

Arkansas HIGHWAYS

MAY 2014

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

**Travel Smart.
Travel Safe.**

**IDRIVEARKANSAS.COM
HELPS MOTORISTS KNOW
BEFORE THEY GO**

INTERSTATE 49
Becomes a Reality
in Arkansas

Traveling I-540 to
FORT SMITH:
A True West Town

BLACKWELL BRIDGE
Presents Unique
Repair Challenge



DIRECTOR'S MESSAGE

The month of May has arrived, and with it, many of you will have sons and daughters graduating from high school and college. It is a time of great pride. As they walk across the stage to receive their diploma, we reflect on how far they have come in their lives and the opportunities that lie ahead. I want to extend congratulations to every Department employee who has a family member graduating this month. Their photos will appear in our June issue of Arkansas Highways newsletter.

William Butler Yeats once said "Education is not the filling of a pail, but the lighting of a fire." A great education is the key that unlocks the doors of opportunity. That applies not just to students graduating from school but to each of us in our daily lives and our jobs as well. Learning new innovative things is how we move ahead.

That applies to us here at the Department every day. A perfect example of that can be found in a recent newspaper article regarding pavement treatment that we are now using on some of our Interstates. The high-friction surface treatment is applied in order to reduce wet-weather crashes. The Federal Highway Administration calls the treatment "an emerging technology that has the potential to reduce crashes dramatically and immediately." The treatment provides a coating that drains more water from the travel lanes and increases skid resistance.

We have applied the new treatment at six locations on Interstate 30, Interstate 40 and Interstate 440 totaling approximately 23 miles. It has been a success and now we plan to adapt it to use on non-Interstate highways as well with the hope of achieving the same results.

Another example of learning new ways to do things was used in our 2000 Interstate Rehabilitation Program as we rebuilt hundreds of miles of highway. A technique called "rubblization" allowed us to break up the existing road surface and use it as part of the base for the new roadway instead of trucking the material off the job site. It was a new way of doing things and other Departments of Transportation learned from us as we implemented the process. As our new Interstate Rehabilitation Program gets into full swing, we are using that process once again.

And finally, in this issue, you will read an article on IDriveArkansas, our new, innovative webpage that is re-educating motorists on how to obtain travel information for a safer, quicker trip on our highways. It's a new service and one that motorists can learn to refer to so they "know before they go."

I encourage all of our employees to take the opportunity to learn new skills and apply them on the job. Whether it's discovering new processes in the Materials Lab, attending a workshop in order to learn a new computer skill or trying new maintenance techniques out on the job, we should all be receptive to learning new ways to do things. It makes for a more efficient and effective Department and one that better meets the needs of the traveling public.



Scott E. Bennett
Director of Highways and Transportation

FRONT & BACK COVER:
U.S. Scenic Highway 65
Searcy County

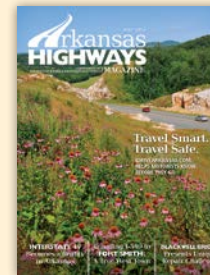
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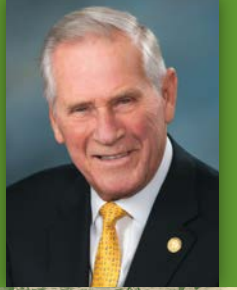
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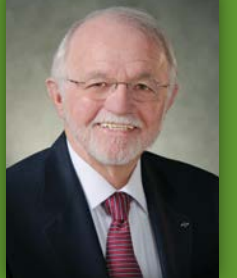


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CONTENTS

FEATURES

- 5 Know Before You Go: IDriveArkansas.com
- 7 New Interstate 49 Highway Designation
- 8 A New Bridge for Clarendon
- 11 AHTD After Hours with Kirk Howard, Beekeeper
- 14 Blackwell Bridge Presents Unique Repair Challenge
- 16 The Importance of Work Zone Safety
- 18 Preventing the Muddy Water Blues
- 22 Weekend Road Trip: I-540 and Fort Smith
- 28 Bill Clark Memorial

11



22



DEPARTMENTS

- Director's Message..... 2
- On The Map..... 17
- Out & About..... 21
- Construction Corner..... 29
- Dear AHTD: Letters..... 30
- AHTD People..... 31

IN THE NEXT issue

- AHTD staff photos from "Arkansas' Great Outdoors"
- Developing a statewide bicycle and pedestrian plan
- The Environmental Division: Sharing plans with the public

CHECK TRAVEL CONDITIONS AT

IDRIVE
ARKANSAS.COM

Travel Smart. Travel Safe.



ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPT.



KNOW **BEFORE**
YOU GO

Everyone that travels our highways knows there are certain things to have with you before you hit the road. One is a full tank of gas, another is an Arkansas State Highway map.

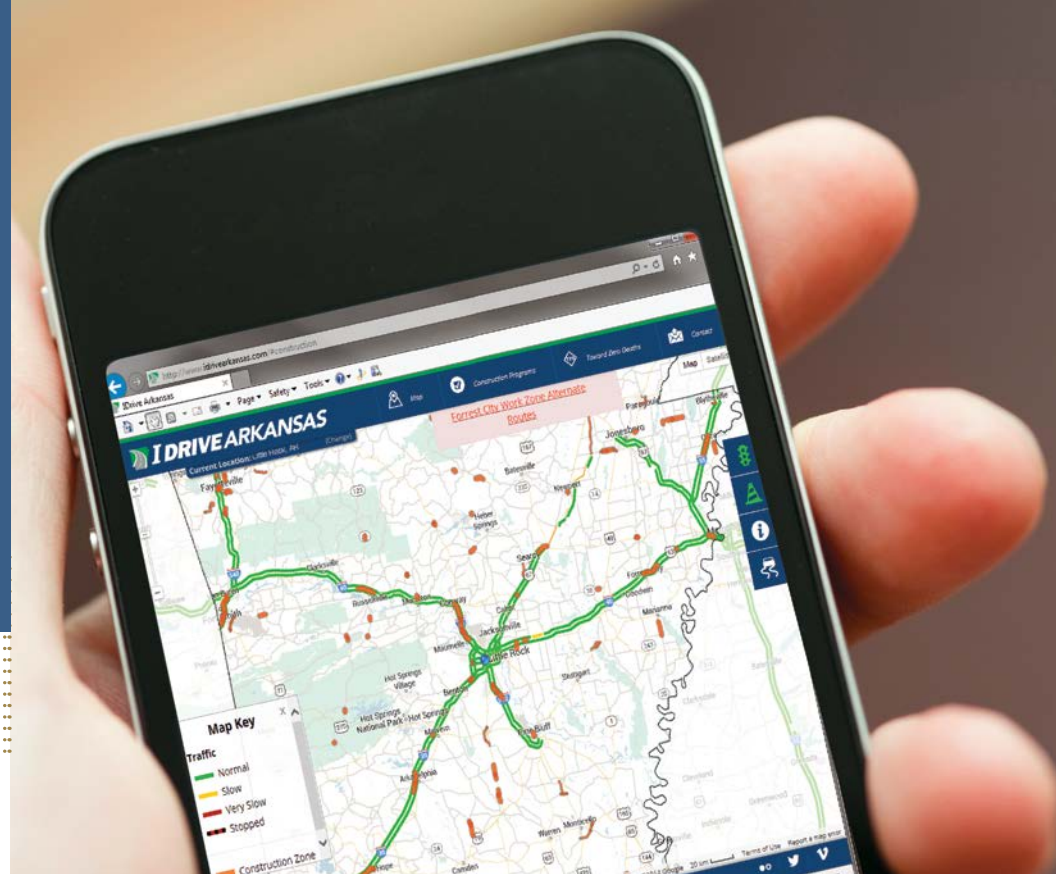
Now, the Arkansas State Highway & Transportation Department has a new travel tool that is at your fingertips and has the potential to save you time and inconvenience. It's IDriveArkansas.com, a new website that provides all kinds of information that will allow motorists to "know before they go." Once you use it, you'll find that, it too, is a "must have" when taking a trip.

The IDriveArkansas.com website can be accessed on a computer, on a tablet or on a smartphone. It's also available in app stores. Once you arrive on the site, you'll find travel information to guide you on your trip.

(continued on page 6)



So, HOW'S THE TRAFFIC MOVING ON THE INTERSTATES? IDriveARKANSAS CAN TELL YOU. A COLOR CODED MAP WILL SHOW YOU TRAFFIC CONDITIONS IN REAL TIME.



CONSTRUCTION ZONE INFORMATION

With the warmer weather, construction activity on our highways has picked up. Improvement campaigns such as the Interstate Rehabilitation Program and the Connecting Arkansas Program mean construction zones and lane closures are on the increase. On the new website, you will find the location of every construction zone on Arkansas' highways. The information includes the location of the zone, the length in miles and the estimated amount of time the zone will be in place. It also gives a brief description of the work being done. And in the case of the Interstate 40 construction zone at Forrest City, alternate routes are also available.

TRAFFIC FLOW

So, how's the traffic moving on the Interstates? I Drive Arkansas can tell you that as well. A color coded map will show you traffic conditions in real time. You'll know if traffic is moving normal speed, slower than usual or sitting at a standstill. That enables visitors to the site to determine an alternate route ahead of time if necessary and avoid standing in traffic.



WEATHER-RELATED ROAD CONDITIONS

Nothing makes driving more difficult than winter weather. The new site provides motorists instant information on road conditions on many major highways. Running a cursor over a highway location will provide information on snow or ice coverage on the highway, the temperature, current weather conditions and how fast traffic is moving. A weather radar overlay lets users determine the impact storms are having on traffic.

In addition to all of this information, I Drive Arkansas also displays locations of Arkansas Welcome Centers and rest areas, commuter Park & Ride lots and weight restrictions on bridges around the state.

The site was introduced on October 30th of 2013.

"IDriveArkansas provides an additional way for the motoring public to communicate with the AHTD," says Danny Straessle, Assistant Public Information Officer.

"Since its debut, I Drive Arkansas has had 436,577 visitors. A link to the website has been downloaded in the Android and Apple app stores 14,000 times," Straessle adds. "The real-time data available on the site is helping motorists make informed decisions on navigating their trip on our highways."

"The Department is quite pleased with the way the public has embraced I Drive Arkansas," says AHTD Director Scott Bennett. "A great deal of thought was put into how we can best communicate information about highway conditions in Arkansas. We think the site helps motorists travel more safely and efficiently."

In addition to traffic and road conditions, the site provides an opportunity for users to ask questions, report problems, report littering and more.

With I Drive Arkansas and an Arkansas State Highway Map, motorists are now better equipped to make decisions on our highways in order to have a safer, quicker and more convenient trip whether across town or from border to border. ■



Northwest Arkansas Receives NEW INTERSTATE HIGHWAY DESIGNATION

Sections of Interstate 540 and Highway 71 in northwest Arkansas recently received a new highway designation as Interstate 49.

The Department recently received approval from the Federal Highway Administration and the American Association of State Highway and Transportation Officials to rename the route from Interstate 40 near Alma to the Highway 71B interchange just south of Bella Vista.

The announcement was made at a luncheon at the AHTD Central Office on April 16th. In attendance were members of the Highway Commission, staff from the Northwest Arkansas Council, as well as legislators and judges from northwest Arkansas.

"We are pleased to have this new designation," stated AHTD Director Scott Bennett. "This is something we have been working on for several months. In addition, we are awaiting Federal Highway Administration approval to designate future sections of Interstate 49 to the south between Interstate 40 and the Louisiana state line."

The Bella Vista Bypass, which is currently under construction, will have a dual designation as Highway 549 and Future Interstate 49 until it is completed to Interstate standards.

"We are excited to be officially naming this section of roadway as Interstate 49 in Arkansas," stated Highway Commissioner Dick Trammel of Rogers. "This is part of our ultimate goal to upgrade the Highway 71 corridor in western Arkansas to Interstate standards. When completed, Interstate 49 in Arkansas will stretch from the Louisiana border north to the Missouri border." AHTD crews are now replacing road signs to read Interstate 49. Signage should be in place along the approximate 65-mile route within 30 days. The Department is erecting nearly 700 new signs at a total cost of about \$70,000. ■



(L. to R.) Commission Vice Chair Dick Trammel and AHTD Director Scott Bennett



A NEW BRIDGE for Clarendon

The WHITE RIVER BRIDGE on Highway 79 in Clarendon has carried traffic in and out of town and the surrounding area for almost 85 years. Dear to the hearts of residents in the area, the bridge is credited with being a vital contributor to the growth of Clarendon, Monroe County and eastern Arkansas.

Today, the Arkansas State Highway and Transportation Department is hard at work building a new bridge that will better meet the traffic demands through the area as well as today's safety standards.

The city of Clarendon perches on the banks of the White River in east central Arkansas. The terrain is made up mostly of lowlands and old riverbeds. As a result, the river is prone to flooding into the surrounding delta regions.

Prior to 1931, that flooding made travel in and around the area difficult.

The only way to cross the White River was on a ferry. At five dollars, the trip was considered pretty expensive. There was talk of building a bridge but it was understood that the lowlands and flooding would require lengthy approaches for such a project.

Yet, in the late 1920s, the State Highway Department began implementing plans for a river crossing. The Arkansas legislature had passed a bill proposed by Governor John Martineau that would appropriate \$52 million over the following four years

to use in developing the State highway system. The timing seemed right. It was decided that any bridge would be built as a toll bridge to aid with the expense of construction. The Highway Department hired bridge engineer Ira Hedrick to proceed with a design. Hedrick had designed several new, larger bridges for the Department already.

On May 15, 1930, with plans in place, ten bids were taken for a bridge at Clarendon. The Austin Bridge Company of Dallas, Texas, was awarded the contract at \$1,532,572.

In the months that followed, over 600 construction workers were utilized to build the bridge — a two-lane, double cantilever truss. The east approach measured three blocks long. The west approach — almost three miles long as it crossed the Roc Roe Bayou. The entire structure was completed by April of 1931, less than a year after work on the structure began. The bridge opened with a grand celebration on June 11, 1931.

As the years went by, tolls to utilize the Clarendon Bridge and all other tolls on state-owned bridges were removed. That was in 1938. Electric lights on lamp posts along the side of the bridge were removed in later years due to vandalism. Other than those changes and a few paint jobs, the bridge has dutifully carried traffic in and out of the Clarendon area since it first opened. The average daily traffic count stands at approximately 3,500 vehicles. Today, the bridge is on the National Register of Historic Places. It is one of three double cantilever spans in the state. The other two are also over the White River, at Augusta and Newport.

Though the Clarendon Bridge has served its purpose well and is dear to the hearts of many local residents, work is now underway on a new bridge. There are several reasons a decision was made to build a new structure.

First of those is the fact that the present bridge is rated as structurally deficient. "Structurally Deficient" is a term used to describe a bridge that is suffering from deterioration to at least one major component. The term in no way means the bridge is unsafe for travel, it is safe, it just means the bridge needs repairs in certain areas.

Secondly, the Clarendon Bridge is now functionally obsolete. "Functionally Obsolete" is a status used to describe a bridge that is no longer, by design, functionally adequate for its task. Reasons for this status may include that the bridge doesn't have enough lanes to accommodate the traffic flow, or the lanes may be too narrow, or a bridge may need more space for emergency shoulders.

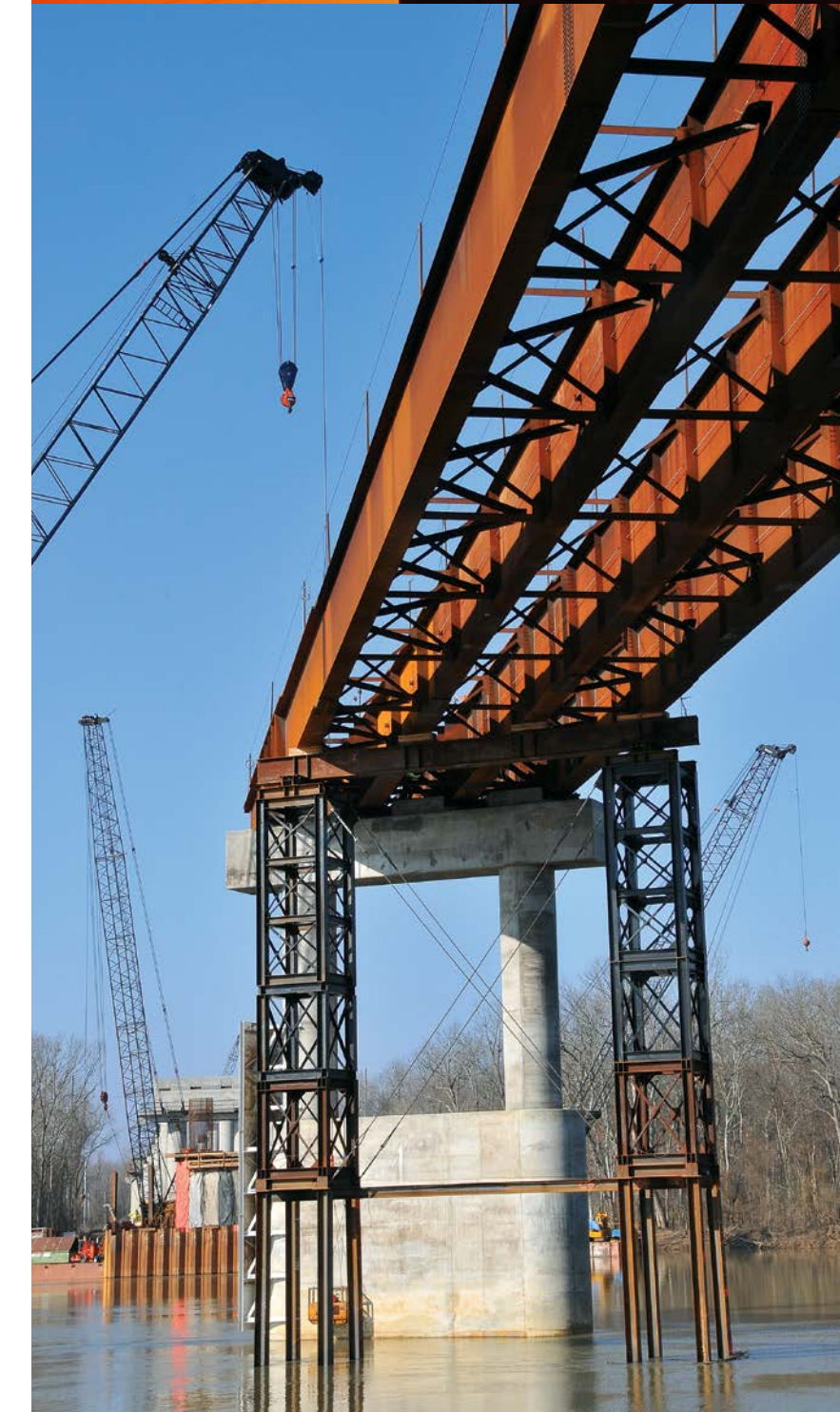
With that in mind, the AHTD made the decision that it was time to build a new bridge. The wheels started turning to replace the present bridge.

"The challenges we faced seemed to be arriving at a point to get the new bridge project to contract," states Ray Woodruff, District One Engineer. "First, special flow studies had to be performed which resulted in a longer bridge being built."

(continued on page 10)



The current Clarendon Bridge was built in 1931.



As with any project, there were also environmental issues to be dealt with.

“Because of the location in the State, we had to consider the Ivory-Billed Woodpecker” Woodruff adds. “Our Environmental Division had to do an extensive survey to be certain we weren’t affecting an area where the woodpecker might be living.”

Then there were the U.S. Fish and Wildlife Service National Wildlife Refuges at the White River and the Cache River to be considered.

“The project crossed those areas so that added a few little twists to the project,” stated Woodruff.

“We thought that all was well and we were ready to proceed when the Arkansas Waterways Commission and the U.S. Coast Guard determined we had the navigation channel on the wrong side of the river even though they had told the Department originally where it needed to be.”

By early 2009, the Department had all solutions in hand and work to build a new bridge was ready to begin.

The new bridge over the White River is located a half mile south of the existing bridge.

Work on the bridge is being done in three individual projects. The first of those projects was awarded in April of 2009 and is relocating a section of Highway 79 in the area just west of Clarendon at Roc Roe Bayou. The new roadway begins at the Prairie County line and extends eastward for 2.2 miles. This project was awarded to Hill Brothers Construction Company, Inc. of Falkner, Mississippi, for \$34.8 million. Today, this section of the new bridge is substantially complete.

The second project for the new bridge is constructing the eastern approach, almost one mile in length, and the main span. It was let to contract in July of 2010. This portion of the new bridge is being constructed by Jensen Construction

Company of Des Moines, Iowa. The company was awarded the contract for approximately \$31.4 million. The project is over 75% complete with completion expected towards the end of this year.

In November of 2010, a contract was awarded for the third and final project to complete the bridge. Hill Brothers Construction Company, Inc. was awarded the project which is completing the western approach to the bridge at a cost of \$29.3 million. The one-mile stretch is expected to be finished in the fall of this year.

Once completed, the new span and its approaches will stretch for over four miles. The structure will feature two 12-foot lanes and eight-foot shoulders. Where the old bridge measured 24 feet from rail to rail, the new one will be 40 feet wide.

When the ribbon is cut and the new Clarendon Bridge is opened to traffic, the old one will be removed. With it will go 84 years of history, but at the same time, a new, safer bridge will stand ready to serve the area for the next eighty years. ■



AHTD AFTER HOURS *with* **KIRK HOWARD**

BY DAVID NILLES



{ THE CURIOUS
HOBBY OF
BEEKEEPING }



There are many hobbies AHTD employees can pursue in their time off from the Department. Golf, gardening, softball, painting... the list goes on forever. Kirk Howard, a District Two Bridge Repairer in Pine Bluff for the past 17 years, has found a more unique pastime. He is an apiarist, or beekeeper as it is more commonly known.

Photographer John Jackson and I recently spent a morning in Pine Bluff to learn more about the fascinating hobby of beekeeping and how Howard got involved in it.

(continued on page 12)





UPON ARRIVAL AT HOWARD'S HOME,

we quickly spotted his three hives sitting across a clearing — neatly stacked wooden boxes sitting several feet high off the ground with bees buzzing at the entrance to each one.

"I probably have 70 to 80 thousand bees in my hives right now," Howard explains. "Later this summer I could have 60 or 70 thousand per hive.

My first question for Howard was how he became interested in beekeeping in the first place.

"As a kid growing up, one of our neighbors kept bees," Howard explains. "We used to catch them in peanut butter jars."

"Then as an adult, I saw a television show on bees that peaked my interest. I realized that bees are pretty amazing creatures. Soon I was learning all I could about beekeeping on YouTube and spending time on Google finding websites that provided information."

Before long, Howard decided to give it a try. He ordered a starter kit that included everything a person needs to pursue beekeeping.

"A starter kit includes a white bee suit, gloves and hat, a set of wooden boxes for the bees, a hive tool, brush, smoker and a book," says Howard. "You order the bees last, once you have set everything up."

The bees arrive through the Post Office. An order of bees features a large box the

bees are contained in. Inside is a can of sugar water to keep them fed in transit and a smaller box housing the queen. Each bee hive will contain just one queen bee.

"The Post Office is pretty quick to call you and tell you to come pick up your bees," Howard says.

Howard has been raising bees now for four years. "It is best to start with two hives so you can compare the progress of each one," he explains.

Arkansas is well-suited to beekeeping because of its relatively mild winters and plenty of rural florals to provide adequate nectar.

The backyard is a perfect place to begin. More than a hobby, the bees are providing a service by collecting nectar and are pollinating the fruits, flowers and vegetables in the area. To make honey, the bees collect the nectar, take it back to the hive and regurgitate it into the hive's cells.

A single worker bee will produce about 1/8 teaspoon of honey in its lifetime. But a hive of 50,000 bees can produce from 30 to 185 pounds of honey a year.

"In a year's time, with the boxes I have, I can harvest 40 to 50 quart-size jars," Howard estimates. "I'll keep some, give some to my family and sell some as well."

Howard harvests the honey once a year, usually in June or July. "It's important to leave some honey in the hive for the bees to feed on during the winter months."



Howard uses a smoker to calm the bees while he works.

During the winter, the bees will stay in the hive and gather closely into a ball. They vibrate their bodies to keep warm.

"They'll come out of the hive when it reaches 60 or 70 degrees outdoors," Howard states.

As it was a nice 75-degree day on our visit, we took a trip across the yard to the hives for a closer look. We could see bees coming in and out of the boxes. In his suit and armed with a smoker, Howard began opening the top of the box to check on the colony.

"A smoker is used to calm the bees and keep them passive while work is being done," Howard shares. "I guess in my years of beekeeping, I've been stung around a dozen times."

John and I try to keep several yards away just to be safe but before the morning is over, we both receive a souvenir bee sting.

The bees are attracted to John's black camera he is using for photographing.

"Bees are attracted to the color black, it's a predatory color to them similar to the color of a black bear," says Howard. "Once a bee stings someone just once, it dies."

Howard pulls several frames out of the hive to check on the status of the bees. He checks the hives every couple of weeks.

"I'll check the status of the queen bee, the health of the other bees, honey production levels and look for wax moths and beetles. Wax moths can destroy a hive so it's important to keep them away."

A queen bee can lay 1,500 to 2,000 eggs per day. The bees reproduce outside of the hive. The male bee will die shortly after mating. As a result, approximately 95% of

A SINGLE WORKER BEE WILL PRODUCE ABOUT 1/8 TEASPOON OF HONEY IN ITS LIFETIME. BUT A HIVE OF 50,000 BEES CAN PRODUCE FROM 30 TO 185 POUNDS OF HONEY A YEAR.

bees in the hive are female. The life span of a typical bee is just a few weeks.

Come harvest time, Howard will remove the frames from the boxes, cut off the wax caps on the honey comb that seals the honey in and then put the frames into an extractor. The extractor spins the frames and the centrifugal force sends the honey out of the combs to the bottom of the extractor where it is drained into containers.

"Once the honey is harvested, I will replace the frames in the hive and the bees will get right to work again repairing and rebuilding and the process starts all over," Howard adds.

Not only does Howard enjoy raising bees and the honey they produce, he is also the "go to" guy in the Pine Bluff area if someone finds a beehive and needs it removed.

"I have a friend that had bees building a hive inside the walls of a house he was working on," Howard states. "We successfully removed the hive using a bee vac, equipment similar to a vacuum cleaner. I've also had to remove a hive that was hanging in the limbs of a tree."

Bee enthusiasts will gladly share the correlation between bees and good health with those that are interested. Not only are they crucial to pollination of plants and flowers in the spring, their honey has been found to be full of nutrients that are very healthy. Raw honey contains phytonutrients that can eliminate cancers and tumors. It also contains propolis which has a large number of nutrients that have significant antibacterial, antiviral and antifungal properties. It has been found that using honey for wounds and burns leads to less pain and scarring. The antibacterial properties of honey may be useful in fighting ulcers as well. Honey also helps alleviate stomach problems such as diarrhea, indigestion and symptoms of gastroenteritis. And if that weren't enough, honey is also full of vitamins and minerals. An interesting fact is that honey is the one food that never spoils.

It all adds up to a fascinating hobby and one that is on the upswing.

"Beekeeping as a hobby is really picking up around the country," Howard adds.

Considering the important job bees perform pollinating flowers and vegetable plants, and how healthy and delicious honey is to eat, it's easy to see why more people are getting into raising and caring for these busy little bees. ■



Pure HONEY VS. RAW HONEY

When you go to the grocery store to purchase honey, take a good look at the labels on the jars because there is a difference between "pure" honey and "raw" honey.

If you are just interested in the sweet taste of your honey, pure honey will suit your needs. Pure honey has been processed and heated up in order to pasteurize the product and give it a crystal clear appearance in the bottle. More than 82% of households use this processed honey.

If you are interested in gaining more of the healthful benefits of honey, you will want to consider raw honey. When honey is heated and pasteurized, many of the phytonutrients present are lost. Raw honey has not been heated to high temperatures. It goes straight from the hive into the jar. It may have a milky look to it, may almost be creamy in texture and will contain particles of bee pollen, propolis and honeycomb. All of these add up to healthier honey!

If you want to go with raw honey, look at your local health food store, a farmer's market or on the Internet. ■





UNIQUE Bridge Design PRESENTS EQUALLY UNIQUE

Repair Challenge

On President's Day (February 17th) of this year, a tractor-trailer rig traveling on Interstate 40 just west of Morrilton left the roadway and slammed into the Blackwell Bridge. Fortunately the driver survived, but the aftermath of the accident left the Blackwell Bridge with serious damage. And that, in turn, presented the AHTD's Heavy Bridge Maintenance Crew with the challenge of assessing the damage and creating a plan to repair the bridge.

"The Blackwell Bridge is a very unique bridge," says Mike Hill, Staff Heavy Bridge Maintenance Engineer. "We've never had to repair anything quite like this before."

The bridge serves as an overpass for local traffic on Highway 113 driving over the Interstate to reach Fish Lake and the Blackwell Community.

The Blackwell Bridge was built in 1967 and introduced a different concept from all previous bridges built in the State. Nothing like it had been constructed before in Arkansas. Its striking design is obvious at first glance to motorists.

With its design, the traditional two concrete supports near the outside main lanes of the Interstate are eliminated. In their place is one pedestal pier in the center of the median at ground level. The five steel supports have slanting legs similar to a "V" running from the pedestal pier in the center of the median each way to the horizontal continuous steel beams above. The bridge appears to be supported on an equilateral triangle or inverted pyramid of steel at the center of the median.

Pigeon-Thomas Iron Company fabricated the steel in Memphis and then hauled it by truck to the construction site. Each frame required full-penetration field welds that were X-ray inspected to verify integrity. This procedure was another first in Arkansas bridge construction.

On completion, the American Institute of Steel Construction named the Blackwell Bridge one of six "prize bridges" in a competition that included 140 entries. An article about the award appeared in the October 1968 issue of *Arkansas Highways* magazine.

Fast forward to today, and work is underway to make repairs. A six man AHTD crew has been on the scene daily. Immediately after the wreck, AHTD crews had to inspect the bridge to assess the damage.

"Our Heavy Bridge Maintenance crews perform similar repairs all across the State and we are proud of the work they do," says Glenn Cheatham, Heavy Bridge Maintenance Engineer. "This structure, with its steel frames in the median, is not what we normally work on."

As can be seen in the photo of the tractor-trailer rig, the truck smashed into the bottom of the pedestal pier.

"The accident caused the bridge deck to drop about six inches," said Hill. "We had to shore up the bridge with additional support before the truck was ever removed."

Once the truck was taken away, the extra support locations were moved to provide room for repairs to the pedestal.

"The impact of the accident broke the bearings off of the first inverted V, pushed it into the second V, broke it loose and slammed both of them into the third V," Hill stated.

The accident left the two outside V-shaped steel supports bent. The first pier was shoved approximately ten feet from its original position. The maintenance crew faced the task of straightening the piers and placing them back into their proper place.

"Our crews are bringing the supports back to their original shape using what we call heat straightening," Hill commented. "The first support has the worst damage or bend to it. We have heat straightened it, reset the bearings at the bottom and now must replace a six foot section of that beam. We have the steel standing by to replace the bent section. The second support received less damage. It is being heat straightened and will be fine."

There was no damage to the third V-section. "Two of the five supports were taken out by the accident," adds Cheatham. "I believe if the third support had been taken out, the bridge would have come down. We would have been talking about replacement and not repair."

Fortunately that didn't happen and maintenance crews are now hard at work

every day straightening the steel supports and relocating them to their original designed location.

"Our Heavy Bridge Maintenance crews estimate it may take up to six weeks to make repairs," Hill added. "They are on location from 7:30 in the morning until 3:00 in the afternoon getting us back in business."

The cost to repair the bridge has been estimated at approximately \$100,000.

Meanwhile, on top of the overpass, traffic flow has been reduced to one lane on Highway 113. A temporary traffic signal has been brought in to direct the flow of traffic in each direction.

"Over the years when driving by this structure, I have always thought that if something were to hit the supports in the median that it would not be good," says Cheatham. "Now it has happened and we are meeting the challenge."

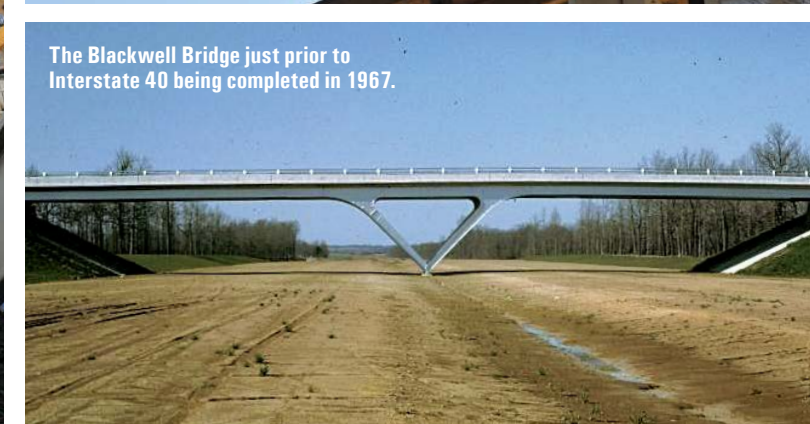
At the same time, it is a comfort knowing that the Heavy Bridge Maintenance team is hard at work, game plan in hand, bringing the unique Blackwell Bridge back to its proper condition. ■

EDITOR'S NOTE: At press time, Heavy Bridge Maintenance crews had completed work on the Blackwell Bridge.

THE BLACKWELL BRIDGE IS A
VERY UNIQUE BRIDGE. WE'VE
NEVER HAD TO REPAIR ANYTHING
QUITE LIKE THIS BEFORE.

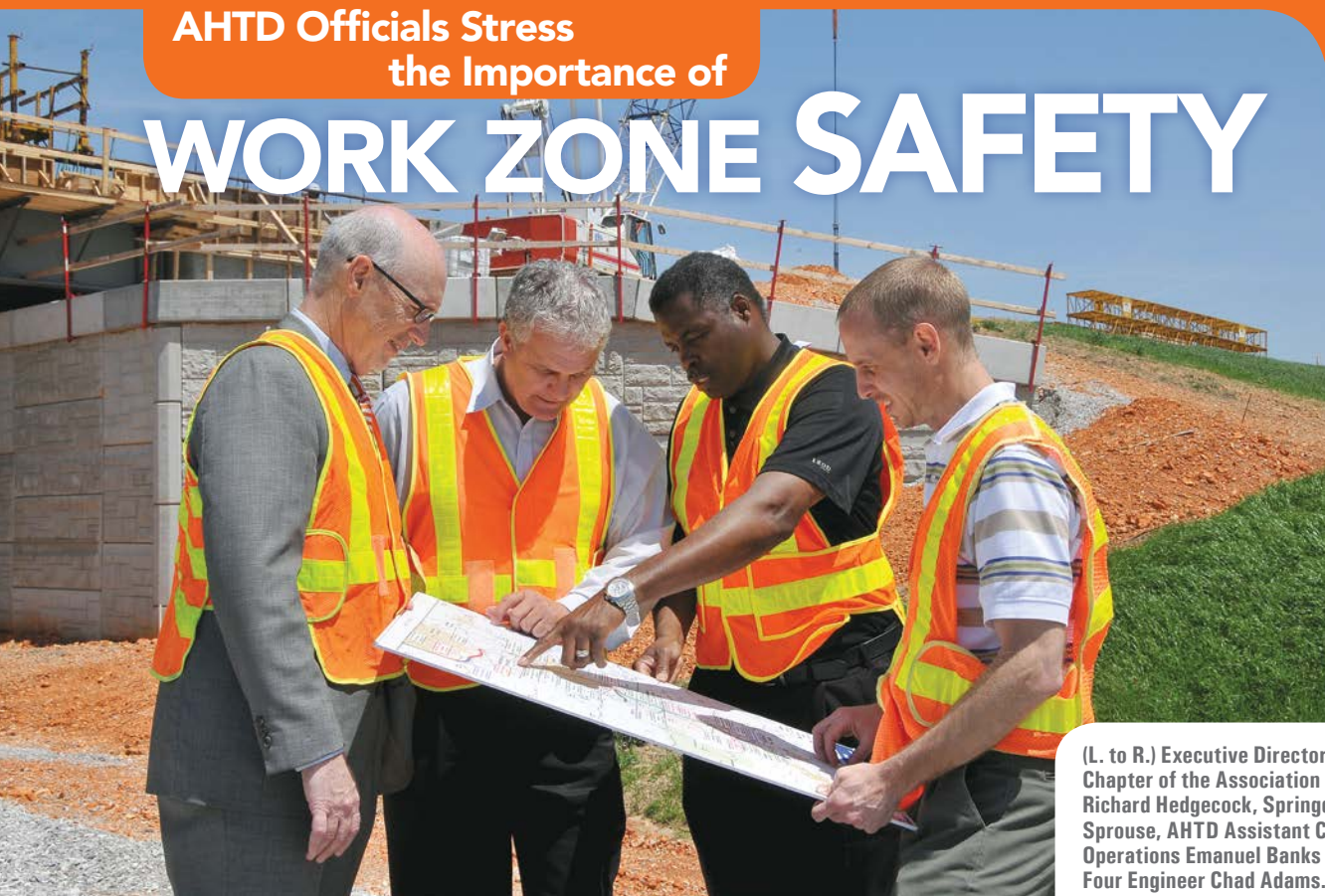


The Blackwell Bridge just prior to Interstate 40 being completed in 1967.



AHTD Officials Stress
the Importance of

WORK ZONE SAFETY



(L. to R.) Executive Director of the Arkansas Chapter of the Association of General Contractors Richard Hedgecock, Springdale Mayor Doug Sprouse, AHTD Assistant Chief Engineer of Operations Emanuel Banks and AHTD District Four Engineer Chad Adams.

The Arkansas State Highway and Transportation Department and other state transportation departments across the United States celebrated Work Zone Awareness Week in April. It's an effort to promote safety in work zones on the nation's roadways and bridges in order to reduce fatalities and promote safer driving practices.

This year's theme is "Work Zone Speed: A Costly Mistake." The theme highlights the consequences of speeding through a work zone. These costs can take on various forms including fines, jail time or even a life. By highlighting these impacts, the intent is to inform drivers and encourage them to drive carefully through the zones.

U.S. Transportation Secretary Anthony Foxx stressed that message just as the start of construction season begins in many states.

"As the construction season starts, we need to be mindful of workers and anyone else traveling through work zones by slowing down, paying attention and driving safely," said Secretary Foxx. "Speeding in work zones is against the law and puts those who work there — as well as those who drive there — in danger."

In Arkansas, a news conference was held on April 23rd along Interstate 540 near

the city of Springdale's Tyson Parkway project. A large crowd of highway officials, construction industry representatives and local officials attended the gathering.

Assistant Chief Engineer of Operations Emanuel Banks addressed the crowd and reminded them why driver awareness is so crucial not just on our highways but most especially in our work zones.

"This Interstate 540 corridor is one of the most highly traveled highways in the State," Banks commented. "Even though we have completed several construction projects up here, there are still several jobs under construction and there are even more projects coming. As a result, this corridor is home to several hundred construction workers each day and the risk of accidents involving motorists and workers is higher than in other areas."

Banks added, "The need for extra

precautions driving through construction zones affects all of us. That is why we have so many entities represented here today including the Arkansas State Highway and Transportation Department, the Arkansas Highway Police, the Associated General Contractors and Mayor Doug Sprouse of Springdale. When it comes to safety, we are all in this together."

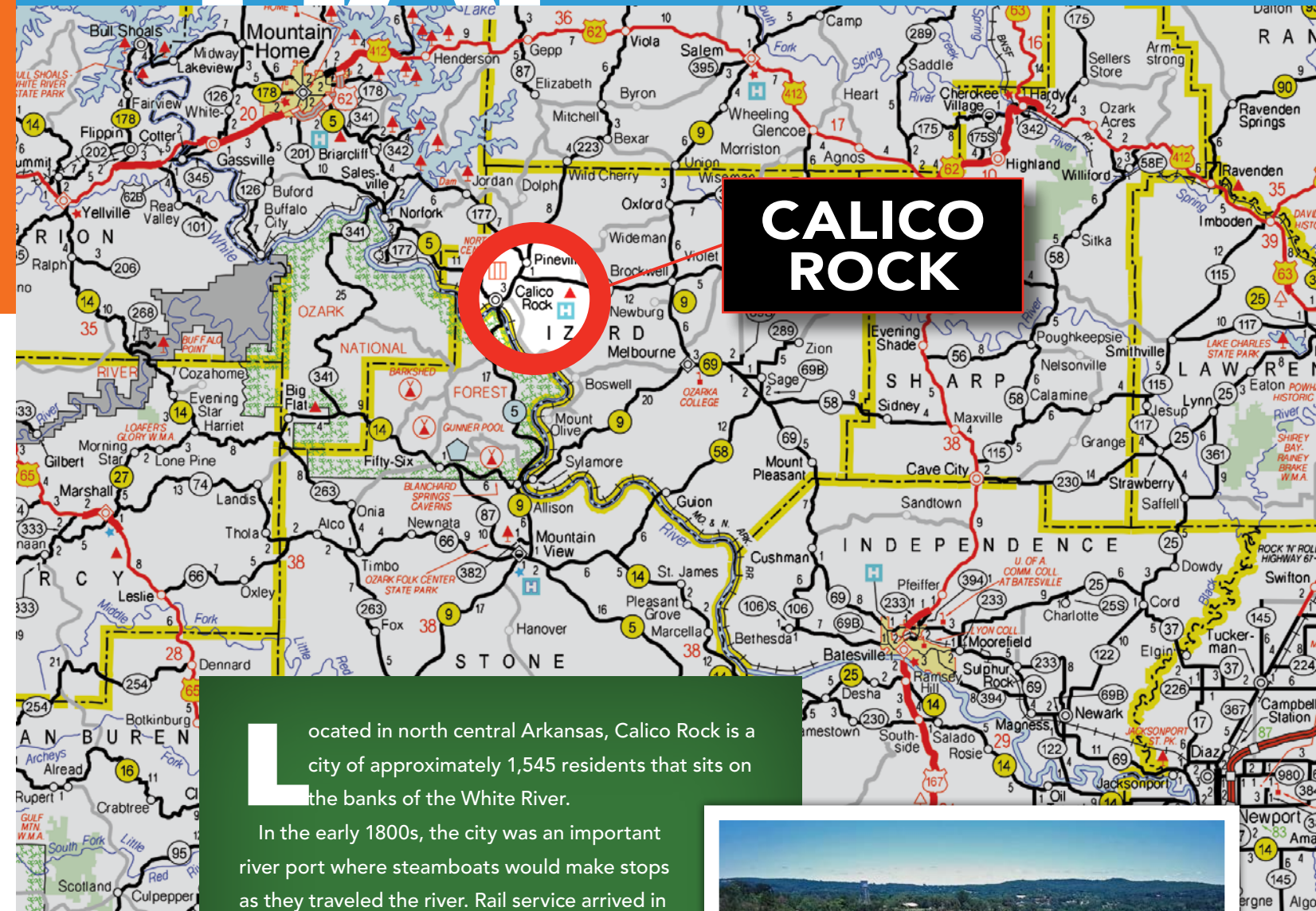
Also speaking at the Work Zone Safety event were Richard Hedgecock, Executive Director of the Arkansas Chapter of the Association of General Contractors, and Springdale Mayor Doug Sprouse.

In the past ten years, the AHTD has completed over \$130 million in highway improvements in Washington County. Construction totaling another \$100 million is currently underway and over \$465 million in improvements are planned for the future in the area.

Interstate 540 was recently re-designated as Interstate 49 from the city of Alma northward to Bella Vista. AHTD crews are in the process now of installing new Interstate 49 signs along the route. ■

ON THE MAP

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

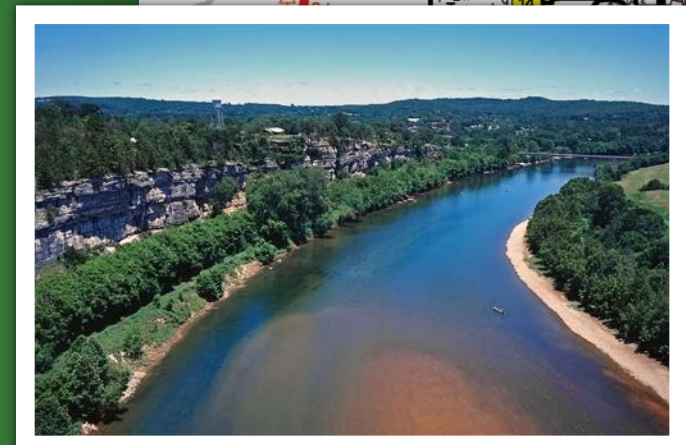


Located in north central Arkansas, Calico Rock is a city of approximately 1,545 residents that sits on the banks of the White River.

In the early 1800s, the city was an important river port where steamboats would make stops as they traveled the river. Rail service arrived in 1903 and the Highway 5 Bridge opened to traffic in 1967.

Legend says the town was named when an early explorer of the White River Valley saw the beautiful limestone bluff and called it "The Calico Rocks" because it resembled the calico fabric used to make women's dresses.

In addition to the scenic views, Calico Rock features world-class trout fishing, antique stores, cabin rentals and a history museum. ■



Silt fencing keeps sediment on-site and out of the water.



(Top) Road closed due to flooding.

(R) Sand bag ditch checks slow water flow in a newly constructed roadside ditch.

AHTD STORMWATER PROGRAM: PREVENTING THE MUDDY WATER BLUES

BY LINDSAY ZWEIFEL
ENVIRONMENTAL ANALYST I

As employees of the AHTD, we are keenly aware of the road maintenance and highway construction that takes place around us as we travel to and from work and throughout the State. We readily recognize the purpose of orange barrels, cones and signage directing us through these areas of construction. What may be less understood by our employees who don't actively work on construction sites is the function of long segments of black fencing, apparent piles of sandbags or rocks, as well as rectangular ponds or other items seemingly strewn along the roadsides.

Protection of the surrounding environment and especially water quality is one of the necessary components of highway construction. The Arkansas Department of Environmental Quality and the Environmental Protection Agency use stormwater discharge permits to regulate the potential for pollution leaving a

construction site. While the laws and regulations require the Department to manage stormwater runoff, as citizens of this State we should also have a personal stake in protecting our environment and its abundant water resources. In order to safeguard the environment and comply with environmental regulations, we

incorporate a number of Best Management Practices, commonly called BMPs, on our construction and maintenance jobs to keep potential pollutants out of the waterways and the environment.

DIRT AS A POLLUTANT

When we hear the term "pollution" or consider potential pollutants, dirt is not likely the first or even second thing that comes to mind. However, dirt or sediment is in fact the largest source of pollution affecting water quality in not only Arkansas but also the United States. With that fact known, you can imagine that road construction leaves a lot of barren soil exposed for periods of time, providing the possibility for soil erosion and resultant pollution. That is where

our BMPs come into play. To compound the challenge of selecting the best BMPs for a job, the highly varied landscape, terrain, and soils of Arkansas must also be taken into account. For example, implementation of BMPs in the Delta may be vastly different from how they are used in the Ozarks. Protecting the environment on highway construction jobs is not a one size fits all approach, yet the toolbox contains the same tools necessary to protect the whole state.

SILT FENCES MANAGE SEDIMENT

Probably the most universally recognized BMP is silt fencing. Silt fence consists of filter fabric buried in the ground and held in place by stakes. Silt fence is used on jobs in several different applications. Frequently silt fence is seen lining the perimeter of the job. In this instance the purpose is to keep dirt and sediment within our right-of-way

and off the neighboring properties or occasionally to protect our job from being affected by runoff from neighboring properties. Silt fence is also used along the edges of waterways to protect them from sediment impacts. No matter the application, the goal is always the same: keep sediment on the jobsite and out of the waterways.

SLOWING THE FLOW

Have you ever wondered what those piles of rocks or sandbags are doing in the median or in the roadside ditches on many jobs? These are a BMP called ditch checks. They serve a couple of important purposes. As stormwater flows downhill it picks up speed and erodes soil. Ditch checks help slow the flow of water which reduces the possibility for erosion. The ditch checks also create an area where water can pool, which allows dirt and sediment to settle out. The objective is that water with less sediment will then

flow over the top on its journey downhill.

While they are difficult to see while driving down the road, many projects also have rectangular depressions known in the BMP world as sediment basins. These are holes that have been excavated to catch muddy stormwater before it can leave the construction site. These are much larger pools than are created behind a check dam and can be one of our best tools for keeping the sediment on site. These basins are designed to intercept acres of dirty storm runoff with the intent to hold the water until the heavy sediment can settle out to the bottom of the basin and thus release much cleaner water. The Department also has some newer, innovative products approved for use. Triangular silt dikes can serve many purposes, functioning as ditch checks, perimeter protection, and water diversion channels, and they can be driven over and reused. *(continued on page 20)*

VEGETATION TOPS THE LIST

The ultimate Best Management Practice is the use of vegetation. Something as simple as grass can do more than many of the manufactured products on the jobsite. The role of vegetation is multifaceted: first the roots bind to the soil and anchor it in place, secondly blades of grass intercept raindrops that could dislodge soil particles, and thirdly the presence of vegetation slows down the flow of the water, spreads it out, and allows it to soak into the ground. And if that wasn't enough benefit, as the stormwater filters through the roots and into the ground other pollutants are removed.

Advancements in technology are also providing us with new and more effective products. The Department has recently approved the use of Hydraulically Applied Erosion Control Products. It is a mouthful to say, but basically there is now the capability to apply seed, fertilizer, and a combination mulch/tackifier in a solution on a slope. The seed will stay put and germinate without the risk of being blown or washed away. This product can be useful on very steep slopes or along the banks of a waterway where reestablishing vegetation can occur more quickly and with greater success.

Next time you are driving through an AHTD construction zone and you see the piles of sandbags or lengths of black silt fencing you can impress your friends and family with your new knowledge of sediment and erosion control. Or if that doesn't work, you could quizzically ask them what the largest source of pollution is in Arkansas and the United States, and I bet they won't guess dirt. Sediment and erosion control may not be the most exciting topic when it comes to building and maintaining roads and bridges; however, it is integral to protecting our environment and specifically the abundance of water resources located throughout the state. The Arkansas State Highway and Transportation Department will continue using Best Management Practices on our jobs to fulfill the Department's motto to "provide a safe, efficient, aesthetically pleasing and environmentally sound intermodal transportation system." ■



(Top and Center) Silt fence lining the water's edge to minimize sediment impacts.
(Bottom) Sediment basins catch muddy water before it leaves the construction site.



Riverfest on the Arkansas River

OUT & ABOUT

CALENDAR OF EVENTS AROUND THE STATE

As you travel Arkansas over the next two months, consider checking out some of the listed events. Our State is full of interesting things to do, no matter which highway you find yourself driving. For additional event listings, check Arkansas.com/events.

- * RIVERFEST 2014: Riverfest is a family-oriented celebration of the visual and performing arts. There will be arts, crafts, music and many other activities for all ages. This year's music lineup includes Chicago, Hank Williams, Jr., Ceelo Green, Robert Randolph & the Family Band, The Wallflowers and more! Join the fun over Memorial Day weekend downtown on the banks of the Arkansas River in Little Rock. • MAY 23-25
- * REMMEL TO ROCKPORT REGATTA: Grab your canoe, kayak, or tube and jump in for a great day of fun, food and music as participants rock the Ouachita River! • JUNE 7
- * EUREKA SPRINGS BLUES WEEKEND: International, regional and local blues acts perform in venues in and around Eureka Springs. Among the artists scheduled to perform are Moreland & Arbuckle, Lucious Spiller, Brandon Santini, Larry Garner, Chubby Carrier and many more. • JUNE 12-15
- * MOUNT MAGAZINE INTERNATIONAL BUTTERFLY FESTIVAL: The 18th Annual Butterfly Festival will take place at the State Park, in downtown Paris and at the Logan County Fairgrounds. This is a great opportunity to visit Arkansas' highest mountain, visit a live butterfly observatory and enjoy an art show, a pageant for girls, a 5K race, a photo contest, a Kidz Zone and craft & food vendors. • JUNE 20-21

MAY 10

HOT SPRINGS CRUISERS CAR SHOW
At the airport - 525 Airport Road
Hot Springs, AR

MAY 23 - 25 *

RIVERFEST 2014
Downtown on the banks of the Arkansas River
Little Rock, AR

JUNE 5 - 7

ARKANSAS STATE HOG RALLY
Austin Hotel & Summit Arena
Hot Springs, AR

JUNE 7

COVE LAKE KIDS FISHING DERBY
Highway 309 South
Paris, AR

JUNE 7 *

REMMEL TO ROCKPORT REGATTA
Rockport White Water Park
Malvern, AR

JUNE 12 - 15 *

EUREKA SPRINGS BLUES WEEKEND
The Auditorium, Basin Park
Eureka Springs, AR

JUNE 16 - 19

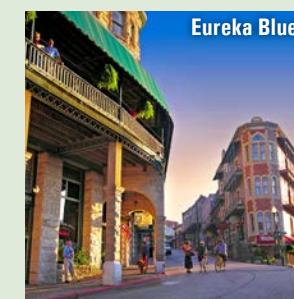
ARKANSAS TRAVELERS VS. NORTHWEST ARKANSAS NATURALS
Dickie Stephens Park
North Little Rock, AR

JUNE 20 - 21 *

MOUNT MAGAZINE INTERNATIONAL BUTTERFLY FESTIVAL
Highway 309
Mt. Magazine State Park and Paris, AR



River Regatta



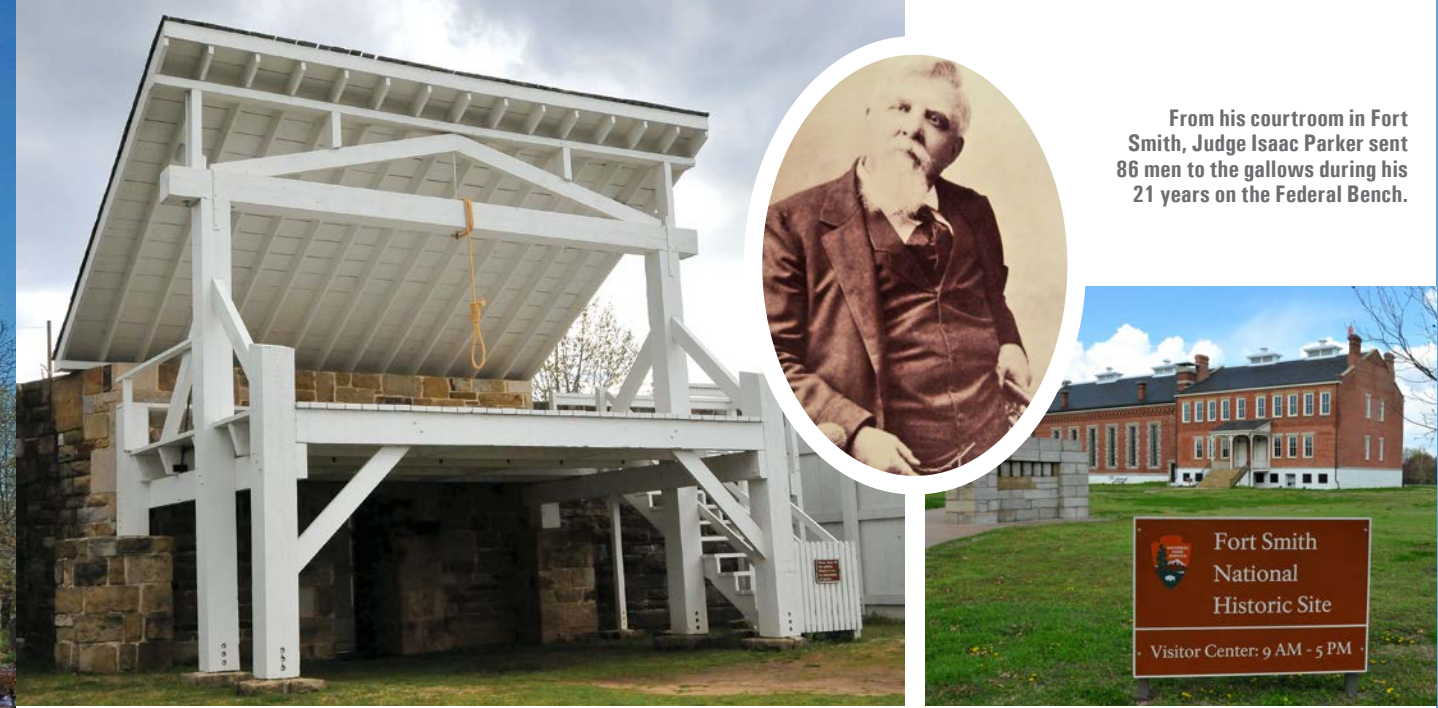
Eureka Blues



Butterfly Fest



The Downtown Fort Smith trolley makes a stop in front of a memorial to Deputy U.S. Marshall Bass Reeves.



From his courtroom in Fort Smith, Judge Isaac Parker sent 86 men to the gallows during his 21 years on the Federal Bench.



WEEKEND

ROAD TRIP:



BY DAVID NILLES

If a weekend road trip sounds appealing now that the weather is warm, you may want to pack your overnight bag for this one. Not just because the destination is as far west as you can go in Arkansas, but also because once you get there, you'll discover plenty of things to do to keep you busy for a few days. THE DESTINATION IS FORT SMITH, our state's second largest city.

A trip to Fort Smith begins at the Visitors Center. It's called **Miss Laura's Social Club**¹, and it happens to be a restored former bordello. Miss Laura's is located near the river in historic downtown and a guided tour of the building is a must. The Victorian mansion has been restored to its original splendor

and is a fascinating look at Fort Smith's past and what went on within its walls. It's the first bordello ever listed on the National Historic Register. After a tour, stock up on travel brochures featuring the area's many attractions. Miss Laura's is located at 2 North B Street and is open seven days a week.

Not far from Miss Laura's is the **Fort Smith Museum of History**². It's housed in the 1907 Atkinson-Williams Warehouse Building which is also listed on the National Register of Historic Places. The exhibits inside the museum reveal the history of the area and its people including soldiers, Indians, outlaws and lawmen. The exhibits take up several floors so plan to spend some time here. There's even an old fashioned soda fountain that features handmade sodas, floats and sundaes. The museum is located at 320 Rogers Avenue.

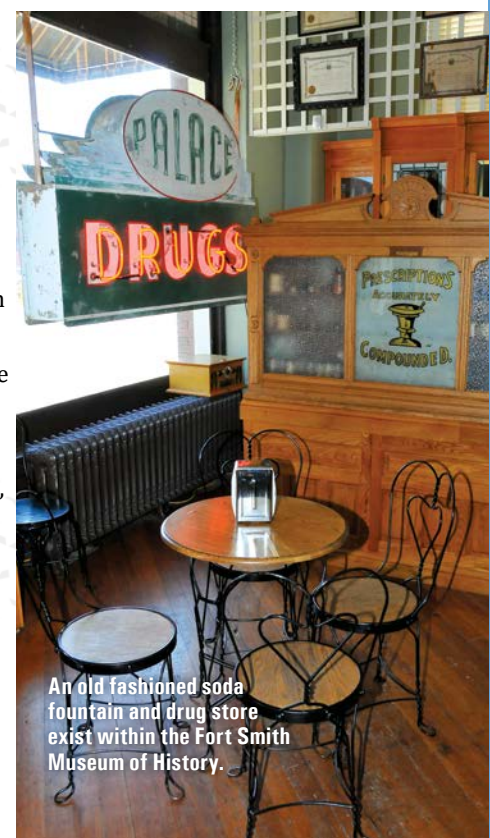
Located just behind the museum is what has to be Fort Smith's premier attraction, the **National Historic Site**³. The site preserves years of history including two frontier forts from the early 1800s, an overlook to the Trail of Tears and the Federal Court for the Western District of Arkansas where "Hanging Judge" Isaac Parker presided over Indian Territory for 21 years. Visit the Judge's restored courtroom, walk into the historic jail and then see a replica of the gallows where 86 men met their punishment. Be sure to walk across the railroad tracks to the site on the river where settlers first arrived and to see where the first fort was built. The site is located at 301 Parker Avenue.

Just a block from the Historic Site is the **Fort Smith Trolley Museum**⁴ at 100 S. 4th Street. The museum is dedicated to the preservation and appreciation of electric powered streetcars, railroad equipment, transportation and other technology that existed during the early 1900s. The museum is home to four trolleys, one that rides the rails in the downtown area and several more being restored to their original splendor. There is also a railroad collection outside featuring a steam engine, other locomotives, a dining car and cabooses. The museum is open Saturdays 10 to 5 and Sundays 1 to 5. There are also weekday tours by appointment. Needless to say, during your visit to Fort Smith plan to take a ride on a trolley!

(continued on page 24)



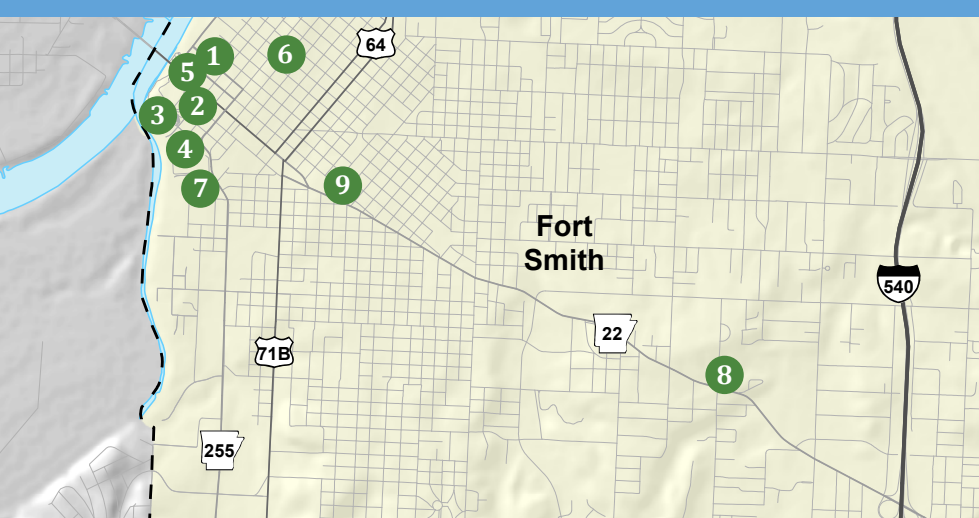
Fort Smith Visitors Center/ Miss Laura's Social Club



An old fashioned soda fountain and drug store exist within the Fort Smith Museum of History.

THE PARK AT WEST END

FEATURES AN ANTIQUE 56-FOOT
FERRIS WHEEL ALONG SIDE
A CAROUSEL BUILT AND
HAND-PAINTED IN TREVISO, ITALY.



Clayton House

On the west end of Garrison Avenue in the downtown area is **The Park at West End**⁵. A perfect stop for the kids, the park features a 56-foot Ferris wheel that was featured in the 1935 World's Fair. It is the oldest operating Ferris wheel in the country. Also at West End is a carousel built and hand-painted in Treviso, Italy. If it's meal time... breakfast, lunch and dinner are served at the Boomerang Diner housed in a restored Pullman railcar. Be sure to check out the double decker bus as well. The park is located at the intersection of 2nd & Garrison Streets.

Another glimpse of Fort Smith's past can be seen in some of the historic homes in the Belle Grove Historic District of town. Among them is the **Clayton House**⁶, a beautiful example of Victorian Gothic Italianate-style architecture built in the 1850s. This wood frame antebellum home served from 1882 to 1897 as the family

home of William Henry Harrison Clayton, the federal prosecutor in the frontier court of Judge Isaac C. Parker. The home is open for tours Wednesday through Sunday and stands at the corner of 6th & F Streets.

Spend some time enjoying some of the other old homes within the 22-block District including the John Rogers House, the Darby House and the Bonneville House. There is also a **National Cemetery**⁷ in the District that is the final resting place for Judge Isaac Parker and Bertha Gale Dean, second owner of Miss Laura's Social Club. The cemetery can be found next to the Trolley Museum at 522 Garland Avenue.

Leaving historic downtown, if it is meal time, stop in at the **Red Rooster**⁸. You'll enjoy good home cooking. All pies, breads and dumplings are made from scratch and there is a variety of approximately 15 homemade pies available every day. The Red Rooster is located at 4620 Rogers Avenue.

For lovers of the arts, be sure to visit the **Fort Smith Regional Arts Museum**⁹ at 1601 Rogers Avenue. The museum has been in a new building for just over a year now and is currently hosting a retrospective exhibition of works by Eureka Springs artist Carol Dickie. The exhibition runs through early August. The 66th Annual River Valley Invitational, a national competitive exhibition, opens in June and runs through the summer.

(continued on page 26)



The oldest operating ferris wheel in the U.S.



Fort Smith Regional Arts Museum

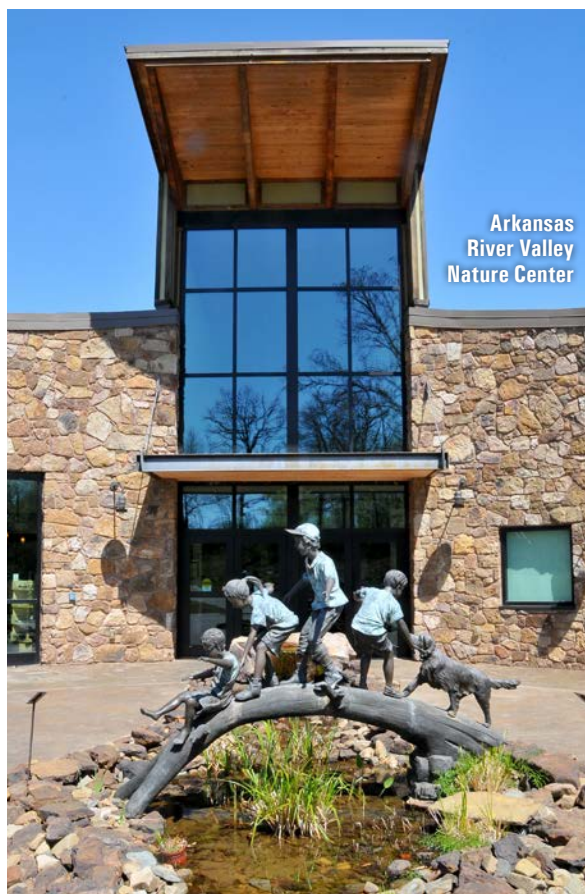
VISITING FORT SMITH OFFERS PLENTY TO DO, SO PLAN TO STAY OVERNIGHT TO SEE ALL THERE IS IN THIS HISTORIC AREA RECENTLY HONORED AS THE #1 TRUE WEST TOWN OF THE YEAR BY TRUE WEST MAGAZINE.



Fort Smith National Cemetery



Fort Chaffee Barbershop Museum



Arkansas River Valley Nature Center



Drennen-Scott House

For fans of Elvis Presley, a must-see stop in the Fort Smith area is the **Fort Chaffee Barbershop Museum**¹⁰ located in the Fort Chaffee Historic District. Elvis spent his first days in the military at Fort Chaffee. It was here, in 1958, that he received his first famous G.I. haircut after enlisting in the Army. Photos from the event made international headlines. The barber shop looks today just as it did in 1958. Also in the museum are extensive photographs, documents and displays chronicling Fort Chaffee's role in five wars and multiple refugee resettlement operations. For trivia fans, did you know that three movies were filmed, in part, at Fort Chaffee? They include "Biloxi Blues", "A Soldier's Story" and "The Tuskegee Airmen." The museum is located at 7313 Terry Street.

Not far from Fort Chaffee is the **Janet Huckabee Arkansas River Valley Nature Center**¹¹. Located on 170 acres, the focus is on wildlife and the geography found in the Ouachita and Ozark mountains. Take a close look at fish species found in Arkansas in the 1,200-gallon aquarium. Visitors are welcome to fish in Wells Lake and there are four miles of trails ready to be hiked. More than 140 species of birds have been spotted along the trails. A deck in the back of the Center looks out over the lake and surrounding trails. The Center is found at 8300 Wells Lake Road.

While you are in the Fort Smith area, spend some time across the river in **Van Buren**.

A visit to Van Buren begins on Historic Main Street. Shops and restaurants are plentiful here along "Easy Street." Arts, antiques and Victorian-style architecture make for a great way to spend an afternoon. There are numerous good restaurants in the area including Crawford County's oldest restaurant, the **Country Cottage Café**¹². Daily specials are cooked every day and breakfast is available all day. It's located at the top of the hill at 810 Main Street.

Right across the street from the café is a Van Buren landmark and one that stays busy every day, the **Old Frisco Depot**¹³. It was built in 1901 and now serves as the **Van Buren Visitors Center**. Stop in for more information on things to do and see.

It's from this depot that the **A&M Scenic Excursion Train**¹⁴ takes travelers on a two-hour rail trip into the Boston Mountains. The train features restored antique passenger cars. A trip on the train winds through area river valleys, crosses high trestles and rolls through a quarter-mile tunnel. For a schedule of trips and a great rail adventure, visit www.amrailroad.com.

Overlooking the Arkansas River in Van Buren is another historic destination, the **Drennen-Scott House**¹⁵. John Drennen purchased the property that eventually became Van Buren in the early 1800s. He became one of the most wealthy and prominent members of the community. The antebellum-style home where he lived is linked to The Trail of Tears, the Underground Railroad and the Civil War. It is listed on the National Register of Historic Places and is open for tours from March through November on Thursdays, Fridays and Saturdays. The house is located at 221 N. 3rd Street.

Our trip to Arkansas' western border ends here. Visiting Fort Smith offers plenty to do so plan to stay overnight to see all there is in this historic area recently honored as the **#1 True West Town of The Year** by *True West Magazine*. ■



A&M Scenic Excursion Train

THE A&M SCENIC EXCURSION TRAIN
TAKES TRAVELERS ON A TWO-HOUR RAIL TRIP INTO THE
BOSTON MOUNTAINS. THE TRAIN FEATURES
RESTORED ANTIQUE PASSENGER CARS.



In Memory of



L.W. "Bill" Clark

BILL CLARK, a member of the Arkansas State Highway Commission from 1987 to 1997, passed away on February 26th of this year.

Bill was a native of Clarksville. He attended college at Hendrix College in Conway and the University of Arkansas. He was president of L.W. Clark, Inc. and Burgo, Inc. – Burger King Corporation franchises.

He was appointed to the Highway Commission by then Governor Bill Clinton. Prior to that appointment, he served on the Arkansas State Racing Commission. He also served as a member of the Arkansas Labor Commission and the Arkansas State Chamber of Commerce.

Bill is survived by his wife of 64 years Barbara Carter Clark, one sister, a daughter, two sons, seven grandchildren and two great-grandchildren. ■

DISTRICT 6

CONSTRUCTION



CORNER

Work on a new interchange on Interstate 40 at Lonoke is progressing nicely. Chances are if you have driven Interstate 40 between Little Rock and Memphis, you have seen the construction activity underway.

The new interchange will be located where Highway 89 presently crosses the Interstate, west of the present Lonoke Exit. In addition to the new interchange, the project also includes replacing the existing Highway 89 overpass at the construction site.

Redstone Construction Group of Little Rock was awarded the contract for the job in January of 2013 for \$7,888,410. The City of Lonoke is partnering with the AHTD on the project.

Local officials see the improvements as an opportunity to expand the city westward. The new interchange will give direct access to Lonoke's nearly 400-acre industrial development zone.

A groundbreaking ceremony for the project was held in April of 2013. Participants at the event included Senator Bobby Glover; State Representative Walls McCrary; Lonoke Mayor Wayne McGee; John Garner, Executive Director of the Lonoke Chamber of Commerce; Highway Commissioner Tom Schueck and AHTD Director Scott Bennett.

Construction crews are past the halfway mark on the project. Work should be completed this summer. ■



Dear AHTD,

While traveling on Highway 67 between Searcy and Little Rock on March 12th, we encountered severe winds which blew off the awnings of our motor home, destroying them beyond repair. It was very cold and windy and my husband and I were outside trying to remove the damaged awning from the RV when two Arkansas State Highway and Transportation Department employees came by. Their names were Johnny and Dianne from the Searcy facility. They were so helpful to us and with their assistance we were able to remove the damaged awning so we could continue traveling.

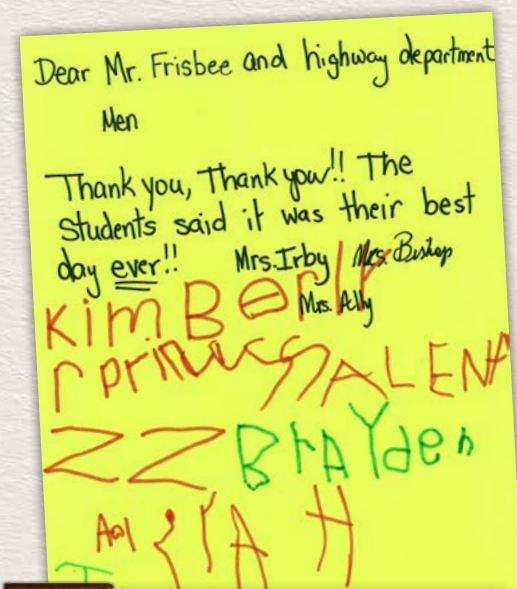
We are so grateful for the AHTD employees who were so kind, I felt a special "Thank You" was merited. My husband and I are in our 70's so the task was quite difficult without any help.

Thank you,

Larry and Loretta Benson
Portland, Oregon

BEST DAY EVER!

AHTD Employees David Morton, Eddie Nailon and Larry Otwell, visited the ABC Preschool children at Garland Learning Center in Hope and spoke to them about the Department. They demonstrated a dump truck with snow plow and spreader, and a Gradall excavator. In response to the visit, the class sent the note shown below:



AHTD PEOPLE

The AHTD employs approximately 3,600 people. We welcome our new employees, congratulate others on promotions and service, and say goodbye to those retiring.

NEW EMPLOYEES

CONSTRUCTION • Kristopher Tollett, Construction Helper

HUMAN RESOURCES • Laura Logan, Janitor

MATERIALS • Raymond Taylor, Geotechnical Aide I

RIGHT OF WAY • Mary Zeno, Office Administrative Assistant II

DISTRICT ONE • Stacy Chunn, General Laborer

DISTRICT THREE • Juan Lopez, District Caretaker; Nathan Goynes, General Laborer

DISTRICT FIVE • Alan Love, Single Axle Truck Driver; Wacey Smith, Single Axle Truck Driver

DISTRICT SIX • Judy Berry, Single Axle Truck Driver; Jon Huckins, Single Axle Truck Driver; Charles Scott, General Laborer

DISTRICT EIGHT • Eldon Mejia, Single Axle Truck Driver; Bradley English, Single Axle Truck Driver

DISTRICT NINE • Jose Lovaas, General Laborer; Courtney Mullins, Single Axle Truck Driver; Carla Sharp, General Laborer; Eric Anderson, General Laborer; Chas Martin, Single Axle Truck Driver

DISTRICT TEN • Yolanda Donald, General Laborer; Brian Elliott, General Laborer; James Herko, General Laborer; Isreal Murray Jr., General Laborer

PROMOTIONS

CHIEF ENGINEER'S OFFICE • Michael Busick, Consultant Coordinator; Daniel Siskowski, Consultant Coordinator

INTERNAL AUDIT • Kevin Chadwick, Senior Internal Auditor; Jerrica Stuart, Senior Internal Auditor

MAINTENANCE • Joseph Hawkins, Staff Traffic Engineer

SYSTEM INFORMATION & RESEARCH • Michael Collins, Administrative Aide IV

TRANSPORTATION PLANNING & POLICY • Minghua Miller, Transportation Engineer

DISTRICT TWO • Calvin Ashcraft, Motor Patrol Operator-Finish; John Harvey, Maintenance Aide I; Eldridge Miller, Area Headquarters Attendant; Earl Rogers, Storeroom Supervisor

DISTRICT FOUR • Bruce Carte, Multi-Axle Truck Driver; Stephen Nickell, Construction Field Engineer II; Hayden Slayton, Maintenance Aide I; Jeremy Young, Maintenance Aide I

DISTRICT FIVE • Matthew Boyer, Motor Patrol Operator-Finish; Sara Brackett, District Bookkeeper; Anthony Comer, Area Maintenance Supervisor

DISTRICT SIX • Terrence Carter, Backhoe/Front End Loader Operator; Mark Harper, Backhoe/Front End Loader Operator

DISTRICT SEVEN • Charles Rockett, Senior Mechanic; Ira Steed, Sign Erector; Toby Still, Spreader Operator

DISTRICT EIGHT • Angela Needham, Distributor/Roller Operator

DISTRICT NINE • William Moore, Distributor/Roller Operator; Charles Phillips, Distributor/Roller Operator

SERVICE

ARKANSAS HIGHWAY POLICE • Robert Garrett Jr., AHP Patrol Officer First Class, 10 years

BRIDGE • Thomas Gerard, Advanced Bridge Design Engineer, 5 years

CONSTRUCTION • Larry Cook, Construction Materials Inspector, 10 years; Carl Hanson, Senior Construction Materials Inspector, 10 years; Chad Davis, Assistant Resident Engineer, 10 years; Amanda Brewster, Field Clerk II, 5 years

ENVIRONMENTAL • John Baber, Environmental Scientist II, 30 years; Randall Reynolds, Beautification Coordinator II

HEAVY BRIDGE MAINTENANCE • Anthony Washam, Bridge Repairer II, 5 years; Ronnie Bailey, Bridge Repairer II, 5 years

HUMAN RESOURCES • Joe Haynie, Safety Inspection Officer, 25 years

PEEL FERRY • Robert Mersman, Ferry Boat Pilot, 10 years

ROADWAY DESIGN • Donald Fisher, Hydraulic Engineer, 20 years

SYSTEM INFORMATION & RESEARCH • Laura Carter, Program Manager, 35 years; John Williams, Data Collection Technician, 30 years

DISTRICT ONE • Rickey Ivy, Motor Patrol Operator-Finish, 20 years; Terry Dildine, General Laborer, 15 years; Arther Hines, Single Axle Truck Driver, 5 years

DISTRICT TWO • Royce Edmondson, Senior Mechanic, 15 years

DISTRICT THREE • Kriste Jameson, Maintenance Aide I, 10 years; Robert Benight, Backhoe/Front End Loader Operator, 5 years

DISTRICT FOUR • Jacky Baldwin Jr., Bridge Job Superintendent, 20 years; Michael Ward, Crew Leader, 20 years; Glen Stengel, Maintenance Aide II, 10 years

DISTRICT FIVE • Lyndal Waits, District Engineer, 40 years; Carl Davis, Backhoe/Front End Loader Operator, 15 years; Willie Allen, Single Axle Truck Driver, 5 years

DISTRICT SEVEN • Dewayne Torrence, Maintenance Aide II, 10 years; Kathy Daniel, District Bookkeeper, 10 years

DISTRICT EIGHT • Michael Howard, Maintenance Aide II, 25 years; Donald Berry, Crew Leader, 20 years; Tina Maynard, Area Headquarters Attendant, 10 years

DISTRICT NINE • Doris Osborn, Rest Area Attendant, 20 years; Thomas Dohn, District Bridge Inspector, 15 years; Lance Baker, Multi-Axle Truck Driver, 15 years; Jamie Begley, Multi-Axle Truck Driver, 5 years

DISTRICT TEN • Paul Vulner, Area Maintenance Supervisor, 25 years; Brian Arford, Maintenance Aide I, 15 years

RETIREMENT

ARKANSAS HIGHWAY POLICE • Todd Wetzel, AHP First Lieutenant, 32+ years

MAINTENANCE • Donnie Foster, Striping Machine Driver, 12+ years

MATERIALS • Phillip Temple, Testing Equipment Specialist, 21+ years

PROGRAMS & CONTRACTS • Everlena Owens, Programs & Contracts Technician II, 24+ years

RIGHT OF WAY • Glenda Wright, Abstractor, 13+ years

DISTRICT TWO • Steven Hamilton, Senior Mechanic, 21+ years

DISTRICT FIVE • Billy Clemons, Backhoe/Front End Loader Operator, 35+ years; Edwin Chaney, Distributor/Roller Operator, 35+ years

DISTRICT SIX • Horace Rogers, Multi-Axle Truck Driver, 9+ years

DISTRICT EIGHT • Bobby Standridge, District Caretaker, 5+ years; Darrell Maxwell, Distributor/Roller Operator, 18 years; Daniel Womack, Maintenance Aide II, 11+ years

DISTRICT NINE • Stephen Pointer, Guard, 6+ years

DISTRICT TEN • Regenia Landrum, Office Administrative Assistant V, 11+ years; Larry Burdette, Multi-Axle Truck Driver, 11+ years; Cecil Nelson, Maintenance Job Superintendent, 33+ years; Danny West, Maintenance Aide II, 23+ years; Edward Orr, Maintenance Aide II, 13+ years

MEMORIALS

BUILDING & GROUNDS • Revis Mac Williams, 4/8/2014, retired

EQUIPMENT & PROCUREMENT • Ann B. Johnson, 4/3/2014, retired

DISTRICT ONE • Garland D. Pierce, 4/13/2014, retired

DISTRICT TWO • James E. Hope, 4/8/2014, retired

DISTRICT THREE • Latricia Ann Jones, 4/12/2014, retired

DISTRICT FIVE • Guy Branscum, 4/11/2014, retired

DISTRICT NINE • Vincent O. Selby, 4/2/2014, retired

ACTIVE DUTY

As of 5/5/14, the AHTD has four employees serving active duty in the United States military. Deployment dates are noted.

PLANNING & RESEARCH • E. Wright-Kehner, Staff Research Engineer, 5/30/13

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

DISTRICT SIX • Jeremy Stokes, Construction Helper, 4/1/14



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