

ARKANSAS HIGHWAYS

DECEMBER 1971

Let Peace

encircle all the world,

Let men walk hand in hand,

A living bond of
brotherhood A voice from
land to land.





Wishing You A

MERRY CHRISTMAS



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Chairman



MAURICE SMITH
Vice-Chairman



LAWRENCE BLACKWELL
Member



J. C. PATTERSON
Member



GEORGE KELL
Member



WARD GOODMAN
Director of Highways

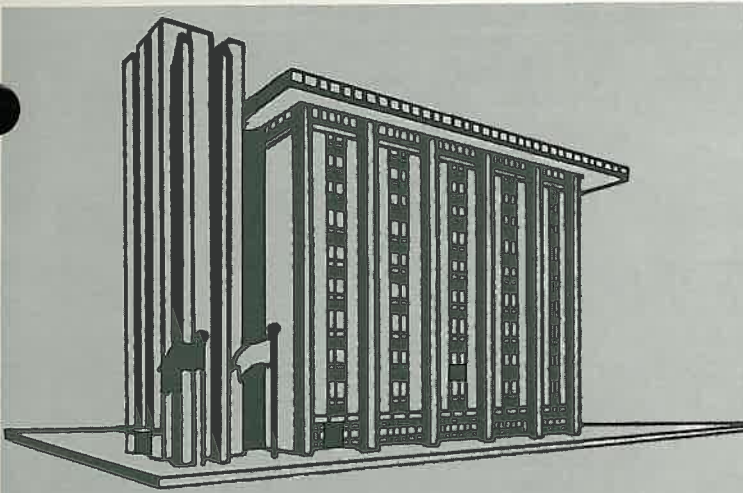


HENRY GRAY
Assistant Director

*from the
State Highway
Commission*



B. K. COOPER
Chief Engineer



ARKANSAS HIGHWAYS

Volume 17, No. 5

ARKANSAS HIGHWAY COMMISSION

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 LAWRENCE BLACKWELL Member
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Pat Gideon, Miss Washington County, cut the ribbon to officially open the bypass. With her are, left to right: Chief Engineer B. K. Cooper, Commissioners George Kell, J. C. Patterson and Maurice Smith; Director Ward Goodman; Congressman John Paul Hammerschmidt; Commissioner John Harsh; Division Engineer Charles McMillen of FHWA; Senator Morris Henry and C of C president Allen Reynolds.

Fayetteville Bypass Completed, Dedicated

The U. S. 71 bypass around the west side of Fayetteville has been completed. It was formally dedicated and opened to traffic on Friday morning, September 24. Several thousand visitors in town for the Razorback-Tulsa game the next day had an opportunity to use the new route and found that the well-known Saturday traffic congestion of in-town games moved with noticeable and welcome relief.

The dedication ceremonies were held at the north end of the route. Chamber of Commerce president Allen Reynolds presided. Congressman John Paul Hammerschmidt made the dedicatory address, saying that the dedication ceremonies were a significant conclusion to the Highway Department's observance of National Highway Week. Hammerschmidt noted that the new road was a "safety-engi-

neered" highway. Commission chairman John Harsh of Magnolia also spoke and Mayor Joe Fred Starr and several other platform guests made brief comments.

Harsh said that 86 projects had been completed, 21 are under contract and 18 are planned for future improvement in Benton and Washington counties, whose population has gained 39 percent in the last decade.



Left to right: Representative Rudy Moore, Jr.; Rev. H. D. McCarty; Mayor Park Phillips of Springdale; Miss Gideon and Maurice Smith.



Among the platform guests were Representative Ivan Rose; Representative Preston Bynum; Representative Hugh Kincaid (fourth from right); Senator Henry; Mayor Joe Fred Starr (second from right), and Allen Reynolds. With them are Charles McMillen, Ward Goodman and B. K. Cooper.



Clark McClinton had a two-fold interest in the dedication — he is chairman of the C of C Highway Committee and his firm built the bypass.

All of the Highway commissioners except Lawrence Blackwell, and Director Ward Goodman and several Department officials attended the dedication. Most of the Benton and Washington county legislators were also present. Pat Gideon, Miss Washington County, cut the ribbon. Rev. H. D. McCarty, pastor of University Baptist Church and a Chamber board member, gave the invocation. The Fayetteville High School band rendered a prededication concert.

Visiting dignitaries were guests at a luncheon hosted by the Fayetteville Chamber at the Country Club. Clark McClinton, co-owner of McClinton Brothers, is chairman of the Highway Committee of the Chamber of Commerce.

The 8.8-mile long road was constructed

as a two-lane highway at a total cost of \$4,583,563. However, provisions were included in the design to expand it to four lanes in the future.

Traffic engineers projected the average daily traffic to be 6,700 vehicles per day. A traffic count taken on Monday, September 27 showed that 6,529 vehicles were using the bypass. Estimated traffic per day is anticipated to soar to 11,800 vehicles by 1990.

The road was built by McClinton Brothers Co. of Fayetteville and McGeorge Contracting Co. of Pine Bluff. V. O. Selby was the resident engineer. Curtis Pangle is the district engineer in northwest Arkansas.

U.S. 71 To Be 4-Laned To Springdale

A contract was awarded October 27 to widen U. S. 71 to four lanes from the north end of the Fayetteville bypass to the St. Louis & San Francisco Railroad underpass in Springdale, a distance of 2.1 miles. The existing two-lane highway is presently carrying more than 16,000 vehicles per day, including 1,465 trucks. When completed, the Highway Department will have provided 15 continuous miles of multilane highway, built to current primary highway specifications for the convenience of motorists, at a cost of more than \$8.5 million.

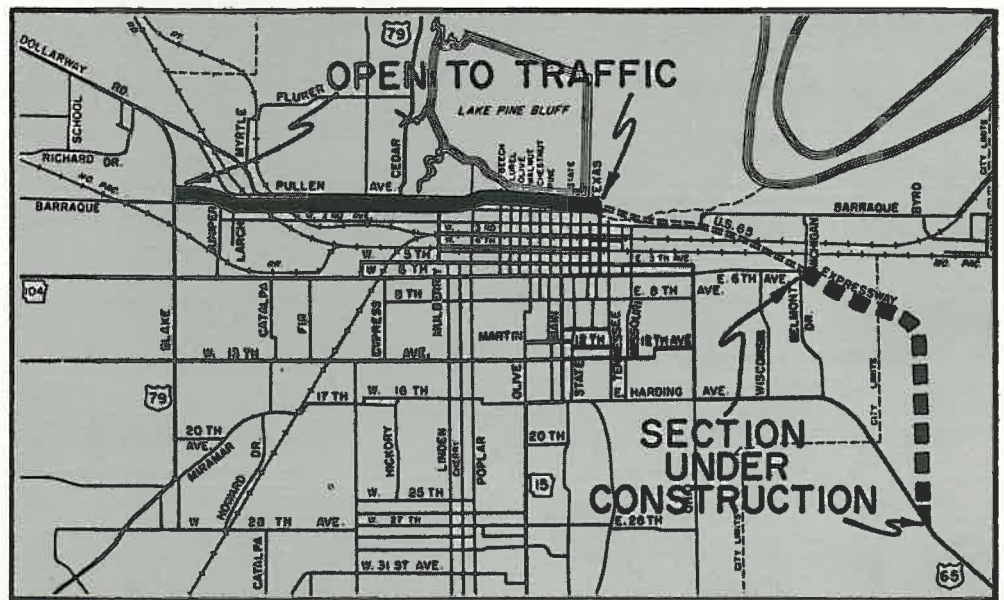
The section of U. S. 71 through Springdale has already been widened to four lanes. Anchor Construction Co., another Fayetteville firm, was awarded the contract on their low bid of \$1,244,544.

Work Begun On Second Section Of Pine Bluff Expressway

A work order was issued October 26 for construction to begin on the southeast section of the U. S. 65 Expressway through Pine Bluff. The 2.3-mile project, which will be four lanes, divided with a 20-foot median, will extend from Michigan Street to a directional traffic interchange with U. S. 65 approximately one-half mile southeast of the city limits, and west of the U. S. 65 junction with State Highway 81. The interchange is included in the project.

Moro, Inc. a Warren firm, was awarded the contract on their low bid of \$1,792,509. Under the terms of the contract, 290 days are allowed. Van Bratton is the resident engineer.

A 1.3-mile section between Texas and Michigan streets will be placed under contract at a later date. The first section, completed and opened to traffic on July 7 of this year, is presently carrying 12,100 vehicles per day. The number was estimated to be 7,250 prior to its opening.



Work Begun On Arkansas Tech Bypass

A full work order has just been issued for reconstruction and widening of Highway 7 from Main Street in Russellville along the east boundary of Arkansas Tech's campus to Interstate 40. The road will be four lanes wide built to urban

specifications.

The relocated highway is part of a long-range planned four lane facility that is critically needed in a 6.8 mile traffic corridor from the junction of S. H. 22 west of Dardanelle to I-40. A new high level bridge over the Arkansas River at Dardanelle, the major requirement for improvement of the route, was completed and opened to traffic in February, 1971.

The new urban highway, estimated to carry over 20,000 vehicles per day in the future, will provide easier access to the college campus and relieve much of the traffic congestion through downtown Russellville. The Rowand Company of Little Rock has the contract. T. D. Casey is the resident engineer.

Putting down the base course on Highway 7 near the junction of Highway 124 on the campus of Arkansas Tech.



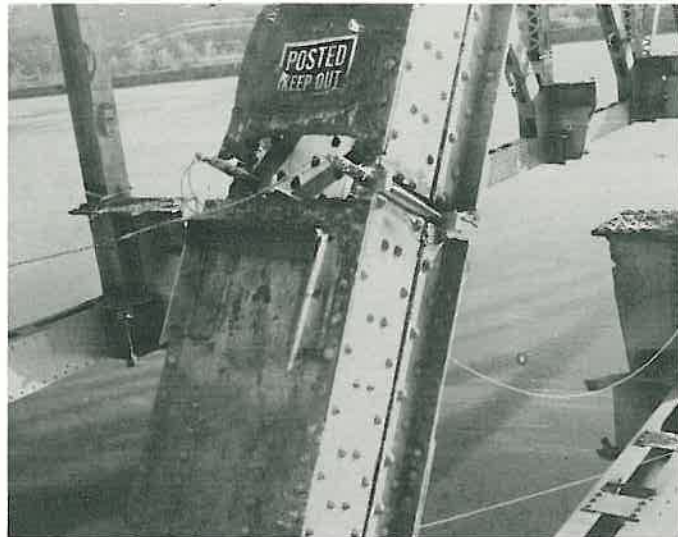
A Boom - A Puff of Smoke - A Memory

OLD VAN BUREN BRIDGE

A boom shattered the air, a thick cloud of smoke billowed upward, and the beginning of the end was under way for the old U. S. 64 bridge across the Arkansas River between Fort Smith and Van Buren.

The bridge, which was dedicated with all the gala trappings of a modern day county fair on April 2, 1912, and withstood a day-long blaze caused from an electrical short circuit when the structure was only six years old, has been the focus of considerable attention this year as the new bridge built alongside it was completed and dedicated in public ceremonies (Apr.-May-June, 1971 issue).

The spans were advertised for sale and the old bridge stole a bit of last minute glory when it was rumored that they were to be purchased by one of the South American countries. It turned out, there were no takers, South American or otherwise, for 59-year-old bridge spans, so Controlled Explosives, a Fairbanks, Alaska firm, was employed to bring down the old bridge which was long ago christened with a bottle of "pure Lee's Creek water" as "a bridge of friendship, progress and commerce" between the twin cities.

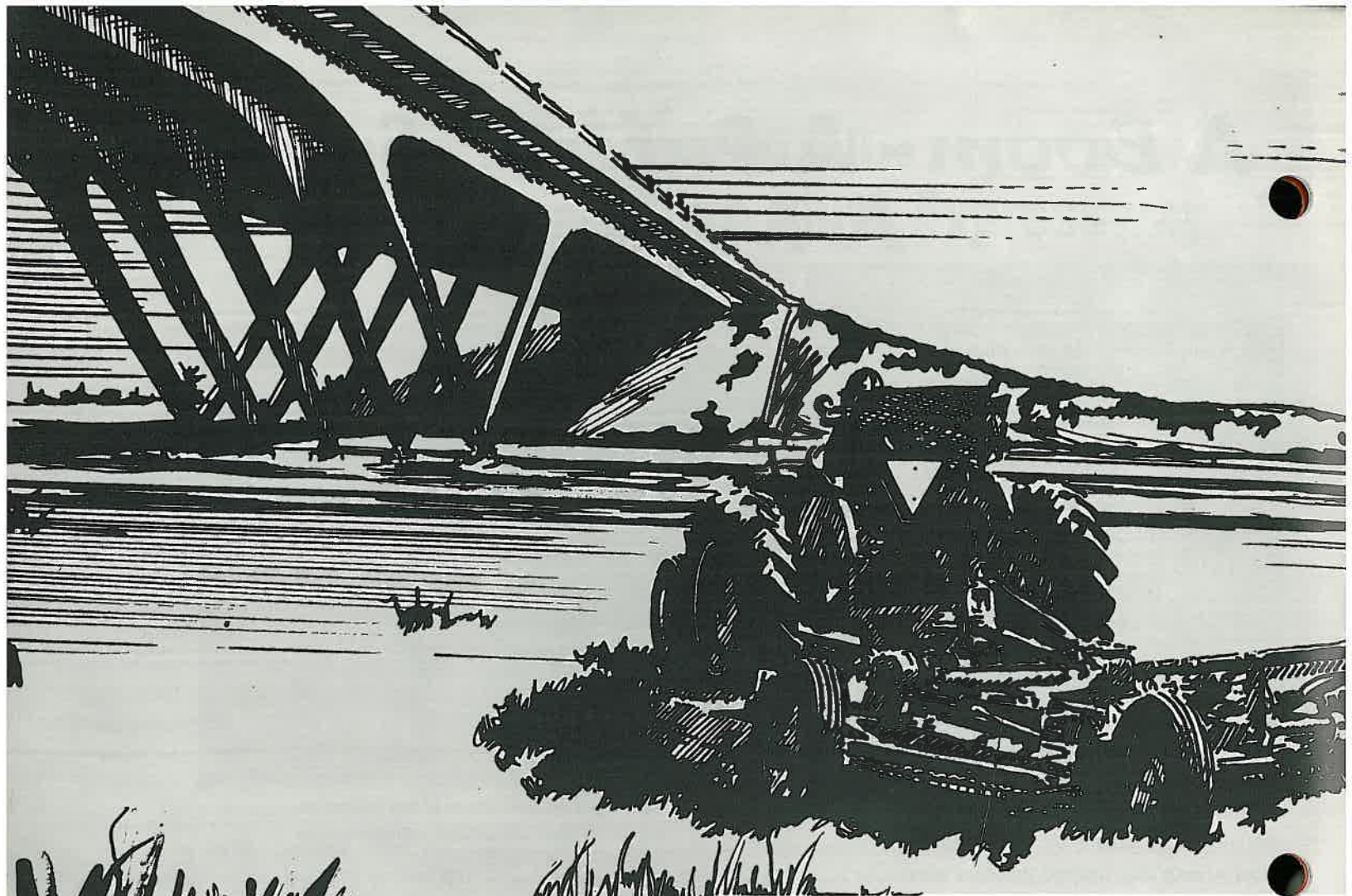


Cuts were made in the steel and explosives set in so that the girders would separate at the desired places.

After about two weeks of preparation, including drilling holes in the piers to place the explosives and making cuts in the steel so the girders would separate at the desired places, the lift span was control blasted on the afternoon of June 22. A special thermo explosive was used, but even so, vibrations from the blast were felt as far as 14 blocks away from the

detonation point and the mushroom cloud looked much like that which follows a nuclear explosion. The remaining spans were brought down in a succession of blasts throughout July and August. The steel was recovered for salvage after each explosion.





AHD

Moves to Reduce Maintenance Costs

THE HIGHWAY COMMISSION has approved a revamped highway maintenance program which is designed to produce more efficiency at reduced cost through advance planning of maintenance work. At a time when highway needs greatly exceed available funds, it is imperative that funds be utilized in the most efficient manner possible, Commission chairman John Harsh said.

Institution of the program came as a direct result of a three year research project initiated to determine ways by which the Department can hold down spiraling maintenance costs. The study was conducted by Department employees, assisted by representatives of Roy Jorgensen and Associates, nationally recognized highway management consultants.

Increased maintenance costs are attributable primarily to inflationary trends in wages, materials and equipment, plus the public demand that the highway system be maintained at a higher level of



service. Other contributing factors to increased costs are sections of more sophisticated roadway, additional safety devices and emphasis on roadside beautification. As an example, during the first ten months of 1971, the Arkansas Highway Department spent \$151,288.83 for collecting highway litter from the state's interstate and primary highways — over \$15,000 more than the state has ever spent in an entire year for cleaning highways.

Through the research study, maintenance standards pertaining to the number of personnel, units of equipment and quantity of material needed to perform a specified amount of work at an acceptable level of efficiency were developed. Accomplishments of each maintenance crew will be rated by data processing for Management.

The more sophisticated program will be put into operation on a statewide basis in January. A period of 18 months will be required for it to become totally operational.

NEW MOWING PROCEDURES ESTABLISHED

Yet another means to cut maintenance costs has been put to work. This summer and fall the amount of right-of-way to be mowed was reduced — a practice which increases environmental preservation as well as cuts down on costs. Mowing will be continued where required to provide adequate sight distance and in suburban areas when needed to maintain a good neighbor policy. In many instances, mowing was deferred in order to allow the growth of wildflowers and plants such as crimson clover to bloom and the seed to mature. Where possible, mowing was discontinued altogether so that vegetation could revert to its natural state.

CONSERVATIONISTS LAUD MOWING PROGRAM

Reduction of the mowing program has been lauded by naturalists and conservationists, not only because of the added beauty of wildflowers, but because the seed crop is valuable as wildlife food. The State of Minnesota began some years ago to defer mowing their highway slopes until after the pheasant nesting season because the slopes seemed, for some strange reason, to be a favorite nesting place.

Maxine Clark, writing in the *Ozark Society Bulletin*, commented upon the beauty of crimson clover, buttercups, tickseed and other blooming natural growth as seen both from the highway and from the air. "We congratulate the Arkansas Highway Department upon its latest efforts to make our highways more beautiful," she said.

Iranian Officials Visit AHD

by Kathy Bailey



Highway Director Ward Goodman, extreme left, with five Iranian governors.

Five Iranian officials visited the Highway Department while on a 4-day tour of Arkansas in mid-October. They were first briefed on the highway system by Highway Director Ward Goodman and were then introduced to problems related to construction and maintenance of a 15,000 mile statewide system of arterial highways. They also viewed the computer center and the highway film.

The officials, all district governors who are administrators over 50,000-150,000 population in their country, were especially interested in the fact that all routes in the Arkansas system, including the freeways, are state-owned. They were amazed that the state could finance a network of roads on a revenue-sharing basis from taxes collected primarily on license plates and gasoline.

The governors, whose position is comparable to that of Arkansas' county judges, entered the country September 15 for a 6-weeks' tour to study city, county and state governments. Arkansas was one of several states on their itinerary.

The International Hospitality Committee of Pulaski County was host to the group while in the city. The governors left Arkansas for Winter Park, Fla.

(Editor's Note: Miss Bailey is a journalism major at UALR who is receiving on-the-job training by working the equivalent of two class periods in the Magazine office each week during the fall semester.)

SASHO Meets, Goodman Elected Vice-President

Highway Director Ward Goodman was elected vice-president of the Southeastern Association of State Highway Officials when more than 800 representatives of the 12 member states convened at Jackson, Mississippi October 3-6. Edward A. Mueller, secretary, Florida Department of Transportation, was elected president. The member states are Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia and West Virginia. Arkansas will host the convention in 1973. It last met here in 1961.

Deputy Federal Highway Administrator Ralph R. Bartelsmeyer, in a keynote address during the opening general session, said that a recent opinion poll by a Princeton, New Jersey firm showed that approximately 80 percent of those polled held a favorable to fairly favorable opinion of a continuing highway program. Of those polled, only eight percent believed the highway program was moving too fast. "This hardly jibes with what the



Ward Goodman, director, Arkansas Highway Department, newly-elected vice president; Ed Mueller, secretary of transportation, Florida Department of Transportation, new president; and E. L. Boteler, Jr., director, Mississippi Highway Department, retiring president, SASHO.

highway program critics would have the country believe," Bartelsmeyer said. He previewed the 1972 FHWA Needs Report, saying that it "is going to be a very significant one — one that may chart the course of highway transportation for years to come."

AHD Honored By Urban League

The Arkansas Highway Department has been recognized by the Urban League of Greater Little Rock for effort made in equal employment opportunities. Robert Sterley, assistant E. E. O. coordinator, accepted an award on behalf of the Highway Department presented during the tenth annual Equal Opportunity Day banquet, held Wednesday evening, November 17. Sterley in turn presented the certificate to Director Ward Goodman. The Highway Department is an equal opportunity employer.



Director Ward Goodman, right, receives Urban League award from Assistant E. E. O. Coordinator Robert Sterley

ROAD SIGNS

A NEW INTERNATIONAL LANGUAGE

LONG AGO someone philosophized that a picture is worth a thousand words. Travellers on the European continent realized the truth of that statement more than 20 years ago when the population became mobile enough—that a motorist could encounter many highway signs in several different languages as he passed through various countries, even on a short trip. Thus, the European system of using standard shapes and symbols instead of legend (wording) on highway signs was devised to circumvent the language barrier. A sort of international language of the road was established.

The United States, stretching from ocean to ocean, and bordered by English-speaking Canada to the north, had no such language problem except for those crossing the southern border into Mexico and most anyone with a smattering of high school Spanish can become familiar with Mexico's road signs within a few hours. However, the speed of America's superhighways has caused the Federal Highway Administration and the American Association of State Highway Officials to recommend that state highway departments change over to signs without legend. Some signs, such as DO NOT PASS and STOP, need to be recognized by the driver long before he gets close enough to read the message. Some states are already including recognition of signs by shapes in the driver's license examination.

ARKANSAS BEGINS CHANGEOVER

The Arkansas Highway Commission formally approved and adopted in October the *1971 Manual on Uniform Traffic Control Devices* issued by FHWA as the official manual for signing on all highways, county roads and streets in Arkansas, and authorized the purchase of 1,000 copies of the Manual.

Arkansas is one of at least six states to put the sign system to work. Traffic engineers believe symbol signs help motorists to understand and respond more readily. If you are about to panic, don't. The change will not be made overnight. In fact, the Department

expects that the complete change will require about five years. Explanatory panels will be placed below certain symbol signs when they are first installed. The symbol signs will be put into use on sections of highway where new construction or reconstruction has been completed, and as replacements for old or damaged signs on existing highways so that the cost involved will be minimal. The Public Information Office has already mailed out one statewide press release about the new type signs and other information will be made available to the public as more and more signs are put into use.

CIRCLE AND DIAGONAL SLASH

MEANS "DON'T"



A circle with a diagonal slash means "Don't do it!"

In place of the old NO RIGHT TURN marker will be a sign with a slashed circle and an arrow bent at a right angle. Likewise, NO U TURN will be a slashed circle and an arrow bent at a 180 degree angle. The DO NOT ENTER sign will be a red circle centered with a wide white bar. At first the sign will also read DO NOT ENTER. The YIELD sign is a large equilateral triangle outlined with a wide red band and a white center with the word YIELD in red. One such sign has already been installed at the Arkhola Sand and Gravel corner of the central headquarters grounds.



Warning that a motorist is approaching a traffic signal will be indicated on a diamond yellow sign with red, yellow and green circles.

The school zone sign will be a yellow housetop-shaped sign outlined in black and showing the silhouettes of a boy and girl in black. The school crossing sign will be the same as the school zone sign except that street markings are indicated on the school crossing sign.

Colors are highly important in the symbolic sign system. The colors presently being used as background colors are red, black, white, orange, yellow, blue, brown and green. Light blue, purple, coral and yellow-green have been reserved for future use.



What do the signs below say to you — are they explanatory or not? See answers on page 22.



The following comments of Gazette staffer Kay Koehler and her inimitable style were too delightful to omit. While her fanciful suggestion that policemen may sometime be 10-year-olds is unlikely, the ideas she advanced for other signs (such as those for court and jail) might well be taken into consideration. The only thing is, courts and jails are generally out of the realm of Highway Department jurisdiction.

A NEW LEAF

**ROADSIDE PICTURE PUZZLE
IS A SIGN OF THE TIMES**

by Kay Koehler
of the Gazette Staff

Marshall McLuhan told us it was coming. Well, it's here. Words are on their way out.

The latest inroad into literacy is traffic signs that rely upon cabalistic symbols to get their meaning across.

Signs that now say "No right turn" and "No U turn," which are only a bit more taxing to the mind than "See Dick run," are to be replaced, respectively, by a cock-eyed peace symbol and a lethal-looking boomerang with a service stripe.

I have yet to talk to the possessor of a driver's license who understands their meaning at first glance.

They are perfectly clear to my sixth-grader.

"Sure," she said, "anybody knows that slash is the 'null' sign."

"I beg your pardon," I said. "Anybody doesn't know that. I don't know that. Where did you learn it, in the new math?"

"The new English," she said.

My guess is that the legal driving age will have to be lowered to 10, if the nation's motorists are going to comprehend the traffic signs. It may have to go even lower. The symbol that replaces "Hill" is a Tootsie Toy gliding down a nursery block.

In place of the simple word "School," which anybody who ever went to one should recognize, there is a pointy sign with two faceless, footless persons on it.

I can already see the blue lights flashing behind me.

I pull over and meekly say, "Yes, officer?"

"You were doing 25 in a school zone, lady," he says, trying to sound gruff, but his voice is changing and it cracks.

"School zone." I murmur, "I didn't see any school zone sign."

"Did you see one of these?" he asks, whipping out his comic book.

"Well, yes," I admit. "What is it?"

He points: "See Dick. See Jane. See Dick cross the street See Jane cross the street. Run, Dick, run. The lady is speeding."

He takes my driver's license and puts a null sign across it. He hands me a slip of paper. It contains a picture of a gavel, a dollar sign and a sun rising over a laundry tub.

"What does that mean?" I ask weakly.

"Anybody knows that," he says, "It means to be in court to pay your fine on Monday morning, or," and he whips out another slip of paper covered with parallel lines.

"What's that?"

He shakes his head sadly. "Don't you old people know anything? That's a jail."

(Reprinted from the Arkansas Gazette,
November 10, 1971)

Highway Dames

The Highway Dames Auxiliary began their 1971-72 year with a luncheon meeting at the central headquarters on September 16. They viewed the Highway film in the auditorium. New officers are Wilma Perkins, president; Bobbie Chapman, vice president; Betty Hutchison, secretary; Betty Gee, treasurer; and Eleanor Longcoy, historian.

The October meeting was an arts and crafts session spent making handbags when the group met with hostess Mary Beth Gray in North Little Rock. They also enjoyed lunching together.



Doris Butler, left, and Patsy Robertson



Bobbie Moore, left, and Bobbie Chapman



Ernestine Martin, left, and Betty Hutchison



Bonnie Magness, left, and Mary Beth Gray



Betty Gee



Donna Bosley

November has become the month for the Dames' annual auction, the organization's largest fund raising project. Items to be auctioned are contributed by members, then bidded on and bought back by them and a growing number of highway employees who attend the auction. Proceeds are used in District 6 for scholarships, baskets at Thanksgiving and Christmas, assistance in paying hospital bills and other worthy causes for employees.

This year's auction, held in the auditorium on November 18, had more items that sold for higher prices than at either of the two previous sales. A colorful reversible cape made by Bobbie Moore was quickly bid up to \$17.50, the highest-priced item at auction. Ferol Jones bought the cape. Other items for sale included handmade Christmas decorations and ornaments, homemade cakes, cosmetics, bric-a-brac, small gift items and 8-track tapes. Each person attending was required to remove one shoe and place it in a basket. If she purchased an item she could reclaim the shoe; otherwise, she was required to pay a quarter to get it back. Rebecca Daggett capably performed the auctioneer's duties.



Auctioneer Rebecca Daggett takes bids on a dainty yellow doll gown.



Ferol Jones models the reversible cape.

The December meeting will be a Christmas coffee in the home of Ann Vinson on the 2nd.

The other source of financing is contributions to a Christmas card fund. Contributing members list their names on a big display card set up in the lobby of the central headquarters building in lieu of

sending cards to each other. Those contributing to the fund by press time were:

Mr. & Mrs. Jim Gee
Mr. & Mrs. Gip Robertson
Mr. & Mrs. Frank P. Hutchison
Mr. & Mrs. B. C. Butler
Mr. & Mrs. J. H. Tucker
Mr. & Mrs. H. H. Perkins

Mr. & Mrs. M. D. Head
Mr. & Mrs. S. H. Daggett
Mr. & Mrs. Robert H. Mattox
Mr. & Mrs. Johnnie M. Gray
Mr. & Mrs. Joe Magness
Mr. & Mrs. Bert Rownd
Mr. & Mrs. Robert Andrews
Mr. & Mrs. David L. Moore

October 18, 1971

Mr. Curtis G. Pangle, District 9 Engineer
Arkansas State Highway Department
Harrison, Arkansas

Dear Mr. Pangle:

I congratulate you and your men on the excellent job done to correct the high water problem we had in our area in the southwest section of Bentonville.

You came up with a plan, put it in writing and lived up to every word of it. This is commendable.

I feel this will take care of the situation and I believe it will help not only us, but this whole end of town. In fact, the runoff from the rains a few weeks ago drained well. I am sorry Dad didn't get to see it, but we lost him October 1st.

If I can ever do anything to help any of you, please let us know. My apologies for not writing sooner.

Sincerely,

G. W. Lawson, Jr.
Route 1, Box 26A
Bentonville, Arkansas 72712

November 5, 1971

Mr. Calvin Peevy
Arkansas State Highway Dept.
Kelley Highway
Fort Smith, Ark. 72901

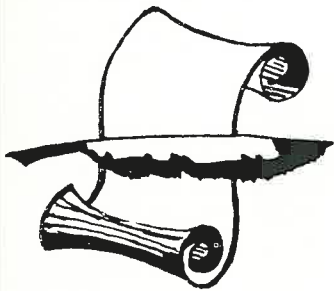
Dear Mr. Peevy:

We would like to express our thanks for the fine job the State Highway Dept. has done on the driveways to our school campus. This has greatly improved the safety factor in the arrivals and departures of our busses.

Many members of our community have expressed their appreciation and again we thank you.

Sincerely yours,

Paul S. Richardson, Supt.
Mountainburg Public Schools
Mountainburg, Arkansas



Letters

October 21, 1971

Superintendent
Arkansas State Highway Department
Little Rock, Arkansas

Dear Sir:

I am a fourteen-year old female Razorback fan. While traveling on Arkansas highways I have noticed that our state highway department vehicles are painted Texas orange. That is an insult to any Hog-loving Arkansan. Since we have succeeded in putting the Longhorns in their place, couldn't it be possible to change the color to Razorback red? I am sure that hog fans all over the state would appreciate it if our state vehicles were changed to a more patriotic color. I realize this would cost a lot of money but it would be worth it to win the approval of Razorback rooters.

Right on, Hogs!

A Hog-lover forever,

Kathy Rowland
Mountain Home, Arkansas

(The Highway Department's orange is Omaha orange, a standard paint color supplied by numerous paint manufacturers. The cost of repainting the 3,800 pieces of highway equipment at an average cost of \$35.00 per piece, would approximate \$133,000.)

MEMPHIS BRIDGE PROGRESSING

Work on the I-40 bridge across the Mississippi River at Memphis has been under way since May, 1967. A monstrous amount of work has been done on the project since then, but construction of the six-lane bridge, relief bridges, and approaches is a monstrous undertaking, so motorists cannot expect to cross the river by the new route for at least another year and a half.

Construction of the main channel superstructure is about 60 per cent complete and the contractor, Bethlehem Steel, is aiming for July, 1972 as a completion date. Decking has been completed on four of the seven spans. The relief bridges on the Arkansas side are practically complete. They are being built by Complex, Inc., a division of U. S. Industries of Jackson, Miss.

A contract for paving and signing the section of I-40 from the St. Francis River levee to the bridge was awarded in August of this year but work will not begin until spring. J. A. Hadley Construction Co. of Humboldt, Tenn. is the contractor.

The last section of the bridge project to be completed will be the east side (Memphis) approach. The contractor is working on the job but it is not expected to be complete until mid-1973. The overall length of the bridge and approaches is 3.67 miles. To date, contracts totalling \$43,827,055 have been awarded.

Looking toward West Memphis where the west approach crosses the StL&SF Railroad.



Steel being hung on the main channel superstructure.



Construction on the east approach.



South Vietnamese Officials Study AHD Operation

Six government officials from South Vietnam spent the first two weeks in November studying highway and urban street maintenance methods in Arkansas. They were sponsored by the Agency for International Development (AID) and the local office of the Federal Highway Administration. Arkansas was selected be-

cause of its outstanding highway maintenance program and because its soil and topography are similar to that in South Vietnam.

The purpose of the visit was a part of South Vietnam's governmental expansion of capabilities, in this instance, the efficient maintenance of a highway network

on the level of the Ministry of Public Works, and at provincial and local levels. The necessary training is not available in Vietnam, nor has there been an opportunity for the Directorate General of Highways (DGOH) to develop a highway system on an orderly basis. Upon cessation of hostilities, the DGOH expects to have ready a number of capable and trained personnel who can immediately assume responsibility in highway construction and maintenance, and to train new staff members.

Among the group was the assistant director general of highways and the technical assistant to the mayor of Saigon. They were a congenial group who immediately developed a fondness for American cuisine, even American "Mexican" food.

They visited road work in eastern and northeastern Arkansas and particularly wanted to see the De Valls Bluff bridge lifted. One of the group, Nguyen Van Banh, was a Lions Club member, so Lion Gerald Sisk of Maintenance took him and Bui Nhu Tiep, the assistant highway director, to the downtown North Little Rock Lions Club meeting as his guests.



Left to right: N. B. Banh, Melba Shepard, Barbara Bonds, H. V. An, N. V. Banh, Jimmie Farnam, Madge Livingston, Buu Hiep, L. T. Mai and P. L. An.

All the visitors received goodwill ambassador's certificates. Chief Engr. B. K. Cooper, left, presents one to Tiep (pronounced Tip).



Recent Service Awards

Employees who were recognized in recent weeks for dedicated service include Irene Hawkins, Joyce Spencer, Frank Caple, Ed Orsini, Lonnie F. Radford of Beebe and John A. Sims of Morrilton, 20 years each; Veral Pinkerton, 15 years; and Ed Ray, 10 years.

Mrs. Hawkins is a payroll clerk in the Accounting Division. Mrs. Spencer is the

secretary to the Highway Commission. She was secretary to several highway directors before being promoted to her present position.

Frank Caple has been the Procurement Officer since 1961. His hobbies are golf and magic, both of which he does equally well. Ed Orsini started as a field auditor. Later he transferred to the Right of Way

Division as an accountant and a year later returned to the Internal Audit Section. He has been chief of the section since January, 1970.

Lonnie F. Radford and John A. Sims are party chiefs with the Surveys Division. Their certificates were presented by Surveys Engr. Charles Venable on November 1.



Irene Hawkins receives certificate from Acct. Chief J. E. McCarthy



Ed Ray, left; Joyce Spencer, and Ed Orsini



Asst. Dir. Henry Gray, left, presents award to Frank Caple.



Charles Venable presents awards to John Sims (above) and Lonnie Radford (below)



Veral Pinkerton, left, receives award from Chief Engr. B. K. Cooper.



Employees' Christmas Bonus

AHD Group Insurance policyholders will draw a little larger paycheck for the November 15 and December 1 pay periods because the major medical premium will not be withheld. The premium will be paid with monies in the Highway Department Hospitalization account.

YOUR INSURANCE COMMITTEE



Recent visitors: Johnny Longcoy paid the Magazine office a visit on October 21. He said he and Mrs. Longcoy enjoyed their summer trip to Minnesota and are looking forward to having his sister from there visit them at Thanksgiving, or all of them may meet at the home of another relative in Denver. Pat Patillo also visited on the same day.

Alton Van Patten visited the building on November 1. He says his business is progressing nicely.

Marie Hartley, former Personnel employee, came out to show off her new little girl on October 21, when the youngster was barely two weeks old. Marie says she's so little! Her two husky boys practically needed football jerseys for diaper shirts.

Alice Bauer, whom we introduced to the readers in the last issue as being the new reporter for District 8, has gotten herself engaged and will wed Larry H. Bradley on December 11. Alice's home is in Subiaco. Larry comes from Berryville and is a student at Arkansas Tech.

Ferol Jones attended the National ABWA Convention in Anaheim, Cal. the week of October 17. Her husband Jimmy and daughter Judi Tribell, also a Razorback Chapter member, accompanied her.

Cecilia Dumeny, daughter of Mr. and Mrs. G. L. Dumeny, 8415 Sylvan Hills

Highway, North Little Rock, has won her second trip to the national 4-H Congress, which will meet in Chicago November 28-December 2. In 1969 she won the trip on the basis of a dress revue. This year she is the state winner in the leadership project. Cecilia, a senior at Mt. Saint Mary Academy, has been a 4-H Club member for 6 years. During the five years she has carried the leadership project, she has held every major office in her club. She has also been north district vice president of the Pulaski County Youth Council, vice president of her class and is president of the student body this year. She has also carried projects in home improvement, home management, health, clothing, personality improvement, and foods and nutrition. The trip to Chicago will be sponsored by the Sears-Roebuck Foundation.

Cecilia's father is a highway construction inspector with Ralph Jones' residency.



Cecilia Dumeny

I chanced to see Leontee Connelly at Franke's-on-the-Mall one evening recently. She looked pretty, as usual, and I enjoyed visiting with her.

TODAY'S IRONY: Lucille Dishongh received a pair of chopsticks as a little remembrance from former commissioner Truman Baker when he returned from a recent trip to Tokyo and Hong Kong. The irony was that she received them on the day of the evening that she was scheduled to give a talk to her sorority on Chinese cuisine. A part of the talk was about the proper use of chopsticks. Mr. Baker didn't know she was to give the talk and she didn't know the chopsticks were coming.



OBITUARY

FRANCIS M. PARKER

Francis Marion Parker, 79, of Alpena, died October 10. He was a lifelong resident of Boone County and worked for the Highway Department 30 years before retiring in 1958 as a heavy equipment mechanic. He and Mrs. Parker, the former Ethel Hensley, observed their 55th wedding anniversary on March 28, 1970. Mr. Parker was a master Mason and would have been eligible for a 50-year Masonic pin next year. He was a member of Alpena Church of Christ.

The deceased is survived by his widow; three sons, John Wesley and Jay Hensley of Alpena, and Frank M., Jr. of Harrison; four daughters, Mrs. Mildred White, Batesville, Mrs. Francis Trigg and Mrs. Helen Widner, Alpena, and Mrs. Kathryn Hunt of Morris, Ill.; two sisters, 13 grandchildren and eight great-grandchildren.

Funeral services were conducted at Christeson Funeral Home on October 12. Interment was in Auman cemetery. Honorary pallbearers included employees of the Highway Department.

Bud Witter was in the building for one brief moment Friday, November 12 to say hello and get an extra copy of the magazine. Sure miss your smilin' face, Bud.

Our sympathy is extended to Willie Whitmire and his family who lost their home and all its contents by fire one Sunday morning while they were away. A person may think he doesn't have much that is worthwhile but in the few minutes during which it can go up in flames, he finds that he had much more than he thought. Willie has bought a trailer and placed it on their homesite at Sardis. He says they are in, but don't feel very much at home yet. The employees who came to the aid of the Whitmires are to be commended.

There are times when words seem so inadequate to describe one's feelings and this certainly is the time. You never know how big your "family" is until you truly need them. There are so many people to thank that I don't know where to begin. Without your help I actually do not know what we would have done.

My wife and I thank you from the bottom of our hearts.

Willie Whitmire

Trehitts Celebrate Golden Anniversary

Mr. and Mrs. William L. Trehitt of Lincoln, Ark. observed their golden wedding anniversary with an open house in their home on Saturday afternoon, September 25. He was employed 18 years before retirement in 1963 after suffering a farm accident. During the years of his employment he was a maintenance foreman for four years and later worked with Res. Engr. V. O. Selby at the Fayetteville office. He also worked with former District 7 Engineer and later Director Walter

Hicks, and with B. L. Ryan.



Mr. and Mrs. William Trehitt

STAFF ATTORNEY ADMITTED TO SUPREME COURT BAR



Gene Webb, staff attorney in the Legal Division, has been notified by the Clerk of the United States Supreme Court that he was admitted to the Bar of that Court on November 16, 1971. Webb's application for admission was on motion of his father, Morris Webb, who has practiced law in Craighead County for 40 years.

Webb is a native of Monette in Craighead County and graduated from the University of Arkansas School of Law in 1954. He was admitted to practice by the Arkansas Supreme Court that same year and admitted to practice in Federal District Court in 1955. He has been on the staff of the Legal Division since September, 1969.

Extra Magazines

Available

Every day or so someone says to me, "I wish I had kept all my copies of the magazine." We don't have extra copies of all the issues but we do have some extras of quite a few. They must be cleared out to make more space available. If you would like a copy of any or all of those available, send in your request right away. They will be distributed on a first come, first serve basis, and if you request one or more issues that you don't receive, that will mean the supply was exhausted before your request was received. Address your request to: Arkansas Highways Magazine, P. O. Box 2261, Little Rock, Arkansas 72203.

Issues Available

1964 - June, July, September, October, November.

1967 - November, December.

1968 - June, August, September, October, December.

1969 - February, March-April, May, June-July-August, September, October, November-December.

1970 - January, February, March, April, May, June, August-September, October-November, December.

1971 - January-February-March, October-November.

And thanks to those seven people who responded to my request for copies of the January, 1969 issue.

Mary Day Herndon, Editor



There
and Everywhere

NEW HAMPSHIRE — The diagrammatical sign below was developed by the New Hampshire Highway Department to cover a special situation. The odd-looking warning sign stands on a hill to tell motorists by diagram and legend to slow down on the steep grade so that an exit can safely be made onto I-89, which is down the hill and around the curve from the location of the sign on I-93.

damages running into the five-digit bracket will be realized this year by the alert noses and ears of the canine corps. Two employees care for the dogs, most of whom are given to the Department by people who do not wish to keep them or cannot pay for expensive obedience training. The dogs, who have a natural watchdog instinct, soon learn what is expected of them and adhere only to the commands



VIRGINIA — The Virginia Highway Department has come up with a unique method of combatting a wave of vandalism, theft and arson at the Department's area headquarters and district shops. They acquired several German shepherds. When there is an indication of trouble at any of the Department's property, a dog is dispatched there for watch duty. Department personnel estimate that dollar savings in

of the two employees who care for them. Once an equipment operator, who thought he knew the dogs pretty well, decided to park his truck inside the fenced lot at one headquarters. Artemis, a four-year-old shepherd, tried to stop the intruder by vigorous barking and snapping at the truck tires but the truck drove through the gate anyway. When it stopped, Artemis hopped up on the hood and kept the driver pinned

inside until one of his keepers arrived and found the situation completely under control. One requirement for the dogs is an 11-foot fence to confine them.

JAPAN — Yokohama police are experimenting with a new type of traffic ticket which compels a driver to pay his fine at once or else face the embarrassment of driving with the ticket firmly locked onto the outside of his car in plain sight. The ticket, which is waterproof and constructed with a built-in locking device, is attached to the side mirror or door handle and can only be removed by the police — who will only remove it after the fine has been paid. The results, say the police, are highly encouraging — almost 90 percent of those ticketed drive immediately to the nearest police station to get the ticket removed.

DRIVING FROM ARKANSAS TO PARIS COULD BECOME A REALITY — An internationally known Chinese engineer has proposed that an intercontinental bridge be built across the 50-mile wide Bering Strait between Alaska and the Soviet Union. The water depth is about 150 feet and most scientists believe that the Strait was once a land bridge between the two continents. The engineer, T. Y. Lin, has been studying the area for 10 years and says that such a bridge could be built for an estimated cost of \$3,000 per foot or a total of \$800 million. Unforeseen difficulties and inflation might jack up the price to \$1 billion, he said. His plan would be to sink steel piers at 1,000-foot intervals, with bridge sections to be constructed elsewhere and floated to the Strait to be put in place.



THIS'LL KILL YA

A policeman was summoned to the scene of an accident in a skyscraper office building district. Riding in the ambulance with the injured man, he asked him his occupation.

"An ex-window washer," was the feeble reply.

"And when did you give up your trade?"

"Just before I hit the pavement," the patient gasped.

At a formal dinner party a mother was horrified when her young son reached all the way across the table for the butter. "What's the matter with you?" she hissed under her breath. "Don't you have a tongue?"

"Sure," muttered the lad, "but it isn't as long as my arm."

Filling out an application for dependents' aid, a soldier answered "no" to the question as to whether he had any dependents.

"You're married, aren't you?" an officer asked.

"Yessir," the soldier replied, "but she ain't dependable."

An elderly lady was sitting in her rocking chair knitting, her Persian cat dozing lazily at her feet. Suddenly a fairy appeared and asked her if there was anything she wished. "Yes," was the reply. "I would like to be a beautiful young woman again."

The fairy waved her wand - and there she stood, a lovely girl of twenty! "Now," asked the fairy, "is there any other wish you would like granted?"

"Oh, yes, I would like a handsome young man to fall in love with me."

Turning to the cat, the fairy waved her wand. In its place appeared the most handsome man she had ever seen. He looked wryly at the girl and sighed, "Now, aren't you sorry you took me to the vet?"

I asked a friend how his son who is a doctor was getting along in his practice.

"Fine," he beamed. Then, with a sly grin, he added, "He is doing so well he can occasionally tell a patient there is nothing the matter with him."

There are tell-tale signs that warn you when you're gaining weight. Like your appendix scar is now 14 inches wide.

There's one thing about being seventy years old. At least you're not bothered by insurance salesmen.

Passerby: "I see you are putting up a new building."
Workman: "Yes, sir. That's the only kind we ever put up."

Who Is It



Last month's Who Is It! was Jean Barrett in the Appraisal Section of Right of Way. Margaret Weathers of Construction was the only person to correctly identify her.

ROAD SIGNS

1. DIVIDED HIGHWAY
2. DIVIDED HIGHWAY ENDS
3. TWO WAY TRAFFIC
4. SLIPPERY WHEN WET
5. HILL
6. DEER CROSSING
7. MERGE
8. NO TRUCKS
9. REST AREA
10. TELEPHONE
11. HOSPITAL
12. KEEP LEFT
13. NO BICYCLES
14. KEEP RIGHT



DEAR RETIRED FRIENDS,

THE DAYS AND MONTHS HAVE FLOWN BY AND CHRISTMAS - THE HAPPIEST SEASON OF THE YEAR - IS HERE AGAIN. WITH CHRISTMAS COMES AN EXCITEMENT AND A WARM INNER GLOW WHICH IS PRESENT AT NO OTHER TIME OF THE YEAR. FOR WHEN WE REFLECT ON HIM WHOSE BIRTHDAY WE HONOR, WE ARE MADE TO FEEL HUMBLE FOR THE PRICE HE PAID FOR US AT SUCH A YOUTHFUL AGE. THE BOARD MEMBERS JOIN IN WISHING FOR YOU WHO HAVE EARNED A WELL-DESERVED RETIREMENT THE BEST OF HEALTH AND A JOYOUS SPIRIT THROUGHOUT THE REST OF 1971.

SINCERELY,

THE RETIREMENT BOARD

Jim Lowder - Chairman

Max Milam - Vice-Chairman

Nancy J. Hall - Member

B. K. Cooper - Member

J. E. McCarthy - Member



ARKANSAS HIGHWAY DEPARTMENT
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