



Arkansas HIGHWAYS

JULY 2015

A PUBLICATION OF THE ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT | **MAGAZINE**

Highway Funding Discussion Begins

GOVERNOR'S GROUP SETS AIM ON
HIGHWAY BUDGET CHALLENGES

**CONSTRUCTION
UPDATE: IRP
and CAP Projects**

**Razorback Greenway:
36 MILES OF
CONNECTIVITY**

**On The Job
with the AHTD
CHEMISTRY LAB**



DIRECTOR'S MESSAGE

The summer construction season is well underway for many contractors and crews working out on our highways. But this year is a little different than summers past. You've read about it in the newspaper and you've seen it during newscasts on television. The talk in Washington, D.C., during the past several months has centered on federal highway funding and a long-term transportation bill. Some of that talk has forecasted the likelihood of opting for another extension and that has left State Departments of Transportation scrambling as they plan for the year ahead.

In Arkansas, like other states, AHTD depends on federal funding as we plan future highway improvements. Because of the present funding environment, this calendar year alone we have removed over 70 planned projects from the table. But shortfalls in construction projects are just part of the fiscal picture. DOTs across the country must also consider how the funding shortage will affect their annual operating budgets.

Our proposed budget at AHTD for fiscal year 2016 is projecting a slight decrease compared to years past. With the climate in Washington, we have had to react accordingly and make cuts in certain areas. At the forefront, new road construction has been affected. At the same time, the Department has made the decision to concentrate efforts on maintenance and dedicate more funding to maintaining our present highway system. This year, maintenance will be a top priority.

In addition to taking care of the highway miles we have, we also plan to take care of our AHTD staff that makes our highway system what it is. The Commission and I are pleased to be able to provide cost of living adjustments this month. There's no better way to show our appreciation for the great job AHTD staff members do.

Though budget adjustments have had to be made, there is excitement for the future as Governor Asa Hutchinson's Working Group on Highway Funding begins their task of coming together to investigate and discuss new sources of funding for future highway construction. This issue of *Arkansas Highways* puts the spotlight on this group of twenty Arkansans and their mission in the months ahead.

As the Governor's group and our representatives in the Nation's capital work to find solutions, I'm confident our AHTD staff will continue to dedicate themselves to providing the best highway system possible for our great State.



Scott Bennett addresses the members of the Governor's Working Group on Highway Funding.



Scott E. Bennett

Scott E. Bennett, P.E.
Director of Highways and Transportation

FRONT COVER:
Highway 16 Bridge
Higden, AR • Cleburne County

BACK COVER:
Greers Ferry Dam
Heber Springs, AR • Cleburne County

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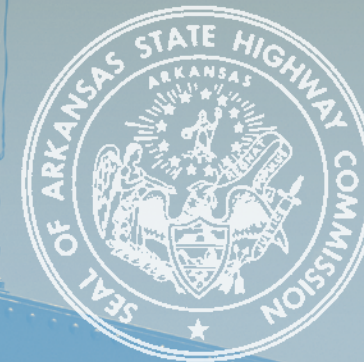
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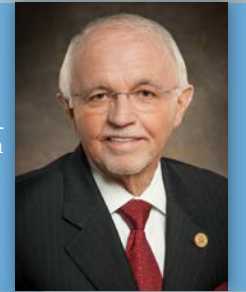
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RAZORBACK REGIONAL *Greenway:* 36 MILES of Recreational Connectivity

BY DAVID NILLES



In a way, you could say that Northwest Arkansas now has a new tourist attraction. One that is sure to draw area bicyclists, joggers, walkers and everyone that just enjoys spending time outdoors.

On May 2nd, in Springdale, a ribbon was cut on the Razorback Regional Greenway. The Greenway is a multi-use trail spanning two counties and linking six towns along the Interstate 49 corridor including Fayetteville, Johnson, Springdale, Lowell, Rogers and Bentonville. Close to 1,000 people came out to celebrate and hit the trail. Among them, Highway Commission Chairman Dick Trammel of Rogers who spoke at the grand opening.

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<https://vimeo.com/ahtd/rbgreenway>

CLICK HERE
FOR VIDEO CONTENT

THIS IS A VERY SUCCESSFUL PROJECT THAT ILLUSTRATES HOW MULTIPLE GROUPS CAN WORK TOGETHER TO CREATE A POSITIVE IMPACT ON THE COMMUNITY.



Primarily built off road for the enjoyment of the scenery around it, the Greenway begins on Frisco Trail at Walker Park in south Fayetteville. It then winds north through the city, before passing Lake Fayetteville near the Springdale city limits. From there, it passes through downtown Springdale, north through Lowell and Rogers before heading through downtown Bentonville, past Crystal Bridges and finally into Bella Vista.

The trail itself is 10- to 12-foot wide with a surface made of concrete in some places and asphalt in others. It's built for connectivity, a way to get people from Point A to Point B in a healthy, enjoyable way. Along its way, the trail links together dozens of popular community destinations. Among them are six downtown areas, arts & entertainment venues, historic sites, parks, playgrounds, shopping areas and residential communities. But, there's more... three hospitals, 23 schools, the University of Arkansas campus and even the corporate headquarters for Walmart, J.B. Hunt Transport Services and Tyson Foods. If that isn't enough, spur trails lead to other areas of interest. One can literally head to school, work or to an entertainment event without ever getting in the car.

"The Razorback Greenway Trail provides access to more places than any of the Federal-aid funded trail projects I've worked on over my career at the Department," stated Steve Morgan, Senior Design Engineer in the State Aid Division.

The concept of a regional greenway project has been a goal of regional planners, area cities and residents of northwest Arkansas for two decades. Actual planning started in 2000. The vision was multi-fold — create a safe place for recreation, alternative transportation, healthy lifestyles, and more, all while helping area communities grow and prosper.

The project was envisioned by the Northwest Arkansas Regional Planning Commission, among others, as a way to create a "spine" connecting the existing trail systems already in the area.

Alta Planning + Design led a team of national experts to develop the greenway plan for the area.

"This is a very successful project that illustrates how multiple groups can work together to create a positive impact on the community," Morgan added.

The price tag for the project was \$38 million. It was funded through a federal transportation grant and a matching gift from the Walton Family Foundation, and through resources provided by The Northwest Arkansas Regional Planning Commission and the cities of Fayetteville, Johnson, Springdale, Rogers, Bentonville and Lowell.

In November 2010, the Northwest Arkansas Regional Planning Commission received a \$15 million Federal transportation grant from the U.S. Department of

Transportation's Federal Highway Administration. The Transportation Investment Generating Economic Recovery grant (TIGER II) was used to support design, acquisition of right-of-way and construction of the greenway.

One of the goals of the TIGER II program was to support economic recovery and it did that in northwest Arkansas. The funds were spent to support businesses and their employees and to contribute to the economic growth and stability of the region. For example, four engineering firms, two property appraisal firms and two small businesses benefited from the grant award.

Locally, the Walton Family Foundation has long advocated for and supported the development of trails and greenways in northwest Arkansas. The foundation's pledge of \$15 million was used to support greenway trail development in Fayetteville, Johnson, Springdale, Lowell and Rogers. The foundation has supported trail development

in neighboring Bentonville for many years.

"I think the key to the trail's success was the planning work done by the Walton Family Foundation early on in the project development where they focused on connecting these cities in northwest Arkansas and their places of interest," Morgan added.

The final result is a multi-use trail that will attract area residents and visitors for years to come.

"This is a dream come true," stated John McLarty of the Northwest Arkansas Regional Planning Commission. "A lot of hard work in planning, engineering and development has gone into this project and it's exciting to see it become a reality." ■

An online interactive map is available in assisting people to navigate the Razorback Regional Greenway. The map can be found at www.nwatrails.org.



Governor
Asa Hutchinson

Governor's Working Group Highway Funding

GOVERNOR'S GROUP SETS AIM ON

Highway Funding

BY DAVID NILLES

HIGHWAY FUNDING. It's a subject that has been discussed and analyzed over and over by those in the transportation industry.

THE PROBLEM? There just isn't enough funding in this day and age of increasingly fuel-efficient vehicles and declining gasoline tax revenues to maintain and expand the country's highway system. The Federal fuel tax has not increased since 1993, and the State tax has remained the same since 2001.

As a result, the Arkansas State Highway and Transportation Department, along with many other Departments of Transportation across the country, are looking at increasing needs but decreasing revenue to accomplish all that needs to be done.

At the same time, there is uncertainty in Washington D.C. about the future of the Federal Highway Trust Fund. Talks continue on the subject. In Arkansas, a bill was introduced in the most recent legislative session that would have transferred money out of the State's general fund to use on the highway system but that bill was pulled.

Enter Governor Asa Hutchinson. Hutchinson promised to create a working group on highway funding after he opposed the effort to gradually transfer tax revenue from automobile-related items to the highway system.

On April 30th, Governor Hutchinson signed an executive order to create "The Governor's Working Group on Highway Funding." The working group's purpose is to serve as an investigative and advisory body of the Governor in determining adequate financing of the present and future needs of the State highways, county roads and city streets within the State. The group aims to involve the public in determining those future highway financing options. Their ultimate task? Provide recommendations to the Governor for the State to create a more reliable, modern and effective system of highway funding.

"We obviously want to address the problem we all know is there, which is that we have a declining revenue stream for our highways," the Governor recently told a group attending the newly renamed Arkansas Good Roads Foundation board and general membership meeting in Little Rock. "We need to address that."

"The whole purpose of the working group is to study multiple different options," Hutchinson said. "I think everything is on the table."

On May 13th, Governor Hutchinson announced the names of 20 people assigned to his task force. The group will be chaired by Duncan Baird, who is Hutchinson's budget director. Other members include state lawmakers, city and county elected officials, Highway Commission and Arkansas State Highway & Transportation Department officials, representatives from the State Chamber

of Commerce and the Economic Development Commission, the road construction industry and higher education. See the accompanying sidebar for a complete list of members.

The Working Group has drawn comparisons to the Arkansas Blue Ribbon Committee on Highway Finance created in 2009. The purpose of that committee was similar to the task presented to the Governor's Working Group. The Blue Ribbon Committee proposed two recommendations that were later approved by voters, the Interstate Rehabilitation Program and the Connecting Arkansas Program.

"I'm really, really happy that the

governor has taken this step," AHTD Director Scott Bennett said about the executive order in an interview. "I think it shows a lot of leadership on his part, and it shows that he really does recognize what the problem is, and he wants to make a difference."

The first meeting of the group was June 24th.

"That's what is nice about starting with a blank sheet of paper," Hutchinson told reporters gathered for the meeting. "They can be innovative — they can come up with multiple ideas."

The group is expected to present their recommendations to the Governor by December of this year. ■



The Working Group on Highway Funding gets down to business at its first meeting.

THE GOVERNOR'S WORKING GROUP ON HIGHWAY FUNDING

DUNCAN BAIRD – Budget Director for Governor Hutchinson, Chairman

SCOTT BENNETT – Director of the State Highway and Transportation Department

ALEC FARMER – State Highway Commissioner Appointee

REP. DAN DOUGLAS – House Public Transportation Committee Appointee

SEN. BILL SAMPLE – Senate Transportation, Technology & Legislative Affairs Committee Appointee

REP. ANDY DAVIS – Joint Budget Committee Appointee

CLEBURNE COUNTY JUDGE JERRY HOLMES – Countywide Elected Official Appointee

JONESBORO MAYOR HAROLD PERRIN – Municipal Elected Official

RANDY ZOOK – Arkansas State Chamber of Commerce Appointee

PHILIP TALDO – Arkansas Economic Development Commission Appointee

BRETT POWELL – Department of Higher Education Appointee

LARRY WALTHER or his designee – Department of Finance & Administration Appointee

GUY WASHBURN – Arkansas Asphalt Pavement Association, At-large Appointee

SHANNON NEWTON – Arkansas Trucking Association, At-large Appointee

SCOTT MCGEORGE – President of Pine Bluff Sand & Gravel, At-large Appointee

CRAIG DOUGLASS – Arkansas Good Roads Foundation, At-large Appointee

JACKSON WILLIAMS – Attorney at Williams & Anderson PLC, At-large Appointee

FRANK SCOTT, JR. – State Highway Commissioner, At-large Appointee

DR. ROBIN BOWEN – President of Arkansas Tech University, At-large Appointee

REP. PRISSY HICKERSON – At-large Appointee

This 38-foot long bridge was built in the Art Deco architectural style and was paid for mainly by WPA funds.

UNIQUE BRIDGES ACROSS ARKANSAS

BY DAVID NILLES

*This is the fourth in a series of articles featuring unique bridges found across Arkansas. Some of them are historic, some feature unique construction and some still stand though they haven't seen traffic in ages. Over the next year, we will take a look at many of those bridges in the pages of **Arkansas Highways**.*

THIS INTERESTING UNDERPASS IS LOCATED IN THE NORTHEAST AREA OF CAMDEN. IT CROSSES HIGHWAY 79 (VAN BUREN STREET) NEAR ITS INTERSECTION WITH MONROE STREET.

Called the Camden Underpass, it was built in 1938 by J.W. Hecker & Sons of Camden for the St. Louis Southwestern Railway. The company is better known by its nickname "The Cotton Belt Route."

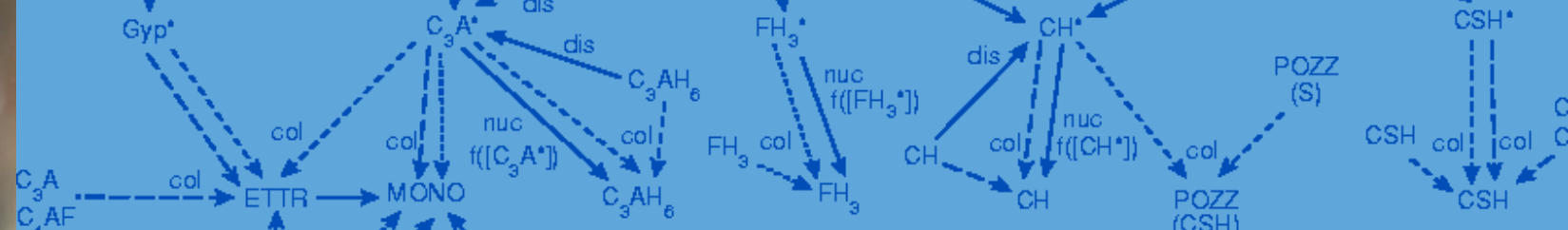
The 38-foot long bridge was built in the Art Deco architectural style which was popular from the 1920s to the 1940s. It is a one span steel multi-beam bridge and still carries train traffic over the roadway.

The St. Louis Southwestern Railway provided service diagonally across Arkansas from Texarkana, east to Clarendon and on to Jonesboro. In the 1930s, the company operated 712 miles of track in Arkansas. The line would reach its peak mileage during this time.

This structure was built during the 1930 to 1940 portion of the At-Grade Crossing Removal Program which was mainly funded by WPA funds and which produced a number of other underpass and overpass bridges in Arkansas such as the Highway 82B Bridge and Hillsboro Street Bridge in El Dorado.

A garden maintained by the Ouachita County Master Gardeners is located adjacent to the underpass. ■





(L. to R.) Rodney Mazander, Chemist III; Cynthia Pearson, Chemist II; Lakisha Rice, Chemist II; and Dawn Richards, Section Head

ON THE JOB *with* THE

CHEMISTRY LAB

BEFORE DIRT IS TURNED ON CONSTRUCTION OF A NEW HIGHWAY or before asphalt is laid down on a resurfacing project, chances are members of the AHTD Chemistry Section have been involved in numerous aspects of the project. The *Arkansas Highways* staff sat down with Dawn Richards, Section Head of the Chemistry Lab, and members of her staff to talk about the role chemistry plays in improving Arkansas' highways. Joining in the conversation with Richards were Rodney Mazander, Chemist III; Cynthia Pearson, Chemist II; and Lakisha Rice, Chemist II.

{ THE SCIENCE OF MAKING HIGHWAYS DEPENDABLE AND SAFE }

BY DAVID NILLES

NILLES: *Why does the Highway Department need chemists, and what do they do?*

MAZANDER: When I originally saw the job listing for a chemist at the AHTD, I couldn't believe that they had positions for chemists on the staff at the Highway Department.

When you drive by a construction site, you really don't think that there is a place for chemistry in the construction of roadways. But now after years of employment here, I have to say I've

never been to a laboratory where I've actually tested so many different types of materials. You could never get bored working in our lab. What people don't know is there are a number of things that must be tested before actually being utilized on a highway... from glass beads in paint to thermoplastics to cements, every material used on the road has specifications and Federal requirements that must be met. And it's the chemistry lab's job to make sure they meet those requirements.

NILLES: *What is the role of the Chemistry Section?*

RICHARDS: Our responsibility is to make sure that materials used on Department construction projects meet our requirements and specifications. Whether it is a request that comes from the Construction Division or from the Maintenance Division, our main role is to perform testing that provides quality assurance. We play a vital role in what products the Department uses to make our roads dependable and safe.

For example, one day we might test a Portland cement to make sure it complies with specification... how much silicon, calcium, magnesium, etc. are in the cement. Another day we might be analyzing a traffic paint for how much titanium dioxide is in it or we may test to see how fast it dries. Visit another day and you might find us checking the viscosity of an asphalt material or testing the amount of red dye found in a sample of diesel pulled from a vehicle by the Highway Police. If it's not a soil or structural sample or an asphalt design question, we are probably going to see it in the lab.

RICE: We don't just deal with one specific area of materials for highway construction. We are involved in all areas... fly ash, retro-reflective sheeting for signs, paint, fencing and more. The list is extensive. If a material is used in a project, it has a specification and we are responsible for testing and making sure that those materials comply with that specification.

PEARSON: The list of things we test includes chemical admixtures for concrete, erosion control materials and deicers. For example, we did a study on deicers to determine the amount of corrosion a structure might suffer when the deicer is applied. We checked to see what it did because chlorides are hard on metals.

(continued on page 14)



Rodney Mazander looks for elements that make up cement with an Atomic Absorption Spectrometer.

“IF A DEPARTMENT REPRESENTATIVE IS OUT IN THE FIELD AND HE SEES A PROBLEM WITH A MATERIAL, HE CAN SEND US A SAMPLE AND **WE CAN TEST IT.**”

NILLES: *What kind of background does one need to work in a lab such as ours?*

RICHARDS: To work in our lab, applicants must have a college degree in Chemistry or an educational equivalent degree.

NILLES: *What is unique about the Chemistry Section?*

RICE: We get to deal with many different Divisions at the Department. We don't just focus on one area. For example we may do testing for the Research Division, Environmental Division, Maintenance or a Resident Engineer out across the State. I have been here for seven years and I'm getting ready to run tests on something that I have never tested before. It's a constant learning experience. We have to make sure that the materials being used are within the specifications. If not, it shows up on the driving surface when things fall apart. We get to be a part of so much that lies behind the scenes.

RICHARDS: The materials are the foundation for construction. If you don't have proper materials, it doesn't matter how you put it out there. It's not going to do well if the material is not good. That's our focus in making sure that the materials, whether paint, asphalt or cement, have met our specifications and perform well and safely.

PEARSON: When you work in the chemistry lab, you start to notice the little things out there as you drive down the highway. I never thought about things like the material for signs or plowable lane markers before coming to work here. But now, as a member of the chemistry lab, if you see it out there, we've tested it.

RICHARDS: Plowable markers are a good example. We had a problem with them coming up off the road surface for a time. The Chemistry Section has tested both the plowable casting (or holder) and the retroreflective marker fitted for the casting. Due to safety issues with the castings, the Department has had to rethink that entire process. Now we are using the retro reflectors and not using the plowable markers.

MAZANDER: When I drive on Scenic Highway 7, I see the roadside signs the Department has put up. We tested the blends of ink to get the particular color that they wanted to use. It's fun to see the results of your work out there.

NILLES: *When did the Chemistry Section at the new Materials Lab open?*

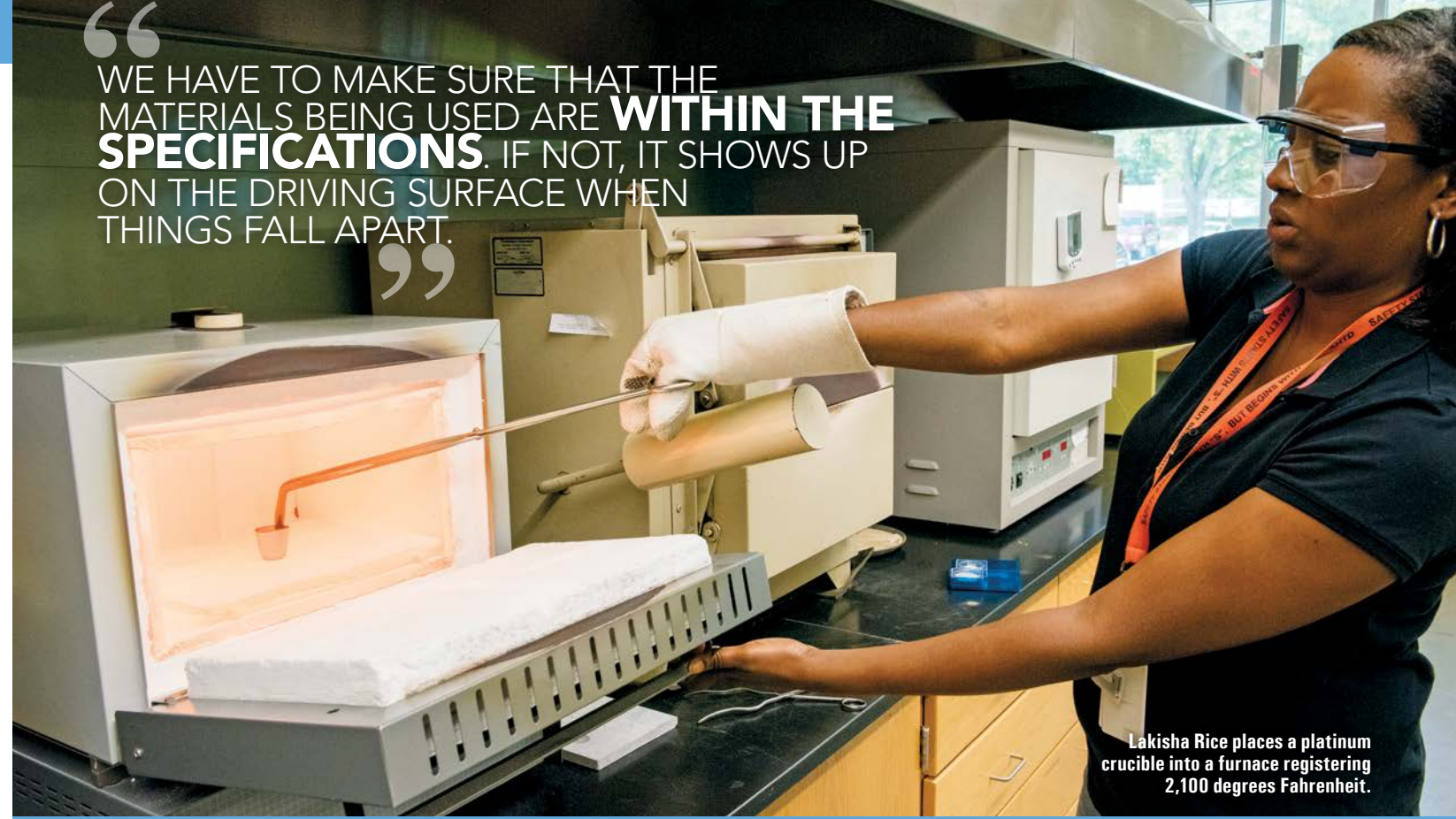
RICHARDS: The new Chemistry Section opened in February of 2001. It was quite

an accomplishment to move all the things you find in a lab: the glassware, chemicals and specialized equipment. Things had to be packed just so in order not to have any spills or broken pieces. We loaded it all in Department trucks and moved the contents of the entire building in one day.

The nice thing about this new building is that it is much more open. The building is supplied with additional features to make work safer, such as more chemical fume hoods for better ventilation.

NILLES: *Do you ever work with other Departments of Transportation?*

RICHARDS: Yes, quite a bit. The Department is a member of the American Association of State Highway and Transportation Officials (AASHTO). As members, we work with other states to develop uniform standards on materials used in the construction of highways. Member states work together on the testing of products. This is especially important due to the limited resources states may have. Working together, we help each other. Programs such as the National Transportation Product Evaluation Program (NTPEP) coordinate the efforts of the other state agencies to lessen duplication of testing. It gives us an opportunity to coordinate with all the other states. For example, there may be a state that does routine tests that we don't do in our lab. We can use their resources because after testing the products, the data is published and then we can use that as part of our review process to approve or not approve a product. It is a real advantage to belong to a larger group due to resources and man power. Working together with other DOTs, we are able to do more things. One of the things that the Division is really proud of is the fact that we are an AASHTO accredited lab. Accreditation is very important because it indicates that we are well trained, that we know our testing methods and our report numbers are valid, accurate figures. If we are working with another lab, we want them to be an accredited facility as well. It's a



Lakisha Rice places a platinum crucible into a furnace registering 2,100 degrees Fahrenheit.

“WE HAVE TO MAKE SURE THAT THE MATERIALS BEING USED ARE **WITHIN THE SPECIFICATIONS.** IF NOT, IT SHOWS UP ON THE DRIVING SURFACE WHEN THINGS FALL APART.”

very important thing for us. We take pride in what we do and being an accredited lab certifies our skill level.

PEARSON: The AASHTO accreditation requires performance tests we have to do in order to earn and maintain that label. We have to demonstrate our skills and knowledge in front of inspectors and show them that we know what we are doing. We also perform tests on proficiency samples in the lab and send in our results. They are then compared to other laboratory results and we are graded from 1 to 5. It is our goal to always rate a five.

MAZANDER: The inspectors spend about a week with us. Each employee demonstrates a specific test. The inspectors have a check list they go down to grade us.

NILLES: *It sounds like chemistry plays a role in everything that we use for the most part.*

RICHARDS: Yes, it really does. Take concrete as an example. It is basically a mix of aggregate, water and Portland cement. It is the chemical makeup of the

Portland cement that creates a strong hardened surface when blended with the water and aggregate. On asphaltic materials, we can do all sorts of things using chemistry. Asphalt can be mixed with water and other chemicals to create an asphalt emulsion, basically a room temperature liquid asphalt. Or manufacturers may add a polymer to give an asphalt binder additional elastic and reboundable properties. The addition of the polymer will allow a roadway surface to give a little, not so much that we bounce as we drive down the road, but enough that the road flexes under temperature changes.

MAZANDER: Take a look at latex-modified concretes. They are used on bridge decks. Latex polymer has a lot of cross linking that gives a concrete surface flex and extra strength. That is an example of using chemistry to make things better without a great deal of extra cost. If you have a product that is going to last five times longer, why not use it?

NILLES: *Is technology making things easier for chemists?*

PEARSON: The Division has equipment that allows us to do an x-ray fluorescence analysis on a material we want to test. It is a faster, and if calibrated properly, a more accurate procedure than a wet chemistry analysis. Technology impacts us significantly because it has really made our job easier. We've seen many changes. There are continually new developments in our instrumentation.

MAZANDER: As an example, we use several different spectrometers. An atomic absorption spectrometer, an infrared spectrometer and an ultraviolet/visible spectrometer. These instruments are all spectrometers, but they have their own unique function in testing.

NILLES: *You mentioned being involved in the paint used for pavement markings on our roadways.*

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RICHARDS: We are concerned with the visibility of that paint stripe at night or in the rain once it is laid on the driving surface. We look at reflective properties and the role that tiny round glass beads serve when placed on paint while laying those line markings. The light reflectivity of a pavement marking makes a line more visible, especially at night. What causes that better visibility are those glass beads when headlights shine on a pavement stripe. Pavement lines are overlaid with or include many small glass beads that act as retro-reflectors that bounce the light from the headlights of a vehicle back to the driver. The amount of light reaching the driver's eyes has a great impact on how bright the paint stripe appears. Part of the testing that the Chemistry Section does is to make sure a high percentage of those glass beads are perfectly round so they reflect properly. The beads are also treated with chemicals that prevent them from clinging together to allow for uniform distribution when spread over a wet pavement marking line.

MAZANDER: The size of the bead is important too. The size must be correct so it will stay embedded in the paint properly. The type of glass used in making the bead also determines how well the bead will hold up. We have to measure the reflectivity of the glass and the angularity. There are a lot of different layers to look at.

NILLES: So, everything that is done in the lab has specifications that have to be met?

PEARSON: There is something called a Qualified Products List or QPL that we test products for inclusion. It includes lists of

Cynthia Pearson tests asphalt polymer content to observe its elasticity using a Fourier Transform Infrared Spectrometer.

suppliers and products that have already been reviewed by the Division and comply with our specifications.

RICHARDS: Every material used in the construction of a Department project has a specification. The expectation is that everything supplied meets the minimum or maximum requirement as set by those specifications. In older days, we tested everything. The problem was that our contractor had to wait while we tested. So with the Qualified Products List, we now have pre-approved materials. We test them and they can be added to the list. The contractor can check that list of products already approved and know if a product is on there, the material is going to meet our specification.

MAZANDER: If a Department representative is out in the field and he sees a problem with a material, he can send us a sample and we can test it. However, some of the testing can take months so having this list keeps the projects going.

RICHARDS: A contractor can use a product that is not on the QPL but the list streamlines the process. If they use a product not on the list, it has to be tested.

We run tests that can range from 15 minutes to many days. The list has really helped our construction process because it has made it much easier for a contractor to be aware of what materials he can use.

NILLES: What sections at the AHTD does the Chemistry Lab work closely with?

RICE: We have a chance to work with so many different Divisions in the Department. We work with Construction, Bridge, Maintenance, Highway Police and others.

RICHARDS: If there are questions about a material, then we will hear from a Division and test it for them. Construction is the main Division that we support. Most of our testing is done to approve a material for use on a highway project or to review and approve materials that may be specified for use. We also may support other Divisions like Maintenance or Environmental when they have a material that they want tested. Members of the lab may work with other Divisions in the development of a new specification or research being done to investigate a different or better material. If it involves a material, we are probably involved in some way.

NILLES: How involved is the Lab in finding new uses for old materials? Such as rubblization?

RICHARDS: The use of recycled materials can be seen in a number of places. Glass beads for paint stripes come from recycled window pane glass. Fly ash allowed for use in concrete comes from coal-fired energy plants. The Department allows for the use of reclaimed asphalt pavement known as "RAP". Rather than stockpile or try to get rid of the older pavement, a percentage of that material can be recycled into new asphalt pavement. There are multiple applications where we may start to see the use of more recycled materials. When it comes to the rubblization process, our role has been more of a monitoring role. We have assisted other Divisions by testing the runoff coming out of that rubblized material.

NILLES: What would you tell a student just coming out of college with a Chemistry degree? Why would they want to come to the AHTD?

RICE: As a new employee at the Department, you will gain a great deal of experience. You will do a lot of different

tests on different things. It won't be mundane. There is going to be something new all of the time.

PEARSON: I worked in a production lab before I came here. At the AHTD, you will get a good mixture of ways to use your Chemistry degree versus working in a production lab where that isn't always the case. Here, you get the opportunity to draw on those things you learned in school. In a production lab, there are set procedures to how you do things. Here, you have standard methods but there is variety in what you are doing. You get a sense of professionalism working here. You feel like you are doing something productive and you can see the immediate results of what you do out on the roadways. It's a constant learning experience.

MAZANDER: We have state-of-the-art equipment and not every lab has that. What we do involves high-tech testing. The technology has advanced. What used to take a week to test, now takes a day or two. Our equipment is a real plus.

RICHARDS: We know a little about a lot of things because we deal with so many different tests, because if it goes on the

...IF IT GOES ON THE ROAD, IT'S GOT TO BE TESTED. I DON'T KNOW IF PEOPLE REALIZE THAT EVERY ITEM OUT ON A ROADWAY HAS A SPECIFICATION... FROM THAT FENCE ON THE SIDE OF THE ROADWAY, TO THE ASPHALT, TO THE PAINT LINE, OR THE GRASS PLANTED ON THE OTHER SIDE OF THE SHOULDER.

road, it's got to be tested. I don't know if people realize that every item out on a roadway has a specification... from that fence on the side of the roadway, to the asphalt, to the paint line, or the grass planted on the other side of the shoulder. Working in our lab allows you to do many different tests every day.

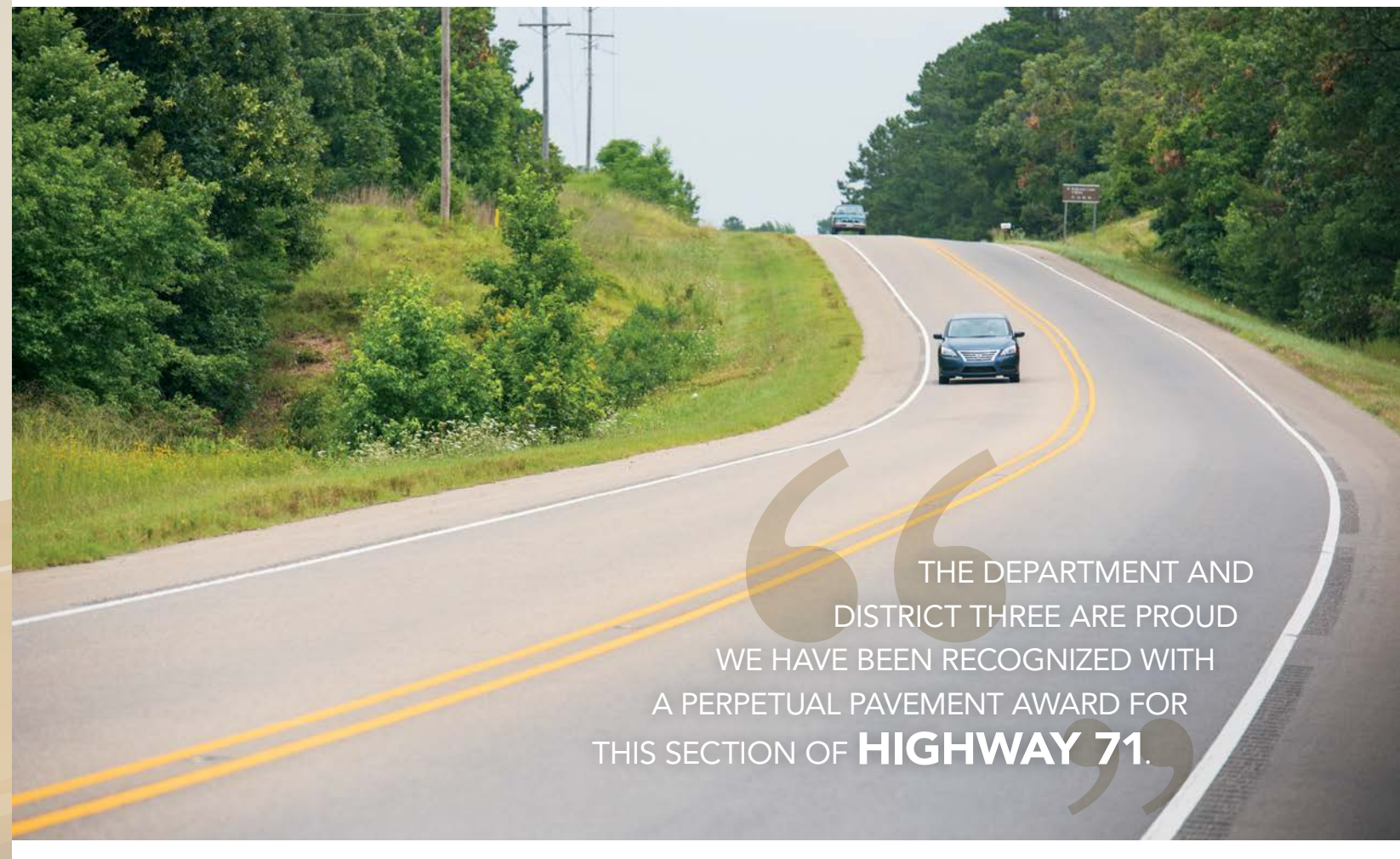
RICE: Each test requires certain conditions. We have to consider the temperature in our lab, the humidity in our paint room... is it cloudy or sunny outdoors. Chemists here can do so many things and see the results. And while we are testing, we are learning and becoming better chemists. ■



AHTD Receives

Perpetual Pavement AWARD

BY DAVID NILLES



“THE DEPARTMENT AND DISTRICT THREE ARE PROUD WE HAVE BEEN RECOGNIZED WITH A PERPETUAL PAVEMENT AWARD FOR THIS SECTION OF **HIGHWAY 71.**”

The Arkansas State Highway and Transportation Department was one of seven transportation agencies in the country to receive a 2014 Perpetual Pavement Award from the Asphalt Pavement Alliance (APA) recently. The awards are presented in coordination with the National Center for Asphalt Technology (NCAT).

The Perpetual Pavement Award honors those Departments for their work in building successful “long-life” asphalt roadways. For the program, NCAT engineers evaluate “well-performing asphalt pavements” that are 35 years old or older, have had no structural failures and have had at least 12 years between resurfacing.

The AHTD won the award for 2.5 miles of Highway 71 in Sevier County. The section begins at the northern city limits of De Queen and extends northward to De Queen Lake Road.

“These award-winning roads must demonstrate the characteristics expected from a long-life, Perpetual Pavement design including: excellence in design; quality in construction; and value for taxpayers,” the APA states.

Eligible pavements must have never had rehabilitation that increased the pavement thickness by more than four inches.

Any road, highway, airport runway or other facility paved with asphalt is eligible for the award.

“The Department and District Three are proud we have been recognized with a Perpetual Pavement Award for this section of Highway 71,” stated Greg Harding, District Three Construction Engineer. “This section of highway was first paved in 1940, resealed in 1947 and then overlaid in 1975, 1992 and most recently 2010.”

Highway 71 is a heavily used route connecting western Arkansas to

Shreveport and New Orleans to the south, and Fayetteville and Kansas City to the north.

“This section of Highway 71 has an average daily traffic count of 11,000,” Harding noted. “Trucks make up 18% of that traffic. Perpetual Pavement is a necessity for Arkansas if we are to maintain our highways in this time of diminishing resources and funding,” Harding added. “Even perpetual pavements need periodic maintenance and resurfacing to keep them in good traveling condition.”

Since the Perpetual Pavement Award was first presented in 2001, 100

pavements in 30 U.S. states and one Canadian province have been honored with the award.

This is the fifth Perpetual Pavement Award received by the AHTD. Other states receiving the award in 2014 included Alabama, Florida, Indiana, Minnesota, Pennsylvania and Tennessee.

The Asphalt Institute, National Asphalt Pavement Association and the State Asphalt Pavement Associations make up the partnership that is the APA. ■

EDITOR'S NOTE: Greg Harding retired from being the AHTD District Three Construction Engineer in June 2015.

CONSTRUCTION UPDATE:

AHTD ROAD IMPROVEMENT PROGRAMS

BY DAVID NILLES



Highway Department officials and local dignitaries line up to break ground for the CAP job, Highway 412 Northern Bypass in Springdale.

projects have been completed. That represents 156 miles of construction at a cost of approximately \$320 million. Presently, there are 11 projects under construction at a cost of \$261 million that will, when completed, add an additional 33 miles to the total of Interstate miles completed. Nine projects are scheduled for 2015. Beginning in 2016 and continuing until 2022, we will let 44 projects to contract. Costs for the upcoming projects totals approximately \$580 million.

“The people of Arkansas went to the polls and said yes to our Interstate program,” AHTD Director Scott Bennett commented. “I think they understand the importance of a well-maintained Interstate system.”

Once completed, this second phase of the Interstate Rehabilitation Program will have improved 490 miles on Arkansas’ Interstate system.

THE CONNECTING ARKANSAS PROGRAM



The Connecting Arkansas Program (CAP) is one of the largest highway construction programs ever undertaken by the Arkansas State Highway and Transportation Department. Through a voter-approved constitutional amendment, the people of Arkansas passed a 10-year, half-cent sales tax in 2012 to improve highway and infrastructure projects throughout the state. Thirty-two projects in 19 corridors will improve Arkansas’ transportation system by expanding selected two-lane roadways to four-lane highways and adding new lanes to identified Interstate highways.

Three CAP projects are now under construction at a cost of \$192 million. The three jobs are located on the Bella Vista Bypass, on Interstate 40 and on the Springdale Bypass.

“These first three CAP projects are going to improve 16 miles of highway,” Bennett stated.

“There are 29 more projects scheduled to begin. This represents significant improvements to our highway system. “We appreciate the public’s response to this program,” he continued. “Their vote for this program and their commitment to the half-cent sales tax increase indicates that they believe better roads are a good investment.”

A total of 32 CAP projects are scheduled through the year 2019.

Learn more about the status of each program at ArkansasHighways.com. ■

IN

the years 2011 and 2012, voters went to the polls and approved two major highway construction programs that, today, are changing the face of Arkansas’

highway system. In this issue of *Arkansas Highways*, we take a look at the Interstate Rehabilitation Program and the Connecting Arkansas Program and get an update on improvements underway.

THE INTERSTATE REHABILITATION PROGRAM



In a special election held November 8, 2011, the citizens of Arkansas voted to allow the Arkansas Highway Commission to issue up to \$575 million in GARVEE (Grant Anticipation Revenue Vehicle) bonds to help finance improvements and repairs to existing Interstates in Arkansas.

The current Interstate Rehabilitation Program (IRP) is virtually identical to the 1999 IRP, and in combination with existing federal and state revenues, is expected to support more than \$1 billion in construction on our Interstate highways over the life of the program.

A total of 79 projects are included in the IRP program. Work continues in full force on Arkansas’ roadways. As of today, 18 of those

An IRP project under construction on Interstate 40 in Pope County.



Greers Ferry Lake offers 340 miles of shoreline and is often ranked as one of the top ten clearest and cleanest lakes in the country.



WEEKEND ROAD TRIP:

IT'S SUMMER TIME IN ARKANSAS! ROAD TRIPS THIS TIME OF YEAR ARE ALL ABOUT THE GREAT OUTDOORS. OUR DESTINATION THIS MONTH IS HEBER SPRINGS AND GREERS FERRY LAKE.

The city of Heber Springs is nestled in the Ozark foothills of central Arkansas. Major roadways leading into the area include Highways 65 and 5. Various other highways will lead you into town as well.

The city is located on the shores of Greers Ferry Lake, the lake formed by Greers Ferry Dam.

There are so many things to do in the lake area and in the towns of Heber Springs and Greers Ferry, that the first stop on this trip should be the **William Carl Garner Visitor Center**¹. Inside, vacationers will learn all about what

they can do in town and on the lake. Maps and information are available on where to stay, what to see and how to enjoy what the area offers. The list is long and includes camping, swimming, cliff jumping, fishing, boating, hiking and skiing. The possibilities go on and on. There's also information on area flora and fauna and a great exhibit on the history of the area. The Visitor Center can be found on Highway 25 on the western end of the Greers Ferry Dam at 700 Heber Springs Road North.

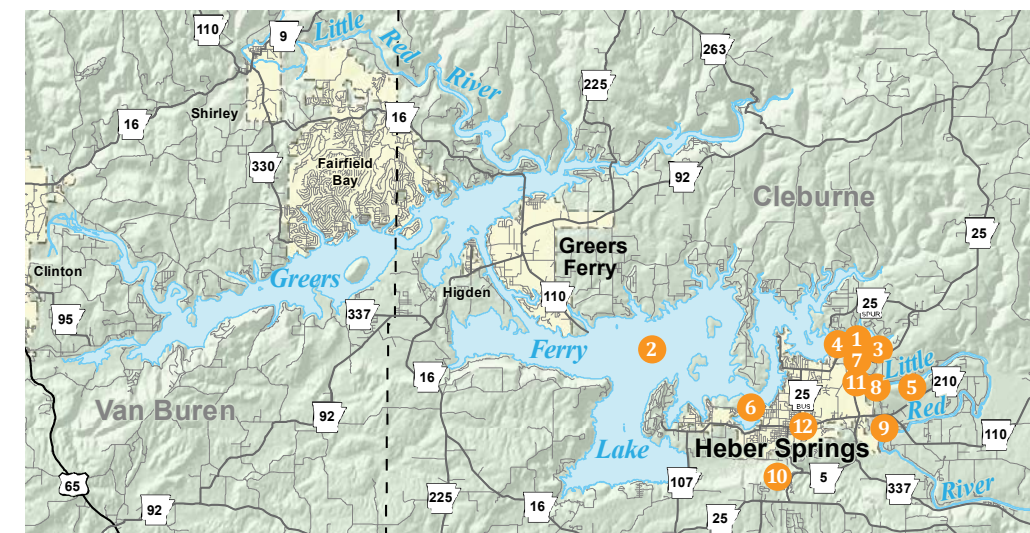
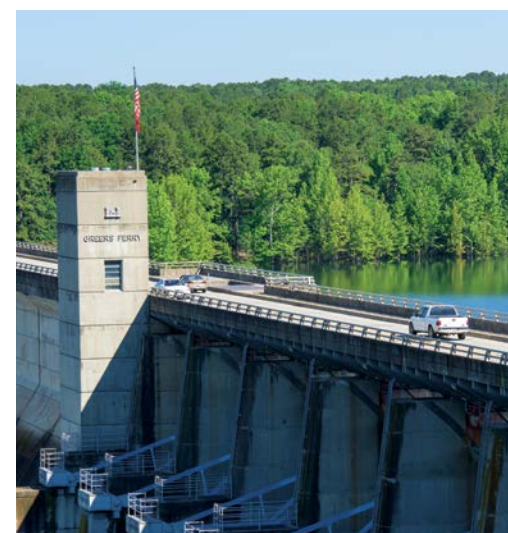
ON THE WATER

After a look inside the Visitors Center, it's time to hit the lake! **Greers Ferry Lake**² offers 340 miles of shoreline and is often ranked as one of the top ten clearest and cleanest lakes in the country. The area is actually two lakes connected by a water-filled gorge called "The Narrows." The lake is large and encompasses both Cleburne and Van Buren counties.

The lake was formed when **Greers Ferry Dam**³ was built. Construction of the dam began in 1959 and was completed in 1962. The dam and the lake were dedicated on October 3, 1963. President John F. Kennedy gave the address that day. The visit was his last major public appearance before a trip to Dallas on



Cliff jumping at Dam Site Recreation Area
Photo Courtesy AR Parks & Tourism



GREERS FERRY LAKE

BY DAVID NILLES

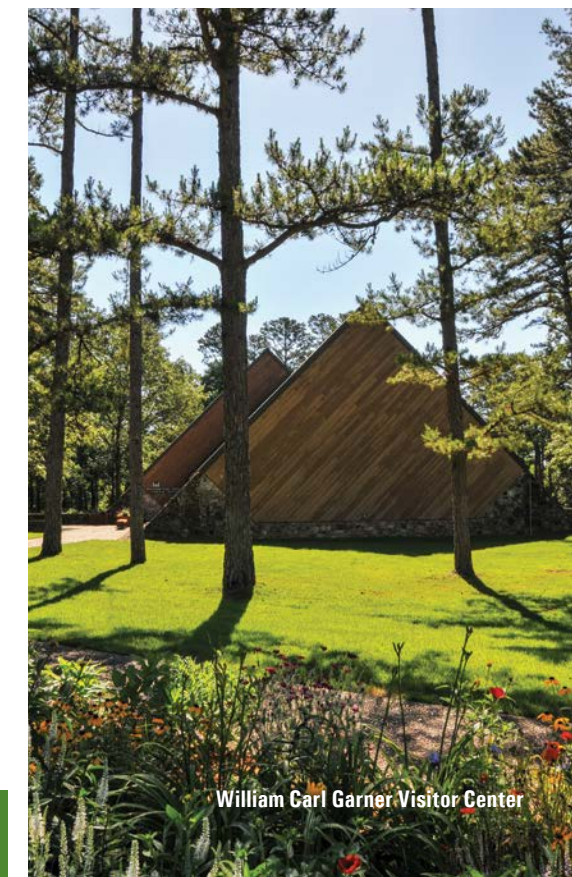
November 22nd where he was assassinated. In his address to the crowd, Kennedy stated that the Greers Ferry Dam and new lake were investments in Arkansas and the nation's future. He was right, before long, tourism boomed in the area, new businesses opened and Greers Ferry Lake became one of Arkansas' leading destinations.

The lake's large size allows for plenty of recreation. Swimming, boating, jet skiing and fishing await visitors. Nine marinas operate in the area providing fuel, supplies and services. In addition, twenty-two launch ramps provide access in and out of the lake to those wishing to enjoy a day on the water. Campsites can be found around the lake for those that want to enjoy the great outdoors overnight. Plenty of hotels and cabins offer lodging in the area.

There's more to Greers Ferry Lake than swimming, boating and skiing. The clear waters are also ideal for scuba diving. Cliff jumping is also popular on the lake. The most popular site for cliff jumping is the **Dam Site Recreation Area**⁴. The spot is ideal because of the deep water and the cliffs, ranging from four feet high to over 40 feet high.

If you are coming to Heber Springs and Greers Ferry Lake to fish, you are in for a successful trip! The lake is home to several record catches including the world record walleye at 22 pounds and 11 ounces, and State record hybrid striped bass at 27 pounds, 5 ounces. The lake is stocked with black bass, bream, crappie, catfish, walleye, white bass and hybrid striped bass.

(continued on page 24)



William Carl Garner Visitor Center

Fishing on the lake is just one option available to anglers. Below the dam, the **Little Red River**⁵ awaits with an excellent chance of catching several trout species including brown, brook, cutthroat and rainbow. A world record brown trout was taken on the river at 40 pounds, 4 ounces.

Guide services are available along the river or enjoy the day fishing from the bank at your own leisurely pace. The scenery on the Little Red couldn't be better!

Camping is available along the banks of the Little Red River at the John F. Kennedy campground just below the dam. There are 74 campsites as well as showers, a picnic shelter, a boat ramp and a playground.

Once a year, Greers Ferry Lake hosts one of the most fascinating and entertaining competitions to be found on water. It's the annual **World Championship Cardboard Boat Races**⁶. If it's made of cardboard and it floats, you're eligible

for this competition. Imaginations run wild on race day with entries such as the space shuttle, monster trucks, trumpeter swans, dragons... the list goes on. This year's event is scheduled for July 25th. For those boats that don't successfully reach the finish line before sinking, there is the presentation of the Titanic Award for the "most dramatic sinking."

IN THE WOODS

If hiking sounds inviting on your visit, you won't have to go far to find a scenic trail leading into the wilderness, there are several.

The **Mossy Bluff Trail**⁷ is popular with visitors. It follows along a bluff overlooking the Little Red River. The trail head is found at the Garner Visitor Center. At the end of the trail, steps take you up to an overlook where you can look down on the river, the dam and the Greers Ferry

National Fish Hatchery. Total hiking length is 2.4 miles out and back.

One of the prettiest hikes in the area is the trail along **Collins Creek**⁸. It follows alongside the creek and at the beginning of the trail there is a scenic waterfall and stream, so bring your camera! The trailhead can be found east of the dam on Hatchery Road. This hike is perfect for families and first time hikers at just .6-miles and views of the creek can't be beat. There is a parking lot at the trailhead just before you reach the Hatchery.

Another nice hike can be found on **Sugar Loaf Mountain**⁹. Don't get confused, there are *two* mountains with this name in the area. You'll need a boat to reach the first one, Sugar Loaf is actually an island located in Greers Ferry Lake. The trail here is a bit challenging but it leads hikers to the summit 540 feet above

the water where you will find amazing views of the lake. Sugar Loaf can be accessed by boat from Highway 337 at Sugar Loaf Recreation Area on the south side and from Highway 330 at Fairfield Bay Park on the north.

The other Sugar Loaf Mountain offers three adventures. A summit trail leads to the top of the mountain and is quite steep. A base trail allows you to take an easier but moderate hike on a trail that circles the entire mountain. There is also the Hidden Pond trail which is on flat land and can easily be explored. You'll find a parking lot on Trail Head Road off of Highway 110, next to Arkansas State University - Heber Springs.

Be sure to check out **Bridal Veil Falls**¹⁰ while you're in a hiking mood. A short walk gets you to this beautiful area. To reach the falls, take Highway 25 South out of town and travel the short distance to Bridal Veils Falls Road. Turn right at Heber Springs Collision Center.

In all, there are 75 miles of hiking and biking trails in the Heber Springs area.

If camping outdoors is on your agenda this trip, the Heber Springs/ Greers Ferry Lake area has 13 different camping areas either on the lake or in the woods. Most of them have electricity, toilets, drinking water and other conveniences.

(continued on page 26)



Scenic waterfall at the beginning of Collins Creek Trail



BELOW THE DAM, **THE LITTLE RED RIVER**
AWAITS WITH AN EXCELLENT CHANCE OF
CATCHING SEVERAL TROUT SPECIES INCLUDING
BROWN, BROOK, CUTTHROAT AND RAINBOW.



World Championship Cardboard Boat Races
Photo Courtesy AR Parks & Tourism



Sugar Loaf Mountain Trail Head
off of Highway 110

GREERS FERRY NATIONAL FISH HATCHERY

While you're in the lake area, take time to visit the **Greers Ferry National Fish Hatchery**¹¹. The Greers Ferry hatchery was established in 1965 to produce rainbow trout. It is an interesting place where you will find trout in various stages of growth, ranging from less than two inches in size up to adult fish that are quite large. Trout leave the hatchery when they are stocking size, which is around eleven inches.

The trout are used to restock the Little Red River below Greers Ferry and other U.S. Corps of Engineers water projects. In cooperation with area Game and Fish agencies, the hatchery stocks approximately one million trout each year in suitable waters in Arkansas, eastern Oklahoma and neighboring states. This is one of 80 hatcheries in the United States administered by the Fish & Wildlife Service.

The hatchery is open for self-guided tours every day from 7 a.m. to 3 p.m. except Thanksgiving and Christmas. There is no admission charge. To reach the hatchery, travel Highway 25 just east of the dam and turn right on Hatchery Road.

HEADING INTO HEBER

After a day enjoying the outdoors, you'll want to head into **Heber Springs** where there are shops and restaurants welcoming visitors to town.

While in town, go by the **Gem Theater**¹² at 119 West Main Street. The Art Deco theater was built in 1939 and became the first building in town with air conditioning. It has been remodeled several times during its history and is still in use today as a movie theater and a place for concerts and stage shows. Look for The Gem's landmark vertical marquee.

If you've worked up an appetite, there are plenty of restaurants with great reputations and good food. If you're



Greers Ferry National Fish Hatchery



The Historic Gem Theater

looking for a great lunch or dinner, try Chuck's Diner & Steakhouse. Italian food and pizza come to mind at Pizza-Pie-Zazz. For a great cup of coffee and lighter food, stop in at Jitterbug Coffeehouse.

Whether in town or on the lake, there is plenty to do in the Greers Ferry Lake area. This ends our road trip and sadly, we left some areas unexplored. This is a place you'll want to return to again and again to take it all in. ■



National Championship Chuck Wagon Races
Photo Courtesy AR Parks & Tourism

OUT & ABOUT

CALENDAR OF EVENTS AROUND THE STATE

As you travel Arkansas over the next two months, consider checking out some of the listed events. Our State is full of interesting things to do, no matter which highway you find yourself driving. For additional event listings, check Arkansas.com/events.

- * 29TH ANNUAL WORLD CHAMPIONSHIP CARDBOARD BOAT RACES: Boats of all shapes and sizes made of cardboard compete for speed and design. Then there's the Titanic Award for the most dramatic sinking. Enjoy food vendors, a watermelon eating contest, sand sculpting and a treasure dig for the kids. • JULY 25
- * 74TH ANNUAL JOHNSON COUNTY PEACH FESTIVAL: More than just great tasting peaches! Events include a banana split contest, a scavenger hunt, Cinema on the Square, a bicycle obstacle course, helicopter tours, a skateboard competition, a peach cobbler bake-off, jam and jelly contest, peach pie eating and more. • JULY 30 – AUGUST 1
- * 44TH ANNUAL NORTHWEST ARKANSAS BLUEGRASS FESTIVAL: Great bands, jam sessions and plenty of camping spaces. Bring your lawn chairs and your acoustic instruments and enjoy the fun. Gospel and bluegrass music will be playing all weekend. • AUGUST 13 – 15
- * 30TH ANNUAL NATIONAL CHAMPIONSHIP CHUCK WAGON RACES: Circle the wagons for chuck wagon races, the snowy river race, bronc fanning, camping trail rides, concerts, equine clinics, ranch rodeo, bull riding, a cook-off and a western trade show. • AUGUST 29 – SEPTEMBER 6

JULY 24 – 25

32ND ANNUAL ALTUS GRAPE FESTIVAL
200 W. Main Street
Altus, AR

JULY 25 *

29TH ANNUAL WORLD CHAMPIONSHIP CARDBOARD BOAT RACES
Sandy Beach – Greer's Ferry Lake
Heber Springs, AR

JULY 25

JUNIOR FISHING DERBY
Visitor Center
Star City, AR

JULY 30 – AUGUST 1 *

74TH ANNUAL JOHNSON COUNTY PEACH FESTIVAL
Courthouse – 209 W. Main Street
Clarksville, AR

AUGUST 1 – 2

ROGERS CYCLING FESTIVAL
Downtown
Rogers, AR

AUGUST 6 – 8

39TH ANNUAL HOPE WATERMELON FESTIVAL
Fair Park
Hope, AR

AUGUST 13 – 15 *

44TH ANNUAL NORTHWEST ARKANSAS BLUEGRASS FESTIVAL
Beacon Park
Harrison, AR

AUGUST 29 – SEPTEMBER 6 *

30TH ANNUAL NATIONAL CHAMPIONSHIP CHUCK WAGON RACES
Bar of Ranch
Clinton, AR



Boat Race



Peach Festival



Bluegrass

AHTD AFTER-HOURS:

MAKING WAVES

BY DAVID NILLES

with **RITA LOONEY**

AS THE AHTD'S CHIEF LEGAL COUNSEL, RITA LOONEY

SPENDS HER WORK DAYS PREPARING FOR LEGAL CASES AND COURT APPEARANCES. AFTER HOURS, SHE CAN OFTEN BE FOUND IN THE SWIMMING POOL DOING LAPS. THIS MONTH, SHE IS OFF TO THE NATIONAL SENIOR GAMES IN MINNEAPOLIS TO COMPETE WITH OTHER SWIMMERS. EDITOR DAVID NILLES SAT DOWN WITH HER TO LEARN MORE ABOUT HER PASSION FOR SWIMMING.

NILLES: *When did you begin competitive swimming?*

LOONEY: Competitive swimming is something new to me. I began doing it in 2012.

But, I have been involved in swimming since I was six years old. I started teaching swimming when I was 10. I began as a junior swimmer, and then became a junior lifeguard, and then I was a water safety instructor. Over the years, I have taught hundreds of kids to swim. So, I have been involved in swimming, just not competitively until recently.

NILLES: *How did you get started swimming competitively?*

LOONEY: I was introduced to it after I joined the Patrick Henry Hays Senior Center in North Little Rock. I would go over there to swim just as a form of exercise and because I love swimming. Another member of the Center, Robert Barnes, swims competitively and he asked me a few years ago if I would be interested in going over to Hot Springs and participating in the senior summer games. I told him I had never done that type of swimming before. Robert told me it wasn't too competitive and it was just people having fun so I agreed to go. Well, that may be true for some of them, but I found out that other swimmers turned out to be quite competitive because this is what they enjoy doing.

I went to Hot Springs and I swam the 50-yard breaststroke, the backstroke and free style. I did it in 2012, in 2013 and again this year. If you medal at the State level in your division, then you qualify for the National Senior Games.

NILLES: *You successfully qualified, so you're headed to the National Games now?*

LOONEY: Yes. I'm going to represent Arkansas on July 4th and 6th at the National Senior Games in Minneapolis. I have qualified for the Nationals before, but

this will be my first time to actually go and compete. I will be competing in the 50-yard breaststroke, backstroke, freestyle and the 100-yard breaststroke.

They divide the competition into age groups. For example, there is the 50 to 54 age group, the 55 to 59 group, and on up. There is a category for swimmers age 45 to 50; they are referred to as "youngsters!" I would say the age range is from 45 up to 95!

There is a beautiful, mature woman named Inez who has been swimming every year that I have gone to Hot Springs to

is the largest multi-sport event in the world for seniors. There will be 12,000 athletes from all over the country there. Swimming is just one of the games. Events will include archery, golf, racquetball, table tennis, basketball, disc golf, badminton, horseshoes, road race, tennis, softball, judo, bowling, pickle ball, shuffleboard, track & field, volleyball, cycling, race walk, swimming and triathlon. It's very similar to the Olympics.

NILLES: *How often do you get a chance to practice your swimming?*

The National Senior Games is a biennial competition for men and women age 50 and over and is **THE LARGEST MULTI-SPORT EVENT IN THE WORLD FOR SENIORS**. There will be 12,000 athletes from all over the country there.



compete. She and her husband have done this throughout their retirement years. She is close to 90 years old. She swims beautifully and loves doing it. She swims the long distances and gets a medal each year in her age category.

NILLES: *Swimming is just one of many areas of competition at the Nationals...*

LOONEY: Yes, it is a biennial competition for men and women age 50 and over and

LOONEY: I try to swim three or four times a week. I usually swim for about 40 minutes. I may increase that, especially with Nationals coming up. For those that swim at the Hays Center, it's just an individual thing. People you know there encourage you. However, there are some groups competing who have coaches and their teams work out.

I'm really not very fast. I do a classic stroke that looks really good though!



Rita Looney spends her days at AHTD as Chief Legal Counsel.



Swimming is my therapy. I can beat that water up and it doesn't talk back!

NILLES: *How beneficial do you think swimming is for your health?*

LOONEY: Swimming really is beneficial, both physically and mentally. Sometimes it's a hassle to get to the pool, but once I am there, it really is my mental therapy. I can zone out and just enjoy the act of swimming. I actually swim with ear buds in and listen to my iPod Shuffle. I hear a song sometimes from a swimming perspective. It kind of picks me up a little and quickens my pace.

It's not really a competitive thing for me though. It's more personal, like an "out of the box" physical challenge for me. There's a sense of accountability and accomplishment that I gain through swimming. I think as I age, doing something different proves to me that there is more life to live.

I will be doing something out of my comfort zone when I go up to Minneapolis. I'm over 50 years old, putting on a swimsuit and competing at a national competition. It's a little intimidating. My daughter congratulated me on

having the opportunity to go to Nationals. She said "I'm so stoked for you!" I told her I'm not very fast and she replied, "But you're doing it!" So that's the deal, I'm doing it. And swimming has given me this opportunity.

NILLES: *Do you do other exercises besides swimming to stay in shape?*

LOONEY: I do a standard gym elliptical and use a treadmill. I don't enjoy that as much as the swimming though.

NILLES: *How did you find out about the Hays Center?*

LOONEY: I was talking to an acquaintance at church and said that I was looking for a place to swim but hadn't found one yet. There are plenty of places in town to swim but they can become expensive, especially for an individual club membership. My friend told me to check out the Hays Senior Center.

My first reaction was, "How old do you think I am?" He said you only have to be 50 and I said, "Oh! I can do that!"

I will say this, they carded me! When I visited and told them I wanted to join, they said, "You have to be 50" and I said "I am!"

I initially joined the Center in order to exercise. It was relatively convenient to where I worked. But now swimming has become my main activity.

The Center has two pools, one a lap pool and one an aerobics pool. I have always used the lap pool. I have it to myself several nights a week. I might share it with one or two other people but I seldom have to share a lane. I swim late, and by then, most people have gone home.

I've also used the Jim Dailey Fitness & Aquatic Center in Little Rock on several occasions because they have an outdoor pool and they allow you to dive into the water there. I need that diving experience because on several of my strokes, I will be diving in when I compete.

NILLES: *Do you have good memories from all your years of being involved in swimming?*

LOONEY: I have many good memories. One of the biggest is actually a negative memory when it comes to competition. It's not a favorite memory, but it was meaningful and I learned from it. I was disqualified while swimming the medley relay two years ago. I had gone through the effort of learning how to do the butterfly stroke in order to compete

in the medley. Because I didn't have a coach, I didn't know that when I reached the other end of the pool I couldn't do a flip turn from my back to the butterfly on the medley. You have to enter the water a certain way on your turn and I was disqualified because of the way I did the turn. I didn't understand that until they explained it to me. It was disappointing but, as an attorney, you learn to read the fine print and I should have figured out that type of turn was not permitted. So, that was a meaningful memory and I learned from it.

As far as swimming in general, I loved all of the lifeguarding I did. The year before I entered law school, I ran the waterfront

for Lake Nixon Day Camp and organized all of the teachers and swimming activities there. It's a favorite memory of mine realizing that some of those kids wouldn't have learned to swim if they hadn't had the opportunity to be at Lake Nixon Day Camp. I was pretty tough too. The counselors made fun of me because I was very petite; yet, I was like a drill sergeant with those kids. The counselors would laugh under their breath at me!

When I ran a swimming pool in Siloam Springs one summer, there were certain kids that would come to the pool for a majority of the day. I got to know those kids because they were there so often and that was fun.

There was one little boy whose hair was really long and he obviously needed a haircut. I asked him about it and he said, "Dad won't take me to get a haircut." I said, "Would he mind if I cut your hair?" So I cut his hair while he sat on a chair at the swimming pool. He was so proud! It's just fun being around kids and watching them grow and be themselves.

I loved swimming in the rain at Girl Scout Camp. If it was a summer rain which wasn't a storm, we would get to continue swimming. It was fun getting wet and not worrying about it because we were already in our swimsuits.

One other memory, I had to rescue somebody one time when I wasn't even the lifeguard on duty. I've only had to do that a couple of times ever. It was actually during swimming lessons and a lifeguard was on duty but didn't notice this child in trouble. I had to jump across a counter, hurdle a fence and go in the water to save this child. I knew the signs of somebody in distress after watching so many kids. I wasn't planning on getting in the water that day! So there have been many great memories of times spent at the pool. They are memories I carry with me to this day. Swimming is something that I really enjoy!

Whether days as a lifeguard, competing or just swimming for pleasure, Looney has found an activity that has plenty of health benefits, gives her enjoyment and takes her to new places. We wish her the best at the National Senior Games!

The 2015 National Senior Games are presented by the National Senior Games Association. (NSGA) The NSGA exists today as a non-profit organization dedicated to motivating active adults to lead a healthy lifestyle through the senior games movement. Learn more at www.NSGA.com. □

EDITOR'S NOTE: In Minneapolis, Looney achieved personal records on 3 of her 4 strokes. "It was an unbelievable experience," Looney added. "And a real challenge. I would do it again."

IT'S NOT REALLY A COMPETITIVE THING FOR ME THOUGH. IT'S MORE PERSONAL, LIKE AN "OUT OF THE BOX" PHYSICAL CHALLENGE FOR ME. THERE'S A SENSE OF ACCOUNTABILITY AND ACCOMPLISHMENT THAT I GAIN THROUGH SWIMMING.



Looney has won multiple medals during her short time as a competitive swimmer.





BACKHOE COMPETITION

ROADEO 2015:

PUTTING SKILLS TO THE TEST



District Five Engineer
Lyndal Waits



A gathering like the AHTD's annual Equipment Operators Roadeo Competition has to start early in the morning. That's because there is so much action packed into the day's events that things have to get underway early. As a side note, it's also the best way to beat the heat on a typical summer day.

AHTD employees look forward to the Roadeo weeks before the event each year. It's an opportunity to put equipment-operating skills and expertise to the test in a day of friendly competition.

Winners from each District's own competitions held earlier in the year met in Little Rock on June 11th to compete for the title of State Champion. Local winners participated in six events: Single Axle Dump Truck, Tandem Axle Dump Truck, Tractor/Lowboy, Backhoe, Motor Patrol and Tractor Mower.

It takes a great deal of talent to maneuver heavy equipment through the events that were laid out on the course. As they do each year, participants showed an incredible skill level. At the end of the day, the following employees had placed in the top three in each event. (See list in sidebar.)

The overall Team Champions trophy went to **DISTRICT 5** this year.

"I am so proud of the members of the District Five Roadeo team," commented Lyndal Waits, District Five Engineer. "Earlier this year, I asked the supervisors to visit with their crews about sending their best to compete at the District semi-finals. They responded in a big way. It is wonderful to see them rewarded for their efforts."

Members of the District 5 Team Champions included: **District Engineer Lyndal Waits, Brad Fulks, Johnny Jason, Brian Johnson, Dan Miller, Nick Rushing, Justin Tyler and Randy Zeigler.**

Lorie Tudor, AHTD Deputy Director and Chief Operating Officer presented plaques to this year's winners.

"The Roadeo promotes good-natured competition and shows us how skillful every one of our participants is as well," Tudor commented. "You are the Department's front line and to see your skills at work is an awesome opportunity."

The top winners in each event will now move on to the Regional Roadeo to be held in Myrtle Beach, South Carolina, in September.

Highway Commission Chairman Dick Trammel wrapped up the day's events.

"On behalf of the Commission, I want you to know how proud we are of you," Trammel commented. "You are all so skilled, thank you for all you do. Good luck in Myrtle Beach!"

This was the 25th year for the statewide annual event. ■



TOP, Overall Team Champions, District 5 – (L. to R. Back Row): Stacey Caplener, Johnny Jason and Nick Rushing. **(L. to R. Front Row):** Brian Johnson, Dan Miller, Justin Tyler, Brad Fulks, Randy Zeigler, Commissioner Alec Farmer, Commission Chair Dick Trammel, Deputy Director and Chief Operating Officer Lorie Tudor, and District Five Engineer Lyndal Waits.

BOTTOM, First Place Winners – (L. to R.): Phyllis Ashby, Larry Otwell, Jerry Mitchell, Jeremy Jackson, Brad Fulks and Johnny Jason.

TRACTOR/LOWBOY	
1st Place.....	Johnny Jason D5
2nd Place	John Harvey..... D2
3rd Place.....	Darrell Barnes D8
TANDEM AXLE DUMP TRUCK	
1st Place.....	Brad Fulks (2014 State Champ) D5
2nd Place	Randy Zeigler D5
3rd Place.....	David Pruitt..... D8
SINGLE AXLE DUMP TRUCK	
1st Place.....	Phyllis Ashby..... D10
2nd Place	Johnnie Tillman, Jr..... D2
3rd Place.....	Eugene Greenwood..... D3
TRACTOR/MOWER	
1st Place.....	Jeremy Jackson D4
2nd Place	Sim Rice D10
3rd Place.....	Blake Angel D6
BACKHOE	
1st Place.....	Larry Otwell (Time 1:05.3)..... D3
2nd Place	Chad Foster (Time 1:05.5)..... D9
3rd Place.....	Ronnie Veazey D6
MOTOR PATROL	
1st Place.....	Jerry Mitchell..... D1
2nd Place	Lance Baker (2014 State Champ) .. D9
3rd Place.....	Jeremy Evans..... D7



SPECIAL EVENTS

BY GLENN BOLICK

AROUND THE STATE

Ground Broken for NEW OUACHITA RIVER BRIDGE

Work on the new \$15 million Highway 51 Ouachita River Bridge officially got underway on June 19th as Commissioners Robert S. Moore, Jr. and Frank D. Scott, Jr. joined AHTD Director Scott Bennett and local officials to turn dirt on the project.

Arkadelphia Mayor James Calhoun praised the Department for the project and added that the City will take over ownership of the old bridge upon completion.

The new bridge contract was awarded to Robertson Contractors and work is expected to be completed in two years. The new bridge will not only add width to the roadway over the river, but will also cross the Union Pacific Railroad Bridge, straighten out multiple curves and eliminate the flood-prone underpass.



Highway Department officials and local dignitaries participate in the ground breaking ceremony for the new Ouachita River Bridge at Arkadelphia.

The old bridge is a Parker Truss design built in 1933. It was moved from its original location on Highway 67 over the Caddo River in 1960 to replace the original Camelback Through Truss built in the early 1900s.

There are only five Parker Truss bridges left in the State. The other four are at War Eagle (Benton Co.), Silver Bridge (Crawford Co.), Woolsey Creek (Washington Co.) and the St. Francis River (St. Francis Co.).

UNIVERSITY DRIVE DEDICATED: Brings Improved Gateway to Pine Bluff



Commissioner Frank D. Scott, Jr. addresses the crowd gathered to dedicate Highway 79B in Pine Bluff.

Commissioners Robert S. Moore, Jr. and Frank D. Scott, Jr. joined AHTD Deputy Director and Chief Engineer Emanuel Banks, Pine Bluff Mayor Debe Hollingsworth and a host of local official and business leaders on June 23rd to cut a ribbon to recognize completion of the Highway 79B (University Drive) project. The \$6.7 million project began in December of 2012 to widen 1.6 miles of the roadway and straighten out a dangerous curve in the vicinity of the University of Arkansas at Pine Bluff.

Commissioner Scott noted that the UAPB campus is the "Gateway to the City" and added that the wider, safer highway will compliment the plan Chancellor Lawrence Alexander has in making the campus area a true showcase.

DISTRICT 4

CONSTRUCTION



CORNER

Motorists traveling Interstate 49 in the Fayetteville area will soon have more lanes to travel in. Crews with Pace Construction Company, LLC, are widening a 1.3-mile section of the Interstate to six lanes to provide a smoother flow of traffic through the local area. The improvements extend from Highway 16 northward to Porter Road.

Construction began on the \$16.6 million widening project in September of 2013. Crews are approximately 63% finished with the project. Work on guardrails and grass seeding is presently underway. Completion of the improvements is expected in the fall of this year.



Dear AHTD,

My husband and I travel Chenal Parkway into I-630 on a regular basis, I wanted to find a way to say thank you to the AHTD for the vision and planning that has been done to make this so much better. While still a work in progress, since the first piece opened, it has been so much easier in the mornings.

The Big Rock interchange will be beautiful when completed and I love the designs in the foundations. For all the inconvenience during the past that this has caused, the finished product will be nice. We look forward to completion of the whole project. Please pass on to those who have done this that we appreciate it.

Sincerely,
Happy Readers
Little Rock, Arkansas

NOTE: The above letter was addressed to Mahatma at the Arkansas Democrat Gazette. He kindly forwarded the message to AHTD.



Design details of pine trees in the foundation of the Big Rock Interchange overpasses.

LAKE VILLAGE WORK

To whom this concerns — thank you for the road work in Lake Village. The road is looking great. Just wanted to thank you!

Sincerely,
Ned & Shirley Pierini

NICE DRIVE

I recently drove from Shreveport to Texarkana on that nice stretch of Interstate 49 and wanted to tell you how much I enjoyed it. Nicely done!

Joe David Rice
Arkansas State Parks

ATTRACTIVE ROADWAYS

I just wanted to tell you about your roads.

My husband and I went to Crater of Diamonds the last week in August. Down 67 and Interstate 30, and we just wanted to let you know how clean and litter free the roads were. We were very impressed with the roads.

We live in Missouri and drive Highway 67 every day back and forth to work, and are very disappointed in the way the medians look. Trash and dead animals are all over the road and he only drives 16 miles one way.

Once we left Missouri and got to Arkansas, you could see the difference immediately.

Anyway, we just wanted to say, excellent job of keeping the trash and animals off the road. It was a pleasure to visit and see how clean you keep your state. Once we were back in Missouri, it was a real letdown.

Please pass this on to the Departments that work so hard to make the roadways so attractive. I am not sure what all the counties are, but they are doing an excellent job.

(P.S. – They need a raise! lol)

Thank you,
Ruth Tucker
Farmington, Missouri

WHEEL ASSISTANCE

On Sunday, May 3rd, my family and I were travelling through Arkansas when we lost a wheel bearing on our travel trailer. We were able to pull safely off the highway and into the Hope Weigh Station without too much trouble. Our wheel was smoking and Officer Lafferty came out with a fire extinguisher to assist us. Being a Sunday, we were unable to have the axle repaired, but Officer Lafferty was very accommodating and allowed us to park at the end of the parking lot overnight. He even gave us a few good tips on places to take our kids camping in Arkansas. A mobile mechanic arrived the following day and we were on the road again. I wanted to express my gratitude for Officer Lafferty's assistance. He provided excellent customer service and was a very good representative of the state and your department (my kids continue to remark how friendly people were during our visit). Please pass on my appreciation for his service.

Sincerely,
Robert Mikel II
San Antonio, Texas

TIRE CHANGE

While driving down Interstate 630 to take my 1-year-old to the doctor today, I had a flat tire. I called AAA and then sat on the side of the road with my child. About an hour into my wait, an AHTD truck pulled up. Your two employees, Rusty Bornemeier and Cory Williams, asked if I was OK and asked if they could change my tire. They did it quickly and I was able to safely get on my way and take my child to the doctor. I just wanted to say thank you to them and to let you all know how kind your employees were to me. They reflect well on your department.

Thank you,
Amy Webb
Arkansas Department of Human Services

FLAT TIRE LIFESAVER

I want to thank you as my husband and I had a blowout on our RV today at approximately noon by Exit 208 on Highway 40 and one of your employees stopped and helped my husband change our tire on the trailer which wasn't an easy task. I just wished I would have gotten his name. He was a lifesaver and so kind and polite.

Mike & Karen Wright
Michigan

WINDOW WORK

I was traveling Sunday April 26th back to the Dallas area. The previous day, my side window in my van was broken out by flying debris on the highway. On Sunday, it looked like it was going to rain, so I pulled into a rest area (around mile marker 197 on I-40) to patch up the open window with cardboard and tape. To say the least, I had no clue what I was doing. I also ran out of tape.

There was a young man (Steve Honeywell) cleaning the ladies restrooms and I asked him if he had any duct tape. Steve stopped what he was doing, drove to the shed on the property and found some tape. He not only found the tape, he finished taping up the window opening.

I so appreciate Steve's willingness to go beyond his regular tasks and help people. He was a gentleman, polite, and very nice. Please pass this note to Steve. I want him to know how he made a person's day more joyful. Thank you, Steve!

Regards,
Vickie Wyatt

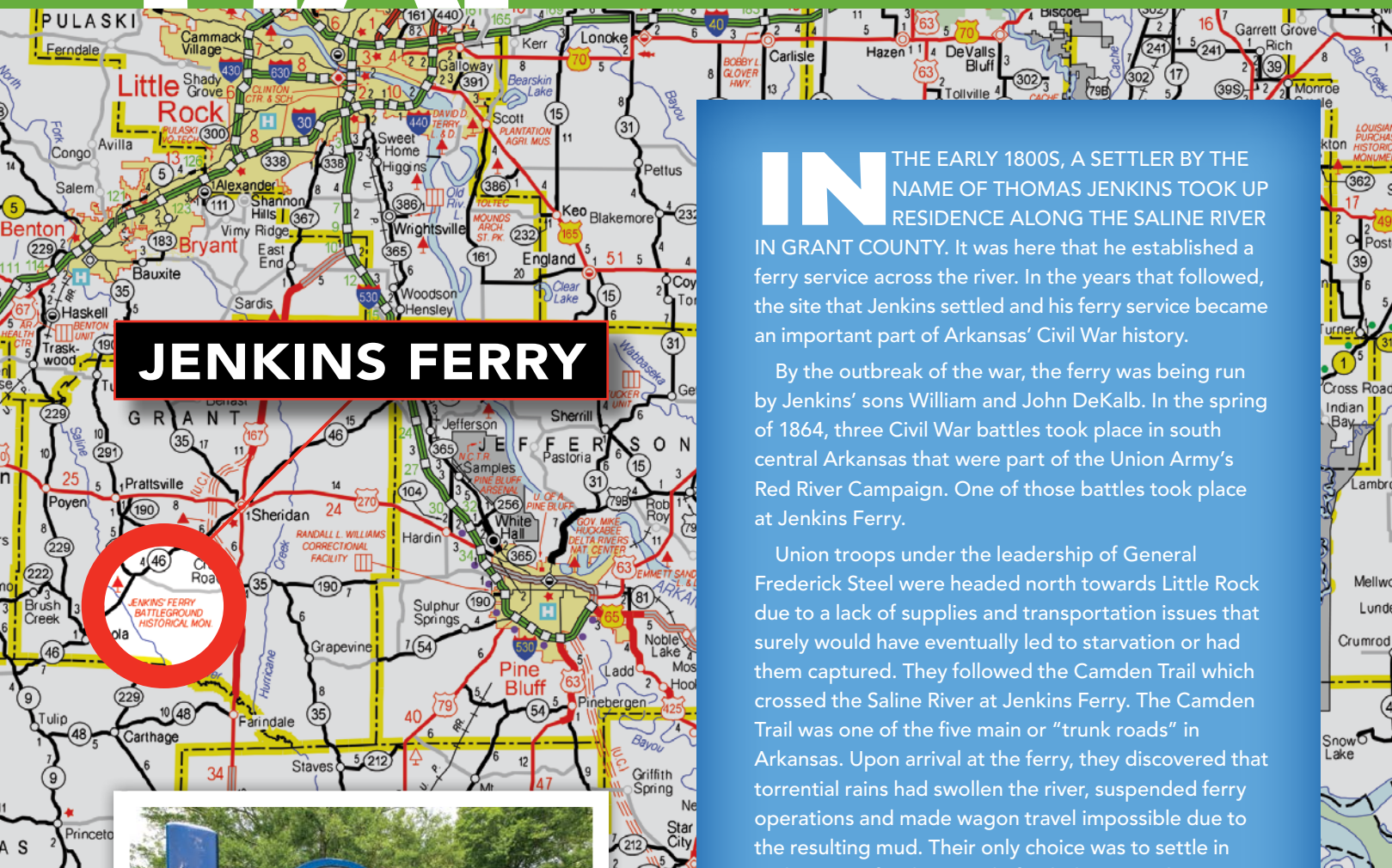
REPAIR REPORT

I reported a problem about potholes last night. I came home today and the potholes were repaired! Wow! Thank you. It's very much appreciated.

Jerry Lawson
via IDriveArkansas.com

ON THE MAP

SPENDING TIME WITH AN ARKANSAS HIGHWAY MAP CAN BE INTERESTING. THE FOLLOWING IS THE NAME OF A HISTORIC LOCATION IN ARKANSAS. HAVE YOU EVER VISITED HERE?




JENKINS FERRY

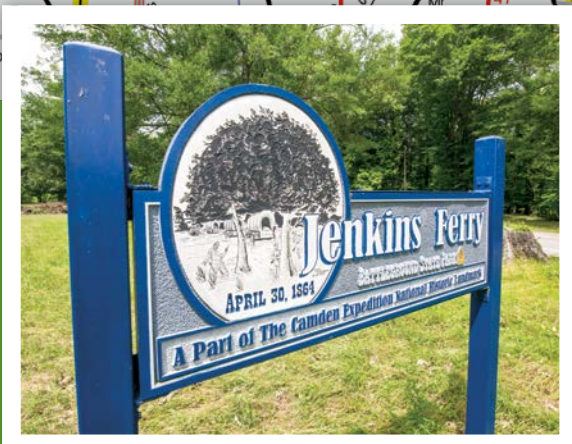
IN THE EARLY 1800S, A SETTLER BY THE NAME OF THOMAS JENKINS TOOK UP RESIDENCE ALONG THE SALINE RIVER IN GRANT COUNTY. It was here that he established a ferry service across the river. In the years that followed, the site that Jenkins settled and his ferry service became an important part of Arkansas' Civil War history.

By the outbreak of the war, the ferry was being run by Jenkins' sons William and John DeKalb. In the spring of 1864, three Civil War battles took place in south central Arkansas that were part of the Union Army's Red River Campaign. One of those battles took place at Jenkins Ferry.

Union troops under the leadership of General Frederick Steele were headed north towards Little Rock due to a lack of supplies and transportation issues that surely would have eventually led to starvation or had them captured. They followed the Camden Trail which crossed the Saline River at Jenkins Ferry. The Camden Trail was one of the five main or "trunk roads" in Arkansas. Upon arrival at the ferry, they discovered that torrential rains had swollen the river, suspended ferry operations and made wagon travel impossible due to the resulting mud. Their only choice was to settle in and prepare for the arrival of Rebel troops who were in hot pursuit from the south. The first Rebels arrived at the scene on April 30th of 1864 under the leadership of Generals Kirby Smith and Sterling Price. The battle began at first light on that day. By the end of the bloody siege, the South had lost nearly 1,000 soldiers and the North nearly 700. Despite the constant attacks by Rebel forces, Steele's army eventually managed to cross the river using an inflatable pontoon bridge and continued retreating to Little Rock.

Today, Civil War buffs can visit the historic site at Jenkins Ferry Battleground State Park. The park features interpretive exhibits, picnic sites, a swimming area, pavilion and launch ramp.

To visit the historic site, travel 13 miles south of Sheridan on Highway 46. 



AHTD PEOPLE

NEW EMPLOYEES

COMMUNICATIONS MAINTENANCE • Carolyn Cole, Telecommunications Operator; Thomas Hodges, Telecommunications Operator; Whitney Lemons, Telecommunications Operator

CONSTRUCTION • Mark Kronkosky, Construction Aide III; Adam Pankey, Engineer; Randall Scrape, Construction Helper; Bryce Reeks, Engineer

SURVEYS • Michael Young, Aerial Reproduction Specialist; Bryan Gann, Surveys Helper; Kansas Ingle, Surveys Helper

TRANSPORTATION PLANNING & POLICY • Benjamin Whatley, Engineer

DISTRICT ONE • Joseph Hefner, Multi-Axle Truck Driver; Brandon Henson, Multi-Axle Truck Driver; Hope Fitchpatrick, Single Axle Truck Driver; Maryland Thomas, General Laborer

DISTRICT THREE • Gerry Stephens, Jr., Single Axle Truck Driver; Robert Chandler, General Laborer; Vincent Williams, General Laborer

DISTRICT SIX • Graeme Vincent, General Laborer

DISTRICT NINE • Rusty Burnett, General Laborer; Ricky Davis, Single Axle Truck Driver; Duane Young, Single Axle Truck Driver

DISTRICT TEN • Steven Martin, Storeroom Assistant I; Jack Purdom, Senior Mechanic; Clifford Decker, General Laborer; Dillin Vincent, General Laborer; Tyler Wooldridge, General Laborer; David Capps, Single Axle Truck Driver; Jeffrey Vance, Single Axle Truck Driver

PROMOTIONS

ARKANSAS HIGHWAY POLICE • Marshall Ashcraft, Patrol Officer First Class; Evan Austin, Patrol Officer First Class; Jonathan Beshears, Patrol Officer First Class; William Boon, Patrol Officer First Class; Stacy Cantrell, Patrol Officer First Class; Brandon Clark, Patrol Officer First Class; Ryan Grisham, Sr., Patrol Officer First Class; Joseph McCollum, Patrol Officer First Class; Nathan McCollum, Patrol Officer First Class; Robert Pauley, Patrol Officer First Class; Matthew Price, Patrol Officer First Class; Matthew Ross, Patrol Officer First Class; Brian Sturdivant, Patrol Officer First Class; Matthew Wren, Patrol Officer First Class

BRIDGE • Eric Romero, Engineer I

INTERNAL AUDIT • Kelly Heaton, Motor Fuel Audit Manager

MAINTENANCE • Brandon Bird, Striping Machine Driver; James Freeman, Striping Machine Driver

PROGRAM MANAGEMENT • Corey Key, Federal Programs Coordinator; Jared Wiley, Division Head

RADIO • Hussain Alfaraj, Engineer I

ROADWAY DESIGN • Matthew Hammond, Engineer I; Jennifer Harris, Administrative Assistant I

SURVEYS • Wesley Jeffrey, Surveys Aide I; Michael Lindsey, Surveys Technician II; James Sibley, Surveys Aide I; Garry Stewart, Engineer II

SYSTEM INFORMATION & RESEARCH • Maxx Leach, Engineer I; Rick Stanley, Pavement Profiling Technician

DISTRICT ONE • Ryan Blankenship, Advanced Construction Field Engineer; Anthony Burnett, Area Maintenance Supervisor; James Corley, Maintenance Aide II; Allen Davis, Maintenance Aide II; Robert Debrow III, Multi-Axle Truck Driver; Kelsey Halliburton, Multi-Axle Truck Driver; Jonathan Holland, Inspector; Joshua Nicholson, Inspector; Tony Whitted, Roller Operator

DISTRICT TWO • Craig Bowden, Construction Aide I; David Gorman, Construction Project Coordinator

DISTRICT THREE • Thomas Adams, Sign Erector; William Keys, Distributor/Roller Operator; Christopher Taylor, Engineer I

DISTRICT FOUR • Jessie Barron, Maintenance Aide I; John Canada, Maintenance Aide I; Chad Davis, District Maintenance Engineer; Kent Little, Crew Leader; Bashar Qedan, Resident Engineer

DISTRICT FIVE • David Bailey, Area Maintenance Supervisor; Ricky Benson, Inspector; Patrick Smith, Inspector; Lucas Turner, Construction Field Engineer I

The AHTD employs approximately 3,600 people. We welcome our new employees, congratulate others on promotions and service, and say goodbye to those retiring.

DISTRICT SIX • Phillip Anderson, Backhoe/Front End Loader Operator; Ethan Clark, Engineer I; Jeffrey Eldridge, Construction Project Coordinator; Ronald Green II, Maintenance Aide II; Ricky Hammon II, Maintenance Aide II; Daniel Ivy, District Permit Officer; James Johnson, Crew Leader; Sevelta Mackey III, Bridge Repairer I; John Parks, Assistant Bridge Inspector; Michael Ricardo, Senior Inspector; Michael Sawyer, Maintenance Aide II

DISTRICT SEVEN • Curtis Bearden, Maintenance Aide II; Alexander Cooper, Guard; Richard Wells, Construction Aide III

DISTRICT EIGHT • Clay Chronister, Motor Patrol Operator/Finish; William Fowler, Senior Mechanic; Seth Parish, Construction Field Engineer I; Brandon Witt, Bridge Repairer I

DISTRICT NINE • Michael Carlton, Hydraulic Excavator Operator/Finish; Lisa Drewry, Backhoe/Front End Loader Operator; Monty Frazier, District Bridge Inspector; Daniel Knight, Maintenance Aide I; Randall Smith, Multi-Axle Truck Driver

DISTRICT TEN • Katherine Griffin, Area Headquarters Attendant; Ronald Hart, Maintenance Aide II; William Ring, Motor Patrol Operator/Finish

SERVICE

BRIDGE • Aileen Schubel, Staff Bridge Design Engineer, 25 yrs

COMPUTER SERVICES • James Wiggington, Hardware Technician I, 15 yrs

CONSTRUCTION • Sandra Kivett, Senior Inspector, 35 yrs; David Gorman, Senior Inspector, 30 yrs; Joseph Valliant, Jr., Construction Project Coordinator, 30 yrs; James Nelson, Construction Project Coordinator, 30 yrs; Jim Branch, Senior Inspector, 25 yrs; Steven Bryan, Construction Aide III, 15 yrs; Brian McElyea, Senior Inspector, 15 yrs; Jeff Kaiser, Senior Inspector, 15 yrs; Aaron Vowell, Assistant Resident Engineer, 10 yrs; Angela Dunn, Construction Materials Inspector, 10 yrs; Craig Bowden, Construction Helper, 5 yrs; Mark English, Construction Aide II, 5 yrs; Michelle Parker, Construction Field Engineer II, 5 yrs

EEO/DBE • Wendelyne Newboles, Office Administrative Assistant II, 5 yrs

ENVIRONMENTAL • Joshua Seagraves, Special Studies Section Head, 10 yrs

EQUIPMENT & PROCUREMENT • Dale Johns, Equipment Specialist, 35 yrs; Judith Orrick, Buyer, 30 yrs

FACILITIES MANAGEMENT • Ronnie Brewer, Senior Design Technician, 15 yrs

INTERNAL AUDIT • Shirley Trippet, Senior External Auditor, 10 yrs

MATERIALS • Christina Harris, Administrative Aide V, 30 yrs

PERMITS • John Strojek, Jr., Administrative Aide IV, 20 yrs; Lance Tatum, Permit Technician, 5 yrs

PROGRAM MANAGEMENT • Carma Tollett, Administrative Assistant I, 10 yrs; Kelley Colvert, Programs & Contracts Specialist I, 5 yrs

RIGHT OF WAY • John Kendrick, Section Head – Right of Way Engineer, 35 yrs; Gail Scott-Kendrick, Office Administrative Assistant III, 30 yrs

ROADWAY DESIGN • Charles Martin, Assistant Division Head, 25 yrs

STATE AID • Liz Jones, Senior Designer, 30 yrs

SURVEYS • Rusty Goodall, Surveys Crew Chief, 10 yrs

SYSTEM INFORMATION & RESEARCH • Zhiqiong Hou, Engineer III, 5 yrs

TRANSPORTATION PLANNING & POLICY • Jared Wiley, Assistant Division Head, 10 yrs

DISTRICT ONE • Bennie Fonzie, Crane Operator, 5 yrs; Phillip Powell, Distributor/Roller Operator, 5 yrs; Dennis Patty, Backhoe/Front End Loader Operator, 5 yrs; Charles Crow, Jr., Bridge Repairer I, 5 yrs

DISTRICT TWO • Stacy Stepp, Maintenance Aide II, 20 yrs; Patrick Gregory, Motor Patrol Operator/Finish, 20 yrs; Jon Anderton, Crew Leader, 15 yrs

DISTRICT THREE • Homer Whatley, Jr., Asphalt Tank Truck Driver, 35 yrs; Billie Stewart, Storeroom Assistant II, 30 yrs; Mike Erby, Maintenance Aide II, 25 yrs; William Townsend, Hydraulic Excavator Operator/Finish, 15 yrs; Michael Ogden, Motor Patrol Operator/Finish, 10 yrs

DISTRICT FOUR • Ronny Bugg, Maintenance Aide II, 15 yrs; Dexter Downs, Backhoe/Front End Loader Operator, 10 yrs

DISTRICT SIX • Michael Hamilton, Backhoe/Front End Loader Operator, 5 yrs; Thomas Perryman, Maintenance Aide I, 5 yrs

DISTRICT SEVEN • Raymond Garcia, Crew Leader, 20 yrs; Peggy Walthall, Roller Operator, 10 yrs; Jason Jacobs, Motor Patrol Operator, 10 yrs; Kenneth Yeager, Asphalt Tank Truck Driver, 5 yrs

DISTRICT EIGHT • Randall Ward, Motor Patrol Operator/Finish, 30 yrs; Mack Gray, Motor Patrol Operator, 25 yrs; Larry Harris, Multi-Axle Truck Driver, 5 yrs; Mario Talamantes, Roller Operator, 5 yrs; Abner Perdomo, Bridge Repairer I

DISTRICT NINE • Michael Brasel, Area Maintenance Supervisor, 40 yrs; Brian Walker, Multi-Axle Truck Driver, 5 yrs; Courtney Smith, Fuel Clerk, 5 yrs; Alan Carter, Distributor/Roller Operator, 5 yrs; Carolyn Yancey, District Caretaker, 5 yrs

DISTRICT TEN • Ronnie Dunbar, Crew Leader, 20 yrs; Kimberly Friar, Fuel Clerk, 20 yrs; Marshall Pace, Motor Patrol Operator/Finish, 10 yrs; Billy Fines, Single Axle Truck Driver, 5 yrs; David Williams, Multi-Axle Truck Driver, 5 yrs; Connie Griffin, Single Axle Truck Driver, 5 yrs; Tony Smithmire, Senior Mechanic, 5 yrs

RETIREMENT

ARKANSAS HIGHWAY POLICE • Douglas Honey, AHP Sergeant, 34 yrs

INTERNAL AUDIT • Vicki Haydon, Motor Fuel Audit Manager, 34+ yrs

DISTRICT ONE • Otis Fowler, Construction Project Coordinator, 42+ yrs

DISTRICT FOUR • Jeffrey Stroud, Resident Engineer, 36+ yrs

DISTRICT SIX • Mark Crumpton, Inspector, 34+ yrs

DISTRICT SEVEN • Ronnie Harcrow, Backhoe/Front End Loader Operator, 10+ yrs; William Pritchard, Multi-Axle Truck Driver, 7+ yrs

DISTRICT EIGHT • Billy Sampley, Construction Project Coordinator, 28+ yrs

DISTRICT NINE • Randall Whorton, Multi-Axle Truck Driver, 25+ yrs; Billy Trammell, Senior Inspector, 36+ yrs

MEMORIALS

ARKANSAS HIGHWAY POLICE • Thomas W. Cariker, 7/11/15, retired

FISCAL SERVICES • Kathleen Ann Fooks, 5/14/15, retired

MAINTENANCE • Billy D. Mulhollen, 6/11/15, retired; Donnie W. Foster, 7/5/15, retired

MATERIALS • George H. Montgomery, 5/30/15, retired

PUBLIC INFORMATION • Treva L. Meador, 7/3/15, retired

RIGHT OF WAY • India Clark, 6/13/15, retired

DISTRICT ONE • Arthur H. Cole, 5/23/15, retired

DISTRICT TWO • Ira Tillman, Jr., 7/8/15, active

DISTRICT THREE • John D. Bolton, 5/22/15, retired

DISTRICT FIVE • Michael R. Hicks, 7/2/15, active

DISTRICT SIX • Richard Lee Collier, 5/12/15, retired

DISTRICT SEVEN • Billy Joe Albritton, 5/24/15, active; Paul Raymond Blankenship, 6/15/15, retired; Doyle L. Patterson, 7/10/15, retired

DISTRICT TEN • Richard V. Hays, 5/12/15, retired





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