

Arkansas HIGHWAYS

MAY 2016

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

Interstate 555 Becomes A Reality

NORTHEAST ARKANSAS' INTERSTATE
DREAM FINALLY COMES TRUE

**Push Mountain Road:
Motorcyclists'
DREAM RIDE**

**TRC CONFERENCE:
A Forum on Building
Better Highways**

**Surveys Division:
ESTABLISHING THE
LAY OF THE LAND**

DIRECTOR'S MESSAGE



Our Employees Make the Difference

THE KEY TO A COMPANY'S SUCCESS IS ITS EMPLOYEES. THAT'S TRUE FOR ANY ORGANIZATION, INCLUDING THE ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT. OUR WORKFORCE TAKES PRIDE IN GIVING ONE HUNDRED PERCENT AS WE STRIVE TO ENSURE THAT MOTORISTS DRIVING ON ARKANSAS' HIGHWAYS HAVE THE BEST EXPERIENCE POSSIBLE. THE VALUE OF HAVING GOOD EMPLOYEES CAN'T BE OVERSTATED.

Because our employees are such a tremendous resource, the Department makes every effort to let their voices be heard. That's why we asked all employees to participate in the Department-wide employee engagement survey presented last fall. I thank everyone for their involvement.

Our goal is to make the work environment here at the AHTD the best possible. As a result of employee feedback, the Department is introducing a new program called ACE. ACE is an acronym for "Achieving Career Excellence" and it's our new performance, learning and compensation management system. ACE will improve communication, provide feedback and employee recognition, enhance training and development, and ultimately deliver performance-based pay. We believe ACE will help promote a positive, productive and career-focused work environment for all employees and we are excited to initiate the program.

In addition to ACE, we will also be initiating a new Hours of Work Policy this month. The Department recognizes that many employees have a desire for flexible work arrangements and that flexible work options may contribute to our success in employee recruitment and retention. Therefore, when it is possible to accommodate employee requests and, at the same time continue to provide the level of service expected by the public, we will allow employees to deviate from the normal eight-hour day, Monday through Friday work week schedule. Needless to say, not all jobs will lend themselves to flexible work options.

It is our hope that ACE and the new Hours of Work Policy will be well received. Both are a way for us to say 'thank you' for your hard work and are an effort to make the AHTD an even better place to work for everyone!



Employees of the Boone County Crew show their AHTD pride.



Scott E. Bennett

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

FRONT COVER:
AHTD sign crew hangs new signage on Interstate 555 in Jonesboro.

BACK COVER:
Bradford Pear trees in bloom along newly designated Interstate 555.

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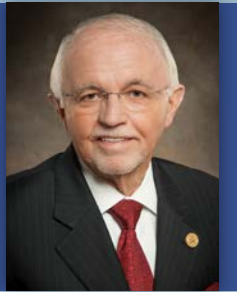
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INTERSTATE 555

NOW A REALITY IN NORTHEAST ARKANSAS

BY DAVID NILLES



CAUTION
FARM
EQUIPMENT
NEXT 4 MILES

MARCH 11 WAS A BIG DAY FOR THE ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT AND RESIDENTS OF NORTHEAST ARKANSAS AS U.S. HIGHWAY 63 BETWEEN INTERSTATE 55 AT TURRELL AND JONESBORO WAS RE-DESIGNATED AS INTERSTATE 555.

ARKANSAS GOVERNOR ASA HUTCHINSON JOINED STATE AND LOCAL LEADERS AND AHTD COMMISSIONERS AND STAFF FOR A DEDICATION CEREMONY AT ST. BERNARDS MEDICAL CENTER IN JONESBORO.

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Arkansas State Highway Commissioner Alec Farmer

Jonesboro Mayor Harold Perrin was on hand for the event and shared his excitement about the new Interstate designation and what it means to Jonesboro.

"This is going to be a big push for us when it comes to economic development and we're just so excited it's now become a reality," Perrin said. "We're going to see more people that are what I call 'circling' come in. That includes industry and other factories and manufacturing as well as retail."

In 2001, Highway 63 from Highway 49 West in Jonesboro to Interstate 55, a distance of 44 miles, was officially designated as Future Interstate 555 by the Federal Highway Administration. This route would be eligible to be signed as Interstate 555 upon completion of the upgrade to Interstate standards.

"We've spent about \$250 million upgrading U.S. 63 to Interstate standards during the past 40 years," AHTD Director Scott Bennett commented.

The original plan was to sign U.S. Highway 63 as Interstate 555 upon completion of the upgrade to Interstate standards. But the plan was delayed because U.S. Highway 63 provides the only transportation link across the St. Francis River Sunken Lands (Sunken Lands), which is approximately a four-mile segment between the cities of Payneway and Marked Tree.

The problem? If U.S. Highway 63 was converted to Interstate 555, agricultural vehicles that currently receive weight and federal bridge formula variances while operating on non-Interstate highways would have been denied access under federal law.

"Once designated as an Interstate, non-permitted agricultural vehicles would have been required to use a 90- to 120-mile roundtrip detour to travel between Payneway and Marked Tree via the nearest northern and southern routes across the Sunken Lands," Bennett commented. "This would have placed a substantially increased financial burden on the agricultural industry in this region."

A frontage road between Payneway and Marked Tree over the Sunken Lands to provide an alternate route for agricultural vehicles was considered. However, the estimated cost for the frontage road was more than \$30 million, to accommodate an estimated average traffic of 280 vehicles per year. The high cost was due to the need to span the numerous water bodies within the Sunken Lands and to ensure flooding would not increase in the area.

Bennett explained, "Without construction of a frontage road over the Sunken Lands, signing U.S. Highway 63 as Interstate 555 would have resulted in a significant hardship on the agricultural industry in the area. However, building the frontage road was considered cost prohibitive due to the high construction cost and the low traffic volumes. So, signing U.S. Highway 63 as Interstate 555 was tabled until a viable solution could be identified."

U. S. Highway 63 was signed as Future Interstate 555 for nearly 15 years.

In early 2015, during the development of the new Federal Transportation Legislation, the Fixing America's Surface Transportation (FAST) Act, the challenge was solved when Commissioner Farmer requested that Congressman Crawford and Senator Boozman include language to provide an exemption to the Federal Interstate highway bridge formula over the Sunken Lands. The exemption is from Highway 75 in Marked Tree to Highway 14 in Payneway. The FAST Act was signed into law on December 4, 2015.

Commissioner Farmer also approached Governor Hutchinson with the need for an exemption in Arkansas state law. As a result, during the 2015 First Extraordinary Session of the 90th General Assembly in May 2015, Act 11 provided an exemption that ensured the continued ability of agricultural vehicles to travel between Marked Tree and Payneway once U.S. Highway 63 was officially designated as Interstate 555.

These changes in federal and state law saved millions of dollars while at the same time allowed the Interstate designation to move forward.

Today, farmers will still be able use the highway to reach cotton gins and grain elevators in the immediate vicinity. For safety precautions, large yellow roadside signs have been erected along the section warning motorists about the possibility of farm equipment on the highway.

"You think about the length of this highway, the dedication and the perseverance to accomplish what has been done and it teaches us a lot about persistent leadership, sticking to it and overcoming obstacles," Governor Hutchinson commented.

Arkansas Highway Commissioner Alec Farmer of Jonesboro took time at the ceremony to praise Congressman Crawford and Senator Boozman for leading the effort to complete the Interstate 555 designation. He also thanked Governor Asa Hutchinson for including necessary State legislation in the special session of the General Assembly earlier this year.

"This is a great example of our federal and state officials working together to provide a common-sense solution for our citizens," said Commissioner Farmer. "The actions of Congressman Crawford, Senator Boozman, Governor Hutchinson and our General Assembly allowed a major highway improvement to occur that has a huge impact economically for the region at no cost to the taxpayers, actually saving more than \$30 million."

Director Bennett recognized many that were involved in achieving the highway's redesignation.

"We are extremely happy that we can see I-555 becoming a new reality, especially without taking additional time and additional funding," said Director Bennett. "This has been an important, concerted effort by federal, state and local officials — as well as stakeholders — to come up with the best overall solution for economic development that includes the agricultural industry which is so important to our state."

"This gives every community in northeast Arkansas an additional calling card for economic development," Governor Hutchinson added.

"In our upcoming construction program that will go through 2020, we are planning to rehabilitate the pavement and bridge decks on I-555," Bennett said. "We'll not only have a new designation, but we'll also have an improved road surface, making it safer and easier to travel on." □



Jonesboro Mayor Harold Perrin



Arkansas Governor Asa Hutchinson



(L. to R.) Commissioner Alec Farmer, Governor Asa Hutchinson, Commission Chairman Dick Trammel, AHTD Director Scott Bennett, U.S. Congressman Rick Crawford, U.S. Senator John Boozman.



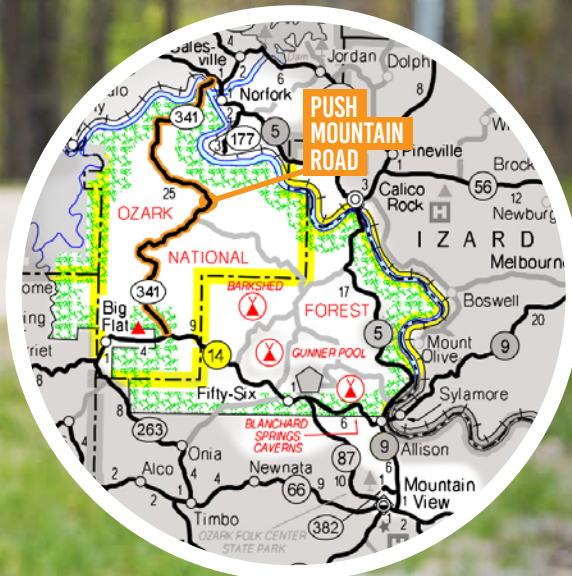
AHTD Maintenance Aide I Kenneth Allison hangs signage along newly designated Interstate 555.



DON'T MISS
Vimeo.com/AHTD/I555
FOR VIDEO COMPLEMENT TO THIS STORY!

MOTORCYCLISTS' DREAM RIDE: PUSH MOUNTAIN ROAD

BY DAVID NILLES



IN THE OZARK MOUNTAINS OF NORTH CENTRAL ARKANSAS, THERE IS A HIGHWAY KNOWN BY BIKERS AS THE “BEST RIDE ON TWO WHEELS IN ARKANSAS.” THAT’S A NOTEWORTHY TITLE. IT’S PUSH MOUNTAIN ROAD, A 25-MILE TRIP ON STATE HIGHWAY 341 LOCATED BETWEEN BIG FLAT AND NORFORK.



“I have been riding **HIGHWAY 341** since 2002. Its **169 CURVES** are a sport bike nirvana.”



Motorcyclist Nickolay Kiossev has been enjoying the curves of Push Mountain Road for 14 years.

Bikers refer to the road as “The Snake” as it features over 100 curves, switchbacks, drop offs, constant elevation changes and very little traffic, which is a real plus. There are even sporadic straight line stretches. That all adds up to a perfect drive through the Ozarks for motorcyclists. In fact, motorcyclerides.com ranks Push Mountain Road as the 11th best motorcycle ride in the United States.

To reach the south end of the route, the journey begins in Mountain View where there is always time to take in the sounds of folk music being played in the city park. As you leave town and head toward Push Mountain Road, stop at Blanchard Springs Caverns on State Highway 14. The cave tour reveals one of the most spectacular

and carefully developed caves found anywhere. From the caverns, it’s just ten miles on up Highway 14 to Highway 341 and the beginning of “The Snake.” Watch for the Highway 341 sign and turn to the right. This is where the ride begins. On the north end, the trip empties into the White River valley and the town of Norfolk. From Norfolk, travelers can catch more scenery by going north on State Highway 5 towards Bull Shoals and then down Highway 14, or head south from Norfolk on Highway 5 through Calico Rock.

“I have been riding Highway 341 since 2002,” says Nickolay Kiossev, who was on the mountain the day AHTD staff photographer Rusty Hubbard was shooting.

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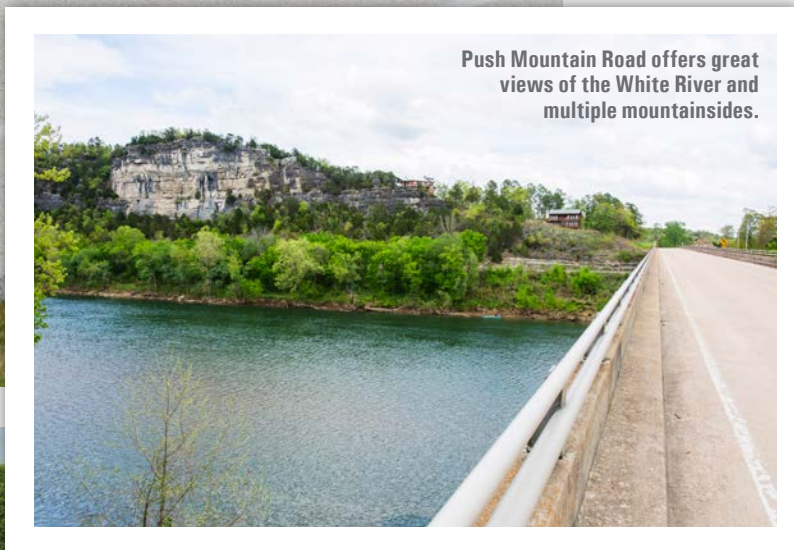




"Its 169 curves are a sport bike nirvana. When I first started riding the highway, it was only known to locals and a small group of sport bike riders. In the last ten or twelve years, its popularity has increased significantly almost rivaling that of the Deals Gap, aka 'The Dragon' in North Carolina. Nowadays, there are probably more out-of-state riders on the highway than Arkansas motorcyclists. No doubt, I have made a lot of new friends because of this highway."

In addition to the great thrills that motorcyclists get riding along The Snake's twists and turns, there are three mountainsides, the White River and occasional wildlife. Sightings of deer, rabbits and even a bobcat have been reported.

Cyclists who have ridden Push Mountain have had this to say on *motorcycleroads.com*: "The best kept secret in Arkansas"... "Incredibly fun"... "Best road I have ever ridden."



Push Mountain Road offers great views of the White River and multiple mountainsides.

A couple of things you won't see much of is traffic, or places to stop and gas up. There is a store on the south end on Highway 14 in Big Flat for gasoline and snacks. The closest mechanics are found in Big Flat as well.

Push Mountain Road is truly a motorcyclist's highway. It's the ideal drive for those who want to see the countryside, master the

curves and at the end of the road say, "Wow, that was fun!" It's no wonder it is called one of Arkansas' most treasured motorcycle touring routes. For sport riding or scenic cruising, it can't be beat.

If you travel Highway 341 on your bike, remember to drive carefully, travel the speed limit and wear a helmet. You're in for a beautiful ride! ■



The new U.S. Highway 71 Broad Street Overpass

NEW TEXARKANA OVERPASS IS SETTING FOR WORK ZONE SAFETY EVENT

BY GLENN BOLICK

APRIL WAS WORK ZONE SAFETY MONTH IN ARKANSAS. The AHTD always selects an active work zone somewhere around the State as a backdrop for a news conference promoting the event.

This year, the new U.S. Highway 71 Broad Street Overpass in Texarkana was the chosen site. On April 11th, former Highway Commissioner and current State Representative Prissy Hickerson served as special guest for the event.

Assistant Texarkana Mayor Laney Harrison stood in for Mayor Ruth Penny Bell to welcome everyone to Texarkana. City Director Travis Odom took the opportunity to thank the Department for all of the highway construction completed in recent years in the area.

Deputy Director and Chief Engineer Emanuel Banks shared his thoughts on this year's national Work Zone Safety month theme — "Don't Be THAT Driver."

"Don't be the one on the phone, the one eating, the one putting on makeup or the one yelling at everyone," said Banks. "It takes everyone working together to make work zones a safe place to work and a safe place to drive through."

Cindy Williams, owner of Time Striping, was at the event representing the Arkansas Chapter of the American Traffic Safety Services Association and the Arkansas Chapter of the Associated General Contractors.

Williams gave a personal, first-hand account of a tragic accident involving a construction worker in a work zone and



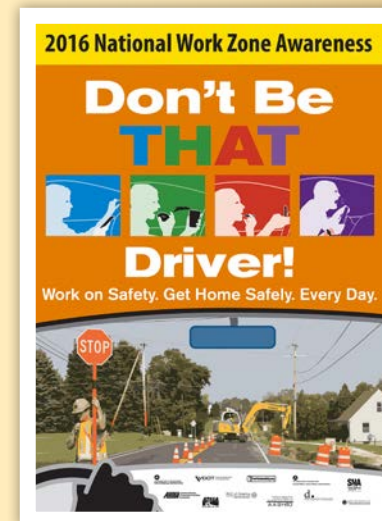
Deputy Director and Chief Engineer Emanuel Banks

impressed upon everyone how something like that affects so many more than just loved ones and co-workers.

Before a ribbon was cut to celebrate the completion of the overpass project, Hickerson spoke to the crowd.

"As a kid, I grew up south of here and this was the way we came to Texarkana, so it brings back a lot of memories for me," she said. "I don't know if it was safer than our house, but every time a bad storm came my father would pack the car and we would stay under the viaduct until it passed."

Unlike the old bridge, the new Highway 71 Broad Street Overpass includes bike lanes. The project was awarded to Manhattan Road and Bridge in early 2014 for \$11.6 million after the old bridge was deemed structurally deficient by today's standards. ■



State Representative Prissy Hickerson cuts the ribbon on the new bridge.

The 102nd TRC Conference

A Forum on Building BETTER HIGHWAYS

BY DAVID NILLES



Susan Staffeld, AHTD Environmental Analyst III, listens intently during the 2016 TRC Conference.

THE FIRST WEEK OF APRIL SAW OVER 250 PEOPLE FROM ACROSS THE STATE GATHER IN LITTLE ROCK FOR THE 102ND TRANSPORTATION ENGINEERING CONFERENCE PRESENTED BY THE TRANSPORTATION RESEARCH COMMITTEE (TRC) OF THE AHTD.

The conference is held each year to discuss the world of research as it applies to highways... how we build them, repair them, those who use them and the challenges and changes to be faced in the world of transportation as we plan for the future.

Speakers from across the country joined the forum. Angel Correa of the Federal Highway Administration gave a presentation on the new FAST Act (Fixing America's Surface Transportation) which authorizes \$305 billion over the next five years for the nation's highway programs. Closer to home, the AHTD's Jessie Jones, Division Head of Transportation Planning & Policy, discussed the Department's Long Range Plan for highways in Arkansas.

A closer look at several local projects

were presented including the Broadway Bridge (Highway 70) project and the upcoming 30 Crossing project, both in Little Rock. In addition, Dave Simmons, a Design-Build Coordinator with the Missouri Department of Transportation (MoDOT), shared lessons learned by MoDOT utilizing the Design-Build method of construction. Design-Build is a project delivery method in which the design and construction services are contracted by a single entity known as the design-build contractor. As part of the Connecting Arkansas Program, the Department is embarking on its first Design-Build method of delivery for the \$600 million 30 Crossing Project to widen and improve operations along the Interstate 30 Corridor through Little Rock and North Little Rock.

Participants also heard from Braydan DuRee of GeoEngineers who gave the audience a closer look at the impact of the 2014 landslide in Oso, Washington, and the rebuilding process. The collapse of a portion of an unstable hill sent mud and debris over one square mile killing 43 people, destroying neighborhoods and blocking Highway 530, a major route through the area.

Other areas of discussion at the conference included pavement preservation, design and safety. Attention also turned to planning for the future with discussions on automated transportation, urban transit planning and future research needs.

"Our annual TRC Transportation Engineering Conference is an opportunity for engineers and other transportation officials to glimpse the practical application of innovation," said Event Manager Elisha Wright-Kehner, P. E. "The 2016 gathering is our largest to date and I would like to thank staff members in the

Dave Simmons, Missouri DOT Design-Build Coordinator



AHTD Staff Research Engineer Elisha Wright-Kenner



Angel Correa of the Federal Highway Administration presents information about the new FAST Act (Fixing America's Surface Transportation Act).



(Above) The AHTD Research Section worked hard to plan and organize the 102nd TRC Conference.

System Information and Research Division, especially the Research Section Staff, who worked tirelessly to make it happen."

In addition to the presentations, participants had an opportunity to visit with representatives from design and construction companies in the exhibitors' area of the conference.

Sponsors of the conference included Crafton Tull, Garver, GeoEngineers, the American Concrete Pavement Association, the Arkansas Asphalt Pavement Association, Ergon and Michael Baker International. ■





ON THE JOB *with the*

SURVEYS DIVISION

Establishing the Lay of the Land

BY DAVID NILLES

THEY ARE THE FIRST ONES ON A JOBSITE WHEN IT COMES TO BUILDING A NEW HIGHWAY OR REALIGNING AN EXISTING ONE. Before any heavy equipment or construction crews arrive, members of the AHTD's Survey Division are on site whether it be on a hill, in the woods, beside a roadway or crossing a river. They are there establishing the crucial boundaries for a highway. They are key players in the design and layout of highways and bridges in our State.

In a nutshell, the surveyor's job is to set the boundaries for the placement of a highway on a job location. They determine the position of land features and objects on a project site by measuring angles and distances. They then provide this data to teams at the AHTD working to create design plans for that upcoming project.

A visit by *Arkansas Highways* editor David Nilles with Surveys Division Head David Hall provided insight into the role of surveyors and how they fit into the plans for future roadways.

NILLES: *Explain how important a surveyor's job is to a construction project.*

HALL: A good cliché to apply here is... "measure twice and cut once." A project of any magnitude must be planned and designed based on survey measurements. During construction, the project is built along lines and points established by surveying. Surveying gives order and place to the project.

We document and model the existing conditions and determine the property boundaries for our highways and the adjacent landowners. Our crews travel constantly across the State. Usually, we have four members on the crew: the chief, a technician and two rod men. They're measuring pavement, ditch lines, utilities and parcels. They can be out on a site multiple weeks. A bridge and its approaches may take two weeks. They collect their data, then will download the data to a laptop in order to review it and make any corrections, then submit it to our office technicians for compiling. Field work for our parcel surveys can take that long as well, but they may take another two weeks for computations and drafting to fit all of the parcels together.

NILLES: *What is surveyed on a job site?*

HALL: We have to capture all kinds of data with our work. That includes topography, existing buildings, existing infrastructure and relevant existing boundaries. We do it in stages. Typically, we will send our control surveyors to the job site first to establish our control network. This is noted by the rebar that we drive into the ground indicating we have established known positions and that is the basis for all future measurements that will take place on

that project. This also gives a geographic position to the project relative to other projects that we are working on. After our control survey crews come the design survey crews. They collect the topography, utilities and drainage information for the job. Following them are our parcel survey crews. They go in and establish existing right of way for the highway. And if we anticipate purchasing any additional right of way for the project then we also survey adjacent properties. Finally, after the job is complete, we will send a crew back to the job site that will set the right of way monuments for the project if there is any additional right of way purchased with that job.

NILLES: *Is the terrain sometimes a challenge?*

HALL: The terrain can definitely be a challenge. Our crews may walk three miles in a day in reconnaissance for land corners. They have to climb the mountains, wade the swamps and creeks, no matter what time of year it is. In the summer time, they also have to deal with snakes, mosquitoes and ticks. But our crews take all of this in stride. I think they prefer this rather than being in an office. That is just their nature.

(continued on page 16)

David Hall
Surveys Division Head



A PROJECT OF ANY MAGNITUDE MUST BE PLANNED AND DESIGNED BASED ON SURVEY MEASUREMENTS. DURING CONSTRUCTION, THE PROJECT IS BUILT ALONG LINES AND POINTS ESTABLISHED BY SURVEYING. **SURVEYING GIVES ORDER AND PLACE TO THE PROJECT.**



A survey crew works to collect data at the Big Dam Bridge in North Little Rock.

The bigger challenge for our crews is dealing with the highway traffic on the job site. We don't close lanes for our work so our crews have to constantly be aware of the traffic and watch the backs of the other crew members. It can be a stressful environment.

NILLES: *What are some of the other tools used in surveying for a project?*

HALL: Standard tools for most jobs include some GPS equipment, a level, a total station and even a Kaiser blade or sling blade.

The Department also owns a Cessna 206 airplane equipped with an aerial camera. At some point very early in our process, we fly nearly all projects with the plane recording data. Another tool that we have been using is LiDAR, which measures distance by sending multiple pulses of light to an object and measuring the time of flight for its return. We have a terrestrial LiDAR scanner that we use to assist the Environmental Division with scanning historic bridges and then we can produce a 3-D model to help satisfy the Department's mitigation efforts for historic structures. In fact, AHTD Architectural Historian Nikki Senn recently gave a presentation on the use of LiDAR for the historic bridge model at the TRC (Transportation Research Committee) conference. We also use this scanner for high-traffic roadways to keep crews out of the road.

NILLES: *Tell us a little bit more about a total station.*

HALL: The total station is the workhorse of our field operation. It's essentially a transit combined with an electronic distance measurement tool in one station. That is what we use to record all of our angles and measurements out in the field and then reduce those to points for our line work. It takes the measurements and the data is recorded on a Windows data collector that all of our crews have. All of the data is recorded digitally. We don't even purchase field books anymore.



The AHTD survey boat works the Arkansas River.

NILLES: *I know we have a Survey boat. Do we use that often?*

HALL: Yes we do. We have a multi-beam sonar system attached to the boat. We will drive across the water slowly to collect sonar data. It operates with the GPS system so for each sonar measurement it records an X, Y and Z. It's kind of like pushing a broom across the bottom of the channel. You're just trying to collect all of the data for that channel. The sonar head is located just below the surface of the water and it can take readings as deep as 500 feet. We use it on streams, lakes and rivers of any size.

NILLES: *How has surveying out in the field changed over the past 20 years?*

HALL: Today, there are so many more tools at our disposal. GPS is an afterthought these days. We all use it extensively.

One of the tools that we have found to be of benefit is LiDAR. It has really been a benefit to use on some projects. I have to credit Kit Carson and Mike Kelly, former Division Heads, for incorporating its use in our Connecting Arkansas Program. We use mobile LiDAR on those projects and are able to collect a vast amount of data in a short time. We would have struggled to meet some deadlines without incorporating that technology on those projects.

NILLES: *What Divisions does Surveys work closely with at the Department?*

HALL: We work very closely with the Bridge, Roadway Design, Right of Way and Environmental Divisions on project-related issues. We submit our collected data to them for use in design. We try to model the existing conditions on a project so that they can base their design on those existing conditions and reduce the variables that the contractor may encounter when they are trying to build a project. We also try to provide support to our Construction Division and RE offices for surveying-related issues that they may encounter out in the field. We try to model the existing conditions out there on a project so that they can base their design on those existing

conditions and reduce the variables that the Construction Division may encounter when they are trying to build a project. We have a large fleet of trucks our crews use. As a result, we also rely on support from Equipment and Procurement in maintaining those vehicles and keeping our guys moving.

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

HALL: Yes, it can be beneficial. We have a meeting set up with the Missouri Department of Transportation to discuss their real time GPS network and issues that they may have had in developing that network. We are exploring developing a similar network here in Arkansas so we can look at broadcasting real time GPS corrections to receivers in the field. Then they can receive a real time survey position directly without post processing their data.

NILLES: *How important is the Photogrammetry crew and the aerial photos they take?*

HALL: Photogrammetry is a very important part of our process. When we are able to map a project from the photography it significantly reduces the field time required by our design surveys in the field. Our photographers try to fly and

take photography between December and March when most vegetation is dormant and we can get a good view of the ground. The photogrammetry section then provides staff engineers with photo-identifiable pick points that we will go survey in the field. We will utilize those as control points so that we can scale and rotate the photos in order to map the project.

Valerie Nichols and Michael Young are responsible for our work in the air. Lindy Bragg was also a part, but he recently retired with almost 27 years at the Department.

Photogrammetry would be an interesting section to work for. They are enjoying a new airplane that the Department bought in 2014. In the future, we will be exploring options for upgrading the camera that is on board.

Photogrammetry is hard at work on a project that they inherited last year. Arkansas Geological Survey contacted us and asked if we wanted to take ownership of their library of aerial photography that they had utilized to create the USGS quad maps. Some of this photography dates back to the early 1940s. We took the project on. There is some interesting and valuable information there showing the Corp lakes before they were built up and other information that could be beneficial to us. So now we are in the process of scanning those prints into a digital format in order to make them available to the rest of the Department.

NILLES: *What college degree is most beneficial to become a surveyor?*

HILL: A Bachelor of Science degree in Engineering or Surveying is the most typical. Our guys with an engineering background tend to focus more on the development of our control networks and application of new technologies in the field. Those with a surveying background tend to focus more on boundary determination and property ownership issues. We have to have expertise from both areas in order to function.

NILLES: *Do surveyors have to be licensed?*

HILL: Professional licensure is not a requirement for our crew chiefs. However, it is preferred for crew chiefs that intend to specialize in the area of boundary surveying. The process for becoming a professional surveyor is similar to that of becoming a professional engineer. It requires passing a fundamentals exam followed by an internship, and then a license exam. ■

The Surveys Division has eight professional surveyors and three professional engineers on its staff. They are currently working on 17 upcoming construction projects and anticipate a heavy workload for the summer with approval of the Statewide Transportation Improvement Program.

“THE TOTAL STATION IS THE WORKHORSE OF OUR FIELD OPERATION. WE USE IT TO RECORD ALL OF OUR ANGLES AND MEASUREMENTS OUT IN THE FIELD AND THEN REDUCE THOSE TO POINTS FOR OUR LINE WORK.”

Engineer Jordan Hasley (L.) and Senior Inspector Dennis Clark (R.) use a total station for their work on the Highway 167 project in Dallas and Cleveland counties.



THE SOUTHWEST TRAIL

ONE OF ARKANSAS' FIRST ROADS

BY DAVID NILLES

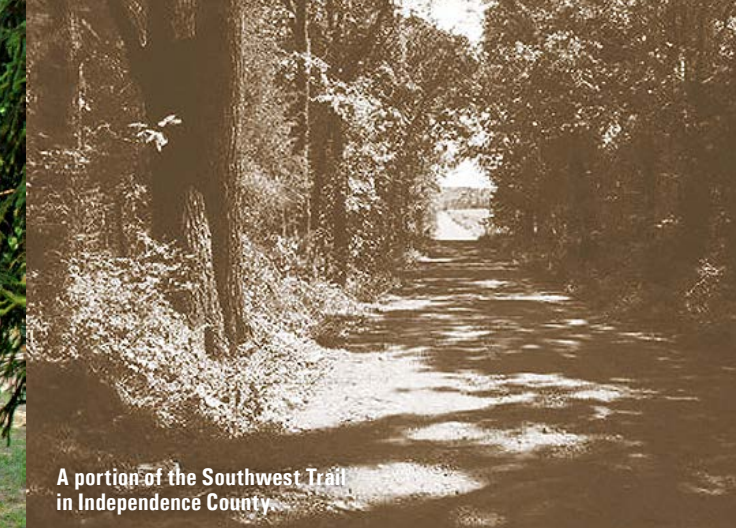


The last issue of Arkansas Highways magazine featured an article on the Old River Bridge that crosses the Saline River in Benton. That bridge carried settlers traveling through Saline County on their way west to Texas on the Southwest Trail. In this issue, we take a closer look at the Southwest Trail and its path through Arkansas.



The Maynard Pioneer Museum is located on the Southwest Trail and represents the type of cabin where trail travelers would stay overnight.

Photo Courtesy AR Parks & Tourism



A portion of the Southwest Trail in Independence County.

Photo Courtesy AR Southwest Trail Research Group

THE SOUTHWEST TRAIL is remembered as one of Arkansas' first roads. Dating hundreds of years back, it began as a footpath that was used by Native Americans. In the 1820s, it developed as a wagon trail as immigrants began traveling it on their way west.

THE TRAIL'S ROUTE ACROSS THE SOUTH is actually a network of trails beginning near St. Louis, Missouri, and making its way across Arkansas and then on down to northeast Texas. Travelers followed the trail from the Pocahontas area, through what is now Newport, Bald Knob and Little Rock, and on down to small settlements that became Arkadelphia, Hope and Texarkana before entering Texas. Roughly, the trail followed where U.S. Highway 67 is today in northeast Arkansas and where Interstate 30 is in southwest Arkansas. The trail conveniently avoided the swamps, which were plentiful in eastern Arkansas, and bypassed the Ozark and Ouachita mountains of western Arkansas.

Those who traveled west didn't refer to the route as the Southwest Trail as we do today. In those days, it was referred to by several names including the Arkansas Road, National Road, U.S. Road, Military Road, Natchitoches Trace and Red River Road.

No matter the name, the route across Arkansas has enjoyed an important history. After the Louisiana Purchase in 1803, travelers began steadily trekking west along the trail crossing through Arkansas. Some traveled on foot, some by horseback and

then increasingly by wagon. A significant number of those making the journey towards Texas decided to settle in Arkansas instead. In fact, a majority of Arkansas' early population traveled into the state using the Southwest Trail.

By the 1830s, Congress had begun providing funding for improvements to the road. Stumps were removed, bridges were built and drainage ditches were built. The trail became a single road as opposed to the network of trails it was in the early years and soon became known as Military Road.

Traveling on the trail could be trying. Overnight rest was usually sought in settlers' homes, as were meals. Since there

were few towns along the way, distances were measured from stream to stream because they served as landmarks and were easy to remember. As towns such as Batesville and Searcy began growing, the trail veered in a new direction to include those new stops.

By the 1870s, the railroad had arrived in Arkansas. Several railroad companies laid down their tracks parallel to the trail.

Today, the trail is still faintly visible as wagon wheel ruts in some rural areas. It also exists as major roadways in some urban areas. Stagecoach Road in Little Rock follows the original route as does Batesville Pike in northern Pulaski County.

Looking to the future, plans are in the works for a new multiuse trail in central and southwest Arkansas that will follow the original route of the trail. The trail will extend from downtown Little Rock to Hot Springs. The idea is to obtain the right of way of what is currently an abandoned Missouri-Pacific rail line. The Southwest Trail, as it is currently being called, will be 67 miles long and cross through three counties (Pulaski, Saline and Garland).

The Southwest Trail is remembered today as one of Arkansas' Heritage Trails. The current driving trail, which was created by the legislature, begins at the Arkansas/Missouri state line on Hwy 115. It proceeds through Little Rock and ends at Texarkana.

For the trail's exact route across the State and things to see along the way, visit www.ArkansasHeritageTrails.com/Southwest/.



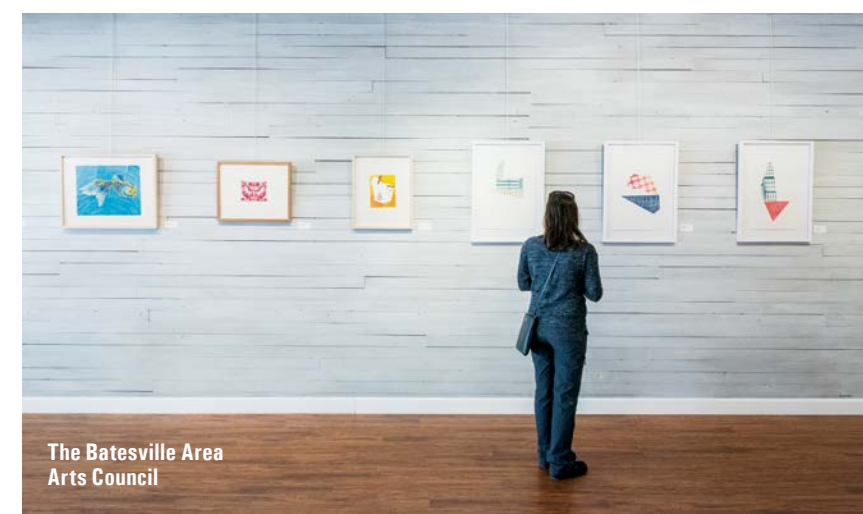
Enjoy a great view of the White River from Kennedy Park on U.S. Highway 167.



Arkansas Scottish Festival on the campus of Lyon College
Photo Courtesy AR Parks & Tourism



Lyon College



The Batesville Area Arts Council

WEEKEND

ROAD TRIP:

BATESVILLE

BY DAVID NILLES

WARM WEATHER HAS NOW ARRIVED AND THERE IS NO BETTER TIME TO TAKE A WEEKEND ROAD TRIP THAN ON AN UPCOMING SUNNY SATURDAY.

This month's destination is north central Arkansas and the town of **Batesville**. With a population of just over 10,200, it is the second oldest municipality in Arkansas. If you're wondering, Georgetown is the first. Batesville was named for James Woodson Bates, who settled in the town and was the first territorial delegate from Arkansas to the Congress of the United States.

Coming into town from the south, one of the first things you will see is the

White River when you cross the U.S. Highway 167 Bridge. There are parks on both banks of the river. Before crossing the bridge, **Kennedy Park** is on the right. Or, take a right on Myers Avenue after you cross the bridge and stretch your legs in **Riverside Park**. You'll find pavilions and picnic tables at both parks and plenty of opportunity to fish or take a stroll. This is a community that takes advantage of its riverside location.

Batesville may be best known as the home of **Lyon College**, a private

liberal arts college affiliated with the Presbyterian Church. Founded in 1872, it is the oldest independent college in Arkansas. It is also noted for the annual **Arkansas Scottish Festival** held each spring on campus.

Established in 1981, the festival has grown significantly and evolved over the years but remains emblematic of the College and its Scottish heritage. The festival has grown from a small Scottish Fair to be one of the top competition venues in the south-central United States for bagpipers, bands and dancers. Events include amateur and professional solo piping competitions, solo drumming contests, highland dancing and a British

car show. Vendors sell Scottish and other Celtic goods and services, including traditional Scottish cuisine such as meat pies, Scottish pastries called bridies, Scotch eggs, and fish & chips. Performers play Celtic music throughout the festival. The event is known as one of the premier Scottish festivals in the United States and was recently named a "Southern Travel Treasure" by *Southern Traveler*. The festival is held each year in the spring. The campus of Lyon College is found at 2300 Highland Road.

Visitors to downtown Batesville will find the **Main Street** area to be a lively, vibrant place. For art lovers, there are two galleries in the 200 block

of Main Street. The **Batesville Area Arts Council** welcomes visitors into its gallery. The Council hosts exhibits by talented local and visiting artists. Currently on view is the annual National Juried Exhibition. The art gallery is located at 246 E. Main Street and is open Tuesday through Saturday.

Across the street is **Gallery 246**. Here you will find works of art in all types of media by artists from communities across the region. There are many works of art on view and for sale. On our visit, artist Stanley Cole was busy working on a new painting in the gallery. This art lover's paradise is located at 243 E. Main.

(continued on page 22)



Downtown Batesville is also home to two movie theaters, and both are currently being renovated. The **Landers Theater** is now home to Fellowship Bible Church. Right down the hill is the **Melba Theater**. The Melba was built in 1875 as an opera house. It is being renovated and will host movies as well as concerts beginning this summer. The theaters are located in the 100 and 200 blocks of Main Street.

For a history lesson about Batesville and the surrounding counties, pay a visit to the **Old Independence Regional Museum**. Housed in the historic National Guard Armory built in 1936, the museum preserves and presents the history of twelve counties that were part of Independence County in 1820: Baxter, Cleburne, Fulton, Independence, Izard, Jackson, Marion, Poinsett, Sharp, Stone, White and Woodruff. The museum's numerous galleries hold artifacts and archival materials that tell the history of the area through semi-permanent and changing exhibits. Be sure to step outside and see the Heritage Garden where native and medicinal plants are grown. The museum is located at 380 S. Ninth Street and is closed on Monday.

Race car fans will want to make a pit stop at the **Mark Martin Museum & Gift Shop**. Martin grew up in Batesville and advanced from a local dirt track sensation to a NASCAR legend.

"It's just an awesome thing to be able to bring back all of these cars and trophies to the place where it all started and the place that I consider home," says Martin on the museum's website.

The state-of-the art museum features many of Martin's past cars, including the winning No. 6 Viagra Coca-Cola 600 car, the '90 Folgers Thunderbird, the No. 60 Winn-Dixie Busch car, Martin's 2005 IROC car that he used to win his record fifth championship, and the '89 Stroh's



HOUSED IN THE HISTORIC NATIONAL GUARD ARMORY BUILT IN 1936, THE OLD INDEPENDENCE REGIONAL MUSEUM PRESERVES AND PRESENTS THE HISTORY OF THE AREA.



Thunderbird. The museum also has on display a variety of other memorabilia including several of Martin's past race helmets, trophies, photographs and historic fire suits. The museum is located in Martin's Ford dealership at 1601 Batesville Boulevard.

Mark Martin did some of his earliest racing at the **Batesville Motor Speedway**. The speedway features a clay track and holds weekly car races in season. The track races NeSmith late Models, International Motor Contest Association (IMCA) Northern Sport Mods, Super Stars, IMCA Modifieds and Street Stock classes. It's also home of the Comp Cams Topless 100. The track is located at 5090 Heber Springs Road.

Looking for a place for lunch or dinner? Give **Natalie's** a try. You'll find everything on the menu, from chicken spaghetti to meatloaf to Cuban paninis. Save room for dessert, they have good ones! Everything is made fresh and nothing is fried. Keep in mind they're open mainly for lunch and on weekdays only. Natalie's is located at 3050 Harrison in the Market Place Center.

Another popular spot in the downtown area is **Big's of Batesville**. Big's can be described as a "New American Restaurant." Among the items on the menu are delicious broccoli & cheddar soup, smoked ribs, crawfish po'boys, fresh salads, grilled sandwiches and all kinds of wraps. Big's is at 101 E. Main Street. They're open every day except Sunday.

Several **Arkansas Heritage Trails** make their way through the Batesville area. Two are Civil War Trails. Brigadier General Samuel Ryan Curtis led his Union troops through the Batesville area as they marched towards Little Rock. In what is known as Price's Raid, Sterling Price led his Confederate troops through the area on their way to Missouri, Kansas and Indian Territory in Oklahoma.

(continued on page 24)

More than four-fifths of Arkansas' population entered the territory on the Southwest Trail. The major immigration route makes its way through Batesville. And, in the 1830s, the Indian Removal Act forced many Native Americans onto the Trail of Tears which leads through the area. Each of these trails can be traveled via local highways. For more historical information and each of the trails' routes through Batesville, visit www.MyBatesville.org and click on "Tourist Information" and then "Top Attractions."

Just 13 miles north of Batesville on Highway 167 is the town of **Cave City**, "Home of the world's sweetest watermelons." This is also where you will find **Brood Farm** and your opportunity to experience farm life for a few hours. Visitors are welcome at this 80-acre small market farm but make an appointment a week or two

before you go. Upon arrival you will learn firsthand how goats and chickens are raised. Part of the farm's mission is to connect people with their food. The farm sells eggs, goat milk, goat milk soap, lotions and harvests pumpkins each fall. You'll find them for sale at the Farmer's Market in downtown Batesville the first and third Saturdays of each month.

They also hold an "Open Farm" one day each spring. It's an opportunity to walk the farm, see the animals and ask questions.

To schedule a visit to see a working farm, contact Ashley at Ashley@BroodFarm.com or leave a message on the Brood Farm page on Facebook.

The farm is where this road trip ends. Batesville makes a great one-day trip from anywhere in the State. Grab the keys, and get out to enjoy the spring weather and explore the area! ■



Cave City is known as the "home of the world's sweetest watermelons."
Photo Courtesy AR Parks & Tourism

The Young Arkansas Artists Exhibition opens May 6 at the Arkansas Arts Center in Little Rock.

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.

- * **THE YOUNG ARKANSAS ARTISTS EXHIBITION:** The Young Arkansas Artists Exhibition is one of the most popular exhibitions held at the Arkansas Arts Center each year. The exhibition showcases artwork by Arkansas students ranging in age from kindergarten through 12th grade. More than 600 works in a wide variety of media are entered annually. • MAY 6 – JULY 24
- * **39TH ANNUAL LUM AND ABNER FESTIVAL:** The city of Mena's signature event features two days of live entertainment, great food, arts & crafts, the 'Lum & Abner Car, Truck and Motorcycle Show,' outhouse races, a quilt show, the American Lumberjack Show and much more. • JUNE 3 – 4
- * **JAMS & JELLIES CANNING WORKSHOP:** Do you miss your grandmother's jams and jellies? Join the Plantation Agricultural Museum interpreter in creating savory jams and jellies, learn proper techniques of water bath canning and how to use current USDA methods for home use. Participants will receive recipes, class handouts, and jams & jellies to take home. Space is limited and registration is required. • JUNE 4
- * **TROUT DAYS:** Anglers, if you've never experienced it, the White River is one of the nation's finest trout streams. Whether you're a beginner or an expert, there is something here for you during Trout Days! Activities include trout cooking demonstrations, fly tying demonstrations, river cruises, lake cruises and children's programs. • JUNE 17 – 18

- MAY 6 – JULY 24** *
YOUNG ARKANSAS ARTISTS EXHIBITION
Arkansas Arts Center
Little Rock, AR
- MAY 29**
MUSTANGS ON THE MOUNTAIN
SHOW & SHINE
Museum of Automobiles – Petit Jean State Park
Morrilton, AR
- JUNE 3 – 4** *
39TH ANNUAL LUM AND ABNER FESTIVAL
Janssen Park
Mena, AR
- JUNE 4** *
JAMS & JELLIES CANNING WORKSHOP
Plantation Agricultural Museum
Scott, AR
- JUNE 4 – 5**
RIVERFEST
Riverfront Park
Little Rock, AR
- JUNE 10 – 11**
BRADLEY COUNTY PINK TOMATO FESTIVAL
Town Square
Warren, AR
- JUNE 17 – 18** *
TROUT DAYS
Bull Shoals-White River State Park
Bull Shoals, AR
- JUNE 22 – 25**
72ND RODEO OF THE OZARKS
Parson's Stadium
Springdale, AR



Brood Farm in Cave City



Farm fresh eggs are available at Brood Farm or at the Batesville Farmers Market.



Lum 'N Abner



Jams & Jellies



Trout Days



Dirt track racing is a family affair for (L. to R.) Jeremy Kester, his wife Patricia, and their children Maverick and Irelynn.

Nine-year-old Maverick helps his dad, Jeremy, prepare the car for a night of racing.

HIGH-SPEED FAMILY

BY DAVID NILLES



AHTD EMPLOYEES JEREMY KESTER AND HIS WIFE PATRICIA have been spending Saturday nights at the race track since their childhood. Now it's a sport the entire family enjoys. But not as spectators, they're on the track racing. In his years of racing, Jeremy has over 150 Feature wins and over 200 Heat Race wins. *Arkansas Highways* takes readers back to the beginning.

NILLES: *When did you first become interested in racing?*

JEREMY: I became interested in racing when I was 9 years old. I went to school with a couple of people that raced. One was a friend my age named Jason Crawley. He and his brother were into racing and before long Jason became old enough to start driving. I started out helping him and his brother Tim. I would ride my bike a mile-and-a-half every evening over to their house and tried to learn all that I could. It just progressed from there. Eventually, they moved up in class as did the type of cars they ran.

NILLES: *It seems to run in the family. Patricia, when did you get involved?*

PATRICIA: I've been around racing my entire life. My dad built cars and raced when he was younger. My oldest brother, Johnny, raced. As a kid, I can remember racing season and deer season being around the same time. We'd take our race car to deer camp and squeeze both into the same

weekend. All of my brothers and my uncle would help work on the car. My family wasn't much into other sports like basketball or football. It was always racing, so I've grown up enjoying it.

NILLES: *Did the two of you first meet at the Highway and Transportation Department or did you meet at a race track somewhere?*

PATRICIA: We met at the race track and it's funny because I didn't like him at first. At the time he was driving for Ron Ghormley, a Little Rock motorcycle policeman. After the races, you can go in the pit area and I remember Jeremy walking right in front of me in his fire suit and not saying "excuse me" or anything. So when he would spin out, I would cheer. I soon became friends with a friend of his and that's when we started talking to each other. Over time, we became best friends. That was 15 years ago.

NILLES: *Patricia, what is your role when it comes to the race track?*

PATRICIA: When Jeremy races, I give him signals. We have this bond with each other and I know how he drives. I watch the cars that are behind him and I'll tell him their position and where he needs to be on the track. He follows my signals to position himself around the other cars. Now that our son Maverick is racing, it's different. He just turned nine and he is racing go-carts. My nephew Logan is also in a go-cart now. We are always in the shop, even the kids. We get home after work and we are in there. My brother may be in there. When my Dad was alive, we would come home and he'd be there waiting to get in the shop. If they need help putting the car together I can help them with that. Last week, I was changing a part. I can be a parts changer or even a tire changer when needed. I do everything.

NILLES: *What classification of racing is it?*

JEREMY: It's all dirt track racing.

PATRICIA: We race out at the I-30 Speedway at Benton but we also race all over this area. We've even been to other states racing.

JEREMY: We've raced at Little Rock, Batesville, Murfreesboro and Greenville, Mississippi.

NILLES: *Are there restrictions you have to follow like engine size or tire size?*

PATRICIA: It depends on what class you are racing in. Right now, Jeremy is racing two different classes each night so he is driving two different types of cars. There have been nights where he raced in three different divisions.

JEREMY: The super stock class we have in Little Rock has mainly a 370-cubic inch limit with a Holley two-barrel 500 carburetor. We have to run certain width wheels as well. There are quite a few specs and rules to go by and the tracks are pretty strict.

PATRICIA: In that class, you try to get it as "off the street" as you can. Meaning everything has to be in stock location. If you take an old Olds Cutlass and you strip it out, you can't do any modifications to it. They want it as close to manufactured as possible. Some people may want to cut the frame or move the engine a little forward or backwards. That can affect the way your car runs so it's not allowed. All of it has to be as stock as you can get it. It's stricter than the modified class that he races in.

NILLES: *How many different cars do you race?*

JEREMY: Right now, I race two. There is one class called IMCA modifieds (International Motor Contest Association.) It is the oldest active automobile racing sanctioning body in the United States. IMCA has sanctioning that is nationwide. They have the modifieds and the B-mods and they have a class like I run out here. I can take that car and race out in California against the same type of cars and using the same rules. The other class I run in, I

could go to Greenville, for example, and be at a disadvantage on the motor or my car's weight. The rules are going to be different depending on the class.

NILLES: *How often do you race?*

JEREMY: The season runs from March to the end of October. During that time, it's every Saturday night.

NILLES: *Is there prize money or trophies?*

JEREMY: You can win the purse money. Tracks pay out for first place through twentieth place. There are certain nights when you can win a trophy as well. Everybody gets something.

NILLES: *Where do you go to practice and get experience?*

JEREMY: The local tracks here have "practice nights" throughout the year. Most of the practice is on Saturday night prior to racing. Any time a younger person starts driving, I recommend they be out there getting all the practice they can.

(continued on page 28)



Jeremy and Maverick spend time together working on the race car and getting in practice hours at the track.



The rain has hurt some of the new racers this year because the rain has kept them from practicing on Saturdays.

NILLES: *What is the first car you raced?*

JEREMY: The first big car I ever raced was in 1999 when I drove for Ron Ghormley. I told him I would help him put a body on his car just to help him out. While putting the body on he asked me if I would be interested in driving. I told him I had never driven a big car but I would give it a try. He said he was going to let me practice it and race it four or five times that year. I thought that sounded great. The fourth night I was in the car; I started on the front row of the feature at I-30 Speedway and won. After that there was no more discussion about who was doing the driving. I drove for him for about five years. Then I put my own car together.

NILLES: *Do you do your own maintenance on your own car?*

JEREMY: Oh yes. The modified class takes a lot more attention than the super stocks do. On a super stock, you have to maintain it two or three nights a week. It's always something... you may overlook something or something breaks.

PATRICIA: It's not a cheap sport. It takes sponsors to run a lot of racing programs.

They help with the costs. Sometimes it's family members and sometimes it's business owners wanting to get advertisement for their business. Our son Maverick races go-carts and people have knocked at the door wanting to put their names on his cart.

NILLES: *What track rates as your favorite?*

PATRICIA: We have memories from all of the tracks. I-30 Speedway is our home track. We get more gratification out of that track because not only is it our home track, but there are more drivers racing because it is known statewide. As a result, it's tougher. The owner, Tracey Clay, has won numerous awards for "Promoter of the Year." Dirt tracks are a dying breed, there are tracks closing every year yet Tracy and her family have owned I-30 Speedway for 42 years now. Being a female in a male dominated sport says a lot. She is well known and very well respected because she is top notch at what she does. In addition, she is a lady of her word. She offers a guaranteed purse to her racers so racers come there repeatedly which means more competition. So when you're racing against that caliber of car and win, it means more. In April she hosted the "World of Outlaws Craftsman Sprint Cars." Those are

the people you see on ESPN. It was the first time for that in Little Rock in around 20 years.

Talk about memories, Jeremy had the record for the state of Arkansas in the hobby stock class. He won 19 feature races in one year in the famous orange hobby stock owned by John and Karen Kelly of Mabelvale called "The Pumpkin." That record has yet to be broken. In the car he built and is driving now, he went to Plumberville Speedway where they were short on cars so he had to enter his car in two different classes and won everything, the heat races and features. He came from the back of the pack and won. He was Rookie of the Year his first year racing in Modifieds. He has also won two I-30 Speedway Track Championships. Things like that make racing so much fun!

NILLES: *Have you ever crashed a car?*

JEREMY: There are quite a few crashes in the sport. I've been in quite a few of them but fortunately I've never flipped one or been in any car fires.

PATRICIA: There are times after a crash when we have had to put a whole front clip back on our car. That means it goes to the chassis builder and the entire front end is rebuilt. Those motors aren't cheap!

NILLES: *Looking at the next generation of racers, how does 9-year-old Maverick like racing go-carts?*

PATRICIA: He really enjoys it. He's very competitive and is so hard on himself that he gets frustrated. He wants to be perfect at it. He's a natural; it's crazy how good he is.

JEREMY: I found him an old go-cart to get started. It was just a gamble. I've seen parents spend \$10,000 buying a go-cart operation to get going. They might race twice and discover it's just not for them and there they are stuck with all that stuff. A friend of ours, Jerry Johnson, had a son doing go-carts. We would stop by his house sometimes and Maverick took a liking to it. I found a go-cart that was race ready and I told him if he enjoyed it, we would get better equipment as we go.

He raced out at Hensley. He was doing fine with what he had but he couldn't keep up with everybody else in his older go-cart. He just pulled off the track and said



Maverick dreams of following in his dad's footsteps.

he wasn't going out there to be lap traffic. I told him we would try it the next weekend and he did much better. Then I went and bought him a different motor and a pipe and carburetor. We raced again and soon he was running in the top two or three. Suddenly, it's a totally different matter. He's all about it! He has progressed from there.

PATRICIA: Everybody thinks that go-carts are easy to race but they're not. When you get in a go-cart and on that track it's like racing on ice and you're on those little wheels. It's not like racing on asphalt. It's easy to spin out, even going straight. It takes skill and patience. He was racing with a 30-year-old go-cart and was keeping up with kids in brand new equipment. You could tell his knack for the sport was really something. When we bought him a new one, he really began to excel. He'd be half a track ahead of them. It says a lot for what he can do. Our friends we race with saw what Maverick could do and those parents started getting their boys out and involved as well. That's where the racing begins for a lot of people is in the go-carts when they are young. Tracey Clay promotes these kids and really is supporting the next generation of racers. These kids are going to be friends for life from being out at the track together. Jeremy still has friends that he knew when he was go-cart racing. These

are 30-year friendships that you make.

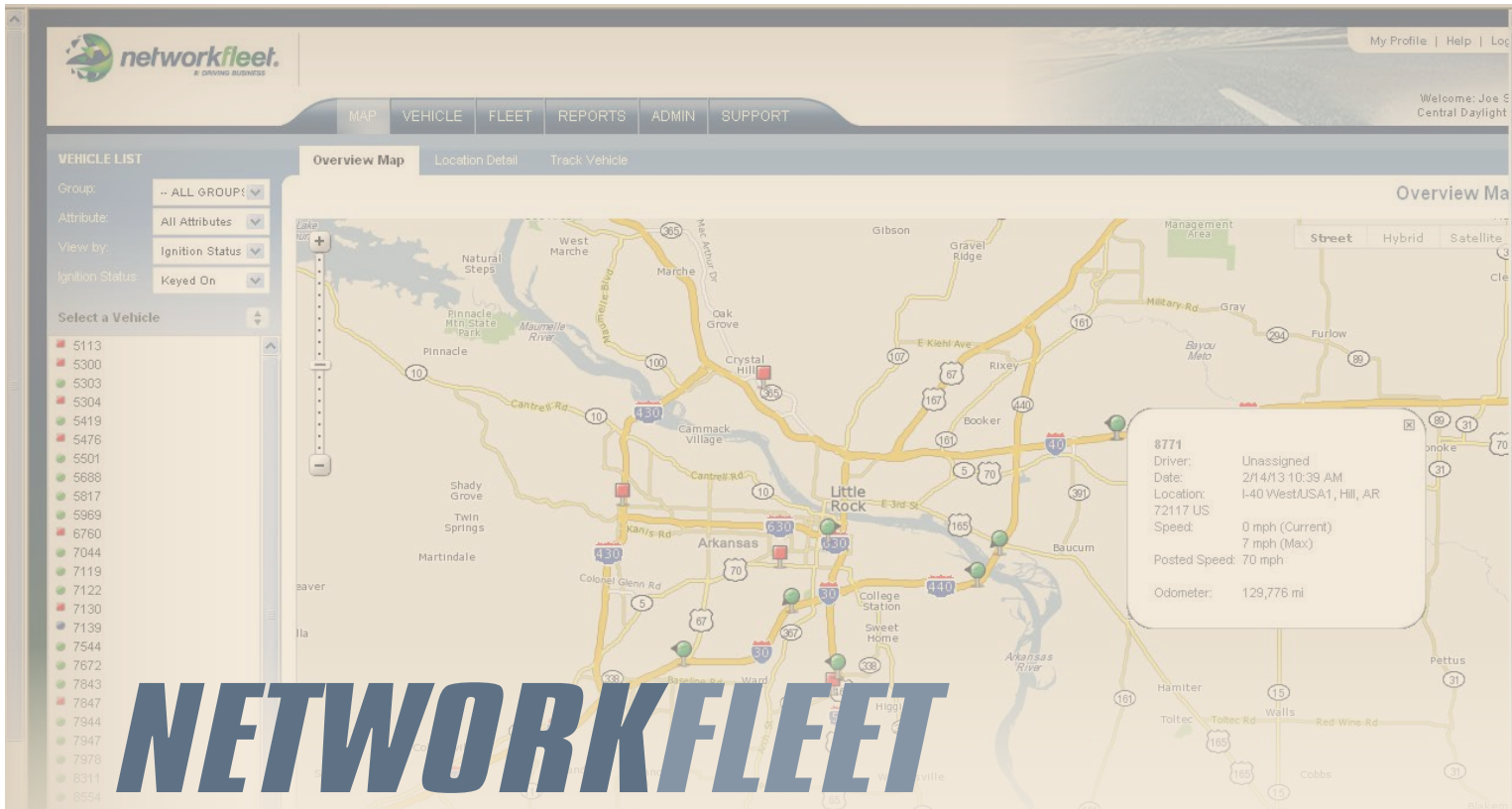
People may sometimes get the idea that dirt track racers just go out and drink a lot of beer and raise a ruckus, but it's not that way. One of the guys in the racing scene, Sammy Swindell, has a son that was paralyzed from the waist down in a sprint car race. People all over the United States raised money for his medical bills. He is in rehab in Kentucky and he is learning to walk again. The racing family pulled together for him.

We donate money to Make-A-Wish Foundation and have granted wishes for kids. If something tragic happens, the racing community is going to come together and help where they can. And not just here in Arkansas, but across the nation. It's just one big family.

But when you get on the track and strap in... well, there are no friends on the race track! ■

In addition to Maverick's involvement in racing, he has a two-year-old sister, Elynn, who has her eyes on his go-cart. According to Mom and Dad, she loves climbing in and while riding will declare, "I want to race!"

Jeremy is an AHTD Bridge Repairer II in District Six, Patricia is an Office Administrative Assistant V in the District Six Office.



NETWORKFLEET

CONTROLS COSTS & IMPROVES AHTD ACCOUNTABILITY

BY DAVID NILLES

IN LATE 2012, the Arkansas State Highway & Transportation Department installed a new Vehicle Management System on its fleet of 2,400 "on-road" passenger vehicles. Called "Networkfleet," the system provides vehicle diagnostics on engines as well as GPS tracking. The Department wanted to improve its fleet's operating efficiency while becoming more accountable to the public.

HOW IT WORKS

The system increases driver awareness of the vehicle's mechanical condition. It is done with continual automatic engine diagnostics.

In addition to monitoring the engine, the system also monitors the speed the vehicle is traveling and records real-time location of a vehicle. These are done for accountability and for emergency response needs such as snow and ice removal from the highways.



"This system is being used on everything from passenger cars to pick-up trucks to dump trucks," states AHTD Director Scott Bennett.

State Maintenance Engineer Joe Sartini reviews data using Networkfleet.



TESTING THE PROGRAM

"We initiated a pilot program testing Networkfleet on 12 of our Department vehicles," states Danny Keene, Division Head of Equipment & Procurement.

"After the test period, results were measured and we found that Networkfleet allowed us to better mobilize our forces during unplanned events like snow and ice, which was a primary goal. But we were also finding we were driving fewer miles and using less fuel. Applying these results to our entire fleet, we could see the potential for huge cost savings."

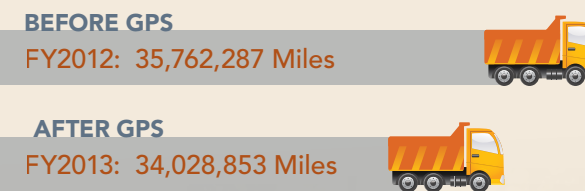
MEASURABLE RESULTS

Today, after approximately two years in service, the Department is finding the program is significantly saving on operational fleet costs.

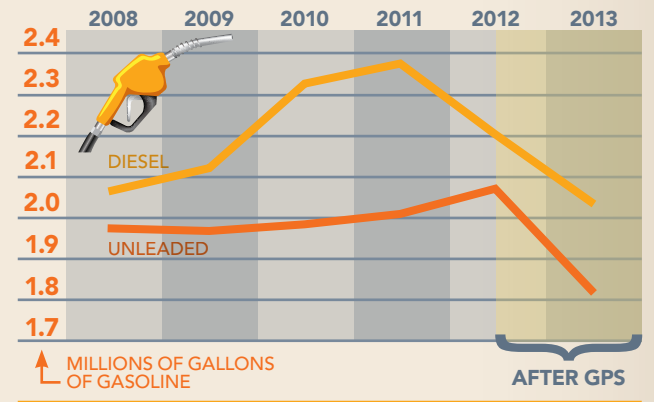
IDLE TIME: Prior to Networkfleet, AHTD vehicles averaged approximately 35% idle time costing up to one gallon of fuel per hour per vehicle. Today, idle time has been reduced to 20%. Cutting average idle times almost in half has resulted in annual savings of \$490,000.



MILES DRIVEN: Using Networkfleet to route vehicles more efficiently and reduce unnecessary side trips, the agency lowered total miles driven by nearly five percent, generating a fuel savings of more than \$400,000 since inception.



INCREASED FUEL ECONOMY: An increase in fuel economy of 2.51% due to better driving habits and reduced speeds has been seen resulting in fuel savings of more than \$260,000 since inception. Less idle time, fewer miles driven and increased fuel economy resulted in a dramatic reduction in fuel consumption. Monthly purchases of unleaded gasoline were reduced by nearly 15% and diesel fuel purchased declined by 2.8%. Combined savings totaled nearly \$1.2 million since inception.



"It doesn't take but one statement to put the entire GPS program in perspective," comments Mark Holloman, AHTD Fleet Manager. "For every one dollar that the Department spends each month on Networkfleet, it saves two dollars. We realized this savings soon after full implementation of the program. When we re-evaluated last June, after approximately two years, we were still holding along that line of return." □



ONLY RAIN DOWN THE DRAIN: STORMWATER 101

BY LINDSAY ZWEIFEL
ENVIRONMENTAL ANALYST III, AHTD ENVIRONMENTAL DIVISION

MOST OF US DON'T GIVE MUCH THOUGHT TO STORM DRAINS. Maybe it's because the curb and gutter are such common components of city streets that its purpose is never considered. Possibly, it's because much of the storm drain system is underground as a vast, interconnected system of pipes and other conveyances. Nonetheless, these drainage systems are necessary safety components of the road system, designed to quickly get water off of road surfaces to prevent flooding.

When the water leaves the roadway and enters the drainage system, we seldom consider its final destination; waterbodies such as rivers, streams and lakes. If you are one of the many Arkansans who enjoys spending free time fishing and recreating on the water or if you like to drink clean water, then you should be concerned about the quality of stormwater.

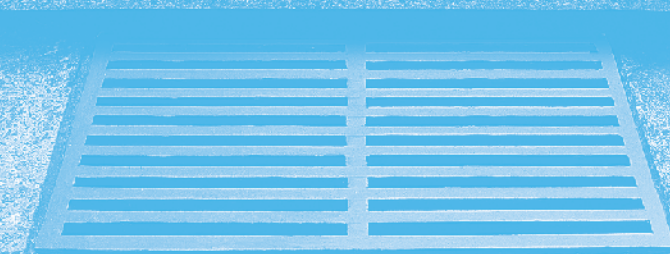
As it turns out, moving water quickly off of road surfaces has unintended consequences since stormwater can be a major source of pollution. Storm runoff from the roadway picks up fuel, motor oil, heavy metals and trash as it flows. Storm runoff from lawns and turf often contains fertilizers, herbicides and pesticides. If that isn't enough, decaying leaf litter and lawn clippings can also impair the waterways by using all the available oxygen during the decomposition process,

resulting in fish kills. This material can also clog drainage paths which may cause flooding. Bare soil often associated with construction projects can send sediment to the storm drain system as well. The combination of all those pollutants can cause some serious water contamination.

So what does this mean and why should a regular citizen care? The Environmental Protection Agency (EPA) requires that communities classified as "urbanized areas" and other entities such as transportation departments obtain a permit for discharging stormwater. The Arkansas State Highway and Transportation Department, along with the larger cities and urbanized corridors across the State, has stormwater regulated through the Municipal Separate Storm Sewer System (MS4)

Permit. This sets limits on stormwater discharges and essentially puts the burden of everyone's actions on the permittees, including the Department. It's a tough hand to play; somewhat like playing with someone else's cards you can't see.

In addition to the pollutant factor, stormwater quantity plays a role too. Try to imagine your community prior to development when it consisted mostly of forests and grasslands. In those bygone days, when rain fell, most of the water just soaked into the surroundings. Fast forward to modern times when roads, buildings and parking lots take up more and more of the previously vegetated land. Having more surface area impervious to stormwater means more stormwater runoff is being directed to storm drain systems. As a result, these storm drains sometimes can't handle the amount of runoff sent to them. One of the challenges we face is how to push forward, building roads to transport people safely across the land while efficiently managing stormwater. Increasingly, planners are considering Low Impact Development and Green Infrastructure to collect and manage stormwater on



site instead of sending it to the storm drain network. When possible, highway planners regularly incorporate green infrastructure into our roadways through the use of vegetated swales. Vegetated swales, commonly known as grass-lined ditches, are large, shallow channels that convey and infiltrate stormwater runoff; simple but effective.

Unlike the lands adjacent to the rural highways, urban areas are often cramped for space. Since minimizing impacts takes precedence in road design, this results in large stormwater collection systems that convey runoff to nearby waterbodies. In these areas it's even more important to keep pollutants such as oil, trash and fertilizers out of the storm drain system. Knowing and remembering that everything which drips out of your car will end up in a waterbody is a good first step. You wouldn't pour quarts of oil on the ground but if you've got an oil leak that requires you to add oil weekly, then you may be doing just that. Small leaks matter because one quart of oil will cause an oil slick the size of a football field. Protecting our waterbodies from storm runoff pollution requires everyone's attention and awareness. Sometimes it helps to be reminded of where the storm drain goes. Some communities around the State have

had contests in which artists paint the storm drain to raise awareness of the water's final destination. If you visit one of our Welcome Centers or Rest Areas that has storm drains, there should be a sticker

can by not properly disposing of litter. If you have trash, take it home or wait until you can find an appropriate receptacle. If you see others littering, report the incident by calling the Department's Litter

SOMETIMES IT HELPS TO BE REMINDED OF WHERE THE STORM DRAIN GOES. **DRAIN PAINTINGS AND MARKERS** ARE JUST ONE PART OF THE PUBLIC CAMPAIGN TO PREVENT POLLUTION.



Photo Courtesy Drain Smart

on the drain that says "NO DUMPING-DRAINS TO WATERWAYS." The decal features a picture of a fish which provides a simple reminder that the opening is not a trash can. Drain paintings and markers are just one part of the public campaign to prevent pollution.

We can all help to accomplish this important goal through a few simple reminders. Never dump anything down a storm drain including leaf litter and lawn clippings; only rain down the drain. Don't inadvertently use a storm drain as a trash

Hotline at 866-811-1222. If your car has an oil leak, get it fixed. If you use fertilizers, pesticides or herbicides closely follow the manufacturer's guidelines since there is no additional benefit to use more than the suggested amounts of these chemicals. Clean up after your pet because pet waste contains harmful bacteria.

Following these tips and remembering that stormwater does not get treated before it enters our waterbodies will help prevent unnecessary pollution. We are all part of the solution to prevent pollution. ■

Dear AHTD,

The purpose of this letter is to bring to your attention an outstanding employee in your West Memphis office — Donnie Henson.

On Tuesday, February 16, 2016, my wife and I were returning to our home in Conway, Arkansas, after a wonderful visit with our grandchildren in Indianapolis, IN. Our trip was uneventful right up until the time we had a blowout of the right rear passenger tire on our Honda Odyssey minivan. The incident occurred at about mile marker 268 in the westbound land of Interstate 40, just a few miles from West Memphis. We heard a loud thump and then the unnerving clatter of that tire as we slowed down and pulled off the shoulder.

At the time we were uncertain of exactly where we were, and equally perplexed about extracting the spare tire from the compartment between the front and rear seats. I put out a flare that did not do much good at all as it was still daylight and looked at the owner's manual about how to change a tire.

Just about that time, your employee, Donnie Henson, pulled up on the service road adjacent to the Interstate. It would have been easy for him to drive on by, as he was apparently headed to a project farther up the road. Instead he stopped and helped us position the jack and change the tire. Much to my relief the spare had plenty of air and we were able to drive away, much quicker than we could have otherwise thanks to his help.

At his suggestion, we drove on a few miles to the next interchange and headed back to West Memphis to find a new tire to replace the blowout. That tire was a total loss as it had a gaping 1/2 inch hole in the tread and a two inch tear in the sidewall. The Firestone dealer in West Memphis was open and had a replacement that would get us home.

Thanks to the help of your employee, the whole episode only lasted about 90 minutes, and we were able to get home to Conway just as darkness came. Please express our gratitude to Donnie Henson, as he helped make our misfortune a small blip in an otherwise routine trip.

Sincerely,
Wayne R. Johnston
Conway, Arkansas

SPOTLESS REST AREA

My husband and I were recently traveling between Bald Knob and Batesville on Highway 167. We stopped at the rest area, which is old, but the grounds and the rest rooms were spotless! There were plenty of supplies and there was no trash. Whoever does the cleaning and caretaking there should be commended.

Sincerely,
Frances Buercklin
Cabot, Arkansas

TRAIN DEPOT STORY

I am writing you about an article that appeared in the November 2015 issue of *Arkansas Highways Magazine*. It featured old train depots around Arkansas.

I am the daughter of Woody Hardin, who retired from the Highway Department after working many years at District 6. On our property in Humnoke stands the old train depot between England and Stuttgart. It later became home to my family for many years.

I have enclosed an old photo of the depot. Unfortunately, time has taken its toll, but the depot is still standing.

Phoebe Hardin Carter
Humnoke, Arkansas



SNOW REMOVAL EXCELLENCE

I assume the Arkansas State Highway Department is a lot like county road departments in that they do not receive the credit they deserve. As a County Judge I receive more complaints than compliments on my road department and that is why I wanted to take the time to compliment the State Highway Department's help in Randolph County. We received ice and snow two different times in one week this past winter, and the State Highway crew did an excellent job with the snow and ice removal here in Randolph County. GREAT JOB to you and your employees.

Thanks,
David Jansen
Randolph County Judge
Pocahontas, Arkansas

FLAT TIRE RESCUE

I've been meaning to send this email for awhile now to pass along my thanks to two of your Maintenance guys in Pope County. Back on March 3rd of this year, my wife and her sister were travelling east on I-40 at Blackwell when a tire blew out on my wife's car. She called me and was telling me what happened when Steven Pierce and Joe Shamsie, who were spraying for weed control in the area, came over to the car and changed the tire for her. In about 10 minutes, she was back on the road. Please pass along to Steven and Joe my thanks for their quick action and being great representatives for the AHTD.

Jerry Rogers
Retired AHTD Staff Construction
Engineer

FLOOD ASSISTANCE

Please accept my sincerest thanks and gratitude for the Arkansas State Highway and Transportation Department's assistance during the recent floods in Missouri.

As we realized Interstate 44 would close in multiple locations, our Emergency Operations Center (EOC) placed a call to AHTD's Assistant State Maintenance Engineer, John Mathis. We asked about the state of your highway system and if Arkansas would mind if we advised national and regional commercial motor vehicle traffic to use Interstate 40. Mr. Mathis immediately understood the implications and encouraged the idea.

Later, when Interstate 55 closed near St. Louis, our EOC spoke with AHTD District 10 Construction Engineer, Alan Walter. He promptly assured us that I-55 message boards in Arkansas would inform travelers of the situation up north.

AHTD's assistance was particularly vital for commercial motor carriers who were able to avoid congested and impassable areas. Instead, they were able to plan an efficient route around closed interstates. Your work helped ensure that goods could move freely through the region and the country with a minimum of delay.

For our team, AHTD's cooperation and spirit of partnership was a bright spot in a series of long, intense days. We deeply appreciate your help.

Sincerely,
Director Patricia K. McKenna
Missouri Department of Transportation

SMOOTH RIDE ON I-40

I'm an Arkansas native now living in Tennessee and just recently passed through Little Rock on my trip to Harrison and I have to tell you guys, the new 3 lane Interstate that you have been working on between North Little Rock and Conway is one of the BEST, nicest, smoothest rides I have seen in years! Just had to send you an email and tell you what a wonderful job you did... made that portion of the drive very enjoyable. I only wish we had your team or contractors working on our Tennessee roads and projects. I didn't even know when I was going over a bridge... such smooth transitions from roadway to bridge and back again. Great job!!

Anyway, just had to send out a compliment where it is much deserved! Made me very, very proud to be called an Arkansan.

Take care and keep up the good work,
Doug Coles
Cordova, Tennessee

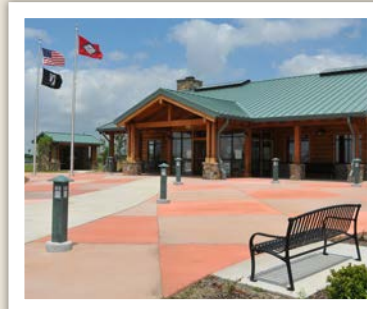
ROCKIN' IMPROVEMENTS

Just a quick note to thank the Arkansas Highway Department for the work on the shoulders of The Rock and Roll Highway (Highway 67) in and around Texarkana. I have had several cyclists comment on the improvements and wanted you to know we appreciate your efforts and the effect that work has accomplished. The warm seasons bring groups of cyclists from all over the Southwest Arkansas area on to our roads and trails. These types of improvements will greatly increase their enjoyment.

Nick Williamson
Edge City Cycling
Texarkana, U.S.A

ARKANSAS WELCOME CENTERS

They're positioned at strategic locations across the State, welcoming motorists to Arkansas. Attractive and inviting places to take a break from the road. They are the State's thirteen Arkansas Welcome Centers (AWC). Each Center is open 8:00 a.m. to 5:00 p.m. daily (6:00 p.m. during summer months). Restrooms are available at all hours. An interactive map of AWC locations can also be seen at IDriveArkansas.com. Just click the "Traveler Information" tab.



1. BELLA VISTA — HIGHWAY 71 B

13750 Visitors Center Drive
Bella Vista, AR 72714
Phone: 479-855-3111

2. BLYTHEVILLE — INTERSTATE 55

5241 Interstate 55
Blytheville, AR 72315
Phone: 870-762-2512

3. CORNING — HIGHWAY 67

6717 Highway 67
Corning, AR 72422
Phone: 870-857-6014

4. EL DORADO — HIGHWAYS 82 & 167

3315 Junction City Highway
El Dorado, AR 71730
Phone: 870-881-9160

5. HARRISON — HIGHWAY 65 N

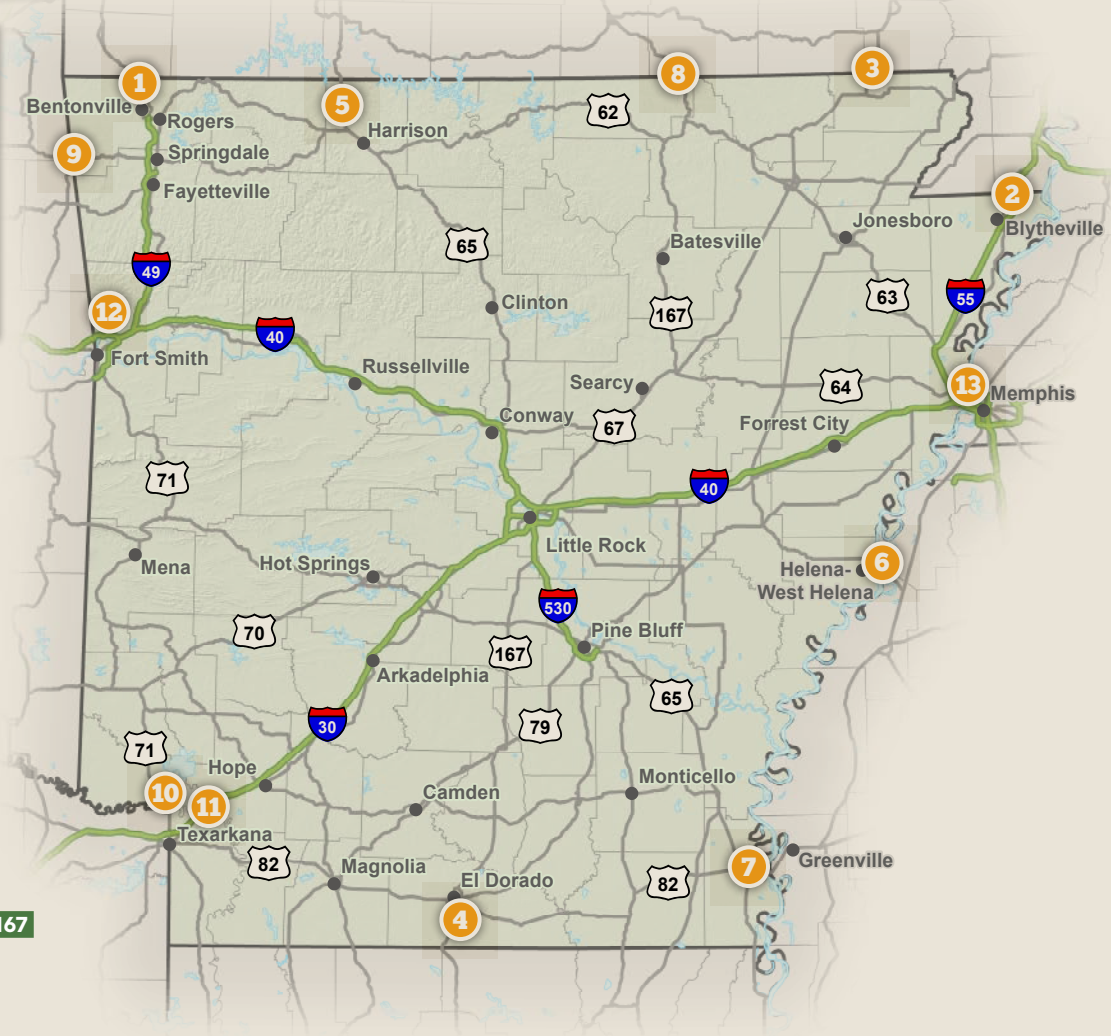
3391 Highway 65 N
Harrison, AR 72601
Phone: 870-741-3343

6. HELENA-WEST HELENA — HIGHWAY 49

1506 Martin Luther King Jr. Drive
Helena, AR 72342
Phone: 870-338-7602

7. LAKE VILLAGE — HIGHWAYS 65 & 159

3697 S. Highway 65 82
Lake Village, AR 71653
Phone: 870-265-5832



8. MAMMOTH SPRING — HIGHWAY 63 N

17 Highway 63 N
Mammoth Spring, AR 72554
Phone: 870-625-7364

9. SILOAM SPRINGS — HIGHWAYS 412 W & 59

2000 Highway 412 West
Siloam Springs, AR 72761
Phone: 479-524-4445

10. TEXARKANA — HIGHWAY 71

12555 Highway 71
Texarkana, AR 71854
Phone: 870-772-7511

11. TEXARKANA — INTERSTATE 30

10000 Interstate 30
Texarkana, AR 71854
Phone: 870-772-4301

12. VAN BUREN — INTERSTATE 40

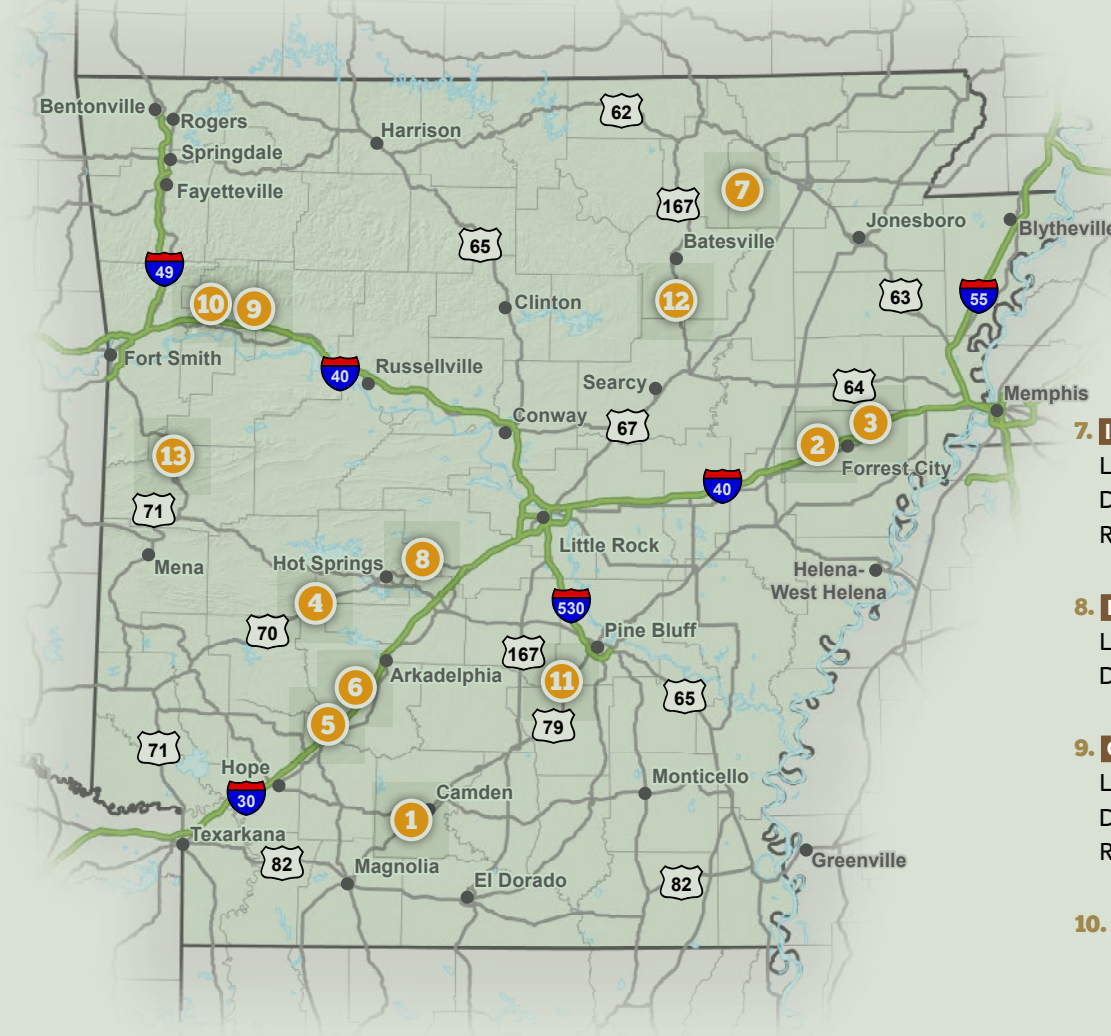
2915 Interstate 40
Van Buren, AR 72956
Phone: 479-474-9515

13. WEST MEMPHIS — INTERSTATE 40

704 East Service Road
West Memphis, AR 72301
Phone: 870-735-3637

In addition to Arkansas Welcome Centers, travelers will find Rest Areas at locations across the State. Each location offers restrooms and picnic tables, and like our Welcome Centers, is a great place to rest and enjoy some time off of the road.

ARKANSAS REST AREAS



7. IMBODEN/BLACK ROCK — HIGHWAY 63

Location: 1.2 miles north of Highway 117
Direction: Both
RV and Truck parking

8. LONSDALE — HIGHWAY 70

Location: 5.2 miles east of Highway 70B
Direction: Both

9. OZARK — INTERSTATE 40

Location: Mile marker 35.3
Direction: Eastbound
RV and Truck parking, Vending

10. OZARK — INTERSTATE 40

Location: Mile marker 36.5
Direction: Westbound
RV and Truck parking, Vending

1. BUENA VISTA — HIGHWAY 79

Location: 1 mile south of the intersection with Highway 376
Direction: Both

2. FORREST CITY — INTERSTATE 40

Location: Mile marker 235.3
Direction: Eastbound
RV and Truck parking, Vending

3. FORREST CITY — INTERSTATE 40

Location: Mile marker 242.6
Direction: Westbound
RV and Truck parking, Vending

4. GLENWOOD — HIGHWAY 70

Location: 1.8 miles east of Highway 70B
Direction: Both
RV and Truck parking

5. GURDON — INTERSTATE 30

Location: Mile marker 57.5
Direction: Westbound
RV and Truck parking, Vending

6. GURDON — INTERSTATE 30

Location: Mile marker 56.1
Direction: Eastbound
RV and Truck parking, Vending

11. RISON — HIGHWAY 79

Location: Intersection of Highway 79 and 212
Direction: Both

12. SALADO CREEK — HIGHWAY 167

Location: 4.3 miles north of Highway 87
Direction: Both
RV and Truck parking

13. WALDRON — HIGHWAY 71

Location: .8 miles north of Highway 71B
Direction: Both
RV and Truck parking

DISTRICT 2

CONSTRUCTION



CORNER

Between Redfield and White Hall, motorists on Interstate 530 will find construction crews working to reconstruct approximately six miles of Interstate 530 as part of the Interstate Rehabilitation Program. This project is the second of four scheduled projects to rehabilitate I-530 between Pulaski County and the city of Pine Bluff.

The purpose of this project is to remove an existing asphalt overlay, rubblize the existing concrete pavement and place twelve inches of new asphalt. Also included in the project is the hydro-demolition and latex-modified concrete overlay of two bridge decks and installation of a Wire Rope Safety Fence in the median.

The project was awarded to Cranford Construction in March of 2015 for \$28.2 million. In addition to the work being performed by the contractors, the District maintenance crews have been busy cleaning and repainting the overpasses as well as performing some clearing at the interchanges. Estimated completion of this section of Interstate 530 is expected in the summer of this year. ■

AHTD PEOPLE

The AHTD employs approximately 3,700 people. We welcome our new employees, congratulate others on promotions and service, and say goodbye to those retiring.

NEW EMPLOYEES

COMPUTER SERVICES • Stephen Witt-Syler, Hardware Technician I

CONSTRUCTION • Amber Glenn, Resident Office Technician; Garrett Dedman, Construction Helper; Waylon Revels, Construction Helper; Morgan Rowland, Field Clerk I; Justyn Harper, Construction Aide I; Tyler Norton, Construction Helper

FISCAL SERVICES • Carol Ward, Office Administrative Assistant III

LEGAL • Steven Abed, Staff Attorney

SYSTEM INFORMATION & RESEARCH • Mehmet Su, Pavement Management Specialist

DISTRICT ONE • John Gibson, Maintenance Aide II; Verdell Reel, Maintenance Aide I

DISTRICT THREE • Phillip Brady, Maintenance Aide I

DISTRICT FOUR • Edward Ingle, Maintenance Aide I

DISTRICT SEVEN • James Cobb, Mechanic; Jonathan Fullenwider, Maintenance Aide I

DISTRICT EIGHT • Rock Vestal, Maintenance Aide I

DISTRICT TEN • Leo Elliott, Maintenance Aide I

PROMOTIONS

CONSTRUCTION • Jerry Trotter, Assistant Construction Engineer

ENVIRONMENTAL • Kristina Boykin, Environmental Scientist I

EQUIPMENT & PROCUREMENT • Harvey Hargrove, Buyer

FISCAL SERVICES • Chelsey Cobb, Senior Accountant; Latina Shaw, Senior Accountant; Robyn Smith, ASHERS Executive Secretary; Toyia Smith, Senior Accountant

HEAVY BRIDGE MAINTENANCE • David Fuller, Bridge Management Analyst

HUMAN RESOURCES • Bridgette Lyon, Attendance Administrator

MAINTENANCE • John Brown, Striping Machine Driver; Dustin Hall, Striping Machine Driver; Cliff Pleasant, Jr., Striping Machine Driver

PERMITS • Ernest Pointer III, Permit Technician; Diane Reynolds, Permit Technician

RADIO COMMUNICATIONS • Monica Saffle, Communications Coordinator

RIGHT OF WAY • Jeffrey Wroten, Reviewing Appraiser

DISTRICT ONE • Jeffery Britton, Senior Construction Materials Inspector

DISTRICT TWO • Dawn Boyd, Senior Construction Materials Inspector

DISTRICT THREE • Jacob Askew, Construction Aide I; Michael Henderson, Maintenance Aide II; Brian Imler, Construction Project Coordinator; Shane Rothenberger, Bridge Repairer II; Sherry Steward, Office Administrative Assistant V; William Whisenhunt, Maintenance Aide II

DISTRICT FOUR • Brian Hughes, Maintenance Aide II; Randy Pounds, Crew Leader; Dusty Rhoades, Maintenance Aide II

DISTRICT FIVE • Karrie Ausbrooks, Construction Aide II; Terence Carter, Construction Aide II; Ryan Herndon, Construction Aide II

DISTRICT SIX • Mark Harper, Maintenance Aide III; Alan Kumpke, Crew Leader; Jonathon Ritchie, Crew Leader; Kevin Smith, Maintenance Aide II

DISTRICT SEVEN • Kenneth Freeman, Bridge Repairer II

DISTRICT EIGHT • Tammy Cluff, Maintenance Aide II; Michael Stovall, Motor Patrol Operator/Finish

DISTRICT NINE • Jodi Bryant, District Bookkeeper; Andy Cagle, Pilot/Deck Hand; Richard Henderson, Maintenance Aide II; Brady VanHook, Maintenance Aide II

DISTRICT TEN • James Adams, District Bridge Inspector

SERVICE

ARKANSAS HIGHWAY POLICE • Howard Besett, AHP Sergeant, 30 yrs; Lisa Rhodes, Motor Carrier Safety Auditor, 10 yrs

COMPUTER SERVICES • Ronald Mitchell, Data Processing Manager, 30 yrs

CONSTRUCTION • Kevin White, Staff Construction Engineer, 20 yrs; Cara Bullard, Resident Office Technician, 20 yrs; Walter Simpson, Construction Helper, 15 yrs; Joe Mills, Inspector, 15 yrs; Jonathan McKinney, Construction Aide II, 5 yrs; Andrew Tackett, Staff Construction Engineer, 5 yrs

ENVIRONMENTAL • Ruby Jordan, Public Involvement Section Head, 30 yrs

HEAVY BRIDGE MAINTENANCE • Raymond Parker, Heavy Bridge Maintenance Superintendent, 30 yrs

MAINTENANCE • Rickey Prince, Traffic Investigator, 30 yrs; Paul England, Crew Leader, 30 yrs

RIGHT OF WAY • Stasia Broughton, Relocation Coordinator II, 5 yrs; Richard Stanley, Right of Way Coordinator, 5 yrs

ROADWAY DESIGN • Stephen Sichmeller, Senior Design Engineer, 5 yrs

SURVEYS • Mike Lyon, Surveys Technician II, 20 yrs

SYSTEM INFORMATION & RESEARCH • Valerie Gifford, Transportation Management Analyst II, 15 yrs; Tara Dixon, Office Administrative Assistant V, 5 yrs

TRANSPORTATION PLANNING & POLICY • Virginia Porta, Senior Transportation Planning Engineer, 30 yrs

DISTRICT ONE • Anthony James, Area Maintenance Supervisor, 25 yrs; John Phillips, Distributor Operator, 5 yrs

DISTRICT TWO • Johnny Williams, Crew Leader, 15 yrs; Travis Watkins, Maintenance Aide II, 15 yrs; Sonya Cochran, Distributor Operator, 15 yrs; Willie Day, Maintenance Aide II, 5 yrs

DISTRICT THREE • David Morton, Area Maintenance Supervisor, 25 yrs; Reginald Easter, Lowboy/Float Truck Driver, 20 yrs

DISTRICT FOUR • Dwayne Adams, District Engineer, 20 yrs; Jerry Trotter, Crew Leader, 10 yrs; Michael West, Maintenance Aide II, 5 yrs; Juan Perez, Bridge Repairer I, 5 yrs

DISTRICT FIVE • Jared Moxley, Motor Patrol Operator/Finish; Justin Rush, Maintenance Aide II, 10 yrs; Bob Long, II, Maintenance Aide II, 5 yrs; Tracy Broadway, Maintenance Aide III, 5 yrs; Leslie Looney, Maintenance Aide II, 5 yrs

DISTRICT SIX • Norman Edge, Maintenance Aide II, 15 yrs; Ronnie Holdcraft, Maintenance Aide II, 5 yrs

DISTRICT SEVEN • Rhonia Krisell, District Office Manager, 20 yrs; Anthony Herndon, Maintenance Aide III, 20 yrs; Allan Autrey, Senior Mechanic, 20 yrs

DISTRICT EIGHT • Travis Sisco, Maintenance Aide III, 15 yrs; Angela McKinley, Rest Area Attendant, 5 yrs; Jacob Whitmire, Maintenance Aide II, 5 yrs; Tommy Woody, Maintenance Aide II, 5 yrs; Richard Flagg, Maintenance Aide II, 5 yrs

DISTRICT NINE • Dustin Bryant, Motor Patrol Operator/Finish, 10 yrs; Daniel Morgan, Area Headquarters Attendant, 5 yrs

DISTRICT TEN • Ricky Morris, Senior Body Repairer & Painter, 25 yrs; Minnie Alexander, Rest Area Attendant, 15 yrs; Charles Melton, Maintenance Aide II, 5 yrs

RETIREMENT

COMPUTER SERVICES • Tammy Caple, Network Technician III, 37+ yrs

HUMAN RESOURCES • Kathy Campbell, Attendance Administrator, 15+ yrs

MAINTENANCE • Sharon Faust, Traffic Services Aide, 23+ yrs

DISTRICT ONE • Steve Pierce, Bridge Repairer II, 13+ yrs

DISTRICT TWO • Clyde Robinson, General Laborer, 14+ yrs

DISTRICT THREE • Susan Monroe, District Office Manager, 43+ yrs

DISTRICT FIVE • Ronnie Sutherland, Maintenance Aide II, 15+ yrs

DISTRICT SIX • Miles Carroll, Hydraulic Excavator Operator/Finish, 19+ yrs

DISTRICT SEVEN • John Craig, Inspector, 19+ yrs; Deborah Purifoy, Paver Operator, 21+ yrs

DISTRICT EIGHT • David Keeling, Guard, 31+ yrs; John Beavers, Maintenance Aide I, 5 yrs

MEMORIALS

DISTRICT TWO • Melvo Junior Pledger, 3/24/2016, retired; Curtis Waymon Graham, 4/7/2016, retired

DISTRICT FOUR • John William Kuhlmann, Jr., 4/12/2016, retired; Kathleen P. Fortner, 4/16/2016, retired

DISTRICT EIGHT • Willard D. Martin, 4/10/2016, retired

DISTRICT NINE • Don C. Norton, 3/27/2016, retired

DISTRICT TEN • Elbert C. Hawkins, 4/12/2016, retired





Arkansas State Highway and
Transportation Department
Post Office Box 2261
Little Rock, AR 72203-2261

PRSRT STD
U.S. POSTAGE
PAID
Little Rock, AR 72203
Permit No. 2556

FORWARDING SERVICE REQUESTED

