



ARKANSAS
HIGHWAYS

WINTER 1992

Director's Message



MAURICE SMITH

40/80 ANNIVERSARY

There has been tremendous progress made over the past year in meeting the goals set out in the 1991 Highway Improvement Program. That progress is a direct result of the hard work and dedication displayed by each and every one of our employees. It is also reflective of the stability and continuity built in to the Mack-Blackwell Highway Commission.

As you know, this year marks the 40th anniversary of the passage of the Mack-Blackwell Amendment to the State Constitution which created the present five-member State Highway Commission. The past three issues of *Arkansas Highways* featured articles relating to the history of the Department and the Commission, with emphasis on the events leading up to the passage of the Amendment. I hope all of you read those articles.

This issue includes the final article on the Mack-Blackwell Amendment, as well as pictures from the Open House held in November to commemorate the anniversary of the passage of the Amendment. Also in this issue all of the Department's senior staff members are included in a special photographic feature. These are the men and women who supervise the planning, construction, maintenance and administration of the Nation's 16th largest State Highway System.

The people of Arkansas have a right to be proud of the accomplishments of this agency over the past 40 years. Many other state departments of transportation look up to us and seek out our advise in many critical areas. We have a proud history, and I know our future endeavors will be met with the same determination as we have shown in the past.

As we approach the new year, I want to thank each of you for your dedication and hard work, and the Commissioners and I wish you and your families the best of the holiday season.

DIRECTOR OF HIGHWAYS AND TRANSPORTATION

ARKANSAS HIGHWAYS

WINTER 1992

ARKANSAS
STATE HIGHWAY
COMMISSION



RON HARROD
CHAIRMAN



RODNEY E. SLATER
VICE CHAIRMAN



L.W. "BILL" CLARK
MEMBER



BOBBY HOPPER
MEMBER



HERBY BRANSCUM, JR.
MEMBER

ARKANSAS HIGHWAYS is published quarterly 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 Editor, Public Affairs Office, P.O. Box 2261, Little Rock, Arkansas 72203. ARKANSAS HIGHWAYS is distributed free to the public upon request and to all Arkansas State Highway and Transportation Department employees.

EDITOR
Bill Stanton

COMPOSITION & LAYOUT
Carolyn Johnson

WRITER
Randy Ort

PHOTOGRAPHER
John Jackson



ARKANSAS HIGHWAYS
IS PRINTED ON
RECYCLED PAPER

CONTENTS

FEATURES



History of Mack-Blackwell
• Part 4 •
Pages 2 and 3

2

MACK-BLACKWELL AMENDMENT

*40th Anniversary of Amendment 42
to the State's Constitution*



Open House
Pages 4 and 5

6

RON HARROD INTERVIEW

*An Overview of
His Tenure on the Commission*



Ron Harrod Interview
Pages 6 - 11

18

THE AHTD

*A Photographic Journal
of Supervisory Personnel*



The AHTD
Pages 18 - 48

OTHER ARTICLES

12 Statewide Finals of
Truck Drivers' Roadeo

16 Siloam Springs TIC Dedicated
Highway 412 Groundbreaking Held

14 Dedication of Ouachita River Bridge
Final Run of Moro Bay Ferry

17 Highway 25 Bypass
Dedicated at Heber Springs

FRONT PHOTO: *Highway 123 in Johnson County.*

BACK PHOTO: *U.S. Highway 65 in Boone County north of Harrison.*

Photos by John Jackson

♪ Mack-Blackwell Amendment ♪ 40th ANNIVERSARY

PART IV

Throughout 1992, *Arkansas Highways* has run a series of articles regarding the Mack-Blackwell Amendment and the effect it has had on the operations of the Highway and Transportation Department. The fourth and final part of this series takes a look at the progress that has been made since the amendment took effect in 1953.

November 4, 1992, marked the 40th anniversary of the passage of Constitutional Amendment No. 42, the Mack-Blackwell Amendment, by the people of Arkansas by a nearly 3 to 1 margin. This year also concludes the 80th year of service to the state by the Highway Commission and Highway Department. This has created a unique opportunity for comparison which we will never see again - 40 years without the Mack-Blackwell Amendment and 40 years with it.

It was obvious by 1952 that the system in place since 1913 was not working properly. There was no continuity in highway programs and no stability as far as the Commission was concerned. A new Commission was named each time a new Governor was elected, and the Governor implemented his own highway program.

In the Commission's first forty years of existence, the number of Commissioners changed four times, the terms of office changed four times, and the area represented by each Commissioner changed seven times. During those years, there was a total of nine legislative acts which made changes to the makeup of the Commission.

Constitutional Amendment No. 42 changed the system that was

responsible for managing the state's highway needs. It brought the continuity and stability that was so badly needed.

Since the implementation of the Mack-Blackwell Amendment, the number of Commissioners, terms of office, and areas represented have remained constant. Governors come and go, but the Commissioners are free to remain in office for their full ten-year terms.

COMPARISON OF 1952 vs. 1992

	1952	1992
Number of Highway Department Employees	3,207	3,976
Bond Obligations for Highways	\$121.8 Billion	\$0
State Highway System:		
Total Miles	9,992	16,228
Paved Miles	5,683	16,096
Unpaved Miles	4,309	132
Annual Vehicle Miles Traveled	5.16 Billion	17.73 Billion
Ferries	18	2
Highway Department Fund Income	\$19.1 Million	\$284.5 Million
Federal Aid To Arkansas	\$7.6 Million	\$241.8 Million
Expenditures:		
Construction	\$14.0 Million	\$267.7 Million
Maintenance and Operations	\$7.6 Million	\$113.2 Million
Expenditure Per Mile of State Highways:		
Construction	\$1,402	\$16,497
Maintenance and Operations	\$766	\$6,978

There have been critics of the Mack-Blackwell Amendment in the last forty years and attempts have been made to alter it. But to date, the effectiveness of the system has silenced those challenges. A look at conditions as they existed in 1952 compared with today offers a great deal of insight into the effect the Mack-Blackwell Amendment has had.

The Mack-Blackwell Amendment placed the Highway Commission in its proper place in the overall scheme of state government, making it an independent agency not under the direct control of the Governor or the legislature. This took the politics out of the day-to-day

operations of the Department and gave the Commissioners the opportunity to concentrate their efforts on being good stewards of the taxpayers' money.

Maintaining the 16th largest state highway system in the country with available revenues is a tremendous challenge. But, the original Mack-Blackwell Highway Commission assured the people in 1953 that: "... for each highway dollar expended, the people will receive a full dollar's worth in labor and materials." Every Highway Commission since that time has made it a point to live up to those words.

In observance of the 40th anniversary of the Mack-Blackwell

Amendment, the Highway Commission hosted a series of Open Houses at the ten District Headquarters and at the Central Office. More than 1,000 people, including former Commissioners and staff members, elected officials, AHTD retirees, employees and others attended the Open Houses which were held simultaneously on Tuesday, November 10.

This was a fitting way to honor the people who have been involved in changing history. After all, it's the people who have served as Commissioners and Department employees since 1953 who have made the Mack-Blackwell Amendment as effective as it has been.

40/80 Anniversary Celebration





Commissioner Rodney E. Slater, D1E Ray Woodruff, and Assistant Director Dan Flowers.

Commission Chairman Ron Harrod opened the celebration with an explanation of Mack-Blackwell Amendment.



Director Maurice Smith, Chief Engineer Charles Venable and retired Assistant Chief Engineer-Design Brooks Nichols.



Lt. Jan Weinberg helps man the Arkansas Highway Police Division's display booth.



Treva Meador, right, of the Public Affairs Office handled the registration for the Open House.



Commissioner Bill Clark with former AHTD Director Henry Gray.



Former Commissioner James Branyan, former Chief Engineer B.K. Cooper, and former Commissioners David Solomon and George Kell.

Over 300 people, included dignitaries, retirees and employees, attended the Central Office Open House.



Commissioner Bobby Hopper and former Commissioner Patsy Thomasson.



Larry Lanes, of Public Transportation, with Commissioner Rodney E. Slater and EEO Section Head Henry Droughter.

Retirees Hub Holland and B.K. Cooper with Chief Engineer Charles Venable, D5E Coy Campbell and D3E William Tyler.



State Senator Jack Gibson with Commissioner Herby Branscum, Jr.



D4E Harold Beaver with State Representative B.G. Hendrix and State Senator Jerry Bookout.



AHTD Director and former Commissioner Maurice Smith with former Director Henry Gray.



Former Commissioner Raymond Pritchett, with Commissioner Bill Clark and former Governor Frank White.



Dan Flowers, Ron Harrod, B.K. Cooper with Human Resources Division Head Jane Wilson.



An Interview With Commissioner Ron Harrod

Ron Harrod's ten-year term as a member of the Arkansas State Highway Commission will expire in January 1993. He was appointed to the Commission on February 16, 1983 by Governor Bill Clinton to replace James Branan of Camden whose term had expired. A native of Dumas, Mr. Harrod is currently a resident of Prescott where he is in the insurance business. In a recent interview with Randy Ort of the Public Affairs Office, he reflected on the progress and accomplishments of the Highway and Transportation Department during his tenure on the Commission.

ORT: *It's been ten years since you first came on the Highway Commission. Before you were appointed, did you have any preconceived notions about what it was like to be on the Commission or what was expected of a Commissioner?*

HARROD: No, I really didn't. I had never been in the central headquarters. I remember that it was two days after I was appointed I came out here and visited and took a tour of the building. About a week later I brought my 12-year-old son and had a guided tour of all the facilities. And that was really, in retrospect, one of the smartest things I ever did; because the tour guide gave us a tour catering to a 12-year-old. And I got to see all the computers, the labs and physics and chemistry sections back there where we do all the testing. And very early on in my tenure as Commissioner, I realized the high expertise of our employees.

ORT:

There's been many changes in the last ten years, but one thing that's remained rather constant is the number of employees here at the Highway Department. To what do you attribute that?

HARROD:

I think that we have attracted, and retained, some of the best transportation people in the country. We're doing more today than we did ten years ago. But we're doing that with the same number of employees, so we've had to do it smarter. On the Commission I have certainly tried to be an advocate of the employees, because I believe that to retain those employees was certainly a benefit to this Department and to the State and the motoring public. By consistently giving cost-of-living-increase raises, in my ten years on the Commission, we have been able to actually double those paychecks that our employees carry home. We have implemented some new programs to help our employees be the best they can be. We started the Employee Assistance Program to assist and retain employees, and if they have a problem, to try to let them work it out and stay with us and be a productive member of our staff. For our newer employees we started the Career Enhancement Program where we bring them in early in their career and try to outline some career paths and show them that we would like for them to grow here in the Department.

*"I think that we have attracted,
and retained,
some of the best transportation people in the country."*

RON HARROD

ORT:

Those are two very innovative programs. One other program that has come about recently deals with the decreasing number of students enrolling in engineering schools around the country. The Career Orientation Program encourages students at an early age to consider a career in engineering or transportation.

HARROD:

Yes, and it's been a very effective program. We talked to college counselors and college students and found that when a student gets out of high school and goes to college and decides he may want to pursue an engineering degree, if - in fact - in the ninth grade they didn't start taking that higher math and sciences, then their college career is lengthened. Instead of getting that four-year degree that we all think is so traditional, they're talking five or six years to go back and take that higher math and science they missed in high school. And we decided that was one of the major contributors to the drop in engineering students. So our staff did a tremendous job of putting together the Career Orientation Program which is targeted to eighth graders. And we do two things. The first thing we do in that program, and I've participated in probably a half dozen of them, is tell them all the opportunities that are



there in the field of engineering and the fact that it is a career that when you have that finished product it will be there for fifty/a hundred years. We let them know that it is a very rewarding career. We tell them what's necessary, and just to keep your options open, you should take those higher math and sciences in high school, and if you decide to be an engineer, we'd like for you to come and work for us in the summers and see what it's like while you're in college. I think we've made a major impact on the future of being able to have homegrown engineers. And I think that's good; I'm glad; I'm proud of that program.

ORT:

During your first few months on the Commission you made a statement that you didn't feel Arkansas highways were adequately financed. A lot has happened since that time. How do you feel about our financial situation?

HARROD:

I feel that we have accomplished much in that area. In 1983 we had a 9.5-cent tax on gas. Each penny of that was bringing in about \$11 million. We had over a thousand miles of state highways that were graveled. We had two state highways that were graveled that had been blacktopped that we had to tear up. We had others that we were looking at the prospect of tearing up. And in 1985 we put together the Rural Highway Program that added to our motor fuel taxes. For the first time ever in Arkansas, we produced a map showing 4,850 miles of improvements that we hoped to make. We've basically done that now; we're two years away from that ten-year program being completed; and I'd say we're a lot more than 80 percent complete, even though we've used 80 percent of the time. We're almost out of gravel altogether. I think we've got less than 200 miles of gravel left on our highway system. We're maintaining with a very aggressive overlay program. So the Rural Road Program has been a tremendous success. Then to follow that up, the Arkansas Legislature had the wisdom to enact the 1991 Highway Improvement Program that over 10 to 13 years we hope to improve 6,000 miles of road. But what really made this all fit, is that the 1991 Federal Aid Bill was

passed, which gives us about double the amount of money in the next six years that we had in the last five. And we're in a posture that we can match that federal money, because of our Highway Improvement Program of 1991 and the management practices here at the Department. One of the things I'm real proud of is that we are 50th in the percent of our money we spend for administrative costs. That's where you want to be. Because that means we spend less on administration than any other highway department in the nation, and I'm real proud of that. I think we're getting the biggest bang out of our buck; I think we're keeping our administrative costs down, which means we can put the money on the road. And I think the people of Arkansas are fortunate that our Department has been able to do what we have with the help of the legislature.

ORT:

This November marked the 40th anniversary of the passage of the Mack-Blackwell Amendment by the people of Arkansas. What is your perception of the amendment, and do you think there need to be changes to the way the Commission is set up under Mack-Blackwell?

HARROD:

No, I think that the Mack-Blackwell Amendment is probably the document that's been responsible for everything we've talked about before in this interview - the continuity, effort, the ability to make long-range plans, and the confidence the legislature and the people of Arkansas have placed in us. The Rural Road Program and the 1991 Highway Improvement Program, are the direct results of building roads based on engineering decisions not political decisions. One of the things that we hear often is "ten years is a long time," and it is! I had a full head of hair, and it was dark when I got on, and I don't have that anymore after ten years. It's a long time to serve. It is a commitment that people need to understand before they come on the Commission. And I'm not sure they can fully understand that 'til you live through it. But it can't be, and shouldn't be, any shorter than that. There is a continuity of effort that ten-year terms with two-year staggering gives you.

"... we are 50th in the percent of our money we spend for administrative costs. That's where you want to be."

RON HARROD



ORT: *Should the number of commissioners be changed?*

HARROD: No. Any more and, as we had back in the '40's, you get so regionalized that you lose that statewide perspective. And more than any other facet of government that I can think of, a system is what matters. I mean, I could build the nicest boulevards that engineers know how to build in Prescott, Arkansas; but if there wasn't any way to get in and out of there, they would amount to naught. You need a broad enough base to get a statewide perspective, but you need a small enough base that you each are going for the development of that system. And I like our advocacy system; I am an advocate for the areas that I travel in the most often, District 7 and District 3. I come to the Commission meetings, and I talk to the engineers, senior staff and other Commissioners about the needs that we have down there. We temper that with the needs the other eight districts have, and then we throw that in the drum and mix it up with our resources. And, you know, the mix comes out well.

ORT: *What do you consider some of the major accomplishments during your ten years on the Commission?*

HARROD: One of the things I have been proud of is the ability to spread out the projects. I have had annual reviews of how we're doing in each area of my 16 counties that I'm an advocate for; and there are projects in each of those 16 counties that I'm real proud of. Now, obviously, the bridges at Moro Bay, Calion and Garland City, and the one we're going to build at Doddridge were difficult to implement and to get done. I'm real proud of the concept of passing lanes and the ones we've already built. But I guess I'm proudest of the fact that we have been able to do something everywhere. I guess another thing I'm real proud of is the opportunity to work with, and get to know, the other Commissioners I've had the privilege of serving with. I've gained a lot by my association with them. I've found each of them to be dedicated and hard working public servants. But I guess I'd have to say that I think the greatest accomplishment that the Commission's made in my ten years is the type of employees that we've been able to attract and retain; because we're always going to have concrete and steel out there, and you can't have that without a group of highly trained and dedicated individuals, and we have that.

ORT: *In the last ten years is there anything that you've wanted to see get done that maybe hasn't been done yet?*

HARROD: Oh, yeah. You want a list? In 1983, when I was first appointed, we didn't have one mile of passing lanes in the State of Arkansas. We had a few climbing lanes on the steep side of hills in North Arkansas, but we didn't have any passing lanes. I lost one of my best friends in an automobile accident in the early '60's right outside of Monticello, Arkansas, because someone got frustrated and passed when they shouldn't. We currently have about 400 miles of passing lanes. We need another 600 or 700 miles of those, and they're programmed under the 1991 Highway Improvement Program. I wish they were already in place. I wish we didn't have a mile of our 16,200-mile system that didn't have asphalt shoulders, because that helps in maintaining the road by keeping the water out from under the lane; it's a safety factor

in that you don't have that little rutted out place right next to the edge of the blacktop. So I wish all our roads had shoulders; I wish we had passing lanes every five to eight miles; and I wish every community had access to a four-lane within 30 minutes of their front door. And we're going to get there, and we're going to get there under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the 1991 Highway Improvement Program. I wish it had happened in my tenure. I think that I have played a small part in convincing the public and the legislature to put the funding up there where this is possible, but I'm not going to be here to play a part in seeing it in concrete and steel.

ORT: *That leads me to my next question. Once your term on the Commission is over, do you plan on staying involved in transportation related issues?*

HARROD: I certainly will be an advocate of good roads as long as the Good Lord lets me stay on this Earth. And I think anyone that has had the opportunity to have an inside view of our Highway Department and our state needs is going to be a highway advocate. Your social, economic and health care all improve when you have a better transportation system. So certainly I will always be an advocate.

ORT: *Being on the Commission, as you have found out, is very time consuming. How has being a Commissioner affected your personal life?*

HARROD: I have had to make a lot of adjustments because, in reflecting on my ten years, probably at least 50 percent - maybe more than 50 percent - of my time that I could have been working at my private job, I have been spending with the Highway Commission. I don't know how I could have done an adequate job of advocating for my two districts and the system at large with less time than that. Maybe folks that have served before me and will serve after me will be smarter and can figure out a way to do it in less time. But that's the way it's affected me. I've been very fortunate to have a super, supportive wife. We visited about my accepting this appointment; we were ready for the commitment; and she has stood fast and been very supportive, or I couldn't have done it.

ORT: *Knowing now what you didn't know ten years ago, if you had it all to do over again, would you?*

HARROD: I'm glad I've done it. I'm proud that Governor Clinton gave me the opportunity to serve on the Highway Commission. I came on at a good age - I was 35 when I came on. I would do it again, if I were 35 again.

ORT: *Is there anything else you want to cover that we haven't gone over?*

HARROD: What I'd really like to do is to tell the legislators and the highway and transportation employees that receive our magazine that those two groups have done a good job and have the opportunity to do better. That's what I want to come out of this interview.

Arkansas State Highway and Transportation Department ▶ **TRUCK DRIVERS' ROADEO** ◀

The final events for the Second Annual Truck Drivers' Roadeo were held October 28 at the Central Shops in Little Rock. More than 150 employees statewide started out in July to compete for top honors in six categories. The Truck Drivers' Roadeo competition was a combined effort of the Training and Safety Section of the Human Resources Division, Equipment and Procurement Division, and the Arkansas Highway Police Division to instill safe driving practices and foster pride in a job well done. Congratulations to all of the winners in the District and Statewide Competitions.



STATEWIDE WINNERS OF THE AHTD TRUCK DRIVERS' ROADEO

(L-R) Commission Chairman Ron Harrod; Earnest Rose, District 1, Tractor-Mower; Ricky Hale, District 10, Backhoe; Bill Hudson, District 9, Single Axle Dump Truck/Tilt Trailer; Billy Crooks, District 4, Single Axle Dump Truck; Lonnie Teague, District 7, Tandem Axle Dump Truck; Tommy Fife, District 7, Tractor/Lowboy; AHTD Director Maurice Smith and Commissioner Bill Clark.



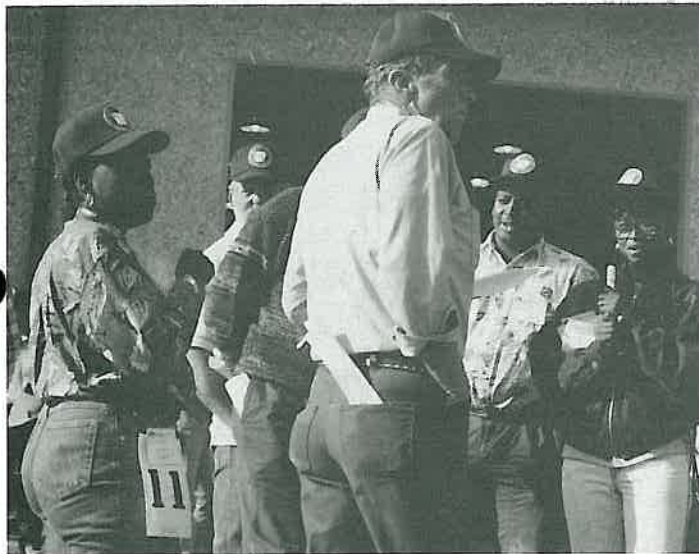
Junior Fox, Crew Leader for Arkansas County in District 2, competes in the Backhoe Competition. The object was to pick up a golf ball from the sandbox with the backhoe bucket and drop it into a six-inch container.



AHTD Assistant Director Dan Flowers addresses the competitors before the statewide final events began.



Gary Burnett of District 8 negotiates the Tractor/Mower course.



District 2 contestants waiting for their specialized events.



Chuck Drees, of Equipment and Procurement, in the Alley Dock event of the Tractor/Lowboy competition.



Tommy Jackson, of District 9, competes in the Straight Line event of the Tractor/Lowboy competition.



Monte Collums, of District 8, in the Serpentine event of the Single Axle Dump Truck competition.



BRIDGE OPENS AT MORO BAY

Ferry Makes Its Final Run

The Moro Bay Ferry on Highway 15 made its historic "final run" just a few hours after the new Ouachita River Bridge was dedicated and opened to traffic on October 27. A crowd, estimated at nearly 400 people, was on hand to witness the end of one era and the beginning of another.

Speaking at the dedication ceremony, Highway Commission Chairman Ron Harrod pointed out that the construction of a bridge at Moro Bay had been the dream of a lot of people for many years. "Ten days after I was appointed to the Commission in 1983 I met with a group of Bradley and Union County citizens to talk about building a bridge here. Now, nearly 10 years

later, we are standing on this beautiful new bridge and getting ready to cut the ribbon and let the traffic go," he said.



Commission Chairman
Ron Harrod

"This bridge means improved transportation for the timber and poultry industries, commerce, Bradley County residents using El Dorado medical facilities and transportation in general across South Arkansas," Harrod said.

In 1986 Senator Dale Bumpers introduced a provision which was passed by the U.S. Senate to allow states to use Federal Bridge Replacement Funds to replace ferries. Environmental studies and preliminary engineering began almost immediately and on August 24, 1988 the first of five contracts totaling \$10.9 million was awarded for the construction of the half-mile long bridge and nearly three miles of roadway.

A joint resolution passed by the El Dorado and Bradley County Chambers of Commerce named the bridge the John Lipton Bridge, in honor of House Speaker John Lipton of Warren. Lipton was praised for his tireless efforts over the past 20 years to make the project a reality.

“There have been many skeptics who said this bridge would never

be built,” Lipton said. “If we had depended on 100 percent state funds, it probably would not have occurred,” he added as he thanked Senator Bumpers for his interest in obtaining Federal funds.

Following lunch at Moro Bay State Park visitors were given a final ride on the ferry, which was then turned over to the Department

of Parks and Tourism to become part of an interpretive exhibit to be built at the park. Highway and Transportation Director Maurice Smith passed the ferry’s wooden steering wheel to Parks and Tourism Director Richard Davies following the ceremonial ride.

The Highway and Transportation began operating the Moro Bay Ferry in 1965. Privately owned ferries had operated at various locations near Moro Bay since 1834 when William Burke established the first ferry.

With the opening of the new bridge, only two ferry crossings remain in Arkansas. The ferry on Highway 160 at Springbank on the Red River in Miller County is the next scheduled for replacement. The other ferry is located on Highway 125 at Bull Shoals Lake in Marion County.



House Speaker John Lipton prepares to cut the ribbon to open the new Ouachita River Bridge.



The crew at Moro Bay poses with District Engineer Coy Campbell. (L-R) Patrick Temple, Raymond Roberson, Timothy Wood, Joseph Best, V.P. Gorman, Coy Campbell, and W. Foster Smith.



The Moro Bay Ferry gives visitors one last trip across the Ouachita River.

New Information Center Opened And Highway 412 Groundbreaking Held

A joint ceremony to celebrate the opening of the Siloam Springs Tourist Information Center and the start of work on the Highway 412 widening and relocation project was held at Siloam Springs August 31.

The new information center, which opened June 24, is one of 13 constructed and maintained by the AHTD and staffed by the Department of Parks and Tourism. The center was constructed at a cost of \$540,000. Two contracts were awarded by the Highway Commission in July 1991. Roberts & Com-

pany, Inc. of Little Rock constructed the building and APAC-Arkansas, Inc. of Fayetteville constructed the drives and parking areas.

The center is a replica of the old Siloam Springs railroad depot which was constructed in 1915. The roofing tile and paving bricks from the old depot were used in the construction. In addition to providing visitors with information about Arkansas attractions, the center also contains a museum which displays memorabilia from the old depot.

Commissioner Bobby Hopper

of Springdale told the crowd that construction on the Highway 412 widening project began August 10. The Commission awarded a \$6.4 million contract in July to W.J. Menefee Construction Company of Sedalia, Missouri for the grading and structures on a 4.1-mile section from the Tontitown west city limits to the Illinois River.

"This is the first of four projects which will widen Highway 412 to four lanes from near Tontitown to Siloam Springs. Most of the 16-mile route will be a four lane, divided highway on new location. The Highway Commission anticipates awarding two other contracts early next year with the final contract being awarded in early 1994," Hopper said.

The widening of Highway 412 is a high priority project for northwest Arkansas and is included in the 1991 Highway Improvement Program passed by the State Legislature last year.



State and local dignitaries at the Highway 412 groundbreaking ceremony.



The newly dedicated Siloam Springs Tourist Information Center which is a replica of the old Siloam Springs railroad depot.



AHTD Director Maurice Smith presents Richard Davies, Parks and Tourism Director, the keys to the new information center.



Highway 25 Bypass at Heber Springs Dedicated

The new 5.5-mile Highway 25 Bypass at Heber Springs was formally dedicated November 13. The Bypass, which passes south and east of the city, actually opened to traffic in September.

"Since the highway's opening about two months ago, there has been a great deal of relief along the old highway corridor through Heber Springs," Highway Commissioner Herby Branscum, Jr. said.

Speaking at the dedication ceremony, Branscum pointed out that planning for the new highway began over 20 years ago after George Kell was appointed to the highway commission in 1971. The highway commission passed a Minute Order in 1978 to program the bypass.

"There was some concern here in Heber Springs that a bypass would divert traffic from downtown and there were mixed emotions about it.

However, when the widening of the existing highway proved not to be feasible because of the many residential and business properties it would impact, the people of Heber Springs were eager for the bypass to be built," Branscum said.

"In addition to providing an alternate route through Heber Springs, this highway provides a greater margin of safety for the motorists than the old highway does. We have eliminated two 90 degree turns in the downtown area and removed the through truck traffic from the streets of downtown. This highway also gives the tourists who are destined for Greers Ferry Lake more efficient and quicker access. This area is a major tourist attraction and I believe this new highway will prove to be very beneficial in meeting the needs of the tourists," he said

The new route was constructed in two phases, with the first phase for grading and structures let to contract in November 1988. The base and surfacing contract was awarded in March 1990. Total cost of the highway was \$6.9 million.

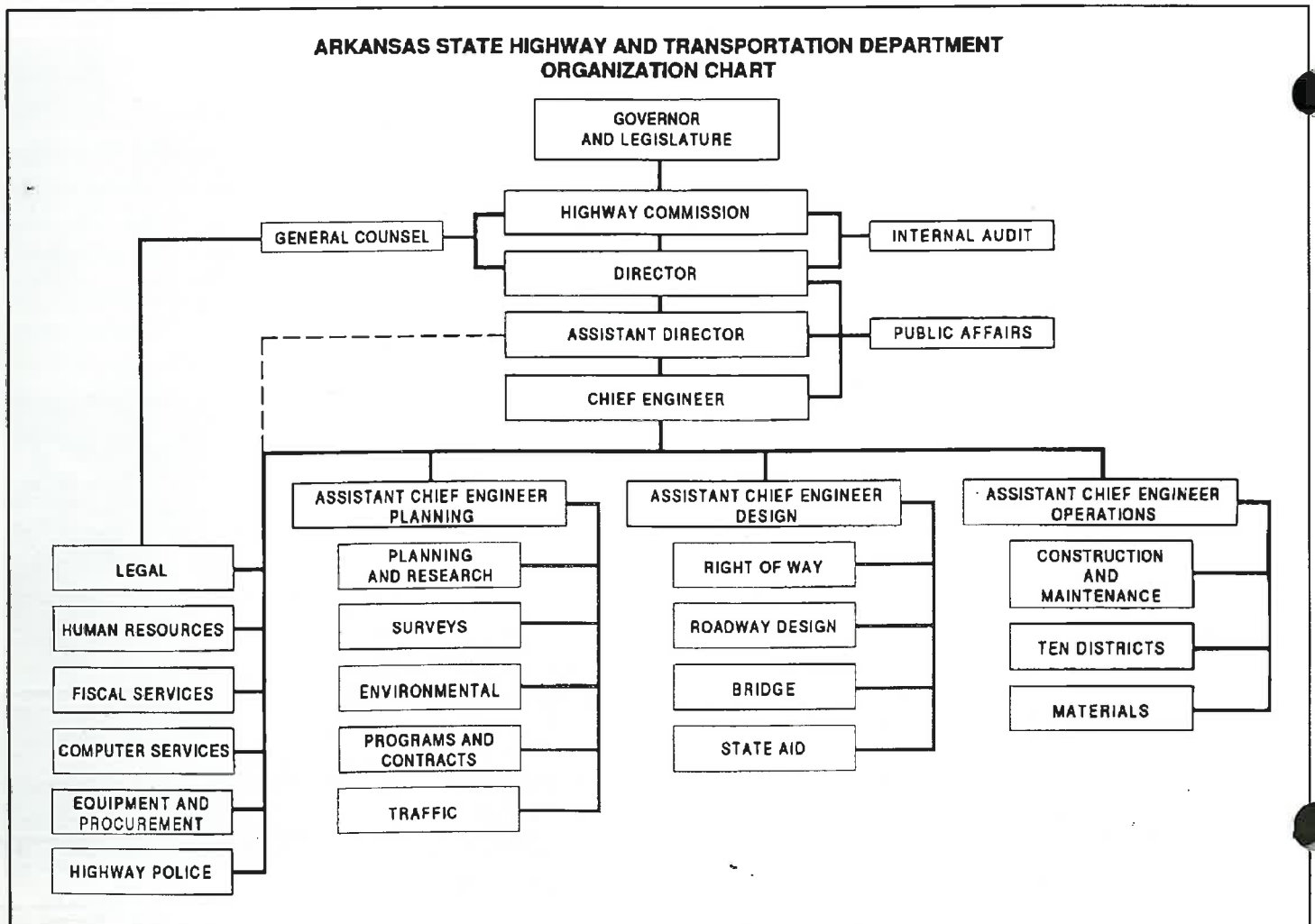


Commissioner Herby Branscum, Jr. addresses the crowd at Heber Springs.

The Arkansas State Highway and Transportation Department

Since 1992 is a special time in the history of the Arkansas State Highway and Transportation Department, it was determined that a special issue of Arkansas Highways would be appropriate. Instead of the usual "Around the Department" portion of the magazine, the following section features the key supervisory people who make the organization depicted below work.

Many changes have taken place in the past eighty years to make the AHTD what it is today. Nearly 4,000 people are currently involved in the day-to-day operations of the Department. Congratulations and a big "Thank You" are extended to each and every employee for a job well done.



ARKANSAS STATE HIGHWAY COMMISSION



(L-R) L.W. "Bill" Clark of Little Rock, Bobby Hopper of Springdale, Ron Harrod, Chairman of Prescott, Herby Branscum, Jr. of Perryville, and Rodney E. Slater, Vice Chairman of Jonesboro

DIRECTOR, ASSISTANT DIRECTOR AND CHIEF ENGINEER



(L-R) Charles Venable, Chief Engineer; Maurice Smith, Director; and Dan Flowers, Assistant Director

ASSISTANT CHIEF ENGINEERS



(L-R) Calvin Peevy, Operations; Roger Almond, Planning; and Bob Walters, Design

Administrative Branch

Internal Audit Public Affairs



(L-R) Bill McDorman, Chief Auditor and Bill Stanton, Public Affairs Officer

Legal Division



(L-R) Robert Wilson, Chief Legal Counsel and Phil Gowen, Assistant Chief Counsel

Equipment and Procurement Division



(L-R) Al Sacco, Division Head and Doug Neilsen, Assistant Division Head

Human Resources Division



(L-R) Jane Wilson, Division Head and Melba Shepard, Personnel Officer



SECTION HEADS

(L-R) Duane Sowell, Training and Safety; Diane Keene, Mail Room; Gene Cagle, Buildings Management; and Henry Droughter, Equal Employment Opportunity.

Fiscal Services Division



(L-R) Garland Bosley, Hardin Steele, Fiscal Services Coordinators; and Larry Dickerson, Chief Fiscal Officer



SECTION HEADS

(L-R) Richard Blaine, Receipts and Expenditures; Leonard Grinstead, Federal Aid Billing; and Mike Eden, Reports and Costs

Computer Services Division



(L-R) Jerry Stussy, Division Head; and Mike Shaw, Assistant Division Head



SECTION HEADS

(L-R) Guy Sims, Data Processing Manager; Bill Durham, Staff Automation Engineer; Barbara Smith, Data Processing Manager; and Jim Stringer, Data Processing Manager

Arkansas Highway Police Division



(L-R) Terry Nanney, Section Head/Permits; John Bailey, Chief of the Arkansas Highway Police Division; and George Coffman, Commander Special Services



CAPTAINS - DISTRICT COMMANDERS

(L-R) Don Hastings, District 1; James Brown, District 2; Charles Barnard, District 3; James Waller, District 4; and Danny McLean, District 5



FIRST LIEUTENANTS-ASSISTANT COMMANDERS

(L-R) Paul Claunch, Special Services Assistant; Gary East, ADC-4; Albert Smith, ADC-5; and Bobby Hamrick, ADC-5.
Not pictured: George Franks, Hazardous Materials Coordinator



FIRST LIEUTENANTS-ASSISTANT COMMANDERS

(L-R) Eddy Bush, ADC-1; Ronnie Anderson, ADC-2; Jan Weinberg, ADC-1; and Ronnie Elmore, ADC-3.
Not pictured: Thurman Wright, ADC-4



SECOND LIEUTENANTS-STATION SUPERVISORS

(L-R) Joe Upton, Jim Groning, Jerry Booker, Sue Sehon, and Gerald Hollingsworth. Not Pictured: Tommy Briggs



SECOND LIEUTENANTS-STATION SUPERVISORS

(L-R) Bill Simpson, Todd Wetzel, Olive Crook, and George Myles.
Not pictured: Carlos Lester, Special Services

Planning Branch

Planning and Research Division



(L-R) Bryan Davis, Division Head and Tom Harrell, Assistant Division Head

SECTION HEADS

(L-R) Don Finkbeiner, Mapping and Graphics; Jim Gilbert, Public Transportation; Larry Johnson, Finance and Economics; and Jim Head, Technical Services

SECTION HEADS

(L-R) Paul Simms, Staff Planning Administrator; Earl Kirkpatrick, T2 Program Coordinator; Alan Meadors, Research Engineer; and Roy Walden, Reproduction



Programs and Contracts Division

(L-R) Ed Fain, Staff Program Management Engineer; Steve Teague, Division Head; Ed Hoppe, Assistant Division Head; and David Mayo, Staff Contract Proposal Engineer





(L-R) Charles Mitchell, Division Head and Kit Carson, Assistant Division Head

Surveys Division



(L-R) Bob Mize, Mike White, Carl Lindstrom, Staff Surveys Engineers; and Farrell Adams, Photogrammetry Section Head

Environmental Division



SECTION HEADS
(L-R) Larry Long, Beautification; John Harris, Special Studies; and Mike Webb, Assessments



(L-R) Marion Butler, Division Head and Bill Richardson, Assistant Division Head



(L-R) Frank Vozel, Assistant Division Head and Jim Barnett, Division Head

Traffic Division



STAFF TRAFFIC ENGINEERS
(L-R) Tony Sullivan, Traffic Services; Mike Selig, Traffic Safety; and Eric Phillips, Traffic Engineering



(L-R) Mark Lyons, Sr. Traffic Engineer, Traffic Engineering; Gale Davis, Sr. Accountant, Traffic Services; and Jon Waldrip, Traffic Safety Specialist, Traffic Safety



SUPERVISORS
(L-R) Jerry Smith, Striping; Allan Loring, Sign Shop; Tony Jones, Signing; and Charles Latture, Striping

Design Branch

Roadway Design Division



(L-R) Phil McConnell, Assistant Division Head and Paul DeBusk, Division Head



STAFF ENGINEERS
(L-R) Dick Siegler, Design; Don Potter, Hydraulics; and Bobby Welch, Design

STAFF ENGINEERS
(L-R) David Burnett, Charles Clements, and Keith Merritt, Design



Bridge Division



(L-R) Veral Pinkerton, Division Head and Frank Harrison, Assistant Division Head



STAFF ENGINEERS
(L-R) John Sage, Dale Loe, Garland Ashley, Charles Brand, Bridge Design; and David Ball, Structures

Right of Way Division



(L-R) Bob Parker, Division Head and Jim Gaither, Assistant Division Head



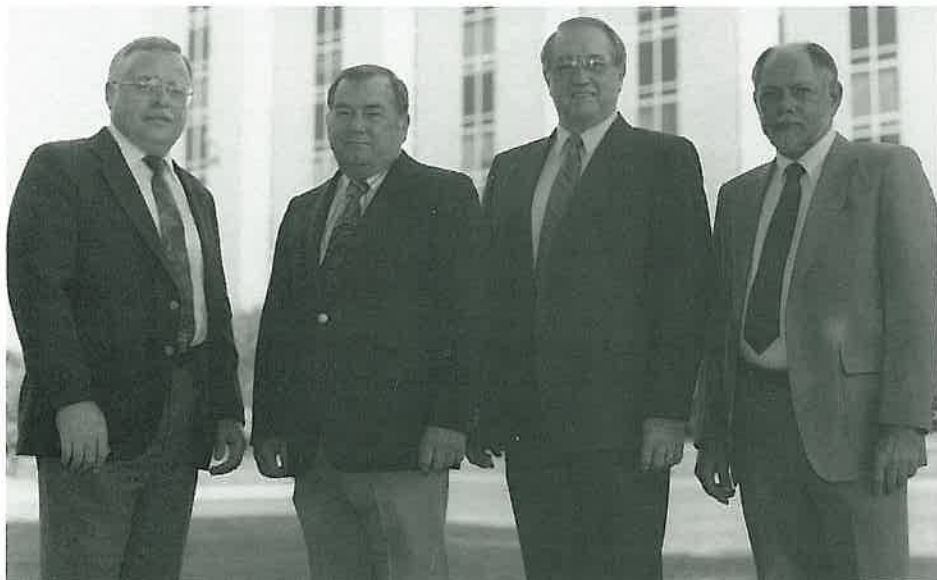
SECTION HEADS

(L-R) Perry Johnston, Appraisals; Fred Williams, Engineering; and Vic Winchell, Administration



SECTION HEADS

(L-R) Bob Tyler, Utilities; Danny Arendt, Relocation; and Jim Fooks, Acquisition



State Aid Division

(L-R) Jake Weston, Division Head; John Adams, Section Head; Wilbert Chapman, Assistant Division Head; and Bill Hayes, Section Head

Operations Branch

Construction and Maintenance Division



Allan Holmes
State Construction and Maintenance Engineer

(L-R) Bill Mulhollen, Assistant C&M Engineer; Pat Sullivan, Staff Engineer; Jim Francis, Section Head-Facilities Management; and Jim Taylor, Radio Communications.



(L-R) Garland Land, Staff Heavy Bridge Engineer; James House, Staff Engineer; David Cook, Staff Engineer; and Leonard Hall, Assistant C&M Engineer.



SECTION HEADS

(L-R) Ron Price, Current Estimates and Gary Joe Lewis, Final Estimates

(L-R) Jim Trost, Staff Engineer; Tommy Littleton, Staff Engineer; Mike Sebren, Staff Engineer; David Lambert, Heavy Bridge Engineer; and Ralph Blackwell, Staff Engineer.



Materials Division



(L-R) Jerry Westerman, Assistant Division Head and Jim Gee, Division Head



(L-R) Jake Clements, Staff Geotechnical Officer; Jon Annable, Section Head-Geotechnical; and Terrell Watts, Section Head-Geotechnical/Soils

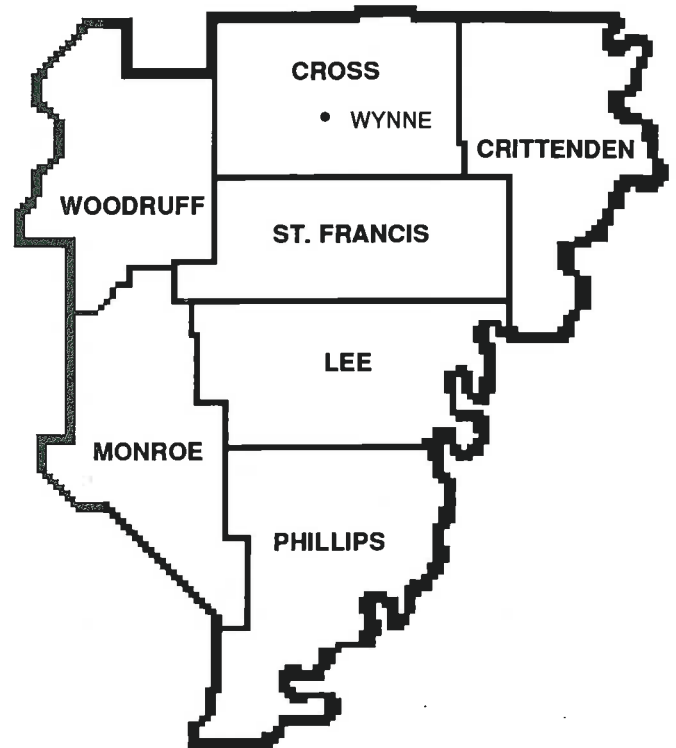


(L-R) Bob Kessinger, Administrative Officer; Charles Means, Dale Gossien, and Tyler Nicholson, Materials Area Engineers



(L-R) Wayne Casteel, Concrete & Steel Fabrication Engineer; Mike Limbird, Staff Materials Engineer; George Green, Section Head-Chemistry Lab; Bill Wall, Section Head-Highway Materials; and Ray Gruver, Equipment Testing and Design Supervisor

DISTRICT ONE



	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Crittenden	49,939	608	28,018	258	\$1,019,621
Cross	19,225	625	12,916	248	671,952
Lee	13,053	608	6,820	185	483,252
Monroe	11,333	607	7,518	222	609,338
Phillips	28,838	686	15,776	215	583,288
St. Francis	28,497	635	17,175	255	891,118
Woodruff	9,520	591	6,505	202	524,684
Total	160,405	4,360	94,668	1,585	\$4,783,253



DISTRICT ENGINEER AND ASSISTANT
Ray Woodruff and Gene Belnap

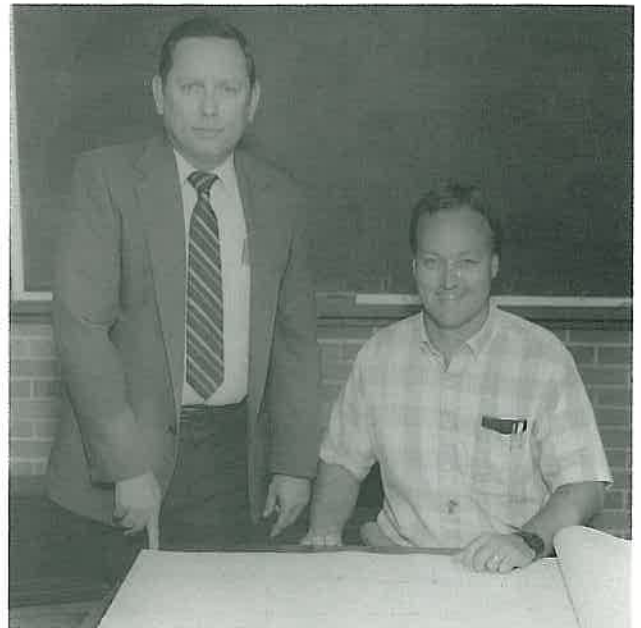


MAINTENANCE SUPERINTENDENT AND ASSISTANT
Calvin George, right, and Dean McFadden

JOB SUPERINTENDENTS
 (L-R) Jimmy Smith, Equipment Supervisor; Roy Morris, Maintenance; Joel Davis, Bridge; and Roger Cheney, Sealing.



AREA FOREMEN
 (L-R) Eddie Bryant, Monroe; Jim Bryant, Lee; Frank Gregory, Woodruff; and Bobby Weatherford, Phillips.



RESIDENT ENGINEERS
 John Watkins, left, of Wynne, and Jim Smith of West Memphis. Not pictured: Claude Dunne of West Helena.

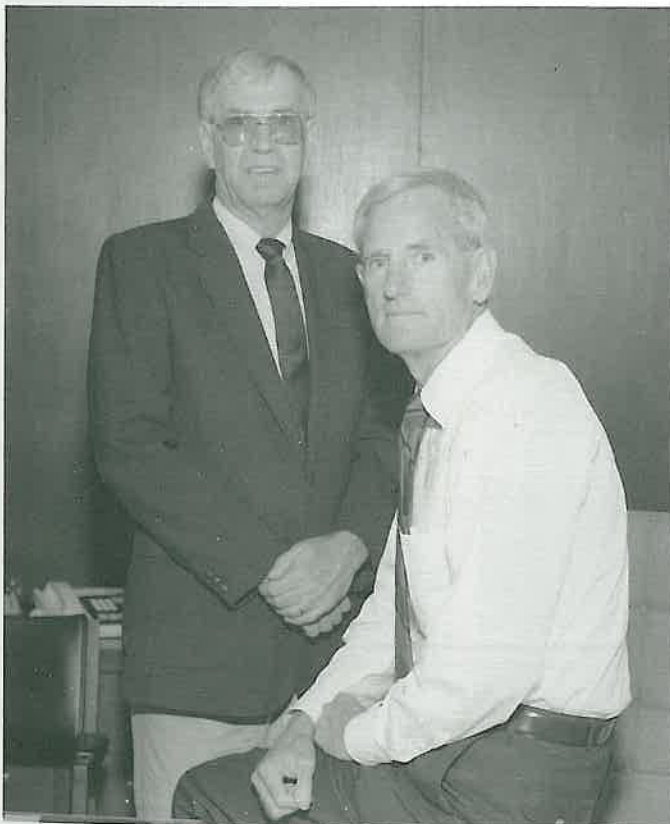


AREA FOREMEN
 (L-R) Ray Weaver, Crittenden; Freddie Andrews, Cross; Joe Nathan DeWitt, St. Francis; and Kevin White, Crittenden.

DISTRICT TWO



	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Arkansas	21,653	1,015	17,057	288	\$729,777
Ashley	24,319	928	17,429	218	571,493
Chicot	15,713	642	8,433	192	533,550
Cleveland	7,781	601	5,462	162	362,627
Desha	16,798	736	10,384	170	506,644
Drew	17,369	832	11,287	206	521,463
Jefferson	85,487	873	53,559	268	901,664
Lincoln	13,690	563	7,118	175	476,282
Total	202,810	6,190	130,729	1,679	\$4,603,400



DISTRICT ENGINEER AND ASSISTANT
Jim Briley, right, and Max Bagwell



MAINTENANCE SUPERINTENDENT AND ASSISTANT
Tommy Simmons and Jim Allbritton

JOB SUPERINTENDENTS

(L-R) Greg Graishe, Maintenance; Burl Robertson, Equipment Supervisor; Ben Novack, Sealing; and John Herrington, Bridge.



AREA FOREMEN

(L-R) Billy Plunkett, Lincoln; D.W. Miles, Drew; Ricky Neal, Cleveland; and Melvin Phillips, Chicot.



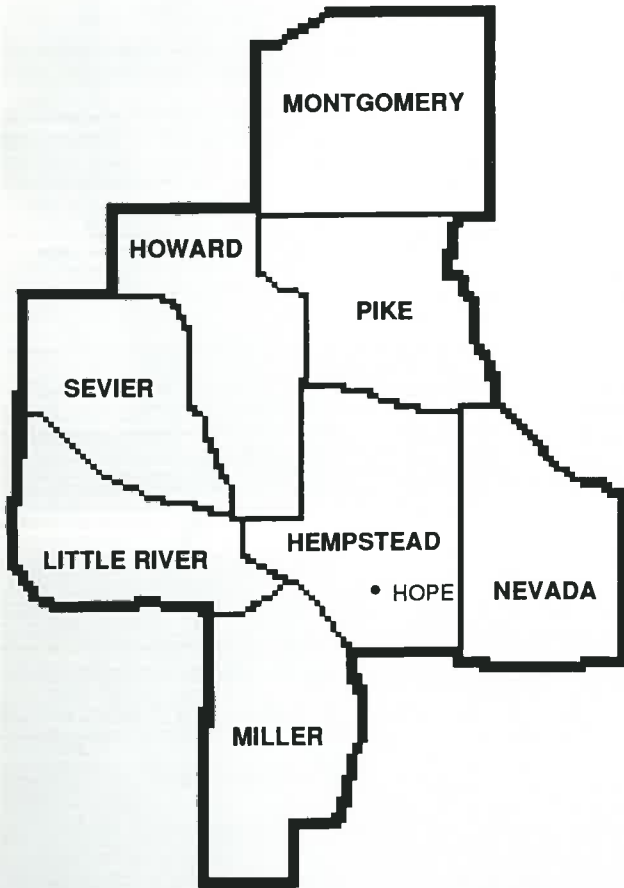
RESIDENT ENGINEERS

(L-R) Mike Thompson, Monticello; Scott Mullis, McGehee; and Ernie Westfall, Pine Bluff.



AREA FOREMEN

(L-R) Barney Herring, Desha; Scarler Lyons, Arkansas-Stuttgart; Edward Pridgeon, Jefferson; Jimmy Johnson, Ashley; and Clinton Bohannon, Arkansas-DeWitt.



DISTRICT THREE

	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Hempstead	21,621	726	14,697	269	\$957,533
Howard	13,569	569	10,410	163	460,725
Little River	13,966	486	10,386	141	427,143
Miller	38,467	623	26,304	210	620,012
Montgomery	7,841	775	6,209	167	383,615
Nevada	10,101	616	6,897	224	650,312
Pike	10,086	600	8,319	176	400,648
Sevier	13,637	522	10,537	138	449,574
Total	129,288	4,917	93,759	1,488	\$4,349,562



DISTRICT ENGINEER AND ASSISTANT
William Tyler and Don Donaldson



MAINTENANCE SUPERINTENDENT AND ASSISTANT
Ronnie Garner, right, and Jim Rhodes

JOB SUPERINTENDENTS

(L-R) Doyle Powell, Bridge; Bobby Calhoun, Maintenance; Don Cearley, Bridge; and Charles Ghormley, Equipment Supervisor.



RESIDENT ENGINEERS

(L-R) Otto Potter, Hope; Charlie Mauk, Texarkana; and Ken Harris, Nashville.

AREA FOREMEN

(L-R) Sonny Williams, Hempstead; Sammie Holton, Miller; and Weldon Garrison, Little River.

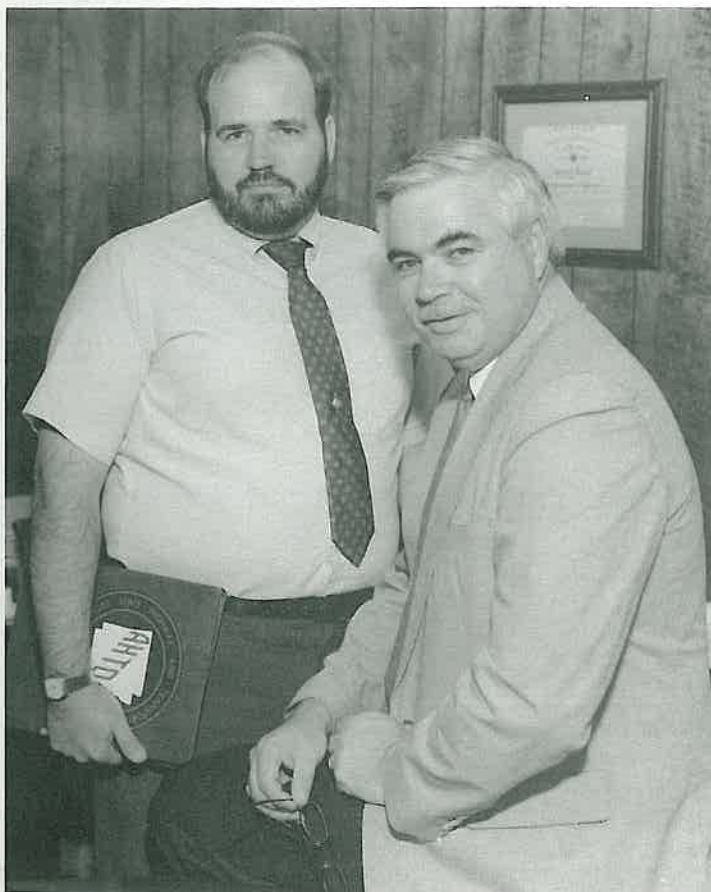
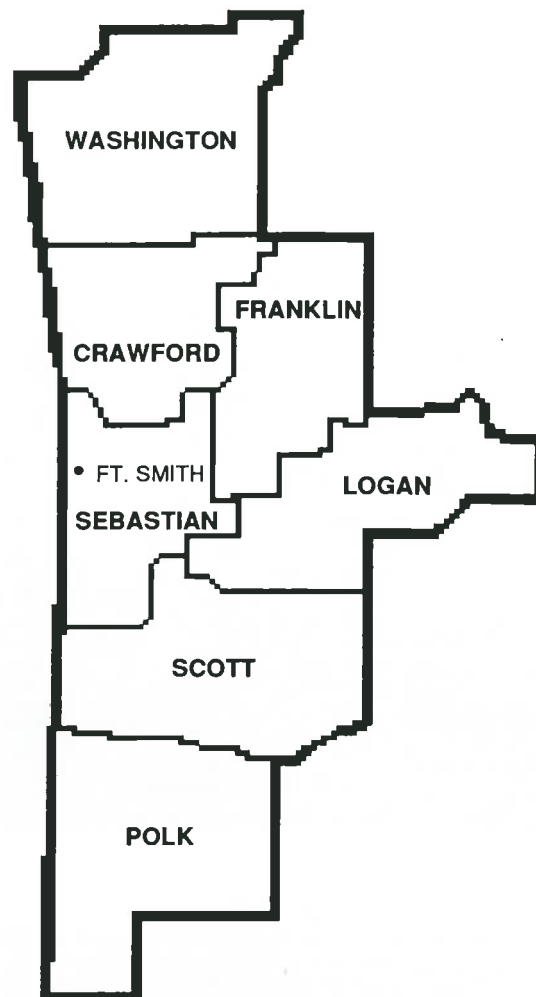


AREA FOREMEN

(L-R) Alvin Vaughn, Howard; Bobby Bailey, Sevier; David Carnack, Montgomery; and Bill Callicott, Nevada.

DISTRICT FOUR

	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Crawford	42,493	596	31,811	188	\$629,121
Franklin	14,897	613	12,128	219	569,565
Logan	20,557	718	15,651	202	450,704
Polk	17,347	859	13,779	199	555,253
Scott	10,205	898	7,332	180	459,317
Sebastian	99,590	527	75,903	240	790,908
Washington	113,409	958	86,316	316	920,288
Total	318,498	5,169	242,920	1,544	\$4,375,156



DISTRICT ENGINEER AND ASSISTANT
Harold Beaver, right, and Joe Shipman



MAINTENANCE SUPERINTENDENT AND ASSISTANT
David Becker and Kim McDowell

RESIDENT ENGINEERS

(L-R) Jack Coleman, Van Buren; John Sharum, Alma; Leon Brewer, Springdale; and Dean Nichols, Waldron.



AREA FOREMEN

(L-R) John Faubus, Washington-West Fork; A.O. Zimmer, Scott; Jim R. Harrison, Crawford; and Tom McCormick, Franklin.



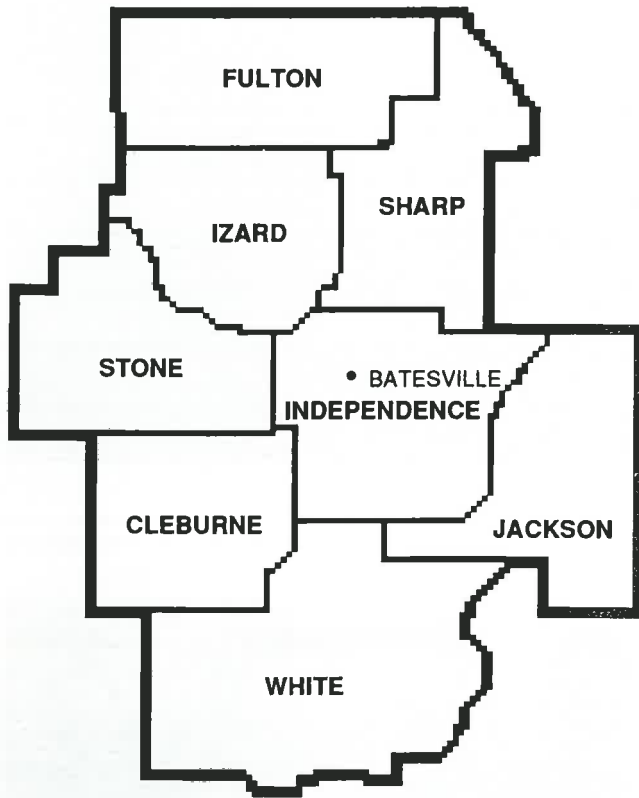
JOB SUPERINTENDENTS

(L-R) Mark Williams, Bridge; Ralph Goodson, Maintenance; Rick Law, Sealing; and George Lee, Equipment Supervisor.



AREA FOREMEN

(L-R) Jim Carter, Sebastian-Greenwood; Gene Holloway, Washington-Lincoln; H.L. Henry, Polk; Cornelius Peters, Sebastian-Fort Smith; and Gus Young, Logan.



DISTRICT FIVE

	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Cleburne	19,411	554	15,819	196	\$504,301
Fulton	10,037	608	7,569	161	415,329
Independence	31,192	752	23,878	232	666,303
Izard	11,364	574	9,050	143	319,367
Jackson	18,944	629	13,403	247	558,863
Sharp	14,109	581	11,425	157	428,177
Stone	9,775	608	7,866	158	389,626
White	54,676	1,041	39,108	394	1,022,797
Total	169,508	5,347	128,118	1,688	\$4,304,763



DISTRICT ENGINEER AND ASSISTANT
Jim Chaney and Lyndal Waits



MAINTENANCE SUPERINTENDENT AND ASSISTANT
Randy Satterwhite, center, Ron Hedges, left, and
Equipment Supervisor Ernest Martin

JOB SUPERINTENDENTS

(L-R) Paul Hoggard, Bridge; Dickie Drake, Sealing; and Kirby Johnson, Maintenance.



AREA FOREMEN

(L-R) Troy Reed, Jackson; Gene Lee, White-Searcy; Roy D. Pitts, Stone; Charles Carrouth, White-Bald Knob; and Neal McCandlis, Fulton.



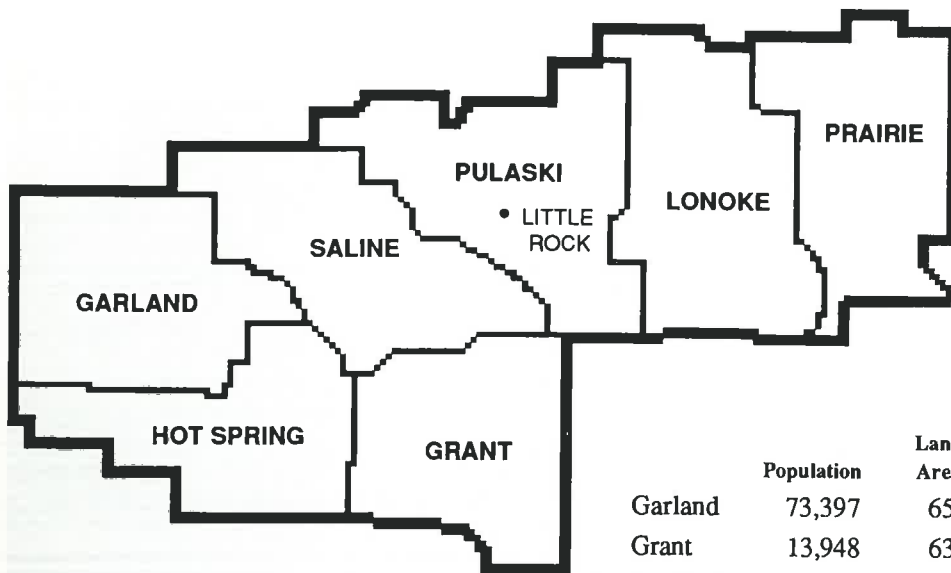
RESIDENT ENGINEERS

(L-R) Jim Leggett, Batesville; Leroy Swink, Searcy; and Hulon Rice, Batesville.



AREA FOREMEN

(L-R) Daniel Garwood, Izard; Carl Anderson, Independence; Don McSpadden, Sharp; and Ralph Buchanan, Cleburne.



DISTRICT SIX

	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Garland	73,397	658	56,973	207	\$489,010
Grant	13,948	631	10,710	176	423,743
Hot Spring	26,115	621	19,663	215	480,018
Lonoke	39,268	796	28,982	309	791,863
Prairie	9,518	661	7,740	221	490,203
Pulaski	349,660	765	253,917	349	1,657,680
Saline	64,183	724	44,756	156	581,655
Total	576,089	4,856	422,741	1,633	\$4,914,172



DISTRICT ENGINEER AND ASSISTANT
Ralph Hall and Frank Russenberger



MAINTENANCE SUPERINTENDENT AND ASSISTANT
Brian Wright and Don Stovall

JOB SUPERINTENDENTS

(L-R) Bill Pate, Equipment Supervisor; Felix Hall, Sealing; Jerry Zuber, Maintenance; and Monte Deakins, Maintenance. Not shown: Ruben Carter, Bridge.

AREA FOREMEN

(L-R) Harold Grimsley, Pulaski-North Little Rock; Ralph Burge, Pulaski-Interstate; Lamar Coyle, Prairie; Bernie Gaiser, Saline; and Frederick Doles, Pulaski-Little Rock.



AREA FOREMEN

(L-R) James Welcher, Hot Spring; Bill Crampton, Garland; Johny Cheek, Lonoke; and Paul Griffin, Grant.

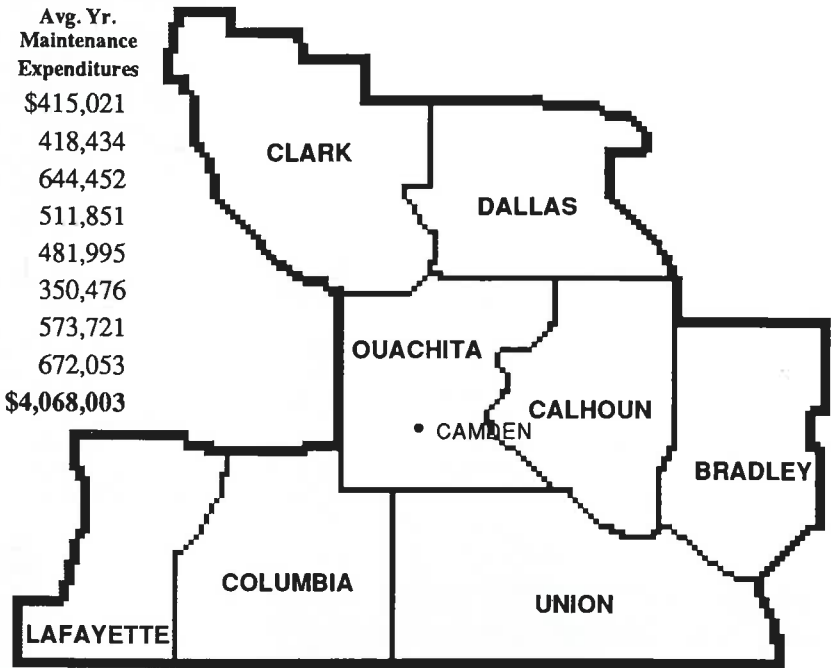


RESIDENT ENGINEERS

(L-R) David Walker, Little Rock; Jim Pound, Little Rock; Rex Spurlock, North Little Rock; and Tim Baber, Hot Springs.

DISTRICT SEVEN

	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Bradley	11,793	651	8,704	129	\$415,021
Calhoun	5,826	629	4,200	156	418,434
Clark	21,437	878	14,326	252	644,452
Columbia	25,691	768	17,578	208	511,851
Dallas	9,614	672	6,705	183	481,995
Lafayette	9,643	523	6,046	139	350,476
Ouachita	30,574	736	21,395	209	573,721
Union	46,719	1,050	33,751	254	672,053
Total	161,297	5,907	112,705	1,530	\$4,068,003



DISTRICT ENGINEER AND ASSISTANT
Coy Campbell and Claude Parton



MAINTENANCE SUPERINTENDENT AND ASSISTANT
John Harvey, right, and Equipment Supervisor Glen P. Powell.
The position of Assistant Maintenance Superintendent is vacant.

RESIDENT ENGINEERS

(L-R) Gordon Hite, El Dorado; and Bob Myers, Camden.
Not pictured: A.W. Hardy, Jr., Camden and Arkadelphia.

JOB SUPERINTENDENTS

(L-R) James H. Ellis, Sealing; T.L. Lindsey, Maintenance; J.T. Bussell, Bridge.



AREA FOREMEN

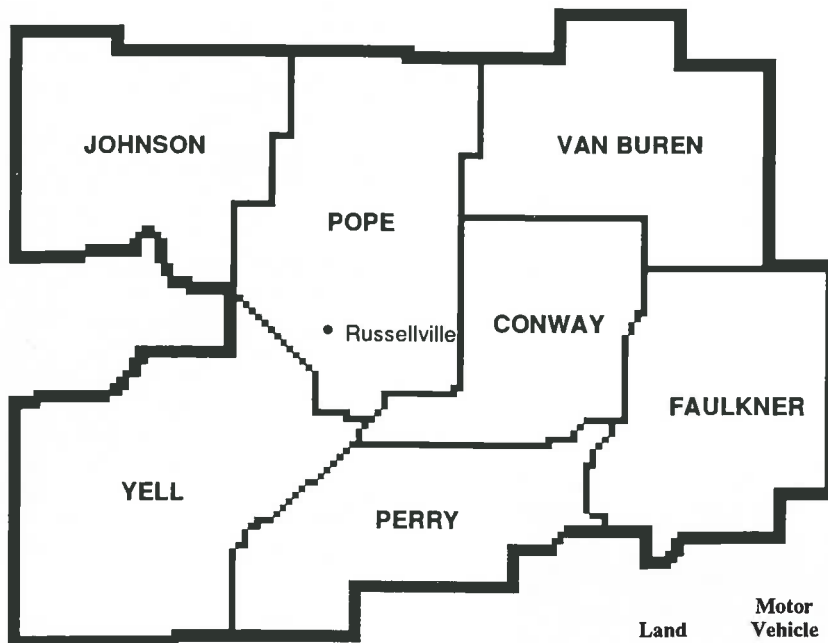
(L-R) Phil Benson, Calhoun; Bobby Reddin, Dallas; Randy Gates, Union; and Billy Karber, Clark.



AREA FOREMEN

(L-R) Ralph Powell, Columbia; D.R. Foster, Lafayette; Romie Belt, Ouachita; and Alan Hearnberger, Bradley.

DISTRICT EIGHT



	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Conway	19,151	561	13,872	232	\$626,308
Faulkner	60,006	641	40,627	261	687,087
Johnson	18,221	673	13,619	211	587,957
Perry	7,969	551	6,243	170	424,130
Pope	45,883	812	34,264	304	900,815
Van Buren	14,008	699	10,858	222	543,203
Yell	17,759	929	13,168	255	706,907
Total	182,997	4,866	132,651	1,655	\$4,476,407



DISTRICT ENGINEER AND ASSISTANT
Lawrence Fletcher, right, and M.C. "Chip" Young



MAINTENANCE SUPERINTENDENT AND ASSISTANT
Thomas Kinslow and Thomas Daily

AREA FOREMEN

(L-R) Bo Baskin, Johnson; Kenneth Crow, Yell; and B.S. Bonds, Van Buren.



RESIDENT ENGINEERS

(L-R) Ruben McConnell, Russellville; C.W. "Bud" McMillian, Conway; and Remond Jones, Clarksville.



EQUIPMENT SUPERVISORS

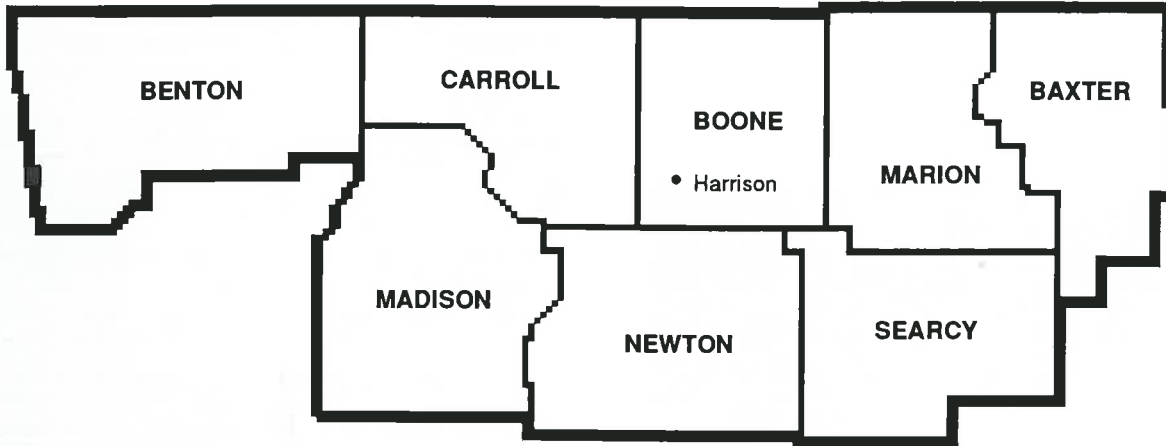
(L-R) James McFerran, Equipment Supervisor; Tom McGuire, Bridge; Robert Murdock, Sealing; and Truett Leavell, Jr., Maintenance.



AREA FOREMEN

(L-R) Jack Ray, Faulkner; Kenneth Brown, Conway; and Jim Siegler, Pope.

DISTRICT NINE



	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Baxter	31,186	537	26,266	180	\$543,006
Benton	97,449	851	81,117	378	976,142
Boone	28,297	586	23,611	182	500,478
Carroll	18,654	626	16,445	215	583,834
Madison	11,618	832	9,922	214	659,286
Marion	12,001	584	9,932	146	410,953
Newton	7,666	822	5,957	203	551,961
Searcy	7,841	664	6,625	164	464,455
Total	214,762	5,502	179,875	1,682	\$4,690,115



DISTRICT ENGINEER AND ASSISTANT
Ralph Fulton and Gerald Teague



MAINTENANCE SUPERINTENDENT AND ASSISTANT
Larry Hodnett and Frank Rose

AREA FOREMEN

(L-R) Bill Harbison, Benton-Gentry; Bill Phillips, Newton; Randy Clark, Searcy; and Louis Carter, Jr., Benton-Garfield.

JOB SUPERINTENDENTS

(L-R) Gene Taylor, Bridge; Ted Jernigan, Maintenance; Roy Brazel, Sealing; and Joe Davidson, Equipment Supervisor.

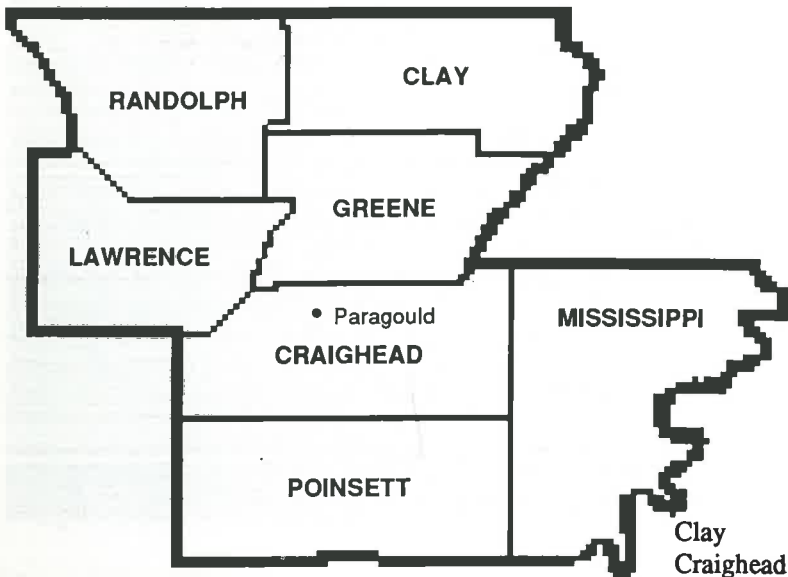


AREA FOREMAN

(L-R) Kenneth Oxford, Marion; Charlie Mowrey, Madison; Connis Ingram, Baxter; Kit Core, Carroll; and J.T. Richardson, Boone.

RESIDENT ENGINEERS

(L-R) E.C. Martin, Harrison; Jack Brisco, Bentonville; and Jim Barton, Yellville.



DISTRICT TEN

	Population	Land Area	Motor Vehicle Registrations	State Highway Mileage	Avg. Yr. Maintenance Expenditures
Clay	18,107	639	14,093	179	\$515,677
Craighead	68,956	716	48,389	275	780,773
Greene	31,804	579	23,337	208	605,151
Lawrence	17,457	590	13,141	197	514,410
Mississippi	57,525	904	34,400	431	1,282,371
Poinsett	24,664	760	17,237	269	844,955
Randolph	16,558	647	12,176	186	467,354
Total	235,071	4,835	162,773	1,745	\$5,010,691



DISTRICT ENGINEER AND ASSISTANT
Joe Barnett and Bob Faulkner



MAINTENANCE SUPERINTENDENT AND ASSISTANT
Richard Stuart, right, and Leonard Nelson

RESIDENT ENGINEERS

(L-R) Brent Watkins, Jonesboro; Walter McMillan, Paragould; and Burl Hudson, Osceola.



AREA FOREMEN

(L-R) Walter Hamm, Randolph; Harold Lady, Lawrence; and Jeff Pillow, Greene. Not pictured: Billy Currie, Mississippi-Blytheville.



AREA FOREMAN

(L-R) Jerry Greitens, Poinsett; Jerry W. Cook, Clay; Billy J. Montgomery, Mississippi-Osceola; and Curtis J. Stokes, Craighead.



JOB SUPERINTENDENTS

(L-R) Dale Johns, Equipment Supervisor; Daril Hyde, Maintenance; Ron Blankenship, Sealing; and Jay Kingston, Bridge.



**ARKANSAS STATE HIGHWAY
& TRANSPORTATION DEPARTMENT**
POST OFFICE BOX 2261
LITTLE ROCK, ARKANSAS 72203
RETURN POSTAGE GUARANTEED

BULK RATE
U.S. POSTAGE
PAID
Little Rock, Ark. 72203
Permit No. 2556

