

An aerial photograph showing a two-lane highway completely submerged in floodwater. A white car is driving through the water, creating a large splash. The surrounding area is lush with green trees and vegetation. The sky is overcast.

Arkansas HIGHWAYS

SUMMER 2019

A PUBLICATION OF THE
ARKANSAS DEPARTMENT OF TRANSPORTATION | **MAGAZINE**

Historic Flooding ALONG THE ARKANSAS RIVER

**NEW HIGHWAY
COMMISSIONER:**
Keith Gibson

TONY SULLIVAN:
40 Years as
a Public Servant

**THE SOLUTION
to Pollution
Is You**

DIRECTOR'S MESSAGE



Giving ARDOT Our Best... Today

WE'VE ALL HAD DAYS THAT WEREN'T THE BEST. Sometimes those days can turn into weeks, months, or even longer if we're not careful. Yes, we will all experience them, even if they are caused by something that is out of our control. And I'm sure we've all heard the expression (from Charles R. Swindoll) that life is 10% what happens to you and 90% how you react to it.

Recently, I may or may not have been having one of those days, and I may or may not have been reacting well to it. But someone quickly reminded me about people who are very close to me who have recently lost loved ones, and some who have loved ones who are dealing with serious illnesses. Perspective. It's a great thing to have. And then it was followed up by giving me this quote.

"There are only two days in the year that nothing can be done. One is called Yesterday and the other is called Tomorrow. Today is the right day to Love, Believe, Do and mostly Live."
- Dalai Lama

I can't say it any better than that.

Working for ARDOT, we've been given a big opportunity and responsibility to make things the best they can be for everyone who travels this great State. Let's all make the most of it and do the best we can...today.

Scott E. Bennett, P.E., Director



FRONT COVER:
Flooding in Central Arkansas in May 2019.

BACK COVER:
Multiple bridges were lit with orange lights in observance of National Work Zone Awareness Week.

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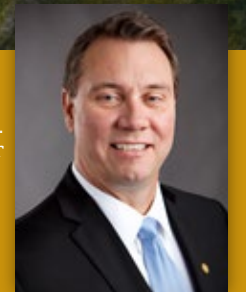
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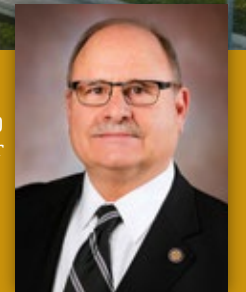
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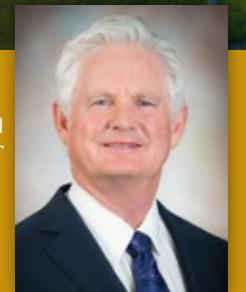
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FROM LAVACA TO LITTLE ROCK

A Look at New Highway Commissioner **Keith Gibson**

BY BRITNI PADILLA-DUMAS

A MENDMENT 42 OF THE ARKANSAS CONSTITUTION CREATED THE ARKANSAS STATE HIGHWAY COMMISSION IN 1952. Five members, each serving a term of 10 years, are responsible for administering the Arkansas Department of Transportation (ARDOT). Each position is appointed by the current governor, and on January 15, 2019, Keith Gibson of Fort Smith officially donned his new title as Commissioner. Commissioner Gibson is the current President and Chairman of the Board of Pinnacle Communications and Pinnacle Telecom in Fort Smith. His work as a local businessman has helped prepare him for this role.

(continued on page 6)



Gibson with (L. to R.) Commissioners Schueck and Moore



(L. to R.) Gibson's daughter, Amy Tharp, and wife, Jill Gibson, pose with the new commissioner.



Fort Smith Mayor George McGill congratulates Commissioner Gibson



Governor Hutchinson joins Gibson as he addresses the crowd at his introduction.

Garrison Avenue in Fort Smith



I want to be knowledgeable and I want to fulfill the role of bringing **representation of rural Arkansas and the people of the River Valley.**

"When I was considered for this position, I thought about what I could contribute because I didn't want to be a potted plant at a table," Gibson said. "I grew up in the small town of Lavaca, so I've always had a heart for rural areas. I've also lived in Fort Smith since 1987, so I feel like I have the exposure to make good, balanced decisions with regard to funding utilization."

Gibson is the first Commissioner from Fort Smith since 1969. He hopes to fulfill people's expectations while in the appointment.

"It's been 50 years since the River Valley had one of their own at the Commission table. There's a hunger here for people to be heard. Now that I'm on the Highway Commission, I think it's only right for me to spend time listening to the concerns and dreams of the people in this area," he said. "I want people to know they can pick up the phone and call me, and I'll be glad to talk to anyone about highway issues."

The members of the Highway Commission are charged with working with the ARDOT staff to make decisions that benefit the people of Arkansas.

"It is our responsibility to represent the people of the state and evaluate how to best administer the funds available," Gibson shared. "We have to make decisions like where to spend the money that we have, allocate funds for maintenance and allocate funds for capital improvements like the completion of Interstate 49."

It is no secret that ARDOT has faced many challenges with highway funding. The Arkansas Legislative Audit, at the request of legislators, reviewed ARDOT's revenue needs and calculated an annual revenue shortfall of \$478 million.

"The fact that there was a funding deficit didn't surprise me—the magnitude of the deficiency, however, did. The people of Arkansas have grand goals and are ambitious. They want to see us plan aggressively for a top-notch highway system that will allow for economic development and help Arkansas grow. I'm proud of the Governor and the legislature for approving the recent funding bill," Gibson added. "It will help with the current deficit. However, I have no illusions that it is all we will need. Now we educate the

public on what we have, what we intend to do with it, and how the voters can decide to help pay for it."

Legislators approved an additional \$95 million in new annual highway revenue in the last legislative session, and Arkansans will see the proposed extension of the sales tax on the ballot in November 2020. The amendment is estimated to produce another \$205 million annually to pay for Arkansas highway infrastructure if approved by the voters.

"I believe most people want good roads and will be willing to pay for them. But I also believe most people don't know that it costs \$100,000 to overlay one lane mile or that it costs \$1.5 million to reconstruct one lane mile," he said. "I don't underestimate what the people of Arkansas are willing to do if you present them with a plan that they understand and if they trust that we will not misuse the funding they provide. I'm excited to be a part of presenting them with a plan that they can say, "yes" to."

Commissioner Gibson's life's work in the telecommunications industry has resulted in a strong concept of universal

service—a principle that all Americans should have access to communications services. This concept is a cornerstone in his foundation of developing and maintaining highways in rural Arkansas.

"We need farmers and ranchers and the people who live in rural areas to live there and do the things they do so that those of us in more populated areas can go to the grocery store. They drive miles to work and obviously utilize our State Highway System. They should have good roads that allow them to take their crops to market—that benefits everybody."

During the next decade, Commissioner Keith Gibson plans to do his homework, build a foundation and framework, and create a strategy to accomplish Arkansas' goals.

"All of the Commissioners represent the entire State, but we also represent the area that we come from. I hope to contribute as we move forward. I want to be knowledgeable and I want to fulfill the role of bringing representation of rural Arkansas and the people of the River Valley." ■

HISTORIC FLOODING

ALONG THE ARKANSAS RIVER

BY DAVID NILLES



State Highway 9 flooding, between Perry and Oppelo



Jacob Turner, Statewide Assistant Bridge Inspector, measures the water level in Fort Smith.

THE RAIN-SOAKED WEATHER SYSTEMS THAT REPEATEDLY SWEEP ACROSS OKLAHOMA THIS SPRING, SWELLING THE ARKANSAS RIVER DRAINAGE BASIN, WERE A PRECURSOR TO WHAT WAS HEADED DOWNSTREAM INTO ARKANSAS. THE ANTICIPATED HISTORIC FLOODING ALONG THE PATH OF THE RIVER SERVED AS A CALL TO ACTION FOR ARDOT CREWS.

PREPARATIONS IN FORT SMITH

Fort Smith was the first city to experience high waters. District Four crews began preparing in the days prior to the river rising.

"We looked at a map provided by the Corps of Engineers showing their projections of where water would be if a 500-year flood occurred," stated District Four Maintenance Engineer Chad Davis. "All highways shown to be underwater were noted, and this information was passed on to Area Maintenance Supervisors responsible for the routes. Traffic control devices needed to close flooded highways, such as barricades and message boards, were gathered from Maintenance Offices that would not be affected and were distributed to crews that would be on the front lines battling high waters. Crew employees that had roads that would potentially flood were put on notice that they might be called out over the holiday weekend."

With waters rising, District Four made the decision to close three bridges in Fort Smith including the State Highway 64 Bridge, the State Highway 71B Bridge and the Interstate 540 Bridge.

"When Heavy Bridge and the District couldn't say with certainty that there was no structural damage due to the flood waters, the decision was made to close the bridges until further

investigative work could take place. Once field inspections indicated that all was well, the structures were opened back up to traffic," Davis added.

Fortunately, the 71B Bridge and the Interstate 540 Bridge were only closed one day. The Highway 64 Bridge remained closed until June 4 and experienced heavy pedestrian traffic as local residents came to see the historic floodwaters.

The Arkansas River at Fort Smith crested at 41 feet, well above the previous record of 38.1 feet. Ports at Fort Smith and Van Buren were underwater on May 28.

On May 30, Governor Asa Hutchinson arrived for an aerial assessment of the region.

"This is a flood of historic magnitude," he stated after touring the area.

The high water forced the closing of several highways south of the river in the coming days including State Highways 22, 96, 252 and 255.

MOVING EASTWARD DOWN RIVER

With high waters moving eastward, ARDOT opened a call center on May 28 to aid motorists seeking travel information.

"With the number of highways flooding, we thought it was important to make travel information readily available to motorists who had questions about available routes," stated ARDOT Director Scott Bennett.

At Ozark, the rising waters forced the closure of the State Highway 23 Bridge over the Arkansas River on May 28. It remained closed for several days, as did State Highway 309 south of town.

"The Highway 23 Bridge was closed because water overtopped the roadway on the southern end of the bridge," Davis explained.

By May 29, all barge traffic on the Arkansas River had come to

a halt.

"We are experiencing a \$23 million dollar loss each day without the use of our waterway system," Governor Hutchinson announced. The same day, he requested federal emergency assistance for 15 counties in Arkansas.

"That will provide some individual assistance for homeowners as well as help with some of the public infrastructure damage that has been done," Hutchinson commented.

At ARDOT, emergency detour routes were mapped out for Interstate 40 in case water reached the Interstate travel lanes anywhere between Fort Smith and Little Rock.

A COMMUNITY EFFORT IN YELL COUNTY

As high water reached District Eight, concern turned to State Highway 105 south of Atkins.

"This location has a levee in place up to the right-of-way limits of Highway 105," District Engineer Jason Hughey shared. "The highway is close to the same elevation as the surrounding terrain. After a great deal of discussion, the Corps of Engineers recommended that the "missing" piece of levee be constructed across Highway 105 and a special permit was issued to the Pope County Levee and Drainage District to allow its construction."

The possibility of high water reaching Interstate 40 was also a main concern in District Eight.

"I met with District Maintenance Engineer David Tolleson on May 26 to discuss possible detour routes if areas of the Interstate were overtopped. We also discussed logistics concerning what traffic control items would be needed and where."

Fortunately, Interstate 40 remained dry throughout the week avoiding any travel interruptions.

"Our toughest challenge was at the Highway 7 Bridge between Dardanelle and Russellville that has an average daily traffic

(continued on page 10)



State Highway 25 flooding near Beaver Fork

count of 25,000 vehicles," Hughey shared. "I received a call on May 30 informing me that water was starting to overtop Highway 7 on the north end of the bridge near Whig Creek. Mayor Jimmy Witt of Dardanelle called offering to provide 2000 sandbags if we wanted to attempt to block the water."

Traffic was reduced to one lane in each direction just north of the creek as water rose and as crews sandbagged each side of the highway.

"This was an all hands on deck operation," Hughey added. "We mobilized District personnel to the location to help stack sandbags. Personnel from Russellville helped us stack. Those not on location were at the District filling sandbags to deliver to the site. The City of Dardanelle and community volunteers also made sandbags. Tyson Foods sent a truck with a lowboy trailer to pick up and deliver sandbags. They also helped supply pumps to drain what water was seeping through onto the roadway. I don't know how many sandbags we used but it was in the thousands. It looked like we were close to closing the roadway when water reached the centerline. Just as we were losing hope, the water began receding."

The last area of concern was on State Highway 155 at Holla Bend where a levee breached on May 31. The water released when the levee breached took out a section of the highway.

"Huge sections of asphalt were carried

away in the current, Hughey shared. "We will assess the damage when the water drains."

South of Dardanelle, State Highways 7, 154, 155 and 247 were closed south of the River. State Highway 105 closed north of the river near Holla Bend.

FLOWING INTO CENTRAL ARKANSAS

Perry County became the next area to experience closings. District Eight crews made the decision to close the State Highway 60 Bridge at Toad Suck. High water in Perry County also forced the closing of State Highways 9, 10, 113, 216 and 300 in the area of Harris Brake.

In District Six, crews closed two segments of State Highway 300 just east of Lake Maumelle and State Highway 100 near Crystal Hill. Water backing up the drainage systems in North Little Rock forced the closing of State Highway 365 in the Pike Avenue area and resulted in the evacuation of residents in a four-block area. High water east of Levy also closed State Highway 165 near Interstate 440.

In the Little Rock/North Little Rock area, the river crested at 30 feet, reaching its highest level in nearly three decades. Two Rivers Park and the Big Dam Bridge were closed to pedestrians on May 25.

THE IMPACT IN JEFFERSON COUNTY

The rising River was expected to crest in Pine Bluff at 51.5 feet on June 6. Jefferson County officials estimated that

approximately 500 homes in the County were affected to some degree by flooding.

Highways in the area fared a bit better. In southeast Arkansas, State Highway 256 near Redfield was closed. Further south, near Dumas, State Highways 144, 169 and 212 were closed due to high water.

ONCE THE WATERS RECEDE

Once the water along the Arkansas River recedes to normal levels across the State, ARDOT crews will be able to inspect the highways that were under water and determine if there is damage that will need attention. In the meantime, crews will be removing barricades and sandbags knowing their efforts paid off.

"I am extremely proud of our District Four employees and their excellent work," Davis concluded. "These men and women worked tirelessly without complaint throughout this entire event. Their dedication to the task of keeping the public safe while they travel is inspiring and makes me proud to be part of this great District Four family."

Jason Hughey also had encouraging words for a District he had only been in for two weeks.

"District Eight employees and I got to know each other quickly as this event progressed. I am extremely impressed by the dedication and work ethic exhibited by the employees as we worked to keep motorists using the highway system safe. It was very humbling to be a part of this effort." ■



Sandbag operations on Highway 7 in Dardanelle



State Highway 155 at Holla Bend where a levee breached on May 31



Interstate 440 west bound on-ramp from U.S. Highway 165 in North Little Rock



High waters in Fort Smith



AR RIBBON CUTTING

Cutting a ribbon on State Highway 7 in Arkadelphia



IN THEIR HONOR

BY BRITNI PADILLA-DUMAS

There are more than 237,000 veterans in the State of Arkansas, 35 percent of which served in the Vietnam War. On March 29, Vietnam Veteran's Day, ARDOT and Clark County officials dedicated the Highway 7 Bridge as the Veteran's Memorial Bridge.

Residents of Arkadelphia traveling on Highway 7 can cross the Ouachita River and railroad tracks on the new 1,700 foot long structure. Three million pounds of steel and 4,000 cubic yards of concrete were used on the project.

Arkansas Highway Commission Vice Chairman Robert S. Moore, Jr. spoke at the event.

"The support columns are 6.5 feet in diameter and are drilled 60 feet into the bedrock of the middle of the channel," Moore said. "This is a true engineering feat, and I am honored to be here today, particularly as a veteran. I served in the U.S. Army for five years, and, ironically, 50 years ago today, I was in the middle of my tour in Vietnam. I was a pilot over there."

Moore has close ties with this area of Arkansas, particularly Arkadelphia. He attended Ouachita Baptist University and joined the Army after graduating. Upon his return from service, he served as an ROTC instructor for two years at Henderson State University.

"I'm honored to be here as a veteran because, like other veterans here today, I know that we've all lost friends. I lost my best friend over there. His name was Pryor Wheat; it's in his honor that I'm here, remembering him and all of the veterans who served and lost their lives in service to this country."

The Arkadelphia Mayor, City Manager, Clark County Judge, and Veteran's Services Officer also attended. The City Board and Quorum Court collaborated to honor veterans by naming the structure the Veteran's Memorial Bridge. ■

RESOURCES: Speak with someone you can trust, veteran-to-veteran, who understands what you're going through. **Lifeline For Vets:** 1-888-777-4443 Looking to talk to a fellow Veteran about your time in the military, transition home, or other resources? **The Vet Center Call Center** is available 24/7 and confidential. 1-877-WAR-VETS (927-8387)



First Lieutenant Pryor L. Wheat was 1 of 592 Arkansas Service Members who lost their lives in the Vietnam War. His name is on Panel 26E, Line 20 of the Vietnam Memorial in Washington, D.C.

THE SOUND OF A WATCH

BY BRITNI PADILLA-DUMAS



Time [tahym] noun:

1. The system of those sequential relations that any event has to any other, as past, present, or future; indefinite and continuous duration regarded as that in which events succeed one another.
2. Duration regarded as belonging to the present life as distinct from life to come or from eternity; finite duration.

IT'S AMAZING TO THINK THAT THERE USED BE AN AGE IN WHICH TIME WAS NOT DEFINED, PERHAPS DIDN'T EVEN EXIST. At some point, humans established marking the movement of the sun across the sky and the concept of time emerged. Devices were created to measure this solar movement—obelisks, sundials, water clocks, and hour glasses are a few examples of ancient timepiece methods.

Today, many people have smartwatches that pair with their mobile device. It is standard for clocks to be installed in kitchen appliances, vehicles, cash registers, and software applications. But what about all of the time between our ancestors and now? Merely two decades ago, the main sources for keeping time were mechanical and electrical watches.

District Three Construction Engineer Will Cheatham is one of few people who are invested in the restoration of old timepieces. Cheatham's father was a jeweler and watchmaker for 48 years. He attended watchmaking school in Louisiana in 1971 and went on to complete the Rolex certification in New York City.

"I grew up with him having watches and clocks in the house all the

time," Cheatham recalled. "We always fixed stuff. Dad taught us how to do it all."

Cheatham's interest in watch restoration took root in 2013 when he was promoted to Construction Engineer in Wynne, prompting him to move his family.

"When we got to Wynne, we didn't have any friends or family there and I didn't have much to do outside of work, so that's when I really got started. Dad told me to read the book and then he'd help me start working on watches, so that's what I did."

The *Watch Repairer's Manual* by Henry B. Fried, originally published in 1949, is the book that Cheatham keeps close to his desk while diagnosing a timepiece.

"I started mostly with wrist watches from the early 1900s and 1920s and branched out from there. Recently, I've been more interested in pocket watches. The railroad pocket watches from the 1920s through the 1940s were the higher grade and were very precise."

As the railroad industry grew, it was critical that the conductor's watches were synced together. Quality, precise pocket watches

Try to imagine a life without timekeeping. You probably can't. You know the month, the year, the day of the week. There is a clock on your wall or the dashboard of your car. You have a schedule, a calendar, a time for dinner or a movie. **Yet all around you, timekeeping is ignored. Birds are not late. A dog does not check its watch. Deer do not fret over passing birthdays.** Man alone measures time. Man alone chimes the hour. And, because of this, man alone suffers a paralyzing fear that no other creature endures. **A fear of time running out.**

— Mitch Albom, *The Time Keeper*

kept the adopted standard time and kept transcontinental trains on schedule.

The typical diagnosis of a watch begins with taking it apart, cleaning each individual piece, and then using tools and sometimes microscopes to get a close enough look to determine its problems.

When Cheatham isn't working on a repair project for a friend or colleague, he will work on one of his own. Several drawers spill over with silent shiny trinkets that have been recovered from estate sales, flea markets, or from his dad's workshop.

"Taking a watch apart and cleaning it isn't that difficult. One of the biggest challenges is finding the right part because they can be so hard to come by. Some of these are 80 to 100 years old. They don't make springs for watches anymore."

In the early 20th Century, watchmakers would document their service of a timepiece and store a tiny paper inside the watch once complete.

"They would write the date when the watch was serviced. Some of them are etched with personal messages. Seeing the story behind these pieces brings them to life."

Will isn't the only Cheatham with a curiosity for timepieces.

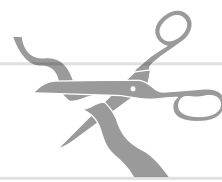
"My brother lives in Fort Worth, and he works on watches, too. He has a copy of this same book. Anytime we have problems or questions, we call one another. My son is interested in it. He's asked several times for me to show him how to do this. I told him that he'll have to do what I did: read the book and then I'll teach him. To carry on this tradition is sentimental. I really enjoy the sound of a watch—it makes me think of my Dad." ■



Several timepieces cover the surface of Will's watchmaker's desk.



Will uses a magnifying lens to study the inside of a pocket watch.



AWARD-WINNING HIGHWAY

Highway 92 Recognized by Asphalt Pavement Alliance

BY DAVID NILLES

STATE HIGHWAY 92 IS ONE OF THOSE ROADWAYS THAT IS IDEAL FOR A LEISURELY DRIVE ON A SUNDAY AFTERNOON. The two-lane road, just north of Plumerville, is lightly traveled, in good condition and takes motorists through scenic areas of woodlands and rolling hills. A five-mile stretch of the highway was also recently recognized by the Asphalt Pavement Alliance with a 2018 Perpetual Pavement Award.

To qualify for this prestigious award, a pavement must be at least 35 years old and never had a structural failure. The average interval between resurfacing of each winning pavement must be no less than 12 years. The pavement must demonstrate the characteristics expected from long-life asphalt pavements: excellence in design, quality in construction and value for the traveling public.

The award-winning section of Highway 92 is approximately five miles in length and runs between Hill Creek and Springfield, just east of Brewer Lake. ARDOT constructed the highway in 1981 with 3 inches of asphalt base and 1.5 inches of surface course. In 2012, the state resurfaced the road with a 2-inch asphalt surface layer.

The highway has an average daily traffic count of 2,600 vehicles, 12 percent of which are trucks. Since its construction, it has carried approximately 2.4 million equivalent single axle loads.

With its 37 years of service and only one resurfacing

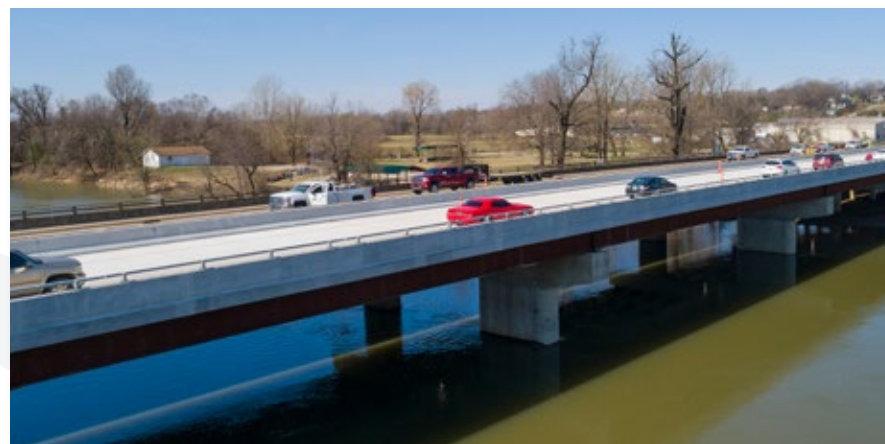
treatment, Highway 92 meets all of the criteria for a Perpetual Pavement award.

“The advantages of these perpetual pavements are significant,” said Amy Miller, P.E., Executive Director of the Asphalt Pavement Alliance. “Life cycle costs are lower because deep pavement repairs and reconstruction are avoided. User delays are reduced because minor surface rehabilitation requires shorter work windows and can avoid peak traffic hours. And there are environmental benefits because minimal rehabilitation, combined with recycling any materials that are removed from the pavement surface, reduces the amount of material resources required over the pavement’s life.”

This is ARDOT’s ninth Perpetual Pavement Award in 10 years. As an award recipient, ARDOT will receive an engraved crystal obelisk, and its name and project will be added to a permanent plaque that is kept at the National Center for Asphalt Technology.

“We thank the Asphalt Pavement Alliance for recognizing ARDOT and the excellent qualities that State Highway 92 exhibits,” stated ARDOT Director Scott Bennett. “This award is a testimonial to the hard work and excellence our crews put into their work every day. It is an honor to be recognized by our peers in the industry.”

The Asphalt Pavement Alliance is a coalition of the National Asphalt Pavement Association, the Asphalt Institute and the state asphalt pavement associations. The Asphalt Pavement Alliance’s mission is to establish asphalt as the preferred choice for quality, performance and the environment. ■



U.S. HIGHWAY 67 BRIDGE BLACK RIVER | POCAHONTAS, ARKANSAS

Locals joined ARDOT staff to commemorate the completion of the U.S. Highway 67 Bridge over the Black River in Pocahontas, Arkansas. Jensen Construction Company of Des Moines, Iowa, was awarded the \$10 million contract in 2016. This project faced many challenges during construction. Two historic floods occurred in the area, the largest during 2018. Equipment and materials had to be moved to areas above the flood zone, and construction was delayed until the water receded. The bridge measures 1,271 feet and opened to traffic on March 27, 2019. It carries approximately 18,000 vehicles daily.



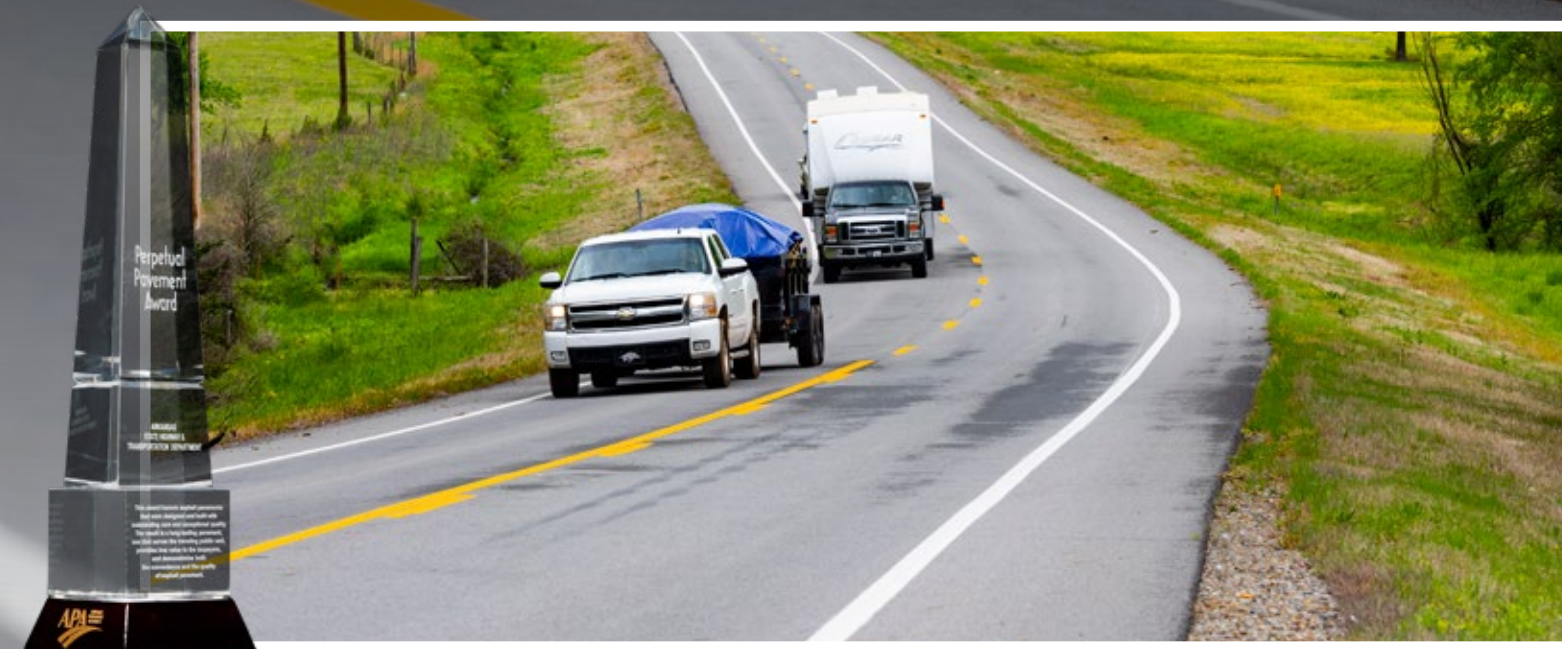
8TH STREET EXTENSION INTERSTATE 49 | BENTONVILLE, ARKANSAS

April 24th may have been a rainy day in Bentonville, but it didn’t prevent members of the community from celebrating the opening of the Interstate 49 8th Street Extension.

Crossland Construction Company of Columbus, Kansas, completed the project after receiving the \$35 million contract.

Motorists now have better access to Interstate 49 in this part of northwest Arkansas, and congestion on State Highway 102 will lessen significantly.

“Our goal is to provide a State Highway System that keeps pace with the growth across our State,” said Highway Commissioner Philip Taldo. “The improvements to 8th Street and the access to Interstate 49 are examples of how ARDOT partners with communities to identify and solve transportation needs.”



ARKANSAS' SCENIC BYWAYS:

Taking the Scenic Route

BY BRITNI PADILLA-DUMAS

Arkansas is the Natural State. Our highways provide incredible vistas that feature lakes, rivers, mountains, forests and much more. Within our borders are a select few highways that stand at the top of the list when it comes to great scenery and local flavor. They are Arkansas' Scenic Byways. This series looks at each one, allowing you to pick a favorite, chart a course and hit the open road.

ROUTE: State Highways 5 & 14

POINTS: Blanchard Springs Caverns to Calico Rock

LENGTH: 26 miles

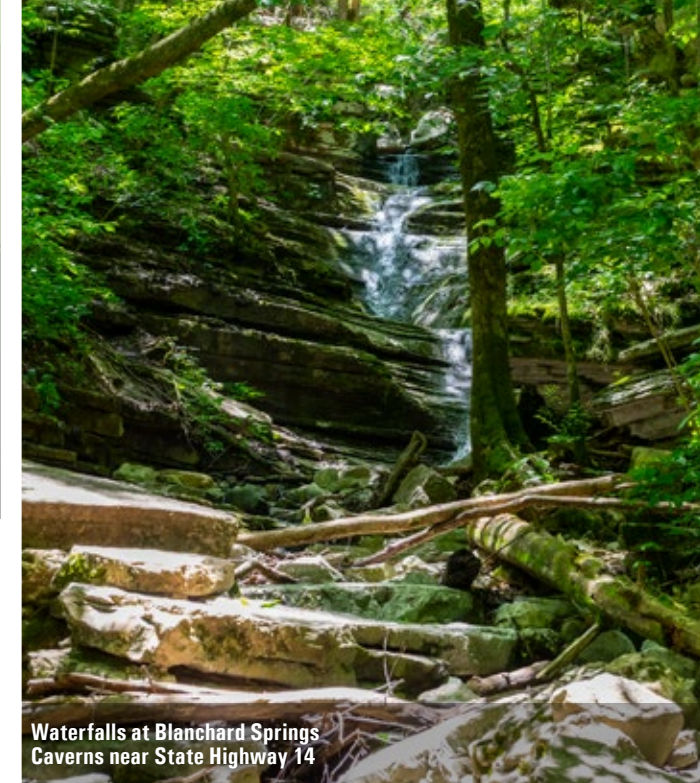
THE SYLAMORE SCENIC BYWAY IS A FOREST SERVICE SCENIC BYWAY LOCATED ON THE EASTERN EDGE OF THE OZARK NATIONAL FOREST. WHITE OAK, HICKORY, DOGWOOD, MAPLE AND REDBUD TREES YIELD BEAUTIFUL BLOOMS IN THE SPRING AND BRILLIANT COLORS IN AUTUMN.

Beginning at the mouth of the Blanchard Springs Caverns near the township of Fifty-Six, Arkansas, the Sylamore Scenic Byway twists down a steep mountain to Mirror Lake. Outdoor enthusiasts can enjoy hiking, picnic areas and campsites. The water in the lake is so clean and pure that it reflects the color of the sky—hence its name. A tour of the living cave features rock formations that are ever-changing. Three different cave tours are available.

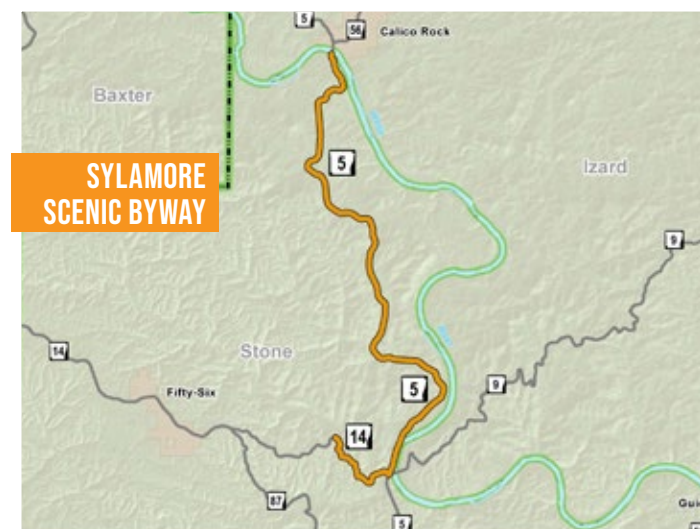
Winding further away from the caves, you'll approach State Highway 14. It cuts through the Ozark National Forest, offering ample shaded views on both sides of the roadway. Stop at the OK Trading Post for horseback rides through mountain trails, to see a petting zoo and gift shop—complete with local honey. Adventurists can even end a day of horseback riding by camping under the stars. Tents and home cooked meals are provided!

Highway 14 continues west and intersects State Highway 5 and State Highway 9 in Allison near the Angler's White River Resort, a must-see for any avid fisherman. Turn north onto State Highway 5 toward Calico Rock to continue on the Sylamore Scenic Byway. The highway keeps the White River within eyesight for

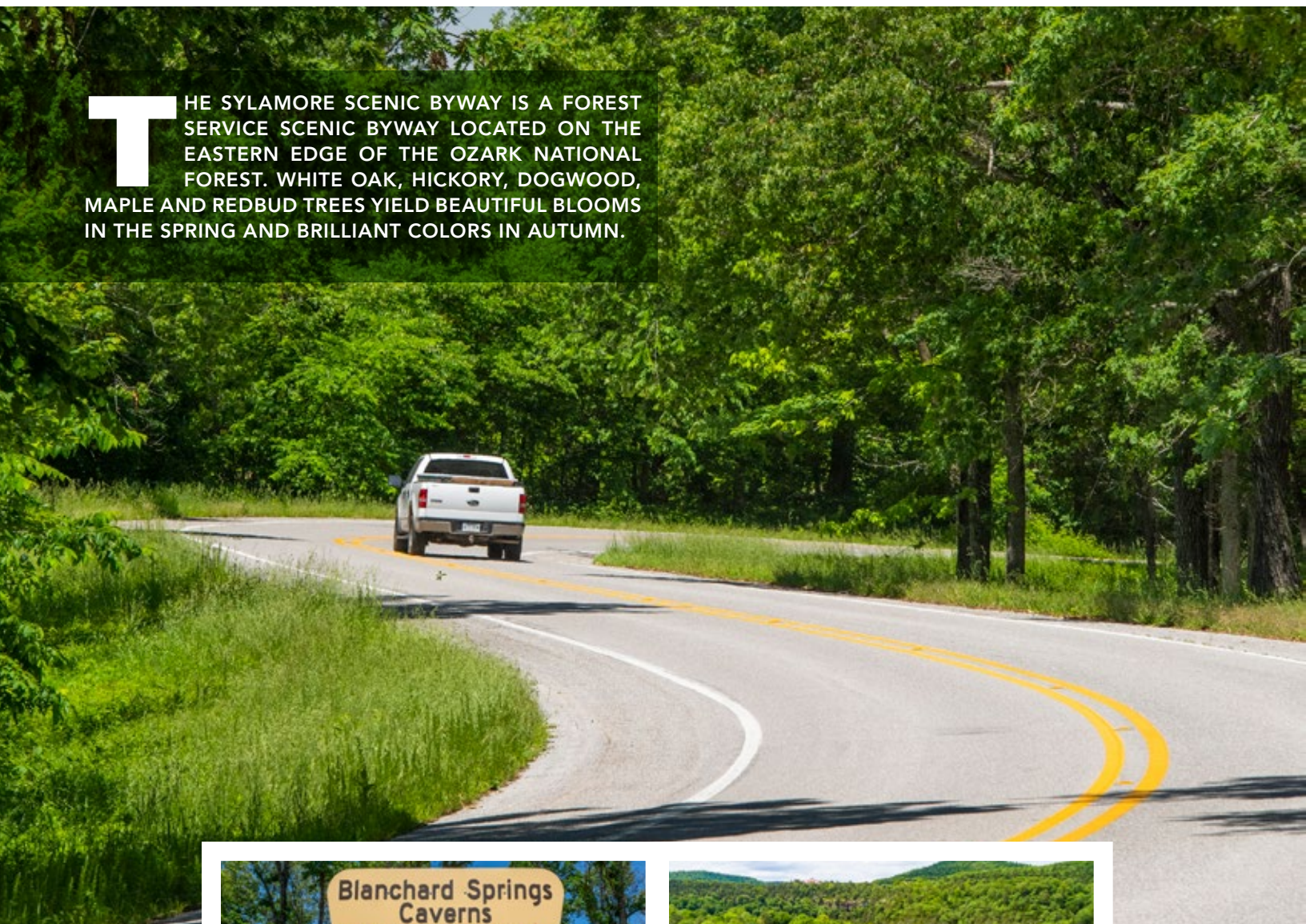
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Waterfalls at Blanchard Springs Caverns near State Highway 14



SYLAMORE SCENIC BYWAY



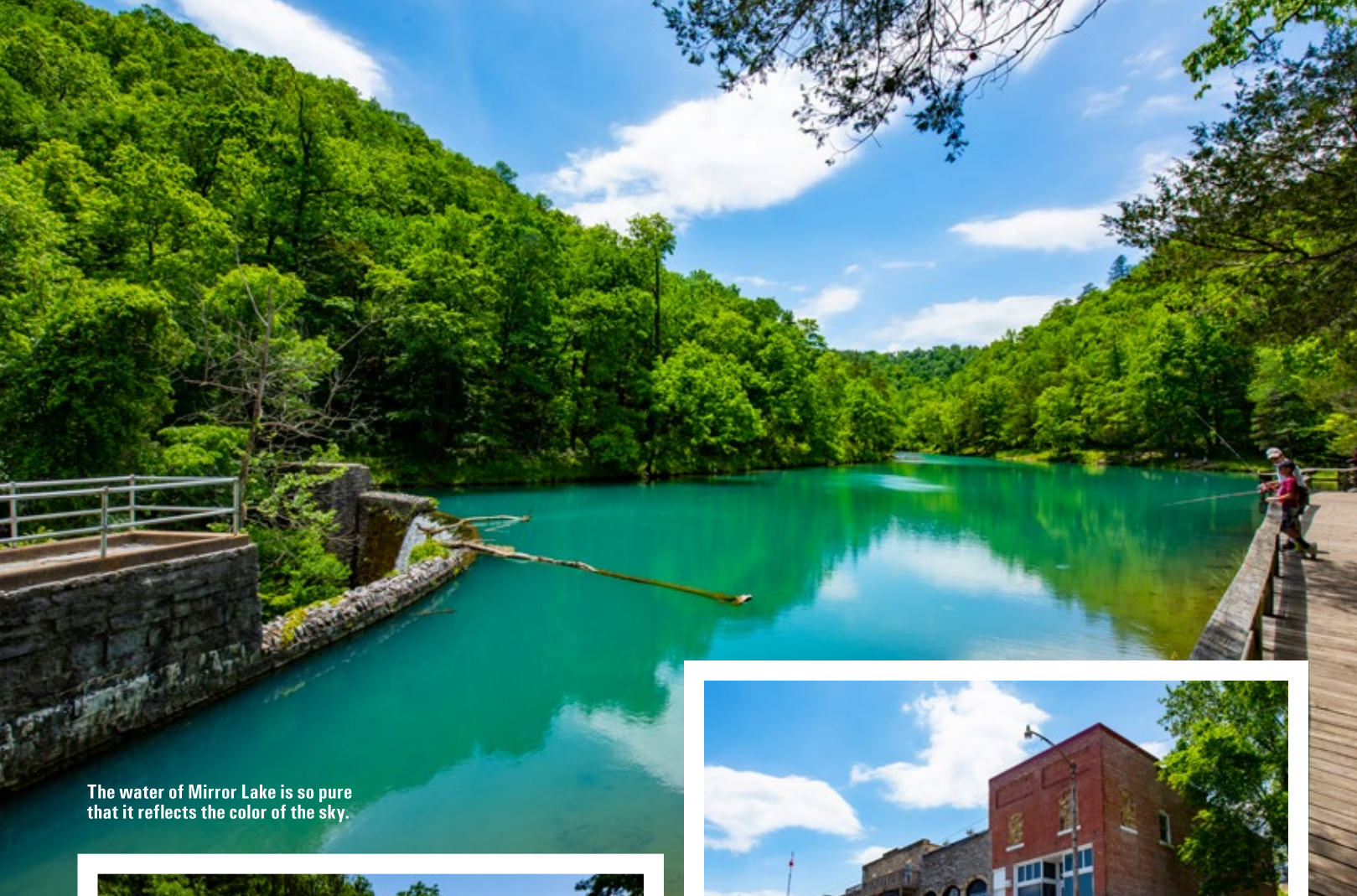
Near the town of Fifty-Six, Arkansas



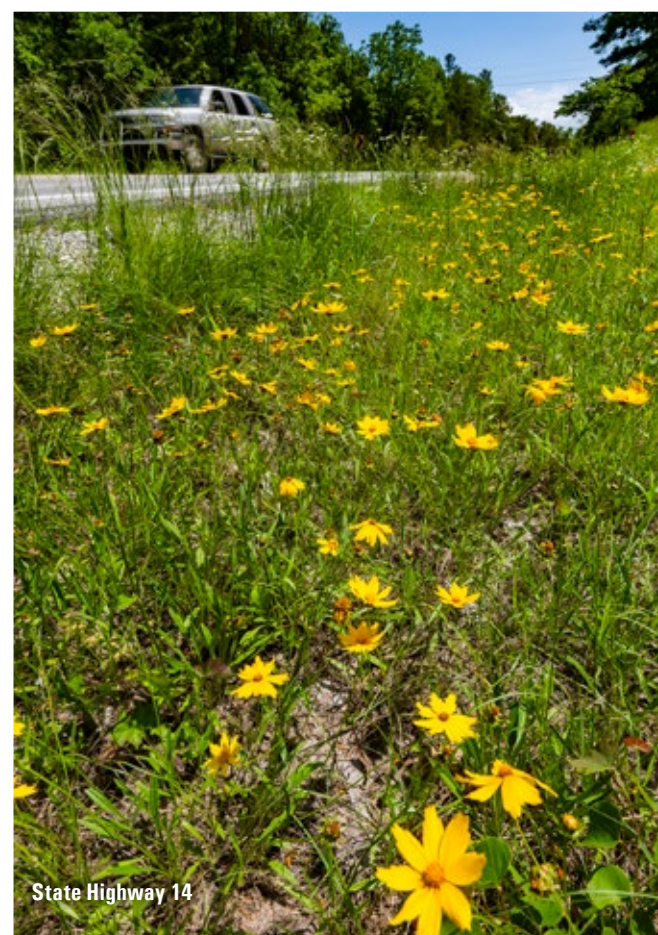
Highway 5 at the convergence of South Sylamore Creek and the White River



State Highway 5 near Calico Rock



The water of Mirror Lake is so pure that it reflects the color of the sky.



State Highway 14



Historic store fronts at Calico Rock

a few miles, then snakes its way up the mountains. As it continues through the Ozark National Forest, you will pass Johnson Hollow, the Syllamo Shooting Range, the township of Optimus and the Syllamo Mountain Bike Trail. A series of interconnecting loops, the Syllamo Mountain Bike Trail offers enthusiasts 50 miles of play and four different trail heads. An occasional overlook allows for views of the valley below.

Toward the end of the byway, the tree branches shading the highway suddenly open to pastures sprinkled with grazing livestock. The city of Calico Rock is nearly in sight as you make your way back to the White River.

The City boasts guided boat tours, the Calico Rock Museum and antique shops located in the old-fashioned downtown storefronts of Main Street. The Calico Rock Ghost Town is a self-guided tour that allows you to experience part of the history of this 19th Century boomtown. ■

Grant Will IMPROVE SAFETY at Arkansas' Railroad Crossings

BY DAVID NILLES

SAFER RAILROAD CROSSINGS ARE IN THE NEAR FUTURE FOR MANY OF ARKANSAS' ROADWAYS THANKS TO A GRANT RECEIVED FROM THE FEDERAL RAILROAD ADMINISTRATION (FRA) OF THE U.S. DEPARTMENT OF TRANSPORTATION.

ARDOT received \$685,600 from the Consolidated Rail Infrastructure and Safety Improvements grant program (CRISI). The CRISI grant program assists departments of transportation by directing available funds towards rural communities to safely connect and upgrade rural rail infrastructure in the United States.

"The CRISI grants are helping make rail systems safer and more efficient for local communities," said Federal Rail Administrator Ronald L. Batory.

Arkansas' grant award will be used to improve the signage and pavement markings at 298 at-grade highway-railway crossings across the State. (See map.)

Fifty-two counties will benefit as crews install 133 advanced warning signs, 473 railroad pavement-marking symbols and 494 stop lines.

"These funds are going to help upgrade Arkansas' rail infrastructure," stated ARDOT Director Scott Bennett. "In turn, this will increase safety at hundreds of crossings."

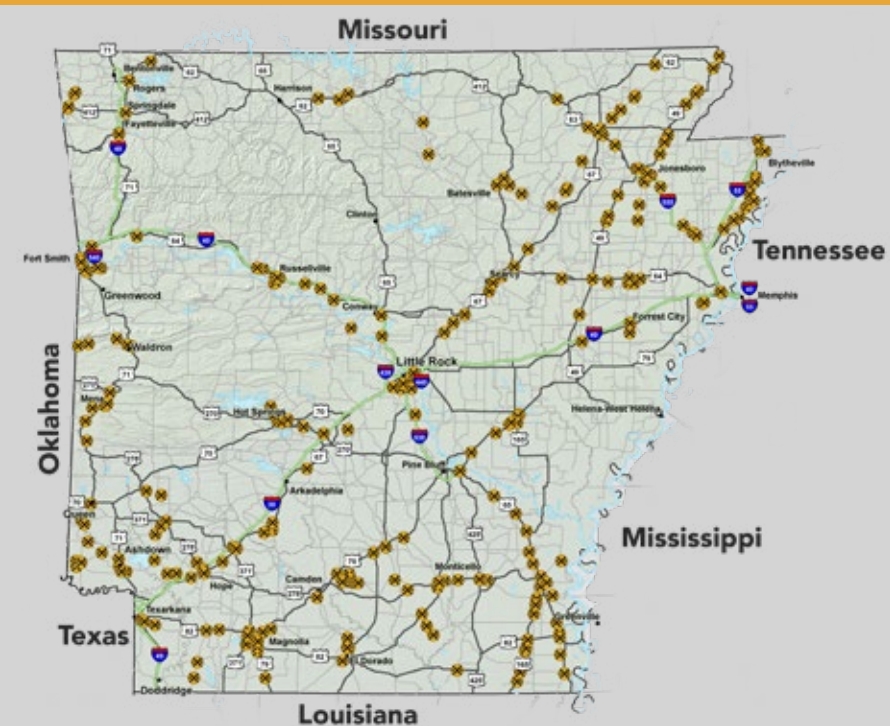
In addition to improving safety for motorists, the project could result in a reduction of \$1.8 million per year in costs associated with highway-rail grade crossing crashes in Arkansas.

The FRA awarded \$56,933,567 in grant funding for 18 projects in 16 states across the nation.

"We are extremely pleased that the CRISI grant program directs much-needed critical investment to rural America," Batory added.

The Department's Notice of Funding Opportunity reserved at least 25 percent of the awards for rural projects.

The Federal Railroad Administration (FRA) was created by the Department of Transportation Act of 1966. It is one of ten agencies within the U.S. Department of Transportation concerned with intermodal transportation. The FRA's mission is to enable the safe, reliable and efficient movement of people and goods for a strong America, now and in the future. ■



298 AT-GRADE HIGHWAY-RAILWAY CROSSINGS WILL BE UPGRADED IN ARKANSAS.

NEW YEAR, NEW OFFICERS

BY BRITNI PADILLA-DUMAS

NEW OFFICERS JOINED THE RANKS OF THE ARKANSAS HIGHWAY POLICE AFTER COMPLETING AN 11-WEEK TRAINING ACADEMY THIS SPRING.

March 22, 2019, marked a new beginning for 25 individuals. Family and friends gathered at the Professional Education Center at Camp Robinson to celebrate the graduates of Recruit Training Program 12.

Recruit Training Program (RTP) 12 is the first class to graduate under the leadership of Highway Police Chief Jay Thompson.

“There were a lot of firsts for this class,” stated Chief Thompson. “They’re the first class to have every single one of them go to the firing range and shoot an actual qualifying score the very first time. That has never happened. They are also the first class to have everyone graduate—we didn’t have anybody fail.”

During the 11-week training program, the recruits learned what it meant to be an Arkansas Highway Police officer.

Class leader William Cash addressed the audience: “Patrol officers with the Highway Police not only protect the lives of Arkansans, but we also preserve the infrastructure that makes daily life possible—a duty that really no other agency has.”

The Arkansas Highway Police is a nationally recognized leader in the fields of drug interdiction, motor carrier safety and hazardous materials enforcement and training. Highway Police officers serve as instructors for the Criminal Justice Institute, National Training Center, Transportation Safety Institute and the Drug Interdiction Assistance Program.

“The life, the bridges, the guardrail, the asphalt, it’s all part of the highway...but people are a part of it, too,” Cash reflected. “It’s the employee painting the line on Interstate 40, or the one patching a pothole on U.S. 49 in Phillips County. Or it’s the dispatcher, making sure I’m safe and that our highway department workers on the road are safe as well. And it’s that IT guy who I will probably annoy weekly. If you think about it, we aren’t much different from the highway itself. The 25 patrol officers sitting in front of you are Arkansas’ greatest investment.” ■



GRADUATES: Austin Ardwin, Lander Austin, Conner Bumpus, Malcom Cambron, Ronnie Carr, William Cash, Matthew Clairday, Richard Drum, Tanner Drummonds, Kevin Dunkerson, Jennifer Evans, TJ Frachiseur, Mitchell Hall, Bobbie Hickman, Kory House, Corey Huckabee, Bruce Jackson, Jr., Dillion McGee, Matthew McGrew, Philip Roberts, Jonathon Seaver, Robert Spaulding, Scotty Stewart, Paul Thorne, and Austin Wheelis

Firearms –

1. Lander Austin 495/500, 484.8 avg
2. Jennifer Evans 485/500, 479.9 avg
3. TJ Frachiseur 485/500, 477.2 avg

Academics –

1. Jennifer Evans 99.6% [Scored perfect on 2 of the Federal Motor Carrier tests]
2. Mitchell Hall 96.6%
3. Conner Bumpus 95.8%



TONY SULLIVAN: 40 YEARS AS A PUBLIC SERVANT

TONY SULLIVAN WILL TELL YOU THAT HIS 40-YEAR CAREER AT ARDOT HAS BEEN SPENT AS A PUBLIC SERVANT. HE HAS DEDICATED HIS TIME WORKING TO DO WHAT IS RIGHT FOR THE TRAVELING PUBLIC.

“I’ve spent my career trying to solve problems for motorists,” Sullivan stated. “That’s what engineers do, we solve problems.”

RECALLING THE EARLY YEARS

Sullivan’s career at ARDOT began in the late 1970s when he worked as a summer intern. He worked at the Resident Engineer Office in Monticello one summer and at the Resident Engineer Office in Springdale the next. He became a full-time engineer for ARDOT in May of 1979.

“As I look back on my career, the guy that had the biggest

influence on me was Jim Barnett,” Sullivan recalled.

“When I first started at ARDOT, he asked me what my goals were and I told him that, in 20 years, I wanted to be in his job. Well, it took longer than expected but I eventually was promoted to his position, but not as State Traffic Engineer, but as State Maintenance Engineer. Jim was my Division Head for the bulk of my career, and he certainly had a big influence on me.”

Sullivan will tell you he got the exact job that he wanted with the Department working as a traffic engineer.

“When I started, I was up on the 10th floor of the Central Office when our Traffic Division was up here. Now, 40 years later, I’m right back on the 10th floor, but it took a long while to get back here!”

After working as a traffic engineer, Sullivan became an

(continued on page 22)

Advanced Traffic Engineer and then a Senior Traffic Engineer. He eventually was named Staff Engineer over ARDOT's Traffic Services Section. That section eventually became part of the Maintenance Division.

"My aspiration was to be the State Traffic Engineer when I started, but I ended up in Maintenance where the Traffic Services Section was moved," Sullivan shared.

"I was there for over 20 years before moving into the role as Assistant Division Head of Maintenance. I then became the State Maintenance Engineer and, most recently, was the Assistant Chief Engineer for Operations. I have been an Assistant Chief since December of 2014.

"Spending those years in Maintenance and in Traffic gave me a pretty good idea of the overall operations of the

Department," Sullivan commented. "You need that as an Assistant Chief Engineer. When you have been around as long as I have, you learn how the Department operates."

ARDOT has over 3,000 employees in the Operations branch, and Sullivan coordinated their activities.

"It sounds a bit daunting to supervise 3,000 employees, but we have a good number of incredible District Engineers and Division Heads that successfully manage the day-to-day tasks of managing the employees."

CHANGE FOR THE BETTER

Reflecting on his career, Sullivan believes the improvements in snow and ice control come foremost to his mind.

"The Department has made great strides at being proactive in snow and ice control over the past few years,"

Sullivan explained. "We took an ARDOT team to Missouri to see how their Department of Transportation prepared for inclement weather and learned a great deal. In addition, we have online weather forecasting services, manuals and procedures available to guide us through the decision-making process of how to be successful in managing snow and ice. You can't stop it from snowing, but you can certainly mitigate the effects of it! I am very proud of the technology we are using to ensure that we are doing the right things at the right times to clear those roadways. The Missouri DOT has since come down to visit us to take home some of our procedures. We took what we learned from them and amped it up a bit. Now when it snows, we don't have those traffic stoppages we had a few years ago."

Sullivan believes that another big

challenge throughout his career has been funding.

"When it comes to funding, we are doing the best we can with what we have," Sullivan stated. "We keep our administrative costs to a minimum so we can put more funding into our roadways. That means being innovative and doing as much as we can with the funding available. Today, we are utilizing more Federal funds to do things such as overlays and restriping on our existing highways. We are getting twice as much work done by using those funds alongside our State funds. Motorists deserve the very best highway system possible. Director Bennett understands that we have to maintain what we have before we build additional highways."

A GREAT PLACE TO WORK

Before thinking about his future, Sullivan reflected on his past with ARDOT.

"When I came to work at the Department, I was fairly certain that I would work here until retirement because ARDOT is a good, stable place to work. I had enough sense as a young person to consider the benefits offered, such as health insurance and retirement. I look back now and believe that I made a good decision. I could have worked for another consulting engineer or another agency, but in the long run, ARDOT has been a great place to work."

CHANGING GEARS

Looking to the future, Sullivan has a good number of things to keep him busy.

"I like to hunt, do a little fishing and play golf. I will probably find time to do some more of that. I am also going to build a house and include a shop so that I can do a little carpentry work. I may even learn to weld again; I did some of that when I was a kid. I have plenty of things to do, and now I will have time to do them!"

Sullivan is looking forward to changing gears and moving on down the road. At the same time, he is leaving ARDOT feeling confident in his successor.

"I have visited with Rex Vines and pointed him in the right direction," he concluded. "Rex will take it and run with it. The Operations branch will be in good hands." ■

When I came to work at the Department, I was fairly certain that I would work here until retirement because ARDOT is a good, stable place to work. I had enough sense as a young person to consider the benefits offered, such as health insurance and retirement.



Tony Sullivan speaks to friends, family and peers at his retirement party.



Arkansas Students Receive **Roadway Worker** MEMORIAL SCHOLARSHIPS

BY DAVID NILLES

THE AMERICAN TRAFFIC SAFETY SERVICES FOUNDATION HAS ANNOUNCED THE RECIPIENTS OF THE 2018-2019 ROADWAY WORKER MEMORIAL SCHOLARSHIPS.

The \$10,000 scholarships are awarded for post-high school education to dependents of roadway workers who have been killed or permanently disabled in work zone crashes. Two Arkansas students, Caitlyn Rains of Proctor and Cody Garner of Batesville, were among this year's eight national recipients.

"The Foundation is proud to be able to provide these educational scholarships to these eight incredible students," said Foundation President Tom Wood. "We're committed to supporting family and loved ones of those injured and killed in

work zones across the United States, and we know that these scholarships will help these students reach their educational goals."

Caitlyn Rains is the daughter of former ARDOT employee James "Bubba" Rains. He began work with ARDOT in late 1990 as a General Laborer. He left the Department and became a contract mechanic. He lost his life in a construction zone in 2013. Caitlyn is studying law and journalism at the University of Central Arkansas.

Cody Garner is the son of former ARDOT employee John Garner. He started work with the Department in early 2014 as a single axle truck driver. He was later promoted to Distributor/Roller Operator. He passed away in August of 2014 in a construction zone equipment accident. Cody is studying history and

international studies at the University of Arkansas. He also received an additional scholarship in the amount of \$1,000 for his volunteer work. Applicants who demonstrate a strong commitment to volunteerism are eligible to receive the additional scholarship in honor of Chuck Bailey, who was an esteemed member of the roadway safety industry who passed away in June 2002.

The American Traffic Safety Services Foundation (The Foundation) exists to promote roadway safety through charitable giving and public awareness programs. Through the activities of The Foundation, roadway safety has become a cultural priority. The vision of The Foundation is to make the public aware of the need for roadway safety, that fallen workers are not forgotten, and their families are supported. ■

THE SOLUTION TO POLLUTION IS YOU!

BY SARAH DEVRIES

EACH YEAR, I ENJOY TEACHING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER TRAINING FOR CONSTRUCTION AND MAINTENANCE PERSONNEL IN EACH OF THE ARDOT DISTRICTS. I see so much beauty in our State while enroute to these trainings, from the Delta's fields to the Arkansas River Valley, to the rolling hills that climb into the Ouachita or Ozark Mountains. The preservation of the Natural State's breathtaking views and unique geological features is dependent on all of us. We can all implement simple daily pollution prevention measures. The solution to pollution is YOU.

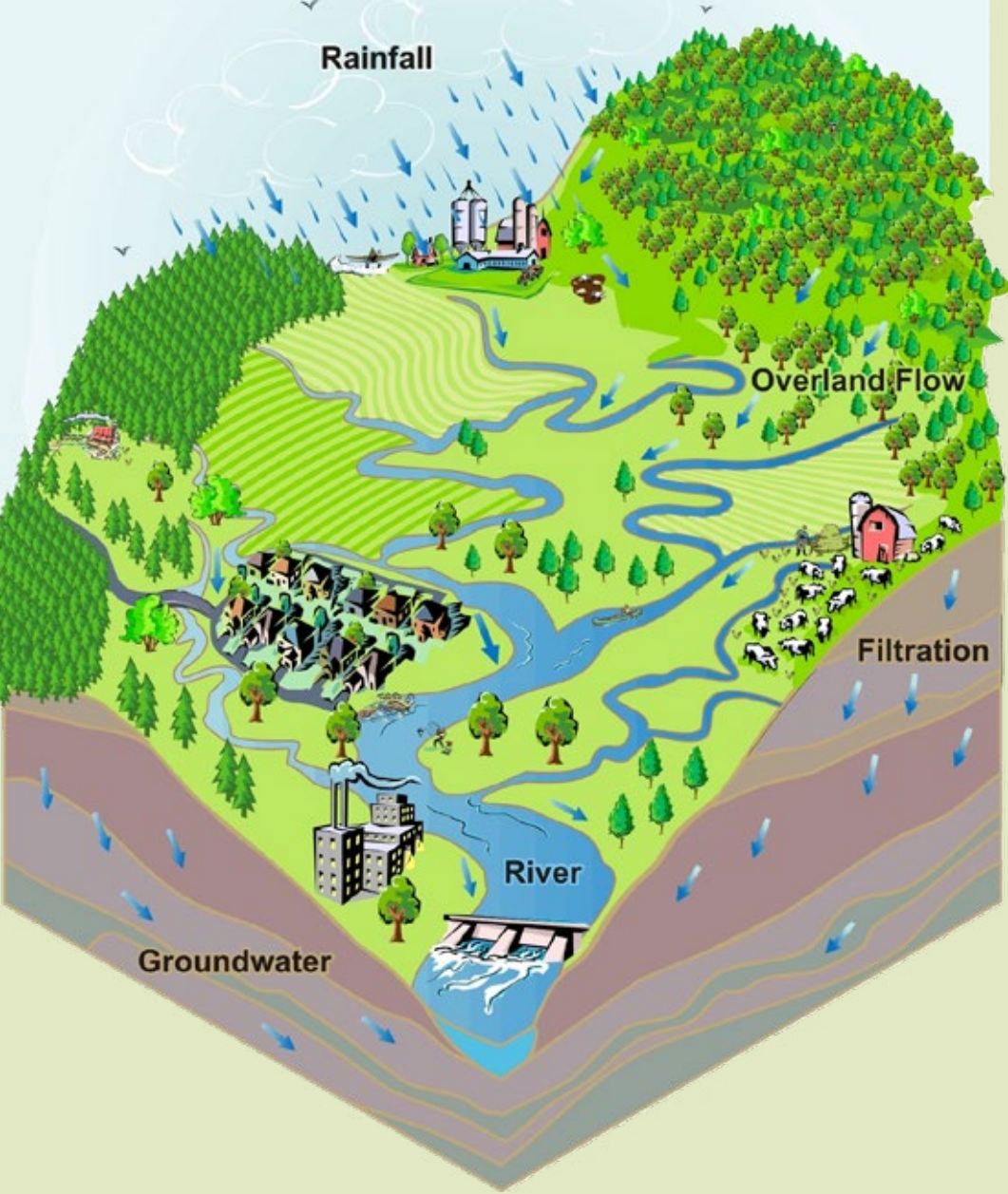
ARDOT staff work to maintain and build roads that allow Arkansas residents and visitors to reach scenic overlooks and natural areas across the State. In their daily duties, they implement pollution prevention measures far beyond the basic trash and recycling pick-up. Construction staff work with contractors to implement Stormwater Pollution Prevention Plans (SWPPPs) on each permitted construction site. At the same time, Maintenance staff implements Pollution Prevention Plans (PPPs), which include Stormwater Pollution Prevention Plans and Spill Prevention Control Plans (SPCCP) at District and County headquarters across the State.

I have the utmost respect for my fellow ARDOT employees who clean up what irresponsible passersby have left behind; yet, they still greet the public with a "how can I help you" attitude. Their diligence in the good-housekeeping portion of pollution prevention does more than prevent trash but also alleviates nutrient pollution and oil spills, which are of equal importance. The maintenance and grounds-keeping staff play a direct role in each county, implementing the Pollution Prevention and Good-Housekeeping for Municipal Operations BMPs (best management practices). However, the Good-Housekeeping component is one area where the public can also assist in prevention.

Pollution Prevention matters because it is a good thing and something everyone can do to protect the environment. You do not have to work for the government or be an environmental advocate to do the right thing and protect the water you drink or the rivers, lakes and streams you fish or recreate in during your leisure time. Everyone lives in a watershed and impacts water quality; we all live downstream from someone else.

Individuals who own and operate cars can prevent pollution by maintaining their vehicles and preventing leaking automotive fluids from reaching groundwater or surface water sources.

(continued on page 26)



Used oil, antifreeze and transmission fluid are just a few of the fluids that can become potential pollutants when proper collection and disposal are not provided. Recycling fluids is the best way to prevent them from causing environmental harm.¹ According to the Ocean Conservancy, "Every year Americans spill, throw away or dump out more than 30 times the oil that was spilled in the Exxon Valdez disaster."² A leak of one quart of oil can create a two-acre slick on the water's surface — approximately the size of three

football fields.² If you would like more information about appropriate disposal and recycling in Arkansas, you can contact your local Regional Solid Waste Management Districts by visiting <https://www.adeq.state.ar.us/sw/programs/rswmd.aspx>. If you intend on traveling this summer, whether a short or long distance, securing the load on your truck and trailer is a pollution prevention measure that decreases trash and road debris on our highways and right-of-ways.

EVERYONE LIVES IN A WATERSHED AND IMPACTS WATER QUALITY; WE ALL LIVE DOWNSTREAM FROM SOMEONE ELSE.

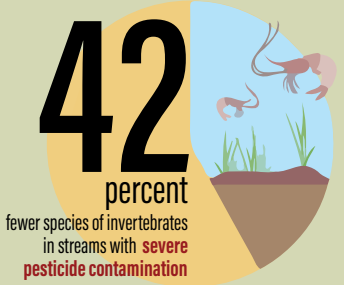
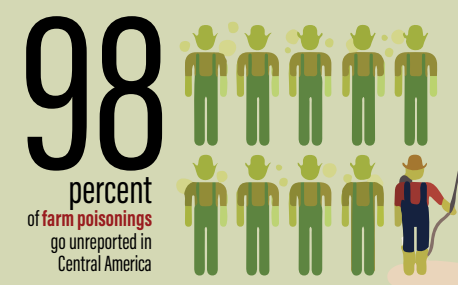
— Sarah DeVries

Unfortunately, there are individuals who intentionally litter and cause harm to our State. You can assist ARDOT in pollution prevention if you witness such an occurrence by calling the litter hotline at 1-866-811-1222 or reporting littering on the IDriveArkansas website or app. When a valid complaint is filed, a letter is sent to the litter violator from the Arkansas Highway Police. For additional information about litter reporting visit: <https://site.idrivearkansas.com/index.php/contact/report-littering>.

Upon return from your travels, you can also have an impact on Arkansas waterways when washing vehicles. The amount of water, type of soap and the area receiving the runoff all impact water quality. In fact, the average homeowner uses 116 gallons of water to wash a car.³ Using a spray gun (decreases the amount), washing with biodegradable, phosphate-free soap and sending the wash water flow to a vegetated area or a sanitary sewer system can decrease harm to water and



UNINTENDED HARM



Research: Erik Stokstad • Infographic Design: Garvin Grullón

Science.sciencemag.org/content/341/6147/730

aquatic organisms. Even though the removal of bugs and grime extend the life of a vehicle, the wash water can contain residue from exhaust fumes, gasoline, heavy metals, rust and motor oil residue, which when flowing into storm drains eventually empties into ditches, creeks and rivers.³

Even if you are not traveling, you impact stormwater runoff around your farm or home by what chemicals you choose and the amount applied to a lawn and garden. Prior to starting a landscaping or garden project, homeowners should get their soil tested and talk to a certified pesticide/herbicide applicator about best practices to incorporate. Chemical and nutrient pollution can be reduced by minimizing the use of pesticides, herbicides and fertilizers. When yard chemicals are used in excess, unintended consequences may result in stormwater runoff. Pesticides and herbicides applied inappropriately could have acute or toxic effects on pollinators or other non-target organisms. At the same time, fertilizer application should match the needs of the soil and the vegetation seeking to be established. If fertilizer rates are not adjusted for onsite conditions, then the runoff may contain leftover nutrients. In fact, one extra pound of phosphorus in a lake can produce hundreds of pounds of weeds and algae that compete with other aquatics for oxygen.⁴ This stormwater runoff can lead to eutrophication causing algae growth, which is aesthetically displeasing, deteriorates aquatic life, and causes potential taste and odor problems for drinking water supplies. Before chemical application, remember to check the weather forecast, and follow the manufacturer's recommendations. For more information about free soil testing in Arkansas, you can visit <https://www.uaex.edu/environment-nature/soil/soil-test.aspx> or pesticide use <https://www.uaex.edu/farm-ranch/pest-management/pesticide-licensing/>.

The one source that ARDOT cannot control is individuals

across our community, but we can provide a little education and awareness of why you—the public—matter in preventing pollution. Therefore, the solution to pollution is all of us together taking a few extra steps each day to consider the impact of our actions. At ARDOT, pollution prevention is a non-structural BMP used in the following areas: education, source control, recycling and maintenance practices. Therefore, pollution prevention includes proper waste management, chemical handling, spill prevention, spill clean up and response. It is the minimum control measure that keeps the other control measures accountable. It can even act as the litmus test for the success of public education, public involvement and participation measures. So, let's work together making the water downstream a little cleaner. Whether that means getting the oil leak fixed on that old pickup truck or carrying the trash bag from your campground or canoe to the nearest trash receptacle, you do make a difference in preventing pollution in the Natural State. ■

For more resources about stormwater pollution prevention visit ARDOT's website: http://www.arkansashighways.com/stormwater/educational_materials.aspx

Citations:
¹ Managing, Reusing, and Recycling Used Oil. United States Environmental Protection Agency. <https://www.epa.gov/recycle/managing-reusing-and-recycling-used-oil>
² When It Comes to Oil and Fuel Spills, Prevention is the Best Solution. Ocean Conservancy – Blog Ocean Currents. <https://oceanconservancy.org/blog/2015/05/05/when-it-comes-to-oil-and-fuel-spills-prevention-is-the-best-solution/>
³ Wash your car the right way. Clean Water. Healthy Life. Mid America Regional Council. https://cfpub.epa.gov/npstbx/files/KSMO_CarWashing.pdf
⁴ Unintended Impacts of Fertilizer and Manure Mismanagement on Natural Resources. North Dakota State University Extension Service. January 2005. www.ag.ndsu.edu/lem/documents/nm1281_03.pdf



OUT & ABOUT

CALENDAR OF EVENTS AROUND THE STATE

Several events in September, October and November are worth noting. Our State is full of interesting things to do, no matter what highway you take. For future event listings, check Arkansas.com/events.

- * **BIKES, BLUES & BBQ:** The world's largest charity motorcycle rally benefits women, children and the underserved of the northwest Arkansas community. Demo rides, music, poker runs, battle of the bikes and more. • SEPTEMBER 25 - 28
- * **2ND ANNUAL HOT SPRINGS BASEBALL WEEKEND:** Hot Springs' documented history as the place where Major League Baseball's spring training began has gained worldwide credence. The annual Baseball Weekend focuses the attention of baseball lovers and historians on the city where Babe Ruth, Jackie Robinson and Honus Wagner came for spring practice games and much more. • OCTOBER 11 & 12
- * **SMOKE ON THE SQUARE BBQ FESTIVAL:** Murphy USA \$20,000 barbecue competition, food sampling, live music, kids fun zone, craft vendors and world champion barbecue vendors. • OCTOBER 26
- * **LAVACA BERRY FESTIVAL:** A day of arts and crafts, homemade blankets, jams, jellies, woodcrafts, music, great food, games and just about all you could ask for in a fun, family-friendly event. • NOVEMBER 2
- * **SING-ALONG:** Bring your best voice for a special audience sing-along screening of The Wizard of Oz starring Judy Garland. • NOVEMBER 2
- * **NATIVE FOODS: NATIONAL NATIVE AMERICAN HERITAGE MONTH:** The Southeastern American Indians shaped many of the meals we eat today. Learn about those food influences, and then try a variety of cooked dishes. Come hungry! • NOVEMBER 16



2nd Annual Hot Springs Baseball Weekend



Lavaca Berry Festival



Sing-Along

SEPTEMBER 25 - 28 *

BIKES, BLUES & BBQ
Various venues
Fayetteville, AR

OCTOBER 4 - 6

CORVETTE WEEKEND
Around town
Eureka Springs, AR

OCTOBER 11 & 12 *

2ND ANNUAL HOT SPRINGS
BASEBALL WEEKEND
Convention Center
Hot Springs, AR

OCTOBER 26 *

MURPHY USA SMOKE ON THE
SQUARE BBQ FESTIVAL
Main Street
El Dorado, AR

NOVEMBER 2 *

LAVACA BERRY FESTIVAL
East Sebastian County Ball Fields
Lavaca, AR

NOVEMBER 2 *

SING-ALONG: THE WIZARD OF OZ
CALS Ron Robinson Theater -
River Market
Little Rock, AR

NOVEMBER 16 *

NATIVE FOODS: NATIONAL NATIVE
AMERICAN HERITAGE MONTH
Toltec Mounds Archeological
State Park
Scott, AR

Dear ARDOT

I am writing this letter to express my gratitude and acknowledgement of a job well done by the Arkansas Department of Transportation, District 7, in Camden.

I became Mayor of Bearden in June 2018. Shortly thereafter I was approached by a citizen regarding the street flooding problem on Highway 79B.

I contacted the DOT office in Camden and attempts were made to clean out the culverts to help with the drainage. I spoke with David Archer, District Engineer and a plan was put in place to try a new way to "fix" the problem.

After a few months, the plan was executed and after 5 plus inches of rain this week it was put to test. It seems to have fixed the decades old problem!

There are so many I would like to acknowledge and I am sure I will leave some out. They are all intelligent, kind, hard working and reasonable persons who have done so much to help our city. I want to acknowledge:

- David Archer, District Engineer,
- Andrew Hoggard, District Maintenance Engineer,
- Wayne Greer, Assistant Maintenance Superintendent,
- Ricky Cummings, Area Maintenance Supervisor,
- Cameron Forbush, Special Maintenance Crew Supervisor,
- Doug Gorman, Bridge Crew
- all other District 7 workers

Job well done by excellent DOT workers!

Thank you,
Ginger Bailey, Mayor
City of Bearden

A GREAT PUBLIC MEETING

To: David Archer, District 7 Engineer

I want to compliment you and your team from the Arkansas Department of Transportation on a great public meeting yesterday in Arkadelphia.

The public got a lot of great information about the bypass, and the engineers from Garver were very helpful in answering the public's questions.

Again, thanks for everything you and ARDOT do for our community and Clark County.

Stephen Bell
Arkadelphia Regional Economic
Development Alliance
President and CEO

GREAT PEOPLE

To: Scott Bennett, ARDOT Director

You have some great people on your staff. Just wanted to tip my hat to two of them,

Chad Adams at the District Office in Fort Smith and Jeff Ingram in your Beautification Office.

We were trying to track down the history, right-of-way and permit status of a sign on Highway 71 South at the entrance to Greenwood. It is just a sign for the City but has been in place for almost 50 years and details were hard to track down. Chad and particularly Jeff went above and beyond to help us get the information we needed. I was afraid Jeff was going to start regarding me like a bad wisdom tooth but he was always gracious and helpful. Both of the gentlemen are competent and knowledgeable and a credit to you as Director. We got the problem solved with their help and can go forward.

If there is ever anything you need here in the Greenwood area, please let me know. Thanks.

Bob Purvis
Executive Director
Greenwood Chamber of Commerce

Drive Like You Work Here

ARDOT and Work Zone Awareness

BY BRITNI PADILLA-DUMAS



THE ARKANSAS DEPARTMENT OF TRANSPORTATION PARTICIPATED IN NATIONAL WORK ZONE AWARENESS WEEK (NWZAW), APRIL 8-12. The week featured a national safety campaign observed each spring, traditionally the start of construction season, that encourages safe driving through highway work zones. This year's national theme was "Drive Like You Work Here."

There were 2,085 crashes in Arkansas work zones in 2017. These statistics demonstrate the importance of raising awareness of work zone safety. Work Zone Awareness Week spreads the message that work zone safety is everyone's responsibility.

ARDOT hosted a media event at Kanis Park in Little Rock to highlight the widening project on Interstate 630. During the event, ARDOT unveiled signs launching the "Slow Down. Move Over. Work With Us" campaign. The signs have appeared in major work zones across the State, advocating that motorists collaborate with the Department by being safe and responsible drivers. A memorial recognizing all of the ARDOT employees who were killed due to inattentive drivers in work zones was also on view.

"In 2017, there were 799 fatal accidents in work zones across our nation," said Rex Vines, Assistant Chief Engineer of Operations at ARDOT. "We must all use extra caution in work zones to keep ourselves and others safe."

Governor Asa Hutchinson signed a proclamation designating April 8-12 officially as Work Zone Awareness Week in Arkansas. As part of NWZAW, the Big Dam Bridge, Two Rivers Pedestrian Bridge, the Main Street Bridge in downtown Little Rock, and the Union Plaza Building were lit with orange lights in observance of the campaign. Promotional posters were displayed around the State Capitol building for the entire week, and ARDOT advocated for work zone safety through appearances at the Northwest Arkansas Natural's baseball game at Arvest Park in Springdale and at the Arkansas Traveler's game at Dickey-Stephens Park in North Little Rock.

Arkansas' 2019 Work Zone Awareness Week partners included the Arkansas Chapter of the American Traffic Safety Services Association (ATSSA), Arkansas Chapter, Associated General Contractors of America (AGC), the Arkansas Asphalt Pavement Association (AAPA), Arkansas Good Roads Foundation, and the Federal Highway Administration (FHWA).

National Work Zone Awareness Week is coordinated by ATSSA, the American Association of State Highway and Transportation Officials (AASHTO), and the FHWA. ■

DISTRICT 4

CONSTRUCTION

CORNER



Construction crews working in Springdale are one project away from completing the State Highway 265 North-South Corridor in northwest Arkansas.

The final two-mile project extends from Randall Wobbe Lane northward to State Highway 264. It was awarded to APAC-Central, Inc. for approximately \$10 million and is being constructed on new location. Two quintuple reinforced concrete box culverts spanning 28- and 33-feet are included in the construction.

The project is one of eight on the new corridor that will provide motorists with a widened Highway 265 extending from State Highway 16, in Fayetteville, northward to State Highway 94, in Rogers.

The new four-lane corridor is expected to take six- to eight-thousand vehicles off Interstate 49 and U.S. Highway 71B every day.

ARDOT worked closely with all of the cities involved in turning the vision of a north-south corridor east of Interstate 49 into a reality. Fayetteville and Springdale contributed close to \$15 million in partnership money for the corridor.

Completion of the last project is expected in early summer. ■





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