

Arkansas Highway Commission



2002

Annual Report



2002

**Arkansas State
Highway and
Transportation
Department**

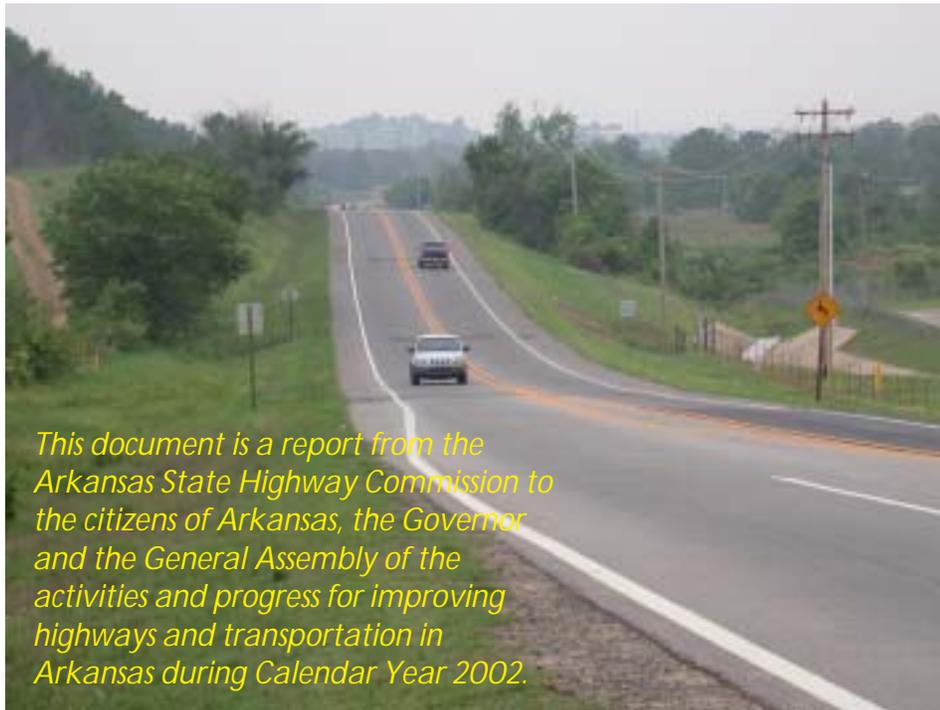
Annual Report

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“To provide a safe, efficient, aesthetically pleasing and environmentally sound intermodal transportation system for the user.”

[Adopted June 4, 1996, by the Arkansas State Highway Commission]



Highway Commission



*(Seated Left to Right) Mary P. “Prissy” Hickerson, Member, Texarkana, [1-21-97 to Present]
John “M” Lipton, Chairman, Warren, [1-14-93 to Present]
J. W. “Buddy” Benafield, Vice Chairman, Hickory Plains, [6-29-93 to Present]
(Standing Left to Right) Carl S. Rosenbaum, Member, Little Rock, [1-16-01 to Present]
Dan Flowers, AHTD Director
Jonathan Barnett, Member, Siloam Springs, [1-15-99 to Present]*

This document is a report from the Arkansas State Highway Commission (AHC) to the citizens of Arkansas, the Governor, and the General Assembly of the activities and progress for improving highways and transportation during Calendar Year 2002. The AHC and the Arkansas State Highway and Transportation Department (AHTD) have enjoyed 50 years of progress under the structure envisioned by two State Senators, Y. M. Mack and Lawrence Blackwell. Each of the five commissioners

serves ten-year staggered terms, with a new commissioner being appointed by the Governor every two years. The Commission is assigned all powers necessary to fully and effectively administer Arkansas laws and regulations relating to the AHTD operations. The Director of the AHTD is appointed by the AHC and is responsible for developing a professional staff and overseeing 16,369 miles of the State Highway System.

Department Officials



*(L-R) Steve Teague, Assistant to the Director for Program Management
Dan Flowers, Director
Bob Walters, Chief Engineer*



*(L-R) Larry Dickerson, Chief Fiscal Officer
Robert Wilson, Chief Legal Counsel*



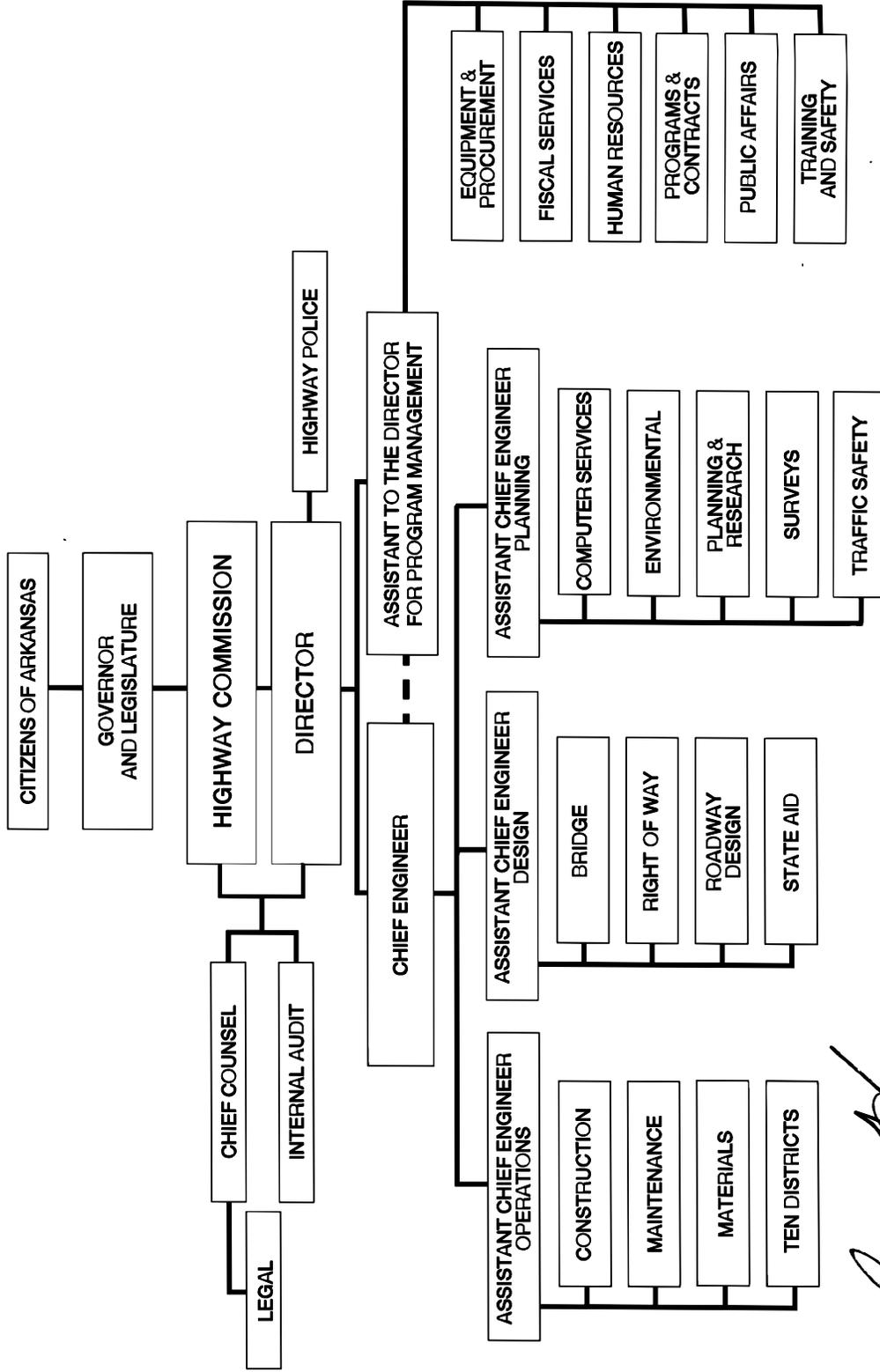
*(L-R) Frank Vozel, Assistant Chief Engineer - Planning
Phil McConnell, Assistant Chief Engineer - Design
Ralph Hall, Assistant Chief Engineer - Operations*

The organization of the Arkansas Highway and Transportation Department was restructured in August. The Chief of Administration and Public Affairs position was renamed Assistant to the Director for Program Management. The Programs and Contracts Division

was moved under this new position and the Computer Services Division was moved under the Assistant Chief Engineer - Planning. The new Organization Chart is shown on the following page.

Department Officials

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT ORGANIZATION CHART



Paul Turner
 DIRECTOR OF HIGHWAYS AND TRANSPORTATION

8-29-2002
 Date

MACK-BLACKWELL AMENDMENT

Act 302 of 1913 created the first State Highway Department as part of the Department of State Lands, Highways and Improvements. The State Highway Commission, as a part of this new Department, was charged with overseeing the construction and maintenance of the State's roads.

On November 4, 1952, Arkansas voters overwhelmingly approved Amendment 42 to the Arkansas Constitution by 75 percent. The amendment, commonly called the Mack-Blackwell Amendment, reorganized the AHC and set the stage for the present constitutionally independent state agency structure of the Arkansas State Highway and Transportation Department.

Highlights of the past 50 years under the Mack-Blackwell Amendment include:

Interstate Highways

The Interstate Highway System came about in 1956, and Arkansas was the first state in the country to complete its original allotment of Interstate miles. The original Interstate routes were Interstate 30 from Texarkana to Little Rock; Interstate 40 from Fort Smith through North Little Rock to the Tennessee state line at Memphis; Interstate 55 from the Tennessee state line at Memphis through West Memphis to the Missouri state line; Interstate 540 from Interstate 40 to Highway 22 in Fort Smith and Interstate 430 from Interstate 40 to Interstate 30 on the then west side of Little Rock for a total of 518.77 Interstate miles. Since that time, Arkansas' Interstate Highway System has grown with the extensions of Interstate 540 and the additions of Interstate 440, Interstate

530 and Interstate 630 to the current mileage of 655.37.

1985 Rural Road Program

The 1985 Arkansas General Assembly enacted gasoline and diesel fuel tax increases to help fund the 1985 Rural Road Program. This program proposed the improvement of over 4,800 miles of roadway including paving gravel roads on the State Highway System.

1991 Highway Improvement Program

This aggressive, 15-year plan was funded through a combination of gasoline and diesel taxes, commercial vehicle registration fees and other measures. Since 1991, more than 7,500 miles of highway improvements have been let to contract, 25% more than were envisioned in the original program. In addition, 1,180 bridges have been rehabilitated or replaced, twice the number than were originally anticipated.

1999 Interstate Rehabilitation Program (IRP)

Through the support of the Governor and the Arkansas General Assembly, Act 1027 of 1999 was enacted giving the Commission authority to issue up to \$575 million in Grant Anticipation Revenue Vehicle (GARVEE) Bonds. The issuance of the bonds was to be approved subject to a vote of the people. Following a campaign led by Governor Huckabee, the people of Arkansas voted 4 to 1 to approve the issuance of bonds to fund the Interstate Rehabilitation Program to improve a major portion of Arkansas' Interstate Highway System. The bonds are being repaid using Federal-aid Interstate Maintenance funds, state matching funds, and the proceeds from a four-cent per gallon increase in the state diesel tax levied in 1999.

FACT SHEET: 1952 VERSUS 2002

Note: Statistics for State Highway System Miles are for 2001. Population figures are for 1950 and 2000.

	<u>1952</u>	<u>2002</u>
Construction Expenditures	\$14,009,618	\$719,158,393
Construction Expenditures Per Mile of State Highway	\$1,402	\$43,934
Maintenance and Operations Expenditures	\$7,656,121	\$124,570,433
Maintenance and Operations:		
Expenditures per Mile of State Highway	\$766	\$7,610
Highway Department Employees	3,207	3,723
State Highway System – Total Miles	9,992.14	16,369.40
Annual Vehicle Miles of Travel	5,160,825,000	23,141,592,760
Federal-aid to Arkansas	\$7,621,800	\$393,876,223
Net Motor Fuels Gallons Taxed	441,791,895	1,984,772,995
State Motor Fuels Tax Rates Per Gallon:		
Gasoline	6.5¢	21.7¢
Diesel	6.5¢	22.7¢
Liquefied Petroleum Gas.....	6.5¢	16.5¢
Federal Motor Fuels Tax Rates Per Gallon:		
Gasoline	2.0¢	18.4¢
Diesel	2.0¢	24.4¢
Revenue Derived for Each One Cent of		
State Motor Fuels Tax	\$4,400,000	\$19,300,000
Bond Obligations for Highways	\$121,879,000	\$575,000,000
Total Motor Vehicles Registered	523,615	2,206,728
Ferries on State Highway System	18	1
Population	1,909,511	2,673,400

WORK ZONE SAFETY

Governor Mike Huckabee officially designated April 8-12 as Work Zone Awareness Week in Arkansas. The Department, the Associated General Contractors of Arkansas, the Arkansas Good Roads/Transportation Council and the Federal Highway Administration participated in National Work Zone Awareness Week as part of a renewed effort to raise awareness of the dangers of roadway work zones. During this peak year of the Interstate Rehabilitation Program (IRP), the safety of construction workers and motorists on every roadway throughout the State was emphasized. Marked and unmarked patrol cars, a helicopter and enforcement officers dressed as construction workers were methods used to help cut down on the number of crashes. The IRP has been accompanied by an extensive safety promotion campaign (*Pave the Way*), the development of uniform merging patterns at all work zones, more signs, electronic messaging boards and radio transmissions. Increased patrols by the Arkansas Highway Police and Arkansas State Police troopers over busy holiday periods helped decrease the number of crashes on Interstates.

CLICK IT OR TICKET

The Department participated in National Child Passenger Safety Week during January along with 34 other law enforcement agencies. The 'Click It or Ticket' campaign publicized the new child seat belt and restraint law. Act 470 of 2001 requires children under the age of 15 to be restrained when riding in passenger vehicles. Children under six years of age who weigh less than 60 pounds must also be

restrained in a child passenger safety seat under the law. Because this is a primary law, law enforcement officers may issue a ticket for these seat belt violations alone.

HIGHWAY WATCH PROGRAM BEGINS

The Arkansas Highway Police Division joined the national Highway Watch Program in April to help keep America's transportation system secure. The Highway Watch Program began in response to President George W. Bush's challenge for "...transportation and utility workers to serve as the 'eyes and ears' of law enforcement officials." This program was organized at the national level by the American Trucking Association and is funded by the Federal Motor Carrier Safety Administration. The first training session for Arkansas' Highway Watch Pro-



gram was held April 6. Through this program, highway dangers such as impaired drivers, abandoned vehicles, hazardous road conditions, vehicle accidents and breakdowns and any criminal activity are reported by certified highway watch drivers using up-to-date wireless communication technology.

INTERSTATE REHABILITATION PROGRAM

The Interstate Rehabilitation Program (IRP) entered its peak year in 2002. By the end of 2002, 43 projects had been let to contract covering approximately 300 miles of Interstate at a projected cost of over \$810 million. Twenty-one projects had been completed on over 150 miles of Interstate at a cost of \$295 million. The focus of the IRP shifted to the 17-mile section of Interstate 30 between Pulaski and Saline Counties during 2002. Work on this section of Interstate includes removal and replacement of concrete in the existing lanes, expansion of the roadway to six lanes and the addition of concrete barriers to separate east and westbound traffic lanes. Numerous crossovers and reconstructed interchanges are included in the improvements along this section of Interstate.

Final Bond Sale

The final sale of a \$575 million highway bond package approved by voters in 1999 was held in July 2002. The third installment netted \$215 million.

The first bond sale of \$175 million was in 2000. The second bond sale of \$185 million followed in

2001. The bonds were sold to finance the IRP to improve Arkansas' Interstates over a five-year period.



Largest Contract In History Awarded

The Commission accepted a low bid of \$48.9 million in August for the most expensive road project in State history to date. The cost of the project, which is on Interstate 30 between Interstate 430 and Geyer Springs Road, reflects the difficult conditions under which the contractors must work and the engineering challenges the project presents. The project will require construction of two main lane bridges and a crossover as well as reconstruction of a three-mile stretch of existing lanes and the addition of two lanes.

RIVERSIDE WEIGH STATION

The new Highway Police Riverside Weigh Station opened in West Memphis in July. The new \$7 million Riverside station has up-to-date equipment and is able to accommodate twice as much traffic as the old weigh station at Lehi. The new station is located west of the Interstate 40 Mississippi River Bridge and serves westbound traffic. The station operates 24 hours a day, seven days a week. Approximately 1,500 to 2,000 trucks pass through the station in an eight-hour period. The Arkansas Highway Police are responsible for making sure trucks do not exceed the weight limit of 80,000 pounds, checking commercial vehicle registrations and commercial drivers' licenses and logs, as well as looking for safety infractions and criminal activity.

COMMISSION CELEBRATES MACK-BLACKWELL ANNIVERSARY

The Central Office auditorium was the location for the 50th anniversary celebration of the passage of the Mack-Blackwell Amendment in November. Governor Mike Huckabee was a special guest at a luncheon celebrating Amendment 42 to the Arkansas Constitution. The amendment made the Commission a constitutionally independent state agency.

TOURIST INFORMATION CENTERS

The State of Arkansas has twelve Tourist Information Centers (TIC) within its borders. The AHTD owns the TICs which are staffed by the Arkansas Department of Parks and Tourism. Because many of the TICs are old and in need or repair, the Arkansas Highway Commission committed Transportation Enhancement funds, to be matched by funds provided by Governor Huckabee from the General Improvement Fund, for the initial phase of reconstruction for four of the twelve TICs. The new TICs will contain computer kiosks, television monitors, security equipment, multimedia rooms and picnic areas. Each TIC will have a theme common to its area reflected in the design of the building as well as exhibits. For example, the Texarkana TIC will have a railroad theme reminiscent of the turn-of-the-century when the Kansas City Southern Railway ran in the area. This TIC, located on Interstate 30, was let to contract for \$3.2 million in December. The centers located on Interstates will have approximately 6,000 square feet of floor space while non-Interstate facilities will have 3,000 to 3,500 square foot buildings. The TICs will provide safe and clean locations for travelers to rest.

INTERSTATE 30 FRONTAGE ROADS CONVERTED TO ONE-WAY

Safety concerns brought about by multiple work zones and increased construction in the Interstate 30 corridor between Little Rock and Benton accelerated the first stage of the one-way conversion on frontage roads. The frontage roads were built thirty years ago and were designed to facilitate travel between streets cut off by the construction of the Interstate. At that time, commercial development was lacking along the mostly rural frontage roads and local traffic was minimal. The two-way frontage roads have been blamed for traffic crashes resulting from motorists failing to yield to traffic exiting or entering the Interstate.

The two-way frontage roads were converted to one-way on October 8. 'Make Way for One Way' was the slogan for the campaign designed to prepare commuters and patrons of the 1,200 businesses within the corridor for the conversion. Electronic message boards, a detailed set of maps, highway advisory radio, web-based information and print advertising media helped publicize the start of the conversion. Originally, three crossover bridges were planned, but comments at public hearings persuaded the Commission to increase that number to five to provide motorists more opportunities to cross the Interstate to go in the opposite direction.



IRP PROJECTS LET TO CONTRACT IN 2002

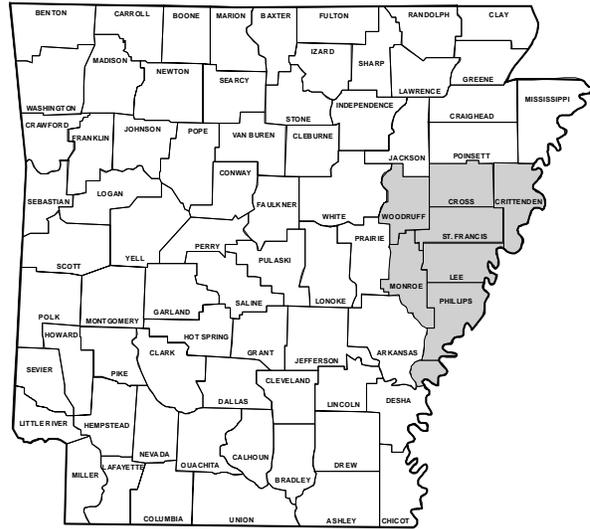
<u>Route</u>	<u>Job Name</u>	<u>Length</u>	<u>County</u>	<u>Amount</u>
30	Gurdon Rest Area – Highway 53	6.00	Clark	\$16,384,442
30	Sevier St. – West of Alcoa Rd.	4.00	Saline	\$33,761,908
30	West of Alcoa Rd. – West of Pulaski Co. Line	5.00	Saline	\$45,176,799
30	West of Pulaski Co. Line – I-430	4.50	Saline/Pulaski ..	\$34,926,299
30	I-430 – Geyer Springs Rd.	3.30	Pulaski	\$48,931,224
40	Arkansas/Missouri R.R. Overpass – East	10.02	Crawford	\$24,993,237
40	Lamar – Pope Co. Line	7.69	Johnson	\$24,245,460
40	Pulaski Co. Line – Hwy. 31	11.44	Lonoke	\$33,949,230
55	Bardstown Rest Area – Hilton Rest Area	9.44	Mississippi	\$24,562,344



The Arkansas State Highway Commission let to contract 255 projects during 2002 totaling over \$648 million. The following pages give detailed information such as Highway System mileage, total vehicle registrations, vehicle miles traveled and the top two non-Interstate Rehabilitation Program construction projects for each of the ten highway districts.

DISTRICT 1

Area (square miles) 4,464
 Population (2000 Census) 157,741
 Highway System Mileage 1,583
 Total Vehicles Registered 110,527
 2001 Vehicle Miles Traveled ... 2,067,028,580



<u>Route</u>	<u>County</u>	<u>Job Name</u>	<u>Type Work</u>	<u>Length</u>	<u>Amount</u>
1	Cross & St. Francis	Colt – Wynne	Major Widening	5.24	\$11,075,809
1	Lee	Highway 1 Improvements	Major Widening	3.53	\$6,370,685



DISTRICT 2

Area (square miles) 6,438
 Population (2000 Census) 208,373
 Highway System Mileage 1,725
 Total Vehicles Registered 152,396
 2001 Vehicle Miles Traveled 1,595,175,925

<u>Route</u>	<u>County</u>	<u>Job Name</u>	<u>Type Work</u>	<u>Length</u>	<u>Amount</u>
65	Desha	Highway 1 – Tillar	Major Widening	6.35	\$8,983,821
278	Drew	Highway 278 – Wilmar	Major Widening	2.00	\$4,709,732



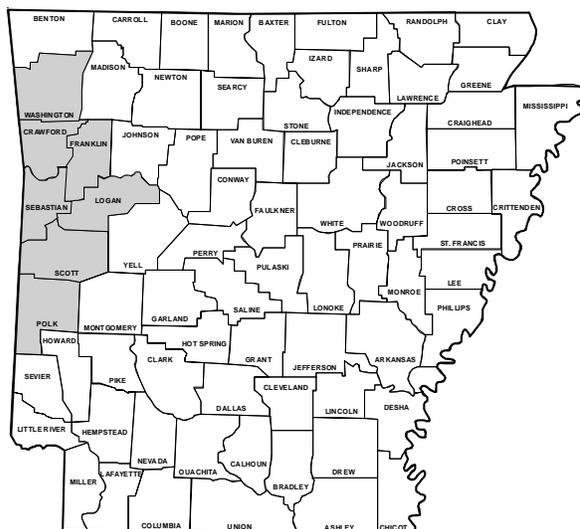
DISTRICT 3

Area (square miles) 4,900
 Population (2000 Census) 137,532
 Highway System Mileage 1,459
 Total Vehicles Registered 111,196
 2001 Vehicle Miles Traveled ... 1,509,384,500

Route	County	Job Name	Type Work	Length	Amount
174	Hempstead	Highway 355 – Hope	Reconstruction	6.16	\$5,099,947
32	Little River	Highway 71 and KCS Railroad Structure (Ashdown Bypass)	New Location	0.44	\$4,776,040

DISTRICT 4

Area (square miles) 5,218
 Population (2000 Census) 397,515
 Highway System Mileage 1,593
 Total Vehicles Registered 332,769
 2001 Vehicle Miles Traveled ... 2,876,629,240

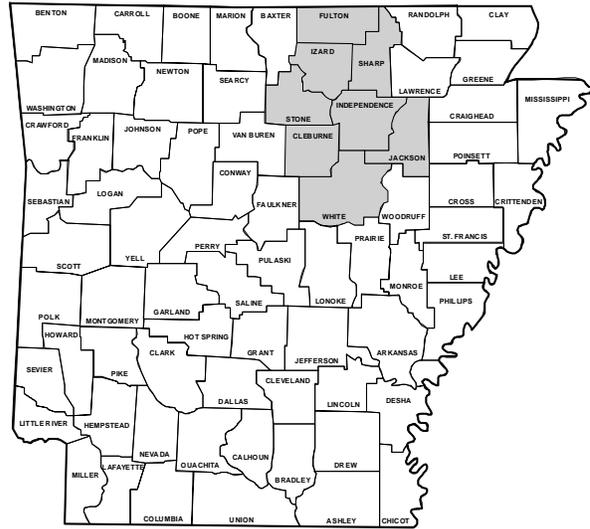


Route	County	Job Name	Type Work	Length	Amount
28	Scott	Hon – Highway 71	Major Widening	3.78	\$4,073,675
112	Washington	Maple Street – Highway 112 Spur	Major Widening	0.64	\$1,898,719

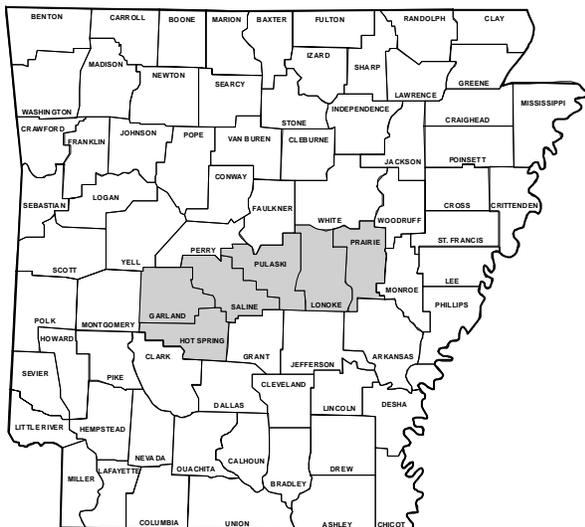
District Highlights

DISTRICT 5

Area (square miles) 5,467
 Population (2000 Census) 197,371
 Highway System Mileage 1,716
 Total Vehicles Registered 171,466
 2001 Vehicle Miles Traveled 1,626,467,010



<u>Route</u>	<u>County</u>	<u>Job Name</u>	<u>Type Work</u>	<u>Length</u>	<u>Amount</u>
5	Cleburne & White	Highway 31 – North	Passing Lanes	5.48	\$5,577,576
67	Jackson	Highway 37 – South	Grading & Structures	5.63	\$5,038,617



DISTRICT 6

Area (square miles) 4,373
 Population (2000 Census) 625,791
 Highway System Mileage 1,462
 Total Vehicles Registered 529,775
 2001 Vehicle Miles Traveled 5,383,617,870

<u>Route</u>	<u>County</u>	<u>Job Name</u>	<u>Type Work</u>	<u>Length</u>	<u>Amount</u>
67	Pulaski	McCain Boulevard – Wildwood Avenue	Structures & Approaches	—	\$22,483,182
70	Garland	Highway 70 East Interchange	Grading & Structures	0.75	\$12,824,532



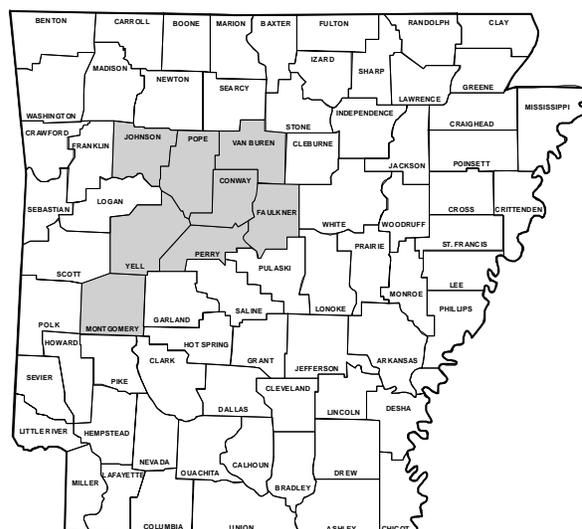
DISTRICT 7

Area (square miles) 5,998
 Population (2000 Census) 159,693
 Highway System Mileage 1,552
 Total Vehicles Registered 126,865
 2001 Vehicle Miles Traveled 1,425,162,210

Route	County	Job Name	Type Work	Length	Amount
167	Dallas	Fordyce – Sheridan	Passing Lanes	2.68	\$5,626,965
63	Union	Highway 167 Overpass Improvements	Bridge Rehabilitation	0.23	\$3,216,115

DISTRICT 8

Area (square miles) 5,778
 Population (2000 Census) 240,385
 Highway System Mileage 1,799
 Total Vehicles Registered 200,110
 2001 Vehicle Miles Traveled 2,419,770,055



Route	County	Job Name	Type Work	Length	Amount
25	Faulkner	Highway 65 – Cleburne County Line	Passing Lanes	4.95	\$4,809,013
10	Yell	Havana – Danville	Reconstruction	5.90	\$3,941,419

District Highlights

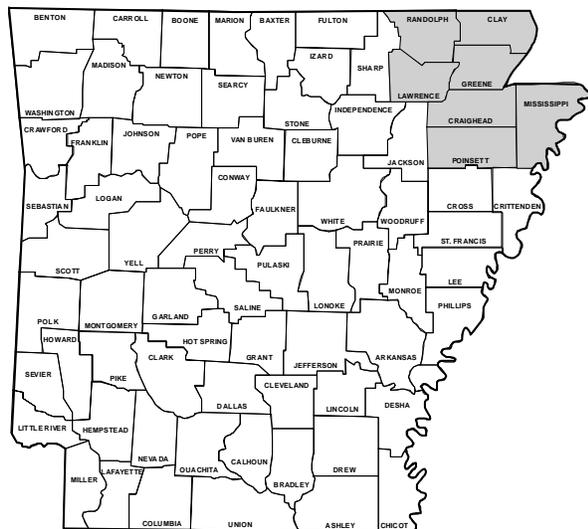
DISTRICT 9

Area (square miles) 5,677
 Population (2000 Census) 298,349
 Highway System Mileage 1,707
 Total Vehicles Registered 272,430
 2001 Vehicle Miles Traveled ... 2,160,078,030



Route	County	Job Name
62	Benton	Rogers – Avoca
62	Baxter	White River Bridge (Cotter)

Type Work	Length	Amount
Major Widening	5.06	\$7,810,739
Bridge Rehabilitation	0.38	\$6,278,211



DISTRICT 10

Area (square miles) 4,866
 Population (2000 Census) 250,650
 Highway System Mileage 1,773
 Total Vehicles Registered 199,194
 2001 Vehicle Miles Traveled ... 2,078,279,340

Route	County	Job Name
63	Craighead	Highway 63B West
63B	Craighead	Highway 63 – Culberhouse Street

Type Work	Length	Amount
Interchange	1.27	\$10,230,148
Major Widening	3.48	\$8,761,935

PUBLIC INFORMATION CAMPAIGN

The *Pave the Way* campaign won the "2002 Best of ITS (Intelligent Transportation System) Award" in the Advocacy category to educate the public on work zone navigation.

The American Road & Transportation Builders Association (ARTBA) selected the Interstate Highway System as one of two top transportation infrastructure projects of the twentieth century. The Interstate Highway System was recognized for its instrumental role in improving the economy of Arkansas as well as linking rural and urban areas. The 655-mile Interstate System comprises four percent of the State Highway System, but carries approximately 31 percent of all highway traffic. ARTBA conducted the national survey to identify the top transportation infrastructure projects and public officials of the past century.

The *Pave the Way* campaign was named first place runner-up in the Best Construction Site category of *Arkansas Business'* "Best of Arkansas Web Awards 2002." The panel of judges chose the State's best Internet sites based on ease of use, functionality and dynamic technology in twenty-four categories of competition.

A certificate of commendation from the National Association of Governor's Highway Safety Representatives was awarded to the Commission at their July meeting. The award recognized the *Pave the Way* campaign for its work in protecting Arkansas' Interstate users.



The *Pave the Way* campaign received a Prism Award for communications excellence from the Arkansas Chapter of the Public Relations Society of America in March. The award honored the campaign's success in keeping motorists informed about the Interstate Rehabilitation Program.

BATTLE OF THE MAPS

The *2002 Arkansas State Highway Map* was named one of two runners-up in the first "Battle of the Maps" international map competition presented by Corporate Montage, an international software company based in Sydney, Australia. The map features the state-wide network of highways and scenic roads and incorporates points of interest. The entire 2002 map was produced digitally for the first time.