

MARCH 2015

Arkansas HIGHWAYS

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

Strolling Down Highway 7

THE HEART OF HOT SPRINGS
HAS MUCH TO LOVE

**Roundabouts:
A SAFER
ALTERNATIVE**

**Tudor Named
CHIEF OPERATING
OFFICER**

**Commission
Welcomes
NEW MEMBER**



DIRECTOR'S MESSAGE

Arkansas' highway system has come a long way since its infancy. Today, the system totals over 16,400 miles. Keeping all of the State's roadways in the best condition possible is always a top priority. But this year and in the years to come, the maintenance of existing highways will be an area the Department plans to put even more emphasis on.

Cutting the ribbon on a brand new section of highway may signal the completion of a particular project, but it also means the beginning of the maintenance on that new roadway. Maintenance can include many things. Among them are mowing of the right-of-way, repair of a cable median barrier, re-stripping, pavement repair, shoulder repair and drainage repairs, to name just a few. There is even around-the-clock work to clear the roadways when icy weather hits.

Having adequate equipment and manpower on hand is essential in getting the job done right. With that in mind, the Department shifted \$18 million to hire additional full-time employees and purchase new equipment last year. New equipment now stands ready and additional employees to operate that equipment are now being hired.

Many of the new hires are the result of the Job Fair the Arkansas State Highway and Transportation Department held last November. The goal is to hire approximately 200 new employees statewide, including 40 to 50 in Central Arkansas, all with the focus of doing an even better job of maintaining our highways. To this date, many applicants have already become part of the AHTD team.

It feels good knowing that with our new employees and our additional road equipment in place we can better serve the needs of the traveling public in Arkansas. The icy weather in February and March was an opportunity to put our new resources to the test and based on feedback from the public and how quickly the roads were cleared, we passed with flying colors. We are a staff that takes pride in our work and we do a tremendous job every day. Because of that, I have confidence in our efforts when it comes to the challenges ahead. We at the AHTD stand ready to make safety and ease of travel job number one!



Most of the State received ice and snow at some point during February and March.



Scott E. Bennett

Scott E. Bennett, P.E.
Director of Highways and Transportation

FRONT AND BACK COVER:
Bathhouse Row
Highway 7
Hot Springs • Garland County

EDITOR

David Nilles
David.Nilles@ArkansasHighways.com

GRAPHIC DESIGNER

Paula Cigainero
Paula.Cigainero@ArkansasHighways.com

CONTRIBUTING WRITERS

Neil Foreman
NForeman@ARML.org

PHOTOGRAPHER

Rusty Hubbard
Russell.Hubbard@ArkansasHighways.com

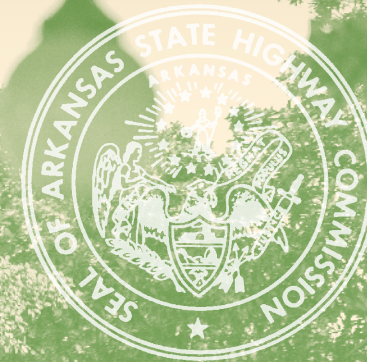
Correspondence should be directed to:
ARKANSAS HIGHWAYS
Public Information Office
P.O. Box 2261, Room 1002
Little Rock, AR 72203-2261



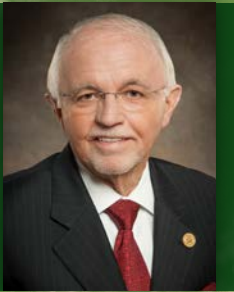
Arkansas Highways is published by and for employees of the Arkansas State Highway and Transportation Department as a medium of departmental news and other information. It is also distributed free of charge to the public upon request.

The Arkansas State Highway and Transportation Department (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head – EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501) 569-2298, (Voice/TTY 711), or the following email address: *Joanna.McFadden@ArkansasHighways.com*. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

ARKANSAS STATE HIGHWAY COMMISSION



DICK TRAMMEL
Chairman



TOM SCHUECK
Vice Chairman



ROBERT S. MOORE, JR.
Member



FRANK D. SCOTT, JR.
Member



DALTON A. FARMER, JR.
Member



CONTENTS

FEATURES

- 5 Roundabouts: A Safer Alternative
- 8 Highway Commission Welcomes New Member
- 9 Where is the Geographic Center of Arkansas?
- 10 Unique Bridges Across Arkansas
- 12 Diversity in Action: EEO Commission Celebrates 50 Years
- 16 Lorie Tudor: New Chief Operating Officer
- 20 Meeting Arkansas' Need for Safe & Efficient Mobility
- 22 Weekend Road Trip: Hot Springs
- 28 Rock Blasting Clears Way for Bella Vista Bypass

10



22



DEPARTMENTS

- Director's Message..... 2
- Out & About..... 15
- Highway Historian..... 27
- Construction Corner..... 30
- Dear AHTD: Letters..... 32
- On the Map..... 34
- AHTD People..... 35

IN THE NEXT issue

- A New Barge for the Peel Ferry
- Visiting with New Commissioner Alec Farmer
- The AHTD: What's in Our Name?

ROUNDAABOUTS



A SAFER ALTERNATIVE

BY NEIL FOREMAN
Guest Writer

ROUNDAABOUTS ARE A TYPE OF CIRCULAR INTERSECTION OR JUNCTION IN WHICH ROAD TRAFFIC FLOWS ALMOST CONTINUOUSLY IN ONE DIRECTION AROUND A CENTRAL ISLAND. SO-CALLED "MODERN" ROUNDAABOUTS REQUIRE ENTERING TRAFFIC TO GIVE WAY TO TRAFFIC ALREADY IN THE CIRCLE AND OPTIMALLY OBSERVE VARIOUS DESIGN RULES TO INCREASE SAFETY.

(continued on page 6)



North Little Rock Roundabout at Pike Avenue (Highway 365) and Broadway

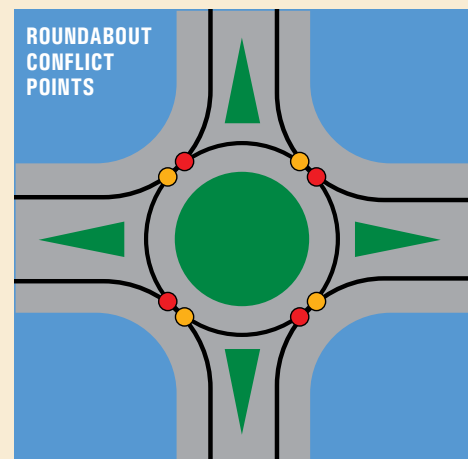
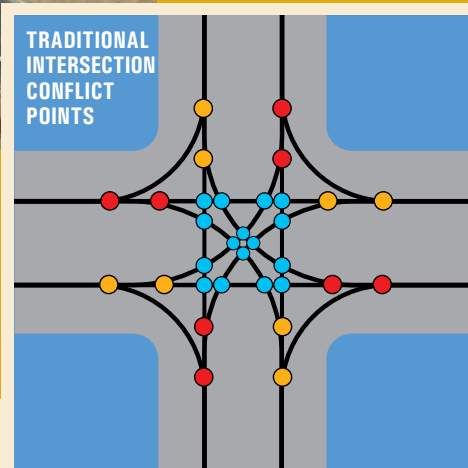
Photo Courtesy
McClelland Consulting Engineers



(Left and Below)
Conway, Arkansas Roundabouts on Harkrider Street (Highway 64)



“WITH ROUNDABOUTS, HEAD-ON AND HIGH-SPEED RIGHT ANGLE COLLISIONS ARE VIRTUALLY ELIMINATED.”



ROUNDABOUTS are becoming an increasingly viable and safer alternative to traditional intersections in some settings, both urban and rural.

Recognizing their increasing popularity, the U.S. Department of Transportation’s Federal Highway Administration (FHWA), the Arkansas State Highway & Transportation Department and the Arkansas Municipal League sponsored *“Modern Roundabouts: A Design & Case Study Workshop”* at the League’s North Little Rock headquarters in December of last year. The event was an opportunity for participants from various agencies, organizations and municipalities around the State to learn more about the benefits of roundabouts.

WHAT IS A ROUNDABOUT, AND WHY CONSIDER IT?

A roundabout is a type of circular intersection with yield control of entering traffic. Traffic light signals are not typically used to control vehicle movement into and out of the roundabout. From my use of roundabouts, I have observed that traffic does not stop and start as is common at signal controlled or stop sign controlled intersections. Traffic backups are not generally observed. Rather, traffic continues to flow at slower speeds into and out of the roundabout unless a stop is needed to yield to traffic circling the roundabout.

One of many important topics covered in the workshop was the improvement in intersection safety when a roundabout is

used versus a traditional intersection. The roundabout reduces the number of what is known as conflict points. The diagrams above illustrate conflict points as colored dots.

Note the statement beside the diagrams: *“With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.”*

My first thought was an incident several weeks ago when a vehicle ran a red light and missed my vehicle by inches. Consider too our police, fire and other emergency vehicles that must enter intersections on red lights in emergency situations. Police officers directing traffic in traditional intersections raise safety concerns as well.

Improvements in safety are also observed in the number of vehicle crashes and pedestrian accidents in roundabout intersections. According to the DOT, the use of roundabouts results in:

- A more than 90 percent reduction in fatalities
- A 76 percent reduction in injuries
- A 35 percent reduction in all crashes

In addition to improving safety, roundabouts can save cities money. The DOT reports the following cost savings associated with roundabouts versus traditional intersections:

- Often there is no signal equipment to install, power and maintain.
- Smaller roundabouts may require less right-of-way than traditional intersections.
- Often, less pavement is needed.
- There are fewer stops and hard accelerations, less time idling.

Additional savings to motorists would include savings in motor fuel and travel delays due to traffic backups. Another benefit is that vehicle speeds are greatly reduced when entering and negotiating a roundabout.

INFORMATION IS AVAILABLE

As a starting point to understanding roundabouts and their benefits, I would encourage downloading the U.S. DOT’s pamphlet *“Roundabouts: A Safer Choice”* and viewing the informative video and other resources found at safety.fhwa.dot.gov/intersection/roundabouts.

The Arkansas Municipal League is planning to present a roundabout workshop during its annual convention in June of this year. Guests are invited to attend.

As interest in roundabouts continues to grow, Joe Heflin, of FHWA’s Little Rock office, has offered to serve as a contact person to facilitate questions on the subject. He may be contacted at 501-324-6443, or at Joseph.Heflin@dot.gov.

Neil Foreman is the Arkansas Municipal League’s Loss Control Specialist. Contact Neil at 501-374-3484 Ext. 122, or email nforeman@arml.org.



Highway Commission WELCOMES NEW MEMBER

BY DAVID NILLES

The Arkansas State Highway Commission has welcomed a new member to its ranks. Alec Farmer, Jr., of Jonesboro, was appointed by Governor Hutchinson and was sworn in on January 27th.

Farmer is president of Farmer Enterprises, Inc., a family-owned farm and property investment and management company. He also serves on the Board of the Childress Gin and Elevator Company, and as manager for Alec Farmer Farms, LLC.

A native of northeast Arkansas, Farmer graduated with honors from Arkansas State University in 1986 with a Bachelor of Science degree. He received his Juris Doctorate degree in 1990 from the University of Arkansas at Little Rock School of Law. While in law school, he was also a member of the UALR Law Journal and served as its Research Editor in 1990.

Farmer is a former chairman of the Arkansas Natural Resources Commission and a former special Commissioner of the Arkansas State Police Commission. He was also an original member of the Arkansas Agricultural Board.

His public service also includes serving over 10 years on the Craighead Conservation District Board and providing free legal services as attorney for the Buffalo Island Drainage District of Craighead County since 1999.

He served four years on the Jonesboro City Council and chaired the City Council's Finance and Public Works Committees. He also served on the Jonesboro Metropolitan Area Planning Commission.

Farmer is a past member of the Board of Jonesboro City Water and Light, the Jonesboro Regional Chamber of Commerce, the Jonesboro Economic Development Corporation, the Arkansas State University Alumni Association, the Greater Jonesboro YMCA and the East Arkansas Good Roads Association.

Farmer follows in the footsteps of his father, Dalton Farmer, who served on the Highway Commission from 1985 to 1987. ■



Commissioner
Alec Farmer

The "traditional" center of the State is noted by a marker on Highway 5.



Where? IS THE GEOGRAPHIC CENTER OF ARKANSAS

BY DAVID NILLES

It sounds like a question you might be asked if you were playing the board game Trivial Pursuit.

Where is the exact geographic center of Arkansas located? Well the answer isn't so easy. Where it is depends on who you ask and which research you want to go with because there are two locations claiming to be the exact center of the State.

The most well-known location is on Highway 5 in Bryant, next to the Pinecrest Cemetery. It features a historical marker that reads "*The Geographical Center of Arkansas is a few steps north of this highway.*"

The marker was erected by the Arkansas Society Daughters of the American Colonists in 1936.

A space to pull off the Highway and step out to read the marker is provided.

The location on Highway 5 is referred to as the "traditional" center of the State.

This article could have easily been concluded here, but there is more. Researching the subject on the Internet revealed yet another location claiming to be the exact center of Arkansas.

The U.S. Geographical Survey of 1930 gives the exact center as "twelve miles northwest of Little Rock." That would be in the neighborhood of Palarm Creek where



Highway 65 crosses over the creek. On a map, that is just northwest of the city of Maumelle.

Checking with Sharon Hawkins, Section Head of GIS & Mapping for the AHTD, she comments, "There are indeed two locations noted as being the exact center of the State. They are both recognized. The Department has always remained neutral on the subject."

For those with a GPS, the U.S. Geographical Survey's center of the State can be found at Longitude 92° 18.1'W, Latitude 34° 48.9'N.

As for the Trivial Pursuit question, players would have two chances to get the answer right. ■

The Lincoln Viaduct in the downtown area of Little Rock, connects LaHarpe Boulevard with Cantrell Road (Highway 10).

UNIQUE BRIDGES ACROSS ARKANSAS

BY DAVID NILLES

This is the second in a series of articles featuring unique bridges found across Arkansas. Some of them are historic, some feature unique construction and some still stand though they haven't seen traffic in ages. Over the next year, we will take a look at many of those bridges in the pages of Arkansas Highways.

VERY FEW ARKANSANS ARE OLD ENOUGH TO REMEMBER THE SPRING FLOODS OF 1927 THAT CAUSED MAJOR DAMAGE ACROSS OUR STATE AND MANY OTHERS. IT WAS THE MOST DESTRUCTIVE AND COSTLY FLOOD IN ARKANSAS' HISTORY. NUMEROUS ROADS AND BRIDGES WERE DESTROYED AND HAD TO BE REBUILT.

In Little Rock, damage was extensive in the LaHarpe Boulevard area of downtown. As a service to the City, the Missouri Pacific Railroad Company undertook construction of a new bridge following the flood. The bridge would be over the Missouri Pacific railroad lines at Lincoln Avenue, in the area just east of Union Station. Amid a series of improvements across Little Rock, the railroad company designed what would become the Lincoln Avenue Viaduct, named after the 16th president of the United States.

Lincoln Avenue was one of several names for sections of Highway 10 in Little Rock. By the 1960s, the areas west of the viaduct were all renamed Cantrell Road in honor of the man who had developed much of the area west of the Heights neighborhood. The sections east of the viaduct were renamed LaHarpe Boulevard in honor of the French explorer who first saw the "little rock."

In 1928, the Ozark Engineering Company of Joplin, Missouri, used the railroad company's plans and constructed the bridge at a cost of

\$50,000. Most of the materials used in construction were purchased locally. It took crews three months to build the bridge. It opened on December 28th of that year.

As an example of a single-span reinforced concrete rainbow arch bridge, it remains unique in Arkansas. It was the first and only rainbow arch bridge in the city. The bridge measures 143 feet in length and its arch wings extend 21 feet over the roadway.

The AHTD realigned the roadway approaching the bridge in 2012.

Today, approximately 28,000 vehicles per day pass under its arches where the bridge connects LaHarpe Boulevard with Cantrell Road (Highway 10).

The bridge was listed on the National Register of Historic Places in 1990. ■



Joanna P. McFadden
EEO Section Head

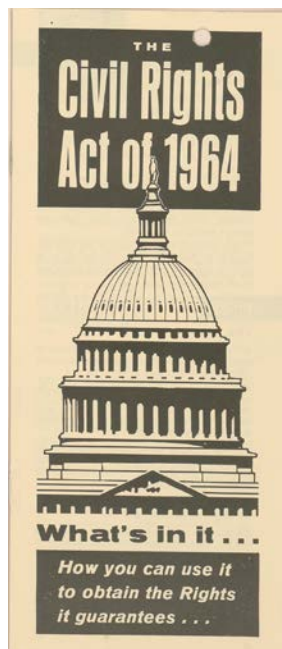


DIVERSITY IN ACTION



EQUAL EMPLOYMENT OPPORTUNITY COMMISSION CELEBRATES 50 YEARS

BY DAVID NILLES



The Civil Rights Act of 1964 is a landmark piece of civil rights legislation in the United States.

THE CIVIL RIGHTS ACT OF 1964 ESTABLISHED THE EQUAL EMPLOYMENT OPPORTUNITY COMMISSION (EEOC). THE GOAL OF THE COMMISSION IS TO PROVIDE EQUAL OPPORTUNITY FOR PERSONS IN THE WORKFORCE REGARDLESS OF RACE, COLOR, RELIGION, SEX, NATIONAL ORIGIN, AGE, DISABILITY OR GENETIC INFORMATION. THIS SUMMER, THE COMMISSION WILL CELEBRATE ITS 50TH YEAR.

The Commission is comprised of five presidentially-appointed members. They carry out their mission of preventing discrimination before it occurs through outreach, education and technical assistance programs.

In addition to focusing on its mission, the EEOC also has the authority to investigate charges of discrimination against employees who are covered by the law. The laws apply to all types of workforce situations including hiring, firing, promotions, harassment, training, wages and benefits. Their role in an investigation is to fairly and accurately assess the allegations in the charge and then make a finding. If they find discrimination has occurred, they will try to settle the charge. If not successful, they have the authority to file a lawsuit to protect the rights of individuals and interests of the public.

AT THE HIGHWAY & TRANSPORTATION DEPARTMENT

Most companies with at least 15 employees are covered by EEOC laws, including the AHTD. The job of making sure the AHTD keeps a pulse on all EEO laws and follows proper guidelines rests on the shoulders of an eight-member EEO staff housed in the Central Office in Little Rock. Section Head for the staff is Joanna P. McFadden.

“We will do whatever we have to do to make sure that employees are able to work in a comfortable and harmonious working environment,” McFadden stated. “That’s our ultimate goal, for employees to be comfortable. As everyone probably knows, being treated differently because of your race or your religious background or gender, etcetera would not make the work environment very comfortable. Ultimately, we do not want our employees to have to deal with any unfair treatment on the job. After all, many of us spend more time with our coworkers during the week than we do with our families.”

But not just at the Department. The EEO Section not only deals with internal EEO regulations, but also monitors external EEO regulations as they apply to the Department’s Disadvantaged

Business Enterprises (DBE) Program contractors and sub-contractors. The regulations ensure that DBE companies can compete fairly for federally funded transportation-related projects.

BY THE NUMBERS

As part of its mission, the EEOC keeps a pulse on equal employment practices by requiring periodic reports from public and private employers, unions and labor organizations which indicate the composition of their work forces by sex and by race/ethnic category. The AHTD has made significant strides in its minority hiring over the years and it is reflected in the following numbers. Since 1995, the percentage of minorities hired by the Department has risen from 15.3% then, to 20.9% in 2014. The AHTD’s 2013 workforce included 2,849 males and 710 females. Of that total, 730 were minority employees and 2,829 were non-minority.

ARKANSAS’ CHANGING WORKFORCE

The Hispanic community is a fast growing segment of Arkansas’ workforce and the Department has made a concentrated effort to reach out to that community when it comes to minority hiring.

(continued on page 14)

Department staff regularly attends the Cinco de Mayo Festival and Hola Arkansas Career and Business Expo in Little Rock. Along with highway maps and coloring books, the AHTD's booth has included employment applications and current position vacancies. In towns like Danville, flyers translated to Spanish promoting employment opportunities have been placed throughout the Hispanic community. Department personnel have even contacted the Mexican Consulate in Little Rock to advise them of the AHTD's ongoing search for qualified applicants for employment and convinced the Consulate to post position vacancies in their office.



Hermanie Pierre-Guerrero
Construction
Field Engineer I

HANDLING CLAIMS OF DISCRIMINATION

Even with these ongoing advancements and others like them, instances of discrimination will come up. So what happens if an employee feels they have been discriminated against?

"Any claims of discrimination based on race, religion, sex, national origin, age, disability or color come to my office," McFadden adds. "We also deal with any type of retaliation, hostile environment and sexual harassment claims. We will talk to the employee making the claim and try to steer them in the direction of at least attempting to resolve the issue with their supervisor. However, if they are not comfortable with discussing those issues with their supervisors, the EEO office will address the issues. We have a process which we go through. Once we receive a complaint, we go out and conduct a full and thorough investigation. We then make recommendations based on our findings. If there is any type of corrective action that we feel is needed, our job is to make sure that is implemented."

McFadden explains that there are some instances where a situation can be carried to the EEOC.

"If an employee is not satisfied with our findings or our recommendations, we tell them that they have every right to go to the EEOC. It's their option to do it, but our goal is to be able to do the right thing here in house."

On occasion, there have been cases where an employee has chosen not to utilize the internal process and they have gone directly to the EEOC to file a claim of discrimination.

"We would love for them to use the internal process, but they don't have to do that before going to the EEOC."



Corporal Felix Carr
Arkansas Highway Police



Jessie Jones
Transportation Planning & Policy
Division Head

GOOD TRAINING, GOOD RESULTS

The ultimate goal of the EEO staff at the Department is to keep employees in a happy work environment. Occasionally, the EEO Commission reaches out to organizations to help in reaching that goal.

"The EEOC provides us with EEO seminars that deal with related issues," McFadden adds. "Each year we attend a Civil Rights conference. The goal of attending the conferences is to make sure that we stay abreast of the latest issues and concerns in our field."

Judging from the numbers on paper and talking to Department employees, the EEO staff has done a successful job of making the AHTD a comfortable place to work for all of its employees. ■



World's Shortest
St. Patrick's Day Parade

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.

- * **WORLD'S SHORTEST PARADE:** Join celebrity parade marshal NASCAR legend Mark Martin for the world's shortest parade in downtown Hot Springs. This year's parade will feature 40 marching units, floats, dancers, singers, performance artists, the International Order of the Marching Irish Elvi (50 green-clad Elvis impersonators), marching Irish wolfhounds and assorted crazies. Country music stars the Swon Brothers will perform in a post-parade concert. • MARCH 17
- * **ANNUAL JONQUIL FESTIVAL:** This three-day festival welcomes the arrival of spring across Arkansas. Thousands of jonquils will be in bloom as visitors enjoy craft booths, great food and entertainers at Historic Washington State Park. The park, its historic homes and the museums will be open for tours at regular prices. • MARCH 20 – 22
- * **THE TEXAS TENORS:** With their hit PBS special now airing across the U.S. and a Billboard Top 10 album "You Should Dream," The Texas Tenors are becoming the country's favorite new tenors. They debuted in 2009 on NBC's "America's Got Talent." John Hagen, Marcus Collins and JC Fisher bring their unique blend of Country, Classical and Broadway to the stage at Reynolds Performance Hall with breathtaking vocals, humor and a touch of cowboy charm. • APRIL 18
- * **NATIONAL ASTRONOMY DAY:** Discover astronomy with members of the Central Arkansas Astronomical Society at Pinnacle Mountain State Park. Activities include solar viewing in the afternoon, special indoor programs and viewing through telescopes from 9-10 p.m. Clouds permitting, the evening's telescopic sights include several planets, the moon, and other celestial objects. This is an excellent family-friendly activity for all ages to experience. • APRIL 25

MARCH 17 *
FIRST EVER 12TH ANNUAL WORLD'S SHORTEST ST. PATRICK'S DAY PARADE
Bridge Street
Hot Springs, AR

MARCH 20 - 22 *
47TH ANNUAL JONQUIL FESTIVAL
Historic Washington State Park
Washington, AR

MARCH 28
25TH ANNUAL KITE FEST
Turpentine Creek Wildlife Refuge
Eureka Springs, AR

APRIL 8
8TH ANNUAL "COOKIN' WITH COALS" COOK-OFF
Mammoth Spring State Park Pavilion
Mammoth Spring, AR

APRIL 9 - 11
2ND GHOST OF HIGHWAY 61 ANTIQUE BUS SHOW
Historic Greyhound Bus Station
Blytheville, AR

APRIL 18 *
THE TEXAS TENORS
UCA Reynolds Performance Hall
Conway, AR

APRIL 25 *
NATIONAL ASTRONOMY DAY
Pinnacle Mountain State Park Visitor Center
Little Rock, AR



Jonquil Fest



Texas Tenors



Astronomy

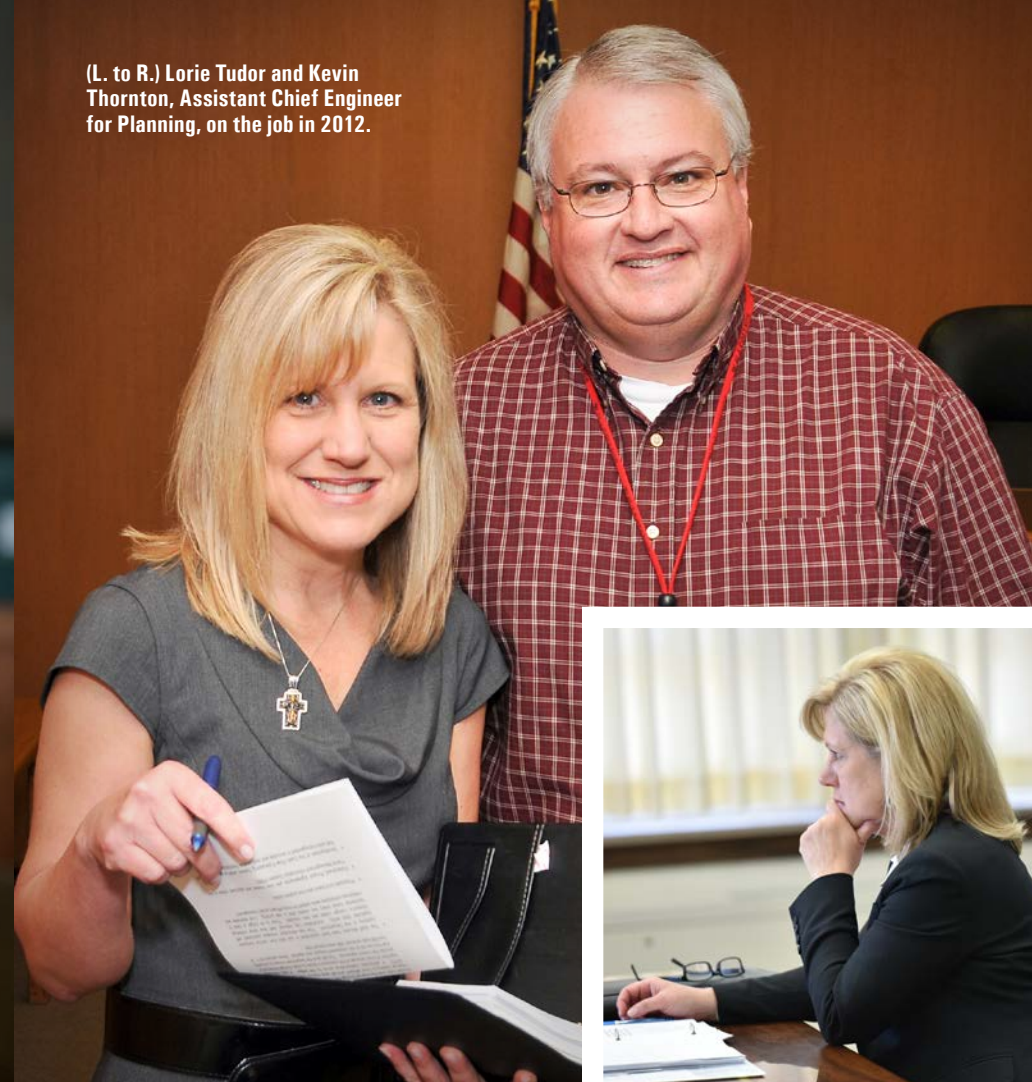
LORIE TUDOR

AHTD'S NEW CHIEF OPERATING OFFICER

BY DAVID NILLES



(L. to R.) Lorie Tudor and Kevin Thornton, Assistant Chief Engineer for Planning, on the job in 2012.



(R.) Tudor listens intently to the discussion at a recent Commission meeting.



LORIE TUDOR spent her early childhood years in North Hollywood, California, before her family moved to the Benton area. It is here she has lived while working her way up to the position of Deputy Director and Chief Operating Officer for the Arkansas State Highway & Transportation Department. It is a career that has taken several turns, one leading back to school and a new, even more successful direction. Arkansas Highways editor David Nilles sat down with Tudor recently to learn more about her career at the Department.

NILLES: Your first job with the AHTD was as a Clerk I. Was that a summer job?

TUDOR: Yes, during the summer of 1979 I worked as a summer intern. I got that job with the help of my mother, Margaret Hudson. She worked as a cartographer in the Photogrammetry Section. I spent the summer working in the Reproduction Section. In fact, I had a desk right next to our former AHTD photographer John Jackson that summer before going back to school.

NILLES: In 1981, you returned fulltime as a Clerk Typist and during the next 14 years, you were promoted to several more positions. Then, in 1995, you made the decision to return to school to obtain a degree in Engineering. What motivated you to seek a new direction?

TUDOR: My first fulltime job at the Department was in the Equipment & Procurement Division, which is a non-engineering Division. Later on, I was promoted to a job in what was then Programming &

Scheduling. It was at this time that I began working with some great engineers including Steve Teague, Tom Harrell and Ed Hoppe. I enjoyed getting to learn what engineering was all about and I started to develop an interest in the profession. Before that time, my original plan was to become a nurse. I already had a year and a half of college towards a nursing degree. But for personal reasons, I had to quit college and get a fulltime job. In the back of my mind, I thought someday I'll go back and finish my nursing degree. But as I got to know more about engineering at the Department, my interests changed.

NILLES: As you went back to college, were you conscious of the fact that this was going to be a career where there were more males in the field than females?

TUDOR: Yes, I was very conscious of that fact. Before I went back to school, I only knew six or

seven engineers in the workforce that were females. And then, during my time at school, I would estimate that probably 80% of my classmates were male and the other 20% were female. Of course, that has all changed now. Today, there are more and more females getting into the profession.

NILLES: After successfully obtaining your engineering degree, you returned to the AHTD. What were your feelings coming back to the Department as an engineer?

TUDOR: I felt like I was coming home. I had a lot of friends here. Everyone seemed glad to see me return and they were so encouraging and proud of my accomplishment. It was great. I was so grateful that I was able to make it through school and had the opportunity to come back to the Department as an engineer. In addition, I had left my retirement contributions in the system, so I returned

with 14 years of service to my credit. It wasn't like I was starting from scratch.

NILLES: Did you have any idea then that you would make a career of working here at the AHTD?

TUDOR: Yes, I hoped that my career would be at the AHTD. When I graduated from engineering school, I was offered a job with a consultant firm but I also had the offer to come back to the Department. It just seemed like the wise career move for me to come back here. I had worked here for 14 years so I had some institutional knowledge. This was an opportunity to build on that and apply that to my advantage. So I felt like this was where I needed to be.

NILLES: What was your first position in engineering when you came back to the Department?

TUDOR: I came back as an entry level engineer and my first job was in the Statewide Planning Section.

My first assignment as an engineer was to work on a Feasibility Study for the Sheridan Bypass, which is now open to traffic. As part of that assignment, Kit Carson, head of the Surveys Division, and I went to investigate the area near Sheridan and study the lay of the land. We were out on location in some very rural area and I told Kit that I needed to go back to town to use the restroom. His response to me was 'no'. He said 'If you're going to be an engineer and be doing this type of work, you need to learn how to go to the restroom in the rough.' I said to Kit 'Are you kidding me?' He said 'No, you have to learn how to be an engineer.' Needless to say, he took me back to town and the conversation was over. Well, about 14 years after that, I got promoted to Assistant Chief Engineer for Planning and I became Kit's supervisor. I was talking to him one day and said 'Do you remember that day when I was a new engineer and we went out to look at that job site and you told me you would not take me back to town to use the restroom?' He started laughing and I said 'You didn't know I would be your boss one day did you?' He said 'No I didn't.' I said, "You might have been a little nicer, wouldn't you have?" We got a big laugh out of it. I kidded him about that every once in a while.

NILLES: You've had many positions since then, what area of your career as an engineer have you enjoyed the most at the AHTD?

TUDOR: It's really hard to pinpoint. I would say that the thing I enjoyed the most is that every day is a challenge. I am working on something different all the time. New problems come up and we have to find solutions to those problems. That's the best part of being an engineer to me. It's a challenging career. I'm able to come to work and come up with my own ideas for solutions to problems that I see. Or I may be assigned to find solutions to problems that somebody else may have seen. It's all about trying to make the Highway Department and our highway system the best they can be.

(continued on page 18)

NILLES: How would you describe your role as Deputy Director and Chief Operating Officer?

TUDOR: It's a new role, a brand new position. The verdict is still out as to how the position will be defined. Basically, I would describe it as a support role. My job is to help the Director accomplish his mission, which is to deliver a first class transportation system to the citizens of Arkansas. In addition, I am here to provide support and leadership to others at the Department so that they have what they need to accomplish their jobs.

NILLES: Would you call this your biggest challenge, taking on this position?

TUDOR: Yes, this is the biggest challenge of my career and I hope that I can live up to expectations.

NILLES: Looking outside of the Department at the transportation industry, what challenges do you feel lie ahead?

TUDOR: Conveying to the public the importance of a good transportation system and that it does not come free. That's our biggest challenge... finding the resources to maintain and improve the transportation system this country needs. Adequate funding is a real problem; we don't have enough funding to do what needs to be done. The solutions to that problem are very difficult. It's going to be a challenge to find an answer that everyone can live with. There have been many studies done and much discussion, both at the national level and the state level. Yet the silver bullet has still not been found. This leads to the other challenge that I see... prioritizing our limited resources. We must decide which projects get funded and which don't. That's a huge task, using our resources as effectively as we can. The bottom line is our biggest challenge is not having adequate resources to do everything that needs to be done.

NILLES: Are there particular projects over the years that you've enjoyed more than others, or some coming up that you get excited about?

TUDOR: The first project that comes to mind is not your traditional highway project. I was involved in a two-year long project to develop a Cash Forecasting System for

I feel that my job is to help the Director accomplish his mission, which is to **DELIVER A FIRST CLASS TRANSPORTATION SYSTEM TO THE CITIZENS OF ARKANSAS.** Whatever challenges come up that I can help him with to accomplish that mission, **THEN THAT'S MY JOB.**



Lorie Tudor
Deputy Director and
Chief Operating Officer



(Counter clockwise from left) • Opening bids on upcoming construction projects. • Tudor with former Programs & Contracts Division Head, Ed Hoppe. • Programs & Contracts Division staffers in 2003: Ed Hoppe and Lorie Tudor (seated). Bill Bradbury, Don Young and Roy Douglas (standing left to right).



the Department. It was a huge undertaking and I was on a team with Fiscal Services and Computer Services. We put together a software system that included our revenues, our expenditures and our payouts to contractors. It is based on the projects that are underway and the proposed projects that are coming up. We are now able to play out 'what if' scenarios. For example, what if we do a \$50 million overlay program this year, how will that affect our cash balance in the future? It is a tool for management to help make wise financial decisions. That was a huge achievement for me in my career.

Then, looking to the future, I'm excited about the upcoming Interstate 30 corridor project that is part of the Connecting Arkansas Program. Not only is this the biggest project in Arkansas' history, but it will also be Arkansas' first 'design build' project. We will learn a great deal by implementing this new style of project delivery. There will be a big learning curve and I'm excited about being a part of that.

NILLES: Is there someone at the AHTD that inspired you to become an engineer or has helped you tremendously during your career?

TUDOR: There have been several. The first person that comes to my mind is Steve Teague. Steve was my supervisor for many years before I went back to school for my engineering degree. Steve was an excellent engineer and I grew to admire him and respect him very

much. Even though I wasn't an engineer and was working my way up through the clerical side, he was always a mentor, and encouraged and guided me. He always seemed to appreciate the work that I did.

When the opportunity came for me to go back to school, nursing was still in the back of my mind. Yet I was also considering engineering. I had some insecurities and worries about engineering because of the rigorous curriculum that is heavy in math. I wasn't 100% sure that I had the aptitude to do it. I talked to Steve about it and he said 'you can do this.' I was afraid of the possibility that I would quit my good job, go back to school and flunk out. I was going into a field that I had never thought about in high school. But Steve was so sure that I could do it! And, guess what, I believed him. His encouragement and his belief in me before I made that big step is probably the most significant influence in my decision. He really made a difference in my life.

Frank Vozel also comes to mind. He was my supervisor for years. Frank challenged me. I would not be who I am today without his mentoring. He taught me how to think, how to be detail oriented and how to do my job better.

Ed Hoppe gave me an important opportunity by promoting me to upper management. He selected me as the Assistant Division Head for Programs & Contracts which is now Program Management. He always encouraged me and gave me credit for the job I did. He was a wonderful friend, mentor, and boss.

Bob Walters, although I never worked directly for him, encouraged me every day he had the chance. Ralph Hall encouraged me as well. I only worked for him for a short time but he gave me a lot of confidence in my abilities.

And last but not least, I want to mention Scott Bennett. It seems like I have followed behind him in his footsteps in several jobs. Believe me, his shoes are huge and they are hard to fill! He has always been so kind. He has had an open door policy. Every time I had a question or needed guidance, or asked him what he would have done in a similar situation, he has given me great advice and has always been there for me.

I've worked with some wonderful people in my career. I wish I had time and space to allow me to name them all.

NILLES: Outside of the AHTD, has there been anyone that has helped you achieve your goals?

TUDOR: When I decided to go to engineering school, the first thing I did was figure out where I was going to attend school. I selected the University of Memphis (UM). I made a trip to UM and met with my advisor, Dr. William Sequi. He knew my situation and he put together a syllabus of all the classes I needed to take to meet the requirements of a civil engineering degree. He worked with me every step of the way. I finished all of my basic classes in central Arkansas before I transferred all of my credits to UM. Before I

took a class, I would talk to Dr. Sequi and make sure the hours would transfer. He worked with me and was very instrumental in me progressing as fast as possible.

My dad and my stepmom, Richard and Natalie Harris, helped me financially and that was a big help. I did have to take out loans for living expenses but they helped me to keep my loans down to a manageable level by paying my tuition. This was a huge emotional support to me.

And then lastly, my husband Jeff was a tremendous help. He stepped in to fill the gap with our two children. One was in elementary school and the other was in middle school. He would fix our daughter's hair in the morning and get her ready for school. Those were sweet times for them. He would take our son hunting and fix midnight snacks for him and his friends. He helped take care of what was going on at home in so many ways. He told me early on that he would help in every way that he could and he did. And I will say, out of all the people that have helped me, I really could not have achieved this without him.

NILLES: What advice would you give to an engineering student as they work toward their engineering degree?

TUDOR: Once you decide you want to pursue engineering, just put your blinders on and go for it. Don't get sidetracked with other things, keep reminding yourself that this is what you want to accomplish. It's a great deal of hard work. The

classes require a lot of study and homework. But, something that takes that much effort and that much hard work always brings the biggest benefits in the end.

And then, once you have obtained your engineering degree, work hard to get your Professional Engineer license. I studied for six months to get mine. I'd close my door and study an average of about two or three days a week when I got home from work or on the weekends. It's not an easy test but it can be accomplished. If I can do it, anybody can.

The engineering profession is a very honorable one. Our work affects everyone. You have to do it well because people's lives are in your hands. If you don't design a bridge to proper standards, then lives could be at stake. If we don't do a good job of analyzing safety issues and providing measures to counteract problems, lives are at stake. We have a high calling to make sure our transportation system is safe and efficient to move goods and people. It is a profession to be proud of.

NILLES: What would your sales pitch be to encourage someone to consider a career here at the AHTD?

TUDOR: One of the biggest advantages about working here at the Department is the diversity of work. A graduating student can find a niche where their aptitude fits best. Options include working in Operations, Planning or Design. A new engineer could try all three areas to see which one they like the best. Then, you have great benefits and great people to work with. It is fulfilling work because providing a good transportation system to the citizens of Arkansas is one of the most important things that can be done as far as helping people day to day. Everything we do hinges on our ability to get where we need to go whether it's the doctor's office, the grocery store, work, school, recreation, etc... our transportation system is so vital it is a joy to be a part of such meaningful work. I have never regretted the decision I made to quit work and go back to school. It has been a privilege to work here at the Department and I am grateful that I was given the opportunity to come back once I received my degree. The AHTD is a great place to work and I consider myself very fortunate for my 31-year career here. ■



Meeting Arkansas' Need for SAFE & EFFICIENT MOBILITY

BY DAVID NILLES

(Below L. to R.) AHTD Director Scott E. Bennett, Commissioner Frank D. Scott, Jr., Vice Chairman Tom Schueck, and Chairman Dick Trammel, listen as Commissioner Robert S. Moore, Jr. addresses the press at the TRIP Report news conference.



All of us in our day-to-day lives depend on good highways and city streets to get us where we need to be. Whether a business trip, a family vacation or a commercial vehicle delivering goods, good roadways are essential to everything we do.

Arkansas' highways were the subject of a news conference on January 6th at the State Capitol in Little Rock. The occasion was the presentation of the TRIP (The Road Information Program) Report on the condition of Arkansas' highways.

Founded in 1971, TRIP is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues across the country.

The TRIP report states that roads and bridges that are deficient, congested or lack desirable safety features cost Arkansas motorists a total of \$2 billion statewide annually due to higher vehicle operating costs, traffic crashes and congestion-related delays. It goes on to say that increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion, improve road and bridge conditions, boost safety and support long-term economic growth in Arkansas.

According to Rocky Moretti, Director of Policy & Research for TRIP, "It is critical that adequate resources are in place to maintain Arkansas' roads. The State is doing the best it can within its resources."

"The Arkansas State Highway and Transportation Department has the second lowest administrative costs of any Department of Transportation in the country," stated AHTD Director Scott Bennett. "We are putting as much funding as we can into our roads but it just isn't enough.

"The people of Arkansas passed two highway programs in the past two years and that reflects how important people think good highways are to this State. Unfortunately, those two programs only address 4% of our highway system."

Looking to the future, transportation officials and elected leaders in Washington, D.C. agree that new sources of highway funding must be found if we are to meet the transportation needs of our motorists.

The Federal government is a critical source of funding for Arkansas' roads, highways and bridges; and provides a significant return to Arkansas in road and bridge funding based on the revenue generated in the State by the federal motor fuel tax. The State fuel tax serves the same purpose. But revenue from both is on the decline.

"Our revenue from the State fuel tax is going down as cars get more efficient," added Bennett. "At the same time, construction costs are going up. Changes are going to have to be made on the State

and national level if we are going to provide the best transportation system possible."

Well maintained highways benefit everyone in the long run. The Federal Highway Administration estimates that each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced road and bridge maintenance costs and reduced emissions as a result of improved traffic flow.

As Arkansas faces the challenge of preserving and modernizing its transportation system, the future level of Federal and State transportation funding will be a critical factor.

Congress recently approved the Highway and Transportation Funding Act of 2014, an eight-month extension of the Federal surface transportation program, on which states rely for road, highway, bridge and transit funding. The program, initially set to expire on September 30, 2014, will now run through May 31st of

this year. In addition to extending the current authorization of the highway and public transportation programs, the legislation will transfer nearly \$11 billion into the Highway Trust Fund to preserve existing levels of highway and public transportation investment through the end of May 2015.

Many needed projects in Arkansas will require significant Federal transportation funds to proceed, including continuing construction of the Springdale Northern Bypass, a new three-lane arterial to provide a north-south corridor in northwest Arkansas, and the reconstruction of 8.5 miles of Interstate 440 in the Little Rock area, just to name a few.

According to the TRIP Report, as Arkansas looks to build and enhance a thriving, growing and dynamic state, it will be critical that it is able to provide a 21st century network of roads, highways and bridges that can accommodate the mobility demands of a modern society.

"Our Highway Commission lends its support to finding new sources of funding for Arkansas so we can continue to benefit from a good transportation system," stated Commissioner Robert Moore of Arkansas City.

And according to Will Wilkins, TRIP's executive director, "Congress can help by approving a long-term Federal surface transportation program that provides adequate funding levels based on a reliable funding source."

"The challenge is to do what's best for the people," Moore added.

Indeed, the TRIP Report is a barometer of where we are currently, and what must be done to guarantee an effective transportation system for the future. Talk in the months ahead will be how we arrive there. ■

*A copy of the full TRIP Report is available by contacting the AHTD Public Information Office at 501-569-2227.

IT IS CRITICAL THAT ADEQUATE RESOURCES ARE IN PLACE TO MAINTAIN ARKANSAS' ROADS. THE STATE IS DOING THE BEST IT CAN WITHIN ITS RESOURCES.

The Quapaw Bathhouse on Bathhouse Row in downtown Hot Springs



The Arlington Resort Hotel and Spa



The Grand Promenade



Josephine Tussaud Wax Museum

WEEKEND

ROAD TRIP: HOT SPRINGS

BY DAVID NILLES

One of the most popular destinations in Arkansas is located in the Ouachita Mountains in the southwest region of the State. It's the city of **HOT SPRINGS** and it is the focus of our Weekend Road Trip this month.

The "Spa City" has something for everyone whether it is in town or on one of the beautiful surrounding lakes.

There is so much to do in the area, that this road trip will concentrate on the many things to see in the city itself. A future road trip will cover the outlying areas including Lakes Ouachita, Hamilton and Catherine.

A trip to Hot Springs should begin downtown on **Bathhouse Row**¹. Park your vehicle in the area near the city park and fountain, and then take a stroll northward along this six-block stretch

of Central Avenue, which also happens to be Highway 7. Lined with Magnolia trees, this truly is the heartbeat of the city. The east side of the street features eight turn-of-the-century buildings that were built as bathhouses. They feature neoclassical, renaissance-revival, Spanish and Italianate architectural styles. Bathhouse Row is the largest collection of 20th-century bathhouses remaining in the United States. The bathhouses were in their prime from the 1920s through the 1940s as people from across the country came to reap the

health benefits of bathing in the thermal waters. Some of the buildings sit directly over the underground hot springs that flow through the area. The bathhouses utilized those springs to provide healthful spa treatments and hot baths for thousands of visitors a year.

You can still enjoy one of those baths today at The Buckstaff, one of the bathhouses still in active use. It offers traditional thermal mineral baths and body massages. The Quapaw Bathhouse also offers relaxing baths and has a café as well.

The Lamar Bathhouse features Bathhouse Row Emporium offering an array of gifts to visitors. The Ozark Bathhouse now serves as the Cultural Center for Hot Springs National Park. The

Fordyce Bathhouse serves as the Visitors Center for Hot Springs National Park. Here you can tour the entire bathhouse and get a close look at how luxurious and relaxing a trip to a bathhouse can be. At the Superior Bathhouse, visitors can enjoy craft beer, sandwiches, salads and gelato.

Two of the city's bathhouses are vacant or under renovation, those are the Maurice and the Hale.

Directly behind the bathhouses, up on a hillside running the length of Bathhouse Row, is the **Grand Promenade**². This brick-lined sidewalk is the perfect place for a leisurely stroll and features wooded areas, manicured lawns, benches and several places to see the underground springs as they flow to the surface. A nice view of Central Avenue can be seen down

below the Promenade.

On arriving at the north end of Bathhouse Row, check out **The Arlington Resort Hotel and Spa**³, one of the grandest hotels in the State. It was built in 1875 and is the largest hotel in Arkansas with almost 500 rooms. You may even want to consider staying here if an overnight stay is planned.

Strolling back down Central Avenue on the west side of the street, visitors will find museums, art galleries, antique stores, restaurants and live entertainment.

Across from the Arlington Hotel is the **Josephine Tussaud Wax Museum**⁴. This unique attraction takes you through seven different worlds in more than 30

(continued on page 24)



Steam rises from the hot waters of the natural flowing spring.



impressive settings. See everything from celebrities, royalty and presidents to historically accurate battle scenes. More than 100 wax figures are on display. The museum can be found at 250 Central Avenue.

With its bathhouses, lakes and plenty of entertainment, Hot Springs has always attracted big crowds from across the country. In the 1930s and 40s, that included a colorful collection of notorious criminals. Among those coming to Hot Springs were well-known gangsters such as Owen Madden, Al Capone and Frank Costello. That criminal element comes to life at the **Gangster Museum of America**⁵ located at 510 Central. The museum provides a close up look at the criminals who made their way to Hot Springs to enjoy all it had to offer, both legal and illegal. Learn more in the Capone Gallery, the Casino Gallery and the Outlaw Gallery to name a few of the highlights the museum offers.

Visitors could spend several hours just taking in all there is to see on Bathhouse Row. But there is more to

be found as well right in the vicinity.

Among the “must see” attractions downtown is the international headquarters for **Mountain Valley Spring Water**⁶. The bottled water company is the oldest, continually operated spring water company in the United States and is a Hot Springs institution. The company’s building is a fine example of Classical Revival style architecture and was originally built over a spring in 1910. Historically authentic renovations were completed in 2004. The Visitor Center serves as a museum of bottled water featuring a comprehensive display of Mountain Valley packaging, along with many

other brands from the turn of the century. The building is on the National Register of Historic Places and is located at 150 Central Avenue, just north of bathhouse row.

Just a short distance up the street at 209 Central is the **National Park Aquarium**⁷. Inside are 60 exhibits with over 300 animals including freshwater fish, saltwater fish, invertebrates and turtles.

And on the subject of wildlife, beyond Bathhouse Row is the **Arkansas Alligator Farm**⁸. See over 300 alligators ranging in size from six inches to ten feet long. Then visit the petting zoo featuring deer, pygmy goats, llamas, lambs and ostriches. You’ll also encounter a variety of monkeys, mountain lions and giant 100-pound turtles. The Alligator Farm can be found at 847 Whittington Avenue.

After exploring the downtown area, if live thoroughbred racing sounds like fun, be sure to watch the horses run at **Oaklawn**⁹. Live racing takes place between the months of

January and April. Oaklawn has a history of horse racing that stretches over 100 years. It’s a tradition to stand on the rail and watch the horses thundering down the stretch to the finish line. On warm spring weekends, the infield is open allowing visitors to roam underneath the trees and enjoy a fire-grilled hamburger. Oaklawn is home to the Racing Festival of the South and the Arkansas Derby during the month of April. The track and accompanying gaming room are located at 2705 Central Avenue.

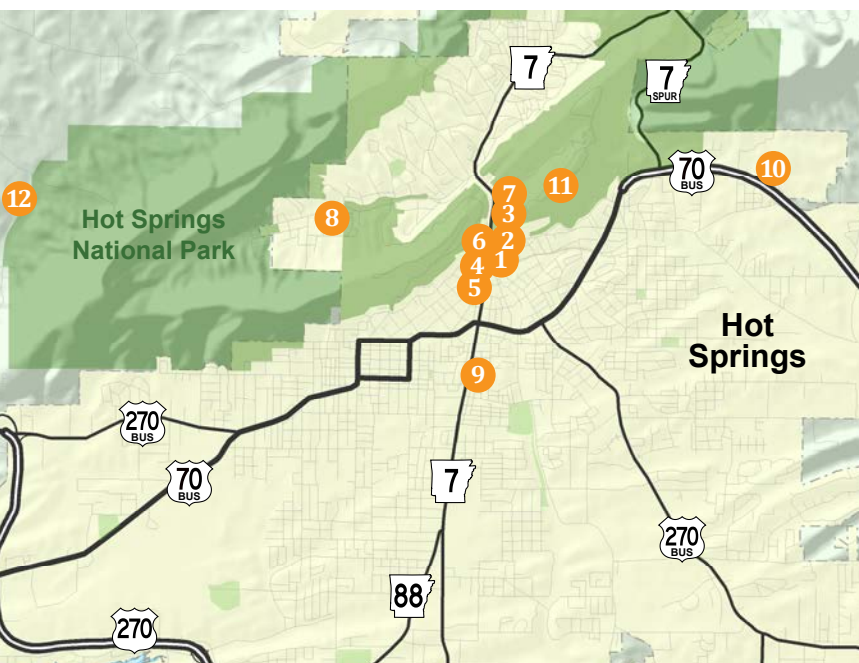
Just east of town, family fun is waiting at **Magic Springs & Crystal Falls Water and Theme Park**¹⁰. A family can easily spend an entire day here. There are plenty of rides for young and old including the Arkansas Twister and The Gauntlet roller coasters, the Rum Runner Pirate Ship and the log flume, just to name a few. Once you’re warmed up, head to the adjacent Crystal Falls water park to cool off. The Rapid Falls Raceway, Splash Island and Crystal Cove Wave Pool are

(continued on page 26)

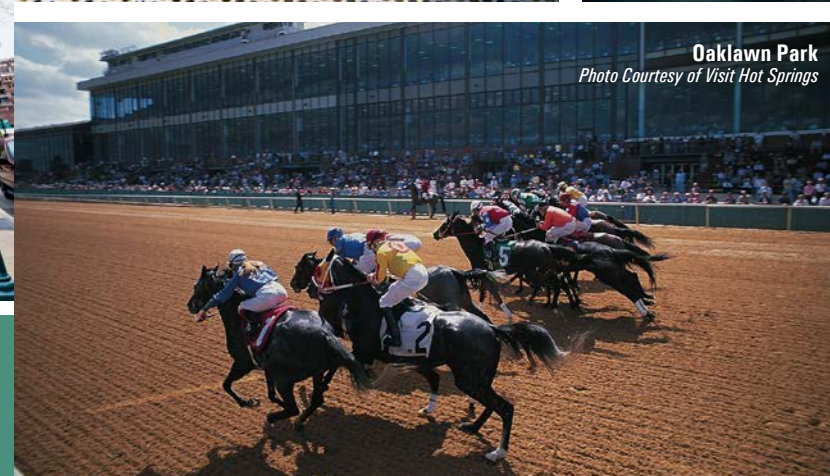
WITH ITS BATHHOUSES, LAKES AND PLENTY OF ENTERTAINMENT, HOT SPRINGS HAS ALWAYS ATTRACTED BIG CROWDS FROM ACROSS THE COUNTRY.



Arkansas Alligator Farm



Mountain Valley Spring Water Headquarters



Oaklawn Park
Photo Courtesy of Visit Hot Springs



Magic Springs Theme Park
Photo Courtesy AR Parks & Tourism

just a few of the fun ways to get all wet! Restaurants and refreshments can be found throughout the park. Be sure to check out Magic Springs' 2015 concert series as well. The park is located at 1701 Highway 70 East.

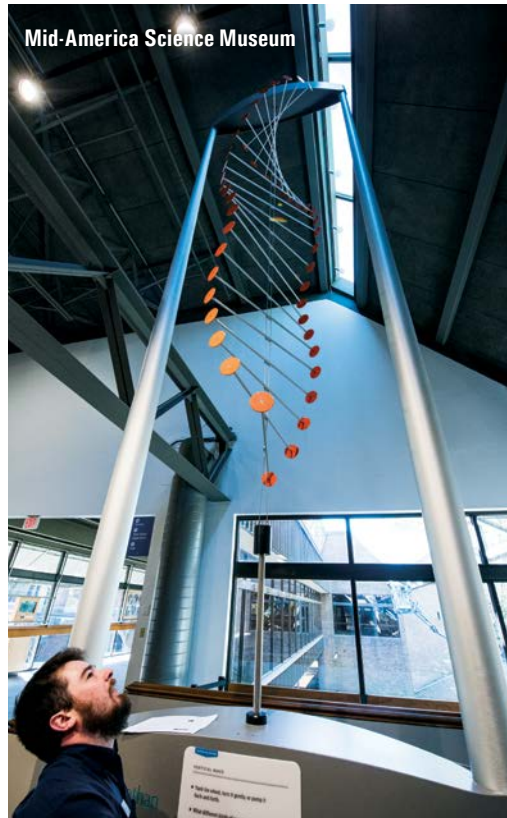
If you're ready to get above it all, the **Hot Springs Mountain Tower**¹¹ is not far from the theme park. Ride a glass



Hot Springs Mountain Tower
Photo Courtesy, AR Parks & Tourism

elevator to 1,256 feet above sea level for an amazing view of Hot Springs, the lakes and the surrounding Ouachita Mountains. The tower sits atop Hot Springs Mountain and is located at 401 Hot Springs Mountain Drive.

The world of science comes alive in exhibits and hands-on demonstrations at the **Mid-America Science Museum**¹².



Mid-America Science Museum

The perfect place for young people with inquisitive minds, the Museum reopened this month after an extensive renovation so this is an exciting time to discover what is there. The museum's focus on science spotlights all kinds of activities that will fascinate young minds and adults as well. Visit the museum at 500 Mid America Boulevard.

When mealtime rolls around, you may want to consider a plate of barbeque. Hot Springs has a couple of the best barbeque joints to be found in **McClard's** and **Stubby's**.

Alex and Gladys McClard started McClard's in 1928 and today 2nd, 3rd and 4th generations continue the tradition. You may want to try the "Whole Spread" but come hungry. McClard's is located at 505 Albert Pike. On the other side of town, right across the street from Oaklawn, is Stubby's. Richard Stubblefield, Sr. started smoking up ribs, beef, pork and chicken in 1952. Alongside some barbeque, try the "Soon to be world famous pot-o-beans." Stubby's cooks it all up at 3024 Central Avenue.

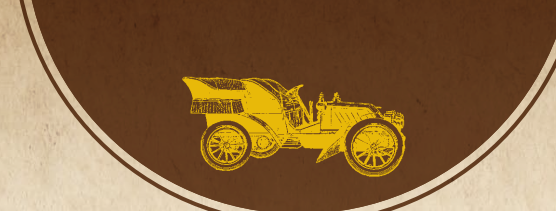
If seafood sounds more tempting, head out to Lake Hamilton. **Fisherman's Wharf Steak and Seafood** serves up great meals while you enjoy a lake view at 5101 Central Avenue, right before the bridge. **Cajun Boilers** puts a Cajun twist on seafood and also serves steaks at 2806 Albert Pike.

It's impossible to include all of the great things there are to do in Hot Springs in one magazine article. Visitors will find much more once they arrive in town. In a future issue of *Arkansas Highways*, we will head out of town to the surrounding area and discover another long list of fun things to do in the Spa City area! ■



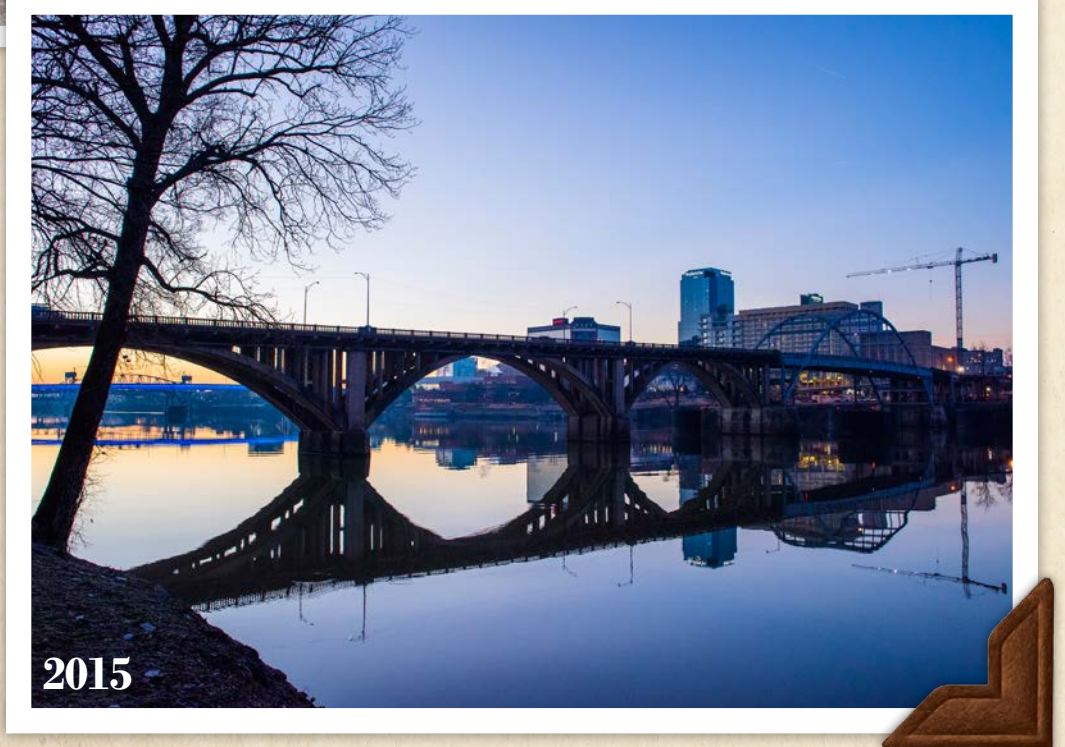
McClard's Famous Barbeque

HIGHWAY HISTORIAN



1923

THE **HIGHWAY 70 (BROADWAY) BRIDGE** BETWEEN LITTLE ROCK AND NORTH LITTLE ROCK CELEBRATES 92 YEARS OF SERVICE THIS MONTH. CONSTRUCTION BEGAN ON THE BRIDGE IN 1921 AND IT OPENED TO TRAFFIC ON MARCH 14TH, 1923. THE STRUCTURE IS A FIVE-SPAN OPEN SPANDREL ARCH CONCRETE BRIDGE. THE BRIDGE IS SCHEDULED TO BE REPLACED. A BID OF \$98.4 MILLION WAS AWARDED TO MASSMAN CONSTRUCTION COMPANY OF KANSAS CITY TO CONSTRUCT A NEW BRIDGE. WORK IS NOW UNDERWAY.



2015

Blasting is the only practical, cost effective method to remove large quantities of the solid rock layers in the area.



ROCK BLASTING

Clears Way for Bella Vista Bypass

BY DAVID NILLES



CREWS FOR KOLB GRADING, LLC ARE HARD AT WORK IN BENTON COUNTY AS CONSTRUCTION CONTINUES ON THE NEW BELLA VISTA BYPASS (FUTURE I-49). BECAUSE THE NEW BYPASS IS ON NEW LOCATION, CREWS ARE LITERALLY HAVING TO “MOVE MOUNTAINS” IN SOME AREAS TO GET THE JOB DONE.

That challenge requires blasting rock and removing it from the present construction area, which is located on the west side of McKissic Creek Road. Adam Jenkins is the project manager for Kolb and explains that in order to finish this section of the bypass, crews must take down part of a hill next to Interstate 49 to level the landscape.

“We are quite a ways higher at this point, and the new road has to follow a gentle slope for all of the vehicles, it has to fall quite a few feet in elevation to get down to the level of Walton Boulevard (Highway 71B).”

To get the job done, crews have brought in explosives to blast the rock away.

“Blasting is the only practical, cost effective method to remove large quantities of the solid rock layers in the area,” stated Mitchell Archer, District Nine Construction Engineer. “The contractor chose this method to complete excavation down to the profile grade we needed.”

A good deal of pre-planning goes into the rock blasting procedure.

“The dirt layer is excavated away from the rock layers and then surveying is done to establish the finished lines or pre-split of the rock,” Archer explained. “Holes are then bored in the rock in planned patterns by large air drills and these holes are loaded with explosive material, usually ammonium nitrate fuel oil (ANFO).”

As with any AHTD construction

project, safety is priority one.

“The contractor makes many special preparations prior to the blast. They have written procedures for blasting to ensure the safety of the workers and the public. All of the necessary safety plans and procedures are enforced prior to the blast and then the material is detonated in a very controlled and timed pattern designed to produce the desired breakup of the rock.”

Archer explained that some of the broken rock is put to good use right on the construction site.

“The contractor is using some of the blasted rock for the required rock fill areas of the project. They also have plans to crush some of the rock to produce base course for the roadway,” Mitchell adds. “The rock blasting seems to be going well.”

The Bella Vista Bypass will include 14.5 miles of new construction on the

Arkansas side as it makes its way to the Missouri border. Once completed, the bypass will connect Highway 71 south of Bella Vista to Highway 71 south of Pineville, Missouri, a length of almost 19 miles.

This project is one of five that is completing the bypass. It is constructing approximately six miles extending from Highway 71B to Highway 72 South. Completion of the project is expected in the summer of 2016. A section of the bypass near Hiwasse is already open to traffic. A project north of Hiwasse is also under construction and should be completed in the spring of this year. A timeframe has not been determined for the remaining projects.

The current project is part of the Connecting Arkansas Program (CAP), which is funded through a 10-year, half-cent sales tax. ■





CONSTRUCTION CORNER

DISTRICT 3



A construction job in downtown Texarkana is replacing a 1939 Depression Era bridge located on Broad Street (Highway 71). The contract for the job was awarded to Manhattan Road & Bridge Company in December of 2013 for approximately \$11.6 million.

The project includes building a 585-foot continuous composite plate girder, multi-span structure over the Union Pacific Railroad switching yard and adjacent Broad Street.

The new bridge will feature four travel lanes, bicycle lanes and pedestrian sidewalks.

To reflect the historic look of the old bridge and surrounding downtown Texarkana, the new structure will also have several unique features. The decorative bridge railing will consist of a black picket style fence with a double top rail enclosing decorative rings and

black expanded metal mesh (chain-link) above the parapet walls. This will simulate the plastered walls on the original bridge. The northern approach to the bridge will be supported by a decorative wall with gray split-face masonry and a red textured utility brick pattern, chosen by the City to match the historic brick buildings in the area.

Because of the urban setting and limited right-of-way, the new bridge is being built in partial widths while maintaining existing traffic. Continuous coordination with the railroad has been required during the project because some of the nine tracks under the bridge are mainline tracks that have numerous trains, including Amtrak, coming through each day.

The construction project is currently close to halfway finished. Estimated completion of the bridge is expected in late 2015. ■

Dear AHTD,

Four of us Minnesotans completed a cross-state bike tour of Arkansas this past October. We were blessed with exceptionally good weather. My reason for writing, however, is that we were also blessed with exceptionally good roads for bicycling — a unanimous opinion. There were a few miles on roads with heavy traffic and no shoulders, but that was only about one percent of the total distance.

Our objectives were to visit Crystal Bridges Gallery in Bentonville and then the Clinton Library and State Capitol in Little Rock. We flew to Northwest Arkansas, rode south on U.S. 71 and east on U.S. 64. We utilized Google Maps bike route recommendations, which often put us on parallel roads such as AR 352. The “big surprise” was we either had a smooth, wide paved shoulder on the busier roads, or literally no traffic on the quiet back roads. The scenery was great and the cycling was a total delight, despite some big hills!

We only had minor difficulty (crossing four-lane Maumelle Boulevard) in getting to the “Big Dam Bridge” and Arkansas River Trail. The Little Rock trail system is first rate.

To reach Memphis, we rode on U.S. Highways 70, 79, and 49 to access the only bicycle-friendly bridge across the Mississippi. These roads were awesome! Not only were they new with wide shoulders, they were lightly traveled. The bonus was the great scenery. Expecting flat, boring farm land, I was surprised by the greenery, trees, and fish farms.

My wife, LuAnn, and I have toured by bicycle extensively since 1977. We have ridden the perimeter of the United States. We can honestly say, Arkansas has the best roads for cycling anywhere in America. LuAnn has written an online journal telling our story. You can find it at www.crazyguyonabike.com.

We wish to thank Alan Gibson for arrangements at the Clinton Library and for obtaining Arkansas Traveler certificates for each of us. We will try to do our best as Ambassadors. Finally, thanks to your tourism staff for providing maps and useful information.

You need to spread the word about what seems to be an under-appreciated resource.

Sincerely,
Carl Johnson
 Minneapolis, Minnesota

QUALITY OFFICERS

On behalf of the England Police Department, please accept my sincere appreciation for Arkansas Highway Police Corporal Jeremy Watkins and Officer Don Hilliker in assisting our Department on January 9 with the officer involved shooting we had here in England. The assistance provided and the professionalism of the two was outstanding. You are fortunate to have such quality officers in your agency and I appreciate them assisting us. Thank you again for your commitment to Arkansas law enforcement.

Sincerely,
Nathan Cook
 Chief of Police
 England, Arkansas

AHTD AND THE TREE

The Highway Department just answered my prayers. There was a big tree that was on the corner of my place. It is now history. I was sitting at my computer keyboard when I heard a big CRASH. I went outside and saw an AHTD crew working with a backhoe pushing the thing off the pavement. I went down and talked to the crew and told them I was pleased. The Highway Department has also answered the prayers of many truckers that have had to navigate around the tree which bore the scars of many truckers that failed to make it around. Highway 122 is now much safer in Newark.

Sincerely,
Terry Shipman
 Newark, Arkansas
 via Email

CLEAR ROADS

I just wanted to say “Thank You” for doing a great job clearing the roads today. I live in Ward and have to drive to Little Rock, 167/67 was in good shape for conditions this morning at 8 a.m., better than I expected. I got to leave work early today in hopes of beating the afternoon rush. The roads were totally clear, and I was impressed with the road conditions. I want to thank everyone who sacrificed their holiday weekend to ensure that we had good roads to drive on.

Sincerely,
Eric Harbort
 Ward, Arkansas
 via Email

IMPRESSIVE CONSTRUCTION AND MAGAZINE

We are especially impressed with the new bridge under construction at Black Rock. The article in the September issue of *Arkansas Highways* magazine shows great photos. In fact, all the articles show scenes that portray our Natural State at its finest.

Thank you and all your staff for providing this very interesting, and very local news magazine. As a person who moved from New Jersey to Northwest Arkansas twenty-eight years ago, I fully appreciate what you do to make our State the beautiful, easy-to-travel, marvelous scenic place we enjoy.

Sincerely,
Marie Katrosh Silano
 Fayetteville, Arkansas

HAPPY TRUCKER

The AHTD Public Information Office just received a call from a gentleman by the name of Daryl Jackson. He lives in Crittenden County and is a trucker in eastern Arkansas.

He just wanted to call and compliment our road crews in Crittenden County for the excellent job they have done removing the ice and snow from the roadways this week. He said that this is the best job he has ever seen. He complimented District One for the pretreatment of the roadways and for the ice removal.

Mr. Jackson said he has been in three states this week... Arkansas, Tennessee and Mississippi, and that Arkansas is the only state where trucks have been able to use the highways.

His compliments to everyone who worked on our roadways in Crittenden County this week!

Sincerely,
David Nilles
 AHTD Public Information Office
 Little Rock, Arkansas

MORE CLEAR ROADS

I live in Harrison and had a doctor appointment in Mountain Home this morning. I left early due to the weather and was pleasantly surprised that the State highways were 99% clear with just some edges wet and icy. I know you don't hear it much but “Thank You. Great Job!”

Sincerely,
David Melssen
 via Email

A GRATEFUL MEMORY

You helped my Aunt Nancy during the holidays, years ago, to make it home to Missouri, from Arkansas. It was during a severe Midwestern snow and ice storm. She mentioned it today on her Facebook page about how she remembered all of the kindness people showed her during her trip home. My Grandmother, her Mother, was very ill and not expected to make it. She did hang on for a while longer though.

With everything going on with law enforcement, and I myself being married into the Judicial Branch (my husband is a Probation Officer), I thought it would be nice for you to know that people do remember. You helped her spend another holiday with my Grandmother, who has since passed away. She still remembers it though, like it was yesterday. I just wanted to say thank you. What an incredible thing to do, going above and beyond your job duties and helping a stranded woman make it home to what would be, sadly, one of her mother's last holidays.

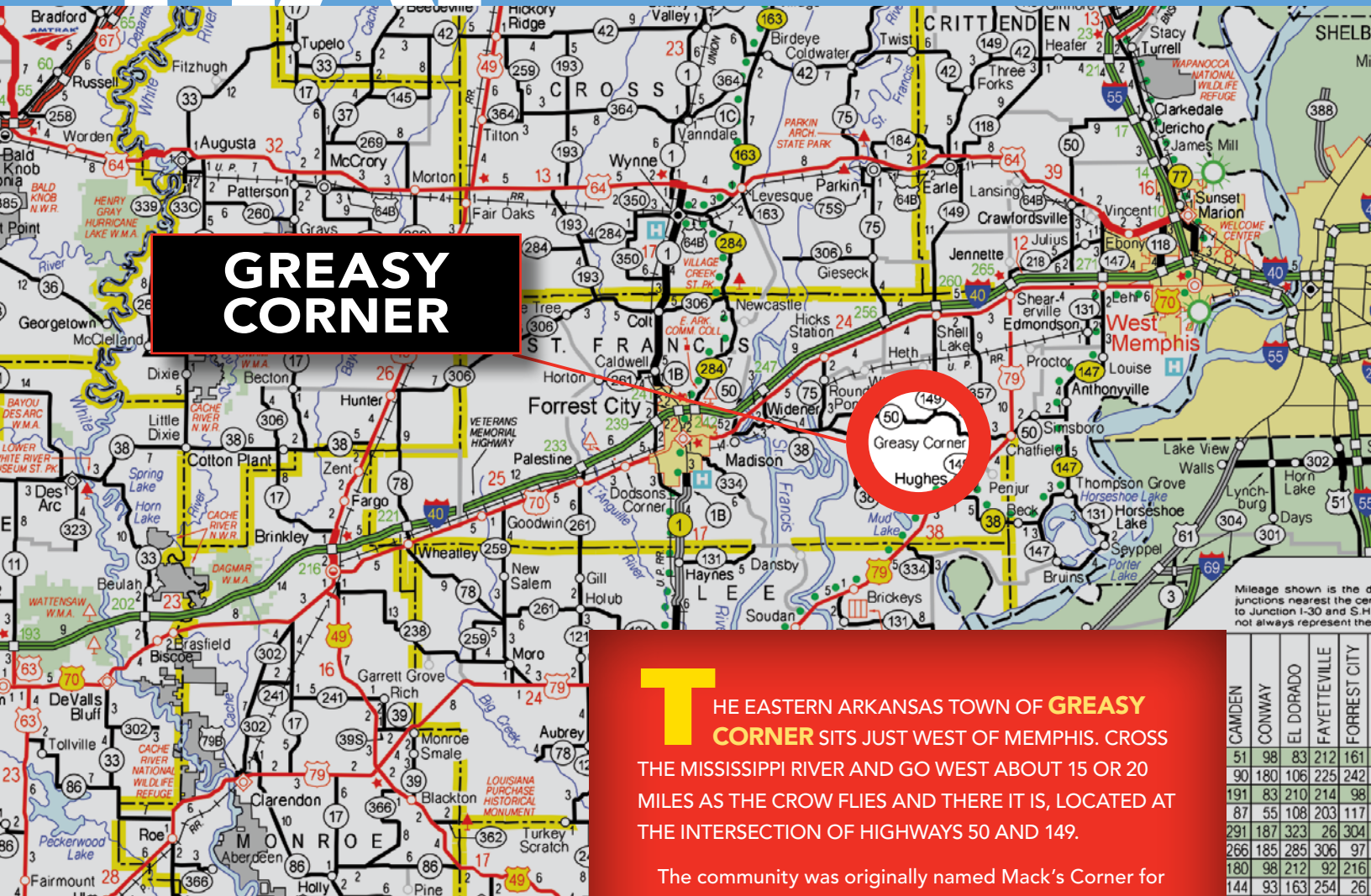
My Aunt said on her Facebook today she wanted to thank all of the Arkansas Highway Police for their help that year, but she specifically remembered your name.

Sincerely,
Crystal (Buffington) Andersen
 via Email

NOTE: The above letter was addressed to AHP Corporal Nick Phillips.

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?



THE EASTERN ARKANSAS TOWN OF **GREASY CORNER** SITS JUST WEST OF MEMPHIS. CROSS THE MISSISSIPPI RIVER AND GO WEST ABOUT 15 OR 20 MILES AS THE CROW FLIES AND THERE IT IS, LOCATED AT THE INTERSECTION OF HIGHWAYS 50 AND 149.

The community was originally named Mack's Corner for B. M. McCullom, a local landowner. McCullom ran a store, restaurant and a car repair shop out of the same building.

How did the community come to be called Greasy Corner? One story goes that the town acquired its current name when a farmer dining in the restaurant was served a plate with a grease stain on it by an auto mechanic. He commented that the community should be called "Greasy Corner" instead of Mack's Corner. Others say Mr. McCullom decided to call it Greasy Corner because he had a good sense of humor and wanted to try something a little different. The name has been used ever since.

To no one's surprise, it has frequently been noted on lists of places with unusual names. ■

	CAMDEN	CONWAY	EL DORADO	FAYETTEVILLE	FORREST CITY
	51	98	83	212	161
	90	180	106	225	242
	191	83	210	214	98
	87	55	108	203	117
	291	187	323	26	304
	266	185	285	306	97
	180	98	212	92	216
	144	93	163	254	26

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** • John Wildberger, Construction Helper; Osiris Muhammad, Engineer; Garrett Morgan, Construction Helper
- HEAVY BRIDGE** • Mark Cunningham, Bridge Repairer I
- HUMAN RESOURCES** • Linda Blagg, Office Administrative Assistant I
- MAINTENANCE** • Zachary Parish, Sign Erector
- RIGHT OF WAY** • Nathan Broyles, Realty Appraiser I; Brian Moore, Realty Appraiser III; Steven Murray, Realty Appraiser II
- DISTRICT ONE** • Andre Brown, General Laborer; John Ramsey, General Laborer; Anthony Jones, General Laborer
- DISTRICT TWO** • Tanua Bryan, General Laborer; Lamar Summers, General Laborer; Kenneth McFadden, Single Axle Truck Driver; Benjamin Tate, General Laborer; Lloyd Reid, Single Axle Truck Driver; Kenneth Jackson, Single Axle Truck Driver
- DISTRICT THREE** • Roger Hawthorne, General Laborer; Robert Epps, General Laborer
- DISTRICT FOUR** • Kevin Bruce, General Laborer; Jeremy Cress, General Laborer; Patricia Lane, General Laborer; Mark Hattenhauer, General Laborer
- DISTRICT FIVE** • Jerry Elliott, Single Axle Truck Driver
- DISTRICT SIX** • Jacques Gantt, Single Axle Truck Driver; Billy Newman, Single Axle Truck Driver; Jeffery Ray, Single Axle Truck Driver; Brandon Hasley, Single Axle Truck Driver; Carl McIlwain, Single Axle Truck Driver; Paddy O'Donnell, Single Axle Truck Driver; Eddie Partridge, Single Axle Truck Driver
- DISTRICT SEVEN** • Steven Goodwin, General Laborer; Chelsea Hawley, General Laborer; Andre Pitts, General Laborer; Jimmy Ryan, General Laborer
- DISTRICT EIGHT** • Rollie Cox, Single Axle Truck Driver; Jerry McGhee, Single Axle Truck Driver; Joseph Horn, Single Axle Truck Driver; Benny Russell, Single Axle Truck Driver
- DISTRICT NINE** • Renae Whiteside, Storeroom Assistant I; David Hall, Mechanic; Carl Scott, Single Axle Truck Driver
- DISTRICT TEN** • Justin Davis, Single Axle Truck Driver; Robert Jones, Single Axle Truck Driver; Brad Smithmier, General Laborer; Wesley Beckman, General Laborer

PROMOTIONS

- ARKANSAS HIGHWAY POLICE** • John Lamb, AHP Corporal; William Smith, AHP Corporal
- BRIDGE** • Benjamin Spilker, Engineer I
- CHIEF ENGINEER'S OFFICE** • Nancy Gambill, Consultant Coordinator; Leslie Goshien, Administrative Assistant I
- DIRECTOR'S OFFICE** • Christie Heidelberg, Administrative Assistant I
- ENVIRONMENTAL** • Sarah Devries, Environmental Analyst III; Lindsay Zweifel, Environmental Analyst III
- HEAVY BRIDGE** • Ronnie Bailey, Crew Leader
- MAIL & SUPPLY** • Marcus McCoy, Storeroom Assistant II
- MAINTENANCE** • Kris Treadway, Assistant Sign Shop Supervisor
- MATERIALS** • Cary Snyder, Materials Technician III
- PERMITS** • Brandi Freeman, Permit Technician
- PROGRAM MANAGEMENT** • Benjamin Browning, Division Head; Melana Snow, Program Administration Engineer
- RIGHT OF WAY** • Cecil Clark, Jr., Utility Coordinator II; Chad Coats, Utility Coordinator II; William Reynolds, Beautification Coordinator I; Richard Thomas, Utility Coordinator II
- ROADWAY DESIGN** • David Cook, Design Engineer
- STATE AID** • Patricia Bray, Senior Designer
- SURVEYS** • Thomas Elkins, Assistant Division Head
- SYSTEM INFORMATION & RESEARCH** • Karen McDaniels, Administrative Officer III; Johnna Thomas, Administrative Assistant III

- TRANSPORTATION PLANNING & POLICY** • Daniel Byram, Transportation Engineer; Kiara McCummings, Engineer II; Patricia Slater, Public Transportation Grants Officer
- DISTRICT ONE** • James Inman, Maintenance Aide II
- DISTRICT TWO** • Tommie Davis, Hydraulic Excavator Operator; James Lane, Motor Patrol Operator; Alex Roofe, Construction Field Engineer I; Jonathon Smith, Multi-Axle Truck Driver
- DISTRICT THREE** • Michael Calhoon, Inspector; James Faulkner, Crew Leader; Bradley McJunkins, Crew Leader; Brandon Otis, Bridge Repairer II; Cody Tewalt, Lowboy/Float Truck Driver
- DISTRICT FOUR** • Christopher Barté, General Laborer; Brian Biebler, Construction Aide III; William Lake, Engineer I; Jeffery Maze, Construction Aide II; Randy Norris, Senior Mechanic; Simon Wiley, Resident Office Technician
- DISTRICT FIVE** • Brian Dement, Area Headquarters Attendant; Marcus Watson, Area Maintenance Supervisor
- DISTRICT SIX** • Mathew Creppel, Crew Leader
- DISTRICT EIGHT** • Joseph Blackburn, Construction Aide I; Scott Blair, Motor Patrol Operator/Finish; Timothy Cotton, Inspector; April Hamrick, Field Clerk II; Dorothy Jackson, Storeroom Supervisor; Matthew Williams, Construction Aide I
- DISTRICT NINE** • Jerry Lairson, Construction Aide I; Valerie Melton, Construction Aide I
- DISTRICT TEN** • Amber Eubanks, Distributor Operator; James Herko, Distributor/Roller Operator; James Ingram, Maintenance Aide II; Frank Russell, Maintenance Aide II; Kimberly Walters, Hydraulic Excavator Operator

SERVICE

- ARKANSAS HIGHWAY POLICE** • Jerry Harwood, Motor Carrier Safety Inspector, 30 years; Addison Holloway, AHP Captain, 30 years; Raunona Clemons, AHP Corporal, 10 years; James Friend, AHP Patrol Officer 1st Class, 5 years; Latornio Lawson, AHP Patrol Officer 1st Class, 5 years; Cameron Petross, AHP Patrol Officer 1st Class, 5 years; Marlin Brown, AHP Patrol Officer 1st Class, 5 years; Stephen Tate, AHP Patrol Officer 1st Class, 5 years; Phillip Russell, AHP Patrol Officer 1st Class, 5 years; Justin Smith, AHP Patrol Officer 1st Class, 5 years; Douglas Lafferty, AHP Patrol Officer 1st Class, 5 years
- BRIDGE** • Courtney Rome, Bridge Design Engineer, 5 years
- CHIEF ENGINEER'S OFFICE** • Patti Bryant, Administrative Assistant I, 30 years
- COMMUNICATIONS** • Monica Saffle, Telecommunications Supervisor II, 10 years
- COMPUTER SERVICES** • Lesa Frymark, Application Development Manager, 25 years
- CONSTRUCTION** • Stacy Linder, Construction Aide II, 10 years; Julie Roush, Inspector, 10 years; Jeffery Maze, Construction Aide II, 5 years; Travis Bentley, Construction Field Engineer II, 5 years
- ENVIRONMENTAL** • Gary Williamson, NPDES Section Head, 10 years
- HEAVY BRIDGE** • Richard Frazier, Jr., Crew Leader, 10 years
- MAINTENANCE** • Clara Jones, Sign Maker I, 10 years; Brian Berthiaume, Senior Traffic Investigator, 10 years; Melvin Light, Sign Crew Supervisor, 5 years; Jason Sims, Sign Crew Supervisor, 5 years
- MATERIALS** • William Lindsey, District Materials Supervisor, 30 years
- RIGHT OF WAY** • Perry Johnston, Division Head, 30 years; Robyn Smith, Right of Way Administration Section Head, 25 years; Sherman Whittle, Property Manager, 5 years
- STATE AID** • Claude Klinck, Assistant Division Head, 35 years
- SURVEYS** • Michael Lindsey, Surveys Aide III, 5 years; Stephen Arnold, Photogrammetry Technician IV, 5 years
- SYSTEM INFORMATION & RESEARCH** • Lawrence Waits, Data Collection Technician, 10 years

- DISTRICT TWO** • Cathy Blasengame, Area Headquarters Attendant, 20 years; Darrell Smith, Distributor/Roller Operator, 15 years
- DISTRICT FOUR** • Cecil Roberts, Rest Area Attendant, 10 years; Chris Ingram, Area Headquarters Attendant, 10 years
- DISTRICT FIVE** • Sara Brackett, District Bookkeeper, 15 years; Jeremy Friend, Maintenance Aide I, 10 years
- DISTRICT SIX** • Moses Waiters, Maintenance Aide II, 10 years; Patrick Bradbury, Multi-Axle Truck Driver, 10 years; Troy Cole, Sign Erector, 5 years
- DISTRICT SEVEN** • John Bloomfield, Area Maintenance Supervisor, 40 years; Alan Quimby, Area Maintenance Supervisor, 35 years; Jeff Turner, Motor Patrol Operator/Finish, 25 years; Richard Green, Guard, 25 years
- DISTRICT EIGHT** • Leonard McCormick, Maintenance Aide II, 30 years; Melvin Mabry, Motor Patrol Operator/Finish, 20 years; Kenneth Caldwell, Senior Mechanic, 20 years; Roger Wilson, Motor Patrol Operator/Finish, 20 years; Jody Ming, Backhoe/Front End Loader Operator, 5 years
- DISTRICT NINE** • Justin Reynolds, Senior Mechanic, 5 years

RETIREMENT

- ARKANSAS HIGHWAY POLICE** • Lowell Stephens, AHP Corporal, 21+ years
- MATERIALS** • William Lindsey, District Materials Supervisor, 30+ years
- DISTRICT ONE** • Rollie Hall, Storeroom Assistant I, 7+ years; Kenneth Balch, Maintenance Aide II, 30+ years; Elmer Calahan, Maintenance Aide II, 27 years
- DISTRICT TWO** • Maurice Wade, Senior Mechanic, 16 years
- DISTRICT FOUR** • Robin Linn, Senior Inspector, 37+ years
- DISTRICT FIVE** • Donald Harwood, Multi-Axle Truck Driver, 28+ years
- DISTRICT SIX** • James McClendon, Hydraulic Excavator Operator/Finish, 27+ years
- DISTRICT SEVEN** • Danny Deal, Senior Body Repairer & Painter, 30+ years; John Bloomfield, Area Maintenance Supervisor, 40+ years; Glenda Dunn, Field Clerk II, 12+ years
- DISTRICT NINE** • Donald Baker, Area Maintenance Supervisor, 37+ years
- DISTRICT TEN** • Pat Brown, District Caretaker, 8+ years; John Bell, Crew Leader, 18+ years

MEMORIALS

- ARKANSAS HIGHWAY POLICE** • Corporal Donald R. Haskett, 2/4/2015, retired; Corporal Richard J. Moreau, 2/8/2015, retired
- BRIDGE** • James Everett Matthews, 1/25/2015, retired
- REPROGRAPHICS** • Patsy A. Long, 1/21/2015, retired
- DISTRICT ONE** • Herbert Watlington, 12/29/2014, retired
- DISTRICT TWO** • Jimmy Lee Leopard, 1/23/2015, retired; Charles L. Raines, 1/31/2015, retired; James Eugene Ashcraft, 12/25/2014, retired
- DISTRICT FIVE** • Billy J. Walker, 1/29/2015, retired
- DISTRICT SIX** • Georgia Russenberger, 1/27/2015, retired
- DISTRICT EIGHT** • Kerry John Ellison, 2/10/2015, retired
- DISTRICT TEN** • Donald Rex Phillips, 2/13/2015, retired

ACTIVE DUTY

- As of 2/29/15, the AHTD has four employees serving active duty in the United States military. Deployment dates are noted.
- ARKANSAS HIGHWAY POLICE** • James Friend, AHP Officer, 7/6/13;
- DISTRICT FOUR** • Christina Simmons, Roller Operator, 10/16/13; Arrow Thornburg, Motor Patrol Operator, 5/1/14
- DISTRICT SIX** • Marco Newnum, Construction Helper, 6/5/14



Arkansas State Highway and
Transportation Department
Post Office Box 2261
Little Rock, AR 72203-2261

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

FORWARDING SERVICE REQUESTED

