Item 1
Minutes
December 17, 2014 Meeting
Item 2
Consideration of Minute Orders
Item 3
Arkansas Highway Revenue Update
## December 2014 Revenues and Consumption

<table>
<thead>
<tr>
<th>July - December</th>
<th>FY 2014</th>
<th>FY 2015</th>
<th>Variance</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuels Tax</td>
<td>$134.9</td>
<td>$136.1</td>
<td>$1.2</td>
<td>0.9%</td>
</tr>
<tr>
<td>Registration Fees</td>
<td>$37.9</td>
<td>$39.7</td>
<td>$1.8</td>
<td>4.8%</td>
</tr>
<tr>
<td>Permits &amp; Penalties</td>
<td>$8.8</td>
<td>$9.0</td>
<td>$0.2</td>
<td>2.3%</td>
</tr>
<tr>
<td>Other</td>
<td>$2.9</td>
<td>$3.5</td>
<td>$0.6</td>
<td>20.7%</td>
</tr>
<tr>
<td><strong>Total User Revenues</strong></td>
<td><strong>$184.5</strong></td>
<td><strong>$188.3</strong></td>
<td><strong>3.8</strong></td>
<td><strong>2.1%</strong></td>
</tr>
<tr>
<td>Natural Gas Severance Tax</td>
<td>$20.5</td>
<td>$28.2</td>
<td>$7.7</td>
<td>37.6%</td>
</tr>
<tr>
<td>RRA Interest</td>
<td>$1.6</td>
<td>$1.4</td>
<td>($0.2)</td>
<td>-12.5%</td>
</tr>
<tr>
<td>Less: Diesel Tax for Bonds</td>
<td>($8.2)</td>
<td>($8.2)</td>
<td>($0.0)</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Revenues Available</strong></td>
<td><strong>$198.4</strong></td>
<td><strong>$209.7</strong></td>
<td><strong>$11.2</strong></td>
<td><strong>5.7%</strong></td>
</tr>
</tbody>
</table>

### Fiscal 2015 Projected vs. Actual

<table>
<thead>
<tr>
<th></th>
<th>Budget (millions)</th>
<th>Actual (millions)</th>
<th>Variance (millions)</th>
<th>% Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuels Tax</td>
<td>$135.4</td>
<td>$136.1</td>
<td>$0.7</td>
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</tr>
<tr>
<td>Other</td>
<td>$2.7</td>
<td>$3.5</td>
<td>$0.8</td>
<td>29.6%</td>
</tr>
<tr>
<td><strong>Total User Revenues</strong></td>
<td><strong>$184.8</strong></td>
<td><strong>$188.3</strong></td>
<td><strong>$3.5</strong></td>
<td><strong>1.9%</strong></td>
</tr>
<tr>
<td>Natural Gas Severance Tax</td>
<td>$20.8</td>
<td>$28.2</td>
<td>$7.4</td>
<td>35.6%</td>
</tr>
<tr>
<td>RRA Interest</td>
<td>$1.2</td>
<td>$1.4</td>
<td>$0.2</td>
<td>16.7%</td>
</tr>
<tr>
<td>Less: Diesel Tax for Bonds</td>
<td>($8.3)</td>
<td>($8.2)</td>
<td>($0.1)</td>
<td>-1.2%</td>
</tr>
<tr>
<td><strong>Total Revenues Available</strong></td>
<td><strong>$198.5</strong></td>
<td><strong>$209.7</strong></td>
<td><strong>$11.2</strong></td>
<td><strong>5.6%</strong></td>
</tr>
</tbody>
</table>

### Fuel Consumption in Gallons

<table>
<thead>
<tr>
<th></th>
<th>FY 2014 (millions)</th>
<th>FY 2015 (millions)</th>
<th>Difference (millions)</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>702.3</td>
<td>710</td>
<td>7.8</td>
<td>1.1%</td>
</tr>
<tr>
<td>Diesel</td>
<td>301.9</td>
<td>304.2</td>
<td>2.3</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,004.2</strong></td>
<td><strong>1,014.3</strong></td>
<td><strong>10.1</strong></td>
<td><strong>1.0%</strong></td>
</tr>
</tbody>
</table>
## Arkansas Fuel Consumption

### Rolling 12 month Comparison

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Previous 12 Months (millions)</th>
<th>Current 12 Months (millions)</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>1,386,563,031</td>
<td>1,387,306,926</td>
<td>0.05%</td>
</tr>
<tr>
<td>Diesel</td>
<td>598,849,431</td>
<td>601,570,298</td>
<td>0.45%</td>
</tr>
<tr>
<td>Alternative</td>
<td>774,558</td>
<td>1,023,092</td>
<td>32.09%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,986,187,020</strong></td>
<td><strong>1,989,900,316</strong></td>
<td></td>
</tr>
</tbody>
</table>
### Fiscal Year 2015 Sales Tax

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>$13,230,000.00</td>
<td>$13,583,127.73</td>
<td>$353,127.73</td>
<td>2.67%</td>
<td>2.67%</td>
</tr>
<tr>
<td>Aug</td>
<td>$13,230,000.00</td>
<td>$13,913,216.00</td>
<td>$683,216.00</td>
<td>5.16%</td>
<td>3.92%</td>
</tr>
<tr>
<td>Sept</td>
<td>$13,790,000.00</td>
<td>$13,760,323.55</td>
<td>$(29,676.45)</td>
<td>-0.22%</td>
<td>2.50%</td>
</tr>
<tr>
<td>Oct</td>
<td>$12,880,000.00</td>
<td>$13,774,519.33</td>
<td>$894,519.33</td>
<td>6.95%</td>
<td>4.07%</td>
</tr>
<tr>
<td>Nov</td>
<td>$13,090,000.00</td>
<td>$13,352,878.00</td>
<td>$262,878.00</td>
<td>2.01%</td>
<td>3.27%</td>
</tr>
<tr>
<td>Dec</td>
<td>$14,140,000.00</td>
<td>$13,859,868.65</td>
<td>$(280,131.35)</td>
<td>-1.98%</td>
<td>2.34%</td>
</tr>
<tr>
<td>Jan</td>
<td>$13,580,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb</td>
<td>$12,530,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td>$13,930,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr</td>
<td>$13,930,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>$14,140,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jun</td>
<td>$14,210,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$162,680,000.00</td>
<td>$82,243,933.26</td>
<td>$1,883,933.26</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Projected Revenue vs. Actual

*Since Inception*

<table>
<thead>
<tr>
<th>Projected Net</th>
<th>Actual Receipts</th>
<th>Variance</th>
<th>Variance Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>$236,180,000.00</td>
<td>$233,497,127.76</td>
<td>$(2,682,872.24)</td>
<td>-1.14%</td>
</tr>
</tbody>
</table>
Item 4
Federal Highway & Transit Funding Issues
• Moving Ahead for Progress in the 21st Century (MAP-21)
  – Expired September 30, 2014

• Highway and Transportation Funding Act of 2014
  – Expires May 31, 2015

• Cromnibus
  – Expires September 30, 2015
LEGISLATION

• MAP-21 Reauthorization
  – Legislation Introduced
  – $1 Trillion Investment over 5 Years
    • $75 Billion to the Highway Trust Fund
  – No Identification of Funding
  – Backed by
    • American Society of Civil Engineers
    • Laborers’ International Union of North America
ON SECOND THOUGHT, PERHAPS THE IDEA OF A GAS TAX INCREASE HAS SOME MERIT.
## Significant Loss of Purchasing Power

Sample of Nominal Prices Relative to Federal Gas Tax, 1993 and 2010

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT/DESCRIPTION</th>
<th>1993</th>
<th>2010</th>
<th>PERCENT CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>College Tuition</td>
<td>Average Tuition and Required Fees</td>
<td>$3,517</td>
<td>$9,136</td>
<td>160%</td>
</tr>
<tr>
<td>Gas</td>
<td>Per Gallon</td>
<td>$1.12</td>
<td>$2.73</td>
<td>144%</td>
</tr>
<tr>
<td>Movie Ticket</td>
<td>Average Ticket Price</td>
<td>$4.14</td>
<td>$7.89</td>
<td>91%</td>
</tr>
<tr>
<td>House</td>
<td>Median Price</td>
<td>$126,500</td>
<td>$221,800</td>
<td>75%</td>
</tr>
<tr>
<td>Bread</td>
<td>Per Pound</td>
<td>$1.08</td>
<td>$1.76</td>
<td>62%</td>
</tr>
<tr>
<td>Income</td>
<td>Median Household</td>
<td>$31,272</td>
<td>$49,167</td>
<td>57%</td>
</tr>
<tr>
<td>Stamp</td>
<td>One First-class Stamp</td>
<td>$0.29</td>
<td>$0.44</td>
<td>52%</td>
</tr>
<tr>
<td>Beef</td>
<td>Per Pound of Ground Beef</td>
<td>$1.57</td>
<td>$2.28</td>
<td>46%</td>
</tr>
<tr>
<td>Car</td>
<td>Average New Car</td>
<td>$19,200</td>
<td>$26,850</td>
<td>40%</td>
</tr>
</tbody>
</table>

**Federal Gas Tax**

| Per Gallon        | $0.184 | $0.184 | 0%  |

ILLUSTRATIVELY, SHORING UP HTF WOULD NOT PRESENT AN UNREASONABLE BURDEN

- Average household pays $46 in federal and state gas tax per month. This is less than per monthly cost of:
  - Electricity and gas: $160
  - Cell phone: $161
  - Cable and internet access: $124
- For example, a 10-cent increase in the federal gas tax translates to $1.15 more for the average driver per week—an action that would fix the Highway Trust Fund shortfall
HIGHWAY TRUST FUND

FY 2014 & FY 2015 Projected Estimates for End-of-Month Cash Balances (as of 9/30/14)

Highway Account of the Highway Trust Fund (Includes FHWA, FMCSA & NHTSA)

1/ Graph reflects actual data through 9/30/14 and end-of-month projections for FY 2015.

2/ Total receipt and outlay projections are based on FY 2015 Mid-Session Review assumptions. Projected monthly receipt and outlay rates are based on historic averages.

3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

4/ The shaded area represents when the Highway Account balance drops below $4 billion, at which point cash management procedures may become necessary.

Source: FHWA
STATE CASH BALANCE FORECASTING SYSTEM

MAIN PHILOSOPHY

MONEY IN - MONEY OUT OVER A PERIOD OF TIME
STATE CASH BALANCE FORECASTING SYSTEM

MAIN FUNDING CRITERIA

**Anticipated Revenue Receipts**
(Motor Fuel Taxes, Federal-aid Reimbursements, etc.)

**Expected Budgeted Expenditures**
(Maintenance, Administration, Operations)

**Expected Project Development Expenditures**
(Consultant Engineering, Right-of-Way Acquisition, Utility Relocation)

**Payments to Contractors**
(Balance Remaining on Active Projects and Proposed Construction Projects)
STATE CASH BALANCE FORECASTING SYSTEM

MAIN TIME CRITERIA

EXPECTED START DATE
(Proposed Projects)

EXPECTED END DATE
(Active and Proposed Projects)

SEASONAL CURVES
(Historical Seasonal Payout Data)
### State Fiscal Year 2016 Cash Forecast

Projects Under Contract + Proposed January Letting

<table>
<thead>
<tr>
<th>Months</th>
<th>Beginning Cash Balance</th>
<th>Revenue</th>
<th>Expenses</th>
<th>Cash Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>$320,509,533</td>
<td></td>
<td></td>
<td>$320,509,533</td>
</tr>
<tr>
<td>August</td>
<td>$377,866,529</td>
<td></td>
<td></td>
<td>$377,866,529</td>
</tr>
<tr>
<td>September</td>
<td>$343,750,265</td>
<td></td>
<td></td>
<td>$343,750,265</td>
</tr>
<tr>
<td>October</td>
<td>$353,693,578</td>
<td></td>
<td></td>
<td>$353,693,578</td>
</tr>
<tr>
<td>November</td>
<td>$535,470,599</td>
<td></td>
<td></td>
<td>$535,470,599</td>
</tr>
<tr>
<td>December</td>
<td>$551,396,389</td>
<td></td>
<td></td>
<td>$551,396,389</td>
</tr>
<tr>
<td>January</td>
<td>$552,894,461</td>
<td></td>
<td></td>
<td>$552,894,461</td>
</tr>
<tr>
<td>February</td>
<td>$546,631,564</td>
<td></td>
<td></td>
<td>$546,631,564</td>
</tr>
<tr>
<td>March</td>
<td>$541,881,486</td>
<td></td>
<td></td>
<td>$541,881,486</td>
</tr>
</tbody>
</table>

#### Revenue

- **Highway User Revenue**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Other State Revenue**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Miscellaneous**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Other Federal**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Federal Aid**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **RRB**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **RRC**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Revenue Total**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

#### Expenses

- **Administration**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Budgeted Construction**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Operations**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Maintenance**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Construction Jobs**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Construction**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Right of Way**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Public Transportation**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Debt Service**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

- **Expense Total**
  - Actual: [Values]
  - Projected: [Values]
  - Variance: [Values]

#### Net Balance

- **Ending Cash Balance**
- **Remaining Bond**
- **Net Balance**
# HIGHWAY TRUST FUND

## January “No Go” List

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Job Name</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lee &amp; Phillips</td>
<td>1</td>
<td>Walnut Corner – Cypress Corner (Widening)</td>
<td>$25,000,000</td>
</tr>
<tr>
<td>4</td>
<td>Crawford</td>
<td>220</td>
<td>Lee Creek-East (Surfacing)</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>4</td>
<td>Franklin</td>
<td>CR 72</td>
<td>Cedar Creek Str. &amp; Apprs.</td>
<td>$500,000</td>
</tr>
</tbody>
</table>

**Total**  
$30,500,000
Projects Removed: 3
Amount: $30.5 M

Lee Creek – East (S)
Walnut Corner-Cypress Corner (S)
Cedar Creek Str. & Apprs. (S)
# HIGHWAY TRUST FUND

March “No Go” List

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Job Name</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Chicot</td>
<td>144</td>
<td>Hwy. 144 Strs. &amp; Apprs.</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>4</td>
<td>Washington</td>
<td>112</td>
<td>Razorback Rd.-Garland Ave. (Widening)</td>
<td>$2,500,000</td>
</tr>
<tr>
<td>5</td>
<td>Cleburne</td>
<td>25</td>
<td>Hwy. 25 Spur-Locust Grove (Passing Lanes)</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>9</td>
<td>Carroll</td>
<td>62</td>
<td>Co. Rd. 704-West of Hwy. 103 South (Widening)</td>
<td>$17,000,000</td>
</tr>
<tr>
<td>7</td>
<td>Bradley</td>
<td>CR 2</td>
<td>Co. Rd. 4-Co. Rd. 134 (Surfacing)</td>
<td>$1,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$27,500,000</strong></td>
</tr>
</tbody>
</table>
March Letting
Projects Removed: 5
Amount: $27.5 M

- Co. Rd. 704-West of Hwy. 103 South
- Razorback Rd.-Garland Ave. (Hwy 112)(Fayetteville)
- Hwy. 25 Spur-Locust Grove (Passing Lanes)
- Hwy. 144 Strs. & Apprs. (S)
- Co. Rd. 4-Co. Rd. 134 (Surfacing)
Impacts to Arkansas

January Letting
3 Projects Removed
$30.5 million

March Letting
5 Projects Removed
$27.5 million

POTENTIAL RISK

FFY 2015
120 Projects
$490 Million

FFY 2016
130 Projects
$520 Million
Without a strong transportation network, America goes nowhere. And without federal investment, our system falls apart.

What happens to our economic future if the Highway Trust Fund (HTF) dead-ends?

https://invest.transportation.org/
Federal Lands Access Program (FLAP)

Highway 220
Crawford and Washington Counties
Lee Creek – Devil’s Den
Reconstruct and Surface Gravel Road
Item 5

2011 Interstate Rehabilitation Program
Connecting Arkansas Program
State Aid City Street Program
Completed: 15
Miles: 135
Amount: $268 million
Under Construction: 8
Miles: 40
Amount: $211 million
Oklahoma State Line – Hwy. 71 (S)

Hwy. 70 – West (Westbound Lanes)(F)

2015: 14
Miles: 70
Amount: $285 million
2016-2022: 43
Miles: 245
Amount: $520 million
Construction: 3
Miles: 16
Amount: $192 million
2015: 3
Miles: 13
Amount: $56 million
2016: 12
Miles: 49
Amount: $328 million
State Aid
City Street Program
Item 6

90th General Assembly
(Status Report)
• Appropriation Bills filed January 20

• Bills of Interest Filed to Date:
  ✓ HB1048 by Representative Kim Hendren
  ✓ HB1111 by Representative Warwick Sabin
  ✓ SB61 by Senator Bill Sample
2015 Legislative Session

AHTD Legislative Package
To Be Filed This Week

- Children’s Education Activity Leave
- Design-Build/Design-Build Finance
- Airport Highway Additions
- Good Neighbor Policy
- License Plate Scanners
- Property Transfer Law
- Attorneys’ Fees for Eminent Domain
- Mediation
- Garnishment of Tax Refunds
- Oversize/Overweight Permit Fees
- Public-Private Partnerships
- Registration Fee for All-Electric Vehicles
- Equivalent Tax Rate for Alternative Fuels
- Vehicle Miles Traveled Tax
- State Infrastructure Bank
- Road User Distribution
2015 Legislative Session

Weekly Meetings

House Public Transportation Committee Meeting

Tuesdays and Thursdays
10:00 a.m.
Room B, MAC Building
2015 Legislative Session

Weekly Meetings

Senate Committee on Transportation, Technology & Legislative Affairs

Wednesdays
Upon Adjournment of Senate
Room 309, Capitol
Item 7
Bid Letting Results
(January 27, 2015)
<table>
<thead>
<tr>
<th>Type Projects</th>
<th>Number of Projects</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>5</td>
<td>$27,656,450.66</td>
</tr>
<tr>
<td>City</td>
<td>13</td>
<td>$4,224,618.86</td>
</tr>
<tr>
<td>Total</td>
<td>18</td>
<td>$31,881,069.52</td>
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<td>Route</td>
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<td>165</td>
<td>Hwy. 208–Hwy. 65 (Rehab.) (Sel. Secs.) (Phase I)</td>
<td>Johnsville Company, LLC</td>
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<td>540</td>
<td>Oklahoma State Line-Hwy. 71</td>
<td>Diamond Surface, Inc.</td>
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<td>30</td>
<td>Hwy. 70–West (Westbound Lanes)</td>
<td>Koss Construction Co.</td>
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<td>201</td>
<td>Hwy. 62–Hwy. 5 (Mountain Home)</td>
<td>Dilbeck Excavation, Inc.</td>
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<tr>
<td>VAR</td>
<td>Shoulder Rumble Strips/Stripes (Sel. Secs.) (Dists. 2, 3, 7)</td>
<td>Surface Preparation Technologies, LLC</td>
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</tbody>
</table>
# Details of the January 27th Bid Letting

## City Street Projects

<table>
<thead>
<tr>
<th>Job Name</th>
<th>Apparent Low Bidder</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland &amp; Wilmot Overlay (Sel. Secs.)</td>
<td>Pine Bluff Sand &amp; Gravel Co.</td>
<td>$374,964.30</td>
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<td>Waldo Overlay (Sel. Secs.)</td>
<td>Jet Asphalt &amp; Rock Co., Inc.</td>
<td>$248,764.00</td>
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<td>Sparkman Overlay &amp; Rehab. (Sel. Secs.)</td>
<td>Jet Asphalt &amp; Rock Co., Inc.</td>
<td>$273,943.97</td>
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<td>Hope Overlay (Sel. Secs.)</td>
<td>C &amp; F Const. Co., Inc.</td>
<td>$299,935.70</td>
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<td>Dierks Overlay (Sel. Secs.)</td>
<td>C &amp; F Const. Co., Inc.</td>
<td>$203,579.50</td>
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<td>Redfield Overlay (Sel. Secs.)</td>
<td>Redstone Const. Group, Inc.</td>
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<td>Wabbaseka Overlay (Sel. Secs.)</td>
<td>Redstone Const. Group, Inc.</td>
<td>$179,209.36</td>
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# Details of the January 27th Bid Letting

## City Street Projects

<table>
<thead>
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<th>Job Name</th>
<th>Apparent Low Bidder</th>
<th>Bid Amount</th>
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<tr>
<td>Knoxville &amp; Hartman Overlay (Sel. Secs.)</td>
<td>Blackstone Construction, LLC</td>
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<td>Gould Overlay (Sel. Secs.)</td>
<td>Riley Paving Co.</td>
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<td>Ashdown Overlay (Sel. Secs.)</td>
<td>C &amp; F Const. Co., Inc.</td>
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<td>Chidester Pleasant Hill Rd. &amp; Tates Bluff Rd. Overlay</td>
<td>Jet Asphalt &amp; Rock Co., Inc.</td>
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<td>Marianna &amp; Helena – West Helena Overlay (Sel. Secs.)</td>
<td>Crisp Contractors, Inc.</td>
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<td>Elaine &amp; Holly Grove Overlay (Sel. Secs.)</td>
<td>APAC-Tennessee, Inc.</td>
<td>$593,528.00</td>
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Item 8
Other Business & Discussion
Arkansas State Highway Commission Meeting
Wednesday, January 28, 2015