

50<sup>th</sup>  
*Mack-Blinnwell Amendment*

# Arkansas Highways

FALL 2002

# Director's Message

## 50 Years of Progress

It's been almost fifty years since the implementation of the Mack-Blackwell Amendment in January 1953. With the approval of 75 percent of the voters in November 1952, a stable Highway Commission and a professional Department were established.

In the decades prior to the Mack-Blackwell Amendment, planning for highways was inconsistent and projects often failed to be completed. With the shorter Commission terms highway construction priorities changed as Commissioners changed.

Today's Commission provides continuity for the planning, construction and maintenance of our state highways. We are addressing many of the transportation needs for Arkansas. Highlights of the past 50 years under the Mack-Blackwell Amendment include:

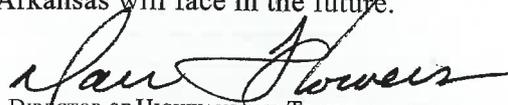
**Interstate Highways** – The Interstate Highway system came about in 1956 and Arkansas was the first state in the country to complete its original allotment of Interstate miles. Since that time, the Arkansas system has grown with the additions of I-440, I-530, I-540, and I-630.

**1985 Rural Road Program** – The emphasis was to get Arkansas out of the dirt, a reference to the nearly 600 miles of unpaved state highways.

**1991 Highway Improvement Program** – The program clearly defined improvements in all 75 counties and has been a standard for us to work by. The aggressive 15-year plan was funded through gasoline and diesel taxes.

**1999 Interstate Rehabilitation Program** – The primary focus is to reconstruct or rehabilitate a major portion of Interstate miles in order to have safer and smoother highways. As of October, we have let 43 projects on this program.

The improvement and expansion of Arkansas' highway system since 1953 is exceptional. The extent of our current transportation system could not have been foreseen when the Mack-Blackwell Amendment was adopted. It is also true that the nature of vehicles and highways fifty years from now cannot be fully anticipated. What we do know, however, is that the fundamental structure of the Highway Commission is sound and provides the basis for meeting the transportation challenges Arkansas will face in the future.

  
DAN FLOWERS  
DIRECTOR OF HIGHWAYS AND TRANSPORTATION



# ARKANSAS HIGHWAYS

FALL 2002

## ARKANSAS STATE HIGHWAY COMMISSION



JOHN "M" LIPTON  
CHAIRMAN



J.W. "BUDDY" BENAFIEL  
VICE CHAIRMAN



PISSY HICKERSON  
MEMBER



JONATHAN BARNETT  
MEMBER



CARL S. ROSENBAUM  
MEMBER

ARKANSAS HIGHWAYS is published biannually by and for employees of the Arkansas State Highway and Transportation Department as a medium of departmental news and other information. Correspondence and material should be directed to ARKANSAS HIGHWAYS, Assistant to the Director for Program Management, P.O. Box 2261, Room 1004, Little Rock, Arkansas 72203-2261. ARKANSAS HIGHWAYS is distributed free to the public upon request and to all Arkansas State Highway and Transportation Department employees.

EDITOR  
Lee Gordon

COMPOSITION & LAYOUT  
Carolyn Johnson

WRITERS  
Glenn Bolick • Farrell Wilson  
Ellen Norris • David Nilles • Randy Ort

PHOTOGRAPHER  
John Jackson



ARKANSAS HIGHWAYS  
IS PRINTED ON  
RECYCLED PAPER WITH SOYBEAN INK

# Arkansas Highways

Biannual publication of the  
Arkansas State Highway and Transportation Department  
P. O. Box 2261 • Little Rock, Arkansas 72203-2261

VOLUME 48 • NUMBER 2 • FALL 2002

## CONTENTS

### FEATURES

Former Commissioner Wayne Hampton Dies .....	2
An Interview with Commissioner John "M" Lipton .....	3
Riverside AHP Weigh Station Opens .....	11
Final Bond Sale for Interstate Rehabilitation Program .....	12
Boys State Delegates Visit AHTD .....	13
Equipment Operators Statewide <u>Rodeo</u> Results .....	14
Dedications: .....	16-17
Walnut Ridge/Hoxie Bypass	
Highway 63 at Jonesboro	
Highway 256/365 Signalization	
Public Hearings: .....	18-19
Springdale Northern Bypass	
Malvern Bypass	
Flippin Bypass	
Highway 149 - Marked Tree	
Highway 67/167 - NLR to Jacksonville	
Interstate 69 Connector	
Highway 94 - Rogers	
2002 High School and College Graduates .....	20-23
AHTD Personnel in Review .....	24-53

**COVER PHOTO:** State Highway 66 in Stone County. Photo by John Jackson.  
**BACK COVER PHOTO:** U.S. Highway 62 in Carroll County. Photo by John Jackson.

**This Fall 2002 Issue of Arkansas Highways  
is Dedicated to the Memory of:**

***Cline Wayne Hampton***



Wayne Hampton  
1918-2002

Cline Wayne Hampton passed away Friday, August 30, 2002, at Stuttgart Regional Medical Center. Hampton served on the Arkansas State Highway Commission from 1962 to 1967. He was 84.

The members of the Highway Commission elected him May 8, 1962 to fill the unexpired term of Harry Parkin who had resigned. His appointment by the Commission was the first time a vacancy had been filled in this manner. The State's elected Governor had made all other appointments.

Hampton was elected Vice Chairman of the Commission on January 23, 1963 and was elected Chairman on April 24, 1963, after the death of John Crain on March 5, 1963. He was re-elected Chairman on February 3, 1965, and served until his term expired on January 14, 1967.

Hampton was a rice farmer and a life-long resident of Arkansas County. Before his appointment to the Highway Commission he served on the Arkansas Water Conservatory Commission, and the Arkansas Game and

Fish Commission. After his term on the Highway Commission expired he was elected Arkansas State Representative for District 84 in 1971 and served the Arkansas General Assembly for 14 years.

Hampton was the driving force responsible for construction of the Pendleton Bridge on Highway 1 across the Arkansas River between Dumas and DeWitt. Officially dedicated in 1971, the DeWitt Chamber of Commerce named it the "Wayne Hampton Bridge" in appreciation of Hampton's efforts in securing the bridge for the area.

His wife of 61 years, Virginia Willene; one son, Alton Rick Hampton; two daughters, Gay Hampton Rusk and Meredith Hampton Creekmore; four grandchildren, and three great-grandchildren survive Hampton.

*"Mr. Hampton was a dedicated sportsman and conservationist. He was also an outstanding public servant. His commitment to the people of Arkansas through his leadership on the Game and Fish Commission and on the State Highway Commission was exceptional. As a member of the Arkansas General Assembly, his service to the people of his district was exemplary. We have all benefited in many ways from the work of Wayne Hampton."*

*Dan Flowers*

Dan Flowers  
Director of Highways and Transportation



**"Wayne Hampton Bridge"**  
Highway 1 Bridge across the Arkansas River  
between Dumas and DeWitt



## An Interview With Commissioner John "M" Lipton

John "M" Lipton's ten-year term on the Arkansas State Highway Commission will expire in January 2003. He was appointed to the Commission on January 14, 1993, by Governor Jim Guy Tucker. A native of Warren in Bradley County, Lipton is the owner of JML Development Corporation. In an August interview with Public Information Officer Lee Gordon, he reflects on the progress and accomplishments of the Commission and the Department during his tenure.

**GORDON:** *Congratulations on ten years. That is an impressive achievement. Has it gone by rapidly or slowly?*

**LIPTON:** I think it's been a very fast process. When you look at the time frame, you begin to understand the need for ten-year terms when you are working with a commission of the nature of the Arkansas Highway Commission. A long-term view is essential.

**GORDON:** *What do you consider to be some of the major accomplishments during the past ten years?*

**LIPTON:** As I reflect on the past ten years, it's necessary to look at the years prior to serving on the Commission. As I look back at 24 years in the Arkansas General Assembly, I reflect upon being an advocate for highways and transportation needs in the state, along with good education, good health care, growth and prosperity of the state. There are numerous programs that I voted for to enhance the financing of highways in Arkansas. While I was Speaker of the House of Representatives in 1991 and 1992, the highway program that came out of that session is still the largest pay-as-you-go program in the history of this state. The challenge was getting the necessary three-fourths vote in both chambers to get that instituted.

Without that program a lot of the things I reflect on today, as major accomplishments, would never have occurred. For example, seeing the bypass constructed in Garland County was a significant accomplish-

ment. It changed the complexion of Hot Springs which we observe today as a prosperous and growing city. It was long overdue.

Another project was Interstate 540. Even though it was a great sacrifice for some other parts of the state, we went ahead and made the tough decision to build that highway north of I-40 from Alma. Another example is Interstate 530 in a section of the state I call home. There was no Interstate in the south central part to the southeast part of the state. With the completion of the south bypass around Pine Bluff, the Federal government said when you complete it to the correct standards, then we will establish I-530, as it's commonly known today, and bring the first Interstate into Southeast and South Central Arkansas.

It's gratifying to see these things accomplished, especially when people have told you they would never happen, never be done, and yet we were able to get the Record of Decision on the I-69 Connector, as well as receiving the Record of Decision on the Great River Bridge. In the near future I think we will see the same thing with I-69 coming across into Arkansas. These successes make you realize that "things don't just happen, people make things happen." That is one of my favorite sayings.

Things get done by will and by determination. The I-530 Connector and I-49 are good examples. For the first time in the history of the state, we've been able to go to the general fund of the United States government, not the Highway Trust Fund, no state money, no state match. It's 100 percent federal money earmarked to specific projects like the I-69 Connector and I-49.



Commission Chairman John "M" Lipton, left, with AHTD Public Information Officer Lee Gordon

It was also gratifying to see an Arkansas Governor, that I served with while I was Speaker, go on to become President of the United States. I've also had the pleasure of seeing Rodney Slater, who I served with on the Highway Commission here in Arkansas, go on to become the Secretary of Transportation for the nation. I don't know if another Highway Commission will ever be privileged to see such events.

These have been rare moments in Arkansas history. As far as dollars and projects, the scale of projects has been unprecedented. We are in the middle of a major rehabilitation of the Interstate system here in the state, where the largest contracts in the history of this state have been let. We've also seen improvements to U.S. Highways, like in my part of the state, U.S. Highway 278, which comes out of Hilton Head, South Carolina, and now goes all the way through Arkansas over to Highway 71 at Wickes. And then we have U.S. Highway 63 that runs from Michigan all the way through Arkansas, and the little community I live in, and winds up in Ruston, Louisiana at Interstate 20. All of these things would not just happen without vision and determination. Somebody has to have a vision and someone must have due diligence and patience in order to get things accomplished.

**GORDON:** *You were referring earlier to your legislative experience. Would you say that experience came into play as a Commissioner?*

**LIPTON:** Yes, I see a side of things, because of my legislative experience, which others may not see. I brought a unique perspective to the table. I have always been able to have good working relationships with people in the General Assembly and I feel that experience helped in numerous ways to get things accomplished during the past ten years.

For example, we would not have had the bond program as we know it today to rehabilitate the Interstates if we could not have convinced the Governor and others that there would be no program without three cents a gallon on gasoline going toward roads other than Interstates. The Legislature was adamant. Without the additional three cents a gallon, it wasn't going to happen. That was the political reality. So, you begin to negotiate and through negotiation you bring about change and lot of good things have happened.

One other thing that I think is very key is that I was part of a movement to bring a professional engineer into the Department's Director position. With Dan Flowers we did that and I think Dan serves this state well. He certainly serves the Commission well and I feel privileged to have seen the expertise and professionalism step up again and again. His leadership has been good for this Department as well as good for the Commission. It's been a pleasure to work with him. I respect his professional judgment.

**GORDON:** *Arkansas is now engaged in a major program of rebuilding its Interstate highways. In the past Arkansas has been a pay-as-you-go state, but in 1999 the people approved the sale of bonds for Interstate reconstruction. What is your impression of the GARVEE bond method currently being used and, generally, how do you feel about the Interstate Rehabilitation Program?*

**LIPTON:** First of all, it was needed. There is no doubt about that. The deterioration of the Interstate system demanded that something be done. I would have preferred a program that was paid for up front, but it became clear that a program like GARVEE was necessary in order to deal with the deteriorating condition of the Interstate system. We did not want to do that at the expense of the rest of the state. And that is where the additional three cents a gallon dove tails in with the bond program. It's important that we do things in all regions of the state and not just on the Interstates. Arkansas is not

adequately covered by an Interstate system. The portion of the state that I am from didn't even have an Interstate. And, until we were able to get Interstate 530 into Pine Bluff, we were null and void. I have worked with and chaired many industrial development groups in my county, and can look anyone straight in the face and tell them that if you don't have a good education system, you cannot prosper. The second question that will be asked by any economic development prospect is about the proximity of a community to an Interstate. Regardless of what else you have, that will automatically eliminate you if you are not in close proximity to an Interstate. Infrastructure is not the sole criteria, but I can tell you that the key issues are education, transportation, infrastructure, health care, and overall quality of life. Once you address those things and do it in the proper way, your state will grow and prosper. You will attract some Fortune 500 companies. All those components must be in place. They are just like what I refer to legs on a table - without those legs the table won't stand.

**GORDON:** *How can the Highway Commission have an impact on those issues?*

**LIPTON:** We are trying to figure out a way of doing it. It's important to realize that we have the 12<sup>th</sup> largest state highway system in the nation and we are 42<sup>nd</sup> in revenue. That's bad. It's a burden. I think the long-term answer is looking at other ways of financing roads. It is just like finding other ways of financing education. The citizens of the state of Arkansas are going to have to say "we want these things, we want them improved and we don't mind paying to get these improvements and putting them in place."



**GORDON:** *Is there anything else you would like to cover while we are discussing finance?*

**LIPTON:** I think Arkansas definitely needs to look at dollars that are relevant to transportation going toward a variety of transportation needs and not just highways alone. I am referring to other modes of transportation as well. You have to capitalize upon bringing the modes of transportation together. Intermodal is the future.

**GORDON:** *The Highway Improvement Program called for about 6,000 miles of improvements. How important has the HIP been to Arkansas and during your tenure on the Commission?*

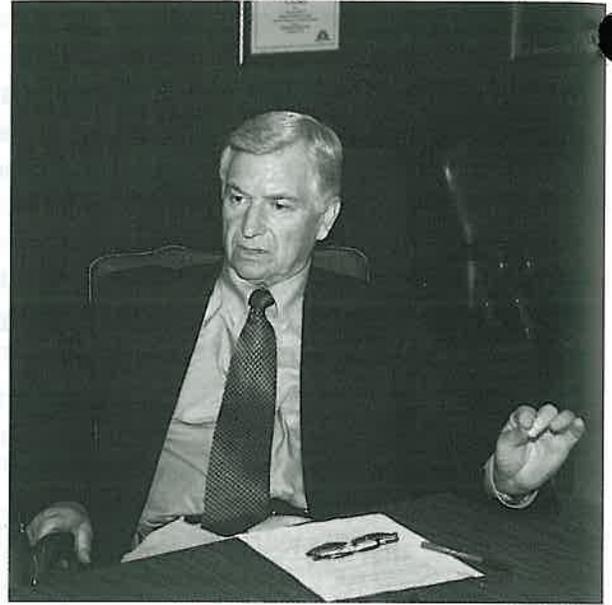
**LIPTON:** In the 1989 session of the General Assembly there was a highway program proposed that didn't go anywhere. We worked on a highway program while I was Speaker designate, along with education reform, and a lot of other things. That highway program was a nickel a gallon on gas, I believe, and two cents on diesel. Additionally, there were four cents on diesel to replace the weight distance tax that had been six cents. It was a hard sell. So the 1991 program had a lot of things in it in order to please a large number of representatives and senators in order to get the number of votes necessary to have a program now. A decade later, we've learned that looking 12 to 15 years out is too far for any highway program.

When I left the legislature to come out here, I followed the 1991 Highway Improvement Program. That money just didn't come into the coffers overnight. I've enjoyed a ten-year ride out of the HIP program. I was there at the beginning and I know what it took to raise the money. I saw the entire process unfold. I'm proud of the commitment the Commission made in 1991 to that program, which is helping the entire state of Arkansas. No system is perfect, so you really try to adapt and do the best that you can. A lot of things that weren't in the 1991 program have been addressed in this ten-year timeframe because, as I said, no one knows what's going to happen ten years out.

**GORDON:** *We really need to go back briefly to I-69 because you have worked so hard on that and the Connector. What do you see as the impact of both I-69 and the Connector and what's ahead for that part of the state with I-69?*

**LIPTON:** To me, Interstate 69 is very important. I've always thought that, without infrastructure, you could pour all the money you wanted into the Delta Region and you wouldn't get the jobs in there and the other things necessary in order for the people to help themselves. So that's the magnitude of the impact of I-69. Now, it didn't just happen that Arkansas was made the lead state on the I-69 project. We find ourselves with states like Michigan, Texas and Tennessee. We're the smallest of all the states within the I-69 Corridor and here we are in the position of lead state and chair state.

As for I-69's impact on Arkansas, I think it's very relevant to what has come out in the Latin American trade programs. Interstate 69 could become an important Latin American trade corridor. While world trade is expected to double in the next 15 years, it's estimated that Latin American trade will quadruple. The question is: Does Arkansas want to be a player? You must have that infrastructure in place to be a player. The rest of the state ought to be looking at I-69 as a catalyst by which a very impoverished region of the state can again become a major contributor to the economy of Arkansas.



This state is richly blessed with natural resources: forest products and farm products. All we need to do is to be able to visualize value added to those products. Not only do we grow these products, but we can carry them to the value added stages here in the state. People in Southeast and South Central Arkansas believe that I-69 is the one thing that can turn around two large regions of the state. This highway will go all the way from the Arkansas City/Dumas/McGhee area, over to the Camden/El Dorado/Magnolia area. There's no Interstate down there now. Sometimes it discourages me that it's not a shared vision, but it is one that has great potential for a large number of people.

When the government released the economic development impact study of I-69, it calculated that for every dollar expended, you would get back \$1.57. That's from the professionals that are doing the analysis on economic impact. All Arkansans should listen to these things. We should not be envious, one region versus the other, because we all will benefit if we are wanting better schools, and if we are wanting more money for transportation. With a project like I-69, we increase the size of the economic pie. Growing the pie is the analogy that I like to use. It's what we should focus on in Arkansas.

**GORDON:** *What are the big transportation issues on the horizon for Arkansas and for the Highway Commission? What lies ahead?*

**LIPTON:** First, the big challenge is going to be how are you going to finance the 12<sup>th</sup> largest state highway system in the nation. If you are not willing to get into innovative finance, do things differently, take some hard stands and go after some money, this state will continue to face major infrastructure challenges. We're seeing that general obligation bonds work well.

There is certainly a place for revenue bonds, similar to what we have done on water improvement bonds in the state. I think the Legislature, if you took the right approach, might cap that amount for you. They might allow the issuance of \$300 million worth of bonds to be paid down over time. But you would have a cap as a safeguard, just to see if it's handled properly. So revenue bonds are the way to go.

Other questions are how are we going to handle these massive increases in truck traffic? How are we going to handle the prospect of additional weights, which these roads were not constructed to handle? What does it mean to add another one to two percent increase in truck traffic on the roads in the state of Arkansas? Another issue that needs to be addressed, as well as this moving of commercial traffic, is safe two-lane highways. You can take the Interstates all day long, but the high rate of fatalities per miles traveled is on two-lane highways without shoulders. I believe that whenever possible we should construct highways with twelve-foot driving lanes and eight-foot shoulders. And, boy, do we fall short there. People need wider roads and they need shoulders in case of trouble. We don't need to sacrifice one kind of highway for the other.

I've often thought that if we had the proper Interstate system in place, where all regions of the state were served by an Interstate, that it would vastly rearrange the complexion of the overall road system. That is the reason I think that I-530 all the way down to I-20 in Louisiana would have an impact. I think that Arkansas and Louisiana need to team up, carry I-530 all the way down to Monroe/Bastrop. Then every one of those communities would be coming in and saying all we want is a good road to get us over to the Interstate. So the whole state system then begins to give people adequate roads for moving goods, services and people.

**GORDON:** *We are coming upon the 50th Anniversary of the Mack-Blackwell Amendment. How do you feel about it after ten years?*

**LIPTON:** Well, having been under the gun to defend it in the last session of the General Assembly and appearing before committees and testifying, I have not changed my view. The Mack-Blackwell Amendment has served us well and will continue to do so until there is evidence that all regions of the state are not well represented. Our system has distinct advantages, and to appreciate that, all you have to do is observe other states that are constantly in rollover and change. We are very fortunate to have the structure established by Mack-Blackwell.

**GORDON:** *You've had ten years to observe this Department and the people who work here. What has surprised you about the operations and the employees? What would you like to see changed?*

**LIPTON:** There's very little that I would like to see changed from the departmental perspective. I would say that the professionalism and the camaraderie here far exceeds that of any other agency in state government. I think one of the key essentials goes back to Mack-Blackwell. Our employees are not working under the threats of the old political system. It should give most employees a sense of confidence. With that sense of security and confidence they are probably better satisfied employees who perform better. They are more professional, too.

That's part of the benefit of the Mack-Blackwell Amendment. Not so much that it insulates Commissioners for a ten-year time, but the insulation that it gives to the professionalism of the Department. It's something that I think might have merit in other agencies of the state. I don't run into a lot of disgruntled employees out here. And, believe me, a lot of people in other agencies in state government, it is not that way. Their lives are different. In fact, we have people in this Department who are known throughout this nation for their expertise. It does not come overnight; it comes with longevity of service. And it speaks well. I don't see a lot of frowns out here. I'm sure they are here, but I don't see a lot of frowns.

**GORDON:** *We all know being a Highway Commissioner is time consuming. How has your personal and professional life been affected being a Commissioner for ten years?*

**LIPTON:** My problem is I'm always accused of being a work alcoholic. I found that so far in my life that's by nature what I am. I don't like to see things just stay the way they are. I like being involved. The pace has been all right. As you might guess, I wish we could have accomplished a little more than what we have done. And yet, I think we have accomplished a lot over these past ten years. History will be our judge.

**GORDON:** *If you had the opportunity, would you do it again?*

**LIPTON:** If you are asking me would I serve ten more years, the answer would probably be no. If two to three more years would allow me to finish some things like the I-69/I-530, the answer would be I would try to do it. I know someone has to be a real advocate, although I know there are others who can do that, don't get me wrong.

**GORDON:** *What advice would you offer to the person who follows you here as a Highway Commissioner?*

**LIPTON:** First, you are going to get out of it exactly what you put into it. Ten years ago I could have gone to the Board of Trustees at the University of Arkansas. I could have served on the Game and Fish Commission, and probably could have gone to Washington if I so desired. As I considered those options, it seemed to me that my part of the state was missing the infrastructure to allow it to grow. Bill Clinton and Jim Guy Tucker both pretty much told me "whatever you want to do, you can do." But, I was ready to move on. It was my time to leave the Legislature.

A long time ago, Senator Bob Harvey told me, "Young man, get in and learn the system. Don't be impatient. And the system will reward you for your efforts." I was very fortunate in my tenure in the Legislature. I went on the Joint Budget Committee my third term in the Legislature, which was unheard of. They increased membership on that committee from twelve to fifteen people. Julian Street and I were put on in the House, and a guy by the name of Bill Walmsley in the Senate, so I had good teachers. Working with Bob Harvey was, for me, like going to class. I could hardly wait to get there, because it was a history lesson and Government 101.

**GORDON:** *What else would you like to mention?*

**LIPTON:** I'm glad to have had the opportunity to serve as Chairman of this Commission, Chairman of AASHTO's Special Committee of Commissioners and Boards, and to presently serve as Chairman of the SASHTO's Special Committee of Commissioners and Boards. I've touched every base there is. So I have gone to this mountain - ten-year mountain. I will go on and I will find something else to do.

I have no real regrets. Certainly, I wish everybody well. I have the most admiration for the people who work here. It's a great group of professional people. They take their jobs seriously and, at the same time, find room to fellowship and to think a lot about their fellow man. And you can't ask for more than that.

---

## Riverside AHP Weigh Station opens

Covered by an early morning fog, the new Highway Police Riverside Weigh Station opened in West Memphis on Monday July 15, 2002, at 6:00 a.m. This new station, located just west of the Interstate 40 bridge into Memphis, will operate 24 hours a day, seven days a week. With the opening of this weigh station, the old and outdated westbound Lehi Weigh Station on Interstate 40 will permanently close.

The new, \$7 million Riverside station has up-to-date equipment and is able to accommodate twice as much traffic as Lehi. The Highway Police Officers at this weigh station will be responsible not only for making sure trucks do not exceed the weight limit of 80,000 pounds, but they will also check license plates and drivers' licenses of truck drivers.



AHP officers working at Riverside on opening day were Pfc. William Scott, Sgt. Scott Fraley, Sgt. Eddie Boon, and Pfc. Greg Massey.



Officers will inspect drivers and trucks for any criminal activity or irregularities.

Approximately 1,500 to 2,000 trucks will pass through this weigh station in an eight-hour period. "This weigh station has state-of-the-art equipment which will allow us to inspect more trucks more efficiently," stated Ron Burks, Chief of Highway Police. The design of this new weigh station will allow trucks to enter and exit the facility safely and with minimal time loss.

# Commission holds final bond sale for Interstate Rehabilitation Program

The Arkansas Highway Commission took bids on July 9, 2002, for a bond issue of \$215 million to finance a portion of the five-year Interstate Rehabilitation Program.

The municipal bond issue marks the third and final component of a \$575 million highway bond package approved by voters in 1999. The first sale of Federal Highway Grant Anticipation and Tax Revenue bonds was held in 2000 for \$175 million. A 2001 bond sale of \$185 million followed.

"This is a historic moment for the Arkansas State Highway and Transportation Department," noted John "M" Lipton, Highway Commission Chairman. "We take pleasure in this successful bond sale. It will translate into better roads for the citizens of Arkansas and visitors to our state."

Bids were received via the Internet and were projected onto a large screen in the Central Office auditorium in front of an audience that

included Commission members, Department staff and a team of financial advisors.

The firm of Stephens, Inc. submitted the lowest of five bids. The bid reflected a true interest cost of 4.183%. A premium of \$10,728,000 was received on the bonds. Bonds issued on July 9 will mature over a twelve-year period at various maturity dates starting on August 1, 2005. The bonds will be repaid using federal Interstate Maintenance funds, state matching funds and the proceeds from the four-cent per gallon increase in the state diesel tax in 1999.

According to Wayne Burggraaff of Evensen Dodge, "This is the largest bond issue on the market for the week. It is an excellent bid and will be wonderful for the Rehabilitation program." Evensen Dodge served as financial and investment advisors on the project.

The Interstate Rehabilitation Program will improve Arkansas interstates over a five-year period, which began in 2000. As of June of this year, 41 projects had been let to contract and eleven projects (78 miles) are complete. The first projects were let to contract in May of 2000.



Commission Chairman John "M" Lipton, left, signs the bond sale agreement as AHTD Director Dan Flowers waits his turn.

## Boys State delegates visit AHTD

As a program of the American Legion since 1937, Boys State has provided insight and inspiration for thousands of high school boys. Operating in 49 states, Boys State programs expose young men to the basics of city, county and state government, helping them to become more effective leaders and better citizens.

In Arkansas, our own Boys State program convenes in June in Central Arkansas. As part of that program, selected delegates visit the Arkansas State Highway and Transportation Department to learn about one of the state's largest agencies. This year, 11 young men arrived at the Central Office Complex on June 7 to meet with Director Dan Flowers. After introductions, Mr. Flowers talked with them about the importance of public service and the role the AHTD plays in advancing the economic development of the state. He also encouraged them to go to college and get as much education as possible.



AHTD Director Dan Flowers addresses the Boys State delegates during their visit to the Department.

"They were an impressive group of young men," said Flowers. "They displayed maturity and a lot of promise as future leaders."

The Boys State delegates were also taken to the AHTD materials lab, where they were given a full tour by Dawn Richards, Section Head of the Chemistry Lab. The boys were

shown several experiments, including tests on bolt tensile strength and concrete compression limits. Questions from the boys were insightful and frequent.

"They asked excellent questions and were engaged in everything we showed them," said Richards. "This was a special group."



# District Nine Recaptures Rodeo Title

After losing the team title last year, District Nine returned to winning form and recaptured the Rodeo plaque with an impressive showing at the equipment operators' competition held June 13, 2002.

"We came to Little Rock to win," said a proud District Nine Engineer Ralph Fulton. This is the fourth time the district has done so.

"We have some outstanding equipment operators," said Fulton. "And we have a great natural training ground. Everyday is a practice day for our crews. The District's rough terrain demands all-around skills."

Returning Motor Patrol champion Randall Edgmon led the District Nine team successfully defending his title. Also garnering first places were Jeff Upton in the Tractor/Lowboy and

Keith Carpenter in the Tandem Axle Dump Truck events, while Jeff Hudgens placed second in the Tractor Mower competition. Other team members included Kenny Riley, Fay Walden, Bobby Kelley and Howard Farmer.

It was a tough day for defending champions, as competition was fierce. Edgmon was the only State Champion to repeat a first place win.

Joe Scarborough of District Six won first place in the Single Axle Dump Truck and Darrell Carter of District Eight won the Tractor Mower division.

Larry Otwell of District Three is the new Backhoe champion. He posted his time, then had to sweat it out waiting for defending champion Kenny Riley to finish up the event.

"Kenny is a real stand-up guy and I felt bad for him when the ball dropped during his run," said Larry, beaming with pride as the new titleholder. But I had a good run and felt real good about my time holding up."

Named as the operator of the decade at the 2000 event, Riley has had an amazing run through the backhoe competition over the years, finishing first seven times and second twice.

"Kenny Riley does a very good job," said District Nine's Fulton. "He's not on the equipment much anymore now that he is an area supervisor, but he is a very skilled equipment operator."

Finishing second in the overall competition was defending team champion District Eight and third place went to District Six.

## 2002 TEAM CHAMPION District 9



Commissioner Jonathan Barnett, center, holds the Team Champion plaque for District 9. Team members are left to right: Jeff Upton, Jeff Hudgens, Fay Walden, Kenny Riley, Bobby Kelley, Randall Edgmon, Howard Farmer, Keith Carpenter and District 9 Engineer Ralph Fulton.

## 2002 STATEWIDE ROADEO WINNERS



### TRACTOR/MOWER

L-R: 1st place, Darrell Carter, District 8; 2nd place, Jeff Hudgens, District 9; 3rd place, Clarence Edwards, District 2



### TRACTOR/LOWBOY

L-R: 1st place, Jeff Upton, District 9; 2nd place, Mike Schmalz, District 4; 3rd place, Russell Curbo, District 1



### SINGLE AXLE DUMPTRUCK

L-R: 1st place, Joe Scarborough, District 6; 2nd place, Sammy Parrish, District 10; 3rd place, Kalene Tatom, District 3



### TANDEM AXLE DUMPTRUCK

L-R: 1st place, Keith Carpenter, District 9; 2nd place, Kenny Howard, District 8; 3rd place, Winfred Petty, District 6



### MOTOR PATROL

L-R: 1st place, Randall Edgmon, District 9; 2nd place, Dennis Langston, District 8; 3rd place, William Hickman, District 7



### BACKHOE

L-R: 1st place, Larry Otwell, District 3; 2nd place, Rick Hale, District 10; 3rd place, Ronnie Veazey, District 6

## Walnut Ridge/Hoxie Bypass opened to traffic on July 1

The Walnut Ridge/Hoxie Bypass opened to traffic July 1, 2002. Commission Chairman John "M" Lipton; Vice Chairman J.W. "Buddy" Benafield; Commissioners Jonathan Barnett and Carl S. Rosenbaum, along with AHTD Director Dan Flowers attended the ribbon cutting ceremony hosted by the Walnut Ridge/Lawrence County Chamber of Commerce.

There are three major sections of this bypass. The first section is located south of Walnut Ridge bypassing Hoxie. The five-mile stretch, costing over \$12 million, was completed in October 1999.

The second section, completed in 2000, is a connector road from Highway 412 to the third section of the bypass. This segment is approximately 1.3 miles long and cost approximately \$1.8 million. It also consists of a connector from Highway 67 north of town to Highway 34 on the northeast side of Walnut Ridge. This

portion of the project cost about \$5 million and is over two miles in length.

The final section of the bypass connects the first two portions, completing the project. Beginning at Highway 34, on the northeast side of Walnut Ridge, it connects to Highway 63 in east Hoxie, stretching approximately three miles. This segment included the construction of interchanges and cost an estimated \$45 million.

With the opening of this latest section, the bypass is now over ten miles long and costs are estimated at approximately \$65 million. It extends around the southeast area of both Walnut Ridge and Hoxie from Highway 63 to Highway 67, bypassing the downtown areas of both communities. With this new bypass, heavy traffic will be routed away from the downtown areas of both Hoxie and Walnut Ridge making their roadways safer and easier to travel.



Highway Commission Vice Chairman J.W. "Buddy" Benafield, with scissors, clips the ribbon to officially open the Walnut Ridge/Hoxie Bypass.



Members of the Highway Commission, along with U.S. Representative Tim Hutchinson, "toss dirt" at the site of the new Highway 63/63B interchange.

## New section of Highway 63 opened as dirt is tossed for new interchange

The Arkansas Highway Commission celebrated the widening of Highway 63 in Jonesboro with a ribbon

cutting ceremony on August 8, 2002.

The ceremony marked the widening of the highway to four lanes

along a 2.5-mile section from Highway 63B northward toward Bono.

The project is one of four highway projects that connect to each other and will eventually result in a continuous four-lane highway between Jonesboro and Walnut Ridge. The final project on the route, from the Craighead County line to Highway 67 in Hoxie, is scheduled to be let to contract next year.

Traffic growth on Highway 63 toward Bono has grown significantly over the past seven years. The daily traffic count is now over 15,000 vehicles daily, an increase of twenty percent since 1994.

Highway officials also broke ground for an interchange at the intersection of Highway 63 and 63B. In addition to the planned interchange, the new project will add frontage roads leading to the south on Highway 63.

## Signalization Project Complete at White Hall

Commission Chairman John "M" Lipton and AHTD Director Dan Flowers joined White Hall Mayor James Morgan to officially dedicate the new traffic signal at the intersection of Highways 256 and 365 on Tuesday, July 30.

The ceremony attracted numerous public officials, including State Senator Brenda Gullett, State Representative Jay Bradford, Jefferson County Judge Jack Jones and Pine Bluff Mayor Dutch King.

Col. Mark Henscheid, of the Pine Bluff Arsenal, thanked the Department for the new signal that intersects the main entrance to the Arsenal.

Mayor Morgan noted how the signal improves motorists' safety through the busy intersection, especially when employees at the Arsenal

are coming from and going to work.

The \$67,215 traffic signal project was awarded to L.E.G. Enterprises, Inc. earlier this year.



State, Federal, and local officials cut the ribbon dedicating the new signalization project at the Highway 256/365 intersection in White Hall.

## Springdale Northern Bypass

Few projects have generated as much local interest in recent years as the proposed Springdale Northern Bypass. This interest was very evident as approximately 900 people attended public hearings on the project in early April 2002.

To accommodate the expected crowd, the Department scheduled meetings on three successive nights – April 2 at the Lowell High School; April 3 at the Jones Center in Springdale; and April 4 at the Elm Springs Community Center.

U. S. Highway 412 is the major east-west artery across northern Arkansas. Though it is already five lanes through Springdale, traffic can become extremely congested through this urban area. A bypass is needed to relieve the congestion through Springdale and get the truck traffic out of downtown.

Northwest Arkansas continues to experience unprecedented growth and development. Finding a suitable route for the four-lane divided bypass has proved to be quite a challenge. Development continues along what the Department showed as the preferred route at the hearings, making that selection questionable. The Department is in the process of evaluating all possible routes for the bypass, including one suggested by a group of citizens at the April meetings.

## Malvern Bypass

A proposed northeastern bypass of Malvern drew a crowd of about 140 people to the Ouachita Technical College in Malvern May 7, 2002.

The proposed route begins on Highway 270 west of Interstate 30 and proceeds eastward across Highway 51 and Interstate 30 before turning south. The bypass ends at Highway 270 near the Highway 67 intersection in the vicinity of Perla. The project includes a new inter-

change on Interstate 30 about two miles east of the existing Highway 270 interchange.

Following an evaluation of the comments received at the hearing, the Department made a slight adjustment to the alignment where it crosses Highway 51. A neighborhood meeting was held September 5 at the Butterfield Baptist Church to present the proposed changes to residents in the affected area. Moving the route approximately 700 feet northward reduced the number of relocatees from four to two and caused less disruption to an established neighborhood. The citizens were genuinely pleased that the Department listened to their concerns and took positive action.

## Flippin Bypass

The evening of May 14, 2002, was busy at the Flippin Municipal Building. Approximately 60 local residents were on hand to offer comments on the preferred route for the proposed Highway 412 southern bypass of Flippin.

Area residents, through two earlier public involvement sessions, had played a large part in helping the Department move from a study corridor, to four possible alignments, to the preferred alignment that was shown at the public hearing. However, affected property owners still raised enough issues that it was difficult to arrive at a consensus on the alignment.

Because of issues raised at the May 14 meeting, the Department has agreed to compile additional information about all four routes and present that to the citizens at another meeting later this year.

## Highway 149 Interchange at Marked Tree

Citizens in northeast Arkansas are anxious to have Highway 63 upgraded to become Interstate 555. But before the new designation can be put in place, a handful of new interchanges must be constructed.

One of those interchanges is at Highway 149 in Marked Tree. About 35 citizens attended a public hearing May 30, 2002 at the Arkansas State University Technical Center in Marked Tree to view plans for the proposed new interchange. Little opposition was noted regarding the interchange plans, but a great deal of interest in the overall redesignation was evident.

The Department will schedule additional hearings in the coming months to hear comments on proposed interchanges at Highway 118, Highway 135, and Gilmore. Following the construction of those interchanges and the associated frontage roads, the long-awaited new Interstate 555 linking Jonesboro to Interstate 55 will become a reality.

## Highway 67/167 Improvements: North Little Rock to Jacksonville

A public hearing was held June 27, 2002, at the Apostolic Church in North Little Rock to discuss proposed improvements to the Highway 67/167 corridor between North Little Rock and Jacksonville.

Approximately 60 citizens turned out for the meeting which featured information on new ramp locations, crossovers, and interchange modifications. Plans call for the frontage roads to be converted to one-way operation once those changes are complete. Eventually, lanes will be added to Highway 67/167 making the route three lanes in each direction from McCain Blvd. in North

Little Rock to Redmond Road in Jacksonville.

The first phase of the work includes modifying the McCain and Wildwood interchanges to include crossovers, relocating on and off ramps between McCain and Wildwood, and building a crossover near Five Mile Creek. This will allow the frontage roads to be converted to one-way operation between McCain and Wildwood.

Work north of Wildwood will be scheduled at a later date. The Highway 67/167 mainlane widening will be the final phase of the overall project.

## Interstate 69 Connector: Highway 278 to 35

While Interstate 69 is getting much attention both nationally and locally, it was the proposed new highway that will connect Interstate 530 at Pine Bluff with Interstate 69 that was the topic of a public hearing July 9, 2002. The Interstate 69 Connector, as it is called, will link Interstate 530 with the eventual location of Interstate 69 near Wilmar.

About 50 area residents were on hand at the Monticello Middle School to view plans and offer comments about the first phase of the connector. This segment extends from Highway 278 near Wilmar northward to Highway 35 northwest of Monticello. At least three more segments will be needed to complete the connector all the way to Pine Bluff.

Most of the comments received at the hearing were positive regard-

ing the proposed project.

Many residents are anxious to see the highway built as it will provide quicker and safer travel between southeast Arkansas and central Arkansas.

## Highway 94 Widening at Rogers

Towns in northwest Arkansas continue to experience growing pains, and the city of Rogers is no exception. A proposal to widen Highway 94, known locally as New Hope Road, brought about 45 local residents to the First United Methodist Church in Rogers on July 11, 2002, for a public hearing on the project.

Most of the project calls for widening the highway on its existing location. However, a short section is proposed to be built on new location on the western end of the project near where it intersects Interstate 540. While the relocation is what the citizens want, there was some concern about how many connections will be made from the new highway to the old. The Department agreed to continue to work with the citizens and the City of Rogers in making the final decision on that issue.

Aside from the connection issue, the meeting brought out few new problems. Most area residents are ready for the improvements to begin. The widened highway will provide an improved and much needed east-west artery for the city.

# CONGRATULATIONS, GRADUATES!

*The Arkansas State Highway  
and Transportation Department  
congratulates the 2002 high school  
and college graduates  
who are children of employees  
or student employees.*



David Adair  
Booneville High School  
Esther Hamm - District 4



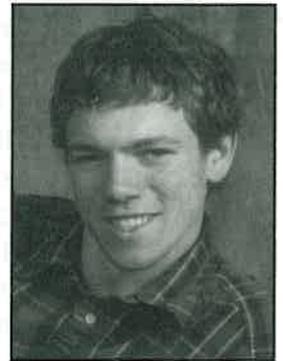
Sara Andrews  
Drew Central High School  
Wayne Andrews - District 2



Emily Ball  
North Little Rock High School  
David Ball - Bridge



Josh Barclay  
Sheridan High School  
Debbie Barclay - Programs & Contracts



J. Todd Bennett  
Wynne High School  
Stanley Bennett - District 1



Andria Bowden  
Russellville High School  
Debbie Matchett - District 8



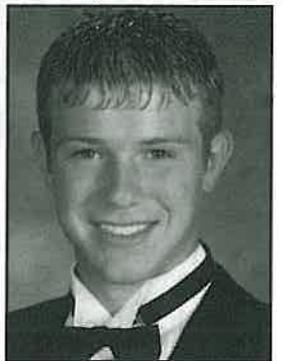
Edwina D. Bryant  
Palestine/Wheatley High School  
Eddie L. Bryant - District 1



Teresa Burns  
Norphlet High School  
Willie & Patricia Burns - District 7



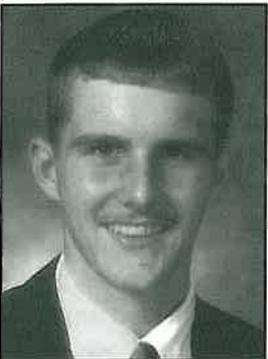
Kelly Callahan  
Lyons College  
Danny Simmons - Surveys



Okris Okivers  
Benton Harmony Grove High School  
Linda Price - Asst. Chief Engineer



Katie Cone  
Arkansas Tech University  
Kit Core - District 9



Justin Cox  
Spring Hill High School  
Sheila Tippett - District 3



Tamillia Crum  
Crowley's Ridge Technical Institute  
Tammy Crum - District 1



Brodrick Curry  
Magnolia High School/U.S. Air Force  
Simon & Maxine McGraw Grandson



Mary David  
Warren High School  
Lois Boswell - District 7



Zack Dickson  
Bryant High School  
Danny & Cindy Moore - Maintenance



Scott Donaldson  
Louisiana Tech University  
Don & Glenda Donaldson - District 3



Michael Fine  
Home School  
Bill Fine - District 8



Matthew Flowers  
University of Central Arkansas  
Dan Flowers - Director



Kathryn Elizabeth Hall  
Rhodes College/Memphis, TN.  
Ralph Hall - Assistant Chief Engineer



Justin Harrell  
Wynne High School  
Floyd Harrell - District 1



Julie Hogan  
University of Ark. at Fayetteville  
Bill Hogan - State Aid



Marcus Allen Hopkins  
Harrison High School  
Gary Hopkins - District 9



Amy & Abby Johnson  
Cross County High School  
Roger Johnson - District 1



Tamica Johnson  
Hope High School  
Reginald Ester - District 3



Casey Jones  
Murfreesboro High School  
Jerry & Connie Jones - District 3



James Matthew Kauffman  
Malvern High School  
Jim Kauffman - Programs & Contracts



Jerry Allen Keef  
Jasper High School  
Randy Keef - District 9



Renada Kendrick  
McClellan Business/Com. Magnet  
Gail Scott - Environmental



Skayla Kraft  
Ashdown High School  
David Kraft - Materials



Kyle Brendon Lasater  
Deer High School  
Paul Lasater - District 9



Chad Launius  
Camden Fairview High School  
Dannie & Jan Launius - District 7



Melissa Gail Martin  
Arkansas State University  
William Pay - Materials



Krystal McFadden  
Lakeside High School/Lake Village  
Ezra McFadden - District 2



Michael James McLeod  
Parkview High School  
James McLeod - State Aid



Matthew McNeely  
Conway High School  
Harold McNeely - Computer Services



Cullen Meyer  
Yellville/Summit High School  
Debra Meyer - District 9



Sharon Middleton  
Lutheran High School  
Margaret Middleton - Roadway Design



Keri Montrose  
University of Ark. at Little Rock  
Sheryl Fletcher - Right of Way



Jacquie Moore  
U of A Medical Sciences/Radiography  
Beverly Moore - Assistant Chief Engineer



Amanda Morrison  
Hall High School  
COE student - Legal



Melissa Nickols  
Southwest High School  
Darrell Nickols - District 9



B. J. Overall  
Berryville High School  
Russell Overall - District 9



Amy Parker  
DesArc High School  
Raymond Parker - Heavy Bridge



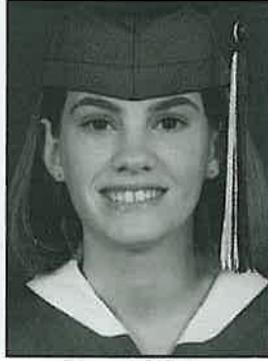
Lauren Parker  
Mississippi State University  
David Mayo - State Aid



John Boedy Perrin  
Bentonville High School  
Doug Perrin - District 4



Dustin Phillips  
Valley Springs High School  
Tammy Phillips - District 9



Priscilla Pokuka  
Sylvan Hills High School  
Frank Shepherd - District 6



John Rachels  
Central Arkansas Christian School  
Lois Rachels - State Aid



Shelly Reynolds  
Camden Fairview High School  
Jim & Pam Reynolds - District 3



Sarah Rogers  
New River Com. College/Virginia  
Dennis Rogers - District 7



Lara Beth Russeberger  
Arkansas State University  
Frank Russeberger - District 8



Paul Alan Russeberger  
U.S. Navy/Great Lakes, IL.  
Frank Russeberger - District 8



C. B. Ryder  
Fordyce High School  
Bryan & Cindy Ryder - District 7



Jason Sanders  
Jonesboro High School  
Vernon & Susan Sanders - District 10



Kristin Rickelle Sattler  
Jasper High School  
Ricky Sattler - District 9



Amanda Michelle Simmons  
Watson Chapel High School  
Tommy Simmons - District 2



Drew Smith  
University of Ark. at Fayetteville  
Ronnie Smith - State Aid



David James Stafford  
Bryant High School  
Carole Stafford - Fiscal Services



Beth Stewart  
UACCH/Hope  
Billy Don Stewart - District 3



Staci Stewart  
Prescott High School  
Billy Don & Gail Stewart - District 3



Lisa Kay Stuke  
Springdale High School  
Jerry & Kathy Stuckey - District 4



Taska Necole Thomas  
University of Central Arkansas  
Ron Fields - Computer Services



Josh Thornhill  
Pea Ridge High School  
Paul Thornhill - District 9



Kay Tribo  
University of Ark. at Little Rock  
Jim Tribo's wife - Bridge



Brandie Twisdale  
Camden Fairview High School  
1st Lt. Jeff Davis - Highway Police



Natalie Rochelle Vaughn  
Nashville High School  
Alvin Vaughn - District 3



Jeremiah Washington  
Clinton High School  
James Washington - District 8



Darcie Westfall  
Pine Bluff High School  
Ernie Westfall - District 2



Seth Mooking Weinberg  
Sylvan Hills High School  
1st Lt. Jan Weinberg - Highway Police



Jamie Eugene Wheeler  
Harrison High School  
Larry Wheeler - District 9



Skanda Nichole Winkler  
Des Arc High School  
Den & Susan Winkler - Heavy Bridge



Danna Rae Woods  
Crowley's Ridge Christian School  
Retha Kappelman - District 10



Jill Yarnall  
Cassville High School/Missouri  
Jerry & Debi Yarnall - District 9



Congratulations  
to all our  
graduates!



# The Arkansas State Highway and Transportation Department

During the upcoming year the Department will be commemorating the 50th anniversary of Amendment 42 to the Arkansas Constitution, otherwise known as the Mack-Blackwell Amendment. This amendment, passed by the voters in November 1952, established the State Highway Commission in its current form. The first Mack-Blackwell Commission was appointed by Governor Francis Cherry in January 1953 and held its first meeting on January 19 of that year.

The year 2003 also marks the 90th anniversary of the Arkansas State Highway and Transportation Department, which opened as a state agency on April 1, 1913.

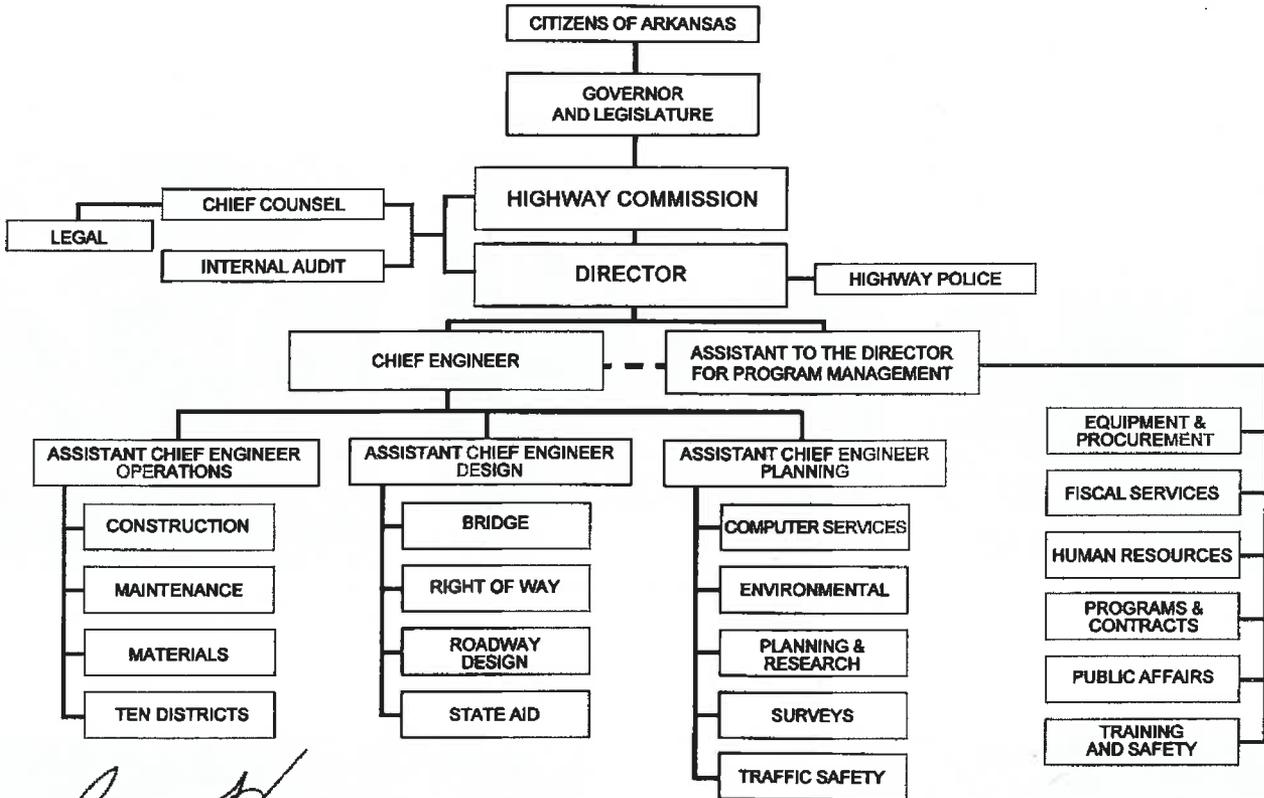
Since this is a special time in the history of the Commission and AHTD, this special issue of *Arkansas Highways* features the key supervisory employees who are involved in the day-to-day operations of the Department.

## Arkansas State Highway Commission



Seated L-R: Prissy Hickerson of Texarkana, Chairman John "M" Lipton of Warren, Vice Chairman J.W. "Buddy" Benafield of Hickory Plains.  
Standing: Carl S. Rosenbaum of Little Rock, Jonathan Barnett of Siloam Springs

**ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT  
ORGANIZATION CHART**



*Dan Flowers*  
 DIRECTOR OF HIGHWAYS AND TRANSPORTATION  
 8-29-2002  
 Date

**Director, Chief Engineer, Assistant to the  
Director for Program Management**



L-R: Steve Teague, Assistant to the Director for Program Management; Dan Flowers, Director; Bob Walters, Chief Engineer

**Assistant Chief Engineers**



L-R: Frank Vozel, Planning; Phil McConnell, Design; Ralph Hall, Operations

## ADMINISTRATIVE BRANCH

### Internal Audit



L-R: Bill McDorman, Chief Auditor; Johnny Parks, Assistant Chief Auditor

### Equipment & Procurement, Legal, Public Affairs



L-R: Doug Nielsen, Equipment & Procurement Division Head; Robert Wilson, Chief Legal Counsel, Lee Gordon, Public Information Officer

### Traffic Safety Training & Safety



L-R: Mike Selig, Traffic Safety Engineer; Ken Jordan, Training & Safety Section Head

### Fiscal Services Division



Front L-R: Larry Dickerson, Chief Fiscal Officer; Mike Boyd, Administrative Officer V. Back L-R: Mike Eden, Reports & Costs Section Head; Leonard Grinstead, Federal Aid Billing Section Head; Diann Gwatney, Insurance Administrative Assistant III; Richard Blaine, Receipts & Expenditures Section Head; J. Harden Steele, Jr., Fiscal Services Coordinator

## Arkansas Highway Police Division



L-R: Captain George Franks, Special Services; Chief Ron Burks; George Coffman, Commander Permits Section; 1Lt. Paul Claunch



Kneeling L-R: 2Lt. Glen Holloway, 1Lt. Jan Weinberg, 2Lt. Jerry Booker, 1Lt. Jeff Davis, 2Lt. Joe Upton. Standing L-R: 1Lt. Todd Wetzel, Captain Gary East, Captain Ronnie Anderson, Captain Don Hastings, Captain Joe Black, 1Lt. Ronnie Elmore; 2Lt. George Myles, 2Lt. David Quast

## Programs and Contracts Division



Seated: Ed Hoppe, Programs & Contracts Division Head. Standing L-R: Bill Bradberry, Project Development Section Head; Roy Walden, Reproduction Section Head; Roy Douglas, Program Administration Section Head; Lori Tudor, Assistant Division Head.

## Human Resources Office



L-R: Frank Knowles, Records Supervisor; James Moore, EEO Section Head; Diane Keene, Mail & Supply Supervisor; Crystal Cole, Human Resources Officer; Walter Caton, Buildings Management Supervisor

## PLANNING BRANCH

### Computer Services Division



Front L-R: Bryan Stewart, Division Head; Mike Shaw, Assistant Division Head. Back: Ron Mitchell, Systems Software and Hardware Data Processing Manager; Sidney Foggo, Microcomputer User Support Data Processing Manager; Harold McNeely, Engineering Data Processing Manager; Lesa Frymark, Applications Development Data Processing Manager; Pam Edwards, Database Administration Data Processing Manager

### Environmental Division



L-R: Mike Webb, Assessment Section Head; Marion Butler, Division Head; Mike Harris, Special Studies Section Head; Bill Richardson, Assistant Division Head; Larry Long, Beautification Section Head

### Planning and Research Division



Seated L-R: Scott Bennett, Division Head; Alan Meadors, Assistant Division Head. Standing L-R: Virginia Porta, Policy Analysis Section Head; Paul Simms, Staff Planning Engineer; Jim Gilbert, Public Transportation Administrator; Keith Merritt, Staff Planning Engineer; Paul Edwards, Mapping and Graphics Section Head

### Surveys Division



L-R: Dean Wilkinson, Staff Surveys Engineer; Sam Johnson, Staff Surveys Engineer; Carl Lindstrom, Assistant Division Head; Kit Carson, Division Head; George West, Staff Senior Land Surveyor; Farrell Adams, Photogrammetry Section Head

# DESIGN BRANCH

## Bridge Division



L-R: Phil Brand, Division Head; Carl Fuselier, Assistant Division Head; Gary Ashley, Staff Bridge Design Engineer; Stewart Linz, Staff Bridge Design Engineer; Mike Coogan, Staff Bridge Design Engineer; Jim Tribo, Staff Bridge Design Engineer; David Ball, Staff Structures Engineer

## Right of Way Division



Front L-R: Jim Gaither, Division Head; Perry Johnston, Assistant Division Head. Standing L-R: Danny Arendt, Relocation Section Head; Ralph Williams, Utilities Section Head; Kay Crutchfield, Administrative Section Head; Randy Lewis, Acquisition Section Head; Bob Colford, Appraisal Section Head; Will Holt, Engineering Section Head

## Roadway Design Division



Seated L-R: Eric Phillips, Staff Traffic Engineer; Charles Clements, Division Head; Dave Burnett, Assistant Division Head; Claude Klinck, Staff Design Engineer/Secondary Design. Standing: Mike Fugett, Staff Design Engineer/Freeway Design; Bobby Welch, Staff Design Engineer/Urban Design; Brooks Booher, Staff Hydraulics Engineer; Bob Green, Staff Design Engineer/Primary Design; Martin Cruce, Staff Design Engineer/General Design

## State Aid Division



L-R: Jake Weston, Division Head; David Mayo, Assistant Division Head; Ronnie Smith, Section Head; Phil Ammons, Section Head

## OPERATIONS BRANCH



### Construction Division

Seated L-R: Allan Holmes, State Construction Engineer; Mike Sebren, Civil Engineer VI. Standing: Ralph Blackwell, Staff Construction Engineer; Emanuel Banks, Staff Construction Engineer; Ron Price, Contract Estimates Section Head; Steve Peeples, Staff Construction Engineer; David Henning, Staff Construction Engineer

### Maintenance Division

Seated L-R: Pat Sullivan, Staff Maintenance Engineer; Garland Land, Heavy Bridge Maintenance Engineer; Leonard Hall, State Maintenance Engineer; Doug Huckaba, Communications Section Head; Glenn Cheatham, Staff Heavy Bridge Maintenance Engineer. Back: Tony Sullivan, Staff Traffic Engineer; Tony Evans, Staff Maintenance Engineer; Danny Keene, Facilities Management Section Head

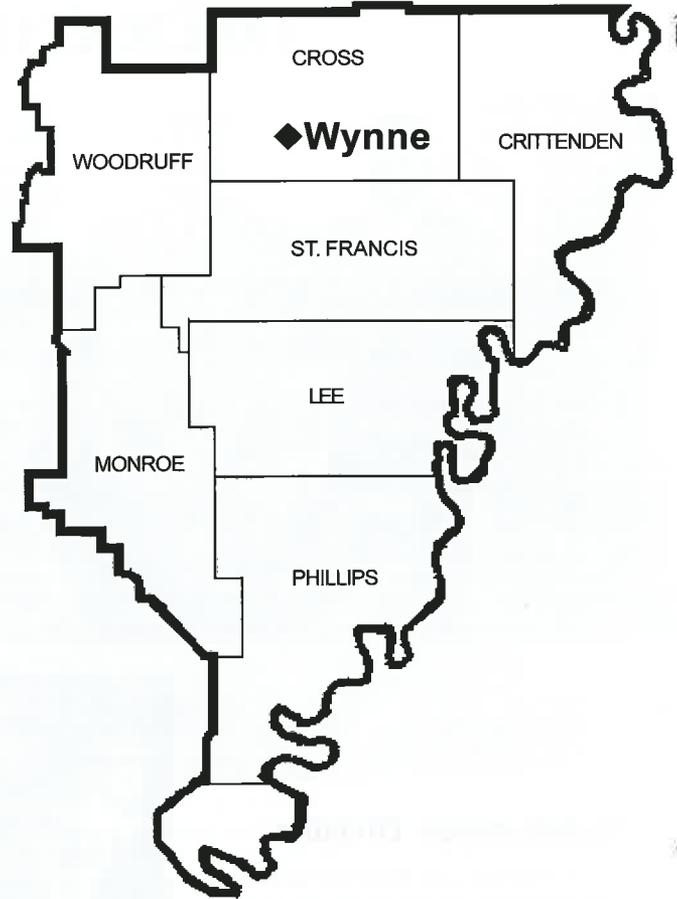


### Materials Division

Seated L-R: Jerry Westerman, Division Head; Mike Benson, Assistant Division Head. Standing: John Bettis, Civil Engineer IV; Mike Limbird, State Materials Engineer; Jon Annable, Staff Geotechnical Engineer; Gary Bennett, Civil Engineer IV; Dawn Richards, Chemistry Lab Section Head; Dale Gossien, Materials Area Engineer; Wayne Casteel, Concrete and Fabrication Engineer; Mark Headley, Quality Assurance Engineer; Tyler Nicholson, Materials Area Engineer

# District 1

<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Crittenden	50,866	610	35,035	256	\$1,885,560
Cross	19,526	615	15,408	248	1,390,006
Lee	12,580	601	7,598	185	681,879
Monroe	10,254	606	8,091	222	799,071
Phillips	26,445	692	16,833	215	978,296
St. Francis	29,329	634	19,300	255	1,743,433
Woodruff	8,741	526	7,183	202	793,615
<b>Total</b>	<b>157,741</b>	<b>4,284</b>	<b>109,448</b>	<b>1,583</b>	<b>\$8,271,860</b>



**Ray Woodruff, District Engineer**



**Assistants**

~ Standing: Thale Keisling, District Construction Engineer  
 Seated: Joe Sartini, District Maintenance Engineer



**Resident Engineers**

L-R: Jeff Adams, West Memphis; John McMickle, West Helena; David Bushey, Wynne



**Job Superintendents**

L-R: Ray Duff, Sealing; Roy Morris, Maintenance; Roger Speckling, Bridge



**Supervisors**

L-R: Joel Davis, Bridge Inspector; Ron Ellis, Bridge Inspector; Larry Fleming, Equipment Maintenance; Carl Andrews, Sign Crew



**Area Maintenance Supervisors**

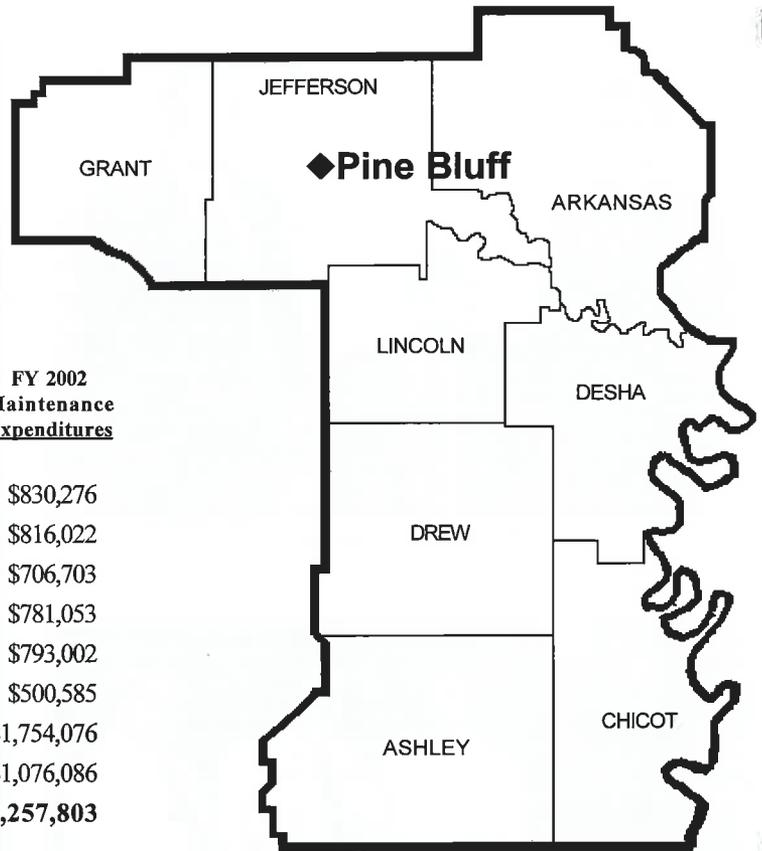
L-R: Frank Gregory, Woodruff County; Joe DeWitt, St. Francis County; Eddie Bryant, Monroe County; Bobby Weatherford, Phillips County



**Area Maintenance Supervisors**

L-R: Freddie Andrews, Cross County; Jeff Collier, Crittenden II; Jim Bryant, Lee County

# District 2



<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Arkansas	20,749	988	18,591	291	\$830,276
Ashley	24,209	921	19,568	221	\$816,022
Chicot	14,117	644	9,436	195	\$706,703
Desha	15,341	765	10,974	169	\$781,053
Drew	18,723	828	14,062	208	\$793,002
Grant	16,464	632	13,948	173	\$500,585
Jefferson	84,278	885	57,189	291	\$1,754,076
Lincoln	14,492	561	8,513	177	\$1,076,086
<b>Total</b>	<b>208,373</b>	<b>6,224</b>	<b>152,281</b>	<b>1,725</b>	<b>\$7,257,803</b>



**James House, District Engineer**



**Assistants**

Standing: Scott Mullis, District Maintenance Engineer  
 Seated: Ernie Westfall, District Construction Engineer



**Resident Engineers**

L-R: Tim Kelly, McGehee; Chad Adams, Pine Bluff. Not pictured: Mike Thompson, Monticello



**Job Superintendents**

L-R: Robert Kendall, Maintenance; David Hutchins, Bridge; Kelly Slater, Sealing

**Supervisors**

L-R: James Ashcraft, Sign Crew; Tommy Simmons, Assistant Maintenance Superintendent; Jeff Hart, Equipment Maintenance; Rick Wilson, District Bridge Inspector



**Area Maintenance Supervisors**

Front L-R: Jimmy Johnson, Ashley County; A.G. Bullock, Arkansas County at DeWitt; Bobby West, Desha County; Gary Bunting, Lincoln County; Harland Colbert, Drew County. Back: Ezra McFadden, Chicot County; Debra Pruitt, Jefferson County; Roger Turner, Grant County; M.J. Fox, Arkansas County at Stuttgart



# District 3

<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Hempstead	23,587	729	17,599	271	\$1,584,697
Howard	14,300	587	12,055	162	\$719,444
Lafayette	8,559	526	6,853	138	\$920,977
Little River	13,628	532	11,818	141	\$941,817
Miller	40,443	624	31,235	212	\$1,599,224
Nevada	9,955	620	7,826	224	\$893,827
Pike	11,303	603	9,738	175	\$1,092,956
Sevier	15,757	564	13,184	135	\$720,667
<b>Total</b>	<b>137,532</b>	<b>4,785</b>	<b>110,308</b>	<b>1,458</b>	<b>\$8,473,609</b>



**Don Donaldson, District Engineer**



**Assistants**

L-R: Kenny Bennett, District Construction Engineer; Ronnie Garner, District Maintenance Superintendent



**Resident Engineers**

L-R: Steve Frisbee, Texarkana; Rochelle Blue, Hope; Jason Efird, Nashville



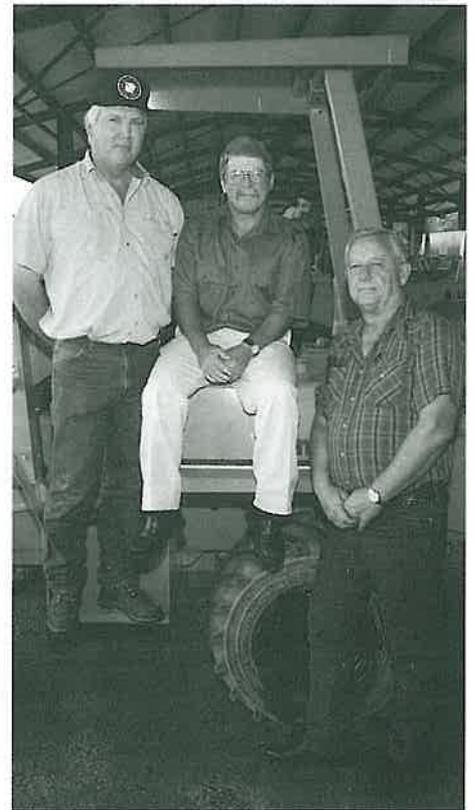
**Supervisors**

L-R: Jim Rhodes, Assistant Maintenance Superintendent; Charles Ghormley, Equipment Maintenance; Don Lively, Sign Crew; Jim Owenby, District Bridge Inspector



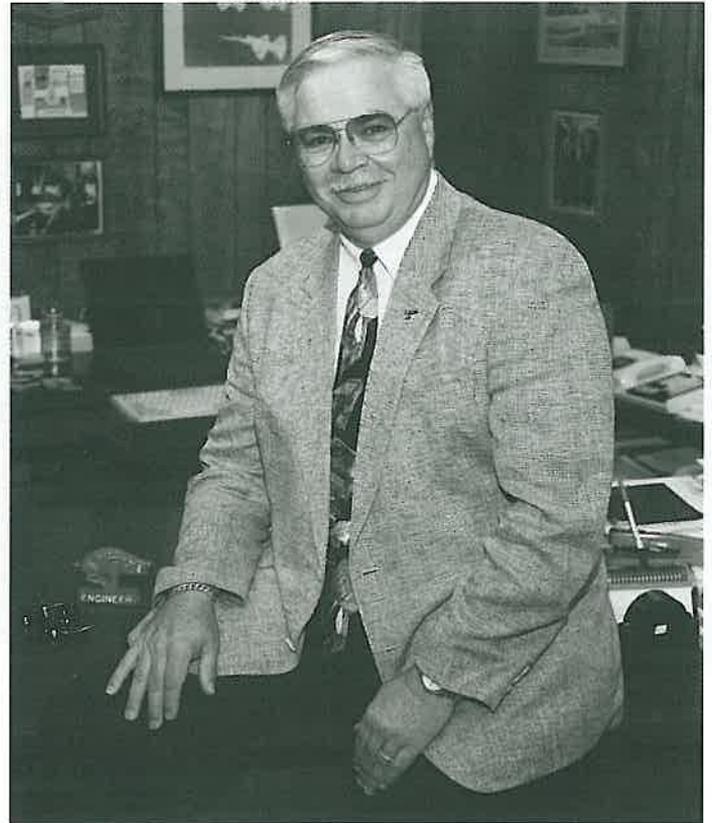
**Area Maintenance Supervisors**

Front L-R: Lonnie Hazel, Miller County; Bobby Bailey, Sevier County; Mike Flowers, Lafayette County; Randell Howard, Hempstead County. Back: Richard Wheeler, Pike County; Rick Bailey, Nevada County; Weldon Garrison, Little River County; Alvin Vaughn, Howard County



**Job Superintendents**

L-R: Larry Johnson, Bridge; Kurt Moritz, Maintenance; Doyle Powell, Sealing



**Harold Beaver, District Engineer**

## District 4

<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Crawford	53,247	595	44,100	212	\$1,191,469
Franklin	17,771	609	15,337	224	\$1,060,089
Logan	22,486	710	18,875	203	\$758,073
Polk	20,229	859	17,384	199	\$772,398
Scott	10,996	894	8,841	179	\$573,107
Sebastian	115,071	536	93,690	241	\$1,262,109
Washington	157,715	950	128,350	335	\$1,793,282
<b>Total</b>	<b>397,515</b>	<b>5,153</b>	<b>326,577</b>	<b>1,593</b>	<b>\$7,410,527</b>



**Assistants**

Standing: Joe Shipman, District Construction Engineer  
Seated: David Becker, District Maintenance Superintendent



**Resident Engineers**

L-R: Jeff Stroud, Fayetteville; John Sharum, Mountainburg; Bashar Qedan, Van Buren; Dean Nichols, Waldron



**Job Superintendents**

L-R: Rocky Joe Smith, Maintenance; Mark Williams, Bridge; Michael Pickens, Sealing



**District Bridge Inspectors**

L-R: L.G. "Buddy" Turner and Raymond Lea



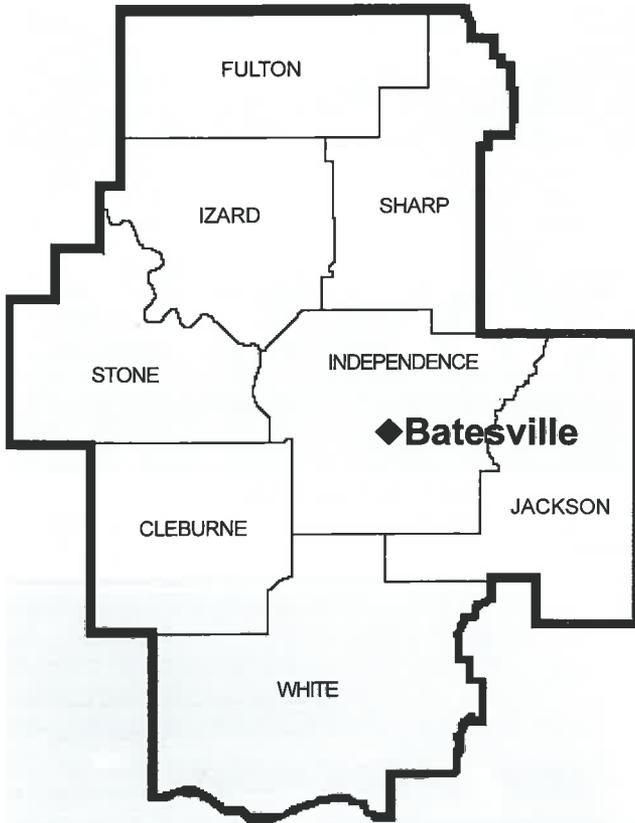
**Supervisors**

L-R: Kenneth Tucker, Equipment Maintenance; Kim McDowell, Assistant Maintenance Superintendent; Steve Neff, Sign Crew



**Area Maintenance Supervisors**

Front L-R: Larry Elder, Franklin I; Gene Holloway, Washington I, David Richards, Crawford I; Jim Carter, Sebastian I; Lonnie Bearden, Sebastian II. Back: Nick Mings, Logan I; Ray Jett, Scott I; Gene Roberts, Polk I; Larry Thornburg, Washington II; Clinton Isaacs, Crawford II



# District 5

<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Cleburne	24,046	553	21,756	200	\$911,301
Fulton	11,642	618	10,917	161	\$548,994
Independence	34,233	764	29,928	234	\$910,010
Izard	13,249	580	11,425	148	\$677,707
Jackson	18,418	633	14,668	252	\$995,014
Sharp	17,119	604	15,080	157	\$569,956
Stone	11,499	606	10,625	167	\$866,739
White	65,081	1,034	54,143	397	\$2,571,661
<b>Total</b>	<b>195,287</b>	<b>5,392</b>	<b>168,542</b>	<b>1,716</b>	<b>\$8,051,382</b>



**Lyndal Waits, District Engineer**



**Assistants**

Standing: Bruce Street, District Maintenance Engineer  
Seated: Joe Trantham, District Construction Engineer



**Resident Engineers**

L-R: Tim Dunlap, Batesville; Jim Leggett, Batesville; Stan Glover, Searcy



**Job Superintendents**

L-R: Michael Lackey, Sealing; Chris Johnson, Maintenance; Jerry Miller, Bridge

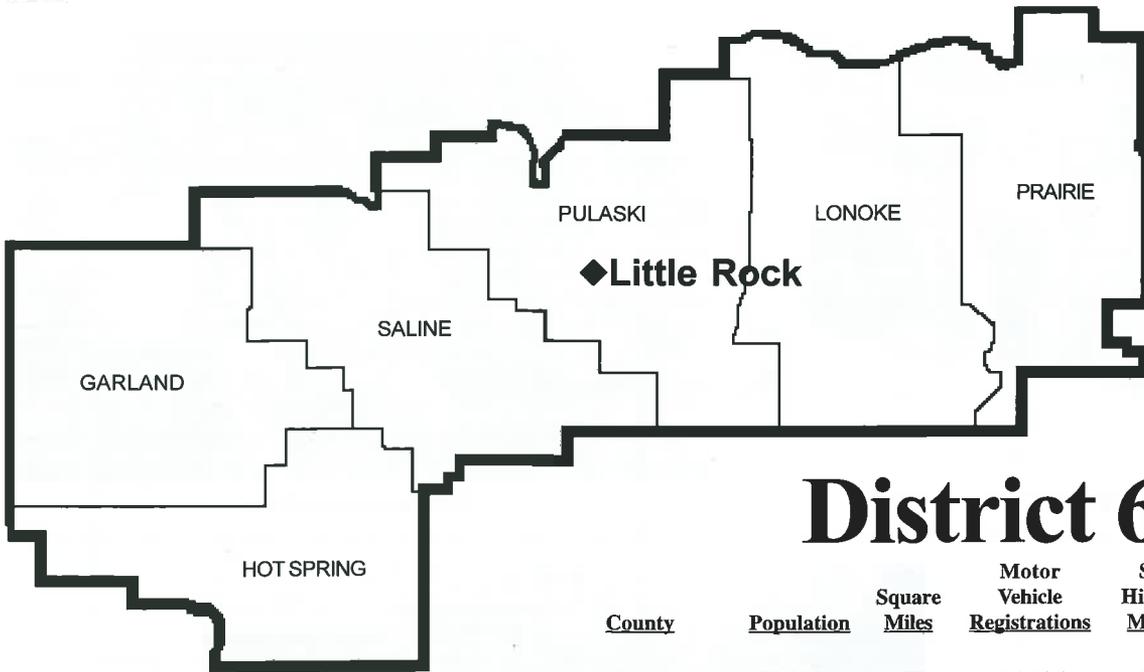
**Supervisors**

L-R: Fred Heyde, District Bridge Inspector; Winfred Reed, Equipment Maintenance; Tommy Satterwhite, Sign Crew; Melvin Yates, District Bridge Inspector



**Area Maintenance Supervisors**

L-R: Marty Morgan, Sharp County; Charles Everett, Izard County; Perry Stegall, Jackson County; Elbert Layne, Fulton County; Junior Fife, Cleburne County; Rickie Sharp, Independence County; Greg Graishe, Stone County; Charles Carrouth, White County at Bald Knob



## District 6

<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Garland	88,068	677	74,506	210	\$1,000,252
Hot Spring	33,353	615	25,156	214	\$819,128
Lonoke	52,828	766	44,541	312	\$1,249,604
Prairie	9,539	646	8,567	221	\$745,379
Pulaski	361,474	771	304,453	351	\$3,513,681
Saline	83,529	723	68,428	154	\$804,949
<b>Total</b>	<b>625,791</b>	<b>4,198</b>	<b>525,651</b>	<b>1,462</b>	<b>\$8,132,993</b>



**David Lambert, District Engineer**



**Assistants**

Standing: Brian Wright, District Construction Engineer;  
Seated: Rex Spurlock, District Maintenance Engineer



**Resident Engineers**

L-R: Jerry Trotter, North Little Rock, Danny Burnett, Little Rock, Jim Pound, Little Rock; Tim Baber, Hot Springs



**Job Superintendents**

L-R: Reuben Carter, Bridge; Harold Grimsley, Sealing; Jerry Zuber, Maintenance



**Supervisors**

L-R: David Jackson, Calvin Hill, Bill Marlow, District Bridge Inspectors; Jerry Campbell, Sign Crew



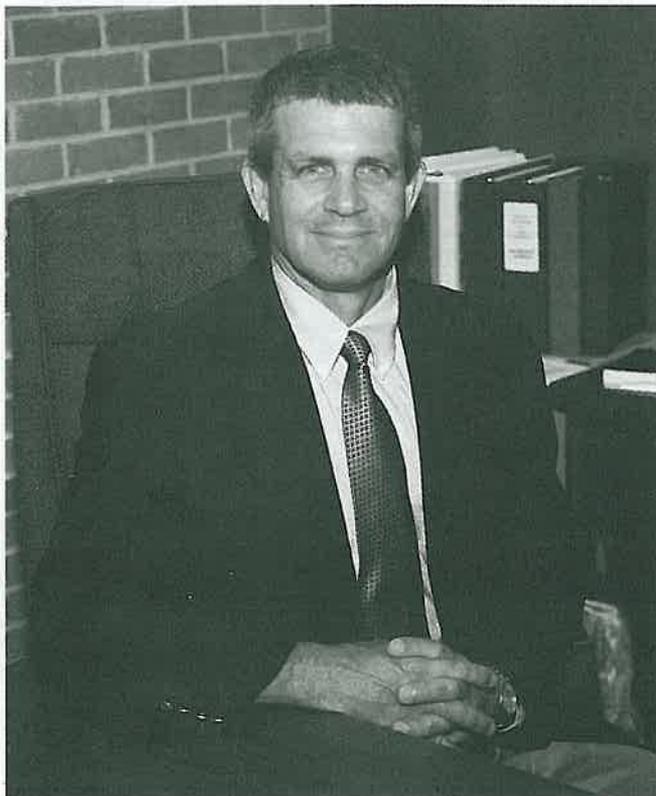
**Area Maintenance Supervisors**

L-R: Ralph Burge, Saline County; Carl Erwin, Hot Spring County; Dennis Johnson, North Pulaski County; Floyd Inman, Prairie County; Jerry Stovall West Pulaski County; Larry Gorbet, Lonoke County; Fred Doles, South Pulaski County. Not shown: Sammie Holton, Garland County



# District 7

<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Bradley	12,600	650	10,130	133	\$918,405
Calhoun	5,744	628	4,979	156	\$644,539
Clark	23,546	865	17,038	249	\$1,223,584
Cleveland	8,571	598	6,888	162	\$612,198
Columbia	25,603	766	20,219	208	\$1,140,132
Dallas	9,210	667	7,131	183	\$1,086,335
Ouachita	28,790	732	22,340	208	\$1,215,907
Union	45,629	1,039	37,682	253	\$1,119,863
<b>Total</b>	<b>159,693</b>	<b>5,945</b>	<b>126,407</b>	<b>1,552</b>	<b>\$7,960,963</b>



**Carl Bachelor, District Engineer**



**Assistants**

Seated: David Archer, District Construction Engineer  
 Standing: Gary Grimes, District Maintenance Engineer



**Resident Engineers**

L-R: Jeff Venable, Camden; Todd Russell, Camden/Arkadelphia; Gordon Hite, El Dorado



**Job Superintendents**

L-R: Joel Todd, Maintenance; James Alexander, Bridge; James Ellis, Sealing Hite, El Dorado

**Supervisors**

L-R: Glen Howell, Equipment Maintenance; Chuck Vance, District Bridge Inspector; Jim Woods, Sign Crew. Not pictured: Stanley Smith, District Bridge Inspector

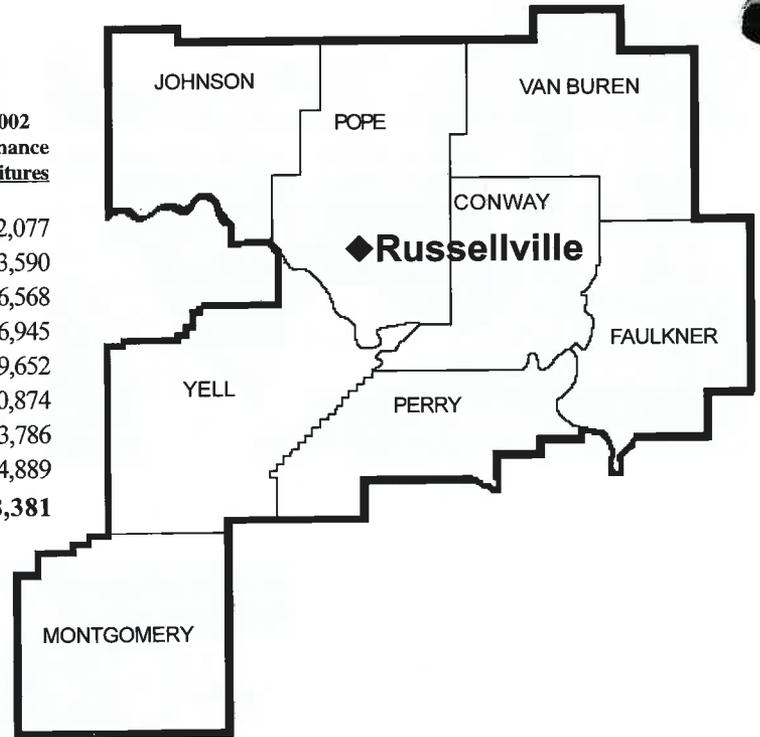


**Area Maintenance Supervisors**

L-R: Randy Gates, Union County; Johnny Risher, Jr., Columbia County; William Hickman, Ouachita County; Johnny Brandon, Dallas County; Phil Benson, Calhoun County; Ricky Neal, Cleveland County; Larry Bloomfield, Clark County; Alan Hearnberger, Bradley County

# District 8

County	Population	Square Miles	Motor Vehicle Registrations	State Highway Mileage	FY 2002 Maintenance Expenditures
Conway	20,336	556	17,503	231	\$1,012,077
Faulkner	86,014	647	66,182	254	\$943,590
Johnson	22,781	662	18,420	204	\$886,568
Montgomery	9,245	781	8,623	167	\$876,945
Perry	10,209	551	8,821	167	\$869,652
Pope	54,469	812	44,603	303	\$1,320,874
Van Buren	16,192	711	15,085	217	\$813,786
Yell	21,139	928	17,367	255	\$1,244,889
<b>Total</b>	<b>240,385</b>	<b>5,648</b>	<b>196,604</b>	<b>1,798</b>	<b>\$7,968,381</b>



**Frank Russenberger, District Engineer**



### Assistants

L-R: Tommy Littleton, District Construction Engineer;  
B.J. McAlister, District Maintenance Engineer



**Resident Engineers**

L-R: Bud McMillian, Conway; David Tolleson, Russellville; Bill Fine, Clarksville



**Job Superintendents**

L-R: Mike Johnston, Maintenance; Stanley Storment, Sealing; David Mayberry, Bridge

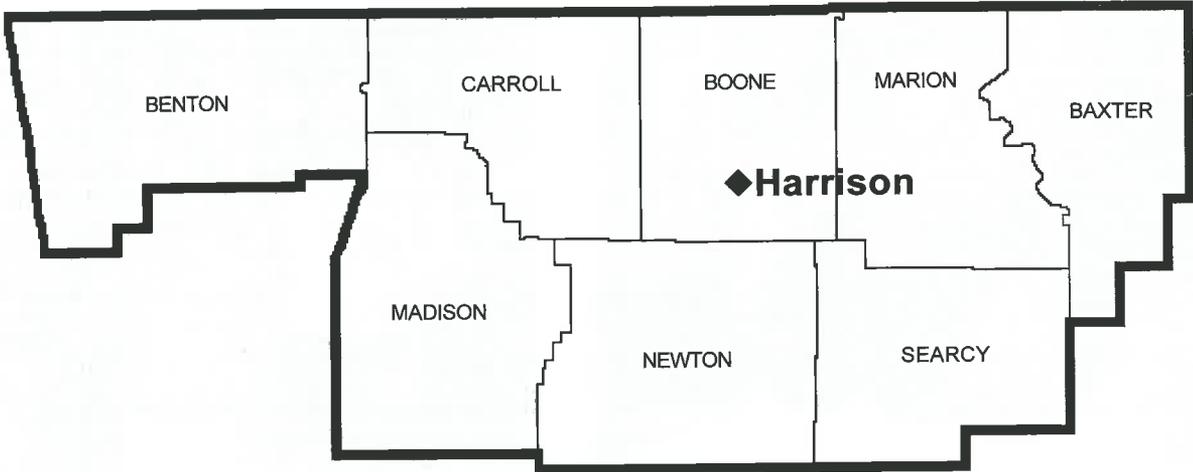
**Supervisors**

L-R: Kerry Blair, District Bridge Inspector; John Roy, Sr., Equipment Maintenance; Bruce Bartlett, Sign Crew



**Area Maintenance Supervisors**

L-R: David Hogue, Van Buren County; Joe Phillips, Perry County; Neil Ford, Conway County; David Carmack, Montgomery County; Mark Koone, Faulkner County; William Alvey, Yell County; Jack Cossey, Pope County



## District 9

<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Baxter	38,386	554	17,503	231	\$1,012,077
Benton	153,406	846	66,182	254	\$943,590
Boone	33,948	591	18,420	204	\$886,568
Carroll	25,357	630	8,623	167	\$876,945
Madison	14,243	837	8,821	167	\$869,652
Marion	16,140	598	44,603	303	\$1,320,874
Newton	8,608	823	15,085	217	\$813,786
Searcy	8,261	667	17,367	255	\$1,244,889
<b>Total</b>	<b>298,349</b>	<b>5,546</b>	<b>196,604</b>	<b>1,798</b>	<b>\$7,968,381</b>



**Ralph Fulton, District Engineer**



**Assistants**

L-R: Gerald Teague, District Maintenance Engineer; E.C. (Butch) Martin, District Construction Engineer



**Resident Engineers**

L-R: Steve Lawrence, Harrison; Jack Brisco, Bentonville; Greg Harding, Yellville



**Job Superintendents**

L-R: Ronnie Faught, Sealing; Doug Pederson, Bridge; Tim Fields, Maintenance

**Supervisors**

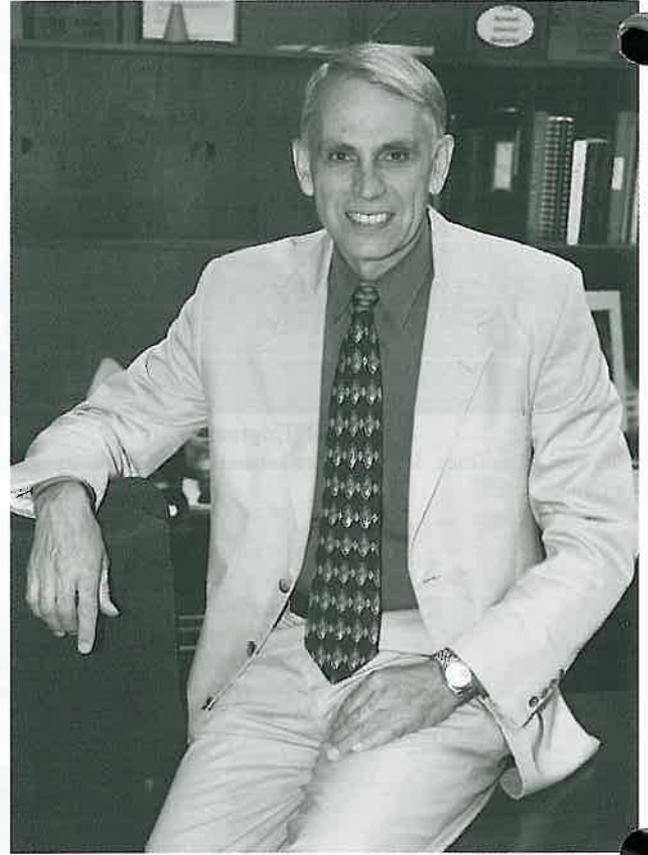
L-R: Butch Fancher, District Bridge Inspector; J.N. Mallett, Sign Crew; Joe Davidson, Equipment Maintenance



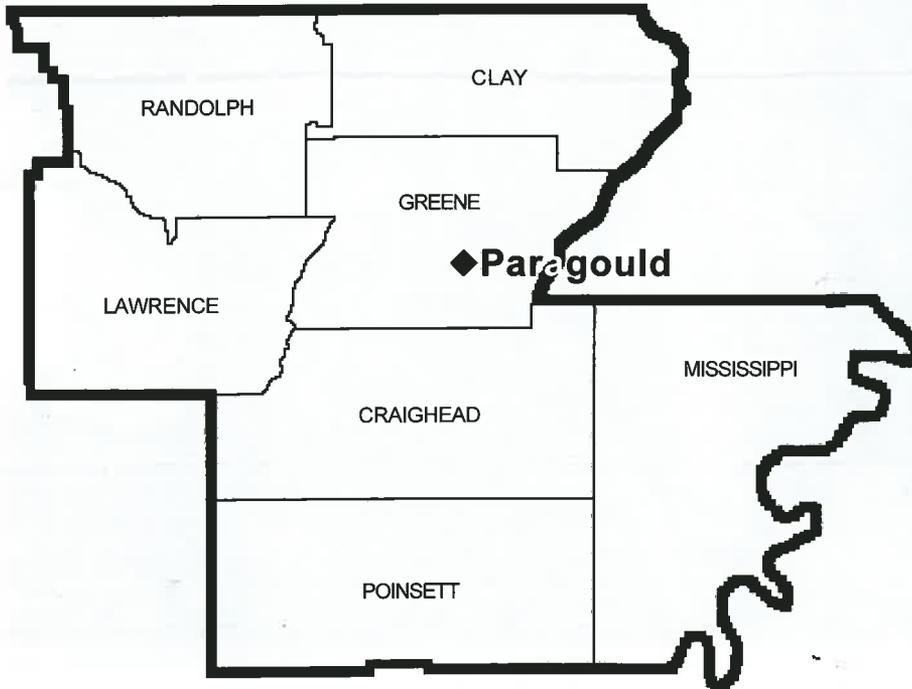
L-R: Mark Grozis, Peel Ferry Supervisor; Randy Clark, Searcy County; Kit Core, Carroll County; Kenny Riley, Madison County; Don Baker, Marion County; Ron Stanfill, Benton County at Gentry; Ricky Sattler, Newton County; Stan Risley, Baxter County; Mike Brasel, Boone County

# District 10

<u>County</u>	<u>Population</u>	<u>Square Miles</u>	<u>Motor Vehicle Registrations</u>	<u>State Highway Mileage</u>	<u>FY 2002 Maintenance Expenditures</u>
Clay	17,609	639	15,870	178	\$844,318
Craighead	82,148	711	64,692	281	\$1,383,960
Greene	37,331	577	30,853	209	\$1,099,765
Lawrence	17,774	586	15,054	206	\$813,502
Mississippi	51,979	898	35,851	430	\$2,029,280
Poinsett	25,614	758	20,127	279	\$1,482,206
Randolph	18,195	652	15,512	188	\$728,725
<b>Total</b>	<b>250,650</b>	<b>4,821</b>	<b>197,959</b>	<b>1,771</b>	<b>\$8,381,756</b>



**Joe Barnett, District Engineer**



**Assistants**

Seated: Walter McMillan, District Construction Engineer. Standing: Alan Walter, District Maintenance Engineer



**Resident Engineers**

L-R: Rex Vines, Osceola; Brent Watkins, Jonesboro; Brad Smithee, Paragould



**Job Superintendents**

L-R: Buck Beasley, Maintenance; Joe Hester, Bridge; Ronnie Blankenship, Sealing



**Supervisors**

L-R: Dale Johns, Equipment Maintenance; Ben Denton, Sign Crew



**District Bridge Inspectors**

L-R: Keith Smith and Joe Foresythe



**Area Maintenance Supervisors**

L-R: Bill Currie, Mississippi County; Wayne Dunaway, Craighead County; Gene Dunn, Poinsett County; Walt Hamm, Randolph County; Harold Lady, Lawrence County; Jerry Phillips, Clay County; Billy Mitchell, Greene County



**ARKANSAS STATE HIGHWAY  
& TRANSPORTATION DEPARTMENT**  
Post Office Box 2261  
LITTLE ROCK, ARKANSAS 72203-2261  
RETURN POSTAGE GUARANTEED

**PRSR STD  
U.S. POSTAGE  
PAID  
Little Rock, AR 72203  
Permit No. 2556**

