

2020 ACT 789 REPORT

TO THE GENERAL ASSEMBLY OF THE STATE OF ARKANSAS



Arkansas Department of Transportation
10324 Interstate 30, Little Rock, Arkansas 72209
April 1, 2020

INTRODUCTION

In accordance with Act 789 of 2019, and specifically Arkansas Code § 27-65-146, 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.

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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 & surfacing, cable median barriers, grading & 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, pavement resurfacing & shoulders, pavement friction improvements, raised pavement markers, safety improvements, striping & 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 2018 – 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 2018.

As defined by Act 789, based on average daily traffic volume, the locations (including ties) of the ten most congested routes in urban areas 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	30	23	140.57	141.11	Highway 10 to Highway 70	6 or more	125,000
1	Pulaski	40	33	153.55	154.23	Interstate 30 to North Hills Boulevard	6 or more	125,000
3	Pulaski	30	23	140.30	140.57	Capitol Avenue to Highway 10	6 or more	119,000
3	Pulaski	30	23	141.11	142.86	Highway 70 to Interstate 40	6 or more	119,000
5	Pulaski	40	33	154.23	154.72	North Hills Boulevard to Highway 67	6 or more	112,000
5	Pulaski	630	21	3.80	4.48	Monroe Street to University Avenue	6 or more	112,000
7	Pulaski	630	21	1.27	1.45	Chester Street to Dr. Martin Luther King Drive	6 or more	111,000
8	Pulaski	630	21	2.26	3.80	Woodrow Street to Monroe Street	6 or more	110,000
9	Pulaski	630	21	4.48	5.48	University Avenue to Rodney Parham Road	6 or more	107,000
10	Pulaski	630	21	5.48	6.25	Rodney Parham Road to John Barrow Road	6 or more	104,000

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 (including ties) of the ten most congested routes in rural areas are reported in **Table 2**.

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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	Lonoke	5	12	3.06	8.21	North of Highway 89 to Highway 319	2	17,000
3	Saline	70	10	0.00	2.09	Garland/Saline County Line to West of Ten Mile Creek	2	16,000
3	Faulkner	286	2	0.19	0.76	Thomas Wilson Drive to East German Lane	2	16,000
5	Garland	70	9	13.26	14.40	Highway 128 to Garland/Saline County Line	2	15,000
5	Saline	70	10	2.09	6.47	West of Ten Mile Creek to East of Crossroads	2	15,000
5	Pulaski	165	9	3.33	5.28	Highway 391 to Interstate 40	2	15,000
8	Garland	7	9	13.35	14.06	Highway 7S to Fox Pass Cutoff	2	14,000
8	Washington	16	3	1.29	2.26	College Avenue to Armstrong Road	2	14,000
8	Baxter	62	10	0.50	0.69	Highway 62B to Ryan Road	2	14,000
8	Saline	67	9	6.05	7.62	Highway 229 to Interstate 30	2	14,000
8	Garland	70	9	3.49	13.26	West of Bratton Drive to Highway 128	2	14,000
8	Pulaski	367	13	5.26	6.16	Dixon Road to Baseline Road	2	14,000

PART III – CRASH HISTORY BY COUNTY

For this report, ARDOT analyzed crashes reported on the State Highway System in 2018 – the latest available year of crash data that ARDOT has accepted for use and publication.

The locations shown in the tables below were identified by counting the crashes within one-tenth mile of each crash location and then sorting the locations from highest to lowest number of crashes. This procedure was performed twice – once for all crashes and once for fatal crashes only.

For each county, the five locations (including ties) that had the highest number of crashes are reported in **Table 3**. A map identifying these locations can be provided if requested.

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

County	Rank	Count ¹	Route	Section	Midpoint Log Mile
Arkansas	1	13	79	11C	2.06
	2	11	79	11	10.97
	3	8	130	6	0.24
	4	7	1	4B	0.06
	4	7	165	5	47.13
	4	7	165	5	47.75
Ashley	1	18	82	8	9.05
	2	17	82	8	9.20
	3	16	82	8	9.42
	4	14	133	1	2.42
	5	11	82	8	8.63

¹Some 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	35	62	11B	1.40
	2	28	62	11B	1.25
	2	28	62	11B	2.59
	4	24	62	11B	4.41
	5	23	62	11B	2.92
Benton	1	102	71	18B	11.73
	2	77	102	3	5.84
	3	67	71	18B	3.02
	4	62	71	19B	0.43
	4	62	71	19B	0.68
Boone	1	37	65	1	19.29
	2	20	65	1	18.78
	3	19	65	1B	0.36
	4	16	65	1	18.33
	5	15	65	1	20.06
Bradley	1	16	63	16	8.02
	2	12	63	16	7.50
	3	4	278	13	2.91
	4	3	63	16	6.46
	4	3	63	16B	1.06
	4	3	63	16B	2.69
	4	3	278	12B	2.58

¹Some 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	7	167	3	14.16
	2	2	167	4	2.86
	3	1	79	5	6.76
	3	1	167	3	0.47
	3	1	167	3	4.75
	3	1	167	3	8.28
	3	1	167	3	13.56
	3	1	167	3	13.85
	3	1	167	4	0.99
	3	1	167	4	1.86
	3	1	167	4	2.29
	3	1	167	4	3.37
	3	1	167	4	6.65
	3	1	167	4	7.29
	3	1	167	4	10.79
	3	1	167	4	11.91
	3	1	203	1	6.41
	3	1	274	2	0.69
	3	1	274	2	8.24
	3	1	274	2	12.40
3	1	274	3	10.48	
3	1	274	3	19.54	
3	1	275	4	0.96	

¹Some 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 (continued)	3	1	278	10	6.39
	3	1	278	10	8.86
	3	1	278	10	10.65
	3	1	278	11	1.32
	3	1	278	11	4.65
Carroll	1	15	62	4S	0.13
	2	8	23	11	0.00
	2	8	23	11	0.68
	2	8	62	4	11.16
	5	7	62	4	1.22
Chicot	1	15	65	20	2.24
	1	15	65	20	17.11
	3	6	65	21	0.49
	4	3	65	20	0.91
	4	3	82	11	0.00
	4	3	82	11	4.88
	4	3	144	3	0.57
	4	3	144	3	2.00
Clark	1	24	67	5	15.70
	2	19	30	14	56.47
	2	19	51	1	28.95
	4	16	7	7	0.38
	4	16	30	14	77.30

¹Some 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
Clay	1	6	49	1	13.48
	2	5	67	20	11.25
	3	3	49	1	3.45
	3	3	90	1	7.18
	3	3	135	6	4.21
Cleburne	1	10	25	2	13.74
	1	10	110	6	0.10
	1	10	110	6	1.89
	4	9	110	5	4.28
	5	7	25	3B	2.61
Cleveland	1	3	63	15	4.07
	1	3	133	5	5.43
	3	2	63	15	23.67
	3	2	79	7	0.85
	3	2	79	7	6.89
	3	2	114	0	3.35
	3	2	114	0	6.28
	3	2	167	8	3.34
	3	2	189	1	3.82
	3	2	530	7	0.38

¹Some 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
Columbia	1	20	82	4	1.22
	2	9	371	7	2.07
	3	8	82	4	1.39
	4	6	79	1	15.77
	4	6	371	7	0.04
Conway	1	37	9	7B	2.15
	2	11	9	7B	1.81
	2	11	9	8	2.13
	4	10	40	31	2.77
	5	9	247	3	1.66
Craighead	1	117	18	4	3.07
	2	60	49	3	12.82
	3	56	49	3	10.46
	4	49	49	3	10.01
	5	48	49	3	14.05
Crawford	1	42	59	5	25.20
	1	42	162	1	10.93
	3	37	64	2	0.53
	4	27	59	5	24.94
	5	25	59	5	25.34

¹Some 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
Crittenden	1	46	40	52	277.62
	2	37	64	17	19.13
	3	22	55	11	0.64
	3	22	77	5	17.64
	5	19	38	10	0.38
	5	19	77	5	16.80
Cross	1	22	1	13	5.51
	2	16	1	13	5.90
	3	14	64	16	0.24
	4	11	1	13	5.09
	4	11	1	13	6.59
Dallas	1	6	167	7	7.04
	2	5	79	6	1.10
	3	3	48	1	7.12
	3	3	167	7	5.66
	3	3	167	9	2.56
	3	3	229	1	5.16
Desha	1	17	165	4	0.01
	2	8	65	17	7.42
	3	6	65	17	6.69
	4	3	65	17	7.86
	4	3	65	17	9.42

¹Some 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
Drew	1	62	278	15	0.00
	2	45	425	4	0.38
	3	17	425	4	0.08
	4	14	278	15	0.50
	5	11	278	15	0.13
	5	11	425	3	14.12
	5	11	425	3	16.10
Faulkner	1	112	286	2	0.16
	2	107	65	9	19.47
	3	91	65	9B	0.41
	3	91	65	9B	3.75
	5	81	64	9	1.01
Franklin	1	16	40	12	29.23
	2	12	64	3	12.72
	3	9	23	7	18.45
	3	9	40	12	35.37
	5	7	23	7	12.48
	5	7	217	3	0.09

¹Some 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
Fulton	1	7	62	13	0.15
	2	6	62	12	10.57
	3	4	62	12	2.82
	3	4	63	1	0.00
	3	4	63	1	4.94
	3	4	395	1	3.80
Garland	1	63	70	8B	0.12
	2	61	88	4	2.33
	3	54	270	5B	1.50
	4	51	227	1	0.06
	4	51	270	6	22.78
Grant	1	30	167	11B	0.08
	2	8	167	11	1.24
	2	8	270	9	16.10
	4	6	270	9	14.46
	5	5	270	10	0.91
	5	5	530	4	17.73
Greene	1	67	412	8	17.28
	2	52	412	8	18.36
	3	33	49	2Y	0.19
	4	30	412	8	17.67
	5	24	49	2	15.63

¹Some 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
Hempstead	1	35	278	5B	0.90
	2	33	278	5B	0.04
	3	22	278	5B	0.51
	4	15	29	4B	0.01
	5	12	30	12	30.07
	5	12	67	2	14.49
	5	12	278	5	23.55
Hot Spring	1	41	270	7B	2.49
	2	22	270	7B	0.11
	3	15	270	7B	0.53
	4	13	30	21	98.22
	4	13	84	6	0.00
Howard	1	3	27	2	8.21
	1	3	355	0	7.66
	3	2	84	1	3.38
	3	2	278	3	0.55
	3	2	278	3	3.93
	3	2	355	0	3.58
	3	2	369	1	2.49

¹Some 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
Independence	1	59	167	17	17.84
	2	35	167	17	17.78
	3	29	69	3	0.74
	4	24	69	3	1.49
	5	23	69	3	1.71
	5	23	167	18	0.47
Izard	1	4	5	17	0.91
	2	3	56	1	14.29
	3	2	5	17	1.62
	3	2	5	17	5.81
	3	2	9	13	5.45
	3	2	56	1	10.34
	3	2	177	2	0.36
	3	2	223	1	5.00
Jackson	1	25	367	21	8.16
	2	22	14	12	1.67
	3	21	367	21	8.68
	4	8	18	1	0.76
	5	7	69	5	4.27

¹Some 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	42	79	9B	3.00
	2	30	530	5	39.04
	3	27	54	10	0.10
	3	27	63	13B	2.17
	3	27	270	11	6.87
Johnson	1	31	103	0	1.74
	2	23	103	0	1.55
	3	14	103	0	2.05
	4	13	103	0	2.95
	5	11	64	4	11.14
	5	11	103	0	2.47

¹Some 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
Lafayette	1	3	29	2	7.17
	2	1	29	1	20.43
	2	1	29	2	0.01
	2	1	53	4	6.20
	2	1	53	5	11.20
	2	1	53	5	12.46
	2	1	53	5	25.12
	2	1	53	5	25.63
	2	1	53	5	26.51
	2	1	82	2	3.95
	2	1	82	2	6.46
	2	1	82	2	12.01
	2	1	82	2	12.64
	2	1	82	2	13.87
	2	1	82	2	16.79
	2	1	160	1	11.35
Lawrence	1	25	412	6	4.66
	2	13	63	4B	2.08
	3	9	67	17B	0.28
	4	5	34	1	1.41
	4	5	63	3	1.59
	4	5	63	3	5.85
	4	5	412	6	4.20

¹Some 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	6	1	9B	1.16
	2	5	79	16	0.17
	3	3	1	9B	0.62
	3	3	1	10	6.28
	5	2	1	10	4.84
	5	2	79	16	3.66
	5	2	121	2	0.30
Lincoln	1	7	212	4	3.21
	1	7	530	8	8.71
	3	3	11	2	7.57
	4	2	11	3	0.00
	4	2	11	3	2.22
	4	2	54	3	13.96
	4	2	54	3	14.58
	4	2	65	16	6.08
	4	2	65	16	7.50
	4	2	114	2	7.10
	4	2	212	4	4.67
	4	2	425	5	1.25
	4	2	425	5	7.98
	4	2	425	5	9.19
	4	2	530	8	9.73
	4	2	530	8	13.86

¹Some 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	6	71	4	10.57
	2	4	71	4	8.90
	3	3	41	3	0.00
	3	3	71	4	0.35
	5	2	71	4	2.12
	5	2	71	4	9.72
	5	2	71	4	10.19
	5	2	71	4	10.96
	5	2	71	4	14.32
	5	2	71	4	17.85
Logan	1	16	109	2	14.49
	2	13	23	3	2.41
	3	7	22	3	11.21
	4	6	10	2	8.03
	5	5	10	2	7.73
Lonoke	1	72	89	1	18.39
	2	71	5	12	0.01
	3	65	89	1	18.76
	4	51	89	1	18.09
	5	44	367	14	3.23

¹Some 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	15	412	4B	0.09
	2	7	412	4B	2.05
	3	6	12	4	3.23
	3	6	12	4	7.41
	3	6	23	8	7.43
	3	6	412	3B	2.29
	3	6	412	3B	4.85
Marion	1	10	178	1	1.69
	2	7	101	2	0.04
	3	5	62	9	10.08
	3	5	125	0	7.58
	5	4	14	3	9.44
	5	4	62	8	2.06
	5	4	178	1	0.06
	5	4	268	0	0.50
Miller	1	34	71	2	14.95
	2	24	82	1	1.30
	3	23	67	1	0.16
	4	21	71	3	2.79
	5	15	71	2	13.87
	5	15	71	3	2.48

¹Some 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
Mississippi	1	20	140	2	14.54
	2	19	18	7	2.41
	3	18	61	2	23.70
	4	14	61	3	16.38
	5	13	18	7	2.21
Monroe	1	7	40	43	210.77
	2	5	40	43	217.76
	3	4	40	43	206.18
	4	3	40	43	205.54
	5	2	40	43	206.85
	5	2	40	43	207.14
	5	2	40	43	208.09
	5	2	40	43	208.63
	5	2	40	43	208.99
	5	2	40	43	209.54
	5	2	40	43	210.35
	5	2	40	43	214.12
	5	2	40	43	214.47

¹Some 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
Montgomery	1	3	8	2	16.11
	1	3	27	6	5.20
	1	3	270	4	12.74
	4	2	8	2	25.70
	4	2	270	3	5.93
	4	2	270	3	12.55
	4	2	270	3	15.92
	4	2	270	4	4.14
	4	2	270	4	8.03
	4	2	270	4	9.24
	4	2	270	4	11.28
Nevada	1	4	30	13	41.00
	1	4	30	13	47.67
	3	3	24	5	17.02
	3	3	30	13	41.91
	3	3	30	13	46.38
	3	3	30	13	46.78
	3	3	30	13	47.99
	3	3	371	4	0.99
	3	3	371	5	13.98
	3	3	371	5	16.30

¹Some 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	65	3	1.69
	2	4	7	18	19.25
	2	4	123	1	14.60
	4	3	7	18	7.85
	4	3	7	18	10.13
	4	3	7	18	14.04
	4	3	7	18	22.26
	4	3	7	18	23.17
	4	3	65	3	1.30
	4	3	65	3	2.91
	4	3	65	4	0.73
Ouachita	1	11	79	3	21.36
	2	9	278	9	0.33
	3	7	79	4	2.46
	4	6	7	3	14.81
	4	6	7	4	0.77
	4	6	278	8B	1.52

¹Some 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
Perry	1	5	9	6	8.30
	2	4	9	6	7.13
	2	4	113	4	0.00
	4	3	9	6	10.43
	4	3	9	6	13.57
	4	3	9	6	13.83
	4	3	9	6	16.82
	4	3	60	1	1.47
	4	3	60	1	4.19
	4	3	60	1	7.60
	4	3	60	2	5.97
Phillips	1	21	49	10B	0.00
	2	13	49	10B	1.63
	3	12	49	10	24.95
	4	9	49	10	17.54
	5	8	49	10	22.38
	5	8	49	10B	0.86

¹Some 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
Pike	1	20	70	5	8.69
	2	4	27	5	12.54
	2	4	27	5	14.84
	2	4	70	5B	0.63
	5	3	8	3	0.10
	5	3	8	3	1.35
	5	3	70	5	11.88
Poinsett	1	18	214	3	0.08
	2	17	1	15	8.32
	3	15	69	7	0.00
	3	15	555	2	14.71
	5	10	163	4	0.04
Polk	1	13	71	9	0.44
	2	10	71	8	34.62
	3	4	71	8	23.59
	3	4	88	1	11.72
	3	4	88	2	1.46
Pope	1	56	64	6	11.69
	2	52	64	6	10.82
	2	52	64	6	12.67
	4	40	64	6	12.43
	5	29	7	15	0.21

¹Some 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
Prairie	1	7	40	42	197.20
	1	7	40	42	198.34
	1	7	40	42	200.80
	4	6	40	42	199.64
	5	5	40	42	192.25
	5	5	40	42	193.13
	5	5	40	42	196.46
	5	5	40	42	200.06
Pulaski	1	108	30	23	140.59
	2	99	5	9	8.17
	3	98	30	23	140.83
	3	98	630	21	5.17
	5	85	10	8	7.09
Randolph	1	54	67	19	0.01
	2	34	67	18	6.96
	3	27	67	18	6.85
	4	21	90	6	0.09
	5	10	67	18	6.07
Saline	1	65	183	1	8.08
	2	53	35	1	0.76
	3	48	35	1	0.39
	4	44	183	1	8.56
	5	32	5	8	2.62

¹Some 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
Scott	1	9	80	1	0.00
	2	4	71	10	22.12
	3	2	28	2	1.60
	3	2	71	10	13.71
	3	2	71	10	22.41
	3	2	71	10	31.79
	3	2	71	10	33.37
	3	2	80	1	0.15
	3	2	80	1	0.90
	3	2	80	1	5.90
Searcy	1	5	65	5	8.91
	1	5	66	1	0.21
	3	4	27	16	23.31
	3	4	65	4	9.24
	5	3	65	4	2.03
	5	3	65	4	2.84
	5	3	65	4	10.94
	5	3	65	5	1.52
	5	3	65	5	2.09
	5	3	65	5	9.27

¹Some 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	74	22	1	4.15
	2	67	22	1	2.83
	2	67	64	1	0.94
	4	45	22	1	5.53
	5	44	22	1	3.85
Sevier	1	29	71	6	13.39
	2	9	70	1B	2.44
	3	7	70	1	7.98
	3	7	70	1B	3.49
	3	7	71	5	12.92
Sharp	1	7	63	2B	0.76
	2	5	62	17	1.59
	2	5	62	17	7.28
	2	5	63	2	1.24
	5	4	62	17	6.20
	5	4	62	17	7.48
	5	4	63	2	2.77
	5	4	63	2	13.22
	5	4	167	19	19.83

¹Some 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
St. Francis	1	25	1	12B	1.48
	2	15	40	51	256.03
	3	14	70	19	0.10
	4	13	1	12B	2.14
	5	12	40	51	259.83
Stone	1	12	9	11	18.94
	2	7	66	2	19.70
	3	5	9	11	17.94
	3	5	9	11	19.50
	3	5	14	7	0.25
Union	1	31	167	1B	1.76
	2	20	82	5B	2.65
	3	19	82	5B	2.05
	3	19	167	1B	0.57
	5	17	167	1B	1.03
	5	17	82	5B	1.54
Van Buren	1	19	65	8	2.69
	2	8	9	9	7.20
	2	8	65	8	0.36
	4	7	65	7	16.00
	5	6	65	8	3.07
	5	6	65	8	9.98

¹Some 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	142	71	16B	6.29
	2	95	16	2	13.05
	3	89	412	2	8.60
	4	84	180	0	0.33
	5	71	71	17B	2.59
White	1	52	67	12C	3.08
	2	46	67	12C	5.99
	3	31	67	12C	3.44
	4	30	36	3	20.32
	5	29	67	12C	4.50
Woodruff	1	4	145	4	0.14
	2	3	145	4	0.64
	3	2	17	4	13.63
	3	2	64	12	0.08
	3	2	64	13	1.01
	3	2	145	4	0.32
	3	2	260	1	3.66

¹Some 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
Yell	1	55	7	13	14.69
	2	18	7	13	14.96
	3	9	7	13	13.39
	4	8	7	13	15.24
	5	6	7	13	14.00
	5	6	27	10	16.78

¹Some 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.

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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 2018. For those counties, fewer than five locations are listed. A map identifying the locations in **Table 4** can be provided if requested.

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

County	Rank	Count ¹	Route	Section	Midpoint Log Mile
Arkansas	No fatal crashes were reported on the State Highway System in Arkansas County in 2018.				
Ashley	1	1	82	9C	1.10
	1	1	133	0	8.95
	1	1	173	1	0.53
Baxter	1	1	62	11	0.31
	1	1	62	11	0.71
	1	1	177	1	5.71
	1	1	178	2	3.32
	1	1	201	1	2.38

¹Some 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	12	3	10.21
	1	1	16	1	3.58
	1	1	49	29	90.77
	1	1	59	1	18.17
	1	1	62	2	7.64
	1	1	62	2	16.16
	1	1	71	18B	4.04
	1	1	71	18B	6.57
	1	1	71	18B	6.97
	1	1	71	18B	8.57
	1	1	102	3	5.83
	1	1	264	3	1.63
	1	1	340	1	0.29
	1	1	412	1	2.20

¹Some 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	7	19	4.04
	1	1	7	20	5.45
	1	1	7	20	11.99
	1	1	7	20	17.57
	1	1	43	2	0.47
	1	1	43	2	13.76
	1	1	62	7	5.96
	1	1	65	1	18.33
	1	1	65	2	1.07
	1	1	65	2	4.15
Bradley	No fatal crashes were reported on the State Highway System in Bradley County in 2018.				
Calhoun	1	1	167	4	1.86
Carroll	1	1	62	3	9.99
	1	1	62	5	6.01
	1	1	62	5	11.84
	1	1	221	1	6.24
	1	1	412	5	1.49
	1	1	412	5	7.50
	1	1	412	5	12.15
Chicot	1	1	65	20	2.24
	1	1	65	20	11.19

¹Some 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
Clark	1	1	7	6	11.15
	1	1	8	5	25.51
	1	1	26	4	4.78
	1	1	30	14	59.57
	1	1	182	3	1.20
Clay	1	1	62	20	1.77
	1	1	62	20	4.05
	1	1	67	20	12.95
	1	1	119	6	1.06
Cleburne	1	2	5	15	1.42
	2	1	16	11	3.42
	2	1	16	11	3.80
	2	1	25	3	17.27
	2	1	25	3	20.56
Cleveland	1	1	114	0	6.15
Columbia	1	1	79	2	6.84
	1	1	98	1	4.12
Conway	1	1	9	8	23.57
	1	1	40	31	104.02
	1	1	40	31	109.14
	1	1	64	7	20.60

¹Some 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	2	49	3	10.10
	2	1	1	17B	2.32
	2	1	18	4	2.13
	2	1	18	4	2.76
	2	1	18	4	6.88
	2	1	18	4	12.42
	2	1	49	3	4.62
	2	1	49	3	7.66
	2	1	49	3	12.58
	2	1	49	4	2.08
	2	1	63	6	1.53
	2	1	91	2	16.69
	2	1	141	1	8.48
Crawford	1	2	282	1	7.40
	2	1	40	11	15.48
	2	1	40	11	17.39
	2	1	59	6	4.40
	2	1	540	2	11.81

¹Some 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
Crittenden	1	2	55	11	1.32
	2	1	40	52	268.79
	2	1	40	52	272.75
	2	1	40	52	283.22
	2	1	55	11	3.43
	2	1	55	11	20.44
	2	1	55	131	0.05
	2	1	64	17	14.93
	2	1	70	20	13.02
	2	1	77	5	14.22
Cross	1	1	49	6	8.75
	1	1	64	15	2.47
Dallas	No fatal crashes were reported on the State Highway System in Dallas County in 2018.				
Desha	1	1	65	17	12.76
	1	1	65	19	10.90
	1	1	159	9	0.90
Drew	1	1	35	7	5.91
	1	1	35	8	4.55
	1	1	83	2	3.70
	1	1	83	2	8.58
	1	1	138	3	2.13

¹Some 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
Faulkner	1	2	64	9	17.98
	2	1	40	32	126.38
	2	1	40	32	126.71
	2	1	64	9	5.92
	2	1	64	9	16.24
	2	1	64	9	19.65
	2	1	65	9	15.77
	2	1	89	5	0.89
	2	1	107	2	1.85
	2	1	124	9	0.46
	2	1	286	2	1.90
Franklin	1	1	22	2	9.09
	1	1	40	12	29.19
	1	1	40	12	33.25
	1	1	64	3	0.94
	1	1	186	1	1.35
Fulton	1	1	62	13	0.06

¹Some 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	7	9	0.39
	1	1	7	10	9.05
	1	1	70	8	9.40
	1	1	70	9	7.46
	1	1	70	9	14.15
	1	1	270	5	8.02
	1	1	270	5B	0.81
	1	1	270	6B	1.40
Grant	1	1	35	2	10.11
	1	1	46	3	13.44
	1	1	167	11	5.44
	1	1	167	11	7.55
	1	1	167	11B	0.64
	1	1	270	9	5.93
Greene	1	1	49	2	18.34
	1	1	135	5	0.84
	1	1	412	8	3.34
	1	1	412	8	7.85
	1	1	412	9	2.70
Hempstead	1	1	30	12	20.23
	1	1	67	2	5.74
	1	1	278	5	4.10
	1	1	278	5	6.18

¹Some 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
Hot Spring	1	1	7	8	12.36
	1	1	30	21	88.36
	1	1	30	21	96.74
	1	1	30	21	100.87
	1	1	30	296	0.16
	1	1	51	4	2.38
	1	1	67	7	16.05
	1	1	84	6	18.32
	1	1	347	2	2.82
Howard	1	2	355	0	3.58
	2	1	278	3	8.44
Independence	1	1	14	8	1.02
	1	1	25	4	7.95
	1	1	157	3	10.21
	1	1	167	17	12.56
	1	1	167	17	13.17
	1	1	167	17	13.70
	1	1	233	2	1.32
Izard	1	1	9	12	0.85
	1	1	69	1	10.13
	1	1	223	1	5.00
	1	1	354	1	2.17
Jackson	1	1	226	1	2.90

¹Some 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
Jefferson	1	2	530	5	35.00
	2	1	63	14	0.38
	2	1	65	15	2.53
	2	1	65	15	13.37
	2	1	79	9	11.35
	2	1	79	9B	1.43
	2	1	79	10	2.10
	2	1	79	10	7.33
	2	1	270	11	4.45
	2	1	365	14S	0.11
	2	1	530	5	30.80
Johnson	1	1	21	1	8.46
	1	1	123	3	24.78
	1	1	164	0	2.52
Lafayette	No fatal crashes were reported on the State Highway System in Lafayette County in 2018.				

¹Some 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	2	63	3	19.44
	1	2	67	17	16.18
	2	1	25	6	9.67
	2	1	63	3	11.57
	2	1	63	3	21.80
	2	1	63	4	3.39
	2	1	63	4	6.86
	2	1	67	17	0.61
	2	1	67	17	7.32
	2	1	115	2	10.11
	2	1	412	7	4.48
Lee	No fatal crashes were reported on the State Highway System in Lee County in 2018.				
Lincoln	1	1	65	16	12.42
	1	1	114	2	5.19
	1	1	530	8	3.95
Little River	1	1	71	4	11.88
	1	1	71	4	13.78
Logan	1	1	109	3	8.91
Lonoke	1	2	40	41	183.60
	2	1	5	12	8.22
	2	1	40	41	169.92
	2	1	89	1	18.75

¹Some 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	16	4	6.31
	1	1	412	4	5.15
Marion	1	1	14	3	9.31
	1	1	62	8	8.74
	1	1	125	2	1.56
	1	1	235	1	0.63
Miller	1	1	30	11	7.05
	1	1	30	11	10.06
	1	1	67	1	13.04
	1	1	82	1	12.45
	1	1	82	1	13.11
	1	1	237	0	2.08
Mississippi	1	1	55	298	0.13
	1	1	118	1	16.22
Monroe	1	1	40	43	206.28
Montgomery	1	1	8	2	20.06
	1	1	27	7	9.53
	1	1	270	4	12.30
Nevada	1	1	30	13	40.93
	1	1	30	13	43.78
	1	1	371	4	3.20

¹Some 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	16	7	5.91
	1	1	43	1	12.46
	1	1	74	5	3.39
Ouachita	1	1	24	6	14.92
	1	1	278	8	17.56
	1	1	278	9	0.64
	1	1	278	9	1.57
Perry	1	1	7	11	6.28
	1	1	9	6	8.29
Phillips	1	1	44	3	18.21
	1	1	49	10	1.73
	1	1	49	10	22.38
Pike	No fatal crashes were reported on the State Highway System in Pike County in 2018.				
Poinsett	1	2	308	1B	1.06
	2	1	118	2	2.04
	2	1	555	2	23.20
Polk	1	1	8	1	18.88
	1	1	71	8	28.61
	1	1	270	1	11.63

¹Some 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	7.36
	1	1	7	14T	0.00
	1	1	40	22	77.46
	1	1	40	22	95.47
	1	1	124	1	2.17
	1	1	124	1	11.05
	1	1	247	0	5.86
Prairie	1	1	63	11	12.75
	1	1	79	12	2.89

¹Some 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	1	2	67	10	0.40
	1	2	70	12	4.68
	2	1	5	9	0.51
	2	1	5	9	5.88
	2	1	10	8	4.16
	2	1	10	8	7.22
	2	1	10	8	7.79
	2	1	30	23	133.05
	2	1	30	23	135.58
	2	1	30	23	136.47
	2	1	30	23	141.19
	2	1	30	468	0.08
	2	1	40	33	139.99
	2	1	40	33	152.75
	2	1	40	33	153.16
	2	1	40	33	153.95
	2	1	40	474	0.07
	2	1	67	10	0.15
	2	1	67	10	8.03
	2	1	67	10	8.59
2	1	67	10	10.98	
2	1	67	157	0.27	
2	1	70	12	1.96	

¹Some 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)	2	1	70	12	8.02
	2	1	70	13	11.07
	2	1	100	0	4.75
	2	1	100	0	6.64
	2	1	100	0	7.40
	2	1	107	1	16.62
	2	1	161	3	0.71
	2	1	165	9	6.30
	2	1	365	11	7.06
	2	1	430	21	1.66
	2	1	430	21	4.62
	2	1	430	21	12.91
	2	1	440	1	8.16
	2	1	440	1	8.55
	2	1	440	186	0.04
	2	1	630	21	0.34
	2	1	630	21	6.58
Randolph	1	1	67	18	0.25
	1	1	67	18	5.02
	1	1	67	19	7.17
	1	1	115	1	8.47
	1	1	115	1	8.62

¹Some 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	30	22	115.52
	1	1	30	22	119.37
	1	1	30	22	123.37
Scott	1	1	28	2	1.86
	1	1	71	10	27.84
	1	1	80	1	7.21
Searcy	1	1	14	4	13.87
	1	1	65	4	2.84
	1	1	65	4	9.32
	1	1	65	5	5.31
	1	1	65	6	6.56
Sebastian	1	2	10	0	5.30
	2	1	22	1	0.05
	2	1	22	1	19.46
	2	1	64	1	2.53
	2	1	255	3	2.27
	2	1	255	5	1.58
Sevier	1	1	71	6	2.31
Sharp	1	1	62	17	0.39
	1	1	63	2	11.59
	1	1	115	3	2.51

¹Some 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	1	12B	1.91
	1	1	40	51	244.81
	1	1	40	51	257.89
	1	1	40	51	259.83
	1	1	50	1	17.43
	1	1	70	19	24.10
	1	1	261	2	0.08
	1	1	284	3	9.64
Stone	1	1	5	16	17.84
Union	1	1	7	1	1.29
	1	1	7	154	0.01
	1	1	129	1	8.07
	1	1	167	1	6.44
	1	1	167	1	7.47
	1	1	167	1	11.11
	1	1	167	2	3.75
Van Buren	1	1	65	8	10.77
	1	1	95	3	3.16

¹Some 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	3	4.45
	1	1	45	5	4.18
	1	1	49	28	51.63
	1	1	49	28	56.59
	1	1	49	28	65.75
	1	1	49	28	67.75
	1	1	59	4	15.96
	1	1	62	1	20.16
	1	1	71	16B	6.45
	1	1	71	17B	7.59
	1	1	112	1	7.38
	1	1	112	1	8.73
	1	1	265	2	1.56
	1	1	412	2	3.41
	1	1	412	2	8.89
	1	1	412	2	10.83
	1	1	412	2Y	0.10
White	1	1	11	11	8.41
	1	1	36	3	7.50
	1	1	67	13	4.98
	1	1	167	16	0.44
	1	1	367	16	0.65

¹Some 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	17	4	4.90
Yell	1	1	7	13	2.84
	1	1	27	10	4.98
	1	1	28	4	3.53
	1	1	28	4	6.26
	1	1	154	2	10.71

¹Some 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 tables below do not include right-of-way or utility expenditures, which are typically greater in urban areas as compared to rural areas.

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	
2010	\$211.79	\$100.95	\$108.31	\$253.16	\$168.54
2011	\$327.99	\$193.02	\$142.25	\$285.05	\$237.07
2012	\$348.96	\$143.90	\$114.41	\$231.39	\$209.65
2013	\$482.88	\$148.52	\$297.35	\$259.22	\$296.97
2014	\$280.93	\$172.68	\$212.14	\$184.45	\$212.54
2015	\$300.71	\$378.41	\$290.76	\$255.05	\$306.24
2016	\$404.26	\$284.07	\$279.75	\$359.49	\$331.89
2017	\$504.46	\$283.23	\$273.96	\$352.35	\$353.48
2018	\$219.25	\$242.54	\$133.99	\$356.00	\$237.95
2019	\$319.85	\$414.18	\$179.86	\$313.27	\$306.80
Average Expenditure per Person per Year	\$340.11	\$236.15	\$203.28	\$284.94	\$266.11
Population*	728,765	729,192	728,959	729,002	2,915,918
Centerline Mileage	6,489.84	1,770.35	1,909.57	6,297.38	16,467.14
Average Expenditure per Person per Year per Mile	\$0.05	\$0.13	\$0.11	\$0.05	\$0.08
*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 2018 – 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	6,489.84
2	1,770.35
3	1,909.57
4	6,297.38
TOTAL	16,467.14

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 2010 and SFY 2019.

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	\$381,919.81
2	\$972,684.49
3	\$775,994.16
4	\$329,857.37
Statewide Average	\$471,219.83

PART VI – EXPENDITURE OF HIGHWAY FUNDS FOR PRESERVATION

As defined 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.

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

State Fiscal Year	Congressional District				Statewide
	1	2	3	4	
2010	\$83,149,502	\$26,406,054	\$26,673,773	\$73,963,104	\$210,192,433
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
TOTAL	\$1,742,829,912	\$753,222,765	\$572,051,674	\$1,335,453,525	\$4,403,557,876

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

1 State of Arkansas
2 92nd General Assembly
3 Regular Session, 2019
4

As Engrossed: S3/28/19

A Bill

HOUSE BILL 1750

5 By: Representatives Lundstrum, Bentley, Boyd, Coleman, A. Davis, D. Douglas, Eaves, Gates, G.
6 Hodges, Jean, McCollum, Pilkington, B. Smith, Speaks, Sullivan
7 By: Senators G. Stubblefield, Irvin
8

For An Act To Be Entitled

9
10 AN ACT TO ENSURE THAT THE GENERAL ASSEMBLY HAS
11 ADEQUATE INFORMATION TO MAKE INFORMED DECISIONS ON
12 HIGHWAY FUNDING BEFORE EACH REGULAR SESSION AND EACH
13 FISCAL SESSION BY REQUIRING THE DIRECTOR OF STATE
14 HIGHWAYS AND TRANSPORTATION TO PROVIDE INFORMATION ON
15 VARIOUS ISSUES, INCLUDING WITHOUT LIMITATION THE
16 LOCATION OF THE MOST CONGESTED ROUTES, THE MOST
17 DANGEROUS TRANSPORTATION AREAS, THE EXPENDITURE PER
18 PERSON OF STATE AND FEDERAL HIGHWAY FUNDS IN EACH
19 CONGRESSIONAL DISTRICT, AND THE NUMBER OF MILES OF
20 THE STATE HIGHWAY SYSTEM THAT ARE IN EACH
21 CONGRESSIONAL DISTRICT; AND FOR OTHER PURPOSES.
22
23

Subtitle

24
25 TO ENSURE THAT THE GENERAL ASSEMBLY HAS
26 ADEQUATE INFORMATION TO MAKE INFORMED
27 DECISIONS ON HIGHWAY FUNDING BEFORE EACH
28 REGULAR SESSION AND EACH FISCAL SESSION.
29
30

31 BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF ARKANSAS:
32

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

35 27-65-146. Additional reporting before each regular session and each
36 fiscal session.



1 (a) As used in this section:

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

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

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

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

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

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

17 (A) Designated for a specific use under law;

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

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

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

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

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

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

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

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

As Engrossed: S3/28/19

HB1750

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

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

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

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10 /s/Lundstrum

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13 APPROVED: 4/8/19

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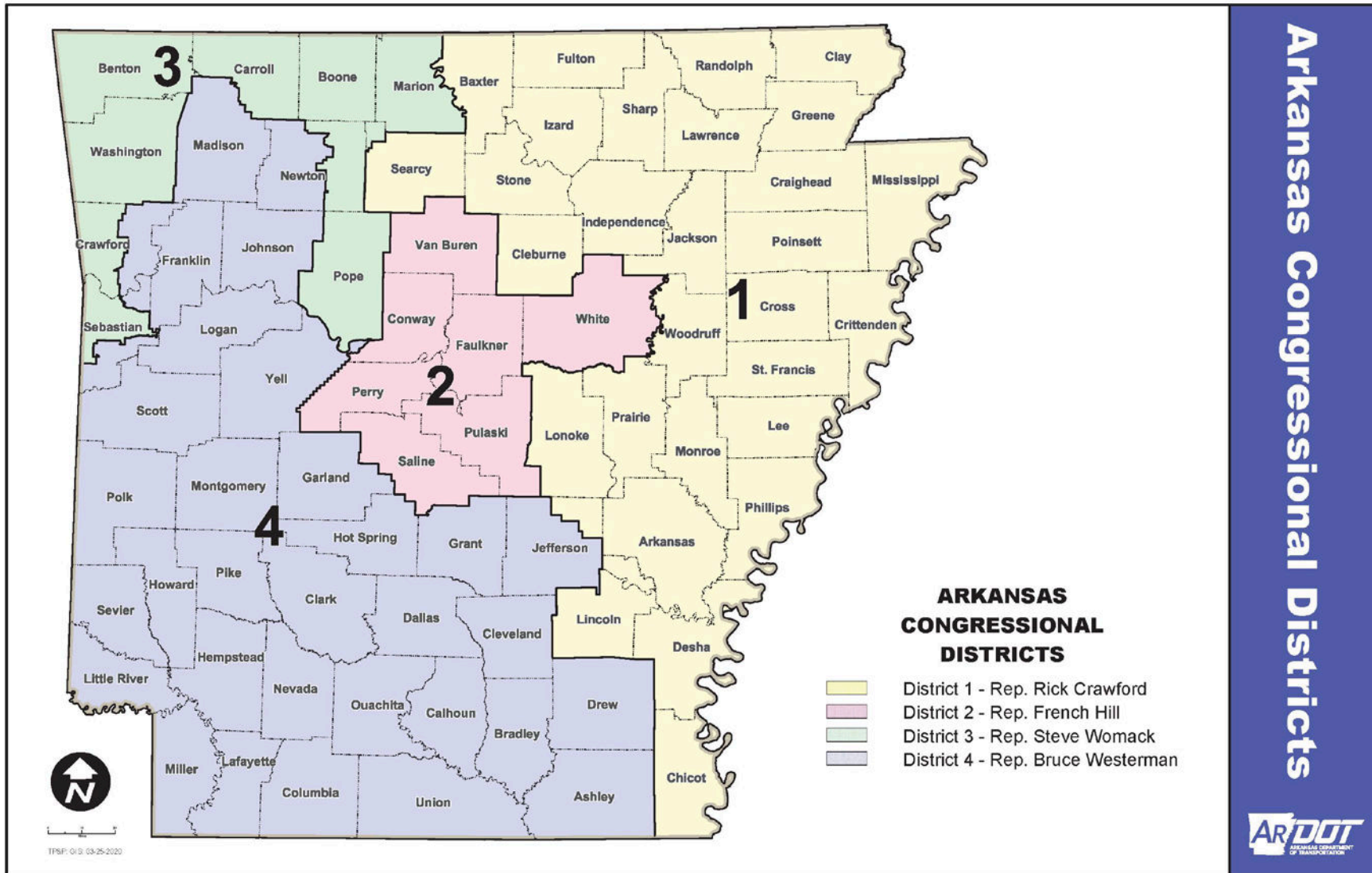
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APPENDIX B – ARKANSAS CONGRESSIONAL DISTRICTS



Arkansas Congressional Districts

