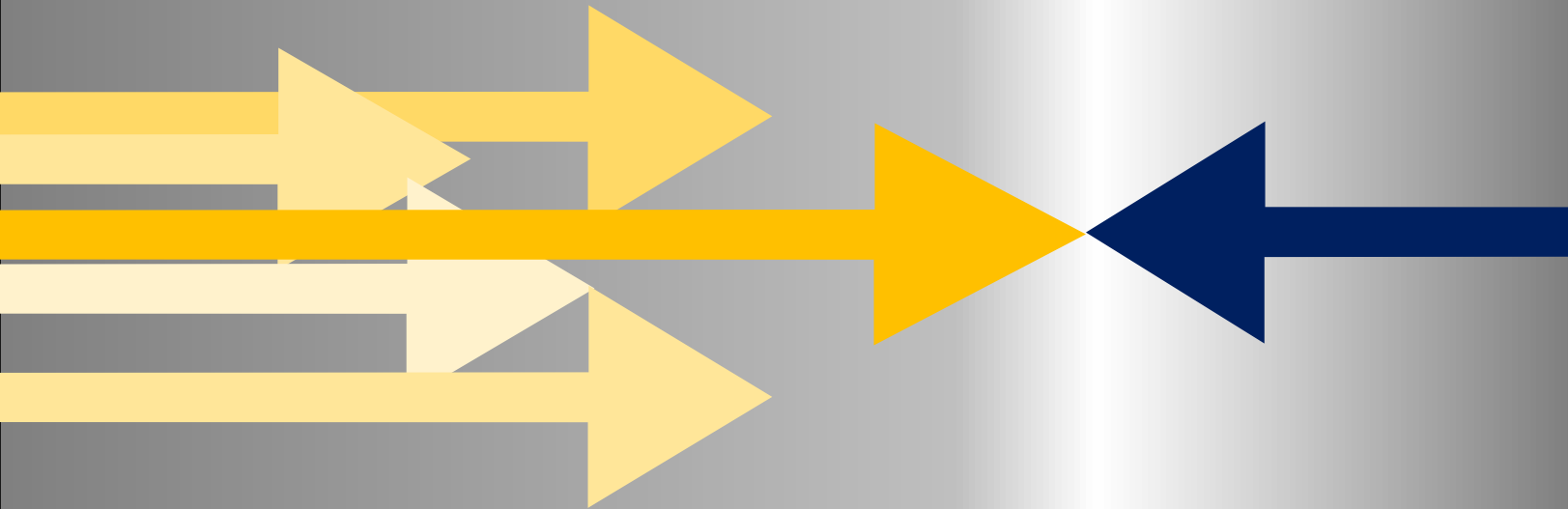


WRONG-WAY CRASH STUDY

INTERSTATES AND FREEWAYS | CALENDAR YEAR 2020



Published March 2023

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ARKANSAS DEPARTMENT OF TRANSPORTATION

NOTICE OF NONDISCRIMINATION

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

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

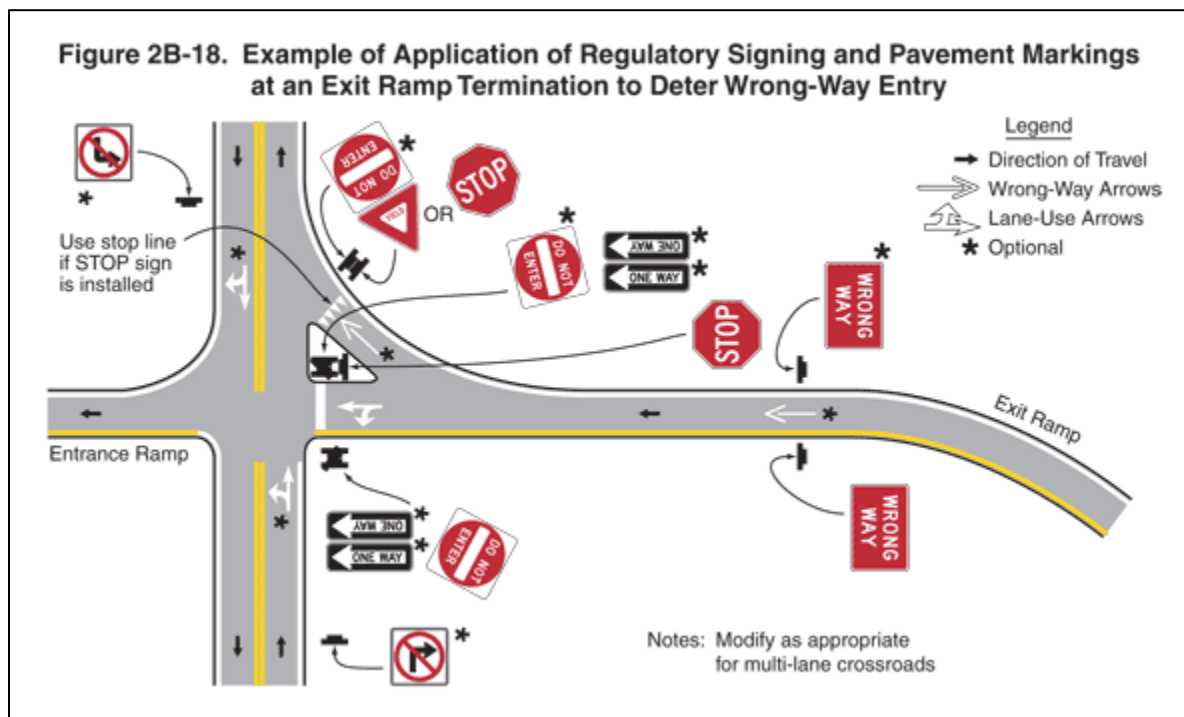
Wrong-Way Crash Report

Act 641 of the 87th Arkansas General Assembly requires the Arkansas Department of Transportation (ARDOT) to analyze all wrong-way crashes on Interstates and other freeways with full control of access and to prepare an annual report. Furthermore, the Act requires that based on the findings in the report, the Department is to implement appropriate countermeasures, when warranted, to reduce the possibility of wrong-way crashes. Accordingly, Minute Order 2009-035 was adopted by the Arkansas State Highway Commission on February 25, 2009. This Minute Order authorized an annual analysis of wrong-way crashes on these routes to determine if additional traffic control devices are warranted. Copies of Act 641 and Minute Order 2009-035 are shown in Appendices A and B, respectively.

An annual analysis of wrong-way crashes identifies the locations to be investigated. The investigation consists of reviewing the signing and striping for compliance with the minimum requirements of the Manual on Uniform Traffic Control Devices (MUTCD), as well as compliance with the current Department signing practices (see Figure 1). The minimum requirements as specified in Section 2B.41 of the MUTCD 2009 Edition include the following:

1. At least one “ONE WAY” sign for each direction of travel on the crossroad shall be placed where the exit ramp intersects the crossroad.
2. At least one “DO NOT ENTER” sign shall be conspicuously placed near the downstream end of the exit ramp in positions appropriate for full view of a road user starting to enter wrongly from the crossroad.
3. At least one “WRONG WAY” sign shall be placed on the exit ramp facing a road user traveling in the wrong direction.

Figure 1. Minimum Required Signs and Markings from the MUTCD



Source: *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*, 2009 Edition

The Department has adopted the supplementary low-cost countermeasures listed below, and outlined in Commission Minute Order 2016-004 (see Appendix B), to further curtail wrong-way driving. This practice enhances the conspicuity of the signage and provides added protection to ensure that the minimum required signage is in place should one of the sign assemblies be damaged or destroyed. These safety improvements were introduced in a statewide effort to reduce wrong-way incursions on Arkansas freeways. This project was substantially completed in March 2018 and has become standard practice when building new ramps, rehabilitating existing ramps, or investigating and maintaining ramps identified in this report.

1. "WRONG WAY" and "DO NOT ENTER" signs have been lowered with brighter sheeting and reflective post panels to increase the conspicuity of these important signs.
2. Thermoplastic wrong-way pavement arrows were added to every exit ramp.
3. Lane use arrows were applied to two-way frontage roads that intersected an exit ramp.
4. Other pavement markings included stop and yield lines at every exit ramp.
5. "Cat track" pavement markings were applied to guide left-turning motorists to the correct ramp at side-by-side-ramps.
6. Red delineators were installed at every exit ramp to give potential wrong-way drivers more visual cues they were traveling the wrong direction.

The analysis of Calendar Year 2020 crash data showed that 19 wrong-way crashes occurred on the Interstates and other freeways with full control of access (see Figure 2). The crash analysis was conducted on those crashes that involved a vehicle entering or traveling in the wrong direction on the controlled access facility, excluding crossover crashes (see summary in Table 1). Whereas, Table 2 shows a comparison of the 2020 wrong-way crashes with 2018 and 2019 and Figure 3 provides an overview of wrong-way crash history since 2010.

Table 1. Summary of Wrong-Way Crash Analysis in Calendar Year 2020

Crash Severity	5 Fatal Crashes (6 fatalities)				
	8 Non-fatal Injury Crashes that include:		4 Suspected Serious Injury Crashes		
			3 Suspected Minor Injury Crashes		
			1 Possible Injury Crashes		
6 Property Damage Only Crashes (PDO)					
Crash Type	Front to Front	13	Road Surface Condition	Dry	17
	Angle	1		Wet	2
	Sideswipe	3			
	Single Vehicle	2			
Light Conditions	Dark	12	Contributing Factors†	Alcohol	12
	Daylight	5		Drugs	6
	Dark but Lighted	2		None*	3
	Dawn	0		Unknown	1
†Crashes may have more than one Contributing Factor					
* Driver was not impaired					

Table 2. Wrong-Way Crashes 2018-2020*

Year	Total Wrong Way Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Dark Crashes**	Driver Impaired Drugs or Alcohol	Fatal Crashes Driver Impaired on Drugs or Alcohol
2018	25	7	9	6	15	15	6
2019	21	5	5	3	17	13	2
2020	19	5	6	4	14	15	4
*See Table 3 for further details. **Dark Crashes include crashes with lighting, no lighting, and unknown lighting.							

Figure 2. Wrong-Way Crash Locations in Calendar Year 2020

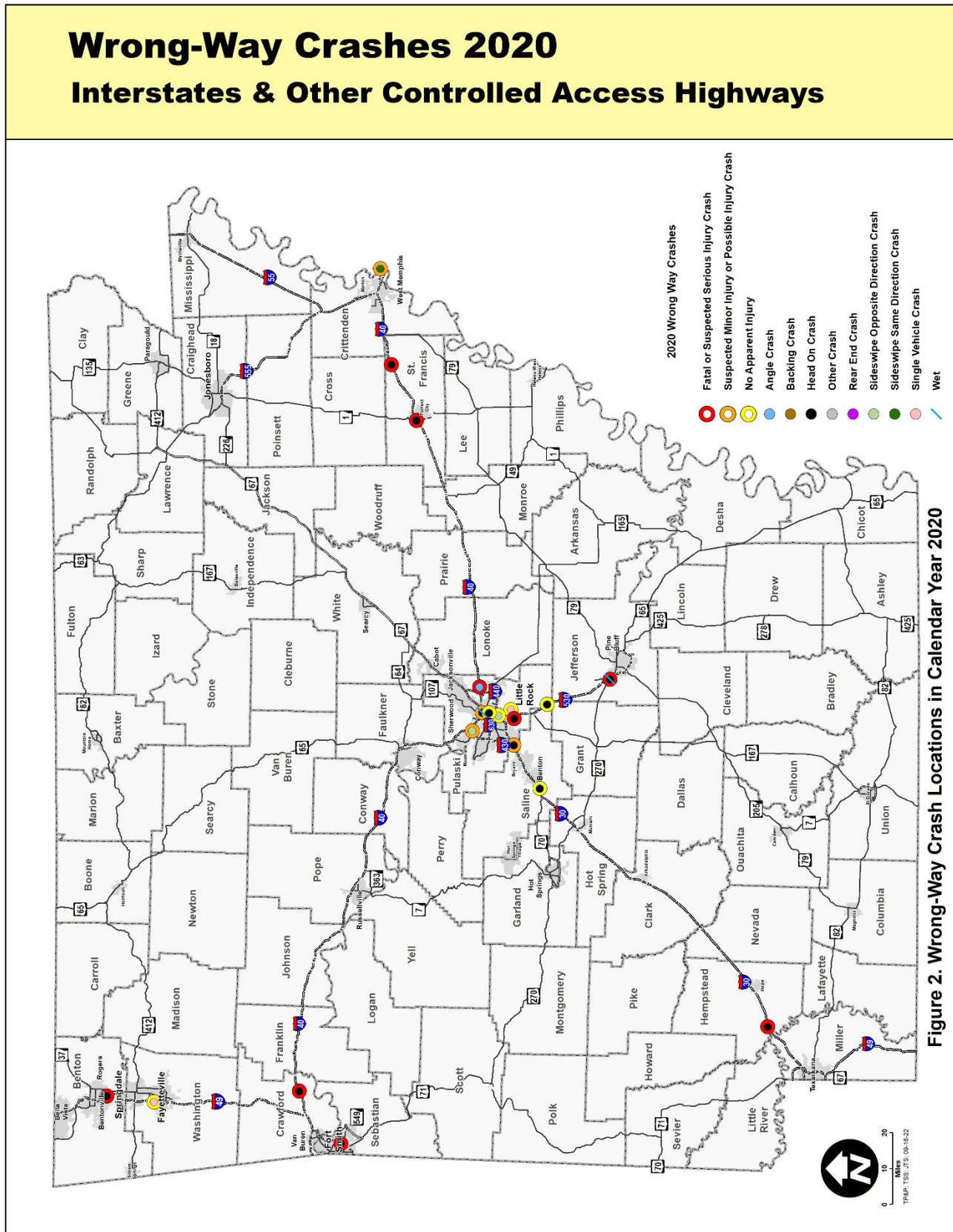
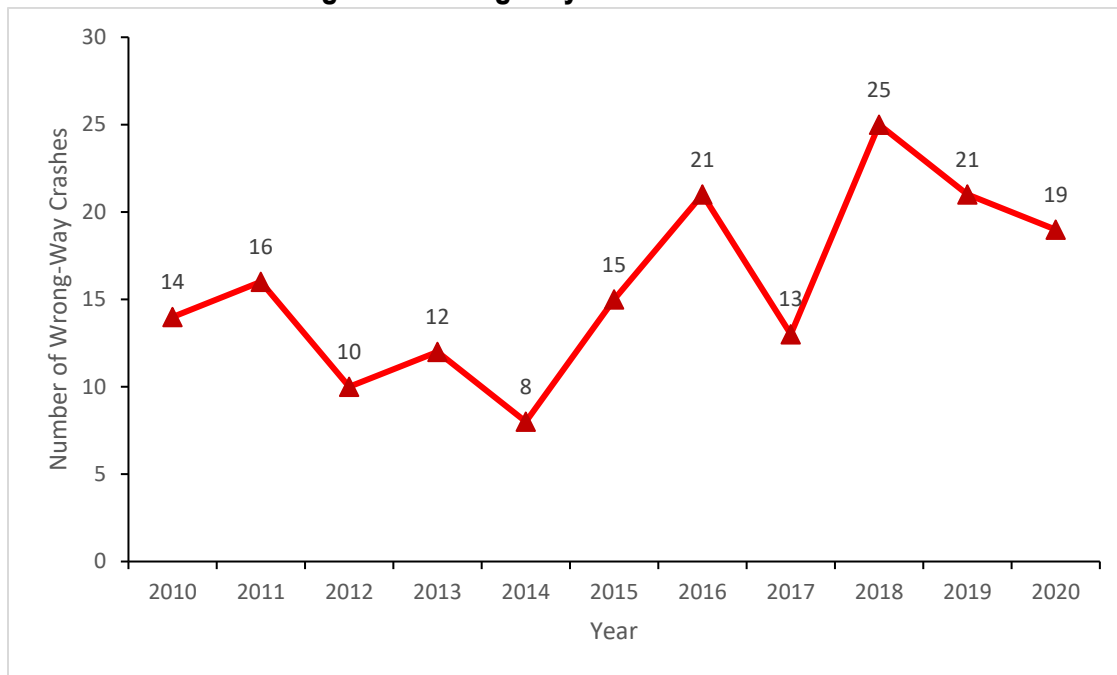


Figure 3. Wrong-Way Crashes 2010-2020



Following the crash analysis, the Department's Maintenance Division completed an investigation of the locations where the wrong-way crashes occurred in 2020.

A total of 50 interchange off-ramps were reviewed which resulted in the following findings:

- All fifty ramps reviewed were in compliance with the MUTCD minimum requirements.
 - The signing and striping at 19 of the ramps were in compliance with the MUTCD minimum requirements as well as current Department requirements.
 - Seventeen of the ramps (Exits 35, and 41 on I-49, Exits 117, 118, 128, 130, 133, and 139A on I-30, Exit 2A on I-540, Exits 7, 216, 241B, 279A, and 280 on I-40, Exits 7, 9, and 12 on I-530) were either missing signs or the signs were the incorrect size to meet current Department requirements.
 - Six of the ramps (Exit 7 on I-30, Exits 242 and 247 on I-40, Exit 1 on I-440, Exits 27, and 32 on I-530) met the signing requirements, but require pavement marking changes to meet current Department requirements.
 - Eight of the ramps (Exits 116 and 134 on I-30, Exits 161, 165, 169, 221, 233, and 281 on I-40) require both signing and pavement markings to meet current Department requirements.
- All the signing and striping corrections needed were completed by statewide and district crews.

Findings of this investigation are also summarized in Table 3. Crash location maps, along with diagrams of the interchanges, and investigation reports are included in Appendix C.

Table 3. List of Wrong-Way Crashes on Interstates and Other Freeways in Calendar Year 2020

Crash #	County	Rte	Sec	LM	Crash Sev. ¹	# Fat.	# SSI ²	Type	Date	Time	Urban /Rural	Light Condition	Surf. Cond.	Impaired	System	Exit Number Reviewed	MUTCD ³	ArDOT ⁴
2020505271	Jefferson	530	5	12.495	2	0	1	Front to front	1/28/2020	22:56	Urban	Dark - Not Lighted	Wet	Alcohol	Interstate Anti-Log	27, 30, 32	Y, Y, Y	N, Y, N
2020512614	Pulaski	30	23	5.370	5	0	0	Sideswipe, opposite direction	2/28/2020	04:07	Urban	Dark - Lighted	Dry	Alcohol	Interstate Anti-Log	133, 134, 135 ⁵	Y, Y, Y	N, N, Y
2020513784	Washington	49	28	39.820	5	0	0	Single vehicle crash	3/14/2020	02:34	Rural	Dark - Not Lighted	Dry	Alcohol	Interstate Anti-Log	65	Y	Y
2020519371	Pulaski	30	524	0.000	5	0	0	Front to front	4/24/2020	16:05	Urban	Daylight	Dry	None	Interstate Main Lane	141A ⁵		
2020522977	St. Francis	40	51	28.203	1	1	0	Front to front	5/11/2020	01:30	Rural	Dark - Not Lighted	Dry	Drugs	Interstate Anti-Log	241B, 242, 247	Y, Y, Y	N, N, N
2020523442	Hempstead	30	12	124.270	1	2	0	Front to front	5/22/2020	04:55	Rural	Dark - Not Lighted	Dry	Alcohol, Drugs	Interstate Anti-Log	2, 35, 41,7	Y, Y, Y, Y	Y, N, N, N
2020525972	Crawford	40	11	265.145	2	0	3	Front to front	6/3/2020	15:24	Rural	Daylight	Dry	Drugs	Interstate Anti-Log	2A, 7, 12, 21, 13	Y, Y, Y, Y, Y	N, N, Y, Y, Y
2020529929	Pulaski	530	1	41.819	1	1	0	Front to front	6/20/2020	02:02	Rural	Dark - Not Lighted	Dry	Unknown	Interstate Anti-Log	1, 3, 135 ⁶ , 139A	Y, Y, Y, Y	N, Y, Y, N
2020533051	Sebastian	540	1	10.323	2	0	2	Front to front	7/8/2020	15:31	Urban	Daylight	Dry	Alcohol	Interstate Anti-Log	10	Y	Y
2020533237	Pulaski	530	1	3.658	5	0	0	Single vehicle crash	7/11/2020	20:57	Rural	Dark - Not Lighted	Dry	Alcohol, Drugs	Interstate Main Lane	7 ⁶ , 9 ⁶ , 10	Y, Y, Y	N, N, Y
2020535053	Saline	30	22	113.428	5	0	0	Front to front	7/18/2020	02:23	Urban	Dark - Not Lighted	Dry	Alcohol	Interstate Main Lane	116, 117, 118	Y, Y, Y	N, N, N
2020535673	St. Francis	40	51	46.016	1	1	0	Front to front	7/20/2020	18:40	Rural	Daylight	Dry	Drugs	Interstate Anti-Log	216, 221, 233	Y, Y, Y	N, N, N
2020536479	Benton	49	29	24.752	1	1	1	Front to front	7/27/2020	20:53	Urban	Dark - Not Lighted	Dry	Alcohol, Drugs	Interstate Anti-Log	81	Y	Y
2020538156	Crittenden	40	52	0.417	4	0	0	Sideswipe, same direction	8/3/2020	01:00	Rural	Dark - Not Lighted	Dry	None	Interstate Anti-Log	279A, 280, 281	Y, Y, Y	N, N, N
2020549602	Pulaski	30	23	142.383	3	0	0	Front to front	9/23/2020	22:32	Urban	Daylight	Wet	Alcohol	Interstate Main Lane	143A, 152A, 152B	Y, Y, Y	Y, Y, Y
2020551450	Pulaski	530	3	31.804	5	0	0	Front to front	10/1/2020	21:00	Rural	Dark - Not Lighted	Dry	Alcohol	Interstate Anti-Log	7 ⁶ , 9 ⁶ , 12	Y, Y, Y	N, N, N
2020558322	Pulaski	40	33	160.332	2	0	1	Angle	11/7/2020	17:50	Urban	Dark - Lighted	Dry	None	Interstate Main Lane	161, 165, 169	Y, Y, Y	N, N, N
2020562919	Pulaski	30	23	127.703	3	0	0	Front to front	11/24/2020	01:30	Urban	Dark - Not Lighted	Dry	Alcohol	Interstate Main Lane	128, 129, 130	Y, Y, Y	N, Y, N
2020565157	Pulaski	430	21	12.559	3	0	0	Sideswipe, opposite direction	12/10/2020	00:02	Urban	Dark - Not Lighted	Dry	Alcohol	Interstate Main Lane	142, 146, 148, 150	Y, Y, Y, Y	Y, Y, Y, Y

¹Crash Severity = 1-fatal crash; 2-suspected serious injury crash; 3-suspected minor injury crash; 4-possible injury crash; and 5-no apparent injury

²SSI means Suspected Serious Injuries. This refers to the number of individuals rather than the number of crashes

³Meets MUTCD Standard, Y=Yes, N=No

⁴Meets ARDOT Standard, Y=Yes, N=No

⁵This exit was not reviewed during this study period because the ramp was determined to be permanently closed

⁶Duplicate interchange off-ramp locations in this study

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Appendix A: Act 641

Stricken language would be deleted from and underlined language would be added to the law as it existed prior to this session of the General Assembly.

Act 641 of the Regular Session

State of Arkansas
87th General Assembly
Regular Session, 2009
By: Representative Pyle

A Bill

HOUSE BILL 1961

For An Act To Be Entitled

AN ACT TO REQUIRE THE ARKANSAS STATE HIGHWAY AND
TRANSPORTATION DEPARTMENT TO ANALYZE WRONG-WAY
CRASHES ON INTERSTATES AND OTHER FREEWAYS THAT
ARE A PART OF THE STATE HIGHWAY SYSTEM; TO
IMPLEMENT WARRANTED AND FEASIBLE COUNTERMEASURES
THAT MAY REDUCE THE POSSIBILITY OF WRONG-WAY
CRASHES; AND FOR OTHER PURPOSES.

Subtitle

TO REQUIRE THE ARKANSAS STATE HIGHWAY
AND TRANSPORTATION DEPARTMENT TO ANALYZE
WRONG-WAY CRASHES ON INTERSTATES AND
OTHER FREEWAYS THAT ARE A PART OF THE
STATE HIGHWAY SYSTEM.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF ARKANSAS:

SECTION 1. Arkansas Code Title 27, Chapter 65, Subchapter 1 is amended to add an additional section to read as follows:

27-65-144. Additional annual reporting.

(a) The Arkansas State Highway and Transportation Department shall analyze all reported wrong-way crashes on interstate highways and other freeways that are a part of the state highway system to determine whether the installation of additional traffic control devices is warranted and feasible in order to reduce the possibility of future wrong-way crashes.

(b) Any additional traffic control devices installed under subsection



03-05-2009 11:39 JSE199

1 (a) of this section shall conform to the Manual on Uniform Traffic Control
2 Devices for Streets and Highways, approved by the Federal Highway
3 Administration as the national standard in accordance with 23 U.S.C. 109(d),
4 23 U.S.C. 114(a), 23 U.S.C. 217, 23 U.S.C. 315, and 23 U.S.C. 402(a), 23
5 C.F.R. 655, and 49 C.F.R. 1.48(b)(8), 1.48(b)(33) and 1.48(c)(2), and is the
6 manual adopted by the State Highway Commission under § 27-52-104.

7 (c) A person may not file a legal action as a result of the
8 implementation of any recommendations made from studies conducted under this
9 section.

10
11 SECTION 2. DO NOT CODIFY. This act shall begin with a reporting
12 period in 2009 and annually thereafter.

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14 **APPROVED: 3/27/2009**
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Appendix B: Commission Minute Orders

MINUTE ORDER

District: Statewide
County: Statewide
Category: Commission Policy

Page 1 of 1 Page

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU) requires each state to develop and implement a Strategic Highway Safety Plan (SHSP) that involves a comprehensive and collaborative approach to highway safety; and





WHEREAS, Minute Order 2007-091 adopted Arkansas' SHSP as a planning guide for improving highway safety in the State; and



WHEREAS, one emphasis area identified in Arkansas' SHSP is to reduce the number of head-on crashes; and

WHEREAS, head-on crashes occur from time to time on Interstates and other freeways as a result of wrong-way travel on these fully access controlled routes.

NOW THEREFORE, the Director is authorized to conduct an annual analysis, beginning with the 2009 reporting period, of all reported wrong-way crashes on Interstate highways and other freeways that are a part of the state highway system to determine whether the installation of additional traffic control devices is warranted and feasible to reduce the possibility of future wrong-way crashes.

FURTHERMORE, any additional traffic control devices installed as a result of the annual analysis will conform to the Manual on Uniform Traffic Control Devices for Street and Highways, which is approved by the Federal Highway Administrator as the National Standard in accordance with Title 23 U.S. Code, Sections 109(d), 114(a), 217, 315, and 402(s), 23 CFR 655, and 49 CFR 1.48(b)(8), 1.48(b)(33), and 1.48(c)(2), and is the manual adopted by the Arkansas Highway Commission pursuant to Arkansas Code Annotated Section 27-52-104.

Approved:  Chairman
 Vice-Chairman
 Member
 Member
ACE-P

Submitted By:  Assistant Chief Engineer - Planning
Approved:  Director
Minute Order No. **2009 035**
Date Passed **FEB 25 2009**

Form 19-456
Rev. 08/01/2007

ARKANSAS STATE HIGHWAY COMMISSION

MINUTE ORDER

District: Statewide
County: Statewide
Category: Improvement Project

Page 1 of 1 Page

WHEREAS, the Department is required by Act 641 of the 87th Arkansas General Assembly to conduct an annual wrong-way crash study on the freeway system; and

WHEREAS, the Arkansas Strategic Highway Safety Plan (2013) seeks to reduce fatalities on its highways to 400 or fewer by 2017; and






WHEREAS, on average, four fatalities occur every year in Arkansas due to a wrong-way crash; and

WHEREAS, the analysis identified low cost systemic improvements to provide substantial safety benefits; and

WHEREAS, these improvements are eligible for Federal-aid Safety funds.

NOW THEREFORE, the Director is authorized to proceed with plans and construction of a safety project to implement these improvements as funds become available.

Approved:


Chairman

Vice-Chairman

Member

Member

Member

TP&P

Form 19-456
Rev. 6/18/2015

Submitted By:


Assistant Chief Engineer - Planning

Approved:


Director

Minute Order No. **2016 004** *neg lnt*

Date Passed **JAN 20 2016**

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Appendix C: Crash Locations, Maintenance Reviews, and Interchange Photos

Crash # 2020505271 I-530, Section 5, Direction B, Log Mile 12.495**Maintenance Review**

The driver accessed I-530 possibly at Exit 27 (Gravel Pit Rd.), Exit 30 (AR 104), or Exit 32 (AR 256, White Hall) and traveled southbound in the northbound traffic lane on I-530. The wrong-way driver struck a vehicle in the front bumper and left quarter panel section sheering the left wheel causing it to drag to a stop. The wrong-way driver veered right and struck the cable barrier and damaged five posts. The wrong-way driver was suspected of being under the influence of alcohol.

Maintenance Review Results

The interchange at Exit 27 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, all pavement markings (stop bar, yield bar, and arrow) had faded and were replaced to be consistent with current ARDOT requirements on March 23, 2022.

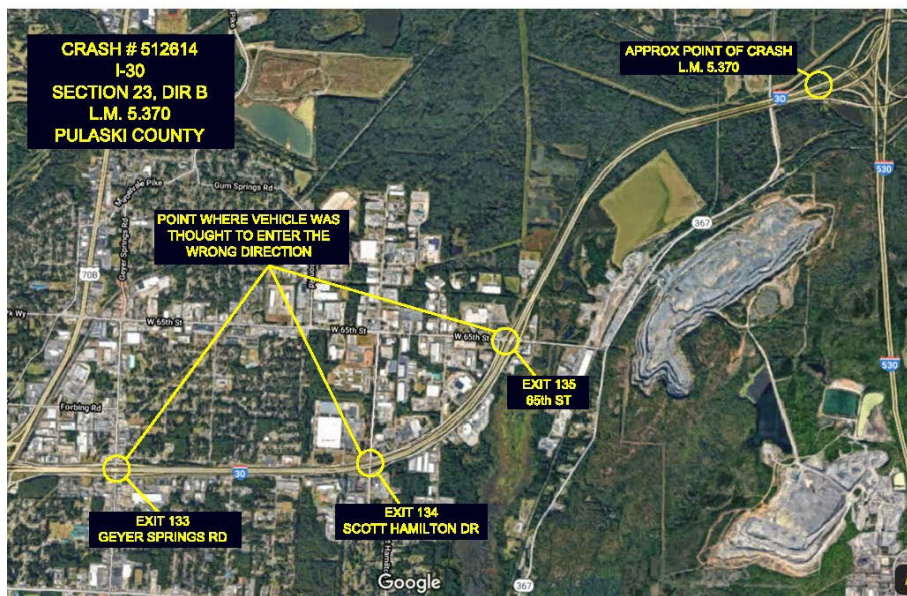
The interchange at Exit 30 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 32 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirement. However, the arrow pavement marking was installed to be consistent with current ARDOT requirements on March 23, 2022.







Crash # 2020512614 I-30, Section 23, Direction B, Log Mile 5.370**Maintenance Review**

The driver accessed I-30 possibly at Exit 133 (Geyer Springs Rd.), Exit 134 (Scott Hamilton Dr.), or Exit 135 (65th St.) and traveled eastbound in the westbound traffic lane on I-30. A westbound vehicle attempted to avoid a head-on impact with the wrong-way vehicle by steering to the right. As the wrong-way vehicle passed the westbound vehicle the left side struck the left rear tire of the trailer attached. Following the impact, the wrong-way vehicle traveled off the north side of I-30 and came to rest. The wrong-way driver was determined to be highly intoxicated.

Maintenance Results

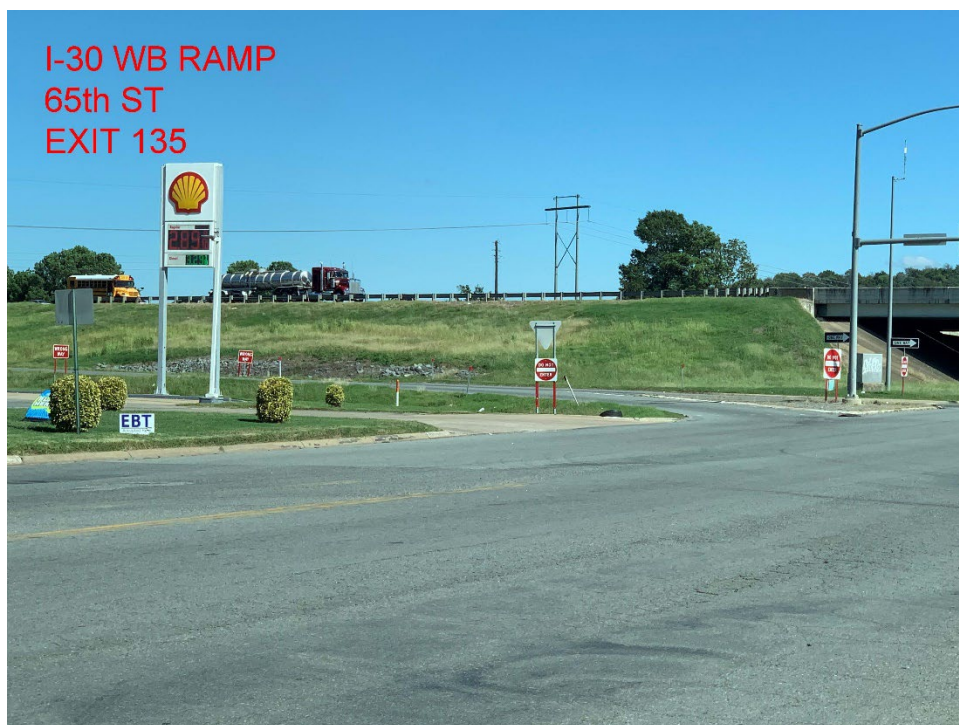
The interchange at Exit 133 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the 36"x36" Do Not Enter and 54"x18" One Way signs were installed to be consistent with current ARDOT requirements on January 1, 2022.

The interchange at Exit 134 was reviewed. Signs were in place and in conformance with MUTCD. However, to be consistent with current ARDOT requirements and sizes, the 36"x12" One Way signs at the ramp were replaced with 54"x18" signs. The 30"x30" Do Not Enter signs were replaced with 36"x36" signs and the 36"x24" Wrong Way signs were replaced with 42"x30" signs. Additional 42"x30" Wrong Way signs were installed at the entrance ramp. Pavement markings "Stop and Yield Bars" were installed to be consistent with current ARDOT requirements on January 1, 2022.

The interchange at Exit 135 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.









CRASH # 513784
I-49
SECTION 28, DIR B
L.M. 39.820
WASHINGTON COUNTY

APPROX POINT OF CRASH
L.M. 39.820

EXIT 85
PORTER RD

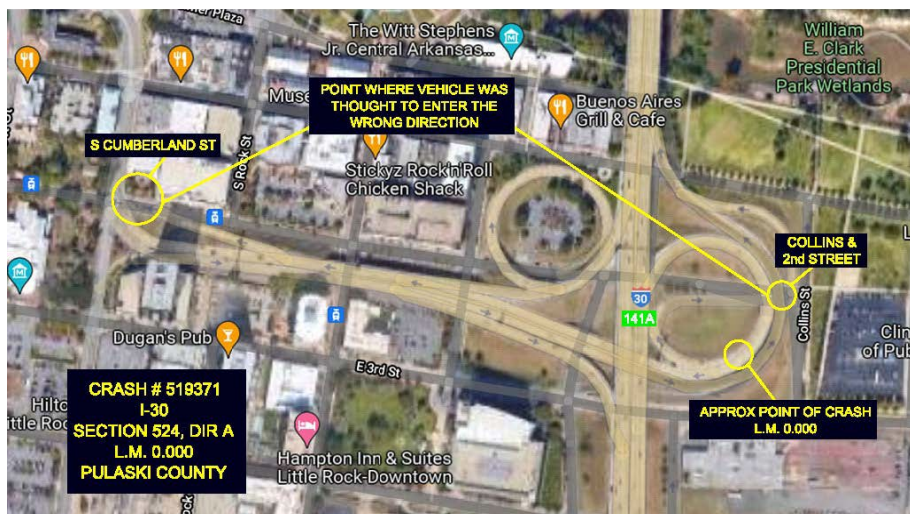
LOCATION OF HIT AND RUN

Walmart Neighborhood Market
 IHOP
 JJ's Grill Fayetteville
 Bryce Davis Park
 Hilton Garden Inn Fayetteville
 Washington County Fairgrounds
 W Wedington Dr
 W Deane St
 N Porter Rd
 N Revere Rd
 W Mt Comfort Rd
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 I-75
 US-112
 US-16
 US-41
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The driver accessed I-49 at Exit 65 (Porter Road) and traveled northbound in the southbound traffic lane on I-49. The vehicle drifted across all the southbound lanes towards the right where the right section sideswiped the center concrete barrier wall. After striking the wall, the vehicle fled the scene and continued to travel northbound in the southbound lanes. The vehicle was stopped by Washington County Sheriff's Deputy at mile marker 67 approximately 2 miles north of where he struck the wall. After the Deputy stopped the vehicle the driver fled on foot and after a short foot pursuit was apprehended by the Deputy. The driver was under the influence of alcohol.

The interchange at Exit 65 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.



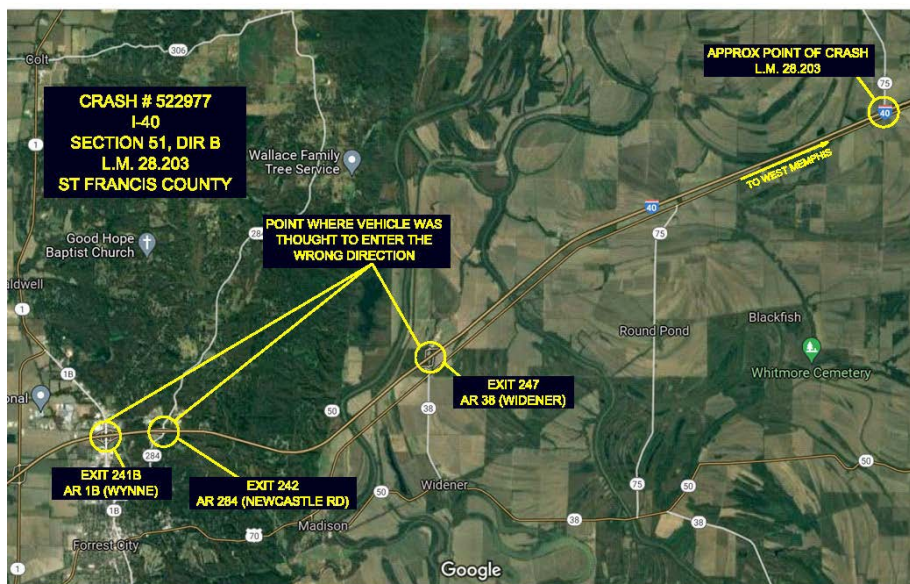
Crash # 2020519371 I-30, Section 524, Direction A, Log Mile 0.000**Maintenance Review**

The driver attempted to access I-30 at S. Cumberland St. or 2nd/Collins St. and traveled northbound in the southbound traffic lane of Exit 141A eastbound off ramp. The wrong-way driver was involved in a head on collision on the I-30 eastbound ramp.

Maintenance Results

The interchange at Exit 141A was not reviewed because it is closed and being redesigned under the I-30 widening and reconstruction project CA0602.



Crash # 2020522977 I-40, Section 51, Direction B, Log Mile 28.203**Maintenance Review**

The driver accessed I-40 possibly at Exit 241B (AR 1B, Wynne), Exit 242 (AR 284, Newcastle Rd.), or Exit 247 (AR 38, Widener) and traveled eastbound in the westbound traffic lane on I-40. The wrong-way driver was involved in a head on collision at log mile 28.203 which caused both vehicles to be completely destroyed by fire. This collision resulted in a fatality for the wrong-way driver.

Maintenance Results

The interchange at Exit 241B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the 36"x36" Do Not Enter sign was missing but was installed to be consistent with current ARDOT requirements on February 14, 2022.

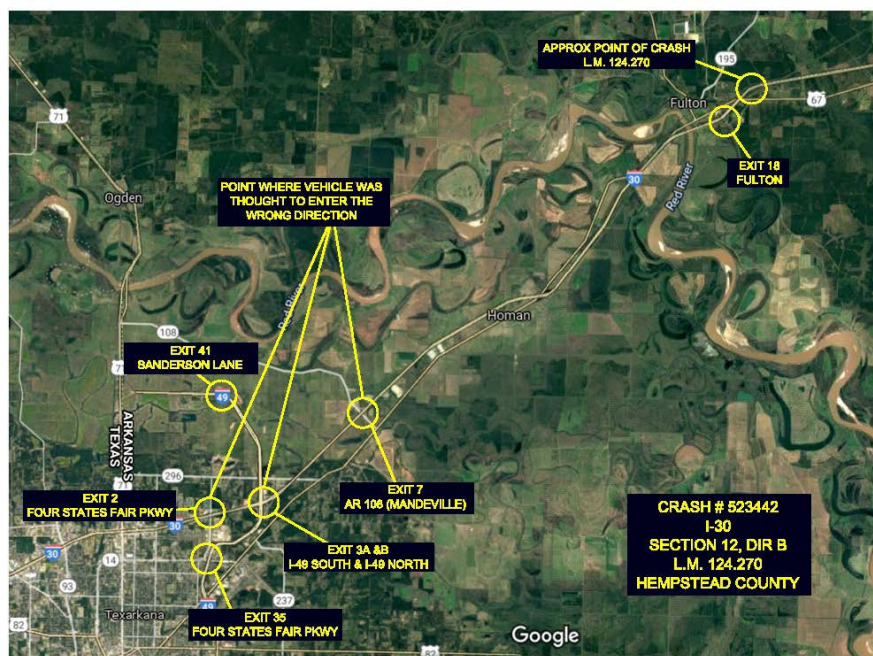
The interchange at Exit 242 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, the pavement markings (stop bar) had faded and needed to be replaced and the pavement marking arrow needed to be moved up 275 ft. to be consistent with current ARDOT requirements. These modifications were implemented on February 14, 2022.

The interchange at Exit 247 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, the pavement marking arrow needed to be moved up 256 ft. to be consistent with current ARDOT requirements. These modifications were implemented on February 14, 2022.







Crash # 2020523442 I-30, Section 12, Direction B, Log Mile 124.270**Maintenance Review**

The driver accessed I-30 possibly at Exit 2 (Four States Fair Pkwy), Exit 41, Exit 35 (I-49 South & I-49 North), or Exit 7 (AR 108, Mandeville) and traveled eastbound in the westbound traffic lane on I-30. The Miller County Sheriff's Department and Hempstead County Sheriff's Office received several calls regarding a white truck that was traveling the wrong-way on the interstate. Miller County Dispatch began receiving calls regarding the vehicle around mile marker 8 westbound. The calls were passed to Hempstead County Dispatch once the vehicle was reported around mile marker 15. The wrong-way vehicle was involved in a head on collision at log mile 18.652 which resulted in a fatality. Both Drivers were pronounced deceased on scene. The wrong-way driver was under the influence of alcohol.

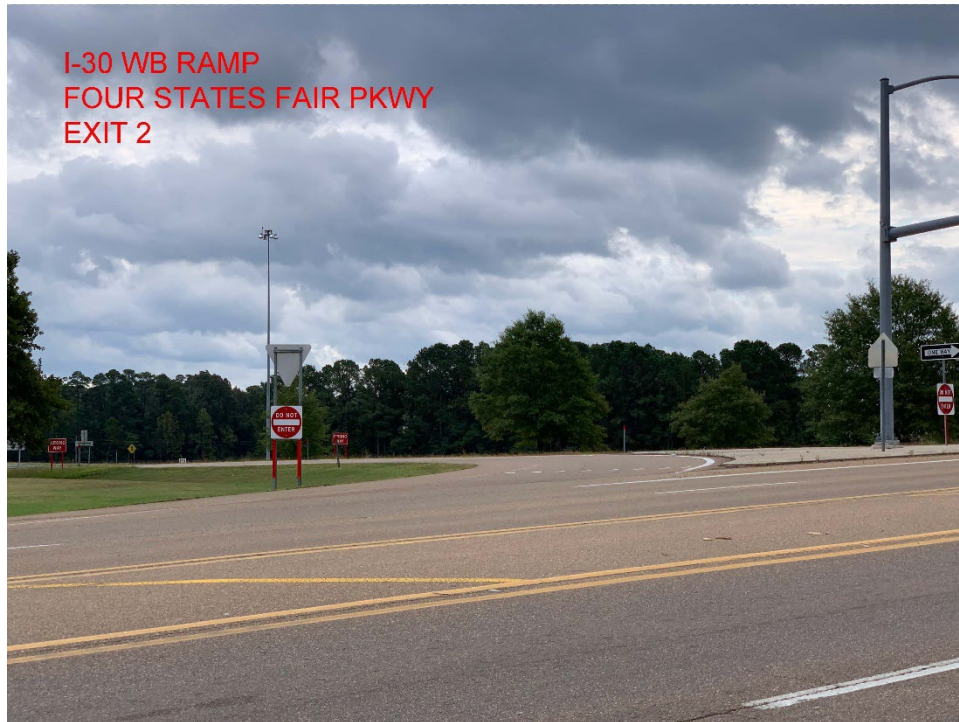
Maintenance Results

The interchange at Exit 2 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 41 was reviewed via Exit 3B. Pavement markings and signs were in place and in conformance with MUTCD. However, the 30"x30" Do Not Enter, 36"x12" One Way, and 36"x36" Stop signs were installed to be consistent with current ARDOT requirements on March 14, 2022.

The interchange at Exit 35 was reviewed via Exit 3A. Pavement markings and signs were in place and in conformance with MUTCD. However, to be consistent with current ARDOT requirements and sizes, the 36"x12" One Way signs at the ramp were replaced with 54"x18" signs, the 30"x30" Do Not Enter signs were replaced with 36"x36" signs, and the 36"x36" Stop signs were replaced with a 48"x48" signs on March 14, 2022.

The interchange at Exit 7 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings "Stop Bar and Arrow" were installed to be consistent with current ARDOT requirements on March 14, 2022.







Crash # 2020525972 I-40, Section 11, Direction B, Log Mile 265.145**Maintenance Review**

The driver possibly accessed I-40 at Exit 7 (I-540/US 71, Fort Smith), Exit 12 (I-49, Fayetteville), or Exit 13 (US 71, Alma) and traveled eastbound in the westbound traffic lane on I-40. A westbound driver swerved left to avoid a head on collision and went into the median and struck a highway sign. The wrong-way vehicle continued eastbound and was involved in a head on collision with another westbound vehicle. After impact, the vehicle began rotating clockwise when another westbound vehicle struck the driver side rear trunk area. This impact caused the vehicle to rotate counterclockwise around three times before coming to final rest in the middle of the traffic lanes facing northwest. The wrong-way vehicle driver was suspected of being under the influence of drugs.

Maintenance Results

The interchange at Exit 7 and Exit 2A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the 48"x48" Do Not Enter sign was missing. It was installed to be consistent with current ARDOT requirements on February 8, 2022.

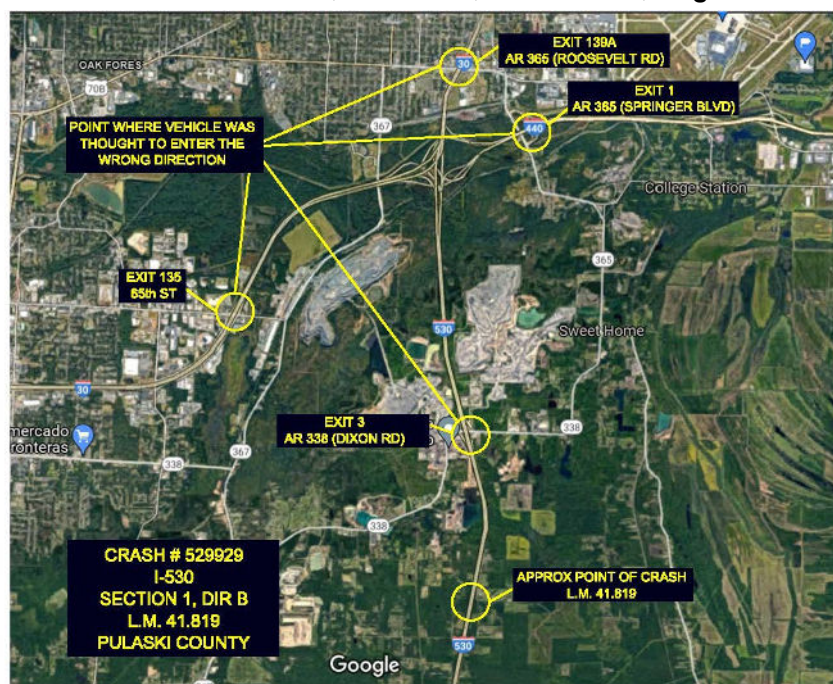
The interchange at Exit 12 and 21 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 13 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.







Crash # 2020529929 I-530, Section 1, Direction B, Log Mile 41.819**Maintenance Review**

The driver accessed I-530 possibly at Exit 1 (AR 365, Springer Blvd.), Exit 3 (AR 338, Dixon Rd.), Exit 135 (65th St.), or Exit 139A (AR 365, Roosevelt Rd.) and traveled southbound in the northbound traffic lane on I-530. The wrong-way driver maneuvered her vehicle into the lane of another vehicle and struck the front right bumper causing it to rotate counterclockwise into the west roadside ditch. The impact caused the wrong-way vehicle to travel essentially straight backwards across the number one lane and came to rest on the east roadside shoulder. This collision resulted in a fatality.

Maintenance Results

The interchange at Exit 1 on I-440 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, all Pavement markings (stop bar, yield bar and arrow) had faded but were replaced to be consistent with current ARDOT requirements on December 15, 2021.

The interchange at Exit 3 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 135 on I-30 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 139A on I-30 was reviewed. Signs were in place and in conformance with MUTCD. However, the 42"x30" Wrong Way sign was missing and needed to be replaced. It was installed to be consistent with current ARDOT requirements on December 15, 2021.











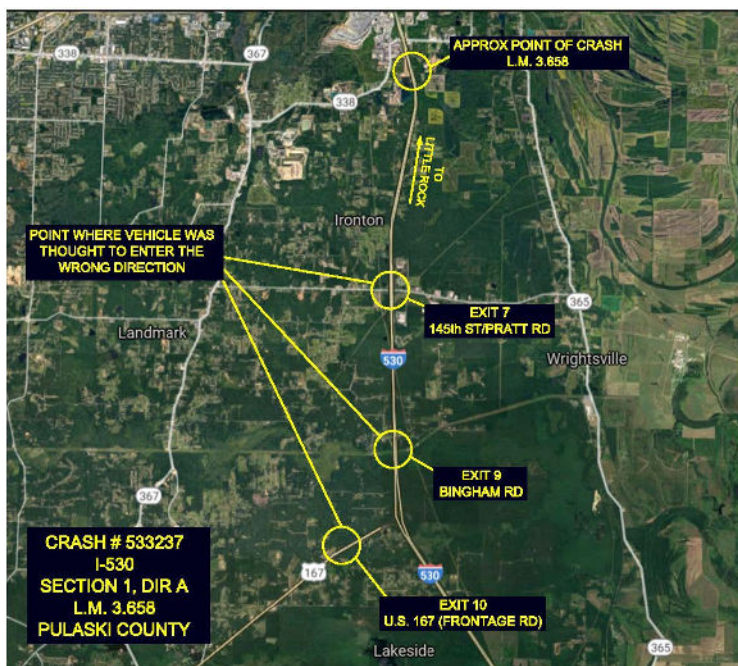
Crash # 2020533051 I-540, Section 1, Direction B, Log Mile 10.323**Maintenance Review**

The driver accessed I-540 at Exit 10 (AR 45, W. Phoenix Ave.) and traveled northbound in the southbound traffic lane on I-540. The driver was involved in a head on collision at log mile 10.323. After impact, both vehicles came to rest on the shoulder. The wrong-way vehicle was involved in two hit and runs before this accident and was suspected of being under the influence of alcohol.

Maintenance Results

The interchange at Exit 10 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.



Crash # 2020533237 I-530, Section 1, Direction A, Log Mile 3.658**Maintenance Review**

The driver accessed I-530 possibly at Exit 7 (145th St./Pratt Rd.), Exit 9 (Bingham Rd.) or Exit 10 (U.S. 167 South, Sheridan) and traveled northbound in the southbound traffic lane on I-530. The driver was negotiating a curve and lost control of the vehicle due to intoxication and crossed into lane 1 then exited the right side of the interstate and collided with a standing tree on the passenger's side rear door causing disabling damage.

Maintenance Results

The interchange at Exit 7 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the 36"x36" Stop, 30"x30" Do Not Enter, and 36"x12" One Way assembly were missing. They were installed to be consistent with current ARDOT requirements on December 16, 2021.

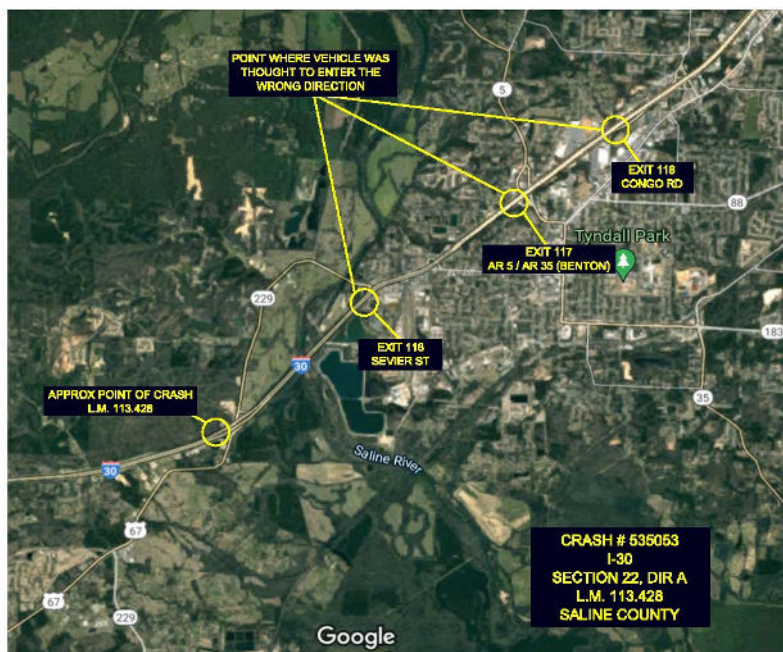
The interchange at Exit 9 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the 36"x12" One Way signs were missing but were installed to be consistent with current ARDOT requirements on December 16, 2021.

The interchange at Exit 10 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.







Crash # 2020535053 I-30, Section 22, Direction A, Log Mile 113.428**Maintenance Review**

The driver accessed I-30 possibly at Exit 116 (Sevier St.), Exit 117 (AR 5 / AR 35, Benton), or Exit 118 (Congo Rd.) and traveled westbound in the eastbound traffic lane on I-30. The right front portion of the wrong-way vehicle struck the right front of an eastbound vehicle. The eastbound vehicle left front portion then struck the concrete barrier in the median. The wrong-way vehicle came to rest in the number one traffic lane. The wrong-way driver was suspected of being under the influence of alcohol.

Maintenance Results

The interchange at Exit 116 was reviewed. Signs were in place and in conformance with MUTCD. However, the 30"x30" Do Not Enter and 36"x12" One Way signs needed to be installed and all posts needed to be delineated with the red vertical reflective strips to be consistent with current ARDOT requirements. Pavement markings (arrow and stop bars) also needed to be installed to be consistent with current ARDOT requirements. These modifications were implemented on December 15, 2021.

The interchange at Exit 117 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, an additional 36"x36" Do Not Enter sign was installed at the entrance ramp and other 30"x30" Do Not Enter signs were upsized to 36"x36" with their posts delineated with the red vertical reflective strips to be consistent with current ARDOT requirements on December 15, 2021.

The interchange at Exit 118 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, an additional 36"x36" Do Not Enter sign was installed at the entrance ramp and other 30"x30" Do Not Enter signs were upsized to 36"x36" with their posts delineated with the red vertical reflective strips to be consistent with current ARDOT requirements on December 15, 2021.





Crash # 2020535673 I-40, Section 51 Direction B, Log Mile 46.016**Maintenance Review**

The driver accessed I-40 possibly at Exit 216 (US 63 / US 49 / AR 17, Brinkley), Exit 221 (AR 78, Wheatley), or Exit 233 (AR 261, Palestine) and traveled eastbound in the westbound traffic lane on I-40. The driver was in a head on collision with a tractor-trailer which resulted in a fatality. The wrong-way driver was suspected of drug usage.

Maintenance Results

The interchange at Exit 216 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the red vertical reflective strips were installed on all the "Wrong Way" signposts to be consistent with current ARDOT requirements on February 14, 2022.

The interchange at Exit 221 was reviewed. Signs were in place and in conformance with MUTCD. However, the 30"x30" Do Not Enter, 36"x36" Stop, 36"x12" One Way, and 42"x30" Wrong Way signs needed to be installed and the pavement markings (stop and yield bars) had faded and needed to be replaced to be consistent with current ARDOT requirements. These modifications were implemented on February 14, 2022.

The interchange at Exit 233 was reviewed. Signs were in place and in conformance with MUTCD. However, the 30"x30" Do Not Enter, 36"x36" Stop, and 36"x12" One Way signs needed to be installed and the pavement markings (stop bar) needed to be installed to be consistent with current ARDOT requirements. These modifications were implemented on February 14, 2022.







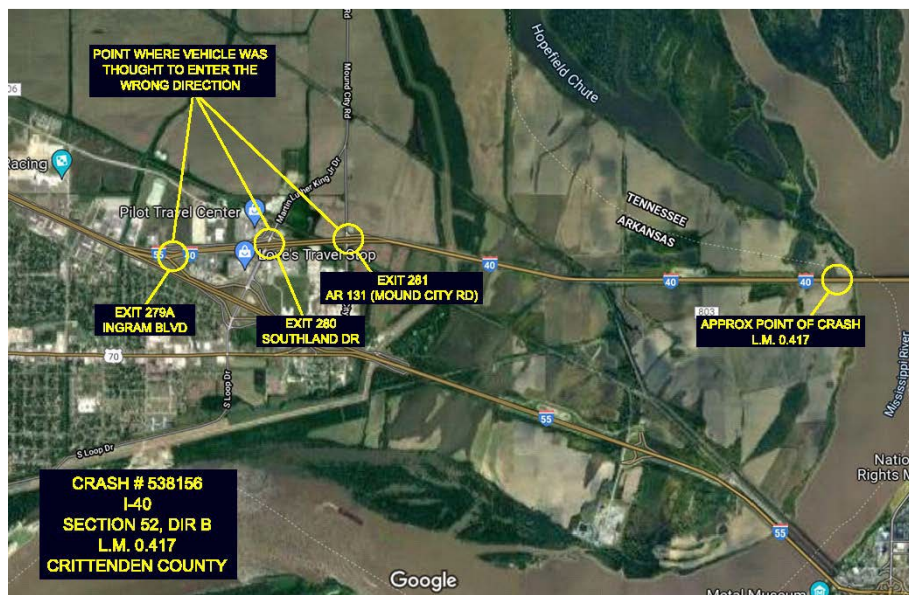
Crash # 2020536479 I-49, Section 29, Direction B, Log Mile 24.752**Maintenance Review**

The driver accessed I-49 at Exit 81 (Pleasant Grove Rd.) and traveled northbound in the southbound traffic lane on I-49. The front passenger side of the wrong-way vehicle struck the front passenger side of a southbound vehicle. The impact caused the front of both vehicles to go into the air. The wrong-way vehicle landed facing south and the other vehicle landed facing east. Another southbound vehicle was unable to stop and struck the back and caused them to spin clockwise. This accident caused a fatal for the passenger of the wrong-way vehicle. The wrong-way driver was under the influence of alcohol and drugs.

Maintenance Results

The interchange at Exit 81 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.



Crash # 2020538156 I-40, Section 52, Direction B, Log Mile 0.417**Maintenance Review**

The driver accessed I-40 possibly at Exit 279A (Ingram Blvd.), Exit 280 (Southland Dr.), or Exit 281 (AR 131, Mound City Rd.) and traveled eastbound in the westbound traffic lane on I-40. The wrong-way vehicle was being pursued by the Crittenden County Sheriff's Department for allegedly committing criminal activities in the city of Marion. The wrong-way vehicle was traveling in the outside lane, and the Sheriff's department was traveling in the center lane. As they approached the Hernando DeSoto Bridge, the driver struck the left side of the Sheriff's vehicle to avoid capture, this caused the wrong-way driver to lose control of his vehicle and hit the concrete barrier. The vehicle came to rest facing eastbound in the westbound lanes.

Maintenance Results

The interchange at Exit 279A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, additional 42"x30" Wrong Way signs were installed at the exit ramp with their posts delineated with the red vertical reflective strips to be consistent with current ARDOT requirements on February 14, 2022.

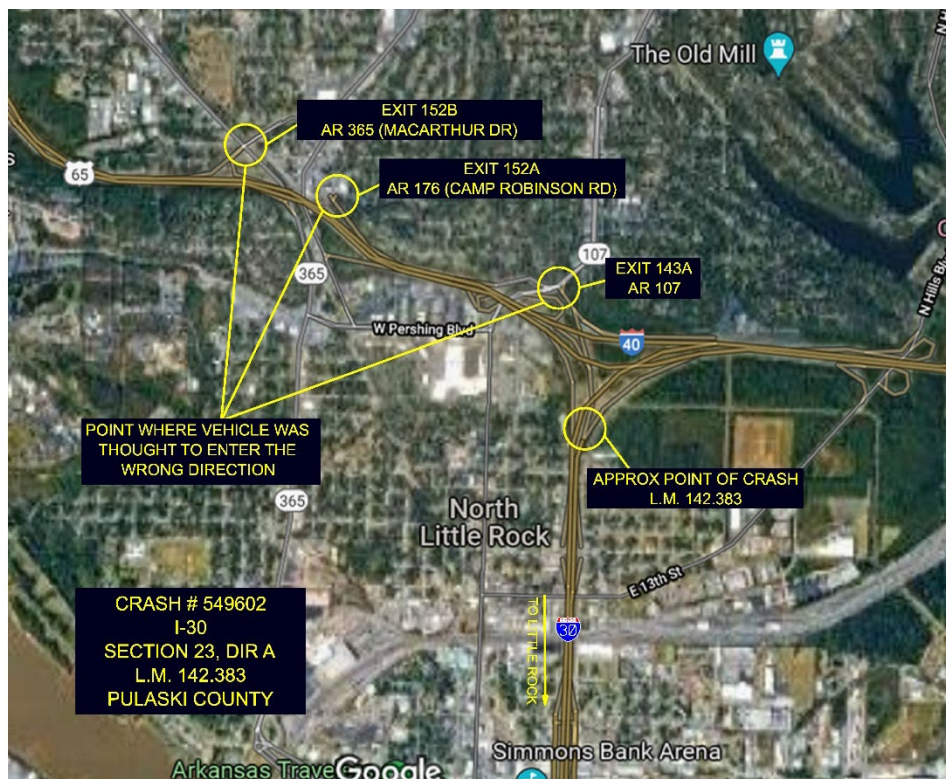
The interchange at Exit 280 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the 36"x36" Do Not Enter, 48"x48" Stop, and 54"x18" One Way signs were replaced to be consistent with current ARDOT requirements on February 14, 2022.

The interchange at Exit 281 was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 30"x30" Do Not Enter, 36"x36" Stop, and 36"x12" One Way signs needed to be installed, the pavement markings (stop bar) had faded, and the pavement marking arrow needed to be moved up 400 ft. to be consistent with current ARDOT requirements. These modifications were implemented on February 14, 2022.







Crash # 2020549602 I-30, Section 23, Direction A, Log Mile 142.383**Maintenance Review**

The driver accessed I-30 possibly at Exit 143A (AR 107), Exit 152A (AR 176, Camp Robinson Rd.), or Exit 152B (AR 365, MacArthur Dr.) and traveled westbound on the Interstate 30 eastbound traffic lane. The wrong-way driver came across the gore and was involved in a head on collision. The wrong-way driver was suspected of being under the influence of alcohol.

Maintenance Results

The interchange at Exit 143A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 152A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

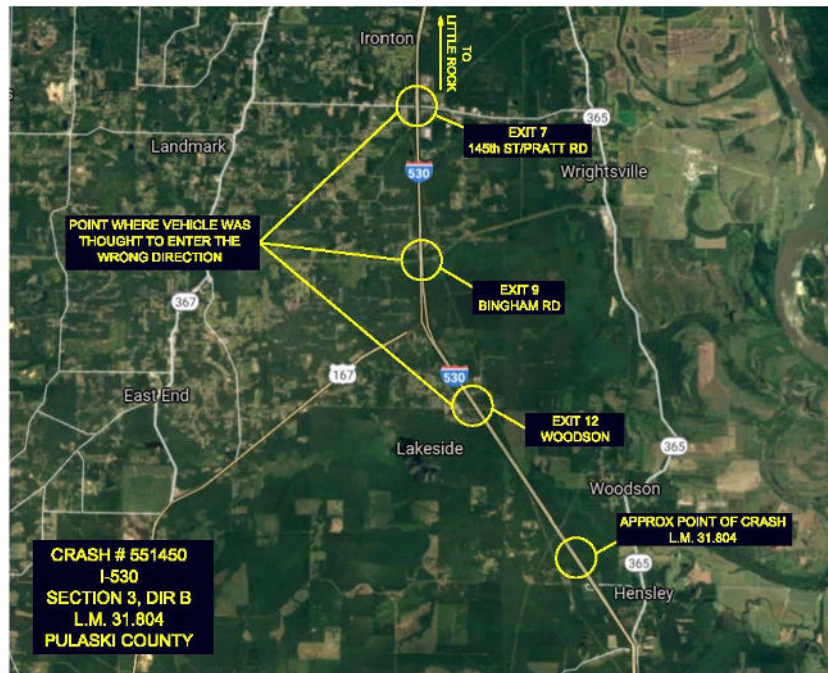
The interchange at Exit 152B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.









Crash # 2020551450 I-530, Section 3, Direction B, Log Mile 31.804**Maintenance Review**

The driver accessed I-530 possibly at Exit 7 (145th St./Pratt Rd.), Exit 9 (Bingham Rd.), or Exit 12 (Woodson) and traveled southbound in the northbound traffic lane on I-530. The intoxicated driver was traveling on the wrong side of the interstate and collided head on with another vehicle.

Maintenance Results

The interchange at Exit 7 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the 36"x36" Stop, 30"x30" Do Not Enter, and 36"x12" One Way assembly were missing. They were installed to be consistent with current ARDOT requirements on December 16, 2021.

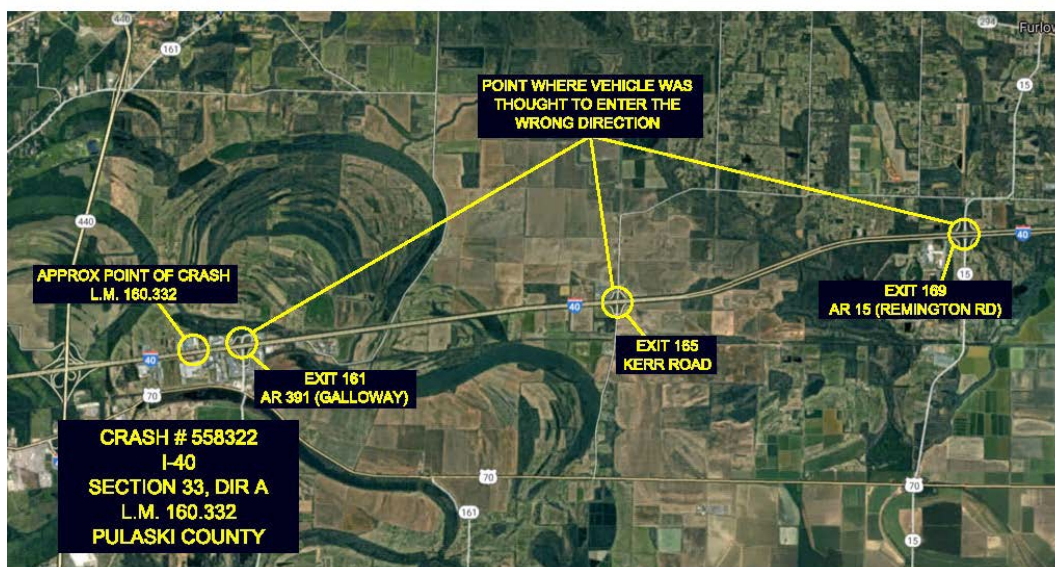
The interchange at Exit 9 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the 36"x12" One Way signs were missing but were installed to be consistent with current ARDOT requirements on December 16, 2021.

The interchange at Exit 12 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards. However, one of the red vertical reflective strips was missing. It was installed on the "Wrong Way" signpost to be consistent with current ARDOT requirements on December 16, 2021.







Crash # 2020558322 I-40, Section 33, Direction A, Log Mile 160.332**Maintenance Review**

The driver accessed I-40 possibly at Exit 161 (AR 391, Galloway), Exit 165 (Kerr Road) or Exit 169 (AR 15, Remington Rd.) and traveled westbound in the eastbound traffic lane on I-40. The wrong-way driver was traveling west on the south shoulder and then turned north across both lanes. The eastbound vehicle was unable to stop, and the front end collided with the front driver's side. After impact, the vehicle rotated east, left the roadway, and came to rest facing south on the south shoulder. The eastbound vehicle left the roadway to the south and collided with a large drainage ditch and came to rest with the front end lodged in a dirt embankment.

Maintenance Results

The interchange at Exit 161 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, Pavement markings (stop bar and arrow) had faded and needed to be installed and the red vertical reflective strips needed to be installed on the "Wrong Way" and one of the "Do Not Enter" signposts to be consistent with current ARDOT requirements. These modifications were implemented on January 10, 2022.

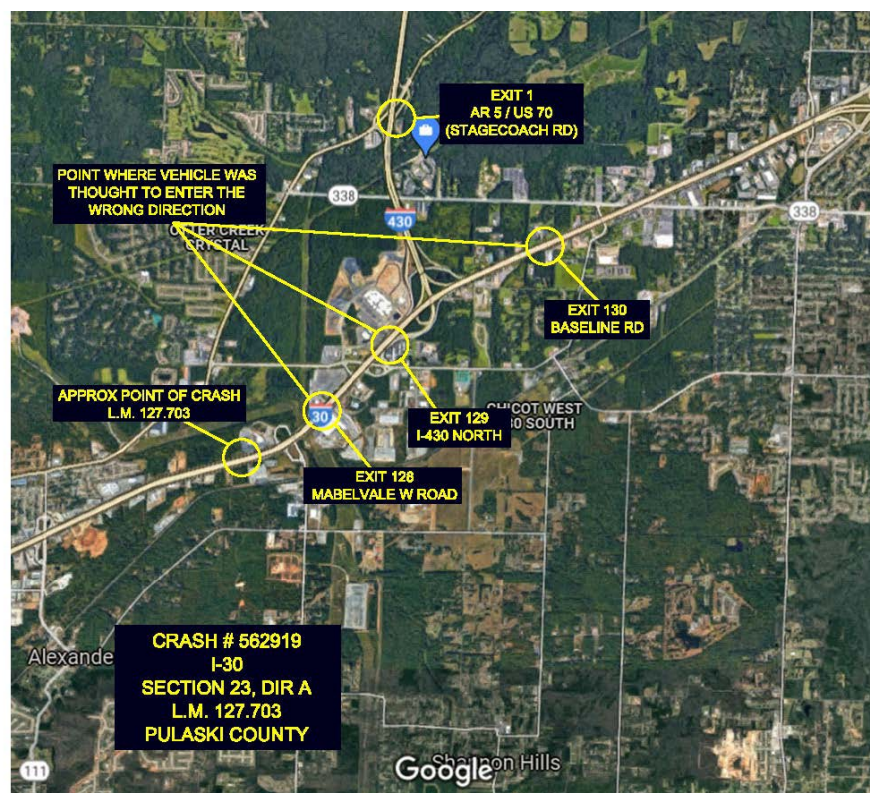
The interchange at Exit 165 was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 30"x30" Do Not Enter sign was missing and the pavement marking arrow needed to be installed to be consistent with current ARDOT requirements. These modifications were implemented on January 10, 2022.

The interchange at Exit 169 was reviewed. Signs were in place and in conformance with MUTCD. However, the 36"x12" One Way signs were missing or damaged and the pavement marking arrow needed to be moved up 300 feet to be consistent with current ARDOT requirements. These modifications were implemented on January 10, 2022.







Crash # 2020562919 I-30, Section 23, Direction A, Log Mile 127.703**Maintenance Review**

The driver accessed I-30 possibly at Exit 128 (Mabelvale W Rd.), Exit 129 (I-430 North), or Exit 130 (AR 338, Baseline Rd.) and traveled westbound in the eastbound traffic lane on I-30. The wrong-way driver was involved in a head on collision at mile marker 127.703. Another eastbound vehicle attempted to avoid the collision but was unable to do so. This vehicle left the roadway onto the left shoulder after striking an unknown object involved in the collision and struck the concrete barrier on the left shoulder, spun counterclockwise, and came to final rest facing west on the left shoulder. The wrong-way driver was suspected of being under the influence of alcohol or drugs at the time of the crash.

Maintenance Results

The interchange at Exit 128 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, an additional 36"x36" Do Not Enter sign needed to be installed at the exit ramp, and other 30"x30" Do Not Enter signs needed to be upsized to 36"x36" with their posts delineated with the red vertical reflective strips to be consistent with current ARDOT requirements. These modifications were implemented on December 15, 2021.

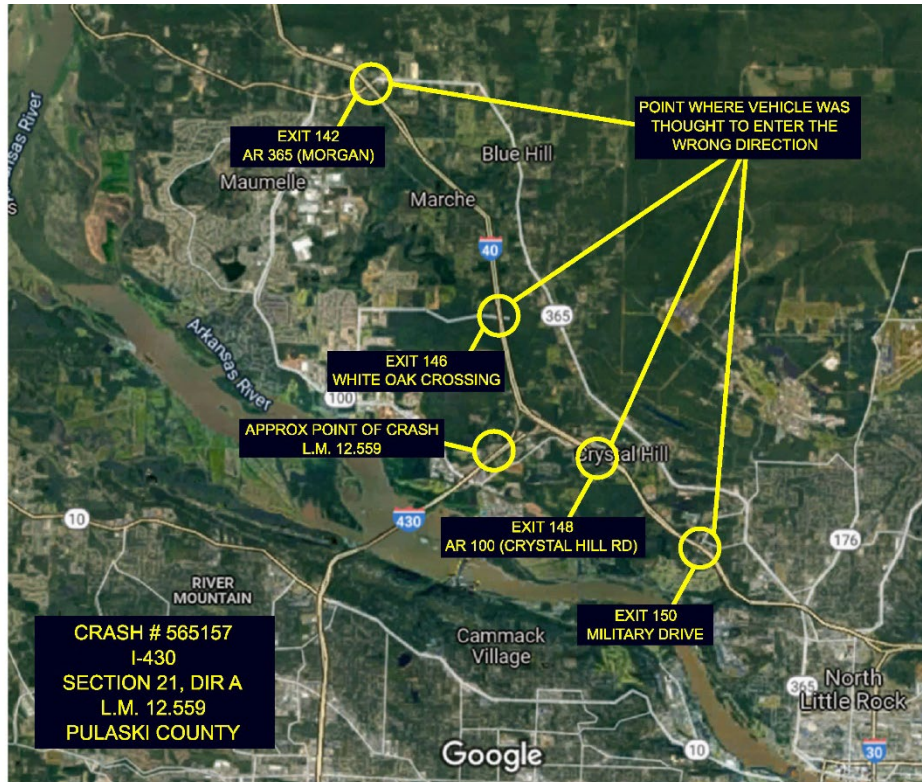
The interchange at Exit 129 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 130 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, an additional 36"x36" Do Not Enter sign needed to be installed at the exit ramp, and other 30"x30" Do Not Enter signs needed to be upsized to 36"x36" with their posts delineated with the red vertical reflective strips to be consistent with current ARDOT requirements. These modifications were implemented on December 15, 2021.







Crash # 2020565157 I-430, Section 21, Direction A, Log Mile 12.559**Maintenance Review**

The driver accessed I-430 possibly at Exit 142 (AR 365, Morgan), Exit 146 (White Oak Crossing), Exit 148 (AR 100, Crystal Hill Rd.), or Exit 150 (Military Drive) and traveled southbound in the northbound traffic lane on I-430. The wrong-way driver crossed into the occupied number one traffic lane. The northbound vehicle veered to the right just prior to impact avoiding a head on collision. The wrong-way vehicle struck the left side of the northbound vehicle with the left front of his vehicle. The northbound vehicle rotated slightly clockwise and continued traveling north coming to rest facing east on the shoulder. The wrong-way vehicle continued traveling southeast with the left front wheel assembly torn from the vehicle and came to rest facing southeast. The wrong-way driver was under the influence of alcohol.

Maintenance Results

The interchange at Exit 142 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 146 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 148 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 150 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.









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