ARKANSAS STATE HIGHWAY COMMISSION

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October 30, 2020

The Honorable Cecile Bledsoe
The Honorable Jeff Wardlaw
Arkansas Legislative Council
Joint Budget Committee
Arkansas State Legislature
1 Capitol Mall, Fifth Floor
Little Rock, Arkansas 72201

Dear Senator Bledsoe and Representative Wardlaw:

Act 789 of 2019 directed the Arkansas Department of Transportation (ARDOT) to report on specified information regarding congested routes, vehicle accidents, expenditures, and highway system mileage. This information is to be provided to all members of the legislature prior to the convening of each regular and fiscal session of the General Assembly.

This report is being provided to the members of the ALC Joint Budget Committee at the present time pursuant to a request from Representative Robin Lundstrum. The report will be sent to all members of the General Assembly once the full membership is known following the election cycle.

For additional information, please contact Gill Rogers at (501) 569-2108.

Sincerely,

Lorie H. Tudor

Lorie H. Tudor, P.E.
Director

Enclosure

c: Highway Commission
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chiefs
Fiscal Services
Governmental Relations
Program Management
Transportation Planning and Policy
Public Information Office
Billy Parrish, Bureau of Legislative Research

2021
ACT 789 REPORT

TO THE GENERAL ASSEMBLY OF THE STATE OF ARKANSAS

Arkansas Department of Transportation
10324 Interstate 30, Little Rock, Arkansas 72209
October 2020

INTRODUCTION

In accordance with Act 789 of 2019, and specifically Arkansas Code § 27-65-147, the Arkansas Department of Transportation submits this report on congested routes, crash history, expenditures, and highway system mileage to the General Assembly of the State of Arkansas.

For additional information contact:

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GLOSSARY

ARDOT – The Arkansas Department of Transportation

Arkansas State Highway System – The system of public roads administered by the Arkansas Department of Transportation consisting of all Interstate Highways, U.S. Highways, and State Highways in the State of Arkansas.

Congested Route – As defined by Act 789 of 2019 – a street or highway that is part of the State Highway System and is:

(A) A rural two-lane street or highway with an average daily traffic count of nine thousand (9,000) or more vehicles each day;

(B) An urban two-lane street or highway with an average daily traffic count of thirteen thousand (13,000) or more vehicles each day;

(C) A four-lane street or highway with an average daily traffic count of fifty thousand (50,000) or more vehicles each day; or

(D) A six-lane street or highway with an average daily traffic count of eighty thousand (80,000) or more vehicles each day.

Highway Improvements – As used in this report – various work types including base and surfacing, cable median barriers, grading and structures, emergency repairs, interchange improvements/modifications, intersection improvements, major widening, minor widening, new locations, passing lanes, railroad crossing improvements, traffic signals, and other miscellaneous improvements.

Maintenance – As used in this report – various work types including routine surface and shoulder maintenance, routine roadside and drainage maintenance, authorized roadside and drainage maintenance, chemical weed and grass control, routine structure maintenance, routine traffic services, unusual or disaster maintenance, salvage operations, and other miscellaneous maintenance activities.

Preservation – As used in this report – various work types including base stabilization, bridge rehabilitation, bridge replacement, reconstruction, rehabilitation, resurfacing and shoulders, pavement friction improvements, raised pavement markers, safety improvements, striping and signing, and other miscellaneous preservation activities.

Rural Area – As defined by the U.S. Census Bureau – all areas not classified as “urban areas.”

Urban Area – As defined by the U.S. Census Bureau – densely settled (typically incorporated) territories with at least 2,500 inhabitants.

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PART I – TEN MOST CONGESTED ROUTES IN URBAN AREAS

Each year, ARDOT collects traffic data at approximately 8,400 locations on the State Highway System. Each location is used to estimate average daily traffic along a highway segment. Highway segments are typically defined by junctions with other State highways or major local streets.

For this report, ARDOT used traffic count data collected in 2019 – the latest available year of traffic data that ARDOT has accepted for use and publication. For consistency, congested routes were identified using the number of lanes that existed in 2019.

As defined by Act 789, based on average daily traffic volume, the locations of the ten most congested routes in urban areas (including ties) are reported in **Table 1**.

Table 1. As Defined by Act 789, Ten Most Congested Routes in Urban Areas

Rank	County	Route	Section	Segment			Number of Lanes	Average Daily Traffic
				Begin Log Mile	End Log Mile	Termini		
1	Pulaski	40	33	153.55	154.23	Interstate 30 to North Hills Boulevard	6 or more	132,000
2	Pulaski	30	23	140.54	140.94	Highway 10 to Highway 70 (Arkansas River Bridge)	6 or more	130,000
3	Pulaski	30	23	141.51	141.78	Bishop Lindsey Avenue to Curtis Sykes Drive	6 or more	127,000
4	Pulaski	30	23	140.28	140.54	6th Street to Highway 10	6 or more	124,000
5	Pulaski	30	23	135.46	137.37	65th Street to Interstate 440/Interstate 530	6 or more	123,000
5	Pulaski	40	33	154.23	154.57	North Hills Boulevard to Highway 67	6 or more	123,000
7	Pulaski	30	23	141.78	142.32	Curtis Sykes Drive to Interstate 40	6 or more	118,000
8	Pulaski	30	23	126.29	128.75	Highway 111 to Interstate 430	6 or more	117,000
9	Saline	30	22	124.36	126.29	Bryant Parkway to Highway 111	6 or more	115,000
10	Pulaski	630	21	4.74	4.96	Fair Park Boulevard to University Avenue	6 or more	114,000

PART II – TEN MOST CONGESTED ROUTES IN RURAL AREAS

Congested routes in rural areas were identified using the methodology described in **Part I**.

As defined by Act 789, based on average daily traffic volume, the locations of the ten most congested routes in rural areas (including ties) are reported in **Table 2**.

Table 2. As Defined by Act 789, Ten Most Congested Routes in Rural Areas

Rank	County	Route	Section	Segment			Number of Lanes	Average Daily Traffic
				Begin Log Mile	End Log Mile	Termini		
1	Washington	62	1	16.64	17.06	Highway 62B to West of Illinois River	2	18,000
2	Benton	112	2	3.49	3.84	Highway 264 East to Highway 264 West	2	16,000
2	Pulaski	165	9	3.33	5.30	Highway 391 to Interstate 440	2	16,000
4	Baxter	62	10	0.51	0.77	Highway 62B to Ryan Road	2	15,000
4	Faulkner	286	2	0.22	0.78	Thomas Wilson Drive to East German Lane	2	15,000
6	Garland	7	9	13.36	14.07	Highway 7S to Fox Pass Cutoff	2	14,000
6	Benton	264	2	1.01	2.01	Goad Springs Road to Bellview Road	2	14,000
8	Craighead	1	17	2.00	3.32	JW Loggins Road to Lawson Road	2	12,000
8	Stone	9	11	18.10	18.67	Highway 66 to Highway 14	2	12,000
8	Benton	62	2	14.30	14.95	Wimpy Jones Road to Highway 127	2	12,000
8	Benton	72	3	1.15	4.32	Benton Ridge Circle to Spanker Creek Road	2	12,000
8	Benton	112	2	3.84	4.52	Highway 264 West to Shores Avenue	2	12,000
8	Garland	270	5	13.93	16.53	Treasure Isle Road to Crystal Hill Road	2	12,000

PART III – CRASH HISTORY BY COUNTY

For this report, ARDOT analyzed preliminary crash data collected on the State Highway System in 2019. Geographic information system (GIS) tools were used to identify the one-tenth mile segments of the State Highway System where the highest number of crashes occurred. The crash analysis was performed twice – once for all crashes and once for fatal crashes only.

Five Locations by County with the Highest Number of Crashes

For each county, the five locations (including ties) that had the highest number of crashes are reported in **Table 3**.

Table 3. Five Locations with the Highest Number of Crashes by County

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Arkansas	1	19	79	11C	1.95
	2	14	79	11	11.12
	3	10	130	6	0.26
	4	6	1	4	0.28
	5	4	1	4	0.67
	5	4	165	5	48.30
	5	4	165	142	0.12
Ashley	1	20	82	8	9.96
	2	12	133	0T	1.40
	3	11	133	0	9.05
	4	10	82	8	24.09
	5	9	82	401	0.03

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Baxter	1	44	62	11B	1.51
	2	33	62	11B	2.64
	3	23	62	11B	2.30
	4	20	62	11B	4.48
	5	19	62	11B	1.13
Benton	1	104	49	388	0.21
	2	95	62	2	0.05
	3	82	71	19B	1.37
	4	59	71	19B	0.72
	4	59	102	3	1.62
Boone	1	31	43	3	0.12
	2	22	65	112	0.01
	3	19	65	1	18.74
	3	19	65	1	19.76
	5	18	65	1	18.20
Bradley	1	12	63	16	7.49
	1	12	63	16	8.00
	3	7	63	16B	1.49
	4	5	278	13	3.75
	5	3	278	12B	1.80

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Calhoun	1	5	167	3	14.08
	2	3	167	3	4.63
	2	3	79	504	0.14
	4	2	167	3	7.70
	4	2	167	4	7.23
	4	2	167	4	10.48
	4	2	167	4	12.38
	4	2	167	4	16.35
	4	2	203	1	2.65
	4	2	274	2	1.08
	4	2	274	2	4.13
	4	2	274	3	5.74
	4	2	274	3	21.29
	4	2	278	10	9.99
	4	2	278	11	0.34
	4	2	278	11	2.34
Carroll	1	9	62	4	10.56
	1	9	62	4	11.95
	3	8	62	3	8.12
	3	8	62	4	11.34
	3	8	62	5	0.32

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Chicot	1	11	65	21	0.01
	2	7	65	21	0.42
	3	6	8	16	12.40
	4	3	144	3	0.59
	5	2	52	3	9.87
	5	2	65	21	2.43
	5	2	65	21	15.16
	5	2	82	10	9.44
	5	2	144	3	0.28
Clark	1	31	30	252	0.11
	2	19	51	1	29.20
	3	14	51	1	31.19
	4	11	7	7	0.33
	5	10	30	254	0.12
Clay	1	4	49	1	9.92
	1	4	90	2	15.88
	3	3	49	1	13.08
	3	3	67	20	13.53
	3	3	135	6	5.35

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Cleburne	1	14	25	3B	2.94
	2	13	25	3B	2.06
	3	9	25	3B	1.51
	4	8	25	3	0.10
	4	8	25	3B	2.55
	4	8	124	8	1.72
Cleveland	1	2	8	10	9.35
	1	2	8	10	12.48
	1	2	63	15	1.97
	1	2	63	15	7.94
	1	2	63	15	21.95
	1	2	63	15	25.02
	1	2	79	7	0.76
	1	2	79	8	6.63
Columbia	1	9	371	7	2.00
	2	8	82	4	1.32
	3	7	82	3	10.81
	3	7	82	4	0.02
	5	5	371	7	1.11

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Conway	1	17	9	7B	2.13
	2	14	9	8	2.02
	3	12	64	7	8.50
	3	12	40	31	108.70
	5	10	40	387	0.17
Craighead	1	95	49	3	13.40
	2	89	49	4	0.14
	3	73	18	4	1.12
	4	72	49	3	12.89
	5	56	49	3	13.88
Crawford	1	57	59	5	25.33
	2	42	59	5	25.00
	3	31	40	148	0.08
	4	29	64	2	0.49
	5	24	64	2	0.92
	5	24	64	2	2.10
Crittenden	1	37	55	11	10.04
	2	32	70	20	12.14
	3	29	77	5	16.59
	3	29	77	5	16.98
	5	25	38	10	0.62

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Cross	1	15	1	13	6.74
	2	13	1	13	5.84
	2	13	64	16	1.05
	4	12	1	13	5.38
	4	12	1	13	0.01
Dallas	1	4	79	6	7.05
	1	4	167	9	3.24
	3	3	8	8	2.12
	3	3	9	3	2.63
	5	2	7	5	16.87
	5	2	8	7	17.02
	5	2	128	1	0.14
	5	2	167	7	6.98
	5	2	205	1	0.05
	5	2	229	0	5.89
	5	2	274	4	0.01

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Desha	1	10	65	17	6.75
	2	8	54	2	0.01
	3	5	65	17	7.40
	4	3	54	2	0.60
	5	2	1	1	0.06
	5	2	1	1	1.18
	5	2	54	2	1.47
	5	2	65	17	0.82
	5	2	65	17	6.01
	5	2	65	17	7.86
	5	2	65	17	11.16
	5	2	65	17	12.75
	5	2	65	19	8.48
Drew	1	83	278	14	10.52
	2	47	425	4	0.36
	3	19	278	15	0.32
	4	11	425	3	16.38
	5	10	83	1	0.39
	5	10	871	1	0.74

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Faulkner	1	170	40	32	125.12
	2	113	40	438	0.01
	3	90	65	9B	0.42
	4	68	25	0	0.13
	5	65	65	9B	3.86
Franklin	1	16	64	3	12.63
	2	12	40	12	29.17
	3	7	40	12	259.82
	3	7	40	199	0.24
	3	7	217	3	0.10
Fulton	1	7	62	12	19.62
	2	5	9	14	9.90
	3	4	62	12	4.36
	3	4	62	12	10.64
	3	4	62	13	0.84
Garland	1	84	270	147	0.17
	2	62	270	135	0.20
	3	59	270	5	19.20
	4	55	7	9	8.36
	4	55	7	9	11.05

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Grant	1	36	167	10B	4.17
	2	12	270	9	14.34
	3	9	270	10	0.24
	4	7	167	10B	3.16
	5	6	167	11	1.35
	5	6	167	11	2.93
Greene	1	58	49	2	17.05
	1	58	412	8	17.35
	3	36	49	2	15.71
	4	34	49	2Y	0.07
	5	23	49	2	16.69
Hempstead	1	27	278	5	24.15
	2	26	278	5B	1.03
	3	16	29	4	0.07
	4	14	278	5B	0.52
	5	13	29	3B	1.36
Hot Spring	1	24	270	7B	2.49
	2	17	270	7B	0.26
	3	13	9	4	17.38
	3	13	270	7B	0.63
	3	13	270	7B	1.49

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Howard	1	3	27	2	8.55
	1	3	355	1	9.34
	3	2	70	3	1.28
	3	2	278	2	5.86
	3	2	355	1	1.95
	3	2	355	1	4.03
	3	2	369	1	1.03
Independence	1	68	167	17	17.79
	2	36	69	3	1.61
	3	29	69	3	0.36
	4	24	167	18	0.42
	5	22	69	3	1.26
Izard	1	7	9	13	6.29
	2	5	9	13	1.68
	3	4	5	17	0.82
	3	4	9	13	9.74
	3	4	69	1	0.12
Jackson	1	19	367	21	8.09
	2	13	367	21	8.61
	3	9	14	0	0.03
	3	9	18	1	0.77
	3	9	367	21	9.04

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Jefferson	1	50	530	235	0.15
	2	44	79	9B	2.95
	3	23	54	0	0.00
	3	23	530	211	0.10
	5	21	190	5	5.37
Johnson	1	23	40	21	226.39
	2	14	40	241	0.14
	3	12	64	5	0.31
	4	11	103	0	2.03
	5	9	40	257	0.02
	5	9	40	291	0.02
Lafayette	1	8	82	2	12.89
	2	5	82	2	12.16
	3	3	29	1	19.96
	3	3	82	2	3.47
	3	3	82	2	10.81
Lawrence	1	10	63	4	2.34
	1	10	67	17B	0.11
	1	10	412	6	4.95
	4	9	63	3	12.00
	5	7	63	3	2.22

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Lee	1	8	1	9B	1.48
	2	7	1	9B	1.00
	3	3	1	10	7.40
	3	3	121	3	12.89
	5	2	1	10	2.11
	5	2	1	9	3.11
	5	2	1	9	5.07
	5	2	78	3	0.01
	5	2	79	15	19.18
	5	2	79	16	0.40
	5	2	121	2	1.48
Lincoln	1	5	425	5	8.08
	2	4	65	0	0.01
	2	4	212	4	3.04
	4	3	11	0	0.02
	5	2	11	2	5.73
	5	2	65	16	5.02
	5	2	65	16	7.93
	5	2	65	16	12.89
	5	2	114	1	1.39
	5	2	388	1	0.62
	5	2	425	6	3.73
	5	2	530	8	5.86
	5	2	530	8	8.73

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Little River	1	8	71	4	9.23
	2	7	71	4	10.39
	3	4	71	4	11.11
	4	3	41	3	0.05
	4	3	71	4	15.43
	4	3	71	4	12.26
	4	3	71	4	9.93
	4	3	71	4	18.77
	4	3	71	4	0.28
Logan	1	16	22	3	10.94
	2	13	22	3	11.38
	3	8	10	2	7.01
	4	6	10	2	8.02
	5	5	23	3	8.88
Lonoke	1	62	89	1	18.84
	2	55	67	204	0.26
	3	38	367	14	3.31
	4	37	89	1	18.20
	5	33	89	1	14.57

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Madison	1	14	412	4B	0.21
	2	5	74	3	5.36
	2	5	412	3	9.09
	2	5	412	112	0.01
	2	5	412	3B	4.50
Marion	1	8	178	1	1.35
	2	7	62	9	7.54
	3	6	62	9	0.07
	3	6	178	1	2.98
	5	5	178	1	5.45
Miller	1	42	71	3	2.83
	2	26	71	3	2.39
	3	25	67	1	0.15
	3	25	71	2	14.85
	5	20	82	1	1.47
Mississippi	1	23	18	7	2.06
	2	17	18	7	0.11
	3	15	18	7	1.48
	4	14	55	12	8.91
	5	12	18	7	2.97
	5	12	61	3	17.36

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Monroe	1	6	40	43	205.47
	2	4	40	43	205.96
	2	4	49	8	6.85
	4	3	40	43	72.08
	4	3	40	43	206.43
	4	3	40	43	212.12
	4	3	79	13	8.70
Montgomery	1	3	27	6	4.91
	2	2	88	3	12.57
	2	2	8	2	16.14
	2	2	27	6	7.89
	2	2	70	6	0.02
	2	2	70	6	2.15
	2	2	270	4	12.81
Nevada	1	6	30	13	48.06
	2	5	30	13	102.60
	2	5	30	13	102.07
	2	5	30	13	99.89
	2	5	30	13	99.35
	2	5	30	13	51.63

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Newton	1	6	7	18	13.63
	2	5	7	17	12.84
	2	5	7	18	21.95
	4	4	7	18	19.21
	4	4	123	1	14.48
Ouachita	1	13	79	126	0.01
	2	8	7	4	0.76
	3	7	7	3	14.87
	3	7	79	3	21.39
	5	6	278	8B	0.91
Perry	1	3	9	6	8.23
	1	3	9	6	10.35
	1	3	60	1	7.52
	4	2	7	11	12.05
	4	2	7	11	14.21
	4	2	9	6	7.19
	4	2	9	6	16.85
	4	2	60	1	1.95
	4	2	60	1	6.52
	4	2	60	1	14.36
	4	2	113	4	3.53

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Phillips	1	12	49	10B	0.13
	2	10	49	10B	1.29
	3	9	49	10B	0.51
	4	8	49	10	22.28
	4	8	49	10B	2.89
Pike	1	9	70	5	8.98
	2	7	8	3	1.32
	3	5	27	4	6.32
	3	5	70	5	8.67
	3	5	70	5	9.93
Poinsett	1	16	555	2	29.13
	1	16	555	149	0.12
	3	15	14	13	17.64
	4	14	555	2	15.54
	5	13	69	6	7.53
Polk	1	16	71	9	0.60
	2	5	71	8	33.71
	2	5	71	8	34.70
	4	4	71	9	1.13
	4	4	88	2	6.28

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Pope	1	77	64	6	10.84
	2	56	64	6	11.77
	3	47	64	6	12.37
	4	37	7	15	2.42
	5	29	326	0	0.08
Prairie	1	5	40	42	190.26
	2	5	40	42	194.78
	3	3	40	42	98.93
	4	3	40	42	88.30
	5	3	40	42	204.27
Pulaski	1	110	30	537	0.07
	2	94	70	12	6.06
	3	89	30	23	141.84
	4	88	30	23	142.27
	5	83	338	1	2.21
Randolph	1	56	67	18	7.64
	2	20	67	18	7.17
	3	13	67	19	0.31
	4	10	90	6	1.01
	5	8	67	18	6.84

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Saline	1	66	183	1	8.34
	2	56	183	1	0.11
	3	44	30	22	26.14
	4	36	35	1	0.72
	5	31	30	22	29.04
Scott	1	4	71	10	32.60
	1	4	71	10	26.86
	3	3	71	10	34.56
	3	3	71	10	22.74
	3	3	71	10	22.23
	3	3	80	0	6.14
Searcy	3	3	80	1	0.12
	1	4	65	5	0.43
	1	4	65	5	5.99
	1	4	65	5	8.87
	4	3	27	16	17.99
	4	3	65	4	5.95
	4	3	65	4	9.82
	4	3	65	5	9.58
	4	3	65	6	0.52
	4	3	65	6	6.83

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Sebastian	1	82	22	1	3.56
	2	63	22	1	4.16
	3	57	22	1	4.56
	4	54	540	156	0.19
	5	45	540	1	10.80
Sevier	1	32	70	1B	3.79
	2	10	70	1B	2.76
	3	7	71	7	0.38
	3	7	71	6	12.78
	3	7	71	5	12.82
Sharp	1	10	62	15	0.07
	2	8	63	2B	0.99
	2	8	63	2	2.71
	4	7	62	17	6.32
	5	6	63	2B	0.30
	5	6	63	2	7.14
St. Francis	1	22	1	12B	1.37
	1	22	40	51	232.01
	3	16	1	12B	0.08
	4	14	40	51	262.58
	4	14	40	677	0.24

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Stone	1	11	9	11	18.83
	2	4	5	16	25.72
	2	4	14	7	0.61
	4	3	5	16	7.44
	4	3	5	16	29.41
	4	3	9	11	17.95
	4	3	9	11	19.44
	4	3	9	11	22.79
	4	3	14	7	1.00
	4	3	14	7	3.96
	4	3	66	2	17.83
Union	1	31	167	1B	0.90
	2	30	167	1B	1.89
	3	21	167	1B	0.38
	4	19	167	1B	1.43
	5	18	82	5B	3.77
Van Buren	1	9	16	10	9.26
	2	8	65	8	9.76
	3	6	65	7	16.11
	3	6	65	8	0.82
	5	5	65	8	5.48

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 3. Five Locations with the Highest Number of Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Washington	1	143	412	2	8.49
	2	80	180	0	0.47
	3	79	412	2	10.97
	4	69	49	28	27.74
	5	66	265	2	2.37
White	1	60	67	12C	5.84
	2	49	67	12C	2.89
	3	36	36	4	0.06
	4	32	67	12C	3.40
	5	25	64	10	13.48
Woodruff	1	9	64	14	1.97
	2	3	33	7	20.11
	3	2	64	13	0.72
	3	2	64	14	0.05
	3	2	145	4	0.84
Yell	1	41	7	13	14.73
	2	20	7	13	0.23
	3	6	27	10	16.83
	4	5	7	12	0.60
	4	5	7	13	13.65
	4	5	27	10	11.06
	4	5	27	10	15.55

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Five Locations by County with the Highest Number of Fatal Crashes

For each county, the five locations (including ties) on the State Highway System that had the highest number of fatal crashes are reported in **Table 4**. For some counties, fewer than five fatal crashes were reported on the State Highway System in 2019. For those counties, fewer than five locations are listed.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Arkansas	1	1	1	4B	1.87
Ashley	1	2	133	0	3.81
	2	1	425	1	3.19
Baxter	1	1	126	1	2.57
	1	1	178	2	7.20
	1	1	62	10	7.33
	1	1	5	18S	0.05
	1	1	62	11B	2.67
	1	1	178	4	3.05

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Benton	1	1	43	0	1.61
	1	1	43	0	6.56
	1	1	412	1	3.04
	1	1	12	2	5.45
	1	1	71	19	1.41
	1	1	12	2	19.78
	1	1	49	29	12.89
	1	1	264	1	0.20
	1	1	62	2	6.02
	1	1	62	2	6.21
	1	1	62	2	6.67
	1	1	12	3	3.50
	1	1	12	3	4.15
	1	1	62	2	17.02
	1	1	12	3	13.57
	1	1	127	3	0.22

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Boone	1	1	65	1	19.47
	1	1	7	20	7.52
	1	1	62	7	1.63
	1	1	62	7	6.01
	1	1	14	1	25.25
Bradley	1	1	8	12	15.97
Calhoun	1	1	274	2	3.34
	1	1	167	3	14.00
	1	1	167	3	14.13
Carroll	1	1	221	1	1.12
Chicot	1	1	82	10	9.42
	1	1	159	1	3.63
	1	1	159	1	4.77
	1	1	65	21	14.28
	1	1	65	21	6.67
Clark	1	1	30	14	54.33
	1	1	30	14	77.83
	1	1	51	1	27.95
Clay	No fatal Crashes were reported on the State Highway System in Clay County in 2019.				

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Cleburne	1	1	5	15	1.43
	1	1	110	5	2.85
	1	1	25	2	12.51
	1	1	25	3	9.49
	1	1	25	3	11.44
	1	1	25	3	24.58
	1	1	25	3	28.77
Cleveland	1	1	35	5	1.88
	1	1	114	0	1.96
	1	1	54	7	0.87
Columbia	1	1	98	1	6.01
Conway	1	1	40	31	185.02
	1	1	154	1	3.06
	1	1	64	7	13.12
	1	1	92	1	9.52

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Craighead	1	1	63	6	7.01
	1	1	63	6	2.98
	1	1	63	277	0.17
	1	1	877	1	0.96
	1	1	49	3	12.73
	1	1	49	3	11.09
	1	1	463	1	0.04
	1	1	49	3	9.50
	1	1	555	3	36.51
	1	1	49	3	1.87
	1	1	555	3	12.50
Crawford	1	1	40	11	278.36
	1	1	40	11	7.14
	1	1	40	11	273.82
	1	1	64	2	15.83
	1	1	40	11	24.22
Crittenden	1	1	64	17	17.49
	1	1	55	11	13.22
	1	1	118	4	3.01
	1	1	64	17	0.57
	1	1	77	5	16.86
	1	1	40	52	5.09

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Cross	1	1	364	1	1.67
	1	1	193	1	1.93
	1	1	64	15	11.21
	1	1	1	14	11.53
Dallas	No fatal crashes were reported on the State Highway System in Dallas County in 2019.				
Desha	1	1	65	19	0.07
	1	1	278	16	0.30
Drew	1	1	278	14	2.20
	1	1	278	15	6.26
Faulkner	1	1	60	0	5.99
	1	1	40	32	124.66
	1	1	40	32	151.81
	1	1	40	32	152.44
Franklin	1	1	64	3	11.08
Fulton	1	1	62	12	12.29
	1	1	395	1	9.89
	1	1	9	15	14.65

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Garland	1	1	70	8	9.29
	1	1	70	8	11.26
	1	1	270	5	14.44
	1	1	270	5	16.93
	1	1	70	8	14.98
	1	1	298	2	19.29
	1	1	7	9	5.18
	1	1	270	5	22.24
	1	1	88	4	2.43
	1	1	7	9	12.11
	1	1	128	10	3.57
	1	1	270	6	6.79
	1	1	270	6	7.21
	1	1	270	6	8.35
Grant	1	1	270	9	8.92
	1	1	46	2	12.76
	1	1	35	2	11.55
	1	1	167	11	11.33
	1	1	270	10	9.89

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Greene	1	1	141	2	0.59
	1	1	34	3	9.33
	1	1	135	5	11.07
	1	1	135	5	3.81
	1	1	49	2	14.54
Hempstead	1	1	67	2	11.06
	1	1	30	12	32.03
Hot Spring	1	1	70	7	2.87
	1	1	7	8	6.03
	1	1	7	8	14.19
	1	1	30	21	92.80
	1	1	30	287	0.02
	1	1	270	7	6.56
	1	1	67	800	0.11
	1	1	9	4	3.50
Howard	1	1	84	1	3.00
	1	1	27	2	0.54
	1	1	278	4	2.03

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Independence	1	1	233	2	1.17
	1	1	167	18	4.10
	1	1	167	18	11.34
	1	1	167	18	10.05
	1	1	69	4	6.82
	1	1	25	5	20.25
Izard	1	1	9	12	3.01
	1	1	56	2	5.97
Jackson	1	1	224	1	1.92
	1	1	18	1	0.70
Jefferson	1	1	365	14	10.59
	1	1	270	11	4.75
	1	1	530	5	37.62
	1	1	530	5	40.01
	1	1	79	9B	1.27
	1	1	79	9B	1.32
	1	1	530	6	2.71
	1	1	15	8	11.85
	1	1	79	10	6.88
Johnson	1	1	64	4	0.93
	1	1	40	21	230.39
Lafayette	1	1	160	2	8.73

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Lawrence	1	1	63	3	18.05
	1	1	67	17	12.73
	1	1	67	17	16.18
	1	1	412	7	2.01
	1	1	63	4	4.92
	1	1	412	7	5.58
	1	1	63	4	8.68
	1	1	412	7	6.11
Lee	1	1	121	2	1.46
	1	1	79	16	3.32
Lincoln	1	1	530	8	8.73
Little River	1	1	41	2	16.03
	1	1	71	4	12.91
	1	1	71	4	8.52
Logan	1	1	23	3	5.27
	1	1	109	2	0.44
	1	1	197	0	2.26
Lonoke	1	1	319	2	7.43
	1	1	67	11	8.77
	1	1	40	41	116.98
	1	1	367	14	3.98
	1	1	31	3	12.26

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Madison	1	1	295	3	8.20
Marion	1	1	202	0	1.07
	1	1	202	1	6.23
Miller	1	1	67	1	7.18
	1	1	71	2	5.17
	1	1	67	1	18.18
	1	1	196	1	16.40
	1	1	82	1	21.40
Mississippi	1	1	55	12	28.94
	1	1	18	5	5.84
	1	1	18	6	4.74
	1	1	61	2	12.66
	1	1	55	12	10.30
Monroe	1	1	40	43	205.59
	1	1	79	13	8.61
	1	1	40	43	211.33
	1	1	70	17	14.14
Montgomery	1	1	88	3	0.03
	1	1	8	2	18.77
Nevada	1	1	30	13	43.86
	1	1	67	3	15.02

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Newton	1	1	21	3	8.73
	1	1	16	7	4.60
	1	1	7	17	12.81
	1	1	74	6	0.39
	1	1	74	6	10.32
Ouachita	1	1	79	3	12.18
	1	1	7	3	14.52
	1	1	7	4	11.18
	1	1	79	4B	4.03
	1	1	79	4	7.33
	1	1	203	4	1.04
Perry	1	1	9	6	15.96
	1	1	60	1	2.30
Phillips	1	1	49	10	5.39
	1	1	316	2	2.52
	1	1	49	10	22.39
Pike	No fatal crashes were reported on the State Highway System in Pike County in 2019.				
Poinsett	1	1	1	16	9.28
	1	1	69	7	0.04
Polk	1	1	71	8	14.58
	1	1	71	8	24.14
	1	1	71	8	31.89

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Pope	1	1	7	16	1.00
	1	1	326	3	0.51
	1	1	27	11	7.40
	1	1	16	8	14.31
	1	1	16	8	14.34
	1	1	40	22	191.73
	1	1	40	22	94.18
Prairie	1	1	40	42	191.11
	1	1	11	9	2.41
	1	1	40	42	88.42
Pulaski	1	1	365	11	0.02
	1	1	10	8	4.96
	1	1	10	8	6.23
	1	1	430	21	8.23
	1	1	430	21	7.00
	1	1	40	33	142.71
	1	1	630	196	0.15
	1	1	30	23	11.44
	1	1	30	23	131.65
	1	1	5	9	7.43
	1	1	338	1	3.62
	1	1	70	106	0.01
	1	1	338	1	4.98

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Pulaski (continued)	1	1	10	8	12.85
	1	1	70	12	5.63
	1	1	30	23	136.59
	1	1	30	23	4.91
	1	1	40	33	152.82
	1	1	530	111	0.53
	1	1	30	23	140.06
	1	1	30	23	3.04
	1	1	40	33	154.32
	1	1	67	10	10.05
	1	1	161	3	7.37
	1	1	440	2	1.42
	1	1	67	10	6.83
	1	1	161	3	5.74
	1	1	440	182	0.00
	1	1	67	10	6.93
	1	1	67	10	5.54
	1	1	67	10	15.26
Randolph	1	1	93	1	5.45
	1	1	67	18	1.84

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Saline	1	1	9	5	14.74
	1	1	9	5	10.30
	1	1	70	10	3.75
	1	1	30	22	35.43
	1	1	30	22	30.55
	1	1	5	7	16.74
	1	1	30	22	122.58
	1	1	30	22	124.28
	1	1	30	22	18.18
Scott	1	1	71	10	34.56
Searcy	1	1	65	6	0.63
	1	1	65	6	1.67
Sebastian	1	1	255	4	1.42
	1	1	71	14	8.89
	1	1	10	1	0.01
Sevier	1	1	41	1	1.97
	1	1	24	1	8.58
	1	1	71	5	6.74
	1	1	27	1	4.98
Sharp	1	1	167	19	10.48
	1	1	62	17	1.55
	1	1	63	2	13.36
	1	1	63	2	15.87

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
St. Francis	1	1	40	51	57.21
	1	1	40	51	232.01
	1	1	1	12	6.11
	1	1	1	12	8.85
	1	1	40	51	33.51
	1	1	40	51	27.92
	1	1	40	51	25.48
Stone	1	1	263	2	10.26
Union	1	1	15	1	13.60
	1	1	7	2	9.75
	1	1	7	140	0.02
	1	1	15	1	20.67
	1	1	7	2S	1.11
	1	1	167	2	6.70
	1	1	82	6	6.62
Van Buren	No fatal crashes were reported on the State Highway System in Van Buren County in 2019.				

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Washington	1	1	16	2	0.48
	1	1	62	1	18.27
	1	1	412	2	7.72
	1	1	412	2	8.44
	1	1	49	28	25.41
	1	1	71	17B	1.75
	1	1	412	2	12.64
	1	1	412	2	13.25
	1	1	71	16	6.78
	1	1	303	2	3.20
White	1	1	5	14	0.89
	1	1	5	14	0.30
	1	1	5	14	5.97
	1	1	36	3	4.57
	1	1	67	12	19.72
	1	1	64	10	13.13
	1	1	367	15	8.51
	1	1	67	12	10.76
	1	1	67	12C	5.70
	1	1	167	14	7.83

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

Table 4. Five Locations with the Highest Number of Fatal Crashes by County (continued)

County	Rank	Count[1]	Route	Section	Midpoint Log Mile
Woodruff	1	1	33	7	7.69
Yell	1	1	307	0	5.92
	1	1	27	10	0.43
	1	1	154	2	7.74

[1]Some of the locations identified in **Table 3** and **Table 4** are at intersections. At those locations, the reported total count may include crashes that occurred on the intersecting highway/street, instead of the reported highway.

PART IV – EXPENDITURE OF HIGHWAY FUNDS PER PERSON

Each year, ARDOT expends funds on a variety of work types and activities including: highway improvements, maintenance, preservation, operations, administration, building improvements, off-system improvements, and others.

As defined by Act 789, **Table 5** reports the annual expenditure per person of State and Federal highway funds for highway improvements, maintenance, and preservation of the State Highway System. Per person expenditures are reported separately for each Congressional District over the preceding ten State Fiscal Years (SFY).

It is important to note that the costs of construction of highway projects included in the table on the following page do not include right-of-way or utility expenditures, which are typically greater in urban areas as compared to rural areas. It should also be noted that for construction projects for highway improvements and preservation, the award amount is used instead of expenditures. The full award amount is shown in the SFY in which a project is let to contract, though expenditures for a project may occur over multiple years.

Table 5. As Defined by Act 789, Expenditure per Person of State and Federal Highway Funds

State Fiscal Year	Congressional District				Statewide Average
	1	2	3	4	
2011	$327.99	$193.02	$142.25	$285.05	$237.08
2012	$348.96	$143.90	$114.41	$231.39	$209.67
2013	$482.88	$148.52	$297.35	$259.22	$296.99
2014	$280.93	$172.68	$212.14	$184.45	$212.55
2015	$300.71	$378.41	$290.76	$255.05	$306.23
2016	$404.26	$284.07	$279.75	$359.49	$331.89
2017	$504.46	$283.23	$273.96	$352.35	$353.50
2018	$219.25	$242.54	$133.99	$356.00	$237.95
2019	$319.85	$414.18	$179.86	$313.27	$306.79
2020	$397.47	$311.71	$280.25	$618.33	$401.94
Average Expenditure per Person per Year	**$358.68**	**$257.23**	**$220.47**	**$321.46**	**$289.46**
Population*	728,765	729,192	728,959	729,002	728,980
Centerline Mileage (described in Part V)	6,490	1,771	1,909	6,295	4,116
Average Expenditure per Person per Year per Mile	**$0.06**	**$0.15**	**$0.12**	**$0.05**	**$0.07**

*Per person expenditures calculated using population by Congressional District as of the 2010 Census.

PART V – STATE HIGHWAY SYSTEM MILEAGE PER CONGRESSIONAL DISTRICT

The mileage of the State Highway System is constantly changing as a result of highway realignments, addition of new highway segments, and removal of existing highway segments. **Table 6** reports the centerline mileage of the State Highway System by Congressional District as of 2019 – the most recent year for which ARDOT submitted official system mileage to the Federal Highway Administration.

Table 6. Centerline Mileage of the State Highway System by Congressional District

U.S. Congressional District	State Highway System Centerline Mileage
1	6,490
2	1,771
3	1,909
4	6,295
TOTAL	**16,465**

Table 7 reports the average expenditure of State and Federal funds for highway improvements, maintenance, and preservation per centerline mile of the State Highway System. Results are broken out by Congressional District and represent the total of expenditures between SFY 2011 and SFY 2020.

Table 7. Expenditure of State and Federal Highway Funds per Centerline Mile of the State Highway System

U.S. Congressional District	Expenditure per Centerline Mile
1	$402,760
2	$1,059,109
3	$841,884
4	$372,271
Statewide Average	**$512,614**

PART VI – EXPENDITURE OF HIGHWAY FUNDS FOR PRESERVATION

As required by Act 789, **Table 8** reports the expenditure of State and Federal highway funds for preservation and maintenance of the State Highway System. Expenditures are reported separately for each Congressional District over the preceding ten State Fiscal Years.

It is important to note that the costs of construction of highway projects included in the table below do not include right-of-way or utility expenditures, which are typically greater in urban areas as compared to rural areas. It should also be noted that for construction projects for preservation, the award amount is used instead of expenditures. The full award amount is shown in the SFY in which a project is let to contract, though expenditures for a project may occur over multiple years.

Table 8. As Required by Act 789, Expenditure of State and Federal Highway Funds for Preservation and Maintenance

State Fiscal Year	Congressional District				Statewide
	1	2	3	4	
2011	$162,051,718	$48,407,797	$31,060,631	$73,645,163	$315,165,309
2012	$162,555,828	$57,625,909	$26,425,896	$133,772,252	$380,379,885
2013	$219,781,547	$70,927,721	$147,905,299	$93,898,221	$532,512,788
2014	$183,987,741	$78,242,068	$40,775,571	$120,760,040	$423,765,420
2015	$147,669,408	$205,941,836	$31,470,110	$174,229,644	$559,310,998
2016	$207,322,910	$103,221,227	$69,326,916	$167,142,381	$547,013,434
2017	$258,160,280	$66,496,151	$58,266,248	$155,287,805	$538,210,484
2018	$148,231,147	$47,232,855	$36,982,710	$192,176,575	$424,623,287
2019	$169,919,831	$48,721,147	$103,164,520	$150,578,340	$472,383,838
2020	$256,500,275	$143,121,934	$82,364,838	$300,966,053	$782,953,100
TOTAL	**$1,916,180,685**	**$869,938,645**	**$627,742,739**	**$1,562,456,474**	**$4,976,318,543**

APPENDIX A – ACT 789 of 2019

Stricken language would be deleted from and underlined language would be added to present law.
Act 789 of the Regular Session

State of Arkansas *As Engrossed: S3/28/19*
92nd General Assembly **A Bill**
Regular Session, 2019 HOUSE BILL 1750

By: Representatives Lundstrum, Bentley, Boyd, Coleman, A. Davis, D. Douglas, Eaves, Gates, G. Hodges, Jean, McCollum, Pilkington, B. Smith, Speaks, Sullivan
By: Senators G. Stubblefield, Irvin

For An Act To Be Entitled

AN ACT TO ENSURE THAT THE GENERAL ASSEMBLY HAS ADEQUATE INFORMATION TO MAKE INFORMED DECISIONS ON HIGHWAY FUNDING BEFORE EACH REGULAR SESSION AND EACH FISCAL SESSION BY REQUIRING THE DIRECTOR OF STATE HIGHWAYS AND TRANSPORTATION TO PROVIDE INFORMATION ON VARIOUS ISSUES, INCLUDING WITHOUT LIMITATION THE LOCATION OF THE MOST CONGESTED ROUTES, THE MOST DANGEROUS TRANSPORTATION AREAS, THE EXPENDITURE PER PERSON OF STATE AND FEDERAL HIGHWAY FUNDS IN EACH CONGRESSIONAL DISTRICT, AND THE NUMBER OF MILES OF THE STATE HIGHWAY SYSTEM THAT ARE IN EACH CONGRESSIONAL DISTRICT; AND FOR OTHER PURPOSES.

Subtitle

TO ENSURE THAT THE GENERAL ASSEMBLY HAS ADEQUATE INFORMATION TO MAKE INFORMED DECISIONS ON HIGHWAY FUNDING BEFORE EACH REGULAR SESSION AND EACH FISCAL SESSION.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF ARKANSAS:

SECTION 1. Arkansas Code Title 27, Chapter 65, Subchapter 1, is amended to add an additional section to read as follows:

27-65-146. Additional reporting before each regular session and each fiscal session.

03-28-2019 14:14:42 JLL230

(a) As used in this section:

(1) "Congested route" means a street or highway that is part of the state highway system and is:

(A) A rural two-lane street or highway with an average daily traffic count of nine thousand (9,000) or more vehicles each day;

(B) An urban two-lane street or highway with an average daily traffic count of thirteen thousand (13,000) or more vehicles each day;

(C) A four-lane street or highway with an average daily traffic count of fifty thousand (50,000) or more vehicles each day; or

(D) A six-lane street or highway with an average daily traffic count of eighty thousand (80,000) or more vehicles each *day;*

(2) "Discretionary funds" means funds available for use by the State Highway Commission or the Arkansas Department of Transportation that are not:

(A) Designated for a specific use under law;

(B) Required to be used by law or by contract for debt service; or

(C) Required to be used by law or by contract as a source for matching funds; and

(3) "Peak usage time" means the time of day during the week that the majority of people use streets and highways to travel to and from work or school, or both.

(b) Upon the convening of the General Assembly at each regular session and each fiscal session, the Director of State Highways and Transportation shall provide the following information in report form to all members of the General Assembly:

(1) The location of the ten (10) most congested routes in urban areas;

(2) The location of the ten (10) most congested routes in rural areas;

(3) For each county in the state, the five (5) locations that have the highest number of vehicle accidents and the five (5) locations that have the highest number of fatal vehicle accidents;

(4) The expenditure per person of state and federal highway

funds, including without limitation discretionary funds, in each congressional district over the preceding ten (10) years;

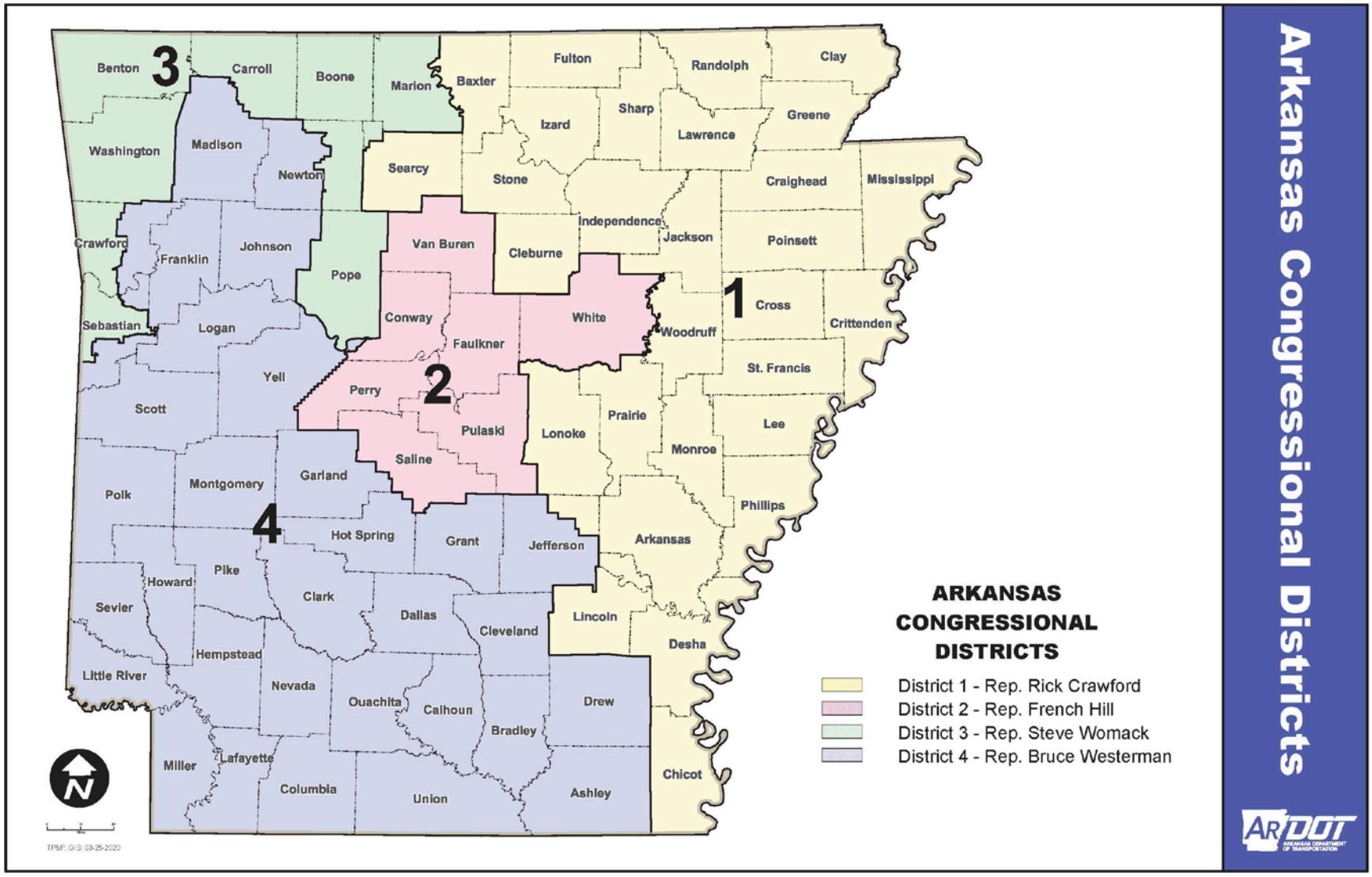
(5) The number of miles of the state highway system that are in *each congressional district; and*

(6) The expenditures made per congressional district of state and federal highway funds, including without limitation discretionary funds, for the preservation of the state highway system.

/s/Lundstrum

APPROVED: 4/8/19

APPENDIX B – ARKANSAS CONGRESSIONAL DISTRICTS


Arkansas Congressional Districts
ARKANSAS CONGRESSIONAL DISTRICTS
District 1 - Rep. Rick Crawford
District 2 - Rep. French Hill
District 3 - Rep. Steve Womack
District 4 - Rep. Bruce Westerman
1
2
3
4
Benton
Carroll
Boone
Marion
Baxter
Fulton
Randolph
Clay
Washington
Madison
Newton
Searcy
Stone
Izard
Sharp
Lawrence
Greene
Craighead
Mississippi
Crawford
Franklin
Johnson
Pope
Van Buren
Cleburne
Independence
Jackson
Poinsett
Sebastian
Logan
Yell
Conway
Faulkner
White
Woodruff
Cross
Crittenden
Scott
Perry
Pulaski
Saline
Lonoke
Prairie
St. Francis
Lee
Polk
Montgomery
Garland
Hot Spring
Grant
Jefferson
Monroe
Phillips
Arkansas
Howard
Pike
Clark
Dallas
Cleveland
Lincoln
Desha
Sevier
Hempstead
Little River
Nevada
Ouachita
Calhoun
Bradley
Drew
Miller
Lafayette
Columbia
Union
Ashley
Chicot
TPSP: GIS: 03-25-2020