



Arkansas HIGHWAYS

MARCH/APRIL 2018

A PUBLICATION OF THE
ARKANSAS DEPARTMENT OF TRANSPORTATION | MAGAZINE

Arkansas' Oldest Bridge

**AFTER 142 YEARS, THE SPRINGFIELD-DES ARC
BRIDGE FINDS A NEW HOME**

DAVID MAYO
Completes 40 Years
of ARDOT Service

Beautification Section:
Protecting Arkansas'
SCENERY

Advancing
TRAFFIC INCIDENT
Management

DIRECTOR'S MESSAGE



You Represent ARDOT Well

THE 2018 WINTER OLYMPIC GAMES ARE OVER. WINTER OR SUMMER, SPORTS FAN OR NOT, THE OLYMPICS IS REALLY AN AMAZING EVENT. Amazing from a coordination standpoint and from the standpoint of the events and athletes. Who thought it was a good idea to slide down the ice on a piece of plastic, face first, at 70 miles per hour with your chin an inch from the frozen surface? And how does someone decide they might be good at that?

From the standpoint of the athletes, there are some that train their entire lives for the opportunity to win a gold, silver or bronze medal in an event that might only last a few seconds. And just like that, if they fall, stumble or crash, their opportunity is gone. Or at least it is gone for four more years. Do you know what you call someone that comes in last place in the Olympics? I believe the correct term is "Olympian." They still had to work, train, sweat and maybe even bleed, to get to that point. They put forth a lot of effort to consistently perform at a high enough level to make them successful. They did their best to represent themselves and their country well.

I've heard it said that success is not a destination; it is a journey. It takes a lot of effort, and it takes performing the way you've worked or trained to excel. Does success mean being the best at what you're doing? Not necessarily. I believe it is more a matter of doing the best you can do at the task you've been given.

My mom tried to teach me that lesson long ago after I made a grade in school that was lower than she expected. My perception was that she thought it just wasn't good enough. And that's what I said — "You're not happy unless I make all A's." Her response wasn't what I expected. Her response was that I should always do my best, and if I did then she was happy. But she did tell me that she didn't think I did my best, and she was right! I didn't make the effort I should have in order to perform the way I should have. I'll never forget that exchange between us.

In playing and in coaching sports, I've said things like, "You know how we win? Score more than the other team." And, "The best defense is a good offense." While those things are technically true, there is so much more to it than that. You hear it in sports all the time. "The effort just wasn't there." Sometimes you'll hear that from a coach even when the team wins.

I also remember when our son Matthew, now a high school sophomore, was playing football in the second grade — an age when coaches can be on the field with the players. During one game when we were on defense, we called a timeout and made the boys do burpees (up-downs, whatever you want to call them) on the field. We told them it wasn't because they just gave up a big play. It was because they weren't trying. The effort wasn't there. Was that excessive? Probably so. But there were people there that haven't forgotten it to this day, including Matthew. You won't win them all, but do your best. (And we won the game, by the way!)

Heather and I have tried to teach our kids to strive to do their best, and that will lead to success. For years, I've said the same thing to them before they leave for school every day. "I love you. Have a good day. Work hard. Represent."

Represent. It is only one word, but it means many things. We've conveyed to the kids that it means the things you do every day reflect on yourself, your family, your school, your team and your faith. Do your best because all of those things mean something to you.

I thank you all for what you do every day to represent ARDOT. You put forth tremendous effort to help us accomplish our mission. Are we perfect? No. Do we win every challenge? No. But as long as we are working hard, doing our best at every task, and getting better every day, the successes will come. (And one shameless plug here at the end: This is really what our Achieving Career Excellence Program is all about!)

I love you all. Have a good day. Work hard. Be safe. Represent.

Scott E. Bennett, P.E., Director



FRONT COVER:
The Springfield-Des Arc Bridge at its new home in Beaverfork Lake Park

BACK COVER:
The Springfield-Des Arc Bridge prior to restoration

PUBLISHER
Danny Straessle
Danny.Straessle@ardot.gov

EDITOR
David Nilles
David.Nilles@ardot.gov

CONTRIBUTING WRITERS
Britni Padilla-Dumas
Britni.Padilla-Dumas@ardot.gov

Andy Brewer
Andrew.Brewer@ardot.gov

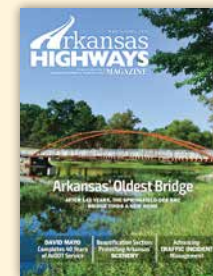
GRAPHIC DESIGNERS
Paula Cigainero
Paula.Cigainero@ardot.gov

Marrissa Miller
Marrissa.Miller@ardot.gov

Lamarie Rutelonis
Lamarie.Rutelonis@ardot.gov

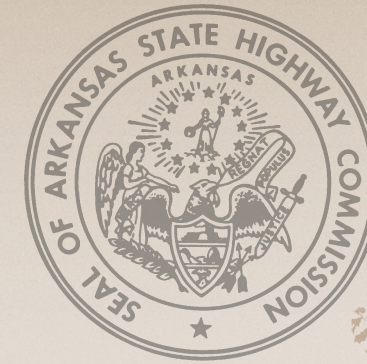
PHOTOGRAPHER
Rusty Hubbard
Russell.Hubbard@ardot.gov

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



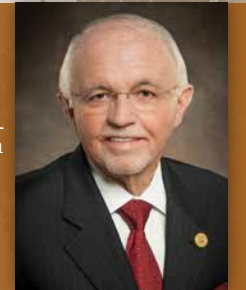
Arkansas Highways is published by and for employees of the Arkansas Department of Transportation as a medium of departmental news and other information. It is also distributed free of charge to the public upon request.

The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head – EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501)569-2298, (Voice/TTY 711), or the following email address: Joanna.McFadden@ardot.gov. Free language assistance for Limited English Proficient individuals is available upon request. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

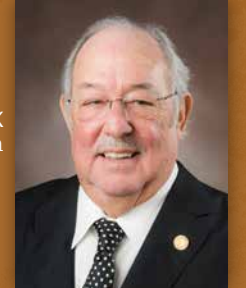


ARKANSAS STATE HIGHWAY COMMISSION

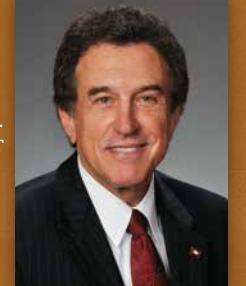
DICK TRAMMEL
Chairman



THOMAS B. SCHUECK
Vice Chairman



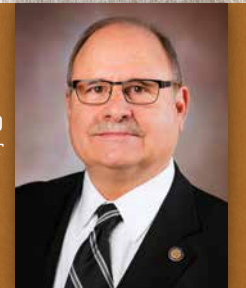
ROBERT S. MOORE, JR.
Member



DALTON A. FARMER, JR.
Member



PHILIP TALDO
Member

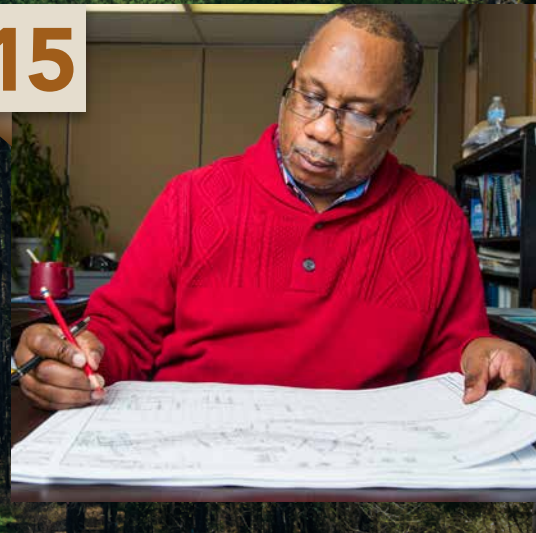


CONTENTS

FEATURES

- 5 Arkansas' Oldest Bridge: The Springfield-Des Arc Bridge Finds a New Home
- 10 Beautification: Protecting Scenery Along Arkansas' Highways
- 15 James Lee: A Leader Among Engineers
- 18 Weekend Road Trip: Little Rock
- 24 ARDOT After-Hours: Creative Craftsmanship
- 26 David Mayo: Completing a 40-Year Career of Service
- 30 Advancing Traffic Incident Management in Arkansas
- 36 Saying Goodbye to a Historic Truss Bridge

15



30



DEPARTMENTS

- Director's Message 2
- Out & About 23
- ARDOT Events 37
- Dear ARDOT: Letters 38
- Arkansas Welcome Centers 40
- Arkansas Rest Areas 41
- Construction Corner 42
- ARDOT People 43

IN THE
NEXT issue

- Hosting GIS-T 2018
- Safety on Two Wheels
- The Devil's Backbone

ARKANSAS' OLDEST BRIDGE

BY DAVID NILLES



AFTER 142 YEARS, THE SPRINGFIELD-DES ARC BRIDGE FINDS A NEW HOME

THE YEAR WAS 1874. The Civil War had only been over for nine years. Ulysses S. Grant was president and Jesse James and his gang were robbing trains.

It's also the year that construction began on the Springfield-Des Arc Bridge, spanning Cadron Creek near Springfield on the Faulkner and Conway county line.

(continued on page 6)



Today, the bridge has the distinction of being the oldest bridge to be found in Arkansas. The fact that this iron bowstring truss bridge is the oldest and longest King bridge of its type in the United States makes it historically significant even beyond Arkansas' borders.

Although the bridge is 142 years old, it has found new life. It was relocated and refurbished last year and is now ready to serve well into the future as a crossing over a cove in Beaverfork Lake in Conway.

CONSTRUCTION

The bridge's original location, on the old Springfield to Des Arc road (County Road 222), had been an important ferry crossing since before the Civil War. Several wooden bridges had been built at the location but were washed away in frequent flooding.

In November of 1871, Conway County awarded a contract to the King Bridge Manufactory & Iron Works of Iola, Kansas, for construction of a wrought iron bridge. The company was a branch of the King Bridge Company of Cleveland, Ohio. Zenas King was a significant nineteenth-century bridge builder, credited with being the first to develop a practical system for mass producing bowstring arch bridges. By 1884, his Ohio-based bridge company was the largest highway bridgeworks in the United States.

The bridge was built at the company's ironworks in Iola. At the time, it was fabricated to withstand the weight of 30 cows. In 1872, the sections of the bridge were completed and were shipped to Arkansas.

Once on location, final construction and placement of the bridge was coordinated by George B. Preston of

Conway. Stones for the new bridge's pillars were obtained from a quarry about two miles northwest of the bridge site and were cut by Alfred Cook, a Springfield stone mason. A team of oxen hauled the stones to the site, where the contractor, James Allen, put them into place. Upon completion, the bridge measured 146 feet in length and provided a deck measuring just over 11 feet in width.

A STORIED PAST

Throughout its lifetime, the bridge successfully served its purpose. However, it also met with some adversity. It was threatened by the flooding of Cadron Creek three times: in 1882, 1927 and 1982. During the 1882 flood, water reached high enough to flow over the deck of the bridge. In more modern times, the wooden deck fell victim to a heavy log truck that fell

through the floor of the bridge. The bridge also saw a bulldozer fall through the deck. Several times through the years, the bridge floor has burned. Still, the bridge survived.

OUT OF SERVICE

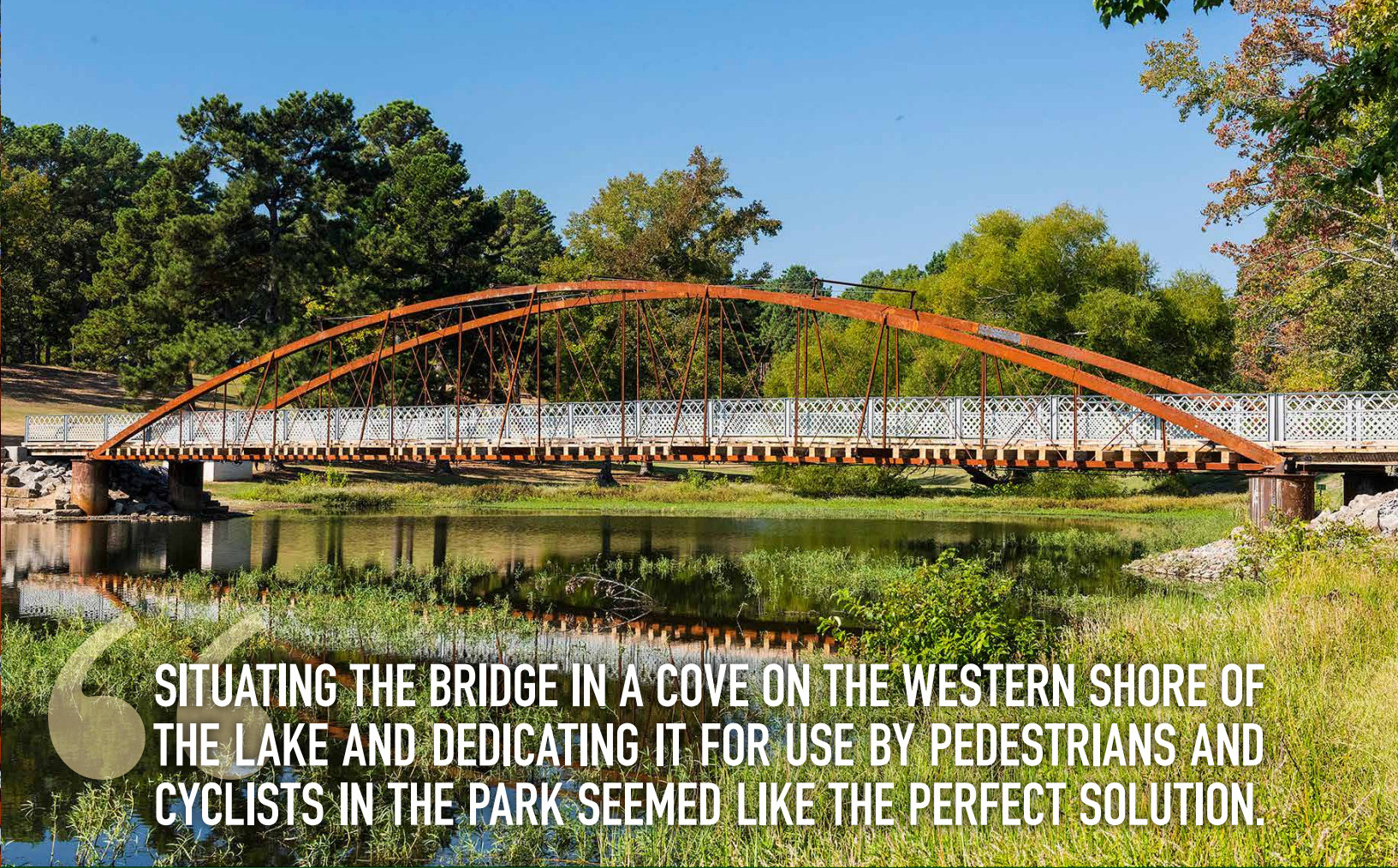
In 1991, the Springfield-Des Arc Road was relocated down river several hundred yards and a new concrete bridge was constructed. Upon completion, the old bridge was closed after 117 years of service. Unfortunately, that's when deterioration of the structure began. The wooden deck began to rot and the iron structure was no longer maintained. There were reports of parties on the bridge. At least two fires had been started on its deck damaging the wood and trusses. As time went by, local officials feared the bridge was in danger of collapse.

A CAMPAIGN FOR SAVING THE BRIDGE

Several years ago, this writer and ARDOT photographer Rusty Hubbard went on an excursion to locate the old bridge. It proved hard to find, hidden in the dense woods along the side of the relocated highway. A path leading to the bridge is often ankle deep in water. Mosquitoes greet visitors during the warmer months. But there it was, still standing the test of time and obviously in need of some rehabilitation.

The good news is, restoration plans were already underway when we visited. *(continued on page 8)*

“ There were reports of PARTIES ON THE BRIDGE. At least TWO FIRES had been started on its deck damaging the wood and trusses. As time went by, local officials feared THE BRIDGE WAS IN DANGER OF COLLAPSE. ”



SITUATING THE BRIDGE IN A COVE ON THE WESTERN SHORE OF THE LAKE AND DEDICATING IT FOR USE BY PEDESTRIANS AND CYCLISTS IN THE PARK SEEMED LIKE THE PERFECT SOLUTION.

A campaign to preserve the structure began in 1983, resulting in nomination for listing on the National Register of Historic Places by 1987. That listing became official the next year.

In addition, the Historic Preservation Alliance of Arkansas placed the bridge on the 2015 list of the Eight Most Endangered Historic Properties in Arkansas.

Dr. Kenneth Barnes, a University of Central Arkansas history professor who serves on the Faulkner County Historical Society board, has said that the project to save the bridge got on the radar the same year it was named to the list of the “Endangered Eight.”

RELOCATION AND RESTORATION

Dr. Barnes and the Historical Society began developing a plan for the bridge’s

restoration. Joining the effort was the City of Conway, Faulkner County officials, and the organization Workin’ Bridges of Grinnell, Iowa. The nonprofit group is dedicated to restoration and preservation of historic truss bridges. Working together, a plan was developed to find funding and move the bridge to a more secure location.

In March of 2016, the City of Conway received a \$300,000 grant from Metroplan to finance the moving of the bridge to a new location. The City also agreed to pay \$60,000 towards the project.

Beaverfork Lake Park, just north of Conway, was selected as an ideal place to relocate the bridge. Situating the bridge in a cove on the western shore of the lake and dedicating it for use by pedestrians and cyclists in the park seemed like the perfect solution. Workin’ Bridges returned in October

of 2016 to oversee the dismantling and removal of the bridge from Cadron Creek.

Workin’ Bridges and Bach Structural and Ornamental Steel of Holt, Michigan, a bridge-moving and restoration company, successfully lifted the bridge from the creek and disassembled it for cleaning and restoration. Each piece was marked for transportation to a paint removal company in Little Rock, managed by Snyder Environmental.

PUTTING THE PIECES BACK TOGETHER

Workin’ Bridges’ next task was to design a new substructure at Beaverfork Lake. They enlisted the help of James Schiffer of Schiffer Engineering Group of Traverse City, Michigan. The team utilized reclaimed stone from the original abutments to sculpt the

new location with retaining walls and provide a bench for viewing.

The wood for the bridge deck renovation was shipped to Arkansas from an Amish community in New Hampshire at a price that was lower than could be found locally.

As plans progressed, the new bridge was required to be equipped with a railing system. The new railing, designed by Raynor and Gang, compliments the historic design and meets today’s safety standards. The railing was inspired by ornamental designs that were used by the King Bridge Company and other prominent bridge builders in the 19th century.

As renovation neared completion, the Faulkner County Historical Society received an Arkansas Community Foundation/Faulkner County grant which allowed for signage of the bridge.

LOOKING TO THE FUTURE

A dedication ceremony for the newly refurbished Springfield-Des Arc Bridge was held on September 23 of 2017.

Nels Raynor of BACH Steel is regarded as a premier bridge restoration craftsman in the United States and specializes in restoring bridges the old fashioned way. When asked, Raynor stated:

“It is part of my life’s work to preserve these structures. This bridge stands out as one of the most beautiful I’ve worked on. I wish there were more people like those with the City of Conway and Faulkner County who wish to protect and save their heritage. My company has been blessed with finding those with the same passion. We want to thank everyone for giving us the creative freedom to make this one of the most memorable and beautiful bridges we have ever been involved with.”

“With this bridge, we are enhancing the park for the public,” Faulkner County Judge Jim Baker shared. “At the same time, we are saving a piece of history.”

Preserve Arkansas, a statewide nonprofit dedicated to historic preservation, recently named the Springfield Bridge Preservation Project as the recipient of the 2017 Excellence in Preservation through Rehabilitation Award in the Infrastructure category. The City of Conway, as the owner, and Workin’ Bridges, as the contractor, received recognition for the roles they played in the restoration.

Everyone involved with the project would say that they are proud of the results. Not only has the Springfield-Des Arc Bridge been saved and prepared for use well into the future, at the same time, a significant piece of Faulkner County’s history has been saved. ■

Beautification

PROTECTING SCENERY ALONG ARKANSAS' HIGHWAYS

BY DAVID NILLES



ARKANSAS...THE NATURAL STATE. IT IS A NICKNAME THAT THE ARKANSAS PARKS SYSTEM BEGAN USING IN THE MID-1980s. IT PROVED SO POPULAR THAT IT REPLACED THE OLDER, "LAND OF OPPORTUNITY."

Driving along Arkansas' highways, it is easy to see why we call our state "the Natural State." Look out the window as you travel and you are apt to find rolling hills, mountains, rivers and lakes that invite you to stay awhile and enjoy the view.

At ARDOT, the staff in the Beautification Section of the Right of Way Division are working hard to make sure the view along our highways remains inviting to travelers.

THE HIGHWAY BEAUTIFICATION ACT OF 1965

The Beautification Section was established in response to the Federal Highway Beautification Act of 1965. It requires states to provide enforcement of billboard and junkyard control measures or risk the loss of Federal Highway funding.

In announcing an America the Beautiful Initiative in early 1965, President Lyndon Johnson said:

"I want to make sure that the America we see from these major highways is a beautiful America." The cornerstone of the initiative was the Highway Beautification Act of 1965, which called for control of outdoor advertising, including removal of certain types of signs along the Nation's growing Interstate System and the existing Federal-aid primary highway system. The act would control the size, number and placement of billboards. It would also require certain junkyards along Interstate or primary highways to be removed or screened, and it encouraged scenic enhancement and roadside development.

In October of 1965, President Johnson signed the Beautification Act. ARDOT's Beautification Section followed, operating under the authority of Act 640 of the 1967 Arkansas Legislature.

"There are eight staff members in our Beautification Section," stated Section Head Jeff Ingram. "We are responsible for regulating billboards and salvage yards along our highways. We also administer our logo signing and tourist information signing programs. The Scenic Byways Program is also under our jurisdiction."

BILLBOARD CONTROL

As motorists travel Arkansas' highways, there are thousands of roadside billboards hoping to catch their attention. The Beautification Section regulates those billboards.

"We keep records and issue permits along certain designated highways," Ingram explained. "I would say, on average, there are close to 3,500 billboards in our system."

The Beautification Section administers the billboard program by issuing permits to allow billboard construction and by collecting fees associated with the permit process.

"If you own a business and you want to advertise utilizing a billboard, first you must find out if you are on a highway that is regulated for signs," Ingram explained. "Assuming you are, if you want to build your own on premise sign on your parking lot or the

(continued on page 12)

Signing of the Federal Highway Beautification Act of 1965.



A Specific Services Sign near Exit 142 on Interstate 40.



lawn, we don't require a State permit. However, if you want to build a sign a mile in advance of the business, that is when a permit is required. You must submit a permit application, pay a \$40 application fee and then mark the spot where the billboard will go. We will send an inspector out to check the location. If everything looks good, we will issue you the permit."

If there is a problem, the Beautification Section will refund the application fee and explain why it was rejected. If the permit applicant decides to appeal, there is an administrative hearing process where they can appeal any permit denial.

There are regulations that must be followed when it comes to outdoor advertising. Among them are restrictions on size, lighting and spacing along the highway. The section also identifies and coordinates the removal of illegal signs or billboards.

"Each of our staff members is assigned a number of counties to work," Ingram

Beautification works in conjunction with the Maintenance Division to provide signing information for motorists along Interstate routes.

THESE SIGNS ARE OFTEN SEEN AS MOTORISTS APPROACH UPCOMING EXITS.

They feature the logos of fast food outlets, gas stations or local attractions.

shared. "They run those routes quarterly. It's not unusual for them to find signs that have been erected without a permit."

The section also keeps an eye out for signs that have fallen into disrepair and contacts the owner to make improvements.

"The Internet has been a big help as far as finding an address and contact information on sign owners," Ingram explained. "We used to have to go to a courthouse to get landowner records, but now we use a tool called Data Scout Pro which is a great help in locating land owners."

It is all a part of keeping Arkansas' highways in line with regulations.

"If we don't enforce the Highway Beautification Act, ARDOT is subject to a ten percent penalty on our Federal Highway funding, so it is important that we make sure that all signs are issued in accordance with the law. That is what is at stake."

SALVAGE YARD REGULATIONS

We have all seen salvage yards located on the side of our highways. Today, those areas with wrecked and abandoned vehicles or with piles of metal collected by recyclers are harder to spot from the road because the Beautification Section enforces regulations that state salvage yards must be screened or shielded from view. The screening may consist of natural objects, plantings, fences or other appropriate means so as not to be visible from the roadway. The Beautification staff works to not only enforce the proper screening but also to maintain compliance.

When asked if salvage yards are good about keeping their property screened, Ingram had this to say:

"Oh no, it is an ongoing effort. Often times, we find owners have piled junk up above the screen or in front of the screen. Alternatively, sometimes the screen has blown down. We actually had one case where the price of scrap metal had gone so high that the yard owner sold his metal fence. It is somewhat frustrating at times because you think you have finished the process and three months later, you find yourself right back where you started.

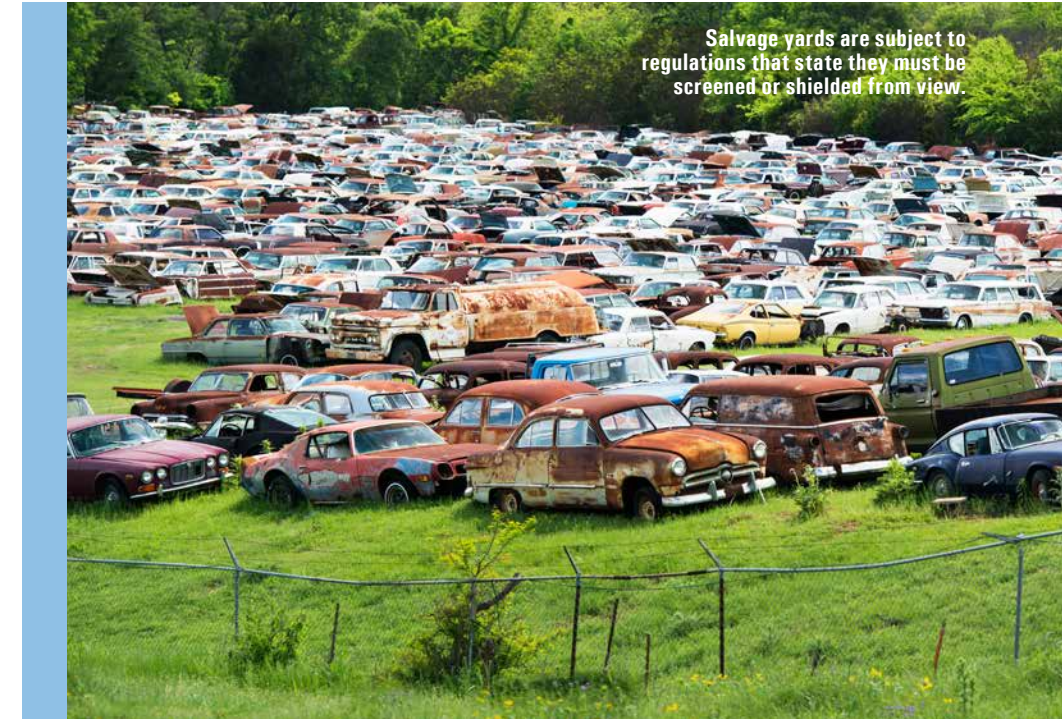
"We do a lot of litigation work through our Legal Department and go to court to have these yards screened as necessary. One of the problems we face is that it can take months to actually get one screened, and there is no guarantee that it will actually stay in compliance."

As with billboards, Beautification staff closely monitor the appearance of the yards and work year round to keep them in compliance.

SIGNING PROGRAMS

The Department's Beautification Section is responsible for the administration of two signing programs along our highways.

The Specific Services Signing Program, also referred to as the logo program, was added to the Section's responsibilities in



Salvage yards are subject to regulations that state they must be screened or shielded from view.

1988. The Section works in conjunction with the Maintenance Division to provide signing information for motorists along Interstate routes. These signs are often seen as motorists approach upcoming exits. They feature the logos of fast food outlets, gas stations or local attractions. Signing categories include gas, food, lodging, camping and tourist attractions.

"Originally, the program was only in the rural areas, but now we have moved into

the urban areas," Ingram added. "Under ideal circumstances, we can accommodate up to six businesses on each sign.

"The business owners really like this program. It is reasonably priced, especially when compared to our neighboring states. Our program is \$35 upon application, the installation fee is \$80 per sign and we have an annual fee of \$200 per sign. The companies furnish their logo and our Maintenance Division does the installation."

The program has been a success for the Department. In fact, at some exits, businesses are now being turned away because there are no sign spaces left to offer.

A second program, the Tourist Oriented Directional Signing Program, is similar in that it provides signing to assist motorists along non-Interstate routes.

"These signs direct motorists to services such as gas, food, lodging, tourist attractions or campgrounds," Ingram explained. "The categories are broader for these signs. The applicant pays a \$25 application fee, a \$50 installation fee for each sign and then an annual renewal fee of \$50 per sign."

(continued on page 14)



Jeff Ingram
Beautification Section Head

RSVP

Not only does ARDOT regulate the placing of highway signs along our roadways, the Beautification Section also has a policy that establishes procedures allowing sign owners to maintain the visibility of their signs.

The Restore Sign Visibility Policy (RSVP) permits the mowing, bush hogging, cutting, trimming, pruning and/or selective removal of vegetation on State highway rights of way to restore the visibility of signs where that visibility has been diminished. Sign owners are required to obtain an RSVP permit from ARDOT that authorizes vegetation control in accordance with accepted landscaping and horticultural principles.



ARKANSAS' SCENIC BYWAYS

The Department's Beautification Section also coordinates ARDOT's Scenic Byways program.

The Arkansas Scenic Byways Program was established shortly after Congress passed the Intermodal Surface Transportation Efficiency Act of 1991. This federal legislation created the framework to develop a network of National Scenic Byways and All American Roads. The Act also encouraged each state to develop its own state scenic byway program.

"Originally, our program had the Planning Division handling the administrative end of it and Beautification handling the enforcement," Ingram recalled. "A few years ago we accepted the entire program."

Arkansas' scenic byways include the Arkansas Scenic 7 Byway, the Boston

Mountains Scenic Loop, the Highway 21/Ozark Highlands Scenic Byway, Interstate 530, the Mount Magazine Scenic Byway/Highway 309, the Pig Trail Scenic Byway, the Sylamore Scenic Byway, the West-Northwest Scenic Byway, Crowley's Ridge Parkway National Scenic Byway, the Great River Road National Scenic Byway and the Talimena Scenic Drive National Scenic Byway. Detailed information on each byway is available on the ARDOT website at www.ardot.gov. The byways are a shining example of why we call Arkansas the Natural State.

CHANGING WITH THE TIMES

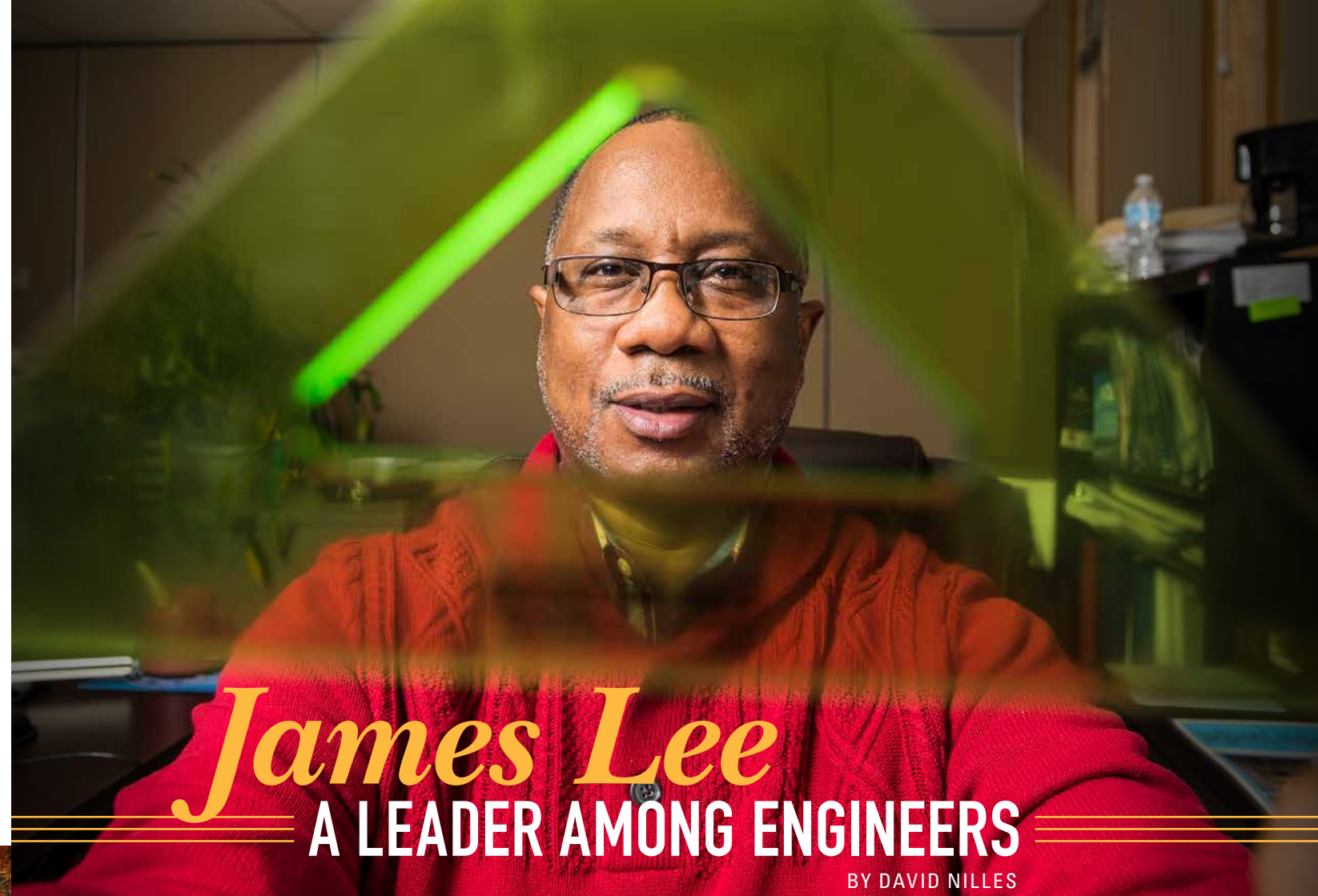
Ingram allowed that enforcement of billboard regulations has changed over the years:

"When the Department started enforcing these regulations in the early 1970s, the Beautification Section actually went out and cut signs down to get rid of them. The Section owned a chain saw and a pipe cutter! We don't do that anymore. We also had federal money available allowing us to purchase signs to get rid of them. There was also federal funding available for us to provide fencing at salvage yards. If the yard could not be screened, we actually bought out the inventory, crushed it and removed it. Today, yards are responsible for purchasing their own fencing."

And if necessary, problems are handled through litigation.

All of the policies of the Beautification Section are in place to guarantee that the State Highway System continues to provide motorists an opportunity to take in Arkansas' natural beauty.

For additional information on the policies and procedures of the Department's Beautification Section, call 501-569-2311 or visit www.ardot.gov.



James Lee

A LEADER AMONG ENGINEERS

BY DAVID NILLES

JAMES LEE BEGAN HIS CAREER WITH ARDOT IN 1982 AS A CIVIL ENGINEER. THIRTY-FIVE YEARS LATER, HE IS AN ADVANCED DESIGN ENGINEER IN THE ROADWAY DESIGN DIVISION.

Lee's career has included several milestones along the way. Among them, Lee is the fourth African American to graduate from the University of Arkansas with a Bachelor of Science degree in Civil Engineering. He also happens to be the first full-time African-American engineer to be hired by ARDOT.

CHOOSING A CAREER IN TRANSPORTATION

Lee did not know where his career would take him after his college years at the University of Arkansas at Pine Bluff and at the University in Fayetteville, but what he did know was that he loved transportation.

"I had the opportunity to do many different things over the years, but after working here at the Department for a while, I

really fell in love with transportation," Lee shared.

"I particularly knew I was at home with roadway planning and design," he added.

"I have a love of planning projects that improve infrastructure in our local communities. I have always enjoyed thinking about how we can help communities by planning better roadways. Even in my spare time, I enjoy thinking about it."

Lee knew he had found a job where he would enjoy what he had learned in school. What he did not know was that he was the first African-American engineer to be hired by ARDOT.

"I was recruited out of college by Bobby and Kay Cornish," Lee recalled. "Bobby was an engineer here and Kay worked in Personnel. At the time, I did not know I was the first African-American engineer at the Department. It was months before I realized that! It certainly is an honor and I hope that my presence and my work has helped open the door for others."

(continued on page 16)



James Lee, Roadway Design Advanced Engineer, has worked for ARDOT for over 35 years.

CREATING THE FIRST HIGHWAY PAVEMENT INVENTORY

In the mid-1980s, Lee was given the assignment to spearhead development of ARDOT's first highway pavement inventory.

"The pavement inventory was to be an evaluation of the pavement and its smoothness on every mile of Arkansas' highway system," Lee explained. "I had the help of staff in Computer Services and in Planning. We developed a rating system and had to record every crack or rut we came across on the road surface. Those were the days before we had an ARAN (Automated Road Analyzer) truck so it all had to be evaluated by sight."

Today's ARAN vehicle collects the same information using infrared sensors, laser sensors, five high-definition cameras and a large number of computers.

"I was on the research committee to explore purchasing our first ARAN truck. Technology has improved so much, now ARAN does all the analysis.

"The Department needed the accountability of that pavement inventory to assess our needs and for requesting additional revenues and resources needed to complete construction projects on our highway system.

"It was gratifying and exciting to create that first inventory and was also an awesome responsibility initiating something that was going to improve procedures for the Department."

A SENSE OF PRIDE

With 35 years of work under his belt, Lee recalls a few projects that stand out as favorites.

"One project I'm proud to have helped initiate was the concept for the McCain Boulevard crossovers on U.S. Highway 67/167 in North Little Rock and the turnarounds located at Smokey Lane and Wildwood Avenue in the same area," Lee stated. "The Wildwood turnaround was one of the first ones constructed in Pulaski County. It provided a more efficient way to move traffic. We had also done studies to convert to one-way frontage roads on 67/167. That was something new in that area."



(L. and R. Photos) The construction of the McCain Boulevard crossovers on U.S. Highway 67/167 in North Little Rock.

Improvements underway on Highway 23 in Johnson County also come to mind.

"The Department is working on improvements at Haw Creek in the National Forest," Lee said. "We are installing a three-sided culvert at that location. It is the first of its kind in Arkansas. I'm anxious to see that project once it is completed."

PROVIDING A PATH FOR OTHERS TO FOLLOW

Lee's love for his work goes far beyond the walls of his office at ARDOT. He is heavily involved in encouraging college students to realize their dreams of becoming successful engineers. One way he does that is through his work with the National Society of Black Engineers, formerly the Association of Black Engineers in Arkansas. Lee is a founder of that organization.

"Early in my career, there wasn't any type of professional organization for African American engineers in the State," Lee explained. "In the early 1990s, then Commissioner Rodney Slater and I had a conversation about needing some type of organization in our area to help African American engineers come together to help promote the engineering field in the minority community. With Commissioner Slater's help, and the help of some friends, we got that organization started."

Lee also is one of the founders of the Central Arkansas Sphinx Foundation, a non-profit organization whose mission is to provide educational scholarships, improve community development, education and literacy, and create meaningful activities and educational opportunities for inner city and at-risk youth.

"I was fortunate to be on the board that got the group incorporated," Lee shared. "We do educational workshops and provide scholarships for young people in the community."

“It was gratifying and exciting to create that first highway pavement inventory and was also an awesome responsibility initiating something that was going to improve procedures for the Department.”



We provide around \$15,000 a year in scholarships and stipends to young people. We also provide a Martin Luther King memorial scholarship to young men."

The foundation holds the annual Alpha Debutante Ball, a black tie event that presents college freshman women to society.

"I've been working on that event for almost 30 years," Lee recalls. "I've been involved with doing the event's program for the last five or six years."

The organization's "Project Starting Block" offers field trips and workshops for high school students in order to introduce them to opportunities in engineering.

"This group is one of my passions because I grew up in the small town of Rison, and there weren't very many opportunities for exposure to a number of things," Lee recalled. "If given the opportunity now, I like to expose as many young people as I can to various opportunities in the engineering and science fields."

"We are doing what we can to help improve the community."

A MESSAGE FOR THE ENGINEERS OF TOMORROW

As someone who has made a career at ARDOT, Lee hopes to see young people follow his career path.

"I have a saying that I've carried with me ever since I graduated from high school," Lee shared. "Reach for the heavens and you will land among the stars."

That saying was passed to Lee, and it applies to anyone on a path moving forward.

"Never give up on your dreams and do the best you can every day. I would also tell young people that engineering is a profession, and you must always be professional in your work. Be passionate about the work that you do in your chosen field."

As for Lee, after another successful year at the Department, he sees retirement approaching on the horizon.

"My time at the Department has been gratifying. I have seen many changes take place over the years. It is great to see the Department going in a good direction. It is definitely going to be in good hands in the future." ■



The William J. Clinton Presidential Library and Museum
Photo: Arkansas Parks & Tourism



River Market District in downtown Little Rock
Photo: Arkansas Parks & Tourism



A world of wonder at the Museum of Discovery

WEEKEND

ROAD TRIP:

LITTLE ROCK

BY DAVID NILLES

OUR MAGAZINE CREW HAS TRAVELED MANY MILES ACROSS ARKANSAS OVER THE YEARS, FINDING GREAT PLACES TO EXPLORE AND SPEND TIME. FOR THIS ISSUE OF WEEKEND ROAD TRIP, WE DIDN'T HAVE TO TRAVEL FAR FROM THE CENTRAL OFFICE. THIS MONTH, WE EXPLORE LITTLE ROCK AND NORTH LITTLE ROCK TO SEE WHAT THESE CITIES HAVE TO OFFER.

Our travels around central Arkansas begin in downtown Little Rock, where there are a number of places to discover.

The adventure in Little Rock begins in the downtown **River Market District**, one of the City's premier entertainment neighborhoods featuring museums, restaurants, bars, shops and a riverside park.

We begin at the **William J. Clinton Presidential Library and Museum**. Presidential libraries preserve the documents and artifacts of our Presidents

and provide insight into the times in which these Presidents lived and served the nation. Inside the Clinton Library are archival collections and special exhibits that showcase President Clinton's years as Commander in Chief. Discover permanent exhibits, administration documents, photographs, videos and interactive stations that highlight domestic and foreign policy during the Clinton years. One highlight of a visit is the life-size replicas of the Oval Office and the Cabinet Room. In addition to permanent displays, the library

hosts traveling exhibitions from around the country. For fans of politics, the museum is a must-see destination. The library is located at 1200 President Clinton Avenue, just east of Interstate 30. It is open seven days a week.

Just south of the Clinton Library and on the other side of 3rd Street is **Heifer Village and Heifer International Headquarters**. Heifer International's mission is to work with communities around the globe to end world hunger and poverty and to care for the earth. Heifer links communities and helps bring sustainable agriculture and commerce to areas with a long history of poverty. Heifer's gift of animals provides partners with both food and reliable income, as agricultural products such as milk, eggs and honey can be traded or sold at market.

When families gain this new sustainable income, it brings new opportunities for building schools, creating agricultural cooperatives, forming community savings and funding small businesses. Be sure to tour Heifer's "green" headquarters to learn how they transformed a former industrial waste site into a thriving wetlands habitat. Heifer Village offers a mix of galleries, hands-on exhibits, videos and activities that focus on global issues. Heifer is open Monday through Saturday at 1 World Avenue.

Traveling just a few blocks west of the library, a sure bet in the River Market area is the **Museum of Discovery**. Young people will enter wide-eyed and jump right into the more than 90 hands-on exhibits scattered throughout the museum. Among the galleries is Discovery



Heifer Village and Heifer International Headquarters
Photo: Arkansas Parks & Tourism

Hall, with an emphasis on space, shapes, patterns and quantities. The Amazing You gallery looks inward to how our bones and bodies function. Learn more about global earth processes and extreme weather in Arkansas in "Earth Journeys." Drop into the Tinkering Studio and spend

time working with a variety of tools and materials. Then, be sure to experience the Tesla and Tornado Alley Theaters while you are there. One thing is certain, learning has never been more fun! The museum is open daily at 500 President Clinton Avenue.

(continued on page 20)

Up close and personal at the Central Arkansas Nature Center



A walk one block east of the Museum of Discovery leads you to the **Central Arkansas Nature Center**. This is the fourth nature center established by the Arkansas Game and Fish Commission around the State. Highlights of the center include large indoor aquariums filled with fish native to the area, an extensive collection of fishing lures and tackle, a theater presentation providing information on areas of research and education with the Game and Fish Commission, and a Presidential Park Wetlands walk nearby. The center is open Tuesday through Saturday at 602 President Clinton Avenue.

Fans of history will want to step back into Arkansas frontier history not far away at the **Historic Arkansas Museum**. The historic grounds of the museum are home to a pre-Civil War neighborhood of early buildings that includes the oldest building still standing in Little Rock, the 1827 Hinderliter Tavern. Pioneer demonstrations such as blacksmithing take place outdoors near some of the buildings scattered on the grounds. You'll learn about the history of the area from living history characters and see how early residents lived. Indoors at the museum, four galleries feature Arkansas-made art and artifacts including an extensive collection of Bowie knives. The museum is located at 200 East 3rd Street and is open daily.

Just four blocks to the west of the Historic Arkansas Museum is the **Old State House Museum**, the oldest surviving State Capitol building west of the Mississippi River, and the original State Capitol of Arkansas. Since 1833, when construction began, the building and its grounds have witnessed many of the most important events in Arkansas history. Walk through the 1836 House of Representatives Chambers and visit the museum's galleries. Among the exhibitions are "On the Stump: Arkansas Political History," "First Families," and "The Legacy of Arkansas Women." The museum is located at 300 West Markham and is open seven days a week.

A logical next stop on a tour of Little Rock is today's **State Capitol Building**. Since 1911, this site has been the center of Arkansas' state government. It is the official home to six constitutional officers including the Governor and Lieutenant Governor and over three hundred members in the Legislative and Executive branches. Get a glimpse inside the Senate and House Chambers and be sure to see the exhibits on the ground floor to learn more about Arkansas through the years. The building is a smaller scale replica of the U.S. Capitol in Washington, D.C. As you stand on the ground floor under the rotunda, be sure to look up to take in the impressive architecture above you. The chandelier hanging above weighs in at more than 4,000 pounds. The six 10-foot-tall bronze doors at the front entrance of

The Old State House Museum
Photo: Arkansas Parks & Tourism



the Capitol were purchased from Tiffany's of New York in 1910. The Visitor Services Center is on the ground floor and is the perfect place to start your tour. The Capitol Building is located at 500 Woodlane Street and is open seven days a week.

After taking in the history of Arkansas, it may be time to engage your creative side and immerse yourself in the arts. The place to do that is the **Arkansas Arts Center**, located in Little Rock's MacArthur Park. The Center's permanent collection features works from many of history's most famous artists. The collection is also home to one of the finest drawing collections in the country. Inside the museum's galleries are inspiring exhibitions and works of art that you won't find anywhere else. The Center is home to the Annual Delta Exhibition and the Young Arkansas Artists Exhibition each year. Before you visit, check the schedule for the **Children's Theatre**, recognized as one of the best regional theatre companies in the United States with exceptional theatre for family audiences. Coming in 2018 are *The Snowy Day*, *Junie B. Jones is Not a Crook* and *Stone Soup*. The Arts Center is located at 9th & Commerce Streets and is open every day except Monday.

While in MacArthur Park, step right next door and visit the **MacArthur Museum of Arkansas Military History**. The MacArthur Museum interprets our State's military heritage from its territorial period to the present. Located in the historic Tower Building of the Little Rock Arsenal — the birthplace of General Douglas MacArthur — the museum preserves the contributions of Arkansas men and women who served in the armed forces. Exhibits feature artifacts, photographs, weapons, documents, uniforms and other military items that vividly portray Arkansas' military history at home and abroad. The museum is open daily at 503 E. 9th Street.

One of Little Rock's newest museums is the **Mosaic Templars Cultural Center** located on historic 9th Street. The Center is a museum of African American history whose mission is to preserve, interpret and celebrate African American history and culture in Arkansas. The museum's exhibitions highlight fraternal organizations, African American entrepreneurs, integration and the legacy of the West Ninth Street District. The museum is open Tuesday through Saturday at 501 W. 9th Street.

Before leaving downtown Little Rock, take a spin on **Southside Main Street** (SoMa). SoMa is the neighborhood area of South Main Street located between Interstate 630 and Roosevelt Road. The area is a historic district and has numerous unique shopping and dining opportunities. Little Rock's first tea bar

(continued on page 22)

One of many galleries at the Arkansas Arts Center



Mosaic Templars Cultural Center

Bernice Gardens in the SoMa Neighborhood



can be found at the Green Corner Store, locally made small batch ice cream is right next door at Loblolly Creamery, and yes, there is even a museum of purses at Esse Purse Museum & Store. There is always something happening on the weekends at the Bernice Garden at 14th & Main. Come hungry because there are plenty of restaurants on South Main.

If baseball season is in full swing, Dickey-Stephens Park in North Little Rock is the place to catch a ball game. The park is home to the **Arkansas Travelers**, a member of the Double-A Texas League and an affiliate of the Seattle Mariners. The park opened in 2007 at the foot of the Broadway Bridge. In addition to great baseball, there is an inflatables play area for the kids, a beer garden and a Travelers gift shop. The park is a great way to spend a spring or summer evening and is located at 400 W. Broadway in North Little Rock.

There aren't a large number of zoos to be found in Arkansas. The one that comes to mind on this trip is the **Little Rock Zoo**, making it a "must-see" destination. Nearly 700 animals representing 200-plus species are waiting to be discovered. Many exotic worlds can be explored that feature lions, rhinos, tigers, monkeys, elephants and much more. There is even a reptile house

for those brave enough to see snakes up close and personal. The zoo is open daily at #1 Zoo Drive.

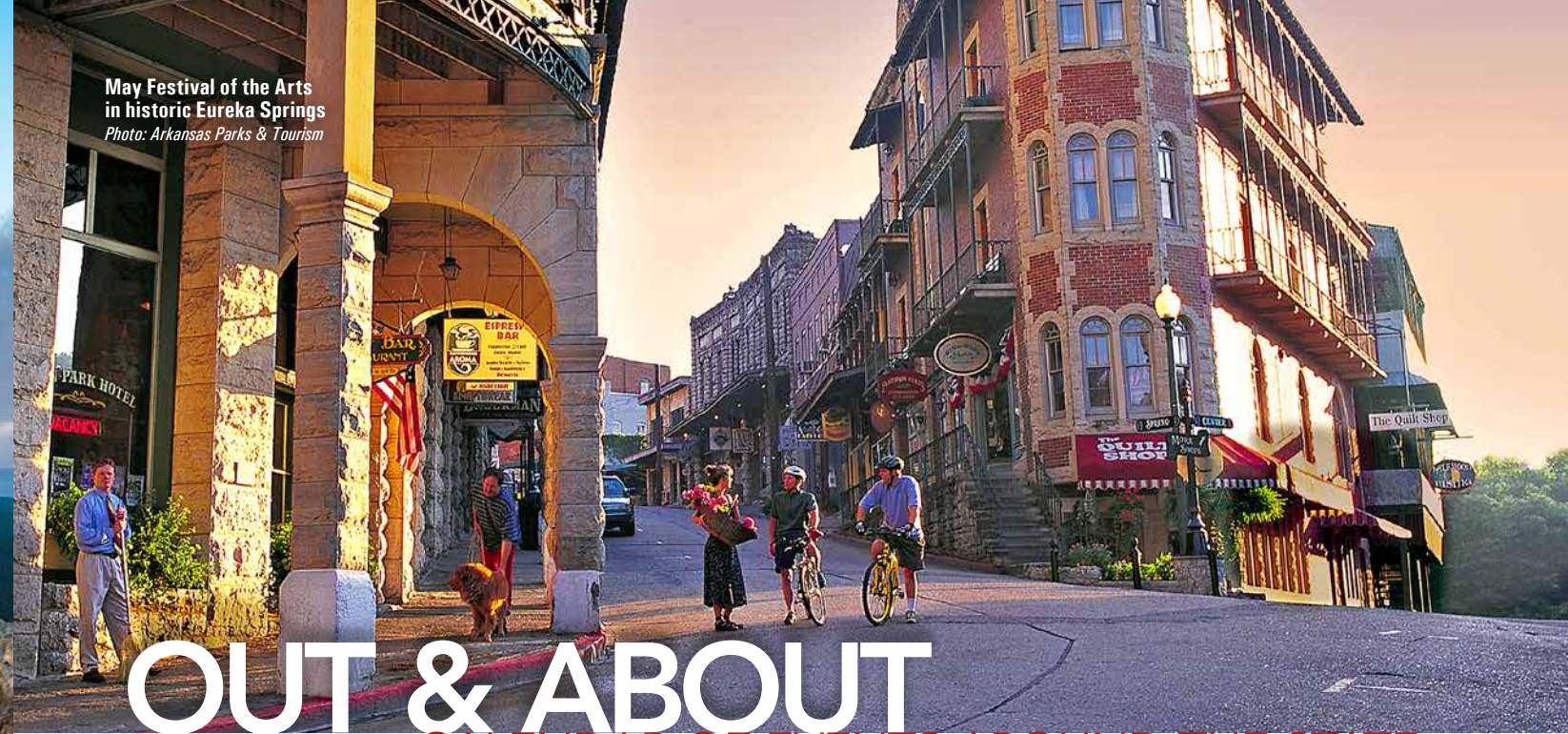
The last stop on this weekend road trip takes us west of town to enjoy the great outdoors and some hiking at **Pinnacle Mountain State Park**. The park features a diversity of natural habitat, from high upland peaks to bottomlands along the Big Maumelle and Little Maumelle Rivers. First stop should be the Visitor Center to learn more about the area and to obtain a brochure showing hiking and biking trails in the park. A trip to the top of Pinnacle Mountain is a must for the adventuresome. A series of trails that aren't quite so steep abound as well. The east side of the park offers cyclists more than eight miles of single-track mountain bike trails. And for canoeists and kayakers, launch ramps can be found that allow access into the Little Maumelle River. In all, there is enough to explore at Pinnacle Mountain to keep families busy the entire day.

A trip to central Arkansas is definitely an adventure that can fill several days. If you can't get everything done in one trip, Little Rock and North Little Rock's location in the center of the State makes it easy to return to complete everything on your "To Do" list! **■**

Pinnacle Mountain State Park
Photo: Arkansas Parks & Tourism



May Festival of the Arts in historic Eureka Springs
Photo: Arkansas Parks & Tourism



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 what highway you take. For additional event listings, check Arkansas.com/events.

✳️ **MAY FESTIVAL OF THE ARTS:** There's an overall creative vibe running through the historic arts village of Eureka Springs driven by more than 350 working artists in all mediums. The 31st annual May Festival of the Arts is packed with art exhibits, demonstrations, performances, culinary arts, free music in the park and a street party thrown by artists. • MAY 1 – 30

✳️ **MOTORCYCLE MEMORIES:** Join the Fort Smith Museum of History for an exhibit on local and regional motorcycle history. Motorcycle Memories will feature the Harley-Davidson motorcycle ridden by Fort Smith native Leroy Winters when he won the 1956 Jack Pine Enduro, continuing a successful national motorcycle racing career. As winner of the Jack Pine Enduro, Winters was named the National Endurance Champion for 1956. The Winters Motorcycle is loaned from the AMA Hall of Fame Museum in Pickerington, Ohio. • MAY 17 – JUNE 2

✳️ **30TH ANNUAL MAGNOLIA BLOSSOM FESTIVAL:** World Championship Steak Cook-off, Parade of Cookers, 5K race/walk, unique arts & crafts vendors, 68th annual art show, car & truck show, jet boat show, motorcycle show, Baggo tournament, beef eating challenge, fishing tournament, canine fun show, free concerts, food vendors and children's area. • MAY 18 – 19

✳️ **TINKERFEST:** TinkerFest, part of the nationwide "Maker Movement," is an event that allows creative and innovative thinkers of all ages to involve themselves in hands-on activities that stimulate further learning and doing — all in a festival atmosphere. • JUNE 9

MAY 1 – 30 ✳️
MAY FESTIVAL OF THE ARTS
Historic Arts Village
Eureka Springs, AR

MAY 12
23RD ANNUAL CAR SHOW
Hot Springs Municipal Airport
Hot Springs, AR

MAY 17 – JUNE 2 ✳️
MOTORCYCLE MEMORIES
Fort Smith Museum of History
Fort Smith, AR

MAY 18 – 19 ✳️
30TH ANNUAL MAGNOLIA BLOSSOM FESTIVAL
Historic Downtown Square
Magnolia, AR

MAY 25 – 27
RIVERFEST
Riverfront Park
Little Rock, AR

JUNE 5 – 30
PHOTOGRAPHY SHOW
Mena Art Gallery
Mena, AR

JUNE 9 ✳️
TINKERFEST
Arkansas State University Museum
Jonesboro, AR

A couple of residents at the Little Rock Zoo



Dickey-Stephens Park — Home of the Arkansas Travelers
Photo: Arkansas Parks & Tourism



Motorcycle Memories



Magnolia Fest



TinkerFest

ARDOT AFTER-HOURS

Taylor Stewart
Right of Way Appraisal Agent



Creative

CRAFTSMANSHIP

BY BRITNI PADILLA-DUMAS



WE'VE ALL HEARD THE PHRASE, "ONE MAN'S TRASH IS ANOTHER MAN'S TREASURE." TAYLOR STEWART, AN ARDOT RIGHT OF WAY APPRAISAL AGENT, HAS A HOBBY THAT EMBODIES JUST THAT.

Born in Canton, Mississippi, Stewart graduated from Mississippi State University in 2010 with a bachelor's degree in marketing. After spending some time in Nashville, Tennessee, Stewart worked in appraisal in Mississippi and then moved to Arkansas. His career with ARDOT began three years ago as an acquisition agent, but he accepted a position as an appraiser earlier this year.

"I was excited to move up here because there are a lot of rivers and mountains and things to do," Stewart commented. "I like to hunt, but fishing is probably my favorite."

In addition to being an outdoor enthusiast, Stewart decided to adopt a craftsmanship hobby last summer. He is self-taught and has slowly built his tool inventory.

"I enjoy working with my hands and making anything," he said. "I have all kinds of scrap stuff that I find in my spare time—anything (trash) that I can turn to treasure, really."

Stewart's focus is making pipes, knife handles and rings from antlers.

"I don't really know why I started. I talked to other people about it and they thought it was a cool idea, so I just decided to go ahead and do it. I didn't think I'd be very good at it. I thought it would be too hard, but it turns out I'm not bad."

Stewart takes his time on projects and pays special attention to detail. Making a pipe from deer antlers can take up to seven hours.

"I'm picky about having it be perfect. For every one that I make, I probably mess up two," Stewart said. "I want it to be perfect and it seems like it never is. I didn't think I could do it, but when I did, I was proud of it. I put it on Instagram. Once I started seeing the response there, I wanted to start doing more."

He currently lives in an apartment but hopes to buy a house and expand his workspace in the near future.

"I'm still learning. It's a never-ending process—to keep learning. I just started this past year. If things go well and I can get more tools and workspace, I'd like to set up a store."

Once he has his own shop, he plans to build a forge so that he can make his own knife blades. Stewart said he also plays with titanium, adding heat and changing its color. "Anything unique is cool to me," he says.

Stewart doesn't keep his creations around for very long. He has sold a few pieces and given some away. He says he would like to eventually do custom commission work.

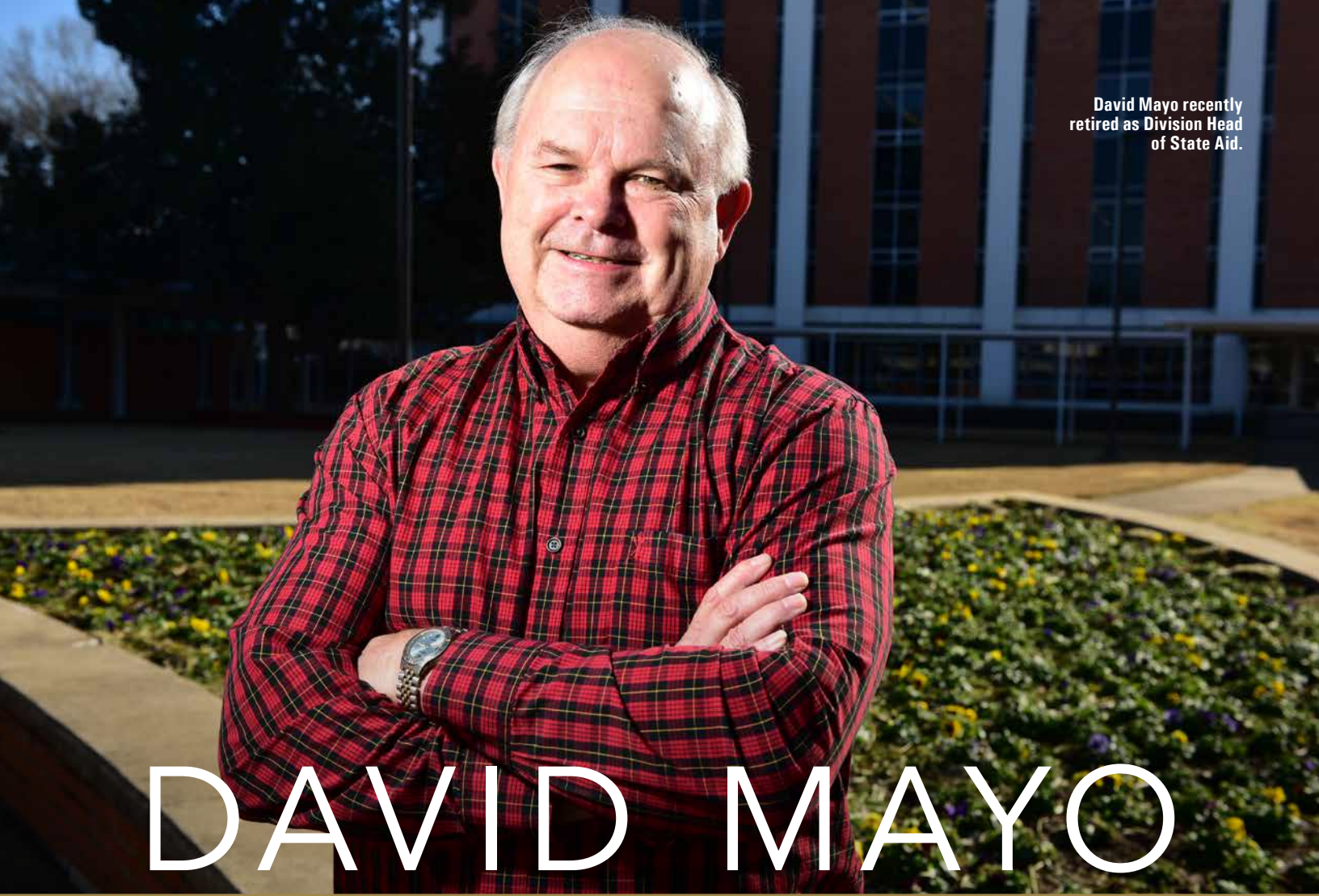
"I don't keep everything I make because the way I see it, I can always make another one. I don't mind selling them. And it's good for other people to enjoy; I like having other people enjoy my art. I don't specialize in one type of thing. I can do customized stuff. I'd prefer to do it that way so that they'd be happy with what they got." ■



"I have all kinds of scrap stuff that I find in my spare time—anything (trash) that I can turn to treasure, really."

A handmade pipe from deer antler crafted by Stewart.





David Mayo recently retired as Division Head of State Aid.

DAVID MAYO

COMPLETING A 40-YEAR CAREER OF SERVICE

BY DAVID NILLES

DAVID MAYO WAS IN HIS SENIOR YEAR AT THE UNIVERSITY OF MEMPHIS WHEN ARDOT CAME TO THE CAMPUS TO RECRUIT ENGINEERING GRADUATES.

“Hugh Wadley was the recruiter for ARDOT,” Mayo recalled. “He came to campus and brought a carload of us back to Little Rock to visit the Department and see some construction sites.”

Mayo must have been impressed because he returned to Memphis, received his degree in Civil Engineering, got married two weeks later, and soon he and his wife Lannece were moving to Little Rock.

“Lannece and I grew up in Memphis so the move to Little Rock was a great change for us.”

It was the beginning of a career at ARDOT that lasted a lifetime.

REMEMBERING A FEW FAVORITE HIGHWAY PROJECTS

Mayo began as a Civil Engineer I in Resident Engineer Office #61 in North Little Rock. A year later, he was promoted to Civil Engineer II in the Construction Division. In 1979, Mayo became a Civil Engineer III and soon obtained the title of Construction Project Supervisor. He became an Advanced Design Engineer in the Roadway Design Division in 1982. Mayo transferred to the State Aid Division one year later as a Civil Engineer IV. He was selected to head the Federal Aid and Contracts Section

of the Programs and Contracts Division in 1985 and also held the titles of Staff Contract Proposal Engineer and Staff Project Development Engineer. He became Assistant Division Head of State Aid in 2002 and the Division Head in 2005.

Looking back, there are a few favorite projects that stood out over his career.

“I remember working at the Resident Engineer’s office in North Little Rock. I was in Prairie and Lonoke Counties doing overlay projects. Our job stretched from England to the Arkansas County line. I followed the asphalt spreader collecting tickets while watching over the work as an inspector.”

In the late 1970s, Mayo was involved in the construction of Interstate 440.

“The Department started work on the south side of the Arkansas River constructing the bridges you find near the airport,” he recalled. “In 1978, they let the first contracts on the north side of the river. I was assigned to the bridge over Highway 70 and the bridge over the swamp and the old Rock Island railroad line. That was a complex job considering those bridges and the swamp we were working in. We had to dredge that swamp and then proceed with construction. It involved working off of barges and out in boats.

“We did work you don’t think twice about when you are in your twenties. We would walk out on the beams twenty feet above the water carrying a transit level and set it up on top of a cap. Today, I look out over the edge of a bridge, and I think... I am going to back up a bit.

“In 1980, we were out laying the concrete pavement on that road. That was the summer it was so hot, with 100-plus degree temperatures. They started working at night because

the concrete was curing too fast during the heat of the day. We worked on that project for about three years.”

ADVANCEMENTS IN TECHNOLOGY

With forty years of service under his belt, Mayo has seen many changes in the way ARDOT employees complete their tasks.

“The biggest impact I have seen is the computerization of much of our work,” Mayo shared.

“Even in the 1980s, most of the work we did in State Aid was handwritten. Our calculations were done with simple calculators. Today, drafting and design work is accomplished on a screen. Contract management is now virtually paperless with digital delivery of plans and specifications, electronic bidding and contract administration. The advances in 3-D modeling and e-construction technologies have almost eliminated the traditional paper-based approach to construction document management.

“When I came to the State Aid Division, one thing I accomplished was digitizing all of our records. We worked with Computer Services to develop a program that could hold all of that information.

“Working in the Programs and Contracts Division, we signed a contract with InfoTech out of Gainesville, Florida. They were developing what they called a Bid Analysis and Management system. It was a preliminary estimate system and a contract administration system, referred to as a Decision Support System. InfoTech studied all of ARDOT’s business rules and procedures, then developed a customized version of their software for us. Arkansas became one of the first states to purchase one of these customized systems.”

(continued on page 28)



Mayo (center) with Janet Harris (L.) and Terri Penland (R.)

STATE AID DIVISION

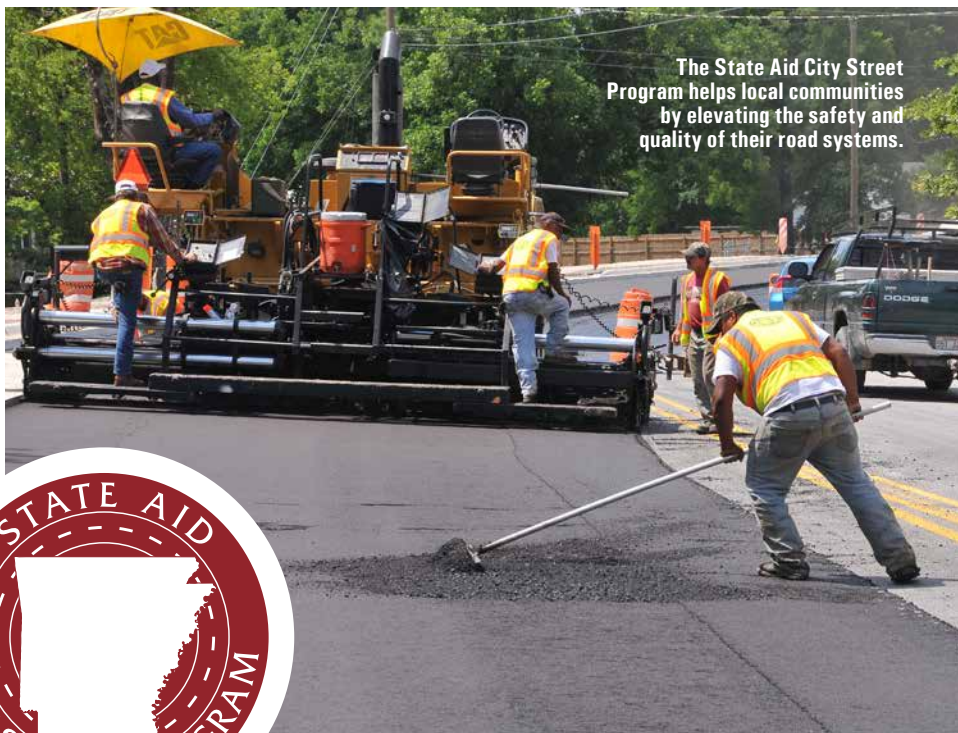
Mayo spent the most recent years of his career serving in the State Aid Division. The division works with all 75 counties in Arkansas and administers the State Aid County Road Program assisting with construction of a safe, hard surfaced county road system throughout Arkansas. Division personnel determine eligibility of county projects and furnish administrative and engineering assistance to the counties using Federal Highway funds, Federal Bridge Replacement funds and State Aid Road funds.

"We have about 67,000 miles of county roads in Arkansas that are not maintained by our Department," Mayo explained. "Many are gravel or non-surfaced roads. Our program is a way to assist counties in paving some of their roadways. When a county selects a roadway they want to improve using their State Aid funds, they share their plans with us, and we basically do everything... we design it, let it to contract, we inspect the work when it is completed and then turn it back over to them. Our goal is to make a safe, hard surface road system for these counties. Over \$950 million dollars have been invested on county roads since 1973."

STATE AID CITY STREET PROGRAM

While the State Aid County Road program has not significantly changed over the years, the creation and funding of the State Aid City Street program in 2012 expanded the role of the Division. The program operates in the same manner as the County Road Program.

"In 2012, Act 1032 directed one cent of the existing fuel tax to a State Aid City Street program," Mayo explained.



Together, the County Road Program and City Street Program are ways that ARDOT can *help local communities* by elevating the *safety and quality* of their road systems. The expertise provided by our Department is very much appreciated by the local agencies.

"Nine mayors were selected to a State Aid Street Committee. They met in 2013 and developed criteria for the program. We let our first jobs in June of 2013. Since that time, we have visited 414 cities and funded about 380 of them. This program goes a long way in improving our city streets.

"Together, the County Road Program and City Street Program are ways that ARDOT can help local communities by elevating the safety and quality of their road systems. The expertise provided by our Department is very much appreciated by the local agencies."

CAREER INFLUENCERS ALONG THE WAY

When asked if there have been ARDOT staff who have had a big influence on his career, Mayo hesitated because he did not want to leave anybody out.

"I've learned something from everyone I've worked for," he stated. "None of it would have been possible without the aid of the very capable Administrative Assistants that I have worked with over the years, namely all three Barbaras, two Cindys, Sharon, Judy, Tammy, Annette and Linda."

A list of those who have influenced him numbered 15.

"I could have gone on and on!"

A TIME FOR OTHER THINGS

Mayo's retirement began in February of this year. Golf and grandchildren will fill a little more of his time now. He leaves behind this advice for students coming out of college:

"I personally feel that public service is a great way to begin a career. But whatever you decide to do, approach it with enthusiasm and energy and you will find a great enjoyment in the engineering profession."

Mayo keeps a copy of *The Engineer* magazine on the corner of his desk. A quote from an engineer who had won an award caught his attention, and he keeps the magazine there as a reminder. It reads:

"You won't see engineers clutching their plaques and tearfully thanking all the little people. The winners of awards know that while they do honor excellence, their most important purpose is to recognize the entire profession. Awards do not inspire us and neither do pictures in fine magazines. Engineers become involved and stay involved in this profession because we like to build things right. A shiny plaque is nice, but we take much more pleasure in a road that contributes to the public health or a bridge that contributes to public safety." □



(L. to R.) Assistant Chief Engineer for Design, Mike Fugett, congratulates David Mayo on his retirement.



ADVANCING TRAFFIC INCIDENT MANAGEMENT IN ARKANSAS



BY ANDY BREWER

WE HAVE ALL EXPERIENCED THE SCENARIO: YOU ARE TRAVELING ALONG AT A COMFORTABLE PACE ON THE INTERSTATE WHEN SUDDENLY A LONG LINE OF BRAKE LIGHTS APPEARS IN FRONT OF YOU. CHANCES ARE THERE IS AN ACCIDENT AHEAD, AND YOU SLOW TO A SNAIL'S PACE IN A BUMPER-TO-BUMPER LINE UNTIL YOU GET THROUGH THE ACCIDENT AREA.

Accidents on our highways are indeed inconvenient for everyone involved, but it may be comforting to know that the Arkansas Department of Transportation (ARDOT) is focused on a process that can help us all through those traffic snarls. It is called Traffic Incident Management.

WHAT IS TRAFFIC INCIDENT MANAGEMENT?

Traffic Incident Management (TIM) is a planned and coordinated multi-disciplinary process to detect, respond to and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the

duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders.

As we all know from experience, managing incidents on Arkansas highways is critical to ensure safe and reliable travel for Arkansas citizens and businesses. There were five fatal and 15 serious injury crashes on Arkansas highways in 2016 as a result of a traffic incident. These severe "secondary crashes" most often occur on freeways because of a rear end collision. Furthermore, approximately 60 percent of all congestion on Arkansas highways is the result of non-recurring delay such as inclement weather, special events and traffic incidents.

These safety and congestion impacts result in an economic cost to Arkansas in the tens of millions of dollars every year. (See the sidebar on page 32).

INVESTMENTS IN SAFETY

To address the challenge of restoring traffic flow as safely and quickly as possible after an accident, ARDOT has invested millions of dollars and hours of time in recent years in a variety of strategies. Among them are ARDOT's IDriveArkansas website, live traffic cameras along our Interstates (see the September/October 2017 issue of Arkansas Highways), enhanced winter weather detection and clearing capabilities, and highway construction work zone safety devices.

Traffic Incident Management (TIM) is a planned and coordinated multi-disciplinary process **TO DETECT, RESPOND TO AND CLEAR TRAFFIC INCIDENTS** so that traffic flow may be restored as safely and quickly as possible.

ARDOT Public Information Officer Danny Straessle has been involved with adding live traffic cameras to the Department's IDrive Arkansas website.

"We are now able to provide near real-time traveler information to motorists so they can make informed decisions in navigating our State highways," said Straessle.

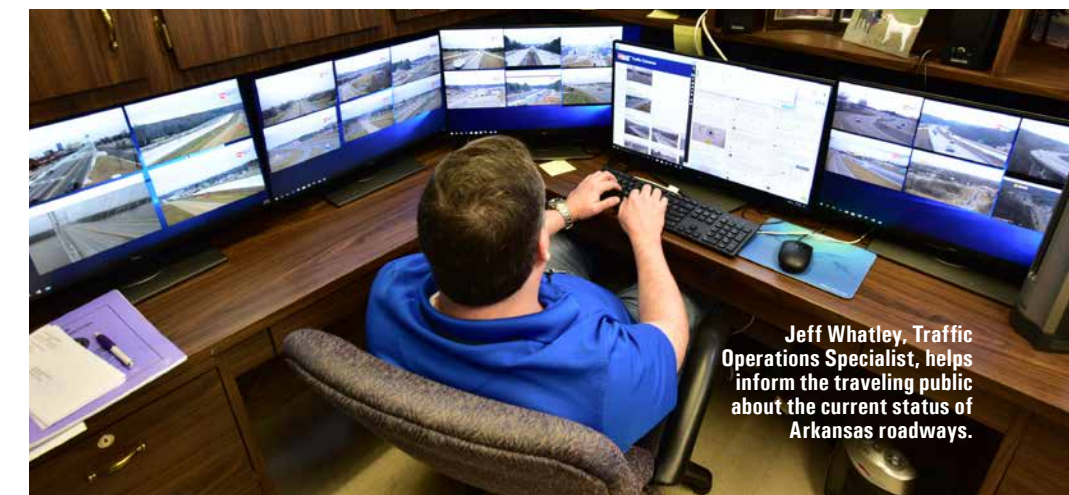
"More information about highway conditions — in all types of weather and available around the clock — helps ensure motorists make their way safely throughout the Natural State."

Visitors to the site can expect to see additional cameras added to the network in the coming months.

TRAFFIC MANAGEMENT CENTER

One of the newest efforts to enhance TIM capabilities is plans for an Arkansas Statewide Traffic Management Center (TMC). A report exploring advantages of a center was completed in February 2017. As a result, the Highway Commission has approved funding for a Traffic Management Center to manage ARDOT Intelligent Transportation Systems (ITS) assets such as traffic cameras, dynamic message signs and highway advisory radios. The TMC will also manage radio dispatching via the Department's land mobile radio systems. The facility will be the center of communications and will be used to inform the traveling

(continued on page 32)



Jeff Whatley, Traffic Operations Specialist, helps inform the traveling public about the current status of Arkansas roadways.



“The percent of incident responders in Arkansas that have been trained in TIM is 11 percent, **A SIGNIFICANT INCREASE** compared to 4 percent at the beginning of 2017.”

ECONOMIC IMPACT OF INCIDENTS

INTERSTATE 40 BETWEEN NORTH LITTLE ROCK AND WEST MEMPHIS

I-40 between North Little Rock and West Memphis, one of the busiest and most critical interstate corridors in Arkansas, was evaluated to determine the economic impact of its safety and mobility performance.



One major highway construction work zone (Job BB0107) resulted in economic impact (also known as road user costs) to the traveling public of approximately \$400,000.

Two winter weather events in early 2016 resulted in approximately \$200,000 worth of impacts to the traveling public.

The top 10 highest delay traffic incidents resulted in approximately \$2.1 million worth of impacts. Including safety costs, these impacts are approximately \$10 million.

GPS data obtained from FHWA, crash data through the State's eCrash system and incident information were used in this evaluation.

public about Arkansas highways. It will also enhance capabilities to respond to traffic incidents.

Space for the center is being constructed in the Department's Central Office in Little Rock. Procurement of furniture, electronic hardware and software is expected next, with full completion and operation of the center anticipated by 2019.

MOVING TIM FORWARD

Many of the Department's efforts to provide effective traffic incident management stem from recommendations provided by the Federal Highway Administration (FHWA). These recommendations were given to various administrative officials who met after an FHWA-hosted TIM workshop held at the Department's Central Office in late 2016.

As we look ahead, ARDOT will build on what was accomplished in 2017:

A statewide TIM working committee and executive committee were formed. The working committee meets quarterly and is represented by ARDOT, Arkansas Highway Police, Arkansas State Police and a variety of enforcement, fire, emergency medical services and towing organizations. It will make recommendations to the executive committee. The executive committee is a decision-making body representing groups similar to the working committee. This committee meets annually and considers recommendations from the working committee for potential implementation.

TIM training efforts were pursued. Although some agencies like Arkansas Highway Police have been trained in TIM, many other agencies and organizations throughout Arkansas have not. The national TIM training, created by FHWA and approved by numerous national responder organizations, has grown throughout Arkansas significantly since last year. The purpose of the four-hour TIM training is to ensure incident responders are equipped with knowledge and best practices to respond to traffic incidents safely and re-open highways to normal conditions quickly. The percent of incident responders in Arkansas that have been trained in TIM is 11 percent, a significant increase compared to 4 percent at the beginning of 2017. The estimated total number of responders nationwide that have been trained in TIM is 27 percent.

TIM has been integrated into the State Strategic Highway Safety Plan. This plan, which was updated and adopted by the Highway Commission in July 2017, outlines the goals and objectives in place to reduce fatalities and serious injuries on Arkansas roadways. TIM is now an emphasis area in this document, part of the Toward Zero Deaths vision for Arkansas.

Improvements have been made in collecting and tracking TIM performance measures. As part of the Department's greater efforts to enhance transportation performance management capabilities, performance measures related to TIM have been identified and are now tracked. These measures include roadway clearance times and secondary crashes. Roadway clearance times are now tracked

through the ARDOT Construction and Travel Information System (ACTIS), which is integrated into iDriveArkansas. Secondary crashes are now tracked through the eCrash system, which is maintained by Arkansas State Police.

TIM education and outreach efforts were pursued in 2017. Efforts to educate the public on TIM-related laws were made as part of National Incident Response Awareness Week, November 13-17, 2017. Two State laws were highlighted—the Move Over Law (requiring drivers to slow down or move into an adjacent lane away from a response vehicle) and the Move It Law (requiring drivers to move their vehicles out of the roadway if in a crash and the vehicle is drivable).

(continued on page 34)

TIM IN ARKANSAS — WHAT'S NEXT?

EDUCATION AND OUTREACH

Many travelers are not aware of the State laws related to TIM. For instance, the Move Over Law was updated in 2013 to include vehicles with amber lights, such as Department vehicles. Drivers are required to slow down or move over for such vehicles. In an effort to enhance driver's awareness of the Move Over and Move It Laws, the Arkansas TIM Working Committee will develop material that can be linked electronically from Twitter, Facebook and the TIM webpage. Furthermore, the Department has developed a TIM report to be published quarterly that will provide pertinent information to the public and stakeholders. This report also includes performance measures in an effort to track the State's progress in a transparent manner.

TOW OPERATORS

Quite possibly the biggest challenge in advancing TIM capabilities in Arkansas is getting the towing and recovery industry on board. The only private stakeholder in TIM, tow operators currently have little incentive to clear incidents quickly. Many



operators also do not have clear guidance on how to work with other responders at the scene of a traffic incident and have little training and/or inadequate equipment to clear incidents involving large vehicles from the highway.

To address this challenge, the Arkansas Tow and Recovery Board (ATRB), in conjunction with the State's TIM committees, have been working with other stakeholders to produce performance-based heavy-duty incident clearance guidelines. The TIM committees are working on mechanisms to require adherence to these guidelines, as well as requiring TIM training.

Another piece of the challenge involving tow operators is legislative.

Arkansas currently does not have a law that protects an operator (even from the Department) from liability when clearing a traffic incident from a public roadway if, for instance, products spilled from a truck are damaged. Therefore, many tow operators are reluctant to clear an incident scene without consent or approval from a law enforcement officer if there is the risk of damage to products or vehicles that may result in liability. Such a law, sometimes known as an Authority Removal Law, is present in over 20 states nationwide.

MORE TRAINING

One of the main areas of focus in expanding TIM in Arkansas is being certain that all incident responders, particularly in metro areas and along major highway corridors, are properly trained. To do this, ARDOT is in the process of training all appropriate Department personnel in TIM. The training offers a set of practices and advanced standards to enable safer and faster clearance of traffic incidents. Training addresses all aspects of incident response: the moment the first emergency call is made, correct positioning of response vehicles and equipment, a safe work area using traffic control devices and final scene clearance.

“ARDOT’s TIM training course is providing our employees a shared understanding of the requirements for safe, quick clearance of traffic incident scenes; for prompt, reliable and open communication, and for motorist and responder safeguards,” said Eddie Tanner, Section Head of Training and Safety for the Department.

“Improved coordination also helps alleviate congestion and reduces the likelihood of secondary crashes,” Tanner added.

It is anticipated that all appropriate Department personnel will be trained in TIM by the end of this year.

Other agencies and organizations in Arkansas are also getting TIM training. Arkansas State Police is in the process of training all troopers. The Arkansas Law Enforcement Training Academies will integrate TIM into their training curriculum. In addition, fire, emergency medical services and tow operators have all expressed interest in increasing TIM training in their respective professions.

In an effort to make it easier to register for TIM training, and to disseminate TIM information, a new webpage has been created at www.ardot.gov/tim.aspx. A link on this webpage will take users to the new Arkansas TIM training portal, which is managed by Department staff in the Workforce Development Section. It will allow all incident responders in Arkansas to view and register for TIM classes at no cost.

Traffic Incident Management will continue to advance in Arkansas. As it does, all motorists on our highway system will stand to benefit as traffic flows improve in incident areas and safety improves for all involved.

For more information on Traffic Incident Management, including training, visit www.ardot.gov/tim.aspx. ■



THE GREAT PIZZA INCIDENT

In August of 2017, an 18-wheeler carrying frozen pizza crashed into the Mabelvale Pike overpass on Interstate 30 in Little Rock. The impact split the trailer open, spilling hundreds of frozen pizzas onto the travel lanes and stalling traffic for miles in each direction. The crash happened at 1:00 p.m. Eastbound lanes were cleared within an hour, and by 5:30 p.m., westbound lanes also had reopened.



Chief Ron Burks of the Arkansas Highway Police commented on the value of TIM training on the scene:

“The accident on Interstate 30 resulted in an inordinate number of frozen pizzas being strewn across the westbound lanes of the Interstate. This was a prime example of the effectiveness and efficiency of Traffic Incident Management (TIM). It also highlighted the importance of TIM training for the various impacted disciplines — state and local police, fire personnel, EMS, towing and recovery, as well as ARDOT maintenance, bridge and public information personnel.”

Burks commented on recovery efforts carried out by those involved.

“Having personally been on-scene that day, it was quite impressive to see the different agencies come together as one in a well-choreographed manner to treat the injured, alert the public, detour traffic, remediate hazardous materials, remove damaged vehicles and ultimately clear the roadway of debris in a safe and timely manner. Probably one of the most striking things to me was the speed in which ARDOT District Six personnel, led by on-scene District Engineer Mark Headley, responded with the necessary equipment to begin the almost immediate removal of the vast amount of roadway debris.”



Lee Creek Bridge
circa 1988

SAYING Goodbye TO A HISTORIC TRUSS BRIDGE

BY DAVID NILLES

FOR A TIME, THEY SAT SIDE BY SIDE NEAR THE TOWN OF NATURAL DAM. "THEY" BEING THE HIGHWAY 59 BRIDGES OVER LEE CREEK.

One represents the future and is carrying traffic today. The other, with a long history, had served its time and recently faced demolition.

The old Lee Creek Bridge was designed by ARDOT as a twin-span Pennsylvania through-truss bridge. It was constructed by the M.E. Gillioz Company of Monett, Missouri, and was completed in 1934. It was one of four historic Pennsylvania through steel truss bridges remaining in Arkansas and demonstrated the advancements made by ARDOT in steel truss bridge design and technology in the 1930s. It was listed on the National Register of Historic Places in 1990.

An ARDOT construction project let to bid in mid-2016 at \$6.5 million replaced three existing bridges on Highway 59 in the Natural Dam area. Two were box culvert projects while the third one constructed the new 602-foot steel beam bridge.

With the completion of the new bridge and its opening to traffic last December, the Department faced the question of what to do with the



Lee Creek Bridge
in 2015

old bridge crossing the creek. As is customary, ARDOT advertised the bridge for donation to any interested party that could take on the relocation and future maintenance responsibilities on the structure. Oftentimes, old bridges are accepted for use as pedestrian facilities in local parks or on hiking or bicycling trails.

Department officials thought they had an interested party for the Lee Creek Bridge, but plans failed to materialize as were hoped. With no other offers, plans to demolish the bridge were carried out in January of this year.

Though lost to progress, it is comforting to know that the 1934 bridge served its purpose for close to 84 years. ■

EVENTS



SPECIAL EVENTS

AROUND THE STATE

BY BRITNI PADILLA-DUMAS

WOOLSEY BRIDGE

County Judge Joseph Wood and State Representative Robin Lundstrum of District 87 joined ARDOT employees on Friday, January 12, 2018, to officially celebrate the completion and opening of the Woolsey Bridge on County Road 35 in Washington County. The new bridge replaced the original one-lane drive-through Parker Truss Bridge built in 1947 over the west fork of the White River. The original bridge was classified structurally deficient and closed to vehicular traffic in 2015. Construction of the \$2.4 million project began in September 2016 and was declared substantially complete and opened to traffic on December 14, 2017. ■



(Above) Officials brave below-freezing temperatures to commemorate the new Woolsey Bridge.



Thell Ellison (center), with members of the Natural Dam Community Center.



LEE CREEK BRIDGE

Local citizens accompanied Crawford County Judge Dennis Gilstrap and State Representative Charlene Fite of District 80 on Friday, January 26, 2018, to ceremoniously open the new \$6.6 million Lee Creek Bridge on State Highway 59 in Crawford County. Attendees included members of the Natural Dam Community Center and native Arkansan Thell Ellison, who remembered crossing the original bridge to go to school in the early 1930s. The old bridge was one of four historic Pennsylvania through steel truss bridges remaining in Arkansas. ARDOT donated the old bridge name plate to the Natural Dam Community Center. ■

Dear ARDOT

IN traveling around this state over the past few decades, I have had a chance to see many road projects, big and small. Construction zones are always dangerous. The project on I-49 at the Fulbright Expressway in north Fayetteville seemed like one of the biggest and most complicated projects I have seen with construction activities progressing morning, noon and night. Over a period of several months, the infrastructure was transformed from being adequate, but stretched, to fully functioning, safe and ready to meet future needs. The project went from hundreds of workers, trucks and other vehicles on one day to a remarkably clean corridor the next. Workers were gone; trucks were gone; and the dreaded work zone cones were gone (even from the tree line along the route). Hats off to ARDOT and its contractor for a successful job well done.

Sincerely,
Timothy C. Klinger
Historic Preservation Associates
Fayetteville, Arkansas

WINTER WEATHER THANK YOU

I would like to give a big thank you to the Baxter County road crews. Stanley and his crew did a great job this winter with the roads. They saved us from working any accidents. They were out pretreating the roads and during the heavier times of mist and rain they were out making sure the highways were clear and safe to travel. I've never heard the troopers say anything bad about the roads in Benton County either, so it sounds like you've got a good group of people over there also. Again thanks for all of your crews' hard work on the roads. It is greatly appreciated.

Sincerely,
Sr. Cpl. Mark Morton
Arkansas State Police
Baxter County, Arkansas

BRIDGE MARKER INSTALLATION

Recently, I had a problem getting a bridge marker for a bridge next to my driveway.

I wish to thank you for your attention to this matter and the quick response. Also, please pass along my thanks to Mr. Brian Berthiaume who came to my house on November 21, 2017, and advised me the marker would be installed that day or the next. Actually, it was installed the same day. Mr. Berthiaume was extremely nice and professional.

Sincerely,
John Jacques
Cabot, Arkansas

NEW SIGNAGE

Words cannot express my gratitude for your prompt response to my requests. The addition of the deer crossing signs, the cleanup watch and the Little Red River signs are such benefits to our area. Thank you so much for your attention to the matters and for your kind words about my father. He loved working with your organization, and I know he would appreciate your actions at our family's request.

Happy New Year!
Amy Burke Shumate

IDRIVE ARKANSAS CAMERAS

My youngest granddaughter was a problem pregnancy and delivery. We have to drive to either Little Rock or Springdale with a two-month-old baby for her follow-ups. IDriveArkansas has always been a huge help, but with the addition of the cameras we can get better information faster. I feel it makes for a safer, more economical trip.

Thank you so much!
Thomas Edwards

LEE CREEK BRIDGE RIBBON CUTTING

It was an honor to receive the picture of the Ribbon Cutting of the new bridge over Lee Creek here in Natural Dam. It was a big project and a wonderful and well-done achievement.

As I watched the building progress, I could not help but remember back to the extensive man power necessary to construct the old bridge, and I marveled at the speed of construction using the equipment and resources available for use today.

We miss the old bridge as it brought back many memories, however, we are thankful for the new bridge; it is a great improvement to our highway system.

Thank you so much for a job well done.

Thell Ellison
Natural Dam, Arkansas

INTERSTATE 49 CONSTRUCTION

I would like to take a moment to let you know what an awesome job your crew has done on Interstate 49 in Northwest Arkansas. It has been a challenge during construction at times but no worse than it was before you all started the project with the cluster of traffic jams and all around Auto Park in Fayetteville and the Fayetteville Business Exit. It has made driving to and from work so much better. It is so nice to get on the Interstate, get in the inside/fast lane and continue moving. Job WELL, WELL done. Thank you all for all your hard work, long hour days and nights to make this project one of the most needed in this area.

Sincerely,
April Robinson
JB Hunt Transport – Community Relations
Lowell, Arkansas

JACKSONPORT MAGAZINE ARTICLE

Thank you for sending me a couple copies of the *Arkansas Highways* magazine. Very nice article about Newport and Jacksonport which included information about our new visitor center. That is a very nice publication as I enjoyed reading it. If we can help you in the future then let us know.

Sincerely,
Mark Ballard
Jacksonport State Park Superintendent
Newport, Arkansas

DRIVING ON A CLOUD

Thank you so much for the overlay project on East Page (U.S. Highway 67). It was like driving on a log road and now like driving on a cloud. I just cannot thank you enough for the improvement. I appreciate everything the Highway Department does for Malvern and Hot Spring County.

Sincerely,
Mayor Brenda Weldon
Malvern, Arkansas

SAFE TRAVEL FOR STUDENTS

We were commenting in the Little Rock Christian Academy Operations Meeting held on January 18th that the work done on Cantrell Road/Highway 10 earlier in the week made it so much easier for us to have school in session safely.

Thank you and your team for your great work in all parts of Arkansas during challenging conditions. Thanks for your efforts to keep Arkansans safe.

Sincerely,
Cindy McLeod
Director of Advancement
Little Rock Christian Academy

NOTE: This letter refers to the winter weather event that occurred on January 16, 2018. Little Rock Christian Academy was the only school in Pulaski County in session that day.

BEAUTIFUL MAINTENANCE

I have been meaning to write someone at the highway department about I-40 between Little Rock and Fort Smith. I drive this area frequently because I live in Sherwood and have family in Fort Smith. Your crews are doing a fantastic job of keeping the highway clean and the median mowed! Some areas look exceptional where the grass is mowed around the trees! It looks like a yard!

I think when someone does a good job they need to be told! Thank you, it makes my drive more pleasant and makes me proud of Arkansas when visitors drive through here!

Sincerely,
Donna Collie
Sherwood, Arkansas

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

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

10. TEXARKANA — HIGHWAY 71

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

11. TEXARKANA — INTERSTATE 30

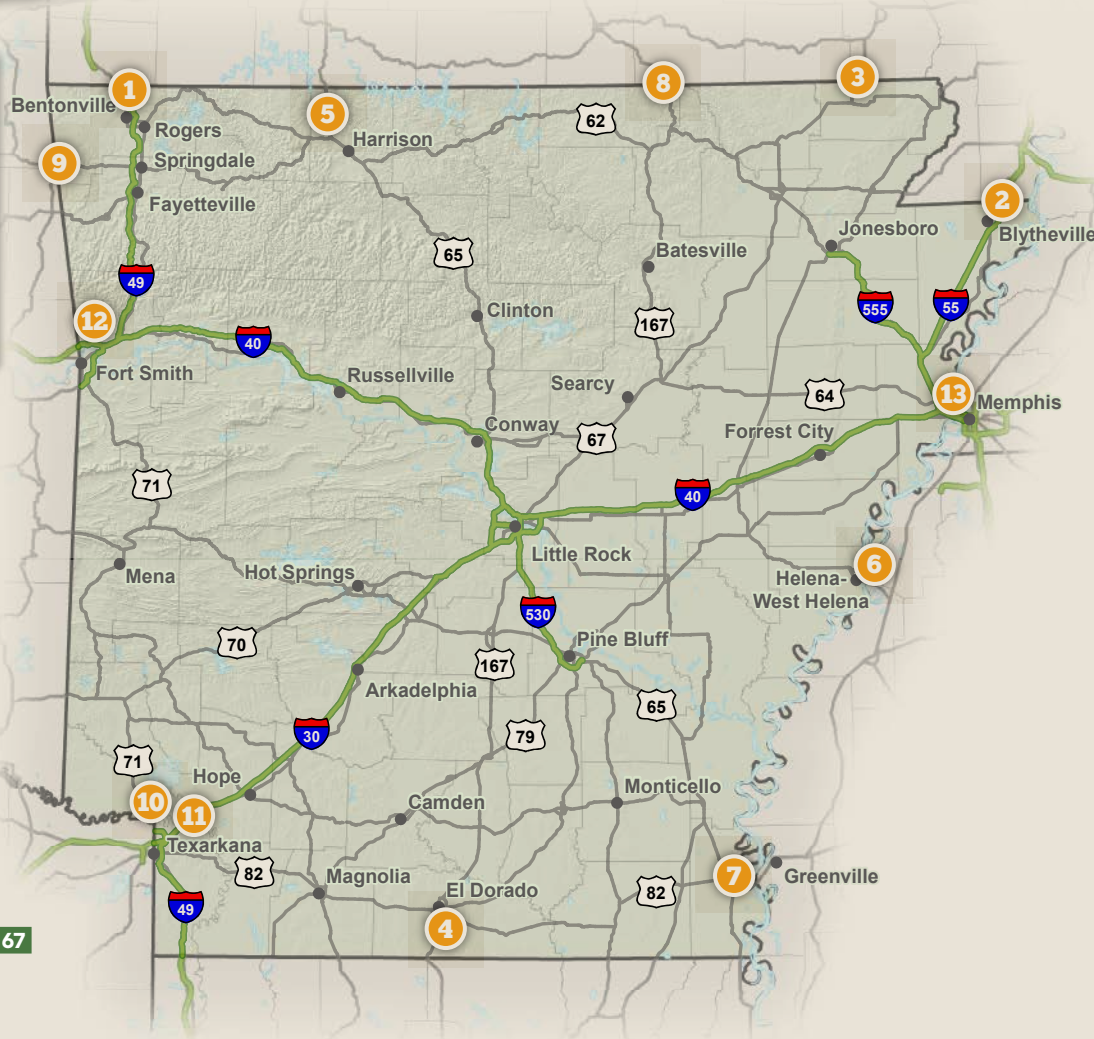
10000 Interstate 30
Texarkana, AR 71854
Phone: 870-772-4301

12. VAN BUREN — INTERSTATE 40

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

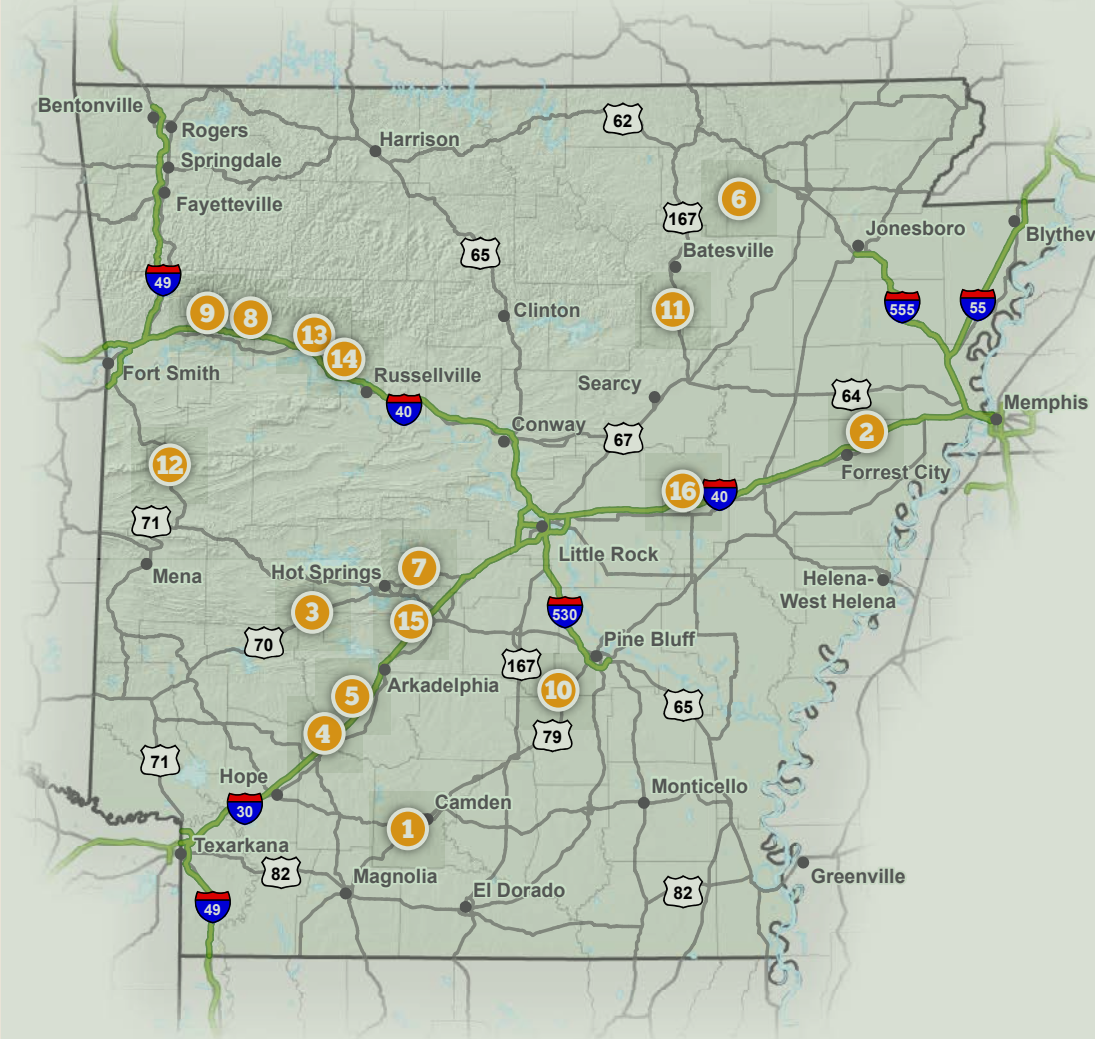
13. WEST MEMPHIS — INTERSTATE 40

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



IN addition to Arkansas Welcome Centers, travelers will find Rest Areas and Tourist Information Centers (T.I.C.) at locations across the State. Like our Welcome Centers, each location offers restrooms and picnic tables and is a great place to rest and enjoy some time off of the road.

ARKANSAS REST AREAS



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

13. BIG PINEY T.I.C. — INTERSTATE 40
Location: Mile marker 67.5
Direction: Eastbound
RV and Truck parking, Vending

14. BIG PINEY T.I.C. — INTERSTATE 40
Location: Mile marker 72.5
Direction: Westbound
RV and Truck parking, Vending

15. SOCIAL HILL T.I.C. — INTERSTATE 30
Location: Mile marker 93
Direction: Both
RV and Truck parking, Vending

16. WHITE RIVER T.I.C. — INTERSTATE 40
Location: Mile marker 198.8
Direction: Both
RV and Truck parking, Vending

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

DISTRICT 7

CONSTRUCTION

Construction crews are hard at work on a new bridge on U.S. Highway 167 over the Ouachita River. The project is located in Union and Calhoun counties near the town of Calion.

The contract for the improvements was awarded to W.G. Yates & Sons Construction Company of Philadelphia, Mississippi, in late 2014 for \$29.4 million. Construction began in early 2015.

The bridge project is included in plans to eventually widen Highway 167 to four lanes from El Dorado northward to the Ouachita River. The new bridge will be 3,205 feet in length and will provide two lanes for northbound traffic. The existing bridge will remain and will provide two lanes for southbound vehicles.

"For most of our team, this is a once in a lifetime type project," stated District Seven Engineer David Archer. "We don't build very many bridges this size in this part of the State."

The new bridge is being constructed in the Ouachita River bottoms. It has required 46,000 tons of stone backfill and 160,000 cubic yards of embankment.

"There are currently five cranes on the job and a number of track hoes and dozers," Archer added. "We have also utilized concrete pump trucks and asphalt laydown equipment. The contractor has one of the cranes on a barge in the river. We also have lots of dump trucks and dirt work equipment on site."

The first bridge over the Ouachita River was constructed in 1930 by Keliher Construction Company of Little Rock and was a good example of the cantilever design used in Arkansas in the late 1920s and early 1930s. Crossing the original bridge required a toll of 50 cents for automobiles, 25 cents for a wagon or buggy, and 5 cents a head for livestock. When dedicated in 1931, festivities included motor boat races, concerts, a horseshoe tournament and an old fiddlers' contest. The original bridge was replaced in 1993.

The average daily traffic on the bridge today is 4,500 vehicles per day.

"It's an incredible experience to see all the pieces come together as we construct a bridge that spans from one county to the next," Archer concludes.

Crews are more than halfway finished with construction. Completion is expected in early 2019.

Another project currently under construction is widening Highway 167 to five lanes extending from El Dorado northward to State Highway 335. ■

**Historical information for this article was provided by Janice McIntyre and the El Dorado News Times. Quotes originated in an article on constructionequipmentguide.com.*



CORNER



ARDOT PEOPLE

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

NEW EMPLOYEES

ARKANSAS HIGHWAY POLICE • Jonathon Seaver, AHP Guard

CONSTRUCTION • Nicholas DeLuca, III, Construction Aide; Colton Yarberr, Construction Aide; Debbie Blalock, Field Clerk

COMPUTER SERVICES • Manjusha Vadakke Veetil, Application Developer

EQUIPMENT & PROCUREMENT • Omia Wilson, Office Aide

HEAVY BRIDGE • John Ratcliff, Bridge Repairer; Clinton Young, Bridge Repairer

MAINTENANCE • Hunter Cowan, Striping Helper

DISTRICT 1 • Jennifer Hale, District Clerk; Jerry Andrews, Maintenance Aide I; Bradley Moore, Maintenance Aide I

DISTRICT 3 • John Jones, Maintenance Aide I; Richard Lloyd, Maintenance Aide I

DISTRICT 4 • Bruce Boggs, Electrical Plumbing & Mechanical Repair; Justin Walden, Maintenance Aide I; Austin Wheelis, Maintenance Aide I; Douglas Turley, Maintenance Aide I; William Roseberry, Rest Area Attendant

DISTRICT 5 • Lukas Miller, Maintenance Aide I

DISTRICT 6 • John Nuckols, Maintenance Aide I; Bryan Grafe, Maintenance Aide I; Donald Tarvin, Maintenance Aide I

DISTRICT 7 • Michael Mann, Maintenance Specialist; Justin Kizer, Maintenance Aide I; Cody Whittle, Maintenance Aide I; Justin Reep, Maintenance Aide I; Trayveon Allen, Maintenance Aide I

DISTRICT 8 • Cynthia Duvall, District Caretaker; John Oels, Maintenance Aide I; Austin Golden, Maintenance Aide I; Tyler Gray, Maintenance Aide I; Zachary Johnston, Maintenance Aide I

DISTRICT 10 • Caleb Phipps, Maintenance Aide I; Tracey Perry, Maintenance Aide I; Billy Real, Maintenance Aide I

PROMOTIONS

ARKANSAS HIGHWAY POLICE • Territha Reed, AHP Sergeant

EQUIPMENT & PROCUREMENT • Kenjuan Washington, Crew Leader

FISCAL SERVICES • Latina Shaw, Assistant Section Head; Marvlyn Underwood, Fiscal-Retirement Specialist

STATE AID • Claude Klinck, Division Head

SYSTEMS INFORMATION & RESEARCH • John Post, Program Management GIS Analyst

DISTRICT 1 • Tyler Clark, Maintenance Aide II; James Sanders, Jr., Maintenance Aide II

DISTRICT 2 • Carter Davis, Shop Supervisor; Royce Edmondson, Administrative Officer II

DISTRICT 3 • Timothy Hall, Sign Erector

DISTRICT 4 • Matthew Kildow, Maintenance Specialist; Teresa Snow, Area Headquarters Attendant; Logan Roberson, Maintenance Aide II

DISTRICT 5 • Randy Zeigler, Maintenance Specialist; Barry Anderson, Maintenance Aide II; Rodney Goings, Maintenance Specialist

DISTRICT 6 • Mark Mills, Tractor Trailer Driver; Kevin Milligan, District Bridge Inspector; Ruth Gonzalez, Maintenance Aide II

DISTRICT 7 • Charles Womack, Lead Bridge Repairer

DISTRICT 8 • Jacob Duncan, Sign Erector; Mark Malone, Area Maintenance Supervisor

DISTRICT 10 • Brandon Anderson, Area Headquarters Attendant; David Wicker, Crew Leader

SERVICE

ARKANSAS HIGHWAY POLICE • Eddie Boon, AHP First Lieutenant, 35 yrs.; Jack Stepp, AHP Captain, 30 yrs.; Daniel Morales, AHP Law Enforcement Officer, 25 yrs.; David Coleman, AHP Law Enforcement Officer, 5 yrs.; Justin Parrish, AHP Law Enforcement Officer, 5 yrs.; Mark Jackson, AHP Law Enforcement Officer, 5 yrs.; James Andrew, AHP Law Enforcement Officer, 5 yrs.; Tyrone Dillard, AHP Sergeant, 5 yrs.

COMMUNICATIONS • Della Baker, Assistant Communications Coordinator, 15 yrs.; Sherry McKinney, Communication Operator, 5 yrs.; Joel Ruff, Communication Operator, 5 yrs.

CONSTRUCTION • Bart Wray, Jr., Construction Inspector, 40 yrs.; Rosalind Highfill, Field Clerk, 15 yrs.; Justin Sams, Resident Office Technician, 10 yrs.; Lucas Turner, Advanced Engineer, 5 yrs.; Jeremy Stokes, Construction Aide, 5 yrs.

ENVIRONMENTAL • William McAlexander, Jr., Advanced Cultural Resources Specialist, 25 yrs.; Gina Hopkins, GIS-Data Management Specialist, 10 yrs.

MATERIALS • Dana Smith, Administrative Assistant, 25 yrs.

RIGHT OF WAY • James Ward, Lead Utilities Coordinator, 5 yrs.

ROADWAY DESIGN • Sharon Bowen, Roadway Design Review Coordinator, 35 yrs.

STATE AID • Jonathan Clements, Senior Engineer, 15 yrs.

SURVEYS • Matthew Rowland, Surveys Crew Chief, 20 yrs.

SYSTEM INFORMATION & RESEARCH • Karen McDaniels, Research Support Supervisor, 35 yrs.; Tiffany Burke, Lead Data Collection Technician, 10 yrs.; William Hale, Data Collection Technician, 10 yrs.

TRANSPORTATION PLANNING & POLICY • Timothy Mahan, Geospatial Specialist, 30 yrs.

DISTRICT 1 • Harold Mullins, Jr., Sealing Job Superintendent, 30 yrs.; Pamela Morelock, Maintenance Specialist, 10 yrs.; Waverly Barnes, Jr., Maintenance Aide I, 5 yrs.

DISTRICT 2 • Donald Green, Maintenance Specialist, 15 yrs.; Eugene Bryant, Maintenance Aide II, 10 yrs.; Dwayne Johnson, Maintenance Aide II, 5 yrs.

DISTRICT 3 • William Cheatham, District Construction Engineer, 20 yrs.; Timothy Owens, Maintenance Specialist, 10 yrs.; Bryan Bass, Maintenance Specialist, 10 yrs.

DISTRICT 4 • John Canada, Maintenance Specialist, 5 yrs.; Kenneth Lindsey, Maintenance Aide I, 5 yrs.

DISTRICT 5 • Joshua Smith, Maintenance Aide II, 10 yrs.; Taggart Morgan, Lead Bridge Repairer, 5 yrs.

DISTRICT 6 • Chris Doggett, District Bridge Inspector, 15 yrs.; Jesse Martin, Maintenance Aide II, 10 yrs.; Waylon Power, Bridge Repairer, 5 yrs.; Steve Mullins, Jr., Maintenance Aide II, 5 yrs.

DISTRICT 8 • Johnny Rice, Crew Leader, 30 yrs.; Justin Roy, Bridge Repairer, 5 yrs.

DISTRICT 9 • Ron Sligar, Area Maintenance Supervisor, 35 yrs.

DISTRICT 10 • Colton Groves, Maintenance Aide II, 5 yrs.

RETIREMENT

ENVIRONMENTAL • Gary Williamson, Lead Natural Resources Specialist, 13+ yrs.

STATE AID • David Mayo, Jr., Division Head, 40+ yrs.

DISTRICT 2 • Jeffrey Hart, Administrative Officer II, 28+ yrs.; Judy Stuckey, Field Clerk, 8+ yrs.

DISTRICT 7 • Cedric Burris, Maintenance Specialist, 28+ yrs.; Jeff Turner, Maintenance Specialist, 28+ yrs.

DISTRICT 8 • Lloyd Sheets, Executive Assistant, 35+ yrs.

DISTRICT 9 • Stephen Duran, Maintenance Aide II, 17+ yrs.

DISTRICT 10 • Roger Specking, Administrative Officer III, 34+ yrs.

MEMORIALS

TRANSPORTATION PLANNING & POLICY • Marion Shepherd, II, 3/5/2018, retired

DISTRICT 1 • Eugene Horton, 2/1/2018, retired

DISTRICT 4 • George Hughes, 2/7/2018, retired

DISTRICT 6 • Anthony Porter, 3/4/2018, retired

DISTRICT 7 • Thomas Wingfield, 2/26/2018, retired





Arkansas Department of Transportation
P.O. Box 2261
Little Rock, AR 72203-2261

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

FORWARDING SERVICE REQUESTED

