



ARKANSAS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2025 ANNUAL REPORT



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Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

In accordance with 23 USC 148 and pursuant to 23 CFR 924, the Arkansas Department of Transportation (ARDOT) has prepared this Highway Safety Improvement Program (HSIP) Annual Report for the State Fiscal Year 2025 (July 1, 2024, through June 30, 2025). This report documents ARDOT's Highway Safety Improvement Program (HSIP), including how HSIP funds were used in this reporting period. The format of this report is consistent with the reporting guidelines issued by the Federal Highway Administration in 2016.

The goal of ARDOT's HSIP program is to achieve a significant reduction in fatalities and serious injuries resulting from crashes on all public roads, primarily through the implementation of infrastructure-related highway safety investments. Key activities are described below:

- Strategic Planning – ARDOT's Strategic Highway Safety Plan (SHSP) sets a safety vision for both ARDOT and for other safety stakeholders in Arkansas. The most recent SHSP, adopted in 2022, is directly organized around Safety System Approach principles. ARDOT continuously coordinates with Arkansas stakeholders to improve safety.
- Crash Data Analytics – ARDOT analyzes crash records provided by the Arkansas State Police to produce actionable information from crash data. As an extension of this work, ARDOT uses this information to track safety trends, such as those discussed in this report.
- Countermeasure Identification – ARDOT uses historic crash data, infrastructure data, and other resources to anticipate future safety risks and to identify potential solutions. This work is done with a special focus on roadway departure crashes, intersection crashes, and non-motorist crashes, which collectively represent 87 percent of roadway fatalities. Once countermeasures are identified, ARDOT prioritizes and implements countermeasures on Arkansas's roadways.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The goal of ARDOT's HSIP program is to achieve a significant reduction in fatalities and serious injuries resulting from crashes on all public roads, primarily through the implementation of infrastructure-related highway safety investments. This is accomplished through the collection of available safety-related data, the identification of safety challenges, the identification of potential countermeasures to address safety challenges, the prioritization of candidate improvements, and the delivery of selected improvements. ARDOT's Strategic Highway Safety Plan (SHSP), which is organized around the Safe Systems Approach, details safety strategies and focus areas that guide the HSIP. ARDOT's highway safety program is managed within the Traffic Safety Section (TSS) of ARDOT's Planning & Research Division. This team of engineers, planners, and data analysts coordinates with various stakeholders, both internal (other ARDOT Divisions and Districts) and external (other Federal, State, and local agencies, as well as the general public). This coordination is key because project delivery is ultimately carried out by these other groups (particularly the ARDOT Districts and local officials). The TSS provides recommendations to ARDOT leadership on ways to improve traffic safety in Arkansas.

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data

HSIP funds are used to address emphasis areas in the Arkansas SHSP, and in accordance with Arkansas's HSIP process. Systemic and spot improvements are identified through network screening processes to specific SHSP goal areas. Safety analysis may also be initiated based on requests received from the public or from local agencies.

According to the emphasis areas in the State SHSP, spot and systemic safety improvement projects are identified through network screening in the central office. These projects are ranked and programmed based on the availability of funds.

Describe how local and tribal roads are addressed as part of HSIP.

At over 16,000 miles, Arkansas's State Highway System is unusually large for the state's size. Approximately 72 percent of vehicle miles traveled (VMT) and 76 percent of roadway fatalities occur on the State Highway

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System. As such, a large portion of safety funding is spent on State Highway System routes. At the same time, ARDOT works with local agencies, providing resources to improve safety on all public roadways.

ARDOT provides support for local agencies in enhancing traffic safety in several ways. ARDOT organizes and provides crash data to local agencies in a manner that supports safety analysis, and has furthermore provided support to the eCrash initiative, which allows law enforcement agencies to efficiently submit crash reports electronically. Railroad crossing improvements are also implemented on local routes, as discussed in the Railroad-Highways Crossing Program report. Finally, in the past year, ARDOT has started work on the Street Smart initiative, which provides local school districts with tools to instruct students on how to be a safe passenger, pedestrian, and eventually driver.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Local Programs Division
- Other-Transportation Systems Management and Operations Division

Describe coordination with internal partners.

In addition to the Planning & Research Division, the Transportation Systems Management and Operations (TSMO), Maintenance, and Construction Divisions are represented on the SHSP Steering Committee. Additionally, the Planning & Research Division coordinates with internal partners in the course of business in the following ways:

Maintenance – While the Planning & Research Division oversees long-term safety planning, the Maintenance Division also has important safety responsibilities. Maintenance has a Traffic Investigation team that conducts in-the-field reviews of locations where safety concerns have been reported by the public or that have been identified through data-driven processes. Maintenance also has an asset management team that, amongst other things, conducts pavement friction tests and reports on pavement friction.

Districts – In Arkansas, the primary responsibility of the Districts is to oversee construction and maintenance activities. As such, the Districts are ultimately responsible for the real-world implementation of most safety improvements. This group also has the most comprehensive understanding of on-the-ground roadway conditions. The Planning & Research Division works with the Districts to ensure that all safety recommendations are implementable and responsive to real-world conditions.

TSMO – The TSMO Division oversees all Intelligent Transportation Systems (ITS) technology on the State Highway System, as well as the Department's Traffic Management Center (TMC). The TMC continuously monitors roadway conditions and is often the first group to identify a crash and notify emergency responders.

Roadway Design – The Planning & Research Division works with Roadway Design to ensure that newly constructed or modified roadways are constructed in a way that maximizes their safety.

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

Describe coordination with external partners.

Coordination with external partners, such as the Federal Highway Administration (FHWA), the Arkansas State Police (ASP), the Highway Safety Office (HSO), local governments, and the eight Metropolitan Planning Organizations (MPO) across the State occurs on different levels. MPOs, the ASP, and the HSO are on the SHSP Steering Committee and are consulted on a formal or informal basis as needed. HSO and ARDOT jointly serve as champions for traffic safety in the state, through initiatives like the annual Vulnerable Road Users (VRU) summit and the newly introduced Street Smart education initiative for Arkansas schools. Coordination also takes place when addressing other safety improvement programs, such as work zone safety and the identification of infrastructure and non-infrastructure projects.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

The HSIP Process document (attached) was updated in 2022, and a new HSIP Implementation Plan, which guides how projects are identified and selected, was completed in 2023.

Select the programs that are administered under the HSIP.

- HSIP (no subprograms)

Program: HSIP (no subprograms)

Date of Program Methodology: 2/8/2023

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Median width
- Horizontal curvature
- Functional classification

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- Other-Systemic network analysis methodologies by TSS and by on-call consultants
- Other-Additional priority placed on fatal and serious injury crashes
- Population
- Roadside features
- Other-Intersections

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Expected crash frequency with EB adjustment
- Level of service of safety (LOSS)
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Other - Based on priority considerations

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

Available funding:1

Cost Effectiveness:1

Other-Systemic-risk based:1

All HSIP funds are administered through the singular HSIP program. Projects selected for funding are in alignment with the Arkansas SHSP focus areas. Because 87 percent of roadway fatalities in Arkansas are encompassed by the Roadway Departure, Intersection, or Non-Motorist focus areas, a large share of funding is directed to countermeasures that mitigate fatalities and serious injuries in these focus areas. Network screenings are used to identify and prioritize safety needs at intersections, along highway segments with higher roadway departure risks, including risks due to horizontal curves, and skid or wet pavement hazards. Additionally, network screening and project development are underway to mitigate VRU crashes.

What percentage of HSIP funds address systemic improvements?

67

HSIP funds are used to address which of the following systemic improvements?

- Cable Median Barriers
- Clear Zone Improvements
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails
- Wrong way driving treatments

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

No new major HSIP-funded jobs that incorporate ITS or connected vehicle technologies were obligated in the SFY 2025 reporting period.

ARDOT's TSS staff and consultants consider countermeasures that include safety devices (hardware) and available ITS software packages to detect at-risk vehicles and respond by activating enhanced visual lighting or message boards. Job 012410 is still under construction and, when completed, will deploy ITS technology for corridor management and advanced wrong-way vehicle detection at exit ramps. Speed enforcement cameras in active work zones were used in SFY 2025 and will continue to be used in the future. Currently, project development considers these technologies as possible countermeasures where crash risks have been identified.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The six steps of the safety management process described in the HSM are followed. These steps, including the details from the initial network screening to the evaluation of safety treatments, are considered in our HSIP

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process. Also, the CMFs presented in the HSM are used in the analysis for the economic appraisal. ARDOT is exploring and piloting other ways to harness other safety performance function (SPF) based tools to improve network screening and project assessment.

Describe program methodology practices that have changed since the last reporting period.

Consultants are conducting studies on how to address the various crash categories discussed above (Roadway Departure, Intersection, and Non-Motorist). To provide the consultants maximum flexibility, they have been given latitude to propose network screening approaches that are appropriate for their study.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$41,348,000	\$24,024,022	58.1%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$0	\$33,860,524	0%
State and Local Funds	\$3,220,000	\$38,918,721	1208.66%
Totals	\$44,568,000	\$96,803,267	217.2%

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

0%

How much funding is obligated to local or tribal safety projects?

0%

How much funding is programmed to non-infrastructure safety projects?

\$0

How much funding is obligated to non-infrastructure safety projects?

\$1,530,000

Non-infrastructure project funding includes SFY 2024 and 2025 HSIP staff efforts (Job 012208) (HSIP) (S), Traffic Safety Planning Studies & Project Development (Job 012451) (S), and K - 12 Safety Education Program (Job 012533) (S).

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

\$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

\$0

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

Some of the impediments to obligating HSIP funds at ARDOT include:

- The long lead time in developing all highway projects, including safety projects. The process to identify safety needs, identify countermeasures, coordinate with all stakeholders (both internal and external, and including local property owners), design the project, and let it to contract can take years.
- Cost escalation and lack of competitive bids have hindered the contracting process. In some cases, it will take multiple attempts to let a desired job to contract.

To address these challenges, ARDOT has taken multiple steps. Some of these include:

- Enlisting the help of multiple consulting firms to identify locations at unusually higher risk for each of the three crash categories discussed above (roadway departure, intersections, and vulnerable road users) and then to identify responsive countermeasures. This effort will allow ARDOT to develop a suite of projects to deliver in future years.
- Exploring the idea of using state forces to implement low-cost countermeasures when this approach makes economic sense. For some low-cost project types (particularly signing and striping), state forces can deliver this work more efficiently.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Job 012208 - Traffic Safety Planning Activities (HSIP) (S) - SFY2025	Miscellaneous	Transportation safety planning	1	State Fiscal Year	\$540000	\$1200000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Varies (Planning Activities)	HSIP Planning Activities	Planning and Administration	All
Job 090742 - District 9 Pavement Friction Impvts. (UTBWC) (S)	Roadway	Pavement surface – high friction surface	5.83	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	45-70	State Highway Agency	Systemic	Roadway Departure	Pavement Friction
Job 012538 - Districts 6 & 7 Pavement Friction Impvts. (HFST) (S)	Roadway	Pavement surface – high friction surface	3.22	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	45-55	State Highway Agency	Systemic	Roadway Departure	Pavement Friction
Job 012539 - Districts 5, 8 & 9 Pavement Friction Impvts. (UTBWC) (S)	Roadway	Pavement surface – high friction surface	3.89	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	45-60	State Highway Agency	Systemic	Roadway Departure	Pavement Friction
Job 012541 - Districts 2, 6 & 8 Pavement Friction Impvts. (UTBWC) (S)	Roadway	Pavement surface – high friction surface	8.45	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	45-75	State Highway Agency	Systemic	Roadway Departure	Pavement Friction
Job 012540 - Districts 3 & 7 Pavement Friction Impvts. (UTBWC) (S)	Roadway	Pavement surface – high friction surface	2.84	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	55-75	State Highway Agency	Systemic	Roadway Departure	Pavement Friction
Job 012542 - Job Districts 5 & 9 Pavement Friction	Roadway	Pavement surface – high friction surface	7.93	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	45-60	State Highway Agency	Systemic	Roadway Departure	Pavement Friction

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Impvts. (HFST) (S)															
Job 061826 - Social Hill Rest Area Safety Impvts. (S) (AC Conversion)	Lighting	Interchange lighting	1	Interchanges	\$1007000	\$1118900	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	1,200	0-75	State Highway Agency	Spot	Interchange Lighting	Lighting
Job 061856 - Hwys. 63/70 Y-Inters. Safety Impvts. (Prairie Co.) (S)	Intersection geometry	Intersection realignment	1	Intersections	\$385299	\$773111	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	4,800	55	State Highway Agency	Systemic	Intersections	Intersections
Job A10044 - I-40 - Hwy. 50 (Widener) (S) (Hwy. 38, Sect. 5)	Roadway	Pavement surface – high friction surface	2.384	Miles	\$118125	\$1365000	HSIP (23 U.S.C. 148)	Rural	Major Collector	420	40	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Job 061915 - I-57 Guardrail Impvts. (Lonoke & Pulaski Cos.) (S)	Roadside	Barrier- metal	0.106	Miles	\$4500	\$5000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	81,000	60-75	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Job A10036 - Hwys. 44 & 318 Impvts. (Phillips Co.) (S)	Roadway	Rumble strips – edge or shoulder	11.473	Miles	\$1459168	\$4891000	HSIP (23 U.S.C. 148)	Multiple/Varies	Major Collector	1,100	45-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Job A60034 - Sunshine - Hwy. 270 (S)	Roadway	Rumble strips – edge or shoulder	4.375	Miles	\$608798	\$2541151	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,000	55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Job A80037 - I-40 - Dover (S)	Roadway	Rumble strips – edge or shoulder	5.65	Miles	\$36194	\$6122704	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	16,000	60	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Job A90024 - Hwys. 16 & 59 (Sel. Secs.) (S)	Roadway	Rumble strips – edge or shoulder	12.256	Miles	\$823732	\$4957353	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	5,200	50-55	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Job 110816 - I-40 Truck Parking	Miscellaneous	Truck Parking Facilities (i.e. Jason's Law)	1	Truck Parking Facility	\$500000	\$1967164	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	0	65	State Highway Agency	Spot	Large Commercial	Large Commercial

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Expansion Project (Ph. II) (West Memphis) (S)														Motor Vehicles	Motor Vehicles
Job 012479 - Hwys. 100 & 167 Cable Median Barrier Impvts. (S)	Roadside	Barrier- metal	31.56	Miles	\$10612477	\$18714021	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	32,000	50-65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Job 070591 - Hwy. 7 Cable Median Barrier Impvts. (S)	Roadside	Barrier- metal	13.54	Miles	\$3628020	\$10727813	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	10,000	55-65	State Highway Agency	Systemic	Roadway Departure	Roadway Departure
Job 070632 - Hwys. 79/79B/278 Inters. Impvts. (S)	Intersection geometry	Intersection geometry - other	1	Intersections	\$45000	\$50000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	8,500	50-60	State Highway Agency	Spot	Intersections	Intersections
Job 012208 - Traffic Safety Planning Activities (HSIP) (S) - SFY2026	Miscellaneous	Transportation safety planning	1	State Fiscal Year	\$540000	\$1200000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Varies (Planning Activities)	HSIP Planning Activities	Planning and Administration	All
Job 012451 - Traffic Safety Planning Studies & Project Development (S)	Miscellaneous	Transportation safety planning	4	Consultant Planning & Project Development	\$3525871	\$3917634	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	Varies (Planning Activities)	HSIP Planning Activities	Other	All
Job 012533 - K - 12 Safety Education Program (S)	Miscellaneous	Miscellaneous - other	1	Safety Campaign (Education)	\$450000	\$500000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	N/A (Educational Activities)	Educational Campaign	Educational Campaign	Younger Drivers

Pavement Preservation and Friction Treatment jobs that include multiple bundled highway segments show "0" AADT.

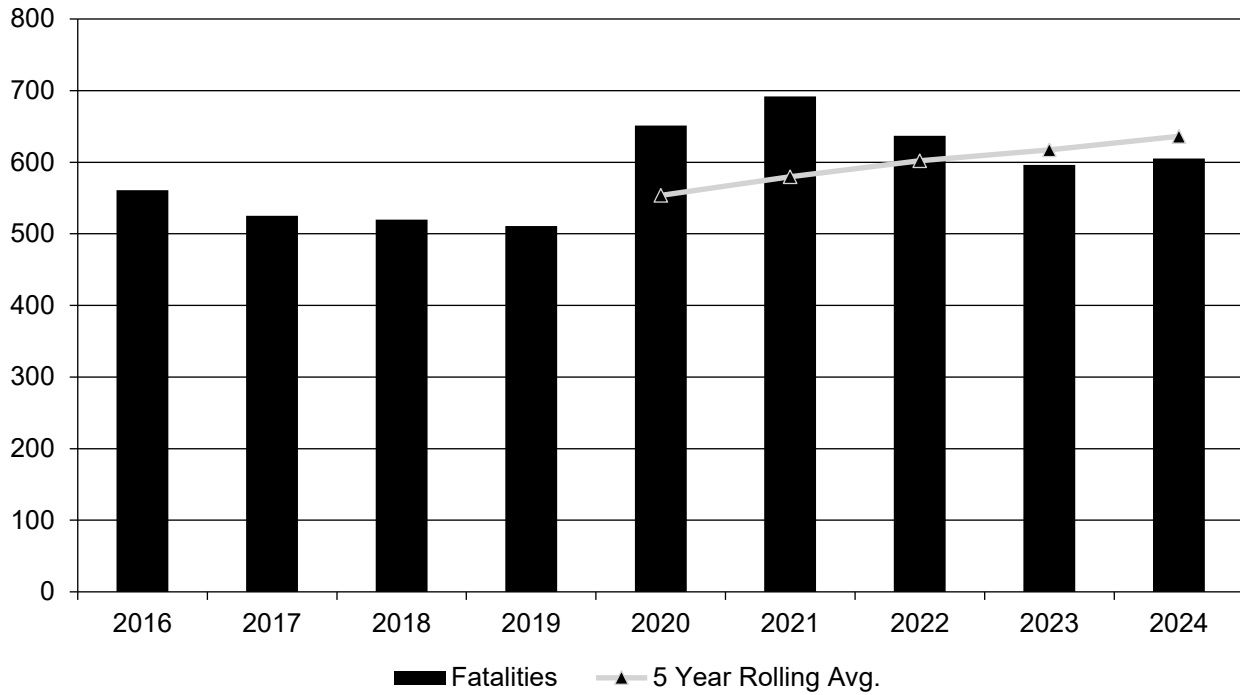
Safety Performance

General Highway Safety Trends

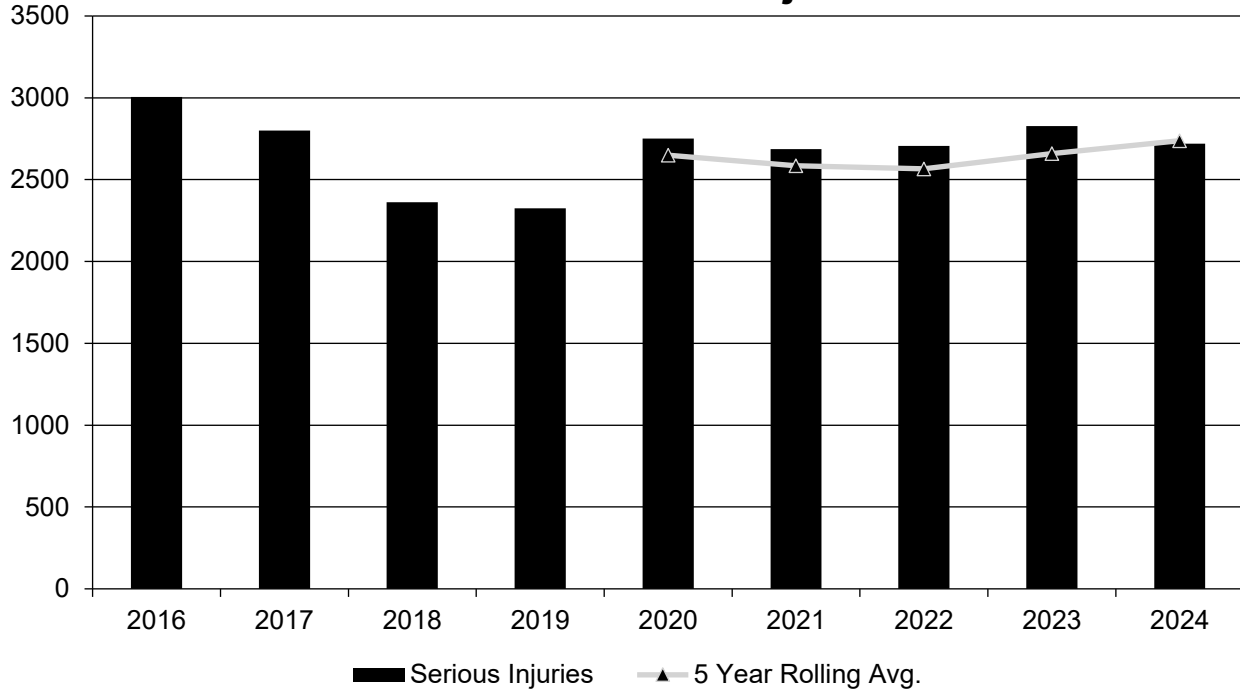
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	561	525	520	511	651	692	637	596	605
Serious Injuries	3,005	2,800	2,362	2,325	2,751	2,686	2,707	2,827	2,720
Fatality rate (per HMVMT)	1.569	1.443	1.418	1.377	1.919	1.801	1.653	1.524	1.529
Serious injury rate (per HMVMT)	8.404	7.695	6.440	6.267	8.110	7.096	7.026	7.230	6.873
Number non-motorized fatalities	53	51	67	66	88	88	85	90	70
Number of non-motorized serious injuries	89	125	157	150	186	182	179	196	227
Number of non-motorized fatalities and serious inj	142	176	224	216	274	270	264	286	297

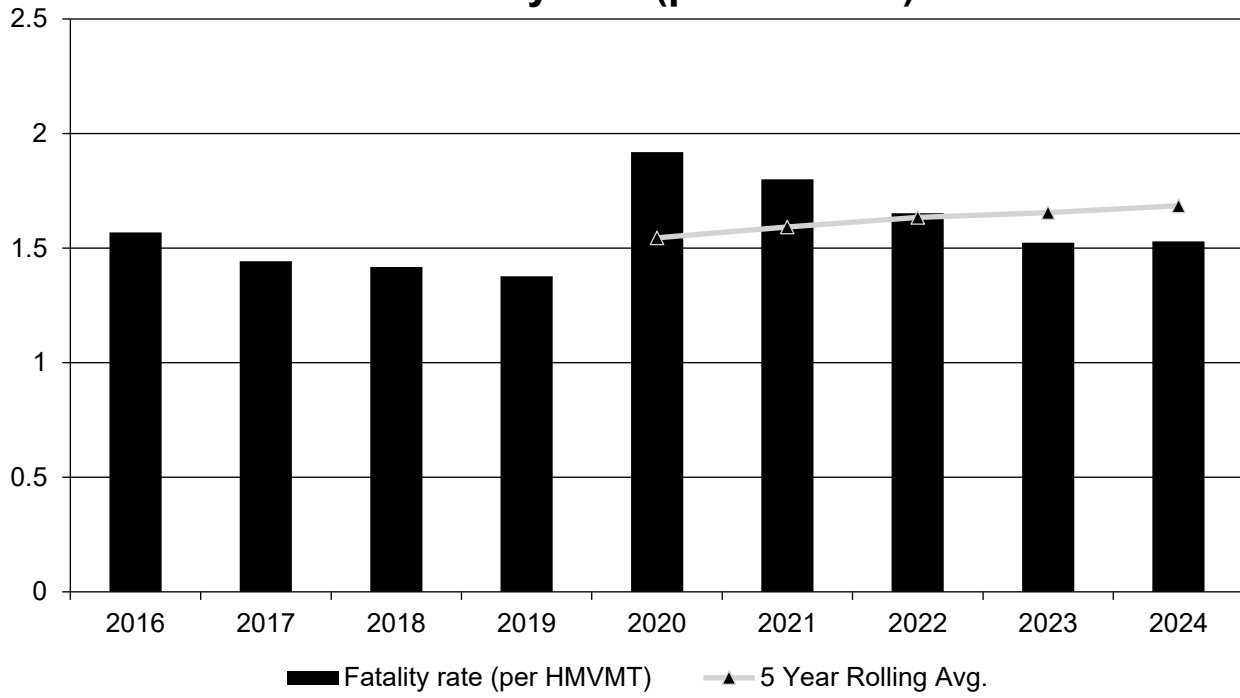
Annual Fatalities



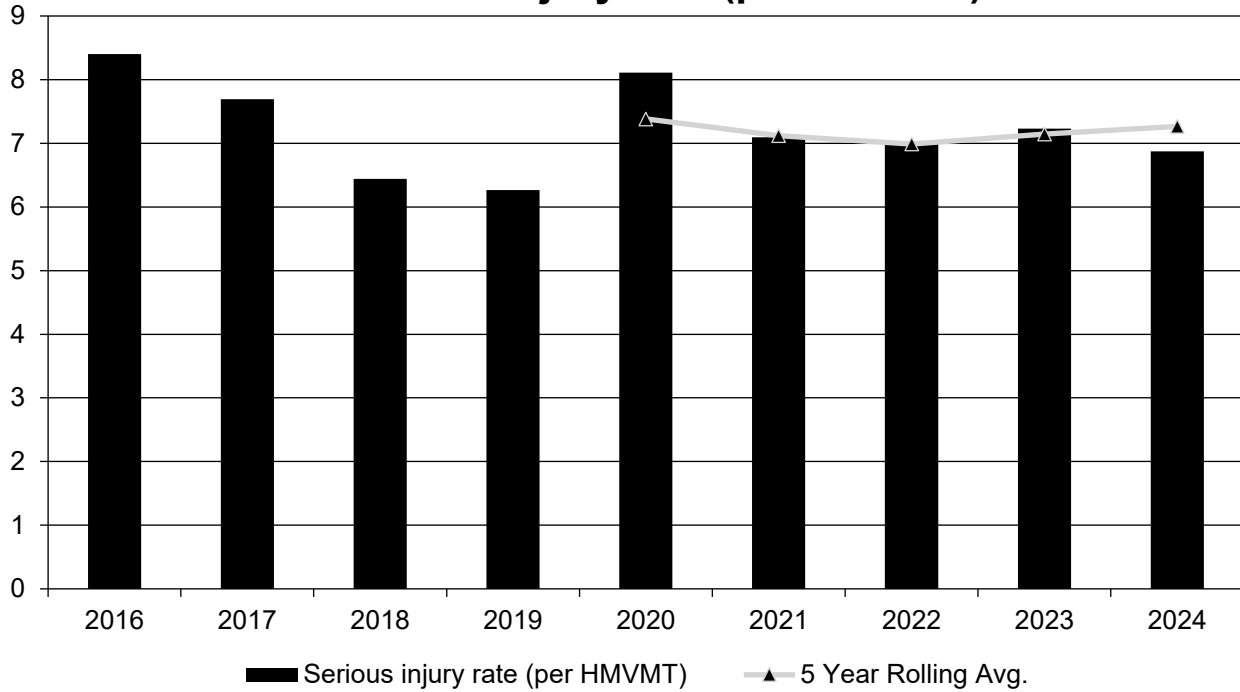
Annual Serious Injuries



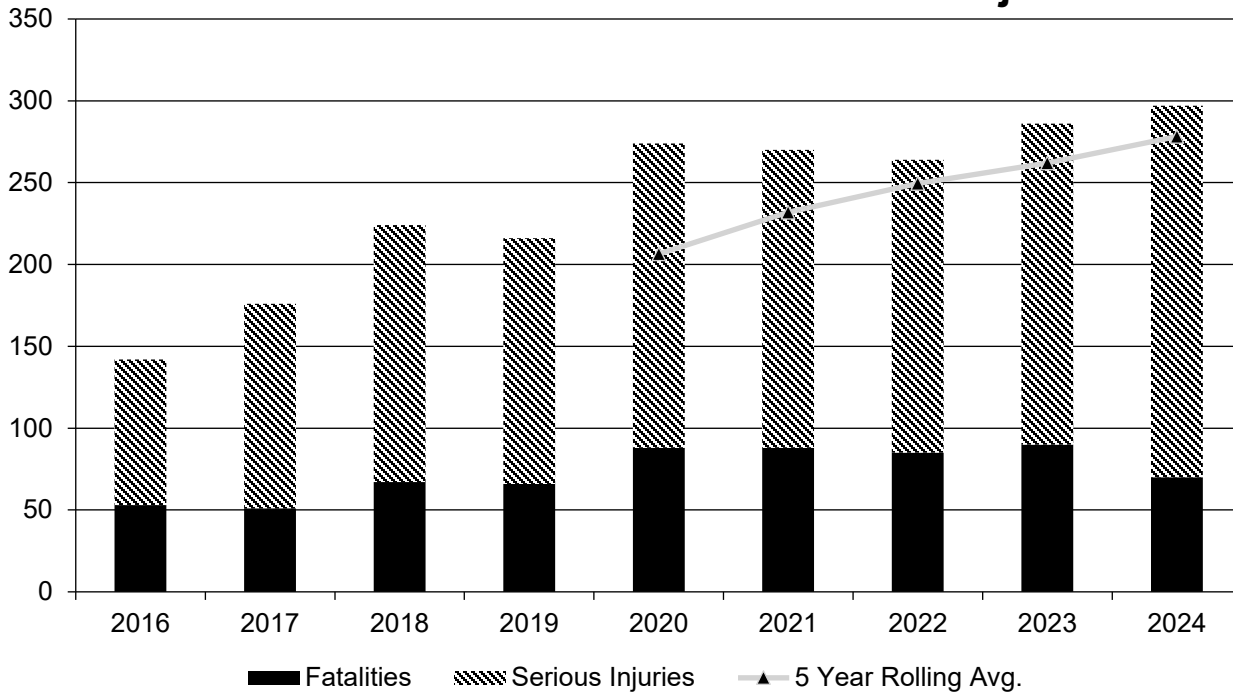
Fatality rate (per HMVMT)



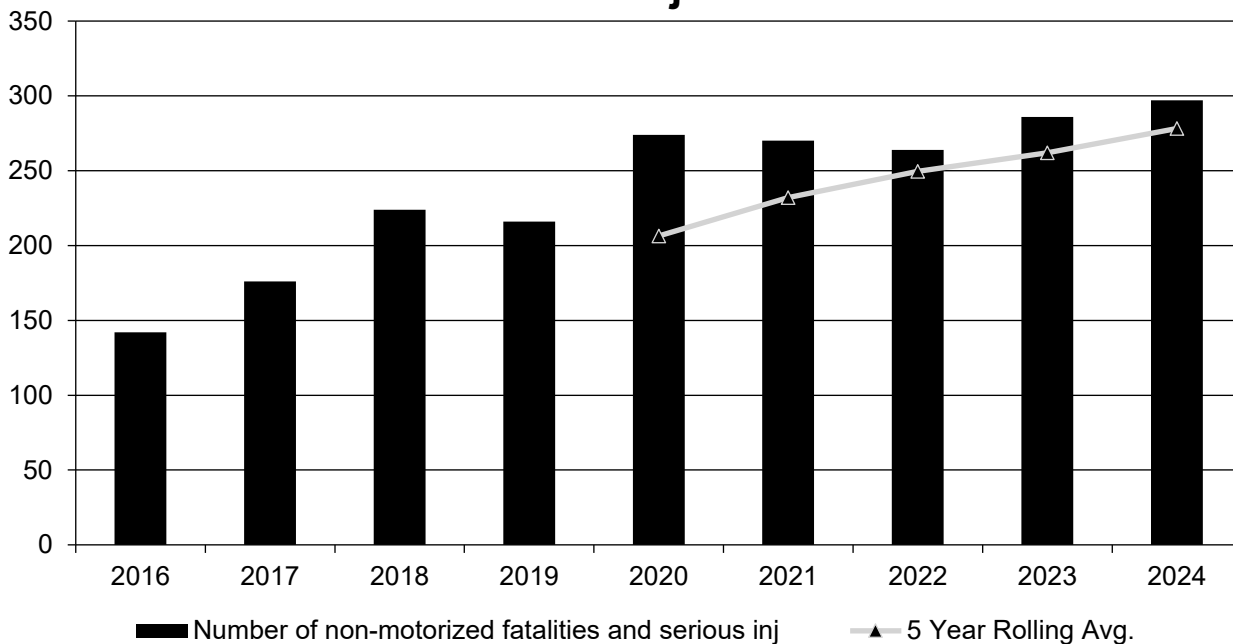
Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



Number of non-motorized fatalities and serious inj



Describe fatality data source.

Other

If Other Please describe

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National Safety Council, FARS, FARS ARF, and ARDOT

The number of fatalities and fatality rates are based on the best available data, including ARDOT crash data, the Fatality Analysis Reporting System (FARS), the FARS Annual Report File (ARF), and the National Safety Council (NSC) for 2024. The values for suspected serious injuries, suspected serious injury rates, and non-motorized suspected serious injuries for 2020-2024 are developed by ARDOT from crash records submitted to ASP. The number of non-motorized fatalities for 2024 is derived by ARDOT from crash records submitted to ASP. The Annual Vehicle Miles Traveled (VMT) for 2020-2023 comes from the FHWA VM-2 table. The 2024 Annual VMT comes from the ARDOT Highway Performance Monitoring System (HPMS) submittal.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2024

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	40.8	110.6	0.92	2.49
Rural Principal Arterial (RPA) - Other Freeways and Expressways	2.6	4.8	0.82	1.46
Rural Principal Arterial (RPA) - Other	88.4	270.6	2.36	7.21
Rural Minor Arterial	83.6	268	3.02	9.68
Rural Minor Collector	19.2	69	2.6	9.39
Rural Major Collector	93.4	382.2	2.61	10.69
Rural Local Road or Street	34	166.6	1.4	6.84
Urban Principal Arterial (UPA) - Interstate	54.4	151.4	0.9	2.52
Urban Principal Arterial (UPA) - Other Freeways and Expressways	11.6	33	1.17	3.33
Urban Principal Arterial (UPA) - Other	65.8	359	1.78	9.72
Urban Minor Arterial	71.8	461.8	1.58	10.07
Urban Minor Collector	1.2	10	1.57	12.52
Urban Major Collector	34.4	191.4	1.69	9.39

2025 Arkansas Highway Safety Improvement Program

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Urban Local Road or Street	29.8	224.4	1.26	9.43

2025 Arkansas Highway Safety Improvement Program

Year 2023

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	466.6	1,758.8	1.7	6.41
County Highway Agency	65.8	283.2	1.67	7.16
Town or Township Highway Agency				
City or Municipal Highway Agency	68.6	496.6	1.05	7.62
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Provide additional discussion related to general highway safety trends.

Arkansas law enforcement agencies began tracking crashes using an electronic system (eCrash) in July 2015. Paper-based crash reporting was used prior to that time. Local law enforcement agencies are required to submit crash reports to the ASP; however, after using eCrash, it became apparent that many agencies were not consistently submitting crash reports. Between 2015 and 2022, 298 of 359 agencies began using eCrash, and some other agencies selected an alternate electronic crash reporting system. With better reporting, crash data has become standardized, and the number of crashes being reported has increased. Beginning in 2022, ARDOT offered a \$2.4 million grant through the ASP to assist local agencies with purchasing the hardware necessary to use eCrash; however, it was underutilized in SFY 2024. Crash trend analyses remain skewed as more agencies begin using eCrash and consistently reporting crash data.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2026 Targets *

Number of Fatalities:694.0

Describe the basis for established target, including how it supports SHSP goals.

Arkansas safety performance targets are set based on a review of previous performance measure trends. The target setting process also considers external factors to account for non-infrastructure reasons that systemwide safety performance changes.

For this reporting period, the rolling averages are still influenced by the COVID-19 pandemic, and significant uncertainty remains in how long-term trends will emerge out of this unique situation. Given this uncertainty, ARDOT is retaining its calendar year (CY) 2025 **Number of Fatalities** target for CY 2026. Long-term, ARDOT continues to pursue safety improvements, particularly in the areas of roadway departures, intersections, and non-motorists, that will reduce the number of fatalities on Arkansas roadways.

Number of Serious Injuries:2816.6

Describe the basis for established target, including how it supports SHSP goals.

Arkansas safety performance targets are set based on a review of previous performance measure trends. The target setting process also considers external factors to account for non-infrastructure reasons that systemwide safety performance changes.

For this reporting period, the rolling averages are still influenced by the COVID-19 pandemic, and significant uncertainty remains in how long-term trends will emerge out of this unique situation. Given this uncertainty, ARDOT is retaining its CY 2025 **Number of Serious Injury** target for CY 2026. Long-term, ARDOT continues to pursue safety improvements, particularly in the areas of roadway departures, intersections, and non-motorists, that will reduce the number of serious injuries on Arkansas roadways.

Fatality Rate:1.854

Describe the basis for established target, including how it supports SHSP goals.

Arkansas safety performance targets are set based on a review of previous performance measure trends. The target setting process also considers external factors to account for non-infrastructure reasons that systemwide safety performance changes.

For this reporting period, the rolling averages are still influenced by the COVID-19 pandemic, and significant uncertainty remains in how long-term trends will emerge out of this unique situation. Given this uncertainty, ARDOT is retaining its CY 2025 **Fatality Rate** target for CY 2026. Long-term, ARDOT continues to pursue safety improvements, particularly in the areas of roadway departures, intersections, and non-motorists, that will reduce the rate of fatalities on Arkansas roadways.

Serious Injury Rate:7.686

Describe the basis for established target, including how it supports SHSP goals.

2025 Arkansas Highway Safety Improvement Program

Arkansas safety performance targets are set based on a review of previous performance measure trends. The target setting process also considers external factors to account for non-infrastructure reasons that systemwide safety performance changes.

For this reporting period, the rolling averages are still influenced by the COVID-19 pandemic, and significant uncertainty remains in how long-term trends will emerge out of this unique situation. Given this uncertainty, ARDOT is retaining its CY 2025 **Serious Injury Rate** target for CY 2026. Long-term, ARDOT continues to pursue safety improvements, particularly in the areas of roadway departures, intersections, and non-motorists, that will reduce the rate of serious injuries on Arkansas roadways.

Total Number of Non-Motorized Fatalities and Serious Injuries:307.1

Describe the basis for established target, including how it supports SHSP goals.

Arkansas safety performance targets are set based on a review of previous performance measure trends. The target setting process also considers external factors to account for non-infrastructure reasons that systemwide safety performance changes.

Emerging challenges have impacted non-motorized road user safety. Examples of these challenges include higher travel speeds and vehicle design trends that potentially increase the severity of pedestrian crashes. While ARDOT is striving for long-term reductions in non-motorized fatalities and serious injuries, the **Non-Motorized Fatalities and Serious Injuries** target acknowledges the reality of these emerging challenges.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

ARDOT continuously works with its safety partners, including the eight metropolitan planning organizations (MPOs) and the Arkansas State Police Highway Safety Office (HSO), in promoting safe transportation throughout Arkansas. Both the HSO and the eight MPOs were provided the opportunity to comment on these statewide targets. Upon adoption of these targets, ARDOT will further work with the eight MPOs as they adopt these targets or set their own.

Does the State want to report additional optional targets?

No

Arkansas does not have targets in addition to the five HSIP performance measures.

Describe progress toward meeting the State's 2024 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	698.5	636.2
Number of Serious Injuries	2775.7	2738.2
Fatality Rate	1.854	1.685
Serious Injury Rate	7.686	7.267

2025 Arkansas Highway Safety Improvement Program

Non-Motorized Fatalities and Serious Injuries	266.8	278.2
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Based on data available at the time of reporting, ARDOT will satisfy four of its five safety performance targets for CY 2024. Actual values for non-motorized fatalities and serious injuries were slightly higher than targets. Continued non-motorist safety challenges, like increased speeds and vehicle design trends, have resulted in a higher number of non-motorized fatalities and serious injuries.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Does the VRU Safety Special Rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2018	2019	2020	2021	2022	2023	2024
Number of Older Driver and Pedestrian Fatalities	76	84	93	97	90	87	102
Number of Older Driver and Pedestrian Serious Injuries	199	227	223	214	271	261	291

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

While year-to-year variations occur, the number of fatalities and serious injuries have been trending slightly downwards since the COVID-19 pandemic. External factors like increasing travel distances, law-enforcement staffing, and recent legislation (like higher speed limits and legalized medicinal marijuana) have impacted progress in reducing fatalities and serious injuries.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- HSIP Obligations
- Increased awareness of safety and data-driven process
- More systemic programs

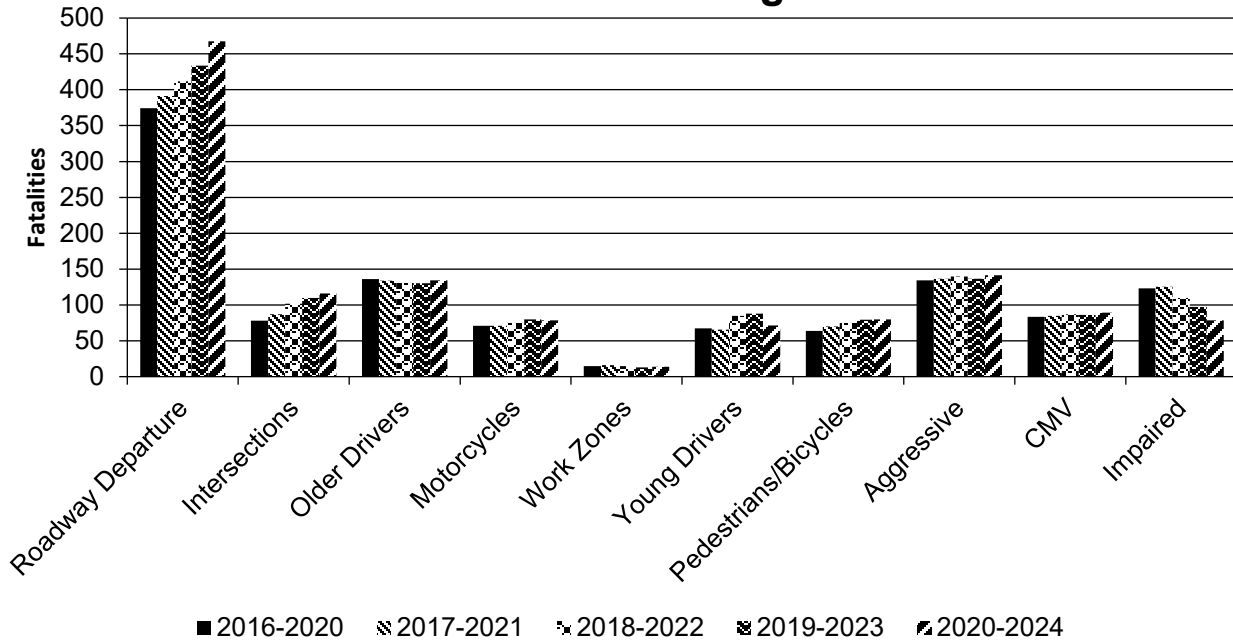
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

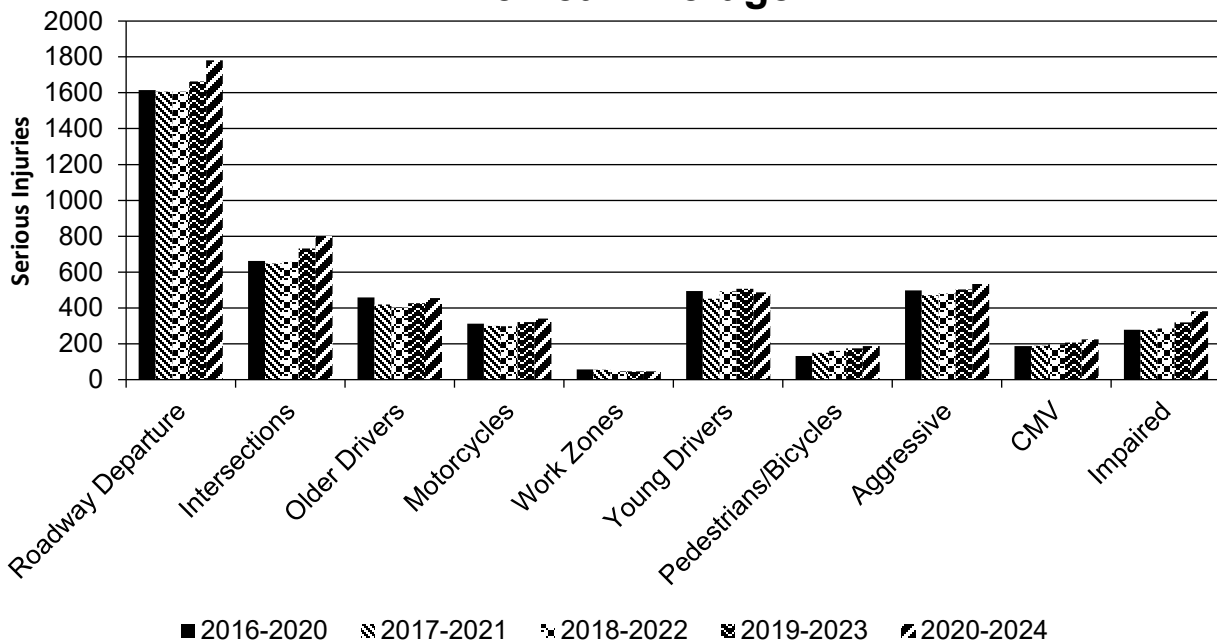
Year 2024

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Run-off-road	467.6	1,780.2	1.18	4.5
Intersections	Intersections	116	801.8	0.29	2.03
Older Drivers	All	134.2	455.6	0.34	1.15
Motorcycles	All	78.4	340	0.2	0.86
Work Zones	All	13.8	47	0.03	0.12
Young Drivers	All	71.4	487.2	0.18	1.23
Pedestrians/Bicycles	All	79.8	188	0.2	0.48
Aggressive	All	141.6	534.2	0.36	1.35
CMV	All	89	224	0.22	0.57
Impaired	All	78.6	381.6	0.2	0.96

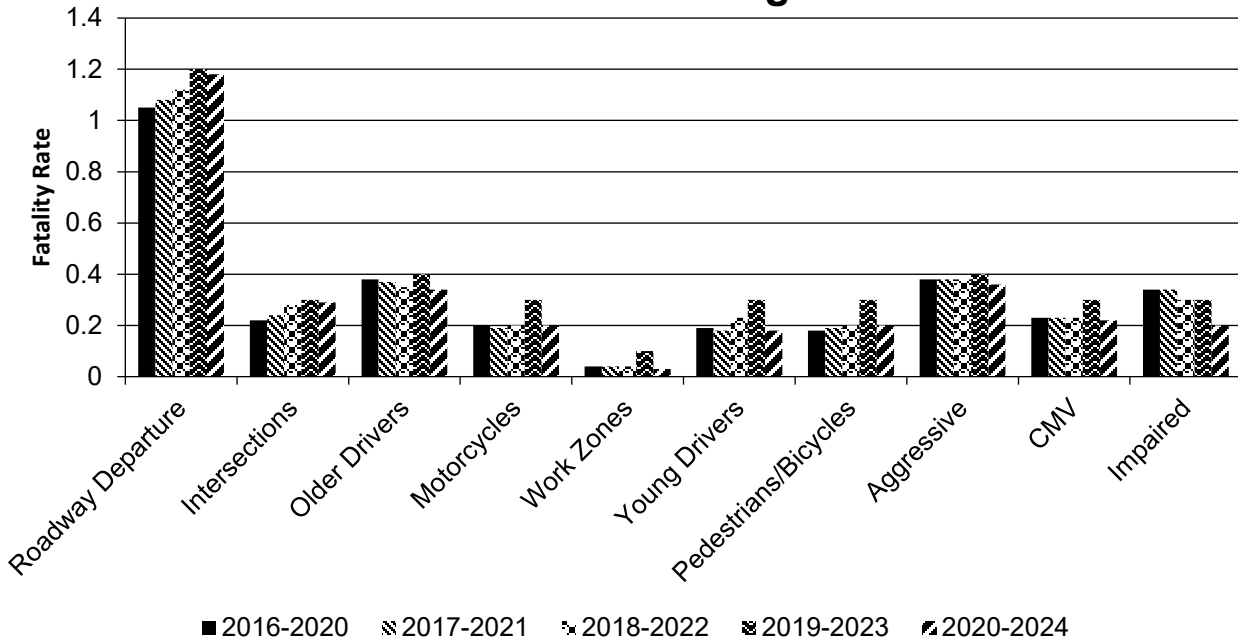
Number of Fatalities 5 Year Average



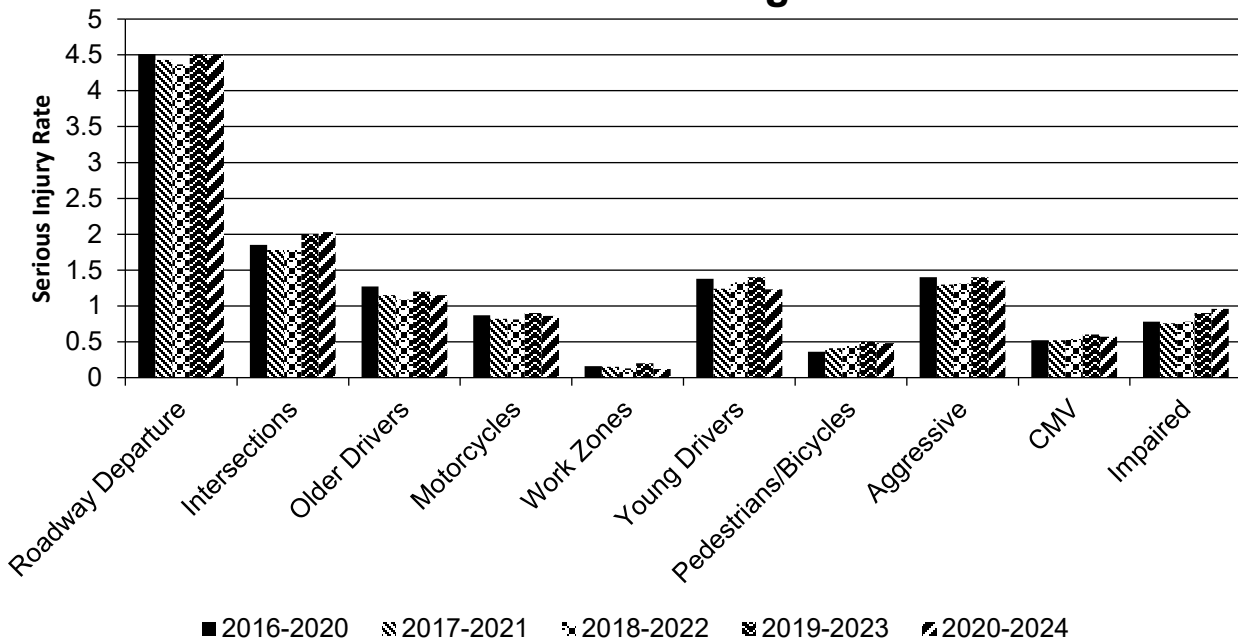
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Compliance Assessment

What date was the State’s current SHSP approved by the Governor or designated State representative?

06/14/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2027

When does the State anticipate completing it’s next SHSP update?

2027

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					100	100		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]										
Functional Class (19) [19]	100	100					100	100	100	100	

2025 Arkansas Highway Safety Improvement Program

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	100								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	50		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
	INTERSECTION	Unique Junction Identifier (120) [110]			100	100					
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			100	95						
	Intersection/Junction Traffic Control (131) [131]			100	95						
	AADT for Each Intersecting Road (79) [81]			100	50						
	AADT Year (80) [82]			100	50						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		94.44	94.44	100.00	86.25	100.00	100.00	100.00	94.44	100.00	100.00

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

SEGMENTS

- ARDOT has the methodology in place to determine the compass direction to meet MIRE FDE requirement for state routes. It is scheduled to be implemented in the Road Inventory database by the fall of 2025.
- ARDOT will be utilizing aerial imagery and street view to determine the number of through lanes and surface type on the local paved system. Additionally, some local governments have that information in their road inventory that could also be utilized.
- ARDOT's Traffic Data Management System (TDMS) has generated the estimated paved local road traffic for the MIRE FDE requirement. Those estimates are being reviewed since this is the first year those have been created.
- ARDOT has a robust road inventory database in place that already meets many of the MIRE FDE requirements.

2025 Arkansas Highway Safety Improvement Program

INTERSECTIONS

- ARDOT purchased RIZING Geospatial's Intersection Manager software in the Fall of 2017. This software utilizes all public road LRS or ARNOLD to generate intersections. It provides the unique identifier, identifies the crossing routes, calculates the approach segments/angle, and allows for us to enter the junction geometry and traffic control present.

INTERCHANGES

- ARDOT has developed an Interchange/Complex Intersection dataset that will serve as a parent/child relationship with intersections.
- The geometry for these areas is a polygon that encompasses all intersections and approach segments.
- We are currently using ArcGIS Enterprise tool to draw polygons through ArcGIS Portal web application that writes features and attributes back to SQL.

Below are the tools that are being utilized to collect/report the needed MIRE FDEs currently:

- Video Log: Can be used for collecting certain roadside elements.
- RIZING Intersection Manager
- ESRI - ArcMap/ArcGIS Online/ArcGIS Field Maps/ArcGIS Enterprise

Optional Attachments

Program Structure:

[ARDOT Official HSIP Process Signed 2-8-2023.pdf](#)

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.