piling	Lin. Feet	0.96	1.02	1.19	0.983	...	1.00	0.90	0.795
35	Precast concrete piling	Lin. Feet	...	...	...	...	...	0.97	0.93	0.931
36	Timber guard rail	Lin. Feet	1.00	...	0.59	...	...	...	...	...
37	Woven wire guard rail	Lin. Feet	...	...	0.79	0.763	...	...	3.00	2.741

\*—Weighted average prices for 1928 based on the first nine months.

TABLE NO. 6.

## COMPLETED

Contracts Awarded January 1, 1927 to September 30, 1928

District Number	Total Length of Project as per Contract Awards Miles	Contract Awards Segregated into Major Features of—								
		Earthwork & Minor Drnge. Structures Miles	Gravel Surfacing Miles	Burnt Shale Surfacing Miles	Cement Conc. Paving. Miles	Bituminous Conc. Paving Miles	Asphaltic Surf. Treatment Miles	Timber Bridges Feet	Concrete Bridges Feet	Steel Bridges Feet
1.	38.924	7.236	32.653	.....	.....	.....	.....	1,132.67	.....	.....
2.	23.141	4.058	22.738	.....	.....	.....	.....	1,780.67	.....	60.00
3.	108.689	60.523	57.413	.....	.....	.....	.....	349.00	1,495.62	.....
4.	101.633	78.939	.....	8.967	17.093	0.644	.....	695.25	591.71	.....
5.	58.855	28.991	37.241	.....	.....	.....	.....	1,741.67	1,771.92	234.59
6.	31.862	23.304	10.185	.....	1.505	.....	5.476	5,205.57	929.92	60.00
7.	149.756	85.122	59.867	.....	39.859	.....	.....	1,349.66	976.17	63.00
8.	105.506	100.185	5.100	.....	.....	.....	.....	100.63	1,097.17	62.50
9.	19.343	18.982	.....	.....	.....	.....	.....	544.33	1,088.79	284.50
10.	48.473	38.276	18.891	.....	16.873	.....	.....	4,509.23	562.17	801.17
Inter. Dist.	23.859	23.760	7.276	.....	.....	.....	.....	.....	529.83	.....
Total	700.041	469.376	251.364	8.967	75.330	0.644	5.476	17,408.68	9,043.30	1,565.76

## INCOMPLETE

Contracts Awarded January 1, 1927 to September 30, 1928

District Number	Total Length of Project as per Contract Awards Miles	Contract Awards Segregated into Major Features of—								
		Earthwork & Minor Drnge. Structures Miles	Gravel Surfacing Miles	Burnt Shale Surfacing Miles	Cement Conc. Paving. Miles	Bituminous Conc. Paving Miles	Asphaltic Surf. Treatment Miles	Timber Bridges Feet	Concrete Bridges Feet	Steel Bridges Feet
1.	54.279	42.703	32.856	.....	.....	.....	.....	4,244.95	4,623.38	1,053.00
2.	113.342	111.634	101.550	.....	1.419	.....	.....	1,490.38	.....	40.00
3.	146.935	106.381	39.864	.....	.....	.....	.....	1,275.10	2,006.94	364.17
4.	121.217	101.780	13.538	.....	8.725	.....	.....	.....	2,714.27	.....
5.	116.662	101.696	22.648	.....	.....	.....	.....	488.33	5,087.00	180.00
6.	192.402	183.709	91.761	.....	.....	.....	.....	.....	4,267.85	.....
7.	194.694	173.324	97.612	.....	.....	.....	.....	2,459.67	607.00	80.00
8.	87.338	86.515	.....	.....	.....	.....	.....	1,094.50	2,366.01	2,282.73
9.	100.831	100.588	.....	.....	.....	.....	.....	.....	998.62	287.50
10.	136.131	133.309	84.279	.....	2.513	.....	.....	558.61	2,031.00	323.50
Inter. Dist.	25.239	17.393	14.027	.....	.....	.....	.....	121.67	886.67	60.00
Total	1,289.080	1,159.032	498.135	.....	12.657	.....	.....	11,733.21	25,588.74	4,670.90
Total Mileage, Completed and Incomplete										
Total	1,999.111	1,628.408	749.499	8.967	87.987	0.644	5.476	29,141.89	34,632.04	6,236.66

## BRIDGES

A highway system is laid out to connect the centers of population and best serve the demands of both local and through traffic. Finding highway locations without stream crossings would be desirable if the purpose of the highway were not defeated by such action. However, the requirements of a properly correlated system of highways in this State preclude such a possibility.

A study of a topographic map of Arkansas with the highway system indicated thereon reveals the immensity of our bridge-building requirements. A full perspective of our bridge problem is not obtained, however, until we superimpose on such a map the network of railway lines traversing the State and note the numerous structures required for the elimination of grade crossings.

**Topography** Many of the streams in Arkansas have their sources in the mountainous section of the northwest part of the State. Intense rainfalls, coupled with the steep and impervious slopes of this region, result in heavy runoff, with consequent high-flood stages and swift currents in the streams, most of which flow southeasterly to the delta section, where the water spreads over a comparatively large area and the velocity of flow is greatly reduced.

**Major Streams** Typical and most important of the major streams traversing the State is the White River. This stream with its tributaries is intersected at numerous points by our highways, and an expenditure of several millions of dollars will be required to provide adequate bridges at these crossings. Important tributaries of the White, classed as rivers, are the Black, Little Red, King, Cache, Current and Spring, the latter two being tributaries of the Black River. Others are Buffalo Fork, North Fork, Middle Fork, West Fork, Crooked Creek and War Eagle Creek. In the mountainous section there are numerous small creeks and brooks in which the flow is practically negligible except following a heavy rainfall, when they are converted into swift-moving torrents. Bridges adequate to provide for this condition will often cost considerable more than structures across streams of the same size in the delta section.

During periods of high flood stages on the White River, water breaks over into the Cache River basin far above the junction of their channels. The Cache River at flood stage, augmented by waters from the White, inundates large areas, in which several miles of the Little Rock-Memphis highway near Brinkley is included. This latter condition is now being remedied through the construction of a high embankment, with many lineal feet of trestle.

Bridges under construction over some of the above mentioned streams consist of a crossing of the White River basin at Batesville at an estimated cost of \$600,000; one over Buffalo Fork near Marshall, at an estimated cost of \$110,000, and one over the Current River near Corning, estimated at \$300,000. Bridges over the White River at Newport, Augusta and points below will probably be constructed in the near future. The cost of these crossings will be approximately one million dollars each.

The Ouachita River is probably next in importance of those streams having their source within the State. Among its tributaries are the Saline, Little Missouri and Caddo Rivers. Plans for future hydro-electric development of the Ouachita River have necessitated a material increase in the cost of two bridges now being constructed near Hot Springs, as these structures must have sufficient length and height to clear the flood plane of the lake that will form above the dam.

The St. Francis River is a stream which traverses the delta section throughout its entire length. It rises in southeast Missouri and flows in a southerly direction to its confluence with the Mississippi River above the city of Helena. In the upper reaches it passes through what are known as the "sunk lands," where the channel is not well defined, but near the mouth it is both

deep and wide. The St. Francis basin is protected from flood waters of the Mississippi River by the levee system of the latter, except when high flood stages exist near Helena, causing back-water to inundate considerable areas in the extreme lower reaches of the St. Francis basin. Highway bridges under construction over this stream consist of a \$300,000 concrete and steel bridge, with a vertical lift span, at Cody on the Marianna-Memphis road, and a steel structure, with a swing span, at Marked Tree, the latter bridge having been completed in June, 1928, at a cost of \$131,000.

The source of the Arkansas River lies in the State of Colorado. It is augmented by large tributaries in Oklahoma, and when it enters the State of Arkansas its accumulated drainage is immense. No tributaries of any size, by comparison, empty into the Arkansas within the State, although several of these streams are quite sizable when regarded from the standpoint of bridge costs. The more important of them are Fourche River, Petit Jean Creek and Six-Mile Creek, on the south, and on the north Cadron, Illinois Bayou, Piney, Mulberry Creek and Frog Bayou. All these enter the Arkansas west of Little Rock. East of Little Rock we have Bayou Meto and Bayou La Grue. Bridging the Arkansas at points west of Little Rock would probably present similar problems, in that foundation, channel and flood conditions are apparently similar. The concrete and steel bridge now under construction at Dardanelle will cost about \$600,000.00. East of Little Rock the river is wider and suitable foundations are more difficult, with the result that the cost of highway crossings would be considerably augmented.

The Red River, which cuts across the southwest corner of the State, is one of the most difficult streams of its size to control. Its banks are generally of light sandy loam, and when it is bridged the problem of keeping the channel in place requires constant study and large expenditures for bank revetment. A highway bridge is now under construction over the Red River at Fulton, which, when complete, together with approaches and connections, will cost nearly one million dollars.

At the present time the State contemplates no highway crossings of the Mississippi River, though an approach to the Harahan bridge at Memphis is now under construction, at an estimated cost of \$1,400,000.00. Coincident with other development, the need and demand will grow for additional highway crossings of this river. These crossings will necessarily be interstate projects and will be accomplished only at great cost.

Arkansas has 20 streams, with over 2,000 miles of waterway, exclusive of the Mississippi on its eastern border, classed as navigable by the Secretary of War. Bridges across these streams must be designed with movable spans or be built at an elevation to clear navigation. Meeting this condition in either way adds materially to the cost of construction.

**Types of Structure** In choosing types and deciding on layouts, the principal considerations are Traffic, Maximum Stream Flow, Navigation Requirements, Economy, and last but of no minor importance, the consideration of Appearance, for with the natural beauty of many of our streams, no one would wish to waive this feature of the design.

Bridges on our primary and secondary highways are being built with a clear roadway of 20 feet, and on less important highways an 18-foot clear roadway is being used.

It should be remembered that the permanent structures now being built by the State must conform to future requirements and the type and design should be adequate not only for future traffic demands but for the maximum anticipated flood conditions of the next several decades.

True economy in choosing types and making layouts, even in the instance of small bridges, often requires special design. Sometimes a sharp skew is necessitated which allows a greater passage of water and drift with a minimum erosion of bank and stream bed. In many instances it has been necessary to construct bridges on curves and grades to satisfy easement in the alignment and grade of the highway.

In the delta section of the State, where the flood areas are wide, it has been found, in many cases, that the treated timber trestle meets the problem of type in an admirable way for the smaller streams, as well as for relief waterways for the larger streams. While treated timber is proof against early decay, the fire hazard is one argument against its use. On the more important crossings the concrete pile trestle will probably be favored. The steel bridge, as a type, is suitable where long spans are necessary, and is especially adapted for movable spans. Compared with reinforced concrete spans, the steel structure is usually less expensive. It is essential, however, that it be painted at intervals, as a steel bridge that is neglected deteriorates rapidly. The all-concrete bridge properly designed and constructed requires but little maintenance, and it seems decidedly the type to build where the comparative cost is not prohibitive and the foundation conditions as well as other stream requirements are satisfactory.

Where bed-rock projects above or is at a slight depth below the stream bed, the concrete arch span often proves less expensive than steel. In the mountainous sections bed-rock foundations are generally obtainable at reasonable depths for both concrete and steel bridges, while pile foundations are often resorted to in the delta section.

**Old Bridges** The State Highway System is only a few years old, but it includes many bridges of greater age. These bridges are of many types and designs, but they are generally inadequate for modern traffic, having been built years ago, when horse-drawn vehicles constituted the heaviest loads. Maintenance on steel structures was often neglected soon after erection, with a consequent rapid deterioration, and the State now faces the necessity of replacing these old structures as they become unsafe, and it might be said that the present improvement program initiated a need for bridges on the State system almost in its entirety.

**Statistical** A recent survey made of bridges now in place and to be constructed shows that when completed there will be 330,900 lineal feet of bridges on 8,718 miles of highway, or 38 lineal feet per mile. These figures are for stream crossing and exclusive of bridging for grade separations. The cost varies from \$30.00 per lineal foot for the smaller treated timber bridge to \$250.00 per lineal foot for the permanent bridge across the larger streams.

From January 1, 1927, to September 30, 1928, plans have been prepared for 583 structures, large and small, and contracts have been awarded for bridges at a cost in excess of six and one-half millions of dollars.

## MATERIALS AND TESTS

The desire of the Arkansas State Highway Department to establish and maintain the highest possible standards in construction, consistent with economy, prompted the creation of the Department of Materials and Tests, since it was recognized that the quality of any construction could not be better than the quality of the materials which form an integral part.

The defects in the qualities of materials are not always as readily recognized by field inspections as are the errors in construction practice, but are of equal or greater importance to the durability of the project. Materials of a uniformly high quality are necessary to produce structures of the present high standard and such material must be obtained by a thorough investigation, and the quality maintained by a rigid inspection. The Department of Materials and Tests therefore has two principal functions, the one to determine that the proposed source can supply suitable materials and the other that the materials actually furnished are kept up to the requirements of the specifications.

In addition to these two principal functions the Department of Materials and Tests has undertaken to furnish to the contractors and others interested, information pertaining to the quality of the materials which are most likely to be used in the proposed project in order that the contractors may use this information in figuring their bids. In this connection there has been prepared a map of the State showing in large legend all of the commercial sand and gravel plants and rock quarries, giving the location and names of the companies operating. Supporting this map there has been prepared a mimeographed list of all Commercial Producers giving in detail the location of the plant, the name and address of the company operating, the kind and daily capacity of each material produced, together with the railroad facilities, and a list of the principal equipment used in production.

The determining of the quality of local materials, where they are available, presents a more difficult and intricate problem because of the number and varying qualities of the deposits, thousands of which are located in various parts of the State. It is the ultimate aim of the Department to make a geological survey of the entire State from the viewpoint of the Highway Engineer, and to compile the results in map form so that it will be possible to determine at a glance the detailed character and adaptability of road building materials in any part of the State. The cost of furnishing this information will repay the State many times by the lower prices bid by the contractors as a result of the knowledge of the location of the nearest satisfactory material supply.

A system of inspecting, sampling and testing of materials has been worked out whereby the assurance is gained that all materials entering into highway construction are either inspected, or tested and approved before becoming a part of the finished structure.

**Procedure** The tests to which the materials are subjected are divided into two classes: those which can be made in the field and those requiring a laboratory test, either chemical or physical. Having no laboratory of its own, the Highway Department has made provision whereby all materials requiring laboratory tests are submitted to a specified Commercial Laboratory, where the necessary tests are made and reports on these tests are then submitted to the Department of Materials and Tests for approval, rejection or recommendation.

Mechanical analyses and minor tests which are classified as field inspections are made by representatives of the Department of Materials and Tests, the Resident Engineer of the project on which the material is to be used or his Inspector. These inspections are made in accordance with our specifications and instructions as to the sampling, testing and reporting of the various materials used in the construction of highways. The reports on these materials are then submitted to the Department of Materials and Tests for final decision.

**Personnel** During the first half of the biennial period, from July 1, 1926, to June 30, 1927, the personnel of the Department of Materials and Tests consisted only of one engineer, and a great effort was made by this one-man Department to make the necessary tests and to control the quality of the materials. During the second half of the biennial period, from July 1, 1927,

to June 30, 1928, the personnel of the Department of Materials and Tests has been expanded through adding sufficient engineers, inspectors, clerks and stenographers to handle the test reports made by the laboratory and the Resident Engineers, to keep a record of the materials tested and inspected and to make periodical inspections of the commercial material plants and of the jobs under construction.

**Summary of Tests** The following tabulation shows the number of tests made and the quantity of materials tested between July 1, 1927, and June 30, 1928:

Material	Quantity	Unit	No. Tests by Lab.	No. Tests by Res. Eng.	Total No. of Tests	Av. Quantity Per Test
Cement (Physical Analysis)	314,939	Bbl.	1,522	.....	1,522	225 Barrels.
Fine Aggregate (Mechanical Analysis) .....	96,214	cu. yd.	949	2,030	2,979	32 cu. yds.
Fine Aggregate (Quality Analysis) .....	.....	.....	278	.....	.....	.....
Coarse Aggregate (Mechan- ical Analysis) .....	153,401	cu. yd.	1,645	4,368	6,013	25 cu. yds.
Coarse Aggregate (Quality Analysis) .....	.....	.....	160	.....	.....	.....
Concrete Cylinders (sets of 3)	.....	.....	946	.....	.....	.....
Surfacing Material .....	474,621	cu. yd.	705	347	1,052	451 cu. yds.
Asphalt .....	.....	.....	10	.....	.....	.....
Asphalt Pavement .....	63,120	sq. yds.	.....	.....	.....	Inspected per sq. yd.
Paint .....	.....	.....	72	.....	.....	Tested for Bridges of 50 tons steel or more.
Creosote Oil .....	.....	.....	25	.....	.....	Each Tank used.
Creosoted Piling .....	124,422	lin. ft.	.....	.....	.....	Each ft. inspected.
Creosoted Timber .....	3,463,533	ft. BM	.....	.....	.....	Each stick inspected.
Concrete Culvert Pipe.....	77,639	lin. ft.	.....	.....	.....	Each joint inspected.
Metal Culvert Pipe.....	5,320	lin. ft.	.....	.....	.....	Each Heat tested.
Water (Analysis for Con- crete) .....	.....	.....	12	.....	.....	Tested when ques- tionable.
Reinforcing Steel .....	3,392	tons	.....	.....	.....	Test made for each 10 tons.
Structural Steel .....	1,298	tons	.....	.....	.....	Shop inspected by Laboratory.
Miscellaneous .....	.....	.....	129	.....	.....	.....

#### DETAIL OF METHODS OF TESTING

**Portland Cement Inspection** Each car of Portland cement is sampled by a representative of the laboratory while it is being loaded at the mill, and the car is sealed with the special seal of the laboratory. This sample is mailed directly to the laboratory in Little Rock, where a test of the cement is made for fineness, soundness, time of setting and 24-hour strength, which is generally accomplished before the car reaches the unloading point. If the cement fails in any of these tests the Resident Engineer of the project is wired to reject the car. Otherwise he accepts the laboratory seals as a certificate of satisfactory quality, and is later furnished by this Department with a complete copy of the report for his files. The practice of sampling the cement at the mills was adopted in order to save time and delay incident to sampling and testing after the cement arrives on the job. During the last half of the biennial period, 314,939 barrels of cement were sampled and tested in this manner.

**Fine Aggregate Inspection** Before the use of a fine aggregate is permitted in concrete work, a complete test is made in order to determine its suitability for concrete material. This complete test consists of a mechanical analysis, a test for silt, a test for organic matter, and a comparative tensile strength test, both seven and twenty-eight days, with standard Ottawa sand. If the fine aggregate passes all of these preliminary tests it is approved for use, with the following routine tests required during construction: For each carload of fine aggregate received on the job, the Resident Engineer has been required to make and report to this Department a complete mechanical analysis. The analysis is made with a set of sieves and scales furnished by this Department. In the future it is the aim of the Department to have one test report represent three cars, or approximately 100 cubic yards. For each 1,000 yards of material received on the job the Resident Engineer is required to take a sample and submit it to the laboratory for a complete test as a check analysis on his work, which has just been described in connection with preliminary tests. This practice, with a careful visual inspection of each shipment by the Resident Engineer and periodic inspections by a representative of this Department, insures a good and dependable quality of fine aggregate. Materials that do not meet the requirements of the specifications are rejected.

**Coarse Aggregate Inspection** Before the use of a coarse aggregate is permitted in concrete work, a complete test is made in order to determine its suitability for concrete material. This complete test consists of a mechanical analysis, tests for abrasion, absorption, specific gravity and compressive strength of the concrete made from the aggregate. The test for compressive strength of the concrete is made by casting cylindrical test specimens six (6) inches in diameter and twelve (12) inches in length and crushing the specimens at seven and twenty-eight days, recording the compressive strength in pounds per square inch. If the coarse aggregate passes all of the preliminary tests it is approved for use, with the following routine tests required during construction: For each carload of crushed stone or gravel received on the job for concrete aggregate, the Resident Engineer is required to make and report a sieve analysis to this Department. In the future one test will be made and reported for each three car loads, or approximately 100 cubic yards. Coarse aggregate used in the construction of pavements and bridge floors, or other places where it is subjected to wear, is given routine tests for abrasion, with occasional tests for absorption and specific gravity or any other test that might be necessary to determine the suitability of the materials. The routine tests for the compressive strength of the coarse aggregate of all concrete are made by casting test specimens from the concrete actually used in the structure. This practice is detailed under "Concrete Inspection."

**Concrete Inspection** The quality of concrete is determined by casting cylindrical test specimens six (6) inches in diameter and twelve (12) inches long from the concrete used in the construction, and the cylinders are made in sets of three. For bridge work, one set of cylinders is made for each one hundred (100) cubic yards or fraction thereof of any one kind of concrete used in major structures, major structures being bridges of clear spans of twenty (20) feet or more. For concrete pavement, one set of cylinders is made for each one thousand (1,000) lineal feet of eighteen (18) foot pavement or its equivalent. The cylinders are broken in the laboratory at the age of seven (7) and twenty-eight (28) days to determine the compressive strength of the concrete. The usefulness of this work is illustrated by the following table, which shows the number of cylinders tested for each kind of concrete, the average strength developed by these cylinders, both for seven (7) and twenty-eight (28) days, and the strength of each class of concrete required under the specifications:

Kind of Concrete		No. Cylinders	Average Strength Developed	Strength Required Under Specifications
Class "A"	7-day.....	395	1,985	1,300
	1:2:4 Mix { 28-day.....	734	2,925	2,000
Class "S"	7-day.....	290	2,411	1,700
	1:2:3 Mix { 28-day.....	546	3,510	2,500
Pavement	7-day.....	357	2,787	2,000
	1:2:3½ Mix { 28-day.....	579	3,873	3,000

Recently this Department has inaugurated the transverse beam test for concrete used in pavements, and this method of testing is now in use on two of the paving contracts. The transverse beam test has been adopted by a large number of the State Highway Departments throughout the country, and is useful in that it provides a means for determining the quality of the concrete on the job, which results in a saving to the State in the cost of testing for the qualities most important in pavement and furnishes immediate, dependable information which can be used for determining the earliest safe date on which the pavement can be opened to traffic. This also results in a saving to the State, the community and the contractor. Where the transverse beam test is used the test specimens are cast in sets of three beams, each six inches by six inches by forty-two inches (6x6x42 in.), from the concrete actually used in the pavement. After the beams have been cured each beam is broken three times by the use of a portable transverse beam-testing machine on the job, and the modulus of rupture is computed. In the case of both beams and cylinders, two of the specimens of the set are cured by the same method as that used for curing the structure or pavement, and the third is cured by the standard method of curing in moist sand. It is hoped that this method will reveal useful information in connection with curing concrete. The Department plans to adopt the use of a core drill for checking the thickness of concrete pavement, determining the strength of the concrete in the pavement and other special investigations along this line.

**Surface Course Material Inspection** Before a material is used for a gravel or crushed stone surface, a sample is taken from the deposit and sufficient tests are given to determine the gradation, the abrasive qualities, and the cementing values. If the material possesses all of the necessary qualities it is approved for use and the following routine tests are made during construction: The Resident Engineer is required to make and report to this Department one mechanical analysis for each five hundred (500) cubic yards or fraction thereof used on the job.

**Asphalt Inspection** Where asphalt pavements are being placed, the laboratory keeps an inspector on the job, and all the tests necessary are made by the laboratory to determine that the materials going into the job comply with the requirements of the specifications.

**Paint Inspection** On paint jobs for steel bridges of over fifty (50) tons, a complete laboratory analysis is required for each coat of paint contained in each shipment, provided that the shipment of any one coat does not exceed one car load. The analysis is made of a sample taken from the paint after it has arrived on the job. Paints for hand-rails on timber bridges and for steel jobs of less than fifty (50) tons are not given a laboratory analysis, but the manufacturer is required to furnish an analysis of the paint, supported by an affidavit.

**Creosoted Timber and Piling Inspection** Inspection of creosoted timber and piling is made at the treating plant by an inspector from the laboratory, who inspects the timber and piling for grade before treatment, inspects the process during treatment and inspects for permeation of creosote oils after treatment. All timber or piling inspected are branded and this brand is taken as evidence of the timber or piling having been properly inspected.

**Untreated Lumber Inspection** All untreated lumber and timber is inspected by a representative from the Department of Materials and Tests, and the lumber so inspected is branded "SH." The brand is taken as a certificate that the lumber has been properly inspected. Whenever possible, the inspection is made at the mill before the timber is loaded for shipment.

**Concrete Culvert Pipe Inspection** Concrete culvert pipe is inspected at the plant of the manufacturer by an inspector from the laboratory. A sufficient number of joints are tested in a compression machine and the strength measured by the use of a loadometer to determine that the pipe is of the required strength. The wall thickness, the diameter and the length of joints are checked and the pipe is all tapped with a hammer to determine its soundness. Pipe found to be satisfactory is stenciled, and this stencil is taken as evidence of the pipe having been properly inspected. Tests and inspections are made of the materials used in the manufacture of the pipe often enough to determine that they comply with the requirements of the specifications.

**Metal Culvert Pipe Inspection** The sheet metal intended for use in corrugated metal culvert pipe to be shipped to highway jobs is sampled at the plant of the manufacturer by a representative of the laboratory, and the heat number of this sample is noted. The sample is then tested in the laboratory for gauge, and for the amount of spelter coat. Pipe shipped to the job which shows by its heat number to have not been tested is rejected. The manufacturer is required to furnish the ladle analysis of the heat from which the pipe is fabricated, this analysis to be supported by an affidavit. All pipe is required to be stamped with the metal trade name, the heat number, and the gauge of the metal from which it is made.

**Concrete Mixing Water Inspection** Whenever the quality of the water to be used in concrete is questionable, a sample of the water is submitted to the laboratory and tests are made for organic matter, oils and alkalis. If any of these substances are found in what is considered harmful quantities the test is carried further by making comparative strength tests of mortar briquettes, comparing the sample water with a water of a known satisfactory quality, and by making tests for soundness and time of setting. If the strength ratio of the sample water is less than .90 with the water of known quality, or if cement pats made from the sample water show unsoundness, or an unsatisfactory time of setting, the water is rejected.

**Reinforcing Steel Inspection** Until about the first of 1928 the suitability of reinforcing steel was determined by sampling and testing each size bar from each shipment after the steel had been received on the job. This practice seemed to be causing unnecessary delays, which resulted in a loss to the contractor, and this loss was passed on to the State and traveling public. For this reason it was decided to inspect the reinforcing steel used in major structures at its source and to permit the use of the cold-bend test to determine the suitability of steel for minor structures. Where the steel is tested at the mill, the samples are taken by a representative of the laboratory and the test is made either in the testing machine of the mill or in the commercial laboratory. The steel is bundled and the bundles are tagged with laboratory tags and a report of this inspection is forwarded through this Department to the Resident Engineer, thereby avoiding the delays incident to sampling and testing the material after it has arrived on the job. For all reinforcing steel used in State projects the manufacturers of such steel are required to make an affidavit that the steel furnished by them is rolled from new billet steel of either structural or intermediate grades.

**Structural Steel Inspection** All structural steel is inspected after fabrication, before shipping to the job, by a representative from the Bridge Department or Laboratory, and the steel mills are required to furnish a ladle analysis and a physical test of the steel used in the structure.

### MAINTENANCE

Since the special session of the Legislature of 1923, this Department has been actively charged with the duty of maintaining the highways of the State System. Maintenance is defined by the Bureau of Public Roads as the constant making of repairs to preserve a smooth roadway. This simple definition, however, covers an amazing sphere of activities. While it is literally true that most attention is necessarily given to preserving a smooth surface, it is also necessary, in order to preserve the road itself, that much systematic effort be directed toward securing free drainage by cleaning ditches and removing obstructions to drainage outlets, preventing embankment and ditch erosion, cutting brush and weeds, hauling replacement material, cleaning and painting steel bridges, repairing floors and substructures of wooden bridges, erecting and maintaining safety devices such as guard rail and warning and caution signs, as well as rendering much individual service to the traveling public. The statement has aptly been made that while construction is a science, maintenance is an art. Money spent for maintenance gives quicker returns on the investment than any other expenditures made for highway work and the traveling public, by whom the bill is paid, is quick to give the stamp of popular approval to road maintenance when it is properly and economically performed.

The highly improved means and methods of present day travel, freight transportation and traffic conditions necessitate intensive and constant maintenance. To cope with this situation, an organization employing a trained and efficient personnel and using the most approved methods, material and equipment is necessary. Because of the various types of roads, topography and soil conditions, maintenance methods must vary, therefore a standard system of maintenance cannot be used for the state as a whole, although certain practices and materials are standardized for given conditions. State maintenance is based on the patrol system, patrolmen being assigned to sections, the length of which vary from twelve to twenty miles. A foreman in charge of one or more trucks and auxiliary equipment directs the patrolmen and makes general repairs on several adjacent sections. These men work under direct instructions from the District Engineer and his Maintenance Supervisor. Tractor drawn graders and one-man patrols are in general use. Authorization of maintenance expenditures is given from the main office in Little Rock upon receipt of budget estimates prepared by each District Engineer, and to date, it has been continually necessary to scale down these estimates and curtail necessary work on account of the limited funds available for maintenance purposes.

**Types and Costs.** As tabulated elsewhere, the milcage by types on the State Highway System as of June 30, 1928, is as follows:

Unimproved .....	1496.2 miles
Graded .....	2303.1 miles
Graveled .....	4072.2 miles
Macadam .....	194.9 miles
Asphalt .....	360.5 miles
Concrete .....	288.5 miles
	8715.5 miles
Total .....	

With 2300 miles of graded earth roads to maintain and preserve until they can be sodded and surfaced and 4200 miles of gravel and macadam surfacing, of which the greater part is badly worn, a mileage totaling 75 per cent of the entire system develops requirements for which previous allotments for maintenance purposes have proved insufficient. In this connection, it should be stated that the maintenance appropriation must provide for new equipment and replacements for worn-out machinery, also for fuel, oil and repairs, as well as for labor and materials. This fact is frequently overlooked when considering expenditures for maintenance purposes.

Past experience and departmental records indicate that the following tabulation is a reasonable statement of necessary annual maintenance expenditures for the next biennium:

1496 miles unimproved roads @ \$100.00 per mile per year .....	\$ 149,600
2303 miles graded roads @ \$250.00 per mile per year .....	575,750
3472 miles of normal traffic gravel roads @ \$325.00 per mile per year.....	1,228,400
600 miles of trunk line gravel roads @ \$1500.00 per mile per year.....	900,000
844 miles of paved roads @ \$225.00 per mile per year .....	189,900
<hr/>	<hr/>
8715 miles	\$3,043,650

Given close and efficient supervision, and competent employees, the expenditure of this amount of funds should justify a reasonable expectation of satisfactory maintenance conditions.

Maintenance costs, as reflected in the Auditor's Report of Maintenance Expenditures for the period, show an extremely wide range of variation in the county totals, some counties showing double and even treble the amount expended in other counties. In each case, a close inspection of mileage and road section reveals a large gravel road mileage in the county, with heaviest cost on trunk line sections—some of them carrying two and three times the normal traffic for a gravel road. In each instance, the larger expenditures are in the bonded counties, these counties having built improved roads six to ten years ago under the old improvement district plan, and traffic lanes became thus established. In many cases, material entirely unsuitable for present traffic conditions was used, and on practically none of such roads were present standards as to alignment, width and drainage observed. Maintenance was carried on perfunctorily, if at all, by the improvement districts, and even after the enactment of the Harrelson Law, which placed maintenance under the supervision of the Highway Department, practically none of the trunk line sections received sufficient renewals of material, although the need for such renewals was plainly indicated by their condition. The present administration inherited this condition, traffic and traffic demands for service have increased, and the results attained for the expenditures shown in the Auditor's report are such that it is fully realized that some solution must yet be worked out to authorize the expenditure of funds for reconstructing these old roads in the heavy traffic areas with a higher type surface.

For moderate traffic, gravel surfacing is much more economical and in some ways as satisfactory as pavement. By regular and systematic maintenance, a gravel road can be made almost as smooth as pavement, and it can be kept smooth and hard through long spells of wet weather as long as traffic is not too heavy. But where traffic goes beyond a certain figure, gravel roads will get rough and "pot-holed" in wet weather, and dusty and corrugated in dry weather. The figure varies slightly with different qualities of gravel, but 500 vehicles per day is usually the maximum that can be carried on a gravel road without breaking down the surface. Where traffic is greater, constant re-graveling is needed, because the surface blows away in dry weather and washes away in wet weather. Under such conditions the maintenance expense increases very rapidly and yet the road can never be classed as entirely satisfactory. In this state, approximately 600 miles of our gravel surfaced trunk lines carry a traffic of from eight hundred to fifteen hundred vehicles per day. To this date, sufficient material to replace this tremendous wear on the road surface has not been added, and failure must inevitably occur on these sections in the near future if means are not devised to properly provide for this condition.

The item, 600 miles of trunk line gravel roads at \$1500.00 per mile per year, is based upon the cost of the material needed to bring this mileage back to an acceptable condition for maintenance, plus the cost of maintenance for the ensuing biennial period. Without a further increase in traffic over them, the greater part of this mileage should be maintained in a fairly satisfactory condition at a cost of from six hundred to eight hundred dollars per mile per year. However, an assumption of no further traffic increase is untenable because future traffic will be much greater than at present, and costs will increase in proportion.

**Route Marking and Caution Signs.** A maintenance activity of prime necessity for the safety and convenience of the traveling public is the erection and maintenance of route markers and caution signs. The system in use is one which was adopted by the American Association of Highway Officials, and approved by the Bureau of Public Roads, for the uniform marking of the principal highways of the United States. For the present day inter-state travel, the urgent need for marking the highways of all states in a uniform manner is realized. This Standard System is in use in many states, and is being adopted by others, and the effectiveness of the signs and marking will be increased as their use becomes more general. At this time, our main tourist routes are being marked at road intersections and through towns and cities, distance and directional boards are being placed, and warning and caution signs erected along the highways where deemed necessary to facilitate safety in travel. The usual limitation of maintenance funds restricts the progress of the work in some degree, but it is hoped to continue this work until all completed highways in the system are plainly and suitably marked.

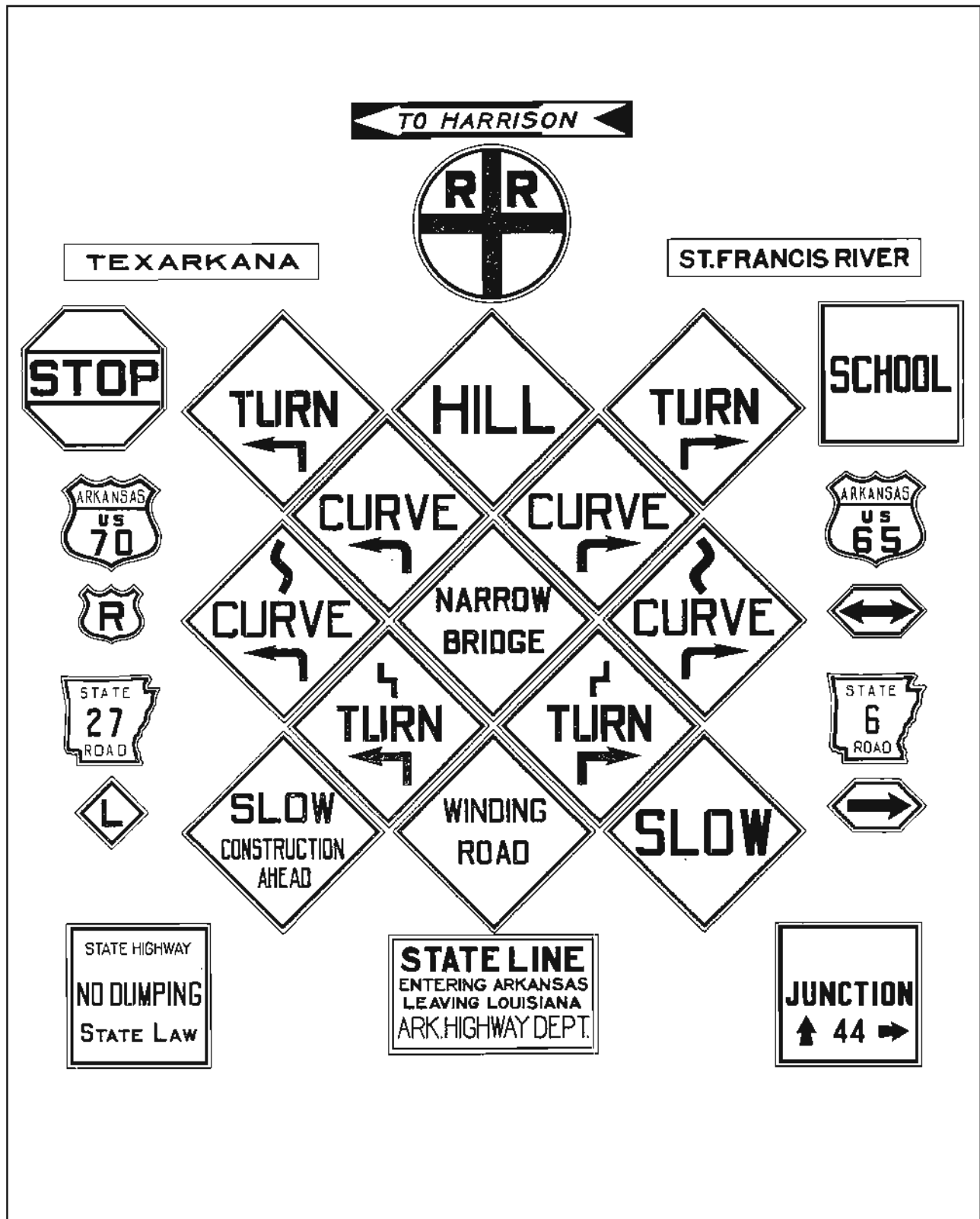


PLATE No. 15

## EQUIPMENT AND SHOPS

As shown by a tabulation which follows, the State owns and operates approximately 950 power units in its highway work. These units include caterpillar and wheel type tractors, light and heavy trucks and motor graders and passenger cars. To keep this enormous amount of machinery in operation in the seventy-five counties of the State, with a maximum efficiency, a definite plan and organization is required.

**General Shops.** A general repair shop and warehouse is located on the State Capitol grounds in Little Rock. The total floor space covered approximates 15,000 sq. ft., or about one-third of an acre. This space is divided into various subdivisions each equipped with the special machinery necessary for the required work. The Machine Shop is equipped with lathes, drill presses, power hack saws, emery wheels, a milling machine and a Heald cylinder grinder. Power for driving this machinery is supplied by an electric motor. The Blacksmith Shop is equipped with the necessary forges, anvils, benches and small tools. The Truck and Passenger Car Division, including the Tractor Section, has overhead hoists, work benches, power presses, burning-in stands, acetylene welding equipment and an air-compressor for supplying pressure for operating air drills, hammers and riveters. This entire section is floored with concrete. The Woodworking Department is equipped with electrically-driven units comprising several trimmer saws, a small band saw and a planer. The Electrical Section is equipped for testing and repairing magnetos, generators and other parts of ignition systems. The Paint Rooms have complete equipment for paint spraying methods and for applying Duco finishes to automobile bodies as well as the painting and lettering of the road signs used by the Department. Considerable space is devoted to a carefully kept Parts and Stock Room for supplying the small parts and supplies commonly needed for ordinary repair work. A portion of this space is also used as a separate Tool Room from which necessary small tools are checked in and out to the workmen.

A resume of the shop activities during the period January, 1927, to July, 1928, would include the complete overhauling of 40 10-ton caterpillar tractors, 150 Ford motors for light trucks, and 50 Fordson motors for small tractors. Twenty-five trucks and over 100 passenger cars in use over the State have been rebuilt or serviced and a number of road graders have been reconditioned or repaired. In cases of field breakdowns of equipment, parts are supplied through the shop, and in many instances the delivery of such parts by truck has proved of great value in the saving of many hours of equipment time, otherwise idle while waiting on factory shipment. Several thousand road signs have been manufactured in the Woodworking Rooms, as well as many truck and tractor seats. This section is also called upon for many miscellaneous activities almost impossible to itemize.

**District Shops.** At each of the ten District Headquarters, a small shop is maintained in charge of a District Mechanic, who also supervises the care and operation of the machinery used in that District. These shops are equipped only for bench work or for making repairs that would not justify sending the unit to Little Rock and have not the facilities for complete overhauling or reconditioning jobs.

**Equipment.** The Supervisor of Equipment, whose office is located in the general office of the Highway Department in Little Rock, has general supervision of all equipment owned and operated by the State Highway Department. Through this office, equipment is purchased, assigned for use and recalled for repair or replacement as occasion demands. Cost records of the operation of machinery in the field, as well as the cost of repairs in the shops are also kept in this office.

In purchasing new equipment and supplies effort is made to distribute the volume of business, as nearly as possible, through the territory in which it occurs. Many items, such as gasoline, mo-

tor oil and tires are purchased in car load lots or under contract prices which afford a material saving to the Department.

**Surplus War Equipment.** In so far as the maintenance appropriation permits, new and modern equipment is being purchased from time to time to replace the worn and obsolete army equipment which was received through the Department of Agriculture as Surplus War Equipment. A number of the heavy tractors and trucks are yet in use, but these machines, and especially the trucks, will be discarded and replaced with more suitable equipment as rapidly as possible.

**Appraised Valuation.** The following tabulation indicates that a fair estimate of value of the major equipment owned by the Department as well as the value of the shop building, shop machinery and tools and shop stock of repair parts and supplies, as of June 30, 1928, approximated very nearly \$1,000,000.

#### Inventory and Valuation of State Owned Equipment, Buildings and Supplies.

##### Road Graders

District	Number	Present Worth
No. 1 .....	34.....	\$12,804.36
No. 2 .....	26.....	11,200.00
No. 3 .....	53.....	13,874.98
No. 4 .....	38.....	16,907.80
No. 5 .....	30.....	10,650.00
No. 6 .....	37.....	13,406.00
No. 7 .....	16.....	8,285.00
No. 8 .....	53.....	25,698.30
No. 9 .....	54.....	19,574.28
No. 10.....	41.....	14,184.00
Total .....	382.....	\$146,584.72

##### Caterpillar Type Tractors

District	Number	Present Worth
No. 1 .....	6.....	\$12,300.00
No. 2 .....	7.....	22,200.00
No. 3 .....	6.....	8,500.00
No. 4 .....	9.....	15,400.00
No. 5 .....	13.....	18,800.00
No. 6 .....	10.....	20,700.00
No. 7 .....	6.....	13,400.00
No. 8 .....	23.....	49,940.00
No. 9 .....	17.....	32,851.04
No. 10.....	9.....	13,020.00
Total .....	106.....	\$207,111.04

**Round Wheel Type Tractors**

District	Number	Present Worth
No. 1 .....	20 .....	\$ 9,705.00
No. 2 .....	23 .....	11,930.00
No. 3 .....	20 .....	10,100.00
No. 4 .....	34 .....	11,310.00
No. 5 .....	16 .....	4,950.00
No. 6 .....	13 .....	3,655.00
No. 7 .....	16 .....	4,095.00
No. 8 .....	23 .....	4,425.00
No. 9 .....	23 .....	8,523.94
No. 10 .....	32 .....	7,183.00
Total .....	220 .....	\$75,876.94

**One-Man Motor Patrols**

District	Number	Present Worth
No. 1 .....	7 .....	\$7,370.00
No. 2 .....	9 .....	10,700.00
No. 3 .....	8 .....	13,950.00
No. 4 .....	15 .....	22,501.00
No. 5 .....	6 .....	8,100.00
No. 6 .....	9 .....	9,610.00
No. 7 .....	11 .....	16,800.00
No. 8 .....	3 .....	5,900.00
No. 9 .....	3 .....	3,700.00
No. 10 .....	8 .....	16,150.00
Total .....	79 .....	\$114,781.00

**One Ton Trucks, Ford and Chevrolet**

District	Number	Present Worth
No. 1 .....	29 .....	\$ 8,620.00
No. 2 .....	27 .....	6,630.00
No. 3 .....	34 .....	7,700.00
No. 4 .....	42 .....	10,470.00
No. 5 .....	14 .....	1,425.00
No. 6 .....	28 .....	6,420.00
No. 7 .....	25 .....	5,549.00
No. 8 .....	22 .....	4,940.00
No. 9 .....	28 .....	7,435.68
No. 10 .....	31 .....	7,504.60
Total .....	280 .....	\$66,694.28

**Army Trucks in Operation**

District	Number	Present Worth
No. 1 .....	12 .....	\$ 1,550.00
No. 2 .....	2 .....	300.00
No. 3 .....	3 .....	450.00
No. 4 .....	8 .....	2,300.00
No. 5 .....	11 .....	2,300.00
No. 6 .....	12 .....	4,750.00
No. 7 .....	4 .....	2,000.00
No. 8 .....	5 .....	2,340.00
No. 9 .....	10 .....	1,434.54
No. 10 .....	2 .....	300.00
<b>Total .....</b>	<b>69 .....</b>	<b>\$17,734.54</b>

**Automobiles**

District	Number	Present Worth
No. 1 .....	12 .....	\$3,231.00
No. 2 .....	13 .....	3,940.00
No. 3 .....	10 .....	4,250.00
No. 4 .....	17 .....	5,600.00
No. 5 .....	13 .....	4,900.00
No. 6 .....	7 .....	1,913.40
No. 7 .....	13 .....	4,550.00
No. 8 .....	17 .....	5,760.00
No. 9 .....	16 .....	6,145.60
No. 10 .....	22 .....	8,150.00
<b>Total .....</b>	<b>140 .....</b>	<b>\$48,440.00</b>

**Small Tools (including Wheelers, Scrapers, Plows, Shovels, Etc.)**

District	Present Worth
No. 1 .....	\$3,441.75
No. 2 .....	2,437.00
No. 3 .....	2,198.00
No. 4 .....	5,112.00
No. 5 .....	4,403.75
No. 6 .....	4,137.75
No. 7 .....	3,010.50
No. 8 .....	5,020.60
No. 9 .....	4,691.84
No. 10 .....	2,504.05
<b>Total .....</b>	<b>\$36,957.24</b>

**Miscellaneous Equipment (including Trailers, Concrete Mixers, Mowing Machines, Rock Crushers, Air Compressors, Etc.)**

District	Number	Present Worth
No. 1 .....	4.....	\$ 300.00
No. 2 .....	6.....	1,700.00
No. 3 .....	2.....	4,000.00
No. 4 .....	13.....	12,400.00
No. 5 .....	3.....	1,700.00
No. 6 .....	6.....	315.00
No. 7 .....	4.....	880.00
No. 8 .....	6.....	7,150.00
No. 9 .....	11.....	16,088.31
No. 10.....	3.....	700.00
Total .....	58.....	\$45,233.31

**General**

	Present Worth
58 Automobiles operated from the General Office, Construction Department, Bridge Department, Maintenance Department and by the License Department .....	\$25,100.00
Heavy Trucks, including Drag Line, Asphalt Distributor and other equipment not assigned to any District but used over the State as needed.....	45,000.00
Shop Machinery and Tools .....	25,165.57
Shop Building .....	20,000.00
Shop Stock of Repairs and Supplies.....	45,000.00
	\$160,265.57
<b>GRAND TOTAL .....</b>	<b>\$919,678.64</b>

### STATISTICS AND PERSONNEL

In April, 1928, a Statistical Division was created for the purpose of assembling and correlating information and facts concerning the progress and development of the State Highway System.

One of the first duties was the making of a valuation survey of the entire State System. A log of the system which had been made in 1926 showing the various types of improvements was used as a basis for outlining the mileage of the different routes. This information was then supplemented or corrected to show improvements and commitments through the intervening period ending June 30, 1928. A valuation of improved road mileage was determined by field investigation or obtained through records showing actual costs. Similar valuations were determined by bridge engineers for structures, each structure being numbered and listed with a detailed description and estimated value. This survey covered every mile of passable road on the entire system and is of immense value in that a fairly accurate and intelligent estimate of maintenance and construction requirements can be made for each ensuing year.

The survey showed a total valuation for the entire State Highway System of \$93,000,000, based on the condition of the various roads and improvements as of June 30, 1928.

Since the establishment of a Statistical Division, a Personnel Division has also been created and added to the duties of the office. The work of the Personnel Division is by no means an experiment but merely a definite agency for preserving the employment record of all Departmental employees as well as handling applications for employment and investigating references and qualifications of applicants. This enables the Department to have an active list of qualified applicants for technical positions at all times.

TABLE No. 7  
Population, Area and Assessed Valuation of the Counties of Arkansas

Counties	Population 1920	Area in Acres	Assessed Valuation Real Property, 1927	Assessed Valuation Personal Property, 1927	Total Assessed Valuation, 1927
Arkansas	21,483	640,000	\$ 8,314,972	\$ 2,589,136	\$ 10,904,108
Ashley	23,410	601,600	5,099,168	3,227,009	8,326,177
Baxter	10,216	375,040	1,656,301	551,698	2,207,999
Benton	36,253	560,640	8,601,530	3,415,322	12,016,852
Boone	16,098	389,120	2,681,916	1,064,347	3,746,263
Bradley	15,970	421,760	3,035,736	2,145,316	5,181,052
Calhoun	11,807	402,560	2,260,245	587,117	2,847,362
Carroll	17,786	410,240	2,732,189	1,233,162	3,965,351
Chicot	21,749	388,480	4,497,910	1,875,279	6,373,189
Clark	25,632	564,480	5,409,629	2,465,549	7,875,178
Clay	27,276	418,560	5,994,333	1,609,426	7,603,759
Cleburne	12,696	381,440	1,533,110	676,137	2,209,247
Cleveland	12,260	385,920	2,047,764	664,407	2,712,171
Columbia	27,670	502,400	4,456,871	2,959,678	7,416,549
Conway	22,578	360,220	3,052,504	1,238,588	4,291,092
Craighead	37,541	439,680	9,893,766	2,953,202	12,846,968
Crawford	25,739	379,820	4,773,987	1,989,445	6,763,432
Crittenden	29,309	372,480	7,644,121	3,006,211	10,650,332
Cross	18,579	396,160	5,839,909	1,470,296	7,310,205
Dallas	14,424	434,560	2,836,183	1,694,418	4,530,601
Desha	20,297	478,080	4,555,601	1,310,202	5,865,803
Drew	21,822	542,080	3,693,861	1,548,887	5,242,748
Faulkner	27,681	416,640	3,593,289	1,136,064	4,729,353
Franklin	19,364	387,840	3,641,139	1,266,524	4,907,663
Fulton	11,182	400,000	1,588,490	667,735	2,256,225
Garland	25,785	403,840	11,193,670	5,191,930	16,385,600
Grant	10,710	407,680	1,897,590	775,107	2,672,697
Greene	26,105	359,040	6,179,259	1,780,232	7,959,491
Hempstead	31,602	465,380	5,691,395	2,291,779	7,983,174
Hot Spring	17,784	392,320	3,246,189	2,111,538	5,357,727
Howard	18,565	385,280	2,507,961	1,566,696	4,074,657
Independence	23,976	437,680	4,365,502	2,411,493	6,776,995
Izard	13,871	373,126	1,576,181	845,446	2,421,627
Jackson	25,446	405,760	5,785,307	2,035,196	7,820,503
Jefferson	60,330	577,920	17,364,899	6,681,204	24,046,103
Johnson	21,062	432,000	3,716,369	1,175,472	4,891,841
Lafayette	15,552	336,000	3,088,404	1,568,300	4,656,704
Lawrence	22,098	378,880	5,205,304	1,747,413	6,952,717
Lee	28,852	384,640	5,606,526	1,761,393	7,367,919
Lincoln	18,774	365,000	2,652,022	688,479	3,340,501
Little River	16,301	349,440	3,430,881	1,601,485	5,032,366
Logan	25,866	464,640	4,920,214	2,044,366	6,964,580
Lonoke	33,400	508,106	7,151,687	1,749,845	8,901,532
Madison	14,918	535,000	1,486,935	805,556	2,292,491
Marion	10,154	413,440	1,884,072	569,117	2,453,189
Miller	24,021	398,720	7,880,572	4,140,983	12,021,555
Mississippi	47,320	506,880	13,026,816	4,399,072	17,425,888
Monroe	21,601	385,920	5,985,065	1,233,492	7,218,557
Montgomery	11,112	570,240	1,395,557	683,697	2,079,254
Nevada	21,934	396,800	2,713,655	1,832,757	4,546,412
Newton	11,199	541,440	1,301,686	443,566	1,745,252
Ouachita	20,636	469,120	6,707,497	8,109,086	14,816,583
Perry	9,905	353,280	2,037,126	481,438	2,518,564
Phillips	44,530	442,880	10,049,617	4,707,107	14,756,724
Pike	12,397	384,610	1,933,998	952,587	2,886,585

TABLE No. 7—(Continued)  
 Population, Area and Assessed Valuation of the Counties of Arkansas

Counties	Population 1920	Area in Acres	Assessed Valuation Real Property, 1927	Assessed Valuation Personal Property, 1927	Total Assessed Valuation, 1927
Poinsett .....	20,848	461,440	7,426,888	1,774,034	9,200,922
Polk .....	16,412	541,440	3,599,789	1,204,952	4,804,741
Pope .....	27,153	528,920	4,805,025	2,204,734	7,009,759
Prairie .....	17,447	432,000	4,326,797	1,274,609	5,601,406
Pulaski .....	109,464	498,560	59,264,375	24,156,878	83,421,253
Randolph .....	17,713	418,560	2,920,123	1,316,715	4,236,838
Saline .....	16,781	496,000	3,995,706	1,778,082	5,773,788
Scott .....	13,232	620,800	1,881,615	744,914	2,626,529
Searcy .....	14,590	430,720	1,438,165	687,848	2,126,013
Sebastian .....	56,739	339,840	20,291,845	9,151,019	29,445,864
Sevier .....	18,301	366,080	3,639,647	2,284,650	5,924,297
Sharp .....	11,132	389,760	1,427,850	645,713	2,073,563
St. Francis .....	28,385	401,920	6,672,007	2,161,469	8,833,476
Stone .....	8,779	391,040	943,118	421,585	1,364,703
Union .....	29,691	670,720	11,590,405	22,058,453	33,648,858
Van Buren .....	13,666	467,200	1,048,296	393,398	1,441,694
Washington .....	35,468	611,200	9,351,250	4,003,751	13,355,001
White .....	34,603	663,680	6,798,778	2,524,886	9,323,664
Woodruff .....	21,547	369,280	4,710,298	1,319,404	6,029,702
Yell .....	25,655	611,200	4,252,201	1,834,658	6,086,859
Totals .....	1,752,204	33,616,000	\$421,803,658	\$191,672,739	\$613,476,397

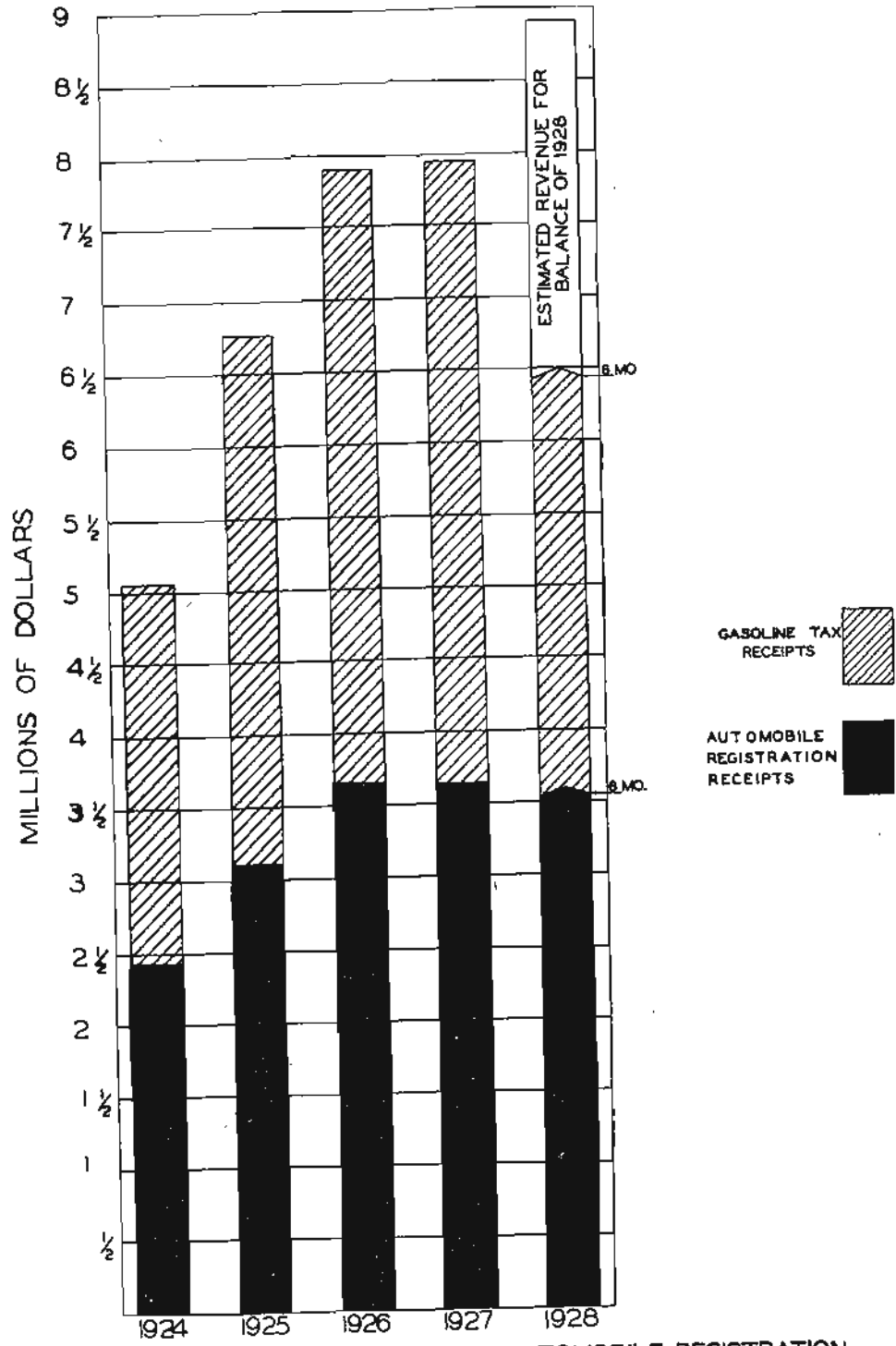


CHART SHOWING REVENUE FROM AUTOMOBILE REGISTRATION AND GASOLINE TAX STATE OF ARKANSAS

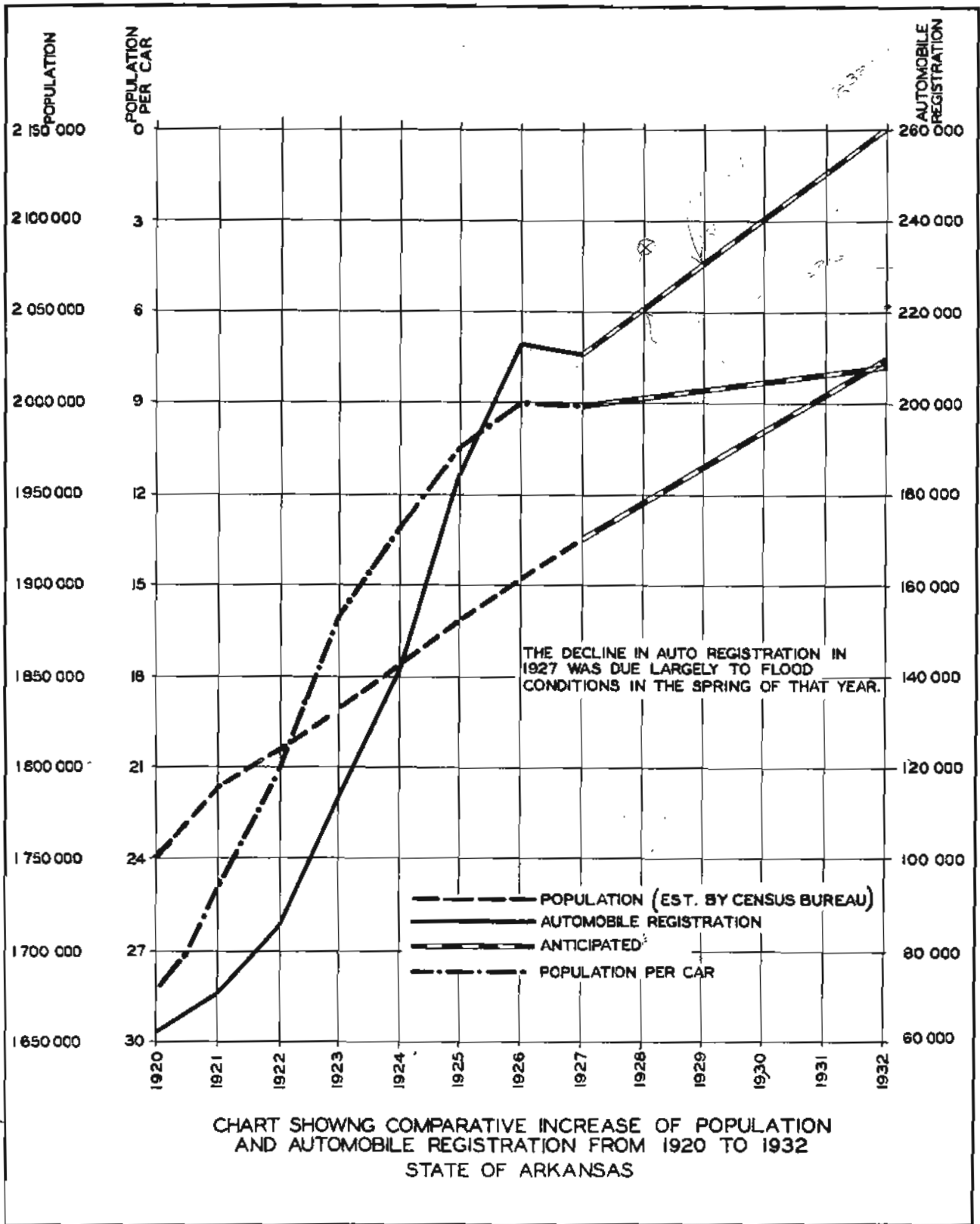


PLATE No. 17

TABLE NO. 8.  
Automobile Registration, Population and Area of Each State Per Mile of Road on the State Highway System of That State.

STATE	PER MILE OF ROAD ON STATE HIGHWAY SYSTEM		
	1927 Automobile Registration	Population 1927 (Estimated)	Area in Square Miles
Alabama.....	62	650	13
Arizona.....	40	225	56
Arkansas.....	24	226	6
California.....	258	674	24
Colorado.....	30	118	11
Connecticut.....	143	832	3
Delaware.....	75	386	4
Florida.....	62	215	9
Georgia.....	47	497	9
Idaho.....	24	127	20
Illinois.....	146	738	6
Indiana.....	186	722	8
Iowa.....	99	343	8
Kansas.....	63	231	10
Kentucky.....	30	263	4
Louisiana.....	32	242	6
Maine.....	92	444	18
Maryland.....	108	634	5
Massachusetts.....	436	2667	5
Michigan.....	162	629	8
Minnesota.....	93	387	12
Mississippi.....	32	266	7
Missouri.....	91	469	9
Montana.....	14	90	18
Nebraska.....	61	226	13
Nevada.....	7	22	31
New Hampshire.....	42	197	4
New Jersey.....	391	2058	5
New Mexico.....	6	42	13
New York.....	139	820	4
North Carolina.....	61	409	7
North Dakota.....	22	89	10
Ohio.....	143	610	4
Oklahoma.....	82	388	11
Oregon.....	56	203	22
Pennsylvania.....	128	800	4
Rhode Island.....	136	812	1
South Carolina.....	36	330	6
South Dakota.....	28	116	13
Tennessee.....	59	494	8
Texas.....	59	288	14
Utah.....	27	152	25
Vermont.....	19	83	2
Virginia.....	64	485	8
Washington.....	117	473	21
West Virginia.....	64	444	6
Wisconsin.....	68	284	5
Wyoming.....	17	77	31
United States.....	78	403	10

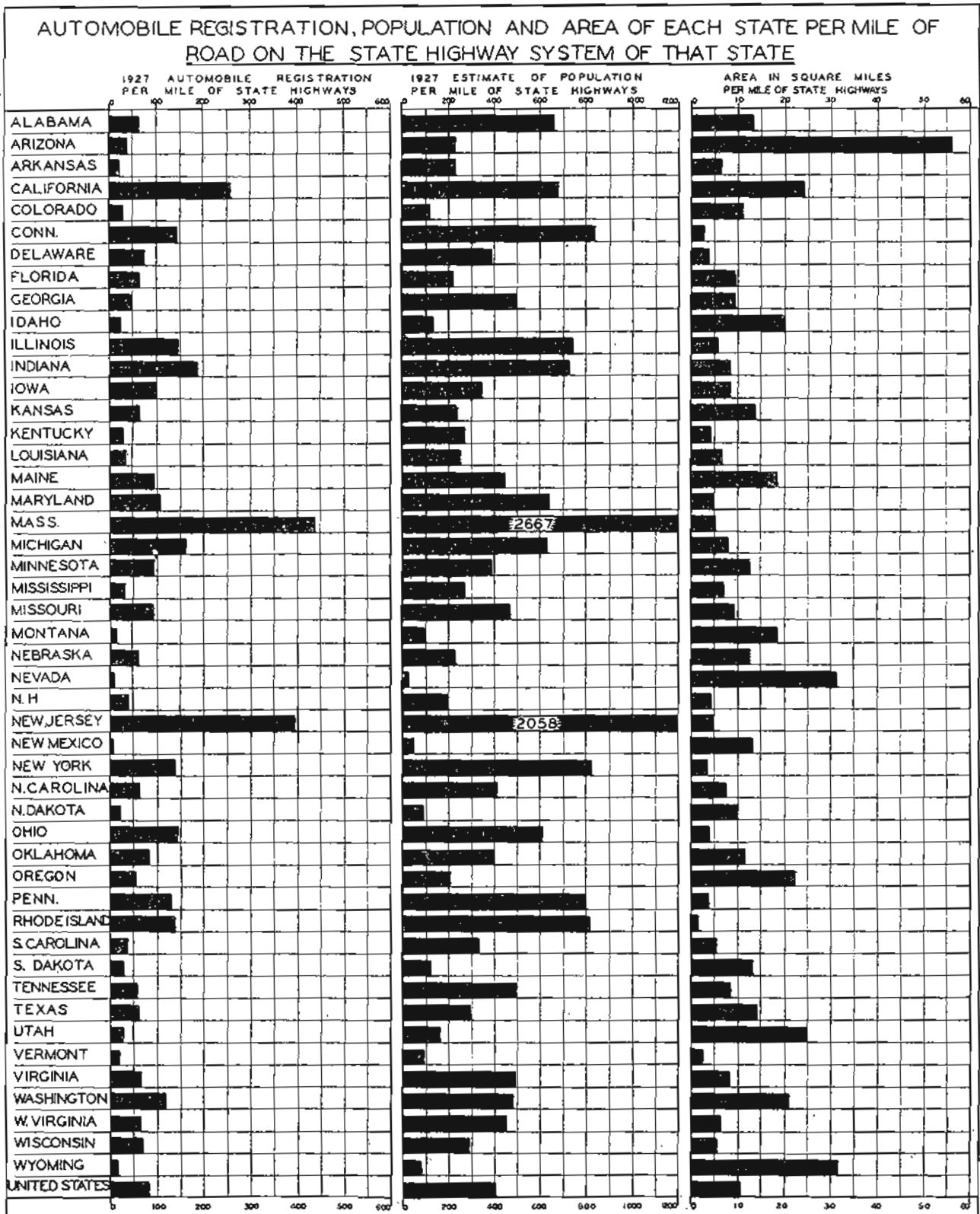


PLATE No. 18

TABLE No. 9  
Table Showing Revenue Derived From Motor Fuel Tax

	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	\$312,027.92	\$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	\$340,764.57	\$4,231,368.76
1927	\$300,106.81	\$277,304.91	\$242,702.36	\$299,831.57	\$297,043.00	\$324,107.33	\$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							\$2,490,794.69

\*—1928 covers six months' period only.

For the period 1924, 1925, 1926, gasoline tax of 4c per gallon; motor oil, 10c per gallon.

For the period 1927, 1928, gasoline tax of 5c per gallon; no tax on motor oil.

TABLE No. 10  
Average Registration of Motor Vehicles, Receipts From Registration and Fuel Tax, and Average Revenue Per Vehicle.

	No. Vehicles Registered	Net Receipts from Vehicle Registration	Av. Revenue from Receipts Per Vehicle	Net Receipts from Motor Fuel Tax	Average Revenue from Fuel Tax	Total Receipts from Registration and Fuel Tax	Total Av. Revenue Per Vehicle
1924	142,376	\$2,425,424.60	\$17.73	\$2,594,232.92	\$18.22	\$5,019,657.52	\$35.95
1925	185,252	3,071,554.56	16.53	3,604,942.23	20.00	6,676,496.79	36.53
1926	212,007	3,642,585.52	17.18	4,231,368.76	19.95	7,873,954.28	37.13
1927	210,896	3,619,481.40	17.16	4,338,747.40	20.57	7,958,228.80	37.73
*1928	185,177	3,525,379.95	19.03	2,890,794.69	15.61	6,416,174.64	34.64

\*—1928 covers six months' period only.

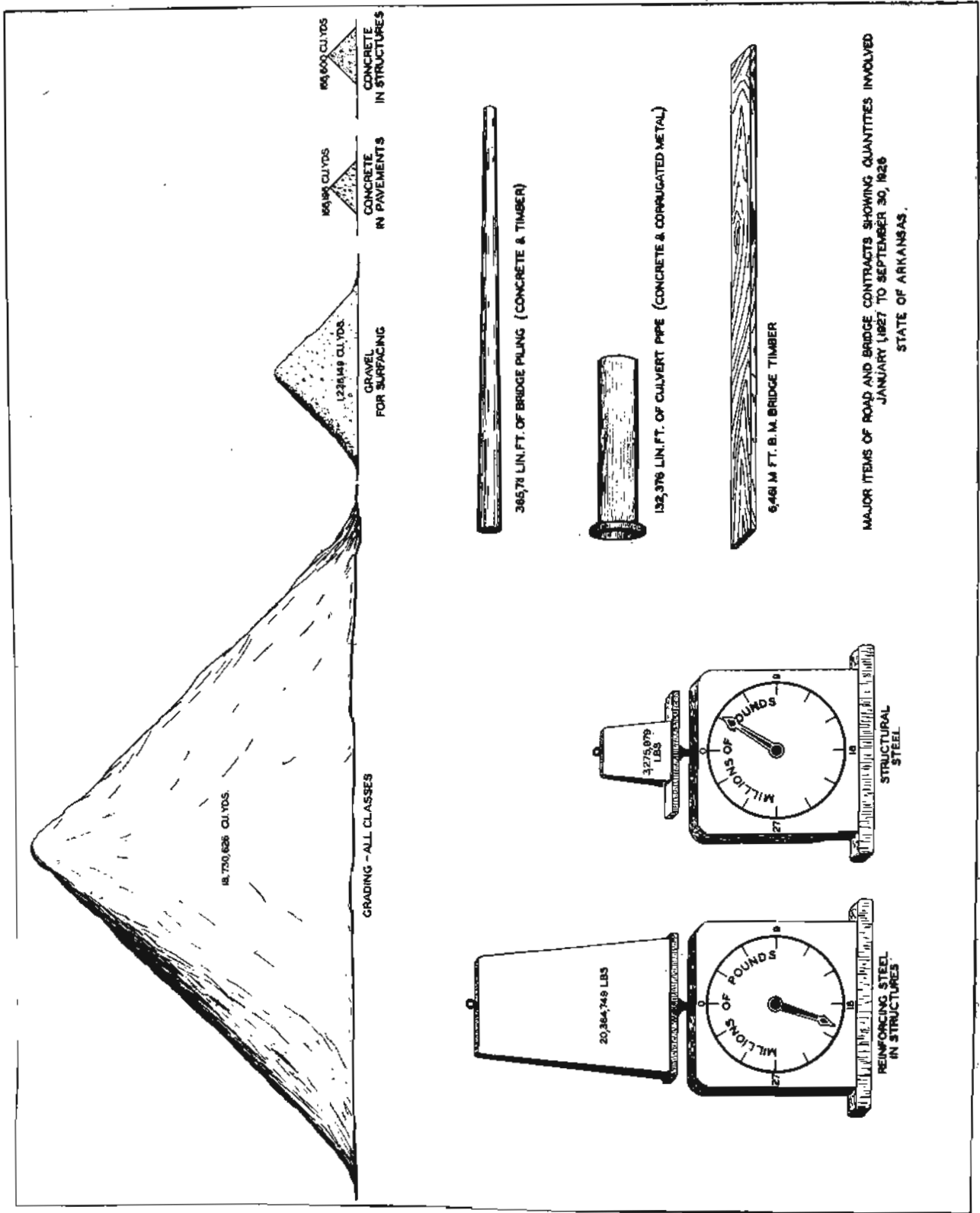


PLATE No. 19

## LEGAL

The General Assembly, by Act No. 5 approved October 10th, 1923, and by the Amendatory Acts thereto, has provided that the legal work for the State Highway Commission be done by one of the Assistant Attorneys General, assigned to and paid by the State Highway Commission. Under this arrangement a legal division for the State Highway Commission has been definitely created. The Assistant Attorney General assigned to this work serves as counsel for the Highway Commission, approving legal forms and holding conferences with the various heads of divisions respecting the legal questions arising in connection with their administrative duties.

The securing of right of way for highway construction frequently results in claims for damages and when such claims cannot be satisfactorily adjusted by the claims division they become a source of litigation. The claim adjuster has general supervision of all claims of this character, and in co-operation with the Legal Division has greatly reduced the number of such claims as well as the amounts involved. Controversies are often adjusted through this method of handling that ordinarily would find their way into the courts for a settlement.

It is one of the definite policies of the Highway Commission to have the legal phase of a situation thoroughly investigated and determined before initiating proceedings where the legality of the action might be questioned. In this way the parties involved are saved the expense and annoyance of protracted litigation. However, it frequently becomes necessary for the Commission to file suits in the different courts in order to carry into effect a program which has been opposed due usually to lack of information as to the law, or to misunderstandings. Such suits, however, are never authorized nor directed by the Commission except where considered absolutely necessary. It is also the function of the Legal Division to defend such court action as may be directed against the Commission.

The Commission is particularly interested in creating an attitude of understanding, good feeling and co-operation, upon the part of the people generally, while it carries into completion the conception of the present Road Act.

## CLAIMS

The intensive construction program initiated in 1927 resulted in the filing of numerous claims by property owners against the various counties in the securing of right of way, as well as claims for damages and other contingencies against the State Highway Commission and the several contractors engaged in the work.

Accordingly, in the early part of 1928, an office was established for handling such adjustments and settlements. Satisfactory results have been obtained not only in caring for the claims constantly arising but also in fostering and developing a better understanding with the people. In addition, controversies have been adjusted which otherwise might have resulted in prolonged court action.

This office is also entitled to considerable credit in adjusting right of way difficulties peculiar to the county as under the statutes in force the county is liable for charges for right of way on those locations opened on proper order of the County Court. Many delays incident to the securing of right of way are thus eliminated, and, as it is the policy of the State Highway Commission to secure right of way before construction is authorized, the execution of the highway program has been facilitated in many respects through the agency of the Claims Division.

	LITTLE ROCK	WEST MEMPHIS	FORT SMITH	TEXARKANA	PINE BLUFF	EL DORADO	HOPE	HARRISON	BATESVILLE	NEWPORT	BLYTHEVILLE	JONESBORO	MCGEEHEE	LAKE VILLAGE	MONTICELLO	RUSSELLVILLE	HELENA	FORREST CITY	FAYETTEVILLE	EUREKA SPRINGS	HOT SPRINGS
142																					
170	315																				
185		198																			
55		214																			
148		A 318	95	113																	
132			32	136																	
173				A 228	A 319																
123			266	154	B 287	A 255	142														
96			260	126	B 239	A 228	N 177	35													
E 208	64		E 371	E 228	BE 341	CA 333	CN 282	140	105												
141	62		C 305	C 171	C 284	C 273	N 222	80	45	60											
107		A 287		62																	
131				86																	
107				52																	
80	A 222	93		A 135	A 226	A 212	93		D 149												
125	74	295	290	148	B 280	B 282				E 138	E 135										
98	44	268	263	120	B 233	A 230				E 108	E 100										
210	A 352	67	265	A 265	A 356	280	104		D 279	C 364	D 324	327	A 351	317	131	335	309				
218		125	324	273	A 364		45	N 187	N 222	D 317	N 287	335	359	325	138	342	A 316	59			
58	A 200	A 228	125	82	151	93	A 231	A 181	A 154	AE 264	A 199				97	A 183	A 156	206	235		

- A - VIA LITTLE ROCK
- B - VIA PINE BLUFF
- C - VIA NEWPORT
- D - VIA CONWAY & BEEBE
- E - VIA WEST MEMPHIS
- N - VIA BATESVILLE & HARRISON

**To Use Table :**

Follow the horizontal column to the left of one town to where it intersects with the column straight down from the other point. Distance in miles at intersection.

The distances given are via main through routes which are surfaced or maintained practically as all-weather routes.

For distances not given, use combinations from the table; for instance, Texarkana to West Memphis. Use Texarkana to Little Rock, 105 miles, and Little Rock to West Memphis, 142 miles - total 307 miles.

TABLE OF DISTANCES BETWEEN  
PRINCIPAL POINTS  
ARKANSAS-HIGHWAY DEPARTMENT

### ANTICIPATED REVENUE FROM AUTOMOBILE REGISTRATION AND GASOLINE TAX

A study of Table No. 10, showing the average revenue obtained per vehicle from automobile registration as well as from the gasoline tax, and reference to Plate No. 17, showing the probable increase in population and automobile registration through the period ending 1932, indicates the annual revenue from such sources which may be anticipated through this period. Using a factor of \$18.00 per car as the average registration fee to be expected, which is slightly in excess of the average of such fees to date, and a factor of \$22.00 per acre for revenue derived from gasoline tax, which is also slightly in excess of the average produced during the previous four year period, but which may be anticipated due to a probable increased use of the motor car owing to a greater mileage of improved roads, provides for a total revenue from such sources of \$40.00 per vehicle.

It is difficult to predicate a reliable estimate of any increase in automobile registration or of population during the next four year period, but projecting our curves from the past into the future and basing such projection on an anticipated normal growth, a motor vehicle registration of 260,000 and a population of 2,025,000 is derived for the year 1932, or an average of one motor vehicle to about every eight of population. This factor of 1 to 8 is considerably greater than exists in several of the eastern and northern states, where a factor of 1 to 3 and 1 to 5 obtains, but it is not considered that the State of Arkansas has a population of sufficient buying power to contemplate a lower estimate through this period.

Again referring to Plate No. 17, we note an anticipated registration for the year 1928 of 220,000 cars and for the year 1932 of 260,000 cars. Using as a basis of anticipated revenue the figure of \$40.00 per car we arrive at an estimated total revenue of \$8,800,000 for the year 1928 and \$10,400,000 for the year 1932.

It is not believed that obligations should be contracted during the period designated in excess of the revenue estimated, unless existing statutes, relative to registration fees and the amount of gasoline tax per gallon, are revised. A review of statistics available for the year 1927 reveals that the State of Oregon receives the highest return per vehicle from automobile registration, with an average fee of \$26.68 per car, and that the State of Florida receives the greatest return per vehicle on gasoline tax, an average of \$27.81, received on the basis of a tax of 5c per gallon.

Should the State of Arkansas desire to increase the average received per car for automobile registration in the amount of \$8.00 per car, thus making the average comparable with that of Oregon, an additional revenue based on the anticipated volume of 1932 would be available in the amount of \$2,080,000.

**A DISCUSSION OF THE PARITY PLAN OF CONSTRUCTION.**

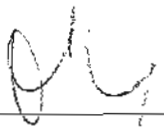
Act No. 11 of the Forty-Sixth General Assembly of 1927 provides that parity should be obtained in road construction in all counties. To obtain parity, the same amount of money should be spent in the unbonded and lightly bonded sections as the total amount of Road Improvement District obligations assumed by the State under Act No. 11. The net total of the Road Improvement District obligations so assumed is \$63,924,764.91, therefore, to bring about parity, an equal amount must be spent in the construction of roads in the lightly bonded and non-bonded areas, making a total figure of funds to be spent for new construction and Road Improvement District indebtedness assumed of \$127,849,529.82. This is the basic figure with which we must deal in all calculations as to parity.

In order to provide funds for high type surfacing on the through roads, we have deducted from this sum a reserve, in the amount of 10 per cent, or \$12,784,952.98. This leaves a net figure of \$115,064,576.84 to be prorated among all counties for the purpose of new construction and the assumption of bonded indebtedness. This net amount is prorated to each county, 50 per cent on a population basis and 50 per cent on a revenue basis, the revenue being based on the automobile license receipts for the years 1926 and 1927. For further details you are referred to Table No. 11, showing the basis of parity between counties. The figures shown in the first column of the table represent the allotment to each county under this plan.

The reason for deducting ten per cent from the total sum dealt with to assist in improving the through roads, is explained as follows: In many cases the citizenship of a county is not as vitally interested in a through road as they are in a strictly local road and for all intents and purposes, in so far as they are concerned, a gravel road would answer their every purpose and requirement, provided it was subject to local use only, or to a limited amount of outside travel. When a road is used as a trunk line highway, the maintenance of a gravel road is increased to an extent that it is more economical to the State to construct a high-type surface, costing from two to four times as much as a gravel surface. It is not considered equitable, therefore, to charge to the county through which these arterial Highways are routed the full cost of the high type surfacing, so a charge is made to the county of 50 per cent of the cost of the high type improvement and the remaining 50 per cent is charged to the 10 per cent reserve mentioned above. This reserve figure of \$12,784,952.98 is not represented in cash, as one-half of it is represented by Road Improvement District indebtedness assumed.

The second column of the table shows the net bonds assumed by the State under Act 11, this being the total bonded indebtedness of the county less the cash turned back to the State Treasurer by the various Road Improvement Districts under the provisions of Act 112, giving a net bond obligation which the State will ultimately pay. If the State, through the reserve fund created, is to pay one-half the cost of constructing the high type improvement on through routes and the county charged with only one-half the cost of such high type improvement, then where such high type improvements have already been built by Road Improvement Districts and serve as Arterial Highways, it is just that those counties should receive credit for one-half of the present cost of such improvement, and column three represents a net credit on such high type improvements that is fairly due each county. The fourth column, showing the net debt chargeable against the county, is the bonded indebtedness assumed less the credit for the high type improvement. The fifth column in the parity statement is the money refunded to the County Court in 1927 and 1928, commonly called the Turnback. The last two columns show a net credit or overdraft to the individual county based on the preceding conditions. The charges to counties mentioned in the foregoing paragraphs are explained to be charges to the county's allotment under this parity plan and the net total is shown by column six of the table.

From the amount shown in column seven, as due each county for construction, there must be deducted the Turnback to County Courts to be made in 1929 and 1930. Similarly the amount shown in column eight would be increased in the amount of the Turnback for this same period.



In order to procure a continuity of improved state highways, the stronger counties will be required to assist the weaker by assigning a portion of their allotment to a fund that will be used for this purpose. Counties of large road revenue, such as Pulaski, Sebastian, Union, Jefferson and others will be required to make the greater assignment.

Union County's contribution to this general fund will all be used on roads such as State Highway No. 2, leading across the southern portion of the State, State Highway No. 115 leading north through Calhoun County, and other roads outside of Union County that are of trade interest to that county. Sebastian County's contribution to this fund will be used on No. 71 south to Scott and Polk Counties, on No. 10 through Logan and into Yell county, on No. 22 to Dardanelle, and on No. 64, as well as on other roads outside of Sebastian County from which benefit to that county may be anticipated. Jefferson County's contribution to this fund will be used on roads, in the counties of Cleveland, Lincoln and Grant, leading in the direction of Jefferson County, and on No. 3 northeast, as well as on other routes of vital importance to that county as trade outlets. Pulaski County will contribute the greatest share towards this fund, and its contribution will be used all over the State.

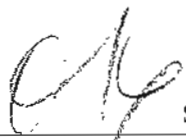
The counties of Garland, Miller and Craighead will each contribute to a less degree and their funds will only be used on those roads outside the county that are of value to the respective county. Ouachita County will be expected to help on No. 167 through the corner of Calhoun County, and on Nos. 7 and 9 north into Dallas County. Benton County will be required to help towards a high type surface on No. 71 through Crawford County and also on a through highway from east to west across the north part of the State. Washington county will be required to assist towards a high type surface on No. 71 in Crawford County, on portions of Nos. 16, 45 and 68 in Madison County and also on a through highway from east to west across the north part of the State. Clay County will be expected to help out on No. 67 in Randolph County, and similarly with other counties over the State where assistance placed on roads outside of their county will be of material benefit to the County giving such aid.

In building a state highway system no consideration should be given to county lines, as there should be no consideration given to township lines in formulating a county road system. However our road law provides that we shall so expend our road revenue for new construction as to accomplish a parity between counties in respect to bonded debt assumed by the State and roads to be built, and therefore the necessity of observing county lines in computing the table of parity is evident. The plan of having the counties enjoying the larger revenue aid the counties with smaller road revenue will assist in procuring a continuity of roads and will overcome to a large degree the obstacle of observing county lines found necessary in reaching a basis of parity.

There will be, in building a state highway system, many apparent inequalities, a condition that is unavoidable. In some sections it costs more to build roads than in others. Streams are often the boundaries between counties, such streams having variations in bank formation ranging from swamp lands to bluffs and with consequent reversals in formation from one side of the stream to the other, so that in many cases other considerations than topography will determine in which county the expensive work of the location will fall.

Likewise there are inequalities in character of the bonded debt of the counties assumed by the State. The bonded debt of some counties bears 6 per cent interest, in other counties practically the entire debt bears a rate of 5 per cent, a difference of 20 per cent in interest charges, while road bonds of Pulaski County bear the lowest average rate of any county. This is only one of many inequalities that we are confronted with, but all of these matters cannot be discussed in limited space, we can only take the broad view that after all we are building a State Highway System.

The State is paying road bonds in some instances where a limited portion of the proceeds went into the roads. In most of these cases where little or no results were received, the land owners had rebelled and the districts were in the hands of receivers at the time the State assumed



payment of the bonds. The State is, of course, the loser by receiving little for the bonds paid in such cases, but under the parity plan such conditions concern only the county in which such mismanagement occurred, for the road bonded debt of each county is charged to that county and therefore other counties are not affected under the plan. By charging each county with the bonded debt that the State assumed the only method is used by which this inequality of results, obtained from money expended by road districts, can be handled so as not to affect other counties. The road debts of these districts were forced on the landowners and their property mortgaged without their consent, so under such circumstances, regardless of what roads were built, they are entitled to relief, and the burden of taking care of such loss will fall heaviest on the county where such districts were formed. Under the plan of relief formulated some of the burden will also fall on counties of heavy population and large revenue such as Pulaski, Sebastian, Union and Jefferson, because these counties will make their contributions to the general fund that will be used to bring about a continuity of State roads.

Under the plan outlined, it is anticipated that parity will be obtained within the four-year period ending February 28, 1931. Each county is entitled to construction work during the first two-year period, which will end February 28, 1929, in a sum equal to one-half of the total allotment, see column 1 of the table of parity, less the net bonded debt chargeable to the county, see column 4, less the 1927 and 1928 Turnback to County Courts, see column 5, except in the case of counties of larger revenues where such counties will contribute to a fund to procure a continuity of through roads and to help counties whose total allowance is small.

Before arriving at any definite conclusions with reference to the construction of new roads now being carried on under Act 11, a careful analysis should be made of the statistical statements contained herein reflecting in detail, as accurately as possible, the expenditures in each county.

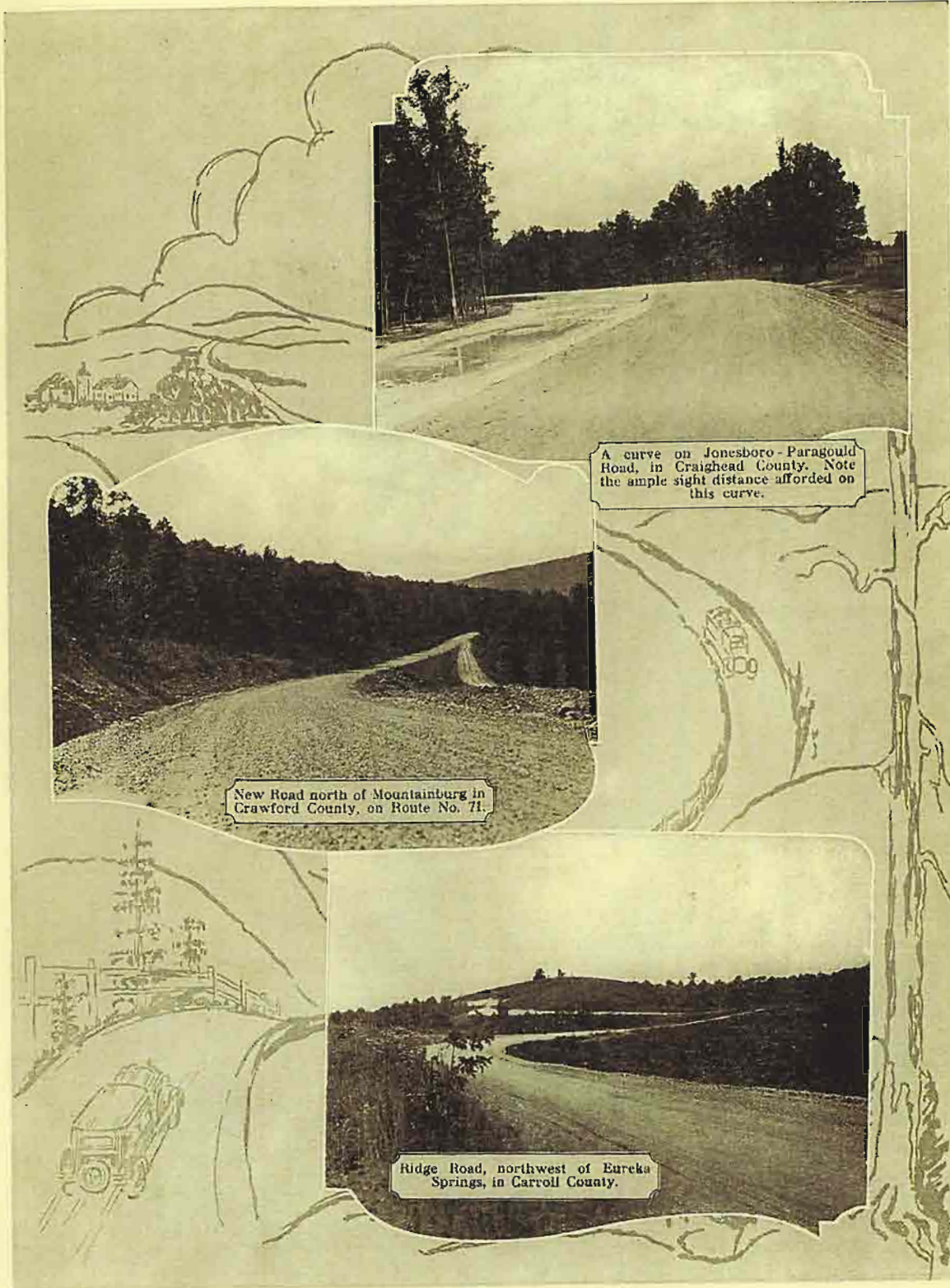
Expenditures for new roads, bridge structures, reconstructed road beds, and flood damaged roads and bridges should be carefully considered in valuing the ultimate result of parity as outlined in the said Act 11 of the Forty-Sixth General Assembly, supplemented by the foregoing discussion.

TABLE NO. 11.  
Tabulation Showing Basis of Parity Between Counties.

	Allotment under Parity Plan	Net Bonds Assumed by State	Net Credit for High Type Pavement	Net Bonded Debt Charged to County	Turnback to County Courts 1927-1928	Total Chargeable to County	BALANCE	
							Due County for Construction	County Overdraft
Arkansas.....	\$ 1,954,806.80	\$ 3,691,004.98	\$ 295,654.30	\$ 3,395,350.68	\$ 9,195.75	\$ 3,404,546.43		\$ 1,449,739.63
Ashley.....	1,320,132.29	631,020.56		631,020.56	29,940.00	651,960.56	669,071.73	
Baxter.....	504,949.39	173,000.00		273,000.00	8,745.00	181,745.00	323,204.39	
Benton.....	2,798,784.77	1,468,873.44		1,468,873.44	21,724.50	1,490,597.94	1,308,186.83	
Boone.....	987,815.86	69,834.60		69,834.60	41,337.00	111,171.60	375,444.26	
Bradley.....	1,028,474.48				54,584.00	54,684.00	973,790.48	
Calhoun.....	600,665.96				40,422.00	40,422.00	560,243.96	
Carroll.....	1,126,870.33	333,969.60		333,969.60	30,453.00	364,422.60	762,447.73	
Chicot.....	1,393,827.20	1,637,604.75	613,106.40	1,024,498.25	9,309.00	1,033,807.35	270,019.85	
Clark.....	1,580,914.33	507,937.43		507,937.43	21,942.00	529,879.43	1,051,034.90	
Clay.....	1,627,475.71				93,402.00	93,402.00	1,434,073.71	
Cleburne.....	659,216.72				43,476.00	43,476.00	615,740.72	
Cleveland.....	659,990.33	411,284.19		411,284.19	20,991.00	432,275.19	227,715.14	
Columbia.....	1,612,391.47	148,662.91		148,662.91	52,113.60	200,766.51	1,411,624.96	
Conway.....	1,291,459.71	1,388,618.06	184,965.55	1,203,652.51	9,863.00	1,213,515.51	78,144.20	
Craighead.....	2,499,285.87	813,418.66	71,280.00	742,138.66	38,563.20	780,701.86	1,718,584.01	
Crawford.....	1,532,356.82	12,637.26		12,637.26	88,134.00	100,771.26	1,431,585.56	
Crittenden.....	1,723,176.39	5,258,233.09	156,724.70	5,101,508.39	12,544.50	5,114,052.89		3,390,876.50
Cross.....	1,080,868.68	1,430,684.23		1,430,684.23	31,809.00	1,462,493.23		381,624.55
Dallas.....	885,487.26	657,245.73		657,245.73	21,696.00	681,941.73	203,545.53	
Desha.....	1,188,360.57	858,815.24	303,868.80	554,946.44	17,376.00	572,322.44	616,038.13	
Drew.....	1,158,273.96	226,372.83	90,606.25	136,767.58	56,043.00	191,810.58	966,463.38	
Faulkner.....	1,655,054.78	1,622,000.00	176,911.90	845,088.10	23,697.00	868,785.10	786,269.68	
Franklin.....	1,088,721.99	220,000.00		220,000.00	49,729.50	269,729.50	818,992.49	
Fulton.....	601,818.89	180,568.88		180,568.88	15,316.80	195,885.68	405,933.21	
Garland.....	2,447,937.68	727,122.97	186,105.31	541,017.66	66,222.00	607,239.66	1,840,698.02	
Grant.....	671,322.72	809,255.19		809,255.19	4,584.00	813,839.19		142,516.47
Greene.....	1,431,418.24	103,668.78		103,668.78	89,388.00	193,056.78	1,238,361.46	
Hempstead.....	1,791,238.05	711,906.84	9,616.20	702,290.64	54,105.00	756,395.64	1,034,842.41	
Hot Spring.....	1,092,667.67				60,900.00	60,900.00	1,031,767.67	
Howard.....	1,141,180.98	667,527.17		667,527.17	31,785.00	699,312.17	441,868.81	
Independence.....	1,359,837.85	228,727.56		228,727.56	41,049.00	269,776.56	1,090,061.29	
Izard.....	651,860.74	223,948.92		223,948.92	11,874.00	235,822.92	416,037.82	
Jackson.....	1,432,843.40	777,147.03		777,147.03	15,248.10	792,395.13	640,448.27	
Jefferson.....	3,919,008.25	1,116,838.70		1,116,838.70	51,646.50	1,168,485.20	2,750,523.05	
Johnson.....	1,161,723.43	266,000.00	22,748.00	243,252.00	18,030.00	261,282.00	900,441.43	
Lafayette.....	974,430.12	200,622.85		200,622.85	26,625.00	227,247.85	747,182.27	
Lawrence.....	1,290,478.08	1,060,670.03	44,781.00	1,015,889.03	13,242.60	1,029,131.63	261,346.45	
Lee.....	1,357,244.50	458,158.80		458,158.80	98,796.00	556,954.80	800,289.70	
Lincoln.....	892,672.42	509,586.43	54,117.80	455,468.63	18,071.00	473,539.63	421,132.79	
Little River.....	1,245,267.58	1,561,116.63		1,561,116.63	6,977.25	1,568,093.88		322,826.30
Logan.....	1,606,842.43	28,746.12		28,746.12	79,714.80	108,460.92	1,498,381.51	
Lonoke.....	2,027,895.73	1,111,483.81	48,953.30	1,062,530.51	28,591.50	1,091,122.01	936,773.72	
Madison.....	693,384.47	175,601.05		175,601.05	12,771.00	188,372.05	505,012.42	
Marion.....	466,817.89				34,770.00	34,770.00	432,047.89	
Miller.....	1,835,474.77	337,103.54	7,084.20	330,017.34	41,127.00	371,144.34	1,464,330.43	
Mississippi.....	3,190,575.74	6,549,383.17	1,102,602.80	5,446,780.37	40,507.50	5,487,287.87		2,296,712.13
Monroe.....	1,102,040.80	830,652.21		830,652.21	18,492.00	849,144.21	252,894.59	
Montgomery.....	672,786.32	77,594.00		77,594.00	28,539.00	106,133.00	566,653.32	
Nevada.....	1,306,570.19	35,385.67		35,385.67	69,108.00	104,493.67	1,202,076.52	
Newton.....	480,481.78	183,743.61		183,743.61	19,173.00	202,916.61	277,515.17	
Quachita.....	2,004,300.10				70,656.00	70,656.00	1,933,644.10	
Perry.....	459,974.65	70,500.00		70,500.00	25,438.50	95,938.50	364,036.15	
Phillips.....	2,681,199.67	3,023,504.26	373,507.20	2,649,997.06	19,059.75	2,669,056.81	12,142.86	
Pike.....	713,323.11				42,450.00	42,450.00	670,873.11	
Poinsett.....	1,383,576.70	1,825,913.60	49,368.00	1,576,548.60	8,923.50	1,585,469.10		201,892.40
Polk.....	1,037,160.57	769,988.75		769,988.75	14,049.00	784,037.75	316,122.82	
Pope.....	1,627,457.87	982,589.52	215,679.40	746,910.12	16,270.80	763,180.92	844,276.95	
Prairie.....	1,045,414.50	1,106,961.21		1,106,961.21	7,467.75	1,114,428.96		69,014.46
Pulaski.....	10,913,453.88	8,610,538.64	1,516,765.63	7,093,773.01	65,591.80	7,159,364.81	3,754,089.25	
Randolph.....	931,332.66	185,160.57		185,160.57	45,490.50	230,651.07	700,681.59	
Saline.....	1,086,174.60	190,682.59	75,176.36	115,506.22	28,731.00	144,237.22	941,937.37	
Scott.....	668,738.70				45,306.00	45,306.00	623,432.70	
Searcy.....	639,993.74	205,849.51		205,849.51	12,490.50	218,340.01	421,653.73	
Sebastian.....	4,579,412.43				194,286.00	194,286.00	4,385,126.43	
Sevier.....	1,129,851.24	1,182,721.24		1,182,721.24	7,833.00	1,190,554.24		60,703.00
Sharp.....	604,302.56	29,503.77		29,503.77	30,494.40	59,998.17	544,304.39	
St. Francis.....	1,510,909.38	1,673,224.60		1,673,224.60	12,150.00	1,685,374.60		174,465.22
Stone.....	389,509.39	80,161.66		80,161.66	15,030.00	95,191.66	294,317.73	
Union.....	4,768,236.50				101,664.00	101,664.00	4,666,572.50	
Van Buren.....	632,311.53	276,006.03		276,006.03	5,849.25	281,855.28	350,458.25	
Washington.....	2,904,027.92	666,229.60		666,229.60	60,726.00	726,955.60	2,177,072.32	
White.....	2,121,853.74	1,150,449.19		1,150,449.19	59,244.00	1,209,693.19	912,160.55	
Woodruff.....	1,200,320.46	1,822,634.51		1,822,634.51	9,222.75	1,831,857.26		631,536.80
Yell.....	1,415,808.56	441,378.14		441,378.14	43,923.00	485,301.14	931,507.42	
Grand total.....	\$115,044,576.84	\$63,924,764.91	\$ 5,599,624.10	\$58,325,140.81	\$2,757,091.40	\$61,082,232.21	\$63,104,252.09	\$ 9,121,907.46



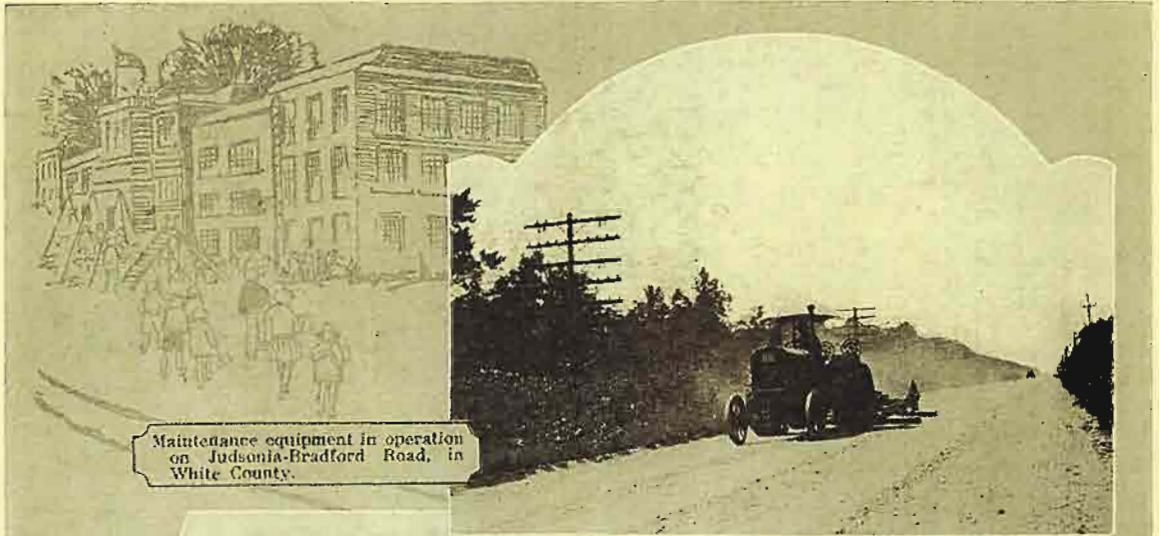
PICTORIAL REVIEW  
OF STATE HIGHWAY  
ACTIVITIES *During the*  
BIENNIUM



A curve on Jonesboro-Paragould Road, in Craighead County. Note the ample sight distance afforded on this curve.

New Road north of Mountainburg in Crawford County, on Route No. 71.

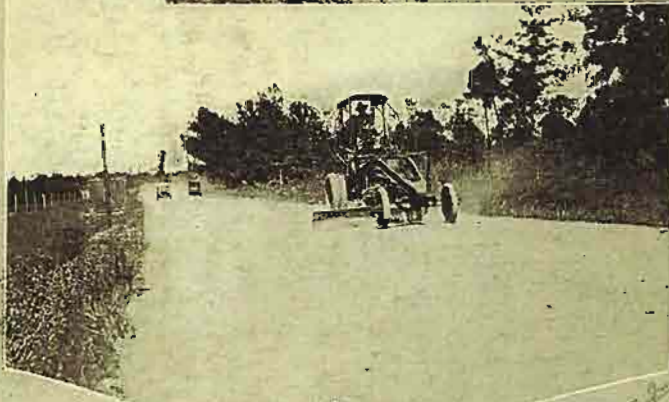
Ridge Road, northwest of Eureka Springs, in Carroll County.



Maintenance equipment in operation on Judsonia-Bradford Road, in White County.



Shovel crew in Logan County, on Paris-Dardanelle Road.



One-man patrol on Camden-Bearden Road, in Ouachita County.



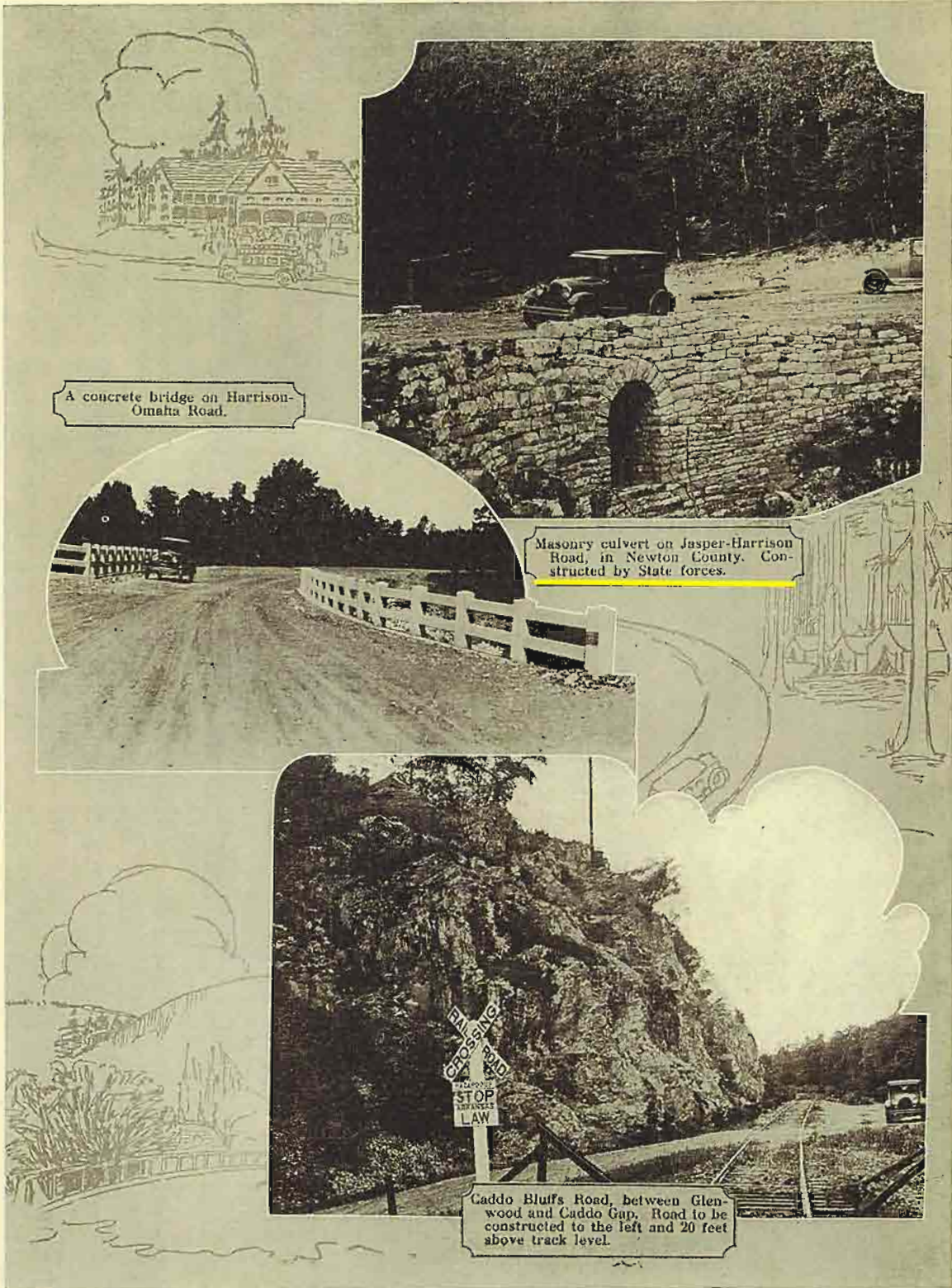
The old Dollarway in Jefferson County. The first improved road built in the State. This road has been relocated and work is now under way on the grading and drainage structures.



One mile north of Lonoke, on the Lonoke-Beebe Road. A most excellent example of good grading and gravel surfacing.



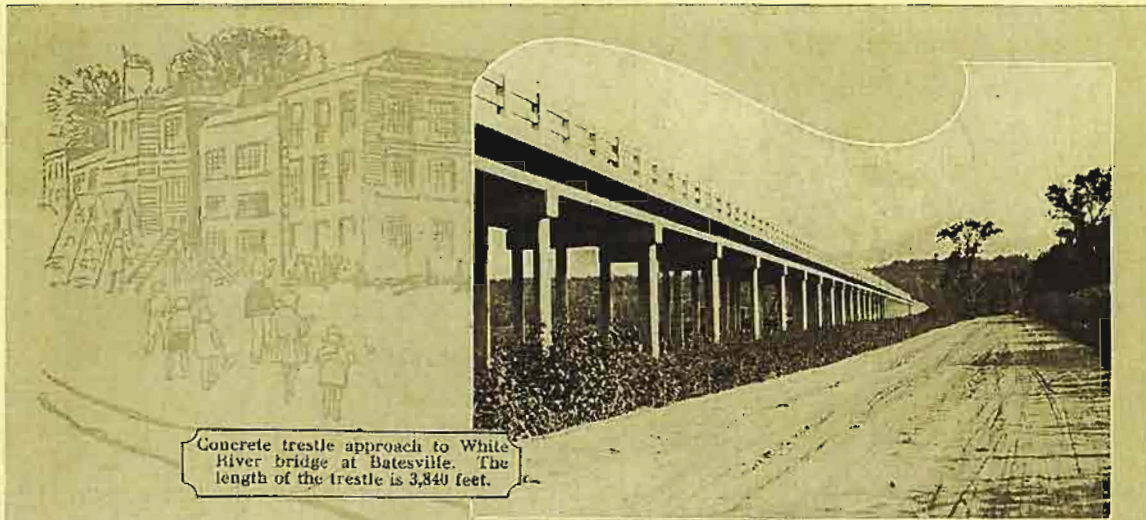
Overpass on the El Dorado-Callion Road in Union County.



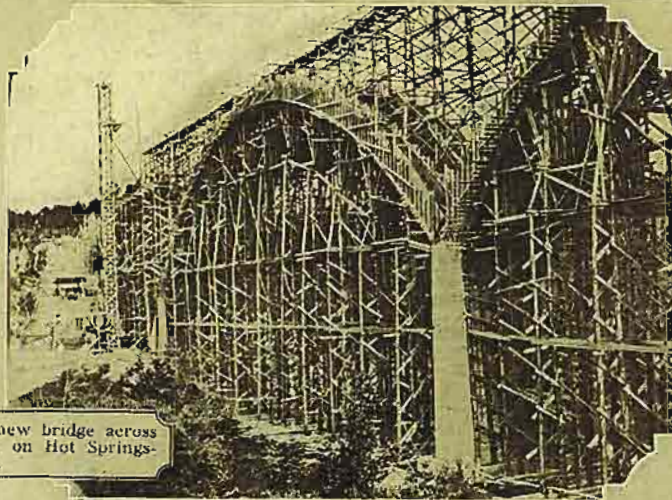
A concrete bridge on Harrison-Omaha Road.

Masonry culvert on Jasper-Harrison Road, in Newton County. Constructed by State forces.

Caddo Bluffs Road, between Glenwood and Caddo Gap. Road to be constructed to the left and 20 feet above track level.



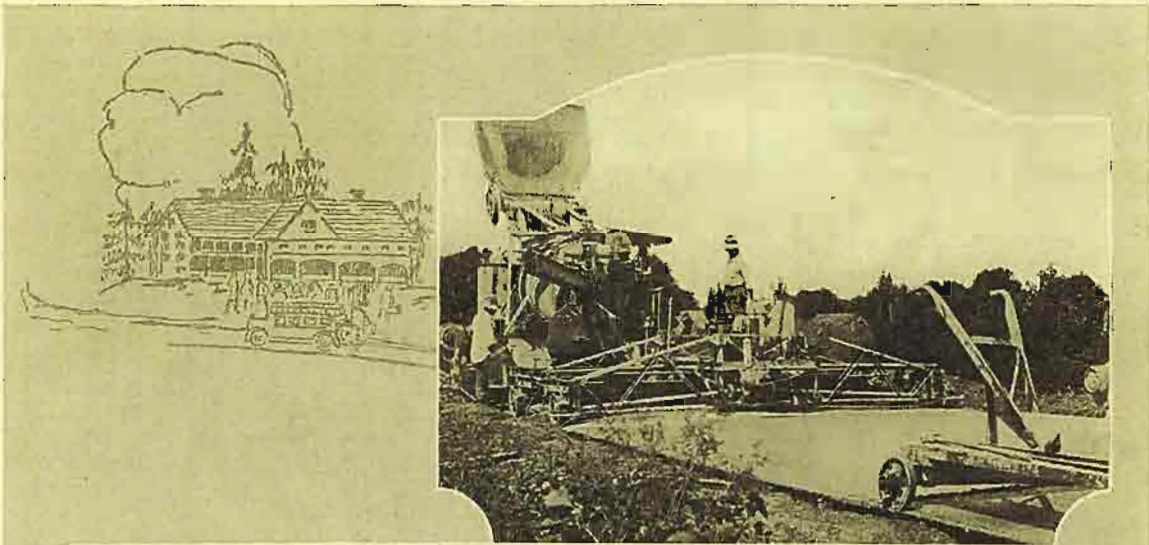
Concrete trestle approach to White River bridge at Batesville. The length of the trestle is 3,340 feet.



Construction on new bridge across Ouachita River, on Hot Springs-Glenwood Road.



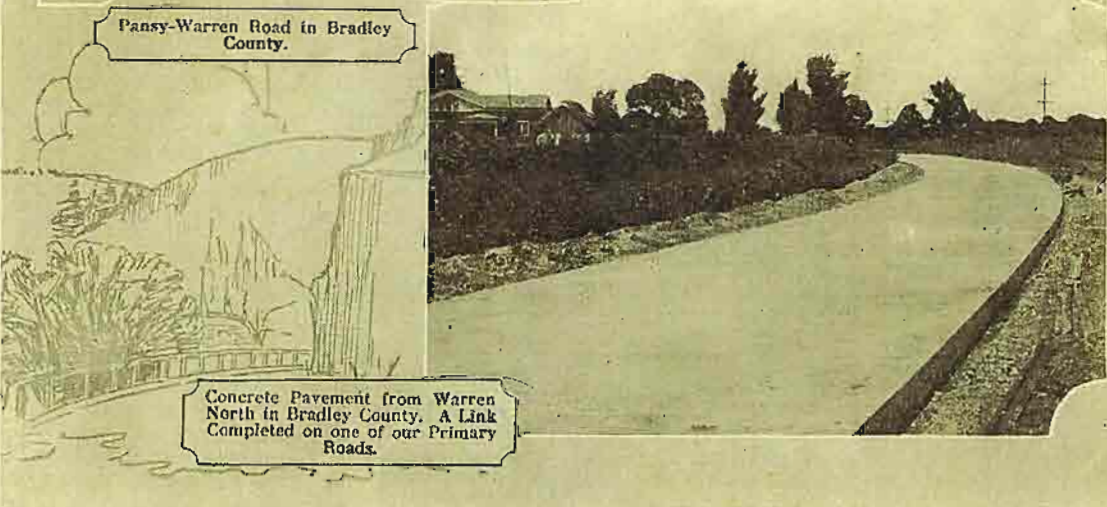
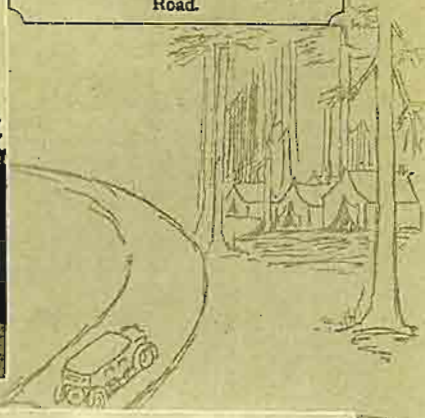
White River bridge at Batesville. Constructed as a free bridge.



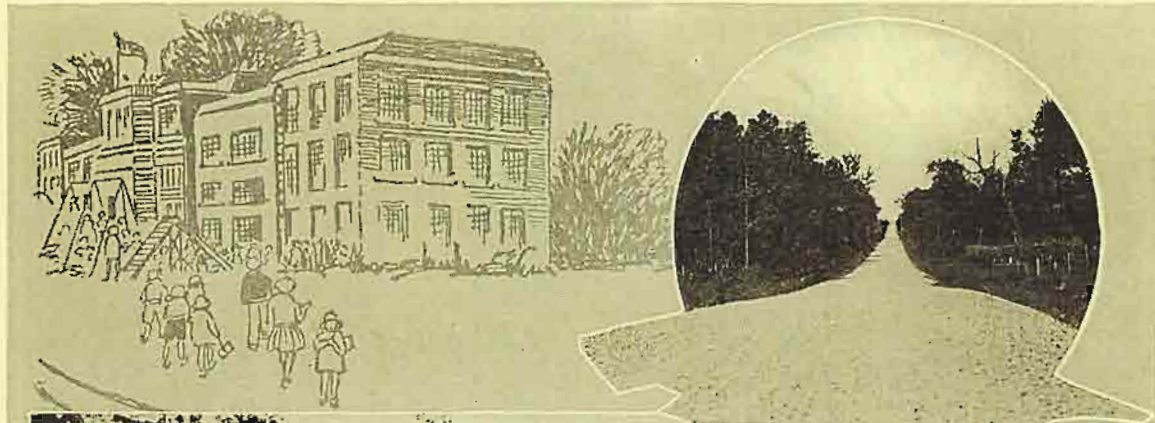
Concrete Plant on Corning-Reyno Road.



Pansy-Warren Road in Bradley County.



Concrete Pavement from Warren North in Bradley County. A Link Completed on one of our Primary Roads.



Recently completed bridge across Harp Creek, north of Jasper, in Newton County.

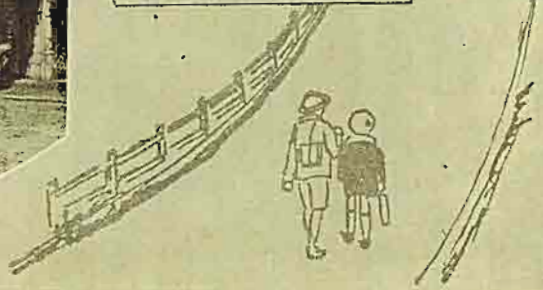
Beebe-El Paso Road, in White County. Crushed stone surface.

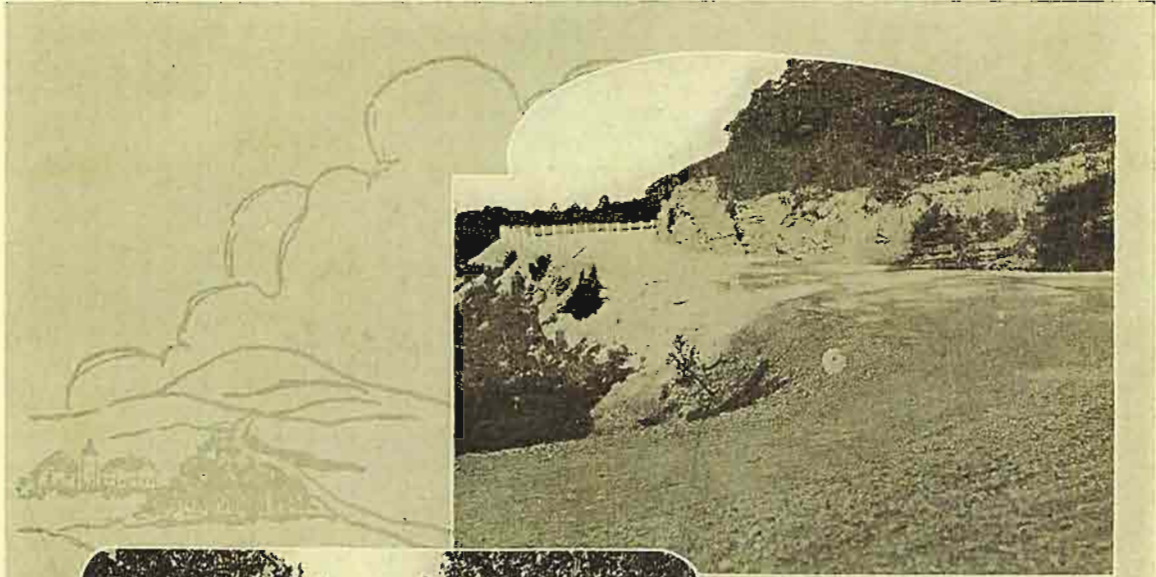


Graveling the Monticello-Fountain Hill Road, in Drew County.



Crooked Creek Bridge. Five miles south of Flippin, in Marion County.

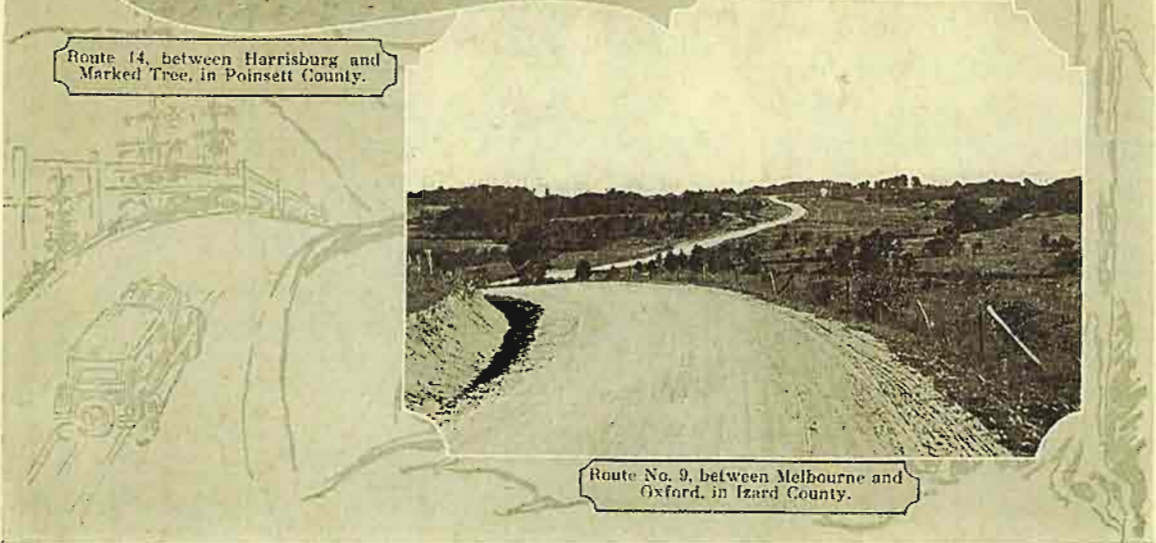




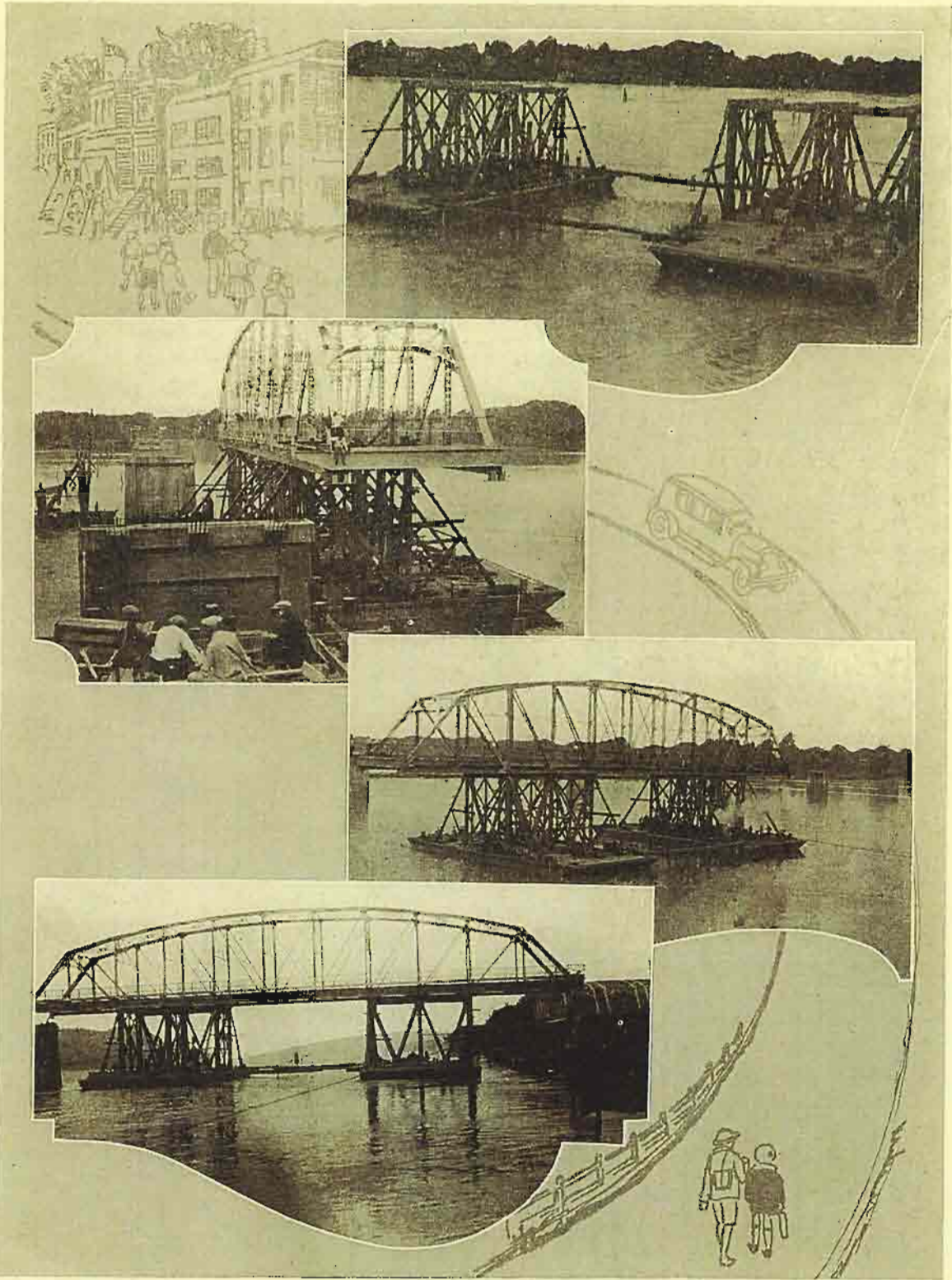
Route 72, in Carroll County, four miles northwest of Eureka Springs.



Route 14, between Harrisburg and Marked Tree, in Poinsett County.



Route No. 9, between Melbourne and Oxford, in Izard County.



Floating One Span of Superstructure into Place, Bridge across Arkansas River at Dardanelle.



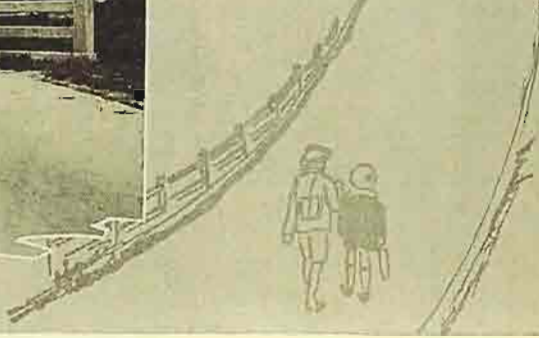
Recently Completed Concrete Road  
between Alma and Mulberry in  
Crawford County.

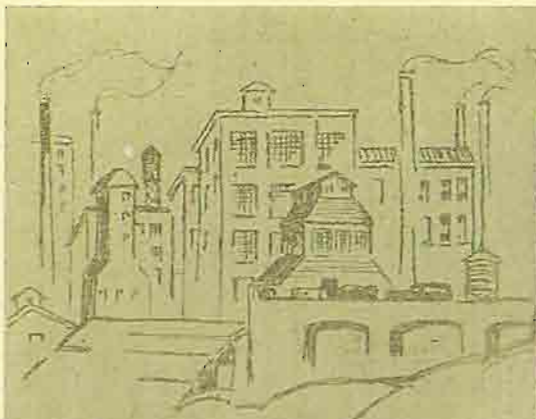


Rock cut on Glenwood-Kirby Road,  
in Pike County.

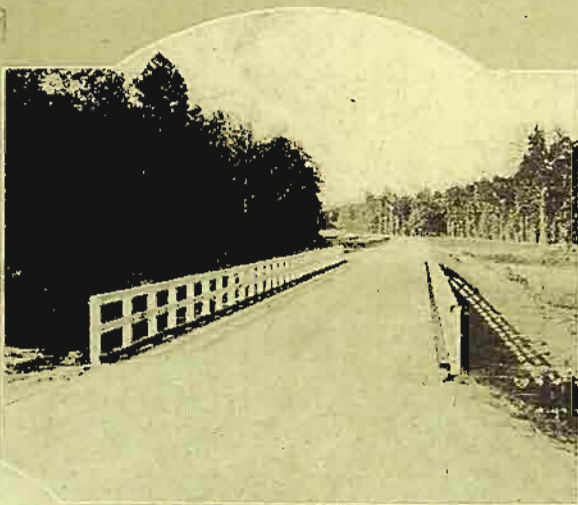


Concrete bridge on Smackover-El  
Dorado concrete highway.





An excellent example of a curve that has been widened and super-elevated on Route 72, one mile west of Eureka Springs.



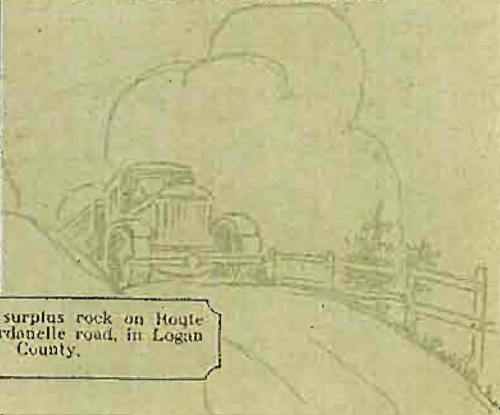
Timber Bridge on Pansy-Warren Road in Cleveland County.



Finishing crew on a grading job on Route 70, in Pike County.



Disposal of surplus rock on Route 22, Paris-Dardanelle road, in Logan County.





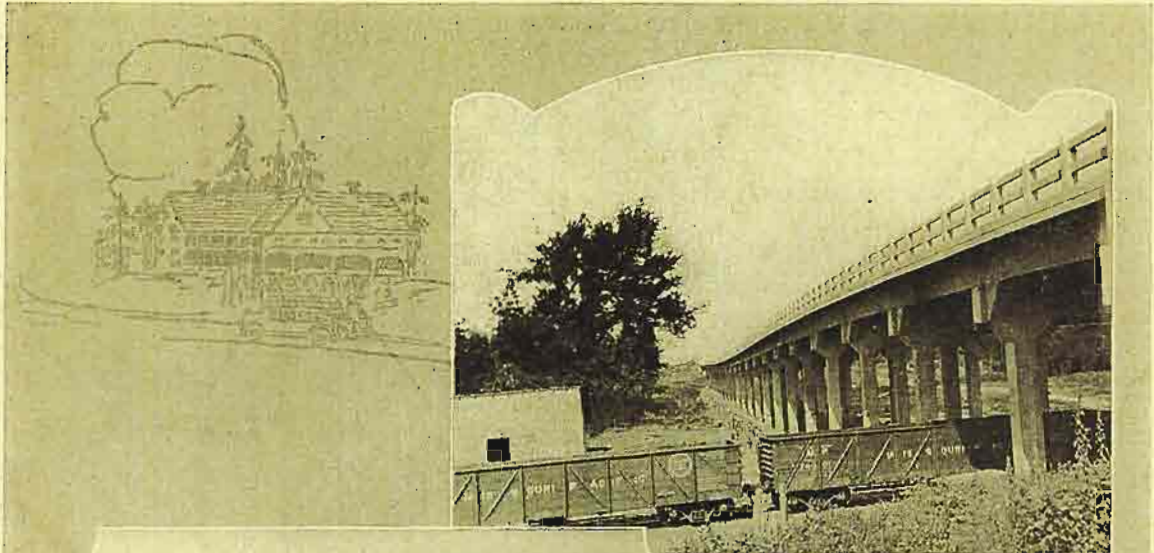
The old road between Paragould and Walnut Ridge, Route No. 25, in Greene County.



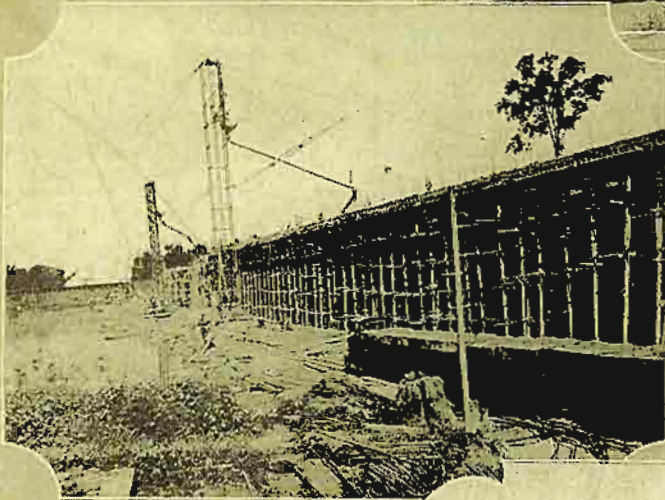
New road between Paragould and Walnut Ridge. Route No. 25, in Greene County.



View from Route 69, between Batesville and Melbourne, in Independence County.



The new Harahan Viaduct Approach to Harahan Bridge over the Mississippi River at Memphis.



Concrete trestle of Harahan Viaduct under construction.



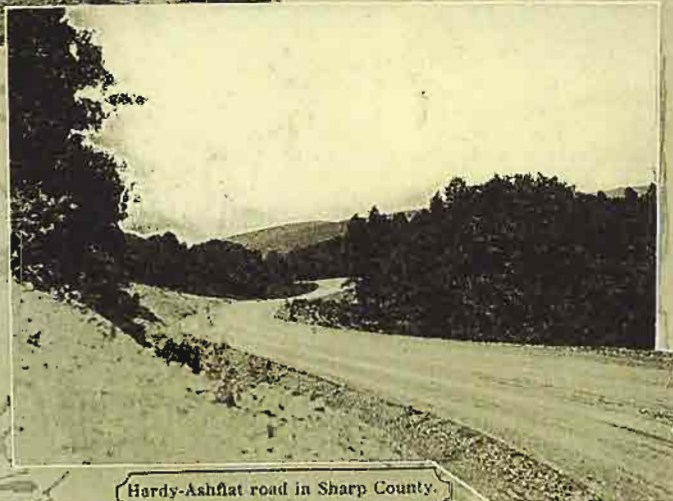
Section of completed concrete trestle on Harahan Viaduct. When completed there will be in all 4,561 feet of similar trestle.



Widened road northeast of Eureka Springs, in Carroll County.



New concrete Bridge across Ditch No. 9, southeast of Marked Tree, in Poinsett County.



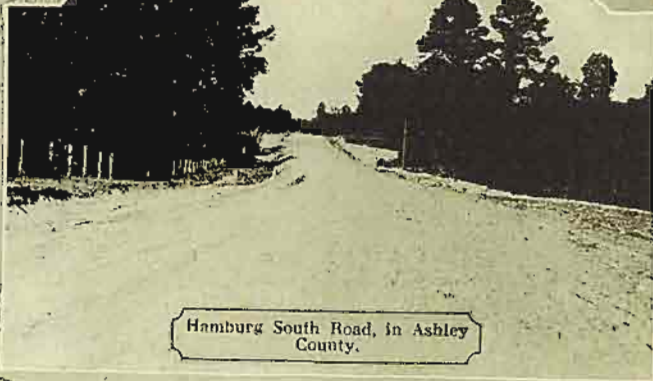
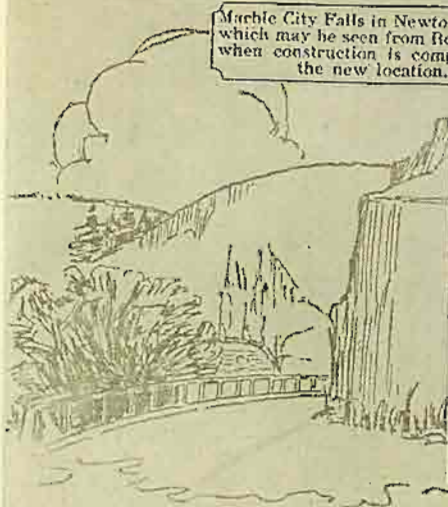
Hardy-Ashflat road in Sharp County.



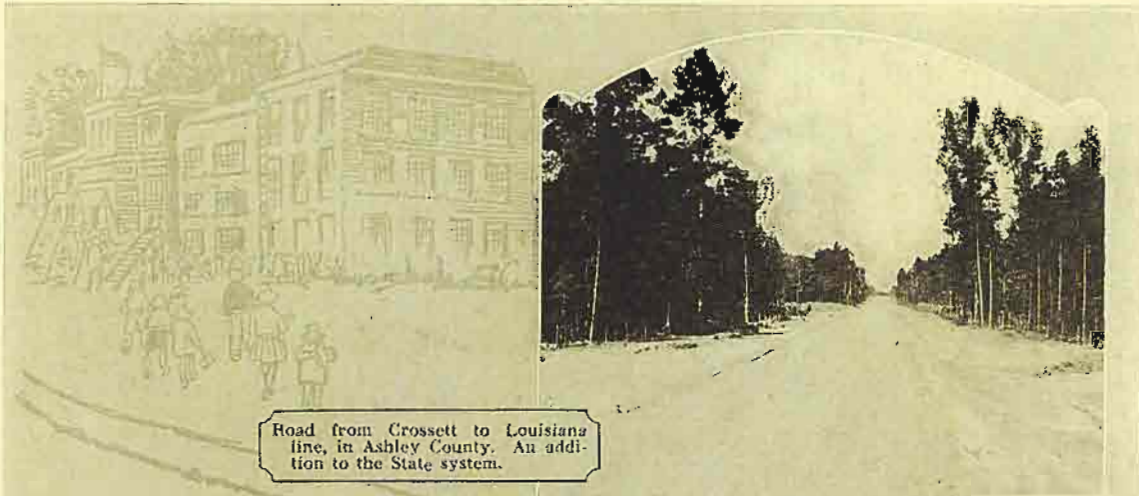
The Hamburg North Road, in Ashley County. An excellent piece of work.



Marble City Falls in Newton County, which may be seen from Route No. 7 when construction is completed on the new location.



Hamburg South Road, in Ashley County.



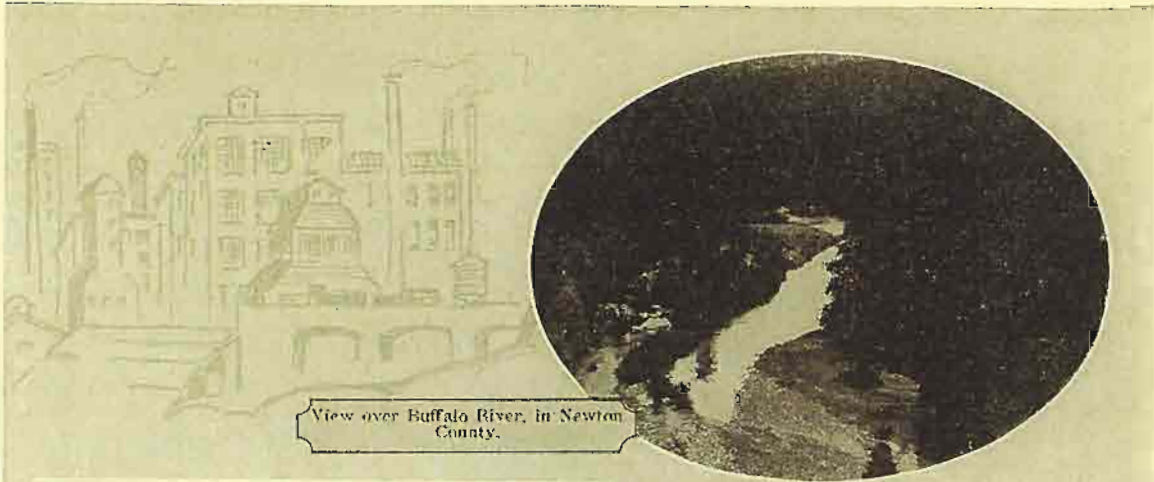
Road from Crossett to Louisiana line, in Ashley County. An addition to the State system.



Maintenance equipment at work in Drew County.



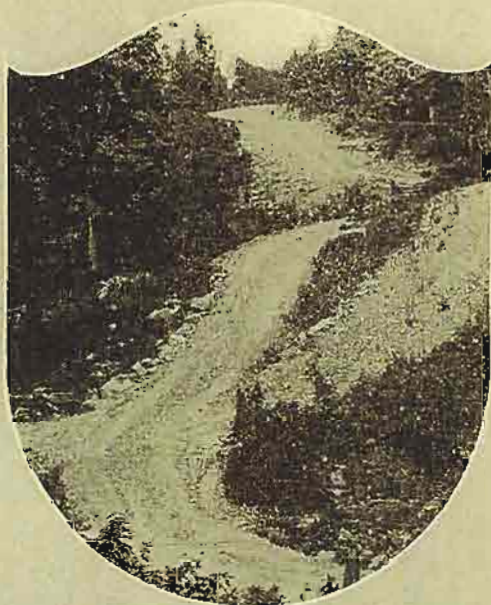
A long timber structure south of Sheridan, in Grant County.



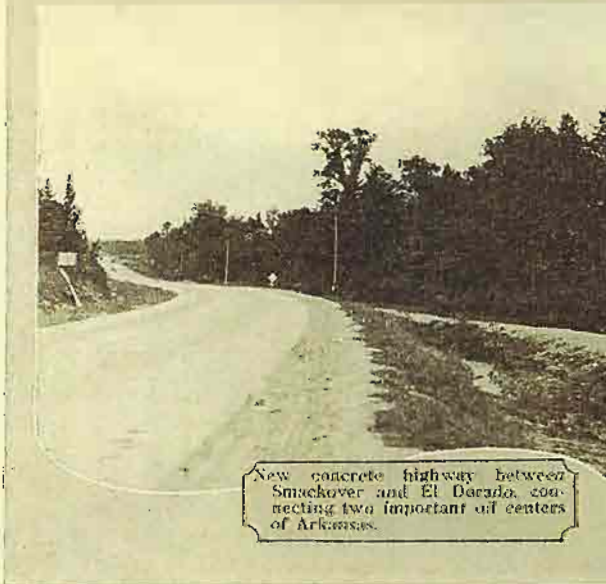
View over Buffalo River, in Newton County.



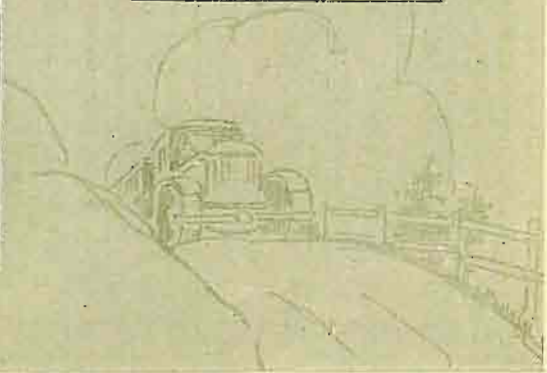
Rock fill on Route No. 22, in Logan County.

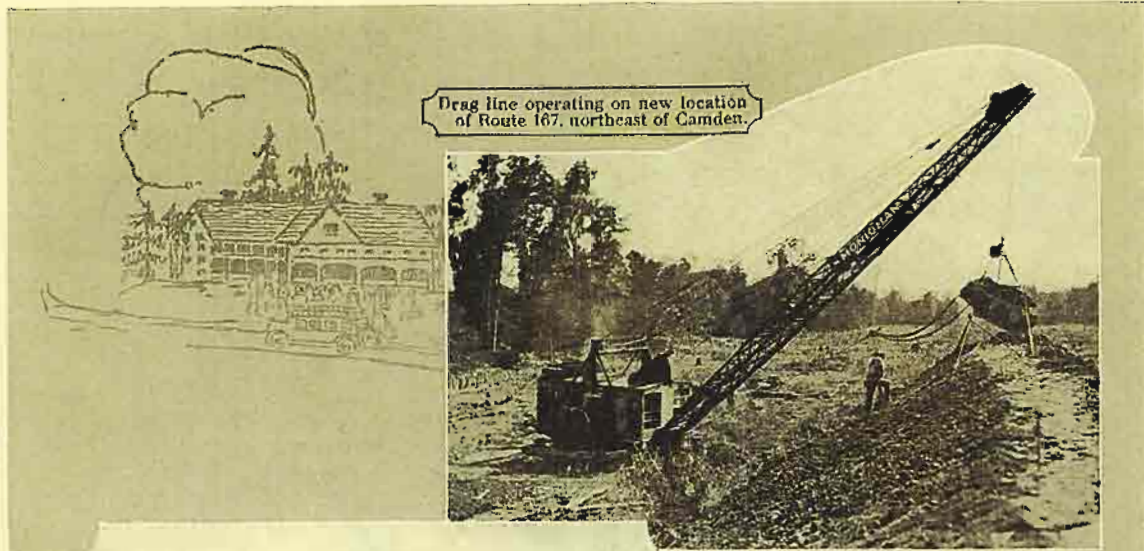


Where Route No. 65 is to be built in north part of Van Buren County.



New concrete highway between Smackover and El Dacado, connecting two important centers of Arkansas.





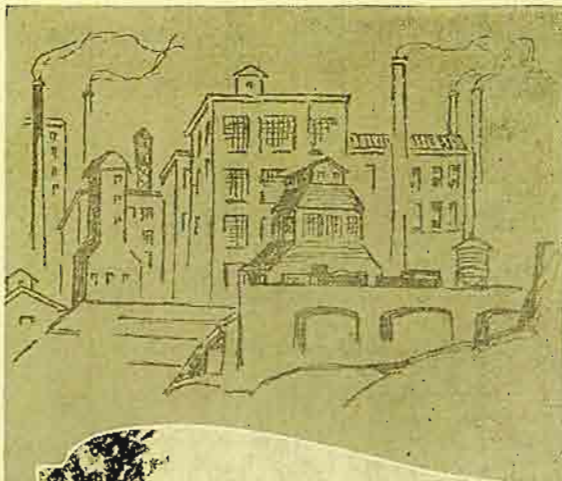
Drag line operating on new location of Route 167, northeast of Camden.



Excellent example of dragline work on new location of Route No. 167, northeast of Camden.



New Road south of Batesville, in Independence County.



The Bridge at Dardanelle, now under construction, which will be opened to traffic about January 1st, 1923.



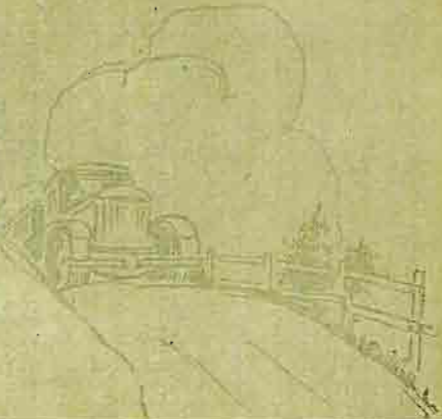
Pontoon Bridge over the Arkansas river at Dardanelle, said to be the longest bridge of its kind in the world. This is a toll bridge that will be replaced by the steel structure which appears in the background and which will be operated as a free bridge.



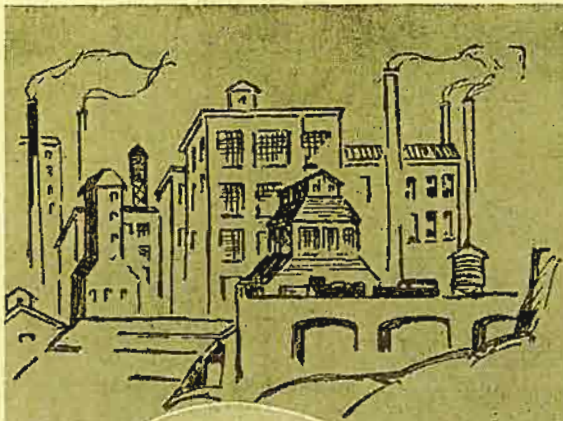
Route No. 65, in Desha County, showing how asphalt was stripped from the concrete base.



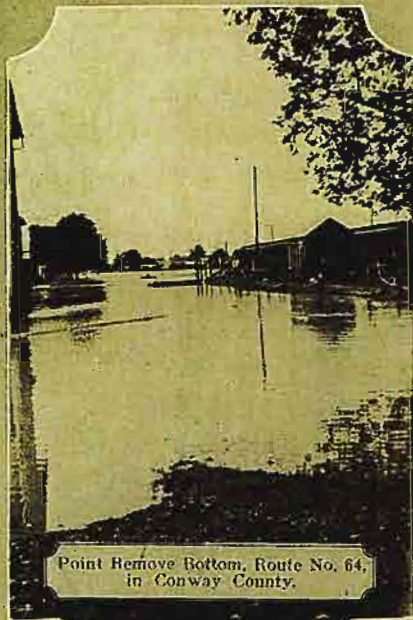
Route 165, just south of McGehee, in Desha County, one of our main highways.



Lower two pictures show damage caused by Floods during the Spring of 1927.



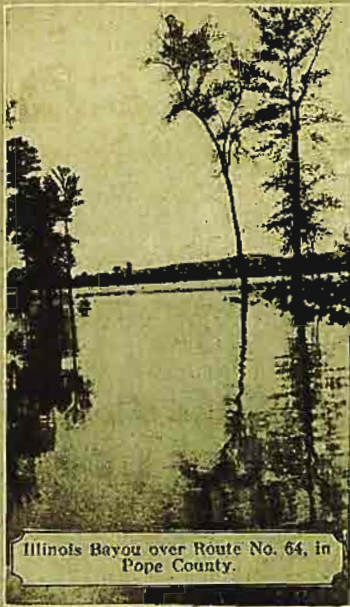
Route No. 2, between Montrose and Hamburg, in Ashley County.



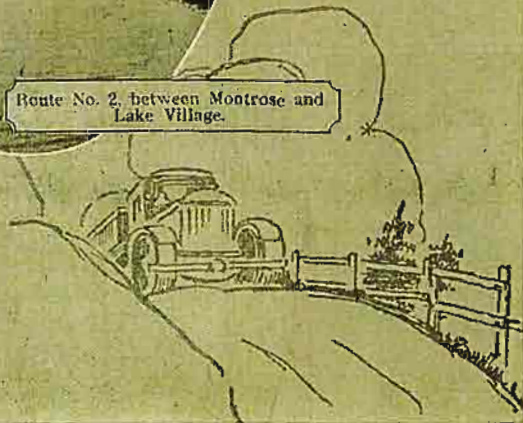
Point Remove Bottom, Route No. 64, in Conway County.



Route No. 2, between Montrose and Lake Village.



Illinois Bayou over Route No. 64, in Pope County.



Flood scenes during the Spring of 1927.



Route No. 4, between Monticello and Tillar, Drew County.



Temporary Relief for Traffic on Route No. 4, in Drew County.



Part of what was left of Route No. 4 in Drew County.

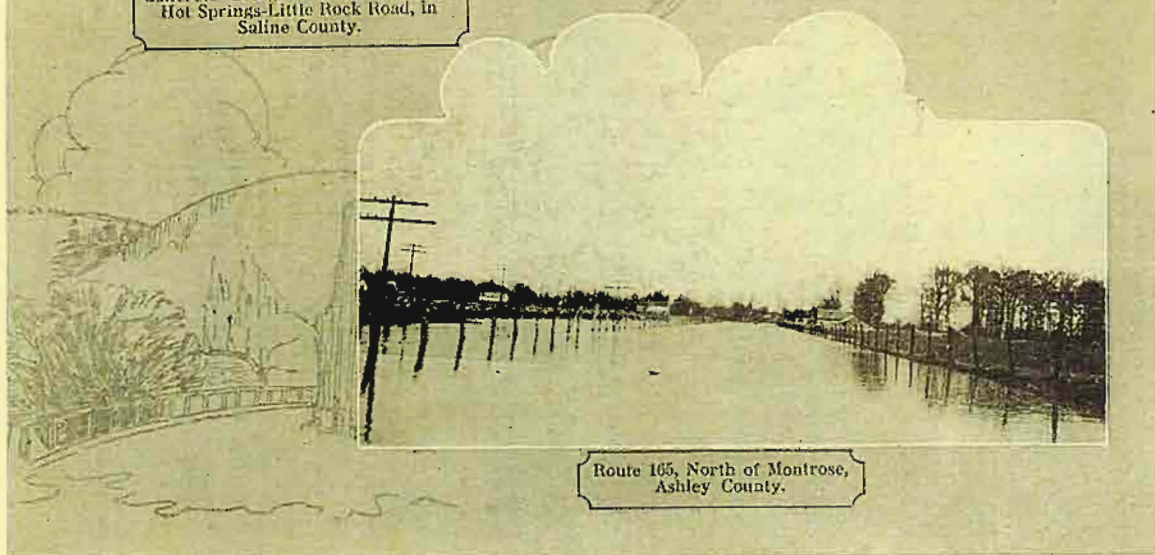
Damage caused by Floods during the Spring of 1927.



Route No. 2, East of Montrose in  
Ashley County.

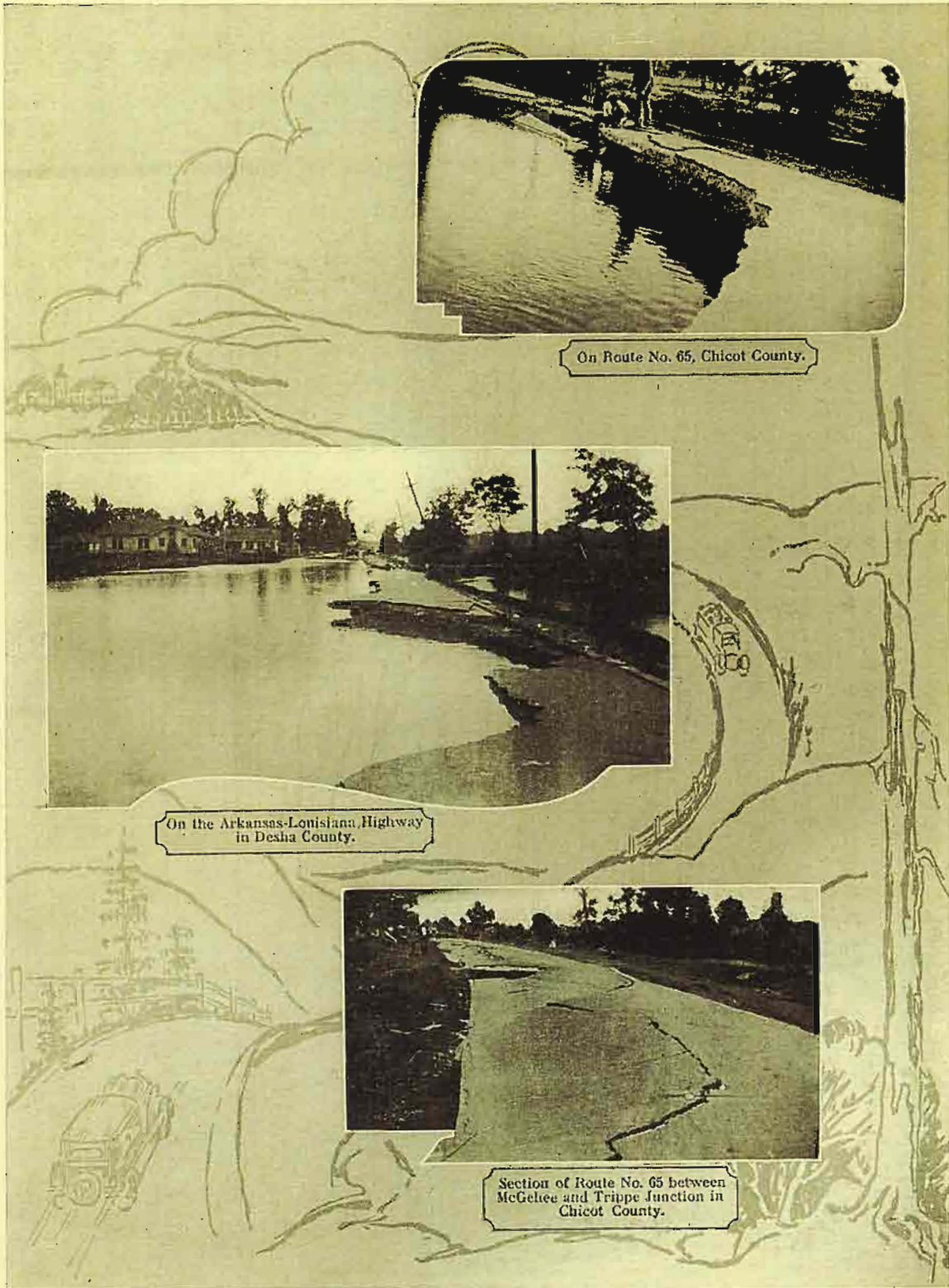


Concrete Bridge washed away on  
Hot Springs-Little Rock Road, in  
Saline County.



Route 165, North of Montrose,  
Ashley County.

Flood Scenes during the Spring of 1927.

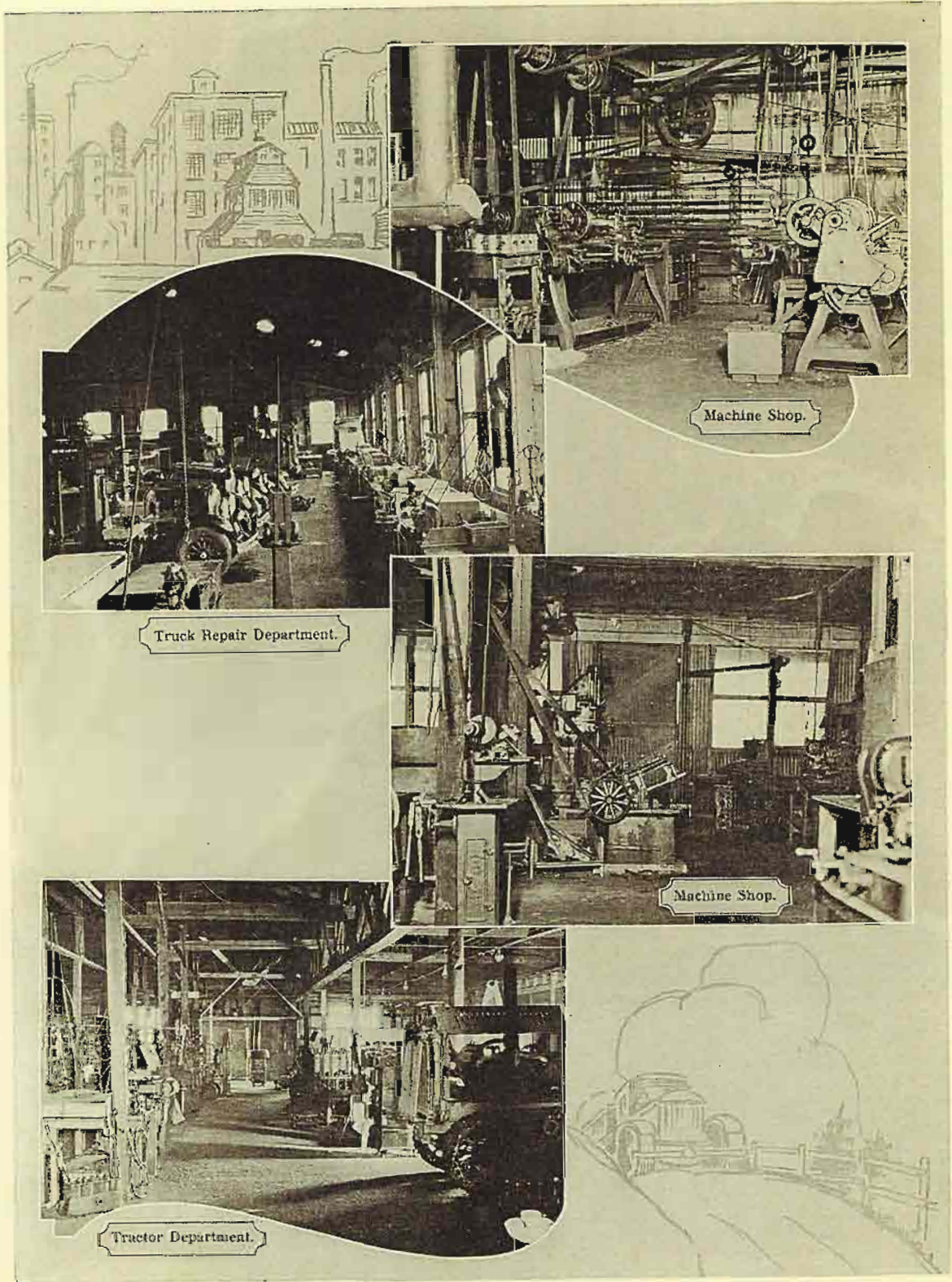


On Route No. 65, Chicot County.

On the Arkansas-Louisiana Highway in Desha County.

Section of Route No. 65 between McGehee and Trippe Junction in Chicot County.

Damage caused by Floods during the Spring of 1927.



Machine Shop.

Truck Repair Department.

Machine Shop.

Tractor Department.

Interior Views of General Shop at Little Rock.

## Business Division

### GENERAL

Under the provisions of Act 11 of the Forty-Sixth General Assembly, the fiscal year of the Department of State Lands, Highways and Improvements was changed to terminate February 28th instead of June 30th, however, in view of the fact that the last biennial report of the Department was compiled as of June 30, 1926, the financial and statistical statements herein, except the Construction accounts, are prepared to include the operations of the Department to June 30, 1928, although the close of the present biennium would be February 28, 1929.

**Receipts and Disbursements.** The law requires all expenditures to be made by vouchers drawn on the State Auditor, who after passing upon the accuracy and authority for such vouchers, issues warrants upon the State Treasurer, payable out of the State Highway funds. The Department does not disburse any monies and all receipts credited to the Department funds are remitted direct to the State Treasurer, except minor auto fees and land commission fees which, after proper reconciliation, are deposited by the Department Cashier with the State Treasurer.

**Authority for Purchases.** Invoices for all major purchases are audited and reconciled with the original purchase orders issued by the Purchasing Agent and vouchered direct from the General Office. District purchases for minor expenses and supplies are made by the District Engineer or his assistant upon triplicate purchase orders, the originals of which are attached to the invoices submitted by the various creditors and sent by the District Offices to the general headquarters each month.

### ACCOUNTING

All invoices for purchases made by District Engineers are verified and audited in the General Office before same are vouchered and the distribution of charges shown on all invoices is checked by the Accounting Department. Each District Office maintains its individual set of records; however carbon copies of the general record containing transcriptions of the District's expenditures are forwarded to the General Office each month for verification and reconciliation.

Maintenance funds are allotted to each District semi-annually on a budget plan and each District Engineer is required to confine his expenditures within the limit of his budget allowance.

Construction expenditures are allotted to the District by "authority for expenditures" which is issued through the office of the Assistant State Highway Engineers, the said A. F. E. form being numbered and recorded numerically in that office. Authority for expenditures are made to cover the contract award plus a reserve for engineering and contingencies.

All bills and invoices are checked and approved by the District Engineers, the Purchasing Department and the General Office Auditing Department before same are vouchered for payment. Monthly statements of vouchers issued are mailed to each member of the Commission for their approval by resolution at their regular meeting at the close of each month.

### TRAFFIC

The specific duties devolving upon the Traffic Department are to route, rate, classify and trace, with a view to expediting all movements and obtaining the lowest transportation charges on freight consigned to or by the Commission. This Department approves all bills for transportation charges before payment. If errors are detected, it advises the correct basis for payment and prepares and files all claims for overcharge, loss or damage. It represents the Commission before Railroad Freight Committees and the State and Federal regulatory bodies with a view to preserving rate structures pertaining to the commodities in which the Commission is interested, and preventing discrimination, prejudices or burden by reason of improper classification and rating in tariff publication.

The extensive construction program of the Commission during the reporting period resulted

in the transportation of approximately Eight Hundred and Fifty Thousand (850,000) tons of freight, necessitating the expenditure of approximately Three-Quarters of a Million Dollars in transportation charges.

**Rate Structure Investigation.** The Commission, through its Traffic Department, investigated the possibility of a reduction in freight charges for the movement of road materials and supplies.

It was found that the Interstate Commerce Commission in the Memphis Southwestern Investigation Docket No. 9702 had prescribed a scale of rates applying on sand, gravel, crushed rock and related articles for application to both intrastate and interstate movement in Arkansas. The Arkansas Legislature and the Arkansas Railroad Commission endeavored to protect the public interest by prescribing lower rates than those fixed by the Interstate Commerce Commission in the 9702 case.

The carriers secured an injunction against Act 185, passed by the State Legislature and against the Arkansas Railroad Commission restraining them from applying rates other than the 9702 Scale. This Department then petitioned the Interstate Commerce Commission to open the case. This was done by them, a general investigation being ordered of the rates applying on sand, gravel, crushed stone and related articles in the territory embraced by the States of Arkansas, Louisiana, Oklahoma and Texas. Hearings were held at New Orleans, Louisiana, and Dallas, Texas, at which this Department presented evidence in support of lower rates. The case is now in the hands of the Interstate Commerce Commission awaiting the examiner's tentative report, at which time the case will be argued before them. We have hopes of securing a reduction in rates that will mean a substantial saving in freight charges.

### AUTOMOBILE

The Forty-Sixth General Assembly did not enact laws which materially affected the manner of collecting and distributing automobile licenses and tags and the same fees prevailed during this biennium as during the previous years. Some attention should be given, by the next Legislature, to the enactment of adequate laws for the enforcement of all automobile regulations and requirements with reference to non-licensed vehicles and also to enforcing the present laws against recklessness, overloading and glaring headlights.

### LEGISLATIVE REQUEST

In compliance with the request made under House Resolution No. 9, at the Special Session of the Legislature in September, 1928, the detailed construction expenditures for the 1927-1928 period are compiled as of September 20, 1928, together with the statistical figures on the percentage of completion, the mileage completed and the cost per bridge, as well as other data included in the said request.

The balance to the credit of the State Highway Funds as of September 28, 1928, amounted to \$4,324,428.33.

### COMMENTS

Detailed explanation and comment upon the statistical and financial statements embodied herein is considered unnecessary as the tables themselves are self-explanatory. Specific attention is called to the detailed statement of the bonds assumed under Act 11 of the various Road Improvement Districts of the State, as of January 1, 1927, together with the total maturities compiled to the date of their expiration.

A detail of the maturities during the year 1929 in respect to Road Improvement District bonds is also shown, as well as a schedule of the obligations reflecting annual maturities from 1927 to 1958, inclusive, of the Road Improvement Districts and the two highway note issues amounting to \$26,000,000. Special attention is directed to the fact that the greatest amount due in any one year is \$7,557,584.25, which amount is due in 1930.

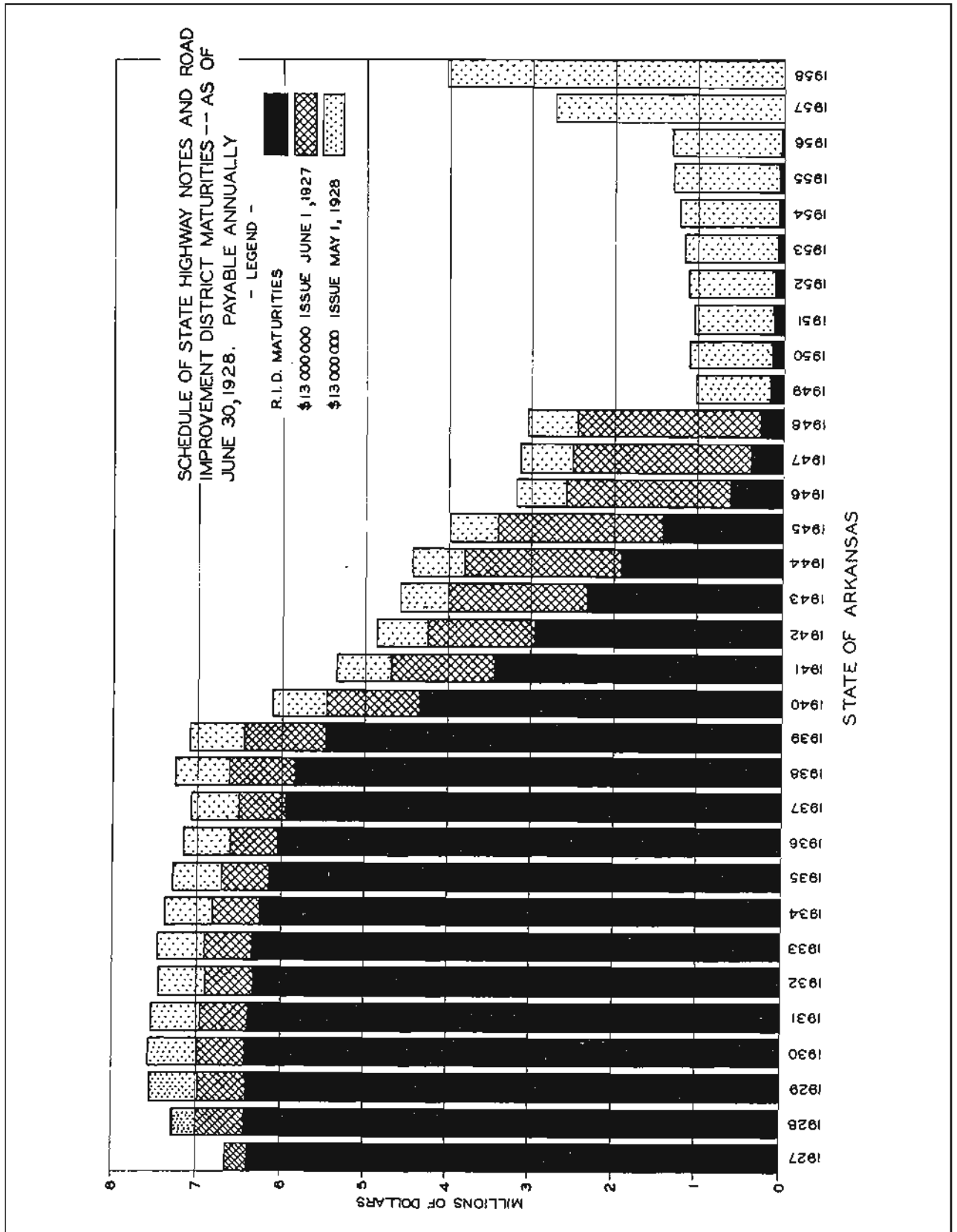


PLATE No. 21

## HARAHAN VIADUCT

On July 26, 1927, the Arkansas State Highway Commission formally and legally took over the management and control of the wooden viaduct between Arkansas and Memphis, Tennessee, generally called the Harahan Viaduct and a statement of the operation of this toll viaduct for the first year under the management of the Commission is included herein.

As shown by this statement of operations the gross toll collection for the period mentioned amounted to \$278,261.31 and the operating cost of the viaduct, including the salaries and expenses of the collectors and the clerical forces, upkeep and maintenance of the bridge, insurance and necessary equipment, amounted to \$71,690.16, leaving a net collection for the year of \$206,571.14. In the settlement with the Crittenden County Court, there was turned over for use of the Commission, \$20,463.40.

A fire loss of \$4,298.75 was fully covered by insurance on the viaduct and the expense of reconstructing that portion of the viaduct damaged by fire does not appear in the figures submitted.

## Collections and Expenditures of Harahan Viaduct From July 25, 1927, to July 31, 1928

Total collections from July 25, 1927, to July 31, 1928 .....			\$278,261.30
EXPENSES—Salaries:			
Manager.....	\$ 3,600.00		
Bookkeeper.....	2,950.00		
Traffic Officer.....	2,500.00		
Bridge Foreman.....	4,368.00		
Collectors.....	24,495.75	\$37,913.75	
Bridge Labor.....		5,385.35	
Printing Coupon Books.....	108.50		
Stationery and Office Supplies.....	419.43		
Gas, Oil and Auto Supplies and Repairs.....	2,690.99		
Small Tools and Miscellaneous Supplies.....	256.94		
Disinfectant.....	6.00		
Nails, Spikes, Staples, etc.....	1,654.89		
Bridge Decking.....	15,339.41		
Bridge Piling.....	2,007.35		
Coal.....	397.50		
Cash Register Supplies.....	202.56		
Water and Ice.....	291.80		
Telephone and Telegraph.....	211.94		
Electrical Supplies.....	528.80		
Miscellaneous Items.....	575.62	24,691.73	
EQUIPMENT—			
Royal Typewriter.....	92.25		
Burroughs Adding Machine.....	135.95		
Bedding and Towels.....	81.82		
Stoves and Lanterns.....	21.25		
Chevrolet Coach.....	500.00		
National Cash Register.....	380.00		
Chevrolet Truck.....	648.36		
Fire Barrels.....	25.00	1,884.63	
INSURANCE—			
Fire.....	1,579.43		
Burglary.....	55.00		
Theft.....	62.77		
Collectors' Bonds.....	117.50	1,814.70	
			71,690.16
NET COLLECTIONS .....			\$206,571.14

## Financial Tables

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**Reconciliation of Account With State Treasurer, June 30, 1928**

July 1, 1926—Balance on hand in State Treasury		\$ 2,738,655.98
Department Receipts .....		43,084,257.18
		\$45,822,913.16
Department Expenditures—		
July 1, 1926, to February 28, 1927—		
Administrative expenses .....	233,048.20	
Road maintenance .....	1,984,090.32	
Road construction .....	1,479,342.74	
Miscellaneous appropriations .....	38,181.49	
Total.....		\$ 3,752,662.75
March 1, 1927, to June 30, 1928—		
Administrative .....	312,206.66	
Road maintenance .....	3,320,879.97	
Road construction .....	13,185,237.54	
Interest State highway notes.....	585,000.00	
Bonds and interest, road improv. districts...	7,224,614.50	
Returns to county road funds.....	2,757,091.40	
Land Department—Special .....	4,099.97	
Refund gas and oil taxes .....	587,641.26	
Attorney General's office.....	5,100.00	
Bus Division .....	10,747.21	
Miscellaneous appropriations .....	11,516.31	
		28,004,134.82
		31,756,797.57
Deduct—		
Outstanding vouchers, July 1, 1926, cashed by Treasurer subsequent to that date.....		\$14,066,115.59
		2,262,061.14
		\$11,804,054.45
Add vouchers outstanding June 30, 1928.....		803,721.93
		\$12,607,776.38

**Statement of Appropriations from State Highway Fund, Authorized by the Forty-fifth General Assembly, 1925.**

July 1, 1926, to February 28, 1927.

Code No.	NAME	Amount of Appropriation	Amount Expended	Unexpended Balance
92- 11-27R	Salary of commissioner.....	\$ 3,250.00	\$ 2,166.64	\$ 1,083.36
92- 12-27R	Salary of engineer.....	5,000.00	3,333.28	1,666.72
92- 12-27R	Salary of secretary.....	2,700.00	1,800.00	900.00
92- 14-27R	Salary of land deputy.....	2,400.00	1,600.00	800.00
92- 15-27R	Salary of 3 land clerks.....	5,400.00	3,600.00	1,800.00
92- 16-27R	Salary of land commissioner.....	1,500.00	1,000.00	500.00
92- 17-27R	Salary of auto deputy.....	2,400.00	1,600.00	800.00
92- 18-27R	Salary of 2 auto clerks.....	3,600.00	2,400.00	1,200.00
92- 19-27R	Salary of extra auto clerks.....	4,500.00	3,690.11	809.89
92- 29-27R	Engineers, draftsmen, clerks & sten.	135,000.00	118,960.85	16,039.15
92- 32-27R	Office maintenance.....	30,000.00	28,073.69	1,926.31
92- 34-27R	Commission's expense.....	2,500.00	1,642.13	857.87
92- 35-27R	Auto tags, badges, etc.....	60,000.00	60,000.00	-----
92- 36-27R	Clerk's and register's fees.....	750.00	181.50	568.50
92- 42-27R	Office equipment.....	3,000.00	3,000.00	-----
92- 43-27R	Road maintenance.....	1,238,000.00	1,234,330.98	3,669.02
92-341-27R	Road maintenance, additional.....	750,000.00	749,759.34	240.66
92- 44-27R	Road construction.....	1,500,000.00	1,497,342.74 ✓	2,657.26
92- 47-27R	Tucker road.....	12,000.00	8,896.96	3,103.04
92- 48-27R	Varner road.....	15,000.00	14,997.03	2.97
92- 49-27R	Return to county funds.....	3,000,000.00	-----	3,000,000.00
92- 50-27R	Road through 3rd Dist. Aggie School..	14,287.50	14,287.50	-----
Totals.....		\$6,791,287.50	\$3,752,662.75	\$3,038,624.75

**Statement of Appropriations from State Highway Fund, Authorized by the Forty-sixth General Assembly, 1927**

Code No.	NAME	Amount of Appropriation	Amount Expended	Unexpended Balance
<b>March 1, 1927, to February 28, 1929</b>				
<b>State Highway Commission</b>				
92- 10-29R	Administrative expenses .....	\$ 555,000.00	\$ 312,206.66	\$ 242,793.34
92- 18-29R	Bond & interest (R. I. D. counties)....	13,000,000.00	7,224,614.50	5,775,385.50
92- 35-29R	Interest on State highway notes.....	1,710,000.00	585,000.00	1,125,000.00
92- 43-29R	Road maintenance.....	5,250,000.00	3,320,879.97	1,929,120.03
92- 44-29R	Road construction.....	26,000,000.00	13,185,237.54 ✓	12,814,762.46
92- 48-29R	Return to county road fund.....	2,757,091.40	2,757,091.40 ✓	-----
<b>July 1, 1927, to June 30, 1929</b>				
<b>Attorney General's Office</b>				
51-121-28R	Salary assistant attorney general.....	3,600.00	3,600.00	-----
51-141-28R	Salary of stenographer.....	1,500.00	1,500.00	-----
<b>Arkansas Railroad Commission</b>				
75- 19-28R	Salary bus inspector.....	3,750.00	3,750.00	-----
75- 20-28R	Salary deputy bus inspector.....	2,250.00	2,250.00	-----
75- 21-28R	Salary clerk bus division.....	2,250.00	2,250.00	-----
75-323-28R	Maintenance bus division.....	2,500.00	2,497.21	2.79
<b>Department of Revenues</b>				
65- 47-28R	Refund gasoline and oil.....	600,000.00	587,641.26	12,359.74
<b>Land Office Special</b>				
92-151-28R	Revision of land office records.....	5,000.00	2,499.97	2,500.03
92-321-28R	Maintenance of land office records....	1,600.00	1,600.00	-----
92-341-28R	Exp. Commissioner H'way Problems	3,543.00	3,543.00	-----
	Legislative Deficiency Claims .....	7,973.31	7,973.31	-----
		<b>\$49,906,057.71</b>	<b>\$28,004,134.82</b>	<b>\$21,901,922.89</b>

**Summary of Receipts Credited to Highway Fund in Hands of State Treasurer, July 1, 1926,  
To June 30, 1928**

SOURCE OF FUNDS	July 1, 1926, to Dec. 31, 1926	Jan. 1, 1927, to Dec. 31, 1927	Jan. 1, 1928 to June 30, 1928	Total Biennium Ending June 30, 1928
Automobile licenses .....	\$ 458,827.85	\$ 3,530,839.62	\$ 3,288,751.72	\$ 7,278,419.19
Automobile, miscellaneous fees.....	11,892.00	42,791.70	31,646.20	86,329.90
Gasoline taxes .....	2,319,118.19	4,404,637.23	2,547,908.82	9,271,664.24
Bus Division taxes .....		10,151.45	7,002.80	17,154.25
Proceeds of note issue .....		13,000,000.00	13,000,000.00	26,000,000.00
Premium on note sales .....		235,625.00	170,877.78	406,502.78
Attorney General, miscel. fees .....		7.50	1,212.75	1,220.25
Land Commissioner's fees.....	3,179.15	8,949.15	3,819.46	15,947.76
Miscellaneous receipts .....	2,344.45	2,657.04	2,017.32	7,018.81
	<u>\$2,795,361.64</u>	<u>21,235,658.69</u>	<u>19,053,236.85</u>	<u>43,084,257.18</u>
*Credits, acc. freight refund, etc.....	3,866.70	338.93	.....	4,205.63
*Credits acc. road improv. district funds and interest under Act 112 .....		301,221.48	37,652.49	338,873.97
Federal aid received.....	609,888.02	514,195.20	659,247.62	1,783,330.84
Total revenue of Department from all sources, July 1, 1926, to June 30, 1928 .....	<u>\$3,409,116.36</u>	<u>\$22,051,414.30</u>	<u>\$19,750,136.96</u>	<u>\$45,210,667.62</u>

\*—Note: Credit for refund of freight interest charges on road improvement district obligations and cash received from road improvement district under Act 112 are credited back to appropriations.

Statement of Department Receipts Shown in Detail, July 1, 1926, to June 30, 1928.

	Auto License	Gas and Oil	Auto Division	Land Division	Delinquent Auto Taxes	Delinquent Gas and Oil Taxes	Receipts Collected Under Act 112	Refunds on Bond Vouchers	Miscel. Items	Motor Vehicle Carrier Tax	Note Issue	Premiums on Notes	Attorney General	TOTAL
1926—														
July	\$ 50,767.04	\$ 353,142.41	\$ 1,447.50	\$ 558.40	\$ 640.00				\$ 1,325.24					\$ 417,880.39
August	110,826.16	412,469.74	3,006.55	338.00	1,548.00				79.20					538,257.65
September	118,715.87	421,272.58	2,038.95	476.00	6,428.84				818.48					549,750.72
October	65,078.84	403,730.91	1,066.40	759.00					2,265.22					473,888.49
November	52,579.37	368,798.90	2,139.30	387.25					1,459.92					423,990.49
December	59,862.07	340,764.57	2,193.30	660.50	332.24				268.98					403,150.39
Total	\$ 488,827.85	\$ 2,310,119.11	\$ 11,892.00	\$ 3,179.15	\$ 8,989.08				\$ 6,211.15					\$ 2,799,228.34
1927—														
January	\$ 154,814.27	\$ 300,106.81	\$ 10,848.60	\$ 412.00					\$ 1,950.19					\$ 488,131.87
February	2,391,484.87	277,804.91	7,277.20	557.50					63.38					2,676,677.86
March	321,862.33	242,685.92	6,415.70	1,038.65	19,330.82				68.59					413,304.47
April	133,562.96	299,848.07	2,601.70	642.00	7,492.54				7.94					471,432.72
May	89,837.10	297,043.00	2,450.90	473.00	22,628.56				258.78					403,690.17
June	96,733.30	324,037.33	2,912.90	615.00	13,627.39				9.75					455,833.54
July	45,526.51	367,087.43	2,333.75	426.00	799.15				14.86					455,833.54
August	142,277.82	435,438.20	2,333.75	793.00	5,489.00				14.86		13,000,000.00			13,775,719.61
September	61,620.38	461,895.40	1,659.10	674.00	9,000.00				96.41					633,431.07
October	37,146.73	436,776.90	1,401.80	517.00	5,000.00				141.73					536,731.25
November	29,991.49	479,305.99	1,211.50	1,578.00	4,452.50				112.95					535,546.26
December	19,227.34	417,047.50	1,223.00	1,223.00	1,632.82				296.69					538,309.15
Total	\$ 3,524,575.40	\$ 4,338,737.46	\$ 42,791.70	\$ 8,949.15	\$ 6,264.22	\$ 65,999.77	\$ 192,858.00	\$ 108,383.43	\$ 2,985.97	\$ 10,151.45	\$ 13,000,000.00	\$ 335,625.00	\$ 7.50	\$ 42,739.98
1928—														
January	\$ 355,846.36	\$ 459,071.16	\$ 13,470.00	\$ 647.46	\$ 8,951.28				\$ 1,283.13					\$ 840,708.84
February	1,984,601.00	353,238.61	7,891.70	747.00	332.60				65.28					2,380,448.41
March	516,053.51	382,171.75	3,559.10	753.50	320.00				55.10					994,535.91
April	142,219.80	416,648.17	2,163.10	600.50	7,417.64				137.15					570,831.82
May	183,522.77	406,811.91	2,861.10	648.00	26,058.90				184.70					13,792,314.92
June	81,111.78	491,141.38	2,091.20	413.00	7,076.32				281.90					582,069.44
Total	\$ 3,263,362.22	\$ 2,608,982.98	\$ 53,164.20	\$ 3,819.46	\$ 25,391.50	\$ 38,935.84	\$ 33,398.66	\$ 4,253.93	\$ 2,017.32	\$ 7,002.80	\$ 13,000,000.00	\$ 170,877.78	\$ 5.00	\$ 19,080,889.34
Grand total	\$ 7,246,763.47	\$ 9,157,839.55	\$ 86,329.90	\$ 15,947.76	\$ 31,655.72	\$ 13,824,992.26	\$ 356,561	\$ 112,617.41	\$ 11,284.44	\$ 17,154,262.60	\$ 406,502.78	\$ 1,220.25	\$ 1,220.25	\$ 43,427,336.78

## Statement of Federal Aid Receipts and Disbursements July 1, 1926, to June 30, 1928

COUNTY	PROJECT	Balance July 1, 1926	Receipts	Expenditures	Balance June 30, 1928
Arkansas	206-A	\$ 12.38			\$ 12.38
Ashley	224-A	660.73		\$ 656.50	4.23
Ashley	231-A	225.50	\$ 24,087.11 ×	21,614.52	2,668.09
Bradley	229-A		71,453.38 ×	7,284.69	64,168.69
Calhoun	226-A		36,950.23	20,327.10	16,623.13
Chicot	213-A	1,038.85	2,010.16 ×	2,999.17	19.54
Clark	162	125.61		125.61	
Clay	238-A		22,250.26	21,784.69	465.57
Columbia	232-A	1,194.67	47,465.07 ×	37,066.28	11,593.46
Conway	79	823.61	40,300.51 ×	11,124.12	
Conway	141-B		13,728.27 ×	7,981.18	5,747.09
Craighead	220-A	200.75		200.75	
Crawford	216-A and B	2,382.55	7,368.09 ×	6,375.54	3,375.10
Crawford	234-A		32,218.96 ×	30,849.70	1,369.26
Crittenden	300-A Unit No. 1		76,358.23	28,679.60	47,678.63
Crittenden	300-A Unit No. 2		5,648.40	20.90	5,627.50
Desha	189-A		43,805.24 ×	48,098.95	4,293.71
Drew	194-A		28,231.94 ×	15,070.61	13,161.33
Faulkner	174-A		23,808.26 ×	22,387.63	1,429.63
Faulkner	102		9,137.63 ×	9,004.13	133.50
Garland	235-A		21,255.00	2,753.84	18,501.16
Greene	205-A	5,654.40	25,615.76 ×	31,269.95	.21
Greene	239-A		12,912.62 ×	12,978.42	65.80
Greene	276-A		22,435.37 ×		22,435.37
Independence	240-B		35,370.91 ×	22,241.98	13,125.93
Independence	240-A		132,954.40 ×	109,760.50	23,193.90
Jackson	230-A		24,045.80 ×	31,535.67	7,489.87
Johnson	26	18.58	4,739.89 ×	2,828.61	1,892.70
Johnson	26-A		12,394.37 ×	10,164.06	2,230.31
LaFayette	215-B		22,505.43 ×	16,893.30	5,612.13
Lawrence	241-A		24,493.25 ×	20,738.87	3,754.38
Lee	183-B and C	2,800.43	15,860.86 ×	15,460.51	3,200.75
Lee	183-E		39,171.00	6,835.15	32,335.85
Lee	191-A B C D	56.98	58,169.15 ×	51,086.91	7,139.22
Lee	192-A and B	2,081.44	2,775.48	4,856.92	
Lee	190-A B C	7.70	50,868.98 ×	50,876.68	
Lee	183-D		9,996.68 ×	9,997.68	1.00
Little River	202-A		3,648.39 ×	3,648.39	
Little River	222-A	684.84	472.59 ×	1,149.64	7.79
Miller	472		22,970.37 ×	22,959.12	11.25
Miller	184-A and B	1,571.12	3,136.35	4,687.09	20.38
Miller	214-A	1,468.95	29,368.36 ×	7,755.96	23,081.35
Miller	212		9,104.88 ×	9,104.88	
Mississippi	99		60,507.82 ×	60,507.82	
Monroe	195-A	525.03	25,012.74 ×	25,489.54	18.23
Montgomery	196-A		18,340.81 ×	16,643.74	1,697.07
Nevada	201-A and B		6,787.94 ×	6,787.94	
Ouachita	223-A and B	4,306.37	54,951.65 ×	59,258.32	.30

**Statement of Federal Aid Receipts and Disbursements, July 1, 1926, to June 30, 1928**  
(Continued)

COUNTY	PROJECT	Balance July 1, 1926	Receipts	Expenditures	Balance June 30, 1928
Phillips	192-C		4,522.71	4,262.65	260.06
Pike	236-A		5,829.05 ×	5,806.18	22.87
Poinsett	179-B		1,605.69 ×	117.21	1,488.48
Polk	101-A	3,570.05	469.79 ×	4,039.84	
Polk	253-A		21,694.33	9,244.01	12,450.32
Pope	170-A B & C		42,286.18 ×	42,286.18	
Prairie	199-A		20,738.53 ×	3,813.78	16,924.75
Scott	198-A and B	9,350.41	16,910.98	15,970.66	10,290.73
Sebastian	243-A		18,555.00	10,745.15	7,809.85
Sebastian	187-A	926.83	19,074.49 ×	20,001.22	.10
St. Francis	183-A		8,009.50 ×	8,009.50	
St. Francis	12	2,537.94		2,524.82	13.12
St. Francis	183-F		7,296.77 ×	7,296.77	
Union	221-A	173.55		170.50	3.05
Union	237-A		29,883.19	17,176.92	12,706.27
Union	182-A	204.22		202.90	1.32
Union	225-A	2,955.18	38,775.71 ×	41,730.89	
Union	232-B		169,398.79	92,785.30	76,613.49
Woodruff	219-A	295.63	20,527.03 ×	9,415.27	11,407.39
Yell	244-A		49,074.43	31,069.24	18,005.19
Craighead	180-C	344.70		344.70	
Pike	204-A	7,497.24	707.95 ×	8,205.19	
Pike	209-A	565.86		565.86	
Poinsett	179-A and B		1,300.63 ×	1,300.63	
Craighead	29	16.15		16.15	
Independence	59-A B C D E		23,570.06 ×	23,570.06	
Izard					
Fulton					
Mississippi	149-C D E		8,624.54 ×	8,624.54	
Poinsett	180-B		6,497.46	6,497.46	
Saline	175		33,289.44 ×	33,289.44	
		\$54,241.09	\$1,783,330.84	\$1,349,030.51	\$488,541.42

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**Recapitulation of Accounts With Various Banks, in Respect of District and Special Funds as of  
June 30, 1928**

County	PROJECT	Balance July 1, 1926	Receipts	Expenditures	Balance June 30, 1928
Ashley	Wilmot road district		\$ 5,074.70	\$ 5,074.70	
Ashley	Wilmot bridge district		5,000.00	5,000.00	
Chicot	Lena river-Leland road	\$ 183.58		114.35	69.23
Chicot	Eudora-Kilbourne road		19,571.56	19,571.56	
Chicot	Eudora-Kilbourne road		1,558.52	1,558.52	
Clay	Corning, Mo.-Ark. road	35.60	230.00	251.01	14.59
Clay	Corning, Mo.-Ark. road	90.00	230.00	127.13	192.87
Clay	Corning, Mo.-Ark. road	1,170.78		1,167.60	3.18
Clay	Corning-Piggott road		7,500.00	7,500.00	
Clay	Corning-Piggott road		1,200.00	1,200.00	
Clay	Corning-Piggott road		900.00	900.00	
Columbia	Magnolia-Village road	352.95	13,028.40	13,274.52	106.83
Crawford	Van Buren-Alma road	5.08		3.55	1.53
Crawford	Van Buren-Alma road	11.24			11.24
Crawford	Van Buren-Alma road	34.60	1,679.00	1,713.60	
Crittenden	Harahan viaduct		80,000.00	77,833.65	2,166.35
Crittenden	Harahan viaduct		268,030.29	72,142.42	195,887.87
Crittenden	Harahan viaduct		280,378.45	185,932.29	94,446.16
Desha	McGehee, East & West road		30,278.71	30,274.53	4.18
Desha	McGehee, East & West road	20,942.31	1,103.85	21,029.25	1,016.91
Desha	McGehee, East & West road	20,000.00	28,572.07	48,561.35	10.72
Garland	Road Improv. District No. 8		33,532.22	30,730.73	2,801.49
Garland	Malvern-Hot Springs road		21,255.00		21,255.00
Grant	Sheridan Leola road	86.55		85.50	1.05
Grant	Sheridan Leola road	253.25		245.48	7.77
Grant	Road Improv. District No. 1	31.48		31.48	
Greene	Paragould-Hopkins Br. Rd.	22,819.52		22,819.52	
Greene	Paragould-Hopkins Br. Rd.		12,474.16	5,286.43	7,187.73
Greene	Rheas bridge (Am. So.)	28,000.00		16,186.36	11,813.64
Greene	Paragould-Hopkins Br. Rd.	24,152.73		24,148.20	4.53
Greene	Paragould-Hopkins Br. Rd.	25,473.98		25,473.98	
Greene	Marmaduke-Holliday road		18,000.00	17,988.36	11.64
Hot Spring	Road Improv. District No. 1	O. D. 96.10	2,481.55	2,385.45	
Independence	Ind. Co. Bridge Dist. No. 1		49,881.75	49,866.96	14.79
Independence	Ind. Co. Bridge Dist. No. 1		44,262.20	43,747.03	515.17
Independence	Ind. Co. Bridge Dist. No. 1		40,520.67	40,520.67	
Independence	Ind. Co. Bridge Dist. No. 1		20,768.65	20,768.65	
Jackson	Road Improv. District No. 2		19,992.17	19,992.17	
Jackson	Road Improv. District No. 8		23,186.73	22,763.57	423.16
Jackson	Road Improv. District No. 8		18,486.72	18,437.93	48.79
Jackson	Road Improv. District No. 8		16,586.72	16,586.72	
Jackson	Road Improv. District No. 8		73,512.47	71,111.63	2,400.84
Johnson	Spadra Creek bridge		8,000.00	8,000.00	
Johnson	Spadra Creek bridge		2,000.00	2,000.00	
Lawrence	Walnut Ridge-Hoxie road		12,207.09	12,207.09	
Lawrence	Walnut Ridge-Hoxie road		12,763.71	12,763.71	
Lee	Road Improv. District No. 3	13,667.86	5,551.37	18,946.42	272.81

**Recapitulation of Accounts With Various Banks, in Respect of District and Special Funds as of  
June 30, 1928—(Continued)**

County	PROJECT	Balance July 1, 1926	Receipts	Expenditures	Balance June 30, 1928
Lee	Road Improv. District No. 3	4,053.55	212.00	4,094.99	170.56
Lee	Road Improv. District No. 3	389.95	107.93	497.88	.....
Lee	Road Improv. District No. 4	3,999.98	76.08	3,816.47	259.59
Lee	Road Improv. District No. 4	8,752.39	1,794.72	6,677.58	3,869.53
Lee	Road Improv. District No. 4	2,746.34	81.67	2,905.78	77.77
Lee	Kokomo-St. Fran. Co. line Rd.	137.65	334.40	305.00	167.05
Lee	Bridge District No. 2	.....	126,606.73	40,168.93	86,437.70
Lonoke	L. Rock-Lonoke-Carlisle Rd.	.....	3,325.73	3,142.60	183.13
Madison	Madison County bridges	.....	5,000.00	5,000.00	.....
Madison	Madison County bridges	.....	2,200.00	2,200.00	.....
Miller	Red River bridge at Fulton	1,947.42	.....	1,947.42	.....
Mississippi	Blytheville-Manilla-Leachville	.....	8,624.54	8,624.54	.....
Monroe	Blackton-Phillips Co. line Rd.	1,858.64	.....	1,837.10	21.54
Monroe	Road Improv. District No. 6	5,000.00	2,500.00	7,499.97	.03
Monroe	Road Improv. District No. 6	.....	32,412.01	31,906.93	505.08
Montgomery	Mt. Ida-Hot Springs road	.....	5,000.00	4,999.99	.01
Ouachita	Camden-Stephens road	30,422.13	.....	30,419.90	2.23
Pike	Pike County bridges	482.66	.....	482.66	.....
Scott	Fourche River bridge	58.35	50.56	44.16	64.75
Sebastian	Greenwood-Mansfield road	31.77	.....	28.65	3.12
Sebastian	Fort Smith-Van Buren road	.....	30,554.02	29,275.22	1,278.80
Stone	Road Improv. District No. 5	2,770.59	20.64	2,763.00	28.23
Union	El Dorado-Magnolia road	.....	35,368.18	35,157.98	210.20
Union	Strong-Huttig road	.....	53,218.94	53,195.85	23.09
Union	El Dorado-Strong road	2,002.08	.....	1,952.77	49.31
Union	El Dorado-Smackover road	80.09	.....	47.44	32.65
Woodruff	McCrary-Fair Oaks road	500.00	.....	500.00	.....
Yell	Dardanelle bridge	.....	1,614.88	1,614.88	.....
Yell	Dardanelle bridge	.....	150,000.00	50,224.61	99,775.39
Yell	Dardanelle bridge	.....	59,000.00	19,785.45	39,214.55
Yell	Dardanelle bridge	.....	55,000.00	18,453.73	36,546.27
Yell	Dardanelle bridge	.....	20,000.00	6,658.57	13,341.43
		\$222,449.00	\$1,772,901.76	\$1,372,554.12	\$622,796.64

**Statement of Federal Aid Receipts, July 1, 1926, to June 30, 1928.**

July 1, 1926, to December 31, 1926—		
July.....	\$109,784.63	
August.....	43,676.30	
September.....	179,471.59	
October.....	88,824.64	
November.....	145,491.14	
December.....	42,639.72	
	<hr/>	
Total.....		\$ 609,888.02
January 1, 1927, to December 31, 1927—		
January.....	\$ 94,103.86	
February.....	84,911.16	
March.....	74,320.25	
April.....	46,606.21	
May.....	74,188.27	
June.....	2,700.21	
July.....	5,998.43	
August.....	12,655.98	
November.....	8,585.94	
December.....	110,124.89	
	<hr/>	
Total.....		\$ 514,195.20
January 1, 1928, to June 30, 1928—		
January.....	\$ 85,554.25	
February.....	33,452.49	
March.....	59,386.57	
April.....	98,965.41	
May.....	256,234.59	
June.....	125,654.31	
	<hr/>	
Total.....		\$ 659,247.62
		<hr/>
Total Receipts.....		\$1,783,330.84

Annual Automobile Registration and Receipts Therefrom.

	1924		1925		1926		1927		1928 (6 Months)	
	No. Cars Registered	Receipts	No. Cars Registered	Receipts	No. Cars Registered	Receipts	No. Cars Registered	Receipts	No. Cars Registered	Receipts
Arkansas	3,218	\$ 55,372.03	3,859	\$ 65,013.96	4,472	\$ 78,280.67	4,566	\$ 80,540.15	3,797	\$73,405.00
Ashley	1,651	25,154.39	1,825	28,123.43	2,232	34,886.64	2,240	35,496.32	2,040	36,675.00
Baxter	498	7,939.37	600	9,604.85	706	11,599.15	624	10,078.37	534	9,610.00
Benton	4,015	68,604.41	5,049	82,959.33	5,953	101,210.91	5,998	103,209.07	5,125	95,783.75
Boone	1,035	16,404.58	1,378	22,131.17	1,694	27,581.65	1,752	29,071.62	1,598	29,213.75
Bradley	1,297	21,568.10	1,553	25,369.57	1,876	30,996.75	2,045	33,255.26	1,826	33,177.00
Cathoun	569	9,226.50	725	10,980.25	890	13,847.02	849	13,619.15	825	14,583.00
Carroll	1,158	22,094.26	1,525	27,271.83	1,872	33,416.28	2,045	35,922.71	1,720	32,983.25
Chicot	1,403	23,085.23	1,782	29,877.56	2,153	36,925.15	2,156	38,210.49	1,843	35,501.75
Clark	1,613	26,500.42	2,174	34,604.24	2,800	47,546.01	2,709	46,915.89	2,473	46,524.75
Clay	2,175	33,080.86	2,720	43,548.72	2,612	43,778.82	2,394	37,184.31	1,856	34,057.00
Cleburne	631	8,783.49	900	14,352.85	959	15,981.72	967	15,029.25	877	15,780.00
Cleveland	609	9,312.70	800	12,486.43	1,006	16,449.92	1,041	16,522.92	939	16,744.00
Columbia	1,814	30,342.08	2,130	33,285.05	2,697	44,052.07	2,719	45,022.44	2,602	46,271.00
Conway	1,153	18,557.96	2,055	32,001.40	2,150	38,265.30	1,867	31,972.71	1,502	27,970.00
Craighead	3,552	60,944.53	4,567	77,181.23	4,657	82,218.00	4,592	79,651.84	4,250	81,359.00
Crawford	1,845	29,709.80	2,251	35,997.18	2,635	43,985.87	2,607	43,477.45	2,042	37,505.75
Crittenden	1,503	29,237.90	2,235	37,493.75	2,564	49,944.10	2,647	47,152.96	2,783	58,112.75
Cross	1,104	17,674.26	1,543	23,406.75	1,852	30,329.00	1,946	30,475.74	1,774	32,648.50
Dallas	1,099	17,858.77	1,279	21,012.54	1,633	27,557.63	1,569	26,076.90	1,419	25,779.50
Desha	1,297	22,800.80	1,621	26,955.60	1,978	33,166.00	1,908	33,459.28	1,626	31,041.50
Drew	1,205	20,370.64	1,287	20,991.53	1,593	27,029.35	1,752	29,451.35	1,619	30,407.00
Faulkner	2,016	31,374.53	2,695	43,672.93	2,973	50,269.69	2,797	45,087.44	2,599	47,142.50
Franklin	1,477	23,634.13	1,759	27,821.17	1,833	30,695.56	1,769	28,754.52	1,492	26,008.75
Fulton	537	8,998.80	832	13,313.08	998	16,678.50	805	13,287.25	618	11,200.00
Garland	3,395	79,858.18	4,623	88,469.23	5,117	97,409.83	5,562	106,042.88	5,056	100,991.00
Grant	803	13,872.94	983	15,755.61	1,199	19,808.68	1,265	20,948.75	1,137	20,490.75
Greene	1,623	26,869.11	2,118	35,342.91	2,247	37,712.65	2,187	35,670.94	1,939	35,643.25
Hempstead	1,662	27,959.88	2,128	34,374.36	2,792	47,839.88	2,846	48,396.71	2,676	50,638.50
Hot Spring	1,241	19,748.65	1,664	26,531.20	1,959	31,672.27	2,007	33,376.60	1,784	32,420.00
Howard	1,224	19,206.76	1,598	26,003.88	2,016	34,438.04	1,968	33,249.80	1,731	31,821.25
Independence	1,443	23,329.75	2,009	33,584.35	2,208	36,941.07	2,193	36,014.07	1,827	33,877.00
Izard	432	6,713.20	755	12,373.48	830	13,981.90	738	11,264.50	652	11,614.25
Jackson	1,648	28,621.72	2,241	37,120.60	2,414	39,990.05	2,251	36,375.52	1,947	36,212.25
Jefferson	5,082	93,933.53	6,003	105,827.35	6,700	121,392.65	6,948	125,606.60	6,458	127,574.00
Johnson	1,178	18,405.26	1,560	24,170.79	1,850	30,237.62	1,828	29,834.87	1,478	26,506.00
Lafayette	1,122	18,260.65	1,469	22,032.79	1,866	30,422.56	1,770	28,111.91	1,466	27,088.00
Lawrence	1,861	30,479.23	2,321	35,861.05	2,269	38,213.54	2,107	33,941.95	1,774	32,819.00

## Annual Automobile Registration and Receipts Therefrom.—(Cont'd.)

	1924			1925			1926			1927			1928 (6 Months)		
	No. Cars Registered	Receipts		No. Cars Registered	Receipts		No. Cars Registered	Receipts		No. Cars Registered	Receipts		No. Cars Registered	Receipts	
Lec.....	978	\$ 16,076.22		1,342	\$ 20,999.20		1,632	\$ 27,467.65		1,586	\$ 25,155.25		1,502	\$ 27,787.50	
Lincoln.....	768	12,921.74		935	15,269.58		1,042	17,517.33		1,094	17,517.33		1,033	18,982.75	
Little River.....	1,043	16,045.57		1,247	19,754.33		1,505	27,088.91		1,431	23,150.05		1,235	23,300.00	
Logan.....	1,950	30,375.33		2,638	40,846.75		3,120	50,827.65		2,831	45,588.50		2,457	42,781.50	
Lonoke.....	2,391	38,678.02		3,261	53,137.58		3,564	60,334.66		3,503	58,452.23		3,090	57,208.50	
Madison.....	415	7,308.45		618	10,450.14		778	12,882.25		800	13,051.56		652	11,500.50	
Marion.....	324	4,952.40		439	6,843.70		522	8,561.25		524	8,584.75		424	7,626.00	
Miller.....	2,199	38,379.01		3,194	58,619.23		3,813	66,692.58		3,794	66,515.23		3,349	65,743.50	
Mississippi.....	4,360	73,267.55		6,471	103,155.03		6,757	116,668.02		6,153	101,530.55		5,299	102,583.25	
Monroe.....	994	16,054.96		1,304	20,568.55		1,536	25,226.25		1,550	25,054.73		1,399	26,145.25	
Montgomery.....	721	14,057.39		1,019	18,824.49		1,095	20,241.30		1,055	18,952.78		993	18,439.25	
Nevada.....	1,084	16,763.43		1,556	23,169.14		2,211	35,662.99		2,402	39,154.96		2,125	38,422.50	
Newton.....	185	2,961.38		331	5,907.70		393	6,989.50		412	7,559.25		334	6,363.50	
Ouachita.....	2,893	47,292.25		4,111	66,248.59		4,914	83,275.14		4,981	85,007.75		4,347	82,287.75	
Perry.....	253	3,915.46		404	6,658.46		519	8,517.66		521	8,747.98		403	8,545.75	
Phillips.....	2,976	56,028.99		3,706	65,693.18		4,303	80,634.60		4,168	75,604.69		3,817	77,477.50	
Pike.....	641	10,046.69		868	14,655.24		1,112	18,647.64		1,198	20,337.65		1,137	21,038.50	
Poinsett.....	1,477	24,267.93		2,291	34,181.30		2,735	47,130.24		2,650	43,011.51		2,315	44,319.75	
Polk.....	937	15,397.40		1,452	23,720.63		1,842	31,610.52		1,911	31,936.11		1,580	28,926.00	
Pope.....	2,094	34,157.95		2,688	43,481.90		2,756	48,332.45		2,686	45,580.35		2,269	42,066.25	
Prairie.....	1,354	21,036.20		1,623	25,349.80		1,858	30,069.39		1,799	29,912.50		1,484	25,659.00	
Putaski.....	19,231	350,281.96		22,925	402,361.50		24,914	446,069.85		25,619	473,006.56		23,184	468,717.00	
Randolph.....	1,208	18,863.88		1,499	23,653.57		1,500	24,539.90		1,284	20,282.53		1,017	18,821.00	
Saline.....	1,495	26,821.66		1,732	30,413.19		1,908	32,975.89		2,044	35,145.75		1,811	33,482.00	
Scott.....	515	7,191.10		776	11,444.49		960	15,373.79		909	14,609.25		832	15,057.50	
Searcy.....	364	5,673.55		523	8,728.74		633	10,705.00		585	9,035.00		432	8,047.00	
Sebastian.....	7,274	129,875.39		8,413	143,992.64		9,629	170,311.29		9,722	173,188.64		8,416	163,250.25	
Sevier.....	1,354	22,375.32		1,650	26,693.55		1,933	35,087.85		1,895	33,332.40		1,576	29,693.25	
Sharp.....	632	10,665.53		888	14,555.44		935	17,648.26		845	13,972.00		759	13,761.75	
St. Francis.....	1,646	26,645.87		1,933	30,601.34		2,277	38,019.58		2,326	36,073.25		2,188	40,747.75	
Stone.....	230	4,369.15		329	5,628.00		400	6,671.62		383	6,361.37		307	5,883.75	
Union.....	7,110	116,053.27		11,207	184,451.46		14,014	240,355.27		13,522	239,475.93		10,375	212,161.75	
Van Buren.....	404	6,083.30		680	11,573.22		721	12,377.18		670	11,108.15		514	9,539.75	
Washington.....	3,769	68,011.19		4,924	84,937.18		5,919	103,270.15		6,166	108,418.45		5,179	99,625.70	
White.....	2,650	42,758.76		3,726	56,330.07		3,852	64,128.89		3,856	61,713.50		3,576	64,893.25	
Woodruff.....	1,235	19,522.38		1,671	26,722.96		1,918	31,614.63		1,934	31,304.92		1,761	32,598.50	
Yell.....	1,534	24,158.66		2,262	35,028.69		2,332	42,305.89		2,053	33,687.50		1,742	31,625.50	
TOTALS.....	142,376	\$2,425,424.60		185,252	\$3,071,554.56		212,007	\$3,642,585.52		210,896	\$3,619,481.40		185,177	\$3,525,379.95	

**Statement of  
General and Administrative Expenses  
July 1, 1926, to February 28, 1927.**

<b>Salaries:</b>	
Executive .....	\$ 7,299.92
Office and Clerical.....	9,200.00
Stenographers .....	10,966.67
Miscellaneous .....	13,136.41
Land Division .....	8,400.00
Auto Division .....	20,700.11
Maintenance .....	32,625.00
Construction .....	37,822.77
Total Salaries .....	\$140,150.88
<b>General Expenditures:</b>	
Office Equipment .....	\$ 4,191.91
Commis'ners Expenses	1,642.13
Clerks & Registers Fees	181.50
Postage .....	1,400.00
Water and Ice.....	443.50
Printing, Sta. & Sup....	9,774.65
Telephone & Telegraph	2,875.50
Subscriptions .....	256.95
Bonds .....	369.69
Auto Div. Tags & Badg's	60,000.00
Auto Division Printing	11,761.49
Total .....	\$ 92,897.32
Grand Total .....	\$233,048.20

**Summary of  
Construction Expenditures  
July 1, 1926, to February 28, 1927.**

<b>Construction Division:</b>	
General Expense .....	\$ 4,472.50
General Engineer's Expenses .....	52,412.40
Refunds .....	938.85
Shop Stock .....	112,100.62
Total .....	\$169,924.37
<b>District Expenditures:</b>	
Labor .....	\$695,395.97
Materials .....	567,624.21
Tools and Equipment	3,104.26
Operating Supplies and Expenses .....	61,293.93
Total .....	\$1,327,418.37
Grand Total.....	\$1,497,342.74

**Consolidated Statement of District Construction Expenditures,  
July 1st, 1926, to February 28, 1927**

DISTRICT	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
One .....	\$ 22,426.03	\$ 48,849.48	\$ 8.99	\$ 3,401.97	\$ 74,686.47
Two .....	130,637.83	96,157.47	20.44	8,187.10	235,002.84
Three .....	50,656.77	68,532.95	84.76	1,634.49	120,908.97
Four .....	57,458.03	48,242.90	567.79	2,049.54	108,318.26
Five .....	120,479.39	40,666.25	658.35	3,503.34	165,307.33
Six .....	90,223.57	89,782.73	565.03	11,167.59	191,738.92
Seven .....	60,450.61	43,536.51	292.33	16,344.18	120,623.63
Eight .....	35,129.43	77,299.40	651.47	2,419.94	115,500.24
Nine .....	45,294.64	16,168.82	231.79	6,766.47	68,461.72
Ten .....	82,639.67	38,387.70	23.31	5,819.31	126,869.99
Totals .....	\$695,395.97	\$567,624.21	\$3,104.26	\$61,293.93	\$1,327,418.37

## Detail of Expenditures for Construction, July 1, 1926, to February 28, 1927

## DISTRICT No. 1

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
1-S6	10.3	Dirt	\$ 2,617.10			\$ 118.64	\$ 2,735.74
1-S8	6.0	Gravel	27.50				27.50
1-S10	9.8	Gravel			\$ 5.53		5.53
1-S11	7.7	Gravel	7,128.53	\$ 1,267.66			8,396.19
1-S12	11.8	Gravel	52.00				52.00
1-S14	17.4	Gravel	3,624.35				3,624.35
3-S13	6.3	Dirt	1,309.75				1,309.75
3-S17	9.3	Gravel		6,683.19		2,481.11	9,164.30
3-S18	18.7	Gravel		6,843.30			6,843.30
15-S16	13.2	Gravel and Dirt		72.00			72.00
16-S17	10.9	Gravel		5,887.67			5,887.67
16-S19	18.3	Gravel		107.38			107.38
16-S20	24.3	Gravel		302.73			302.73
17-S4	21.2	Gravel		331.83			331.83
17-S5	4.5	Gravel	301.45	158.40			459.85
20-S1	8.0	Gravel		5,803.61		47.86	5,851.47
20-S2	24.6	Asphalt	94.00				94.00
20-S4	9.1	Asphalt	450.00				450.00
33-S3	13.7	Gravel, Graded, Unimp.	225.21				225.21
33-S4	19.4	Gravel	3,384.28	54.52			3,438.80
38-S2	13.3	Gravel	1,087.21	338.45			1,425.66
42-S2	15.0	Unimp.	690.25				690.25
42-S3	19.8	Gravel	748.20	2,961.95		754.36	4,464.51
44-S2	18.8	Concrete, Unimp.	24.50				24.50
49-S1	11.3	Concrete, Asphalt	28.50	1,943.50			1,972.00
61-S1	6.9	Concrete, Asphalt	2,293.41				2,293.41
70-S17	16.6	Gravel		1,453.69	.54		1,454.23
70-S18	22.8	Gravel	245.25	9,395.24	.44		9,640.93
70-S19	30.9	Gravel	387.95	58.75	2.48		449.18
70-S19				2,572.73			2,572.73
75-S2	9.2	Gravel		117.12			117.12
75-S3	17.4	Gravel		202.35			202.35
Total			\$22,426.03	\$48,849.48	\$8.99	\$3,401.97	\$74,686.47

## DISTRICT No. 2

1-S1	21.2	Gravel	\$ 450.00				\$ 450.00
1-S1	21.2	Gravel	225.00				225.00
1-S2	16.3	Graded	2,389.25	\$ 215.68			2,604.93
1-S3	17.5	Gravel, Unimp.	146.00				146.00
2-S8	27.0	Gravel	2,994.65	1,188.00		\$ 2.23	4,184.88
2-S9	29.8	Gravel	15,795.00	28,875.47	.70	2.72	44,673.90
2-S10	23.9	Gravel	572.20	654.30	1.08		1,227.58
3-S7	17.5	Gravel	15,376.88	2,957.28			18,334.16
3-S8	15.9	Gravel	6,087.67	3,897.50	.54	77.56	10,063.27
3-S9	12.5	Gravel		1,037.05			1,037.05
3-S10	12.2	Gravel	2,108.45	2,940.97		2.66	5,052.08
4-S14	12.9	Gravel	39.00				39.00
4-S15	21.4	Gravel	32,881.69	7,405.70	3.30	2.09	40,292.78
4-S16	7.9	Asphalt	7,918.75	.76	5.57		7,925.08
8-S15	6.0	Graded	331.00	574.75			905.75
11-S3	17.1	Gravel	309.65	749.99			1,059.64
11-S4	8.0	Graded	1,634.95			131.25	1,766.20
11-S6	24.0	Asphalt, Gravel, Graded	6,158.85	7,098.82			13,257.67
11-S7	3.0	Gravel		21.78			21.78
13-S2	11.5	Gravel	1,868.00				1,868.00
13-S3	16.8	Gravel	855.25	128.25			983.50
13-S4	13.1	Gravel	9,885.21	5,918.53	3.14	2.14	15,809.02
13-S5	11.0	Gravel	2,272.95				2,272.95
13-S6	12.5	Gravel	1,791.60	100.12			1,891.72
30-S5	5.3	Asphalt, Gravel		21.40			21.40
30-S6	26.1	Asphalt		4,706.48			4,706.48
35-S8	27.7	Gravel, Graded, Unimp.	374.75			7,965.54	8,340.29
52-S1	17.7	Gravel, Graded, Unimp.	588.00	8,500.00			9,088.00
52-S2	4.8	Gravel	295.00	235.03			530.03
54-S1	8.9	Gravel	786.90				786.90
59-S1	7.8	Gravel	916.68				916.68
65-S14	Nothing shown		4,253.50	332.00			4,585.50

## Detail of Expenditures for Construction, July 1, 1926, to February 28, 1927.—(Continued)

## DISTRICT No. 2—(Continued)

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
65-S15	21.8	Gravel	2,953.85	16,280.90			19,234.75
65-S16	13.5	Macadam		510.85			510.85
65-S17	13.9	Asphalt	114.75				114.75
65-S18	5.9	Asphalt		114.50			114.50
65-S20	13.6	Asphalt	2,269.00	92.06	.94		2,362.00
65-S21	15.8	Asphalt	2,712.25				2,712.25
81-S1	9.6	Unimp.	30.00				30.00
82-S1	9.2	Macadam, Gravel			5.17	.90	6.07
114-S1	8.8	Gravel	2,315.45	434.25			2,749.70
165-S1	28.2	Gravel		1,019.05			1,019.05
165-S4	4.7	Asphalt	1,081.70				1,081.70
		Total	\$139,637.83	\$96,157.47	\$20.44	\$8,187.10	\$235,002.84

## DISTRICT No. 3

2-S1	21.2	Gravel			\$ .48	\$ 232.02	\$ 232.50
2-S2	21.7	Gravel		\$ 26.96	.98		27.94
7-S4	10.5	Gravel	\$ 70.50				70.50
8-S4	7.7	Graded	926.55			.48	927.03
8-S5	27.9	Gravel, Graded, Unimp.	5,452.65	2,522.83		833.94	8,809.42
19-S3	27.6	Gravel, Graded	5,430.21				5,430.21
26-S3	18.3	Gravel	4,501.53	3,521.95	.70		8,024.18
26-S4	16.5	Gravel, Graded	1,468.80		.70		1,469.50
29-S1	27.8	Gravel, Graded, Unimp.	2,567.39			150.00	2,717.39
29-S2	9.6	Gravel				24.00	24.00
29-S4	15.9	Gravel, Unimp.				118.75	118.75
32-S1	9.3	Gravel			.90		.90
32-S2	17.8	Gravel			.47		.47
41-S1	11.0	Gravel			3.84		3.84
41-S2	17.0	Gravel	3,417.82	11,677.32		22.50	15,117.64
41-S3	8.0	Gravel			.41		.41
51-S1	28.9	Gravel			1.22		1.22
53-S1	10.3	Graded	3,337.78				3,337.78
53-S2	3.0	Graded	11.50				11.50
67-S1	18.8	Gravel			.89		.89
67-S3	16.9	Gravel	50.00	13,826.40	23.92	3.30	13,903.62
67-S4	17.7	Gravel, Graded	7,214.89		.63		7,215.52
67-S5	13.0	Gravel	78.00				78.00
70-S1	8.4	Gravel			43.68		43.68
70-S2	16.6	Gravel			2.91		2.91
70-S3	14.4	Gravel, Graded, Unimp.			.36		.36
70-S4	18.1	Graded	6,699.72	12,199.54	.76		18,900.02
70-S5	13.4	Graded	585.25	1,864.36			2,449.61
71-S1	17.2	Gravel, Graded	910.40	5,970.22		249.50	7,130.12
71-S3	2.3	Concrete		15,379.39			15,379.39
71-S4	18.8	Gravel		1,543.98	.82		1,544.80
71-S6	12.0	Gravel			1.09		1.09
73-S2	Not listed		5,061.79				5,061.79
84-S1	10.3	Graded	2,871.99				2,871.99
		Total	\$50,656.77	\$68,532.95	\$84.76	\$1,634.49	\$120,908.97

## DISTRICT No. 4

4-S1	3.2	Unimp.		\$ 1,832.92			\$ 1,832.92
8-S1	12.7	Graded	904.22				904.22
8-S2	21.8	Gravel	6,035.60				6,035.60
12-S1	13.7	Gravel			\$ .95		.95
16-S2	15.8	Gravel	2,777.62				2,777.62
22-S1	22.0	Asphalt, Gravel, Graded	12,266.59				12,266.59
22-S2	9.3	Graded	131.20				131.20
23-S1	4.1	Unimp.			516.50		516.50
23-S3	21.5	Unimp.	321.25				321.25
23-S4	24.3	Graded	7,665.58	2,526.50	27.53		10,217.61
28-S1	24.1	Graded		980.32			980.32
45-S1	33.3	Graded, Unimp.	7,557.92	10,956.47			18,514.39
45-S2	28.0	Graded	458.30				458.30

## Detail of Expenditures for Construction, July 1, 1926, to February 28, 1927.—(Continued)

## DISTRICT No. 4—(Continued)

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
45-S3	26.0	Graded, Unimp.	2,260.45			882.46	3,142.91
45-S4	11.2	Gravel, Graded	2,863.10				2,863.10
64-S1	6.2	Concrete, Asphalt	54.38				54.38
64-S2	34.8	Concrete	843.17	12,046.31		1,149.08	14,038.56
64-S3	23.0	Gravel	328.90	841.33			1,170.23
71-S8	16.5	Gravel			18.87		18.87
71-S11	23.0	Graded	4,485.34				4,485.34
71-S12	18.7	Graded	3,302.31				3,302.31
71-S13	11.9	Gravel		4,818.02			4,818.02
71-S15	23.0	Gravel, Graded	2,738.15	7,398.35	.66		10,137.16
71-S16	26.7	Gravel		67.35			67.35
71-S17	12.4	Gravel			.65		.65
71-S19	24.4	Gravel		1,448.75	2.00		1,450.75
72-S1	16.0	Gravel	357.00				357.00
94-S1	16.7	Gravel, Unimp.	797.25	122.65			919.90
96-S1	10.1	Unimp.	70.00				70.00
99-S1	9.5	Graded	257.35				257.35
99-S2	7.1	Gravel	15.60				15.60
99-S3	18.8	Gravel, Graded	166.00		.63		166.63
100-S1	10.8	Gravel		2,278.94		18.00	2,296.94
102-S1	9.4	Gravel, Graded	530.50				530.50
107-S1	12.9	Gravel	109.45				109.45
109-S1	7.2	Unimp.	8.05				8.05
112-S1	3.3	Gravel	152.75				152.75
		Undistributed		2,924.99			2,924.99
		Totals	\$57,458.03	\$48,242.90	\$567.79	\$2,049.54	\$108,318.26

## DISTRICT No. 5

5-S6	14.0	Gravel	\$ 1,083.70		\$ 33.84	\$ 2,229.60	\$ 3,347.14
9-S11	24.4	Gravel, Graded	102.00				102.00
9-S12	19.1	Graded	1,276.87				1,276.87
11-S11	13.6	Gravel				5.00	5.00
11-S12	4.1	Gravel	18.75				18.75
11-S13	18.8	Unimp.	37.50				37.50
11-S14	19.2	Graded, Unimp.	19,620.25			12.00	19,632.25
11-S15	14.7	Gravel	2,325.95				2,325.95
11-S16	22.9	Gravel, Graded	1,697.60	326.72			2,024.32
11S-17	10.5	Graded	4,018.82	980.16			4,998.98
12-S13	21.0	Gravel	5,086.00	1,555.28			6,641.28
12-S14	16.2	Graded, Unimp.	891.10				891.10
14-S7	19.5	Graded	5,938.55	.91			5,939.46
14-S8	13.5	Unimp.		1,088.10			1,088.10
14-S9	21.0	Gravel	5,465.75	300.00			5,765.75
14-S10	6.7	Gravel	814.70				814.70
14-S12	16.0	Gravel, Graded	591.70	5,950.00			6,541.70
16-S11	18.0	Graded, Unimp.	1,146.10				1,146.10
16-S12	15.3	Graded	3,188.10				3,188.10
16-S13	16.0	Graded, Unimp.	7,383.50		612.20	14.00	8,009.70
17-S6	20.6	Gravel, Graded, Unimp.	3,364.29				3,364.29
18-S1	12.6	Gravel	77.50				77.50
25-S2	14.5	Graded	3,623.60		2.20		3,625.80
25-S3	28.3	Graded	2,085.40				2,085.40
25-S4	11.0	Gravel	141.00	24,590.34		1,214.79	25,946.13
25-S5	20.0	Gravel	1,079.70				1,079.70
36-S3	20.2	Graded	2,191.87				2,191.87
37-S2	20.7	Gravel, Unimp.	625.60				625.60
56-S1	25.3	Graded, Unimp.	311.15				311.15
56-S2	15.1	Graded	3,953.25				3,953.25
56-S3	5.1	Graded	27.80	362.70			390.50
60-S4	12.2	Gravel	2,566.75				2,566.75
63-S1	16.9	Gravel	7,058.90				7,058.90
63-S2	24.0	Graded, Unimp.	4,597.25	653.44			5,250.69
66-S2	23.1	Graded, Unimp.	1,669.05				1,669.05
67-S12	22.8	Gravel	18.75				18.75
67-S14	7.5	Gravel	7,182.41				7,182.41
67-S16	9.0	Gravel	16,461.53	2,300.48			18,762.03
67-S17	22.9	Gravel	862.70			27.95	890.65

## Detail of Expenditures for Construction, July 1, 1926, to February 28, 1927.—(Continued)

## DISTRICT No. 5—(Continued)

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
69-S1	14.5	Gravel	37.50				37.50
79-S5	17.1	Unimp.	130.00				130.00
87-S2	4.3	Graded	1,726.45		10.11		1,736.56
		Undistributed		2,558.12			2,558.12
		Total	\$120,479.39	\$40,666.25	\$658.35	\$3,503.34	\$165,307.33

## DISTRICT No. 6

6-S2	22.6	Graded	\$ 12.00	\$ 2,773.12	\$ 38.15	\$ 3,412.95	\$ 6,236.22
6-S3	14.7	Gravel	398.00				398.00
6-S4	20.1	Unimp.	32.25				32.25
6-S5	4.5	Concrete	3,210.80				3,210.80
6-S6	12.5	Graded	2,439.10				2,439.10
6-S7	5.7	Gravel	1,228.40				1,228.40
6-S8	16.5	Gravel	1,395.50	2,170.06			3,565.56
7-S5	15.5	Gravel	4,256.20	1,452.22		2.75	5,711.17
7-S6	9.6	Graded	202.90	2,000.00			2,202.90
7-S7	18.8	Unimp.	3,258.75	1,199.60		2,000.00	6,458.35
7-S8	21.2	Graded, Unimp.	256.50				256.50
8-S3	29.4	Gravel, Graded, Unimp.	8,174.17	3,310.58			11,484.75
9-S4	17.6	Graded	3,222.70				3,222.70
9-S5	18.5	Gravel, Graded	8,100.80	1,407.80			9,508.60
10-S7	17.1	Graded	3,303.13	540.53			3,843.66
11-S8	16.2	Gravel	7.50	1,404.39		5,203.38	6,615.27
11-S9	17.7	Gravel		57.65		11.48	69.13
11-S10	12.7	Gravel, Graded	3,173.30	1,982.26			5,155.56
25-S1	19.8	Graded	1,515.15				1,515.15
30-S1	10.6	Concrete		812.55			812.55
30-S2	14.9	Gravel		98.05			98.05
30-S3	18.7	Gravel		562.22			562.22
30-S4	2.4	Gravel	893.25	388.33		2.18	1,283.76
31-S2	20.7	Gravel	884.75	671.44			1,556.19
31-S3	17.0	Gravel	2,052.25				2,052.25
31-S4	2.3	Gravel	69.00				69.00
33-S3	13.7	Gravel, Graded, Unimp.	743.85			39.60	783.45
35-S1	8.2	Graded	2,084.15				2,084.15
35-S3	16.1	Gravel	3,723.60				3,723.60
36-S1	25.3	Graded, Unimp.	4,865.40				4,865.40
46-S2	18.2	Gravel	2,914.44				2,914.44
51-S3	6.5	Gravel	4,275.65				4,275.65
60-S2	6.7	Gravel, Graded	10.00				10.00
65-S9	20.7	Macadam		44,762.48		343.50	45,105.98
65-S10	13.2	Macadam		119.91			119.91
67-S7	18.2	Gravel	3,792.62				3,792.62
67-S9	11.2	Gravel	4,685.39	1,205.28			5,890.67
67-S11	11.6	Gravel		147.76			147.76
70-S8	19.6	Concrete, Graded	4,347.12	2,653.50			7,000.62
70-S14	11.5	Macadam	6,308.90	18,904.28	416.76	151.75	25,781.69
70-S15	10.1	Macadam	3,612.05	754.24			4,366.29
70-S16	21.0	Gravel	68.00	404.48	110.12		582.60
84-S3	22.1	Unimp.	28.50				28.50
89-S1	19.2	Gravel, Graded	677.50				677.50
		Total	\$90,223.57	\$89,782.73	\$565.03	\$11,167.59	\$191,738.92

## DISTRICT No. 7

2-S3	14.0	Gravel		\$ 44.17			\$ 44.17
2-S5	18.3	Concrete		10,337.60		\$ 3,433.00	13,770.60
2-S6	18.7	Gravel		1,460.73		480.00	1,940.73
2-S7	16.0	Gravel				26.85	26.85
3-S2	12.7	Concrete, Gravel		81.58			81.58
3-S3	24.0	Gravel		1,446.03			1,446.03
3-S6	13.6	Gravel		29.38			29.38
3-S8	15.9	Gravel	\$ 342.80				342.80
4-S9	18.5	Graded, Unimp.	1,232.48				1,232.48
4-S10	14.8	Gravel		7,191.43		6,872.11	14,063.54
4-S14	12.9	Gravel	171.75				171.75

## Detail of Expenditures for Construction, July 1, 1926, to February 28, 1927.—(Continued)

## DISTRICT No. 7—(Continued)

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
4-S15	21.4	Gravel	1,104.75				1,104.75
7-S2	16.7	Gravel	6,189.59	1,797.01	\$ 59.29		8,045.89
8-S6	18.5	Gravel	12,070.05	277.02			12,347.07
9-S2	10.8	Gravel	1,679.50	2,016.20			3,695.70
11-S1	2.0	Gravel	286.00	836.59			1,122.59
15-S1	8.0	Gravel	28.00				28.00
15-S2	8.0	Gravel	36.00				36.00
15-S3	29.7	Gravel, Graded, Unimp.	5,776.38	2,929.80			8,706.18
15-S4	6.9	Concrete, Gravel	8.00	6,507.98	1.69	5,532.22	12,047.89
15-S5	9.1	Gravel	1,636.52	836.59			2,473.11
15-S6	17.4	Unimp.	15.00				15.00
19-S1	17.6	Gravel	4,460.26	2,468.62			6,928.88
35-S4	1.7	Graded	78.50				78.50
35-S5	17.4	Gravel	2,921.06	836.58			3,757.64
115-S1	10.0	Concrete, Graded	2,984.56		19.20		3,003.76
115-S3	16.9	Graded	7,938.99	1,791.02			9,730.01
167-S1	18.5	Gravel	1,455.75				1,455.75
167-S2	15.3	Concrete, Graded		1,452.21	152.57		1,604.78
167-S3	16.0	Graded	133.00	1,195.97	59.58		1,388.55
167-S4	20.4	Gravel	6,822.22				6,822.22
167-S5	9.5	Gravel	2,331.55				2,331.55
167-S6	3.2	Gravel	749.90				749.90
Total			\$60,450.61	\$43,536.51	\$292.33	\$16,344.18	\$120,623.63

## DISTRICT No. 8

7-S8	21.2	Graded, Unimp.	\$ 368.00				\$ 368.00
7-S9	6.4	Unimp.	2,287.99				2,287.99
7-S10	15.5	Graded	680.29				680.29
7-S12	20.8	Alphalt, gravel		\$50,133.64			50,133.64
9-S6	19.8	Gravel, graded	256.00				256.00
9-S7	9.9	Gravel		761.97			761.97
9-S8	28.5	Macadam, graded	1,662.04	84.53			1,746.57
9-S9	8.9	Graded	536.90				536.90
10-S2	21.2	Graded	67.00				67.00
10-S3	21.9	Graded	2,630.60		4.65	250.44	2,885.25
10-S4	18.0	Graded	37.50				37.50
10-S5	18.2	Graded	2,241.60				2,241.60
16-S9	25.3	Graded, Unimp.	507.70				507.70
16-S10	16.1	Graded, Unimp.	146.75				146.75
21-S1	24.3	Graded	2,188.13				2,188.13
22-S3	27.0	Graded	4,387.51				4,387.51
22-S4	9.5	Graded	2,356.85	785.04		1,629.61	4,771.50
23-S3	21.5	Unimp.	375.85				375.85
27-S8	19.8	Graded, Unimp.	1,061.82				1,061.82
27-S11	16.7	Gravel, Graded	351.25				351.25
27-S12	17.5	Graded, Unimp.	1,130.65				1,130.65
28-S3	20.5	Graded	816.52				816.52
28-S4	11.3	Gravel, Unimp.	677.50	396.47	.50		1,074.47
64-S4	23.3	Macadam, Gravel	114.00	8,002.45			8,116.45
64-S5	32.2	Macadam, Gravel	348.95	9,215.80	646.32		10,211.07
64-S6	27.4	Macadam	10.69				10.69
64-S7	23.7	Macadam, Gravel	1,991.95	1,511.84		315.33	3,819.12
65-S1	25.6	Gravel	6,996.66	35.91			7,032.57
65-S8	18.3	Graded	280.75	599.99			880.74
76-S2	11.3	Unimp.	617.98				617.98
92-S1	10.1	Macadam, Gravel		5,311.68		225.00	5,536.68
95-S1	24.1	Macadam, Gravel		460.08			460.08
Total			\$ 35,129.43	\$77,299.40	\$651.47	\$ 2,419.94	\$115,500.24

## DISTRICT No. 9

Newton No. 6			\$ 5,186.25	\$ .30	\$ 1.48	\$ 2.00	\$ 5,190.03
5-S8	20.9	Gravel, Graded	2,177.97				2,177.97
5-S9	15.5	Graded	3,271.60	1.43			3,273.03
7-S14	12.0	Graded	64.25				64.25
7-S15	29.6	Gravel, Graded	402.45				402.45
12-S4	12.3	Unimp.	78.40		37.54		115.94

**Summary of Maintenance Expenditures, July 1, 1926, to February 28, 1927**

<b>Maintenance Division—</b>		
General engineering expense .....	\$ 5,881.75	
Miscellaneous items .....	63.47	
Refunds .....	7.25	
Shop stock .....	252,005.58	
Shop labor .....	10,082.45	
Shop tools .....	219.97	
Operating expense .....	1,814.07	
<b>District Expenditures—</b>		\$ 270,074.54
Labor .....	542,023.63	
Materials .....	473,125.83	
Tools and equipment .....	270,398.68	
Operating supplies and expenses .....	428,467.64	
		1,714,015.78
<b>Total .....</b>		<b>\$1,984,090.32</b>

**Consolidated Statement of District Maintenance Expenditures  
July 1, 1926, to February 28, 1927.**

District	Labor	Materials	Tools and Equipment	Supplies and Expenses	Total
One.....	\$ 77,737.29	\$ 43,158.45	\$ 35,827.61	\$ 41,070.93	\$197,794.28
Two.....	44,863.32	62,953.24	21,752.13	30,565.55	160,134.24
Three.....	54,378.05	22,492.13	18,240.92	34,623.88	129,743.98
Four.....	57,779.75	36,483.88	29,028.67	51,551.29	174,843.59
Five.....	68,103.15	49,291.02	29,487.03	45,081.45	191,962.65
Six.....	48,008.83	56,341.23	40,459.60	61,249.06	206,058.72
Seven.....	45,679.58	80,561.88	24,687.71	40,584.32	191,513.49
Eight.....	65,727.80	41,866.41	18,325.70	37,206.51	163,126.45
Nine.....	32,285.79	16,921.51	24,486.65	38,476.56	112,170.51
Ten.....	47,451.07	63,056.08	28,102.66	48,056.09	186,665.90
<b>Totals.....</b>	<b>\$542,023.63</b>	<b>\$473,125.83</b>	<b>\$270,398.68</b>	<b>\$428,467.64</b>	<b>\$1,714,013.78</b>

## Detail of Expenditures for Construction, July 1, 1926, to February 28, 1927.—(Continued)

## DISTRICT No. 9—(Continued)

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
12-S5	12.3	Gravel			1.39		1.39
12-S7	13.8	Graded	348.20				348.20
12-S8	10.5	Gravel	816.05	597.67			1,413.72
12-S9	15.0	Gravel	1,325.90	2,133.60	3.00	832.67	4,295.17
12-S10	12.4	Gravel	3,769.05		22.90	480.60	4,272.55
14-S3	15.5	Graded	1,970.05	2,000.00	14.33	480.60	4,464.98
16-S4	12.9	Graded	2,704.60		10.79	23.00	2,738.39
16-S5	19.5	Graded	228.95				228.95
16-S6	7.0	Unimp.	4.00				4.00
21-S4	14.3	Gravel, Unimp.	264.30				264.30
21-S5	19.6	Gravel	3,231.72		28.08		3,259.80
21-S6	16.6	Gravel	33.50				33.50
23-S5	28.3	Graded, Unimp.	3,662.11		1.47	11.29	3,674.87
23-S6	22.1	Gravel	214.75	2,394.67		24.45	2,633.87
23-S7	4.3	Gravel	290.00				290.00
23-S8	9.0	Unimp.	6.25				6.25
43-S1	17.6	Graded	1,089.15				1,089.15
43-S2	15.0	Graded	441.50				441.50
65-S1	25.6	Gravel	4,134.54	1,195.36		484.30	5,814.20
65-S2	11.5	Gravel	452.20				452.20
65-S3	1.4	Graded	941.10				941.10
65-S4	23.2	Gravel, Graded	4,297.10	1,000.00	9.35	240.30	5,546.75
65-S5	12.5	Gravel, Graded		194.58			194.58
65-S6	10.5	Graded	252.35		5.79		258.14
68-S3	12.8	Gravel	424.35	6,644.66		3,703.24	10,772.25
72-S3	12.0	Gravel			1.73		1.73
103-S1	33.3	Gravel, Graded, Unimp.	3,211.40	8.28	92.51	484.02	3,706.21
Total			\$ 45,294.64	\$16,168.82	\$231.79	\$ 6,766.47	\$ 68,461.72

## DISTRICT No.10

1-S16	13.2	Gravel	\$ 2,106.40				\$ 2,106.40
1-S17	11.2	Gravel	2,910.37				2,910.37
1-S18	17.6	Asphalt, Gravel	5,333.86				5,333.86
1-S19	9.2	Asphalt, Gravel	302.80	422.80			725.60
1-S20	15.2	Gravel, Graded	1,184.04				1,184.04
1-S21	14.3	Gravel, Graded	1,291.77	6,434.16		285.65	8,011.58
14-S14	13.3	Gravel		2,205.62		1,726.69	3,932.31
18-S2	4.7	Gravel, Graded	3,136.17	1,570.37			4,706.54
18-S3	11.7	Gravel, Graded	54.70	430.47			485.17
18-S4	25.8	Gravel	7,774.60	4,791.75			12,566.35
18-S5	13.3	Concrete, Gravel		117.46			117.46
18-S6	17.6	Concrete	961.60				961.60
25-S6	22.3	Gravel, Graded, Unimp.	5,377.55	8.26	2.58	23.32	5,411.71
25-S7	8.8	Gravel	2,995.40				2,995.40
25-S8	18.9	Gravel, Graded	1,004.90				1,004.90
34-S5	21.0	Gravel, Graded	1,756.71			.77	1,757.48
39-S1	16.0	Gravel	1,733.60	1,402.92		1,426.15	4,562.67
39-S2	16.3	Gravel	8,405.12		3.70		8,408.82
39-S3	7.8	Gravel	3,496.82	2.75		3.89	3,503.46
40-S1	17.9	Gravel	2,992.80	6,913.58			9,906.38
40-S2	15.0	Asphalt		94.00			94.00
63-S3	20.0	Gravel, Graded	2,641.40	689.78	3.22		3,334.40
63-S4	23.2	Gravel, Graded	2,777.08	330.00		771.50	3,878.58
63-S5	16.7	Asphalt, Macadam	96.35	41.91			138.26
63-S6		Not Listed	779.17				779.17
63-S7	15.8	Gravel		625.45			625.45
63-S8	9.4	Concrete	5,427.60				5,427.60
67-S18	12.3	Gravel			50		.50
67-S19	8.0	Gravel	55.00				55.00
67-S21	6.4	Gravel	3,448.30		4.16		3,452.46
67-S22	20.9	Gravel, Graded	1,220.88	9,437.18	3.33	1,347.25	12,008.64
79-S2	13.2	Graded	5,724.53	88.21	1.13	.54	5,814.41
79-S4	18.0	Graded	3,052.95			.54	3,053.49
90-S1	6.6	Gravel	4,597.20	2,764.11	1.54	3.06	7,365.91
97-S1	2.5	Gravel				229.95	229.95
		Undistributed		16.92			16.92
Total			\$ 82,639.67	\$38,387.70	\$ 20.16	\$ 5,819.31	\$126,866.84

## Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927

## DISTRICT No. 1

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
1-S6	10.3	Unimp. ....	\$ 218.70	.....	\$383.80	\$ 22.08	\$ 624.58
1-S7	11.7	Asphalt .....	802.15	9.55	41.58	175.58	1,028.86
1-S8	6.0	Gravel .....	110.50	.....	9.95	54.68	175.13
1-S9	9.2	Gravel .....	785.80	26.00	23.35	563.72	1,399.37
1-S10	9.8	Gravel .....	746.90	.....	352.74	489.33	1,588.97
1-S11	7.7	Gravel .....	656.30	2,132.50	1287.25	1,729.74	5,805.79
1-S12	11.8	Gravel .....	723.46	82.65	418.86	626.03	1,851.00
1-S13	5.4	Gravel .....	764.12	10.00	696.17	557.18	2,027.47
1-S14	17.4	Gravel .....	1,959.49	619.21	569.35	1,188.12	4,336.67
3-S13	6.3	Graded and Unimp. ....	1,120.00	331.70	22.55	184.53	1,658.78
3-S14	19.5	Gravel and Unimp. ....	592.25	52.95	287.09	609.34	1,541.63
3-S15	22.4	Gravel and Unimp. ....	629.00	46.20	226.51	483.06	1,384.77
3-S16	17.3	Gravel .....	951.60	48.48	290.51	39.95	1,330.54
3-S17	9.3	Gravel .....	1,282.84	6,441.53	651.11	800.98	9,178.46
3-S18	18.7	Gravel .....	6,264.51	3,037.81	1,867.17	1,371.69	13,041.18
16-S16	13.2	Gravel and Unimp. ....	1,060.95	95.80	314.79	1,035.63	2,507.17
16-S17	10.9	Gravel .....	703.30	56.00	298.09	230.53	1,287.92
16-S18	14.0	Gravel .....	1,742.88	81.86	444.24	512.04	2,781.02
16-S19	18.3	Gravel .....	2,889.70	791.37	1424.93	948.44	6,054.44
16-S20	24.5	Gravel .....	2,822.23	2,191.03	2947.84	1,602.71	10,563.81
17-S2	19.5	Gravel .....	401.20	25.72	682.92	424.14	1,533.98
17-S3	10.0	Gravel .....	961.90	218.54	33.30	105.00	1,318.74
17-S4	21.2	Gravel .....	1,718.75	670.70	1154.07	878.45	4,421.97
17-S5	9.2	Gravel and Graded .....	761.30	100.27	104.99	537.61	1,504.17
20-S1	8.0	Gravel .....	42.60	349.98	114.52	319.70	826.80
20-S2	24.6	Asphalt .....	504.15	160.72	108.59	508.03	1,281.49
20-S3	3.9	Asphalt .....	57.00	1.16	54.12	31.50	143.78
20-S-1	4.0	Asphalt, Concrete, Gravel	775.05	4,400.00	22.09	166.13	5,363.27
33-S1	4.0	Graded .....	109.50	.....	32.32	6.00	147.82
33-S3	13.7	Gravel, Graded, Unimp. ....	146.00	.....	.....	.....	146.00
33-S4	19.4	Gravel .....	557.02	2.07	242.92	847.71	1,649.72
33-S5	13.8	Gravel .....	836.75	.....	53.75	488.69	1,379.19
37-S1	6.4	Graded, Unimp. ....	.....	.....	.....	22.08	22.08
38-S2	6.0	Gravel .....	291.10	131.28	121.24	526.97	1,070.59
42-S2	15.0	Unimp. ....	54.50	2.50	738.13	67.41	862.54
42-S3	19.8	Gravel .....	539.00	1,052.47	818.12	1,676.74	4,086.33
44-S2	29.5	Concrete and Unimp. ....	526.50	.....	169.72	55.25	751.47
44-S3	23.5	Concrete .....	1,791.65	33.63	272.12	180.82	2,278.22
49-S1	18.3	Concrete, Asphalt, Unimp. ....	506.90	9.08	32.71	.....	548.69
50-S1	17.0	Gravel .....	1,852.64	2,026.09	1691.23	1,956.94	7,526.90
61-S1	20.9	Concrete, Asphalt, Gravel	4,103.34	3,948.57	826.85	1,979.28	10,858.04
63-S9	5.3	Concrete, Gravel .....	315.55	274.68	40.91	12.00	643.14
70-S17	16.6	Gravel .....	6,023.45	977.36	1912.97	1,599.70	10,513.48
70-S18	22.8	Gravel .....	2,998.07	59.19	404.62	993.58	4,455.46
70-S19	30.9	Gravel .....	7,777.51	3,103.71	4406.52	3,999.47	19,287.21
70-S20	15.8	Concrete, Gravel .....	7,792.87	8,164.20	1613.58	3,263.58	20,834.23
75-S1	1.0	Gravel .....	1,793.53	.....	.....	.....	1,793.53
75-S2	9.2	Gravel .....	.....	57.73	864.97	1,098.63	2,021.33
75-S3	17.4	Gravel .....	3,296.68	345.18	1303.42	1,423.34	6,368.62
78-S1	1.3	Gravel .....	.....	.....	47.87	.....	47.87
78-S2	10.8	Gravel .....	.....	3.00	.....	.....	3.00
85-S1	10.0	Concrete .....	285.50	.....	60.70	.....	346.20
106-S1	6.7	Unimp. ....	162.10	26.34	31.15	.....	219.59
		District General .....	3,928.50	959.64	4306.31	417.82	13,371.27
Totals			\$ 77,737.29	\$43,158.45	\$35,827.61	\$41,070.93	\$197,794.28

## Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927

## DISTRICT No. 2

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
1-S1	21.2	Gravel		\$ 2.00	\$ 1.00	\$ 176.03	\$ 179.03
1-S2		Unimp.		1,091.24	29.30	45.47	1,136.01
1-S3	17.5	Gravel and Unimp.	371.02	1,557.60	36.49	135.57	2,150.68
1-S4	7.7	Gravel	31.05	300.70	183.24	143.54	658.53
1-S5	16.0	Gravel	1,267.97	243.45	4.90	64.60	1,580.92
1-S8	27.0	Gravel and Unimp.	824.00	225.43	242.80	427.99	1,720.22
2-S9	29.8	Gravel	2,215.95	7,246.51	476.86	2,269.77	12,209.09
2-S10	19.9	Gravel	1,940.00	460.19	620.04	1,067.96	4,088.19
3-S7	17.5	Gravel	1,267.82	1,639.44	1,744.40	1,764.03	6,415.69
3-S8	15.9	Gravel	2,179.72	1,729.98	582.69	1,066.96	5,559.35
3-S9	12.5	Gravel	1,043.52	610.92	196.18	401.28	2,251.90
3-S10	12.2	Gravel	1,007.42	477.05	593.79	356.41	2,434.67
3-S11	7.9	Asphalt and Graded	231.42	24.31	44.63	116.36	416.72
4-S14	12.9	Gravel	163.40		34.60	92.26	290.31
4-S15	21.4	Gravel	530.12	6,300.81	691.30	1,595.53	8,917.76
4-S16	7.9	Asphalt	1,614.00	5,777.54	116.46	151.80	7,659.80
6-S10	9.1	Gravel	1,260.25	135.66	51.54	240.87	1,688.32
8-S15	6.0	Graded	568.00	40.60	1.00	7.60	617.20
11-S2	11.6	Gravel	1,138.45	99.86	434.80	225.25	1,898.36
11-S3	17.1	Gravel	1,460.60	419.52	748.44	400.47	3,029.03
11-S4	8.0	Graded		797.74	8.17	.44	806.35
11-S5	10.5	Unimp.	166.50	46.56		24.86	237.92
11-S6	24.0	Asphalt, Gravel, Graded	199.68	579.62	351.24	403.58	1,534.12
11-S7	3.0	Gravel	95.60		46.62	92.40	234.62
13-S1	15.1	Gravel	541.00	88.73	15.49	73.61	718.83
13-S2	11.5	Gravel	408.75	1,552.01	521.66	415.19	2,897.61
13-S3	16.8	Gravel	349.55	1.26	128.43	319.75	798.99
13-S4	13.1	Gravel	353.30	2,583.88	1139.15	1,280.21	5,356.54
13-S5	11.0	Gravel	593.90	.60	1177.88	316.01	2,088.39
13-S6	12.5	Gravel	807.30	122.10	413.72	1,398.22	2,741.34
13-S7	8.6	Gravel	598.35	391.89	71.28	375.83	1,438.35
15-S7	12.2	Gravel and Unimp.	895.40	209.20	222.37	495.17	1,822.14
15-S8	14.7	Gravel	758.75		146.90	277.95	1,183.60
30-S5	5.3	Asphalt and Gravel	663.25	115.64	118.73	107.29	1,004.91
30-S6	26.1	Asphalt	125.53	189.89	68.39	105.18	489.99
31-S1	8.7	Gravel	171.90	54.81	89.30	434.61	720.62
35-S8	27.7	Gravel, Graded, Unimp.	875.10	1,783.40	10.58	31.50	2,700.58
35-S9	6.7	Asphalt and Gravel		51.84		2.15	53.99
35-S10	1.6	Asphalt	147.50		2.28	5.13	154.91
44-S1	16.8	Gravel and Unimp.	506.31	74.41	20.08	87.64	688.44
52-S1	26.7	Gravel, Graded, Unimp.	229.00	9,652.36	4.25	106.12	9,991.73
52-S2	4.8	Gravel	231.00	153.80	193.25	32.00	610.05
54-S1	8.9	Gravel			570.11	294.69	864.80
59-S1	7.8	Gravel		327.88		119.23	447.11
65-S14	Not listed		1,551.75	671.00	1,635.94	1,196.20	5,054.89
65-S15	21.8	Gravel	2,068.85	2,137.29	1,871.75	2,016.66	8,094.55
65-S16	13.5	Macadam	2,607.94	3,623.95	189.72	626.71	7,048.32
65-S17	13.9	Asphalt	58.50	68.57	14.50	36.36	177.93
65-S18	5.9	Asphalt	142.50	289.60	5.16	9.04	446.30
65-S19	17.6	Asphalt	113.00	41.24	207.52	21.60	383.36
65-S20	13.6	Asphalt	1,135.50	6,726.83	353.42	491.60	8,707.35
65-S21	15.8	Asphalt	663.05	117.06	62.81	289.46	1,132.38
65-S22	11.6	Asphalt	148.75	156.75	1.00	64.63	371.13
82-S1	9.2	Macadam, Gravel	315.00	44.10	184.97	232.07	776.14
83-S1	1.5	Gravel	2.00				2.00
104-S1	3.9	Gravel	320.00		1.35	72.10	393.45
114-S1	8.8	Gravel	339.10	835.37	69.16	117.13	1,360.76
165-S1	28.2	Gravel	3,283.00	683.14	728.98	744.58	5,439.70
165-S2	2.7	Asphalt		259.03	.60	25.09	284.72
165-S3	10.0	Asphalt				12.59	12.59
165-S4	4.7	Asphalt	170.00		6.66	98.72	275.38
		District General	4,112.00	138.88	4,264.20	7,140.50	15,655.58
Totals			\$44,863.32	\$62,953.24	\$21,752.13	\$30,565.55	\$160,134.24

## Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927

## DISTRICT No. 3

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
2-S1	21.2	Gravel	\$ 2,866.00	\$ 343.69	\$696.58	\$ 1,508.28	\$ 5,414.55
2-S2	21.7	Gravel	3,605.92	464.03	334.06	1,729.71	6,133.72
4-S3	25.1	Unimp.	305.31	-----	32.90	50.30	388.51
4-S4	21.4	Gravel	1,151.02	215.49	18.33	49.97	1,434.81
4-S5	26.9	Gravel, Graded	1,047.32	43.78	389.39	549.01	2,029.50
4-S6	7.2	Graded	46.02	-----	77.74	190.15	313.91
4-S7	24.8	Graded, Unimp.	937.91	49.25	262.18	252.07	1,501.41
7-S3	11.8	Gravel	298.34	14.70	13.60	363.85	690.49
7-S4	10.5	Gravel	492.60	7.05	410.33	485.18	1,395.16
8-S4	7.7	Graded	274.48	-----	482.73	557.59	1,314.80
8-S5	27.9	Gravel, Graded, Unimp.	50.50	509.54	1,268.71	1,349.89	3,178.64
19-S3	27.6	Gravel, Graded	507.85	1,587.31	803.90	1,326.70	4,225.76
19-S6	6.1	Unimp.	-----	-----	1.24	-----	1.24
24-S1	6.6	Gravel	77.40	40.50	-----	8.25	126.15
24-S2	13.5	Graded	-----	68.55	-----	94.09	162.64
24-S4	3.2	Gravel	34.74	3.65	77.09	1.00	116.48
24-S5	19.7	Graded	132.00	-----	16.56	-----	148.56
26-S1	12.1	Gravel, Graded, Unimp.	-----	204.65	2.73	-----	207.38
26-S3	18.3	Gravel	461.25	1,414.82	760.97	1,740.97	4,378.01
26-S4	18.5	Gravel, Graded	398.71	38.94	288.75	512.33	1,238.73
27-S1	6.4	Gravel	2,853.61	210.04	193.34	306.62	3,563.61
27-S2	16.2	Gravel, Graded	561.10	5.22	178.84	359.72	1,104.88
27-S3	4.5	Gravel	136.66	-----	4.44	-----	141.10
27-S4	7.0	Gravel	494.00	-----	35.30	228.46	757.76
27-S5	15.0	Graded	1,644.55	61.26	28.01	327.87	2,061.69
29-S1	27.8	Gravel, Graded, Unimp.	512.63	230.09	1,386.01	543.68	2,672.41
29-S2	9.6	Gravel	-----	34.86	7.62	2.50	44.98
29-S3	26.6	Gravel, Graded, Unimp.	680.60	280.67	173.84	138.65	1,273.76
32-S1	9.3	Gravel	579.98	-----	87.24	179.33	846.55
32-S2	17.8	Gravel	1,234.45	40.75	279.56	865.95	2,420.71
32-S3	15.1	Gravel, Unimp.	129.05	2.00	5.43	20.59	157.07
41-S1	11.0	Gravel	2,426.23	236.29	496.00	664.52	3,823.04
41-S2	17.0	Gravel	2,634.90	1,320.90	235.72	882.16	5,073.68
41-S3	8.0	Gravel	91.12	-----	93.60	165.40	350.12
51-S1	28.9	Gravel	2,453.76	565.53	664.23	1,823.22	5,506.74
51-S1	27.6	Gravel	4.00	-----	-----	15.75	19.75
53-S1	10.3	Graded	25.00	60.45	245.62	88.24	419.31
53-S2	3.0	Graded	841.71	-----	12.42	-----	854.13
55-S1	11.0	Gravel	519.04	237.67	208.23	250.20	1,215.14
55-S2	5.0	Unimp.	509.91	252.77	166.50	177.50	1,106.68
67-S1	18.8	Gravel	3,152.79	10.95	526.08	1,985.85	5,675.67
67-S2	10.9	Gravel	5,401.83	6,721.45	555.92	2,202.11	14,881.31
67-S3	16.9	Gravel	1,840.73	613.20	673.73	1,703.34	4,831.00
67-S4	17.7	Gravel, Graded	174.39	100.26	338.10	1,221.49	1,834.24
67-S5	13.0	Gravel	628.58	99.66	85.14	559.00	1,372.38
67-S6	10.7	Gravel	405.52	10.60	162.78	239.89	818.79
70-S1	8.4	Gravel	841.90	79.60	103.77	711.49	1,736.76
70-S2	16.6	Gravel	1,420.53	689.85	214.23	516.51	2,841.12
70-S3	14.4	Gravel, Graded, Unimp.	984.15	61.34	126.50	149.27	1,321.26
70-S4	18.1	Graded	269.22	1,188.27	2,465.18	1,045.01	4,967.68
70-S5	13.4	Graded	2,121.59	1,327.26	401.71	922.11	4,772.67
71-S1	17.2	Gravel, Graded	405.45	1,938.30	192.24	321.18	2,857.17
71-S2	13.4	Graded	-----	-----	37.78	119.65	157.43
71-S3	2.3	Concrete	-----	3.10	-----	10.18	13.28
71-S4	18.8	Gravel	3,392.18	131.25	685.95	2,226.62	6,436.00
71-S5	17.1	Gravel, Graded	1,259.75	73.57	225.65	637.73	2,196.70
71-S6	12.0	Gravel	490.21	30.69	96.74	363.88	981.52
71-S7	12.9	Gravel	447.25	23.50	230.09	649.74	1,350.58
73-S1	Not listed	-----	34.37	43.20	287.98	85.90	451.45
73-S2	-----	-----	72.69	734.10	226.51	673.56	1,706.86
84-S1	10.3	Graded	-----	135.99	60.68	289.27	485.94
86-S1	10.8	Graded	24.25	-----	35.87	180.31	240.43
Totals	-----	-----	\$54,387.05	\$22,492.13	\$18,240.92	\$34,623.88	\$129,743.98

## Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927

## DISTRICT No. 4

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
4-S1	3.2	Unimp.	\$ 228.55	\$ 33.07	\$ 4.20	\$ 17.90	\$ 283.72
4-S2	5.0	Unimp.	54.80	5.16	2.50	27.55	90.01
6-S1	12.8	Graded	1,256.77	146.63	189.26	559.05	2,151.71
8-S1	12.7	Graded	.....	11.95	138.97	225.70	376.62
8-S2	21.8	Gravel	481.80	1,104.16	2,475.01	1,649.18	5,710.15
10-S1	13.7	Graded	900.45	128.34	155.93	582.42	1,857.14
12-S1	13.7	Gravel	1,462.87	75.55	174.23	557.85	2,270.50
12-S2	17.7	Gravel	1,267.10	75.99	667.62	707.38	2,718.09
12-S3	19.5	Unimp.	77.64	.....	64.22	32.48	174.34
16-S1	12.4	Gravel	319.33	31.00	297.90	151.38	799.61
16-S2	15.8	Gravel	159.24	553.91	613.39	2,053.77	3,380.31
16-S3	18.8	Graded, Unimp.	807.75	.....	54.62	2.57	864.94
22-S1	22.0	Asphalt, Gravel, Graded	1,646.01	4,286.71	1,127.64	1,515.57	8,575.93
22-S2	9.3	Graded	927.75	190.91	85.60	489.76	1,694.02
23-S1	4.1	Unimp.	.....	1.00	84.62	128.22	213.84
23-S3	21.5	Unimp.	315.30	124.45	4.50	35.24	479.49
23-S4	24.3	Unimp.	450.55	249.17	777.28	2,016.04	3,493.04
28-S1	24.1	Graded	557.62	48.48	65.32	326.81	998.23
28-S2	20.1	Unimp.	456.51	28.20	19.88	7.39	511.78
45-S1	33.3	Graded, Unimp.	364.25	3,621.88	593.44	1,710.26	6,289.83
45-S2	28.0	Graded	54.54	25.36	279.10	211.79	570.79
45-S3	26.0	Graded, Unimp.	310.25	28.28	191.04	783.77	1,303.34
45-S4	11.2	Gravel, Graded	598.75	210.35	877.73	1,056.51	2,743.34
45-S5	13.5	Gravel	670.60	583.27	112.62	388.57	1,755.06
47-S1	19.1	Gravel	1,172.75	4.75	141.92	568.56	1,887.98
64-S1	6.2	Concrete, Asphalt	328.58	695.35	14.97	80.05	1,118.95
64-S2	34.8	Concrete, Graded	4,436.83	8,901.37	754.21	1,583.46	15,675.87
64-S3	23.0	Gravel	5,885.40	1,599.43	854.80	2,814.87	11,154.50
68-S1	30.0	Gravel, Graded	986.32	6.86	443.68	348.03	1,784.89
71-S8	16.5	Gravel	1,050.50	688.43	325.19	769.87	2,833.99
71-S9	23.2	Gravel	1,750.05	1,933.43	752.95	1,599.57	6,036.00
71-S10	4.0	Gravel	639.90	882.18	911.36	1,070.62	3,504.06
71-S11	23.0	Graded	1,481.48	290.37	541.52	1,419.44	3,732.81
71-S12	18.7	Graded	1,488.86	876.12	1,243.32	2,169.24	5,777.54
71-S13	23.8	Gravel	961.05	801.00	329.59	601.55	2,693.19
71-S14	19.4	Gravel	1,856.72	134.75	350.98	1,742.02	4,084.47
71-S15	23.0	Gravel, Graded	3,168.33	1,644.88	671.01	2,802.74	8,286.96
71-S16	26.7	Gravel	3,772.42	819.54	784.96	1,552.66	6,929.58
71-S17	12.4	Gravel	1,531.77	406.09	881.73	1,249.60	4,069.19
71-S18	16.4	Gravel	1,838.30	38.05	1,592.99	1,220.51	4,689.85
71-S19	39.2	Gravel	2,487.62	104.19	1,005.95	1,370.19	4,967.95
72-S1	16.0	Gravel	716.95	2.75	40.33	360.33	1,120.36
72-S2	5.9	Gravel	345.25	374.00	101.00	47.61	867.86
74-S1	12.3	Graded	163.80	.....	12.37	12.80	188.97
80-S1	10.9	Graded	2,556.40	173.72	266.54	397.65	1,394.31
88-S1	15.8	Gravel	380.15	.....	9.59	134.04	523.78
94-S1	16.7	Gravel	256.75	151.97	308.05	554.21	1,270.98
96-S1	10.1	Unimp.	183.10	.....	.....	.....	183.10
98-S1	4.3	Unimp.	143.85	.....	9.85	4.00	157.70
99-S1	9.5	Graded	291.56	.....	.....	.....	291.56
99-S2	7.1	Gravel	305.50	.....	4.45	91.84	401.79
99-S3	18.8	Gravel, Graded	364.38	.....	32.96	330.26	727.60
100-S1	10.8	Gravel	685.10	2,134.44	644.93	834.76	4,299.23
100-S2	Not listed	.....	384.10	193.16	172.19	218.15	967.60
107-S1	12.9	Gravel	131.90	1.60	65.09	501.38	699.97
109-S1	7.2	Unimp.	301.90	12.90	.....	117.87	432.67
112-S1	3.3	Gravel	14.00	170.82	25.29	74.16	284.27
		District General	4,259.75	1,887.91	6,678.48	9,677.09	22,503.23
		Totals	\$57,779.75	\$36,483.88	\$29,028.67	\$51,551.29	\$174,843.59

## Detail of Expenditures for Maintenance, July 1, 1925, to February 28, 1927

## DISTRICT No. 5

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
5-S4	22.1	Unimp.			\$ 7.06		\$ 7.06
5-S5	7.7	Unimp.		\$ 395.94	83.53		479.47
5-S6	14.0	Gravel		1,114.40	353.75	616.01	2,084.16
9-S11	24.4	Gravel, Graded	\$ 5,195.79	175.94	5.27	69.97	5,446.97
9-S12	19.1	Graded				111.00	111.00
9-S13	14.7	Gravel	738.05		222.57	405.94	1,366.56
9-S14	10.0	Gravel	960.80	3.00	171.75	609.89	1,745.44
9-S15	20.0	Gravel	723.15	1.80	186.43	722.60	1,633.98
11-S11	13.6	Gravel	4.70	10.00	33.02	170.18	217.90
11-S12	4.1	Gravel	97.00	34.74	34.36	586.01	752.11
11-S13	18.8	Unimp.	31.25	10.00	28.65		69.90
11-S14	19.2	Graded, Unimp.	4,525.55	2,128.03	2,118.35	1,307.36	10,079.29
11-S15	14.7	Gravel	953.99	971.72	571.18	593.05	3,089.85
11-S16	22.9	Gravel	716.16	33.85	1,268.63	391.37	2,410.01
11-S17	10.5	Graded	913.80	109.08	749.59	1,059.31	2,831.78
12-S13	21.0	Gravel	2,464.85	490.18	954.78	1,636.91	5,546.72
14-S6	14.7	Gravel	701.60	85.12	10.43	1.60	798.75
14-S7	19.5	Graded	2,585.25	2,002.90	655.98	1,095.70	6,339.83
14-S8	13.5	Unimp.	333.75	390.58	5.50		729.83
14-S9	21.0	Gravel	2,987.40	3,682.60	839.95	840.59	8,350.54
14-S10	6.7	Gravel	1,036.35			42.38	1,078.73
14-S11	2.9	Gravel	516.40			2.15	518.55
14-S12	16.0	Gravel	297.00		714.69	816.44	1,828.13
16-S11	18.0	Graded	134.87	518.37	1,164.73	487.54	2,305.51
16-S12	15.3	Graded	187.50	641.61	552.43	938.99	2,320.53
16-S13	16.0	Graded, Unimp.	581.10	1,155.73	2,763.58	1,486.85	5,987.26
16-S15	8.5	Graded, Unimp.	341.50	57.75	16.80	95.71	511.76
17-S6	20.6	Gravel, Graded, Unimp.	153.80	30.47	1,481.98	924.69	2,590.94
18-S1	12.6	Gravel	395.90	8.50	44.08	292.49	740.97
25-S2	14.5	Graded	2,277.05	2,500.98	1,050.93	1,633.16	7,462.12
25-S3	28.3	Graded	3,373.25	1,844.30	223.81	498.08	5,939.44
25-S4	11.0	Gravel	25.50	14,494.71	72.10	761.98	15,354.29
25-S5	20.0	Gravel	3,829.42	308.51	19.09	20.80	4,177.82
36-S3	20.2	Graded	5,071.80	1,047.09	37.67	68.98	6,225.54
56-S1	14.5	Gravel	483.95		21.30	698.58	1,203.83
56-S2	15.1	Graded	158.00	717.75	59.78	1,217.31	2,152.84
56-S3	5.1	Graded	8.00				8.00
58-S2	28.4	Unimp.	2,423.95	65.14	32.49		2,521.58
60-S4	12.2	Gravel	287.95	249.21	244.48	597.26	1,378.90
63-S1	16.9	Gravel	1,043.45	744.92	76.72	1,071.97	2,937.06
63-S2	24.0	Graded	3,092.40	1,687.03	785.69	1,286.42	6,851.54
66-S2	23.1	Graded, Unimp.	743.20	179.78	930.69	466.42	2,320.09
67-S12	22.8	Gravel	2,880.80	195.86	147.43	1,652.35	4,876.44
67-S13	21.9	Gravel	807.10	208.35	493.76	1,615.15	3,034.37
67-S14	7.5	Gravel	741.30	331.35	103.74	218.97	1,395.36
67-S15	1.0	Gravel		1,258.62	68.25	226.42	1,553.29
67-S16	9.0	Gravel	279.60	1,295.79	335.57	334.78	2,245.74
67-S17	22.9	Gravel	518.17	68.05	93.19	366.22	1,045.63
69-S1	14.5	Gravel	818.87	24.15	206.15	785.71	1,834.88
69-S2	15.5	Gravel	1,831.15	38.43	226.33	732.54	2,828.45
79-S5	17.1	Unimp.	1,572.90	63.05	38.68		1,674.83
87-S1	1.2	Graded		388.14	15.80		403.94
87-S2	4.3	Graded	355.22	728.28	152.89	410.43	1,646.82
87-S3	6.3	Graded	41.60				41.60
87-S4	2.9	Graded	18.00		25.68	34.05	77.73
		District General	7,843.10	6,799.21	9,075.74	15,079.14	38,797.19
		Totals	\$68,103.15	\$49,291.02	\$29,487.03	\$45,081.45	\$191,962.65

Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927  
DISTRICT No. 6

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
F. A. P. No. 2 not on State System			\$ 865.85	\$ 112.50	\$146.30	\$ 31.50	\$ 1,156.15
3-S12	4.3	Gravel	27.49		5.88	36.58	69.86
5-S1	18.0	Concrete, Unimp.				24.55	24.55
6-S2	22.6	Graded	1 779.65	5,407.74	405.96	473.74	8,067.09
6-S3	14.7	Gravel	618.95	2,025.06	1,548.61	1,292.26	5,484.88
6-S4	20.1	Unimp.	1,608.20	300.85	931.63	1,038.56	3,879.24
6-S5	14.2	Concrete, Graded	639.00	2,133.19	1,883.57	1,555.36	6,211.12
6-S6	12.5	Graded	205.00	3.85	117.01	611.79	937.65
6-S7	5.7	Gravel	187.50		134.73	114.60	436.83
6-S8	16.5	Gravel	817.75	854.19	198.62	958.85	2,829.41
6-S9	11.3	Gravel	1,050.77	45.30	66.45	511.89	1,674.41
7-S5	15.5	Gravel	1,052.05	3,123.98	1,710.53	1,924.06	7,810.62
7-S6	9.6	Graded	404.75		200.30	224.62	829.67
7-S7	18.8	Unimp.	451.15	20.44	659.56	494.76	1,535.91
7-S8	21.2	Graded	391.80	1,346.24	756.80	70.15	2,564.99
7-S9	6.4	Unimp.	40.30	1.00	54.10	13.66	109.66
8-S3	30.4	Gravel, Graded, Unimp.	1,258.90	2,207.86	3,055.25	1,508.44	8,030.45
9-S4	17.6	Graded	90.00		214.64	368.71	873.35
9-S5	18.5	Gravel, Graded	64.75	1,791.12	2,002.58	2,903.43	6,761.88
10-S7	17.1	Graded	253.65	1,729.96	382.92	988.83	3,355.36
10-S8	11.3	Gravel	997.00		204.11	351.29	1,552.40
11-S8	22.2	Gravel	871.26	3,636.60	571.70	869.54	5,949.04
11-S9	17.7	Gravel	947.80	199.04	252.57	965.70	2,365.11
11-S10	.5	Gravel	367.10	2,047.39	227.71	1,199.22	3,841.42
15-S9	3.5	Gravel				86.83	86.83
25-S1	19.8	Graded	501.00	1,608.61	402.97	606.25	3,118.83
27-S6	9.1	Graded	214.00	5.10	56.49	180.13	455.72
27-S7	19.3	Unimp.	717.30	142.00	147.24	258.62	1,265.16
30-S1	10.6	Concrete	152.39	6.00	60.90	145.88	365.08
30-S2	14.9	Gravel	2,260.26	668.94	987.82	2,066.26	5,989.28
30-S3	18.7	Gravel	945.35	1,064.79	1,455.14	1,470.31	4,935.59
30-S4	2.4	Gravel	563.25	183.26	30.26	737.97	1,514.74
31-S2	20.7	Gravel	704.00	402.58	775.13	1,333.42	3,215.13
31-S3	17.0	Gravel	67.00	77.27	1,141.50	1,427.37	2,713.14
31-S4	2.3	Gravel				29.70	29.70
33-S2	10.2	Gravel, Graded	117.50		87.36	50.15	255.01
33-S3	13.7	Gravel, Graded, Unimp.	18.40		10.47	406.85	435.72
35-S1	82.0	Graded		291.82	519.91	328.43	1,140.16
35-S2	13.1	Gravel	932.25		433.44	202.50	1,568.19
35-S3	16.1	Gravel	836.50	4,576.30	2,821.03	1,410.92	9,644.75
36-S1	25.3	Graded	255.05	318.62	1,173.81	1,875.38	3,622.86
38-S1	10.3	Unimp.	65.58			96.63	162.21
46-S1	2.4	Gravel		206.14	386.21	807.97	1,400.32
51-S3	6.5	Gravel		55.30	21.15	67.20	143.65
60-S2	6.7	Gravel, Graded	93.05	6.63	55.10	67.25	222.03
60-S3	18.4	Macadam	786.55	152.38	231.07	190.27	1,360.27
64-S8	4.5	Gravel	487.80	12.95	153.11	608.25	1,262.11
65-S9	20.7	Macadam	191.50	752.27	285.07	1,043.78	2,272.62
65-S10	13.2	Macadam	450.45	32.30	21.10	154.66	658.51
65-S11	17.9	Asphalt	515.00	77.39	33.95	372.95	999.29
65-S12	19.8	Asphalt	516.00	169.65	17.13	261.95	964.73
65-S13	1.3	Concrete	58.00	254.45	8.01	15.10	335.56
67-S7	18.2	Gravel	164.00	27.25	603.27	578.34	1,372.86
67-S8	11.1	Gravel	366.50		116.90	323.92	807.32
67-S9	11.2	Gravel	621.25	445.10	318.79	777.27	2,162.41
67-S10	15.5	Concrete	503.75	2.70	62.60	142.30	711.35
67-S11	11.6	Gravel	2,732.64	296.82	1,020.53	764.18	4,814.17
70-S6	5.5	Gravel	419.03		42.05	157.20	618.28
70-S7	3.8	Gravel	93.00	42.24	28.30	13.80	177.34
70-S8	18.0	Graded	406.10	1,623.91	1,438.82	1,545.94	5,014.77
70-S9	14.5	Concrete		493.02	4.65	6.00	503.67
70-S10	19.7	Concrete	662.50	18.03		87.25	767.78
70-S11	9.9	Concrete	55.00	278.87	33.25	32.50	399.62
70-S12	13.4	Asphalt	1,377.20	516.45	160.77	326.57	2,380.99
70-S13	9.7	Asphalt	33.50	1.68	3.83	21.25	60.26
70-S14	11.5	Macadam	130.50	10,553.48	1,900.73	3,250.44	15,835.15
70-S15	10.1	Macadam	912.75	900.11	2,333.12	1,682.96	5,828.94
70-S16	21.0	Gravel	2,422.35	791.50	1,433.38	1,633.24	6,280.47
84-S3	22.1	Unimp.			3.87		3.87
89-S1	19.2	Gravel, Graded	1,441.25		147.72	319.39	1,908.36
113-S1	11.4	Gravel	25.00			307.37	332.37

Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927  
DISTRICT No. 6—(Continued)

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
167-S9	3.6	Graded				187.64	187.64
167-S10	13.8	Gravel	676.65	27.47	631.13	803.60	2,138.85
167-S11	13.5	Gravel	320.45	108.31	123.95	468.78	1,021.49
167-S12	6.6	Gravel	540.40	10.56	269.60	165.51	985.07
167-S13	Not listed		639.55	29.50	625.45	531.47	1,825.97
		District General	7,020.85	2,136.97	2,095.99	12,177.07	23,430.88
		Totals	\$48,008.83	\$56,341.23	\$40,459.60	\$61,249.06	\$206,058.52

DISTRICT No. 7

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
2-S3	14.0	Gravel	\$ 908.55	\$ 178.81	\$221.45	\$ 642.95	\$ 1,951.57
2-S4	16.3	Gravel	312.50	648.21	.99	117.29	1,078.99
2-S5	18.3	Concrete	53.69	15,810.80		3.40	15,867.89
2-S6	18.7	Gravel	1,153.90	2,450.23	191.87	671.58	4,470.58
2-S7	16.0	Gravel			3.80	37.95	41.75
3-S1	19.4	Unimp.	375.00	46.65		32.00	453.65
3-S2	.6	Concrete	913.00	254.81	209.33	569.89	1,947.03
3-S3	24.0	Gravel	1,673.05	4,396.78	80.40	604.52	6,754.75
3-S4	3.4	Gravel	413.68	411.27	245.88	441.09	1,511.92
3-S5	13.5	Gravel	341.40	376.30	262.69	303.69	1,284.08
3-S6	13.6	Gravel	226.70	1.50	175.64	282.70	686.54
3-S7	17.5	Gravel	39.50	318.00			357.50
3-S8	15.9	Gravel	1,470.50	1,248.24	446.81	684.14	3,849.69
4-S8	18.5	Gravel	299.28	66.98	103.59	220.26	690.08
4-S9	5.1	Graded	172.50	159.66	1,428.64	395.79	2,156.59
4-S10	14.8	Gravel	77.00	12,674.35		317.31	13,068.66
4-S11	10.1	Gravel				43.54	43.54
4-S12	16.2	Gravel		34.72	198.96	188.63	422.31
4-S13	6.0	Gravel		249.44	103.00	127.90	480.34
4-S14	12.9	Gravel	89.80	8.35	8.09	54.34	160.58
4-S15	21.4	Gravel	576.47	45.42	45.01	211.99	878.89
7-S1	17.0	Unimp.	19.50		383.40	338.74	741.64
7-S2	16.7	Gravel		4,070.35	1,515.40	2,485.22	8,070.97
8-S6	18.5	Gravel	804.45	291.75	137.11	833.18	2,066.49
8-S7	19.0	Gravel	508.93	135.03	1,012.69	820.23	3,476.88
8-S10	3.3	Gravel				30.48	30.48
8-S11	8.5	Unimp.	415.15	3.60	237.35	344.24	1,000.34
8-S12	15.4	Unimp.	62.83			11.34	74.17
9-S1	11.0	Gravel, Unimp.	285.50	63.30	176.37	388.49	913.60
9-S2	10.8	Gravel		5.55	9.23	39.92	54.70
9-S3	13.0	Gravel	455.87	171.36	489.33	569.19	1,685.75
11-S1	2.0	Gravel	9.05	18.12	2.50	273.89	303.51
15-S1	8.0	Gravel	279.00	3.50	109.10	59.58	451.18
15-S2	8.0	Gravel	977.45	53.03	86.07	623.36	1,739.91
15-S3	29.7	Gravel, Graded, Unimp.	569.73	226.09	858.02	1,724.15	3,377.99
15-S4	13.2	Concrete, Gravel	57.00	10,302.13	44.78	1,045.42	11,449.33
15-S5	9.1	Gravel	29.00		11.99	166.11	207.10
15-S6	17.4	Unimp.	439.00	52.76	13.65	202.74	708.15
19-S1	17.6	Gravel	168.15	945.91	1,463.71	1,220.42	3,798.19
19-S2	6.4	Gravel	156.80		58.15	137.05	352.00
24-S6	17.5	Gravel	343.45	18.19	22.52	154.23	538.39
35-S4	1.7	Graded	3.50	1.40	362.15	28.00	395.05
35-S5	17.4	Gravel	478.50	1,325.79	1,091.21	1,530.00	4,425.50
46-S1	2.4	Gravel	16.00		196.23	196.42	408.65
48-S1	14.5	Gravel	894.95	476.72	407.57	532.22	2,311.46
57-S1	.5	Unimp.	578.00	129.38		3.03	710.41
115-S1	1.0	Concrete, Graded		1,989.56	278.44	777.83	3,045.81
115-S2	16.4	Unimp.			1.20	1.05	2.25
115-S3	16.9	Graded	722.75	2,131.58	1,453.74	1,746.94	6,055.01
167-S1	18.5	Gravel	3,834.76	1,082.12	583.59	1,310.00	6,810.47
167-S2	15.3	Concrete, Graded	7,693.41	11,480.74	1,521.40	1,557.25	22,252.80
167-S3	16.9	Graded	4,798.04	3,381.61	1,063.72	2,758.54	12,001.91
167-S4	20.4	Gravel	1,924.30	586.44	712.91	1,782.38	5,006.03
167-S5	9.5	Gravel	872.50	1,672.15	1,441.62	1,894.68	5,880.95
167-S6	3.2	Gravel	526.50	25.00	54.45	240.00	845.95
167-S8	8.7	Graded		4.44			4.44
		District General	7,656.07	533.76	5,162.03	8,807.24	22,159.10
		Totals	\$45,679.58	\$80,561.88	\$24,687.71	\$40,584.32	\$191,513.49

## Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927

## DISTRICT No. 8

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
7-S8	21.2	Graded, Unimp.	\$ 121.50	\$ 51.80	\$101.40	\$ 19.79	\$ 294.49
7-S9	6.4	Unimp.	557.70	1,003.21	264.74	796.17	2,621.82
7-S10	15.5	Graded	2,289.84	497.06	33.77	193.56	3,014.23
7-S11	4.2	Gravel	225.78	154.57	188.36	39.08	607.79
7-S12	20.8	Asphalt, Gravel	2,255.31	23.54	48.12	497.25	2,824.22
7-S13	22.2	Gravel, Graded	458.60	2.00	148.76	235.40	844.76
9-S6	19.8	Gravel, Graded	2,100.12	256.59	346.47	947.78	3,650.96
9-S7	9.9	Gravel	705.89		240.64	226.22	1,172.75
9-S8	28.5	Macadam, Graded	847.85	201.63	575.41	1,015.65	2,640.54
9-S9	8.9	Graded	1,000.91	1,711.13	97.49	297.72	3,107.25
9-S10	6.0	Graded	845.50	956.92	57.57		1,859.99
10-S2	21.2	Graded	2,148.40	687.06	508.66	1,084.74	4,428.86
10-S3	21.9	Graded	2,152.80	1,916.14	490.35	1,737.88	6,297.17
10-S4	18.0	Graded	1,217.15	129.22	179.28	250.10	1,775.75
10-S5	18.2	Graded	1,572.30	3,099.03	426.42	1,346.55	6,444.30
16-S7	15.5	Unimp.	41.00				41.00
16-S8	15.5	Graded		.80			.80
16-S9	25.3	Graded, Unimp.	549.95	10.09	61.05	13.20	634.29
16-S10	16.1	Graded, Unimp.	617.86	325.19	63.94	16.00	1,022.99
21-S1	24.3	Graded	983.43	4,410.75	721.19	1,309.59	7,424.96
22-S3	27.0	Graded	707.37	1,967.56	1,207.97	4,077.65	7,960.55
22-S4	9.5	Graded	3,880.17	1,606.94	804.53	3,246.48	9,538.12
22-S5	9.7	Gravel, Graded	954.17	163.08	429.67	278.50	1,825.42
23-S2	1.0	Gravel	80.10	559.30	210.54	15.90	865.84
23-S3	21.5	Unimp.			21.29		21.29
27-S8	19.8	Graded, Unimp.	1,150.80	53.47	14.65		1,218.92
27-S10	19.1	Graded	1,264.71	393.70	287.86	178.61	2,124.88
27-S11	16.7	Gravel, Graded	2,211.59	63.64	88.28	333.44	2,696.95
27-S12	17.5	Graded, Unimp.	396.28	9.60	80.93	193.68	679.49
28-S3	20.5	Graded	1,949.45	114.81	418.57	892.84	3,375.67
28-S4	11.3	Gravel, Unimp.	2,269.62		189.15	233.63	2,692.40
28-S8	Not listed		696.85		62.96	183.87	943.68
64-S4	23.3	Macadam, Gravel	3,047.49	1,182.23	606.01	1,244.85	6,080.60
64-S5	22.1	Macadam, Gravel	2,710.12	1,594.02	1,197.98	2,251.46	7,753.58
64-S6	27.4	Macadam	2,324.60	749.31	422.80	461.34	3,958.05
64-S7	24.2	Macadam, Gravel	2,566.57	5,454.75	795.05	1,558.55	10,374.92
64-S8	4.5	Gravel	47.00		5.35		52.35
65-S7	16.8	Graded	1,454.94	614.67	887.64	2,872.41	5,829.66
65-S8	18.3	Graded	3,043.55	1,143.50	670.56	457.93	5,315.54
76-S1	6.3	Graded	917.95	214.88	32.41		1,165.24
76-S2	11.3	Unimp.			31.93	19.79	51.72
92-S1	23.9	Macadam, Gravel, Graded	100.00	8,253.02	2.45	643.12	8,998.59
95-S1	24.1	Macadam, Graded	2,012.70	684.43	152.31	196.40	3,045.84
95-S2	17.0	Graded	1,183.30	17.06	176.03	201.55	1,577.94
105-S1	15.5	Graded	184.90	11.10			196.00
109-S2	23.6	Gravel, Unimp.	775.85	53.42			831.27
116-S1			526.90			32.00	558.90
		District General	8,578.95	1,523.17	4,975.16	7,606.81	22,684.09
		Total	\$65,727.80	\$41,866.41	\$18,325.70	\$37,206.51	\$163,126.42

## Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927

## DISTRICT No. 9

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
Newton No. 6				\$ 110.27	\$1,343.54	\$ 1,790.00	\$ 3,243.81
1-S5	16.0	Macadam		23.49	84.79	43.69	151.92
5-S8	20.9	Gravel, Graded		3.49	71.81	640.97	716.18
5-S9	15.5	Graded	\$ 244.50	100.05	1,082.98	1,093.36	2,520.89
7-S14	12.0	Graded	1,052.10	64.97	74.17	472.81	1,664.05
7-S15	29.6	Gravel, Graded	2,041.05	158.68	395.06	702.43	3,297.22
7-S16	8.1	Gravel	1,371.02	125.82	133.35	193.65	1,823.84
12-S4	12.3	Unimp.	516.80	239.44	82.48	186.63	1,025.35
12-S5	12.3	Gravel	1,034.00	91.30	778.18	743.10	2,646.58
12-S6	18.3	Gravel	1,089.66	132.28	1,026.90	685.52	2,934.36
12-S7	13.8	Graded	1,235.95	31.92	723.56	579.36	2,570.79
12-S8	10.5	Gravel	402.15	239.86	513.48	868.32	2,023.81
12-S9	15.0	Gravel	2,314.97	410.33	712.03	1,154.62	4,591.95
12-S10	12.4	Gravel, Graded	602.80	101.34	1,215.86	2,063.49	3,983.49
12-S11	9.6	Gravel	680.20	290.60	406.16	167.62	1,344.58
12-S12	16.0	Gravel, Graded	875.05	155.38	350.52	405.94	1,786.89
14-S1	25.8	Gravel, Unimp.	84.80				84.80
14-S2	23.5	Gravel, Unimp.			138.80		138.80
14-S3	15.5	Graded		447.52	746.41	916.92	2,110.85
14-S4	16.9	Gravel	67.00	12.00			79.00
14-S5	Not listed		32.90				32.90
16-S4	12.9	Graded		286.27	210.83	164.42	661.52
16-S5	19.5	Graded	176.00		86.59	167.91	430.50
21-S2	10.9	Graded	218.79			50.05	268.84
21-S3	17.6	Graded, Unimp.	198.73		1.10	28.29	228.12
21-S4	14.3	Gravel, Unimp.	197.25	19.16	8.06	64.34	288.81
21-S5	19.6	Gravel	476.39	391.08	636.09	654.31	2,157.87
21-S6	16.6	Gravel	956.64	3.42	121.13	161.45	1,242.64
23-S5	28.3	Graded, Unimp.	552.50	594.93	1,714.59	762.16	3,624.18
23-S6	22.1	Gravel	945.44	132.47	372.76	1,050.36	2,500.94
23-S7	4.3	Gravel	451.30		181.10	696.84	1,329.24
23-S8	9.0	Unimp.	69.00	19.19		41.25	129.44
27-S14	11.8	Gravel, Graded		324.40			324.40
43-S1	17.6	Graded	295.20	116.96	114.62	187.62	714.40
43-S2	15.0	Graded	770.90	25.58	105.67	133.49	1,035.64
43-S3	21.5	Gravel	53.25		15.03	74.51	142.79
45-S6	6.4	Gravel	153.11	44.46	8.62	42.25	248.44
65-S1	25.6	Gravel	177.75	397.96	553.13	1,151.66	2,280.50
65-S2	11.5	Gravel	590.05	28.12	158.98	251.91	1,029.06
65-S3	1.4	Graded	32.40	14.00	307.11	131.35	484.86
65-S4	23.2	Gravel, Graded	180.10	889.96	1,483.77	2,040.76	4,594.59
65-S5	12.5	Gravel, Graded	208.40	59.31	516.37	300.07	1,084.15
65-S6	10.5	Graded	1,110.42	98.40	201.64	458.11	1,868.57
68-S1	30.0	Gravel, Graded			.25	85.82	86.07
68-S2	15.2	Gravel	581.75	179.64	501.56	250.69	1,513.64
68-S3	12.8	Gravel	1,304.65	4,468.26	202.46	541.36	6,516.73
72-S3	12.0	Gravel	465.60	36.28	461.52	1,009.72	1,973.12
74-S2	5.5	Unimp.				61.88	61.88
94-S2	Not listed					3.98	3.98
103-S1	33.3	Gravel, Graded, Unimp.	432.29	317.41	521.44	1,295.19	2,566.33
		District General	8,043.02	5,935.60	6,122.15	13,906.43	34,007.20
		Totals	\$32,285.79	\$16,921.51	\$24,486.65	\$38,476.56	\$112,170.51

## Detail of Expenditures for Maintenance, July 1, 1926, to February 28, 1927

## DISTRICT No. 10

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
1-S15	9.1	Graded, Unimp.	392.05	59.28	95.37	225.60	772.30
1-S16	13.2	Gravel	489.95	152.10	218.85	684.24	1,545.14
1-S17	11.2	Gravel	858.46	1,906.33	835.93	1,358.33	4,959.05
1-S18	13.4	Gravel	1,387.26	2,692.02	687.99	2,096.47	6,863.74
1-S19	7.8	Gravel	565.25	125.36	222.32	351.76	1,274.69
1-S20	15.2	Gravel, Graded	499.50	115.75	65.35	285.00	965.60
1-S21	14.3	Gravel, Graded	161.55	2,676.24	250.73	656.58	3,745.10
14-S13	16.3	Gravel	483.00	21.95	23.19	326.33	854.47
14-S14	13.3	Gravel	1,148.80	19.75	339.30	1,336.20	2,844.05
18-S2	4.7	Gravel, Graded	542.30	92.42	20.60	732.64	1,387.96
18-S3	11.7	Gravel, Graded	662.70	731.67	112.37	677.92	2,184.66
18-S4	25.8	Gravel, Graded	3,012.02	10,199.86	945.95	3,055.30	17,213.13
18-S5	13.3	Concrete, Gravel	867.35	369.04	104.00	413.22	1,753.61
18-S6	17.6	Concrete	-----	248.00	188.98	363.37	800.44
18-S7	9.0	Graded	425.45	43.75	86.51	447.47	1,003.18
25-S6	22.3	Gravel, Graded, Unimp.	454.55	1,420.13	1,137.75	1,088.06	4,100.49
25-S7	8.8	Gravel	682.40	439.62	595.81	888.99	2,606.82
25-S8	18.9	Gravel, Graded	346.75	8.00	24.46	99.35	478.56
25-S9	15.1	Gravel	41.25	228.40	141.05	311.60	722.30
34-S1	6.5	Gravel, Unimp.	86.80	-----	2.50	18.54	107.84
34-S2	2.1	Graded	26.50	-----	-----	-----	26.50
34-S5	21.0	Gravel, Graded	1,443.19	166.37	149.31	918.10	2,676.97
39-S1	22.1	Gravel	1,331.45	11,444.56	748.66	3,369.18	16,893.85
39-S2	16.3	Gravel	1,324.15	2,758.88	1,210.64	1,442.44	6,736.11
39-S3	7.8	Gravel	855.35	452.15	101.44	864.67	2,273.61
40-S1	14.9	Gravel	226.50	55.55	30.41	654.74	967.20
40-S2	20.3	Asphalt, Graded	73.30	-----	39.32	140.49	253.11
61-S2	24.7	Asphalt	1,631.75	371.41	294.33	426.07	2,723.56
61-S3	23.3	Asphalt	320.00	1,019.92	27.88	234.46	1,602.26
62-S3	31.5	Graded, Unimp.	824.49	58.98	63.27	304.90	1,251.64
62-S4	12.6	Graded	17.50	-----	76.69	39.95	134.14
63-S3	20.0	Gravel, Graded	874.00	2,272.83	694.42	712.85	4,554.10
63-S4	23.2	Gravel, Graded	1,244.75	2,308.33	833.19	1,409.97	5,796.24
63-S5	16.7	Asphalt, Macadam, Gravel	1,229.80	246.01	223.20	929.87	2,628.88
63-S6	13.3	Asphalt, Gravel	866.70	161.27	258.41	650.15	1,936.53
63-S7	24.6	Gravel	3,719.88	1,400.18	149.20	684.75	5,954.01
63-S8	9.4	Concrete	546.25	-----	13.83	270.65	830.73
67-S18	12.3	Gravel	465.20	2,327.44	576.41	476.10	3,845.15
67-S19	9.6	Gravel	518.85	1,132.03	9.91	389.09	2,049.88
67-S20	8.0	Gravel	572.37	323.64	574.18	692.47	2,162.66
67-S21	6.4	Gravel	413.33	1,831.86	363.32	535.05	3,143.56
67-S22	20.9	Gravel, Graded	1,940.05	5,411.74	467.14	1,946.74	9,765.67
77-S1	4.2	Gravel	531.00	77.62	82.86	244.09	935.57
79-S1	20.2	Graded	2,277.95	659.93	293.95	585.84	3,817.67
79-S2	13.2	Graded	251.93	1,667.97	1,493.39	1,886.15	5,299.44
79-S3	0.3	Graded	48.10	-----	-----	217.20	265.30
79-S4	18.0	Graded	698.14	237.08	58.18	456.74	1,450.14
90-S1	6.6	Gravel	535.80	691.87	395.33	1,029.89	2,652.89
91-S1	12.6	Gravel, Graded	400.55	-----	3.00	52.18	455.73
91-S2	9.2	Gravel, Unimp.	62.45	-----	1.50	-----	63.95
97-S1	2.5	Gravel	159.10	68.30	419.09	201.99	848.48
		District General	8,913.30	4,360.40	12,351.19	10,862.35	36,487.24
		Totals	\$47,451.07	\$63,056.08	\$28,102.66	\$48,056.09	\$186,665.90

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**Statement of General and Administrative Expenses, March 1, 1927, to June 30, 1928**


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Salaries—		
Executive .....	\$ 32,219.37	
Clerical .....	26,125.00	
Stenographers .....	32,498.15	
Land Division .....	12,000.00	
Auto Division .....	33,356.60	
Maintenance .....	20,125.00	
Construction .....	30,172.28	
		\$186,496.50
General Expenditures—		
Postage .....	6,448.87	
Commissioners' traveling expenses .....	5,401.52	
Telephone and telegraph .....	5,948.44	
Printing and stationery .....	36,651.37	
Water and ice .....	840.75	
Sundry traveling expenses .....	3,802.32	
Subscriptions, etc. ....	82.56	
Office equipment and supplies .....	8,775.62	
Miscellaneous office expenses .....	287.37	
Insurance on equipment .....	509.94	
Bridge valuation survey .....	1,066.10	
Fidelity bond premiums .....	912.50	
Bond data .....	99.65	
Legal expense (legislative) .....	392.38	
Fire insurance (shop stock) .....	781.50	
Auto Division (tags) .....	45,338.41	
Auto Division (printing) .....	7,941.65	
Auto Division (express on tags) .....	429.21	
		125,710.16
Grand total .....		\$312,206.66

**Summary of Maintenance Expenditures, March 1, 1927, to June 30, 1928**

Sundry traveling expenses .....		\$ 4,217.08	
Injured employees' settlements .....		884.70	\$ 5,101.78
District Expenditures—			
Labor .....	\$1,478,385.17		
Material .....	307,010.47		
Tools and equipment .....	387,805.68		
Operating supplies and expense .....	504,854.55		
Engineers' salaries .....	81,837.87		
Supervisors' salaries .....	21,710.68		
Clerical help .....	10,482.88		
Mechanics .....	45,818.90		
Engineers' traveling expenses .....	25,446.75		
Postage .....	1,153.71		
Telephone and telegraph .....	4,673.83		
Office rent .....	7,133.16		
Heat, lights and water .....	637.11		
Undistributed equipment .....	41,303.17		
Undistributed supplies and expense .....	48,160.17		
Miscellaneous office expense .....	3,509.68		2,999,924.08
Miscellaneous—			
Inspectors' salaries .....		26,749.50	
Inspectors' traveling expenses .....		17,457.57	
Engineers' equipment .....		691.98	
Warehouse .....		190.00	
Bridge valuation survey .....		1,125.00	46,214.05
Sign Division—			
Labor .....		5,819.34	
Traveling expenses .....		1,177.70	
Stock purchased .....		5,732.52	
Tools and supplies .....		1,805.17	14,534.73
Shop Account—			
Labor .....		93,320.03	
Tools and equipment .....		17,320.49	
Operating expense .....		14,325.08	
Stock purchased .....		635,505.69	
Equipment ("Packard") .....		2,025.00	
Equipment ("White truck") .....		5,460.00	
Credit—		\$767,956.29	
Less district charge .....		512,850.96	255,105.33
Total expenditure for maintenance .....			\$3,320,879.97

Consolidated Statement of District Maintenance Expenditures, March 1, 1927, to June 30, 1928

DISTRICT	Labor	Material	Tools and Equipment	Supplies and Expense	District General	Total
One	\$ 120,950.57	\$ 50,787.49	\$ 49,646.31	\$ 51,157.24	\$ 43,518.26	\$ 316,059.87
Two	137,829.75	73,071.14	34,753.58	47,002.61	30,945.25	323,602.33
Three	186,688.69	33,444.43	51,140.87	44,410.27	28,916.30	344,600.56
Four	148,009.63	12,309.55	37,799.78	66,767.42	32,099.30	296,985.68
Five	155,500.06	13,746.75	14,979.74	49,741.67	38,852.15	272,820.37
Six	125,927.67	37,565.46	53,929.18	64,346.67	18,837.76	300,606.74
Seven	133,792.03	27,033.05	36,684.41	52,390.31	39,545.70	289,445.50
Eight	163,819.61	13,680.45	43,645.44	40,924.58	22,687.82	284,757.90
Nine	149,009.79	6,941.18	26,842.27	44,965.58	31,623.36	259,382.18
Ten	156,857.67	38,430.97	38,384.10	43,148.20	34,842.01	311,662.95
<b>Totals</b>	<b>\$1,478,385.47</b>	<b>\$307,010.47</b>	<b>\$387,805.68</b>	<b>\$504,854.55</b>	<b>\$321,867.91</b>	<b>\$2,999,924.08</b>

Statement of District General Expenses for Maintenance  
March 1, 1927, to June 30, 1928.

DISTRICT	Engineers' Salaries	Super-Visors	Clerical Help	Mechanics	Engineers' Working Expenses	Postage	Telephone and Telegraph	Office Rent	Heat Light & Water	Equip-ment	Miscel. Office Expense	Supplies and Expense	Total
Number One	8,635.30	2,700.00	3,877.50	3,017.50	2,385.30	175.00	\$ 940.17	\$ 598.00	\$ 84.50	\$13,874.42	\$ 612.42	\$ 6,558.04	\$43,518.26
Number Two	7,000.00	2,560.00	4,610.50	4,160.00	3,343.79	70.21	707.42	1,612.00	.....	1,882.60	602.65	4,416.18	30,945.26
Number Three	6,570.50	1,800.00	5,025.00	2,800.00	4,428.74	90.00	287.28	476.00	190.28	7,269.80	.....	8,519.46	28,916.30
Number Four	8,932.32	2,008.08	4,476.99	4,649.86	974.22	70.00	385.19	1,418.56	90.52	6,486.50	512.71	6,643.86	32,099.30
Number Five	8,671.25	2,220.00	5,394.78	5,461.35	2,641.22	233.50	585.09	322.50	53.99	1,478.79	239.19	1,785.79	18,837.76
Number Six	6,887.50	1,200.00	3,280.00	1,840.00	2,365.68	.....	.....	.....	.....	4,520.60	.....	7,584.92	296,985.68
Number Seven	11,800.00	1,645.00	4,095.00	4,890.96	2,833.41	125.00	522.09	1,102.00	85.71	1,298.67	331.11	7,584.92	39,545.70
Number Eight	8,800.00	355.00	3,570.25	3,522.50	1,034.82	50.00	356.50	730.00	56.77	1,577.80	627.77	2,295.54	22,687.82
Number Nine	8,320.00	3,980.00	3,391.57	7,249.50	1,925.06	200.00	563.56	531.50	40.62	1,577.80	223.02	3,570.73	31,623.36
Number Ten	6,100.00	3,252.60	3,761.28	8,237.34	3,566.51	140.00	335.53	292.50	32.71	2,915.19	420.80	6,785.65	34,842.01
<b>Totals</b>	<b>\$81,837.87</b>	<b>\$21,710.68</b>	<b>\$40,482.88</b>	<b>\$45,818.00</b>	<b>\$25,446.75</b>	<b>\$1,153.71</b>	<b>\$4,673.83</b>	<b>\$7,133.16</b>	<b>\$637.11</b>	<b>\$41,303.17</b>	<b>\$3,609.68</b>	<b>\$48,160.17</b>	<b>\$321,867.91</b>

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928

## DISTRICT No. 1

## CRITTENDEN COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
3-S18	18.7	Gravel	\$ 2,901.40	\$ 2,532.12	\$ 1,431.54	\$ 2,194.43	\$ 9,059.49
16-S20	21.5	Gravel	5,199.98	1,585.40	3,474.04	2,189.72	12,448.24
61-S21	20.9	Gravel and Concrete	16,907.53	18,803.47	2,190.51	1,983.40	39,884.91
63-S9	5.3	Gravel and Concrete	603.74	21.76	539.89	189.96	1,355.35
70-S20	15.8	Gravel and Concrete	4,433.77	595.05	1,612.45	2,348.18	8,989.45
75-S3	17.4	Gravel	3,104.75	1,044.10	3,726.06	2,093.27	9,968.18
50-S1	6.0	Gravel and Dirt	143.55			124.50	268.05
		Totals	\$33,293.82	\$24,581.90	\$12,974.49	\$11,123.46	\$81,973.67

## CROSS COUNTY

1-S13	5.4	Gravel	\$ 1,251.45	\$ 280.84	\$ 586.04	\$ 647.60	\$ 2,765.93
1-S14	17.4	Gravel and Dirt	2,297.09	567.71	3,488.81	1,347.06	7,700.70
16-S18	14.0	E	1,338.85	253.07	227.59	591.82	2,411.33
16-S19	18.3	Gravel	5,453.27	1,674.04	1,318.17	1,575.94	10,021.42
42-S2	15.0	Concrete and Dirt	806.45	125.53	115.75	221.69	1,269.42
42-S3	19.8	Gravel and Dirt	968.55	823.68	80.65	233.01	2,105.92
75-S2	9.2	Gravel	2,241.37	1,158.18	557.74	1,555.29	5,512.58
		Totals	\$14,357.03	\$ 4,883.08	\$ 6,374.75	\$ 6,172.11	\$31,787.30

## LEE COUNTY

1-S9	9.2	Gravel	\$ 2,419.95	\$ 205.69	\$ 2,089.21	\$ 855.74	\$ 5,570.59
1-S10	9.8	Gravel	2,259.15	438.81	585.95	1,217.22	4,501.16
3-S15	24.4	Gravel and Dirt	1,193.10	123.21	839.11	541.90	2,697.32
3-S16	17.3	Gravel	1,765.11	841.12	1,469.92	1,503.61	5,579.76
78-S2	10.8	Gravel	1,611.80	43.88	881.18	601.03	3,137.89
		Totals	\$ 9,249.11	\$ 1,652.74	\$ 5,865.37	\$ 4,719.50	\$21,486.72

## MONROE COUNTY

1-S6	10.3	E					
3-S13	6.3	E	\$ 763.50	\$ 39.95		\$ 551.69	\$ 1,319.14
3-S14	19.5	Gravel and Dirt	1,987.35	260.82	749.20	1,562.87	4,560.24
17-S1	16.0	E	759.36	38.22	784.63	540.55	2,122.76
17-S2	19.5	Gravel and Dirt	2,569.44	758.91	2,259.82	961.31	6,552.51
17-S3	10.0	Gravel	1,856.75	673.99	931.03	966.37	4,428.14
20-S1	8.0	Gravel	1,266.55	831.81	749.61	915.76	3,763.73
33-S1	4.0	E	255.75	2,071.71	31.62	21.20	2,380.28
70-S17	16.6	Gravel	6,158.35	627.07	2,617.13	3,397.95	12,800.50
		Totals	\$15,617.05	\$ 5,302.48	\$ 8,123.04	\$ 8,884.73	\$37,927.30

## WOODRUFF COUNTY

16-S16	13.2	Gravel	\$ 1,943.75	\$ 260.19	\$ 404.88	\$ 884.11	\$ 3,482.93
16-S17	19.9	G & E	1,436.75	708.61	500.06	804.18	3,459.60
17-S4	21.2	Gravel	2,370.48	911.35	1,009.25	1,576.71	5,867.79
17-S5	9.2	G. & E	357.25		132.72	826.63	1,316.60
33-S3	2.1	E & W	516.85	142.51	64.84	120.15	844.65
33-S4	19.4	Gravel	1,973.10	874.78	1,068.98	870.35	4,787.21
33-S5	13.8	Gravel	1,071.65	20.00	580.05	495.35	2,167.05
37-S1	6.4	E	270.75	69.87	13.99	229.92	584.53
38-S2	6.0	Gravel	1,248.35	127.27	426.50	522.47	2,324.59
106-S1	6.7	E	82.50			3.55	86.05
		Totals	\$11,271.43	\$ 3,114.58	\$ 4,201.27	\$ 6,333.72	\$24,921.00

## PHILLIPS COUNTY

1-S7	11.7	Asphalt and Concrete	\$ 370.61	\$ 57.35		\$ 73.05	\$ 501.01
1-S8	6.0	Gravel	234.50			155.21	389.71
20-S2	24.6	Asphalt and Concrete	1,751.20	1,341.81	710.94	228.39	4,032.37
20-S3	3.9	Asphalt and Concrete	1,387.60	827.76	50.00	298.55	2,563.91
20-S4	11.3	Asphalt and Concrete	980.22	384.53	251.37	329.12	1,945.24
44-S2	18.8	C & E	917.98	233.01		119.30	1,270.29
44-S3	23.5	Concrete	1,119.47	19.13	3.00	238.87	1,410.47
49-S1	18.3	Asphalt and E	217.86	222.15	28.62	112.10	580.73
85-S1	10.0	Concrete	755.87			156.94	912.81
		Totals	\$ 7,735.31	\$ 3,115.77	\$ 1,043.93	\$ 1,711.53	\$13,606.54

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 1—(Continued)

## ST. FRANCIS COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
1-S11	7.7	Gravel	\$ 2,540.11	\$ 315.63	\$ 337.52	\$ 703.22	\$ 3,896.48
1-S12	11.8	Gravel	3,010.95	88.40	73.61	866.72	4,039.68
3-S11			400.78	141.30		5.75	547.83
3-S17	9.3	Gravel	1,818.72	244.69	356.60	692.08	3,112.09
50-S1	17.0	Gravel	3,621.57	255.22	625.42	2,323.79	6,826.00
50-S3	2.8		943.80	849.66	26.69	234.79	2,054.94
70-S18	22.8	Gravel	5,398.76	1,814.65	2,765.45	2,221.95	12,200.81
70-S19	30.9	Gravel	10,689.83	3,692.97	6,771.69	5,006.87	26,161.36
70-S19		Crow Creek Bridge	781.60	672.20		59.43	1,513.23
75-S1	1.0	Gravel	129.40	62.22		94.16	285.78
78-S1	1.3	Gravel	91.30		106.48	3.10	200.88
		Totals	\$29,426.82	\$ 8,136.94	\$11,063.46	\$12,211.86	\$60,839.08

## DISTRICT No. 2

## ARKANSAS COUNTY

1-S3	17.5	Gravel and Dirt	\$ 1,680.62	\$ 630.72	\$ 1,306.43	\$ 575.18	\$ 4,192.95
1-S4	7.7	Macadam	1,042.85	675.65		552.91	2,271.41
1-S5	16.0	Macadam	875.20	1,328.30	1,066.27	323.10	3,592.87
3-S10	12.2	Gravel	4,139.09	6,151.83	837.93	1,284.67	12,413.52
3-S11	7.9	Asphalt and Dirt	3,562.38	156.41	90.00	892.85	4,701.64
11-S6	24.0	Asphalt and Gravel	1,379.60	358.76	97.44	575.24	2,411.04
11-S7	3.0	Gravel	704.20	431.68	44.96	525.75	1,706.59
30-S5	5.3	Asphalt and Gravel	933.80	511.69	5.00	412.82	1,863.31
30-S6	26.1	Asphalt	1,027.25	1,141.47	131.75	578.43	2,878.90
44-S1	16.8	Gravel and Dirt	848.60	117.37	91.12	194.82	1,251.91
82-S1	9.2	Macadam and Gravel	1,181.35	722.18		485.49	2,389.02
		County General	16.25	7.00	275.00	4.05	302.30
		Totals	\$17,391.19	\$12,233.06	\$ 3,945.90	\$ 6,405.31	\$39,975.46

## ASHLEY COUNTY

2-S8	27.0	Gravel and Dirt	\$ 2,896.50	\$ 684.57	\$ 985.62	\$ 1,164.50	\$ 5,731.19
2-S9	21.9	Gravel	4,477.65	806.14	743.57	1,079.89	7,107.25
8-S15	6.0	Dirt	2,013.70	260.78		283.43	2,557.91
8-S16	5.2	Dirt	564.50			11.28	575.78
13-S1	15.1	Gravel	628.40	121.90		253.01	1,003.31
13-S2	11.5	Gravel	2,442.05	203.38		400.58	3,046.01
52-S1	17.7	Gravel and Dirt		6.16			6.16
52-S2	4.8	Gravel	507.50	41.50		.62	549.62
165-S1	28.2	Gravel	5,122.55	5,891.67	2,519.50	2,820.17	16,353.89
		County General	9.00		1,752.14		1,761.14
		Totals	\$18,661.85	\$ 8,016.10	\$ 6,000.83	\$ 6,013.48	\$38,692.26

## CHICOT COUNTY

2-S10	19.9	Gravel	\$ 2,853.75	\$ 904.19	\$ 1,668.61	\$ 1,415.48	\$ 6,842.03
8-S17	11.5	Dirt	26.00			40.84	66.84
35-S8	6.5	Asphalt and Gravel	1,062.15	1,421.24		107.64	2,591.03
35-S10	1.6	Asphalt	175.50	102.60	4.86	228.35	511.31
59-S1	7.8	Gravel	198.20	112.41	513.42	105.38	929.41
65-S20	13.6	Asphalt	2,168.65	1,295.16	54.22	979.92	5,197.95
65-S21	15.8	Asphalt	1,450.80	1,591.07	162.72	1,187.11	4,391.70
65-S22	11.6	Asphalt	1,667.60	996.61		1,068.58	3,732.79
165-S3	10.0	Asphalt	865.00	239.59		51.75	1,156.34
		Totals	\$10,467.65	\$ 7,362.87	\$ 2,403.83	\$ 5,185.05	\$25,419.40

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 2—(Continued)

## DESHA COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
1-S1	21.2	Gravel	\$ 37.00				\$ 37.00
1-S2	16.3	Dirt	383.00				383.00
4-S16	7.9	Asphalt	895.50	8.44		130.45	1,034.39
35-S9	6.7	Asphalt and Gravel	65.40	62.16		71.60	199.16
54-S1	8.9	Gravel	1,455.07		87.93	83.93	1,626.93
65-S17	13.9	Asphalt	3,770.26	1,382.61		147.74	5,300.61
65-S19	17.6	Asphalt	2,098.24	1,872.58	192.72	523.95	4,687.49
116-S1	8.0	Dirt	572.75				572.75
165-S4	4.7	Asphalt	684.44	85.08		54.43	823.95
Totals			\$ 9,961.66	\$ 3,410.87	\$ 280.65	\$ 1,012.10	\$14,665.28

## DREW COUNTY

4-S14	12.9	Gravel	\$ 1,565.85	\$ 229.51	\$ 51.04	\$ 685.39	\$ 2,531.79
4-S15	21.4	Gravel	4,778.64	1,969.25	424.05	2,142.37	9,314.31
13-S3	16.8	Gravel	2,215.55	130.29	325.78	1,017.37	3,688.99
13-S4	13.1	Gravel	2,510.90	185.32	176.79	988.84	3,861.85
35-S8	23.0	Gravel and Dirt	2,278.73	892.50	73.05	1,064.33	4,308.61
65-S18	5.9	Asphalt	718.70	1,718.70		326.95	2,764.35
83-S1	1.5	Gravel	42.50			5.33	47.83
165-S2	2.7	Asphalt	123.85	57.77		36.01	217.63
County General					2,336.50		2,336.50
Totals			\$14,234.72	\$ 5,183.34	\$ 3,387.21	\$ 6,266.59	\$29,071.86

## JEFFERSON COUNTY

3-S7	17.5	Gravel	\$ 4,648.69	\$ 944.92	\$ 642.88	\$ 1,904.77	\$ 8,141.26
3S-8	15.9	Gravel	4,928.03	2,467.36	481.02	2,583.64	10,460.05
3-S9	12.5	Gravel	2,785.35	4,882.20	523.02	1,446.85	9,637.42
6-S10	9.1	Gravel	2,939.55	72.93	1,003.97	738.48	4,754.93
11-S5	10.5	Dirt	1,727.64	47.41	40.16	215.29	2,030.50
13-S7	8.6	Gravel	1,959.85	117.51	713.88	522.86	3,314.10
15-S7	12.2	Gravel and Dirt	2,314.50	480.21	215.24	850.26	3,860.21
15-S8	14.7	Gravel	3,285.25	1,696.46	419.69	1,362.08	6,763.48
31-S1	8.7	Gravel	1,392.10	783.07	1,505.77	1,053.09	4,734.03
65-S14	22.6	Concrete and Gravel	13,554.20	4,959.95	422.99	2,661.59	21,598.73
65-S15	21.8	Gravel	7,341.90	10,656.19	1,004.12	3,619.53	22,621.74
104-S1	3.9	Gravel	227.20			74.51	301.71
County General					5,197.36		5,197.36
Totals			\$47,104.26	\$27,108.21	\$12,170.10	\$17,032.95	\$103,415.52

## LINCOLN COUNTY

11-S1	0.8	Gravel		\$ 348.74			\$ 348.74
11-S2	11.6	Gravel	1,811.90	337.72		774.45	2,924.07
11-S3	17.1	Gravel	3,869.67	1,116.41	3,321.88	1,236.71	9,544.67
11-S4	8.0	Dirt	100.38	46.63		22.55	169.56
13-S5	11.0	Gravel	3,341.70	697.47	1,304.68	1,329.11	6,672.96
13-S6	12.5	Gravel	1,006.40	148.05	159.85	519.35	1,862.15
65-S16	13.5	Macadam	2,926.78	4,077.95		704.76	7,709.69
114-S1	8.8	Gravel	415.90			238.12	654.02
114-S2	7.5	Gravel	6,535.49	2,983.72		233.58	9,752.79
County General					1,778.65		1,778.65
Totals			\$20,008.42	\$ 9,756.69	\$ 6,565.06	\$ 5,087.13	\$41,417.30

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 3

## MILLER COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
67-S1	18.8	Gravel .....	\$11,938.58	\$ 4,564.40	\$ 2,914.40	\$ 3,072.11	\$22,489.49
2-S1	21.2	Gravel .....	7,073.87	1,107.90	2,656.56	1,805.25	12,643.58
71-S1	17.2	Gravel and Dirt .....	1,300.50	86.85	263.89	33.58	1,684.82
71-S2	13.4	Dirt .....	1,930.60	.....	11.18	164.68	2,106.46
71-S3	2.3	Concrete .....	369.12	8.50	.....	.....	377.62
		County General .....	.....	.....	441.01	.....	441.01
		Totals .....	\$22,612.67	\$ 5,767.65	\$ 6,287.04	\$ 5,075.62	\$39,742.98

## HEMPSTEAD COUNTY

67-S2	10.9	Gravel .....	\$ 5,350.07	\$ 2,397.78	\$ 1,638.33	\$ 1,735.30	\$11,121.48
55-S2	5.0	Dirt .....	2,094.35	174.71	418.69	487.45	3,175.20
4-S5	9.6	Concrete, Gravel & Dirt .....	2,759.08	413.62	256.32	553.37	3,982.39
73-S2	15.7	Gravel and Dirt .....	1,891.87	241.87	232.36	539.05	2,905.15
4-S5	16.1	Concrete, Gravel & Dirt .....	1,841.20	206.38	.....	98.64	2,146.22
29-S3	26.6	Gravel and Dirt .....	1,486.25	95.14	.....	74.75	1,656.14
4-S6	7.2	Dirt .....	404.50	111.58	377.51	55.48	949.07
27-S3	4.5	Gravel .....	1,324.47	114.52	41.20	162.18	1,642.37
19-S5	3.1	Dirt .....	118.80	49.38	.....	.....	168.18
		County General .....	40.00	.....	3,875.31	.....	3,915.31
		Totals .....	\$17,310.59	\$ 3,804.98	\$ 6,839.72	\$ 3,706.22	\$31,661.51

## CLARK COUNTY

67-S4	17.7	Gravel and Dirt .....	\$ 2,514.65	\$ 310.17	\$ 295.44	\$ 863.33	\$ 3,983.59
67-S5	13.0	Gravel .....	10,415.52	1,116.71	722.71	984.81	13,239.75
51-S1	18.0	Gravel .....	7,153.91	3,384.33	1,475.34	1,977.83	13,991.41
53-S1	10.3	Dirt .....	1,215.23	257.85	184.14	559.59	2,216.81
51-S1	11.0	Gravel .....	3,626.65	38.00	346.48	738.35	4,749.48
7-S4	10.5	Gravel .....	3,301.40	652.00	259.52	767.26	4,980.18
67-S6	10.7	Gravel .....	3,095.73	882.78	592.54	769.72	5,340.77
51-S2	4.2	Dirt .....	71.62	.....	3.00	89.20	163.82
7-S3	11.8	Gravel .....	1,517.15	523.74	924.18	591.94	3,557.01
26-S4	18.5	Gravel and Dirt .....	2,863.42	1,432.55	458.94	155.82	4,910.73
8-S5	27.9	Gravel and Dirt .....	4,108.63	3.60	55.86	103.25	4,271.34
		County General .....	701.94	.....	2,410.90	142.46	3,255.30
		Totals .....	\$40,585.85	\$ 8,601.73	\$ 7,729.05	\$ 7,743.56	\$64,660.19

## NEVADA COUNTY

67-S3	16.9	Gravel .....	\$ 5,132.06	\$ 755.31	\$ 2,066.95	\$ 1,662.54	\$ 9,616.86
19-S3	17.3	Gravel and Dirt .....	2,726.67	152.94	119.98	419.57	3,491.16
24-S4	3.2	Gravel .....	1,230.39	293.97	533.40	829.38	2,887.14
24-S5	19.7	Dirt .....	1,262.35	95.31	.....	20.25	1,377.91
4-S7	13.0	Dirt .....	336.42	46.20	.....	4.00	386.62
19-S3	10.3	Gravel and Dirt .....	1,264.50	.....	.....	.....	1,264.50
		County General .....	.....	.....	1,931.86	.....	1,931.86
		Totals .....	\$11,952.39	\$ 1,343.73	\$ 4,652.19	\$ 3,007.74	\$20,956.05

## LAFAYETTE COUNTY

2-S2	21.7	Gravel .....	\$16,457.66	\$ 6,182.52	\$ 1,238.52	\$ 2,473.65	\$26,352.40
29-S1	27.8	Gravel and Dirt .....	1,906.80	16.50	288.78	562.82	2,774.90
29-S2	9.6	Gravel .....	1,299.80	10.58	326.70	468.98	2,106.06
		County General .....	.....	.....	.....	2,331.82	2,331.82
		Totals .....	\$19,664.26	\$ 6,209.65	\$ 1,854.00	\$ 5,837.27	\$33,565.18

## LITTLE RIVER COUNTY

71-S4	18.8	Gravel .....	\$ 3,905.98	\$ 258.31	\$ 2,158.22	\$ 1,806.26	\$ 8,128.77
32-S3	11.7	Gravel .....	445.79	39.77	87.99	189.86	763.41
41-S2	17.0	Gravel .....	5,490.60	262.82	490.31	1,754.64	7,998.37
32-S1	9.3	Gravel .....	1,790.90	127.05	312.12	651.54	2,881.61
41-S3	8.0	Gravel .....	2,739.82	53.29	227.02	920.81	3,940.94
32-S2	17.8	Gravel .....	4,888.07	83.44	804.50	1,809.84	7,585.85
		County General .....	.....	.....	2,730.70	.....	2,730.70
		Totals .....	\$19,261.16	\$ 824.68	\$ 6,810.86	\$ 7,132.95	\$34,029.65

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 3—(Continued)

## SEVIER COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
41-S1	11.0	Gravel	\$ 2,212.47	\$ 149.35	\$ 519.86	\$ 833.45	\$ 3,715.13
71-S7	12.9	Gravel	2,547.75	114.24	1,011.96	883.94	4,557.89
86-S1	10.8	Dirt	589.02	697.83	23.72	249.73	1,560.30
70-S1	8.4	Gravel	2,192.11	1,424.17	704.92	905.12	5,226.32
70-S2	16.6	Gravel	3,898.43	11.80	973.64	1,104.15	5,988.02
27-S1	6.4	Gravel	1,376.45	51.50	56.19	332.26	1,816.40
71-S5 N.	10.0	Gravel	3,893.39	978.86	519.03	965.77	6,357.05
71-S5 S.	18.0	Gravel	2,288.50	20.56	679.61	364.88	3,553.55
71-S6	12.0	Gravel	2,178.07	280.72	336.46	634.49	3,429.74
24-S1	6.6	Gravel	121.10		933.81	28.78	1,083.69
		County General			4,336.84		4,336.84
		Totals	\$21,297.29	\$ 3,729.03	\$10,096.04	\$ 6,502.57	\$41,624.93

## HOWARD COUNTY

55-S1	3.0	Gravel	\$ 1,846.65	\$ 36.90	\$ 504.54	\$ 703.78	\$ 3,091.87
27-S2	16.2	Gravel and Dirt	3,010.55	271.28	601.93	819.25	4,703.01
55-S1	2.0	Gravel	672.40	38.80	27.71	390.63	1,129.54
4-S4	9.5	Gravel and Dirt	3,379.50	582.03	62.54	90.28	4,114.35
4-S4	10.0		2,802.69	81.75	22.61	74.29	2,981.25
27-S2	16.2	Gravel and Dirt	772.20		26.13	38.50	836.83
24-S2	13.5	Dirt	507.45	36.45	24.00	5.00	572.90
4-S4	1.9	Dirt	585.35	25.36		2.55	613.26
70-S3	14.4	Gravel and Dirt	2,799.93	154.31	141.15	53.11	3,148.53
4-S3	25.1	Dirt	1,858.68	328.76	25.24	33.26	2,245.94
		County General	40.00		1,983.36		2,023.36
		Totals	\$18,275.34	\$ 1,555.64	\$ 3,419.21	\$ 2,210.65	\$25,460.84

## PIKE COUNTY

70-S5	13.4	Dirt	\$ 2,830.68	\$ 174.33	\$ 231.15	\$ 481.31	\$ 3,717.47
8-S4	7.7	Dirt	775.42	9.65	15.33	156.10	956.50
84-S1	10.3	Dirt	1,992.45	249.50	42.89	86.98	2,371.82
26-S3	18.3	Gravel	2,256.45	502.98	76.43	353.68	3,389.54
27-S4	7.0	Gravel	2,536.29	447.35	437.77	659.81	4,081.22
27-S5	15.0	Dirt	2,937.25	190.83	973.24	838.90	4,840.22
70-S4	18.1	Dirt	2,500.60	32.70	109.25	416.91	3,059.46
		County General			1,566.70		1,566.70
		Totals	\$15,729.14	\$ 1,607.34	\$ 3,452.76	\$ 3,193.69	\$23,982.93

## DISTRICT No. 4

## BENTON COUNTY

12-S1	13.7	Gravel	\$ 3,031.65	\$ 110.62	\$ 2,415.01	\$ 1,253.66	\$ 6,810.94
12-S2	17.7	Gravel	3,087.18	83.25	382.40	1,907.15	5,459.98
12-S3	19.5	E	109.30		53.69	86.75	249.74
16-S1	12.4	Gravel	2,568.05	44.67	94.17	789.78	3,496.67
47-S1	19.1	Gravel	4,985.45	463.73	4,867.20	2,198.83	12,515.21
71-S18	16.4	Gravel	6,127.86	380.69	47.62	3,865.37	10,421.54
71-S19	24.4	Gravel	4,711.92	249.78	2,547.13	2,308.17	9,817.00
72-S1	16.0	Gravel	534.30			566.34	1,100.64
72-S2	5.9	Gravel	793.95	13.70	100.72	300.96	1,209.33
94-S1	16.7	G & E	1,012.70		112.38	429.16	1,554.24
94-S2	7.1		685.10	44.40		216.53	946.03
99-S3	18.8	G & E	1,356.30	145.62		324.75	1,826.67
100-S1	10.8	Gravel	1,433.00	15.50	2,167.71	2,469.28	6,085.49
102-S1	9.4	G & E	928.65	54.54		704.17	1,707.36
107-S1	12.9	Gravel	2,032.45	354.89	2,698.20	972.09	6,057.63
F. A. P. 138			2,871.25			167.28	3,038.53
		County General		1,287.10	103.91	1,374.29	2,765.30
		Totals	\$36,269.11	\$ 3,268.49	\$15,590.14	\$19,934.56	\$75,062.30

## CRAWFORD COUNTY

64-S2	19.3	Concrete and E	\$ 3,711.90	\$ 722.88	\$ 45.14	\$ 1,660.15	\$ 6,140.07
71-S15	23.0	G & E	6,023.64	620.31	2,828.83	2,406.46	11,879.24
45-S2	28.0	E				121.03	121.03
		County General			765.00	456.16	1,221.16
		Totals	\$ 9,735.54	\$ 1,343.19	\$ 3,638.97	\$ 4,643.80	\$19,361.50

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 4—(Continued)

## FRANKLIN COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
22-S2	9.3	E .....	\$ 1,702.10	\$ 40.25	\$ 57.57	\$ 1,160.27	\$ 2,960.19
23-S3	21.5	E .....	3,326.95	146.96	512.97	237.24	4,224.12
23-S4	24.3	E .....	899.15	12.75	.....	647.57	1,559.47
64-S3	23.0	Gravel .....	8,631.20	845.65	149.72	3,042.31	12,668.88
98-S1	4.3	E .....	514.95	.....	.....	32.88	547.83
109-S1	7.2	E .....	167.35	.....	.....	202.17	369.52
		County General .....	.....	.....	.....	470.96	470.96
		Totals .....	\$15,241.70	\$ 1,045.61	\$ 720.26	\$ 5,793.40	\$22,800.97

## MONTGOMERY COUNTY

6-S2	22.4	E .....	1,966.12	80.72	.....	860.44	2,907.28
6-S3	14.7	Gravel .....	2,572.36	114.25	.....	1,132.03	3,818.64
8-S3	36.8	G & E .....	2,491.62	393.40	.....	1,406.16	4,291.18
27-S6	9.1	E .....	271.00	.....	.....	150.90	421.90
27-S7	19.3	E .....	1,346.44	.....	.....	515.01	1,861.45
70-S6	5.5	Gravel .....	169.50	.....	.....	1.32	170.82
		County General .....	.....	.....	.....	180.18	180.18
		Totals .....	\$ 8,817.04	\$ 588.37	.....	\$ 4,246.04	\$13,651.45

## POLK COUNTY

4-S1	3.2	E .....	\$ 29.95	\$ 25.50	\$ 53.69	\$ 15.47	\$ 124.61
4-S2	5.0	E .....	664.25	41.32	.....	166.71	872.28
8-S1	12.7	E .....	85.50	.....	11.90	20.70	118.10
8-S2	21.8	Gravel .....	1,962.20	186.69	.....	712.69	2,861.58
71-S8	16.5	Gravel .....	3,784.96	262.80	614.97	1,308.07	5,970.80
71-S9	23.2	Gravel .....	6,581.87	1,032.28	1,022.03	2,878.21	11,514.39
71-S10	12.9	G & E .....	1,931.85	316.90	481.30	1,082.57	3,812.62
88-S1	15.8	Gravel .....	1,642.22	29.16	.....	258.28	1,946.51
		County General .....	.....	.....	60.24	600.34	660.58
		Totals .....	\$16,682.80	\$ 1,894.65	\$ 2,260.98	\$ 7,043.04	\$27,881.47

## SCOTT COUNTY

6-S1	12.8	E .....	\$ 1,577.85	\$ 74.07	\$ 427.54	\$ 403.38	\$ 2,482.84
28-S1	24.1	E .....	1,997.70	82.96	53.75	432.01	2,566.42
28-S2	20.1	E .....	2,223.03	53.40	231.54	241.95	2,749.92
71-S11	23.0	E .....	6,144.00	13.04	432.93	2,004.54	8,594.51
71-S12	18.7	E .....	3,475.25	219.53	45.19	999.80	4,739.77
		County General .....	.....	.....	10.12	599.82	609.94
		Totals .....	\$15,417.83	\$ 443.00	\$ 1,201.07	\$ 4,681.50	\$21,743.40

## SEBASTIAN COUNTY

10-S1	13.7	Earth .....	\$ 3,275.65	\$ 36.40	\$ 549.28	\$ 1,632.22	\$ 5,493.55
22-S1	21.4	G & E .....	3,850.17	63.10	131.36	1,297.40	5,342.03
45-S1	33.3	E .....	3,252.90	223.11	88.95	1,183.79	4,748.75
64-S1	6.2	Concrete and Asphalt .....	248.98	3.05	.....	274.07	526.10
71-S13	11.9	Gravel .....	2,531.40	219.46	435.20	1,017.64	4,203.70
71-S14	19.4	Gravel .....	2,803.05	.....	63.33	957.35	3,823.73
		County General .....	.....	.....	898.10	471.18	1,369.28
		Totals .....	\$15,962.15	\$ 545.12	\$ 2,166.22	\$ 6,833.65	\$25,507.14

## WASHINGTON COUNTY

16-S2	15.8	Gravel .....	\$ 2,994.70	\$ 119.96	\$ 2,503.30	\$ 1,762.37	\$ 7,380.33
16-S3	18.8	E .....	2,228.23	154.49	444.68	269.22	3,096.62
45-S3	26.0	E .....	517.15	.70	.....	273.28	791.13
45-S4	11.2	G & E .....	2,772.23	35.05	897.74	941.67	4,646.69
45-S5	13.5	Gravel .....	2,863.50	.....	143.69	1,263.26	4,270.45
68-S1	30.0	G & E .....	2,370.97	11.34	106.85	862.55	3,351.71
71-S16	26.7	Gravel .....	7,085.94	1,105.22	4,830.86	3,720.79	16,742.81
71-S17	12.4	Gravel .....	4,181.08	363.43	2,806.13	1,918.42	9,269.06
74-S1	12.3	E .....	1,323.80	.....	19.66	14.65	1,358.11
80-S1	10.9	E .....	2,519.65	15.40	53.69	1,078.21	3,636.95
99-S1	9.5	E .....	1,026.21	88.43	.....	53.34	1,167.98
112-S1	3.3	E .....	.....	.....	74.41	48.48	122.89
		County General .....	.....	1,287.10	341.13	1,385.19	3,013.42
		Totals .....	\$29,883.46	\$ 3,181.12	\$12,222.14	\$13,591.43	\$58,878.15

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 5

## CLEBURNE COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
5-S5	7.7	E .....		\$ 84.24			\$ 84.24
16-S11	18.0	E .....	\$ 54.80			\$ 17.32	72.12
16-S12	15.3	E .....	3,361.00	462.26		897.29	4,720.55
25-S2	14.5	E .....	2,380.30	3.40		197.47	2,581.17
25-S3	28.0	E .....	8,507.99	590.43		3,107.61	12,206.03
		County General .....				52.75	52.75
		Totals .....	\$14,304.09	\$ 1,140.33		\$ 4,272.44	\$19,716.86

## FULTON COUNTY

9-S14	10.0	Gravel .....	\$ 2,653.70	\$ 16.05	\$ 2,424.72	\$ 1,337.18	\$ 6,431.65
9-S15	20.0	Gravel .....	2,439.55	115.91		1,870.48	4,425.94
12-S13	21.0	Gravel .....	956.55			836.85	1,793.40
63-S1	16.9	Gravel .....	5,227.90	31.50		1,339.30	6,598.70
		County General .....	727.00			156.29	883.29
		Totals .....	\$12,004.70	\$ 163.46	\$ 2,424.72	\$ 5,540.10	\$20,132.98

## INDEPENDENCE COUNTY

11-S14	19.2	E .....	\$ 5,799.65	\$ 57.36		\$ 187.38	\$ 6,044.39
11-S15	14.7	Gravel .....	8,003.33	101.36		2,140.39	10,245.08
14-S8	13.5	E .....	4,738.65	69.88		127.95	4,936.43
14-S9	21.0	Gravel .....	5,585.92	252.15		1,677.31	7,515.38
14-S10	6.7	Gravel .....	1,672.85	83.93		357.48	2,114.26
25-S4	11.0	Gravel .....	1,192.05	27.05		775.50	1,994.60
25-S5	24.0	G & E .....	4,610.60	196.52		374.36	5,181.48
67-S15	1.0	Gravel .....		106.44	254.15	133.65	497.24
69-S2	15.5	Gravel .....	2,730.95	46.00	4,897.22	1,785.37	9,459.54
		County General .....	125.00		247.99	266.63	639.62
		Totals .....	\$34,459.00	\$ 940.69	\$ 5,399.36	\$ 7,829.02	\$48,628.07

## IZARD COUNTY

9-S12	19.1	E .....		\$ 2.00		\$ 50.29	\$ 52.29
9-S13	14.7	Gravel .....	3,605.36	101.20	26.05	2,583.00	6,315.61
56-S1	14.5	Gravel .....	3,021.55	140.33		785.44	3,947.32
56-S2	15.1	E .....	1,694.90			118.45	1,813.35
58-S1	11.4	E .....	550.59			21.23	571.82
69-S1	14.5	Gravel .....	2,138.95	18.47		1,592.22	3,749.64
		County General .....				20.97	20.97
		Totals .....	\$11,011.35	\$ 262.00	\$ 26.05	\$ 5,171.60	\$16,471.00

## JACKSON COUNTY

14-S11	2.9	Gravel .....	\$ 517.60	\$ 19.10		\$ 193.91	\$ 730.61
14-S12	16.0	Gravel .....	2,547.52	881.25		1,061.06	4,489.83
17-S6	20.6	G & E .....	3,230.62	246.16	159.00	613.87	4,249.65
18-S1	12.6	Gravel .....	2,081.50	593.14		1,208.43	3,883.07
37-S2	20.7	Gravel and E .....	125.70			119.05	244.75
67-S14	7.5	Gravel .....	939.60	12.28	254.15	691.80	1,897.83
67-S16	9.0	Gravel .....	793.50		254.15	847.78	1,900.43
67-S17	22.9	Gravel .....	2,696.49	494.13	647.00	2,197.02	6,034.64
87-S3	6.3	E .....	1,394.55	162.96		396.54	1,954.05
		County General .....	1,840.00	72.51	3,291.66	519.44	5,723.61
		Totals .....	\$16,172.08	\$ 2,481.53	\$ 4,605.96	\$ 7,848.90	\$31,108.47

## SHARP COUNTY

11-S16	22.9	Gravel and E .....	\$ 7,698.65	\$ 635.05	\$ 6.00	\$ 935.89	\$ 9,275.59
11-S17	10.5	E .....	1,200.80	1.10		1,613.98	2,815.88
56-S3	5.1	E .....	936.15				936.50
58-S2	28.4	E .....	2,046.67	93.44		20.14	2,160.25
63-S2	24.0	E .....	5,597.00	138.21	24.00	911.36	6,670.57
79-S5	17.1	E .....	2,994.20	94.84		11.97	3,101.01
		County General .....	710.00		248.00	151.75	1,109.75
		Totals .....	\$21,183.47	\$ 962.64	\$ 278.00	\$ 3,645.09	\$26,069.20

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 5—(Continued)

## STONE COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
5-S6	14.0	Gravel	\$ 1,587.80			\$ 30.89	\$ 1,618.69
9-S11	24.4	G & E	10,160.75	2,330.39		2,160.49	14,651.63
14-S6	14.7	E	4,320.39	156.35		340.41	4,817.15
14-S7	19.5	E	6,484.50			255.59	6,740.09
66-S2	23.1	E				8.76	8.76
		County General	1,443.05	16.25		473.42	1,932.72
		Totals	\$23,996.49	\$ 2,502.99		\$ 3,269.56	\$29,769.04

## WHITE COUNTY

5-S4	22.1	E	\$ 438.10				\$ 438.10
11-S11	13.6	Gravel	1,266.70	219.75		528.90	2,015.35
11-S12	4.1	Gravel	1,121.65			367.20	1,488.85
11-S13	18.8	E	88.60				88.60
16-S13	16.0	E	2,308.40	182.47		140.67	2,631.54
16-S15	8.5	E	283.91	10.71			294.62
31-S4	2.3	Gravel				52.78	52.78
36-S3	20.2	E	3,284.25	181.12	159.00	740.50	4,364.87
60-S4	12.2	Gravel	925.45	34.02		939.51	1,898.98
67-S12	22.8	Gravel	6,386.25	3,516.30	605.47	5,101.61	15,609.63
67-S13	21.9	Gravel	3,913.47	1,145.29	1,443.45	3,435.82	9,938.03
87-S2	4.3	E	1,873.85	3.45		172.69	2,049.99
87-S4	2.9	E	403.25			460.87	864.12
		County General	75.00		37.83	223.41	336.24
		Totals	\$22,368.88	\$ 5,293.11	\$ 2,245.75	\$12,163.96	\$42,071.70

## DISTRICT No. 6

## FAULKNER COUNTY

25-S1	19.8	E	\$ 2,165.50	\$ 10.00		\$ 1.02	\$ 2,176.52
36-S1	25.3	E	1,545.45	51.24		18.75	1,615.44
60-S2	6.7	G & E	623.25	44.75		2.75	670.75
60-S3	18.4	Concrete	442.05	205.15			647.20
64-S8	4.5	Gravel	1,087.90	421.76		72.54	1,582.20
65-S9	20.7	Concrete, Asphalt	3,061.99	3,247.15		204.99	6,514.13
65-S10	13.2	Concrete, Asphalt	1,887.52	1,205.25		73.58	3,166.35
		County General		180.91	5,035.88	4,574.97	9,791.76
		Totals	\$10,813.66	\$ 5,366.21	\$ 5,035.88	\$ 4,948.60	\$26,164.35

## GARLAND COUNTY

6-S4	20.1	E	\$ 3,132.00	\$ 19.20		\$ 5.60	\$ 3,156.80
6-S5	14.2	Concrete and E	1,974.75	93.90		3.60	2,072.25
7-S6	9.6	E	2,301.50	27.00			2,328.50
7-S7	18.8	E	1,162.50				1,162.50
70-S8	19.6	Concrete and E	1,190.00	42.93		3.00	1,235.93
70-S9	14.5	Concrete	928.75	165.00		13.54	1,107.29
		County General			5,179.95	9,310.07	23,490.02
		Totals	\$10,689.50	\$ 348.03	\$ 5,179.95	\$ 9,335.81	\$25,553.29

## GRANT COUNTY

6-S8	16.8	Gravel	\$ 2,091.45	\$ 388.28		\$ 75.70	\$ 2,555.43
6-S9	11.3	Gravel	1,344.05	138.40		27.50	1,509.95
35-S2	13.1	Gravel	2,151.30	76.98			2,228.28
35-S3	16.1	Gravel	534.50	160.60			695.10
46-S1	2.4	Gravel		17.00			17.00
46-S2	18.2	Gravel	586.75				586.75
65-S13	1.3	Concrete	876.95	104.32		2.00	983.27
113-S1	11.4	Gravel	1,126.50	749.03		120.89	1,996.42
167-S10	13.8	Gravel	1,321.50	164.58		46.64	1,532.72
167-S11	13.5	Gravel	1,635.25	31.83		129.67	1,846.75
		County General		1,960.00	7,993.10	7,130.67	17,083.77
		Totals	\$11,718.25	\$ 3,791.02	\$ 7,993.10	\$ 7,533.07	\$31,035.44

**Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)**  
**DISTRICT No. 6—(Continued)**  
**HOT SPRING COUNTY**

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
6-S6	12.5	E	\$ 1,736.93	\$ 127.63			\$ 1,864.56
6-S7	5.7	Gravel	1,232.00			8.36	1,240.36
7-S5	15.5	Gravel	1,476.35	85.88			1,562.23
9-S4	17.6	E	1,217.90				1,217.90
51-S5	6.5	Gravel	168.95				168.95
67-S7	18.2	Gravel	1,831.85	160.58		8.95	2,001.38
67-S8	11.1	Gravel	1,706.75				1,706.75
70-S7	3.8	Gravel	289.50				289.50
		County General			3,718.10	3,191.26	6,909.36
		Totals	\$ 9,660.23	\$ 374.09	\$ 3,718.10	\$ 3,203.57	\$16,960.99
<b>LONOKE COUNTY</b>							
30-S2	14.9	Gravel	\$ 4,255.38	\$ 3,267.03		\$ 349.65	\$ 7,872.06
30-S3	18.7	Gravel	3,746.98	1,815.82		395.67	5,958.47
31-S2	20.7	Gravel	2,779.20	550.57		252.49	3,582.26
31-S3	17.0	Gravel	1,757.50	101.30		130.10	1,988.90
67-S11	11.6	Gravel	4,717.90	2,436.77		1,470.52	8,625.19
70-S14	11.5	Macadam	2,303.00	2,000.40		88.11	4,391.51
70-S15	14.4	Macadam	4,578.35	2,342.39		143.50	7,064.15
89-S1	19.2	G & E	3,275.35	299.83		169.54	3,744.72
		County General			9,202.29	8,688.95	17,891.24
		Totals	\$27,413.66	\$12,814.02	\$ 9,202.29	\$11,688.53	\$61,118.50
<b>PRAIRIE COUNTY</b>							
3-S12	4.3	Gravel	\$ 453.25	\$ 23.00		\$ 1.80	\$ 488.05
11-S8	17.3	Gravel	2,812.35	289.69		4.46	3,106.50
11-S9	17.7	Gravel	2,988.80	321.39		53.75	3,363.94
11-S10	12.7	G & E	1,501.85	90.50		59.00	1,651.35
30-S4	2.4	Gravel	1,379.57	222.57			1,602.14
33-S2	10.2	G & E	785.00				785.00
33-S3	13.7	G & E	890.90	521.90			1,412.80
38-S1	10.0	E	873.50	211.94		317.43	1,402.87
70-S16	21.0	Gravel	8,799.45	8,627.44		225.31	17,652.20
		County General			8,476.98	9,739.95	18,216.93
		Totals	\$20,494.67	\$10,308.43	\$ 8,476.98	\$10,401.70	\$49,681.78
<b>MONTGOMERY COUNTY</b>							
6-S2	22.4	E	\$ 916.30				\$ 916.30
6-S3	14.7	Gravel	987.50	137.80		3.90	1,129.20
8-S3	36.6	G & E	1,112.25			21.86	1,134.11
27-S7	19.3	E	795.75			25.33	821.08
70-S6	5.5	Gravel	264.00			18.00	282.00
		County General			6,165.59	1,325.05	7,490.64
		Totals	\$ 4,075.80	\$ 137.80	\$ 6,165.59	\$ 1,394.14	\$11,773.33
<b>PULASKI COUNTY</b>							
5-S1	18.0	Concrete and E	\$ 734.85	\$ 207.99		\$ 8.75	\$ 951.59
10-S7	17.1	D	2,441.45	194.58		305.78	2,941.81
10-S8	11.3	Gravel	3,757.95	4.25		138.99	3,901.19
30-S1	10.6	Concrete	2,230.30	125.25		6,062.12	8,417.67
65-S11	17.9	Asphalt	2,251.80	153.22		74.15	2,479.17
65-S12	19.8	Asphalt	1,182.10	283.74		105.30	1,571.14
67-S10	15.5	Concrete	2,261.40	174.40		72.81	2,508.61
70-S12	13.4	Asphalt	1,735.95	617.71		268.47	2,622.13
70-S13	9.7	Asphalt	241.45	131.80		28.50	401.75
167-S13	12.9		1,467.15			171.47	1,638.62
F. A. P. No. 2			285.85	42.50			328.35
		County General			5,877.03	3,716.10	9,593.13
		Totals	\$18,590.25	\$ 1,936.44	\$ 5,877.03	\$10,952.44	\$37,355.16
<b>SALINE COUNTY</b>							
9-S5	18.5	Gravel and E	\$ 5,695.00	\$ 207.32		\$ 924.66	\$ 6,826.99
35-S1	8.2	E	109.50	63.45		57.30	230.25
67-S9	11.2	Gravel	1,447.95	178.99		90.37	1,717.31
70-S10	19.7	Concrete	3,003.80	297.00		314.83	3,615.63
70-S11	9.9	Concrete	823.80	1,421.50		9.52	2,254.82
167-S12	6.6	Gravel	1,391.60	322.15		157.96	1,871.71
		County General			2,280.26	3,329.17	5,609.43
		Totals	\$12,471.65	\$ 2,490.42	\$ 2,280.26	\$ 4,883.81	\$22,126.14

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 7

## BRADLEY COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
4-S12	16.2	Gravel	\$ 1,027.00	\$ 129.27	\$ 58.87	\$ 574.47	\$ 1,789.61
4-S13	16.0	Gravel	2,120.91	503.97	1,101.34	733.90	4,460.12
8-S11	8.5	E	2,559.79	226.23	78.48	1,938.12	4,802.62
8-S12	15.4	E	279.27	-----	-----	283.13	562.40
15-S3	29.7	G & E	2,542.61	351.20	1,397.25	812.56	5,103.62
15-S4	6.9	Concrete and Gravel	1,112.65	65.44	-----	134.71	1,312.80
		County General	-----	-----	2,486.20	- 262.59	2,748.79
		Totals	\$ 9,642.23	\$ 1,276.11	\$ 5,122.14	\$ 4,739.48	\$20,779.96

## CALHOUN COUNTY

4-S10	14.8	Gravel	\$ 1,601.34	\$ 44.78	\$ 831.36	\$ 919.31	\$ 3,396.79
4-S11	10.1	Gravel	106.62	-----	-----	22.18	128.80
8-S9	1.7	E	52.04	22.95	-----	27.48	102.47
115-S2	16.4	E	18.00	-----	-----	561.43	579.43
115-S3	16.9	E	1,244.47	28.15	643.00	589.94	2,505.56
167-S5	9.5	Gravel	6,910.32	544.46	773.25	2,595.70	10,823.73
		County General	-----	-----	2,400.50	187.28	2,587.78
		Totals	\$ 9,932.79	\$ 640.34	\$ 4,648.11	\$ 4,903.32	\$20,124.56

## CLEVELAND COUNTY

3-S5	13.5	Gravel	\$ 4,725.91	\$ 2,794.81	\$ 1,006.43	\$ 1,488.45	\$10,015.60
3-S6	13.6	Gravel	2,523.44	608.28	1,444.21	1,770.22	6,346.15
8-S10	13.7	E	657.50	56.00	-----	91.77	805.27
11-S1	2.0	Gravel	318.12	6.30	-----	29.76	354.18
15-S5	9.1	Gravel	553.01	367.84	-----	129.43	1,050.28
15-S6	17.4	E	2,510.66	910.08	81.70	1,926.46	5,428.90
35-S4	1.7	E	988.40	68.63	-----	490.56	1,547.59
35-S5	17.4	Gravel	2,483.78	121.74	1,358.38	1,264.32	5,228.22
35-S6	1.6	E	28.00	1.30	-----	22.84	52.14
167-S8	8.7	E	177.50	-----	78.82	19.32	275.64
		County General	-----	40.01	-----	401.99	442.00
		Totals	\$14,966.32	\$ 4,974.99	\$ 3,969.54	\$ 7,635.12	\$31,545.97

## COLUMBIA COUNTY

2-S3	14.0	Gravel	\$ 9,368.91	\$ 7,221.35	\$ 461.69	\$ 1,810.57	\$18,862.52
2-S4	16.3	Gravel	2,426.76	26.74	1,081.69	1,116.94	4,652.13
3-S1	19.4	E	1,850.55	272.12	21.00	159.79	2,303.46
3-S2	12.7	Concrete and Gravel	3,316.45	383.27	509.90	2,269.92	6,479.54
19-S1	17.6	Gravel	2,187.54	391.92	-----	287.33	2,866.79
19-S2	6.4	Gravel	604.18	-----	-----	160.45	764.63
57-S2	7.8	E	1,272.50	271.74	-----	143.53	1,687.77
		County General	-----	-----	78.74	740.83	819.57
		Totals	\$21,026.89	\$ 8,567.14	\$ 2,153.02	\$ 6,689.36	\$38,436.41

## DALLAS COUNTY

3-S4	3.4	Gravel	\$ 1,199.90	\$ 46.33	\$ 14.27	\$ 579.72	\$ 1,840.22
7-S2	16.7	Gravel	5,466.02	903.76	2,168.44	2,598.54	11,136.76
8-S6	18.5	Gravel	5,421.06	1,553.56	2,618.21	1,628.87	11,221.70
8-S7	19.0	Gravel	2,756.74	259.13	387.71	1,748.56	5,152.14
8-S8	3.3	Gravel	304.50	46.08	-----	111.16	461.74
9-S2	10.8	Gravel	164.20	-----	-----	34.10	198.30
9-S3	13.0	Gravel	3,281.37	60.53	876.39	1,425.09	5,643.38
46-S1	2.4	Gravel	-----	-----	678.10	-----	678.10
48-S1	14.5	Gravel	3,807.63	792.57	1,487.30	1,114.17	7,201.67
167-S6	3.2	Gravel	1,268.96	66.74	193.07	583.87	2,112.64
167-S7	8.3	E	181.62	78.47	-----	7.85	267.94
167-S9	3.6	E	295.63	-----	678.10	455.32	1,429.05
		County General	-----	-----	-----	71.28	71.28
		Totals	\$24,147.63	\$ 3,807.17	\$ 9,101.59	\$10,358.53	\$47,414.92

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 7—(Continued)

## OUACHITA COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
3-S3	24.0	Gravel	\$ 4,936.86	\$ 618.75	\$ 1,382.75	\$ 1,834.65	\$ 8,773.01
4-S8	18.5	G & E	704.30	90.79	-----	285.82	1,080.91
4-S9	18.5	E	1,328.65	54.14	426.46	299.16	2,108.41
7-S1	17.0	E	2,088.13	230.25	104.03	942.20	3,364.61
9-S1	11.0	G & E	1,115.46	446.22	50.00	478.19	2,089.87
24-S6	17.5	Gravel	2,004.00	36.61	941.63	430.72	3,412.96
57-S1	0.5	E	648.23	92.12	36.30	23.70	800.32
167-S3	16.0	E	3,887.16	897.77	639.51	2,264.04	7,688.48
167-S4	20.4	Gravel	4,374.67	2,767.87	341.84	2,416.31	9,900.69
		County General	-----	25.00	2,431.44	628.70	3,085.14
		Totals	\$21,087.43	\$ 5,259.52	\$ 6,353.96	\$ 9,603.49	\$42,304.40

## UNION COUNTY

2-S5	18.3	Concrete	\$ 666.83	-----	-----	\$ 188.61	\$ 855.44
2-S6	18.7	Gravel	7,992.81	385.43	945.17	1,861.70	11,185.11
2-S7	20.0	G & E	1,875.30	37.05	77.22	633.37	2,622.94
15-S1	21.0	G & E	5,078.59	299.45	332.03	1,331.11	7,041.18
15-S2	24.0	G & E	5,211.41	66.67	59.76	552.84	5,890.68
57-S3	5.2	Gravel	-----	75.95	-----	5.00	80.95
115-S1	10.0	Concrete and E	1,164.06	-----	-----	335.91	1,499.97
167-S1	18.5	Gravel	7,131.29	428.80	717.53	1,989.74	10,267.36
167-S2	15.3	Concrete and E	3,868.45	1,214.43	566.54	611.49	6,260.91
		County General	-----	-----	2,637.80	951.24	3,589.04
		Totals	\$32,988.74	\$ 2,507.78	\$ 5,336.05	\$ 8,461.01	\$49,293.58

## DISTRICT No. 8

## CONWAY COUNTY

9-S7	9.9	Gravel	\$ 4,144.59	\$ 132.00	\$ 1,364.26	\$ 1,460.23	\$ 7,101.08
9-S8	28.5	Macadam and E	4,944.00	242.41	1,540.03	1,414.36	8,140.80
64-S7	23.7	Macadam and Gravel	9,367.72	2,417.55	1,648.88	2,923.51	16,357.66
92-S1	13.4	Macadam, Gravel and E	2,204.60	257.92	-----	337.62	2,800.14
95-S1	24.1	Macadam and E	8,411.69	960.43	22.44	1,224.04	10,618.60
		County General	-----	-----	2,539.28	683.16	3,222.44
		Totals	\$29,072.60	\$ 4,010.31	\$ 7,114.89	\$ 8,042.92	\$48,240.72

## JOHNSON COUNTY

21-S1	24.3	E	\$ 3,515.45	\$ 30.70	\$ 84.97	\$ 616.33	\$ 4,247.45
64-S4	16.6	Macadam and Gravel	4,111.19	93.34	2,854.78	2,056.39	9,115.70
64-S5	15.5	Macadam and Gravel	10,015.92	3,328.15	808.47	2,388.16	16,540.70
123-S2	30.5	E	3,758.82	26.06	67.50	147.66	4,000.04
123-S3	30.0	E	2,005.22	12.50	2.76	218.10	2,238.58
		County General	30.00	-----	158.41	446.57	634.98
		Totals	\$23,436.60	\$ 3,490.75	\$ 3,976.89	\$ 5,873.21	\$36,777.45

## LOGAN COUNTY

10-S2	21.2	E	\$ 4,158.20	\$ 46.47	\$ 497.39	\$ 1,350.14	\$ 6,052.20
22-S3	27.0	E	5,688.50	177.01	2,630.56	1,647.29	10,143.36
22-S4	9.5	E	4,329.72	106.77	1,598.57	559.15	6,594.21
23-S2	18.3	E	2,889.05	114.13	62.74	280.67	3,346.59
109-S2	23.6	Gravel and E	5,938.06	340.72	1,096.18	1,156.44	8,531.40
116-S1	2.7	E	1,938.75	139.04	6.45	155.15	2,239.39
		County General	-----	-----	2,375.51	395.08	2,770.59
		Totals	\$24,942.28	\$ 924.14	\$ 8,267.40	\$ 5,543.92	\$39,677.74

## POPE COUNTY

7-S11	4.2	Gravel	\$ 1,394.19	\$ 17.95	\$ 1,529.08	\$ 447.41	\$ 3,388.63
7-S12	20.8	Asphalt and Gravel	4,058.98	355.86	2,184.81	741.39	7,341.04
7-S13	22.2	Gravel and E	3,368.75	21.44	3,241.23	783.49	7,414.91
16-S8	15.5	E	1,049.15	-----	-----	11.20	1,060.35
27-S11	16.7	Gravel and E	4,015.75	11.88	11.40	641.85	4,680.88
27-S12	17.5	E	1,515.90	-----	-----	158.07	1,673.97
64-S6	27.4	Macadam	8,362.68	1,914.72	259.32	1,852.47	12,389.19
105-S1	15.5	E	587.10	8.03	1,776.19	21.90	2,393.22
124-S1	19.0	E	349.50	-----	277.58	199.97	827.05
		County General	79.07	-----	2,358.78	559.63	2,997.48
		Totals	\$24,781.07	\$ 2,329.88	\$11,638.39	\$ 5,417.38	\$44,166.72

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 8—(Continued)

## PERRY COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
9-S6	19.8	Gravel and E	\$ 3,337.37	\$ 135.80	\$ 65.44	\$ 943.17	\$ 4,481.78
10-S5	18.2	E	3,657.85	32.55	3,985.21	1,518.93	9,194.54
60-S1	17.0	E	2,732.46	149.48		840.03	3,721.97
76-S2	11.3	E	930.55		37.20	383.70	1,351.45
		County General			30.62	398.83	429.45
		Totals	\$10,658.23	\$ 317.83	\$ 4,118.47	\$ 4,084.66	\$19,179.19

## VAN BUREN COUNTY

9-S9	8.9	E	\$ 2,440.20	\$ 70.50	\$ 21.36	\$ 258.58	\$ 2,790.64
9-S10	6.0	E	3,815.42	817.00	119.55	464.62	5,216.59
16-S9	25.3	E	425.35		90.37	215.54	731.26
16-S10	16.1	E	4,437.75	207.02	.38	223.56	4,868.71
65-S7	16.8	E	1,977.85	32.66	1,623.34	1,064.00	4,697.85
65-S8	18.3	E	3,242.89	27.36	192.68	797.30	4,260.23
95-S2	17.0	E	6,052.45	328.49	20.20	785.00	7,186.14
110-S1	7.1	E	76.00			3.25	79.25
110-S3	13.1	E				26.40	26.40
		County General			1,724.50	420.08	2,144.58
		Totals	\$22,467.91	\$ 1,483.03	\$ 3,792.38	\$ 4,258.33	\$32,001.65

## YELL COUNTY

7-S9	6.4	E	\$ 72.25	\$ 7.00		\$ 6.73	\$ 85.98
7-S10	15.5	E	2,402.40	98.77	156.32	965.00	3,622.49
10-S3	21.9	E	4,553.95	34.72	1,778.81	307.75	6,675.23
10-S4	18.0	E	3,361.80	162.91	93.14	1,029.75	4,647.60
22-S5	9.7	G & E	1,537.40	54.87	1,558.85	788.04	3,939.16
27-S8	19.8	E	3,355.85	12.68		583.51	3,952.04
27-S9	10.0	E	1,506.52		3.00	386.80	1,896.32
27-S10	19.1	E	3,905.35	158.39	164.20	892.08	5,120.02
28-S3	20.5	E	3,869.18	459.39	375.82	1,246.78	5,951.17
28-S4	11.3	Gravel and E	3,309.42	114.68	310.75	854.51	4,589.36
76-S1	6.3	E	586.80	21.10	24.96	116.15	749.01
		County General			271.17	527.06	798.23
		Totals	\$28,460.92	\$ 1,124.51	\$ 4,737.02	\$ 7,704.16	\$42,026.61

## DISTRICT No. 9

## BAXTER COUNTY

5-S8	20.9	Gravel and E	\$ 2,850.27	\$ 421.88	\$ 1,243.40	\$ 897.18	\$ 5,412.73
5-S9	15.5	E	12.00			15.70	27.70
12-S11	9.6	Gravel	3,695.55	338.41	2,342.20	1,591.78	7,967.94
12-S12	16.0	Gravel and E	7,811.86	432.86	1,098.78	1,550.89	10,894.39
14-S5	7.5	Gravel	352.10	75.44		24.81	452.35
126-S1	7.0	E				66.25	66.25
		Totals	\$14,721.78	\$ 1,268.59	\$ 4,684.38	\$ 4,146.61	\$24,821.36

## BOONE COUNTY

7-S16	8.1	Gravel	\$ 4,129.74	\$ 830.73	\$ 2,374.12	\$ 2,356.17	\$ 9,690.76
12-S7	13.8	E	3,620.10	63.90	272.25	1,277.86	5,234.11
12-S8	10.5	Gravel	2,833.90	122.20	1,267.35	845.35	5,068.80
14-S1	22.2	Gravel and E	969.20	24.25		11.20	1,004.65
43-S2	15.0	E	3,882.90	115.51	1,127.83	959.79	6,086.03
43-S3	21.5	Gravel	2,426.52	33.21		402.30	2,862.03
65-S1	25.6	Gravel	2,236.82	10.31	1,267.35	343.12	3,857.60
65-S2	11.5	Gravel	2,362.71	20.66	272.20	894.60	3,550.17
		Totals	\$22,461.89	\$ 1,220.77	\$ 6,581.10	\$ 7,090.39	\$37,354.15

## CARROLL COUNTY

12-S5	12.3	Gravel	\$ 2,726.80	\$ 52.35	\$ 1,104.74	\$ 1,239.62	\$ 5,123.51
12-S6	18.3	Gravel	4,810.43	242.24	1,642.53	3,355.73	10,050.93
21-S5	19.6	Gravel	9,552.96	778.86		3,238.83	13,570.65
21-S6	16.6	Gravel	2,744.15	272.66		593.86	3,610.67
23-S7	4.3	Gravel	4,403.20	25.00		1,558.95	5,987.15
23-S8	9.0	Gravel	771.45				771.45
72-S3	12.0	Gravel	1,878.32	131.93	2,495.11	855.83	5,361.19
		Totals	\$26,887.31	\$ 1,503.04	\$ 5,242.38	\$10,842.82	\$44,475.55

Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

DISTRICT No. 9—(Continued)

MADISON COUNTY

Road and Section	Mileage	Type of Road	Labor	Material	Tools and Equipment	Supplies and Expenses	Total
16-S4	12.9	E	\$ 506.87	\$ 25.50		\$ 42.23	\$ 574.60
16-S5	19.5	E	438.00			85.53	523.53
19-S1			199.00			271.96	470.96
21-S4	14.3	Gravel and E	2,003.30	233.58		253.38	2,490.26
23-S5	28.3	Gravel and E	5,044.29	214.80		829.52	6,088.61
23-S6	22.1	Gravel	4,301.45	360.04		1,630.58	6,292.07
45-S6	6.4	Gravel	975.85	64.30		409.03	1,449.18
68-S2	15.2	Gravel	4,979.40	252.07	38.71	1,164.92	6,435.10
68-S3	12.8	Gravel	2,043.30	486.44		684.19	3,213.93
Totals			\$20,491.46	\$ 1,636.73	\$ 38.71	\$ 5,371.34	\$27,538.24

MARION COUNTY

12-S9	15.0	Gravel	\$ 7,022.80	\$ 130.38	\$ 5,861.40	\$ 2,642.37	\$15,656.95
12-S10	12.4	Gravel and E	4,458.58	70.10	446.79	1,544.23	6,529.70
14-S3	15.5	E	215.80	50.32		25.35	291.47
101-S2	10.0	E	1,542.35	2.75		10.85	1,555.95
Totals			\$13,249.53	\$ 253.55	\$ 6,308.19	\$ 4,222.80	\$24,034.07

NEWTON COUNTY

7-S14	12.0	E	\$ 2,992.00	\$ 9.62		\$ 1,220.18	\$ 4,221.80
7-S15	29.6	Gravel and E	5,731.55		2,857.91	1,482.36	10,071.82
21-S2	10.9	E	2,687.60	3.75		135.93	2,827.28
21-S3	17.6	E	5,057.45	71.18	1,127.84	626.44	6,882.91
43-S1	17.6	E	3,166.35	53.97		298.45	3,518.77
65-S3	1.4	E	1,117.90			457.27	1,575.17
103-S1	33.3	Gravel and E	14,386.37	20.10		3,382.76	17,789.23
Totals			\$35,139.22	\$ 158.62	\$ 3,985.75	\$ 7,603.39	\$46,886.98

SEARCY COUNTY

14-S4	16.9	Gravel	\$ 814.20	\$ 103.68		\$ 1.72	\$ 919.60
27-S13	23.7	E	2,834.40	355.14		162.53	3,352.07
27-S14	11.8	Gravel and E	1,896.55	398.68		852.78	3,148.01
65-S4	23.2	Gravel and E	2,520.75	3.75		1,082.26	3,606.76
65-S5	12.5	Gravel and E	5,942.75	34.50		2,771.86	8,749.11
65-S6	10.5	E	2,049.95	4.13	1.76	817.08	2,872.92
Totals			\$16,058.60	\$ 899.88	\$ 1.76	\$ 5,688.23	\$22,648.47

DISTRICT No. 10

CLAY COUNTY

39-S2	16.3	Gravel	\$ 3,325.62	\$ 229.82	\$ 458.63	\$ 1,394.38	\$ 5,408.95
39-S3	7.8	Gravel	3,274.84	278.52	652.71	935.89	5,141.96
34-S5	21.0	Gravel and Dirt	4,753.20	300.85	27.47	1,421.80	6,503.32
1-S21	14.3	Gravel and Dirt	1,290.70	340.09	320.98	527.23	2,478.10
67-S22	20.9	Gravel and Dirt	3,090.45	427.61	260.22	1,401.94	5,180.22
90-S1	6.6	Gravel	2,669.16	232.39	201.07	506.52	3,609.54
34-S4	9.9	Dirt	237.00			125.76	362.76
34-S6	4.7	Gravel	102.75	3.83		27.73	134.31
Brown's Ferry			186.25			48.27	234.52
County General					2,069.33	434.07	2,503.40
Totals			\$18,929.97	\$ 1,813.11	\$ 3,990.41	\$ 6,823.59	\$31,557.08

CRAIGHEAD COUNTY

1-S17	11.2	Gravel	\$ 3,734.65	\$ 159.57		\$ 367.80	\$ 4,262.02
1-S18	17.6	Asphalt and Gravel	3,310.51	203.37		959.87	4,473.75
18-S3	11.7	Gravel and Dirt	1,673.90	764.04		764.19	3,202.13
18-S4	25.8	Gravel	10,652.12	4,149.21	505.51	3,298.62	18,605.46
91-S2	9.2	Gravel and Dirt	297.30	17.42		98.57	413.29
63-S5	16.7	Asphalt and Gravel	5,129.55	908.81		1,861.95	7,900.31
63-S6	16.3	Asphalt and Gravel	2,838.06	1,593.01	2,323.00	1,730.87	8,484.94
County General					1,068.48	889.87	1,958.35
Totals			\$27,636.09	\$ 7,795.43	\$ 3,896.99	\$ 9,971.74	\$49,300.25

## Detail of Expenditures for Maintenance, March 1, 1927, to June 30, 1928—(Continued)

## DISTRICT No. 10—(Continued)

## GREENE COUNTY

			Labor	Material	Tools and Equipment	Supplies and Expenses	Total
1-S19	9.2	Asphalt and Gravel .....	\$ 1,587.05	\$ 108.49	\$ 889.83	\$ 632.41	\$ 3,217.78
1-S20	15.2	Gravel and Dirt .....	2,239.90	146.52	.....	848.14	3,234.56
25-S8	18.9	Gravel and Dirt .....	1,133.59	38.25	.....	329.71	1,501.55
25-S9	8.3	Gravel .....	645.55	287.05	889.83	260.44	2,082.87
39-S1	16.0	Gravel .....	3,474.74	160.83	896.13	1,289.94	5,821.64
62-S5	16.7	Dirt .....	10.00	.....	.....	22.44	32.44
34-S3	9.7	Dirt .....	.....	.....	.....	6.79	6.79
		County General .....	.....	.....	1,944.28	968.68	2,912.96
		Totals .....	\$ 9,090.83	\$ 741.14	\$ 4,620.07	\$ 4,358.55	\$18,810.59

## LAWRENCE COUNTY

63-S4	23.2	Gravel and Dirt .....	\$ 3,374.35	\$ 449.08	\$ 1,243.94	\$ 1,253.07	\$ 6,320.44
63-S3	20.0	Gravel and Dirt .....	3,520.00	91.51	131.20	1,415.57	5,158.28
97-S1	2.5	Gravel .....	351.85	.40	887.73	129.16	1,369.14
91-S1	12.6	Gravel and Dirt .....	732.40	51.07	887.73	273.77	1,944.97
25-S7	8.8	Gravel .....	730.45	266.29	.....	177.69	1,174.43
34-S1	6.5	Gravel and Dirt .....	421.55	283.47	.....	164.34	869.36
67-S19	8.0	Gravel .....	2,451.37	3,832.80	.....	769.52	7,053.69
25-S6	22.3	Gravel and Dirt .....	2,574.05	255.58	.....	235.33	3,064.96
67-S18	12.3	Gravel .....	3,282.64	476.42	.....	650.30	4,409.36
79-S3	0.3	Dirt .....	1,944.95	257.42	.....	533.80	2,736.17
79-S4	18.0	Dirt .....	1,139.70	13.20	.....	339.53	1,492.43
Smithville-Imboden		Dirt .....	812.75	12.32	.....	476.42	1,301.49
		County General .....	.....	.....	4,762.11	762.74	5,524.85
		Totals .....	\$21,336.06	\$ 5,989.56	\$ 7,912.71	\$ 7,181.24	\$42,419.57

## MISSISSIPPI COUNTY

18-S5	13.3	Concrete and Gravel .....	\$ 2,970.56	\$ 415.70	\$ 201.17	\$ 524.15	\$ 4,111.58
18-S6	17.6	Concrete .....	3,683.75	280.05	636.94	931.51	5,532.25
18-S7	9.0	Dirt .....	2,694.95	102.22	.....	855.23	3,652.40
61-S2	24.7	Asphalt .....	4,558.09	130.71	591.66	536.86	5,867.32
61-S3	23.3	Asphalt .....	3,956.29	158.62	620.26	882.74	5,617.91
40-S2	20.3	Asphalt and Dirt .....	1,254.65	66.67	.....	152.14	1,473.46
77-S1	4.2	Gravel .....	2,057.80	.....	262.38	402.37	2,722.55
77-S2	10.9	Gravel and Dirt .....	4,953.60	222.10	136.80	678.73	5,991.23
118-S1	10.0	Dirt .....	1,701.90	.....	.....	842.03	2,543.93
119-S1	4.2	Gravel .....	6,786.90	13,976.49	.....	184.10	20,947.49
120-S1	8.0	Dirt .....	1,691.41	75.18	.....	209.41	1,976.00
		County General .....	.....	.....	124.02	879.63	1,003.65
		Totals .....	\$36,309.90	\$15,477.74	\$ 2,573.23	\$ 7,078.90	\$61,439.77

## POINSETT COUNTY

1-S15	9.1	Dirt .....	\$ 2,176.00	\$ 125.39	.....	\$ 277.15	\$ 2,578.54
1-S16	13.2	Gravel .....	3,258.20	177.71	.....	476.28	3,912.19
63-S7	15.8	Gravel .....	4,368.60	3,119.07	2,586.20	2,031.41	12,105.28
63-S8	9.4	Concrete .....	2,802.03	614.35	.....	880.87	4,297.25
40-S1	14.9	Gravel .....	1,519.60	56.60	.....	1,454.75	3,030.95
14-S13	16.3	Gravel .....	1,644.43	49.50	102.11	870.71	2,666.75
14-S14	13.3	Gravel .....	3,575.80	469.98	.....	898.32	4,944.10
18-S2	4.7	Gravel and Dirt .....	1,402.00	12.47	.....	618.09	2,032.56
F. A. P. 20	8.8	Dirt .....	4,618.44	366.21	.....	141.34	5,125.99
		County General .....	.....	34.58	251.14	933.16	1,218.88
		Totals .....	\$25,365.10	\$ 5,025.86	\$ 2,939.45	\$ 8,582.08	\$41,912.49

## RANDOLPH COUNTY

34-S2	2.1	Dirt .....	\$ 10.00	.....	.....	\$ 7.23	\$ 17.23
62-S3	31.5	Dirt .....	4,042.65	237.95	17.34	1,336.73	5,634.67
62-S4	12.6	Dirt .....	2,180.63	158.02	.....	947.63	3,286.28
93-S1	5.5	Dirt .....	55.50	.30	.....	31.90	87.70
79-S1	20.2	Dirt .....	3,353.39	52.24	641.00	1,003.86	5,050.49
79-S2	13.2	Dirt .....	3,508.38	913.85	641.01	1,057.89	6,721.13
67-S20	8.0	Gravel .....	3,088.53	77.69	140.49	1,783.40	5,090.11
67-S21	6.4	Gravel .....	1,739.72	148.08	641.01	668.20	3,197.01
		County General .....	210.92	.....	1,576.92	508.73	2,296.57
		Totals .....	\$18,189.72	\$ 1,588.13	\$ 3,657.77	\$ 7,945.57	\$31,381.19

**Summary of Cost of Construction Projects, March 1, 1927, to September 30, 1928**

Contractors' Estimates paid.....	\$14,343,670.08
Road Construction labor.....	2,115,617.66
Road construction materials.....	1,715,577.25
Project engineers and superintendents—salaries and expenses .....	906,053.64
Preliminary surveying—salaries and expenses.....	499,253.60
Construction equipment and operating supplies and expenses .....	676,658.11
Miscellaneous expenses .....	86,504.36
 Total expenditures on projects.....	 \$20,343,532.70
Unexpended balance on commitments.....	8,399,162.15
 Total project commitments.....	 \$28,742,694.85

**Reconciliation of Construction Expenditures, March 1, 1927, to September 30, 1928**

Source of Funds—	
Road and bridge district funds, including Harahan Viaduct and Memphis (Tenn.) deposits .....	\$ 1,095,650.70
Federal aid receipts.....	1,319,991.20
State funds—appropriation for construction under Act 11, February 4, 1927 .....	19,438,712.36
	<hr/>
	\$21,854,354.26
Distribution of Expenditures—	
State bridge projects .....	2,390,138.28
State road projects.....	16,390,650.78
Special bridge structures.....	1,562,743.64
General and administrative .....	333,403.80
District offices, undistributed.....	194,576.44
Paid on contracts assumed March 1, 1927.....	982,841.32
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	\$21,854,354.26

**Statement of General and Undistributed Expenditures for Account of Road Construction,  
March 1, 1927, to September 30, 1928**

Engineering salaries .....		\$ 60,998.74
Stenographic salaries .....		7,062.50
Construction office building and fixtures .....		10,835.42
Construction office equipment .....		5,967.62
Note sale expense .....		42,569.17
Injured employes' settlement .....		16,500.00
Construction office general expense .....		46,322.13
Timber inspector .....		5,275.31
Specification clerks .....		5,892.50
Night watchman .....		910.00
Timber inspector .....		625.00
Statistician .....		1,368.41
Right-of-way Agent .....		2,489.75
Consulting Engineers .....		5,000.00
General equipment .....		6,345.00
<b>Division Construction Office—</b>		
Division engineers .....	\$ 9,999.92	
Assistant division engineers .....	13,031.65	
Division stenographers .....	3,425.00	
Office furniture and fixtures .....	3,868.19	
General office expense .....	5,746.06	
Engineers' traveling expenses .....	7,670.98	
Engineers' equipment .....	7,113.43	
		50,855.23
<b>Materials and Tests—</b>		
Engineers .....	8,045.33	
Inspectors .....	878.33	
Clerks and stenographers .....	1,700.00	
Traveling expenses .....	1,735.65	
Testing Laboratories .....	52,027.71	
		64,387.02
<b>Total .....</b>		<b>\$333,403.80</b>

**Statement of Construction Expenditures, District Overhead, March 1, 1927, to September 30, 1928**

	Engineers, Draftsmen and Clerical Salaries	Operating Supplies, Expenses and Equipment	Total
District No. 1 .....	\$ 9,673.72	\$ 3,235.81	\$ 12,909.53
District No. 2 .....	12,286.91	8,053.82	20,340.73
District No. 3 .....	13,232.36	11,700.47	24,932.83
District No. 4 .....	9,468.75	9,181.87	18,650.62
District No. 5 .....	8,489.60	6,380.48	14,870.08
District No. 6 .....	10,720.00	6,743.97	17,463.97
District No. 7 .....	14,741.49	11,401.07	26,142.56
District No. 8 .....	11,188.59	13,417.04	24,605.63
District No. 10 .....	21,641.51	13,018.98	34,660.49
	<u>\$111,442.93</u>	<u>\$83,133.51</u>	<u>\$194,576.44</u>

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.

ARKANSAS COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES							Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
					Contracts	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Supplies & Expense	Miscellaneous Expense						
255-S	Pendleton-Gillette	1-S3	Pr'd Dmge.	\$ 41.31													
256-S	DeWitt-South	1-S3	Pr'd Dmge.	111.00													
257-S	DeWitt-St. Charics	1-S5	Pr'd Dmge.	132.00													
258-S	Humphrey-St. Charics	3-S10	Pr'd Dmge.	1,052.00													
259-S	Stuttgart-Um	3-S11	Pr'd Dmge.	2,732.51													
260-S	Stuttgart-North	11-S7	Pr'd Dmge.	50.67													
261-S	Stuttgart-West	30-S6	Pr'd Dmge.	135.40													
262-S	Stuttgart-DeWitt	39-S6	Pr'd Dmge.	99.05													
263-S	Tichenor Washout	44-S1	Pr'd Dmge.	35,818.74													
	Total for County			\$40,174.70	\$41.31	\$111.00	\$132.00	\$1,052.02	\$2,732.51	\$50.67	\$135.40	\$99.05	\$35,818.74	\$40,174.70			

ASHLEY COUNTY

225-S	Hamburg-West	2-S8	G & S	\$ 3,518.40	\$ 1,675.06												
223-S	Hamburg-East	2-S9	G & S	14,355.45	5,354.85												
262-S	Hamburg-Parkdale	8-S15	Pr'd Dmge.	132.00	354.72												
263-S	Parkdale-East	3-S16	Pr'd Dmge.	329.50													
208	Hamburg-South	13-S1	G D & S	110,808.02	\$ 27,727.68												
219	Hamburg-South	13-S1	G D & S	102,609.91	46,985.91												
215	Hamburg-North	13-S2	G D & S	122,606.31	83,859.57												
264-S	Hamburg-East	52-S2	Pr'd Dmge.	712.40													
265-S	Wilnot-South	165-S1	Pr'd Dmge.	1,547.66													
206	Crossett-South	133-S1	G D & S	84,484.32	32,752.95												
	Total for County			\$452,498.37	\$191,322.02	\$19,420.35	\$37,596.46	\$23,825.82	\$1,706.07	\$4,805.15	\$504.60	\$279,183.47	\$40,422.22	\$114,200			

BAXTER COUNTY

910-S	Mountain Home-South	5-S8	G & D	\$ 24,940.00	\$ 14,103.40	\$ 584.87											
936	Mtn. Home-Calico Rock	5-S8	G & D	73,994.94	23,589.67												
923	Mtn. Home-Mo. Line	5-S9	G & D	93,401.58	59,783.10												
962-S	Gassville Cut-off	5S6, 12S11	G & D	10,835.00													
939	Baxter-Marton	12-S10&11	Pr'm Exp	1,061.92													
974	New Project	101-S11	Pr'm Exp.	896.54													
	Total for County			205,239.18	\$83,372.77	\$20,562.55	\$ 1,328.35	\$10,652.86	\$ 4,989.52	\$13,980.26	\$3,175.20	\$138,038.51	\$42,083.20	\$ 9,330			

BENTON COUNTY

486-S	Mo. Line-Carroll Co. Line	72-S2	G & D	\$ 33,220.00	\$ 16,881.93	\$ 268.70	\$ 239.00	\$ 782.31	\$ 9,794.70	\$ 15.00	\$ 27,880.70	\$ 6.00	\$ 5.04	\$ 84	\$ 5,289.30	\$ 6,636.66
485-S	Rogers-East	12-S3	Recon	6,560.03	1,294.45	3.90	87.80	1,033.04			2,119.19	14.00	6.16	44	3,080.84	392.86
459	Benton Co. Line-Rogers	28-S2	Pr'm Exp.	465.68				465.68								
458	Gravette-Gentry	107-S1	Pr'm Exp.	306.94				306.94								
	New Project	16-S1	Pr'm Exp.	191.20				191.20								
	New Project	12-S3	Pr'm Exp.	204.55				204.55								
	Rogers-Northeast	47-S1	Pr'm Exp.	400.00												
	Total for County			\$40,288.40	\$18,576.38	\$270.60	\$37.80	\$2,924.72	\$9,794.70	\$75.00	\$31,968.86	\$20.00	\$11.20	\$ 8.80	\$8,320.14	

BOONE COUNTY

903	Harrison-Omaha	65-S1	G & D	\$148,347.77	\$ 138,805.98												
915	Harrison-Omaha	95-S1	G & D	132,561.64	126,655.11												
908	Harrison-Paving Dist 4	7-S16	Pr'm Exp.	90,957.09	33,286.29												
961-S	Lead Hill-Peel-Mo. Line	125-S1	Pr'm Exp.	19.80													
955	Omaha-North	12-S7	G & D	13,424.12													
	New Project	65-S1	Pr'm Exp.	161.00													
953	Lead Hill-State Line	43-S4	Pr'm Exp.	553.40													
949	Harrison-Lead Hill	43-S3	G & D	86,334.20	6,226.86												
	Total for County			\$474,135.46	\$304,969.15	\$2,641.20	\$5,981.44	\$2,726.80	\$11,476.70	\$1,087.50	\$1,571.96	\$12,771	\$1,781.03	14	\$74,762.24	\$6,792.63	

Note: G.—Grading; D.—Minor Drainage structures; S.—Gravel surfacing.

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

BRADLEY COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES							Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
					Contractors	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Operating & Supplies	Miscellaneous Expense						
727	Warren-Banks	4-S12 G D & S		\$115,364.70	\$175.00	\$1,237.72	\$5,234.13	\$2,255.19	\$1,733.32	\$85.85	\$69,838.24	12.52	7.83	61	\$46,536.46	9,214.44	
733-A	Camden-Hampton	4-S12 G D & S		39,400.00	4,586.58	402.33	486.34	486.34	560.31	11.25	5,835.56	3.60	5.4	15	33,564.44	10,944.44	
733-B	Banks-Harrell-Hampton	4-S13 G D & S		33,249.25	2,253.41	2,658.37	2,253.41	1,009.74	716.37	11.25	33,249.25	5.68	5.68	100	3,683.74	3,683.74	
739-S	Warren-Monticello	4-S13 G S & Br		25,223.73	16,342.21	6,058.65	63.43		2,764.54		25,223.73	6.75	6.75	100	3,683.74	3,683.74	
754-S	Warren-New Edinburg	8-S11 S		5,861.26	8,634.18	428.10			1,798.98		5,861.26	6.00	6.00	100	3,683.74	3,683.74	
708	Warren-Hermitage	15-S3 G & D		44,011.29	7,089.50	2,500	1,821.34	275.50	1,859.91	93.83	33,785.86	4.08	2.20	54	20,285.43	10,877.08	
716	Warren-Hermitage	15-S3 G D		39,365.65	34,409.93	212.92	2,842.44	935.21	1,796.40	168.75	39,365.65	13.50	13.50	100	6,419.04	6,419.04	
735	Warren-Hermitage	15-S3 S		38,495.23	10,631.78	27,253.01	418.00	335.21	1,824.46		38,495.23	6.78	6.78	100	6,419.04	6,419.04	
763	Warren-Hermitage	15-S3 S		17,623.52	14,095.97	3,762.27	376.27	215.65	8,268.42		17,623.52	6.31	6.31	100	1,310.05	1,310.05	
229-A	Warren-North	15-S4 G D		8,268.42	6,824.83		689.00		742.59		8,268.42	6.31	6.31	100	21,032.65	21,032.65	
703	Warren-North	15-S15 Con. Pav.		132,713.00	129,646.16		2,400.87		28.11		132,713.00	6.31	6.31	100	59,377.33	59,377.33	
703-S	Warren-North	15-S4 Br. Floor		919.30	885.89		19.30		19.30		919.30						
	Undistributed			19.30							19.30						
	Total for County			\$500,608.66	\$305,354.31	\$22,323.25	\$40,070.70	\$16,821.17	\$4,992.08	\$10,710.14	\$359,681.01	\$131.33	\$77.53	8.33	\$99,377.33		

CALHOUN COUNTY

226-A	Camden-Hampton	4-S10 G D		7,931.59	5,317.82		1,386.00		1,227.77		7,931.59	14.79	14.79	100	536.28	536.28
702	Camden-Hampton	4-S10 S		36,215.77	23,890.06		2,010.80		452.31		36,215.77	14.79	14.79	100	2,982.99	2,982.99
733-B	Banks-Harrell-Hampton	4-S11 G D S		60,652.43	26,461.68	49.00	1,133.56		327.00		60,652.43	9.00	3.78	5.22	31,231.41	6,735.04
760	Hampton-Harrell	4-S11 Pr'm Exp.		358.37			327.00		31.37		358.37					
705	Hampton-Thornton	116-S3 G D		84,640.24	68,315.67	59.00	7,227.13		1,721.56		84,640.24	15.83	15.83	32	6,482.95	5,029.13
	Total for County			\$183,698.30	\$124,485.23	\$905.50	\$3,045.10	\$11,905.88	\$1,793.61	\$3,327.72	\$145,982.94	\$16.81	\$48.94	6.47	\$7,715.36	

CARROLL COUNTY

929-S	St. Paul-Pettigrew	72-S3 G & D		70,671.17	\$22,210.32	\$4,408.52			\$224.83	\$17,612.38	\$170.73	\$44,627.78	12.00	7.56	63	\$26,043.39	5,889.26
962	Eureka Spgs.-Mc. Line.	23-S8 Pr'm Exp.		9,064.67					2,164.42	128.50	71.15	3,064.07					
913	Berryville-Alpena	12-S3a Pr'm Exp.		5,033.52					3,230.72	27.34	145.76	503.82					
	Total for County			\$74,239.06	\$22,210.32	\$4,408.52			\$2,719.97	\$17,769.92	\$1,087.64	\$48,195.67	\$12.00	7.56	63	\$26,043.39	

CHICOT COUNTY

231-S	Beaufort River Bridge	8-S17 Ev'd Dmge		10,330.49	\$3,899.89	\$3,345.33				\$497.85		7,785.32		7.81	2,544.67	
230-S	Gaines Landing Bridge	35-S10 Ev'd Dmge		678.63	566.62	112.01	42.75					678.63				
240-S	Gaines Landing Road	35-S10 Ev'd Dmge		4,652.89	2,838.55	770.73	87.16			47.15		3,743.60			305.29	
233-S	Haynes-Dermott	6-S8 Ev'd Dmge		6,882.81	5,071.79	1,785.82				25.00		6,882.81				
200	Eudora-Kilbourne	59-S1 Ev'd D-R C		48,858.97	1,688.48	30,741.81	2,365.40					48,858.97	7.81			6,231.63
232-S	Halley to Lake Village	65-S20 Ev'd Dmge		2,000.30	1,771.96	465.32				763.52		2,000.30				
266-S	Lake Village-Eudora	4-S32 Ev'd Dmge		4,538.32	1,568.67	2,708.18				362.02		4,538.32				
267-S	Eudora-Arka	65-S32 Ev'd Dmge		1,863.91	1,572.35	1,037.31				54.25		1,863.91				
268-S	Dermott-Gerome	165-S3 Ev'd Dmge		385.65	330.35					35.30		385.65				
	Total for County			\$79,312.77	\$13,933.28	\$17,278.66	\$40,554.45	\$2,607.32		\$1,785.10		\$76,458.81	7.81		\$2,853.96	

CLARK COUNTY

347	Arkadelphia-Glenwood	8-S5 G & S		\$24,109.56	\$26,574.49	\$3,985.81	\$645.00		\$41.37	\$300.00	\$118.61	\$23,365.28	7.62	7.24	38	\$1,744.38	4,476.34
336	Arkadelphia-Glenwood	8-S5 G D		44,108.38	32,286.21	12,474.30	6,494.40			885.76		44,108.38	7.28	5.90	1.38	8,445.30	6,058.84
354-S	Arkadelphia-Glenwood	8-S5 G D		57,133.33	40,453.75	217.50	2,176.04			885.80		57,133.33	9.60	4.42	5.18	30,466.79	5,951.96
353	Arkadelphia-Donaldson	5-S2 G D & S		52,397.97	40,453.75	16,531.80	3,330.45			570.49		43,567.78	4.04	3.35	.69	8,826.38	12,944.09
303-S	Antoine-Hollywood	26-S4 G D		39,700.00	28,980.58	2,188.46	861.33			345.98		22,437.97	4.00	4.00	100	4,564.86	4,564.86
340-S	Oklona-South	67-S4 G D		29,700.00	16,052.17	34.00				2,175.83		37,869.61	8.10	7.86	.24	1,880.39	4,901.23
367	Prescott-Wheeling Spgs.	58-S1 & 2 G D		26,992.14						1,747.05		10,305.14	8.32	6.06	2.86	7,187.00	3,028.02
366	Prescott-Blevins	51-S1 Pr'm Exp.		747.05						800.00		747.05					
386	Arkadelphia-Bierne	51-S1 Pr'm Exp.		800.00						800.00		800.00					
389	New Project	7-S3 Pr'm Exp.		676.92						676.92		676.92					
	Total for County			\$879,005.11	\$115,305.62	\$22,006.49	\$12,375.81	\$9,733.98	\$8,926.27	\$11,755.70		\$220,604.87	\$49.56	\$8.83	10.73	\$58,400.24	

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

CLAY COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	Contracts	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Supplies & Expense	Miscellaneous Expense	Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile	
1017	Corning-Piggott	34-S5 G D S	D	\$ 40,062.51	\$ 30,743.24	776.75	37.50	\$ 4,216.07	102.50	333.41	78.63	\$ 35,155.89	9.56	2.10	78	\$ 4,906.62	4,190.54	
1032	Piggott-West	34-S5 G D S	D	106,620.84	21,115.87	14,996.13	37.50	3,102.64	1,915.37	833.41	78.63	77,322.67	11.36	3.17	73	29,297.87		
1095	Piggott-Brown Ferry	34-S6 G D S	S	23,356.86	14,996.13	14,996.13	37.50	3,102.64	1,915.37	833.41	78.63	17,033.48	4.69	3.38	72	6,323.38	4,980.14	
1044	Kroble S. W.-Green Co.	34-S4 G D S	D	28,991.35	11,524.51	92.25	1,848.93	407.85	730.43	78.80	9.00	14,098.49	1.47	9.5	65	16,609.58	5,360.18	
1016	Corning-Piggott	1-S21 G D S	D	21,553.85	11,524.51	92.25	1,848.93	407.85	730.43	78.80	9.00	14,098.49	1.47	9.5	65	7,556.16	14,790.88	
1034	Paragould-Corning	1-S21 G D S	D	47,274.33	28,991.35	21.50	1,083.32	1,083.32	1,461.80	393.52	31,955.50	7.73	5.18	2.55	67	15,319.33	6,115.76	
1093	Walnut Ridge-Piggott	1-S21 G D S	D	53,952.73	33,908.90	2,147.75	375.94	2,147.75	775.94	34.50	75,565.37	6.52	7.40	3.32	69	16,500.14	4,937.76	
1023	Holly Island	90-S11 G D S	D	87,831.90	69,183.81	2,483.55	3,729.29	3,162.34	722.17	305.34	645.86	2,729.29	7.00	7.00	100	12,285.53	13,471.15	
1064	Stolly Island	90-S11 G D S	D	1,526.74	1,291.40	381.15	2,333.40	407.89	80.47	305.34	645.86	1,526.74	7.00	7.00	100	389.90	389.90	
1025	Corning-North	67-S22 G D S	D	6,956.69	3,611.15	381.15	2,333.40	407.89	80.47	305.34	645.86	1,526.74	7.00	7.00	100	389.90	389.90	
1011	Corning-South	67-S22 G D S	D	256,105.80	105,883.50	6.88	6.88	1,547.94	863.14	1.11	1.11	107,519.90	11.35	4.77	6.59	42	148,586.90	22,544.53
1015	Success-South	Pr'm Exp		6,487.43	900.72	6,487.43	900.72	6,487.43	900.72	6,487.43	900.72	6,487.43	900.72	6,487.43	900.72	900.72	900.72	900.72
1033	Green Co. Line-Piggott	39-S3 F'd Dmge.		4,930.47	740.81	4,930.47	740.81	4,930.47	740.81	4,930.47	740.81	4,930.47	740.81	4,930.47	740.81	740.81	740.81	740.81
1039	Corning-Piggott	1-S21 Sodding		405.00	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08	1,831.08
1025	Corning-North	67-S22 F'd Dmge.		2,288.70	494.97	2,288.70	494.97	2,288.70	494.97	2,288.70	494.97	2,288.70	494.97	2,288.70	494.97	494.97	494.97	494.97
1094	Corning-North	67-S22 F'd Dmge.		618.73	494.97	618.73	494.97	618.73	494.97	618.73	494.97	618.73	494.97	618.73	494.97	494.97	494.97	494.97
1021	Corning-Pecontas	67-S22 G D S	D	49,641.35	41,474.22	200.00	200.00	3,601.34	2,493.84	183.75	1,471.95	49,041.35	11.55	11.55	79	8,679.35	16,551.19	
1011	Corning-Iceno	67-S22 F'd Dmge.		1,900.00	7,722.95	60.00	297.75	185.35	414.42	958.60	182.98	1,293.20	97	97	97	8,931.39	8,931.39	
1018	Jonesboro-Paragould	1-S18 F'd Dmge.		1,293.20	7,722.95	60.00	297.75	185.35	414.42	958.60	182.98	1,293.20	97	97	97	8,931.39	8,931.39	
1018	Greenway Road	34-S5 F'd Dmge.		8,663.45	7,722.95	60.00	297.75	185.35	414.42	958.60	182.98	1,293.20	97	97	97	8,931.39	8,931.39	
1032	Corning-West	34-S5 F'd Dmge.		40,422.07	20,134.64	19.24	1,534.75	1,534.75	684.83	169.15	31,642.72	2.58	2.00	5.8	79	8,679.35	16,551.19	
1039	Corning-Piggott	1-S21 G D & S		\$790,405.83	\$441,017.39	\$85,777.00	\$5,095.48	\$21,966.63	\$10,000.13	\$2,585.72	\$3,386.96	\$520,709.33	99.72	75.09	84.63	\$389,696.51		
Total for County																		

CLEBURNE COUNTY

501	Heber Sigs.-Edgemont	16-S11 G & D Br.		\$ 69,574.83	\$ 63,718.82	2,497.80	6,476.72	3,445.69	1,805.25	525.67	25.40	\$ 69,574.83	3.89	3.89	100	900.08	7,826.19	
539	Little Red River Bridge	16-S11 G & D Br.		20,900.00	9,814.04	2,497.80	6,476.72	1,391.49	2,495.70	166.67	25.40	8,999.92	3.87	2.43	68	6,676.25	5,323.33	
54	Edgemont-Shirley	28-S22 G & D		69,574.83	32,133.32	3,483.00	381.75	2,507.62	2,505.39	922.19	38,619.43	10.49	5.87	4.62	56	20,522.35	6,624.23	
540	Heber Sigs.-Quitman	28-S22 G & D		50,938.41	105.72	3,483.00	381.75	105.72	2,505.39	922.19	1,175.88	16,623.90	5.72	5.71	10	46,093.75	8,914.05	
572	Heber Sigs.-Quitman	28-S22 G & D		1,175.88	6.00	11,016.21	3,513.37	185.88	1,019.73	150.20	16,623.90	12.00	6.96	5.04	58	12,048.70	2,389.38	
539	Independence-Cleb. Co. L.	16-S12 G & D		28,572.60	1,965.65	11,016.21	3,513.37	185.88	1,019.73	150.20	16,623.90	12.00	6.96	5.04	58	12,048.70	2,389.38	
513	Heber Sigs.-Pangburn	25-S5 Prim Exp.		1,965.65	1,285.67	17.78	1,285.67	1,285.67	1,285.67	1,285.67	1,285.67	1,285.67	1,285.67	1,285.67	1,285.67	1,285.67	1,285.67	1,285.67
Total for County																		

CLEVELAND COUNTY

789-S	Rison-Kingsland	3-S6 F'd Dmge.		243.97	61.60	243.97	61.60	243.97	61.60	243.97	61.60	243.97	61.60	243.97	61.60	61.60	61.60	61.60
789-S	Saline River Br.-Apech	3-S6 F'd Dmge.		61.60	2.25	61.60	2.25	61.60	2.25	61.60	2.25	61.60	2.25	61.60	2.25	2.25	2.25	2.25
765-S	Rison-Jefferson Co. Line	8-S10 S		1,810.15	91.62	1,266.10	91.62	1,266.10	91.62	462.43	2.25	1,810.15	3.00	3.00	100	6,676.25	6,033.89	
731	Pansy-East	11-S1 G D & S		9,619.43	488.15	518.27	488.15	518.27	518.27	553.16	222.95	9,619.43	1.99	1.99	100	4,833.59	361.48	
738-S	Pansy-North	15-S6 G D		722.96	665.89	665.89	665.89	665.89	665.89	573.65	57.07	722.96	2.00	2.00	100	361.48	361.48	
757-S	Rison-North	15-S6 Prim Exp.		2,418.82	465.35	7,588.22	465.35	7,588.22	465.35	362.44	362.44	2,418.82	1.50	1.50	100	5,812.39	5,812.39	
721-B	Fordece-North	35-S4 G D & S		41,562.24	301.00	467.40	1,024.38	3,528.85	362.44	938.09	256.80	41,562.24	4.82	4.82	79	8,622.87	8,622.87	
753-B	Fordece-North	167-S8 G D & S		68,503.85	47,964.86	467.40	1,024.38	4,262.41	301.00	1,288.84	256.80	54,039.91	7.69	6.00	79	14,463.94	8,908.17	
753-B	Fordece-North	167-S8 Prim Exp.		1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87	1,956.87
730	Pansy-South	15-S6 G D & S		54,231.54	46,326.26	1,021.50	949.20	2,775.87	1,384.26	1,632.28	262.17	54,231.54	7.27	7.27	100	7,459.64	7,459.64	
Total for County																		

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

COLUMBIA COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	Estimates	Labor	Materials	Contracting Expense	Prelim Expense	Equipment, Supplies & Miscellaneous Expense	Total	Mileage Completed	Mileage Incomplete	Per Cent Complete	Balance of Commitment	Average Cost per Mile
712-S	Magnolia-Waldo-Stamps	2-S1S & Br		\$ 6,193.48	\$ 4,518.68	\$ 1,362.42				212.48	\$ 6,193.48	6.00		100	\$ 1,032.24	
704	Village-Union Co. Line	2-S4G & D		21,597.42	10.64			1,976.30	110.67	493.41	21,597.42	3.16	3.16	100	6,832.47	
725	Magnolia-El Dorado	2-S4S		107,277.79	837.50	42,881.34		2,271.81	1,488.54	1,488.54	101,639.59	10.36	9.84	95	5,638.20	
740	Magnolia-Stephens	3-S2G & C Pav		18,211.52	17,001.93			767.00	175.00	146.20	18,211.52	0.55	0.55	100	33,111.86	
741-A	Magnolia-Stephens	3-S2C D & S		38,248.86	18,442.77			1,434.91	628.11	1,164.19	23,673.23	2.53	1.97	62	14,669.63	
		3-S1		45.00						45.00				100	15,115.75	
726	Magnolia-Emerson	19-S1G & D S S		213,344.07	81,984.16	25,468.84	5,577.70	5,577.70	1,535.40	2,121.28	116,667.38	17.45	11.34	61	96,674.69	
734	Waldo-Nevada Co. Line	19-S2G & D S		74,278.60	33,980.58	20,057.68	3,166.46	3,166.46	1,370.03	1,370.03	59,219.00	6.43	5.14	129	15,059.60	
764	Stephens-Mt. Holly	57-S2G & D S		81,743.44	7,914.64		489.78	489.78	1,297.46	850.01	10,551.90	6.60	8.6	13	71,491.54	
729	Magnolia-Taylor	132-S1G D		67,138.27	24,803.88		2,130.50	2,130.50	2,401.56	937.96	29,676.67	13.95	6.34	7	37,459.60	
761	Magnolia-Taylor	132-S1 Prim Exp.		3,097.57			1.02		2,193.99	902.56	3,097.57			44	4,812.64	
728-S	Magnolia-Emerson	19-S1R of W		429.47					28.93		429.47					
729-S	Magnolia-Taylor	132-S1R of W		429.47					22.61		429.47					
	Total for County			\$631,811.09	\$256,677.66	\$6,087,611.91	\$96,351,814.47	\$8,976.44	\$8,976.44	\$9,755.50	\$391,217,831.67	\$3,043,441.60	\$22,443,600.00		\$240,693.26	

CONWAY COUNTY

828-S	Birds Store-Perry Co. L.	9-S8G D		\$ 13,551.50	\$ 9,213.80	\$ 2,208.47				\$ 5,555.04	\$ 16,977.31	11.80	10.86	94	1,574.19		
828-S	Morrilton S-Perry Co. L.	9-S7G D		24,618.00	17,766.40	968.08				2,718.23	21,441.74	7.10	6.16	87	3,176.26		
141-B	L. R. Ft. Smith Road	64-S7 Prim Dmge		1,976.13	1,284.84	183.90	342.52		32.12	78.44	2,166.34	5.10	6.10	100	176.67		
141-B	Morrilton N. to Co. Line	95-S1 Prim Dmge		582.91	1,760.55	141.16			69.33		1,974.13						
873	Gleason-Hill	96-S1 Prim Dmge		1,768.34	497.55	85.36					582.91						
		64-S7 Prim Exp.		13.68	697.00	1,071.34					1,768.34						
		Prim Exp.		10.78							13.68						
	Total for County			\$66,125.07	\$16,605.08	\$31,219.14	\$4,648.28	\$342.52	\$48.50	\$8,430.32	\$67.1	\$61,200.95	\$24,000.22	\$14,186.00		\$4,927.12	

CRAIGHEAD COUNTY

1018-S	Jonesboro-Paragould	1-S18G D		\$ 1,293.20	\$ 1,034.56					258.64	\$ 1,293.20	14.00	14.00	100	7,061.70	
1028-S	Jonesboro-Green Co. L.	1-S18G D S		82,435.07	29,530.30	3,926.84			1,333.95	4,768.24	75,273.37	7.00	6.37	83	1,779.29	
1036-S	Jonesboro-Northeast	1-S17G D S		50,317.18	24.00	1,740.21			2,888.65	2,812.10	40,575.01	6.23	4.98	125	9,742.17	
1039-S	Jonesboro-South	1-S17G D S		112,402.38	29,547.76	11,218.36	1,344.49		2,888.65	2,812.10	47,409.36	9.50	9.60	100	4,960.45	
1032-S	Cash-Friss	18 S 2 & 3 G D S		551.62	138.50	14,733.79	2,988.40		1,297.24	563.84	67,274.00	7.12	4.27	2.85	45,427.74	
1033-S	Lake City-East	18-S3S D S		25,886.00	7,392.53	10,346.83			489.59		17,739.36	4.00	2.16	1.24	8,066.73	
1014	Lake City-Monette	18-S4 Prim Exp.		24,389.59					92.57		24,482.16			100		
1015	Lake City-Leachville	18-S4G D S		27,750.30	10,860.00	11,846.90	1,385.22		1,181.00	1,850.59	24,981.97	3.04	3.04	100	3,468.79	
1079	Nettleton-Bay	63-S6G S		1,181.00					1,181.00		2,352.44			100		
1073	Jonesboro-Brinkley	Prim Exp.		2,392.44					2,004.47		2,004.47					
1012S	Hoxie-Jonesboro	Prim Exp.		1,890.69					1,890.69		1,890.69					
1013S	Lake City-Paragould	Prim Exp.		402.60							402.60					
220-A	Nettleton-Lake City	Prim Exp.		402.60							402.60					
	Total for County			\$381,686.23	\$126,903.16	\$79,339.83	\$68,995.02	\$9,177.12	\$14,963.16	\$7,985.98	\$3,422.62	\$311,386.83	\$58,881,523.92	5.97	\$70,298.34	

CRAWFORD COUNTY

234-A	Alma-Mulberry	64-S2G & D		\$ 17,701.61	\$ 235.83	\$ 74.26	\$ 3,588.23		479.62	722.78	\$ 77,701.61	8.91	8.91	100	\$ 8,719.60		
441	Alma-Mulberry	64-S2 Conc. Slab		204,056.36	1,756.43	16,438.32	3,453.32		1,811.04	1,811.04	144,836.24	8.91	6.24	2.67	59,220.12		
401	Fine Spring	71-S15G & D		49,606.43	1,735.69	74.43	3,134.95		1,385.05	1,385.05	49,606.43	4.74	4.74	100	10,415.90		
423	Fine Spring-Mtburg	71-S15G & D		82,500.00	86,680.11	83.15	5,897.42		1,258.48	734.63	1,312.41	96,656.74	8.22	7.73	49	5,741.47	
402	Alma-Mulberry	64-S2S		15,134.68	21,354.92	3,964.79	1,533.60		1,237.45	35,216.66	13,192.65	76,500.07	11.00	10.00	75	5,999.93	
438	Van Buren-Alma	64-S2 Conc. Slab		157,305.38	412.54	4,931.13	590.04		625.36	2,722.89	16,434.68	8.97	8.97	100	7,500.00		
420-S	Van Buren-Mtburg Bxt.	64-S2 & 3G & D		102,100.00	2,870.15	20,710.38	19,396.57		354.21	1,013.15	47,670.59	7.59	2.28	5.31	209,534.99		
	Total for County			\$817,883.32	\$373,564.81	\$187,815.87	\$58,267.84	\$23,160.75	\$5,203.16	\$69,182.55	\$28,034.92	\$695,561.80	\$88,657,818.18	9.47	\$182,118.42		

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

CRITTENDEN COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES							Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
					Estimates	Labor	Materials	Engineering Expense	Prelim. Expense	Equipments, Supplies & Expense	Miscellaneous Expense						
135-S	Chatfield-West	50-S4	Fl'd Dmge.	8,712.22	\$ 615.50	\$ 6,577.02	\$ 1,182.40					\$ 8,712.22					
135-S	Furrell-Miss. Co. Line	61-S1	Fl'd Dmge.	7,879.63	1,806.61	5,374.06	1,871.16					4,897.63					
134-S	W. Memphis-Harahan V.	70-S20	Fl'd Dmge.	4,278.32	4,182.90							4,182.90					
107-S	Turrel-Barlie	15-S3	Fl'd Dmge.	22,298.22	9,628.94	11,435.47						22,298.22					
	St. Francis Co. Line-East	70-S30	Fl'd Dmge.	688.77	84.50	605.27						688.77					
	Int. No. 61 to Miss. Co. L.	63-S9	Fl'd Dmge.	66.34	66.34							66.34					
	Cross Co. Line-Marion	16-S20	Fl'd Dmge.	242.60	22.20	87.69						242.60					
	St. Francis Co. Line to 61	3-S18	Fl'd Dmge.	4,477.18	1,414.51	2,891.02						4,477.18					
	Total for County			\$48,461.38	\$17,791.50	\$26,968.56	\$1,299.56					\$48,461.38	8.00				

CROSS COUNTY

120	Wynne-Poinsett Co. Line	1-S14	S	\$ 40,378.53	\$ 3,070.49	\$ 3,635.60						\$ 40,378.53	15.18	15.18	100		\$ 2,660.00		
120-S	Wynne-Poinsett Co. Line	1-S14	G	29,315.59	1,001.30							31,791.91					1,931.20		
146-S	Wynne-Poinsett Co. Line	1-S14	D	15,386.07	3,073.09	528.15						10.95					24	11,686.90	
121	Wynne-Fair Oaks	16-S18	G D S	112,504.12	3,822.88	4,896.01						823.79					60	46,346.74	
121-S	Wynne-Fair Oaks	16-S18	Fl'd Dmge.	627.00	249.89							552.06						8.33	8.33
126-S	Cherry Valley-Bird Eye	42-S7	G D S	54,877.56	14,558.86	692.77	1,526.93					3,111.76						37	34,795.04
149-S	Colt. Wynne	1-S13	Fl'd Dmge.	1,385.37	632.89							66.50							4.28
144	Jonesboro-Brinkley		Pr'm Exp.	322.37		322.37													
132																			
A & St.	St. Francis-Bay River	16-S19	Br. & App. Fl'd Dmge.	10,454.42	3,135.12	5,591.05	519.89					289.86							
	Undistributed			2,980.82		1,843.23						10.42							
	Total for County			\$267,362.97	\$93,274.86	\$44,606.85	\$15,842.77	\$12,772.18				\$8,038.72							
												\$174,635.35	57.08	43.44	13.64			\$92,827.58	

DALLAS COUNTY

745-S	Sparckman-Dalark	7-S23	G D S	\$ 25,523.88	\$17,005.22	\$ 1,944.42						\$ 973.00							
746-S	Princeton-Manning	8-S6	G D S	8,449.09	7,978.09							471.00							
8-S7				4.72								10.50							
749	Princeton-Calhoun Co. L	9-S2	G D S	85,396.93	58,704.87							8,893.70							
	Princeton-Holly Springs	48-S1	G D S	44.19	307.71	5,467.31						80							
	Road 9 to Grant Co. Line				108.30							23.85							
	Fordyce-Thornton					.80						133.05							
753-A	Fordyce-No. 16 mi. P & L	167-S7	Pr'm Exp.	4,555.01								979.30							
721-A	Fordyce-North	167-S9	G D	20,332.41	12,924.95							175.52							
	Fordyce Paving Dist		Detour	165.00								165.00							
709	Holly Spgs-Eagle Mills	9-S2	G & D	8,400.00								15.93							
709-S	Holly Spgs-Eagle Mills	9-S2	R of WEX.	297.25								24.26							
713-S	Saline River Bridge	167-S9	Repair	1,454.93								109.99							
	Total for County			\$154,678.77	\$71,629.32	\$26,124.08	\$2,955.51	\$6,584.48				\$9,562.57							
												\$122,315.24	37.22	21.59	6.63			\$32,363.53	

DESHA COUNTY

189-A	McGehee-E. & W.	1-S1	G & S	\$ 506.21	\$ 78.00	\$ 428.21													
207	McGehee-E. & W.	1-S2	Fl'd Dmge	26,485.89	1,166.31	10,443													
234-S	Ark. City-Trippe Jct.	4-S16	Fl'd Dmge	1,360.15	50.00	27.15													
251-S	Halley-West	4-S16	Fl'd Dmge	2,492.43	1,860.80	371.19	138.64												
270-S	Dumas-Backgate	54-S1	G S	69,817.98	4,561.34	2,557.89	85.45					4,093.35							
270-S	Winchester-Gould	65-S17	Fl'd Dmge	89.30	29,887.74	32,017.37	1,963.08					27.50							
229-S	McGehee-Halley	65-S19	Fl'd Dmge	527.31	366.80	82.20	88.31												
239-S	McGehee-Halley	65-S19	Fl'd Dmge	35,691.11	20,235.14	13,349.47	1,175.22					943.28							
241-S	McGehee-Halley	165-S4	F D R C	8,405.38	6,152.38	1,092.51	1,125.47					2.00							
249	McGehee-West	1-S1	Fl'd Dmge	3,628.61	3,604.98		21.63												
	Undistributed			150.00								110.00							
	Total for County			\$186,347.55	\$14,103.66	\$64,534.30	\$51,115.25	\$4,700.38				\$5,208.05							
												\$2,000							
												\$506.21							
												\$11,771.42	6.60	2.90	3.70			\$14,694.47	4,010.10
												1,360.15						123.00	
												2,370.43							
												7,184.68							
												67,951.54	23.90	23.24	.66			1,866.44	2,921.26

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928. — (Continued)

DREW COUNTY

Job No.	Name of Project	Section and Route	Description of Project	Commitment	EXPENDITURES										Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Balance of Commitment	Average Cost per Mile
					Contractors	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Supplies & Expense	Miscellaneous	Expended	Per Cent							
220	Monticello-West	4-S14	G D S	\$17,852.09	\$41,342.61	\$540.60	\$5,927.76												\$130,040.23	\$13,993.08
218	Tillar-Monticello	4-S15	G D S	25,443.75	\$24,755.30	432.92													100	7,960.96
216	Monticello-South	13-S3	G S	287,033.09	110,218.55	1,534.85	10,778.31												100	144,490.88
231	Monticello-North	13-S4	F'd Dmge	10.90	9.50														70	16,858.09
221	Derruott-Collins	36-S8	S	33,408.84	8,573.50															7,169.49
221	S-Derruott-Collins	35-S8	F'd Dmge	29,293.19	23,241.00	1,595.34														
215	Monticello-Collins	35-S8	F'd Dmge	2,078.44	2,078.44															
272	McGehee-Dumas	166-S2	F'd Dmge	126.98	4.50	115.93														
280	S-Jerome-North	65-S18	F'd Dmge	135.15	90.50															
282	S-State Agrl. School	83-S1	Special	3,632.90	382.50	990.12	190.89													
289	S-Wilmar-West	4-S14	S	14,966.15	3,010.25	2,429.43	623.30													
	Undistributed			20.00	20.00															
	Total for County			\$654,000.83	\$160,135.66	\$28,492.91	\$54,753.38	\$22,435.29	\$2,078.44	\$1,629.10									\$284,275.80	

FAULKNER COUNTY

618	Conway-Gleason	64-S8	G D S	\$30,005.92	\$14,528.22	2,139.85	735.33													
414	Greenbrier Road	25-S1	G D S	117,882.56	27.90		4,897.47													
633	Mt. Vernon-Conway	36-S1	Prim Exp.	1,673.09			1,673.09													
668	Enola Road	25-S1	Prim Exp.	1,759.97																
600	S-Greenbrier Road	36-S1	G & Br	2,371.76	177.51															
601	S-Mt. Vernon Road	36-S1	G & Br	2,973.25																
602	S-Conway-Southwest	60-S2	F'd Dmge	189.70																
603	S-Vilonia Road	60-S3	F'd Dmge	157.05																
604	S-Gleason Road	60-S3	F'd Dmge	273.00																
605	S-Vilonia Road	60-S3	F'd Dmge	157.05																
606	S-Conway-Dumas	65-S9	F'd Dmge	6,411.60	5,411.62	322.59														
608	S-Conway-South	65-S10	F'd Dmge	140.25																
652	S-Mt. Vernon Road	36-S1	G & Br	9,037.75	3,651.43		15.00													
661	S-Mt. Vernon Road	36-S1	G & Br	5,110.73	3,657.75		95.00													
666	S-Conway-Dumas	65-S9	F'd Dmge	1,884.94	1,980.75															
	Total for County			\$185,041.12	\$59,215.90	\$24,715.95	\$20,639.36	\$3,320.51	\$4,179.45	\$4,872.09										

FRANKLIN COUNTY

427	S-Ozark-Cass	25-S4	G & D	\$33,600.00	\$30,948.19	4,285.18	318.93													
414	Charleston-Paris	22-S2	G & D	6,498.05			1,141.37	\$2,766.55												
429	S-Alma-Mulberry Ext.	64-S1	G & D	25,578.65	20,059.12		1,297.01	1,962.85												
454	Ozark-West	62-S2	Prim Exp.	1,376.21			1,647.55	250.14												
	New Project			3.60			1,375.21													
	Total for County			\$75,055.51	\$67,409.01	\$32,149.99	\$4,477.71	\$5,455.50	\$4,343.64	\$28,979.54										

FULTON COUNTY

533	S-Ash Flat-Highland	11-S17	G & D	\$5,955.62	\$127.50															
534	S-Salem-West	12-S13	G D S	108,896.88	39,718.36	8,079.51														
555	S-Ash Flat-Salem	7-S7	Prim Exp.	2,754.14																
535	S-Gut and Big Creek Br.	63-S1	Low W Br	3,250.50	1,307.65	1,053.48	140.00													
521	Mammoth Spg.-Hardy	63-S1	Prim Exp.	877.31																
	Total for County			\$121,734.95	\$41,153.51	\$9,132.99	\$340.00	\$3,625.99	\$8,667.91											

GARLAND COUNTY

601	Hot Springs-Malvern	6-S5	G & C P	\$79,628.30	\$75,254.36															
617	Hot Springs-Glenwood	70-S8	G D	181,264.27	168,104.72															
625	Hot Spgs.-South (4 P. S.)	7-S5	& 6 Prim Exp.	5,191.72																
635	Hot Springs-Jesseville	7-S7	Prim Exp.	4,927.74																
642	Hot Spgs.-Royal (2 P. S.)	6-S4	Prim Exp.	4,927.74																
643	Hot Springs-Malvern	6-S5	Prim Exp.	491.28																
649	Royal-Mt. Ida	6-S4	Prim Exp.	2,312.10																
652	Hot Springs-Glenwood	70-S8	Prim Exp.	79.00																
608	S-Hot Springs-Mt. Ida	6-S4	F'd Dmge	8,158.87	\$5,526.05	\$1,800.27														
609	S-Hot Springs-Malvern	6-S5	F'd Dmge	2,009.40	1,957.00															
610	S-Hot Springs-Arkadelphia	7-S6	F'd Dmge	191.00																
611	S-Hot Springs-Jesseville	7-S7	F'd Dmge	24.00																
612	S-Hot Springs-Clearwood	70-S8	F'd Dmge	4,281.87	2,921.90	1,165.85														
612	S-Hot Springs-Little Rock	70-S9	F'd Dmge	1,288.00	1,288.00															
	Total for County			\$292,621.92	\$243,369.08	\$11,957.96	\$2,966.12	\$16,448.20	\$16,957.80	\$1,032.07										

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928. --- (Continued)

GRANT COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES										Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost Per Mile
					Contractors	Labor	Materials	Engineering Expense	Pr'm Expense	Equipment, Supplies & Expense	Miscellaneous Expense									
622	Sheridan-Cleveland Co. L	35-S21C D & S	Dmge	\$ 90,570.85	\$ 2,098.91	\$ 273.25	\$ 1,069.56	\$ 4,277.28							\$ 88,589.52	15.74	13.22	2.52	\$ 15,981.33	\$ 6,325.96
631	Maivern-Sheridan	6-S8 Pr'd Dmge		50,888.70	37,880.81	3,887.44	2,700.91	797.55	231.88						41,882.52	7.07	6.73	1.34	9,486.18	7,190.76
634	Sheridan-Pine Bluff	6-S9 Pr'd Dmge		7,631.87	3,513.06	230.38			371.77						1,764.94					
645	Sheridan-Sheridan	35-S2 Pr'd Dmge		55.64											65.64					
646	Sheridan-Gravpine	35-S3 Pr'd Dmge		507.35											507.35					
647	Little Rock-Pine Bluff	66-S13 Pr'd Dmge		206.00											206.00					
648	Poyen-Leola	113-S1 Pr'd Dmge		1,625.25											1,625.25					
649	Sheridan-Dallas Co. Line	167-S10 Pr'd Dmge		3,508.29											3,508.29					
620	Sheridan-Little Rock	167-S11 Pr'd Dmge		1,041.59											1,041.59					
	Total for County			\$168,360.35	\$114,981.33	\$10,849.89	\$3,710.47	\$5,074.83	\$1,171.73						\$142,892.84	22.81	18.96	3.85	\$25,457.51	

GREENE COUNTY

1000	Rheas Br.-Paragould	25-S8 G & D		\$ 88,451.94	\$ 75,241.84	\$ 1,251.09	\$ 3,539.57	\$ 102.50						\$ 80,179.08	7.77	7.17	.60	\$ 8,272.86	\$11,883.78
1019	Marmaduke-Clay Co. Line	39-S1 C D S		58,117.97	51,998.69	1,511.65	2,919.25	917.26						68,117.07	5.34	5.34			10,883.75
1041	Paragould-West	25-S8 Pr'd Dmge		103,710.06										76,774.33	10.62	7.86	2.76	26,935.73	9,765.54
205-A	Paragould-East	25-S9 S		31,853.75										31,853.75	6.80	6.80			4,887.21
1046-S	Paragould-Corning	25-S9 C D S		100,287.21										13,296.81	1.00	1.00			18,256.81
1045	Clay Co. L-Randolph C. L	1-S20 C D & S		52,281.32										53,923.79	11.59	6.26	5.33	46,844.02	6,661.18
1068-S	Paragould-N.Clay Co. L	39-S1 Pr'd Dmge		8,006.35										18,617.32	5.70	2.52	7.18	38,964.00	5,889.83
1069	Marmaduke-Paragould	39-S1 Pr'm Exp.		337.64										337.64					
239-A	Marmaduke-Halliday	39-S1 Pr'm Exp.		1,539.14										1,539.14					
10113	Legs City-Paragould	39-S1 Pr'm Exp.		267.45										267.45					
	Total for County			\$460,066.71	\$259,145.37	\$46,068.43	\$9,211.40	\$12,446.12	\$8,688.14	\$379.55				\$339,850.10	102.82	86.95	15.87	\$120,216.61	

HEMPSTEAD COUNTY

351-S	Hope-Camden	4-S6 G & D		\$ 44,000.00	\$12,858.18	\$ 1,927.41	\$ 3,755.29	\$ 357.25						\$ 18,780.53	7.00	3.00	4.00	\$ 25,219.47	\$ 6,285.72
326	Washington-Ozan	4-S6 G & D		38,670.94										38,670.94	5.90	5.90			6,554.40
384	Nashville-Washington	4-S5 S		46,085.60										4,579.23	9.28	9.31	8.35	41,506.27	4,986.12
324	Nashville-Ozan	4-S5 G & D		22,617.69										20,657.49	9.89	8.93	96	1,960.20	2,286.92
325	Hope-Lewisville	29-S3 G & D		48,868.67										42,914.59	11.52	10.12	1.40	5,954.98	4,242.16
364	Hope-Leasboro	29-S3 Pr'm Exp.		854.15										262.19					
358	Murfreesboro-Nashville	27-S3 Pr'm Exp.		1,487.90										1,487.90					
369	Nashville-Belton	24-S3 Pr'm Exp.		1,043.93										1,043.93					
372-S	Belton-Columbus	24-S3 Pr'm Exp.		1,636.80										1,636.80					
375-S	Hope-Columbus	73-S2 Pr'm Exp.		281.12										281.12					
378-S	Hope-Prescott	19-S5 R of W		299.50										299.50					
380-S	A. Potts, Fulton Br.	67-S2 Pr'm Exp.		1,086.96										1,086.96					
	Total for County			\$206,087.20	\$87,877.25	\$15,019.20	\$3,558.47	\$10,220.65	\$8,616.31	\$4,154.30				\$131,446.18	43.59	28.88	14.71	\$74,641.02	

HOWARD COUNTY

323	Nashville-Lockesburg	24-S2 C & D		\$108,172.56	\$ 436.52	\$ 40.00	\$ 5,388.28	\$ 461.73						\$108,172.56	11.29	11.29			\$ 9,861.28
311	Nashville-Ozan	4-S4 G & D		10,634.33										10,634.33	1.51	1.51			7,042.60
327	Nashville-Mineral Spgs	27-S2 G D		37,524.26										37,524.26	5.69	5.69			6,594.78
383-S	Nashville-Mineral Spgs	27-S2 S & Br		10,450.00										7,963.23	3.78	2.82	.96	2,546.77	2,764.55
358	Nashville-Mineral Spgs	27-S2 Pr'm Exp.		4,000.00										2,834.39					1,165.61
381-S	Corinth-Center Point	128-S2 C D & Br		11,000.00										8,783.07	12.00	9.48	2.52	2,266.93	916.67
327	Kirby-Dierks	70-S3 Pr'm Exp.		306.08										306.08					
305	Nashville-Lockesburg	24-S2 Pr'm Exp.		286.63										286.63					
390	New Project	78-S1 Pr'm Exp.		18.00										18.00					
	Total for County			\$182,391.86	\$145,441.45	\$14,085.19	\$1,143.52	\$9,036.00	\$5,082.57	\$1,623.82				\$176,412.55	34.27	30.79	3.48	\$5,979.31	

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928. — (Continued)

HOT SPRING COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES						Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile	
					Contract by	Labor	Materials	Expenses	Equipment	Supplies & Expense							Miscellaneous
616	Hot Springs-Malvern	6-56(1) & D	6-56(1) & D	\$113,769.97	\$92,060.41	\$1,903.39	\$6,968.38					\$100,922,112.41	9.69	3,722	70%	\$42,828.76	\$11,784.29
633	Hot Springs-Malvern	6-56(1) & D	6-56(1) & D	77.20						77.20		77.20					
634	Hot Springs-Malvern	6-56(1) & D	6-56(1) & D	537.00						537.00		537.00					
621	Malvern-Hot Springs	6-57(1) & D	6-57(1) & D	81.10						81.10		81.10					
622	Malvern-Poyen	6-57(1) & D	6-57(1) & D	38,734.13		678.28	3,099.39	1,085.50		3,772.17		38,734.13			100		6,976.46
623	Malvern-Grant Co	7-55(G) D & S	7-55(G) D & S	169,228.91			4,126.94	2,837.30		6,964.24		169,228.91			55	19,083.47	9,049.46
624	Bismark-N. & S	7-55(G) D & S	7-55(G) D & S	1,671.56		975.60	5,136.72	1,938.21		8,121.53		1,671.56			93	4,183.03	3,859.77
625	Bismark-N. & S	7-55(G) D & S	7-55(G) D & S	62,640.96								62,640.96					
626	Malvern-Donaldson	61-57(1) & D	61-57(1) & D	129.90		129.90				129.90		129.90					
627	Malvern-Donaldson	61-57(1) & D	61-57(1) & D	7,253.93		285.26				7,539.19		7,253.93			100		1,936.21
628	Malvern-Brown Springs	67-57(1) & D	67-57(1) & D	1,191.70						1,191.70		1,191.70					
629	Malvern-Donaldson	67-58(1) & D	67-58(1) & D	1,155.00		914.59				2,069.59		1,155.00			91	6,761.11	
630	Malvern-Donaldson	67-58(1) & D	67-58(1) & D	77,810.37		62,880.02	6,095.04	1,101.17		70,076.23		77,810.37			91	6,761.11	
631	Malvern-Ballas Co Line	9-54(G) & D	9-54(G) & D	159.25		440.25				599.50		159.25			68	32,088.29	15,416.80
632	Donaldson-Friendship	51-53(G) D & S	51-53(G) D & S	100,209.19		918.73	202.19	896.31		1,117.23		100,209.19			100		512.46
633	Donaldson-Friendship	51-53(G) D & S	51-53(G) D & S	1,276.04		7,395.50		799.75		9,371.29		1,276.04			100		
1109	Hot Springs-Glenwood	70-57(1) & D	70-57(1) & D	799.75						799.75		799.75					
638	Malvern-Bismark	84-53(G) & D	84-53(G) & D	13,568.60						13,568.60		13,568.60			100		
	Total for County			\$560,724.89	\$357,280.79	\$19,099.90	\$9,192.86	\$29,711.96	\$8,658.27	\$7,809.33		\$125,777,116.95	81.40	14,511		\$13,917.69	

INDEPENDENCE COUNTY

500	Batesville-Heber Springs	25-54(S)	25-54(S)	\$41,072.19	\$38,125.84	\$4,946.35	\$40.49			41,072.19		\$41,072.19			97%	1,413.02	1,032.51
503	Batesville-Heber Springs	25-54(S)	25-54(S)	619.56		174.55				794.11		619.56					
546	Matcedale-East	14-58(1) & D	14-58(1) & D	1,770.24		2,086.93	2,057.07	1,480.50		7,394.74		1,770.24			100		2,412.95
524	Batesville-East	14-59(G) D & S	14-59(G) D & S	30,458.43		446.55	404.99	1,211.15		32,121.17		30,458.43			100	1,484.98	
538	Stubbins-Rock-Magnavest	11-59(G) D & S	11-59(G) D & S	14,331.08		7,430.52	681.70	2,857.48		25,241.78		14,331.08			100		6,227.89
525	Oil Through to Co Line	67-53(1) & S	67-53(1) & S	8,366.73		2,739.90	87.91			11,194.54		8,366.73			100		10,518.30
526	Oil Through to Co Line	67-53(1) & S	67-53(1) & S	6,000.00		87.00	5,913.00	1,920.51		13,900.51		6,000.00			100		12,859.29
506	Batesville-Pleasant Plus	11-51(G) & D	11-51(G) & D	94,989.34		80.94	3,510.01	2,469.26		102,049.55		94,989.34			83	15,855.16	
523	Batesville-Pleasant Plus	11-51(G) & D	11-51(G) & D	90,144.61		87.00	85.94	3,054.51		93,377.16		90,144.61			100		
502	Oil Through-Rock	14-51(1) & D	14-51(1) & D	766.22		78.48	979.71	1,330.00		2,174.41		766.22			100		
502	Oil Through-Rock	14-51(1) & D	14-51(1) & D	9,975.24		66.48	909.31	1,005.07		11,956.10		9,975.24			100		
548	Wal Grove-Lawrence C L	25-55(A) & D	25-55(A) & D	1,915.28						1,915.28		1,915.28					
210	A. Batesville-Pleasant Plus	11-51(1) & D	11-51(1) & D	6,000.00						6,000.00		6,000.00					
	Total for County			\$245,051.91	\$194,717.91	\$17,884.76	\$9,852.24	\$9,192.11	\$8,876.84	\$4,171.96		\$272,695.38	131.06	2,721		\$22,536.29	

MAHAR COUNTY

310	Melbourne-Sylamore	9-512 G & D	9-512 G & D	\$52,243.55	\$22,181.80	\$162.29	\$1,093.37	7,393.11		82,973.32		\$52,243.55			40%	51,151.73	7,577.20
365	Melbourne-Sylamore	9-512 G & D	9-512 G & D	111,362.23		4.35	1,054.02	40,221.21		153,644.81		111,362.23			71	106,668.78	11,925.45
311	Calico-Rock-Norfolk	5-57(G) D & S	5-57(G) D & S	71,312.86		3,209.12	3,209.12	1,258.16		78,029.26		71,312.86			57	30,783.33	11,414.36
508	Rockwell-Franklin	56-52(G) D & S	56-52(G) D & S	15,568.32		6,218.24	872.02	74.19		22,672.77		15,568.32			18	8,119.23	1,482.70
544	Ask Flat-Brockwell	56-52(G) D & S	56-52(G) D & S	1,112.06				1,108.31		2,220.37		1,112.06			100		
	Total for County			\$287,619.12	\$63,602.77	\$6,218.24	\$1,038.96	\$8,170.70	\$10,662.16	\$93,107.12		\$380,886.85	131.06	2,721		\$196,732.21	

JACKSON COUNTY

502	Newport-Harrisburg	14-52(G) D & S	14-52(G) D & S	\$90,190.69	\$60,066.28	\$27,577.63	\$2,977.26	275,000		307,627.17		\$90,190.69			99%	8,713.10	\$10,218.94
507	Beechville Road	14-52(G) D & S	14-52(G) D & S	21,371.81		16,881.68	644.00			38,897.49		21,371.81			100		3,439.99
508	Algon-Beechville	14-52(G) D & S	14-52(G) D & S	17,419.76		7,891.12	7,891.12	1,258.16		33,460.16		17,419.76			100		2,927.70
209	Stegall Road	18-58(S) D & S	18-58(S) D & S	18,585.39		5,735.30	660.00			24,980.69		18,585.39			100		4,802.12
230	A. Fickman-Alton	61-57(1) & D	61-57(1) & D	492.61		218.50	54.24	20.80		775.15		492.61			71	13,975.31	9,576.68
229	Newport-South	61-57(1) & D	61-57(1) & D	15,481.31		10,045.91	19,135.92	481.29		45,144.43		15,481.31			99	3,114.20	7,599.78
750	Independence-Co Line E	14-54(S) D & S	14-54(S) D & S	2,772.27		28.25	76.00			2,876.52		2,772.27			100		34,548.88
531	Fickman-Alton	67-53(G) D & S	67-53(G) D & S	2,289.44		3,904.71	187.00			6,381.15		2,289.44			91	2,013.68	6,921.92
532	Bradford-Newport	67-54(G) D & S	67-54(G) D & S	22,643.40		16,240.31	6,828.52	248.88		45,960.11		22,643.40			106	2,778.95	2,691.45
218	Newport-Tupelo	17-56(G) D	17-56(G) D	25,972.85		20,547.32	1,345.22	1,262.14		48,127.53		25,972.85			66	1,578.37	
567	Newport-Tupelo	17-56(T) T Br	17-56(T) T Br	4,664.00		555.65	2,438.71	121.27		7,687.63		4,664.00			17	4,131.67	
507	Stegall Road	18-58(S) D & S	18-58(S) D & S	6,811.39		3,689.76	87.93			10,589.08		6,811.39			14	4,131.67	
	Total for County			\$276,590.56	\$107,001.89	\$52,121.81	\$89,165.20	\$7,494.31	\$1,558.64	\$5,243.17		\$372,996.25	161.83	1,444		\$66,591.31	

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

JEFFERSON COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES						Total	Mileage Completed	Mileage Uncompleted	Per Cent Completed	Unexpended Balance of Commitment	Average Cost per Mile	
					Contracts	Labor	Materials	Engineering Expense	Trimm. Expense	Equipment, Supplies & Expense							Miscellaneous Expense
203	Pine Bluff-Alzheimer	3-58 G & S	3-58 G & S	\$ 75,453.75	\$ 24,470.38	\$ 1,936.75	\$ 26,021.34	\$ 2,292.58	\$ 2,132.70	\$ 1,047.77	\$ 56,855.75	8.55	6.40	75	\$ 18,698.00	\$ 8,895.00	
244	Pine Bluff-Humphrey	3-58 F'd Dmge	3-58 F'd Dmge	5,073.82	2,581.95	1,444.10	1,444.10	2,292.58	2,132.70	1,047.77	5,073.82	4.00	4.00	100		11,248.08	
244	Alzheimer-Wabaska	3-59 G D S	3-59 G D S	44,992.30	20,757.52	20,983.36	2,727.19	523.73	523.73	721.07	44,992.30	6.80	6.80	100		3,742.89	
237	Pine Bluff-Humphrey	3-59 S	3-59 S	25,451.66	11,709.65	13,020.94	5,527.83	1,094.25	1,094.25	139.29	60,968.33	8.44	7.93	94	3,861.91	7,681.31	
238	Pine Bluff-South	13-57 G S	13-57 G S	64,830.24	38,867.58	15,495.51	5,527.83	1,094.25	1,094.25	139.29	1,061.70	1,180.48	2.24	1.50	60	17,195.80	11,558.73
251	Pine Bluff-South	15-57 F'd Dmge	15-57 F'd Dmge	1,051.70	416.00	478.66	4,897.73	1,324.86	1,324.86	1,324.86	1,180.48	3.74	2.24	60		11,558.73	
1102	Perda-England	15-58 F'd Dmge	15-58 F'd Dmge	43,229.65	21,136.12	22,846.49	1,324.86	1,324.86	1,324.86	1,324.86	26,021.34	6.31	6.31	100		2,384.68	
227	Sherrill-Coy	31-51 S	31-51 S	14,820.19	13,495.33	8,784.31	22,846.49	3,644.49	3,644.49	1,324.86	14,820.19	6.31	6.31	100		4,495.73	
227	Sherrill-Coy	31-51 G & D	31-51 G & D	28,374.42	12,648.33	910.50	76.80	2,179.57	2,035.35	1,324.86	28,374.42	6.31	6.31	100		4,495.73	
1112	Pine Bluff-North	65-S14 G D & S	65-S14 G D & S	63,799.97	12,648.33	910.50	76.80	2,179.57	2,035.35	1,324.86	17,778.35	10.00	10.00	28	46,021.62	6,379.99	
214	Pine Bluff-Grady	65-S15 F'd Dmge	65-S15 F'd Dmge	18.15				18.15	18.15		18.15	55	10.45	5	88,823.46	8,978.07	
254	Pine Bluff-Grady	11-55 F'd Dmge	11-55 F'd Dmge	551.94	276.65	256.09	266.09	19.20	19.20	19.20	551.94	18.15	18.15	100		11,558.73	
283	Redevel-Stuttgart	3-58 F'd Dmge	3-58 F'd Dmge	1,026.10	606.00	319.45	606.00	100.65	100.65	100.65	1,026.10	10.00	10.00	100		2,384.68	
234-S	P. B. Humphrey	3-57 F'd Dmge	3-57 F'd Dmge	746.01	299.35	280.99	280.99	185.67	185.67	185.67	746.01	10.00	10.00	100		4,495.73	
274-S	Pine Bluff-S. W.	3-57 F'd Dmge	3-57 F'd Dmge	\$461,496.16	\$131,375.76	\$22,938.16	\$101,944.64	\$21,343.32	\$7,114.33	\$4,280.26	\$228,896.47	65.15	50.54	11.61	\$172,499.69		
Total for County																	

JOHNSON COUNTY

817-S	Clarksville-Pole Co. Line	64-S4 G D S	64-S4 G D S	\$ 8,497.94	\$ 6,541.02	\$ 494.88	\$ 205.54				\$ 7,341.68	6.20	5.33	86	\$ 1,156.26	\$ 1,350.63	
822-S	P. A. P. 26 to Hartman	64-S4 S	64-S4 S	1,026.02	4,228.35	604.16	171.00			359.34	4,897.81	7.10	4.54	2.66	2,800.10	1,084.21	
26-A	Clarksville-East	64-S5 G D	64-S5 G D	1,026.02	4,228.35	604.16	171.00			359.34	4,897.81	7.10	4.54	2.66	2,800.10	1,084.21	
822-S	Clarksville-Newton Co. L	21-S1 G D	21-S1 G D	32,505.60	11,098.10	4,020.90	153.46			553.52	29,887.61	24.00	21.50	2.40	90	3,022.99	
833	Clarksville-St. Paul	69-S24 G D	69-S24 G D	69,324.30	10,314.66	7,300.98	8,593.46			10,814.66	69,324.30	10.08	10.08	100		6,877.41	
847	C. N. E. H. & F.	123-S2 G D	123-S2 G D	22,000.00	10,164.85	1,844.57	64.00			1,639.20	19,275.15	20.00	13.80	6.20	63	6,728.85	
849	Horsehead-C. Franklin C L	64-S4 F'd Dmge	64-S4 F'd Dmge	1,600.87	207.40	199.32	79.50			15.00	1,600.87	15.00	15.00	100		1,100.00	
840	Horsehead-C. Franklin C L	123-S4 F'd Dmge	123-S4 F'd Dmge	1,387.18						367.18	1,387.18	15.00	15.00	100		1,100.00	
840	Horsehead-C. Franklin C L	123-S4 F'd Dmge	123-S4 F'd Dmge	1,387.18						367.18	1,387.18	15.00	15.00	100		1,100.00	
816	Clarksville-P. Johnson C L	64-S5 F'd Dmge	64-S5 F'd Dmge	1,454.88	65,822.85		4,081.56			191.50	1,454.88	7.58	7.58	100		8,683.75	
838	Clarksville-P. Smith	64-S4 G D	64-S4 G D	71,900.97			37.08			83.10	71,900.97	7.58	7.58	100		8,683.75	
26-A	Undistributed	64-S5 Eng. Exp.	64-S5 Eng. Exp.	58.00						58.77	58.77	12.03	12.03	100		8,683.75	
Total for County				\$215,950.93	\$128,656.34	\$32,378.22	\$8,093.51	\$8,333.53	\$3,668.87	\$13,270.73	\$290,143.43	\$202,842.63	74.98	62.93	12.03	\$13,708.30	

LAFAYETTE COUNTY

309	Hope-Lewisville	29-S2 G D S	29-S2 G D S	\$ 55,338.91	\$ 56,157.83	\$ 480.10	\$ 2,302.70	\$ 5,909.33	\$ 535.65	\$ 3.30	\$ 65,338.91	9.59	9.59	100		6,813.33	
331	Lewisville-Bradley	29-S1 S	29-S1 S	49,737.60	42,597.85	2,200.40	2,200.40			439.91	46,038.16	11.00	10.23	.77	93	3,699.44	
356-S	Bradley-South	29-S1 G D	29-S1 G D	59,614.33	21,616.81	32,464.26	441.58			565.23	59,614.33	11.58	11.58	100		5,148.04	
382	Bradley-South	29-S1 G & D	29-S1 G & D	21,732.79	1,881.50	176.81	944.49			173.13	3,175.83	5.43	3.2	4.61	15	18,558.86	
Total for County				\$196,423.63	\$100,937.18	\$22,223.72	\$36,967.36	\$7,295.40	\$2,213.94	\$4,438.75	\$90.98	\$174,167.33	37.60	32.22	5.38	\$22,256.30	

LAWRENCE COUNTY

1020-S	Lloixte-Cut-off	83-S4 G D S	83-S4 G D S	\$ 27,079.64	\$14,367.50	\$11,085.43	\$ 225.15			\$ 1,421.56	\$ 27,079.64	2.42	2.42	100		\$11,188.94	
1028-S	Imboden-Powhatan-Blk R	63-S3 G D S	63-S3 G D S	189,760.14	1,337.65	7,274.56	2,989.28			3,267.59	108,782.59	10.82	6.27	4.55	58	80,977.65	
1073-S	Imboden-Black Rock	63-S3 Prlm Exp.	63-S3 Prlm Exp.	710.34						710.34	710.34	2.28	1.89	.39	83	4,977.12	
1076-S	Rheas' Bg. Paragould	63-S3 Prlm Exp.	63-S3 Prlm Exp.	2,110.73						2,110.73	2,110.73	9.56	9.56	100		12,632.45	
1071-S	Powhatan-S. W. Lynn	25-S7 G D & S	25-S7 G D & S	17,601.90	4,311.20	2,820.76	232.40			1,930.16	11,014.02	9.56	5.33	3.63	62	6,596.98	
1065-S	Lynn-Strawberry	25-S6 G & D	25-S6 G & D	24,095.01	9,500.42	1,691.45	631.71			1,662.08	19,758.95	12.26	9.00	3.26	82	4,246.06	
1080-S	Walnut Ridge-Sedwick	91-S1 G D & S	91-S1 G D & S	4,553.23	2,315.16	2,315.16	3,832.41			7,670.57	3,832.41	8.50	5.71	1.13	84	7,730.82	
1081-S	Walnut Ridge-South	67-S1 S	67-S1 S	13,089.62	5,447.30	7,642.32	3.20			228.98	13,089.62	3.50	3.50	100		3,739.80	
1084-S	Hoxie-Alicia	67-S18 G & S	67-S18 G & S	8,218.86	1,921.38	1,547.25	3.20			441.70	4,142.61	1.00	1.00	100		8,218.86	
1094	Lauratown-South	67-S18 Prlm Exp.	67-S18 Prlm Exp.	1,416.28						1,416.28	1,416.28	2.80	2.80	100		7,274.47	
1083-S	Smithville-Imboden	79-S4 R G	79-S4 R G	20,368.51	13,661.08	5,932.08	596.91			1,178.44	20,368.51	2.80	2.80	100		7,274.47	
1091	Walnut Ridge-Knobel	34-S1 Prlm Exp.	34-S1 Prlm Exp.	422.98	677.60	89.87	89.87			422.98	422.98	12.46	12.46	100		\$101,604.88	
Total for County				\$338,925.29	\$130,365.52	\$39,548.00	\$40,378.38	\$5,075.94	\$12,081.00	\$9,774.33	\$37.00	\$237,320.41	45.44	32.98	12.46	\$101,604.88	

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928. — (Continued)

LEE COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES							Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
					Contracts	Labor	Materials	Engineering Expense	Prelim Expense	Equipment, Supplies & Expense	Miscellaneous						
130-S	Phillips Co. L. Marianna.	1-S9	Pr'm Exp	522.02													
139-S	Marianna-Forget City	1-S10	Pr'm Exp	1,919.80	1,702.85	300.14				74.39							
118-S	Clarendon-Marianna	3-S15	G & D	4,493.34	2,872.25	2,095.64				116.99							
125-S	Cody-Tongin	3-S16	S & Br. A.P.H.	6,557.37	2,889.77	3,225.31	205.00			237.89							
116-S	Marianna-Hughes	3-S16	G & S	5,607.96	3,555.52	1,775.50	58.40			190.44							
121-S	Marianna-S. E.	121-S11	G D & S	74,901.81	65,100.56	6,036.10	702.50			3,063.75							
117-S	Tongin-S. E.	131-S11	G D & S	94,260.09	262.34	5.00	1,693.75			1,487.26							
125-S	Moro-Wheatley	78-S21D	G D & S	1,540.07	1,141.39	364.87				33.81							
	Total for County			\$226,703.16	\$30,563.40	\$15,127.18	\$11,706.02	\$4,753.19		\$5,271.14							

LINCOLN COUNTY

226-S	Grady-Star City	11-S31G	G & S	\$37,964.34	\$14,501.67	\$21,509.70				\$1,952.97							
375-S	Grady-N. E.	11-S41	Pr'm Exp	5.60						5.00							
232-S	Star City-Tarry	13-S26	G & S	71,530.88													
246-S	Grady-Gould	65-S16	Pr'm Exp	82,376.35	53.00	297.85	5,359.81			21.49							
216-S	Gould-West	114-S11	G D & S	30,725.78		1,012.35	6,725.81			225.53							
232-S	Gould-Douglass	114-S21	Pr'm Exp	49.76	2,089.39	4,731.26	150.00										
	Unallocated			49.76													
	Total for County			\$200,180.25	\$82,340.66	\$16,694.42	\$27,611.17	\$11,276.62		\$2,208.59							

LITTLE RIVER COUNTY

332-S	Ashdown-Ogden	71-S41S	Pr'm Exp	\$30,776.89	\$8,763.04	\$18,972.38	\$219.13			\$954.44							
377-S	Co Line-Foreman	41-S21	Pr'm Exp	761.83		649.98				101.85							
	Total for County			\$31,538.72	\$8,763.04	\$19,622.36	\$219.13			\$1,056.29							

LOGAN COUNTY

803	Charleston-Paris	22-S31G	G & D	\$76,135.93	\$68,235.19	\$1,937.80	\$4,168.08			\$473.20							
805	Ft. Smith-Dardanelle	22-S34	G & D	91,004.80	84,137.68	358.80	3,865.04			430.29							
831	Ft. Smith-Dardanelle	22-S4B	G & D	115,496.08	106,277.71	868.90	6,138.17			1,537.24							
820	Greenwood State San'to'm	10-S21G	G & D	53,350.82	47,646.38	19.37	3,694.10			1,510.16							
850	Booneville-Franklin Co. L	116-S11	G & D	32,674.37	29,747.90	96.30	2,068.77			10.40							
821	Booneville-East	23-S21	Pr'm Exp	351.73						351.73							
	Unallocated			685.35						685.35							
	Total for County			\$369,807.47	\$336,061.76	\$4,373.15	\$19,814.16			\$7,434.63							

LONOKE COUNTY

629	Lonoke-E. & W.	70-S14 & 151S		\$31,993.33	\$28,474.84					\$70.17							
630	Lonoke-North	31-S11S		197,855.38	\$1,797.82					830.26							
631-S	Lonoke-Coy	31-S21	Pr'm Exp	5,967.64	4,448.55	96,744.76	5,251.96										
664-S	England-Coy	31-S21	Pr'm Exp	6,636.68	418.63	2,935.13				50.90							
632-S	Lonoke-Cabot	89-S11	Pr'm Exp	418.63						418.63							
633-S	Little Rock-Searcy	67-S11	Pr'm Exp	359.81						359.81							
629-S	Scott-England	30-S21	Pr'm Exp	2,015.38						2,015.38							
630-S	England-Stuttgart	30-S31	Pr'm Exp	11,408.50	5,413.53	5,431.60				563.37							
	Little Rock-EI Paso	5-S31	Pr'm Exp	1,408.67						1,408.67							
641	Lonoke-Cabot	85-S11	Pr'm Exp	1,139.87						1,139.87							
1102	Ferdia-England	15-S8 & 9	G D & S	30,477.88	23,137.03	119.24				2,664.61							
	Total for County			\$287,281.77	\$183,409.19	\$13,833.27	\$108,864.45			\$6,588.63							

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928. — (Continued) 164

MADISON COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES										Total	Mileage Completed	Mileage Uncompleted	Per Cent	Unexpended Balance of Commitment	Average Cost per Mile
					Contracts	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment	Supplies & Expense	Miscellaneous	Expense	Miscellaneous						
924	St. Paul-Crosses	16-54 G & D	G & D	\$79,283.16	\$70,576.54															
925	Huntsville-Eureka Spgs.	23-56 Br Apch	Br Apch	2,203.88	1,615.23	247.84	33,432.69	635.00	721.69	972.93	76,338.85	8.40	8.06	34	96	\$2,944.21	\$12,387.99			
947	Huntsville-War Eagle	23-56 G D	G D	4,793.35	4,793.35	505.04	32.00	12.85	95.58	200.48	2,203.98									
949	Pettigrew-East	21-91 G D	G D	21,918.10	15,661.42	57.58	1,494.65	785.82	2,130.12	165.20	7,573.77	4.00	3.80	20	95	379.23	1,988.25			
919	St. Paul-Cross	23-55 G D	G D	38,347.82	11,774.74	287.35	227.80	990.96	4,535.19	429.56	18,236.60	5.45	2.62	2.83	48	20,111.22	7,036.30			
971	Aurora Connection	16-55 G D	G D	18,700.00	500.25		304.25	292.87	183.67	132.53	1,413.57	2.50	2.23	3.27	7	17,286.43	5,342.85			
995	St. Paul-Pettigrew	16-SA Prlm Exp.	Prlm Exp.	1,728.18				737.94		29.01	1,766.95									
966	Thompson-Crosses	16-SB Prlm Exp.	Prlm Exp.	1,728.18				800.32	51.25	319.63	1,238.18									
	Total for County			\$74,901.19	\$84,344.89	\$1,097.81	\$6,048.37	\$4,255.78	\$15,037.78	\$2,818.85	\$134,180.00	38.35	31.71	6.64		\$40,721.19				

MARION COUNTY

937	Yellville-Mtn. Home	12-S10 G D	G D	\$12,291.35	\$62,822	\$82.22														
931	Harrison-Yellville	12-S9 G D	G D	48,780.83	35,367.95	2,484.22														
997	Pippin-South	101-S2 G D	G D	41,929.40	19,644.23	2,054.63														
972	Pippin-South	101-S2 G D	G D	11,625.37	5,115.11															
917	Yellville-Lead Hill	14-S2 G & D	G & D	49,952.00	41,219.00		2,707.81	3,980.81	598.46	1,443.00	49,952.00	4.98	4.98	100	40	6,830.99	10,030.54			
912	Yellville-Lead Hill	14-S2 G & D	G & D	42,570.00	2,457.62	34.65														
901	Yellville-Marshall	14-S2 G & D	G & D	81,231.37	2,080.15		3,265.78	384.51	3,687.47	973.01	41,927.78	8.86	4.24	2.47	15	35,405.95	3,153.23			
900	Yellville-Marshall	14-S2 G & D	G & D	40,007.34	2,223.71		3,780.72	59.61	710.52	1,018.06	79,255.71	8.50	8.24	2.47	64	25,059.87	9,572.84			
918	Yellville-Lead Hill	14-S1&2 G D	G & D	40,007.34	25,233.77		2,293.87	244.65	107.32	346.08	29,356.70	3.14	3.65	1.49	71	11,570.89	7,783.50			
	Total for County			\$398,461.73	\$180,982.74	\$69,761.54	\$5,426.32	\$12,028.23	\$6,233.78	\$34,180.13	\$1,412,544.13	38.68	31.86	11.12		\$87,386.31				

MILLER COUNTY

301	Texarkana-La. Line	71-S1 G & D	G & D	\$2,797.62	\$8,312.17															
352	Texarkana-La. Line	71-S1 G & D	G & D	58,159.89	46,213.33	1,632.29	4,660.58	749.51	33.56	3,752.37	52,064.54	7.95	7.95	84	99	733.08	6,641.21			
308	Garland City-Texarkana	2-S1 S	S	15,170.00		75.51					53,796.79	10.49	9.65	8.00	92	4,363.10	5,644.33			
338	Texarkana-South	71-S2 G D	G D	62,323.11	51,306.81		5,912.28	1,718.92	50.00		62,323.11	10.08	10.08	100	100	14,273.22	2,528.66			
313	Red River Bridge	67-S1 Prlm Exp.	Prlm Exp.	2,311.25							2,311.25				100		6,182.84			
338	Sulphur River Fill	71-S1 Fill	Fill	12,091.65	11,690.86		280.74	241.25	130.05		12,091.65				100					
	Total for County			\$200,783.52	\$160,553.97	\$1,968.09	\$10,999.11	\$6,482.05	\$1,024.88		\$181,414.12	\$4,527.68	6.84			\$19,369.40				

MISSISSIPPI COUNTY

1048-S	Holmer East to Miss. Riv.	118-S1 G	G	\$286.28	\$2,511.73	635.33	79.32													
1050-S	Polkett Co. Line-East	40-S2 S	S	39,191.42	14,940.00	23,941.30														
1051-S	Blytheville-East	18-S7 Prlm Exp.	Prlm Exp.	1,303.80	755.00	548.80														
1080-S	Craighead Co. L. L'ch'le	18-S5 Prld Dmge	Prld Dmge	4,691.72	3,510.73	880.99														
1081-S	Marion-Blytheville	18-S6 Prld Dmge	Prld Dmge	4,676.14	4,594.25	81.29														
1087-S	Osceola-South	61-S2 Prld Dmge	Prld Dmge	151.00	151.00															
1088-S	Osceola-North	61-S2 Prld Dmge	Prld Dmge	432.82	8.80	435.02														
	Undistributed			49.45																
	Total for County			\$53,793.67	\$26,472.11	\$26,282.53	\$79.32	\$49.49	\$907.72		\$39,791.43	5.00	5.00			\$7,998.28				

MONROE COUNTY

129-S	Clarendon-Roe	3-S14 G & D	G & D	\$1,810.52	\$8,808.81	2,105.08														
168	Clarendon-Marianna	3-S14 Prlm Exp.	Prlm Exp.	825.97																
103	Clarendon-Indian Bay	17-S1&2 G & D	G & D	16,270.53	10,903.52	832.65	762.44													
145	Clarendon-Indian Bay	17-S1&2 S	S	95,235.24	14,377	29,536.97	2,099.46													
124-S	Brinkley-Woodruff Co. L.	70-S17 G D & S	G D & S	2,694.06	7,356.79		2,247.03													
	Brinkley-Woodruff Co. L.	70-S17 G Dmge	G Dmge	1,521.69	1,521.69															
	Brinkley-Woodruff Co. L.	70-S17 G D	G D	13,503.92	7,933.92	5,109.12														
	White R. Phillips Co. L.	70-S17 G Dmge	G Dmge	5,293.71	3,432.36	1,358.48														
	Total for County			\$192,649.17	\$22,498.39	\$32,614.49	\$39,558.01	\$5,046.52	\$130.39	\$7,400.84	\$11,810.52	4.00	4.00			\$85,207.10				

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

MONTGOMERY COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES							Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
					Contracts	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Supplies & Expense	Miscellaneous						
1100	Hot Springs-Glenwood	70-S6 G D		\$ 87,446.80	\$ 1,396.43	\$ 244.13	\$ 3,873.49	\$ 275.63	\$ 77.02	\$ 1,498.20	\$ 20.00	\$ 87,446.80	9.21	9.21	100	\$ 9,494.77	
411	Norman-Mt. Ida	27-S6 G D		82,538.83	4,892.55	374.88	1,518.03	443.96				82,538.83	8.89	8.89	100	9,344.30	
439	Caddo Gap	8-S3 G D		21,400.67	17,376.85		1,816.03	443.96				19,447.84	1.91	96	5,052.81	20,940.20	
434-S	Ouachita Riv. Polk Co. L	6-S2 G & D		11,238.13	4,913.00	452.64	1,481.04	2,892.26	1,498.20			11,238.13	6.00	6.00	100	1,873.02	
431	Ouachita Riv.-Mt. Ida	6-S2 Prim Exp.		\$208,879.86	\$176,198.65	\$63,309.43	\$1,865.11	\$4,957.52	\$1,573.67		\$20,000	\$201,627.06	25.31	2.3		\$5,052.81	
	Total for County			\$ 87,446.80	\$ 1,396.43	\$ 244.13	\$ 3,873.49	\$ 275.63	\$ 77.02	\$ 1,498.20	\$ 20.00	\$ 87,446.80	9.21	9.21	100	\$ 9,494.77	

NEVADA COUNTY

315	Rosston-Waldo	19-S3 G D		\$ 55,920.52	\$ 41,630.22	\$ 50.00	\$ 1,231.79	\$ 956.99				\$ 48,153.49	7.57	5.51	86	\$ 7,767.03
339	Prescott-Rosston	19-S3 S & Br		43,196.33	39,512.74		486.23	500.00	\$ 5,854.64			41,460.76	6.34	6.08	96	1,715.67
322-S	Terre Rouge Creek	19-S3 G D		43,260.75	26,689.26	8,306.01	1,411.94	500.00				43,260.75	12.00	12.00	100	3,639.06
317	Prescott-Bluff City	24-S5 G D		31,110.21	27,038.88		3,317.46	800.00	64.88			31,110.21	7.91	7.91	100	3,333.27
341	Prescott-Bluff City	24-S5 G D		53,023.55	47,899.53	2,872.61	4,208.28	800.00				55,843.30	11.55	11.08	96	5,024.20
385	Prescott-Bluff City	24-S5 S		13,448.90	10,250.29	1,045.19	406.33	16.49				11,738.90	7.91	6.88	87	1,710.00
357-S	Prescott-Blevins	24-S4		749.31	698.30			51.01				749.31				
376-S	Hope-Prescott	4-S7 G D		62,140.00	27,639.75	4,831.10	3,279.60	636.87	5,395.37			41,832.69	12.00	9.60	80	10,397.31
371	Bierne-Prescott	67-S3 Prim Exp.		1,069.38				1,069.38				1,069.38				
387	Prescott-Bluff City	24-S6 S		20,513.67				16.85				20,513.67				
388	Rosston-Waldo	19-S3 Prim Exp.		696.92				696.92				696.92				
346-S	Gurdon-Whelen Springs	53-S2 Bridges		2,065.91	1,049.95	896.63			120.33			2,065.91				
	Total for County			\$322,201.45	\$166,201.66	\$58,999.87	\$16,908.72	\$18,916.62	\$5,457.37	\$11,536.23	\$1,225.03	\$378,030.47	60.40	52.22		\$44,180.98

NEWTON COUNTY

934-S	Jasper-North	7-S15 G D		\$ 53,037.60	\$30,526.85	\$ 2,623.00		\$ 147,500	\$ 7,117.07			\$ 50,584.62	11.40	10.83	57	\$ 2,452.98
941-S	Madison Co. L.-Fallsville	16-S6 G D		5,983.50				1,811.58				1,811.58				
948-S	Polk Co. Line-North	7-S14 G D		39,380.00					12,033.65			28,124.77	12.00	8.52	34	4,171.92
968-S	Swain-Deer	10-S7 G D		22,550.00	16,073.36	13.75		399.75	3,136.95			11,441.20	12.00	6.00	51	11,088.80
922	Jasper-North	7-S15 Prim Exp.		3,221.74	7,822.68	15.74		3,221.74				3,221.74				
103-S	Judea-Western Grove	103-S1 Prim Exp.		404.70				404.70				404.70				
	Undistributed			579.15				579.15				579.15				
	Total for County			\$125,156.69	\$54,422.89	\$2,652.49		\$3,768.99	\$34,098.36			\$86,167.76	40.40	25.35	15.03	\$28,988.93

OUACHITA COUNTY

223-B	Camden-Stephens	3-S3 Prim Exp.		411.261				200.01	9.92			411.261				
747-S	Camden-Stephens	3-S3 G D & S		9,819.89	\$ 3,856.91	\$ 4,156.90		\$ 385.00				9,819.89	4.00	4.00	100	\$ 2,174.00
741-B	Camden-Stephens	3-S3 G D & S		44,000.00	25,048.68	117.00	4,373.84	1,776.45	1,010.15			32,326.12	2.95	2.18	77	14,915.27
718	Camden-Rosston	4-S8 G & D		12,409.64	11,946.80		307.50	91.40	63.94			12,409.64	1.45	1.45	100	8,538.37
758	Camden-Hampton	4-S8 Prim Exp.		854.18				541.15	313.03			854.18				
742	Camden-Hampton	4-S9 Prim Exp.		6,079.57	4,000.00			1,842.46	237.11			6,079.57				
709	Kent-Sparksman	7-S1 Prim Exp.		214.33	5.00			200.01	9.92			214.33				
710	Holly Spigs-Eagle Mills	9-S1 G D		60,272.05	10,938.93	81.56	2,621	2,648.88	1,104.83			15,465.60	8.39	3.28	6.11	44,806.45
711	Childster-Nevada Co. L.	24-S6 G D & S		98,412.50	34,233.37	8,203.83	2,314.58	234.00	741.34			45,727.09	5.37	2.67	2.80	52,685.41
719	Camden-Childster	24-S6 S		5,356.11	1,971.35	3,140.06	142.00		102.70			5,356.11	1.45	1.45	100	3,893.87
788	Camden-Childster	24-S6 G & D		86,425.66	79,684.31	2.22	5,385.98	492.98	860.17			86,425.66	12.22	12.22	100	7,072.48
764	Stephens-Mt. Holly	24-S6 S & D		70,612.84	11,225.49	18,081.80	813.18	492.98	860.17			20,233.00	12.22	5.25	6.97	5,778.43
722-B	Camden-Smackover	57-S1 G D S		23,929.49	44,605.55	209.75	2,885.79	447.08	310.47			4,052.53	2.91	2.97	1.94	19,856.96
757	Camden-Smackover	167-S3 G D		88,284.77	44,605.04	209.75	2,885.79	679.15	1,210.47			51,217.89	8.31	5.07	1.19	11,071.43
753	Camden-Bearden	167-S4 S & D		5,274.58	36,153.93	1,481.19	193.18	4,889.66	5,207.90			49,527.82	8.31	4.71	3.70	38,661.16
743	Camden-Bearden	167-S4 G D & S		58,774.51	4,532.61	498.82		872.50	488.17			28,147.11	1.68	.16	.82	30,627.34
787	Camden-Eagle Mills-H'm'tn	4,167-S9,4 G & D		53,344.79	133.04		1,010.56	179.00	265.45			4,675.38	7.52	.68	6.84	48,669.61
719-S	Camden-Childster	24-S6 Sodding		1,431.91	36.45			76.72				1,431.91				
	Total for County			\$638,277.26	\$291,770.12	\$11,725.66	\$39,288.62	\$21,953.57	\$14,704.32	\$8,849.57	\$1,431.67	\$839,781.68	78.06	46.89	31.17	\$429,489.58

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928. — (Continued)

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES										Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
					Contractors	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Supplies & Miscel. Expense	Miscel. Expense	Equipment, Supplies & Miscel. Expense	Miscel. Expense	Equipment, Supplies & Miscel. Expense						
824	Ola-Perry	10-S5G & D	Pr'm Exp.	\$ 56,947.22	\$ 25.25	\$ 24.84	\$ 5,104.54	\$ 1,053.18	\$ 12.47	\$ 56,937.22	8.65	8.65	100	\$ 6,581.18						
844	Ola-Perry	10-S5G & D	Pr'm Exp.	65,949.72	145.80	1,014.34	3,224.59	1,014.34	69.21	65,949.72	9.34	9.34	100	7,061.00						
871	Perryville-Dardanelle	9-S6G & D	Pr'm Exp.	50,476.11	1,711.86	150.56	1,548.63	2,272.43	1,014.34	50,476.11	5.80	1.80	31	8,793.77						
841	Houston-Egglew	113-S2G & D	Pr'm Exp.	88,876.32	1,031.65	2,616.77	2,196.43	6,241.17	1,014.34	88,876.32	13.94	1.53	11	78,796.30						
847	Thornburg-Saline Co. Line	9-S6G & D	Pr'm Exp.	2,045.03	11.20	1,174.50	1,200.00	1,174.50	1,174.50	2,045.03	1.20	1.20	100	6,875.64						
857	Boat Creek-Garland Co. L	7-S8G & D	Pr'm Exp.	1,240.43	120.70	1,147.22	1,147.22	1,147.22	1,147.22	1,240.43	1.51	1.51	100	.....						
867	Yell Co. L-S. Bear Creek	60-S1G & D	Pr'm Exp.	2,068.08	289.18	401.94	401.94	401.94	401.94	2,068.08	2.88	2.88	100	.....						
	New Project			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....							
	Undistributed			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....							
	Total for County			\$270,387.55	\$1,324.40	\$3,062.55	\$9,877.76	\$12,285.36	\$6,333.97	\$270,387.55	21.32	16.41	.....	\$113,588.93						
PHILLIPS COUNTY																				
101	F A P Walnut Cor.-Lee Co. Line	1-S8G & D	Pr'm Exp.	\$ 25,091.00	\$ 913.20	\$ 248.02	\$ 1,809.00	.....	.....	\$ 25,091.00	6.06	6.06	100	\$ 4,404.43						
132	Walnut Cor.-Lee Co. Line	1-S8S	Pr'm Exp.	50,909.04	16,400.92	32,575.51	1,844.00	.....	.....	50,909.04	6.06	6.06	100	8,400.84						
114	Elaine-Ferguson	44-S2G & D	Pr'm Exp.	6,358.39	4,142.11	1,770.03	1,770.03	.....	.....	6,358.39	1.99	1.99	100	.....						
	Undistributed			2,296.03	717.62	1,405.80	1,405.80	.....	.....	2,296.03	1.21	1.21	100	.....						
	Total for County			\$85,993.23	\$8,272.43	\$36,731.01	\$3,633.00	.....	.....	\$85,993.23	12.12	12.12	.....	\$260.25						
	Total for County			\$470,246.73	\$91,039.60	\$29,629.60	\$25,940.32	\$8,333.83	\$12,690.58	\$470,246.73	70.60	65.81	.....	\$39,363.14						
PIKE COUNTY																				
333	Murfreesboro-Delight	26-S3S	Pr'm Exp.	\$ 23,215.06	\$ 18,403.70	\$ 1,174.14	\$ 1,435.62	.....	.....	\$ 23,215.06	7.60	6.92	91	\$ 2,201.00						
330	Murfreesboro-Delight	26-S3C & D	Pr'm Exp.	37,400.00	23,432.45	8,139.26	2,238.37	.....	.....	37,400.00	12.96	5.4	96	1,674.45						
312	Glenwood-Kirby	70-S5G & D	Pr'm Exp.	27,491.48	20,290.45	2,238.37	518.16	.....	.....	27,491.48	8.18	5.2	94	1,590.85						
316	Glenwood-Kirby	69-S5G & D	Pr'm Exp.	59,932.48	681.82	7,911.03	800.00	.....	.....	59,932.48	8.81	1.14	85	20,385.49						
324	Murfreesboro-Kirby	27-S5G & D	Pr'm Exp.	138,351.90	1,971.07	23,921.00	7,027.31	1,639.08	.....	138,351.90	7.31	7.31	100	8,489.18						
349	Murfreesboro-Kirby	62-S5G & D	Pr'm Exp.	62,055.85	565.25	3,344.94	1,639.09	.....	.....	62,055.85	7.00	7.00	100	5,388.04						
348	Kirby-Amity	27-S5G & D	Pr'm Exp.	37,716.32	44,097.01	7,292.40	1,026.38	.....	.....	37,716.32	5.66	4.87	86	4,957.71						
355	Kirby-Dierks	70-S4G & D	Pr'm Exp.	28,000.00	525.01	2,986.43	2,411.99	.....	.....	28,000.00	4.00	3.16	84	9,378.81						
354	Glenwood-Amity	8-S4C & D	Pr'm Exp.	4,000.00	19,574.33	10,731.51	1,810.45	.....	.....	4,000.00	4.00	3.16	79	11,000.00						
343	Murfreesboro-Nashville	27-S40	Pr'm Exp.	2,091.94	.....	.....	2,021.94	.....	.....	2,091.94	.....	.....	.....							
	Total for County			\$263,250.26	\$91,039.60	\$29,629.60	\$25,940.32	\$8,333.83	\$12,690.58	\$263,250.26	19.65	14.51	.....	\$39,363.14						
POINSETT COUNTY																				
1030	Jackson Co. L.-Harrisb'g	14-S13G D & S	Pr'm Exp.	\$127,425.19	\$ 38,401.02	\$ 1,302.78	\$ 1,502.09	\$ 890.36	\$ 278.45	\$127,425.19	8.12	2.67	5.45	\$ 85,035.34						
1043	Jackson Co. L.-Harrisb'g	14-S12G D & S	Pr'm Exp.	82,885.80	44,436.74	88.36	2,229.36	.....	.....	82,885.80	7.77	4.50	3.27	31,637.59						
1056	Jackson Co. L.-Harrisb'g	14-S13 Pr'd Dmge	Pr'm Exp.	1,705.58	730.95	974.63	974.63	.....	.....	1,705.58	.....	.....	.....							
1055	Marked Tree-Harrisb'g	14-S14 Pr'd Dmge	Pr'm Exp.	17,730.27	16,443.14	2,276.19	2,276.19	.....	.....	17,730.27	.....	.....	.....							
1089	Marked Tree-Harrisb'g	14-S14 Pr'd Dmge	Pr'm Exp.	5,198.26	4,110.59	1,087.67	1,087.67	.....	.....	5,198.26	.....	.....	.....							
10117	Truman-S. W.	Pr'm Exp.	Pr'm Exp.	857.57	.....	.....	857.57	.....	.....	857.57	.....	.....	.....							
1036	S. Craig'd Co. L.-Harrisb'g	1-S16 G D & S	Pr'm Exp.	27,795.84	33,178.22	9,307.80	1,745.21	4,445.00	.....	27,795.84	12.33	9.50	2.83	15,354.99						
1054	S. Truman-Marked Tree	63-S7 Pr'd & Rec	Pr'm Exp.	69,214.28	13,809.01	13,208.57	3.50	.....	.....	69,214.28	16.00	15.36	95	5,498.44						
1055	Marked T.-Critten Co. L.	63-S8 Pr'd Dmge	Pr'm Exp.	1,467.94	1,104.55	230.17	1,467.94	.....	.....	1,467.94	.....	.....	.....							
10109	Craigh'd Co. L.-W'id'n'g	Pr'm Exp.	Pr'm Exp.	467.50	.....	.....	467.50	.....	.....	467.50	.....	.....	.....							
10110	Waldenburg-Cross Co. L.	Pr'm Exp.	Pr'm Exp.	525.00	.....	.....	525.00	.....	.....	525.00	.....	.....	.....							
10114	Stillman Lateral	Pr'm Exp.	Pr'm Exp.	28,104.33	48,190.01	145.00	145.00	.....	.....	28,104.33	3.10	3.10	100	6,036.00						
1049	Marked Tree-Lepanto	40-S1 G D & S	Pr'm Exp.	80,576.28	5,378.17	10,305.48	15,683.85	.....	.....	80,576.28	3.10	3.10	100	5,059.24						
1052	S. Pitts-Jackson Co. Line	18-S2 G D & S	Pr'm Exp.	15,683.85	3,038.87	74.50	3,038.87	.....	.....	15,683.85	.....	.....	.....							
1037	S. Harrisburg-South	1-S15 Pr'm Exp.	Pr'm Exp.	3,038.87	.....	.....	3,038.87	.....	.....	3,038.87	.....	.....	.....							
	Total for County			\$434,756.03	\$82,337.76	\$103,321.16	\$5,627.16	\$9,905.59	\$6,788.02	\$434,756.03	63.32	49.01	14.31	\$140,483.27						
POLK COUNTY																				
424	Simena-S. W.	8-S9 G D	Pr'm Exp.	\$120,725.00	\$59,341.07	\$13,635.41	\$ 405.43	\$ 2,501.74	\$16,828.28	\$120,725.00	17.00	5.00	7.00	\$ 28,018.07						
447	Simena-Howard F A P 14A	8-S9 G D	Pr'm Exp.	132,071.00	88,765.38	5,895.37	1,470.86	948.66	.....	132,071.00	12.69	9.49	3.20	34,264.10						
447	Hatfield-Overhead	71-S10 Pr'm Exp.	Pr'm Exp.	48.25	.....	.....	48.25	.....	.....	48.25	.....	.....	.....							
442	Simena-North	71-S10 G D	Pr'm Exp.	13,720.54	3,096.95	1,854.32	.....	.....	.....	13,720.54	5.62	5.62	100	2,441.95						
446	Simena-North	71-S10 Pr'm Exp.	Pr'm Exp.	1,478.04	.....	.....	1,478.04	.....	.....	1,478.04	.....	.....	.....							
	Total for County			\$268,048.23	\$88,765.38	\$15,489.73	\$6,300.80	\$5,438.89	\$26,641.31	\$268,048.23	40.31	32.11	8.20	\$62,282.17						

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

POPE COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	Contractors' Estimates	Labor	Materials	Engineering Expense	EXPENDITURES					Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
									Prelim. Expense	Equipment, Operating & Supplies	Miscellaneous	Equipment	Expenses						
823-S	Forrest-Gate-New'n Co. L	7-S13G D	D	\$92,389.00	\$2,740.68	\$30,943.95	\$7,604.00	\$1,385.58	\$903.21	\$25,914.51	\$5,353.11	\$71,201.36	23.00	17.70	9.30	77	\$21,184.64	\$4,016.91	
810	Atkins-Hector	105-S11A C	D	\$7,311.64	52,047.45	93.85	51.10	3,452.92	1,419.92	245.51	89	67,311.64	5.83	5.83	100	100	0	9,327.60	
809	Atkins-Hector	105-S11A C	D	\$8,906.71	77,452.21	341.40	3,038.23	5,879.28	1,819.91	205.85	1.61	85,906.71	9.21	9.21	100	100	0	9,327.64	
826-S	Rasberry-Searcy Co. L.	27-S12G D	D	44,110.00	77,452.21	6,581.14	3,038.23	55.12	12.60	12,054.69	1,874.66	23,415.34	6.50	3.45	3.05	53	20,693.66	6,786.16	
819-S	Russellville-Caglesville	124-S1 G	D	27,896.17	77,452.21	11,839.45	2,420.70	413.89	1,154.99	9,993.25	923.47	26,745.75	9.92	9.62	30	97	950.42	2,791.95	
855	Caglesville-Conway	124-S1	Prim Exp.	1,093.61		503.30			590.21		1,093.61								
	Undistributed		Prim Exp.	735.80		32.25		154.13		2.00	735.80								
	Total for County			\$309,242.33	\$129,499.56	\$49,435.34	\$13,867.90	\$11,840.92	\$5,900.74	\$48,415.81	\$7,953.74	\$296,413.11	151.46	145.81	8.65		\$42,828.72		

PRAIRIE COUNTY

F A P	Stuttgart-Slovak	11-S8G D & S		\$57,646.35	\$23,740.68	\$31,113.88	\$2,790.79		\$1,174.77		\$57,646.35	5.76	5.76	100	100	0	\$10,113.32
625	Hazen-Des Arc	11-S9G D & S		\$219,627.73	108,422.36	82,311.37	6,205.74				198,114.24	17.67	15.90	1.77	90	\$21,513.49	12,429.41
634-S	Slovak Road	11-S9F1'd Dmge		1,212.53	947.12	265.41					396.19						
635-S	Slovak Road	11-S8F1'd Dmge		1,338.00	215.30	180.89					1,338.00						
636-S	Des Arc-Searcy	30-S4F1'd Dmge		101.38	1,291.65	29.60			\$136.35		1,363.63						
637-S	Stuttgart-Briand	33-S2F1'd Dmge		1,657.58	33.25	322.33			71.78		1,657.58						
638-S	DeValls Bluff Road	33-S3F1'd Dmge		1,757.63	1,387.45	430.02			40.16		1,757.63						
639-S	Des Arc-Cotton Plant	38-S1F1'd Dmge		1,126.40	1,097.75	409.54			1,125.40		1,125.40						
662-S	Des Arc-Cotton Plant	38-S1F1'd Dmge		1,133.66	1,747.10	409.54			1,05.91		1,133.66						
640-S	Des Arc-Cotton Plant	38-S1F1'd Dmge		2,434.87	1,747.10	409.54			278.13		2,434.87						
661	DeValls Bluff-East	70-S16 Prim Exp.		307.15					307.15		307.15						
662	White River Bridge	70-S16 Prim Exp.		418.36					418.36		418.36						
663	Biscoe-Monroe Co.	70-S16 Prim Exp.		200.00					200.00		200.00						
641-S	Little Rock-Memphis	70-S16F1'd Dmge		5,631.20	57,247.44	3,514.20	2,060.88		622.65		5,631.20	7.27	7.27	100	100	0	\$13,064.92
1105	Ulm-Rock	3-S12&13G D & S		\$4,982.01	\$189,410.48	\$11,385.42	\$12,994.52	\$12,400.03	\$3,848.23	\$688.45	\$308,455.55	30.64	28.87	1.77	300	\$21,513.49	
	Total for County			\$389,969.04	\$189,410.48	\$11,385.42	\$12,994.52	\$12,400.03	\$3,848.23	\$688.45	\$308,455.55	30.64	28.87	1.77	300	\$21,513.49	

PULASKI COUNTY

638	Ark. Riv. Bank Protection	30-S1P1'm Exp.		\$680.60					\$680.60		\$680.60						
644	L. R. Faulkner Co. Line.	5-S1 Prim Exp.		655.05					655.05		655.05						
644-S	Little Rock-England	30-S1F1'd Dmge		466.80					466.80		466.80						
642-S	Little Rock-El Paso	5-S1 F1'd Dmge		16.00					16.00		16.00						
646	Little Rock-Perryville	10-S7 Prim Exp.		2,174.86					2,174.86		2,174.86						
645-S	Little Rock-Perryville	10-S8F1'd Dmge		1,570.32					1,570.32		1,570.32						
645-S	Little Rock-Conway	65-S11F1'd Dmge		629.15					629.15		629.15						
645-S	Little Rock-Pine Bluff	65-S12F1'd Dmge		16.00					16.00		16.00						
647-S	Jacksonville Road	67-S10F1'd Dmge		285.80					285.80		285.80						
648-S	Little Rock-Benton	70-S12F1'd Dmge		47.00					47.00		47.00						
649-S	Little Rock-Lenoire	70-S13F1'd Dmge		71.50					71.50		71.50						
643-S	Little Rock-Perryville	10-S7 F1'd Dmge		1,570.32					1,570.32		1,570.32						
650-S	Little Rock-Sheridan	70-S13 F1'd Dmge		1,732.25					1,732.25		1,732.25						
	Total for County			\$8,356.65	\$4,564.41	\$455.35	\$3,653.32	\$1,023.26	\$3,510.51	\$321.67	\$8,356.65						

RANDOLPH COUNTY

1022	Corning-Pocahontas	67-S21G D & S		\$108,096.34	\$41,503.47	\$455.35	\$3,653.32	\$1,023.26	\$55.90	\$40,721.30	\$6.05	2.60	3.45	43	\$61,375.04	\$17,887.16	
1026	Corning-Pocahontas	67-S21G & Con P		\$223,954.63	\$167,964.07	\$2,244.20	\$6,704.68	\$882.40	\$55.90	\$174,551.15	\$8.08	6.26	1.77	78	\$49,403.50	\$7,889.75	
1047-S	Manson-South	67-S20 S		5,795.80	368.84	3,492.25	22.48	36.87		5,795.80	6.09	5.00	100	100	0	1,169.99	
1091	Walnut Ridge-Knobel	34-S2 Prim Exp.		422.98					422.98		422.98						
1029	Pocahontas-Mo. Line	79-S1 Prim Exp.		4,518.77					9.00	4,518.77							
1077	Pocahontas-N. S. End	79-S1 Prim Exp.		2,177.38					2,177.38		2,177.38						
1024-S	Pocahontas-Imboden	79-S2G		4,386.89					135.52	4,386.89	13.00	13.00	100	100	0	337.45	
1057-S	Pocahontas-Green Co. L.	62-S4G		2,562.28					453.77	2,562.28	10.00	10.00	100	100	0	295.63	
10116	Shannon-East	62-S4G		306.00					306.00		306.00						
1072-S	Pocahontas-N. W.	62-S3 Prim Exp.		4,087.30					9.10	4,087.30	25.00	25.00	100	100	0	74.17	
1072-S	Pocahontas-N. W.	62-S3 Prim Exp.		1,483.34					370.87	1,483.34	1.80	1.80	100	100	0	601.04	
1078-S	Imboden-Black Rock	63-S3G		1,081.88						1,081.88	1.80	1.80	100	100	0	601.04	
	Total for County			\$361,183.09	\$209,467.54	\$4,504.15	\$9,410.48	\$12,009.72	\$824.64	\$209,467.54	\$250,404.55	\$2,887.66	5.22		\$110,778.54		

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928. — (Continued)

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES							Total	Mileage Completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile	
					Contracts	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Supplies & Expense	Miscellaneous Expense							
104	Hughes-Marianna	3-S17 G D & S		\$ 51,596.18	\$22,156.45	\$ 1,408.49							\$ 23,564.94	4.27	2.00	46	\$ 28,031.24	\$13,106.80
104-S1	Bledsoe-Chatfield	3-S17 S & Br		2,076.04	1,115.25								2,076.04			100		
111-S	Hughes-Chatfield	3-S17 Pr'd Dmge		3,105.77	1,564.24	1,312.08							3,105.77			100		
112-S	Widener-Chatfield	50-S1 Pr'd Dmge		5,040.12	2,614.46	2,077.70							5,040.12			100		
131-S	Widener-Chatfield	50-S1 G & Brs		1,231.34	1,231.34								1,231.34			100		
137-S	Hughes-Bruin	60-S2 Pr'd Dmge		6,150.54	1,987.03	4,083.31							6,150.54			100		
137-S1	Widener-East	70-S19 Pr'd Dmge		15,544.48	10,127.05	4,871.12	26.80						15,544.48			100		
123	Wheatley-Southeast	78-S1 G D & S		10,240.40	2,953.59	4,871.12	907.58						10,240.40	1.18	1.18	100		8,673.30
	Monroe Co. 1 - Parist City	70-S18 Pr'd Dmge		2,552.38	1,613.49	5,590.40	907.58						2,552.38			100		
	Int. No. 70-Cross Co. Libe	75-S1 Pr'd Dmge		429.38	1,465.42	282.96							429.38			100		
	Total for County			\$97,875.38	\$2,953.59	\$19,917.57	\$42,411.08	\$2,342.87					\$89,945.14	5.45	3.18	2.27	\$28,031.24	

SALINE COUNTY

615	Benton-Hot Springs	70-S10 Pr'd Dmge		\$36,040.88	\$35,956.73								\$ 36,040.88			100		
654-S1	Benton-Hot Springs	70-S10 Pr'd Dmge		13,607.82	907.65								13,607.82			100		
656-S1	Benton-Little Rock	70-S11 Pr'd Dmge		30,433.06	907.65								30,433.06			100		
619	Benton-Sheridan	35-S1 G & D		64,567.12	57,334.72								62,282.24	8.26	7.87	35	\$ 2,284.88	\$ 7,572.82
652-S1	Benton-Sheridan	35-S1 Pr'd Dmge		758.75	63.48								758.75			100		
659-S1	Benton-Sheridan	35-S1 Pr'd Dmge		697.90	493.10	184.80							607.90			100		
640	Benton-Grant Co. Line	35-S1 Pr'd Dmge		15,036.77	3,317.87								3,829.07	7.89	2.00	5.89	11,207.70	1,945.81
623	Benton-Saline River	67-S9 G & D		35,242.53	2,139.15	182.40							38,452.63	4.03	4.03	100		9,541.60
653-S1	Benton-Malvern	67-S9 Pr'd Dmge		2,582.71									2,582.71			100		
652-S1	Benton-Sheridan	35-S1 Pr'd Dmge		1,803.89									1,803.89			100		
634	Owensville-Faron	9-S5 Pr'm Exp.		422.30									422.30			100		
651-S1	Owensville-Faron	9-S5 Pr'm Exp.		154.05									154.05			100		
656-S1	Little Rock-Sheridan	167-S12 Pr'd Dmge		\$174,942.07	\$131,851.95	\$17,322.40	\$1,297.79	\$6,259.74	\$4,237.12	\$420.49			\$161,449.49	20.12	13.90	6.22	\$13,492.58	

SEARCY COUNTY

933-S1	Marshall-Harrison	65-S5 G D		\$21,324.00	\$12,407.25								\$ 21,324.00			100		
906	Marshall-Harrison	65-S6 D		2,682.33	92,148.53								2,682.33			100		
932	Yellville-Marshall	14-S4 G D		82,297.46	30,438.30								82,297.46			100		
926	Marshall-Lessie	69-S6 G D		189,765.00	115,237.70								1,429.57	126.21	10.41	6.97	\$ 63,504.63	\$ 18,224.44
907	Marshall-Harrison	65-S4 Pr'm Exp.		1,378.77									1,378.77			100		
975	New Project	27-S13 Pr'm Exp.		116.00									116.00			100		
	New Project	27-S14 Pr'm Exp.		379.70									379.70			100		
	New Project	66-S1 Pr'm Exp.		2.50									2.50			100		
	Total for County			\$326,151.26	\$167,884.55	\$12,407.25	\$2.00	\$10,452.46	\$7,202.29	\$9,810.93			\$3,071.64	\$210.83	\$16,267.10	9.66	\$115,320.19	

SEBASTIAN COUNTY

243-A1	ft. Smith-Van Buren	64-S1 G D & C P		\$71,494.48	\$330.16	\$2,476.09							\$ 71,494.48	1.75	1.75	100		\$ 40,853.98
243-B1	ft. Smith-Van Buren	64-S1 Pr'm Exp.		2,540.71	1.00	26.18							2,540.71			100		
400	ft. Smith-Charleston	22-S1 G D & Pav		18,500.71	17,688.29								18,500.71			100		28,907.85
415	ft. Smith-Charleston	22-S1 G D & D		58,556.66	49,589.05	413.97							58,556.66	9.95	9.95	100		6,885.09
455	ft. Smith-Charleston	22-S1 G & D		61,768.78	55,391.09	863.37							61,768.78	7.97	7.97	100		7,760.16
455	ft. Smith-Charleston	22-S1 Conc Pav		231,657.14	23,882.55	12,332.31							231,657.14	9.32	1.68	7.64	183,042.21	23,782.95
404	ft. Smith-Grantwood	71-S14 G D		100,828.72	87,833.77	91.97							100,828.72	15.31	15.31	100		5,586.21
419-S1	ft. Smith-Hartford	45-S1 G D		4,633.13	2,197.75	113.41							4,633.13	26.00	26.00	100		178.20
410	Greenwood-Boonsville	10-S1 G D		96,831.26	84,024.17	1,466.13							96,831.26	13.06	13.06	100		7,422.00
456	Greenwood-Boonsville	10-S1 S		38,120.78									38,120.78			100		38,083.28
448	Shale Spots	27-S1 Pr'm Exp.		603.83									603.83			100		
448	Shale Spots	27-S1 Pr'm Exp.		229.81									229.81			100		
464	Greenwood-Bloomer	96-S1 Pr'm Exp.		\$676,042.47	\$386,538.73	\$13,479.14	\$15,621.57	\$60,609.68	\$9,252.40	\$8,844.32			\$1,570.14	\$155,916.95	\$7,541.76	36.21	\$220,127.49	
	Total for County			\$1,076,042.47	\$386,538.73	\$13,479.14	\$15,621.57	\$60,609.68	\$9,252.40	\$8,844.32			\$1,570.14	\$155,916.95	\$7,541.76	36.21	\$220,127.49	

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.---(Continued)

SCOTT COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES							Total	Mileage completed	Mileage Uncompleted	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
					Contracts	Labor	Materials	Engineering Expense	Prelim Expense	Equipment, Supplies & Expense	Miscellaneous Expense						
1103	Mansfield-Waldron	71-S12G & D		\$49,635.55	\$1,122.90	\$304.50	\$2,180.20	\$2,327.19	\$284.96	\$320.00	\$19,615.56	7.66	7.66	100	\$7,295.50	\$6,485.69	
1109	Mansfield-Waldron	71-S12S		29,432.87	21,651.43	181.44	1,814.44	248.91	170.35	132.60	22,127.37	7.56	6.12	1.53	80	\$7,295.50	3,847.44
483	Mansfield-Waldron	71-S12G & D		80,124.51	72,709.91	60.30	1,905.25	248.91	170.35	132.60	75,085.72	10.56	9.93	.63	94	5,028.79	7,587.55
409	Waldron-Mill Creek	71-S11G D		75,910.80	51,235.33	44.63	1,550.09	2,356.21	197.51		55,560.37	12.03	8.78	3.25	73	20,350.43	4,316.12
443	S. Polk Co. Line-Int. 6 & 71	71-S11G D		13,459.38	9,644.15	1,854.32		993.72	36,701.86		12,698.78	4.18	2.84	1.34	68	5,760.40	4,416.12
425-S	Int. 71 to Co. Line	6-S11G D		102,817.00	42,583.55	6,137.30	189.31	993.72	36,701.86		86,605.74	13.00	10.92	2.08	84	16,211.26	7,909.00
460	71 Cross-Yell Co. Line	28-S21Pr/Im Exp.		1,357.99				1,357.99			1,357.99						
	Total for County			\$357,718.10	\$188,971.98	\$8,295.12	\$6,008.29	\$7,324.02	\$38,654.98	\$452.50	\$303,061.52	65.07	46.24	8.83	\$34,636.58		

SHARP COUNTY

531-S	Martins Creek	63-S21Anch Fill		\$1,815.00				\$1,815.00			\$1,815.00					
522	Hardy-Waldron	63-S21G D		69,256.95	2,687.95		787.81	4,760.92	117.96		73,793.65	4.83	4.25	95	\$83.15	
509	Ash Flat-Highland	11-S17G D		45,501.35	32,669.09		2,137.33	1,408.60	548.28		39,559.78	5.00	4.30	87	1,541.57	9,100.27
528-S	Ash Flat-Highland	11-S17G D & B A		32,730.17	2,043.18		110.00		2,948.65		31,731.15	4.58	4.36	97	1,586.02	7,144.24
520	Ash Flat-Evening Shade	11-S16G D		66,752.94	42,098.56		2,365.27		1,444.74		48,966.32	11.31	8.40	73	18,108.51	5,886.44
536	Village Creek	19-S16Pr/Im Exp.		187.66				187.66			187.66			100		
543	Ash Flat-Brockwell	56-S31Pr/Im Exp.		690.13				690.13	375		620.13			100		
	Total for County			\$216,894.20	\$71,432.90	\$20,746.45	\$8,174.76	\$3,035.14	\$6,973.66	\$3,733.38	\$130,096.28	25.92	17.68	8.24	\$86,797.92	

STONE COUNTY

517	Mtn. View-Timbo	66-S22G D		\$64,725.44	23,232.72	400.70	6.62	4,245.15	1,375.25		33,755.07	8.69	4.52	52	\$30,970.37	7,428.27	
542	Calico Rock-Forest Res.	5-S26G D & S		29,097.99	14,964.55		1,359.10	672.89	211.72		17,188.36	4.32	2.55	1.77	59	11,869.63	6,726.38
563	Mtn. View-Shirley	9-S11Pr/Im Exp.		3,010.51				200.00	159.51		3,010.51			100			
545	Marcella-East	14-S7G D		75,079.69	8,887.42	15.12	1,205.15		21.55		11,898.25	7.98	1.28	6.70	16	83,181.44	9,498.35
	Undistributed	Pr/Im Exp.		373.52					373.52		373.52						
	Total for County			\$172,247.15	\$47,084.79	\$400.70	\$21.74	\$7,009.40	\$1,849.93		\$60,225.71	20.99	8.35	12.64	\$106,021.44		

SEVIER COUNTY

379-S	Sand Slough Bridge	71-S5Pr/Im Exp.		228.44							228.44					
360-S	Diarks-DeQueen	70-S24S & D		18,500.00					2,624.00		11,220.33	6.00	4.08	68	\$5,279.67	2,750.00
375-S	Nashville-Lockesburg	24-S1G D & S		53,075.00					6,057.34		25,057.21	6.00	2.94	49	27,017.79	8,845.84
374-S	DeQueen-Neal Springs	41-S1		1,471.01					4.43		1,471.01					
395	Nashville-Lockesburg	24-S1Pr/Im Exp.		77.83					77.83		77.83					
	Total for County			\$71,352.28	\$23,248.48	\$4,018.20	\$176.80	\$856.51	\$8,754.83		\$39,054.82	12.00	7.02	4.98	\$32,297.46	

UNION COUNTY

232-B	El Dorado-Magnolia	2-S5Reg & D		\$15,659.16	14,047.85						15,659.16	18.00	18.00	100	\$71,655.22	872.17	
715	El Dorado-Magnolia	2-S5Conc Pav		478,103.08	390,514.73				3,425.99		406,447.88	18.26	15.52	2.74	85	27,207.34	26,183.08
237-A	El Dorado-Sirong	2-S7G D		47,712.55	12,600.44				1,639.44		47,712.55	16.00	16.00	100		2,988.02	
714	El Dorado-Moro Bay	15-S2G D		51,129.29	7,220.94				1,036.92		10,987.87	7.07	1.55	5.52	22	40,131.42	7,231.87
760	Stephens-Mt. Holly	57-S2G D S		55,700.68	27,240.60				939.70		39,090.28	5.15	3.60	1.55	70	16,610.40	10,815.07
764	Stephens-Mt. Holly	67-S2G D S		14,800.57	4,013.63				228.59		15,914.90	2.03	1.32	35	9,605.87	7,299.69	
720	El Dorado-Callon	115-S1G D & C P		146,060.56	140,720.04				1,044.72		145,060.56	3.75	3.75	100		38,949.48	
722	El Dorado-Callon	115-S1G D & C P		36,286.39	32,029.49				1,176.16		36,286.39	5.00	5.00	100		27,257.28	
706	El Dorado-Snackover	167-S2G D & C P		263,208.82	349,775.57				3,237.99		364,908.89	10.81	10.81	100		33,691.84	
722-A	Camden-Snackover	167-S1&2G D		27,464.07	22,650.86				1,086.87		27,464.07	3.89	3.79	100		8,101.50	
778	Snackover-East	167-S2Conc Pav		7,941.07	7,625.41				43.65		7,941.07			100			
730-S	Strong-Huttig	2-S7Repair Br		309.32					96		309.32						
769-S	El Dorado-Wesson	19-S1Repair Br		352.35					3,692.50		10,137.22	9.50	9.50	100		1,068.18	
790-S	El Dorado-Moro Bay	19-S2S & Br		10,151.22					2,751.14		1,942.94			46	1,245.16		
720-S	El Dorado-Callon	113-S1 Sodding		3,188.10					35.04		919.54						
772	Huttig-South	129-S1Pr/Im Exp.		903.88					703.01		903.88						
766-S	El Dorado-Junction City	167-S1S		2,016.87					52.69		2,016.87	50	50	100		4,033.74	
765-S	El Dorado-Callon	115-S1Repair Br		527.72					78.54		627.72						
736-S	Strong-Huttig	2-S7Repair Br		1,022.84					170.65		1,022.84						
	Undistributed			170.65					170.65		170.65						
	Total for County			\$1,264,732.95	\$1,008,342.67	\$11,771.85	\$43,691.41	\$36,169.19	\$6,424.07	\$18,585.89	\$1,125,456.08	99.71	88.58	11.13	\$39,247.87		

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

VAN BUREN COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES							Total	Mileage Completed	Mileage Uncompleted	Per Cent	Unexpended Balance of Commitment	Average Cost per Mile
					Contractors	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Operating & Expense	Miscellaneous						
830-S	Shirley N. Stone Co. L.	16-S10G D	D	\$ 7,080.07	\$ 5,351.95	\$ 795.61	\$ 19.15	\$ 1,012.86				\$ 7,080.07	6.30		100		\$ 1,123.81
831	Clinton-Conway	66-S8G D	D	84,439.09	263.70	75.03	3,872.63	1,518.90	367.67			84,439.09	8.07		100		10,463.81
843	Clinton-South	65-S8G D	D	65,954.21	44,487.42		3,828.05	1,202.35	130.16			65,954.21	7.35	2.45	75	16,316.22	6,730.02
845	Clinton-N. W.	65-S9G D	D	77,694.10	15,132.58	3,404.01	1,100.03	2,938.07	7,500.35			32,687.74	16.00	6.72	42	46,106.36	4,855.88
846	Marshall-Clinton	65-S7G D	D	58,697.09	41,688.59		3,027.05	1,969.67	372.52			41,139.80	8.44	6.75	80	11,557.29	6,954.63
847	Marshall-Clinton	65-S7G D	D	87,628.35	60,281.42		3,888.13	1,168.04	104.63			55,673.52	8.16	5.22	64	31,954.83	10,738.76
870-S	Choctaw Cut-off	134-S1G D	D	16,610.66	328.00		3.50	687.26	3,043.71			3,875.21	2.23	4.45	20	33,235.45	7,129.03
886	Int. 65 to Stone Co. Line	110-S1 Pr'm Exp.	Exp.	687.26				687.26									
837	Stone Co. L.-Shirley	110-S3 Pr'm Exp.	Exp.	395.49				395.49									
863	Clinton E.-Cleburne Co. L	16-S10 Pr'm Exp.	Exp.	778.13				778.13									
	New Project	9-S9 Pr'm Exp.	Exp.	2,059.48				2,059.48									
	Undistributed			239.77				239.77									
	Total for County			\$402,233.70	\$214,857.59	\$21,329.53	\$5,609.35	\$15,739.54	\$10,998.17	\$13,001.67	\$2,527.70	\$281,053.55	69.00	40.86	18.14	\$118,170.15	

WHITE COUNTY

527-S	El Paso-Beebe	60-S4G D	D	\$ 32,538.00	\$24,179.90	\$ 3,664.13		\$ 3,094.61				\$ 30,852.83	13.00	12.23	78	1,875.17	2,502.15
528	El Paso-Beebe	60-S4G D	D	154,518.56	23,030.86			193.50	2,100.00			26,617.42	12.08	2.05	10.02	127,901.14	32,791.26
529	El Paso-Beebe	18-S1G D	D	51,312.96	32,366.48			1,293.76	4,555.13			38,914.13	12.01	2.05	92	3,543.24	3,133.82
531	Rangburn-Searcy	16-S3G D	D	51,312.96	32,366.48			1,293.76	4,555.13			38,914.13	12.01	2.05	92	3,543.24	3,133.82
532	Rangburn-Searcy	16-S3G D	D	51,312.96	32,366.48			1,293.76	4,555.13			38,914.13	12.01	2.05	92	3,543.24	3,133.82
533	Rangburn-Searcy	16-S3G D	D	51,312.96	32,366.48			1,293.76	4,555.13			38,914.13	12.01	2.05	92	3,543.24	3,133.82
534	Rangburn-Searcy	16-S3G D	D	51,312.96	32,366.48			1,293.76	4,555.13			38,914.13	12.01	2.05	92	3,543.24	3,133.82
535	Rangburn-Searcy	16-S3G D	D	51,312.96	32,366.48			1,293.76	4,555.13			38,914.13	12.01	2.05	92	3,543.24	3,133.82
536	Rangburn-Searcy	16-S3G D	D	51,312.96	32,366.48			1,293.76	4,555.13			38,914.13	12.01	2.05	92	3,543.24	3,133.82
537-S	El Paso-Spur	9-S3G D & S	D & S	33,000.00	19,943.47			440.37	271.90			20,655.74	12.00	2.40	35	83,253.39	3,204.03
549	El Paso-Spur	9-S3G D & S	D & S	33,000.00	19,943.47			440.37	271.90			20,655.74	12.00	2.40	35	83,253.39	3,204.03
549	El Paso-Spur	9-S3G D & S	D & S	33,000.00	19,943.47			440.37	271.90			20,655.74	12.00	2.40	35	83,253.39	3,204.03
549	El Paso-Spur	9-S3G D & S	D & S	33,000.00	19,943.47			440.37	271.90			20,655.74	12.00	2.40	35	83,253.39	3,204.03
549	El Paso-Spur	9-S3G D & S	D & S	33,000.00	19,943.47			440.37	271.90			20,655.74	12.00	2.40	35	83,253.39	3,204.03
550	El Paso-Spur	9-S3G D & S	D & S	33,000.00	19,943.47			440.37	271.90			20,655.74	12.00	2.40	35	83,253.39	3,204.03
	Total for County			\$815,613.02	\$55,406.34	\$42,988.67	\$9,660.22	\$20,312.72	\$6,358.28	\$6,892.41	\$142,315.64	63.42	41.36	23.06	\$173,297.38		

WASHINGTON COUNTY

422-S	Fayetteville-South	71-S10G D	D	\$ 13,000.00	\$ 7,486.24	\$ 1,164.80		\$ 50.83				\$ 10,110.70	20.00	15.40	4.60	\$ 2,939.30	650.00	
423-S	Co. Line-Evansville	45-S3G D	D	48,510.00	23,618.99			5.64	4,036.97			15,937.16	5.00	1.65	3.35	32,572.84	9,702.00	
425	Prairie Grove-Cane Hill	45-S3G D	D	31,880.12	87,831.34			2,228.47	16.54			25.00	6.04	1.03	83	5,100.78	5,278.16	
432	Fayetteville-Prairie Grove	45-S4G D	D	73,506.52	67,831.34			3,078.08	1,689.38			420.00	73,606.52	10.58	10.58	100	6,947.68	4,619.70
457-S	Fayetteville-Prairie Grove	45-S4G D	D	48,137.22	6,228.96			282.86	2,751.52			77.21	14,799.73	10.42	3.23	7.19	33,337.49	2,251.58
468	University Farm	112-S1G D	D	5,692.19	117.50			117.50	69.05			5,692.19	2.50	2.50	100		7,259.68	
482	Fayetteville-Clear Creek	71-S17G D	D	28,240.16	24,595.42			2,600.92	846.19			28,240.16	3.89	3.89	100		7,259.68	
482	Parks Corner-Okla. Line	80-S1G D	D	54,172.86	44,633.40			3,248.11	609.53			50,910.99	10.83	10.29	54	3,261.87	5,002.11	
445	Fayetteville-Elkins	16-S3G D	D	59,637.23	15,230.32			1,913.23	1,307.73			19,052.72	9.24	2.96	32	40,584.51	6,454.29	
451	Clear Creek-North	71-S17 Pr'm Exp.	Exp.	1,010.50				1,010.50										
460	Clear Creek-North	71-S17 Pr'm Exp.	Exp.	1,010.50				1,010.50										
466	Evansville-North	45-S8 Pr'm Exp.	Exp.	649.44				649.44										
467	Dutch Mills-Summers	89-S0 Pr'm Exp.	Exp.	600.09				600.09										
	Total for County			\$365,644.01	\$175,799.47	\$27,252.64	\$7,155.57	\$13,752.40	\$9,255.14	\$9,228.79	\$4,793.21	\$247,797.22	78.50	65.51	22.99	\$117,816.79		

WOODRUFF COUNTY

110-S	Augusta-Jelks	16-S16 Pr'd Dmge	Dmge	\$ 1,257.63	\$ 28.75	\$ 1,138.35						\$ 1,257.63			100		
106	McCrory-Fair Oaks	16-S17 Pr'd Dmge	Dmge	151.84	20.65							151.84			100		
	McCrory-Fair Oaks	16-S17 Pr'd Dmge	Dmge	77,086.33	29,603.52			1,623.93	3,353.85			77,086.33	7.23	7.23	100		\$10,659.21
	Int. 16 to Jackson Co. L.	17-S4 Pr'd Dmge	Dmge	1,107.39	1,057.95				49.35			1,107.39			100		
	R. No. 38-Prairie Co. L.	33-S3 Pr'd Dmge	Dmge	447.69	413.35				34.34			447.69			100		
109-S	Augusta-Dixie	33-S4 Pr'd Dmge	Dmge	1,685.70	667.07			188.00	193.53			1,685.70			100		
	Int. No. 16-Jackson Co. L.	33-S5 Pr'd Dmge	Dmge	104.50	37.16				67.34			104.50			100		
127-S	McCrory-Heudeville	37-S1 Pr'd Dmge	Dmge	112.90	88.15				24.75			112.90			100		
128-S	Cotton Plant-17 Arc	38-S2 Pr'd Dmge	Dmge	1,520.48	662.33							1,520.48			100		
106-S	Int. No. 33-No. 17	106-S1 Pr'd Dmge	Dmge	195.00	195.00							195.00			100		
	Total for County			\$84,416.26	\$42,040.23	\$4,483.20	\$32,177.08	\$1,811.93	\$3,903.42			\$84,416.26	7.23	7.23	100		

Detail and Status of Road Commitments for the Period March 1, 1927 to September 30, 1928.—(Continued)

YELL COUNTY

Job No.	Name of Project	Route and Section	Description of Project	Commitment	EXPENDITURES								Total	Uncompleted Mileage	Completed Mileage	Per Cent Complete	Unexpended Balance of Commitment	Average Cost per Mile
					Contractors' Estimates	Labor	Materials	Engineering Expense	Prelim. Expense	Equipment, Supplies & Expense	Miscellaneous Expense	Mileage						
804	Ft. Smith-Dardanelle	22-S5 G D		\$ 75,177.02	\$ 977.05													\$ 7,112.27
805	Dardanelle-South	7-S10 G D		38,326.83	280.93	42.08	2,839.41	1,428.70	6.35									4,457.92
807	Dardanelle-South	7-S10 G D		70,310.31	298.00	146.18	3,843.19	577.72	17.50									10,883.95
827	Ola E. to Perry Co.	10-S4 G & D		55,757.25			1,026.49	860.46	19.52									7,609.14
852	Ola-Plainview	28-S4 G & D		30,329.96	307.00	441.16	1,050.98	1,332.61	60.25									5,274.11
815	Ola S. to Perry Co.	7-S9 Pr'im Exp.		669.56					669.56									
818	Danville-Ola	10-S4 Pr'im Exp.		2,290.39					2,290.39									
835	Danville-West	10-S3 Pr'im Exp.		3,747.06					2,631.45									
861	Onyx S to Montgomery Co	27-S8 Pr'im Exp.		464.85	210.50	135.30	194.58	643.45										
854	Gravelly E. to Int. 27	28-S3 Pr'im Exp.		1,755.08	74.00	225.00			165.85									
872	Yell Co. Line-Havana	10-S3 Pr'im Exp.		728.59	8.16	357.58			17.60									
	Undistributed			189.72														
	Total for County			\$279,646.62	\$2,155.66	\$1,347.80	\$11,587.74	\$7,666.43	\$5,869.62	\$35.71	\$226,957.74	\$5,6428.17	7.47					\$52,688.88

Detail and Status of Bridge Commitments for the Period March 1, 1927, to September 30, 1928

	ASHLEY COUNTY		BENTON COUNTY		BOONE COUNTY		BRADLEY CO.		
	Hamburg North	Hamburg South	Goforth Creek	Total for County	Harrison-Omaha	Total for County	Hermitage-Moro Bay	Warren-Harrel	Total for County
Job Number	279	282	430		916		728	767	
Route and Section	13-2	13-1	99-2		65-1		15-3	4-12	
Number Bridges	5	5	1	1	5	5	5	4 1/2	*9 1/2
Type Bridges	Tr. Tim.	Tr. Tim.	Tr. Tim.		Reinf. Con.		Tr. Tim.	Tr. Tim.	
Lineal Feet of Timber	391.67	448.67	582.33		388.04		904.67	457.00	
Lineal Feet of Concrete									
Lineal Feet of Steel	391.67	448.67	582.33	582.33	388.04	388.04	904.67	457.00	1,361.67
Total Lineal Feet of Bridges	0.058				388.04	388.04	0.256		
Earth Approaches in Miles	\$14,869.36	\$14,236.06	\$17,367.36	\$17,367.36	\$47,217.03	\$47,217.03	\$25,062.70	\$13,122.75	\$38,185.45
Total Allotment	181.00	350.00	403.00	403.00	1,290.44	1,290.44	347.00	174.80	521.80
Preliminary Expense	1,116.23	239.50	1,055.57	1,055.57	1,740.48	1,740.48		225.32	225.32
Engineering Expense	10,721.78	3,026.22	14,219.04	14,219.04	42,436.11	42,436.11	2,228.34	5,753.26	7,981.60
Contractor's Estimate			1,689.75	1,689.75					
Labor									
Materials									
Miscellaneous Expense									
Total Expenditures	12,019.01	3,615.72	17,367.36	17,367.36	45,467.03	45,467.03	2,575.34	6,153.38	8,728.72
Per Cent Complete	93	11	100	100	100	100	11	48	
Unexpended Balance	2,850.35	10,620.34	0.00	0.00	1,750.00	1,750.00	22,487.36	6,969.37	29,456.73
Lin. Ft. Bridges—Completed	364.00	50.00	582.33	582.33	388.04	388.04	100.00	219.00	319.00
Lin. Ft. Brdgs.—Uncompleted	27.67	398.67	0.00	0.00	0.00	0.00	804.67	238.00	1,042.67
Average Cost per Lin Ft.	37.96	31.73	29.82	29.82	121.68	121.68	27.70	28.72	
Probable Date Completion	11-1-28	1-1-29	Completed	5-1-28	Completed	8-15-28	1-1-29	2-1-29	
Remarks					Final est. not paid				

\* Note. Where a bridge lies in two counties one-half the cost is charged to each county.

Job Number Route and Section Number Bridges	CATHOUN CO.			CARROLL CO.			CHICOT COUNTY			CLEBURNE CO.		
	Two Bayou	Thornton- Hampton	Warren- Harrel	Total for County	Eureka Spg Seligman	Total for County	Macon Bayou	Total for County	Heber Spg Edgemont	Quitman- Heber Spg	Total for County	Remarks
706 4-10	707 115-3	767 4-11	767 4 1/2	954 12-3	954 1	231 65-20	231 1	512 16-11	573 25-2	573 3	5	
Tr. Tim.	Reinf. Con.	Tr. Tim.	Tr. Tim.	Reinf. Con.	Reinf. Con.	Tr. Tim.	Tr. Tim.	Reinf. Con.	Reinf. Con.	Reinf. Con.		
97.33	302.00	647.00	647.00	105.00	105.00	173.33	173.33	129.5	310.00	310.00	439.50	
97.33	365.00	647.00	1,109.33	105.00	105.00	173.33	173.33	129.50	310.00	310.00	439.50	
\$ 3,397.44	\$ 47,384.10	\$ 18,129.21	\$ 68,910.75	\$ 8,426.73	\$ 8,426.73	\$ 6,102.15	\$ 6,102.15	\$ 11,832.94	\$ 24,559.55	\$ 24,559.55	\$ 36,392.49	
44.00	1,205.00	205.20	1,454.20	203.01	203.01	95.25	95.25	167.88	350.00	350.00	517.88	
74.33	2,168.20	264.50	2,507.03	919.66	919.66	323.30	323.30	863.03	863.03	863.03	863.03	
2,933.38	43,926.15	6,753.83	53,613.36	7,287.11	7,287.11	5,683.60	5,683.60	10,768.13	10,768.13	10,768.13	10,768.13	
Materials	84.75	84.75	84.75	16.95	16.95	16.95	16.95	33.90	33.90	33.90	33.90	
Miscellaneous Expense	3,051.71	47,384.10	7,223.53	8,426.73	8,426.73	6,102.15	6,102.15	11,832.94	24,559.55	24,559.55	12,182.94	
Total Expenditures	100	100	48	100	100	100	100	100	100	100	100	
Per Cent Complete	345.73	0.00	10,905.68	11,251.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Unexpended Balance	97.33	365.00	311.00	773.33	105.00	105.00	173.33	129.50	310.00	310.00	24,209.55	
Lin. Ft. Bridges—Completed	0.00	0.00	336.00	336.00	80.25	80.25	35.20	91.37	79.22	79.22	310.00	
Lin. Ft. Brdgs.—Uncomplete	31.35	130.53	28.02	2-1-29	Compl't'd	Compl't'd	Compl't'd	Compl't'd	Compl't'd	Compl't'd	Compl't'd	
Average Cost per Lin. Ft.	11-20-27	3-29-28	2-1-29	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	
Probable Date Completion.	11-20-27	3-29-28	2-1-29	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	
Remarks	Compl't'd	Compl't'd	2-1-29	Compl't'd	Compl't'd	Compl't'd	Compl't'd	Compl't'd	Compl't'd	Compl't'd	Compl't'd	
	11-20-27	3-29-28	2-1-29	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	7-28-28	

Job Number Route and Section Number Bridges	GLAY COUNTY			CLEVELAND CO.			MAGNOLIA CO.			
	Marmaduke W. Kennel	Knobel S. & E.	Corning- North	Corning- Pocahontas	Corning- Piggott	Total for County	Pansy- West	Total for County	Magnolia N. & S.	Total for County
1004 90-1	1009 34-3	1025 67-22	1094 67-22	10102 34-5	10102 34-5	792 19-1, 3-2	792 11	792 11	792 11	792 11
Tr. Tim.	Tr. Tim.	Tr. Tim.	Reinf. Con.	Tr. Tim.	Tr. Tim.	Reinf. Con.	Reinf. Con.	Reinf. Con.	Tr. Tim.	Tr. Tim.
277.67	477.94	30.00	182.00	299.00	299.00	801.00	801.00	801.00	801.00	801.00
76.00	477.94	30.00	182.00	299.00	299.00	801.00	801.00	801.00	801.00	801.00
\$19,423.33	\$ 15,784.14	\$ 1,270.00	\$ 30,040.88	\$ 24,938.10	\$ 10,691.34	\$ 6,508.15	\$ 6,508.15	\$ 24,331.16	\$ 24,331.16	\$ 24,331.16
228.38	200.00	367.08	263.00	200.00	200.00	183.00	183.00	315.03	315.03	315.03
926.70	225.00	1,654.88	705.87	678.32	678.32	288.31	288.31	514.25	514.25	514.25
16,733.47	24,020.11	24,020.11	19,747.55	9,813.02	9,813.02	5,117.66	5,117.66	4,777.60	4,777.60	4,777.60
Labor	67.80	67.80	67.80	102.58	102.58	5,606.88	5,606.88	5,606.88	5,606.88	5,606.88
Miscellaneous Expense	17,923.33	425.00	26,109.87	75,865.96	75,865.96	919.18	919.18	18,724.28	18,724.28	18,724.28
Total Expenditures	100	0	100	100	100	63.00	63.00	63.00	63.00	63.00
Per Cent Complete	1,500.00	15,359.14	3,931.01	4,221.68	0.00	26,281.83	26,281.83	216.00	216.00	216.00
Unexpended Balance	353.67	0.00	182.00	973.33	299.00	63.00	63.00	63.00	63.00	63.00
Lin. Ft. Bridges—Completed	54.92	477.94	30.00	0.09	0.09	88.71	88.71	30.38	30.38	30.38
Lin. Ft. Brdgs.—Uncomplete	0.00	33.03	42.33	165.06	25.62	35.76	35.76	30.38	30.38	30.38
Average Cost per Lin. Ft.	Completed	Work Or-	Completed	Completed	Completed	Completed	Completed	Completed	Completed	Completed
Remarks	Sept. 3, '28	der not	Sept. 23,	Sept. 15,	Sept. 15,	July 20,	July 20,	Feb. 21, '28	Probable	Probable
	Final Esti-	issued	'28 Final	'28 Final	'28 Final	1928.	1928.	2-1-29	date of	date of
Not Paid	Not Paid	only	Estimate	Estimate	Estimate	Estimate	Estimate	2-1-29	Comple-	Comple-
	Not Paid	only	not paid	not paid	not paid	not paid	not paid	2-1-29	tion	tion

	CONWAY CO.			CRAIGHEAD COUNTY			CRAWFORD COUNTY		
	Cypress Creek	Ark. River Bridge	Cadron Creek	Big Creek	Lake City-Leachville	Paragould-Jonesboro	Mr'burg Fine Spgs.	Little Mulberry Cr.	Total for County
Job Number	802	869	1111	1006	1070	1098	407	462	Total for County
Route and Section	9-8	9-7	64-7	63-5	18-4	1-18	71-15	64-2	
Number Bridges	1	1	1/2	1	3	5	3	1	4
Type Bridges	Con&Steel	Rep.&Ping	Reinf.Con.	Reinf.Con.	Reinf.Con.	Tr. Tim.	Reinf.Con.	Reinf. Con.	
Lineal Feet of Timber	32.50		178.75	60.00	180.00	296.67	491.12	315.00	
Lineal Feet of Concrete	60.00		178.75	60.00	180.00	96.00	491.12	315.00	806.12
Total Lineal Feet of Bridges	92.50		357.50	120.00	360.00	392.67	982.24	630.00	
Earth Approaches in Miles									
Total Allotment	\$ 8,693.59	\$ 8,250.00	\$ 35,034.70	\$ 12,196.91	\$ 19,173.11	\$ 28,080.84	\$ 47,893.45	\$ 17,259.55	\$ 65,153.00
Preliminary Expense	318.83	150.00	146.29	165.00	335.00	548.25	1,330.88	474.74	1,805.62
Engineering Expense	770.99		625.05	45.09	963.81	1,253.38	1,608.24	57.78	1,668.02
Contractor's Estimate	7,603.77		23,226.51	17,874.30	17,874.30	20,820.33	25,572.90		25,572.90
Labor									
Materials									
Miscellaneous Expense			8.47			15.25	50.85		50.85
Total Expenditures	8,693.59	150.00	24,006.32	210.09	19,173.11	22,637.21	28,562.87	532.52	29,095.39
Per Cent Complete	100		85		100	100	70		
Unexpended Balance		8,100.00	11,028.38	11,986.82	180.00	5,443.63	19,330.58	16,727.03	36,057.61
Lin. Ft. Bridges—Completed	92.50		152.00	60.00	180.00	392.67	344.00	315.00	344.00
Lin. Ft. Brdgs.—Uncomplete			26.75				147.12		462.12
Average Cost per Lin. Ft.	93.98		196.00	203.28	106.52	71.51	97.52	54.79	
Probable Date Completion	Completed	Work Ord.	1-1-29	1-1-29	Completed	Completed	12-1-28	1-15-29	
Remarks	Apr. 20, '28	not issued			Apr. 25, '28	Sep. 1, '28			
						Final Est.			
						not paid			
DREW COUNTY									
	CONWAY CO.			CRAIGHEAD COUNTY			CRAWFORD COUNTY		
	Cypress Creek	Ark. River Bridge	Cadron Creek	Big Creek	Lake City-Leachville	Paragould-Jonesboro	Mr'burg Fine Spgs.	Little Mulberry Cr.	Total for County
Job Number	140	141	1-14	793	118.67	118.67	224	286	Total for County
Route and Section	16-18	1-14	15	9-2	4-16	4-16	4-15	13-3, 4-14	
Number Bridges	12	15	28	2	2	2	1	11	12
Type Bridges	Tr. Tim.	Tr. Tim.	Tr. Tim.	Tr. Tim.	Tr. Tim.	Tr. Tim.	Tr. Tim.	Tr. Tim.	
Lineal Feet of Timber									
Lineal Feet of Concrete									
Total Lineal Feet of Bridges									
Earth Approaches in Miles									
Total Allotment	\$ 40,967.92	\$ 16,484.94	\$ 57,452.86	\$ 4,285.13	\$ 4,285.13	\$ 13,432.10	\$ 5,712.33	\$ 29,221.70	\$ 34,934.03
Preliminary Expense	752.60	217.11	969.71			182.89	225.00	404.00	629.00
Engineering Expense	313.75	194.60	508.35			487.72	613.72	144.56	758.28
Contractor's Estimate	20,209.20	2,543.23	22,752.43	2,858.68	2,858.68	12,192.96	4,873.61	1,395.36	6,268.97
Labor									
Materials									
Miscellaneous Expense									
Total Expenditures	21,275.55	2,954.94	24,230.49	2,858.68	2,858.68	12,863.57	5,712.33	1,943.92	7,656.25
Per Cent Complete	57	20	33	84	84	100	100	6	
Unexpended Balance	19,692.37	13,530.00	33,222.37	1,426.45	1,426.45	568.53	154.33	27,277.78	27,277.78
Lin. Ft. Bridges—Completed	676.00	106.00	782.00	100.00	100.00	403.33	154.33	50.00	204.33
Lin. Ft. Brdgs.—Uncompleted	540.33	423.54	933.87	18.67	18.67	31.89	37.01	773.67	773.67
Average Cost per Lin. Ft.	34.53	31.13	31.13	36.10	36.10	31.89	37.01	35.60	
Probable Date Completion	12-1-28	12-15-28		11-1-28	11-1-28	Completed	Completed	1-1-29	
Remarks						Dec. 8, '27	Completed	Jan. 12, '28	

Job Number Route and Section Number Bridges Type Bridges Lineal Feet of Timber Lineal Feet of Concrete Lineal Feet of Steel Total Lineal Feet of Bridges Earth Approaches in Miles Total Allotment Preliminary Expense Engineering Expense Contractor's Estimate Labor Materials Miscellaneous Expense Total Expenditures Per Cent Complete Unexpended Balance Lin. Ft. Bridges—Completed Lin. Ft. Brdgs.—Uncompleted Average Cost per Lin. Ft. Probable Date Completion Remarks	FAULKNER CO.		FRANKLIN CO.		GARLAND COUNTY				
	Cadron Creek	Total for County	Ft. Smith- Charleston	Total for County	Hot Sprgs- Glenwood	Quachita River	Viaduct Hot Sprgs	Quachita River	Total for County
	1111		444		632	657	659	665	
	64-8		22-2		70-7	70-8	6-3	7-6	
	1/2		1		3	1	1	1	
	Reinf. Con.		Reinf. Con.		Reinf. Con.	Reinf. Con.	Reinf. Con.	Reinf. Con.	
	178.75		70.33		250.67	1,302.25	87.00	1,182.21	
	178.75	178.75	70.33	70.33	250.67	1,302.25	87.00	1,182.21	2,822.13
	\$ 35,034.70	\$ 35,034.70	\$ 8,696.72	\$ 8,696.72	\$ 27,174.14	\$ 235,035.07	\$ 9,691.63	\$ 242,825.55	\$ 514,726.39
	146.29	146.29	318.80	318.80	425.10	950.00	134.90	767.27	2,277.27
	625.05	625.05	378.97	378.97	1,262.06	4,651.52	563.45	330.23	6,807.26
	23,226.51	23,226.51	6,239.62	6,239.62	23,167.86	93,030.47	8,976.33	6,604.50	131,779.16
	8.47	8.47	8.47	8.47	67.41		16.95		84.36
	24,006.32	24,006.32	6,945.86	6,945.86	24,922.43	98,631.99	9,691.63	7,702.00	140,948.05
	85	85	93	93	100	48	100	3	
	11,028.38	11,028.38	1,750.86	1,750.86	2,251.71	136,403.08	87.00	235,123.55	373,778.34
	152.00	152.00	65.00	65.00	250.67	625.00		35.00	997.67
	26.75	26.75	5.33	5.33	108.41	677.25		1,147.21	1,824.46
	1-1-29		12-1-28		Completed	3-4-29	Completed	6-8-29	
					Completed		Completed		
					Jun. 15, '28		Jun. 2, '28		

Job Number Route and Section Number Bridges Type Bridges Lineal Feet of Timber Lineal Feet of Concrete Lineal Feet of Steel Total Lineal Feet of Bridges Earth Approaches in Miles Total Allotment Preliminary Expense Engineering Expense Contractor's Estimate Labor Materials Miscellaneous Expense Total Expenditures Per Cent Complete Unexpended Balance Lin. Ft. Bridges—Completed Lin. Ft. Brdgs.—Uncomplete Average Cost per Lin. Ft. Probable Date Completion Remarks	GRANT COUNTY		GREENE COUNTY		HEMPSTEAD COUNTY				
	Sheridan- Clevel'd Co.	Sheridan- Leola	Total for County	Mar'aduke W. Kennett	Paragoubo- Jonesboro	Total for County	Hope- Lewville	Nashville- Washnton	Total for County
	622	637	1004	1098	325	345			
	35-3	35-3	39-1	25-8	29-3	4-5			
	5	10	3	2	1	1			
	Tr. Tim.	Tr. Tim.	Tr. Tim.	Tr. Tim.	Tr. Tim.	Tr. Tim.			
	84.00	2,018.33	292.00	118.67	134.00	78.33			
	84.00	2,018.33	292.00	118.67	134.00	78.33			
	\$ 4,376.79	\$ 1,844.01	\$ 9,733.24	\$ 4,961.44	\$ 3,724.93	\$ 2,357.47			
	4,216.08	1,844.01	117.65	96.75	214.40	31.33			
	4,216.08	1,844.01	477.40	221.18	698.58	183.72			
	4,216.08	1,844.01	8,620.27	3,674.18	12,294.45	2,830.61			
	4,216.08	1,844.01	17.92	1.70	19.62	1,867.53			
	100	100	100	100	96	100			
	160.71	3,925.67	500.00	967.63	894.32	489.94			
	84.00	2,018.33	292.00	118.67	410.67	78.33			
	52.19	24.89	33.33	41.89		30.10			
	Built on	Completed	Completed	Completed	11-1-28	Completed			
	Road Job,	Road Job,	Sep. 3, '28	Sep. 1, '28	Road Job,	July 14, '28			
	Cost given	Cost given	Final Est.	Final Est.	Cost given	Final Est.			
	is for	is for	not paid	not paid	is for	not paid.			
	Bdgs. only	Bdgs. only			Brdg. only				





LOGAN COUNTY

Job Number Route and Section Number Bridges Type Bridges	Ft. Smith- Dardanelle	Shoal Creek	Booneville- Sanitarium	6-Mi. Cr'k Bridges	Ft. Smith Dardanelle	Charleston Dardanelle	Mansfield- Waldrton	Ulm- Roe	Total for County
Lineal Feet of Timber	801	808	842	860	861	865	1101	1108	
Lineal Feet of Concrete	22-4	22-4	116-1	22-3	22-3	22-3, 22-4	71-13	10-2	
Lineal Feet of Steel	1	1	3	1	4	8	1	1	
Total Lineal Feet of Bridges	Triple Box	Reinf. Con.	Tr. Tim. and 1 Steel&Con	Reinf. Con. and 1 Steel&Con	Reinf. Con.	Reinf. Con. and 1 Steel&Con	Reinf. Con.	Reinf. Con.	23
Earth Approaches in Miles	32.67	388.00	247.17	435.25	305.00	445.00	235.00	71.00	2,931.09
Total Allotment	32.67	388.00	90.00	80.00	305.00	82.00	235.00	71.00	
Preliminary Expense	\$ 7,311.87	\$ 28,681.62	\$ 37,693.48	\$ 47,272.51	\$ 25,731.83	\$ 52,091.26	\$ 20,830.69	\$ 6,876.45	\$ 226,489.71
Engineering Expense	388.18	388.18	724.87	219.90	156.64	928.10	909.19	125.82	3,452.70
Contractor's Estimate	6,844.59	25,872.03	3,855.97	11,947.60	19,373.58	12,107.65	19,134.59	4,593.19	103,729.20
Materials									
Miscellaneous Expense	16.95	16.95		33.90				16.95	67.80
Total Expenditures	6,844.59	27,023.72	5,033.03	12,990.52	20,134.92	13,302.33	20,793.29	5,017.12	111,139.52
Per Cent Complete	100	100	11	31	96	30	100	100	
Unexpended Balance	467.28	1,657.90	32,660.45	34,281.99	5,596.91	38,788.93	37.40	1,859.33	115,350.19
Lin. Ft. Bridges—Completed	32.67	388.00	94.00	160.00	293.00	158.00	235.00	71.00	1,431.67
Lin. Ft. Brdgs.—Uncompleted			763.17	355.25	12.00	369.00			1,499.42
Average Cost per Lin. Ft.	209.50	69.65	43.97	91.75	84.37	98.85	88.48	96.85	
Probable Date Completion	Built on	Completed	1-1-29	1-1-29	11-1-28	12-1-28	Completed	Completed	
Remarks	Road Job.	Apr. 4, '28					Feb. 15, '28	Sep. 17, '28	Final Est. not paid

MADISON CO.

Job Number Route and Section Number Bridges Type Bridges	Kings River	Total for County	Flippin- South	Harrison- Flippin	Total for County.	Tex'rkn- La. Line	Red River Bottoms	Tex'rkn- Sulphdr R	Total for County
Lineal Feet of Timber	964		930	942	942	302	321	361	
Lineal Feet of Concrete	21-4		101-2	12-9	12-10	71-1	67-1	71-1	
Lineal Feet of Steel	1		1	1	2	2		3	
Total Lineal Feet of Bridges	Susp. Bdg.	1	Reinf. Con. and 1 and 1 Reinf. C&S	Reinf. Con.	4	Reinf. Con.	Prel'm Dsh	Reinf. Con.	5
Earth Approaches in Miles	287.50	287.50	230.00	155.00	750.92	200.00		100.00	300.00
Total Allotment	287.50	287.50	365.92	155.00	750.92	200.00		100.00	
Preliminary Expense	\$ 14,880.76	\$ 14,880.76	\$ 41,118.01	\$ 12,638.14	\$ 53,756.15	\$ 17,914.98	\$ 240.00	\$ 22,165.98	\$ 40,320.96
Engineering Expense	295.00	295.00	1,235.68	208.76	1,444.44	250.00	240.00	229.50	719.50
Contractor's Estimate	277.56	277.56	1,792.65	1,282.00	3,074.65	587.50		503.22	1,092.72
Labor	863.01	863.01	35,894.81	9,256.25	45,151.06	16,440.99		8,964.90	25,405.89
Materials									
Miscellaneous Expense	1,435.57	1,435.57	33.90	50.85	84.75	17,278.49	240.00	9,699.62	27,218.11
Total Expenditures	7		38,957.04	10,797.86	49,754.90	100		53	
Per Cent Complete	13,445.19	13,445.19	2,160.97	1,840.28	4,001.25	639.49		12,466.36	13,102.85
Unexpended Balance	20.00	20.00	595.92	155.00	750.92	200.00		53.00	253.00
Lin. Ft. Bridges—Completed	267.50	267.50	99.00	81.54		86.39		47.00	47.00
Lin. Ft. Brdgs.—Uncompleted	51.76					Completed		221.66	
Average Cost per Lin. Ft.	12-1-28		Comp. Aug. 14, '28. F'n'l est. unpaid	Comp. Aug. 17, '28. F'n'l est. unpaid		Completed		11-7-28	
Probable Date Completion						Completed			
Remarks						Completed			

MILLER COUNTY

Job Number Route and Section Number Bridges Type Bridges	Tex'rkn- La. Line	Red River Bottoms	Tex'rkn- Sulphdr R	Total for County
Lineal Feet of Timber	302	321	361	
Lineal Feet of Concrete	71-1	67-1	71-1	
Lineal Feet of Steel	2		3	
Total Lineal Feet of Bridges	Reinf. Con.	Prel'm Dsh	Reinf. Con.	5
Earth Approaches in Miles	200.00		100.00	300.00
Total Allotment	200.00		100.00	
Preliminary Expense	\$ 17,914.98	\$ 240.00	\$ 22,165.98	\$ 40,320.96
Engineering Expense	250.00	240.00	229.50	719.50
Contractor's Estimate	587.50		503.22	1,092.72
Labor	16,440.99		8,964.90	25,405.89
Materials				
Miscellaneous Expense				
Total Expenditures	17,278.49	240.00	9,699.62	27,218.11
Per Cent Complete	639.49		53	
Unexpended Balance	200.00		12,466.36	13,102.85
Lin. Ft. Bridges—Completed			53.00	253.00
Lin. Ft. Brdgs.—Uncompleted			47.00	47.00
Average Cost per Lin. Ft.	86.39		221.66	
Probable Date Completion	Completed		11-7-28	
Remarks	Completed			

	MONROE COUNTY		MONTGOMERY COUNTY		NEVADA COUNTY		NEWTON COUNTY		
	Ulm-Roe	Total for County	Cad. Gap-Bluffs	Hot Spgs-Glenwood	Rosston-Waldo	Prescott-Bluff City	Harrison-Jasper	Buffalo R. Bridge	Total for County
Job Number	1107		439	453	315	344	904	956	
Route and Section	3-13		8-3	70-6	19-3	24-5	7-15	101-3	
Number Bridges	3		1	3	2	7	2	1	3
Type Bridges	Tr. Tim.		Reinf. Con.	Reinf. Con.	Tr. Tim.	Tr. Tim.	Reinf. Con.	TI&Repol Stl' Truss	
Lineal Feet of Timber	216.00		70.00	171.00		1,137.33	210.75	200.00	
Lineal Feet of Concrete							210.75	506.33	
Lineal Feet of Steel									
Total Lineal Feet of Bridges	216.00	216.00	70.00	171.00	241.00	1,137.33	210.75	200.00	717.08
Earth Approaches in Miles									
Total Allotment	\$ 7,058.42	\$ 7,058.42	\$ 5,023.44	\$ 23,485.37	\$ 28,508.81	\$ 29,865.34	\$ 19,968.06	\$ 10,994.19	\$ 30,962.25
Preliminary Expense	200.69	200.69		242.93	242.93	349.34	349.17	206.00	555.17
Engineering Expense	393.13	393.13		356.98	356.98	1,137.33	1,339.53	385.74	1,725.27
Contractor's Estimate	6,374.98	6,374.98		10,293.38	10,293.38	17,289.45	18,245.46	10,402.45	28,647.91
Labor									
Materials									
Miscellaneous Expense									
Total Expenditures	6,968.80	6,968.80		10,893.29	10,893.29	17,638.79	19,968.06	10,994.19	30,962.25
Per Cent Complete	100			65		75	100	100	
Unexpended Balance	89.62	89.62	5,023.44	12,592.08	17,615.52	12,226.55	210.75	506.33	717.08
Lin. Ft. Bridges—Completed	216.00	216.00		111.00	111.00	853.00			
Lin. Ft. Bdg.—Uncomplete			70.00	60.00	130.00	284.33			
Average Cost per Lin. Ft.	32.26		71.76	137.34		26.26	94.75	20.20	
Probable Date Completion	Completed		1-1-29	11-1-28		12-1-28	Completed	Completed	
Remarks	June 1, '28		Built on Road Job Cost given Bldg. only				June 7, '28	May 10, '28	

	MONROE COUNTY		MONTGOMERY COUNTY		NEVADA COUNTY		NEWTON COUNTY		
	Ulm-Roe	Total for County	Cad. Gap-Bluffs	Hot Spgs-Glenwood	Rosston-Waldo	Prescott-Bluff City	Harrison-Jasper	Buffalo R. Bridge	Total for County
Job Number	719		770	771	792	792	320	386	
Route and Section	24-6		167-4	167-3	3-3	3-3	70-5	70-4	
Number Bridges	1			5	2	2	4	2	9
Type Bridges	Tr. Tim.		Reinf. Con. and 1/2 Steel & Con	Reinf. Con.	Tr. Tim.	Reinf. Con.	Reinf. Con.	Reinf. Con. & Steel & 1 Tr. Tim.	
Lineal Feet of Timber	39.00			426.00	156.67	140.00	235.00	214.17	
Lineal Feet of Concrete				40.00				150.00	
Lineal Feet of Steel				466.00				423.61	
Total Lineal Feet of Bridges	39.00	116.33		466.00	156.67	140.00	235.00	214.17	934.23
Earth Approaches in Miles									
Total Allotment	\$ 1,726.13	\$ 3,912.98	\$ 18.59	\$ 59,885.83	\$ 4,521.15	\$ 15,375.40	\$ 31,131.79	\$ 31,185.10	\$ 91,978.20
Preliminary Expense			18.59	359.02	59.92	733.72	238.94	280.20	1,440.26
Engineering Expense				2,075.81	97.95	1,076.85	1,073.37		2,568.44
Contractor's Estimate	1,609.91	3,585.86		39,820.52	910.02	13,547.28	27,003.02		53,014.44
Labor									
Materials									
Miscellaneous Expense									
Total Expenditures	1,609.91	3,689.36	18.59	42,338.40	1,067.89	15,375.40	31,131.79	31,185.10	102.39
Per Cent Complete	100			87	27	100	100	280.20	57,155.44
Unexpended Balance	116.22	233.62		17,547.43	3,453.26	1,169.20	2,748.06	30,904.90	34,822.76
Lin. Ft. Bridges—Completed	39.00	116.33		406.00	42.00	140.00	235.00		510.62
Lin. Ft. Bdg.—Uncomplete				60.00	114.67	109.82	132.48	423.61	423.61
Average Cost per Lin. Ft.	41.28	31.71		128.51	28.86	109.82	132.48	73.62	73.62
Probable Date Completion	Completed		11-15-28	1-1-29		Completed	Completed	Work ord.	
Remarks	Built on Road Job Cost given Bldg. only	June 2, '28				May 30, '28	Mar. 14, '28	Aug. 14, '28	not issued





	UNION COUNTY						WASHINGTON CO.			WHITE COUNTY	
	El Dorado Sm'kover	Strong-Hunting	Mt. Holly-South	El Dorado-Calton	Sm'kover-Camden	Total for County	Muddy Creek	Total for County	Pangb'rn-Searcy	Total for County	
Job Number	701	736	744	765	771		449		574		
Route and Section	167-2	2-7	57-3	115-1	167-2		71-17		16-3		
Number Bridges	5	3	3	2	1		Reinf. Con.		Tr. Tim. and 2	3	
Type Bridges	Reinf. Con.	Tr. Tim.	Tr. Tim.	Reinf. Con.	Reinf. Con. and 1/2 Steel & Con				Steel & T. T. 488.33		
Lineal Feet of Timber		273.00	216.00	256.17	181.00		90.00		180.00		
Lineal Feet of Concrete	355.00			256.17	40.00		90.00	90.00	668.33	668.33	
Total Lineal Feet of Bridges		273.00	216.00	256.17	221.00	1,321.17	0.040		0.101		
Earth Approaches in Miles			0.012	0.171							
Total Allotment	\$ 44,957.96	\$ 9,516.91	\$ 6,050.42	\$ 27,271.60	\$ 25,104.97	\$ 112,901.86	\$ 14,564.69	\$ 14,564.69	\$ 36,601.76	\$ 36,601.76	
Preliminary Expense	284.51	127.15		540.00	153.86	1,105.52	179.94	179.94	225.00	225.00	
Engineering Expense	1,581.25	913.06		1,896.75	889.62	5,280.68					
Contractor's Estimate	41,171.03	8,476.70	395.25	24,451.45	17,065.94	91,560.37	8,584.67	8,584.67			
Labor											
Materials											
Miscellaneous Expenses				383.40	35.60	419.00					
Total Expenditures	43,036.79	9,516.91	395.25	27,271.60	18,145.02	98,365.57	8,764.61	8,764.61	225.00	225.00	
Per Cent Complete	100	100	8	100	87		76				
Unexpended Balance	1,921.17		5,655.17	14,536.29	6,959.95	14,536.29	5,800.08	5,800.08	36,376.76	36,376.76	
Lin. Ft. Bridges—Completed	355.00	273.00	17.00	256.17	192.00	1,093.17	68.00	68.00			
Lin. Ft. Brdgs.—Uncompleted			199.00	29.00	29.00	228.00	22.00	22.00	608.33	608.33	
Average Cost per Lin. Ft.	121.23	34.86	28.01	106.46	113.60		161.83		54.77		
Probable Date Completion	Completed Jan. 26, '28	Completed Mar. 19, '28	Completed July 21, '28	Completed	Completed		11-1-28		Work ord. not issued		
Remarks											

	WOODRUFF CO.			YELL COUNTY			
	Augusta-Jelks	Total for County		Ola-Hot Spgs.	D'rdelle-Paris	Ola-D'rdelle	Total for County
Job Number	110			848	849	864	
Route and Section	16-16			7-9	22-5	7-10	
Number Bridges	4		4	1	6	3	12
Type Bridges	Tr. Tim.			Reinf. Con.	Reinf. Con.	Reinf. Con. and 2	
Lineal Feet of Timber	1,589.33			132.00	337.17	461.67	
Lineal Feet of Concrete				132.00	337.17	251.67	
Total Lineal Feet of Bridges	1,589.33	1,589.33		0.069	0.343	0.159	
Earth Approaches in Miles				15,063.45	36,877.24	43,801.74	\$ 95,742.43
Total Allotment	\$ 41,551.37	\$ 41,551.37		179.70	205.95	150.00	535.65
Preliminary Expense	333.00	333.00		644.45	948.72	754.83	2,348.00
Engineering Expense				13,085.85	28,804.75	8,243.12	50,133.72
Contractor's Estimate							
Labor							
Materials							
Miscellaneous Expense							
Total Expenditures	333.00	333.00		16.95	84.75	9,147.95	101.70
Per Cent Complete				13,926.95	30,044.17	9,147.95	53,119.07
Unexpended Balance	41,218.37	41,218.37		100	100	23	
Lin. Ft. Bridges—Completed				1,136.50	6,833.07	34,653.79	42,623.36
Lin. Ft. Brdgs.—Uncompleted	1,589.33	1,589.33		132.00	337.17	106.00	575.17
Average Cost per Lin. Ft.	26.14			105.51	109.37	355.67	355.67
Probable Date Completion	Work ord. not issued			Completed July 16, '28	Completed Aug. 14, '28	1-1-29	
Remarks					Final Est. not paid		

**Detail and Status of Bridge Commitments, including Earthwork Portion of Harahan Viaduct, Constructed by Special Funds for the Period March 1, 1927, to September 30, 1928.**

	Total Commitment	Contractors' Estimates	EXPENDITURES		Engineering Exp.	Preliminary Exp.	Equip. O'ring. S. & E.	Miscel. E. p.	Total Expended	Unexpended Balance
			Labor	Materials						
Harahan Viaduct Bridge Structure	\$195,373.27	338,524.23			\$13,082.66	\$ 1,391.15		\$50.85	\$ 353,048.89	\$142,324.38
Harahan Viaduct Earthwork	237,928.90	160,690.88	780.84	337.00	6,789.19		\$520.47		169,118.38	68,810.52
St. Francis River Bridge, Lee Co.	262,504.88	128,144.93			2,180.23	3,754.00		16.95	134,396.11	128,108.77
White R. Bridge, Batesville, Ark. Awarded 7-30-'26 Completed 6-'28.	329,419.00	316,792.77			7,402.73	5,206.55		16.95	329,419.00	
Fulton-Red River Bridge, Miller & Hempstead Co's.	524,761.44	76,302.16			3,815.11	773.84			80,891.11	443,873.33
Dardanelle Brgd. Yell & Pope Cos.	587,551.06	480,999.92			6,345.57	8,524.66			495,870.15	91,680.91
<b>Totals</b>	<b>\$2,437,541.55</b>	<b>\$1,501,454.89</b>	<b>\$780.84</b>	<b>\$337.00</b>	<b>\$39,915.49</b>	<b>\$19,650.20</b>	<b>\$520.47</b>	<b>\$84.75</b>	<b>\$1,562,743.64</b>	<b>\$874,797.91</b>

**Construction Projects in Force March 1, 1927, under Contracts Awarded During Previous Biennium, Showing Amounts Expended from Construction Fund Appropriated under Act of February 11, February 4th, 1927, during Biennium Ending June 30, 1928**

Project	LOCAL NAME	County	Road and Section No.	Amount Expended	Status of Project Sept. 30, 1928	Balance to Complete
234-A	Alma-Mulberry Road	Crawford	64-S2	\$ 57,100.00	Completed	
214-A	Sulphur River Road	Miller	71-S1	22,651.00	Completed	
179-B	Bay Road and St. Francis Road	Poinsett	14-S14	8,840.00	Completed	
205-A	Paragould-Hopkins Bridge Road	Greene	25-S9	12,702.00	Completed	
219-A	McCrorry-Fair Oaks Road	Woodruff	16-S17	57,520.00	Completed	
139-A	McGehee-Watson Road	Desha	1-S1	111,319.27	90% Completed	\$34,130.73
232-B	El Dorado-Magnolia Road	Union	2-S5	29,602.00	Completed	
223-B	Camden-Stephens Road	Ouachita	3-S2	9,075.00	Completed	
	Madison County Bridges	Madison	68-S2&3 21-S4 23-S5	20,867.00	Completed	
230-A	Alicia-Tuckerman Road	Jackson	67-S17	65,020.00	Completed	
194-A	Dermott-Collins Road	Drew	35-S8	16,359.00	Completed	
231-A	Hamburg-Montrose Road	Ashley	2-S9	3,120.00	Completed	
229-A	Warren-North Road	Bradley	15-S4	15,787.00	Completed	
199-A	Stuttgart-Slovac Road	Prairie	11-S8	57,906.00	Completed	
238-A	Corning-Piggott Road	Clay	34-S5	1,663.00	Completed	
183-F	Marianna-Hughes Road	St. Francis	3-S17	36,665.00	Completed	
240-B	Batesville-Heber Springs Road	Independence	25-S4	38,544.00	Completed	
239-A	Marmaduke-Halliday Road	Greene	39-S1	48,568.00	Completed	
226-A	Camden-Hampton Road	Calhoun	4-S10	47,498.00	Completed	
237-A	Strong-Huttig Road	Union	2-S7	95,938.00	Completed	
276-A	St. Francis River Bridge	Greene	25-S9	16,220.00	Completed	
240-A	Batesville Bridge	Independence	11-S4	(See sched. Bridges built by special funds)		
Non	Watson-Yoncapin Road	Desha				
F.A.	McGehee-Bartholomew Bayou Road	Desha		30,233.05	90% Completed	4,585.80
300A-1	Harahan Viaduct Embankment	Crittenden	70-S20	(See sched. Bridges built by special funds)		
243-A	Fort Smith-Van Buren Road	Sebastian	64-S1	73,644.00	Completed	
	Osceola-Little River Road	Mississippi	40-S2	100,000.00	Completed	
				<b>\$982,841.32</b>		<b>\$38,716.53</b>

**Statement of Road Improvement District Bonds and Interest Assumed by State Under Provisions  
of Act No. 11, Approved February 4, 1927**

Date of issue	County	NAME OF PROJECT	Amount Bonds Outstanding Jan. 1, 1927	Amount Interest Outstanding Jan. 1, 1927	Total Outstanding Jan. 1, 1927	Rate of Interest
5- 1-18	Arkansas	R.I.D. No. 1	\$ 18,500.00	\$ 4,125.00	\$ 22,625.00	6 %
3- 1-20	Arkansas	R.I.D. No. 5, 1st Issue	1,484,000.00	620,565.00	2,104,565.00	5½ %
11- 1-21	Arkansas	R.I.D. No. 5, 2nd Issue	286,000.00	134,400.00	420,400.00	6 %
8- 1-19	Arkansas	Northern Ark. R.I.D., 1st Issue	1,455,000.00	556,750.00	2,011,750.00	5 %
8- 1-21	Arkansas	Northern Ark. R.I.D., 2nd Issue	250,000.00	217,500.00	467,500.00	6 %
8- 1-21	Arkansas	Northern Ark. R.I.D., 3rd Issue	175,000.00	97,140.00	272,140.00	6 %
8- 1-19	Arkansas	Stuttgart Western R.I.D.	56,000.00	25,327.50	81,327.50	5½ %
11- 1-20	Arkansas	Roberts, Arkansas R.I.D.	57,000.00	28,200.00	85,200.00	6 %
9- 1-20	Ashley	Wilmot R.I.D.	477,000.00	258,720.00	735,720.00	6 %
2- 1-22	Ashley	Jerome R.I.D., 1st Issue	69,500.00	37,950.00	107,450.00	6 %
9- 1-22	Ashley	Jerome R.I.D., 2nd Issue	93,000.00	52,200.00	145,200.00	6 %
1- 4-24	Ashley	Jerome R.I.D., additional Issue	14,500.00	5,912.50	20,412.50	5½ %
3- 1-18	Ashley	Arkansas-Louisiana R.I.D.	2,182,500.00	1,022,610.00	3,205,110.00	6 %
9- 1-21	Ashley	Ark.-La. R.I.D., 2nd Issue	40,000.00	18,780.00	58,780.00	6 %
2-15-26	Ashley	Ark.-La. Highway R.I.D.	100,000.00	74,950.00	174,950.00	5 %
4- 1-19	Baxter	R.I.D. No. 1, 1st Issue	165,000.00	127,825.00	292,825.00	5½ %
6- 1-22	Baxter	R.I.D. No. 2, 1st Issue	8,000.00	2,610.00	10,610.00	6 %
11- 1-20	Benton	R.I.D. No. 1, 1st Issue	5,500.00	2,835.00	8,335.00	6 %
5- 1-18	Benton	R.I.D. No. 1, 2nd Issue	3,500.00	1,575.00	5,075.00	6 %
5- 1-19	Benton	R.I.D. No. 2, 1st Issue	478,000.00	273,460.00	751,460.00	5½ %
7- 1-20	Benton	R.I.D. No. 2, 2nd Issue	154,000.00	61,080.00	215,080.00	6 %
5- 1-19	Benton	R.I.D. No. 3, 1st Issue	144,500.00	61,627.50	206,127.50	5½ %
7- 1-20	Benton	R.I.D. No. 3, 2nd Issue	151,000.00	94,260.00	245,260.00	6 %
7- 1-22	Benton	R.I.D. No. 3, 3rd Issue	1,000.00	60.00	1,060.00	6 %
9- 1-20	Benton	R.I.D. No. 4, 1st Issue	93,000.00	46,950.00	139,950.00	6 %
9- 1-21	Benton	R.I.D. No. 4, 2nd Issue	32,500.00	16,110.00	48,610.00	6 %
9- 1-20	Benton	R.I.D. No. 5, 1st Issue	283,000.00	143,040.00	426,040.00	6 %
1- 1-21	Benton	R.I.D. No. 6	161,500.00	88,230.00	249,730.00	6 %
2- 2-19	Boone	R.I.D. No. 1	72,000.00	33,660.00	105,660.00	6 %
6- 1-17	Carroll	R.I.D. No. 1, 1st Issue	64,000.00	44,935.00	108,935.00	5½ %
8- 1-19	Carroll	R.I.D. No. 1, 2nd Issue	8,000.00	3,740.00	11,740.00	5½ %
1- 1-19	Carroll	R.I.D. No. 2, 1st Issue	109,500.00	73,837.50	183,337.50	5½ %
1- 1-19	Carroll	R.I.D. No. 2, 2nd Issue	18,000.00	9,405.00	27,405.00	5½ %
2- 1-23	Carroll	R.I.D. No. 2, 3rd Issue	13,000.00	6,242.50	19,242.50	5½ %
8- 1-19	Carroll	R.I.D. No. 3, 1st Issue	52,500.00	28,425.00	80,925.00	5 %
9- 1-23	Carroll	R.I.D. No. 4, 1st Issue	32,000.00	16,450.00	48,450.00	5 %
9- 1-23	Carroll	R.I.D. No. 4, 2nd Issue	3,600.00	1,836.00	5,436.00	6 %
9- 1-22	Carroll	R.I.D. No. 5, 1st Issue	23,000.00	18,420.00	41,420.00	6 %
6- 1-19	Carroll	R.I.D. Mad.-Car. Co., 1st Issue	168,000.00	90,050.00	258,050.00	5 %
3- 1-21	Carroll	R.I.D. Mad.-Car. Co., 2nd Issue	25,000.00	13,500.00	38,500.00	6 %
4- 1-26	Chicot	R.I.D. Eudora-Kilbourne Road	33,000.00	21,800.00	54,800.00	5 %
9- 1-21	Chicot	R.I.D. No. 2, Lake Route, 1st Issue	165,000.00	83,640.00	248,640.00	6 %
9- 1-23	Chicot	R.I.D. No. 2, Lake Route, 2d Issue	109,000.00	59,922.50	168,922.50	5½ %
5- 1-22	Chicot	Gaines Landing R.I.D., 1st Issue	86,500.00	45,572.50	132,072.50	5½ %
4- 2-23	Chicot	R.I.D. No. 5	77,500.00	57,942.50	135,442.50	5½ %
5- 1-19	Clark	R.I.D. No. 1, 1st Issue	520,000.00	231,400.00	751,400.00	5 %
3- 1-20	Cleveland	R.I.D. No. 1, 1st Issue	173,000.00	90,960.00	263,960.00	6 %
12- 1-19	Cleveland	R.I.D. No. 3, 1st Issue	110,000.00	65,976.50	175,976.50	5½ %
3- 1-22	Cleveland	R.I.D. No. 3, 2nd Issue	20,000.00	21,972.50	41,972.50	5½ %
12- 1-19	Cleveland	R.I.D. No. 4	111,000.00	66,550.00	177,550.00	5½ %
3- 1-26	Cleveland	R.I.D. No. 4	6,000.00	3,547.50	9,547.50	5½ %
9- 1-21	Columbia	R.I.D. No. 1, Magnolia-McNell	67,000.00	16,800.00	83,800.00	6 %
8- 1-18	Columbia	R.I.D. No. 2, Mag.-Waldo, 1st Issue	71,500.00	27,500.00	99,000.00	5½ %
8- 1-21	Columbia	R.I.D. No. 2, Mag.-Waldo, 2d Issue	12,500.00	5,640.00	18,140.00	6 %
2- 1-19	Conway	R.I.D. No. 1, 1st Issue	76,500.00	32,670.00	109,170.00	5½ %
8- 1-19	Conway	R.I.D. No. 1, 2nd Issue	160,000.00	68,255.00	228,255.00	5½ %
5- 1-20	Conway	R.I.D. No. 1, 3rd Issue	48,000.00	22,680.00	70,680.00	6 %
8- 1-19	Conway	R.I.D. No. 2, 1st Issue	124,000.00	46,400.00	170,400.00	5 %
2- 1-22	Conway	R.I.D. No. 2, 2nd Issue	186,000.00	105,720.00	291,720.00	6 %
7- 1-19	Conway	R.I.D. No. 3	107,000.00	45,292.50	152,292.50	5½ %
8- 1-25	Conway	R.I.D. No. 3	22,000.00	12,660.00	34,660.00	6 %
8- 1-19	Conway	R.I.D. No. 4, 1st Issue	432,000.00	159,400.00	591,400.00	5 %
6- 1-26	Conway	R.I.D. No. 4, 2nd Issue	67,500.00	46,712.00	114,212.00	5 %
8- 1-19	Conway	R.I.D. No. 5	199,000.00	74,950.00	273,950.00	5 %
5- 1-19	Craighead	R.I.D. No. 1, L. C.-Net.-Bay, 1st Is.	340,000.00	133,870.00	473,870.00	5½ %
9- 1-19	Craighead	R.I.D. No. 2, Jonesb.-Egypt, 1st Is.	277,000.00	164,560.00	441,560.00	5½ %
5- 1-22	Craighead	R.I.D. No. 2, Jonesb.-Egypt, 2d Is.	19,000.00	12,750.00	31,750.00	6 %
3- 1-19	Craighead	R.I.D. No. 4, Jonesb.-Net'n, 1st Is.	99,000.00	26,455.00	125,455.00	5½ %
3- 1-20	Craighead	R.I.D. No. 4, Jonesb.-Net'n, 2nd Is.	96,000.00	47,700.00	143,700.00	6 %
8- 1-14	Crawford	R.I.D. No. 2	13,000.00	3,690.00	16,690.00	6 %
8- 1-18	Crittenden	R.I.D. No. 2	9,000.00	770.00	9,770.00	5½ %

**Statement of Road Improvement District Bonds and Interest Assumed by State Under Provisions  
of Act No. 11, Approved February 4, 1927—(Continued)**

Date of Issue	County	NAME OF PROJECT	Amount Bonds Outstanding Jan. 1, 1927	Amount Interest Outstanding Jan. 1, 1927	Total Outstanding Jan. 1, 1927	Rate of Interest
7-15-18	Crittenden	R.I.D. No. 4, 1st Issue.....	69,000.00	26,015.00	95,015.00	5 ½ %
8- 1-18	Crittenden	R.I.D. No. 4, 2nd Issue.....	77,000.00	33,360.00	110,360.00	6 %
8-10-18	Crittenden	R.I.D. No. 4, 3rd Issue.....	75,000.00	32,640.00	107,640.00	6 %
12- 1-19	Crittenden	R.I.D. No. 4, 4th Issue.....	161,000.00	68,805.00	228,805.00	5 ½ %
4- 3-23	Crittenden	R.I.D. No. 4, 5th Issue.....	125,000.00	73,425.00	198,425.00	5 ½ %
2- 1-24	Crittenden	R.I.D. No. 4, 6th Issue.....	246,000.00	148,555.00	394,555.00	5 ½ %
2-15-19	Crittenden	R.I.D. No. 5, 1st Issue.....	175,000.00	68,035.00	243,035.00	5 ½ %
8- 1-20	Crittenden	R.I.D. No. 5, 2nd Issue.....	27,500.00	13,950.00	41,450.00	6 %
3- 1-19	Crittenden	R.I.D. No. 6, Earl Road.....	625,000.00	374,700.00	999,700.00	6 %
3- 1-21	Crittenden	R.I.D. No. 6, Earl Road.....	330,000.00	218,220.00	548,220.00	6 %
8- 1-23	Crittenden	R.I.D. No. 7.....	1,065,000.00	748,560.00	1,813,560.00	6 %
4- 1-20	Crittenden	R.I.D. No. 8.....	742,000.00	521,940.00	1,263,940.00	6 %
12- 1-19	Crittenden	R.I.D. No. 9.....	1,507,000.00	862,900.00	2,369,900.00	5 %
8- 1-17	Cross	R.I.D. No. 1, 1st Issue.....	84,000.00	29,535.00	113,535.00	5 %
5- 1-20	Cross	R.I.D. No. 1, 2nd Issue.....	100,000.00	49,320.00	149,320.00	6 %
3- 1-22	Cross	R.I.D. No. 1, 3rd Issue.....	44,000.00	25,500.00	69,500.00	6 %
7- 2-23	Cross	R.I.D. No. 1, 4th Issue.....	11,500.00	2,910.00	14,410.00	6 %
7- 1-20	Cross	R.I.D. No. 4.....	59,500.00	27,750.00	87,250.00	6 %
9- 1-21	Cross	R.I.D., Parkin Road, 1st Issue.....	539,000.00	271,200.00	810,200.00	6 %
7- 1-22	Cross	R.I.D., Parkin Road, 2nd Issue.....	199,000.00	116,760.00	315,760.00	6 %
3- 1-20	Cross	R.I.D., Tyronza-St. Fran., 1st Issue.....	284,000.00	142,200.00	426,200.00	6 %
9- 1-21	Cross	R.I.D., Tyronza-St. Fran. 2d Issue.....	65,000.00	34,980.00	99,980.00	6 %
9- 1-23	Cross	R.I.D., Tyronza-St. Fran., 3rd Is.....	47,000.00	30,060.00	77,060.00	6 %
2- 2-20	Dallas	R.I.D. No. 1.....	225,000.00	129,525.00	354,525.00	5 ½ %
2- 2-20	Dallas	R.I.D. No. 2, 1st Issue.....	202,000.00	121,440.00	323,440.00	5 ½ %
5-27-22	Dallas	R.I.D. No. 2, 2nd Issue.....	20,000.00	22,530.00	42,530.00	6 %
2- 1-26	Dallas	R.I.D. No. 1.....	27,000.00	5,940.00	32,940.00	6 %
2- 2-20	Dallas	R.I.D. No. 3.....	202,000.00	121,440.00	323,440.00	5 ½ %
6- 1-26	Desha	R.I.D., McGehee East & West.....	137,000.00	85,462.50	222,462.50	5 %
12- 1-21	Desha	R.I.D., Douglas, Gould-Star C., 1st.....	21,500.00	10,140.00	31,640.00	6 %
6-24-19	Desha	R.I.D., Douglas, Gould-Star C. 2nd.....	50,500.00	21,752.50	72,252.50	5 ½ %
6- 1-20	Faulkner	R.I.D., Conway-Damascus.....	431,000.00	218,580.00	649,580.00	6 %
6- 1-20	Faulkner	R.I.D., Conway-Vilonia.....	323,000.00	164,100.00	487,100.00	6 %
6- 1-20	Faulkner	R.I.D., Conway-Palarm.....	268,000.00	135,600.00	403,600.00	6 %
5- 1-19	Franklin	R.I.D. No. 1, 1st Issue.....	135,000.00	55,850.00	190,850.00	5 %
12- 1-19	Franklin	R.I.D. No. 1, 2nd Issue.....	31,000.00	11,850.00	42,850.00	5 %
8- 1-21	Franklin	R.I.D. No. 1, 3rd Issue.....	54,000.00	23,280.00	77,280.00	6 %
3- 1-20	Fulton	R.I.D. No. 2, North Arkansas.....	344,000.00	162,580.00	506,580.00	5 ½ %
1- 1-26	Fulton	R.I.D. No. 2, North Arkansas.....	33,000.00	23,200.00	56,200.00	5 %
3- 1-25	Fulton	R.I.D. No. 2, North Ark. 2nd Issue.....	47,000.00	16,500.00	63,500.00	6 %
9- 1-20	Garland	R.I.D. Little Rock-Hot Springs.....	794,000.00	328,200.00	1,122,200.00	5 %
9- 1-20	Garland	R.I.D. Little Rock-Hot Springs.....	81,000.00	40,980.00	121,980.00	6 %
9- 1-22	Garland	R.I.D. Little Rock-Hot Springs.....	351,000.00	168,150.00	519,150.00	5 %
11- 1-26	Garland	R.I.D. No. 8.....	37,000.00	11,233.34	48,233.34	5 %
9- 1-23	Garland	R.I.D., L. R.-Hot Springs, 3rd Is.....	637,000.00	359,370.00	996,370.00	5 ½ %
5- 1-15	Grant	R.I.D. No. 1, 1st Issue.....	85,000.00	19,937.50	104,937.50	5 ½ %
3- 1-17	Grant	R.I.D. No. 1, 2nd Issue.....	25,000.00	9,780.00	34,780.00	6 %
8- 1-18	Grant	R.I.D. No. 2, 1st Issue.....	57,000.00	22,302.50	79,302.50	5 ½ %
11-13-20	Grant	R.I.D. No. 2, 3rd Issue.....	17,000.00	7,410.00	24,410.00	6 %
6- 2-19	Grant	R.I.D. No. 3, 1st Issue.....	39,500.00	16,775.00	56,275.00	5 ½ %
1- 1-20	Grant	R.I.D. No. 3.....	8,500.00	4,110.00	12,610.00	6 %
6- 1-19	Grant	R.I.D. No. 4.....	148,000.00	62,535.00	210,535.00	5 ½ %
6- 1-19	Grant	R.I.D. No. 5.....	89,000.00	37,950.00	126,950.00	5 ½ %
6- 1-19	Grant	R.I.D. No. 6, 1st Issue.....	73,000.00	29,315.00	102,315.00	5 ½ %
9- 1-22	Grant	R.I.D. No. 6.....	50,000.00	29,700.00	79,700.00	6 %
6- 2-19	Grant	R.I.D. No. 7.....	108,000.00	43,615.00	151,615.00	5 ½ %
9- 1-21	Grant	R.I.D. No. 8.....	49,000.00	22,440.00	71,440.00	5 ½ %
9- 1-20	Grant	R.I.D. No. 9.....	56,000.00	22,980.00	78,980.00	6 %
9- 1-20	Grant	R.I.D., L. R.-Spring Lake, 1st Issue.....	297,000.00	138,780.00	435,780.00	6 %
9- 1-24	Grant	R.I.D., L. R.-Spring Lake, 2nd Is.....	187,000.00	105,800.00	292,800.00	5 %
5- 1-21	Grant	Little Rock-Spring Lake.....	50,000.00	43,920.00	93,920.00	6 %
9- 1-24	Grant	Little Rock-Spring Lake.....	137,500.00	69,600.00	207,100.00	5 %
3- 1-22	Grant	R.I.D., Jefferson-Grant No. 1.....	33,000.00	19,050.00	52,050.00	6 %
9- 1-26	Greene	Paragould-Hopkins Bridge.....	68,000.00	41,305.00	109,305.00	5 ½ %
9- 1-26	Greene	R.I.D. No. 2.....	34,000.00	15,500.00	49,500.00	5 %
11- 1-19	Hempstead	Hope, Fulton & Emmett, 1st Issue.....	262,000.00	95,500.00	357,500.00	5 %
7- 1-19	Hempstead	Saratoga-Fulton-McNab, 1st Issue.....	109,000.00	46,420.00	155,420.00	5 ½ %
8- 1-21	Hempstead	Saratoga-Fulton-McNab, 2nd Issue.....	21,500.00	11,610.00	33,110.00	6 %
1- 1-20	Hempstead	R.I.D., Cross Roads.....	88,000.00	37,455.00	125,455.00	5 ½ %
8- 1-19	Hempstead	R.I.D., Prescott-Blevins.....	103,000.00	44,055.00	147,055.00	5 ½ %
12- 1-19	Hempstead	Washingt'n-Hope-Columbus 1st Is.....	117,000.00	44,450.00	161,450.00	5 %

**Statement of Road Improvement District Bonds and Interest Assumed by State Under Provisions  
of Act No. 11, Approved February 4, 1927—(Continued)**

Date of Issue	County	NAME OF PROJECT	Amount Bonds Outstanding Jan. 1, 1927	Amount Interest Outstanding Jan. 1, 1927	Total Outstanding Jan. 1, 1927	Rate of Interest
11- 1-22	Hempstead	Washing'tn-Hope-Columbus 2d Is.	40,000.00	21,312.50	61,312.50	5½%
8- 1-22	Hempstead	R.I.D., Hope	27,000.00	14,410.00	41,410.00	5½%
8- 1-20	Howard	R.I.D. No. 1, 1st Issue	103,000.00	46,860.00	149,860.00	5½%
8- 1-20	Howard	R.I.D. No. 2, 2nd Issue	21,500.00	11,070.00	32,570.00	6%
5- 1-19	Howard	R.I.D. No. 7, 1st Issue	221,000.00	118,300.00	339,300.00	5%
5- 1-21	Howard	R.I.D. No. 7, 2nd Issue	118,000.00	78,120.00	196,120.00	6%
5- 1-19	Howard	R.I.D. No. 1, 1st Issue	357,000.00	192,400.00	549,400.00	5%
3- 1-23	Howard	R.I.D. No. 1, Howard-Sevier, 2d Is.	195,000.00	137,280.00	332,280.00	6%
6- 1-20	Independ'ce	R.I.D. No. 1	73,000.00	37,080.00	110,080.00	6%
5- 1-23	Izard	R.I.D. No. 1	116,000.00	87,835.00	203,835.00	5½%
8- 1-24	Izard	R.I.D. No. 1, 2nd Issue	28,000.00	16,582.50	44,582.50	5½%
8- 1-17	Jackson	R.I.D. No. 1	57,000.00	20,515.00	77,515.00	5½%
8- 1-20	Jackson	R.I.D. No. 2	225,500.00	64,295.00	289,795.00	5½%
8- 1-26	Jackson	R.I.D. No. 2	150,000.00	68,525.00	218,525.00	5%
8- 1-19	Jackson	R.I.D. No. 4	228,000.00	96,690.00	324,690.00	5½%
5- 1-26	Jackson	R.I.D. No. 8	58,000.00	40,550.00	98,550.00	5%
9- 1-23	Jackson	R.I.D. No. 7	69,000.00	39,050.00	108,050.00	5½%
3- 1-24	Jefferson	R.I.D. No. 1	129,500.00	59,317.50	188,817.50	5½%
7- 1-21	Jefferson	R.I.D. No. 2, Parking District	26,500.00	14,282.50	40,782.50	5½%
12- 1-14	Jefferson	R.I.D. No. 4	12,500.00	2,062.50	14,562.50	5½%
2- 1-18	Jefferson	R.I.D. No. 4	7,500.00	1,920.00	9,420.00	6%
9- 1-23	Jefferson	R.I.D., Plum Bayou	227,000.00	128,700.00	355,700.00	5½%
9- 1-13	Jefferson	R.I.D. No. 4	28,000.00	1,680.00	29,680.00	6%
8- 1-13	Jefferson	R.I.D. No. 5, 1st Issue	20,000.00	1,800.00	21,800.00	6%
12- 1-14	Jefferson	R.I.D. No. 5, 2nd Issue	7,000.00	797.50	7,797.50	5½%
7- 1-20	Jefferson	R.I.D. No. 5, 3rd Issue	7,000.00	660.00	7,660.00	6%
10- 1-25	Jefferson	R.I.D. No. 7, 1st Issue	40,000.00	6,765.00	46,765.00	5½%
8- 1-16	Jefferson	R.I.D. No. 13	10,500.00	3,420.00	13,920.00	6%
8- 1-22	Jefferson	R.I.D. No. 15, 1st Issue	217,000.00	103,050.00	320,050.00	5%
6- 2-19	Jefferson	R.I.D. No. 15, 2nd Issue	72,500.00	36,900.00	109,400.00	5%
7- 1-17	Jefferson	R.I.D. No. 19, 1st Issue	55,000.00	16,500.00	71,500.00	5%
7- 1-18	Jefferson	R.I.D. No. 19, 2nd Issue	7,000.00	1,400.00	8,400.00	5%
8- 1-17	Jefferson	R.I.D. No. 21	31,000.00	9,900.00	40,900.00	5%
9- 1-20	Jefferson	R.I.D. No. 22	113,000.00	57,240.00	170,240.00	6%
11- 1-27	Jefferson	R.I.D. No. 3, Linden Hgts. St. 1&D	52,000.00	22,333.18	74,333.18	5%
9- 2-18	Johnson	R.I.D. No. 2	266,000.00	107,745.00	373,745.00	5½%
8- 1-19	Lafayette	R.I.D. No. 1, 1st Issue	70,500.00	27,500.00	98,000.00	5½%
8- 1-20	Lafayette	R.I.D. No. 1, 2nd Issue	44,500.00	22,740.00	67,240.00	6%
8- 1-22	Lafayette	R.I.D. No. 2, 1st Issue	76,000.00	29,150.00	105,150.00	5½%
6- 1-21	Lafayette	R.I.D. No. 2, 2nd Issue	15,000.00	2,490.00	17,490.00	6%
6- 1-17	Lawrence	R.I.D. No. 1, 1st Issue	74,500.00	22,025.00	96,525.00	5%
4- 1-20	Lawrence	R.I.D. No. 1, 2nd Issue	57,000.00	20,460.00	77,460.00	6%
8- 1-23	Lawrence	R.I.D. No. 1, 3rd Issue	18,500.00	11,340.00	29,840.00	6%
9- 1-17	Lawrence	R.I.D. No. 2, 1st Issue	20,000.00	6,500.00	26,500.00	5%
8- 1-19	Lawrence	R.I.D. No. 2, 2nd Issue	1,000.00	60.00	1,060.00	6%
8- 1-25	Lawrence	R.I.D. No. 4	121,000.00	61,320.00	182,320.00	6%
8- 1-17	Lawrence	R.I.D. No. 5, 1st Issue	55,000.00	19,745.00	74,745.00	5½%
4- 1-20	Lawrence	R.I.D. No. 5, 2nd Issue	16,000.00	6,660.00	22,660.00	6%
8- 1-23	Lawrence	R.I.D. No. 5, 3rd Issue	68,500.00	42,240.00	110,740.00	6%
12-15-17	Lawrence	R.I.D. No. 6, 1st Issue	57,500.00	20,102.50	77,602.50	5½%
12- 1-21	Lawrence	R.I.D. No. 6, 2nd Issue	5,500.00	1,470.00	6,970.00	6%
9- 1-19	Lawrence	R.I.D. No. 7	18,500.00	4,207.50	22,707.50	5½%
9- 1-26	Lawrence	R.I.D. No. 7	2,000.00	180.00	2,180.00	6%
11-15-27	Lawrence	R.I.D. No. 8, 1st Issue	37,000.00	15,895.00	52,895.00	5½%
6- 1-21	Lawrence	R.I.D. No. 8, 2nd Issue	16,000.00	7,500.00	23,500.00	6%
10- 1-23	Lawrence	R.I.D. No. 8	50,000.00	32,070.00	82,070.00	6%
9- 1-22	Lawrence	Hoxie to Runn'g Water, East. Sec.	85,000.00	49,500.00	134,500.00	6%
9- 1-22	Lawrence	Hoxie to Runn'g Water, West. Sec.	1,500.00	90.00	1,590.00	6%
8- 1-19	Lawrence	R.I.D., Western, 1st Issue	379,000.00	187,680.00	566,680.00	6%
5- 1-11	Lee	R.I.D. No. 1	62,000.00	19,855.00	81,855.00	5½%
9- 1-20	Lee	R.I.D. No. 3	260,000.00	123,585.00	383,585.00	5½%
11- 1-24	Lee	R.I.D. No. 4	118,000.00	57,325.00	175,325.00	5½%
1- 1-27	Lee	R.I.D. No. 5	10,000.00	6,623.00	16,623.00	6%
1- 1-27	Lee	R.I.D. No. 6, Aubrey	16,000.00	8,841.33	24,841.33	6%
5- 1-11	Lincoln	R.I.D. No. 1	34,000.00	8,220.00	42,220.00	6%
1- 1-22	Lincoln	R.I.D. No. 2, 1st Issue	67,000.00	16,830.00	83,830.00	5½%
1- 1-22	Lincoln	R.I.D. No. 2, 2nd Issue	12,000.00	4,680.00	16,680.00	6%
10- 1-19	Lincoln	R.I.D. No. 3	42,000.00	15,950.00	57,950.00	5½%
9- 1-25	Lincoln	R.I.D. No. 3	5,000.00	3,600.00	8,600.00	6½%
11- 1-19	Lincoln	R.I.D. No. 4	42,000.00	16,995.00	58,995.00	5½%
8- 1-20	Lincoln	R.I.D., Grady-Arkansas River	106,500.00	53,580.00	160,080.00	6%

## Statement of Road Improvement District Bonds and Interest Assumed by State Under Provisions of Act No. 11, Approved February 4, 1927—(Continued)

Date of Issue	County	NAME OF PROJECT	Amount Bonds Outstanding Jan. 1, 1927	Amount Interest Outstanding Jan. 1, 1927	Total Outstanding Jan. 1, 1927	Rate of Interest
7- 1-20	Little River	R.I.D. No. 1	37,000.00	9,330.00	46,330.00	6 %
4- 1-19	Little River	R.I.D. No. 2	13,500.00	5,670.00	19,170.00	6 %
12- 1-20	Little River	R.I.D. No. 2, 2nd Issue	37,000.00	12,060.00	49,060.00	6 %
2- 1-19	Little River	R.I.D. No. 5, 1st Issue	29,500.00	12,510.00	42,010.00	6 %
2- 2-20	Little River	R.I.D. No. 5, 2nd Issue	37,000.00	18,540.00	55,540.00	6 %
6- 1-22	Little River	R.I.D. No. 6	130,000.00	76,140.00	206,140.00	6 %
5- 1-19	Little River	R.I.D. No. 7	904,000.00	350,950.00	1,254,950.00	5 %
5-20-24	Little River	R.I.D. No. 7	174,000.00	88,625.00	262,625.00	5 %
8- 1-23	Little River	R.I.D. No. 8	207,000.00	109,950.00	316,950.00	5 %
8-14-25	Little River	R.I.D. No. 9	21,000.00	11,715.00	32,715.00	5½ %
8- 1-19	Logan	R.I.D. No. 1	35,000.00	9,130.00	44,130.00	5½ %
8- 1-13	Lonoke	R.I.D. No. 1	7,500.00	1,170.00	8,670.00	6 %
8- 1-23	Lonoke	R.I.D. No. 2	59,000.00	15,180.00	74,180.00	6 %
8- 1-13	Lonoke	R.I.D. No. 3, 1st Issue	45,000.00	11,850.00	56,850.00	6 %
8- 1-19	Lonoke	R.I.D. No. 3, 2nd Issue	12,000.00	4,592.50	16,592.50	5½ %
3- 1-22	Lonoke	R.I.D. No. 3, 3rd Issue	71,000.00	33,522.50	104,522.50	5½ %
8- 1-23	Lonoke	R.I.D. No. 4, 1st Issue	74,000.00	18,900.00	92,900.00	6 %
8- 1-13	Lonoke	R.I.D. No. 4, 2nd Issue	20,000.00	10,200.00	30,200.00	6 %
8- 1-14	Lonoke	R.I.D. No. 5, 1st Issue	18,500.00	5,220.00	23,720.00	6 %
7- 1-16	Lonoke	R.I.D. No. 5, 2nd Issue	13,000.00	6,480.00	19,480.00	6 %
8- 1-14	Lonoke	R.I.D. No. 6	3,500.00	972.00	4,472.00	6 %
8- 1-14	Lonoke	R.I.D. No. 7	32,500.00	9,510.00	42,010.00	6 %
8- 1-15	Lonoke	R.I.D. No. 8, 1st Issue	15,000.00	4,770.00	19,770.00	6 %
8- 1-16	Lonoke	R.I.D. No. 8, 2nd Issue	6,400.00	2,172.00	8,572.00	6 %
8- 1-23	Lonoke	R.I.D. No. 9, 1st Issue	113,000.00	47,575.00	160,575.00	5½ %
8- 1-21	Lonoke	R.I.D. No. 9, 2nd Issue	20,000.00	9,480.00	29,480.00	6 %
8- 1-19	Lonoke	R.I.D. No. 10, 1st Issue	135,000.00	57,470.00	192,470.00	5½ %
8- 1-22	Lonoke	R.I.D. No. 10, 2nd Issue	18,000.00	9,377.50	27,377.50	5½ %
4- 1-20	Lonoke	R.I.D. No. 12, Arkansas-Missouri	145,000.00	73,500.00	218,500.00	6 %
8- 1-26	Lonoke	R.I.D. No. 13	75,000.00	41,085.00	116,085.00	5½ %
11- 1-20	Lonoke	R.I.D. No. 14, 1st Issue	122,000.00	61,020.00	183,020.00	6 %
8- 1-26	Lonoke	R.I.D. No. 14, 2nd Issue	77,000.00	42,000.00	119,000.00	6 %
8- 1-26	Lonoke	Carlisle-Hamilton	30,000.00	14,500.00	44,500.00	5 %
11- 1-22	Lonoke	R.I.D. No. 10, Pulaski Series A	592,000.00	281,850.00	873,850.00	5 %
11- 1-22	Lonoke	R.I.D. No. 10, Pulaski Series B	69,000.00	32,800.00	101,800.00	5 %
11- 1-22	Lonoke	R.I.D. No. 10, Pulaski Series C	617,000.00	294,100.00	911,100.00	5 %
11- 1-22	Lonoke	R.I.D. No. 10, Pulaski Series D	242,000.00	115,400.00	357,400.00	5 %
11- 1-23	Lonoke	R.I.D. No. 10	434,000.00	214,050.00	648,050.00	5 %
9- 1-23	Lonoke	R.I.D. No. 10, Pulaski	226,000.00	107,250.00	333,250.00	5 %
11- 1-16	Miller	Miller County H. & B., 1st Issue	86,000.00	13,000.00	99,000.00	5 %
4- 1-17	Miller	Miller County H. & B., 2nd Issue	70,000.00	10,800.00	80,800.00	5 %
9- 1-19	Miller	Miller County H. & B., 3rd Issue	35,000.00	15,040.00	50,040.00	5½ %
9- 1-20	Miller	Miller County H. & B., 4th Issue	56,000.00	29,520.00	85,520.00	6 %
7- 1-26	Miller	Gariand R. I. D.	20,600.00	9,816.00	30,416.00	6 %
2- 1-22	Miller	Miller County H. & B., 5th Issue	40,000.00	22,050.00	62,050.00	6 %
7- 1-25	Miller	Miller County Highway & Bridge	35,000.00	15,537.50	50,537.50	5½ %
5- 1-19	Mississippi	R.I.D. No. 1, Osceola-Little River	223,500.00	87,420.00	310,920.00	6 %
10- 1-25	Mississippi	R.I.D. No. 1, Osceola-Little River	600,000.00	640,350.00	1,240,350.00	5 %
10- 1-26	Mississippi	R.I.D. No. 1, Osceola-Little River	210,500.00	140,800.00	351,300.00	5 %
3- 1-20	Mississippi	R.I.D. No. 1	2,600,000.00	1,823,400.00	4,423,400.00	6 %
12- 2-18	Mississippi	R.I.D. No. 2, Luxora-L. Riv., 1st Is.	200,000.00	85,360.00	285,360.00	5½ %
11- 1-20	Mississippi	R.I.D. No. 2, Luxora-L. Riv., 2d Is.	322,000.00	150,840.00	472,840.00	6 %
9- 1-20	Mississippi	R.I.D. No. 2, Wardell-Whit., 1st Is.	137,000.00	74,700.00	211,700.00	6 %
9- 1-22	Mississippi	R.I.D. No. 2, Wardell-Whit., 2d Is.	13,000.00	7,530.00	20,530.00	6 %
8- 1-18	Mississippi	R.I.D. No. 2, Etowah, 1st Issue	50,000.00	21,480.00	71,480.00	6 %
8- 1-20	Mississippi	R.I.D. No. 2, Etowah, 2nd Issue	69,000.00	35,220.00	104,220.00	6 %
12- 2-18	Mississippi	R.I.D. No. 5, 1st Issue	114,000.00	54,540.00	168,540.00	6 %
6- 1-21	Mississippi	R.I.D. No. 5, 2nd Issue	100,000.00	71,570.00	171,570.00	6 %
6- 1-22	Mississippi	R.I.D. No. 3, Burdette, 1st Issue	58,000.00	24,990.00	82,990.00	6 %
6- 1-22	Mississippi	R.I.D. No. 3, Burdette, 2nd Issue	42,000.00	18,360.00	60,360.00	6 %
2-15-22	Mississippi	R.I.D. No. 3, Bassett-Wardell	72,000.00	39,480.00	111,480.00	6 %
2- 2-20	Mississippi	Blytheville-Manila-Leachv'e 1st Is.	1,380,000.00	856,955.00	2,236,955.00	5½ %
8- 1-23	Mississippi	Blytheville-Manila-Leachv'e 2d Is.	470,000.00	302,005.00	772,005.00	5½ %
12- 1-20	Monroe	Woodruff-Monroe	20,000.00	8,580.00	28,580.00	6 %
8- 1-23	Monroe	R.I.D., Monroe County	160,500.00	68,310.00	228,810.00	6 %
9- 1-25	Monroe	Blackton to Phillips County Line	27,500.00	10,674.50	38,174.50	5 %
9- 1-22	Monroe	R.I.D. No. 2, Clarendon to Blockt'n	138,000.00	73,810.00	211,810.00	5½ %
8- 1-23	Monroe	R.I.D. No. 2	41,500.00	23,402.50	64,902.50	5½ %
8- 1-20	Monroe	Richland Township	136,000.00	59,890.00	195,890.00	6 %
7- 1-26	Monroe	R.I.D. No. 6	44,500.00	27,275.00	71,775.00	5 %
8- 1-23	Montgomery	R.I.D. No. 5	80,000.00	40,380.00	120,380.00	6 %

Statement of Road Improvement District Bonds and Interest Assumed by State Under Provisions of Act No. 11, Approved February 4, 1927--(Continued)

Date of Issue	County	NAME OF PROJECT	Amount Bonds Outstanding Jan. 1, 1927	Amount Interest Outstanding Jan. 1, 1927	Total Outstanding Jan. 1, 1927	Rate of Interest
3- 1-19	Newton	R.I.D. No. 1	27,500.00	24,030.00	51,530.00	6 %
8- 1-18	Newton	R.I.D. No. 2	46,000.00	18,370.00	64,370.00	5½ %
8- 1-20	Newton	R.I.D. No. 3	59,000.00	51,180.00	110,180.00	6 %
1- 1-23	Newton	R.I.D. No. 6	43,000.00	28,440.00	71,440.00	6 %
8- 1-23	Newton	Marshall-Witt Springs	201,000.00	124,140.00	325,140.00	6 %
10- 1-17	Perry	R.I.D. No. 1	70,500.00	28,627.50	99,127.50	5½ %
4- 1-18	Phillips	R.I.D. No. 2, 1st Issue	71,000.00	31,560.00	102,560.00	6 %
5- 1-18	Phillips	R.I.D. No. 2, 2nd Issue	47,000.00	24,120.00	71,120.00	6 %
11- 1-19	Phillips	R.I.D. No. 2, 3rd Issue	12,000.00	4,290.00	16,290.00	5½ %
9- 1-19	Phillips	R.I.D., Helena-Old Helena	381,000.00	203,800.00	584,800.00	5 %
3- 1-20	Phillips	West Helena-Marvell	810,000.00	613,140.00	1,423,140.00	6 %
2- 2-20	Phillips	Helena-Ferguson	1,801,000.00	1,263,060.00	3,064,060.00	6 %
9-15-17	Poinsett	R.I.D. No. 1, 1st Issue	29,000.00	10,505.00	39,505.00	5½ %
9-15-20	Poinsett	R.I.D. No. 1, 2nd Issue	8,000.00	2,070.00	10,070.00	6 %
1- 1-19	Poinsett	R.I.D. No. 3	72,000.00	28,160.00	100,160.00	5½ %
11-17-24	Poinsett	R.I.D. No. 4	2,000.00	120.00	2,120.00	6 %
9- 1-20	Poinsett	R.I.D. No. 4	84,000.00	25,465.00	109,465.00	5½ %
9- 1-23	Poinsett	R.I.D. No. 5	133,000.00	80,640.00	213,640.00	6 %
5- 1-19	Poinsett	R.I.D. No. 5	145,000.00	55,800.00	200,800.00	5 %
4- 1-19	Poinsett	R.I.D. No. 7	116,000.00	63,000.00	179,000.00	6 %
9- 1-17	Poinsett	Bay Road-St. Fran. Riv., 1st Issue	128,000.00	40,650.00	168,650.00	5 %
9- 1-22	Poinsett	Bay Road-St. Fran. Riv., 2nd Issue	132,000.00	77,430.00	209,430.00	6 %
7- 1-19	Poinsett	Ozark Trail, 1st Issue	192,000.00	105,575.00	297,575.00	5 %
4- 1-20	Poinsett	Ozark Trail, 2nd Issue	185,000.00	130,320.00	315,320.00	6 %
5- 1-22	Poinsett	Ozark Trail, 3rd Issue	244,000.00	190,440.00	434,440.00	6 %
12- 1-25	Poinsett	Ozark Trail	135,000.00	111,142.50	246,142.50	5¼ %
2- 1-19	Poinsett	R.I.D. No. 2	45,500.00	25,877.50	71,377.50	5½ %
3- 1-20	Polk	R.I.D. No. 1, 1st Issue	318,500.00	95,355.00	413,855.00	6 %
3- 1-26	Polk	R.I.D. No. 1, 2nd Issue	81,500.00	63,495.00	144,995.00	6 %
6- 1-22	Polk	R.I.D. No. 1, 3rd Issue	150,000.00	111,000.00	261,000.00	6 %
3- 1-26	Polk	R.I.D. No. 1	41,500.00	28,020.00	69,520.00	6 %
9- 1-23	Polk	R.I.D. No. 3	150,000.00	91,080.00	241,080.00	6 %
9- 1-20	Pope	R.I.D. No. 1, 1st Issue	383,000.00	297,935.00	680,935.00	5½ %
9- 1-25	Pope	R.I.D. No. 1, 2nd Issue	104,000.00	77,440.00	181,440.00	5½ %
9- 1-26	Pope	R.I.D. No. 1, 3rd Issue	78,000.00	59,290.00	137,290.00	5½ %
2- 2-22	Pope	R.I.D. No. 2	270,000.00	156,660.00	426,660.00	6 %
2- 2-25	Pope	R.I.D. No. 2, 2nd Issue	60,000.00	54,000.00	114,000.00	5 %
9- 1-23	Pope	R.I.D. No. 4	69,000.00	39,160.00	108,160.00	5½ %
10-15-14	Prairie	R.I.D. No. 1, 1st Issue	32,500.00	9,510.00	42,010.00	6 %
5- 1-19	Prairie	R.I.D. No. 1, 2nd Issue	20,500.00	7,900.00	28,400.00	5 %
8- 1-17	Prairie	R.I.D. No. 3	10,500.00	3,930.00	14,430.00	6 %
6- 1-17	Prairie	R.I.D. No. 4, 1st Issue	75,500.00	39,727.50	115,227.50	5½ %
3- 1-20	Prairie	R.I.D. No. 4, 2nd Issue	51,000.00	23,220.00	74,220.00	6 %
3- 1-19	Prairie	R.I.D. No. 5, 1st Issue	72,000.00	30,717.50	102,717.50	5½ %
3- 1-20	Prairie	R.I.D. No. 5, 2nd Issue	32,000.00	14,657.50	46,657.50	5½ %
9- 1-24	Prairie	R.I.D. 6, Woodruff-Prairie, 1st Is.	347,500.00	201,960.00	549,460.00	5½ %
5- 1-19	Prairie	R.I.D. 6, Woodruff-Prairie, 2nd Is.	188,500.00	125,010.00	313,510.00	6 %
3- 1-20	Prairie	R.I.D. No. 7, Des Arc-Hazen	92,500.00	62,250.00	154,750.00	6 %
8- 1-19	Prairie	Hazen-La Grue-Slovak, 1st Issue	152,500.00	64,405.00	216,905.00	5½ %
12- 1-20	Prairie	Hazen-La Grue-Slovak, 2nd Issue	53,000.00	26,280.00	79,280.00	6 %
8- 1-20	Prairie	R.I.D. No. 9, 1st Issue	31,000.00	12,652.50	43,652.50	5¼ %
8- 1-20	Prairie	R.I.D. No. 9, 2nd Issue	12,000.00	5,670.00	17,670.00	6 %
8- 1-20	Prairie	R.I.D. No. 11, 1st Issue	125,500.00	63,630.00	189,130.00	6 %
7-30-23	Prairie	R.I.D. No. 11, 2nd Issue	1,500.00	90.00	1,590.00	6 %
8- 1-20	Prairie	R.I.D. No. 12, 1st Issue	51,000.00	18,240.00	69,240.00	6 %
8- 1-21	Prairie	R.I.D. No. 12, 2nd Issue	7,500.00	2,850.00	10,350.00	6 %
9- 1-25	Pulaski	Arkansas-Missouri	582,000.00	426,250.00	1,008,250.00	5 %
3- 1-20	Pulaski	Arkansas-Missouri	381,000.00	142,850.00	523,850.00	5 %
12-20-26	Pulaski	Arkansas-Missouri	60,000.00	35,450.00	95,450.00	5 %
1- 1-25	Pulaski	Arkansas-Missouri	425,000.00	247,600.00	672,600.00	5 %
9- 1-20	Pulaski	North Little Rock & Galloway	381,000.00	157,135.00	538,135.00	5½ %
9- 1-21	Pulaski	North Little Rock & Galloway	209,000.00	105,240.00	314,240.00	6 %
9- 1-21	Pulaski	North Little Rock & Galloway	45,000.00	29,640.00	74,640.00	6 %
11- 1-15	Pulaski	R.I.D. No. 6	9,000.00	2,475.00	11,475.00	5½ %
12- 1-15	Pulaski	R.I.D. No. 7	14,500.00	2,670.00	17,170.00	6 %
12- 1-22	Pulaski	R.I.D. No. 1, L. Rock-N. Heights	4,400.00	2,172.00	6,572.00	6 %
10-16-22	Pulaski	R.I.D. No. 2, L. Rock-N. Heights	23,000.00	17,680.00	40,680.00	6 %
12- 1-22	Pulaski	R.I.D. No. 3, L. Rock-N. Heights	28,000.00	23,370.00	51,370.00	6 %
10- 1-23	Pulaski	R.I.D. No. 6, L. Rock-N. Heights	177,000.00	153,650.00	330,650.00	5 %
10- 1-23	Pulaski	R.I.D. No. 4, L. Rock, Levy, P. Hill	119,000.00	110,137.50	229,137.50	5½ %
10- 1-23	Pulaski	R.I.D. No. 5, L. Rock-Westwood	177,000.00	153,650.00	330,650.00	5 %

## Statement of Road Improvement District Bonds and Interest Assumed by State Under Provisions of Act No. 11, Approved February 4, 1927--(Continued)

Date of Issue	County	NAME OF PROJECT	Amount Bonds Outstanding Jan. 1, 1927	Amount Interest Outstanding Jan. 1, 1927	Total Outstanding Jan. 1, 1927	Rate of Interest
12-15-26	Pulaski	R.I.D. No. 5, L. Rock-Westwood...	100,000.00	135,572.00	235,572.00	5 %
10- 1-23	Pulaski	Little Rock-Northern No. 7	237,000.00	188,350.00	425,350.00	5 %
2- 2-25	Pulaski	Little Rock-Northern No. 7	148,000.00	116,025.00	264,025.00	5 %
2- 2-25	Pulaski	Little Rock-North Heights No. 14	24,000.00	9,975.00	33,975.00	5 %
10- 1-23	Pulaski	Little Rock-North Heights No. 15	110,000.00	67,250.00	177,250.00	5 %
10- 1-26	Pulaski	Little Rock-North Heights No. 16	130,000.00	88,750.00	218,750.00	5 %
10- 1-26	Pulaski	Little Rock-North Heights No. 17	30,000.00	24,925.00	54,925.00	5 %
10- 1-26	Pulaski	Little Rock-North Heights No. 22	178,000.00	114,850.00	292,850.00	5 %
10- 1-26	Pulaski	Little Rock-North Heights No. 23	275,000.00	167,600.00	442,600.00	5 %
1-17-26	Pulaski	Little Rock-North Heights No. 27	390,000.00	266,250.00	656,250.00	5 %
10- 1-26	Pulaski	Little Rock-North Heights No. 28	110,000.00	67,250.00	177,250.00	5 %
2- 3-26	Pulaski	Little Rock-Highland No. 24	233,000.00	181,520.00	414,520.00	6 %
10- 1-26	Pulaski	Industrial Paving District No. 1	19,000.00	6,870.00	25,870.00	6 %
8- 1-15	Randolph	R.I.D. No. 1	4,500.00	870.00	5,370.00	6 %
8- 1-18	Randolph	R.I.D. No. 3, 1st Issue	41,500.00	16,307.50	57,807.50	5½ %
11- 1-20	Randolph	R.I.D. No. 3, 2nd Issue	51,000.00	22,320.00	73,320.00	6 %
8- 1-22	Randolph	Western Randolph	88,500.00	18,270.00	106,770.00	6 %
6- 1-20	Saline	R.I.D. No. 4	36,000.00	10,620.00	46,620.00	6 %
1- 1-16	Searcy	R.I.D. No. 1, 1st Issue	10,000.00	3,000.00	13,000.00	6 %
3- 1-17	Searcy	R.I.D. No. 1, 2nd Issue	17,000.00	7,080.00	24,080.00	6 %
8- 1-21	Searcy	R.I.D. No. 3, 1st Issue	30,000.00	13,920.00	43,920.00	6 %
8- 1-24	Searcy	R.I.D. No. 3, 2nd Issue	18,000.00	10,260.00	28,260.00	6 %
3-13-17	Sevier	R.I.D. No. 1, 1st Issue	136,500.00	69,547.50	206,047.50	5½ %
2- 1-19	Sevier	R.I.D. No. 2, 1st Issue	76,000.00	29,100.00	105,100.00	5 %
8- 1-19	Sevier	R.I.D. No. 3, 2nd Issue	32,000.00	12,500.00	44,500.00	5 %
2- 1-20	Sevier	R.I.D. No. 2, 3rd Issue	26,500.00	14,040.00	40,540.00	6 %
6- 2-19	Sevier	R.I.D. No. 3, 1st Issue	139,000.00	52,900.00	191,900.00	5 %
9- 1-21	Sevier	R.I.D. No. 3	42,000.00	21,440.00	63,440.00	6 %
9- 1-19	Sevier	R.I.D. No. 4, 1st Issue	98,500.00	41,525.00	140,025.00	5½ %
9- 1-20	Sevier	R.I.D. No. 4, 2nd Issue	81,000.00	41,700.00	122,700.00	6 %
8- 1-20	Sevier	R.I.D. No. 5	90,000.00	42,762.50	132,762.50	5½ %
9- 1-19	Sevier	R.I.D. No. 7	96,000.00	41,415.00	137,415.00	5½ %
9- 1-21	Sevier	R.I.D. No. 11	40,500.00	17,040.00	57,540.00	6 %
2- 1-19	Sevier	R.I.D. No. 1, 1st Issue	18,000.00	4,180.00	22,180.00	5½ %
2- 1-19	Sharp	R.I.D. No. 1, 2nd Issue	12,000.00	6,105.00	18,105.00	5½ %
9- 2-18	Stone	R.I.D. No. 2, 1st Issue	36,500.00	15,900.00	52,400.00	6 %
10- 1-19	Stone	R.I.D. No. 2, 2nd Issue	3,000.00	630.00	3,630.00	6 %
3- 1-20	Stone	R.I.D. No. 2, 3rd Issue	27,500.00	12,690.00	40,190.00	6 %
9- 1-26	Stone	R.I.D. No. 5	13,500.00	9,900.00	23,400.00	5 %
1- 1-18	St. Francis	R.I.D. No. 1, 1st Issue	271,500.00	143,802.50	414,802.50	5½ %
1- 1-20	St. Francis	R.I.D. No. 1, 2nd Issue	36,500.00	19,937.00	56,437.00	5½ %
5- 2-21	St. Francis	R.I.D. No. 1, 3rd Issue	12,500.00	6,750.00	19,250.00	6 %
7- 2-23	St. Francis	R.I.D. No. 1, 4th Issue	18,500.00	10,560.00	29,060.00	6 %
1- 1-18	St. Francis	R.I.D. No. 2, 1st Issue	108,500.00	57,392.50	165,892.50	5½ %
2- 1-22	St. Francis	R.I.D. No. 2, 2nd Issue	192,500.00	101,860.00	294,360.00	5½ %
8- 1-23	St. Francis	R.I.D. No. 2	97,500.00	58,850.00	156,350.00	5½ %
8- 1-23	St. Francis	R.I.D. No. 2	68,500.00	38,720.00	107,220.00	5½ %
8- 1-19	St. Francis	R.I.D. No. 3, 1st Issue	144,500.00	57,667.50	202,167.50	5½ %
5- 1-19	St. Francis	R.I.D. No. 3, 2nd Issue	148,000.00	63,360.00	211,360.00	5½ %
4- 1-20	St. Francis	R.I.D. No. 3, 3rd Issue	163,000.00	88,260.00	251,260.00	6 %
8- 1-19	St. Francis	R.I.D. No. 4	126,000.00	32,945.00	158,945.00	5½ %
8- 1-19	St. Francis	R.I.D. No. 5, 1st Issue	123,000.00	32,312.50	155,312.50	5½ %
8- 1-23	St. Francis	R.I.D. No. 5, 2nd Issue	130,000.00	84,420.00	214,420.00	6 %
8- 1-23	St. Francis	R.I.D. No. 12	68,500.00	38,720.00	107,220.00	5½ %
8- 1-18	Van Buren	R.I.D. No. 1, 1st Issue	57,000.00	22,302.50	79,302.50	5½ %
8- 1-20	Van Buren	R.I.D. No. 1, 2nd Issue	32,000.00	12,320.00	44,320.00	5½ %
5- 1-19	Van Buren	R.I.D. No. 2, 1st Issue	49,000.00	28,600.00	77,600.00	5½ %
10- 1-20	Van Buren	R.I.D. No. 2, 2nd Issue	51,000.00	33,630.00	84,630.00	6 %
9- 1-19	Van Buren	R.I.D. No. 3	77,000.00	33,275.00	110,275.00	5½ %
8- 1-20	Washington	R.I.D. No. 1, 1st Issue	96,000.00	44,037.50	140,037.50	5½ %
8- 1-21	Washington	R.I.D. No. 1, 2nd Issue	52,500.00	27,090.00	79,590.00	6 %
5- 1-19	Washington	R.I.D. No. 2, 1st Issue	322,000.00	160,500.00	482,500.00	6 %
5- 1-20	Washington	R.I.D. No. 2, 2nd Issue	114,000.00	41,040.00	155,040.00	6 %
9- 1-22	Washington	R.I.D. No. 10	66,000.00	35,760.00	101,760.00	6 %
12- 1-19	White	R.I.D. No. 1, Mo.-N. Ark., 1st Issue	586,000.00	249,480.00	835,480.00	5½ %
8- 1-22	White	R.I.D. No. 1, Mo.-N. Ark., 2d Issue	93,000.00	43,380.00	136,380.00	6 %
5- 1-20	White	R.I.D. No. 7	243,000.00	122,765.00	365,765.00	6 %
9- 1-19	White	Beebe-Antioch-Lonoke, 1st Issue	124,500.00	58,080.00	182,580.00	6 %
9- 1-21	White	Beebe-Antioch-Lonoke, 2nd Issue	85,000.00	46,320.00	131,320.00	6 %
10- 1-25	White	Higginson, Kensett, Judsonia	38,000.00	28,125.00	66,125.00	5 %
5- 1-11	Woodruff	R.I.D. No. 1, Northern Dist., 1st Is.	15,000.00	3,300.00	18,300.00	6 %

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### Errata

The last sentence of the second paragraph of page 14 should read as follows: The question of construction of toll bridges by private corporations across major waterways also received considerable agitation through this same period.

**Statement of Road Improvement District Bonds and Interest Assumed by State Under Provisions of Act No. 11, Approved February 4, 1927—(Continued)**

Date of Issue	County	NAME OF PROJECT	Amount Bonds Outstanding Jan. 1, 1927	Amount Interest Outstanding Jan. 1, 1927	Total Outstanding Jan. 1, 1927	Rate of Interest
6- 1-24	Woodruff	R.I.D. No. 1, 2nd Issue	7,000.00	1,260.00	8,260.00	6 %
3- 1-27	Woodruff	R.I.D. No. 1, 1st Issue	76,500.00	48,350.00	124,850.00	5 %
9- 1-19	Woodruff	R.I.D. No. 1, Cotton Plant, 2nd Is.	6,500.00	2,502.50	9,002.50	5½ %
7- 1-19	Woodruff	R.I.D. No. 3	114,000.00	48,290.00	162,290.00	5½ %
8- 1-20	Woodruff	R.I.D. No. 7	109,000.00	54,820.00	163,820.00	6 %
12- 1-19	Woodruff	R.I.D. No. 12, 1st Issue	452,000.00	207,250.00	659,250.00	5 %
10- 2-22	Woodruff	R.I.D. No. 12, 2nd Issue	52,000.00	28,080.00	80,080.00	6 %
8- 1-20	Woodruff	R.I.D. No. 14	57,000.00	17,820.00	74,820.00	6 %
9- 1-23	Woodruff	R.I.D. No. 15	221,000.00	131,945.00	352,945.00	5½ %
9- 1-23	Woodruff	R.I.D. No. 16	194,000.00	109,835.00	303,835.00	5½ %
9- 1-20	Woodruff	R.I.D. No. 18	116,000.00	58,380.00	174,380.00	6 %
8- 1-21	Yell	R.I.D. No. 1, 1st Issue	361,500.00	178,887.50	540,387.50	5½ %
8- 1-21	Yell	R.I.D. No. 1, 2nd Issue	63,500.00	34,170.00	97,670.00	6 %
8- 1-23	Yell	R.I.D. No. 1, 3rd Issue	27,000.00	14,730.00	41,730.00	6 %
8- 1-26	Yell	Mount Nebo	3,100.00	1,605.00	4,705.00	6 %
<b>TOTALS</b>			<b>\$64,169,100.00</b>	<b>\$34,600,683.35</b>	<b>\$98,769,783.35</b>	

**Bond Principals, Interest and Paying Charges Due January 1, 1929, to December 31, 1929**

MONTH	Amount of Bonds	Amount of Interest	Paying Charges	Total	Number of Issues
January	\$ 1,000.00	\$ 2,457.75	\$ 7.36	\$ 3,465.13	5
February		769,162.12	1,928.38	771,090.50	228
March	41,500.00	687,815.75	1,785.79	731,101.54	156
April		96,133.75	240.32	96,374.07	24
May	6,000.00	63,022.50	163.78	69,186.28	13
June	10,000.00	6,195.00	22.24	16,217.24	5
July	2,800.00	2,607.75	10.01	5,417.76	.....
August	1,538,700.00	769,162.13	3,839.57	2,311,701.70	.....
September	1,313,725.00	686,595.75	3,374.67	2,003,695.42	.....
October	107,500.00	96,133.75	362.99	203,996.74	.....
November	140,000.00	62,842.50	332.08	203,174.58	.....
December		5,895.00	9.09	5,904.09	.....
<b>Totals</b>	<b>\$3,161,225.00</b>	<b>\$3,248,023.75</b>	<b>\$12,076.30</b>	<b>\$6,421,325.05</b>	<b>431</b>

**Schedule of State Highway Notes and Road Improvement District Maturities  
as of June 30th, 1928.**

	Road Improve- ment District Maturities	Issue \$13,000,000.00 June 1, 1927	Issue \$13,000,000.00 May 1, 1928	Total Annual Maturities
1927.....	\$ 6,367,480.35	\$ 292,500.00	-----	\$ 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	7,546,748.75
1930.....	6,420,084.25	585,000.00	552,500.00	7,557,584.25
1931.....	6,398,184.25	585,000.00	552,500.00	7,535,684.25
1932.....	6,314,517.25	585,000.00	552,500.00	7,452,017.25
1933.....	6,315,716.75	585,000.00	552,500.00	7,453,216.75
1934.....	6,256,548.50	585,000.00	552,500.00	7,394,048.50
1935.....	6,144,570.75	585,000.00	552,500.00	7,282,070.75
1936.....	6,040,447.50	585,000.00	552,500.00	7,177,947.50
1937.....	5,947,191.25	585,000.00	552,500.00	7,084,691.25
1938.....	5,829,425.75	780,500.00	650,375.00	7,260,300.75
1939.....	5,487,406.75	967,000.00	646,125.00	7,100,531.75
1940.....	4,327,951.00	1,144,500.00	641,875.00	6,114,326.00
1941.....	3,435,865.50	1,264,125.00	637,625.00	5,337,615.50
1942.....	2,965,450.50	1,279,250.00	633,375.00	4,878,075.50
1943.....	2,334,028.50	1,634,250.00	629,125.00	4,597,403.50
1944.....	1,933,768.50	1,873,500.00	624,875.00	4,432,143.50
1945.....	1,423,695.50	1,952,625.00	620,625.00	3,996,945.50
1946.....	604,229.50	1,976,125.00	616,375.00	3,196,729.50
1947.....	395,493.50	2,141,750.00	612,125.00	3,149,368.50
1948.....	260,225.00	2,198,375.00	607,875.00	3,066,475.00
1949.....	159,882.50	-----	897,250.00	1,057,132.50
1950.....	123,720.00	-----	978,125.00	1,101,845.00
1951.....	121,235.00	-----	956,875.00	1,078,110.00
1952.....	105,120.00	-----	1,033,500.00	1,138,620.00
1953.....	68,050.00	-----	1,105,875.00	1,173,925.00
1954.....	67,150.00	-----	1,174,000.00	1,241,150.00
1955.....	66,150.00	-----	1,237,875.00	1,304,025.00
1956.....	22,050.00	-----	1,297,500.00	1,319,550.00
1957.....	-----	-----	2,723,125.00	2,723,125.00
1958.....	-----	-----	4,085,000.00	4,085,000.00
<b>Grand Total.....</b>	<b>\$98,769,783.35</b>	<b>\$23,354,500.00</b>	<b>\$27,658,250.00</b>	<b>\$149,782,533.35</b>

# Department of State Lands

DWIGHT H. BLACKWOOD, Commissioner

## Personnel

Belva Martin, Deputy Land Commissioner

Joe Ferguson, Supervisor

I. H. Glasscock, Clerk

W. A. Craven, Clerk

Claire Leonard, Stenographer

## DEPARTMENT OF STATE LANDS

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The system of recording which has been in use since the establishment of the State Land office necessitates the use of a township plat book upon which the forfeitures and disposition of State lands for the several years are indicated by symbols of various forms and colors. It is impracticable to obtain data as to the forfeiture and disposition of any tract of land without referring to these plat books, which are the only index to the records. In many instances numerous forfeitures and dispositions have been made of the same lands, thus necessitating the use of several symbols and numbers on the representative tract in the plat book. These conditions, coupled with the fact that many of the symbols used are almost identical in form and the color faded or obliterated by time, make it difficult to determine which files are referred to. There has never been any system by which the history of forfeitures and dispositions of town lots could be quickly obtained, it always having been necessary to search through the entire set of records for this information.

**New System of Records** Under a system of records initiated by this administration, all data pertaining to forfeitures and dispositions of lands and town lots is being abstracted and segregated into a new set of books. When this work is completed it will be possible to obtain from one record all forfeitures and dispositions of any one tract of land. This will mean a considerable saving in time and labor compared to the present cumbersome system, which will be abolished. Compiling the new record is a work of considerable magnitude, involving as it does the abstracting of all lands forfeited since the year 1868, but when completed will allow a reduced personnel to carry on the routine work. The task of recording town lots has already been completed through the forfeitures for the year 1924. However, the revision is not available for use, since the information has not been checked.

In addition to the revised system of recording forfeited lands, there has also been devised a new system of recording, in condensed form, the disposition of United States lands. The record now in use has been allowed to become many years in arrears, and the data is scattered through a large number of volumes, some ten or twelve of which must be consulted to obtain the desired information. When the new books are completed it will be necessary to consult only one volume for information concerning any individual tract of land.

In making appropriation for this Department, this special work should not be overlooked, as the condition of the records and the antiquated system in force make the revision outlined a necessity.

**Volume of Business** The volume of business in the Department has shown a tremendous growth for this biennium, as will appear from a comparison of this report with the preceding one. The total receipts shown by the preceding report amount to \$80,179.97, an average of \$3,336.66 per month, while total receipts shown by the present report are \$155,542.70, an average of \$6,480.94 per month, or an increase of approximately two hundred per cent. In the preceding biennial report the total amount of lands disposed of is shown as amounting to 148,281.23 acres. This included 46,193.20 acres disposed of under donation certificates and which should not have been included. After this amount is deducted from the above total there remains 102,088.03 acres which were disposed of during that biennium, as against the 177,984.62 acres for the period covered by this report.

**STATEMENT**  
**Showing Amount of State Lands Disposed of and Receipts of the State Land Office for the**  
**Period July 1st, 1926, to June 30th, 1928**

ITEMS	Acres	Amount Received
<b>Third Quarter, 1926</b>		
Forfeited lands sold.....	322.00	\$ 1,555.60
Forfeited town lots sold.....		15.05
Forfeited lands redeemed.....	10,860.07	6,555.88
Forfeited town lots redeemed.....		2,450.21
Forfeited lands deeded under donation.....	250.00	
Fees received from all sources.....		1,331.40
Totals.....	11,432.07	\$11,808.14
<b>Fourth Quarter, 1926</b>		
Forfeited lands sold.....	136.12	662.60
Forfeited town lots sold.....		1.80
Forfeited lands redeemed.....	15,888.92	7,610.73
Forfeited town lots redeemed.....		3,209.11
Forfeited lands deeded under donation.....	840.56	
Fees from all sources.....		1,642.75
Totals.....	16,865.60	\$13,126.99
<b>First Quarter, 1927</b>		
Forfeited lands sold.....	20.00	80.75
Forfeited town lots sold.....		557.00
Forfeited lands redeemed.....	23,385.78	20,605.56
Forfeited town lots redeemed.....		2,013.65
Forfeited lands deeded under donation.....	1,156.71	
Fees from all sources.....		2,732.02
Totals.....	24,562.49	\$25,988.98
<b>Second Quarter, 1927</b>		
Forfeited lands sold.....	1.37	75.70
Forfeited town lots sold.....		7.50
Forfeited lands redeemed.....	19,946.06	8,340.79
Forfeited town lots redeemed.....		3,885.61
Forfeited lands deeded under donation.....	610.18	
Fees from all sources.....		1,741.00
Totals.....	20,557.60	\$14,050.60
<b>Third Quarter, 1927</b>		
Forfeited lands sold.....	82.00	85.00
Forfeited town lots sold.....		110.00
Forfeited lands redeemed.....	16,243.68	9,046.65
Forfeited town lots redeemed.....		4,728.63
Forfeited lands deeded under donation.....	1,501.00	
Fees from all sources.....		1,859.00
Totals.....	17,826.68	\$15,809.28

<b>Fourth Quarter, 1927</b>		
Forfeited lands sold.....	290.00	\$ 820.00
Forfeited town lots sold (none).....		
Forfeited lands redeemed.....	36,577.98	22,783.20
Forfeited town lots redeemed.....		4,260.59
Island lands sold.....	138.69	174.48
Forfeited lands deeded under donation .....	1,318.00	
Fees from all sources.....		3,350.00
<b>Totals.....</b>	<b>38,324.67</b>	<b>\$31,388.27</b>

<b>First Quarter, 1928</b>		
Forfeited lands sold.....	160.00	650.00
Forfeited town lots sold (none).....		
Forfeited lands redeemed.....	18,710.38	11,772.22
Forfeited town lots redeemed.....		5,291.64
Forfeited lands deeded under donation .....	2,597.15	
Fees from all sources.....		2,185.50
<b>Totals.....</b>	<b>21,467.53</b>	<b>\$19,899.36</b>

<b>Second Quarter, 1928</b>		
Forfeited lands sold.....	534.40	725.30
Forfeited town lots sold (none).....		
Forfeited lands redeemed.....	25,051.51	14,564.24
Forfeited town lots redeemed.....		6,557.04
Forfeited lands deeded under donation .....	1,362.07	
Fees from all sources.....		1,624.50
<b>Totals.....</b>	<b>26,947.98</b>	<b>\$23,471.08</b>

#### Summary

Total acres of lands disposed of.....	177,984.62
Total amount received, all sources .....	\$155,542.70

NOTE: By reference to former biennial reports, it will be seen that such reports include all lands disposed of by donations (lands to which donation certificates have been issued, as distinguished from donated lands on which deeds have been issued). Such a custom is misleading, as lands to which donation certificates are issued are disposed of only conditionally, and, in the great majority of cases, these conditions are not complied with, and the land reverts to the State. Such land is not truly and finally disposed of until deeds have been issued therefor. In this report only donated lands for which deeds have been issued are included.

Attention is also called to the fact that, in the sale of lands and town lots reported herein, only the NET amount received is shown.

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