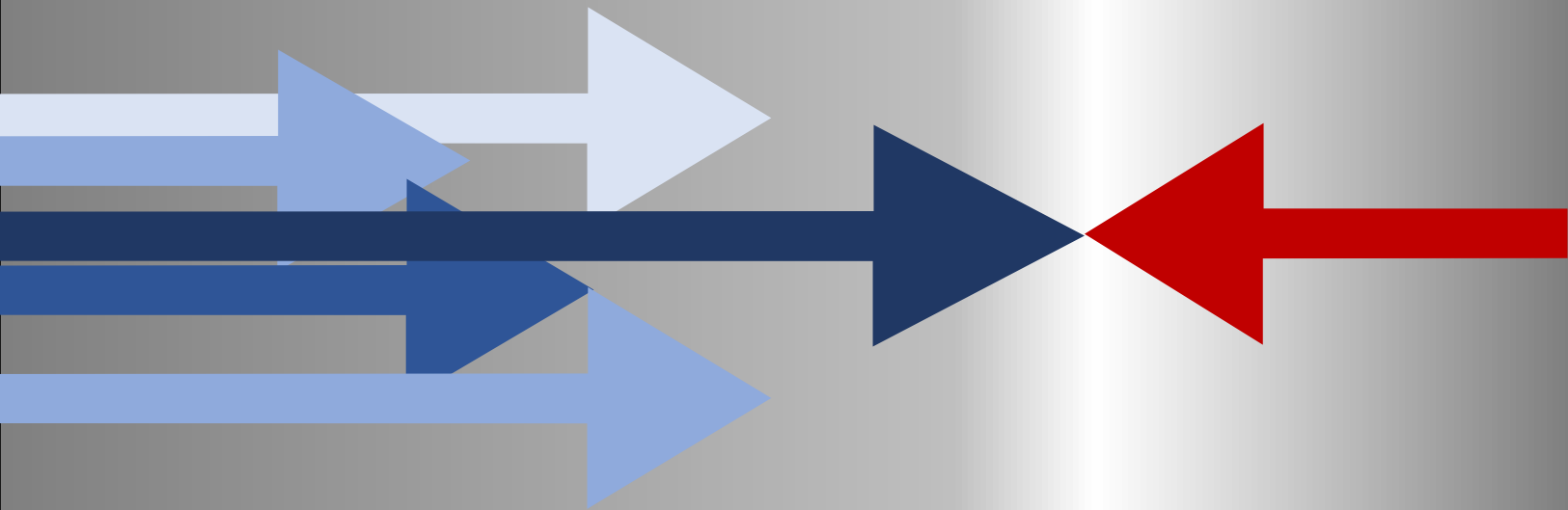


WRONG-WAY CRASH STUDY

INTERSTATES AND FREEWAYS | CALENDAR YEAR 2019



Published August 2021

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ARKANSAS DEPARTMENT OF TRANSPORTATION

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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.

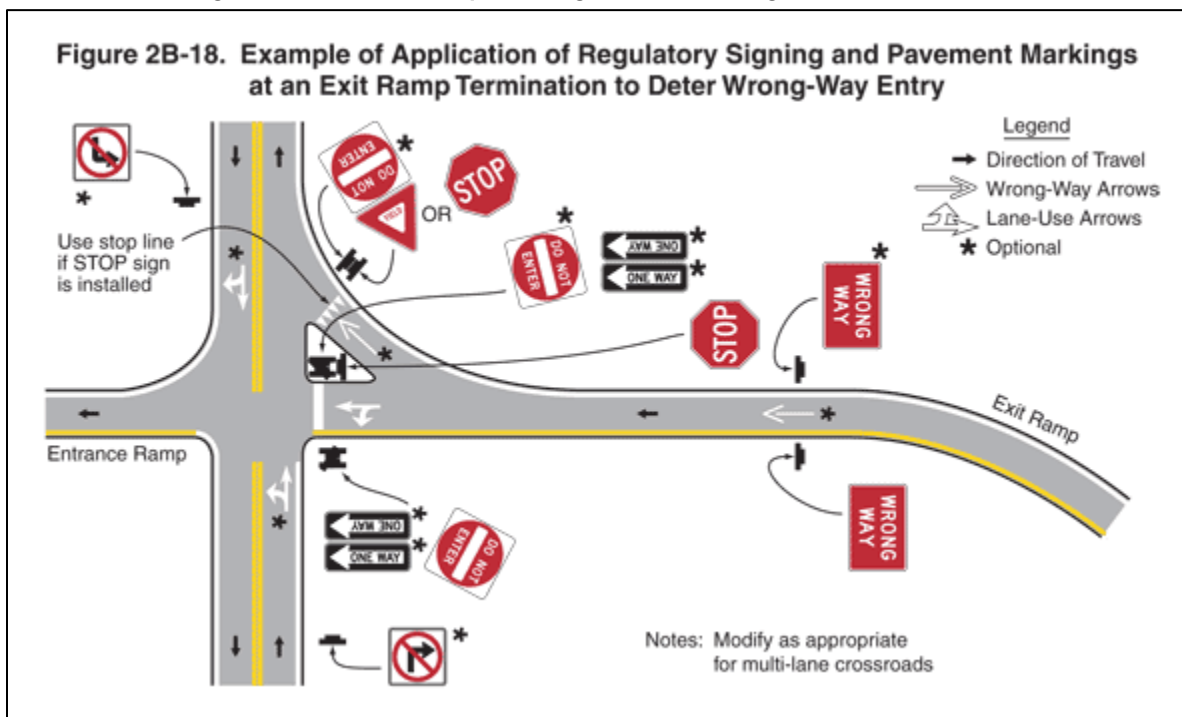
Wrong-Way Crash Report

Act 641 of the 87th Arkansas General Assembly requires the Arkansas Department of Transportation (Department) 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 2019 crash data showed that 21 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 2019 wrong-way crashes with 2017 and 2018 and Figure 3 provides an overview of wrong-way crash history since Calendar Year 2010.

Table 1. Summary of Wrong-Way Crash Analysis in Calendar Year 2019

Crash Severity	5 Fatal Crashes (5 fatalities)				
	10 Non-fatal Injury Crashes that include:		3 Suspected Serious Injury Crashes		
			3 Suspected Minor Injury Crashes		
			4 Possible Injury Crashes		
6 Property Damage Only Crashes (PDO)					
Crash Type	Front to Front	11	Road Surface Condition	Dry	17
	Angle	2		Wet	4
	Sideswipe	6			
	Single Vehicle	2			
Light Conditions	Dark	15	Contributing Factors[†]	Alcohol	13
	Daylight	3		Drugs	3
	Dark but Lighted	2		None*	4
	Dawn	1		Unknown	4
[†] Crashes may have more than one Contributing Factor * Driver was not impaired					

Table 2. Wrong-Way Crashes 2017-2019*

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
2017	13	5	5	0	9	7	3
2018	25	7	9	6	15	15	6
2019	21	5	5	3	17	13	2
*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 2019

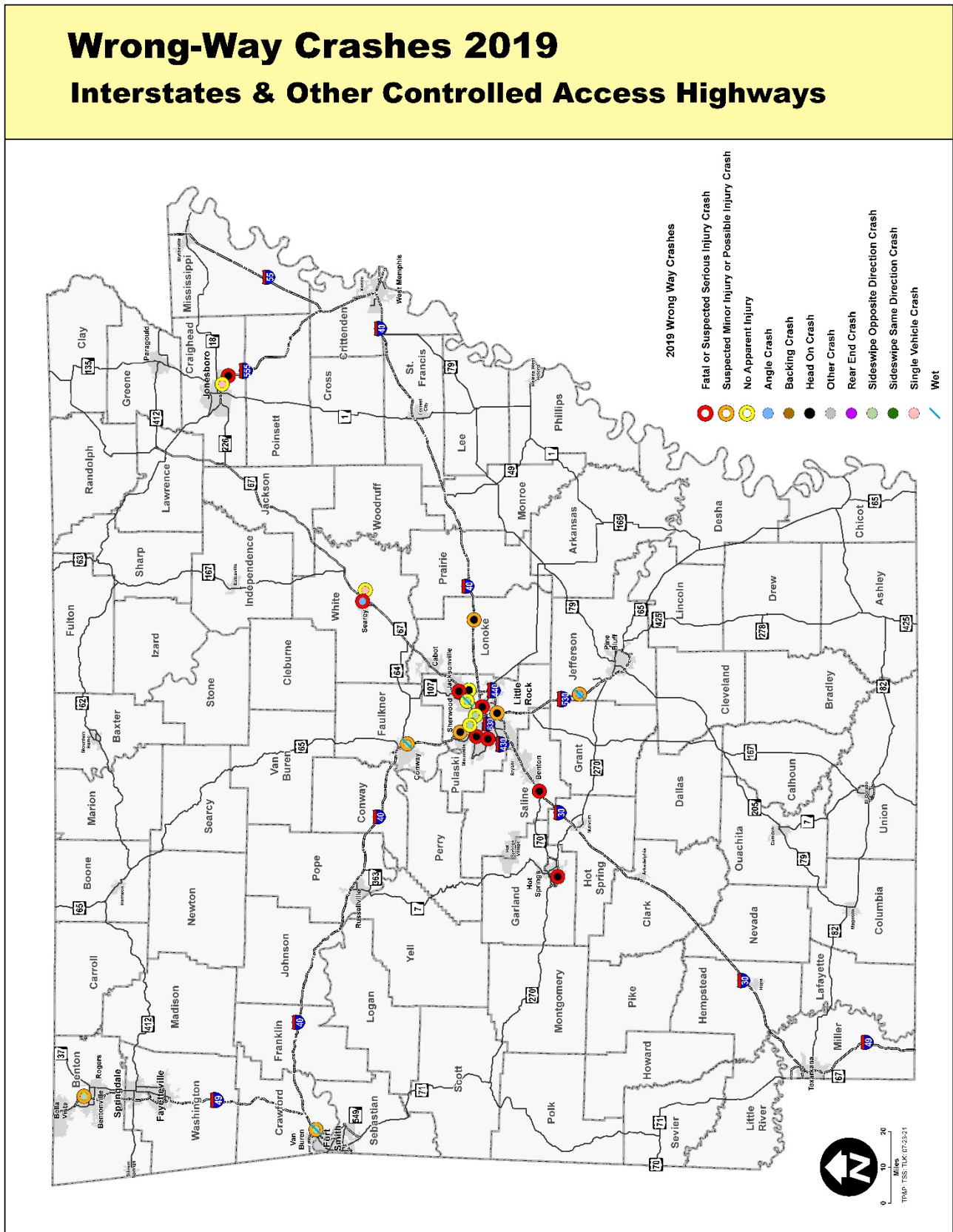
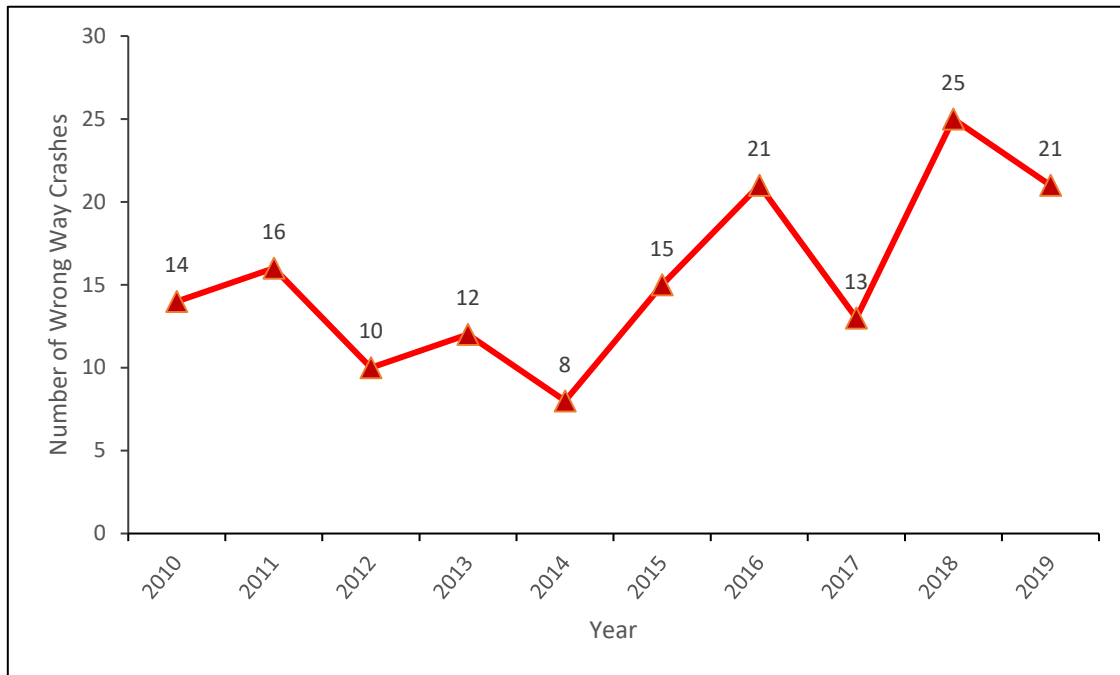


Figure 3. Wrong-Way Crashes 2010-2019



Following the crash analysis, the Department's Maintenance Division completed an investigation of the locations where the wrong-way crashes occurred in 2019.

A total of 53 interchange off-ramps were reviewed which resulted in the following findings:

- Fifty-two of the fifty-three ramps were in compliance with the MUTCD requirements.
 - The signing and striping at 28 of the ramps were in compliance with the MUTCD minimum requirements as well as current Department requirements.
 - Sixteen of the ramps (Exit 7 on US 270, Exits 9, 10A, 12 and the service road at Kiehl Ave. on US 67, Exit 139A on I-30, Exits 127, 146, 169, 154 and 173 on I-40, Exits 86 and 87 on I-49, Exit 39 on I-555, Exits 6A and 6B on I-630) were either missing signs or the signs were the incorrect size to meet current Department requirements.
 - Five of the ramps (Exits 48, 51 and 54 on US 67, Exit 135 on I-40, Exit 39 on I-555) met the signing requirements, but required pavement marking changes to meet current Department requirements.
 - Three of the ramps (Exit 8 on US 67, Exit 124A on I-40, Exit 40 on I-555) require both signing and pavement markings to meet current Department requirements.
 - One of the ramps (Exit 140 on I-30) was under construction and had temporary signing in place.
- All the signing and striping corrections needed are scheduled to be completed by statewide crews as soon as possible.

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 2019

County	Crash #	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
Benton	2019547575	49	29	4.064	3	0	0	Sideswipe, opposite direction	2019-09-17	23:05	Urban	Dark - not lighted	Dry	Alcohol	Interstate Anti-Log	85,86,87	Y,Y,Y	Y,N,N
Craighead	2019524199	555	3	36.514	1	1	0	Front to front	2019-05-15	09:22	Urban	Daylight	Dry	None	Interstate Main Lane	39,40,42	Y,Y,Y	N,N,Y
Craighead	2019561028	555	207	0.361	5	0	0	Single Vehicle Crash	2019-11-20	17:02	Urban	Dark - not lighted	Dry	None	Interstate Ramp	39	Y	N
Crawford	2019548887	540	2	1.854	3	0	0	Sideswipe, opposite direction	2019-09-25	01:30	Urban	Dark - not lighted	Wet	Alcohol	Interstate Anti-Log	3,5,6	Y,Y,Y	Y,Y,Y
Faulkner	2019506966	40	32	128.246	4	0	0	Sideswipe, opposite direction	2019-02-11	18:02	Urban	Dark - not lighted	Wet	Unknown	Interstate Anti-Log	124A,124B, 125,127	Y,Y,Y,Y	N,Y,Y,N
Garland	2019548905	270	5	22.236	1	1	0	Front to front	2019-09-26	06:21	Urban	Dawn	Dry	None	US Hwy. Main Lane	5A,5B,7	Y,Y,Y	Y,Y,N
Jefferson	2019521760	530	5	24.635	4	0	0	Angle	2019-05-03	20:45	Rural	Dark - not lighted	Wet	Alcohol	Interstate Anti-Log	15,20,24	Y,Y,Y	Y,Y,Y
Lonoke	2019537808	40	41	105.460	4	0	0	Front to front	2019-07-27	05:15	Rural	Dark - not lighted	Dry	Unknown	Interstate Anti-Log	169,173, 175	Y,Y,Y	N,N,Y
Pulaski	2019520156	40	33	147.006	5	0	0	Sideswipe, opposite direction	2019-04-28	05:14	Urban	Dark - not lighted	Dry	Alcohol	Interstate Anti-Log	135,142, 146	Y,Y,Y	N,Y,N
Pulaski	2019520533	630	617	0.504	2	0	3	Front to front	2019-04-26	00:53	Urban	Dark - not lighted	Dry	Alcohol, Drugs	Interstate Ramp	5,6A,6B	Y,Y,Y	Y,N,N
Pulaski	2019524718	67	10	5.964	2	0	2	Front to front	2019-04-28	00:59	Urban	Dark - not lighted	Dry	Alcohol	US Highway Main Lane	12,8,9	Y,Y,N	N,N,N
Pulaski	2019532085	67	148	0.019	5	0	0	Sideswipe, opposite direction	2019-06-06	15:00	Urban	Daylight	Wet	Unknown	US Highway Ramp	Kiehl Ave. Interchange	Y	N
Pulaski	2019534445	630	21	5.776	2	0	5	Front to front	2019-07-07	21:33	Urban	Dark - lighted	Dry	Alcohol	US Highway Main Lane	6A,6B,7	Y,Y,Y	N,N,Y
Pulaski	2019544817	67	10	6.773	5	0	0	Front to front	2019-09-02	05:20	Urban	Dark - not lighted	Dry	Alcohol	US Highway Main Lane	8,9,10A	Y,N,Y	N,N,N
Pulaski	2019550155	40	33	147.095	3	0	0	Front to front	2019-09-28	01:18	Urban	Dark - not lighted	Dry	Alcohol	Interstate Main Lane	148,150, 152	Y,Y,Y	Y,Y,Y
Pulaski	2019556489	40	33	151.737	5	0	0	Sideswipe, opposite direction	2019-11-01	01:45	Urban	Dark - not lighted	Dry	Alcohol	Interstate Main Lane	152,153, 154	Y,Y,Y	Y,Y,N
Pulaski	2019564532	30	23	137.706	4	0	0	Front to front	2019-12-02	01:55	Urban	Dark - lighted	Dry	Unknown	Interstate Main Lane	1A,139A, 140*	Y,Y,U	Y,N,U
Pulaski	2019566526	30	23	0.991	1	1	2	Front to front	2019-12-10	22:31	Urban	Dark - not lighted	Dry	Alcohol, Drugs	Interstate Anti-Log	140B, 141A,141B	Y,Y,Y	Y,Y,Y
Saline	2019505068	30	22	112.416	1	1	0	Front to front	2019-01-27	00:10	Urban	Dark - not lighted	Dry	None	Interstate Anti-Log	99,106,111	Y,Y,Y	Y,Y,Y
White	2019503708	67	12	19.719	1	1	0	Angle	2019-01-20	14:12	Urban	Daylight	Dry	Alcohol, Drugs	US Highway Anti-Log	21,22,25	Y,Y,Y	Y,Y,Y
White	2019515646	67	13	0.444	5	0	0	Single Vehicle Crash	2019-04-03	23:44	Urban	Dark - not lighted	Dry	Alcohol	US Highway Main Lane	48,51,54	Y,Y,Y	N,N,N

¹Crash Severity = 1-fatal crash; 2-suspected serious injury crash; 3-suspected minor injury crash; 4-possible injury crash; and 5-property damage only.

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, or U=Under construction temporary signing in place

⁴Meets ARDOT Standard, Y=Yes, N=No, or U= Under construction temporary signing in place

*This exit was not reviewed during this study period because the area was under construction.

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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

1 State of Arkansas
2 87th General Assembly
3 Regular Session, 2009
4
5 By: Representative Pyle
6
7

A Bill

HOUSE BILL 1961

For An Act To Be Entitled

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

Subtitle

17 TO REQUIRE THE ARKANSAS STATE HIGHWAY
18 AND TRANSPORTATION DEPARTMENT TO ANALYZE
19 WRONG-WAY CRASHES ON INTERSTATES AND
20 OTHER FREEWAYS THAT ARE A PART OF THE
21 STATE HIGHWAY SYSTEM.
22
23
24

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

26
27 SECTION 1. Arkansas Code Title 27, Chapter 65, Subchapter 1 is amended
28 to add an additional section to read as follows:

29 27-65-144. Additional annual reporting.

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

35 (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





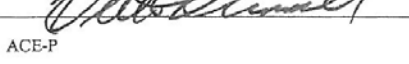
WHEREAS, Minute Order 2007-091 adopted Arkansas' SHSP as a planning guide for improving highway safety in the State; and

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
 Member

ACE-P

Form 19-456
Rev. 08/01/2007

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

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: [Signature] Chairman
[Signature] Vice-Chairman
[Signature] Member
[Signature] Member
[Signature] Member

Submitted By: [Signature]
Assistant Chief Engineer - Planning

Approved: [Signature]
Director

Minute Order No. 2016 004

Date Passed JAN 20 2016

TP&P
Form 19-456
Rev. 6/18/2015

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

Crash # 2019547575 I-49, Section 29, Direction B, Log Mile 4.064



Maintenance Review

The driver accessed I-49 possibly at Exit 85 (US 71B & AR 12), Exit 86 (US 62, AR 12 & AR 102) or Exit 87 (8th St.) and travelled northbound in the southbound traffic lane on I-49. The operator of the southbound vehicle took evasive action and veered to the right. Consequently, the front-end of the wrong way vehicle sideswiped the entire left side of the southbound vehicle. The southbound vehicle began rotating counterclockwise as it entered the right shoulder, and then came to rest in the grassy ditch facing north in-between two highway department signs. The wrong way vehicle did not stop and continued traveling northbound in the southbound lane. Gouge marks illustrated that the vehicle entered the right lane after leaving the scene of the crash. The wrong-way vehicle was found in a disabled condition in the right lane and facing north. The wrong-way driver was found in the driver's seat and was passed out. The driver was driving under the influence of alcohol.

Maintenance Review Results

The interchange at Exit 85 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 86 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the red vertical reflective strips need to be installed on all the "Wrong Way" and "Do Not Enter" signposts to be consistent with current ARDOT requirements. These modifications were completed on May 12, 2021.

The interchange at Exit 87 was reviewed. Signs were in place and in conformance with MUTCD. However, the 42"x30" Wrong Way sign was missing and will be installed to be consistent with current ARDOT requirements. These modifications will be implemented by statewide forces as soon as their schedule permits.







Crash # 2019524199 I-555, Section 3, Direction A, Log Mile 36.514

Maintenance Review

The driver accessed I-555 possibly at Exit 39 (AR 18S, Dr. Martin Luther King Jr. Drive), Exit 40 (AR 463, Nettleton Ave.) or Exit 42 (US 49 & AR 1, Stadium Blvd.) and travelled southbound in the northbound traffic lane on I-555. The 90-year-old driver was involved in a head on collision at log mile 36.514 which resulted in a fatality.

Maintenance Results

The northbound entrance ramp for the interchange at Exit 39 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, the pavement markings should be moved up 500' to be consistent with current ARDOT requirements. This modification will be implemented by district forces as soon as their schedule permits.

The interchange at Exit 40 was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 42"x30" Wrong Way sign was missing and should be installed to be consistent with current ARDOT requirements. This modification will be implemented by statewide forces as soon as their schedule permits. Also, the pavement markings should be installed to be consistent with current ARDOT requirements. This modification will be implemented by district forces as soon as their schedule permits.

The interchange at Exit 42 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.









Crash # 2019561028 I-555, Section 207, Direction A, Log Mile 0.361**Maintenance Review**

The driver attempted to access I-555 at Exit 39 (AR 18S, Dr. Martin Luther King Jr. Drive) and was traveling north on the southbound ramp of I-555. He immediately observed his mistake and maneuvered his vehicle to the north side shoulder of the exit ramp. He did not see the culvert, which was a straight drop off from the roadway. The vehicle front tire struck the culvert and his vehicle started to slide down the hill and rolled over before landing on it wheels in the ditch.

Maintenance Results

The southbound entrance ramp for the interchange at Exit 39 was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 30"x30" Do Not Enter and 36"x12" One Way signs were missing and installed to be consistent with current ARDOT requirements on May 10, 2021.





Crash # 2019548887 I-540, Section 2, Direction B, Log Mile 1.854

**Maintenance Review**

The driver accessed I-540 possibly at Exit 3 (AR 59, Van Buren), Exit 5 (Kelley Hwy.) or Exit 6 (Grand Ave.) and travelled northbound in the southbound traffic lane on I-540. The driver veered to the right shoulder, as an attempt to avoid a collision. The two vehicles then sideswiped in opposite directions. The wrong way vehicle's angle of approach impacted the southbound vehicle's left rear axle with his left front axle. The wrong way vehicle then spun counterclockwise along the right shoulder and guardrail, coming to final rest with its rear bumper against the concrete bridge wall. The southbound vehicle traveled out of control, impacting the guardrail with its left front bumper and side before coming to rest against the guardrail. The wrong-way driver was suspected of being under the influence of alcohol.

Maintenance Results

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 5 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

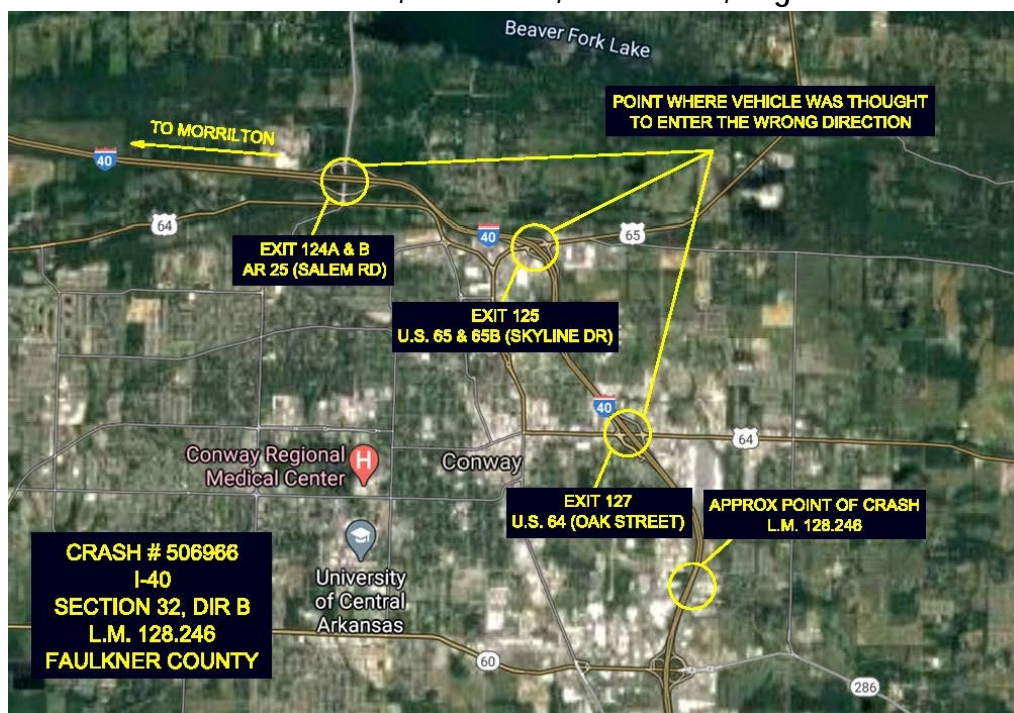
The interchange at Exit 6 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.









Crash # 2019506966 I-40, Section 32, Direction B, Log Mile 128.246**Maintenance Review**

The driver accessed I-40 possibly at Exit 124A (Salem-North), Exit 124B (Salem-South), Exit 125 (US 65, Skyline Dr.) or Exit 127 (US 64, Oak St.), and travelled east in the westbound lanes of traffic. The driver crossed into the westbound lane, causing the front left of the vehicle to collide with the left front of the westbound vehicle. The wrong way driver continued eastbound and never stopped.

Maintenance Results

The interchange at Exit 124A was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 36"x36" Do Not Enter sign was missing and will be installed to be consistent with current ARDOT requirements. These modifications will be implemented by statewide forces as soon as their schedule permits. Pavement markings should be moved up to be consistent with ARDOT requirements. This modification will be implemented by district forces as soon as their schedule permits.

The interchange at Exit 124B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 125 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

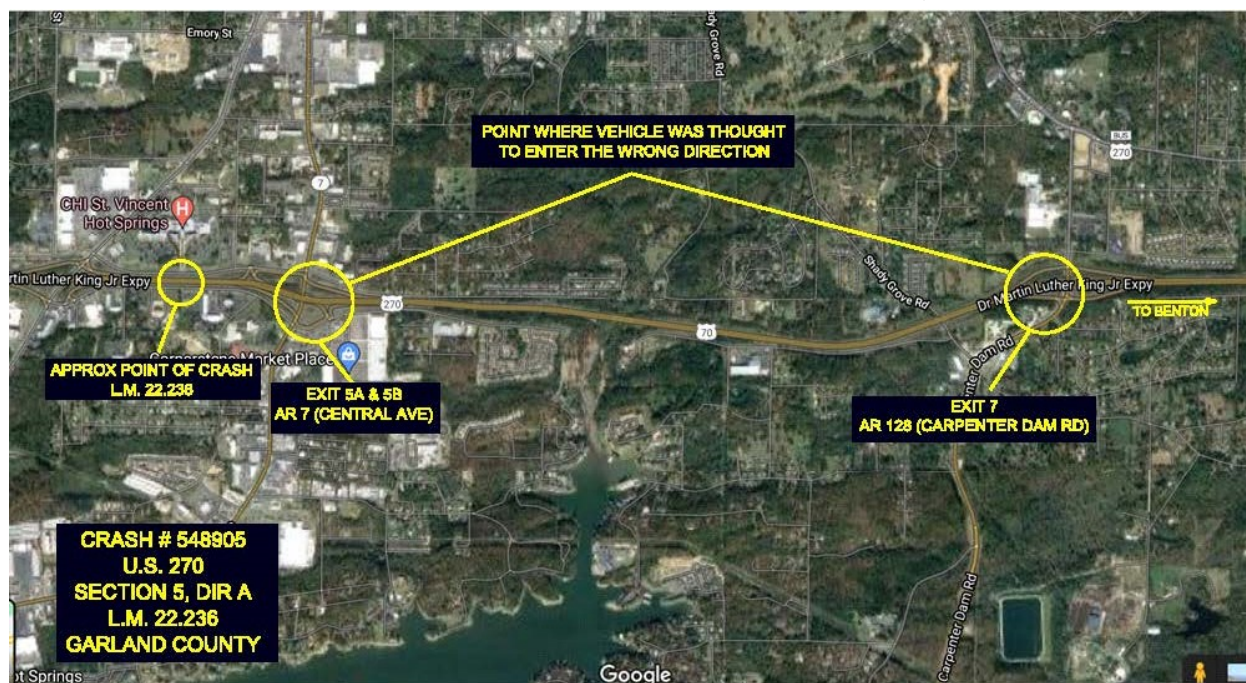
The interchange at Exit 127 was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 36"x36" Do Not Enter and 54"x18" One Way signs were missing and installed to be consistent with current ARDOT requirements on May 11, 2021.









Crash # 2019548905 US 270, Section 5, Direction A, Log Mile 22.236**Maintenance Review**

The driver accessed US 270 possibly at Exit 5A (AR 7 South, Central Ave.), Exit 5B (AR 7 North, Central Ave.) or Exit 7 (AR 128, Carpenter Dam Rd.) and travelled west in the eastbound traffic lane on US 270. The eastbound driver attempted to swerve to avoid colliding into the wrong way vehicle but was involved in a head on collision at log mile 22.236. The wrong way driver was pronounced deceased on scene.

Maintenance Results

The interchange at Exit 5A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 5B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

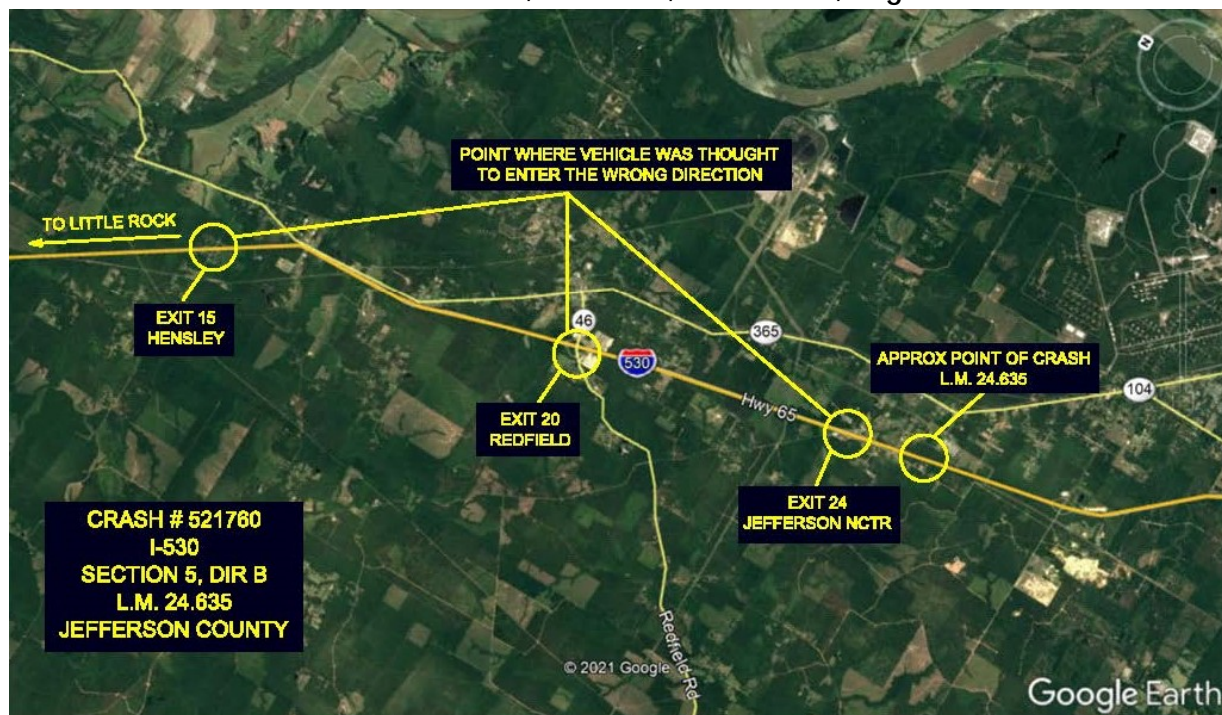
The interchange at Exit 7 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the 54"x18" One Way and 36"x36" Do Not Enter signs were missing and were installed to be consistent with current ARDOT requirements on May 12, 2021.







Crash # 2019521760 I-530, Section 5, Direction B, Log Mile 24.635

Maintenance Review

The driver accessed I-530 possibly at Exit 15 (Hensley), Exit 20 (Redfield) or Exit 24 (Jefferson N.C.T.R.) and travelled southbound in the northbound traffic lane on I-530. The driver angled the vehicle towards the outside lane shoulder and stopped in the outside traffic lane with their headlights away from traffic. The front bumper of the northbound driver collided with the front passenger side of the wrong way vehicle. Upon impact, the wrong way vehicle rotated counterclockwise and went off the roadway in a northeastern direction and came to final rest facing northeast in the tree line. The wrong-way driver was suspected of being under the influence of alcohol.

Maintenance Results

The interchange at Exit 15 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 20 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 24 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.











Crash # 2019537808 I-40, Section 41, Direction B, Log Mile 105.460**Maintenance Review**

The driver accessed I-40 possibly at Exit 169 (AR 15, Remington), Exit 173 (AR 89, Lonoke) or Exit 175 (AR 31, Lonoke) and travelled eastbound in the westbound traffic lane on I-40. The wrong way driver stopped the vehicle on the interstate facing east. A tractor-trailer was traveling westbound as the driver approached the 176-mile marker, he was unable to see the stopped vehicle due to no lights illuminated and the dark color of the vehicle. The tractor-trailer struck the stopped vehicle head on then began rotating counterclockwise and overturned on the right side. The wrong way driver and passenger immediately fled the scene. They were apprehended and detained several hours later.

Maintenance Results

The interchange at Exit 169 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the 42"x 30" Wrong Way, 30"x30" Do Not Enter and 36"x12" One Way signs were missing and installed to be consistent with current ARDOT requirements on May 10, 2021.

The interchange at Exit 173 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the 24"x 30" Keep Right sign was missing and will be installed to be consistent with current ARDOT requirements. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 175 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.











Crash # 2019520156 I-40, Section 33, Direction B, Log Mile 147.006**Maintenance Review**

The driver accessed I-40 possibly at Exit 135 (AR 89, Mayflower), Exit 142 (AR 365, Morgan) or Exit 146 (White Oak Crossing) and travelled eastbound in the westbound traffic lane on I-40. The wrong way vehicle sideswiped a westbound vehicle and left the scene. The vehicle was located on I-430 North, just south of I-40. The wrong-way driver was on scene sitting in the passenger's seat when officers arrived. He was placed under arrest for public intoxication.

Maintenance Results

The interchange at Exit 135 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the pavement arrow has faded and should be replaced to be consistent with current ARDOT requirements. These modifications will be implemented by district forces as soon as their schedule permits.

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 requirements. However, the red vertical reflective strips need to be installed on all the "Wrong Way" and "Do Not Enter" signposts to be consistent with current ARDOT requirements. These modifications were completed on May 17, 2021.









I-40 WB RAMP
(WHITE OAK CROSSING)
EXIT 146

Crash # 2019520533 I-630, Section 617, Direction A, Log Mile 0.504**Maintenance Review**

The driver accessed I-630 possibly at Exit 5 (University Ave.), Exit 6A (Mississippi Ave.) or Exit 6B (Barrow Rd.) and travelled west in the eastbound traffic lane on I-630. The driver was in a head on crash with another vehicle traveling east. The wrong way driver was driving under the influence of drugs and/or alcohol.

Maintenance Results

The interchange at Exit 5 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 6A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the red vertical reflective strips on all the "Wrong Way" and "Do Not Enter" signposts were installed to be consistent with current ARDOT requirements on May 17, 2021.

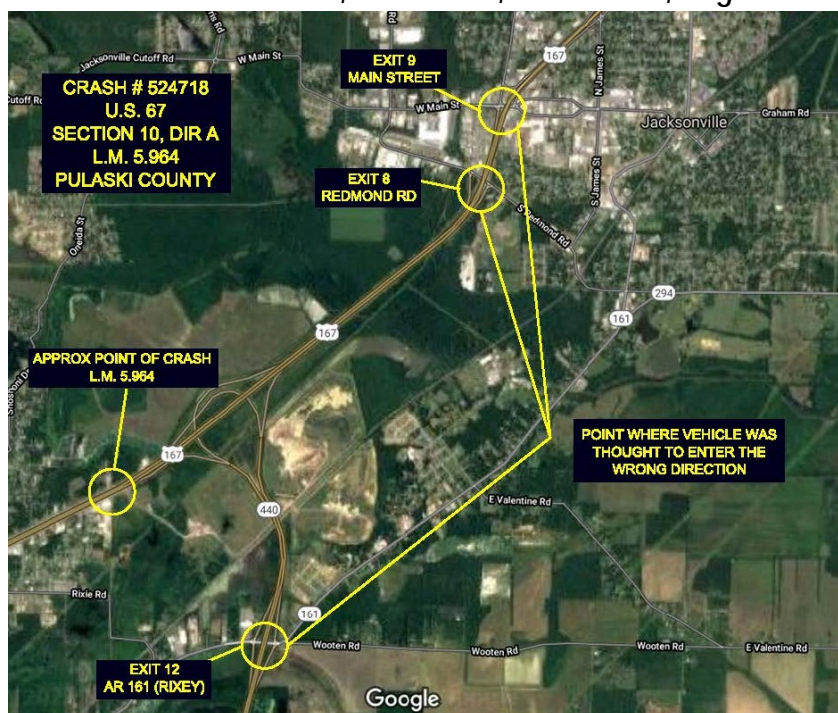
The interchange at Exit 6B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the 36"x36" Do Not Enter sign and the red vertical reflective strips on all the "Wrong Way" and "Do Not Enter" signposts were installed to be consistent with current ARDOT requirements on May 17, 2021.









Crash # 2019524718 US 67, Section 10, Direction A, Log Mile 5.964**Maintenance Review**

The driver accessed US 67 possibly at Exit 12 (AR 161) of AR 440, Exit 8 (Redmond Rd.) or Exit 9 (Main St.) and travelled southbound in the northbound traffic lane on US 67. The driver was in a head on crash with another vehicle traveling north. The vehicle traveling north swerved left towards the median wall just before impact. After impact, the wrong way vehicle continued traveling southwest, spinning clockwise onto the inside shoulder and striking the concrete median wall. This impact forced the vehicle to overturn and spin back onto the roadway, coming to rest facing the northeast upside down. The driver was found to be under the influence of alcohol.

Maintenance Results

The interchange at Exit 12 was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 42"x30" Wrong Way sign was missing and installed to be consistent with current ARDOT requirements on May 17, 2021.

The interchange at Exit 8 was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 42"x 30" Wrong Way sign was missing and installed to be consistent with current ARDOT requirements on May 17, 2021. Pavement markings should be installed to meet current ARDOT requirements. These modifications will be implemented by district and statewide forces as soon as their schedule permits.

The interchange at Exit 9 was reviewed. All signs required to bring this ramp in conformance with MUTCD and ARDOT requirements were completed on May 18, 2021.









Crash # 2019532085 US 67 Access Road, Section 148, Direction A, Log Mile 0.019**Maintenance Review**

The driver was traveling west on the Kiehl Ave. exit ramp towards U.S. 67 Access Rd. The eastbound driver steered right onto the Kiehl Ave. entrance ramp. The eastbound driver traveled onto the entrance ramp (one lane eastbound only), the westbound driver steered left going the wrong direction onto the entrance ramp and striking the left front side with the left front side of their vehicle. The wrong way vehicle continued traveling west on the entrance ramp, then turned right (north) onto US 67 Access Rd. leaving the accident scene.

Maintenance Results

The interchange was reviewed. Signs were in place and in conformance with MUTCD requirements. However, additional signage of 24"x30" Keep Right, 24"x30" One Way and 36"x36" Do Not Enter sign was installed to be consistent with current ARDOT requirements on May 18, 2021.





Crash # 2019534445 I-630, Section 21, Direction A, Log Mile 5.776

Maintenance Review

The driver accessed I-630 possibly at Exit 6A (Mississippi Ave.), Exit 6B (Barrow Rd.) or Exit 7 (Baptist Health Rd.) and travelled east in the westbound traffic lane on I-630. The driver was in a head on collision with another vehicle traveling westbound. The westbound vehicle rotated counterclockwise then another vehicle struck its left side with their front bumper. The wrong way driver was under the influence of alcohol.

Maintenance Results

The interchange at Exit 6A 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" and "Do Not Enter" signposts to be consistent with current ARDOT requirements on May 17, 2021.

The interchange at Exit 6B 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" and "Do Not Enter" signposts to be consistent with current ARDOT requirements on May 17, 2021.

The interchange at Exit 7 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.





Crash # 2019544817 US 67, Section 10, Direction A, Log Mile 6.773**Maintenance Review**

The driver accessed US 67 possibly at Exit 8 (Redmond Rd.), Exit 9 (Main St.) or Exit 10A (James St.) and travelled southbound in the northbound traffic lane on US 67. The wrong way vehicle struck a parked vehicle that was on the inside shoulder of US 67. Both vehicles came to rest in the area of impact. The driver was found to be under the influence of alcohol.

Maintenance Results

The interchange at Exit 8 was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 42"x 30" Wrong Way sign was installed to be consistent with current ARDOT requirements on May 17, 2021. Pavement markings should be installed to meet current ARDOT requirements. This modification will be implemented by district forces as soon as their schedule permits.

The interchange at Exit 9 was reviewed. All signs required to bring this ramp in conformance with MUTCD and ARDOT requirements were installed on May 18, 2021.

The interchange at Exit 10A was reviewed. Signs were in place and in conformance with MUTCD requirements. However, the 36"x36" Stop and 30"x30" Do Not Enter signs were installed to be consistent with current ARDOT requirements on May 18, 2021.







Crash # 2019550155 I-40, Section 33, Direction A, Log Mile 147.095**Maintenance Review**

The driver accessed I-40 possibly at Exit 148 (AR 100, Crystal Hill), Exit 150 (Military Dr.) or Exit 152 (AR 365, Pike Ave.) and travelled west in the eastbound traffic lane on I-40. The driver was in a head on crash with another vehicle traveling eastbound. The wrong way driver was charged with driving while intoxicated.

Maintenance Results

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

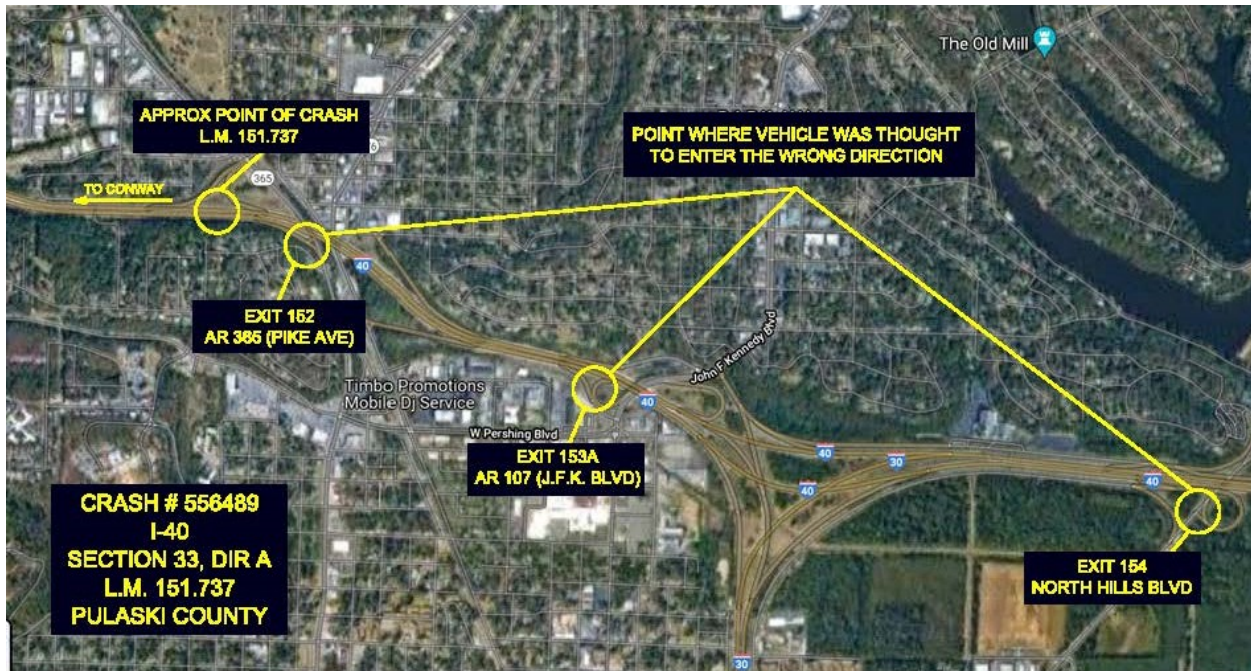
The interchange at Exit 150 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

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







Crash # 2019556489 I-40, Section 33, Direction A, Log Mile 151.737**Maintenance Review**

The driver accessed I-40 possibly at Exit 152 (AR 365, Pike Ave.), Exit 153A (AR 107, J.F.K. Blvd.) or Exit 154 (North Hills Blvd.) and travelled westbound in the eastbound traffic lane on I-40. The eastbound driver observed the wrong way vehicle and maneuvered to the left to avoid a collision. The right front of the wrong way vehicle collided with the right front of the eastbound vehicle. The wrong-way driver was charged with driving while intoxicated.

Maintenance Results

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

The interchange at Exit 153 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 154 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the 42"x30" Wrong way sign and the red vertical reflective strips on all the "Wrong Way" and "Do Not Enter" signposts were installed to be consistent with current ARDOT requirements on May 17, 2021.









Crash # 2019564532 I-30, Section 23, Direction A, Log Mile 137.706

Maintenance Review

The driver accessed I-30 possibly at Exit 1A (Main St.), Exit 139A (Roosevelt Rd.) or Exit 140 (9th St. & 6th St.) and travelled west in the eastbound traffic lane on I-30. The driver was in a near head on collision. The eastbound driver attempted to avoid the wrong way vehicle by steering towards the outside shoulder but was unable to avoid and struck the driver's side front bumper with its driver's side front. The impact caused the eastbound driver to lose control and leave the roadway where it came to rest in the grass. The wrong way driver continued to drive and left the scene.

Maintenance Results

The interchange at Exit 1A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

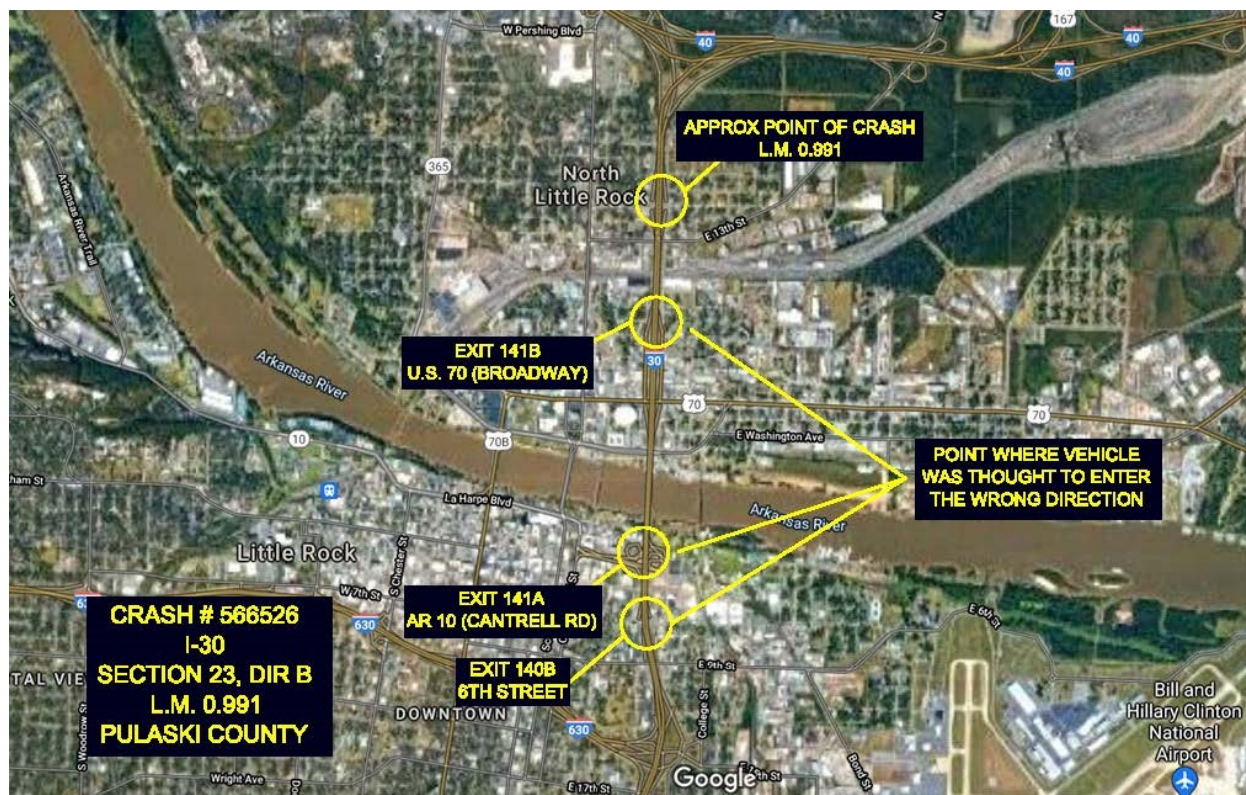
The interchange at Exit 139A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD requirements. However, the red vertical reflective strips on all the "Wrong Way" and "Do Not Enter" signposts were installed to be consistent with current ARDOT requirements on May 17, 2021.

The interchange at Exit 140 was not reviewed because it is currently under construction.





Crash # 2019566526 I-30, Section 23, Direction B, Log Mile 0.991

**Maintenance Review**

The driver accessed I-30 possibly at Exit 140B (6th St.), Exit 141A (AR 10, Cantrell) or Exit 141B (US 70, Broadway) and travelled east in the westbound traffic lane on I-30. The driver was in a head on crash with a vehicle traveling westbound which caused this vehicle to spin clockwise and strike the concrete barrier wall. Then, the wrong way vehicle spun clockwise into lane 2 where he was struck in the rear by another westbound vehicle. All three drivers tested positive for drug usage. The wrong way driver also had a blood alcohol content (BAC) of 0.11, which is over the legal limit. A passenger from the second vehicle was pronounced dead at the scene.

Maintenance Results

The interchange at Exit 140B was reviewed. Our review determined that with this location being an active work zone there is signage in place.

The interchange at Exit 141A was reviewed. Our review determined that with this location being an active work zone there is signage in place.

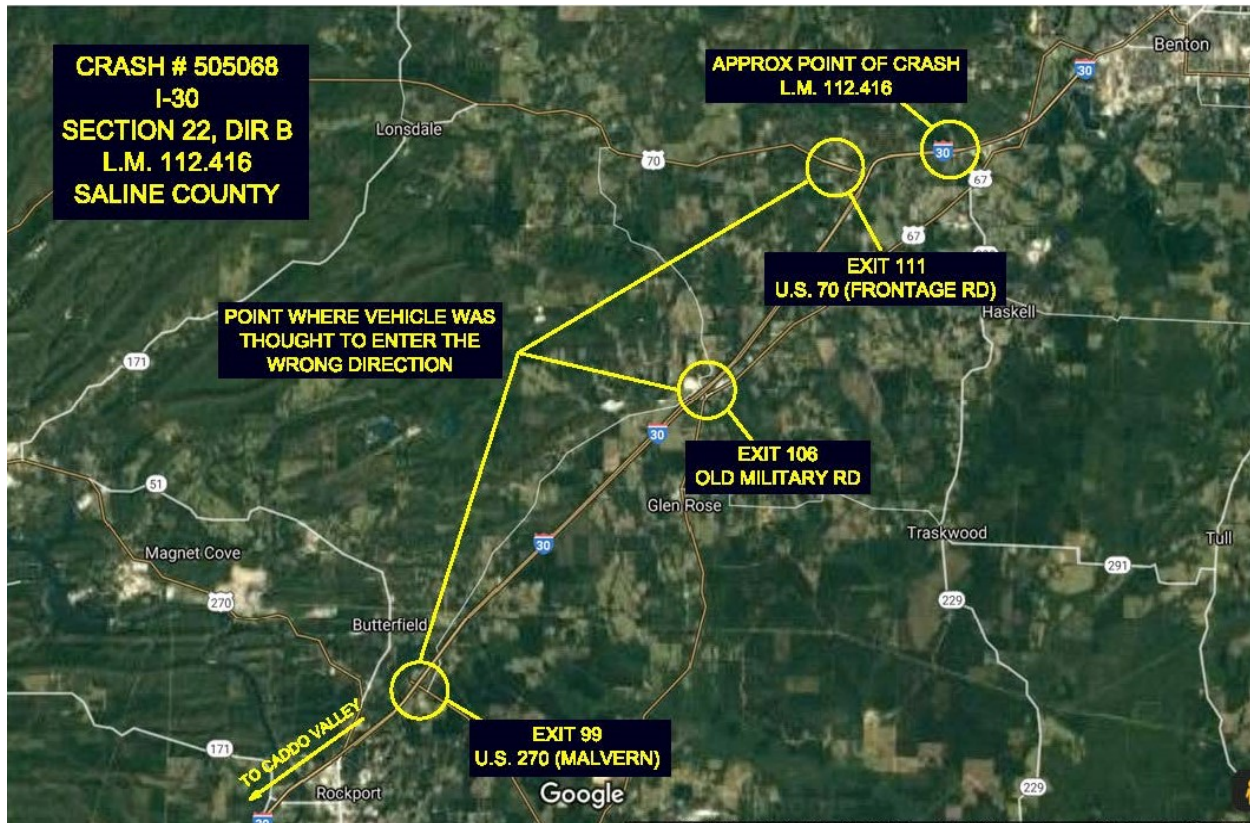
The interchange at Exit 141B was reviewed. Our review determined that with this location being an active work zone there is signage in place.







Crash # 2019505068 I-30, Section 22, Direction B, Log Mile 112.416

**Maintenance Review**

The driver accessed I-30 possibly at Exit 99 (US 270, Malvern), Exit 106 (Old Military Rd.) or Exit 111 (US 70 & Frontage Rd.) and travelled eastbound in the westbound traffic lane on I-30. The 84-year-old driver was involved in a head on collision at log mile 112.416 which resulted in a fatality.

Maintenance Results

The interchange at Exit 99 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 106 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

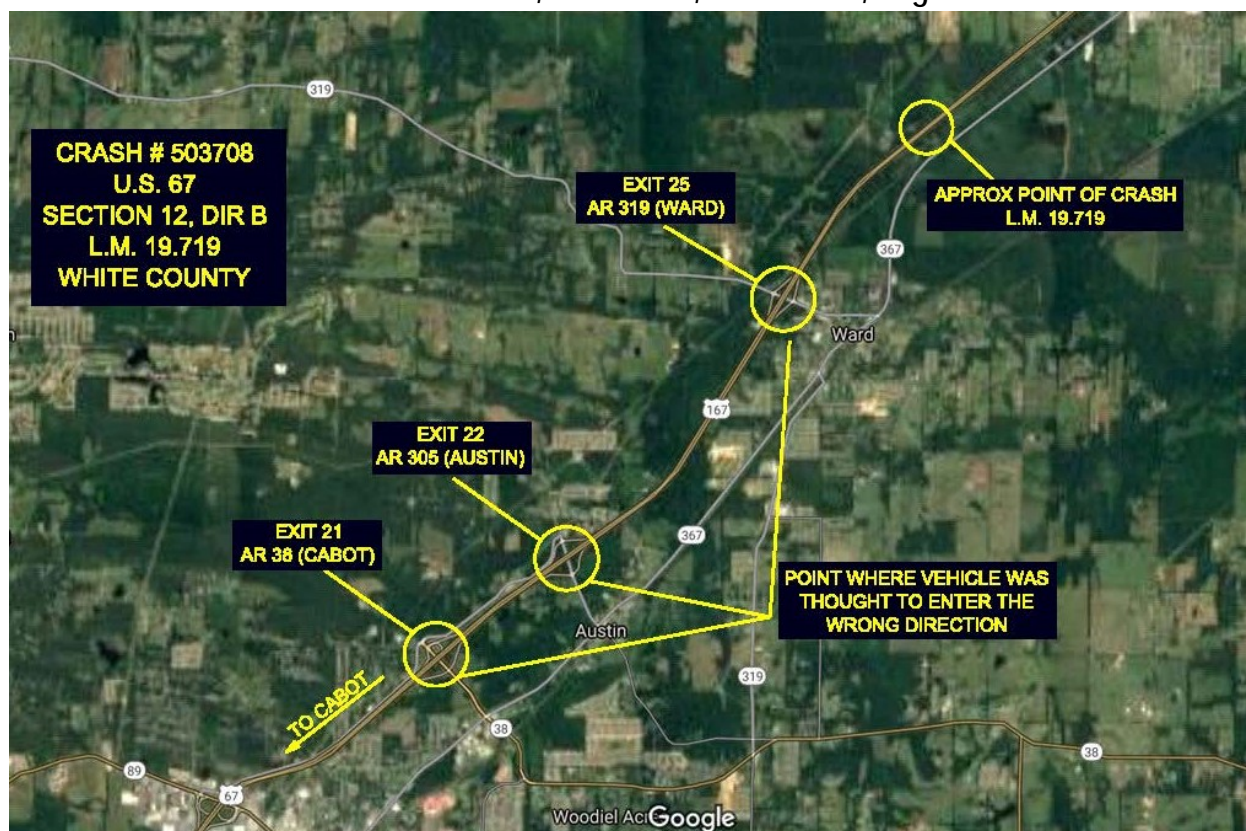
The interchange at Exit 111 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.







Crash # 2019503708 US 67, Section 12, Direction B, Log Mile 19.719

**Maintenance Review**

The driver accessed US 67 possibly at Exit 21 (AR 38, Cabot), Exit 22 (AR 305, Austin) or Exit 25 (AR 319, Ward) and travelled northbound in the southbound traffic lane on US 67. The driver veered off the roadway and into the median. The vehicle continued north in the median for approximately 700 feet before beginning to rotate counterclockwise and entering the left shoulder. The wrong way vehicle re-entered the southbound lanes while continuing to rotate counterclockwise. The vehicle crossed the left lane and entered the right lane. The southbound vehicle attempted to avoid the collision and began to veer right onto the right shoulder but was unable to avoid the wrong way vehicle. The passenger side of the wrong way vehicle collided with the front of the southbound vehicle and the driver was immediately ejected. The southbound vehicle continued on the right shoulder and left the roadway, entering the tree line before colliding with the trees. The wrong way driver was pronounced deceased on 1/22/2019. The wrong way driver was suspected of alcohol and drug usage.

Maintenance Results

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

The interchange at Exit 22 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 25 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.









Crash # 2019515646 US 67, Section 13, Direction A, Log Mile 0.444



Maintenance Review

The driver accessed US 67 possibly at Exit 48 (AR 385, Judsonia), Exit 51 (AR 157, Judsonia) or Exit 54 (Bald Knob) and travelled southbound in the northbound traffic lane on US 67. The driver ran off the roadway to the left and struck a ditch. The vehicle came to final rest in the ditch facing southwest. The driver was under the influence of alcohol.

Maintenance Results

The interchange at Exit 48 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, the pavement markings should be moved 325' up to be consistent with current ARDOT requirements. These modifications will be implemented by district forces as soon as their schedule permits.

The interchange at Exit 51 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, the pavement markings should be moved 250' up to be consistent with current ARDOT requirements. These modifications will be implemented by district forces as soon as their schedule permits.

The interchange at Exit 54 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, the pavement markings should be moved 300' up to be consistent with current ARDOT requirements. These modifications will be implemented by district forces as soon as their schedule permits.









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