

JULY 2014

Arkansas HIGHWAYS

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

Moving Forward

A NEW BICYCLING & PEDESTRIAN
PLAN TO BENEFIT ARKANSANS

A State Park
Hiking Adventure:
PETIT JEAN

PUBLIC INVOLVEMENT
Takes Highway Projects
to the People

A Closer Look
at Arkansas'
WEIGH STATIONS



DIRECTOR'S MESSAGE

Recently, the Arkansas State Highway and Transportation Department presented its Annual Report for 2013 to Governor Beebe. The publication is available on our website to anyone interested in reviewing our accomplishments over the last year.

As I read it, I came away impressed with the pages spotlighting our employees' accomplishments, both as part of the AHTD team and as individuals. The impression it made on me was the fact that we have a talented group of employees that make up our staff. Each of us excels at what we do and people outside of the Department recognize that. I'd like to share a few examples.

The Department was presented an Outstanding Engineering Project of the Year award from the American Society of Civil Engineers. The award was given for our work on the Interstate 430/630 Big Rock Interchange in west Little Rock. The project involves major improvements at one of the busiest interchanges in the State. Crews are expected to be finished with construction in the spring of 2015. Everyone involved is doing a tremendous job.

This magazine, *Arkansas Highways*, received two awards last year. The AHTD won first place in the category of External Newsletter at TransComm 2013, the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO) Subcommittee on Transportation Communications. The skills contest recognizes outstanding work of public relations practitioners. We also received a Platinum Award in the international MarCom Awards competition recognizing outstanding concept, writing and design of print publications.

AASHTO also presented the Department with a Research Sweet 16 Award showcasing projects that are providing transportation excellence through research. The AHTD made the top 16 for design, construction and monitoring of roller compacted concrete pavement in the Fayetteville Shale Play in northern Arkansas.

Officer Derek Canard of the Arkansas Highway Police was awarded the Grand Champion Award at the North American Inspectors Championship in Utah. The event recognizes commercial vehicle inspector excellence.

Marcus Standridge, a Maintenance Aide in District 4, received the AHTD Lifesaving Award. It is presented to employees that go above and beyond what is expected to help others that are faced with a possible life or death situation. Standridge assisted a fellow employee after a mowing mishap.

The Federal Highway Administration recognized Staff Planning Engineer Elizabeth Mayfield-Hart with the FHWA Administrator's Public Service Award for her contributions towards updating the FHWA's Traffic Monitoring Guide.

And finally, the Right-of-Way Division's Scott Wroten received the George C. Askew Award from the Arkansas Public Administration Consortium. The award recognizes Certified Public Manager program participants for the use of premier management practices in the completion of an exceptional curriculum project.

These are just a few examples of the determination and dedication each of us has for our work at the AHTD.

Vince Lombardi, coach of the Green Bay Packers in the 1960s, once said "The price of success is hard work, dedication to the job at hand and the determination that we have applied the best of ourselves to the task at hand."

That quote successfully describes our staff and I encourage each of you to continue to give your best, because others are taking notice of a job well done.



Scott E. Bennett
Director of Highways and Transportation

FRONT & BACK COVER:

Bicyclists take advantage of the new bike lanes on South Main Street in Little Rock. The improvements to South Main utilized AHTD State Aid funding.

Special thanks to Alison Acott, Bruce Cash and Lisa Luyet for volunteering their time as cyclists.

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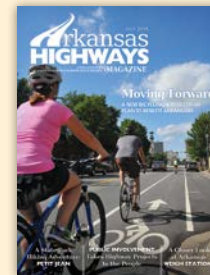
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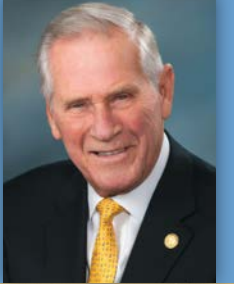
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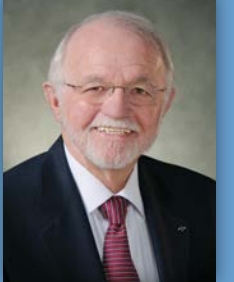


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New Statewide **BICYCLING & PEDESTRIAN PLAN**

BY DAVID NILLES

A COMMITMENT TO ARKANSAS' BICYCLISTS AND PEDESTRIANS

AT THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT, staff members are currently hard at work to shape a new statewide Bicycling and Pedestrian Transportation Plan. It's an 18- to 21-month process that will update and build upon the State's earlier plan, which was developed in 1998. No doubt, bicycle and pedestrian travel have evolved a great deal since that time.



The new plan comes on the heels of new 2014 rankings of Bicycle Friendly States from the League of American Cyclists. Arkansas comes in at 38th on the list, which is an improvement from years past but down one place from last year.

Arkansas' last-place showing in 2012 prompted Governor Mike Beebe to form an advisory group of state agencies to look at ways to improve bicycle and pedestrian policies. The ranking serves as incentive and a catalyst to make future improvements as the new bike plan comes together.

(continued on page 6)



GUIDING THE BICYCLING AND PEDESTRIAN PLAN

Steering work on the new plan are two groups. One is the Governor's Bicycle Advisory Group (GBAG). It includes the AHTD, the State Parks & Tourism Department, Arkansas State Police, the Commission on Law Enforcement Standards and Training, and the Arkansas Department of Health.

The second group is the Arkansas Bicycle Technical Advisory Committee. It includes representatives concerned about bicycling, walking and public safety from regional and local governments and planning organizations, as well as cycling and walking advocacy groups.

WHY A NEW BICYCLE AND PEDESTRIAN PLAN?

An increasing number of Arkansans have embraced bicycling, walking and running for transportation, recreational and health reasons. Trails and greenways throughout the State have become extremely popular destinations for people of all ages and abilities. Cyclists and walkers hit those areas to enjoy the

outdoors and the scenic beauty. Some Arkansans even consider biking as their main means of transportation. In fact, the number of people who bike to work has increased 48% since 1990. An important part of the new plan will be to develop strategies to maintain and expand safe places to bicycle and walk, safe places for those who are physically challenged and safe routes to schools, parks, shopping and jobs.

The new Statewide Bicycle and Pedestrian Plan will address State policies related to bicycling and walking, as well as the development of roads, trails, sidewalks and other infrastructure that serves pedestrians and bicyclists.

The plan serves as a blueprint for State agencies, local governments and other organizations to work toward improving the environment for bicyclists and pedestrians.

Bicycle and pedestrian safety is a key component of the State's overall transportation safety goals which are focused on a path toward zero deaths. A comprehensive planning process will allow the AHTD to incorporate updated

policies and best practices into its ongoing road construction and maintenance programs.

SPRINGING INTO ACTION

To work toward the new plan, many individuals and organizations are rallying for the cause and participating in gathering information from those that use our pathways and roadways to bike and to walk. The goal: assess what is available and make plans for what can be developed in the future.

Plan activities include data gathering, outreach to the public and regional/local governments, development of a preliminary bicycling network, training for transportation engineering staff and development of road design guidance.

The AHTD has hired the Toole Design Group of Silver Springs, Maryland, a consulting firm specializing in bicycle- and pedestrian-friendly development, to solicit public input and help in shaping the new plan. Crafton Tull, a local consulting firm, is also on the team and is active in making connections with the local cyclists.



Accessing bicycling opportunities at a public meeting in Jonesboro



An increasing number of Arkansans have embraced **BICYCLING, WALKING and RUNNING** for **TRANSPORTATION, RECREATIONAL and HEALTH REASONS.**

Bob Patten, a senior planner with Toole Design, says the new bicycle and pedestrian plan isn't going to define a statewide network of bicycle routes or priority projects.

"The main goal of the plan is to get the bigger picture together and look at policy issues," Patten states. "The plan will foster a better understanding of what bicycle facilities are available statewide and what, in some cases, bicyclists and others are using that aren't necessarily defined as bicycle routes."

The AHTD is assessing what is out there on a statewide level, looking at what local communities have been doing for bicycle enthusiasts and walkers.

"The Department is pulling the big picture together upon which specific campaigns and specific identification of networks can be made," Patten adds.

Help is coming from many directions as the AHTD reaches out to bicycle and pedestrian groups in Arkansas communities.

"It is exciting," said Judy Lansky, past

president of Bicycle Advocacy of Central Arkansas. "I'm glad the Highway and Transportation Department is asking us for input. It's a real step forward."

GOING STATEWIDE TO GATHER INFORMATION

The AHTD and its consultants are holding a series of public meetings around the State to gather public comments for the plan.

"We want to hear what concerns there are from people who are riding in our communities," said Dave Roberts, Director of Planning with Crafton Tull. "We want to know bicyclists' opinions on popular routes, desired destinations and perceptions of safety, as well as other concerns they may want to discuss."

Public meetings have been held in Little Rock, Springdale, Jonesboro, Fort Smith and Arkadelphia. The meetings are designed to gather input from the public as the AHTD prepares to incorporate updated policies and best practices into the plan. Additionally, the planning team is meeting with local elected officials,

local planning agencies, and cycling and advocacy groups across the State.

At the meetings, cyclists and pedestrians are taking an active part in assessing what is out there now and sharing what improvements they would like to see in the future. Participants are asked to use an interactive map to pinpoint where they walk and ride in order to show demand levels. An online survey for guests to fill out is also part of the meetings. Maps indicating current bike routes — both on roads and trails — are on view to promote discussions about current and future needs.

MAIN STREET AS A MODEL

Other community groups and activities are also beating the pavement to raise bicycle and pedestrian awareness.

The Downtown Little Rock Partnership promoted Pedestrian Safety Awareness Month in April with a news conference spotlighting pedestrian and bicyclist safety using South Main Street in Little Rock as a backdrop. *(continued on page 8)*



Complete Streets, like South Main, are **STREETS FOR EVERYONE**. They are designed and operated to enable **SAFE ACCESS FOR ALL USERS**, including pedestrians, bicyclists, motorists and transit riders.

“Pedestrians and bicyclists downtown are on the increase,” the group’s executive director Sharon Priest said. “Add to that traditional traffic patterns designed to get cars, trucks and users in and out of downtown quickly and you have a recipe for potential problems, putting all on alert — drivers, bicyclists and pedestrians alike.”

South Main Street has seen major improvements in the past 18 months geared toward bicyclists and walkers. The stretch of South Main from Roosevelt Road to 7th Street has been improved and now features two vehicle travel lanes, a center turn lane and bike lanes on both sides of the street.

“I’m very proud of this new look for Main Street,” said Mayor Mark Stodola. “The benefits of biking and walking are known. This represents forward thinking.”

He went on to comment on what are known as “Complete Streets.” Complete Streets, like South Main, are streets for everyone. They are designed and operated to enable safe access for all users, including

pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

“We must educate the public about complete streets because they encourage more walking and biking.”

Mason Ellis of Bicycling Advocacy of Central Arkansas (BACA) had this to say about the new look and its focus on bicyclists and pedestrians:

“Cycling isn’t just for recreation, it’s also for transportation. South Main Street will become a model for other areas of the city and State.”

That is the message being heard by the AHTD as it reshapes the Bicycling and Pedestrian Plan. There is a new commitment to insure the safety of everyone that is using the roadways.

Pedestrian safety was the subject of four special events held in April in Little Rock during Pedestrian Safety Awareness Month.

Jessie Jones, Division Head of Transportation Planning and Policy for the AHTD, spoke at one of the events.

“We wanted to hear what the public’s concerns are through a Department questionnaire. We have just begun processing the responses we received from the public survey and will move forward in the months ahead.”

A LOOK AT OTHER CITIES

Effective approaches to bicycle and pedestrian transportation were the subject of a field service project conducted by Clinton School of Public Service students Brandon Mathews, Tatiana Riddle and Rebecca Zimmermann. They interviewed over 30 public officials in five cities to assess what is working in different areas of the country. Their recommendations for Little Rock’s future were presented at a news conference in April.

After seeing what has been done in Austin, Memphis, Fayetteville and Chattanooga, and talking with officials in those cities, the students had some recommendations for Little Rock.

Among them: consider bicycles as transportation and not just recreation; increase community involvement in the design phases of future projects; work across agencies to create collaborative networks to plan and implement infrastructure projects; consider diverse funding sources; and improve education and outreach within our communities.

COMING TOGETHER IN LITTLE ROCK

A wave of excitement about the future of bicycling and walking in our State has been felt in our communities.

In addition to joining together to work on the new Bicycle/Pedestrian plan, Arkansas’ bicycling community held their first Bike/Walk Summit the weekend of May 9th – 11th at the Old State House in Little Rock.

The three-day event attracted enthusiasts and featured keynote speakers, discussion groups, exhibit booths, breakout sessions and numerous bike rides and walks around town.

Sessions included topics such as “Making Our Communities More Walkable and Livable”, “Trail Funding Sources and Grant Opportunities” and “Creating a Bike Community for Everyone.”

Kim Sanders, Bicycle/Pedestrian Coordinator for the AHTD, served as a speaker for the session on funding and grant opportunities.

“This summit is an opportunity to make connections and make changes happen in a positive way for biking,” stated Paxton Roberts, Executive Director of the Bicycle Coalition of Northwest Arkansas.

(continued on page 10)

A HISTORY OF BICYCLING

The Old Statehouse Museum in Little Rock is currently hosting the exhibition *Different Spokes*, a look at the history of bicycling featuring numerous bicycles from days gone by.

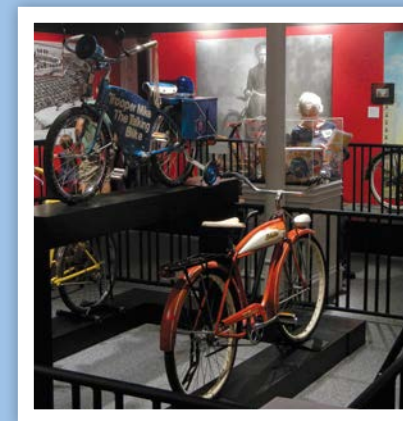
“As cities and towns begin dedicated services and trails for cyclists, it’s important to note that the enthusiasm for bikes in Arkansas has roots that go back over 100 years,” states Old State House Museum Director Bill Gatewood. “The interest at the turn of the 20th century in bicycles was very similar to the one that we are seeing at the turn of the 21st century.”

While the exhibition mainly explores the technological advances of cycling in the past 130 years, *Different Spokes* also tells the story of competition, economics and social life. The history of trail systems, cycling communities and history in Arkansas is explored in videos produced by the Museum.

From an 1880 wooden bicycle built from white oak and agricultural implements to the world’s first carbon-fiber bicycles made by Brent Trimble of Berryville, *Different Spokes* contains artifacts that show this history from past to present.

“I have not participated in any other exhibit that has had this kind of immediate response from the community,” Gatewood added. “The passion these people have for their pursuit is overwhelming, and I believe it is reflected in this exhibition.”

Different Spokes continues at the Museum through February 2016. ■





Former North Little Rock Mayor Patrick Henry Hays addressed the crowd and said “This is an exciting time for bicyclists, we have an exciting story to tell.”

The event was hosted by Bike/Walk Arkansas, the newly formed Statewide coalition for bicyclists and pedestrians. The coalition was formed from regional and city, bike and pedestrian coalitions from around the State. Their goal is to affect change at the State level to make Arkansas more bicycle and pedestrian friendly.

A CALENDAR FOR THE NEW BIKE/PED PLAN

As far as a timeline for the new Bicycle and Pedestrian Plan, public meetings will continue through the spring and summer months. A draft plan will be developed and reviewed during the fall months and a new Bicycle and Pedestrian Plan will be presented to the Governor’s Advisory Group and the public in the winter of 2015.

“Arkansas has made great strides toward becoming a bicycle friendly state,” says AHTD Director Scott Bennett. “Although our resources are extremely limited, we will continue to play a role in this progress toward providing a convenient and safe infrastructure for cyclists and pedestrians. This new plan everyone is working so hard on is going to point us in the right direction as we look to the future.”

ARKANSASBIKEPEDPLAN.COM

Persons interested in participating in the plan formation and staying up to date on the latest developments should visit the Bicycle and Pedestrian Plan website at www.ArkansasBikePedPlan.com. On the site, visitors can join the e-mail list for the latest plan news, take a short opinion survey on biking and walking in Arkansas, review meeting materials and visit the WikiMaps to share locations where they currently bicycle and walk, and identify any impedances that prevent them from cycling or walking in Arkansas. ■

DID you Know?

- The Internet lists 15 Arkansas cities which are considered to offer “Unique Cycling Opportunities.”
- According to Internet listings, there are 26 Bicycling Clubs in Arkansas.
- The Arkansas Bicycling Calendar for 2014 lists over 80 events across the State.
- Bicycle retailers represent a \$5.9 billion industry in the United States.
- 73% of bicyclists ride between 10 and 49 miles per month.



AHTD RECEIVES StateScoop 50 Award

After hundreds of nominees and more than 50,000 votes, the people have chosen the State of Arkansas, in partnership with the Information Network of Arkansas, as the winner of two prestigious StateScoop 50 Awards for online services that significantly streamline government operations.

The Arkansas State Highway and Transportation Department has won a ‘State Innovation of the Year Award’ for the IDriveArkansas website.

The AHTD’s IDriveArkansas website allows motorists to gain travel information before leaving home. The site provides information on construction zones, weather-related road conditions, traffic flow and other things that allow motorists to “know before they go.”

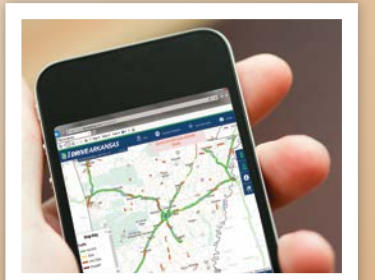
“IDriveArkansas has had 509,000 visitors since its debut,” says Danny Straessle, Assistant Public Information Officer.

“A link to the website has been downloaded in the Android and Apple app stores 14,000 times,” Straessle adds. “The real-time data available on the site is helping motorists make informed decisions on navigating their trip on our highways.”

“The public hand-picked these Arkansas government programs as their favorites out of a large and competitive field of nominees,” INA General Manager Amy Sawyer said. “That speaks to the impressive results the agencies have achieved through technology and boosts Arkansas’ status as a national leader in eGovernment. We are proud to partner with State agencies to help make good government even better through innovative online services like IDriveArkansas.”

The StateScoop 50 Awards is one of the top national awards for members of the state and local government community. It’s an entirely crowd-sourced program that honors the 50 best and brightest people and programs that make state government more efficient and effective. Nominees and winners were decided by public vote online in early 2014.

The Arkansas Auditor of State office won a ‘State IT Program of the Year Award’ for its Great Arkansas Treasure Hunt. Arkansas is the only state to have winners in both technology categories. ■





Editor David Nilles looks out across the southern edge of Mount Magazine just above Highway 309.

The View from HIGHWAY 309:

A LASTING IMPRESSION

BY DAVID NILLES

“CONTAINED IN THIS MONUMENT ARE THE REMAINS OF **JAMES W. HARDY, C.E.** CIVIL ENGINEER WHO LOCATED THE HIGHWAY FROM HAVANA, ARK. TO MT. MAGAZINE”

Those are the words inscribed on a small stone monument sitting along the side of Highway 309 as it climbs to the top of Mt. Magazine in Logan County. The monument can be found about one-half mile from the Petit Jean Valley Lookout.

It's easy to miss the marker as it only stands one foot high and is perched on the top of an embankment as the road makes a sharp curve to the left just before reaching the pinnacle.

The monument caught my eye on my last trip up to Mt. Magazine Lodge. After pulling over to read the inscription, I decided I had to learn more about who James Hardy was and share it in *Arkansas Highways*.

My first call was to the AHTD Human Resources Division to see if Hardy was a former employee of the Department. Department records show a "J.W. Hardy" worked as an inspector from September of 1938 to January of 1939. He was paid \$125 for his work. No further information was found in AHTD records but it is the same Mr. Hardy.

Next I turned to Google to see what I could learn on the Internet. The Encyclopedia of Arkansas History & Culture website mentions James Hardy in its entries about Mt. Magazine State Park and the City of Havana.

"The Works Progress Administration began building a good gravel road over the mountain from Paris (Logan County) to Havana (Yell County). The civil engineer who supervised the road project was James W. Hardy.

Hardy came to Arkansas from somewhere in the northeast. Under Hardy's guidance, construction began

(continued on page 14)



(Top) Family and friends of James W. Hardy gather to officially recognize his monument. Circa 1955.



(Left, L. to R.) James W. Hardy pictured with Bonnie Littleton, road construction supervisor.

Motorcyclists return down Highway 309 after a visit to the top of the mountain.



on the road in 1934. It was completed in 1936 and today serves as Highway 309 up and over the mountain. Hardy left Arkansas and moved to California in 1946. But while he was working on the project, he fell in love with the mountain and the beauty of the surrounding area.

In information provided by Mount Magazine State Park Interpreter Don Simons we learn that Hardy thought the mountain was the most beautiful place he had ever seen.

The Encyclopedia of Arkansas goes on to say:

“Hardy was so enamored with the area that he requested that his ashes be buried next to the highway. After he died in 1954, his remains were buried on the south side of the mountain near the road he built; his monument still stands today.”

Hardy personally selected the location on the hairpin curve where the monument stands. He made arrangements with local residents in Havana for his placement there.

Though not much else is in the history books, it is easy to see why Hardy grew fond of Mt. Magazine. A drive to the top is one of the prettiest stretches of highway in the State. Highway 309 leaves the town of Havana and soon begins its ascent to the top of Arkansas’ highest mountain where the State Park is located. Along the way are numerous small waterfalls and panoramic views of the Arkansas River Valley below. The temperature at the top is always 6 to 10 degrees cooler than in the valley. Awaiting visitors in the State park is the lodge, campgrounds and hiking trails. Hang gliding and rock climbing



opportunities abound as well. The mountain is also home to over 86 species of butterflies.

After a lifetime in engineering, it’s easy to see why James Hardy chose the serenity and beauty of Mt. Magazine as his final resting place. The mountain made a lasting impression on him. If you have never made the trip, plan to do so soon and you will see why. ■

Altus, Arkansas, is home to successful wine makers



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.

- * **ALTUS GRAPE FESTIVAL:** Celebrate the Grape at the Altus Grape Festival. Enjoy public grape stomping, wine tasting, arts & crafts booths, music, amateur winemaking competition, food and fun. • JULY 25-26
- * **JOHNSON COUNTY PEACH FESTIVAL:** Visit downtown Clarksville and enjoy peach-themed eclectic foods and handmade arts & crafts. There are scavenger hunts, a 4-mile run, talent contests, live bands, diaper derbies, greased pig chases, terrapin and bull frog races, a special Kids’ Zone and a parade. Enjoy some peach cobbler, jam and jelly bake-offs, a peach seed spitting contest and a peach pie eating contest. • JULY 25-26
- * **WORLD CHAMPIONSHIP CARDBOARD BOAT RACE:** Boats of all shapes and sizes made of cardboard compete for speed and design. There is even a Titanic Award for the Most Dramatic Sinking. • JULY 26
- * **JOHNNY CASH MUSIC FESTIVAL:** Loretta Lynn, Reba McEntire, Bobby Bare and Mark Lowry will all take the stage for this performance honoring the late legendary Arkansas native Johnny Cash. As with past concerts, proceeds go toward the restoration of the Johnny Cash Boyhood Home in Dyess plus support a scholarship fund established in Cash’s name. • AUGUST 15

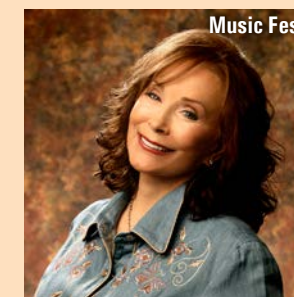
- JULY 19**
MUSIC IN THE PARK
1874 Courthouse
Historic Washington State Park, AR
- JULY 25 – 26** *
31ST ANNUAL ALTUS GRAPE FESTIVAL
Altus City Park & four area wineries
Altus, AR
- JULY 25 – 26** *
75TH ANNUAL JOHNSON COUNTY PEACH FESTIVAL
Clarksville Courthouse Square
Clarksville, AR
- JULY 26** *
28TH ANNUAL WORLD CHAMPIONSHIP
CARDBOARD BOAT RACE
Sandy Beach
Heber Springs, AR
- AUGUST 7 – 9**
38TH ANNUAL HOPE WATERMELON FESTIVAL
Fair Park
Hope, AR
- AUGUST 15** *
4TH ANNUAL JOHNNY CASH MUSIC FESTIVAL
The Convocation Center
Jonesboro, AR
- AUGUST 27 – SEPTEMBER 5**
29TH ANNUAL NATIONAL CHAMPIONSHIP
CHUCK WAGON RACES
“Bar of” Ranch
Clinton, AR
- SEPTEMBER 12 – 13**
NATIVE AMERICAN DAZE/
MOUNTAIN MAN RENDEZVOUS
Calico Rock Museum
Calico Rock, AR



Peach Festival



Boat Race



Music Fest



Arkansas Highway Police
Sergeant James Hamrick



WEIGHING IN with THE HIGHWAY POLICE

You've seen them on the side of the highways. The small brick buildings with long entrance ramps leading to them. Those ramps usually have a line of commercial trucks rolling in.

They are Arkansas' weigh stations and they are strategically located across the State. They are there to weigh commercial vehicles and make sure "maximum weight" and other truck regulations are being followed. Overweight trucks can do serious damage to our highways' driving surfaces so weight limits play an important role in properly maintaining our highway network. Signs along the highway instruct 18-wheelers to pull in. On arrival, in-ground truck scales record their weight.

The Arkansas Highways staff traveled to the Riverside Weigh Station in West Memphis to get an insider's look at what goes on at our weigh stations. Our host was Arkansas Highway Police Sergeant James Hamrick, who has been with the AHP for ten years.

NILLES: How many weigh stations does the Department have across the State?

SGT. HAMRICK: There are ten of them. Most of them are set up just like this one. Of our weigh stations, there are six that are manned fulltime and four that are temporary stations that we open up occasionally. Fulltime ones are open 24 hours-a-day, seven days a week including every holiday.

We also have a couple of "virtual" weigh stations. One of those has been set up at the Black River Bridge at Black Rock where we have weight restrictions in place until the new bridge there is completed. We can log into the data using a computer and look at

the weights as the trucks roll across the bridge. It records data such as how many trucks go by in a day, the weight of the vehicles, the times that heavy vehicles are crossing over that shouldn't be crossing. It works very well. There is currently another virtual station located down in Texarkana on Interstate 30.

NILLES: How many Highway Police work here at Riverside?

SGT. HAMRICK: There are ten of us assigned here. Two people will be here at any given time.

NILLES: Does every truck on the road have to pull in to get weighed?

SGT. HAMRICK: Any truck involved in commercial transportation has to pull in to the weigh station. Those are your commercial motor vehicles or 18-wheelers. The mobile homes you see rolling down the

road also have to pull in. Those that don't have to pull in to be weighed include rental vans and tourists driving large recreational vehicles. The only rental vans we check are those being used by commercial operations that may be carrying a load because their rig broke down.

NILLES: What is your role in a typical day here at the weigh station?

SGT. HAMRICK: We monitor the weights of every truck as they roll in. Our major role is to enforce weight compliance. But we also carry out commercial motor vehicle inspections and check all of the oversize/overweight permits to make sure trucks are in compliance. We also check fuel tax status and look for safety violations.

NILLES: How do trucks know when to come in?

SGT. HAMRICK: There are two electronic communication systems that are currently in use across the country. One is Prepass and the other is DriveWyze. These systems let participating transponder-equipped commercial vehicles know if they need to come in or not. The transponder will give the driver a red light or a green light in their cab so they know before they get to the weigh station whether or not to pull in. Cleared vehicles may proceed at

highway speed, eliminating the need to stop. The decision to bring them in is based on their company's safety rating. If a company is in good standing, their trucks are eligible to sign up for a "Prepass." The Prepass program monitors a particular trucking firm's safety rating. If they have a high safety rating we know their trucks are probably in compliance. We still have the ability to override the system to make a truck come in if we think there is a need to. It's not a total free pass.

NILLES: Do you check permits on every truck?

SGT. HAMRICK: We check the permits on all oversized trucks. We have them pull around and park. Trucks that are under the weight limit can roll on out after being weighed.

NILLES: You have an automated weighing system. How do the weight scales operate?

SGT. HAMRICK: The scales are located underneath the travel lanes that the trucks come in on. They are hydraulic, have four sections and are 135 feet in length. We use both "weigh-in-motion" scales and "static" scales. The weigh-in-motion scales are located beneath the entrance ramps about 150 yards ahead of the building. The scales measure the weight of every axle as the trucks roll in. It also measures the length of the truck and the height of the vehicle. The scales are accurate to within 20 pounds. When you are measuring trucks that may weigh up to 80,000 pounds, that is pretty accurate. Even the wind can affect the reading. With the wind blowing hard on a trailer and pushing it downward, it can affect the weight being read by seven or eight hundred pounds.

If a truck is overweight or there is a problem, it shows up on our computer screen. Our signal lights will instruct them to roll up to our station where we have them stop. We meet them outside and discuss the problem. If under the weight limit, they can keep rolling and get back on the highway without stopping.

Now some states have the scales beneath the travel lanes out on the Interstate itself. We don't have that here in Arkansas. You have to make sure the trucks are in the proper lane to be weighed. It is somewhat difficult with two or three lanes of traffic out there.

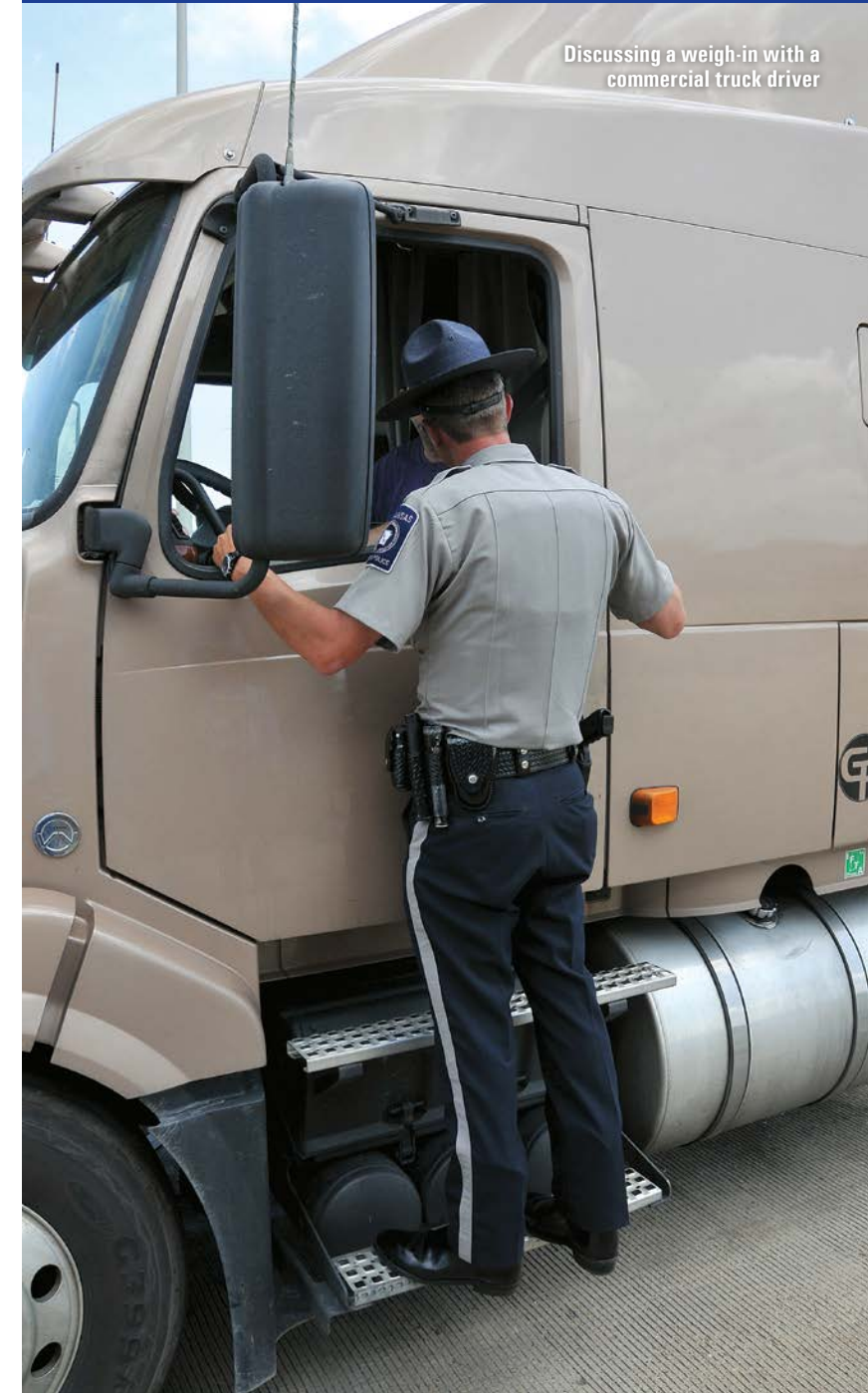
NILLES: What are the weight maximums for trucks in Arkansas?

SGT. HAMRICK: Generally, 80,000 pounds is the maximum weight for a full size truck. It's been that limit since I've been here. If a vehicle comes in overweight, it is parked at that point. The weight law statute states that a vehicle must remain standing until it is legal size and weight. If a truck's load is multiple pieces, a portion of that load must be reduced until it comes in at 80,000 pounds or less and is in compliance with the axle weight laws in order for the truck to continue.

(continued on page 18)



Riverside Weigh Station
in West Memphis



Discussing a weigh-in with a
commercial truck driver

The company will have to send another truck out here and gradually take items off. This happens every day. If it's one piece of equipment that can't be reduced down, then they can apply to get a permit if it is in the legal parameters. Trucks exceeding the federal weight limit can still operate on the country's highways with an overweight permit, but such permits are usually issued before the scheduled trip and expire at the end of the trip.

It's not a high percentage as far as trucks being over gross weight. If you look at trucks that roll through here and Prepass trucks combined, you are looking at 18,000 commercial vehicles every day in a 24-hour period. It may be one percent of that.

NILLES: Do you ever have trucks that pass right by the weigh stations without stopping?

SGT. HAMRICK: Yes, they stay out on the road. They will blend in with the crowd. If they bypass us, there is always a reason. They either simply missed it because they are a new driver or they bypass it because they are overweight or their log book is messed up. Others know their vehicle won't pass an inspection. If a truck is overweight and it bypasses the station, the fine is double. We do go after them and stop them. We then write them citations for bypassing us.

We look at ourselves not just as enforcement but also educators. The laws are always changing with these commercial vehicle regulations. It's hard for everyone to keep up with them. We stay on top of it but sometimes the smaller companies don't get all the emails and notifications of the changes. So sometimes they are just not aware. That's an opportunity for us to explain all of the new updates to them.

NILLES: What is the most interesting thing you have found in a truck when it rolls in and you look inside?

SGT. HAMRICK: We find narcotics and contraband quite often. The strangest thing I've seen is a truck come in here with 137 finches flying around inside the cab of the truck. The driver had to come inside to do some paperwork so he had to catch all of those birds and put them in their cages. The top of the truck was lined with cages. We find drivers traveling with their pets including dogs, cats and even snakes.

We may come across runaways, missing persons or people that are wanted by the law. I don't get shocked very much anymore.

The majority of people that we come in contact with are really great guys. They are professional and they work for safety-oriented companies. Good inspections help these trucking companies get better safety ratings. It's really good for companies to have good inspections.

NILLES: What is something people may not know about weigh stations?

SGT. HAMRICK: This station actually has two stories, the ground floor and then one on basement level. We can go down there, pass through a doorway and walk around beneath the scales. It makes it easier to service the scales. This station also has a holding cell and a hazmat pit should the need arise to use them.

In addition, you'd be surprised at the number of passenger cars that pull into the weigh station. Usually, they are lost and think this is a Welcome Center. They can't figure out how to get turned around and headed back to Memphis. We are located right between Beale Street in Memphis and the dog track in West Memphis so we get a good number of tourists trying to find their way around. We're glad to help them, it's all part of the job. ■

Editor's Note: Sergeant Hamrick is the son of former First Lieutenant Bobby Hamrick, who served with the Arkansas Highway Police for 37 years.



Sergeant Hamrick checks the underground scales at the weigh station



AWARD-WINNING CONSTRUCTION

BY DAVID NILLES

IT'S A QUIET STRETCH OF HIGHWAY, running 2.3 miles between Star City and Monticello in southern Lincoln County. Though not the most heavily traveled highway in Arkansas, Highway 425 in that area has recently gained national notoriety. It was one of eight highways in the United States to win a national Perpetual Pavement Award for 2013.

The awards were announced in April by the Asphalt Pavement Alliance, a coalition of the Asphalt Institute, the National Asphalt Pavement Association and the State Asphalt Pavement Associations. The Asphalt Pavement Alliance's mission is to further the use and quality of asphalt pavements.

The awards recognize existing long life asphalt pavements demonstrating outstanding design and construction. Any road, highway, airport runway or other facility paved with asphalt in current use is eligible for the award. The pavement must be a minimum of 35 years old and have never had a structural failure. It also must have had no rehabilitation over those years that has increased the pavement thickness by more than four inches. Resurfacing intervals must be of no less than 13 years on the average. It must demonstrate the characteristics expected from long-life asphalt pavements: excellence in design, quality in construction and value to the traveling public.

"One of the keys to sustainability is long life," says Michael J. Kvach, the organization's executive director. "Asphalt roads can be engineered to last indefinitely with only routine maintenance and periodic surface renewal."

"This section of highway was originally built in 1966 as part of Highway 81 by the Southeast Construction Company of Pine Bluff," states Luke Stovall, AHTD Civil Engineer II.

"It consisted of two 12-foot lanes and two 8-foot shoulders. It was re-designated Highway 425 by the Highway Commission in 1989," Stovall adds.

The highway serves the timber and agricultural industries in southeast Arkansas.

"We designed the highway to serve an average daily traffic count of 1,700 vehicles per day," Stovall adds. "The traffic count today is 3,600."

"Soil is the foundation for all highways," he states. "Building roads in southeast



Arkansas has always been problematic due to the heavy clay content. Clay often has to be bolstered with cement to stabilize it or dirt has to be trucked in from somewhere else. The performance of this road is especially exceptional considering the underlying native soil."

The section has undergone two repairs since it was built resulting in an average resurfacing interval of 21 years. It received a one-inch overlay in 1987 and a two-inch overlay in 2008.

"Construction of highways such as this in Lincoln County stand the test of time and mean safer travel for motorists and cost effectiveness for the Department," commented AHTD Director Scott Bennett.

The award is the fourth one in a row received by the AHTD. Most recently, in 2012 the Department received a Perpetual Pavement Award for a two-mile section of Highway 82 in Lafayette County. ■

ARKANSAS' Great Outdoors

Arkansas, The Natural State. There are hundreds of places to experience the great outdoors within our borders. We asked Arkansas State Highway and Transportation Department employees to share their photographs of their favorite places. On the next several pages are some of the places in Arkansas' wilderness that AHTD employees enjoy spending their time.



BEAVER LAKE
Benton County

photo by:
Diana Wilks
Section Head, Cultural Resources



COVE LAKE
Logan County

photo by:
Jacky Baldwin
Bridge Job Superintendent

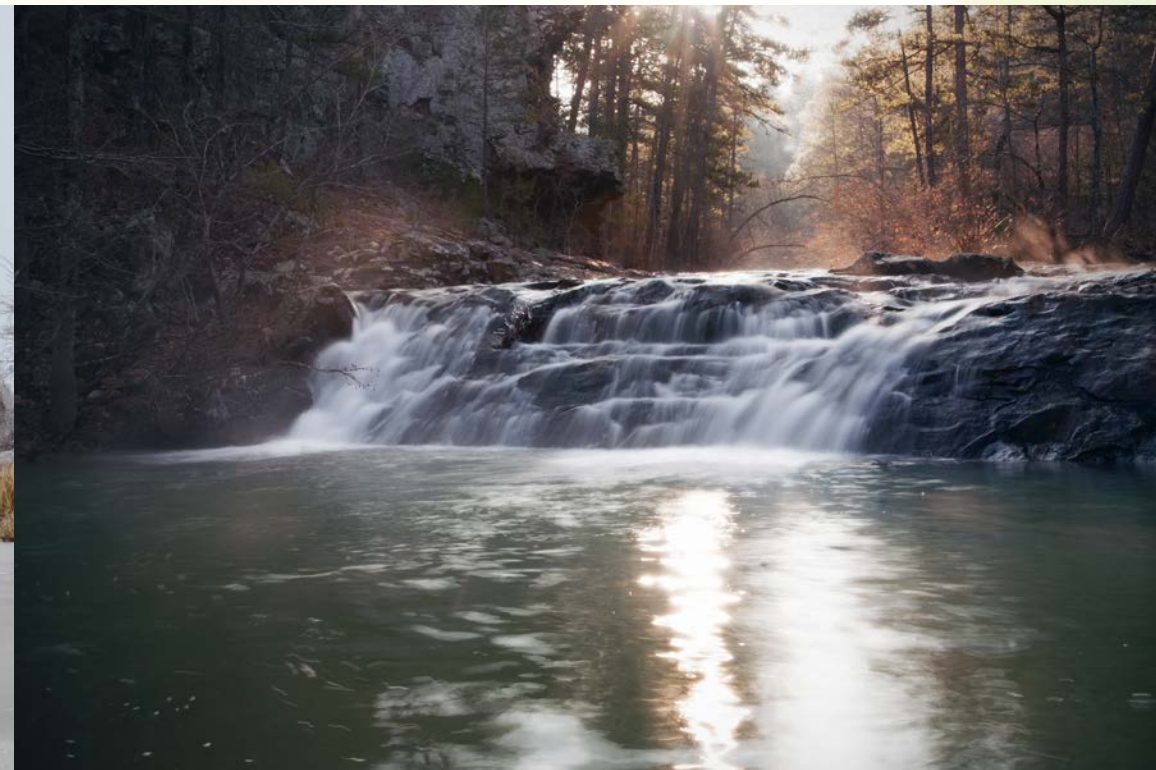
BIG LAKE
Mississippi County

photo by:
Cpl. Rob Samons
Arkansas Highway Police



FORKED MOUNTAIN FALLS
Ouachita National Forest
Perry County

photo by:
Jonathan Ball, P.E.
Concrete & Steel Fabrication Engineer





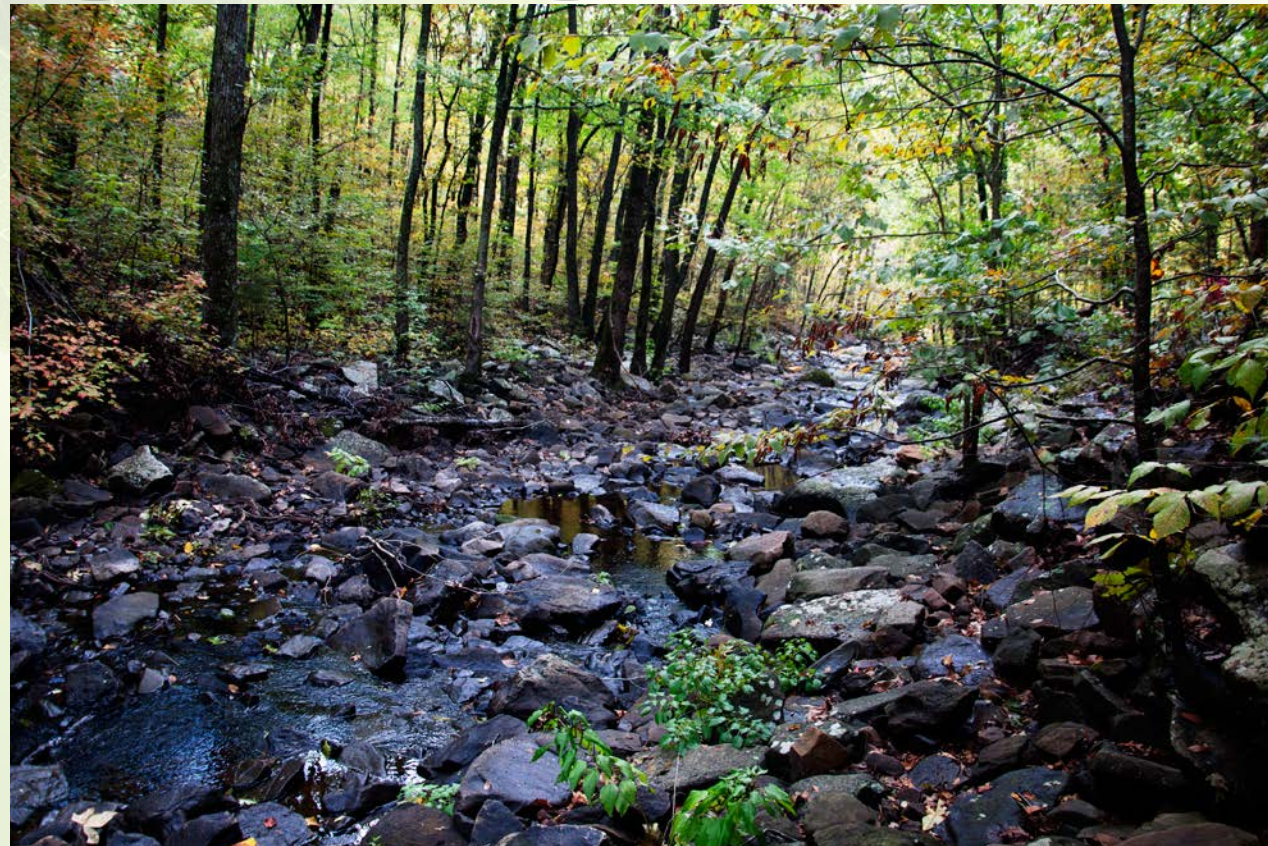
BLANCHARD
SPRINGS CAVERNS:
HISTORIC MITCHELL
GRIST MILL SITE
Stone County

photo by:
Terry Standard
District Five
Materials Supervisor

ARKANSAS' Great Outdoors

PETIT JEAN
STATE PARK
Conway County

photo by:
Twandria Campbell
Programs & Contracts
Technician II



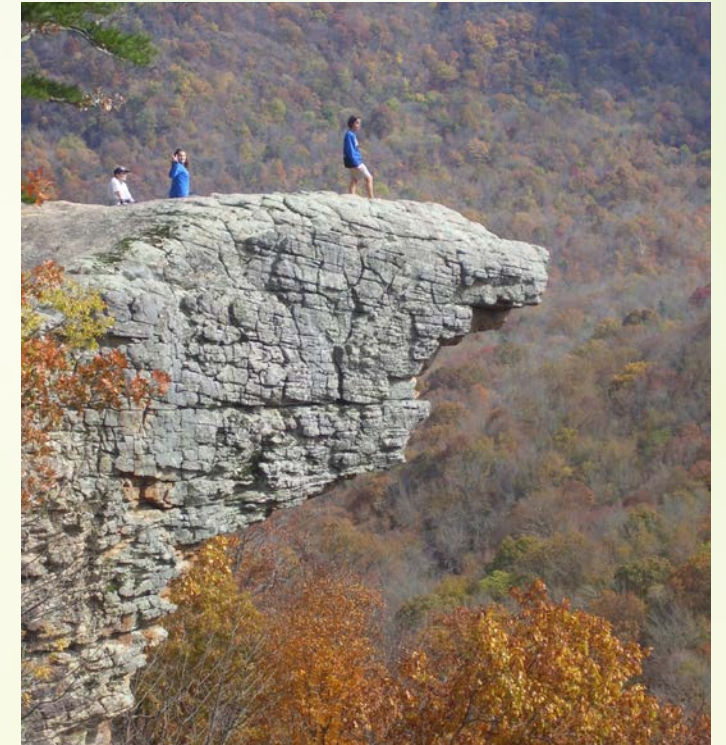
OZARK NATIONAL FOREST | Perry County
photo by: **James Dean** – Resident Engineer



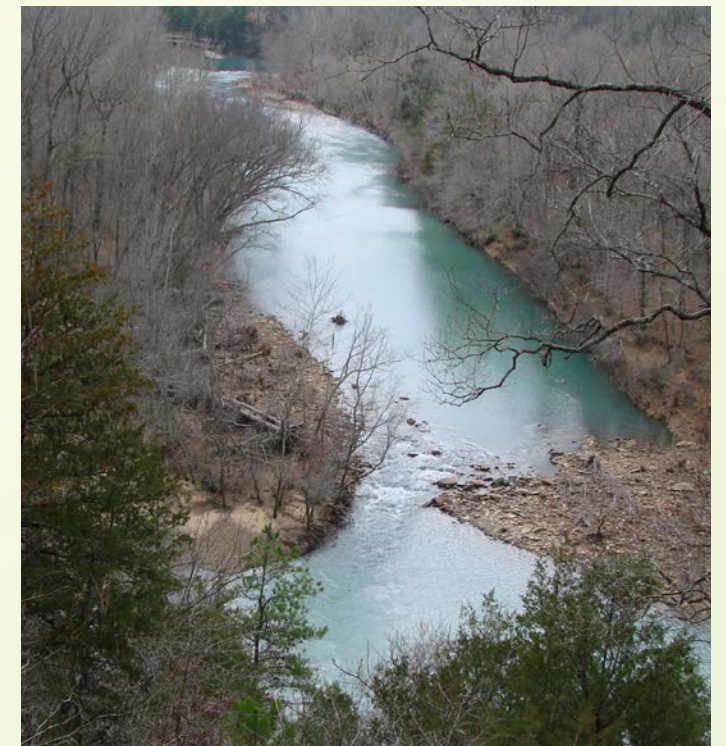
OFF HIGHWAY 201 | Stone County
photo by: **Paul Christenberry** – Geotechnical Aide II



MOUNT NEBO | Yell County
photo by: **Vonnie Horan** – Computer Services Consultant



HAWKSBILL CRAG | Newton County
photo by: **David Dawson** – Staff Attorney



MULBERRY RIVER OVERLOOK | Franklin County
photo by: **Josh Seagraves** – Environmental Scientist II



(L. to R.) Jim Buckner, Senior Commander of the Order of the Purple Heart, and Emanuel Banks, AHTD Assistant Chief Engineer – Operations.



ON THE MAP

SPENDING TIME WITH AN ARKANSAS HIGHWAY MAP CAN BE INTERESTING. THE FOLLOWING IS THE NAME OF AN ACTUAL TOWN IN ARKANSAS! HAVE YOU EVER VISITED HERE?



ARKANSAS RECOGNIZED FOR COMPLETING

PURPLE HEART TRAIL

With the unveiling of a Purple Heart Trail roadside sign in Texarkana in May, Arkansas became one of only three states in the country that has designated the Purple Heart Trail on all of its Interstate highways.

In a ceremony at the Arkansas Welcome Center on Interstate 30 in Texarkana, Interstate 30 extending from the Texas border northward to Interstate 40 in North Little Rock, became part of the Purple Heart Trail.

“Arkansas joins Kansas and Montana in having all Interstate miles designated Purple Heart Trails,” stated Jose Martinez, of the Military Order of Purple Hearts. “Interstate 30 in Arkansas now joins sections of highway in 45 states, Puerto Rico, Guam and Hawaii that pay tribute to the men and women who have answered the call of duty to serve their country and been

awarded a Purple Heart medal. We thank the Arkansas State Highway and Transportation Department for their continuous support.”

The medal is awarded to members of the armed forces of the United States who are wounded in combat. The combat decoration is our nation’s oldest and most recognized military medal. It was created by General George Washington in 1782.

“It’s an honor to be able to recognize the distinguished men and women who have represented our country” added Emanuel Banks, Assistant Chief Engineer – Operations for the AHTD. “This trail began in Arkansas in 2004, but the history of the Purple Heart goes back to George Washington. In fact, it originates at a monument in Mt. Vernon, Virginia.”

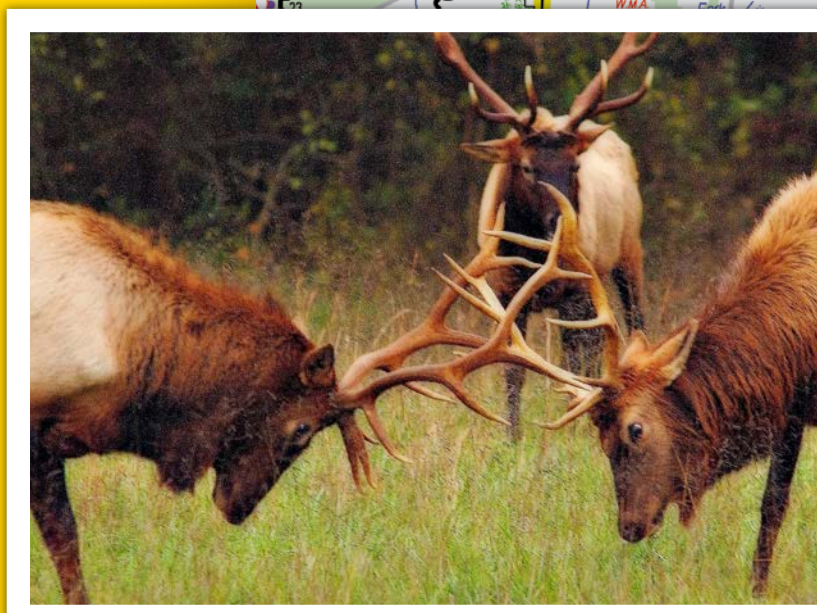
After unveiling the sign, AHTD crews immediately transported the sign up Interstate 30 not far from the Welcome Center for permanent installation along the roadway.

“These signs represent our strong appreciation for those men and women who have protected our country through the years,” Banks added. ■

The town of Ponca is located on Highway 43 in Newton County. The small community

is situated near the Buffalo River and is a popular place for canoeists and kayakers to put in and out of the river.

Ponca is also a popular place for elk watching and is home to the Ponca Elk Education Center where visitors learn more about the elk herds in Boxley Valley. Over 500 elk now live in the valley. Hiking trails, fishing, rental cabins and camping are popular attractions in the area. ■



WEEKEND ROAD TRIP:

154

PETIT JEAN MOUNTAIN

BY DAVID NILLES

ASK ANYONE THAT ENJOYS BEING IN THE GREAT OUTDOORS, and they will tell you that one of the best places to travel for outdoor fun in Arkansas is Petit Jean Mountain.

Our weekend road trip climbs Highway 154 in Conway County on its way to the top of the mountain, at an elevation of 1,207 feet above sea level.

Petit Jean Mountain is expansive and is home to the Winthrop Rockefeller Educational Institute, Camp Mitchell Episcopal Retreat Center and Camp, a gift shop, the Museum of Automobiles, horse trails and the jewel of the mountain.... Petit Jean State Park.

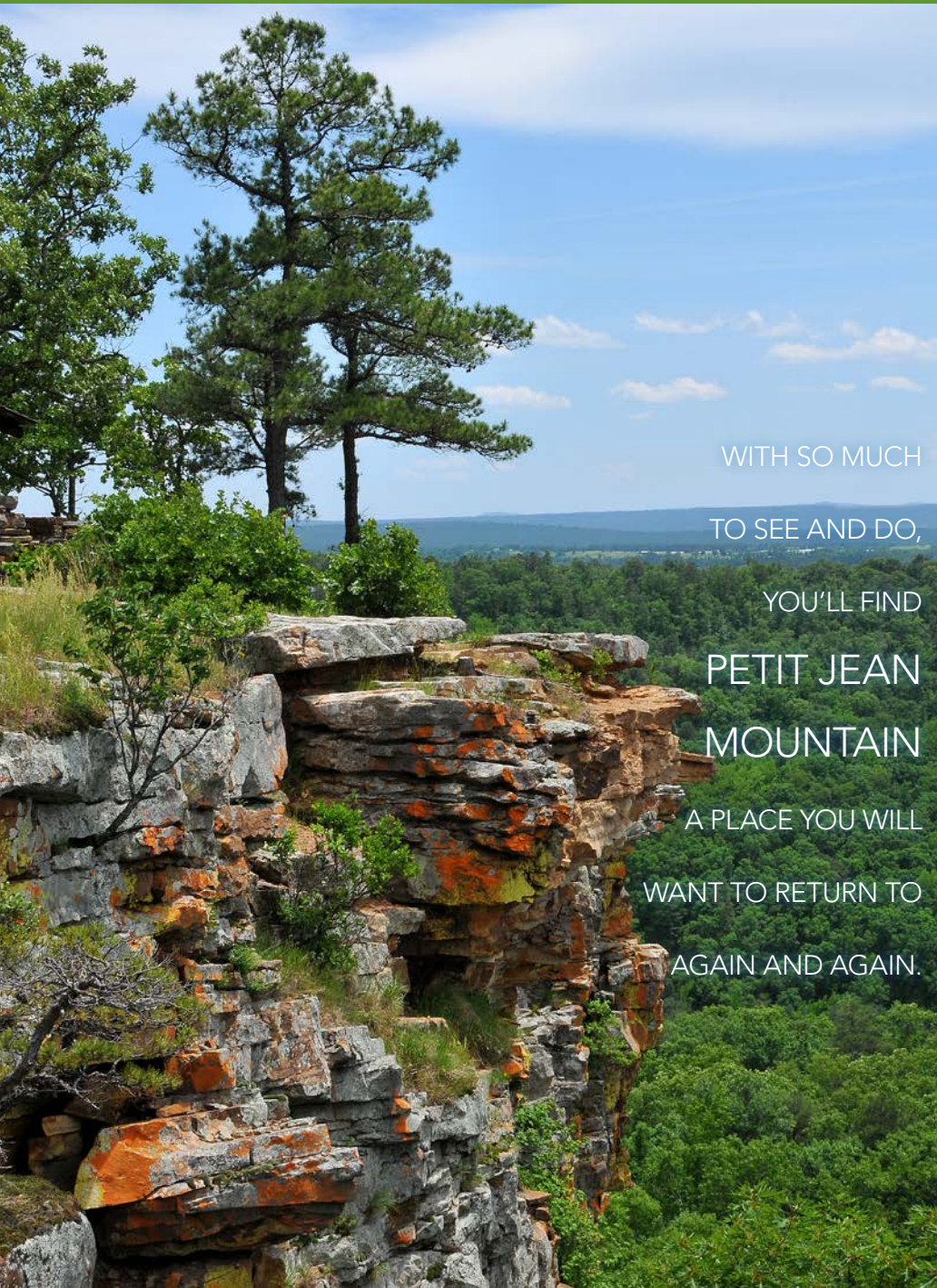
The park is the oldest one in Arkansas' State Park system. It includes 2,658 acres of natural beauty including an abundance of unspoiled woods, ravines, streams, lakes, waterfalls, caves, spectacular views and surprising geological formations preserved almost as French explorers found them 300 years ago.

THE LEGEND OF PETIT JEAN

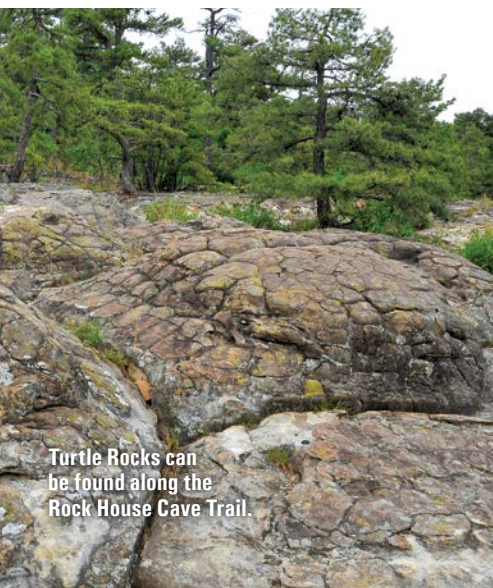
The story of how the mountain got its name traces to the 1700s. French explorers traveling by boat up the Arkansas River stopped at the mountain to spend the summer there. Among those on board was Adrienne Dumont, who had plans to marry the crew's leader before the voyage began. Denied an opportunity to join the crew on their trip, she disguised herself as a cabin boy so she could go along. Her plan was

(continued on page 28)

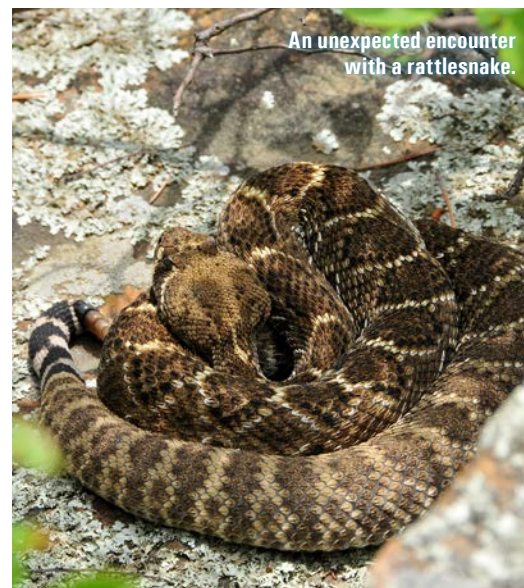
Cedar Falls is one of the largest continuous flowing waterfalls in the State.



WITH SO MUCH
TO SEE AND DO,
YOU'LL FIND
PETIT JEAN
MOUNTAIN
A PLACE YOU WILL
WANT TO RETURN TO
AGAIN AND AGAIN.



Turtle Rocks can be found along the Rock House Cave Trail.



An unexpected encounter with a rattlesnake.

successful and the sailors called her Petit Jean, which is French for Little John.

The night before departing the mountain to head up river, they boarded the ship and Petit Jean became seriously ill with symptoms unknown to the traveling party. Her true identity was discovered after which she asked that if she died, her body be carried back up the mountain and buried on the bluffs looking over the river. Many years later, a low mound of dirt was found at the location now called Petit Jean's Grave. Today, visitors can visit the gravesite at the scenic overlook on the east end of the mountain. The overlook provides a great view of the Arkansas River and the valley below.

But first, any trip to the mountain's State Park should begin at the Visitor's Center, which is located right on Highway 154. Inside, guests will find a hands-on nature exhibit, a gift shop, camping information and brochures about the park's ten hiking trails.

STAYING OVERNIGHT

With so much to do on Petit Jean, an overnight stay is a good idea. The park offers 125 campsites nestled in the woods and beside Lake Bailey. There are also 21 fully-equipped cabins, many which look out over Cedar Creek Canyon. The recently remodeled Mather Lodge has 24 guest rooms. The lodge sits high on a bluff overlooking the Arkansas River Valley below. It includes a swimming pool and a full service restaurant.

If your stay is just for one day, there are picnic grounds and a playground right inside the park so be sure to pack a lunch!

HIKING THE TRAILS

The main attraction at Petit Jean is the system of trails that lead visitors through the mountain's natural beauty. The trails provide endless hours of fun and beauty for thousands of visitors each year. They are a wonderful opportunity to study birds, plants, animals, fossils, geology,

archeology and other natural subjects. Ten trails offer over 20 miles of hiking.

Construction of the trails began in 1933 by the Civilian Conservation Corps. The star of the show is the Cedar Falls Trail leading down into Cedar Creek Canyon. The trail follows beside Cedar Creek and leads to the 95-foot Cedar Falls, one of the largest continuous-flowing falls in the State.

Branching off of this trail is Canyon Trail. The trail features many small, splashing falls and deep emerald pools. The mountain stream, high bluffs and thick vegetation make Canyon Trail perfect for experiencing local bird and plant life.

Cedar Falls Trail is a little over two miles in length, Canyon Trail, a little easier at just over one mile.

Looking for a longer hiking trail with a variety of sites to see? Seven Hollows Trail, measuring 4.5 miles in length, passes through a series of small canyons under the canopy of a dense hardwood forest. Unique features such as a natural stone arch, rock shelters, a box canyon, small caves and signs of prehistoric bluff-dwelling Native Americans add to the experience of this truly spectacular trail. Don't miss The Grotto located about halfway down the trail.

Cedar Falls, Seven Hollows and Cedar Creek Trails were designated as National Recreation Trails due to their rich history and scenic beauty.

EXPLORING THE CAVES

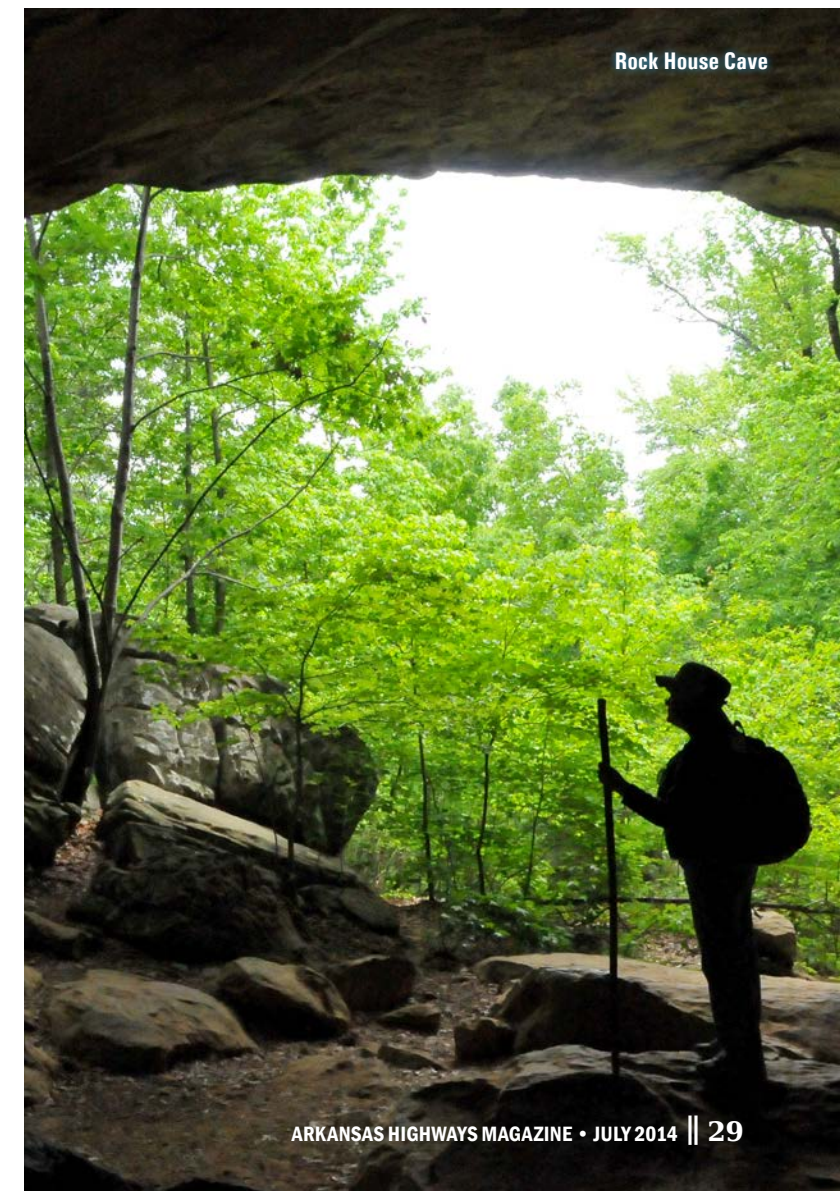
Two of the shorter trails on Petit Jean lead to caves. The Rock House Cave Trail is just a quarter-mile hike over what are termed "turtle rocks." It's easy to see how these fascinating rocks got their name. Rock House Cave is technically not a true cave, but a very large rock shelter. It contains evidence that Native Americans once lived on or near Petit Jean. Look closely for the faint remains of pictographs high on the wall.

Bear Cave Trail winds its way through gigantic sandstone rock formations. The huge rocks form a number of rock shelters and narrow passageways. Take time to climb to the top of some of the rocks for a better view of the area. According to legend, the last bear killed on Petit Jean Mountain was in this area. On the back side of the formations, the trail runs past a small cave that could have been home to bears in earlier times.

ENJOYING THE WATER

Located right behind the park's Visitor's Center is 100-acre Lake Bailey. It's a great place to get out on the water and enjoy a cool breeze. Fishing is allowed at the lake, which is home to many fish species. A pier is available for those wanting to throw in a line from the shore. Kayaks, canoes and

(continued on page 30)



Rock House Cave



Lake Bailey Marina



Camping is popular at the State Park



The restaurant at Mather Lodge



Petit Jean's Gravesite



Museum of Automobiles

motorboats with motors under 10 horsepower are also welcome. A nearby marina offers pedal boat, canoe, kayak and fishing boat rentals.

Two swimming pools are available for tourists. One pool is situated on the bluff behind Mather Lodge and is for cabin and lodge guests only. The pool has recently been remodeled. The other pool is located near the park's picnic area and is open to the public. This large pool includes a diving board, water slide and plenty of space for soaking in the sunshine.

There are many more things to see and do in the State Park. Scenic overlooks, nature programs and walks, a bicycle trail and an old settler's cabin are just a few. One could easily spend days inside the State Park enjoying everything it has to offer.

THE MUSEUM OF AUTOMOBILES

While visiting Petit Jean, spend some time looking at the classic automobiles found at the Museum of Automobiles. There are more than 50 such vehicles on view. Ranging from a 1904 Oldsmobile French Front to a 1967 Ford Ranchero, the vehicles are a part of history from days gone by. Most of the vehicles in the museum date to before 1950. Several once belonged to Arkansas Governor Winthrop Rockefeller, who founded the museum in 1964. The museum is home to the only Climber automobiles known to exist. Climbers were built in Little Rock between 1919-1923.* The museum hosts several car shows and swap meets on the grounds each year. Hours are 10:00 a.m. to 5:00 p.m. seven days a week.

With so much to see and do, you'll find Petit Jean Mountain a place you will want to return to again and again. As you leave the area, consider taking a different route back down. Highway 155 leaves the mountain on the west end, just beyond a panoramic view of the canyon and the river valley to the west. At the bottom, Highway 155 joins Highway 10 for travel east and west and brings to a close this month's weekend road trip. ■

**See the September 2013 issue of Arkansas Highways for more information on Climber automobiles.*



Glenn Fulmer, of Garver, discusses future highway plans with a local resident at a public meeting in Beebe.

ON THE JOB *with* PUBLIC INVOLVEMENT

BY DAVID NILLES

{ TAKING HIGHWAY IDEAS TO THE COMMUNITY }

There is a great deal of planning that goes into designing and building a new highway. Before the first dirt is turned, there are many issues that must be considered including the terrain, the environment, existing structures in the path of a new highway, connecting roadways and construction costs, to name just a few.

The Arkansas State Highway & Transportation Department's Environmental Division makes it a point to hold public meetings across the State throughout the year. The purpose is to share, with local residents, the Department's proposed design ideas on new projects in their area and to listen to their ideas and opinions. The meetings also allow Department staff to answer any questions that local residents may have.

For 2013, public information meetings were held in 30 different communities. Information on future highways was exchanged with between 2,500 and 3,000 residents Statewide.

(continued on page 32)



Ruby Jordan-Johnson
Public Involvement Section Head



The staff of the Public Involvement section have a pre-meeting discussion about construction design plans. (L. to R.) Yulissa Mendoza, Karla Sims, Miguel Mondragon, Langston Carr and Ruby Jordan-Johnson.

BY SHARING OUR DESIGN PLANS, WE CAN LEARN OF ANY LOCAL CONCERNS FROM THE PUBLIC AND ANSWER QUESTIONS LOCAL RESIDENTS MAY HAVE.

Highway construction design plans, like this one, are on display at the public meetings.



Arkansas Highways visited recently with Ruby Jordan-Johnson, Section Head of Public Involvement in the Environmental Division, to learn more about what is involved in taking highway plans to the general public.

NILLES: How does the AHTD determine when to hold public meetings on upcoming projects?

JORDAN-JOHNSON: The AHTD places high value and priority on public involvement throughout the development phase of a project. It provides greater public understanding of a project and also gives us an idea of citizens' needs and concerns of the project.

There are two different types of meetings that we hold: public involvement meetings and public hearings.

The difference between public involvement meetings and public hearings is that the hearings have additional requirements regarding notices, comment gathering and responding to comments received from the hearing.

Public involvement meetings are held for projects when our staff determines that the project has potential for significant social, economic, environmental or other impacts and also when there is substantial interest expressed by the public. At these meetings, we may present a proposed corridor study map, proposed alternative locations or the preliminary proposed design plans of the project.

Any State transportation department which submits plans for a Federal-aid highway project that goes through a community or bypasses a community must hold a public hearing or must have afforded the community an opportunity for a hearing.

Public hearings are typically held after a public involvement meeting has already been conducted. Public hearings provide

more detailed information and give citizens another opportunity to comment on the proposed project. The hearing also allows citizens the opportunity to review and comment on the project's environmental documentation.

NILLES: Where are the public meetings held?

JORDAN-JOHNSON: It all depends on what facilities are available in the project area. Ideally, we will seek out a school cafeteria or gymnasium if one is available in the project area. Schools are good places for public meetings because they have plenty of space for us to lay out our design plans. We also have utilized churches for public meetings. They usually have a fellowship hall that we can use. Some cities have community centers or a neighborhood library that will work well for meetings.

NILLES: How do you spread the word that a meeting is going to take place?

JORDAN-JOHNSON: We will use the newspaper to get the word out about the public involvement meeting. We also run public service announcements on local radio stations. Our Public Information Department sends a news release to all local media outlets. The Environmental Division will send letters to the mayor, the county judge, and to State and local officials because they are always helpful in spreading the word. We also send notices to the Chambers of Commerce and the local churches. As the meeting date approaches, our Public Involvement staff goes into the community and passes out fliers door to door. We provide information on our website at www.ArkansasHighways.com as well.

NILLES: Who from the staff attends these public meetings?

JORDAN-JOHNSON: Environmental Division staff will be there overseeing the meeting. We also have representatives from numerous AHTD divisions that attend. Roadway Design staff are there sharing the proposed design plans. Right of Way staff will be there to handle any questions dealing with property acquisition. Our Public Information staff may be on hand to do interviews with the media. We will have staff from the local District Office on hand because they are the most familiar with the project's surroundings. Sometimes the Planning staff may be there as well depending on the magnitude of the project.

NILLES: What information are we sharing at these meetings?

JORDAN-JOHNSON: Our public meetings follow an open house format. There is no set program. We usually begin at 4:00 p.m. and visit with citizens until 7:00 p.m. The public can come and go as they please. At the meeting, we begin by asking all citizens to sign in and we give them a handout. The handout contains a comment form that enables them to share their thoughts on the road project. We have a

project location map on display that shows where the project will start and end. The main element is our proposed preliminary design plans for a highway project. We lay the plans out on tables for all to see. Our engineers are there to explain exactly what they are looking at and what is going to occur during the project. Citizens are able to see firsthand the level of impacts that may occur due to that project. For example, we may have to purchase a portion of a person's property, we may have to relocate a driveway or re-align a particular intersection in their neighborhood. There can be any number of design impacts and these meetings let the residents learn about the impacts firsthand.

NILLES: What type of information are we seeking from citizens and what do we do with that information after a meeting?

JORDAN-JOHNSON: At our meetings, we hand out a citizen comment form that attendees can fill out that day or mail back to the AHTD later. We are gathering information to help with our environmental document and project design. The questions on the form are tailored to that particular project. One of the main concerns we want to know about is how they feel about the project. Do they

think it is necessary and do they want the project? For example, we may ask their opinions on a bypass around town versus making improvements on existing location through town. We ask their knowledge on any property limitations or challenges that we may need to know about. We want to know about any type of show stoppers. Show stoppers are things that may hinder the project from moving forward. We may ask those attending if they know of any environmental issues that may impact the project. For example, they may know the location of cemeteries, septic tanks, archeological sites or historical sites. Things that we aren't aware of but they know because they live in that community. By sharing our design plans, we can learn of any local concerns from the public and answer questions local residents may have.

Citizens have 15 days after our meeting to consider the questions and turn in their surveys. Once the comment period is over, our staff will look at their comments and write a synopsis. It will go into detail about how the citizens feel about the project and whether they agree that the project is necessary. It will detail how many people have given us information on potential environmental constraints. Then, that information is utilized by several different divisions here at the Department.

(continued on page 34)



NILLES: What kind of questions or suggestions do you hear from the public?

JORDAN-JOHNSON: We hear many questions about how a road design is going to impact their property. They want to know if we are going to have to acquire some of their property for our right of way. Our design engineers visit with them to share and explain those impacts. Our Right of Way staff can give them a clear idea of how right of way acquisitions work if we have to obtain property from a citizen. They also have questions about the project's impact on traffic flow, safety in the community or whether new traffic signals may be constructed.

NILLES: Are design plans tweaked sometimes based on comments or suggestions we receive at the meetings?

JORDAN-JOHNSON: Our design engineers take a look at all of the comments received concerning the proposed project. Sometimes we are able to modify the design. For example, a citizen may have a concern about changes to his or her driveway. A driveway is something that our engineers can tweak to help lessen the impact on that person's property. Staff engineers take a closer look at a property and try to address that and other design concerns that are expressed. We want to minimize as many impacts as possible.

NILLES: How do we work with people whose property may be affected by the new project?

JORDAN-JOHNSON: When we are sharing the proposed design and someone sees that it impacts their property or home, we want them to know that we are understanding and very sensitive to them and their needs. We explain to them that this highway is for the good of everyone. Even though their property is going to be impacted, we are going to do our best to minimize that impact. For example, we

have a Right of Way staff that is going to work with anyone who may be relocated. We work hand-in-hand with that family from the beginning of that process to the end so there are no surprises. We pay them fair market value for their property and work hard to help get them into a new home. Our Right of Way staff is very experienced and can ease the entire process so that relocatees understand how the process is going to work and be very comfortable with what occurs during the acquisition of their property.

NILLES: How many people usually attend the meetings?

JORDAN-JOHNSON: The magnitude of the project and how many people may potentially be affected by the project have a great deal to do with that. If it's a passing lane job without many homes in the area, we may have 50 people show up. If we have a design project for a bypass or a highway on new location, we could have as many as 150 people show up. A good example is the meeting we conducted for the Paragould Bypass. We had well over 200 people attend that meeting. Even the weather can influence citizens' participation. With bad weather, you may have 20 people show up. Those are the type things that affect the size of our crowd at the meeting.

NILLES: In addition to local residents, who else is likely to attend a meeting?

JORDAN-JOHNSON: Often the mayor or other public officials will attend the meeting. Members of the Chamber of Commerce drop by. It's not unusual to have the media come do a news story. Our Highway Commissioners sometimes attend as well. The meetings are open to everyone that has an interest.

NILLES: There are also similar meetings for public officials?

JORDAN-JOHNSON: Yes, we often find those helpful. If it is deemed necessary to have a public officials meeting, we try to have it a few hours prior to our public involvement meeting. This gives officials a chance to look at the design plans we will be sharing with the citizens that day. It's an opportunity for them to get familiar with the project so they are aware and can answer any questions that may arise.

Whether for the public or for city officials, the Environmental Division's public involvement meetings represent an opportunity for citizens to get a "first look" at an AHTD highway project and to become acquainted with plans for the future. These plans will eventually spring from the drawing board and become part of an improved transportation system for residents and those passing through their community. ■

“ WHEN WE ARE SHARING THE PROPOSED DESIGN AND SOMEONE SEES THAT IT IMPACTS THEIR PROPERTY OR HOME, WE WANT THEM TO KNOW THAT WE ARE UNDERSTANDING AND VERY SENSITIVE TO THEM AND THEIR NEEDS. ”



CONSTRUCTION PLANS AROUND THE STATE

Throughout the year, public meetings are held around the State in communities where roadwork is being planned. These meetings are an opportunity for citizens to hear about and respond to future highway construction planned in their area.



PUBLIC MEETINGS JAN. 2014 - APRIL 2014

- 1 Construction Topic:**
HIGHWAY 412
PARAGOULD BYPASS
Paragould, AR
Meeting Location/Date:
Paragould Community Center
January 18, 2014
- 2 Construction Topics:**
INTERSTATE 49
HIGHWAY 62 INTERCHANGE
HIGHWAY 16/112 SPUR
INTERCHANGE IMPROVEMENTS
Fayetteville, AR
Meeting Location/Date:
Asbell Elementary School -
Fayetteville, AR
March 20, 2014
- 3 Construction Topic:**
HIGHWAY 66
PASSING LANE
Mountain View, AR – Timbo, AR
Meeting Location/Date:
St. Mary's Catholic Church
March 20, 2014
- 4 Construction Topics:**
INTERSTATE 40
WIDENING TO SIX LANES
Morgan, AR – North Little Rock, AR
INTERSTATE 40/430 INTERCHANGE
MODIFICATIONS
Meeting Location/Date:
Jess Odom Community Center
Maumelle, AR
March 25, 2014
- 5 Construction Topic:**
UNION PACIFIC RAILROAD OVERPASS
HIGHWAY 367 (ARCH STREET)
Little Rock, AR
Meeting Location/Date:
South End Alert Center
April 17, 2014
- 6 Construction Topic:**
HIGHWAY 167
WIDENING TO FIVE LANES
Bangs Slough, AR – Hampton, AR
Meeting Location/Date:
Hampton High School
April 24, 2014



SPECIAL EVENTS

AROUND THE STATE

BY GLENN BOLICK

Tourism News Conference HELPS PROMOTE IDRIVEARKANSAS

It was billed as the “summertime travel, tourism, visit a State Park, gas up the vehicle, get a soda, go out to eat, stay in a hotel and know where the construction is before you travel season” news conference and it was held May 12th on the front lawn of Central Headquarters.

“Winter was way too long this year, so now it is time to get out and enjoy the sunshine and enjoy our State,” said AHTD Director Scott Bennett. “And before anyone travels they should really get familiar with IDriveArkansas.com. We need drivers to know what is happening on the roadways.”

Bennett shared the stage with three organizations that have partnered with AHTD to promote our new travel conditions web site: Arkansas Department of Parks and Tourism, the Arkansas Oil Marketers Association (AOMA) and the Arkansas Hospitality Association (AHA).

Bennett noted that the IDriveArkansas brand is now appearing not only on AHTD vehicles and signs, but also on gas pumps at convenience stores, the back of oil tankers, counters of hotels, resorts and restaurants, and other innovative places.

“Thanks to our partners, people are starting to see the IDriveArkansas brand everywhere.”

Parks and Tourism Director Richard Davies reminded the audience of how important the economics of tourism are to our State. He encouraged all travelers to check the web site before heading out.

Steve Ferren, Executive Vice President of AOMA, said their organization is largely made up of convenience stores and oil distributors. “There isn’t a better place to reach drivers than at the gas pump,” Ferren noted. “We are glad to help inform drivers of road conditions and keep them moving.”

Arkansas Hospitality Association Executive Director Montine McNulty represents a group consisting of travel,



(L. to R.) AHTD Director Scott Bennett and Parks & Tourism Director Richard Davies speak to the media.

food service, lodging and recreation people across the State.

“Our organization certainly benefits from good infrastructure and we appreciate all the highway improvements underway,” said McNulty, “but at the same time, we need to inform our customers about the construction zones.”

HIGHWAY 82 DEDICATED: Now 4 Lanes to Mississippi



AHTD officials cut a ribbon near Lake Village.

Lake Village Mayor JoAnne Bush hosted Arkansas Highway Commissioners Robert S. Moore, Jr. and Frank D. Scott, Jr., AHTD Director Scott Bennett and a large crowd of local officials and area residents for a dedication event on May 15th. The dedication celebrated the completion of four lanes on Highway 82 from near Lake Village over to the Mississippi River bridge.

Moore noted that he was part of the dedication two years ago to celebrate the completion of Highway 65 to four lanes from Pine Bluff to Lake Village, and that he promised Mayor Bush he would be

back when the four-lane reached the new Highway 82 river bridge.

“Having a four-lane highway connecting Central Arkansas to Mississippi will benefit every city along the corridor,” said Moore. “Connectivity is one of the most important factors when it comes to economic development.”

Bennett noted that the widening of the Highway 65/82 corridor began about 24 years ago with a \$3.9 million project to build five bridge structures near Lake Village. This final project was a \$15 million job to widen almost 4.5 miles and replace one bridge.

DISTRICT 7

CONSTRUCTION



CORNER

Work is progressing on a project in Dallas and Cleveland Counties that is widening Highway 167.

A \$33 million contract was awarded to McGeorge Contracting Company, Inc. of Pine Bluff in the spring of 2013.

Plans call for widening approximately five miles of Highway 167. The improvements will begin at Highway 273, north of Fordyce, and continue northward to Peters Road in Cleveland County. Some sections will be four-lane divided, and others will be five-lane, undivided.

Work is just over halfway completed. The project is estimated to be finished in the summer of 2015.

The work is part of an overall plan to widen Highway 167 to four lanes beginning at Interstate 530 and extending southward to El Dorado.



Dear AHTD,

My name is Holly and I just wanted to let you know what an amazing job Jeffery Moore and Robert Phillips did when we had some trouble with our roof rack carrier a few days ago. Our roof top carrier came off on the freeway, and they helped us not only remove it from the roadway, but helped us get to a safe place and to lift it back onto the roof of our car. Jeffery and Robert went out of their way to help us get to the store up the road so we could purchase new supplies to more securely attach it to our vehicle and get on our way again. They were friendly and helpful, and they seemed to genuinely care. Please let them know how grateful we are.

Sincerely,
Holly Loughry
 via Email

CAPABLE AND PROFESSIONAL

On behalf of the Cabot Church of Christ, we would like to commend the work conducted for us by Lonoke County area foreman Janet Bogle. We needed to have two drainage pipes replaced for the highway 367 ditch due to both ends of each pipe being crushed. She coordinated the work with us in a very professional manner, and, her crews did excellent work and also cleaned out the highway ditch so it would drain better. With all the rain we have had recently, it was a good test of the ditch which flows much better.

In a day and time where quality of work is sometimes not up to standard, it is refreshing to do business with an area foreman who is so capable and professional in her work. Janet is definitely an asset to your organization.

Sincerely,
Mark Bradley
 Cabot, Arkansas

MAGAZINE KUDOS

As always the magazine looks great! "Job well done" to all those involved in putting it together. I'm sure it is no easy task.

Thanks,
Page McPherson

EMERGENCY TIRE HELP

I am writing this letter to commend the actions of Mr. Jay Hamrick from District One. My husband and I were on our way to a Redbirds game in Memphis when we ran over some tire pieces in the road. There was no way to avoid the pieces as traffic was heavy and it was a construction zone. We heard the piece hit underneath our vehicle and it evidently wrapped around something because it made a horrible noise for several seconds. Not long after the piece was dislodged, a message on the car display appeared stating we were losing air pressure in the right rear tire. We managed to get over to the shoulder where Mr. Hamrick was parked. He moved his car behind ours and helped my husband change the tire. He certainly went far beyond what he had to do and we appreciate his kindness so much. In no time at all, the tire was changed and we were on our way. Thanks for employing people like Mr. Hamrick. He is a credit to Arkansas and the Highway Police.

Sincerely,
Lisa Holland
 Imboden, Arkansas

AHTD PEOPLE

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

AHTD
PEOPLE

NEW EMPLOYEES

ARKANSAS HIGHWAY POLICE • Marshall Ashcraft, AHP Patrol Officer; Evan Austin, AHP Patrol Officer; Jonathan Beshears, AHP Patrol Officer; Stacy Cantrell, AHP Patrol Officer; Brandon Clark, AHP Patrol Officer; Ryan Grisham Sr., AHP Patrol Officer; Johnetta Lewis, AHP Patrol Officer; Joseph McCollum, AHP Patrol Officer; Nathan McCollum, AHP Patrol Officer; Robert Pauley, AHP Patrol Officer; Matthew Price, AHP Patrol Officer; Matthew Ross, AHP Patrol Officer; Kallyn Shea, AHP Patrol Officer; Brian Sturdivant, AHP Patrol Officer; Natasha Williams, AHP Patrol Officer; Matthew Wren, AHP Patrol Officer

COMMUNICATIONS • Samuel Brooks, Telecommunication Operator; David Kaufman, Telecommunications Operator

COMPUTER SERVICES • Derik Brown, Application Developer I

CONSTRUCTION • Christopher Taylor, Engineer; Christian Johnson, Field Clerk I; David Stanfill, Construction Helper

EQUIPMENT & PROCUREMENT • James Koder, Finish Carpenter

MAINTENANCE • Hussain Alfaraj, Engineer

ROADWAY DESIGN • Nancy Gambill, Advanced Design Engineer

SYSTEM INFORMATION & RESEARCH • Maxx Leach, Engineer

DISTRICT ONE • Theodore Pulley, Station Attendant; Aaron Ballard, Single Axle Truck Driver; Jerald Hibbler, Single Axle Truck Driver; Joshua Dailey, General Laborer; Jarves Milow, General Laborer; Greg Branscomb, Single Axle Truck Driver

DISTRICT TWO • Eddie Mays, Single Axle Truck Driver; Donnell Murry, General Laborer; Tommie Davis, Single Axle Truck Driver; James Lane, Single Axle Truck Driver; Charles Wells, Single Axle Truck Driver; Bobby Kennedy, Single Axle Truck Driver; Terence Loudermilk, General Laborer; Jason Hampton, Single Axle Truck Driver

DISTRICT THREE • Zach Morris, General Laborer; Leo Rayborn IV, Single Axle Truck Driver

DISTRICT FIVE • Mitchell Cox, Single Axle Truck Driver; Brian Heier, Single Axle Truck Driver

DISTRICT SIX • Sylvester Clay, Single Axle Truck Driver; David Parks, Single Axle Truck Driver; Stewart Smith, General Laborer; Steven Honeywell, General Laborer; Donald Terry, General Laborer; Norman Walker, Single Axle Truck Driver

DISTRICT SEVEN • Sam Biggers, Mechanic

DISTRICT EIGHT • Steven Pierce, District Caretaker

DISTRICT NINE • Ricky Walker, Guard; Derek Stroot, Single Axle Truck Driver

DISTRICT TEN • Cory Godwin, General Laborer

PROMOTIONS

ARKANSAS HIGHWAY POLICE • Devaughn Stephens, AHP Patrol Officer

BRIDGE • Luke Bailey, Advanced Bridge Design Engineer; Charles Ellis, Division Head; Andrew Nanneman, Advanced Bridge Design Engineer; Amanda Pinto, Advanced Bridge Design Engineer

COMPUTER SERVICES • Charles Ashmore Jr., Hardware Technician II

EQUIPMENT & PROCUREMENT • Laura Miller, Purchasing Clerk

HEAVY BRIDGE MAINTENANCE • Anthony Caudel, Bridge Repairer II; Kevin Milligan, Bridge Repairer II

HUMAN RESOURCES • Tyrone Lee, Maintenance Aide I

MATERIALS • Jonathan Ball, Concrete & Steel Fabricator Engineer; Michael Wellen, Testing Equipment Specialist

PERMITS • Shelby Ingle, Permit Technician

PROGRAMS & CONTRACTS • Twandria Campbell, Programs & Contracts Technician II

RIGHT OF WAY • Gregory Davis, Reviewing Appraiser; Errol Lemons, Reviewing Appraiser; Keith Mashburn, Senior Utilities Coordinator; Cora Skinner, Utility Coordinator II; James Ward, Utility Coordinator II

SURVEYS • Eric Benson, Surveys Aide III; Michael Castleberry, Surveys Aide III; Garry Stewart, Engineer I

SYSTEM INFORMATION & RESEARCH • Lindsay McCarthy, Highway Performance & Needs Analyst I

DISTRICT ONE • Courtney Bruce, Motor Patrol Operator; Emmanuel Kiyumbi, Roller Operator

DISTRICT TWO • Kirk Chidester, Sealing Job Superintendent; Angela Glover, District Bookkeeper; Ray Hussey, Rest Area Attendant; Miguel Rios, Carpenter

DISTRICT THREE • Floyd Moore, Bridge Repairer II; Stephen Williams, Backhoe/Front End Loader Operator

DISTRICT FOUR • Candice Rawson, Personnel Clerk; Jonathan Sutton, Construction Aide I

DISTRICT FIVE • Jimmie Burton, Backhoe/Front End Loader Operator; Tonia Fick, Fuel Clerk; James Johnson, Backhoe/Front End Loader Operator; Johnny Kimbriel, Crew Leader; Charlie LaFavers, Maintenance Aide I; Lucas Turner, Engineer I

DISTRICT SIX • Bruce Anthony Jr., Construction Aide I; Brady Collins, District Caretaker; George Lee, Construction Materials Inspector; Jeffery Moore, Crew Leader

DISTRICT SEVEN • Bill Dickinson, Distributor/Roller Operator; Thomas Kanipe, Backhoe/Front End Loader Operator; Joshua Purifoy, Finish Carpenter; Scott Ross, Maintenance Aide II

DISTRICT EIGHT • Walter Edwards, Bridge Job Superintendent; Seth Parish, Engineer I; Kelli Reynolds, Maintenance Aide II; Donald Rhodes, Construction Aide III; Julie Roush, Inspector

DISTRICT NINE • Dustin Bryant, Motor Patrol Operator/Finish; Keith Carpenter, Bridge Job Superintendent; Robert Huber, Senior Mechanic; Myrtle Kent, Guard; Ricky McCarn, Senior Body Repairer & Painter; James Standridge, Motor Patrol Operator; Teddy Widner, Equipment Maintenance Supervisor; Michael Wiseman, Dozer Operator/Finish

DISTRICT TEN • Vickie Branum, Area Headquarters Attendant; Jesse Carter, Multi-Axle Truck Driver; David McCulley, Multi-Axle Truck Driver; Jason McNatt, Roller Operator; Lesa Osborn, Office Administrative Assistant V; Jeffery Rawls, Crew Leader

SERVICE

BRIDGE • David Plugge, Senior Bridge Design Engineer, 35 yrs

COMMUNICATIONS • Larry Coatney, Communications Maintenance Specialist, 5 yrs

CONSTRUCTION • Danny Burnett, Staff Construction Engineer, 35 yrs; Rickey Clark, Senior Construction Inspector; Robert Arguello, Construction Project Coordinator, 25 yrs; Roger Johnson, Inspector, 20 yrs; Sonya Rose, Construction Aide III, 10 yrs; Terri Penland, Construction Office Specialist, 10 yrs; Delois Davis, Construction Materials Inspector, 10 yrs; Colin Nine, Construction Aide III, 10 yrs; Kevin Seals, Construction Aide II, 5 yrs

HEAVY BRIDGE MAINTENANCE • Sam McIntare, Heavy Bridge Maintenance Supervisor, 10 yrs

LEGAL • Melissa Mylym, Staff Attorney, 5 yrs; Mark Umeda, Staff Attorney, 5 yrs

MAINTENANCE • Brooks Booher, Staff Maintenance Engineer, 30 yrs

MATERIALS • Ben Novak, District Materials Supervisor, 35 yrs; Elvis Richmond, District Materials Supervisor, 25 yrs

PROGRAMS & CONTRACTS • Tammy Goshien, Administrative Officer II, 30 yrs

SURVEYS • Christopher Melhorn, Automated Surveys System Engineer, 5 yrs

SYSTEM INFORMATION & RESEARCH • Karen Peters, Data Collection Supervisor, 30 yrs; Loretta McEntire, Data Collection Technician, 25 yrs

TRANSPORTATION PLANNING & POLICY • Floyd Cranford, Transportation Planner, 35 yrs

DISTRICT ONE • Jeffery Collier, Area Maintenance Supervisor, 30 yrs; Doris Boswell, Maintenance Aide I, 5 yrs

DISTRICT TWO • Kirk Chidester, Crew Leader, 25 yrs; Gregory Loomis, District Bridge Inspector, 25 yrs; Maurice West Jr., Maintenance Aide II, 25 yrs; Otis Jones, Crew Leader, 20 yrs

DISTRICT THREE • Ernie Sorrells, Area Maintenance Supervisor, 25 yrs; Joe Dorman, Crew Leader, 25 yrs; Joe Daniels Jr., Crew Leader, 20 yrs; Gary Efid, Backhoe/Front End Loader Operator, 10 yrs

DISTRICT FOUR • Gene Roberts, Area Maintenance Supervisor, 35 yrs; Steven White, Crew Leader, 30 yrs; Brenda Cullum, Rest Area Attendant, 20 yrs; Jennifer Salazar, Finish Carpenter, 10 yrs

DISTRICT FIVE • Tyler Carl, Distributor/Roller Operator, 10 yrs

DISTRICT SIX • Richard Mays, Street Sweeper Operator, 5 yrs; Caleb Bryant, Backhoe/Front End Loader Operator, 5 yrs

DISTRICT SEVEN • Kennedy Porchia, Multi-Axle Truck Driver, 10 yrs; Gregory Strange, Hydraulic Excavator Operator/Finish, 10 yrs; Paul Parnell, Hydraulic Excavator Operator/Finish, 5 yrs

DISTRICT EIGHT • Roger Elder, Crew Leader, 35 yrs; Lesia Reeves, Area Headquarters Attendant, 15 yrs; Mark McClanahan, Bridge Repairer II, 10 yrs; Joann Bowles, Spreader Operator, 10 yrs; Paul Burris, Bridge Repairer I, 10 yrs

DISTRICT NINE • Everett Burr, Sign Crew Supervisor, 40 yrs; Thomas Taylor, Crew Leader, 25 yrs

DISTRICT TEN • James Nunnery, Dozer Operator/Finish, 20 yrs; Christopher Clifford, Crew Leader, 20 yrs; Christopher Kelly, Motor Patrol Operator/Finish, 15 yrs; Sherrell Owens, Senior Mechanic, 10 yrs

RETIREMENT

ARKANSAS HIGHWAY POLICE • Paul Claunch, AHP Major, 34+ yrs

BRIDGE • Carl Fuselier, Division Head, 28+ yrs

MAINTENANCE • Clyde McCollum, Striping Crew Supervisor, 26+ yrs

MATERIALS • Hershall Casteel, Concrete & Steel Fabrication Engineer, 42+ yrs

RIGHT OF WAY • Patricia Lynn, Right of Way Acquisitions Agent II, 22+ yrs

ROADWAY DESIGN • Lois Rachels, Senior Designer, 21+ yrs

SURVEYS • Timothy Shaw, Surveys Aide III, 34+ yrs; Paul Womack, Surveys Crew Chief, 28+ yrs

DISTRICT ONE • Ivan Coburn, Single Axle Truck Driver, 8+ yrs

DISTRICT TWO • James Ball, Rest Area Attendant, 8+ yrs; Roy Hanley, Maintenance Aide I, 5+ yrs

DISTRICT THREE • Johnny Wake, Dozer Operator/Finish, 34+ yrs

DISTRICT FOUR • Carl Jones, Maintenance Aide II, 24+ yrs

DISTRICT SEVEN • Jerry Graham, Senior Inspector, 22+ yrs; Edward Morgan, Maintenance Aide I, 15+ yrs

DISTRICT EIGHT • Billie Pettus, Backhoe/Front End Loader Operator, 12+ yrs; William Aivey, Area Maintenance Supervisor, 27+ yrs

DISTRICT NINE • Terry Emerson, Motor Patrol Operator, 28+ yrs

DISTRICT TEN • James L. Rackley, 6/13/14, retired

EQUIPMENT & PROCUREMENT • Minor George Jr., 5/29/14, retired

ROADWAY DESIGN • Frank L. Lemon, 6/8/14, retired

DISTRICT ONE • Edward L. Glass, 6/5/14, retired

DISTRICT THREE • Gene C. Bishop Sr., 6/16/14, retired

DISTRICT FIVE • Verlon W. Robinson, 6/12/14, retired

DISTRICT SIX • Hoyt Ledell Madden, 5/18/14, retired

DISTRICT SEVEN • Thomas I. Lindsey, 5/28/14, retired

DISTRICT EIGHT • James L. Rackley, 6/13/14, retired

DISTRICT NINE • James L. Rackley, 6/13/14, retired



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