



2010
Joe Martin Stage Race
Volunteer Bible

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Thank You



Dear Volunteer:

Ourselves, Bruce Dunn (the promoter), the race committee and the 700+ riders from more than 43 states and 17 foreign countries racing this year, want to thank you for taking the time and effort to help make this year's Joe Martin Stage Race a world-class event. Without your help, this race would not be able to continue and your efforts are truly appreciated.

As a way to show our appreciation, we will be hosting a volunteer appreciation party at the Dickson Street Ballroom on **Tuesday, May 18 at 6:00pm** with all you can eat food provided by Jose's and all you can drink beverages from McBride Distributing.

Also, we are curious how we can make this race even better for the volunteers as well as the racers. If you know of ways we can improve the volunteer experience, we would love to hear them. Feel free to e-mail us at either dlagrone@cox.net or jchappy5@gmail.com with any ideas.

We look forward to seeing you next year and THANKS AGAIN FOR YOUR TIME AND ENERGY!

Sincerely,

Dean LaGrone - Volunteer Coordinator
Jaime Chapman - Volunteer Recruiter
Joe Martin Stage Race

SCHEDULE OF EVENTS:

Packet Pickup Times and Locations:

- ◆ 6pm - 9pm: Wednesday, May 5th: Pro/Elite – Cosmopolitan Hotel
- ◆ 8am -10am: Thursday, May 6th: Pro/Elite – Cosmopolitan Hotel
- ◆ 30 minutes prior to starts - Thursday, May 6th: Pro/Elite – Devils Den State Park
- ◆ 7pm -10pm: Friday, May 7th: USAC (amateur) – Cosmopolitan Hotel
- ◆ 6:30am - 8am: Saturday, May 9th: USAC (amateur) – Devils Den State Park

Thursday Pro/Elite Time Trial - May 6

Category	Est. Start Time	Distance	Avg. Grade
Pro Men 1	2:00 pm	2.5 miles	6.8 %
Men 1, 2	3:30 pm	2.5 miles	6.8 %
Pro Women 1, 2	4:30 pm	2.5 miles	6.8 %

Friday Road Race - May 7

Category	Start Time	Distance	Est. Finish Time
Pro Men 1	1:30 pm	110 miles	6:00 pm
Pro Women 1, 2	2:00 pm	64 miles	4:45 pm
Men 1, 2	12:30 pm	110 miles	5:15 pm

Saturday Morning USAC (amateur-only) Time Trial - May 8

approximate times

Category	Est. Start Time	Distance	Avg. Grade
Men Cat 5	8:30 am	2.5 miles	6.8 %
Women Masters 40+	9:00 am	2.5 miles	6.8 %
Women Cat 3,4	9:10 am	2.5 miles	6.8 %
Men Cat 4	9:30 am	2.5 miles	6.8 %
Men Master 50+	10:15 am	2.5 miles	6.8 %
Men Master 40+	10:30 am	2.5 miles	6.8 %
Men Cat 3	10:50 am	2.5 miles	6.8 %

Saturday road race and Sunday criterium on following page.

SCHEDULE OF EVENTS:

Saturday Road Race - May 9

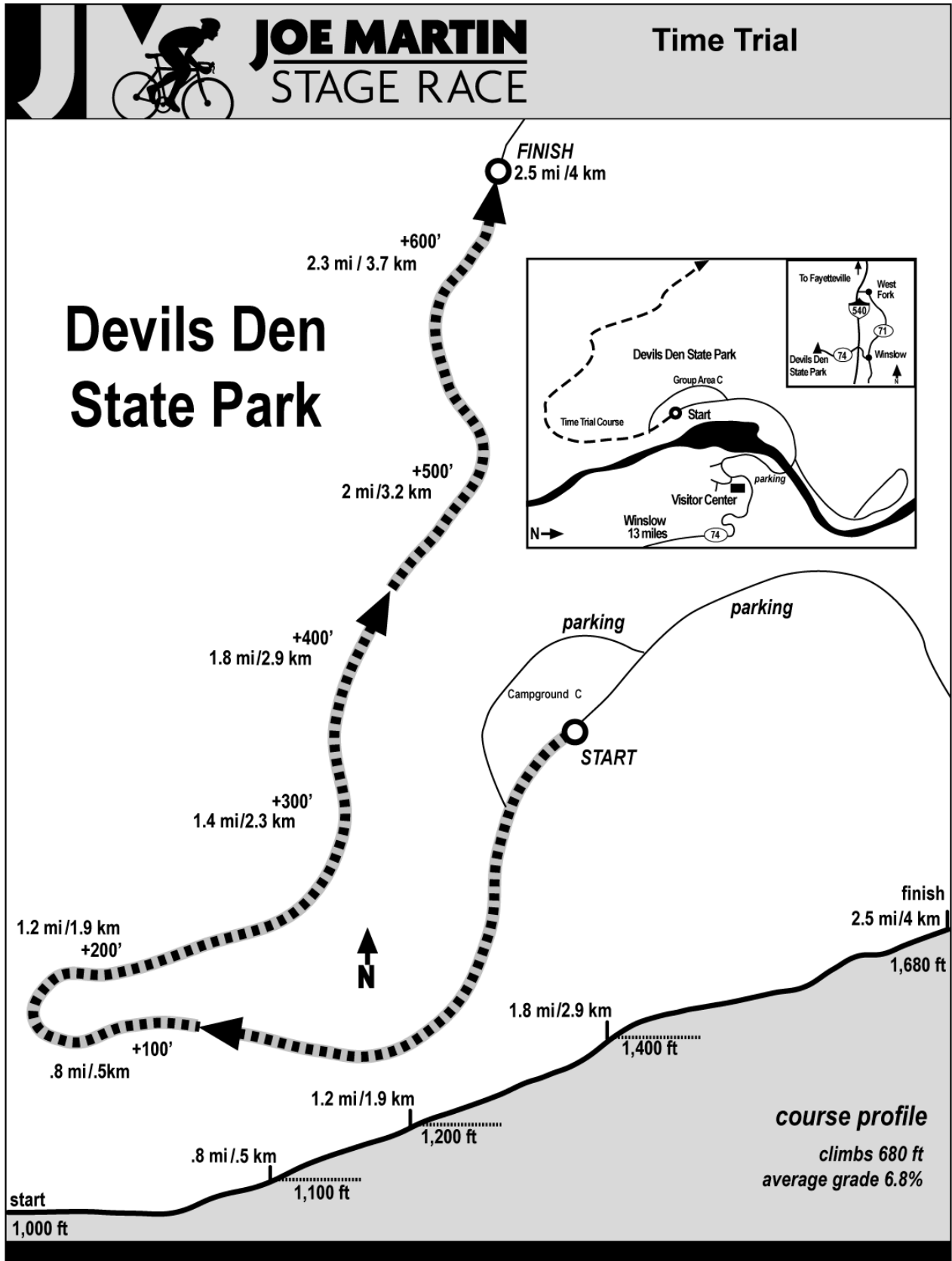
Category	Start Time	Distance	Est. Finish Time
Pro Women 1, 2	11:30 pm	69 miles	2:30 pm
Men 5	11:50 am	46 miles	1:50 pm
Women 3,4 & Master Women 40+	11:55 am	46 miles	2:10 pm
Pro Men 1	3:00 pm	92 miles	6:30 pm
Men 1, 2	3:05 pm	92 miles	6:50 pm
Men 3	3:10 pm	69 miles	6:10 pm
Master Men 40+	3:20 pm	69 miles	6:20 pm
Master Men 50+	3:30 pm	46 miles	5:30 pm
Men 4	3:40 pm	46 miles	5:45 pm

Sunday Criterium - May 10

Category	Start Time	Race Time
Women 3, 4	8:00 am	25 minutes
Master Women 40+	8:35 am	25 minutes
Men Cat 4	9:10 am	35 minutes
Master Men 40+	9:55 am	45 minutes
Master Men 50+	10:45 am	35 minutes
Pro Women 1, 2	11:30 am	60 minutes
Cruiser Crit - stay tuned for details	12:30 pm	Parade lap of course
Kid's Ride (FREE) - Ages 3-12	12:30 pm	25 yds - 1.1 miles
Pro Men 1	1:15 pm	90 minutes
Men 1, 2	3:00 pm	60 minutes
Men 3	4:10 pm	45 minutes
Men 5	5:05 pm	30 minutes

Maps & Course Directions

Thursday & Saturday Time Trial Map



INTERSECTION TIMELINE

Friday Road Race:

Earliest Intersection Times			Intersections						
Category	Miles	Start	59/348	282/71	59/348	71B/Prairie	282/71B	71B/Prairie	Finish
Pro Women	62	2:00 PM	02:15 PM	02:42 PM		04:39 PM			04:43 PM
Pro Men	111	1:30 PM			03:39 PM		04:05 PM	05:48 PM	05:51 PM
Men 1,2	111	12:30 PM			02:45 PM		03:12 PM	05:01 PM	05:04 PM

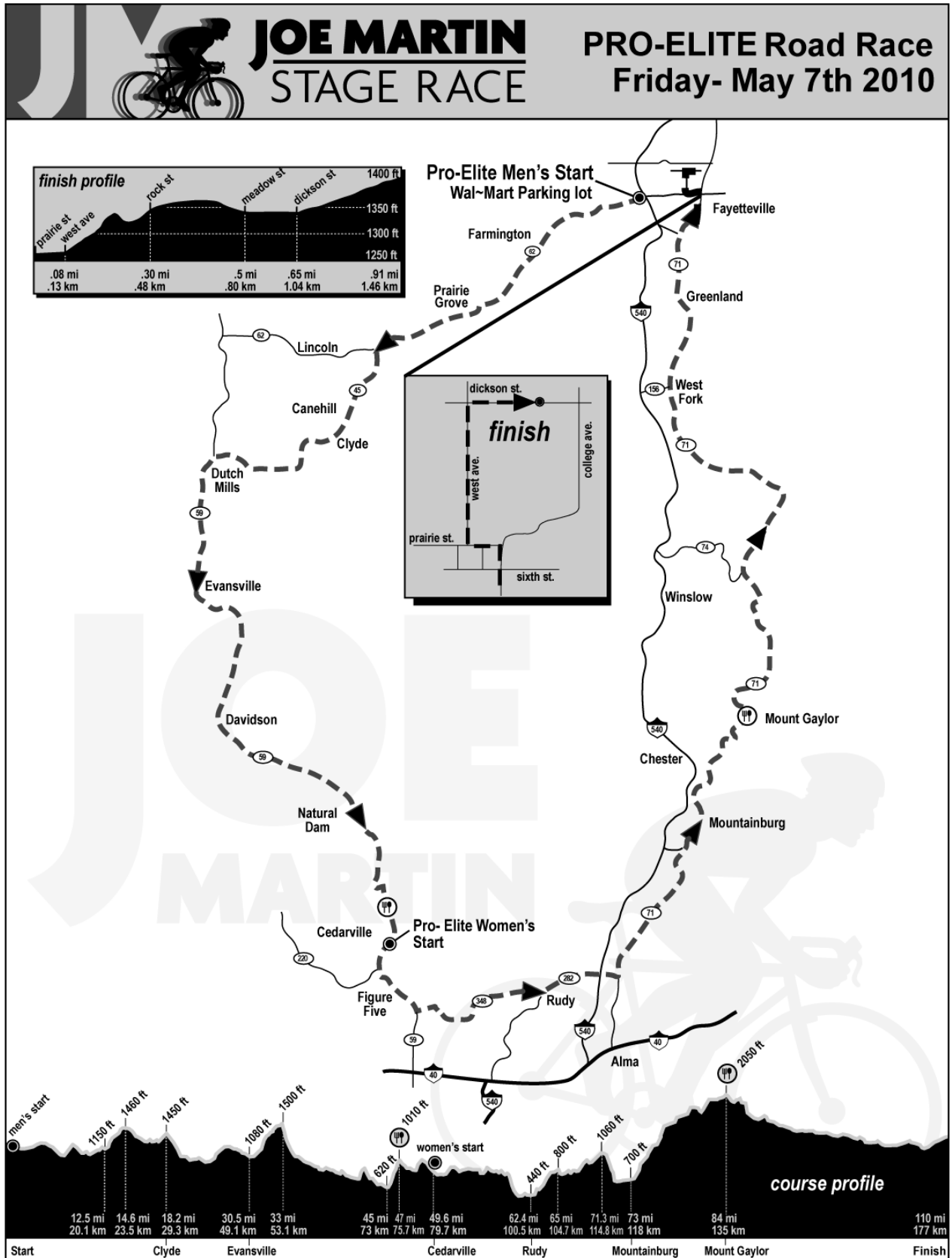
Latest Intersection Times			Intersections					
Category	Miles	Start Time	59/348	282/71B	71B/Prairie	282/71B	71B/Prairie	Finish
Pro Women	62	2:00 PM	02:18 PM		05:01 PM			05:06 PM
Pro Men	111	1:30 PM	01:45 PM	03:50 PM		04:18 PM	06:10 PM	06:13 PM
Men 1,2	111	12:30 PM	12:46 PM	03:00 PM		03:30 PM	05:30 PM	05:32 PM

Saturday Road Race:

Earliest Intersection Times for HOG EYE								
HOG EYE Mileage Intersections, plus finish time								
Category	Mileage	Start Time	11	23	34	57	80	Finish
Pro Women	69	11:30 AM	11:58 AM		12:58 PM	01:58 PM		02:30 PM
Cat 5	46	11:50 AM	12:18 PM		01:19 PM			01:51 PM
Women 3,4; 40+	46	11:55 AM	12:26 PM		01:32 PM			02:06 PM
Pro Men	92	3:00 PM	03:25 PM		04:18 PM	05:11 PM	06:04 PM	06:32 PM
Men 1,2	92	3:05 PM	03:32 PM		04:28 PM	05:25 PM	06:22 PM	06:52 PM
Cat 3	69	3:10 PM	03:38 PM		04:38 PM	05:38 PM		06:10 PM
Men 40+	69	3:20 PM	03:48 PM		04:48 PM	05:48 PM		06:20 PM
Men 50+	46	3:30 PM	03:58 PM		04:58 PM			05:30 PM
Cat 4	46	3:40 PM	04:10 PM		05:12 PM			05:45 PM

Latest Intersection Times HOG EYE								
Hogeye Mileage Intersections, plus finish time								
Category	Mileage	Start Time	11	23	34	57	80	Finish
Pro Women	69	11:30 AM	12:03 PM		01:12 PM	02:21 PM		02:57 PM
Cat 5	46	11:50 AM	12:26 PM		01:43 PM			02:23 PM
Women 3,4; 40+	46	11:55 AM	12:31 PM		01:48 PM			02:28 PM
Pro Men	92	3:00 PM	03:26 PM		04:23 PM	05:19 PM	06:15 PM	06:45 PM
Men 1,2	92	3:05 PM	03:33 PM		04:33 PM	05:33 PM	06:33 PM	07:05 PM
Cat 3	69	3:10 PM	03:40 PM		04:42 PM	05:45 PM		06:18 PM
Men 40+	69	3:20 PM	03:51 PM		04:57 PM	06:02 PM		06:37 PM
Men 50+	46	3:30 PM	04:03 PM		05:12 PM			05:48 PM
Cat 4	46	3:40 PM	04:13 PM		05:22 PM			05:58 PM

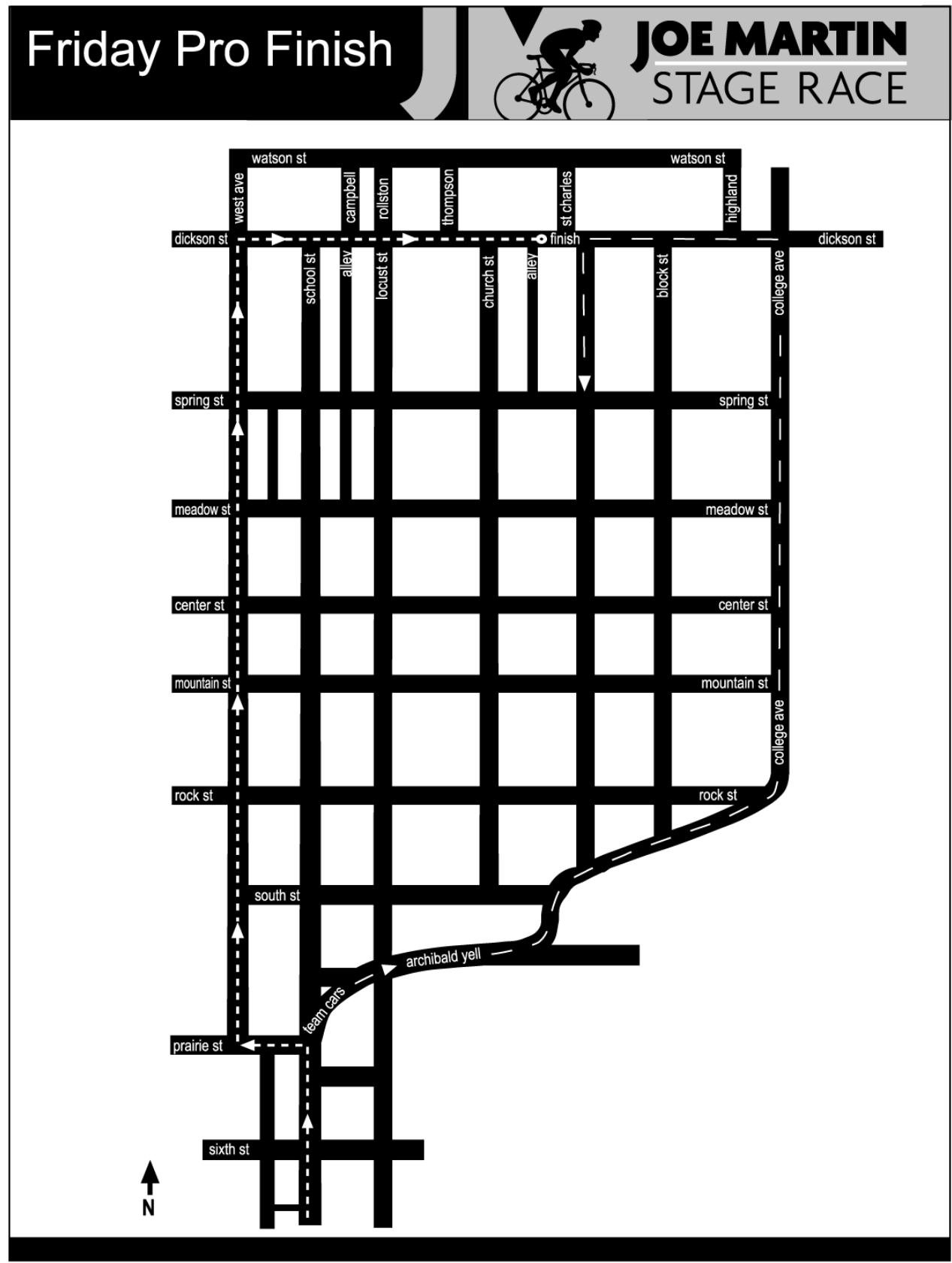
Friday Pro Race Course Map



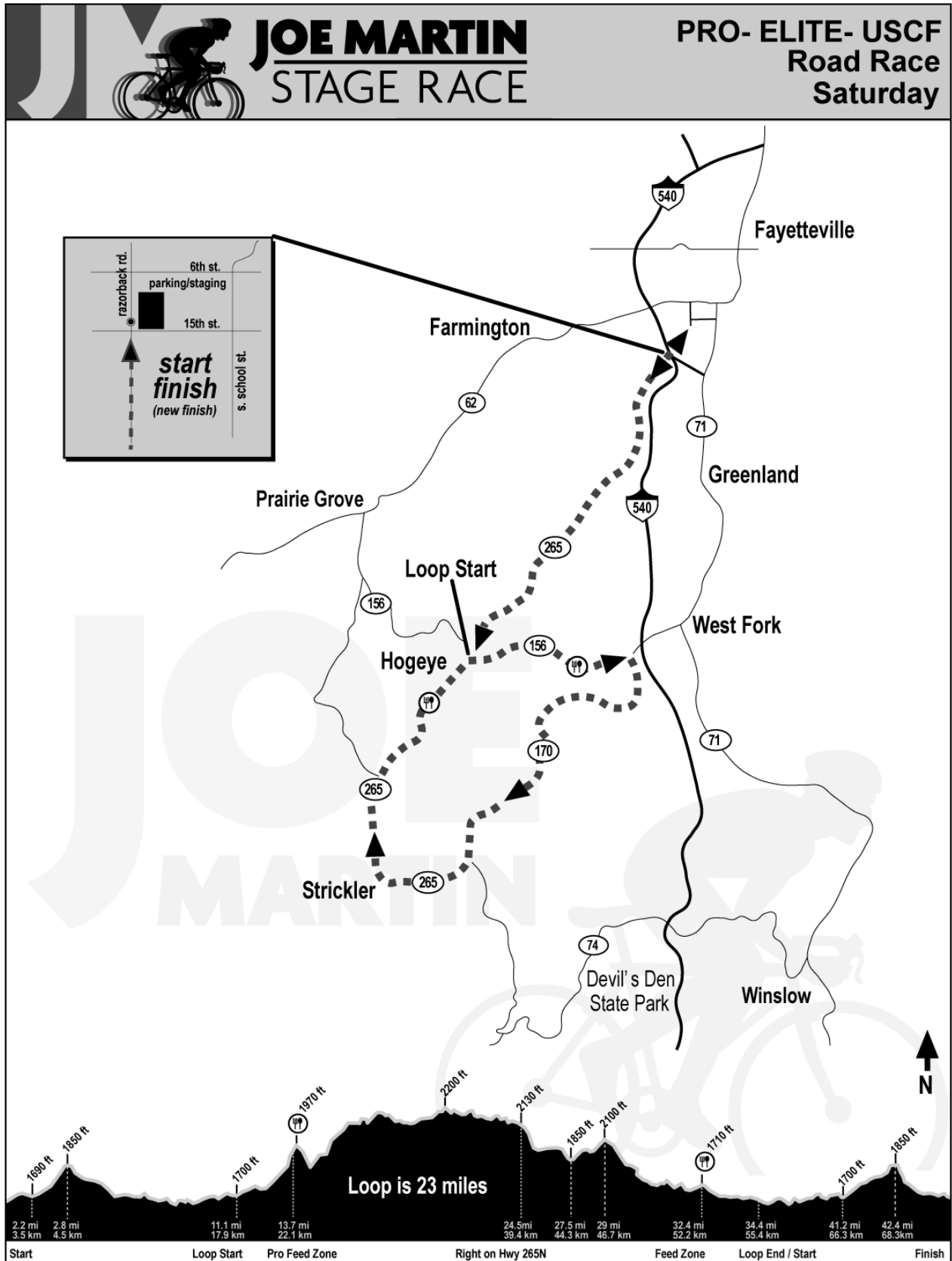
Friday Pro Race Course Directions

Mileage		DETAILS
Miles	Km.	
0	0.0	MEN START at Wal-Mart parking lot (6th Street/Hwy 62).
9.1	14.7	RIGHT TURN at 4-way stop. NOTE CONCRETE MEDIAN
13.4	21.6	TURN LEFT on Hwy. 45
16.5	26.6	Canehill city limit
18.2	29.3	Clyde city limit (<i>road bears to the right</i>)
24.2	39.0	TURN LEFT on Hwy. 59
24.4	39.3	Dutch Mills city limit
30.3	48.8	Evansville city limit
33	53.1	Please note fast downhill section - BE CAREFUL
44.9	72.3	Natural Dam city limit
45.3	72.9	0.10 mile bridge
47	75.7	FEED ZONE
48.3	77.8	Cedarville city limit
49.6	79.9	(WOMEN'S START) - First Baptist Church Parking Lot in Cedarville
55.5	89.4	Figure Five city limit
55.9	90.0	TURN LEFT on Hwy 348 - NEXT 10 MILES NARROW ROADS WITH SHARP TURNS
57.8	93.1	Sharp S-curve in road
61.5	99.0	TURN RIGHT on Hwy 282 (appears that you're turning onto Hwy 60 when driving)
61.6	99.2	0.15 mile bridge
62.1	100.0	TURN LEFT on Hwy. 282
62.3	100.3	RAILROAD CROSSING
62.4	100.5	Rudy city limits
65.8	105.9	PLEASE NOTE RUMBLE STRIPS when approaching intersection.
65.8	105.9	TURN LEFT on Hwy. 71.
72.7	117.0	Mountainburg city limit
73.1	117.7	Center line rule when climbing the next 9.3 miles
84.5	136.0	Mt Gaylor city limit FEED ZONE
100.2	161.3	West Fork city limit
104.6	168.4	Greenland city limit
106	170.7	Fayetteville city limit
108.4	174.5	15th Street and Hwy 71
109.9	176.9	6th Street and Hwy 71
109.95	177.0	Turn LEFT on Prairie Street.
100	161.0	Turn RIGHT on West Ave.
110.6	178.1	Turn RIGHT on Dickson Street
110.8	178.4	FINISH LINE - In front of Collier Drug Store

Friday Pro Race Detailed Finish Map



Saturday Road Race Course Map



Saturday Road Race Course Directions

Distance		
Miles	Km.	DETAILS
0	0.0	START - Parking Lot at Intersection of 15th St / Razorback
		Proceed south on Hwy 265 for one-mile neutral rollout
2.85	4.6	Greenland city limits
11.1	17.9	TURN LEFT onto Hwy 156.
13.7	22.1	PRO/ELITE ONLY FEED ZONE (first lap this feed zone is closed)
15.4	24.8	TURN RIGHT onto Hwy 170 W
24.5	39.4	TURN RIGHT toward Stickler on Hwy 265 N
26.75	43.1	Stickler city limits
32.4	52.2	FEED ZONE - ALL CATEGORIES
34.3	55.2	Continue right on Hwy 265
34.4	55.4	TURN LEFT onto Hwy. 265 North. OR Continue east on Hwy 156 DEPENDING ON # OF LAPS REQUIRED PER CATEGORY
41.2	66.3	Greenland city limits
43.7	70.4	Fayetteville city limits
		Last 1,000 Meters of the two northbound lanes will be closed for the sprint
45.2	72.8	FINISH

Position Descriptions

Packet Pickup

2010 will not have any onsite registration, only packet pickup for both teams and individuals. Volunteers are responsible for accurately checking in everyone. When checking in riders there are several important things you must verify for each rider every time. They are:

1. Make sure they have a current USAC or UCI (for the pro's) license. The USAC license should have a red band across the card below the words "USA Cycling Domestic Member License". If it does not, and they are not purchasing a new license, have them see George Heagerty, USA Cycling Rep.
2. If they do not have a license, they must either purchase (2) one-day licenses, purchase an annual License, or visit George Heagerty at the USA Cycling table.
3. Each Rider must sign a Standard Athletes release form. If they have not signed a form they cannot register. **NOTE:** Juniors, under the age of 18, must have a parent or legal guardian sign the Standard Athlete's Release Form.
4. When riders ask you on what side to wear their numbers, tell them to refer to the race bible.

Official Driver

Official drivers probably get the best seat in the house for watching the race. You are responsible for carrying the official so he can watch the race. There are several important things to remember when driving an official:

1. Pay Attention to the race in front of you. We do not want you hitting a rider.
2. You may be asked to drive illegally. If you are, only do so within the limits that you are comfortable. If you are not comfortable driving in a manner asked by the official, or feel it compromises the safety of the racers, tell him/her. They will understand.
3. Set the tripometer in the car to zero before starting. The official should ask you to do that, but occasionally they forget.
4. Visit the restroom.

Wheel Vehicle Driver

You are the support truck for the racers. When you see a rider pull off to the side of the road, you are responsible for helping him/her get back into the race as fast as humanly possible.

The wheel vehicle usually stays with the main pack. If it looks like the main pack is leaving someone behind (he'll usually be several hundred yards back), do not wait with the lagging rider. Go around him and rejoin the main pack.

There are several things to watch for that can help get the racer back in the action:

1. Watch for hand signals. Experienced racers will tell you which tire is flat by raising a hand. A right hand means rear tire (both rear and right start with "r") and a left hand means front tire. Most racers will tell you what kind of wheel they need.
2. After you have gotten them a wheel, hold either the handlebars (if it's a front wheel) or seat post (if it's a rear wheel) up so that the racer has clearance to get the old wheel off and the new wheel in.
3. Once the wheel is on and the racer is back on the bike, push the racer from the small of the back as they get going. Run alongside the racer while pushing for 10 meters.
4. Get back in the truck and rejoin the main pack.

It is a good idea to take refreshments and snacks with you; a small note pad and something to write with will be useful. If you have a cell phone, you might make sure that you have a number for someone at the staging/start area who might have access to the Chief Referee.

The wheel policy at the Joe Martin is "wheels in/wheels out". This means that racers who have a spare wheel/s can get a spare wheel if needed should their "start" wheel flat or break for any reason.

NOTE: There are so many racers at this race, not all of their wheels will fit in your truck. DON'T try to put all the wheels in there. Assure the racers that if they brought a set to exchange, and it does not wind up in the truck, they may still receive wheels.

It is a good idea to sort or arrange the wheels to have ready access to them. Racers SHOULD have their wheels tagged; the size and type of your vehicle will dictate the scheme. Try to separate rear from front wheels when possible. It is often difficult to avoid the inevitable mess/jungle of wheels.

When the race starts, put your vehicle's flashers on and position your vehicle on the road behind the pack of the race you are supporting. There is no set rule for this but obviously you can be too close. Try and stay close enough so that passing civilian traffic CANNOT get between you and the pack.

Be aware of what is happening behind you. Make sure that you show the following civilian traffic that you are aware of their presence. Stick your hand, palm open and back, no "fingers", out the window!

If you can see far enough ahead of the pack that the following traffic can make a safe and prudent pass of the pack, PULL OVER and wave the traffic by you AND the peloton. This is a judgment call but the more traffic that builds up behind you, the more antsy everyone gets, and is a sure recipe for something bad to happen. Toot car horn if a car or cars decides to pass the group.

IF THERE IS AN ACCIDENT, INCIDENT OR STOPPED RIDER,

1. Bring your vehicle to a stop.
2. Off the road,
3. & BEHIND the rider.

THIS WILL PROTECT THE RIDER/S FROM FOLLOWING TRAFFIC

If there are two people in the support vehicle, let the passenger get out and deliver the assistance. If the driver gets out, LOOK FIRST, turn off the ignition and put in park, and set the parking brake.

A wheel change can be facilitated by the rider having his/her chain on the small cog and small chain ring. If you are not actively assisting in the wheel change, you can tell the rider this, or that his chain has dropped off the front chain ring before he tries to ride off.

The assisted rider can receive a "push off" for 10 meters, Rule 3B6.

Keep an eye out for safe/unsafe riding and write numbers down for assistance to the Chief Referee in sorting out any protests that may develop.

Do what you can under the circumstances as you perceive them:

- Get on the phone/stop traffic
- Have one person stay with injured and you go get help
- Stay with the injured while another goes for help
- Attempt to stop bleeding
- All of the above?

Police Lead Vehicle

You are responsible for making sure the police do not get lost. Believe it or not, it does happen. You'll need to stay a comfortable distance in front of the lead police vehicle. You'll also need to make sure you have studied the maps.

criterium Lead Motorcycle

You will stay in front of the racers as they go through the Sunday course. You'll honk the motorcycle's horn as you approach each corner to warn oncoming pedestrians and corner marshalls.

Careful!!!!: On the criterium some of these guys hit 50+mph on the downhill on Dickson. Make sure you are far enough in front of them that they do not pass you or hit you.

Split Times Motorcycle

You guys get a fun job. You'll travel back and forth in the pack giving split times to the leaders and chase groups. **Helmets are required for both the driver and passenger on the bike. You also need a watch that shows seconds.**

To get split times:

1. Get in front of the lead group.
2. Pick a landmark.
3. Pull off the road.
4. Start counting (or use a stop watch) after the leaders pass that landmark.
5. When the chasing pack passes that landmark, stop counting.
6. Write the difference down on the white board.
7. Show the pack what the difference is.
8. Pass the pack and go show the leaders what the difference is.
9. Repeat the process.

Corner Marshall

Corner Marshalls are responsible for keeping traffic from interfering with the race, and making sure the racers follow the correct route. You will be supplied with an orange vest and stop/yield signs.

Keep traffic from interfering:

Remember to be polite, no matter how impolite some of the drivers may be. Explain that there is a bike race going on. If you must let them onto the course, make sure they take the most direct route to where they are going, and that racers are not coming.

Make sure the racers take the correct route.

Point to the direction they turn using your whole arm and index finger. Do so when you see the racers several hundred yards out. Also yell encouragement to the group, particularly stragglers. They really remember that, and it makes an agonizing race a little more bearable.

Course Sweep

You are responsible for making sure that no rider is left out on the course.

As you are checking to make sure no rider is left out on the course, also do the following:

1. Stop at each corner marshall and let them know they can go.
2. Pick up any race related materials (radios, stop signs, orange vests, etc.) from the corner marshalls.
3. Pick up course signage such as bright orange corner marshall signs, 10K, 5K, 3K, 1K & 200m signs.
4. Pick up feed zone materials if there are any.
5. Drop riders and items off at the finish line.

Feed Zone Volunteer

You are responsible for getting food and water to the racer. They rely on you to keep them fueled.

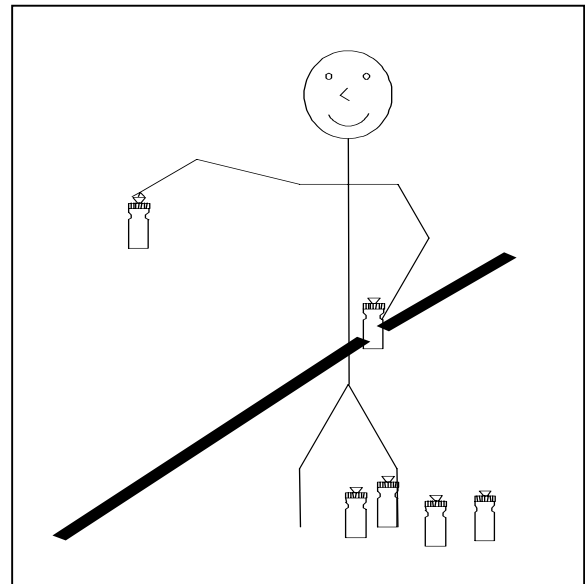
Here are some important things to remember:

1. Always hold water bottles by the top (nipple) and with approximately three fingers. (See diagram below.) This gives the rider plenty of surface area to grab as they race by. Also hold the bottle lightly. If you hold on to it tightly you can knock both yourself and the rider down.
2. Hold the water bottle out to the side of your body, as far out as you can. Do NOT hold the water bottle directly in front of you, or the rider will crash into you.
3. Keep plenty of water bottles nearby. If you have a riding jersey, you can wear that backwards and place 6 water bottles in the pockets.
4. If you are handing out bananas, the same protocol for handing out the water bottles applies, except hold the banana by the stem.
5. If you are handing out PowerGel, the same protocol for handing out the water bottles applies, except hold the Gel by the top of the pouch.
6. Yell out which product you are handing out. If you have Gatorade, yell Gatorade, etc.

Note the water bottle being held out to the side of the body by the top of the bottle.

Both feet are behind the white line of the road.

Water bottles are nearby to be handed out.



Special Instructions for Key Friday Volunteers

Feed Zone 1 Volunteers

1. When the sag wagon comes by to tell you it's safe to go, help them tear down the feed zone and load the materials into the van.
2. Go to the finish line on West Street and help out setting up. If you're working registration that evening, help at the finish line as long as you comfortably can before going to the Town Center.

Hwy 59 & Hwy 348 Corner Marshall

1. Just make sure stragglers know to follow 348 east toward Rudy. If necessary, point in the direction they need to go and holler at them.
2. Wait for the sag wagon to come by and tell you it's safe to go home.
3. Go east on 348/282 to 540. Go north to Fayetteville and you'll be back in time to watch the finish.

Hwy 348 & Hwy 282 Corner Marshall

1. Just make sure stragglers know to follow 282 east toward Rudy. If necessary, point in the direction they need to go and holler at them.
2. Wait for the sag wagon to come by and tell you it's safe to go home.
3. Go east on 282 to 540. Go north to Fayetteville and you'll be back in time to watch the finish.

Hwy 71 & Hwy 282 Corner Marshalls

1. Make sure stragglers know to follow 71 north. If necessary, point in the direction they need to go and holler at them.
2. Direct the riders around the speed bumps. This will require stopping traffic in the oncoming lane.
3. Wait for the sag wagon to come by and tell you it's safe to go home.
4. Go south to Alma. Hop on 540. Go north to Fayetteville and you'll be back in time to watch the finish.

Special Instructions for Key Saturday Volunteers

540 / 265 South Corner Marshall

1. Make sure traffic turning south onto 540 does not turn into oncoming racers. If necessary, step toward the vehicle and be very vocal.
2. Wait for the sag wagon to come by and tell you it's safe to go home.

540 / 265 North Corner Marshall

1. Make sure traffic turning north onto 540 does not turn into oncoming racers. If necessary, step toward the vehicle and be very vocal.
2. Wait for the sag wagon to come by and tell you it's safe to go home.

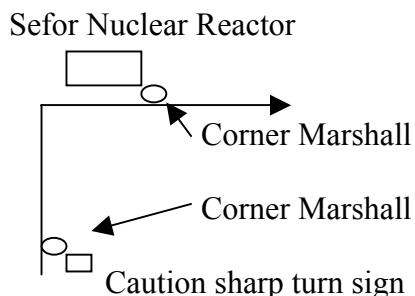
265 / 156 Corner Marshalls

1. There are five volunteers in this area, because both vehicular and bicycle traffic are coming both ways.
2. One person should go up the road a few hundred meters on 265 and/or call on radio to notify the others when south bound traffic is approaching.
3. Other Marshalls should direct the flow of traffic through the intersection.
4. Wait for the sag wagon to come by and say it's safe to go.

170 / 265 Corner Marshall

1. Absolutely make sure riders know to turn to their right and follow 265 toward Strickler. Point in the direction they need to go and holler at them. In the past, we had corner marshalls get lax and let riders go off course and ride into Devil's Den.
2. Wait for the sag wagon to come by and tell you it's safe to go home.

SEFOR Downhill Corner Marshalls



1. Position one corner marshall by the Caution sharp turn sign, with a radio, looking up the hill. He radios the other corner marshall when riders crest the hill.
2. The other corner marshall must stop oncoming traffic. The riders will be taking that corner at almost 40mph and frequently cross into the other lane toward oncoming traffic. The corner marshall needs to be at least 600 feet past the apex of the curve stopping oncoming traffic.
3. Wait for the sag wagon to come by and tell you it's safe to go home.

Special Instructions for Sunday Volunteers

Intersections which cars / residents cross the course

Some of Sunday's course is in a residential area of downtown. For 2010, the course has changed due to construction and a Walton Art Center Broadway Series play. This year's event will require us to redirect traffic from previous years. Please be patient with both residents and motorists as they inter and exit the course.

Spring and/or Meadow Streets on East Street

These two main intersections will be the ingress and egress points for residents on the course. When allowing traffic to come across the course, please make sure there is no bike race traffic approaching. Instruct the motorists to **ONLY** cross the course and to not turn onto the course.

Techniques for allowing motorists to cross the course are the following:

1. Speak with motorists about their route and how to cross the bike course
2. Double-check bike race traffic and/or wait until the pack has past your intersection
3. Open the first set of barricades toward the direction of the bike race traffic. So in a very worst case scenario, the motorists would turn away from the bike race or be heading with the bike race. (THIS SHOULD HOPEFULLY NEVER HAPPEN)
4. Simultaneously, if applicable, have the other corner marshals open their barricades in the same direction.
5. Make sure no bike race traffic is approaching and then wave the motorists through the intersection.

Dickson and Highland Street

People attending the Walton Art Center Broadway series play will be accustomed to entering the downtown through Dickson Street. Both the City of Fayetteville and the Walton Art Center want the Joe Martin Stage Race to be proactive in helping redirect people to the WAC. The alternate route to the WAC by way of Dickson Street is for the motorists to head north on Highland Street, turn left or west on Lafayette St. and then proceed to West Ave. They can then proceed south on West Ave and access the main Walton Art Center parking lot or other parking lots in the downtown area.