

Arkansas HIGHWAYS

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

Partnering for Better Highways

AGC EXECUTIVE DIRECTOR
KELLY ROBBINS LEADS THE WAY

**PROTECTING
Arkansas' Rare
Plant Species**

**The Future of
Transportation in
SOUTHEAST ARKANSAS**

**A Day at the
BALLPARK
with AHTD**

DIRECTOR'S MESSAGE



Always Learning. Always Improving.

THIS TIME OF YEAR, social media is always full of "first day" pictures, celebrating school being back in session for students of all ages all over the State. That brings a lot of mixed emotions both for the students and for their families. Obviously, one main focus of school is learning. More and more every day, I realize something that many students don't. Even though I am out of school, I (hopefully) never stop learning. Learning means growing, whether it is at school, at work, or in our personal lives.

"Learning is the only thing the mind never exhausts, never fears and never regrets." – Leonardo da Vinci

This time of year also brings another focus for many of us, and that is a focus on teams. We have already announced our annual Spirit Day for this Fall when we come together and celebrate our favorite teams (no matter who they are!). Fall obviously means football, one of my favorite sports. I grew up watching my brothers play, then I played, and then I coached my son from the time he was four through the 6th grade. He's now a freshman, and this is the third year in a row that I've been relegated to watching. One of my newest favorite sports is volleyball. My daughter is a junior now, and this is her second year playing one of the most exciting sports I have ever seen. These are two great team sports, and sometimes it takes some time for athletes to learn that not everyone can be a quarterback, running back, receiver, outside hitter, or libero (those last two were volleyball, by the way!). For a team to be successful, it takes everyone on the field/court working hard to do their best at their individual jobs at the same time.

"Individual commitment to a group effort — that is what makes a team work, a company work, a society work, a civilization work." – Vince Lombardi

Speaking of sports and learning, many of you may know that baseball has historically been my favorite sport. You will see in this edition of *Arkansas Highways*, I was honored to throw out the first pitch at a recent Arkansas Travelers baseball game. And, yes, I threw it right in the dirt! I learned that home plate looks a lot farther away from the pitcher's mound than it used to, and I'm not the same baseball player that I was 30 years ago! But the last 30 years has taught me a lot about success through teamwork and learning.

We have a great team here at the Department, a team that I am proud to be a part of. Each and every one of us working hard each week to do our best at our individual jobs is what makes us successful, and the winner is the traveling public.

I hope I can continue to learn, to improve myself and be a good teammate every day. I hope the same for each of you. And thanks for being great teammates and picking me up when I throw one in the dirt!

Everyone be safe and enjoy the Fall!



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

FRONT COVER:

Kelly Robbins
AGC Arkansas Executive Director

BACK COVER:

Highway 25 Construction Project
Faulkner County

PUBLISHER

Danny Straessle
Danny.Straessle@ArkansasHighways.com

EDITOR

David Nilles
David.Nilles@ArkansasHighways.com

GRAPHIC DESIGNER

Paula Cigainero
Paula.Cigainero@ArkansasHighways.com

CONTRIBUTING WRITER

Glenn Bolick
Glenn.Bolick@ArkansasHighways.com

PHOTOGRAPHER

Rusty Hubbard
Russell.Hubbard@ArkansasHighways.com

Correspondence should be directed to:

ARKANSAS HIGHWAYS
Public Information Office
P.O. Box 2261, Room 1002
Little Rock, AR 72203-2261



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KELLY ROBBINS:



LEADING THE WAY AT AGC

BY DAVID NILLES

THROUGH THE YEARS, THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT AND THE ARKANSAS CHAPTER OF THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA (AGC) have worked hand in hand to ensure that the construction of highways in Arkansas has gone as smoothly and efficiently as possible. In fact, a signed partnership agreement between the two organizations hangs on the wall at both headquarters.

In existence for 82 years, the AGC is known as the voice of the construction industry in Arkansas. It's an industry that is a major contributor to the U.S. economy. The construction industry has more than 650,000 employers with over six million employees and creates nearly \$1 trillion worth of infrastructure each year. Construction wages and salaries in 2014 totaled \$353 billion in the United States, including \$2.0 billion in Arkansas.

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Kelly Robbins
AGC Arkansas Executive Director

AS part of this industry, the AGC serves as a voluntary trade association made up of commercial general contracting firms, specialty contractors, and supply and service firms. Its primary objectives are to pursue skill, integrity and responsibility in the construction industry, to provide training and to serve as the voice of the construction industry in Arkansas. It is also the oldest and largest association of contractors in the State.

In May of this year, the Arkansas Chapter of the AGC welcomed new Executive Director Kelly Robbins.

THE ROLE OF THE AGC IN THE CONSTRUCTION INDUSTRY

“I’m pleased to be a part of this community and be able to join in the mission to promote and grow professionalism in the construction industry here in Arkansas and across the country,” Robbins commented about his new job.

“We are here to help obtain the highest level of quality and value in the construction industry as we build a better Arkansas. AGC represents three primary contract construction entities: highway contractors, general building or vertical contractors and also utility contractors. We differ a little from other AGC chapters around the country in that many of them only represent one of these three entities. Over the past 80-plus years, AGC leaders saw the importance of bringing various construction trades and industries together within our chapter.”

Over 180 companies with thousands of employees are members of AGC here in Arkansas. Arkansas Chapter members are automatically enrolled as members of AGC America which represents about 35,000 entities across the country.

“Being a member of our organization gives companies a front row seat to what is happening in the construction industry,” Robbins comments about membership. “Regardless of where a company fits into our membership, our members are positively impacted by what we do in some form or fashion. Three buzzwords that our leadership stresses as to our activities and efforts are: “advocate, educate and congregate.”

The two main goals at the AGC are to concentrate on workforce development and assist in finding ways to increase highway funding. These goals were established by AGC Arkansas leadership over the last two or three years.

“Workforce development and highway funding are areas that impact all construction companies,” Robbins adds. “At the State Capitol, AGC is the voice of the construction industry in the legislative arena and in the regulatory arena as we work with various regulatory entities at the State level.”

ASSESSING THE CONSTRUCTION INDUSTRY IN 2016

As Robbins considers the present state of the construction industry in Arkansas and across the country, he sees it as being on the upswing.

“Construction in Arkansas in the first quarter of this year grew by nine percent. For perhaps the first time ever, Arkansas is leading in gross domestic product (GDP) growth among all 50 states,” he observes. “We’ve seen an historic decline in our State’s unemployment rate. From May 2015 to May 2016, highway construction experienced over a six percent employment increase which is almost double the general construction employment increase. So things are

happening! As a result, that makes it very important that we concentrate on workforce development in Arkansas, where we are experiencing a great deal of competition to find good quality employees.”

A CLOSER LOOK AT HIGHWAY CONSTRUCTION

Robbins shares that AGC Arkansas appreciates and is proud to serve the three contracting communities that make up the organization: highway construction; building construction; and utility construction, and feels each plays an important role in what AGC does. In his opinion, the three primary contracting sectors benefit each other. Robbins had good things to say about the highway construction industry.

“Probably the single biggest impact on economic development is transportation,” he stated. “If companies can’t get in and out of an area to transport goods and services, then they are going to shrivel and die. So highway construction is a key element in the development equation. With healthy highway construction, there will be growth and development in the building sector where new highways are being built. As a result, there will be more need and demand for the services that our utility contractors and other members

provide. All Arkansans benefit from safe and efficient highways that our members build and improve every day.”

EDUCATION AND THE AGC

The Arkansas Chapter of AGC is a strong supporter of construction programs in Arkansas schools and universities. Scholarships for students majoring in construction programs are available from the Arkansas AGC. In effect, the organization is building a better workforce, and they’re starting early.

“Workforce development is very important to AGC so, yes, we are involved with students and many others who are interested in improving their careers and opportunities in the workforce,” Robbins shared. “AGC has an Education and Training Board, and Joe Morgan serves as our Manager of Safety & Training.

“Our apprenticeship program provides direction to increase the skill level of those who are already working in our industry. Currently, our primary focus is on electricians and carpenters, but we are always looking for opportunities to expand that.

“A better skilled workforce results in our members having a better work place with their employees drawing a better wage and working in a safer environment each day. Better understanding of work

(continued on page 8)



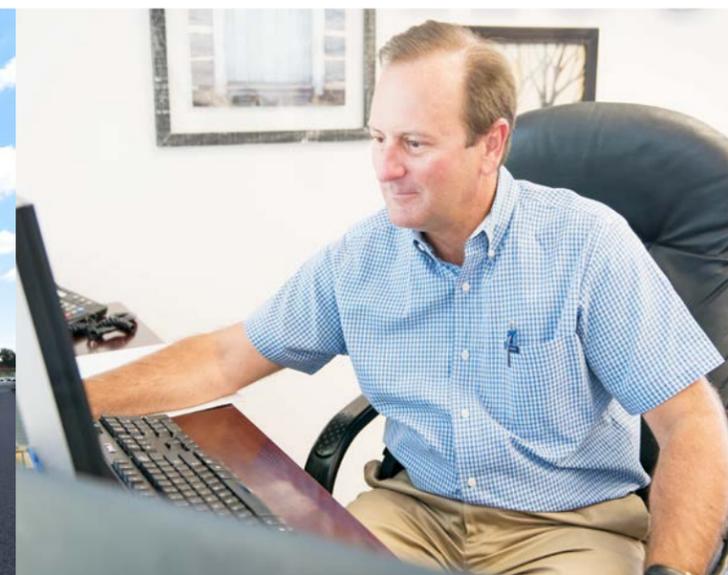
AGC Member Kiewit Corporation works on Interstate 430 in Little Rock.



Robbins recently attended the AHTD and AGC Partnering Leadership Circle Meeting.



Highway 70 Construction near Brinkley



Thomas Dickinson
Vice President
and Treasurer
of AGC Arkansas

IMPORTANCE OF PARTNERING

ON AUGUST 17TH, the AHTD and AGC came together for a Partnering Leadership Circle Meeting. Thomas Dickinson is Vice President and Treasurer of the AGC and General Manager of McGeorge Contracting. He shared his thoughts on partnering with the AHTD and working together toward the same goals.

"The AGC and the AHTD have been good partners through the years. The AGC's highway construction membership is made up of the trades that are involved in building a highway project. These are companies that are located in Arkansas and do business all over the country. We have committees that are representative of these highway construction companies. Committee members come together a few times a year to determine which issues are the most important in highway construction. Funding is a good example and is always a big issue. We bring those issues to the AHTD and have a good conversation with the Department. These conversations help to make our operations more efficient and that makes it better for everybody.

"The speed in which a construction project can be completed is an important factor to the AGC and the AHTD. With our partnering agreement, we benefit from faster decision-making and are able to make projects move faster. It helps to streamline the process, which is good for everybody."



The AHTD and AGC Partnering Leadership Circle Meeting was held August 17th.

safety on the job is important to AGC and its members."

Arkansas AGC is pleased to be involved in a program called "Be Pro, Be Proud" that the State Chamber of Commerce is spearheading in Arkansas. The organization serves as one of the program's co-sponsors.

About the program, Robbins stated, "This innovative outreach program strives to educate the next generation of workers, reaching out to students from middle school up through high school. Students have the chance to learn about the various trades available to them and opportunities within our community. We're proud to be a part of this effort and encourage others to join us."

Arkansas Highways readers can learn more about the various aspects of this exciting new endeavor by going to www.BeProBeProud.org.

In addition, the AGC Arkansas Education Foundation helps provide scholarships to Arkansas students involved in the construction management programs at the University of Arkansas at Little Rock and John Brown University in Siloam Springs. The scholarships are also available to those involved in other construction-related fields of study.

MOVING FORWARD WITH THE FAST ACT

Construction employment has been down in many metropolitan areas over the past year in Arkansas and beyond. With the new Fixing America's Surface Transportation Act (FAST), Robbins feels things are going to begin to improve.

"AGC America has stated that the FAST Act will have over a \$2 billion impact for Arkansas. For every billion spent on highway infrastructure, it is estimated we will employ approximately 22,000 workers. With that in mind, I think that tells a story of what this is going to mean moving forward for contractors and the various state Departments of Transportation across the country that have been struggling year to year not knowing what to expect. The question across the country has been... will we continue to have needed repairs on our roads that make our daily commutes and travels to school, work and church safer, more efficient and more economical? With the new FAST Act, we can now say the answer is 'yes.' We believe this Act is a step in the right direction to help both our construction industry and the road users, as we work together to create and maintain the best possible highways to get to our destination.

Better roads benefit all of us. This is an exciting time to be in the construction industry." ■



A barge travels down the Arkansas River – Marine Highway M40.

NEW ROAD SIGNS RECOGNIZE ROLE OF THE ARKANSAS RIVER

IF YOU'RE TRAVELING ON ARKANSAS' HIGHWAYS and you

see a sign recognizing the river below as a Marine Highway, you're about to cross over the Arkansas River or Mississippi River.

The Arkansas River, as it flows through Arkansas and Oklahoma, is known as the McClellan-Kerr Arkansas River Navigation System (MKARNS). The 445-mile system includes 17 locks and dams between Montgomery Point in southeast Arkansas and the Tulsa Port of Catoosa in east Oklahoma. It has five public ports including Tulsa, Muskogee, Fort Smith, Little Rock and Pine Bluff.

In May of 2015, the United States Department of Transportation officially upgraded the McClellan-Kerr Arkansas River Navigation System from a Marine Highway Connector to the prestigious rank of Marine Highway Corridor. As a result, the AHTD has recently been installing new signs on State highways to highlight the waterway's new status.

"The signs will be located at every bridge crossing of the Arkansas River and the Mississippi River in Arkansas," stated Tony Sullivan, Assistant Chief Engineer for Operations. "The ones crossing the Arkansas River will refer to

Marine Highway M40, and the ones at the Mississippi River crossings will refer to Marine Highway M55."

The McClellan-Kerr Arkansas River Navigation System's new designation places it in the same category as the Mississippi and Ohio Rivers as a "major shipping route." The upgraded status was granted in recognition of the navigation system's continued growth as a shipping route, its use as a flood-control management tool and as a regional attraction for recreational opportunities.

An easy way to understand the significance of an upgrade from Marine Highway Connector to Marine Highway Corridor is to think of the marine highway system in terms of its landside counterpart. Thinking about it like this, a connector would be comparable to a State highway while a corridor would be like an Interstate highway. Both are important for moving people and goods, but an Interstate highway is designed to move those people and goods at larger volumes, and faster. In addition to making it more attractive to shippers, the M40's new status will give it higher priority in receiving possible future funding for programs to improve its ports.

The upgrade reflects the continued



growth of the system. The MKARNS had a nearly eight percent increase in freight shipments in the past two years, and the 2015 tonnage in both Arkansas and Oklahoma totaled nearly 10 million tons with a value of nearly \$4 billion.

Not only is the MKARNS an economic force in Arkansas but it also relieves the roadway of a significant amount of traffic. A single barge can transport the equivalent of 60 large commercial vehicles and that significantly reduces the amount of wear and tear done to Arkansas' highways.

At 1,460 miles long, the Arkansas River is the longest tributary in the Mississippi-Missouri River system. From its source near Leadville, Colorado, the river drops 10,000 feet in 125 miles, travels through Kansas, then through northeastern Oklahoma. There, it is joined by the Canadian, Cimarron, Neosho-Grand and Verdigris rivers. It then crosses Arkansas, emptying into the Mississippi River 600 miles north of New Orleans, Louisiana. ■



Krissy Wardlaw, a greeter at the Arkansas Welcome Center at Helena-West Helena, looks at the new 2016-17 Arkansas Highway Map.

ARKANSAS STATE HIGHWAY MAP: MATCHING SUPPLY WITH DEMAND

BY DAVID NILLES

WHEN THE NEED ARISES TO HIT THE OPEN ROAD INTO UNKNOWN TERRITORY, THERE'S NOTHING MORE HELPFUL THAN A GOOD, RELIABLE MAP. Who hasn't pulled that tattered map out of the glove compartment of their car and unfolded it or pulled the atlas off the shelf to chart a course?

Travelers are all about using maps. Rand McNally started making their popular atlases back in 1924. The Library of Congress in Washington, D.C. houses over 5.5 million maps, the largest collection in the world.

Today, advances in technology are changing the way many of us read a map. With map applications on our smart phones and Garmins on the dashboard of our cars, many of us are moving away from using a paper map and are relying more and more on GPS to get us where we want to go.

Nowhere is that fact more obviously reflected than at the Arkansas State Highway and Transportation Department where each year the Department prints one million Arkansas State Highway Maps. The maps are updated every year by the AHTD's GIS & Mapping Section and given away at no charge to any and every one that wants a map of Arkansas. They are also available in Arkansas Welcome Centers across the State.

In 2008, the Department ran out of maps because demand was so high. But, in recent years, the Department has seen a slow but steady decline in the requests for those paper maps. Of the one million maps printed in 2014, there were 300,000 left over at the end of the year. That is the highest number of leftover maps the Department has ever experienced. Fortunately, those maps aren't wasted. They are given away to schools across Arkansas who in turn use them to teach young people map reading skills.

As a result of the decline in demand, beginning this year, rather than printing one million maps, the AHTD will cut that number in half, only printing 500,000. In addition, the maps will now be updated every other year rather than annually.



THE 2016-17 STATE HIGHWAY MAP IS AVAILABLE IN ARKANSAS WELCOME CENTERS ACROSS THE STATE. THE AHTD ALSO OFFERS THE MAP ON ITS WEBSITE AT ARKANSASHIGHWAYS.COM.



The Department produces 500 different maps every year including city maps, county maps, traffic volume maps and many more. Still, the Arkansas Highway Map is the most popular and well-known.

Sharon Hawkins heads up the AHTD's GIS and Mapping Section and reflected recently on the change in demand for paper maps.

"Even though the demand for paper maps has decreased, the State Highway Map still has its place," Hawkins explains. "We encourage residents and travelers alike to get a State Highway Map in order to see the big picture and become familiar with what's around, behind or in front of them as they travel Arkansas. You can use the map to learn a little geography about the Natural State or remind you of trips

gone by. People always enjoy receiving a map in order to help navigate their travels."

There is some room for adjustment should this year's new map experience a higher than expected demand. The printing contract will have a provision to enable printing additional maps in increments of 100,000 if necessary.

Some feel that paper maps will always be a go-to source for directions. After all, there is much more information on a paper map than there is on a typical map on a video screen. Flip that paper map of Arkansas over and you'll find maps of 23 individual cities in the State as well as information on public recreation areas, State Parks and programs like Keep Arkansas Beautiful and the scenic trails of Arkansas. A paper map isn't going to

suffer from a dead battery or a weak cellphone connection either, and they tend to give users a much wider view of any particular area. So it's nice to know the printed version of the Arkansas State Highway map will still be with us. Somehow, it's a secure feeling having that printed map in the car standing by to provide an abundance of information.

For a copy of the 2016-2017 Arkansas State Highway map, call the AHTD at 501-569-2444. In addition to providing printed maps, the AHTD offers the digital version of the State Highway Map on its website at www.arkansashighways.com

You can also request a map on the Department's IDriveArkansas.com website. Look for "Request A Map" under the "Contact" icon. ■

AN EYE TOWARDS THE FUTURE

BY DAVID NILLES



Artist rendering of the Great River Bridge



The Interstate 69 Coalition recently met in McGehee, Arkansas.



“WE CAN’T ENJOY STRONG ECONOMIC DEVELOPMENT IN THIS AREA WITHOUT PROPER INFRASTRUCTURE. IT’S TIME TO ENCOURAGE WASHINGTON, D.C. TO BEGIN TO PUT FUNDS INTO PLACE.”

Mike Preston
Executive Director, Arkansas
Economic Development Commission



Mike Preston,
AEDC
Executive
Director

THE INTERSTATE 69 COALITION GATHERED IN ARKANSAS IN JUNE AT THE DELTA RESORT AND SPA CONFERENCE CENTER NEAR MCGEHEE. The Coalition is made up of representatives from the eight states along the existing and proposed Interstate 69 Corridor extending from Michigan to Texas. A section of the future Interstate will cross southern Arkansas. Its 184-mile path will extend from the proposed Great River Bridge over the Mississippi River near McGehee and continue westward, crossing into Louisiana west of El Dorado.

Former AHTD Director Dan Flowers, who serves as Arkansas’ vice president for the Coalition, moderated the meeting which was called in order to share ideas on supporting the proposed project through Arkansas.

“In 2007, Interstate 69 was designated as a corridor of the future,” Flowers told the crowd of supporters. “It’s destined to become an international freight corridor

and it will have tremendous benefits for southern Arkansas.”

Jeff Lindley, Associate Administrator for Operations at the Federal Highway Administration in Washington, D. C. was the day’s guest speaker. He discussed the new Federal-aid Fixing America’s Surface Transportation Act (FAST Act) and the opportunities available for the Interstate 69 effort under provisions of the Act.

“It’s a new day for Interstate 69 in Arkansas,” said Arkansas State Highway Commissioner Robert Moore. “Thanks to the 2015 FAST Act, now is the best opportunity we’ve had in a while to further construction on Interstate 69 through Southeast Arkansas.

Earlier this year, the AHTD submitted a FASTLANE grant application for \$12 million for project development activities between the Monticello Bypass and the proposed Great River Bridge. Total project cost estimates for that stretch are \$25 million. Though not successful, the Department will likely submit another application in the future.

The cost for Interstate 69’s route

through Arkansas is estimated to be approximately \$3 billion.

“The work of this coalition is so important,” Mike Preston, Executive Director of the Arkansas Economic Development Commission, told the crowd. “We can’t enjoy strong economic development in this area without proper infrastructure. It’s time to encourage Washington, D.C. to begin to put funds into place.”

Others on the program included State Representative Lane Jean – Chair of the Arkansas I-69 Legislative Caucus; Chris Masingill – Federal Co-Chair of the Delta Regional Authority; Gene Higginbotham – Executive Director of the Arkansas

Waterways Commission; and Scott Bennett – AHTD Director and Chairman of the eight-state I-69 Steering Committee.

“There’s a great deal of work to be done between Memphis and Shreveport,” Bennett told the crowd. “In Arkansas, we know what the alignment is and the environmental studies are complete. What lies ahead will bring tremendous economic development, improved travel times for motorists and the freight industry, and improvements in safety.”

Current work on the route in Arkansas has included an Interstate 69 Connector extending south from Pine Bluff (future I-530) and a bypass around the city of Monticello.

Also, the Department has acquired the right-of-way between Highway 65 and the Mississippi River in order to preserve the corridor.

Through the Intermodal Surface Transportation Efficiency Act of 1991, Congress designated Corridor 18 (Indianapolis to Memphis) as a High Priority Corridor. In 1993, Corridor 18 was extended from Memphis to Houston. The Interstate 69 Steering Committee was established at that time with Arkansas being named the lead state. Congress further expanded Corridor 18 in 1998, officially designating the route as Interstate 69. In 2007, the USDOT selected it as one of six “Corridors of the Future.”

Former Arkansas Highway Commissioner and House of Representatives member Jonathan Barnett put the need for an Interstate in southern Arkansas into perspective.

“Interstate 30 and Interstate 40 in Arkansas are both great highways,” he stated. “But have you traveled on them lately? They’re crowded. We need to have additional infrastructure. Let’s continue to work together on Interstate 69. This is an investment not just in Arkansas’ infrastructure, but the nation’s.”

Dick Trammel, chairman of the Arkansas Highway Commission closed the meeting.

“It’s great to see people coming together for such a good cause,” Trammel concluded. “For Arkansas, Interstate 69 has been a dream for the future. Now let’s make it a reality.” ■



AHTD Director Scott Bennett speaks with meeting attendees about the plans for future Interstate 69.

MAKING WAY FOR HIGHWAY IMPROVEMENTS



Kayti Ewing, AHTD
Environmental Analyst III

PROTECTING ARKANSAS' PLANT SPECIES PRECEDES CONSTRUCTION

BY DAVID NILLES

states Kayti Ewing, Environmental Analyst III, in the Environmental Division. "That database lets us know where rare plants are located. If a plant could be threatened by construction, we make something happen to save it."

Two recent job sites have contained plant species that have sprung Ewing into action.

ARKANSAS MEADOW RUE

Crooked Creek flows just below Interstate 30 in southwest Little Rock. The need has arisen for drainage improvements to be done in the area.

"We initially were going to channelize the creek, but we've purchased land from five businesses and are going to dig out the floodplain so the creek has more flood storage," Ewing comments. "The Arkansas Natural Heritage Commission's botanist informed us there was a potential for Arkansas Meadow Rue to be growing there."



Arkansas Meadow Rue

The plant is only found in Arkansas, Oklahoma and Texas. It is somewhat rare and is only found in isolated populations. In Arkansas, it is only found in six counties. It's a perennial with small flowers that is found in low, rich woods, edges of swamps and along stream banks. It is in decline because of clear cutting and impoundment of streams.

"We didn't know it was there until we looked, but it was thought to be there," Ewing adds. "We found several hundred



Arkansas Meadow Rue is somewhat rare and is only found in isolated populations.

plants on the side of the creek where crews were going to dig out."

Ewing developed a plan to move the plants from the north side of the stream to the south side outside of the construction limits. (Meadow Rue grows on flat areas just above stream banks).

"It took a good half day and I had five people helping me," Ewing recalls. "There was one area where there were from 200 to 300 plants. We just dug them all up and put them in two plastic tubs. We

replanted them in between areas of Rue on the south side of the creek."

The plants were moved in the spring of 2015. In May of this year, Ewing and Susan Staffeld, Environmental Scientist II, revisited the site and found the plants to be flourishing.

"They were all up and doing well," Ewing adds. "It was a good location for them and it was great news to see them flourishing. We'll go back to see how it continues to do."

This marked the first time Arkansas Meadow Rue was found along Crooked Creek.

Not far from that location in Pulaski County is the largest known population of Arkansas Meadow Rue in Arkansas with over 1,000 plants. Ironically, it is growing near the AHTD Central Office.

"It is located behind the Department's greenhouse on Fourche Creek, downstream from Interstate 430,"

Ewing adds. *(continued on page 16)*

BEFORE A HIGHWAY IMPROVEMENT PROJECT TRANSITIONS FROM THE DESIGN STAGE TO THE CONSTRUCTION SITE, chances are the AHTD's Environmental Division has been on location and is well acquainted with the plants and trees in the path of construction.

If that job site contains a rare, threatened or endangered plant species, the need may arise to move that species to a new location out of harm's way.

The Environmental Division keeps an eye on the Arkansas Natural Heritage Commission's biodiversity database for information on plant species.

"We have an "upcoming construction" job list and staff will let me know if a particular plant pops up that appears on the Arkansas Natural Heritage database,"



Ewing collects seeds from a mitigation tract in Izard County.



Swamp Milkweed

SWAMP MILKWEED

In northwest Arkansas, the AHTD is widening Interstate 49 to six lanes and is making interchange improvements at State Highway 112/U.S. Highway 71B in Fayetteville.

“The Natural Heritage Commission mentioned that they had seen some Swamp Milkweed in one of the pastures in the construction area,” Ewing shared. “They asked if the AHTD could relocate it.”

Swamp Milkweed is only found in four counties in Arkansas: Benton, Fulton, Marion and Washington. It typically is found growing wild near the edges of ponds, lakes, streams and low areas — or along ditches. The milkweed is one of the best attractors of the Monarch Butterfly, which will only feed and lay eggs on milkweed plants. The emerging caterpillars feed on the plant’s leaves.

“I went out there in 2015 and sure enough, there was Swamp Milkweed in our right of way in a wet ditch and on a wet prairie.” Ewing recalls. “I had one of our archeologists, Kristina Boykin,

come out and help me relocate the plants. We collected 150 of them.”

The milkweed was relocated to the Woolsey Wet Prairie Wildlife Sanctuary in nearby Farmington.

“The land manager, Bruce Shackelford, said he would love to have Swamp Milkweed at the Sanctuary,” Ewing adds. “Today, it is doing well. Sanctuary staff checked on it this spring and reported that they are coming up. Most milkweeds do not transplant well because they have such a large tap root. But this did wonderfully.”



Monarch Butterflies will only feed and lay eggs on milkweed plants.

MILKWEED MANAGEMENT PLAN

Ewing has been active in the AHTD’s statewide Milkweed Management Plan over the past several years. The goal of the program is to plant a variety of milkweeds across Arkansas due to the growing concerns over the decline of Monarch Butterflies and milkweed populations.

“The Little Rock Garden Club donated three pounds of butterfly milkweed seeds to the Department,” Ewing comments. “I have 1,000 plants started in the Department’s greenhouse from seed.”

Ewing is collecting other milkweed seeds from a mitigation tract in Izard County that featured an entire pasture of the plant. She has envelopes on a bookshelf in her office that contain Variegated, Viridis and Viridiflora seeds. Some have also been collected by AHTD Environmental scientist John Baber that he found on his property.

“We had a meeting recently with numerous other State agencies and we are trying to put together an Arkansas Native Seed Program,” Ewing adds. “It will focus on a large number of plants but milkweed is included. The Department’s right of ways and our mitigation areas have potential for being good seed collecting sources. I hope to be a part of that. It’s a really interesting project.”

No matter what Ewing finds herself involved in, it’s all part of protecting and nurturing Arkansas’ plant species. ■

EDITOR’S NOTE: For more information on the Arkansas State Highway & Transportation Department’s Milkweed Management Program see the July 2015 issue of Arkansas Highways magazine.

Wattway solar panels by the Colas Group are the world’s first photovoltaic road surface.

Photo Courtesy Colas Group



Could SOLAR HIGHWAYS? Be In Our Future

TRAVELING DOWN A HIGHWAY TODAY, there are certain things we all take for granted. There are bound to be speed limit signs, the roadway’s lanes will be well striped and the driving surface of the road we are traveling is either made of concrete or asphalt.

But could the day be coming when we are driving on road surfaces that are made of solar panels rather than concrete or asphalt? A company in the United States called Solar Roadways and other organizations found in other countries are working hard to answer that question with a “yes,” in hopes of making solar roadways a reality for motorists one day.

WHY SOLAR PANELS?

The advantages of solar power are well known, but how would that technology apply to our highways? Solar Roadways, a company in Sandpoint, Idaho, feels that the potential advantages are many.

First and foremost, a roadway made up of solar panels would create usable energy. They would do the work of solar panels like we see on rooftops but these would be embedded into our roadways. But usable energy is just the first benefit. Made of tempered glass, the roadway

panels would contain LED lighting that could be used to create lane striping or message signs, all without using paint. A third benefit would be realized during winter months. Heating elements in the panels, powered by the solar panels themselves, could prevent snow and ice accumulation thus reducing the need for snowplows and anti-icing chemicals. Additionally, included in the panels are microprocessors that would allow the panels to communicate with each other, with a central control station and with vehicles.

Designers claim there are advantages when it comes to road maintenance as well. Because the highways would be made of modular glass tiles, they would be impervious to potholes. In addition, if an individual panel were to malfunction, the modular design would allow for easy replacement. The panels being built now are being designed to last a minimum of 20 years.

But what about traction when driving on the panels’ glass surface? Developers are looking at two tractioned surfaces: a semi-smooth surface designed for light traffic, and a rougher surface for highways. Targeted load capacity for such surfaces is 250,000 pounds.

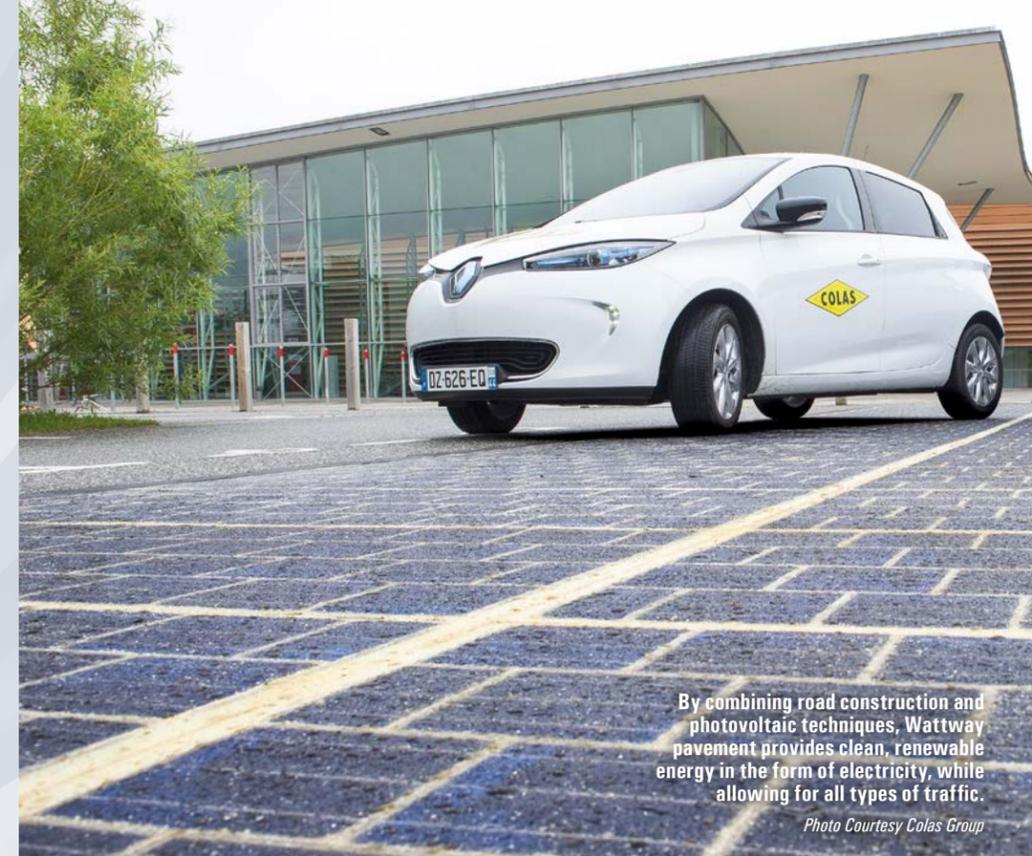
(continued on page 18)



A hexagon solar panel created by Solar Roadways Incorporated of Idaho.
Photo Courtesy Solar Roadways



Panels made by Solar Roadways combine a transparent driving surface with underlying solar cells, electronics and sensors to act as a solar array with programmable capability.
Photo Courtesy Solar Roadways



By combining road construction and photovoltaic techniques, Wattway pavement provides clean, renewable energy in the form of electricity, while allowing for all types of traffic.
Photo Courtesy Colas Group

GAINING THE ATTENTION OF THE U.S. DEPARTMENT OF TRANSPORTATION

The potential advantages of solar highways validate the research being done on the subject. Solar Roadways and other companies around the globe are currently in the early phases of solar highway development, but they have already gained the attention of the U.S. Department of Transportation (USDOT). Solar Roadways has completed two funding contracts with the USDOT, and was awarded a third contract in late 2015. Phase One funding allowed for initial research and construction of a prototype. Phase Two enabled the construction of the world's first solar parking lot. Phase Three is studying freeze-thaw cycling, moisture conditioning, shear testing and advanced loading to simulate heavy truck usage. The USDOT's involvement was also aimed at determining if such roadways would be safe, functional and able to withstand punishing road conditions.

"With the increasingly important worldwide goal for sustainable pavement solutions, the USDOT has received a lot of positive feedback about this project, and enthusiasm for Solar Roadways' work is pretty high," stated both Michael Trentacoste, FHWA Associate Administrator, with the Office of

Research, Development, and Technology and Robert C. Johns, Director of Volpe, the National Transportation Systems Center on 'Fast Lane,' the official blog of the USDOT. "Even if the cost for comprehensive highway implementations is too high, this innovation could still be useful in smaller areas such as parking lots, sidewalks, driveways and bike lanes."

In addition to its work with the USDOT, Solar Roadways took the initiative to start a crowdfunding drive at Indiegogo in 2014 to raise money to get their product into production. The campaign raised \$2.2 million, exceeding its target of \$1 million. The drive became Indiegogo's most popular campaign to this date in terms of the number of backers it has attracted.

MISSOURI TAKES THE FIRST STEP

The first application of the potential for solar highways will be on sidewalks or crosswalks. It's coming soon to Arkansas' neighbors to the north. The Historic Route 66 Welcome Center at Conway, Missouri, will be the home of Solar Roadway panels by the end of this year.

The Missouri Department of Transportation (MoDOT) will test out a 12-by-20 foot area of panels on a sidewalk leading to the rest stop's main entrance. Not only will the panels help generate

power for the rest stop, the panels' heating elements will prevent snow and ice accumulation. The goal is to have the first solar panels in place by the end of 2016.

"Part of why we picked this location is because of the historic Route 66 concept," Laurel McKean, MoDOT Assistant District Engineer, stated. "Here's a roadway that's iconic for the United States, and being able to use the history of Route 66 to create potentially the future is exciting."

"This is kind of the first phase, and we hope in the future that we then can move it out into maybe the parking lot, and then maybe into a travel area," McKean added.

"This gets Missouri and MoDOT prepared for 21st century innovations," said Tom Blair, leader of the Department's "Road to Tomorrow Initiative."

Farther to the west, in April of this year, the City of Sandpoint, Idaho, announced that it was installing a solar surface demonstration project in a high pedestrian area near its town square.

AN IDEA THAT HAS GONE GLOBAL

Missouri and Idaho aren't the first places to consider lining their roads with solar panels. Earlier this year, the French government announced plans to cover 621 miles of roads with solar panels

over the next five years. The "Wattway Project" is scheduled to take about five years to construct. France seeks to power five million residences with the solar panels. Their plans call for installing durable solar strips on top of existing road surfaces.

In Holland, solar-paneled highway barriers are in place on the A2 motorway near Den Bosch. A team of professors at the Eindhoven University of Technology in Holland have created a colorful wall along the Dutch highway using luminescent solar concentrators that serve both as a visually appealing sound barrier and as a source of renewable energy.

In Amsterdam, the world's first solar road is producing more energy than originally expected. Opened in 2014, the road has produced more than 3,000 kilowatt hours of energy. That's enough to power a single small household for a year. The 230-foot stretch of road, which is embedded with solar cells that are protected by two layers of safety glass, is built for bike traffic, a use that reflects the cycling-heavy culture of the Netherlands. However, the road could withstand heavier traffic if needed, according to one of the project's developers who says they are now working on developing solar panels that could withstand large buses and vehicles.

FEASIBILITY FOR THE FUTURE?

Is the thought of a transportation system made up of solar panels stretching across our country feasible? There are skeptics out there with many questions. Is it safe for vehicular traffic to travel on these surfaces? There are also questions about cost and maintenance.

Today, there are more questions than answers but it's an idea worthy of exploration. However, sidewalks and bike paths are a sensible place to

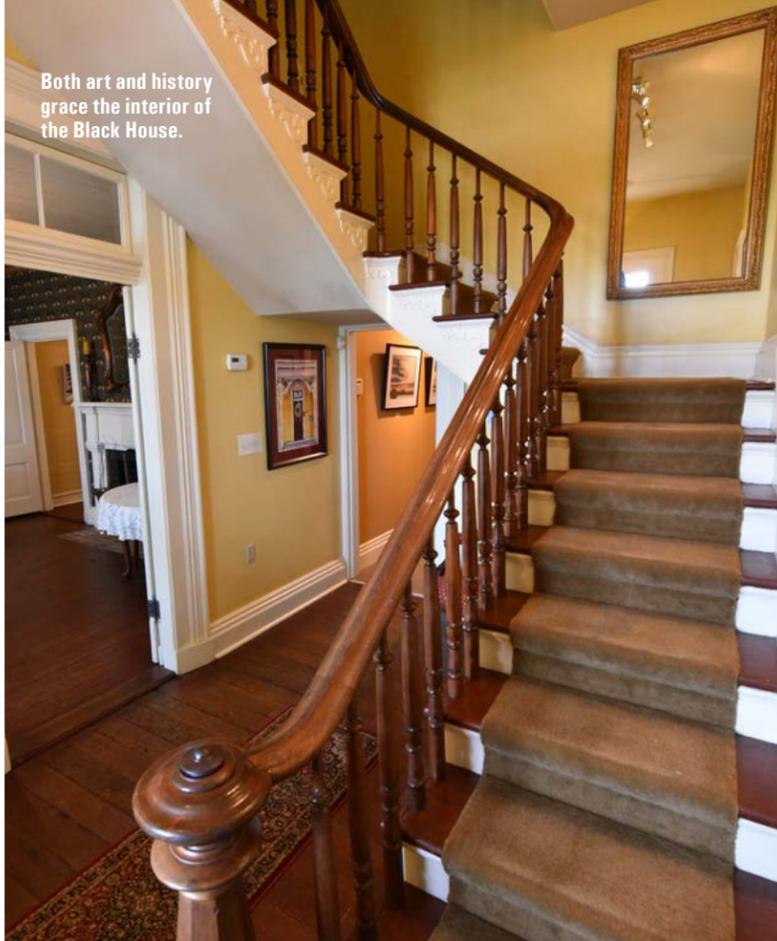
start. Considering what could be, the installation of solar highways is a concept that cannot be dismissed. Only time and more research will answer the many questions that exist, but that research is well underway today to determine if this is the path to the future. ■

EDITOR'S NOTE: Additional information for this article came from ArchitecturalDigest.com, CleanTechnica.com, Ecowatch.com and Fast Lane, the official blog of the U.S. Department of Transportation.

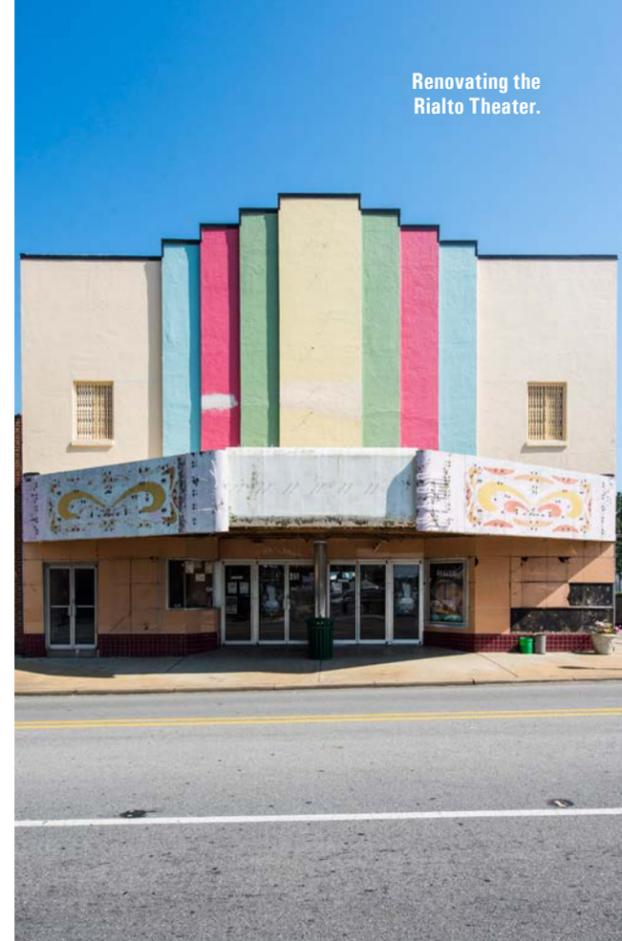


This 230-foot-long solar bike path opened in November 2014 in the Netherlands.

The historic Black House is also home to the Searcy Art Gallery.



Both art and history grace the interior of the Black House.



Renovating the Rialto Theater.

WEEKEND

ROAD TRIP:

SEARCY

BY DAVID NILLES

THOUSANDS OF MOTORISTS DRIVE PAST THE TOWN OF SEARCY ON U.S. HIGHWAY 67 EVERY DAY. THE ARKANSAS HIGHWAYS MAGAZINE TEAM DECIDED TO MAKE SEARCY THE WEEKEND ROAD TRIP DESTINATION THIS MONTH TO TAKE A CLOSER LOOK AT WHAT THE TOWN HAS TO OFFER.

The town of Searcy is named after Richard Searcy, an early settler of the Arkansas territory and a prominent member of the Arkansas legislature in the early 1800s. He died in 1832 and several years later, the town formerly known as White Sulphur Springs became known as Searcy. The town developed around the White Sulphur Springs and was known as a health resort from the 1830s to 1900.

There is a great deal of history to be found in Searcy, beginning at the **White County Courthouse**.

Construction on the Georgian-style courthouse began in 1850 and was completed in 1871. The large clock tower outside includes a bell which resembles the Liberty Bell and dates back to 1855. Inside, the circuit/chancery courtroom has been restored to its original condition. The courthouse still stands gracefully today in the town square bordered by Race, Arch, Spring and Spruce Streets. It is the oldest courthouse in Arkansas that is still used for its original purpose.

Another prominent feature of Searcy's downtown square is the **Rialto Theater**, and it's a worthy stop for all architecture buffs and moviegoers. The Rialto was constructed in 1923 and is the only building in White County built in the Art Deco Style. The theater with its splashy neon lighting was remodeled in 1940 and today is getting a total restoration as the city progresses with "Revive the Rialto." The theater saw its share of silent films, but in 1929, it showed its first talking picture when "The Prisoners" starring Corinne Griffith came to town. The venue was also the site of a visit by Tex Ritter and his Musical Tornados in 1939. Today, the theater is owned by the City of Searcy and is listed on the National Register of Historic Places. The Rialto is located at 100 W. Race Avenue.

Not far from the Courthouse and the Rialto Theater is **Center on the Square Community Theatre**. This non-profit theater provides adults and children in Searcy and surrounding communities with an opportunity to study and enjoy the art of theater. Center on the Square offers dinner theater shows, musicals and dessert theater utilizing local talent, directors and volunteers. The organization also presents Kidstage, a year-round program for kids ages 7 through 17. Upcoming productions include "Twelve Angry Women" in October and "A Charlie Brown Christmas" in December. The theater is located at 219 W. Arch. Tickets can be purchased at www.centeronthesquare.org.

Just two blocks from the downtown square stands a building from Searcy's past in **The Black House**. The impressive home began as a two room log cabin in 1866 that was owned



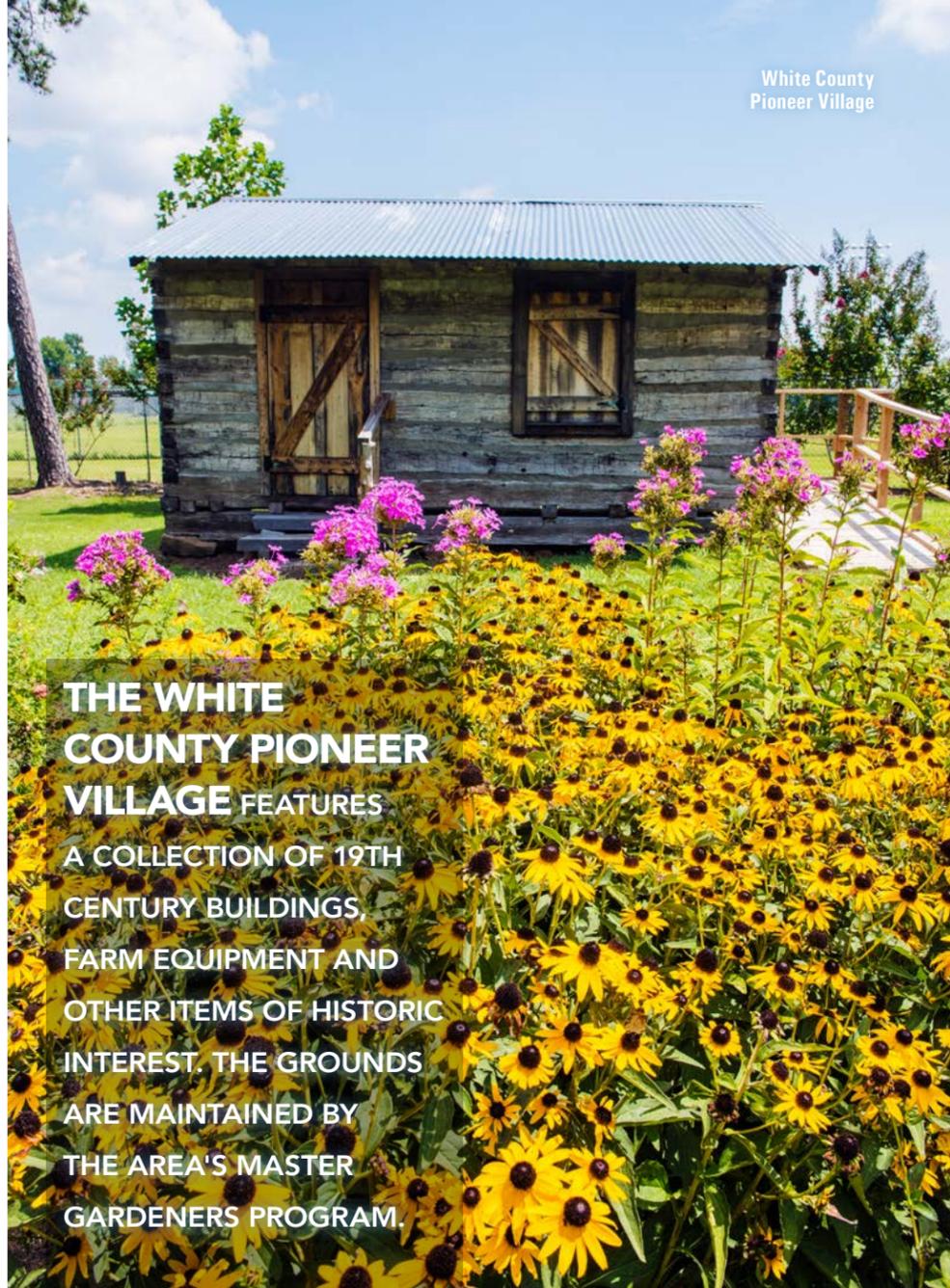
White County Courthouse

by Benjamin Clayton Black, a Civil War captain. After a trip to New Orleans in 1872, Black and his wife Molly fell in love with the architectural style found in the gulf area and began renovation on their home. When remodeling was complete in 1874, the result was a Victorian-style manor that still features intricate woodwork, a large front porch and a second-story veranda. The captain, his wife and eleven children are the only ones to have ever occupied the house. It is said that during the Civil War, in the spring of 1865, Captain Black surrendered on the block where his home stands. Later in life, Black served as postmaster and White County Sheriff, and also served as mayor of Searcy from 1886 to 1894. Black's youngest daughter, Lorena, returned to the home as an adult and lived there until she died at the age of 101 in 1979.

In addition to the home's history, it also houses the **Searcy Art Gallery**. The gallery showcases many award-winning state and local artists and presents six exhibitions throughout the year. Be sure to see the portrait drawings by Augusta Lands Bruffey in the front parlor. An exhibition of work by Morgan Coven Herndon began in October.

The home and its gallery are owned by the City of Searcy and are maintained by Searcy Parks & Recreation. It is open Tuesday through Saturday from noon to 4:00 p.m. The Black House is located at 300 E. Race Avenue.

Mention ice cream to dessert lovers and many will tell you their favorite is made here in Arkansas, at **Yarnell's**. Yarnell Ice Cream Company began in Searcy in 1932 when Ray Yarnell purchased the assets of Southwest Dairy Products. Mr. Yarnell grew the business by selling five gallon metal cans of ice cream to local drug stores and ice cream parlors. The family bought their first refrigerated truck in the late



White County Pioneer Village

THE WHITE COUNTY PIONEER VILLAGE FEATURES A COLLECTION OF 19TH CENTURY BUILDINGS, FARM EQUIPMENT AND OTHER ITEMS OF HISTORIC INTEREST. THE GROUNDS ARE MAINTAINED BY THE AREA'S MASTER GARDENERS PROGRAM.



Downtown Searcy



Harding University Campus

1930s and the rest is history. Today, the company is owned by Schulze & Burch Biscuit Company. They use the same tasty formulas today that made Yarnell's a hit so many years ago. Though not open for tours, the plant is worth a drive by. It's located just four blocks south of the Black House at 205 S. Spring Street.

More historic structures from the White County vicinity wait at the **White County Pioneer Village**. Pioneer Village features a collection of 19th century buildings, farm equipment and other items of historic interest. The village began with the donation of the 1870s Gordon log house, and now houses a jail, the Little Red School, an old post office, a smokehouse, a barn, a blacksmith shop and more. The grounds are maintained by the Master Gardeners program in the area. The buildings are open on Saturdays from 10:00 a.m. to 4:00 p.m. and Sundays from 1:00 p.m. to 4:00 p.m. The Pioneer Village can be found at 1200 Higginson Street.

Moving to the present day, the next stop in Searcy is **Harding University**, which opened its doors to students in 1924. Harding is a private, Christian liberal arts school with nine separate colleges. Harding offers a wide range of degrees in both liberal arts and professional studies. The university presents 10 undergraduate degrees in over 100 academic majors. The campus is home to just over 6,000 students. The Princeton Review rates Harding among the best southeastern colleges. The campus is located near Pioneer Village at 915 E. Market Avenue.

Looking for lunch or dinner in town? Look no further than **Burrito Day**. It is a local hangout that features tacos, burritos and quesadillas. They also offer house-made pastries by Lisa Ford including scones, cookies and cinnamon rolls. Or, you can beat the heat with a frozen treat. Burrito Day is located at 108 E. Center Street. *(continued on page 24)*



Yarnell's Ice Cream Company

YARNELL ICE CREAM CO.



The last stop on a tour of Searcy stands just west of town. It's the oldest documented church in Arkansas, the **Smyrna Methodist Church**. The church is among five known antebellum churches still standing in Arkansas. Based on the fact that a White Oak tree stump under the church's foundation was determined to have been cut in 1856, and core samples from the lumber for the building also dated to that year, historians were able to determine that 1856 was the date construction began on the church and lumber from the tree was used to build the church. Outside restoration of the church was recently completed and work continues on the interior. The church is listed on the National Register of Historic Places and is

located on Highway 36, just west of town at Jaybird Lane.

Fans of old historic bridges may want to take time to travel over to Judsonia as they leave Searcy to see the **Judsonia Bridge** on Van Buren Avenue. The one-lane bridge crosses over the Little Red River near downtown and features a wooden deck. It opened in 1924 and is Arkansas' only known through truss swing bridge designed as a cantilever. In need of repairs, the bridge closed to traffic in 2007. In the years that followed, the AHTD worked with Garver, LLC and the Arkansas State Historical Preservation Office to make needed improvements and, in 2013, the bridge was reopened. The bridge is listed on the National Register of Historic Places. ■

White County Pioneer Village Windmill



The Hillberry Harvest Moon Festival will be held at "The Farm" in Eureka Springs.

Photo Courtesy Jamie Seed Photography



OUT & ABOUT

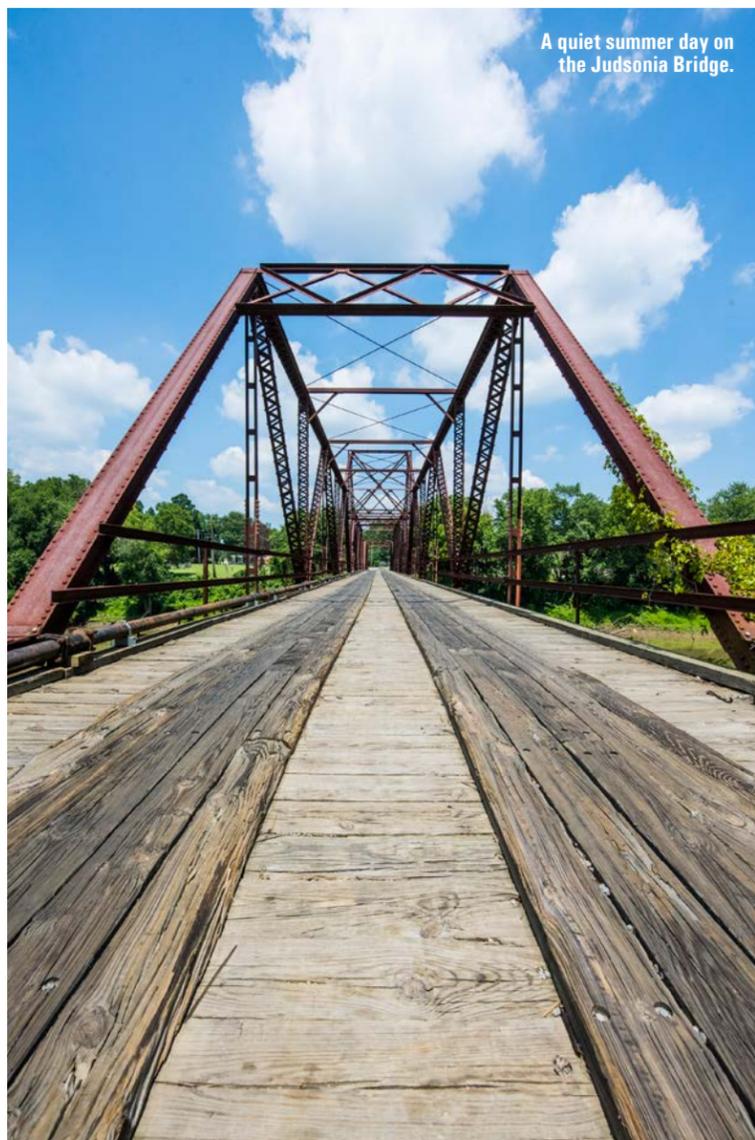
CALENDAR OF EVENTS AROUND THE STATE

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.

Smyrna Methodist Church



A quiet summer day on the Judsonia Bridge.



* **HILLBERRY HARVEST MOON FESTIVAL:** A three-day music, arts and camping festival. The artist lineup includes Greensky Bluegrass, The Infamous Stringdusters, Elephant Revival, The Squarshers and many more. Camping is available on site. • OCTOBER 13 – 16

* **HOT LATIN NIGHTS WITH THE MAMBO KINGS:** Latin Jazz and orchestral showpieces from Spain and Mexico are featured in full symphony splendor. The Mambo Kings are one of the premier Latin Jazz ensembles in the world today. • OCTOBER 22

* **WASHINGTON AFTER DARK:** After enjoying an evening meal at Williams Tavern, light your candle lanterns and accompany an interpretive guide through selected sites in Washington that have some "unexplained" happenings in their history. Reservations are required. • OCTOBER 22 & 29

* **BEAN FEST & GREAT ARKANSAS CHAMPIONSHIP OUTHOUSE RACES:** Beans and cornbread, music, dancing on the courthouse stage, handmade crafts and outrageous outhouse races make for a great weekend in the hills. • OCTOBER 28 – 29

OCTOBER 13 – 16 *

HILLBERRY HARVEST MOON FESTIVAL
The Farm – 1 Blue Heron Lane
Eureka Springs, AR

OCTOBER 13 – 16

WAR EAGLE MILL CRAFT FAIR
11045 War Eagle Road
Rogers, AR

OCTOBER 14 – 23

ARKANSAS STATE FAIR
Arkansas State Fairgrounds
Little Rock, AR

OCTOBER 22 *

HOT LATIN NIGHTS WITH THE MAMBO KINGS
Arc Best Corporation Performing Arts Center
Fort Smith, AR

OCTOBER 22 & 29 *

WASHINGTON AFTER DARK
Historic Washington State Park
Washington, AR

OCTOBER 27 – 31

FRANKENSTEIN
South Arkansas Arts Center
El Dorado, AR

OCTOBER 28 – 29 *

BEAN FEST & GREAT ARKANSAS CHAMPIONSHIP OUTHOUSE RACES
Courthouse Square
Mountain View, AR

OCTOBER 30

BALLET ARKANSAS ENCORE!
Garvan Gardens
Hot Springs, AR

Mambo Kings

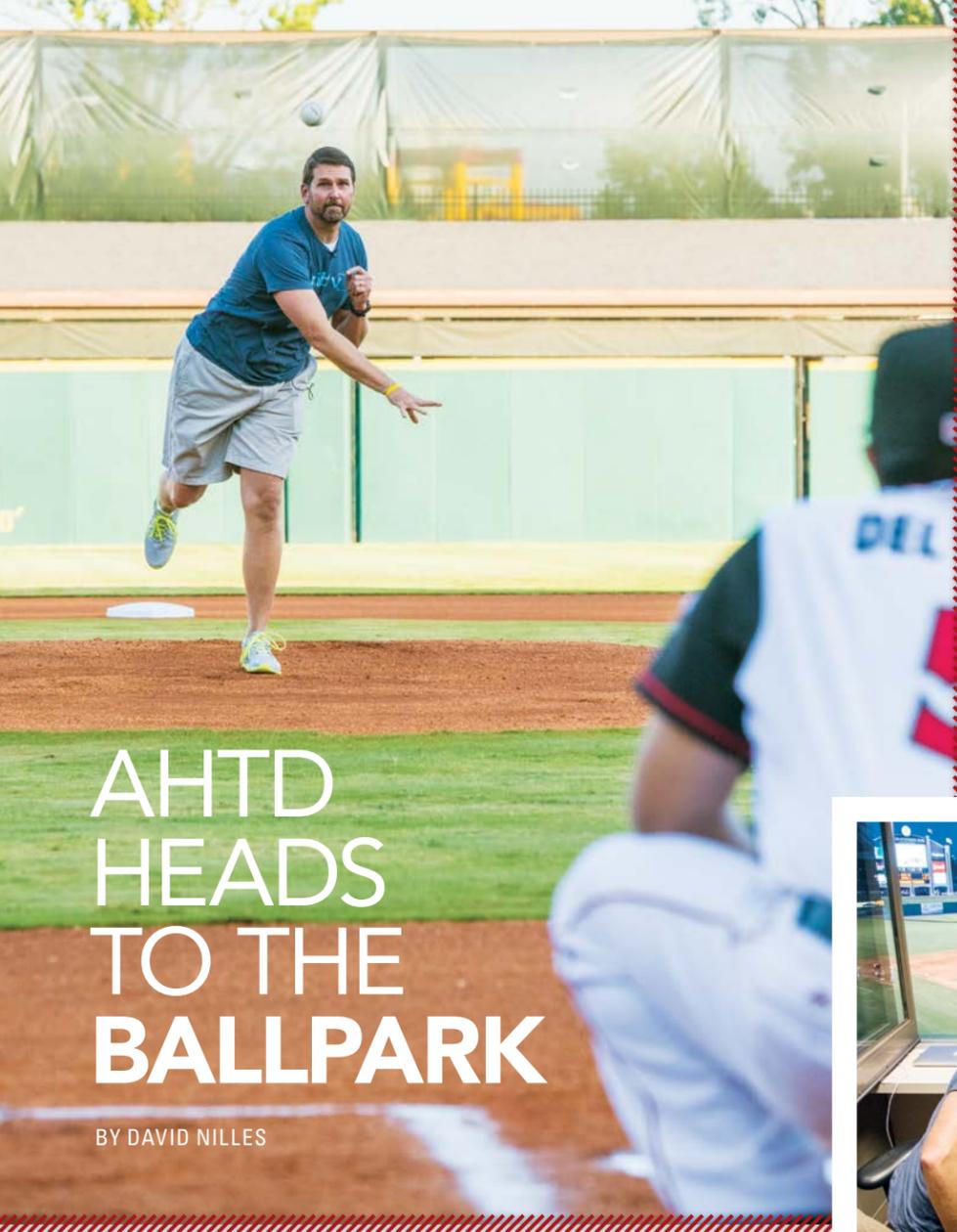


Washington



Bean Fest





AHTD Director Scott Bennett throws out the first pitch at a recent Arkansas Travelers ballgame.



AHTD HEADS TO THE BALLPARK

BY DAVID NILLES

BASEBALL FANS IN THE LITTLE ROCK-NORTH LITTLE ROCK AREA know that the Broadway Bridge over the Arkansas River serves as a direct route to Dickey-Stephens Park, home of the Arkansas Travelers. And, as is evident from the construction in the area, replacement of that bridge is well underway.

So there was no better time for the AHTD to make its presence known to baseball fans and remind them of upcoming changes at the bridge than on July 26th at the Travelers' game against the Northwest Arkansas Naturals.

AHTD Director Scott Bennett got the game underway by throwing the ceremonial first pitch. He's no stranger to the game, having served as a first baseman in college for the University of Arkansas Razorbacks.



Bennett was interviewed during the live broadcast of the baseball game.

Bennett also went upstairs into the announcer's booth to do a live interview during the radio broadcast of the game. The interview was an opportunity to tell listeners about the current construction on the Broadway Bridge and how it will affect traffic in the months ahead. He also discussed the status of the upcoming 30 Crossing project downtown and talked about the popularity of the Department's IDriveArkansas website.

The AHTD made it onto the scoreboard's video screen during the night as well, reminding baseball fans to check IDriveArkansas for the latest traffic and road conditions and for updates on Broadway Bridge construction.

The night ended on a good note for the Travelers. They won the game 2-1. ■



HEATHER KREMER
Seasonal Worker
District Nine Maintenance
Headquarters - Garfield

ROAD CREW *By Day*

Sasquatch

By Night BY DAVID NILLES

HOW MANY OF US CAN SAY THAT AT OUR PART-TIME JOB WE BECOME A SASQUATCH? Probably none, other than Heather Kremer, a seasonal worker for the AHTD at the District Nine Maintenance Headquarters in Garfield.

By day, Heather is a member of one of the Department road crews flagging traffic, removing road debris, repairing median barrier cables or preparing pavement mix.

But when the sun goes down, Heather becomes the official mascot for the Northwest Arkansas Naturals baseball team in Springdale. Just call her "Strike the Sasquatch."

(continued on page 28)



Living in Pea Ridge, Heather just completed her second summer with the AHTD.

"I used to work the gate during youth football and my boss, John Johnson, asked me if I would like a summer job after high school working for the Department," she recalls.

Johnson is the Maintenance Supervisor at Benton 01 Area Maintenance Headquarters in Garfield.

"It's fun, I like working for the Highway and Transportation Department," Kremer says of her day job.

She is one of three women working in the shop.

"The guys give us a hard time, but it's all good," she says of working with a mostly male crew.

But be careful guys. By night, on the weekends, Heather becomes a Sasquatch.

"The former Natural's mascot went to Florida to become a Disney World mascot," Kremer recalls. "My old cheer coach knew they needed a replacement and told me about the opening."

Heather just finished her second summer with the Naturals.

"Sinker the Lake Creature and I get introduced at the beginning of the game," Kremer shares. "He rides in on a truck and I

run out onto the field with the big Naturals flag. During breaks in the baseball action, we do fun games with crowd members on the field. Plus, there's a lot of walking around for photos and pictures.

"I like being a mascot. You meet a lot of people doing the job. The people don't meet you, but you meet them! I spend a lot of time greeting the kids and having my picture made with them. People draw pictures of Strike and give them to me."

Being a mascot is nothing new to Kremer. She was the mascot for the Pea Ridge High School Blackhawks and is currently the mascot at her college, Crowder College in Neosho, Missouri.

So how does one prepare for being a mascot?

"I learned a lot at mascot competitions in high school," Kremer recalls. "We had to present skits. They judged us on our energy, our motions, props and crowd reaction. You learn a lot about how people will perceive the things that you do. You have to exaggerate your body movements in that costume. And you have to remember, someone is always watching you. You can't get out of character at all."

Arkansas Highways magazine couldn't help but wonder how she survives being in the heat all day out on the road crew

and then being in her mascot costume on weekends for four hours at a time.

"It doesn't get to me," Kremer says. "The heat isn't as bad as you might think. It's hot, but not miserable. I get to take breaks for a drink of water." Kremer has a handler that helps her up the stadium stairs because it is hard to see below her mask.

"I just tell my handler and we go get a drink."

In the fall Heather returned to Crowder College.

"I'm concentrating on General Agriculture right now, but I hope to transfer to the University of Arkansas in the spring and am considering a major in Poultry Science," Kremer says.

She already has plans to be back with the AHTD next summer and will be back on the baseball field as Strike the Sasquatch next year as well. Oh yeah, Heather had a third job, serving as a waitress at Catfish John's in Rogers on Fridays and Saturdays.

Never a dull minute for this Sasquatch! ■

'Strike the Sasquatch' on game day as the mascot for the Northwest Arkansas Naturals.



Kremer at work at the District Nine Maintenance Headquarters in Garfield.



ARKANSAS HIGHWAYS MAGAZINE RECEIVES NATIONAL RECOGNITION

THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT RECENTLY RECEIVED A HERMES CREATIVE AWARD FOR ITS *ARKANSAS HIGHWAYS MAGAZINE*.

Hermes Creative Awards is an international competition for creative professionals involved in the concept, writing and design of traditional materials and programs, and emerging technologies. The competition is open to all individuals, companies and organizations involved in producing any kind of marketing and communication materials for external or internal audiences.

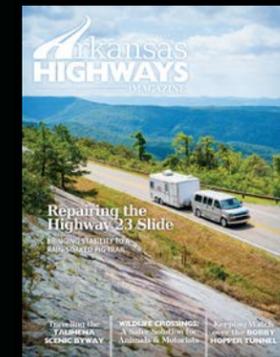
The AHTD Public Information Office submitted an entry in the "Magazine" category featuring *Arkansas Highways*, the Department's bimonthly publication targeted to AHTD employees and the general public. The magazine was subsequently named a 2016 Gold Winner.

Entries for the competition come from corporate marketing and communication departments, advertising agencies, PR firms, graphic design shops, production companies, web and digital creators and freelancers.

Other gold winners in the competition this year included Allstate Insurance, the Better Business Bureau, Hilton Worldwide and The Weather Channel, to name a few. A look at all of the winners shows a range in size from individual communicators to media conglomerates and Fortune 500 companies.

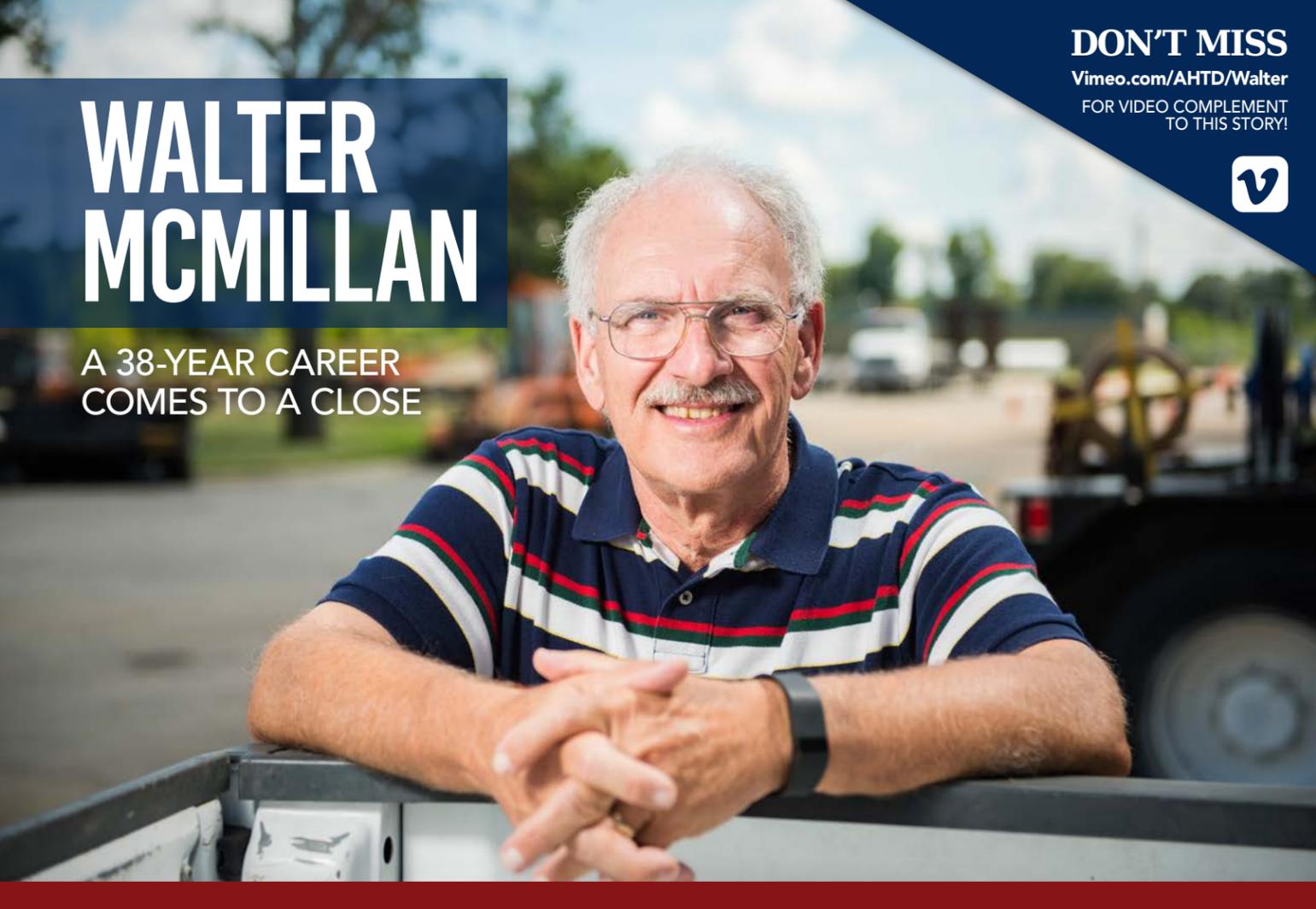
"*Arkansas Highways* magazine is an effective communication tool for our Department," commented AHTD Director Scott Bennett. "It allows us to share our programs, construction projects and our accomplishments with our employees and the traveling public."

The competition has grown to be one of the largest of its kind in the world. ■



WALTER MCMILLAN

A 38-YEAR CAREER COMES TO A CLOSE

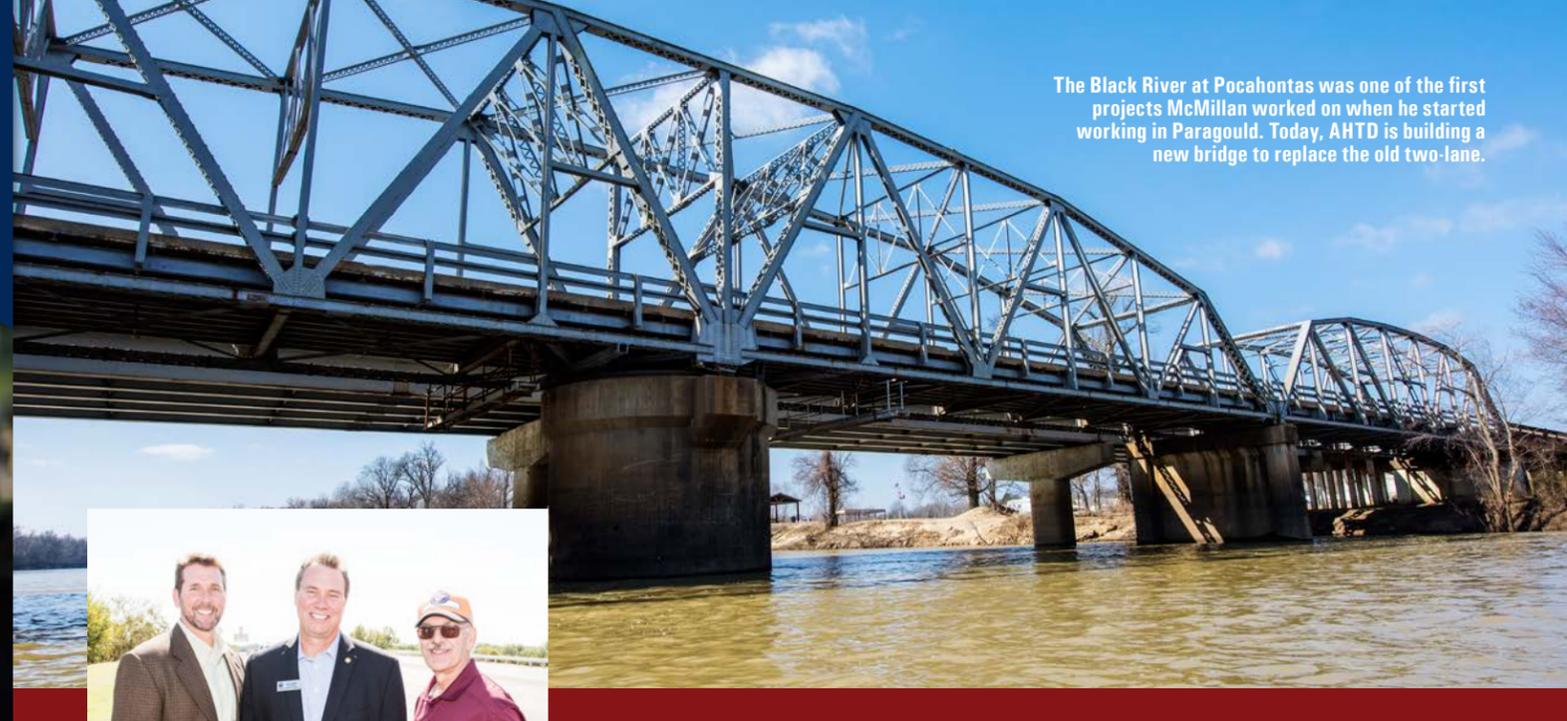


DON'T MISS

Vimeo.com/AHTD/Walter
FOR VIDEO COMPLEMENT
TO THIS STORY!



The Black River at Pocahontas was one of the first projects McMillan worked on when he started working in Paragould. Today, AHTD is building a new bridge to replace the old two-lane.



(L. to R.) Director Scott Bennett, Commissioner Alec Farmer and District Engineer Walter McMillan at the opening of the Black Rock Bridge in 2015.

WALTER MCMILLAN came to work at the Arkansas State Highway and Transportation Department straight out of college at Mississippi State University where he received a degree in Civil Engineering.

“The AHTD wasn’t too far from home, although most folks in that part of the world thought it was because it’s on the other side of the Mississippi River,” McMillan recalls. “That seemed to make things a lot farther.”

Early on, McMillan had considered a career in law enforcement.

“It didn’t take me long to figure out there was way too much psychology in that for me. I met my wife-to-be and she didn’t much prefer that line of work. Her father was a civil engineer and I was good at math and enjoyed building things so I went from there.”

And a long way he went. McMillan retired at the end of September with 38

years of service with the Department. He started as a Civil Engineer I in 1978.

“I worked in Little Rock for the first seven and a half years,” McMillan says. “I worked in the Resident Engineer Offices. While there, I had the opportunity to work on Interstate 440 and the Wilbur Mills Freeway (Interstate 630) downtown. Then I became the Assistant Resident Engineer in the Dixon Road office. When I got to be a Resident Engineer, I came to Paragould. I’ve been here 31 years.”

He has spent the last seven years as the District Engineer in District 10 and has had the opportunity to work on many projects throughout his career.

“The Wilbur Mills project was one of

my favorites,” McMillan comments. “I was there for four years. When I was in the field, I was basically a structure guy. I built bridges and some of the big retaining walls on that project. When I came to Paragould, we were working on a bridge on the Black River at Pocahontas, what is known as the Southbound Bridge. Today, we’re building a new bridge where the old two-lane was. One of the more interesting bridges I first worked on was about that same time period and was on a county road in Randolph County. It was over the Eleven Point River and was my first experience with coffer dams. That was pretty interesting.”

Asked about how highway construction has changed over his years with the AHTD, McMillan had this to say.

“The basic construction hasn’t changed a lot, but the technology that we use to build them is tremendously different today than it was when I went to work.”

McMillan has had the opportunity to work with many people at the Department throughout his career and several made a positive impression on him.

“One of the first guys I worked with in Little Rock was Harold Parsley,” McMillan remembers. “He would be known today as a Construction Project Supervisor. He had 35 years of service with the AHTD. He made some statements from day to day that have stayed with me. During the time I worked with him, he was involved in rebuilding the first project that he worked on when he first came to work. One of his philosophies was ‘when you start rebuilding what you’ve already built once, it is time to retire.’ I recently was driving through the Interstate 440 improvements underway and that phrase came to mind because we worked on the south terminal of I-440 together back at that time. When I went through there a few weeks ago, I said to the person traveling with me... You know, when they start to rebuild what you’ve built once, it’s time to go.”

“When I came to Paragould, Bob Faulkner was an Assistant District Engineer here. I spent a good amount of time working with him. Also, Joe Barnett was District Engineer here for a long time. They both influenced a lot of things that I do today.”

McMillan will miss his present day work colleagues but there is one thing he won’t miss.

“We deal a lot with complaints. Some go well, and some don’t go well from time to time. The ones that don’t go well, I won’t miss at all.”

As retirement arrives, McMillan won’t have time to worry about complaints at work anymore. He and his wife have several plans in the works.

“We’re going to buy a camper and we’re going to travel the country,” he shares. “My wife and I have always enjoyed traveling. We have some trips planned out west. We’ll be going to Mississippi State football games as well. I’ve been a season ticket holder since 1986 and haven’t missed many home games. My son played football there. When he was playing, we went to every game. Since then, we’ve made a road trip every so often. This fall, the first trip we make is when M.S.U. plays at Brigham Young University. We’ll go to that game and then go to the Grand Canyon, Zion, Yellowstone and Mt. Rushmore.”

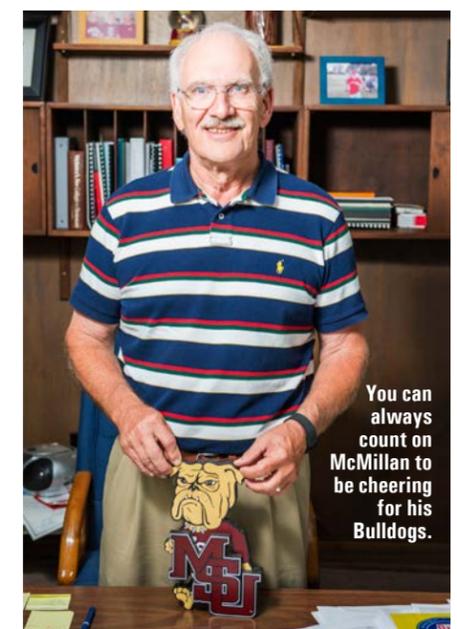
There is also family to visit.

“We have two grandkids in Jonesboro with my daughter and son-in-law and they are close by. Our son lives in West Virginia. We’ll go that way quite often I’m sure.”

With retirement quickly approaching, McMillan reflects on his career at the Department.

“I’ve enjoyed my time here. It’s been very enjoyable,” he states. “I’ve worked with a lot of good people and have enjoyed everyone I have worked with.”

Jokingly, McMillan adds “I do look forward to getting away from a 40-hour week and a precise schedule every day. You know, if they let me come and go as I wanted to, I’d probably stay around a while longer!”



You can always count on McMillan to be cheering for his Bulldogs.



AHTD Commissioners and staff joined local dignitaries and construction company representatives to cut the ribbon on a new four-lane section of Highway 67.



Commissioner Alec Farmer addresses the ribbon-cutting attendees.

A BIG DAY FOR NORTHEAST ARKANSAS

RIBBON CUTTINGS ON HIGHWAYS 67 AND 226

MAJOR MILESTONE... ECONOMIC DEVELOPMENT... GOOD NEWS... these are all

words that were shared with crowds gathered for the AHTD's ribbon cuttings on two new highway projects that are destined to strengthen the transportation system in northeast Arkansas.

On August 11th, AHTD Commissioners and staff joined local dignitaries and construction company representatives as ribbons were cut on a new four-lane section of Highway 67 north of State Highway 226 and completion of improvements on Highway 226 between U.S. Highway 67 and Jonesboro.

The day began near Walnut Ridge with a ribbon cutting on a new four-lane, 17-mile section of Highway 67 that extends from Highway 226 northward to the Walnut Ridge/Hoxie Bypass. Completion of this segment means motorists can now travel

a four-lane, divided highway from Central Arkansas all the way to Pocahontas.

"Highway 67 is the spine of the highway system in northeast Arkansas," stated Highway Commissioner Alec Farmer. "This is hugely significant and important for this region. This and the opening of improvements on Highway 226 and designation of Interstate 555 have made this a great year for northeast Arkansas. It's been a fun year to be on the Highway Commission."

Mayor Charles Snapp of Walnut Ridge spoke about the impact the improvements will have on his city.

"What an opportunity we have for business growth, jobs and better distribution with the completion of this highway."

The Final Environmental Impact Statement that determined the location of the Highway 67 segment between Newport and Highway 63 at Walnut Ridge/Hoxie was signed in early 1994. Work on the first segment began in 2001 from Highway 18 in Newport northward approximately five miles. The August 11th ribbon cutting celebrated the opening of the last segments from Highway 226 northward to Walnut Ridge/Hoxie. The total construction cost from Newport to Walnut Ridge/Hoxie, a distance of 34 miles, was \$160 million. Weaver-Bailey Contractors, Inc. served as the contractor on the final segment.

Governor Asa Hutchinson sent word via a letter which was read at the ribbon cutting.

"This is a major milestone in Arkansas' history," the Governor stated. "I am excited for area residents to be better connected to the State. The opening of the latest 17 miles of highway will benefit area businesses and citizens alike."

The impact the improved Highway 67 will have on Lawrence County was summed up by Brett Cooper, chair of the Lawrence County Chamber of Commerce Transportation Committee, as he addressed the *Pocahontas Star Herald* newspaper.

"It is hard to overstate just how significant the opening of the new Highway 67 is for Lawrence County. It makes our community all the more attractive to visitors and prospective industries, and it builds on the county's tremendous strength in transportation options."

For the remainder of the Highway 67 Corridor, the planning phase of evaluating

multiple routes that have been proposed to connect Walnut Ridge to the Missouri state line is underway. The Statewide Transportation Improvement Program for Federal Fiscal Years 2016-2020 includes \$4 million to fund the environmental process that will identify a preferred alternative.

Following the ribbon cutting on Highway 67 and a luncheon in Walnut Ridge hosted by the Lawrence County Chamber of Commerce, Department officials traveled to Jonesboro to officially open improvements on Highway 226, between Highway 67 and Jonesboro.

In March of 2010, the first of seven projects was let to contract to widen the 12-mile connector to four lanes. Contractors working on the improvements included Atlas Asphalt, Inc.; Dumey Contracting, Inc.; Asphalt Producers, LLC; and Robertson Contractors, Inc.

Six and a half years and \$83 million later, officials are celebrating its completion. The improvements will mean faster and safer travel for motorists traveling between central Arkansas and Jonesboro.

"Thanks to the part that each of you gathered here today played in getting these improvements completed on Highway 226," stated AHTD Director Scott Bennett. "These improvements couldn't happen without the great partnerships we have with all of you."

The ribbon cutting was held on a new railroad overpass on the eastern end of the improvements near Jonesboro.

Congressman Rick Crawford took advantage of the bridge setting as he summed up the Highway 226 improvements.

"This bridge is a metaphor for what we can do when we work together." □



The ribbon cutting for Highway 226 was held on a new railroad overpass on the eastern end of the improvements near Jonesboro.



Director Scott Bennett addresses the media.



AHTD representatives officially opened improvements on Highway 226, between Highway 67 and Jonesboro, with a ribbon-cutting ceremony.

Dear AHTD,

A BIG THANK YOU to the crew that cleaned up the intersection of Highway 315 and Highway 359 out of Lamar, in Johnson County. The fence row looks better than it has in years. They did an **OUTSTANDING** job. The intersection is **MUCH** safer now with all the overgrowth gone. Many others in the community have expressed gratitude for it as well. **GREAT JOB!**

Thanks Again,

Rebecca Howard
Johnson County, Arkansas

CULVERT REPAIR

We wanted to praise the Arkansas Highway Department in Malvern. We had a problem with our culvert and drainage. I spoke with Rhonda, who was very polite and attentive. Within a week our culvert was replaced and the problem corrected! The crew was so helpful with our need to use our driveway for a doctor's appointment, etc. We cannot praise Rhonda and the Highway Department enough.

Thank you so much for helping us.

Sincerely,
Thomas & Ann Salisbury
Malvern, Arkansas

PROFESSIONAL OFFICER

Regarding the driver examination report our office received from Arkansas Highway Police — We are pleased to find that our contractors/drivers are in compliance. Thank you for your continued efforts to lend to a safe industry.

The driver stated that the examining officer was professional, courteous, and showed him nothing but respect. Hats off to PFC Matthew Wren!

Harold Seal, Jr.
Seal Van Lines, Inc.
Fort Pierce, Florida

JOB WELL DONE

I realize people have no problem letting you know about complaints. The road work your crew did on Highway 32 in Little River County was excellent. They left no mess and managed the traffic really well. They were the most polite and efficient crew we've ever had on a job like this. This note is just a thank you for a job well done by this joint crew.

Thanks,
Bobbie Walker
Ashdown, Arkansas

HELPFUL ADVICE

Please pass along my gratitude to Major Jay Thompson. He was very helpful regarding the Federal law involving Commercial Driver's Licenses.

Alexandria Hollowell
Pulaski County Attorney's Office

SPECIAL OLYMPICS

Thank you so very much for all you do throughout the year, providing awareness and fundraising opportunities in such unique ways. To all of the officers and everyone at Highway Police, we are thankful for the love and partnership.

Terri Weir
Executive Director/CEO
Special Olympics Arkansas

GOING THE EXTRA MILE

We are truly blessed to have people like Mr. Stan Risley and his crew working for our AHTD.

Mr. Risley drove past our home and saw us trying to replace our mailbox, which was knocked over during the night. My husband is doing fairly well after suffering a stroke a few years ago. I am recovering from a broken back and still in a brace. We must have been a sight!

Mr. Risley turned around and asked if his crew could come back later and help re-dig a hole and put our new post in. We gladly said yes.

While talking to them, we told them how well they keep our roads in good condition. We originally came from the top of Wisconsin and the bad weather there causes many **LARGE** potholes. Having to wait for warm weather to start fixing potholes, you have many to drive around. Our Arkansas Highway Department does a great job keeping our roads in good working condition. Thank you all for your hard work.

Just as Mr. Risley had said, he and his crew came back and re-dug our mailbox hole by hand. This really shows how people from Arkansas go the extra mile to help each other.

May the Lord bless each one of you,
Bill & Sue Bingham
Baxter County, Arkansas

PERMIT PROBLEM RESOLVED

Last week I moved my boat from New Jersey to Arkansas. I used a permit service to secure my permits. Tennessee directed me to Interstate 40 and Arkansas wanted me to come in on Interstate 55. Now that created a problem, because Tennessee did not permit me on Interstate 55 because of height restrictions. I called the permit service, they said we cannot help. They told me I need to cross the river somewhere else, so I called the scales and they give me the usual — "can't help you!" My day was going bad!

My next call was to your office and I was kind of expecting a "can't help you" answer, but then your employee, John Sacrey, picked up the phone and everything changed. John was extremely friendly, yet professional. Asked what the problem was, checked on my permit, kept me on the phone for about fifteen seconds and issued me a new permit allowing me to go the correct way on I-40 to I-55.

I was really impressed with the positive customer experience I had with John on that day and I am sure that was not an isolated incident. So, I would like to thank you and your crew for the great service you provide.

Thanks,
Thomas Geber

DID YOU
ENJOY THIS
ISSUE OF?

ARKANSAS
HIGHWAYS

If so, remember that you
can also read it online at:

[ArkansasHighways.com/
Magazine.aspx](http://ArkansasHighways.com/Magazine.aspx)

The online edition of *Arkansas Highways* features video links to related content where you can learn more information about your favorite articles.

While you are online, sign up to receive an email reminder of when each new issue is published. You can also let us know how you would like to receive *Arkansas Highways* — hard copy, online or both!



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

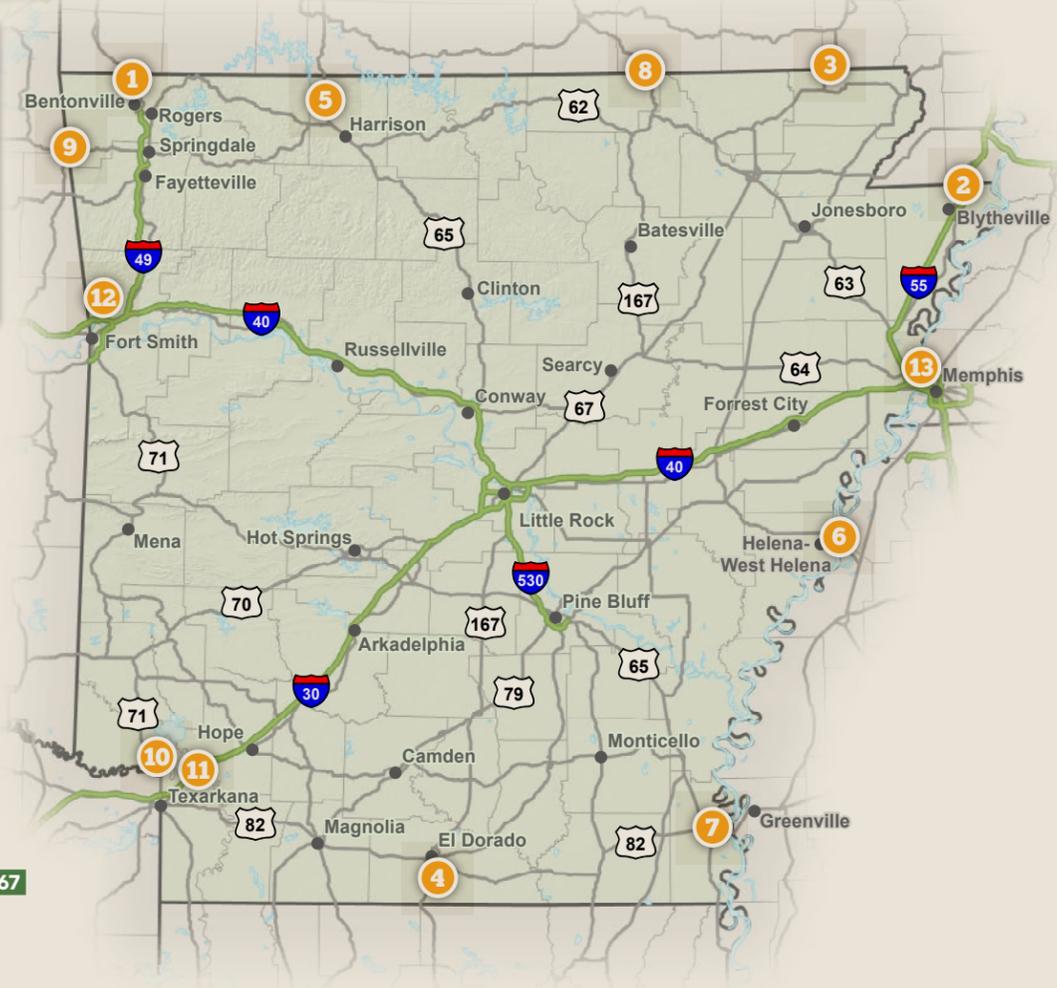
3391 Highway 65 N
Harrison, AR 72601
Phone: 870-741-3343

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

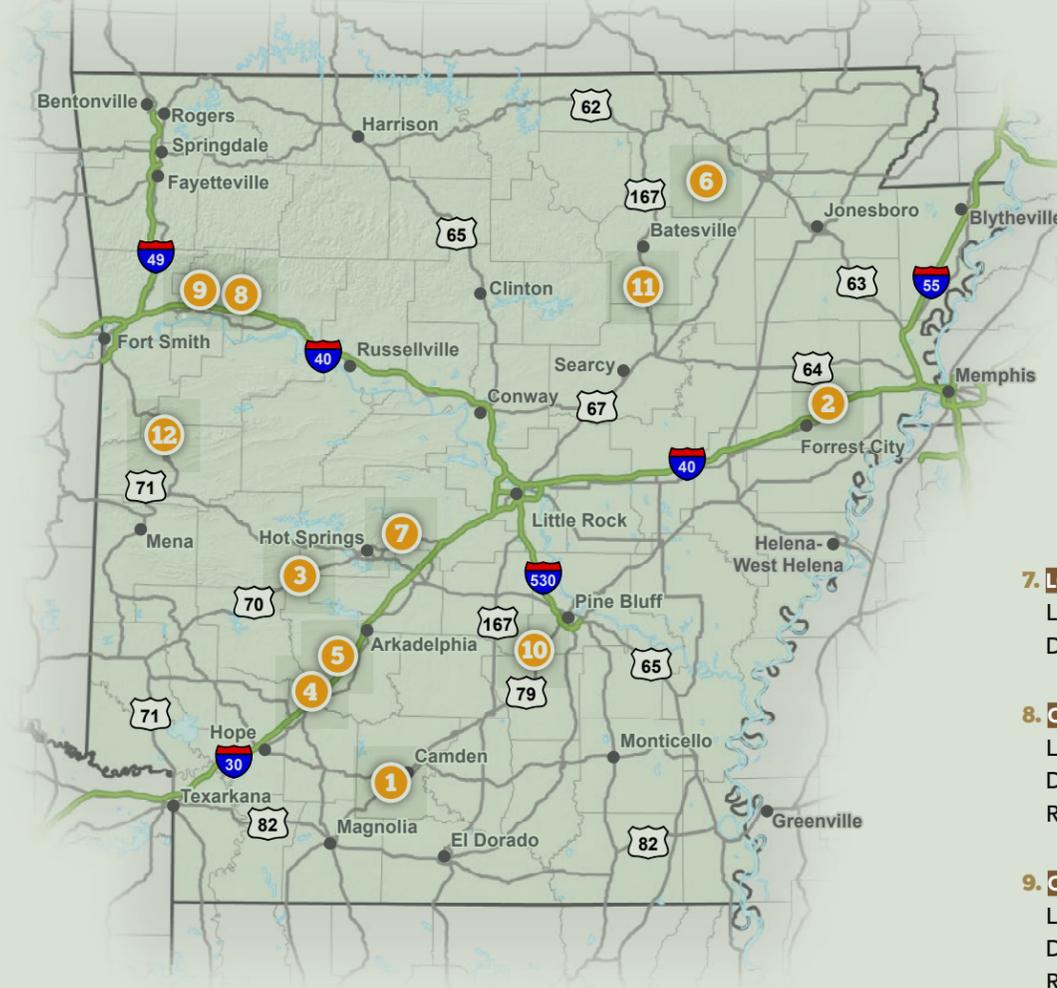
2915 Interstate 40
Van Buren, AR 72956
Phone: 479-474-9515

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



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 242.6
Direction: Westbound
RV and Truck parking, Vending

3. GLENWOOD — HIGHWAY 70

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

4. GURDON — INTERSTATE 30

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

5. GURDON — INTERSTATE 30

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

6. IMBODEN/BLACK ROCK — HIGHWAY 63

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

7. LONSDALE — HIGHWAY 70

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

8. OZARK — INTERSTATE 40

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

9. OZARK — INTERSTATE 40

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

10. RISON — HIGHWAY 79

Location: Intersection of Highway 79 and 212
Direction: Both

11. SALADO CREEK — HIGHWAY 167

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

12. WALDRON — HIGHWAY 71

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

DISTRICT 9

CONSTRUCTION



CORNER

The first leg of the Highway 412 Springdale Northern Bypass is well underway in Benton County. Crews with Eutaw Construction Company, Inc. began work on the project in early 2015. When it was let to contract last year, it was the largest contract ever let by the Department at \$100.6 million.

The new four-lane, divided highway is 4.5 miles in length and will include 15 bridge structures. It is being built to meet Interstate standards and will include interchanges at Highway 112 and Interstate 49.

This leg of the new bypass is being built on new location between Interstate 49 and Highway 112 and crews are reaching the halfway point on construction this summer. A completion date is set for mid-2019.

The Springdale Northern Bypass project is part of the AHTD's Connecting Arkansas Program (CAP) that will improve approximately 180 miles of Arkansas' roadways over a ten-year period. Construction on the first CAP projects began in 2014. ■

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

CONSTRUCTION • Brandy Brown, Construction Helper; Colt Smith, Construction Helper; Tyler Cannon-Garrett, Field Clerk

FACILITIES MANAGEMENT • Charles McBride, Janitor

INTERNAL AUDIT • David Kinnard, Auditor

MAINTENANCE • Jimmy Jones, Striping Helper; Steven Schilling, Striping Helper

TRANSPORTATION PLANNING & POLICY • Benjamin Faeth, Engineer

DISTRICT ONE • Chanson Newborn, Landscape Technician; Keith Hollowell, Maintenance Aide II; Raidah Smith, Maintenance Aide I; Jadon Boyd, Maintenance Aide I; Uloiches Malone, Maintenance Aide I; Joseph Cunningham, Maintenance Aide I; Trevon Leon, Maintenance Aide I; Shannon Crawford, Rest Area Attendant

DISTRICT THREE • Ricky Kesterson, Maintenance Aide I

DISTRICT FOUR • Blaine Foley, Maintenance Aide I

DISTRICT SIX • Matthew Brown, Maintenance Aide II; Billy Curtis, Maintenance Aide I; Zechariah Efir, Maintenance Aide I; Patrick Thomson, Maintenance Aide I; Terry Skaggs, Maintenance Aide I; Jimmy Spikes, Maintenance Aide I

DISTRICT SEVEN • Dona Mosley, Maintenance Aide I

DISTRICT EIGHT • Joseph Nutt, Maintenance Aide II

DISTRICT NINE • Mary Dennis, District Clerk

DISTRICT TEN • Quenton Clark, Rest Area Attendant; Shatterrika Merriweather, Rest Area Attendant

PROMOTIONS

HEAVY BRIDGE • Andrew Nanneman, Senior Bridge Design Engineer

HUMAN RESOURCES • Jayson Thompson, Safety Inspection Officer

MATERIALS • Coty Campbell, Geotechnical Aide II

DISTRICT ONE • Johnathan Sanders, Maintenance Aide II; Charcel Warren, Maintenance Aide II

DISTRICT TWO • John Brown, Assistant Bridge Inspector; Kelvin Brown, Maintenance Aide II; Efrems Mays, Maintenance Aide II

DISTRICT THREE • Jeremiah Lingo, Maintenance Aide II; Jakeb Lockeby, Maintenance Aide II; Becky Needham, Maintenance Aide II; Becky Needham, Maintenance Aide II; Kent Webb, Maintenance Aide II

DISTRICT FOUR • Jeffery Barlett, Maintenance Aide II; Brian Biehler, Inspector; Jake Davidson, Storeroom Assistant II; Amy Smith, Surveys Aide III

DISTRICT FIVE • Michael Foster, Construction Aide III; Brandon Love, Resident Engineer

DISTRICT SIX • Rose Hill, Area Headquarters Attendant; Clarence Roberts, Maintenance Aide III

DISTRICT SEVEN • Sharod Ricks, Maintenance Aide III

DISTRICT EIGHT • James Cummins, Construction Aide I; Gideon Grissom, Construction Aide I; James Sax, Maintenance Aide II; Roger Wilson, Crew Leader

DISTRICT NINE • Bryan Duncan, Construction Aide II; Bryce Flower, Construction Aide II; Valerie Melton, Construction Aide II; Lance Wilburn, Construction Aide II

DISTRICT TEN • Dennis Burgess, Bridge Repairer II

SERVICE

CHIEF ENGINEER'S OFFICE • Mike Fugett, Assistant Chief Engineer, 30 yrs

COMPUTER SERVICES • Joseph Pyle, Application Developer, 10 yrs

CONSTRUCTION • Charles Holland, Estimates Analyst, 35 yrs; Timothy Dunlap, Resident Engineer, 30 yrs; William Luke, Resident Engineer, 25 yrs; Cody Holland, Senior Inspector, 20 yrs; Aaron Vanderzwal, Construction Aide II, 15 yrs; Amos O'Connor, Construction Aide III, 15 yrs; Jason Williams, Advanced Construction Field Engineer, 15 yrs; Kenneth Starr, Inspector, 10 yrs; Candon Bolinger, Senior Construction Materials Inspector, 10 yrs; Terry Tice, construction Aide II, 5 yrs

ENVIRONMENTAL • Linda Demasi, Environmental Scientist III, 15 yrs

EQUIPMENT & PROCUREMENT • Danny Keene, Division Head, 30 yrs

FACILITIES MANAGEMENT • Regina Durham, Carpenter, 15 yrs

RIGHT OF WAY • Eugene Kuettel Jr., Utilities Section Head, 25 yrs

SURVEYS • Kevin Meyer, Surveys Aide III, 10 yrs

SYSTEM INFORMATION & RESEARCH • David Sitton Jr., Data Collection Technician, 30 yrs; Michael Weidman, Research Assistant, 5 yrs

TRANSPORTATION PLANNING & POLICY • Minnie White, Administrative Officer II, 35 yrs

DISTRICT TWO • Stanley Tripp, Maintenance Aide III, 20 yrs; Edgar Burch, Maintenance Aide III, 15 yrs; Shurun Jenkins, Area Headquarters Attendant, 10 yrs

DISTRICT THREE • Detrich Young, Maintenance Aide II, 5 yrs

DISTRICT FOUR • Edward James, Maintenance Aide II, 30 yrs; Rodney Graham, Crew Leader, 10 yrs

DISTRICT FIVE • Jeffrey Qualls, Bridge Job Superintendent, 30 yrs; Lee Garrett, Maintenance Aide II, 20 yrs; Keith Foushee, Bridge Repairer II, 20 yrs; John Pendergrass, Crew leader, 20 yrs; Larry Marshall, Bridge Repairer I, 15 yrs

DISTRICT SIX • Mark Headley, District Engineer, 25 yrs; Michael Sawyer, Maintenance Aide III, 5 yrs; Jimmy Thrift, Maintenance Aide II, 5 yrs; Ricky Hammon II, Crew Leader, 5 yrs

DISTRICT SEVEN • Brad Boney, Maintenance Aide II, 5 yrs

DISTRICT EIGHT • Keith Chronister, Crew Leader, 30 yrs; Nicky Scrivner, Area Headquarters Attendant, 25 yrs; April Hamrick, Office Administrator Assistant V, 5 yrs; Charles McKenzie, Maintenance Aide III, 5 yrs

DISTRICT TEN • Jimmy Adams, Maintenance Aide III, 40 yrs; Michael Brown, Maintenance Aide III, 5 yrs

RETIREMENT

DIRECTOR'S OFFICE • Jimmie Sneed, Administrative Assistant I, 20+ yrs

FISCAL SERVICES • Larry Dickerson, ASHERS Executive Secretary, 28+ yrs

HEAVY BRIDGE • Susan Osborn, Administrative Aide III, 10+ yrs

MAINTENANCE • Thomas Duncan, Striping Crew Leader, 24+ yrs

REPROGRAPHICS • Don Young, Section Head, 25+ yrs

RIGHT OF WAY • Brenda Guest, Beautification Coordinator II, 33+ yrs

DISTRICT TWO • Roy Porter, Maintenance Aide III, 33+ yrs

DISTRICT SEVEN • Charlie Ryder, Sealing Job Superintendent, 25+ yrs; Tommie Kitchens, Area Maintenance Supervisor, 26+ yrs

DISTRICT EIGHT • Ronnie Brooks, Maintenance Aide III, 25+ yrs

DISTRICT NINE • Mark Corliss, Rest Area Attendant, 9+ yrs

DISTRICT TEN • Michael Farrell, Bridge Job Superintendent, 39+ yrs; Benny Denton, Sign Crew Supervisor, 35 yrs

MEMORIALS

PLANNING & RESEARCH • Janet Lou Foster, 7/18/16, retired

DISTRICT ONE • Earnie Bracken Waldrep, 7/25/16, retired; Donald Kenneth Davis, 8/3/16, retired; Wesley M. Shaver, 8/9/16, retired

DISTRICT THREE • Kenneth Henry Wilkins, 7/29/16, retired

DISTRICT FOUR • Charles A. Parrish, 7/27/16, retired; Sidney R. Hunt, 8/8/16, active

DISTRICT SEVEN • Jimmy Edward Ryan, 8/2/16, retired

DISTRICT TEN • Wilford Lee Heggins, 5/31/16, retired





Arkansas State Highway and
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