

Building Arkansas

Official Magazine of the American Council of Engineering Companies of Arkansas & the Arkansas Society of Professional Engineers



Paving the way

After a lengthy political debate, Congress has passed the Infrastructure Investment and Jobs Act. Inside: How it happened, and what it might mean for Arkansas and for engineers.

How to keep the good news coming

There's an old saying, "No news is good news," which means that the lack of any information means you can assume things must be going well.

But that expression doesn't apply to engineers lately, because for our profession, the big headlines have been good.

The best big headline is the \$1.2 trillion Infrastructure Investment and Jobs Act passed by Congress and signed by President Biden.

The act will mean many of the nation's infrastructure challenges will finally be addressed. Roads will be built. Bridges will be fixed. Water will be cleaner. Lead pipes will be replaced, which is not a huge problem in Arkansas. And broadband will be extended to rural residents who currently lack it.

For industry stakeholders who supported the legislation, now is the time to celebrate. Ready, go!

OK, time's up. Because passage of the legislation is only the first step.

Obviously, engineers will have plenty to keep them busy from a business perspective. There will be many requests for proposals that demand a response.

But the political and advocacy work is not finished, either. As Steve Hall, the ACEC's senior vice president of advocacy, said at the ACEC/A Industry Update Nov. 10, now we must make sure the money is spent wisely to address all



Angie W. Cooper
Executive Director

of these real needs. Government agencies will find themselves funded at levels they've never seen before, but they still might be set up for those traditional smaller amounts. We want to be careful with the taxpayers' money, but we don't want things to happen slower than they should.

Engineers can play a role in advocating for effective use of the funding by working directly with state and federal agencies and through their elected officials. All six members of Arkansas' congressional delegation will play a role in ensuring the money is spent wisely and in ways that most benefit Arkansas. Keep in mind that, this time next year, there's a good chance that they'll be part of the incoming majority, where they will be in a position to provide more oversight and, perhaps, continue the momentum.

Likewise, as that money flows down to the state level, agency heads and elected officials will have a greater role in determining where the money goes. Everything these days is political, and lots of issues are being caught up in the culture wars. Engineers can help ensure infrastructure doesn't become one of them.

When it comes to advocacy, it's important to present good, sound, logical arguments. At the same time, nothing beats volume. The more of us who are engaged, the more effective we'll be. It's one thing for paid lobbyists like Steve Hall and me to state engineering's case. It's another when engineering firms across Arkansas are contacting their members of Congress and state officials.

Moreover, the more voices we have, the more volume we'll create. We need more firms involved in ACEC/A and more engineers involved in ASPE. If you are a member of one but not the other, please join both. And please encourage your fellow engineers to get involved. It should be an easy sell. These are not charities. They are good investments.

No news is good news? Maybe. But lately, the big news headlines have been good for engineering. Let's keep it that way. Get involved in ACEC/A and ASPE. Engineers aren't exactly the type to get loud, but we can turn up the volume a little bit.

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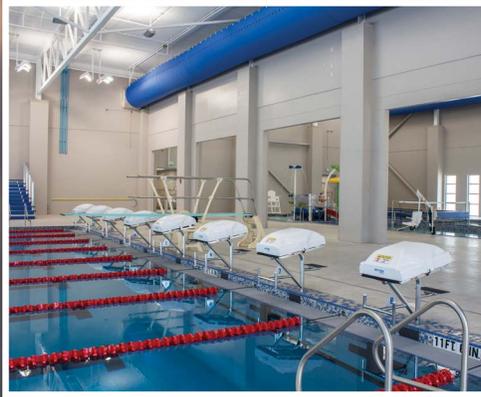
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- 16** The Infrastructure Investment and Jobs Act will provide money for road and bridge construction as well as water/wastewater projects, broadband expansion and other priorities.

Departments

- 2** Executive Director's Column
- 6** ACEC/A President's Column
- 7** ASPE President's Column
- 8** In the News
- 10** ACEC/A Affiliate Members
- 10** Calendar of Events
- 11** Advertiser Index

News and Features

- 12** **Spotlight / Olsson doubles, still growing**
When Olsson acquired McGoodwin, Williams & Yates four-and-a-half years ago, one of the reasons MWY agreed to the acquisition was that it wanted to grow. That's what's happened.
- 13** **Engineering Excellence Awards March 31**
Entries are now being accepted for the 2022 Engineering Excellence Awards, which will be March 31 at the Governor's Mansion.
- 14** **Young offers ACEC/A nu perspective**
If you've noticed you're getting more timely information from ACEC/A, it's because of Lindsay Young.
- 16** **Cover / Infrastructure bill passes. Now what?**
The infrastructure bill passed by Congress will provide \$4 billion over five years for Arkansas' highways, plus millions more for other state infrastructure needs. Now, the task at hand is making sure the money is spent effectively.
- 19** **Another \$138 million for drinking water**
Arkansas will get an additional \$138 million over the next five years for safe drinking water projects, with half being offered as grants.
- 20** **Bridge crack leads to ARDOT changes**
The Arkansas Department of Transportation has started changing its inspection processes to prevent another near-catastrophe like the crack that could have brought down the I-40 Hernando de Soto Bridge over the Mississippi River.
- 21** **Arkansas' economy did OK with COVID**
Arkansas didn't lock down as severely as other states and benefited more from government transfer payments. But the end of those payments means consumer spending, along with retail sales, will decrease.
- 23** **Planner: State's population growth slows**
Arkansas' population growth slowed in the 2020 census, with much of the growth occurring in Northwest Arkansas and the Little Rock region.

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Good times for engineers

In October, I attended my first ACEC Fall Conference. This is my sixth year on the ACEC/Arkansas Board, but I typically only attend the Spring ACEC Annual Convention and Legislative Summit in Washington, D.C., and the summer Deep South Convention in Destin, Florida.

Being the Arkansas president this year, it was important for me to attend the Fall Conference and represent our member organization. This conference had a different feel than the other two. The Deep South Convention only includes delegates from Arkansas, Alabama, Louisiana, and Mississippi and a few folks from ACEC National. The Spring Convention typically has representatives from all 52-member organizations like the Fall Conference, but it's a much more well-attended event. At the Fall Conference, I didn't feel as much like such a small fish in a big pond like I do in D.C.

After 2020, it was great to be part of an in-person conference again. There was no mask mandate, and we were free to meet in both large and small groups, as well as mingle with each other throughout the event. To be fair, this year's Deep South Conference was also an in-person event, but it was a much smaller gathering of people. There were a few people at the Fall Conference wearing masks, but I think I saw less than five total. Most member organizations were well represented at the conference, but a few still opted to only attend virtually. It felt great to experience a few days of what normal used to feel like.

Some of the highlights of the conference centered around the economic successes in 2020 and 2021. ACEC reported that the U.S. GDP was back to pre-pandemic levels and that many A/E firm revenues had rebounded to pre-pandemic levels, with some firms reporting record profits in 2020. That's amazing considering that several industries suffered severe negative economic impacts last year.



Steve Pawlaczyk, P.E.
ACEC/A President

What's causing this success? ACEC reported that the residential housing boom was driving the growth with the energy and utility sectors doing well, too. Like ACEC/Arkansas, ACEC National's fiscal year runs from July 1 thru June 30. During the board meeting, National reported that in FYE 21 it achieved \$3.255 million in

profit, while only budgeting for a profit of \$610,000, and that FYE 22 numbers were also ahead of projections – another sign of economic recovery.

Throughout the conference, there was much anticipation about Congress approving the infrastructure bill (a.k.a. the Infrastructure Investment and Jobs Act). While it did not pass during the conference, the House of Representatives passed this bill on November 5. While I am excited about what this bill does to create projects for our industry, I am conservative when it comes to politics, and I'm concerned about where this money is coming from and where all the non-infrastructure spending is going. Another concern I have is with the current labor shortage. Many engineering firms in Arkansas are struggling to find enough talent to handle our current workload, let alone adding several new infrastructure projects, but that's a topic for another day. On November 10, we held the ACEC/Arkansas Industry Update at the ARDOT office in Little Rock, as well as a board meeting. The sentiment during both the update and our board meeting was very positive on the passage of the infrastructure bill. This should be good for our industry, but time will tell how much of the spending will benefit the Natural State.

By the way, earlier in this article I mentioned the 52 ACEC member organizations. In addition to delegations from all 50 states, there are separate ACEC organizations for Metro Washington (D.C.) and the Greater Pittsburgh area. I hope everyone has a great 2022!

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Ethical engineering is always essential

Possibly the biggest headline to come out of Washington, D.C., in the last year hit the newsstands (and internet) in mid-November – an infrastructure bill was passed by Congress and signed into law.

No matter which side of the aisle you sit, one thing that political forces of both red and blue have agreed about

for quite some time is that the nation's infrastructure is deteriorating. While many provisions of the bill were disputed and debated, the critical need for repairing the nation's infrastructure wasn't one of them.

The fact that this monumental bill has passed speaks to the work engineers have been doing to make the public and politicians aware of critical infrastructure needs. I believe this is at least partly the result of PEs conveying to the public that these infrastructure projects are critical, and they are expensive.

As engineers, we know that the passage of this bill isn't going to provide an overnight fix to the issues our infrastructure faces. It will be many months before the inner workings of the bill are interpreted, but eventually this funding will reach states, counties, and cities. In the coming years, projects that engineers will undertake will leave a lasting impact on the nation's mobility and well-being.

There's no doubt that the infrastructure bill will pave the way for a variety of engineering projects, but the availability of this funding doesn't change the guiding principles by which we operate. The larger projects we tackle do not dictate any different level of care than what we should be using each and every day. It is our responsibility to ensure that not only are all projects executed appropriately, but also that our profession puts a trustworthy stamp on our work that will last for years to come.

There is no better time to revisit the fundamentals of the NSPE Code of Ethics. They are a reminder of the momentous responsibility we have to ensure the proper



**Travis Tolley, P.E.
ASPE President**

professional practice in the projects we undertake every day. The need to hold paramount the safety, health, and welfare of the public is just as critical today as it was before the infrastructure package became law.

The responsibility to only perform services within our areas of competence and to

maintain truthfulness and objectivity in reports, statements, and testimonies remains essential. As engineers, we hold a key piece of any project by having knowledge that the general public likely doesn't understand. Therefore, it falls on us to ensure that we uphold our professional standards and always operate in good faith.

Last but not least, we must always avoid deception and maintain the highest levels of honesty and integrity. If there's a problem or a potential flaw, we must speak up and make our professional opinions known. This critical time in the building of our nation's infrastructure is engineers' time to shine and not falter.

Along with the everyday responsibility of engineering comes great pride. I am proud to be a professional engineer, and ethical practices are one of the most important aspects of our profession. Each member of this organization serves as an example to younger engineers and a representative of our respective disciplines to the general public.

We each have a story of how we came to be a part of the engineering profession. In the wake of this huge national investment into infrastructure, I believe it is a great time to share our stories. I encourage each of you to take part in NSPE's effort to bring attention to the industry and the organization through the #IAMNSPE campaign. Consider sharing your story on social media and include the #IAMNSPE hashtag. This campaign can help put a face to our industry, and you might just inspire the next generation of engineers who are responsible for the future of our profession.

In the News

McClellands join UA Engineering College Hall of Fame

J.E. McClelland Sr., founder of McClelland Consulting Engineers, and James E. McClelland Jr., chairman emeritus, were two of four inductees into the University of Arkansas College of Engineering's Hall of Fame.

The College of Engineering Alumni Award Banquet was held Oct. 30 at Embassy Suites Northwest Arkansas and featured the 2020 and 2021 classes. Last year's event was cancelled because of the pandemic.

The McClellands were the 2021 inductees. McClelland Sr., who was inducted posthumously, was a 1940 graduate. McClelland Jr. was a 1967 graduate.

The 2020 inductees were John White Jr., B.S.I.E 1962, UA chancellor emeritus and a retired distinguished professor of engineering, and Grady Harvell, B.S.C.E. 1972, president and COO of W&W/AFCO Steel Inc.

Steven Head, P.E., M.ASCE, MCE's Geotechnical Department Head, was one of 16 recipients of the 2020 Early Career Alumni Award. He is a 2010 graduate.

MCE Developer of Year in Fayetteville

McClelland Consulting Engineers received four awards including Developer of the Year at the Fayetteville Chamber of Commerce's annual Construction and Developers Awards Banquet Nov. 9.



Pictured are, from top to bottom, the Alpha Delta Pi Sorority House, the J.B. & Johnelle Hunt Family Baseball Development Center, and the Children's Center for Health & Wellness.

Three of MCE's designs won awards. The Alpha Delta Pi Sorority House at the University of Arkansas won the Phoenix Award, which honors a project that is reborn from its own ashes. The UA's J.B. & Johnelle Hunt Family Baseball Development Center won the Legacy Award, which honors a project that preserves the historical legacy of a building or structure in terms of its original intended use. The Children's Center for Health & Wellness in Springdale won the Regional Health & Wellness Award. This award honors a project that serves the greater health needs of Northwest Arkansas and contributes to public welfare.



MCE helping with Malvern runway

MCE is assisting the Malvern Municipal Airport with the design and construction of a 480-linear foot runway extension and runway rehabilitation.

Prior to the design of the project, MCE performed a geotechnical investigation with its new track mounted drill rig. MCE utilized its drone aerial imaging services to capture aerial imagery of the geotechnical operations. The drone was also used to create a high-definition aerial of the existing runway to assist in evaluating the runway safety area and in designing the runway rehabilitation.

Construction is planned to begin in late 2022.

MCE's McMichael passes PE exam



McMichael

MCE's Garrett McMichael, P.E., has passed the Principles and Practice of Engineering exam.

McMichael started at MCE in January 2021 as a project designer. His primary focus has been designing and analyzing water and wastewater treatment systems including water and sewer line layout, water and wastewater processes, hydraulic analysis and modeling.

Garver employees pack 170,000 meals for three cities

This year, as part of its annual Garver Summit, Garver hosted a service project through GarverGives, the firm's corpo-



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Garver employees packed 50,000 meals in Little Rock to benefit the Arkansas Foodbank and Immerse Arkansas.

rate giving program. In about two hours, Garver employees packed a total of more than 170,000 meals for local nonprofits in Fort Worth, Kansas City, and Little Rock.

At each location, the participating Garver employees were divided into teams and given specific duties, packed nutritious ingredients into bags for individual meals, and then boxed them up for pickup by local nonprofits. In Little Rock, 50,000 meals were packed to benefit the Arkansas Foodbank and also Immerse Arkansas, an organization that serves children aging out of foster care and other at-risk young people.

GarverGives provided the funding for the ingredients and other needed supplies to facilitate the effort, enabling Garver to uplift the communities where its employees and clients live and work through charitable contributions and philanthropic activities.



Durden



Maestri

Garver's Durden, Maestri selected as Emerging Leaders

Northwest Arkansas-based project engineers Brandon Durden, P.E., and Chris Maestri, P.E., were selected for this year's class of the ACEC/Arkansas Emerging Leaders program.

Durden, based in Garver's Fayetteville office, first joined Garver's Construction Services Team and is now a project engineer on the Transportation Team specializing in the design of bridges and other roadway structures. Maestri, based

in Garver's Rogers office, is a project engineer on Garver's Aviation Team, working with airports across the state on design, evaluation, and maintenance of airfield pavements.

In being selected for the program, Durden and Maestri join other Garver employees who have gone on to leadership roles at the firm. These include Director of AssetMax Keith Tenclve, P.E.; Transportation Team Leader Todd Mueller, P.E.; Delta Region Aviation Leader Blake Roberson, P.E.; Transportation Project Manager Joel Skinner, P.E.; and Project Manager Rusty Tate, P.E.

In the News continues on page 10



In the News (Cont'd)

Kelso, Crafton Tull planning team win award



Kelso

Crafton Tull Vice President of Planning Julie Luther Kelso, AICP, ASLA, and the Crafton Tull planning team were recognized with the 2021 Achievement in Comprehensive Plan Design Award from the Arkansas Chapter of the American Planning Association for their work on the U.S. Bicycle Route 80 feasibility study.

Once officially designated, this route, which spans 165 miles from the Harahan Bridge in West Memphis to the Big Dam Bridge in North Little Rock, will be part of the U.S. Bicycle Route System. The US-BRS is a national network of routes connecting urban and rural communities. Route designation must cross a state line to create regional connections.

The feasibility study evaluated two potential routes: a northern route through Forrest City and Des Arc, and a southern route through Marianna and Stuttgart. Existing infrastructure and amenities were evaluated and scored. After extensive field verification by the planning team, the 165-mile southern route was chosen. It had communities spaced at intervals better suited to support bicycle tourism that provide the critical amenities needed for multi-day cycling trips, and its existing infrastructure was better suited for such a route. The project team proofed the southern route by vehicle and by bicycle to identify issues along the route that should be addressed to create a safer, more enjoyable experience.

The study was funded by the University of Arkansas for Medical Sciences and was developed with input from the public as well as the Arkansas Department of Transportation, the Arkansas Department of Parks, Heritage and Tourism, and Metroplan.

Calendar of events

Engineering Excellence Awards Banquet

Governor's Mansion
March 31, 2022

ASPE State Conference
Hot Springs Convention Center
April 14-15



Photo courtesy of Hoefler Welker Architecture

Crafton Tull helps build new NLR justice center

Crafton Tull worked alongside lead architects Hoefler Welker Architecture and local architects RPPY to provide surveying, civil engineering and landscape architecture for the 90,000-square-foot North Little Rock Justice Center overlooking Interstate 40. North Little Rock Mayor Terry Hartwick was scheduled to host a dedication ceremony for the facility Dec. 9.

The North Little Rock Justice Center is the largest project the city's police department has pursued since the 1960s. The project was funded by a half-cent sales tax approved by voters in 2017. The new building will house several divisions of the justice system that were located at various locations across the city.

Crafton Tull provided site development services for the 8.8-acre site including engineering, surveying, landscape architecture, construction administration, and utility inspections.



Morrison-Shiple Halff Vice President Greg Shipley, left, and Halff President/CEO Mark Edwards complete the acquisition agreement.

Halff acquires Morrison-Shiple

Halff Associates has announced the completion of its acquisition of Morrison-Shiple Engineers. Morrison-Shiple is now branded as Morrison-Shiple Halff.

The acquisition adds 50 employees to the Halff family and expands the company to 27 offices in five states: Arkansas, Texas, Oklahoma, Louisiana and Florida.

"Halff exists to improve lives and communities, and one of the biggest ways we do that is by putting people – employees and clients – first," said Halff President/CEO Mark Edwards. "This acquisition of a like-minded firm further demonstrates our commitment to people and culture remains as we grow."

Halff offers civil engineering, land surveying, aerial mapping and 3D laser technology for private and public sector clients across the Midwest and South.

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Forterra
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Jack Tyler Engineering
McGeorge Contracting
O.R. Colan Associates, LLC
Shupe & Associates, Inc.
Springdale Water Utilities
Turner Insurance

Morrison-Shiplely Halff continues to provide site development, public works, wastewater, aviation, landscape architecture, surveying and BIM expertise. The firm is expected to continue to be a leader in the public works, residential, aviation, commercial and industrial/warehouse development sectors.

“Our firm prides ourselves on excellent culture, accelerating growth and continuing to put our clients first,” said Morrison-Shiplely Halff Vice President Greg Shipley. “This acquisition allows Morrison-Shiplely Halff to expand our professional services and provide more resources and tools for our employees and clients to achieve their goals.”

McElyea named industrial sales head at RP Power

Eddie McElyea has been appointed RP Power’s director of industrial sales

and will lead all industrial sales activities of RP Power throughout Arkansas, Louisiana, Mississippi, and Oklahoma as well as portions of Texas and Tennessee.

Prior to joining RP Power, Eddie served more than a combined 30 years in the U.S. Air Force and Arkansas Air National Guard, where he served in numerous roles including drill sergeant, talent acquisition manager and state command chief.

“How time flies! I recently concluded 30 years of service between the U.S. Air Force and the Arkansas Air National Guard,” McElyea said. “Over the years I was fortunate to be surrounded by amazing leaders who invested in my development and shared the necessary skills to coincide with my passion to serve others. I realize it may be considered a cliché, but I am genuinely a ‘people person’ that



McElyea

feeds off seeing others grow and enjoy their successes. When not spending time with my wonderful family and friends, I enjoy woodworking and building unique pieces for others to enjoy. I am beyond excited for this opportunity to be part of an amazing team of professionals and look forward to building lasting friendships.”

Advertiser Index

Garver	Cover
BXS Insurance	2
Crafton Tull	3
Olsson	5
B & F Engineering	8
McClelland Consulting Engineers	9
RP Power	11
CEI	13
Crist Engineers	15
Burns & McDonnell	17
FTN Associates	19
ETEC	21
Hawkins-Weir Engineers	23

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ACEC/A Member Spotlight

Olsson office doubles, still growing

Firm expands service lines beyond water/wastewater to transportation, electrical, more

When Olsson acquired McGoodwin, Williams & Yates four-and-a-half years ago, one of the reasons MWY agreed to the acquisition was that it would make it easier for the firm to grow.

That's exactly what's happened, as the Fayetteville office has doubled from roughly 30 to more than 60.

The office has plans to grow to more than 100 by 2025, the biggest challenge being finding the right people. It is forming plans for a new office space, which it may move into in about a year, said office leader Brad Hammond, P.E.

Hammond said MWY's leaders were looking for success pathways for their existing staff members, whose average tenure at the time was more than 20 years. There was nowhere for staff members to go when it was time to move up.

Being part of Olsson has enabled the firm to expand its opportunities, lines of service, and service area. What once was a firm focused on municipal water/wastewater with some streets and drainage now has teams capable of handling virtually any kind of civil engineering project.

It still does the water/wastewater projects, of course. It's working with the Beaver Water District on its large western corridor project, a 60-inch treated water transmission line that will serve the western side of Northwest Arkansas. That project is in the detail design phase. It also recently completed the design for a large wastewater plant for Jonesboro City Water & Light and will be starting a water treatment plant for Batesville.

But now, the office can provide virtually any type of engineering or planning. It has a growing, dedicated transportation team. One of the focuses is on "active transportation" such as trails and bike paths. It has a field operations team that does geotechnical work such as soil investigations and materials testing. An ARDOT-approved lab does density testing and concrete cylinder testing. A power transmission group composed of elec-



OLSSON PROJECTS. The company's Fayetteville office now can handle almost any kind of civil engineering project. Top, a moving bed bio reactor for the city of Batesville. Above left, the Monte Ne Road roundabout in Rogers. Above right, the Spradra Creek water intake for Clarksville Connected Utilities.

trical engineers and other professionals works with power utilities to design substations and electrical transmission lines – one of the state office's fastest growing service lines. The office has a growing land development team.

The office does most of its work in Northwest Arkansas. It's working on a street expansion and a downtown parking deck for the city of Fayetteville. For the University of Arkansas, it has designed a bike path up Maple Street from the Razorback Greenway that, once funded and built, will feature world-class construction materials to differentiate the cycle track from the pedestrian way.

It's also done projects in Fort Smith, Clarksville and elsewhere in the region,

and it works elsewhere in the state. Clients include the city of Batesville and Jonesboro City Water and Light. Since Olsson is a national firm with 30 offices across nine states, its Arkansas engineers can work on projects elsewhere and also draw on other offices' expertise for their own projects.

While the Fayetteville office has dedicated teams for each service line, engineers have the ability to switch from team to team. They can advance along two tracks: a technical track and more of a management track.

"That was exactly one of the goals from the beginning was to have that pathway to success for all of our people," Hammond said.

Engineering Excellence Awards March 31

Entries are now being accepted for the 2022 Engineering Excellence Awards, which will be March 31 at the Governor's Mansion.

The state submission deadline for entries is Feb. 18. The national deadline is Jan. 7.

Entries are being accepted in the following 12 project categories:

- **Category A: Studies, Research and Consulting**
- **Category B: Building/Technology Systems**
- **Category C: Structural Systems**
- **Category D: Surveying and Mapping Technology**
- **Category E: Environmental**
- **Category F: Water and Wastewater**
- **Category G: Water Resources**
- **Category H: Transportation**
- **Category I: Special Projects**
- **Category J: Small Projects**

- **Category K: Energy**
- **Category L: Industrial and Manufacturing Processes and Facilities**

A panel of judges will select the category winners along with the Grand Conceptor Award, the event's top award. In addition, banquet attendees select one project to receive the People's Choice Award.

Awards are given for large projects with construction costs of \$500,000 or more, and for small projects with construction costs of less than \$500,000 for each of the categories except Category A. This year, entrants will receive a \$100 discount for submitting in the small projects subcategory.

Any Arkansas engineering or surveying firm, or any firm joint venturing with an Arkansas firm, is eligible to enter the awards program, whether or not the firm is a member of ACEC/A. Project entries

must be designed by engineers located in Arkansas.

All submitted projects are rated on the basis of uniqueness and originality (25%); future value to the engineering profession and perception by the public (20%); social, economic, and sustainable design considerations (15%); complexity (20%); and successful fulfillment of the client/owner's needs, including schedule and budget (20%).

The submitted project must be substantially completed and ready for use between Nov. 1, 2018, and Oct. 31, 2021.

Each entry is required to be submitted and paid for digitally by the Feb. 18 deadline. All required materials must be digitally submitted. For more information on how to enter, visit arkansasengineers.org/eea-awards/ or contact ACEC/A Executive Director Angie Cooper at awcooper@arkansasengineers.org.

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Young offers ACEC/A nu perspective

Firm provides marketing, social media services to association, engineering firms

If you've noticed you're getting more timely and informative emails from ACEC/A, and you've seen more social media posts about the association, and you've noticed that the website is easier to use, it's because of Lindsay Young.

Since March, Young's company, [nu marketing](#), has been helping ACEC/A with those communication tools, along with assisting Executive Director Angie W. Cooper with events like the ACEC/A Industry Update and the Emerging Leaders program.

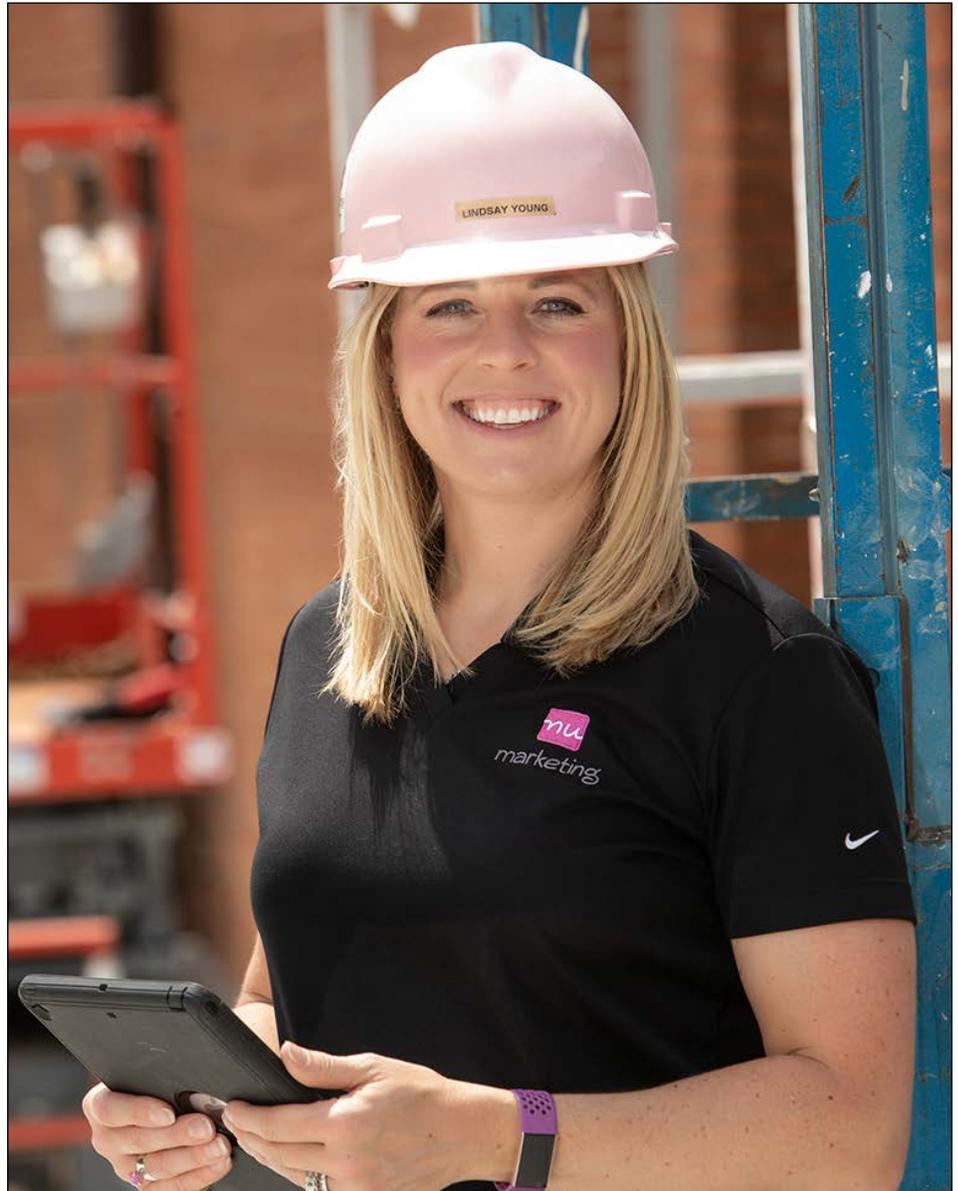
Young has been frequently updating the website, [arkansasengineers.org](#), and finding ways to make it easier to navigate. She has updated the events registration process to make it more user friendly and easier for users to register and pay online. The online version of Building Arkansas magazine will be easier to access.

She said the ACEC/A has an opportunity to market itself to non-civil engineering firms, which are under-represented in the association.

"We're all building buildings or roads and bridges, infrastructure," she said. "But I think there's some opportunity for us to capitalize on other engineers beside civil engineers."

Young helps engineering, architecture and construction firms develop marketing plans and strategies. She does market research for firms entering a new market. For example, if they are moving into health care, she'll find out what trade shows or publications would be beneficial to the firm's marketing efforts. She does presentation coaching, evaluates job proposals, and helps with recruiting efforts like job fairs. She recently made a presentation about on-call proposals at a conference in Tuscon, Arizona.

"Our industry, we're just different," she said. "It's not like marketing a toaster at Walmart. It's very, very different. The sales cycle is extremely long. Sometimes you'll chase a project for 10 years. Well that's different than, again, selling a toaster. So I will help coach and mentor people



LINDSAY YOUNG has clients in the engineering and design fields literally across the country, from Washington, D.C., to Washington state.

in the industry and help them put those marketing plans and strategies together."

Young said engineers in their marketing efforts should focus on relationships, communication and being responsive.

"That's a lot of what I hear of why clients come back is this engineer or this architect or this contractor responds," she said. "When I need something, they call me back or they text me back or they email me back. ... They meet my deadlines, or if they can't meet my deadlines, they're like, 'Hey, we can't get it to you by Monday at noon, but we'll get it to you by Tuesday at noon.' They are proactive in their communication."

Young hadn't planned on focusing on the engineering and design fields. She's from southeast Kansas and earned her undergraduate and graduate degrees in management at Pittsburg State University. She was looking for a job while her husband, Aaron, was working for a general contractor, and that's when she met a project manager at one of his firm's events. They were hiring a marketing person, so she applied, got the job, and fell in love with the industry. Over the years, she's worked for several contractors.

About eight years ago, she quit her job and started nu marketing. In addition to working for ACEC/A, she has clients in

Kansas, Oklahoma, Missouri and elsewhere. She has a client in Washington, D.C. and just landed one in Washington state, so she's now working coast to coast.

She's involved with Associated Builders and Contractors, National Association of Women in Construction, and the Society for Marketing Professional Services, which is specific to engineers, architects and construction companies.

She and her husband moved to Arkansas four-and-a-half years ago for one reason: Beaver Lake, where they'd been vacationing for six or seven years. Before making the move, he found a job as a superintendent for Kinco Constructors, while she could work from anywhere.

"We just liked the lake, and we don't have good lakes in Kansas, and we wanted a change and we were ready for something different," she said. "And we thought, 'Well, life's too short to live in the same place,' so we put our house on the market, and it sold in 10 days, and we moved to Arkansas."

OBU starts engineer program

Ouachita Baptist University plans to offer a bachelor's of science degree in engineering starting as early as fall 2022, the university announced in a press release.

The Arkadelphia-based school is awaiting approval from its institutional accreditor, the Higher Learning Commission. The program is being designed to meet Accreditation Board of Engineering and Technology standards.

The university is creating a 4,400-square-foot engineering lab and is hiring faculty members and developing the curriculum. It is seeking faculty and board of trustees approval of the curriculum.

The school will be located in the J.D. Patterson School of Natural Sciences at Ouachita.

Dr. Ben Sells, OBU's president, said the school was already producing engineers, even though it didn't have an engineering program.

"Ouachita has an outstanding physics program – a course of study fundamental to engineering – which helps explain why many of our physics and engineering physics graduates have become professional engineers," he said in the press release. "However, doing so required further education. Having our own undergraduate engineering program will allow our students to accelerate their progress toward becoming licensed professional engineers while enjoying all the other benefits of studying at Ouachita."

Ouachita Baptist's program will join current collegiate engineering programs at the University of Arkansas – Fayetteville, University of Arkansas at Little Rock, Arkansas State University, Arkansas Tech University, and Southern Arkansas University.

To learn more about the program, contact Dr. Tim Knight at knightt@obu.edu or at 870.245.5528.

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ACEC/A Industry Update



Infrastructure bill passes. Now what?

ACEC says it will watch how the money is spent. ARDOT will speed up last year's Renew Arkansas Highways Program

By Steve Brawner
Editor

The \$1.2 trillion Infrastructure Investment and Jobs Act passed by Congress will provide \$4 billion over five years for Arkansas' highways, plus millions more for other state infrastructure needs. Its passage was the result of years of advocacy by ACEC and other groups. Now, the task at hand is making sure the money is spent as effectively as possible.

At the ACEC/A's Industry Update Nov. 10, Steve Hall, the ACEC's senior vice president of advocacy, said he has been working with Congress for 35 years, and this is the first time Congress has made such a huge investment in all types of infrastructure.

"This is truly, I think, a once-in-a-generation opportunity and event that's happening," he said. "And anyway, we're looking forward to taking full advantage of it and working with your clients to make the most of it."

The House on Nov. 5 passed the act by a vote of 228-206, with 13 Republicans breaking from their party to vote for the bill while six Democrats voted against it. On Aug. 10, the bipartisan bill had passed the Senate, 69-30, with all Democrats and 19 Republicans voting yes.

Gov. Asa Hutchinson applauded the bill's passage. In a statement released by the National Governors Association, where he is serving as chairman, Hutchinson said, "Governors commend Congress for setting aside partisan differences to pass a bill that works for the American people. States stand ready to immediately put these funds to good use to fix and improve our nation's infrastructure."

Hall said the proceedings were "touch and go all day" when the House passed the bill. Progressive Democrats seeking to tie the bill into President Biden's Build Back Better social spending bill pushed against it. Other coalitions – including the Congressional Black Caucus – lent strong support. With six House Democrats voting no, the bill wouldn't have passed without 13 Republicans defying their party's leadership and voting yes.

The act reauthorizes the highway-funding Fixing America's Surface Transportation (FAST) Act for five years, but unlike previous reauthorizations it increases funding for highways significantly while also providing funding for other types of infrastructure projects. It authorizes \$477 billion in surface transportation funding, including \$347.5 billion for highways and \$37 billion for bridges. It also provides \$11 billion for transportation safety programs. Most of the funding

will be distributed to states via formula, while additional funding will be available through grants.

According to White House estimates, Arkansas will receive \$3.6 billion in Federal-aid Highway Program money and \$278 million for bridge replacement and repair over the five-year period from 2022 to 2026. The state will receive roughly \$200 million more annually in federal-aid highway funding over five years than under the previous FAST Act authorization, said Kevin Thornton, Arkansas Department of Transportation (ARDOT) assistant chief of administration. Current funding levels are about \$650 million.

Hall said ACEC/A knew going into 2020 that infrastructure would be an important issue with the FAST Act needing to be reauthorized that year. When the COVID-19 pandemic struck, Congress passed several rescue packages, including the Paycheck Protection Program (PPP) that provided money to businesses to pay employees. ACEC/A, meanwhile, con-

tinuing lobbying for Congress to invest in infrastructure.

“The emergency funding was necessary. Our industry certainly needed those PPP loans to avoid layoffs, but we were really looking longer term,” he said. “What sort of targeted investments could Congress do to really restore the economy and get us back on our feet again? And infrastructure is critical to that.”

Congress extended the FAST Act by only one year in 2020, so the issue took on greater urgency this year. A bipartisan group of senators crafted the proposal that became the basis for the new law.

Now that the money has been appropriated, ACEC/A will work with government agencies to ensure it is spent effec-



Hall. File photo.

tively. Hall noted that the \$1.2 trillion is much bigger than a typical inflationary adjustment. Will state and federal agencies be ready for all that new money?

ARDOT to accelerate Renew plan

ARDOT already has a plan. Thornton said the department will largely apply the new funding to the \$7.4 billion Renew Arkansas Highways Program while still addressing other needs. That program was created last year to show voters how the department would spend the money raised from a proposed constitutional amendment making permanent a temporary half-cent sales tax for highways. Voters did pass the amendment. He noted that the increased federal funding requires a larger state match, and because of that amendment, Arkansas has that money available.

“It can allow us to accomplish the program in a shorter amount of time,” he said. “Remember, this is a five-year bill,

Continued on next page

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and we're talking about a 10-year program."

Thornton said the department is still waiting to hear from the Federal Highway Administration about how the funding will be categorized. He expects that guidance to come by the end of the year.

The state can also compete for \$12.5 billion set aside for economically significant bridges and \$16 billion for major projects with economic development benefits. Once it's clearer what the federal government's focus areas are, ARDOT will have a better idea which projects it should submit for approval, he said.

In addition to highways and bridges, the legislation will provide \$89.9 billion in guaranteed funding for public transit over the next five years. That money includes \$39 billion in new money, making it the largest investment in public transit in the nation's history, according to the White House. The legislation provides \$66 billion for railroads, \$25 billion for airports and \$17 billion for port infrastructure and waterways. It will provide \$7.5 billion for a national network of electric vehicle chargers.

Arkansas will receive \$246 million for public transportation projects, \$117 million for airports, and \$54 million to support an electric vehicle charging network, according to the White House.

Joe Quinn, executive director of the Arkansas Good Roads Foundation, said in an interview that the pandemic has been a reminder of the transportation system's importance.

"This whole conversation is now taking place in the post-pandemic world where we have basically taught all families that when they need paper towels or toothpaste, that that should be delivered to your front door inside of 12 hours," he said. "So that has only reinforced the necessity of a road system that can somehow support that because I think home delivery of everything has reminded all of us that the road discussion is more relevant than ever."

Funding for water, electric grid

This was not only a transportation bill. The Infrastructure Investment and Jobs Act provides \$55 billion to upgrade water infrastructure, with Arkansas' share being \$528 million. Almost \$12 billion was

What's in it for Arkansas?

- **\$3.6 billion** for Federal-aid Highway Program
- **\$278 million** for bridge replacement and repair
- Ability to compete for **\$12.5 billion** set aside for economically significant bridges and **\$16 billion** for major transportation projects with economic development benefits
- **\$246 million** for public transportation projects
- **\$117 million** for airports
- **\$54 million** to support an electric vehicle charging network
- **\$528 million** for water infrastructure
- **\$23 million** to combat wildfires
- **\$16 million** for cyberattacks
- **\$100 million** to expand rural broadband coverage
- Almost 1 million Arkansans will be eligible for the Affordability Connectivity Benefit that helps lower-income individuals afford internet access.

Source: White House

included for both the Clean Water Act and Safe Drinking Water Act state revolving fund programs through fiscal year 2026, with 49% coming in the form of grants and forgivable loans to disadvantaged communities, Hall said. It provides \$15 billion for lead pipe replacement.

Among other types of infrastructure, the legislation will invest \$65 billion for the electric grid and more than \$50 billion to protect against severe weather, climate change and cyberattacks. Arkansas will receive \$23 million to combat wildfires and \$16 million for cyberattacks. The act will spend \$21 billion to clean up hazardous waste and brownfield sites.

Also, the act provides \$65 billion nationwide to expand rural broadband coverage. Arkansas will receive at least \$100 million, the White House says. In addition, almost a million Arkansans will be eligible for the Affordability Connectivity Benefit that helps lower-income individuals afford internet access.

Passage comes at a time when the American Society of Civil Engineers' Report Card for America's Infrastructure gives the country a "C-." The ASCE gives the nation's roadways a "D" and its bridges a "C." It says 43% of the nation's four million miles of public roads are in poor or mediocre condition, while 42% of its 617,000 bridges are more than 50 years old and more than 46,000 are structurally deficient. The nation's drinking water infrastructure rates a "C-" and its wastewater system a "D+." The ASCE says 31% of Arkansas' roads are in poor condition, while \$7.4 billion is needed for drinking water issues over the next 20 years.

One positive aspect is the bill doesn't include "shovel ready" mandates like the American Recovery and Reinvestment Act of 2009 did. Hall said the ACEC wanted clients to have as much flexibility as possible. He was also pleased that the bill funneled the funding through existing programs rather than by creating new ones.

However, there are strong requirements to buy American-made products. That can be problematic, particularly with water projects where certain filtration technology and pumps aren't made in the United States. There are not as many concerns on the transportation side. After the 2009 law, the Environmental Protection Agency provided waivers, but it was swamped, Hall said, and it took time for the pipeline of dollars to crank up. Hall said the ACEC has already had meetings with the EPA to anticipate problems.

The Infrastructure Investment and Jobs Act does not pay for itself. Using Congressional Budget Office numbers, the nonpartisan Committee for a Responsible Federal Budget said the bill would directly add \$340 billion to the federal budget deficit. That number increases to nearly \$400 billion when indirect costs are added, which doesn't include interest. Much of the funding is coming by repurposing unspent COVID-19 funds, along with other measures including auctioning broadband spectrum, imposing new excise taxes on chemical manufacturing and imports, and changing tax reporting for cryptocurrencies.

While the ACEC is pleased with the passage of the infrastructure act, it has

Another \$138 million for drinking water

The Infrastructure Investment and Jobs Act will provide Arkansas an additional \$138 million over the next five years for safe drinking water projects, with half being offered as grants.

In 2022, that could translate into an additional \$28 million, said Ryan Benefield, P.E., deputy director and chief engineer of the state's Natural Resources Division. That's above the roughly \$16.6 million the state normally receives.



Benefield

Benefield said at the ACEC/A Industry Update that the state normally receives about \$10.4 million for clean water programs. Thanks to the legislation, it will receive an additional \$12.3 million, 49% of which must be distributed through grants.

Nationwide, the act is providing an additional \$23.4 billion for state revolving funds over the next five years.

Benefield described the Natural Resources Division, which is part of the Department of Agriculture, as the agency in charge of excess surface wa-

ter, groundwater and water quality not coming from a pipe. It's in charge of flood mitigation and stormwater management and is the state's largest funder of water and wastewater projects by far. Last year, it funded \$120 million in federal dollars and \$35 million in state dollars.

Benefield told attendees that Gov. Asa Hutchinson had created a steering committee for spending the \$1.573 billion the state received through an earlier massive federal funding bill, the American Rescue Plan Act. A needs survey sent by the division to water and wastewater providers this summer resulted in 1,500 submissions totaling \$5 billion. Those included 728 drinking water projects totaling a little less than \$3 billion, with an average cost of \$4 million and a median cost of less than \$900,000. Survey respondents also sought \$2 billion in wastewater projects with a \$1.5 million median cost, and another \$300 million in stormwater projects and \$3 million for dams and levies. The division requested the committee approve projects totaling \$551 million. Funding for water and wastewater systems would be administered through a grant program, with a maximum award of \$10 million per entity per project.

Benefield said entities will be required to receive permission from the State Water Plan before undertaking projects, and then they must fully fund them. Many entities are deferring maintenance and failing to fund their systems so that mayors can keep customers' rates low. But the Legislature is requiring all the state's water systems to complete a rate study prior to major development projects and must implement rates sufficient to fund long-term maintenance and rehabilitation costs. Underfunded entities can be placed on the Natural Resources Division's fiscally distressed list, which can limit what they can do financially.

Benefield said the Louisiana-based Red River Waterway Commission is funding a \$3 million study to determine the feasibility of spending \$3 billion to expand navigation of that river from Shreveport into Arkansas, perhaps as far as Index near the Oklahoma state line. Half of the \$3 million is coming from Arkansas and half from Louisiana. The commission invested the money rather than waiting for the Corps of Engineers to do it.

Benefield said the states of Oklahoma and Texas are already saying that if navigation can be extended to Index, it could go as far as near Dallas.

issues with the Biden administration's mandatory vaccine policies.

One of those policies requires businesses with federal contracts to require employees to be vaccinated against COVID-19. That policy has been temporarily blocked by a court decision.

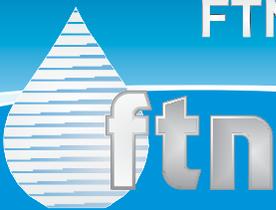
ACEC had sent a couple of letters to the White House since the policy was announced in September, including one co-signed by other organizations, requesting a delay in implementation among other changes. Firms that do critical work for federal agencies need to continue doing that work, but they are having trouble getting employees to get vaccinated, Hall said. He said ACEC has had a number of meetings with the White House and the Office of Management and Budget to try to improve the policy. Waivers would provide flexibility. Hall said the adminis-

tration does seem to be listening to stakeholders.

ACEC is also engaged with an Occupational Safety and Health Administration mandate requiring firms with 100 or more employees to ensure the employees

are vaccinated or tested. That policy has been blocked by a court decision in court, and OSHA has suspended the program pending what happens in litigation.

Hall said the ACEC has raised concerns about firms' ability to comply.



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ACEC/A Industry Update

Bridge crack leads to ARDOT changes

Agency receives FHWA report, adding checks and balances and redundancy after missed fracture almost felled I-40 bridge

The Arkansas Department of Transportation has started changing its inspection processes and adding checks and balances and redundancy to prevent another near-catastrophe like the crack that could have brought down the I-40 Hernando de Soto Bridge over the Mississippi River.

Steve Frisbee, P.E., ARDOT assistant chief of operations, said at the ACEC/A Industry Update that the Federal Highway Administration (FHWA) comprehensively assessed the program. Its final report was provided to ARDOT on Nov. 10, the day before the Industry Update, and it will help guide the department as it makes improvements. Meanwhile, an investigation by a special agent with the U.S. Office of Inspector General is ongoing. ARDOT also solicited letters of interest for consultants and will utilize their expertise, Frisbee said.

The investigation uncovered evidence that damage to the 1,800-foot steel tie girder had occurred in 2019, but it went undetected.

The crack was discovered May 11 by Michael Baker International consultants while they were inspecting the truss and cable portions of the tie arch span, forcing the I-40 bridge to be closed. The older I-55 bridge was forced to carry a combined 87,000-plus vehicles a day on four lanes of traffic. The Coast Guard closed barge traffic, resulting in a backup of hundreds of barges.

Within hours of the closure, an expert team formed that was composed of FHWA, ARDOT, Tennessee Department of Transportation (TDOT), and consultants HNTB and Michael Baker International.

“Sitting from my vantage point, watching FHWA, two state DOTs, our two consultants, our contractors all working together as one team for a common cause, putting pride to the side and working to accomplish the task, was pretty neat,” Frisbee said.



Frisbee

Frisbee said the crack was discovered at about 3 p.m. on Tuesday, Nov. 11. By Friday, a repair design was being prepared and materials had already been acquired. An emergency contract was released by TDOT over the weekend to solicit contractors, and by Monday Kiewit Corporation had been selected. Crews and equipment were mobilized to the site while steel plating materials were being fabricated. Kiewit worked 24 hours a day through the next weekend installing platforms and drilling and bolting hundreds of holes from the outside of the back plates.

“Of course, in addition to this fracture investigation, we had to focus on, keep traffic moving, repair the bridge, and get it open to traffic safely,” Frisbee said. “We knew immediately that the bridge had to be stabilized as initial models were pretty scary to say the least.”

Repairs were completed in three phases. The Phase 1 repair provided confidence that the bridge could hold the weight of the additional equipment, materials and people needed to perform the permanent repairs. Phase 2 involved the installation of the permanent plating and post-tensioning system. While those were ongoing, the remainder of the bridge was reinspected, with ARDOT inspecting the part of the bridge outside the 1,800-foot tie arch spans, HNTB inspecting from the deck down, and Michael Baker International inspecting the trusses and cables. No major deficiencies were found. A subconsultant using ultrasonic weld testing tested 500 welds along the two tie girders that were similar to the location of the fracture and found 17 anomalies not visible to the naked eye. Some were small surface-breaking cracks that appeared on the inside of the tie girder. All 17 were minor and, as best inspectors could tell, the anomalies dated

from when the members were fabricated in the 1960s. In response, the departments added 17 additional steel plates to the repair contract with Kiewit. This composed the Phase 3 repairs.

While this was happening, the two state departments had to maintain traffic flow across I-55. Immediately after the closure, ARDOT, TDOT, the cities of Memphis and West Memphis, and police and emergency services in each state set up daily conference calls. At first, traffic was backing up five miles in each direction on most days as 10 lanes narrowed to four. Delays of at least an hour across the river were occurring, and when there were crashes and stalls, it was worse.

The departments took steps to address the situation, including adding motorist assistance patrol vehicles and opening weigh stations for truck parking. In June, ARDOT improved traffic flow by closing the middle lane where I-55 and I-40 briefly merge, separating the two interstate highways. The move minimized merging conflicts and allowed a more even flow. The closure ended near the east split, allowing two lanes to continue across the bridge. Delays at the I-55/E.H. Crump Boulevard interchange on the Tennessee side were addressed. Eventually, traffic reached almost free-flow.

By July 29, the repairs were completed. Eastbound lanes were opened July 31, while westbound lanes opened on August 7, completing an 83-day closure. The total cost was \$10 million shared between the states. Replacing the bridge would have cost \$2 billion and taken 5-10 years.

Frisbee said the key to success was the teamwork and communication that occurred between state and federal agencies, local agencies, contractors and consultants. The COVID-19 pandemic had given people more comfort doing remote and virtual work in the months leading up to the closure.

“I like being here in person, but like was said before, utilizing [those] teams and having people across the nation join in, strategically work together on a design and then get back and not even leave their desk is amazing,” he said.

Arkansas' economy did OK with COVID

Economic forecaster says lighter lockdowns, lower living costs helped state weather the storm

Arkansas has weathered the COVID-19 pandemic economically better than most other states because it didn't lock down as severely and benefited more from government transfer payments. But the end of those payments means consumer spending, along with retail sales, will decrease.

That assessment came from Dr. Michael Pakko, the chief economist and state economic forecaster for the Arkansas Economic Development Institute, at the ACEC/A's Industry Update.

Pakko said the national recession caused by the pandemic lasted only from February 2020 until April 2020, though the nation is still in the recovery phase.

Arkansas fared better than other states and continues to do so because it instituted less severe lockdowns and because of consumer spending growth that has been fueled by government transfer payments. Those stimulus checks and unemployment benefits are worth more here because the cost of living is lower.

Pakko said Arkansas was one of three states – along with Montana and Utah – that didn't experience a decline in consumer spending in 2020. It was up 0.1% here while declining 2.5% nationwide.

While consumer spending was down more than 20% nationally in April 2020, Arkansas was already recovering after a March downturn of about 4%-5%. As of August 2021, consumer spending was 125% where it was in the second half of 2019.

Pakko said there was a sharp downturn in personal income during the second quarter of 2020, followed by a rapid recovery. Personal income is above pre-pandemic levels and is on a growth path going forward. He expects it to grow at a trend rate of 5% counting real growth and inflation.

In recent months, consumer spending has been outpacing personal income because the government transfer programs have ended. But that will change.

"There's really no way that we can continue to have retail sales running as far above the growth rate of personal income as it has been during 2021," he said. "And so I'm anticipating that in 2022, we'll see a slowdown in consumer spending, more here in Arkansas than the rest of the country because we've already basically spent it all, and we'll get back to a more sustainable growth path by the end of 2022 and into 2023."

Pakko didn't see any state-based risks to the continued recovery in Arkansas. Instead, the risks are national and global: a resurgence in COVID cases and economic restrictions; a drop in consumer confidence; and persistent supply chain disruptions. Longer term concerns include debt market pressures created by government borrowing and money creation, and inflation.

"As an economist who worked at the Federal Reserve for 16 years, or really more like 20 years once you incorporate my pre-grad school days, this situation reminds me too much of the

1970s and '80s when inflation, stimulus got out of control and we had to reign it in," he said.

The state's nonfarm payroll employment saw nearly 10% job losses in April 2020, but nationwide it was nearly 15%. Arkansas lost 127,000 jobs during the recession. Since then, Arkansas has seen a steady recovery to the point that nonfarm payroll employment was 1.7% lower than it was in February 2020, while nationwide employment was down 3.3%. The state recovered 104,600 jobs from April 2020 to September of this year, meaning it was down 22,600 jobs.

Pakko forecasted that Arkansas' employment numbers will return to pre-pandemic levels by the end of the year, while national numbers will return to those levels by early- to mid-2022. However, two years of labor force growth need to be absorbed. He expects a fairly stable 1% job growth per year moving forward, with 2022's growth to be more rapid.

Likewise, unemployment rates peaked at 10% in Arkansas in April 2020 and at 14.8% in the United States, but by September they had fallen to 4% in Arkansas and 4.8% nationally.

Pakko expects the fourth quarter to average 4% unemployment in Arkansas, with the numbers to fall to 3.6% by the end of 2022 and to 3.3% in 2023. He noted that labor force participation rates were down 1%.



Pakko

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National Submission Deadline: **January 7, 2022**

State Submission Deadline: **February 18, 2022**

For more on how to enter visit arkansasengineers.org

or contact: **Executive Director Angie Cooper** awcooper@arkansasengineers.org

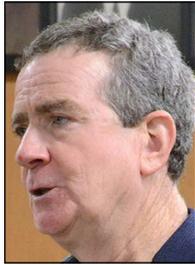
Winners will be announced during the EEA dinner March 31, 2022.

Planner: State's population growth slows

Arkansas' population growth slowed in the 2020 census, with much of the growth occurring in Northwest Arkansas and the Little Rock region.

Jonathan Lupton, AICP, a Metroplan research planner, told attendees of the ACEC/A Industry Update that Arkansas' population growth slowed from 9.1% in the 2010 census, which was just below the U.S. average, to 3.3% in 2020, which was less than half the national growth rate. The state's population increased 95,600 over that 10-year period.

"I think this is something we need to pay attention to because at some level, we're not attracting migrants, and our growth rate's not that high, either," he said.



Lupton

The state's population would have declined without a 106,000-person increase in the Fayetteville metropolitan area and a 48,300 gain in the Little Rock area.

The Little Rock region grew from 699,000 in the 2010 census to about 750,000 in 2020, with 18,900 due to migration and 29,000 coming from births versus deaths. But its growth slowed from 14.6% in the 2010 census, which was above the national average, to 6.9% in the last 10 years, which was below average. Benton and Washington counties now have a population of 530,000. By 2050, the Little Rock region's projected 866,000 population will be only slightly larger than those two counties' 848,000.

Projecting that far forward can be difficult. After the 2010 census, the Little Rock region's population was projected to reach 900,000, but growth has slowed. On a bigger scale, U.S. fertility rates

have fallen below the level needed to maintain a stable population, meaning the United States can only grow through immigration. Global rates are also falling.

Lupton said a third of the state's 75 counties grew while two-thirds shrank. Four counties grew by a little more than 10%: Benton, Washington, Saline and Craighead, while 19 lost more than 10% of their population. The Jonesboro and Hot Springs areas grew, while the Texarkana, West Memphis and Pine Bluff areas declined. Rural populations declined by 57,000 people. In fact, the Little Rock area is largely growing thanks to rural migrants.

Lupton said the state saw a 15% rise in mortality in 2020, an increase he attributed to COVID and COVID-related deaths. By October 2021, the state had seen 100 more COVID-related deaths in 10 months than it had seen in the 12 months of 2021.

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Kyle Salyer serves as a Director, Principal, and Vice-President at HW. He has been a Partner in the firm since 2009 and instrumental in the company's geographic growth. As a licensed Professional Engineer in Arkansas and Oklahoma, he has played a key role on numerous projects that include roadway design, stormwater drainage system modeling and design, water distribution system modeling and design, construction management, and private land development. Kyle is also a licensed Professional Surveyor in Arkansas, responsible for the management of all surveying services of the firm. He also serves as Board President on the Arkansas State Board of Licensure for Professional Engineers and Professional Surveyors in his second appointed 4-year term.

A lifelong resident of Crawford County, Kyle received his degree in Civil Engineering from the University of Arkansas. Just as importantly, he and his wife Kellie are die-hard Razorback fans. With their two children, Landon and Brylee Kate, they enjoy hunting, fishing, hiking, skiing, and appreciating the great outdoors. It is Kyle's love of the outdoors that provides him with motivation in his profession to ensure that he does his part to maintain and protect our precious natural resources.

J. Kyle Salyer, PE., PS.
Vice President & Principal

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