



Dave Ward Drive Pedestrian Overpass
Conway, Arkansas

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Director's Insight

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As Garver spends 2019 celebrating its centennial, the aviation industry across the country has something to be excited about, too – an all-time boom. Airlines are reporting record profits and load factors, and they're flying more routes than ever before, leading to \$1.6 trillion in economic activity and 10.6 million jobs, according to the Federal Aviation Administration. This doesn't mean an industry free of turbulence, though.

The increase in enplanements has pushed many airports well beyond their stated capacity for passengers and aircraft operations, meaning that many airports are struggling to meet their growing infrastructure needs. According to the Airports Council International-North America, airport infrastructure across the country is in need of \$128 billion in improvements by 2023. In response to this trend, investments in airports have skyrocketed,

with billion-dollar terminal projects, and additional billions available for aprons, runways, and taxiways.

By expanding our partnerships and services – you can read about our growing Aviation Planning Team in this issue – and with current design projects at Kansas City International, Dallas/Fort Worth International, and George Bush Intercontinental in Houston, we're ready to help advance this burgeoning market.

As a top 20 airport consultant according to *Engineering News-Record*, we're proud to have been a part of nearly \$1 billion in U.S. airport improvements over the last five years, and we're more than ready to see what lies ahead as Garver begins its second century.

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ACEC Award-Winning Projects

After more than 100 years in business, Garver has changed quite a bit. But what hasn't changed, is our commitment to delivering innovative infrastructure solutions no matter the discipline.

That's why we're proud the American Council of Engineering Companies in four states honored projects this year that highlight our variety of capabilities, including roadway and bridge design, aviation electrical design, water and wastewater design, and various studies that lead to these improvements, just to name a few. This list shows that as we begin our second century, we're not done tackling your most complex issues.

[GarverUSA.com/Awards](https://www.garverusa.com/Awards)

ARDOT TOURIST INFORMATION CENTERS
Arkansas Department of Transportation

CAMP GRUBER FIRE & EMERGENCY SERVICES REPORT
Oklahoma Military Department

CELINA BOOSTER PUMP STATIONS
City of Celina, Texas

FORT SILL LOW-WATER CROSSING
U.S. Army Mission & Installation Contracting Command – Fort Sill

HCR DAM EMERGENCY REPAIRS
Russellville City Corporation

LED HIGH INTENSITY RUNWAY LIGHTING
Blytheville-Gosnell Regional Airport Authority

NORMAN WRF PHASE 2 UPGRADES
Norman Utilities Authority

PCF SOLIDS HANDLING IMPROVEMENTS
Rogers Water Utilities

U.S. 412 IN SPRINGDALE NORTHERN BYPASS
Arkansas Department of Transportation

U.S. 51 OVER THE COLDWATER RIVER
Mississippi Department of Transportation

City of Frisco Stewart Creek North Interceptor

LONG-LASTING SOLUTIONS

When the City of Frisco desired an expanded sanitary sewer interceptor to accommodate a rapidly growing downtown and business district, Garver delivered a design with longevity, reduced maintenance costs, and the capacity for inevitable expansion in mind.

Considering the depth of the Stewart Creek North Interceptor — up to 40 feet underground — and the corrosive environment, Garver specified fiberglass pipe and polymer concrete manholes. Those choices help create a corrosive-resistant system to extend the life expectancy of the four-mile pipeline, limit the need for future rehabilitation, and accommodate existing and future flows for a city that has grown by more than 150,000 residents over the last two decades.

“Because of growth in the area and future plans along the route, the city needed an interceptor that was more or less maintenance-free,” said Water Project Manager Paul Banschbach. “We also specified significant trenchless construction to limit disturbance along the corridor.”

After considering costs, future development plans, and other factors, the interceptor was specified to travel underneath several creeks and the Dallas North Tollway, and near an area that is being developed into a public park. The end result is an efficient system that will enhance the city’s sewer infrastructure for decades.

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FRISCO, TEXAS

City of Conway Dave Ward Drive Pedestrian Overpass

CREATING A TRANSPORTATION ALTERNATIVE

The Stone Dam Creek Trail connects a thriving campus community with the City of Conway's growing retail and residential areas, but the lack of safe options to cross an existing state highway posed a hazard for trail users.

The Dave Ward Drive Pedestrian Overpass not only presents bikers, joggers, and walkers with a safe route over a road traveled by more than 30,000 cars per day, but with a 100-foot steel truss span and 150-foot approach spans on each side, the bridge will serve as an iconic city landmark.

"We wanted to design a bridge that is as aesthetically pleasing as it is functional and safe," said Transportation Project Manager Dustin Tackett. "The city made the financial commitment for such a design, and we wanted to unveil a product that makes users proud to live in Conway."

To further enhance safety, LED light fixtures were installed into the vertical members of the bridge truss to properly light the path without interfering with traffic below. And because the trail is located in a floodplain, hydraulic modeling specified the bridge approach lengths so as not to raise the level of the base flood elevation.

Due to various funding sources, Garver coordinated with the Arkansas Department of Transportation, Metroplan, the city, and the University of Central Arkansas to enhance this growing trail network.

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CONWAY, ARKANSAS

Aviation Planning Team

REALIZING A VISION

Airports across the country are counted on daily for efficient travel and transport, and each one has varying long-term development needs depending on classification and size. With decades of experience, Garver's Aviation Planning Team helps operators navigate current challenges to create the airports their communities deserve.

Garver has planned airport improvements since the 1950s, but its expanded team of experts now boasts more than 50 years of combined airport management experience, providing perspective in line with airport stakeholders, operators, and decision makers.

"We let our planners be planners and our engineers be engineers," said Aviation Planning Director Tim O'Krongley. "By allowing our employees to focus on their strengths, we get to clients' solutions faster and more efficiently."

Garver's current project list is as diverse as the issues facing all airports. It includes master plans for the Killeen-Fort Hood Regional Airport, a joint-use facility that provides commercial and cargo services, and the San Marcos Regional Airport, a plan focused on business development. An industry leader in Strategic Management Systems, Garver is establishing a new SMS program at the Hollywood-Burbank Airport.

"Aviation planning is essentially a communications tool," said Senior Aviation Planner Suzanne Peyton. "It's bridging the gap between what the community needs and what is available, and figuring out what is possible."

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ALL LOCATIONS

City of Carrollton Old Denton Road Rehabilitation

FRESH INTRODUCTION

For about 30,000 travelers per day, Old Denton Road serves as a welcome to Carrollton, Texas. Following Garver-led improvements, the entryway featuring a smoother road and visually pleasing enhancements is now also a source of community pride.

Garver provided roadway design and construction phase support to reconstruct about one mile of six-lane thoroughfare that provides access to the President George Bush Turnpike. Work across disciplines was also conducted to provide new LED lighting and bridge railing redesign to match others around the city.

“This project was transformative for the widely used corridor throughout the city,” said Carrollton Mayor Kevin Falconer. “And it now serves as a visual enhancement to the community.”

Because of high traffic volumes, Garver worked closely with the contractor to coordinate unique construction phases. A three-phase plan kept two lanes of traffic moving in both directions throughout construction, and a two-phase plan for a portion near Creekview High School ensured construction was complete to handle traffic increases when the new school year began.

By utilizing A+B bidding, total construction was completed 118 days ahead of schedule.

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CARROLLTON, TEXAS