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LORIE H. TUDOR, P.E.
DIRECTOR

November 3, 2023

The Honorable Jonathan Dismang
The Honorable Lane Jean
Arkansas Legislative Council
Joint Budget Committee
Arkansas State Legislature
1 Capitol Mall, Fifth Floor
Little Rock, Arkansas 72201

Dear Senator Dismang and Representative Jean:

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 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 Arkansas Legislative Council Joint Budget Committee at the present time pursuant to a past request from Representative Robin Lundstrum. The report will be sent to all members of the General Assembly.

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

Sincerely,

A handwritten signature in black ink, reading "Lorie H. Tudor".
Lorie H. Tudor, P.E.
Director

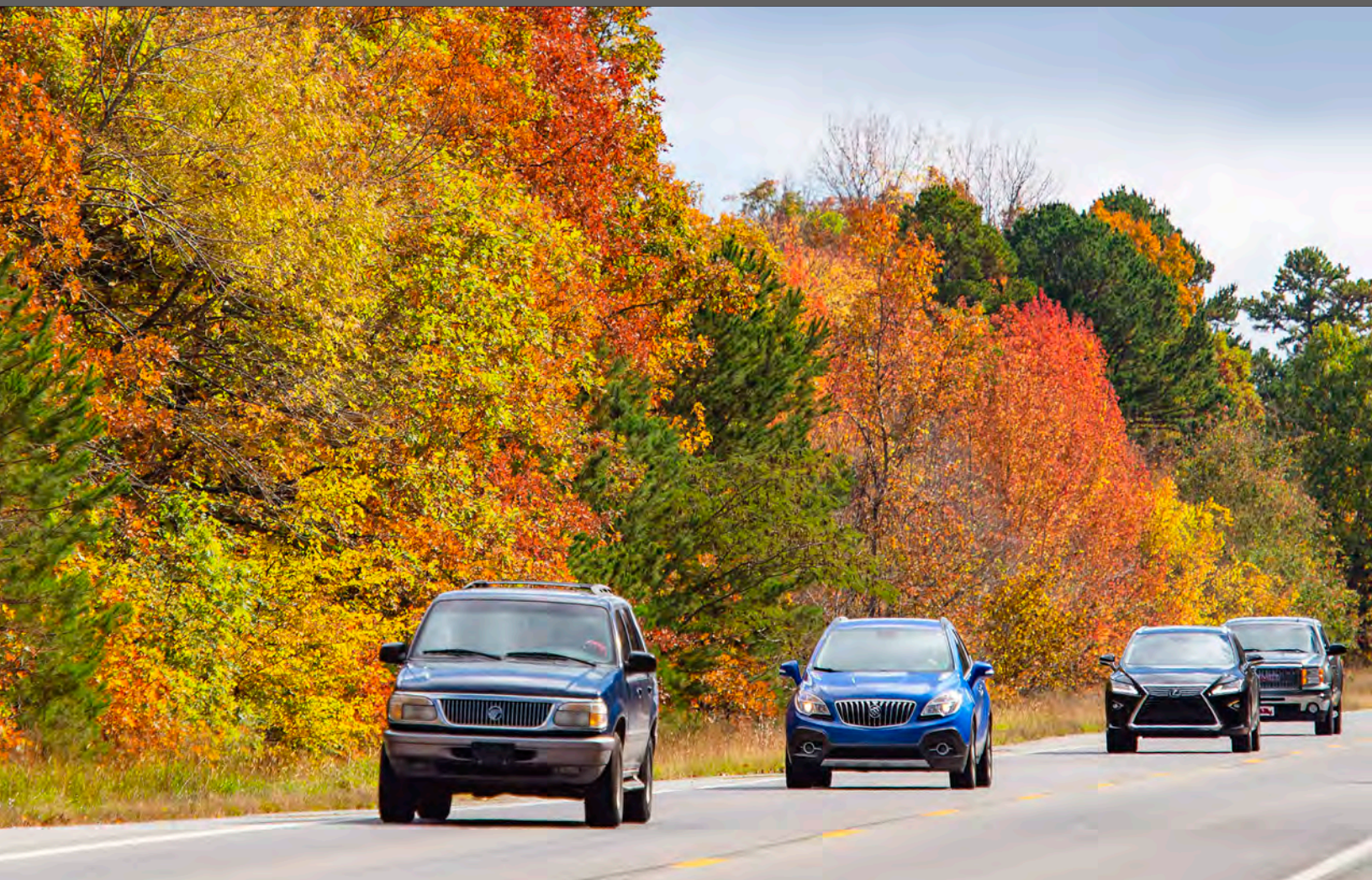
Enclosure

c: Highway Commission
Chief of Administration
Chief Engineers
Assistant Chiefs
Communications

Fiscal Services
Planning
Program Management
System Information and Research
Billy Parrish, Bureau of Legislative Research

2024 ACT 789 REPORT

TO THE GENERAL ASSEMBLY OF THE STATE OF ARKANSAS
(ACT 789 of 2019)



Arkansas Department of Transportation
10324 Interstate 30, Little Rock, Arkansas 72209
October 2023

NOTICE OF NONDISCRIMINATION

The Arkansas Department of Transportation (ARDOT) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, ARDOT does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in ARDOT's programs and activities, as well as ARDOT's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding ARDOT's nondiscrimination policies may be directed to Civil Rights Officer Joanna P. McFadden (ADA/504/Title VI Coordinator), P.O. Box 2261, Little Rock, Arkansas 72203-2261, 501-569-2298 (Voice/TTY 711), or to the following email address: Joanna.McFadden@ardot.gov.

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

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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Arkansas Department of Transportation

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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.

Congressional District – Congressional Districts are the 435 areas from which members are elected to the U.S. House of Representatives. For the 2024 Act 789 Report, this term refers to the Arkansas Congressional Districts that went into effect on January 14, 2022, unless indicated otherwise.

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.

Log Direction – Log direction is an indication of whether travel on a dual carriageway road is in the log or anti-log direction. The log direction of a section of highway is designated by ARDOT for maintenance purposes.

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.”

2024 Act 789 Report

Arkansas Department of Transportation

Urban Area – As defined by the U.S. Census Bureau for the 2020 Census – densely settled (typically incorporated) territories with at least 5,000 inhabitants or 2,000 housing units.

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PART I – TEN MOST CONGESTED ROUTES IN URBAN AREAS

Each year, ARDOT collects traffic data at approximately 9,200 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 2022 – 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 2022.

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** and illustrated in **Appendix C**.

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	129,000
2	Pulaski	30	23	140.54	140.94	Highway 10 to Highway 70 (Arkansas River Bridge)	6 or more	126,000*
3	Pulaski	30	23	141.51	141.78	Bishop Lindsey Avenue to Curtis Sykes Drive	6 or more	122,000*
4a	Pulaski	30	23	126.29	128.75	Highway 111 to Interstate 430	6 or more	121,000
4b	Pulaski	30	23	140.28	140.54	6th Street to Highway 10	6 or more	121,000*
6a	Saline	30	22	122.48	126.29	Bryant Parkway to Highway 111	6 or more	119,000
6b	Pulaski	40	33	154.23	154.57	North Hills Boulevard to Highway 67	6 or more	119,000
8a	Pulaski	630	21	4.96	5.81	University Avenue to Mississippi Street	6 or more	117,000
8b	Pulaski	630	21	5.81	6.52	Mississippi Street to John Barrow Road	6 or more	117,000
10	Pulaski	630	21	4.74	4.96	Fair Park Boulevard to University Avenue	6 or more	116,000

*Average daily traffic volume from 2020. This location was part of an active construction zone in 2022, which impeded traffic counting.

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** and illustrated in **Appendix C**.

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	Pulaski	165	9	3.33	5.30	Highway 391 to Interstate 440	2	16,000
2a	Garland	7	9	13.36	14.07	Highway 75 to Fox Pass Cutoff	2	15,000
2b	Benton	59	1	18.85	19.15	Highway 59B to Highway 12	2	15,000
2c	Baxter	62	10	0.51	0.77	Highway 62B to Ryan Road	2	15,000
5a	Washington	16	3	7.44	8.59	Lake Sequoyah Drive to Middle Fork White River	2	13,000
5b	Saline	67	9	6.05	7.62	Highway 229 to Interstate 30	2	13,000
5c	Benton	72	3	1.14	4.32	Benton Ridge Circle to Spanker Creek Road	2	13,000
8a	Stone	9	11	18.10	18.67	Highway 66 to Highway 14	2	12,000
8b	Washington	16	3	8.59	10.63	Middle Fork White River to Highway 74	2	12,000
8c	Benton	59	1	18.28	18.85	Highway 59S to Highway 59B	2	12,000
8d	Benton	62	2	14.30	14.95	Wimpy Jones Road to Highway 127	2	12,000
8e	Garland	270	5	13.93	16.35	Treasure Isle Road to Haven Hill Lane	2	12,000*

*Average daily traffic volume from 2020. This location was part of an active construction zone in 2022, which impeded traffic counting.

PART III – CRASH HISTORY BY COUNTY

For this report, ARDOT analyzed crash data collected on the State Highway System in 2022. 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

To identify high crash segments as opposed to spot locations (generally intersections with high traffic), the following crash location methodology was utilized: For each county, geographic information system (GIS) tools were used to break the State Highway System into two-mile segments; then crashes were totaled for each segment. For a given route and section, the segmentation process generally begins at log mile 0.00 and produces two-mile segments, except towards the end of a section or for sections that cross county lines. This process repeats for every route and section on the State Highway System. The five locations (including ties) that had the highest number of crashes are reported in **Table 3** and illustrated in **Appendix D**.

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Arkansas	1	11	130	6	0.00	2.00
	2	7	165	5	46.00	48.00
	3	6	1	4	0.00	1.93
	3	6	79	11	8.00	10.00
	3	6	79	11	10.00	12.00
	3	6	79	11C	2.00	2.08
	3	6	165	5	48.00	49.15
	3	6	276	0	0.00	1.01
Ashley	1	30	82	8	8.00	10.00
	2	17	82	8	22.00	24.00
	3	16	133	0	8.00	9.14
	3	16	133	1	0.00	2.00
	5	13	82	8	10.00	12.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Baxter	1	83	62	11B	2.00	4.00
	2	60	62	11B	0.00	2.00
	3	54	5	19	0.00	2.00
	4	29	5	18	18.00	20.00
	5	26	62	11B	4.00	4.65
Benton	1	117	102	3	4.00	5.88
	2	104	102	3	0.00	2.00
	3	86	412	1	2.00	4.00
	4	81	71	18B	10.00	11.80
	4	81	102	3	2.00	4.00
Boone	1	103	65	1	18.00	20.00
	2	46	65	1	20.00	21.88
	3	21	65	2	0.00	2.00
	4	20	65	2	4.00	6.00
	5	15	7	19	6.00	8.00
	5	15	65	1	16.00	18.00
Bradley	1	17	63	16	6.00	8.00
	2	8	63	16B	0.00	2.00
	3	6	278	13	4.00	6.00
	4	5	278	12B	0.00	2.00
	4	5	278	12B	2.00	2.65

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Calhoun	1	6	274	2	0.00	2.00
	2	4	278	10	4.00	6.00
	3	3	167	4	0.00	2.00
	3	3	274	2	6.00	8.00
	3	3	278	10	0.00	2.00
	3	3	278	10	12.00	14.00
	3	3	278	11	0.00	2.00
Carroll	1	30	62	4	10.00	12.00
	2	18	62	5	8.00	10.00
	3	17	62	5	0.00	2.00
	4	16	62	5	6.00	8.00
	5	15	62	4	0.00	2.00
Chicot	1	5	65	20	16.00	17.10
	1	5	65	21	4.00	6.00
	1	5	82	10	8.00	9.99
	4	4	144	3	0.00	2.00
	5	3	65	20	0.00	2.00
	5	3	65	21	2.00	4.00
	5	3	82	11	0.00	2.00
	5	3	82	11	4.00	6.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Clark	1	54	51	1	28.00	30.00
	2	22	67	5	14.00	15.79
	3	16	51	1	30.00	31.27
	4	13	7	7	0.00	2.00
	5	12	30	14	71.07	73.07
	5	12	30	14	77.07	79.07
Clay	1	24	67	20	10.00	12.00
	2	9	62	20	0.00	2.00
	2	9	67	20	6.00	8.00
	4	7	67	20	8.00	10.00
	5	5	90	1	0.00	2.00
	5	5	135	6	2.00	4.00
Cleburne	1	31	25	3B	2.00	4.00
	2	24	25	3B	0.00	2.00
	3	15	25	3	0.00	2.00
	4	12	25	2	12.00	13.82
	5	11	25	2	0.00	2.00
Cleveland	1	4	8	10	6.00	8.00
	2	3	63	15	14.00	16.00
	3	2	11	1	0.00	2.00
	3	2	54	7	2.00	4.00
	3	2	63	15	6.00	8.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Cleveland (continued)	3	2	63	15	8.00	10.00
	3	2	63	15	12.00	14.00
	3	2	63	15	22.00	24.00
	3	2	79	7	4.00	6.00
	3	2	79	7	6.00	8.00
	3	2	79	8	0.00	2.00
	3	2	97	1	4.00	6.00
	3	2	167	8	0.00	2.00
Columbia	1	17	82	4	0.00	2.00
	2	14	82	3	10.00	12.00
	3	10	371	7	0.00	2.00
	4	9	371	7	2.00	4.00
	5	8	82	3	12.00	13.03
Conway	1	27	9	7B	0.00	2.00
	2	22	9	8	0.00	2.00
	3	19	40	31	170.21	172.21 ¹
	4	18	9	7B	2.00	2.20
	5	14	40	31	98.78	100.78
	5	14	40	31	174.21	176.21 ¹
	5	14	40	31	182.22	184.21 ¹

¹Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Craighead	1	186	49	3	12.00	14.00
	2	172	49	3	10.00	12.00
	3	158	18	4	2.00	4.00
	4	132	91	2	16.00	18.00
	5	113	18	4	0.00	2.00
Crawford	1	126	59	5	24.00	26.00
	2	80	64	2	0.00	2.00
	3	31	540	2	2.00	3.86 ¹
	4	29	162	1	0.00	2.00
	5	27	64	2	2.00	4.00
Crittenden	1	84	77	5	16.00	17.85
	2	63	70	20	12.00	14.00
	3	45	55	11	4.00	4.77
	4	40	38	10	0.00	0.84
	4	40	70	20	10.00	12.00
Cross	1	37	1	13	4.00	6.00
	2	26	64	16	0.00	2.00
	3	25	1	13	6.00	7.36
	4	9	1	13	2.00	4.00
	5	7	1	14	4.00	6.00
	5	7	1	14	10.00	12.00
	5	7	64	16	4.00	6.00

¹Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Dallas	1	4	9	3	4.00	6.00
	1	4	167	9	2.00	3.96
	3	3	7	5	16.00	17.67
	3	3	9	2	8.00	10.00
	3	3	9	3	6.00	8.00
	3	3	79	6	0.00	2.00
	3	3	79	6	5.71	7.42 ¹
Desha	1	27	65	17	6.00	8.00
	2	11	65	19	8.00	10.00
	2	11	278	16	2.00	4.00
	4	8	165	4	0.00	2.00
	5	7	54	2	0.00	2.00
Drew	1	56	425	4	0.00	2.00
	2	48	278	15	0.00	2.00
	3	25	425	3	16.00	16.79
	4	13	278	14	10.00	10.61
	5	10	278	15X	0.00	0.86
	5	10	425	3	14.00	16.00
Faulkner	1	225	64	9	0.00	2.00
	2	117	65	9B	0.00	2.00
	3	102	65	9B	2.00	4.00
	4	92	65	9	10.00	12.00
	5	77	65	9	18.00	19.69

¹ Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Franklin	1	15	64	3	12.00	14.00
	2	11	22	2	2.00	4.00
	3	10	23	6	10.00	12.00
	3	10	23	7	16.00	18.00
	3	10	40	12	250.54	252.54 ¹
	3	10	64	3	14.00	16.00
Fulton	1	8	62	12	10.00	12.00
	2	7	62	12	18.00	20.00
	3	6	62	12	0.00	2.00
	3	6	62	16	0.00	1.24
	5	5	62	12	16.00	18.00
	5	5	62	13	0.00	2.00
	5	5	63	1	8.00	10.00
Garland	1	134	270	5	16.00	18.00
	2	133	7	9	6.00	8.00
	3	107	7	9	8.00	10.00
	4	101	88	4	0.00	2.00
	5	93	70	8B	2.00	4.00
Grant	1	30	270	9	14.00	16.00
	2	20	270	9	16.00	16.33
	3	18	167	11B	0.00	2.00
	4	11	167	10B	2.00	4.00
	4	11	270	10	0.00	2.00

¹ Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Greene	1	96	412	8B	2.00	4.00
	2	66	49	2	18.00	20.00
	3	62	49	2	16.00	18.00
	4	46	412	9B	0.00	2.00
	5	39	412	8	16.00	18.00
Hempstead	1	40	278	5B	0.00	1.15
	2	35	67	2	12.00	14.00
	3	21	67	2	14.00	16.00
	4	19	29	3B	0.00	1.46
	5	17	278	5	22.00	24.00
Hot Spring	1	67	270	7B	0.00	2.00
	2	27	67	8	0.00	2.00
	3	24	30	21	92.56	94.56
	4	16	9	4	16.00	17.50
	5	15	270	7B	2.00	2.63
Howard	1	9	27	2B	0.00	2.00
	2	7	27	2	13.05	14.00
	2	7	371	2	12.00	14.00
	4	6	355	1	8.00	9.86
	4	6	371	2	10.00	12.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Independence	1	107	69	3	0.00	2.00
	2	66	167	17	16.00	17.87
	3	60	167	18	0.00	2.00
	4	32	69	2B	0.00	2.00
	5	22	167	17	14.00	16.00
Izard	1	8	69	1	0.00	2.00
	2	7	56	1	2.00	4.00
	2	7	223	1	0.00	2.00
	4	6	56	1	8.00	10.00
	5	5	5	17	0.00	2.00
	5	5	9	13	2.00	4.00
	5	5	9	13	4.00	6.00
	5	5	69	1	6.00	8.00
	5	5	289	2	0.00	2.00
	5	5	289	2	4.00	6.00
Jackson	1	30	367	21	8.00	10.00
	2	12	14	12	0.00	2.00
	2	12	367	21	7.60	8.00
	4	8	69	5	2.00	4.00
	5	7	384	3	0.00	2.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Jefferson	1	43	463	3	0.00	2.00
	2	42	79	9B	0.00	2.00
	3	28	365	14S	0.00	2.00
	4	25	365	14	16.00	18.00
	5	23	190	5	4.00	6.00
Johnson	1	35	103	0	0.00	2.00
	2	32	64	5	0.00	2.00
	3	31	103	0	2.00	3.00
	4	23	64	4	12.00	14.00
	5	13	64	5	4.00	6.00
Lafayette	1	5	160	2	6.00	8.00
	2	3	29	1	0.00	2.00
	2	3	53	4	0.00	2.00
	2	3	82	2	6.00	8.00
	5	2	29	1	12.00	14.00
	5	2	29	2	6.00	8.00
	5	2	53	4	2.00	4.00
	5	2	53	5	14.00	16.00
	5	2	82	2	0.00	2.00
	5	2	82	2	10.00	12.00
	5	2	82	2	12.00	14.00
	5	2	82	2	14.00	16.00
	5	2	160	1	10.00	12.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Lafayette (continued)	5	2	160	1	12.00	12.94
	5	2	160	2	4.00	6.00
Lawrence	1	15	63	3	3.82	5.82
	1	15	63	3	5.82	7.82
	3	13	63	4	2.00	4.00
	3	13	67	17	16.00	18.00
	5	9	63	3	0.00	1.44
Lee	1	7	1	9B	0.00	1.48
	2	4	1	10	4.00	6.00
	3	3	1	9	0.00	2.00
	3	3	1	9	6.00	8.00
	3	3	1	9	8.00	9.32
	3	3	1	10	8.00	9.41
	3	3	79	15	18.00	20.00
	3	3	79	16	0.00	2.00
Lincoln	1	6	212	4	4.00	6.00
	2	5	530	8	8.00	10.00
	3	4	530	8	2.00	4.00
	3	4	530	8	10.00	12.00
	5	3	65	16	7.14	9.14 ¹
	5	3	425	5	4.00	6.00
	5	3	425	5	6.00	8.00
	5	3	530	8	6.00	8.00

¹ Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Little River	1	19	71	4	8.00	10.00
	2	13	71	4	10.00	12.00
	3	8	41	3	0.00	2.00
	3	8	71	4	6.00	8.00
	5	7	32	2B	2.00	2.76
Logan	1	20	22	3	10.00	12.00
	2	16	10	2	6.00	8.00
	3	9	22	3	0.00	2.00
	4	8	23	3	4.00	6.00
	4	8	23	3	6.00	8.00
Lonoke	1	155	89	1	18.00	19.93
	2	51	5	12	0.00	2.00
	2	51	89	1	14.00	16.00
	4	43	321	1	0.00	2.00
	5	42	89	1	16.00	17.43
Madison	1	10	23	8	6.00	8.00
	2	9	412	4	8.00	10.00
	2	9	412	4B	0.00	2.00
	4	8	412	3	10.00	12.00
	4	8	412	4	0.00	2.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Marion	1	18	178	1	0.00	2.00
	2	10	62	8	2.00	4.00
	2	10	62	8	12.00	13.24
	2	10	62	9	2.00	4.00
	5	8	14	3	0.00	2.00
	5	8	62	9	6.00	8.00
	5	8	62	9	8.00	10.00
Miller	1	78	71	3	2.00	4.00
	2	31	71	3	0.00	2.00
	3	30	67	1	0.00	2.00
	4	22	82	1	0.00	2.00
	5	21	71	2	12.00	14.00
Mississippi	1	59	18	7	2.00	4.00
	2	26	61	3	16.00	18.00
	3	25	18	7	0.00	2.00
	4	17	18	6	16.00	18.00
	5	16	140	2	0.00	1.86 ¹
Monroe	1	32	49	8	6.00	8.00
	2	11	40	43	68.20	70.20 ¹
	3	8	40	43	76.20	78.20 ¹
	3	8	40	43	207.26	209.26
	5	7	40	43	215.26	217.26

¹ Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Montgomery	1	13	270	4	0.00	2.00
	2	9	8	2	18.00	20.00
	3	8	270	4	2.00	4.00
	4	7	270	4	10.00	12.00
	5	6	8	2	16.00	18.00
	5	6	8	2	22.00	24.00
	5	6	70	6	4.00	5.84
	5	6	270	4	8.00	10.00
Nevada	1	9	30	13	95.85	97.85 ¹
	2	8	30	13	93.85	95.85 ¹
	2	8	200	2	0.00	1.95
	4	7	30	13	42.13	44.13
	4	7	30	13	89.85	91.85 ¹
	4	7	67	3	6.00	8.00
Newton	1	10	7	18	14.00	16.00
	2	7	7	18	10.00	12.00
	2	7	7	18	16.00	18.00
	4	6	7	18	18.00	20.00
	4	6	123	1	14.00	16.00
	4	6	123	1	22.00	24.00

¹ Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Ouachita	1	16	79	4B	0.00	2.00
	2	12	278	8B	0.00	1.87
	3	10	7	3	1.09	3.09 ¹
	3	10	376	1	4.00	6.00
	5	9	278	8	16.00	18.00
Perry	1	7	9	6	10.00	12.00
	2	6	7	11	12.00	14.00
	3	4	9	6	14.00	16.00
	3	4	60	1	0.00	2.00
	5	3	9	6	12.00	14.00
	5	3	10	5	2.00	4.00
	5	3	60	1	4.00	6.00
	5	3	60	1	6.00	8.00
	5	3	60	1	10.00	12.00
	5	3	60	2	4.00	6.00
	5	3	113	3	0.00	2.00
Phillips	1	32	49	10B	0.00	2.00
	2	16	49	10B	2.00	4.00
	3	12	49	10	22.00	24.00
	4	6	49	10	2.00	4.00 ¹
	5	5	49	10	20.00	22.00
	5	5	49	10	24.00	26.00
	5	5	49	10B	4.00	6.00

¹ Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Pike	1	13	8	3	0.00	1.67
	2	10	70	5	8.00	10.00
	3	9	70	5	6.00	8.00
	4	8	27	5	0.00	2.00
	5	6	8	4	0.00	2.00
Poinsett	1	21	14	15	0.00	2.00
	2	19	69	7	0.00	2.00
	3	18	463	2	2.00	4.00
	4	17	69	6	6.00	7.61
	5	14	1	16	0.00	2.00
Polk	1	35	71	9	0.00	2.00
	2	13	71	8	34.00	34.76
	3	11	71	8	32.00	34.00
	4	9	88	1	16.00	17.57
	5	8	8	1	0.00	2.00
	5	8	71	8	28.00	30.00
Pope	1	82	7	15	0.00	2.00
	2	72	64	6	12.00	14.00
	3	69	64	6	10.00	12.00
	4	64	7	14	2.00	3.96
	5	45	124	1	0.00	2.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Prairie	1	18	40	42	199.47	201.47
	2	13	40	42	197.47	199.47
	3	10	40	42	203.47	205.26
	4	7	40	42	83.25	85.25 ¹
	4	7	40	42	191.47	193.47
Pulaski	1	210	30	23	140.29	142.29
	2	170	338	1	2.00	4.00
	3	163	70	12	4.00	6.00
	4	155	40	33	152.25	154.25
	5	152	10	8	6.00	8.00
Randolph	1	64	67	18	6.00	7.74
	2	34	67	19	0.00	2.00
	3	29	62	19	10.00	12.00
	4	22	90	6	0.00	2.00
	5	11	62	19	12.00	12.62
Saline	1	98	183	1	8.00	8.84
	2	89	30	22	113.46	115.46
	3	80	5	8	0.00	2.00
	4	71	5	8	2.00	4.00
	5	69	35	1	0.00	2.00

¹ Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Scott	1	9	71	10	22.00	24.00
	1	9	71	12	6.00	6.56
	3	6	71	12	4.00	6.00
	4	5	71	10	14.00	16.00
	5	4	71	10	32.00	34.00
	5	4	71	10B	2.00	4.00
Searcy	1	11	65	4	4.92	6.92
	2	8	65	4	0.92	2.92
	2	8	65	5	8.00	10.00
	4	6	66	1	0.00	2.00
	5	5	27	17	0.00	2.00
	5	5	65	4	12.92	14.92
	5	5	65	6	8.00	10.00
Sebastian	1	230	22	1	4.00	6.00
	2	169	22	1	2.00	4.00
	3	116	22	1	0.00	2.00
	4	76	71	14B	2.00	4.00
	5	74	255	3	4.00	6.00
Sevier	1	29	70	1B	2.00	3.88
	2	28	70	1	8.00	8.63
	3	27	71	6	12.00	13.40
	4	20	71	7	0.00	2.00
	5	19	70	1	6.00	8.00

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Sharp	1	22	62	15	0.00	1.29
	2	15	62	17	0.00	2.00
	3	14	62	17	2.00	4.00
	4	12	62	17	6.00	7.64
	5	10	63	2B	0.00	1.52
St. Francis	1	60	1	12B	0.00	2.00
	2	28	40	51	244.30	246.30
	3	14	70	19	0.00	2.00
	4	13	1	11B	2.00	4.00
	4	13	40	51	40.05	42.05 ¹
	4	13	40	51	246.30	248.30
	4	13	40	51	250.30	252.30
Stone	1	27	9	11	18.00	20.00
	2	12	14	7	0.00	2.00
	2	12	66	2	18.00	19.90
	4	9	87	5	0.00	2.00
	5	7	14	7	10.00	12.00
Union	1	95	167	1B	0.00	2.00
	2	32	82	5B	2.00	4.00
	3	24	82	5B	0.00	2.00
	3	24	167	1B	2.00	4.00
	5	7	7	2S	0.00	2.00
	5	7	167	1	16.00	18.00

¹ Crashes occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Van Buren	1	25	65	8	0.00	2.00
	2	21	65	8	2.00	4.00
	3	9	16	10	0.00	2.00
	3	9	65	8	4.00	6.00
	3	9	65	8	10.00	12.00
Washington	1	241	412	2	8.00	10.00
	2	144	412	2	10.00	12.00
	3	107	71	17B	6.00	8.00
	4	106	180	0	0.00	1.72
	4	106	412	2	12.00	14.00
White	1	92	67	12C	4.00	6.00
	2	86	36	3	20.00	22.00
	3	53	67	12C	2.00	4.00
	4	38	36	4	0.00	1.82
	5	32	36	3	18.00	20.00
Woodruff	1	5	64	14	0.00	2.00
	2	4	33	7	18.00	20.00
	2	4	64	13	0.00	2.00
	2	4	64	13C	0.00	1.00
	2	4	145	4	0.00	0.95

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

County	Rank	Count	Route	Section	Log Mile	
					Begin	End
Yell	1	42	7	13	14.00	15.51
	2	19	27	10	16.00	18.00
	3	11	27	10	10.00	12.00
	4	10	27	10	0.00	2.00
	5	9	22	5	4.00	6.00

Five Locations by County with the Highest Number of Fatal Crashes

For each county, GIS tools were used to identify one-tenth mile segments of the State Highway System where fatal crashes occurred. The five locations (including ties) on the State Highway System that had the highest number of fatal crashes are reported in **Table 4** and illustrated in **Appendix D**. For some counties, fewer than five fatal crashes were reported on the State Highway System in 2022. For those counties, fewer than five locations are listed. The midpoint log mile references the log direction unless noted otherwise.

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Arkansas	1	1	63	12	0.05
	1	1	79	11	7.55
	1	1	165	5	32.95
	1	1	165	5	43.05
Ashley	1	1	82	8	13.65
	1	1	82	9	0.05
	1	1	82	9	6.45
Baxter	1	1	5	19	3.05
	1	1	5	19	9.65
	1	1	178	2	6.55
Benton	1	2	49	29	85.61
	2	1	43	0	3.85
	2	1	49	29	20.65 ¹
	2	1	49	29	79.51
	2	1	49	29	95.81
	2	1	62	2	0.05

¹ Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Benton (continued)	2	1	62	2	9.95
	2	1	62	2	22.75
	2	1	71	18B	9.35
	2	1	71	19	4.15
	2	1	72	2	1.35
	2	1	94	1	1.15
	2	1	112	2	4.45
	2	1	412	1	3.15
	2	1	412	1	3.55
Boone	1	1	7	20	14.45
	1	1	43	2	13.65
	1	1	62	6	3.35 ¹
	1	1	281	0	8.25
	1	1	392	1	5.95
Bradley	1	1	63	16	0.65
Calhoun	1	1	167	3	3.05
	1	1	167	3	7.65
	1	1	274	2	6.85
	1	1	278	10	5.05
	1	1	278	10	12.95

¹Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Carroll	1	1	21	6	6.35
	1	1	23	10	1.55
	1	1	62	3	8.05
Chicot	1	1	65	20	2.25
	1	1	159	1	1.15
	1	1	165	3	8.15
Clark	1	1	7	6	3.05
	1	1	7	6	7.55
	1	1	30	14	67.92
	1	1	30	14	79.82
	1	1	67	5	10.65
Clay	1	1	67	20	9.45
	1	1	67	20	14.35
	1	1	328	2	4.75
Cleburne	1	1	16	11	11.55
	1	1	25	3	1.45
	1	1	110	4	0.35
Cleveland	1	1	8	10	7.95
	1	1	63	15	13.05
	1	1	79	7	1.35
	1	1	167	8	0.15

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Columbia	1	1	79	2	3.45
	1	1	82	3	10.85
	1	1	82	3	11.65
	1	1	82	4	0.45
	1	1	82	4	2.65
	1	1	82	4	9.45
	1	1	160	4	0.48
	1	1	371	7	12.95
Conway	1	1	9	7	3.85
	1	1	9	8	19.65
	1	1	40	31	117.83
Craighead	1	1	18	4	5.05
	1	1	18	4	9.25
	1	1	18	4	20.65
	1	1	18	4	26.15
	1	1	49	3	4.15
	1	1	49	3	4.45
	1	1	49	3	5.25
	1	1	49	3	8.55
	1	1	63	6	5.85
	1	1	63	6	6.45
	1	1	63	6	8.25
	1	1	67	16	3.45

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Craighead (continued)	1	1	69	8	2.85
	1	1	91	2	13.85
	1	1	463	1	6.75
	1	1	555	3	14.15 ¹
Crawford	1	1	40	11	262.16 ¹
	1	1	40	11	274.56 ¹
	1	1	59	5	22.65
	1	1	64	2	3.25
	1	1	64	2	5.65
	1	1	64	2	14.43 ¹
Crittenden	1	1	40	52	4.45 ¹
	1	1	40	52	8.35 ¹
	1	1	55	11	4.15
	1	1	55	11	13.57
	1	1	55	11	24.67
	1	1	55	11	62.54 ¹
	1	1	55	11	70.16 ¹
	1	1	64	17	13.35
	1	1	70	20	12.15
	1	1	70	20	13.75
	1	1	70	20	14.45
	1	1	147	1	7.05

¹ Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Cross	1	1	1	13	3.85
Dallas	1	1	79	6	2.45
Desha	No fatal crashes were reported on the State Highway System in Desha County in 2022.				
Drew	1	1	35	8	15.45
	1	1	278	1S	2.15
	1	1	278	15	15.55
	1	1	293	4	2.45
Faulkner	1	1	25	1	8.45
	1	1	40	32	125.17
	1	1	40	32	130.47
	1	1	40	32	136.28
	1	1	60	0	1.45
	1	1	64	9	5.85
	1	1	65	9	8.75
	1	1	65	9	12.75
	1	1	65	9	18.35
	1	1	65	9	19.15
	1	1	65	9B	0.15
	1	1	89	4	6.65
	1	1	89	4	8.05
	1	1	107	4	6.25

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Franklin	1	1	40	12	38.29
	1	1	40	12	42.39
	1	1	309	4	0.55
Fulton	1	1	9	15	0.85
	1	1	9	15	2.75
	1	1	62	12	18.55
	1	1	62	12	18.65
	1	1	63	1	9.35
	1	1	289	4	3.95
	1	1	395	1	5.05
Garland	1	1	7	9	8.85
	1	1	70	8B	2.35
	1	1	70	9	4.95
	1	1	70	9	9.55
	1	1	70	9B	1.45
	1	1	270	5	0.25
	1	1	270	5	1.45
	1	1	270	5	17.55
	1	1	270	6	6.25
	1	1	270	6	7.85
	1	1	270	6B	1.95

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Grant	1	1	46	2	7.15
	1	1	167	10	8.45
	1	1	270	9	13.95
	1	1	270	9	15.15
Greene	1	1	49	2	9.85
	1	1	49	2	11.55
	1	1	49	2	18.35
	1	1	49	2	20.75
	1	1	49	2	22.05
	1	1	358	1	4.65
	1	1	412	8	17.35
Hempstead	1	1	27	3	0.95
	1	1	30	12	108.12 ¹
	1	1	32	6	3.15
	1	1	67	2	3.55
	1	1	278	5	19.55
Hot Spring	1	1	7	8	1.35
	1	1	30	21	41.47 ¹
	1	1	30	21	50.37 ¹
	1	1	30	21	59.37 ¹
	1	1	30	21	85.31
	1	1	30	21	86.41
	1	1	30	21	100.21

¹Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Hot Spring (continued)	1	1	30	21	102.51
	1	1	67	7	0.05
	1	1	67	8	5.95
	1	1	67	8	8.35
	1	1	270	7	6.95
	1	1	270	8	8.35
	1	1	270	8	8.45
	1	1	270	8	9.05
Howard	No fatal crashes were reported on the State Highway System in Howard County in 2022.				
Independence	1	1	25	4	7.35
	1	1	69	2	8.35
	1	1	69	2B	1.65
	1	1	87	3	2.35
	1	1	167	17	1.95
	1	1	167	17	17.65
	1	1	167	18	1.15
	1	1	167	18	5.75
Izard	1	1	9	13	9.85
	1	1	56	1	2.35
Jackson	1	1	67	14	7.35
	1	1	67	14	7.55 ¹
	1	1	69	5	0.85
	1	1	367	21	6.05

¹Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Jefferson	1	2	79	9	11.45
	2	1	15	8	11.45
	2	1	65	15	2.65
	2	1	79	9B	0.15
	2	1	88	9	5.05
	2	1	463	3	2.55
	2	1	530	5	1.65 ¹
	2	1	530	6	5.56
Johnson	1	1	40	21	65.35
	1	1	64	4	13.65
	1	1	109	4	1.65
	1	1	164	0	5.05
Lafayette	No fatal crashes were reported on the State Highway System in Lafayette County in 2022.				
Lawrence	1	1	63	3	0.02
	1	1	63	3	0.09
	1	1	63	3	4.37
	1	1	63	4	4.85
	1	1	63	4	8.25
	1	1	67	17	18.15
	1	1	115	2	5.35
	1	1	115	2	16.85

¹Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Lee	1	1	79	16	1.25
Lincoln	1	1	65	16	7.99 ¹
	1	1	425	6	4.45
	1	1	530	8	0.55
	1	1	530	8	6.55
	1	1	530	8	8.75
Little River	No fatal crashes were reported on the State Highway System in Little River County in 2022.				
Logan	1	1	10	2	0.75
	1	1	22	3	21.75
	1	1	393	0	0.85
Lonoke	1	1	5	12	4.55
	1	1	5	12	6.05
	1	1	5	12	6.75
	1	1	5	12	7.35
	1	1	15	10	7.95
	1	1	38	0	2.65
	1	1	40	41	115.07 ¹
	1	1	40	41	118.27 ¹
	1	1	40	41	119.57 ¹
	1	1	40	41	171.39
	1	1	67	11	3.35
	1	1	165	8	10.85

¹ Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Lonoke (continued)	1	1	165	8	31.36
	1	1	319	2	1.55
Madison	1	1	23	8	7.45
	1	1	295	2	3.45
	1	1	412	3	2.75
	1	1	412	3	5.74 ¹
	1	1	412	4	8.65
Marion	1	1	14	2	11.45
	1	1	62	9	1.45
Miller	1	1	30	11	0.55
	1	1	30	11	5.35
	1	1	49	21	33.35
	1	1	67	1	16.25
	1	1	71	1	14.25
	1	1	82	1	2.85
	1	1	82	1	18.95
	1	1	160	0	9.45
	1	1	196	1	6.35
Mississippi	1	1	18	6	3.75
	1	1	18	6	4.95
	1	1	55	12	44.35 ¹
	1	1	55	12	56.22

¹Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Mississippi (continued)	1	1	140	2	2.55
	1	1	140	2	3.95
	1	1	140	2	7.75
	1	1	140	2	18.35
Monroe	1	1	17	2	5.35
	1	1	49	9	9.45
Montgomery	1	1	88	3	8.95
	1	1	270	4	1.25
Nevada	1	1	30	13	42.08
	1	1	30	13	52.98
	1	1	278	7	4.49
	1	1	278	7	7.59
	1	1	371	5	14.45
Newton	1	1	7	18	19.05
	1	1	7	18	19.25
	1	1	43	1	9.15
	1	1	43	1	12.25
	1	1	65	3	2.75
	1	1	74	5	1.35
Ouachita	1	1	24	6	15.65
	1	1	79	3	2.15
	1	1	79	3	19.55

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Ouachita (continued)	1	1	79	4	1.91 ¹
	1	1	79	4	5.25
	1	1	278	8	12.25
Perry	1	1	60	2	5.15
	1	1	113	3	8.65
	1	1	113	4	4.05
	1	1	314	1	7.25
Phillips	1	1	49	10X	0.05
Pike	No fatal crashes were reported on the State Highway System in Pike County in 2022.				
Poinsett	1	1	1	15	7.25
	1	1	1	16	6.95
	1	1	14	13	17.25
	1	1	69	7	0.75
	1	1	135	1	11.25
	1	1	140	1	8.55
Polk	1	1	88	1	13.15
	1	1	88	2	4.95
	1	1	88	2	6.35
Pope	1	1	7	15	8.15
	1	1	7	16	4.65
	1	1	164	5	0.50

¹Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Prairie	1	1	40	42	186.42
	1	1	249	1	2.05
Pulaski	1	2	30	23	0.65 ¹
	2	1	5	9	2.45
	2	1	10	8	5.35
	2	1	10	8	9.65
	2	1	30	23	0.35 ¹
	2	1	30	23	9.15 ¹
	2	1	30	23	13.15 ¹
	2	1	30	23	132.14
	2	1	30	23	133.94
	2	1	30	23	135.54
	2	1	40	33	123.61 ¹
	2	1	40	33	138.91 ¹
	2	1	40	33	142.11 ¹
	2	1	40	33	158.80
	2	1	40	33	163.50
	2	1	67	10	6.55
	2	1	67	10	7.15
	2	1	67	10	8.85
	2	1	67	10	14.85
	2	1	70	12	1.85
	2	1	70	12	5.65

¹Crash(es) occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Pulaski (continued)	2	1	70	13	3.05
	2	1	107	1	17.95
	2	1	107	1	18.45
	2	1	161	3	3.95
	2	1	165	9	0.65
	2	1	294	1	0.05
	2	1	300	2	19.05
	2	1	338	1	4.85
	2	1	338	1	4.95
	2	1	365	11	6.35
	2	1	365	12	1.05
	2	1	430	21	3.85 ¹
	2	1	430	21	4.75
	2	1	430	21	6.05
	2	1	430	21	6.25
	2	1	430	21	6.75
	2	1	430	21	11.25
	2	1	440	1	2.25
	2	1	440	1	2.75
	2	1	440	1	4.44 ¹
	2	1	440	1	10.05
	2	1	530	1	39.78 ¹
	2	1	630	21	4.75 ¹

¹ Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Randolph	1	1	62	19	5.75
	1	1	67	19	0.35
	1	1	90	6	9.55
	1	1	115	1	9.05
	1	1	251	1	2.85
Saline	1	1	9	5	9.15
	1	1	30	22	23.68 ¹
	1	1	30	22	106.61
	1	1	30	22	113.81
	1	1	30	22	125.01
	1	1	70	10	5.45
	1	1	229	5	0.95
	1	1	229	5	1.95
	1	1	530	2	9.25
Scott	1	1	28	2	1.55
	1	1	71	10	4.65
	1	1	71	10	14.75
	1	1	71	10	21.35
	1	1	71	10	30.65
	1	1	71	12	6.45

¹Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Searcy	1	1	65	4	6.87
	1	1	65	6	0.55
	1	1	65	6	3.05
	1	1	65	6	8.65
Sebastian	1	2	22	1	7.45
	2	1	10	1	2.35
	2	1	10	1	4.65
	2	1	22	1	9.75
	2	1	22	1	12.85
	2	1	45	1	6.15
	2	1	71	14	3.95
	2	1	255	3	3.95
	2	1	271	1	1.15
Sevier	1	1	41	1	3.95
	1	1	41	1	6.85
	1	1	70	1B	0.95
	1	1	70	2	6.95
	1	1	71	7	1.05
	1	1	371	1	5.25
Sharp	1	1	167	19	12.75

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

County	Rank	Count	Route	Section	Midpoint Log Mile
St. Francis	1	1	1	12	1.05
	1	1	40	51	39.00 ¹
	1	1	40	51	39.90 ¹
	1	1	40	51	41.90 ¹
	1	1	40	51	220.25
	1	1	40	51	245.65
	1	1	40	51	259.55
Stone	1	1	5	16	9.75
	1	1	263	1	1.55
Union	1	1	7	1	5.55
	1	1	82	7	7.75
	1	1	167	1	7.65
	1	1	275	2	5.55
Van Buren	1	1	9	9	0.35
	1	1	16	10	1.25
	1	1	65	7	0.55
Washington	1	2	71	17B	4.55
	2	1	45	3	3.05
	2	1	49	28	37.73 ¹
	2	1	49	28	37.83 ¹
	2	1	49	28	64.57
	2	1	49	28	71.47

¹ Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Washington (continued)	2	1	62	1B	0.35
	2	1	71	16	1.75
	2	1	71	17B	5.35
	2	1	71	17B	6.55
	2	1	71	17B	6.75
	2	1	74	0	0.95
	2	1	265	2	7.45
	2	1	412	2	3.35 ¹
	2	1	412	2	6.45
	2	1	412	2	7.15
	2	1	412	2	8.65
	2	1	412	2	22.35
White	1	1	5	14	11.65
	1	1	16	13	7.05
	1	1	36	3	9.35
	1	1	36	3	14.45
	1	1	36	4	0.05
	1	1	36	4	0.15
	1	1	67	12	17.35
	1	1	310	1	4.21
	1	1	367	16	0.55
	1	1	385	0	5.85

¹ Crash occurred in the anti-log direction

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

County	Rank	Count	Route	Section	Midpoint Log Mile
Woodruff	No fatal crashes were reported on the State Highway System in Woodruff County in 2022.				
Yell	1	1	22	5	1.35
	1	1	22	5	4.85
	1	1	27	10	15.05
	1	1	154	2	8.25

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, **Tables 5a and 5b** report 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 values reported for SFY 2023 were tabulated using the Congressional District boundaries that went into effect on January 14, 2022, whereas the values tabulated for SFY 2014 through SFY 2022 were tabulated using the previous Congressional District boundaries. Thus, comparison of SFY 2023 expenditures with previous years is complicated by changes in those boundaries.

It is also 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 5a. As Defined by Act 789, Expenditure per Person of State and Federal Highway Funds – SFY 2014 through SFY 2022

State Fiscal Year	Congressional District*				Statewide Average
	1	2	3	4	
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
2021	\$281.00	\$118.30	\$182.96	\$369.21	\$237.87
2022	\$473.54	\$122.50	\$99.30	\$297.54	\$248.22
Average Expenditure per Person per Year	\$353.50	\$258.63	\$214.78	\$345.08	\$293.00
Population**	728,765	729,192	728,959	729,002	728,980
Centerline Mileage***	6,493	1,765	1,901	6,292	4,113
Average Expenditure per Person per Year per Mile	\$0.05	\$0.15	\$0.11	\$0.05	\$0.07
*Values for SFY 2014 through SFY 2022 were tabulated using the previous Congressional District boundaries. **Population by Congressional District as of the 2010 Census. ***Centerline Mileage in 2021 by Congressional District.					

Table 5b. As Defined by Act 789, Expenditure per Person of State and Federal Highway Funds – SFY 2023

State Fiscal Year	Congressional District*				Statewide Average
	1	2	3	4	
2023	\$642.62	\$320.84	\$158.02	\$667.22	\$447.18
Population**	753,369	758,976	766,477	747,069	756,473
Centerline Mileage***	6,637	1,862	1,512	6,425	4,109
Average Expenditure per Person per Year per Mile	\$0.10	\$0.17	\$0.10	\$0.10	\$0.11
*Values for SFY 2023 were tabulated using the Congressional District boundaries that were in effect as of January 14, 2022. **Population by Congressional District as of the 2020 Census. ***Centerline Mileage in 2022 by Congressional District (Table 6).					

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, the addition of new highway segments, and the removal of existing highway segments. **Table 6** reports the centerline mileage of the State Highway System by Congressional District as of 2022 – 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

Congressional District*	State Highway System Centerline Mileage
1	6,637
2	1,862
3	1,512
4	6,425
TOTAL	16,436
*Values tabulated by Congressional District using the boundaries in effect as of January 14, 2022.	

Table 7 reports the average expenditure of State and Federal funds per centerline mile of the State Highway System for highway improvements, maintenance, and preservation in SFY 2023, broken out by Congressional District.

Table 7. Expenditure of State and Federal Highway Funds per Centerline Mile of the State Highway System – SFY 2023

Congressional District*	Expenditure per Centerline Mile
1	\$72,944
2	\$130,779
3	\$80,107
4	\$77,582
Statewide Average	\$81,968
*Values tabulated by Congressional District using the boundaries in effect as of January 14, 2022.	

PART VI – EXPENDITURE OF HIGHWAY FUNDS FOR PRESERVATION

As required by Act 789, **Tables 8a and 8b** report the expenditure of State and Federal highway funds for the 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 values reported for SFY 2023 were tabulated using the Congressional District boundaries that went into effect on January 14, 2022, whereas the values tabulated for SFY 2014 through SFY 2022 were tabulated using the previous Congressional District boundaries. Thus, comparison of SFY 2023 expenditures with previous years is complicated by changes in those boundaries.

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 8a. As Required by Act 789, Expenditure of State and Federal Highway Funds for Preservation and Maintenance – SFY 2014 through SFY 2022

State Fiscal Year	Congressional District*				Statewide
	1	2	3	4	
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
2021	\$179,894,872	\$59,968,597	\$93,579,573	\$185,315,839	\$518,758,881
2022	\$325,936,499	\$89,328,114	\$72,029,168	\$216,904,162	\$704,197,943
TOTAL	\$1,877,622,963	\$842,273,929	\$587,959,654	\$1,663,360,839	\$4,971,217,385
*Values tabulated by Congressional District using the boundaries in effect prior to January 14, 2022.					

Table 8b. As Required by Act 789, Expenditure of State and Federal Highway Funds for Preservation and Maintenance – SFY 2023

State Fiscal Year	Congressional District*				Statewide
	1	2	3	4	
2023	\$419,345,556	\$90,221,512	\$103,781,232	\$334,787,278	\$948,135,578
*Values tabulated by Congressional District using the boundaries in effect as of January 14, 2022.					

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.



03-28-2019 14:14:42 JLL230

As Engrossed: S3/28/19

HB1750

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

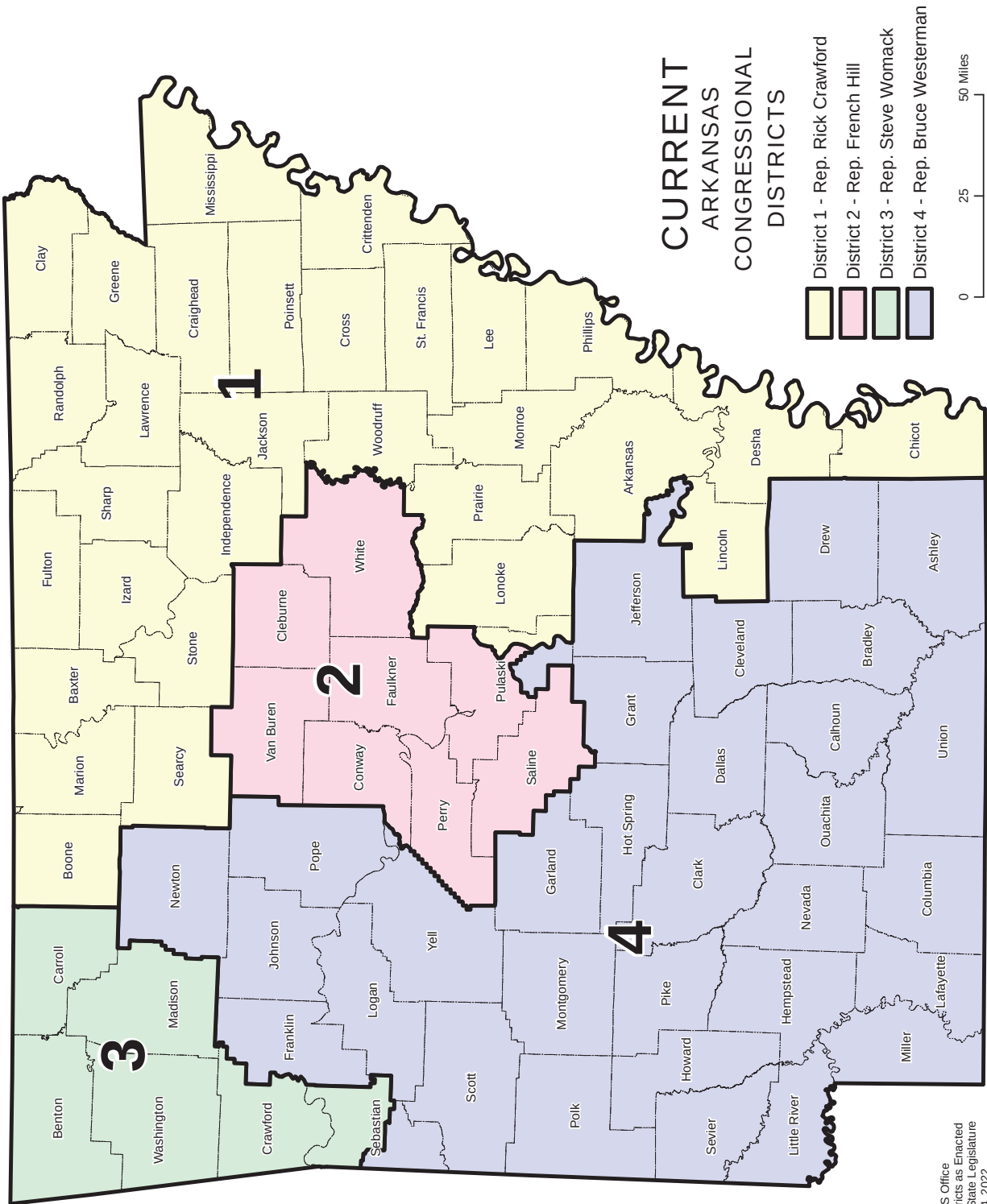
1 funds, including without limitation discretionary funds, in each
2 congressional district over the preceding ten (10) years;
3 (5) The number of miles of the state highway system that are in
4 each congressional district; and
5 (6) The expenditures made per congressional district of state
6 and federal highway funds, including without limitation discretionary funds,
7 for the preservation of the state highway system.

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9
10 /s/Lundstrum

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13 APPROVED: 4/8/19
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APPENDIX B – ARKANSAS CONGRESSIONAL DISTRICTS

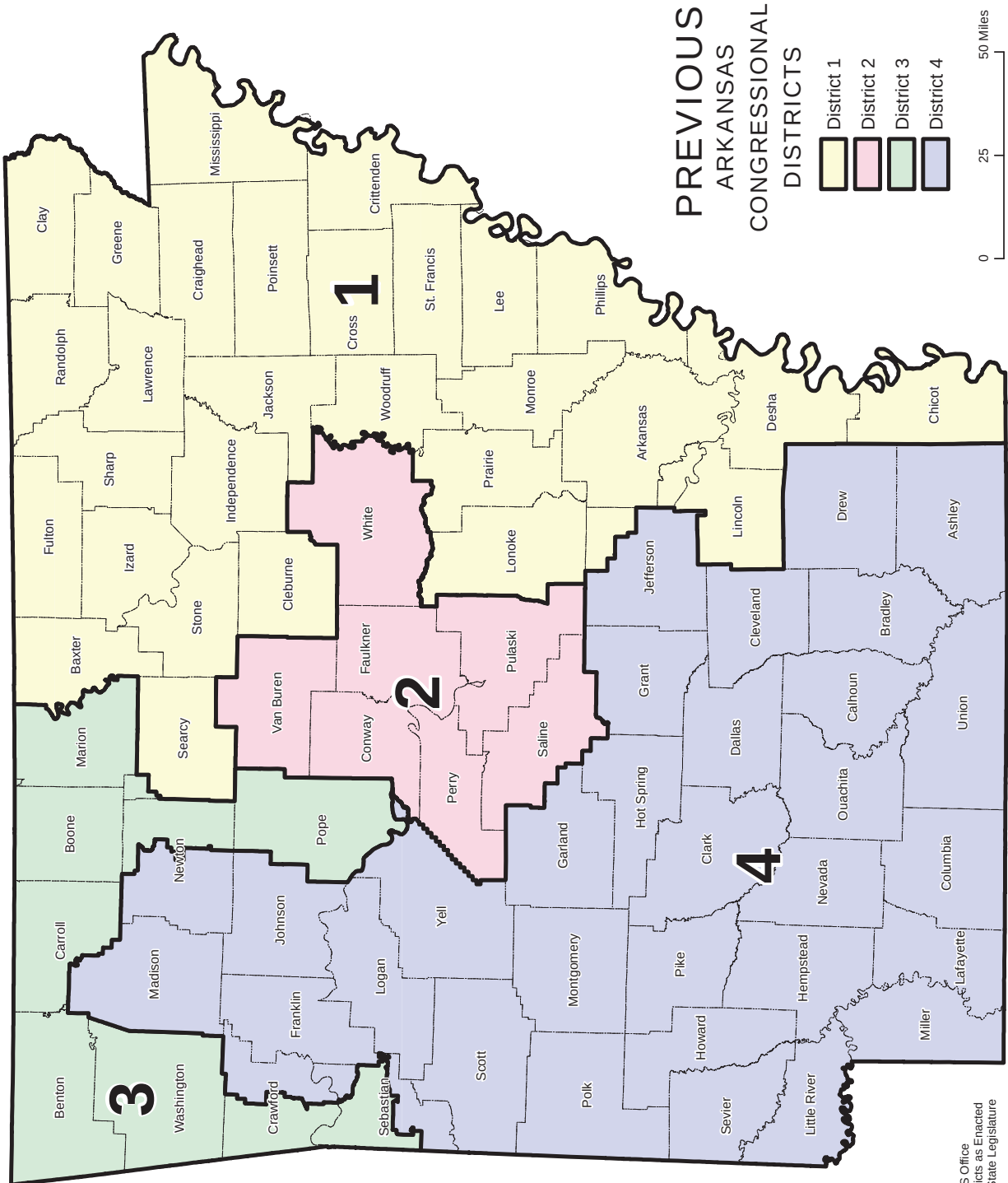
Arkansas Congressional Districts 2021



TPP-GIS: 10-02-23

Source: Arkansas GIS Office
2021 US Congressional Districts as Enacted
by Act 1116 of the Arkansas State Legislature
Effective January 14, 2022

Arkansas Congressional Districts 2011



TPP/GIS: 10-02-23

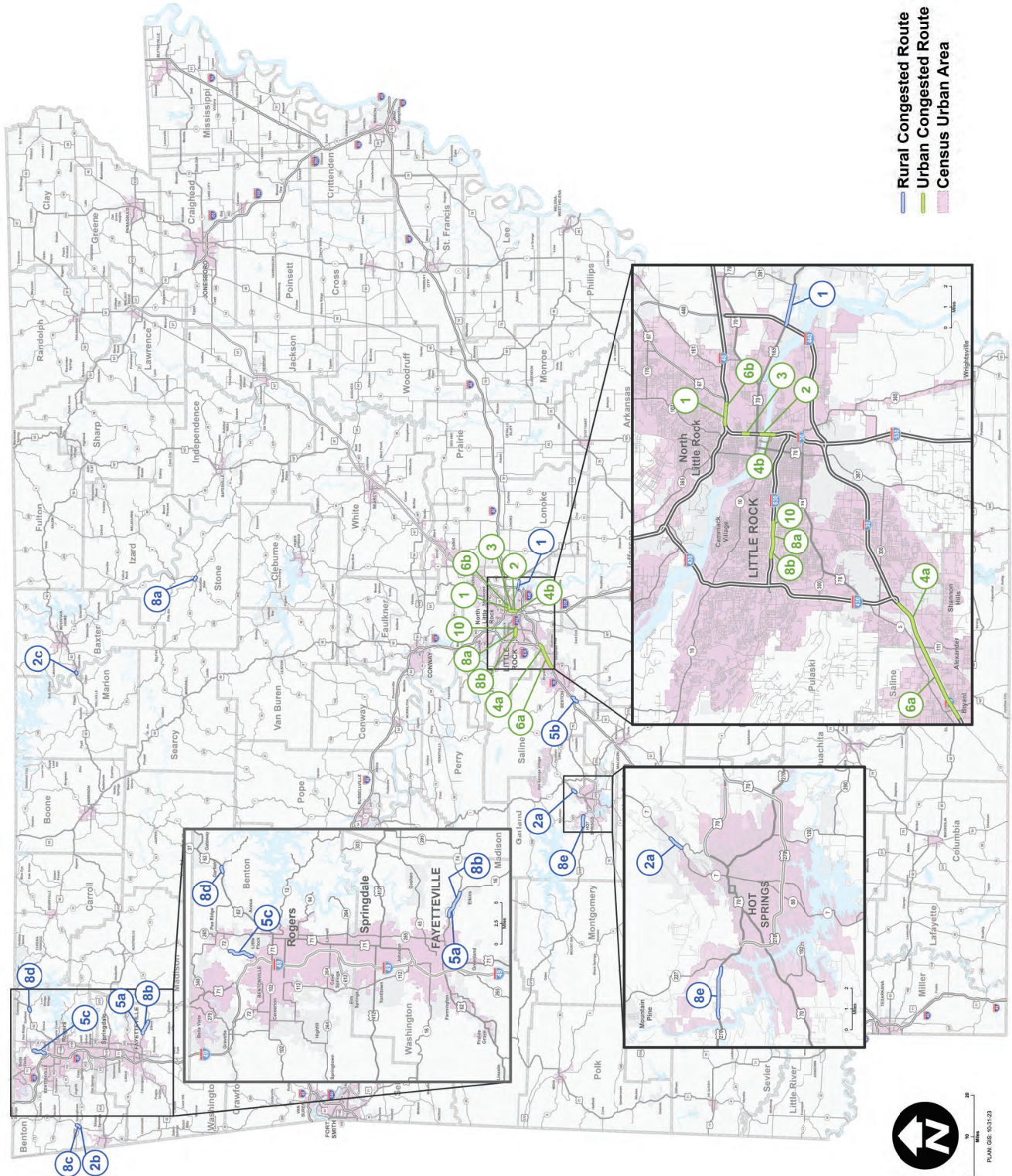
Source: Arkansas GIS Office
2011 US Congressional Districts as Enacted
by Act 1242 of the Arkansas State Legislature

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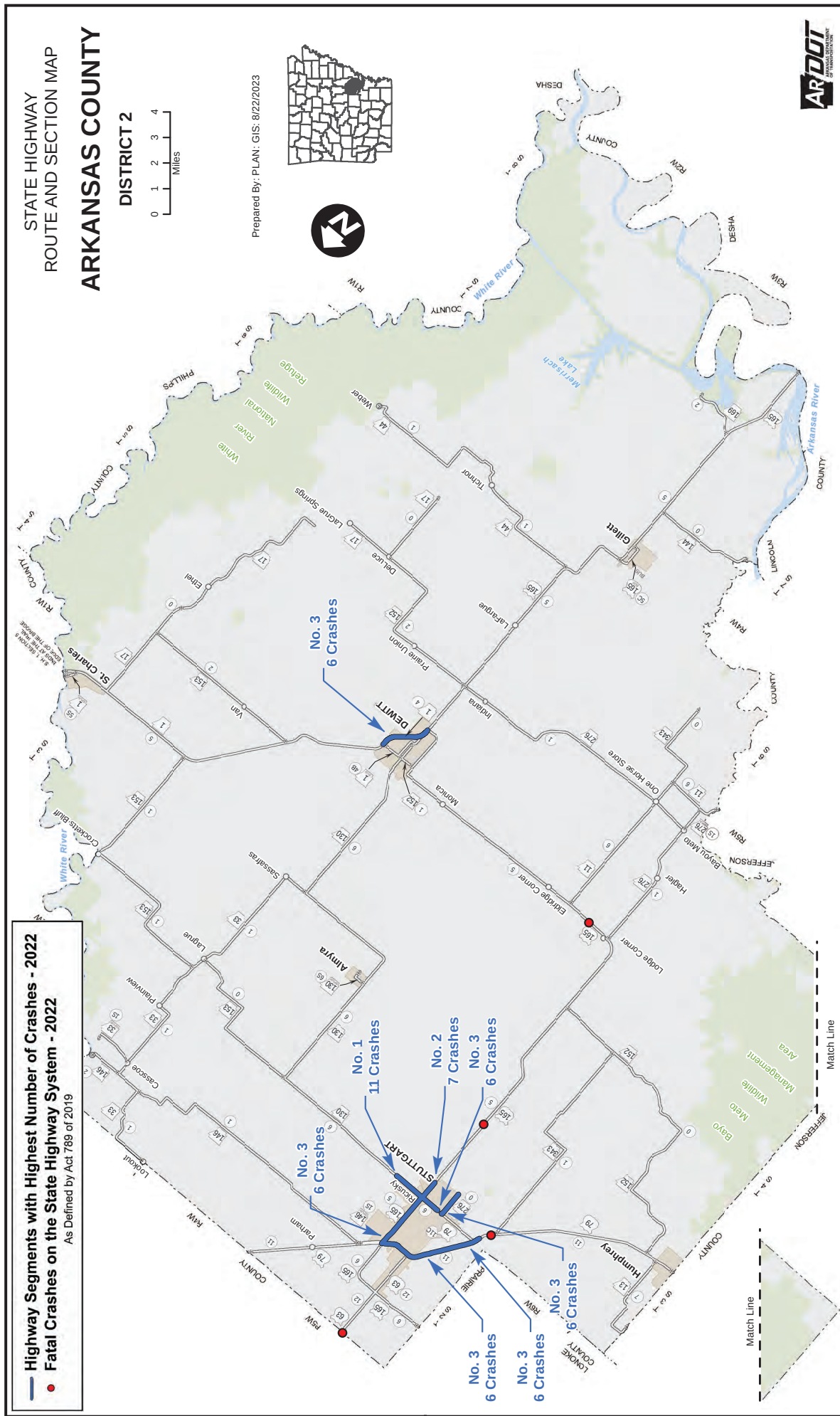
APPENDIX C – ACT 789 REPORT CONGESTED ROUTES MAP

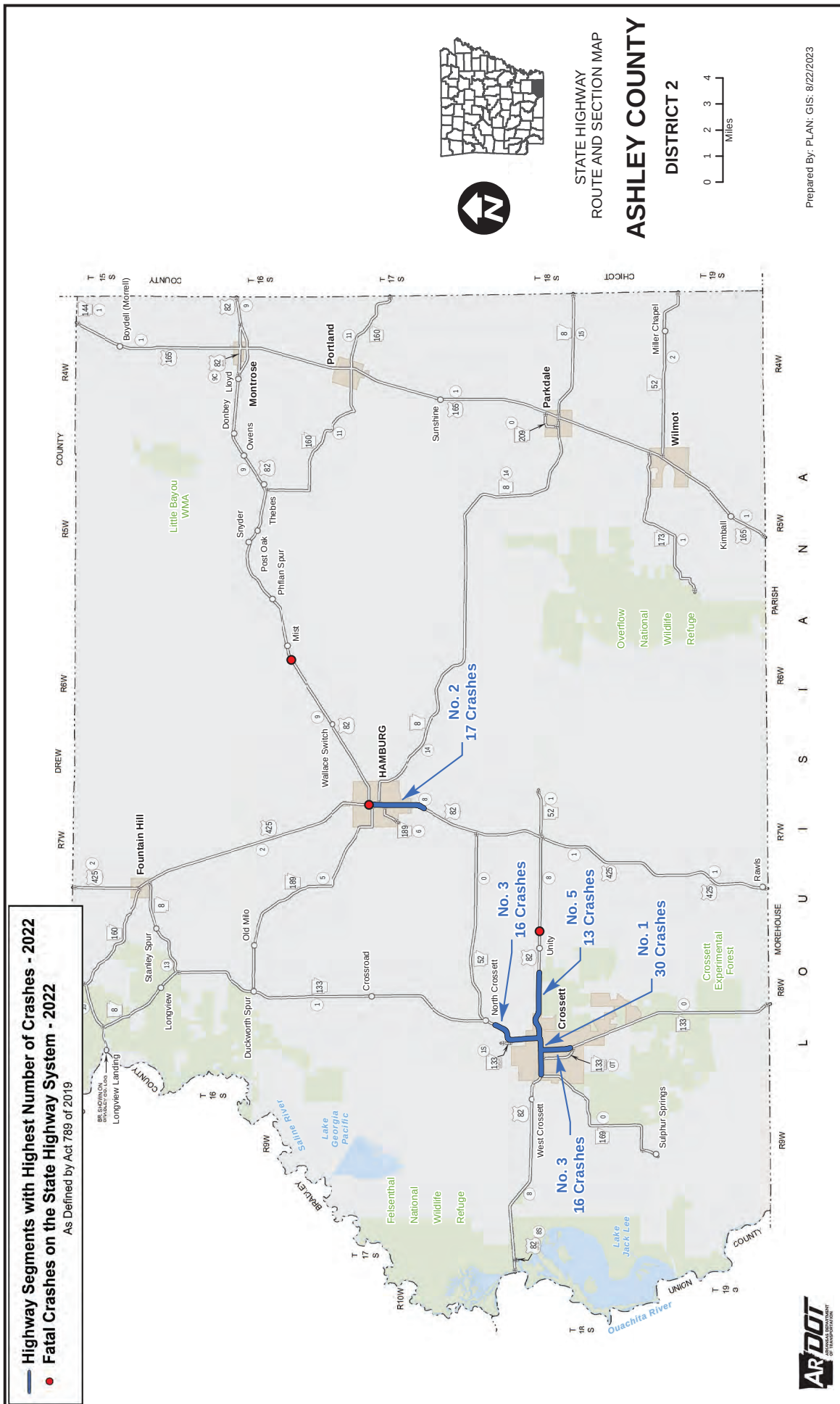
Most Congested Routes

As Defined By Act 789



Appendix D – ACT 789 REPORT CRASH MAPS BY COUNTY







— Highway Segments with Highest Number of Crashes - 2022
 • Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

STATE HIGHWAY
 ROUTE AND SECTION MAP

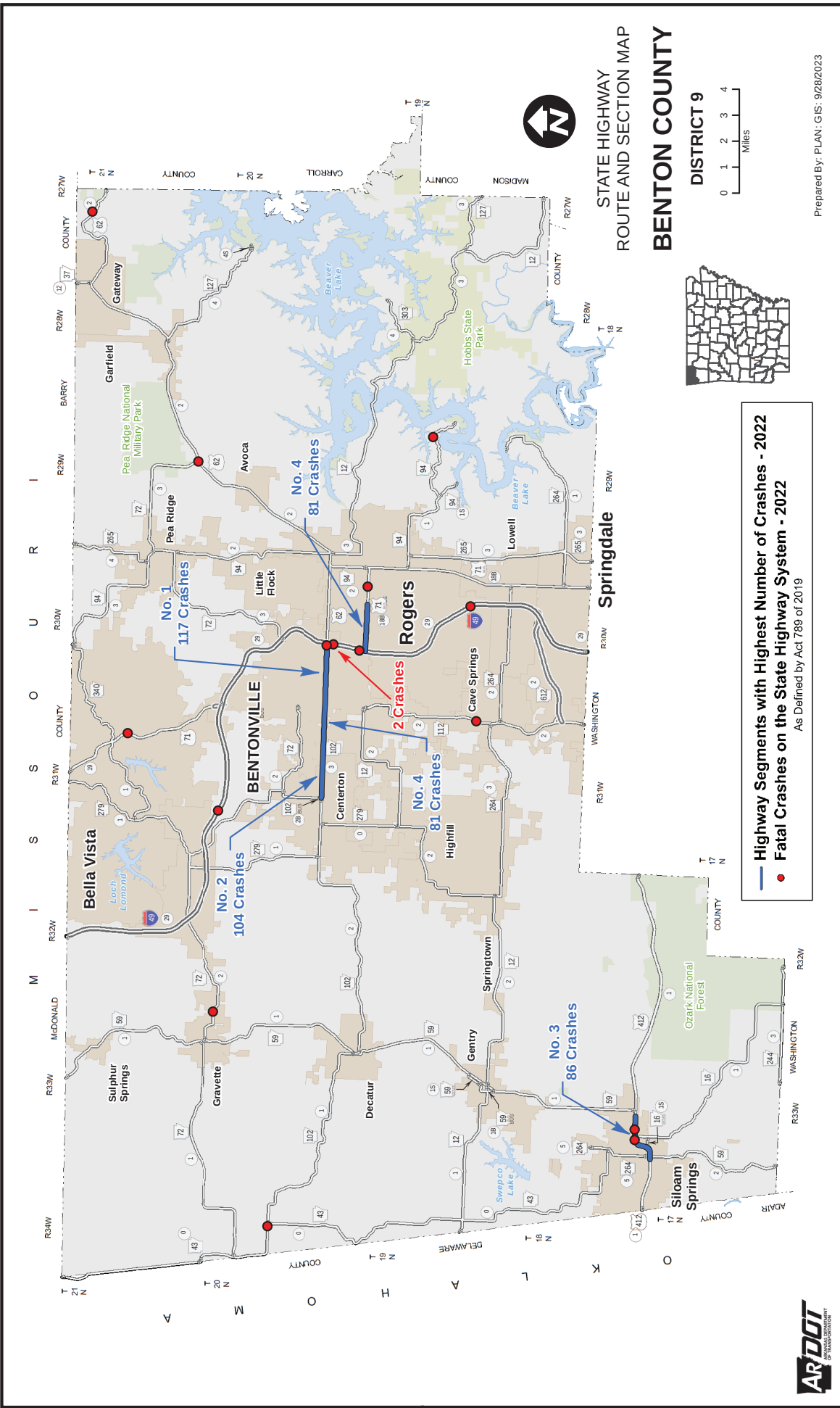
BAXTER COUNTY

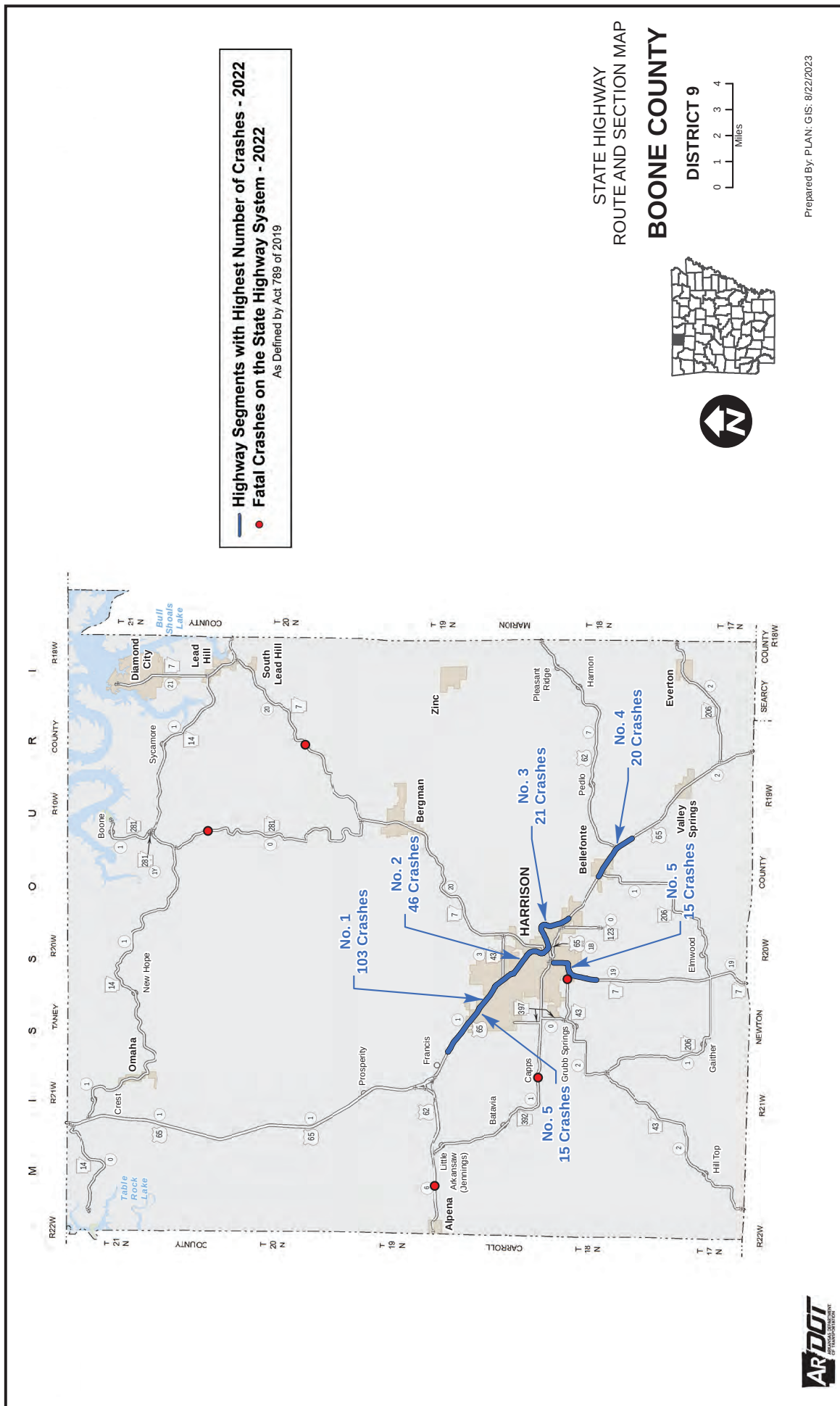
DISTRICT 9

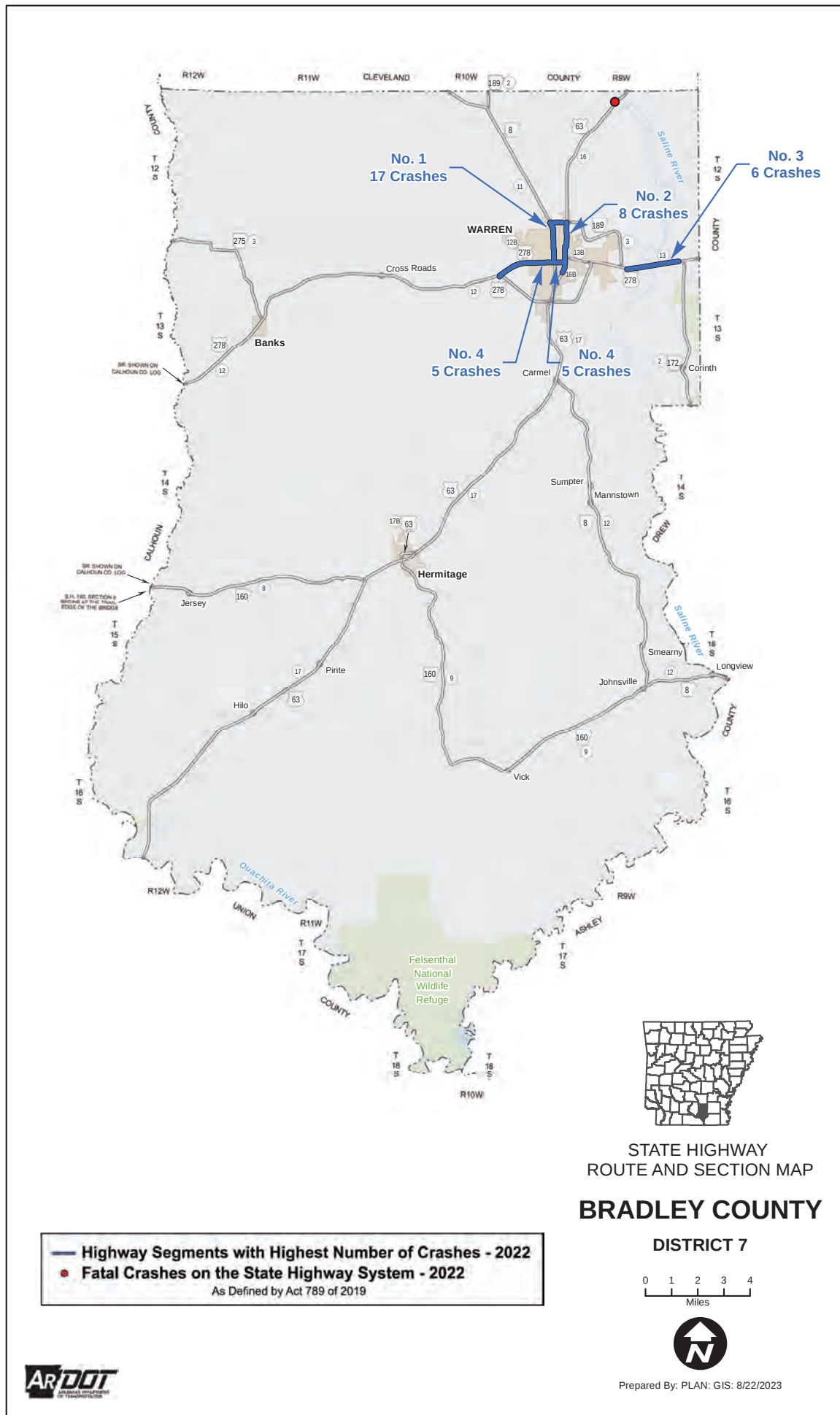


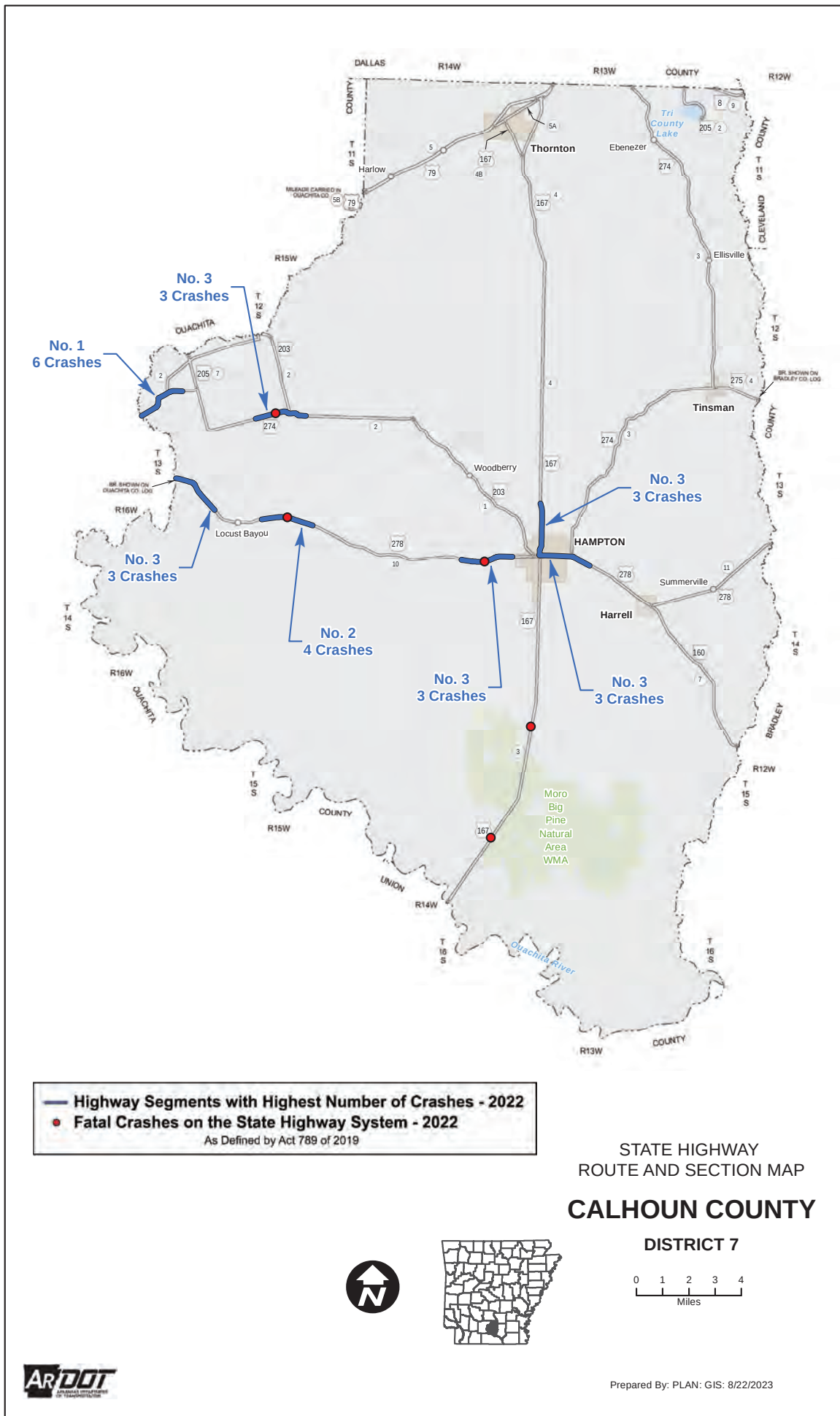
Prepared By: PLAN: GIS: 9/27/2023

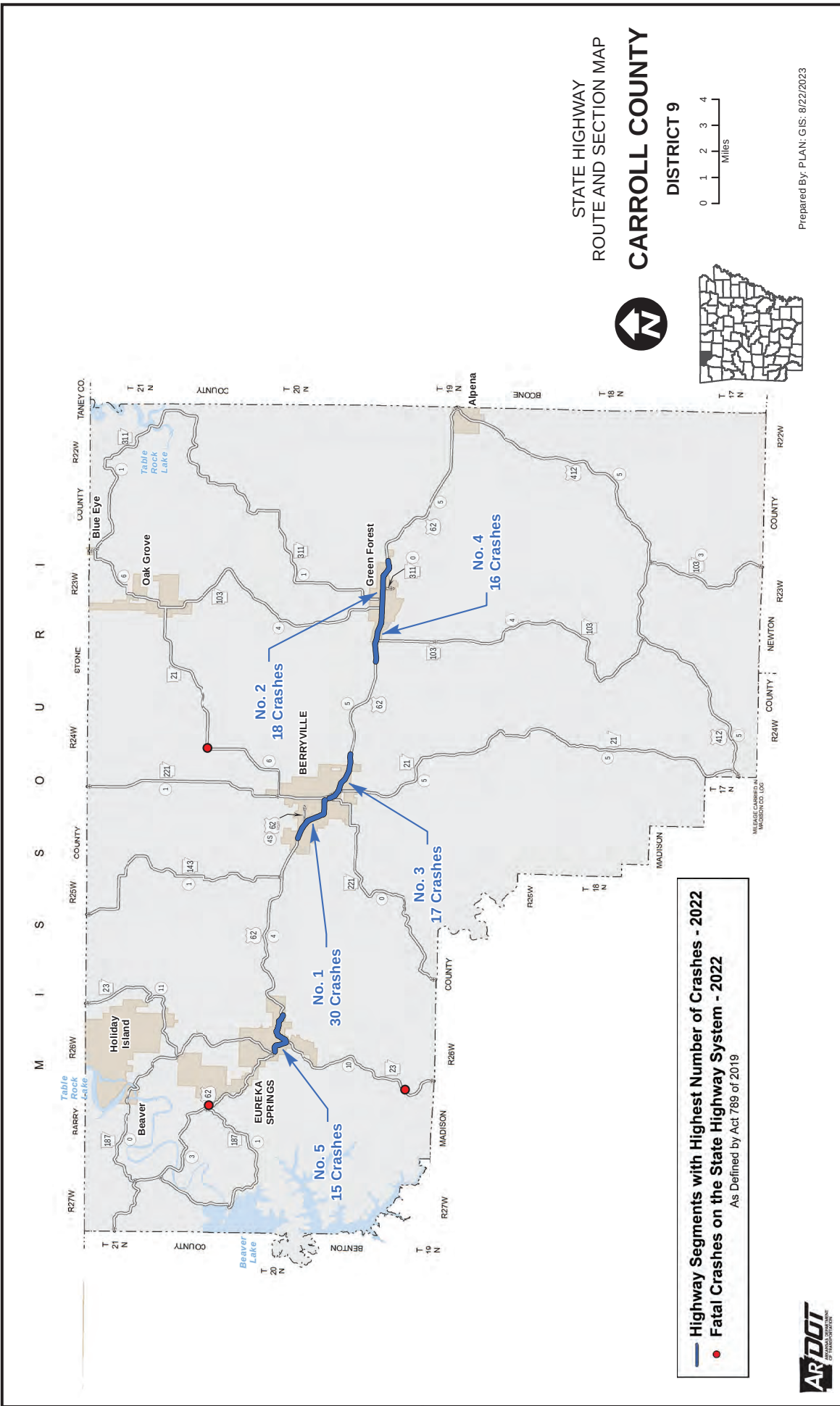


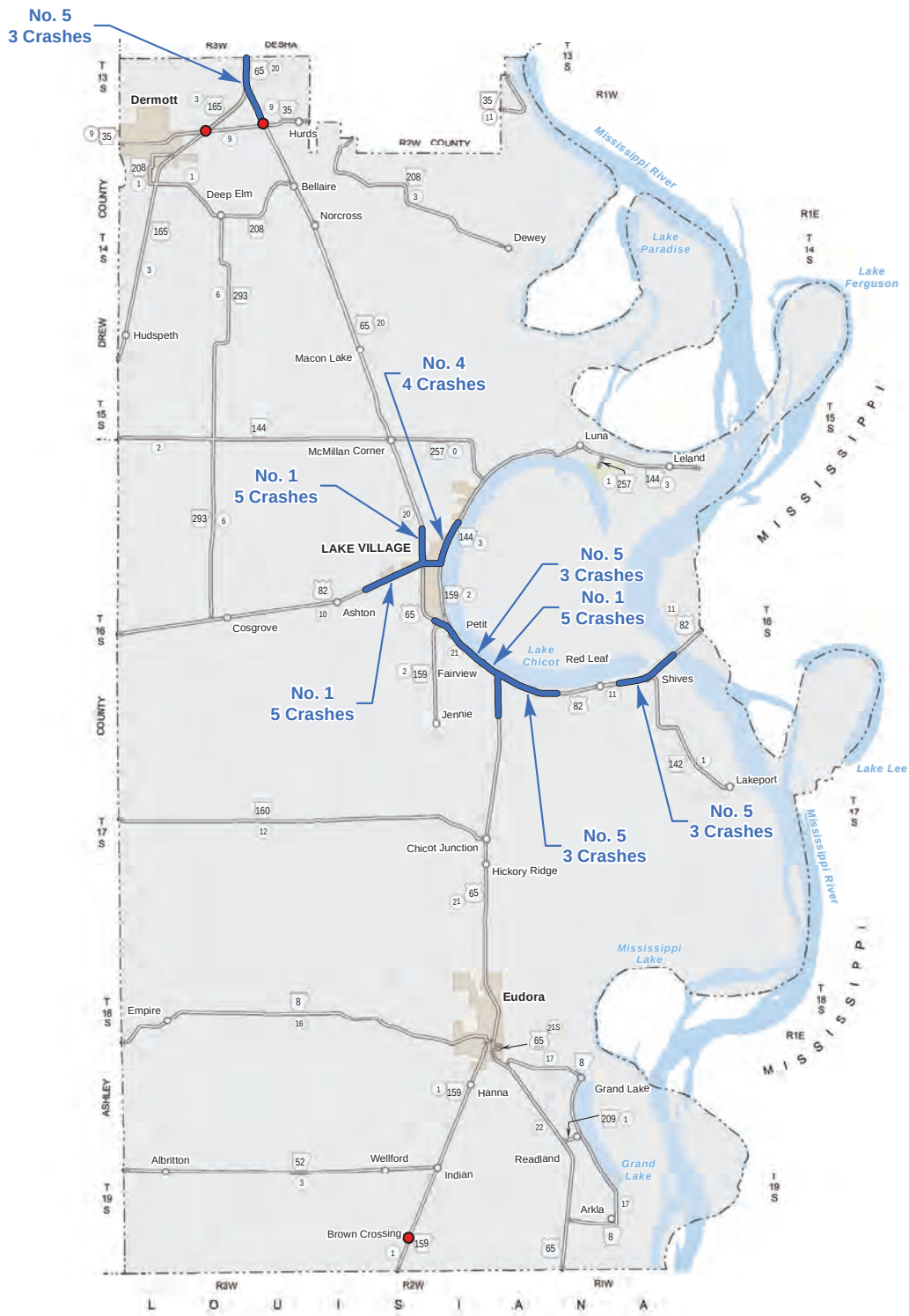










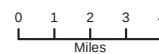


Highway Segments with Highest Number of Crashes - 2022
 Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

STATE HIGHWAY
ROUTE AND SECTION MAP

CHICOT COUNTY

DISTRICT 2



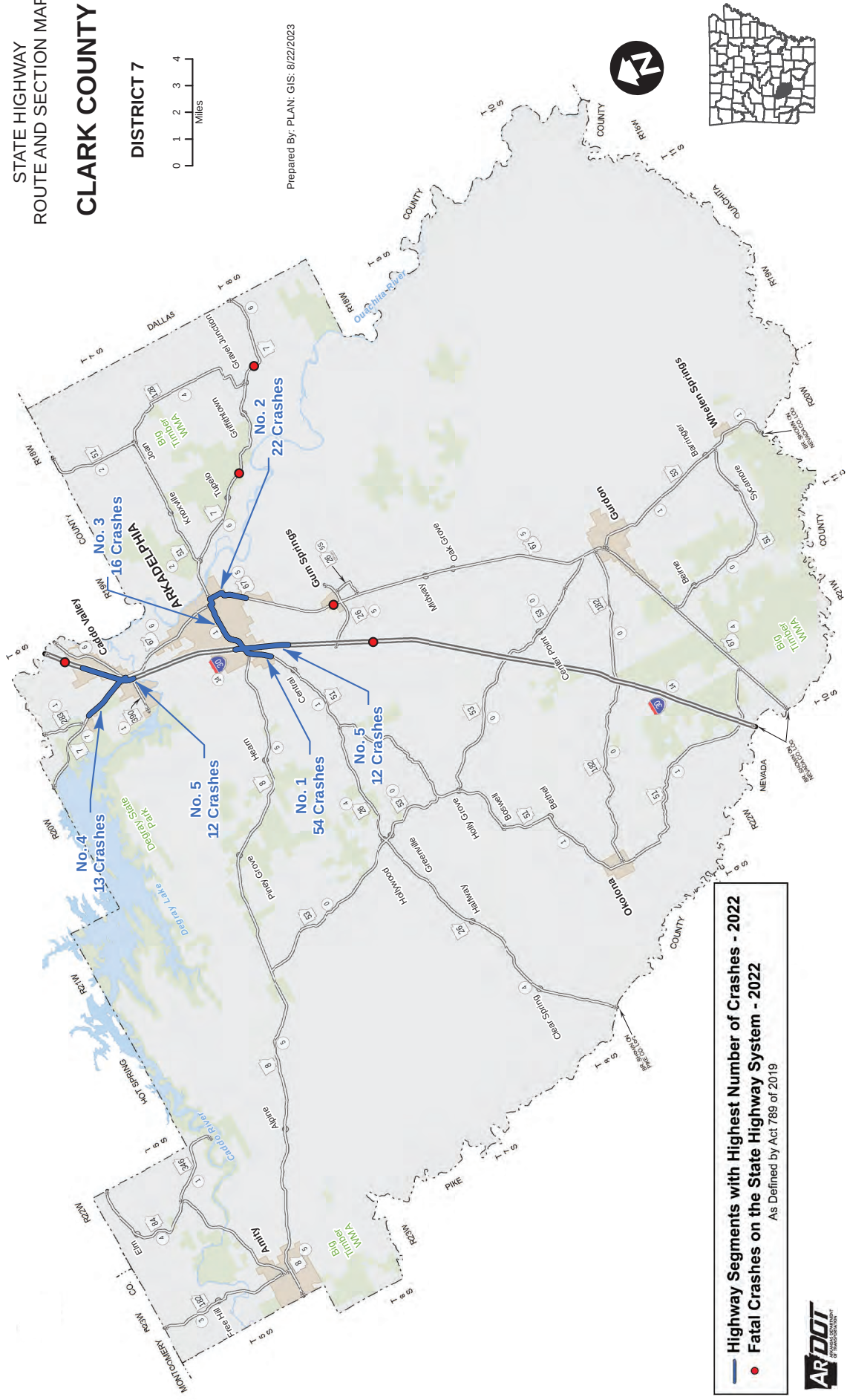
Prepared By: PLAN: GIS: 8/22/2023

STATE HIGHWAY ROUTE AND SECTION MAP CLARK COUNTY

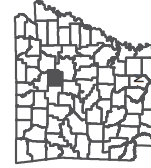
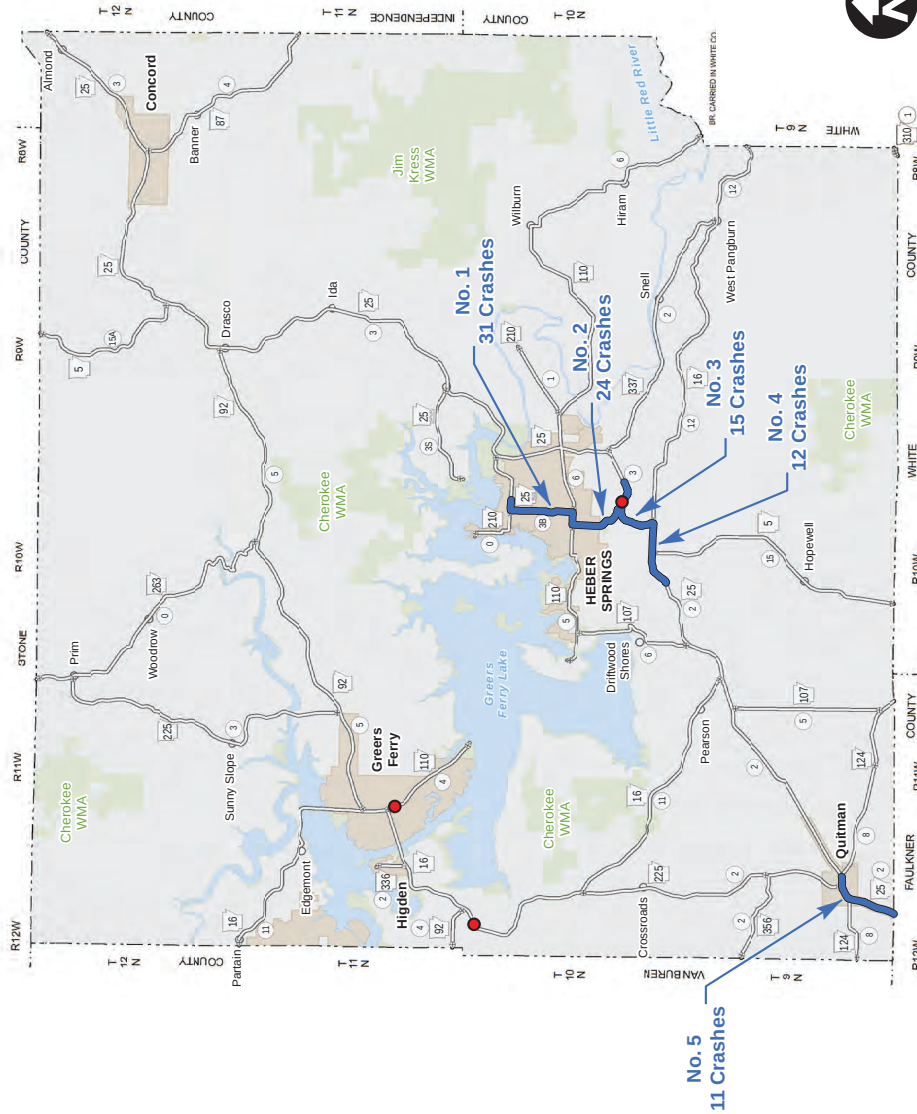
DISTRICT 7

0 1 2 3 4
Miles

Prepared By: PLAN; GIS: 8/22/2023

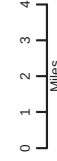


 Highway Segments with Highest Number of Crashes - 2022
 Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019



STATE HIGHWAY ROUTE AND SECTION MAP CLEBURNE COUNTY

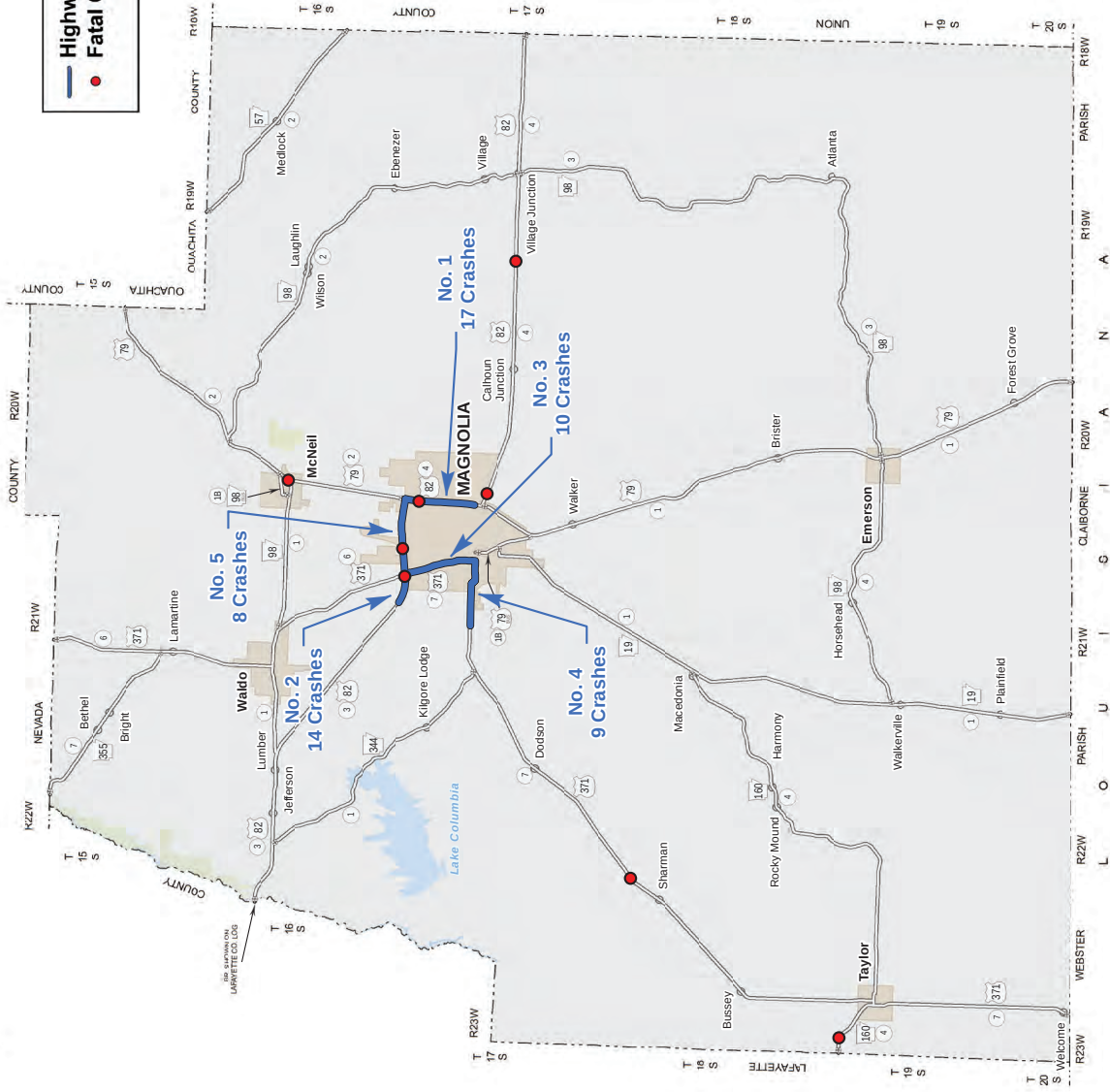
DISTRICT 5



Prepared By: PLAN - GIS: 8/22/2023

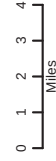
Highway Segments with Highest Number of Crashes - 2022
Fatal Crashes on the State Highway System - 2022

As Defined by Act 789 of 2019

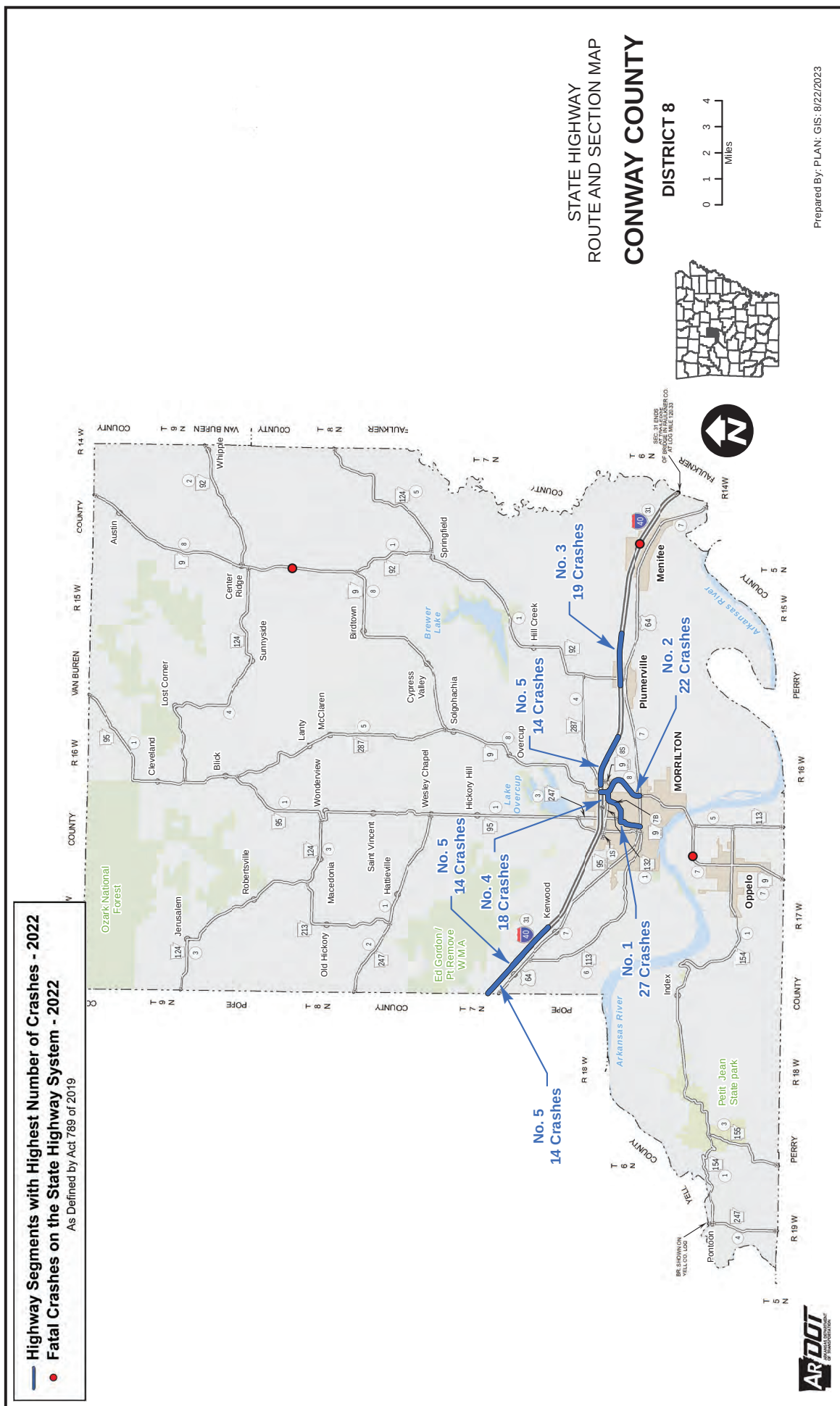


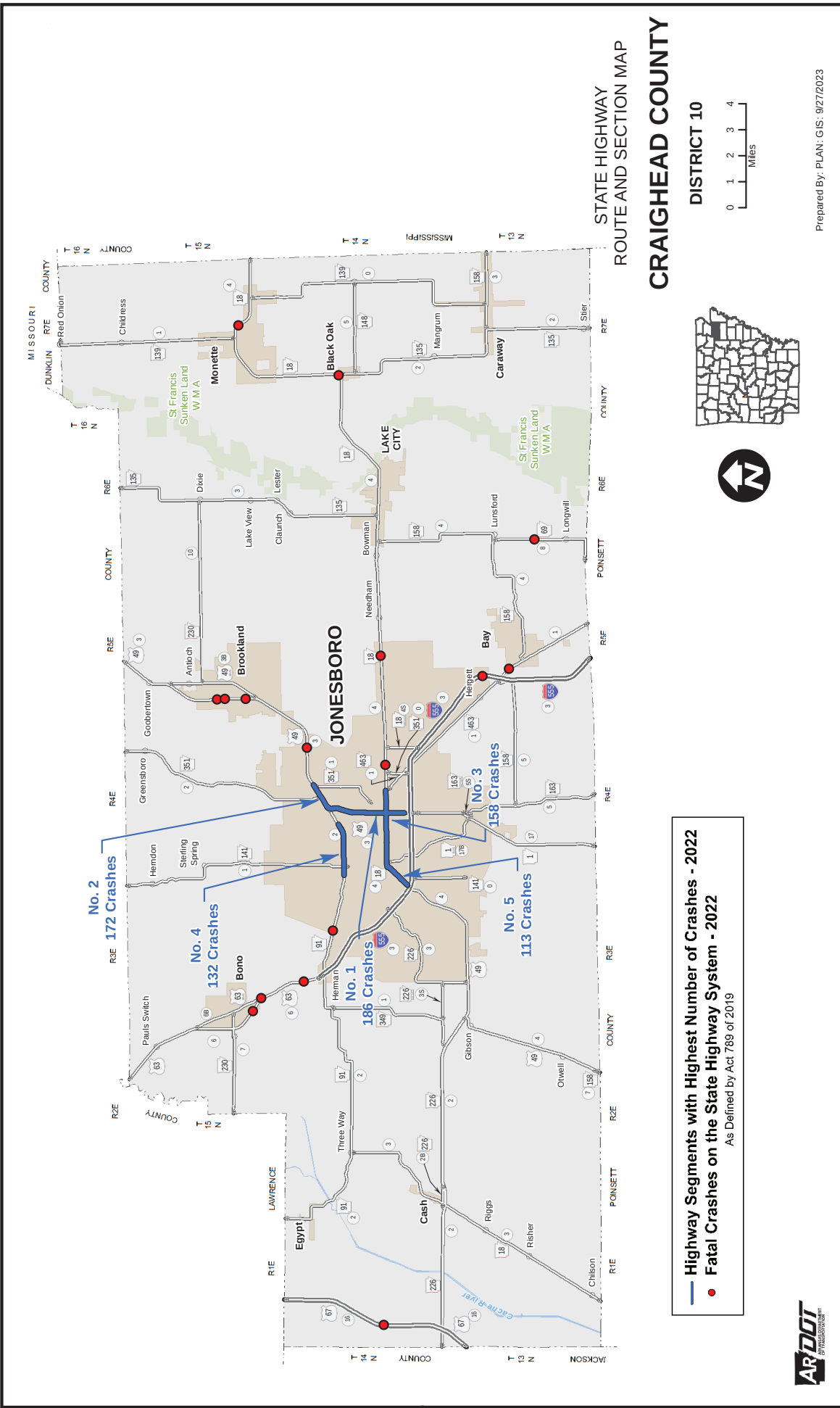
**STATE HIGHWAY
ROUTE AND SECTION MAP
COLUMBIA COUNTY**

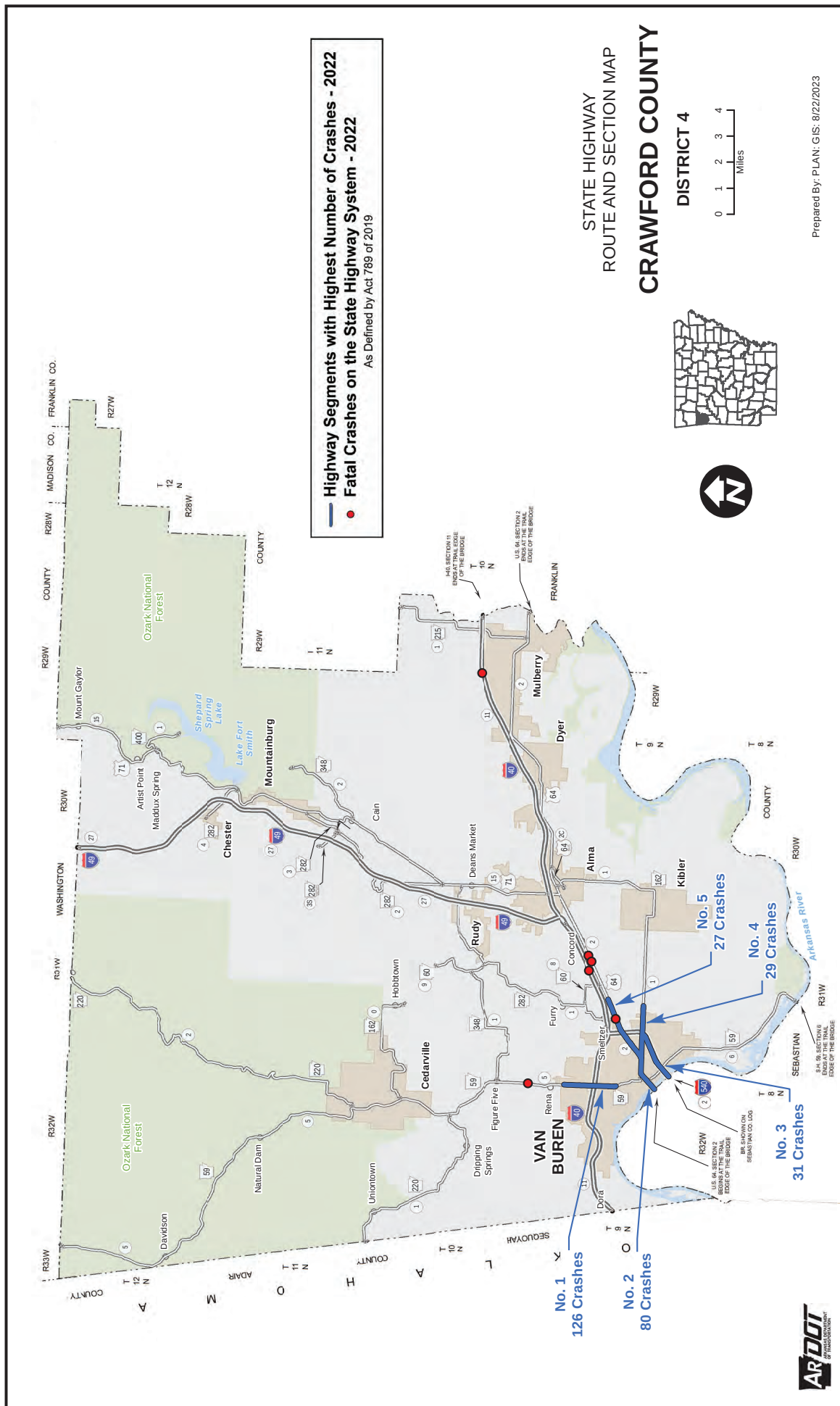
DISTRICT 7

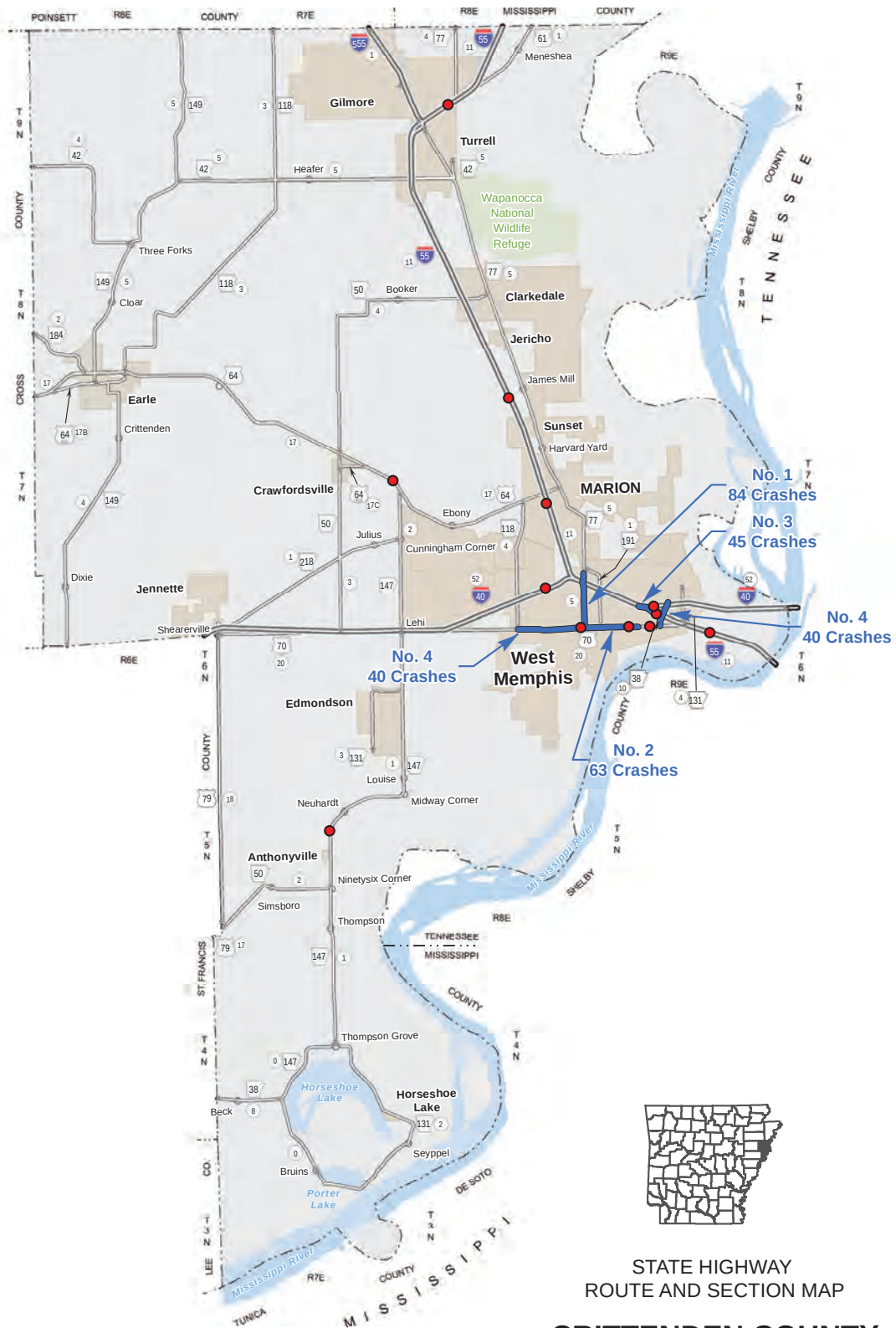


Prepared By: PLAN: GIS: 8/22/2023









STATE HIGHWAY
ROUTE AND SECTION MAP

CRITTENDEN COUNTY

DISTRICT 1



Prepared By: PLAN: GIS: 8/22/2023

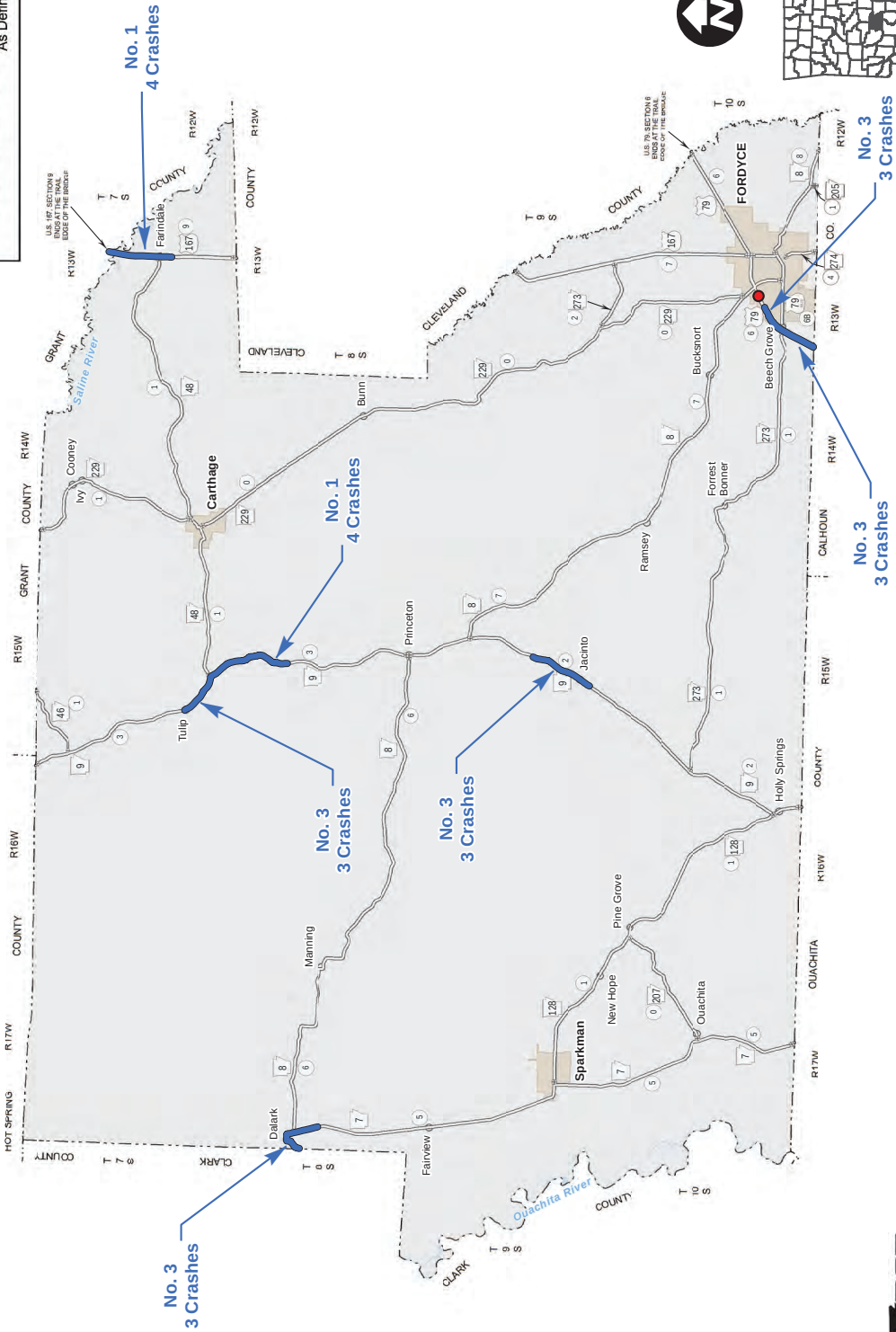




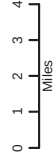
STATE HIGHWAY
ROUTE AND SECTION MAP
CROSS COUNTY
DISTRICT 1

Prepared By: PLAN: GIS: 8/22/2023

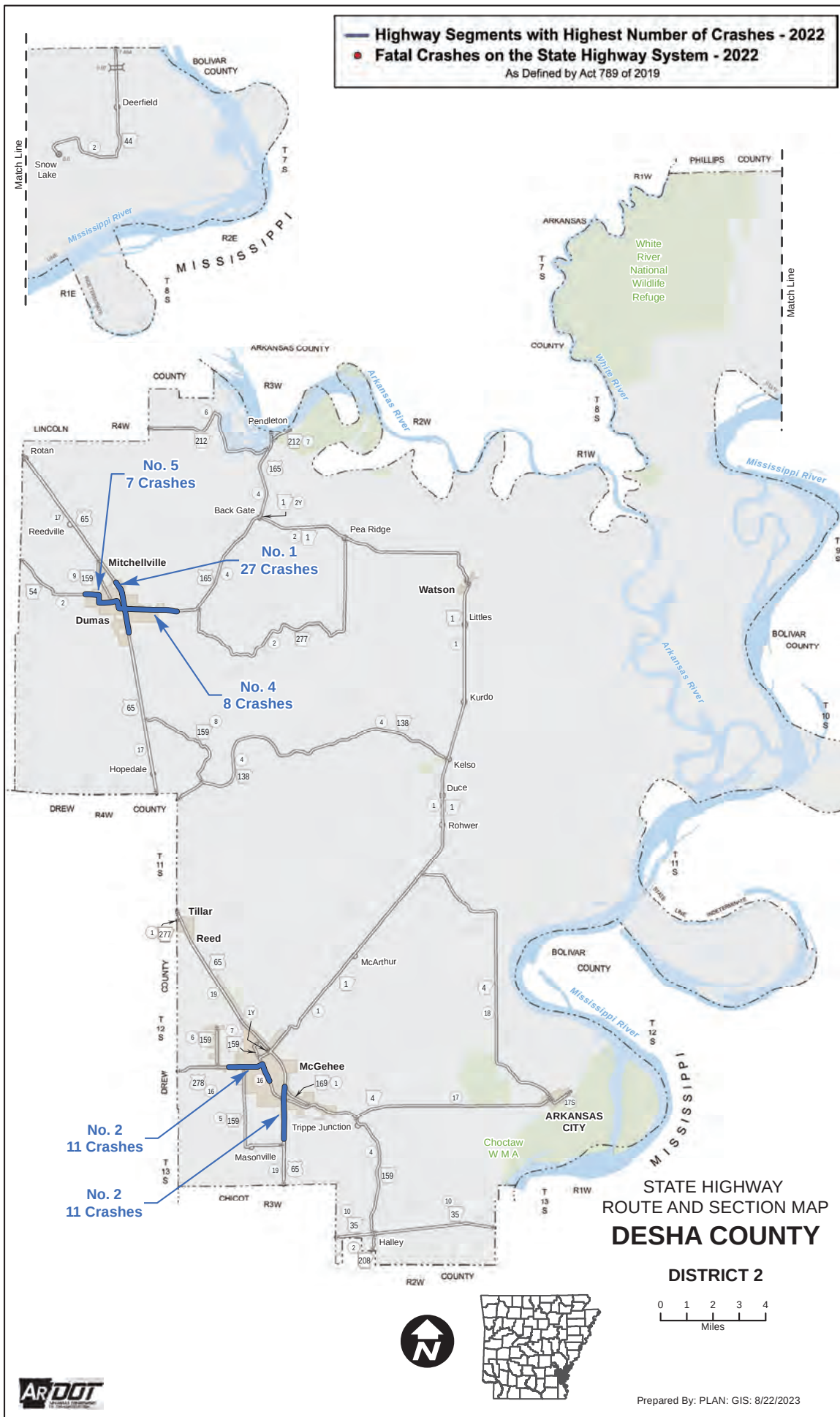
 Highway Segments with Highest Number of Crashes - 2022
 Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

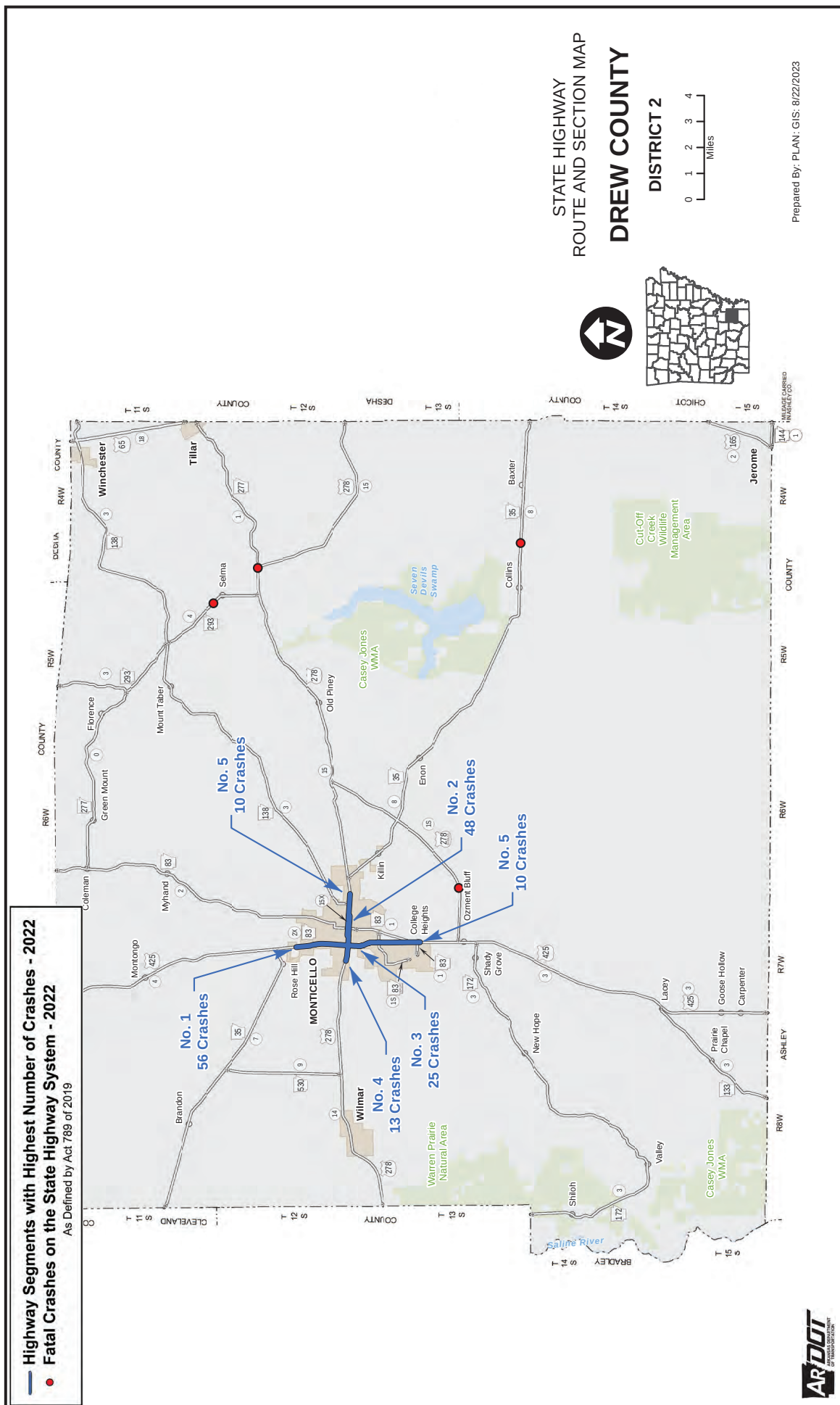


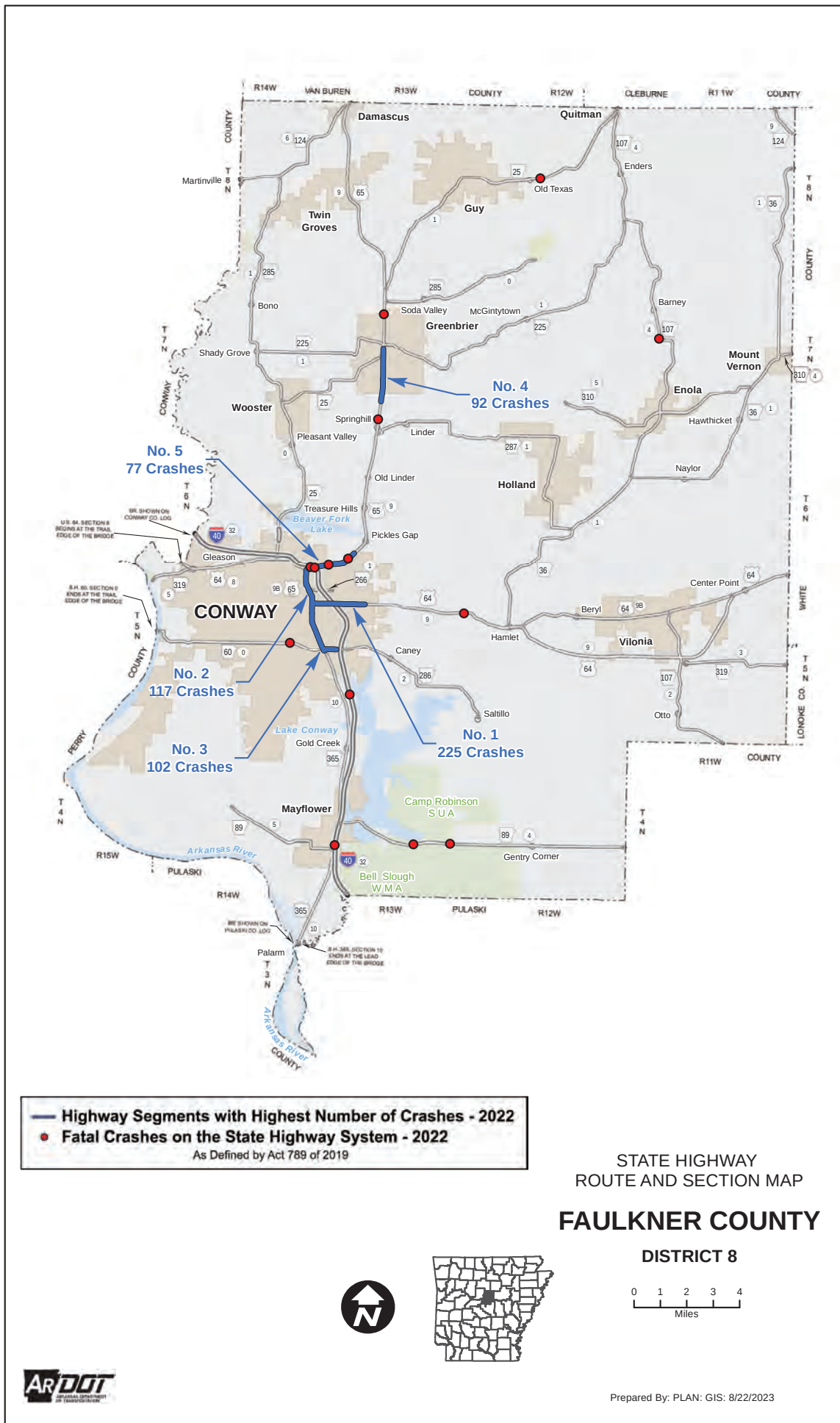
STATE HIGHWAY
 ROUTE AND SECTION MAP
DALLAS COUNTY
 DISTRICT 7

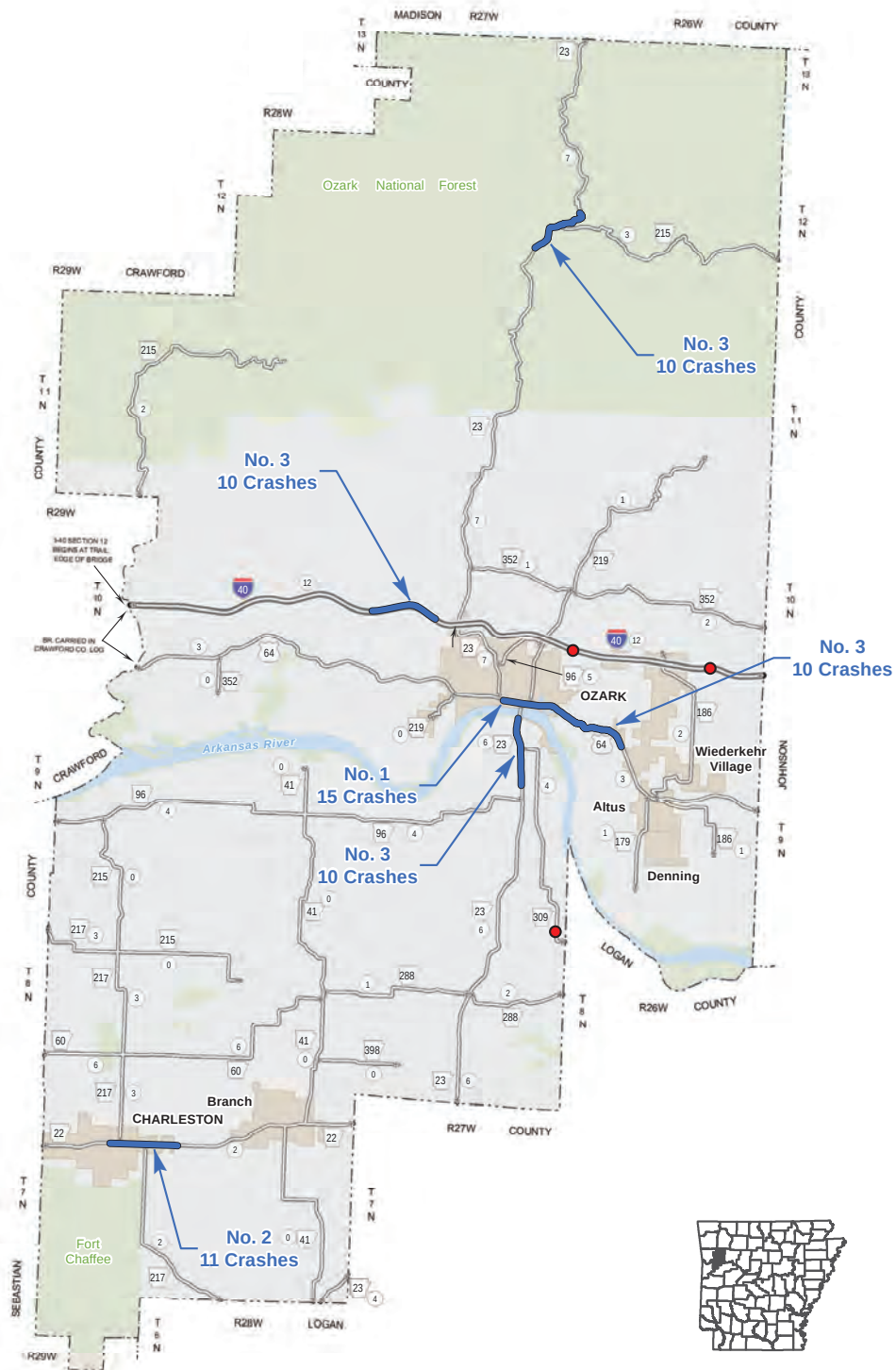


Prepared By: PLAN: GIS: 8/22/2023









— Highway Segments with Highest Number of Crashes - 2022
 • Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

STATE HIGHWAY
 ROUTE AND SECTION MAP

FRANKLIN COUNTY

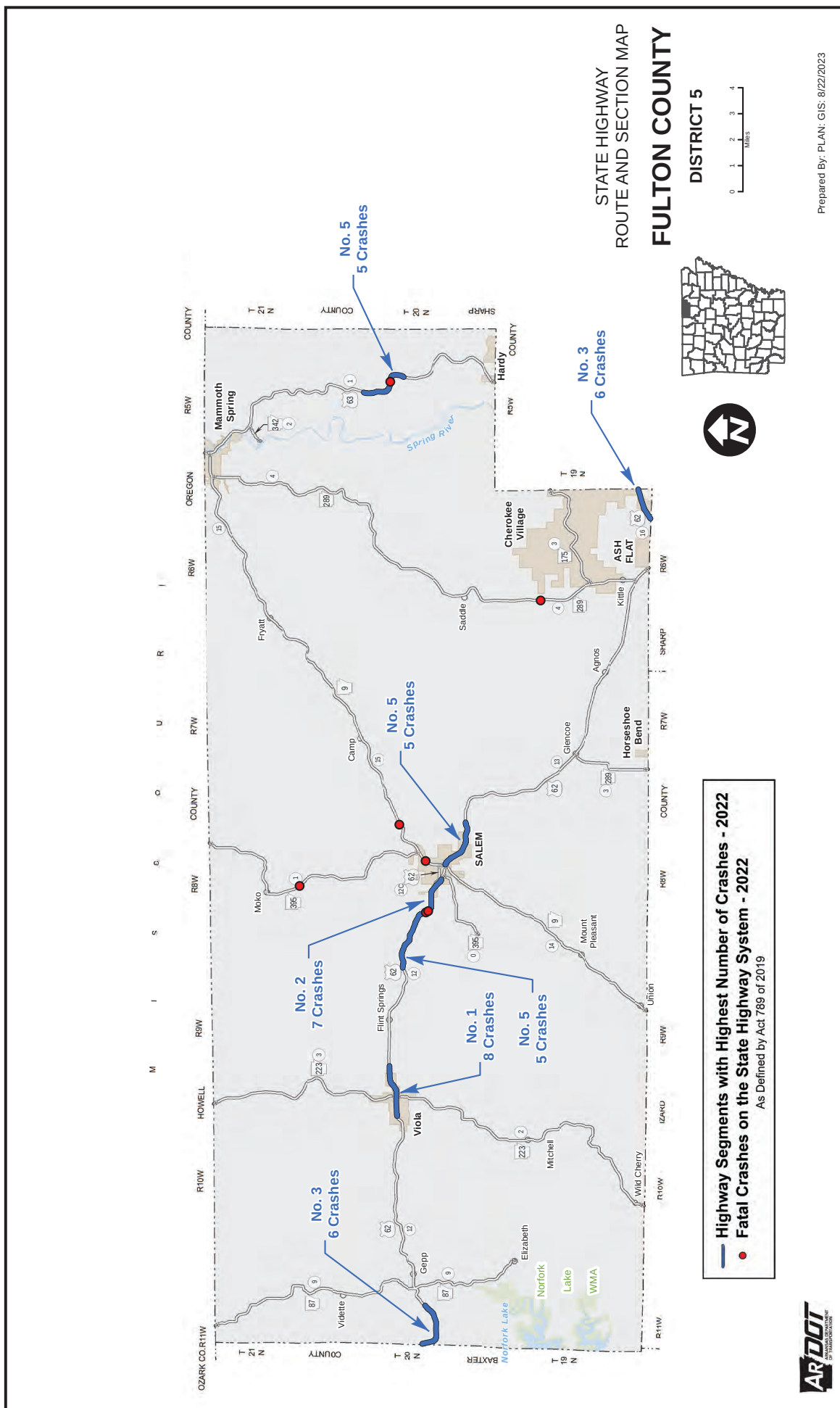
DISTRICT 4

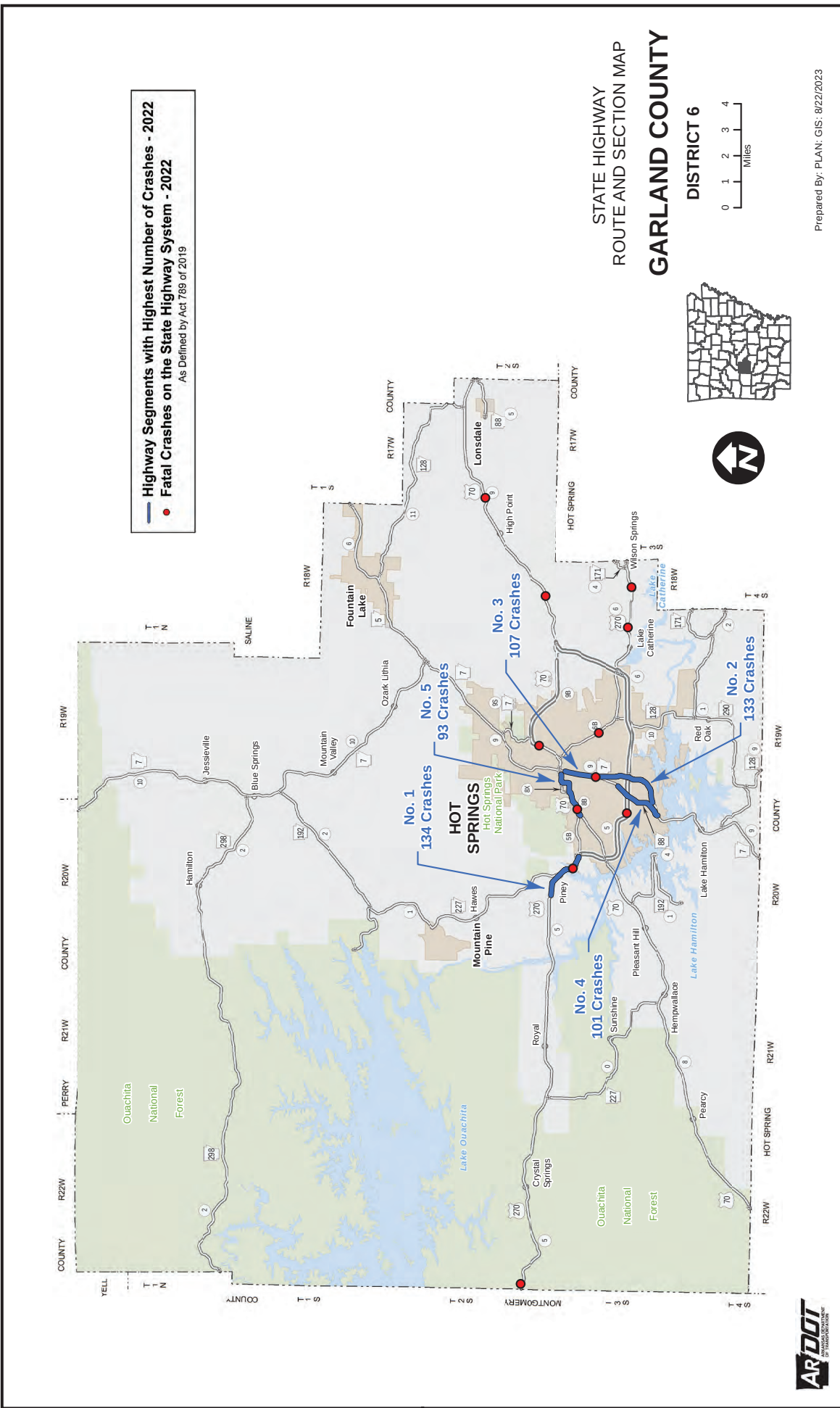
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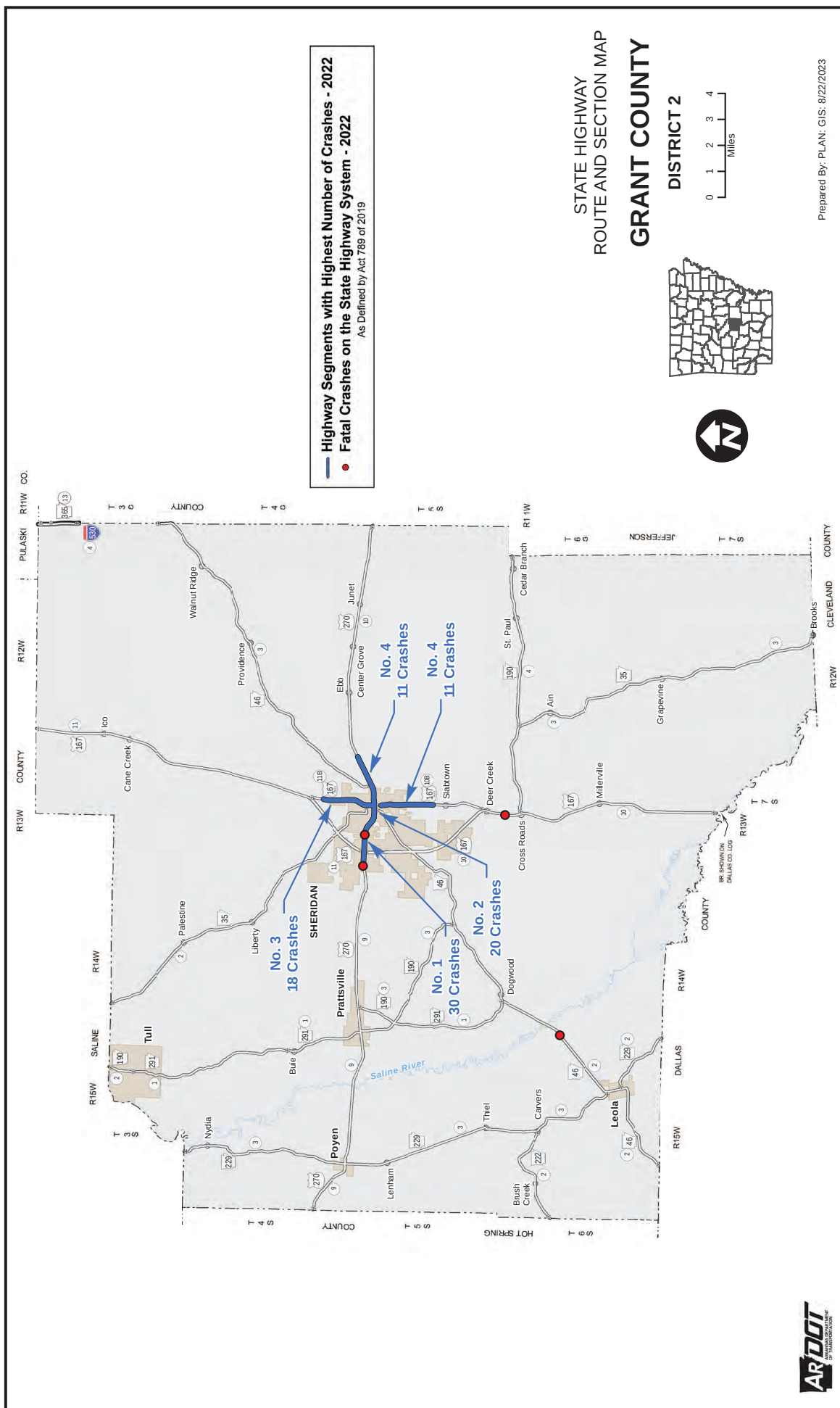


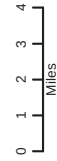
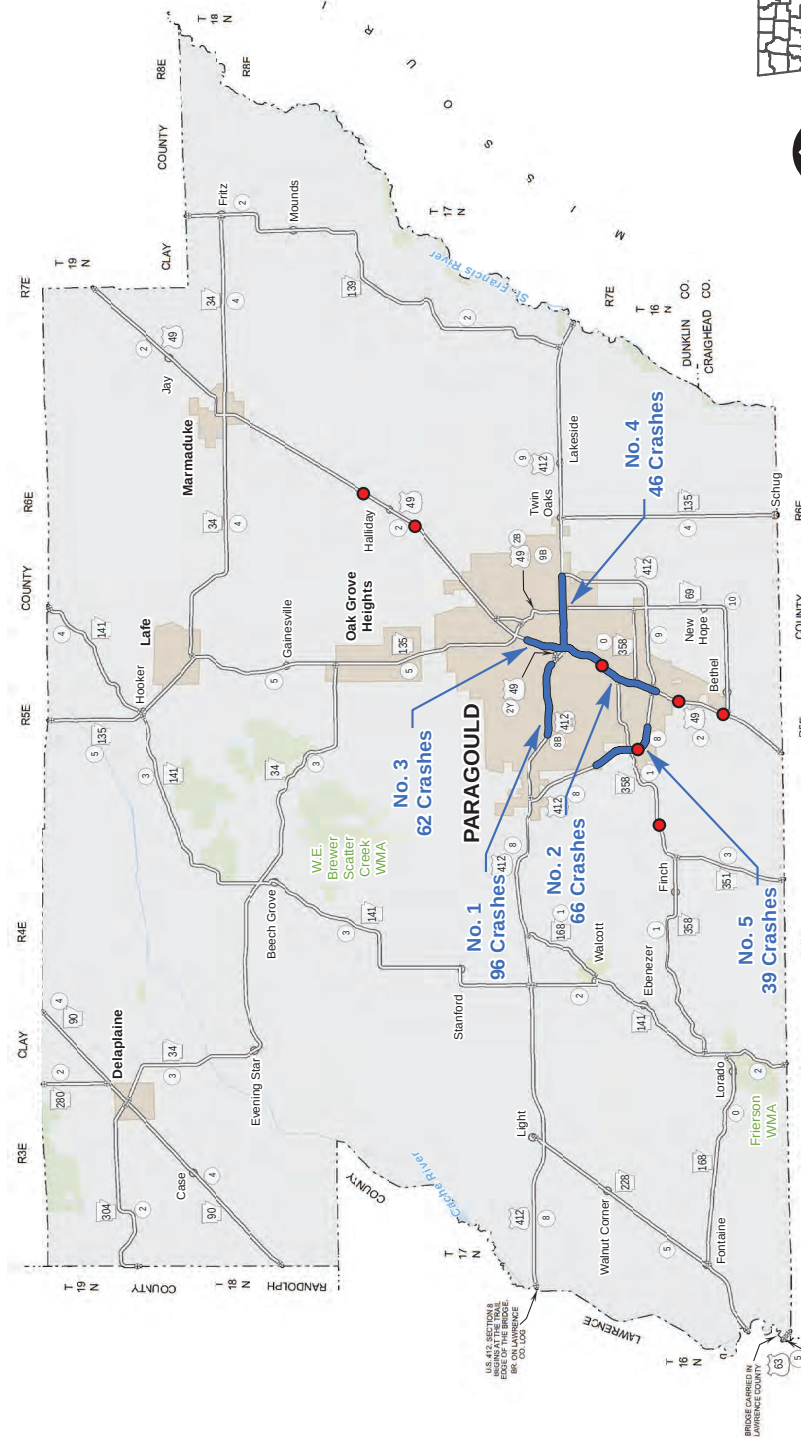
Prepared By: PLAN: GIS: 8/22/2023



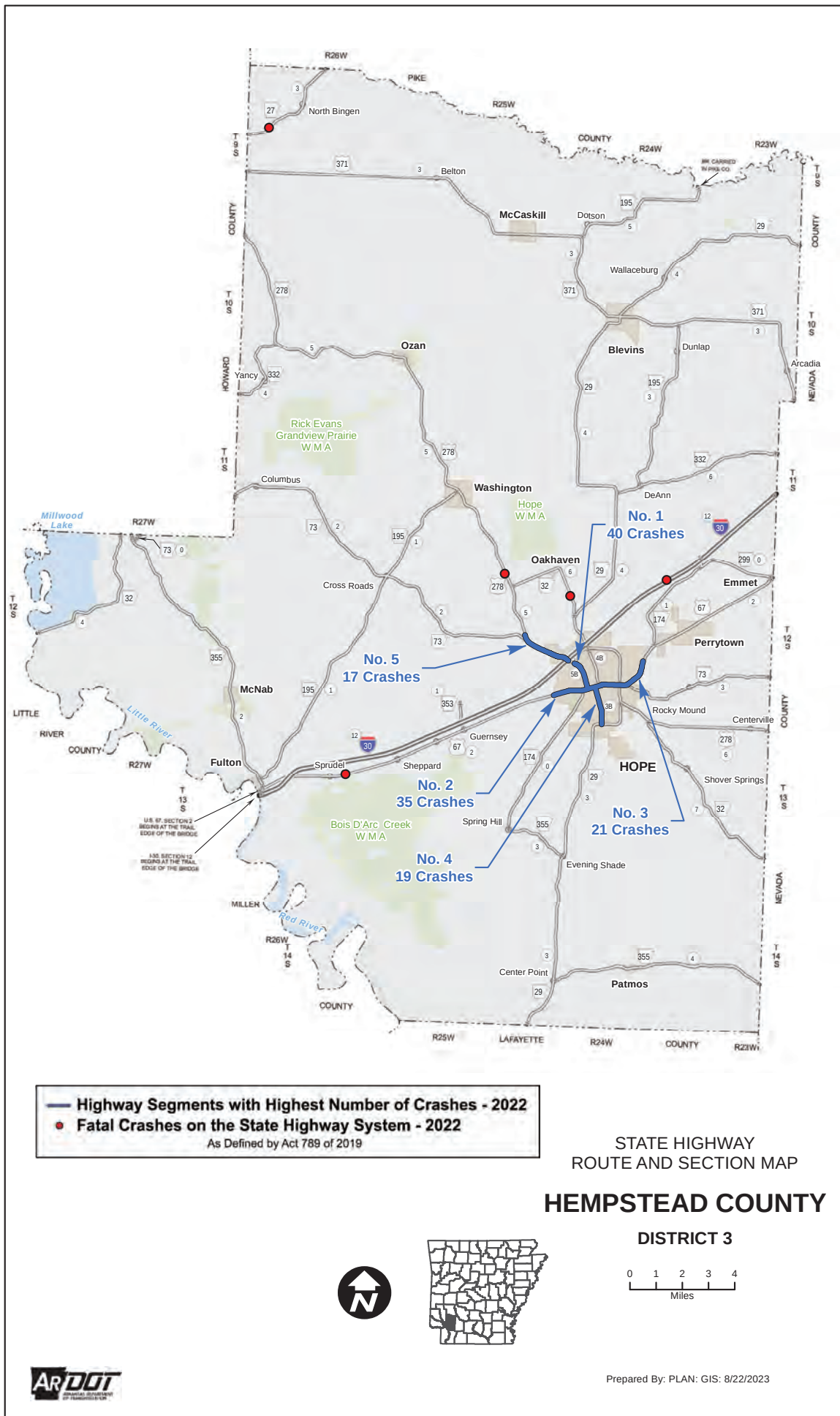








Prepared By: PLAN, GIS: 8/22/2023



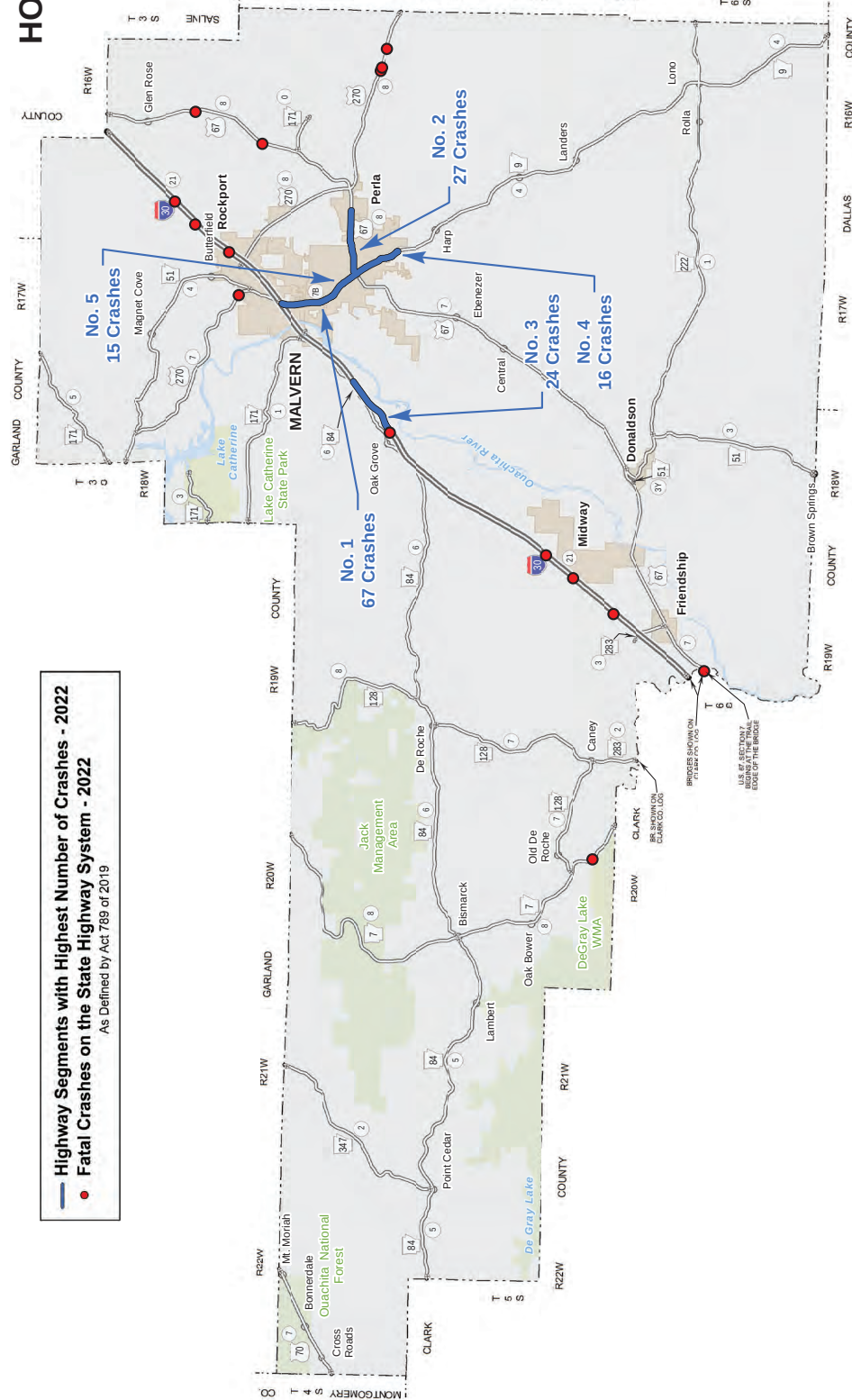
STATE HIGHWAY ROUTE AND SECTION MAP

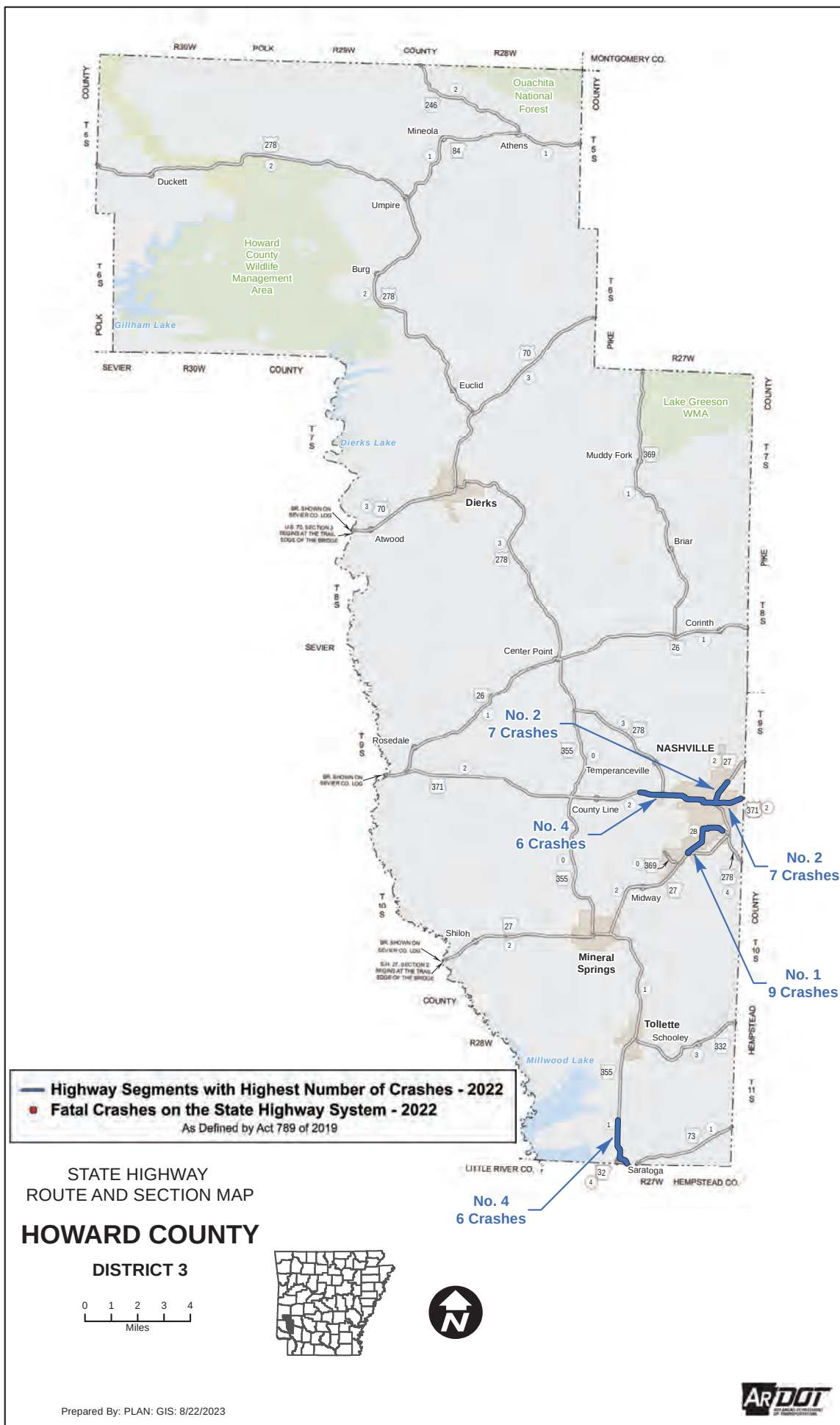
HOT SPRING COUNTY

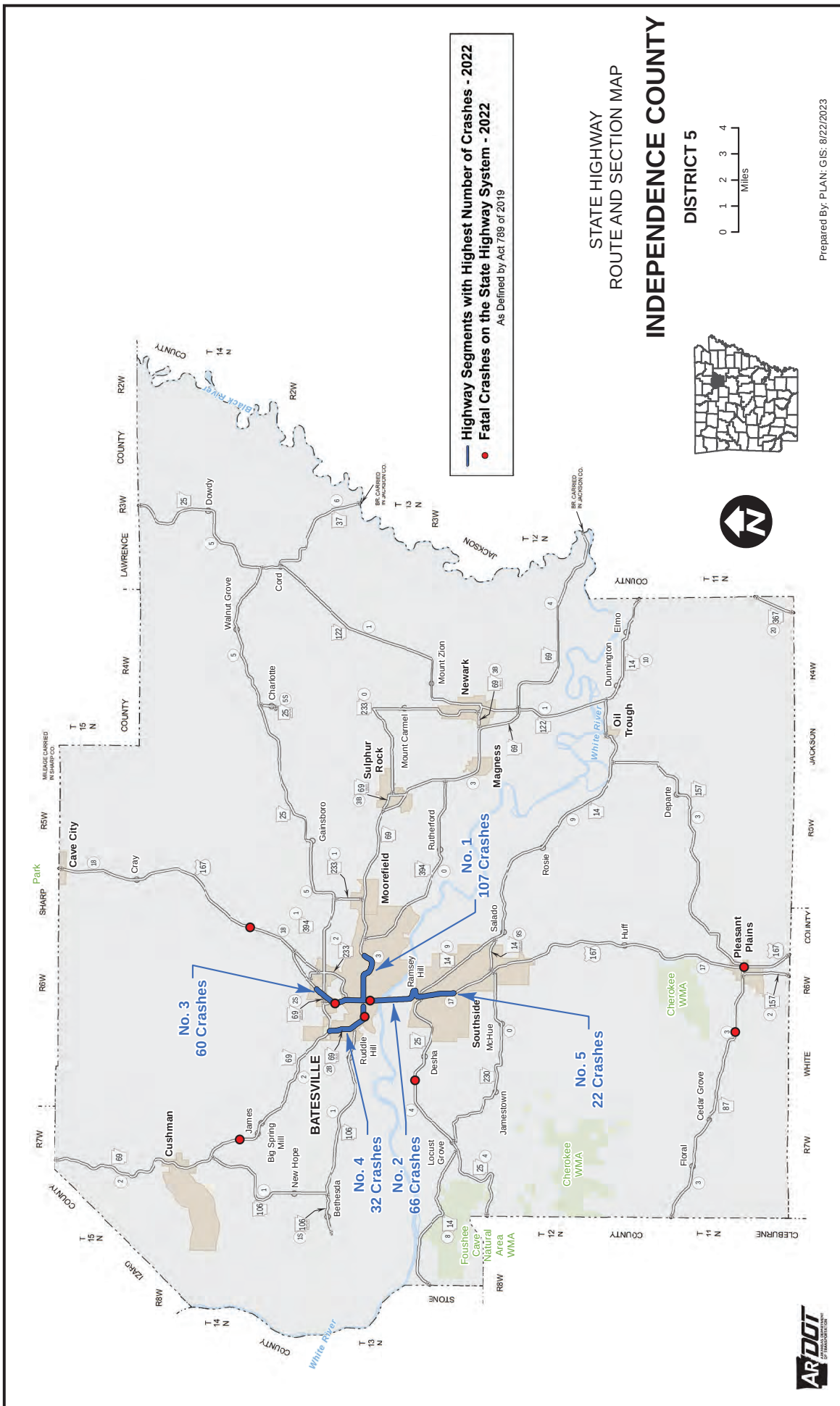
DISTRICT 6

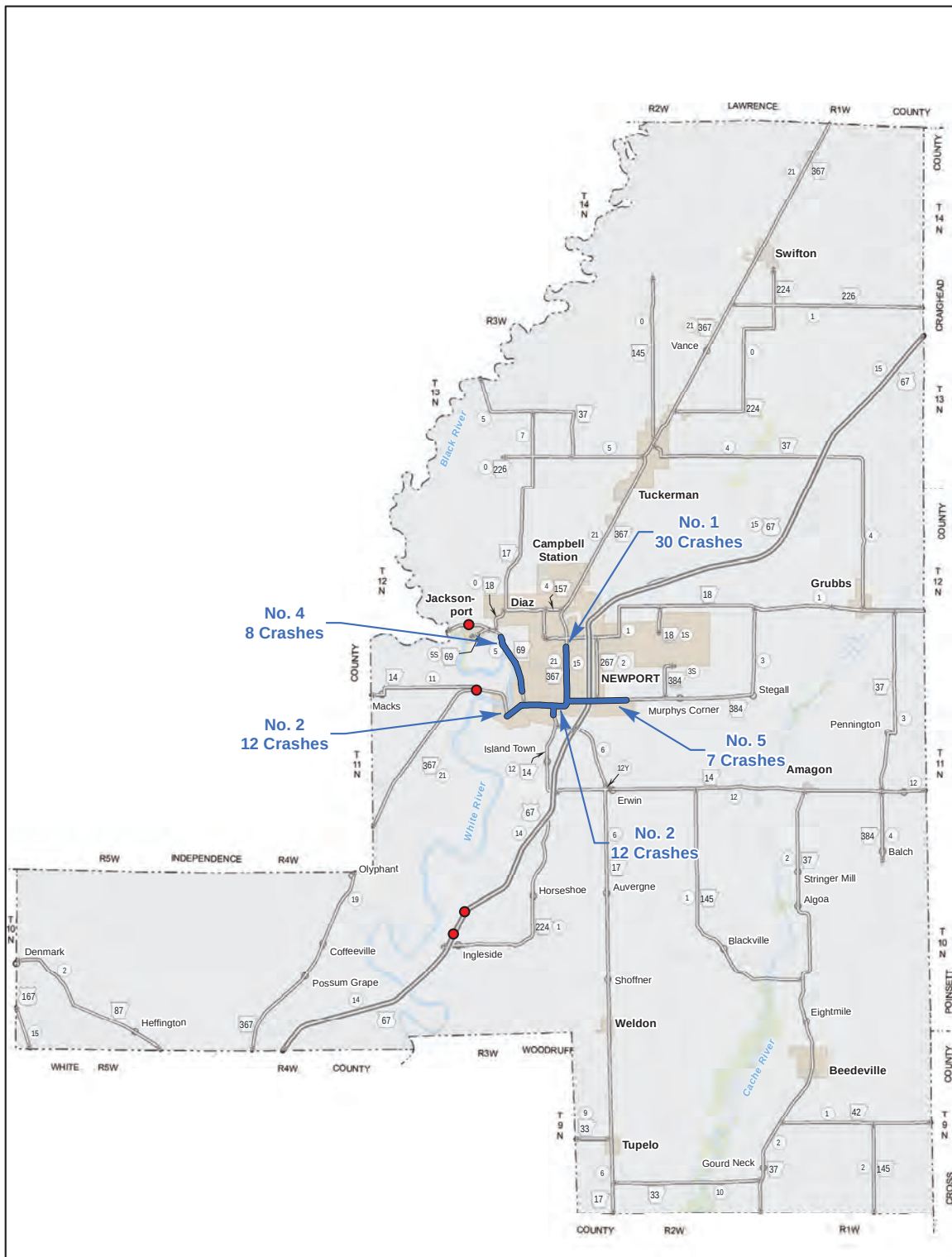


Prepared By: PLAN: GS: 8/22/2023







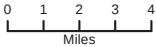


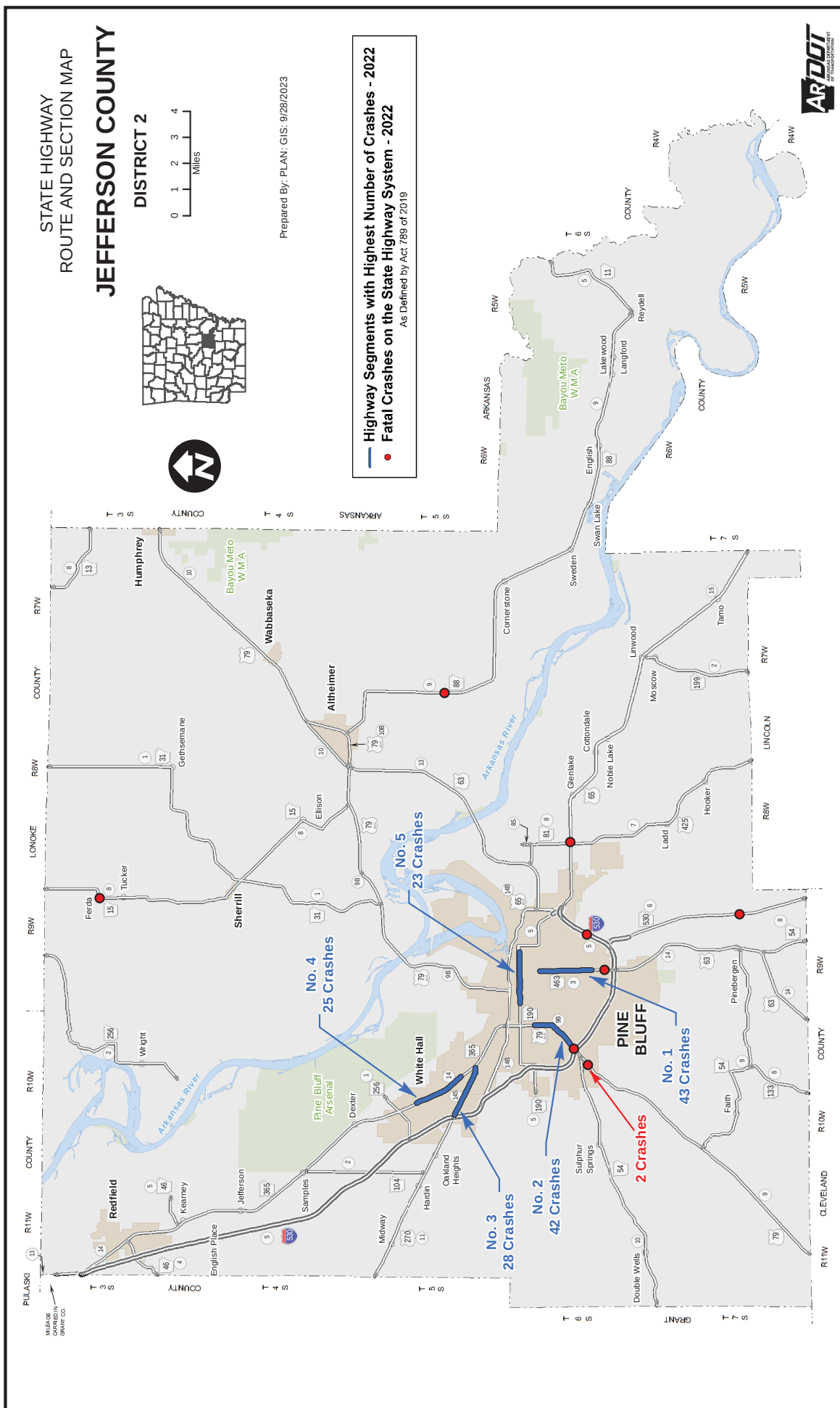
— Highway Segments with Highest Number of Crashes - 2022
 • Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

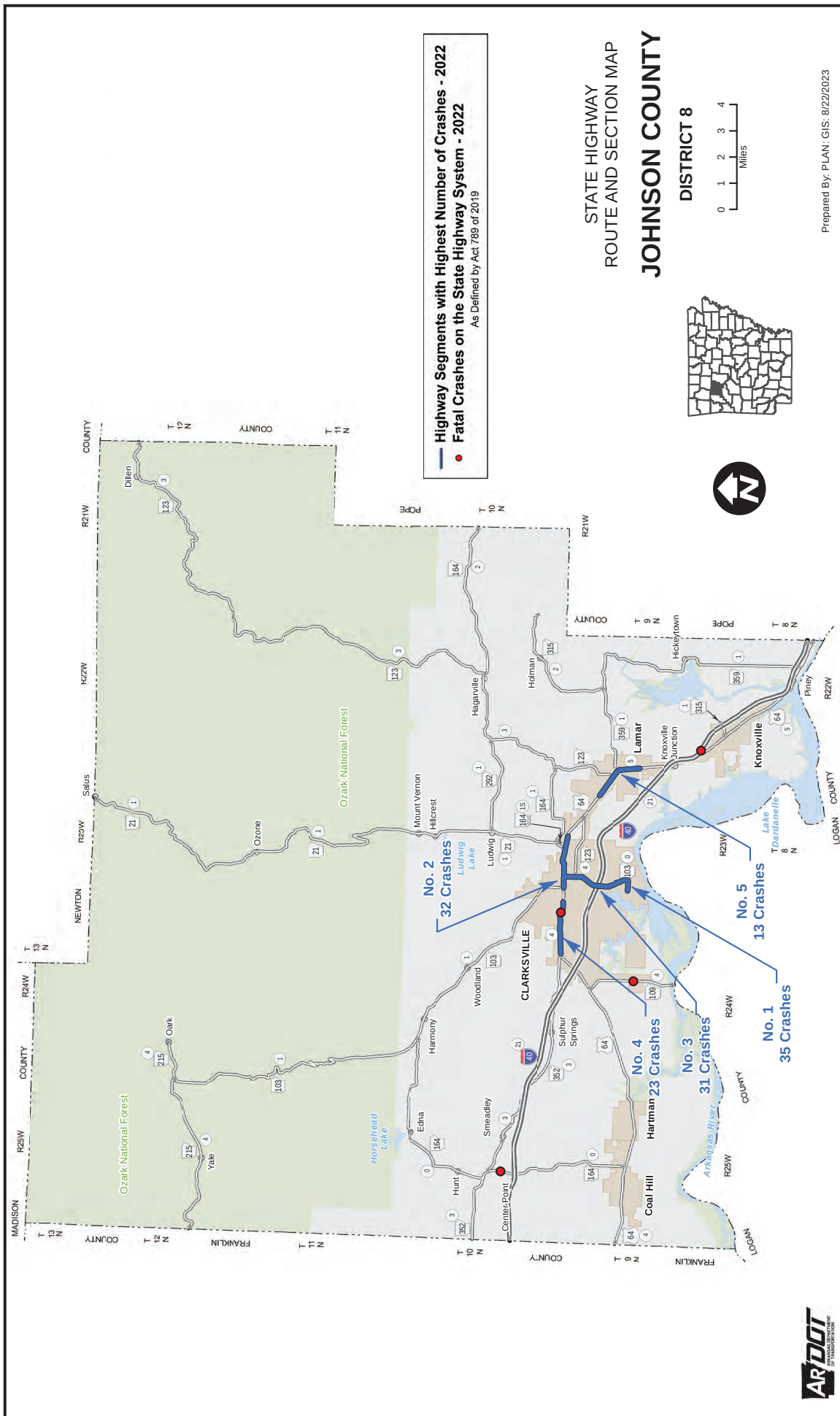
STATE HIGHWAY
ROUTE AND SECTION MAP

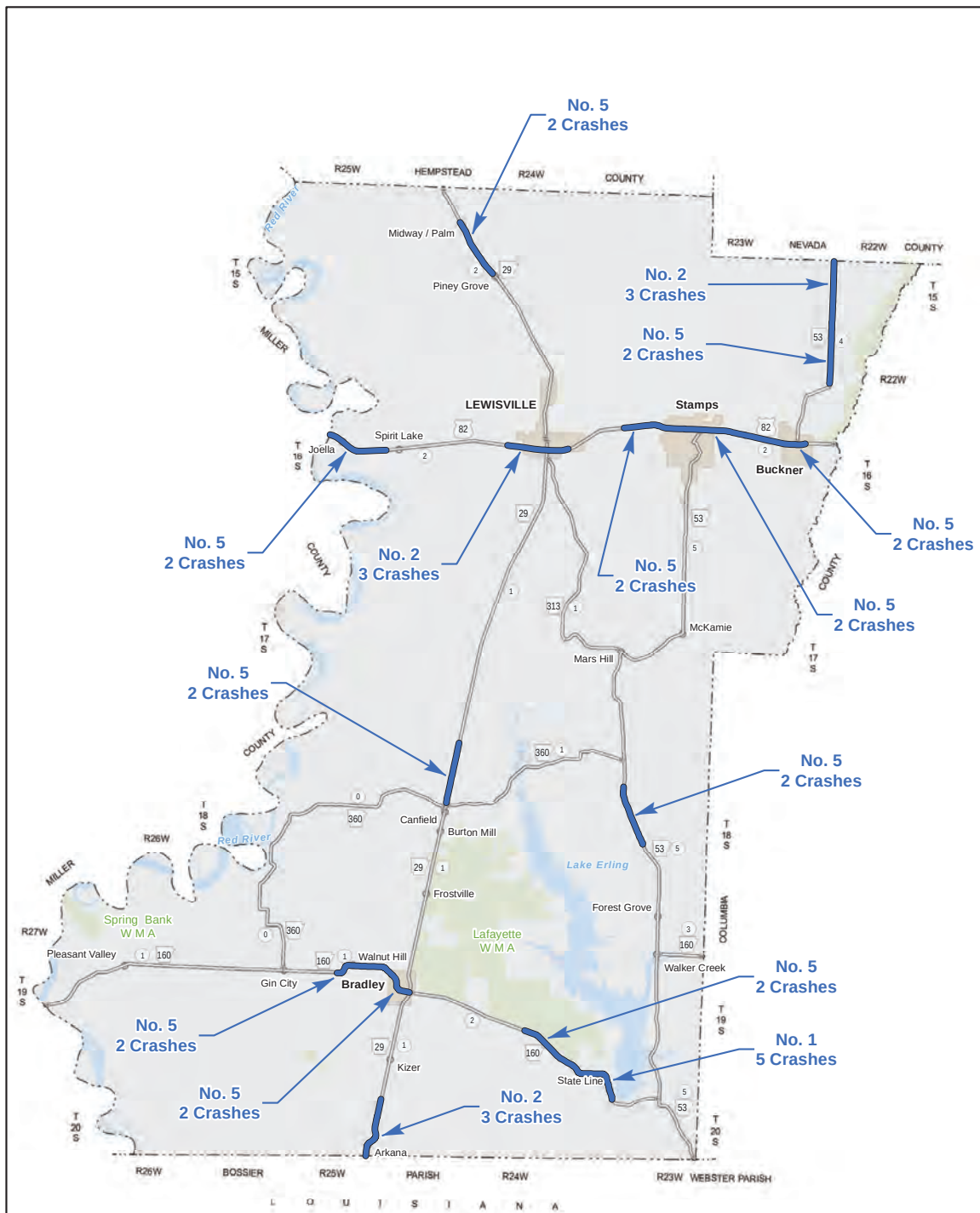
JACKSON COUNTY

DISTRICT 5







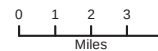


 Highway Segments with Highest Number of Crashes - 2022
 Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

STATE HIGHWAY
ROUTE AND SECTION MAP

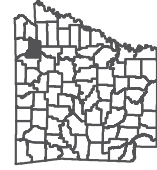
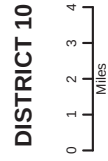
LAFAYETTE COUNTY

DISTRICT 3

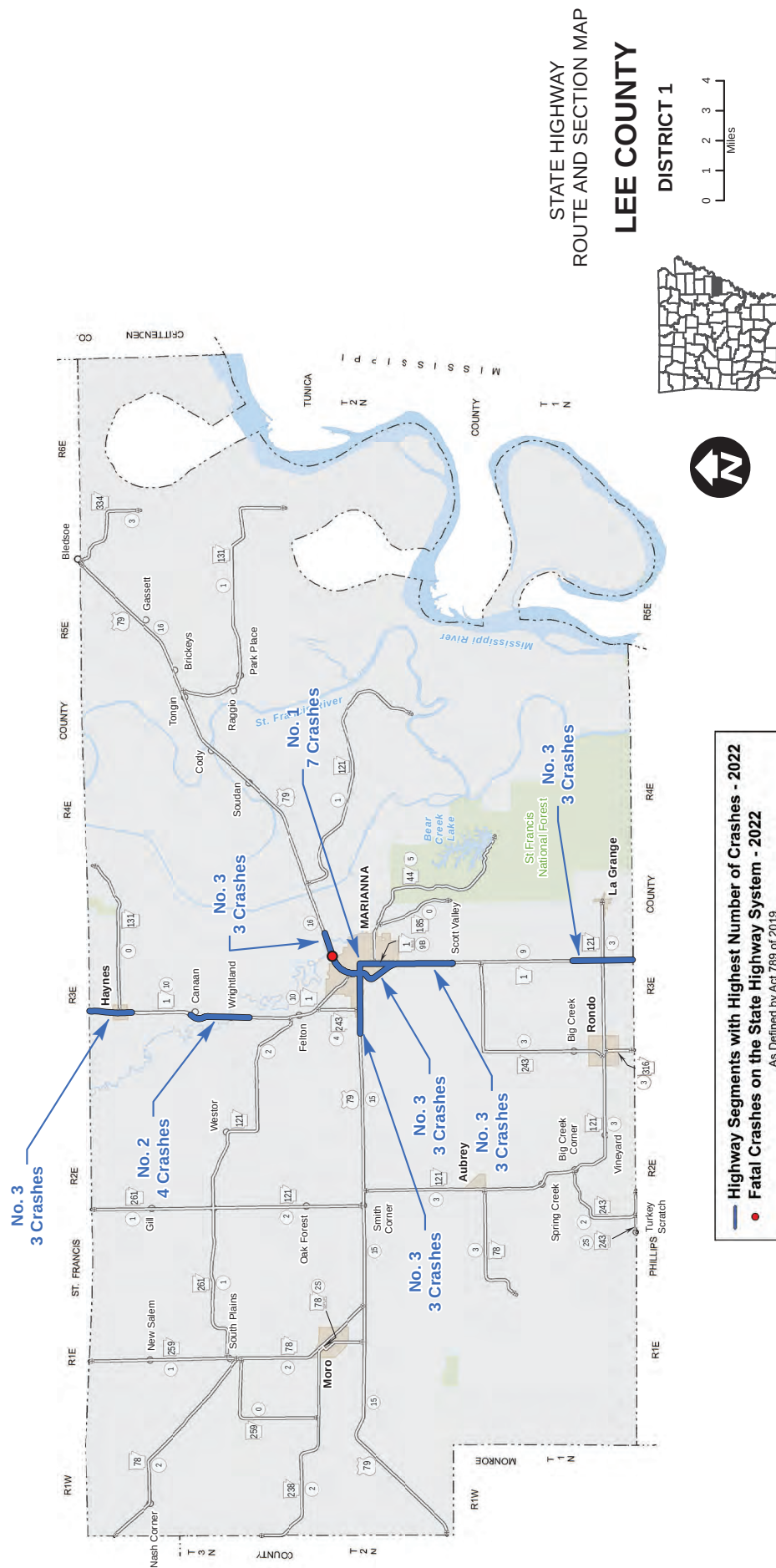




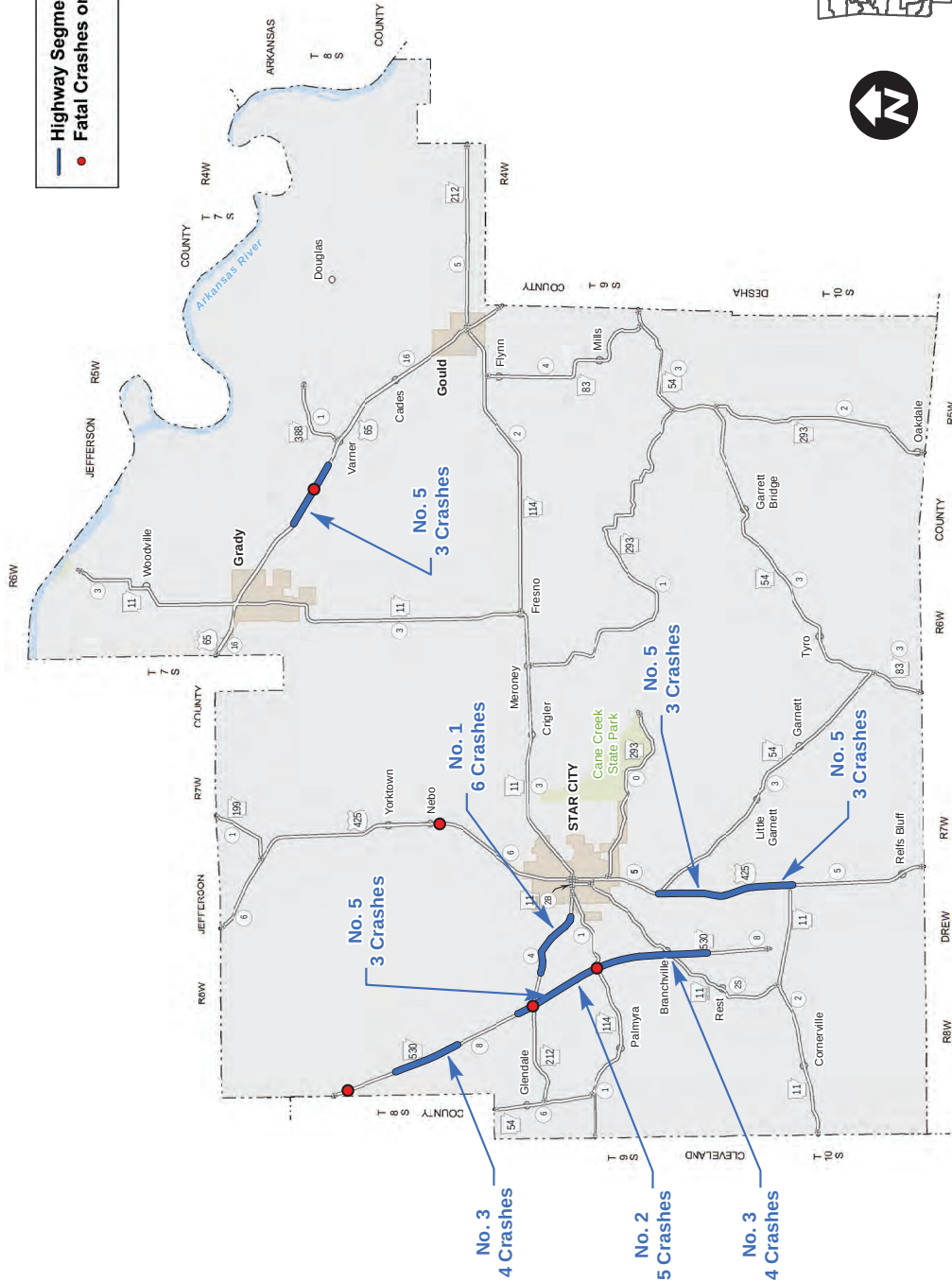
STATE HIGHWAY
 ROUTE AND SECTION MAP
LAWRENCE COUNTY
DISTRICT 10



Prepared By: PLAN: GIS: 8/22/2023



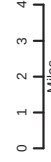
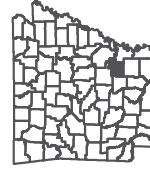
— Highway Segments with Highest Number of Crashes - 2022
 • Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019



STATE HIGHWAY
ROUTE AND SECTION MAP

LINCOLN COUNTY

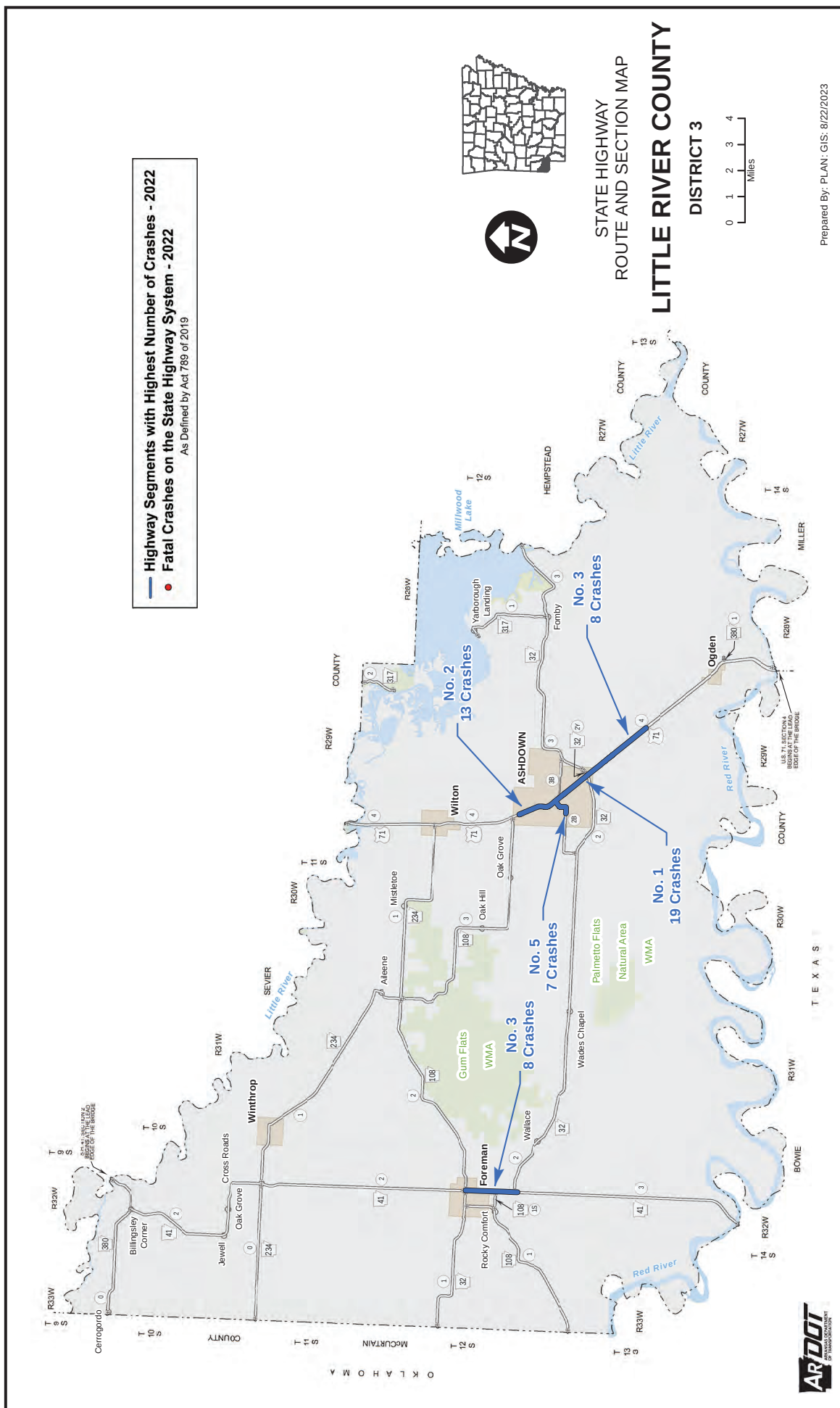
DISTRICT 2

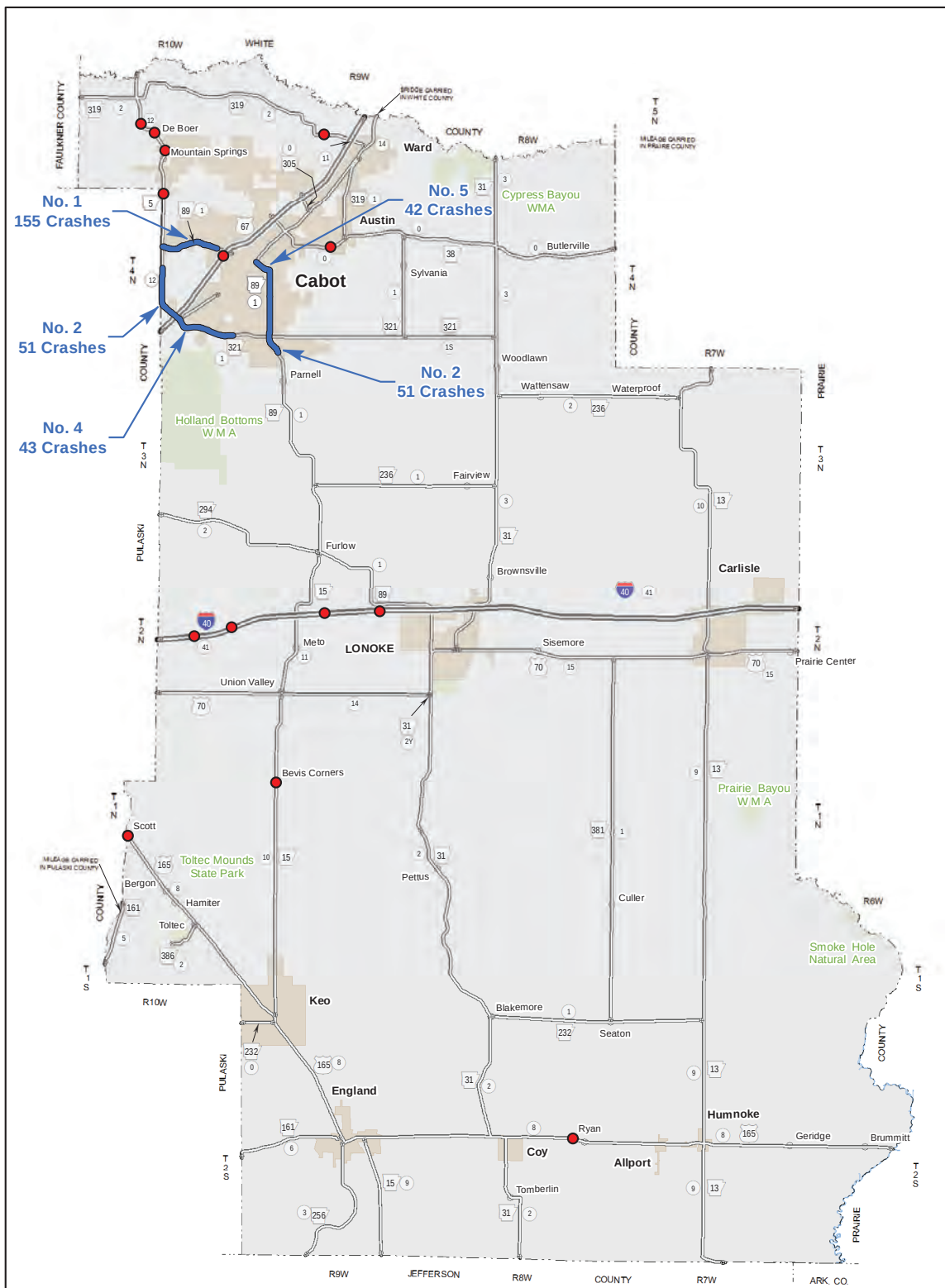


Prepared By: PLAN: GIS: 8/22/2023

LINCOLN COUNTY 40





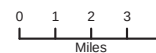


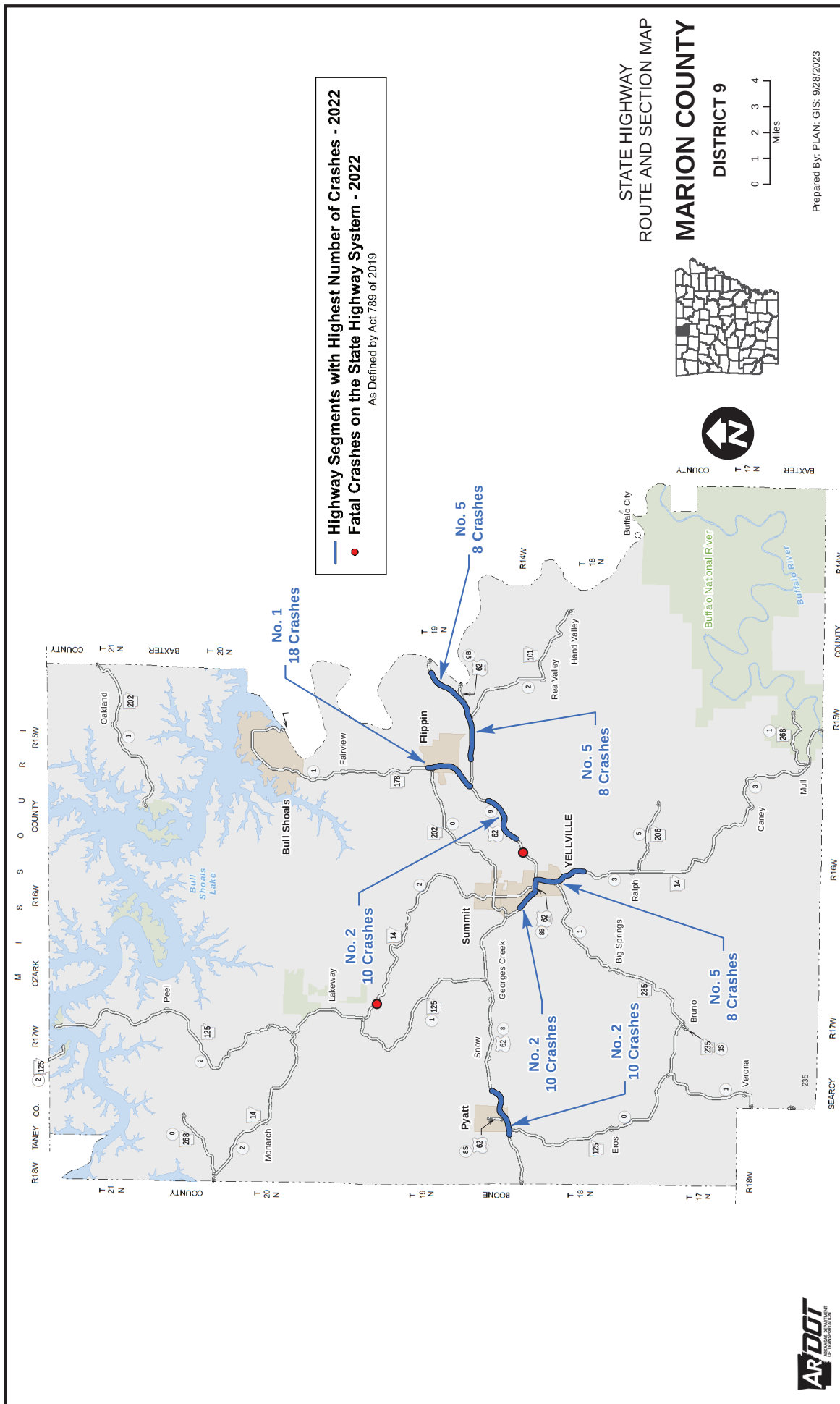
— Highway Segments with Highest Number of Crashes - 2022
 • Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

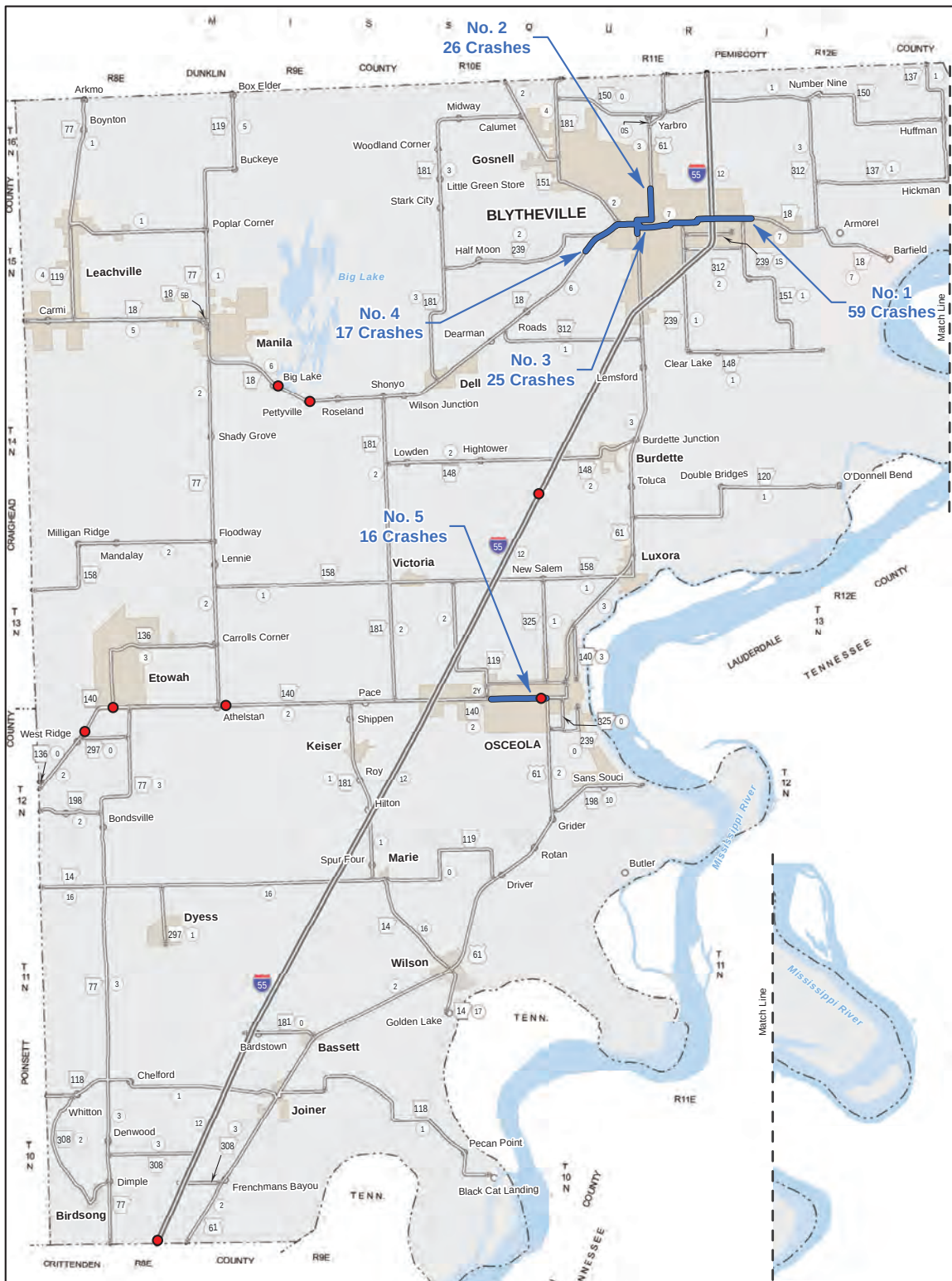
STATE HIGHWAY
ROUTE AND SECTION MAP

LONOKE COUNTY

DISTRICT 6







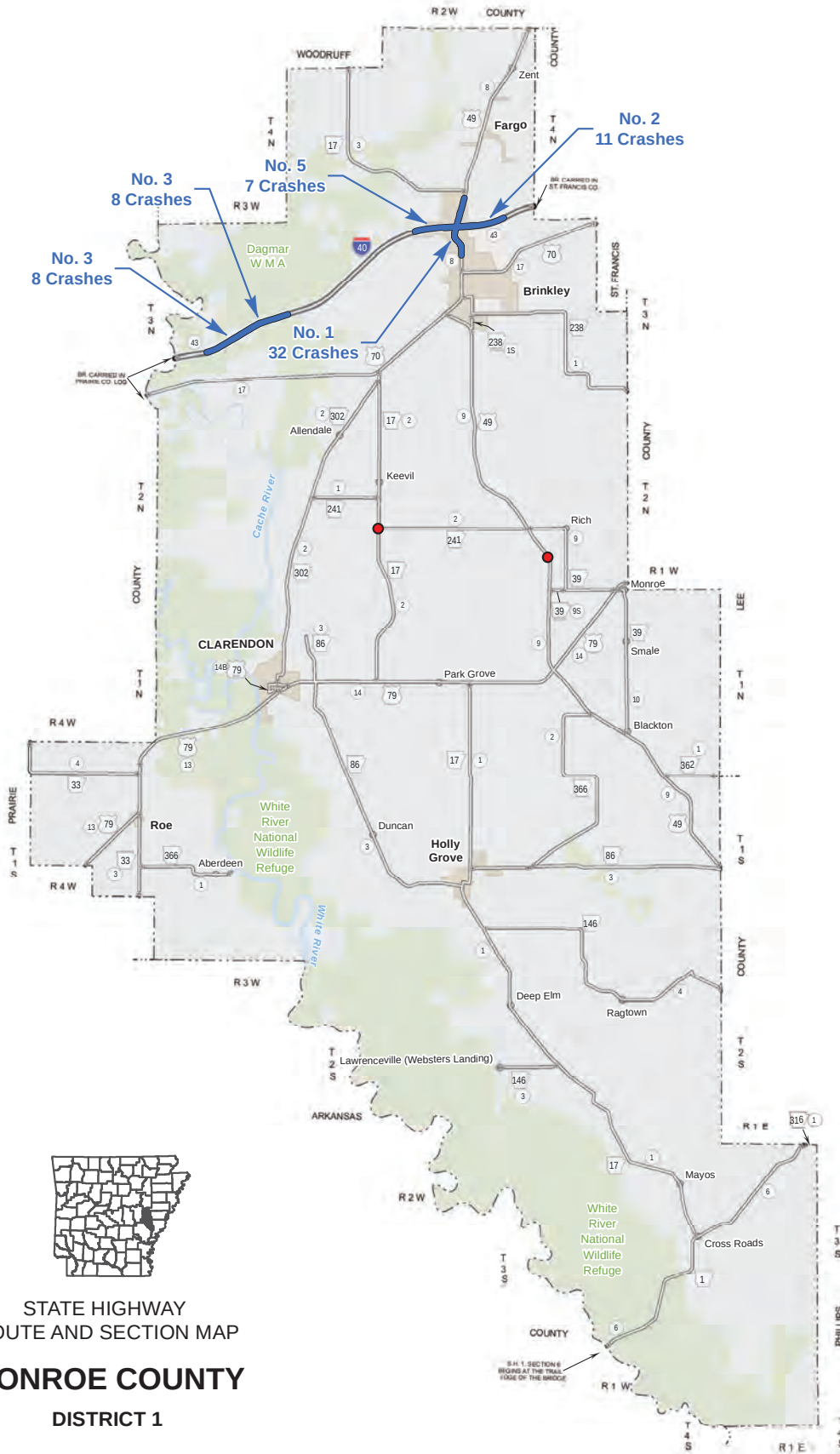
STATE HIGHWAY
ROUTE AND SECTION MAP
MISSISSIPPI COUNTY
DISTRICT 10

— Highway Segments with Highest Number of Crashes - 2022
• Fatal Crashes on the State Highway System - 2022
As Defined by Act 789 of 2019



Prepared By: PLAN: GIS: 8/22/2023





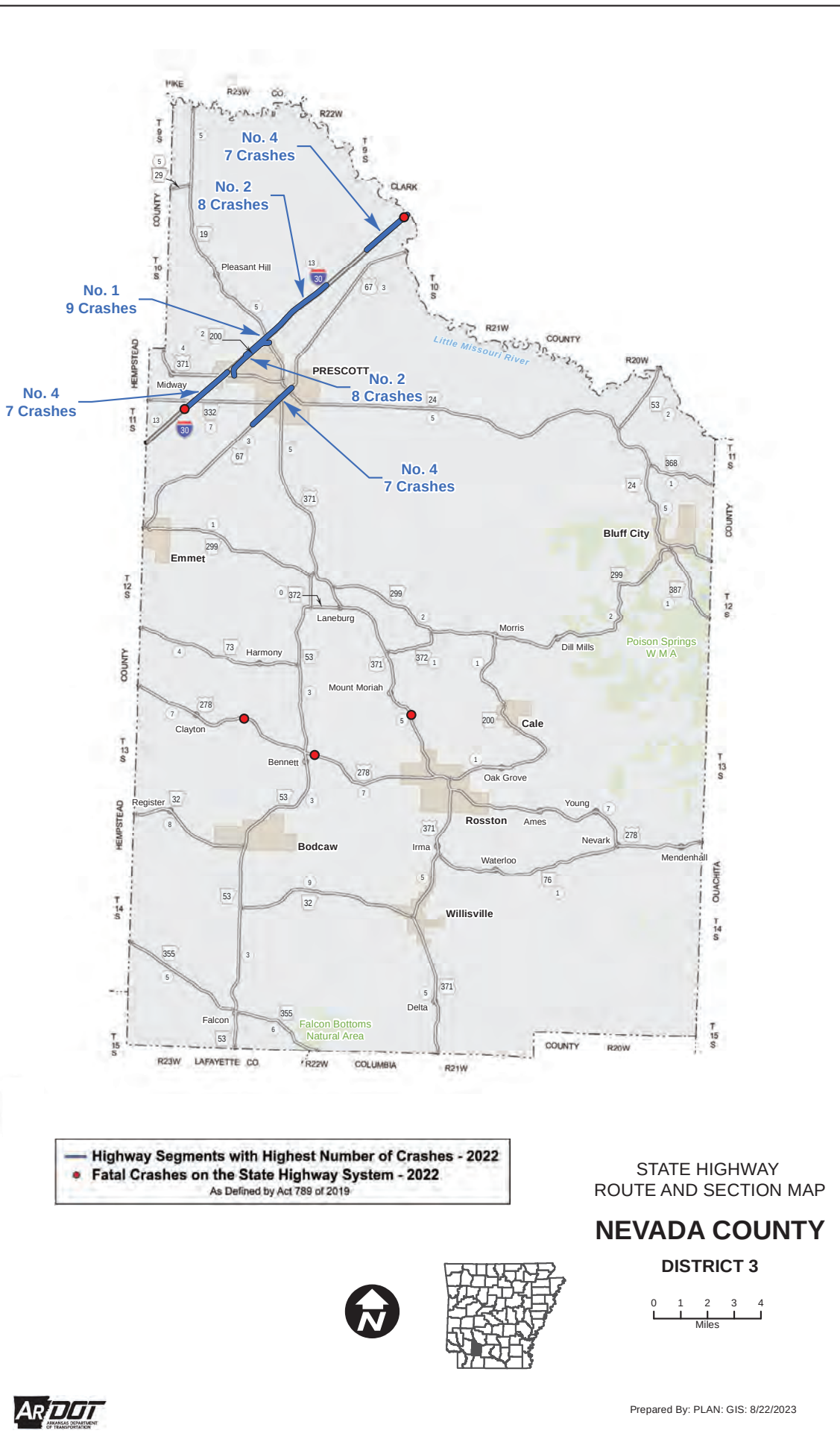
STATE HIGHWAY
ROUTE AND SECTION MAP

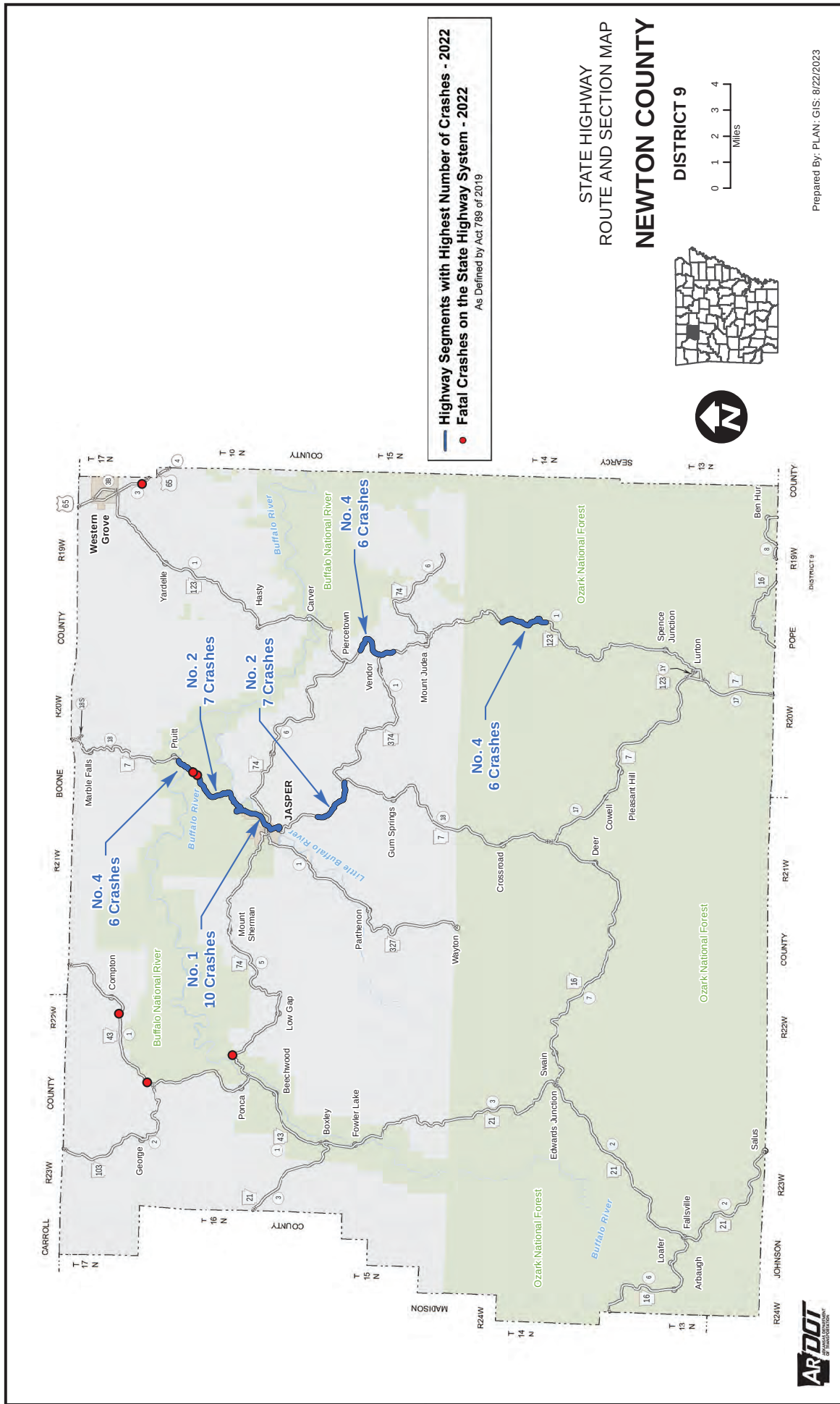
MONTGOMERY COUNTY

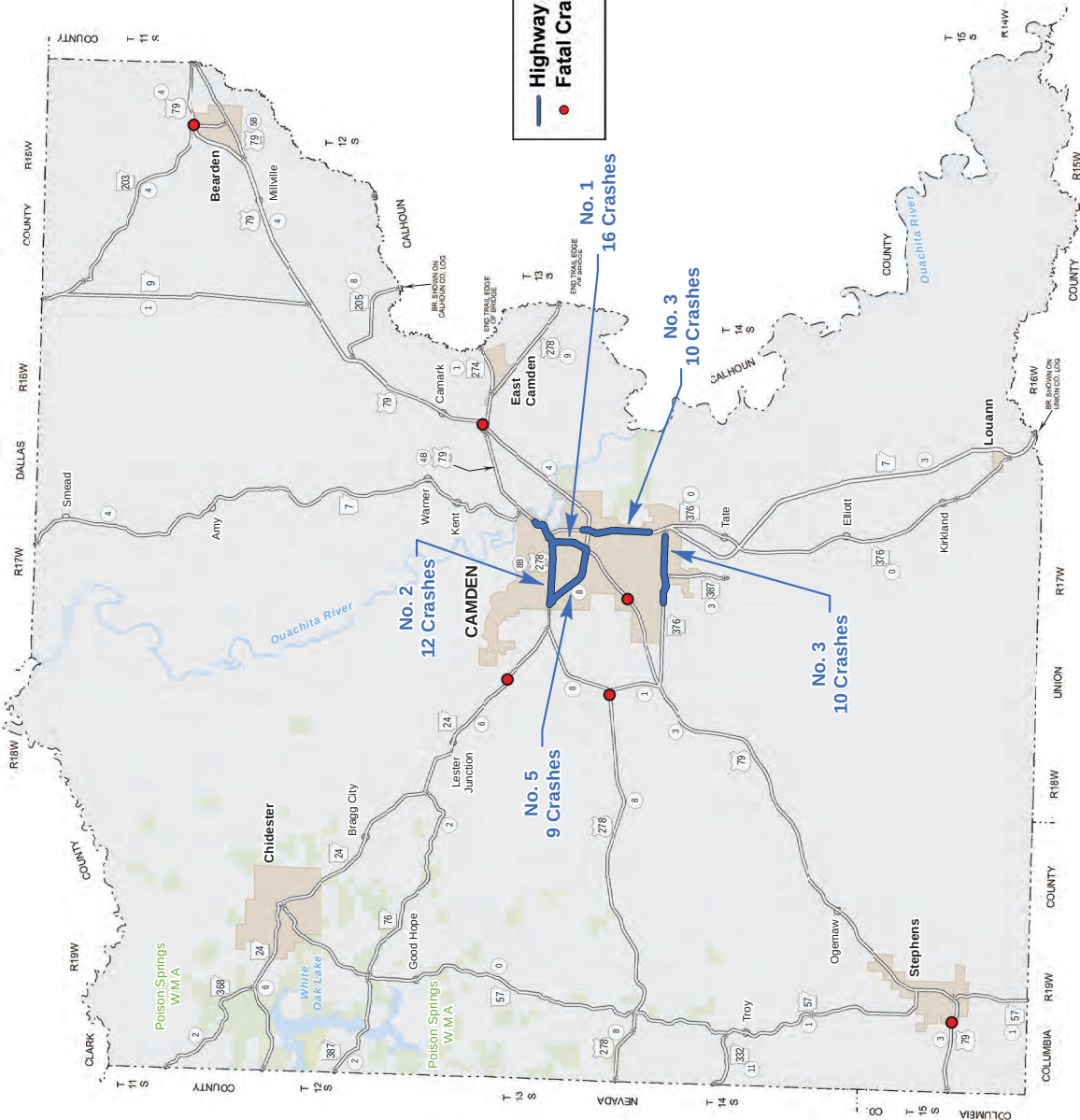
DISTRICT 8



Prepared By: PLAN: GIS: 8/22/2023



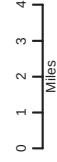




STATE HIGHWAY
ROUTE AND SECTION MAP

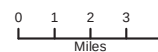
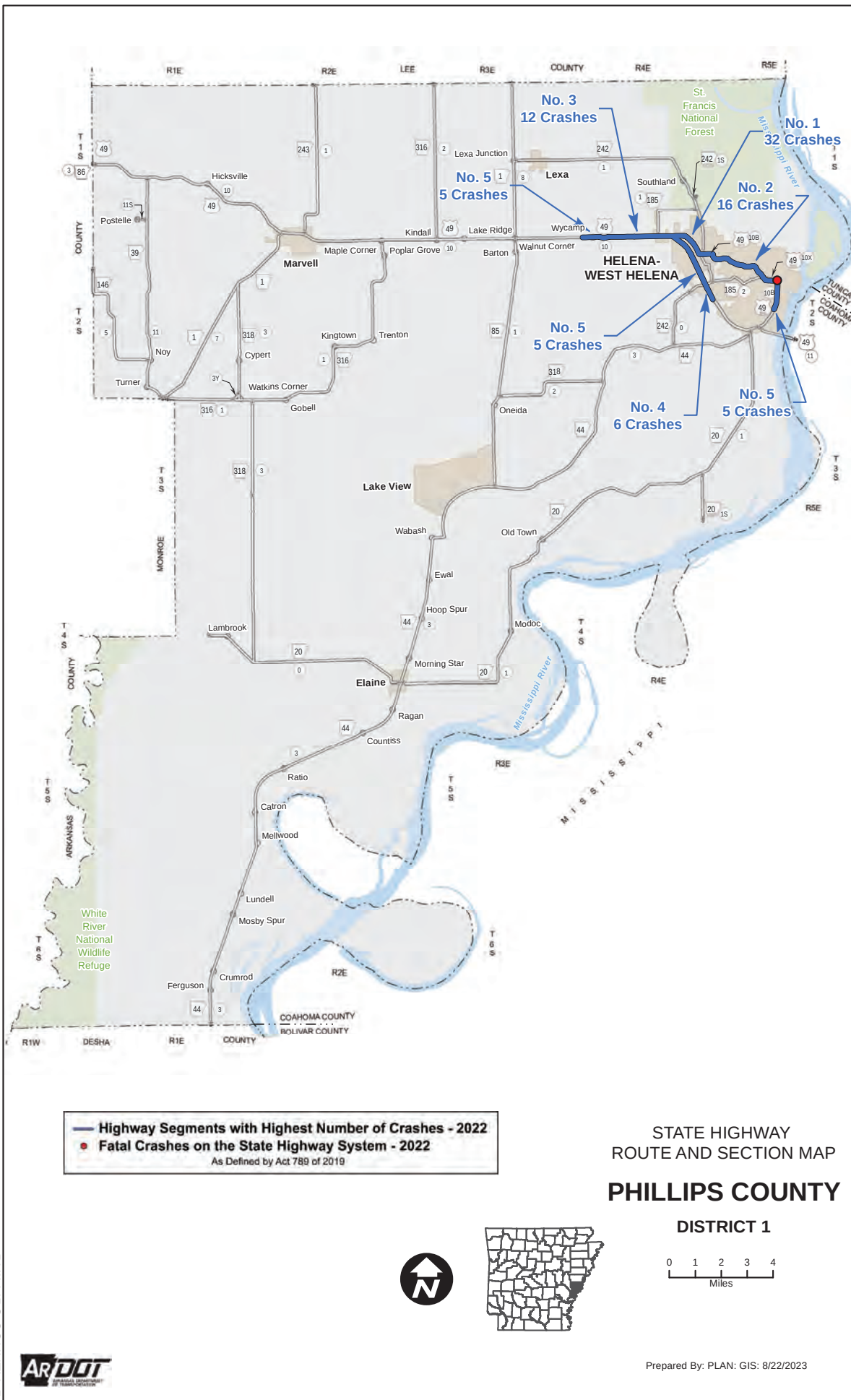
OUACHITA COUNTY

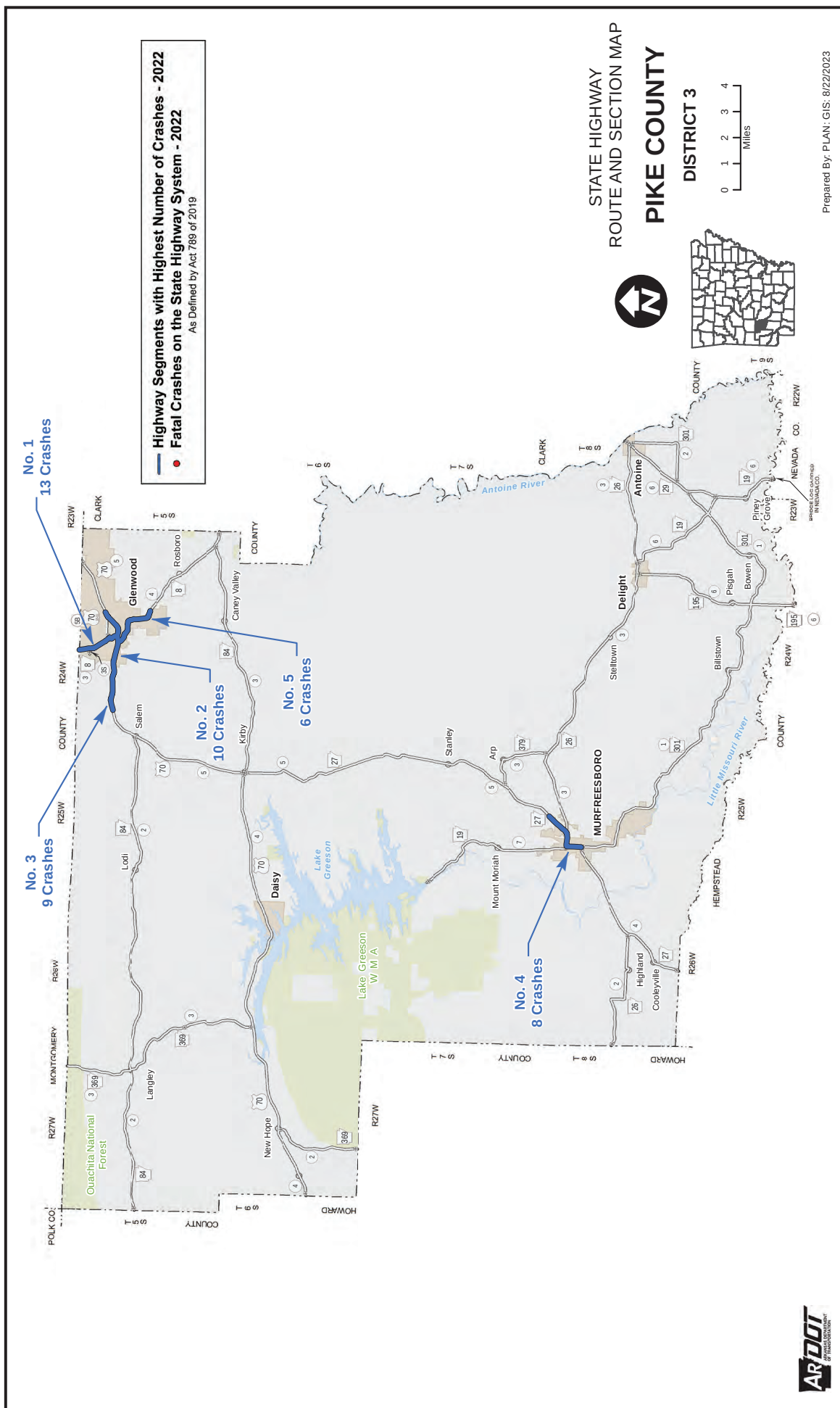
DISTRICT 7

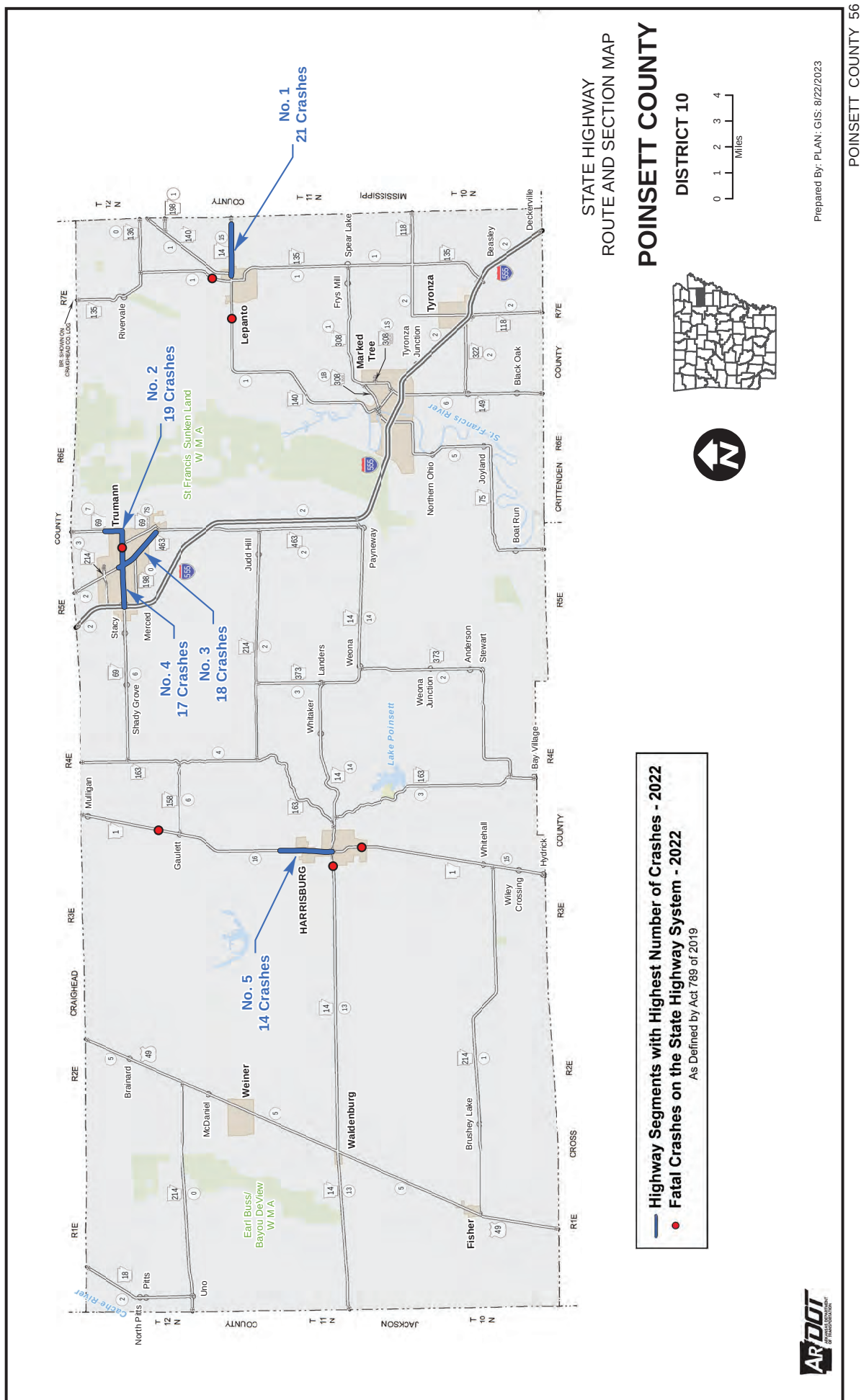


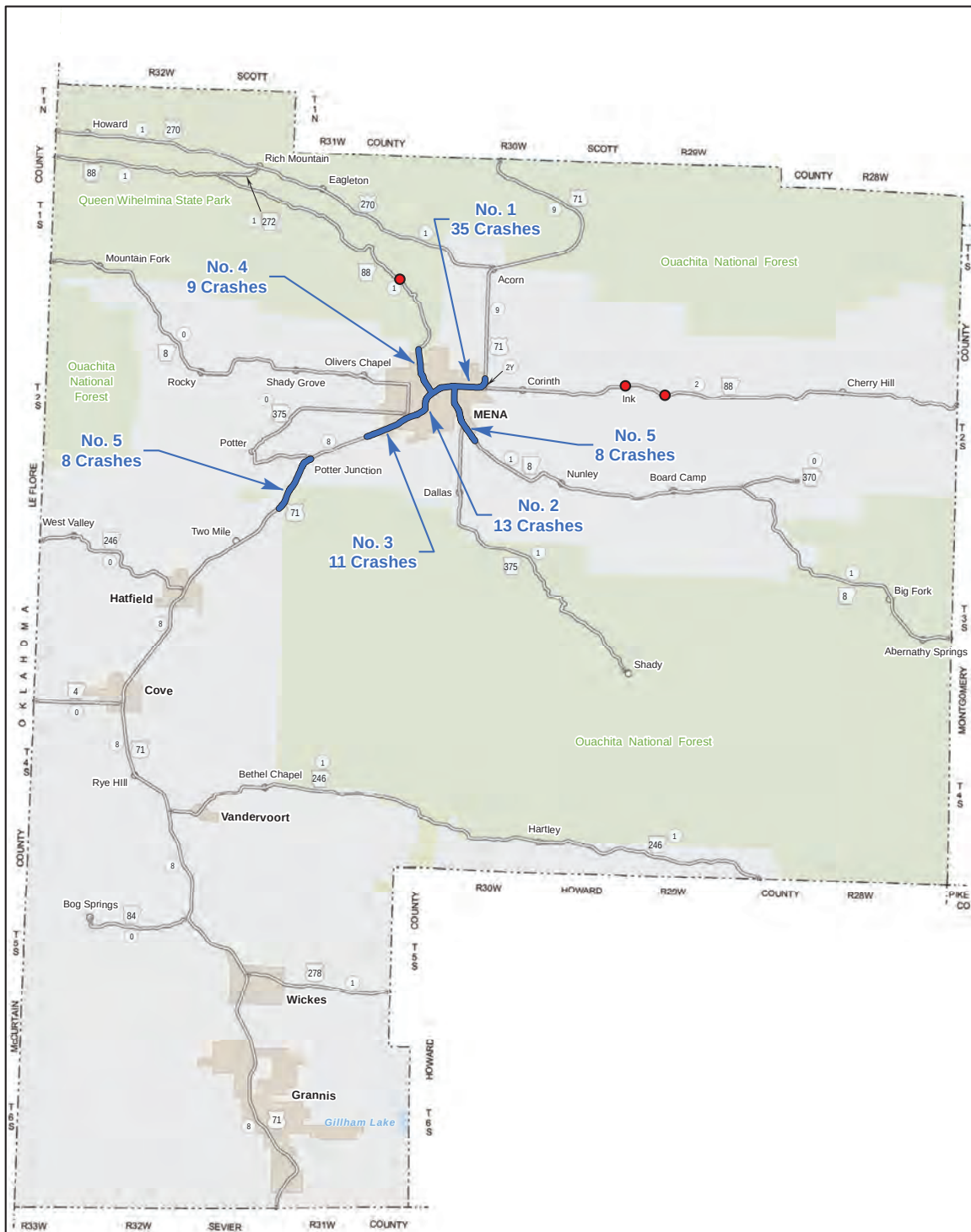
Prepared By: PLAN; GS: 8/22/2023









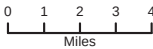


 Highway Segments with Highest Number of Crashes - 2022
 Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

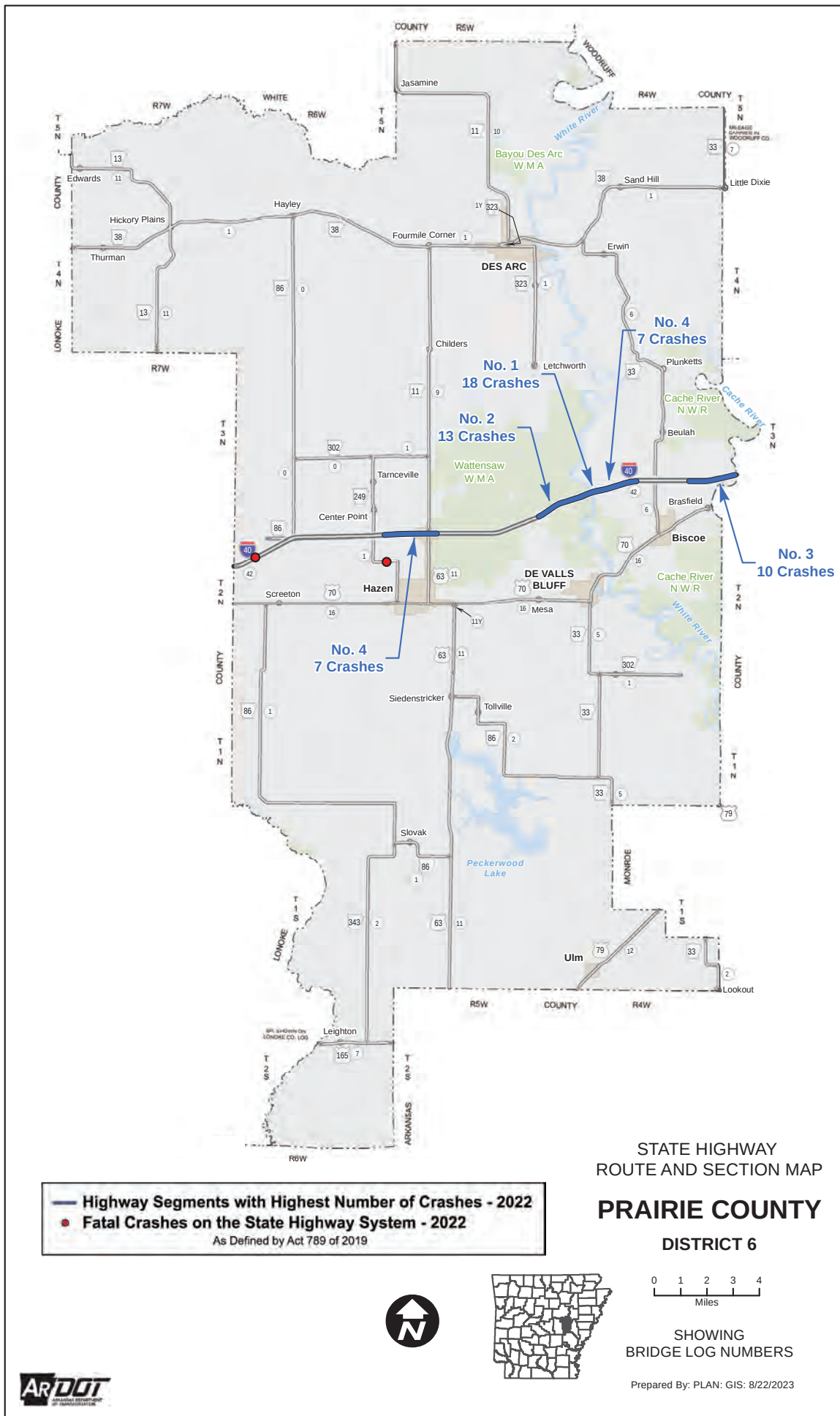
STATE HIGHWAY
ROUTE AND SECTION MAP

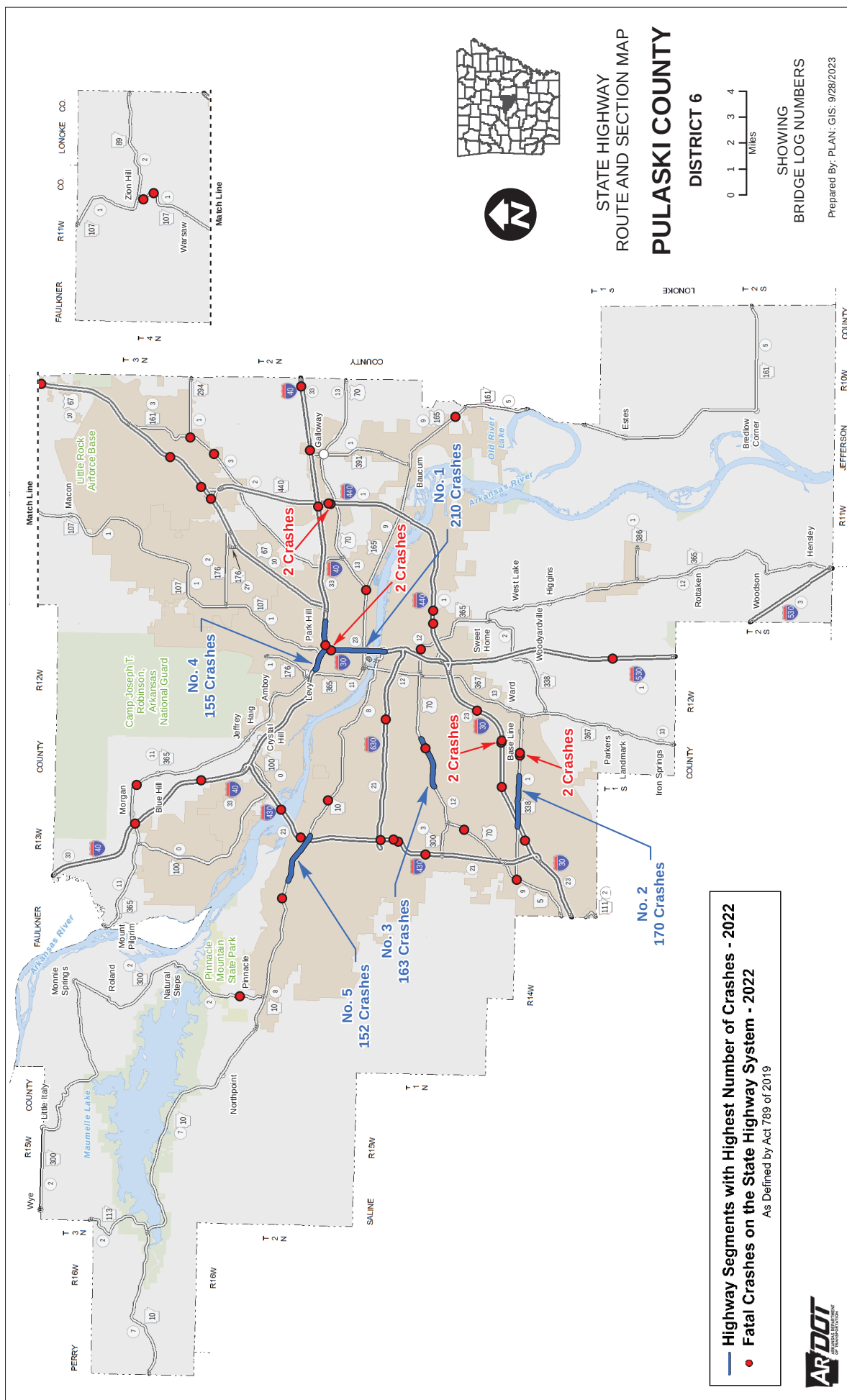
POLK COUNTY

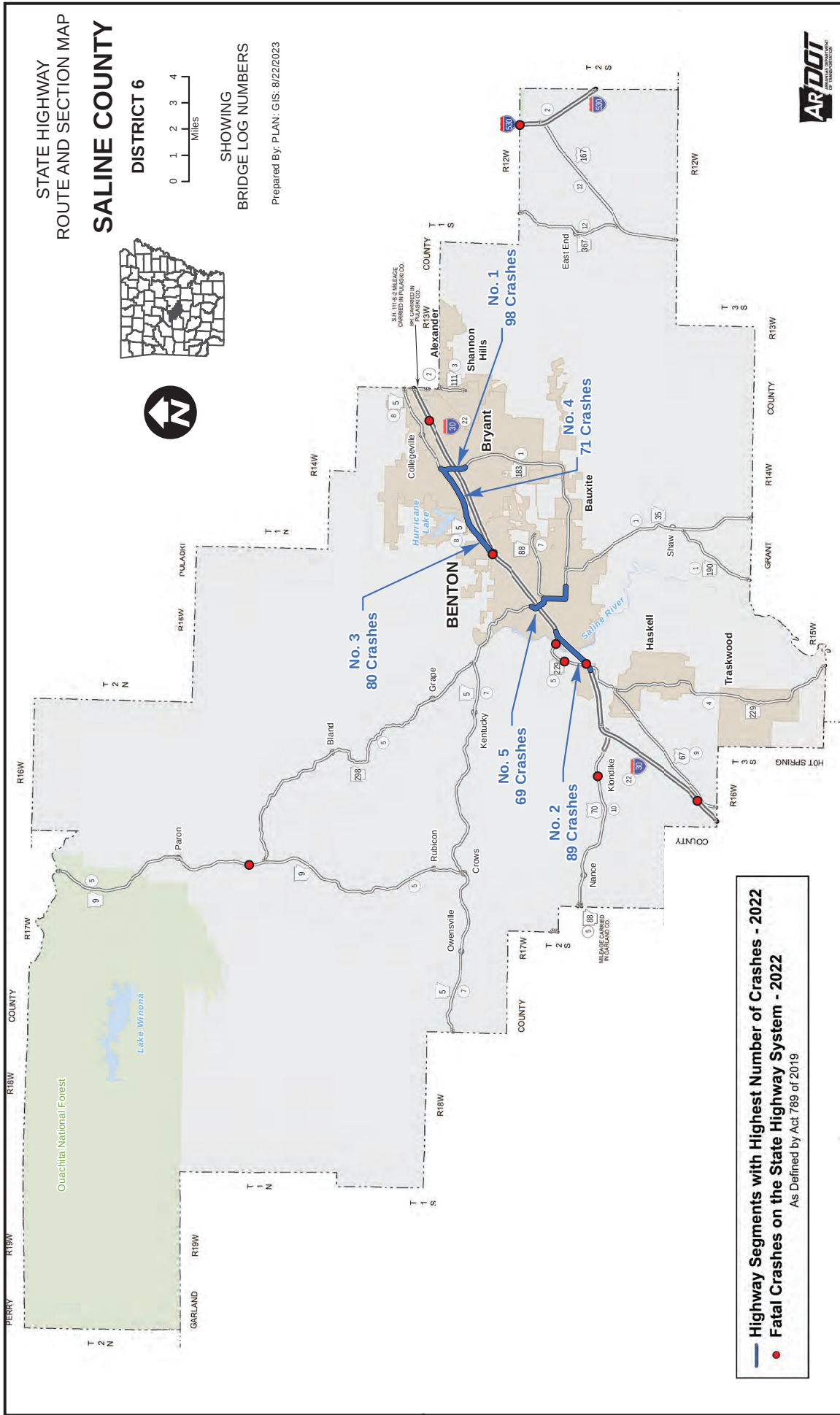
DISTRICT 4



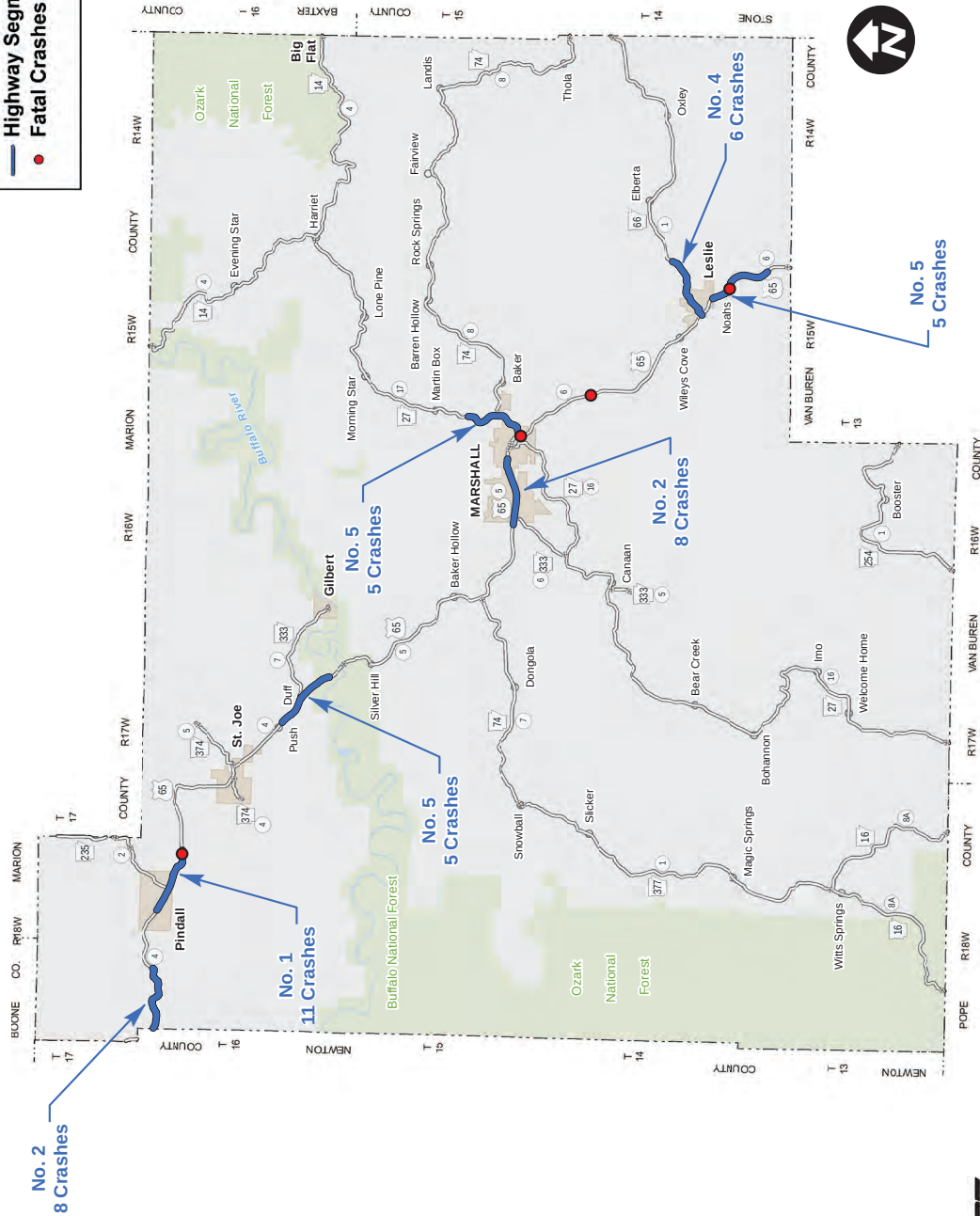






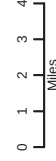


 Highway Segments with Highest Number of Crashes - 2022
 Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019



STATE HIGHWAY
 ROUTE AND SECTION MAP
SEARCY COUNTY

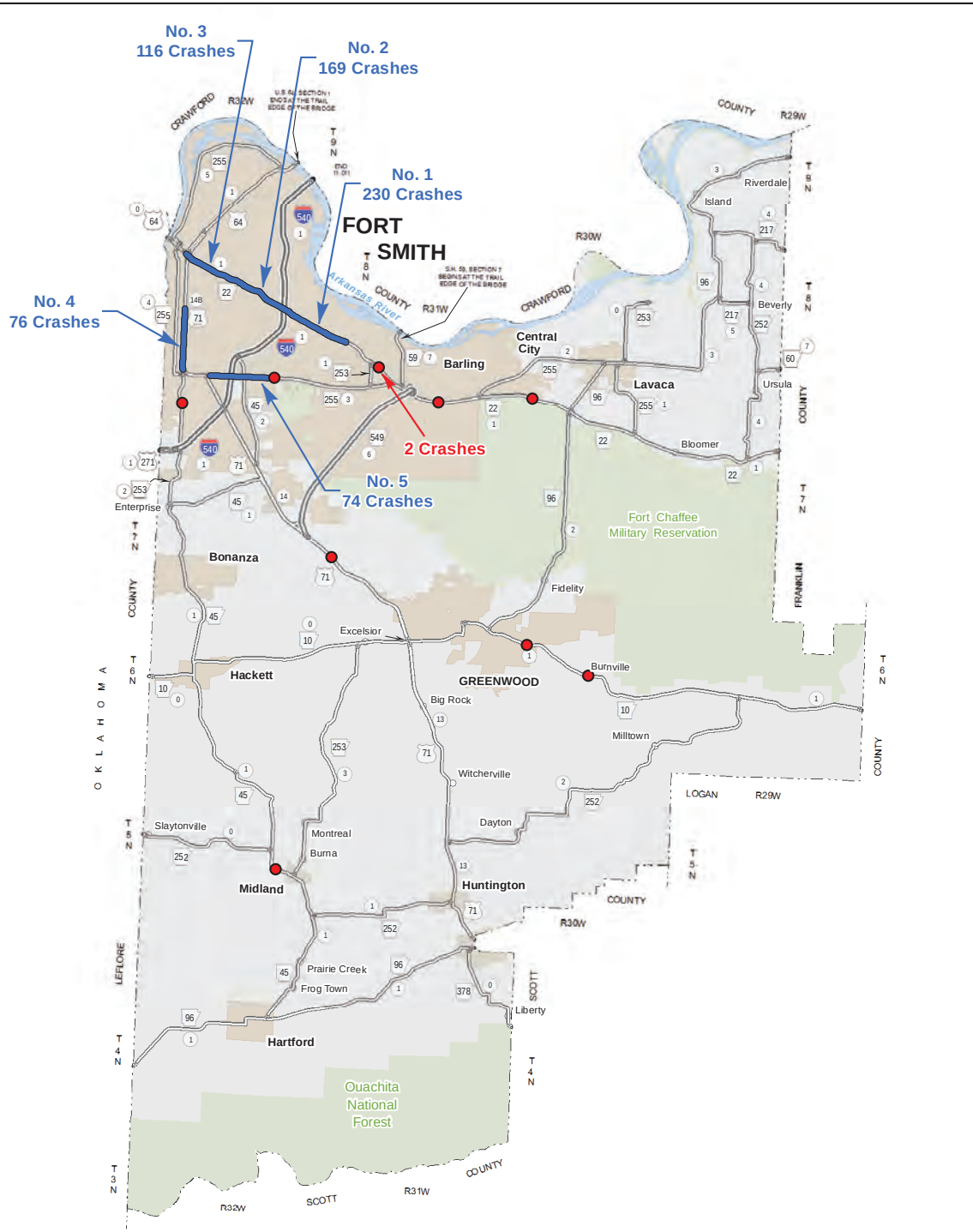
DISTRICT 9



SHOWING
 BRIDGE LOG NUMBERS

Prepared By: PLAN: GIS: 8/22/2023





— Highway Segments with Highest Number of Crashes - 2022
 • Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

STATE HIGHWAY
ROUTE AND SECTION MAP

SEBASTIAN COUNTY

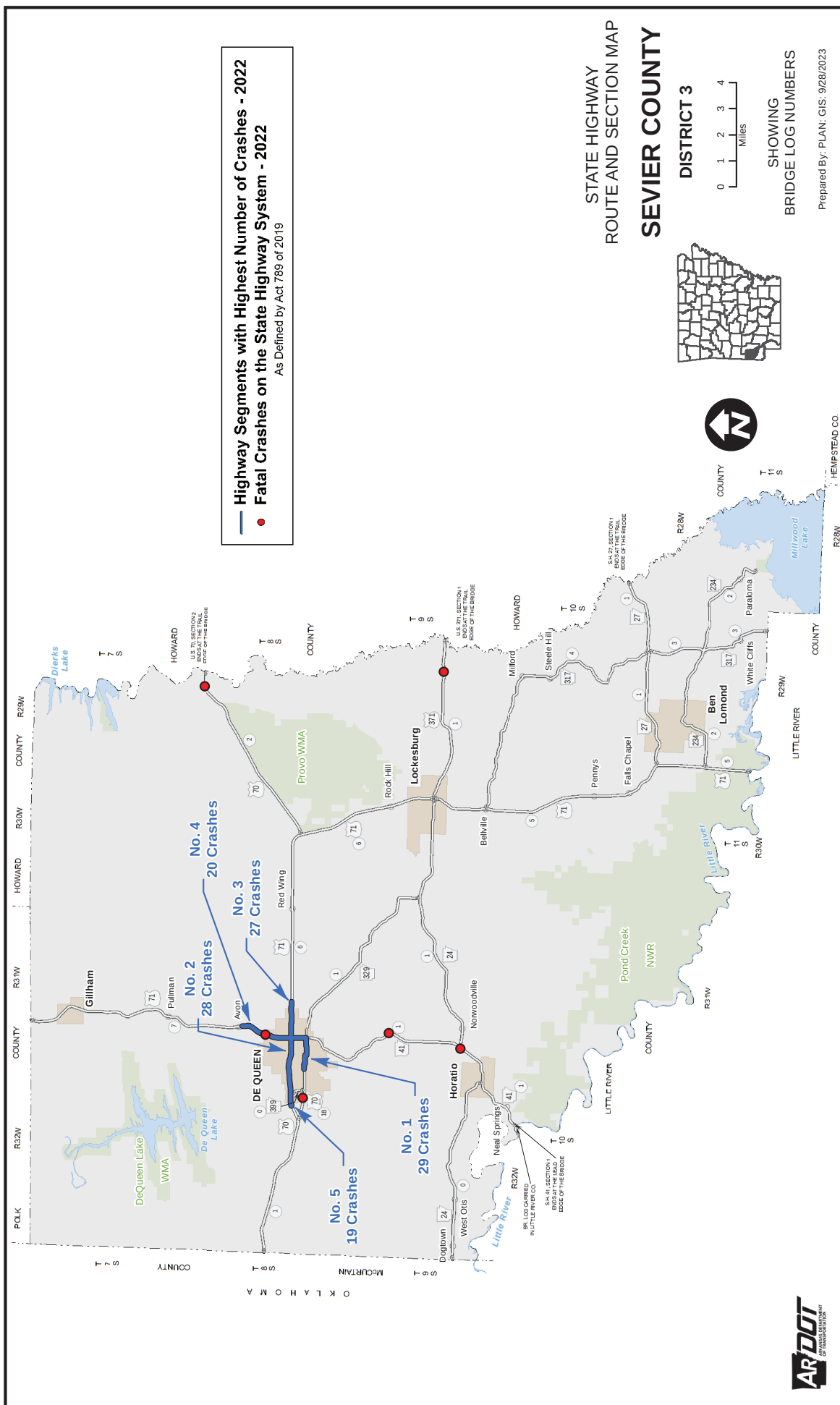
DISTRICT 4

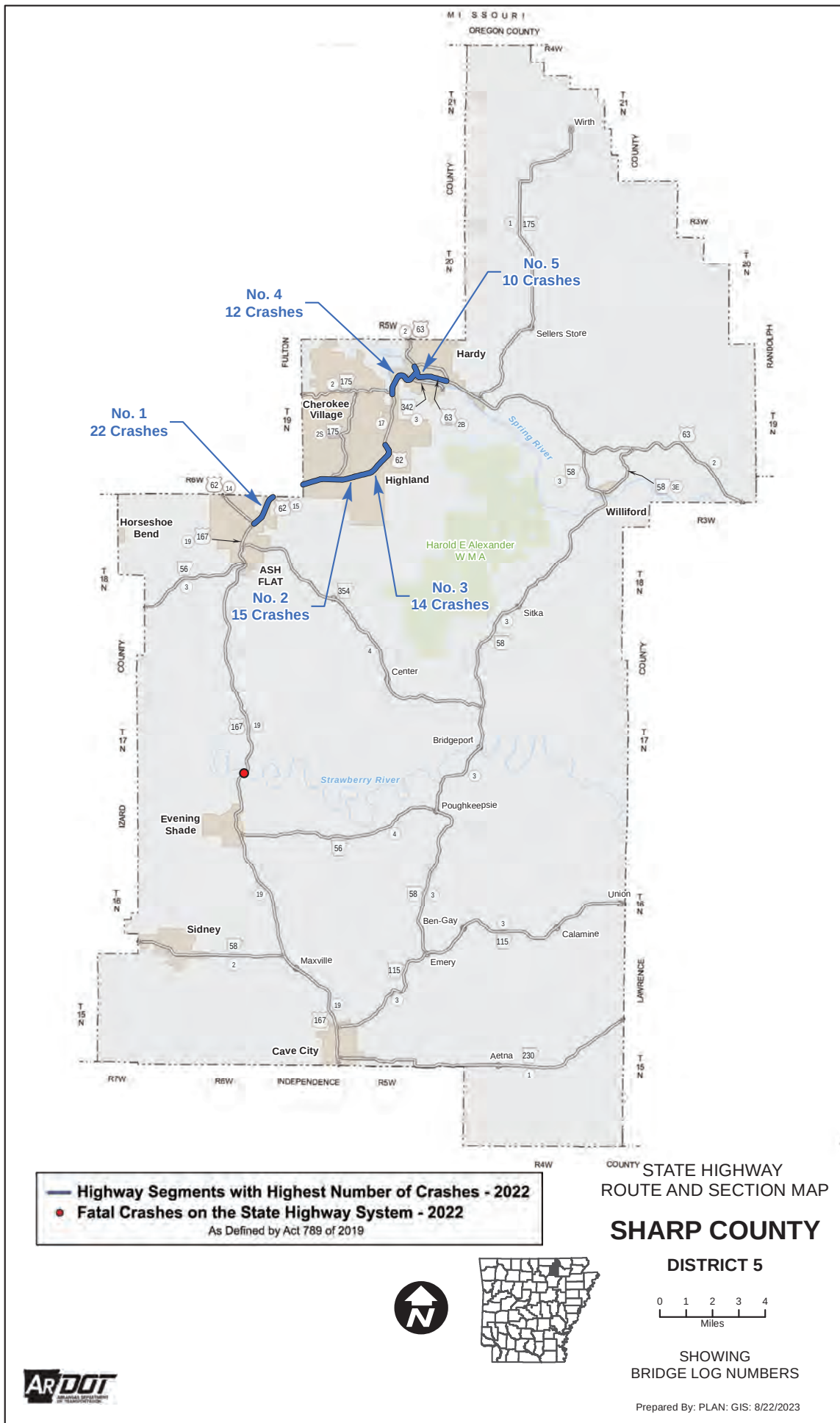


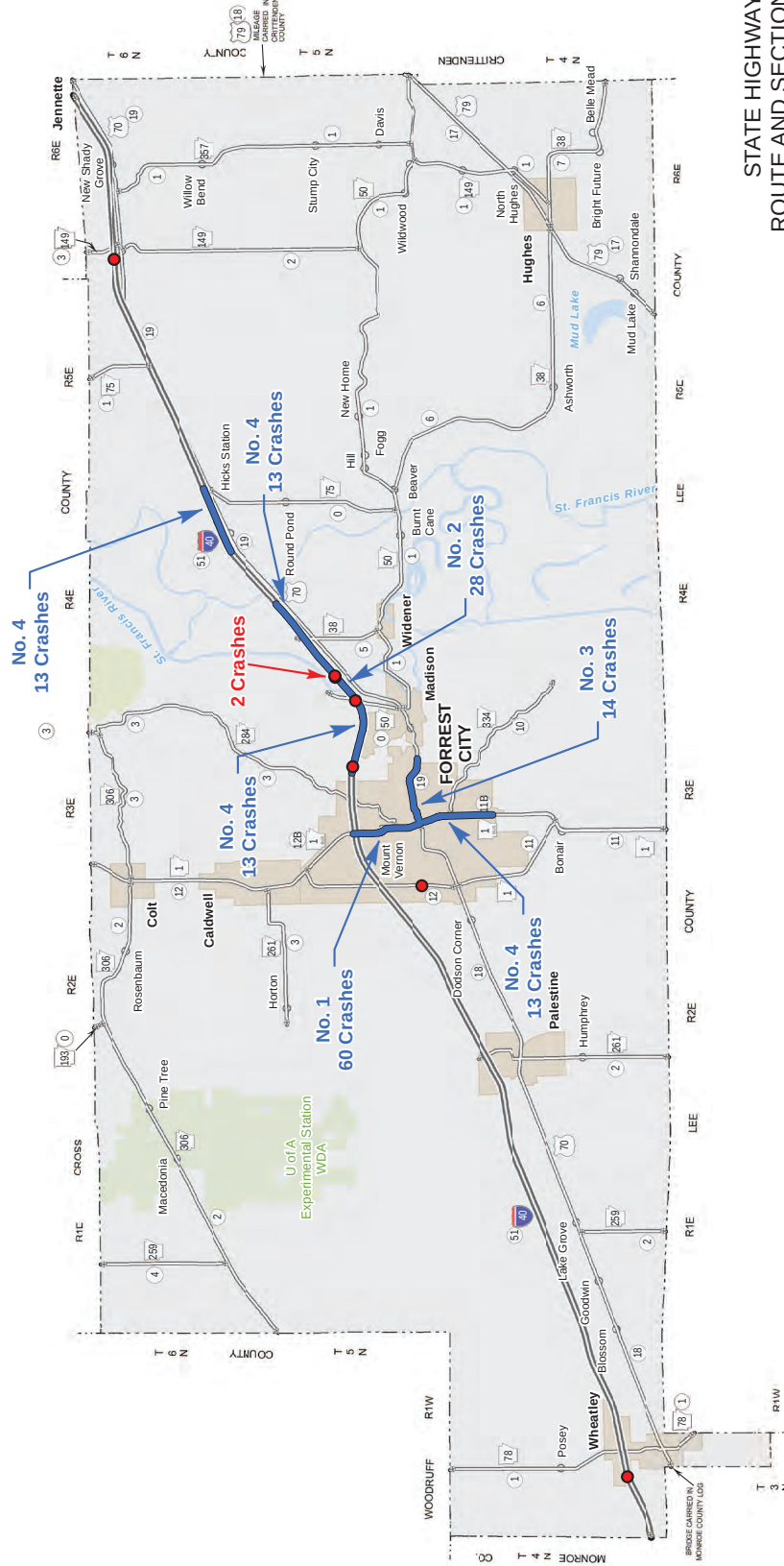
SHOWING
BRIDGE LOG NUMBERS

Prepared By: PLAN: GIS: 9/28/2023



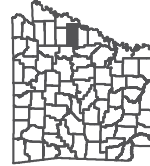




STATE HIGHWAY
ROUTE AND SECTION MAP

ST. FRANCIS COUNTY

DISTRICT 1



A vertical number line with tick marks at 0, 1, 2, 3, and 4.

SHOWING
BRIDGE LOG NUMBERS

Prepared By: PLAN: GIS: 8/22/2023

ST. FRANCIS COUNTY 68



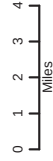
Highway Segments with Highest Number of Crashes - 2022
Fatal Crashes on the State Highway System - 2022
As Defined by Act 789 of 2019

STATE HIGHWAY
ROUTE AND SECTION MAP

UNION COUNTY

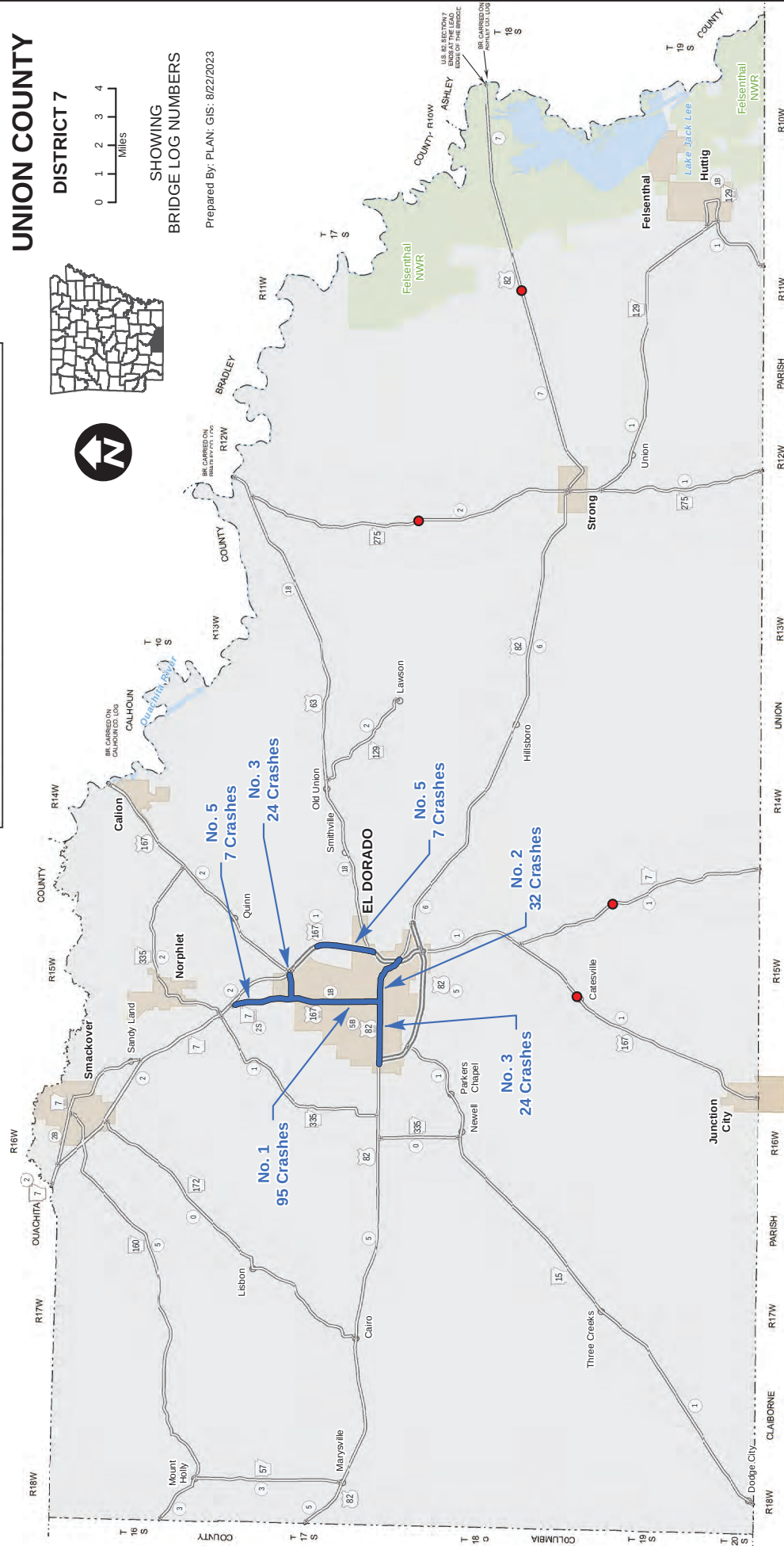


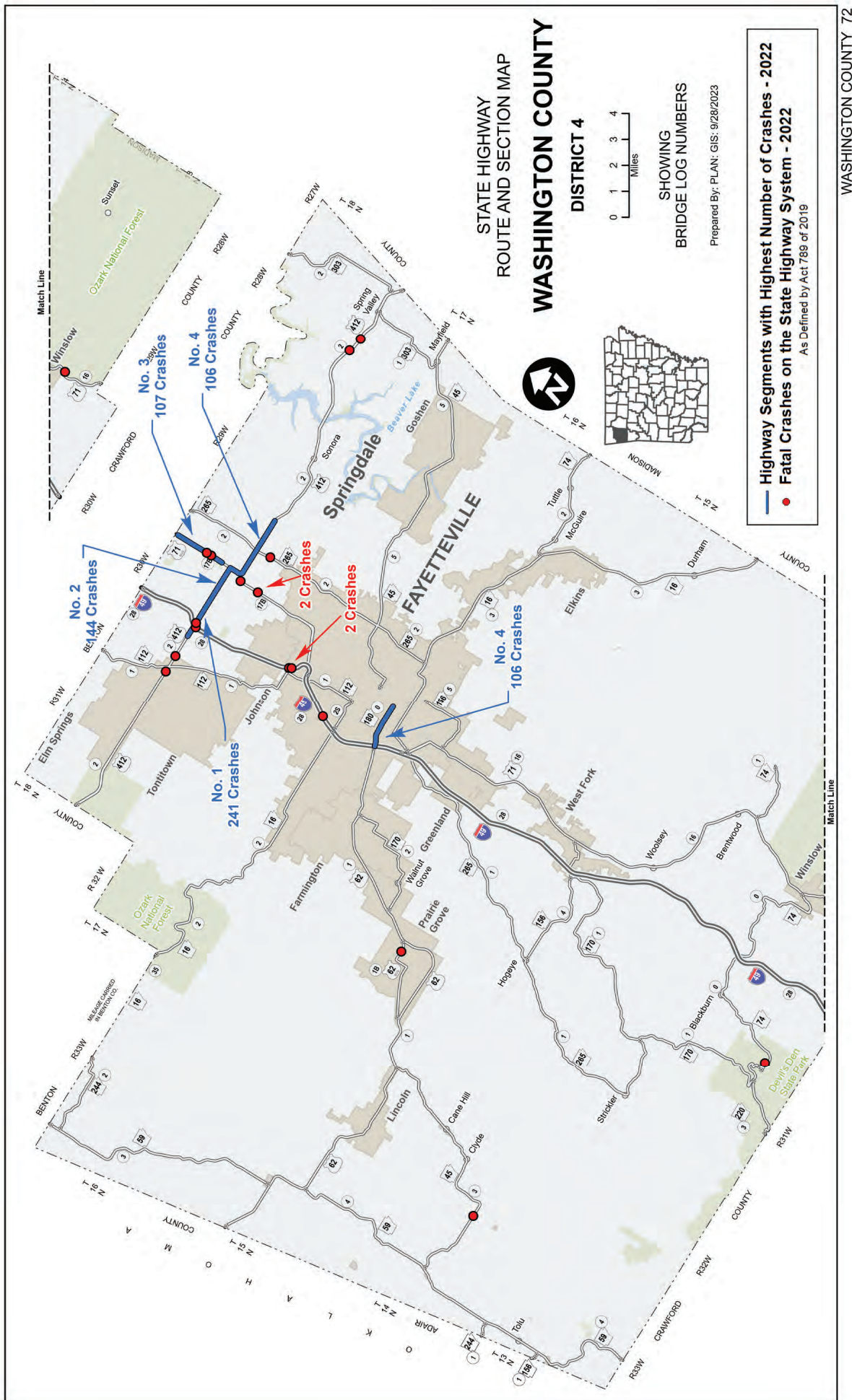
DISTRICT 7



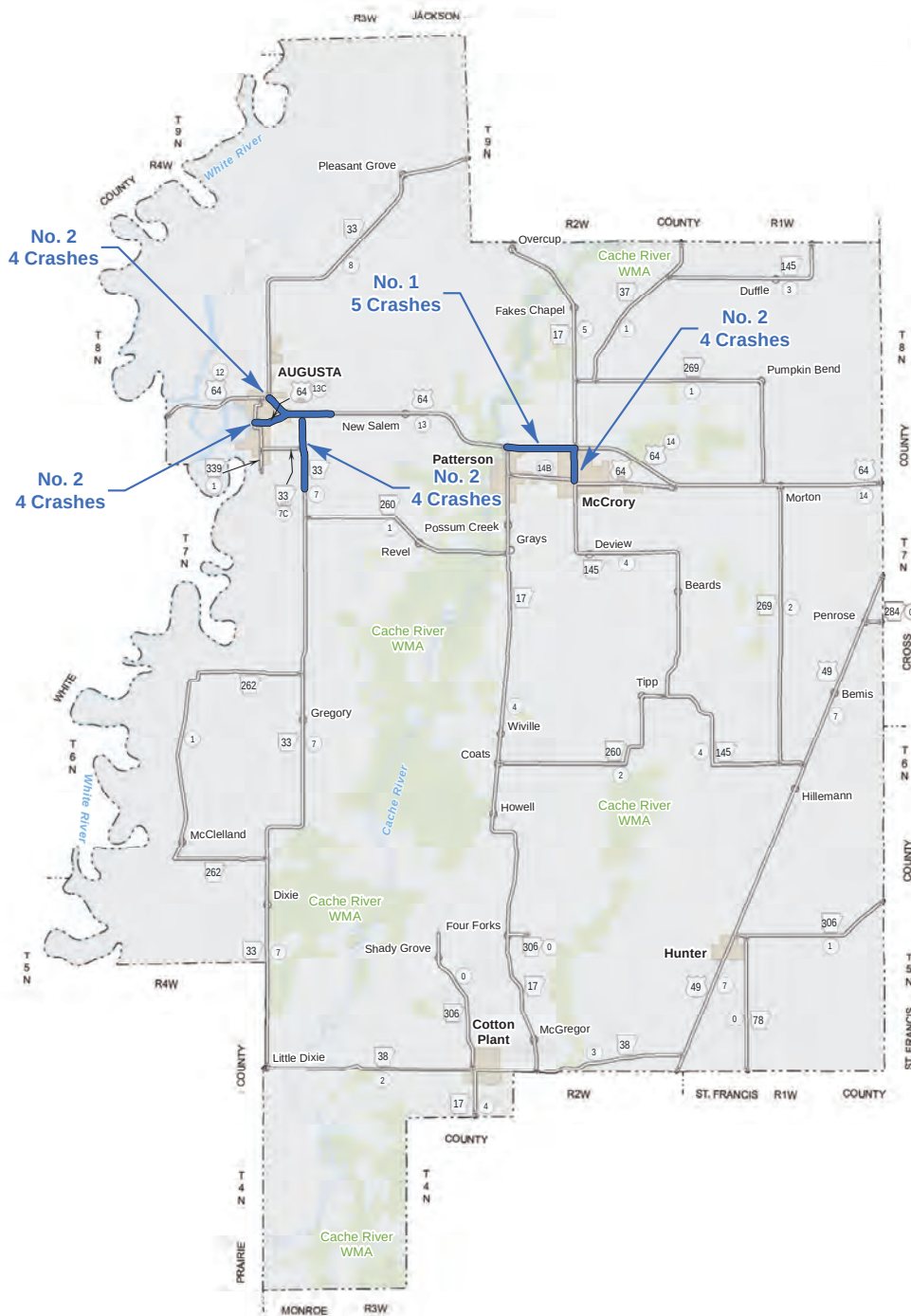
SHOWING
BRIDGE LOG NUMBERS

Prepared By: PLAN: GIS: 8/22/2023









— Highway Segments with Highest Number of Crashes - 2022
 • Fatal Crashes on the State Highway System - 2022
 As Defined by Act 789 of 2019

STATE HIGHWAY
ROUTE AND SECTION MAP

WOODRUFF COUNTY

DISTRICT 1



SHOWING
BRIDGE LOG NUMBERS

Prepared By: PLAN: GIS: 8/22/2023



