

Arkansas HIGHWAYS

NOVEMBER 2015

A PUBLICATION OF THE
ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT

MAGAZINE

The Fight Against Litter

ADOPT-A-HIGHWAY VOLUNTEERS
KEEP ARKANSAS BEAUTIFUL

A Closer Look at
the **INTERSTATE**
SYSTEM in the U.S.

TRAIN DEPOTS:
Monuments to Our
Railroad History

AHTD Supports
TRUCK SAFETY
PROGRAM at UCA

DIRECTOR'S MESSAGE



Winter is on its Way

SNOW AND ICE. THOSE ARE TWO WORDS WE TEND TO HEAR MORE OFTEN THIS TIME OF YEAR. They are also two words that put motorists on edge. The words bring up thoughts of having to drive in slippery weather.

At the AHTD, snow and ice are synonymous with preparedness. Once again this year, our crews are preparing to meet the challenge of keeping our roadways as clear as possible so drivers can get to their destination.

Last winter, our Department crews did an outstanding job of battling the elements to keep our roads passable. It was probably as successful a job as we have experienced in many years.

This year will be no different. The momentum we experienced last winter with a better investment in staff, equipment and materials will carry over to this year. The driving public can take pride in knowing that our staff on the highways will do what it takes, day or night, to keep traffic rolling through our threatening winter months. Hopefully, we will have a mild winter, but no matter what the weather brings, we all stand ready.

The dedication and hard work our crews put in last year put a shining light not just on them, but on the entire Department as well. Motorists take notice when we perform to the best of our abilities. The hard work of our crews and those working in our offices produces a positive image in the eyes of everyone across the State.

I am confident that this winter season it will be no different. With everyone giving their best, we will be successful not just in keeping our roads passable during icy weather, but maintaining our highways year round as well.

Ultimately, we are all working for the good of the traveling public and when they reach their destination safely, it's a strong indication that we are doing a good job at the Arkansas State Highway and Transportation Department.



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

FRONT & BACK COVER:

James A. Gaston Visitor Center at
Bull Shoals-White River State Park
Highway 178 • Bull Shoals, AR
Marion and Baxter Counties

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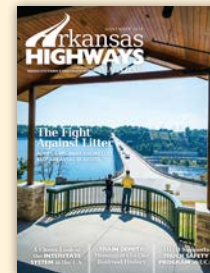
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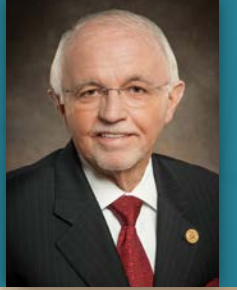
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ADOPT-A-HIGHWAY VOLUNTEERS

HIT THE ROADSIDE

BY DAVID NILLES

ARKANSAS HAS 16,411 MILES OF HIGHWAYS WITHIN ITS BORDERS AND UNFORTUNATELY, LITTER CAN BE FOUND ALONG THOSE ROADSIDES MORE OFTEN THAN WE ALL WOULD LIKE TO THINK.

THE ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT SPENDS MONEY AND MAN HOURS EACH YEAR TO KEEP OUR ROADSIDES CLEAN. IT'S A HUGE TASK, BUT FORTUNATELY THE DEPARTMENT HAS HELP IN THE FORM OF THE VOLUNTEER-LED ADOPT-A-HIGHWAY PROGRAM.

(continued on page 6)



FIGHTING LITTER



SINCE 1987, MORE THAN 2,500 ORGANIZATIONS HAVE ADOPTED STRETCHES OF ARKANSAS HIGHWAYS ACROSS THE STATE. AT LEAST FOUR TIMES A YEAR, THOSE VOLUNTEERS HIT THE ROADSIDE ALONG DESIGNATED STRETCHES OF HIGHWAY ARMED WITH SAFETY VESTS AND PLASTIC BAGS IN ORDER TO PICK UP TRASH MOTORISTS HAVE LEFT ALONG THE WAY.

GETTING INVOLVED

Brian Price, of Benton, recently became a volunteer in the program adopting a mile of Interstate 30 in his hometown. *Arkansas Highways* decided to go along with Price as he and his team prepared to spend a Saturday picking up litter for the first time along their adopted mile.

“Becoming a volunteer in the Adopt-A-Highway program seemed like it

would be a good way to give back to my community,” stated Price. “I was able to select a mile of highway not far from where I live so this will benefit the neighborhood I am a part of everyday.”

Once Price made the decision to get involved, he contacted the AHTD and the Department helped him and his team prepare for their first pick up. The first thing the AHTD did was install signs on



the Interstate 30 mile of highway Price’s team adopted to provide public recognition of the community service the team is providing.

“A person that played a very important role in my life passed away and I felt like the least I could do was dedicate my involvement in the program to him,” Price commented.

“THERE ARE SO MANY MILES OF HIGHWAY OUT THERE, **THE MORE VOLUNTEERS** THE ADOPT-A-HIGHWAY PROGRAM CAN FIND, **THE BETTER ARKANSAS’ HIGHWAYS WILL LOOK.**”

(L. to R.) Brian Price, Sheridan Bradley, Brenda Bradley Moore, and Garry Moore recently became Adopt-A-Highway volunteers. Other members of their group not shown below are: Christi Price, Stacy Adams and Taylor Wilkerson.



THE GREAT ARKANSAS CLEANUP

Price and his volunteer team decided to hold their first pick up in time to coincide with the Great Arkansas Cleanup. The Great Arkansas Cleanup is the annual fall Statewide litter pickup campaign promoted by the Keep Arkansas Beautiful Commission. Thousands of volunteers removed litter from roadways, lakes, streams, parks, businesses and neighborhoods in September and October. The litter pickups help increase public awareness of the importance of a clean, beautiful and environmentally healthy State.

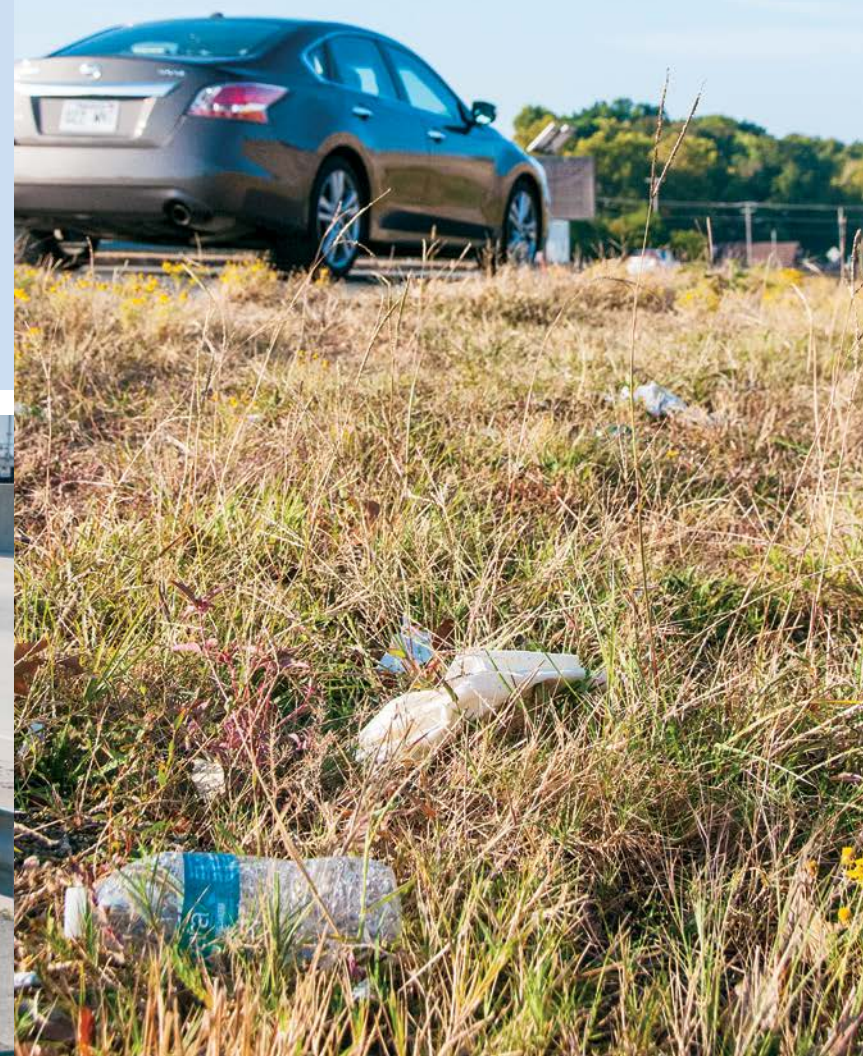
The Arkansas State Highway and Transportation Department is one of the sponsors of the event as are Keep America Beautiful, the Arkansas Department of Environmental Quality, the Keep Arkansas Beautiful Commission and the Keep Arkansas Beautiful Foundation. These dedicated sponsors enable thousands of concerned community volunteers to make Arkansas a cleaner, healthier and more beautiful state.

During the 2014 Great Arkansas Cleanup, almost 16,000 individuals worked more than 42,000 hours in communities across the State. Volunteers collected 214,258 pounds of litter from 908 miles of roadways, 808 miles of waterways, and 2,390 acres of parks and public areas. The total economic value of the 2014 Great Arkansas Cleanup to Arkansas communities was almost \$1 million!

(continued on page 8)



Brian Price (Left) and members of his Adopt-A-Highway group hard at work along Interstate 30.



PREPARING FOR THAT FIRST LITTER PICK UP

The first thing that Price had to do was recruit volunteers to join him for his initial litter pick up.

“It wasn’t hard to convince people to lend a hand,” Price said. “I have family and friends that stand behind me and they were eager to help me in any way.”

Prior to the pick up, the AHTD stepped in to help the volunteers. At a visit to the AHTD Area Maintenance Office near Haskell, Price visited with Area Headquarters Attendant Dustin Davis to get safety instructions and supplies. Davis shared safety precautions regarding the wearing of vests and the need to be aware of the traffic going by on the roadway. The Department provided safety vests and trash bags for clean up day. Once a clean up is completed, the Department goes back to the adopted mile and picks up the filled trash bags for the volunteers.



Jimmie Sneed, Administrative Assistant I in the AHTD Director's Office, coordinated the Adopt-A-Highway Program for almost 20 years.

HITTING THE ROADSIDE

On the day of the pick up, Price and his crew arrived on location at 9:00 in the morning. For the next six hours, they went about their business cleaning the road side on both sides of the Interstate. The crew finished up around 3:00 in the afternoon and, at the end of the day, had collected 39 bags of trash.

“I think we were all surprised at the amount of trash on the side of the roads,” Price commented. “We picked up litter you would expect like plastic bags, aluminum cans and bottles, but we also came across a bill of sale, a teddy bear, a cooler, a hubcap and socks. There was even a school photo of a little girl.”



Mother and daughter work together to clean up their community highway.

A NEW PERSPECTIVE ON THE FIGHT AGAINST LITTER

Spending the day cleaning a roadside gave Price a new impression of the litter problem Arkansas and other states face.

“Our litter problem is much worse than I originally thought it would be,” Price adds. “I can see where the Adopt-A-Highway program is a big help to the AHTD. There are so many miles of highway out there, the more volunteers the program can find, the better Arkansas’ highways will look.”

NEW VOLUNTEERS ALWAYS WELCOME

One thing is certain. Without help from volunteers like Brian Price and his team, the fight against litter in Arkansas would be much more of a challenge. He was asked if he would recommend the program to others around the State.

“Definitely,” Price added. “I think if people are able to help out their community they should. The Adopt-A-Highway program is a perfect way to do that.”

There are now 1,100 Adopt-A-Highway teams active in the AHTD’s program. Individuals or groups that are interested in becoming involved in the program can call the Arkansas State Highway and Transportation Department at 501-569-2000 or visit the Department website at www.ArkansasHighways.com and click on the “Programs” link. It’s the first step in pitching in to keep Arkansas beautiful. ■



T.F. Scott Darling, III
FMCSA Acting Administrator

FMCSA Leader Visits AHTD’s HIGHWAY POLICE

BY DAVID NILLES

LITTLE ROCK... BOISE... DENVER. That was the three-city tour itinerary for Scott Darling, the acting administrator for the Federal Motor Carrier Safety Administration (FMCSA) as he headed across the country to learn about some of the challenges that law enforcement agencies face every day as they carry out their jobs enforcing commercial vehicle safety.

Darling arrived in Little Rock on October 1st and spent two days visiting with AHTD personnel including Arkansas Highway Police (AHP) Chief Ron Burks, AHTD Director Scott Bennett, AHP Major Jay Thompson and AHP Corporal Jeremy Watkins of Unit 173 in Lonoke County.

One of Darling’s goals for the cross-country tour was to strengthen the relationship between the FMCSA and the Commercial Vehicle Safety Alliance (CVSA). Major Thompson is the new president of the CVSA. The mission of the Alliance is to promote commercial motor vehicle safety and security by providing leadership to enforcement agencies, industry and policy makers.

As part of Darling’s visit, he rode along with Corporal Watkins as he carried out his patrol duties on the highways. The goal was to experience firsthand many of the challenges our officers face on a daily basis. The day’s ride along included a commercial vehicle inspection.



(Above, L. to R.) AHP Major Jay Thompson and FMCSA Acting Administrator Scott Darling.

(Right, L. to R.) AHP Chief Ronnie Burks, AHTD Director Scott Bennett, AHP Corporal Jeremy Watkins, Scott Darling and Jay Thompson.



Darling has served as the top official at the FMCSA since the departure of Ann Ferro a year ago. He has not held the official title of administrator but that is likely to change soon because on August 5th of last year President Obama nominated him for the position. ■



THE INTERSTATE HIGHWAY SYSTEM

IT'S OUR FAVORITE WAY TO TRAVEL ACROSS COUNTRY. THE INTERSTATE HIGHWAY SYSTEM, A FAST AND USUALLY UNINTERRUPTED WAY TO GET FROM POINT A TO POINT B. OVER THE NEXT SEVERAL ISSUES OF *ARKANSAS HIGHWAYS*, WE WILL TAKE A CLOSER LOOK AT THE INTERSTATE SYSTEM AND WHAT MAKES IT THE MAJOR MODE OF TRAVEL IT IS TODAY.

THE START OF PRESIDENT EISENHOWER'S VISION

Our Interstate System today is named after President Dwight Eisenhower. The Dwight D. Eisenhower National System of Interstate and Defense Highways was authorized on June 29, 1956, when he signed the Federal Aid Highway Act, popularly known as the National Interstate and Defense Highways Act of 1956.

Eisenhower gained an appreciation for fast and efficient highways while serving as an officer in the Army and crossing the country in the 1919 Transcontinental Convoy that traveled from Washington, D.C. to San Francisco, California, on the Lincoln Highway. The plan... road test various Army vehicles to see how easy or difficult it would be to move an entire army across the country. The journey featured a number of challenges and made a lasting impression on Eisenhower and sparked his interest in an efficient road system. Later, while serving as the Supreme Commander of the Allied Forces in Europe, Eisenhower realized that Germany's Autobahn network could serve as a major component of a national defense system as it could provide key routes for military troops and supplies.

"The old convoy had started me thinking about good, two-lane highways," he wrote years later in his memoir, *At Ease*, "but Germany had made me see the wisdom of broader ribbons across the land."

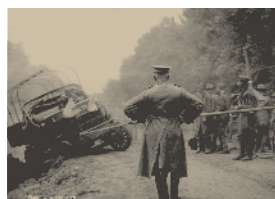
The signing of the 1956 Act initiated a similar system for the United States. The law provided for construction of a 41,000 mile network of highways. Congress provided revenues from the federal gasoline tax to fund 90 percent of the cost of the construction of the Interstates with the states picking up the remaining 10 percent.

President Eisenhower considered it one of the most important achievements of his two terms in office, and historians agree. ■

THE INTERSTATE HIGHWAY ACT LITERALLY BROUGHT AMERICANS CLOSER TOGETHER. WE WERE CONNECTED CITY-TO-CITY, TOWN-TO-TOWN, FAMILY-TO-FAMILY, AS WE HAD NEVER BEEN BEFORE. THAT LAW DID MORE TO BRING AMERICANS TOGETHER THAN ANY OTHER LAW THIS CENTURY.

— President Bill Clinton
February 8, 1996

In the next *Arkansas Highways*, we will look at the construction of the Interstate system in the United States.



(Above) Archival images from the 1919 Transcontinental Convoy that traveled across the U.S. on the Lincoln Highway.

DISTRICT 5

CONSTRUCTION



CORNER

A passing lane is being constructed in Stone County on Highway 66. The new lane is 1.5 miles in length and is located west of Mountain View.

The contract for the project was awarded to White River Materials, Inc. in the fall of 2013. Total cost of the job was \$3.3 million.

Work is substantially complete. An additional passing lane on Highway 66 east of the community of Newnata, in Stone County, was let to contract in October. ■



UNIQUE BRIDGES ACROSS ARKANSAS

BY DAVID NILLES

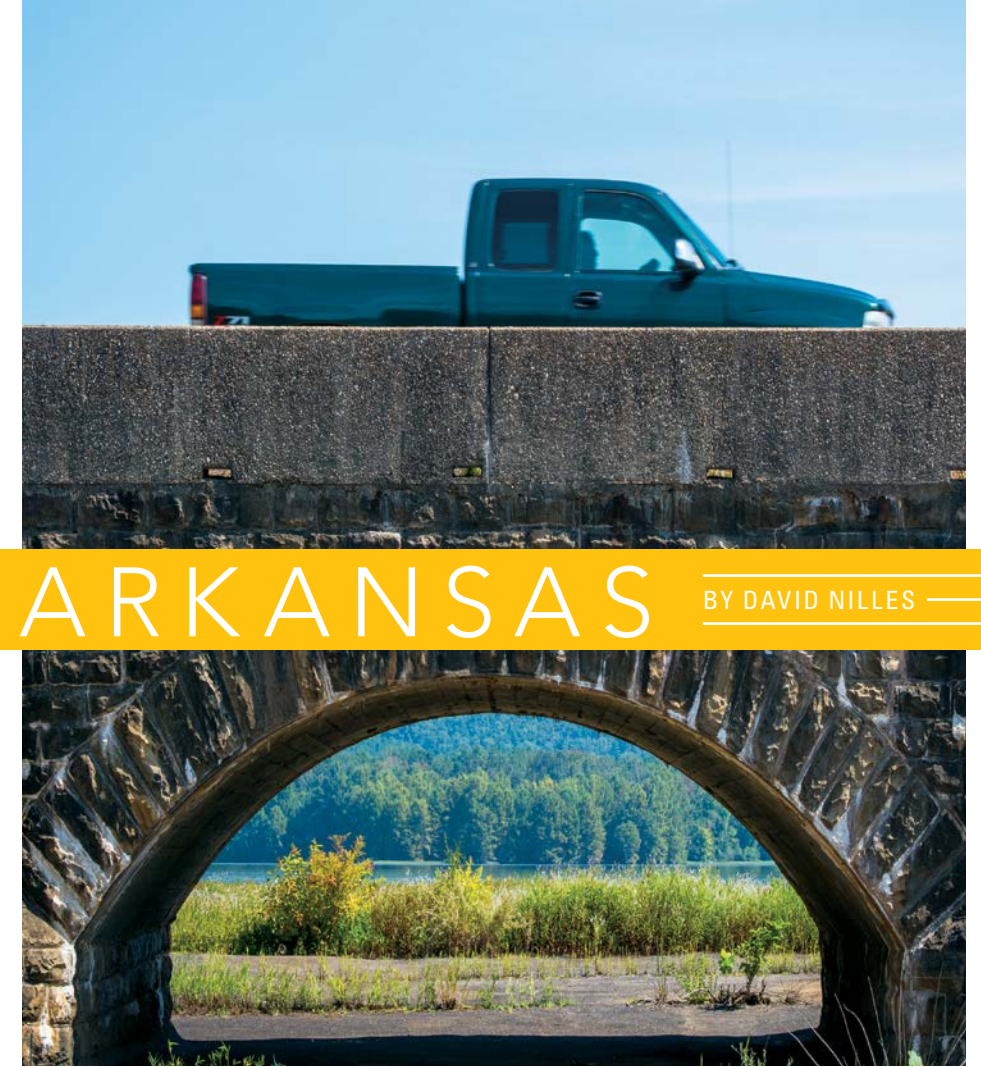
This is the sixth in a series of articles featuring unique bridges found across Arkansas. Some of them are historic, some feature unique construction and some still stand though they haven't seen traffic in ages.

THE COVE LAKE SPILLWAY BRIDGE IS LOCATED ON HIGHWAY 309 BETWEEN MOUNT MAGAZINE AND THE TOWN OF PARIS. THE BRIDGE IS LOCATED ON THE WEST SIDE OF COVE LAKE, A POPULAR CAMPING AND HIKING DESTINATION IN LOGAN COUNTY.

The five-span stone arch bridge was built in 1936 by the Works Progress Administration (WPA) and remains open to traffic today. The bridge is a significant artifact of the development of Mount Magazine as a recreation area between 1935 and 1939, and is an excellent example of the work of the WPA in Arkansas.

The Spillway Bridge was designed by architect H. C. Schwebke. Total length of the bridge is 119 feet with a deck width of 21.3 feet. Each of the five arches of the bridge rises five feet to a crown and spans twenty feet.

The bridge was posted to the National Register of Historic Places in September of 1995. Approximately 1,100 vehicles cross over the bridge each day on what is known as the Mount Magazine Scenic Byway. ■



AHTD Supports TRUCK SAFETY PROGRAM

at University of Central Arkansas



BY DAVID NILLES

THE UNIVERSITY OF CENTRAL ARKANSAS (UCA) WAS THE RECIPIENT OF \$3 MILLION IN FUNDING ON AUGUST 27TH FROM THE ARKANSAS COMMERCIAL TRUCK SAFETY AND EDUCATION PROGRAM (ACTSEP).

A program of the Arkansas State Highway & Transportation Department, ACTSEP was created by Legislative Act 1176 in 2013 to advance interests in roadway safety by improving the safety of the commercial truck industry through cooperative public-private programs that focus on increased enforcement, regulatory compliance, industry training and education programs.

Before a crowd that included representatives from the AHTD, faculty, Maverick Trucking and students from the School of Business, Director Scott Bennett presented a check to UCA President Dr. Tom Courtway from the program.

"This generous funding provides important resources that will allow the UCA College of Business to build upon the prior success of the supply chain logistics management faculty," Courtway stated. "Logistics and supply chain management represents an important industry in Arkansas and is, indeed, the backbone of commerce across the nation. We are proud to be able to expand our academic program to meet the growing talent demand from this industry."

The funds will endow a chaired faculty position in the College of Business to support and expand the Supply Chain Logistics Management program, beginning with the 2015-2016 academic year. The award will allow the University to implement a four-year Supply Chain Logistics Management degree and will supplement new and existing faculty salaries, fund faculty and student research, travel, expenses and support a student scholarship program.



(L. to R.) UCA President Tom Courtway and AHTD Director Scott Bennett.

The Supply Chain Logistics Management major will train college students in motor carrier operations, regulation, safety, risk management, transportation policy and labor relations.

"Trucking companies must employ properly trained managers to operate safely and profitably," said Dr. Doug Voss, associate professor, about the program. "UCA students will lead the trucking industry in safety, operational experience and future regulatory discussions."

"This is a historic day for us," commented Courtway. "This is going to be a great degree program when it comes online. We can't thank the Highway Commission enough, we sincerely appreciate this."

The training program is funded with the first \$2 million collected annually from a 15 percent registration fee increase for certain trucks operating in Arkansas under the International Registration Plan. □



National Circus & Acrobats of The People's Republic of China



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.

- * **DIANA KRALL:** Five-time Grammy Award-winning jazz pianist and vocalist Diana Krall performs in northwest Arkansas. Krall is one of the most accomplished and distinctive musicians in the world today. Krall has sold more albums than any other female jazz artist of the last 30 years, establishing herself as one of the best-selling and most beloved performers of her generation. • NOVEMBER 19
- * **HOLIDAY LIGHTS: 4-MILLION LIGHT EXTRAVAGANZA!** Gather the family and take a stroll through the woods to see this memorable holiday light display. Over four million light bulbs will transform 17 acres at the Gardens into a holiday wonderland. Complimentary hot chocolate for everybody! • NOVEMBER 21 – DECEMBER 31
- * **PETER AND THE STARCATCHER:** Tony Award-winning stage production that tells the story of how an angst-ridden orphan became the immortal Peter Pan. A dozen actors juggling stagecraft, music and 100 characters. • DECEMBER 3 – JANUARY 3
- * **NATIONAL CIRCUS & ACROBATS OF THE PEOPLE'S REPUBLIC OF CHINA:** Dedicated to the innovation of and excellence in the circus and acrobatic art. This group has produced a large number of excellent circus and acrobatic acts with distinctive Chinese national style and characteristics. • DECEMBER 10

- NOVEMBER 19** *
DIANA KRALL
Baum Walker Hall
Fayetteville, AR
- NOVEMBER 21 – DECEMBER 31** *
HOLIDAY LIGHTS: 4-MILLION LIGHT EXTRAVAGANZA!
Garvan Woodland Gardens
Hot Springs, AR
- DECEMBER 3 – JANUARY 3** *
PETER AND THE STARCATCHER
Baum Walker Hall
Fayetteville, AR
- DECEMBER 4 – 6**
ARKANSAS CRAFT GUILD'S 37TH ANNUAL CHRISTMAS SHOWCASE
Statehouse Convention Center
Little Rock, AR
- DECEMBER 6**
48TH ANNUAL CHRISTMAS FROLIC
Historic Arkansas Museum
Little Rock, AR
- DECEMBER 10** *
NATIONAL CIRCUS & ACROBATS OF THE PEOPLE'S REPUBLIC OF CHINA
The Perot Theatre
Texarkana, AR
- DECEMBER 18 – 21**
WHITE CHRISTMAS
The Forum Theatre
Jonesboro, AR



Diana Krall



Holiday Lights



Peter and the Starcatcher

ARKANSAS HIGHWAYS

The Official Magazine of the Arkansas
State Highway Department, Little Rock



Two Views of
the Calion
Bridge.
The Structure
Spans the
Ouachita River
in Union
County

A Description
of This Unit
is Carried
in This Issue



Vol. 8

FEB. • 1931

No. 2

TURNING BACK *the* PAGE

A LOOK AT *Arkansas Highways* 85 YEARS AGO

BY DAVID NILLES

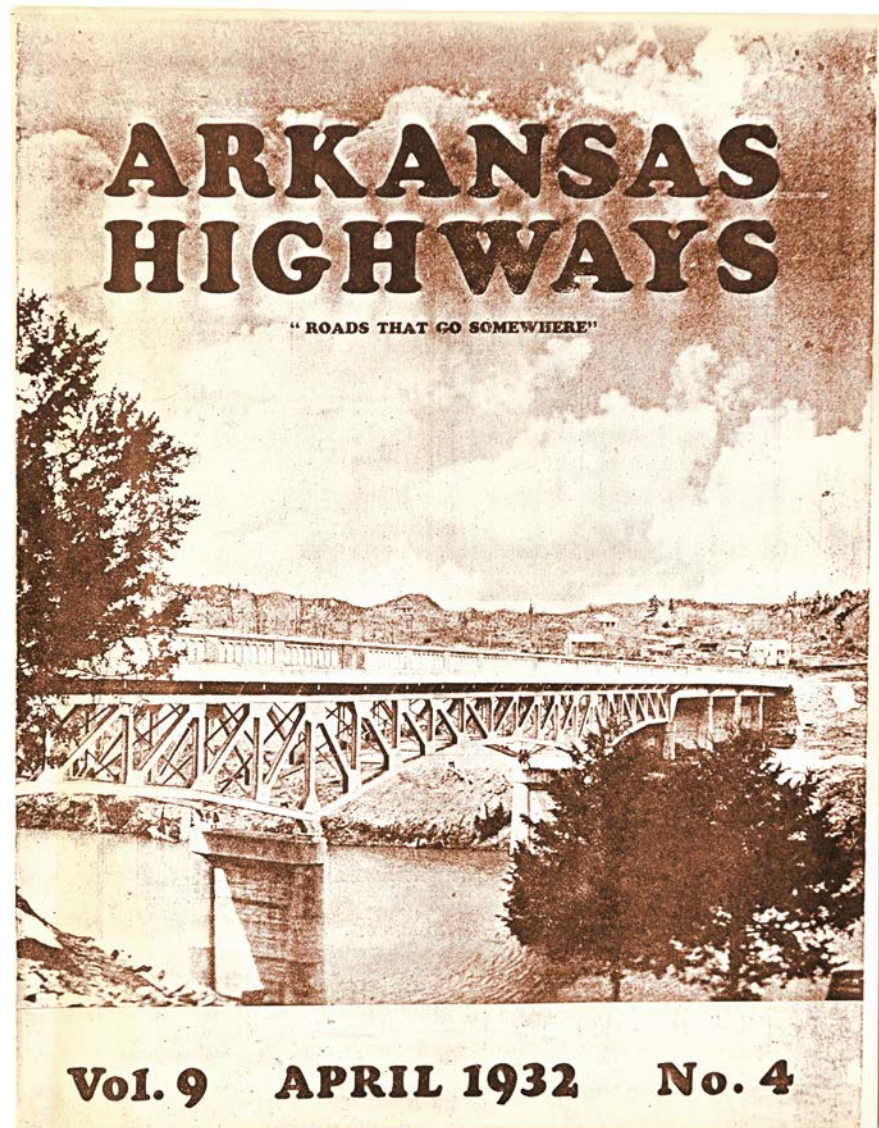
DOWN IN THE BASEMENT OF THE AHTD CENTRAL OFFICE, TUCKED IN AN AREA FEW STAFFERS HAVE GONE, is the archival library for past issues of the magazine you are reading right now. On the shelves of the library are 62 years of the Department's history in the pages of *Arkansas Highways* dating all the way back to 1953. Recently, the number of years that the library spans grew, compliments of Bob Scoggin, former Environmental Scientist I in the Environmental Division.

Scoggin was preparing for his new position with the Arkansas Historic Preservation Program when he came across a handful of *Arkansas Highways* magazines dating back to 1931. Flipping through the pages of a pair of magazines from 1931 and 1932, there were a number of things that made for interesting reading.

(continued on page 18)



Readers of the February 1931 issue of *Arkansas Highways* may have driven a Chrysler like this one to work.



ON THE COVER

The February of 1931 issue featured two views of the Calion Bridge. The Highway 167 structure spanned the Ouachita River in Union County. It is a good example of the cantilever design used in Arkansas in the late 1920s and early 1930s. The structure had just been completed and operated as a toll bridge. The design and supervision of its construction was handled by the Bridge Department under the supervision of N. B. Garver, Bridge Engineer. A new bridge at that location will be completed in mid-2017.

The April of 1932 issue featured the Highway 65 Bridge over the Little Red River in Van Buren County. Describing the cover, the magazine states, "In this impressive view we see lines of strength and beauty typical of scores of similar structures designed and built by the State Highway Department since the beginning of the Martineau Road Program." John Ellis Martineau served as Governor of Arkansas in 1927 and 1928. He helped launch the Arkansas highway system with an innovative change in the source of funding.

ADVERTISING

Both magazines featured something you don't see in *Arkansas Highways* today — advertising. Placed within the pages are ads for any number of things including: Duraco, a surfacing material for paving and patching highways that was "A good tonic for 1931;" the Kirten Gravel Company of Benton, "An Arkansas Industry owned and operated by Arkansas Folks doing their part in the Arkansas Road Program," and one for Rome Graders that states they are "as modern as the Zeppelin."

MORE VEHICLES OF ALL KINDS

An article inside the pages told of how auto use had tripled in the nine-year period from 1921 to 1930. For example, in Minnesota alone motor travel had increased from 1,800,000,000 vehicle miles traveled to 5,200,000,000. The number of class "A" passenger cars was 142,072 in 1921 and 192,679 in 1930. Total gasoline in shipments was 139,137,400 gallons in 1921 and had increased to 401,449,775 gallons by 1930.

The magazine explained "More cars of all kinds, all going farther and faster, explain why, in spite of road improvements made in the last ten years, there are greater demands for road improvements now than a decade ago."

CELEBRATING THE USE OF CONCRETE

One issue of the early magazines stated that the year 1932 marked the 40th anniversary of the use of concrete in the United States. In 1892, before there were any automobiles, Bellefontaine, Ohio, installed strips of concrete on Opera and Court Streets. By 1932, the pavement was still giving Bellefontaine excellent service. Upkeep costs of the streets proved to be low with only \$300 spent on them during the forty years.

1931 VINTAGE ADVERTISING



This Is No Ordinary Grader

It's a ROME . . . MASTER OF THEM ALL!

The grader that does bank sloping without attachments. As modern as the Zeppelin. Rome "High Lift" grader built in all sizes. Service by Little Rock branch.

"The Best Bargain Is Quality"

ROME MANUFACTURING COMPANY
BRANCH DIVISION REVERE COPPER & BRASS, INC.
IRA GRIFFIN, Branch Manager
Phone 5362
107 Terminal Warehouse 500 East Markham Street
LITTLE ROCK, ARKANSAS

As of 1932, there were 24,000 miles of highway paved with concrete throughout the country on the basis of a 30-foot width.

A PRAISE OF FEDERAL AID

Even in the 1930s there was an appreciation of what could be accomplished with the aid of the Federal government. The 1932 magazine quotes Frederic Everett, president of the American Association of State Highway Officials. He states "Federal Aid has been of inestimable value because of the Federal demand for high standards in State road building specifications and laws. When

2 ARKANSAS HIGHWAYS February

A Good Tonic for 1931

Yes, DURACO is already on the job helping make business better in 1931 by performing honest service as a floor surfacing and patching material in industrial plants.

Put DURACO to work in your own establishment. It is ideal for factories, compresses, warehouses, wharves, loading yards, driveways and other places where lasting pavement is required. This resilient material is easy to lay and ready for traffic immediately.

DURACO is also widely used for the paving and patching of streets and highways.

The coupon below will bring you full information about this remarkable material.

DURACO
product of
UVALDE ROCK ASPHALT COMPANY
San Antonio, Texas

Please send me free, illustrated booklet on the uses of DURACO

Name _____ Address _____

Federal Aid began in 1917 very few states had well equipped highway departments. To illustrate the vast changes that have been largely induced by Federal Aid, note that in 1917, only five states had laboratories for testing local road building materials. Today, nearly every state has an efficient laboratory."

He went on to share that "The benefits of Federal Aid extend beyond the roads built by the State in co-operation with the national government. Through the insistence for high quality construction on Federal Aid roads, an example has been set which nearly every state has followed

in building roads not on the Federal Aid system."

It is interesting to look back and see how our transportation system was growing in this country in those years and to see how it has developed into what it is today.

Those years, and most of the years in between then and now, are all on record in the pages of *Arkansas Highways*. The Public Information Office has also published a hardcover book titled "A Historical Review: The Arkansas State Highway Commission and AHTD 1913 - 2003." Contact the Public Information Office at 501-569-2227 for more information. ■

Cotter Bridge



Bull Shoals Caverns

WEEKEND ROAD TRIP:

BULL SHOALS

BY DAVID NILLES

WITH CRISP, COLD WEATHER IN THE AIR, IT'S THE PERFECT TIME OF YEAR FOR A TRIP TO NORTH ARKANSAS. SOME FALL FOLIAGE MAY STILL BE IN THE TREES ALONG HIGHWAY 178 AS WE TRAVEL THIS MONTH THROUGH MARION COUNTY UP TO BULL SHOALS AND BULL SHOALS LAKE.

This road trip gets underway on Highway 62B with a drive into the town of Cotter. The main attraction in this quiet town is the **Cotter Bridge**, a must see for bridge enthusiasts. With its five rainbow arches spanning the White River, it's one of the most famous sights in northern Arkansas.

Completed in 1930, the bridge was designed by the Marsh Engineering Company in Des Moines, Iowa. It was the first landmark in Arkansas to become a National Historic Civil

Engineering Landmark. After many years of use, a renovation of the bridge took place in 2004. It was one of the most complex rehabilitation projects ever undertaken on a Marsh Arch Bridge and involved reusing historic lighting and construction of exact replicas of the existing balustrades. The project resulted in an "Excellence in Highway Design Award" for the AHTD from the Federal Highway Administration.

Under the shadow of the Cotter Bridge

is **Big Spring Park**, featuring one of the finest swimming holes anywhere in Arkansas. Big Spring pumps thousands of gallons of cool water up from the ground creating a refreshing place to swim for visitors. The rope swing at this spot has to be one of the best you'll ever see. A pavilion, volley ball court, basketball court and baseball field are among the other offerings here. There's also a two-mile hiking trail along the river.

Fishermen, bring your rod and tackle and spend time fly-fishing in the White River below the bridge. The cool, clear water is home to some great rainbow and brown trout fishing right from the bank.

Leaving Cotter and Big Spring Park,

take the short drive through the town of Flippin and travel up Highway 178 to our next destination, Bull Shoals.

The first stop in Bull Shoals takes visitors underground at **Bull Shoals Caverns**. The limestone caverns were formed over 350 million years ago. Under the earth's surface awaits an array of cave formations including stalactites, stalagmites and even an underground river. Cave creatures such as bats and salamanders call the cave home so be on the lookout for them! It's a cool 59 degrees year round. Guided tours take about 45 minutes and are available throughout the year. Be sure to check tour hours ahead of time as they can change. The caverns are located

at 1011 C.S. Woods Boulevard.

At the same location as the caverns is **Mountain Village 1890**, a historic re-creation of an Ozark settlement. The village showcases the pioneers who first settled in this area of northern Arkansas. There are nine historic structures and several out buildings to be explored. All were brought in from various sites in the Ozark Mountains region. Plaques throughout the village reveal the history of each building. The entrance to the village and the caverns is through an old railroad depot built in 1903 that was part of the Missouri Pacific line. Many of the original artifacts are on display in the depot.

(continued on page 22)



The swimming hole at Big Spring Park

After being underground at the caverns, plan a visit to **Bull Shoals-White River State Park** to enjoy some time outdoors. The park stretches along the area where the White River and Bull Shoals Lake come together at Bull Shoals Dam. Begin your visit at the **Visitors Center**. This jewel of a visitors center features sweeping views of the river and the lake. Exhibits and a theater tell the history of the area and the fishing opportunities nearby. Like Cotter, this area is famous for its trout fishing and the White River below the dam offers plenty of opportunities to reel one in. In fact, the White River is renowned as mid-America's premier trout stream, famous for its record rainbow and brown trout. Camping, hiking trails, picnic areas and boat rentals can be found inside the State Park. Also crossing through the park is the **Oakridge Mountain Bike Trail**.

This is a relatively new trail that was designed by the local Rotary Club. The trail features some challenging uphill and heartbeating downhill. There are plans for expansion in the years ahead. Bikes and helmets can be rented in the park. The trailhead starts near the tent camping area. Follow Highway 178 through town and to the dam to arrive at the Visitors Center.

Bull Shoals Dam forms Bull Shoals Lake and was completed by the U.S. Army Corps of Engineers in 1951. It is the fifth largest concrete dam in the United States and was one of the largest concrete structures in the world when completed.

On the other side of the dam is Arkansas' largest lake, **Bull Shoals Lake**. The lake is well known for its bass fishing. Including the portion located in

Missouri, the lake totals approximately 45,500 acres. Almost 1,000 miles of shoreline is open to visitors and 60,000 acres of public land provide a variety of opportunities.

Two day use areas on the lake can be found right near the Visitors Center. Point Return Public Use Area and Bull Shoals Public Use Area sit right on the shoreline and are a good place to begin a day out on the water. Both are just a short drive north of the Visitors Center.

Whether above ground enjoying the great outdoors or hundreds of feet below exploring the caverns, adventure awaits in this area of northern Arkansas. While the weather is comfortable, pack a bag and head to Marion County! Other destinations wait nearby and we will explore them in *Arkansas Highways* in the months ahead. ■

BULL SHOALS DAM IS THE FIFTH LARGEST CONCRETE DAM IN THE UNITED STATES — AND ON THE OTHER SIDE OF THE DAM IS ARKANSAS' LARGEST LAKE.



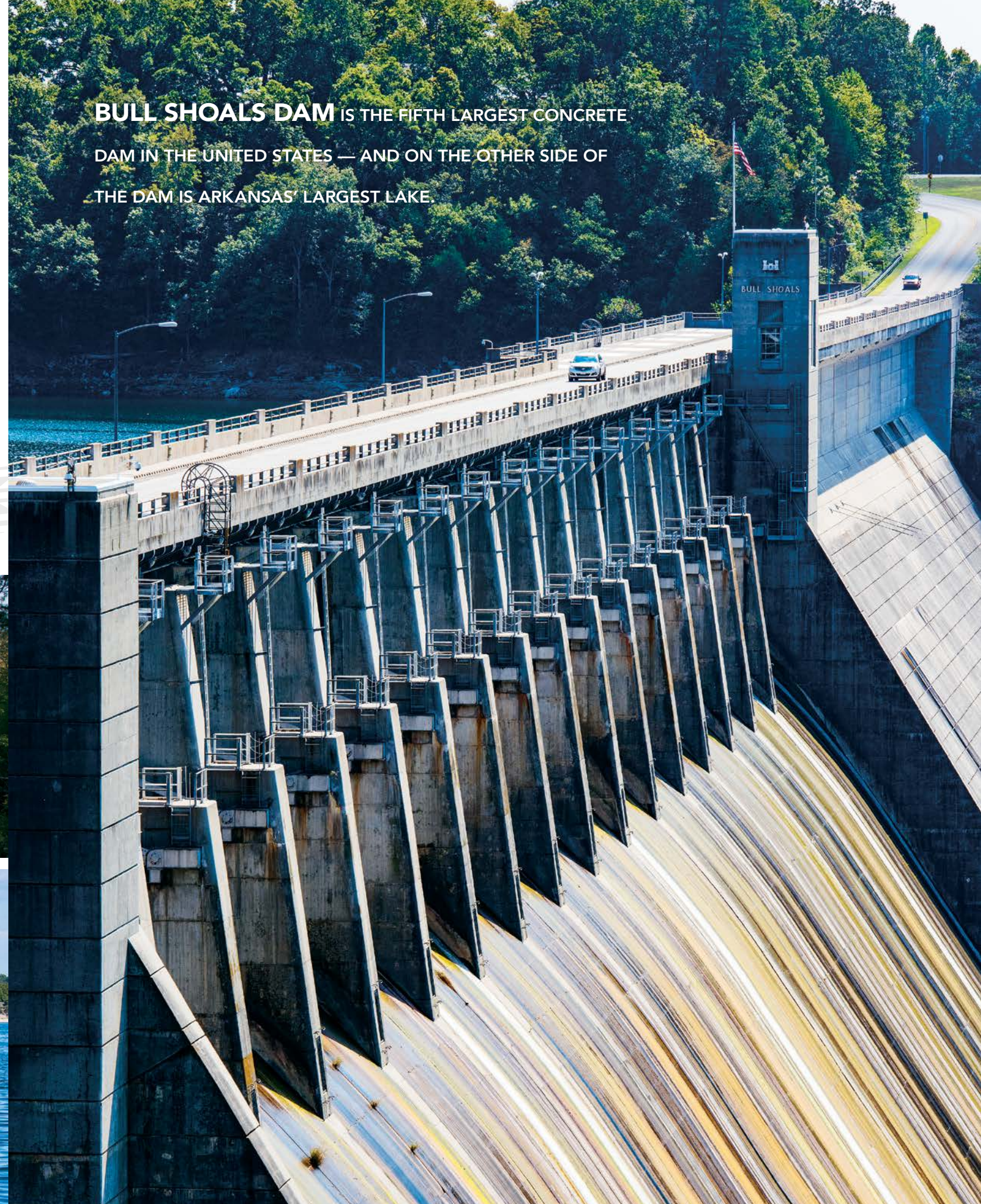
Camping at Bull Shoals-White River State Park



A scenic view of the White River from atop Big Bluff Hiking Trail



Bull Shoals Lake



TRAIN DEPOTS

Monuments to Arkansas' Railroad Past

BY DAVID NILLES

IN THE MID-1800s, Arkansas had just become a state and needed an efficient means of transportation to speed its development. Railroads were the answer and were constructed in order to get goods to market as well as people to and fro.

The arrival of rail travel created towns where none had previously existed. With the new means of travel came train depots to welcome passengers and accept freight. Depots became the hub of activity in communities large and small. Many of those depots built in the late 1800s and early 1900s still stand today. In fact, there are more of them still around than you might guess. Research for this story turned up over 30 old depots in Arkansas and there are probably more. Included here are just a handful, but many more can be found in every area of our State.



This conductor at Big Spring Park in Cotter, stands as a tribute to the history of railroad travel in Arkansas.

THE TRAIN DEPOT – HELENA

The railroad industry in Helena once rivaled the town's river traffic that was going up and down the Mississippi River. This Missouri-Pacific depot at the corner of Natchez & Missouri Streets in downtown Helena was built circa 1915. Constructed of red brick with limestone accents, the two-story building features detailing from the Craftsman period as well as subtle Classical Revival influences. The building is virtually unchanged today, and is one of Arkansas' best remaining examples of popular-design railroad architecture. The depot now houses the Delta Cultural Center, a museum that tells the story of the area and its people, capturing what makes the Arkansas Delta unique. The building is listed on the National Register of Historic Places.

KANSAS CITY SOUTHERN DEPOT – MENA

The Kansas City Southern Historic Depot in Mena was built in 1920. It is built of brick and features Mediterranean styling and a tile roof. It is one of the most elaborate surviving early 20th century railroad stations in the State. It fell into disrepair after being closed in 1969. Sixteen years later, volunteers that included the non-profit Southwest Artists, Inc. started work on saving the building. It was deeded to the City in 1986 and upon completion, reopened in 1987. Restoration involved 7,500 hours of volunteer labor and \$120,000 in donations. Today the depot serves as a tourist information center and houses local history exhibits and railroad memorabilia. Among the exhibitions is one featuring the old 'Lum & Abner' radio show. The building is located at 524 Sherwood Avenue and is listed on the National Register of Historic Places.

The Train Depot – Helena



Kansas City Southern Depot – Mena

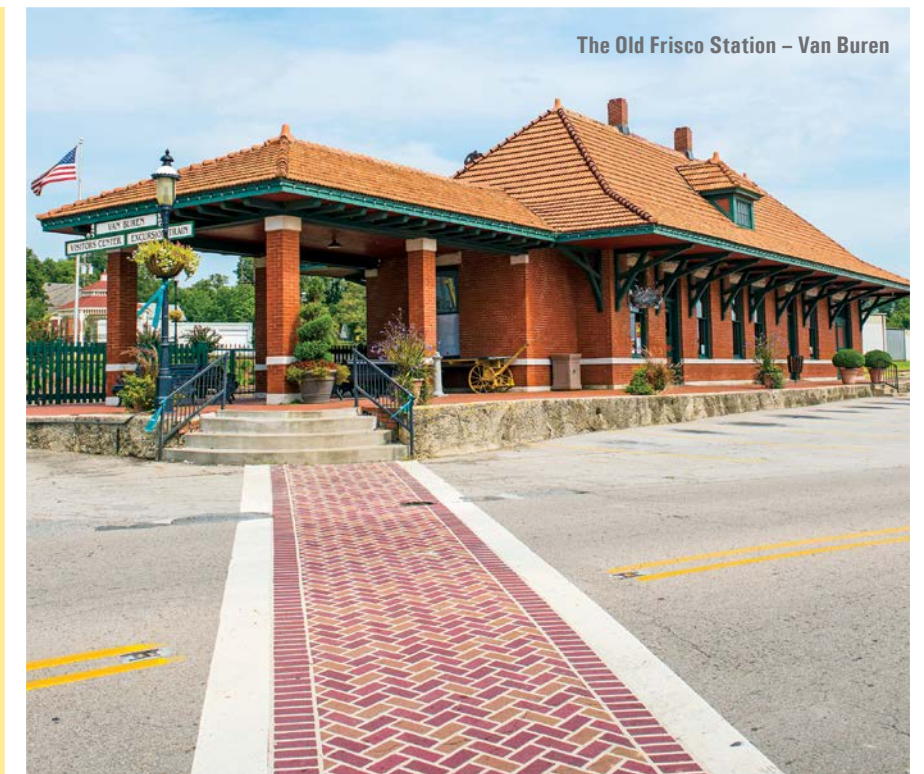


THE OLD FRISCO STATION – VAN BUREN

Built in 1901, this depot is a hub of activity and still serves as a railway station today. It is from this depot in Van Buren that the A&M Scenic Excursion Train takes travelers on a two-hour rail trip into the Boston Mountains of northwest Arkansas. The depot is home to the Van Buren Visitor Center as well. The station was originally built by the St. Louis-San Francisco Railway. It is a 1900 Victorian-style red brick building featuring a tile roof. Of note, the building was used in the filming of the movie "Biloxi Blues." The depot is located at 813 Main Street.

(continued on page 26)

The Old Frisco Station – Van Buren





(Above) Rock Island Railroad Depot – Hazen
(Right) Rock Island Railroad Depot – Fordyce



Texarkana Union Station

ROCK ISLAND RAILROAD DEPOT – HAZEN

Of the four Rock Island railroad depots originally built in Arkansas, the Hazen Depot is the only stucco and brick building featuring a slate roof. The depot was built in 1915 and its architecture features the Bungalow /Craftsman style popular in those days. The Depot was restored in the 1980s with the help of Mayor Kathryn Orlicek and some of the women's clubs in town, which raised money for the project. The building is located along N. Front Street at the intersection with N. Livermore Street. The building is listed on the National Register of Historic Places.

ROCK ISLAND RAILROAD DEPOT – FORDYCE

Located on Third Street, this depot was built circa 1925 and is one of two brick railroad stations in Dallas County to survive from the period. The rectangular building features a cross-gable tile roof. Inside, the original ticket counter with a glass divider remains today. You can also see the controls for the track switches. Outside, vintage semaphore signals still stand next to the tracks. The building

continues to be used by the Fordyce and Princeton Railroad to manage the shipment of lumber products. It is listed on the National Register of Historic Places.

ROCK ISLAND RAILROAD DEPOT – CARLISLE

Carlisle's first railroad, the Memphis and Little Rock, was built in 1858. This depot was built in the years that followed circa 1920 in the Tudor Revival Style. It replaced an older wooden structure. Two U.S. presidents gave speeches at the older depot from the back of their trains, Teddy Roosevelt in 1905 and William Taft in 1912. The current building was struck by a tornado in 2008 and received serious damage, but it has been restored. Today the depot serves as an office for a local insurance company. The building is listed on the National Register of Historic Places.

TEXARKANA UNION STATION

Anchoring the south end of State Line Avenue in Texarkana is Union Station. The station was built in the late 1920s

and opened in 1930. Chief architect of the brick structure was E.M. Tucker, who also designed Little Rock's Union Station in the early 1920s. A unique feature of the building is that it is bisected by the state line. In fact, tiles in the lobby floor indicate where the state line crosses through the building. Trains parked at the station platform are actually sitting in both Arkansas and Texas. The 44,000 square foot station features Renaissance revival architecture. Three large, arched windows flanked by decorative columns highlight its façade. This station was added to the National Register of Historic Places in 1978.

THE EUREKA SPRINGS RAILROAD DEPOT

Located on North Main Street in Eureka Springs, this local depot is made of limestone and dates back to circa 1913. The building replaces a depot built in 1883 that burned down. The Eureka Springs depot represents one of the State's most elaborate applications of the Italianate style of architecture. In recent years, the



Inside The Eureka Springs Railroad Depot

ES&NA railroad has offered excursion train rides from the station. The depot is listed on the National Register of Historic Places.

RAIL TRAVEL TODAY IN ARKANSAS

There are 36 railroad lines operating in Arkansas in 2015. The State has 2,667 miles of active rail line in use. The AHTD serves as Arkansas' rail planning agency as part of its larger Statewide transportation plans. Every state in the United States is required to chart a course for freight and passenger rail service in order to be eligible for existing and future Federal rail funding.

The State Rail Plan is the AHTD's plan for the future of freight and passenger service in Arkansas. Department staff has been working on a new rail plan over the past year. A final draft for the new Statewide Rail Plan was recently completed. It will chart a course for the future of rail service in Arkansas. ■

A LIFETIME ON THE HARDWOODS



Emanuel Banks
AHTD Deputy Director
and Chief Engineer



The Arkansas Big Dogs

BASKETBALL

A FAVORITE PASTIME FOR BANKS

The AHTD's Emanuel Banks has spent a career at the Arkansas State Highway & Transportation Department. Since coming to work at the Department in 1987, he has served as Advanced Construction Field Engineer, Assistant Resident Engineer, Resident Engineer, Staff Construction Engineer, District Engineer, State Construction Engineer and Assistant Chief Engineer for Operations. Today, Banks is the AHTD's Deputy Director and Chief Engineer.

But it's not all work and no play for Banks. In his free time, he's an accomplished basketball player as well. It's something he has spent a lifetime at and still enjoys today.

His success at the game took him and his team to the National Senior Games in Minnesota this past summer.

Arkansas Highways editor David Nilles recently talked basketball with Banks to learn more.

NILLES: *At what age did you first realize basketball was something you enjoyed?*

BANKS: I would say when I was around 12 years old and in the 7th grade. I started to show an interest in playing basketball with the guys around the neighborhood.

NILLES: *Did you play basketball in school?*

BANKS: Yes, I played in junior high and in senior high while growing up in West Memphis. When I was a sophomore, our varsity high school team went undefeated, 30-0. My junior year we went 30-0 again.

I played on the junior varsity when I was a sophomore and when I was a junior I played on the varsity squad. My senior year there was in 1982.

NILLES: *Basketball is something you've obviously stuck with and continued to play right through college into adulthood.*

BANKS: When I went to college at the University of Arkansas, I went through the tryouts for walk-ons for the Razorback team, but was unsuccessful in obtaining a spot on the squad. That allowed me to concentrate on my education. At the same time, I enjoyed playing a lot of pickup games. I also played intramural basketball which was a big deal there on campus with a lot of the athletes and students not on the varsity team. I played that a lot and was even involved in winning an intramural championship.

(continued on page 30)



“ I PLAYED BASKETBALL IN JUNIOR HIGH AND IN SENIOR HIGH. IN COLLEGE, I ENJOYED PLAYING A LOT OF PICKUP GAMES. I ALSO PLAYED INTRAMURAL BASKETBALL WHICH WAS A BIG DEAL THERE ON CAMPUS. ”

NILLES: Today, you're still playing organized basketball. Let's talk about the Arkansas Big Dogs team that you play on.

BANKS: I've been playing with the Big Dogs for the last 10 or 11 years. I started playing with them when I turned 40 because they were a 40-and-older team at the time. I joined with these guys because I knew several of them. The team had been playing for several years in the summer leagues around the Little Rock and North Little Rock area. It's an open league usually active in the spring and the summer. We have won a couple of 40-and-older championships here in this area. These organized teams are coordinated by the Little Rock or North Little Rock Parks & Recreation Departments. They oversee tournaments and leagues. Some of these teams may have a sponsor or the players may just pitch in and put in an entry fee for tournaments.

NILLES: How many are on the Big Dogs team?

BANKS: It really varies. There are probably 15 of us all together on the roster. Typically, when we go to different tournaments, we very rarely take everyone. Somebody may have a conflict or can't travel out of town.

NILLES: How often does your team practice throughout the year?

BANKS: We work out throughout the entire year. Typically, we work out every Saturday morning. Usually here in the Little Rock area in one of the gyms or recently we have been playing in Brinkley at the high school. The workouts keep our energy levels up.

This past summer, Banks and the Arkansas Big Dogs team traveled to Minneapolis, Minnesota, where they competed in the 2015 National Senior Games. The Games are an Olympic-style competition featuring athletes over the age of 50 from across the United States. More than 10,000 athletes competed in Minneapolis. Formed in 1985, the games include events in basketball, cycling, archery, golf, softball, tennis, swimming and volleyball, among other sports.

NILLES: Competing in the National Senior Games must have been a great experience. How did the Big Dogs land in the competition there?

BANKS: They have the National Senior Games every two years. In the off years, teams are allowed to qualify. You have to qualify the prior year to be able to play in the competition year. All teams must play in a State-sanctioned qualifying competition. The top three teams from the State competition qualify for Nationals. Here in Arkansas, the qualifying tournament is usually



Banks and his "Big Dogs" teammates have won numerous medals and trophies over the last 10 years.

held in Hot Springs in the spring. There can be teams from both Arkansas and surrounding states competing in the qualifying tournament. You never know how many teams are going to be competing beforehand. For basketball, you have to finish in first, second or third place to go to Nationals. We were successful in doing that.

NILLES: Have the Big Dogs been to the Nationals before?

BANKS: The team has, but this was my first year to compete. This was our team's third trip to the National Senior Games. Four years ago, the Big Dogs won the gold medal in the national tournament down in Houston. Teams finishing in first, second or third place receive a gold, silver or bronze medal.

NILLES: How did the team do this year?

BANKS: When we went to Minnesota, we ended up taking 8 players. We played in the 50-54 age group. We competed at the Nationals for four days. In that time, we played eight games. We played two games each day. It was double elimination and we won our first five games. Then we lost one, then won another, and then lost. Out of the 12 teams that competed, we ended up getting fourth place. Those 12 teams represented eight different states. It was a great experience!

NILLES: In addition to the fun of playing and competing, basketball must be a good way to stay in shape.

BANKS: It really is. Most of my exercise is from playing basketball but I add in some walking as well. I would love to be able to do more of it!

NILLES: What have been some of your most enjoyable moments playing basketball over the years?

BANKS: I would think my most memorable times were in high school. Going undefeated, being a part of a team that won 60 games before we lost. Also, going on to college and winning an intermural championship has always been memorable. I really have enjoyed playing in the summer leagues and winning a couple of '40-and-Older' city championships. Last year alone, our senior team won three States' Senior Game championships, bringing home Gold Medals from tournaments in Arkansas, Mississippi and Louisiana. Those are all great memories from my times on the basketball court.

For Banks, playing basketball has brought a lifetime of enjoyment whether he is competing in tournaments or spending time working out at the gym.

For more information on the National Senior Games, visit their website at www.nsga.com.



Banks (center) with several of his Arkansas Big Dogs teammates.



Banks was the flag bearer for Arkansas at one of the Senior Games ceremonies.



LAST YEAR ALONE, OUR SENIOR TEAM WON THREE STATES' SENIOR GAME CHAMPIONSHIPS, BRINGING HOME GOLD MEDALS FROM TOURNAMENTS IN ARKANSAS, MISSISSIPPI AND LOUISIANA.



SPECIAL EVENTS

BY GLENN BOLICK

AROUND THE STATE

SOUTHEAST ARKANSAS CEREMONIES Highlight Eventful August 28th

Highway Commissioner Robert S. Moore, Jr. and AHTD Director Scott Bennett put in a full day of special activities on Friday, August 28th with Senator Eddie Cheatham as they attended a ground breaking ceremony and two dedications, all located in District Two.

The first event was a dedication for the new Highway 82 railroad overpass in the City of **MONTROSE**. Mayor Joseph Carlton and Ashley County Judge Dennis Holland welcomed the crowd and thanked the AHTD for the new overpass.

The job included the new railroad overpass and new approaches. The \$6.9 million project was awarded to Chancellor and Son, Inc. of Cordova, Tennessee, in July of 2013.

A short drive eastward on Highway 82 over to **LAKE VILLAGE** was the setting for a ground breaking event on Highway 144 just north of the city limits. Lake Village Mayor JoAnne Bush and Chicot County Judge Mack Ball were joined by a big turnout of local citizens to celebrate



Local and State officials cut a ribbon to dedicate the new section of Highway 530 near Star City.

the beginning of this project to replace two bridge structures. The \$2.8 million job by Manhattan Road and Bridge Company of Tulsa, Oklahoma, is estimated to be complete in early 2016.

After a lunch hosted by Mayor Bush, the entourage was off to dedicate the new section of Highway 530 and the Highway 11/425 connector road south of **STAR CITY**. Star City Mayor Paul Carter and Lincoln County Judge Sam Stephens welcomed Commissioner Moore and Director Bennett and thanked them for attending the ribbon cutting ceremony.

Commissioner Moore noted, "Driving around downtown Star City will be much safer now that truck traffic can travel around the town instead of through it."

A \$32.2 million contract with Graves and Associates, Inc. of Pine Bluff was awarded in March of 2012 for the final section of Highway 530 between Interstate 530 in Pine Bluff and Highway 425 south of Star City.

Eight contracts totaling nearly \$150 million have now been awarded and completed on the Highway 530 corridor – also referred to as the Interstate 69 Connector Road.

The final 10 miles to connect the corridor with Highway 35 to the south is estimated to cost over \$50 million. That work is not currently scheduled. ■



(CENTER) Commissioner Robert S. Moore, Jr. at the Montrose dedication event.

Local citizens and AHTD officials broke ground on a bridge replacement project on Highway 144 in Lake Village.



BLACK RIVER BRIDGE DEDICATED Lawrence County Officials Delighted

Black Rock Mayor Bonnie Ragsdale welcomed Arkansas Highway Commissioner Alec Farmer, AHTD Director Scott Bennett, State Senator Blake Johnson and other guests to her town on October 1st to celebrate completion of the new Highway 63 Black River Bridge with a ribbon cutting ceremony.

Mayor Ragsdale thanked everyone for coming and praised the AHTD for the project, as well as other work to widen Highway 63 in the area, before introducing Johnson, Bennett and Farmer for comments.

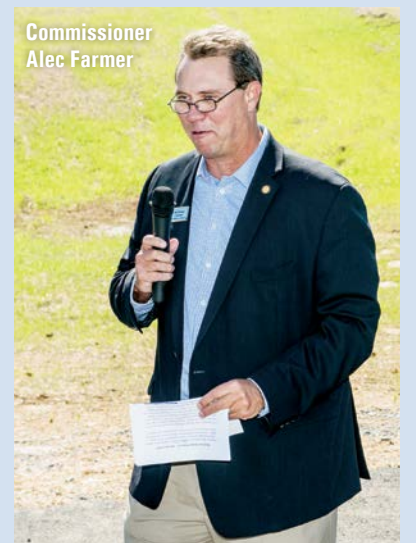
Commissioner Farmer expressed his thanks to the citizens of Arkansas for passing two highway bills in 2011 and 2012 to keep State transportation needs financed in lieu of uncertainty of a Federal Highway Bill. He noted that Arkansas is one of the leaders in the country as far as passing its own highway bill.

Director Bennett commented on the beauty and history that surrounds the Lawrence County area of Black Rock,

Powhatan and the Black River. Ferry boats and a swinging bridge predated the first river bridge completed in 1949.

A \$10.3 million widening project on Highway 63 between Portia and Highway 63B preceded work on the bridge and a \$13.7 million widening job is still underway between Portia and Black Rock. Estimated completion is late 2017 for that work.

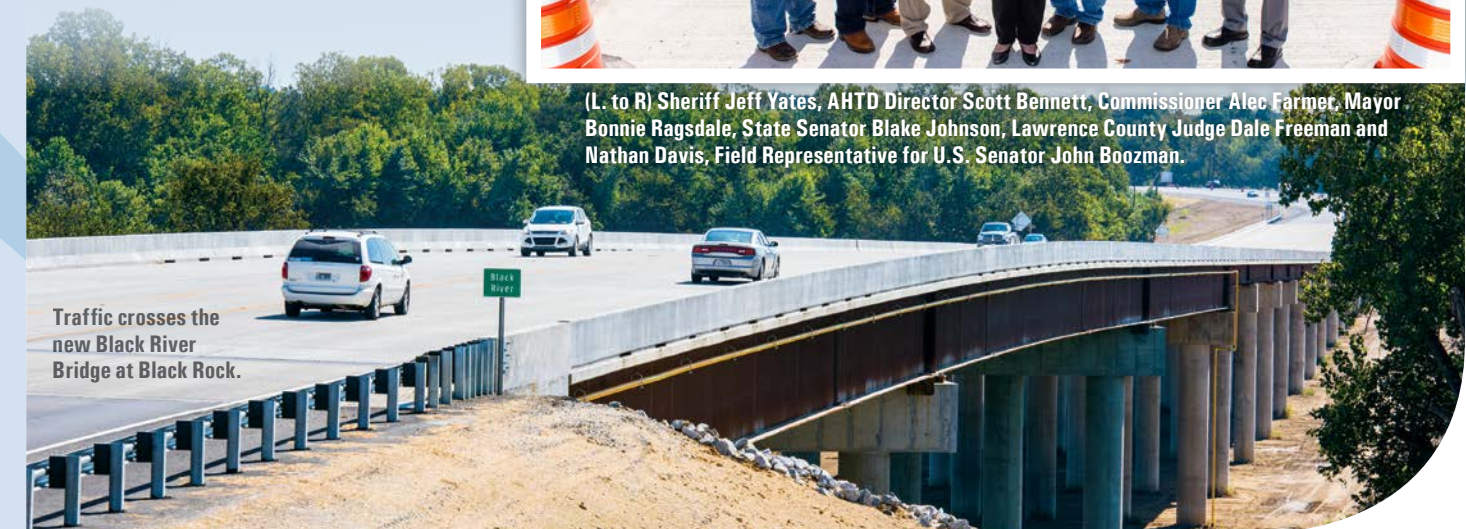
Work on the Black River Bridge and approaches project began in early 2013 with a \$40 million contract with Jensen Construction Company of Des Moines, Iowa. The new five-lane structure replaces the old two-lane structure that has been removed. ■



Commissioner Alec Farmer



(L. to R) Sheriff Jeff Yates, AHTD Director Scott Bennett, Commissioner Alec Farmer, Mayor Bonnie Ragsdale, State Senator Blake Johnson, Lawrence County Judge Dale Freeman and Nathan Davis, Field Representative for U.S. Senator John Boozman.



Traffic crosses the new Black River Bridge at Black Rock.

ON THE MAP

SPENDING TIME WITH AN ARKANSAS HIGHWAY MAP CAN BE INTERESTING. THE FOLLOWING IS THE NAME OF A HISTORIC LOCATION IN ARKANSAS. HAVE YOU EVER VISITED HERE?



THE NAME DOESN'T SOUND VERY WELCOMING, BUT IN SOUTHEAST ARKANSAS, JUST EAST OF MONTICELLO, SIT SEVERAL THOUSAND ACRES OF SWAMPY BOTTOM LAND NAMED SEVEN DEVILS SWAMP.

The swampy paradise is home to beavers, raccoons, herons, turtles, eagles, deer, bears and an occasional alligator. The area features cypress and tupelo trees, creeks, sloughs and small lakes. Seven small lakes to be exact.

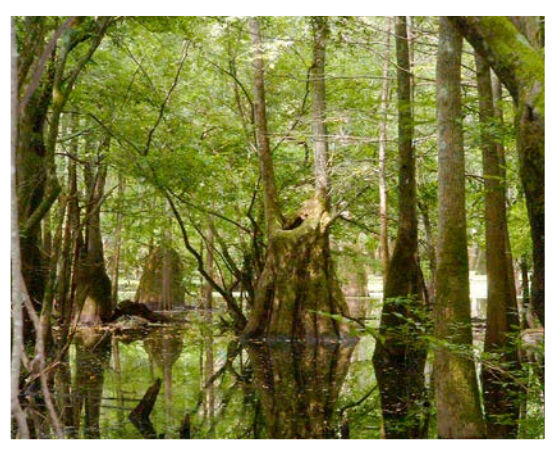
The swamp is formed by Cut-off Creek on one end and Sand Creek on the other end. The seven lakes are actually wide places in the creek channels.

There are numerous stories about how the swamp got its name. Most of them deal with people who have entered the swamp and wondered if they would ever find their way out. One of those tales involves a fur trapper who got lost in the area for several days. On finally finding his way out, he was asked if he found the seven lakes. He replied, "Not seven lakes, more like seven devils. They grab your soul and hold it captive."

Another tale about the swamp's name reveals that the seven lakes are "a devil to get to."

The area is managed by the Arkansas Game and Fish Commission and the Arkansas Natural Heritage Commission.

To reach Seven Devils, take State Highway 35 east out of Monticello for about 13 miles. Watch for signs near the Cominto fire tower. 📍



SEVEN DEVILS SWAMP

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

ASSISTANT CHIEF OF ADMINISTRATION'S OFFICE • Shaun Addison, Administrative Assistant I

CONSTRUCTION • David Dearman, Jr., Construction Helper; Jeremy Cousins, Construction Materials Inspector; Abigail Bymaster, Field Clerk I

MAINTENANCE • Ben Hayes, Striping Helper

MATERIALS • Paul Campbell, Geologist I; Corey Garrett, Materials Technician I; Greg Wendland, Materials Technician I

PUBLIC INFORMATION • Krista Sides, External Communications Coordinator I

RIGHT OF WAY • Tonia Neal, Relocation Coordinator I

DISTRICT ONE • Gary Scott, Maintenance Aide I; Denesha Anderson, Maintenance Aide I

DISTRICT TWO • Matthew Long, Maintenance Aide I; William Davis, Maintenance Aide I; Kenisha Jeffers, Maintenance Aide I

DISTRICT FOUR • Larry Logsdon, Maintenance Aide I; Chad Huckaby, Maintenance Aide I; Joshua Pinter, Maintenance Aide I

DISTRICT FIVE • Floyd Hoke, Maintenance Aide I; Eric Morehead, Maintenance Aide I; Brandon Lankford, Maintenance Aide I; Michael Copeland, Maintenance Aide I; Richard Wright, Maintenance Aide I

DISTRICT SIX • Sarah Freeman, Maintenance Aide I; Alan McNear, Maintenance Aide I; Jermaine Bankston, Maintenance Aide I; Alvin Jackson, Maintenance Aide I; Kyle Newman, Maintenance Aide I; Reginald Simmons, Maintenance Aide I

DISTRICT EIGHT • Chance Hayden, Maintenance Aide I

DISTRICT NINE • Richard Henderson, Maintenance Aide I

PROMOTIONS

ARKANSAS HIGHWAY POLICE • Lance Tatum, Motor Carrier Safety Auditor

CONSTRUCTION • Sarah Powell, Construction Aide II

HEAVY BRIDGE • Jason Walker, Bridge Repairer I

HUMAN RESOURCES • Milli Mims, Training Specialist; Tara Robinson, Training Specialist

MAINTENANCE • Luther Well, Maintenance Aide III

PERMITS • Kody Kimbrell, Permit Technician; James Steele, Permit Technician

RIGHT OF WAY • Jennifer Williams, Assistant Division Head

STATE AID • John Borgeson, Engineer I; Charles Crawford, Senior Design Engineer

SURVEYS • Andrew Waits, Surveys Crew Chief

SYSTEM INFORMATION & RESEARCH • Maxx Leach, Engineer II; Mike Meredith, Data Collection Technician

DISTRICT ONE • Beverly Page, Field Clerk II; Gerry Washington, Crew Leader

DISTRICT THREE • Heather McKinney, Distributor Operator; Chad Powell, Maintenance Aide II; Kevin Powell, Maintenance Aide II

DISTRICT FOUR • Timothy Combs, Construction Aide III; Matthew Houck, Maintenance Aide II; Danny Loyd, Area Maintenance Supervisor; Jeremy McCarty, Maintenance Aide II; Shane Oxford, Bridge Repairer I; Juan Perez, Bridge Repairer I; Charles Riddle, Construction Aide III; Hayden Wagon, Maintenance Aide II; Jonathon Williams, Maintenance Aide II; Misty Wimberly, Maintenance Aide II

DISTRICT FIVE • Willie Allen, Maintenance Aide II; David Mathewson, Maintenance Aide II; Daryl Pitts, Crew Leader; Jonathon Qualls, Maintenance Aide II; Shannon Smith, Maintenance Aide I

DISTRICT SIX • David Craig, Construction Project Coordinator; Stewart Smith, Distributor Operator; William Williams, Area Maintenance Supervisor

DISTRICT SEVEN • Ricky Cummings, Crew Leader; Charlotte Quimby, Crew Leader

DISTRICT EIGHT • Joann Bowles, Maintenance Aide III; Andrew Crotts, Advanced Construction Field Engineer; Bridges Crumrine, Maintenance Aide II; James Dickerson, Maintenance Aide II; April Hamrick, Office Administrative Assistant V; Kevin Hughes, Maintenance Aide II; Adam Plyler, Asphalt Tank Truck Driver; Terry Tice, Construction Aide II; Curtiss Watkins, Paver Operator

DISTRICT NINE • Michael Horton, Maintenance Aide II; Travis Swanson, Maintenance Aide III

DISTRICT TEN • Kerin Burrell, Construction Aide II; James Golden, Dozer Operator/Finish; Anita Parker, Construction Aide II; Jerry Reeves, Area Maintenance Supervisor

SERVICE

CHIEF ENGINEER'S OFFICE • Kevin Thornton, Assistant Chief Engineer for Planning, 30 yrs

COMPUTER SERVICES • Kenneth Austin, Application Developer V, 5 yrs

CONSTRUCTION • Robert Robertson, Jr., Construction Project Coordinator, 30 yrs; Melvin Fisher, Senior Construction Materials Inspector, 30 yrs; Andrew Crotts, Construction Field Engineer II, 5 yrs; Stephen Nickell, Advanced Construction Field Engineer, 5 yrs

ENVIRONMENTAL • Robert Fuhler, GIS Section Head, 25 yrs

EQUIPMENT & PROCUREMENT • John Allen, Storeroom Supervisor, 35 yrs

HEAVY BRIDGE • Charles Linz, Staff Heavy Bridge Maintenance Engineer, 30 yrs

INTERNAL AUDIT • Matthew Kirkpatrick, Utility Auditor, 5 yrs

MAINTENANCE • John Mathis, Assistant State Maintenance Engineer, 30 yrs

MATERIALS • Rodney Cole, District Materials Supervisor, 30 yrs; Charles Palmer, Quality Assurance Engineer, 15 yrs

PROGRAM MANAGEMENT • Daniel Siskowski, Staff Programs & Contracts Engineer, 5 yrs

REPROGRAPHICS • Don Young, Reprographics Section Head, 25 yrs

RIGHT OF WAY • Donald Bearden, Reviewing Appraiser, 15 yrs; Stormy Gartrell, Senior Utilities Coordinator, 5 yrs

SURVEYS • Tony Wooldridge, Surveys Crew Chief, 25 yrs; Evan Scott, Surveys Crew Chief, 20 yrs

TRANSPORTATION PLANNING & POLICY • Gloria Hagins, Public Transportation Technician, 5 yrs

DISTRICT ONE • Joyce Davenport, Rest Area Attendant, 20 yrs; Gloris Cox, Crew Leader, 20 yrs; Joseph Hutto, Maintenance Aide II; Clinton Melton, District Bridge Inspector, 15 yrs; James Madison, Maintenance Aide II, 10 yrs; Homer Worden, Maintenance Aide II, 5 yrs

DISTRICT TWO • Ezra McFadden, Sr., Area Maintenance Supervisor, 30 yrs; Robert Morrison IV, Bridge Repairer I, 10 yrs; Ricky Owens, Maintenance Aide II, 5 yrs; Micheal McClain, Maintenance Aide II, 5 yrs

DISTRICT THREE • Kenneth Bennett, District Maintenance Engineer, 30 yrs; Stephen Pickering, Maintenance Aide II, 20 yrs

DISTRICT FOUR • Jerad Owens, Crew Leader, 10 yrs; Lena Rhodes, Maintenance Aide III, 10 yrs; Joshua Young, Maintenance Aide II, 5 yrs; Teresa Snow, Parts Runner, 5 yrs

DISTRICT FIVE • David Thompson, Parts Runner, 20 yrs; Ronnie Mann, Maintenance Aide II, 20 yrs; Justin Hightower, District Permit Officer, 5 yrs

DISTRICT SIX • William Marlow, District Bridge Inspector, 25 yrs; Kerri Stephens, Crew Leader, 20 yrs; Robert Phillips, Maintenance Aide III, 15 yrs; Bobby Givens, Crew Leader, 10 yrs; Bryson Whiteside, Bridge Repairer I, 10 yrs; Randy Davis, Maintenance Aide III, 10 yrs; Richard Hines, Maintenance Aide II, 5 yrs; Keith Harris, Assistant Bridge Inspector, 5 yrs

DISTRICT SEVEN • Roosevelt Wright, Maintenance Aide II, 10 yrs; Mary Fawbush, Maintenance Aide II, 5 yrs

DISTRICT EIGHT • Ora Helton, Area Headquarters Attendant, 15 yrs

DISTRICT NINE • Misty Barber, Maintenance Aide II, 10 yrs

DISTRICT TEN • Lanz Loyd, Parts Runner, 10 yrs; Pamela Mayes, Distributor Operator, 5 yrs; William Ring, Motor Patrol Operator/Finish, 5 yrs; Jonathan Hickman, Maintenance Aide II, 5 yrs

RETIREMENT

ARKANSAS HIGHWAY POLICE • James Cash, AHP Captain, 28+ yrs

HUMAN RESOURCES • Ron Kimsey, Electrical Plumbing & Mechanical Repair, 12+ yrs; Lynn Caple, Training Specialist, 29+ yrs

MATERIALS • Odell Johnson, Office Administrative Assistant III, 25 yrs; Larry Williams, Materials Technician IV, 39+ yrs; Larry Ragsdale, District Laboratory Technician, 8+ yrs

PERMITS • James Thomas, Arkansas Highway Police Captain, 24+ yrs

RIGHT OF WAY • James Braden, Assistant Division Head, 28+ yrs

DISTRICT TWO • Darrell Smith, Maintenance Aide II, 15+ yrs; Arthur Gatewood, Maintenance Aide II, 9+ yrs; William Parker, Jr., Maintenance Aide III, 19+ yrs

DISTRICT FOUR • John McLaughlin, Motor Patrol Operator/Finish, 19+ yrs

DISTRICT SIX • Wayne Story, Maintenance Aide II, 10+ yrs; Ralph Burge, Area Maintenance Supervisor, 37+ yrs

DISTRICT EIGHT • Michael Sherrill, Maintenance Aide II, 12+ yrs

DISTRICT TEN • Vida Bowers, Maintenance Aide II, 9+ yrs

MEMORIALS

ARKANSAS HIGHWAY POLICE • Olive M. Crook, 10/8/15, retired

DISTRICT TWO • Herman L. Pipen, 9/24/15, retired

DISTRICT SEVEN • Carroll C. Sanders, 10/7/15, retired

DISTRICT NINE • Bobby J. Brisco, 9/26/15, retired; James D. Wise, 10/9/15, retired





Arkansas State Highway and
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