

NOVEMBER/DECEMBER 2018

Arkansas HIGHWAYS

A PUBLICATION OF THE
ARKANSAS DEPARTMENT OF TRANSPORTATION | MAGAZINE

Arkansas' Scenic Byways

**TAKING THE
SCENIC ROUTE**

EDNA RAMIREZ:
An Inspiration
for Many

ARDOT'S SIGN SHOP:
Showing Motorists
the Way

**REMEMBERING THE
TRAIL OF TEARS**
on U.S. Highway 70

DIRECTOR'S MESSAGE



TEAMWORK MAKES THE DIFFERENCE

IN THE NEXT FEW DAYS, my son and his high school football team get the opportunity to play in the State Championship game. By the time this is published, we will know whether they won or not, but that is not the real point.

Not many get this kind of opportunity. I know from years of playing and coaching that it takes talent, hard work, teamwork, and a few breaks along the way. I have seen these young men work hard and long hours over the past several months to get them where they are today. There were early mornings and late nights, and there were injuries that took some out of action (including my son). But what I have continually seen is a group of young men that have come together to play as a team with one common goal. And that has been awesome to watch.

Another thing that was awesome to watch was our performance at the Southeastern Regional Equipment Operators ROADEo in Rogers a couple of months ago. The ARDOT team worked hard and came together as a group for a landslide win. I saw the focus and determination from the time the winners were announced at our Statewide ROADEo. But just as awesome to watch was the way so many staff members came together as the Host State to make the Regional ROADEo such a success. Again, there was much hard work and many long hours to make everything happen. As evidence of that success, we still get many positive comments about what great hosts we were and what a great event it was.

Teamwork — one vision through collaboration and communication — is one of our core values. This is what it takes to be successful with any group, whether it is a high school football team, a team of equipment operators, a team that plans and executes such a big event, or an entire State Department of Transportation.

My congratulations and appreciation go out to everyone involved — my son's football team, the Regional ROADEo championship team, and the team that planned and worked the ROADEo. But I also congratulate and appreciate every one of you for making the ARDOT team so great. Hard work and long hours are just what we do to make a positive impact on the many that travel throughout our great State.

Thank you for all you do, and stay safe.

Scott E. Bennett, P.E., Director



FRONT COVER:
Fall foliage on State Highway 103

BACK COVER:
State Highway 309
Mount Magazine Scenic Byway

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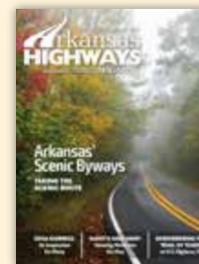
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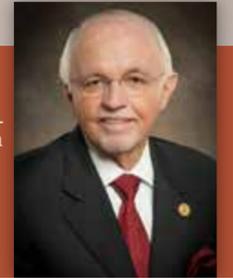
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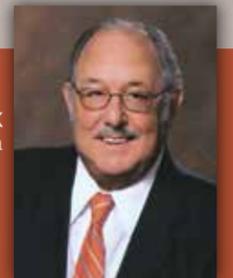


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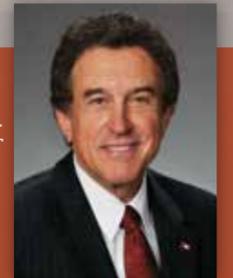
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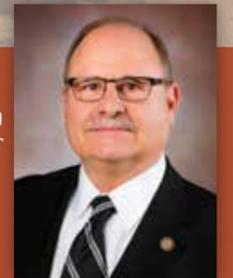
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Newly widened U.S. Highway 64 in Crittenden County.

CONNECTING ARKANSAS PROGRAM MARKS 5-YEAR ANNIVERSARY

BY DAVID NILLES

ARDOT'S CONNECTING ARKANSAS PROGRAM (CAP) IS ONE OF THE LARGEST HIGHWAY CONSTRUCTION PROGRAMS EVER UNDERTAKEN BY THE DEPARTMENT. Through a voter-approved constitutional amendment, Arkansans passed a temporary half-cent sales tax in order to construct 36 projects in 19 statewide corridors.

ASSESSING THE PROGRESS

Five years into the program, construction crews are making progress with improvement projects throughout the State. Since July 2013, ARDOT has completed 11 construction projects and has another six under construction, equaling more than 85 miles of highway and Interstate improvements. Another eight projects featuring 60 miles of widening or new-alignment construction are scheduled for bid openings later this year.

"The people of Arkansas voted for a half-cent sales tax to pay for capacity and safety improvements on our State's Highway and Interstate System," said ARDOT Director Scott Bennett.

"The CAP program has provided a way to accelerate many of our construction projects, and it's exciting to see ribbon-cutting ceremonies taking place and new travel lanes opening."

Much of the work accomplished in the first half of the program has focused on project development that includes design, environmental handling, right-of-way and utility coordination. A majority of the Department's design tasks are now complete, and the projects are transitioning into the construction phase.

"Reaching the five year anniversary is an important milestone for the Connecting Arkansas Program," stated Keli Wylie, the CAP Administrator. "The citizens of Arkansas can see their tax dollars at work, and we have received hundreds of positive comments on the speed with which these projects have been constructed and opened to the traveling public. As our focus begins to shift more toward construction, the value that the program brings to our State roadways will become more and more evident."

(continued on page 6)

First section of the U.S. Highway 412 Bypass in Springdale.



Connecting the Bella Vista Bypass with Interstate 49.



With the completion of \$431.5 million in CAP construction projects, a number of high-profile corridors have been improved, while several other corridors will open new lanes to traffic this year. Below are projects that have been completed.

► **Interstate 40 widening between Conway and North Little Rock**

The final section of Interstate 40 to be widened from four to six lanes opened in 2016. The \$38.4 million job stretched 5.1 miles from State Highway 365 to the Interstate 430 interchange.

► **Connecting the Bella Vista Bypass with Interstate 49**

With this \$52.6 million project, more than six miles of newly constructed lanes on the bypass opened between Interstate 49 and State Highway 72 in 2017. This enabled traffic in western Benton County to travel approximately 12 miles on the new bypass.

► **Widening Interstate 49 in Washington and Benton Counties**

Construction of four CAP projects totaling \$116.3 million has widened more than 15 miles of Interstate 49 to six lanes between Fayetteville and Bentonville.

► **Completing the first section of the U.S. Highway 412 Bypass in Springdale**

As the largest single contract ever awarded by the Highway Commission at \$100.6 million, this first leg of the long-envisioned bypass in northern Springdale opened in April of this year. A section of four-lane, divided freeway totaling more than 4.5 miles on new alignment is one of the foundational pieces in helping to alleviate east-west traffic in Springdale.

► **Widening U.S. Highway 70 between Interstate 30 and Hot Springs**

More than 18 miles and \$78.5 million of widening on U.S. Highway 70 in Garland and Saline Counties opened to traffic in June. The work improved safety on this busy route between Hot Springs and Interstate 30 by straightening curves and flattening hills.

► **Widening U.S. Highway 64 in Crittenden County**

This \$23.3 million job widened 5.5 miles of U.S. Highway 64 to four lanes east of Earle. A ribbon cutting was held in June on this project that contributes to the continued widening of Highway 64 between Wynne and Marion.

► **Widening U.S. Highway 64 in White County**

This \$8 million project contributes to the four-lane widening of U.S. Highway 64 between Conway and Beebe. The project was completed in August 2017 and widened three miles of the highway west of Beebe.

Widening Interstate 630 for two miles between Baptist Hospital and University Avenue in Little Rock.



“THE CAP’S SUCCESS HAS GAINED NATIONAL ATTENTION AMONG HIGHWAY AND TRANSPORTATION AGENCIES ACROSS THE COUNTRY.”

Columbia and Union counties will contribute 11.5 miles of work towards the four-lane widening on U.S. Highway 82 between El Dorado and Texarkana.

BENEFITS REACH STATEWIDE

Although these construction projects are the core of the program’s focus, every city and county in Arkansas also benefits from the half-cent sales tax. In addition to the \$1.8 billion that has been projected to accrue from 70 percent of the tax revenue, another 30 percent of the tax is turned back to local governments for local road and street projects, an estimated \$700 million.

“The CAP truly is a statewide improvement program,” Bennett said. “Because Arkansans supported this program, we’re able to improve vital parts of our statewide system that may have been delayed years into the future due to funding constraints. The CAP’s success has gained national attention among highway and transportation agencies across the country.”

For Wylie, the success of the program hits closer to home.

“For me personally, it’s been very exciting to be a part of so many projects at each stage: from planning and throughout preliminary engineering, from the start to finish of construction, and finally to the ribbon cutting. This unique perspective has given me a great sense of appreciation and pride in the Department and all of its employees.”

Program and project information on the Connecting Arkansas Program can be found on the program website at ConnectingArkansasProgram.com. The site provides maps, schedules, project updates, lane closure announcements, public meeting documents and ways to submit questions and comments. □

► **Constructing the Monette Bypass in Craighead County**

A 3.2-mile bypass north of Monette opened to traffic in November 2017. Constructed for \$13.7 million, the four-lane bypass on new alignment contributes to widening State Highway 18 between Jonesboro and Blytheville.

► **Pulaski County:** Widening Interstate 630 for 2.2 miles between Baptist Hospital and University Avenue.

► **Pulaski/Lonoke Counties:** Widening U.S. Highway 67 for 4.6 miles between Jacksonville and Cabot.

Additional widening projects will begin over the next two years. Those include U.S. Highway 67 within the Jacksonville city limits, Interstate 30 southwest of Benton and Interstate 30 corridor improvements associated with the 30 Crossing project in Little Rock and North Little Rock. By the end of the program in 2023, two sections of U.S. Highways 82/425 will widen 15 miles between Hamburg and the Louisiana state line, and another two projects in

SIX PROJECTS ARE CURRENTLY UNDER CONSTRUCTION:

► **Boone County:** Widening U.S. Highway 65 for 4.5 miles through Valley Springs.

► **Calhoun County:** Two projects are widening U.S. Highway 167 for more than 11 miles between Hampton and Fordyce.

► **Mississippi County:** Widening State Highway 18 for 1.8 miles east of Manila.



Excellence in CIVIL RIGHTS

BY DAVID NILLES

JOANNA MCFADDEN SERVES AS HEAD OF ARDOT'S EQUAL EMPLOYMENT OPPORTUNITY (EEO) SECTION. It is a job that she has held since 2012 when she joined the Department staff. She was recognized recently by the American Association of State Highway and Transportation Officials (AASHTO) for a job well done.

THE ROLE OF THE EEO SECTION

"The primary responsibility of our Section is to make sure we are compliant with our Federal regulations as it relates to civil rights," McFadden explains.

There are seven members on the EEO staff, and their responsibilities keep all of them busy day to day.

"We get to work with everybody in the entire organization, but we think that's a good thing."

In her position, McFadden explains she has a number of areas she is overseeing.

"We do so many different things in this section. I am responsible for overseeing our Title VI program which deals with nondiscrimination in the ways we implement our various programs."

Title VI prohibits discrimination on the basis of race, color and national origin in programs and activities receiving federal financial assistance.

"We also manage our Americans with Disabilities Act (ADA) responsibilities which prohibit discrimination against individuals with disabilities.

"We are also the certifying agency for the State's Disadvantaged Business Enterprise (DBE) certification program. We monitor contractor compliance making sure that disadvantaged businesses we contract with are receiving the appropriate type of payment and are being treated appropriately and there is no discrimination out on the job sites. So, we have the internal side of civil rights which is dealing with our employees, and we have the external side which is observing contractor compliance."

AWARD-WINNING PERFORMANCE RESULTS

McFadden's dedication to her job was recently recognized by AASHTO. She received the *Excellence in Program Administration Award* at the Civil Rights Training Symposium Awards luncheon held in May in Oklahoma City. The award recognizes and honors an individual who



Joanna McFadden received the *Excellence in Program Administration Award* at the Civil Rights Training Symposium Awards luncheon held in May in Oklahoma City.

has administered a state department of transportation Civil Rights program in an exemplary and creative manner.

"It was funny how I learned of the award," McFadden shared. "Megan Wozniak-Adams at AASHTO and I had emailed back and forth about what we were going to be talking about at the conference. A few days before the conference I got an email that said 'congratulations,' and I was thinking...Congratulations that I am attending the conference? What are they saying congratulations about? I had no clue whatsoever. Another email followed announcing the award and I thought that this was really neat! It completely caught me off guard. I was shocked."

McFadden was nominated for the award by ARDOT Director Scott Bennett and Deputy Director & Chief Operating Officer Lorie Tudor.

"I appreciated the fact that, with their busy schedules, they took time to submit an award nomination for me. I really appreciated that," McFadden shared.

ENJOYING A CAREER IN HUMAN RESOURCES

McFadden enjoys working in the field of human resources. However, like many

people, she changed career paths early in life to arrive where she is today.

"When I went off to college, I was going to be a pediatrician," she stated. "I was attending a zoology class and we were looking through microscopes at these little things swimming around and I thought...if this is the road that I have to take to be a pediatrician, I don't want to do this. My father and I were talking about it, and he said, 'Joanna, you should really think of things that you naturally excel at. He jokingly said, 'For example, you are really good at running your mouth and you are good at dealing with people.' Therefore, I concluded that my two choices were public relations or human resources. My dad asked if I had thought

about being in human resources. I decided to go the human resources route because I just love people. I did an internship in human resources at CHI St. Vincent and realized that I did indeed like doing this type of work!"

MEETING THE CHALLENGE

McFadden says the biggest challenge human resources personnel face is trying to convince people that we are not the bad guys.

"We are really working hard to rebrand ourselves. We want our ARDOT employees to realize that if we invite them to sit down to talk during an investigation that we are just fact finders. If someone has substantiated allegations against them, I make it clear to them that they can rebound from it. I am not going to think any differently of them; I'm just here to gather the facts. I do not factor in opinions or thoughts. As far as me judging them any differently as a person, that is not going to happen. Our goal is to help employees be more comfortable interacting with EEO. Just because we are contacting you does not mean you are in trouble."

AASHTO's *Excellence in Program Administration Award* is presented to a career professional who has an exceptional ability to work with others to resolve problems, who is well respected by their peers and who consistently resolves challenging issues.

Members of the ARDOT staff can rest easy knowing that McFadden is there for them should the need ever arise. ■

AASHTO'S EXCELLENCE IN PROGRAM ADMINISTRATION AWARD IS PRESENTED TO A CAREER PROFESSIONAL WHO HAS AN EXCEPTIONAL ABILITY TO WORK WITH OTHERS TO RESOLVE PROBLEMS, WHO IS WELL RESPECTED BY THEIR PEERS AND WHO CONSISTENTLY RESOLVES CHALLENGING ISSUES.

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.

ROUTE: State Highway 309

POINTS: Havana to Webb City

LENGTH: 45 miles



SCENIC HIGHWAY 309 IN THE OZARK NATIONAL FOREST OF WEST CENTRAL ARKANSAS IS ONLY 45 MILES IN LENGTH BUT IT IS LONG ON SCENERY ALONG THE WAY. THE HIGHWAY IS UNIQUE IN THAT IT TAKES TRAVELERS UP AND OVER MOUNT MAGAZINE, THE HIGHEST PEAK IN ARKANSAS AT 2,753 FEET.

The Petit Jean River Valley Overlook.



A JOURNEY ON STATE HIGHWAY 309 begins in the small community of Havana in Yell County. The two-lane roadway begins in flat farmland but within a few miles, the highway begins an ascent up Mount Magazine. Farmland turns to forest on the way up the mountain with numerous areas that offer expansive views of the valley below and distant mountains. Another treat for motorists is a series of small waterfalls just off the roadway. This is a highway that invites you to safely pull over and enjoy the surroundings.

Just as you enter the last hairpin turn to the left before reaching the top of the mountain, keen eyes will see a marker sitting atop the turn's embankment. The marker contains the remains of **James W. Hardy**, the civil engineer who located the highway from Havana to Mount Magazine. Hardy was so enamored with the area and its beauty that he requested that his ashes be buried next to the highway.

Arriving at the top of the mountain, a scenic overlook allows you to take in a panoramic view of the **Petit Jean River Valley** and **Blue Mountain Lake**. A sign across the roadway welcomes you to **Mount Magazine State Park**.

The state park offers hiking trails, picnic areas, hang gliding, a visitor center, cabins and campsites. For those that like to camp in style, book a stay at the 60-room **Mount Magazine Lodge**.

The mountain is a unique habitat for rare plants and animals due to its altitude, geography and climate. For example, the mountain is noted for a diverse butterfly population. It also is known to be home to a population of black bears.

After enjoying all there is to do on the mountain, Highway 309 continues down the north side of Mount Magazine to **Cove Lake**. Lying in the shadow of the mountain, the 160-acre lake offers swimming, fishing, bathhouses, camping and hiking. In fact, hikers can follow a nine-mile **Cove Lake Trail** from the mountaintop down to the lake.

(continued on page 12)



Mount Magazine Lodge.



State Highway 309 as it leads to Mount Magazine





Coal Miners Memorial/Museum.

Leaving Cove Lake, Highway 309 rises onto Pine Ridge. The ridge offers views of the city of Paris to the north and Mount Magazine to the south. As the roadway winds back down to flat land, it leads into the city of Paris.

As you enter town, you'll pass by the **Coal Miners Memorial/Museum**. In the 1800s, coal was discovered in Logan County, and the rest is history. The museum shares that history through old mining equipment, photos and more.

A visit to the **Logan County Museum**, housed in the old Logan County jail, allows visitors to step back in time to learn about the area's history. The museum's collection includes diaries, old store ledgers, farm equipment and more that tell a story of times gone by. The building itself is historically significant as it is the site of the last execution by hanging conducted in Arkansas in 1914.

Keep an eye out for a replica of the **Eiffel Tower** as you enter the downtown area. It is located across from City Hall. If it's mealtime, drop in at the **Grapevine Restaurant**, a local favorite. Start with homemade bread and honey butter, and follow it with good southern cooking.

From Paris, Highway 309 continues northward revealing the first views of Arkansas' **Boston Mountains**. As it nears the Arkansas River at Webb City, look for the sign to **Aux Arc Park**. "Aux Arc" is a name that originated with French explorers when they mapped the area. The term means "the big bend," describing the bend in the Arkansas River at the town of Ozark. The park sits on the shores of what is called Ozark Lake. The lake extends 36 miles along the Arkansas River. Boating, hiking and fishing are favorites at the park.

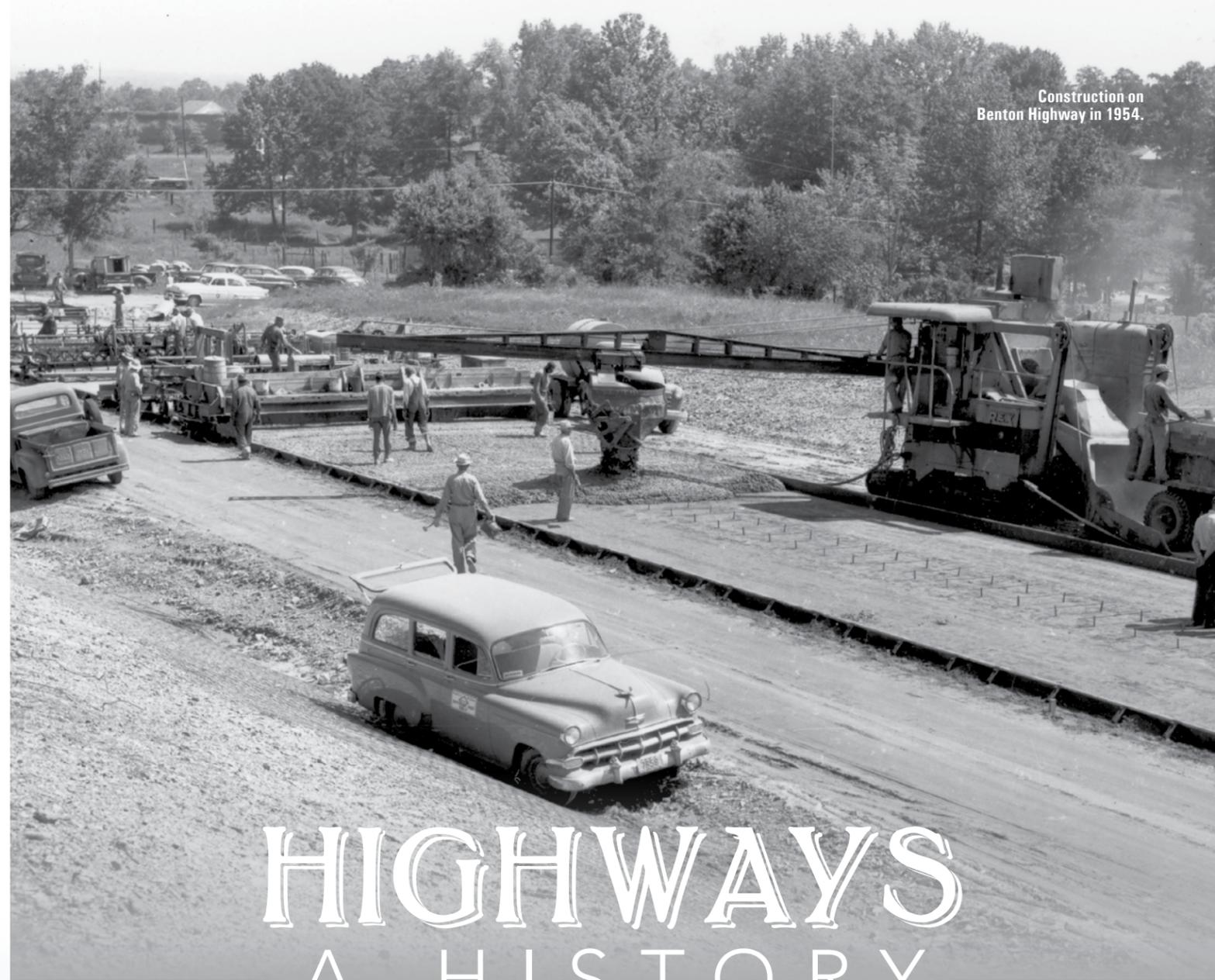
At Webb City, Scenic Highway 309 crosses the Arkansas River into the town of Ozark, and it is here that the highway comes to its end. ■



Arkansas' Boston Mountains.



Scenic Highway 309 crosses the Arkansas River at Webb City.



Construction on Benton Highway in 1954.

HIGHWAYS — A HISTORY —

BY GABRIELLE DAVIS
Summer Intern

FROM THE RAILROAD TRACKS OF 1850 TO THE VAST INTERSTATE HIGHWAY SYSTEM OF TODAY,
THE UNITED STATES' MEANS OF GROUND TRANSPORTATION HAS TRAVELED A LONG WAY.

LAYING THE FOUNDATION

Prior to the 1830s, travel in the United States was largely bound to the waterways. Roads were unfinished, limited and dangerous; to attempt transcontinental travel would be to venture deep into the unknown. By mid-century, however, the steam locomotive was on the rise. The steam-engine powered machine made its United

States debut in 1825 when John Stevens, an innovator and steam navigation enthusiast, proposed that the locomotive could be used in travel. By 1830, he had founded the Camden and Amboy Railroad Transportation Company in order to construct a railroad in New Jersey. Other railroad companies also sprang up around this time, fostering a new industry.

Merely thirty years later, in the midst

of the Civil War, President Abraham Lincoln signed the Pacific Railroad Act of 1862. In doing so, he commissioned the construction of a railroad line that connected Council Bluffs, IA to Sacramento, CA—the first transcontinental railroad. It was completed in 1869, four years after the Civil War ended. Meanwhile, trains became valuable in both the North and the South during the war, as they were an

(continued on page 14)



Construction on U.S. Highway 71.

THE FEDERAL-AID HIGHWAY ACT OF 1956 commissioned the Interstate Highway System, a 40,000-mile long stretch of road that would connect the United States.



effective means of quickly transporting goods, troops and supplies. By 1876, there were over 100,000 miles of railroad track extending from coast to coast, which Americans used to transport farmed goods.

The transcontinental railroad network would rule United States ground transportation until a new invention arrived on the scene.

OUT WITH THE OLD

As with many innovations, the development of the Interstate Highway System began with a smaller scale phenomenon: the rise of streetcars, buses and automobiles.

While the railroads were being used to transport goods across the country in

the late 1800s, the first streetcars were transporting passengers around their towns. Their use led cities to improve their local streets, paving over worn gravel paths with asphalt. By the 1910s, buses and cars were the primary mode of transportation within cities, rather than streetcars, and by the 1920s and 30s, cars were common among the wealthy and middle classes in most states.

Americans' new fascination with automobiles shed more light on an existing problem: there were few, if any, roads sufficient for transcontinental travel. Many were still unfinished, unpaved or otherwise unfit. They also did not connect with roads in other states, restricting mobility. As a result,

the discussion surrounding a nationwide highway system began early; however, its fruits were not seen until decades later.

In 1913, a committee formed to promote the construction of the Lincoln Highway, which would travel from New York City to San Francisco. It would be the United States' first transcontinental road. Construction for another iconic highway, Route 66, began in the late 1920s and ended in the 30s, connecting Chicago with Los Angeles. With Route 66 came the novelty of cross-country travel and roadside communities. Among other transcontinental highways that were built over the next two decades, these roads built popular support for a nationwide highway system.

This support was beneficial for President Eisenhower when he passed the Federal-Aid Highway Act of 1956. The act commissioned the Interstate Highway System, a 40,000-mile long stretch of road that would connect the United States. Eisenhower knew firsthand the necessity of the highways, having experienced numerous difficulties with traveling the country decades earlier.

A NEW ERA

The United States Department of Transportation (USDOT) was founded on



Paving State Highway 144 south of Lake Village in 1960.

October 15, 1966. It was a combination of smaller entities that independently provided transportation data to the federal government, and its mission was to handle transportation-related concerns with the benefit of the public in mind.

The USDOT included a number of transportation officials from across the country, one of which was Alfred E. Johnson of the Arkansas Highway Department. Johnson's experiences with the Arkansas Highway Department, which had been founded 54 years prior, led him to become one of the chief architects of the Interstate Highway System. He also served as the President and Executive Director of the American Association of State Highway Officials.

Following its founding, USDOT helped improve highway and automobile safety

conditions, deregulate railroads, propose environmentally conscious fuel reforms, fund transportation projects in city and state governments and develop wide, two-way driving lanes.

The new policies facilitated safety for the public and allowed certain industries to flourish.

During the 70s, after the Interstate Highway System became an important part of American daily life and culture, the trucking industry as it exists today began to take shape. For the first time, the Interstates provided roads that were strong enough to support the trucks' weight. Like railroads before them, these trucks transported a variety of goods across the country, like agricultural goods and mechanical parts. However, unlike railroads, trucks were never tasked with

transporting millions of passengers; that was a job for cars and the United States' ever expansive highways.

The steam locomotives of the mid-19th century, the humble beginnings of American transcontinental travel, differed greatly from today's nearly four million miles of highway. Throughout all of the change, the desire for transportation that would connect the country remained. With rapid growth through the years, the highway has helped the U.S. toward its final destination. ■

Written with assistance from the Smithsonian Institute, the Federal Highway Association, the Arkansas Department of Transportation and the United States Department of Transportation.



GUARDIANS *of the Highway*

BY BRITNI PADILLA-DUMAS

PICTURE IT: ARKANSAS, 1929. ROADS ARE ROUGH AND DUSTY. THE STOCK MARKET HAS CRASHED, FUNDING IS A MESS, AND MAINTENANCE DISTRICTS ARE GOING BANKRUPT. ALL OF A SUDDEN, THE ARKANSAS GENERAL ASSEMBLY PASSES ACT 299, KNOWN AS THE “STATE ROAD PATROL ACT.” FINALLY, ARKANSAS HAS ITS FIRST STATE LAW ENFORCEMENT AGENCY. A CHIEF AND 19 PATROLMEN SET OUT ON A MISSION TO EXERCISE THEIR POWERS OF ENFORCING LAWS RELATED TO MOTOR VEHICLES AND THE USE OF STATE HIGHWAYS.

Today, those officers are part of the Arkansas Highway Police (AHP), a division of the Arkansas Department of Transportation.

“Arkansas Highway Police is the primary agency in the State that enforces size and weight regulations,” AHP Chief Jay Thompson said. “We’re also the only agency in the State that enforces the federal motor carrier safety regulations, which are in place to ensure that trucks and drivers are safe while operating on the highways.”

If you’ve ever driven by and noticed a parked 18-wheeler and blue lights, chances are you saw an AHP officer. Protecting ARDOT’s highways and bridges

is AHP’s mission, and they do that by inspecting large trucks. Highway Police—not to be confused with State Police—have full law enforcement privileges and are tasked with using them to police commercial motor vehicles. Arkansas State Police, commonly known as ‘State Troopers,’ are not part of ARDOT and they focus on the non-commercial aspects of law enforcement.

“ARDOT maintains more than 16,000 miles of highway,” Thompson highlighted.

“We enforce weight laws and ensure that commercial motor vehicles are not exceeding the legal weights in order to prevent damage to and rapid deterioration of our roadways.”

Acting as highway guardians isn’t the only function of Highway Police—they also work alongside ARDOT crews in construction zones to warn drivers of slowing traffic, lanes with width reductions and nighttime construction work. They’re also responsible for monitoring weight limits on bridges when issuing over-size and over-weight permits.

The average annual cost to maintain Arkansas’ current highway system is \$218 million.

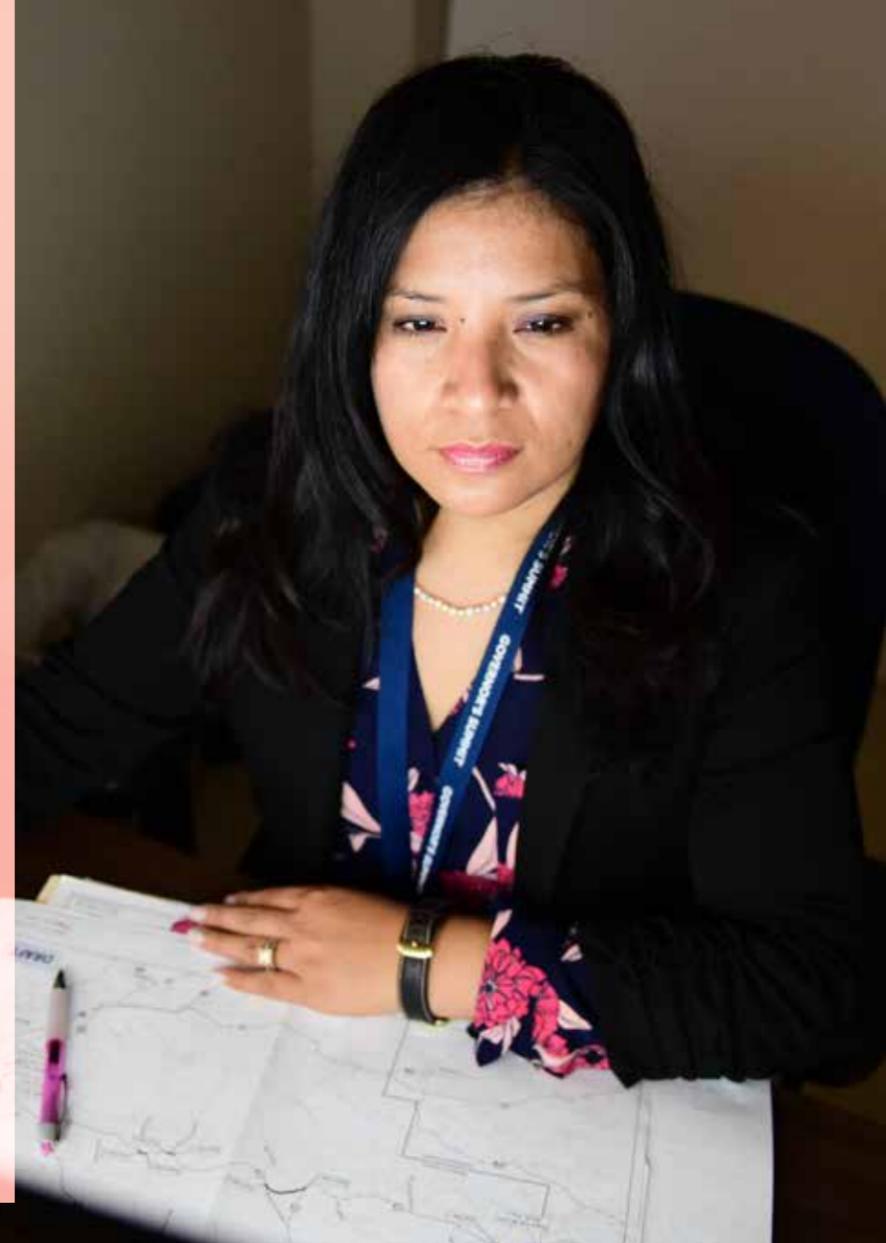
“I think people, myself included, don’t have an understanding of how much money we—you and I, the taxpayers—have invested in the infrastructure,” Thompson assessed. “When you look at the cost and the investment we have, we must do a better job at protecting it, preserving it and maintaining it. With funding the way that it is today, ARDOT doesn’t have the money to maintain the 16,000 miles of systems that we have, so it’s important for AHP to work with ARDOT and protect what we’ve got.”



EDNA RAMIREZ

AN INSPIRATION FOR MANY

BY DAVID NILLES



EDNA RAMIREZ serves as a **Hispanic Community Impact Specialist in the Environmental Division at ARDOT**. It is a job she has held since she came to work for the Department in January of this year. It is also one of many roles that allows her to give back to her community.

SERVING OTHERS THROUGH ARDOT

“My goal is to engage those who have a limitation with the English language as they inquire about ARDOT programs and projects, especially those who could be impacted by one of our upcoming highway projects,” Ramirez explained. “I assist with planning and setting up the Environmental Division’s public information meetings and I prepare materials for the meetings. After a Community Impact Assessment is conducted in the project area, material will be available in both English and Spanish if it’s determined to be needed in both languages.”

Working with citizens in the surrounding communities is something that Ramirez enjoys.

“I like being out there and working with people,” Ramirez stated. “I enjoy providing them with helpful information.”

Prior to coming to ARDOT, Ramirez was employed by the Women’s Council on African American Affairs, Inc. Center for Healing Hearts and Spirits (a non-profit organization in Little Rock) as a Limited English Proficiency Victim Advocate.

“I was heavily involved with Community Service and Outreach programs and events, especially in the Hispanic community. That work led me to be nominated for the FBI’s Citizens Academy (Federal Bureau of Investigation) by Maria Hoskins, FBI Community Outreach Specialist, Diversity & Inclusion Coordinator,” Ramirez explained.

(continued on page 18)

THE FBI CITIZENS ACADEMY AWARD

The eight-week FBI program gives businesses, religious, civic and community leaders an inside look at the FBI. Classes meet in the evenings at FBI field offices around the country. The mission of the FBI Citizens Academies is to foster a greater understanding of the role of federal law enforcement in the community through frank discussion and education. Academy graduates are dedicated to making our neighborhoods safer by serving as volunteers.

As an Academy graduate, Ramirez was recently recognized by the FBI Little Rock Citizens Academy Alumni Association (FBILRCAAA) with the *Special Agent in Charge Leadership Award* for her volunteer work with the association.

The Award is given annually to an FBILRCAAA member that is selected based on the outstanding dedication, contributions and leadership to the organization. The award has been presented every year since 1990 by FBI field offices around the country to publicly honor those who have gone above and beyond the call to service by tirelessly working to make their own cities and towns a better and safer place for their fellow residents. Ramirez has supported the FBILRCAAA by participating at many Hispanic Outreach events including career fairs, health fairs, crime watch summits and youth outreach events.

"I was really excited to receive the

AS AN ACADEMY GRADUATE, RAMIREZ WAS RECENTLY RECOGNIZED BY THE FBI LITTLE ROCK CITIZENS ACADEMY ALUMNI ASSOCIATION (FBILRCAAA) WITH THE SPECIAL AGENT IN CHARGE LEADERSHIP AWARD FOR HER VOLUNTEER WORK WITH THE ASSOCIATION.

award," Ramirez explained. "The Academy asked me to come to the annual luncheon several times, but I told them I only have a limited amount of time for a lunch break. They finally said, 'Look, you need to come because you are receiving an award!' I was surprised because the work I do, I do because I enjoy conducting community outreach and providing information to our communities.

"When I go to any community event for the Academy, I stress the fact that the FBI, just like any other agency, is there to help community members regardless of

their background," Ramirez stated. "Men and women in our communities should not be afraid to approach an agency and request assistance."

Ramirez has been to events in Little Rock and North Little Rock but has also traveled as far as DeQueen and El Dorado.

"With the climate the way it now is, I think it is important to reach our citizens," Ramirez shared. "When we set up our booth, a lot of people will walk past. I encourage them to come over and let me explain to them what the FBI does. We are out there to promote FBI services. We let



IN ADDITION TO HER WORK AT ARDOT AND WITH THE FBI CITIZENS ACADEMY, RAMIREZ IS ALSO THE VOLUNTEER DIRECTOR FOR THE COMMUNITY BASED REENTRY INITIATIVE.

people know that the FBI is there to help and they can approach the FBI without fear of anything. For example, we have a child protection app for phones that allows you to program vital information on your children including height, weight, doctor info and even fingerprints. If anything happens, all the information is right there.

"Any problem that you have that you think the FBI can help you with, approach them so they can start working with you. If language is a problem, I'm here to help you. As Academy alumni, we try to make the program grow so that people are more informed about what the FBI does."

Other services involve information on human trafficking, law enforcement assistance and educational programs about national security.

COMMUNITY BASED REENTRY INITIATIVE CLASS

In addition to her work at ARDOT and with the FBI Citizens Academy, Ramirez is also the volunteer director for the Community Based Reentry Initiative.

The Initiative is a 90-day program designed to educate prisoners in Arkansas striving for successful reentry into society. The program connects prisoners with a support system of panelists that are qualified to generate and provide information that is vital to incarcerated offenders looking to return to society as productive citizens. In addition to being director, Ramirez serves as board chair for the Pine Bluff unit.

"The program was started at UALR by Dr. Charles Chastain and consists of several modules including Choices, Consequences, Criminal Justice System, Parole & Community Corrections, Housing & Financial Institutions, and Employment & Education," Ramirez explained. "These are programs available to selected inmates

through an application and selection process. We help with areas such as education, we teach financial subjects, writing and the effects incarceration has on loved ones. Participating prisoners graduate the program and their graduation papers are put in their personal files."

Ramirez dedicates approximately 15 hours a month to the program. Units at Pine Bluff, Malvern and Wrightsville are involved in the program.

"These volunteers believe in what they are doing and they do it," Ramirez proudly exclaimed. ARDOT is active in the program along with UALR, the Arkansas Department of Human Services, Blight Avengers Community Development Corporation, Southeast Arkansas College and Arkansas Community Corrections.

ASSISTING OTHERS WITH TAXES

Early in her career, Ramirez worked for an accounting service. When that office closed its doors, it left many Hispanic families suddenly with no one to manage their income tax preparation. Ramirez took those families on and now prepares taxes for approximately 35 Hispanic clients.

"I'm always looking for something else to do. It's really exciting to be part of the programs I am involved in."

FAMILY LIFE

Ramirez came to the United States from Mexico as an 11-year-old with her parents and two siblings. They grew up in El Dorado.

"Our Dad brought us to the United States

so we could accomplish something that we probably could not do in Mexico," Ramirez recalled. "There are so many opportunities in the United States. You can get an education and then establish a career. Our dad tells us how proud he is about what we have been able to accomplish."

As a divorced parent who receives plenty of support from her children's dad, Ramirez can now say the same things about her own children. She has a daughter who is a senior in college and attended the Johnny Carson School of Theatre and Film in Lincoln, Nebraska. This summer she completed an apprenticeship with the Santa Fe Opera. With Ramirez currently in the Criminal Justice Master of Science Program at UALR, she and her daughter joke that they may graduate at the same time next year. She also has a son who is now in the tenth grade and a member of the El Dorado High School swim team.

Her background has helped her to encourage the participants in the reentry program for inmates.

"I am female, an immigrant and someone who didn't know the English language when I moved to El Dorado. When I talk to inmates, I tell them, 'You guys have it all. You were born in this country so you have your citizenship. You grew up with a language you already knew. Come on, guys! When you say you can't do it, I say yes you can!'"

Although Ramirez already has a bachelor's degree in Criminal Justice and a Bachelor's Degree in Sociology, and is currently in the Criminal Justice Master of Science Program at UALR, she has big plans for the future. She plans to go to law school one day. In the meantime, she loves the work she does for the Department.

"I feel very blessed to be at ARDOT. I enjoy what I am learning here and meeting so many people across our State." ■

“OUR DAD BROUGHT US TO THE UNITED STATES SO WE COULD ACCOMPLISH SOMETHING THAT WE PROBABLY COULD NOT DO IN MEXICO.”



This barn is one of six historic buildings on the grounds of Shiloh Museum of Ozark History.



Arts Center of the Ozarks offers a diverse range of programming and a venue for artists and arts organizations to showcase their work.



Springdale Farmers' Market.

WEEKEND

ROAD TRIP:

SPRINGDALE

BRITNI PADILLA-DUMAS

SPRINGDALE, NESTLED IN THE FOOTHILLS OF THE OZARK MOUNTAINS, SPANS 42 SQUARE MILES OVER WASHINGTON AND BENTON COUNTIES. FOLLOW U.S. HIGHWAY 71 OR INTERSTATE 49 TO VISIT THE FOURTH LARGEST CITY IN ARKANSAS AND SEE WHAT IT HAS TO OFFER.

DOWNTOWN DIGS

There is much to do in Springdale, and a good place to start is downtown in the Shiloh Historic District. The **Shiloh Museum of Ozark History** focuses on the regional history of the Northwest Arkansas Ozark Mountains. Exhibits are designed to highlight the lives of everyday men, women and children who shaped the towns and rural communities of Northwest Arkansas. Six historic buildings

rest on the museum's grounds, including the **Smith-Searcy House**. Archibald Smith built the Smith-Searcy house in 1884. Wesley Searcy bought the house in 1884 and raised four children there with his wife. Today, it is furnished to reflect the years immediately following World War II. The museum is open Monday through Saturday, 10:00 a.m. through 5:00 p.m. It's located at 118 W. Johnson Avenue and admission is free.

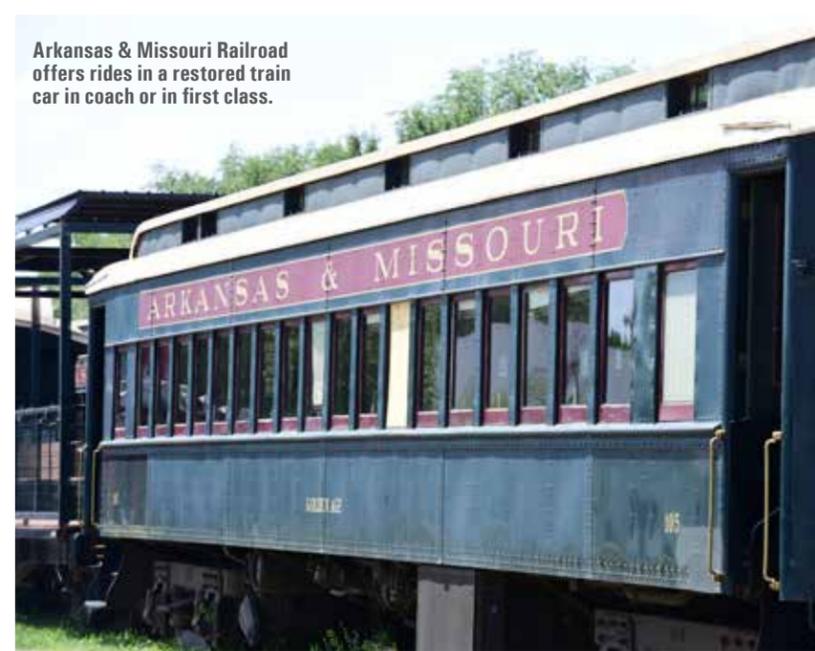
Not far from the museum you will find the **Shiloh Meeting Hall**. It is listed on the National Historic Register and was formerly known as Shiloh Church and the Odd Fellows Lodge. The two-story frame building was built in 1871 and served as a gathering place for church congregations and fraternal organizations. Stop by 121 W. Huntsville Avenue to see one of the oldest buildings in northwest Arkansas.

For those interested in visual arts, visit the **Arts Center of the Ozarks**. Located in the downtown area, the mission of this non-profit arts organization is to offer a diverse range of programming, a venue for artists and arts organizations to showcase their work and to engage people of every age and background to create a vibrant and cohesive community. Experience

Northwest Arkansas Audio Theatre, or visit the gallery to see Frida Khalo's Garden (November 10-January 7). Drop by 214 S. Main Street Tuesday through Friday, 10:00 a.m. – 5:00 p.m., and Saturday 10:00 a.m. – 3:00 p.m.

All Aboard! The **Arkansas & Missouri Railroad** operates an excursion train that takes you through river valleys, high trestles and into a tunnel as it travels the Boston Mountains. The Springdale depot has rides to both Van Buren and Winslow. Ride in a restored train car in coach or in first class. Excursion times vary, so visit <https://amtrainrides.com/buy-tickets/> to book your trip. The train station is located at 306 E. Emma Avenue.

State Highway 265 leads to the Jones Center where you can find the **Springdale Farmers' Market** every Tuesday, Thursday and Saturday between 7:00 a.m. and 1:00 p.m. During the months of May through October, browse this outdoor market to find local, Arkansas-grown produce, homemade jams and jellies, baked goods and crafts. All items are homegrown or homemade by the vendors at the market who live in the area.



Arkansas & Missouri Railroad offers rides in a restored train car in coach or in first class.

(continued on page 22)



Onyx Coffee Lab offers an eclectic menu of small-batch roasted coffee selections.



Natural State Sandwiches serves every hand-crafted meal with pride and presentation.

YOU GOTTA EAT

When the hunger pangs get to be too much, swing into **Natural State Sandwiches** for a delicious gourmet sandwich for lunch. Natural State serves every hand-crafted meal with pride and presentation. You feel welcomed in the casual, friendly atmosphere, and are greeted personally by staff, often bustling around the store. Their mission is to provide a farm-to-table experience at an affordable price. The weekly rotating menu offers variety and ingredients from local farms—even the bread is local! Whether you choose the regular Backyard Bird, or a seasonal Peach Pie Grilled Cheese, be sure to pop in Tuesday through Saturday between 11:00 a.m. and 3:00 p.m., at 107 E. Emma Avenue.

Sometimes exploring can make you weary, and enjoying a perfect cup of coffee on a cozy couch is exactly what you need to relax. **Onyx Coffee Lab** offers an eclectic menu of small-batch roasted coffee selections. You can also choose a comforting Masala Chai tea or branch outside your comfort zone with a lavender oat latte. Owners of this local lab are known to travel to green coffee farms to ensure quality of beans. Analysis, roasting and cupping are performed in

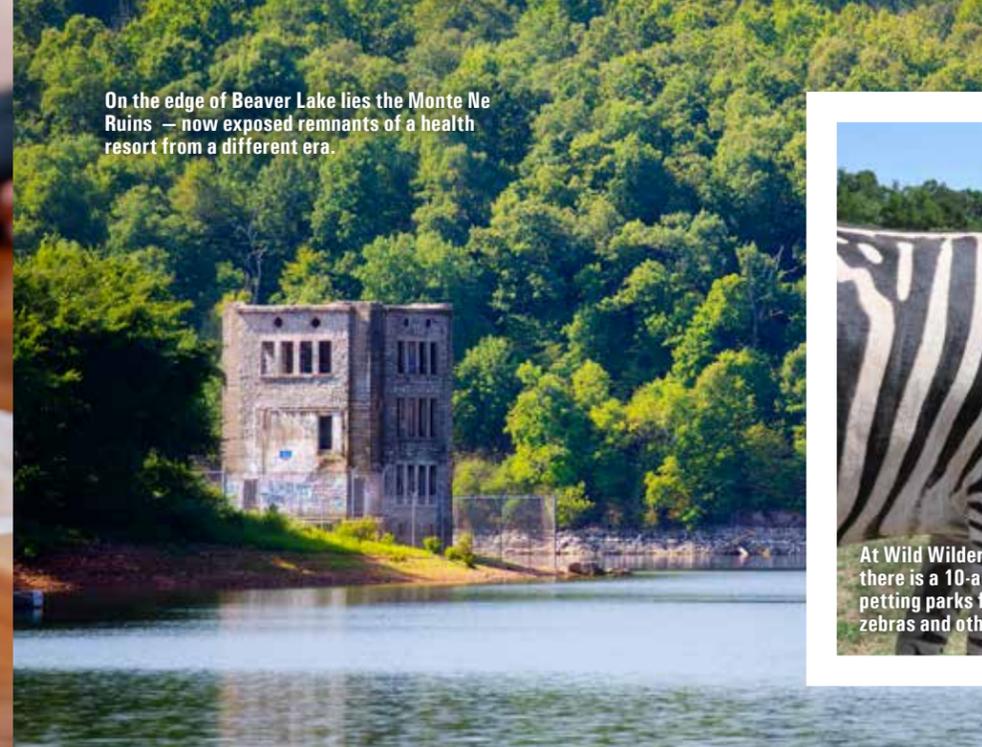


AQ Chicken House has been the go-to place for fried chicken since 1947.

the coffee lab, all in the name of producing immaculate coffee. You can even sign up for classes that teach professional brewing and drink-making methods. Visit the original store at 7058 W. Sunset Avenue Monday through Saturday, 6:30 a.m. until 9:00 p.m., and 7:30 a.m. to 6:00 p.m. on Sundays.

We'd be remiss if we didn't mention the world famous **AQ Chicken House**. Located on U.S. Highway 71B, it has been

Springdale's go-to place for fried chicken since 1947. Roy Ritter opened AQ's doors to serve what he called "Southern Style" chicken to tourists. Now, more than one million customers eat here every year. Oh, and if you're wondering what AQ stands for, it's "Arkansas Quality." Menu items include chicken (obviously), fish, ribs, sandwiches and salads. They'll welcome you every day from 11:00 a.m. until 8:30 p.m. at 1207 N. Thompson.

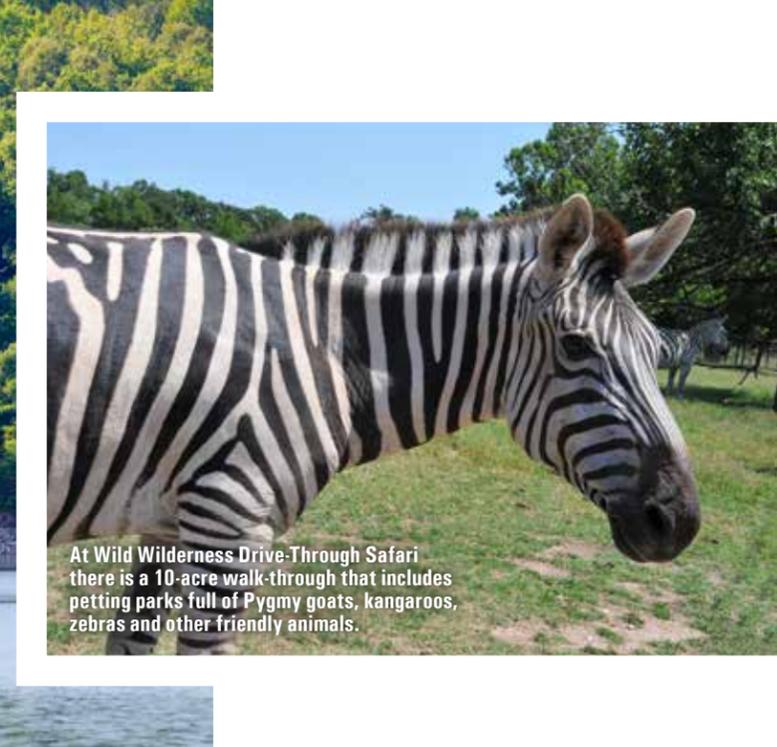


On the edge of Beaver Lake lies the Monte Ne Ruins — now exposed remnants of a health resort from a different era.

RUINS & EMUS & GOATS, OH MY!

North of Springdale, State Highway 94 will take you to the township of Monte Ne in the White River Valley. On the edge of Beaver Lake lie the **Monte Ne Ruins**—now exposed remnants of a health resort from a different era. William Hope Harvey, also known as "Coin," built the resort in 1901 to escape large cities and wealthy people. By 1909, Harvey was experiencing financial trouble. The resort was not doing as well as he'd hoped. Tourists began traveling by car and were not likely to stay at a resort for long periods of time. In 1914, the railroad to Monte Ne went broke and passenger service ended. The decline of Monte Ne began after the stock market crash of 1929. Harvey died on February 11, 1934, and his surviving wife, May, sold the land and water rights. Beaver Dam was built in 1960 to help control flooding of the White River. As the water in Beaver Lake rose, it swallowed the memory of Monte Ne.

On your way out of Springdale, take U.S. Highway 412 and State Highway 59 to Gentry. Peacocks and Pygmy goats greet you as you enter the **Wild Wilderness Drive-Through Safari**. The adventure began in the 1960s with Ross and Freda Wilmoth. Operations expanded



At Wild Wilderness Drive-Through Safari there is a 10-acre walk-through that includes petting parks full of Pygmy goats, kangaroos, zebras and other friendly animals.

in the 1970s to shelter and protect exotic animals. Now, it is home to over 80 different species of exotic and domestic animals from six different continents. A 10-acre walk-through area includes petting parks full of Pygmy goats, kangaroos and other friendly animals. Walk through the primate barn houses, check out nearby exotic snakes, and don't forget to visit the giraffe barn.

The four-mile drive-through covers 300 acres and a 19-acre lake where you'll see free-roaming animals like

emu, wildebeest, zebras and antelope. We encourage you to keep your windows up—emus are sneaky and will try to check out the inside of your vehicle. Did you know that female emus make a "boom" drumming sound? We didn't either, until one tried to climb inside with us. Exotic cats, black bears, wolves and a Nile River hippopotamus can be viewed in their enclosures on the drive. The safari is open daily from 9:00 a.m. until 5:00 p.m. at 20923 Safari Road. ■



Exotic cats, black bears, wolves and a Nile River hippopotamus can be viewed in their enclosures on the four-mile drive-through at Wild Wilderness Drive-Through Safari.

Remembering THE TRAIL OF TEARS

On U.S. Highway 70

BY DAVID NILLES

THE TOWN OF DE QUEEN, ARKANSAS, LIES IN SEVIER COUNTY IN THE SOUTHWEST CORNER OF THE STATE. IT'S A TOWN THAT BEGAN WITH CONSTRUCTION OF THE KANSAS CITY SOUTHERN RAILROAD, WHICH CONNECTED KANSAS CITY, MISSOURI, TO THE GULF OF MEXICO AT PORT ARTHUR, TEXAS. THE RAIL LINE IN SOUTHWEST ARKANSAS WAS COMPLETED IN 1897.

Sixty-six years before the rail line was built, thousands of men, women and children of the Choctaw and Chickasaw Native American tribes made their way through the same area, heading to Oklahoma on what became known as the Trail of Tears.

Today, U.S. Highway 70 follows the same route the Choctaw and Chickasaw took from De Queen to the Oklahoma border. It has been named the "Choctaw Chickasaw Trail of Tears Memorial Highway" in honor of those who were forced to travel the trail on foot, horseback or wagon almost 200 years ago.

A HISTORY OF THE TRAIL OF TEARS

Following the election of President Andrew Jackson in 1828, strong desires for acquisition of the lands of the Cherokee, Choctaw, Creek, Chickasaw and Seminole Natives in the southeast United States came to fruition with the passing of the Federal Indian Removal Act of 1830. The numerous tribes had been living in the Carolinas, Tennessee, Georgia, Alabama, Florida and Mississippi. The act

allowed the forcible removal of the five tribes from their lands to established reservations in the Indian Territory of modern-day Oklahoma. All of these tribes passed through Arkansas on their way west. Most traveled routes across central and northern parts of the State. However, the Choctaw and Chickasaw, who had been living in what is now Mississippi, made their way through southwest Arkansas and on to Oklahoma. (See map)

ALONG THE WAY

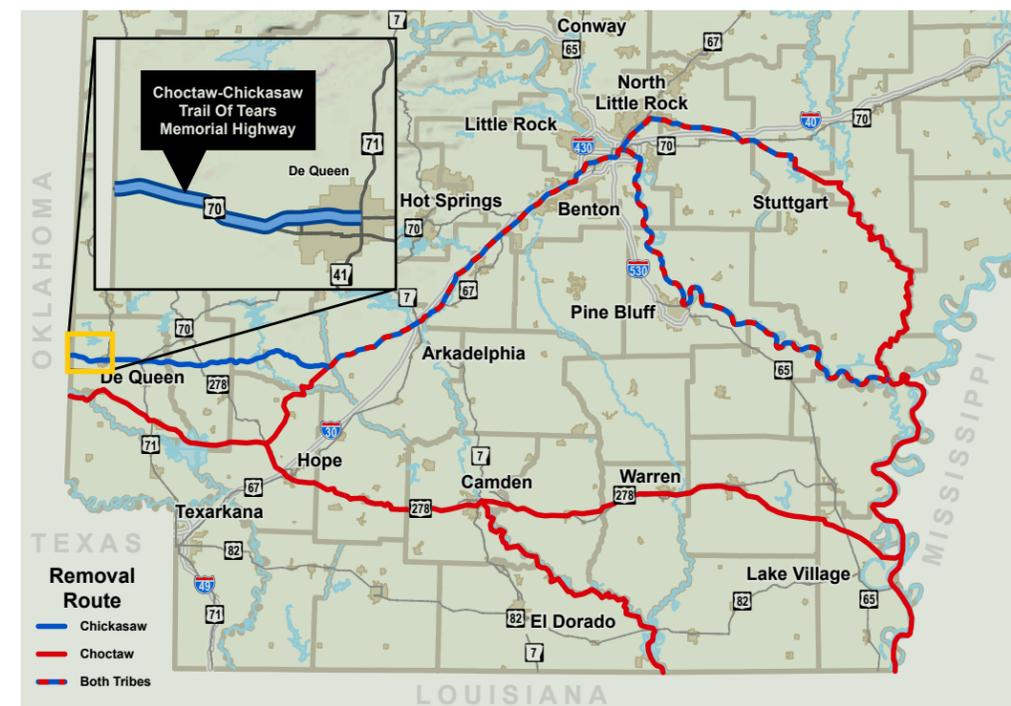
The Choctaw were the first to agree to a removal treaty and the first to travel west. They began the journey in 1831. The forced removal for the other four tribes continued through 1838.

For many, it was a 1,000-mile march to the new lands. They suffered from malnutrition, starvation and disease along the way. More than 10,000 passed away from smallpox, malaria, measles, cholera and pneumonia. Many more died of hardship on arrival in Oklahoma. As a result, the Cherokee named the route the Trail of Tears.

REMEMBERING THE ROUTE AND THOSE WHO TRAVELED IT

Tracing the route of the Choctaw in Arkansas, the trail passed through central Arkansas and then headed to the southwest from Benton to Caddo Valley, through Murfreesboro and finally De Queen. The trail of the Chickasaw was similar but passed through Blevins and then through Saratoga and Horatio before crossing into Oklahoma.

The peoples and the challenges they faced traveling through southwest Arkansas are, today, memorialized on Highway 70 as the road follows the original trail from De Queen to the Oklahoma border. A historical marker describing the march can be found at the Sevier County Museum in De Queen. Roadside signs indicating the "Choctaw Chickasaw Trail of Tears Memorial Highway" mark the highway and the route of those that traveled the trail many years ago. ■



Jacob Rice stacks completed signs.



ARDOT'S SIGN SHOP: SHOWING MOTORISTS *THE WAY*

BY DAVID NILLES

ROADSIDE SIGNS... WE SEE THEM EVERYWHERE WE GO. THEY HELP TRAVELERS DETERMINE WHICH LANE TO USE, WHAT EXIT TO TAKE AND HOW FAR THEY ARE FROM THEIR DESTINATION, AMONG OTHER THINGS. To understand the importance of all those roadside signs, try to imagine what it would be like if there were no signs on our highways at all. It would create mass confusion.

Fortunately, ARDOT and all departments of transportation across the country have highly skilled teams who are responsible for producing those signs and place them where they are the most effective.

THE ARDOT SIGN TEAM

At the Arkansas Department of Transportation, that team is led by Kris Treadway, Sign Shop Supervisor for the Maintenance Division in Little Rock.

"We have a team of ten people that work in our sign shop," Treadway shared. "I would say that we make about 90 percent of the signs that you see out on Arkansas' highways. The only signs we contract out are the Interstate signs. Those are made by Interstate Signways here in Little Rock."

Considering there are over 16,000 miles of highway in Arkansas, it is easy to imagine that the Department's Sign Shop stays quite busy.

"We normally produce between 62,000 and 63,000 signs each year," Treadway explained. "Last year, we produced 75,000. It was a record year."

If readers had to guess how many signs are posted on Arkansas' highways, chances are they would underestimate the number.

"I would say we have more than a million signs out there," Treadway shared. "We are in the process right now of determining exactly how many signs we have in our inventory and the exact location of each sign."

THE LIFE EXPECTANCY OF A SIGN

Motorists rely on signs to keep them informed as they travel. Most don't stop to think where those signs come from or who installed them, but they are always there, guiding us on our way. Though the signs are quite durable, they do have to be replaced eventually.

"A typical sign has a 10-year life span," Treadway explained. "We have crews that go out and log every sign on the roadway and assess its condition. The material on a sign may either fade or begin to roll up. If a sign is in the sunlight all day it is not going to last as long as others. You also have damage from vehicles. They typically take out the sign and the pole."

(continued on page 28)



Kris Treadway
Sign Shop Supervisor

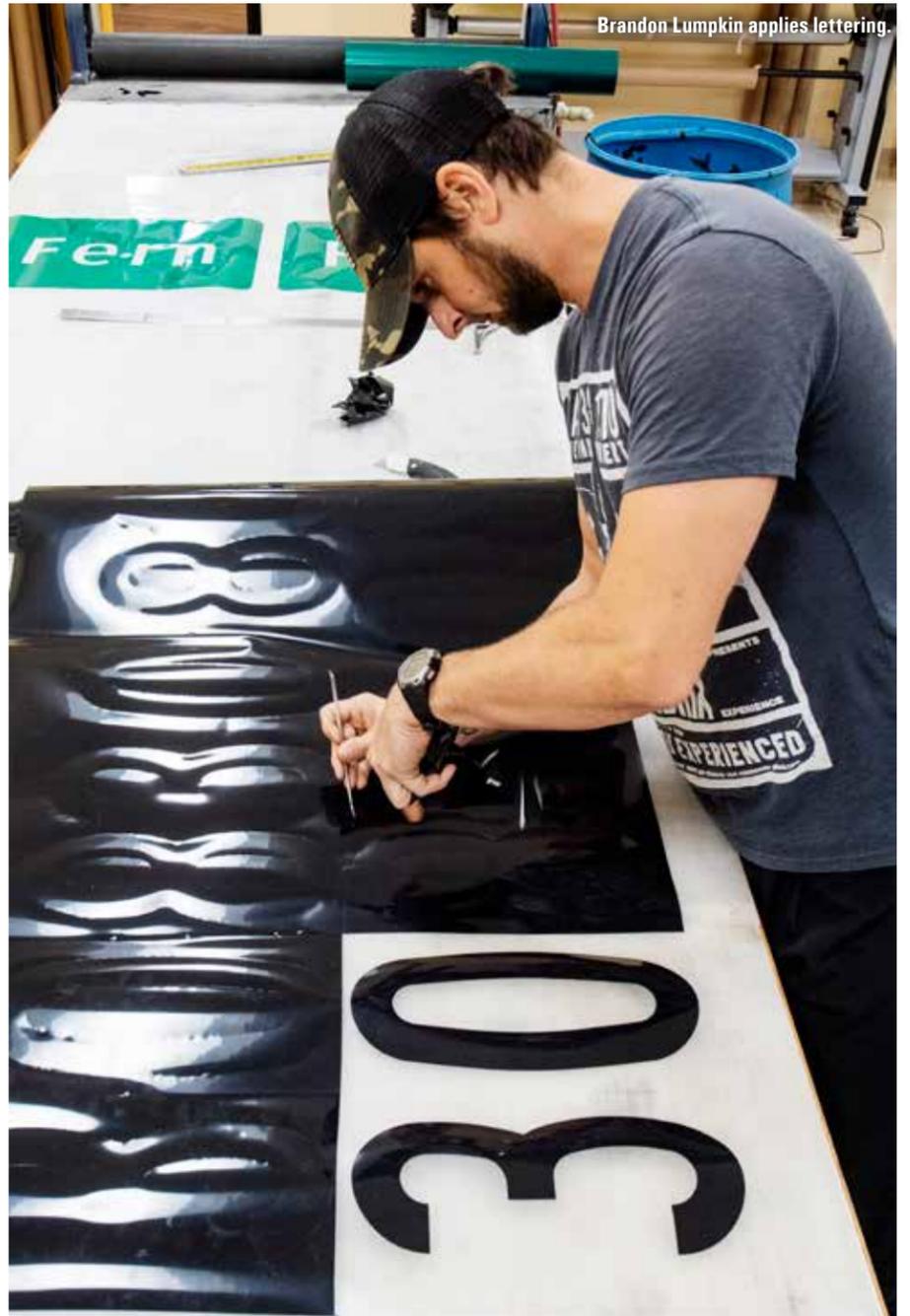


Keith Pounders begins with a bare aluminum blank. Then 3M Scotchlite Reflective sheeting is applied.

The lettering on a sign is accomplished either through screen-printing (top photo) or by using cuttable film lettering (bottom photo).



Jacob Rice produces signs on a screen printer.



Brandon Lumpkin applies lettering.

UNIFORMITY ACROSS THE NATION

There are uniform national standards that all departments of transportation must follow when producing highway signs.

“We use the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration,” Treadway added.

The manual contains the basic principles that govern the design and use of traffic control devices for all streets, highways, bikeways and private roads open to public travel.

Changes to the manual mean changes for departments of transportation.

“They’ve increased the number of chevrons you have to place to mark a curve,” Treadway commented.

Chevrons are arrows on a sign that mark the location or direction of a curve.

“When you hit one chevron, you are going to hit ten of them because they are placed so close together,” Treadway joked. “Districts used to order 200 chevrons at a time, now they are ordering 600 to 800. I had an order come in for 1,500.”

ERECTING SIGNS ON LOCATION

ARDOT’s Sign Shop sends out approximately 1,000 signs every week depending on the number of orders from the Districts.

“There are seven sign erector crews that go out every Monday,” Treadway explained. “We have three crews for Interstate signs and four for State highways. Our crews will load up the trucks on Thursdays and fan out across the State on Mondays. They’ll be out all week erecting signs and then come back in on Thursday to reload. Every sign in the State of Arkansas comes through here.”

If things go as planned, and with a little luck, those new signs will provide a decade of use directing traffic to its destination. ■

“I WOULD SAY WE HAVE MORE THAN A MILLION SIGNS OUT THERE”

— KRIS TREADWAY



And what happens to all of those old signs?

“We used to refurbish our old signs but it wasn’t cost effective,” according to Treadway. “Now we recycle them. We place them in an aluminum bin and send them to a recycling company.”

SIGN PRODUCTION

Most roadside signs have three components: a blank, reflective background sheeting, and lettering.

“We start with a requisition of what

a particular District needs,” Treadway explained. “We begin the process with the sign’s bare aluminum blank. Then we apply the 3M Scotchlite reflective sheeting.”

There are three levels of intensity to select from for the sheeting. The size and location of the sign determine what the reflectivity level needs to be.

Finally, the lettering on a sign is accomplished either through screen-printing or by using cuttable film lettering.

“We make our own screens here in the shop,” he added. “We keep around one

hundred screens in stock. It really cuts down on our down time.

“We also have a digital printer we use for specialty signs. It allows us to reproduce logos such as the Purple Heart or Great River Road logos. The digital printer has really been handy for us.

“From the design of the sign to the end product, you’re looking at ten to fifteen minutes to produce it,” Treadway added.

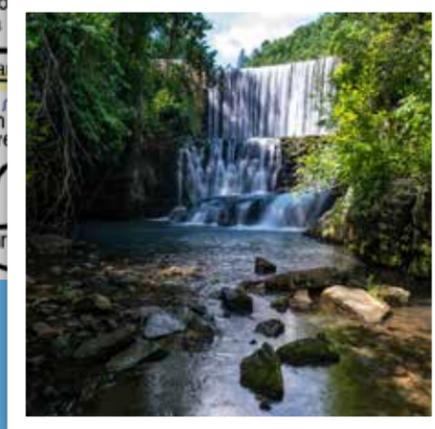
“Once a sign is completed, it goes to our receiving/shipping area and is routed to the area of the State where it will be placed.”

ON THE MAP

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



STATE HIGHWAY 14 RUNS THROUGH THE TOWN OF FIFTY-SIX, LOCATED IN NORTHERN ARKANSAS. It is in Stone County and is closest to the often-visited Blanchard Springs Caverns. Members of the founding community requested the name "Newcomb" for the settlement in 1918. The postal service rejected the name and substituted "Fifty-Six" because that was the number of the town's school district. ■



Waterfall at Blanchard Springs Mirror Lake
Photo courtesy of Arkansas Department of Parks and Tourism

Information for this story was found at www.encyclopediainfoarkansas.net



STRANDED *in the* QUEUE

BY BRITNI PADILLA-DUMAS

Captain's Log, Stardate 052518. Interstate 30 has been a parking lot for hours. It's more than 100 degrees on this pavement. There's no food, no water, and fuel is limited. All I can see stretched in front of me are endless rows of vehicles. Who's out there? What's going on?

Wait...I see something! There's a man coming this way. He appears to be in an ARDOT vehicle. I don't believe it—he's passing out snacks, water and information! There may be hope after all!

It's no secret that if there's a wreck on the Interstate, there will be traffic delays. When that wreck occurs in a construction zone, it seems worse because it can take longer to clear. Now imagine the wreck involves three 18-wheelers, one of which was a lumber truck that caught fire, and you've got the perfect storm. This was exactly the case in May in ARDOT's District Three, which covers southwest Arkansas and includes Interstate 30 between Texarkana and Prescott. People were stranded on Interstate 30 near Fulton for half the day, stuck between the wreck and the previous exit.

District Three Maintenance Superintendent Jim Owenby and District Construction Engineer Will Cheatham knew they had to do something.

"That's a long time to be out in the heat without anything," Owenby said.

They bought granola bars, crackers and bottled water and set out to the accident site. They each started at a different end of the accident and worked their way through the sea of parked cars, offering snacks, water and explaining the circumstances of the wreck.

"They were very appreciative of the snacks and water, but they really wanted information," Owenby explained.

Each county office in District Three has a small supply of snacks in the event of an accident that causes motorists to be stranded for long hours. In 2017, there were several wrecks that lasted overnight, so ARDOT decided to develop a plan for future occurrences. In the event that Interstate closures exceed three hours, ARDOT crews will survey the motorists stranded in the accident queue, ask if they need any emergency assistance or have medical needs and offer bottled water and food rations.

"The fact that our people are stopping, checking on people and even just passing along information means something," District Engineer Steve Frisbee added. "It's a small gesture, but it means a lot to people to know someone is thinking about them. It's not an expensive thing to do—it just takes time."

The Department's first priority is to assist Arkansas State Police in traffic control to improve traffic flow and keep travelers safe, but ARDOT is prepared to go the extra mile to help those in need.

"Public service is why we're here," Owenby said. "I know if my family were stuck out there, I'd appreciate someone taking time to check on them and bring them food and water." ■

Ribbon cutting and sign unveiling of the Louis Jordan Memorial Highway sign.



Jordan and the Tympany Five dominated the 1940s R&B charts scoring 57 hit singles. They had 18 number-one hits and 54 songs in the Top Ten.

Capitol Lounge, which proved to be an important breakthrough for Jordan and the band. More recording sessions followed resulting in hits such as “Knock Me a Kiss,” “I’m Gonna Move to the Outskirts of Town” and “Five Guys Named Moe.” One of Jordan’s biggest hits was the song “Caldonia.” After Jordan’s success with the song, versions were also recorded by Woody Herman and Muddy Waters.

The pinnacle of Jordan’s recording career was between the years 1942 and 1950. During this period, Jordan placed more than a dozen songs on the national charts. He and the Tympany Five dominated the 1940s R&B charts scoring 57 hit singles. They had 18 number-one hits and 54 songs in the Top Ten. From July 1946 to May 1947, Jordan had five consecutive number-one songs, holding the top slot for 44 consecutive weeks.

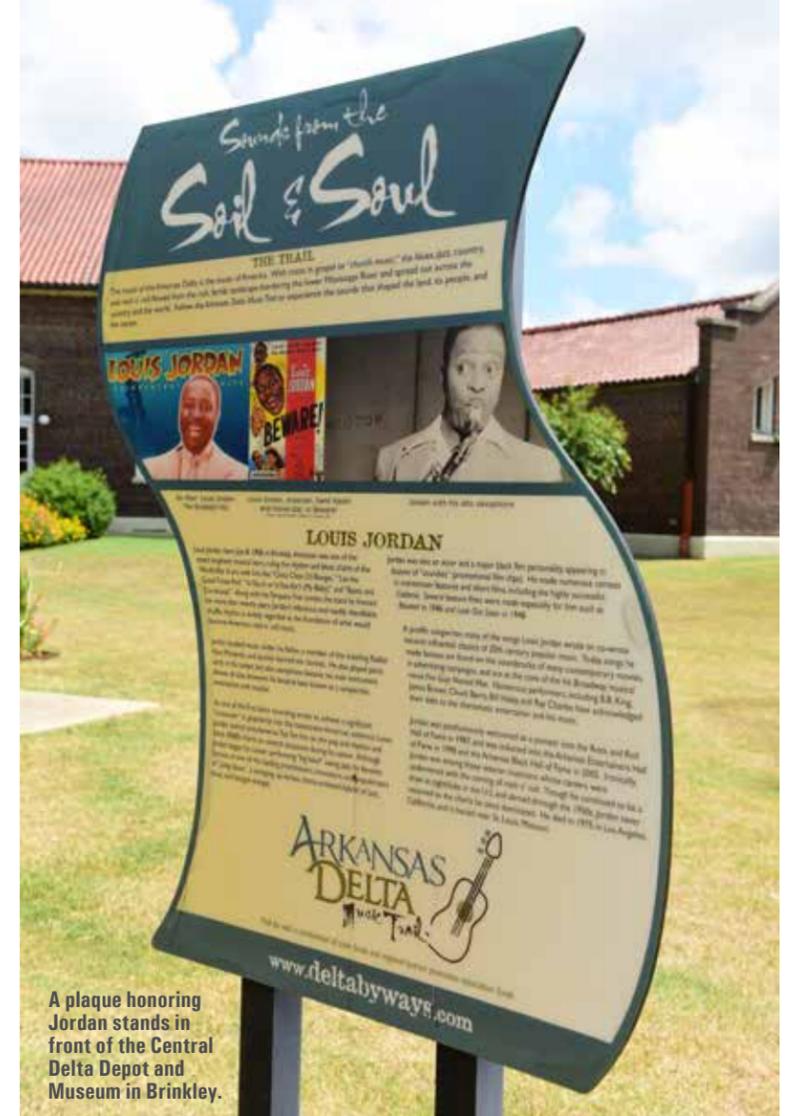
In addition to his work with his band, Jordan sang in many films such as “Meet Miss Bobby Sox” and “Follow the Boys” and starred in several race films including “Beware!” and “Look-Out Sister.”

Jordan’s music had an impact on many up-and-coming musicians including Chuck Berry who acknowledged Jordan as his main inspiration. James Brown cited Jordan as a major influence as well because of his multifaceted talent.

Jordan died of a heart attack in 1975. He is buried at Mt. Olive Cemetery in St. Louis, Missouri, the hometown of his wife Martha.

Jordan was inducted into the Rock and Roll Hall of Fame in 1987. He recently received a 2018 Special Merit Award for Lifetime Achievement from the Recording Academy. A revival of his music took off in 1992 when the musical *Five Guys Named Moe*, based on his life and music, became a Broadway smash.

A plaque honoring Jordan stands in front of the Central Delta Depot and Museum in Brinkley. Jordan worked at the depot in his younger years. An exhibition inside the museum displays numerous items spotlighting his success in the music industry. ■



A plaque honoring Jordan stands in front of the Central Delta Depot and Museum in Brinkley.



Louis Jordan, 1951.

U.S. HIGHWAY 49 THE LOUIS JORDAN Memorial Highway

BY DAVID NILLES

H E WAS KNOWN AS THE KING OF THE JUKEBOX, THE FATHER OF RHYTHM & BLUES AND THE GRANDFATHER OF ROCK 'N ROLL. HE WAS LOUIS JORDAN, KNOWN BY MANY MUSIC LOVERS AND PEOPLE IN THE EAST ARKANSAS TOWN OF BRINKLEY, WHERE HE WAS BORN AND SPENT HIS YOUTH.

On July 9, ARDOT staff and area dignitaries celebrated his success in the music industry by unveiling a sign designating U.S. Highway 49 between Brinkley and Marvel as the Louis Jordan Memorial Highway.

Jordan was born in Brinkley in 1908. He studied music under his father, James Aaron Jordan, and played in his father’s bands growing up, which included the Brinkley Brass Band and the Rabbit Foot Minstrels. Following high school, Jordan attended

Arkansas Baptist College in Little Rock and majored in music. Alto sax became his main instrument, but as his career began to grow, he became better known as a songwriter, entertainer and vocalist.

After studying at Arkansas Baptist, Jordan moved to Philadelphia in the early 1930s and performed with the Charlie Gaines Band. He moved again, this time to New York where he performed with the Clarence Williams Band. In 1936, he joined the Savoy Ballroom Orchestra, which proved a big stepping stone for his musical career. He often introduced songs for the orchestra and soon began singing lead in the band or performing duets with a teenage Ella Fitzgerald.

Jordan’s first band of his own was a nine-piece group known as the Elks Rendezvous Band. After recording three sides for Decca Records, the band changed its name to the Tympany Five.

Their swinging shuffle rhythms became known as “jump blues” or “jumpin’ jive,” a sound that could be considered a prototype of rock and roll. In 1945, the band played an engagement at Chicago’s

OUT & ABOUT

CALENDAR OF EVENTS AROUND THE STATE

Several events in October and November 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.

- * **OUTERBIKE 2018:** Bentonville is one of only three venues in the country hosting Outerbike in 2018. Bike demos, trail rides, bike clinics and social events. OCTOBER 26 - 28
- * **BEAN FEST AND CHAMPIONSHIP OUTHOUSE RACES:** Do you think you have the best beans around? Come cook for your chance to win. Beans and cornbread will be served for free, with music and dancing on the Courthouse Square, handmade craft vendors and outrageous outhouse races. The dinner bell will ring at noon, and the "Bean Fest Cooking Champion" will be crowned. Outhouse Races will follow dinner. • OCTOBER 26 - 27
- * **2018 ARKANSAS CORNBREAD FESTIVAL:** Bonding over cornbread is a southern tradition, and once you've had a taste of South Main in Little Rock (SoMa), you'll have to come back for more. Cornbread and side dish entries are judged by everyone attending the festival (most popular wins prizes) as well as a panel of celebrity judges who award blue ribbons. Live music and other fun activities round out the day. • OCTOBER 27
- * **DIA DE LOS MUERTOS:** An evening of dancing, face-painting, delicious food and more are part of this Hispanic and Latino celebration. • NOVEMBER 1



Outhouse Races

Photo courtesy of AR Parks & Tourism



Cornbread Fest



Dia De Los Muerto

OCTOBER 12-13

OKTOBERFEST
Hill Wheatley Plaza
Hot Springs

OCTOBER 13

PLANT SWAP
Delta Rivers Nature Center
Pine Bluff

OCTOBER 15 - JANUARY 5

MUSICFEST XXXI
Murphy Arts District
El Dorado

OCTOBER 26-28 *

OUTERBIKE 2018
Buckyball Field
Bentonville

OCTOBER 26-27 *

BEAN FEST AND CHAMPIONSHIP
OUTHOUSE RACES
Courthouse Square
Mountain View

OCTOBER 27 *

2018 ARKANSAS CORNBREAD
FESTIVAL
South Main
Little Rock

NOVEMBER 1 *

DIA DE LOS MUERTOS
Arkansas State University Museum
Jonesboro

Dear ARDOT

I was pleasantly surprised to see your article in the March/April edition of your magazine about the Springfield-Des Arc Bridge being restored and moved. The Alfred Cook in the article who created the original stonework is my second great grandfather. I have heard about the bridge most of my life but have never seen it. Recently I became curious as to whether it still existed and came across your article. Imagine my surprise!

I definitely plan to come to the relocated area as soon as I can to see the bridge. My deceased parents have photos of it that they took in the 70s when they visited there. I am an avid family history and genealogy addict and this kind of find really excites me. I want to share with all my Cook side family.

Sincerely,
Suzanne Cook Taylor
Orem, Utah



The Springfield-Des Arc Bridge at its new home in Beaverfork Lake Park

COURTEOUS

There was a funeral procession on State Highway 29N from Hope to Blevins this morning and every crew member along that route was very reverent and respectful as the procession passed through. The crew working in front of Blevins School all stopped, removed their hats and bowed their heads in respect. Further up the road, there were two ARDOT vehicles pulled off on the shoulder, both drivers removed their hats and bowed their heads. Also, along the route, a mowing crew was working and they also stopped their machinery and removed their hats as the procession passed. So thankful for the respect shown by ARDOT employees as they drove by.

Thank You,
Anonymous Motorist

HELP ON A HOT AFTERNOON

This afternoon, Bob Crafton and I (two old former Highway Department engineers) had been to Little Rock for an Arkansas Good Roads Foundation Executive Board meeting and were headed back home to Rogers. As we approached Mountainburg along I-49 we were notified by motorists passing us that we had a tire problem. We stopped under the interchange bridge and discovered that the left front tire on Bob's pickup was nearly flat. Being very near the Crawford 2 Area Headquarters, we pulled into their parking lot. I asked the HQ attendant if we could air up a low tire. We then discovered that the tire had picked up a large screw and was leaking too much to be aired up and travel any further. About that time Julie Moreton and her Bridge Crew drove into the HQ lot. That entire crew, along with the Area HQ Attendant, went into "motorist assistance mode" and helped us change the tire, fixed our flat problem and got us back on our way. No wait! They did it all!! Bob and I want you to pass along our thanks to your fine D-4 employees for a job well done. I knew some of the employees, particularly Julie Moreton and Jose Malagon, from my time as DE, but everyone was very nice and helpful on a HOT afternoon. We certainly would have had a different experience had all of this happened on up the road a few miles!! Thanks again.

Harold Beaver
Former Highway Department Engineer

SAVED ME HUNDREDS

I wanted to say thank you to John Caldwell and the Arkansas Highway Dept. I was having a fence installed and John saw the company was going to install it in the right of way and stopped them before it was too late, saving me hundreds of dollars. He was also very helpful when I needed my driveway permit. He's a great customer service representative. Thanks again!

Steve Reaves

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

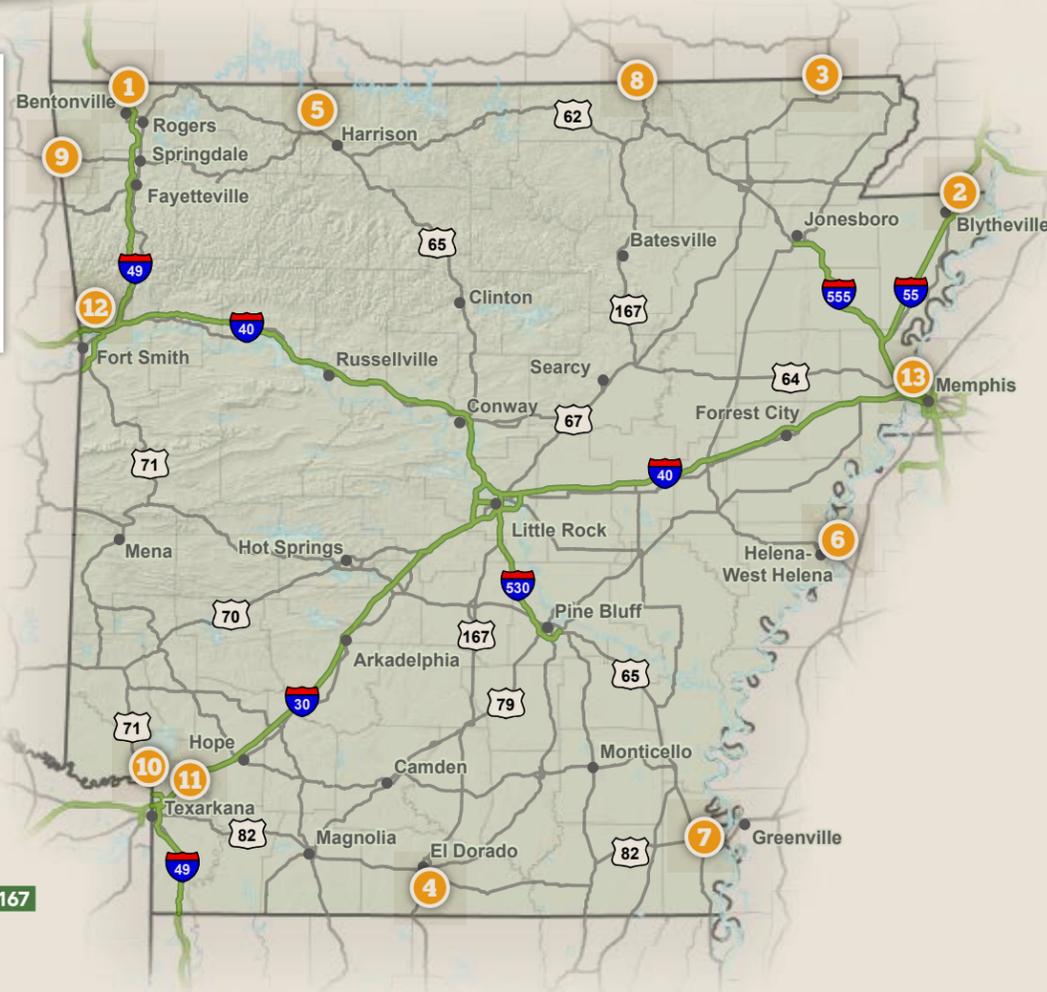
10000 Interstate 30
Texarkana, AR 71854
Phone: 870-772-4301

12. VAN BUREN — INTERSTATE 40

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

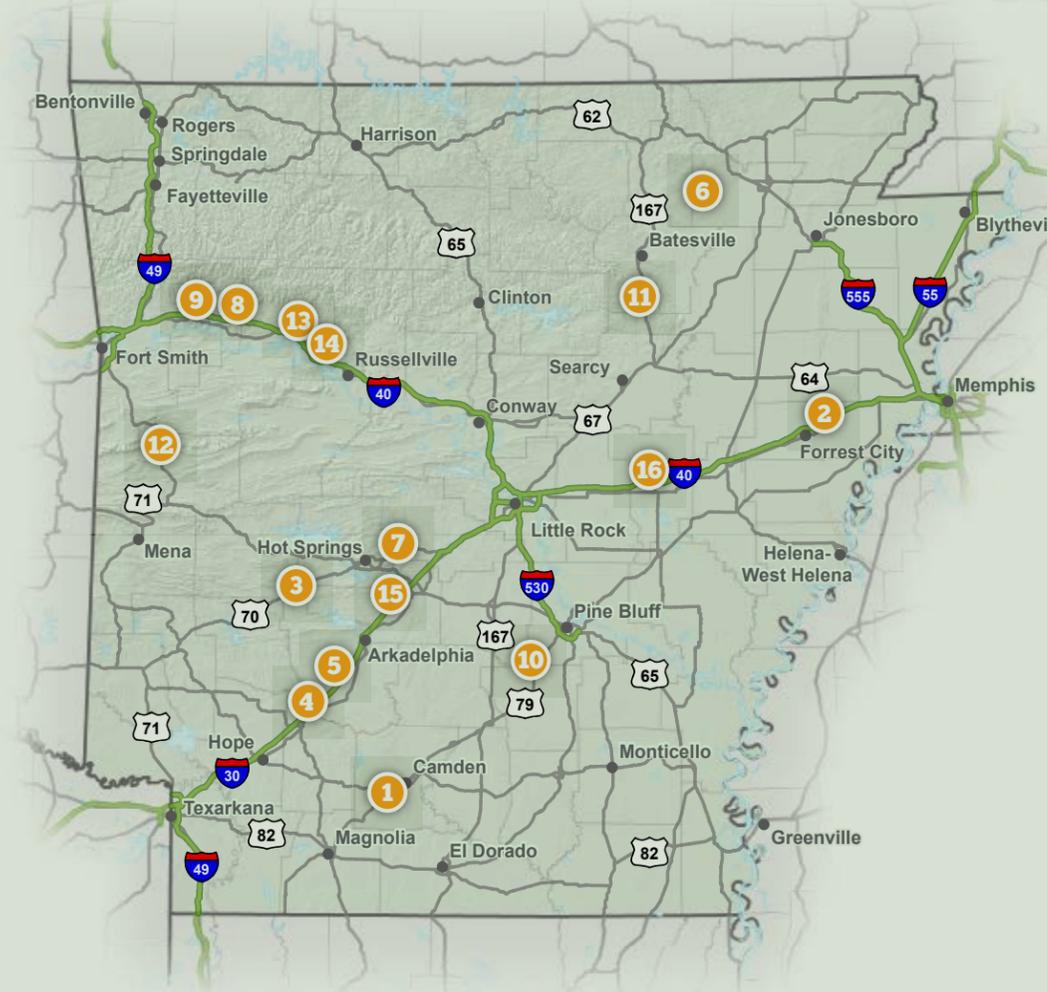
13. WEST MEMPHIS — INTERSTATE 40

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 9

CONSTRUCTION



CORNER

Work continues in Boone County where construction crews are widening over four miles of U.S. Highway 65. The improvements are located south of Harrison and extend from Maxie Camp Road southward to State Highway 206.

In addition to widening the highway to four lanes, new bridges are being constructed over Hog Creek and Elm Branch.

The construction project totals \$22.9 million and was awarded to Nabholz Construction Corporation in August 2017. Crews began work in October of that year and are approximately half way towards completion. Work is expected to be complete in August 2019. ■



ARDOT PEOPLE

NEW EMPLOYEES

- BRIDGE** • Josue Quiroz Villacis, Engineer
- COMMUNICATIONS** • Tracy Jones, Communication Operator
- CONSTRUCTION** • Ke'Shawn Holiday, Construction Aide; Gregory James, Construction Aide
- FACILITIES MANAGEMENT** • Latanya Burrell, Janitor; Jaonna Jordan, Janitor; Tonia Washington, Janitor
- HEAVY BRIDGE** • River Flanigan, Bridge Repairer; Jerry Honeycutt, Bridge Repairer; Jordan Hunter, Bridge Repairer
- HUMAN RESOURCES** • Christina Turner, Records Technician
- MAINTENANCE** • Jerome Wallace Jr., Striping Helper; Austin Wilson, Striping Helper
- RIGHT OF WAY** • Mary Hooks, Office Aide
- SYSTEM INFORMATION & RESEARCH** • Samantha Rensel, Office Assistant
- TRANSPORTATION PLANNING & POLICY** • Daniel Heidelberg, Public Transportation Program Manager
- DISTRICT 1** • Dwight Markham, Maintenance Aide I; Kenneth Turner Jr, Maintenance Aide I; Jona Haywood, Maintenance Aide I; Andrew Wallace, Maintenance Aide I; Colby Eskew, Maintenance Aide I
- DISTRICT 3** • Matthew Mays, Maintenance Aide I; Harry Church, Maintenance Aide I; David Lynn, Maintenance Aide I
- DISTRICT 4** • Michael Horne, Rest Area Attendant; Joseph Cedillo, Maintenance Aide I; Breann Mitchell, Maintenance Aide I; Shane Rye, Maintenance Aide I; Jamal Sheppard, Maintenance Aide I; Todd Weyl, Maintenance Aide I
- DISTRICT 5** • Allen Williams, Maintenance Aide I
- DISTRICT 6** • Angie Brown, Storeroom Assistant; Tony Campbell Jr., Bridge Repairer; Alvertis Ivory Jr., Maintenance Aide I; Rodney Asbury, Maintenance Aide I; Jared Leach, Rest Area Attendant; Austin Brown, Maintenance Aide I; Tristyn Haggerty, Maintenance Aide I; Dwayne Smith, Maintenance Aide I
- DISTRICT 7** • Ike Harcrow Jr., Maintenance Aide II; Ethan Clark, Maintenance Aide I; Raphaela Payton, Rest Area Attendant
- DISTRICT 8** • Clayton Davis, Maintenance Aide I; Brody Frizzell, Maintenance Aide I
- DISTRICT 9** • Michael Rowe, Maintenance Aide I; Zachary Wilson, Maintenance Aide I

PROMOTIONS

- BRIDGE** • Korey Pough, Advanced Bridge Design Engineer; Joseph Jabo, Advanced Bridge Engineer
- CONSTRUCTION** • Anita Parker, Construction Materials Inspector; Adrian Aldrete, Construction Aide; William Housley, Construction Aide
- ENVIRONMENTAL** • Felicia Couser, Office Assistant
- FISCAL SERVICES** • Darrell Patton, Chief Fiscal Officer
- MAINTENANCE** • John Brown, Assistant Striping Superintendent

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

- MATERIALS** • Don McCollum, Geotechnical Aide
- RIGHT OF WAY** • Jennifer Williams, Division Head
- DISTRICT 1** • Mark Vance, Bridge Repairer
- DISTRICT 2** • Tyler Wells, Crew Leader; Philip James, Body Repairer and Painter
- DISTRICT 5** • Brandon McKinney, Maintenance Aide II
- DISTRICT 6** • Ricky Hammon II, Area Maintenance Supervisor
- DISTRICT 7** • Steven Ashcraft, Maintenance Aide II; Dakota Hogue, Maintenance Aide II
- DISTRICT 8** • Jonathon Prout, Maintenance Aide II; Koltan Allen, Maintenance Aide II; Nicky Scrivner, Maintenance Specialist; Donald Arrowood, Maintenance Aide II; Steven Pierce, Maintenance Specialist; Derrick Ross, Maintenance Specialist; Abner Perdomo, Carpenter; Robert Collins, Maintenance Aide II
- DISTRICT 9** • Kelly Bullock, Maintenance Aide II; Lawrence Waits, Maintenance Aide II
- DISTRICT 10** • Patrick Reed, Maintenance Specialist

SERVICE

- ARKANSAS HIGHWAY POLICE** • Quincy Lyons, Law Enforcement Officer, 10+ yrs.; Ebony Lewis, Law Enforcement Officer, 10+ yrs.; Michael Meeks, Arkansas Highway Police Sergeant, 10+ yrs.; Charles Tolliver Jr., Law Enforcement Officer, 10+ yrs.; Donald Hilliker, Law Enforcement Officer, 10+ yrs.; Juril Henson Jr., Law Enforcement Officer, 10+ yrs.; Leonard Turner, Law Enforcement Officer 10+ yrs.
- BRIDGE** • Chris Lenard, Administrative Assistant, 5+ yrs.; Eric Romero, Advanced Engineer, 5+ yrs.
- COMPUTER SERVICES** • Margarita Olive, System Support Technician, 30+ yrs.
- CONSTRUCTION** • Stanley Glover, Staff Engineer, 35+ yrs.; Jason Efrid, Staff Engineer, 30+ yrs.; Jay Tooke, Senior Engineer, 10+ yrs.; Kyle Battenfield, Construction Inspector, 10+ yrs.; Shelly Howard, Resident Office Technician, 5+ yrs.
- DIRECTOR'S OFFICE** • Scott Bennett, ArDOT Director, 30+ yrs.
- ENVIRONMENTAL** • Sherry Leblanc, Environmental Impact Specialist, 15+ yrs.
- EQUIPMENT & PROCUREMENT** • David Fulmer, Mechanic, 20+ yrs.; Jeremy Kester, Mechanic, 5+ yrs.; Laura Rankin, Fleet Management Analyst, 5+ yrs.
- FACILITIES MANAGEMENT** • John Clements, Master Electrician, 5+ yrs.
- MAINTENANCE** • Mickey Satterwhite, Striping Crew Leader, 25+ yrs.
- PERMITS** • John Sacrey, Permit Technician, 15+ yrs.
- PUBLIC INFORMATION** • Holly Butler, Administrative Assistant, 5+ yrs.
- RIGHT OF WAY** • Ashley January, Lead Right Of Way Plans Designer, 15+ yrs.; Allen Lewis, Lead Realty Appraiser, 10+ yrs.
- ROADWAY DESIGN** • Mark Simecek, Senior Engineer, 20+ yrs.

- SURVEYS** • Joshua Thompson, Surveys Technician, 20+ yrs.
- DISTRICT 1** • Brook Hively, Lead Storeroom Assistant, 15+ yrs.; Jimmy Cansler, Area Headquarters Attendant, 15+ yrs.; Robert Johnson, Area Maintenance Supervisor, 10+ yrs.; Steven Johnson, Maintenance Specialist, 10+ yrs.; Michael Smith, Bridge Repairer, 10+ yrs.
- DISTRICT 2** • Deric Wyatt, District Engineer, 15+ yrs.; Phillip Dowell, Bridge Repairer, 5+ yrs.
- DISTRICT 3** • Melissa Downing, Maintenance Aide II, 10+ yrs.; Charleston Grissom, Maintenance Aide II, 5+ yrs.
- DISTRICT 4** • Marcus Standridge, Maintenance Specialist, 15+ yrs.; Leroy Dewey, Storeroom Supervisor, 20+ yrs.; Brandy Stormes White, General Laborer, 10+ yrs.
- DISTRICT 5** • Harry Alder, Maintenance Aide II, 5+ yrs.; Bradlee Daniels, Maintenance Aide II, 5+ yrs.
- DISTRICT 6** • Calvin Metcalf, Maintenance Aide II, 5+ yrs.; Joseph Rigsby, Rest Area Attendant, 5+ yrs.; Markita Green, Area Headquarters Attendant, 5+ yrs.
- DISTRICT 7** • Darrick Erby, Maintenance Specialist, 10+ yrs.
- DISTRICT 8** • Richard Rackley, Maintenance Specialist, 15+ yrs.
- DISTRICT 9** • Arvel McConnell, Maintenance Aide II, 30+ yrs.; Jeff Shimko, Maintenance Specialist, 15+ yrs.; Joyce Dodson, Guard, 10+ yrs.; James Standridge, Maintenance Aide II, 5+ yrs.
- DISTRICT 10** • Jason Stigall, Maintenance Specialist, 20+ yrs.; Michael Cooper, Shop Supervisor, 15+ yrs.; David Wicker, Crew Leader, 15+ yrs.; Josh Terry, Maintenance Specialist, 5+ yrs.

RETIREMENT

- ARKANSAS HIGHWAY POLICE** • Jeffrey Davis, Arkansas Highway Police First Lieutenant, 32+ yrs.
- FISCAL SERVICES** • Mike Boyd, Chief Fiscal Officer, 23+ yrs.
- RIGHT OF WAY** • Perry Johnston, Division Head, 33+ yrs.; Sam Sawyer, Beautification Coordinator, 5+ yrs.
- TRANSPORTATION PLANNING & POLICY** • Minnie White, Freight Planner, 37+ yrs.
- DISTRICT 2** • Edgar Burch, Maintenance Specialist, 16+ yrs.
- DISTRICT 7** • Ken Thornton, Construction Project Coordinator, 26+ yrs.
- DISTRICT 8** • Michael Hawkins, Lead Station Attendant, 6+ yrs.

MEMORIALS

- DISTRICT 2** • Theodore Walton, 8/2/2018, retired
- DISTRICT 4** • Stephen Neff, 7/23/2018, retired; William Gumm, 8/9/2018, retired
- DISTRICT 6** • Denver Hardman, 7/31/2018, retired
- DISTRICT 9** • Jack Drewry, 7/13/18, retired; Michael Thomas, 7/21/2018; retired
- DISTRICT 10** • Elmer Glover, 7/20/2018, 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

