

JULY/AUGUST 2017

Arkansas HIGHWAYS

A PUBLICATION OF THE
ARKANSAS DEPARTMENT OF TRANSPORTATION | MAGAZINE

Bella Vista Bypass

FUTURE INTERSTATE 49 COMES
ONE STEP CLOSER TO COMPLETION

**MOBILE CONCRETE
LABORATORY**
Comes to Arkansas

New Name,
New Identity:
ARDOT

**VIRTUAL WEIGH
STATIONS** Keep an Eye
on Commercial Vehicles

DIRECTOR'S MESSAGE



One Family, One Mission, One Department

ON THE MORNING OF TUESDAY, JUNE 27TH, A TRAGIC ACCIDENT OCCURRED IN JONESBORO. A commercial vehicle traveling eastbound on I-555 ran off the road and impacted multiple columns supporting the Highway 1B overpass. All four columns were impacted. Three of the 10 beams had no support underneath and began to sag under the weight of the bridge deck.

The first report was that the overpass was in danger of collapse. I-555, carrying over 33,000 vehicles per day, and Highway 1B, carrying over 10,000 vehicles per day, were closed to traffic.

Our bridge inspectors were on-site quickly, and determined that day that southbound traffic on I-555 under the bridge could resume. Northbound I-555 traffic was still to be detoured, and Highway 1B was still closed. Heavy Bridge Maintenance crews were on the way with timbers to begin shoring up the bridge deck. Early reports were that Highway 1B would be closed "indefinitely" and that the repairs would "take months" to complete.

Our staff from Heavy Bridge Maintenance and District 10 began working around the clock. On the night of June 28th, traffic resumed on northbound I-555 under the bridge, and two lanes of the five-lane Highway 1B overpass were opened so one lane of travel in each direction could resume. The new report was that repairs would take three to four weeks (weather permitting, of course).

On July 10th, all five lanes of the Highway 1B overpass were reopened. In case you're counting, that's 1 week, 6 days, 5 hours, and 25 minutes, and not "months."

All along the way, I was being kept informed of the awesome progress that was being made. One email I received ended with, "One family, one mission, one Department!"

There were many, many people involved in making this effort successful. Heavy Bridge Maintenance and District 10 crews worked around the clock. Other Districts offered help. Public Information shared information on the progress and helped the public navigate around the road closures.

We can't forget the family of the gentleman who lost his life in this accident. It was truly a tragedy and our thoughts and prayers go out to them. After the accident, the response of the Department was amazing. That's what we do.

As part of our name change to the Arkansas Department of Transportation, we have an updated mission statement. That new mission statement is to "provide safe and efficient transportation solutions to support Arkansas' economy and enhance the quality of life for generations to come." You will also soon be seeing a new Strategic Plan that includes these core values for the Department: Safety, Public Service, Teamwork, Quality, Integrity and Efficiency.

All of our staff that worked on this emergency repair fulfilled our mission and used our core values. For their selfless and tireless efforts, I am truly proud and grateful. It is an example for all of us by which to live and work.

Again, it's what we do — one family, one mission, one Department.

Scott E. Bennett, P.E., Director



FRONT COVER AND BACK COVER:

Bella Vista Bypass
State Highway 549
Benton County

PUBLISHER

Danny Straessle
Danny.Straessle@ardot.gov

EDITOR

David Nilles
David.Nilles@ardot.gov

GRAPHIC DESIGNER

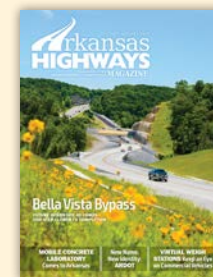
Paula Cigainero
Paula.Cigainero@ardot.gov

PHOTOGRAPHER

Rusty Hubbard
Russell.Hubbard@ardot.gov

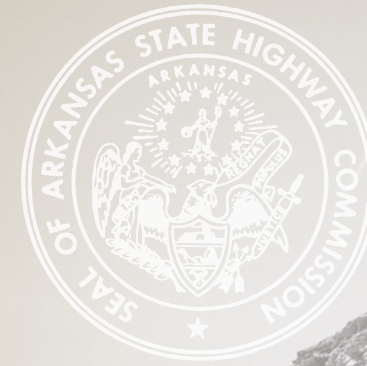
Correspondence should be directed to:

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



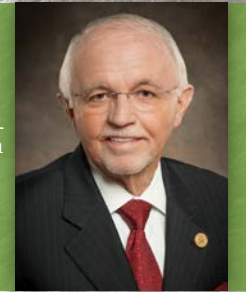
Arkansas Highways is published by and for employees of the Arkansas Department of Transportation as a medium of departmental news and other information. It is also distributed free of charge to the public upon request.

The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head – EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501)569-2298, (Voice/TTY 711), or the following email address: Joanna.McFadden@ardot.gov. Free language assistance for Limited English Proficient individuals is available upon request. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

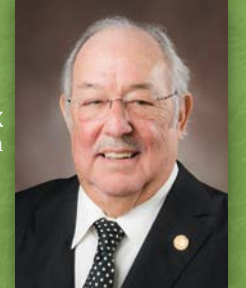


ARKANSAS STATE HIGHWAY COMMISSION

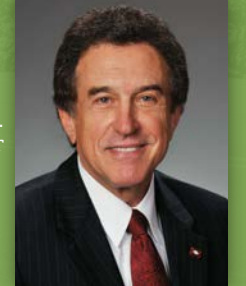
DICK TRAMMEL
Chairman



THOMAS B. SCHUECK
Vice Chairman



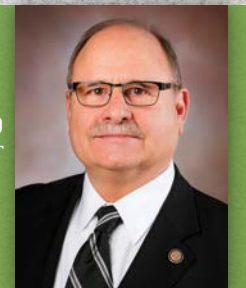
ROBERT S. MOORE, JR.
Member



DALTON A. FARMER, JR.
Member



PHILIP TALDO
Member



CONTENTS

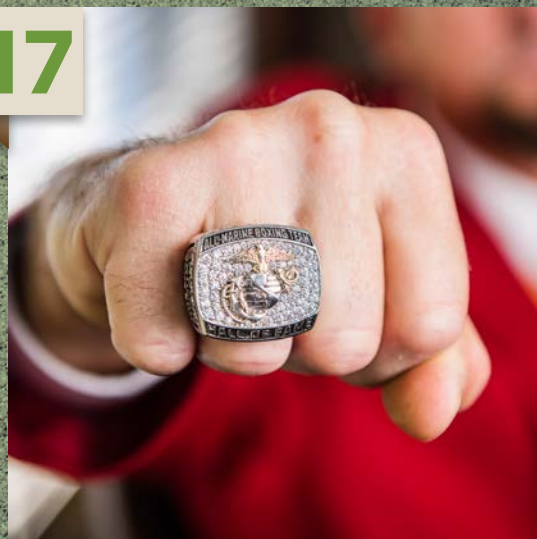
FEATURES

- 5 Bella Vista Bypass: One Step Closer to Completion
- 8 New Name, New Identity
- 10 Mobile Concrete Laboratory Comes to Arkansas
- 12 Safer Trucks Mean Safer Roads
International Roadcheck 2017
- 13 Work Zone Safety Awareness Is in Your Hands
- 14 Virtual Weigh Stations:
Keeping an Eye on Commercial Vehicles
- 16 ARDOT Recognized By Engineering Organization
- 17 Marines Recognize a Hero in the Ring
- 20 Weekend Road Trip: Spring River
- 24 ARDOT Named Winner of
Perpetual Pavement Award
- 26 Traveling the Old Military Road:
The First Road from Memphis to Little Rock

14



17

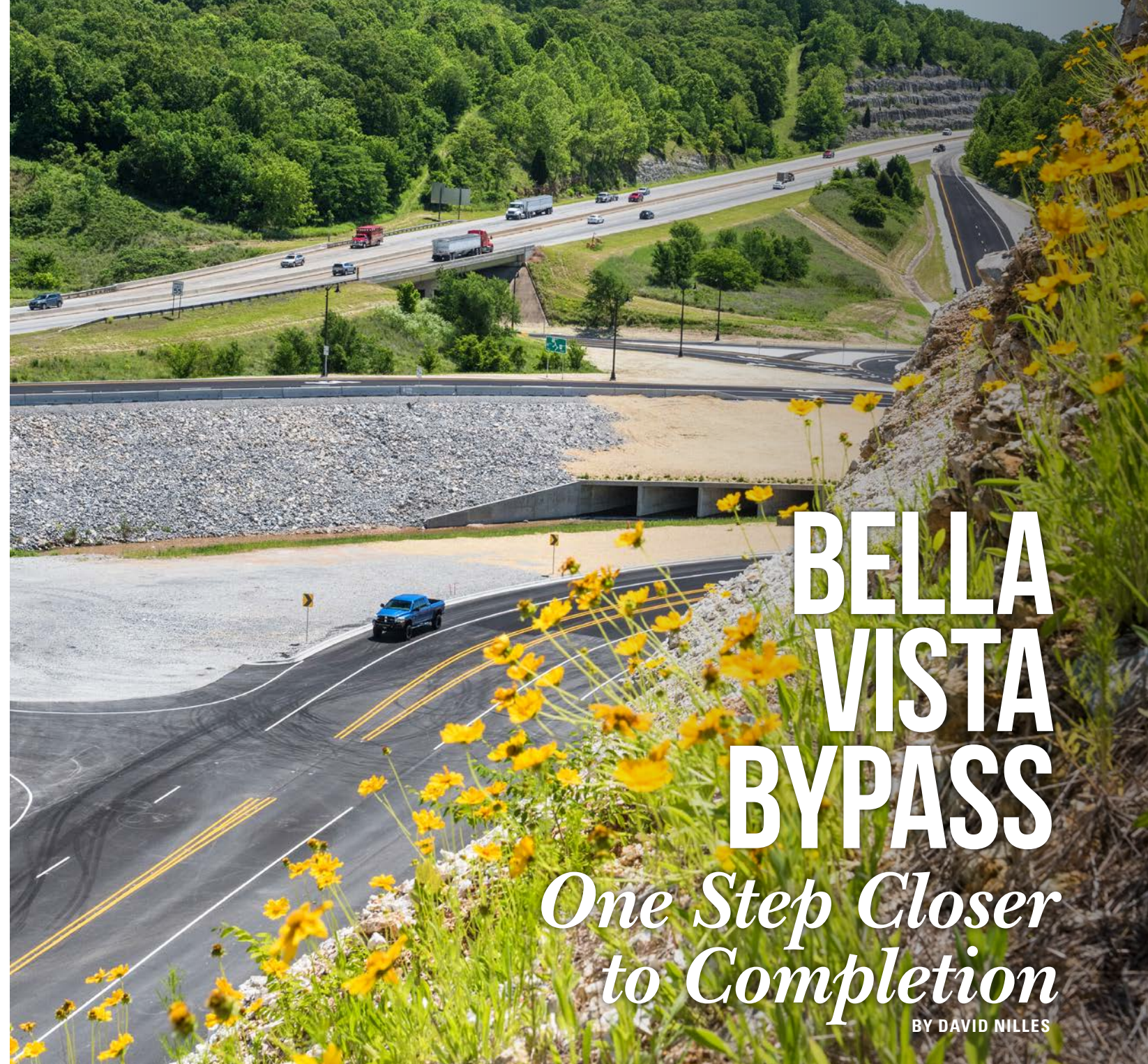


DEPARTMENTS

- Director's Message 2
- Out & About 25
- Dear ARDOT: Letters 31
- Arkansas Welcome Centers 32
- Arkansas Rest Areas 33
- Construction Corner 34
- ARDOT People 35

IN THE
NEXT issue

- Call to Action in Jonesboro
- ARDOT's New Traffic Management Center
- On the Road to Northeast Arkansas



BELLA VISTA BYPASS

One Step Closer to Completion

BY DAVID NILLES

ArDOT

STAFF, COMMISSIONERS AND AREA OFFICIALS CUT A RIBBON ON A NEW SIX-MILE SECTION OF THE BELLA VISTA BYPASS ON MAY 10TH SYMBOLIZING THE OPENING OF THE TWO-LANE ROADWAY BETWEEN U.S. HIGHWAY 71 AND STATE HIGHWAY 72 SOUTH. WITH THE COMPLETION, THE BYPASS IS NOW OPEN TO TRAFFIC FROM HIGHWAY 71 WESTWARD TO COUNTY ROAD 34. TO BE SIGNED STATE HIGHWAY 549, UPON COMPLETION THE ROADWAY WILL CONNECT BENTONVILLE, ARKANSAS, WITH PINEVILLE, MISSOURI, AND WILL EVENTUALLY BE PART OF INTERSTATE 49.

(continued on page 6)

**WITH THE RIBBON CUTTING, THE BYPASS
NOW STRETCHES FOR 12 MILES AND HAS
ONLY TWO PROJECTS REMAINING TO BE BUILT.**



Construction began on the Bella Vista Bypass in 2011.



On May 10th, a ribbon cutting was held for the new six mile section.

“I want to congratulate the real heroes of this project, the voters of Arkansas who supported the Connecting Arkansas Program in 2012 and agreed to tax themselves to see projects like this built,” U.S. Representative Steve Womack told the crowd.

To date, a total of \$128.6 million has been invested in the Bella Vista Bypass. The section opened in May cost \$52.7 million. The contractor on the project was Kolb Grading of St. Charles, Missouri. They began construction on the section in April of 2014. The bypass is initially being built as a two-lane roadway but will be widened to four lanes when the Missouri Department of Transportation (MoDOT) completes its portion of the bypass.

Highway Commission Chairman Dick Trammel told the crowd that the bypass started as a vision 25 years ago.

“I think about Mr. Sam Walton, Don Tyson and J.B. Hunt. When they started the Northwest Arkansas Council, they discussed the possibility of building a bypass around Bella Vista. The founders of northwest Arkansas would be happy today with everyone here. You took an idea and you made it real.”

With the ribbon cutting, the bypass now stretches for 12 miles and has only two projects remaining to be built. One is a 2.5-mile section of roadway from County Road 34 up to the Missouri state line. The other is a full interchange at Highway 71

on the east end. The roundabout that was built as part of this job is an interim improvement and is allowing the free flow of traffic to completed sections of the bypass until a full interchange is built.

Bella Vista Mayor Peter Christie was on hand and was excited to see the new section of the bypass open.

“This now gives our west side residents of town the option of being able to get on at the interchange and come right to where we stand today, taking some of the traffic off of Highway 71.”

ARDOT Director Scott Bennett told the crowd that the new bypass will provide more than just a new connection to the Missouri state line.

“You’re standing on an investment for our future. It’s an investment in mobility, it’s an investment in increased safety, it’s an investment in the economy of this area and it’s an investment in future Interstate 49.”

The Missouri Department of Transportation’s Southwest District has identified the Bella Vista Bypass as one of its top priorities, but Missouri is approximately \$30 million short of the amount needed to complete its portion of the bypass, according to Frank Miller, MoDOT Southwest District planning manager.

Looking to the future, Bennett stated, “We have the funding set aside and we’re ready to go when Missouri moves forward to make its connection.” ■



“
**YOU’RE STANDING ON AN
INVESTMENT FOR OUR FUTURE.**”

New NAME, New IDENTITY

BY DAVID NILLES

ON JULY 31ST, THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT OFFICIALLY CHANGED ITS NAME TO THE ARKANSAS DEPARTMENT OF TRANSPORTATION.

The name changed in order to bring the Department's title into the mainstream of the vast majority of transportation entities across the nation who refer to themselves as departments of transportation and also in order to align it with specific language in Federal law that refers to the various state "departments of transportation."

With the new title, the Department will be referred to as ARDOT.

The change brings to a close 40 years of being referred to as the Arkansas State Highway and Transportation Department, or AHTD. Looking back at the history of the Department, there have been several name changes down through the years.

Prior to 1913, road matters were handled at the local level in Arkansas and the roads that were built were

often constructed to serve specific neighborhoods. Most were rough, and in rainy weather, became muddy or impassible. In response, when the 39th Arkansas General Assembly convened in 1913, it created the first highway administrative agency in Arkansas. Act 302 of 1913 established the State Highway Commission and the State Highway Department was created as an affiliate of the Department of State Lands under the same Act. The new agency was renamed the **Department of State Lands, Highways and Improvements**. The signing of legislation meant that Arkansas had taken a big step out of the horse and buggy days. The formation of this new department also meant that better roads were expected by the public.

In 1927, with Arkansas' road system growing, the State launched a statewide

road construction program allowing road construction to continue at an almost hectic pace. The Highway Commission was beginning to feel the strain of trying to shoulder a large debt from past construction along with coordinating the largest new construction program in Arkansas' history. The efficiency of the Department had to be maintained. In 1929, the General Assembly looked into a solution and separated Highways from the Department of State Lands, Highways and Improvements making it a State agency in its own right and creating the **Arkansas Highway Department**.

Fifty years later, the Highway

Department took on new responsibilities. Act 192 of 1977 renamed the Department the **Arkansas State Highway and Transportation Department**, giving it the authority and the duty to coordinate planning for all modes of transportation. The State Highway System was the foundation for multi-modal transportation in Arkansas and remained the major responsibility of the Department. But under Act 192, preserving rail service and administering public transportation programs were placed under the Department's authority as well. The addition of these new responsibilities made the name change necessary and appropriate.

With the new name comes a new look. Replacing the old AHTD logo will be a new logo that was created by the Director and the Department's Public Information Office. The new ARDOT logo will be transitioned into place and eventually will appear on all letterhead, publications, clothing, vehicles and equipment.

"It's exciting to have this opportunity to update our logo as we



One of the places you will begin to see the new logo is on updated employee badges.



continue moving into the future," ARDOT Director Scott Bennett commented. "Along with the new name and new logo, we have updated our strategic plan. We have a new mission statement, a vision statement and core values for the Department. We know we do a great job and this whole effort; the new name, new logo and new strategic plan, gives us an opportunity to rebrand ourselves and get more information out to the public about the great job we do." ■



Equipment on board the mobile lab is used to assess concrete on local projects.



MOBILE CONCRETE LABORATORY *Comes to Arkansas*

BY DAVID NILLES

THE FEDERAL HIGHWAY ADMINISTRATION BROUGHT ITS MOBILE CONCRETE LABORATORY TO ARKANSAS IN APRIL FOR A TWO-WEEK STAY.

The lab introduces federal, state and local transportation personnel to state-of-the-art concrete technology in materials selection, mixture design, field and laboratory testing, and pavement evaluation.

Stationed at the Koss Construction yard in North Little Rock, the lab's field visit had three objectives. The first was to demonstrate new concrete testing technologies to ARDOT staff that could help reduce costs associated with testing/construction, increase safety and increase the performance and durability of concrete pavements. The second

objective was to train Department personnel through "hands-on" experience with new technologies. The final objective was to collect data from a local concrete pavement section for use in an FHWA-sponsored QA workshop on concrete paving.

"The last 10 years have been very exciting," said Jagan Gudimetlla, a Project Engineer/Manager with ATI, Inc., a consultant to the FHWA. "We are using new tools and new tests, which are excellent performance indicators."

“THE LAST 10 YEARS HAVE BEEN VERY EXCITING, WE ARE USING NEW TOOLS AND NEW TESTS, WHICH ARE EXCELLENT PERFORMANCE INDICATORS.”

Gudimetlla hosted staff members of ARDOT in the mobile lab at its project kickoff.

Following the kickoff meeting, the lab began collecting concrete samples and performing tests on-site on a Department construction project that is removing and replacing three miles of concrete pavement on Interstate 440 in Pulaski County.

The tests performed at the lab examined fresh concrete properties such as temperature, slump, unit weight, air content, thickness, dowel bar alignment, surface resistivity and concrete strength.

The first week of the lab visit was dedicated to testing fresh concrete; in the second week, preliminary test results were presented and analyzed.

"At the end of the day, we all want to build good concrete products," Gudimetlla added. "This new technology allows us a better opportunity to do that."

The mobile lab came to Arkansas from Springfield, Massachusetts, and continues its trip in College Station, Texas.

Project sponsors for the Mobile Concrete Lab's visit were Michael Benson, Division Head of ARDOT Materials Division; Lester Frank with the Federal Highway Administration; Alan Meadors with the Oklahoma/Arkansas Chapter of the Arkansas Concrete Pavement Association; and David Henning, State Construction Engineer for ARDOT's Construction Division. ■



Jagan Gudimetlla with staff members of ARDOT in the mobile lab.



The Mobile Concrete Laboratory was stationed at the Koss Construction yard in North Little Rock.



The tests performed at the lab examined fresh concrete properties.



Corporal Ebony Lewis inspects a truck during International Roadcheck.

Safer TRUCKS MEAN Safer ROADS

International Roadcheck 2017 BY DAVID NILLES

THE BIG RIGS WERE PULLING OFF OF THE HIGHWAYS IN NORTH AMERICA JUNE 6TH – 8TH TO PARTICIPATE IN INTERNATIONAL ROADCHECK 2017. THE THREE-DAY EVENT IS AN OPPORTUNITY FOR COMMERCIAL VEHICLES TO BE INSPECTED, DRIVER LOGS TO BE CHECKED AND POTENTIAL LOAD OR MECHANICAL PROBLEMS TO BE CORRECTED.

“This is the largest targeted enforcement program on commercial vehicles in the world with nearly 17 trucks or buses inspected every minute in the U.S., Canada and Mexico,” Captain Jeff Bickerstaff of the Arkansas Highway Police explained.

Arkansas Highway Police randomly selected vehicles for the North American Standard Level I Inspection once they had pulled into the Roadcheck area on Interstate 30 near Benton.

The inspection is a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical fitness. Drivers were required to provide items such as their driver’s license, hours-of-service documentation, motor carrier registration and shipping documentation, and inspectors checked drivers for seat belt usage and the influence

of alcohol and/or drugs. The vehicle inspection included checking items such as the brake systems, cargo securement, coupling devices, driveline/driveshaft, exhaust systems, frames, fuel systems, lighting devices (required lamps), steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheels, rims and hubs, windshield wipers and emergency exits (on buses).

Last year, over 62,000 inspections were conducted nationwide on vehicles during the 72-hour event.

“This is an opportunity to make sure that commercial vehicles on our highways are operating safely and in compliance with all Federal regulations,” stated Shannon Newton, president of the Arkansas Trucking Association. “Professional truck drivers recognize that their job is not just

to deliver the load, but to do so safely.”

“Because of our shared goals promoting highway safety, the Arkansas Trucking Association enjoys a great working relationship with the Arkansas Highway Police and the law enforcement community at large,” Newton added. “Roadcheck emphasizes the work they do year round and helps our industry maintain our diligence and attention to safe highways.”

This was the 30th year for the event.

International Roadcheck is a Commercial Vehicle Safety Alliance program with participation by the U.S. Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada, and the Secretariat of Communications and Transportation (Mexico). ■



WORK ZONE SAFETY AWARENESS IS IN YOUR HANDS

BY DAVID NILLES

THAT WAS THE THEME THIS YEAR AS OFFICIALS ACROSS THE COUNTRY KICKED-OFF NATIONAL WORK ZONE AWARENESS WEEK. THE EVENT IS HELD EACH SPRING TO BRING NATIONAL ATTENTION TO MOTORIST AND WORKER SAFETY AND MOBILITY ISSUES IN WORK ZONES.

The Arkansas Department of Transportation held an event on April 17th in Fayetteville to promote work zone safety. Springtime is the optimal time for the occasion because warmer weather brings an increase in the number of work zones on our nation’s highways and the number of motorists traveling our highways as they head for vacation.

Arkansas’ work zone event was held near Interstate 49 in Fayetteville where crews are currently working to widen the Interstate to six lanes and are also making interchange improvements in the area.

ARDOT Deputy Director and Chief Engineer Emanuel Banks joined other ARDOT staff, members of the Arkansas Highway Police, the American Traffic Safety Services Association, elected officials and other business leaders in delivering a message to everyone that travels Arkansas’ highways.

“Work zones affect all of us and we all need to do our part to make them safe for everyone,” Banks told the crowd. “Work zones are the office for hundreds of construction workers and



Deputy Director and Chief Engineer Emanuel Banks

that can create conflict with motorists each and every day. We all have to join in to make work zones safe because work zone safety is literally in our hands.”

This year’s theme reminds us that we share in the responsibility to keep highway workers, passengers, other motorists and ourselves safe. Every driver must slow down, obey road signs and flaggers, and eliminate all distractions, especially cell phones, when driving through highway work zones.

Since 1999, the American Association of State Highway and Transportation Officials, the Federal Highway Administration and the American Traffic Safety Services Association have teamed up to coordinate and sponsor the national event. ■

Virtual Weigh Stations: KEEPING AN EYE ON COMMERCIAL VEHICLES

BY DAVID NILLES



Virtual weigh station on U.S. Highway 64 at Alma.

YOU SEE THEM ALONG THE SIDES OF OUR INTERSTATES ACROSS THE COUNTRY. EXIT RAMP THAT LEAD TO BUILDINGS THAT HOUSE WEIGH STATIONS. HERE, COMMERCIAL VEHICLES MUST PULL OFF, BE WEIGHED AND THEN ENTER BACK ONTO THE ROADWAY, UNLESS VIOLATIONS REQUIRE THAT VEHICLE TO STOP FOR FURTHER INSPECTION.

Today, there is a new kind of weigh station that may not be quite so easy to see. They are virtual weigh stations (VWS) and Arkansas has recently installed one on U.S. Highway 64 at Alma. The new station isn't located off an exit ramp on the side of the road. Using the latest technology, the "virtual weigh station" is on the highway shoulder and embedded in the travel lanes, recording a commercial vehicle's information as it rolls down the roadway.

ENFORCEMENT MADE EASIER

Arkansas Highway Police (AHP) Chief Ron Burks explained the need for this new type of weigh station.

"We realized we had an issue with some commercial motor vehicles utilizing Highway 64

to bypass our Alma Weigh Station on Interstate 40 in order to avoid being weighed or having their credentials checked. The AHP took advantage of Federal Motor Carrier Safety Administration grant funding in order to address this issue utilizing groundbreaking technology. The VWS technology will weigh the vehicle and check the credentials within a matter of seconds, thus allowing our officers to identify compliant and noncompliant motor carriers without ever having to leave their patrol units."

HOW IT WORKS

The VWS uses load cells to measure weights. Also included in the system are two overhead cameras, two DOT readers on either side of the highway as well as two license plate readers. Communication is provided via a Wireless WAN (Wide Area Network) connection.

As a commercial vehicle rolls down the highway through the virtual weigh station area, motion scales underneath the roadway weigh the vehicle. A mounted camera then records the vehicle's license number. As the vehicle passes by, its speed, the Vehicle Identification Number, Motor Carrier Number and the time of day are recorded. An over-height detector also measures the vehicle's height.

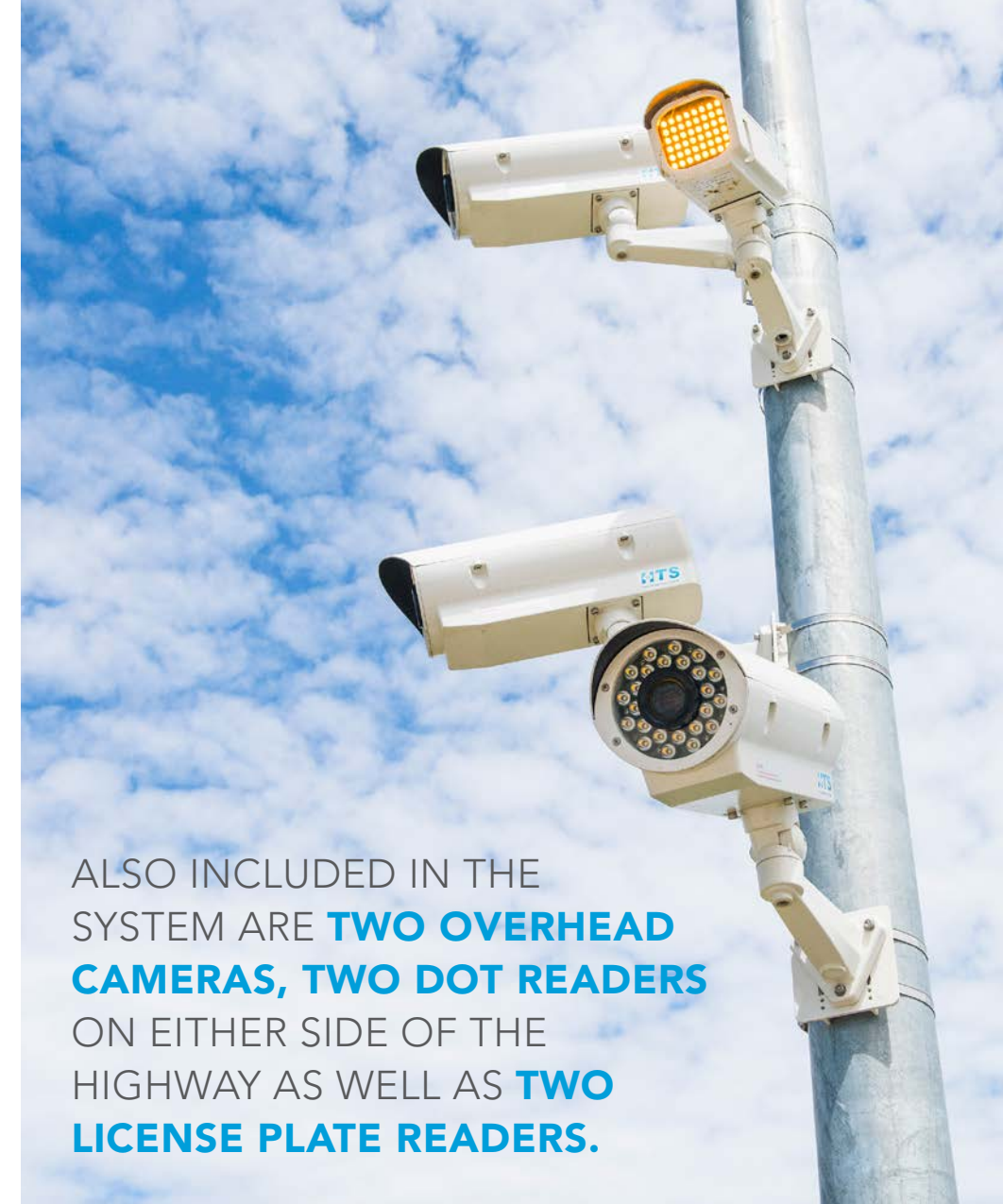
The information is collected in real time and can be sent to a laptop, tablet, mobile device or computer work station using a wide area network computer connection. An Arkansas Highway Police vehicle positioned down the road from the virtual weigh station can access the data and intercept the vehicle if in violation.

THE BENEFITS OF A VIRTUAL WEIGH STATION

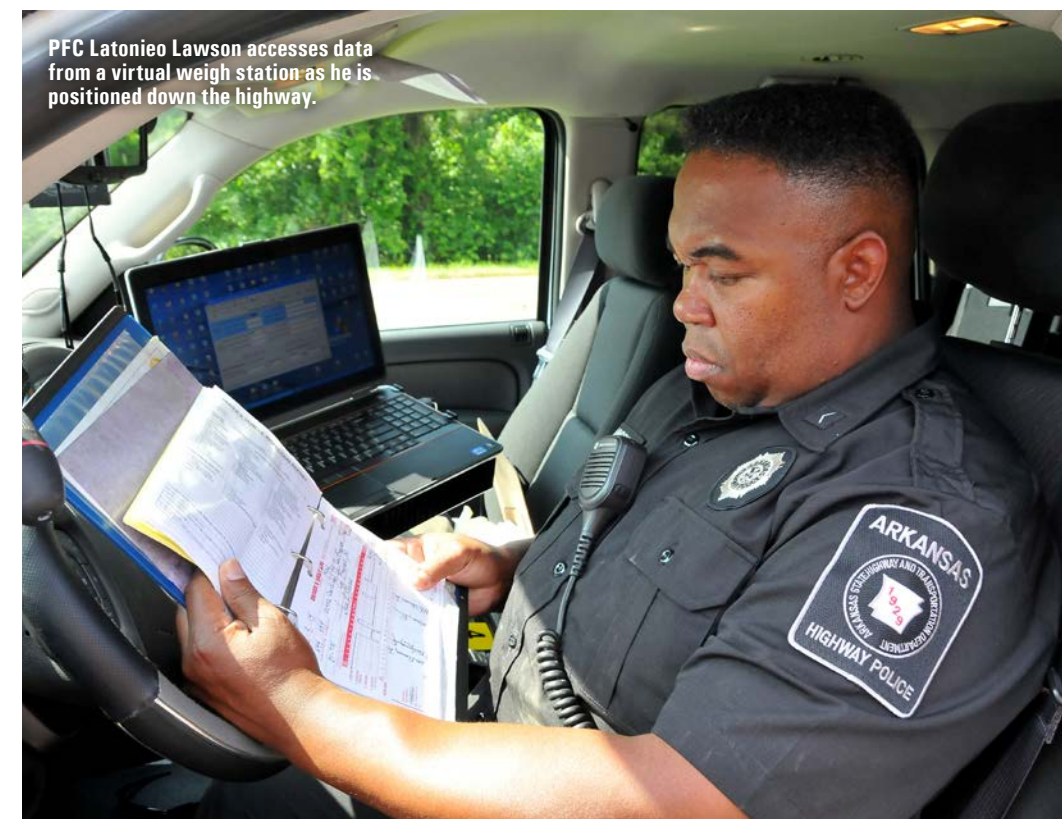
The new type of weigh station will benefit the Highway Police as well as commercial vehicles traveling down the road.

"The VWS will benefit the AHP by allowing our officers to concentrate their enforcement time on those commercial motor vehicles that the technology will have identified in seconds as having some type of compliance issue," Burks explained. "It will also benefit the trucking industry by not needlessly delaying a commercial motor vehicle for a roadside inspection or size and weight check only to determine that everything was in order after having spent unnecessary time physically weighing or inspecting the vehicle. The VWS technology will allow safe and responsible motor carriers to travel freely without delay and allow our officers to devote their enforcement efforts towards those unsafe carriers that need to be removed from our highways for further inspection."

With the many benefits for the AHP and for truckers, this next generation of roadside technologies could become a more common sight on highways in Arkansas and across the nation. ■



ALSO INCLUDED IN THE SYSTEM ARE **TWO OVERHEAD CAMERAS, TWO DOT READERS ON EITHER SIDE OF THE HIGHWAY AS WELL AS TWO LICENSE PLATE READERS.**



PFC Latonio Lawson accesses data from a virtual weigh station as he is positioned down the highway.



AR DOT AFTER-HOURS



AR DOT RECOGNIZED By Engineering Organization

BY DAVID NILLES

THE AMERICAN COUNCIL OF ENGINEERING COMPANIES (ACEC) RECENTLY RECOGNIZED THE ARKANSAS DEPARTMENT OF TRANSPORTATION FOR SEVERAL COMPLETED CONSTRUCTION PROJECTS.

The ACEC is the voice of America's engineering industry, a federation of 52 state and regional councils representing the breadth of the country's engineering industry. The group is celebrating its 50th Anniversary this year.

ARDOT's Interstate 430/Interstate 630 Big Rock Interchange project earned a National Recognition Award in the ACEC 2017 Engineering Excellence Awards competition. The award recognizes projects that demonstrate exceptional achievement in engineering.

ARDOT and the engineering firm on the project, Bridge Farmer & Associates, Inc., were recognized at the Governor's Mansion in Little Rock.

The Big Rock Interchange included three construction phases. The total cost of the interchange modifications was

approximately \$150 million. All of the work was done while close to 100,000 vehicles went through the project area on Interstate 430 and Interstate 630 each day.

"It's an honor to receive this award and to be recognized by our peers in the engineering industry," stated ARDOT Director Scott Bennett.



In addition to the National Recognition Award, ARDOT received several awards from the ACEC-Arkansas Chapter in a March ceremony. The Chapter's "Grand Conceptor

Award" was presented to the Department for the Big Rock Interchange project. This award is presented to the year's most outstanding engineering achievement in the State for fostering excellence in engineering design. The Council also presented the Department with an Engineering Excellence Award in the transportation category for the project.

The State Chapter also presented ARDOT with Engineering Excellence Honor Awards in the transportation category for the Interstate 40/Interstate 430 Interchange and the State Highway 264 Interchange improvements. Garver served as the engineering firm on the Interstate 40/430 Interchange project and Crafton Tull was the engineering firm on the Highway 264 project. ■

MARINES RECOGNIZE A HERO IN THE RING

BY DAVID NILLES

BOXERS FROM MANY AREAS OF THE UNITED STATES MARINE CORPS CAME TOGETHER ON APRIL 1ST OF THIS YEAR AT MARINE CORPS BASE CAMP LEJEUNE IN JACKSONVILLE, NORTH CAROLINA, TO BE INDUCTED INTO THE ALL-MARINE BOXING TEAM HALL OF FAME.

Among the 49 inductees was ARDOT's Travis Barnes, Bridge Repairer I, in District One. Barnes served in the Marines from 1994 to 1998.

He grew up near Birdeye, Arkansas, just a few miles from the District One Headquarters at Wynne. He began boxing at age 15, when he was in the 9th grade.

"I would travel down to a gym in Palestine three nights a week

(continued on page 18)



Travis Barnes was inducted into the All-Marine Boxing Team Hall of Fame on April 1st.

TRAVIS BARNES' BOXING CAREER

Arkansas State Champion
1991 – 1994

Mid-South Golden Gloves Champion
1991 – 1994

USA American Boxing Federation Regional Champion
1994

Three-time All-Marine Champion
1995 – 1996

North & South Carolina Champion
1995 – 1997

National Invitational Blue & Gold semi-finalist
Armed Forces Silver Medalist
1997

PROFESSIONAL CAREER

9 wins, two losses

Two-time Mid-South Welterweight Champion
2000 - 2001



Travis Barnes

to train and spar," Barnes recalled. "All we had was a ring, a couple of heavy bags and the basic equipment. I was fortunate to be trained by a two-time world champion Thai kickboxer."

Barnes entered the Marines in 1994, but his boxing career had taken off long before that.

"Before the Marines, I probably had gone into the ring for close to 50 fights," Barnes shared.

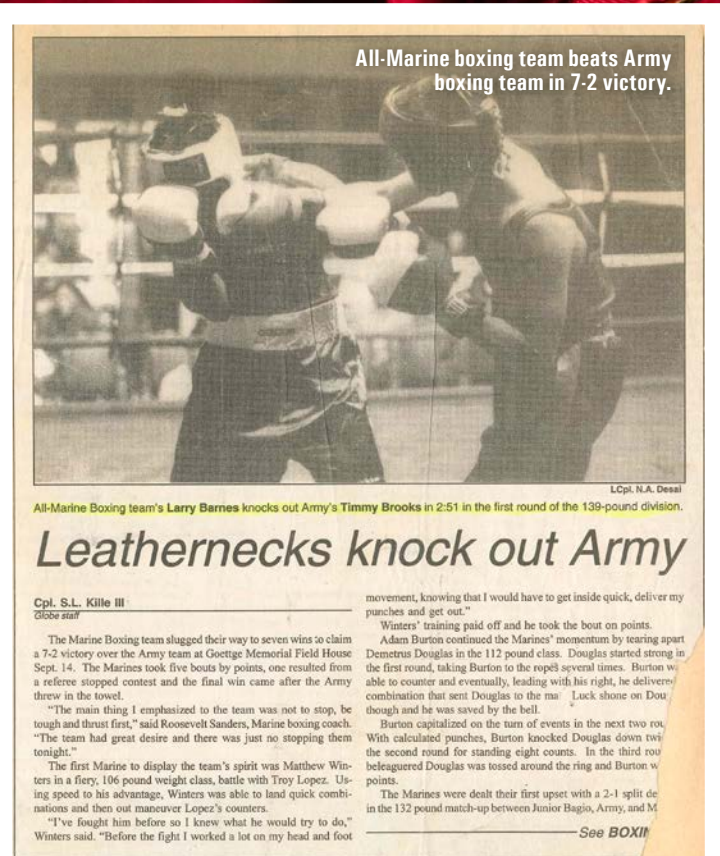
He enjoyed success early becoming a four-time State Champion, four-time Mid-South Golden Gloves champion and a USA Amateur Boxing Federation regional champion.

His reputation preceded him on entering the Marines.

"During boot camp, the Marine boxing coach wrote a letter to me expressing interest that I join their team," Barnes recalled.

"I tried out at a gym called "The Snake Pit." I remember walking in and having all of these eyes on me. It made me feel out of place but I got in the ring and dominated during my sparring match."

His career continued throughout his service years and led to his induction into the All-Marine Boxing Team Hall of Fame



All-Marine boxing team beats Army boxing team in 7-2 victory.

where he joins notable boxers such as Leon Spinks, who defeated Muhammad Ali in 1978 for the undisputed heavyweight championship.

"These boxers before us tonight are unique, they're special," stated Lieutenant General Ronald Bailey, Deputy Commandant for USMC Plans, Policies and Operations, at the induction ceremony. "They are heroes in our Corps."

Following his time in the Marines, Barnes boxed professionally enjoying nine wins and only two losses, including five knockouts. For his entire boxing career, he finished with 148 wins and 18 losses.

Today, at age 43, he is still involved in the sport.

"There is a gym here in Wynne where I train young people who are interested in learning to box," Barnes shared. "There are between 10 and 15 young boys and girls that are learning the sport. The building we use is donated so I don't charge them a dime."



Travis Barnes and his boxing coach, Roosevelt Sanders.

To the new generation of boxers Barnes says, "Be ready for boxing because it's a tough sport. You have to be one-hundred percent focused and motivated, and you must train weekly. If you want to get better at it, you need to dream it, breathe it and live it. It has to be a way of life to become the best."

Barnes knows because he speaks from experience and saw boxing take him to great places.

"I felt really honored to be inducted into the Marine Hall of Fame," he added. "It's definitely a privilege to be amongst some of the greats. It's probably one of my biggest accomplishments." ■

The All-Marine Boxing Hall of Fame was established in 2016 to carry on the legacy of the All-Marine Boxing Team, recognizing those Marine boxers, coaches and support personnel who dedicated their lives to the sport and team.



Hydroelectric plant built in 1927 supplied power to the local area.



1886 Frisco Train Depot Museum



The waters spilling over the dam, built in 1888, are the headwaters for the Spring River.



Old Frisco caboose outside of the train depot.

WEEKEND

ROAD TRIP:

SPRING RIVER

BY DAVID NILLES

THE SPOTLIGHT FOR THIS WEEKEND ROAD TRIP IS ON THE SPRING RIVER IN NORTHERN ARKANSAS. ON THIS TRIP, WE'LL BEGIN IN THE TOWN OF MAMMOTH SPRING, AND FOLLOW THE RIVER SOUTHWARD ALONG U.S. SCENIC HIGHWAY 63 DOWN TO HARDY. YOU'LL PASS THROUGH HARDY ON YOUR WAY TO MAMMOTH SPRING, BUT WE WILL BEGIN AT THE RIVER'S SOURCE.

The town of Mammoth Spring is located near the Missouri border, and it's in this quiet town where the Spring River begins before flowing south down to Black Rock, a total of 57 miles.

First stop on this trip is **Mammoth Spring State Park**. The park bears the name of the world-famous natural spring, which originates from more than 70 feet underground within the park's boundaries and is designated as a National Natural

Landmark. It is Arkansas' largest spring and the second largest in the Ozarks.

Mammoth Spring flows at an average rate of 9.78 million gallons per hour with a constant water temperature of 58° Fahrenheit. As for its source, rainfall in southern Missouri percolates into the ground, flows through Grand Gulf State Park's underground cave system near Thayer, Missouri, and reemerges as Mammoth Spring in Arkansas.

The waters from the park's spring form the scenic Spring River, one of Arkansas' most popular trout rivers. In addition to the rainbow trout found in its upper stretches and the walleye and bass in its lower reaches, the Spring River is rated one of the state's best float streams for canoes, kayaks and rafts. The constant water flow from the spring makes it a good float stream year-round.

Drop into the Mammoth Spring State Park Welcome Center located at 17 Highway 63 North for information on what there is to do in the park. Step out the back door and walk the interpretive trail that circles around the park. Along the way, you'll see the spring pool, paddle boats and then a hydroelectric plant built in 1927 that supplied power to the local area. You can then walk across the dam,

which was built in 1888. The waters spilling over the dam are the headwaters for the Spring River. Above the loop trail is an overlook where you can check out the entire spring area.

Adjacent to the park is the **1886 Frisco Train Depot Museum**. This turn-of-the-century building is the oldest train depot in Arkansas and was the hub of the community. The town of Mammoth Spring flourished in part due to this small railroad depot. Storyboards found inside the depot share information about the steam locomotives that passed through the area in days gone by. Short audio presentations complement each display, and a couple of short videos tell the history of Mammoth Spring. The old baggage room features a wide variety of railroad artifacts. There's even an old



Mammoth Spring National Fish Hatchery and Aquatic Conservation Center

Frisco caboose outside. The depot is open Wednesday through Sunday.

When leaving the train depot, drive straight past the baseball field, turn right, over the tracks, and take in the **Mammoth Spring National Fish Hatchery and Aquatic Conservation Center**.

The hatchery is operated by the U.S. Fish and Wildlife Service. Federal funding allows the hatchery to conduct programs like spawning endangered pallid sturgeon and Ozark hellbender salamanders. The Aquatic Conservation Center opened in 2014 and is filled with numerous water

(continued on page 22)

tanks displaying fish found in the area. Display boards describe the springs found in the Ozark region, among other things.

If you're hungry and ready to cool down, you may want to go by and see Neil at **The Spring Dipper**. Neil says he has been serving up homemade ice cream since the dinosaurs roamed the earth. There are 25 flavors to choose from and if you don't see the flavor you want, Neil will make it for you. The Spring Dipper is open Thursday through Sunday and is located at 746 U.S. Highway 63 South in Mammoth Spring.

On leaving Mammoth Spring, there's no better way to see trout up close than with a visit to the Jim Hinkle **Spring River State Fish Hatchery**. The hatchery rests on a seven-acre island on the Spring River just below Dam #3. It is one of five hatcheries owned by the Arkansas State Game and Fish Commission and is the State's only cold water hatchery.

It was donated to the State by the Kroger Company and was renovated and expanded in 2003. Today, it is one of the largest trout hatcheries in the southeast and features twenty-one raceways, or rectangular ponds, and forty-seven in-ground silos, or round tanks.

Using Mammoth Spring as its water source, the hatchery produces rainbow and cutthroat trout and raises them to a length of anywhere from eight to eleven inches. On a typical day, the hatchery sends out eight- to ten-thousand fish. Annually, that's over a million fish to waters such as the Spring River and the Little Red River. Fifty percent of all the rainbow trout stocked in Arkansas are raised at the Spring River facility.

The fish hatchery is open every day except Sunday and is located at 895 State Highway 342, just south of Mammoth Spring.

Next stop on this road trip is the town of Hardy. Leaving Mammoth Spring, you can reach Hardy one of two ways. You may take Highway 63 down south for about 17 miles, or for the more adventurous, you can float the **Spring River** down to Hardy.

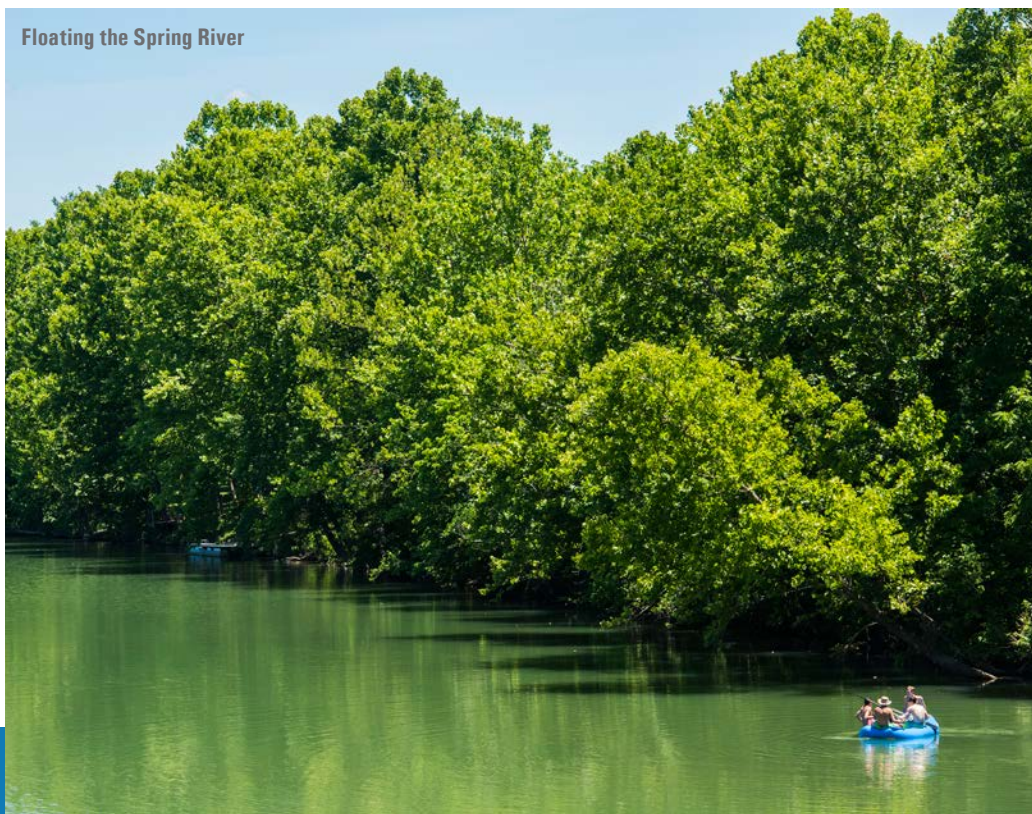
Spring River State Fish Hatchery



The Spring Dipper



Floating the Spring River



Hardy has managed to retain its turn-of-the-century appearance along Main Street.

River access is from Highway 63, which parallels much of the upper stretch of the river.

Float trips are the name of the game here and the river attracts canoeists, kayakers and fishermen with its crystal-clear waters. Down river, there are long quiet pools of water as well as some white water action. The scenery along the float is mostly hardwood forest with some rocky bluffs as well. The constant flow from Mammoth Spring makes the Spring River one of the State's best year-round floats even during the summer months when some river levels tend to fall. River outfitters can be found in Mammoth Spring, along Highway 63 and in Hardy.

In addition to floating, word is, the fishing is great. Every hour, Mammoth Spring releases nine million gallons of 58-degree water, so the river stays cold enough to support a good trout population for 10 miles downstream. The three-mile stretch from Mammoth Spring to Dam #3 (an old hydropower structure) is ideal for wading or fishing from the bank. The deep section near the dam provides good boat fishing. Bank fishing is limited below Dam #3,

both by streamside topography and the fact that both banks of the river are privately owned. There's a small wade-fishing/bank-fishing area alongside the Arkansas Game and Fish Commission's Spring River Hatchery, but aside from this area, the best way to fish the river downstream from the dam is from a canoe. The first three miles below Dam #3 provide the best action and the biggest fish. One-pound to three-pound rainbows are fairly common, with trout and walleye fishing said to be top notch. Fly fishing is said to be the way to go.

Whether you arrive on Highway 63 or by way of the Spring River, the next stop on this trip is the town of **Hardy**. With a population of just over 770 residents, Hardy has managed to retain its turn-of-the-century appearance along Main Street. As a result, Hardy's entire central downtown area is listed on the National Register of Historic Places. For those counting, that's 41 buildings! Many of those buildings are shops catering to visitors in town. Art galleries, crafts, antiques and restaurants can all be found in the downtown area. There's also a city park where you can spend time enjoying the Spring River.

Hardy is where our road trip ends on the Arkansas side of the border. If you would like to see **Grand Gulf State Park**, where the waters of Mammoth Spring originate, it's just a short five-minute drive from Mammoth Spring to Thayer, Missouri, on Highway 63. Then travel west for eight miles on Highway W and you're ready to take in this State Park in the "Show Me" state! ■

U.S. Highway 167 in Sharp County, between Cave City and Ash Flat.

ARDOT NAMED WINNER OF *Perpetual Pavement Award*

BY DAVID NILLES

TEN DEPARTMENTS OF TRANSPORTATION HAVE BEEN NAMED WINNERS OF THE 2016 PERPETUAL PAVEMENT AWARD PRESENTED BY THE ASPHALT PAVEMENT ASSOCIATION (APA).

The award is presented to state transportation departments and local agency road owners for well-performing asphalt pavements that are at least 35 years old with proven high-quality structural design. To earn the award, the pavement must have not suffered a structural failure, and should have an average interval between resurfacing of no less than 12 years. The road must demonstrate excellence in design, quality in construction and value to taxpayers.

The Arkansas Department of Transportation was among the 10 winners for 2016. The Department received an award for a two-mile section of U.S. Highway 167 in Sharp County, between Cave City and Ash Flat.

“We are honored to be recognized by the Asphalt Pavement Association for this section of Highway 167,” ARDOT Director Scott Bennett stated. “This award is a reflection of the outstanding work that our men and women in District Five are doing on this roadway.”

The other state Departments of Transportation receiving Perpetual Pavement awards were Alabama, Colorado, Florida, Minnesota, Montana, Pennsylvania, South Carolina, Tennessee and Washington. This marks the seventh time that ARDOT has received the award.

Engineers at the National Center for Asphalt Technology at Auburn University evaluated the nominations and validated the results for this year’s award winners. Since the Perpetual Pavement Award was first presented in 2001, 118 pavements in 30 U.S. states and one Canadian province have been honored with the award.

The APA is a partnership of the Asphalt Institute, National Asphalt Pavement Association and the State Asphalt Pavement Associations. ▣



Cameron Bluff at Mount Magazine
Photo Courtesy of AR Parks & Tourism

OUT & ABOUT

CALENDAR OF EVENTS AROUND THE STATE

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

- * **HAWK WATCH:** Many birds of prey migrate southward over Mount Magazine in September. Watch from high cliffs of Cameron Bluff as hawks, falcons and even eagles fly by. Help identify and tally them as they pass over the only official hawk-watching site in Arkansas. Meet at third parking area on Cameron Bluff Overlook Drive. • SEPTEMBER 15
- * **SEARCHING FOR THE SEVENTIES:** Images of everyday life in 1970s America: from disco dancing and bell bottoms, to gas shortages and suburban sprawl. At a time when the war in Vietnam wore on the national psyche, a movement to protect our natural environment was gaining force. In 1971, the U.S. Environmental Protection Agency launched the DOCUMERICA Photography Project with the goal of documenting environmental troubles and triumphs across the country. About seventy photographers capture a moving and textured portrait of America. • THROUGH OCTOBER 28
- * **5TH ANNUAL HOT SPRINGS INTERNATIONAL HORROR FILM FESTIVAL:** This film festival will offer film screenings, educational panels, networking opportunities, workshops and celebrity guests in its fifth year. Full of fantasy, thrills, intrigue, slashers and more. • SEPTEMBER 21 – 24
- * **OZARK FOLKLIFE FESTIVAL:** A day of traditional Ozark food, music and demonstrations. Enjoy BBQ or ham and beans with cornbread. Then listen to fiddlers play, watch how wool is turned into yarn or learn the process of making a musical instrument. • SEPTEMBER 23
- * **MURPHY ARTS DISTRICT GRAND OPENING:** For music fans, the destination this weekend is El Dorado for the opening of the Murphy Arts District. Musical guests include Train, ZZ Top, Ludacris, Brad Paisley, Migos and Smokey Robinson. • SEPTEMBER 28 – OCTOBER 1

- SEPTEMBER 15** *
HAWK WATCH
Mount Magazine State Park
Paris, AR
- THRU OCTOBER 28** *
SEARCHING FOR THE SEVENTIES
PHOTOGRAPHY PROJECT
Fort Smith Regional Art Museum
Fort Smith, AR
- SEPTEMBER 21 & 22**
INTRODUCTION TO WOODCARVING WORKSHOP
Ozark Folk Center State Park
Mountain View, AR
- SEPTEMBER 21 – 24** *
HOT SPRINGS INTERNATIONAL HORROR
FILM FESTIVAL
Central Theater
Hot Springs, AR
- SEPTEMBER 22 – 24**
46TH ANNUAL RAZORBACK COIN SHOW
Jacksonville Community Center
Jacksonville, AR
- SEPTEMBER 23** *
OZARK FOLK LIFE FESTIVAL
Tyler Bend Pavilion
St. Joe, AR
- SEPTEMBER 28 – OCTOBER 1** *
MURPHY ARTS DISTRICT GRAND OPENING
Griffin Music Hall & MAD Amphitheater
El Dorado, AR
- SEPTEMBER 29 & 30**
DEPOT DAYS FESTIVAL
Downtown area
Newport, AR



Traveling the Old Military Road: THE FIRST ROAD FROM MEMPHIS TO LITTLE ROCK

CONTRIBUTED BY GUEST WRITER JEFF STOTTS

Old Military Road as it goes through Village Creek State Park.



TRAVELERS TODAY KNOW TOO WELL HOW HEAVY THE TRAFFIC CAN BE ON INTERSTATE 40 BETWEEN MEMPHIS AND LITTLE ROCK. INTERSTATE 40 JUST WEST OF WEST MEMPHIS HAS THE HEAVIEST TRUCK TRAFFIC IN THE UNITED STATES. THAT FACT TELLS US HOW VITAL THE INTERSTATE IS. IRONICALLY, THE IMPORTANCE OF THIS HIGHWAY GOES BACK SEVERAL HUNDRED YEARS.

Long before Interstate 40 and U.S. Highway 70, the route between Memphis and Little Rock was an important corridor in the settlement of Arkansas and the western United States. Once the Louisiana Purchase was complete, settlement into our great State and

beyond became of high importance. As a result, the U.S. government provided funding for building a proper road from Memphis across the great swamps of Eastern Arkansas to Little Rock. It was known as Military Road or “The Memphis to Little Rock Road.”

TAKING THE LONG WAY AROUND

Prior to the road’s construction, most pioneers, settlers and those who needed to pass through Arkansas had to travel via three far-flung routes. Most notable was the Old Southwest Trail that started in St. Louis and trekked through Arkansas from Hix’s Ferry, on

routes were longer and more difficult options.

Prior to the first bridge being built across the Mississippi River (The Frisco Bridge built in 1892) people had to ferry across from Memphis into Arkansas.

A MORE DIRECT ROUTE

In 1824, surveyors were hired to explore the best possible route between Memphis and Little Rock and one was proposed that generally followed an old Indian/Buffalo trace that earlier pioneers had followed. Construction began in 1826 at a point near the historic community of Hopefield, Arkansas, across from present-day Mud Island in Memphis. The roadbed mirrored parts of what are Robinson Road and Dacus Lake Road today following Hopefield Chute to Mound City. At Mound City, the road turned slightly west toward Marion following “high ground” on the south bank of Marion Lake.

EARLY CONSTRUCTION CHALLENGES

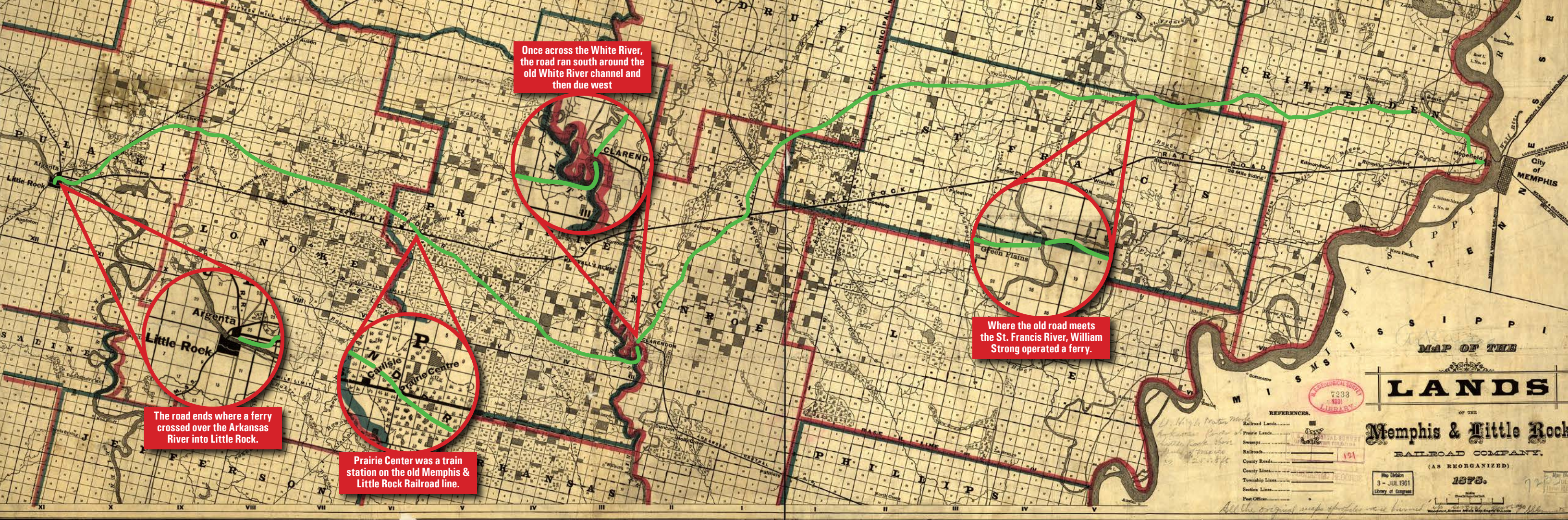
The stretch of roadway between the Mississippi River and Marion was a very difficult section to build and maintain. It washed out in various places almost annually and was in constant need of repair. In this area, the original wooden bridges built over the sloughs in 1827-28 rotted less than 10 years after being constructed due to flooding and high humidity. In the 1830s, it was decided to elevate the roadbed eight feet higher, levee style.

ROADWAY DESIGN STANDARDS

Between Marion and Shearerville, the road turned southwest and today is known as State Highway 218. The standard design for military roads in those days consisted of a road surface built 24 feet wide with ditches on either

the Current River at the Missouri border, through Little Rock, then to Fulton on the Red River and on into Spanish Texas. A second lesser known route was Chalk Bluff Road on Crowley’s Ridge. It was used to settle along the only high ground in eastern Arkansas. That road was part of a post road built around 1816 that connected St. Louis/Cape Girardeau to Helena and Arkansas Post. The third option was to enter Arkansas via its most navigable rivers; the Arkansas, White and St. Francis. However, all of these

(continued on page 28)



The road ends where a ferry crossed over the Arkansas River into Little Rock.

Prairie Center was a train station on the old Memphis & Little Rock Railroad line.

Once across the White River, the road ran south around the old White River channel and then due west

Where the old road meets the St. Francis River, William Strong operated a ferry.

— Old Military Road shown on railroad map from 1878. Courtesy of Library of Congress, Geography and Map Division.

side measuring four feet deep and three feet wide. Trees were usually cut as low to the ground as possible and then covered with dirt, most likely from the ditches dug on either side.

Cut timbers were laid across the road where conditions were swampier and small creeks, bayous and sloughs were crossed by wooden bridges where possible. If the waterway was too deep or wide, ferries were established by local residents. Just past Shearerville where St. Francis Co. Road 536 abruptly ends, there was a ferry that took travelers across Blackfish Lake just north of present day Interstate 40.

Today, the Old Military Road still exists as a gravel road from Blackfish Ferry to the St. Francis River. It roughly follows the county line between St.

Francis and Cross County. The road has several names in this section, among them St. Francis Co. Road 529, Blackfish Road, Bramucci Road and Cross Co. Road 1005.

THE AID OF WILLIAM STRONG

Where the old road meets the St. Francis River, William Strong operated a ferry. In 1827, he built himself a fine mansion nearby on the edge of Crowley’s Ridge. His home was four stories tall with 20 rooms and had a veranda built all the way around. At that time, Strong’s house was the biggest building in all of Arkansas. His home was situated at the intersection of the Memphis to Little Rock Road and Chalk Bluff Road that led to Arkansas Post. Unfortunately, his house burned to the

ground around 1892. Strong was quite the entrepreneur during that time. In addition to the ferry, he housed travelers at his mansion, operated a blacksmith shop and ran a tavern. Strong served as sheriff and was involved in local and state politics. Most importantly for this article, Strong also contracted with the government to build a large portion of the Memphis to Little Rock road in that area. In his later days he retired to Memphis and is buried in Historic Elmwood Cemetery.

From Strong’s place, the road followed Village Creek up Crowley’s Ridge and traversed the ridge to present day Colt, Arkansas. In those days, government specifications required that any hill or mountain to be crossed must have “curves and a grade suitable for any

carriage or loaded wagon to safely traverse.” Today, at Village Creek State Park, you can walk on a once bustling section of the road. It has been well maintained and there is a wealth of information at the park office and on the trail itself.

CONTINUING WESTWARD

Just west of Village Creek State Park, State Highway 306 travels over the original route of the Old Military Road leaving from the park, then through Colt and almost to Hunter, Arkansas. State Highway 306 makes a turn due west before you get to Hunter and this is where the Old Military Road continued southwest to Henard Cemetery Road. Unfortunately, the segment between Highway 306 and Henard Cemetery

Road has been lost to farming. Today, you can follow Highway 306 to U.S. Highway 49 and head south (you’ll pass Henard Cemetery Road a few miles down) and follow Highway 49 to Brinkley. At this point, Old Military Road reaches the halfway point to Little Rock. In downtown Brinkley, the original route turns right on W. Ash Street and then turns into Country Club Road. From Country Club Road, the original route follows U.S. Highway 70 to State Highway 17 and then travels State Highway 302 into Clarendon.

AVOIDING THE SWAMP

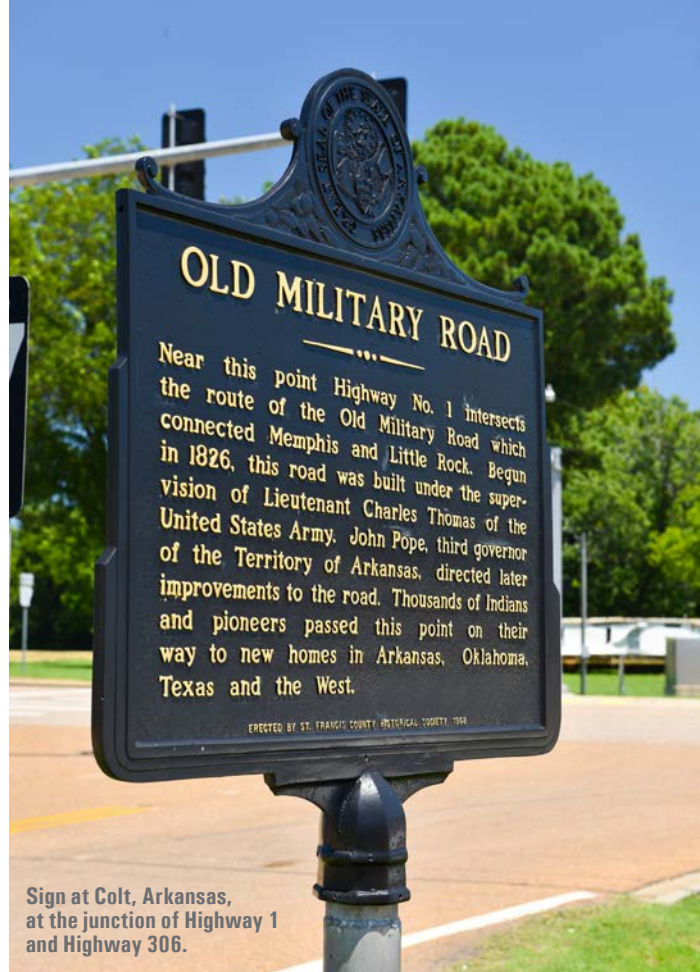
The reason the Old Military Road veered south from Colt towards Clarendon was that the officer in charge of actual construction of the

road realized the swamp between the Cache River and White River was nearly impassable. He rerouted the road from the original surveyor’s proposal to cross the White River at “Mouth of the Cache” (later known as Clarendon). Besides, there was an existing ferry across the White River there that had been in operation for years prior to the road being built.

THROUGH THE PRAIRIE LANDS

Once across the White River, the road ran south around the old White River channel and then due west for a few miles gradually turning northwesterly towards Carlisle. The road followed high ground through the prairie lands just north of and roughly parallel with La Grue Bayou. The route probably

(continued on page 30)



THE OLD MILITARY ROAD ROUTE WAS ROUGHLY 180 MILES LONG, MAKING IT APPROXIMATELY 50 MILES LONGER THAN INTERSTATE 40 BETWEEN NORTH LITTLE ROCK AND MEMPHIS IS TODAY.

The road essentially is now U.S. Highway 70 traveling through Rose City, is Lincoln and Arkansas Avenues in North Little Rock, and finally, ends where a ferry crossed over the Arkansas River into Little Rock. The ferry was located somewhere between the Main Street Bridge and the Clinton Library Pedestrian Bridge.

The Old Military Road route was roughly 180 miles long, making it approximately 50 miles longer than Interstate 40 between North Little Rock and Memphis is today.

REACHING ITS DESTINATION AND ON TO THE WEST

Construction on the Old Military Road continued westward from Little Rock and led to Fort Smith. As an indication of how tough it was to build the Memphis to Little Rock section, consider the Little Rock to Fort Smith section was started after the Memphis to Little Rock road began. It was longer, yet it was finished earlier! The swamps and rivers of eastern Arkansas were formidable forces and worked against those who labored so hard to build a safe passage for settlers in those days.

If you have a chance to explore any of these segments of Old Military Road, stop for a moment along the way to imagine how important this route was roughly 200 years ago and the hard work that went into building it. ■

ran through the community of Tollville and old maps show it crossed Highway 70 at Prairie Center. Prairie Center was a train station on the old Memphis & Little Rock Railroad line about two miles east of Carlisle. Today, there is only a house and barn at this location. The original road between Clarendon and Carlisle has been rerouted and plowed under for agricultural purposes. Following State Highway 33, State Highway 86 and U.S. Highway 63 into Hazen will get you close to the original route.

The Old Military Road then skirted north of present day Carlisle and turned west to the then bustling town of Brownsville (two miles north of Lonoke on State Highway 31). Today, E. Watson Road/Watson Lane through Brownsville is part of the original road still in use.

If you could cross the Catfish Farms at the end of Watson Lane, the Memphis to Little Rock road picks up, once again, on State Highway 294 and heads to the south side of Jacksonville. Street signs here still refer to the road as "Military Road". At Jacksonville, Highway 294 meets State Highway 161 (the Old Jacksonville Highway) and here the Military Road follows Highway 161 to Prothro Junction. Roundtop Road in North Little Rock was the original road, but once the railroad came through, the main road was rerouted to the east side of the tracks.

Dear ARDOT

Thank you for all of your hard work to protect the citizens of Lawrence County during the recent flooding. Your crews ensuring safe alternate routes, up to date information, and great communication with all agencies eased our minds as we dealt with this natural disaster.

Thank you!

Jeff Yates
Lawrence County Sheriff

On June 27th, an 18-wheel commercial vehicle veered off Interstate 555 in Jonesboro and struck the Highway 1B overpass. The accident caused loss of life and also heavily damaged the columns and caps of the overpass as well as the bridge deck above.

The northbound lanes of Interstate 555 had to be closed as did the Highway 1B overpass. With the quick work of ARDOT staff in District 10, the Interstate lanes reopened the next day and Highway 1B reopened all lanes on July 10th.

QUICK RESPONSE

I want to personally thank you and your crews for the quick response to the tragedy today on Interstate 555. Please call me when you decide the future plans for the overpass. I would like to discuss when the west bound lanes will be opened and the traffic on Highway 1 as well.

Again, I certainly appreciated your quick response in the wake of this tragedy.

Best Regards,
Mayor Harold Perrin
City of Jonesboro, Arkansas

AMAZING EFFORT

Truly an amazing effort by everyone involved. Incredible that this was done in less than two weeks, especially since this included the July 4th weekend.

Many Thanks,
Alec Farmer
Arkansas State Highway Commissioner

A LIFE SAVER

I just wanted to drop a line to someone who deals with your trucks out on Highway 40 east. My car was damaged by a retread from an 18 wheeler, one of your drivers "Harold" stopped and was so wonderful. He helped remove the broken piece from my car. He was a life saver. Thank you so much, Harold!

Sincerely,
Rita McKinney

TO THE HIGHWAY POLICE

Thank you for your assistance to the law enforcement and citizens of Lawrence County during the recent flooding. We appreciate your department's efforts to lend a helping hand.

Jeff Yates
Lawrence County Sheriff

DEAR JOE

I wanted to let you know what a fine job the Little Rock striping crew #1213 did. These young men were very professional in how they addressed me and how they handled their equipment and viewed their job. They are all an asset to the Arkansas Department of Transportation and they care.

Thanks go to Alex Hester, Brandon Bird, Aaron Anderson and Eddie Partridge. A special "hats off" to Steven Halstead for superb leadership.

B.F. Fruehauf III
Retired Mayor of Gilbert
Gilbert General Store, owner

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

10. TEXARKANA — HIGHWAY 71

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

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

11. TEXARKANA — INTERSTATE 30

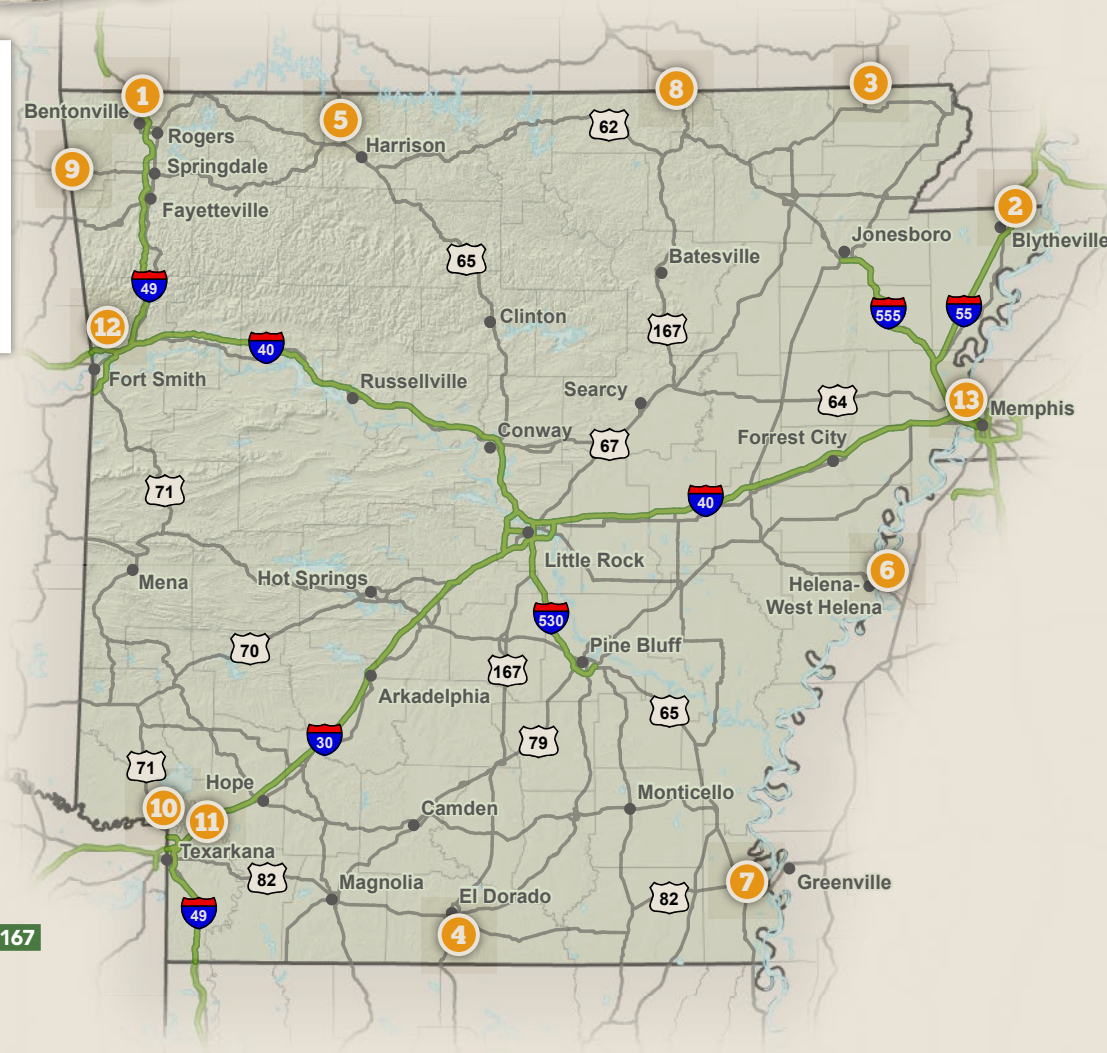
10000 Interstate 30
Texarkana, AR 71854
Phone: 870-772-4301

12. VAN BUREN — INTERSTATE 40

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

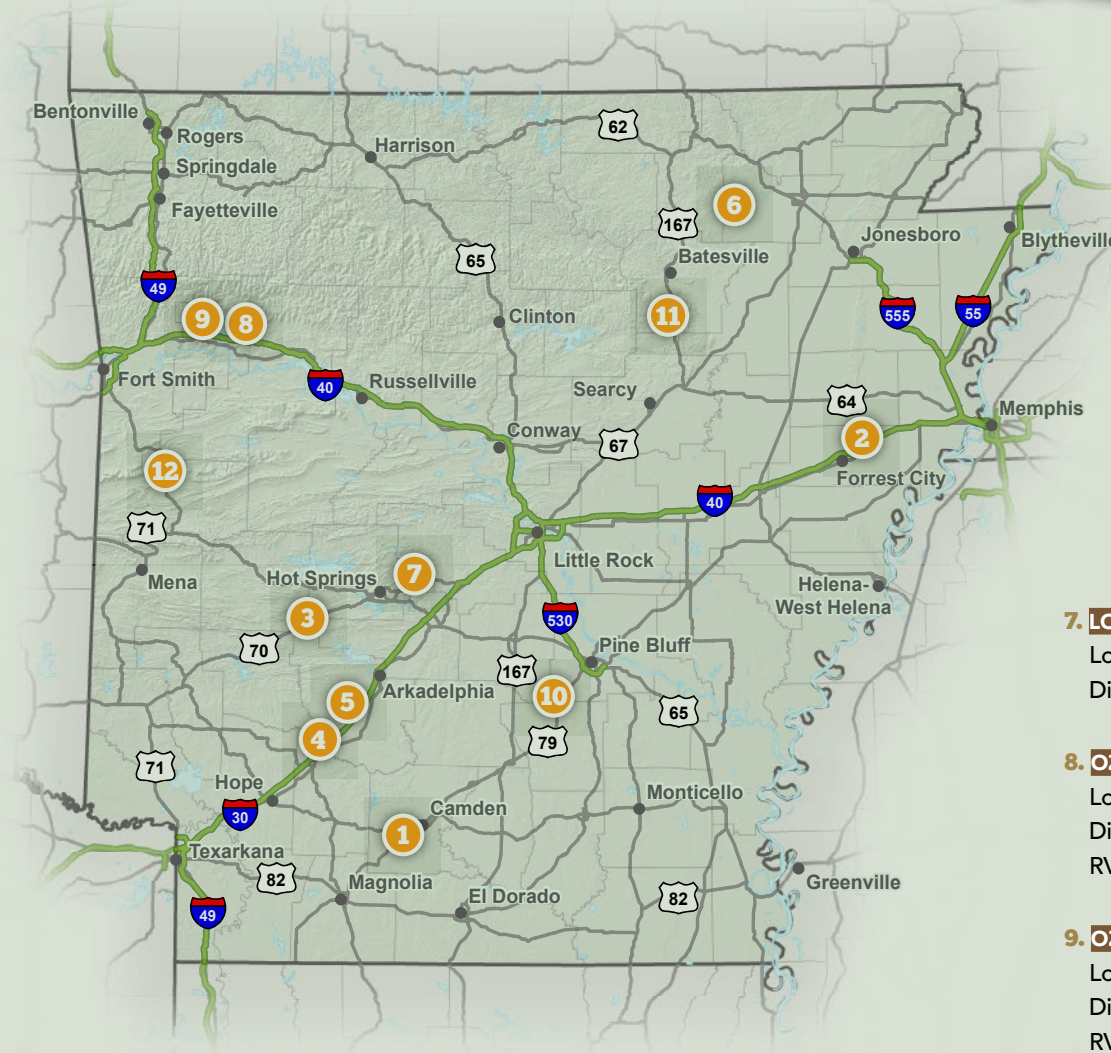
13. WEST MEMPHIS — INTERSTATE 40

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 8

CONSTRUCTION

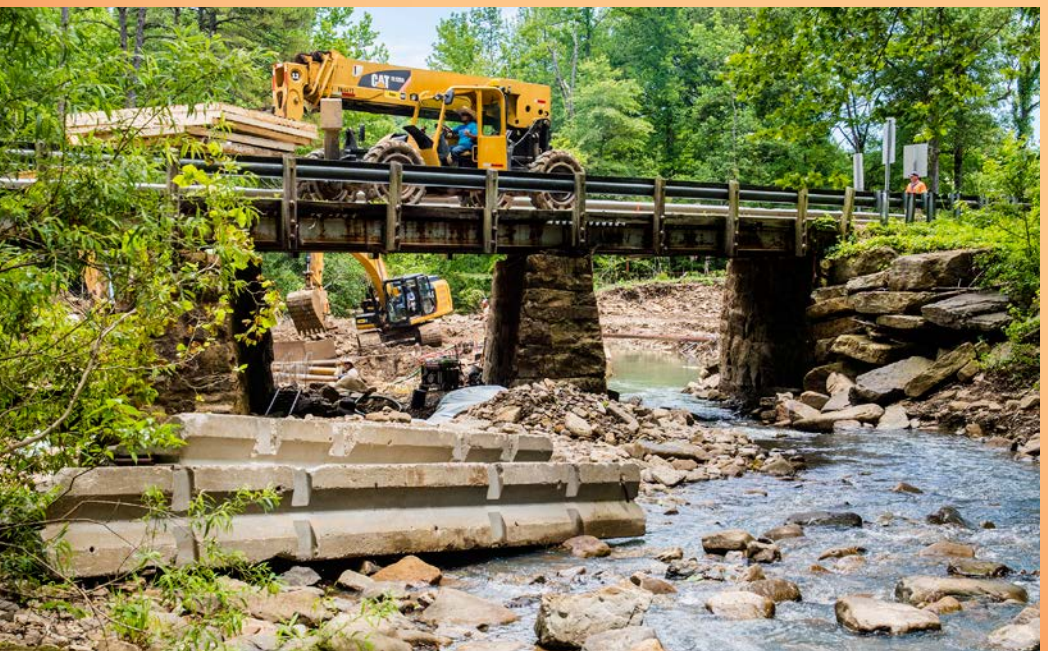


CORNER

Highway 123 in Johnson County is the location of a bridge replacement currently under construction in District Eight.

Located west of the community of Pelsor, at Haw Creek, crews are replacing the current bridge with a three-sided box culvert. The 110-foot culvert is precast and is the first of its type in the State.

Bill Fine, from the RE 82 Office in Clarksville, is the Resident Engineer on the project. The contract for the job was awarded to Bowden Specialties, Inc. of Dardanelle in September of 2016. The contract amount was \$2,054,008. Work on the project began in October of last year. Completion is expected this fall. **▣**



ARDOT PEOPLE

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

NEW EMPLOYEES

ARKANSAS HIGHWAY POLICE • Brandon Bybee, Law Enforcement Officer; Keewyone Delaney, Law Enforcement Officer; Abayomi Finne, Law Enforcement Officer; Russell Fitzgerald, Law Enforcement Officer; Ronald Grace, Law Enforcement Officer; James Johnson, Guard; Scott Kehner, Law Enforcement Officer; Jeremy Lally, Law Enforcement Officer; Bradley Marion, Law Enforcement Officer; Jacob McCollum, Law Enforcement Officer; Katherine McCollum, Law Enforcement Officer; James Miller, Law Enforcement Officer; Jennifer Peavy, Law Enforcement Officer; Emmanuel Rodriguez, Law Enforcement Officer; Lisa Tucker, Law Enforcement Officer; Marc Winkler, Law Enforcement Officer; Rex Woods, Law Enforcement Officer; Mathew Young, Law Enforcement Officer

BRIDGE • Weston Conard, Engineer; Dylan Singleton, Engineer; Sukrit Ghorai, Advanced Bridge Design Engineer

COMPUTER SERVICES • Benjamin Brantley, Hardware Technician; Boyce Moseley, Hardware Technician; Billy Whitener, Database Administrator

CONSTRUCTION • Melissa Graham, Field Clerk; Devin Johnson, Engineer; Jason Edmison, Construction Helper; Curtis Morace, Engineer; Erica Mason, Construction Helper; Stephen Hogan, Engineer; Shasta Sanders, Construction Helper

EEO/DBE • Isaac Hill, Office Administrative Assistant I

FACILITIES MANAGEMENT • Kenneth Ward Jr., Janitor

HUMAN RESOURCES • Kathleen Weems, Office Administrative Assistant I; Brittany Wright, Office Administrative Assistant I; Vada Hopper, Leave Administrator

MAIL & SUPPLY • Vanessa Cherry, Mail Courier; Cody Owenson, Mail Courier

MAINTENANCE • Winston Skinner, Sign Erector

MATERIALS • Danielle Herron, Chemist I; Tracie Oloo, Engineer

PROGRAM MANAGEMENT • Kathy Nelson, Accountant

RADIO/COMMUNICATIONS • Phillip Lee, Telecommunication Operator

ROADWAY DESIGN • David Stinnett, Engineer; Hannah Tyler, Engineer; Andrew Hindman, Engineer

SURVEYS • Gregory Walker, Surveys Aide; Brad Bennett, Surveys Aide

SYSTEM INFORMATION & RESEARCH • Richard Rhodes, Transportation Management Analyst II

TRANSPORTATION PLANNING & POLICY • Seth Louviere, Engineer

DISTRICT 1 • Clayton Nickleson, Maintenance Aide I; Robert Robison, Maintenance Aide I; Darrell Smith, Maintenance Aide I; Donovan Jones, Maintenance Aide I; Johnny Morris, Maintenance Aide I; Benjamin Smith, Maintenance Aide I; Lance Thigpen, Maintenance Aide I; Perry Imboden, Maintenance Aide I; Patrick Taylor, Maintenance Aide I

DISTRICT 2 • William Bell, Maintenance Aide I; Darius Humphrey, Maintenance Aide I; Justin Bryant, Maintenance Aide I; Terry King Jr., Maintenance Aide I; Bozz Burr, Maintenance Aide I; Ruston Johnson, Maintenance Aide I; Kenneth Henderson, Maintenance Aide I

DISTRICT 3 • Austin Brown, Maintenance Aide I; Jonathan Wesson, Maintenance Aide I; Timothy Hall, Maintenance Aide I; Carol Ridling, Maintenance Aide I; Raymond Arender, Maintenance Aide I

DISTRICT 4 • Kameron Meeks, Maintenance Aide I; Susan Benson, Maintenance Aide I; Arrow Thornburg, Maintenance Aide II; Joe Green Jr., Maintenance Aide I; Pascal Harrison, Maintenance Aide I; Truman Richey III, Maintenance Aide I; Cameron Connor, Maintenance Aide I; Christy Centers, Maintenance Aide I; Klyer Smith, Maintenance Aide I; Michael Wright, Maintenance Aide I

DISTRICT 5 • Barry Anderson, Maintenance Aide I; John Reid, Maintenance Aide I; Todd Foster, Maintenance Aide I; Ethan McSpadden, Maintenance Aide I; Coby Jones, Maintenance Aide I

DISTRICT 6 • Eric Hall, Storeroom Assistant I; Lonnie Bradford IV, Maintenance Aide I; Evester Gardner, Maintenance Aide I; Joshua Smith, Maintenance Aide II; William Pierce III, Maintenance Aide I; John Ratliff, Maintenance Aide I; Edwin Taylor, Maintenance Aide I; Derrick Davenport, Maintenance Aide I; Joshua Smith, Maintenance Aide I; John Jones, Maintenance Aide I; Kaleb Baldwin, Maintenance Aide I; Katherine Blackmon, Maintenance Aide I; Gregory Lollie, Maintenance Aide I

DISTRICT 8 • Jacob Duncan, Maintenance Aide I; Joshua Pickens, Maintenance Aide I; James Hays, Maintenance Aide I; Jonathon Prout, Maintenance Aide I

DISTRICT 9 • Heath Dillon, Storeroom Assistant I; James Altenhofen, Maintenance Aide I; Steven Mitchell, Maintenance Aide I; Kenda Arentsen, Maintenance Aide I; Samuel Casey, Maintenance Aide I

DISTRICT 10 • Michelle Hufford, Storeroom Assistant I; Jennifer Ring, Maintenance Aide I; Allen Stiger, Maintenance Aide I; Denton Newby, Maintenance Aide I

PROMOTIONS

ARKANSAS HIGHWAY POLICE • Joseph Harris, AHP Sergeant; Cody Stell, Law Enforcement Officer; Tyrone Dillard, AHP Sergeant

BRIDGE • Eric Romero, Advanced Bridge Design Engineer

COMMUNICATIONS • Bradley Hall, Traffic Designer

CONSTRUCTION • Jose Lovaas, Construction Aide I; Tina Reading, Senior Inspector; David Hipp, Senior Inspector; Garrett Morgan, Construction Aide I; Kyle Battenfield, Senior Inspector; Joshua King, Assistant Resident Engineer; Lucas Turner, Advanced Construction Field Engineer; Christopher Taylor, Construction Field Engineer II; Shad Watkins, Senior Inspector; Justin Calhoun, Construction Aide II; Justyn Harper, Construction Aide II; John Wilson, Senior Inspector; Adam James, Construction Aide II; W.L. Goodman, Inspector; Jacob Sant, Construction Aide I; Kyle Lasater, Senior Inspector; Aaron Morris, Construction Materials Inspector; Jordan Qualls, Construction Aide I; Craig Bowdle, Construction Aide I; Jarrod Brightwell, Advanced Construction Field Engineer; Dennis Stevenson, Construction Aide I; Joseph Blackburn, Construction Aide II; Caleb Nicholson, Construction Aide I; Alex Roofoe, Staff Engineer; Christopher Roman, Advanced Construction Field Engineer

HEAVY BRIDGE • Jason Walker, Bridge Repairer II; Brandon Craig, Bridge Repairer I

HUMAN RESOURCES • Felix Carr, Safety Inspection Officer; Ross Maestas, Health and Safety Officer; Patrick Thomas, Workforce Development Coordinator; Wendy Newholes, Attendance Administrator

MAINTENANCE • Elaine English, Assistant Shop Supervisor; Kerri Grider, Office Administrative Assistant III

MATERIALS • Corey Garrett, Testing Equipment Specialist

RIGHT OF WAY • Maurice Jackson, Section Head – Acquisition

SURVEYS • Kenneth Scott, Surveys Crew Chief

SYSTEM INFORMATION & RESEARCH • Zhiqiong Hou, Staff Administrative Assistant

DISTRICT 1 • Jadon Boyd, Maintenance Aide II

DISTRICT 2 • Carter Davis, Maintenance Aide II; Eric Green, Maintenance Aide II; Philip Graves, Maintenance Aide II; Glynn Curry, Maintenance Aide II; Bradley Cheatham, Maintenance Aide II; Santiago Ramos, Maintenance Aide II; Taci Gilliam, Maintenance Aide II; Glen Sykes, Maintenance Aide II; Roy Lester Jr., Sealing Job Superintendent; Scotty Wade, Maintenance Aide II; Lamar Summers, Crew Leader

DISTRICT 3 • Laci Culppepper, Maintenance Aide II; William Whisenhunt, Maintenance Aide II Jeffrey Jones, Maintenance Aide II

DISTRICT 4 • Charles Hobbs, Maintenance Aide II; James Mirus, Maintenance Aide II; Rodney Graham, Area Maintenance Supervisor

DISTRICT 5 • Jonathan Monday, Bridge Repairer I; Brian Johnson, Maintenance Aide II

DISTRICT 6 • Tanua Bryan, Area Headquarters Attendant; James Wallace, Maintenance Aide II; Mark Adams, Assistant Bridge Inspector; Jerry Shuffield, Maintenance Aide II; Therman Clingmon, Maintenance Aide II; Billy Curtis, Maintenance Aide II

DISTRICT 7 • Jeremy Evans, Crew Leader; Donald Briggs, Maintenance Aide II; Michael Parker, Maintenance Aide II

DISTRICT 8 • Gary Hogrefe, Bridge Repairer II; Richard Flagg, Maintenance Aide III; Scott Poynter, Maintenance Aide II; Marcus Canady, Maintenance Aide III

DISTRICT 10 • Erin Roche, Maintenance Aide II; Alexander Minnie, Area Headquarters Attendant; Dylan Nelson, Maintenance Aide II; Daphne Phipps, District Clerk; Daniel Crawford, Bridge Repairer I; Edward Smith, Maintenance Aide II; Gregory Robinson, Maintenance Aide II

SERVICE

ARKANSAS HIGHWAY POLICE • David Harris, AHP First Lieutenant, 25 yrs; Sarah Garrett, Office Administrative Assistant V, 10 yrs

BRIDGE • Rick Ellis, Division Head, 25 yrs

CHIEF ENGINEER'S OFFICE • Emanuel Banks, Deputy Director & Chief Engineer, 30 yrs

COMPUTER SERVICES • Dale Bittle, Hardware Technician, 5 yrs; Henry Frasher, Application Developer, 5 yrs

CONSTRUCTION • David Wyers, Senior Inspector, 35 yrs; Brenda McConnell, Resident Office Technician, 30 yrs; Christopher Seritt, Senior Inspector, 30 yrs; Donald Henson Jr, Assistant Resident Engineer, 25 yrs; Mark Trickey, Assistant Resident Engineer, 25 yrs; Donald Pipkin, Senior Inspector, 25 yrs; Jeffrey Eldridge, Construction Report Coordinator, 25 yrs; David Lewis, Senior Inspector, 25 yrs; David Cummings, Senior Construction Materials Inspector, 15 yrs; Gary James, Senior Construction Materials Inspector, 15 yrs; Wayne Emmons Jr, Construction Aide III, 15 yrs; Phillip Rook Jr, Senior Inspector, 15 yrs; David Rorex, Construction Aide I, 15 yrs; Karrie Ausbrooks, Construction Aide III, 15 yrs; Chad Lanuius, Construction Aide II, 10 yrs; David Selby, Inspector, 5 yrs; Jared Bymaster, Systems Engineer, 5 yrs; Brian Biehler, Inspector, 5 yrs; William Lake, Construction Field Engineer II, 5 yrs

EEO/DBE • Joanna McFadden, EEO/DBE Section Head, 5 yrs

EQUIPMENT & PROCUREMENT • Annette Swift, Administrative Aide I, 35 yrs

FISCAL SERVICES • Kera Crowder, Retirement Officer, 30 yrs; Bobbie Tucker, Voucher Typist, 5 yrs

INTERNAL AUDIT • Brandi Mayhan, Auditor, 5 yrs

LEGAL • Rita Looney, Chief Legal Counsel, 5 yrs

MAINTENANCE • John Betts, Staff Maintenance Engineer, 25 yrs; Michael Kelly, Staff Maintenance Engineer, 15 yrs; Aaron Anderson, Paint Transport Truck Driver, 5 yrs

MATERIALS • James Dean, Staff Materials Engineer, 15 yrs; Tamara Boggs, Bituminous Engineer, 15 yrs; Thomas Fisher, Materials Area Engineer, 15 yrs

PERMITS • Lisa Mann, Permit Technician, 20 yrs; Jerri Royal, Permit Technician, 10 yrs; Laurel Young, Permit Technician, 10 yrs

PUBLIC INFORMATION • Denise Powell, Website Coordinator, 15 yrs; Paula Cigainero, Graphic Design Specialist, 5 yrs

RADIO/COMMUNICATIONS • Joseph Hawkins, Staff Traffic Engineer, 10 yrs

RIGHT OF WAY • Jeremy Tyler, Right of Way Plans Designer II, 10 yrs

ROADWAY DESIGN • Tammy Jernigan, Staff Design Engineer, 20 yrs

STATE AID • David Mayo Jr., Division Head, 40 yrs; Yolanda DeSousa-Satum, Advanced Design Engineer, 25 yrs

SYSTEM INFORMATION & RESEARCH • Jack Koba, Administrative Officer I, 20 yrs; Johnna Thomas, Administrative Assistant III, 15 yrs

SURVEYS • Caleb Whitmire, Surveys Aide III, 5 yrs

TRANSPORTATION PLANNING & POLICY • Andrew Warren, Senior Transportation Planning Engineer, 10 yrs; Gregory Cullum, Geospatial Applications Coordinator, 5 yrs

DISTRICT 1 • Tommy Halbert, Assistant Maintenance Supervisor, 35 yrs; Needra Sisson, District Office Manager, 20 yrs; Kelly Reddick III, Crew Leader, 15 yrs; Jo Farrow, Maintenance Aide II, 5 yrs; Joe Boykin, Maintenance Aide I, 5 yrs

DISTRICT 2 • Melissa Starnes, Maintenance Aide II, 15 yrs; Calvin Barnett, Maintenance Aide I, 5 yrs; Antonio Spicer, Maintenance Aide II, 5 yrs

DISTRICT 4 • Debbie Caster, District Office Manager, 35 yrs; Tim Henretty, Maintenance Aide III, 25 yrs; Tina Sinclair, Area Maintenance Supervisor, 20 yrs; Keith Dedmon, Maintenance Aide II, 5 yrs; Oscar Martinez, Maintenance Aide II, 5 yrs

DISTRICT 5 • Linda Kinsey, Area Headquarters Attendant, 15 yrs; Sandra Cain, Maintenance Aide II, 15 yrs

DISTRICT 6 • Winifred Petty, Maintenance Aide III, 20 yrs; Victor Jordan, Crew Leader, 15 yrs; Alfred Barnes, Maintenance Aide III, 10 yrs; Jeffery Moore, Area Maintenance Supervisor, 10 yrs; Mark Harper, Maintenance Aide III, 5 yrs; James Freeman, Bridge Repairer II, 5 yrs; James Tarry, Maintenance Aide II, 5 yrs; Bryan Saunders, Assistant Bridge Inspector, 5 yrs

DISTRICT 7 • Donald Crawford, Crew Leader, 25 yrs; Tom Poole, Area Headquarters Attendant, 5 yrs; Robert Swartz, Body Repairer and Painter, 5 yrs; Stacy Harding, Maintenance Aide II, 5 yrs; John Gorman, Maintenance Aide II, 5 yrs; Brian Hampton, Assistant Bridge Inspector, 5 yrs

DISTRICT 8 • David Teeter, Crew Leader, 20 yrs; Dale Carlat, Maintenance Aide III, 15 yrs; Gary Hogrefe, Bridge Repairer II, 5 yrs; Howard Verwiebe, Mechanic, 5 yrs

DISTRICT 9 • Steve Lawrence, District Engineer, 30 yrs; Steve Halsted, Area Maintenance Supervisor, 25 yrs; Gary Hopkins, Crew Leader, 20 yrs; Jeffrey Miles, Maintenance Aide II, 20 yrs; Leslie Griffey, Maintenance Aide II, 15 yrs; Michael Wiseman, Maintenance Aide III, 10 yrs; Jodi Bryant, District Bookkeeper, 10 yrs

DISTRICT 10 • David Pierce, District Maintenance Engineer, 25 yrs; Martha Meeks, Crew Leader, 25 yrs; Kathy Chesser, Area Headquarters Attendant, 20 yrs; Joseph Eubanks, Crew Leader, 15 yrs; Katherine Griffin, Area Headquarters Attendant, 15 yrs; Gregory Wineiland, Maintenance Aide II, 5 yrs; Kevin Allison, Maintenance Aide III, 5 yrs

DISTRICT 1 • Phillip Powell, Maintenance Aide II, 6+ yrs; Ramon Hansberry, Maintenance Aide II, 28+ yrs

DISTRICT 2 • Clarence Polk, Maintenance Aide II, 39+ yrs; Kirk Chidester, Sealing Job Superintendent, 28+ yrs

DISTRICT 3 • John Humphry, Construction Aide I, 9+ yrs

DISTRICT 4 • Joseph Work, Maintenance Aide II, 10+ yrs; Tina Sinclair, Area Maintenance Supervisor, 20+ yrs; Arnon Perrin Jr, Senior Construction Materials Inspector, 28+ yrs

DISTRICT 5 • Billy Calkin, Body Repairer and Painter, 8+ yrs; Dan Yates, Maintenance Specialist, 22+ yrs

DISTRICT 6 • Tom Waller, Construction Aide II, 22+ yrs

DISTRICT 7 • Dennis Clark, Senior Inspector, 35+ yrs; Ralph Hodge, Inspector, 16+ yrs

DISTRICT 8 • Darron Tyler, Construction Project Coordinator, 32+ yrs; Ora Helton, Area Headquarters Attendant, 16+ years; David Wyers, Senior Inspector, 34+ yrs

DISTRICT 9 • Joe Maberry, Mechanic, 20+ yrs; Doris Osborn, Rest Area Attendant, 23+ yrs

DISTRICT 10 • Sherrel Owens, Mechanic, 11+ yrs

MEMORIALS

ARKANSAS HIGHWAY POLICE • Jerrell L. Biggers, 6/14/17, retired

EQUIPMENT & PROCUREMENT • Bernie Lee Cox, 6/27/17, retired

RIGHT OF WAY • Billie Alice Boyd, 6/19/17, retired

DISTRICT 2 • James E. Goggans, 7/11/17, retired

DISTRICT 4 • Alan Boggs, 7/27/17, retired

DISTRICT 5 • Billy Allred, 6/30/17, retired; Phillip L. Wood, 7/10/17, retired; Billy Weaver, 7/22/17, retired

DISTRICT 6 • Jerry Mcneal, 7/28/17, retired

DISTRICT 7 • Eddie Erwin, 8/3/17, retired

DISTRICT 8 • Jack Cossey, 8/5/17, retired

DISTRICT 9 • James E. Thompson, 6/24/17, retired; Lotis Horton, Jr., 8/2/17, retired

DISTRICT 10 • Moses Mullins, 6/30/17, retired



Arkansas Department of Transportation
P.O. Box 2261
Little Rock, AR 72203-2261

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

FORWARDING SERVICE REQUESTED

