



FALL 2019

Arkansas HIGHWAYS

A PUBLICATION OF THE ARKANSAS DEPARTMENT OF TRANSPORTATION | MAGAZINE

District 7 Crews Receive Diamond Award

FOR REPAIRS TO HIGHWAY 278

**TRAVELING
ARKANSAS:
Haunted Highways**

**FRED HARVEY:
Feeding Travelers
by Rail or Road**

**DAN MOWREY:
Forging with
Fire & Hammer**

DIRECTOR'S MESSAGE



“Autumn shows us how beautiful it is to let things go.”

- Anonymous

I recently ran across that anonymous quote, and I realized that I'd never thought of it that way before. Leaves bud in the spring and thrive in the summer, but every year, as the weather changes, so do they. They look more alive and vibrant than ever, and then, one day without fear or agenda, they let go. The trees are the most beautiful during the few weeks of fall.

Change can be very difficult, and I think it's safe to say that most of us fear change. It puts us outside our comfort zone—but that's how we grow. The Department is constantly cultivating change, both literally and figuratively. Your work physically changes the earth's surface; it changes people's day-to-day lives. Sometimes it puts people out of their routine and comfort zone, but once the work is complete, the system is better than it was before.

Once the leaves let go, the branches may look empty, but they've just made room to grow. The stark contrast of black barren branches against the sky doesn't have to be an unfortunate image...it just means that something new is coming.

I hope all of you know that I recognize the gravity of the work each of you put in every day. Each of you are integral in the growth of our infrastructure.

Change doesn't have to be all bad; it's okay to let go.

A handwritten signature in black ink that reads "SEB". The signature is written in a cursive, stylized font and is underlined with a single horizontal stroke.

Scott E. Bennett, P.E., *Director*



FRONT COVER:
U.S. Highway 278 blast site repair in District 7.

BACK COVER:
Fall Foliage on U.S. Highway 65.

PUBLISHER

Danny Straessle
Danny.Straessle@ardot.gov

EDITOR

David Nilles
David.Nilles@ardot.gov

STAFF WRITER

Britni Padilla-Dumas
Britni.Padilla-Dumas@ardot.gov

GRAPHIC DESIGNERS

Paula Cigainero
Paula.Cigainero@ardot.gov

Marrissa Miller
Marrissa.Miller@ardot.gov

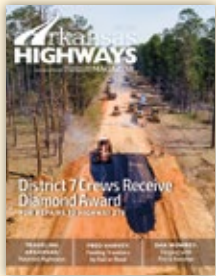
Lamarie Rutelonis
Lamarie.Rutelonis@ardot.gov

PHOTOGRAPHER

Rusty Hubbard
Russell.Hubbard@ardot.gov

Correspondence should be directed to:

ARKANSAS HIGHWAYS
Public Information Office
P.O. Box 2261
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.

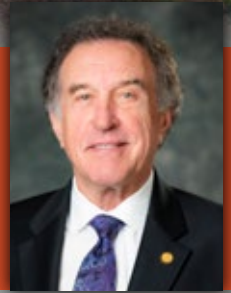


ARKANSAS STATE HIGHWAY COMMISSION

THOMAS B. SCHUECK
Chairman



ROBERT S. MOORE, JR.
Vice Chairman



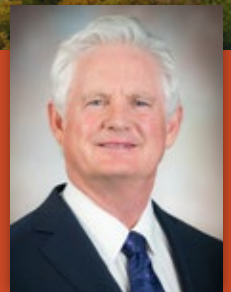
DALTON A. FARMER, JR.
Member



PHILIP TALDO
Member



KEITH GIBSON
Member



Arkansas HIGHWAYS MAGAZINE

FALL 2019

CONTENTS

FEATURES

- 5 District 7 Crews Receive Diamond Award
- 7 Haunted Highways
- 10 The Greatest Game on Dirt: Eddie Tanner
Reflects on His Athletic Career
- 12 Fred Harvey: Feeding Travelers
by Rail & Road
- 15 Lean Back & Squeeze Your Feet:
A Day With AHP's Own Wonder Woman
- 17 Institute Opens Windows To
Careers in Transportation
- 19 Arkansas Quilt Trail
- 21 Forging With Fire & Hammer:
District Four's Dan Mowrey Enjoys Blacksmithing
- 24 Crowley's Ridge Parkway



DEPARTMENTS

- Director's Message 2
- Out & About 27
- Maintenance Crews 28
- Dear ARDOT: Letters 29
- On The Map 30
- Construction Corner 31

IN THE NEXT issue

- America's Transportation Awards
- A Closer Look: Culvert Rovers
- Rock Formation Draws Professionals to Arkansas



DISTRICT 7 CREWS RECEIVE DIAMOND AWARD

For Repairs to Highway 278

BY DAVID NILLES

IN THE EARLY MORNING HOURS OF MARCH 27, A TANKER TRUCK CARRYING AMMONIUM NITRATE WAS FORCED TO THE SIDE OF STATE HIGHWAY 278 WEST OF CAMDEN WHEN ITS BRAKES CAUGHT FIRE. Driver Randall McDougal was attempting to extinguish the blaze when the tanker exploded. Tragically, the explosion took the life of McDougal. The force of the blast also created a crater in the highway measuring 80 feet in diameter and 15 feet deep. Law enforcement agencies arriving on the scene immediately closed the highway to traffic.

After emergency response and investigative teams completed their work several hours later, around 11:00 a.m., ARDOT crews from District Seven were given access to the blast area. Their goal? To repair and reopen the highway as quickly as possible.

Crewmembers from Special Maintenance, Sealing, Clark County, Ouachita County, Dallas County, Union County and the District Shop removed the damaged asphalt from the area as well as contaminated soil and debris. Crews then hauled various fill materials to the site,

spread and compacted the materials, rebuilt the highway's slopes and ditches, then placed and compacted several courses of hot mix asphalt.

It was a complete team effort on a team that included some volunteers. Anders Trucking of El Dorado hauled hot mix to the location, and Blann Tractor Company of Hampton brought sand in. Numerous others volunteered as well.

District Seven crews and volunteers worked every daylight hour available over the two days following the explosion and re-opened the roadway to traffic on



Recipients of the Director's Diamond Award (photo continued on following page).



DISTRICT 7 CREWMEMBERS RECOGNIZED WITH THE DIRECTOR'S DIAMOND AWARD INCLUDED:

DREW HOGGARD
ALEX ROOFE
WAYNE GREER
CAMERON FORBUSH
GREG BIRD
RICKY CUMMINGS
DOUG GORMAN
ZACH LAMKIN
ANTHONY HERNDON
PATRICE JOHNSON
MATTHEW CHILDERS
JUSTIN DUHON
DANA BATES
LEIGHTON CURRY
SHAWANNA ISREAL
CONNER PETERMAN
JOSHUA SCROGGINS

JON LINDSEY
GREG STRANGE
RICKY ANDERSON
WESTON FITZGERALD
MICHAEL FORREST
RICHARD GREEN
IKE HARCROW
ROBERT JOHNSON
MICHAEL MANN
JERRELL MORRIS
PAUL PARNELL
KENNEDY PORCHIA
LEE ST. JOHN
RYAN WAGES
KEN BROOKS
FRANK BURCHFIELD
PAT BURNS

JAMES EASTER
JEREMY EVANS
JOSEPH GIVENS
DONNIE MAHAN
DONA MOSLEY
WILLIAM PICKETT
KENNETH YEAGER
MICHAEL BROWN
LARRY CLARK
DARRICK ERBY
JACK MARTINDALE
JOHN MATHIS
WILL PETERMAN
CHARLES POORE
DEWAYNE TORRENCE
CRAIG WEATHERFORD
ROOSEVELT WRIGHT

March 29, less than 48 hours after being given access to the site.

For their efforts, ARDOT employees were presented with the Director's Diamond Award for Outstanding Public Service in a ceremony held May 15. The award recognizes employees that have gone above-and-beyond the call of duty and whose actions exemplify one or more of the Department's core values of safety, public service, teamwork, quality, integrity and efficiency.

"This was a complete team effort," ARDOT Director Scott Bennett commented at a presentation ceremony at the District Seven headquarters.

"Many in the community expressed amazement that the road was back open to traffic within 48 hours."

A U.S. Department of Transportation accident investigator expressed surprise that the crews were able to accomplish so much work in such a short time. However, for crew members and volunteers working on the scene, it was just another opportunity to provide high quality service to motorists just as they do every day.

"The employees we are recognizing today made a significant difference among their peers, supervisors and the traveling public," Bennett said to workers gathered for the award presentation.

"I am proud to give you the recognition you deserve. It was a job well done and we thank you." ■



HAUNTED HIGHWAYS

BY BRITNI PADILLA-DUMAS



AUTUMN IN ARKANSAS IS OFTEN BOTH BRIEF AND BEAUTIFUL. COOLER WEATHER BRINGS COLORFUL FOLIAGE, SCARVES, AND ALL-THINGS PUMPKIN SPICE. 'Tis the season for cider, s'mores, camping, and the occasional haunting. The Natural State is no exception with regard to urban legends. *Arkansas Highways* explores some popular folklore throughout the State.



Soldier sightings at Pea Ridge.

PEA RIDGE NATIONAL MILITARY PARK | U.S. HIGHWAY 62

The Battle of Pea Ridge took place March 7-8, 1862, in what is now Garfield, Arkansas. Union and Confederate soldiers fought to secure Missouri, resulting in a Union victory. More than 3,300 lives were lost during those two days. Experts say that it was one of the bloodiest battles west of the Mississippi. Isaac Smith, a soldier of the Missouri State Guard in 1861, wrote about what he remembered from Pea Ridge:

“It was a very cold night and it was pitiful to hear the wounded calling all through that night in the woods and alone for some water or something to keep them warm. Some were buried and some were not; left on the field of battle to be devoured by wild animals.”

Many witnesses have claimed that

they’ve heard marching and musket fire in the park or have felt an odd presence around them. One detailed account described seeing an apparition of a Confederate soldier sitting on the fence in his uniform with his gun across his lap.

THE ARLINGTON HOTEL STATE HIGHWAY 7

State Highway 7 takes motorists through downtown Hot Springs and is home to many historic buildings that includes the Arlington Hotel. Completed at its current location in 1928, the Arlington continues to be one of Hot Springs’ most notable structures. Both tourists and locals know of infamous gangster Al Capone’s fondness of the hotel. Capone was known to book the entire fourth floor for himself and his associates.

Hotel staff assure guests that the building is not haunted, but there

are many accounts of unexplained phenomena. Visitors have seen apparitions in period clothing and heard disembodied laughter. Others have described the toilets flushing by themselves or waking to their bedding slowly being pulled off of them.

THE HITCHHIKER STATE HIGHWAY 365

If you happen to drive State Highway 365 near Woodson or Redfield, you may notice a woman dressed in white wandering on the side of the road. Travelers have recounted seeing her in the rain and offering to give her a ride. The woman accepts, gives her address and remains quiet in the car. Once the vehicle arrives at the residence, drivers turn to realize the woman has vanished. Occupants of the home will say that the ghost was their daughter, killed years earlier in a car accident.



Faceless phantoms in Monticello.

ALLEN HOUSE | STATE HIGHWAY 83

Regarded as one of the most haunted places in the United States, the Allen House in Monticello is renowned for its paranormal activity. A combination of Neoclassical, Gothic, and Queen Anne styles, this unique home was completed in 1906.

Current owners Mark and Rebecca Spencer began witnessing unexplained activity shortly after moving into the house in 2007. On one occasion, the Victrola began playing music without being wound. Both encountered faceless phantoms. Several paranormal investigations followed and in 2009, Mark discovered more than 90 letters hidden in the attic. The letters told of a love affair between former Allen House resident Ladell Allen Bonner and Texaco Oil tycoon Prentiss Hemingway Savage. After nine months of secret letters and visits, Prentiss wrote to Ladell to end their affair. Christmas night, 1948, Ladell intentionally ingested mercury cyanide. ■




Apparitions at the Arlington.



THE *Greatest* GAME ON DIRT

EDDIE TANNER REFLECTS ON HIS ATHLETIC CAREER
BY BRITNI PADILLA-DUMAS



EDDIE TANNER

PROFESSIONAL

Baseball

1980 X 1990

AUBURN AMERICANS
(NOW AUBURN DOUBLEDAYS)
NEW YORK-PENNSYLVANIA LEAGUE



1980

1980-1981



BATAVIA TROJANS
(NOW AUBURN MUCKDOGS)
NEW YORK-PENNSYLVANIA LEAGUE

WATERLOO INDIANS
MIDWEST LEAGUE



1982

BOTTOM OF THE NINTH, FULL COUNT, BASES LOADED. The pitcher winds up...and sends a sinker across home plate. The batter swings and it's a pop fly in the infield! Shortstop Eddie Tanner makes the catch and that's the game!

In 1980, a 17-year-old, freshly graduated Eddie Tanner—now ARDOT's Section Head for Workplace Development—was drafted to play baseball in the New York-Pennsylvania minor league.

"I grew up in South Carolina, and I always knew I wanted to play baseball," Tanner said.

He made his way through Rookie and Class-A leagues and found himself playing Double-A ball for the Arkansas Travelers in 1984.

"I actually met my wife while playing for the Travelers. We met in 1984 and got married in 1987."

Tanner went on to play Triple-A baseball for the Louisville Redbirds (1986) and finished his career with the Nashville Sounds (1987-1990).

"As most players will say, the best part about playing baseball isn't the game as it is being around different people from all walks of life," Tanner reflected. "When I played with the Travelers, we had a lot of long bus rides. There was plenty of time to connect and learn other people's stories."

After 12 years of playing, seven knee surgeries, a few shoulder surgeries, and a child at home, Tanner decided to step away from baseball.

"We moved back to Little Rock and I was hired by the Arkansas Highway Police. I'd always been interested in law enforcement. I spent 10 years in a North Little Rock unit, then 15 years as a safety officer, and now I've been a section head for three years."

Since 1990, Tanner has switched from playing to coaching baseball.

"I'm one of the assistant coaches at Catholic High School in Little Rock. My older son coaches with me. He played college baseball at Morehead State University in Kentucky. My youngest son plays at Catholic High. The transition from baseball to real life has been good. I'm fortunate to have gotten a good job and had a chance to meet a lot of good people at ARDOT."

Tanner will occasionally make it to a Travelers game after summer showcase ball is over.

"I still see some familiar faces around. The game has changed a lot since I played." ■



Tanner throws the ceremonial first pitch at a Travelers game this past summer.

ARKANSAS TRAVELERS
TEXAS LEAGUE

NASHVILLE SOUNDS
AMERICAN ASSOCIATION

1983



SPRINGFIELD CARDINALS
MIDWEST LEAGUE



1984-1986

1986



LOUISVILLE REDBIRDS
AMERICAN ASSOCIATION



1987-1990

Harvey Houses were a welcome sight for weary travelers.





FRED HARVEY

Feeding Travelers by Rail & Road

BY DAVID NILLES

THE TIME WAS THE LATE 1800S. TRAVEL BY RAIL WAS ON THE VERGE OF CHANGING THE WAY PEOPLE MOVED ABOUT THE COUNTRY.

The first transcontinental railroad in the United States was built following the Civil War. The Union Pacific Railroad Company began rail construction from the east, while the Central Pacific Railroad began laying tracks from the west. The two companies met in the middle at Promontory Point, Utah, on May 10, 1869. As they drove the last spike into the ground connecting the two tracks, a new age was born.

The public embraced rail travel, finding it to be a faster, easier way to reach their destination. However, one thing was missing from the traveling experience. People sought a nice place to have a meal. Dining cars had yet to come into service and most roadhouses offered basic fare that proved to be lacking.

FRED HARVEY FINDS A SOLUTION

Fred Harvey, who came to the United States at age 15 from Liverpool, England, worked as a freight agent for the Chicago, Burlington & Quincy Railroad in the 1870s. He knew the rail industry and realized what passengers needed was a good meal in an attractive, relaxing environment. Harvey realized such places should be located close to rail stations for the convenience of passengers.

Harvey saw potential for a series of upscale restaurants and presented the idea to his employer. They declined the offer, but the Atchison, Topeka & Santa Fe Railway accepted. Thus was born the first restaurant chain in the United States, known as Harvey Houses.

GOOD FOOD, ELEGANT DINING

The first Harvey House restaurant opened in the Topeka Kansas, Santa Fe Depot Station in 1876. From that first Harvey House, many more sprang up along the railroads across the west.

Arkansas had its own Harvey House. In 1898, a Harvey House restaurant was built on the south side of the train depot at Rogers. It was larger than the depot itself and featured a kitchen, lunchroom and dining room. In 1907, six trains a day stopped in Rogers for meal service. Unfortunately, the restaurant burned in 1910 and was not rebuilt.

Harvey's restaurants focused on cleanliness, attentive service, quality food and reasonable prices. They often featured fine chandeliers, fancy tablecloths and elegant silverware. Setting a high standard for customers, meals at Harvey Houses were always served on china. Wearing a coat was a requirement as male diners entered the door. It has been suggested that the "Blue Plate Special" originated at the Harvey Houses because meals were served on blue-patterned china plates.



The Harvey Girls: Women of good character.



Fred Harvey had a vision for fine dining in a comfortable atmosphere.

THE HARVEY GIRLS

After realizing that most of the men he hired to work in his restaurants were rough and tumble men of the west, Harvey made the decision to look for women to be servers in his elegant dining rooms.

Harvey placed ads in newspapers back east searching for women between the ages of 18 and 30 who wanted to work as waitresses. Applicants had to be unmarried, well mannered, have a sense of adventure and be “of good character.” Those he hired signed a yearlong contract and lived next to or in the Harvey Houses. In the early days of the Wild West, hostesses working in Harvey Houses were often the only women around for miles.

Harvey Girls often worked six days a week and did 12-hour shifts. They wore long black dresses, starched white aprons, black stockings and black shoes. Along with the fine food they served, the Harvey Girls became a hit with the traveling public. The girls were immortalized in a 1946 film titled “The Harvey Girls” starring Judy Garland.

Without a doubt, the Harvey Girls were the true pioneers of the American West. The well-dressed and highly trained group of girls broke barriers, as they were essentially the country’s first national core of independent women working in the 1800s. They made a decent wage in a time when equal rights for women had yet to come into consideration.

CHANGING WITH THE TIMES

As the automobile began to replace passenger trains, Harvey began catering to the motoring public by building his restaurants along the growing highway system. By 1901, the Fred Harvey Company had 47 restaurants in operation. At the peak of the company’s success, it boasted Harvey Houses numbering in the

eighties. After building his fortune in restaurants, Harvey went on to build some of the finer hotels found in the Southwest. At the height of his success, Harvey’s empire totaled 23 hotels and 54 dining rooms.

HARVEY HOUSES STILL STANDING

Fred Harvey’s company continued in operation into the 1960s, with his son, and later, his grandson operating the business. In 1968, the company was sold to Amfac Parks & Resort, which later became Xanterra Parks & Resorts.

Most of the original Harvey Houses are gone today but a few still stand. Among them are the El Tovar Hotel and Bright Angel Lodge along the south rim of the Grand Canyon. Also surviving are the La Fonda Hotel in Santa Fe, New Mexico, and the La Posada Hotel in Winslow, Arizona. La Castaneda in Las Vegas, New Mexico, is currently being restored to its original grandeur. Another, the Belen Harvey House in Belen, New Mexico, has become a Harvey House Museum with menus, dishes, uniforms and travel items of the era on display.

A LEGACY OF GOOD SERVICE

There is more to the story of Fred Harvey and his efforts to market to the traveling public. In addition to providing good food in fine surroundings, he was also a leader in promoting tourism in the west as well as establishing a line of Native American “Fred Harvey Era jewelry.” Those are stories for another day.

By the time the Harvey Company was sold to Amfac, Inc., it had become the sixth largest food retailer in the United States. Fred Harvey had built a lasting legacy of good food served in fine surroundings. He had earned the title of “the founding father of the American service industry.” ■



LEAN BACK & SQUEEZE YOUR FEET

A DAY WITH AHP'S OWN WONDER WOMAN

BY BRITNI PADILLA-DUMAS

“THE BULL WILL DO THE REST!” The words bounced around in her mind as she sat on top of 1,500 pounds of ornery. Her heartbeat was pounding in her ears as the gate swung open.

...eight, seven...

Lean back and squeeze your feet.

...six, five...

The bull thrashes furiously to throw her

to the ground.

...four, three...

Grip the rope, stay in the seat.

...two, one...

WHOOOOOOMP!

In eight seconds, patrol officer Jennifer Evans became the first female Arkansas Highway Police Officer to win the Cops on Bulls Rodeo, an annual fundraiser for the Make-A-Wish Foundation.

“I had never ridden a bull before,” Evans said. “It was terrifying, but now I can check it off of my bucket list.”

Jennifer Evans began her ARDOT career in March of 2019 when she graduated from the Arkansas Highway Police (AHP) training academy. With a background in police and criminal justice, Evans brings many skills to the force.

She graduated from the University of



“This is a different feel of policing than I’m used to. In West Memphis, it was this break-neck speed, constant call-to-call; here, it’s fun because I’m educating people, policing the working folks, checking statutes, and making sure that trucks are safe.”

Arkansas after studying criminal justice and was hired at the West Memphis Police Department.

“I didn’t have a great childhood and the most positive people in my life were police. I’ve always been drawn to law enforcement—it’s always seemed like the right fit,” she said.

During her service in West Memphis, she completed an online graduate program through the University of Arkansas at Little Rock and received her Master’s in criminal justice. Evans also met her husband and they started a family.

“Shortly after my daughter was born, we wanted to get out of the West Memphis metropolitan area, so we came back to Mountain Home,” Evans explained.

The move required that Evans leave law enforcement. She was working as

a Department of Human Services child abuse investigator when positions with AHP were advertised.

During her AHP graduation ceremony, Evans was awarded the top score in academics, achieving a perfect score on two of the Federal Motor Carrier exams. She also received second place in marksmanship.

“I’ve been blessed that I’ve always been a good test-taker,” she said. “I have not always been a good marksman. When I went to the first police academy, I was not a good shot. I’m really proud of that second place recognition because of all of the work I had to put into it; it’s not something I’m naturally good at. It took years of practice.”

Evans recalled how being an AHP officer is a change of pace from her time in West Memphis and work on the SWAT team.

“This is a different feel of policing than I’m used to. In West Memphis, it was this break-neck speed, constant call-to-call; here, it’s fun because I’m educating people, policing the working folks, checking statutes, and making sure that trucks are safe.”

If she isn’t studying, shooting, or riding bulls, Evans juggles a few other hats in her daily routine.

“Right now, I’m balancing the new career and the wife and mom life. I switch into the mom role when I come home and take off the uniform, and it’s more about what are [my kids] going to do, what are they going to achieve? That is way more exciting than any of my own accomplishments. It can be hard sometimes because I can feel myself get overzealous and try to sign up for everything, but I’m working to reign it in and ease into it.”

The Arkansas Highway Police is part of a state agency that covers the entire State, but there are less than 140 officers in the organization.

“The administration treats us amazingly. The Chief, the Major, my Captain, they all treat me like family. They treat you like they care. Knowing that I have leadership that really goes above and beyond for me makes it easy for me to get up and show up every single day. I want to make them proud.”

As her career progresses, Evans hopes to find herself instructing officers.

“I love to teach. I remember how empowering it was when someone finally showed me how to shoot and I want to give back. I can help on the academic side, too, teaching people study habits and how to navigate the exams.”

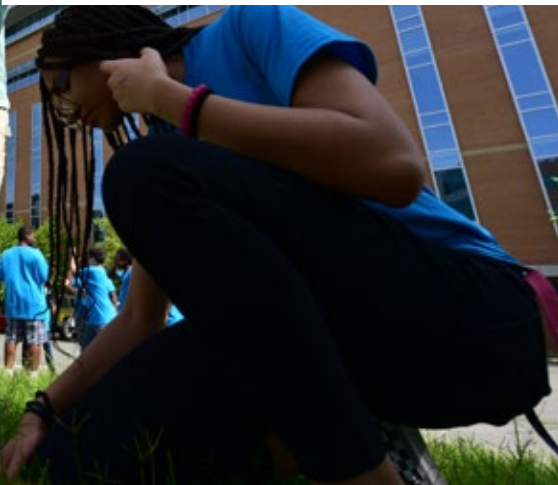
At the end of the day, Evans circles back to being a role model for her daughter.

“This was my first year to participate in the Law Enforcement Torch Run for the Special Olympics. I look forward to my daughter being older so I can take her to these events and have her experience doing something for a bigger cause than herself.” ■



INSTITUTE OPENS WINDOWS TO CAREERS IN TRANSPORTATION

BY DAVID NILLES



HOW MANY JUNIOR OR SENIOR HIGH SCHOOL STUDENTS KNOW EXACTLY WHAT THEY WANT TO DO WHEN THEY GRADUATE FROM HIGH SCHOOL? Perhaps some, but not all. Chances are that a majority of students would jump at the opportunity to spend a few weeks on a college campus with their peers participating in a hands-on program that explores the possibilities for the future.

The National Summer Transportation Institute is a fun and interactive two-week residential program for high school students that allows exploration of various transportation fields and careers (land, water, air and safety). The Institute teaches students through field excursions, projects, labs,

classes and hands-on activities.

Seventeen students from across Arkansas participated in the National Summer Transportation Institute in June hosted by the University of Arkansas at Little Rock (UALR). Among them was Kennedy Neal of Little Rock who attends Episcopal Collegiate School.

"I've known I wanted to go into engineering since sixth grade because I went to a STEM academy where science, technology, engineering and math were constantly ingrained," she explained. "Last year, I attended the Engineering Scholars program at UALR and this year I selected which engineering field I wanted to go into. This Summer Transportation Institute allows me to explore civil engineering and the different paths

out there.”

Shamarion Gilmore, a 10th grade student from Maumelle, feels attending the Institute was a great opportunity.

“I really fell in love with engineering a few years ago and I’m just trying to get some insight on different engineering careers.”

ARDOT’s Materials Lab was the destination for students on June 18. Students learned firsthand about the plasticity of soil, steel strength and the different layers of asphalt that make up a roadway.

“I’m surprised at all the different tests they run in the lab because I haven’t studied this type of engineering before,” Gilmore shared.

Other opportunities abounded during the two-week program. Students learned about college admissions, participated in an engineering design class and lab, made a field excursion to the Murray Lock and Dam and the Big Dam Bridge, and participated in a Surveying Lab presented by Jim Tadel, ARDOT Staff Land Surveyor.

Another highlight of the Institute was the design and building of remotely operated underwater robots called SeaPerches.

The SeaPerch Program provides students with the opportunity to learn about robotics, science, technology, engineering and mathematics (STEM) while building an underwater remotely operated vehicle as part of a science and engineering technology curriculum.

“They were an interesting piece of machinery,” student C.J. Finley shared. “Especially when you consider they were made out of PVC pipe by teenagers! My team’s robot made it about four feet below the surface.”

“We got to build them with solders and drills,” Kalyse Cureton added. “They were fun and worked for the most part.”

This year’s Institute allowed students to visit in a casual setting with an ARDOT engineer. A session called “Dessert with an Engineer” featured District Six Maintenance Engineer Johnathon Mormon.

“The students were very attentive and enjoyed the discussion,” Mormon shared. “We talked about the requirements to be an engineer, not only at ARDOT, but as a profession and how engineers impact the world. We discussed taking as many science and math classes available while in high school, developing good communication and writing skills, developing discipline skills, starting a resume and allowing it to be a working document, how participation in extracurricular activities helps with respect to teamwork, and not letting setbacks during the journey prevent you from obtaining your dreams.”

The National Summer Transportation Institute (NSTI) Program was authorized by Congress under Section 1208 of the Transportation Equity Act for the 21st Century as a Transportation Career Education Program for Secondary School Youth. ■



A surveying lab at UALR.



Union star, Highway 9, Fox


ARKANSAS QUILT TRAIL

BY BRITNI PADILLA-DUMAS

IF YOU'VE EVER FOUND YOURSELF DRIVING IN RURAL PARTS OF THE NATURAL STATE AND NOTICED A QUILT BLOCK PAINTED ON THE SIDE OF A BARN, THEN YOU'VE BEEN ON THE ARKANSAS QUILT TRAIL.

Winding through the Ozark Mountains, the Stone County Quilt Trail is comprised of 58 miles and 20 painted blocks between Fox and Mountain View.

If you begin the tour in Fox, you'll catch the Confederate



Unfolding Star,
Highway 263, Fox

Star and the Union Star on State Highway 9 hanging on the Rodney and Angalee Rushing barn. The blocks are a tribute to Rodney's paternal great-grandparents who moved to Rushing in the early 1870s.

Continue north on Highway 9 to the Bread Basket block on the Kennon barn in the Turkey Creek community. Keep driving to see Front Porch Memories on the barn doors at Sugar Hill Ranch. As Highway 9 enters Mountain View, cut across town to State Highway 5 to see more of the trail. On your way back, check out State Highway 87 to wrap up the tour.

For more information about the significance of each block's design, or for the history of the area, visit www.arkansasquilttrails.com/stonecounty.

Front Porch Memories

12585 Highway 9, Mountain View

Music Warms the Heart

101 E. Main St., Mountain View

Confederate Star

624 Highway 9, Fox, Arkansas

Union Star

624 Highway 9, Fox, Arkansas

Arkansas Crossroads

1104 Sylamore Ave., Mountain View

Swirling Leaves

2829 Highway 87, Mountain View

Bread Basket

6271 Highway 9, Mountain View

Schoolhouse Quilt Block

5004 Highway 9, Mountain View

Ozark County Inn

219 S. Peabody St., Mountain View

Unfolding the Star

16262 Highway 263, Fox, Arkansas

This article highlights quilts found on Arkansas Highways. Additional blocks can be found at the Arkansas Quilt Trails website by selecting the Google Map hyperlink of the entire trail. ■



Front Porch Memories, Highway 9, Mountain View



Music Warms the Heart, 101 E. Main St., Mountain View



Confederate Star, Highway 9, Fox

FORGING WITH FIRE & HAMMER

District Four's Dan Mowrey Enjoys Blacksmithing

BY DAVID NILLES

THE ART OF BLACKSMITHING DATES BACK TO 1500 B.C.

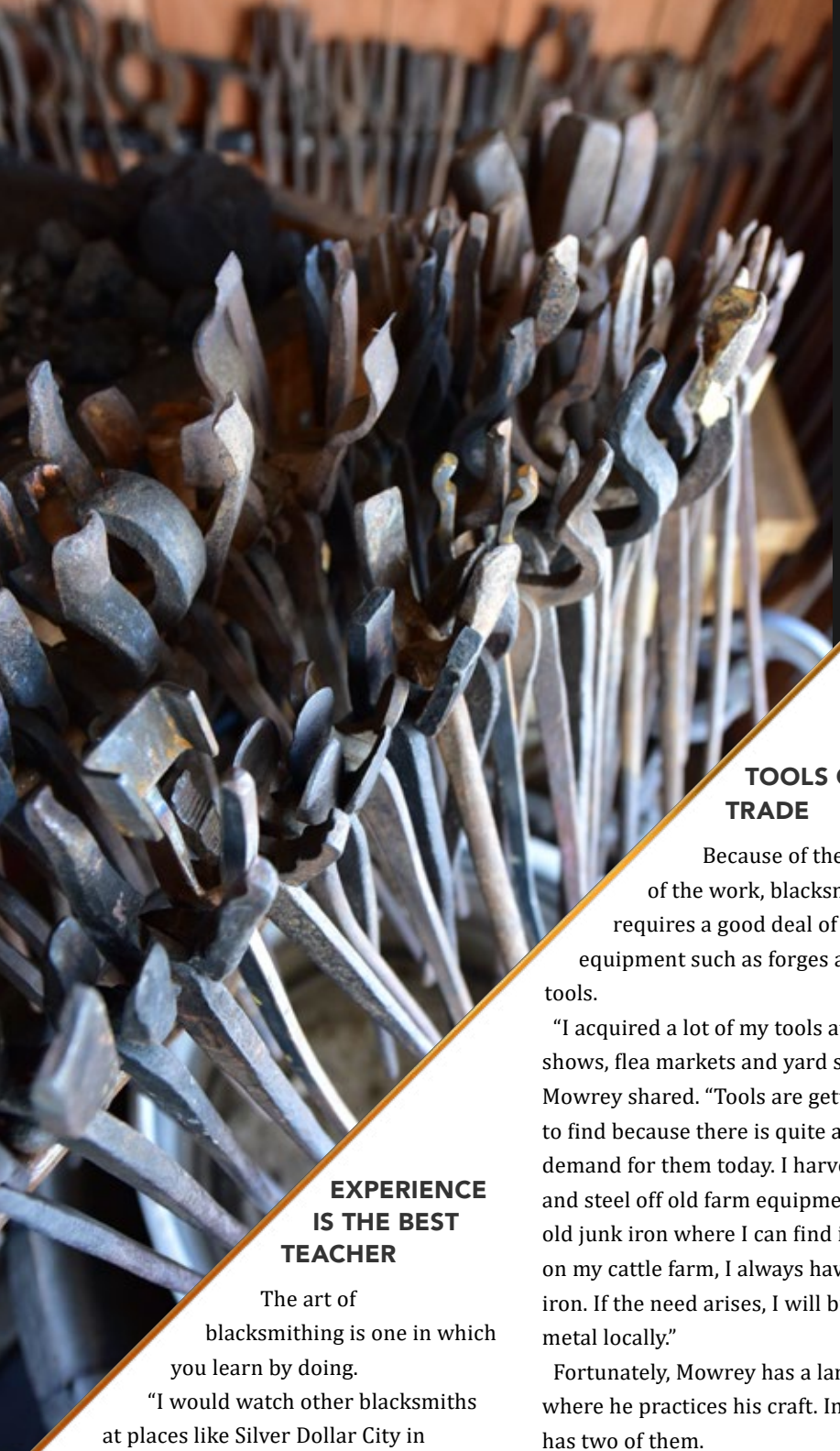
IN WHAT IS NOW SYRIA. VILLAGERS WERE DEPENDENT ON BLACKSMITHS TO PROVIDE TOOLS SUCH AS AXES AND PLOWS IN ORDER TO MAINTAIN THEIR WAYS OF LIFE.

The items the blacksmith could create ranged from weapons and armor to simple things such as chains or nails. With the Industrial Age, factories began springing up that replaced the village blacksmith. By the 20th century, the blacksmith had almost become obsolete.

Today, there are still blacksmiths who are preserving this age-old art form who go about teaching the craft to new generations of admirers. Dan Mowrey, Maintenance Aide Specialist in District 4, is one of those.

"I have been blacksmithing for 25 years," Mowrey recalled. "It began when I started collecting the old blacksmithing tools. One thing led to another and before you know it, I was doing demonstrations at area tractor shows."





EXPERIENCE IS THE BEST TEACHER

The art of blacksmithing is one in which you learn by doing.

"I would watch other blacksmiths at places like Silver Dollar City in Branson or the Ozark Folk Center at Mountain View," Mowrey stated. "I got to be friends with some of them. Eventually, I would go up to Mountain View for their "Fire on the Mountain" competition where you have just three minutes to forge a leaf design."

Today, Mowrey's love of making things has expanded beyond leaves to include such items as crosses, rat-tail hooks, S-Hooks and even knives.

TOOLS OF THE TRADE

Because of the nature of the work, blacksmithing requires a good deal of space for equipment such as forges and large tools.

"I acquired a lot of my tools at trade shows, flea markets and yard sales," Mowrey shared. "Tools are getting hard to find because there is quite a bit of demand for them today. I harvest my iron and steel off old farm equipment or get old junk iron where I can find it. Working on my cattle farm, I always have extra iron. If the need arises, I will buy new metal locally."

Fortunately, Mowrey has a large shop where he practices his craft. In fact, he has two of them.

"I have my original shop that I built myself out of sawed lumber, rock and some salvaged bricks from buildings in Fort Smith damaged when the tornado went through in 1996. When I started going to shows, I found myself loading and unloading everything onto a trailer. It was not very secure so I came up with the idea to build a second, mobile blacksmith shop that allowed me to show more items and some of my old equipment. The

mobile shop has a line shaft that runs the belts and all of my other equipment."

Mowrey's mobile shop includes a forge, a 25-pound power hammer, a wire buffing wheel, a post drill press, a bench grinder and a metal reciprocating band saw...all run by the line shaft. The shop also houses his hammers, tongs and swage blocks.

There is also the challenge of keeping his forge fires burning.

"Coal costs money to burn," Mowrey explained. "It is hard to find in this area. I came across my coal in a little strip mine over around Hackett, Arkansas, about ten years ago. I shoveled up one hundred five-gallon buckets one day. I'm still burning on it."

THE ART OF FORGING

It takes more than a creative eye to hammer out a perfect finished piece. A blacksmith has to know the properties of iron or steel when working them over a fire.

"Your heat intensity has to be just right," Mowrey explained. "You monitor what you are working on by the color of the metal. If the metal gets too hot, it will melt. For example, I will get to talking to someone at a show while I am working and the next thing I know, my iron has burned in two. On the flip side, if you work it when it is too cool, the metal will tend to crack on you or be harder to work with. You want your metal to be a bright red and that will give you the flexibility you need to work with."

TEACHING FUTURE GENERATIONS

Today, the art of blacksmithing is making a comeback. Demand for works of

iron have risen in recent years.

"Some high end homes today will have custom-made iron stair railings, custom made gates or entry ways," Mowrey observed. "I have made some latches for a friend that built a log cabin. I also have made hinges for cabinet doors. There is a market if you have the facilities to do high-end work for people."

Mowrey is glad to share his knowledge of the craft with others. In addition to his work at ARDOT and his cattle farm, he manages to make seven or eight events each year.

"A lot of people are interested in my shop and what I do. They are amazed at how the mobile shop is set up and what I have included inside it. We have hosted Boy Scout troops and families. If someone is interested, I am glad to show them a little bit."

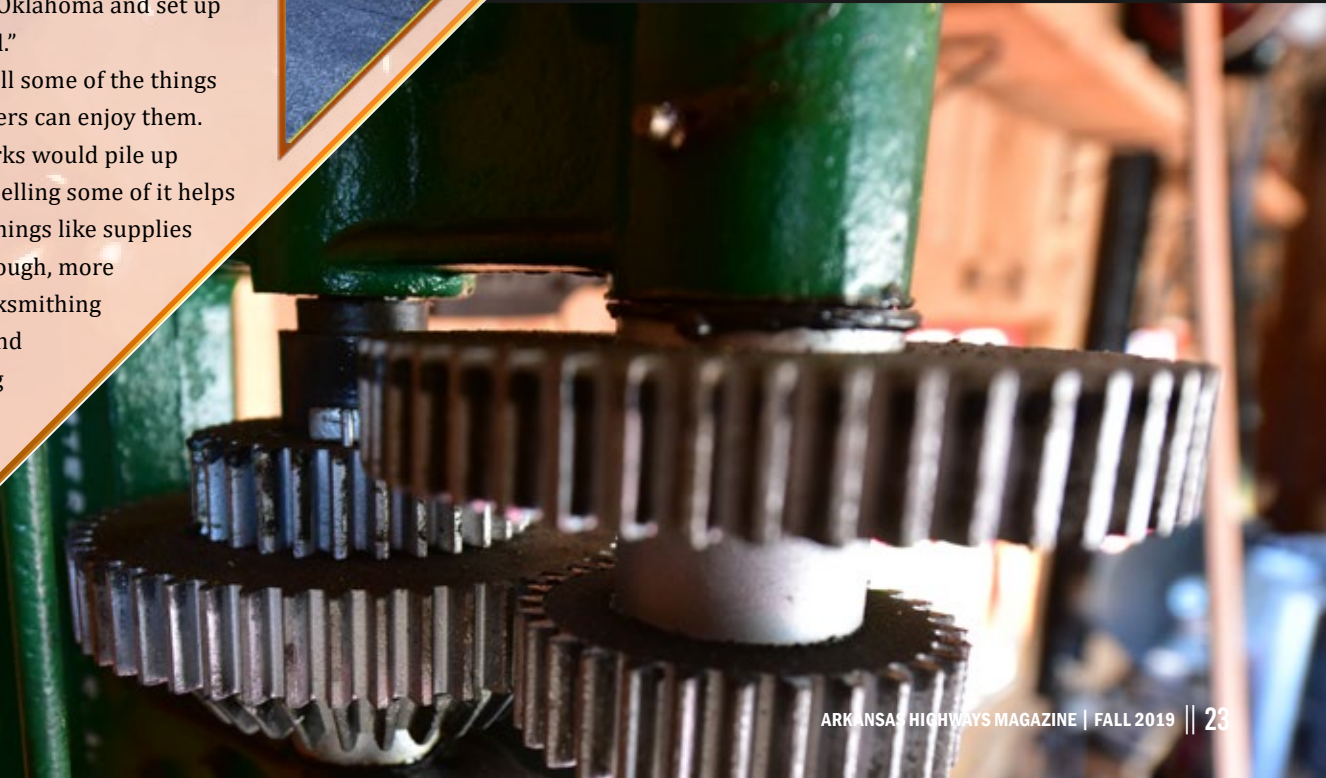
MORE TIME TO TRAVEL

Mowrey has worked at ARDOT for 34 years. He hints that retirement could be just around the corner. With that will come more time for the farm and blacksmithing.

"I take my mobile shop to Gentry, Arkansas, to a tractor show up there. We also go to the Trolley Museum in Fort Smith a couple of times a year. My tractor club has a show each spring. We will go to Robbers Cave in Oklahoma and set up there for a weekend."

Mowrey tries to sell some of the things he has made so others can enjoy them.

"If I didn't, my works would pile up around the house. Selling some of it helps with expenses for things like supplies and coal. For me though, more than anything, blacksmithing is a hobby I enjoy and an ongoing learning experience." ■



ARKANSAS' SCENIC BYWAYS:

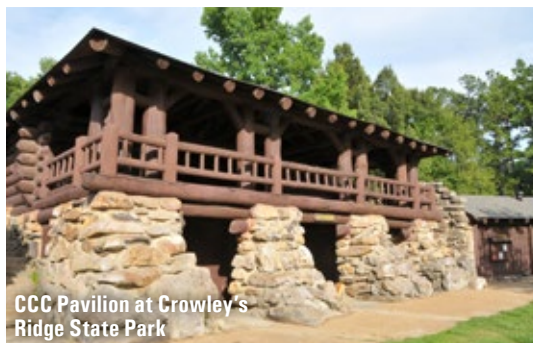
Taking the Scenic Route

BY DAVID NILLES

Arkansas is the Natural State. Our highways provide incredible vistas that feature lakes, rivers, mountains, forests and much more. Within our borders are a select few highways that stand at the top of the list when it comes to great scenery and local flavor. They are Arkansas' Scenic Byways. This series looks at each one, allowing you to pick a favorite, chart a course and hit the open road.

RISING SOME 300 FEET ABOVE THE FLAT TERRAIN OF THE DELTA IN EASTERN ARKANSAS IS CROWLEY'S RIDGE, A LAND FORMATION THAT CAN BE SEEN FROM MILES AWAY.

The ridge formed when the Mississippi and Ohio Rivers eroded the land on each side and wind-blown soils added height to the remaining ridge. It begins in Missouri, near Cape Girardeau, and forms a crescent shape into Arkansas, ending at Helena-West Helena -- some 210 miles to the south. The width of the ridge varies from ten miles near Jonesboro, to only one mile near Harrisburg.



CCC Pavilion at Crowley's Ridge State Park



The Hemingway-Pfeiffer Museum and Education Center in Piggott

ROUTE: Highways 62, 64, 90, 135, 141,
163, 168, 284, 412

POINTS: Helena-West Helena to Saint Francis

LENGTH: 198 miles

There is no better way to experience Crowley's Ridge than to drive the 198-mile Crowley's Ridge Parkway. The route travels the top of the ridge and is characterized by hardwood forest, farmland, orchards and a variety of recreational and historical resources. It was designated one of Arkansas' scenic highways in 1997 and became a national scenic byway in 1998. The route consists of segments of 17 highways, two county roads and several city streets. The parkway takes motorists through the St. Francis National Forest and offers plenty to do with outdoor opportunities at five State Parks.

In Forrest City, make your first stop the **ST. FRANCIS COUNTY MUSEUM**. It serves as a visitor center for the parkway. The museum is housed in the historic Rush-Gates home, which was built in 1906 and shares the history of the county through exhibitions and photographs.

Just north of Forrest City is **VILLAGE CREEK STATE PARK**. Village Creek is Arkansas' largest park at 6,911 acres. Five trails offer an opportunity to explore the ridge's unique topography and plants. Anglers will find two lakes within the park that are perfect for fishing.

For travelers interested in Native American history, the next stop is **PARKIN ARCHEOLOGICAL STATE PARK**. The park preserves and interprets a site on the St. Francis River where a 17-acre American Indian village was located from 1000 to 1550 A.D. A large platform mound remains to this day.

LAKE POINSETT STATE PARK offers a 640-acre lake that is a paradise for crappie, catfish and bass fishing. There are 29 campsites, picnic areas and boat rentals for those who want to get out on the water.

After visiting three state parks, the parkway leads to Jonesboro, the largest city in northeast Arkansas. Stop at **ARKANSAS STATE UNIVERSITY** and step into the school's museum. The ASU Museum focuses on the natural history and cultural heritage of the Delta Region. It is the largest, most comprehensive museum in northeast Arkansas and well worth the visit.

(continued on page 26)





Crowley's Ridge State Park

While in Jonesboro, head to the **FORREST L. WOOD CROWLEY'S RIDGE NATURE CENTER**. Inside, exhibits reveal the natural forces that formed Crowley's Ridge. There are exhibits focusing on native wildlife, ranging from large game animals to small insects. Several trails are on the grounds for observing native plants and wildlife.

North of Jonesboro is **LAKE FRIERSON STATE PARK**. Recreational opportunities in the park include fishing, hiking, kayaking and pedal boats. The park is known for its dogwood trees that bloom each spring.

The fifth state park on this scenic highway is **CROWLEY'S RIDGE STATE PARK**. This park occupies the former homestead of Benjamin Crowley, whose family first settled this area. There are two lakes, one for fishing and the other for swimming. Lake Ponder is one of the most popular fishing areas in the State. Hiking is available on four different trails.

To the north, the byway leads to Paragould where you will want to visit the **HISTORIC GREENE COUNTY COURTHOUSE** and the **GREENE COUNTY MUSEUM**.

The parkway makes its way towards Piggott on Highways 141, 90 and 62. A must stop in Piggott is the **HEMINGWAY-PFEIFFER MUSEUM AND EDUCATION CENTER**. The center is where Ernest Hemingway wrote portions of his novel *A Farewell to Arms* as well as other works.



Forrest L. Wood Crowley's Ridge Nature Center

For history buffs, make the drive just outside of Piggott to the town of St. Francis to see the **CHALK BLUFF CIVIL WAR BATTLEFIELD SITE**. In 1863, Union and Confederate soldiers clashed over this transit point looking over the bluffs of the St. Francis River. The battle is interpreted through markers placed along a walking trail.

Standing on the banks of the St. Francis River, with Missouri on the far shore, this brings tourists to the northern end of Crowley's Ridge Parkway. **■**



OUT & ABOUT

CALENDAR OF EVENTS AROUND THE STATE

Several events in November and December are worth noting. Our State is full of interesting things to do, no matter what highway you take. For future event listings, check Arkansas.com/events.

- * **TASTE OF THE HOLIDAYS:** Over 20 food and beverage vendors, science activities and demonstrations, a silent auction and announcement of the fourth annual Student Scholarship Award. • NOVEMBER 21
- * **OZARK HOLIDAYS CRAFT SHOW:** More than 30 juried artisans will offer heirloom quality weavings, glasswork, leatherwork, woodcarvings, basketry, metalwork and more. Crafts demonstrations are also part of the weekend. NOVEMBER 28 - 29
- * **THE NUTCRACKER BALLET:** The seasonal classic will feature Arkansas Festival Ballet and guest dancers accompanied by the South Arkansas Symphony Orchestra's performance of Tchaikovsky's famous score. • NOVEMBER 30
- * **BINGOFLIX: SANTA CLAUS CONQUERS THE MARTIANS:** Play bingo to some of the most hilarious movie clichés ever during a screening of the so-bad-it's-good film, Santa Claus Conquers the Martians! The film is a baffling mixture of sci-fi, Christmas cheer and childish slapstick. Bingo! • DECEMBER 3
- * **UGLY SWEATER RACE:** Dig out that ugly holiday sweater and celebrate the best of the season with a healthy dose of physical fitness! This 5K race is a part of the Run Local Race Series. • DECEMBER 14
- * **WINTER SOLSTICE CELEBRATION:** Celebrate the longest night of the year by joining a park interpreter to learn about the prehistoric builders of the Toltec Mounds and their earthen calendar. Enjoy a guided tour and, after sunset, warm up at a fire with hot cocoa, cider, s'mores and American Indian storytelling. • DECEMBER 14

NOVEMBER 21 *
TASTE OF THE HOLIDAYS
Mid-America Science Museum
Hot Springs, AR

NOVEMBER 21 - FEBRUARY 8
METALPOINT DRAWING: A CLASSIC ARTFORM
Arts & Science Center for Southeast Arkansas
Pine Bluff, AR

NOVEMBER 28 - 29 *
OZARK HOLIDAYS CRAFT SHOW
Administration Building
Mountain View, AR

NOVEMBER 30 *
THE NUTCRACKER BALLET
First Financial Music Hall
El Dorado, AR

DECEMBER 3 *
BINGOFLIX: SANTA CLAUS CONQUERS THE MARTIANS
CALS Ron Robinson Theater
Little Rock, AR

DECEMBER 14 *
UGLY SWEATER RACE
Outlets of Little Rock
Little Rock, AR

DECEMBER 21 *
WINTER SOLSTICE CELEBRATION
Toltec Mounds Archeological State Park
Scott, AR



Ozark Holidays Craft Show



Winter Solstice Celebration
(Toltec Mounds Archeological State Park)
Photo courtesy of AR Parks & Tourism





MAINTENANCE CREWS: ON LOCATION

DISTRICT 8

THERE WAS LITTLE OR NO WIND ON TOP OF MT. NEBO ON AUGUST 7. That was good news for Maintenance Division crews working in District 8 as their assignment for the day was to assemble a new radio communications tower on top of the mountain located near Dardanelle.

The tower location is inside Mount Nebo State Park, ordinarily known for impressive views of Lake Dardanelle, the Arkansas River and surrounding mountain ridges. For ARDOT, the 1,350 elevation on top of the mountain provides a better signal for one of the Department's radio communications towers. The towers are utilized for two-way land mobile radio communications by the Arkansas Highway Police and ARDOT's maintenance crews when working out in the field.

After 50 years of service, the time had come to replace the existing 120-foot tower on Mt. Nebo with a new 160-foot tower.

"The existing tower had some bad spots that had broken or rusted," District Eight Maintenance Engineer David Tolleson shared. "The new tower will increase our signal strength and should last another 50 years."

The morning was spent lifting and attaching three sections of the tower to the base section that had already been built and secured on a concrete footer. The task of climbing those sections and bolting them together was a job for Tanua Bryan, David Fort, Pat O'Bannon and Kelley Fields, all ITS Specialists in ARDOT's Maintenance Division. The crane utilized for the construction was hired out because ARDOT does not have cranes large enough for this kind of work. Once the tower was completed, the afternoon was spent disassembling the old tower located some 30 yards away.

In addition to erecting the new tower, District 8 maintenance crews constructed the new building beside the tower that houses microwave equipment for Internet and data capabilities.

Additional tower replacements are planned in the coming years. ■

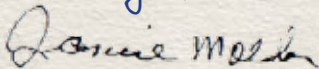
Dear ARDOT

For over a year there was a large tree leaning near Harrisburg Road across from Central Baptist Church and as time passed it was evident the tree was leaning further. I became concerned the tree would fall onto a vehicle passing by and had it done so, it would have surely injured, or possibly killed someone.

I called your office here in Jonesboro and discussed the danger of the tree with Mr. Rick Hale. He was very polite and acted very concerned. He stated he would have someone inspect the tree and would contact me once that was done. Within a matter of days Mr. Hale called me back and advised he was making arrangements to have the tree cut down. Within another week the tree was removed.

In this day and time, it is very refreshing to encounter someone in the public sector who truly cares about the customer. I really appreciate the way Mr. Hale handled the entire process.

Thank you,



Mrs. Janice Molder

TIMELY REPAIRS; MINIMUM INCONVENIENCE

Dear Mr. Headley,

On behalf of the City of Friendship, let me express our sincere gratitude to the Arkansas Department of Transportation for the maintenance performed on Highways 67 and 128 in our city. The culvert replacements and drainage ditch maintenance has helped tremendously.

I would like to specifically acknowledge the professionalism shown by you and the maintenance team, which ensured timely repairs with a minimum of inconvenience to our citizens.

William Garrett
City Council Member
City of Friendship

TAKING CARE OF ROADWAY PATIENTS

This afternoon we were driving on Interstate 40 and somewhere in the first 20 or 30 miles there was a huge accident in a construction zone involving a semi truck and three passenger vehicles. The driver of one of the vehicles was partially trapped in her car. As a Fire Medic I carry equipment with me, so I ran up to the scene, and when I arrived the construction workers were already taking care of all of the patients, making sure they were all OK. It turns out that many of them are themselves firefighters with first aid or EMT training, and knew exactly what to do, making sure everyone was safe and well taken care of. We were all able to work together with the arriving ambulance and fire crews to help extricate and get the patients to safety; the crews helped put out the fire and the state troopers and the tow trucks cleaned up the road to get everyone moving again. A huge shoutout to the whole team working there - it was a testament to their professionalism and worthy of pointing out!

Cory

FOUR GENTLEMEN OF ARDOT

Chad Adams,

I did not know who to contact and hope you would be kind enough to forward this to the proper person/department.

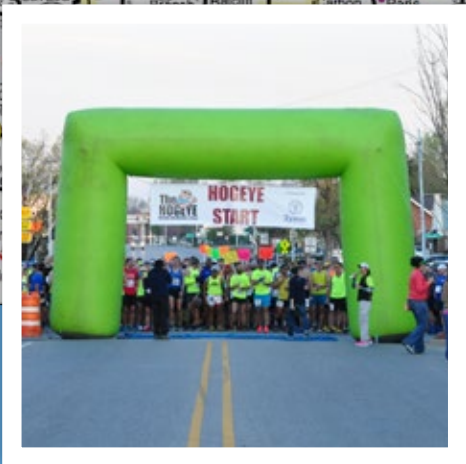
I truly wish to "thank" the four ARDOT employees who went out of their way to stop and check on us June 6, 2019. Our black SUV hydroplaned on Highway 49 North just past the Bobby Hopper Tunnel at 3:45 pm. We had been heading home to Fayetteville from Hot Springs but when the car finally stopped spinning, we were facing southbound, looking at the oncoming traffic from the ditch. For three older ladies, we were shaken but not hurt! Unfortunately, the car sustained damage and had to be towed.

The four gentlemen offered us water, asked if anyone was injured or if they could be of any assistance. They were very kind to us and we sure appreciated them stopping! Thank You ARDOT!

Bernadette Boyle
Secretary
Washington County Extension
Homemakers Council

ON THE MAP

SPENDING TIME WITH AN ARKANSAS HIGHWAY MAP CAN BE INTERESTING. HAVE YOU EVER VISITED HERE?



The Hogeys Marathon takes place northeast of Hogeys in Springdale, Arkansas.
Photo courtesy of hogeysmarathon.com

H OGEYE IS AN UNINCORPORATED COMMUNITY IN WASHINGTON COUNTY, ARKANSAS.

Washington County records note the earliest mention of Hogeys in 1860. The area has been known locally as Hogeys since the Civil War, but was formally named Moffit, Latonia, and Billingsley. The name was officially changed to Hogeys in 1971. The origin of its interesting name is said that the town was so small, it was no bigger than a hog's eye. ■

DISTRICT 8

CONSTRUCTION



CORNER

Major improvements are underway on a section of U.S. Highway 65 in Van Buren County. The roadwork is located west of Greers Ferry Lake.

A \$30.8 million contract awarded to White River Materials, Inc. in November of 2017 is widening the two-lane highway to five lanes. The work also includes construction of two bridges measuring 132- and 210-feet in length.

Work on the eight-mile section is expected to be complete in October of this year.

With completion of this project, Highway 65 will feature five lanes extending from Interstate 40, at Conway, northward to Clinton. ■





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

