



Arkansas HIGHWAYS

MARCH 2014

A PUBLICATION OF THE
ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT | MAGAZINE

Rolling with the Highway Police

ARKANSAS HIGHWAY POLICE KEEP
THE ROADS SAFE FOR EVERYONE

CITY TO CITY:
The Connecting
Arkansas Program

AHTD's
LITTER HOTLINE
Proving Effective

SAFETY MATTERS:
Toward Zero
Deaths Campaign



DIRECTOR'S MESSAGE

This being the March issue of *Arkansas Highways* magazine, I'm hoping that we are nearing the end of the icy, cold weather that we have been experiencing this winter. The latest rounds of ice and snow that hit us in February and March kept all of our crews busy. The men and women on our AHTD crews did a good job and I want to say thank you to each of you. I'm sure I speak for the Commission and the Department staff when I say your time and efforts are greatly appreciated!

With the warmer weather, we will see construction activity increase on highway projects across the State. Among the jobs getting underway will be the first one associated with the Connecting Arkansas Program (CAP). A contract was awarded in February that will construct six miles of the Bella Vista Bypass on Highway 71 in Benton County. Work will get underway this year on this project and two more CAP projects. Scheduled to also begin are projects on Interstate 40 in Pulaski County and Highway 412 in Benton County. You'll find more information on the CAP in this issue.

With spring just around the corner, we will see more motorists on our highways headed out to enjoy the warmer temperatures. With the increase in traffic, safety always comes to mind. I participated in a news conference recently for the Towards Zero Deaths campaign, a national effort to make our roadways safer. You may have seen a television commercial in the past few weeks promoting the campaign. Here in Arkansas, we will be working together with the Arkansas State Police and the Department of Health to continue our efforts to lower the number of fatalities on our highways in the years ahead. Agencies across the nation will come together with this same goal in sight. There is news in this issue about our work with Arkansas General Contractors on the Work Zone Safety Campaign as well.

There has been a great deal of talk in the media the past several months about the status of Federal funding for highway improvements. If Congress doesn't find a solution to the fact that revenue going into the Federal Highway Trust Fund is lagging behind money being spent from the Trust Fund, then federal funding for highway projects is going to shrink. Let me assure you that our Department already has a plan in place that will guarantee that our staff continues working even if the fund suffers a tremendous loss. Unfortunately, construction projects may be lost, but at the same time, staff positions are not in jeopardy.

The goal of every Department of Transportation across the country is to provide the best transportation system possible. Let's hope those addressing the funding issue in Washington, D.C. find a solution that benefits our Departments, our highway system and our motorists.



Scott E. Bennett

Scott E. Bennett
Director of Highways and Transportation

FRONT & BACK COVER:
Highway 65
Searcy County

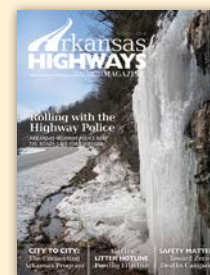
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ON THE JOB *with* CPL. FELIX CARR

BY DAVID NILLES

{ KEEPING OUR HIGHWAYS SAFE }

FELIX CARR is a husband, father and grandfather. He also patrols the highways of eastern Arkansas as a Corporal in the Arkansas Highway Police. *Arkansas Highways* recently spent time with Corporal Carr to learn what it's like patrolling our highways.

AR HIGHWAYS: *How long have you been with the Arkansas Highway Police?*

CPL. CARR: I've been with the Highway Police for 14 years now. I got into law enforcement in northwest Arkansas. At the time, I was a phlebotomist at Springdale Memorial Hospital. As part of that job, I did all of the blood draws for alcohol checks for the Arkansas State Police. They kept telling me that I needed to get into law enforcement. I was interested, so I took a job as a 911 Dispatcher in Springdale.

From there, I went to the Benton County Sheriff's Office as a canine handler. I worked there for a year and moved to Wynne to work for their Police Department. While working in Wynne, we were asked if we knew anyone that wanted to be a Highway Policeman. I was familiar with the Arkansas Highway Police but I really didn't know what their duties included. My reaction was, sure, I'm interested. So I joined the Highway Police in 1999 and, after training, I worked at the weigh stations at Lehi and Marion. I have worked that area of eastern Arkansas my entire career with the Arkansas Highway Police.

The consideration of going into police work actually went back further than that. When I was in high school, one of my good friend's father was an Arkansas State Trooper. I would see his father bring him to school every day in that shiny, white patrol car and he would get out and step onto campus. Just seeing the professionalism of the State Police and how they carried themselves really intrigued me. It inspired me to try to become one of the best and represent the State of Arkansas.

(continued on page 6)

Among the duties of Arkansas Highway Police is speed limit enforcement.



OUR MAIN FOCUS AT HIGHWAY POLICE IS WITH COMMERCIAL VEHICLES AND WITH TRAFFIC ON OUR HIGHWAYS. MOTORISTS WILL COMMENT, "I DIDN'T KNOW YOU COULD WRITE A SPEEDING TICKET." BUT WE DO ENFORCE THE LAWS ON OUR ROADWAYS.



(Top) Corporal Carr checks background information on a vehicle.



(Bottom) Performing an inspection on a tractor trailer rig.

AR HIGHWAYS: *What kind of training did you receive to become a Highway Policeman?*

CPL. CARR: The Highway Police receive some of the best preparation in the State of Arkansas. Our recruit training program lasts for six weeks. Then, we must be certified. I was trained by some of the best when I went through including 2nd Lieutenant Joy Scrivner, Captain Jay Thompson, Lieutenant Buckie Thomas and Captain Jeff Holmes.

In addition to our training program, we also receive quarterly training on firearms, and annual training on pressure point and control tactics.

We also get yearly training on motor carrier safety. In fact, one of our staff members, Corporal James Canard, is the grand champion of the Commercial Vehicle Safety Alliance's annual Inspectors Competition. That is a reflection of the first class training that we receive over the years.

AR HIGHWAYS: *What differences are there in the roles of our Arkansas Highway Police and the Arkansas State Police?*

CPL. CARR: We often get asked that question. There is a bit of difference. Our main focus at Highway Police is with commercial vehicles and with traffic on our highways.

Motorists will comment, "I didn't know you could write a speeding ticket." But we do enforce the laws on our roadways.

The State Police do similar traffic monitoring but they also work accidents and conduct criminal investigations. We aren't involved with investigative work.

AR HIGHWAYS: *How large of a geographic area do you cover in a day's time?*

CPL. CARR: I am in Highway Police District Five in eastern Arkansas and our District covers 14 counties. District Five extends from the Tennessee border northward to the Missouri border, westward to the White River and down to Helena. We are strategically placed with northern and southern units in the District. I am in the southern unit, but we are open to travel the entire District. If there is an incident that occurs on the highway in the northern area and there isn't a unit available at that time, then I will respond to the northern District. It depends on where the need is.

AR HIGHWAYS: *Do you spend more time on the Interstates or the two- and four-lane roadways?*

CPL. CARR: Now that we have an increase in the number of construction zones, we are trying to concentrate more on the Interstate system because that is where we are having the majority of our accidents involving commercial motor vehicles. However, we do patrol two-lane highways. We receive complaints from the general public about commercial motor vehicles so a great deal of time is spent dealing with them whether on the Interstate or two-lane highways.

AR HIGHWAYS: *What kind of hours do Highway Police work?*

CPL. CARR: Our patrolmen work eight hour days. We work three rotating, eight hour shifts. That way, there is always a presence on the highways. That's year round, 24-7.

AR HIGHWAYS: *What is a typical day patrolling like out there?*

CPL. CARR: On any day, we set out to enforce Federal Motor Carrier Safety regulations as well as State laws. We enforce laws regarding commercial motor vehicles

such as size and weight limits, we also handle speeding and traffic infractions.

Every once in a while, I may get a call to assist a city or county with a high priority call like a bank robbery or shooting. We are an assisting agency in those instances. If we are in the area we will provide support for any agency that requests us. But normally, we patrol the two-lane highways and Interstate systems.

AR HIGHWAYS: *How many miles do you drive in a day's time?*

CPL. CARR: Typically, on regular patrol I will drive about 135 to 140 miles.

AR HIGHWAYS: *How many vehicles would you estimate you pull over in a day's time?*

CPL. CARR: We do both cars and trucks. Our main focus is commercial motor vehicles, but if we see someone that is committing a traffic offense that is going to be hazardous to the motoring public then we will pull a car over. We average pulling

over about five to six cars and five to six commercial motor vehicles each day. Once you pull a truck over for an inspection, that inspection may last up to an hour. A Level One inspection will take you well over an hour. For the safety of the motoring public, my safety and the safety of the driver, we will try to find a location suitable for the inspection. I will ask them to follow me up the road to a wider location or somewhere that the AHTD has provided for us to inspect those trucks.

AR HIGHWAYS: *What's a typical infraction you see with a commercial vehicle that might warrant them getting pulled over?*

CPL. CARR: If I see an obvious violation like a flat tire or see something hanging off a truck, if it's going to be a hazard to motorists, then I will pull them over.

Normally, we do random inspections for size and weight enforcement. The first question a trucker may ask is "why did you pull me over?" I don't have to have a

reason to pull a truck over for a random inspection. I might just pick a truck and decide to inspect that one. Geographic location plays a big part in it. If I see an oversized load on a low-limit road, farther down that roadway in a safe spot I will pull him over to check him out.

AR HIGHWAYS: *When you do an inspection, what are some of the most common infractions?*

CPL. CARR: It just depends on where you are and any number of factors. Dealing with commercial vehicles, you may see problems with overloads. Mechanically, you may deal with brakes and tires. Or you may be dealing with a lighting issue. Those are a few of the major things.

Everything is in motion when it's going down the highway. And often, things can break on a vehicle while it's moving. We may see something as that truck rolls by that the driver didn't notice in his pre-trip inspection. While they are rolling down the road, something may develop so we watch for that. *(continued on page 8)*



AR HIGHWAYS: *Drug traffic is a problem on our highways. How often have you had a situation where you encountered drugs?*

CPL. CARR: I have been involved in several significant drug seizures in my 14 years here. Our Interstate system is regularly used to transport and smuggle drugs to northern states. We get large quantities of drugs traveling on the roads before they are broken into smaller quantities out in the communities. The AHP has put together a strategy to fight this problem. We will target a specific area. We may come down to Saline County or go to Alma, for example, and we will conduct an Interstate interdiction for things that

I HAVE BEEN INVOLVED IN SEVERAL SIGNIFICANT DRUG SEIZURES IN MY 14 YEARS HERE. OUR INTERSTATE SYSTEM IS REGULARLY USED TO TRANSPORT AND SMUGGLE DRUGS TO NORTHERN STATES.

are not supposed to be out there. We have had significant seizures across the State. We all are affected one way or another by drug use. So I take pride in being able to get those drugs off of the Interstate system, to keep them from getting into our neighborhoods.

AR HIGHWAYS: *In 2011, the United States began a program that allowed trucks from Mexico to run routes in this country. Have you seen an increase in those trucks coming up from the south?*

CPL. CARR: We have seen very few. Corporations in Mexico will truck their products to the U.S. border and then use companies in the United States to get those goods to their destination. When it was implemented, we saw a few up in Crittenden County but not very many.

AR HIGHWAYS: *What kind of challenges do construction zones create for the Highway Police?*

CPL. CARR: It's a big challenge for us because of the man hours that are required to be monitoring those construction zones. With the Interstate Rehabilitation Program and the Connecting Arkansas Program, construction zones are going to spring up all over the State and it is imperative that we have our officers there to monitor the traffic. On a typical day, we will spend 10 hours in a construction zone. During high-volume traffic hours, ten in the morning until eight at night isn't unusual.

After working the construction zone on Interstate 40 at Hazen a few years ago, we

implemented what is called a "queue car". Using a queue car, we can lower the number of potential crashes. A queue car focuses on that area where traffic is nearing a construction zone. That's where the traffic that is slowing down to enter the zone catches up with the traffic that is already inside the zone.

The queue car sets up just prior to arriving at the zone and will roll along the shoulder of the road traveling slowly with lights flashing in order to make traffic aware that motorists just ahead may be moving slowly or be at a complete stop. It paces vehicles to establish a slower speed. Even though we get a lot of looks, it reduces fatalities and crashes. The queues make a big difference in those zones.

We've had incidents where backups have occurred due to stalled vehicles or an

accident within the zone. Those are times when we have to divert traffic off of the Interstate and through a local community. Our State Police and the local city or county units aid us in those instances. It takes that full participation. Our overall goal is to get motorists to their destination alive. All of our families travel those highways and we want them arriving safely.

AR HIGHWAYS: *You work construction zones all the time. What is the one piece of advice you would have for motorists?*

CPL. CARR: I would say to be very aware of the changing conditions on the highways. Inattentive driving is one of the biggest contributing factors in an accident. Just be attentive when going into these construction zones and in general out on the highways. Everything that occurs on an Interstate highway occurs at a much faster speed than on a city street. The seriousness of accidents increases at faster speeds.

Following too close is another thing I would warn about. It's important to follow at a safe distance. People get in a hurry. When they see a construction zone coming up, the first thing they'll do is try to speed up and pass that slower truck in front of them. They will cut him off to get back in line but they don't realize it takes a greater stopping distance for a truck then it does for a car. If traffic comes to a stop in front of



Corporal Carr discusses an inspection with a semi truck driver.

that car that goes around, where does that truck have to go that they just pulled back in front of? So take it easy and allow plenty of space between vehicles.

AR HIGHWAYS: *Has there ever been an incident out on patrol where you had to draw your pistol?*

CPL. CARR: When you are dealing with the criminal element such as a felony arrest or a drug arrest, we often have to pull our guns. On a drug seizure when we first discover the drugs we will pull them out. It's just part of the job.

There is a lot of stress that we are under on a day to day basis because when we go out, we want to be sure we are going to come back. We don't know what our day will entail so we operate at a higher level of awareness to our surroundings. We don't have a set agenda every day, it doesn't work that way. My agenda changes by the minute depending on how that traffic stop goes. When I pull someone over, I don't know if that person may have a warrant out, or has drugs or just has had a bad day.

Then there are pursuits. You don't know if someone you pull over may take off running. We have had some of those where you may have an impaired driver who takes off. Most of the time no one is hurt and we get the person placed into custody.

You have to learn to have the gift to be able to handle any situation that arises and you have to be able to handle it professionally.

AR HIGHWAYS: *What kind of challenges do ice and snow bring to your job?*

CPL. CARR: Getting the public to slow down is the biggest challenge. If you don't have to be out there, then don't be. If you have to be out there, be sure you leave early enough that you don't have to speed. Slow down and take your time. Our Highway Police vehicles use studded tires in that type of weather. But ordinary vehicles usually don't. Drivers tend to travel too fast for conditions on the snow. You can't go 55 miles per hour on an icy road.

Corporal Felix Carr has served with the Arkansas Highway Police for 14 years.



AR HIGHWAYS: *In your line of work, have you come across any strange or unusual situations that you weren't expecting?*

CPL. CARR: Human nature is very different when the police are out there. The strangest thing that I ever came across was actually something that I was hoping I didn't find. I stopped a driver for speeding one January and it was very cold. As I pulled behind this trucker he got out dressed in a tank top, shorts and flip flops. He told me "I'm so glad you stopped me, I have the devil up there in my truck and I'm taking him down to Mississippi to put him in a grave yard." It blew me away. I called for backup not wanting to see whatever he had up there. We cleared the truck and there was no one inside. I got back to my car where this gentleman was sitting and I told him "I looked up there in the truck and

the devil isn't up there." He said "I know, he's sitting right here beside me now." Later it was determined he was under the influence of a mind-altering stimulant. It gave me gratification that I was able to get him off of the roadway. I was also relieved when there was nothing in that truck!

AR HIGHWAYS: *What kind of hobbies do you have that you enjoy in your off time?*

CPL. CARR: I enjoy photography, such as taking photographs of mountains or lakes. I enjoy fishing as well. Just getting out in that boat and relaxing. Sometimes I get mad if I catch anything because that means I have to go about working to clean that fish! Fishing is very therapeutic for me. I also enjoy motorcycle riding and gardening. We work hard out there every day so I try to be sure to just relax on those days off. ■

CITY to CITY:



In November of 2012, voters in Arkansas approved one of the largest highway construction programs ever undertaken by the Arkansas State Highway and Transportation Department.

Through a constitutional amendment which passed with 58 percent of the vote, the people of Arkansas passed a 10-year, half-cent sales tax to improve highways throughout the state.

The game plan is to expand selected two-lane roadways to four-lane highways and add new lanes to identified Interstate highways.

Known as the Connecting Arkansas Program (CAP), it will include 31 projects in 19 corridors. The first of those projects is ready to get underway.

“We are very excited about this new program and the chance to begin construction,” states AHTD Director Scott Bennett.

“The CAP program will provide the funding to take a big step forward in providing better highways connecting our cities in Arkansas,” Bennett adds. “This will allow us to increase capacity, improve safety and eliminate some congestion.”

With passage of the program, the Arkansas state sales tax temporarily increased by 0.5 cent to 6.5 cents for

10 years effective July 1, 2013. The increase will result in an estimated \$1.8 billion in cash and bond proceeds. The new tax will be abolished in 2023 when the bonds issued to pay for the work are repaid.

Design is currently underway on 19 of the 31 projects included in the program. In many cases, improvements call for widening to four lanes or more.

“We will see three CAP projects get underway this year,” Bennett added.

The first of those will be on Highway 71 in Benton County and will be a portion of the Bella Vista Bypass. The 6.2-mile project was let to contract in February.

Also scheduled to begin this year are projects on Interstate 40 in Pulaski County and Highway 412 in Benton County.

In addition to those projects, improvements are scheduled in every area of the State. In northwest Arkansas, in addition to the Bella Vista Bypass, four projects along Interstate 540 will help complete the six-lane widening between

Fayetteville and Bentonville. More than 15 miles of widening are included through six cities.

In northeast Arkansas, one of the longest projects in the program includes widening 14 miles of Highway 412 to four lanes near Walnut Ridge.

In central Arkansas, projects will improve Interstates 30, 40 and 630 in the Little Rock and North Little Rock areas and Highway 67 near Jacksonville.

And in south Arkansas, projects include a nearly 20-mile stretch along Highway 167 that will widen the roadway through four projects. *(See the sidebar for a list of all projects.)*

“We will award 31 projects to contract through the year 2019 which will amount to just under \$1.5 billion dollars of construction,” Bennett added. “Obviously this is an important program for Arkansas’ highway system.”

Approximately 180 miles of highway will be widened and improved under the program.

The Garver engineering firm will serve as the AHTD’s program manager for the Connecting Arkansas Program. For more information, visit www.connectingarkansasprogram.com. ■

CENTRAL ARKANSAS

PULASKI COUNTY:
Interstate 30
Interstate 40
Interstate 630
Highway 67

SALINE COUNTY:
Interstate 30
Highway 70

GARLAND COUNTY:
Highway 70
Highway 270

LONOKE COUNTY:
Highway 67

WHITE COUNTY:
Highway 64

NORTHWEST ARKANSAS

WASHINGTON COUNTY:
Interstate 540

BENTON COUNTY:
Interstate 540
Highway 71
Highway 412

BOONE COUNTY:
Highway 65

NEWTON COUNTY:
Highway 65

VAN BUREN COUNTY:
Highway 65

NORTHEAST ARKANSAS

CRAIGHEAD COUNTY:
Highway 18

MISSISSIPPI COUNTY:
Highway 18

CRITTENDEN COUNTY:
Highway 64

LAWRENCE COUNTY:
Highway 412

GREENE COUNTY:
Highway 412

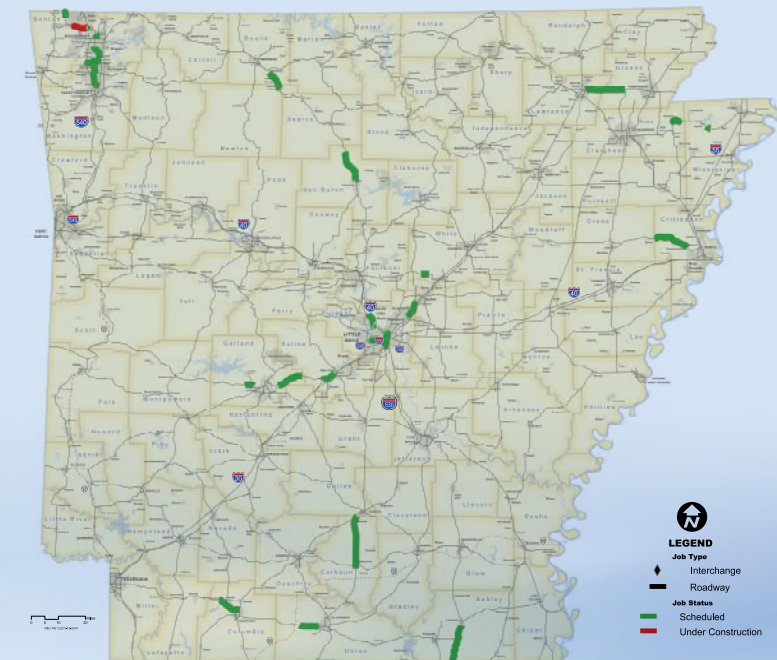
SOUTH ARKANSAS

ASHLEY COUNTY:
Highway 425
Highway 82

COLUMBIA COUNTY:
Highway 82

UNION COUNTY:
Highway 82

CALHOUN COUNTY:
Highway 167



“THE CAP PROGRAM WILL PROVIDE THE FUNDING TO TAKE A BIG STEP FORWARD IN PROVIDING BETTER HIGHWAYS CONNECTING OUR CITIES IN ARKANSAS.”

— AHTD Director Scott Bennett

GOOD ROADS COUNCIL

TO ADMINISTER

**SASHTO
Scholarship
Program**



(L. to R.) Good Roads Council Executive Director Bill Ramsey accepts SASHTO scholarship funding from AHTD Director Scott Bennett.

The Arkansas Good Roads Transportation Council has been selected to work with the AHTD on administering the Southeastern Association of State Highway and Transportation Officials (SASHTO) Scholarship Program.

Each year, SASHTO distributes excess funds from its annual conference to member states for scholarship programs to support engineering curriculum and scholarship assistance to students in engineering.

Beginning this year, the Good Roads Transportation Council will administer the scholarship application process, oversee the selection of student recipients and handle distribution of program funds.

On being selected to coordinate the scholarship program Bill Ramsey, Good Roads Executive Director, stated "This is a great fit and a labor of love. I am just proud and humble that the AHTD places this kind of confidence in Good Roads."

The Council has appointed a six-member Scholarship Committee that has been meeting to finalize guidelines and requirements for awarding the scholarships. The first scholarships will be for the 2014 fall school year.

The program is aimed at civil engineering students attending an Arkansas university that offers a degree in civil engineering. Applicants must be in good standing, have an overall GPA of 2.8 or higher, be four semesters from graduation and have a commitment to work within the highway construction industry in Arkansas for a minimum of one year upon graduation.

Scholarships are awarded in the amount of \$5,000. Any student who receives a scholarship is eligible to apply for an additional scholarship of the same amount for their last two semesters provided they still meet the requirements.

"These scholarships are very important to the State's engineering students," Ramsey stated. "We have a shortage of engineers and as we move forward with improving our system of good roads in Arkansas, we will have a demand for them."

"I'm excited that the Good Roads Council is now a major player in the SASHTO scholarship program," stated Scott Bennett, Director of the AHTD. "The Department looks forward to working with the Council on this worthy program."

More information on the scholarship program and applications are available by calling the Arkansas Good Roads Transportation Council at 501-375-8566. ■

ARKANSAS HIGHWAYS MAGAZINE

Receives **MARCOM AWARD**

The AHTD's bimonthly magazine, *Arkansas Highways*, has been named the recipient of a MarCom Award in that organization's 2013 award competition.

The MarCom Awards represent an international creative competition that recognizes outstanding achievement by marketing and communication professionals. Entries come from corporate marketing and communication departments, advertising agencies, public relations firms, corporations, non-profit organizations and freelancers. The competition has grown to one of the largest of its kind in the world.

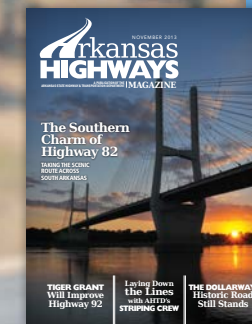
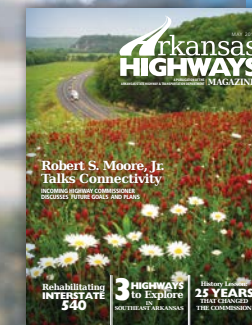
The AHTD received a Platinum Award, the organization's highest award, in the category of Magazine/Government. Platinum winners in that category are recognized for outstanding concept, writing and design of a publication.

There were over 6,500 entries from throughout the United States, Canada and several other countries in the 2013 competition. Other 2013 winners included St. Jude's Children's Hospital, Nationwide Insurance, Mary Kay and the American Red Cross.

"We are proud to be recognized for our magazine and appreciate being held in the same regard as the other winners in this competition," stated AHTD Director Scott Bennett. "*Arkansas Highways* is a snapshot of who we are, what we do, and how we go about reaching our goals. To receive national recognition for sharing our story is quite an honor."

Judges for the competition are industry professionals who look for companies and individuals whose talents exceed a high standard of excellence and whose work serves as a benchmark for the industry.

In addition to the free printed version, *Arkansas Highways* is available online at www.arkansashighways.com under the "Publications" tab. ■





LITTER HOTLINE Proving Effective in Reducing Roadside TRASH

The Arkansas State Highway and Transportation Department's Litter Hotline program reached a milestone in December. It passed the 50,000 mark in the number of "letters of warning" that have been mailed to litter offenders over the program's eight years in operation.

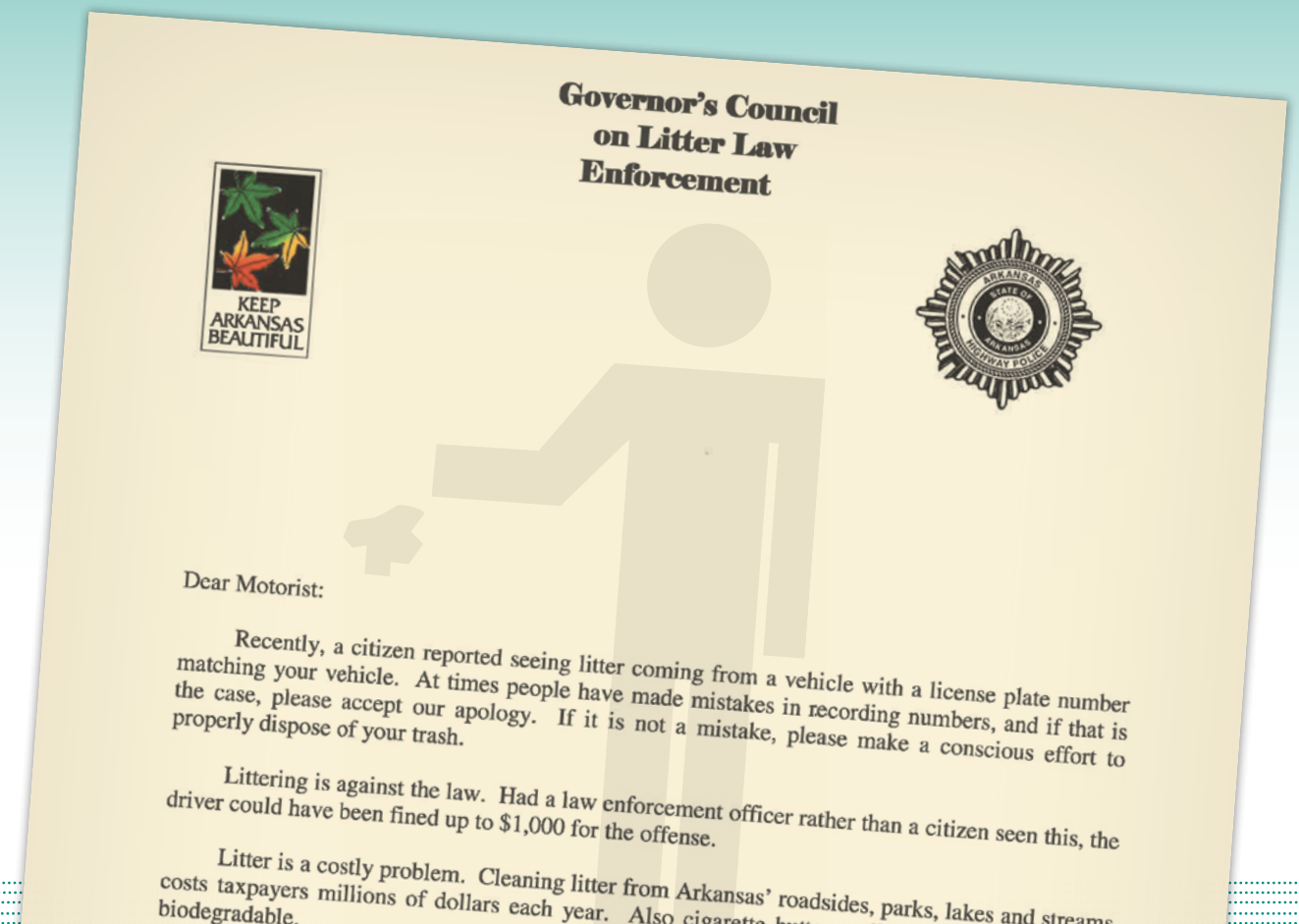
In this case, it's not a letter that you would really look forward to receiving. If this letter is delivered to your mailbox, it means that someone has reported you for throwing trash out of your vehicle. It reminds you of the importance of not littering Arkansas' roadways.

After eight years in operation, the statistics show that the program is working. Judging from the annual numbers for litter pickup that the AHTD records, the amount of litter removed from the sides of our highways from year to year is going down.

"The fact that the numbers on the amount of litter being picked up across the state are going down is encouraging," states Arkansas Highway Police Chief Ron Burks. "We are picking up less litter in most categories. It tells us that the program has been successful in educating motorists about litter laws and has encouraged them to comply with those laws."

The amount of litter collected each year is broken down by the following categories: paper, cans, food wrappers, bottles,

ANNUAL NUMBERS FOR LITTERING						
	2007	2008	2009	2010	2011	2012
Tobacco Products	4880	3878	3983	3846	3434	3521
Paper	973	529	421	385	423	368
Cans	364	228	193	169	152	145
Food Wrappers	849	549	530	398	365	337
Bottles	220	131	111	107	108	107
Construction	75	41	33	30	38	22
Other	897	585	508	519	504	485
TOTALS	8258	5941	5779	5454	5024	4985



“THE FACT THAT THE NUMBERS ON THE AMOUNT OF LITTER BEING PICKED UP ACROSS THE STATE ARE GOING DOWN IS ENCOURAGING.”

problem, but the easiest way
or loose items.
about Arkansas' anti-litter

Ronnie Burks

Director - Keep Arkansas Beautiful

Ronnie Burks
Chief - Arkansas Highway Police

construction and tobacco products. Today, tobacco products account for 71% of the roadside trash that is picked up. Most of that is cigarette butts. The annual numbers for litter pickup over the past six years are shown in the chart on the left. These declining numbers show that the program is thriving eight years since it began.

The hotline is averaging over 600 calls

a month," adds Chief Burks. "Over its lifetime, the number of calls received is well over 60,000."

Phone calls to 1-866-811-1222 to report littering are answered 24 hours a day by a call center of the Arkansas Highway Police. The Litter Hotline was introduced to the public in December of 2004. Similar programs are in place in states across the country.

"Looking back over the Litter Hotline's history, everything indicates that the program has been a success," says AHTD Director Scott Bennett. "Motorists have gotten involved in the program and made a real difference in the amount of trash on Arkansas' highways. We congratulate the motoring public for the difference this program has made." ■



ARKANSAS LAUNCHES PUSH “TOWARD ZERO DEATHS”

BY ANDY BREWER AND DAVID NILLES

There are about 500 roadway fatalities each year in Arkansas, but an aggressive new statewide campaign launched in January by the Department and other State agencies aims to shrink that number to zero in the years ahead.

AHTD Director Scott Bennett, Arkansas State Police Director Colonel Stan Witt and Dr. Nathaniel Smith, Director and State Health Officer of the Arkansas Department of Health, announced details of the program at the State Capitol on January 28th.

The “Toward Zero Deaths” (TZD) campaign is part of a national effort to make the roadways safer. Based on a vision that even one death is too many, TZD employs an interdisciplinary approach to reducing traffic crashes, injuries and deaths on the roadways.

While individual disciplines have a long history of successful traffic safety programs, this one aims to tie these organizations together with a common vision and mission for even greater

success. By uniting many groups under a common vision, it is thought that the country can pursue a culture of safety and reduce highway fatalities at a much faster rate.

The TZD program will use data to target areas for improvement and employ proven countermeasures through education, enforcement, engineering and emergency services strategies.

“We are the engineering component of this effort to work toward an overarching goal of making major reductions in roadway fatalities,” Bennett stated. “The Highway and Transportation Department tackles engineering challenges every day to make our roadways safer. Improvements such as median cable barriers and rumble strips are just the beginning. Our departments will now be working together on this critical initiative and promoting all aspects of road safety.”

Just last year alone, 32,310 lives were lost and more than two million people were injured on our nation’s roads.

TOWARD ZERO DEATHS

One is too many.

In an effort to reduce that number, the TZD campaign strategies will center around the following areas:

- Safer drivers and passengers
- Safer infrastructure
- Enhanced emergency medical services
- Safer vulnerable users
- Improved safety management and data processes
- A safety culture

“Traffic safety is always an important issue in our State,” added Colonel Witt. “By providing motorists with the knowledge they need to drive safely and continuing in our role to enforce the traffic laws, we will help move “Toward

Zero Deaths’ forward here in Arkansas.”

“Our ‘Click It or Ticket’ campaign is a good example. It has been credited in a 23% increase in seat belt use,” Witt added.

The TZD campaign includes radio and television public service announcements that are currently airing in the central Arkansas area.

“We’re all partners in this effort and by thinking outside of the box, there is a lot we can get done,” Dr. Smith added.

“We are moving in the right direction,” Bennett added. “In 2013, we saw the lowest number of traffic deaths on Arkansas’ highways since 1961. That number was 490. That’s a 13% decrease compared to 2012. Our organizations will work together for more improvements

(L. to R.) Dr. Nathaniel Smith, Director and State Health Officer of the Arkansas Department of Health, Arkansas State Police Director Colonel Stan Witt and AHTD Director Scott Bennett.



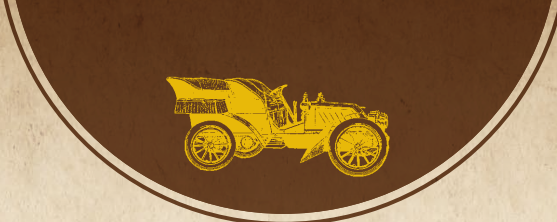
because even one death is too many. This program will point all of us in the right direction.”

Approximately 30 states have adopted a TZD strategy. A recent study of four states that were early adopters of TZD (Washington, Idaho, Utah and Minnesota) showed a statistically significant decrease in roadway fatalities after a TZD strategy was adopted.

The Toward Zero Deaths program is supported by funding from the National Highway Transportation Safety Administration and the Federal Highway Administration. It is part of “Toward Zero Deaths: A National Strategy on Highway Safety,” developed by a national coalition of traffic safety groups as a more organized and comprehensive way to address highway safety.

Another component of the TZD efforts is the Work Zone Safety Campaign. The AHTD is partnering with Arkansas General Contractors to raise awareness of the importance of driving safely through construction zones. A new television campaign will begin this spring promoting work zone safety.

For more information on TZD, visit TZDarkansas.org.



HIGHWAY HISTORIAN



1950



2014

HIGHWAY 270 IN HOT SPRINGS, ARKANSAS, AS IT CURVES AROUND TO LAKE HAMILTON ON THE WEST SIDE OF TOWN. WHAT WAS TWO LANES IN THE 1950s, IS FIVE LANES TODAY.



Ozark Mountain Bike Festival

OUT & ABOUT CALENDAR OF EVENTS AROUND THE STATE

As you travel Arkansas over the next two months, consider checking out some of the listed events. Our State is full of interesting things to do, no matter which highway you find yourself driving. For additional event listings, check Arkansas.com/events.

- * **FIRST EVER 11TH ANNUAL WORLD'S SHORTEST ST. PATRICK'S DAY PARADE:** Bridge Street in downtown Hot Springs comes to life on March 17th for this unique parade. This year's grand marshal is multimedia star Jim Belushi, star of the television show "According to Jim." The entire parade route consists of the 98-foot length of Bridge Street, which gained fame in the 1930s when Ripley's Believe It or Not named it the shortest street in the world in everyday use. • MARCH 17
- * **OZARK MOUNTAIN BIKE FESTIVAL:** Riders of all skill levels are invited to join in on one of the many guided mountain bike rides during this fun event. Rides will range from the novice level to the grueling advanced level. There will be a fun obstacle course for the kids as well as opportunities to learn more about mountain bike maintenance. Join the fun and pedal through the mountain bike trails of Devil's Den State Park. • APRIL 6
- * **BIG TO DO ON 22:** This event could possibly be the largest yard sale in the South! Visit sellers' booths all along Highway 22 between the cities of Dardanelle and Barling. Something new and different every day of this four-day, multi-mile yard sale. • APRIL 11-14
- * **ARKANSAS FOLK FESTIVAL:** An annual spring celebration in Mountain View featuring handmade crafts, frontier life demonstrations, a parade, lots of folk, mountain, and bluegrass music on every corner, dancing on the courthouse square and a window decorating contest. • APRIL 18 - 20

- MARCH 1 - 31**
WYE MOUNTAIN DAFFODIL FESTIVAL
Wye United Methodist Church
Wye, AR
- MARCH 5 - 30**
LES MISERABLE
Arkansas Repertory Theatre
Little Rock, AR
- MARCH 15 - APRIL 19**
TULIP EXTRAVAGANZA
Garvan Woodlands Gardens
Hot Springs, AR
- MARCH 17** *
FIRST EVER 11TH ANNUAL WORLD'S SHORTEST ST. PATRICK'S DAY PARADE
Bridge Street
Hot Springs, AR
- MARCH 22**
24TH ANNUAL KITE FESTIVAL
Turpentine Creek Wildlife Refuge
Eureka Springs, AR
- APRIL 6** *
OZARK MOUNTAIN BIKE FESTIVAL
Devil's Den State Park
West Fork, AR
- APRIL 11 - 14** *
BIG TO DO ON 22
Highway 22
Between Dardanelle and Barling, AR
- APRIL 18 - 20** *
52ND ANNUAL ARKANSAS FOLK FESTIVAL
Downtown in the Square
Mountain View, AR



Parade



Yard Sale



Folk Festival



This trip down Interstate 530 takes us to Pine Bluff, which is also known as "The City of Murals."

WEEKEND ROAD TRIP: INTERSTATE 530

BY DAVID NILLES

A weekend road trip on Interstate 530 takes motorists into southeast Arkansas. Travelers may be surprised to learn that a southern section of Interstate 530 was designated as a State Scenic Byway in 2001. The Scenic Byway is 15 miles in length beginning at Highway 256 in White Hall and extending to Highway 65 southeast of Pine Bluff. The Interstate traverses part of the 300-mile long Bayou Bartholomew, the world's longest bayou. These wetlands are populated by bald cypress trees, an assortment of birds and waterfowl, more than a hundred species of fish and even otters and alligators.

The first stop on this road trip is a perfect example of such a bayou. **Lorance Creek Natural Area**¹ is an easily accessible preserve located just ten minutes from downtown Little Rock. The preserve protects a cypress-tupelo swamp, surrounding uplands and the animals and plants that live there. A paved foot path and elevated boardwalk allow visitors into the swamp's interior for a close up look. Signs along the way describe the history and natural features of the area.

More than 100 bird species and 25

amphibian and reptile species can be found here. Beavers, otters and water moccasins are common.

The Lorance Creek site was purchased by the Nature Conservancy and the Arkansas Natural Heritage Commission in 1989. It includes 525 acres and additional lands under conservation management agreement.

To get there from Little Rock, exit Interstate 530 at Bingham Road (Exit 9). Turn left (east) onto Bingham Road, cross over the Interstate, and continue through a residential area. At the first "Y" in the road, go right to stay on Bingham Road. At the

second "Y" in the road, bear right onto Border Lane. The Lorance Creek parking lot is approximately 100 yards ahead on the right.

After visiting Lorance Creek, the journey continues back on Interstate 530. The next stop is the town of Redfield. History buffs will want to stop by the **Lone Star Baptist Church**² just off the Interstate at 620 Sheridan Road. The church is an excellent example of an early twentieth century rural church and is listed on the National Register of Historic Places. A local African American



Lorance Creek Natural Area



The Mammoth Orange



Lone Star Baptist Church



West James Street Bridge

Baptist congregation formed in the area in 1890, and the church was built in 1901. The Redfield Historical Society maintains the building today. It is used for Historical Society meetings, weddings, public tours by appointment and holiday choir performances.

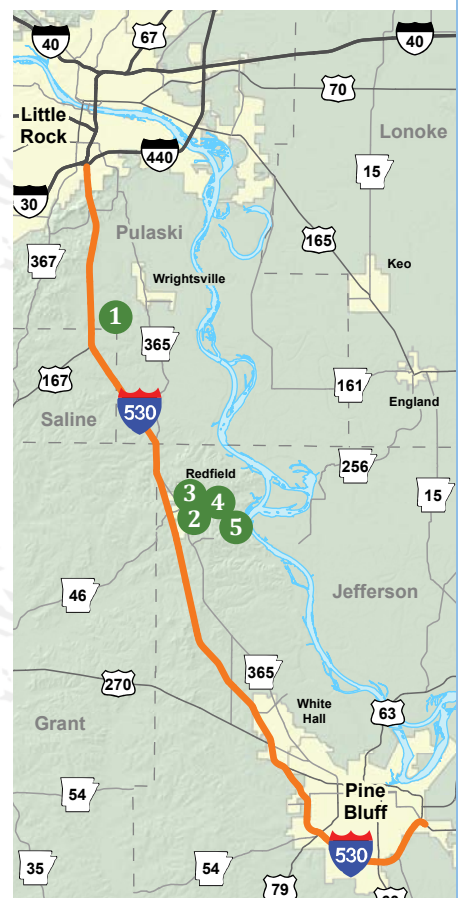
If its mealtime and you like unique places to eat, the place to stop in Redfield is **The Mammoth Orange**³. Known for its architecture, which looks like a huge orange, the restaurant is headquarters to great-tasting burgers and milkshakes. It was built in 1965 and was inspired by an Orange Julius stand in California. The roadside café is located at the intersection of Highways 46 and 365.

Redfield is also home to an historic bridge. Located one block behind the Mammoth Orange is the **West James**

Street Bridge⁴. The bridge is a rare, intact example of an Arkansas timber trestle bridge and crosses over the Union Pacific rail line. It was built in 1924 by the Missouri Pacific Railroad and is listed on the National Register of Historic Places. The bridge is still in use today.

The second outdoor opportunity on this trip waits at **Tar Camp Park**⁵ just beyond Redfield. This campground is located on the Arkansas River and is known for its beauty and first-class fishing. There are 50 campsites available for overnight stays. Whether camping, fishing, boating or just taking in the view, this area provides something for everyone.

To reach the park from Redfield, take Highway 46 east to Highway 365. Turn left and go one block, then turn right and drive four miles. *(continued on page 22)*



One of two live bald eagles on view at the Delta Rivers Nature Center.



Back on Interstate 530, it's just fifteen minutes into the city of Pine Bluff. From Interstate 530, head into town on Highway 65B.

Pine Bluff is another area where the fishing is good. In fact, the city is known as the "Bass Capital of the World" as it hosts 30 to 35 bass tournaments every year.

It is also known as "**The City of Murals**" because there are eleven murals depicting the history of Pine Bluff painted on building exteriors in the heart of downtown. All are by nationally known artists. Be sure to allow time to check them out while exploring the downtown area.

The **Dexter Harding House**⁶, built in 1850, serves as Pine Bluff's Tourist Information Center and should be your first stop in town. The old pioneer home was built in 1850 and has information on things to see and do while in town. It is located downtown at 110 N. Pine Street.

If historical homes are of interest, Pine Bluff has many worth seeing not far from the Information Center. You'll find four built circa 1876 to 1907 in the 700 block of West 2nd Street. Three have been renovated as bed and breakfasts. The **Margland Inns Bed & Breakfast**⁷ is a past winner of the Historic Preservation Award for Arkansas. The B & B is located at 703 W. 2nd. Just down the street, the **Roth Rosenzweig House**⁸ was built in 1894 and is an example of Queen Anne architecture. It is located at 717 W. 2nd Street.

The **Hudson-Grace-Pearson Home**⁹ is located in the historic district of town as well. This Victorian-style home was the residence of the famous archer, bow hunter and bow manufacturer Ben Pearson and was built around 1830 by M.E. Hudson. The home was originally a one-story structure and was altered over

the years into a two-story house reflecting the details of the French Victorian style. The home is located at 716 W. Barraque.

Also, be sure to see the **Martha Mitchell House**¹⁰. The house was built around 1887 by Martha's maternal grandparents, Mr. and Mrs. C.M. Fergusson. Martha was born in the house in 1918 and grew up there. Later in life, she moved to Washington, D.C. where she married John Mitchell, attorney general during the administration of President Richard Nixon. The home is listed on the National Register of Historic Places. It is located at 902 W. 4th Street.

Downtown Pine Bluff will welcome a new attraction to the area this month when the charm of an early 20th Century theatre comes together with state-of-the-art lighting, digital video and surround sound at the newly renovated **New Community Theatre**¹¹. Restored to its original appearance, the theatre will present a full season of entertainment beginning with "Groucho Marx in Three Acts" and "You Ain't Heard Notn' Yet" in March. The theatre is located at 207 W. 2nd Avenue.

Rounding out this group of outstanding historic structures in the downtown area is **Trinity Episcopal Church**¹². The church was founded in 1859 and features Gothic architecture. It is the oldest Episcopal Church in Arkansas and is listed on

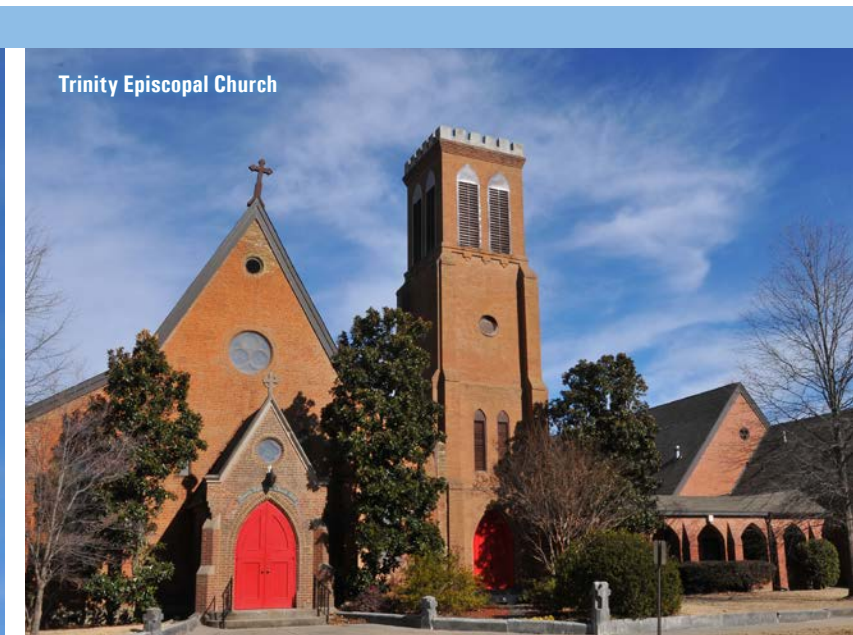
the National Register of Historic Places. The church is found at 703 W. 3rd Avenue.

The next stop on a tour of Pine Bluff should be the **Governor Mike Huckabee Delta Rivers Nature Center**¹³. The Nature Center is located in 130 acres of a bottomland forest, surrounded by the Black Dog Bayou and Lake Langhofer. The Center offers more than two miles of trails through the forest, providing an opportunity to see geese, ducks, snakes, rabbits or even deer.

Once inside the Center, the Delta and its rivers are a main focus. The Center's exhibits describe how meandering waterways have changed this land and why swamps are incredibly valuable ecosystems. A model of the Arkansas River reveals how oxbow lakes form. For the kids, a simulated crop duster flight buzzes fertile fields. A short film follows Hernando De Soto's early trek through forbidding land. The Center is filled with many preserved species of wildlife to be found in the area. Be sure to step outside the back door and see the large aquarium that displays fish native to the area. You can even get a close up look at bald eagles housed outside. The Center is located at 1400 Black Dog Road. Make note that the museum is closed on Mondays. *(continued on page 24)*



New Community Theatre



Trinity Episcopal Church



Margland Inns Bed & Breakfast



ON VIEW AT THE ARKANSAS RAILROAD MUSEUM ARE ACTUAL RAILCARS AND LOCOMOTIVE ENGINES, SOME OF WHICH YOU CAN STEP INSIDE FOR A CLOSER LOOK.



On leaving the Center, it's a short drive to the [Arkansas Railroad Museum](#)¹⁴ located at the former Cotton Belt railroad yard. The museum is operated by the Cotton Belt Rail Historical Society and is a railroad enthusiast's dream come true. Housed in a building that was built in 1894, the museum has over 70,000 square feet of floor space. It features 17 tracks, two exhibit rooms and many railroad displays. On view are actual railcars and locomotive engines, some of which you can step inside for a closer look. There are also rooms of railroad memorabilia. If the timing is right, visit the museum on April 5th for the 19th Annual Railroadiana Show and Sale. The museum is staffed by volunteers and is located at 1700 Port Road. It is open Monday through Saturday from 9 a.m. to 2 p.m. or by appointment and admission is free.

A history of Arkansans in the world of entertainment is on view at the [Arkansas Entertainer's Hall of Fame](#)¹⁵. Here you can trace the careers of the Natural State's sons and daughters who have made their mark on the entertainment world. Exhibits include everything from the works of best-selling author John Grisham, to musical instruments owned by the likes of Levon Helm, Glen Campbell, Jimmy Driftwood and Art Porter, Jr. There are stage clothes of famous Arkansans such as Jim Ed Brown, Charlie Rich, Collin Raye, Tracy Lawrence and many others. Movie and television fans will be impressed by memorabilia owned or associated with stars such as Jerry Van Dyke and his work in the TV series, "Coach", Harry Thomason's work with "Designing Women" and Oscar-winner Billy Bob Thornton and his role in the popular movie "Sling Blade." The museum is open Monday through Friday and is located inside the Convention Center located at One Convention Center Plaza. Admission is free.

For art lovers, the [Arts & Science Center for Southeast Arkansas](#)¹⁶ makes a perfect stop on this road trip. The present focus of the Center's permanent collection is artworks by African-American artists, Arkansas artists and artists living and working in the southern region of the United States. The Center features art galleries with a rotating schedule of exhibitions. There is even a creative "adventure space" for kids. In addition to the visual arts, the Center has a 232-seat theater for the performing arts. In April, the theater will present "The Emperor's New Clothes." The Center is located at 701 S. Main Street and is open Monday through Saturday.

A glimpse of the past and the present are on display at the [Pine Bluff/Jefferson County Historical Museum](#)¹⁷. From early settlement days to the arrival of the Pine Bluff Arsenal, International Paper and NCTR, a rotating schedule of exhibitions captures the growth of this local area. Permanent exhibitions honor the service of men and women from the Civil War, World Wars I & II, the Korean and Vietnam Wars. The museum is open Monday through Saturday at 201 E. 4th Avenue.

For golfers, Pine Bluff offers [Harbor Oaks Public Golf Course](#)¹⁸. This course has been voted in the top ten public courses in Arkansas. It features 18 holes, there's a practice range and an award-winning restaurant waiting for that perfect golfing day. The course is located at 1 Harbor Oaks Drive.

If it is lunch time while you are in Pine Bluff, head to [Grider Field](#)¹⁹, Pine Bluff's local airport. The restaurant inside is a local favorite and features southern home-style cooking that is hard to beat. It's located at 709 Hangar Row.

Our trip down Interstate 530 ends at Pine Bluff. Needless to say, there's plenty to do as you continue farther into southeast Arkansas. That's a weekend road trip for a future issue of *Arkansas Highways*. ■





CONSTRUCTION PLANS AROUND THE STATE

Throughout the year, public meetings are held around the State in communities where roadwork is being planned. These meetings are an opportunity for citizens to hear about and respond to future highway construction planned in their area.



PUBLIC MEETINGS NOV. 2013 - FEB. 2014

1 *Construction Topic:*
HIGHWAY 67
BRIDGE REPLACEMENTS
Jacksonville, AR
Meeting Location/Date:
Jacksonville Middle School
November 7, 2013

3 *Construction Topic:*
HIGHWAY 79
PASSING LANES
Magnolia, AR – Camden, AR
Meeting Location/Date:
Stephens High School
December 12, 2013

5 *Construction Topic:*
HIGHWAY 62
WIDENING TO FIVE LANES
Alpena, AR (to the west)
Meeting Location/Date:
Alpena Community Center
January 16, 2014

2 *Construction Topic:*
HIGHWAY 82
WIDENING TO FIVE LANES
Crossett, AR (to the east)
Meeting Location/Date:
Rolfe Chapel Freewill Baptist Church
November 14, 2013

4 *Construction Topic:*
HIGHWAY 64
WIDENING TO FIVE LANES
Beebe, AR (to the west)
Meeting Location/Date:
Crosspoint Ministries
December 17, 2013

DISTRICT 5

CONSTRUCTION



CORNER

Construction work continues in White County on part of a new bypass around Searcy. The \$16.3 million job was awarded to Rogers Group, Inc. of Nashville, Tennessee, in September of 2012 and work began not long after that.

The project is extending Highway 13 approximately five miles northward to create a western bypass of Searcy on new location between Highway 267 and Highway 36. Three more contracts will be needed for the northern part of the bypass.

Work on the western part of the bypass project is almost halfway finished. Completion of the job is expected in the spring of 2015. ■



ON THE MAP

SPENDING TIME WITH AN ARKANSAS HIGHWAY MAP CAN BE INTERESTING. HOWEVER, THIS MONTH'S FEATURED TOWN CAN'T BE FOUND ON THE MAP BECAUSE IT'S AN ARKANSAS GHOST TOWN!

Arkansas' GHOST TOWN



This month's "On the Map" location is not so much about a town with an interesting name but a town with a haunted history. It's Arkansas' only ghost town... Rush.

Located on a quiet road near the Buffalo River in Marion County, Rush is the only ghost town between the Mississippi River and the Rocky Mountains.

The town came into being in the late 1800s when zinc carbonate ore was being mined out of the area. Most of the settlers coming to Rush were from Tennessee, Kentucky, Alabama, Georgia, Missouri and the Carolinas. They were all looking for ways to get rich quick working the mines. By World War I, the Rush Creek mines were the center of the zinc industry in Arkansas. As an example, the Morning Star Mine at Rush produced 200 tons of zinc ore a day.

The population of Rush rose and fell with the demand for zinc. Between 1914 and 1971, approximately 5,000 people had lived and worked in this valley.

Unfortunately, the zinc market collapsed after World War I and many of the area mines were abandoned including mines at Rush like the Morning Star, Lucky Dutchman and Dixie Girl.

The buildings still standing in the area today include homes, a general store and a post office. The store closed in 1956 but numerous houses were still lived in until the 1960s when the last residents left the area.

In 1972, Rush was officially recognized as a ghost town. Today, the Rush Historic District is on the National Register of Historic Places. ▣



Dear AHTD,

Love your [IDriveArkansas.com](http://DriveArkansas.com) website!! We used it as we traveled to Illinois for Christmas in the pouring rain! Gave me peace of mind to be able to look at the radar on our route and saved us time by showing us the traffic was stopped ahead on I-40 so we jumped off and went around it. Every state should have a site like this! I'm telling everyone that would benefit from this.

Thanks,

Leah
via email

MAGAZINE COMPLIMENT

I recently picked up a copy of your *Arkansas Highways Magazine* at the Mammoth Spring Welcome Center and was very impressed.

Many Thanks,
Glenn Mosenthin
Cherokee Village, Arkansas

MORE MAGAZINE KUDOS

What a great publication! I came across the January 2014 issue of *Arkansas Highways Magazine* at a rest stop in northern Arkansas.

I do a lot of traveling throughout this state and was wondering if I could start receiving this magazine?

Thanks for your consideration,
Greg Call
Conway, Arkansas

GREERS FERRY DAM ANNIVERSARY

The 50th anniversary of the dedication of the Greers Ferry Dam was a tremendous success and demonstrated what partners can accomplish when they work together for a common goal. Over 5,000 spectators attended this historic event which exceeded our expectations.

On May 13, 1994, President Bill Clinton stated, "It is important for us to remember that none of us ever achieves anything alone". That statement was never more true than during the planning and organization of the 50th Anniversary celebration. It was an honor for our Greers Ferry Team to work with you and your team to ensure a successful educational opportunity for us all.

We truly appreciate your partnership with the US Army Corps of Engineers! On behalf of the Little Rock District and the Greers Ferry Project Office, we wish to thank you for the outstanding support and look forward to working with you in the future.

Sincerely,

The Greers Ferry Lake Team



President Bill Clinton addresses the crowd at the Greers Ferry Dam 50th Anniversary Celebration.

AHTD PEOPLE

The AHTD employs approximately 3,600 people. We welcome our new employees, congratulate others on promotions and service, and say goodbye to those retiring.

NEW EMPLOYEES

BRIDGE • Benjamin Spilker, Engineer

CONSTRUCTION • William Lake, Engineer

ENVIRONMENTAL • Anne Ewing, Environmental Analyst I

PUBLIC INFORMATION • Andrew Geswein, External Communications Coordinator

SURVEYS • Wesley Jeffrey, Surveys Helper; Kirk McDonald, Surveys Helper

SYSTEM INFORMATION & RESEARCH • Melana Snow, Engineer

TRANSPORTATION PLANNING & POLICY • Donald Dailey, Cartographer I; Kiara McCummings, Engineer I; Gill Rogers, Policy & Legislative Analysis Section Head

DISTRICT ONE • Tristan Hibbler, General Laborer; Pierre Price, Single Axle Truck Driver

DISTRICT TWO • Robert James, Single Axle Truck Driver; Kenny West, Single Axle Truck Driver; Efrems Mays, General Laborer; Mark Zintel, General Laborer; Lakendrick Jackson, Single Axle Truck Driver; Jeremy Mosley, General Laborer

DISTRICT THREE • Gwendolyn Brown, General Laborer

DISTRICT FOUR • Mathew Stark, General Laborer; Brian Hughes, Single Axle Truck Driver; Jeff Burns, General Laborer; Dylan Marrs, General Laborer; Andrew Tennant, General Laborer

DISTRICT FIVE • John Garner, Single Axle Truck Driver; Timothy Hoover, Single Axle Truck Driver

DISTRICT SIX • Ronald Green II, Single Axle Truck Driver

DISTRICT SEVEN • Ernest Smith, Electrical Plumbing & Mechanical Repairer; Chandra Larry, Single Axle Truck Driver; Michael Shepherd, Single Axle Truck Driver

DISTRICT EIGHT • Mike McNeely, Single Axle Truck Driver; Lino Rios, General Laborer; Sage Whitelaw, Single Axle Truck Driver

DISTRICT NINE • William Moore, Single Axle Truck Driver

DISTRICT TEN • Larry Davis, Single Axle Truck Driver

PROMOTIONS

ARKANSAS HIGHWAY POLICE • Lonnie Banks, AHP Second Lieutenant

CHIEF ENGINEER'S OFFICE • Ralph Hall, Deputy Director & Chief Engineer

CONSTRUCTION • Andrew Tackett, Engineer IV

EQUIPMENT & PROCUREMENT • Patrick Simpson, Station Attendant

MAINTENANCE • Jason Sims, Maintenance Aide II

ROADWAY DESIGN • David Cook, Engineer I

TRANSPORTATION PLANNING & POLICY • Jared Wiley, Assistant Division Head

DISTRICT ONE • Robert Stone Jr., Distributor/Roller Operator

DISTRICT TWO • W.L. Goodman, Construction Aide I; Chris Hendricks, Maintenance Aide II; Alex Roofe, Engineer I; Kristopher Rutherford, Construction Aide I; Royce Wilson, Area Headquarters Attendant

DISTRICT FOUR • Jeremy Cearley, Maintenance Aide I; Alex Charity, Backhoe/Front End Loader Operator; Paul Jenkins, Roller Operator; Tyler Lincks, Bridge Repairer I

DISTRICT FIVE • Robbie Bradley, Motor Patrol Operator – Finish; Russell Downing, Motor Patrol Operator – Finish

DISTRICT SIX • Louis Dow, Bridge Repairer I; Deangelo Gloston, Distributor/Roller Operator; Alan Kumpe, Bridge Repairer I; Ross Reeves, Bridge Repairer II; Joseph Rigsby, Rest Area Attendant; Steve Sites, Area Maintenance Supervisor; Matthew Vernich, Bridge Repairer II

DISTRICT SEVEN • Charles Craig, Shop Supervisor; Daniel Davis, Multi-Axle Truck Driver; Lewis Hyde Jr., Multi-Axle Truck Driver; Richard Wells, Construction Aide II

DISTRICT EIGHT • Johnny Rice, Crew Leader

DISTRICT NINE • Anthony Breedlove, Crew Leader; Jarrod Brightwell, Construction Field Engineer I; Joshua Copeland, Distributor/Roller Operator; Stephen McGee, Backhoe/Front End Loader Operator

DISTRICT TEN • Kevin Allison, Bridge Repairer I; Chester Jetton, Bridge Repairer I; Nicholas Rosten, Bridge Repairer I; Darrell Tyler, Bridge Repairer I

SERVICE

ARKANSAS HIGHWAY POLICE • James Moore, AHP First Lieutenant, 30 years

BRIDGE • David Ball, Staff Structures Engineer, 35 years

CONSTRUCTION • Michael Ricardo, Inspector, 10 years; Levar Brown, Construction Materials Inspector, 10 years; Timothy Lovett, Construction Aide II, 10 years; Darren Henderson, Construction Aide I, 5 years; John Bledsoe Jr., Construction Field Engineer II, 5 years; Nicholas Womack, Construction Helper, 5 years

EQUIPMENT & PROCUREMENT • Dale Womack, Senior Mechanic, 20 years

HUMAN RESOURCES • Larry Copeland, Crew Leader, 10 years

MAINTENANCE • Roger Mahan, Pavement Profiler Job Superintendent, 25 years

MATERIALS • Troy Frazier, Geotechnical Drill Operator, 5 years

ROADWAY • Eric Phillips, Staff Traffic Engineer, 40 years; Mark Earl, Staff Hydraulic Engineer, 10 years

SURVEYS • Jordan Hoffman, Surveys Technician II, 10 years; Maria Atchley, Surveys Technician II, 10 years

DISTRICT ONE • Robert Gray, Area Maintenance Supervisor, 15 years; Phillip Hunt, Senior Mechanic, 10 years; Arnold Williams, Maintenance Aide I, 5 years; Jason Pippenger, Maintenance Aide I, 5 years

DISTRICT TWO • Maurice Wade, Senior Mechanic, 15 years; Sandy Pendergrass, District Office Manager, 15 years

DISTRICT FOUR • James Vaught, District Permit Officer, 5 years

DISTRICT FIVE • Timothy Hurtt, Crew Leader, 25 years; Paul Strecker III, Multi-Axle Truck Driver, 5 years

DISTRICT SEVEN • Michael Barnett, Motor Patrol Operator – Finish, 30 years; David Wages, Sign Crew

Supervisor, 15 years; Curtis Hamilton, Maintenance Aide II, 5 years

DISTRICT EIGHT • Debbie Matchett, Multi-Axle Truck Driver, 15 years; Timothy Tyra, Maintenance Aide II, 5 years

DISTRICT NINE • Terry Sartin, Multi-Axle Truck Driver, 10 years; Gabriel Hensley, Motor Patrol Operator – Finish, 10 years

DISTRICT TEN • James Keasler, Sign Erector, 10 years

RETIREMENT

ARKANSAS HIGHWAY POLICE • Gary Taylor, AHP Sergeant, 21+ years

FISCAL SERVICES • Carole Stafford, Account Analyst, 21+ years

HEAVY BRIDGE • David Mayberry, Heavy Bridge Maintenance Supervisor, 34+ years

PROGRAMS & CONTRACTS • Vonda Shell, Programs & Contracts Specialist II, 34+ years

SYSTEM INFORMATION & RESEARCH • Robert Cagle, Highway Performance & Needs Analyst I, 34+ years

DISTRICT ONE • Carl Knuckles, Maintenance Aide I, 5+ years; Rueben Gilmer, Rest Area Attendant, 8+ years

DISTRICT TWO • Dwight Wells, Construction Project Coordinator, 35+ years

DISTRICT FIVE • Deborah Qualls, District Bookkeeper, 26+ years; Mickey Taylor, Area Maintenance Supervisor, 35+ years

DISTRICT SIX • Adrin Ward, Maintenance Aide I, 6+ years

DISTRICT NINE • Nickey Kimes, Guard, 22+ years

DISTRICT TEN • Jerry Phillips, Equipment Maintenance Supervisor, 36+ years

MEMORIALS

ARKANSAS HIGHWAY POLICE • William C. Cobb, 2/26/2014, retired; Thomas "Tiki" Walker, 2/22/2014, retired

EQUIPMENT & PROCUREMENT • Terry A. McCallister, 2/1/2014, active

DISTRICT FOUR • Garry R. Hurst, 2/25/2013, retired; Frank B. Wilkinson, 2/2/2014, retired

DISTRICT SEVEN • James M. Johnston, 3/2/2014, retired

DISTRICT EIGHT • Norman G. Rackley, 1/29/2014, retired

DISTRICT TEN • Loran K. White, 1/10/2014, retired

ACTIVE DUTY

As of 3/01/14, the AHTD has two employees serving active duty in the United States military. Deployment date is noted.

PLANNING & RESEARCH • E. Wright-Kehner, Staff Research Engineer, 5/30/13

DISTRICT SIX • Jeremy Stokes, Construction Helper, 5/28/13



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