



NOVEMBER 2013

Arkansas HIGHWAYS

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

The Southern Charm of Highway 82

TAKING THE SCENIC
ROUTE ACROSS
SOUTH ARKANSAS

TIGER GRANT
Will Improve
Highway 92

Laying Down
the Lines
with AHTD's
STRIPING CREW

THE DOLLARWAY:
Historic Road
Still Stands



DIRECTOR'S MESSAGE

Safety on Arkansas' roadways is always a primary concern for those in our industry and for everyone who travels. Whether a trip for pleasure or business, it is best to be prepared to ensure a more enjoyable journey.

The Arkansas State Highway & Transportation Department has launched a new website — www.IDriveArkansas.com — to assist motorists as they drive the highways of Arkansas.

Not only will the new site help motorists plan their route before they leave home, it will make the trip easier and safer along the way.

Debuted at the Arkansas State Fair and officially announced at the October Commission meeting, IDriveArkansas.com is sure to be a destination for motorists traveling to, through and within our State. This "know before you go" site is a complement to ArkansasHighways.com and includes many features we think will become instant fan favorites.

Think of it as our highway map online. We partnered with tech giant Google to develop a product that illustrates the location of our work zones on the State highway system and provides a snapshot view of how traffic is flowing through each of these areas. Additionally, the site pinpoints the locations of our rest areas, Arkansas Welcome Centers, the commuter park and ride lots and more. There is even a weather radar feature that will display the proximity of approaching storms to our work zones.

At IDriveArkansas.com, the public will find information about our two voter-approved construction programs — the Interstate Rehabilitation Program (IRP) and the Connecting Arkansas Program (CAP). Here is where we will provide accountability to the voters in Arkansas who have twice voiced their support for good roads in the Natural State.

And this is just the beginning. Soon you will see highway signs like the one on this page appearing all over the State to let motorists know that travel and construction information is just a click away. The site is designed so that it will look good on mobile devices too. Although an app is not available at this time, it is in our future plans. Stay tuned.

I'm pleased to say that our *Arkansas Highways* magazine was recently recognized by The American Association of State Highway and Transportation Officials (AASHTO). The magazine won First Place in the category of External Newsletter at TransComm 2013, the annual meeting for the AASHTO Subcommittee on Transportation Communications.

A special "thank you" to all of our Department employees who took time to volunteer at the Arkansas State Fair in Little Rock recently. The State Fair is a great way to promote our Department's programs, and everyone did a great job of representing the AHTD.

And finally, it is a pleasure to welcome Frank D. Scott, Jr. of Little Rock to the Arkansas State Highway Commission. Scott replaces John Burkhalter, who resigned to enter the race for Lieutenant Governor. I have known Commissioner Scott through his work in Governor Mike Beebe's Office and look forward to working with him in the years ahead.



Scott E. Bennett
Director of Highways and Transportation



New highway signs featuring IDriveArkansas are being installed across the State.

FRONT & BACK COVER:
U.S. Highway 82 Bridge
Lake Village, Arkansas

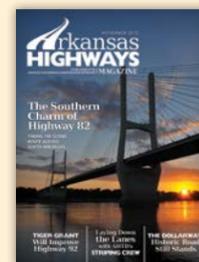
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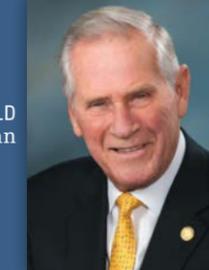
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ARKANSAS STATE HIGHWAY COMMISSION

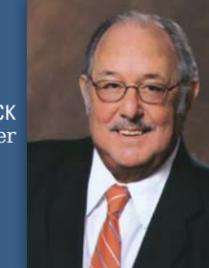
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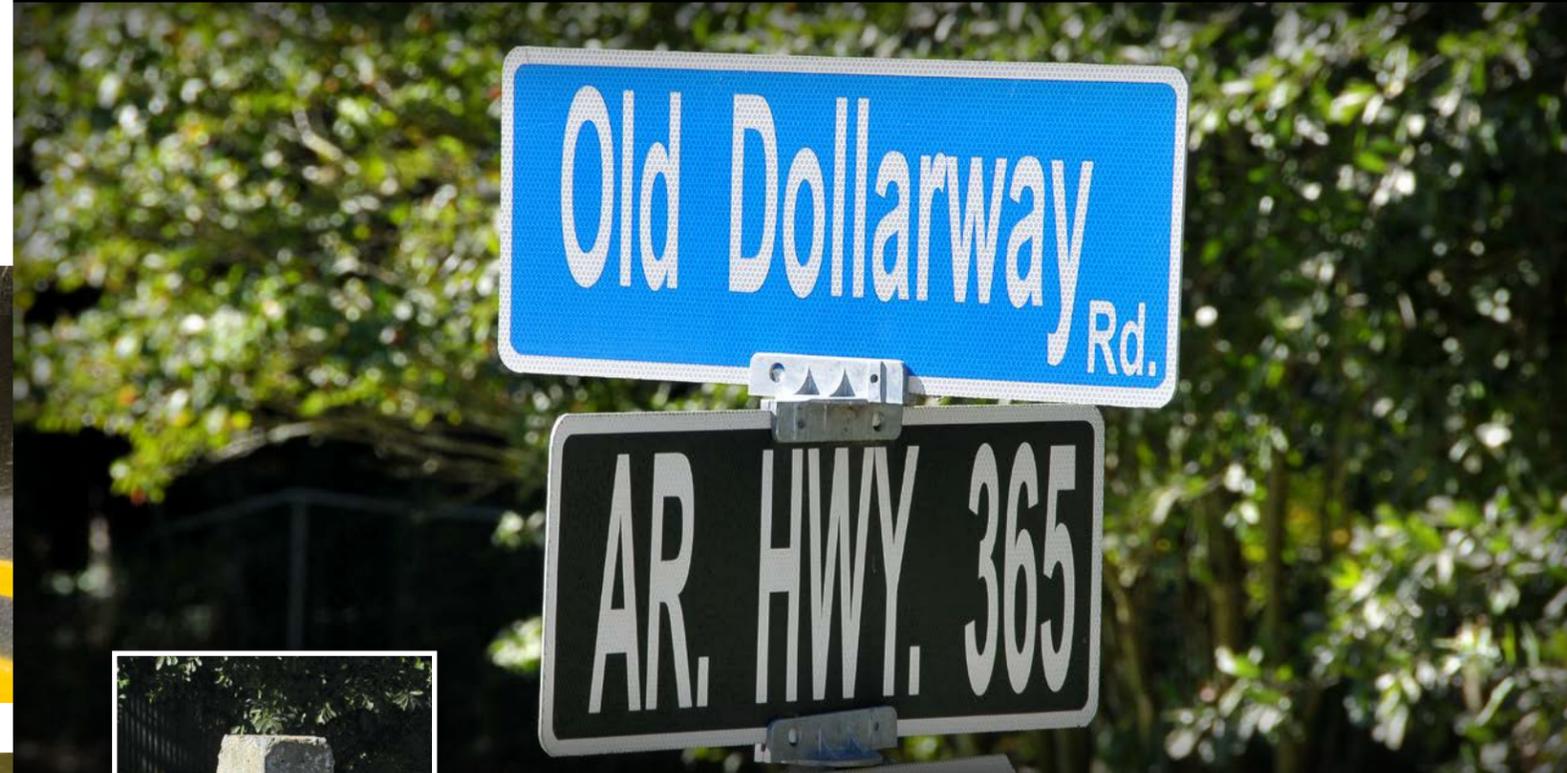
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DOLLARWAY ROAD

Highway Building in its Infancy BY DAVID NILLES



ROADS
ARE A RECORD
OF THOSE WHO HAVE
GONE BEFORE.

— Rebecca Solnit

DOLLARWAY



A section of the Old Dollarway Road stands next to today's roadway.

The Dollarway Road, in Jefferson County, stands as one of Arkansas' early efforts to build a durable highway that could handle the rising traffic volumes of the time. This month, it celebrates its one-hundred year anniversary.

The Dollarway Road was built by the Jefferson County Road Improvement District No. 4 in 1913 and 1914. It stretched from the city of Pine Bluff to the Pulaski County Line. The new road connected with the Pulaski County section of the old Pine Bluff and Little Rock wagon road.

The 23-mile Dollarway Road was built of concrete five inches thick and nine feet wide. Concrete was thought to be more economical and more long lasting than other road surfaces. Two one-half-yard capacity stationary concrete mixers were the only pieces of machinery used during construction. Four bridges were included in the project as well. The Dollarway Road became the first use of reinforced concrete for road and bridge construction in Arkansas. The concrete had a thin coat of bituminous seal on its surface, the first use of the seal in the South as well.

Eighteen inches of gravel and three feet of dirt were added on each side of the roadway to serve as shoulders. The shoulders made it possible for drivers to pass when they met another vehicle on the narrow road.

Crews began work on the project in November of 1913 and were finished in October of 1914. The highway became known as the Dollarway Road because the construction costs were almost equal to one dollar per linear foot. However, the final cost was closer to \$1.36 per foot.

The road had the distinction of being the longest continuous length of concrete pavement in the nation.

Today the roadway only exists in the history books. Highways 65 and 365 in Jefferson County cover most of the original Dollarway Road. No markers point out the route, but sections of the

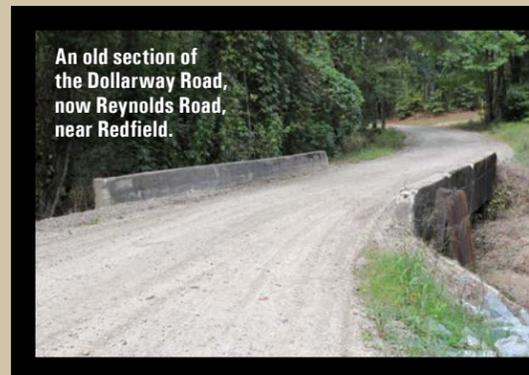
roadway can still be seen in the towns of White Hall and Redfield.

Kay Via's family in White Hall bought property along the Dollarway Road in 1922. Though a new four-lane Dollarway Road has been constructed, remnants of the old highway still are visible in front of Via's house.

"We used to roller skate on the old road as children because there wasn't that much traffic on it," Via says.

"Originally, the route of the old highway was a wagon trail," she adds. "When our family built our new house, we were asked if we wanted the old concrete paved over. I said no, because that's a little piece of history there."

Other remaining sections of the road can be seen farther north on Highway 365. A quarter-mile section of the old Dollarway Road now serves as a side



An old section of the Dollarway Road, now Reynolds Road, near Redfield.

street leading to several houses in White Hall. A 1.6-mile section of the original road is still in use near Redfield. Now named Reynolds Road, this stretch of the Dollarway Road is now a dirt road and features two of the original reinforced concrete bridges.

For highway buffs, traveling to see what is left of the old route is an opportunity to visit a little bit of early road construction history in Arkansas. ■

IT WAS THE EARLY 1900S AND AUTOMOBILES WERE BEGINNING TO SHOW UP ON ROADWAYS EVERYWHERE ACROSS THE COUNTRY, INCLUDING IN ARKANSAS. The only problem was the roads in those days weren't built to handle the rising number of cars beginning to use them.

The roads of the early 1900s were dirt or gravel and were filled with potholes and bumps. Driving them was an adventure, to say the least. An obvious challenge arose, building roadways to comfortably carry the growing number of motorists traveling on them.

To meet the challenge in Arkansas, road improvement districts were formed. Each District faced the task of building a system of good roadways to travel across the State.



Deputy Federal Highway Administrator Greg Nadeau announces the AHTD's TIGER Grant to the media.



The Sulphur Springs Relief Bridge is one of two bridges on Highway 92 that will be replaced by using money from the TIGER Grant.

AHTD is Recipient of Federal Grant For Highway 92

BY DAVID NILLES

The Arkansas State Highway and Transportation Department has been awarded a \$4.96 million Transportation Investment Generating Economic Recovery (TIGER) grant for improvements to Highway 92 in north central Arkansas.

Deputy Federal Highway Administrator Greg Nadeau came to the Central Office in Little Rock and joined AHTD Commissioners, staff and local dignitaries in making the announcement in September.

“It is essential to attend to highways such as these that are so important to economic development,” Nadeau stated. “This Highway 92 project will create jobs in the near term and lay the foundation for economic development in the future.”

Highway 92, in the Fayetteville Shale Play Area, has been one of Arkansas’ fastest growing routes, with traffic

increasing in the last two years by up to 15 percent. The Highway 92 project will replace two aging bridges and resurface 14 miles of the highway between Center Ridge and Highway 16 just south of Greers Ferry Lake. The corridor experiences heavy truck traffic associated with natural-gas drilling in the area. The new bridges will be built to serve trucks weighing 80,000 pounds, far greater than what the existing bridges can accommodate. The grant will improve safety and extend the useful life of this key economic corridor.

“This is a critical route for the poultry,

natural gas and timber industries in our State,” AHTD Director Scott Bennett commented. “We were very excited when we received the good news that this grant had been awarded for this area.”

This is one of 52 transportation projects in 37 states that will receive a total of approximately \$474 million from the Department of Transportation’s TIGER 2013 discretionary grant program. Among these, nearly half — 25 projects funded at \$123.4 million— support rural areas of the country.

TIGER has enjoyed overwhelming demand since its creation, a trend

continued by TIGER 2013. There were 582 applications seeking over \$9 billion in improvements in this the fifth round of funding. A total of 52 projects in the country were awarded grants.

“Arkansas is congratulated for making such a compelling proposal,” Nadeau added. “The Highway 92 project is a good example of the type of project TIGER was designed for. We hope to have the resources to do many more of these kinds of grants in the future.”

AHTD officials hope to see the project started in the fall of 2014 and completed approximately a year and a half later. ■



L to R: Commission Vice Chairman Dick Trammel, Director Scott E. Bennett, Federal Highway Administrator of the Arkansas Division Sandy Otto, Deputy Federal Highway Administrator Greg Nadeau, and Commission Chairman John Ed Regenold.



Frank D. Scott, Jr. speaks at the press conference announcing his appointment to the Commission.

FRANK D. SCOTT, JR. APPOINTED TO COMMISSION

BY DAVID NILLES

L to R: Commissioner Robert S. Moore, Jr., Director Scott E. Bennett, Governor Mike Beebe, Commission Chairman John Ed Regenold, Commissioner Frank D. Scott, Jr., and Commissioner Tom Schueck.



GOVERNOR MIKE BEEBE, along with AHTD staff and members of the Highway Commission, gathered before the media on October 17th for Governor Beebe's announcement of the Arkansas State Highway Commission's newest member, Frank D. Scott, Jr. of Little Rock.

Scott, a former top aide of Governor Beebe and now business development officer for First Security Bank, will complete the term of John Burkhalter, who left the Commission to enter the race for Lieutenant Governor.

At age 29, Scott is one of the Commission's youngest appointees. Of his age Governor Beebe commented, "This is a young man who served on my policy team and who I came away with an enormous respect for because of how utterly smart he is, and how he works so hard and how he deals well with people, absorbs information and goes and gets

it done. So I said it sort of reminds me of someone giving me a chance when I was a young person."

Beebe was referring to former Governor Dale Bumpers who appointed a young Beebe to the Arkansas State University board of trustees in 1974.

Scott was Beebe's Intergovernmental Affairs Director beginning in 2007. He left the Governor's staff in 2012 to join First Security Bank.

"I've watched Frank develop from an eager young man to an experienced, knowledgeable and fair-minded professional," Governor Beebe added.

At the announcement Scott addressed the media.

"I thank Governor Beebe because I see so many things that he has done that I only hope I can follow in his footsteps. I stand here today on the shoulders of many giants.

I don't deserve to be here, but I'm sure going to earn it."

Scott grew up in Little Rock and the Higgins Switch community. He received his undergraduate degree from the University of Memphis. He then obtained a Master's of Business degree with an emphasis on strategic management from the University of Arkansas at Little Rock.

In addition to his work at First Security, Scott serves on the boards of directors for the Little Rock Port Authority and Big Brothers/Big Sisters of Central Arkansas.

Commenting on the appointment of Scott, AHTD Director Scott Bennett said, "I have had the privilege of meeting Commissioner Scott through his work with First Security and I look forward to working with him on the Commission in the years ahead."

Scott's term on the Commission will run through January of 2017. ■



1912

2013

100 YEARS of PROGRESS

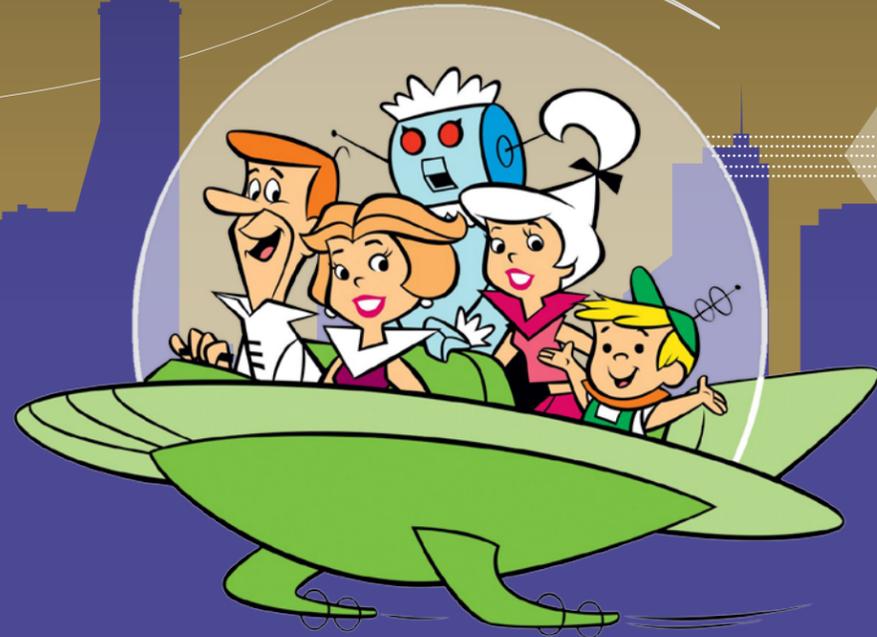
BY RANDY ORT

{ THE SHIFT FROM QUANTITY TO QUALITY }

As you probably know by now, 2013 marks the 100th anniversary of the Highway Commission. We hope you enjoyed the recently completed four-part series on the history of the Commission and Department that ran in this magazine. We have a history to be proud of — 100 years of progress — but it was also 100 years of change. Look at where we have come from...

(continued on page 12)

THE LAST ONE HUNDRED YEARS OF THE HIGHWAY DEPARTMENT HAS BEEN FILLED WITH CHANGE. DOES ANYONE WANT TO VENTURE A GUESS WHAT THE NEXT 100 YEARS MIGHT HAVE IN STORE?



The Jetsons. Copyright Warner Bros. Animation.



WE HAVE MORE QUESTIONS THAN ANSWERS WHEN IT COMES TO THE FUTURE OF TRANSPORTATION AND THE WAY WE PAY FOR IT.

One hundred years ago, a family was fortunate to own one horse; today an individual may own one vehicle that has the power of 400 horses.

More vehicles are sold in one week in 2013 than were sold in all of 1913, and a single car dealership today sells more vehicles in a year than were sold statewide by all dealerships in 1913.

A road 'improvement' today generally means a new, smoother paved surface, complete with shoulders and stripes; an 'improved' roadway used to mean the tree stumps were cut to less than 4 inches from the ground.

The longest and most advanced paved highway in the State in the early part of the last century, the Dollarway Road, got its name because it cost \$1 per linear foot to construct; some highways today cost more than \$2,000 per foot to construct.

Does anyone want to venture a guess what the next 100 years might have in store? Remember George Jetson, his wife Jane, daughter Judy, his boy Elroy, his dog Astro? (You're trying to sing it now, aren't you). I'm not about to predict that personal flying machines might be the principle mode of transportation someday, but it serves as a reminder that we have more questions than answers when it comes to the future of transportation and the way we pay for it.

HERE ARE SOME FACTS THAT WE DO KNOW:

- Three quarters of our current funding comes from a consumption-based tax (cents per gallon), yet it's everyone's goal to reduce consumption. Consequently, consumption is down and revenues are down.
- The use of alternative fuels (electricity, natural gas, hydrogen, etc.), which have very low tax rates, continues to rise. Again, this reduces revenue for roads and bridges.
- And we here in Arkansas like our personal mobility — we rank in the top five in the country in miles driven annually per vehicle.

I mentioned that we made tremendous improvements in the last 100 years to our road system. The number of miles on the State Highway System has increased by nearly 10,000 miles since it was created – going from a little over 6,700 miles to nearly 16,400 miles. Every incorporated town in the State is connected to every other town by a paved highway. Not every State in the nation can say that. And at over 16,000 miles of highway, we've got more centerline miles than California, New York, Illinois and Florida.

Bottomline, we have the 12th largest highway system in the country, but we rank 43rd in revenue to operate the system.

Our highway system is now in place — we've got the miles, or the quantity. Our challenge now is to find adequate funding to maintain and improve the quality of those miles. However, we need to also continue to pursue funding for corridors like Interstate 49 and Interstate 69. Those are significant regional and national corridors that will likely increase the size of the system here in Arkansas. At the same time, it's imperative that we take care of and improve our existing highways. Finding adequate funding for future maintenance is critical.

We believe in the user fee concept — those who use the roads and benefit from them should pay for them. But we also believe there are road user fees that are being used elsewhere. For example, the sales taxes collected on new and used vehicles, parts, services, tires, batteries, etc., are considered road user items in many states, but not here in Arkansas.

We, as a State, need to make sure we are allocating our existing financial resources properly. We must provide education, healthcare, human services, etc., for our citizens, but we also must have a quality infrastructure. All must be fairly and adequately funded.

When given the opportunity, Arkansas' citizens have spoken loud and clear at the ballot box about their desire for better roads. The successful Interstate Rehabilitation Program (IRP) and the Connecting Arkansas Program (CAP) votes in successive Novembers provided funding for major projects on some of our major highways. But those programs are short-term fixes, not long-term solutions. They address needs on less than 4%

of our highway system. Long-term, permanent funding for our entire highway system is still needed.

One hundred years is a long time. The improvements to our transportation system and quality of life over the last 100 years have been significant. Our expectations have changed — we all expect to live longer; we expect life to be easier; and we expect to be able to travel where we want, when we want, as quickly as we want. The next 100 years will be very interesting with many improvements. But some improvements can't wait that long. Unless a George Jetson flying car becomes a reality soon, we must find a way to preserve the highway system that we have while addressing capacity and congestion issues for the future. It's clear our focus has shifted from expanding to maintaining — from quantity to quality — and that requires appropriate funding. ■

An AHTD Striping Crew lays down paint on a new stretch of highway in northwest Arkansas.



THERE ARE OVER 16,000 MILES OF HIGHWAYS IN ARKANSAS. And every one of those highway miles includes stripes marking the travel lanes. White stripes, yellow stripes... all laid down as solid lines or broken lines.

The *Arkansas Highways* staff spent time recently with Boyd Dickey, Striping Superintendent in the Maintenance Division, and with a striping crew in northwest Arkansas to learn more about the enormous task of keeping Arkansas' highways properly marked.



(Above L. to R.) Mark Sandridge, Stephen Robbins, Dustin Hall, Zane Smith, Chad Walter and Bobby Estes.



(L. to R.) Don Norris, Traffic Investigator and Boyd Dickey, Striping Superintendent, standing on the test strip.

ON THE JOB *with*

THE STRIPING CREW

LAYING DOWN THE LINES ALL ACROSS THE STATE

BY DAVID NILLES

CREWS AND EQUIPMENT STATEWIDE

With so many miles of highways, it takes a great deal of AHTD manpower to keep them properly marked and the stripes in good condition.

"We have six striping crews across the State with four to six employees on each crew," says Dickey.

Maintaining the State's system of highways is a fulltime job.

"The crews are on the road striping 52 weeks a year, they head out of Little Rock on Monday morning and return on

Thursday afternoon," Dickey adds.

To get a better idea of what is involved, the *Arkansas Highways* staff joined one of those crews near Eureka Springs recently as their day began.

"We go where we are needed," says Chad Walter, Striping Crew Supervisor. "Last week we were down near Texarkana, this week we're in northwest Arkansas."

Laying the stripes is accomplished using six paint trucks. Five rigs use water-based paint and the sixth one uses thermoplastic. Thermoplastic is soft when heated to 400 degrees Fahrenheit

and then hardens when it cools on the roadway. The thermoplastic is used in high traffic areas such as central and northwest Arkansas.

KEEPING THE STRIPES VISIBLE

This reporter was curious just how long a paint stripe can last on the highway.

"The life of a paint stripe depends on the traffic volume on the roadway," says Dickey. "The more traffic on a roadway, the faster the stripe wears out. That's why we use thermoplastic in our larger cities."

(continued on page 16)



UNKNOWN TO MOST MOTORISTS, THE STRIPE LAID DOWN ON THE PAVEMENT CONTAINS MORE THAN JUST PAINT. INCLUDED ON THE ROADWAY WITH THE PAINT ARE **TINY GLASS BEADS THE SIZE OF A GRAIN OF SAND.**

A stripe's longevity also can be affected by the width of the travel lane.

"If it's a narrow road or a curved road, the paint wears out quicker because vehicles tend to cross the stripes more often. On something like an Interstate which has wider lanes, the paint lasts longer because vehicles don't run over the markings as much."

On narrow roads, the stripes may have to be painted every year. On wider roadways such as Interstates, the stripes can last up to four years.

In northwest Arkansas, there is significant damage to the stripes due to heavy traffic volumes. Also, in areas such as the Ozark Mountains, there are numerous switchbacks and traffic tends to cross the lines.

In addition to traffic, weather can take a toll on road markings as well. Winter weather brings snow and the snowplows clearing the highways can take a toll on a highway's markings. As a result, those roadways have to be striped more frequently than in other areas of the State.

Keeping track of what needs to be painted or what has recently been painted is a group effort.

"Our Districts send us information from their crews out on the road about what they have seen that needs painting," says Dickey. "The public is also good about calling us with areas that need restriping."

All of that information is stored on computers at Central Office. In addition, Dickey's office walls display color-coded

maps that show what stripes have been painted or are scheduled to be painted over a two-year span and what type of stripe is to be laid down in each location... centerline or an edge line.

ONBOARD THE TRUCKS

The paint trucks that make up the paint-stripping fleet are impressive pieces of machinery. Costs of the vehicles can range from \$330,000 to \$500,000. The truck featured in this story is the Department's newest one, out on the road for one year, and costing \$430,000.

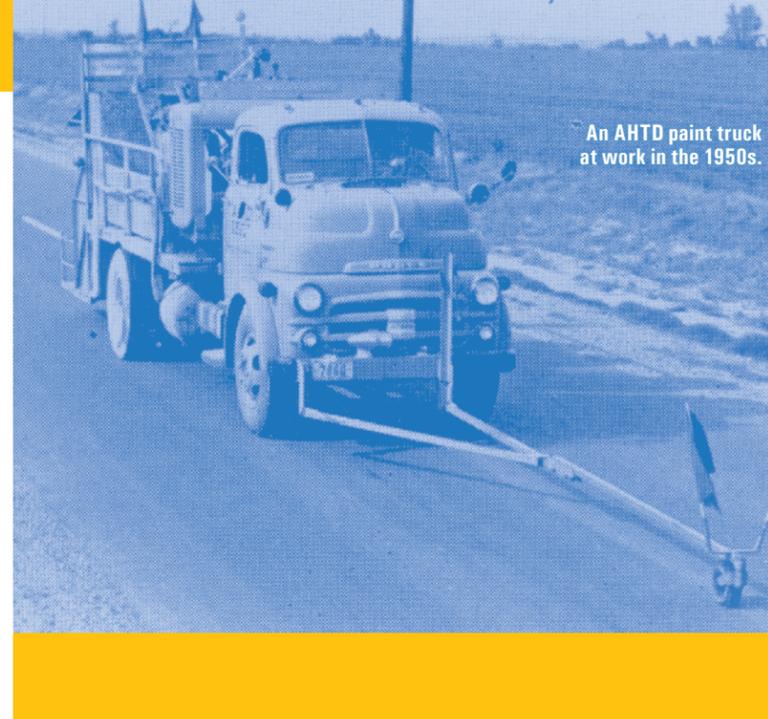
"They are awesome machines, you wouldn't believe all the equipment they have onboard," Dickey comments. "We've seen a number of improvements in the equipment on these trucks in the last ten years."

Each truck has four paint guns on the left side and one gun on the right. A computer is onboard that measures the length of each stripe and is even capable of cutting the paint guns on and off accordingly for something like a broken line.

The trucks can put down multiple lines as they travel and can utilize more than one color of paint at once as well.

"These trucks can spray yellow on the left side where the centerline goes while doing white on the edge line over by the shoulder," Dickey states. "On the Interstate, we can put down two lines at the same time or we can put down a broken line indicating a passing zone."

The stripes the machinery puts down can be of different widths as well. A stripe four inches wide is normal.



An AHTD paint truck at work in the 1950s.



An AHTD paint truck at work in 2013.

However, something like a turn lane off of an Interstate will have a wider line for greater visibility.

"With ideal conditions, on a ten-hour day striping something like an Interstate, we can paint up to 60 miles of highway with these trucks," Walter states.

PAINT AND REFLECTIVITY

Unknown to most motorists, the stripe laid down on the pavement contains more than just paint. Included on the roadway with the paint are tiny glass beads the size of a grain of sand. Those beads reflect a vehicle's headlights at night and that reflection increases the visibility of the stripe.

"The paint goes down first, and then the beads are laid down on top of the paint," Walter explains.

"The Department's Materials Lab takes samples of all of our paint and the glass beads to make sure they meet the AHTD's specifications for reflectivity," Dickey adds.

Paint for the trucks is stored in Little Rock and comes in 52-gallon barrels from a supplier in Ennis, Texas. It is ordered three or four times a year. Each paint truck has a tractor trailer rig that travels with the crew in order to supply paint to the

selected striping location. Once the paint is used, the empty barrels are washed and then resold.

Before the paint striping rigs travel to their assigned highways, they go to a quarter-mile stretch of asphalt that is called the "test strip." Here, the crews test all of the paint guns to insure they are working properly. This helps prevent unplanned mechanical breakdowns on location.

"We test all of the rigs out to make certain that everything is functioning as it should before we leave Little Rock," Dickey states.

LAYING THE STRIPES

"All of our striping has to be consistent across the State," says Dickey. "We use the *Manual for Uniform Traffic Control Devices* in order to comply with regulations." The manual is issued by the Federal Highway Administration. It specifies the standards by which road surface markings are designed, installed and used.

"We don't put anything on the roadways that doesn't come out of that manual or is approved by one of our engineers."

Once on location, a "Zoner" comes into play. The Zoner insures markings are correctly placed on the roadway where

they are supposed to be. For example, if the crew is laying down markings for a passing lane, the Zoner indicates to the truck operators where the passing lane markings should begin and end. That responsibility falls to Bobby Estes, Striping Zoner II. Dickey and Don Norris, Traffic Investigator, also spend time as Zoners.

Once on location and in operation, the paint truck rolls down the highway at about seven miles per hour as it begins to lay down a stripe.

"It may move slower if we are putting down a thermoplastic line that needs to be thicker than average," says Dickey.

As for the accuracy of where the line should be painted, "Some of our drivers are so good at lining up the trucks, the foreman can put that stripe right where it goes," says Dickey. "When an overlay is done, sometimes the paint truck driver will be able to follow the seam in the overlay job if it is in the center of the road. If there isn't a center seam, we have crew members that can pull a string for the trucks and mark the roadway to make sure the stripe is exactly where it belongs. In addition, 3M Corporation makes flip up markers made of plastic that can be put down that mark where the line is to go."

(continued on page 18)

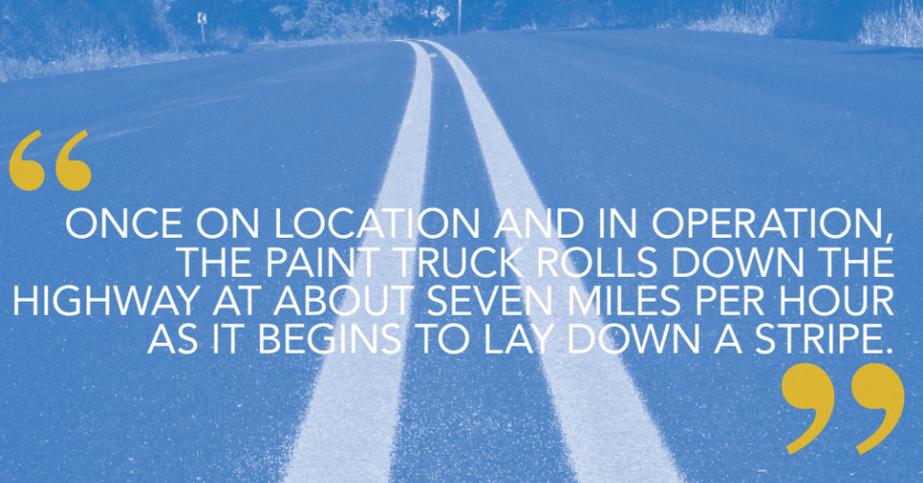


Chad Walter lays a stripe by operating from the back cab of the paint truck.





Paint used for striping comes in 52-gallon barrels and is stored in Little Rock.



“ ONCE ON LOCATION AND IN OPERATION, THE PAINT TRUCK ROLLS DOWN THE HIGHWAY AT ABOUT SEVEN MILES PER HOUR AS IT BEGINS TO LAY DOWN A STRIPE. ”

Once the line is down, it takes four to five minutes for the paint to dry if it is a warm day. The thermoplastic dries quicker because it comes out of the paint gun at such a hot temperature. Cost for putting the paint stripes on the driving surface is ten cents per foot for paint and 20 cents per foot for thermoplastic.

TRACKING THE WET PAINT

To coordinate the flow of traffic around the paint truck, escort vehicles are situated in front of and behind the truck as it rolls down the road. The lead vehicle and the rear vehicle stay in constant communication with the paint truck driver and let traffic through the work area as necessary. And yes, occasionally once the stripe is down, a vehicle does inadvertently run through the wet paint despite the warnings. The paint crews refer to that as “tracking.”

“Despite the escort vehicles, the cones and the flashing lights, we still get problems,” Dickey shares. “We have some vehicles that will run through the paint accidentally, while others intentionally go through it and laugh it off. We also will have vehicles entering the travel lane from a driveway or side street and that causes tracking as well.”

WHEN THE JOB IS DONE

Once the paint trucks are finished for the day, clean up begins on the trucks. Each truck is equipped with a water tank. With the simple push of a button, the computer system will rinse out the paint guns and the lines. A wire brush or knife is

used to scrape off any excess paint on the guns, but spraying WD40 on them keeps any serious paint build up from sticking.

The trucks get a thorough inspection once a year to look for any maintenance or repairs that may need doing to the equipment or to the vehicle’s engine.

“We do our maintenance and repairs in the winter months when our schedule eases a little,” Dickey adds. “Rainy days are good for routine mechanical maintenance as well.”

WORKING AROUND THE WEATHER

Paint crews are scheduled throughout the year depending on what the weather is doing.

“Our location depends on the temperatures,” Dickey adds. “For our water-based paint, we like to lay it down when the temperature is 40 degrees or warmer. We can’t be up in the north part of the State in the winter because it is too cold to lay the paint. We try to get markings finished up there in the summer months when it is warmer. In the colder months, you’ll find us in the southern part of the State.”

In addition to the cold weather, humidity can affect laying the paint down as well.

A GROUP EFFORT

In the last twelve months, crews have laid down 3,650 miles of markings using five trucks. In addition to the AHTD staff out on the road, there are AHTD staff members in the Maintenance Division in Little Rock that serve as a helpful support team.

“We get great support from Tony Sullivan, our State Maintenance Engineer,” Dickey says. “John Mathis, our Assistant State Maintenance Engineer and Brooks Booher, Staff Maintenance Engineer, are a huge help as well,” Dickey adds. “Our Senior Accountant, Gail Davis, and Becky Hunt, our Administrative Officer, make sure we keep our spending in line with our budget. I should mention my wife Loretta as well, she makes sure I have completed my paperwork at the end of the day!”

Whether out on the road on the truck or back in the office, each person involved in laying stripes plays a major role in keeping our highways clearly marked and safer for motorists driving across Arkansas. ■

Members of the striping crew work together to plan the next job on their schedule.



OUT & ABOUT

CALENDAR OF EVENTS AROUND THE STATE

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

- * GARVAN GARDENS HOLIDAY LIGHTS: See 2 million brilliant bulbs transform approximately 17 acres into a memorable animated holiday display in one of Arkansas’ most anticipated events. • NOV. 23 - DEC. 31
- * PETIT JEAN MOUNTAIN RENDEZVOUS: Experience a primitive camp and learn some of the survival skills used by Arkansas pioneers. Watch a variety of demonstrations including muzzle loading rifles, tomahawk throwing and more! • NOV. 29 - DEC. 1
- * ARKANSAS CRAFT GUILD’S CHRISTMAS SHOWCASE: More than 90 artists offer unique handcrafted fine jewelry, glass vases, art photography, wood work, artisan purses, decorative and functional pottery, handwoven clothing and accessories, furniture, candles, sculpture, paintings, bath and spa products, and much more. Shop for unique gifts or add to your collection of Arkansas art. • DEC. 6-8
- * HISTORIC WASHINGTON CHRISTMAS AND CANDLELIGHT: You and your family will be in awe of the natural beauty that candlelit streets provide as you stroll through the historic village. The homes of yesterday are adorned with pine cones, grapevines, magnolia and evergreens. Decorations, music and more will set the mood for an historic holiday experience. • DEC. 14

NOVEMBER 23 – DECEMBER 31 *
HOLIDAY LIGHTS 2013
Garvan Woodland Gardens
Hot Springs, AR

NOVEMBER 23
WORLD CHAMPIONSHIP DUCK CALLING CONTEST
AND WINGS OVER THE PRAIRIE FESTIVAL
Stuttgart, AR

NOVEMBER 29 – DECEMBER 1 *
16TH ANNUAL MOUNTAIN RENDEZVOUS
Petit Jean State Park
Morriston, AR

DECEMBER 2 – 13
THE FESTIVAL OF TREES
South Arkansas Arts Center
El Dorado, AR

DECEMBER 5 – 7
7TH ANNUAL ARKANSAS
FIBER ARTS EXTRAVAGANZA
Hot Springs Convention Center
Hot Springs, AR

DECEMBER 6 – 8 *
ARKANSAS CRAFT GUILD’S
CHRISTMAS SHOWCASE
Statehouse Convention Center
Little Rock, AR

DECEMBER 14 *
27TH ANNUAL CHRISTMAS AND CANDLELIGHT
Historic Washington State Park
Washington, AR

DECEMBER 20
ARGENTA ART WALK
North Little Rock, AR



Lakeport Plantation was built in 1859.



Paul Michael Company



Lake Chicot



Lake Chicot State Park

WEEKEND ROAD TRIP:

BY DAVID NILLES

HIGHWAY 82

Southern Arkansas holds many interesting destinations and Highway 82, running east and west across that area of the State, is a great road to travel to see what awaits. This month's Weekend Road Trip begins in the southeast corner of the State at Lake Village and turns westward as we make our way to El Dorado.

Lake Village is one of many communities in Arkansas that takes advantage of being situated beside a lake or river. Here you'll find the largest natural oxbow lake in the country, Lake Chicot. The first stop in Lake Village should be the **Arkansas Welcome Center**¹ at 3697 Highway 65/82. The Center opened in 2010 and provides information on everything to do and see in this area of the State. The most unique feature of this Welcome Center is the 3,700 square-foot multi-level fishing and observation deck looking over Lake Chicot. Be sure to spend some time

enjoying the view.

Right across the highway from the Welcome Center is **Paul Michael Company**². If home décor is something the family enjoys, you'll want to make a stop here while you are in Lake Village. This well known store features all kinds of items for the home including furniture, flower arrangements, rugs and one of the largest selections of Christmas décor in the South. Traditional, rustic and modern designs can all be found under one roof. The store is located at 3696 Highway 65/82.

On leaving this area of town, make your way to **Jack R. Rhodes Lake Front Park**³. It's ideal for spending some time enjoying the lake. The park is a good place for a stroll on a trail or to take in some fishing. There is a swimming area and amphitheater as well. The park can be found on Main Street, just look for the Confederate Monument dividing the roadway.

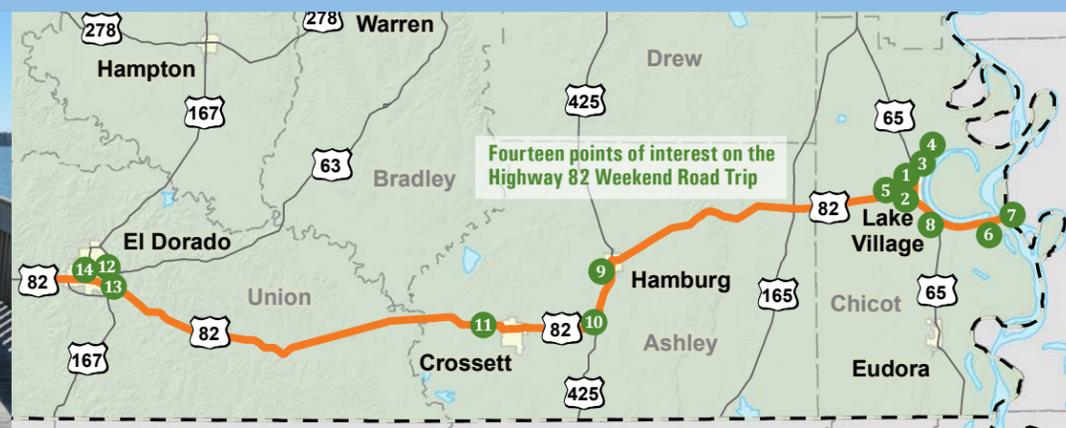
Should you want to enjoy an extended stay on the lake before heading down Highway 82, travel to the north end of the lake and **Lake Chicot State Park**⁴.

Lake Chicot was formed when the main channel of the Mississippi River changed course forming this 20-mile long oxbow lake. The park is a peaceful setting for fishing, boating and bird watching. It is nestled in a pecan grove and offers some of the best year-round birding opportunities in Arkansas. For overnight visitors, there are campsites available and cabins as well. In the summer months, the swimming pool makes a great place to stay cool. Visitors to the park can rent bikes, boats and personal water craft at the park store. The

park is located at 2542 Highway 257, which is east off of Highway 65. Experience the South through the eyes of its artists at the **Guachoya Cultural Art Center**⁵. Guachoya, named for the Indian Province located here when DeSoto came to this area in the 16th century, is a great cultural and artistic center for this area of the State. Art exhibitions and workshops by regional and local artists are held throughout the year. The Center is located at 1652 Highway 65/82. *(continued on page 22)*



Observation Deck at the Arkansas Welcome Center Highway 65/82





THE HIGHWAY 82 BRIDGE, WHICH CONNECTS LAKE VILLAGE, ARKANSAS, TO GREENVILLE, MISSISSIPPI, TOOK NINE YEARS TO COMPLETE. IT FEATURES 2.5 MILES OF BRIDGE DECK AND TWO CONCRETE TOWERS REACHING 425 FEET INTO THE AIR.



Rhoda's Famous Hot Tamales

History awaits visitors at the **Lakeport Plantation**⁶. This historic house was built in 1859 for Lycurgus and Lydia Johnson. It is the only remaining Arkansas antebellum plantation home on the Mississippi River. Featuring Greek Revival architecture, the structure is one of Arkansas' premiere historic structures. It was added to the National Register of Historic Places in 1974. The plantation gives a glimpse of the people and cultures that shaped plantation life in the Mississippi River Delta.

Lakeport focuses on the Antebellum, Civil War and Reconstruction periods in Arkansas. Of note is the fact that the Plantation has remained in continuous cotton production since the 1830s when slaves first worked its soil. Visitors can learn about the restoration of the house and the lives and artifacts of the people who lived and worked at Lakeport. For example, in 1859, a total of 155 slaves worked here

including eight household servants. In 1860, the plantation produced 1,300 bales of cotton and 10,000 bushels of corn. The plantation is operated by Arkansas State University as a museum and educational center. Tours of the Lakeport Plantation are available at 10 a.m. and 2 p.m. Monday through Friday. To reach the plantation, take Highway 142 South off of Highway 82 just before reaching the Highway 82 Mississippi River Bridge.

Before leaving town, you'll want to cross the **Highway 82 Bridge**⁷ into Mississippi just for the sense of adventure. The four-lane bridge opened in 2010 and leads to Greenville. The structure features 2.5 miles of bridge deck and two concrete towers reaching 425 feet into the air. Construction took nine years and totaled \$330.3 million. It was a joint venture between the Arkansas State Highway and Transportation Department and the Mississippi Department of Transportation. When opened in 2010, it was the fourth largest cable-stayed span in North America.

If the timing is right and it's meal time, before leaving Lake Village, stop in for lunch at **Rhoda's Famous Hot Tamales**⁸, a well-known eating establishment in this part of southeast Arkansas. There is a reason the tamales are as

popular as they are. Burgers, sandwiches and plate lunches are cooked up as well. Don't think of leaving without dessert. An assortment of pies, cupcakes and fried pies are on display and shouldn't be missed. Rhoda's is located off of Highway 65/82 at 714 Saint Marie Street.

The journey west on Highway 82 out of Lake Village leads travelers to Ashley County and the town of Hamburg. Hamburg is the home of the annual Armadillo Festival, held the first weekend in May each year.

While in town, stop at the **Watson House**⁹. Built in 1918, this impressive house serves as the Ashley County Museum. The house is designed in the Neo-Classical Revival style. It was placed on the National Register of Historical Places in 1978. In recent years, the home has played host to lecture series, Civil War reenactments and art exhibitions. The museum displays works of art, artifacts, records and documents relevant to the history of Ashley County. While on the premises, take time to see the Erskine Harriman collection of horse-drawn vehicles. This collection includes carriages, surreys, sleighs and wagons. The house is located two blocks from the downtown square at 302 N. Cherry Street.

Located south of Hamburg on Highway 425, just over two miles north of the junction with Highway 82, is the largest tree you are ever likely to see in Arkansas, or any surrounding State. It's **The Morris Pine**¹⁰, a Loblolly Pine estimated to be close to 300 years old. Watch for a wooden sign along the highway and take the short path to the tree. The Morris Pine stands over 120 feet tall, and more impressively, it is more than 16 feet around at its base. Standing beside its trunk gives you an appreciation for how large this old Loblolly really is.

(continued on page 34)



Highway 82 Bridge



The Watson House in Hamburg



The Morris Pine

Felsenthal National Wildlife Refuge



THE OBJECTIVE OF THE REFUGE IS TO PROVIDE HABITAT AND PROTECTION FOR WATERFOWL AND OTHER ENDANGERED SPECIES.



Five miles west of Crossett, Highway 82 leads to the **Felsenthal National Wildlife Refuge**¹¹. Outdoor enthusiasts will want to spend time here. The 65,000 acre refuge is made up of various streams, creeks and lakes, and spans three counties. The objective of the refuge is to provide habitat and protection for waterfowl and other endangered species such as the red-cockaded woodpecker, the American alligator and the bald eagle. The refuge lies within the Mississippi Flyway — the “Highway in the Sky” for a number of migrating waterfowl, shorebirds, songbirds and birds of prey. A refuge bird list, containing almost 300 species, is available at the Visitors Center. The Visitors Center houses an impressive exhibition of area wildlife found in the refuge. Recreational opportunities include hiking trails, fishing, hunting, camping, wildlife observation, environmental education and photography. There are 11 primitive campsites in the refuge and two campgrounds adjacent to the area.

Felsenthal also contains over 200 Native American archaeological sites, primarily from the Caddo tribe that lived in the area. These sites include the remains of fishing camps, ceremonial plazas, temple mounds and large villages containing as many as 200 structures.

The Visitors Center is located just off of Highway 82 and welcomes over 400,000 outdoor enthusiasts a year.

Continuing westward leads travelers to the “Golden Triangle,” the geographic area that includes Camden, Magnolia and El Dorado. Our destination is El Dorado. This town is best known as being the heart of the 1920s oil boom in South Arkansas, earning it the nickname “Arkansas’ Original Boomtown.”

El Dorado’s downtown area is alive with activity. In 2004, the area was declared a national historic district. For shopping and dining, there are plenty of retail stores and restaurants from which to choose.

The arts are thriving in El Dorado and can be experienced at the **South Arkansas Arts Center**¹². The Center is a cultural heartbeat for people living in South Arkansas and North Louisiana. The Arts Center’s mission is to educate and entertain. It does this with monthly gallery exhibitions featuring local, regional and nationally acclaimed artists, a season of community theatre productions, as well as classes for children and adults in visual arts, photography, ballet, music and drama. The Arts Center is located at 110 E. 5th Street.

History buffs will want to visit the **Newton House Museum**¹³. The museum is housed in a two-story Gothic Revival home built circa 1849. Inside is authentic décor that reflects the house’s pre-Civil War era construction. It is the only house built prior to the Civil War that is open to the public in El Dorado. The home of John and Penelope Newton, it offers a glimpse



South Arkansas Arts Center

into the rich history of southern Arkansas. The house is located at 510 N. Jackson and is open for tours Monday through Friday.

To enjoy the outdoors in El Dorado, head to the **South Arkansas Arboretum**¹⁴. This site, located next to the high school, is dedicated to preserving the native, rare and economically important flora of the West Gulf Coastal Plain region of the United States. The Arboretum features various species of animal life, canopied woodlands and open grassy areas. It is home to a variety of wildlife including birds, mammals and reptiles. The flower gardens attract a number of interesting butterflies and insects. Explore more than two miles of paved foot trails on the arboretum’s 12 acres. The South Arkansas Arboretum is unique in the State because it is the only such facility directly located within an urban area. To get to the gardens, from Highway 82B, turn north on North Timberlane Drive and travel one mile to El Dorado High School.

This month’s journey ends in El Dorado. But there are more things to see and do on Highway 82 as it continues west to Texarkana. That trip and all there is to do along the way will be the subject of a future Weekend Road Trip as we travel Arkansas’ highways. □



1849 Newton House Museum



South Arkansas Arboretum

Arkansas HIGHWAYS MAGAZINE

Arkansas
Highways
Magazine

RECEIVES
1ST PLACE
IN NATIONAL
COMPETITION

BY DAVID NILLES



The Arkansas State Highway and Transportation Department recently received national recognition for its Department publication *Arkansas Highways Magazine*.

The AHTD won first place in the category of External Newsletter at TransComm 2013, the annual meeting for the American Association of State Highway and Transportation Officials (AASHTO) Subcommittee on Transportation Communications. Attendees from Departments of Transportation in all 50 states as well

as Puerto Rico and the District of Columbia participated in the conference.

The annual skills contest in which the magazine won an award is conducted by AASHTO to recognize the outstanding work of its public relations practitioners and to promote an exchange of ideas. The contest is considered the premier competition in the transportation industry and the awards have become a standard of public relations excellence among State DOTs. Winners demonstrate the very best examples of innovation, planning, production, execution and evaluation of results and budget.

“We are thrilled to be recognized by our peers in the transportation industry,” said Scott Bennett, AHTD Director. “Our magazine represents an opportunity to share our story and give our readers insight into who we are, what we do, and our Department’s accomplishments.”

The AHTD’s winning entry, *Arkansas Highways*, is printed bimonthly for AHTD employees and an external audience.

In addition to the printed version, *Arkansas Highways* is available free of charge online at www.arkansashighways.com under the “Publications” tab. ■



DEREK CANARD

GRAND CHAMPION OF INSPECTORS COMPETITION

Arkansas Highway Police Officer Wins North American Award BY DAVID NILLES

A group of 52 of the best law enforcement professionals from across North America gathered in Salt Lake City in August to compete in the North American Inspectors Championship. The competition is held each year to promote commercial vehicle safety and saving lives on our highways.

Roadside inspectors such as those that gathered in Salt Lake City save lives every single day by keeping unsafe commercial vehicles and drivers off of our highways.

This year, Officer Derek Canard of the Arkansas Highway Police (AHP) was awarded the Jimmy K. Ammons Grand Champion Award. Canard works out of AHP District Two in Jackson County.

“Corporal Canard is to be commended for this accomplishment and the commitment he has made to commercial motor vehicle safety and security,” stated AHP Chief Ron Burks. “Congratulations to Corporal Canard on this well-deserved honor.”

The North American Inspectors Championship is the only international event dedicated to recognizing and rewarding commercial vehicle inspector excellence. Inspectors competed in six areas at the competition: Level I inspections, Inspection

Procedures, HazMat/Transportation of Dangerous Goods Inspection, Standard Cargo Tank/Other Bulk Packagings Inspection, Passenger Vehicle (Motorcoach) Inspection and Out-of-Service Criteria Exam.

“Congratulations to the 2013 North American Inspectors Championship award winners and to all of those who competed this year,” said Commercial Vehicle Safety Alliance (CVSA) President Major Mark Savage of the Colorado State Patrol. “The hard work of these dedicated law enforcement professionals makes a real difference and we owe a great debt of gratitude to our commercial vehicle inspectors for keeping trucks and buses operating safely on our highways.”

“The contestants’ enthusiasm and passion goes a long way in advancing commercial vehicle safety and saving lives,” adds Stephen Keppler, CVSA’s Executive Director. “The information, techniques and experiences they share with others help improve uniformity in the enforcement of highway safety standards throughout North America.”

In addition to the title of Grand Champion, Canard won first place in the Level 1 Inspection, the Passenger Vehicle (Motorcoach) Inspection, Hazardous Materials/Transportation of Dangerous Goods and the Cargo Tank/Bulk Packagings Inspection. ■



SPECIAL EVENTS

AROUND THE STATE

BY GLENN BOLICK

Fort Smith School District Joins AHTD for SAFETY EVENT

Just in time for the beginning of a new school year, the Fort Smith School District and the AHTD joined forces on August 8th to stress the need for driver safety in the Interstate 540 construction zone. A news conference was held at Fort Smith Northside High School.

Fort Smith Superintendent Dr. Benny Gooden and AHTD Assistant Chief Engineer for Operations Emanuel Banks shared the stage to highlight the extra need for driver safety since summer traffic patterns changed with the addition of school buses, teen drivers and school-aged walkers.

Dr. Gooden stated that many of the 60 Fort Smith school bus routes to and from 26 schools go through and across Interstate 540 several times a day. He noted that all drivers must plan ahead for extra travel time with the return of school and stressed that drivers should never pass a stopped school bus.

"We realize that this Interstate 540 construction has delayed traffic since work began," said Banks.

"But the public has responded and done a great job of allowing extra time and using extra caution when traveling through there. We can't thank the public enough for their patience."

The \$78 million project to make improvements to seven miles of Interstate 540 from Interstate 40 to Highway 22 was awarded to Kiewit Infrastructure in November of 2012. It is the single largest construction contract let in AHTD history. The work includes replacing the pavement, replacing nine bridges and the modification of four bridge structures. Work is expected to be complete by late 2014. ■



AHTD Assistant Chief Engineer for Operations Emanuel Banks stressed the need for driver safety in the Interstate 540 construction zone.

NEW SECTION OF HWY. 530 Dedicated with Large Crowd

About 300 people gathered near Star City as Commissioner Robert S. Moore, Jr., AHTD staff, local officials and a huge contingent of Star City students officially dedicated a new 18-mile section of Highway 530 on September 6th. It connects Interstate 530 in Pine Bluff to Highway 114 near Star City.

"This is just the beginning of economic growth that can springboard off a project like this," said Moore. "Projects such as Highway 530 are interwoven with economic development. This represents the best of the American spirit. This is the basis of a real revival in southeast Arkansas."

Pine Bluff Mayor Debe Hollingsworth and Star City Mayor Gene Yarbrough echoed

Moore's remarks and thanked the AHTD for opening the new road.

Highway 530 is a planned 38-mile, four-lane roadway often referred to as the Interstate 69 connector road. It will eventually connect Interstate 530 in Pine Bluff to Highway 278 near Wilmar and the proposed Interstate 69 corridor. It will initially be constructed as two lanes.

Eight contracts totaling \$152 million have already been let for construction of Highway 530. Seven of those have been completed. The eighth contract will connect to the new Highway 11/425 Interchange to the south. Estimated completion for that job is late 2014. ■



(Top) Pine Bluff Mayor Debe Hollingsworth and others were on hand to dedicate the new section of Highway 530.

(Bottom) Commissioner Robert S. Moore, Jr. addresses the crowd.

Hope Hosts Dedication for HISTORIC HWY. 67 SECTION

District Three Engineer Steve Frisbee



A multi-million bridge replacement project along a section of historic Highway 67 east of Hope was officially dedicated on August 29th. Once known as "The Broadway of America," according to Hope Mayor Dennis Ramsey, he noted that the highway has always been significant to Hope and Hempstead County.

"Even though we now have Interstate 30, Highway 67 will always be an important part of our local economy," said Ramsey. "We thank the Arkansas State Highway and Transportation Department for effectively and efficiently

bringing this project to conclusion with minimal disruption."

District Three Engineer Steve Frisbee noted that the \$9.5 million project replaced six bridges and resurfaced sections of the highway between Hope and Emmet. Manhattan Road and Bridge Company had the contract. Frisbee also recognized retired District Three Engineer Don Donaldson who was in attendance.

Perrytown Mayor Dave Rose said he has traveled this section of Highway 67 for 37 years and is glad to see it improved.

"I took a special interest in watching the project progress and was impressed by the professionalism and work of the crews," he added. ■



Scott E. Bennett, AHTD Director



Dedicating Highway 167 section

BATESVILLE DEDICATES Another Section of Hwy. 167

The weather was perfect in Batesville on October 18th as AHTD Director Scott E. Bennett joined a large crowd of elected officials and business leaders to dedicate another section of Highway 167. "This \$6.9 million widening project is a continuation of the widening we completed to the south in 2011," said Bennett. "And we have future plans to continue widening all the way to Cave City."

Batesville Mayor Rick Elumbaugh praised the AHTD for the widening of Highway 167.

"We now have a four lane highway from Bald Knob to the south, through town and

heading north to Cave City," said Elumbaugh. "That is a tremendous selling point for industry in our area."

Batesville contractor White River Materials was the prime contractor for this latest job. The \$6.9 million contract included widening the highway to five lanes from Highway 69 north for about three miles to Highway 394. Work also included installation of a new traffic signal at the intersection with Highway 25/69 and added curbs and gutters for a half-mile section.

The previous widening job was a \$9.4 million contract that widened the highway to Highway 233 to the south. ■

Dear AHTD,

I would like to tell you what a wonderful job is being done on Interstate 40 between Conway and Little Rock. My husband and I have traveled quite a bit, and he worked on Interstate 80 between Yuma, Arizona, and San Diego years ago. I was so worried about the construction around Conway. To my amazement and appreciation that is the most contained and cleanest highway job we have ever seen. No delays of any kind. (Maybe we were lucky, I don't know.) It looks great. The other area that is beautiful is the Interstate 430/630 area in Little Rock. What a beautiful design on the supports and of the interchange itself. A real pleasure to visit the area.

Also, whomever mowed Highway 202 between Flippin and Summit did a great job! Fence line to fence line, clean and neat.

Thank you again for the way these jobs are being done.

Peggy Baker
Yellville, AR

NEW REFLECTORS

Thank you for installing reflectors on Highway 69 between Newport and Batesville and on Highway 5 between Mountain Home and Norfolk. They certainly make night driving easier. Also, we noticed red reflectors between Batesville and Melbourne on Highway 69 which let drivers know they are on the wrong side of the road.

Sincerely,
Robert Carr
Violet Hill, Arkansas

SMOOTHEST ROADS

To all involved in the upkeep of Arkansas State Highway 9/10 on the Perry County side: GREAT JOB LADIES & GENTLEMEN! Job well done!

I've laid my head in Lonoke, Pulaski, Clark and Independence County. I've lived in Perry County approximately 15 years where the roads have always been great! Perry County may be small, population wise, but they have the smoothest roads to travel on.

Steven
Perry County, Arkansas

FLAT TIRE HELP

On September 25 at 9:40 a.m., I had a flat tire in the middle of Interstate 40 East. I was heading to Little Rock from Conway, and at that time a large rock was on the highway. I couldn't avoid it and it made my tire flat.

However, only 5 minutes later a man who works with AHTD came along and helped me to change the tire. It was a huge help. His name is Adrin Ward.

I just want to let AHTD know that this gentleman should make you proud! Thank you so much!

Heeyoung Nixon

NOTE: The AHTD employee referenced above is Adrin Ward, Maintenance Aide I in District 6.

PRISTINE REST AREA

I have the occasion to visit the rest area on 167 south of Batesville on a regular basis. I do not know the man who is responsible for maintaining the area, but he is to be commended. I stop here on a regular basis and have never found anything out of place, untidy or in need of attention. The restroom is as clean as most hospitals, the grounds are pristinely kept and trash is nowhere to be found, except in its proper place. It is rare these days to find anyone who takes pride in their job and strives to do it well. This man does. I for one appreciate his efforts. I sincerely hope I am not the only one who recognizes his efforts.

Robert Taylor

NOTE: The AHTD employee referenced above is Anthony Gilmore of the Independence County Maintenance Crew in Batesville.

DRUG RECOGNITION EXPERT

On behalf of the Criminal Justice Institute, I want to thank the Arkansas Highway Police for the continued support of the Drug Recognition Expert (DRE) Program. Recently, a DRE school was held at the Benton Police Department. Sergeant James Hamrick of your Department was one of the instructors at this school. Sergeant Hamrick's knowledge and dedication of the DRE Program is appreciated.

We look forward in continuing to work with your Department to provide these training programs to improve highway safety in the State.

Sincerely,
Jon Waldrip
Arkansas DRE Coordinator

COURTEOUS OFFICER

I am writing to inform you about one of the most kind and courteous officers I have ever met.

I was on Interstate 40 about two weeks ago. I had just left West Memphis and had traveled about 15 miles down Interstate 40 when I had a blow out on one of my rear tires. I put my flashers on and pulled over to the side of the road. As I pulled over, an officer pulled up behind me. Mr. Felix Carr went beyond his call of duty to help me. I am 71 years old and have never changed a tire in my life. I just want to say, this is what the world needs today — an officer who really knows how to treat people. Felix Carr, if you're ever in Hot Springs, look me up! I would like to treat you to dinner. Thank you, again!!!

Sincerely,
Gail Haney
Hot Springs, Arkansas

HIGHWAY 10 REFLECTORS

A couple of weeks ago, a friend and I were returning to Little Rock from a visit with a friend who lives in Van Buren. When we got to Morrilton, we decided to take Highway 10 to Little Rock. I would like to thank the Highway Department for the light reflectors on this section of Highway 10. They light up the road like an airport runway, making driving much safer at night!

Janice Botner
Little Rock, Arkansas

GOOD WORK COMMENDATION

I wanted to take a second and brag on some people that have helped the City of Rogers in a multitude of ways:

Perry Johnston, Carlos Meredith, Steve Morgan and Jennifer Williams were very helpful in securing our federal grant for the Mercy Hospital Trailhead.

Perry Johnston, Lori Tudor, Rita Looney, and James Braden were very helpful to us regarding the AHTD right of way near the AMP.

The AHTD locals, David Bushey, Steve Lawrence, Bobby Keeton, and Jeff Wheeler are always very helpful and are great allies for the City.

I apologize if I have missed anyone, but people rarely get commended for their good work and these people deserve special mention.

Thank you,
Steve Glass
Director, Planning and Transportation
Rogers, Arkansas

INFORMATIVE PRESENTATION

I attended a presentation by Keli Wylie at Engineer's Club on September 23 about the CAP Program. I just wanted you to know Keli did a great job and represented the Department very well.

Steve W. Haralson, P.E.
Executive Director
State Board of Licensure for Professional Engineers and Professional Surveyors
Little Rock, Arkansas

GRATEFUL FOR ASSISTANCE

Last Friday, October 18, my wife and I were traveling west bound on I-40 and had a flat tire on my 2013 Toyota Tacoma. We managed to exit at the Crystal Hill exit and began to prepare to change the tire. I got the owner's manual to find out where the jack was located and how to use it, as well as how to release the spare tire. At this point I was very concerned at my age if I had the strength and stamina to complete the task. Then I noticed Officer Lamb looking at me from his vehicle and asking if I needed help. I answered affirmative and he immediately parked his vehicle and helped me with changing the tire. Without his help we could quite possibly still be trying to figure out how to get the spare tire out from under the truck.

More importantly, Officer Lamb's positive attitude along with his willingness to help a person in trouble should be recognized. My wife and I are truly grateful for Officer Lamb's eagerness to help and can say he is certainly an asset to the Arkansas State Highway and Transportation Department

Claude Fulton



CONSTRUCTION PLANS AROUND THE STATE

Throughout the year, public meetings are held around the State in communities where roadwork is being planned. These meetings are an opportunity for citizens to hear about and respond to future highway construction happening in their area.

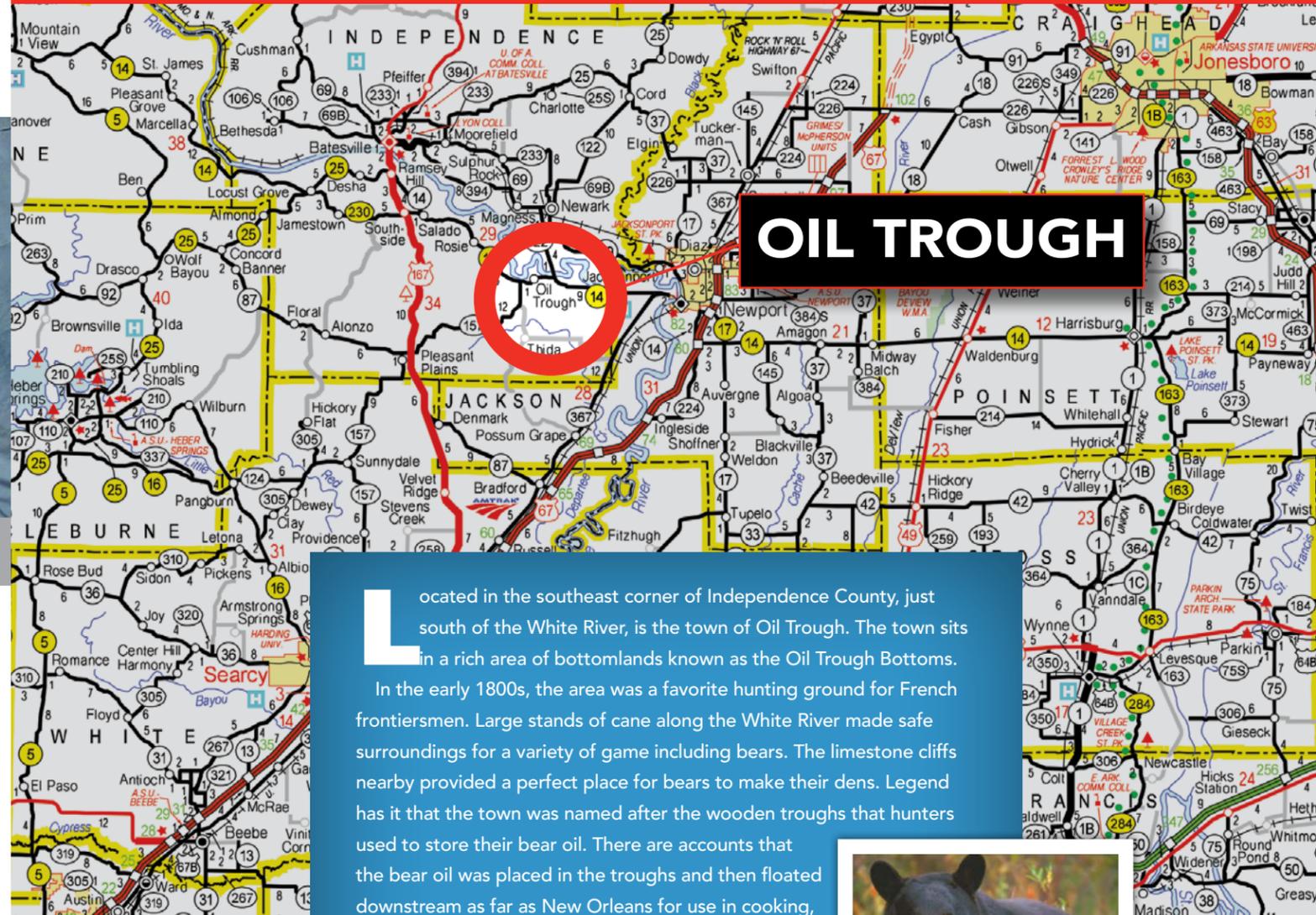


PUBLIC MEETINGS AUGUST 29 - OCTOBER 24, 2013

- | | |
|---|---|
| <p>1 <i>Construction Topic:</i>
HIGHWAY 16
PASSING LANES
Pangburn, AR
<i>Meeting Location/Date:</i>
Pangburn High School
August 29, 2013</p> | <p>4 <i>Construction Topic:</i>
NORTH SEARCY CONNECTOR
TWO LANE CONNECTOR
Searcy, AR
<i>Meeting Location/Date:</i>
College Church of Christ
September 24, 2013</p> |
| <p>2 <i>Construction Topic:</i>
HIGHWAY 63
PASSING LANES
Williford, AR
<i>Meeting Location/Date:</i>
Lighthouse Baptist Church
September 3, 2013</p> | <p>5 <i>Construction Topic:</i>
INTERSTATE 430-HIGHWAY 10
INTERCHANGE IMPROVEMENTS
Little Rock, AR
<i>Meeting Location/Date:</i>
Second Presbyterian Church
October 17, 2013</p> |
| <p>3 <i>Construction Topic:</i>
HIGHWAY 25
PASSING LANES
Drasco, AR
<i>Meeting Location/Date:</i>
Drasco General Baptist Church
September 19, 2013</p> | <p>6 <i>Construction Topic:</i>
HIGHWAY 65
WIDENING TO FIVE LANES
Choctaw, AR
<i>Meeting Location/Date:</i>
Choctaw Church of Christ
October 24, 2013</p> |

ON THE MAP

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



OIL TROUGH

Located in the southeast corner of Independence County, just south of the White River, is the town of Oil Trough. The town sits in a rich area of bottomlands known as the Oil Trough Bottoms. In the early 1800s, the area was a favorite hunting ground for French frontiersmen. Large stands of cane along the White River made safe surroundings for a variety of game including bears. The limestone cliffs nearby provided a perfect place for bears to make their dens. Legend has it that the town was named after the wooden troughs that hunters used to store their bear oil. There are accounts that the bear oil was placed in the troughs and then floated downstream as far as New Orleans for use in cooking, cosmetics, hair dressing and tanning leather. The first post office in the area, named Pleasant Island, was established in May of 1832. The name was changed to Oil Trough in June of 1849. For many years, there was a ferry boat crossing the White River at Oil Trough. The ferry carried passenger traffic from Highway 14 across the river. The ferry boat service was discontinued in 1975 when a bridge was built on Highway 122 between Oil Trough and Newark. The population of Oil Trough is 262 people. The local schools closed due to school consolidation—the high school after the graduating class of 1990 and the elementary school not long after. ❑



Bear hunting played a role in Oil Trough getting its name.

DISTRICT 4

CONSTRUCTION



CORNER

Progress continues near Fort Smith on a project that is paving 5.5 miles of Future Interstate 49 in the Fort Chaffee area. This extension of Highway 71 is on new location and will extend from existing Highway 71 to the northeast, connecting with Highway 22 at Barling.

Three projects are building the four-lane, divided roadway. This project was let to contract in October of 2012. APAC-Tennessee, Inc. of Memphis was awarded the contract at \$22.6 million. Construction began in February of 2013.

Crews have completed approximately 20 percent of the project. The new highway is expected to be finished in the summer of 2014. ■

AHTD PEOPLE

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

NEW EMPLOYEES

COMMUNICATIONS • Gina Breseman, Telecommunications Operator

RIGHT OF WAY • Regina Westbrook, Abstractor

SURVEYS • Bradley Brimhall, Single Axle Truck Driver

DISTRICT ONE • Roy Hunt, General Laborer; Justin Marbry Jr., General Laborer; Antwan Wilborn, General Laborer

DISTRICT TWO • Kari Boykin, District Receptionist; Sterling Flowers, Janitor; Adam Stuart, Skill Trades Trainee; Homer Cartwright, General Laborer; David Felts, General Laborer; Issac Barnes, Single Axle Truck Driver; Joshua Davis, General Laborer

DISTRICT THREE • Brandon Bennett, General Laborer

DISTRICT FOUR • Marty Dedmon, Single Axle Truck Driver; James Sanders, Single Axle Truck Driver

DISTRICT SIX • Brian House, Rest Area Attendant; Leandrew Cranford, General Laborer; Christie Cromeans, General Laborer; Johnstin Daniels, Single Axle Truck Driver

DISTRICT SEVEN • Kathy Mabe, Single Axle Truck Driver

DISTRICT EIGHT • Christopher West, General Laborer; Teresa Wood, Single Axle Truck Driver; Kyle Desalvo, Single Axle Truck Driver

DISTRICT TEN • Jared Roark, General Laborer; Courtney Johnson, General Laborer; Carla Johnson-Jones, Single Axle Truck Driver; April McBride, General Laborer

PROMOTIONS

ARKANSAS HIGHWAY POLICE • Julie Bellott, Data Entry Operator; Jack Stepp, Arkansas Highway Police Captain

FACILITIES MANAGEMENT • Phillip Watkins, Facilities Management Project Coordinator

MAINTENANCE • Melvin Light, Sign Crew Supervisor

MATERIALS • Cary Snyder, Materials Technician II; Claude Woods, Materials Technician II

PROGRAMS & CONTRACTS • Carlos Meredith, Engineer II

RADIO • Zak Chumney, Communication Maintenance Specialist

RIGHT OF WAY • Yvonne Hunt, Closing Agent; Steven Means, Section Head – Appraisals

SURVEYS • Bracy Young, Surveys Aide II

DISTRICT ONE • Allen Davis, Multi-Axle Truck Driver; Michael Mann, Maintenance Aide II; Don Moore, Maintenance Aide II; Gina Weaver, Senior Inspector

DISTRICT TWO • Sammie Green, Backhoe/Front End Loader Operator

DISTRICT THREE • Derick McMillen, General Laborer; Jeremy Thomas, Resident Engineer; Detrich Young, Backhoe/Front End Loader Operator

DISTRICT FOUR • Robert Hamrick, Maintenance Aide I; Tim Henretty, Motor Patrol Operator – Finish; Cody Holland, Senior Inspector; Anthony James, Multi-Axle Truck Driver; Dennis Kruse, Backhoe/Front End Loader Operator; Oscar Martinez, Maintenance Aide I; Joseph McNeely, Construction Aide I; Jennifer Salazar, Finish Carpenter; Johnny Sledd, Street Sweeper Operator

DISTRICT FIVE • Anthony Cossey, Construction Aide I; Darrell White, Senior Construction Materials Inspector

DISTRICT SIX • Jared Bymaster, Construction Field Engineer I; Scottye Courson, Construction Aide III; Billy Otts, Construction Aide I; James Tarry, Multi-Axle Truck Driver

DISTRICT SEVEN • Lindsey Dow, Fuel Clerk; Richard Green, Guard; Russell Hopper, Maintenance Aide II; Waylon Power, Roller Operator; Jeff Venable, District Engineer

DISTRICT EIGHT • Melvin Mabry, Motor Patrol Operator – Finish; Kerry Powers, Inspector

DISTRICT NINE • James Dunbar, Motor Patrol Operator – Finish

DISTRICT TEN • Ronnie Dunbar, Crew Leader; Ronnie Richardson, Crew Leader

SERVICE

ARKANSAS HIGHWAY POLICE • Fred Ware, Arkansas Highway Police Corporal, 30 years

CONSTRUCTION • Gregory Hellmann, Inspector, 35 years; Byron Price, Sealing Job Superintendent, 25 years; Denise Stitt, Resident Office Technician, 20 years; Bazzel Bates, Construction Project Coordinator, 20 years; Joseph Knight, Assistant Resident Engineer, 15 years; Timothy Combs, Construction Aide I, 10 years; Ryan Herndon, Construction Helper, 10 years; Jesse White, Construction Materials Inspector, 5 years; Ryan Blankenship, Construction Field Engineer II, 5 years; Chancie Acosta, Construction Aide I, 5 years

HEAVY BRIDGE MAINTENANCE • Eugene Farrell, Crew Leader, 10 years

LEGAL • Michelle Davenport, Staff Attorney, 10 years

MAINTENANCE • Mark Lyons, Staff Traffic Engineer, 25 years; David Allen, Geotechnical Drill Operator

PLANNING & RESEARCH • Jack Gazin, Administrative Officer III, 15 years

SURVEYS • Donnie Sanderson, Surveys Crew Chief, 25 years; Virgil Butler III, Surveys Crew Chief, 25 years

DISTRICT ONE • Rommie Harris, Motor Patrol Operator – Finish, 30 years; Morrison Baker, Maintenance Aide II, 15 years; Gregory Mosley, Maintenance Aide II, 15 years; Joey Dunigan, Distributor/Roller Operator, 10 years; Corey Crawford, Dozer Operator, 5 years

DISTRICT TWO • William Rowland, Assistant Bridge Inspector, 5 years

DISTRICT THREE • Donald Langston, Distributor/Roller Operator, 10 years; Christopher Soundberg, Senior Mechanic, 5 years.

DISTRICT FOUR • Douglas Edwards, Maintenance Aide II, 5 years

DISTRICT FIVE • Billy Clemmons, Backhoe/Front End Loader Operator, 35 years; Barry Hutson, Area Headquarters Attendant, 35 years; Lisa Fick, Office Administrative Assistant V, 5 years

DISTRICT SIX • William Richmond, Maintenance Aide II, 25 years; Patricia Fletcher-Kester, Office Administrative Assistant V, 15 years

DISTRICT SEVEN • Kenneth Butler, Electrical Plumber & Mechanic Rep, 25 years; Ronald Forman, Bridge Job Superintendent, 25 years; Richard Steed, District Bridge Inspector, 25 years; Cameron Forbush, Crew Leader, 15 years; Thomas Ezell, Maintenance Aide II, 10 years

DISTRICT EIGHT • Jose Garcia-Avalos, Backhoe/Front End Loader Operator, 10 years; Lisa Gilbert, Office Administrative Assistant V, 5 years

DISTRICT NINE • Mary Cruce, Roller Operator, 10 years; Jeffery Conyers, Distributor Drill Operator, 5 years

DISTRICT TEN • James Adams, Assistant Bridge Inspector, 25 years; Billy Mitchell, Sealing Job Superintendent, 25 years

RETIREMENT

MAINTENANCE • Mark Lyons, Staff Traffic Engineer, 25 years; Tommy Kirkpatrick, Pavement Profiler Job Superintendent, 30 years

DISTRICT TWO • Jeraldine Thompson, Guard, 10 years

DISTRICT FIVE • Barry Hutson, Area Headquarters Attendant, 35 years.

DISTRICT SIX • Karl Sturm, Bridge Job Superintendent, 26 years; Shirley Hammett-Hutchins, Area Headquarters Attendant, 20 years

DISTRICT SEVEN • Kenneth Butler, Electrical Plumber & Mechanical Repairer, 25 years

DISTRICT NINE • Keith Maupin, Electrical Plumber & Mechanical Repairer, 23 years

MEMORIALS

ARKANSAS HIGHWAY POLICE • Coby C. Shipp, 9/20/2013, retired; Corporal James A. Joiner, 10/13/2013, retired

FISCAL SERVICES • Tommie Marie Ellis, 9/26/2013, retired

DISTRICT ONE • James W. Davis, 10/5/2013, retired

DISTRICT FOUR • William N. Bice, 10/7/2013, retired

DISTRICT SEVEN • Ovell Jackson, 9/6/2013, retired

DISTRICT EIGHT • Shannon Melton Cotton, 9/18/2013, retired

DISTRICT TEN • Kenneth H. Beaton, 10/3/2013, retired

ACTIVE DUTY

As of 10/31/13, the AHTD has two employees serving active duty in the United States military. Deployment date is noted.

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

DISTRICT SIX • Jeremy Stokes, Construction Helper, 5/28/13





Arkansas State Highway and
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