NABOR MEMBERSHIP MEETING

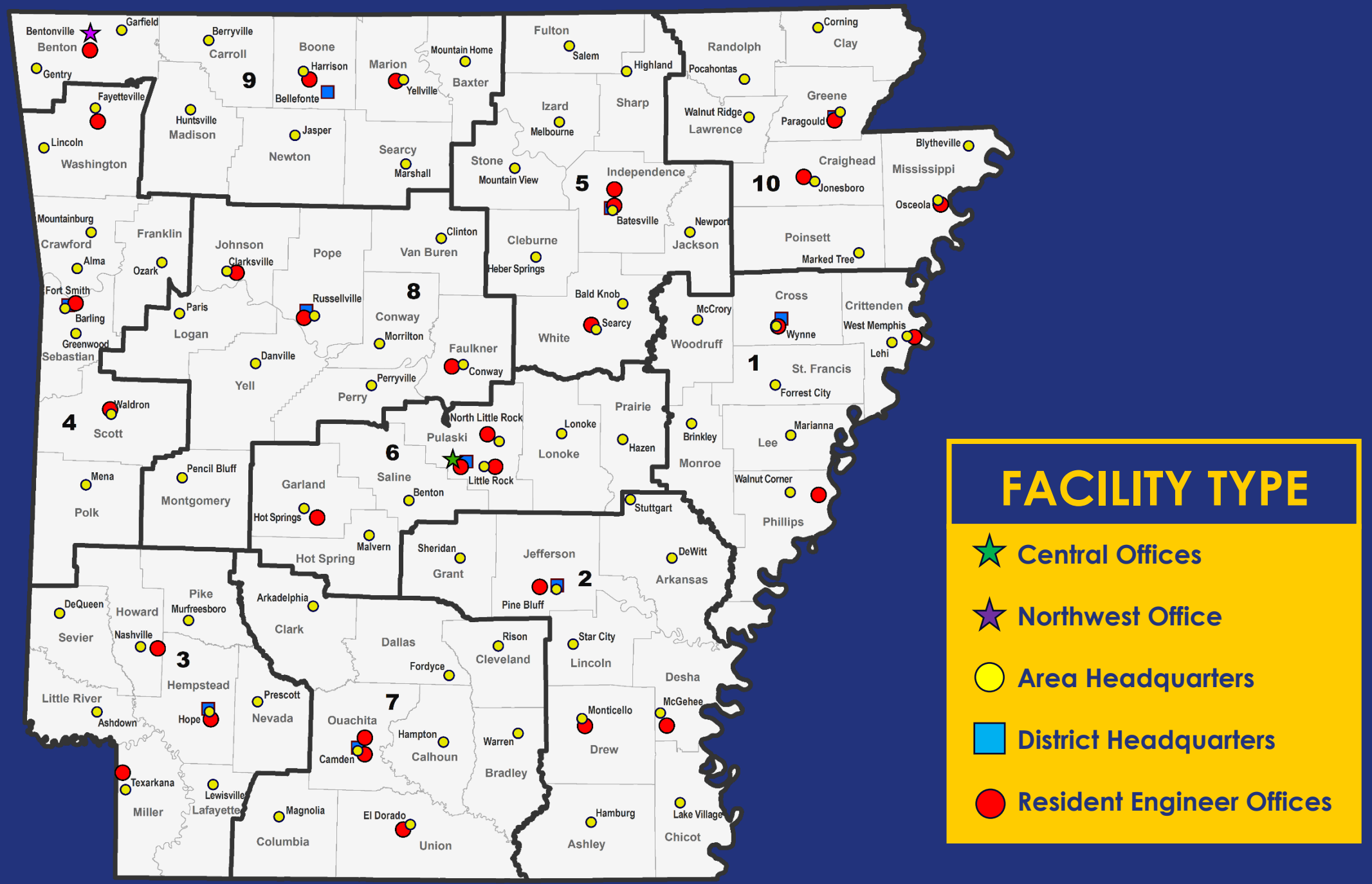
CHAIRMAN PHILIP TALDO

FEBRUARY 6, 2025

ARDOT UPDATES

ARDOT Quick Facts

- 3rd largest state agency
- Approximately 3,900 employees
- Maintain 16,371 miles of highway and 7,335 bridges
- Highway system valued at $140 billion
- Central offices in Little Rock

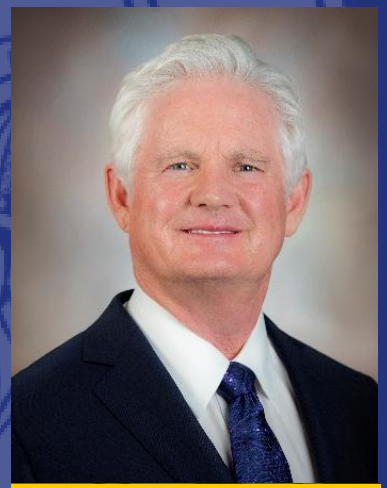


FACILITY TYPE

- Central Offices
- Northwest Office
- Area Headquarters
- District Headquarters
- Resident Engineer Offices

ARKANSAS STATE HIGHWAY COMMISSION

Chairman
Philip Taldo



Vice Chairman
Keith Gibson

Commissioner
Marie Holder

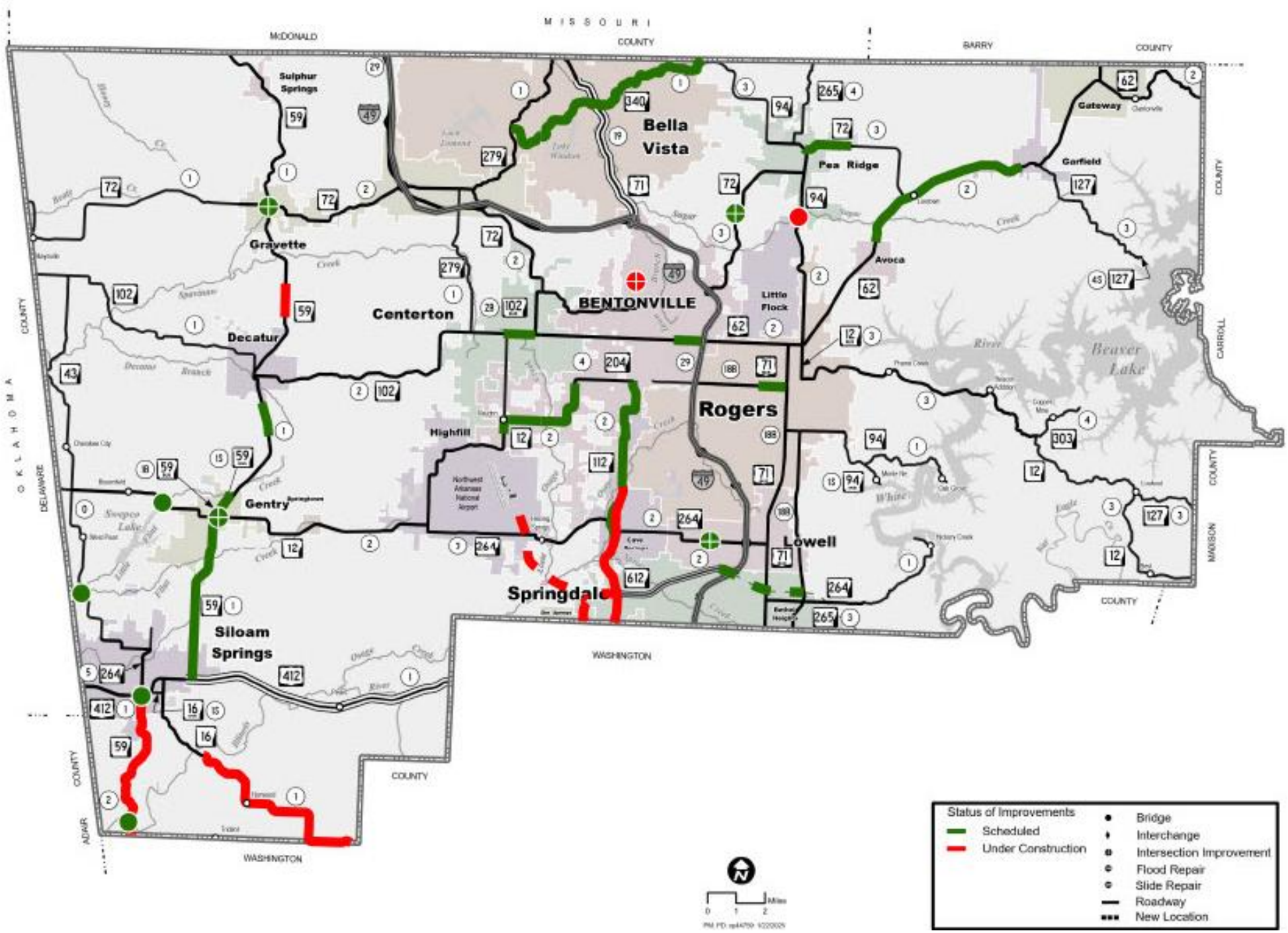
Commissioner
David Haak

Commissioner
Jerry Halsey

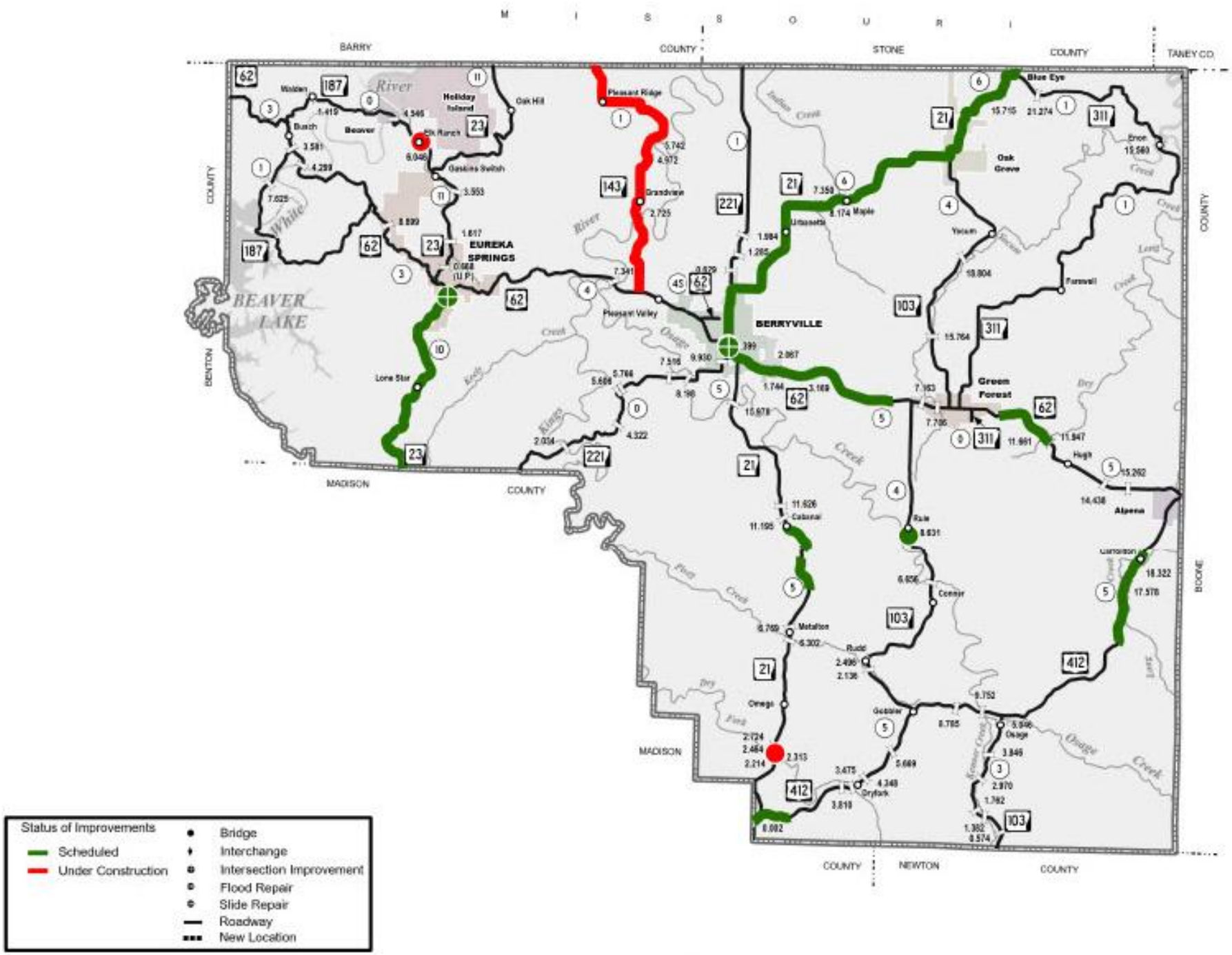
DID YOU KNOW?

PROJECT UPDATES

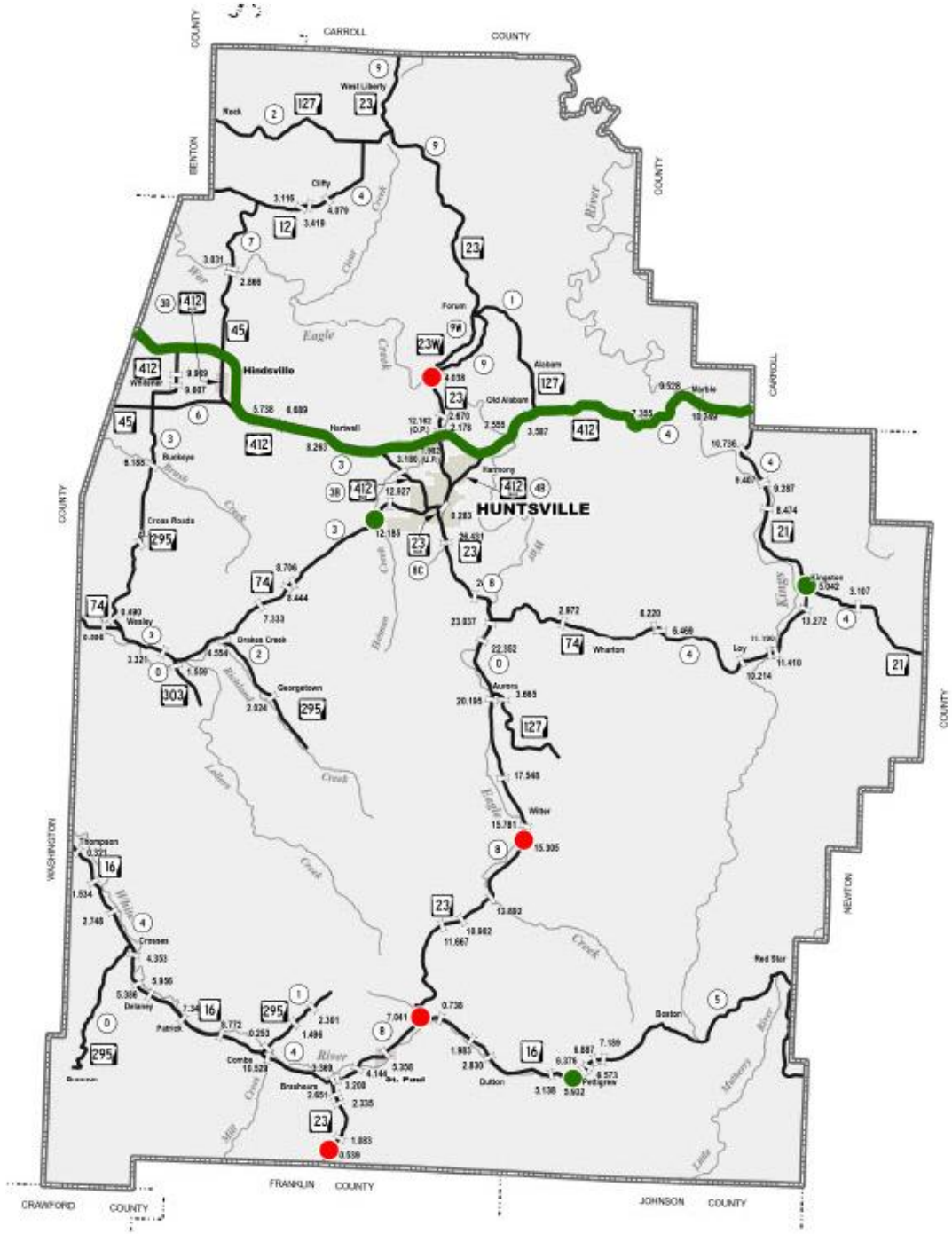
BENTON COUNTY



CARROLL COUNTY



MADISON COUNTY

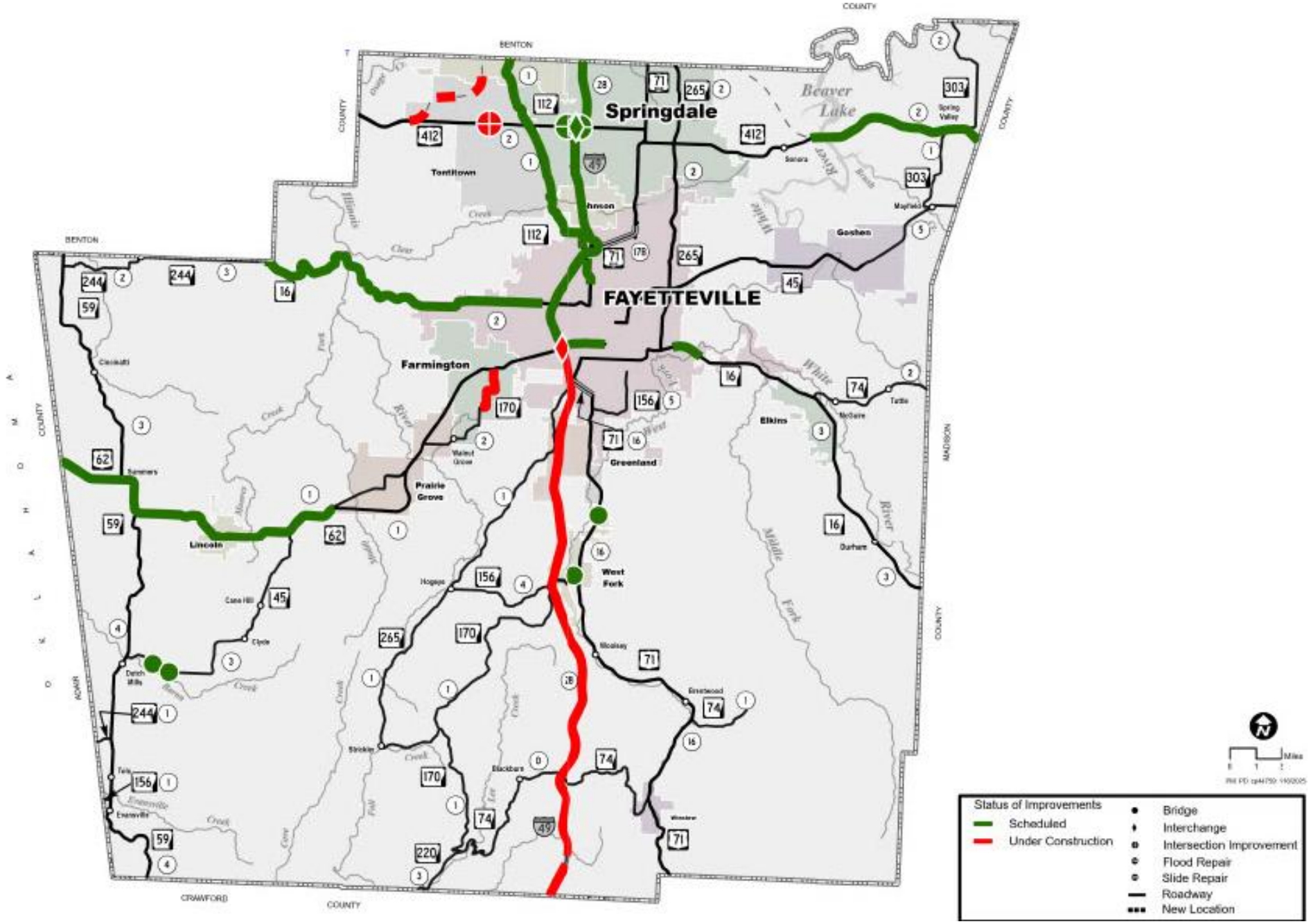


Status of Improvements

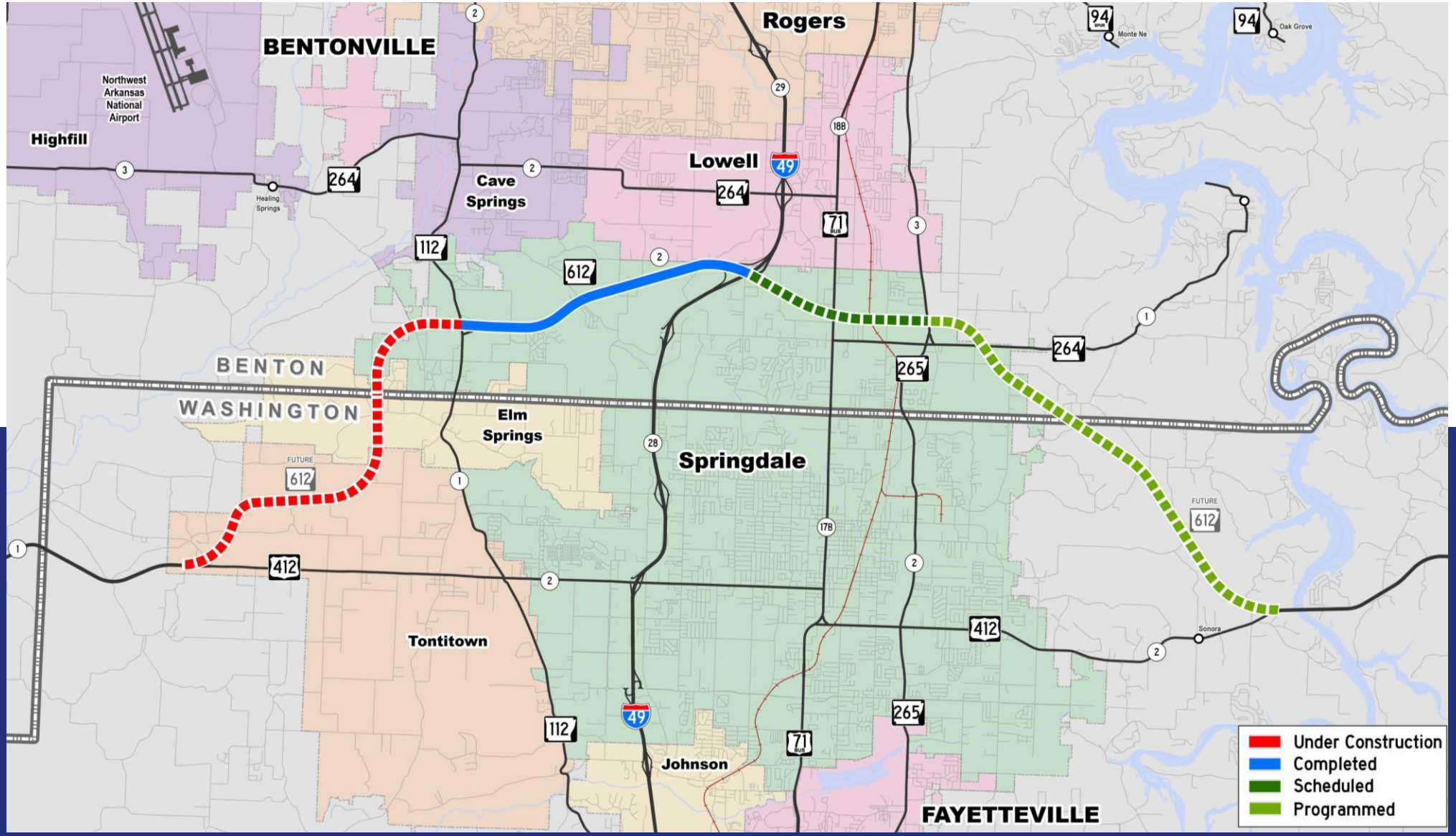
- Scheduled
- Under Construction

- Bridge
- Interchange
- Intersection Improvement
- Flood Repair
- Slide Repair
- Roadway
- New Location

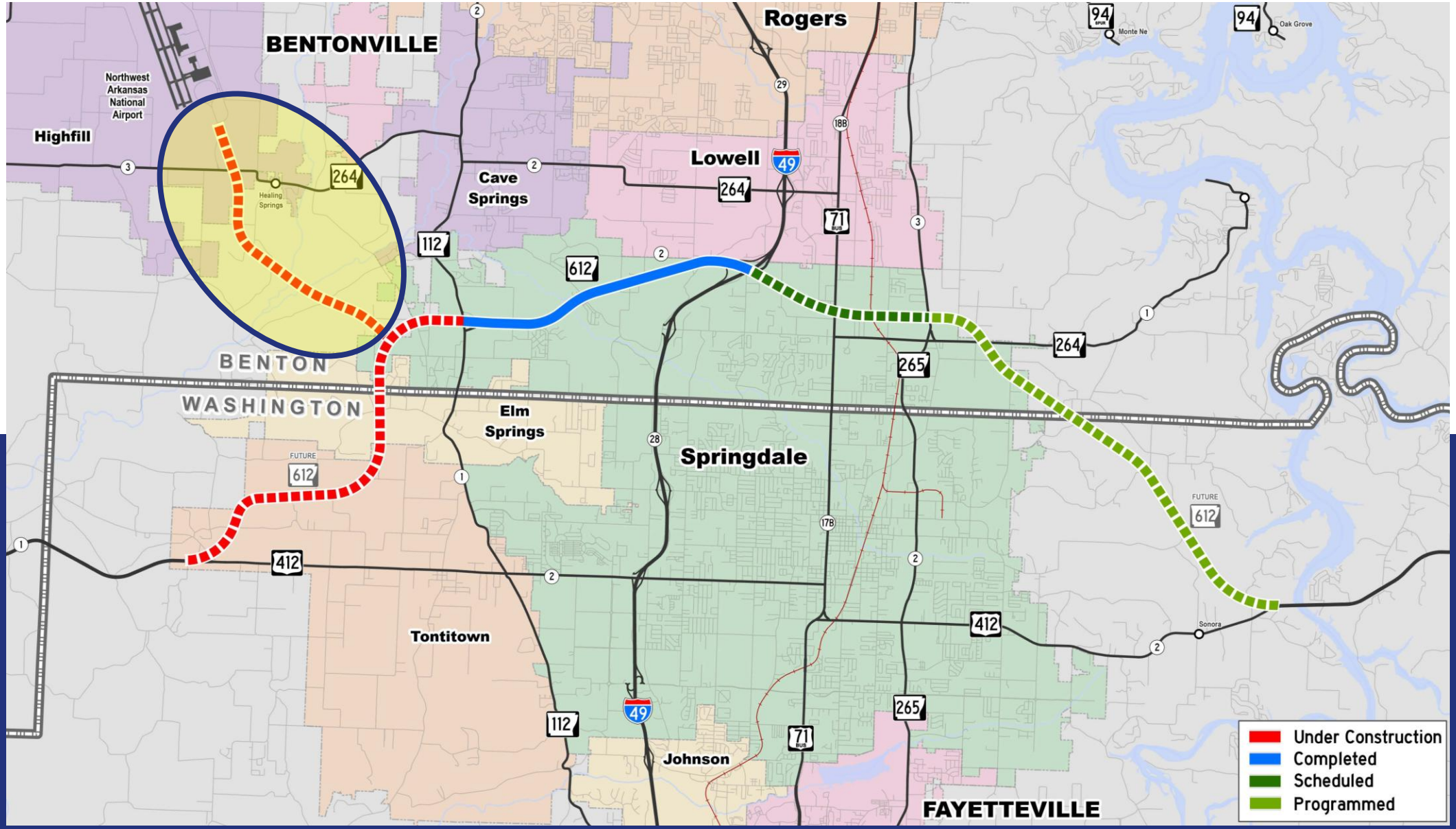
WASHINGTON COUNTY

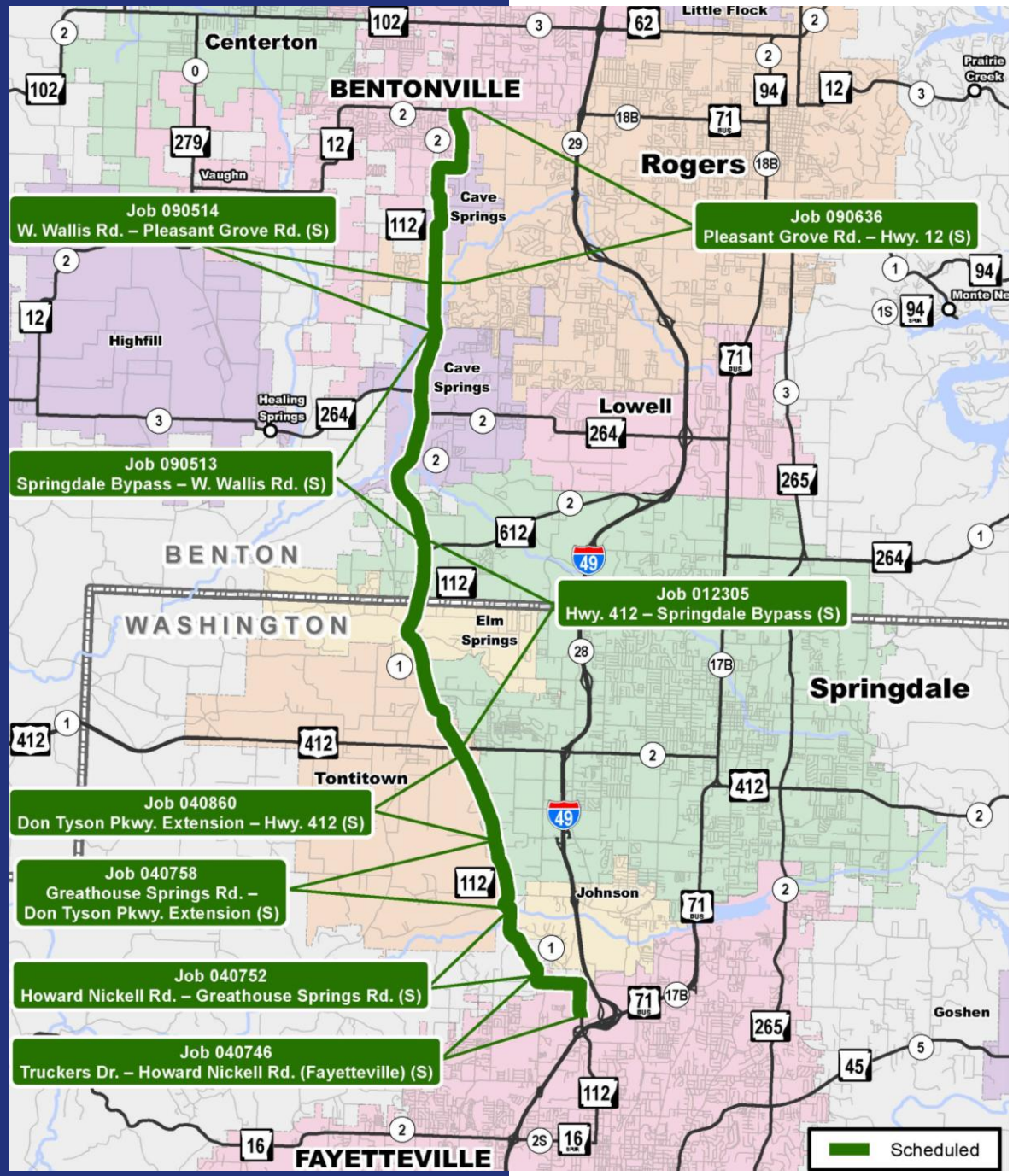


SPRINGDALE BYPASS



XNA CONNECTOR & SPRINGDALE BYPASS



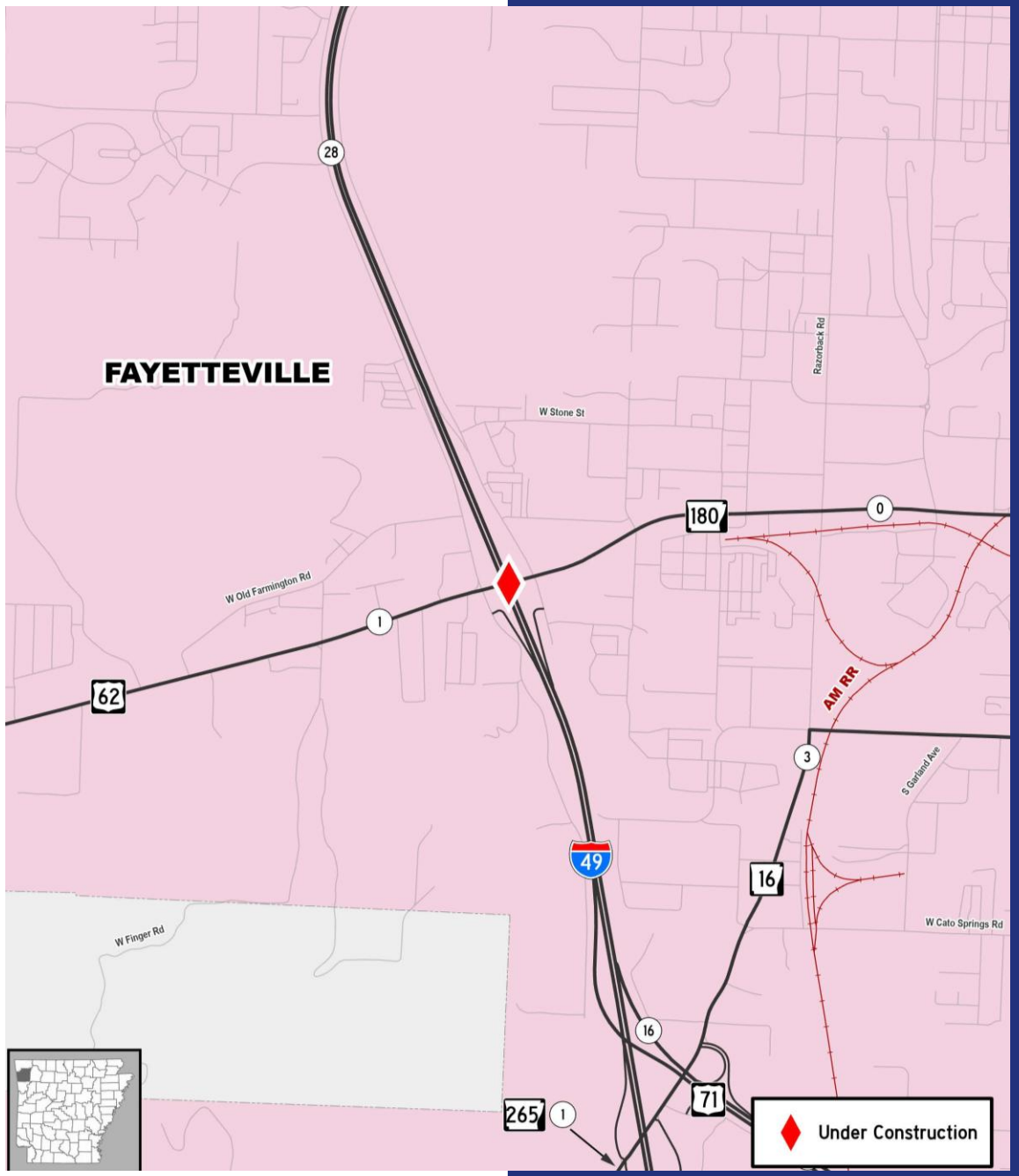


HIGHWAY 112 CORRIDOR

I-49/MLK JR. BLVD.

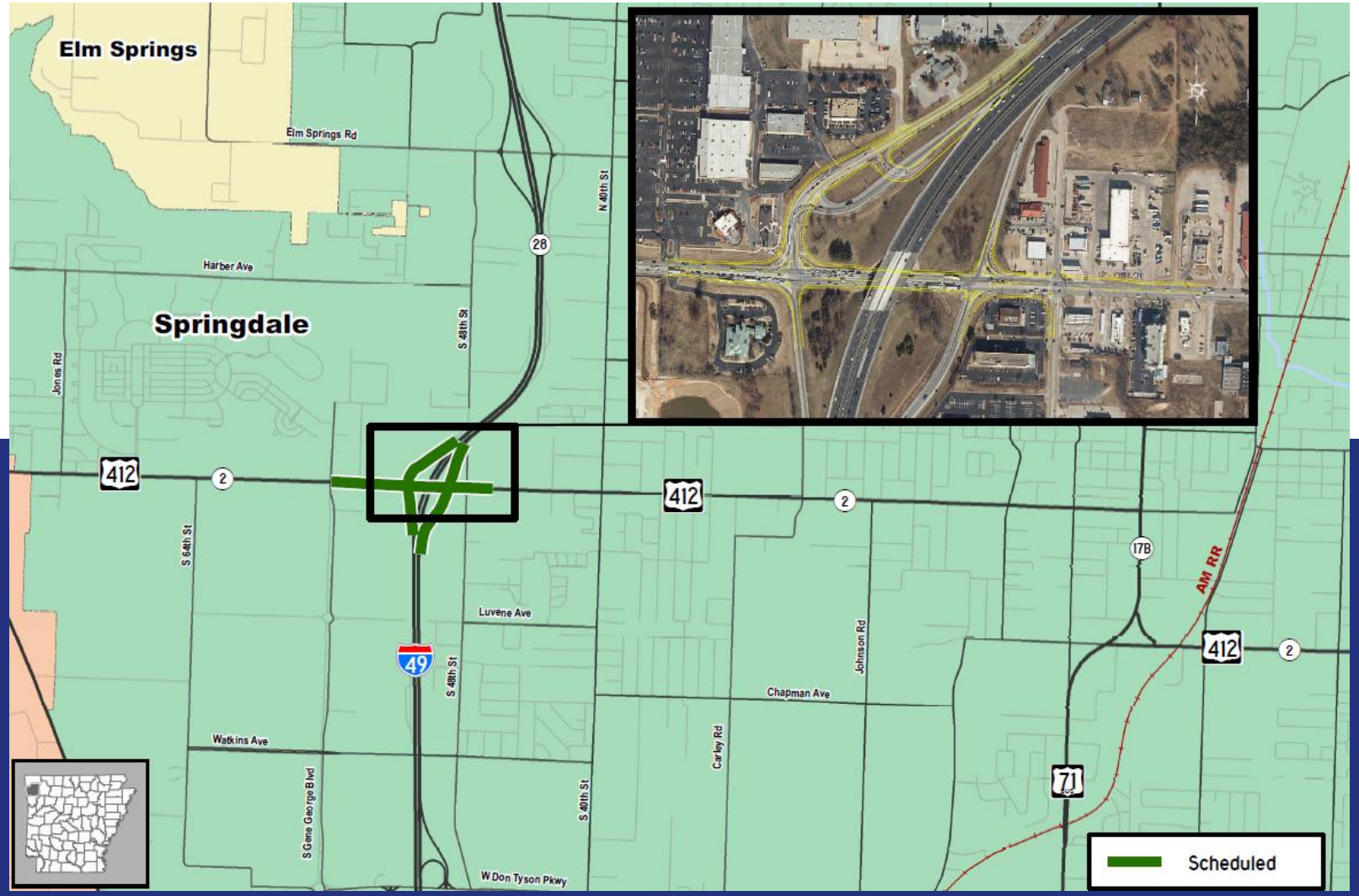
WASHINGTON COUNTY

- Interchange Improvements
- Awarded to Manhattan Road and Bridge Co. & APAC-Central, Joint Venture
- Est. Completion in Mid-2028



HIGHWAY 412/INTERSTATE 49

WASHINGTON COUNTY

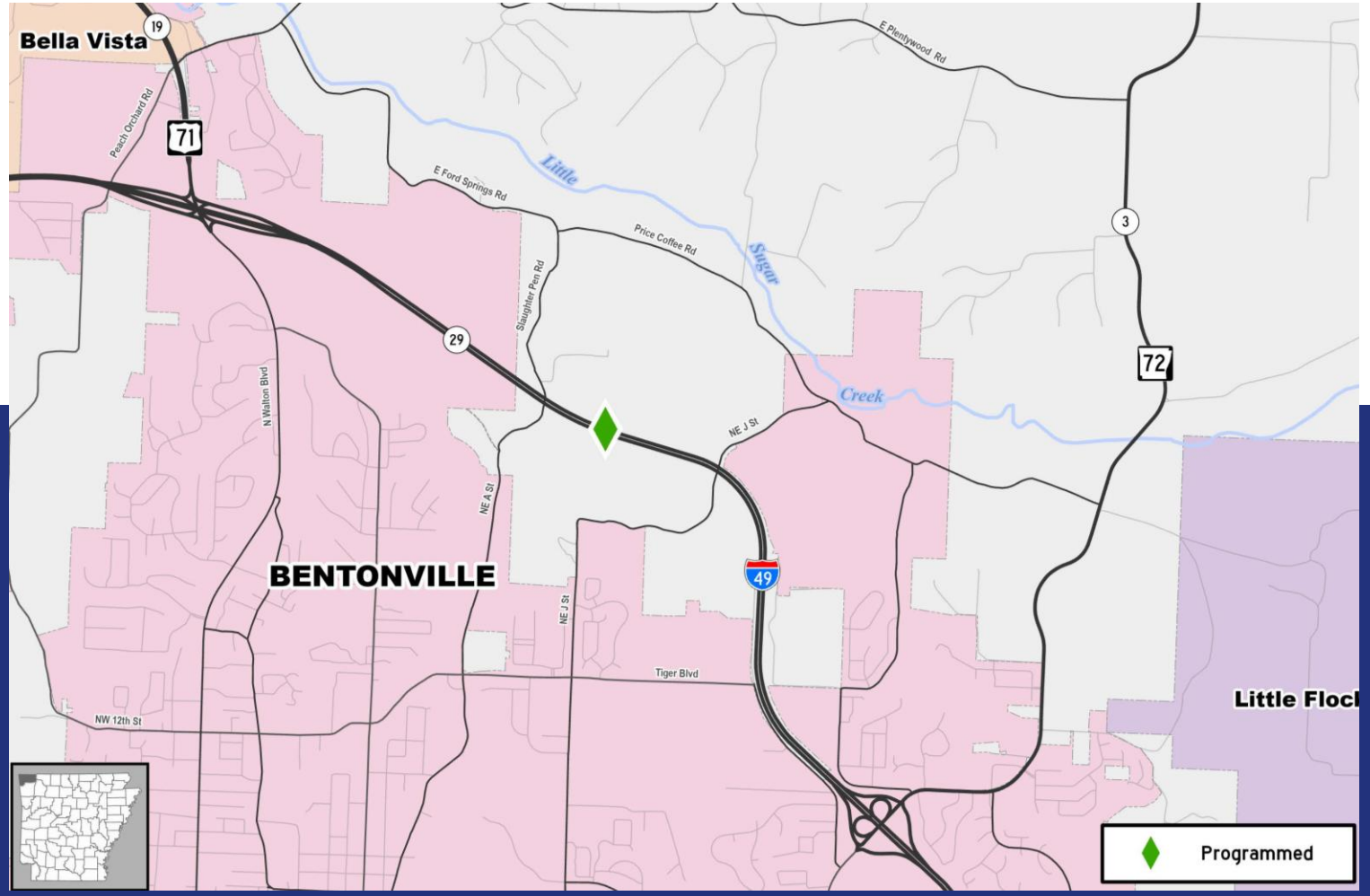


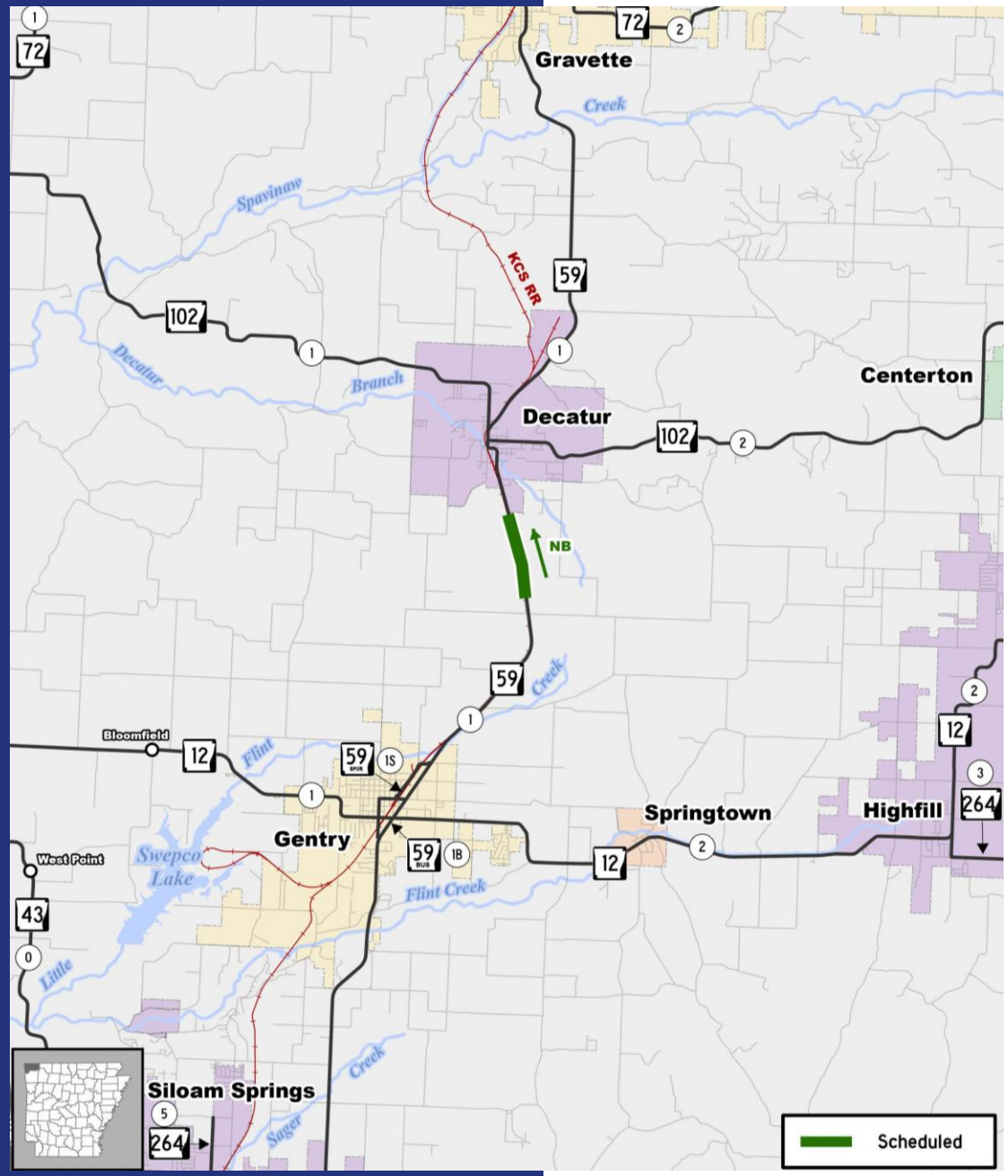
- Widening & Intersection Improvements
- Est. $10-15 Million
- Shovel Ready Late 2026

- Interchange and New Location
- Est. $20-30 Million
- Programmed
- Partnering Project with the City of Bentonville

INTERSTATE 49/NE J Street

BENTON COUNTY





HIGHWAY 59

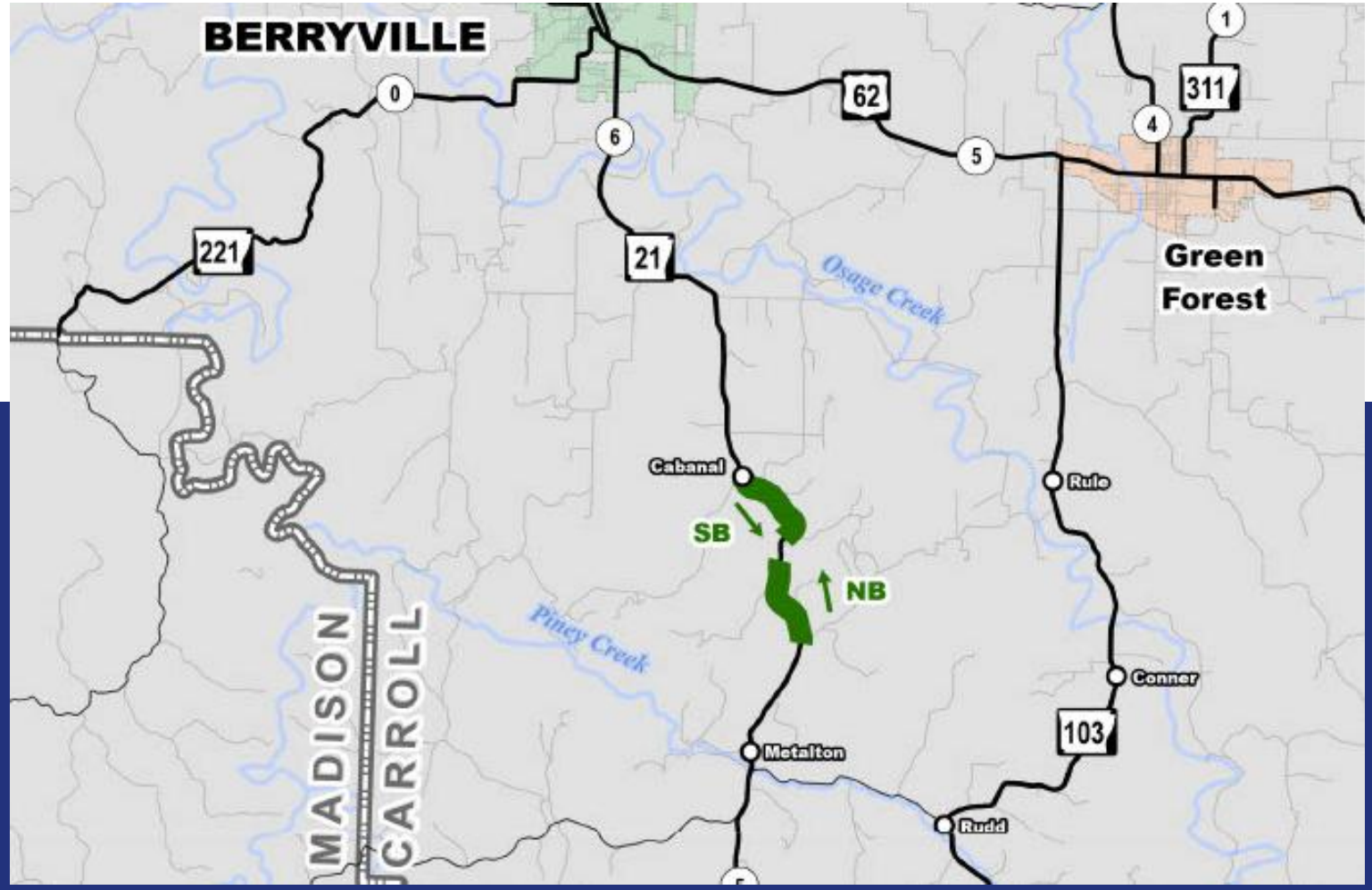
BENTON COUNTY

- Passing Lane
- 1 Mile
- Est. $3-5 Million
- Shovel Ready Late 2025

HIGHWAY 21

CARROLL COUNTY

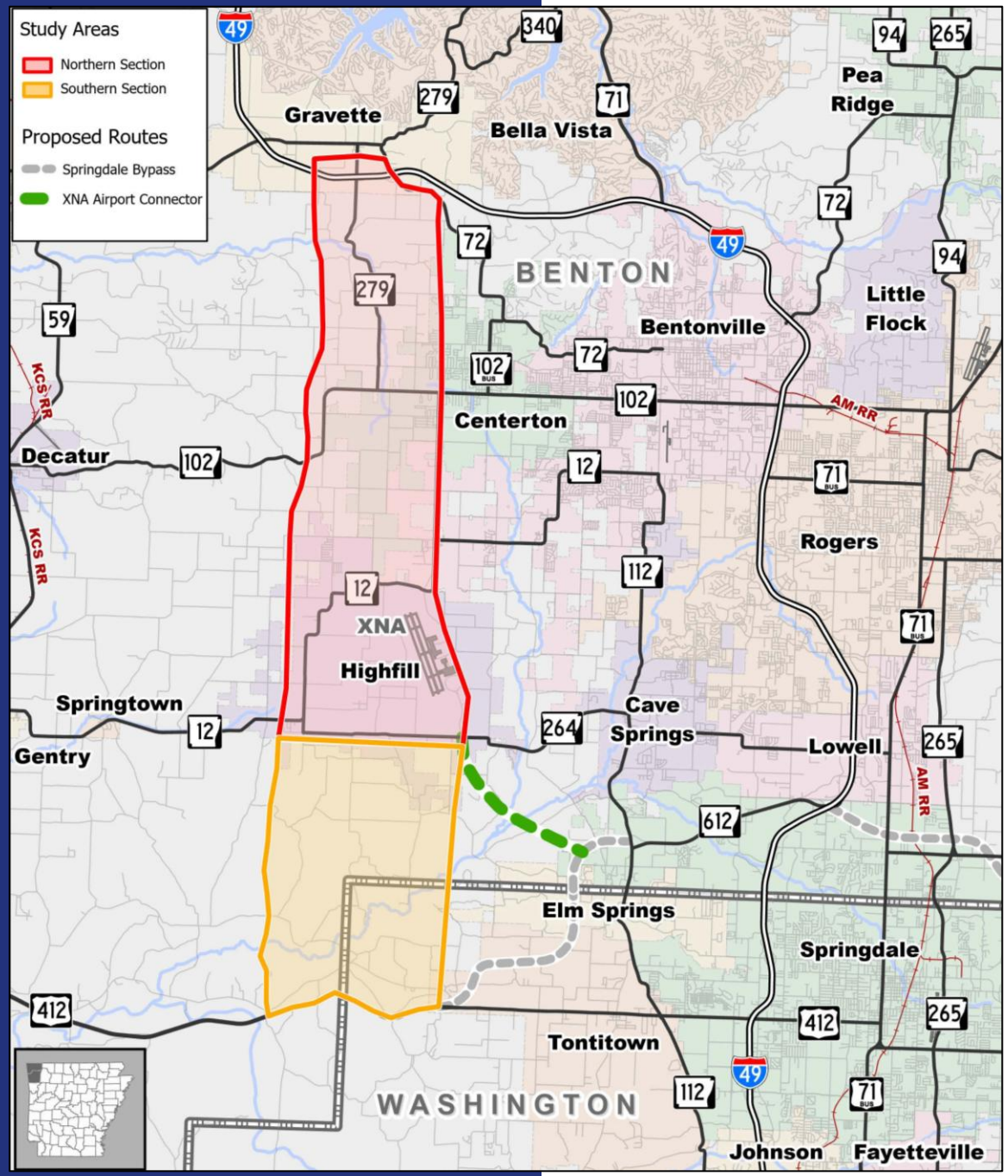
- Passing lanes in both directions
- Est. $5-10 Million
- Shovel Ready in 2026



HIGHWAY 412

MADISON COUNTY

- Pavement Preservation
- 10 Miles
- Est. $5-10 Million
- Shovel Ready in 2026



WESTERN NORTH-SOUTH CONNECTOR STUDY

January 2019	Commission Minute Order 2019-011 authorized planning study
Summer 2020	Initial virtual Public Officials & Public Involvement Meetings held
Summer 2023	In-person Public Officials and Public Involvement Meetings held
January 2025	Study findings shared at final Public Officials and Public Involvement Meetings

ADDITIONAL INFORMATION

ROUNDABOUTS

WHAT IS A ROUNDABOUT?

A roundabout is a circular intersection in which traffic travels around a central island. This simple design is becoming increasingly popular for its safety, mobility, and maintenance advantages.

- Vehicles entering the roundabout yield to traffic already in the roundabout.
- Traffic travels counterclockwise around a center island.
- Curvature naturally encourages drivers to travel at a slower speed.

IMPROVED SAFETY

Half of all traffic injuries happen at conventional intersections. Roundabouts improve intersection safety by:

- Reducing conflict points, which limits opportunities for crashes to occur, and crashes that do occur tend to be less severe.
- Lowering travel speeds, which gives drivers more time to react, and also reduces crash severity.

For these reasons, roundabouts typically experience 35% fewer crashes than a comparable traffic signal. Furthermore, there are 76% fewer injuries and 90% fewer fatalities.

REDUCED DELAYS AND FUEL CONSUMPTION

Drivers often experience less delay at roundabouts than at conventional intersections. Oftentimes drivers do not have to stop, and when they do, they can proceed as soon as traffic clears.

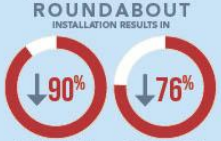
- Roundabouts reduce delay for motorists, particularity outside of rush hour. Instead of waiting at a red light, drivers go at the first opportunity.
- Because drivers stop less often and spend less time idling, fuel consumption is reduced.

MAINTENANCE

Compared to traffic signals, which must be carefully timed and maintained, roundabouts do not require specialized hardware other than lighting.

Photo: Roundabout on Highway 65B and Winfield Street in Conway.

ACCORDING TO THE FEDERAL HIGHWAY ADMINISTRATION
ROUNDABOUT INSTALLATION RESULTS IN

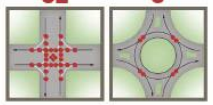


REDUCTION IN **FATALITIES** | REDUCTION IN **INJURIES**

Arkansas has over 170 roundabouts on public roads across the state.

CONFLICT POINTS

CONVENTIONAL INTERSECTION	ROUNDABOUT INTERSECTION
32	8



ARDOT
ARKANSAS DEPARTMENT OF TRANSPORTATION

Planning Division
501-569-2201
June 2024

HOW TO NAVIGATE ROUNDABOUTS
AS EASY AS 1, 2, 3

- Going slower provides more time to make decisions and be better prepared to yield to other road users.
- By entering the roundabout at a slower speed, crashes that do happen are much less severe.
- Slowing down helps drivers do a better job seeing pedestrians and bicycles and sharing the road with them.

- Drivers should choose the lane for where they want to go after the roundabout. Signs and markings help them select a lane.
- Like most other intersections, drivers use the left lane to go left, the right lane to go right, and either lane to go straight through, unless otherwise indicated.
- Drivers should keep looking around and check the crosswalks to see if anyone is waiting to cross or is already crossing. Drivers should be ready to stop and let them safely finish.

- Drivers must yield to traffic in all lanes of the roundabout, not just in the lane closest to them.
- If large vehicles like trucks or buses are in the roundabout, drivers should give them space and avoid driving next to them inside the roundabout.
- Drivers should follow the pavement markings to stay in the correct lane as they leave the roundabout. They should look around one more time for anyone in the crosswalk and be ready to yield as the drivers exit.

Source: Federal Highway Administration.

Photo: Roundabout on Highway 49 and Highway 34 in Marmaduke.

What is Ask ARDOT?

It's a streamlined communication tool to get in touch with ARDOT and ask questions. Have you ever wondered what's the latest on a construction project, or how to report a pothole? Or maybe you feel like there should be better highway signage.

How does it work?

Go to ***ardot.gov***, click on ***Contact Us***, and click on ***Ask ARDOT Portal,*** or scan the QR code.

Log in or Create an Account

This allows you to submit an inquiry, check the status of a previous inquiry, or ask additional questions.

Submit an Inquiry

Choosing the correct category ensures your question is directed to the right person to answer it. After your inquiry is submitted, a confirmation email will be sent with a reference number. If needed, log back in to ask questions about your inquiry.

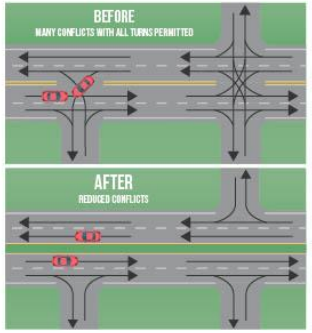
RAISED MEDIANS

WHAT IS A RAISED MEDIAN?

A raised median is a physical barrier that separates opposing directions of traffic, thus reducing the chance of a vehicle crossing into oncoming traffic. In urban areas, medians are often relatively narrow to limit property impacts.

IMPROVED SAFETY

By creating a barrier between opposing traffic, raised medians prevent most head-on collisions, which can often be severe or fatal. Additionally, raised medians allow left-turns to be consolidated into a handful of well-designed median break locations. These median breaks can also be designed to allow U-turns (see back). Raised medians allow traffic to flow in a more orderly manner, reduce the number of conflict points, and greatly reduce crash severity and frequency.



According to research from the Transportation Research Board, installing a raised median on an undivided highway can reduce crashes by up to 71 percent.[1] Further, replacing a two-way left-turn lane with a raised median has been shown to reduce crashes by 25 percent on average.[2] Raised medians are particularly beneficial when traffic volumes exceed 24,000 to 28,000 vehicles per day.[2]

REDUCED DELAYS

By reducing conflict points and improving traffic flow, a roadway is able to carry more traffic. As a result, delays due to traffic congestion also decrease. Raised medians have been determined to reduce motorist delays up to 30 percent.

Diagram: From Gluck, J., H. S. Levinson, and V. Stover. NCHRP Report 420: Impacts of Access Management Techniques, TRB, National Research Council, Washington, D.C., 1999, Figure 30, p. 72. Copyright, National Academy of Sciences. Reproduced with permission of the Transportation Research Board.

[1] NCHRP Research Report 1032, How to Measure and Communicate the Value of Access Management, Transportation Research Board, 2023

[2] Access Management Manual, 2nd Edition, Transportation Research Board, 2014

ARKANSAS HAS **54** MILES OF URBAN HIGHWAYS WITH A RAISED MEDIAN

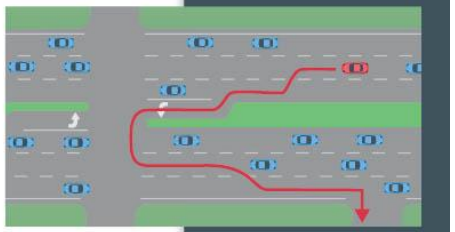
INSTALLING A RAISED MEDIAN REDUCE CRASHES BY UP TO **↓71%** ON AN UNDIVIDED ROADWAY SEGMENT

ARDOT
ARKANSAS DEPARTMENT OF TRANSPORTATION

Planning & Research Division
501-569-2201

October 2024

U-TURNS TO REACH DESTINATION



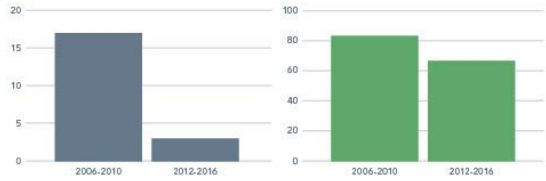
Raised medians can be designed to allow U-turns to occur at periodic median breaks. U-turns reduce the number of conflict points along a corridor and have been proven to improve safety. Research has shown U-turns can reduce crash rates by 20 percent by removing direct left-turns from driveways. Often, a right turn from an unsignalized driveway followed by a U-turn is easier for drivers. This is because they only have to yield to one direction of traffic at a time rather than crossing two directions of traffic.

Case studies in Texas and Iowa suggest 95% percent of business owners reported no change or an increase in retail sales after the construction of a raised median. Property values studied along the corridor were also reported as either unchanged or increased.[3]

HIGHWAY 412 SILOAM SPRINGS CASE STUDY

Prior to 2013, Highway 412 in west Siloam Springs was a four-lane highway with a center turn lane. The highway regularly experienced significant congestion and safety issues. Between 2006 and 2010, 415 crashes occurred on a 1.6-mile segment of Highway 412 in west Siloam Springs. Of those crashes, 17 were classified as a fatal or suspected serious injury, equating to a crash rate nearly three times higher than similar roadways across the state.

To improve the roadway's safety and reduce congestion, in 2012, ARDOT widened this segment of Highway 412 to six lanes and replaced the center turn lane with a raised median. As a result, over the next five years, the total number of crashes was reduced by 20 percent, and the number of fatal and serious injuries was reduced by more than 80 percent.



[3] Access Management Application Guidelines, Companion Volume to the Access Management Manual, Second Edition, Transportation Research Board, 2016

HIGHWAY 412 CASE STUDY

↓82%
REDUCTION IN ALL FATAL AND SUSPECTED SERIOUS INJURY CRASHES


THANK YOU