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Arkansas HIGHWAYS

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ARKANSAS DEPARTMENT OF TRANSPORTATION | MAGAZINE

Focus on the Future

**ARDOT'S NEW STRATEGIC PLAN
SETS PATH FOR DEPARTMENT GOALS**

**30 CROSSING
PROJECT: A Request
for Qualifications**

**ARDOT Employees
Called to Action on
INTERSTATE 555**

**IDriveArkansas
TRAFFIC CAMERAS:
View Live Traffic**

DIRECTOR'S MESSAGE



The Four-Way Test

THE FUNDING CHALLENGES THAT THE ARKANSAS DEPARTMENT OF TRANSPORTATION FACES ON AN ANNUAL BASIS ARE WELL KNOWN. We simply have more needs on our highway system than funding to meet those needs. It's a predicament that Departments of Transportation across the country face, and, here at home, it has been discussed at the Capitol in Little Rock during the last several legislative sessions.

Most recently, Governor Hutchinson suggested that one solution may be for our Department to consider placing an Initiated Act on the General Election Ballot in 2018. Before we make a decision to do that, ARDOT wants to hear from as many Arkansans as possible regarding the condition of our existing highway system, what improvements they feel are needed across the State and if they would support a new highway program to generate additional revenue.

Over the past several months, I have had the pleasure of serving as a guest speaker at numerous civic groups throughout our State in order to share ARDOT's story and to hear from citizens in our local communities about their highway needs. A number of those speaking engagements have been at Rotary Clubs where members speak of the Rotary "Four-Way Test."

The Four-Way Test is an ethical guide Rotarians use for their personal and professional relationships. It has been translated into more than 100 languages, and Rotarians recite it at their club meetings. The test simply asks, of the things we think, do and say:

- Is it the truth?
- Is it fair to all concerned?
- Will it build goodwill and better friendships?
- Will it be beneficial to all concerned?

These principles provide Rotarians with a strong, common purpose and direction. They serve as a foundation for the club's relationships with each other and the action they take in the world.

I believe the Four-Way Test contains a message that would be beneficial to any club or organization.

For example, the message serves as a path to how we here at ARDOT can handle everything we do as a Department. Each of us has a role to fill in our daily jobs, and, if we do it well, we find that better partnerships develop and we become a stronger Department in every way.

My speaking engagements have been an opportunity to share ARDOT's challenges and goals with hundreds across the State. These meetings have, no doubt, built stronger friendships and partnerships between our Department and our citizens. They have given us a direction, and hopefully, what we have gained from these meetings will lead us down a path that will be beneficial to ARDOT and will result in a better highway system for Arkansans and all motorists that travel within our borders.

Scott E. Bennett, P.E., Director



FRONT AND BACK COVER:
Mulberry River
Interpretive Driving Trail
State Highway 215 • Franklin 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



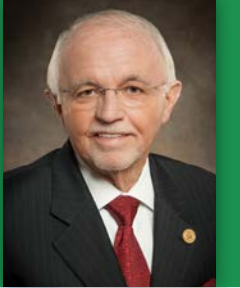
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CONTENTS

FEATURES

- 5 IDriveArkansas Cameras Provide Live View of Traffic
- 8 Central Arkansas' 30 Crossing Project:
A Request for Qualifications
- 10 New Broadway Bridge Receives Engineering Award
- 11 Improvements Come to State
Highway 25 in Conway
- 12 Opening the "Gateway to Arkansas"
Was Quite a Celebration
- 13 Bennett Chosen for AASHTO Post
- 14 A Call to Action on Interstate 555
- 16 Balancing a Career and Coaching
- 20 Weekend Road Trip: The Upper Delta
- 26 Focused on the Future:
ArDOT's New Strategic Plan

16



DEPARTMENTS

- Director's Message..... 2
- Out & About..... 25
- Dear ArDOT: Letters..... 30
- Arkansas Welcome Centers..... 32
- Arkansas Rest Areas..... 33
- Construction Corner..... 34
- ArDOT People..... 35

20



IN THE
NEXT issue

- ▶ New Life for the War Eagle Bridge
- ▶ Commissioner Taldo Discusses Arkansas' Highways
- ▶ Bicycle/Pedestrian Plan Receives Recognition

Traffic Camera on Interstate 430
at Colonel Glenn Road Exit



IDriveArkansas Cameras Provide *Live View of Traffic*

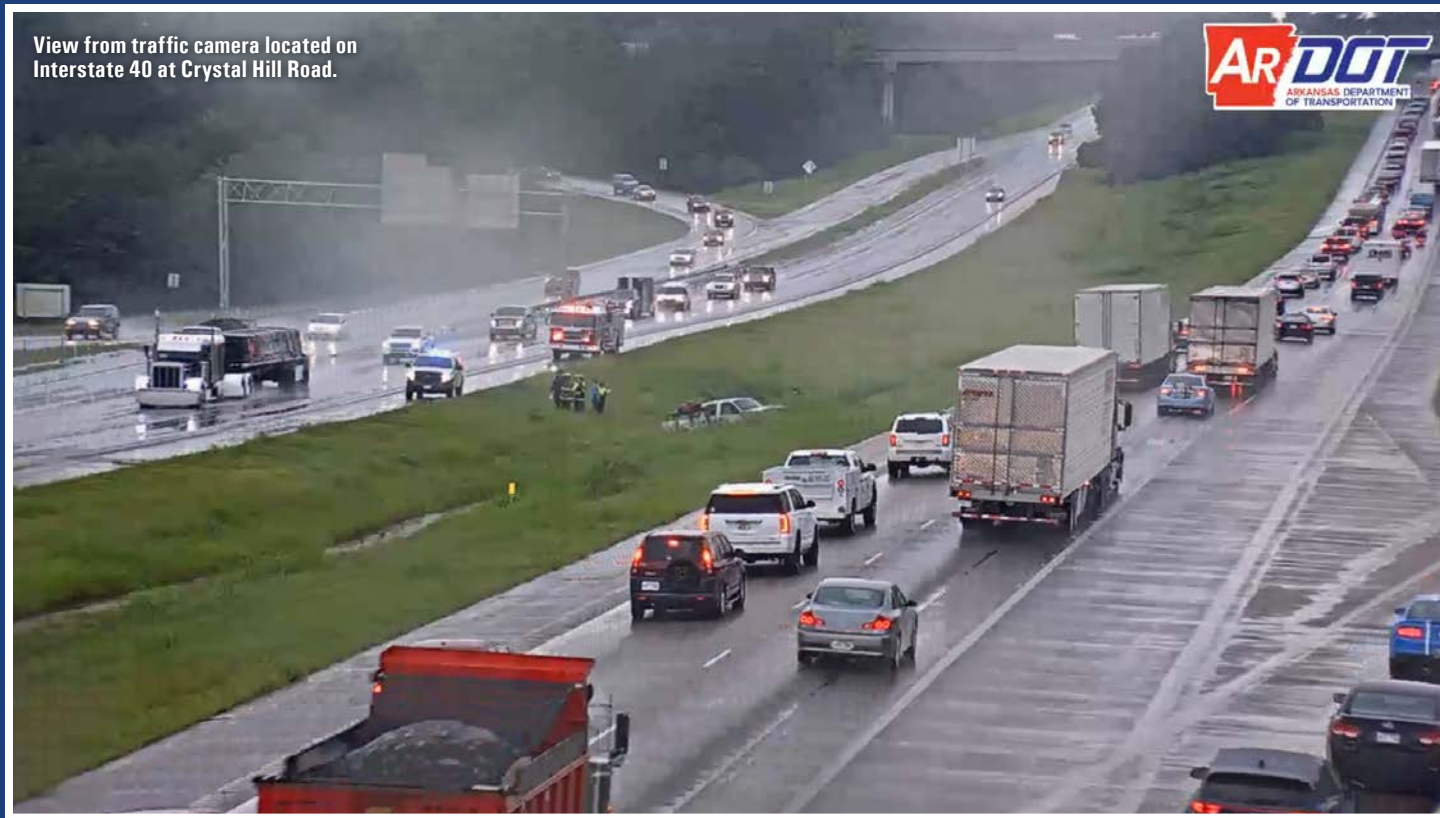
BY DAVID NILLES

THE ARKANSAS DEPARTMENT OF TRANSPORTATION'S IDRIVEARKANSAS WEBSITE HAS ALWAYS BEEN A GOOD "GO-TO" SOURCE FOR CHECKING ON TRAVEL CONDITIONS BEFORE YOU HIT THE ROAD. LIVE TRAFFIC FLOW, CONSTRUCTION ZONE LOCATIONS, ROAD CONDITIONS AND MUCH MORE ARE AVAILABLE AT THE TIP OF YOUR FINGERS.

Now, the website has gone one step further in providing everything you need to "know before you go." Labor Day weekend saw the introduction of live camera feeds on IDriveArkansas, letting viewers see what the traffic looks like on our highways in real time.

(continued on page 6)

View from traffic camera located on Interstate 40 at Crystal Hill Road.



A NETWORK OF CAMERAS

“We now have over 90 cameras in place on some of the busiest highways across the State,” says ARDOT Public Information Officer Danny Straessle. “Motorists can see a live view of how traffic is moving before they head out and that’s going to help them make travel decisions.”

In addition to the cameras the Department has installed, ARDOT has partnered with the Tennessee Department of Transportation, the Mississippi Department of Transportation, the cities of Conway and North Little Rock and numerous television stations to import their camera feeds in many locations. And, more cameras are on the way.

“Many of these are high-definition cameras that will give visitors to the website a very clear look at how traffic is moving,” Straessle added.

In addition to covering highways in Arkansas, cameras provided by the

Tennessee Department of Transportation stream live traffic on Interstates 40 and 240 in the Memphis area. The “SmartWay” cameras will aide motorists should a traffic incident in Memphis back up traffic onto the Interstate 40 and 55 Mississippi River Bridges.

ARDOT also has mobile video cameras mounted on trailers that will be able to travel to temporary high traffic areas.

“Our mobile cameras will provide a glimpse of traffic volumes inside construction zones or at special events such as football games, where traffic has the potential to slow down,” Straessle added. “We think they are a great addition to our network of cameras.”

EASE OF ACCESS

Taking a look at the camera views is easy once motorists log onto the IDriveArkansas website.



A click on the “Traffic” icon (stop light) in the upper right-hand corner of the page

will instruct users to ‘Turn on traffic cameras.’ That will populate the State map with green camera icons. It’s then just a matter of selecting the camera in the area of interest and clicking the icon.

ARDOT’s cameras will be equipped to handle as many viewers as necessary without the possibility of video interruption.

“In no way will our video quality be affected by the number of viewers on a particular camera,” Straessle shared. “Each camera on our system will be able to handle an infinite number of viewers simultaneously.”

TIGER GRANT PROGRAM SUPPORT

Several cameras on the system in eastern Arkansas are the result of funding support from a Transportation Investment Generating Economic Recovery grant (TIGER) that ARDOT applied for with the Mississippi Department of Transportation and the

Louisiana Department of Transportation & Development.

The highly competitive TIGER grant program supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs. Since 2009, the TIGER grant program has provided a combined \$5.1 billion to 421 projects in all 50 states, the District of Columbia, Puerto Rico, Guam, the Virgin Islands and tribal communities.

Closer to home, the \$9.8 million grant, awarded in 2011, allowed the agencies to work together to deploy Intelligent Transportation Systems (ITS) improvements on and around four highway bridges that span the Mississippi River in Mississippi, Arkansas and Louisiana. The bridges include the U.S. Highway 49 Bridge at Helena; the U.S. Highway 82 Greenville Bridge at Lake Village; the Interstate 20 Vicksburg Bridge in Mississippi; and the U.S. Highway 84 Bridge between Natchez, Mississippi, and Vidalia, Louisiana.

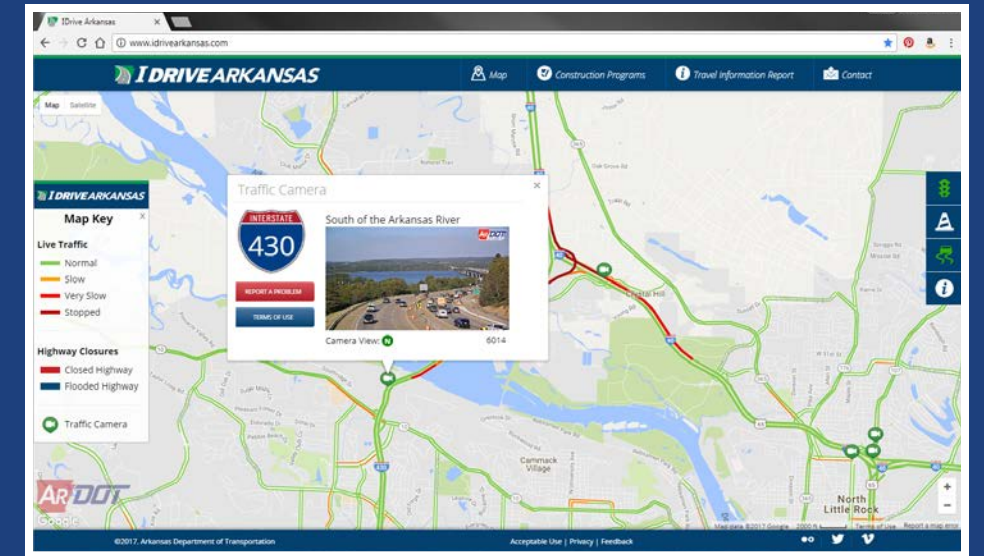
In addition to the closed-circuit television cameras, the improvements included dynamic messaging signs, vehicle detection devices, highway advisory radio and other fiber optic connections that will coordinate communication across the bridges.

EXPANDING IN THE FUTURE

“Our Department is excited to introduce these live cameras to motorists visiting IDriveArkansas,” ARDOT Director Scott Bennett shared.

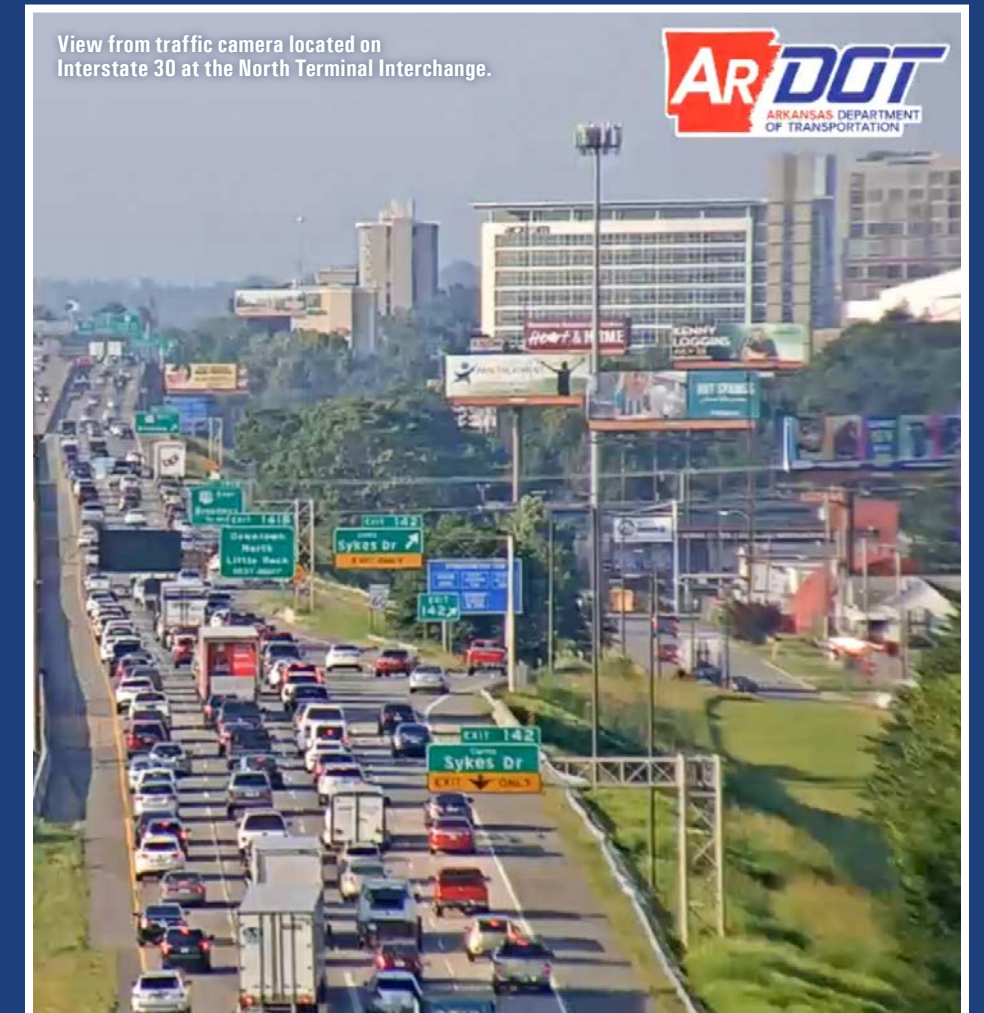
“As visitors to the site begin using them, I believe it will help them decide whether their route is clear or if they need to take an alternate route, saving them time and avoiding slowdowns.”

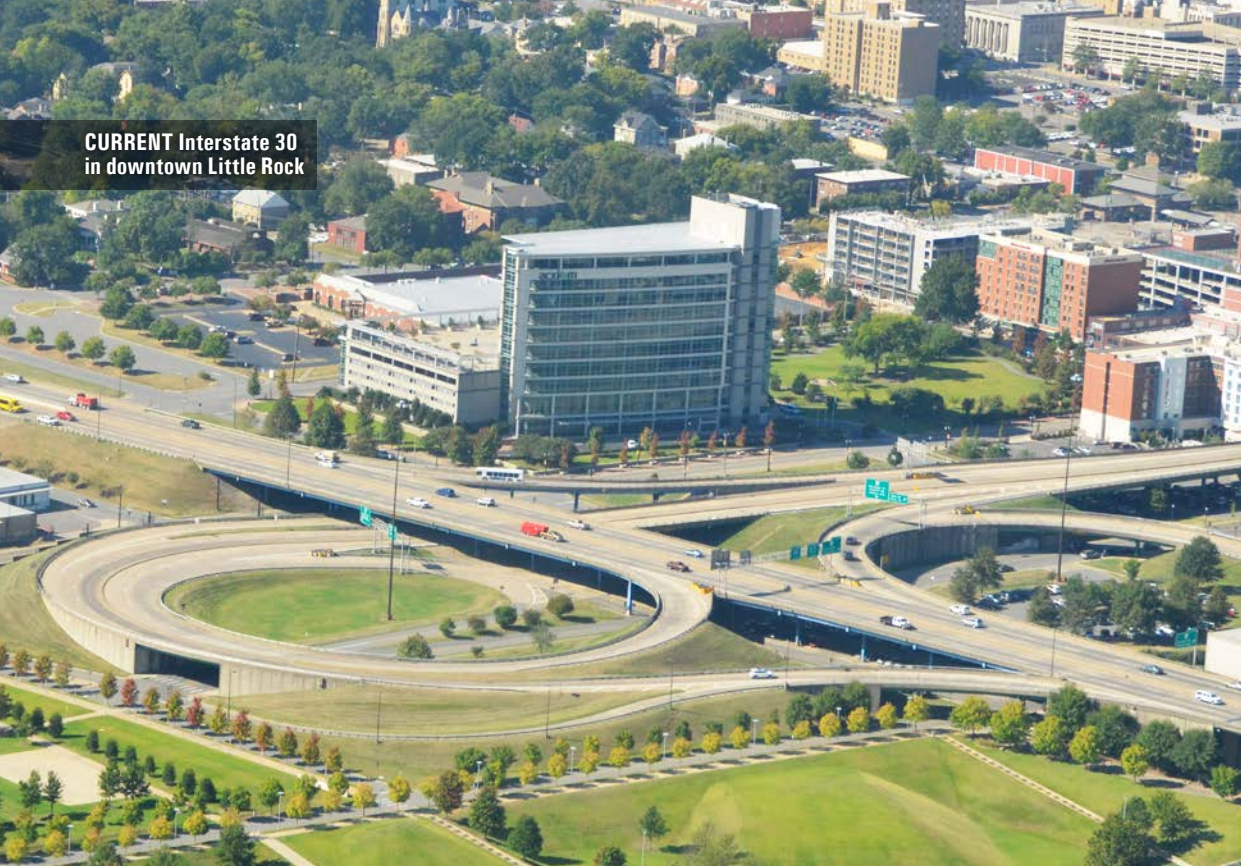
ARDOT hopes to add additional cameras in the months ahead so more motorists across Arkansas can choose the best route for travel in more places across Arkansas. ■



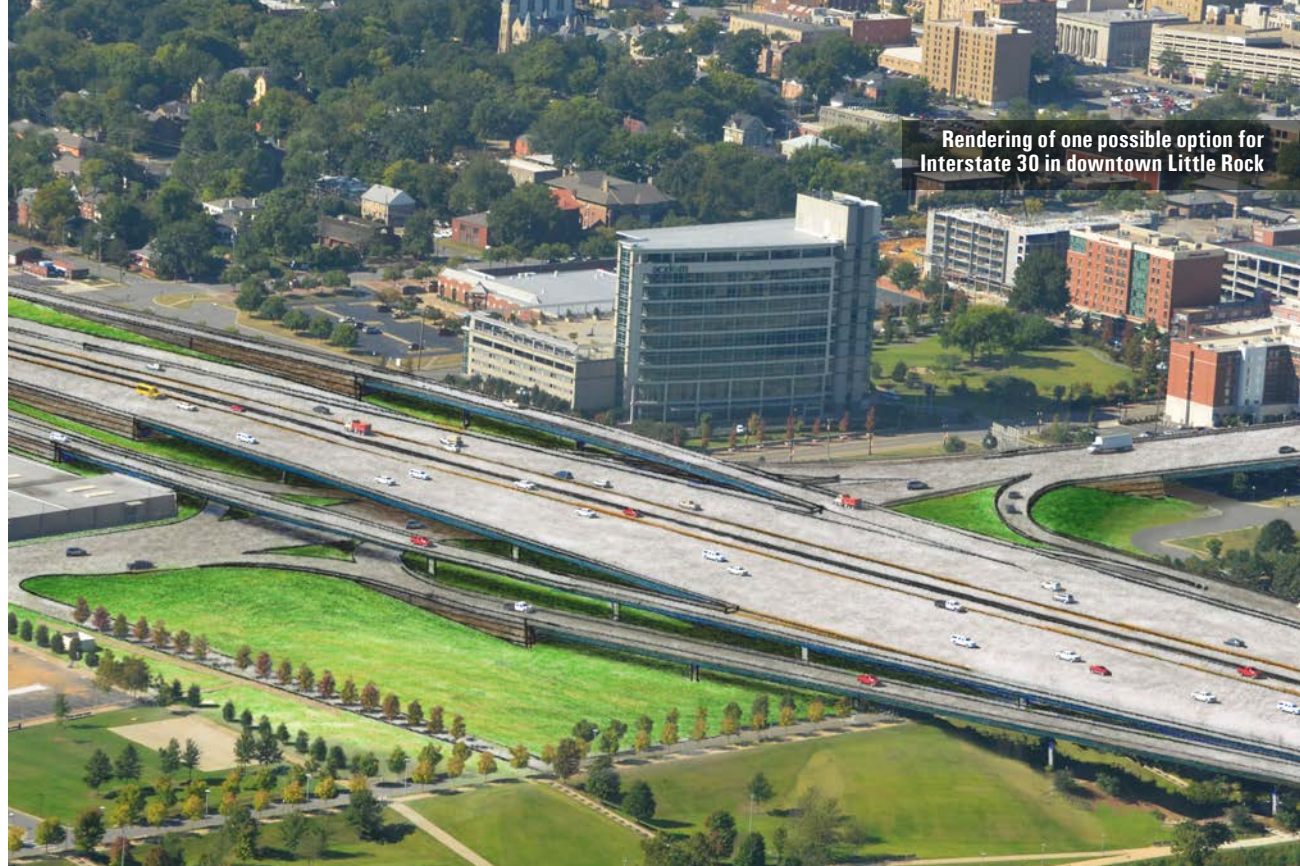
MOTORISTS CAN SEE A LIVE VIEW OF HOW TRAFFIC IS MOVING

View from traffic camera located on Interstate 30 at the North Terminal Interchange.

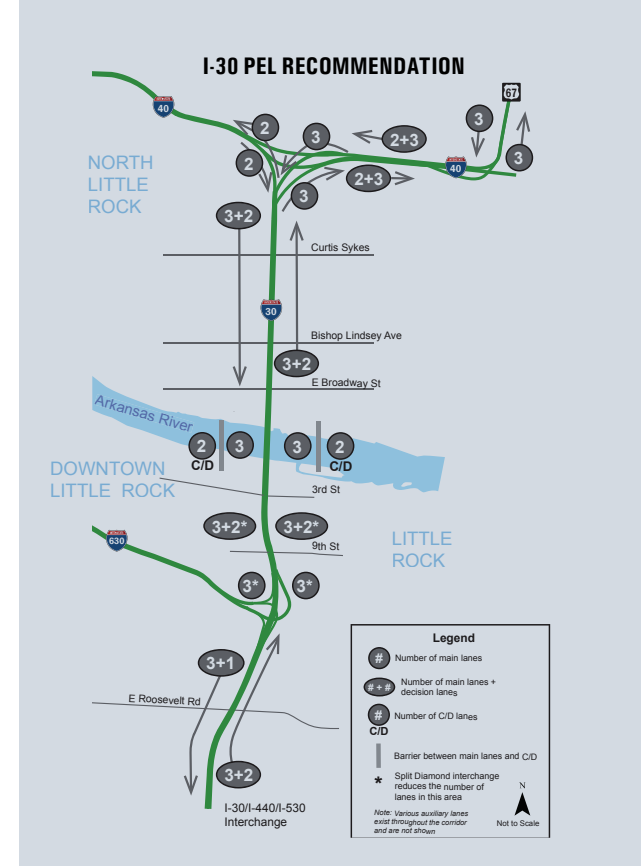




CURRENT Interstate 30 in downtown Little Rock



Rendering of one possible option for Interstate 30 in downtown Little Rock



Central Arkansas' 30 Crossing Project:

A REQUEST FOR QUALIFICATIONS

BY DAVID NILLES

THE ARKANSAS DEPARTMENT OF TRANSPORTATION'S 30 CROSSING PROJECT HAS BEEN IN THE HEADLINES FOR SEVERAL YEARS, AND RIGHTLY SO. The project will be the largest ever undertaken in Arkansas and will reconstruct and widen a 6.7-mile section of Interstate 30, including the bridge over the Arkansas River in the downtown Little Rock/North Little Rock area. The project also includes a section of Interstate 40 between John F. Kennedy Boulevard and U.S. Highway 67/167.

The fixed price for design and construction of the project could range between \$525 and \$575 million, making it the largest single contract in ARDOT history. The improvements will be financed from the voter-approved Connecting Arkansas Program that is utilizing a 10-year, half-cent sales tax to improve highway and infrastructure projects.

The Department recently issued a "request for qualifications" from firms interested in designing and building the

project. There were six respondents, five of which were joint ventures.

DESIGN-BUILD METHOD OF CONSTRUCTION

The 30 Crossing Project will be ARDOT's first time to use the design-build method of delivery.

Design-Build is a method of project delivery in which one entity — the design-build team — works under a single contract with the Department to provide

both design and construction services.

"It's something new, it's innovative and it's an exciting time for the Department to step out into this," says Ben Browning, Alternative Project Delivery Director. "It's a process that's been used around the nation and many states have had great success in using it. It's not for every project, but this is a large project and the size fits very well to be our first design-build project."

There are several reasons it fits well.

One is the scope of the project. It's a large project both size-wise and cost-wise. It is also very complex.

"We are involving numerous Interstates with this project... 30, 40, 630, 530 and 440, notes Browning. "There is a lot of complexity with all that traffic coming together. It's a great opportunity to apply innovation. These design-build firms will be able to come in and say, 'Here's a complex project and here are some ways we have seen similar projects addressed in other parts of the country.' These firms can come in and perform the work using techniques that they have successfully implemented on other similar projects."

Design-Build also provides the opportunity to finish the project as one single project.

"The size of this project would be too big to serve as one project in your typical design-bid-build setup and so we would have to string it out over multiple projects. That would impact the communities and the traffic for a longer period of time. This is a perfect project to utilize design-build in order to abbreviate that timeline and have less of an impact on the communities of

Little Rock and North Little Rock and the travelers in the most congested corridor in the State. So it is just a great fit and we are really excited to have this opportunity to bring design build as another delivery method into Arkansas with the hope that as this project succeeds, we will see more opportunities to use this delivery method on other projects."

NEXT STEP FOR 30 CROSSING

Browning stated that he was pleased with the number of responses to the Department's request for qualifications.

"It's a good number on a project of this size," he told the *Arkansas Democrat-Gazette*. "It's right where we expected."

ARDOT staff has reviewed and scored the qualifications of the interested firms. Of the six respondents, three will be asked to meet with the Department to discuss what will be expected of the selected contractor. After the project receives federal approval of the environmental document, a request for proposals will be issued to the top three firms. A team is expected to be in place by the end of 2018. ■

NEW BROADWAY BRIDGE *Receives Engineering Award*

BY DAVID NILLES

THE ARKANSAS DEPARTMENT OF TRANSPORTATION WAS THE RECIPIENT OF A BRIDGE ENGINEERING AWARD RECENTLY FOR THE NEW BROADWAY BRIDGE (U.S. HIGHWAY 70) SPANNING THE ARKANSAS RIVER BETWEEN LITTLE ROCK AND NORTH LITTLE ROCK.

The Department received the Eugene C. Figg Jr. Medal for Signature Bridges at the International Bridge Conference (IBC) held in June. The award was presented by the Engineers' Society of Western Pennsylvania.

The IBC recognizes individuals and projects of distinction each year. The medals they present are named in honor of the distinguished engineers who have had a significant impact on the bridge engineering profession worldwide.

The Eugene C. Figg Jr. Medal that the Department received is an international award presented for a single, recent outstanding achievement in bridge engineering that, through vision and innovation, provides an icon to the community for which it was designed. To get an idea of the award's international reach, previous medals were presented for the Viaduc Leon Blum in Poitiers, France (2015), the Triplets Bridge in La Paz, Bolivia (2012) and the Sanhao Bridge in Shenyang, China (2009).

"We are extremely honored to receive this distinguished award," stated ARDOT Director Scott Bennett. "We extend congratulations to HNTB and Garver for their design work on the bridge and to our contractor on the project, Massman Construction Company, who worked diligently to ensure the bridge opened to traffic on time.



We also wish to thank Pulaski County for their contribution of \$20 million that was instrumental in giving this structure an impressive, iconic look."

The new structure consists of twin 448-foot basket-handle network tied arches and four traffic lanes to accommodate up to 24,000 vehicles per day. Other features include a pedestrian walkway and pedestrian ramps. The bridge opened to traffic in March of this year, five months after closure of the old structure.

Eugene Cecil Figg, Jr., was founder, president and director of Bridge Art of the Figg Engineering Group. He is widely recognized as the originator and leading practitioner in the United States in the field of concrete segmental bridge construction. Gene Figg's career was built on the premise that

bridges should be not only functional and cost efficient, but also works of art. He inspired the practice of involving the local community in a new project so as to open the design process to local preferences.

The Engineers' Society of Western Pennsylvania is chartered to advance the professions of engineering, architecture and applied sciences through technical activities, public service participation and social organizations. ■

Ribbon cutting at State Highway 25 in Conway



Improvements Come to STATE HIGHWAY 25 IN CONWAY

BY DAVID NILLES

THE NEWLY-RELOCATED SECTION OF STATE HIGHWAY 25 LOOKS IMPRESSIVE WHEN YOU SEE ITS FOUR LANES AND GRASS MEDIAN RISING OVER THE HILL JUST NORTH OF INTERSTATE 40 IN CONWAY.

The gathering of people at the official ribbon cutting on the project sensed that this new roadway is going to increase safety and improve travel in the area.

"This new stretch of Highway 25 is going to change the landscape of this part of Faulkner County," County Judge Jim Baker exclaimed.

ARDOT Director Scott Bennett agreed and told the crowd that the new highway "will serve as a northern gateway for Conway."

Bennett called the project a great example of a partnership.

"This project cost \$12.5 million and Faulkner County partnered with the Department to pay \$4.5 million. The County and the City of Conway are going to take over maintenance on the old section of the highway. We appreciate the contribution that everyone has made for these improvements."

Faulkner County has partnered with ARDOT on seven projects in the past three years.

"A partnership is as good an arrangement as you will have and we look forward to doing more partnering with ARDOT in the future," Judge Baker shared.

Conway Mayor Bart Castleberry extolled the improved safety the relocated highway will bring.

"In my career in fire service, we worked a number of accidents on the old section of this highway. This relocation is going to help tremendously as far as the safety of our motorists."

The project was awarded to McGeorge Contracting Company, Inc. in late 2015. In addition to relocating Highway 25, the project added a new westbound off ramp to Interstate 40.

This is one of a number of highway improvements that have been made in the Conway area in the last several years. The most recent was the Interstate 40/U.S. Highway 65B interchange and State Highway 286 widening project. Surfacing was also recently completed on the Conway South Interchange on Interstate 40 and it has recently opened to traffic. It wasn't long ago that the last project making Interstate 40 between Conway and North Little Rock six lanes was completed.

"We can't make these improvements without partnerships and the help of local officials and the taxpayers of Arkansas," Bennett told the crowd. "Thank you to everyone that worked on this project."



THE SPRINGFIELD-DES ARC BRIDGE

Following the ribbon cutting, those attending caravanned to Beaverfork Lake Park, on the north end of the improvements, for a quick tour of a project in the park that is installing the Springfield-Des Arc Bridge for pedestrian and bicycle

use over a portion of the lake.

The 146-foot iron bowstring truss bridge was constructed in 1874 and spanned the Cadron Creek on the Faulkner-Conway County line in Springfield. It is the oldest bowstring bridge in Arkansas. The wood for the deck renovation was shipped in from an Amish community in New Hampshire at a price that was lower than could be found locally.

"With this bridge, we are enhancing the park for the public," Judge Baker shared. "At the same time, we are saving a piece of history."

Bach Steel, of Holt, Michigan, is doing the renovation and placement of the bridge. Work was completed by summer's end. ■



OPENING THE “Gateway to Arkansas” WAS QUITE A CELEBRATION

BY DAVID NILLES

IT CAPTURED THE FRONT PAGE OF THE CLAY COUNTY COURIER NEWSPAPER ON JULY 28, 1933. THE HEADLINE READ “GOV. FUTRELL TO DEDICATE 67.”

The occasion was the opening of 20 miles of the new U. S. Highway 67 through Clay County and dignitaries from Arkansas and Missouri came to Corning for the event. Among them was Governor J.M. Futrell, who delivered the dedicatory address and Director of Arkansas Highways James Rhyne.

The event, to celebrate “one of the best and finest stretches of pavement in the United States” was held at the intersection of Highways 62, 67 and 1 in the northwest area of Corning. With a long list of activities and many expected to attend, a four-block area of town was blocked off for the event.

Five committees worked on planning

the celebration and quite a celebration it was! Corning Mayor Wyatt Johnson declared a half-day holiday for the town and all local stores closed at noon.

The downtown area was appropriately decorated with U.S. flags and colored bunting on area storefronts had been hung. Large banners extended over all highways near the city welcoming visitors.

Large delegations, accompanied by brass bands, poured into town arriving from Pocahontas, Paragould and Jonesboro. Many visitors came down from Missouri. Caravans of local vehicles greeted visiting delegations en route and escorted them to the dedication site. Local civic organizations operated refreshment stands where they served barbecue, sandwiches and cold drinks.

Activities got underway at 1:30 that afternoon with a baseball game between Piggott and Peach Orchard. A parade through downtown followed. Jack Staulcup and his “recording orchestra,”

direct from Springfield, Illinois’ Moonlight Gardens entertained with a dance and floor show at the local school gym. There was even a “Queen of Highway 67” contest complete with a court of honor. Twenty-two candidates described as “Clay County’s most beautiful young ladies” vied for the title. If residents wanted to vote, the *Clay County Courier* published a coupon in the newspaper that readers could clip out and turn in signifying their choice for the title. Governor Futrell crowned the queen just before the ceremony was held to christen the newly opened highway.

Total cost of paving the twenty miles of highway through Clay County that year was \$450,000. Not a bad price to invest in the “Gateway to Arkansas.”

EDITOR’S NOTE: An historic copy of the *Clay County Courier* was provided by Rick Ellis, Bridge Division Head.

ArDOT Director
Scott E. Bennett



AASHTO
THE VOICE OF TRANSPORTATION

BENNETT ELECTED AASHTO SECRETARY- TREASURER

BY DAVID NILLES

THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS’ (AASHTO) BOARD OF DIRECTORS HAS ELECTED ArDOT DIRECTOR SCOTT BENNETT AS SECRETARY-TREASURER OF THE ORGANIZATION.

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water.

Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system. The organization works to educate the public and key decision makers about the critical role that transportation plays in securing a good quality of life and sound economy for our nation. AASHTO serves as a liaison between state departments of transportation and the Federal government. It is an international leader in setting technical standards for all phases of highway system development. Standards are issued for design, construction of highways and bridges, materials and many other technical areas.

“I AM HONORED TO HAVE THE OPPORTUNITY TO SERVE IN THIS POSITION AS AASHTO WORKS TO EDUCATE THE PUBLIC ABOUT THE CRITICAL ROLE TRANSPORTATION PLAYS IN OUR DAILY LIVES.”

“I am honored to have the opportunity to serve in this position as AASHTO works to educate the public about the critical role transportation plays in our daily lives,” Bennett stated.

Bennett, who started his career at ArDOT as a summer employee, began working full time in the Planning and Research Division as a Civil Engineer I. Over the next two decades Bennett held several top management positions including Section Head of Technical Services in 1995, Assistant Division Head of Planning and Research in 1996 and Assistant Chief Engineer for Planning in 2004. He became director of ArDOT in September of 2011.

Bennett was inducted into the Arkansas Academy of Civil Engineering in 2010. In 2016, AASHTO presented its top honor — the Thomas H. MacDonald Memorial Award — to Bennett for “continuous outstanding service and exceptional contribution to the art and science of highway engineering.”

An accident on Interstate 555 in Jonesboro caused extensive damage.



A CALL TO ACTION ON INTERSTATE 555

BY DAVID NILLES

EMPLOYEES AT ARDOT HAVE TO ALWAYS BE PREPARED TO RESPOND TO SITUATIONS THAT MAY IMPEDE THE FLOW OF TRAFFIC OR THREATEN THE INTEGRITY OF THE FACILITIES ON OUR HIGHWAYS ACROSS THE STATE.

Such a situation occurred on June 27th when a tractor-trailer rig traveling on Interstate 555 in Jonesboro left the main lanes and crashed into the State Highway 1B (Harrisburg Road) overpass. The impact resulted in one destroyed bridge column and three others damaged, a broken bridge cap and the cracking of the bridge deck on the overpass above. Not only did the accident, unfortunately, take the life of the driver, it also resulted in Interstate 555 and the Harrisburg Road overpass being shut down in both directions.

The accident occurred at 8:35 that morning and within 40 minutes District 10 staff were on location to assess the damage and develop a plan for necessary repairs.

"This was a tragic event for the family of the gentleman that died in the accident," said Brad Smithee, District 10 Engineer. "No one involved in making repairs ever lost sight of

that important fact. At the same time, we had to stay focused on what had to be done to make necessary repairs."

District employees determined there was extensive damage to four columns and one cap resulting in three horizontal stringer beams sagging in the damaged area due to the unsupported weight of the bridge deck. However, the rest of the overpass bridge was determined to be stable and traffic was allowed to resume on southbound Interstate 555 within two hours of the accident. Northbound traffic was routed around the damaged overpass using the exit/entrance ramp system at the interchange. State Highway 1B above the Interstate remained closed.

It was now time for crews from District 10 and ARDOT's Heavy Bridge section to swing into action to make repairs. With estimates that the overpass might take weeks to repair, this was a job that would require personnel to be on location working around the clock, day and night.

By midday on Wednesday, huge timbers were on site and crews began work on construction of temporary support under the bridge and installation of a temporary cap. With the overpass secure by late Wednesday night, traffic was reopened on eastbound Interstate 555.

"We were able to reopen the Interstate roughly 37 hours after the accident occurred," Smithee remarked.

Just one hour later, the Harrisburg Road overpass opened to traffic using the southbound lanes to provide one lane of travel in each direction.

With traffic flowing once again on both the Interstate and Harrisburg Road, crews went to work overnight demolishing the damaged part of the structure. Excavation of the old column and riprap continued on Thursday morning and by Thursday afternoon, crews were tying new column reinforcing steel into place. By the next morning, new column form work was completed and concrete began flowing into the new forms.

In the days that followed, crews worked through heavy rain and the July 4th holiday and concrete was placed into a newly formed concrete cap. On July 10th, crews lowered the overpass bridge into place on the newly constructed support underneath. With that accomplished, all five lanes were reopened on the Harrisburg Road overpass that same day. On July 11th, crews were able to remove all temporary supports.

After one week, six days, five hours and 25 minutes, traffic had returned to normal on both Interstate 555 and Highway 1B. It was quite an accomplishment for a project that some said could have taken months.

"I just want to say thanks to all for the encouragement and support District 10 received during this event," Smithee stated when the work was done. "Heavy Bridge has an amazing group of people. Other Districts offered help from every direction. Local staff has been willing to work at any hour, any day to accomplish our goals!"

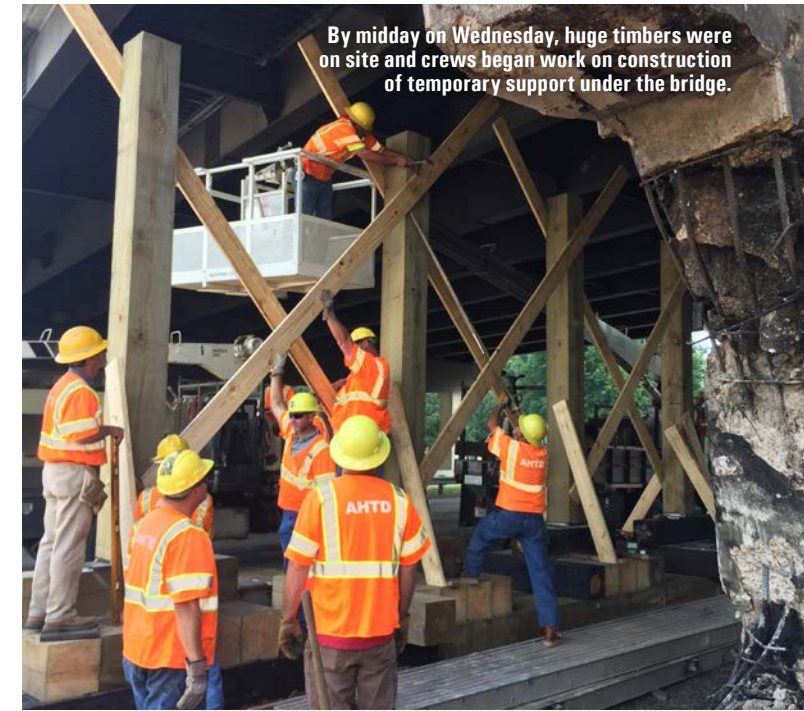
Thanks not only came from Smithee but from the driving public, as well. While removing the traffic control devices from the job site on the final day, Smithee and his crew heard from motorists driving through the area.

"Drivers were honking and waving out their windows. They were telling our staff what a great job they had done and how proud they were of them."

Smithee said it was quite a morale boost and public goodwill has been realized out of the ordeal under very difficult circumstances in ways he could never imagine.

"I have never been more proud of ARDOT," he shared. ■

By midday on Wednesday, huge timbers were on site and crews began work on construction of temporary support under the bridge.



AFTER ONE WEEK, SIX DAYS, FIVE HOURS AND 25 MINUTES, TRAFFIC HAD RETURNED TO NORMAL ON BOTH INTERSTATE 555 AND STATE HIGHWAY 1B.

With the overpass secure by late Wednesday night, traffic was reopened on eastbound Interstate 555.





BALANCING A CAREER & COACHING

BY DAVID NILLES

AR DOT'S HOLLY BUTLER SPENDS HER DAYS AS AN ADMINISTRATIVE ASSISTANT IN THE PUBLIC INFORMATION OFFICE AT THE CENTRAL OFFICES. WHEN FIVE O'CLOCK ROLLS AROUND, SHE IS LIKELY TO BE FOUND MAKING HER WAY TO LEAH'S GYMNASTICS AND CHEERLEADING IN BENTON. NOT JUST BECAUSE THAT IS WHERE HER SEVEN-YEAR-OLD DAUGHTER AUTUMN TAKES GYMNASTICS LESSONS, BUT ALSO BECAUSE HOLLY IS NOW IN HER SECOND YEAR SERVING AS A COACH AT THE GYM, TEACHING LEVEL TWO GIRLS AGES FIVE TO EIGHT.

GETTING STARTED IN COACHING

"My daughter decided that she wanted to do gymnastics at Leah's," Butler explains. "When we went to her first couple of practices, the group of girls looked kind of hard to handle and their coach looked like she needed a little bit of help. So, I offered to help out because I have a background in gymnastics. It started off as a volunteer thing and later turned into a part-time job."

On the day the *Arkansas Highways* magazine team visited the gym, 75 students were busy doing stretches, taking part in cheerleading classes, working on the balance beam and practicing tumbling.

Butler began coaching a group of about seven girls. This year, that number has grown to ten. Though there are classes for boys, she works with an all-girls group.

Butler explained that, in gymnastics, the boys and girls learn different skills.

"The boys specialize on the rings, the parallel bars and the pommel horse. The girls concentrate on the balance beam, the uneven bars and the vault. Both boys and girls do floor exercises."

GROWING UP IN THE GYM

Butler is no stranger to the gym or to the skills required to teach her students.

"I started in gymnastics when I was five-years-old and attending kindergarten at Central Arkansas Christian," she recalls. "We had a woman named Miss Kay that came for one hour once a week and taught us. I really enjoyed the classes. Miss Kay told my Mom if I was to get into any type of extra-curricular activities, gymnastics would be a good one to explore. So, we went to River City Gymnastics and I started in a recreational class. When I was six, I got invited to join the competition team and continued to compete until I was 17."

THE PROCESS OF LEARNING

Stepping into the gym, it doesn't take very long to learn that gymnastics is a sport where everything that you learn is built upon the basics and you must get good at the basics to advance to more difficult tasks. Butler feels that right now is a crucial stage for her gymnasts.

"This is a very important time where they have to learn to do the skills the correct way. Each skill builds on itself and leads to a harder skill. If you don't learn the basic skills the correct way, you aren't going to be able to do the harder skills the correct way."

The higher the level of gymnastics, the harder the skills become.

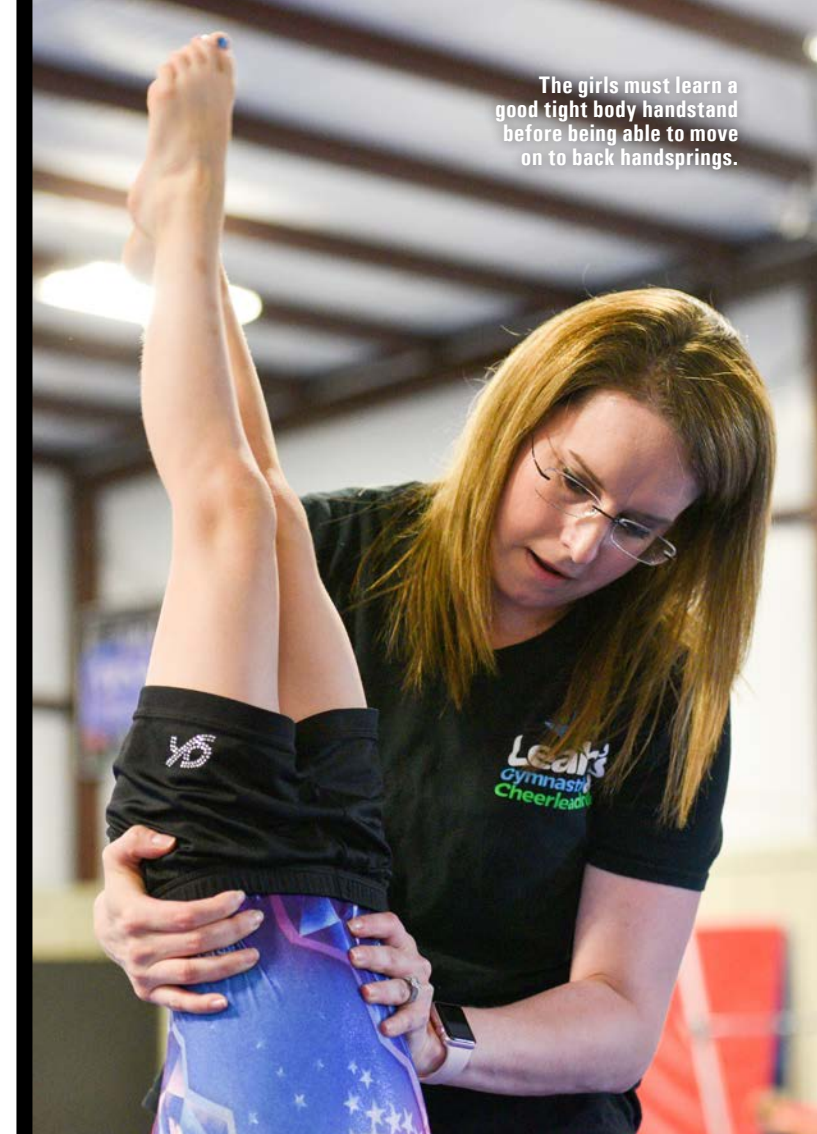
"My girls haven't started advanced tumbling quite yet," Butler explains. "They are doing pre-tumbling skills. That would be like learning to do a good roundoff before you add a back handspring. You have to learn to do a good tight body handstand before you are able to move on to back handsprings."

At the gym, different seasons bring on different things to learn.

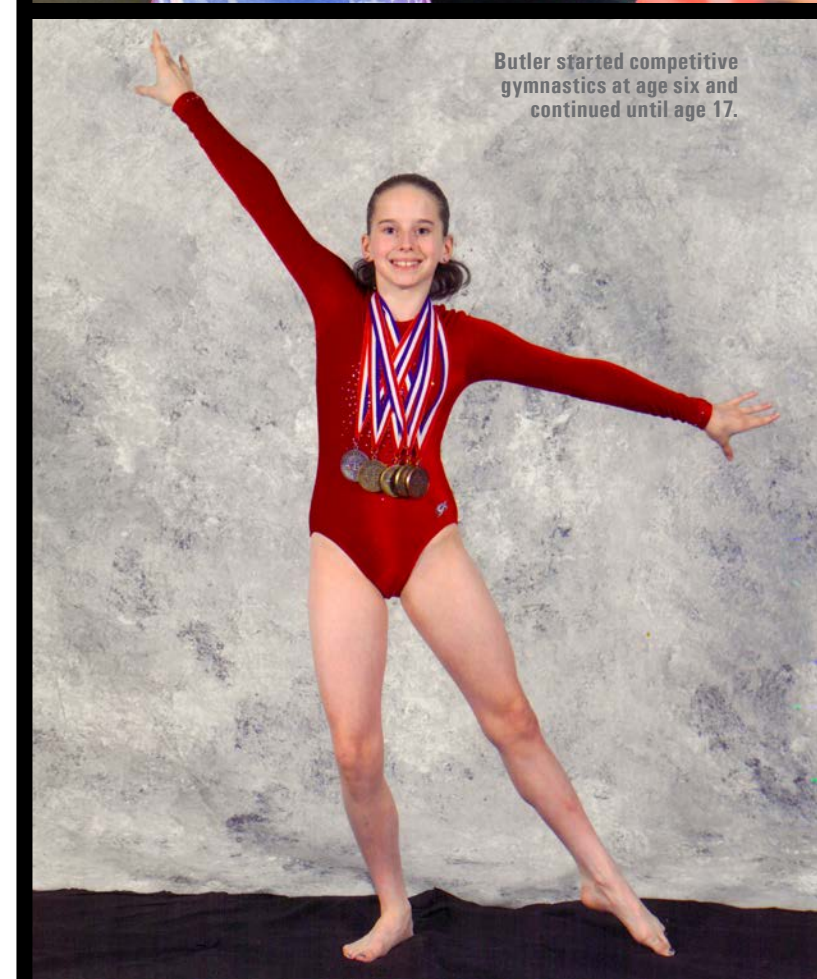
"Right now, it is summer so they are learning new skills and they enjoy that," Butler shares. "We are teaching them more advanced

(continued on page 18)

The girls must learn a good tight body handstand before being able to move on to back handsprings.



Butler started competitive gymnastics at age six and continued until age 17.





One of the skills Butler teaches is the uneven bars.

skills now, such as basic tumbling. Now that school has started back, we will be gearing up for competition season. That's when we start focusing on the actual routines and focus on the skills needed for those routines. Practices have a tendency to become a little monotonous in the fall because we practice the same things over and over. So the girls really look forward to summer and learning something new!"

All of the girls have their particular favorite things they like to work on. For the floor, it's all about tumbling.

"They'll ask me every day...Miss Holly, do we get to do back handsprings? With the tumbling, it makes them feel more like the older girls.

"Their least favorite thing to do is the conditioning. That is like strength training or muscle building and includes push-ups, sit-ups, chin-ups, etc.

"We focus a lot on strength training. You have to build every muscle in your body. It's not just arm strength or leg strength, it's everything. The stronger your muscles are and the stronger your body is, it's easier to control your body for your skills and also to learn new things."

Coaching at Leah's, safety is always an important part of the learning process.

"We teach the girls how to do a skill the correct way," Butler comments. "Not just because we want it to look good, but also

because we have to keep the girls safe. If you don't teach a skill the correct way, it puts them at risk of getting injured. All the coaches are certified. We have to complete safety education classes, take safety training and know how to respond in emergency and non-emergency situations. The most important thing is that we keep them safe."

"WE FOCUS A LOT ON STRENGTH TRAINING. YOU HAVE TO BUILD EVERY MUSCLE IN YOUR BODY. IT'S NOT JUST ARM STRENGTH OR LEG STRENGTH, IT'S EVERYTHING."

COMPETITION TIME

All of the hard work in the gym prepares Butler's team for the upcoming competitions. The competitive season starts in December and runs until April.

"For our Level Two students, we have four competitive meets each year," she shares. "As the girls advance to higher levels, they'll have even more meets. Starting at Level Three, they'll have the opportunity to qualify for State Meet. At higher levels, they can advance to regional meets."

Like many sports, gymnastics is a sport that athletes can continue to enjoy right into their college years.

"You can receive a gymnastics scholarship to go to college if you stick with it and are successful," Butler explains. "Growing up, we had a girl from our gym who was exceptional. She had the opportunity to qualify for the Olympics. It forced her to make a decision to either go to the Olympics or begin attending college. She chose college and continued to compete there."

After college, there are opportunities to get into the coaching profession.

Students will have the opportunity to meet an athlete that did make it to the 2008 Olympics. Gold medalist Nastia Liukin, who was the individual all-around champion, will visit the students when she comes to Leah's for a fundraising benefit in November.

THE REWARDS OF COACHING

Like any sport, going into coaching not only gives you the opportunity to continue enjoying something you love, it also allows you to pass what you have learned on to the next generation.

"As a coach, you have to not only be committed and ready to help these kids learn, you also have to be able to encourage them along the way and help set goals for them," Butler shares.

"After watching them try a new skill over and over, and then, all of a sudden, it clicks for them or they get the correct timing on a skill, you can see in their eyes how proud they are of themselves. It makes me feel good to know that I helped them achieve that."

TRAINING HAS EVOLVED OVER THE YEARS

Sitting down and talking about her experiences in gymnastics has allowed Butler to reflect on how the sport has changed over the years.

"Many of the skills are the same skills that I remember learning. I'd say the biggest thing that has changed is how often the girls work out. Today, things are a little bit more laid back and not as demanding. For my students, we get together twice a week and they work out for two hours. As they advance levels, they work out more days and longer hours. When I was at the age that my daughter is, I was at the gym every single day after school for four hours and we worked out on Saturdays as well for that long. We were in the gym more than we were at home. The mentality we had when I was younger was that gymnastics was your life. Every kid's dream was to be in the Olympics so we worked hard and trained hard. You didn't let anything get in the way of that.

"Today, it's not as demanding as far as your time. The girls have more opportunity to do other activities and have a social life. We don't work out on Friday nights because we want kids to be able to go to sleepovers, and go to birthday parties and school functions such as football games. We want the girls to have that opportunity to not have to choose what to do on Friday night."

LOOKING TO THE FUTURE

For parents that are interested in getting their child into gymnastics, Butler recommends they call their local gymnastics center. At many, classes are even available for the very young.

"My daughter started out in a 'Mommy and Me' class," Butler recalls. "Then she progressed to a toddler class where I no longer was on the floor with her, but watched from the bleachers. As they get older, they go to a recreational class and learn more skills, and then they can seek the competition level."

Butler has enjoyed having the opportunity to teach her daughter the same sport that she enjoyed when she was growing up and



Butler manages the Department's Adopt-A-Highway program.

sharing the same successes.

"For right now, this is something that my child enjoys doing and I will encourage and help her and the other girls as long as they want to do this. The day that my daughter says, 'I'm tired of this and I don't want to do it anymore,' then, we will be done. I know that she won't do this the rest of her life, but for now, she enjoys it."

AR DOT'S ADOPT-A-HIGHWAY PROGRAM

We couldn't end our time with Butler without asking her about the Department's Adopt-A-Highway program and how it is doing. Butler is in charge of managing the program and always enjoys talking it up.

"Our Adopt-A-Highway program is so important," she explains. "We have over 16,000 miles of highways, and of those, we only have about 1,520 miles that are currently adopted. The need for more volunteers is great. We ask our volunteers to spend a few hours picking up litter along our highways a couple of times a year in order to help keep them clean. The more volunteers we have, the less time and money our Department crews have to spend cleaning up litter. I have quite a few people call and inquire about the program. It's exciting because we have many sections of highway that are available for adoption. I'd love to hear from anyone who is interested!"

The boyhood home of Johnny Cash in Dyess.



Colony Circle in Dyess has several original buildings still standing today, after successful renovation.



The Cash family home was restored and is furnished as it appeared when the Cash family lived there.



WELCOME
HISTORIC
DYESS
COLONY
Johnny Cash
Boyhood Home



WEEKEND

ROAD TRIP:

THE UPPER DELTA

BY DAVID NILLES

FOR THIS WEEKEND ROAD TRIP, OUR DESTINATION IS NORTHEAST ARKANSAS AND THE MISSISSIPPI RIVER DELTA, ONE OF THE MOST FERTILE AGRICULTURAL REGIONS IN THE WORLD. IN THIS AREA, COTTON IS KING BUT THE REGION ALSO PRODUCES RICE, SOYBEANS AND OTHER CROPS IN ABUNDANCE.

The highlight of this road trip is the small town of Dyess. It's here that you'll discover the childhood home of singer Johnny Cash. But, there is more to see in this area as well, such as learning more about how farmers made a living working the land.

We begin our trip in Dyess. You have to look closely on a highway map of Arkansas to find Dyess. It's southwest of Osceola on State Highway 297. It's where Johnny Cash spent his childhood before becoming one of the most successful artists in country music.

PRESIDENT ROOSEVELT'S DYESS COLONY

Ray Cash, Johnny's father, brought the family to Dyess in 1935 after President

Franklin D. Roosevelt's administration created the Dyess Colony. The Colony was begun a year earlier as part of Roosevelt's New Deal to aid in the nation's economic recovery from the Great Depression. Families came to Dyess and were offered an opportunity to begin farmsteads under the government program. As a federal agricultural resettlement community, it provided a fresh start for nearly 500 impoverished Arkansas farm families, including the family of Ray Cash.

As part of the Colony, the Federal government built an administration building which provided offices for federal workers. It became the centerpiece of the

"colony circle." Family farms spread out from the center in every direction. Several original buildings in the colony still stand today, after successful renovation.

The **Dyess Colony Visitors Center** is one of those and is the first stop for visitors. The Center includes a gift shop, orientation video and exhibits. The Dyess Colony Administration Building, next door, houses exhibits related to establishment of the colony, lifestyles of typical colonists and the impact that growing up in Dyess had on Johnny Cash and his music. Keep your eye out for the Dyess High School Senior Class photo from 1950 hanging in the hallway. Can you find a young J.R. Cash in the photo?

From the Colony Circle, visitors are shuttled less than two miles to Johnny Cash's Boyhood Home.

THE CASH FAMILY HOME

Nearly 500 families arrived at Dyess

to begin a new life. Ray Cash purchased his home along with twenty-acres. The family was given three years to clear their land and convert it to agricultural production before they had to start paying the government back. It is here that Johnny Cash spent his childhood and high school years. He grew up in the fields helping his family with the crops. After graduating from high school, Cash joined the Air Force and spent several years in West Germany. On his return, he found work in Memphis as an appliance salesman. One day, Cash decided to step through the front door of the Memphis Recording Service to record a song on tape. It wasn't long until his musical career took off, recording his first singles on Memphis' Sun record label.

The restoration of the Cash home in Dyess began when Arkansas State University purchased it in 2011. The home had to be moved off of its original location to replace unstable soil underneath. A

new foundation soon followed in the exact original location and the house was put back into place. Additional restoration work included repairing walls, windows and doors on the interior. Outside, a new roof and porches had to be built. In the fall of 2012, finishing touches were completed.

Help in raising funds for the restoration came from the Cash family through a series of benefit concerts featuring artists such as Kris Kristofferson, George Jones, Willie Nelson, Vince Gill and Gary Morris, among others. One of the concerts was filmed for a PBS documentary and a CD and DVD were produced to generate additional interest and income.

In August of 2014, the home was opened to the public. Inside, visitors will find that the residence is furnished as it appeared when the Cash family lived there, and is based on family memories. Today, the Cash residence is one of the few remaining homes in the colony.

The Dyess Colony is open Monday through Saturday and is located at 110 Center Drive. Tours of the Colony and the Cash home begin at 9:00 a.m. with the last tour at 3:00 p.m.

ARKANSAS STATE HERITAGE SITES

The Dyess Colony and the Cash home are Arkansas State University Heritage Sites. The Arkansas State University Heritage Sites Office develops and operates historic properties of regional and national significance in the Arkansas Delta. These sites provide educational resources for learning, including serving as living laboratories for students in the university's Heritage Studies Ph.D. program. In addition, they serve as economic catalysts in communities where they are located by attracting heritage tourists from around the country.

Other Heritage sites include the Hemingway-Pfeiffer Museum and

(continued on page 22)

Sans Souci Landing offers one of the best panoramic views of the Mississippi River in the State.



Educational Center in Piggott, the Lakeport Plantation in Lake Village and the Rohwer Japanese American Relocation Center at Rohwer, among others. Lakeport Plantation was featured in the November 2013 issue of *Arkansas Highways* magazine.

VIEWING THE MIGHTY MISSISSIPPI RIVER

On leaving Dyess, it's just eight miles up Interstate 55 to Osceola and **Sans Souci Landing**. In French, "Sans Souci" means "without care" or "no worries." This park offers one of the best panoramic views of the Mississippi River in the State. The park is situated on what was once the San Souci Plantation, built in 1854 on the banks of the Mississippi River. The plantation served as a hospital during the Civil War when a Union fleet docked nearby.

It is also the site of the Battle of Plum Run Bend, one of only two Civil War gunboat battles on the river. In 1862, Confederates defeated the Union navy, ramming and sinking two Union ironclads.

Historical markers can be found throughout the park sharing the history of the area, including one dedicated to Mark Twain's Plum Point Landing and Overlook, which was mentioned in Twain's book, *Life on the Mississippi*. The park is located five miles south of Osceola on State Highway 198, just off of U.S. Highway 61.

WHERE AGRICULTURE IS KING

A quick trip back down U.S. Highway 61 brings you to the "must stop" town of **Wilson**, with its collection of Tudor-style buildings.

The town looks like no other place in Arkansas. According to family lore, family scion R.E.L. "Roy" Wilson II went to England for his honeymoon and came back with a love for English architecture. Every commercial building built in Wilson for the next 40 years was constructed in the Tudor style, including the bank, post office, cafe and gas station. The rest of the buildings received Tudor-inspired brick facades, with arched colonnades and steep-sloped wood shake roofs.

The town was once the most important company town in the south, boasting that it represented the "world's largest cotton plantation" at 57,000 acres and more than 11,000 employees, sharecroppers and tenant farmers in its day. It was owned by Lee Wilson and agriculture was the name of the game in his time. When Wilson sold the town in 2010, it was bought



The Gardens also has become an outdoor classroom for both children and adults.



The owners of Wilson Gardens are passionate about growing fruits, herbs and vegetables.



Wilson Gardens, an organic produce farm.

by Gaylon Lawrence, Jr. The Lawrence Group continues cotton production with over 100,000 bales produced by the Wilson gin. Today, Wilson is home to approximately 900 people who share Lawrence's vision of making Wilson a community where education, the arts, history, culture and agriculture take center stage.

If it's meal time, stop in to the **Wilson Café**, where the southern menu will make you feel right at home. Many of the restaurant's vegetables come from Wilson Gardens, located right across the street. The food at the café is prepared by chefs Joe Cartwright and Shari Haley who came to Wilson from Memphis, and by Jon Sawrie. The menu's "P's & Q's" hamburger is a knock out! The café is open daily for lunch and dinner, Wednesday through Saturday, at 2 North Jefferson Street.

Learn more about what the restaurant serves and the importance of the agriculture heritage of the Arkansas Delta by visiting **Wilson Gardens**, a 200-acre, organic produce farm located right across the highway from the cafe. The owners are passionate about growing fruits, herbs and vegetables with the highest nutritional quality possible and with no pesticides, herbicides or fertilizer. The Gardens also has become an outdoor classroom for both children and adults, teaching others how to prepare and enjoy these foods, and why this way of eating is so important.

In addition to supplying produce to restaurants as far away as Memphis, The Gardens shares the food it grows at area farmers markets and with the local community through a CSA program (Community Supported Agriculture). The program is a partnership

between the gardens and the community. Community members pledge financial support to the gardens in the pre-season and in return receive a share of the garden's seasonal produce through the spring, summer and fall.

The Gardens are located at 15 S. Jefferson Street.

AN EARLY CIVILIZATION ON THE MISSISSIPPI

While in Wilson, visit the **Hampson Archeological Museum State Park**. The museum houses a world-renowned collection of Late Mississippian-era Native American artifacts from the Nodena Site, a ceremonial complex and village near Wilson. The twelve-to-fifteen-acre village here was inhabited from approximately 1400 to 1650 AD. The name Nodena comes from a later plantation that encompassed the area.

The Museum interprets the lifestyles of the farming-based civilization that lived there. Artifacts and exhibits share the story of this early aboriginal population of farmers who cultivated crops and supplemented their food resources with hunting native game while developing its art, religion and political structure along with a thriving trading network.

A highlight of the museum is a head pot, or death vessel, used during burial ceremonies. The pot is one of only 137 ever found.

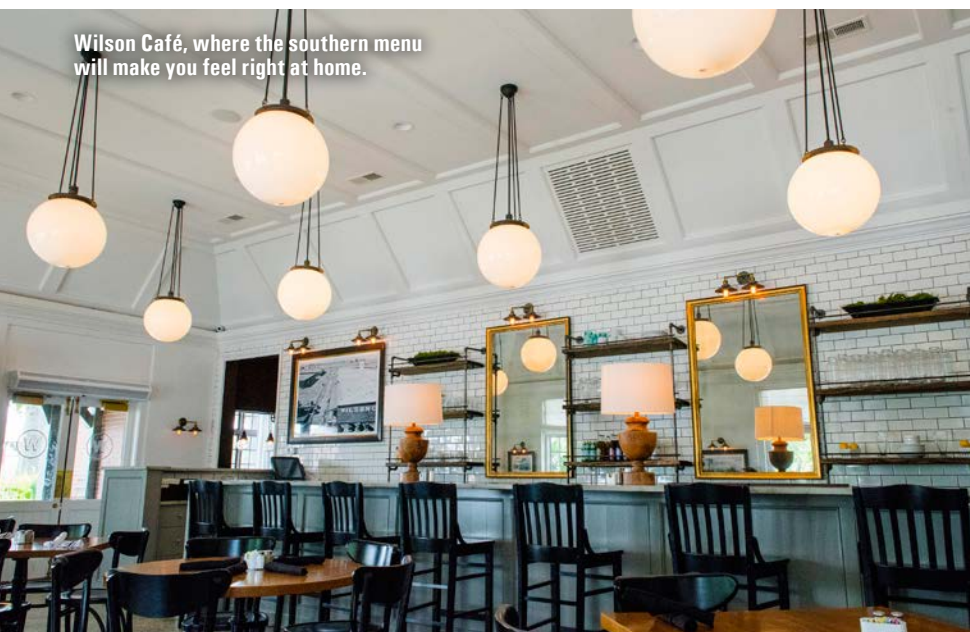
The park is open Monday through Saturday and is located on the northern edge of Wilson on U.S. Highway 61 at Lake Drive. A new building for the museum is scheduled to open in the downtown area in February of next year.

(continued on page 24)

The town of Wilson features a collection of Tudor-style buildings.



Wilson Café, where the southern menu will make you feel right at home.



CELEBRATING THE DELTA'S TENANT FARMERS

From Wilson, our trip takes us to Tyronza for a visit to the **Southern Tenant Farmers Museum**. Leaving Wilson, it's seven miles down U.S. Highway 61, and then west on State Highway 118 for 11 miles to Tyronza.

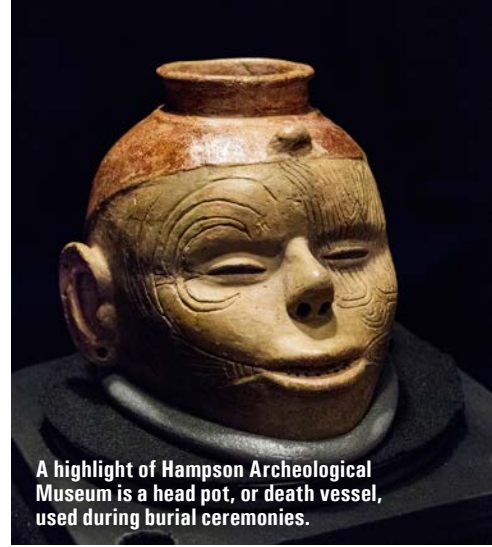
Tenant farming, which replaced the slave-based agricultural system in the south, enabled farm laborers to rent ground from landowners for a percentage of their crops (called crop rent) or cash payments (called cash rent). Terms of contracts varied, dependent on whether the laborer owned any equipment or purchased his own seed and supplies.

The Southern Tenant Farmers Museum opened in 2006 in the historic Mitchell-East Building which was built in 1916. The museum tells the story of tenant farming, sharecropping and the agricultural labor movements in the Mississippi River Delta.

During the 1930s, the museum building housed the dry cleaning business of H. L. Mitchell and the service station of Clay East, two of the organizers of the Southern Tenant Farmers Union in 1934. It served as the unofficial headquarters for the union until offices were moved to Memphis, for safety. Stories are told through historic photographs, artifacts related to tenant farming, oral history excerpts, 1930s news reel footage and interactive exhibits featuring union songs, poems and interviews with former union leaders.

The museum also includes the adjacent historic Tyronza Bank building. Facades of the bank, a gas station and the Mitchell-East Building have been restored to their 1930s appearance, while the bank interior has been modified to include a reception area, gift shop, office and classroom. The museum is listed on the National Register of Historic Places and is open Monday through Saturday at 117 S. Main Street.

Worth a mention as this road trip winds down, Highway 61 is part of the nation's **Great River Road**. Marked by green-and-white highway signs depicting a steamboat pilot wheel, the Great River Road runs through 10 states along the Mississippi River stretching from Minnesota to the Gulf of Mexico. Designated a national scenic byway in 2002, Arkansas' portion of the route crosses the eastern side of the State from north to south, allowing travelers to experience both the Mighty Mississippi and the towns whose histories and economies were influenced by the river. ■



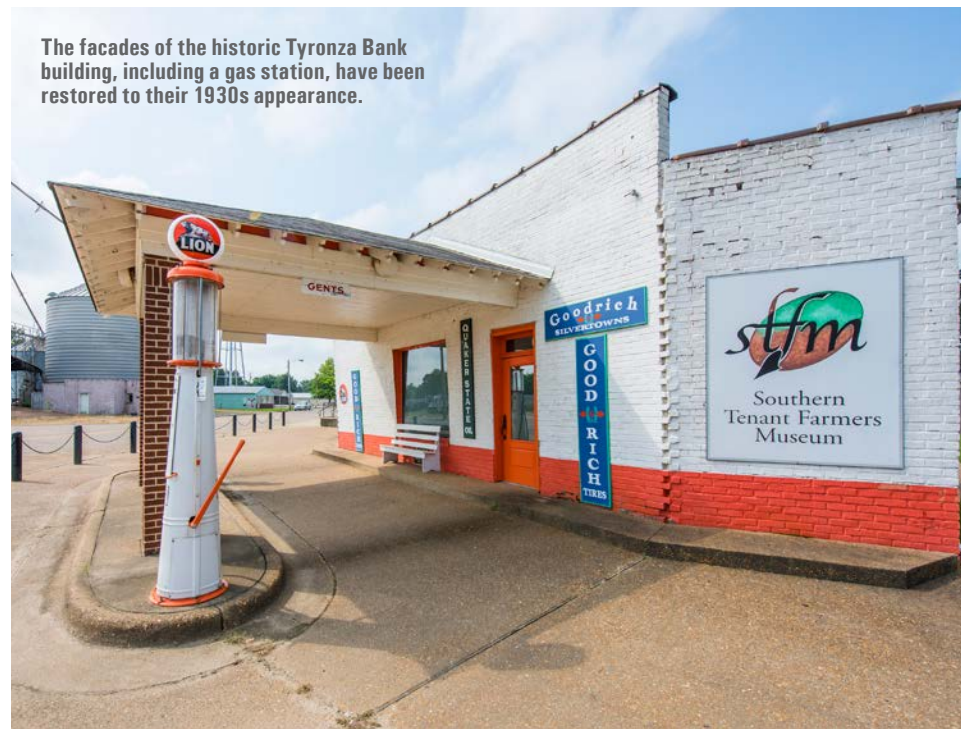
A highlight of Hampson Archeological Museum is a head pot, or death vessel, used during burial ceremonies.



The museum houses a world-renowned collection of Late Mississippian-era Native American artifacts



The Southern Tenant Farmers Museum tells the story of tenant farming, sharecropping and the agricultural labor movements in the Mississippi River Delta.



The facades of the historic Tyronza Bank building, including a gas station, have been restored to their 1930s appearance.



Green Friday at Village Creek State Park
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.

- NOVEMBER 24** *
GREEN FRIDAY
 Village Creek State Park
 Wynne, AR
- NOVEMBER 29 – DECEMBER 31** *
IT'S A WONDERFUL LIFE: A LIVE RADIO PLAY
 Walton Arts Center's Nadine Baum Studio
 Fayetteville, AR
- DECEMBER 1**
LIVE@5 FEATURING THE UAPB JAZZ ENSEMBLE
 Arts & Science Center for Southeast Arkansas
 Pine Bluff, AR
- DECEMBER 2** *
21ST ANNUAL WOOD TURNERS SHOW AND SALE
 Baxter County Fairgrounds
 Mountain Home, AR
- DECEMBER 2**
ARKANSAS SYMPHONY ORCHESTRA
 East Arkansas Community College Fine Arts Center
 Forrest City, AR
- DECEMBER 16 – 19**
ARKANSAS CHAMBER SINGERS HOLIDAY CONCERT
 Old Statehouse Museum
 Little Rock, AR
- DECEMBER 29 – 30** *
EAGLE TOUR
 Lake Dardanelle State Park
 Russellville, AR



Focused on the Future: ARDOT'S NEW STRATEGIC PLAN

Have you ever wondered how your job contributes to the mission of the Department and enhances the lives of the traveling public? At the risk of sounding cliché, your job does matter and it fits in the Department's new Strategic Plan.

BY JESSIE JONES
Division Head
Transportation Planning & Policy

In August of 2016, a team of Department employees was formed to develop the Department's Strategic Plan (2017-2022). The team focused not only on what we need to achieve as a Department of Transportation, but more importantly, how we need to engage with the public and with each other. As you read the objectives and goals in the plan, you'll see how each individual who works at the Department uniquely contributes to the success of the Department.

WHAT IS STRATEGIC PLANNING?

Strategic planning is a systematic process of envisioning a desired future, and translating this vision into broadly defined goals or objectives and a sequence of steps to achieve them.

WHY NOW?

As the state's lead transportation agency, the Department

is the point of contact for all transportation matters and will continue to coordinate with other modal agencies to provide an integrated transportation system for the State of Arkansas.

With more than 3,600 employees across the state, the Department is responsible for over 16,400 miles of state highways and over 7,300 bridges, the 12th largest state highway system in the nation. This system facilitates interstate and intrastate commerce and carries nearly 35 billion vehicle miles of travel annually to support the \$120 billion Arkansas economy.

The Department's previous strategic plan was developed over 10 years ago. Since then, changes in demographics of our customers as well as our workforce, technology, regulations and rules have been significant. As a result, having a transparent, performance-based and multi-modal approach to addressing transportation needs became inevitable.

LONG RANGE INTERMODAL TRANSPORTATION PLAN

In the past two years, the Department undertook an effort to update the State's long range intermodal transportation plan (LRITP) to meet requirements from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. This LRITP is the State's first performance-based long range plan with defined goals, objectives, and performance measures.

THE GOALS IDENTIFIED ARE:

- Safety and Security
- Infrastructure Condition
- Congestion Reduction, Mobility and System Reliability
- Economic Competitiveness
- Environmental Sustainability
- Multimodal Transportation System

During this period, we reached out to thousands of Arkansans and received approximately 2,000 comments and responses related to the needs and vision for our transportation system. As part of the public and stakeholders involvement process, our citizens also expressed their expectations for the Department as the State's lead transportation agency. They want the Department to focus on preserving the transportation system, supporting economic development, increasing transparency and efficiency, and identifying a long-term funding solution for transportation.

EMPLOYEE ENGAGEMENT SURVEY

In early 2016, the Department launched an employee engagement survey to get a pulse on how employees felt about the Department as well as our mission.

THE SURVEY FOCUSED ON SIX AREAS:

- Mission and Purpose
- Department Culture
- Management Practices
- Employees' Communication and Relations
- Training and Development
- Teamwork

From this survey, we learned that employees generally understood the Department's mission and how their job contributed to the overall mission. The survey indicated the Department has done a good job in keeping the majority of our employees satisfied; however, feedback and advanced notice about changes should be provided more frequently to allow for better employee engagement. The survey results also revealed that implementing a performance based system would allow the Department to continue to improve while providing a clear strategic direction to employees for achieving the Department's mission through a united workforce.

OVER 500 SUGGESTED OBJECTIVES AND STRATEGIES WERE RECEIVED. THOSE PROPOSED OBJECTIVES AND STRATEGIES WERE CONSOLIDATED AND ORGANIZED BY THE TEAM AND ULTIMATELY BECAME THE STRATEGIC PLAN.

STRATEGIC PLAN

To ensure that employees knew that they were a large part of the upcoming strategic plan, the Department wanted each employee to have the opportunity to give their opinions and feedback as the Department moved towards this endeavor. Another Department-wide survey was launched on November 15, 2016 to specifically solicit input regarding the Department's core mission and values. Employees were asked to assess several different aspects of what we do and select the ones that resonated with them the most. Within a couple of weeks, over 1,000 responses were received. Subsequently, an updated mission statement, a brand new vision statement, and a set of core values were developed.

In February 2017, Division Heads and District Engineers were asked to meet with their employees to develop objectives and strategies for achieving the Department's mission and strategic goals. Over 500 suggested objectives and strategies were received. Those proposed objectives and strategies were consolidated and organized by the team and ultimately became the Strategic Plan. Finally, the Arkansas Highway Commission approved the Strategic Plan (2017-2022) at its July 2017 meeting.

(continued on page 28)

DID YOU KNOW?

MILLENNIALS MAKE UP A THIRD OF OUR ARDOT WORKFORCE. STATEWIDE, THE 2010 ARKANSAS POPULATION BREAKS DOWN AS FOLLOWS:

TRADITIONALISTS (pre 1946) - **402,892** or **14.2%**
BABY BOOMERS (1946 – 1965) - **747,481** or **26.4%**
GENERATION X (1966 – 1975) - **12.6%**
MILLENNIALS OR GENERATION Y (1976 – 1995) - **737,539** or **25.9%**
GENERATION Z (after 1995) - **590,902** or **20.8%**

WHAT IS IN THE STRATEGIC PLAN?

The Strategic Plan for 2017-2022 (Plan) provides a guide for accomplishing the Department's priorities over the next five years. It is comprised of four key components including the mission, vision, core values, and strategic goals described below. The updated mission statement particularly emphasizes safety and efficiency in what we do, while being solution oriented with a clear purpose of supporting the state's economy and quality of life as well as being forward thinking.

MISSION STATEMENT

Provide **safe and efficient** transportation solutions to support Arkansas' economy and enhance the quality of life for generations to come.

In addition to the updated mission statement, a new vision statement was developed that accentuates the expectations of our employees. It is intended to clearly connect the workforce with the Department's mission.

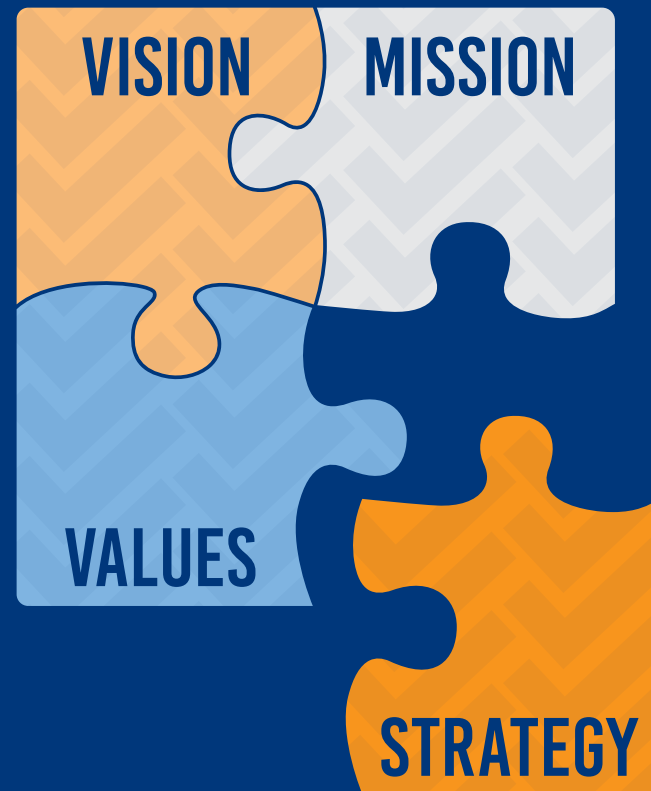
VISION STATEMENT

Continue to preserve and improve Arkansas' transportation system emphasizing safety, efficiency, quality, trust, and stewardship with **a public service focused workforce**.

An important part of the Plan was to identify core values that employees can use as a compass to guide their day-to-day work activities. This is particularly essential to empower employees in decision making, thus encouraging innovation and creativity.

CORE VALUES

- **Safety** – Safety first in all we do.
- **Public Service** – Focus on the greater good.
- **Teamwork** – One vision through collaboration and communication.
- **Quality** – Deliver reliable transportation solutions.
- **Integrity** – Commitment to ethics and transparency.
- **Efficiency** – Achieve maximum benefit through fiscal responsibility.



THE STRATEGIC PLAN IS
COMPRISED OF FOUR
KEY COMPONENTS, AND
YOUR JOB FITS IN
THE DEPARTMENT'S NEW
STRATEGIC PLAN.

STRATEGIC GOALS

In order to have an actionable plan, five strategic goals were established. For each strategic goal, several objectives and corresponding strategies were identified. These goals, objectives, and strategies focus on safety, efficiency, performance management, customer satisfaction as well as utilizations of technology, innovation, and sound management practices.

PROVIDE SAFE AND EFFICIENT TRANSPORTATION SOLUTIONS

- Objective 1:** Develop, operate and maintain a safe, efficient and effective transportation system.
- Objective 2:** Deliver results within well-defined purpose and performance parameters.
- Objective 3:** Promote and integrate system preservation.

ACCOMPLISH OUR MISSION WITH A FOCUS ON STEWARDSHIP

- Objective 1:** Focus on effective program planning and management methods.
- Objective 2:** Emphasize managing assets in a transparent, data-driven, and cost-effective manner.
- Objective 3:** Ensure compliance with laws, regulations, policies, and procedures.
- Objective 4:** Promote environmental stewardship throughout project development and implementation.

CHAMPION TRANSPORTATION SOLUTIONS THAT PROMOTE QUALITY OF LIFE AND ECONOMIC DEVELOPMENT

- Objective 1:** Optimize reliability and resiliency.
- Objective 2:** Foster and strengthen partnerships with stakeholders.
- Objective 3:** Promote adequate funding.

CONTINUALLY IMPROVE TRANSPORTATION SERVICES AND SOLUTIONS THROUGH EMPLOYEE ENGAGEMENT

- Objective 1:** Promote teamwork, accountability, and innovation throughout the Department.
- Objective 2:** Invest in employee career development.
- Objective 3:** Foster an environment that promotes intelligent decision making based on risk management.
- Objective 4:** Encourage open and continuous communication.

STRATEGIC GOAL: MAXIMIZE EXTERNAL AND INTERNAL CUSTOMER SATISFACTION

- Objective 1:** Meet and exceed customer expectations through courteous, professional, and effective communication.
- Objective 2:** Sustain customer engagement.
- Objective 3:** Promote a culture that makes the Department an employer of choice.

This is a plan developed by our employees and for our employees. It is intended to be applicable and implementable across all aspects of the Department's operations. Although many of the strategies relate to on-going activities, some do call for specific actions within the plan period. Some of the Divisions have begun developing their own strategic plan to ensure required actions would be completed within the next five years. To see how your job supports the Department's mission, please visit http://ardot.gov/about/strategic_plan.aspx to obtain a full copy of the plan.

This is an exciting time for the Department and all our employees. There is no better time than now to be part of the ARDOT team in making the Natural State the best place to live and work! □



The Strategic Plan Development Team (L to R): Alicia Hunt, Stephen Sample, Joe Sartini, Rex Vines, Amy Heflin (of FHWA), and Jessie Jones.

Dear ARDOT

I just wanted to thank you for getting Scenic Highway 5 paved. It is just great. I am the same person who talked to you about adjusting the pavement about five years ago to help prevent all the accidents out here. It worked! We have only had two or three accidents since that time and they were from drivers going too fast around our curve. I appreciate all the work in progress to make our roads safer.

Thank you!

Erma Bridges
Benton, AR

MR. STREET

I had reported to you earlier this year, that there were two large oak trees threatening transit of State Highway 157 in the area of 10 Mile Creek. I wanted to follow-up with what has transpired since I reached out to you.

Area Maintenance Supervisor Donnie Schmidt assessed the trees and his communication during this entire process put to rest any concerns I might have had. Schmidt's planning of the tree removal was extraordinary. Having offered to allow the debris from this project to be disposed of on my property, I was concerned that no damage occur. Schmidt worked with me at every stage to ensure my concerns were addressed. Despite several weather setbacks, Schmidt coordinated equipment and venter availability to schedule the tree removal.

I am a planner by trade and I had an opportunity to watch every aspect of this job with an inspector's eye. Gary and his crew performed like a well-oiled machine, they were very efficient and safe. It was very obvious they had done this a time or two before. These trees were massive, the sections that were cut shook the ground when they hit. Gary's team never lost control of the job. The debris was quickly moved to a pile in my field and the road was kept clean with a sweeper. As a land owner, all of my concerns were considered. In the end, one would struggle to tell that the trees were ever there.

I want to thank you, Donnie, Gary, his team and all involved for your professionalism, concern for safety and service to the community. Thank you all for a job well done!

Best Regards,
Paul J. Eichholtz

DEAR MAJOR THOMPSON

We are so grateful for your gift of \$35,000 to benefit Make-A-Wish® Mid-South. Your gift will have a lasting impact on the lives of the children we serve, as well as their families and communities. More than 5,200 children across the Mid-South have felt this impact.

The Mid-South Chapter continues to grant more and more wishes each year to children with life-threatening illnesses to enrich the human experience with hope, strength and joy. These wishes have changed thousands of lives forever.

Wishes are unique for each child. The medical professionals who treat wish kids overwhelmingly believe that the wish experiences improves a wish kid's physical health and often serves as a turning point in the child's fight against his/her illness.

Whatever the wish may be — to meet a favorite talk show host, to have an Apple laptop or to go to the set of Star Wars — it's a time for kids to enjoy their childhoods and give them a break from the deluge of hospitals and doctors appointments.

Supporters like you make it possible for us to in part restore the childhood of wish kids, in the toughest times of their young lives. Imagine the burst of excitement from wish kids, creating joy in chaos and hope in darkness. Since Make-A Wish® Mid-South's founding in 1986, a wish child has never been turned away because of funding, and it's generous donors like you that help us make wishes come true.

Best Wishes,
Casey Kaufman Tansey
President & CEO
Make-A-Wish® Mid-South

HONESTY AND INTEGRITY

I, Zeljko Mario Jerecic, a professional truck driver was stopped at Alma, AR weigh station for routine DOT inspection on 05/30/2017. The officer who was doing my inspection noted that my DOT medical was in the wrong form (Form MCSA 5875) and also my CDL license was downgraded to a regular license in the status on the computer. Officer Nathan McCollum, Badge No. 560 of Arkansas Highway Police, had no choice but to issue me a citation. After a short clerical issue with the medical examiner in Cabot, AR they corrected the form and emailed the appropriate form to the DOT Office in Little Rock, AR after which, they reinstated my license and I was free to go. I still had a ticket to deal with in court. First, I have to say that officer Nathan McCollum was extremely professional and polite dealing with the incident. Second, in court, officer Nathan McCollum showed full integrity and honesty so my citation was dismissed. As a truck driver that's been doing this job for 28 years now, I must say that it is rare to come in contact with an honest and polite police officer that actually knows what he is doing. I felt compelled to write this letter to let you all know that you have a TRUE police officer in your department and you should be proud of it, as we all are. It is refreshing to find that kind of honesty and integrity in life. I hope this letter lights a little light on the work that our most courageous police officers do. We all are proud of the work of true police force and, personally, I sleep much better knowing that police officers, like officer Nathan McCollum, are out there protecting us all. Thank you very much and keep up the good work!

Sincerely,
Z M Jerecic

SHORTENED COMMUTE

You sure did a fine job of configuring I-40 coming up from Conway. You took a half an hour off my commute and saved me from stop and go traffic every morning. I just wanted to let you know that someone appreciates all your hard work.

Best regards,
Jack Garvey
Webmaster, Little Rock School District

HWY 71 FROM MANSFIELD

Just a Thank You note. Scenic Hwy 71 from Mansfield to Witcherville is done, at least the parts they're going to do, and it's much better than it was. Thank you to all involved. Now they're working from Mansfield east, and I'm looking forward to when that's done also.

Jerry Laible

EXCELLENT WORK AND RELATIONSHIP

This is just a note to tell you about the excellent work and relationship we have with the local supervisor, John Caldwell. Mr. Caldwell is never too busy for a phone call, always very responsive and helpful in any way. During periods of inclement weather we have always been able to depend on the local crew to help keep the mountain clear of ice/snow on State Hwy 227 N. Recently John's crew has worked on Hwy 227 N, repairing some of the damage that the heavy traffic coming into the state park causes.

In summary, we can depend on John and his section to provide us with excellent service. I just wanted you to know how much we appreciate it.

G.L. Howard
Park Superintendent
Lake Ouachita State Park

ARKANSAS HIGHWAYS MAY/JUNE 2017

We really appreciate the copies of the magazine which you sent to our office. The article was fantastic! Thank you so much for including South Fork Nature Center. Your photographer did such a great job catching the true spirit of the nature center.

Janet Miron

ARDOT DISTRICT 5

As a citizen and Alderman of the city of Greers Ferry, I want to thank the Arkansas Highway & Transportation Department for the great job of resurfacing Scenic Highway 16 through our city north to the Van Buren county line this May and June of 2017. This 8 mile section of highway is probably now one of the best surfaced and painted sections of road in the state. I especially want to thank the road crews for their expert handling of traffic when it was necessary to close one lane of traffic in order to complete the job. The managing of traffic during these times was both safe and efficient.

Thank you,
Gary J. Khoury

TAKING TIME TO SAY THANKS

Peggy Barker of Cabot took time to call the ARDOT Central Office this summer to commend one of our staffers who was a big help out on the highway.

Mrs. Barker was on a trip headed out-of-state to see a friend when one of her tires suffered a blowout near Pocahontas. Not long after, Tiffany Burke, with the Systems Information Division, pulled over to check on her and offer assistance. Burke changed Mrs. Barker's tire and got her back on the road. Thank you, Tiffany, for going above and beyond the call of duty!

ARKANSAS WELCOME CENTERS

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



1. BELLA VISTA — HIGHWAY 71 B

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

2. BLYTHEVILLE — INTERSTATE 55

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

3. CORNING — HIGHWAY 67

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

4. EL DORADO — HIGHWAYS 82 & 167

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

5. HARRISON — HIGHWAY 65 N

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

6. HELENA-WEST HELENA — HIGHWAY 49

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

7. LAKE VILLAGE — HIGHWAYS 65 & 159

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

8. MAMMOTH SPRING — HIGHWAY 63 N

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

9. SILOAM SPRINGS — HIGHWAYS 412 W & 59

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

10. TEXARKANA — HIGHWAY 71

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

11. TEXARKANA — INTERSTATE 30

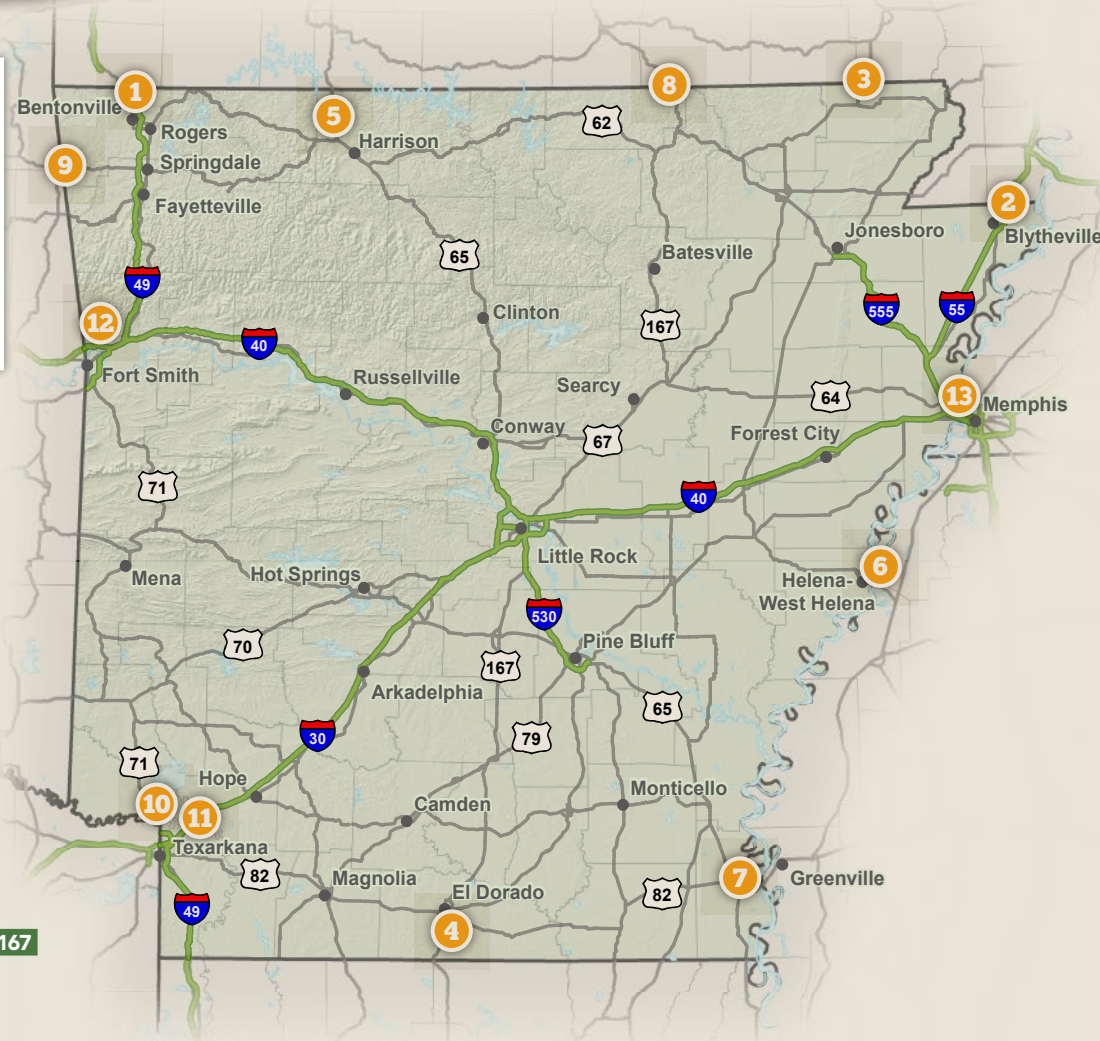
10000 Interstate 30
Texarkana, AR 71854
Phone: 870-772-4301

12. VAN BUREN — INTERSTATE 40

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

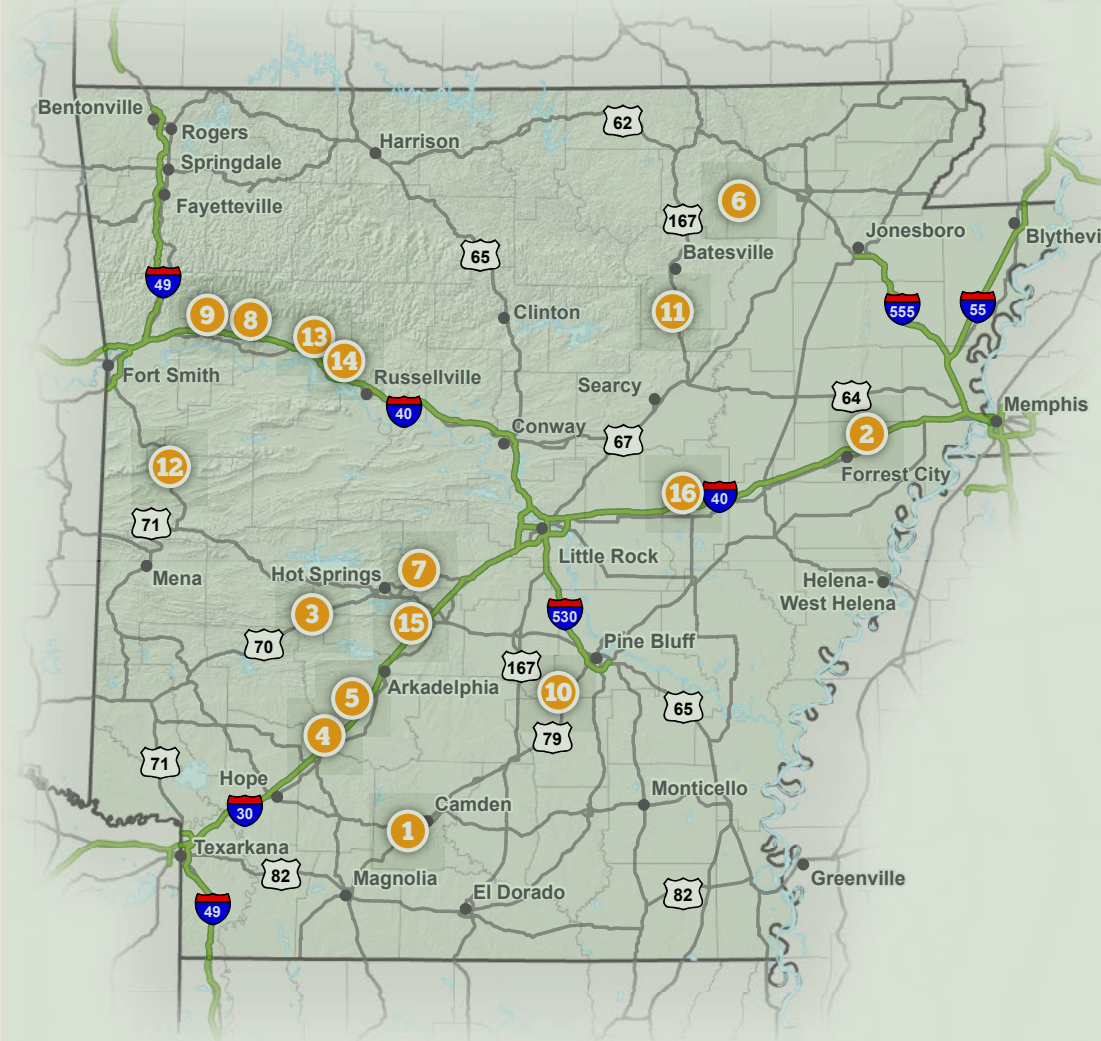
13. WEST MEMPHIS — INTERSTATE 40

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



In addition to Arkansas Welcome Centers, travelers will find Rest Areas and Tourist Information Centers (T.I.C.) at locations across the State. Like our Welcome Centers, each location offers restrooms and picnic tables and is a great place to rest and enjoy some time off of the road.

ARKANSAS REST AREAS



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

13. BIG PINEY T.I.C. — INTERSTATE 40

Location: Mile marker 67.5
Direction: Eastbound
RV and Truck parking, Vending

14. BIG PINEY T.I.C. — INTERSTATE 40

Location: Mile marker 72.5
Direction: Westbound
RV and Truck parking, Vending

15. SOCIAL HILL T.I.C. — INTERSTATE 30

Location: Mile marker 93
Direction: Both
RV and Truck parking, Vending

16. WHITE RIVER T.I.C. — INTERSTATE 40

Location: Mile marker 198.8
Direction: Both
RV and Truck parking, Vending

1. BUENA VISTA — HIGHWAY 79

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

2. FORREST CITY — INTERSTATE 40

Location: Mile marker 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

DISTRICT 5

CONSTRUCTION



CORNER

Highway improvements are underway in Fulton County as crews work to widen U.S. Highway 63, the main road leading into the town of Mammoth Spring.

The construction will widen approximately two miles of the highway from three to five lanes, and will extend from State Highway 342 northward to State Highway 9 in the Mammoth Spring area.

Pace Construction Company, LLC was awarded the contract in late 2014 for \$21.6 million. In addition to the widening, the project includes a new bridge over the Spring River. The river is considered an "Extraordinary Resource Water," which is characterized by "scenic beauty, aesthetics, scientific values, broad scope recreation potential and intangible social values." As a result, the water has to be sampled during construction.

This project also involved relocating approximately 1,400 feet of Trace Creek, which had to be done in stages to minimize turbidity.

The foundations of a railroad bridge included in the project had to be redesigned because there wasn't enough subsurface rock for spread footings. The foundations were redesigned using piles. The contractor submitted a proposal to change the foundations at the Spring River and Trace Creek bridges to drilled shafts, which the Department accepted. This not only saved money, it is less environmentally intrusive.

Work on the improvements has passed the halfway point and completion is expected in the spring of 2018. ■

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

COMPUTER SERVICES • Manjusha Vadakke Veetil, Application Developer

CONSTRUCTION • Christopher Baker, Construction Aide; Mark Propps, Construction Aide

FACILITIES MANAGEMENT • Rose Foster, Janitor

FISCAL • Patrick Patton, Assistant Division Head

HEAVY BRIDGE • Marcus Jordan, Bridge Repairer

MAINTENANCE • Spencer Tapp, Sign Fabricator

PROGRAM MANAGEMENT • Bonnie Taylor, Office Assistant

DISTRICT 1 • Regina Wood, Rest Area Attendant; Keith Davenport, Maintenance Aide I; Shannon Smith, Maintenance Aide I; Christian Wizer, Maintenance Aide I

DISTRICT 2 • Michael Beliew, Maintenance Aide I; Charles Smith, Maintenance Aide I; Denarius Daniels, Maintenance Aide I; Kurt Searovogel, Jr., Maintenance Aide I

DISTRICT 3 • John Lewis, Mechanic; Cody Kisselburg, Maintenance Aide I; Donald Barnes, Maintenance Aide I; Demarion Muldrow, Maintenance Aide I; Nicholas Parker, Maintenance Aide I; Timothy Roberts, Maintenance Aide I; Brent Teel, Maintenance Aide I

DISTRICT 4 • Thomas Tucker, Maintenance Aide I; Wayne Gipson, Maintenance Aide; Johnny Wilhite, Maintenance Aide I; Brandon Orr, Maintenance Aide I

DISTRICT 5 • Jaret Patterson, Maintenance Aide I; Greyson Wyatt, Maintenance Aide I

DISTRICT 6 • Gregory Anderson, Maintenance Aide I

DISTRICT 7 • Clavis Riggan, Maintenance Aide I; Derrick McBride, Jr., Maintenance Aide I; Todd Bowie, Maintenance Aide I; Ryan Wages, Maintenance Aide I

DISTRICT 8 • Kolton Allen, Maintenance Aide I

DISTRICT 9 • Adrian Aldrete, Maintenance Aide I; Hunter Barnard, Maintenance Aide I

DISTRICT 10 • Darrell Hendrix, Maintenance Aide I; Donnie Hampton, Maintenance Aide I

PROMOTIONS

ARKANSAS HIGHWAY POLICE • Stephen Jones, Law Enforcement Officer; Michael Smrt, Law Enforcement Officer

CONSTRUCTION • Logan Hardin, Senior Engineer; Ira Steed, Construction Aide; William Erwin, Construction Aide

EEO/DBE • Isaac Hill, EEO Specialist

FACILITIES MANAGEMENT • Ralph McClenahan, Master Plumber

HEAVY BRIDGE • Eric Lail, Lead Bridge Repairer; Ernie Jewell, Crew Leader

MAINTENANCE • Jeffrey Schoff, Pavement Profiler Operator

MATERIALS • David Cummings, District Materials Supervisor

PROGRAM MANAGEMENT • Josef Lilly, Administrative Officer I

PUBLIC INFORMATION • Paula Cigainero, Creative Services Manager

SURVEYS • Nancy Barnett, Surveys Crew Chief

DISTRICT 2 • Terry Barnum, Maintenance Aide II; Royce Edmondson, Crew Leader; Jarryus Hampton, Maintenance Aide II; Edgar Smith, Tractor Trailer Driver

DISTRICT 3 • Darrell Aikens, Maintenance Aide II; Detrich Young, Tractor Trailer Driver; Reginald Easter, Tractor Trailer Driver

DISTRICT 4 • Marvin Hull, Maintenance Aide II; Chance Strother, Maintenance Aide II; Lendal Williams, Jr., Maintenance Specialist; Terral Scroggins, Tractor Trailer Driver; Patricia Lane, Maintenance Aide II; Jerrod Posey, Maintenance Aide II; Nathan Reed, Maintenance Specialist; Harold Smith II, Tractor Trailer Driver

DISTRICT 5 • Jeremy James, Maintenance Aide II; Catrina Sullivan, Maintenance Specialist; Brandon Lankford, Maintenance Aide II

DISTRICT 6 • Micha Cody, Shop Supervisor; Ronnie Bashaw, Crew Leader; Barry Massingill, Maintenance Aide II; Larry Fleming, Maintenance Aide II; Jacob Hutcherson, Maintenance Aide II; Lester Fleming, Jr., Maintenance Aide II; Richard Hines, Maintenance Specialist; Fredrick Livingston, Tractor Trailer Driver

DISTRICT 7 • Joseph Thomas, Maintenance Aide II; Roderick Carr, Area Headquarters Attendant; Doyle Bowlin, Maintenance Specialist

DISTRICT 8 • Paul Burriss, Tractor Trailer Driver; Frank Vargas, Storeroom Assistant; David Pruitt, Tractor Trailer Driver; Darrell Barnes, Tractor Trailer Driver; Kenneth Mazzia, Tractor Trailer Driver; Fred Davis, Bridge Repairer; Adam Plyler, Maintenance Specialist

DISTRICT 9 • Collin McCullough, Maintenance Aide II

DISTRICT 10 • Marshall Hilliard, Maintenance Aide II; Edward Monette, Mechanic

SERVICE

BRIDGE • Dallas Stevens, Senior Engineer, 15 yrs

COMMUNICATIONS • Amy Priddy, Communication Operator, 5 yrs

CONSTRUCTION • Donna Chronister, Field Clerk, 25 yrs; Larry Wilson, Construction Materials Inspector, 25 yrs; Michael Wood, Senior Engineer, 15 yrs; Keith Graham, Construction Materials Inspector, 5 yrs

HUMAN RESOURCES • Tara Robinson, Workforce Development Specialist, 25 yrs; Kristi Marshall, Training Coordinator, 10 yrs

MAINTENANCE • Rebecca Hunt, Office Manager, 20 yrs; Deidra Crimmings, Maintenance Services Specialist, 10 yrs

RIGHT OF WAY • Sam Sawyer, Beautification Coordinator, 5 yrs

ROADWAY DESIGN • Trinity Smith, Division Head, 20 yrs; Richard Dail, Advanced Engineer, 5 yrs

SYSTEM INFORMATION & RESEARCH • Mark Greenwood, Research Assistant, 30 yrs; Elizabeth Mayfield-Hart, Staff Engineer, 25 yrs

SURVEYS • Lee Kendrick, Land Surveyor, 15 yrs

TRANSPORTATION PLANNING & POLICY • Jordan Leigh Bittle, Geospatial Specialist, 15 yrs; Daniel Byram, Advanced Engineer, 5 yrs

DISTRICT 1 • Rex Vines, District Engineer, 25 yrs; Larry Barnes, Jr., Bridge Repairer, 5 yrs; Samuel Sisk, Maintenance Aide II, 5 yrs

DISTRICT 2 • Kelvin Hamilton, Maintenance Aide II

DISTRICT 3 • Jeff Otis, Crew Leader, 30 yrs; James Pinkerton, Maintenance Aide II, 20 yrs; Lance Brown, Rest Area Attendant, 5 yrs; Stephen Williams, Maintenance Aide II, 5 yrs; Ruth Gonzalez, Maintenance Aide I, 5 yrs

DISTRICT 4 • Terral Scroggins, Maintenance Aide II, 25 yrs

DISTRICT 5 • James Wallace, Maintenance Aide I, 30 yrs; David Smith, Lead Station Attendant, 25 yrs; Gary Grady, Maintenance Specialist, 20 yrs; Steve Hadley, Maintenance Specialist, 20 yrs; Brandon Draper, Maintenance Aide II, 5 yrs

DISTRICT 6 • Freddie Scott, III, Maintenance Aide II, 10 yrs

DISTRICT 7 • Jeffrey Venable, District Engineer, 35 yrs; Charlotte Quimby, Area Maintenance Supervisor, 20 yrs

DISTRICT 8 • David Tolleson, District Maintenance Engineer, 30 yrs; Gordon Parham, Area Maintenance Supervisor, 25 yrs; Dorothy Jackson, Storeroom Supervisor, 20 yrs

DISTRICT 9 • Paul Deitrich, Rest Area Attendant, 10 yrs

DISTRICT 10 • Dustin Miller, Bridge Job Superintendent, 20 yrs; Mark Dunavin, Lead Station Attendant, 15 yrs; Charles Schroeder, Maintenance Aide I, 10 yrs; Dennis Burgess, Lead Bridge Repairer, 5 yrs; Lynal Hardin, Maintenance Aide II, 5 yrs; Paul Nedelman, Maintenance Aide II, 5 yrs

RETIREMENT

DISTRICT 3 • Richard Kidd, Maintenance Specialist, 28 yrs

DISTRICT 4 • Patricia Mowrey, Area Maintenance Supervisor, 32+ yrs; Patricia Gabbard, Area Headquarters Attendant, 34+ yrs

DISTRICT 6 • Richard Lambert, Maintenance Specialist, 18+ yrs

DISTRICT 7 • Tom Poole, Area Headquarters Attendant, 5+ yrs

DISTRICT 8 • Bill Fine, Staff Engineer, 37 yrs

DISTRICT 10 • William Putman, Maintenance Aide II, 17+ yrs; Winifred Maples, Construction Aide, 10+ yrs

MEMORIALS

ARKANSAS HIGHWAY POLICE • Russell Falls, 10/8/17, retired

PUBLIC INFORMATION • Peter Escarre, 9/30/17, retired

RIGHT OF WAY • George Hohnbaum, 10/2/17, retired

DISTRICT 3 • Charlie Ogden, 9/20/17, retired

DISTRICT 6 • Daniel McQueen, 10/8/17, retired

DISTRICT 9 • Laura Ball, 9/21/17, retired

DISTRICT 10 • James Morgan, 9/21/17, retired; Calvin Douglas, 10/11/17, 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

