

WINTER 2020

Arkansas HIGHWAYS

A PUBLICATION OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION | MAGAZINE



Scenic Highway 27 Rock Formation

DRAWS A CROWD

**HOW TO SAVE A LIFE:
AHP Joins Fight Against
Opioid Overdose**

**GOVERNOR KICKS OFF
Issue 1 Campaign**

**TAKING A CLOSER LOOK:
ARDOT's Culvert
Inspection Rovers**

DIRECTOR'S MESSAGE



Foresight is 20/20

A lot of us have said that the older you get, the quicker time flies. It turns out, there's a mathematical reason that we feel this way. To a young man who is 10 years old, one year feels like an eternity because that is 1/10th of his lifetime (a few years of which he doesn't even remember). To someone who is 50, one year passes quickly because it is merely 1/50th of his existence. As the years progress, our interpretation of the passage of time proportionally becomes shorter.

As we get older, our perspective changes. We think, feel, understand, and interpret things differently.

You've heard, "hindsight is 20/20"—meaning we can see perfectly in the end. But what if we challenged ourselves to have foresight? What if we challenged ourselves to look at things from a new perspective now instead of waiting until we're older?

2019 was a historical year for Arkansas. Governor Hutchison presented a Highway Funding Plan that will allow ARDOT to improve and build a better future for Arkansas highways. In November, Arkansans will have the opportunity to permanently keep the half-cent sales tax that is currently in place, which would continue to contribute to the funding of cities', counties', and State roads that make up our infrastructure.

As a parent, I want to know that I contributed to set other generations up for success. I want to know that when my kids drive home from college that they're doing so on safe roads.

Having foresight means thinking ahead and designing a plan that mitigates risk. We can always use perspective when making lasting decisions that impact the quality of life for generations to come. Let's make the most of 2020.

Scott E. Bennett, P.E., Director



FRONT COVER:
Jackfork Formation on State Highway 27

BACK COVER:
Ozark Highlands Scenic Byway
(State Highway 21)

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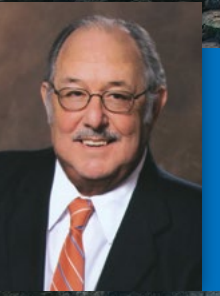
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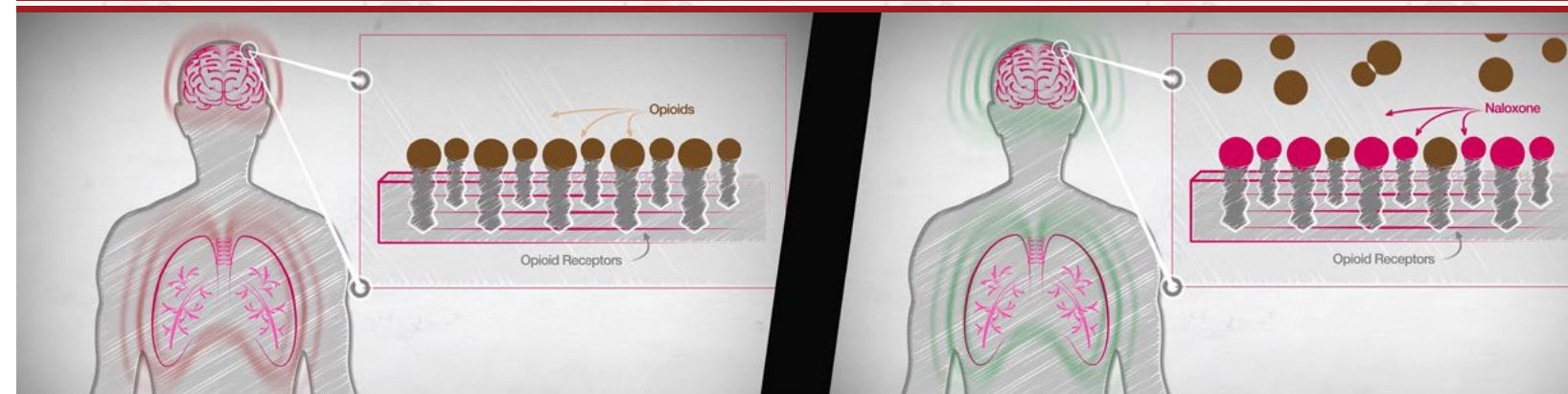
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- Civil Air Patrol
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HOW TO SAVE A LIFE



AHP Joins the Fight Against Opioid Overdose

BY BRITNI PADILLA-DUMAS



ANY ARKANSAN WHO HAS HAD A MEDICAL PROCEDURE WAS PROBABLY PRESCRIBED MEDICATION FOR PAIN RELIEF. Chances are very high that the prescription was for an opioid—a substance derived from the opium poppy plant. Common prescription opioids are Vicodin,

OxyContin, Percocet, and Morphine. You may have also heard the slang terms such as “oxy, hydros, percs, or vikes.”

Physicians began increasing prescriptions for opioids in the 1990s after receiving reassurance from pharmaceutical companies that patients would not get addicted to opioids.

WHAT DO OPIOIDS DO?

Opioids bind to and activate opioid receptors on cells located in many areas of the brain, spinal cord, and other organs in the body, especially those involved in feelings of pain and pleasure. When opioids attach to these receptors, they block pain signals sent from the brain to the body and

(continued on page 6)



“OUR OFFICERS HAVE RECEIVED TRAINING ON HOW TO RECOGNIZE A POTENTIAL OPIOID OVERDOSE AND HOW TO CORRECTLY ADMINISTER THE NARCAN KEPT IN THEIR VEHICLE.”
- AHP SERGEANT JOHN LAMB

release large amounts of dopamine throughout the body. This release can strongly reinforce the act of taking the drug, making the user want to repeat the experience. It is this attractive quality that make opioids so addictive and dangerous. The increase in prescriptions and opioid use have been referred to as “The Opioid Crisis.” Many misuse their prescriptions, while others overdose and even die.

OPIOIDS IN ARKANSAS

According to the National Institute on Drug Abuse, in 2017, Arkansas providers wrote 105.4 opioid prescriptions for every 100 persons. You read that correctly—there are more opioid

prescriptions in Arkansas than there are people. Arkansas is the second-highest state for over-prescribing, nearly double the average across the U.S. (58.7 per 100 persons).

In response to the opioid crisis, the U.S. Department of Health and Human Services (HHS) is focusing its efforts on major priorities, including promoting the use of over-dose reversing drugs, such as Narcan.

AHP’S NARCAN KIT PROGRAM

The Arkansas Highway Police (AHP) recently began a Narcan Program that allows officers to keep Narcan kits in their patrol vehicles.

“Our officers have received training

on how to recognize a potential opioid overdose and how to correctly administer the Narcan kept in their vehicle,” reported AHP Sergeant John Lamb. “Symptoms of overdose include slowed or no breathing, very small or pinpoint pupils, slow pulse, and extreme drowsiness. Narcan is a nasal spray used to reverse the effects of an opioid-induced overdose.”

AHP Officer Justin Parrish recently responded to a call of an erratic driver that was suspected of being under the influence.

“There were key signs present with the driver that they were under the influence of something. I began to

administer a field sobriety test, and the driver’s condition worsened as time passed,” Parrish said. “The driver was placed under arrest for failing the sobriety test. Upon further observation during the in-processing, their condition worsened, and it was medically necessary to call 9-1-1.”

Officer Parrish recognized that the driver was not under the influence of alcohol and requested further examination from a Drug Recognition Expert (DRE), who then determined that the driver needed immediate medical attention.

“I observed the paramedics administer a dose of Narcan in the ambulance,” Parrish reflected. “I remained with the driver at the hospital where two more doses of Narcan were given, followed by life support. The overdose was so severe that the driver almost died.”

THE OPIOID CRISIS

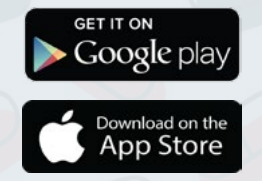
Drug overdose is the leading cause of accidental death in the U.S. and opioid use is driving the epidemic. In Arkansas, there were 411 drug overdose deaths in 2017. Since 2000, opioid-related deaths have increased by 200%.

Thankfully, the incident to which Officer Parrish responded did not end in death, but it could have. AHP’s participation in the Narcan Kit Program is part of a statewide effort to save lives and reduce statistics of opioid overdose. Arkansas is one of many exercising the “Good Samaritan” law, which allows an observer of an overdose to call 911 and be immune from arrest.

Governor Asa Hutchison issued a standing order allowing Arkansas pharmacists to issue Narcan to those who would be able to provide life-saving support in the event of an overdose. To date, 346 lives have been saved in Arkansas. ■



(L. to R.) Captain William Scott, Major Jeff Bickerstaff, 1LT Brad Perkins, Dr. Cheryl May (Criminal Justice Institute), Chief Jay Thompson, SGT John Lamb, 1LT Brian Harwood.





U.S. HIGHWAY 70 IMPROVEMENTS EARN NATIONAL RECOGNITION

BY DAVID NILLES



THE ARKANSAS DEPARTMENT OF TRANSPORTATION RECENTLY RECEIVED A 2019 AMERICA'S TRANSPORTATION AWARD FROM THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO).

The award is in recognition of the U.S. Highway 70 widening project extending from Interstate 30 westward to Hot Springs. The project tied for first place in the "Operations Excellence, Medium Project" category.

The \$78.5 million Highway 70 project widened 17.5 miles of the highway to five lanes and replaced four bridges. Motorists' safety was also improved by constructing wider shoulders, straightening curves, flattening hills and installing a traffic signal at the intersection with State Highway 128. The project was completed three

months ahead of schedule.

"We are thrilled to accept this recognition from our peers at AASHTO," ARDOT Director Scott Bennett commented. "The Department commends McGeorge Contracting Company for their excellent job on these improvements especially considering that the highway remained open to traffic during the entire project."

This year, 39 state transportation departments participated in the competition, nominating 81 projects in one of three categories: "Quality of Life/Community Development," "Best Use of Technology & Innovation" and "Operations Excellence."

"For 12 years, the America's Transportation Awards have recognized state DOT projects for making communities safer, less congested,

and better connected," said Carlos Braceras, Executive Director of the Utah Department of Transportation and the American Association of State Highway and Transportation Officials 2018-2019 president. "Today's regional winners demonstrate how state DOTs collaborate with local communities and partners to develop innovative, multimodal solutions that keep people and goods moving by motor vehicle, scooters, bicycle, and on foot."

Through a partnership between sponsors AASHTO, AAA, and the U.S. Chamber of Commerce, the competition serves as way to recognize state DOTs and highlight the impactful projects they delivered to make their communities a better place to live, work, and play. The American's Transportation Awards helps showcase why transportation infrastructure — and properly funding it — are so vital. ■



ARDOT AWARDED FEDERAL GRANT FOR BRIDGE IMPROVEMENTS

BY DAVID NILLES

ARKANSAS WAS ONE OF 18 STATES RECENTLY RECEIVING GRANTS EARMARKED FOR BRIDGE IMPROVEMENTS FROM THE U.S. DEPARTMENT OF TRANSPORTATION.

U.S. Transportation Secretary Elaine L. Chao announced the recipients of \$225 million in Competitive Highway Bridge Program (CHBP) grant funding. Awarded to 20 projects nationwide, the grants will fund a variety of bridge improvements including replacement and rehabilitation.

"This \$225 million in federal funding will enable these states to make vital upgrades to select bridges in rural areas," said Chao.

The Arkansas Department of Transportation was awarded \$16.1 million to replace 14 bridges in Mississippi County.

"The bridges we selected provide access to vast acres of agricultural land and provide connectivity to regional and Interstate highways that are used to transport agricultural goods to market," ARDOT Director Scott Bennett stated. "Improving these bridges will help maintain the economic vitality of this region of the Arkansas Delta."

By law, the funds were restricted to states with population densities of less than 100 people per square-mile based on Census data. Twenty-five states met program qualifications.

The funds must be used for highway bridge replacement

or rehabilitation projects on public roads that leverage the efficiencies associated with "bundling" at least two highway bridge projects into a single contract. Bundling offers cost- and time-savings, which are beneficial to reducing the transportation project backlog. It allows the opportunity to address many projects facing similar needs using innovative replacement and rehabilitation strategies in a cost-effective manner.

The bridges ARDOT has selected for improvement are located on State Highways 77, 140, 158 and 181 near Osceola. Each of the bridges has components that are in poor condition and six have posted weight limits. All are within 10 miles of Interstate 55, which ties the northeast region of Arkansas to Memphis and St. Louis.

"The projects funded under this program will serve as models for similar bridge improvement projects throughout the nation," said Federal Highway Administrator Nicole R. Nason. "They are examples of how to achieve time-and-cost savings through innovation."

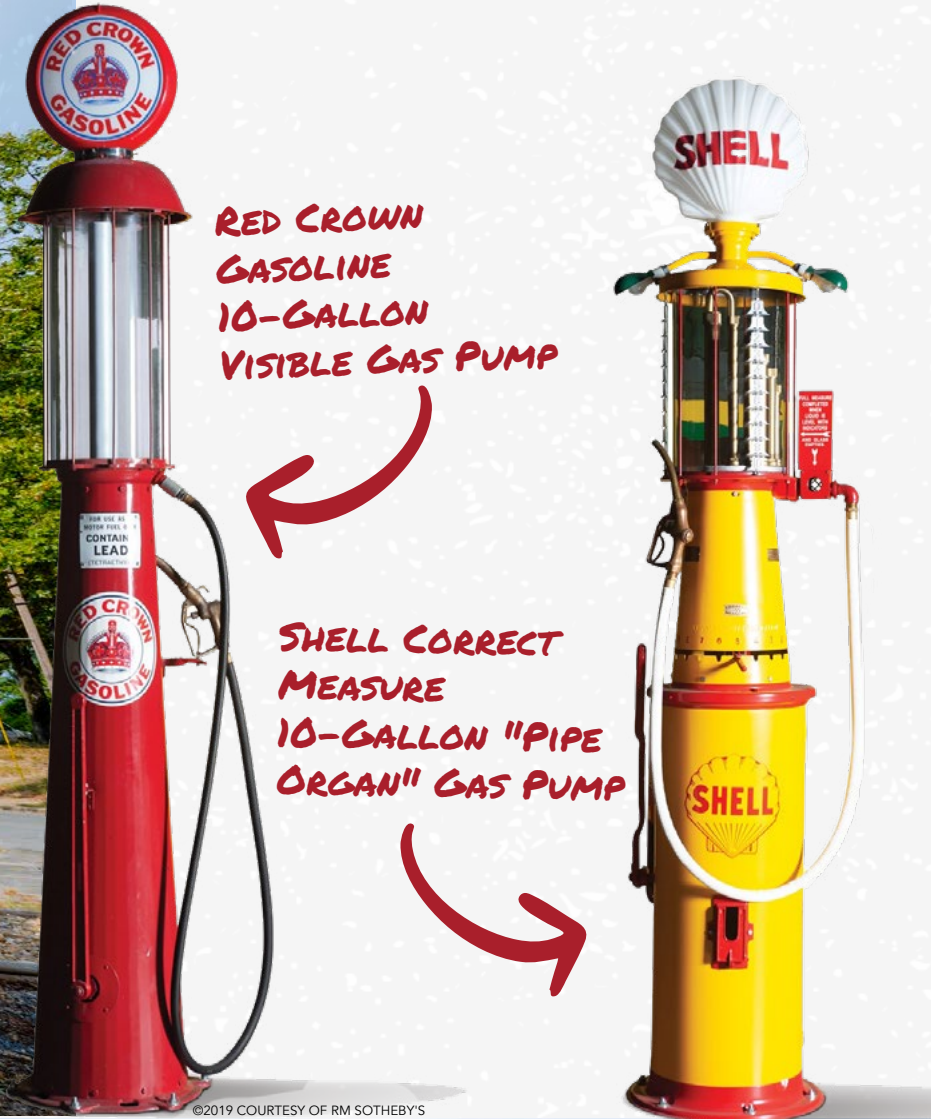
ARDOT estimates that it will cost \$22.2 million to make the improvements. The Department will provide the remaining \$6.1 million required to complete the project.

Congress funded the CHBP grant program in the Consolidated Appropriations Act of 2018, from the U.S. Treasury's General Fund. ■

“IMPROVING THESE BRIDGES WILL HELP MAINTAIN THE ECONOMIC VITALITY OF THIS REGION OF THE ARKANSAS DELTA.”



Roundtop filling station – Sherwood



RED CROWN GASOLINE 10-GALLON VISIBLE GAS PUMP

SHELL CORRECT MEASURE 10-GALLON "PIPE ORGAN" GAS PUMP

©2019 COURTESY OF RM SOTHEBY'S

GAS STATIONS OF THE MID-FIFTIES AND SIXTIES ARE A DISTANT MEMORY FROM THE ONES WE HAVE TODAY. Yesterday's stations were all about service. There was no reason to get out of your car when you drove up. After pulling to the gas pump, a station attendant would come outside and fill your tank. He would also clean your windshield, check your oil and air your tires.

The first service station opened in Pittsburgh, Pennsylvania, in 1913. It featured a pagoda-style brick building at the corner of Baum and St. Clair Streets. Today, the station is gone, replaced by a parking lot.

Just like the service that yesterday's stations offered, buildings that housed those stations have, for the most part, all but disappeared. *Arkansas Highways* magazine set out across the State to search for some of those gas stations of the 1930s-1960s and found some still standing.

**ROUNDTOP FILLING STATION
SHERWOOD • 799 TRAMMEL ROAD**

Located on a once well-traveled section of U.S. Highway 67, Roundtop was built in 1936 by the Justin Matthews Company

for the Pierce Oil Company. It also operated as a Phillips 66 and a DX Oil Company station during its lifetime. The station did not have electric gas pumps when it opened. Gas had to be hand-pumped into the glass bowl on the pump before filling each car's tank. Electric gas pumps were installed about 1941. The station stopped selling gas around 1958. The Roundtop was featured in the movie "The Last Ride," showcasing the last days of country singer Hank Williams, Sr. The building is now owned by the City of Sherwood and has been restored as the Southside Substation of the Sherwood Police Department. It is listed on the National Register of Historic Places.

**MAGNOLIA/MOBIL STATION
LITTLE ROCK • 14TH & PARK STREETS**

The Magnolia/Mobil service station, located at the corner of 14th and Park Streets right across from Central High School, was built in the 1920s, about the same time that Little Rock Central High School was built. The building features Spanish Colonial Revival-style architecture. Throughout the years, the building has served as a "Southwest" model for Magnolia and Mobil Oil Corporations, a hangout for students, a temporary "office" for reporters during the desegregation

crisis, storage for a wholesale florist business, a National Historic Site visitor center, and an education center.

**ESSO STATION
MENA • 500 MENA STREET (HIGHWAY 88)**

This well maintained station was built in 1928. Located close to Mena High School, teenagers regularly congregated here until its closing. The building was purchased by J.V. and Paula Brotherton in the 1990s and was renovated. Today it houses a collection of automotive antiques including automobiles, motorcycles, automotive advertisements and signs, pedal cars, and gas pumps.

**CONOCO STATION
FAYETTEVILLE • 241 W. DICKSON**

This station opened in 1936 as Fayetteville's "Newest and Finest Conoco Service Station."

It is one of the most recognizable structures in downtown Fayetteville. Over the past 55 years, it has served as Dickson Street Liquor.

(continued on page 12)



Magnolia/Mobil Station – Little Rock



CITIES SERVICE FILLING
MOUNT IDA



CONOCO STATION
FAYETTEVILLE



TEXACO NUMBER ONE
PARAGOULD



ESSO STATION
MENA



SAMUEL P. TAYLOR SERVICE STATION
LITTLE ROCK

**CITIES SERVICE FILLING STATION
MT. IDA • 204 WHITTINGTON ST.**

This historic service station is a five-sided frame structure. It is finished in brick covered with stucco, has a hip roof that extends to form a canopy over the service area, with supporting brick piers at the far corners. Built in 1925, it was used as a gas station until 1966, and has since housed a variety of small businesses. Its role as a gas station was briefly resurrected in the film *White River Kid*, which was shot in Mt. Ida in 1998. The building is listed on the National Register of Historic Places.

**TEXACO NUMBER ONE
PARAGOULD • 110 E. MAIN STREET**

Olan Lewis was the first owner and operator of this Texaco station in 1924. By 1939, it was owned and operated by E. D. Woodburn, who also owned the Texaco Station No. 2 located at Second and Poplar. Since the mid-1940s, the gas station has served other oil companies including Esso and Standard Oil. Over the years, it has also been used as a bus station and a used car dealership. It has been home to The Hamburger Station since 1985.

**SAMUEL P. TAYLOR SERVICE STATION
LITTLE ROCK • 3RD & CROSS STREETS**

This station at the corner of 3rd and Cross Streets was constructed in 1938 by a gentleman known as "Mr. Saunders." The Samuel P. Taylor Service Station served motorists as a garage and gas station from its opening in 1938 until 1947. Paul Williamson then purchased it and the name of the business was changed to Cross Town Gulf Service Station. Mr. Williamson served as the owner and operator of the Gulf Oil Company franchise until the business went out of operation in 1972. The building was then purchased by the Safeway Corporation and was used as storage by the Safeway Bakery Division nearby. In 1989, it was purchased for use by Audio-Visual Communications. An athletic management company now uses the building. The building was listed on the National Register of Historic Places in 2000. ■



GOVERNOR KICKS OFF CAMPAIGN FOR ISSUE 1

BY DAVID NILLES

AT A NEWS CONFERENCE ON NOVEMBER 15, GOVERNOR ASA HUTCHINSON OFFICIALLY KICKED OFF ARKANSAS' VOTE FOR ROADS, VOTE FOR ISSUE 1 CAMPAIGN TO CONTINUE FUNDING FOR ARKANSAS HIGHWAYS, ROADS AND BRIDGES.

In addition to all five members of the Arkansas Highway Commission, the Governor was joined by groups from all four corners of the State including mayors, county judges, small business owners and industry groups from the Trucking Association, the Arkansas Good Roads Foundation, State Chamber members and representatives of the agriculture community.

"The people and groups that you see here today represent the broad array of Arkansans that recognize the need for more funding for our highways," Governor Hutchinson stated.

"I believe Issue 1 is going to be the most important issue on the ballot next year. This is an opportunity to continue funding for Arkansas highways, roads and bridges without raising taxes. It is a plan that will benefit every resident and small business in the State."

The highway plan that was passed in the legislature earlier in 2019 represented the largest and most comprehensive long-term highway funding package in Arkansas' history. As part of that package, the assembly enacted immediate relief to support State roads, but they also referred to the voters the continuation of the current half-cent sales tax that gives the voters the final say on whether the highway funding plan will have the expected robustness and long-term impact that

it could bring.

"Passage of Issue 1 will continue to provide more than \$205 million a year of significant funding to maintain, improve and construct nearly 7,000 miles of Interstate and highway miles, and repair and replace dangerous bridges throughout the State, all without raising taxes," Hutchinson added. "Cities and counties will each continue to receive \$44 million annually. Without this continuation of funding, cities and counties will lose millions from their budgets each year."

Issue 1 will be a "pay as you go" funding system to Arkansas, allowing every dollar of the State money from this half cent extension to go to highway funding and bridge replacement/rehabilitation.

"Not only will a vote for Issue 1 provide \$8.2 billion in economic activity over the next ten years, its passage is vital to almost every sector of our economic picture in this State," Hutchinson explained.

"Agriculture is the number one industry in Arkansas and we need to have better farm-to-market roads. Tourism is our second leading industry. When people come into the State, they want to have good roads in order to go from attraction to attraction. This vote is also about recruiting new businesses and supporting our existing industry that depend upon the infrastructure so that they can expand and continue to grow their businesses here.

"Better roads, a stronger economy, and a safer Arkansas. That is what this campaign for Issue 1 is about."

To learn more about the Vote for Roads, Vote for Issue 1 campaign, visit www.VoteForRoads.com. ■

TAKING A CLOSER LOOK: ARDOT'S CULVERT INSPECTION ROVERS

BY BRITNI PADILLA-DUMAS

THERE ARE THOUSANDS OF CULVERTS ON ARDOT'S HIGHWAY SYSTEM THAT ALLOW WATER TO FLOW FROM ONE SIDE TO THE OTHER UNDER ROADWAYS, RAILROADS AND DRIVEWAYS. Those culverts come in many shapes including round, oval, box-like and flat-bottomed. They also are manufactured in many sizes ranging from several yards to a mere six inches.

To ensure proper function and to protect against failures, ARDOT's culverts must occasionally be inspected. Several years ago, that required Department crews to enter the culverts to perform investigations. On occasion, depending on the size of the culvert, that could present challenges. Things improved for the better in 2016 with the acquisition of a culvert rover.

INTRODUCING THE INSPECTION ROVER

In the summer of 2016, the Research Section purchased a culvert inspection rover from SuperDroid Robots called the MLT-42-W.

"The main advantage of using a rover is that they are safer than sending a Department employee into a culvert to complete an inspection," Senior Research Engineer Chris Dailey explained.

The MLT-42-W rover setup consists of a tracked vehicle attached, via tether, to a touchscreen tablet. The tether allows the rover to inspect up to 230



feet of culvert. On top of the rover sits a camera with pan (360 degrees), tilt and zoom capabilities. The camera can record still photos as well as video. It is controlled with virtual joysticks on the tablet, which provides a live video stream from the camera.

The rover is powered by a lithium ion battery that allows for up to three hours of run time. The battery can be recharged in less than two hours so that it can be used in the morning, charged during lunch and then used again in the afternoon. A watertight chassis permits the rover to be used in culverts that are surcharged, or full of water, although the video quality is diminished if the camera is underwater. The MLT-42-W is 13 inches wide and 12 inches tall, making it able to inspect culverts as small as 18 inches in diameter, provided there are no obstructions in the bottom of the pipe.

ON THE JOB

"The culvert rovers are used by

members of the Research Section staff to investigate various culvert issues around the State," Dailey shared. "We have been asked to inspect culverts that were suspected to have joint separation and/or structural failure."

In District One, the rover was used in 2016 to inspect a 24-inch diameter Reinforced Concrete Pipe (RCP) along State Highway 18 in Forrest City. A pipe failure was the suspected cause of settlement across the roadway but the rover successfully inspected the length of pipe in the area and found no excessively separated joints or structural failures.

District Three saw the rover's most productive trial. It was used to determine the outlet of a 24-inch diameter Corrugated Metal Pipe (CMP) along State Highway 82 in Stamps. The first attempt at locating the outlet was unsuccessful as the rover breached the bottom of the pipe and became stuck. It had to be retrieved

by a member of the Lafayette County maintenance crew. From the outlet of an adjacent 30-inch diameter RCP, the rover was able to travel upstream to find a previously undocumented wooden junction box into which the 24-inch diameter CMP flowed. The approximate location of the box was marked on the surface since the junction box did not have an access portal. Unfortunately, during retrieval of the rover, a track tread was lost, causing downtime while awaiting the arrival of a replacement.

In May of 2017, the rover was used in District Five to determine the condition of a culvert with deep cover. The condition data will be utilized in selecting the best method of rehabilitation, saving the cost of extensive excavation and a road closure that would otherwise be necessary if the culvert were replaced.

CALLING IN REINFORCEMENTS

Following over two years of field trials with the MLT-42, staff determined that a culvert inspection rover is a valuable tool to the Department. However, the drawbacks experienced with the MLT-42-W (unreliable track treads and a short length cable reel) proved the need for a more robust rover.

In May of 2019, the Research Section purchased an Envirosight RovverX. The RovverX is a three-piece system comprised of a six-wheel drive crawler, a 1,000 foot powered extend/retract cable and a control pendant. With five different size wheel sets, pipes measuring as small as six inches in diameter can be inspected.

"Although the standard for the Department is to not install culverts smaller than 18 inches in diameter, we have found some 12- and 16-inch diameter culverts in our investigations," Dailey observed.

"The new rover can record video and capture still photographs just like the old rover could, but it also has the capability of measuring crack widths and pipe diameter with the lasers mounted in the camera head. Another feature of the new rover is its capability to measure distance as it traverses along a culvert. The new Envirosight RovverX can also be located from the surface with the use of a sonde locator."

A sonde is a miniature transmitter that is battery operated and omits a specific frequency the locator can receive.

The RovverX has the added ability to record inspection information in support of maintenance management reporting functions.

With the addition of the RovverX to the fleet, it is safe to say that ARDOT is well prepared for the future when it comes to culvert exploration. ■



Operated by a touch screen tablet, ARDOT's rover moves in for a closer look.

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 Highway 21

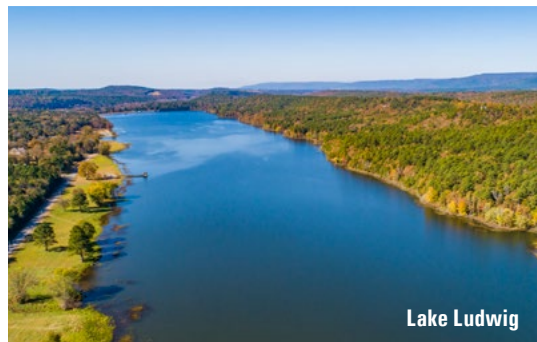
POINTS: Clarksville to Boxley

LENGTH: 35 miles

THE OZARK HIGHLANDS SCENIC BYWAY TRAVERSES THE BUFFALO NATIONAL RIVER AND THE BOSTON MOUNTAINS REGION OF THE OZARK MOUNTAINS. The drive cuts through the Ozark National Forest and provides recreational opportunities leading up to the Buffalo River.



Boxley Baptist Church



Lake Ludwig

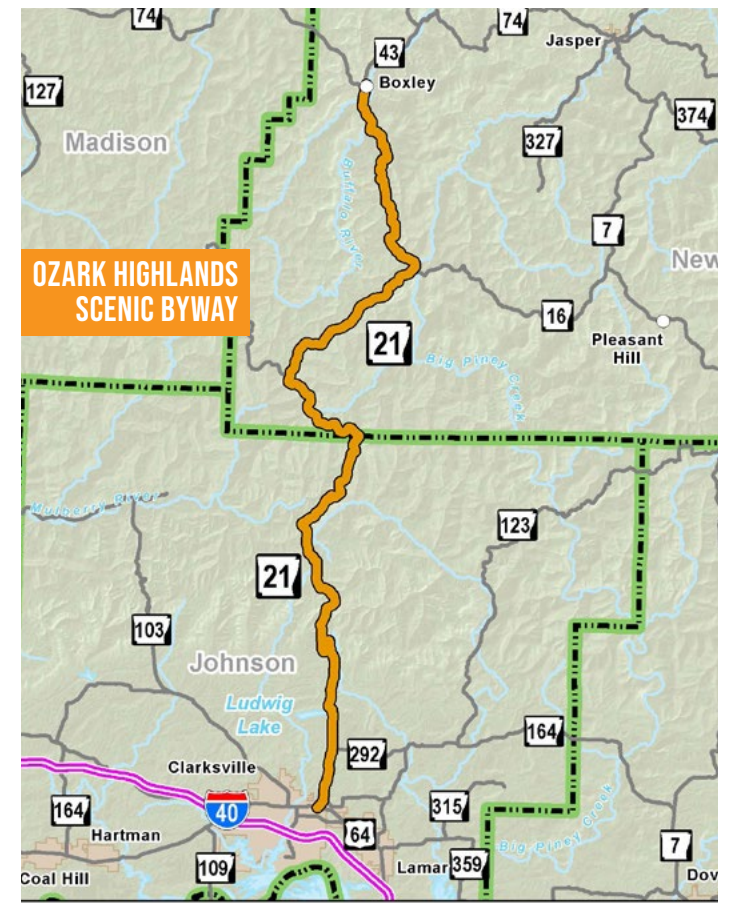
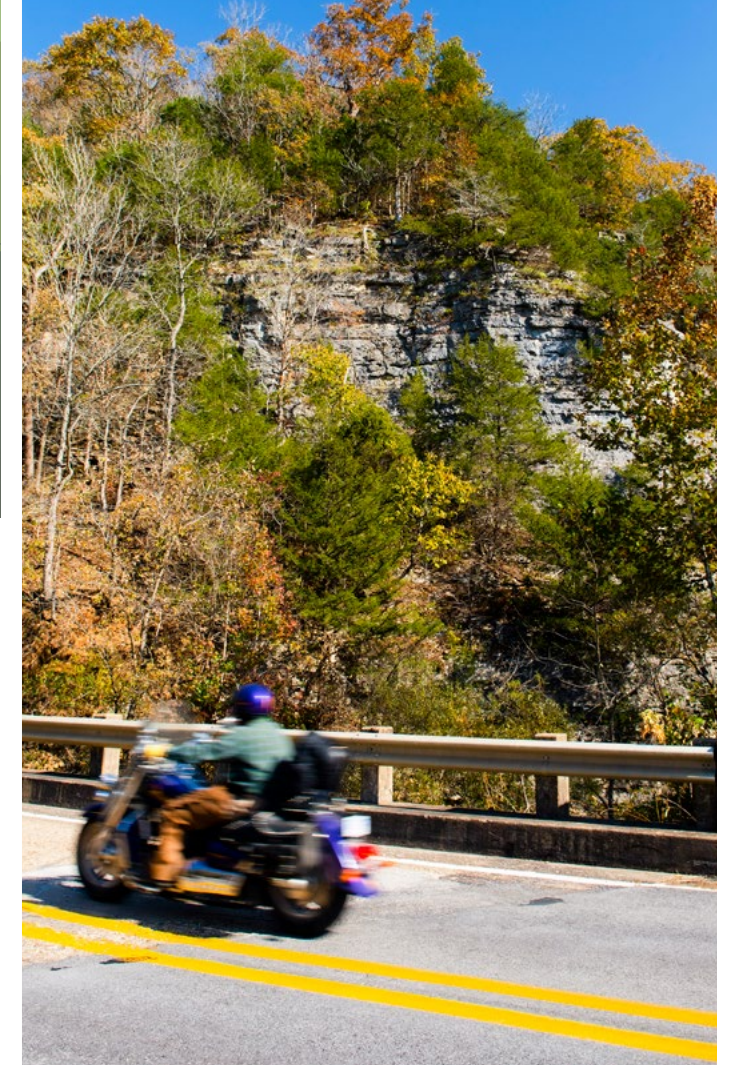
State Highway 21 begins in Clarksville off of U.S. Highway 64 and heads north into the Ozark Forest. Stop by the **OZARK NATIONAL FOREST VISITOR CENTER** at Pleasant Hill to find information about the Scenic Byway and the animals in the area. Chances are high of sighting deer, elk, bear, and maybe even a bald eagle.

As Highway 21 climbs north through rolling pastures, stop by **LAKE LUDWIG**, home to a swim beach and picnic pavilions. The lake is the site of the Lightning on Ludwig Boat Races and the Long Course Nationals. In the **OZARK NATIONAL FOREST**, the road twists and winds upward, creating a distinct hairpin turn through the trees. Soon you'll encounter the **OZONE BURGER BARN**, a perfect place to stop for comfort food. The menu consists of hand-patted burgers, fresh cut fries, hand-mixed milkshakes, and more! After a meal, campers will want to go to the **OZONE RECREATION AREA & CAMPGROUND**. For hikers, stop at the

(continued on page 18)



Ozone Burger Barn

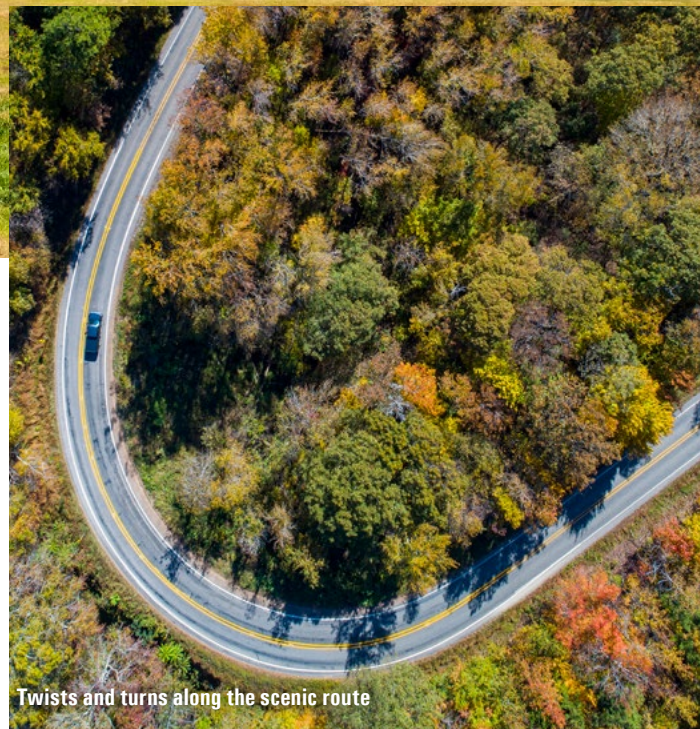




A barn in Boxley, west of State Highway 21

Ozone Trailhead to explore the **OZARK HIGHLANDS TRAIL**. The Ozone to Fairview section of the trail features rock gardens, stream crossings, and even a natural arch. You can also find the Glory Hole Falls Trailhead, Smith Creek Preserve Trailhead, and Upper Buffalo Wilderness Trailhead further up the route.

As Highway 21 nears the town of Boxley, it crosses the **BUFFALO RIVER**—the U.S.'s first National River. The Scenic Byway officially ends in Boxley, where you must stop to see the historic **BOXLEY BAPTIST CHURCH**. While in Boxley Valley, keep an eye out for herds of elk that roam the fields nearby. ■



Twists and turns along the scenic route



✂️ **RIBBON CUTTING**

Cutting a ribbon for the new Maumelle Interchange.

NEW ACCESS TO MAUMELLE

BY DAVID NILLES

Cloudy skies and a light rain couldn't dampen the excitement as ARDOT officials, Lieutenant Governor Tim Griffin and local dignitaries cut a ribbon on the new Maumelle interchange on Interstate 40 near North Little Rock on November 6.

McGeorge Contracting Company of Pine Bluff was the contractor on the \$14.6 million project that now provides the City of Maumelle with a third Interstate entrance and exit.

"I congratulate McGeorge Contracting for their success in completing this project ahead of schedule and in less than a year," stated ARDOT Assistant Chief Engineer - Operations Rex Vines.

"I want to recognize the partnership between the City of Maumelle, Metroplan and ARDOT. It is a partnership that provided funding to make the extension of Counts Massie Road and this interchange a reality."

The new interchange will improve access to the geographic center of Maumelle and improve traffic flow across town.

Lieutenant Governor Tim Griffin told the crowd, "I wanted to come and celebrate this ribbon cutting with all of you. This new interchange represents safer travel for residents in Maumelle and continued economic development for this area. Because this project helps improve our infrastructure in central Arkansas it provides a better quality of life for everyone."

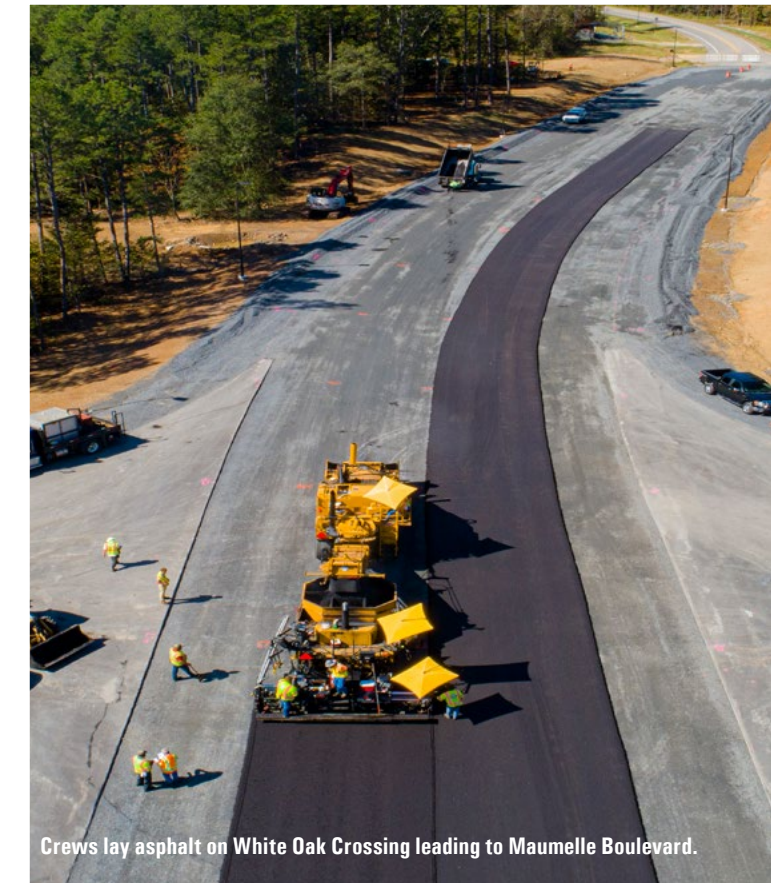
As the City has grown, the traffic on Maumelle Boulevard has increased as well.

"The number of vehicles on Maumelle Boulevard has tripled since traffic counts were taken in 1995 but this new interchange is going to alleviate some of that," former Maumelle Mayor Mike Watson observed. "I want to thank the citizens of Maumelle for passing the sales tax that made this interchange happen and for believing in us. I also thank Metroplan for their investment in this project."

Maumelle Mayor Caleb Norris stated, "This new interchange represents connectivity. It connects the residents and the businesses in this area to other areas along this Interstate. It lets everyone know that Maumelle is open for business. The victory here belongs to the residents of Maumelle. Working together, this ribbon cutting shows that our community is thriving." ■



The new Maumelle overpass over Interstate 40.



Crews lay asphalt on White Oak Crossing leading to Maumelle Boulevard.



GROUND BREAKING

Officials break ground on the last remaining project



A completed section of the Bella Vista Bypass

BELLA VISTA BYPASS GROUNDBREAKING

BY DAVID NILLES

State and local officials gathered on October 15, 2019, near Gravette to break ground on the remaining two projects that will complete the Bella Vista Bypass, also known as the Arkansas-Missouri Connector.

For many in the crowd the day could not arrive fast enough.

“This is a big, big deal and very, very important for this area,” stated Bella Vista Mayor Peter Christie.

One of the two projects will construct the last 2.5 miles of travel lanes that will extend from Hiwasse northward to the Missouri State line. The second will construct a single-point urban interchange, which will replace the roundabout at Interstate 49 and U.S. Highway 71 in Bentonville.

After roughly 25 years of discussion, design work and construction, the Arkansas-Missouri Connector is close to becoming a reality,” ARDOT Director Scott Bennett commented. “There is more to the story right across the state line in Missouri. The Missouri Highway Commission has approved funding for their improvements for the Connector.”

The Missouri Department of Transportation (MoDOT) will be constructing 4.8 miles of roadway between the City of Pineville, Missouri, and the Arkansas State line. Construction in Missouri is scheduled for later this year. Arkansas and Missouri have synchronized the three Connector projects so that all will be completed in 2022.

Commissioner Philip Taldo reminded the crowd that the Bella Vista Bypass will be a part of Interstate 49 in Arkansas when completed.

“Looking at the big picture, Interstate 49 will run from the Gulf Coast near New Orleans through Arkansas and up to Kansas City when completed. It will be a tremendous economic benefit for northwest Arkansas.”

The three projects that ARDOT and MoDOT are now constructing represent the last remaining sections of a 278-mile corridor between Fort Smith and Kansas City.

A new Arkansas Welcome Center on Interstate 49 is planned for the future. ■

SCENIC HIGHWAY 27 ROCK FORMATION DRAWS A CROWD

BY DAVID NILLES

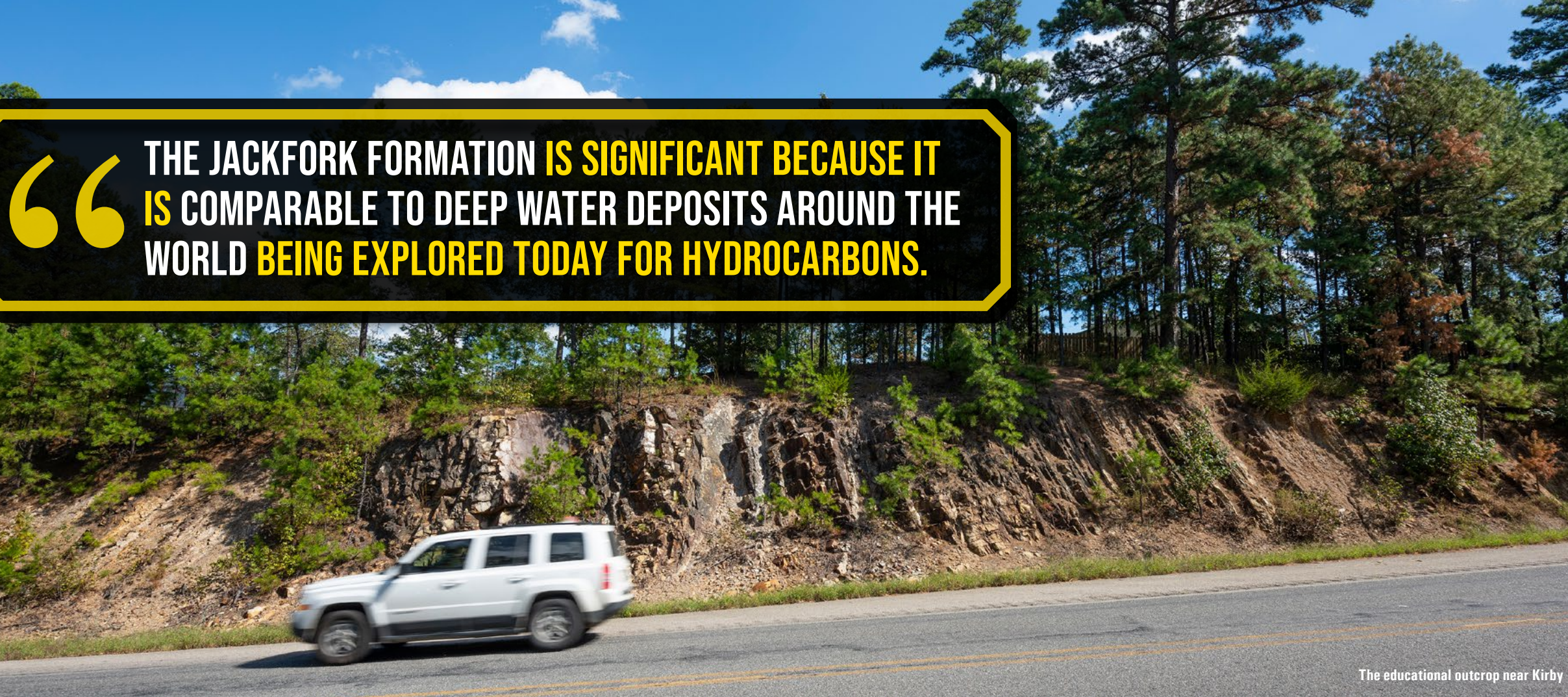
ON A SMALL STRETCH OF SCENIC HIGHWAY 27 SOUTH OF KIRBY, ARKANSAS, IS A ROCK FORMATION THAT LOOKS SIMILAR TO MANY OTHERS ALONG HIGHWAYS IN THE SOUTHWEST AREA OF THE STATE. However, this one is unique and draws oil and gas industry professionals from around the world.

They come to Arkansas to see outcrops of a formation called the Jackfork Formation. This particular type of rock formation occurs in a very limited number of locations around the world, many of which are not readily accessible.

ZEROING IN ON KIRBY

“Arkansas has several Jackfork Formation outcrops considered to be world class,” states Doug Hanson,

(continued on page 22)



The educational outcrop near Kirby



“THE JACKFORK FORMATION IS SIGNIFICANT BECAUSE IT IS COMPARABLE TO DEEP WATER DEPOSITS AROUND THE WORLD BEING EXPLORED TODAY FOR HYDROCARBONS.”

a Geologist for the Arkansas Geological Survey. “Because they are so accessible, we at the Geological Survey try to encourage groups to come and study our rocks.”
And come they do, from Japan, Lebanon, Nigeria, Russia, Australia and a dozen more countries.

WHAT IS THE JACKFORK FORMATION?

The Jackfork Formation is named for Jackfork Mountain in Pittsburg and Pushmataha Counties in Oklahoma. The Jackfork Formation was formed nearly 315 million years ago making it early Pennsylvanian age. Sediments were deposited into a sediment-starved deep marine basin, which was slowly expanded starting some 500 million years ago. This marine basin would be similar to the present day Gulf of Mexico. About 360 million years ago, this basin started to close and a very deep trough formed off the southern margin of the North American Plate. This trough received sediment by turbidity currents at an increasing rate. Turbidity flows or currents are high-density currents that deliver sediment out into the deep ocean basins around the world. High-density flows are still happening today. The physical character or rock types encountered at this particular outcrop include shale, sandstone and siltstone.

The Jackfork Formation outcrops on the north and south sides of the core area of the Ouachita Mountains and extends from North Little Rock westward into southeastern Oklahoma. The exposure along Highway 27 south of Kirby represents a vertical thickness of about 5,000 feet of the formation. The total thickness of the formation is reported to be 6,000 to 6,500 feet. The strata here are dipping at a high angle, about 60 to 85 degrees and trend northeast-southwest. At one time, this unit would have been buried beneath about 30,000 feet of sediment. Compaction and faulting during the formation of the Ouachita Mountains and subsequent erosion have brought this formation to the surface.

THE SIGNIFICANCE OF THE FORMATION

The outcrop near Kirby was exposed during the construction of this particular section of Scenic Highway 27 in the 1960s.
“The Jackfork Formation is significant because it is comparable to deep water deposits around the world being explored today for hydrocarbons,” Hanson explains.
Hydrocarbons are the chief components of petroleum and natural gas. This explains the attraction of the Highway 27

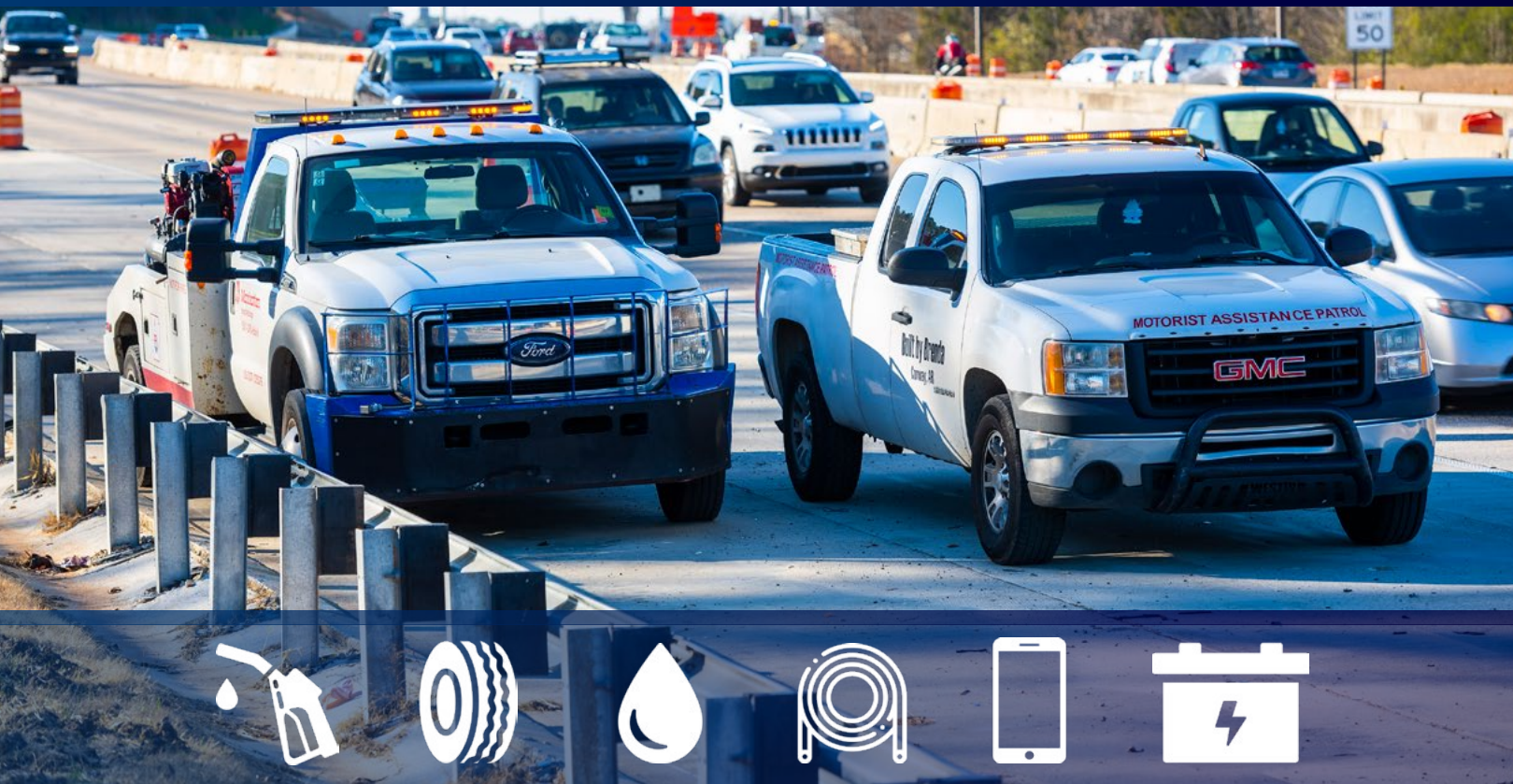
outcrop to professionals in the oil and gas industries. The style of deposition, by turbidity currents and depositional environment, is important to exploration geologists and petroleum engineers. From these outcrops, geologists can get an idea of the architecture and geometry of the sand bodies they will encounter when drilling around the world. The architecture refers to how the individual sand, shale and siltstone layers relate to each other, and geometry relates to the size and shape of the sand bodies. The sand bodies along the highway here represent deep-water channel and lobe/fan deposits. Sand-rich turbidity flows have been clocked going over 50 mph on the sea floor while silt-rich flows act like slugs and just creep along.
Petroleum engineers can study the rock’s properties to better understand its characteristics. They test the porosity and permeability and examine the mineralogy and grain morphology. Understanding the rock’s properties is important for the efficient production of hydrocarbons.
“For oil companies, it is important to investigate what type of rock you may be drilling into since this type of well costs over \$100 million to drill and over one billion dollars by the time production starts,” Hanson adds. “In the last ten years,

giant oil fields have been discovered in this type of deposit. One such field is known to contain over 8 billion barrels of oil.”
Knowledge of this type of deposit is also beneficial for the aggregate industry and the production of crushed stone and dimension stone. There are numerous locations in the Ouachita Mountains where sandstone from this formation has been utilized as a resource for crushed stone, riprap and dimension stone. At some locations, the outcrop serves as host to other minerals such as cinnabar, an ore of mercury, and quartz crystals.

NATURE’S CLASSROOM

“Oil and gas experts come to Kirby’s outcrop to gain a better understanding of similar rocks they are exploring for oil and gas potential around the world for several reasons,” Hanson concludes. “The outcrops here are ideally located close to industry and academia, are easy to access and display various depositional environments from which depositional models are developed. By studying these rocks, geologist and petroleum engineers can apply this knowledge gained in Arkansas to similar deposits occurring around the world.”

MOTORIST ASSISTANCE PATROL



BY BRITNI PADILLA-DUMAS

AS BOTH AN ARKANSAS MOTORIST AND AN ARDOT EMPLOYEE, MY CURIOSITY ALLOWS ME TO NOTICE THINGS ON OUR HIGHWAYS THAT I MAY HAVE OTHERWISE OVERLOOKED. One such example is a particular white truck on the Interstate 630 construction project that is often patrolling between Shackelford Road and Fair Park Boulevard. Sometimes I see it perched at the on-ramp on John Barrow Road, lights on, driver attentive. “What is that?” I ask myself. Well, why ask myself when I can ask the Senior Project Manager with Manhattan Road & Bridge? Tom Cramer is responsible for work taking place with the widening of Interstate 630 in Little Rock, and he shared a few of the special provisions of job CA0608.

“The Motorist Assistance Patrol, or MAP truck, is continuously monitoring the route, searching for stranded motorists,” Cramer said.

The MAP truck continuously patrols the work zone Monday through Friday, from 6:00 a.m. to 8:00 p.m., and provides 24-hour patrols during lane closures. At a minimum, the MAP truck can provide the following to motorists:

- A maximum of two gallons of fuel
- Change or assist with flat tires or inflate low tires
- Fill radiators with water

- Tape hoses
- Provide a mobile phone to call for additional assistance
- Jump-start stalled vehicles
- Move stalled vehicles from travel lanes

“The MAP truck exists for the safety of the traveling public and for the safety of the construction workers. A stranded vehicle in the middle of traffic is dangerous. There are approximately 130,000 vehicles per day on I-630, so you can imagine how one stranded motorist blocking one lane could affect a huge amount of people,” Cramer explained.

While not all construction zones have the MAP provision, the nature of the project on a main thoroughfare such as I-630 deemed one necessary. The provision was included in the original contract, let in early 2019 and awarded to Manhattan Road & Bridge for \$92.8 million.

The MAP truck provides help free of charge to anyone in need in the work zone.

“If they see a vehicle on the shoulder or off the side of a ramp, they will check and ask if they need assistance. We just feel like we’re doing our job. We aren’t looking for accolades—it’s our responsibility to make sure that they are safe,” Cramer concluded. ■

ROOTED IN CHANGE

BY BRITNI PADILLA-DUMAS
ORIGINAL EXHIBITION BY JESSICA CHAVEZ

Demonstration In Stuttgart, Arkansas, courtesy of the Wisconsin Historical Society

IN 1869, THE U.S. SUPREME COURT UPHELD THE CONSTITUTIONALITY OF RACIAL SEGREGATION IN PLESSY V. FERGUSON UNDER THE “SEPARATE BUT EQUAL” DOCTRINE. As a result, Jim Crow legislation and separate public accommodations based on race became commonplace across America.

Less than 60 years ago, those same Jim Crow laws still prohibited people of color from sharing classrooms, bathrooms, theatres, and other facilities with white people.

In 1954, the Supreme Court in *Brown v. Board of Education* ruled that schools could no longer be segregated and that state laws establishing separate schools for black and white students were unconstitutional. This legislation was a cornerstone for the next decade as people of color

(continued on page 26)



The Rooted In Change exhibition is on display at the University of Arkansas at Pine Bluff.

continued to fight for their basic human rights.

Through oral histories, historical photographs and thoughtful design, ARDOT intern Jessica Chavez displayed how the grassroots efforts of the Student Nonviolent Coordinating Committee (SNCC) fought for equality amidst the segregated South during the Civil Rights Movement. SNCC was formed in conjunction with the sit-in movement and was one of the most visible and active civil rights organizations in Arkansas. The exhibit, on display at the University of Arkansas at Pine Bluff's (UAPB) Museum & Cultural Center, explains SNCC's role on campus and in the community.

The Williams Building in Pine Bluff, owned by the Williams Family, became home to SNCC from 1964-1967. The SNCC office in the Williams Building was one of the first civil rights' establishments outside of Little Rock.

In 2011, the proposal for Job 020070—improvements to U.S. Highway 79B—identified adverse effects to the historic property of the Williams Building. As a result the Federal Highway Administration, through ARDOT, developed stipulations for the project. It was decided that a permanent exhibit would be housed on the UAPB campus, documenting the Williams Building's association with SNCC and the Civil Rights Movement in Pine Bluff. A brass marker was also placed at the site of the building, explaining its significance.

ARDOT intern Jessica Chavez was tasked with creating the exhibit, currently on display at UAPB.

"The Rooted in Change exhibit became my project thesis for my master's degree in Public History at the University of Arkansas at Little Rock," Chavez explained. "This internship falls under the historic preservation track in my program, and this internship allows me to understand what could be involved when dealing with government structures."

Chavez hopes to become a military historian at an Air Force base. Her first summer as an intern, she studied Arkansas' historic bridges, but her focus for the summer of 2019 was the Williams Building Exhibit.

"When I began this project earlier this year, I was really concerned that the Pine Bluff community may not accept an outsider telling their history, but all historians at one point in their career will have to write about difficult histories. I told myself that as long as I kept my audience in mind and told all sides of the story, the history would speak for itself," Chavez said.

"This project has made me look at unassuming structures differently. History happens in all types of structures." ■

Telling a story at the UAPB exhibition



Ozark Mountain Bike Fest
Photo courtesy of AR Parks & Tourism



OUT & ABOUT

CALENDAR OF EVENTS AROUND THE STATE

Several events in April and May 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.

- * OZARK MOUNTAIN BIKE FEST: Springtime in the Ozarks means it is time to hit the bike trails. Join the park staff for a fun weekend on the two-wheel trails. There is fun to be discovered by all ages and levels of riders. • APRIL 3 - 5
- * GREAT ESCAPE WEEKEND & EASTER EGG HUNT: Are you ready to get away from the big screen TV and smart phones? Escape to the outdoors for a weekend of nature-related and family-oriented activities. The celebration concludes with an Easter egg scramble with 2,000 eggs. • APRIL 10 - 12
- * FISHING LURE WORKSHOP: Have you ever wanted to learn to make your own lures? Join park staff to make your own custom crankbait and spinner bait, perfect for fishing on the White River. • APRIL 18
- * BOATER EDUCATION CLASS: Learn about Arkansas' safe boating laws and practices. This class is required for everyone born on or after January 1, 1986, in order to operate a motorboat. Registration through the Arkansas Game and Fish Commission website is required. • APRIL 18
- * TALIMENA RALLY: "CRUISING FOR ST. JUDE": This motorcycling event has two group rides, two terrific bands, four meals, point runs, a silent auction and many prizes to win. Come on bike or 4-Wheels, it's all about the kids. • MAY 21 - 24
- * ROOTED IN CHANGE: An exhibition outlining the grassroots efforts of the Student Nonviolent Coordinating Committee in fighting for equality amidst the segregated South during the Civil Rights Movement. • ONGOING

- APRIL 3 - 5** * OZARK MOUNTAIN BIKE FEST
Devil's Den State Park
Westfork, AR
- APRIL 10 - 12** * GREAT ESCAPE WEEKEND & EASTER EGG HUNT
Petit Jean State Park
Morriston, AR
- APRIL 11** ARKANSAS DERBY
Oaklawn Racing Casino Resort
Hot Springs, AR
- APRIL 18** * FISHING LURE WORKSHOP
Lower White River Museum
State Park
Des Arc, AR
- APRIL 18** * BOATER EDUCATION CLASS
National Park Community College
Hot Springs, AR
- MAY 21 - 24** * TALIMENA RALLY: "CRUISING" FOR ST. JUDE"
Arkansas Convention Center
Texarkana, AR
- ONGOING** * ROOTED IN CHANGE
University of Arkansas at Pine Bluff
Museum & Cultural Center
Pine Bluff, AR



Great Escape Weekend & Easter Egg Hunt



Fishing Lure Workshop



Boater Education Class



MAINTENANCE CREWS: ON LOCATION

DISTRICT 1



of the cross drain and minimized the impact to traffic and the construction project. The plan involved exposing a section of the existing culvert near the upstream drop inlet and removing the top half of a length of pipe. Sections of smooth-lined plastic pipe culverts were then dropped through the opening and pushed under the roadway using the existing culvert as a carrier pipe. Remaining voids between the pipes were filled with a pumped grout. Although the new culvert is a smaller diameter than the original pipe, the smooth interior lining actually provided a slight increase in flow capacity.

The traffic control plan for repairs involved closure of the outside eastbound lane and shoulder using a precast barrier wall, along with the closure of an intersecting city street. A timeline of four days was allotted to complete the work and for removing the precast wall prior to the Labor Day weekend.

Materials and equipment were staged in advance at a nearby Area Maintenance Headquarters. The Resident Engineer and 14 personnel coordinated with the contractor to alter the planned work during this time and the District maintenance crew, supported by personnel from Crittenden 1 and Crittenden 2 crews, began placing traffic control devices Monday morning.

By early afternoon, the existing pavement had been cut and removed, the existing culvert exposed and crown section removed. Maintenance Specialist Michael Howard operated a track hoe with practiced ease, maneuvering in limited space between overhead and underground utilities. Work progressed smoothly and was completed with all traffic control devices removed a full day ahead of schedule.

A combination of ingenuity, coordination and cooperation made for a successful repair project and allowed for the completion of the original project shortly thereafter. ■

MAINTENANCE CREWS IN DISTRICT ONE RECENTLY EXPERIENCED A "PROJECT WITHIN A PROJECT."

Crewmembers with APAC-Tennessee, Inc. were resurfacing 12 miles of Broadway Avenue (U.S. Highway 70) in West Memphis just prior to the Labor Day weekend when a sinkhole developed in the outside westbound lane of the project area. Closer inspection revealed the collapse of a large void caused by a failed joint in a corrugated metal pipe culvert storm drain that crossed under the roadway.

District One maintenance crews evaluated the remainder of the pipe and determined that replacement or rehabilitation of the entire length was necessary in lieu of just repairing the joint. Because the majority of the lanes had just been freshly resurfaced, and with ongoing contractor operations and traffic volumes, an open-cut replacement was not favored.

District Maintenance Engineer Matt Emberton devised an innovative rehabilitation solution that restored the integrity

Dear ARDOT

I just had to send a quick message to you concerning ARDOT personnel that cleared Highway 118 in Tyronza after the tornado on October 21, 2019. I believe the crew Supervisor is Jackie Mitchell. Mr. Mitchell and his crew worked very hard, and as a TEAM. Their efforts removing large trees and debris need not go unrecognized. I was so proud to see how hard and fast this team worked together. I personally witnessed this as well as the County Judge, County Sheriff and other first responders. This helped us (first responders) tremendously. Please share with them how much they are appreciated.

Thank you,

**First Lieutenant Scott Fraley
Arkansas Highway Police**

IDRIVE APPRECIATION

To everyone at IDrive,
Thanks for all the info on road conditions.
Great job!

Larry Trammell



DIGITAL SIGNS

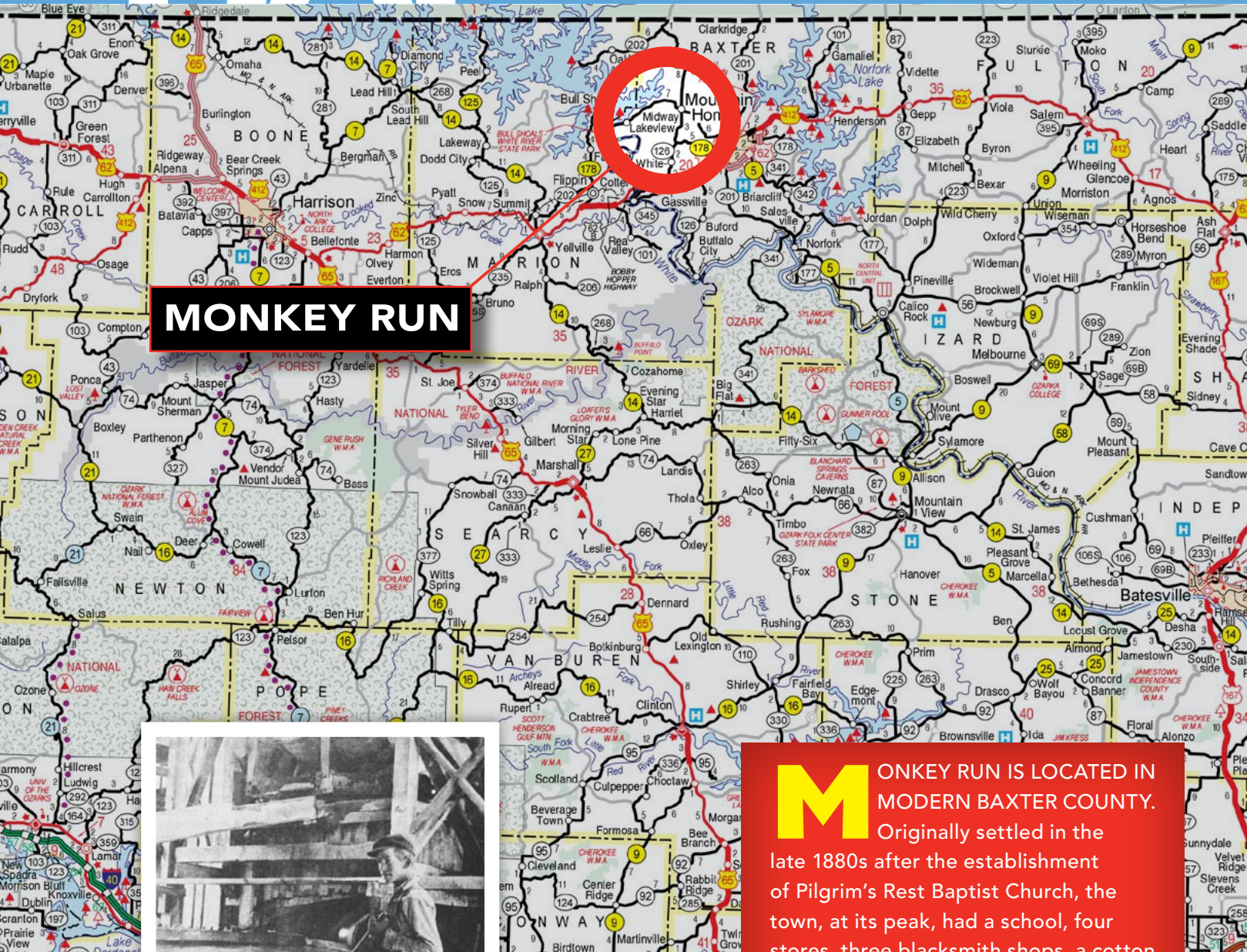
I want to commend whoever is in charge of the digital signs because it has completely changed how I view "road rules." The humor is much needed when commuting. We all get a kick out of it, so thank you! It's the little things. Ha!

Payton Holsted

Want to share your thoughts on the Arkansas Department of Transportation? Send them to us at info@ardot.gov.

ON THE MAP

SPENDING TIME WITH AN ARKANSAS HIGHWAY MAP CAN BE INTERESTING. HAVE YOU EVER VISITED HERE?



MONKEY RUN



Zinc mines were common in Northern Arkansas. Photo courtesy of Arkansas Parks & Tourism

MONKEY RUN IS LOCATED IN MODERN BAXTER COUNTY. Originally settled in the late 1880s after the establishment of Pilgrim's Rest Baptist Church, the town, at its peak, had a school, four stores, three blacksmith shops, a cotton gin, a grist mill, a molasses mill, a Masonic lodge, an Odd Fellows lodge, a doctor, and a telephone exchange. During World War I, seven zinc mines were found in Monkey Run and the ore was sent to Cotter for shipment. Unfortunately, the town did not flourish after the 1920s. ■

Information for this story was found at www.encyclopediaofarkansas.net

DISTRICT 5

CONSTRUCTION

CORNER



Two projects under construction in District 5 are rehabilitating 52 miles of U.S. Highway 67.

The projects are located in Jackson and White Counties and were awarded to Emery Sapp & Sons, Inc. The work consists of full depth patching, diamond grinding, joint rehabilitation and bridge repairs.

The first job has been underway since the spring of 2019. It extends 27 miles from Bald Knob northward to Newport. The second project begins at Judsonia and continues southward for 25 miles to the Lonoke County line. Improvements on this section began in the fall of 2019.

Work between Bald Knob and Newport should be completed by the fall of 2021. Improvements between Judsonia and the Lonoke County line are expected to be finished in the spring of 2022. ■



Improvements under way on U.S. Highway 67





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