AHTD & AHC

History
“We are always yapping about the ‘Good Old Days’ and how we look away back and enjoy it, but I tell you there is a lot of hooey to it.”

– Will Rogers
The Teens

• First Commission Created
  ✓ No Highway Department
  ✓ No Highway System

• $72,000 Total Budget

• 36,000 Miles of Public Roads
The Twenties

- **Highway System Created**
- **Highway Department Created**
- **First Gas Tax** – 1 cent per gallon
- **200,000 Vehicles/8,800 highway miles (1,400 Paved)**
- **Highway Commission Structure Changed Twice**
Operation of the Henderson Ferry at Norfork Lake cost $117,981 for 1947-48. During this period, 189,856 vehicles were ferried over at an average cost of 62¢ per vehicle.

- **Gas Tax Raised to 6.5 cents per Gallon**

- **1960’s Before Next Increase**

- **9,700 Highway Miles (4,900 Paved)**

- **Commission Structure Changed Four More Times**

- **Too much Political Influence on Highways**
  - Growing Discontent

Magnet Truck, Picked up an average of 20 lbs of metal per mile.
The Fifties

1951 - Highway Audit Commission Report

- "the advice, counsel and expert know-how which is available from the Department’s own technical and administrative staffs bear scant weight indeed when they are in conflict with the political pressures and political promises of the moment."

- Interstate Era
- 11,000 Miles State Highways (8,800 Paved)

- 9 Legislative Acts Restructured Commission since 1913
- 1952 – Mack Blackwell Amendment

Widening Hwy 67 near Malvern, 1956
The Sixties and Seventies

- No changes to Commission Structure
- Department became Debt Free
- Legislature transferred nearly 4,400 more miles of County Roads to Highway System
- Department adds “Transportation” to its name – Authority Expanded
- 1st State to Complete its Interstate System (1975)
- 16,000 Highway Miles (15,000 Paved)
The Eighties and Nineties

- 1985 – Rural Road Program – out of the mud
- Early Retirements – huge workforce turnover
- 1991 – Highway Improvement Program
- 1993 – Last Federal Gas Tax Increase
- 1999 – Last State Gas Tax Increase
- 1999 – Interstate Rehabilitation Program – First Highway Bond Issue in 50 years
- I-540 (now I-49) and I-530 Completed
- 16,400 Highway Miles
The New Millennium

- 2011 – 2nd Interstate Rehabilitation Program
- 2012 – Connecting Arkansas Program
- 2015 - Governor’s Working Group on Highway Funding
- 2016 – Act 1 of Third Extraordinary Session of 2016
- 2017 – Arkansas Highway Maintenance and Construction Bond Act (FAILED)
  - July 1 change to Arkansas DoT
Statewide Transportation Improvement Program
for Federal Fiscal Years 2016-2020 (STIP)

• Federal Requirement for Federally Funded and Regionally Significant Transportation and Transit Projects

• 4-Year Minimum

• Required Components:
  ✓ Demonstration of Financial Constraint
  ✓ Metropolitan Planning Organization (MPO) Coordination
  ✓ Public Involvement
  ✓ Performance Management
Regional Projects
Bridge Maintenance and System Preservation

- Selected sections of I-555 from I-55 to Jonesboro
- Just under 39 miles
- Estimated between $45 and $50 Million
Selected sections of U.S. Highway 67 from Cabot to Newport

Just under 59 miles

Estimated between $65 and $70 Million
State Highway 18

Recently Completed
- 7.1 miles
- $23 million

Under Construction
- 16.0 miles
- $80.8 million
Jonesboro & Craighead County

Projects in the Future
Programmed

- 3.1 miles
- $1.8 million
Programmed

$14.5 million
State Highway 18S

Programmed

- 4.34 miles
- $5-10 million
U.S. Highway 49

Programmed

$9 million
Programmed

- 1.35 miles
- $20.4 million
State Highway 351

Programmed

- 0.9 miles
- $14 million
# Jonesboro North-South Connector Comparison

**March 6, 2017**

<table>
<thead>
<tr>
<th>Alignment</th>
<th>Description</th>
<th>Length (miles)</th>
<th>Construction Cost</th>
<th>Design Right of Way Utility CENG Costs ($1 million)</th>
<th>Total Cost</th>
<th>Traffic Diversion from Highway 49 (Stadium Blvd.) (vehicles per day)</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Interstate 555 - Highway 49 Improve Highway 18 S (5-lane typical section) and extend along Commerce Drive north to Highway 49 (3-lane typical section)</td>
<td>4.4</td>
<td>$23</td>
<td>$7</td>
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<td>Interstate 555 - Highway 49 Nestle Road and Nestle Way Improvements and extend to Highway 49 (3-lane typical section)</td>
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<td>$43</td>
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<td>Interstate 555 - Highway 49 Nestle Road and Nestle Way Improvements and extend to Highway 49 (3-lane typical section)</td>
<td>7.5</td>
<td>$51</td>
<td>$13</td>
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**Jonesboro North-South Arterial Connector Study - August 2013**

Findings:
The proposed arterial connector would divert some traffic from Highway 49 (Stadium Blvd.). Highway 49 has four travel lanes, carries in excess of 30,000 vpd and operates at Level of Service (LOS) D. It is forecast to increase to more than 40,000 vehicles per day (vpd) by 2033 and operate at LOS E, which is considered unacceptable. With the estimated traffic reduction on Highway 49, the traffic would continue to operate at LOS D through 2033.

This alignment will provide an improved north-south connection and also improve east-west travel on Highway 18 when compared to Alignment 2 by reducing approximately 2.0 miles from the length of travel.

*This project is currently scheduled in the STIP for 2020 - $10 M set aside for construction. An additional $13 million is needed to fully fund construction this alignment.*

**Jonesboro Highway 63-Highway 18 Connector Study - May 2007**

Findings:
This alignment was found not to be viable because it would result in a far more circuitous and far less appealing route for east-west traffic. To provide an equal comparison, this alignment was extended to Highway 49. Alignment 1, which would improve Highway 18S (Commerce Drive) between Interstate 555 and Highway 18, was brought forward as a viable option.

**Feasibility Study for the Jonesboro Northern Bypass from Highway 63 Northwest of Jonesboro to Highway 63 Southeast of Jonesboro - May 2003**

Findings:
Alignment 3 would connect Highway 49 to Interstate 555. An overpass would be provided over the Union Pacific (UP) Railroad tracks that parallel Highway 49. Because of the proximity of the tracks, an at-grade intersection with Highway 49 cannot be achieved. Therefore, an interchange would also be required at this location, which would entail extending the overpass over Highway 49 and providing ramps for traffic entering or exiting the bypass at Highway 49.
14 Projects

- 32.88 Miles
- $16.7 Million
<table>
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<tr>
<th>State</th>
<th>State Gas Tax</th>
<th>Rank</th>
<th>State Hwy. Miles</th>
<th>Rank</th>
<th>Population</th>
<th>Rank</th>
<th>State Hwy. Miles/Capita</th>
<th>Adm. Hwy User Rev. / Hwy Mile</th>
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Arkansas State General Revenues vs AHTD Net Highway Revenues

- General Revenues: Increasing trend from 1979 to 2015
- Net Highway Revenues: Nearly flat line from 1979 to 2015

Fiscal Year: 1979 to 2015

Y-axis: $ Million

Graph compares general revenues and net highway revenues over fiscal years from 1979 to 2015.
Total Road User Revenue
$1,067.3 Million

Distribution:

General Revenue
$432.2 Million (40%)

Highway Revenue
$635.1 Million (60%)
Highway Revenue Distribution

- AHTD: $436 M (63.7%)
- Counties: $108 M (15.8%)
- Cities: $108 M (15.8%)
- CF&A / Misc.: $32 M (4.7%)
2015 Road User Related Tax Revenue

Total Road User Revenue Collected = $1.12 Billion

AHTD Road User Revenue
= $435.7 M = 39%
All of the APHN

Arkansas Primary Highway Network

Miles:
- National Highway System: 3,944 (24%)
- Other Arterials: 434 (3%)
- Critical Service Routes: 48 (1%)
- Other High Traffic Routes: 187 (1%)
- Total: 8,513

Traffic:
- National Highway System: 3,339 (52%)
- Other Arterials: 3,376 (20%)
- Critical Service Routes: 434 (3%)
- Other High Traffic Routes: 2% (1%)
- Total: 6,652

Legend:
- National Highway System
- Other Arterials
- Critical Service Routes
- Other High Traffic Routes
Arkansas Primary Highway Network – State Highways

- **Current Condition**: 10% Poor, 67% Fair, 23% Good
- **2027 Pavement Preservation Capacity Capital**: 29% Poor, 34% Fair, 3% Good
- **2027 Pavement Preservation Capacity**: 63% Poor, 56% Fair, 3% Good
- **2027 Pavement Preservation**: 41% Poor, 3% Fair, 56% Good
All State Highways

Current Condition
- Poor: 37%
- Fair: 54%
- Good: 8%

2027 Pavement Preservation Capacity
- Poor: 43%
- Fair: 41%
- Good: 16%

2027 Pavement Preservation Capacity
- Poor: 33%
- Fair: 47%
- Good: 20%

2027 Pavement Preservation
- Poor: 33%
- Fair: 43%
- Good: 24%
• ArkansasHighways.com
• ConnectingArkansasProgram.com
• Vimeo.com/AHTD
• IDriveArkansas.com
• Twitter.com @AHTD
Questions?