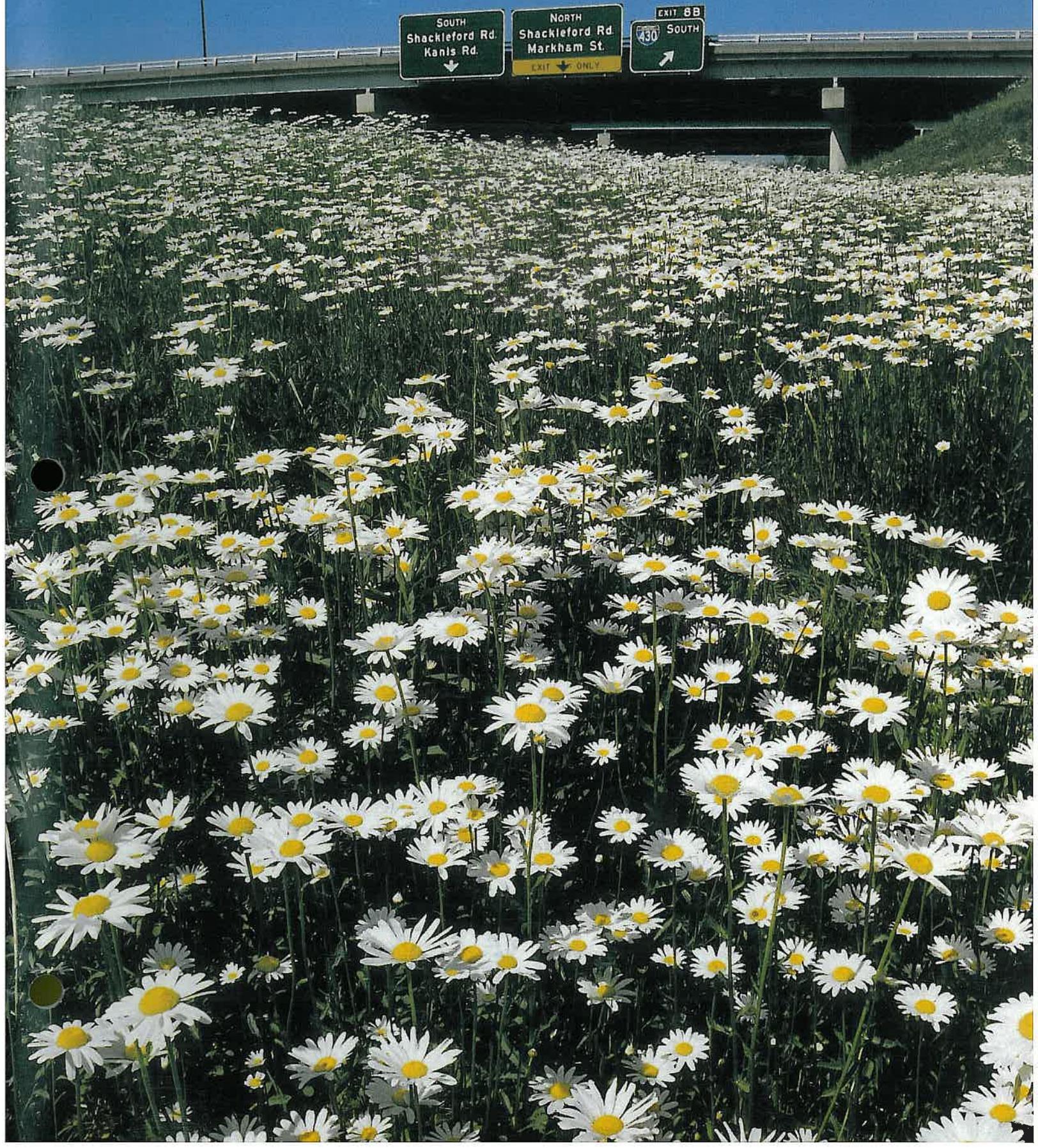


# Arkansas Highways

Summer 2004



# Director's Message

Two thousand and four began a busy time for the Department as the Commission conducted a series of public meetings across the state. The meetings were an opportunity to present the results of the 2003 Arkansas State Highway Needs Study to the citizens of the state.

Beginning in Jonesboro in January, and concluding in Texarkana in March, we had over 1,100 people attend the meetings. They shared many good ideas and voiced their concerns to us. Other locations included Helena, Springdale, Fort Smith, Batesville, Little Rock, El Dorado, Pine Bluff and Russellville.

It is important that the general public understands our situation. Current funding for highway improvements is not keeping pace with our growing needs. We needed the public's input as we plan for future highway improvements.

A result of the meetings has been the Commission's decision to create a "Primary Highway Network." This network is comprised of significant routes that have been identified as being important to the state's transportation service on the basis of their characteristics and performance. The Network had originally been identified by Department staff as a long-range planning tool.

The Arkansas Primary Highway Network is a system of 8,447 miles (about half the total highway miles in the state) and it carries approximately 92 percent of all travel on Arkansas highways.

Public involvement was tremendous during this series of meetings and will continue to be an integral part of the Department's future.

  
DIRECTOR OF HIGHWAYS AND TRANSPORTATION



## Arkansas Highways

SUMMER 2004

### ARKANSAS STATE HIGHWAY COMMISSION



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CHAIRMAN



PRISSY HICKERSON  
VICE CHAIRMAN



JONATHAN BARNETT  
MEMBER



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MEMBER

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recycled paper with soybean ink.

Arkansas Highways

# Arkansas Highways

Arkansas State Highway and Transportation Department  
Summer 2004

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*Front: Interstate 430 at Interstate 630, Pulaski County*  
*Back: Highway 5, Saline County*

## Transportation Secretary Mineta Visits Arkansas



(L. to R.) Commission Vice Chairman Prissy Hickerson, Commissioner Carl Rosenbaum, U.S. Transportation Secretary Norman Mineta, Director Dan Flowers, Commission Chairman Buddy Benafield and Commissioner Jonathan Barnett.

U.S. Transportation Secretary Norman Mineta got a close look at Arkansas' Interstate Rehabilitation Program during a visit to Little Rock on December 15.

Mineta flew to Arkansas to promote passage of a six-year federal highway bill and stressed the importance of maintaining a strong transportation system in America.

Mineta joined Governor Mike Huckabee, members of the Arkansas Highway Commission, AHTD staff and local dignitaries at a press conference atop a new bridge on Interstate 30 in southwest Little Rock.

Surrounded by a large group of construction workers completing the state's Interstate Rehabilitation Project, Mineta stated, "They are not just building better roads for America, they are building a better and stronger America. The workers are doing their part, we need Congress to do the same," he added.

"Some people look at the Base Line Road over-

pass and all they see is a big slab of concrete," Mineta stated. "But you know what I see? I see toys on the shelves at Wal-Mart and clothes on the racks at Dillard's."

"Nothing has a greater impact on economic development and quality of life than transportation. That's what our investment is all about," he added.

Completion of the Interstate 30 project also means quicker and safer commutes for the thousands of workers who travel the road each day, Mineta said.

Governor Huckabee noted that 247 miles of the Interstate Rehabilitation Project were completed.

"With 108 miles to go, the program remains on budget, on time and worth it," Huckabee stated.

"It's not only a more comfortable drive, it's a safer drive and a less costly one."

Mineta later continued his visit to Arkansas joining Representative John Boozman in Fort Smith for a meeting with area business and civic leaders to discuss the region's long-range transportation needs.



United States Transportation Secretary Norman Mineta addressed local dignitaries and media from atop the Interstate 30 Bridge at Baseline Road, in front of AHTD's Central Office.

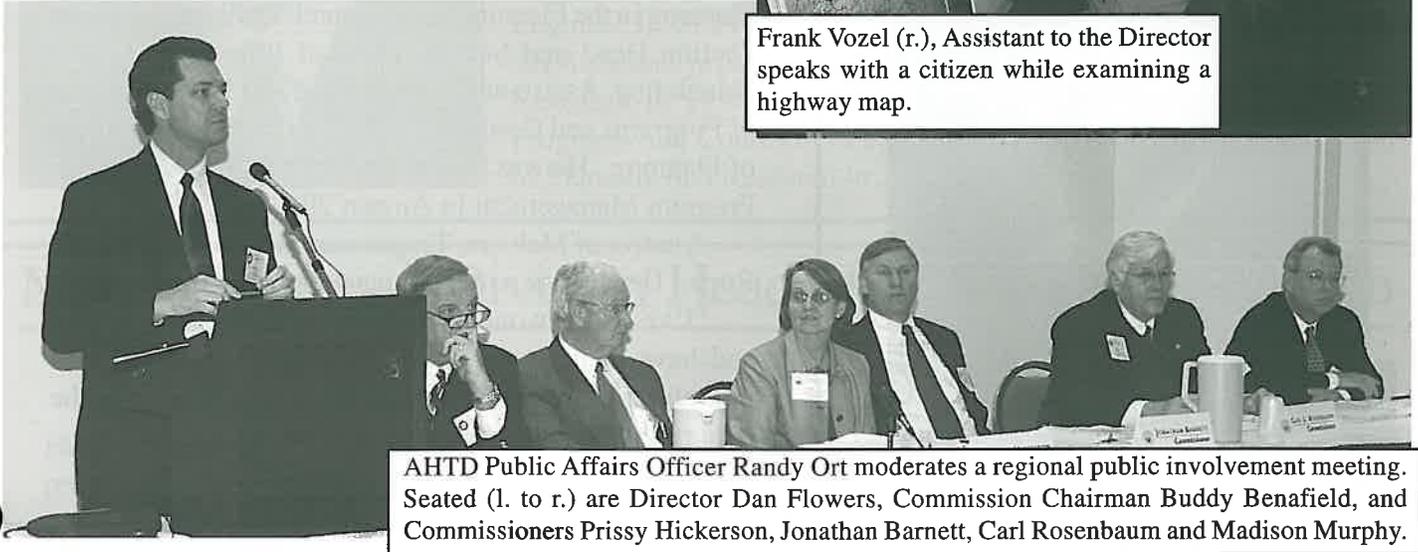
# Commission Travels State Sharing Needs Study

Sharing the 2003 Arkansas State Highway Needs Study and getting the opinions of residents across the state was the goal of a series of public involvement sessions presented by the State Highway Commission the first three months of this year.

The purpose of the meetings was to present the results of the Highway Needs Study and to solicit public involvement into the highway planning process.



Frank Vozel (r.), Assistant to the Director speaks with a citizen while examining a highway map.



AHTD Public Affairs Officer Randy Ort moderates a regional public involvement meeting. Seated (l. to r.) are Director Dan Flowers, Commission Chairman Buddy Benafield, and Commissioners Prissy Hickerson, Jonathan Barnett, Carl Rosenbaum and Madison Murphy.

Each session featured a brief presentation on the current condition and future needs on the State Highway System and was followed by comments from the audience. Written comments were also accepted.

"The citizens of Arkansas are interested in good highways and many of them had specific projects they wanted to see completed," stated Highway Commission Chairman J.W. "Buddy" Benafield.

"The Commission appreciates their interest and we were able to hear project ideas firsthand through this series of meetings."

The tour began in east Arkansas with meetings in Jonesboro and Helena. Meetings for central Arkansas were hosted in Batesville, Little Rock and Pine Bluff. The southern leg of the tour included stops in Texarkana and El Dorado. Visits to Russellville, Springdale and Fort Smith in western Arkansas rounded out the tour.

"The 2003 Highway Needs Study addresses the costs associated with development of Arkansas' highway transportation needs over the next ten years, as well as the expected funding over that time period," according to Highway Commission Chairman J.W. "Buddy" Benafield.

"The bottom line is that we have identified \$16 billion in needs with anticipated funding of only \$4 billion. We need the public's input as we plan for future highway improvements across Arkansas," Benafield added.



A resident voices his ideas as participants filling the room listen.

## Steve Teague Retires After 33 Years



Steve Teague, Assistant to the Director for Program Management, announced his retirement effective in April.

Teague, a 33-year employee of the Department, is a 1971 graduate of the University of Arkansas at Fayetteville with a Bachelor's degree in Civil Engineering and is a Registered Professional Engineer.

He began his career with AHTD in 1971 as a Civil Engineer in the Planning and Research Division. He has served as Section Head of both Research and Program Planning in the Planning and Research Division, Assistant Section Head and Section Head of Programming and Scheduling, Assistant Division Head and Division Head of Programs and Contracts and Assistant Chief Engineer of Planning. He was named Assistant to the Director for Program Management in August 2002.

A native of Malvern, Teague currently resides in Little Rock. He and his wife Nell have one daughter, Rachel.

"I've had a wonderful career with the Department and have made many friends," Teague stated. "I will miss them all, but at the same time, I look forward to the opportunities that come with retirement."

## Frank Vozel Named To New Position



Frank Vozel, Assistant Chief Engineer for Planning, has been promoted to Assistant to the Director. This title was formerly Assistant to the Director for Program Management.

He is a 1970 graduate of the University of Arkansas at Fayetteville. He earned a Bachelor's degree in Civil Engineering and is a Registered Professional Engineer.

Vozel began his career with AHTD that same year in the Traffic Division. In 1974, he was promoted to Section Head of Highway Safety and, in 1976, was named Section Head of Traffic Engineering. In 1977, he advanced to Assistant Division Head of the Traffic Division and was the Arkansas Highway Safety Program Coordinator. In 1994, he was promoted to Division Head of Programs and Contracts.

In his new position, Vozel will coordinate the development of the Department's Statewide Transportation Improvement Program. He will also oversee the divisions of Equipment & Procurement, Fiscal Services, Programs & Contracts, Human Resources, and the office of Public Affairs.

Vozel replaces Steve Teague, who recently retired.



## Bennett Promoted To Assistant Chief Engineer - Planning

Scott Bennett, Planning and Research Division Head, has been promoted to the position of Assistant Chief Engineer for Planning.

Bennett has Master's and Bachelor's degrees in Civil Engineering from the University of Arkansas at Fayetteville, and is a Registered Professional Engineer.

Bennett's career with the Department began in 1989 as a Civil Engineer I. In 1995, he was promoted to Section Head of Technical Services and promoted to Assistant Division Head of Planning and Research in 1996. He transferred to Assistant Division Head of Programs and Contracts in 1998 and was promoted to Division Head of Planning and Research in 2002.

## Meadors Named Division Head of Planning & Research

Alan Meadors, Assistant Division Head of Planning & Research, has been promoted to Division Head of Planning & Research.

Meadors holds Master's and Bachelor's degrees in Civil Engineering from the University of Arkansas. He is a Registered Professional Engineer.

Meadors began his career with the Department in 1980 as a Civil Engineer.

In 1982, he took a leave of absence to obtain his Master's degree in Civil Engineering at the University of Arkansas. In 1983, he was promoted to Research Study Engineer and then was promoted to Research Program Engineer in 1988. In 1989, he became Staff Research Engineer. In 2002, he advanced to Assistant Division Head of Planning & Research.



## Cole Named Division Head of Human Resources



Crystal Cole, Human Resources Officer, was promoted to the position of Division Head of Human Resources.

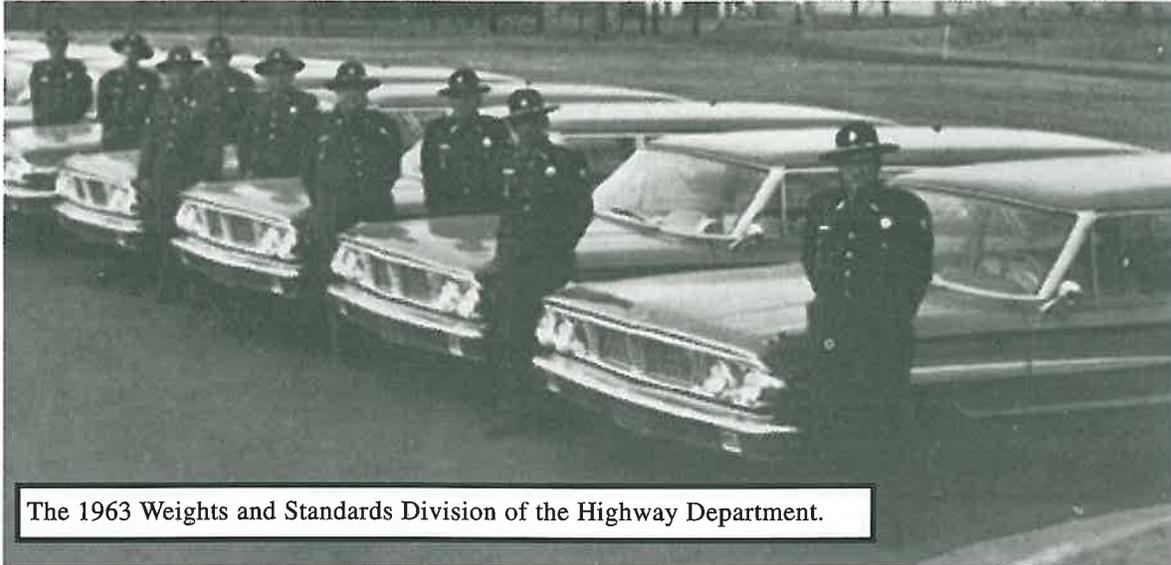
Cole has a Bachelor's degree in Business Administration with emphasis in Human Resources.

She began her career at the Department as a seasonal employee in the Personnel Section of the Human Resources Division in May of 1990 and continued part-time until graduating college in 1993. She was then hired as

a General Clerk in the Training and Safety Section. In 1995, Cole became an Administrative Aide V to the Chief of Administration and Public Affairs. She was promoted to Administrative Assistant II in the Training and Safety Section in 1996. Her title changed to Training Specialist June 1999. In March 2000, Cole was promoted to Section Head of Training and Safety. She obtained her position as Human Resources Officer in April 2000.

# Arkansas Highway Police - 75th Anniversary

1929-2004



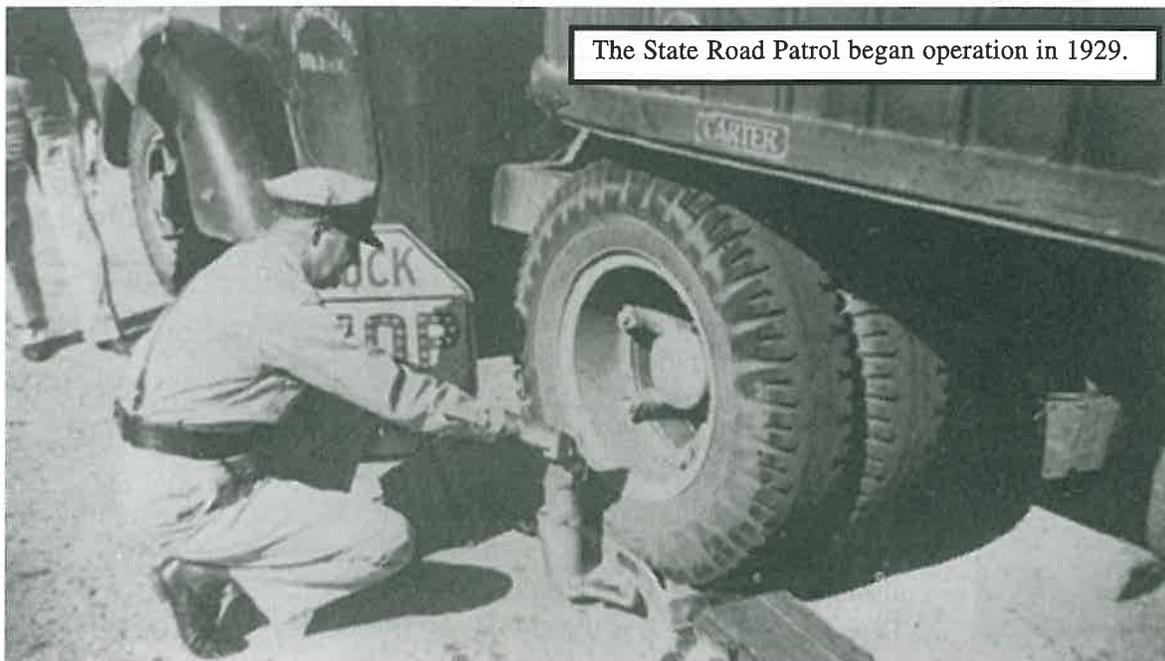
The 1963 Weights and Standards Division of the Highway Department.

**T**he year was 1929. That is when Act 299, known as the “State Road Patrol Act,” provided Arkansas with its first state law enforcement entity and officers. The group was placed under the supervision of the State Highway Commission for the purpose of “enforcing the motor vehicle laws and other State laws relating to and

protecting and properly maintaining the State Highway System in Arkansas.”

Thus began what today is known as our Arkansas Highway Police (AHP). In 2004, the program celebrates 75 years of service to the people of Arkansas.

Act 299 provided for a Chief and “as many patrolmen as the State



The State Road Patrol began operation in 1929.

Highway Commission may deem necessary." As a result, the force began service with nineteen officers and one Chief.

The Act authorized the State Highway Commission to, "furnish to such road patrolmen appropriate uniforms, and such motorcycles, automobiles and other equipment as may be necessary, and a metal star or badge bearing the words, "Arkansas State Highway Police." The badge selected was a stylized shield with an eagle on top. A few of those badges are still in the hands of collectors today, and one of the Highway Police command staff has one.



(Top) The original Arkansas State Highway Police badge from 1929, and (below) the current badge used by the Arkansas Highway Police today.

The duties of the State Road Patrolmen were spelled out in Act 299. Among them was "to patrol the public highways, to make arrests and enforce the laws of the State relating to motor vehicles and the use of the State Highways; to assist in the enforcement of the collection of delinquent motor vehicle licenses, and in the collection of gasoline taxes." Patrolmen were also responsible for "determining the person, or persons, or the causes for injury to any State Highway, and for arresting all persons criminally responsible for injury to any State Highways, and to bring them before the proper officers for trial." In addition, provisions were set out to buy weighing equipment and authorized the Patrol to weigh motor vehicles.

Arkansas' newest force also had the powers possessed by local policemen and sheriffs and were authorized to exercise those powers anywhere in the state borders.



Over the past 75 years, the program has shifted to other state departments and back again, but the focus has remained the same. Today, seventy-five years later, the force has grown to 262 allocated officer positions, which includes 70 patrol units and four K-9 patrol units to patrol the state's highway system. The Arkansas Highway Police has five districts across Arkansas to effectively carry out its mission. It

also operates eleven weigh and inspection stations at eight locations around the border of the state.

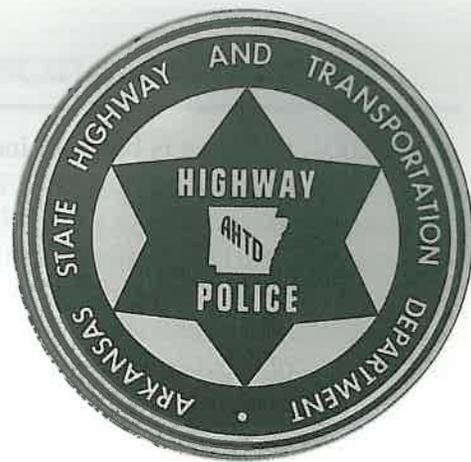
"The men and women of today's Arkansas Highway Police are extremely proud of their 75 year heritage of service to the citizens of Arkansas," says AHP Chief Ron Burks. "They are dedicated to preserving the high standards of enforcement established by their predecessors."

With the growth in the program have come improvements in equipment as well. Today's officers and patrol units are equipped with bullet resistant vests, semi-automatic firearms, radiation detectors, radio equipment, laptop computers and portable scales for weighing axles of trucks. Two self-contained vans owned by the Highway Police house Infra Red Inspection Systems for fast, on the spot brake inspections.

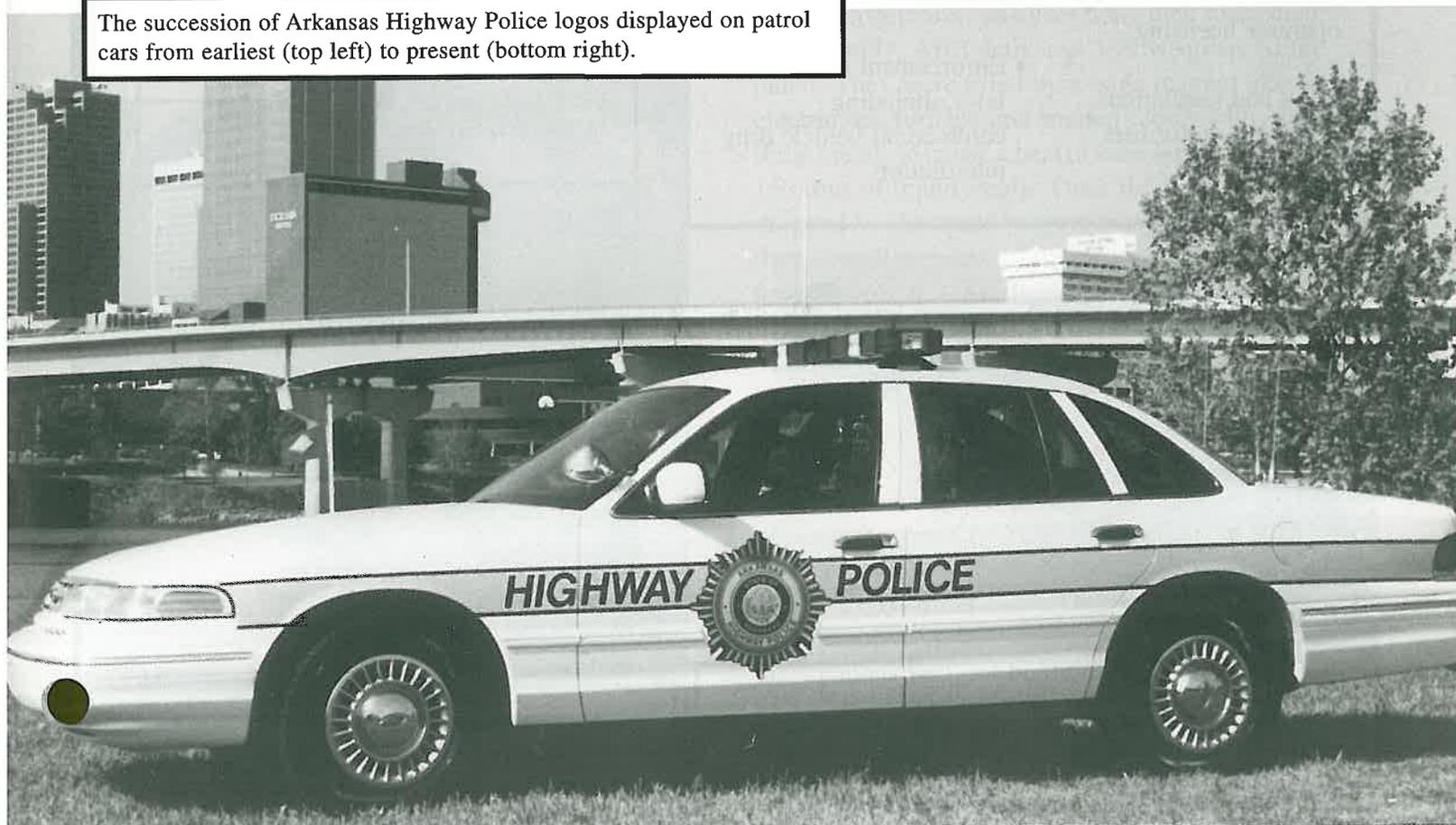


(L. to r.) Then PFC Idonna Smith and then Lt. Jan Weinberg stood with their patrol car in 1989.

(Opposite) An updated design on the Arkansas Highway Police patrol car won third place in the Federal or State Agency category of the International Police Vehicle Design Competition in 1998.



The succession of Arkansas Highway Police logos displayed on patrol cars from earliest (top left) to present (bottom right).



In 2004, the force is better trained than those 75 years ago. The program operates its own 21-week basic training course that is certified by the Arkansas Commission on Law Enforcement Standards and Training. In addition to full law enforcement authority, powers, duties and responsibilities, the men and women of the AHP are charged with a number of special duties (below) that require additional or specialized training above the basic training required of all law enforcement officers.

- Enforcement of all laws pertaining to axle and gross weights
- Safety inspections of commercial vehicles
- Movement of oversize loads and/or vehicles
- Vehicle licensing and operator/commercial operator licensing
- Laws and regulations regarding motor fuel taxes
- Enforcement of laws regarding interstate and intrastate shipment of hazardous materials
- Multi-faceted traffic enforcement
- Collection of revenues prescribed by the Arkansas Commissioner of Revenues
- Enforcement of criminal laws, including commercial vehicle drug interdiction



Today's pistol houses a magazine to hold ammunition. The photo from 1975 shows bullets worn on a belt. Other uniform changes are the collar pin initials having gone from "A.H.D." to "A.H.P." The tie was worn outside the shirt for a short time, but the standard eventually reverted to tucking it between the shirt buttons.



The Smith & Wesson N-Frame Model 20/38/44 frame, .38 caliber pistol was used for many years by the AHP. This gun was transferred to the Department in 1963.



The Arkansas Highway Police now uses the Glock Model 22, .40 caliber pistol.

# AHTD Recycling Efforts Include Confiscated Weapons



The Nucor Steel plant in northeast Arkansas.



A box of confiscated weapons is unloaded for recycling.



This circular magnet lifts weapons for a trip to the furnace.



Weapons are melted at 3,000 degrees Fahrenheit.

Most people are probably familiar with the efforts of state agencies to recycle office materials such as used paper stock or empty toner cartridges.

At the offices of the Arkansas Highway Police, recycling goes beyond the normal array of office supplies. Because of the nature of the work the Highway Police do, recycling efforts also include confiscated weapons.

Highway Police officers come in contact with such weapons during arrests, vehicle searches and drug busts. Among the items found are handguns, knives and rifles. Like paper waste, these weapons are ultimately recycled.

Under tight security, they are inventoried and boxed for their final destination, the Nucor Steel plant in northeast Arkansas. Nucor Corporation is the largest steel producer in the United States and the nation's largest recycler, recycling over 13 million tons of scrap steel annually. The plant, located in Armorel, produces hot-rolled sheet steel.

Recently, AHP delivered 133 weapons to the plant. They were lifted by a huge magnet into an electric arc furnace and melted along with other scrap metals to create a heat of steel (approximately 160 tons of liquid steel). Once the weapons were dropped by the crane magnet into the liquid steel, they ceased to exist. The furnaces typically tap molten steel at 3,000 degrees Fahrenheit and cast it into two-inch slabs for rolling into sheet steel. The heat where the weapons were melted was rolled into a floor plate similar to the type used in industrial applications and truck beds.

Highway Police Chief Ron Burks commented on the amount of weapons saying, "The number of weapons seized by Highway Police officers is a direct reflection of the potential danger that officers face on a day-to-day basis. Their efforts, along with the weapons' ultimate destruction, will ensure that the weapons will not be used against the citizens of Arkansas."

# Loop 245 Around Texarkana Opens To Traffic

The long-awaited Loop 245 around the southern edge of the city of Texarkana was opened to traffic on March 10<sup>th</sup>. Dignitaries from Arkansas and Texas came together for a ribbon cutting to celebrate the meeting of Loop 245 in Arkansas and Loop 151 in Texas. Together the loops create a highway corridor serving the south side of Texarkana.

“This is a great day for Texarkana and we’ve waited a long time for this loop,” stated Prissy Hickerson, Highway Commission Vice Chairman.

“Our city leaders saw a need for a major connection between the southern parts of our two cities and today we see that vision fulfilled,” Hickerson added.

Local officials are excited about the potential for development along the new loop, which connects U. S. Highways 71 and 59.



Vehicles line up to travel Loop 245 on the day it opened to traffic.

Arkansas Highway Commission Vice Chairman Prissy Hickerson (middle) and AHTD Director Dan Flowers (her right) cut the ribbon on Texarkana’s Loop 245.





Commission Vice Chairman Hickerson of Texarkana shares with the media the benefits of a new loop.

“This road will help open up the south side of Texarkana,” said Texarkana Chamber of Commerce Chairman Howard Glick.

“There’s no doubt that this will bring growth, jobs and opportunity for many of our residents,” Glick commented.

AHTD Director Dan Flowers praised the hard work of the crews that worked on the new loop stating, “The people that really made this event possible are the folks that get out here day in and day out and build the roads.”

Loop 245 and Loop 151 meet at South State Line Avenue. Eventually the loop will connect with Interstate 49, under construction between Texarkana and Doddridge.



AHTD Director Dan Flowers was one of several speakers on hand for the loop opening ceremony.

# Public Involvement Process Honored With ARTBA “2003 Pride Award”

Recently, the Arkansas State Highway and Transportation Department’s (AHTD) Public Involvement Process received national recognition at the American Road & Transportation Builders Association - Transportation Development Foundation’s (ARTBA-TDF) fifth annual “PRIDE Awards.”

The PRIDE Awards honor excellence in community relations and public education that enhance the image of the U.S. transportation construction industry. An independent panel of public relations professionals and construction industry journalists selected the winners. AHTD tied for second place with the Oklahoma Department of Transportation in the “Community Relations” category, which recognizes programs and activities that demonstrate positive civic involvement with the community. First place was awarded to the Pennsylvania Department of Transportation. The trophies were presented on February 24<sup>th</sup> during the association’s Legislative Conference in Washington, D.C.

The Arkansas State Highway and Transportation Department places high value and priority on public involvement from conception to completion of highway projects. Through this proactive public involvement process, AHTD staff typically conduct over 50 public meetings across the state each year. Not only does this approach positively promote the roadway construction industry in Arkansas, but it also helps in gathering information about a project area, solicit-

ing input as the project is being developed and in assessing public opinion and comments regarding the selection of possible alternatives.

Rather than base roadway design decisions on engineering standards alone, AHTD’s public involvement process helps in preparing environmental documents required by the National Environmental Policy Act (NEPA) as well as in developing a more col-

laborative approach to roadway design. With historical input and recommendations from area residents, roadway designers can incorporate more context-sensitive solutions with community needs factored in the plans. Public involvement sessions are used as early in the preliminary engineering schedule as possible on projects that are determined by the Public Involvement team to have potential Social, Economic and Environmental (SEE) impacts.

Time and again, AHTD’s Public Involvement Process on highway projects has proven to be successful in improving the overall outcome and keeping citizens involved in the

process. During the time required to develop, design and build a highway project, ongoing engagement with the community, repeat meetings and status updates are performed. Enhanced project results are achieved through the positive interaction between highway builders and highway users, thereby promoting the benefits of roadway construction across Arkansas.



Presenting the ARTBA award to Scott Bennett, Planning & Research Division Head (left) is ARTBA Senior Vice Chairman Rich Wagman (right). Wagman is Chairman & CEO of G.A. & F.C. Wagman, Inc., in York, Pennsylvania.



## Interstate 40 Interchange at Highways 25 & 64 in Conway

Approximately 176 citizens gathered for a public hearing November 13, 2003, in Conway to learn more about plans for making the Highway 25 interchange on Interstate 40 a full interchange.

Environmental, Roadway and Right of Way staff, along with District personnel, participated in the meeting.

Plans call for converting an existing Interstate 40 partial interchange at Highways 25 and 64 in Conway to a full interchange. It would have exit and entrance ramps provided in both directions.

A recent Department planning study established the need for additional interstate access for Conway, especially from the area adjacent to Highway 25 north of Interstate 40 from western Conway using Highway 64.

## Widening of Highway 62 at Farmington

An open forum public hearing in Farmington brought out approximately 115 citizens on January 29, 2004. Those in attendance learned more about plans to widen Highway 62 from the Illinois River to the community of Farmington. Also in attendance at the meeting were AHTD Environmental, Roadway and Right of Way staff along with District Four personnel.

Improvements include widening Highway 62 to four lanes for a distance of 3.6 miles. As a part of the project, new shoulders will also serve as bicycle lanes.

In Farmington, a continuous left turn lane will be added to the existing four travel lanes for a distance of 1.1 miles. A bicycle lane on the outside of the travel lanes and sidewalks are also planned.

## Southeast Bypass for the City of Russellville

Approximately 105 citizens gathered for a public hearing on March 4, 2004, at the American Veterans Annex in Russellville to hear plans for a new bypass for the city of Russellville. Joining the meeting were AHTD Environmental, Roadway and Right of Way staff, as well as District Eight personnel.

The purpose of the proposed project is to provide a southeast bypass of the city of Russellville. The project will accommodate traffic that currently must travel through the Russellville Central Business District between Interstate 40 and the Highway 7 Bridge over the Arkansas River. The proposed bypass will be approximately 7.9 miles in length and extend from the intersection of Highway 7 and Highway 247 to the Interstate 40 and Highway 363 interchange. The proposed roadway will be partially on new location and consist of four 12-foot travel lanes with eight-foot shoulders.

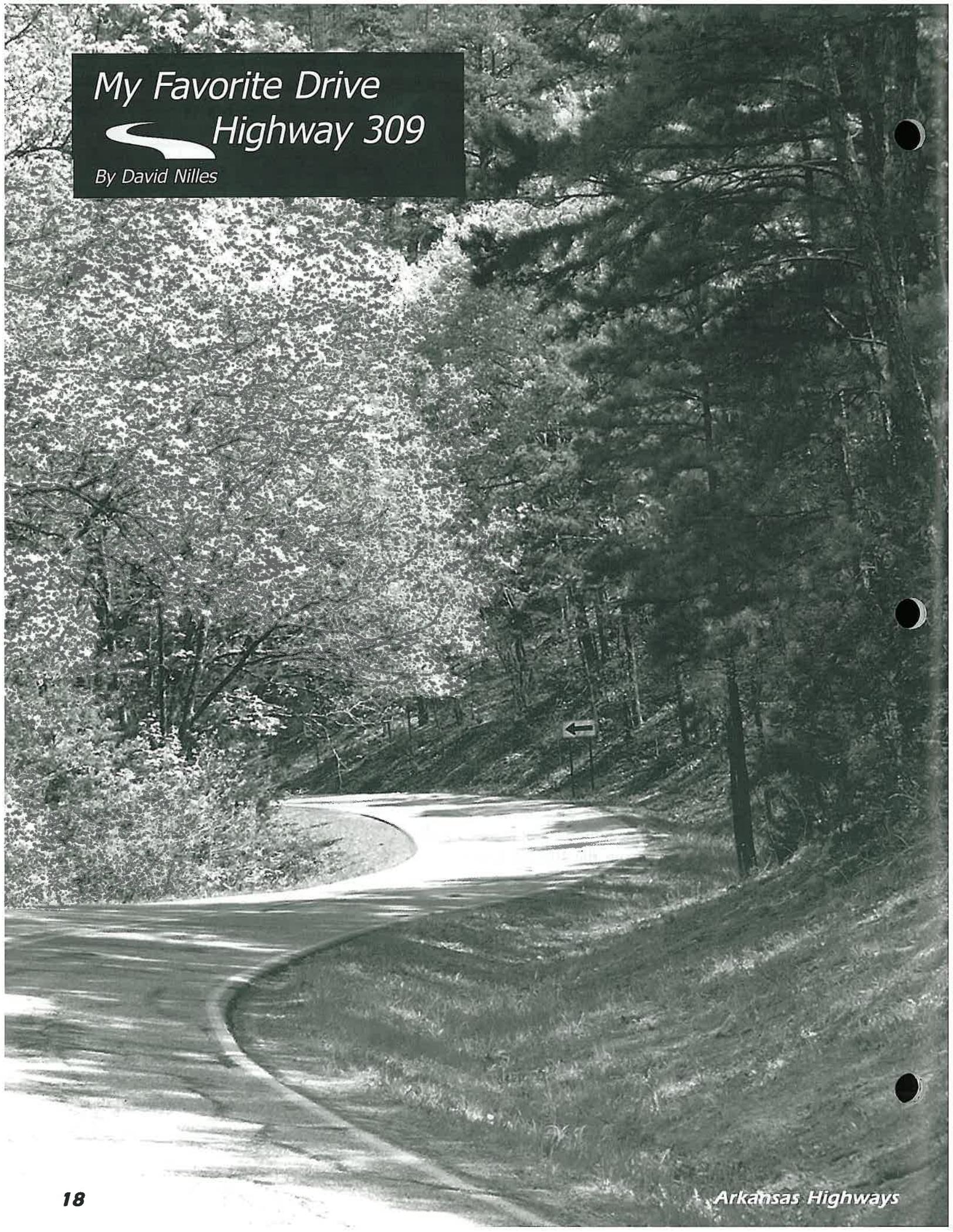
## Brockington Road Widening at Sherwood

An open forum public hearing was held November 16, 2003, at the Brockington Road Church of the Nazarene in Sherwood. Approximately 80 people attended to hear plans for the widening of Brockington Road, a city street in Sherwood. City of Sherwood personnel, as well as AHTD Environmental, Roadway, Right of Way and District 6 staff, participated in this meeting.

The proposed improvements would widen Brockington Road from two to four travel lanes with left turn lanes. The project begins at the Brockington Road intersection with Highway 176 (Kiehl Avenue) and extends northward to Highway 107.

*My Favorite Drive*  
*Highway 309*

*By David Nilles*



Nestled in the Ozark National Forest in west central Arkansas is Highway 309, a highway that is short in length but long on things to do and see.

Located, for the most part, in Logan County, Highway 309 is part of the Mt. Magazine Scenic Byway and takes travelers to the top of Arkansas' highest mountain.

Beginning on the southern end, Highway 309 leaves Highway 10 at Havana. On the journey up Mt. Magazine, motorists are treated to vistas of scenic river valleys, deep canyons and distant mountains as the highway runs through the wooded terrain.

The drive up is short yet scenic and takes motorists to an altitude of 2,753 feet. On arrival at the top is Arkansas' newest state park, Mt. Magazine State Park. The park offers travelers a visitor's center with an exhibit gallery, gift shop and interpretive programs. After exploring the visitor's center, there is plenty to do outdoors. Views to the north reveal the Arkansas River Valley, the town of Paris and the Boston Mountains. To the south are vistas of the Petit Jean River Valley, the Ouachita Mountains and Blue Mountain Lake. The park offers campgrounds, hiking trails, beautiful overlooks and pavilions. This area of Highway 309 is a unique habitat for rare plants and animals due to its altitude, geography and climate. For example, the mountain is noted for a diverse butterfly population. It is also a popular spot for rock



Scenic Highway 309 North begins in the community of Havana.

climbing and rappelling. Future plans for the state park call for a restaurant and a 60-room lodge to replace one that burned in 1971.

After enjoying all there is to do at the top of the mountain, Highway 309 continues down the north side of the mountain to Cove Lake. Lying in the shadow of Mount Magazine, the 160-acre lake offers swimming, fishing, bathhouses, camping and hiking. In fact, hikers can follow nine-mile Cove Lake Trail up to the top of Mount Magazine.

Leaving Cove Lake, the highway rises onto Pine Ridge. The ridge offers views of the city of Paris to the north and Mount Magazine to the south.

The Arkansas State Highway and Transportation Department has programmed a five-mile section of roadway along the ridge for reconstruction. Those improvements will stretch from the national forest boundary to Paris.

As 309 winds back down to flat land, the route leads into the city of Paris. A visit to the Logan County Museum, housed in the old jail, provides visitors the

Leaving Havana, Highway 309 travels to the top of Mt. Magazine.



Arkansas' newest state park awaits visitors at the top of Mt. Magazine.



opportunity to learn about local history. Leaving Paris, there are two options for motorists interested in seeing more of the region.

Follow the highway out of town and take the five-mile trip east on Highway 22 to visit an Arkansas historic landmark, Subiaco Abbey.

The abbey features sandstone buildings constructed in 1891 and a Romanesque-style Abbey Church. Tours are offered. The abbey is also home to Subiaco Academy, a high school for boys.

Another option leaving Paris is to continue north on 309 into Ozark.

Turning east along Highway 64 at Ozark, motorists enter Arkansas wine country, an area that is one of the oldest and largest wine producing regions in the southern U.S. Short drives on Highways 64 and 186 lead to five different wineries.

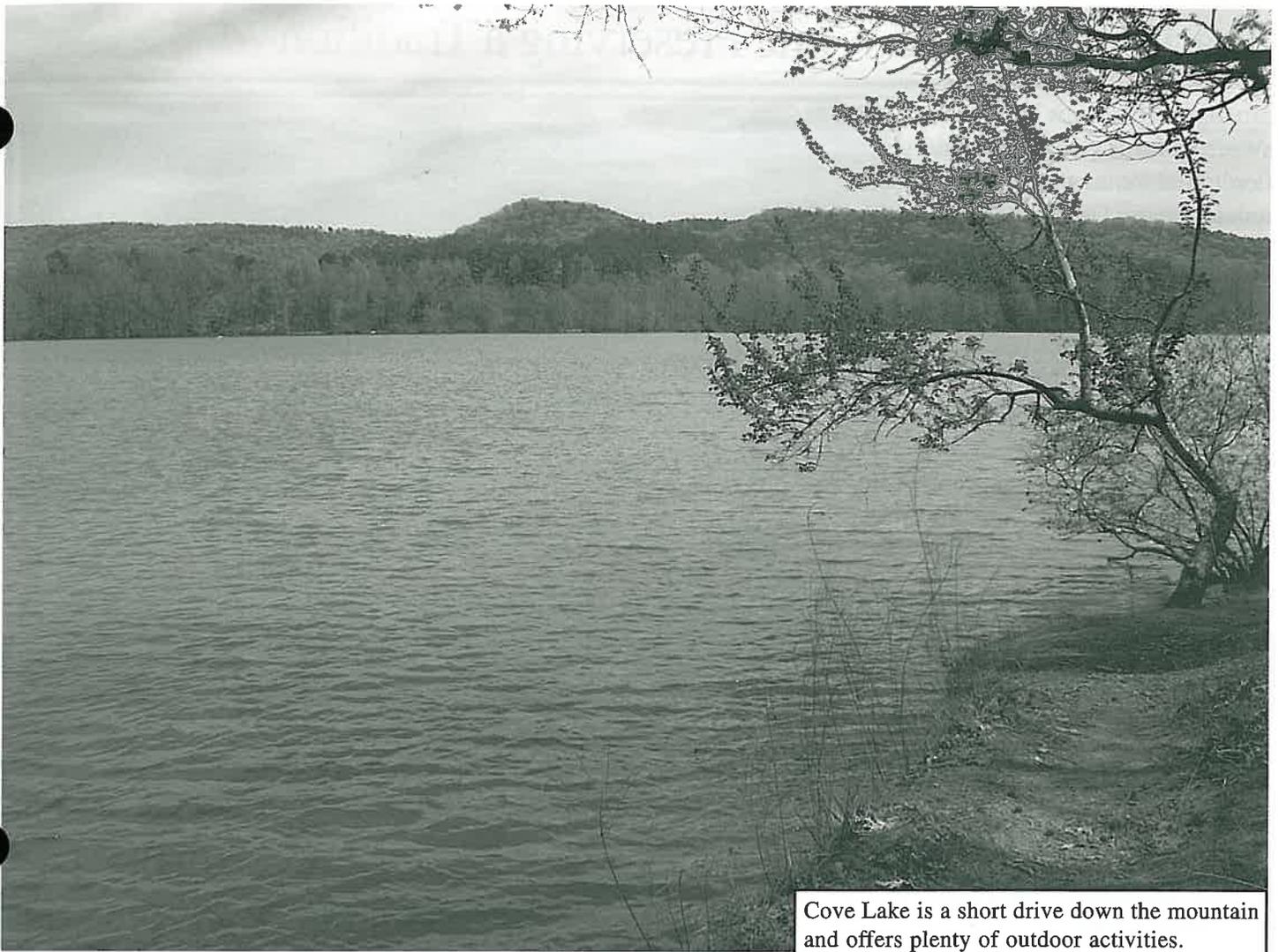
Whether you choose to make it a short trip up the mountain or an all-weekend camping excursion, Highway 309 offers a great deal to do and see within a short distance and is considered a favorite drive.

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Do you have a favorite drive along Arkansas' highways? If so, e-mail our Public Affairs office at [david.nilles@ahtd.state.ar.us](mailto:david.nilles@ahtd.state.ar.us) or call 501-569-2508. It may be featured in a future issue of *Arkansas Highways*.

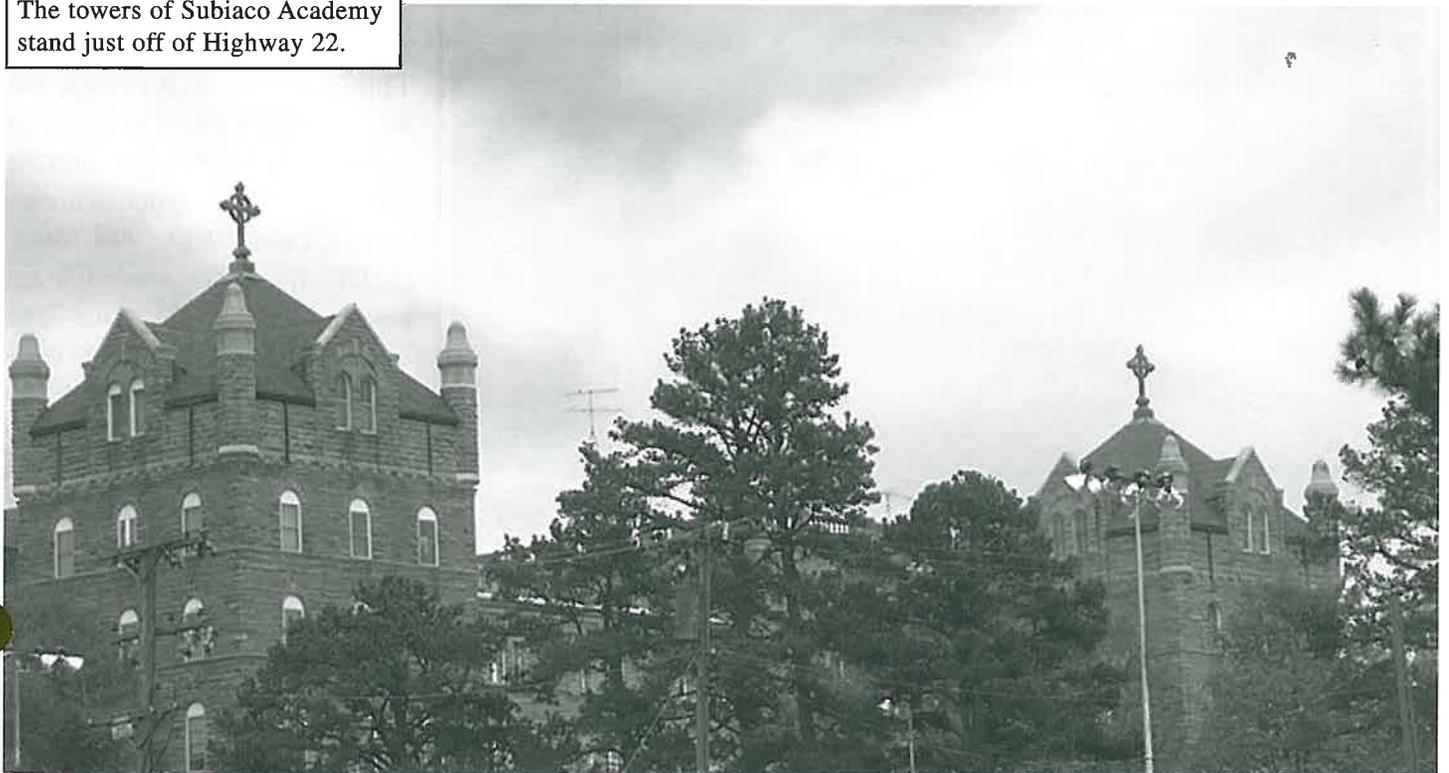


A Visitors Center offers exhibits and information on things to do and see.



Cove Lake is a short drive down the mountain and offers plenty of outdoor activities.

The towers of Subiaco Academy stand just off of Highway 22.



# Sharing a Pastime While Preserving a Tradition

You might say it is a hobby with sweet rewards. It is also one you don't hear too much about. That is, unless you ask Dale Arnold or Burley Ludwig out of District 10. They'll be glad to tell you about their hobby....making sorghum molasses.

It started eight or nine years ago when Ludwig, a retired Finish Motor Patrol Operator in Lawrence County, and his uncle found an old sorghum cane mill. It didn't take long for Burley to realize that making sorghum molasses was a big job. That is when he began to recruit help from friends and AHTD personnel, including Dale Arnold, Crew Leader in the Lawrence County Maintenance Crew at Walnut Ridge. Together, they've been making molasses ever since.



The sorghum cane mill where Burley Ludwig and Dale Arnold begin the process of making sorghum molasses.



Burley Ludwig drives the team of horses which power the sorghum cane mill the old-fashioned way.

“Sorghum molasses is made from sorghum cane,” says the pair. “We got our first seeds by ordering them from a farm service.”

The seeds are planted in June and the cane matures in October. That is when the real work begins. The cane is stripped of its leaves, the tops cut off and the stalks cut and brought to a horse-powered mill.

Today, most cane mills are powered by motors. But Dale and Burley do it the old-fashioned way. It is quite an operation. The mill is turned by the team of horses going in a circle around the mill. The stalks are fed through the mill where the cane juices are extracted.

“Obviously, there is not enough room to do this in your kitchen,” says Arnold.



Cane stalks prepare to be loaded into the mill where the cane juices will be squeezed out for cooking.

As the cane enters the mill, rollers squeeze the juice out into a barrel. From there, the juice runs to a 3' x 10' pan resting on a firebox made of rock and mud. It is here that the juices begin to cook. The juice is green when it comes from the stalk but turns to a golden brown as it cooks and thickens.

"It takes about one-and-a-half hours to make one batch," says Ludwig. It also takes 10 to 12 gallons of juice to make one gallon of molasses.

"We make about 40 to 50 gallons each year," Ludwig added.

Needless to say, the end product is very popular and is divided up among those that help make it.

"We have many friends and family members who ask for it," Arnold said. "One of our helpers drives a truck over the road and gives out molasses at many of his stops. So our molasses is well-known in many different states!"

"One of the most important things we'd like to share is what a great time we have doing this," says Ludwig. "We invite people

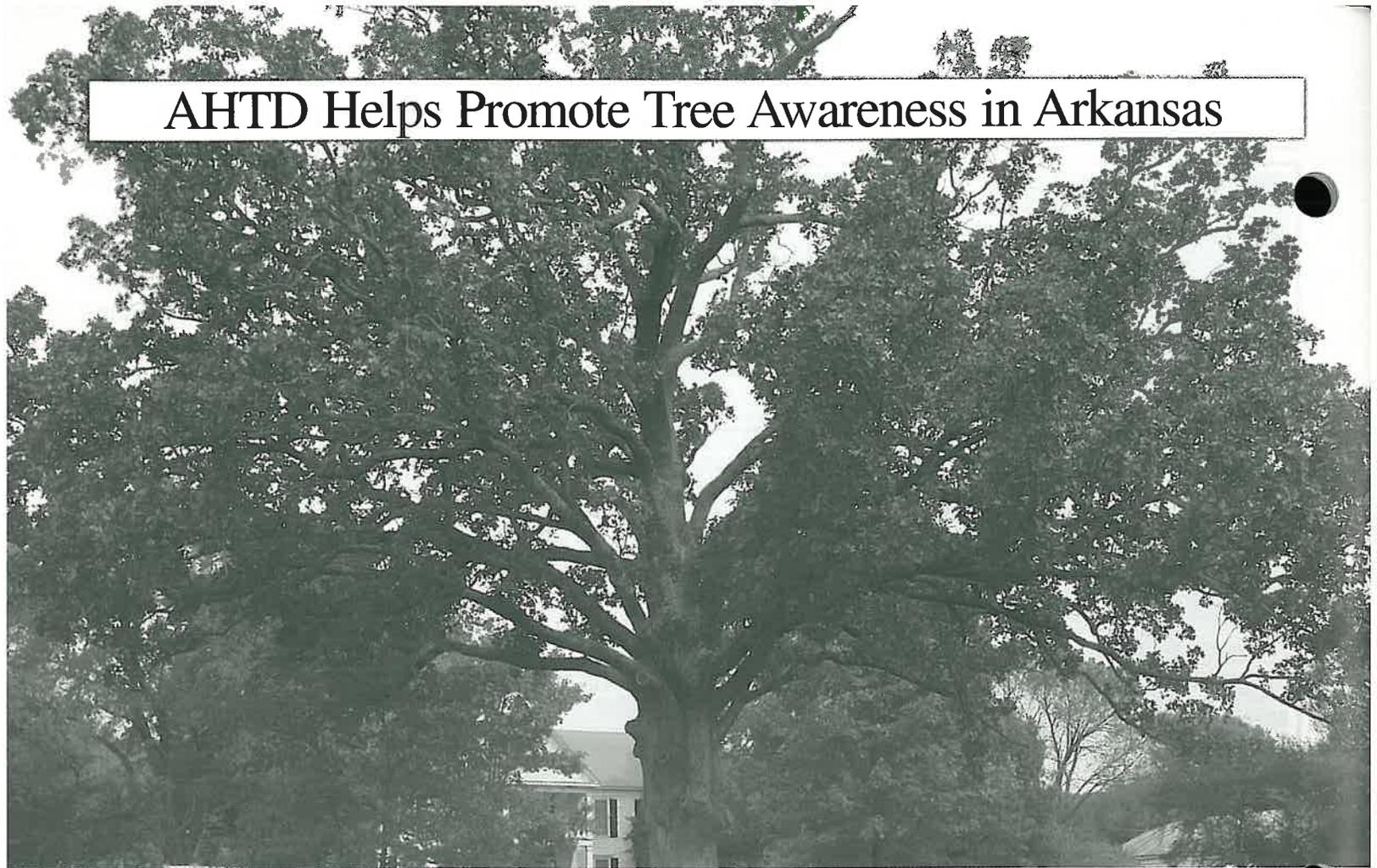
to come watch the age-old process and try a sample. We have had several of the schools in the area visit and learn about making sorghum molasses the old way."

Sorghum molasses was a favorite sweetener, particularly in the South, during the 1800s and early 1900s. Around the end of World War I, refined sugar products became more readily available and less expensive, thus causing a decline in the use of sorghum as a sweetener. Today, most of the sorghum grown goes to animal feed. A small portion is used to make sweetener. Sorghum molasses is still made not only to preserve the tradition, but also for its delicious taste, and because it is a favorite among Southerners.



Juices squeezed from the cane begin to cook above a firebox made of rock and mud.

# AHTD Helps Promote Tree Awareness in Arkansas



One of the benefits of traveling Arkansas' highways is the opportunity to see the abundance of natural scenery to be enjoyed within the state's borders.

The Highway and Transportation Department is taking an active role to ensure that our impressive natural beauty is maintained so that present and future generations can appreciate what we have in the Natural State.

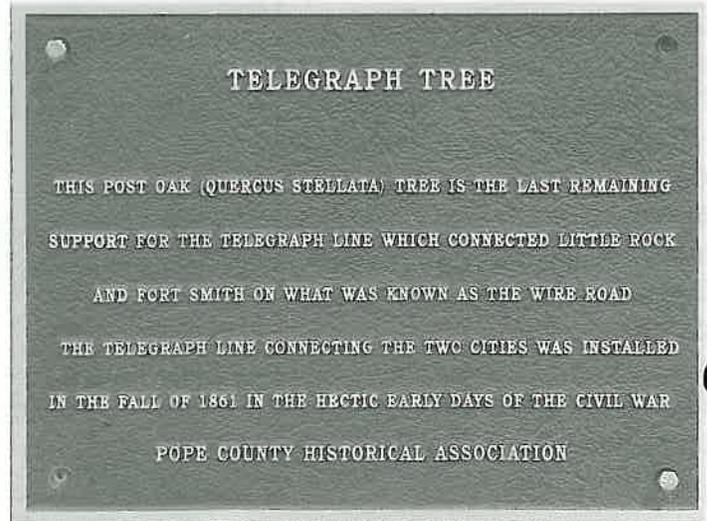
The Department became active in the newly formed Arkansas Famous and Historic Tree Program (AFHTP) when it was formed in 1997. The program was established through a cooperative effort between the Arkansas State Parks, Arkansas Forestry Commission, Department of Arkansas Heritage and Arkansas Federation of Garden Clubs. The program was formed to create a greater awareness and appreciation of the state's trees through the recognition of their historical background.

The Arkansas Famous and Historic Tree Program has two main goals. The first goal is to promote preservation of the state's distinguished trees by identifying, documenting and preserving trees associated with historical events, people, institutions, landmarks or those trees that show a significant horticultural or structural accomplishment for the state or country. The group also

promotes environmental responsibility and stewardship to protect and preserve our state's famous and historic trees for future generations.

The second goal of the program is to promote education, by using trees as living textbooks to learn about national or state history and the environment.

AHTD's role with the tree program is two-fold. The Department serves on the program's nomination review committee. In addition, the Department has been able to use GPS (Global Positioning System) and digitally photograph all trees in the program in order to create



an interactive website and to provide photographs for the recently released brochure.

Terri Moore, Environmental Analyst I, says she was “greatly enjoyed serving as the AHTD representative on the AFHTP committee.”

“I have learned a great deal about the natural and cultural history of Arkansas via its historic trees. It has been exciting to see the program expand to include trees of ecological significance, such as the Louisiana Purchase trees that are both historically and ecologically significant. My favorite tree in the program is the magnolia at Old Washington State Park near Texarkana. If you haven’t seen it, I highly recommend making the trip. Pictures just don’t do it justice.”

Only living trees that have been planted for a minimum of five years are being considered for the program. At this time, a 50-year period guideline is



being used to establish a tree’s historical significance, however, there are some exceptions.

Among Arkansas’ famous and historic trees is the Apollo 14 Moon Pine grown from seeds taken to the moon. The tree stands at Old Washington State Park. The program also features a Telegraph Wire Tree, one of the last telegraph wire trees used between Little Rock and Fort Smith during the Civil War. In addition to these examples, the Headwaters Swamp Tree Community at the Louisiana Purchase Historic State Park is one of the last headwater swamp remnants in the Mississippi Basin.

The public is encouraged to nominate a tree for consideration with the Arkansas Famous and Historic Tree Program. Nomination packets are available from the Arkansas Forestry Commission at 501-296-1940 or at 3821 W. Roosevelt Road, Little Rock, AR 72204. They are also available online at [www.Arhistorictrees.org](http://www.Arhistorictrees.org).



Opposite page, top: The Telegraph Tree, a Post Oak, is one of the last telegraph wire support trees left along Highway 64 East, between Fort Smith and Little Rock, installed during the early days of the Civil War. Opposite page, bottom: The historical marker for the Telegraph Tree. Clockwise from left: The Royston Magnolia, a Southern Magnolia, was planted in 1835 in Washington, Arkansas, by city father Grandison Royston, near his law office which is no longer there; the Apollo 14 Moon Pine, a Loblolly Pine, was planted in 1976 at the Hempstead County Courthouse in Washington, Arkansas, from seeds taken on the 1971 Apollo 14 mission; the Courthouse Oak, a Post Oak, is on the grounds of the Garland County Courthouse in Hot Springs, Arkansas.



# Letters to the Department

To: David Lambert, District Engineer, District 6

My favorite feature of the *Arkansas Highways* magazine is Letters to the Department. I especially enjoy reading letters from motorists who have been stranded on the side of the highway with some sort of car trouble. They recognize our AHTD employees for their assistance in helping them get back on the road again.

I was returning to work at the Central Office today at lunchtime, when I found myself in the same situation. I had a flat tire on the Interstate. I called my boss and asked her to contact the Motorist Assistance Patrol. In a few minutes District 6 was calling to get my location. Within thirty minutes, a gracious and very friendly Patty Slater had my tire changed, and me back on the road returning to work. I want to offer a special thanks to Patty, District 6, and the AHTD for providing this great service to one of their own!

Sincerely,  
Judy Manes  
Computer Services Division

Dear Frank Vozel,

An unfortunate event yesterday left me with a grateful feeling for your MAP service. Interstate 440 West at 5:30 p.m. near Interstate 30 is not the ideal place or time to attempt a tire change, which I found myself having to do following a blowout. Thankfully, Matt and Penny of MAP happened upon my situation and offered assistance and much needed attention to my position on the roadway.

They were most courteous and helpful and I would ask that you see that they are commended. May I also strongly recommend that the AHTD continue this service as I am sure it saves lives in situations like mine yesterday. Thank you for all your support of Prospect Steel as we look forward to our continuing relationship with you and the AHTD.

Sincerely,  
Tom Adams  
Vice President  
Prospect Steel Company

Dear PFC Nick Phillips:

Recently on a return trip from Hot Springs to Memphis my wife experienced what every woman traveling alone fears, a blowout on the highway. Fortunately for her, you and Sgt. Stan Griffin happened on the scene in short order and changed the tire for her. She was extremely relieved by your assistance but what most impressed her was you following her to the state line.

On a personal note, I too want to thank you for your professionalism and efforts beyond the call of duty in this matter. You have represented the highest ideals of law enforcement profession and made a lasting positive impression on my wife.

Enclosed is a shoulder patch from the Shelby County Sheriff's Office and my personal card. I would love to meet you if you make it over to Memphis.

Sincerely,  
Mark H. Luttrell, Jr.  
Shelby County Sheriff

To: the Arkansas Highway Police

Last summer I was traveling southbound on 540, just north of the Greenland exit. All of a sudden I had a blowout, and pulled over to the shoulder of the road. I could not get to my jack, as I could not reach that far into the trunk of my car. A nice gentleman stopped to help me, and managed to get the jack out. Then, Officer (I believe it was Captain) Holloway, of the Arkansas Highway Police, pulled up behind me, and helped me and the other man change my tire.

That was so nice, and I really appreciated the help, as I am 70 years old, and changing a tire was beyond my capability. Thanks to Captain Glen Holloway, I was soon on my way.

Sharon Deloy  
West Fork, AR  
ABF Freight System, Inc.

Dear Chief Burks:

I would like to commend Corporal Ross Batson for his excellent presentation on the new hours-of-service regulations to the safety management staff of ABF Freight System in Fort Smith last week. Corporal Batson demonstrated a very high degree of dedication and professionalism in the presentation of which was very informative and will be helpful in assuring that ABF's 7,000 driver qualified employees stay in compliance with the safety regulations.

I also want to acknowledge Lieutenant Paul Claunch for his help in arranging for the training. It is cooperation such as this between law enforcement and the trucking industry that will contribute to our common goal of highway safety. The performance of your officers is a credit to you and the Arkansas Highway Police. I want to take this occasion to express my appreciation to you.

Sincerely, Jim McFarlin  
Director - Safety & Security  
ABF Freight System, Inc.  
Fort Smith, Arkansas

Dear Mr. Flowers,

Thank you for sending Brad Calahan to our school to present information regarding careers in the highway and transportation field. The students at Ramsey found Mr. Calahan to be informative and knowledgeable about his field as well as a person who truly likes his career. As a result of the presentation several of my students are considering a career in civil engineering. I appreciate your Department providing this positive experience for Ramsey and its students.

Sincerely,  
Amanda Bulger  
Ramsey Junior High School

Dear Mr. Flowers:

I had the pleasure of working with Captain Glen Holloway, Sgt. Howard Besett, Sgt. Reggie Chitwood, as well as several of your professional police officers on the *Officer on the Train* operation we hosted in Ft. Smith and Van Buren, Arkansas, December 3, 2003.

I would have been lost without their assistance. It would not have been near as successful without your very capable officers. We utilized five local and State agencies as well as your department. We wrote over fifty tickets and received outstanding press coverage. We hope it gets peoples' attention.

We made the front page of the local paper and all three TV stations covered the event. We are planning another operation for the Spring of 2004 in Northwest Arkansas. We would love to have your assistance once again.

Again, it was a pleasure working with your officers. Their actions that day will save lives in the future and made me proud to be a Police Officer.

Sincerely,  
Chief Ron Sparks  
Railroad Police

Mr. Fulton,

I am writing to thank you for the timely and invaluable assistance from your department during our recent bout of bad weather. Kelly Rogers, Area Headquarters Attendant, Madison County and Kenney Riley, Area Maintenance Supervisor, Madison County especially gave considerable assistance as we were returning students from the Ozark Natural Science Center. We appreciate all of your hard work!

Sincerely,  
Barney Hayes  
Director of Buildings and Transportation  
Rogers School Services

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& Transportation Department**  
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