

The background of the cover is a photograph of a worker in a hard hat and safety vest on a blue lift bucket, working on a large steel bridge structure. The worker is using a tool that produces a bright orange spark spray. The bridge has a complex network of steel beams and cables. An American flag is visible in the upper right. The sky is blue with some clouds.

Arkansas HIGHWAYS

JANUARY/FEBRUARY 2017

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

Farewell to the Broadway Bridge

AFTER 93 YEARS OF SERVICE,
A DECOMMISSIONING CEREMONY

ELECTRONIC BIDS
Bring an End to Bid
Letting Meetings

Transportation Alternatives:
Programs for
BIKES, HIKES & MORE

Arkansas
MAPS THE WAY
for Bicyclists

DIRECTOR'S MESSAGE



The Broadway Bridge and the Importance of Evaluation

THIS ISSUE OF ARKANSAS HIGHWAYS MAGAZINE features an article on the closing of the Broadway Bridge (U.S. Highway 70) crossing the Arkansas River between Little Rock and North Little Rock. After 93 years of service, the bridge was decommissioned in late September and dismantled to make way for a new bridge that will become a prominent feature of the downtown skyline.

Several months of planning preceded the actual removal of the bridge as the AHTD worked with city officials on both sides of the river to close the span to traffic and re-route motorists to other bridges. Implosion of the structure's steel arch using explosives and its removal from the river bottom also required months of planning.

As you probably know by now, the implosion of the bridge's arch didn't go as originally planned. After detonation of the explosives, the span failed to break into sections and fall into the river as expected. However, with evaluation of the situation and adjustment of the game plan, crews did get the arch into the water and work progressed within a matter of hours.

The Broadway Bridge implosion is a good example of how we can evaluate a situation and make adjustments in order to move forward. Similarly, each member of our staff at the Department has the opportunity to do the same. I'm referring to ACE (Achieving Career Excellence), our new program initiated to help each of us navigate our individual career paths. The first annual self-evaluation process is under way. Just as the arch on the Broadway Bridge called for evaluation and a new game plan, our self-evaluations bring us an opportunity to assess where we are and help us to move our careers forward.

Self-evaluations are a chance to recognize what we are doing well, identify areas where we want to make improvements and develop a plan for what we want to achieve in the future. It's an opportunity for each employee to have an open discussion with his or her supervisor in the future about work responsibilities and how to maximize our work efforts.

The ultimate purpose of ACE is to benefit each of us individually and make us an even better workforce collectively. I personally thank you for taking the time to commit to this program and for putting a strong effort into making it a success. We will be a stronger, more effective team as we move forward.



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

FRONT COVER:

A construction worker dismantles the old Broadway Bridge, while the new bridge arch waits in the background.

BACK COVER:

Workers prepare the concrete arches of the old Broadway Bridge for demolition.

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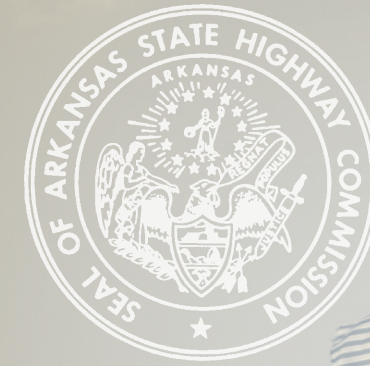
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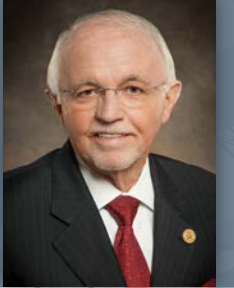
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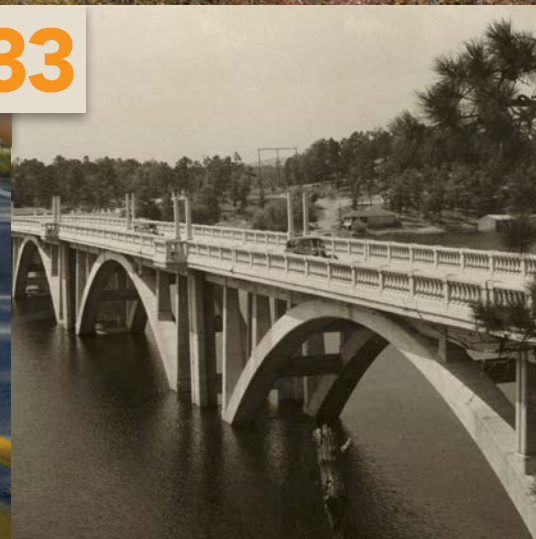
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DON'T MISS

Vimeo.com/ahtd/broadwaydecommission

FOR VIDEO COMPLEMENT
TO THIS STORY!



World War II veterans salute the flag during the decommissioning ceremony for the Broadway Bridge.



THE BROADWAY BRIDGE

BY DAVID NILLES

AFTER 93 YEARS OF SERVICE, A DECOMMISSIONING CEREMONY

AT

EXACTLY 10:00 A.M. ON THE MORNING OF SEPTEMBER 28, OFFICERS OF THE ARKANSAS

HIGHWAY POLICE AND NORTH LITTLE ROCK POLICE DEPARTMENT, who were stationed beside Dickey Stevens Ballpark, pulled their patrol cars into place to block lanes, barricades were quickly ushered onto the travel lanes, "Road Closed" signs were erected and the Broadway Bridge (U.S. Highway 70) over the Arkansas River between Little Rock and North Little Rock was officially closed.

Everything went as planned and publicized for months to allow Massman Construction Company of Kansas City to begin demolition and replacement of the old bridge.

(continued on page 6)

DECEMBER 25, 1922:
Broadway Bridge Improvement District
Commissioners were the first ones to
drive over the Broadway Bridge prior
to its opening.



AFTER ALL LANES ON BOTH SIDES OF THE RIVER WERE CLOSED,

a decommissioning ceremony was held on the bridge. Among those gathered were the State Highway Commissioners and AHTD staff, dignitaries from Little Rock and North Little Rock, veterans of the Armed Forces and curious onlookers who wanted to experience a bit of history and say goodbye to the old bridge.

Among those attending the closing was 94-year-old Bob Stroud who was born the same year that the bridge opened and used to ride his bike over the bridge as a child.

“When it opened, this was a toll bridge,” Stroud recollects. “It cost one dime to cross over to the other side. You could take this bridge or the Main Street Bridge, which people referred to as the free bridge.”

Stroud stated the toll was dropped in 1927.

After the singing of the national anthem by Little Rock Police Department Officer Allison Walton, presentation of the colors by the Arkansas Army National Guard and an opening prayer

from Pastor William Robinson of First Baptist Church of North Little Rock, AHTD Director Scott Bennett welcomed the crowd.

“We’re here to honor and celebrate the Broadway Bridge today — its history and its service. The bridge was dedicated to Arkansans who served and died in World War I. We honor them today as well.”

Bennett then mentioned the planning for a new bridge.

“It was about seven years ago that I was involved in developing our Department’s construction program. We put this bridge replacement into that program. When we did, the Department’s director and chief engineer both pulled me aside and asked three questions. Those questions were... Do you really want to replace the Broadway Bridge? Do you know how difficult this is going to be? And, are you crazy? My answer to them was yes on all three counts, because we knew it was needed.

“Building a new bridge could not be done without the cooperation of many in our community. I want to thank the cities of Little Rock and North Little Rock and Pulaski County

for their efforts in making this a reality.”

Bennett went on to thank the Convention and Visitors Bureaus in both cities for their cooperation as well as the Arkansas Travelers organization. Bennett closed by thanking the public for their patience and understanding.

Arkansas State Highway Commissioner Tom Shueck spoke of the future and the new bridge.

“This structure is all about moving people and products,” he stated. “The new bridge will be a structural beauty that will be recognized as a landmark in the Central Arkansas area and will move traffic in an efficient and safe manner. For that, I say let’s get started!”

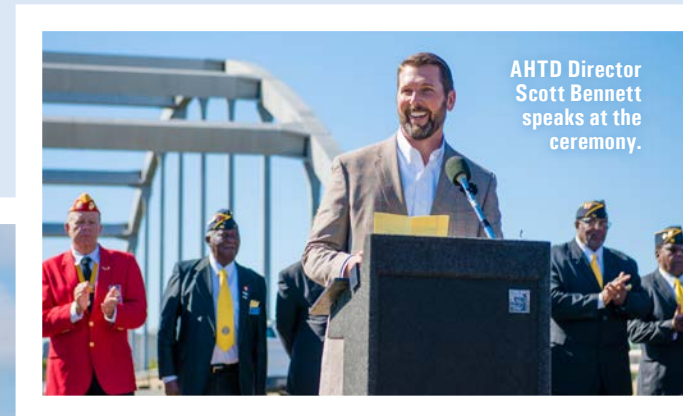
Little Rock Vice Mayor Lance Hines effectively summed up the history of the bridge.

“The Broadway Bridge has survived the 1927 flood, the Great Depression and World War II. It bore the trucks carrying soldiers President Eisenhower sent in to uphold the law in 1957. It has

(continued on page 8)



SEPTEMBER 28, 2016:
Arkansas State Highway Commissioners
were the last ones to drive over the
Broadway Bridge prior to its closing.



AHTD Director
Scott Bennett
speaks at the
ceremony.



borne millions of cars and thousands of runners during the Race for the Cure and the Little Rock Marathon. It has served its purpose well. Today we celebrate the completion of the mission of this bridge.”

North Little Rock Mayor Joe Smith said about the new bridge, “In six months we will have a new bridge spanning Little Rock and North Little Rock. The bridge will provide opportunities to bring our two communities closer together. It’s a bridge we will all be proud of for decades to come.”

An official decommissioning of the bridge followed the speakers and was presented by veterans from the American Legion, the Marine Corp League, the Disabled American Veterans and the Military Order of the Purple Heart. A wreath remembering the veterans of World War I was passed down the line of attending veterans and placed into the Arkansas River. The decommissioning ceremony officially identified that all preparations had been completed to properly terminate the service of the bridge. The toll of eight bells at the ceremony signified the termination of the final watch.

Director Bennett closed the ceremony and reminded the crowd, “You don’t have to go home, but you have to move off the bridge because the clock is ticking and the contractor is ready to get on with it!”

With that, members of the Arkansas Highway Commission stepped into convertibles and became the last to ride across the bridge. That last ride was a nod of recognition to the Commissioners who were photographed in a convertible in 1922 when the Broadway Bridge opened on Christmas Day of that year. A fitting close to both a historical day and a historical bridge. ■



Just days after the closing ceremony, the Broadway Bridge dismantling was already well underway.



GOLD STAR HIGHWAY

HONORS THOSE LOST IN SERVICE

BY DAVID NILLES

THEY ARE SONS. THEY ARE DAUGHTERS. THEY ARE HUSBANDS AND WIVES. THEY ARE FATHERS AND MOTHERS. THEY ARE FRIENDS AND NEIGHBORS. THEY ARE THE MEMBERS OF OUR ARMED FORCES WHO HAVE LOST THEIR LIVES IN SERVICE TO THE NATION.

The families of those lost in battle continue to carry the burden of their loss. For that reason, they are honored as Gold Star families.

On September 23, AHTD personnel joined several Gold Star families, Arkansas Representative Dave Wallace and Arkansas Survivor Outreach Services Senior Lead Coordinator Andrea Fischer, in honoring those lost in battle. The event was the unveiling of a sign naming a five-mile segment of Scenic Highway 163, near Birdeye, as the “Gold Star Families Highway.”

“The Arkansas State Highway and Transportation Department is proud to be represented today as we unveil this sign honoring our Gold Star families and the men and women who gave the ultimate sacrifice for our country,” AHTD Director Scott Bennett told those gathered. “I also

want to thank Representative Wallace for approaching the Department to request designation of Highway 163 as the Gold Star Families Highway.”

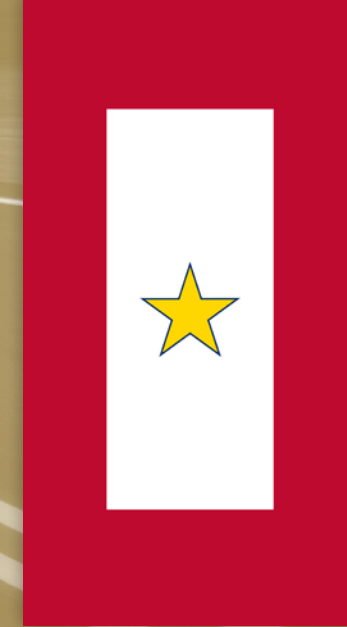
The term “Gold Star” family is a modern reference that comes from the military Service Flag. These flags were first flown by families during World War I. The flag features a blue star for every immediate family member serving in the armed forces of the United States during any period of war or hostilities in which the armed forces is engaged. If that loved one dies, the blue star is replaced by a gold star. (See flag above.) This allows members of the community to know the price that the family has paid in the cause of freedom.

The sign unveiling was held at the Arkansas State Veterans Cemetery at Birdeye, located on Highway 163. The

(Above) Among those attending the sign unveiling were (L. to R.) Rex Vines, District One Engineer; AHTD Director Scott Bennett; Arkansas State Highway Commissioner Alec Farmer; April Brandon, Gold Star Wife of Staff Sergeant Stacey Brandon; Margarita Orton, Gold Star Wife of Staff Sergeant Billy Joe Orton; Representative Dave Wallace; Pam Fleming, Gold Star Mother of Sergeant James Fleming; Jim Fleming, Gold Star Father of Sergeant James Fleming; and Andrea Fischer, Arkansas Survivor Outreach Services Senior Lead Coordinator. Survivor Outreach Services provides long-term support to surviving families of fallen soldiers by connecting them with support groups, spiritual resources and bereavement and financial counselors.

cemetery is one of only two veterans’ cemeteries in Arkansas, the other being in North Little Rock.

After the ceremony, the Gold Star Family sign was placed along the side of the highway. It now joins the Service Flag in recognizing our men and women lost in battle. ■



Cyclists ride the trails at Cane Creek State Park.
Photo Courtesy AR Parks & Tourism



MAPPING THE WAY FOR BICYCLISTS

provide the most comfort and safety for the rider.”

The front side of the new map displays all of Arkansas’ State and U.S. highways and indicates vehicle traffic on each road as light, moderate or heavy using a color code. Cities that have more than 2,500 in population are indicated. State Parks, Arkansas Welcome Centers, Scenic Byways and Rest Areas are also indicated on the map along with a list of bicycle safety tips.

On the backside of the map, users will find the locations for popular bike trails and road cycling routes with trail ratings for each as easy, moderate or difficult. QR Codes are provided to obtain more detailed information on those trails from the Arkansas Department of Parks and Tourism website. There is also a chart that features the type of amenities available at State Parks and historic memorials featured in the parks.

Also included on the map are the State digital elevation model and elevation points which show the relief or lay of the land.

There were numerous people at the Department involved in the task of putting a bicycling map together.

“The brains behind production of the map was the GIS and Mapping Office,” Sanders comments. “Don Dailey in that office was the main developer of the map.”

Sharon Hawkins, Section Head of GIS and Mapping, explained that, “Producing the State Highway Bicycle Suitability map was a joint effort between the Transportation Planning and Policy, Program Management, and System Information and Research Divisions. We also received outside input from Arkansas Parks & Tourism and offered a public comment period

to solicit suggestions from the public.

“Planning a cycling trip is a bit different than planning a vehicle trip. Just like vehicle trips, you want to find a smooth route, with certain travel-related amenities such as food, lodging and attractions. However, when you are on a bicycle, those amenities need to be in closer proximity to your travel route. Therefore, different information is included in this map when compared to the State Highway Map.

“Unlike the State Highway Map, the bicycle map needed to show the State Highway System in a way that bicyclists could know which State highways were suitable for cycling,” Hawkins continues. “When we began the process of planning how the map should look and what elements were needed, we researched other states’ bicycle maps to get some ideas. These included Iowa, Kansas, Arizona, Oregon, Colorado, North

(continued on page 12)

BY DAVID NILLES

INCREASING NUMBERS OF ARKANSANS HAVE EMBRACED BICYCLING IN RECENT YEARS, NOT JUST FOR RECREATION BUT AS A MEANS OF DAILY TRANSPORTATION AS WELL.

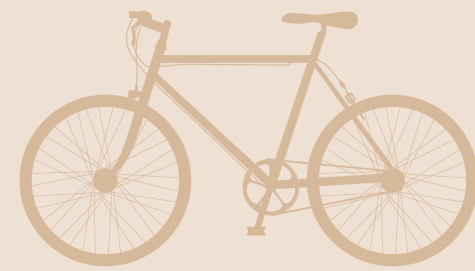
The number of trails and greenways across the State has been growing as popularity has risen. In addition, bicycle lanes have been added to a number of city streets around the country.

Bicycling is an industry that continues to expand every year. That’s something the staff at the AHTD has observed and taken into account.

“In the spring months, I frequently get requests for an Arkansas bicycle map by people who are planning a cross-country bike ride and want information on how to travel through Arkansas,” states Kim Sanders, Bicycle/Pedestrian Coordinator in the Program Management Division.

As a response to bicycling’s popularity in Arkansas, the AHTD recently debuted an Arkansas State Highway Bicycle Suitability Map on its website at www.ArkansasHighways.com.

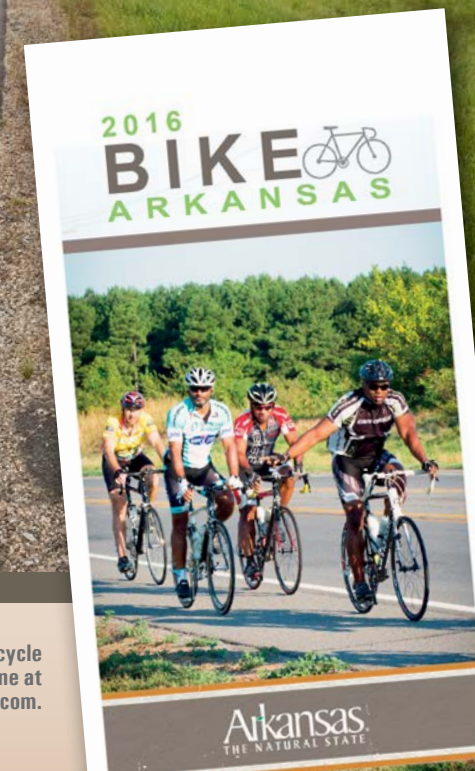
“The demand for graphic information both online and in hard copy is growing as bicycle touring popularity increases,” Sanders adds. “We are trying to meet the needs of interested and future tourists who ask about bike trails. Many states now have stand-alone bicycle maps for public distribution.”



Arkansas is a tourist destination for all types of recreational cycling. Now, with the bike map, the AHTD can provide transportation information on the beautiful locations and vistas that our State has to offer all cyclists...including touring, mountain biking, gravel grinding and road biking.

“The map tells the user which highways are safest for bicycle travel,” Sanders explains. “We have highlighted all roads with shoulders that are a minimum of four feet wide and with daily average traffic of 5,000 vehicles or less. We believe these roads

Gravel Grinder Bike Trail near McGehee.
Photo Courtesy AR Parks & Tourism



The new Arkansas State Bicycle Suitability Map is available online at www.ArkansasHighways.com.

Carolina and Virginia. We also researched and used information from the Arkansas Department of Parks and Tourism as well as the Arkansas Department of Health.”

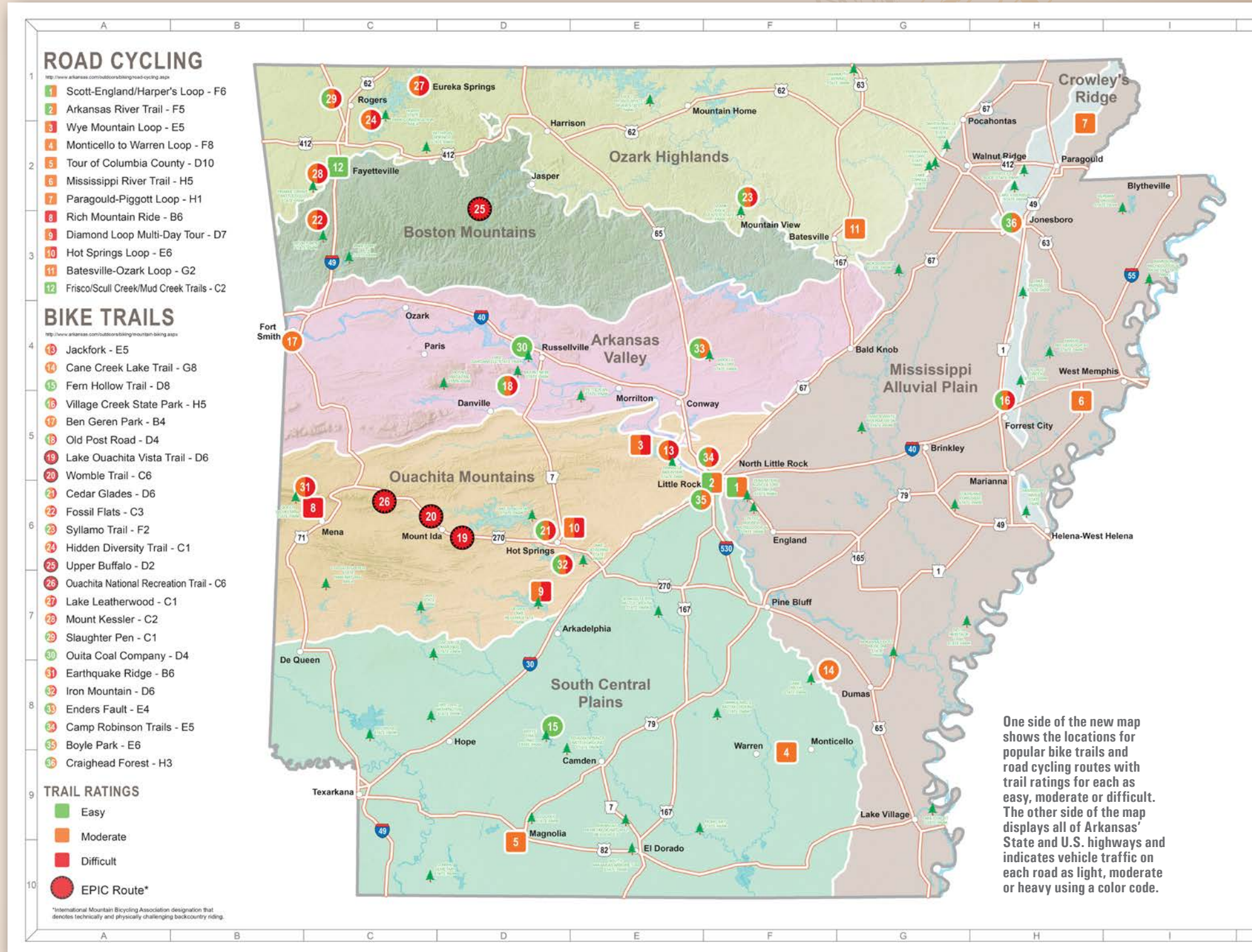
Hawkins explained the amount of work that went into actually producing an effective map.

“This needed to be a dynamic map. In other words, we wanted measures in place so that the map would be updating from live data sources rather than having to update it by drawing in each element,” Hawkins explained. “We started with the Department’s Linear Referencing System (LRS), which is a file that has the attributed State Highway System and can map data based on the county, route, section and log mile attributes of the highway. Then, we included the Road Inventory layer, a database that holds different characteristics about the State Highway System including type of highway, number of lanes, median type and shoulder width on the LRS to get our initial base map. From there, we used the Average Daily Traffic information to display where the heavy, moderate and light traffic is on the State Highway System. Using the combination of these data layers, we were able to produce a map that quickly shows bicyclists the location, shoulder width (equal to or greater than 4 feet) and average traffic conditions. With this set-up, we can open and update the map quickly as data changes occur.

“After the first version was completed, we shared the draft with members of the Statewide Bicycle and Pedestrian Plan Advisory Committee and asked them to share it with their constituents including cyclists, mobility and active-transportation advocates as well as representatives of urban and rural areas. We received comments from within the State and from out-of state cyclists asking for clarification of the draft map layers, as well as requests for additional pieces of information important to planning cycling trips.”

To locate the new Bicycle Suitability Map on the Department’s website, from the homepage simply click on “Maps.”

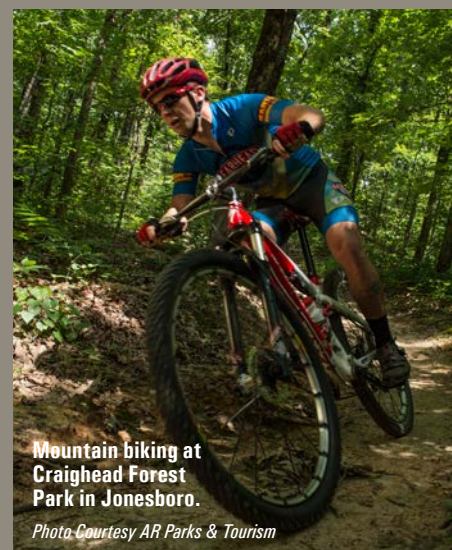
With the new map now online, consideration is being given to offering a printed version of the map in the future. The September issue of *Arkansas Highways* magazine featured an article on the reduction in the number of State Highway maps being printed due to the declining interest in paper maps. The reverse is true when it comes to bicycle maps. As riders plan ahead and mark their course, it could be handy to have a paper copy of the bicycle map to ride with them on their journey. Though in the current format this will be a digital map, if the Department experiences a significant increase in requests for a paper version, the possibility of a printed version will be revisited. ■



One side of the new map shows the locations for popular bike trails and road cycling routes with trail ratings for each as easy, moderate or difficult. The other side of the map displays all of Arkansas’ State and U.S. highways and indicates vehicle traffic on each road as light, moderate or heavy using a color code.



Bicycling across the Clinton Presidential Park Bridge in Little Rock.
Photo Courtesy AR Parks & Tourism



Mountain biking at Craighead Forest Park in Jonesboro.
Photo Courtesy AR Parks & Tourism





TRANSPORTATION ALTERNATIVES PROGRAMS FOR:

Bikes, Hikes & More!

BY DAVID NILLES

EACH YEAR, THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT PROVIDES OPPORTUNITIES FOR CITIES ACROSS THE STATE TO AFFORD BETTER WALKING TRAILS, BETTER BIKE TRAILS AND BETTER SIDEWALKS. IT'S THE TRANSPORTATION ALTERNATIVES PROGRAM (TAP) AND IT MEANS BETTER RECREATIONAL OPPORTUNITIES AND SAFER STREETS FOR OUR COMMUNITIES.

THE PURPOSE OF THE PROGRAM

The TAP provides funding for projects defined as "transportation alternatives" for pedestrians, bicyclists and other non-motorized forms of transportation. It was authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). It is a reimbursement-type grant program that provides for an 80 percent federal share and a 20 percent local match from eligible applicants.

Under the TAP program, eligible projects can include construction of on-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, lighting and other safety-related infrastructure. Conversion of abandoned railroad corridors for pedestrian and bicycle trails is also eligible.

The AHTD's Recreational Trails Program (RTP) is funded through a

set aside portion of TAP funds. These funds are eligible for maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, and construction of new trails.

The AHTD receives approximately \$8.5 million in TAP funds annually that can be awarded to eligible projects. An additional \$1.5 million per year is available through the RTP.



The Razorback Greenway is a 36-mile primarily off-road shared-use trail in Northwest Arkansas.



A bicyclist enjoys the Razorback Greenway.



WHO IS ELIGIBLE?

"We accept applications from local governments such as cities and counties, from school districts, transit agencies, regional transportation authorities, tribal governments, natural resource or public land agencies and any governmental agency responsible for transportation or recreational trails," says Jared Wiley, AHTD Division Head of Program Management.

All applications are reviewed by the Program Management Division for eligibility.

For the year 2016, the Department received 100 unique applications for the TAP and RTP.

(continued on page 16)



The Hot Springs Creek Greenway

Three of Craighead Forest Park's trails lead to the Forrest L. Wood Crowley's Ridge Nature Center.

FROM VISION TO REALITY

Craighead Forest Park Trail in Jonesboro is a perfect example of how TAP funds can be used for the betterment of a community.

The city-owned Craighead Forest Park provides 692 acres of scenic beauty for outdoor enthusiasts on Crowley's Ridge and features a fishing lake, camping facilities, hiking/ biking trails that weave through the park, picnic sites and recreational fields. Three of the park's trails lead to the Forrest L. Wood Crowley's Ridge Nature Center. There is also an exclusive area for ATV riders.

In 2015, the City of Jonesboro applied for TAP funds in order to begin phase two of improvements to the park. Plans call for an extension of the Greenway Trail. Phase two will extend the trail from the park entrance southward and will consist of six new workout stations and 1.6 additional miles of trail. When

completed, the trail will be 3.2 miles long. The city has purchased 48 pieces of exercise equipment that will be placed at workout stations every quarter of a mile. This summer, a contract was awarded to Sugg Construction, Inc. of Jonesboro to begin work. Phase two is scheduled to be completed by the end of the year.

In 2016, the city was awarded TAP funding for a third phase in the park.

TAP funds are at work in the southwest area of the State as well. The City of Hot Springs will be using 2015 program funding to begin phase five of the Hot Springs Creek Greenway. The greenway is actually made up of four linked trails — Transportation Plaza Trail, Valley Street Creekwalk, Jaycee/ Friendship Trail and Hollywood Trail. When complete, the Hot Springs Creek Greenway will run for 4.2 miles from just south of the famous Bathhouse Row to Lake Hamilton at the city's southern edge. While the northern portion,

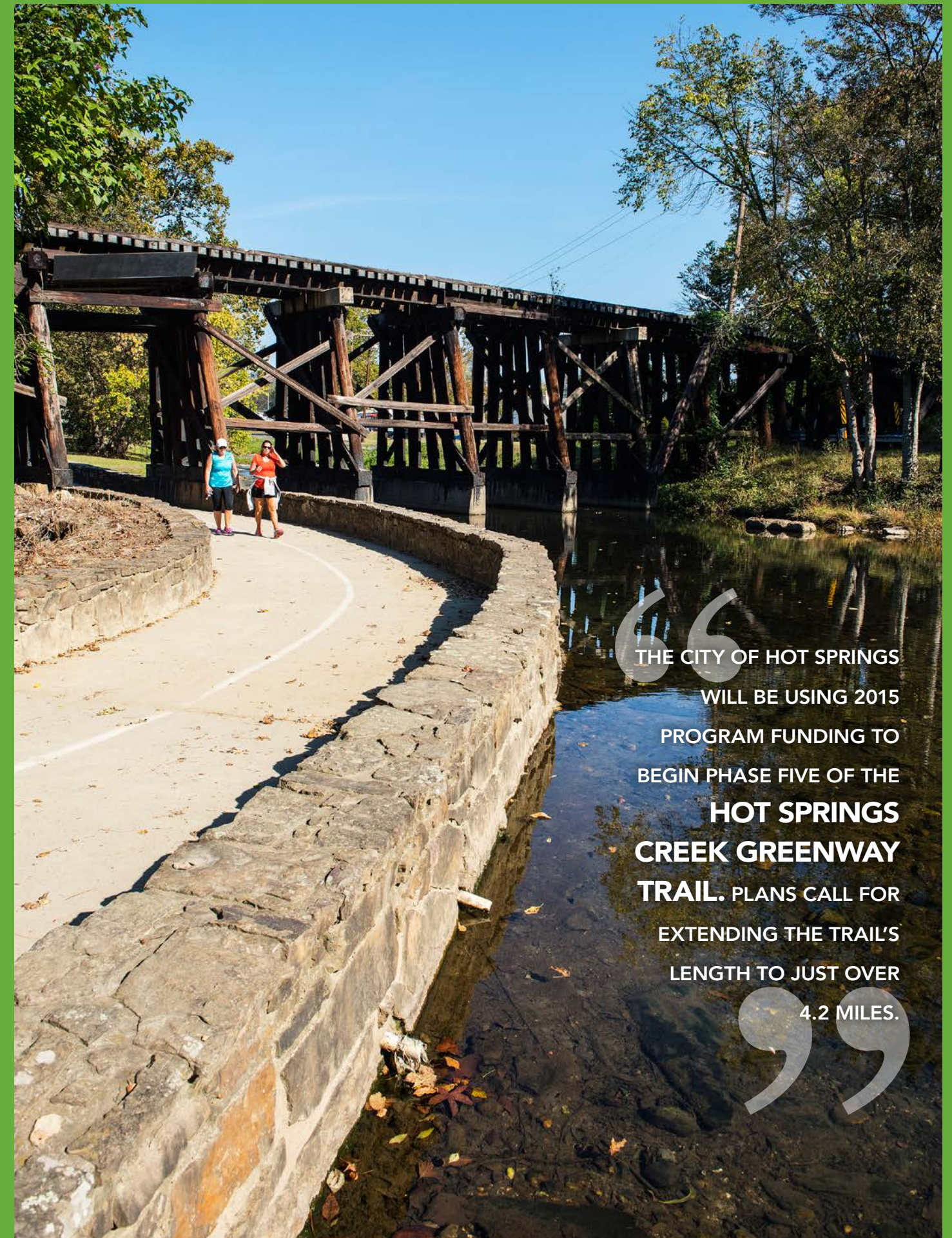
spanning two miles from the Hot Springs Convention Center to Chelsea Street, is complete and open for use, the segment south of Chelsea Street to Lake Hamilton is yet to be constructed.

FUNDING CYCLES

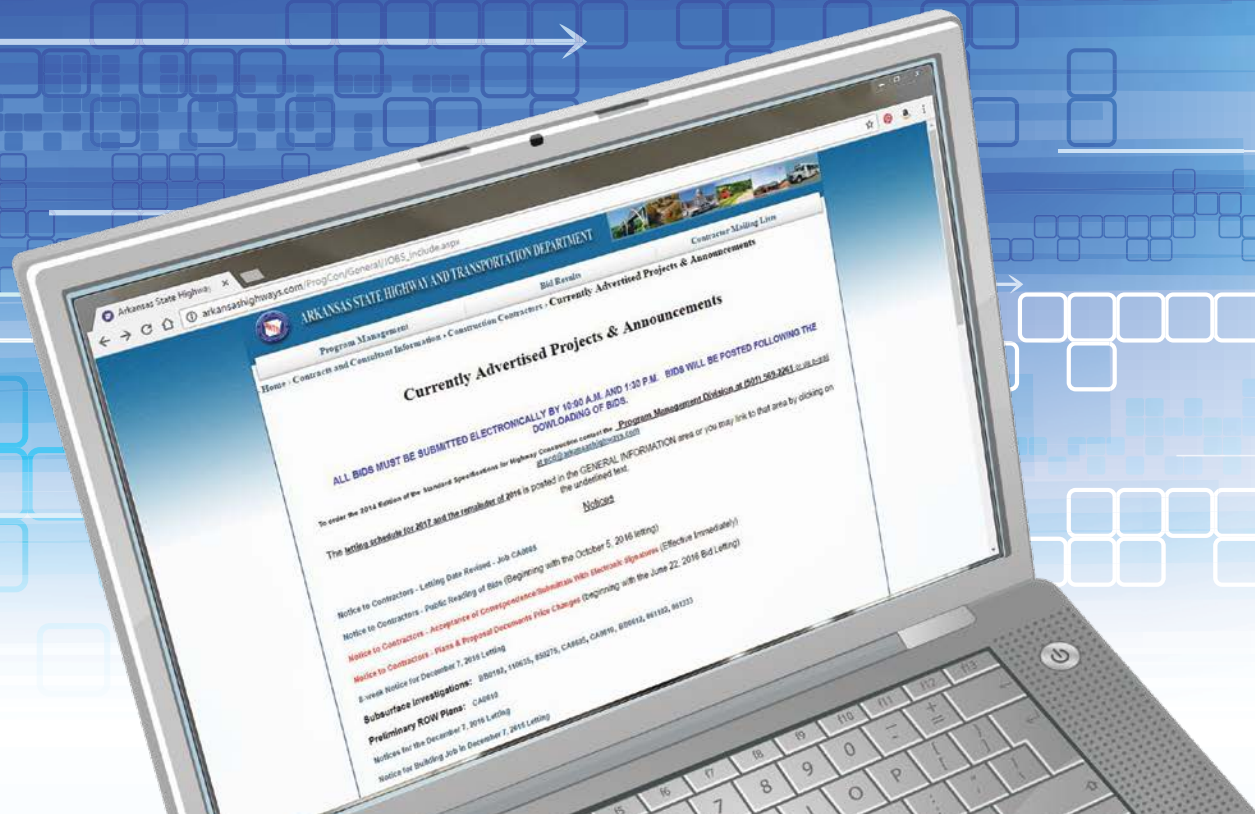
For 2016, 71 TAP projects and 15 RTP projects were awarded. A total of \$16.5 million was awarded for TAP projects and \$1.4 million was awarded for RTP projects.

"We anticipate having the next round of applications for the program in early 2017," Wiley adds. "It will be announced in the media and we are always glad to answer questions about these programs at any time for those interested in applying for funds in the future."

More information is available from the AHTD's Program Management Division at 501-569-2262, or on AHTD's website at ArkansasHighways.com. ■



“THE CITY OF HOT SPRINGS WILL BE USING 2015 PROGRAM FUNDING TO BEGIN PHASE FIVE OF THE HOT SPRINGS CREEK GREENWAY TRAIL. PLANS CALL FOR EXTENDING THE TRAIL'S LENGTH TO JUST OVER 4.2 MILES.”



Jared Wiley, Division Head of Program Management, reads the submitted bids aloud at a 2015 bid letting public meeting.

ELECTRONIC BIDS

BRING AN END TO BID LETTING MEETINGS

BY DAVID NILLES



The crowd listens and takes notes during this 1953 bid letting public meeting. In those days, it was common to have one hundred or more people attend the meetings to see how their bids fared.

UP UNTIL THE YEAR 2010, contractors who wanted to submit a bid on an upcoming Arkansas State Highway and Transportation Department highway construction project would have to mail or deliver their paperwork to the Department's Central Offices in Little Rock.

On bid letting day, in front of a crowd of anxious contractors, those bids were opened and publicly read in the Central Office auditorium. It was common to have one hundred or more people attend those meetings to see how their bids fared.

Erica Adams, Staff Construction Contract Procurement Engineer in the Program Management Division, explains how the bid proposal process has evolved since the Department has begun using Internet bidding.

"In November of 2010, the bidding process changed somewhat when the

Department gave contractors the option of submitting bids electronically using the Department's new electronic bidding service called "Bid Express." The service allows contractors to simply prepare their bid using an Electronic Bidding System (EBS) file and submit their bid to the Department via the Internet."

With the new system, contractors have the option to submit their bid as many times as they want until the deadline to submit bids has occurred. They also have the option to simply withdraw their bid prior to the deadline.

"Beginning with the January 2014 bid letting, the Department began a transition from voluntary to mandatory use of Internet bidding on certain projects," she explained. "We began selecting specific jobs that we would only accept Internet bids on. Experiencing success with that process, with the January 2015 letting, the Department made Internet bidding mandatory on all projects."

Moving to an all-electronic bidding process has numerous advantages.

"Both contractors and the Department

benefit from the use of Internet bidding," Adams adds. "Internet bidding improves efficiency, reduces bidding errors and helps standardize bidding documents submitted by contractors to the Department."

Once the deadline to submit bids has passed, the submitted bids begin to automatically download. Once the bids have downloaded, Department staff pull the bids into a report to post on the Department's website. The public can go to the AHTD website and view the report to see how the bids came in. Previously,

the bids would be publically read in the auditorium and then an "as-read" bid report was posted to the Department's website.

"Now that the Department no longer has to read the bids publicly, we can post the report fairly quickly after the bids download," Adams adds. "The public is able to see the results much faster. This report does not indicate award of the jobs. That occurs when Department Director Scott Bennett signs the awards list."

When bid announcement day arrives using the new procedure, the AHTD

auditorium stands empty because those contractors who used to fill the room can simply turn to their computer screens at their office to see how their bid fared.

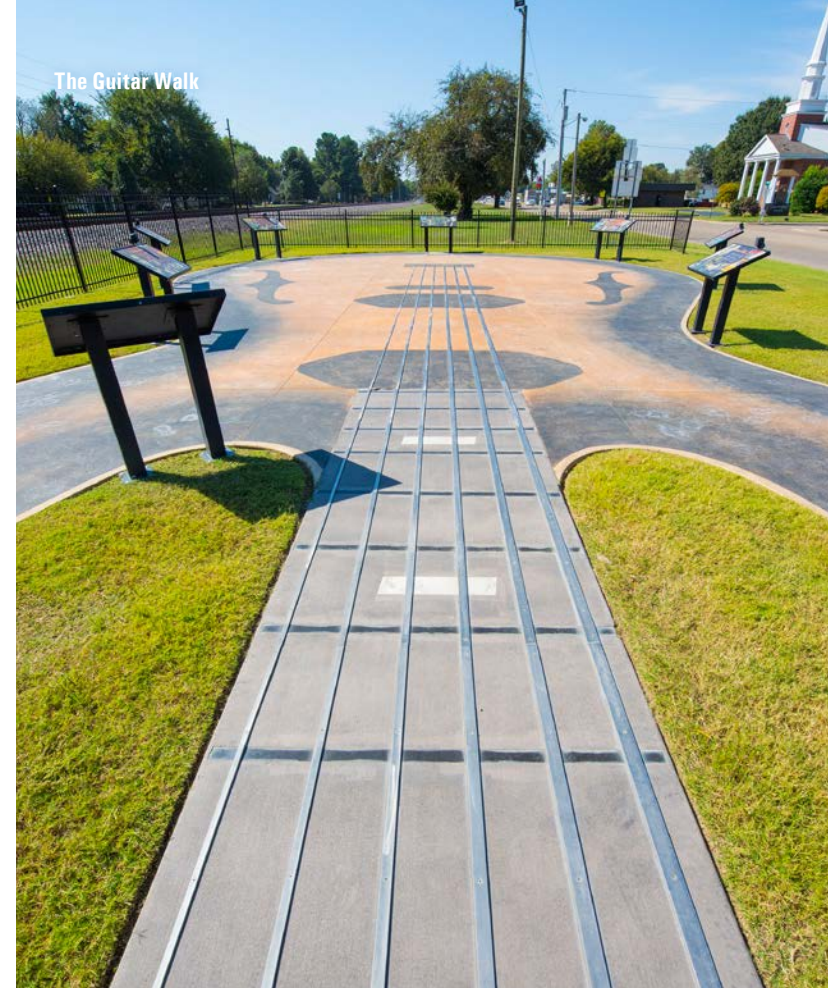
"I am one of the few here in my office that has been a part of the lettings where the contractors submitted paper bids only," Adams reflects. "The Internet bidding process has been a vast improvement."

Considering the ease of using the new system and the speed of getting results, contractors doing business with the AHTD would probably all agree. ■

Beatles Park



The Guitar Walk



Abbey Road in Walnut Ridge



WEEKEND

ROAD TRIP:

WALNUT RIDGE

BY DAVID NILLES

TWO RECENT RIBBON CUTTINGS ON HIGHWAYS IN NORTHEAST ARKANSAS WERE THE INSPIRATION FOR THIS MONTH'S WEEKEND ROAD TRIP. CEREMONIES ON U.S. HIGHWAY 67 AND STATE HIGHWAY 226 GOT THIS WRITER INTERESTED IN WHAT THERE IS TO SEE AND DO IN THE WALNUT RIDGE AREA.

As it turns out, there are five State Parks in the immediate vicinity and Walnut Ridge has places to see as well.

This month's trip starts in the city of Walnut Ridge, which happens to be on Arkansas' Rock and Roll Highway. In the 1950s, clubs and joints along this stretch of Highway 67 from Newport to Pocahontas played host to musicians such as Johnny Cash, Elvis Presley, Roy Orbison, Jerry Lee Lewis, Conway Twitty and Sonny Burgess. (See the *Rock & Roll History of Highway 67 in the Winter 2009/2010 issue of Arkansas Highways*.)

At Walnut Ridge, music takes more of a British feel, believe it or not, as the town celebrates a brief layover at the Walnut Ridge Airport by The Beatles.

On September 18, 1964, fresh off of a concert in Dallas, The Beatles landed at the Walnut Ridge Airport in order to change planes and head to a quiet weekend at a ranch in Alton, Missouri, prior to a concert in New York. Word spread across town that Friday night that the group was using the local airport as a layover and would probably return on Sunday to fly out for New York.

Word of their stay in the area spread. Between two- and three-hundred fans arrived at the airport on Sunday morning in anticipation of seeing the lads from Liverpool. Sure enough, the band flew in from Missouri and boarded their larger plane for New York City. It was an "only opportunity" for many fans to see John, Paul, George and Ringo in person.

Today, that weekend has endured and is commemorated in the downtown area known as **Beatles Park**. In 2011, Walnut Ridge unveiled a Beatles monument designed to look like the cover of the Beatles' album *Abbey Road* to commemorate the event. The sculpture features life-size silhouettes of The Beatles made from heavy carbon steel plates. The backdrop of Abbey Road is hand-ground on quarter-inch-thick

aircraft aluminum plates. The entire street scene is featured, along with more than 30 hidden references to Beatles song titles and album names. There are also a few hidden surprises that were added in by the artist that are unique to Walnut Ridge. The sculpture is located at S.W. 2nd and W. Main Streets.

Incidentally, the city also renamed a section of 2nd Street as Abbey Road. In 2011, the first "Beatles at the Ridge" festival was held.

In 2012, the town built **The Guitar Walk**, a 115-foot long guitar-shaped plaza modeled after Epiphone guitars played by John Lennon and George Harrison. The plaza was built as a tribute to nine early rockabilly and rock 'n' roll stars that performed along Highway 67 in northeast Arkansas. Each musician has a plaque featuring photos and text. There are also photos of some of the old venues where they played. Most of

(continued on page 22)



The Guitar Walk features tributes to nine early rockabilly and rock 'n' roll stars that performed along Highway 67.

the plaques have audio buttons to press in order to hear stories about the performers and a sample of one of their songs. The notables include Sonny Burgess, Conway Twitty, Billy Lee Riley, Johnny Cash, Carl Perkins, Jerry Lee Lewis, Roy Orbison, Wanda Jackson and Elvis Presley. The walk is found in Cavanaugh Park on S.W. Front Street.

The **Walnut Ridge Regional Airport** is the next stop on our trip. In addition to providing air service to the area, the airport has an interesting past. The airfield served as a World War II training facility for over 4,500 young pilots in the early 1940s. It also was a gathering place for many war planes after the war ended. (See the article "A Road for Air Defense" on page 28 in this issue for a history of the airfield.)

In addition to serving as Walnut Ridge's airport, the field is home to the **Wings of Honor Museum**. The Museum was established in 1999 for the purpose of preserving the rich history of the Walnut Ridge Army Flying School, the Marine Corps Air Facility at Walnut Ridge, the Reconstruction Finance Corporation and more. It was also built to remember and honor those civilian and military personnel who served to maintain our freedom. Inside are vehicles from the airfield's earlier days including a fire truck and an Army Jeep. There is also a half-scale Corsair F4U-1 airplane and the front cockpit of a BT-13 airplane. A ground aviation trainer used by personnel to perfect their flying techniques can also be seen.

Hungry for lunch? The most unique place to have a meal in Walnut Ridge has got to be the **Parachute Inn** at the airport, and it's a short walk from the air museum. Part of this restaurant is now housed in a reconfigured 1982 Southwest Airlines Boeing 737. The interior still has the "Southwest Airline" look and the menu features southern home-style cooking, seafood and steaks. The restaurant is open Tuesday through Thursday for breakfast and lunch, closing at 2:00 p.m., is open on



This Pratt & Whitney Aircraft Engine is one of many interesting displays at the Wings of Honor Museum.



The Wings of Honor Museum is located at the Walnut Ridge Regional Airport.



The Courthouse in Powhatan Historic State Park

Fridays from 8:00 a.m. until 8:00 p.m. and Saturdays 11:00 a.m. until 8:00 p.m. The restaurant is located at 11 Sky Watch.

Leaving Walnut Ridge, the next stop on this road trip is **Powhatan Historic State Park**. The park is home to many historic buildings dating back to the days when Powhatan was a busy port on the Black River. The town served as a chief shipping and distribution point for northern Arkansas and drew its name from the Indian chief Powhatan, the father of Pocahontas.

The most prominent building in the park is the Italianate-style courthouse built in 1888. The courthouse serves as the Visitors Center and, inside, you'll learn the story of the commerce, politics and lifestyles that shaped north Arkansas and Lawrence County.

The courthouse sits on top of a hill and overlooks the other structures in the park including the historic Powhatan Jail, the Ficklin-Imboden House, the Commercial Building and the Powhatan Male and Female Academy, a unique two-room schoolhouse. All of the structures are listed on the National Register of Historic Places and tell the story of this important 1800s river port. To reach the park from Walnut Ridge, travel eight miles north on U.S. Highway 63 to Black Rock, then two miles south on State Highway 25.

More history of Lawrence County can be found at **Davidsonville Historic State Park**, just north of Black Rock. This park is located on the Black River and preserves the site of historic Davidsonville. Established in 1815, it was the seat of Lawrence County which, at that time, comprised roughly the northern third of Arkansas. Davidsonville was the location of Arkansas' first courthouse, post office and land office. Few above ground remains are visible today, but, in 1979, the Arkansas Archeological Survey began conducting excavations which continue today. Archeologists used the original surveyor's plat to locate remains of homes

(continued on page 24)

and businesses. These investigations have uncovered tens of thousands of artifacts including ceramics, bricks, trash pits, tools, buttons, earrings, coins and combs. These material remains, along with documentary sources such as deeds, birth and death certificates, marriage records and newspaper articles, create a picture of life at Davidsonville and in frontier America in the early 19th century.

The park has a Visitor Center, 24 campsites, a picnic area, a fishing pier on **Trappers Lake** and several trails for hiking. Canoe rentals are available for trips on the Black River or for exploring the lake. To reach the park from Black Rock, travel north on State Highway 361. The park is located at 7953 Highway 166 South.

There are several other State Parks in the area of Walnut Ridge including Lake Charles State Park, Lake Frierson State Park and Crowley's Ridge State Park. In addition, the city of Jonesboro is just a short drive away offering numerous attractions to see as well. It all adds up to a busy weekend discovering what northeast Arkansas has to offer! ■



Trappers Lake at Davidsonville Historic State Park



The interior of the Courthouse in Powhatan Historic State Park



Davidsonville Historic State Park



"The Tetons and the Snake River" by Ansel Adams

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.

- ✱ **JANUARY 25 – FEBRUARY 26**
SISTER ACT: After witnessing a violent crime committed by her mobster boyfriend, flamboyant lounge singer Deloris Van Cartier is placed deep undercover in the witness protection program. Posing as a young nun in a convent, she struggles to fit in with the Mother Superior's strict rules and regulations. • JANUARY 25 – FEBRUARY 26
 Arkansas Repertory Theatre
Little Rock, AR
- ✱ **JANUARY 27 – APRIL 16**
ANSEL ADAMS – EARLY WORKS: Ansel Adams (1902-1984), photographer, musician, naturalist, explorer, critic and teacher, was a giant in the field of American landscape photography. His work can be viewed as the end of an arc of American art concerned with capturing the sublime in the unspoiled Western landscape. • JANUARY 27 – APRIL 16
 Arkansas Arts Center
Little Rock, AR
- ✱ **JANUARY 30**
HARLEM GLOBE TROTTERS:
 El Dorado Wildcat Arena
El Dorado, AR
- ✱ **FEBRUARY 1 – FEBRUARY 26**
DETROIT: A Pulitzer Prize finalist and one of *The New York Times* top 10 plays of the year; Detroit is an explosive dark comedy that brilliantly captures our moment in history. • FEBRUARY 1 – FEBRUARY 26
 Nadine Baum Studios
Fayetteville, AR
- ✱ **FEBRUARY 3 – 4**
29TH ANNUAL HOME AND GARDEN SHOW:
 Pine Bluff Convention Center
Pine Bluff, AR
- ✱ **FEBRUARY 4**
VICKI LAWRENCE: Emmy Award-winner Vicki Lawrence is best known for her work on the long-running *The Carol Burnett Show*. She received a gold record as a recording artist for her hit single, *The Night the Lights Went Out in Georgia*, and later went on to star in her own TV series, *Mama's Family*. Lawrence's many stage credits include productions of *Carousel*; *Send Me No Flowers*; *No, No, Nanette*; *My Fat Friend*; *Chapter Two*; *Twigs*; *Hello, Dolly!*; *Special Occasions*; *I'm Getting My Act Together and Taking It on the Road* and *Annie Get Your Gun*. • FEBRUARY 4
 East Arkansas Community College
 Fine Arts Center
Forrest City, AR
- ✱ **FEBRUARY 7**
VIENNA BOYS CHOIR:
 St. John's Episcopal Church
Helena – West Helena, AR



Sister Act



Detroit



Lawrence

FOUR LANES TO FORDYCE

On Highway 167

BY DAVID NILLES

MARKS MEMORIAL CHURCH ON U.S. HIGHWAY 167 NEAR CARTHAGE is accustomed to a full parking lot on Sunday mornings. Friday mornings are a different story, but not on October 7th. The lot was full that morning as AHTD staff, Commissioners and local dignitaries gathered to cut a ribbon on a new section of U.S. Highway 167 recently widened to four lanes.

The event celebrated the completion of widening on the highway from Interstate 530 southward to Thornton.

The entire Highway 167 Corridor runs from Interstate 530 down to the Louisiana state line. It provides a vital connection for the residents of south Arkansas and is important to the economic vitality of the region.

"This corridor will provide safer and quicker access to medical, educational, recreational and retail opportunities for south Arkansas," stated Commissioner Robert S. Moore, Jr. of Arkansas City. "It will also enhance economic opportunities by making this region more attractive for businesses. Without the legacy of past Commission leadership, we wouldn't be standing here today. We have five decades of Commissioners who have worked on this project. Former Commissioner Madison Murphy is here today and we thank him for taking the lead on this."

"This is an important day for south Arkansas," Murphy stated. "It's critical that our State completes its four-lane grid system and this is a perfect example of the work that's been done. We have fabulous people working on behalf of the State and we thank all of you for your support."



Highway Department and local officials gathered to cut the ribbon on a new section of U.S. Highway 167 near Fordyce.

To date, \$360.5 million of work has been completed to widen Highway 167 between Interstate 530 and Thornton. An additional five projects totaling \$97.8 million are under construction between El Dorado and Hampton. The final four projects are scheduled for 2017 and 2018 for an estimated cost of \$83.6 million. This work will complete the final section between Hampton and Thornton. Upon completion, the investment to widen the Highway 167 corridor will total \$541.9 million.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005 (SAFETEA-LU) designated Highway 167 as a High Priority Corridor.

"The Department was excited when Congress named this a High Priority Corridor," AHTD Director Scott Bennett told the crowd. "We knew it would lead to great things for southern Arkansas and I know this is a day all of you are glad to see." ■

AHTD RECOGNIZED IN NATIONAL COMPETITION

THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT was one of five states that won awards recently in a national competition that recognizes excellence in transportation projects that improve travel safety, reduce roadway congestion and provide more travel options to consumers. Arkansas joined Florida, Georgia, Kentucky and Tennessee in the competition presented by the American Association of State Highway and Transportation Officials (AASHTO).

Now in its ninth year, the America's Transportation Awards competition is sponsored by AASHTO, the AAA motor club and the U. S. Chamber of Commerce. It recognizes the best transportation projects in three categories and sizes: Quality of Life/Community Development, Best Use of Innovation and Under Budget. The projects are grouped into three sizes: small for projects costing less than \$25 million, medium for those between \$26 million and \$199 million, and large for those costing \$200 million or more.

The AHTD received the medium-project award for a five-mile widening of U.S. Highway 167 that runs through Ivan, in Dallas County, and extends into adjacent Cleveland County.

Nationwide, a total of 40 state DOTs participated in this year's competition, submitting a record-high 84 award nominations. Eight state DOTs in the Southern Association of State Highway and Transportation Officials (SASHTO) region nominated 16 transportation projects for consideration in the national competition.

"We are building and maintaining a transportation system that enhances quality of life and helps develop communities to strengthen our economy and boost our nation's ability to remain competitive," said Paul Trombino, AASHTO's president and director of the Iowa DOT. "These awards highlight our members' efforts and showcase best practices that are benefiting communities every single day."

AHTD Director Scott Bennett had this to say about the award.

"The Highway 167 project was built as a four-lane and five-lane, divided roadway, replacing the previous two-lane section. We are pleased to be recognized by our peers in the industry for the work done and congratulate everyone who worked on this project."

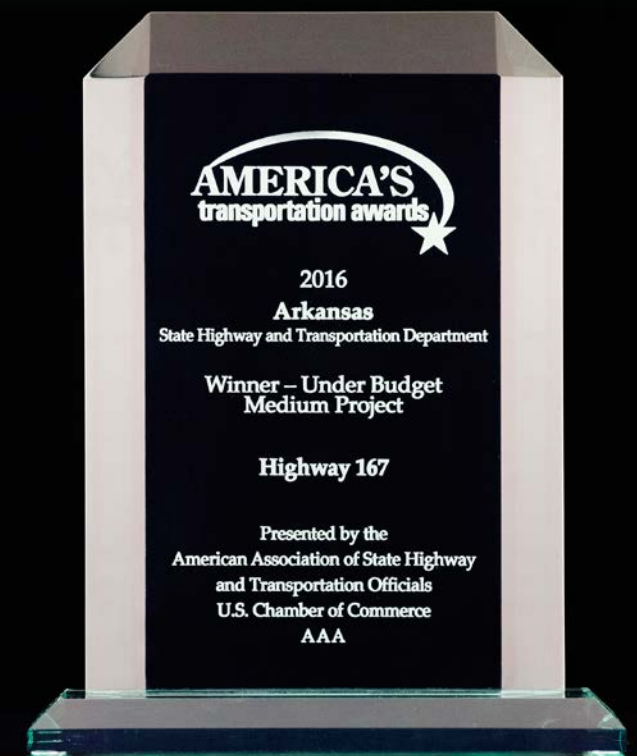
In addition to the main lanes, the Highway 167 project included three double box culverts and nine new bridges. It was awarded to McGeorge Contracting Company, Inc. of Pine Bluff for \$33.4 million. It was substantially completed ahead of schedule and under budget in September of 2015. The final cost of the project was \$765,000 less than expected, and it was completed 47 working days ahead of schedule.

Transportation projects that state DOTs completed in 2015 were eligible to compete. The nominations were judged by officials representing diverse industries within the transportation sector.

The regional projects receiving the highest overall scores competed for a National Grand Prize that was determined by a panel of transportation experts, and a People's Choice Award decided by online public votes.

The Connecticut Department of Transportation earned the Grand Prize and the Florida Department of Transportation was voted the People's Choice Award winner.

More information about all of the nominated projects and the competition can be found at AmericasTransportationAwards.org. ■



P-40 Warhawks were just one of many types of warplanes that were flown to the Walnut Ridge Army Airfield for maintenance and other necessary updates.



A ROAD FOR

AIR DEFENSE

BY DAVID NILLES

Walnut Ridge Army Airfield Access Road

NEAR THE TOWN OF COLLEGE CITY IN NORTHEAST ARKANSAS, IS A HIGHWAY THAT WAS BUILT IN THE EARLY 1940s. Today, it is known by the name Fulbright Avenue as it extends eastward off of U.S. Highway 67 to Stafford Lane.

But in the 1940s, it was part of the main access road to the Walnut Ridge Army Airfield and went by the name of the Walnut Ridge Army Airfield Access Road. The road carried thousands of military personnel in and out of the area.

The Access Road was named to the National Registry of Historic Places this past summer, so Arkansas Highways thought it appropriate to dig into the history of the roadway that is now over 70 years old, as well as the airfield it led to.

PREPARING FOR WAR

The two-lane highway was constructed as part of the National Highway Defense Act of 1941, an effort to construct adequate motor-truck transportation routes for the defense and military industries to adequately move goods, people and materials from location to location in the case of the United States' entrance into war.

The road was built in 1942-43, when the airfield was in active use during World War II. The road passes over two culverts built at the same time and is a well-preserved example of period road building.

"Between 1941 and 1945, the funding for projects associated with the National Defense Highway Act of 1941 was used on 24 other defense-related projects," according to the National Register nomination. "Of those 24 defense-related projects, 11 of them only required gravel surfaces, seven required bituminous surfaces, four concrete surfaces, which includes the Walnut Ridge Army Airfield Access Road, and the remaining two projects and funding were used to construct bridges. Of those with hard surfaces, the Walnut Ridge Army Airfield Access Road contains the most integrity."

TRAINING NEW PILOTS TO FLY

The Walnut Ridge Army Airfield dates back to 1942 when the city was selected by the Army Air Corps for the construction of a basic flying school as part of the 70,000 Pilot Training Program. It was one of many airfields built in the United States during World War II. The facility featured three runways, a huge apron covering over 63 acres, four large hangars, a 203-bed hospital and its own water plant and sewer plant. It was opened in August of 1942.

The airfield had one main runway and two secondary runways. Its mission was the training of new pilots as part of their third-stage flight training beginning in 1943. Graduates from the basic flight school then were transferred to one of Training Command's advanced flying schools that operated AT-6 Texan Advanced trainers, and upon graduation, they were awarded their pilot's wings and commissioned as second lieutenants. During its heyday, Walnut Ridge had over 4,600 graduates.

In addition to the flight school, Air Technical Service Command operated a major maintenance facility at Walnut Ridge. C-47 Skytrains, P-40 Warhawks, P-51 Mustangs, B-17 Flying Fortresses and later in the war, B-29 Superfortresses, which were used for training in the United States, were flown here for maintenance and other necessary updates.

As the war slowed down, so did the training of pilots. The basic flight school at Walnut Ridge was closed at the end of June, 1944. The last class graduated on June 27, 1944. At that point, the facility was transferred to the Department of the Navy.

Under Navy control, it was used by the United States Marine Corps as a pilot training school. A Marine attack squadron, VMF-513, was transferred to the base in September of 1944 and operated Douglas scout bombers and FG-1D Corsair's. Apparently the school only operated until December of that year when the school was moved to Mojave, California. The Navy decommissioned the base in March of 1945.

AFTER THE WAR

As World War II came to a close, the Reconstruction Finance Corporation (RFC) established a disposal and reclamation facility at Walnut Ridge for excess aircraft. RFC Walnut Ridge became one of the largest disposal sites for aircraft in the United States with 10,000 war planes flown to the facility in 1945 and 1946 for storage, dismantle or sale. All types of fighter planes were offered for sale to the public. They were sold to crop dusting operators, passenger airlines, individuals, government agencies and more. Some of the planes were so new they had just left the assembly line.

RFC Walnut Ridge disposed of aircraft until 1951 when it was closed.

Today, the airfield features modern facilities and serves as the Walnut Ridge Regional Airport.

THE HIGHWAY TODAY

As for the old Army Airfield Access Road, selected sections of Fulbright Avenue were rehabilitated in the summer of 2015 by the AHTD. The project patched the concrete pavement and smoothed it utilizing a process called diamond grinding. The original concrete can still be seen, but to keep it in the best condition possible for the traveling public, it has a slightly different look and texture. ■

The Walnut Ridge Army Airfield Access Road was built in 1940.

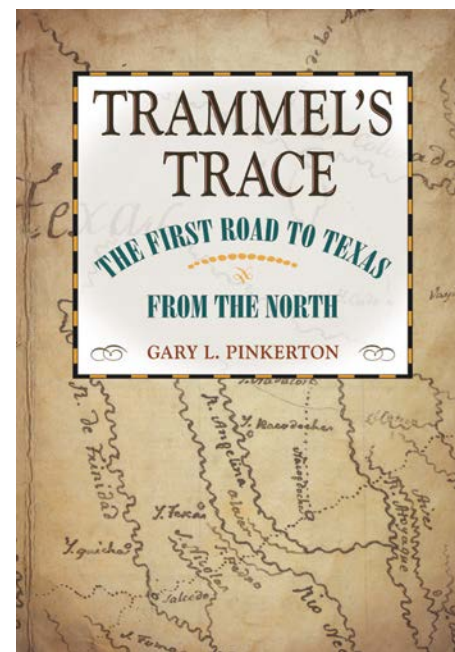




TRAMMEL'S TRACE

THE FIRST ROAD TO TEXAS FROM THE NORTH

BY GARY L. PINKERTON
Guest Writer



The Great Bend in the Red River

IN

THE MAY 2016 ISSUE OF ARKANSAS HIGHWAYS, AN ARTICLE HIGHLIGHTED THE ROLE OF THE SOUTHWEST TRAIL IN ARKANSAS HISTORY.

When early travelers on that road crossed to the opposite side of the Red River at the "Great Bend" near Fulton, Arkansas, the road changed names and at various times entered an entirely different country.

There, the road became known as Trammel's Trace, the first road to Texas from the north. It connected early Anglo settlers to Texas as early as 1819. Horse smugglers venturing to the Red River prairies where mustangs ran wild for many years before also used the trail. During the increase of migration through Arkansas toward Texas in late 1822, the *Arkansas Gazette* called attention to the hundreds of people moving south toward Texas down the Southwest Trail to Trammel's Trace. Among them were familiar names such as Sam Houston, David Crockett and James Bowie.

Trammel's Trace was a 180-mile long trail from the Red River to Nacogdoches in eastern Texas. One branch of Trammel's Trace originated at Pecan Point, northwest of present day Clarksville, Texas. It was a buffalo crossing on the Red River where traders and hunters, Indians from many tribes, and ultimately Anglo settlers from Tennessee and Kentucky began to gather as early as 1817. Pecan Point was many miles up the Red River in disputed territory that, like Texas, was ruled at various times by Spain, Mexico, an independent Republic of Texas and finally the United States.

Trammel's Trace was a 180-mile long trail from the Red River to Nacogdoches in eastern Texas. One branch of Trammel's Trace originated at Pecan Point, northwest of present day Clarksville, Texas. It was a buffalo crossing on the Red River where traders and hunters, Indians from many tribes, and ultimately Anglo settlers from Tennessee and Kentucky began to gather as early as 1817. Pecan Point was many miles up the Red River in disputed territory that, like Texas, was ruled at various times by Spain, Mexico, an independent Republic of Texas and finally the United States.

The trail originating at Fulton and the one from Pecan Point merged along the way south toward Nacogdoches to form one pathway through unsettled territory. In Nacogdoches, it connected with the El Camino Real de los Tejas, the King's Highway. The El Camino Real originated in Natchitoches, Louisiana, and continued southwest to San Antonio and Mexico.

Trammel's Trace was named for Nicholas Trammell, a Tennessean who settled near Batesville, Arkansas. He migrated to Pecan Point, and then cut a route through the woods toward Nacogdoches and the colony established by Stephen F. Austin in 1821. Trammell had a reputation as a horse smuggler and thief, and Austin would not accept the entry of someone with such a questionable character. As a result, Trammell ended up living at the Trinity

River crossing of the El Camino Real west of Nacogdoches. In 1826, he was chased out of Texas back to Arkansas as part of the Fredonian Rebellion. Trammell ultimately settled east of Washington in Hempstead County, Arkansas, where he and his sons operated a well-known "stand" – a tavern with gambling and other pursuits. Trammell was also well known for horse racing in both Arkansas and Texas.

While the Southwest Trail benefitted from being in the United States and getting money for improvements as a military road, Trammel's Trace had none of that attention. It was kept open only by its use. If a tree fell across the trail, then a turnout formed. Like many of the early trails, Trammel's Trace had formed along routes used by the Caddo people for hundreds of years, by

Spanish explorers after that, and then by smugglers and immigrants. Seven miles of canebrake was the first obstacle upon crossing the Red River at Fulton along a route later mapmakers simply labeled "impracticable."

As settlement in Texas grew rapidly during the period of colonization in the 1820s, other roads formed for point-to-point travel. Even with an expansive

network of other roads around it, by 1843 Trammel's Trace was still such a significant part of the landscape that it was used to define miles and miles of the boundary between Rusk and Panola counties in east Texas.

Given the history of early migration to Texas, anyone whose family tree includes early immigrants from Tennessee, Kentucky, Missouri, and later Arkansas will want to learn more about Trammel's Trace as the likely route taken by their ancestors on their way to Texas. ■



EDITOR'S NOTE: Gary L. Pinkerton is the author of "Trammel's Trace: The First Road to Texas from the North." The book was published by Texas A&M University Press in November 2016 and is available for order on Amazon. For more information, go to www.TrammelsTrace.com.

ARKANSAS
HIGHWAYS
MAGAZINE
RECEIVES
**NATIONAL
TRANSCOMM
AWARD**

BY DAVID NILLES



THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT WAS RECOGNIZED RECENTLY FOR ITS ARKANSAS HIGHWAYS MAGAZINE DURING THE 2016 TRANSCOMM CONFERENCE HELD IN CHARLESTON, WEST VIRGINIA.

TransComm is the annual meeting for the American Association of State Highway and Transportation Officials' (AASHTO's) Subcommittee on Transportation Communications. Approximately 150 communication professionals attend the meeting and workshops, representing departments of transportation, safety and transportation associations and private companies in all 50 states, the District of Columbia and Canada.

Each year, the organization coordinates a skills competition. The contest recognizes the outstanding work of its public relations practitioners

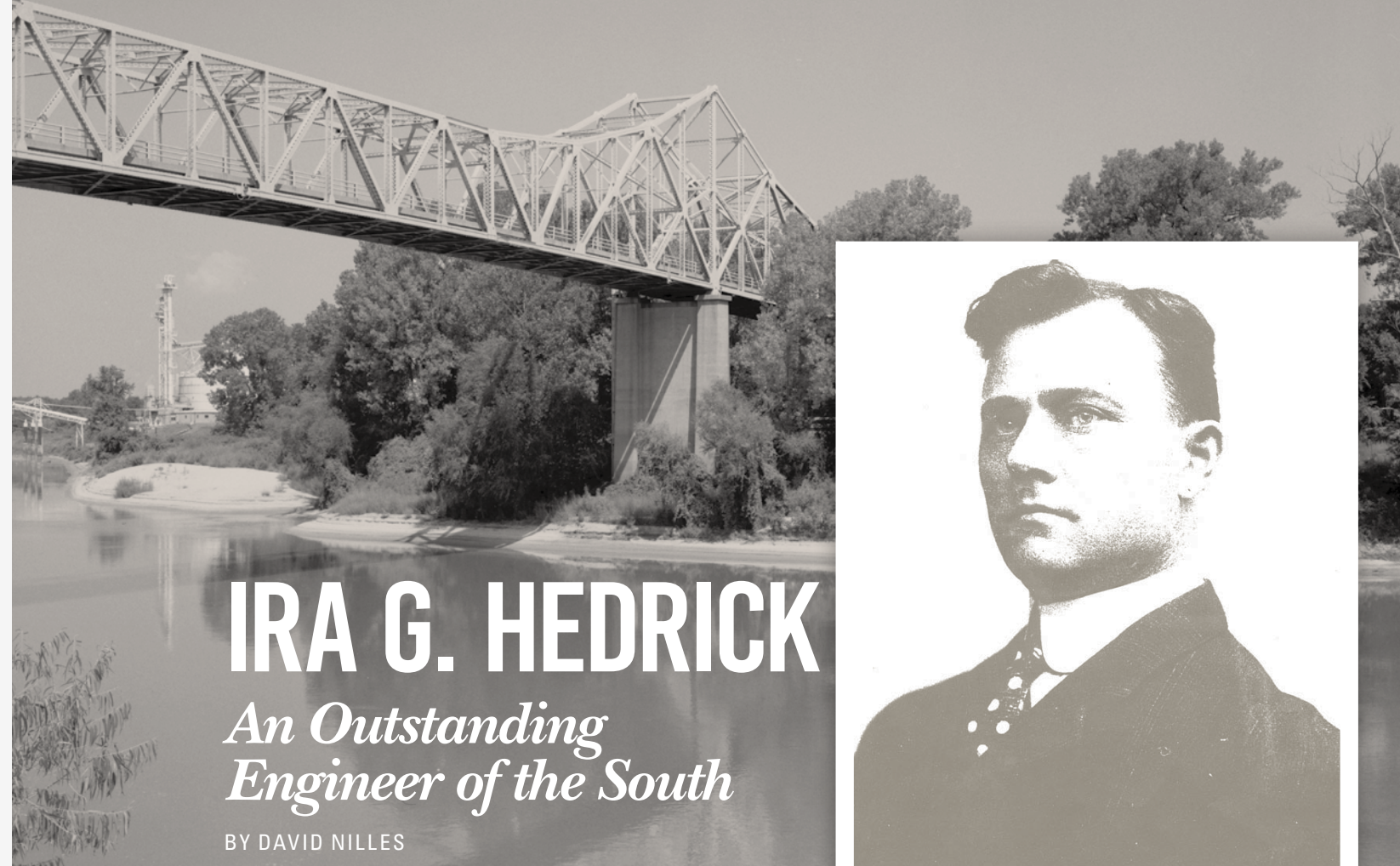
and facilitates an exchange of ideas. The contest is considered the premier communications competition in the transportation industry, and the awards have become a standard of public relations excellence among state departments of transportation. Winners demonstrate the very best examples of innovation, planning, production, execution and evaluation of results and budget.

Arkansas Highways magazine won First Place in the "Published Article" category for an article written by David Nilles, Internal Communications Coordinator for the AHTD and editor of the magazine.

The article, titled "Adopt-A-Highway

Volunteers Hit the Roadside," follows volunteer Brian Price, of Benton, as he and his team prepare for their first roadside pick up of trash along the side of their "adopted" mile of highway on Interstate 30. Nilles accompanied the team as they spent a Saturday afternoon doing their pick up. In the article, Price shares how he, his team and the State of Arkansas benefit from the Adopt-A-Highway program.

The article can be read in the November 2015 issue of the magazine or online at ArkansasHighways.com. Information on the Adopt-A-Highway program is also available on the website. ■



IRA G. HEDRICK

*An Outstanding
Engineer of the South*

BY DAVID NILLES

DR. IRA GRANT HEDRICK made a name for himself in the 1920s and 30s as one of the country's premier civil engineers. During those years, he became well known for his design of large scale bridges, several of which spanned bodies of water in Arkansas. And Arkansas is where he got his education.

Hedrick was born in West Salem, Illinois, in 1868. He traveled south to Arkansas to attend the University of Arkansas, where he earned a Bachelor of Science in Civil Engineering. He graduated in 1892. His studies weren't complete, however. He received another Bachelor's degree from the University in 1899 in Applied Science and a Master of Science degree in 1901. Hedrick then made his way to McGill University in Montreal where he earned his Doctor of Science degree in 1905.

Not only did Hedrick obtain an extensive education, he was involved in several engineering associations throughout his career. He was a member of the American Society of Civil Engineers, the Engineering Institute of Canada and Tau Beta Pi engineering honor society.

After receiving his Bachelor's degree in engineering, Hedrick was an assistant engineer for J. A.L. Waddell (John

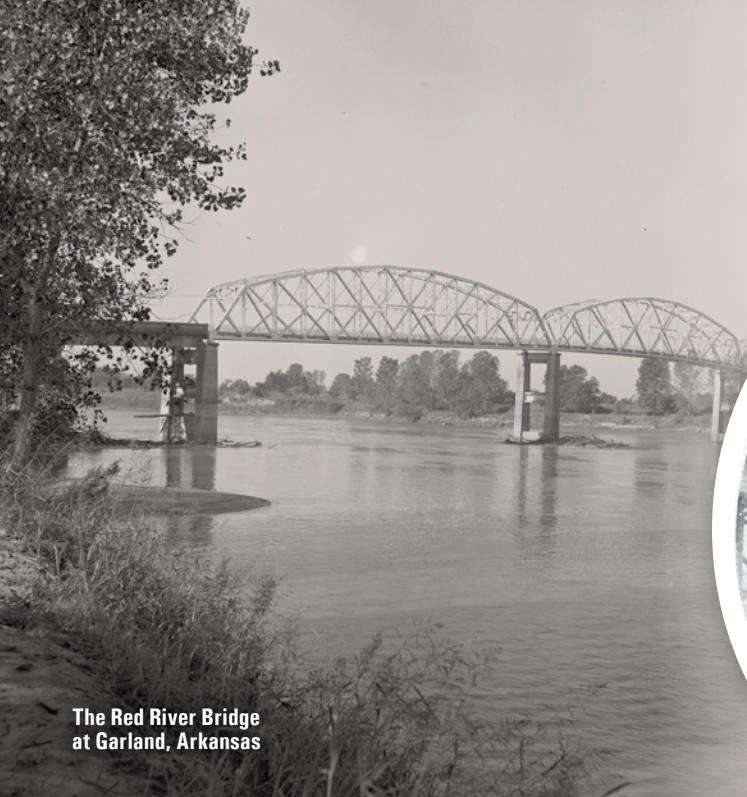


*Very Truly Yours-
Ira Hedrick*

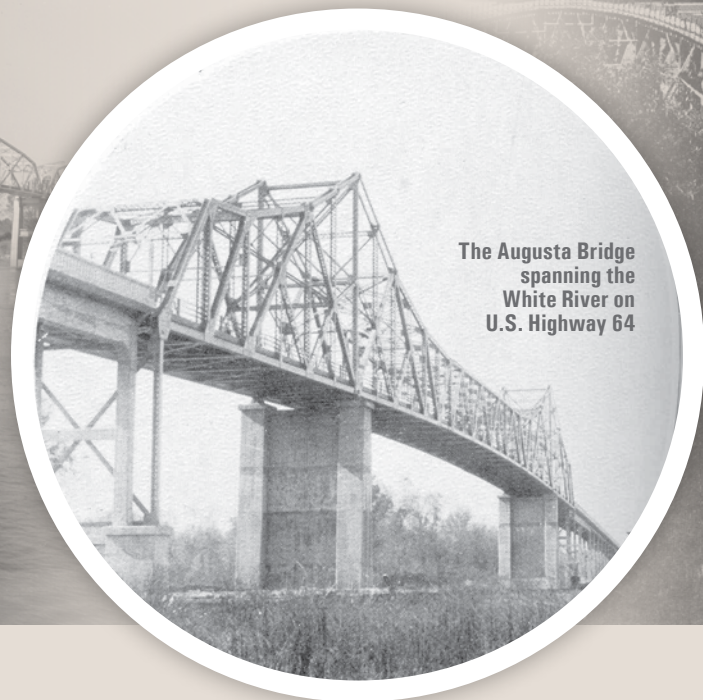
Alexander Low), a widely respected bridge engineer, for six years. Hedrick then spent one year with the Kansas City, Pittsburgh and Gulf Railroad Company as an assistant chief engineer, and then returned to his first employer to be a junior partner in the firm of Waddell and Hedrick during the years 1899 to 1907. After leaving Waddell for a second time, Hedrick was a partner in two consulting firms. Hedrick and Cochrane worked together from 1907 to 1915 and then, Hedrick started a consulting firm with another Hedrick in 1915. He was also a senior member of Hedrick, Smith and Frost. His last consulting firm worked from offices in Hot Springs, Arkansas; Shreveport, Louisiana; and Kansas City, Missouri.

Hedrick's skills at the drawing table transformed vision into reality in numerous areas across North America. Many of his designs landed here in Arkansas.

(continued on page 34)



The Red River Bridge at Garland, Arkansas



The Augusta Bridge spanning the White River on U.S. Highway 64

The U.S. Highway 70 Bridge over Lake Hamilton



The Clarendon Bridge on U.S. Highway 79 over the White River

The **Red River Bridge** at Garland, Arkansas, was one of those accomplishments. It was a Pennsylvania Truss bridge that carried traffic from 1931 to 1990 on State Highway 82. Hedrick's design featured three 300-foot spans. The bridge was added to the Historic American Engineering Record in 1988 and the National Register of Historic Places in 1990. After 59 years of service and in poor condition, it was demolished in the late 1990s when it was replaced by a new structure.

The **Clarendon Bridge** on U.S. Highway 79 over the White River in east Arkansas is another Hedrick design. He worked for the Austin Bridge Company of Dallas, Texas, at the time. The sheer size of the bridge is its most notable feature as it stands at an elevation of almost 234 feet. The 720-foot steel bridge is a two-lane double span Warren Truss built on four concrete piers. When adding the length of the approaches to the double-cantilevered main span, the bridge is more than three miles long. The western approach travels through the Cache River National Wildlife Refuge and the White River National Wildlife Refuge. The eastern approach empties into downtown

Clarendon. The bridge and the concrete approach on the east side were listed on the National Register of Historic Places in 1984. The western approach was added to the Register in 2015. A new Clarendon Bridge opened to traffic this year.

Hedrick's design work also spans the White River on U.S. Highway 67 at Newport. The **Newport Bridge** was constructed in 1930. It is a two-lane, 400-foot double-cantilevered structure. Since the Newport Bridge was to be a toll bridge, provisions were made for a toll keeper. A one-story "modern" house was erected by W.S. Upchurch of Little Rock at the base of the west approach on Third Street. In 1938, the tolls on the bridge were lifted.

A "sister bridge" featuring Hedrick's same design is found in the **Augusta Bridge** spanning the White River on U.S. Highway 64. This two-lane bridge and the one at Newport differ only in their approach lengths. It too, was constructed in 1930. Like the bridge at Newport, this one included a toll keeper residence.

Not only did Hedrick's work span rivers in Arkansas, but lakes as well. He was one of the designers for the **U.S. Highway**

70 Bridge over Lake Hamilton in Hot Springs. The bridge was an excellent example of an open spandrel, concrete deck arch bridge and featured five arch spans. The structure included lamp posts as well as small "balconies" for viewing the water below. The bridge was built in 1929 and was replaced in 1984.

To the south of there also on Lake Hamilton, Hedrick was involved in the building of the **State Highway 7 Bridge**. Again, the design featured five spans in this open-spandrel arch design. The bridge was constructed in 1929 and was replaced in 1991.

Hedrick is well-known for his work on two bridges in Portland, Oregon, as well.

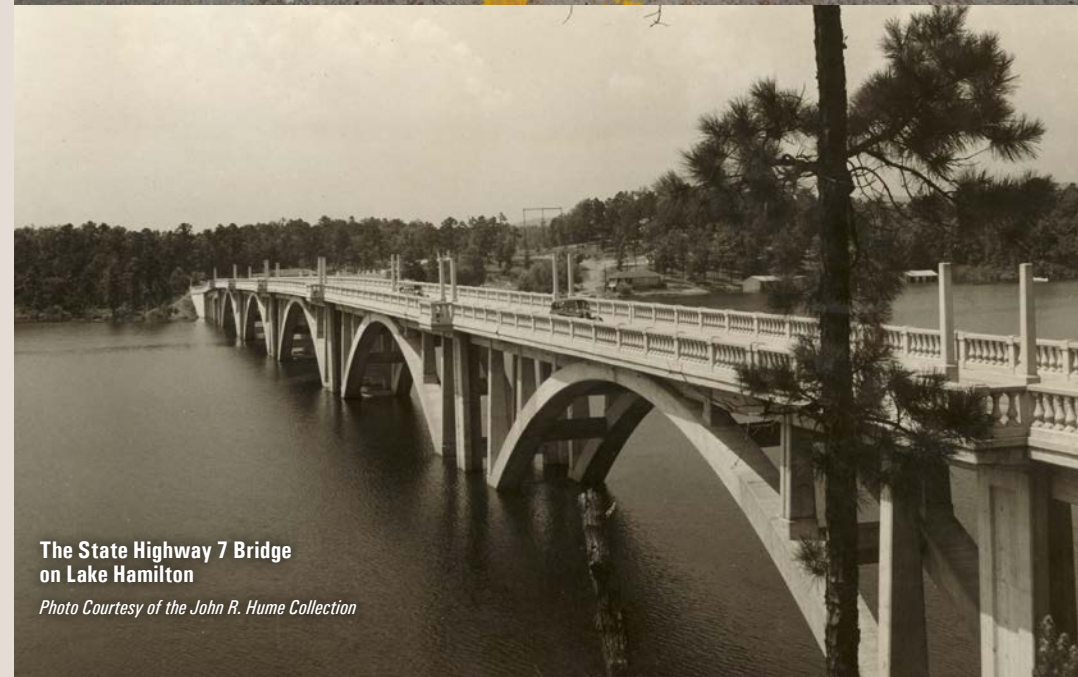
In 1925, he worked with Gustav Lindenthal on the design of the **Sellwood Bridge**, a Baltimore deck truss bridge over the Willamette River on Tacoma Street. The bridge was Portland's first fixed-span bridge and, being the only river crossing for miles in each direction, the busiest two-lane bridge in Oregon. It was replaced this year.

Hedrick teamed up with Lindenthal again to design the **Burnside Bridge** — a bascule bridge also spanning the

Willamette River. Hedrick did the original design with Robert Kremers, and Lindenthal oversaw modifications and the bridge's entire construction. When the Burnside Bridge opened in 1926, it was the first large-scale bascule bridge in the United States designed with a concrete floor on its lift span roadway deck, and was further distinguished by being the largest double leaf deck bascule bridge constructed at that time.

Hedrick's design work can be found not just in the United States, but Canada and Mexico as well. He designed all of the bridges on the Vera Cruz & Pacific Railroad in Mexico. With J.A.L. Waddell, he designed the Westminster Railway Bridge over the Fraser River in Vancouver, British Columbia. The bridge was built as a double-deck bridge serving railway traffic on the lower deck and vehicular and pedestrian traffic on the upper deck.

Hedrick passed away in 1937 at the age of 69. His skills and keen vision made him a successful, prominent engineer and one whose name will live on long after many of his works have vanished with the passing of time. ■



The State Highway 7 Bridge on Lake Hamilton

Photo Courtesy of the John R. Hume Collection

The CVSA's mission is to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico.



AHP Major Jay Thompson welcomed the large audience to Little Rock and also presented the 2016 President's Award to two recipients.



CVSA

THE COMMERCIAL VEHICLE SAFETY ALLIANCE (CVSA) held its 2016 Annual Conference and Exhibition in Little Rock in September. The Statehouse Convention Center was the gathering place and home for the premier event attended by hundreds of members from across the United States, Mexico and Canada.

The conference provides the opportunity for government officials, enforcement and industry to gather together to identify meaningful changes to the overall culture of transportation safety throughout the three countries. Members, elected leadership, working and program committees, and task forces held sessions to discuss and advance CVSA's mission to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers.

After color guard posting of colors by members of the Arkansas Highway Police at the opening session, Major Jay Thompson of the Arkansas Highway

Police welcomed the large audience to Little Rock. Thompson has served as the CVSA president in 2016. He introduced AHTD Director Scott Bennett who gave a big Arkansas welcome to the group.

"The role each of you plays is extremely important to keeping our highways safe, and we thank you for your service," he commented.

CVSA executive director Collin Mooney took the opportunity to share the group's new strategic plan detailing how CVSA evolved and where it is heading in the future. Mooney also announced six high school seniors that will be recipients of CVSA college scholarships for next year.

In keeping with what the CVSA strives for every day, an International

Driver Excellence Award recognizing an exceptional career in commercial vehicle driving and professionalism on the road was presented to Bob Wyatt. Wyatt has been a commercial driver for 51 years and traveled over five million miles on the road without a crash. Wyatt thanked the Alliance and also thanked his wife.

"I have the easy part," he said. "The ones that make the trucking industry successful are the spouses that stay at home taking care of our families while we are on the road. That's a bigger challenge."

Major Thompson had the privilege of naming the recipients of this year's President's Award given to those who have made significant contributions to the Alliance.

"When I was asked to think about whom I would like to see receive this recognition, I knew right away who deserved it this year," Thompson stated. "In fact, I had two people in mind."

He named Lieutenant Colonel Mark Savage of the Colorado State Patrol and Bill Quade, Associate Administrator for Enforcement and Program Delivery for the Federal Motor Carrier Safety Administration as recipients.

Roadside training is crucial for law enforcement officials working our highways, making them a safer place to travel. Margie Rodriguez McQueen, Safety Programs Manager for the National Training Center (NTC), presented the organization's Roadside Instructor of the Year Award to two individuals. Receiving

the award were Sergeant Bill Collier of the Tennessee Highway Patrol and Lieutenant Ron Jenkins of the Oklahoma Highway Patrol.

The remainder of the week was filled with committee meetings on such topics as hazardous materials, driver-traffic enforcement, passenger carriers, size and weight regulations, and roadside inspections, among other things. An Exhibitor's Hall featured over 30 companies and organizations.

Members did make time for socializing at the President's Reception, which was held outdoors at the River Market Pavilions and Amphitheatre.

"The annual conference turned out to be a huge success," Thompson stated. "There were over 700 attendees."

CVSA's annual conference is held in the

home state of the outgoing president.

"I am very thankful and honored to have had the opportunity to serve as CVSA president," Thompson explained. "In addition, I would like to thank my AHTD and AHP family who represented our Department during this conference. Words cannot express how proud I am of the impression our Department made during this conference. I have attended many CVSA conferences since 2003 and I can tell you this was the largest, most well organized conference CVSA has ever held. This success story simply would not have been possible without the awesome commitment and effort of our Department family, thank you!"

Next year's CVSA Conference will be held in Yukon, Canada. ■

CONVENES IN LITTLE ROCK

BY DAVID NILLES



There were over 700 attendees at the 2016 CVSA Annual Conference.



The Exhibitor's Hall at the event featured over 30 companies and organizations.

Dear AHTD,

THIS IS A SIMPLE THANK YOU to everyone that keeps our roads going. I am about to finish a job I have held and enjoyed for the last thirty-eight years. There were not too many days that I was not driving on Interstate 40. So in that duration of time I have seen lots of work, upgrades and repairs to that big road and many others.

Thank you... from the people performing the planning, to that person that holds the stop/slow rotating sign on the right of way. Those employees with their feet on the ground in all sorts of weather have my admiration while we are seated in our heated/cooled vehicles.

Thanks to those employees that spend their nights and weekends attempting to clear the roads during the winter so we can have a safe trip.

I guess this list could go on for a while.

All of your jobs would be easier and less dangerous if we the public would slow down, be clear-minded and pay attention.

When I am sitting in the stopped traffic due to an accident, I pray for those that may be injured and all those involved in getting us going again and that includes the Highway Department.

So thank you one more time,

A Grateful Driver

RESPECTFUL WORK CREW

Just want to thank your work crew, on Highway 112 between Cave Springs and Elm Springs, for the courtesy they showed for my husband's funeral procession on September 28. They were so respectful and got us through in grand style. Elm Springs Police escorted us and it made a hard time better.

Helen K. Allen
Springdale, Arkansas

GREAT SERVICE

I would like to bring recognition to the efforts of one of your Area Maintenance Supervisors (District 2/Arkansas County), Janet Bogle. I was in the midst of a commercial sign installation when I realized that I needed to get clearance about the placement of a sign near Highway 152. Your organization quickly and efficiently connected me to the person I needed — Ms. Bogle. She readily gave me the pertinent info and even made time to stop by our location personally within a couple of hours to make sure that all was well.

In a moment that might have turned into a costly day's delay, she provided great service that helped our job proceed without a hitch.

Amy Gatewood
Allegra Marketing & Print
Little Rock, Arkansas

IMPROVED VISIBILITY

I would like to pass a compliment along...

Recently a crew cut and cleaned the over-grown area located near W. Sevier Street overpass in Benton, in particular the area where you loop from the service road to go back over the bridge. Wow! Great job. The visibility for drivers was noticed immediately. I didn't even realize the limited visibility until the area was opened up. Thank you for the hard work. It was noticed and we appreciate it so much.

Sincerely,
Principal Diane Lovell
Caldwell Elementary
Benton, Arkansas

PUBLICATION PRAISE

Thank you for sending me copies of the September/October issue of *Arkansas Highways*. What a first-class publication!

The feature on Searcy is excellent, and, of course, I especially enjoyed the photo and copy about the Black House! The writing really brought this beautiful historic house to life!

Again, thank you so much for showcasing Searcy and the Black House.

Best Regards,
Myra Shock
Searcy Art Gallery
Searcy, Arkansas

CONSTRUCTION APPRECIATION

The City of Murfreesboro would like to acknowledge our appreciation to the AHTD on the recent construction road work you did in Murfreesboro.

You and the contractors listened to the City's needs and your performance was beyond our expectations.

The time frame you had stated was exact; the workers were courteous and professional.

The City of Murfreesboro depends on tourism for most of its economy. We have people from all over the world come to the Crater of Diamonds State Park, KADOHA Indian Village, Lake Greason for water sports and fishing, Little Missouri River for trout fishing, just to name a few. The upkeep of our roads helps to prove to our tourists that we appreciate them choosing our city in which to visit.

Sincerely,
Mayor Rodney Fagan
Murfreesboro, Arkansas

DID YOU
ENJOY THIS
ISSUE OF?

ARKANSAS
HIGHWAYS

If so, remember that you
can also read it online at:

[ArkansasHighways.com/
Magazine.aspx](http://ArkansasHighways.com/Magazine.aspx)

The online edition of *Arkansas Highways* features video links to related content where you can learn more information about your favorite articles.

While you are online, sign up to receive an email reminder of when each new issue is published. You can also let us know how you would like to receive *Arkansas Highways* — hard copy, online or both!



ARKANSAS WELCOME CENTERS

They're positioned at strategic locations across the State, welcoming motorists to Arkansas. Attractive and inviting places to take a break from the road. They are the State's thirteen Arkansas Welcome Centers (AWC). Each Center is open 8:00 a.m. to 5:00 p.m. daily (6:00 p.m. during summer months). Restrooms are available at all hours. An interactive map of AWC locations can also be seen at IDriveArkansas.com. Just click the "Traveler Information" tab.



1. BELLA VISTA — HIGHWAY 71 B

13750 Visitors Center Drive
Bella Vista, AR 72714
Phone: 479-855-3111

2. BLYTHEVILLE — INTERSTATE 55

5241 Interstate 55
Blytheville, AR 72315
Phone: 870-762-2512

3. CORNING — HIGHWAY 67

6717 Highway 67
Corning, AR 72422
Phone: 870-857-6014

4. EL DORADO — HIGHWAYS 82 & 167

3315 Junction City Highway
El Dorado, AR 71730
Phone: 870-881-9160

5. HARRISON — HIGHWAY 65 N

3391 Highway 65 N
Harrison, AR 72601
Phone: 870-741-3343

6. HELENA-WEST HELENA — HIGHWAY 49

1506 Martin Luther King Jr. Drive
Helena, AR 72342
Phone: 870-338-7602

7. LAKE VILLAGE — HIGHWAYS 65 & 159

3697 S. Highway 65 82
Lake Village, AR 71653
Phone: 870-265-5832

10. TEXARKANA — HIGHWAY 71

12555 Highway 71
Texarkana, AR 71854
Phone: 870-772-7511

8. MAMMOTH SPRING — HIGHWAY 63 N

17 Highway 63 N
Mammoth Spring, AR 72554
Phone: 870-625-7364

9. SILOAM SPRINGS — HIGHWAYS 412 W & 59

2000 Highway 412 West
Siloam Springs, AR 72761
Phone: 479-524-4445

11. TEXARKANA — INTERSTATE 30

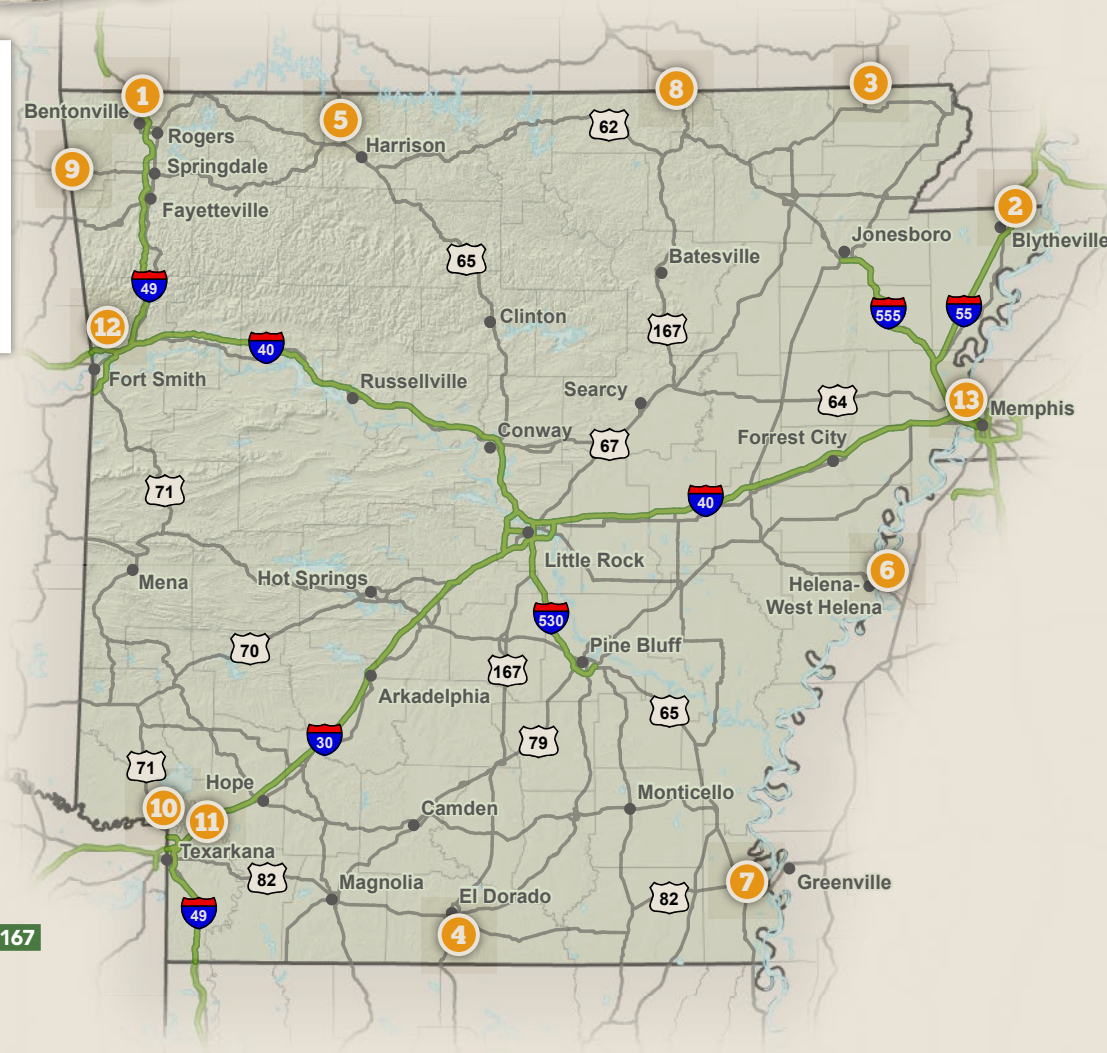
10000 Interstate 30
Texarkana, AR 71854
Phone: 870-772-4301

12. VAN BUREN — INTERSTATE 40

2915 Interstate 40
Van Buren, AR 72956
Phone: 479-474-9515

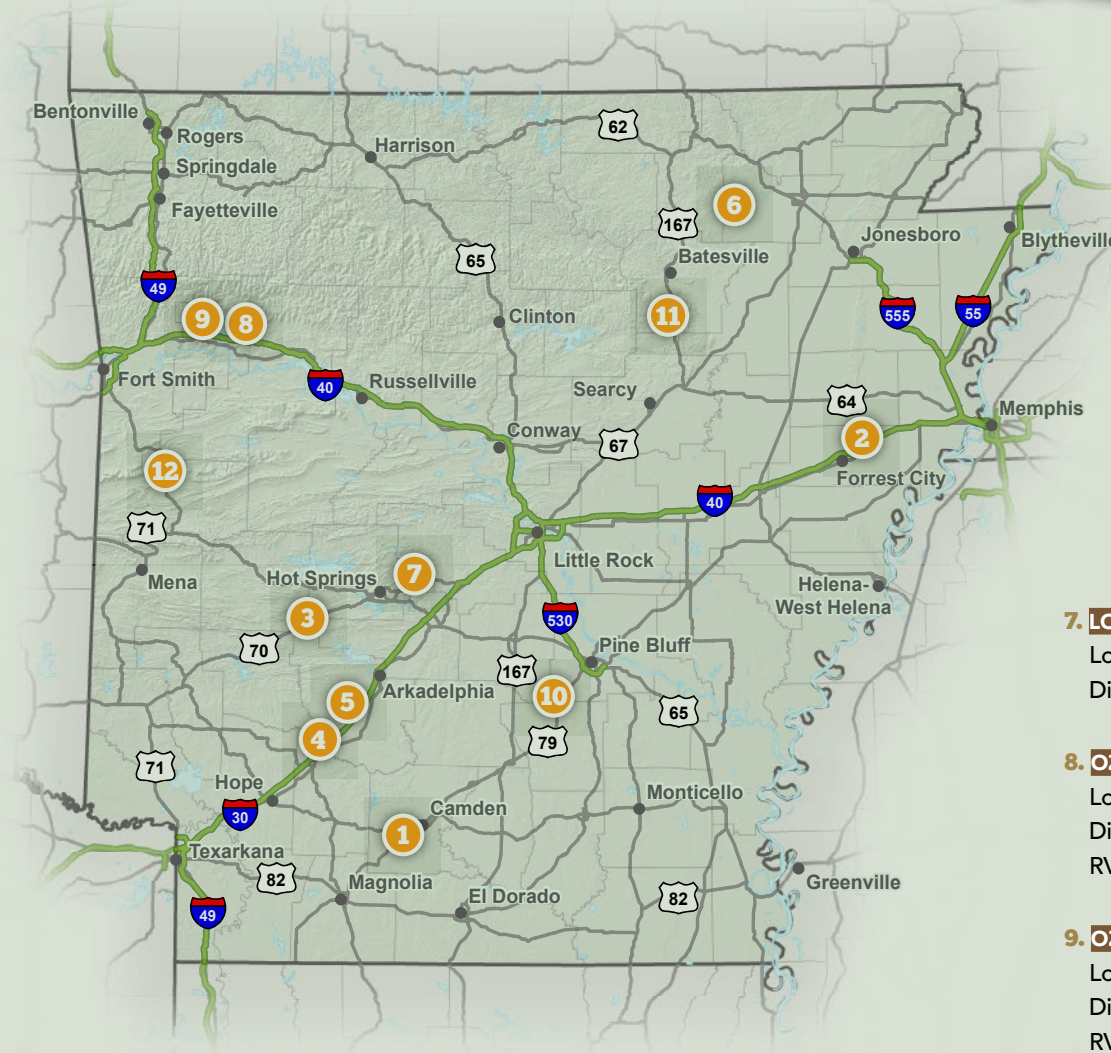
13. WEST MEMPHIS — INTERSTATE 40

704 East Service Road
West Memphis, AR 72301
Phone: 870-735-3637



In addition to Arkansas Welcome Centers, travelers will find Rest Areas at locations across the State. Each location offers restrooms and picnic tables and, like our Welcome Centers, is a great place to rest and enjoy some time off of the road.

ARKANSAS REST AREAS



1. BUENA VISTA — HIGHWAY 79

Location: 1 mile south of the intersection with Highway 376
Direction: Both

2. FORREST CITY — INTERSTATE 40

Location: Mile marker 242.6
Direction: Westbound
RV and Truck parking, Vending

3. GLENWOOD — HIGHWAY 70

Location: 1.8 miles east of Highway 70B
Direction: Both
RV and Truck parking

4. GURDON — INTERSTATE 30

Location: Mile marker 57.5
Direction: Westbound
RV and Truck parking, Vending

5. GURDON — INTERSTATE 30

Location: Mile marker 56.1
Direction: Eastbound
RV and Truck parking, Vending

6. IMBODEN/BLACK ROCK — HIGHWAY 63

Location: 1.2 miles north of Highway 117
Direction: Both
RV and Truck parking

7. LONSDALE — HIGHWAY 70

Location: 5.2 miles east of Highway 70B
Direction: Both

8. OZARK — INTERSTATE 40

Location: Mile marker 35.3
Direction: Eastbound
RV and Truck parking, Vending

9. OZARK — INTERSTATE 40

Location: Mile marker 36.5
Direction: Westbound
RV and Truck parking, Vending

10. RISON — HIGHWAY 79

Location: Intersection of Highway 79 and 212
Direction: Both

11. SALADO CREEK — HIGHWAY 167

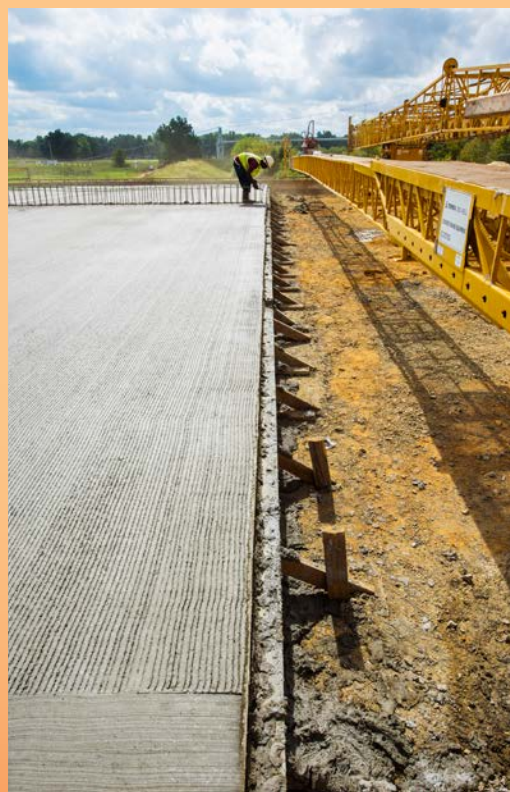
Location: 4.3 miles north of Highway 87
Direction: Both
RV and Truck parking

12. WALDRON — HIGHWAY 71

Location: .8 miles north of Highway 71B
Direction: Both
RV and Truck parking

DISTRICT 3

CONSTRUCTION



CORNER

The Red River, where it serves as a border between Miller and Hempstead Counties, is the location for this month's Construction Corner project.

Located near Fulton, east of Texarkana, crews are constructing a new Interstate 30 bridge over the river on a new alignment. The new bridge is being constructed to the south of the existing one and will include two miles of realigned roadway. The four-lane structure will feature full width inside and outside shoulders. The Interstate 30 Bridge will cross over the Red River and River Road (County Road 176).

Jensen Construction Company of Des Moines, Iowa, was awarded the contract for \$37.2 million in June of 2015 and work began later that summer. The project is progressing nicely despite having three near-record floods and an extremely wet spring and summer. Crews are now approximately halfway finished with the project.

This project is one of four on-going Interstate Rehabilitation Projects in Miller and Hempstead Counties. Work on this project is expected to be completed in late summer of 2017. ■

AHTD PEOPLE

The AHTD employs approximately 3,700 people. We welcome our new employees, congratulate others on promotions and service, and say goodbye to those retiring.

NEW EMPLOYEES

FACILITIES MANAGEMENT • James Hayes, Janitor

PUBLIC INFORMATION • Matt Barnette, External Communications Coordinator

RIGHT OF WAY • David Steward, Right of Way Coordinator

DISTRICT THREE • Byron Dismuke, District Caretaker; Dominic Dellosso, Maintenance Aide I

DISTRICT FOUR • Skylar White, Maintenance Aide I

DISTRICT FIVE • Audie Oden, Maintenance Aide I

DISTRICT SIX • Clay Robertson, Maintenance Aide I

DISTRICT SEVEN • Blake Eason, Maintenance Aide I; Jerry Colvin, Maintenance Aide I; Jacqueline Turner, Maintenance Aide I

DISTRICT EIGHT • Kyle Wilson, Maintenance Aide I; Marcus Bettis, Maintenance Aide I; Nicholas Kesterson, Maintenance Aide I; Kevin Holland, Maintenance Aide I

DISTRICT TEN • Diane Rice, Maintenance Aide I; Quonta Marshall, Maintenance Aide I; Robert Lee, Maintenance Aide I; Erin Roche, Maintenance Aide I

PROMOTIONS

CHIEF ENGINEER'S OFFICE • Danyelle Cole, Office Administrative Assistant IV

HEAVY BRIDGE • Stefan Cotham, Bridge Repairer II

LEGAL • Ginger Cook, Legal Assistant

MAINTENANCE • Elaine English, Office Administrative Assistant III; Zane Smith, Striping Machine Driver

RIGHT OF WAY • Samuel Bartolotta, Right of Way Acquisition Agent II; Brandy Campbell, Beautification Coordinator II; William Reynolds, Beautification Coordinator II; David Thomey, Administrative Assistant III

SURVEYS • Joshua Davis, Surveys Aide I; Bryan Gann, Surveys Aide I

DISTRICT TWO • Phillip Dowell, Bridge Repairer I; Robert Morrison IV, Bridge Repairer II

DISTRICT FOUR • John Boggs, Shop Supervisor; Steven Carter, Assistant Bridge Inspector; Larry Logsdon, Maintenance Aide II; Amos O'Connor, Inspector; Malcom Smith, Maintenance Aide II; Brandy Stormes, Construction Aide II

DISTRICT FIVE • Shawn Batterton, Maintenance Aide II; Tyler Engleman, Construction Aide I; Daniel Knight, Maintenance Aide II; Eric Morehead, Maintenance Aide II

DISTRICT SIX • Donnie Pirtle, Maintenance Aide II

DISTRICT SEVEN • Greg Bird, Sealing Job Superintendent; Brandon Finks, Maintenance Aide II; Richard Green, Maintenance Aide II; Lee Holman, Maintenance Aide II; Lemitri Holman, Maintenance Aide II; Cody Stell, Area Headquarters Attendant; Dustin Tugwell, Area Maintenance Supervisor

DISTRICT EIGHT • Dylan Isom, Maintenance Aide II; Eric Kennedy, Bridge Repairer I; Cody Wilson, Maintenance Aide I

DISTRICT NINE • Dennis Connors, Shop Supervisor; Matthew Holt, Maintenance Aide II; Robert Hunsaker, Maintenance Aide II; Andrew Tennant, Maintenance Aide II

DISTRICT TEN • John Bigham, Construction Aide II; Daniel Karr, Maintenance Aide II; Robert Losh, Crew Leader; Ryne Pillow, Bridge Repairer I; Joshua Rakoczy, Maintenance Aide II; John Wamock, Construction Aide II

SERVICE

ARKANSAS HIGHWAY POLICE • Peter Lopez, Arkansas Highway Police Lieutenant, 25 yrs.; Rachael Holliman, Motor Carrier Safety Specialist I, 20 yrs.; Joy Bean, Arkansas Highway Police Sergeant, 15 yrs.; Julie Bellott, Data Entry Operator, 5 yrs.

CONSTRUCTION • Danny Dennie, Senior Inspector, 40 yrs.; Joshua Green, Senior Inspector, 25 yrs.; Karen Strunk, Field Clerk, 20 yrs.; Chris Potter, Senior Construction Materials Inspector, 20 yrs.; Rochelle Blue, Resident Engineer, 20 yrs.; Stephanie King, Field Clerk, 10 yrs.; Charles Riddle, Construction Aide III, 10 yrs.; George Lee, Construction Materials Inspector, 10 yrs.

FACILITIES MANAGEMENT • Mollie McCallum, Office Administrative Assistant I, 5 yrs.

HEAVY BRIDGE • Donald Black, Bridge Repairer II, 5 yrs.

MAINTENANCE • Sammy Reynolds II, Sign Crew Leader, 20 yrs.

PERMITS • Ross Batson, Arkansas Highway Police Captain, 30 yrs.

PROGRAM MANAGEMENT • Debra Smith, Programming Analyst, 30 yrs.

RIGHT OF WAY • Jeffrey Wroten, Reviewing Appraiser, 20 yrs.; Holly Hutcheson, Administrative Aide IV, 5 yrs.; Roger McManus, Right Of Way Plans Designer II, 5 yrs.

SURVEYS • Donald Halbert, Photogrammetry Technician III, 5 yrs.; James Williams, Senior Survey Office Technician, 5 yrs.

SYSTEM INFORMATION & RESEARCH • Weiguog Gong, Multimedia Highway Information System Coordinator, 5 yrs.

DISTRICT TWO • Charles Hopper, Maintenance Aide II, 10 yrs.; Sidney Fitzpatrick, Area Headquarters Attendant, 10 yrs.; Edgar Smith, Maintenance Aide II, 10 yrs.; Santiago Ramos, Maintenance Aide I, 5 yrs.; Donyell Moye, Maintenance Aide II, 5 yrs.

DISTRICT THREE • Jeffery Rose, Maintenance Aide II, 30 yrs.; Tommy Howard, Maintenance Job Superintendent, 30 yrs.; Charles Bradley, Maintenance Aide II, 25 yrs.; Larry Hovarter, Maintenance Aide III, Maintenance Aide III, 20 yrs.; Adrian Alvarez, Maintenance Aide II, 10 yrs.; Randy Roden, Crew Leader, 10 yrs.

DISTRICT FOUR • Tracey James, Maintenance Aide III, 20 yrs.; Fred Schluterman, Maintenance Aide III, 20 yrs.; Gary Seaton Jr., Crew Leader, 10 yrs.; Doyle Davis, Maintenance Aide III, 10 yrs.; Charles Pickern, Maintenance Aide II, 10 yrs.

DISTRICT FIVE • Stephen Bolin, Bridge Repairer II, 25 yrs.; Earnest Russell, Maintenance Aide II, 10 yrs.; Robbie Bradley, Maintenance Aide III, 10 yrs.

DISTRICT SIX • MNancy Weigand, Maintenance Aide I, 15 yrs.; Phillip Andrews Jr., Maintenance Aide II, 5 yrs.; Jimmy Thrift, Maintenance Aide II, 5 yrs.; James Johnson, Crew Leader, 5 yrs.; Calvin Allen Sr., Maintenance Aide III, 5 yrs.

DISTRICT SEVEN • Bruce Pepper, Area Maintenance Supervisor, 35 yrs.; Michael Forrest, Maintenance Aide II, 20 yrs.; Michael Brown, Maintenance Aide II, 15 yrs.; Daniel Davis, Maintenance Aide II, 5 yrs.; Doyle Bowlin, Maintenance Aide II, 5 yrs.; William Peterman, Mechanic, 5 yrs.

DISTRICT EIGHT • Bruce Bryan, Assistant Bridge Inspector, 15 yrs.; Billy Biggs, Maintenance Aide II, 10 yrs.

DISTRICT NINE • Clifton Wood, Ferry Boat Pilot, 15 yrs.; Chad Foster, Maintenance Aide III, 10 yrs.; Jeffrey Thompson, Maintenance Aide II, 10 yrs.

DISTRICT TEN • Larry Ryan, Maintenance Aide II, 15 yrs.; Phyllis Ashby, Maintenance Aide III, 15 yrs.; Timothy Garrison, Maintenance Aide III, 15 yrs.; Stanzer Montgomery, Maintenance Aide II, 5 yrs.

RETIREMENT

LEGAL • Shirley Henry, Legal Assistant, Retired 27+ yrs.

SURVEYS • Virgil Butler III, Surveys Crew Chief, Retired 27+ yrs.

DISTRICT THREE • Billie Stewart, Storeroom Assistant II, Retired 31+ yrs.

DISTRICT FOUR • Freddie Ridenhour, Area Maintenance Supervisor, Retired 20+ yrs.

MEMORIALS

ARKANSAS HIGHWAY POLICE • Lt. Herman Donald Pierce, 10/3/16, retired

DISTRICT ONE • Eddie Lee Smith, 10/8/16, retired

DISTRICT TWO • Toney A. Brown, 10/26/16, retired

DISTRICT THREE • John William Barham, 11/4/16, retired

DISTRICT FIVE • Danny Duane Wilson, 11/8/16, retired; Brian R. Thorn, 10/27/16, active

DISTRICT SIX • Robert Ray Grady, Sr., 10/12/16, retired

DISTRICT EIGHT • Daniel Travis Pelts, 10/27/16, active

DISTRICT NINE • Ronnie George Stone, 9/28/16, retired





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

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FORWARDING SERVICE REQUESTED

