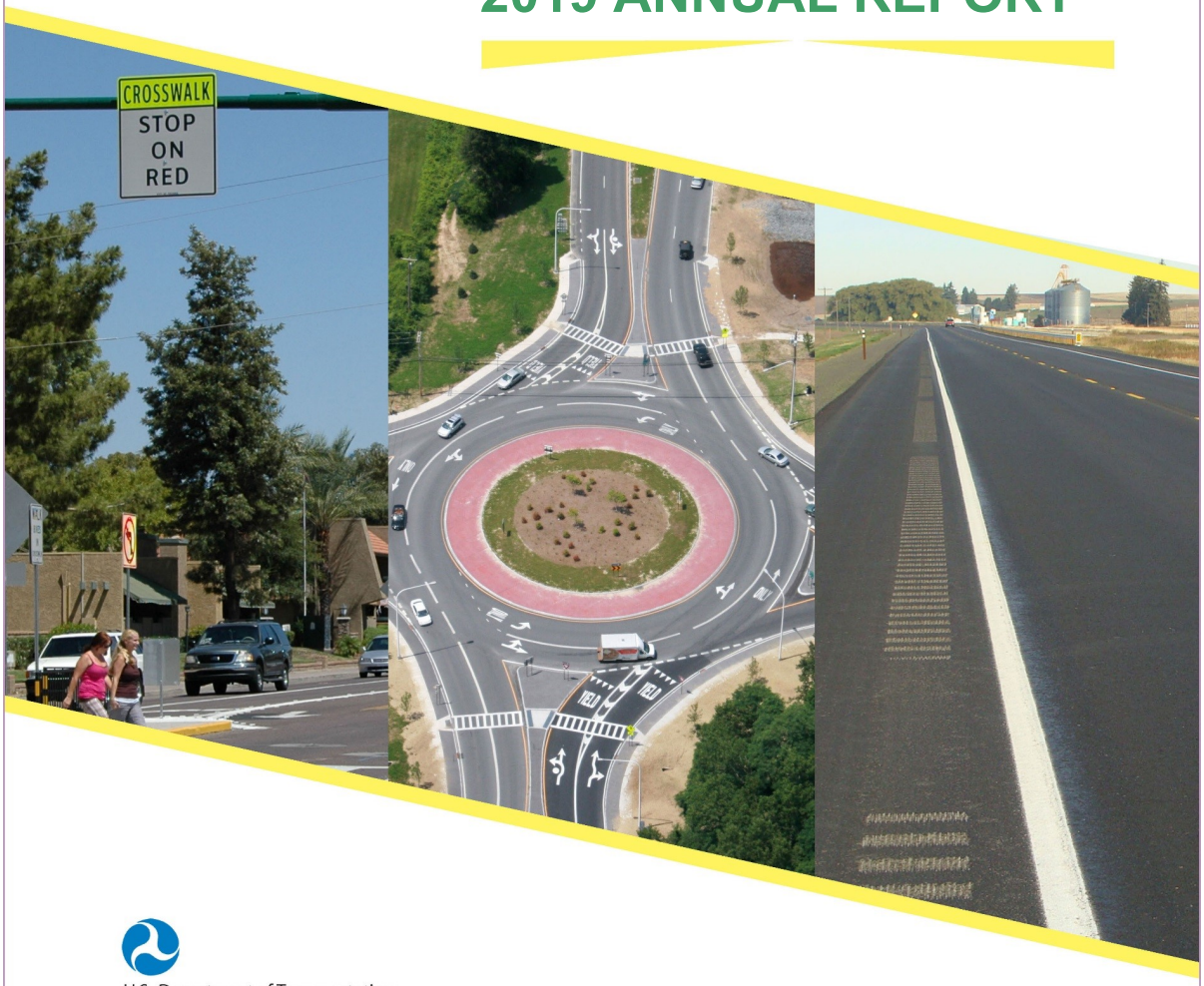
ARKANSAS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Table of Contents

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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. 409 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 a Highway Safety Improvement Program (HSIP) Annual Report for State Fiscal Year 2019 (July 1, 2018 through June 30, 2019). The format of this report is consistent with the reporting guidelines issued by the Federal Highway Administration on February 13, 2013. Some notable accomplishments are as follows:

- A Local road safety program is in development for the Highway Commission's approval. It will help the local agencies to improve safety on local roads.
- The second set of statewide HFST projects are nearing completion, and a third pavement friction improvement study is under development.
- A Statewide guardrail project is in development to upgrade substandard guardrails to meet the MASH standards on NHS routes.
- A new round of Cable Median Barrier installation has been approved to continue to reduce and eliminate KA crashes on Interstates and other high speed highways.
- While not directly related to the HSIP program, ARDOT has now made retroreflective signal backplates a standard item on all ARDOT projects involving signal work.
- Two rural roundabout projects are anticipated to be let in September 2019.
- A systemic, low-cost unsignalized intersection project is under development.
- A systemic low-cost, Y-type intersection project is under development.
- The pavement preservation program was used to accomplish shoulder widening and rumble strip installation along various routes where crash history showed such improvements would be effective.
- A new HSIP Process has been developed and is under administration review.
- Several safety analysis tools are being examined for possible use at ARDOT.
- Online data query tools and dashboards are being developed for possible public use.
- A SHSP tracking tool has been developed for use in tracking emphasis area action plans and projects.
- ARDOT has had an initial meeting regarding a Roadway Data Improvement Plan and is in the initial stages of obtaining buy in by the administration.
- ARDOT has a pilot program with Abley to examine the possibilities of using this product for analyzing horizontal curves.

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 ARDOT HSIP process is structured to be consistent with the following requirements specified in 23 CFR 924 and the procedures outlined in the HSIP Manual i.e. Planning (23 CFR 924.9), Implementation (23 CFR 924.11), and Evaluation & Reporting (23 CFR 924.13 and 23 CFR 924.15). It should be noted that the state SHSP influences decisions made during each step of the HSIP process. The HSIP process is developed with the consideration of the relationships and interactions between the SHSP and HSIP according to the 1st edition of HSIP Manual published in January, 2010.

COUNTERMEASURE IDENTIFICATION

Identifying high-risk corridors, roadway segments, locations, etc., is a critical part of the road safety improvement analysis process. However, the analysis task is not complete until contributing factors are identified and appropriated, and effective countermeasures are selected and prioritized.

Analyze Data

High risk locations identified through the problem identification process as well as requests from A R DOT officials, A R DOT Divisions and District Offices, public officials, and other interested parties provide a basis for conducting engineering studies and crash analyses. A network screening tool has also been developed that is used to rank corridors and intersections based on total and KA crash rates. The ranking is used to prioritize the list of facilities according to their safety conditions. These facilities are then further grouped based on functional and area classifications. This list will be updated as new crash data becomes available or on yearly basis, whichever is more relevant. This network screening tool is being enhanced since the completion of ARNOLD LRS and will eventually include intersections on all public roads.

Following the list created from network screening, the analysis of the higher risked locations will be conducted by closely examining the crash data. A crash map is created for the study location which shows the types and severities of crashes occurred in the area. The following factors are then considered for the analysis of crash data and diagnosing the safety problems

- Crash type
- Contributing crash factors
    - Roadway factors
    - Human factors
    - Vehicle factors

    - Environmental factors
- Crash pattern analysis
- Collision diagram for intersection analysis

Identify Potential Countermeasures

Once the crash data has been reviewed and assessed, some of the results will be forwarded to other safety partners who are involved in the SHSP for consideration of behavioral countermeasures. Others are considered for infrastructural improvements. Some of the countermeasures may include low-cost safety improvements such as signing, striping or rumble strips. In other cases, major improvements in a corridor or at a hotspot may be recommended for roadway realignment, or widening based on the specific needs.

Countermeasures are recommended specifically for a location based on a corridor or intersection safety study. This type of study analyzes crash statistics, types, severities, etc. and identifies appropriate safety treatments for the study area. Additionally, systemic studies are conducted which are based on specific types of crashes and/or facilities. In contrast to the spot studies which manage risk at certain locations, systemic studies take a broader view and evaluate safety condition across the entire system of highways. Examples of risk factors in a systemic study could be the skew angle of intersections, median types, and presence of signal Backplates. A systemic study can also target a specific type of crash across the roadway system; for example, system-wide improvements such as installation of rumble strips, median cable barriers, curve delineators, etc., may be recommended to address roadway departure crashes.

Assess Site Conditions

After potential countermeasures have been identified, the Maintenance Division is contacted if necessary to conduct an on-site review of the identified treatments resulting from the crash analysis. After their recommendations are received, a more thorough site visit is performed by a multidisciplinary team. The team consists of participants from Design, Planning, Maintenance, Research, Highway Police, and Construction. Environmental and Right-Of-Way are also invited if their input is necessary in the project development.

The on-site assessment is typically conducted during the time of day that can reflect the safety problem. Information such as the roadway geometry, lane/shoulder width, access, sight distance, operations, traffic, the existing traffic control devices, etc., is collected. The purpose of the on-site review is to:

- confirm the previous analysis and proposed countermeasures based on ;
- identify additional conditions which may have contributed to the crash; and
- identify any other countermeasures that would address the existing safety risks.

Assess Countermeasure Effectiveness (Economic Appraisal)

Once a set of countermeasures or potential solutions are identified, the list must be prioritized based on the results of an economic appraisal (benefit-cost analysis) and pared to meet existing resources. To accomplish the prioritization of improvements, effectiveness of the countermeasures should be evaluated.

Cost of the proposed countermeasures are estimated using the available Department's cost-per-mile sheet, and unit-price sheets, which are developed based on the past projects and contracts. Roadway Design division is contacted to provide a more accurate cost estimate for each countermeasure. Through coordination with Roadway Design, the costs of the recommended treatments are finalized and used in the economic appraisal process.

This process includes the estimation of a monetary value for the potential benefits of implementing the countermeasures. The benefits of each countermeasure is estimated by using the CMFs reported in various sources including but not limited to the CMF-Clearinghouse website, HSM, research studies, and in-house past

projects evaluations. The change in the expected crash number associated with each countermeasure is then converted into monetary values according to the comprehensive crash costs for each severity level reported in the HSM. These costs are further adjusted based on socio-economic factors such as the consumer price index (CPI) and Employee Cost Index (ECI) to count for the inflation and changes in economic fluctuations. The “KABCO” injury scale developed by the National Safety Council (NSC) has been frequently used by law enforcement for classifying injuries. The crash costs based on the KABCO scale can also be found from NSC or FHWA. ARDOT is also working with the Arkansas Department of Health on a project to further validate our injury severities with hospital ICD codes.

Where is HSIP staff located within the State DOT?

Planning

ARDOT is centralized and the central office is divided into several divisions. The HSIP staff who are mainly in the section of Traffic Safety is located in the Transportation Planning and Policy Division.

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data

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. Systemic projects are usually prioritized over spot projects.

An analysis may also be initiated based on the requests received from the public or local agencies.

ARDOT is in the process of developing a local road safety program which will require local agencies to compete for HSIP funds based on the type of projects submitted to the central office. These projects will be screened and ranked for prioritization.

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

To address safety concerns on local roads, the ARDOT continues to provide technical assistance and training programs on safety issues to local governments through its efforts by System Information and Research Division staff and the Technology Transfer Program. The ARDOT continues to coordinate with the Arkansas State Police through the Traffic Records Coordinating Committee and has implemented eCrash and the Advance program that allows law enforcement agencies and other State and local agencies to have better access to crash data on all public roads, and run analytics and produce reports on numerous aspects of the crash data.

ARDOT has completed the All Public Roads Linear Referencing System (ARNOLD) to meet the federal requirement . ARNOLD will allow for crash locations to be recorded on all public roads within the state of Arkansas vs only locating on the federal aid system that was previously being done. A ll public roads are now reflected on the LRS. Queries are able to be performed on all public roads so that analysis can be done on any road in the LRS.

ARDOT currently utilizes ARNOLD to generate a point every 100 ft. along the road centerlines and dual carriage ways and will carry the roadway attributes as well as the log mile and lat/long for the point location. These points are used within eCrash so that law enforcement can more easily identify a crash location and have the road attribute data needed for the crash report. ARDOT will be enhancing this system by providing Roadway Inventory Data for each of these points in the future.

ARDOT is also in the process of developing a local road safety program policy that will allow the department to annually allocate a portion of HSIP funds for safety projects on local roads. The amount of allocated HSIP funds will be presented in the annual project solicitation. Half of the funds will be awarded to systemic/systematic projects while the other half will be awarded to hot spot projects. Local public agencies (LPAs) may apply to the LRSP for systemic or hot spot safety projects on the roads and streets within their jurisdiction. Additionally, universities may apply for projects on institutional routes maintained by the Department. If an LPA is awarded LRSP funds, they are required to provide a match at 10 percent of the project's construction cost. The Department and its partners will provide training opportunities for LPAs to assist them in developing good safety projects. Currently, two classes offered by the Center for Training Transportation Professionals (CTTP) will assist LPAs in project development: Safety Countermeasures for Local Roadways and Guide for Traffic Signs, Marking, and Signals.

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

- Design
- Districts/Regions
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

Describe coordination with internal partners.

Coordination with internal partners, along with the Highway Safety Office (HSO) and the eight Metropolitan Organizations (MPOs) across the State, occurs on different levels. Design, planning, maintenance, operations, MPOs, and the HSO are all on the SHSP Steering committee. Coordination has also taken place when addressing other safety improvement programs such as work zone safety, roadway departure safety, and in the identification of infrastructure and non-infrastructure projects. Traffic Safety and Maintenance work together to address the spot treatments due to fatal and serious injury crashes.

ARDOT is not required to have a High Risk Rural Road Program but chooses to do so anyway. This process is done in coordination with the Traffic Safety Section, Maintenance Division and with the 10 ARDOT Districts. Traffic Safety finds possible trouble areas through use of data analysis. The areas are then turned over to the Maintenance Division for a field review to determine if any low cost safety measures could be implemented. Based on the Maintenance Division's recommended improvements the Districts are then involved in implementation of the low cost safety measures.

Traffic Safety performs the preliminary scope of safety improvements on corridor jobs according to the HSM guidelines to help with the design process. This scope also incorporates comments from site visits that includes representatives from the other Divisions such as the Roadway Design Division, the Maintenance Division, the System Information and Research Division and the Environmental Division, and the Districts. When the study and job is approved by the Chief Engineer and the Highway Commission, respectively, Roadway Design further looks into it. If there is any need of change in the scope, Traffic Safety is informed about it. This results in review of the change based on the benefit-cost analysis and Traffic Safety responds back accordingly. If there are significant amount of changes i.e. more than 2 million dollars, that usually requires the Chief Engineer's approval. Traffic Safety also works on the development of specification for the new countermeasures to make sure their installation is correct. This requires input from the other aforementioned Divisions including the Construction Division as necessary.

For major safety projects such as statewide sub-programs, the Roadway Design Division, the Maintenance Division, the Districts, the System Information and Research Division and the Environmental Division are

involved to help finalize the scope of these projects in coordination with the Traffic Safety Section. Most of the project and specification development is done by the Traffic Safety section for these kind of jobs.

Final corridor and sub-program job scopes are developed in collaboration with FHWA.

Identify which external partners are involved with HSIP planning.

- 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 internal partners, along with the external partners such as Highway Safety Office (HSO) and the eight Metropolitan Organizations (MPOs) across the State, occurs on different levels. Design, planning, maintenance, operations, MPOs, and the HSO are all on the SHSP Steering committee. Coordination has also taken place when addressing other safety improvement programs such as work zone safety, roadway departure safety, and in the identification of infrastructure and non-infrastructure projects.

The Maintenance Division and the Traffic Safety Section will often meet with local agencies and officials when conducting a field review in a local jurisdiction to gather their input.

Traffic Safety partners with the Highway Safety Office on numerous projects resulting from the Traffic Records Coordinating Committee. An example of this is a project currently in progress to provide the necessary equipment and training to local law enforcement agencies for eCrash.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

The Traffic Safety Section (TSS) at ARDOT manages the HSIP. TSS continued to use the Highway Safety Manual (HSM) on case by case basis. TSS now has four engineers working on different safety programs. Prior to May 2011, TSS did not have an engineer. TSS has marketed the SHSP (approved by FHWA in July 2017) with a focus on TZD through the Arkansas Highways Magazine, idrivearkansas.com and tzdarkansas.org. The research for calibration of the HSM Safety Performance Functions for the state of Arkansas has been completed, although the lack of quality data yielded unreliable results. Additionally, TSS is continuing other efforts to improve data analysis processes and tools. ARDOT continued to be a member State in the Evaluation of Low-Cost Safety Improvements Pooled Fund Study. An HSIP Evaluation Peer Review meeting was held during the 2018 Federal Fiscal Year. ARDOT is in the process of updating the HSIP Process document based on the information learned from this effort and the new HSIP guidelines. In 2017 Arkansas updated the Strategic Highway Safety Plan for the State. This process was done in coordination with a steering committee which encompassed many stakeholders from the four E's with representatives from many government agencies as well as private industries. Action plans were developed by sub-committees for each emphasis area. These action plans will be tracked in an ongoing fashion throughout the life of the plan.

Program Methodology

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

Yes
FileName:
AHTD HSIP-Process-2011-07.pdf

Updated HSIP process document comments have been addressed. Final review currently underway.

Select the programs that are administered under the HSIP.

- Intersection
- Low-Cost Spot Improvements
- Median Barrier
- Roadway Departure
- Rural State Highways
- Segments
- Shoulder Improvement
- Skid Hazard
- Wrong Way Driving
- Other-Pavement Marking Improvements
- Other-Crash Data
- Other-Roundabouts
- Other-Guardrail

Program: Intersection

Date of Program Methodology:7/1/2017

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	Exposure	Roadway
Fatal and serious injury crashes only	Volume	Functional classification

What project identification methodology was used for this program?

- Crash frequency

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?

- Competitive application process

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
Cost Effectiveness:2

Program: Low-Cost Spot Improvements

Date of Program Methodology:1/25/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Systemic safety improvements

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only Other-Based on the suggested treatments (roadway departure crashes, wet pavement crashes, severe crashes, wrong-way crashes)	Traffic	Horizontal curvature Functional classification

What project identification methodology was used for this program?

- Crash frequency

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-Based on the study and analysis memo from TS in Planning Division

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

Available funding:2
Cost Effectiveness:1

Program: Median Barrier

Date of Program Methodology:6/1/2019

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic	Median width Functional classification

What project identification methodology was used for this program?

- Other-Systemic approach

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-The process is consistent with the AHTD HSIP process adopted in 2011.

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:2
Available funding:4
Cost Effectiveness:2
Other-Systemic-risk based:1

Program: Roadway Departure

Date of Program Methodology:1/1/2014

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	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic	Horizontal curvature Other-Minimum of 1 foot shoulder

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Systemic approach

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-The process is consistent with the ARDOT HSIP process adopted in 2011

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

Cost Effectiveness:2
Other-The process is mainly systemic based approach but due to available funding the spot treatment approach is also considered:1

Program: Rural State Highways

Date of Program Methodology:6/6/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Based on HRRR safety program.
- Other-Roadway departure crashes.

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic Volume	Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

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-Includes only signing improvements on high risk rural highways using state maintenance funds

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

Available funding:1
Cost Effectiveness:2

Program: Segments

Date of Program Methodology:1/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Addressing roadway departure crashes

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Lane miles	Horizontal curvature Roadside features Other-Clearzone and shoulder widths

What project identification methodology was used for this program?

- Crash rate

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-Each segment is analyzed for low cost countermeasures and improvements as well as realignment or turn lanes at select locations

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
Cost Effectiveness:2

Program: Shoulder Improvement

Date of Program Methodology:1/1/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-to be able to apply rumble strip/stripe on wider shoulders for addressing roadway departure crashes
- Other-Roadway departure crashes.
- Other-systematic approach to upgrade to 6” markings

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only Other-Roadway departure crashes.	Traffic Volume Lane miles	Other-State System Other-Shoulder width

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Systemic approach

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-The process is consistent with the AHTD HSIP process adopted in 2011

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

Available funding:1
Cost Effectiveness:2
Other-Sites were selected in conjunction with the pavement preservation Program:1

Program: Skid Hazard

Date of Program Methodology:1/1/2013

What is the justification for this program?

- Other-treating spots for wet pavement crashes

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only Other-Wet pavement crashes	Traffic	Horizontal curvature Other-Skid resistance consideration

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Other-Systemic approach

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-Safety analysis by TS in Planning
- Other-The process is consistent with the AHTD HSIP process adopted in 2011

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

Available funding:4
Incremental B/C:2
Cost Effectiveness:2
Other-Wet pavement crashes were considered statewide and further analyzed to select the locations based on a certain threshold:1

Program: Wrong Way Driving

Date of Program Methodology:12/9/2015

What is the justification for this program?

- Other-Treating wrong-way crashes and the Act 641 of the 87th Arkansas General Assembly

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Other-All wrong-way crashes	Traffic	Functional classification

What project identification methodology was used for this program?

- Crash frequency

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-Based on the study and analysis memo from TS in Planning Division

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

Available funding:1
Cost Effectiveness:2

Program: Other-Pavement Marking Improvements

Date of Program Methodology:1/1/2016

What is the justification for this program?

- Other-Systematic approach to upgrade to 6" markings.

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Lane miles	Other-State system

What project identification methodology was used for this program?

- Crash rate

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-The process is consistent with the AHTD HSIP process adopted in 2011

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

Available funding:1
Cost Effectiveness:2

Program: Other-Crash Data

Date of Program Methodology:1/1/2012

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Meeting federal regulations and better data quality

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes	Other-All types of data exposure considered for improvements	Other-MIRE roadway data elements are the priority for improvements

What project identification methodology was used for this program?

- Other-Provided funding for local agencies to purchase computer equipment to implement eCrash.

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Other-The ARDOT continues to coordinate with the Arkansas State Police through the TRCC to implement eCrash and the Advance program that will allow law enforcement agencies and other State and local agencies to have timely access to the crash data.
- Other-The MIRE is connected with the eCrash which will improve the data quality for analysis

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

Other-Various state agencies are prioritizing and funding needed improvements through the TRCC :1

Program: Other-Roundabouts

Date of Program Methodology:1/1/2017

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	Exposure	Roadway
Fatal and serious injury crashes only	Traffic Volume Population	Functional classification

What project identification methodology was used for this program?

- Crash frequency

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-Cost effectiveness and availability of funds.

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:3

Program: Other-Guardrail

Date of Program Methodology:1/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway	
Other-Roadway departure crashes	Traffic	Functional classification Other-NHS Routes	

What project identification methodology was used for this program?

- Other-Systemic Approach

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-Certain funds will be set aside for guardrail upgrades.

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).

What percentage of HSIP funds address systemic improvements?

42

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

- Cable Median Barriers
- High friction surface treatment
- Install/Improve Pavement Marking and/or Delineation

- Pavement/Shoulder Widening
- Rumble Strips
- Traffic Control Device Rehabilitation
- 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
- SHSP/Local road safety plan
- Stakeholder input

The common theme is to conduct engineering studies according to the HSM's safety management process. In these studies tools such as spreadsheets, HSM, Clearinghouse, and sometimes, software such as IHSDM are used to analyze the crash and road inventory data to diagnose the problems, recommend countermeasures, conduct economic appraisal and develop project scopes.

These projects are always aligned with the strategies defined in the SHSP. Developing the State SHSP is through a process of screening crash data and coordination with the safety stakeholders that provide input on the various aspects of safety problems throughout the state.

Multidisciplinary Roadway Safety Design Reviews are being performed as part of the project development process.

Does the State HSIP consider connected vehicles and ITS technologies?

No

ARDOT is looking into the modern ITS techs as AV/CV technology is advancing forward. Our State HSIP does not include any CV technologies as of now; although, the more well-known ITS techs such as variable message signs, speed display monitors, etc. are still being utilized. Automated Work Zone Information (AWIS) is being used for queue detection but not using HSIP funds.

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.

As part of the HSIP process in Arkansas, the steps in the safety management process described in HSM are followed. These steps, including the details from the initial network screening to the evaluation of safety treatments, are considered in our HSIP process. Also, the CMFs presented in the HSM are used in our analysis for the economic appraisal. When a project is completed, it is evaluated for its safety effectiveness.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

Updated HSIP process document comments have been addressed. Final review currently underway.

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)	$52,229,000	$28,048,985	53.7%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$7,270,416	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)	$34,886,000	$38,966,002	111.7%
State and Local Funds	$11,073,614	$12,675,452	114.47%
Totals	$98,188,614	$86,960,855	88.57%

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%

A Local Road Safety Program is currently under development to make HSIP funds available to local public agencies for local safety projects.

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

$0

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

$1,247,766

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.

- Developing policies to systemically and systematically deploy the use of HSIP funds for the implementation of horizontal curves, signs, pavement markers, etc.;
- Better streamlining of the HSIP project development process (into the normal project development process) for corridor safety projects;
- Implementing numerous low cost countermeasures.
- Streamlining the process of "Change Order" approval.

We have been working with a consultant to collect safety roadway data elements to help with systemic and systematic countermeasure deployment. Due to quality and timeliness issues with the crash data we have implemented an in house system to produce the crash database. The HSIP process is currently under review by the administration that should address the issues indicated above.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

- Local road safety program is being developed for the Highway Commission's approval. It will help the local agencies to improve safety on local roads.
- Second round of statewide HFST projects is nearly complete.
- UTBWC from second non-interstate wet-pavement study has been completed.
- Wrong-way crash low-cost countermeasures have been completed statewide.
- Statewide guardrail project is being developed to upgrade guardrail to meet the MASH standards on NHS routes.
- The installation of cable median barriers is continued to reduce or eliminate KA crashes on interstates and other high speed routes.
- ARDOT has completed a Safety and Mobility Data business plan.
- Funding provided to ASP HSO to allow local agencies to update/purchase equipment to implement eCrash, the electronic crash reporting system used by ASP.

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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Pavement Friction Data Collection	Non-infrastructure	Data/traffic records	7500	Miles	$112500	$125000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Annual System-wide	Data	Improve Data Sharing Across Agencies
MIRE Data Collection (2017-2019)	Non-infrastructure	Data/traffic records	600	Miles	$344408	$382675	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	0	0	State Highway Agency	Pilot Study	Data	Improve Crash Data collection tools to make the data more timely and accurate to aid in problem area identification.
Hwy. 65/Hwy. 35 Inters. Realignment (Safety Impvts.)	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$771320	$857022	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,400	65	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Hwy. 65/Hwy. 35 Inters. Realignment (Safety Impvts.)	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	$4903558	$4903558	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	6,400	65	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Pangburn-Fourmile Hill (Widen. & Realign.) (S)	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	10	Miles	$567639	$630710	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,000	55	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Joy-Searcy (Safety Impvts.) (Hwy. 36)	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	9	Miles	$556037	$556037	Penalty Funds (23 U.S.C. 154)	Rural	Major Collector	5,400	55	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Hwy. 25 - White Co. Line (Safety Impvts.) (Sel. Secs.)	Roadway	Pavement surface - miscellaneous	10	Miles	$2555415	$2839350	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,900	55	State Highway Agency	Spot	Roadway Departure	Prevent roadway departures
Bryant Rd.-Hwy. 298 West (Widen. & Realign.) (Sel. Secs.) (S)	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	9	Miles	$57000	$57000	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Other	7,900	55	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Bryant Rd.-Hwy. 298 West (Widen. & Realign.) (Sel. Secs.) (S)	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	9	Miles	$1342443	$1612671	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,900	55	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Garland Co. Line - Benton (Safety Impvts)	Alignment	Horizontal curve realignment	5	Curves	$77786	$86430	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,000	55	State Highway Agency	Spot	Roadway Departure	Prevent roadway departures
I-40 - Solgohachia (Widen. & Realign.) (S)	Alignment	Horizontal curve realignment	8	Curves	$2328124	$2328124	Penalty Funds (23 U.S.C. 154)	Rural	Minor Arterial	6,900	55	State Highway Agency	Spot	Roadway Departure	Prevent roadway departures
I-40 - Solgohachia (Widen. & Realign.) (S)	Alignment	Horizontal curve realignment	8	Curves	$110132	$110132	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	6,900	55	State Highway Agency	Spot	Roadway Departure	Prevent roadway departures
I-40 - Solgohachia (Widen. & Realign.) (S)	Alignment	Horizontal curve realignment	8	Curves	$6890071	$7655633	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	6,900	55	State Highway Agency	Spot	Roadway Departure	Prevent roadway departures
Hwy. 12/Hwy. 43 Inters. Safety Impvts.	Intersection traffic control	Modify control - all-way stop to roundabout	1	Intersections	$135000	$150000	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,000	55	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Hwy. 158/Hwy. 163 Inters. Safety Impvts.	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$225000	$250000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,500	55	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Hwy. 118/W. Service Rd./I-40 EB Ramps Signal & Inters. Impvts. (West Memphis)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$735750	$845200	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	8,900	45	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Hwy. 49/Hwy. 79 Inters. Safety Impvts.	Intersection traffic control	Modify control - all-way stop to roundabout	1	Intersections	$172800	$192000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,100	55	State Highway Agency	Spot	Intersections	Mitigate Consequences of intersection crashes
Baptist Hospital - Univeristy	Non-infrastructure	Non-infrastructure - other	1	Queue Protection	$131436	$146040	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	97,500	60	State Highway Agency	Queue Protection	Work Zones	Reduce end of queue crashes

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Ave. (Widening)															
Vandenberg Blvd. - Hwy. 5 (Widening)	Non-infrastructure	Non-infrastructure - other	1	Queue Protection	$133092	$147880	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	51,500	70	State Highway Agency	Queue Protection	Work Zones	Reduce end of queue crashes
Vandenberg Blvd. - Hwy. 5 (Widening)	Non-infrastructure	Non-infrastructure - other	1	Queue Protection	$526330	$526330	Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other Freeways & Expressways	51,500	70	State Highway Agency	Queue Protection	Work Zones	Reduce end of queue crashes
Hwy. 10 - Hwy. 7 (Widen. & Realign.) (Sel. Secs.)	Roadway	Rumble strips - edge or shoulder	16	Miles	$54000	$121000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	4,900	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 105 - Hwy. 213 (S)	Shoulder treatments	Widen shoulder - paved or other	10	Miles	$9482	$10536	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,200	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 138 - Hwy. 278 (S)	Shoulder treatments	Widen shoulder - paved or other	4	Miles	$1443774	$1604193	HSIP (23 U.S.C. 148)	Rural	Major Collector	400	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 158 - Hwy. 119	Shoulder treatments	Widen shoulder - paved or other	4	Miles	$136191	$151323	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 18 - Hwy. 77 (Leachville) (S)	Shoulder treatments	Widen shoulder - paved or other	3	Miles	$1745829	$1939811	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,400	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 227 - Hwy. 7 (S)	Shoulder treatments	Widen shoulder - paved or other	6	Miles	$1031034	$1145592	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,000	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 62 - Missouri State Line (Hwy. 139)	Shoulder treatments	Widen shoulder - paved or other	5	Miles	$73097	$81218.35	HSIP (23 U.S.C. 148)	Rural	Major Collector	940	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 67B - Hwy. 36 (S)	Shoulder treatments	Widen shoulder - paved or other	4	Miles	$305146	$339052	HSIP (23 U.S.C. 148)	Urban	Major Collector	6,800	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 79 - Hwy. 130 (Stuttgart) (S)	Shoulder treatments	Widen shoulder - paved or other	2	Miles	$642282	$713646	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,100	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwys. 149 & 308B (Sel. Secs.) (S)	Shoulder treatments	Widen shoulder - paved or other	7	Miles	$1740114	$1933461	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Madison Co. Line - South (S)	Shoulder treatments	Widen shoulder - paved or other	13	Miles	$402736	$447484	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,700	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Missouri state Line - Hwy. 18B (S)	Shoulder treatments	Widen shoulder - paved or other	12	Miles	$4680768	$5200851	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,100	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
North of Lawrence Co. Line - Hwy. 62 (S)	Shoulder treatments	Widen shoulder - paved or other	8	Miles	$280502	$311669	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,400	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Pulaski Co. Line - Pine Bluff (Sel. Secs.) (S)	Shoulder treatments	Widen shoulder - paved or other	19	Miles	$2439404	$2710449	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	21,000	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Salt Creek Rd. - I-30 (Benton) (S)	Shoulder treatments	Widen shoulder - paved or other	1	Miles	$35830	$39812	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	14,000	45	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Shirley - Stone Co. Line (S)	Shoulder treatments	Widen shoulder - paved or other	6	Miles	$853290	$948101	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,100	55	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
District 6 APHN Raised Pavement Markers (2019) (S)	Roadway delineation	Raised pavement markers	2282	Miles	$702269	$780299	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Districts 1 & 10 APHN Raised Pavement Markers (2019) (S)	Roadway delineation	Raised pavement markers	2647	Miles	$846279	$940310	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Districts 2 & 7 APHN Raised Pavement Markers (S)	Roadway delineation	Raised pavement markers	2229	Miles	$342483	$380537	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systemic	Roadway Departure	Prevent roadway departures
Hwy. 108-Hwy. 67 (I-30)	Roadside	Barrier - cable	5	Miles	$57613	$57613	Penalty Funds (23 U.S.C. 154)	Rural	Principal Arterial-Interstate	32,000	70	State Highway Agency	Systemic	Roadway Departure	Mitigate consequences of roadway departures
Shearerville - West (Pvmt. Impvts.)	Roadside	Barrier - cable	1.5	Miles	$63014	$70016	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	39,000	70	State Highway Agency	Systemic	Roadway Departure	Mitigate consequences of roadway departures

2019 Arkansas Highway Safety Improvement Program

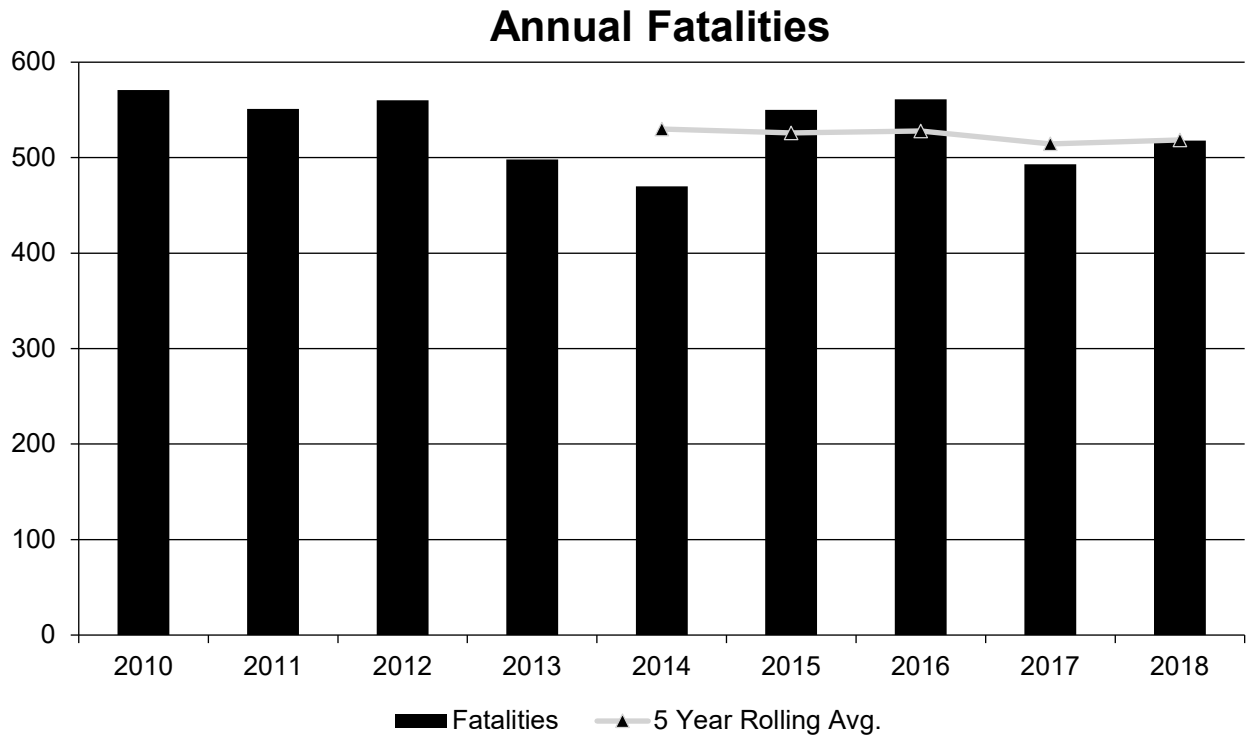
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Statewide Federal-Aid Striping Program (2017)	Roadway delineation	Longitudinal pavement markings - remarking	9398	Miles	$2265070	$2516744	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State Highway Agency	Systematic	Roadway Departure	Prevent roadway departures

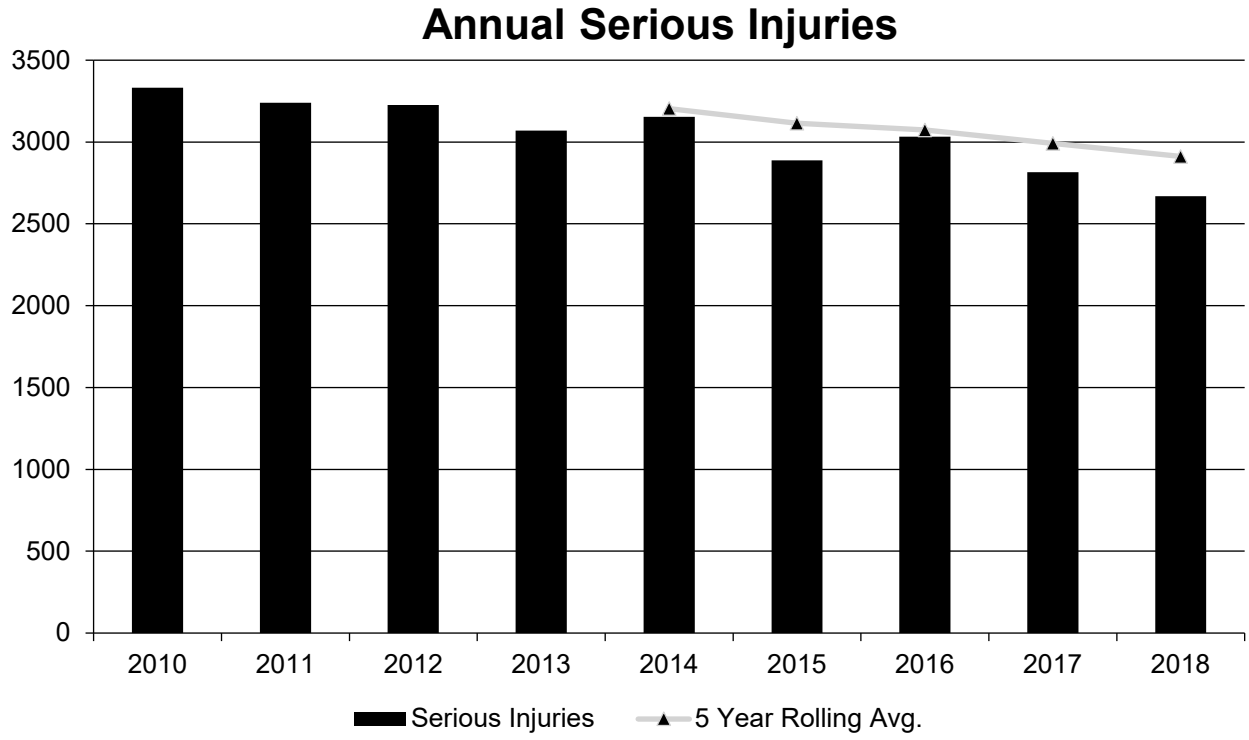
Safety Performance

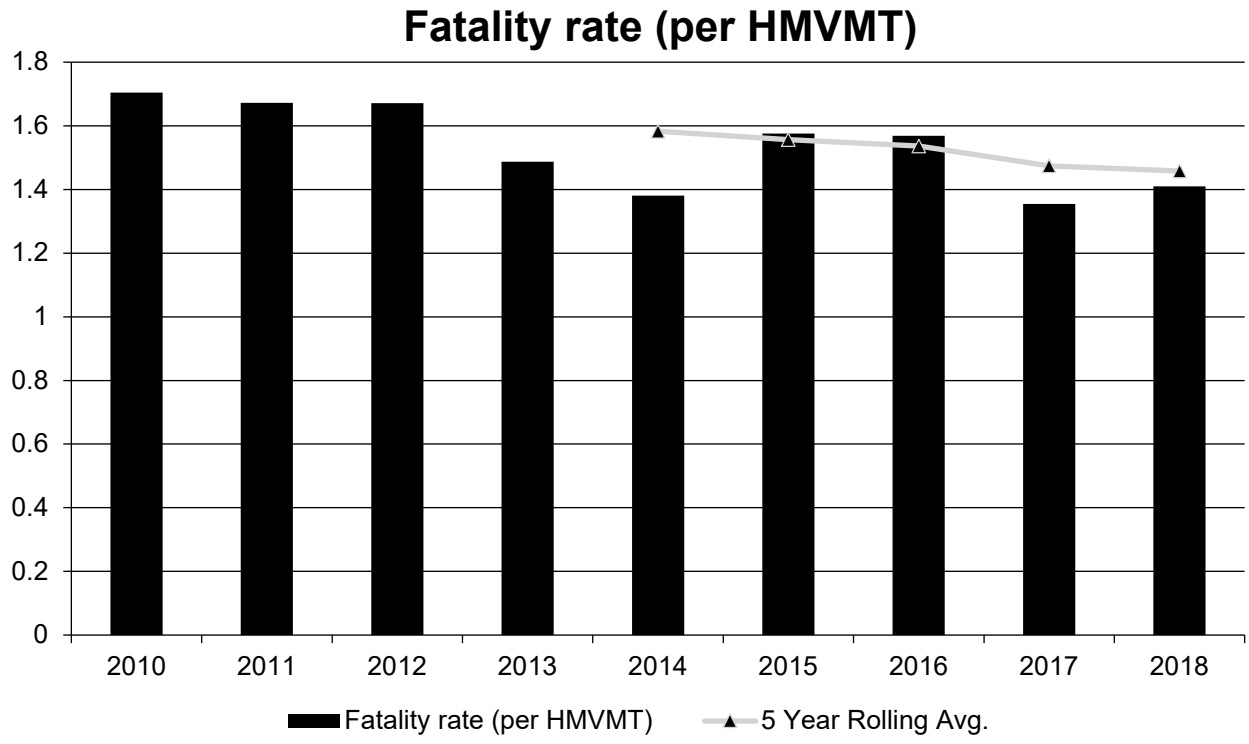
General Highway Safety Trends

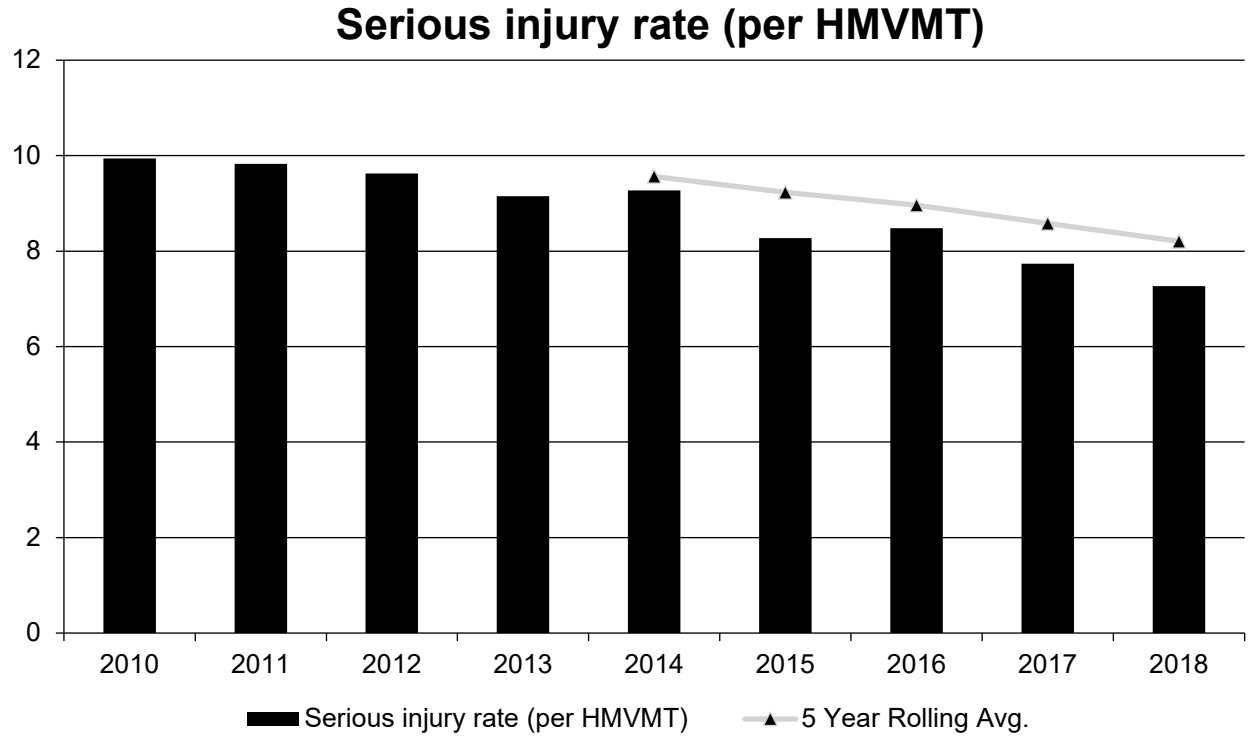
Present data showing the general highway safety trends in the State for the past five years.

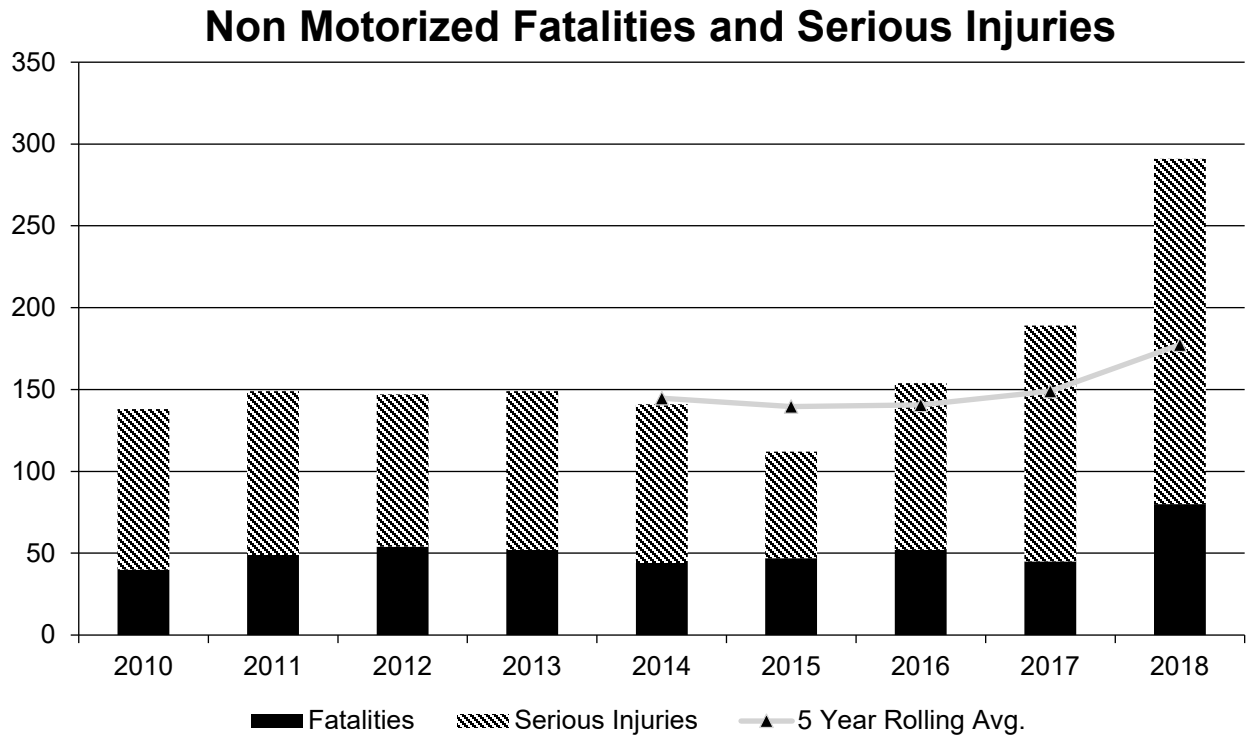
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	571	551	560	498	470	550	561	493	518
Serious Injuries	3,331	3,239	3,226	3,070	3,154	2,888	3,032	2,816	2,670
Fatality rate (per HMVMT)	1.704	1.672	1.671	1.487	1.381	1.576	1.569	1.355	1.410
Serious injury rate (per HMVMT)	9.942	9.829	9.624	9.154	9.270	8.276	8.480	7.739	7.268
Number non-motorized fatalities	40	49	54	52	44	47	52	45	80
Number of non-motorized serious injuries	98	100	93	97	97	65	102	144	211
Number of non-motorized fatalities and serious inj	138	149	147	148	141	112	154	189	291

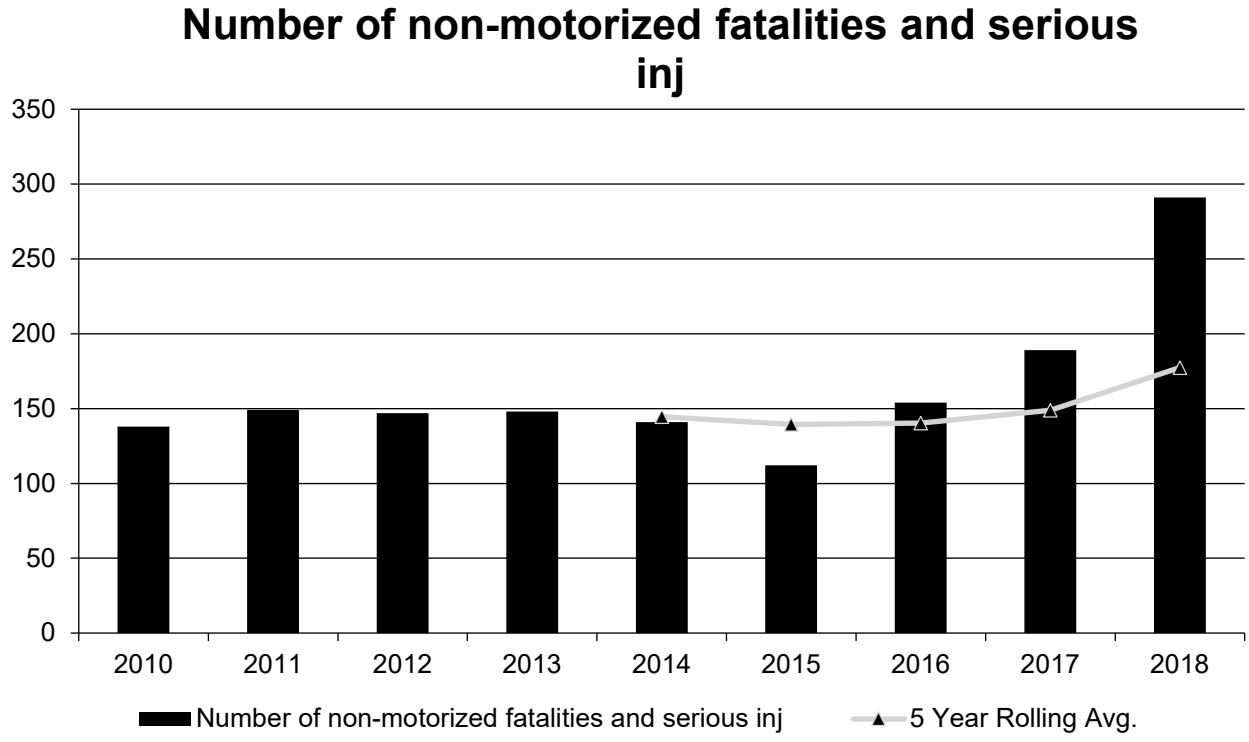

Annual Fatalities
600
500
400
300
200
100
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.





2018 crash data is still incomplete and 2018 numbers are estimates. The 2017 FARS ARF Number of 493 was used although the NSC number is 525. Historically the NSC number ends up being matching closer to the final FARS number.

Describe fatality data source.

Other

If Other Please describe

National Safety Council, FARS, and FARSARF

In Arkansas Annual Report File (ARF) FARS numbers are reported before all fatalities are processed. This makes using ARF FARS numbers incorrect. FARS will usually go back and adjust prior years numbers to match what is reported to National Safety Council (NSC). We have found that NSC numbers are historically the correct numbers. However we noted that the NSC numbers were off by approximately 30 fatalities for 2017. This was later adjusted.

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

Year 2017

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	24.8	110.4	0.63	2.82
Rural Principal Arterial (RPA) - Other Freeways and Expressways	2.6	10	0.71	3.07
Rural Principal Arterial (RPA) - Other	63.2	198.8	1.72	7.58
Rural Minor Arterial	64	294.8	2.35	10.88
Rural Minor Collector	7.8	45.2	3.52	13.85
Rural Major Collector	85.6	417.8	2.78	13.82
Rural Local Road or Street	18	134.8	2.43	8.44
Urban Principal Arterial (UPA) - Interstate	27.4	173.2	0.53	3.4
Urban Principal Arterial (UPA) - Other Freeways and Expressways	7.4	42	16.73	3.91
Urban Principal Arterial (UPA) - Other	51.8	267	1.41	7.29

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 Minor Arterial	37.4	237.8	1.34	8.65
Urban Minor Collector	0.4	3.6	0.77	8.08
Urban Major Collector	16.6	92.2	2.14	11.75
Urban Local Road or Street	8.8	57.4	1.51	9.12

Year 2016

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	441.8	2,537.8	1.72	10.02
County Highway Agency	53.2	212.4	1.65	6.59
Town or Township Highway Agency				
City or Municipal Highway Agency	43.6	256.2	0.78	5.87
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				

2018 Crash data is incomplete and is not available for data analysis.

Provide additional discussion related to general highway safety trends.

In July of 2015 Arkansas began converting over from a paper based reporting system to eCrash. This process has greatly increased the number of crashes being entered into the crash database. The Arkansas crash database showed 60,947 crashes in 2014 and it has increased to 79,251 crashes in 2017. During this process we discovered that 29 out of 75 County Sheriff Offices were not submitting any crash reports. Arkansas has recently granted 1.4 million dollars to 37 local agencies to get them on the eCrash system. There are now 209 law enforcement agencies out of approximately 340 total agencies utilizing the eCrash system. Due to our effort to get better and more accurate data, crash numbers are going up because they were previously not reported to the owner agency of crash database. Any sort of trend analysis at this point would be greatly skewed because of the factors previously mentioned.

Other factors include: The AVMT in Arkansas has been on a steady increase of around 3% per year since 2015. Arkansas has recently legalized medical marijuana. The speed limit on interstates was approved by the legislature and will take effect in the summer of 2020.
We have also seen an increase in Non-Motorist KA crashes. We are not sure if this increase is due to actual crashes increasing or if it is because of more data being collected on these type crashes. We are continuing to monitor this trend.
Traffic Safety is working hard to improve safety statewide. Some notable accomplishments are as follows:

- A Local road safety program is in development for the Highway Commission's approval. It will help the local agencies to improve safety on local roads.
- The second set of statewide HFST projects are nearing completion, and a third pavement friction improvement study is under development.
- A Statewide guardrail project is in development to upgrade substandard guardrails to meet the MASH standards on NHS routes.
- A new round of Cable Median Barrier installation has been approved to continue to reduce and eliminate KA crashes on Interstates and other high speed highways.
- While not directly related to the HSIP program, ARDOT has now made retroreflective signal backplates a standard item on all ARDOT projects involving signal work.
- Two rural roundabout projects are anticipated to be let in September 2019.
- A systemic, low-cost unsignalized intersection project is under development.
- A systemic low-cost, Y-type intersection project is under development.
- The pavement preservation program was used to accomplish shoulder widening and rumble strip installation along various routes where crash history showed such improvements would be effective.
- A new HSIP Process has been developed and is under administration review.
- Several safety analysis tools are being examined for possible use at ARDOT.
- Online data query tools and dashboards are being developed for other agencies and possible public use.
- A SHSP tracking tool has been developed for use in tracking emphasis area action plans and projects.
- ARDOT has had an initial meeting regarding a Roadway Data Improvement Plan and is in the initial stages of obtaining buy in by the administration.
- ARDOT has a pilot program with Abley to examine the possibilities of using this product to develop the horizontal curve program.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:541.2

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

See attached PDF for description.

Number of Serious Injuries:3201.4

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

See attached PDF for description.

Fatality Rate:1.595

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

See attached PDF for description.

Serious Injury Rate:9.441

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

See attached PDF for description.

Total Number of Non-Motorized Fatalities and Serious Injuries:300.3

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

See attached PDF for description.

See attached Target Setting -Safety document page 8 for description of how the targets support the SHSP.

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

Several meetings were held involving ARDOT, FHWA and the Arkansas Highway Safety Office to establish a methodology and preliminary targets. The method and preliminary targets were then presented to the SHSP Steering Committee which included all MPOs, other stakeholder agencies and private industry and organizations. Comments were taken from the committee and considered. Some of the topics that created the most discussion evolved around adjustments to targets for internal and external factors as shown below:
• The recent state legalization of medical marijuana.
• The increase in speed limit on freeways/expressways.
• Update to the definition of Suspected Serious Injury.
• Continued increase in vehicle miles traveled.
In addition to the above external factors, crash reporting is another major consideration. The number of crashes being captured in the database has been increasing due to eCrash implementation, which impacts serious injury crash data.
Traffic Safety is working hard to improve safety with other safety stakeholders. Some notable accomplishments are as follows:

- A Local road safety program is in development for the Highway Commission’s approval. It will help the local agencies to improve safety on local roads.
- While not directly related to the HSIP program, ARDOT has now made retroreflective signal backplates a standard item on all ARDOT projects involving signal work owned by local agencies.
- Two rural roundabout projects are anticipated to be let in September 2019 which will be partially maintained by local agencies.
- Several safety analysis tools are being examined for possible use at ARDOT along with possible use by local agencies.
- Online data query tools and dashboards are being developed for other agencies and possible public use.
- A SHSP tracking tool has been developed for use in tracking emphasis area action plans and projects by safety stakeholders.

- A project with the Arkansas Department of Health is underway to link the crash data with hospital injury data to enhance EMS and Crash Data.
- An effort to mitigate CMV crashes in work zones is being coordinated with other safety stakeholders.

Does the State want to report additional optional targets?

No

Arkansas does not have any additional targets other than the targets for the five HSIP performance measures.

Describe progress toward meeting the State's 2018 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.

2018 Crash data is not yet available; therefore a table which shows estimated performance assessment utilizing preliminary data is attached. Also see page 8 on the attached Target Setting- Safety 2020 document.

Applicability of Special Rules

Does the HRRR 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	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	61	65	73	65	62	63	77
Number of Older Driver and Pedestrian Serious Injuries	210	164	160	266	174	217	266

2018 ARDOT crash data is incomplete, as well as 2018 FARS data.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

The new HSIP Process being developed will develop a method to evaluate the overall effectiveness of the HSIP. This process has been reviewed by FHWA and is under ARDOT administration approval.

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

Most of our safety projects which were initiated in recent years are either under design or construction. Some of them have been constructed but the crash data is not available for the evaluation. However, we had evaluated several projects implemented in the past that helped us expand those countermeasures at the statewide level. Some of them are discussed below. One of the sub-programs of High Risk Rural Road (HRRR) Program was evaluated on an annual basis and it was found effective. However, after the implementation of this project we found out that the crashes would migrate. In order to address this issue, logical termini points are considered instead of data driven termini points. Another major statewide safety improvement program has been the installation of cable median barrier to address roadway departure crashes, which has been very effective and still it is continued. HFST has also been installed on several ramps/curves across the state which has proved to be very effective on preventing wet-pavement crashes. We have been receiving very positive feedback from the public and the second round of installation of these countermeasures is complete. A third round of HFST is under development. Shoulder Rumble Strips/Stripes have been installed on hundreds of miles statewide and have proved to be effective in preventing roadway departure crashes especially on curves located in rural areas. Similarly Centerline Rumble Stripes have been installed in passing lane segments and currently ARDOT is in the process of studying their need in the center turn lanes on rural roads where head on and sideswipe opposite crashes are the prevailing type of safety problem. The mumble stripe design is being evaluated for low noise and its safety effectiveness compared to rumble stripes. If the evaluation is positive it will be implemented statewide. The new HSIP Process being developed will develop a method to evaluate the overall effectiveness of programs and sub-programs. The process has been reviewed by FHWA and is now under ARDOT Administration review.

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
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Policy change

The amount of HSIP funds obligated each year and the number of projects programmed waiting in a queue to be funded for the coming years indicates that we are planning well for improving the safety conditions throughout the State by following the HSIP guidelines.

Most of the projects' scopes defined and programmed are based on a data driven process where the benefit-cost calculations show cost effectiveness of the treatments recommended to problematic locations. In addition, a more proactive approach is being taken toward systemic programs which address the crash risks rather than historical crash occurrences. These are undertaken by making changes to the HSIP process organization and policies toward data-driven approaches, especially where the KA crashes are of main importance when examining for safety concerns. The HSIP process is currently being updated.

ARDOT is also in the process of developing a policy for local road safety assistance using HSIP funds in which local agencies can apply for the funds to be used on local safety improvement projects on a competitive basis.

Describe significant program changes that have occurred since the last reporting period.

ARDOT has inclined toward focusing on and addressing safety concerns at locations with more KA crashes. In addition to a focus on locations with higher historical KA crashes, a more proactive approach is also being taken toward systemic programs which address the crash risks rather than reactive approach. A more data driven process is utilized to program and scope safety projects, especially where KA crash statistics are of concern. ARDOT is also in the process of developing a policy for local road safety assistance using HSIP funds, in which local agencies can apply for the funds to be used on local safety improvement projects on a competitive basis. ARDOT is moving towards B/C analysis that mostly requires individual countermeasures to stand on their own merit. We have improved efficiency by developing tools to facilitate the ease of conducting safety analysis Department wide. These tools have allowed other Divisions to do their analysis for non-HSIP projects without having to wait on the Traffic Safety Section to conduct queries and analysis for them. Additionally, ARDOT is looking into different safety analyst tools such as AASHTOWARE Safety Analyst, usRAP, Numetric, and AgileAssets Safety Analyst to further enhance safety analyses. Furthermore we are working with FHWA to look into customized safety analyst tool as being developed for Connecticut DOT by VHB. We are also in the beginning stages of examining Roadway Data Improvement Program supported by FHWA.

Additionally, due to unforeseen problems which created a huge backlog at Arkansas State Police, we have started entering crash reports into our copy of the crash database in order to expedite the availability of yearly crash data. Thus far, 2018 crash data is still unavailable at this time.

Effectiveness of Groupings or Similar Types of Improvements

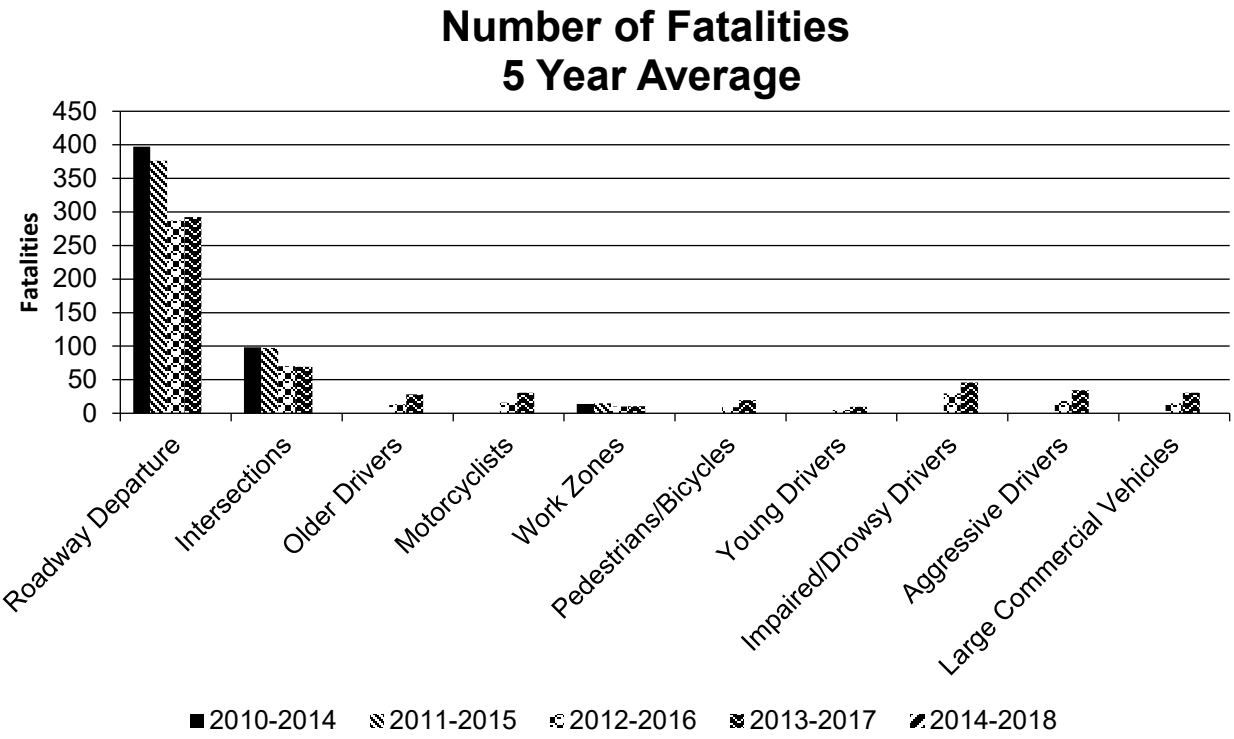
Present and describe trends in SHSP emphasis area performance measures.

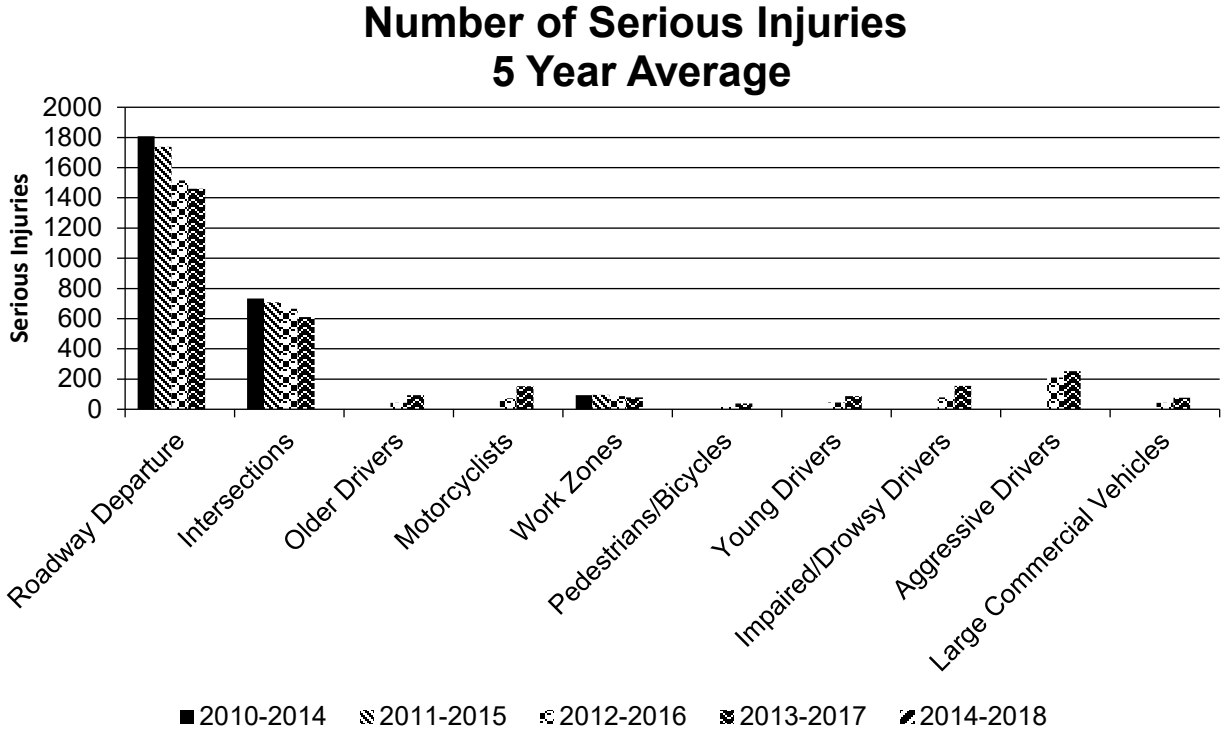
Year 2018

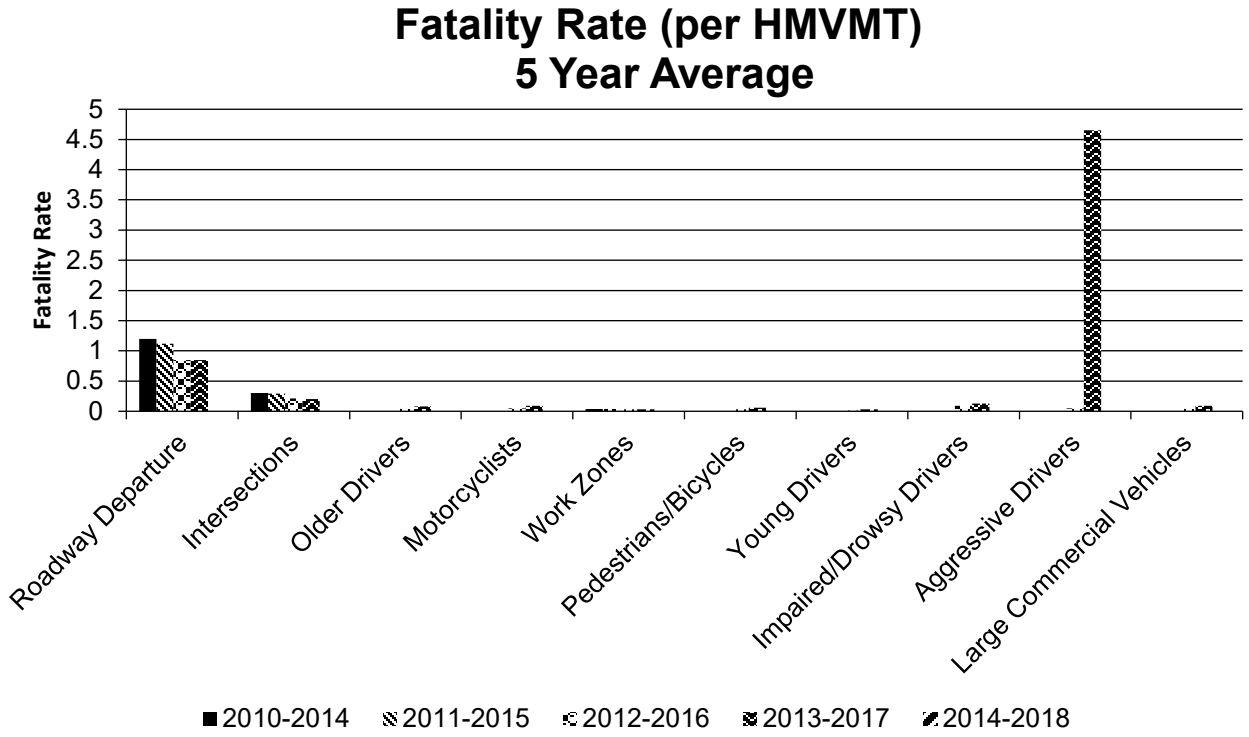
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure		0	0	0	0
Intersections					
Older Drivers					
Motorcyclists					
Work Zones					
Pedestrians/Bicycles					

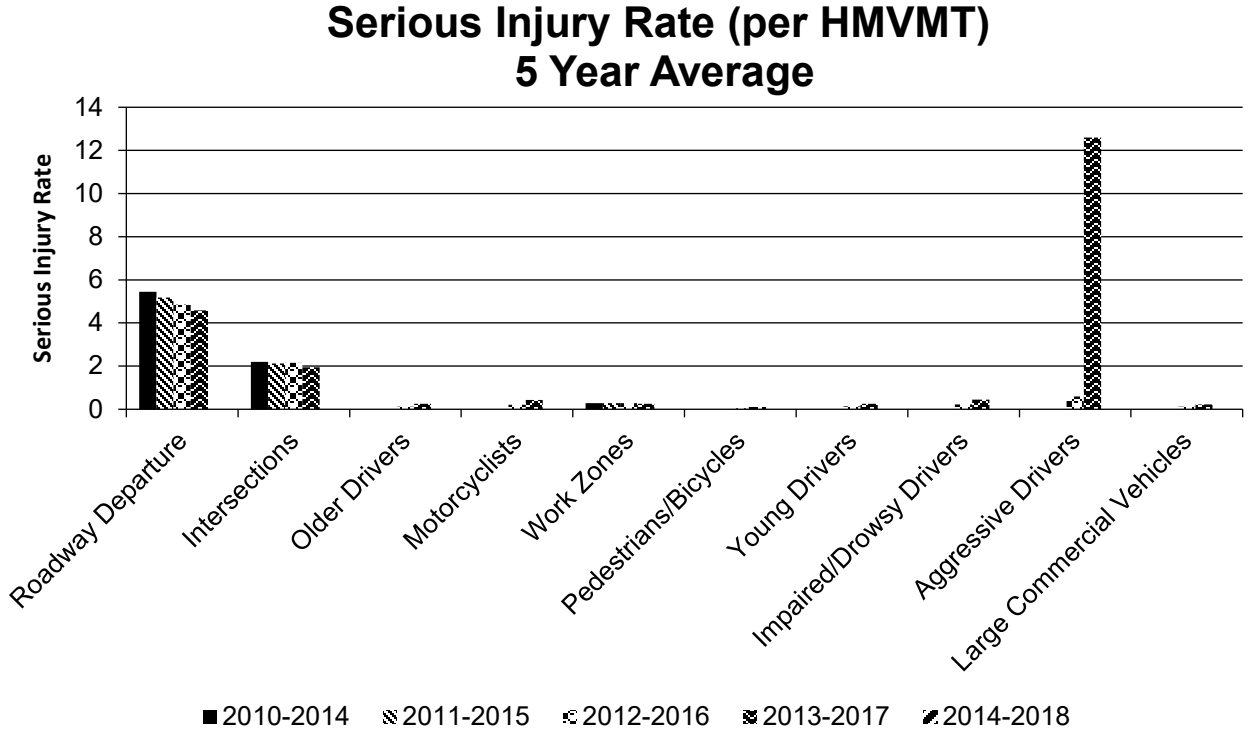
2019 Arkansas Highway Safety Improvement Program

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)
Young Drivers					
Impaired/Drowsy Drivers					
Aggressive Drivers					
Large Commercial Vehicles					


Number of Fatalities
5 Year Average
Fatalities
450
400
350
300
250
200
150
100
50
0
Roadway Departure
Intersections
Older Drivers
Motorcyclists
Work Zones
Pedestrians/Bicycles
Young Drivers
Impaired/Drowsy Drivers
Aggressive Drivers
Large Commercial Vehicles
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
2000
1800
1600
1400
1200
1000
800
600
400
200
0
Roadway Departure
Intersections
Older Drivers
Motorcyclists
Work Zones
Pedestrians/Bicycles
Young Drivers
Impaired/Drowsy Drivers
Aggressive Drivers
Large Commercial Vehicles
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





2018 crash data is incomplete and still being entered into the database.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

Yes

Please provide the following summary information for each countermeasure effectiveness

evaluation.

CounterMeasures:	Cable Median Barrier
Description:	This project installed Cable Median Barrier along 7.5 miles of Interstate 430 in Little Rock and North Little Rock to reduce fatal and suspected serious injury crossover crashes.
Target Crash Type:	Cross median
Number of Installations:	
Number of Installations:	
Miles Treated:	7.5
Years Before:	5
Years After:	5
Methodology:	Simple before/after
Results:	In the 5-year before period, there were six fatal or suspected serious injury median crossover crashes. In the 5-year after period, there were zero fatal or suspected serious injury median crossover crashes. While the number of total crashes did increase in the after period, the target crashes (fatal and suspected injury median crossover crashes) were eliminated.

File Name: Hyperlink

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
MULTIPLE	MULTIPLE	Non-infrastructure	Transportation safety planning											0

Compliance Assessment

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

07/26/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2022

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

2022

The 2017 SHSP was approved in July of 2017. We plan to start the process of updating the 2022 SHSP in the spring of 2020 and finalize it by July 2022.

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

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)	100	100					100	100	100	100
	Route Number (8)	100	100								
	Route/Street Name (9)	100	100								
	Federal Aid/Route Type (21)	100	100								
	Rural/Urban Designation (20)	100	100					100	100		
	Surface Type (23)	100	100					100	100		
	Begin Point Segment Descriptor (10)	100	100					100	100	100	100
	End Point Segment Descriptor (11)	100	100					100	100	100	100
	Segment Length (13)	100	100								
	Direction of Inventory (18)	100	100								
	Functional Class (19)	100	100					100	100	100	100
	Median Type (54)	100	100								
	Access Control (22)	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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	One/Two Way Operations (91)	100	100								
	Number of Through Lanes (31)	100	100					100	100		
	Average Annual Daily Traffic (79)	100	100					100	30		
	AADT Year (80)	100	100								
	Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120)			100	100						
	Location Identifier for Road 1 Crossing Point (122)			100	100						
	Location Identifier for Road 2 Crossing Point (123)			100	100						
	Intersection/Junction Geometry (126)										
	Intersection/Junction Traffic Control (131)										
	AADT for Each Intersecting Road (79)			100	20						
	AADT Year (80)			100	20						
	Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178)					100	100				
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
	Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
	Ramp Length (187)					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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Roadway Type at Beginning of Ramp Terminal (195)					100	100				
	Roadway Type at End Ramp Terminal (199)					100	100				
	Interchange Type (182)					100	100				
	Ramp AADT (191)					100	100				
	Year of Ramp AADT (192)					100	100				
	Functional Class (19)					100	100				
	Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):		**100.00**	**100.00**	**75.00**	**55.00**	**100.00**	**100.00**	**100.00**	**92.22**	**100.00**	**100.00**

*Based on Functional Classification

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 is currently working on the methodology to determine compass direction to meet the direction of inventory MIRE requirement for state routes. We know that federal routes have to state the signed direction of travel. The current method would be to report compass direction by total route/section rather than each individual segment of the route.
- ARDOT will be utilizing aerial imagery and street view to determine 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 has a current research project in place that is using address points/types to estimate local road traffic.
- ARDOT already has a robust road inventory database in place that already meets many of the MIRE FDE requirements

INTERSECTIONS

- ARDOT purchased Transcend Spatial Solutions Intersection Manager software Fall of 2017. This software utilizes the 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. We made the final initial run in May 2019 and started maintaining it as the system changes. Methodology to input junction geometry and traffic control are underway.

INTERCHANGES

- ARDOT is developing 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.
- Identifying the policy/procedure to create complex intersections.

2019 Arkansas Highway Safety Improvement Program
Below are the tools that are being utilized to collect/report the needed MIRE FDEs currently:

- Video Log (FUGRO's Surveyor software): Can be used for collecting certain roadside elements.
- Transcend Spatial Solutions Intersection Manager
- LiDAR: In July of 2018 ARDOT approved a project for a consultant to collect and one corridor of the state highway system. The LAS files and asset information were delivered in May 2019. We'll be looking at the corridor collection to see how LiDAR can assist us with additional MIRE elements.
- ESRI – ArcMap/ArcGIS Online/ArcGIS Collector

Did the State conduct an HSIP program assessment during the reporting period?

No

When does the State plan to complete its next HSIP program assessment.

2021

Optional Attachments

Program Structure:

AHTD HSIP-Process-2011-07.pdf
Project Implementation:

Safety Performance:

Estimated Performance Assesment..pdf
Target Setting - Safety (2020) 06 28 2019 Copy.pdf
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.