

The background of the cover is a photograph of a river with white-water rapids. A concrete bridge spans across the river in the middle ground. The banks are lined with trees showing autumn foliage in shades of green, yellow, and orange. The sky is a clear, bright blue. In the foreground, large, smooth, grey rocks are partially submerged in the water.

Arkansas HIGHWAYS

NOVEMBER 2014

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

Driving the Mulberry River

TAKE A SCENIC TRIP
DOWN HIGHWAY 215

New Statewide
RAIL PLAN
in the Works

The AHTD
and **PUBLIC**
TRANSPORTATION

Gaining the
Advantage Over
ICE AND SNOW



DIRECTOR'S MESSAGE

It's always worth stating what a great job our staff here at the Arkansas State Highway and Transportation Department does as we carry out our day to day work responsibilities. In every office and on every crew we have responded successfully to the challenges we face.

There is reason for excitement as we head into the winter months. Included in this issue of *Arkansas Highways* is an article on our preparations for the upcoming winter weather. You will read about new strategies and improvements being made as we prepare to fight the elements and keep our roadways in the best shape possible for those who have to travel in inclement weather.

With winter weather now at our doorstep, I know many of us are anxious to put our new winter strategies to work and measure the success we will have using them. One thing is certain, the general public will get the very best effort we have to offer. Whether behind a desk monitoring approaching storms, out on the road plowing away ice and snow, or providing travel information to the public on IDriveArkansas.com, I'm confident each and every one of us will give it our very best efforts.

Last year's storms were a real challenge as we suffered some "heavier than usual" snow and ice. As always, our staff gave 110 percent and did the best job possible on the front lines. What we discovered was though everyone gave their very best effort, we just didn't have adequate equipment and materials on hand to keep up with the unusually heavy amounts of snow and ice Arkansas received. We pride ourselves on maintaining an efficient budget and getting the most out of all of our equipment. However, the severity of the storms last year made us realize we need more equipment and manpower in the future so that we are always ready for the worst. It was a lesson worth learning. Perhaps we received some undue criticism last winter, but the hard work and undaunted effort each of you made was clearly evident and was greatly appreciated.

As we head into a new winter season, I know each of you will respond as you have in the past, with a total commitment to your job. Our new winter weather strategies are in place. I'm confident we stand ready to be successful in keeping our roads as clear as possible and I know all of us will do our part to provide the motoring public with the best service we have to offer.



Scott E. Bennett, P.E.
Director of Highways and Transportation

FRONT COVER:
The Mulberry River
Highway 215
Franklin County

BACK COVER:
Oak General Store
Highway 215
Johnson County

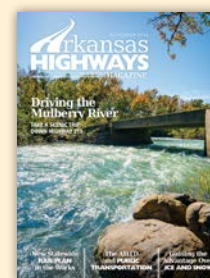
EDITOR
David Nilles

GRAPHIC DESIGNER
Paula Cigainero

CONTRIBUTING WRITERS
Glenn Bolick
Marilyn H. Collins

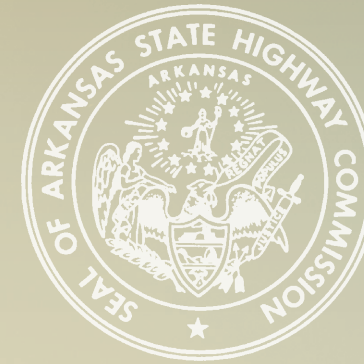
PHOTOGRAPHERS
John Jackson
Rusty Hubbard
David Nilles
Paula Cigainero

Correspondence should be directed to:
ARKANSAS HIGHWAYS
Public Information Office
P.O. Box 2261, Room 1002
Little Rock, AR 72203-2261



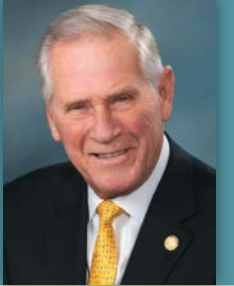
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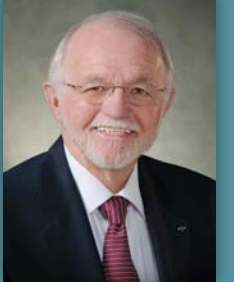


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WINTER WEATHER: GAINING THE ADVANTAGE OVER ICE AND SNOW

BY DAVID NILLES

N O ONE NEEDS TO BE TOLD HOW CHALLENGING AND DANGEROUS ICE AND SNOW ARE TO DRIVE ON WHEN IT HITS ARKANSAS' HIGHWAYS.

Winter storms in 2013 and early 2014 hit hard and AHTD crews responded by working around the clock going about the business of trying to keep our Interstates and other highways from becoming immobilized. At times, even with the hard work and dedication of District road crews, it seemed Mother Nature was winning the battle as vehicles backed up on icy roadways.

"We learned this past winter that our equipment fleet is no match for a significant ice storm that blows in harder than we typically have here in Arkansas," said AHTD Director Scott Bennett.

But from those many hours that our road crews gave their best to battle the elements around the clock, comes a new Department-wide determination...a strong desire by Department officials and staff to gain the

upper hand on Mother Nature and be ready for any storm that may head our way, no matter how severe.

Since last winter, Department officials have spent many days and weeks in meetings with other Departments of Transportation, with District Engineers around the State and with the Arkansas State Highway Commission to develop an even more efficient game plan for battling the elements.

The end result has been a number of new components in the AHTD's goal of keeping the roads clear for motorists.

SNOW AND ICE REMOVAL GUIDE

The first of those new components is a newly published "Snow and Ice Removal Guide" for employees. The new manual will be used by road crews in every District Office across the State. The forty-page guide is targeted to new and current employees who will be on the front lines when winter weather hits. It provides snow/ice removal training. The manual clearly defines the AHTD's anti-icing policy and all winter weather procedures to be followed. Among the topics covered are work shifts, recording of snow logs, road condition maps, equipment, chemicals, safety and pre-storm preparation.

(continued on page 6)



(L. to R.) Commissioner Dick Trammel, AHTD Director Scott Bennett, Representatives Jonathan Barnett and Mary Lou Slinkard and District Nine Engineer Steve Lawrence. Barnett and Slinkard were instrumental in obtaining funding for belly plows like the one seen here.



“One of the key components of the ‘Snow and Ice Removal Guide’ is that it defines the kind of winter storm we need to be prepared to fight,” states John Mathis, Assistant State Maintenance Engineer.

“The definition is based on historic winter storm data obtained from the National Weather Service, and results in dividing the State into three zones. From this we were able to calculate the amount of material, equipment and personnel needed in each county. We are now using this information to determine staffing levels, modernize the equipment used for snow and ice removal, and increase salt storage capacities around the State.”

EQUIPMENT AND MANPOWER

To be effective when it comes to battling snow and ice on the highways, it is having proper equipment and manpower that make a difference on the roads. An increase in the number of employees on AHTD crews and the amount of equipment available when ice and snow hit, mean target areas can be addressed and cleared quicker.

With this in mind, the Department budget that began July 1st shifted \$18 million to hire 200 additional full-time employees, purchase new equipment and provide each of the AHTD’s ten Districts the money they need to purchase material such as sand and salt.

Six new belly-plow trucks will be stationed in Central Arkansas and can be dispatched to wherever they are needed. A belly plow is actually a tandem-axle dump truck that gets its name from the snow

plow blade mounted underneath the truck between the front and rear axles. The truck also has a front mounted plow blade and a spreader bed used to distribute snow and ice fighting materials. Another six of the belly plow trucks are to be delivered by 2016. Including all Districts across the State, 56 of the trucks will be on hand or ordered within the next year.

MATERIALS FOR THE ROAD

When winter weather arrives, all ten Districts across the State will stand ready to treat the roadways with the materials they need.

“The goal is to be able to have enough resources in the path of the storm before it arrives so that we’re able to rapidly clear the major routes, enabling us to get to the other routes more quickly than we have in the past,” Mathis added.

“We recently awarded and are taking deliveries statewide for 12,500 tons of rock salt,” says Danny Keene, Division Head of Equipment and Procurement.

“The salt is pretreated with BEET 55-C, a high performance natural accelerator and corrosion inhibitor produced from beet sugars. It enhances the melting

performance of salt or brines and is environmentally safe and completely biodegradable.”

In addition to maintaining higher levels of materials such as salt and sand, new strategies are being used in the materials the Department applies to the road surfaces as well.

In District Nine, in northwest Arkansas, crews have been using a salt brine solution that has been beneficial and worthwhile.

The solution is made by pouring water over rock salt. It is then sprayed on highway surfaces prior to a winter weather event. Because the salt brine is sprayed on the road surface, it can work from the bottom up as ice or snow accumulates. The mixture seems to keep the snow from bonding with the pavement, resulting in easier clearing.

“Using salt brine has been successful in most instances,” stated Steve Lawrence, District Nine District Engineer. “We are still learning how to use it and when it is most effective. We have expanded our use over the past couple of years and will continue to do so this year. When combined with beet juice at a 30% beet juice – 70% salt brine mixture, it is comparable in results and less expensive than other chemicals

“THE ROCK SALT IS PRETREATED WITH BEET 55-C, a high performance natural accelerator and corrosion inhibitor produced from beet sugars. IT ENHANCES THE MELTING PERFORMANCE OF SALT OR BRINES and is environmentally safe and completely biodegradable.”

we have typically used such as magnesium chloride and calcium chloride.”

According to Tony Sullivan, State Maintenance Engineer, “Other Districts are also using salt brine now. In addition, Districts 4 and 9 recently took bids on brine making machines.” Other Districts will probably follow.

CUSTOM WEATHER FORECASTING

One big advantage in fighting snow and ice on the highways is knowing when it will be coming and what areas of the State will be affected. For that reason, the Department has contracted with a custom forecasting service called Iteris. The service uses in-house meteorologists and state-of-the-art scientific and computing technologies to provide detailed weather information around the clock.

“Accurate and timely weather forecasts are a critical aspect of the planning and deployment of Department resources in response to a winter weather event,” says AHTD State Maintenance Engineer Tony Sullivan.

“Having hourly, site-specific, weather and road condition forecasting will enable

the Department to coordinate local snow and ice removal operations in a more cost effective and efficient manner than is currently possible utilizing traditional forecasting information.”

The information the service provides will be available online so that all AHTD offices and Districts around the State can access the information and make preparations. The result will be more timely and specialized weather information than has been available in the past.

At least 14 other State highway agencies use similar weather forecasting products.

THE INTERNET

The new winter-readiness plan will have more information available for the motoring public as well. The Department’s IDriveArkansas website now contains more detailed weather information for motorists regarding winter road conditions and how frozen precipitation is affecting the State’s highways.

“The old weather map served a great purpose over the years, it’s a very popular map with the media and the public,” says Danny Straessle, Assistant Public Information Officer.

(continued on page 8)

District Six Maintenance Engineer Mark Headley inspects a stockpile of salt ready for spreading on roadways.



“We wanted to take it to the next level for the IDriveArkansas site. So there was a lot of pressure on our development team to meet and exceed the old map. It served as our benchmark and it set a pretty high bar,” he adds.

“We haven’t stopped thinking about winter weather since winter ended last season. It has been in the forefront of our minds.

“The new maps are integrated into IDriveArkansas, it’s not a link to another site. We wanted our new IDrive map to be mobile friendly when it comes to finding winter road conditions. We now can share two distinct maps. The first map is color-coded and shows viewers what highways are snow and ice covered in the State. The second map shows the actual condition of individual highways...is it snow covered, is it partly covered...is it clear? It will also give the temperature of the location.

“Another improvement is the fact that a viewer can isolate a particular segment of a highway. For example, in central Arkansas,

in addition to the condition of a particular segment of highway, viewers can check the condition of the river crossings.... the Interstate 30, 430 and 440 bridges to see what condition they are in. The same goes for our interchanges. They can be isolated to show the driving condition on ramps and flyovers.

“Information will be more rapidly updated because now our staff out in the field can update travel conditions using a cell phone or a tablet. Anywhere there is an internet connection, they can get into the system. It lets our road crews update the map approximately every three hours and get that information to the public.”

The new maps have been a coordinated effort between the Public Information Office, the Districts, the State Maintenance Office and AHTD’s development partner, Information Network of Arkansas.

“We anticipate things being online and ready before the first snowfall,” Straessle added.

READY FOR THE ELEMENTS

Director Bennett added this as the fall months begin to roll into winter, “We are anxious to put our new winter weather strategies into place. Our weather monitoring capabilities ahead of a storm are improved; our staff is better equipped; new, innovative materials are being utilized on the roadways; and our communication to the public during snow events is improved. All of these are changes for the better and I think they are going to make a positive and measurable difference when it comes to improving the way we get the highways cleared for the motoring public.”

Across the Department, staff is in place to take on the elements this coming winter with a new, more effective approach for clearing Arkansas’ highways. ■

NEW STATEWIDE RAIL PLAN IN THE WORKS

BY DAVID NHLES



THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT HELD PUBLIC MEETINGS IN SEPTEMBER AND OCTOBER TO GATHER PUBLIC OPINION ON A NEW STATEWIDE RAIL PLAN AND THE POSSIBILITY OF BRINGING HIGH-SPEED PASSENGER RAIL SERVICE TO ARKANSAS.

The AHTD serves as Arkansas’ rail planning agency as part of its larger statewide transportation plans. Every State is required to chart a course for freight and passenger rail service in order to be eligible for existing and future federal rail funding.

At the meetings, participants were able to view a short video presentation on rail service, visit with representatives of the study team and share their opinions on rail service in Arkansas. The AHTD is seeking input from the public on defining a rail vision for Arkansas; identifying issues, opportunities and needs; identifying projects in local areas; identifying stakeholders that should be reached out to; and industrial development the Department should be aware of.

“A great deal has changed since the last time we updated the freight and passenger rails plan in 2002,” stated Danny Straessle, Assistant Public Information Officer. “We want to be confident that we take advantage of every opportunity to bring additional freight service into Arkansas. The new plan will assist us in doing that. It is an important step in charting a direction for rail in Arkansas for the next 20 to 30 years.”

There are 26 railroad lines currently operating in Arkansas. The State has 2,667 miles of active rail line in use.

“The new rail plan is addressing many issues,” states AHTD Director Scott Bennett. “We are looking at the role of rail in the freight and passenger transportation network, how the network has changed over time, how well the network is meeting the needs of its users and its effect on the economy, among other things.”

The AHTD was designated the State’s rail planning agency by Act 192 of 1977. The first State Rail Plan was prepared in 1979, followed by updates in 1984 and 2002. The plans cover freight, intercity passenger and commuter rail service. In recognition of changes to the State’s railroad system and to satisfy current Federal rail planning requirements, the Arkansas Highway Commission has authorized AHTD to prepare the new State rail plan. Work began on the rail plan in February of 2013. A draft of the plan is nearing completion now, and the plan should be finalized by February of 2015.

In addition to the rail plan, a feasibility study is underway that focuses on the need for high speed rail service in the State. The High-Speed Passenger Rail Feasibility Study includes the corridor from Little Rock to Texarkana and the possibility of including a corridor from Little Rock to Memphis. It will also look at possible impacts of high-speed passenger rail service on Arkansas’ highway system.

More information on the new rail plan and the study survey are available for viewing at www.ArkansasRailPlan.com. ■



SAVING LIVES in the Line of Duty

BY DAVID NILLES

SEVERAL MEMBERS OF THE ARKANSAS HIGHWAY POLICE WERE RECOGNIZED AND PRESENTED AN AWARD RECENTLY FOR THEIR EFFORTS IN SAVING LIVES WHILE ON THE JOB.

The Arkansas Highway Police Life Saving Award is given in recognition of action resulting in the saving of a human life. The Award was recently presented to **Corporal Robert Sellers, Sergeant Brad Perkins, First Lieutenant Jeff Bickerstaff, Sergeant Clyde Crookham, Private First Class Kyle Eveld, Sergeant Jeff Smith and Sergeant Tim Gushing.**

“Every day our officers are faced with the unknown,” stated AHP Chief Ron Burks. “Their ability to react rapidly and decisively with calm when faced with life and death situations is a testament to their training and experience, and showcases the commitment they have made to the safety of our citizens. I have no doubt that if any of our officers were faced with similar circumstances they would take the same lifesaving actions without hesitation.”

Each of their stories and the manner in which they responded

is an indication of how well-trained members of the Arkansas Highway Police are.

CORPORAL ROBERT SELLERS was on the job when a person suffered an apparent heart attack. Sellers determined he was not breathing and had no pulse. He immediately notified EMS personnel and began administering cardio pulmonary resuscitation. A pulse and respiration were sustained and the victim was transported to the hospital where doctors credited Sellers with saving his life.

In the Weigh Station at Alma, Shane McDougal suffered an apparent heart attack. **PFC KYLE EVELD** immediately notified EMS personnel and then began assessing Mr. McDougal’s medical condition. **SERGEANT JEFF SMITH** and **SERGEANT TIM GUSHING** responded to the station and upon arrival discovered Mr. McDougal had no pulse or blood oxygen levels.



(L. to R.) Chief Ron Burks and Corporal Robert Sellers



(Top L. to R.) Sergeant Brad Perkins, First Lieutenant Jeff Bickerstaff, Sergeant (Retired) Tom Falls and Sergeant Clyde Crookham.

(Bottom L. to R.) Chief Ronnie Burks, PFC Kyle Eveld, Shane McDougal, Sergeant Jeff Smith and Sergeant Tim Gushing.



Sergeant Gushing immediately deployed the automated external defibrillator and afterwards determined chest compressions were required. Smith and Gushing administered compressions until McDougal began to breathe on his own and showed a strong heartbeat. He was transported to the hospital and received medical attention.

Sergeant Smith also responded to a disturbance call involving a shooting while on the job. Upon arriving at the scene, he and other officers learned that three children were barricaded in a closet within the house and that the suspected shooter was possibly still inside. After developing a plan of action, the officers entered the house, secured the children

and discovered a victim lying on the living room floor with a gunshot wound. First aid was immediately administered to the victim and continued until EMS personnel transported the victim to the hospital. Due to life-saving efforts, the victim was able to survive the gunshot wound.

During a counter terrorism training scenario being conducted by the U.S. Department of Homeland Security, retired AHP Sergeant Thomas Falls suffered a debilitating heart attack. Lying unconscious, an immediate medical assessment revealed he was not breathing and had no pulse. **FIRST LIEUTENANT BICKERSTAFF** and **SERGEANT BRAD PERKINS** began life-sustaining cardio pulmonary resuscitation until

an automatic external defibrillator could be deployed and monitored by **SERGEANT CLYDE CROOKHAM**. The defibrillator ultimately revived PFC Falls and he was taken to the hospital for medical intervention. Emergency room doctors credited the immediate actions of Bickerstaff, Perkins and Crookham for saving Falls’ life.

“It was extremely gratifying to present the lifesaving awards to our officers; not just to thank them for what they did, but to see the positive impact they had on the lives of those they saved and their families,” Burks added.

Besides these, five other Life Saving Awards have been presented to AHP officers dating back to 1988. ■

FORMER INSPECTOR CHAMPION NOW SEES COMPETITION FROM A DIFFERENT ANGLE

BY DAVID NILLES



Derek Canard

Private First Class Derek Canard is no newcomer to commercial motor vehicle inspection competitions.

In his years with the Arkansas Highway Police (AHP) he has competed in numerous statewide competitive events. And on numerous occasions, he has come away as grand champion including the years from 2008 through 2011. That honor allowed him to advance to the North American Inspector's Championship as well. And in 2013, Canard won that national competition.

That's an impressive track record, and others are taking notice. This year, Canard was asked to serve as a judge for the 2014 North American Inspectors Championship held in Pittsburgh, Pennsylvania.

"It's a privilege to be asked to serve in any roll for the Commercial Vehicle Safety Alliance (CVSA)," states Canard. "Their organization sets the foundation for roadside enforcement and this North American Inspector Competition is the only event that gives accolades to the roadside inspector. So, it was an honor to have the opportunity to participate as a judge this year."

The event is held every year in conjunction with the National Truck Driving Championships and is sponsored by CVSA. The alliance is made up of state, provincial and local police agencies that enforce trucking and bus laws in North America.

Inspectors competed in six areas at the competition: Level One Inspections, Inspection Procedures, HazMat/Transportation of Dangerous Goods Inspections, Standard Cargo Tank/Other Bulk Packagings Inspections, Passenger Vehicle (Motor Coach) Inspections and Out-of-Service Criteria Exams.

"Being a judge is a lot different from the competitor perspective that I was accustomed too," Canard comments. "It was intriguing to watch inspectors from other agencies conduct their inspections

and see their procedure. In addition to serving as a judge, I also assisted with the planning and setup of the event. I was astonished by the amount of time and effort that is required to execute the competition."

There was one melancholy point that Canard shared. "CVSA doesn't allow the Grand Champion to compete again, so the most difficult task all week was facing the realization I couldn't participate as a competitor again. Competing at the State and national level has been the highlight of my career thus far. I have enjoyed the challenge and camaraderie it brings, not to mention the bragging rights! I'm trying to progress to being a mentor to future competitors, like AHP Captain Buckie Thomas was to me."

Forty-nine roadside inspectors representing jurisdictions across North America gathered for the event. It should be noted that Sergeant Tim Gushing of our Arkansas Highway Police won second place in the Level V Passenger Vehicle (Motor coach) Inspection. This reporter asked Canard if he had advice for Gushing or any of the other competitors as the competition approached.

"The best advice I could give was to not approach the events with a warrior's mindset, approach it as a usual inspection. Over the years, I have noticed that the most successful competitors kept to their own usual set procedure."

And how has Canard benefited from the competition year to year?

"As a competitor, I truly believe it has made me a stronger inspector. In addition, the participants become a close-knit fraternity. I have made so many friends and business contacts over the years." ■

THIS NORTH AMERICAN INSPECTOR COMPETITION IS THE ONLY EVENT THAT GIVES ACCOLADES TO THE ROADSIDE INSPECTOR.



Mack Blackwell Rural Transportation Center



(Left L. to R.) Bill Ramsey, Executive Director, Arkansas Good Roads Transportation Council; Beth Allen, Scholarship Recipient; Emanuel Banks, AHTD Chief Engineer of Operations

(Below L. to R.) Dr. Kevin Hall, Bill Ramsey, Ross Helliker, Taylor Lindsey, Benjamin Whatley, Emanuel Banks, Tanner Clement, Beth Allen, AGRTC Board Member Jack Buffington

BY DAVID NILLES

SASHTO SCHOLARSHIPS

AWARDED TO ARKANSAS ENGINEERING STUDENTS



The Arkansas Good Roads Transportation Council (AGRTC) has presented scholarships to five Arkansas civil engineering college students. The Council presented the scholarships recently in Fayetteville on behalf of the Southeastern Association of State Highway and Transportation Officials (SASHTO).



Scholarships were awarded in the amount of \$5,000 and were presented to Beth Allen of Malvern, Tanner Clement of Lonoke, Ross Helliker of Van Buren, Taylor Lindsey of Jonesboro and Benjamin Whatley of Blevins.

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.

This is the first year the Good Roads Transportation Council has administered the scholarship application process, overseen the selection of student recipients and handled distribution of program funds.

"Arkansas Good Roads Transportation Council has welcomed the opportunity

to, along with the AHTD, administer and provide scholarships to civil engineering students in Arkansas," stated Bill Ramsey, Executive Director of AGRTC.

"This opportunity fits our mission. A modern and safe highway system for the public all starts with educated and qualified civil engineers and they are currently in short supply."

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.

"We had excellent applicants this year and I'm happy to report that we were able to provide these five students, who have excellent resumes and grade point averages, with these \$5,000 scholarships," Ramsey added. "What a great privilege it is to be involved in this program and opportunity."

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.

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



(L. to R.) Dan Waite and Cindy Dedman with South Central Arkansas Transit receive a new van from Bill Ryan, AHTD Public Transportation Coordinator.



Work is underway on the new Public Transportation Demonstration Building in Little Rock.

So what does the AHTD's Public Transportation Program Section offer and what is their involvement?

MOBILIZING SENIORS AND THE DISABLED

In Arkansas, the Enhanced Mobility of Seniors and Individuals with Disabilities Program is a Federal program that provides capital grants to private nonprofit organizations and public entities that provide transportation. The Department's role is to determine the eligibility of each applicant organization and then order new vehicles and specialized equipment based on those applications so those organizations can transport seniors and the disabled, which in many cases are the most transportation-dependent population.

"This is a very popular program across the State," McMillen states. "There are approximately 160 organizations that provide demand-response transportation. They provide transportation to their clients, people coming to their agencies for services. It may be early childhood or preschool, senior centers or a Jobs program, for example. They typically only transport their own clients. All of these agencies will tell you that if it weren't for the assistance of this program provided by the Department, they could not service their clients."

In Arkansas, providing new vehicles to the agencies and technical assistance is the program.

"We purchase vans and small buses based on the requests within each application that we receive," McMillen continues. "We present the requests on the Federal level and they approve them. Then we order the vehicles based on the total dollars available and the number of requests that have come in to the Department. We also maintain contracts with vendors with options on the vehicles that we know are the ones usually requested. When those vehicles arrive, we inspect them, notify the agency and give them training on operation of the vehicle and equipment on board."

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ON THE JOB *with* PUBLIC TRANSPORTATION

BY DAVID NILLES

EVERYONE KNOWS THAT THE ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT IS RESPONSIBLE FOR MAINTAINING AND IMPROVING THE STATE'S HIGHWAY SYSTEM. Not as many people know that the Department is also involved in helping provide transportation resources to nonprofit organizations so citizens that need to travel as part of their daily routine can turn to those organizations.

That service is provided by the AHTD's Public Transportation Programs Section (PTPS) through its transit programs.

The Department first became actively involved in transit programs with the passage of Arkansas Act 192 of 1977. That Act gave the Department responsibilities for administering public transportation programs in Arkansas. From Act 192, the Department became involved with Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities and Section 5311: Rural Area Formula programs.

As a result, during the late 1970s and early 1980s, the Department established seven rural transit systems. It also began funding vehicles for non-profit human service agencies providing transportation service to seniors and the disabled.

Today, there are eight urbanized and nine rural public transit systems providing services in Arkansas. In addition, approximately 200 human service agencies receive funds through the Department to support transportation services to seniors, persons with disabilities and people seeking employment opportunities.

FUNDING OF THE PROGRAM

Funding from the Federal government makes it possible for the Public Transportation Programs Section to offer its services.

"Arkansas receives formula money that Congress has appropriated," states Donny McMillen, Public Transportation Administrator in the Transportation Planning & Policy Division. "We have been designated as the administrative arm of those transportation dollars that we receive through the Federal Transit

Administration (FTA). Our role is to abide within the Federal rules and contract with transportation providers across the State of Arkansas and to provide oversight and technical assistance to those agencies."

Agencies must apply to the AHTD in order to receive funding.

"We make our 5310 (Seniors and Individuals with Disabilities) applications available each February," McMillen continues. "If you are a private nonprofit that provides transportation to the eligible target groups and you have financial capacity to sustain a project, you may apply for funding. From that list we will determine eligibility. For new agencies, we conduct onsite visits and interview them. Once eligible, we put all the application

requests together and look at them based on merit, greatest need and how they utilize existing vehicles. We analyze each situation with emphasis on equitable funding statewide."

The Department, in turn, presents its requests to the Federal government.

"We have to apply for the Federal money as well," McMillen continues. "The Federal Transit Administration (FTA) approves our grants as we submit our Program of Projects (POP). A part of each POP is the agency's name and a budget. It is all submitted to the FTA. They approve our funding, and then we can contract with applicant organizations across Arkansas to provide funding to enable each approved agency to provide services to their clients."



ANYONE IN A TRANSIT SYSTEM'S SERVICE AREA IS ELIGIBLE TO USE THE RURAL PROGRAM. THERE IS NO AGE LIMIT AND NO INCOME GUIDELINES.



(L. to R.) Bud Laumer, AHTD Public Transportation Specialist, demonstrates operation of a lift to John Buck and Greg Smith of the Elizabeth Richardson Center in Springdale.

The Department's involvement doesn't stop there. Each active vehicle purchased with Federal funds is inspected on a routine basis to ensure vehicles are properly maintained and safe to transport passengers.

"We have two staff members assigned to vehicle quality control whose job it is to go on location and inspect the vehicles we give out each year. They insure the vehicles are in good operating condition and care is being taken in mechanical maintenance areas as well as cleanliness," McMillen comments.

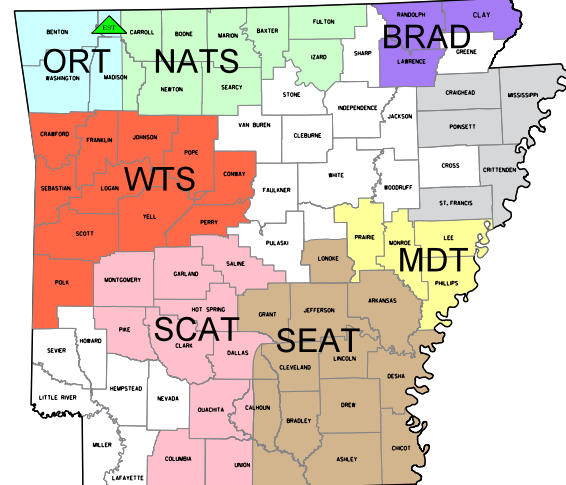
RURAL PROGRAM

This Federal program provides capital, operating and administration assistance to areas with populations under 50,000 persons. Funds are used for transit systems that are open to the public and typically support deviated fixed routes and demand response systems.

"Anyone in a transit system's service area is eligible to use this program," McMillen states. "As long as you give them proper notice and schedule a trip, they will come pick you up, take you where you need to go and bring you back. There is no age limit and no income guidelines. Just a simple phone call does it."

RURAL TRANSIT SYSTEMS IN ARKANSAS

- BRAD Public Transit
- Mid-Delta Transit
- North East Arkansas Transit
- North Arkansas Transit
- Ozark Regional Transit, Inc.
- South Central Arkansas Transit
- Southeast Arkansas Transit
- Western Transit System
- Eureka Springs Transit



There are currently nine rural public transit systems in Arkansas; two of which were added in the last four years.

"We would love to fill in the unserved areas on our map and cover the entire state. The big hurdle for potential provider agencies is their ability to match the Federal money. They must match the federal dollars that are available: the operating match ratio is 50-50; administration 80-20; and capital is 80-20."

THE URBANIZED AREA PROGRAM

Though not administered by the Department, the urban transit program provides capital and operating assistance to areas with populations over 50,000 persons. These funds are for transit systems that are open to the public and may support fixed route and demand response systems. There are currently eight urbanized transit systems in Arkansas.

THE INNER CITY PROGRAM

This program provides funding to private for-profit agencies providing intercity transit service.

"This program is for organizations like Greyhound Lines, Jefferson Lines or Kerrville Bus Company," McMillen adds. "They actually sell tickets to the public for individual transportation needs. It enables connectivity from rural areas to cities across the country."

METROPOLITAN PLANNING ORGANIZATIONS

In 1973, the Federal Transportation Act required that each urbanized area establish a Metropolitan Planning Organization (MPO). An MPO is an organization of primarily local elected officials

and representatives from public transportation agencies who provide a forum for local decision-making on transportation issues.

MPOs receive FTA funds through the Department to support the comprehensive planning program for making transportation investment decisions in MPO areas.

"There are certain planning requirements in the area of transportation that have to be met before areas with a population of over 50,000 can utilize any Federal dollars," McMillen states.

"Future transportation plans in these local areas have to be documented in order to use funding for improvements in the MPO areas."

There are eight MPOs in Arkansas.



Patricia Slater, AHTD FTA Grants Officer, goes over paperwork with Billy Williams, Maintenance Coordinator with Phillips County Development Center.



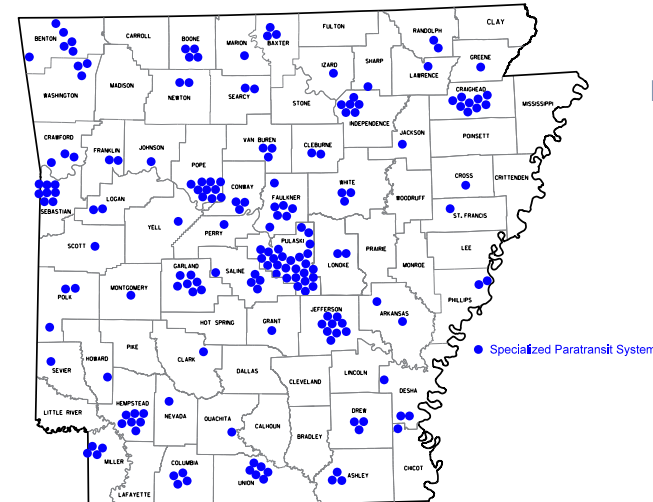
THE ARKANSAS TRANSIT ASSOCIATION

The Arkansas Transit Association (ATA) was incorporated in 1980 as a 501(c)(3) non-profit trade association to provide technical assistance and training for Arkansas' public transit systems. From the beginning, the ATA has partnered with the Department to advance safe passenger transportation.

"We have a very good relationship with the ATA," McMillen continues. "They provide technical training for our transportation providers across the State. It's a valuable service and the most efficient way that we can provide the training. Our transportation providers get top quality training that keeps them in compliance with all Federal and State regulations. Transportation providers also receive training in risk management to help them manage their liability exposure. It's the best

(continued on page 18)

TRANSPORTATION PROVIDERS FOR SENIORS AND INDIVIDUALS WITH DISABILITIES





and most cost effective way to do this. We encourage all of our providers to become a member and to get the training. The ATA will train at their location in North Little Rock or go on site to some of these agencies."

The ATA has a nationally-recognized Training Program that specializes in passenger transportation safety. A variety of low-cost courses are also offered to ATA members.

The association has approximately 250 members including 17 urban and rural transit agencies, community service organizations transporting passengers, private passenger carriers, State agencies and industry vendors.

(L.) Terry Combs and (R.) Robin Burkhardt with St. Bernard's Healthcare System receive a new van from Bud Laumer (CENTER).



Now under construction is a new Demonstration Building designed specifically for the purpose of transferring new vehicles to the agencies receiving them.

"We are very excited about that," McMillen stated. "In the past we have had to use the general parking lot to show people how to operate their new vehicles, how to operate lifts, etc. Soon we will have a new building providing a more user friendly service to external customers. When organizations come from across the State to pick up their vehicle, we can demonstrate all the commonly used components in the new demonstration building. The building will have two bay doors so you can drive in one side and out the other. It's very important to us to service our external customers and make as smooth and easy procedure in obtaining a vehicle as possible. This demonstration building will be a big help!"

The new space will have a bay where vehicles can be washed on the day they are picked up and it also will feature a secure parking lot with oversized spaces that will accommodate all sizes of the new vehicles that are waiting to be picked up by provider agencies.

BY THE NUMBERS

Since 1965, Arkansas' transit agencies have received approximately \$600 million in FTA/FHWA funds to support transit planning, training, capital, administrative and operating activities. Approximately \$300 million of State and local funds have contributed to transit operations in the State of Arkansas.

There are over 800 active vehicles provided by the AHTD in the hands of Arkansas non-profits or cities serving seniors or individuals with disabilities,

Over 200 vehicles are in use in the Rural Area Formula Program.

"We are excited about the future," McMillen concludes. "There is a great deal of value in these programs and we are pleased with the direction these programs are going. We want these agencies to succeed. The bottom line is to provide transportation and mobility to the most vulnerable portion of our population." ■

"The ATA is second only to California in membership. They provide a vital service and it is a very active program," McMillen adds.

BUILDING FOR THE FUTURE

The Public Transportation Programs Section is very active as well, which is reflected in the recent growth at the Department's Central Office in Little Rock.

The Department's new Public Transportation Administration Facility opened in late 2013 and houses the section staff. There is also space to provide training for external customers from across the State.

HERE ARE OVER 800 ACTIVE VEHICLES PROVIDED BY THE AHTD IN THE HANDS OF ARKANSAS NON-PROFITS OR CITIES SERVING SENIORS OR INDIVIDUALS WITH DISABILITIES.



Garvan Woodland Gardens
Photo Courtesy AR Parks & Tourism

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.

- NOVEMBER 14 - 16**
26TH ANNUAL FALL ANTIQUE SHOW & SALE
Inn of the Ozarks
Eureka Springs, AR
- NOVEMBER 21 - DECEMBER 31** *
HOLIDAY LIGHTS 2014
Garvan Woodland Gardens
Hot Springs, AR
- NOVEMBER 28 - 30** *
17TH ANNUAL MOUNTAIN RENDEZVOUS
Petit Jean State Park
Morriston, AR
- NOVEMBER 28 - 29** *
79TH ANNUAL WORLD'S CHAMPIONSHIP DUCK CALLING CONTEST & WINGS OVER THE PRAIRIE FESTIVAL
Downtown
Stuttgart, AR
- DECEMBER 5 - 7**
ARKANSAS CRAFT GUILD'S 36TH ANNUAL CHRISTMAS SHOWCASE
Statehouse Convention Center
Little Rock, AR
- DECEMBER 11 - 14**
ENCORE: 50 YEARS ON STAGE AT THE SAAC
South Arkansas Arts Center
El Dorado, AR
- DECEMBER 13**
FORT SMITH TROLLEY MUSEUM'S ANNUAL POLAR EXPRESS
100 S. 4th Street
Fort Smith, AR
- DECEMBER 20** *
RANDY NEWMAN WITH THE CONWAY SYMPHONY ORCHESTRA
University of Central Arkansas
Reynolds Performance Hall
Conway, AR



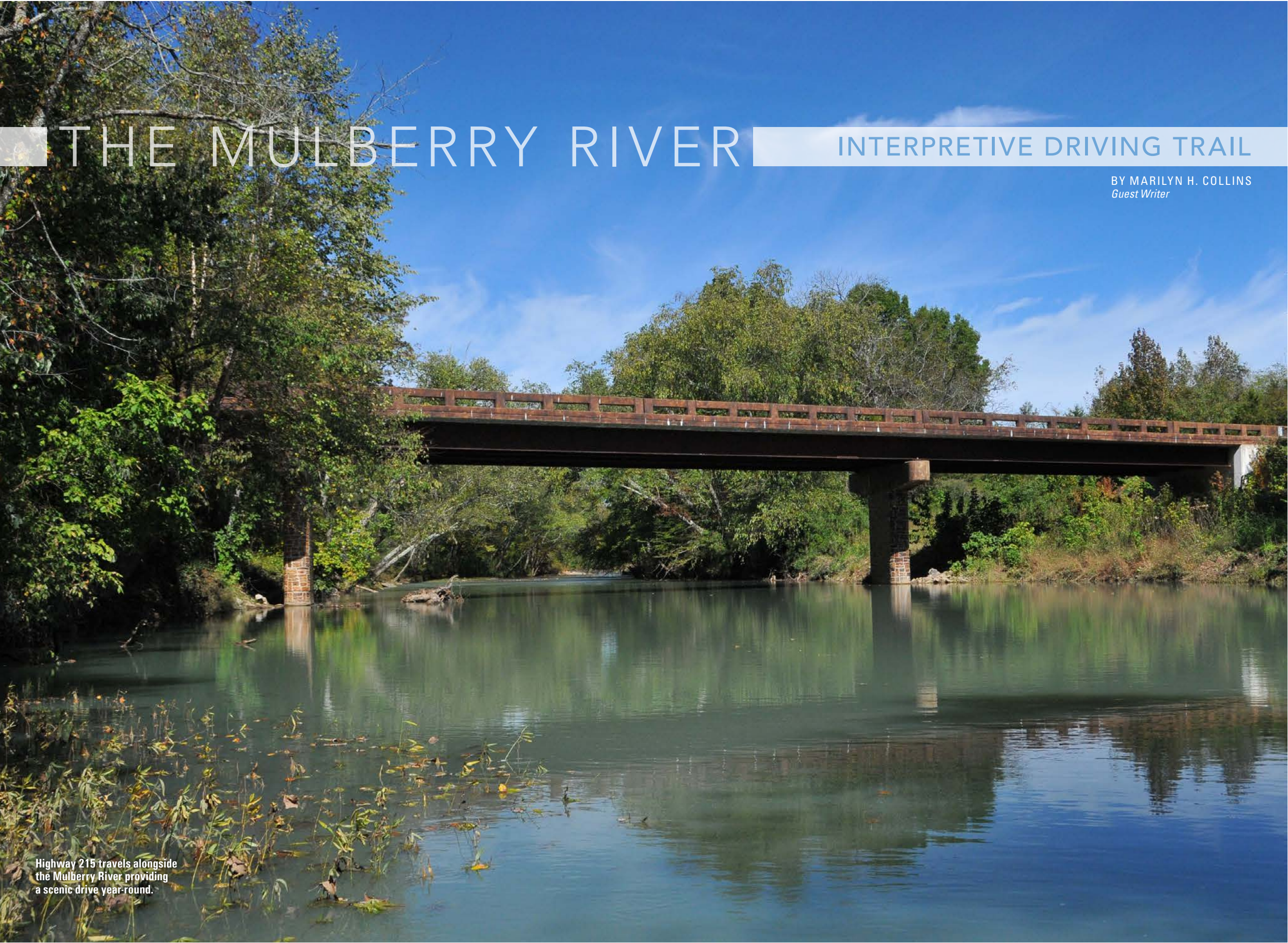
Pioneer Rendezvous



Duck Calling



Randy Newman



THE MULBERRY RIVER

INTERPRETIVE DRIVING TRAIL

BY MARILYN H. COLLINS
Guest Writer



THE FLOWING WATER OF THE 55-MILE MULBERRY RIVER offers an Ozark view not experienced by many. The river twists and turns around rock ledges, beneath scenic overlooks, and reveals the geological history and cultural heritage of Johnson and Franklin Counties.

To the delight of today's canoeists and campers, the river earns its wild ranking—Class II/III, and name as a National Wild and Scenic River awarded by the General Assembly in 1992. During the spring, water levels are high and challenge the most adventurous. Water calms during the summer months giving a playground for visitors to swim, float, skip rocks, and fish. Visitors enjoy watching for a sighting of black bears. The river area has one of the largest black bear habitats in Arkansas.

But beyond the scenic Ozark beauty of this pristine waterway are remnants of our past. Dr. Mary Brennan and Matt Pfeifler, both with the Ozark-St. Francis National Forests, will lead a Mulberry River Interpretive Driving Trail tour on Tuesday, December 2nd. The tour covers approximately 18 miles of Highway 215 paralleling the river between Highway 23 (the Pig Trail) in Franklin County near Cass and Highway 103 in Johnson County, near Oark.

(continued on page 22)

Highway 215 travels alongside the Mulberry River providing a scenic drive year-round.

THE MULBERRY RIVER AREA HAS
ONE OF THE LARGEST **BLACK BEAR**
HABITATS IN ARKANSAS.



Photo Courtesy AR Parks & Tourism

The tour route has been nominated by the Ozark-St. Francis National Forests as a Forest Service Scenic Byway. There are 12 interpretive panels along the tour route. Sponsored by the Osher Lifelong Learning Institute (OLLI) of the University of Arkansas, the group will make several stops along the way. Each stop will take the time to discuss the panels and view the significance of each area.

Those who want to travel the trail as a group will board buses at Sam's Club by the Garland (Highway 112) Exit off Interstate 49 in Fayetteville (call the OLLI office for more details). The tour begins at the western portal (Highway 215 near Cass) and will conclude at Oark. The tour ends with a special treat at the Oark General Store, famous for their burgers and pies. Established in 1890, the store is listed on the Arkansas Register of Historic Places.

Dr. Brennan is an Archeologist for the Pleasant Hill, Boston Mountain, and Mt. Magazine Ranger Districts. She has a Ph.D. in Anthropology from the University of Arkansas. Her research interests include the archeology of the Ozarks and upland South, constructions of kinship, community, identity and memory, and public interpretation of place and memory. Matt Pfeifler is the Recreation Manager for the Pleasant Hill Ranger District and holds a degree in Wildlife Biology from Arkansas Tech University. Panels along the tour interpret the cultural landscape and changes made by humans over thousands of years as they used and shaped the land for their own purposes.

(continued on page 24)

SPOTS TO STOP

POINTS OF INTEREST ON HIGHWAY 215
ALONG THE INTERPRETIVE DRIVING TRAIL INCLUDE:

**REDDING RECREATION AREA/
SPY ROCK TRAILHEAD**

Redding Recreation Area is a developed campground located up the bank from the Mulberry River. It features an improved rock canoe launch reminiscent of structures constructed in the 1930s-early 1940s by the Civilian Conservation Corps. The Spy Rock trailhead, located in Redding campground, is an eight-mile loop trail that connects with the Ozarks Highlands Trail and features several waterfalls and a vista of the Mulberry River valley from Spy Rock, reportedly a strategic vantage point during the Civil War. Signage at Redding Campground interprets historic settlement along the Mulberry River and nearby Hill Cemetery.

INDIAN CREEK CANOE LAUNCH

Indian Creek Canoe Launch is a convenient access point for boaters on the Mulberry River and hikers on the Ozark Highlands Trail. Signage here interprets local impacts of the Civil War.

HIGH BANK CANOE LAUNCH

High Bank Canoe Launch provides river access to the Mulberry River. Signage here interprets prehistoric and historic period occupation of the Ozarks and the importance of preserving archeological landscapes.

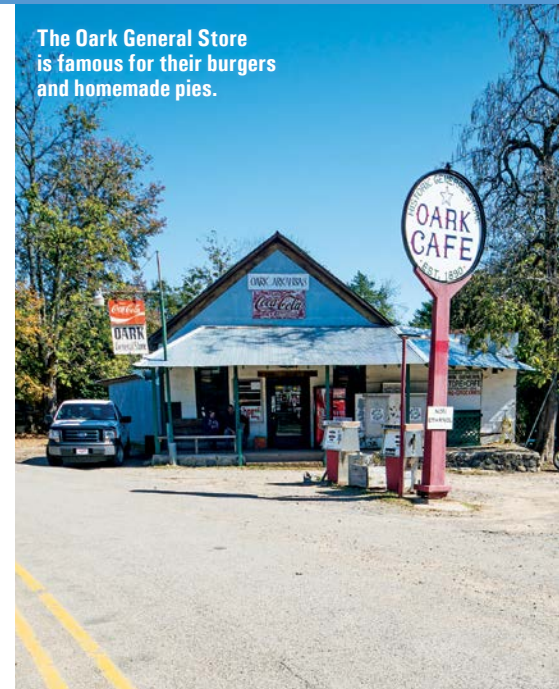
YALE STORE

Today an undeveloped river access point, this is the site of the former Yale store located at the confluence of the Mulberry River and Little Mulberry Creek. The landscape here contains remains of an early 20th century store and post office, and signage interprets schools, churches, and social life along the Mulberry River.

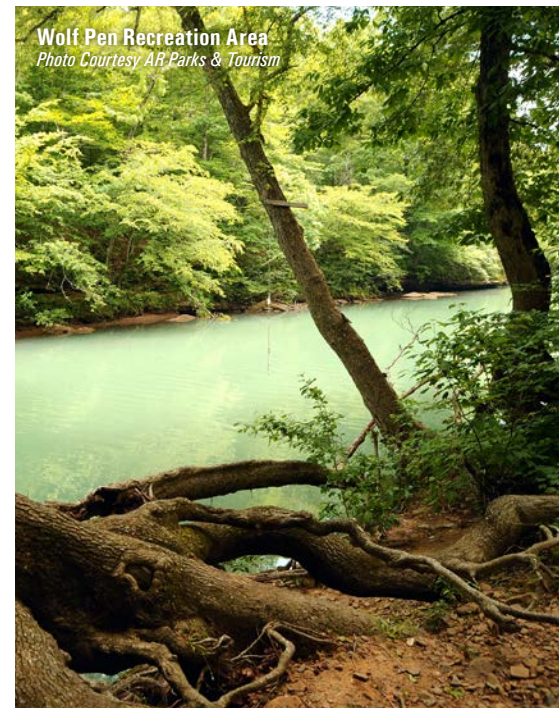
WOLF PEN RECREATION AREA

Wolf Pen Recreation Area, a semi-developed campground and picnic area, is the uppermost river access point for the floatable section of the Mulberry River. Signage here interprets the Civilian Conservation Corps and early Forest Service management.

The Oark General Store is famous for their burgers and homemade pies.



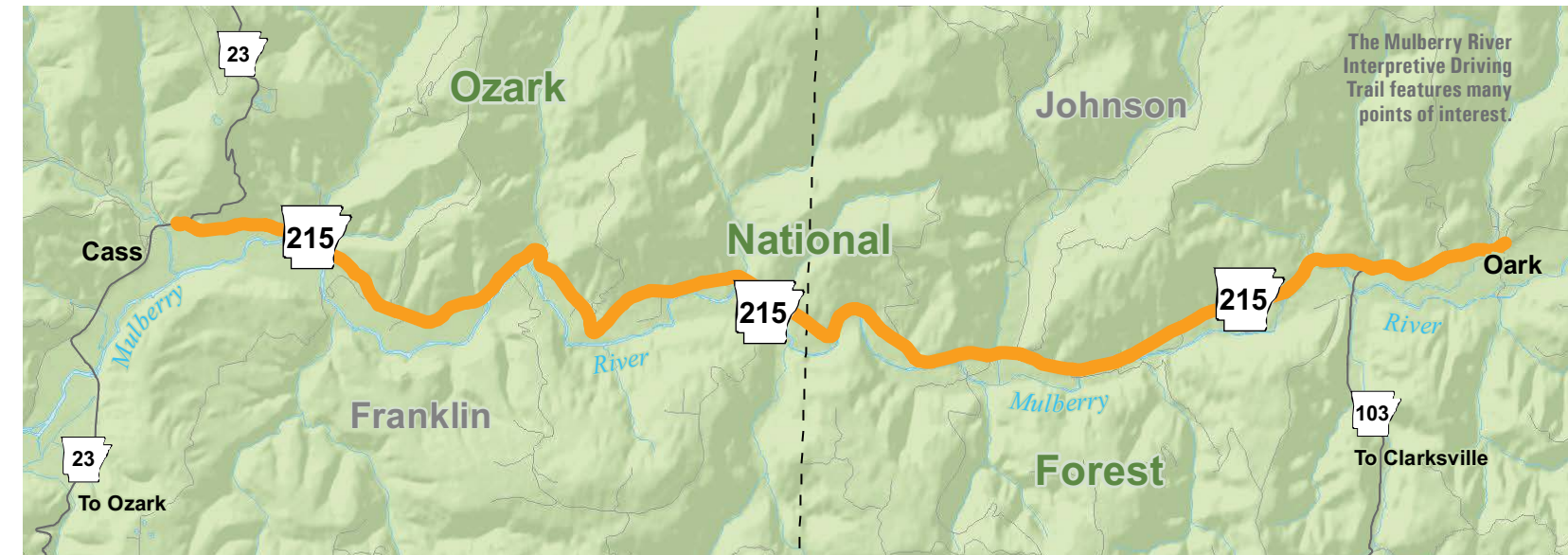
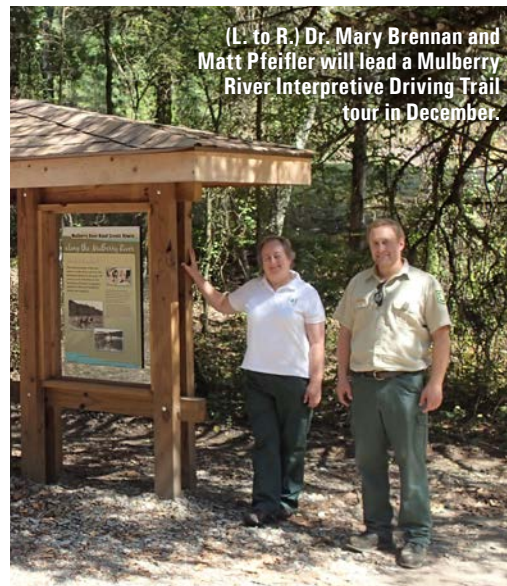
Wolf Pen Recreation Area
Photo Courtesy AR Parks & Tourism



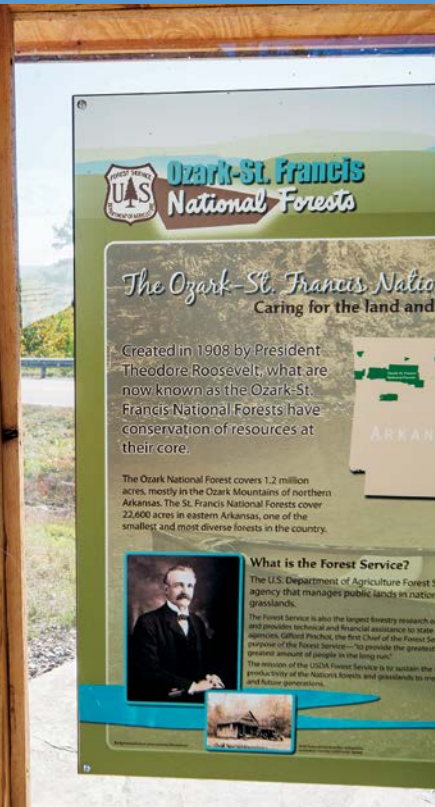
The Mulberry River as seen from one of the interpretive panels along the Driving Trail.



(L. to R.) Dr. Mary Brennan and Matt Pfeifler will lead a Mulberry River Interpretive Driving Trail tour in December.



Interpretive panels are placed all along the tour route.



Enjoying a canoe ride on the Mulberry River.
Photo Courtesy AR Parks & Tourism



Archeological evidence indicates people may have been in the Mulberry River valley area for at least 10,000 years. The landscape is dotted with remains of past human use and occupation. Ancestors of the American Indians left their mark across the Ozarks, leaving behind rock art, stone tools, and other artifacts that provide us with information about their lives and survival strategies. Traces remain of Civil War guerilla warfare, long ago pioneer homes evidenced by foundation stones still outlined by flowers, and cemeteries scattered among the hillsides that silently keep the names of early settlers. Participants will also learn about the roles of the Civilian Conservation Corps and early Forest Management in shaping this landscape along the trail.

“People have strong attachments to the Mulberry River Valley landscape,” said Dr. Brennan. “While many people visit here to participate in recreational opportunities, others return as descendants of the pioneer families who settled here a hundred years or more ago. Many people who live and work this area today are third and fourth generation residents. People’s attachments to this landscape, or their senses of place here, are very strong.”

Matt Pfeifler, a third generation Oark resident, agreed. “The Mulberry River was an important part of my childhood and my family’s lives. As a Recreation Manager for the Forest, I understand it’s important that people have opportunities to appreciate and experience this place”.

The Mulberry River Interpretive Driving Trail was developed in partnership between the Ozark-St. Francis National Forests, the Federal Highway Administration, the Arkansas State Highway and Transportation Department, Arkansas Game and Fish Commission, Cass Job Corps, Mulberry Mountain, and Turner Bend.

The Ozark-St. Francis National Forests plans an official Grand Opening of the Mulberry River Interpretive Driving Trail for Spring 2015. Watch their webpage at www.fs.usda.gov/osfnf/ for upcoming details.

For information contact OLLI at www.oli.uark.edu or call 479-575-4545. ■

Marilyn H. Collin is an author, writing coach and OLLI instructor. www.chspublishing.com, www.mentorsforwriters.com.



The Mulberry River was named a National Wild and Scenic River by the General Assembly in 1992.



ON THE MAP

SPENDING TIME WITH AN ARKANSAS HIGHWAY MAP CAN BE INTERESTING. THE FOLLOWING IS THE NAME OF AN ACTUAL TOWN IN ARKANSAS! HAVE YOU EVER VISITED HERE?

NEW HIGHWAY 5 BRIDGE Dedicated at Norfolk

Highway Commissioner Dick Trammel and AHTD Director Scott Bennett joined several local officials and a large crowd of hometown folks for the October 15th dedication of the new Highway 5 Norfolk Bridge.

Norfolk Mayor Jim Reeves welcomed the gathering. Justice of the Peace Leon Alexander, Baxter County Judge Mickey Pendergrass and Senator Missy Irvin shared the stage. Music was provided by the Norfolk High School Band.

The new bridge is a \$4.5 million project by Pace Construction Company started in late 2012. It spans 500 feet over the Norfolk River.



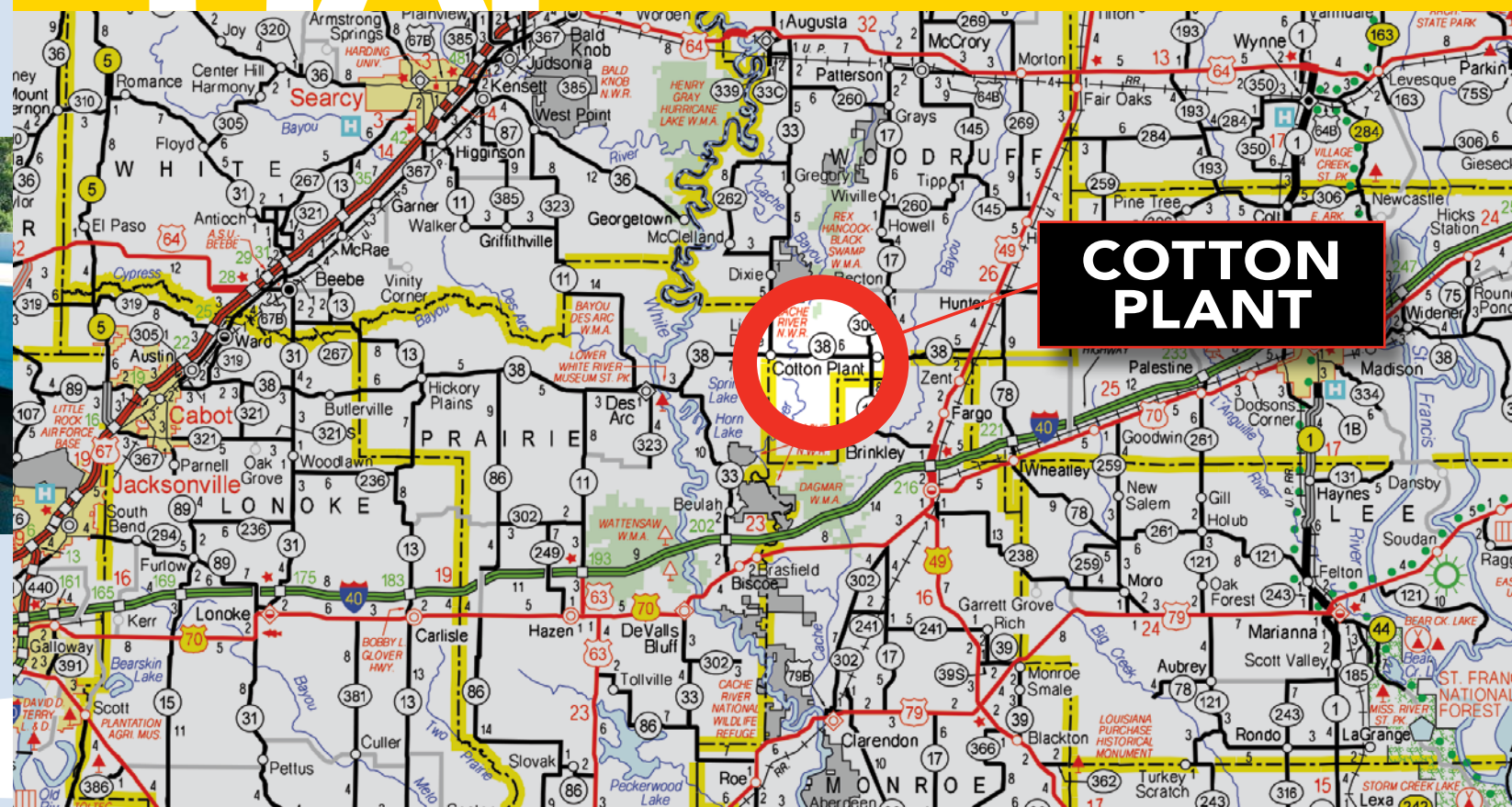
(Above) Motorists travel across the new Highway 5 Norfolk Bridge.

(Right) Officials cut the ribbon on the new Highway 5 Norfolk Bridge on October 15th.



The old bridge was built in 1936 and was on the National Register of Historic Bridges, but AHTD identified the bridge as structurally deficient and moved for replacement.

Commissioner Trammel noted that in just the past 10 years, almost \$40 million in highway projects have been completed in Baxter County. He added that an estimated \$5.3 million widening project on Highway 201 was scheduled. ■



COTTON PLANT

LOCATED IN EASTERN ARKANSAS, HALFWAY BETWEEN LITTLE ROCK AND MEMPHIS, IS THE TOWN OF COTTON PLANT. AS ONE COULD GUESS, THIS TOWN GREW TO PROSPERITY ON ITS COTTON CROPS BEGINNING IN THE EARLY 1800S.

Settlers first came to the area, originally known as Richmond, in 1820. A blacksmith shop and a grocery store were established at that time. In 1846, William Lynch arrived and built a house and store. He planted cottonseed next to his store and it flourished. It was a new crop to the area and people became interested in growing it. By 1852, when the first post office was built, the community had become known as Cotton Plant. It became a large and bustling economic and culture center for Woodruff County.

Confederate and Union troops clashed in "The Battle of Cotton Plant" in July of 1862. Hundreds of soldiers lost their lives.

A railroad line came to Cotton Plant in 1881. By 1890, the town was shipping out thousands of tons of cottonseed and bales of cotton. The timber industry also flourished with five sawmills, and seven woodworking factories operating in town.

The community survived the Depression and World War II and had its greatest prosperity in the 1950s.

School consolidation and an economic downturn caused a drastic drop in Cotton Plant's population in the 1970s. Today, the high school is closed but the elementary school remains open. Few businesses remain open but families still live in the area.

Cotton Plant was the birthplace of a well-known gospel music singer known as Sister Rosetta Tharpe (1915-1973). She performed spirituals, hillbilly and boogie woogie music in the thirties and forties often backed by popular big jazz bands. She had an impressionable stage presence with her electric guitar, colorful clothing and flame-red hair. It is said she had a significant influence on up and coming musicians such as Elvis Presley and Jerry Lee Lewis. ■

Information provided by The Encyclopedia of Arkansas History and Culture at www.encyclopediaofarkansas.net.

Dear AHFD,

I write to congratulate Arkansas Highway Police Sergeant Jeff Smith for his work on a recent drug enforcement case that resulted in the defendant being convicted.

Sergeant Jeff Smith was conducting surveillance on a known drug trafficking route when he stopped the defendant's vehicle in Crawford County, Arkansas. Sergeant Smith noticed that the vehicle was altered and suspected it had a false floor. He discovered \$1,168,000 in cash wrapped in bundles in a secret compartment.

Sergeant Smith traveled to Maryland and testified at the trial. His excellent investigation and his thorough testimony led to the jury returning the verdicts of guilty on all counts.

Assistant U.S. Attorneys Andrea Smith and Bonnie Greenburg, and former Assistant U.S. Attorney Peter Nothstein, join me in expressing our appreciation to Sergeant Smith for his superb work on this case.

Sincerely,

Rod J. Rosenstein
United States Attorney
District of Maryland

SEVEN-DAY MAN HUNT

I am writing regarding the walk-off at the Southwest Arkansas Community Correction Center several days ago. During the seven day ordeal, I saw several different agencies working with us in a group effort to catch the individual. In my 42 years with the Department of Correction, this is the first time I can remember employees of your agency being involved, and I deeply appreciate their assistance. I will never forget the hours they put in and the assistance they rendered. It was a total team effort that brought this incident to a close with no injuries to anyone. Please thank those involved in working with us in the successful effort.

Sincerely,
Jerry Campbell
Warden

EDITOR'S NOTE: The Arkansas Highway Police officers that were involved in the man hunt were: SGT Steve Atchley, CPL Fred Ware, CPL Robert Johnson, CPL Daniel Morales, PFC Justin Smith, and PFC Cameron Petross.

THANK YOU!

Recently, I was traveling on Interstate 55 going north of Memphis, Tennessee around 6:00 P.M. I came to the section of the freeway where there was a warning about construction ahead and all traffic would need to merge to the left lane. I was in the center lane, made a quick decision, signaled and moved to the left lane. (I realized later that I should have waited a little bit to move over to that lane.) About the same time, there was a vehicle approaching me from behind at about 80 or more miles an hour. My next thought was he was going to smash into me or harass me by tailgating me for the next mile or so for moving ahead of him in that lane. But then shortly ahead was one of your State patrol cars with flashing lights and immediately the guy behind me put his brakes on and acted like an outstanding citizen driver. I was thanking God for you being there. That is an excellent idea that you have of putting a patrol car with flashing lights to warn people to slow down.

Sincerely,

Spencer Daniel
Franklin, Wisconsin

GREAT WELCOME CENTER

We've stopped at many Welcome Centers, but your Van Buren/Fort Smith location is magnificent! We drove from the Tampa, Florida area to Tulsa, Oklahoma. The staff are also friendly and knowledgeable!

Sincerely,

Stanly Stampfli
Zephyrhills, Florida

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. The list below serves as a record of past meetings. A list of upcoming meetings can be found at www.ArkansasHighways.com, under the "Upcoming Events" section.



PUBLIC MEETINGS AUG. 2014 - OCT. 2014

- 1** *Construction Topic:*
INTERSTATE 30
CROOKED CREEK CHANNEL CLEARING
Little Rock, AR
Meeting Location/Date:
Geyer Springs First Baptist Church
August 21, 2014
- 2** *Construction Topic:*
HIGHWAYS 16 & 36
TWO LANE CONNECTOR
Searcy, AR
Meeting Location/Date:
Searcy High School
August 21, 2014
- 3** *Construction Topic:*
HIGHWAY 5
WIDENING TO FIVE LANES
Bryant
Meeting Location/Date:
Grace Church
September 18, 2014
- 4** *Construction Topic:*
INTERSTATE 49
WIDENING TO SIX LANES
Fayetteville, AR
Meeting Location/Date:
Asbell Elementary School
September 25, 2014
- 5** *Construction Topic:*
HIGHWAY 25
RELOCATION AND WIDEN TO FIVE LANES
Conway
Meeting Location/Date:
Don Owens Sports Center
September 30, 2014
- 6** *Construction Topic:*
HIGHWAY 82
WIDENING TO THREE LANES
Stamps, AR
Meeting Location/Date:
City Hall
October 9, 2014
- 7** *Construction Topic:*
HIGHWAY 63
BRIDGE REPLACEMENTS
Hardy, AR
Meeting Location/Date:
City Hall
October 16, 2014

DISTRICT 1

CONSTRUCTION




CORNER

Following a harsh winter and an unusually wet spring and summer, work on Interstate 40 in West Memphis is progressing nicely.

This project is reconstructing two miles of Interstate 40 and rehabilitating six bridges just east of the Interstate 40/55 interchange. The location has one of the highest truck volumes in the nation and crews have worked successfully even with traffic going by from both Interstate 40 and Interstate 55.

The project was awarded to Koss Construction Company of Topeka, Kansas, in late 2013 for approximately \$32 million. Crews are halfway finished with construction and anticipate completion in the winter of 2014.

This West Memphis project is part of the 2011 Interstate Rehabilitation Program that is improving 455 miles of Arkansas' Interstates. 

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.

AHTD
PEOPLE

NEW EMPLOYEES

CONSTRUCTION • John Hughes, Construction Helper

EQUIPMENT & PROCUREMENT • Kerri Grider, Office Administrative Assistant I

HUMAN RESOURCES • Casey McCarthy, Office Administrative Assistant I; Kris Treadway, Electrical Plumbing & Mechanical Repairer

STATE AID • John Borgeson, Engineer

DISTRICT ONE • Samantha Jackson, General Laborer

DISTRICT TWO • Roger Blackmon, General Laborer; Brandon Cowling, General Laborer; Taci Gilliam, General Laborer; Andrew Jones, General Laborer; Aron Rogers, General Laborer

DISTRICT FOUR • Tyler Brewton, General Laborer; Casey Pershall, Seasonal Employee; Tyler Franklin, General Laborer

DISTRICT FIVE • Donna Betz, General Laborer; David Brock, Single Axle Truck Driver; Brian Dement, Single Axle Truck Driver; Tyler Phillips, Single Axle Truck Driver; Steven Shrable, Single Axle Truck Driver

DISTRICT SIX • Marc Roberts, Single Axle Truck Driver; Alex Perry, General Laborer; Justin Jones, General Laborer; Carl Kilgore, Single Axle Truck Driver; Cody Long, General Laborer

DISTRICT SEVEN • Stephen Henson, Single Axle Truck Driver; Eric Smith, Single Axle Truck Driver; Steven Dodson, General Laborer; John Gullely, Single Axle Truck Driver; Jeremy Launius, General Laborer; Winfred Thompson, Single Axle Truck Driver; James Ragan, General Laborer; Stephen Smith, General Laborer

DISTRICT EIGHT • Jacob Chronister, Single Axle Truck Driver; Dennis Brown, Single Axle Truck Driver; Eric Clancy, Single Axle Truck Driver; James Rowe, Single Axle Truck Driver; Jonathon Gates, Single Axle Truck Driver; Blake Reed, General Laborer

DISTRICT NINE • Tammy Raulston, Janitor; Kenneth Davis, General Laborer; Doyn Trammell, General Laborer; William Gann, General Laborer; Blaine Matthey, General Laborer

DISTRICT TEN • Timothy Augustine, General Laborer; Allan Richard, General Laborer

PROMOTIONS

BRIDGE • Kyle Yeary, Staff Bridge Design Engineer

COMPUTER SERVICES • Terry Young, Network Technician II

FISCAL SERVICES • Cabrina Drake, Payroll Specialist

HEAVY BRIDGE • Ronnie Honeycutt, Bridge Repairer II

INTERNAL AUDIT • Amber Leah Davis, Office Administrative Assistant IV

LEGAL • Evelyn Allison, Legal Aide

MATERIALS • Stanley Bates, Geotechnical Aide II

PERMITS • James Thomas, Arkansas Highway Police Captain

SYSTEM INFORMATION & RESEARCH • Tara Dixon, Office Administrative Assistant V; David Greenwood, Engineering Student Intern; Thomas Nation, Staff Administrative Assistant

DISTRICT ONE • Stephen Callicott, District Construction Engineer; Mark English, Construction Aide II; Joey Hinson, Area Maintenance Supervisor; Jay Tooke, Assistant Resident Engineer

DISTRICT TWO • Calvin Ashcraft, Crew Leader; Rocky Beatty, Motor Patrol Operator; James Ferguson, Motor Patrol Operator/Finish; Robert James, Maintenance Aide II; Terry King, Motor Patrol Operator/Finish; Donell Massey, Multi-Axle Truck Driver; Jimmy Renfro, Area Headquarters Attendant

DISTRICT THREE • Andrew Rogers, Multi-Axle Truck Driver

DISTRICT FOUR • Jeremy Bowles, Area Maintenance Supervisor; Marty Dedmon, Multi-Axle Truck Driver; Brian Powell, Construction Project Coordinator; Ricky Vaughn, Multi-Axle Truck Driver

DISTRICT FIVE • Karrie Ausbrooks, Construction Aide I; Josh Barnette, Backhoe/Front End Loader; Tracy Broadway, Maintenance Aide II; Billy Calkin, Body Repairer and Painter; Timothy Hoover, Multi-Axle Truck Driver; Alan Love, Maintenance Aide I; Nicholas Wommack, Construction Aide I

DISTRICT SIX • Levar Brown, Senior Construction Materials Inspector; Jared Bymaster, Construction Field Engineer I; Kenneth Freeman, Crew Leader; Richard Vail, Motor Patrol Operator; Norman Walker, Maintenance Aide I

DISTRICT SEVEN • Randy Hopper, Single Axle Truck Driver; Thomas Kanipe, Bridge Repairer I; Joe Plyler, Assistant Resident Engineer; Larry Proctor, Multi-Axle Truck Driver

DISTRICT EIGHT • Jacob Chronister, Single Axle Truck Driver; Luke Cowsert, Distributor/Roller Operator; Jimmy Fowler, Multi-Axle Truck Driver; William Fowler, Bridge Repairer I; Cameron Hamrick, Bridge Repairer I; Abner Perdomo, Bridge Repairer I; David Selby, Construction Aide II; David Stewart, Construction Materials Inspector; Stanley Stone, Multi-Axle Truck Driver

DISTRICT NINE • Cody Nelson, Single Axle Truck Driver; Carla Sharp, Spreader Operator; Rick Watson, Storeroom Supervisor

DISTRICT TEN • Kevin Allison, Bridge Repairer I; John Bigham, Construction Aide I; Michael Brown, Maintenance Aide II; Jesse Carter, Distributor Operator; Marcus Davis, Senior Mechanic; James Golden, Backhoe/Front End Loader Operator; Jonathan Hickman, Multi-Axle Truck Driver; Edward Hooper, Multi-Axle Truck Driver; Marvin Jolly, Maintenance Aide I; Windell Rawls, Senior Mechanic; John Wamock, Construction Aide I; Corey Weatherford, Maintenance Aide II

SERVICE

ARKANSAS HIGHWAY POLICE • Eddy Bush, AHP First Lieutenant, 35 yrs; Ned Ward, AHP Sergeant, 30 yrs; Stanley Griffin, AHP Sergeant, 30 yrs; Renee Hill, Data Collection Technician, 20 yrs; Ronald Burnett Jr., AHP Corporal, 15 yrs

CONSTRUCTION • Anthony Cossey, Construction Aide I, 15 yrs; Gary Franks, Inspector, 15 yrs; Janet Harris, Office Administrative Assistant I, Teresa Wright, Staff Construction Engineer, 10 yrs; Kyle Lasater, Construction Aide II, 10 yrs; Logan Hardin, Advanced Construction Field Engineer, 10 yrs; Lance Bowers, Advanced Construction Field Engineer, 5 yrs

EQUIPMENT & PROCUREMENT • Melissa Bradford, Division Bookkeeper, 35 yrs; Mark Holloman, Fleet Manager, 35 yrs

FISCAL SERVICES • Sheri Carter, Payroll Specialist, 10 yrs

LEGAL • William Wharton, Staff Attorney, 20 yrs

PERMITS • Sherry Kling, Administrative Aide V, 20 yrs

RIGHT OF WAY • Donna McCloud, Abstractor, 10 yrs; Regina Sikora, Relocation Coordinator I, 5 yrs

STATE AID • Charles Rainey, Senior Designer, 40 yrs

TRANSPORTATION PLANNING & POLICY • Tracy Covington, Transportation Management Analyst I, 15 yrs

DISTRICT ONE • Larry Hall, Maintenance Aide II, 35 yrs; Andrew Blocker, Multi-Axle Truck Driver, 10 yrs; Joshua Nicholson, Assistant Bridge Inspector, 10 yrs

DISTRICT TWO • Vernon Fisher, Crew Leader, 35 yrs; Willie Patrick, Paver Operator, 25 yrs; Jackqualin Sterrett, Crew Leader, 20 yrs; John Haynes, Motor Patrol Operator/Finish, 20 yrs; Christopher Penny, Sign Crew Supervisor, 20 yrs; Dorothy Hargraves, Distributor/Roller Operator, 20 yrs; Damaris Mims, Parts Runner, 15 yrs; Yvonne Fowler, Single Axle Truck Driver, 15 yrs; Rickie Bratton Jr., Assistant Bridge Inspector, 10 yrs; Craig Uranga, Crane Operator/Finish, 10 yrs

DISTRICT THREE • Chris Clayton, Bridge Repairer II, 10 yrs; Bradley McJunkins, Backhoe/Front End Loader Operator, 10 yrs; Heather Simmons, Motor Patrol Operator, 10 yrs

DISTRICT FOUR • Jimmie Jetton, Motor Patrol Operator/Finish, 10 yrs; Nathan Reed, Area Headquarters Attendant, 10 yrs

DISTRICT FIVE • Kevin Hardaway, Maintenance Aide II, 25 yrs; Doris Barkley, Area Headquarters Attendant, 10 yrs; Rodney Barnett, Bridge Repairer, 10 yrs; Howard McLaughlin, Multi-Axle Truck Driver, 10 yrs

DISTRICT SIX • Terry Trotter, Area Maintenance Supervisor, 20 yrs; Walter Diamond, Maintenance Aide II, 15 yrs; Anja Stokes, Maintenance Aide I, 10 yrs; Eric Bearfield, Guard, 10 yrs

DISTRICT SEVEN • Cedric Burris, Motor Patrol Operator/Finish, 25 yrs; Robert Berry, Motor Patrol Operator/Finish, 15 yrs; Lane Brian, Multi-Axle Truck Driver, 15 yrs

DISTRICT EIGHT • James Rankin, Maintenance Aide II, 25 yrs

DISTRICT NINE • Willard Crow, Area Headquarters Attendant, 20 yrs; Angela Harris, Backhoe/Front End Loader Operator, 10 yrs; Chanda Horton, Multi-Axle Truck Driver, 5 yrs; Dallas Hill, Sign Erector, 5 yrs

RETIREMENT

HEAVY BRIDGE • Kennedy Ezell, Bridge Repairer II, 13+ yrs

PROGRAM MANAGEMENT • Bill Bradberry, Staff Planning Engineer, 28+ yrs; James Douglas Sr., Program Administration Coordinator, 37+ yrs

PUBLIC INFORMATION • India Clark, Administrative Aide IV, 7+ yrs

TRANSPORTATION PLANNING & POLICY • Jerald McKinney, Intermodal Transportation Planner, 29+ yrs

DISTRICT ONE • Damon Bolden, Maintenance Aide II, 11+ yrs; Andrew Blocker, Multi-Axle Truck Driver, 10+ yrs

DISTRICT TWO • Clarence Edwards, Maintenance Aide II, 24+ yrs; Yvonne Fowler, Single Axle Truck Driver, 14+ yrs; David Lawless, Crew Leader, 21+ yrs

DISTRICT THREE • Kathy Barham, Sealing Job Superintendent, 31+ yrs; James Edd Cross, Area Maintenance Supervisor, 28 yrs; Connie Pate, Distributor/Roller Operator, 11+ yrs

DISTRICT FOUR • Ernest Schlaefli, Construction Aide II, 25+ yrs

DISTRICT FIVE • Charles Tate, Distributor Operator, 10+ yrs

DISTRICT SIX • Melvin Wylie Jr., Crew Leader, 23+ yrs; Jerry Stovall, Area Maintenance Supervisor, 38+ yrs

DISTRICT NINE • Sandra Bailey, Maintenance Aide I, 8+ yrs

MEMORIALS

PERMITS • Virginia W. Winfield, 9/25/14, retired

DISTRICT ONE • Nolen E. Williams, 9/28/14, retired; Lawrence Edwards, 9/30/14, retired

DISTRICT SIX • James Edward Thomas, 10/10/14, retired

ACTIVE DUTY

As of 10/31/14, the AHTD has four employees serving active duty in the United States military. Deployment dates are noted.

ARKANSAS HIGHWAY POLICE • James Friend, AHP Officer, 7/6/14

DISTRICT FOUR • Christina Simmons, Roller Operator, 10/16/13; Arrow Thornburg, Motor Patrol Operator, 5/1/14

DISTRICT SIX • Marco Newnum, Construction Helper, 6/5/14





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