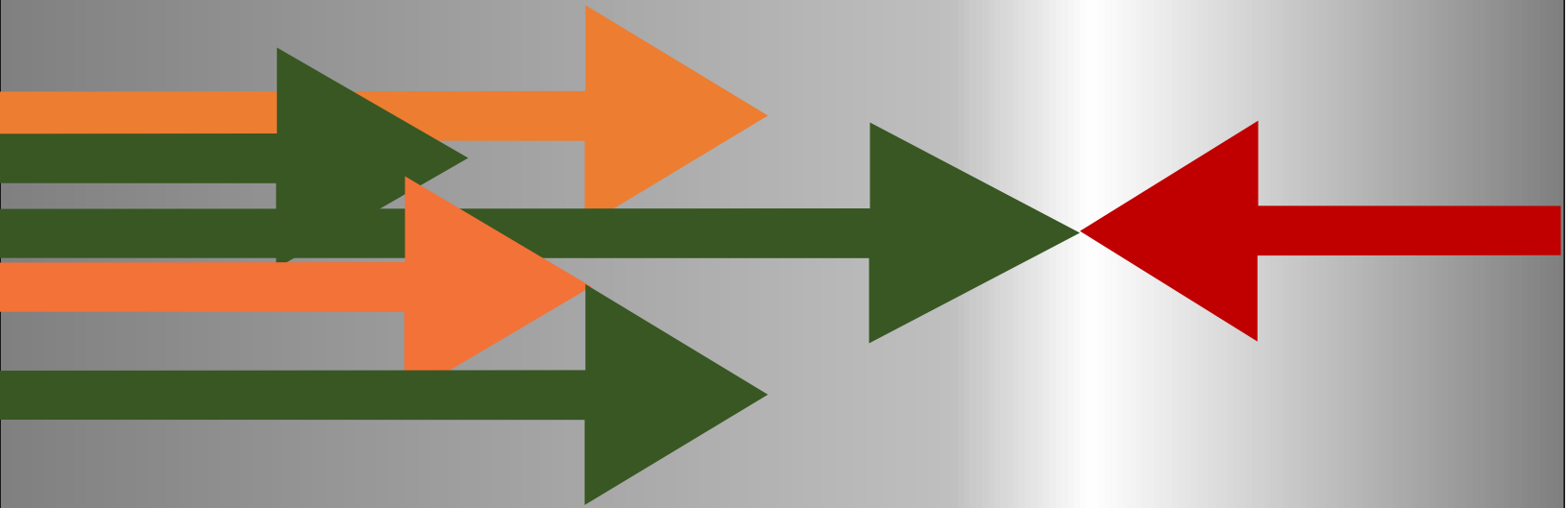


WRONG-WAY CRASH STUDY

INTERSTATES AND FREEWAYS | CALENDAR YEAR 2018



June 2020

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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.

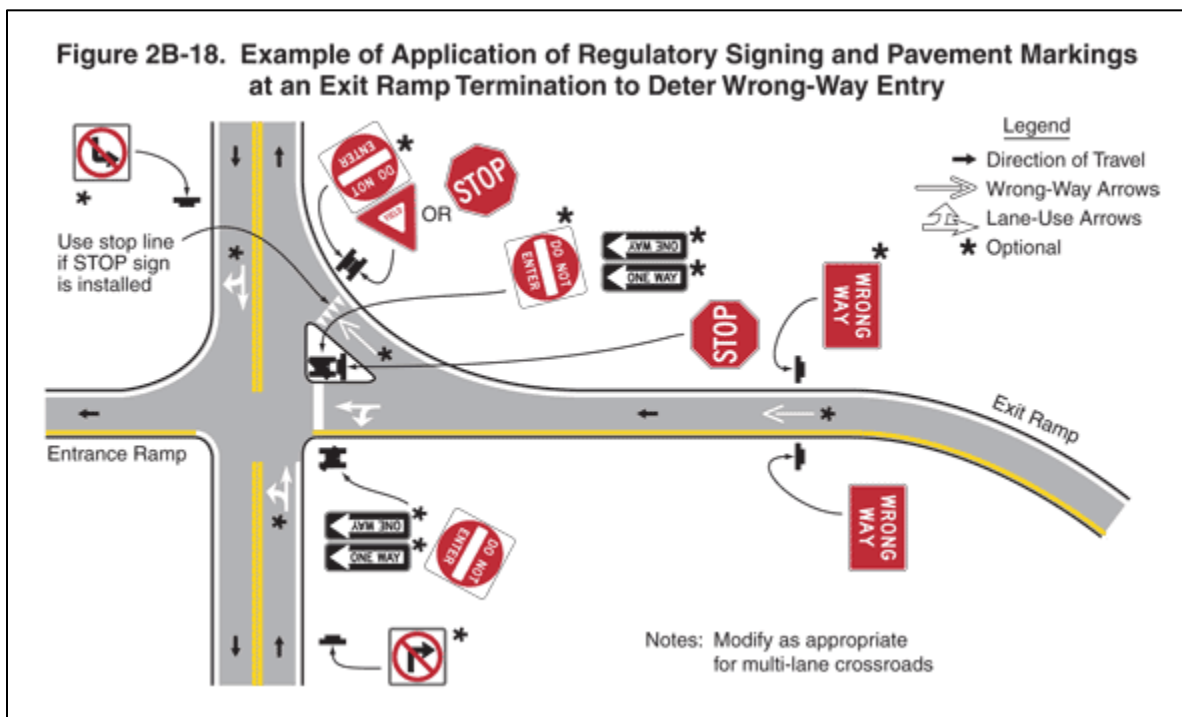
Wrong-Way Crash Report

Act 641 of the 87th Arkansas General Assembly requires the Arkansas Department of Transportation (Department) to analyze all wrong-way crashes on the 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. 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 current Department practice is to install the minimum required signs and markings from the MUTCD, using the oversized signs and/or additional optional signs and markings as shown in Table 2B-1 of MUTCD when deemed necessary (see Figure 1). 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.

The Department has adopted supplementary low cost countermeasures, as outlined in ARDOT Minute Order 2016004, to further curtail wrong-way driving. 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 or rehabilitating existing ones.

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 2018 crash data showed that 25 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; crossover crashes were not included. These crashes are summarized in Table 1. Table 2 shows a comparison of the 2018 wrong-way crashes with 2016 and 2017 and Figure 3 provides an overview of wrong-way crash history since Calendar Year 2009.

Table 1. Summary of Wrong-Way Crash Analysis in Calendar Year 2018

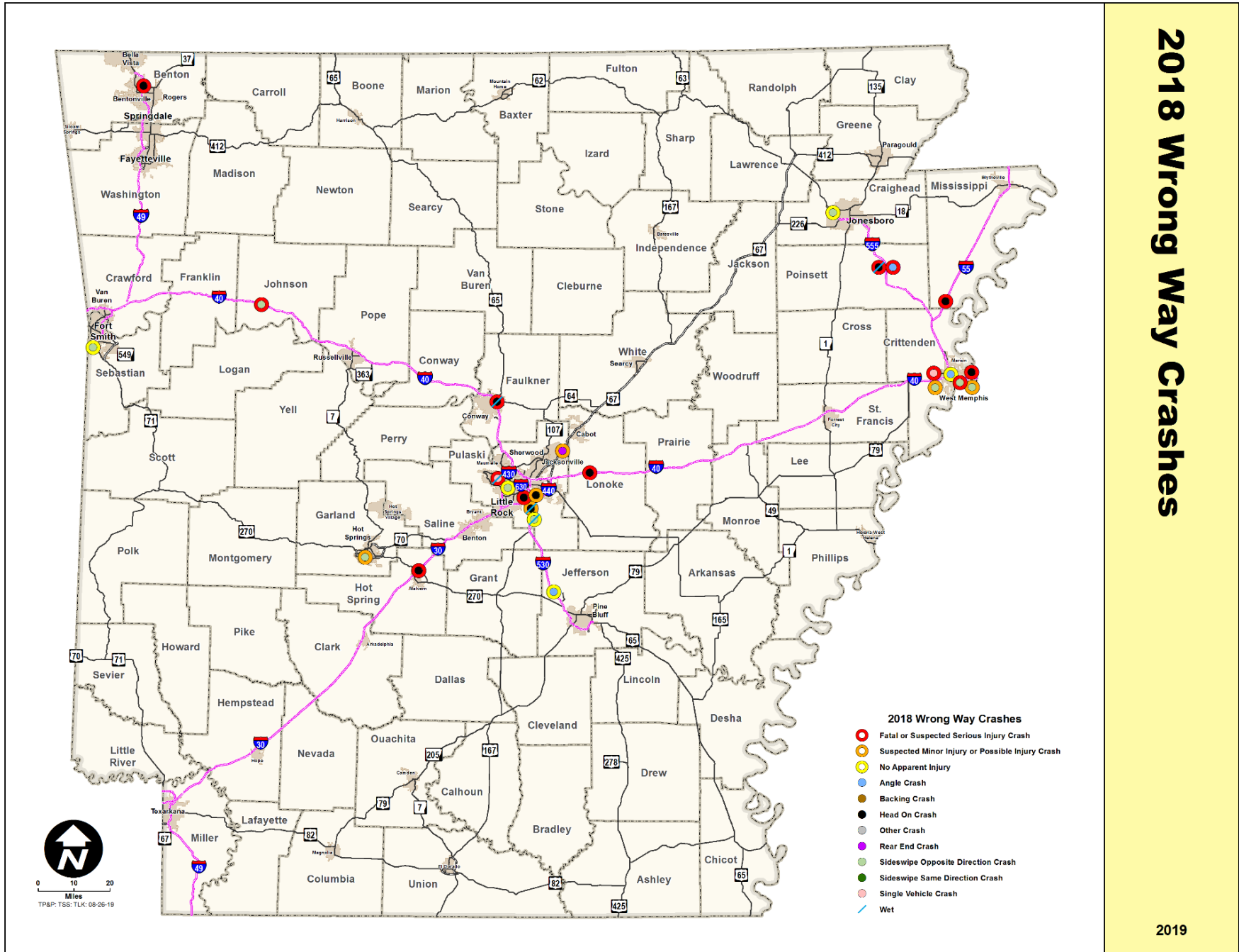
Crash Severity	7 Fatal Crashes (9 fatalities)				
	12 Non-fatal Injury Crashes that include:		6 Suspected Serious Injury Crashes		
			2 Suspected Minor Injury Crashes		
			4 Possible Injury Crashes		
6 Property Damage Only Crashes (PDO)					
Crash Type	Head On	10	Road Surface Condition	Dry	20
	Angle	3		Wet	5
	Sideswipe	9			
	Single Vehicle	2			
	Rear End	1			
Light Conditions	Dark	12	†Contributing Factors	Alcohol	11
	Daylight	9		Drugs	7
	Dark but Lighted	3		*None	6
	Dusk	1		**Unknown	1
				Illness or Fatigue	3
<p>* Driver was not impaired **Not determined if driver was impaired †Crashes may have more than one Contributing Factor</p>					

Table 2. Wrong-Way Crashes 2016-2018*

Year	Total Wrong Way Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Number of Dark Crashes	Driver Impaired Drugs or Alcohol	Fatal Crashes Driver Impaired on Drugs or Alcohol
2016	21	5	7	4	10	11	4
2017	13	5	5	0	9	7	3
2018	25	7	9	6	12	15	6

*See Table 3 for further details.

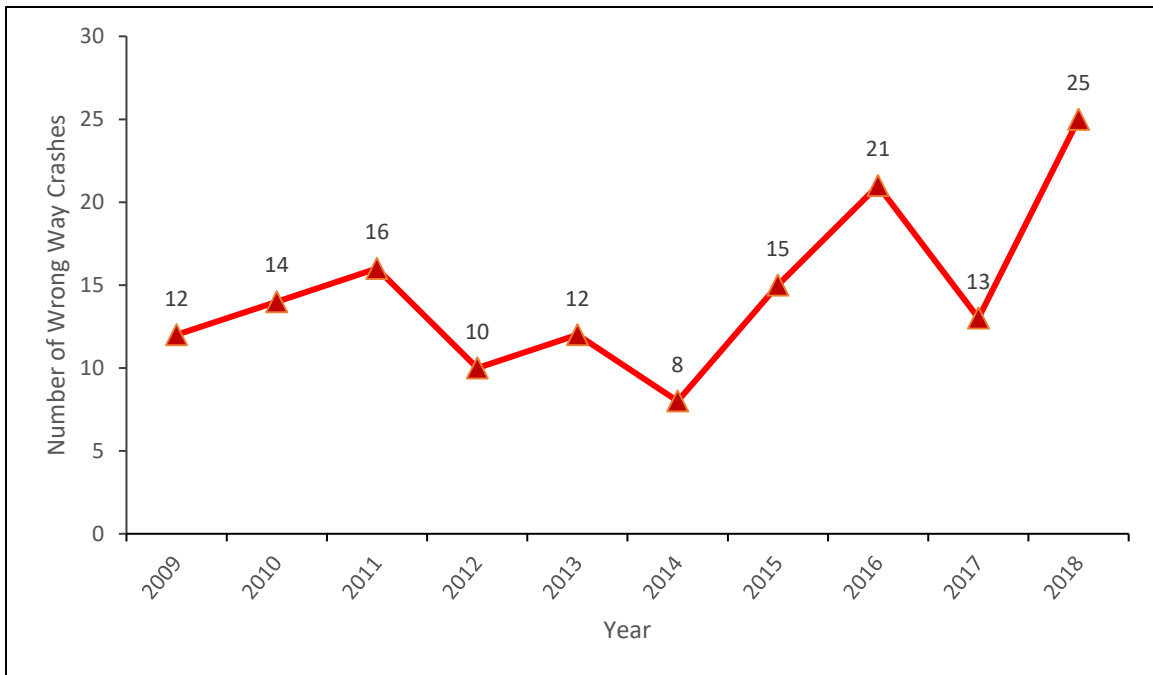
Figure 2. Wrong-Way Crash Locations in Calendar Year 2018



2018 Wrong Way Crashes

2019

Figure 3. Wrong-Way Crashes 2009-2018



Following the crash analysis, the Maintenance Division completed an investigation of the locations where the wrong-way crashes occurred in 2018.

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

- All of these ramps were in compliance with the MUTCD requirements. The signing and striping at thirty-two of the ramps were in compliance with the MUTCD minimum requirements as well as current Department standards. Fifteen of the ramps (Exits 3A, 3B and 34 on I-55, Exits 7 and 20 on I-530, Exits 24 and 35 on I-555, Exits 265 and 57 on I-40, Exit 11 on US 67, Exits 139A, 140 and 98B on I-30, and Exits 8 and 9 on I-430) were either missing signs or the signs were the incorrect size to meet current ARDOT requirements. Four of the ramps (Exits 1 and 3 on US 270, and Exits 97 and 98A on I-30) met the signing requirements, but required pavement marking changes to meet current ARDOT requirements.
- All of 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, investigation reports and crash reports are included in Appendix C.

Table 3. List of Wrong-Way Crashes on Interstates and Other Freeways in Calendar Year 2018

County	Crash #	Rte.	Sec	LM	¹ Crash Sev.	# Fat.	# Inj.	Type	Date	Time	Urban/Rural	Light Condition	Surf. Cond.	Impaired	System	Exit Number Reviewed	² MUTCD	³ ArDOT
Benton	2018566310	49	29	86.26	2	0	1	Front to front	11/5/2018	4:00:00 PM	Urban	Daylight	Dry	Illness/ Fatigue	Interstate	86	Y	Y
Craighead	2018002440	63	6	11.10	5	0	0	Sideswipe, Opposite Direction	2/20/2018	2:47:00 PM	Urban	Daylight	Dry	Illness/ Fatigue	US Highway	47	Y	Y
Crittenden	2018510117	40	52	277.36	5	0	0	Angle	2/6/2018	3:45:00 PM	Urban	Daylight	Dry	None	Interstate	Service Road	Y	Y
Crittenden	2018538322	40	52	282.07	2	0	1	Sideswipe, Opposite Direction	5/21/2018	5:13:00 PM	Urban	Daylight	Dry	None	Interstate	None*	-	-
Crittenden	2018545847	40	52	272.61	4	0	1	Sideswipe, Opposite Direction	7/9/2018	6:14:00 AM	Rural	Daylight	Dry	Drugs	Interstate	265,271	Y,Y	N,Y
Crittenden	2018546182	40	52	272.84	1	1	0	Single Vehicle Crash	7/9/2018	6:15:00 AM	Rural	Daylight	Dry	Drugs	Interstate	265,271	Y,Y	N,Y
Crittenden	2018548784	55	11	3.17	4	0	1	Sideswipe, Opposite Direction	7/25/2018	11:40:00 PM	Urban	Dark	Dry	Alcohol	Interstate	3A	Y	N
Crittenden	2018567592	55	11	1.50	1	1	2	Front to front	11/11/2018	3:10:00 AM	Urban	Dark	Dry	Alcohol	Interstate	3A,3B,4	Y,Y,Y	N,N,Y
Faulkner	2018534774	40	32	126.75	1	1	1	Front to front	4/26/2018	1:40:00 AM	Urban	Dark but lighted	Wet	Drugs	Interstate	124A,124B,125	Y,Y,Y	Y,Y,Y
Garland	2018507759	270	5	22.36	3	0	1	Sideswipe, Opposite Direction	1/25/2018	12:00:00 PM	Urban	Daylight	Dry	Alcohol	US Highway	1,2,3	Y,Y,Y	N,Y,N
Hot Spring	2018570679	30	21	99.48	1	1	2	Front to front	11/26/2018	8:12:00 PM	Urban	Dark	Dry	Alcohol	Interstate	97,98A,98B,Social Hill	Y,Y,Y,Y	N,N,N,Y
Jefferson	2018575236	530	5	28.67	5	0	0	Angle	12/21/2018	11:25:00 PM	Rural	Dark	Dry	Alcohol, Drugs	Interstate	20,24,27	Y,Y,Y	N,Y,Y
Johnson	2018546546	40	21	51.15	2	0	2	Sideswipe, Opposite Direction	7/9/2018	8:32:00 PM	Rural	Dusk	Dry	Drugs	Interstate	55,57,58	Y,Y,Y	Y,N,Y
Lonoke	2018508725	40	41	169.92	1	1	1	Front to front	1/26/2018	11:40:00 PM	Rural	Dark	Dry	Alcohol, Drugs	Interstate	173,175,183	Y,Y,Y	Y,Y,Y
Mississippi	2018525099	55	12	30.04	2	0	1	Front to front	3/22/2018	1:30:00 AM	Rural	Dark	Dry	None	Interstate	34,36,41	Y,Y,Y	N,Y,Y
Poinsett	2018541505	555	2	21.00	2	0	2	Angle	6/10/2018	12:30:00 AM	Rural	Dark	Dry	None	US Highway	24,29,35	Y,Y,Y	N,Y,N
Poinsett	2018575999	555	2	23.02	1	2	0	Front to front	12/26/2018	8:44:00 AM	Rural	Daylight	Wet	Unknown	Interstate	24,29,35	Y,Y,Y	N,Y,N
Pulaski	2018520933	530	1	6.12	5	0	0	Sideswipe, Opposite Direction	3/10/2018	10:00:00 PM	Urban	Dark	Wet	Alcohol	Interstate	1,3,135	Y,Y,Y	Y,Y,Y
Pulaski	2018535600	530	1	3.08	4	0	1	Front to front	5/3/2018	9:53:00 PM	Urban	Dark	Wet	Alcohol	Interstate	7,9,10	Y,Y,Y	N,Y,Y
Pulaski	2018551503	67	194	0.06	3	0	2	Front to Rear	8/10/2018	3:10:00 PM	Urban	Daylight	Dry	None	US Highway	11	Y	N
Pulaski	2018553923	30	23	136.41	1	2	0	Front to front	8/29/2018	3:42:00 AM	Urban	Dark	Dry	Alcohol, Drugs	Interstate	1,3,139A	Y,Y,Y	Y,Y,N
Pulaski	2018566246	30	23	137.97	4	0	2	Front to front	10/30/2018	10:15:00 PM	Urban	Dark but lighted	Dry	None	Interstate	1A,139A,140	Y,Y,Y	Y,N,N
Pulaski	2018574083	630	21	6.38	5	0	0	Sideswipe, Opposite Direction	12/14/2018	8:28:00 PM	Urban	Dark	Dry	Illness/ Fatigue	Interstate	6B,7,8A	-*,Y,Y	-*,Y,Y
Pulaski	2018576605	430	21	6.95	2	0	1	Single Vehicle Crash	12/29/2018	12:30:00 AM	Urban	Dark	Wet	Alcohol	Interstate	8,9,12	Y,Y,Y	N,N,Y
Sebastian	2018557589	540	124	0.21	5	0	0	Sideswipe, Opposite Direction	9/18/2018	9:35:00 PM	Urban	Dark but lighted	Dry	Alcohol	Interstate	13	Y	Y

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

²Meets MUTCD Standard, Y=Yes, N=No, or U=Under construction temporary signing in place

³Meets 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 wrong-way incursion took place in Tennessee.

**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

A Bill

HOUSE BILL 1961

5 By: Representative Pyle
6
7

For An Act To Be Entitled

8
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.
16

Subtitle

17
18 TO REQUIRE THE ARKANSAS STATE HIGHWAY
19 AND TRANSPORTATION DEPARTMENT TO ANALYZE
20 WRONG-WAY CRASHES ON INTERSTATES AND
21 OTHER FREEWAYS THAT ARE A PART OF THE
22 STATE HIGHWAY SYSTEM.
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: Minute Order 2009 - 035

MINUTE ORDER

District: Statewide

Page 1 of 1 Page

County: Statewide

Category: Commission Policy

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.

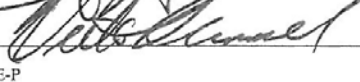
NOW THEREFORE, the Director is authorized to conduct an annual analysis, beginning with the 2009 reporting period, of all reported wrong-way crashes on Interstate highways and other freeways that are a part of the state highway system to determine whether the installation of additional traffic control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

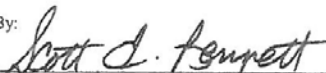
 Vice-Chairman

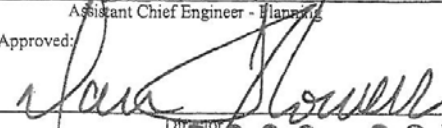
 Member

 Member

 Member

ACE-P

Submitted By: 
Assistant Chief Engineer - Planning

Approved: 
Director

Minute Order No. 2009 035 R

Date Passed FEB 25 2009

Form 19-456
Rev. 08/01/2007

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

Crash# 2018566310 I-49, Section 29, Log Mile 86.255**Maintenance Review**

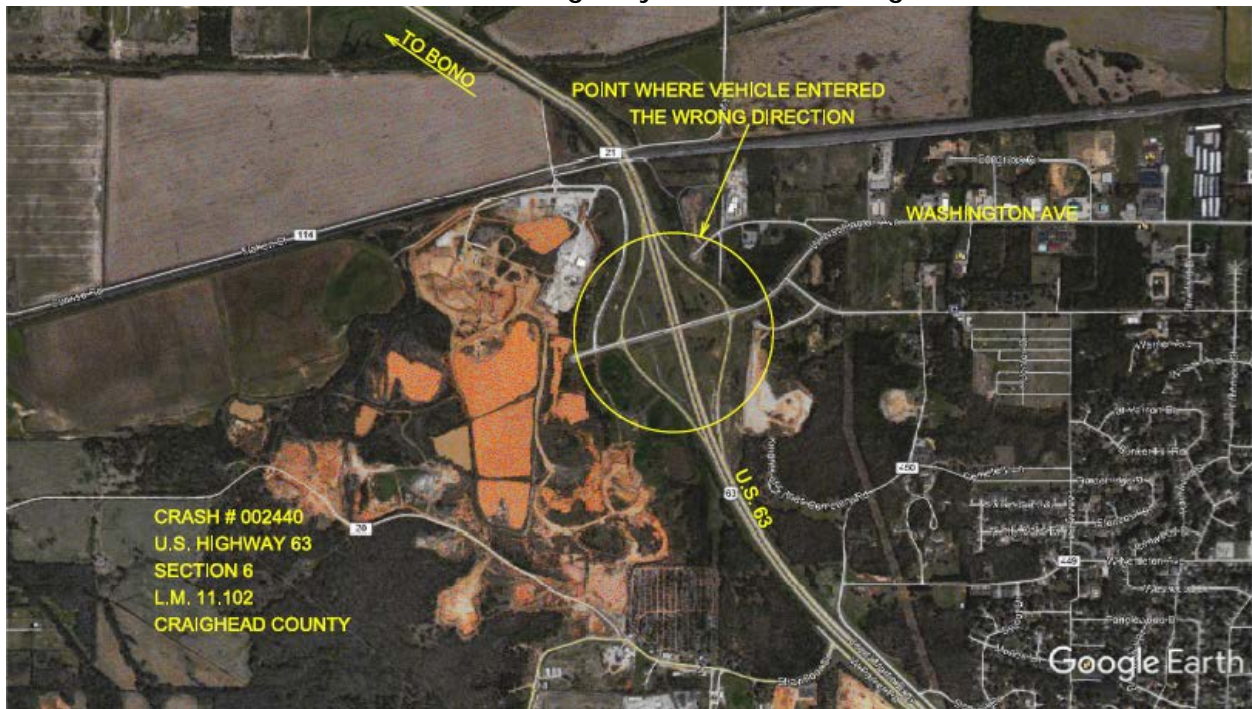
The driver accessed I-49 at Exit 86 (Highway 102) (SE 14th St.) and travelled northbound in the southbound traffic lane on Interstate 49. The wrong-way driver was in a head on collision with another vehicle traveling south on I-49. The wrong-way driver was later interviewed and told the officer that she was on her way to the area of Southeast 14th Street for a physical rehabilitation appointment but she did not remember the crash or driving on the interstate. The interchange was under construction at the time of the wrong-way crash.

Maintenance Review Results

The interchange at Exit 86 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.





Crash # 2018002440 U.S. Highway 63, Section 6, Log Mile 11.102**Maintenance Review**

The driver accessed U.S. Highway 63 at Exit 47 and was traveling north on the southbound ramp when the driver side swiped another vehicle on the off ramp. A field sobriety test was performed on the wrong-way driver and was found not to be impaired. Later a third party advised the officer that the wrong-way driver has recently been diagnosed with dementia.

Maintenance Results

The interchange at Exit 47 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.

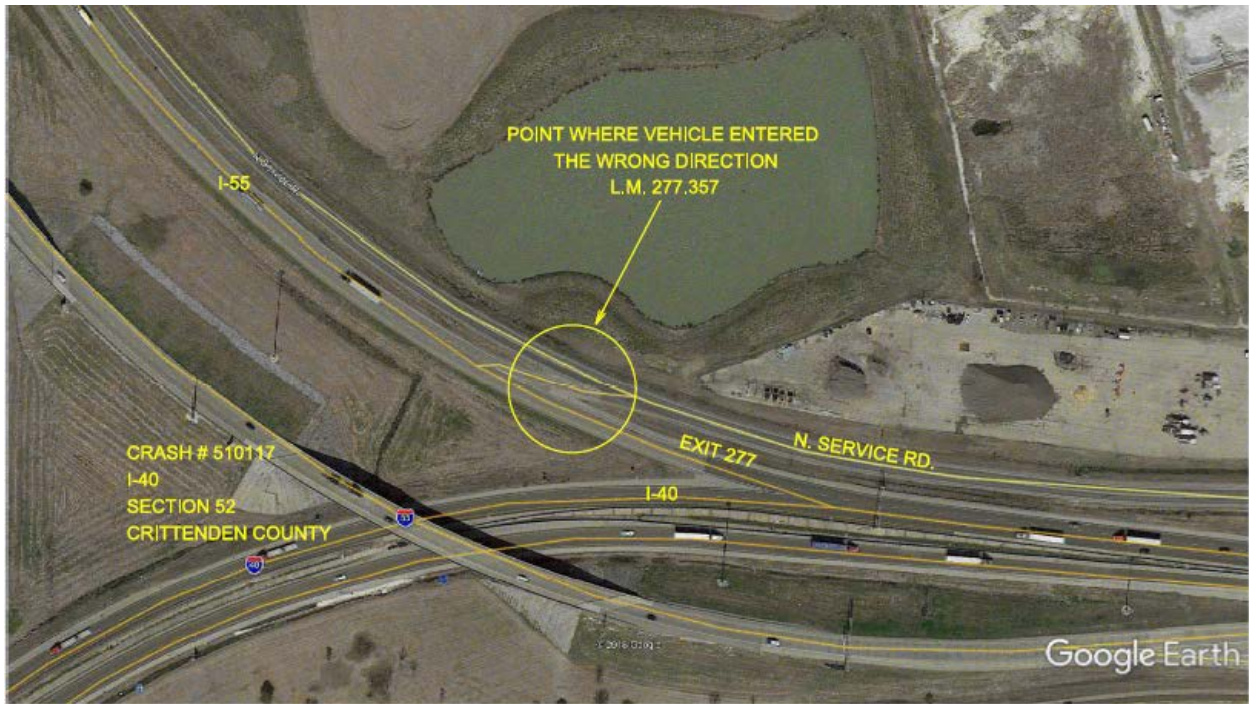








Crash# 2018510117 I-40, Section 52, Log Mile 277.357



Maintenance Review

The driver entered the one-way ramp of the two-way service road from Interstate 40. As the driver entered the ramp of the two-way service road the driver struck another vehicle who was trying to enter I-55.

Maintenance Results

The two-way service road ramp was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.



Crash # 2018538322 I-40, Section 52, Log Mile 282.069

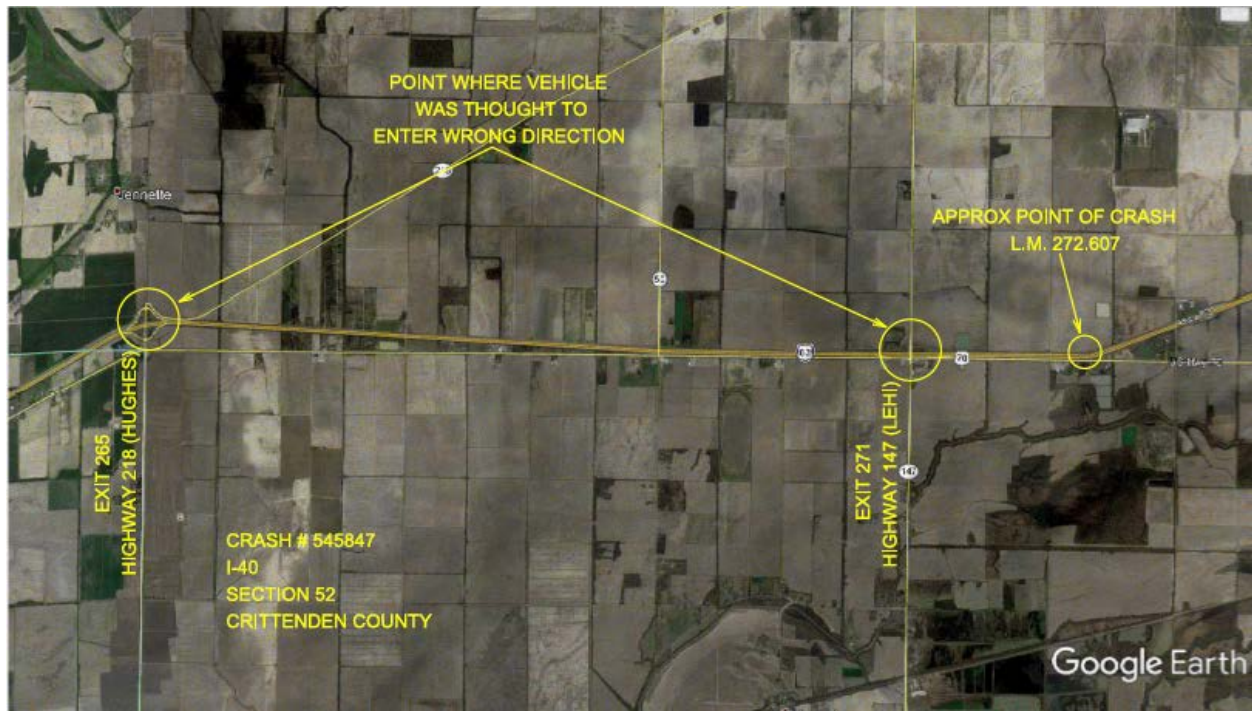
Maintenance Review

The driver who was attempting to evade the West Memphis Police accessed I-40 and travelled westbound in the eastbound traffic lane on Interstate 40. The vehicle collided with a semi-truck; both were struck on the front right side. The location where the wrong-way driver entered the interstate has not been determined. This location is separated by a barrier wall for several miles from West Memphis, Arkansas to Memphis, Tennessee. The driver entered the roadway somewhere in Memphis.

Maintenance Results

This location was not reviewed.

Crash # 2018545847 I-40, Section 52, Log Mile 272.607

**Maintenance Review**

The driver accessed I-40 possibly at Exit 265 (Highway 218 Hughes), or Exit 271 (Highway 147 Lehi) and travelled eastbound in the westbound traffic lane on Interstate 40. The wrong-way driver sideswiped a trailer that another vehicle traveling west was hauling causing minor damage. Both vehicles were moved out of the roadway before the officer reached the scene.

Maintenance Results

The interchange at Exit 265 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, two 30"x30 "DO NOT ENTER" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 271 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.







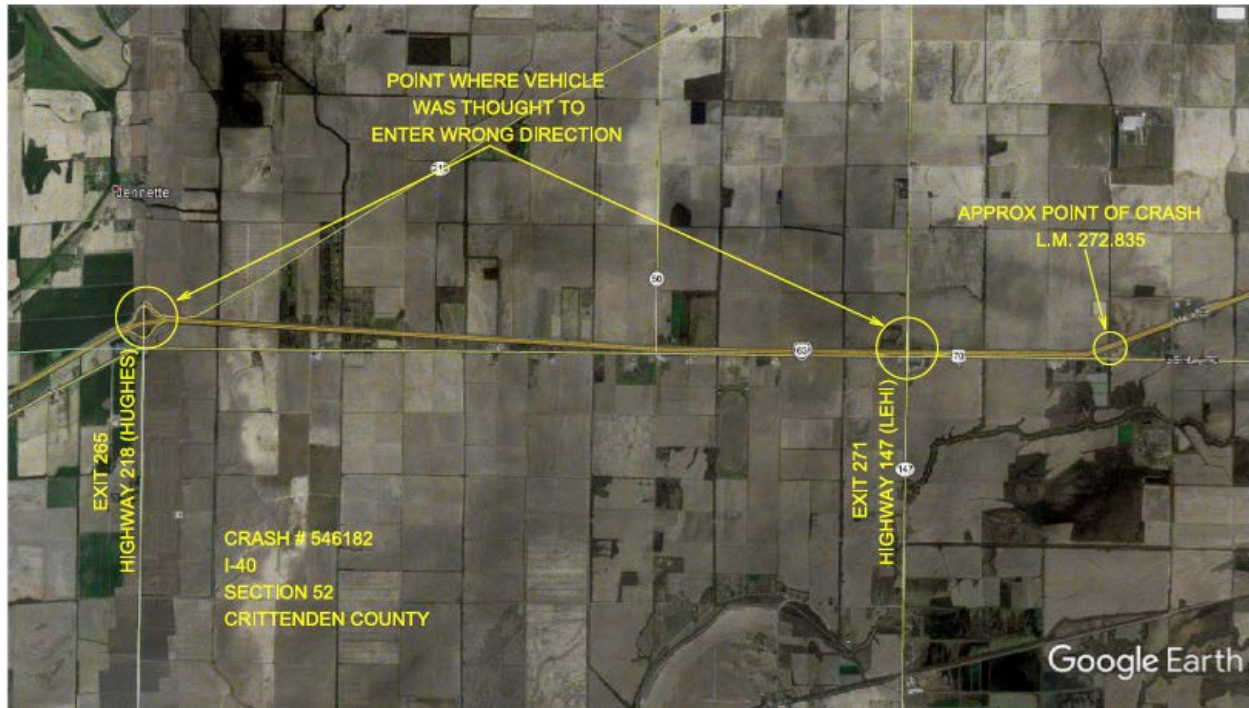








Crash # 2018546182 I-40, Section 52, Log Mile 272.835

**Maintenance Review**

The driver accessed I-40 possibly at Exit 265 (Highway 218 Hughes), or Exit 271 (Highway 147 Lehi) and travelled eastbound in the westbound traffic lane on Interstate 40. The wrong-way driver lost control of the vehicle and struck a cable barrier on the south side of the roadway and continued eastbound causing damage to approx. 201 ft. of cable barrier before striking the concrete barrier of Ditch No. 10. Then the vehicle became airborne before coming to a final rest on the east side of Ditch No. 10. The driver of the vehicle was pronounced dead at the scene.

Maintenance Results

The interchange at Exit 265 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, two 30"x30 "DO NOT ENTER" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 271 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.





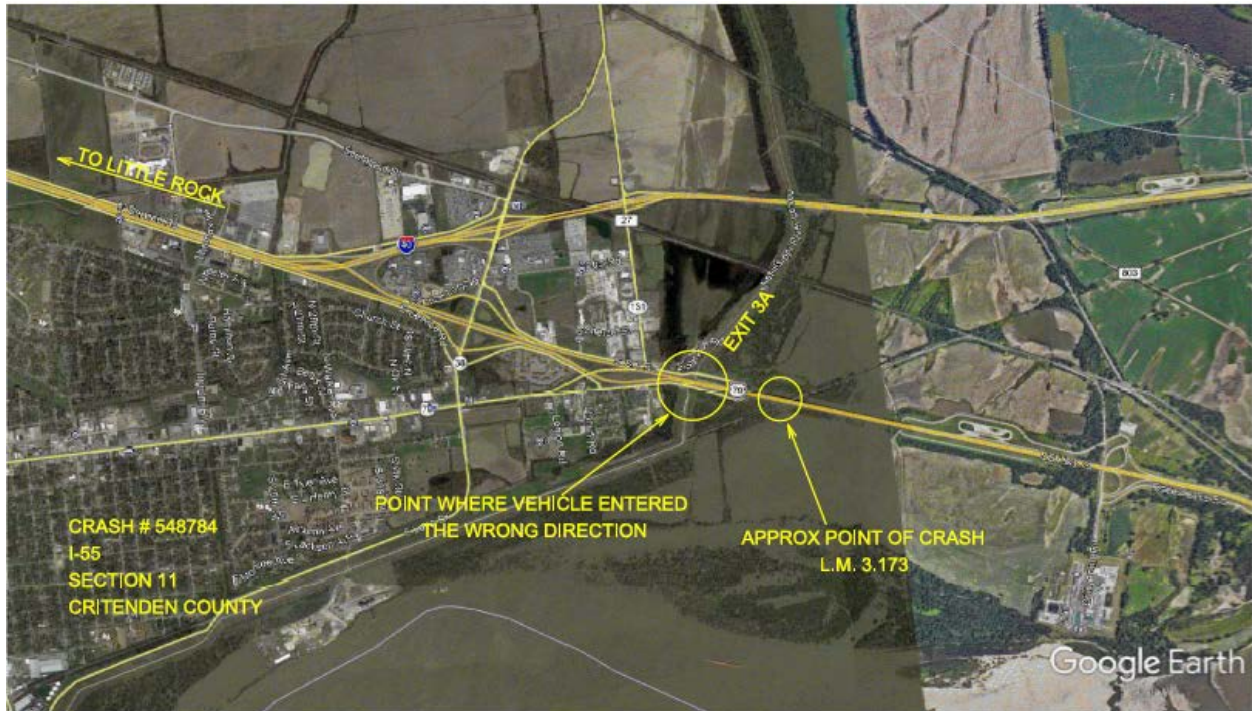








Crash # 2018548784 I-55, Section 11, Log Mile 3.173

**Maintenance Review**

The driver accessed I-55 at Exit 3A (Mound City Road) and travelled southbound in the northbound traffic lane on Interstate 55. Another vehicle traveling north swerved left to avoid colliding with the wrong-way driver. After this, the front right side bumper of the wrong-way driver collided with the front right side bumper of the northbound driver. The northbound driver rotated clockwise and left the roadway.

Maintenance Results

The interchange at Exit 3A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 36"x36" "DO NOT ENTER" sign along with two 18"x54" "ONE WAY" signs were missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.





Crash # 2018567592 I-55, Section 11, Log Mile 1.500

**Maintenance Review**

The driver accessed I-55 possibly at Exit 3A (Mound City Road), Exit 3B (Broadway Blvd.), or Exit 4 (MLK Drive) and travelled southbound in the northbound traffic lane on Interstate 55. The driver was in a head on crash with another vehicle traveling north. The passenger of the vehicle traveling north was pronounced dead at the Regional 1 Trauma Center in Memphis. The wrong-way driver was suspected of alcohol and drug usage.

Maintenance Results

The interchange at Exit 3A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 36"x36" "DO NOT ENTER" sign along with two 18"x54" "ONE WAY" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 3B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, six 18"x54" "ONE WAY" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 4 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.











Crash # 2018534774 I-40, Section 32, Log Mile 126.745

**Maintenance Review**

The driver accessed I-40 possibly at Exit 124A (Salem-North), Exit 124B (Salem-South) or Exit 125 (Skyline Drive), and travelled east in the westbound lanes of traffic. The driver was involved in a head on collision at log mile 126.745 which resulted in a fatality.

Maintenance Results

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

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

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













Crash # 2018507759 U.S. 270, Section 5, Log Mile 22.363

Maintenance Review

The driver accessed U.S. 270 possibly at Exit 1 (Albert Pike Rd.), Exit 2 (Airport Rd.) or Exit 3 (McLeod St.) and travelled east in the westbound lanes of traffic. The driver was in a near head on collision with a vehicle travelling westbound. The westbound driver attempted to change lanes to avoid head on collision. The wrong-way vehicle front driver side collided with westbound vehicle driver side at log mile 22.363.

Maintenance Results

The interchange at Exit 1 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT standards. However, pavement markings will need to be moved up to be consistent with current ARDOT standards. These modifications will be implemented by district forces as soon as their schedule permits.

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

The interchange at Exit 3 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT standards. However, pavement markings will need to be moved up to be consistent with current ARDOT standards. These modifications will be implemented by district forces as soon as their schedule permits.

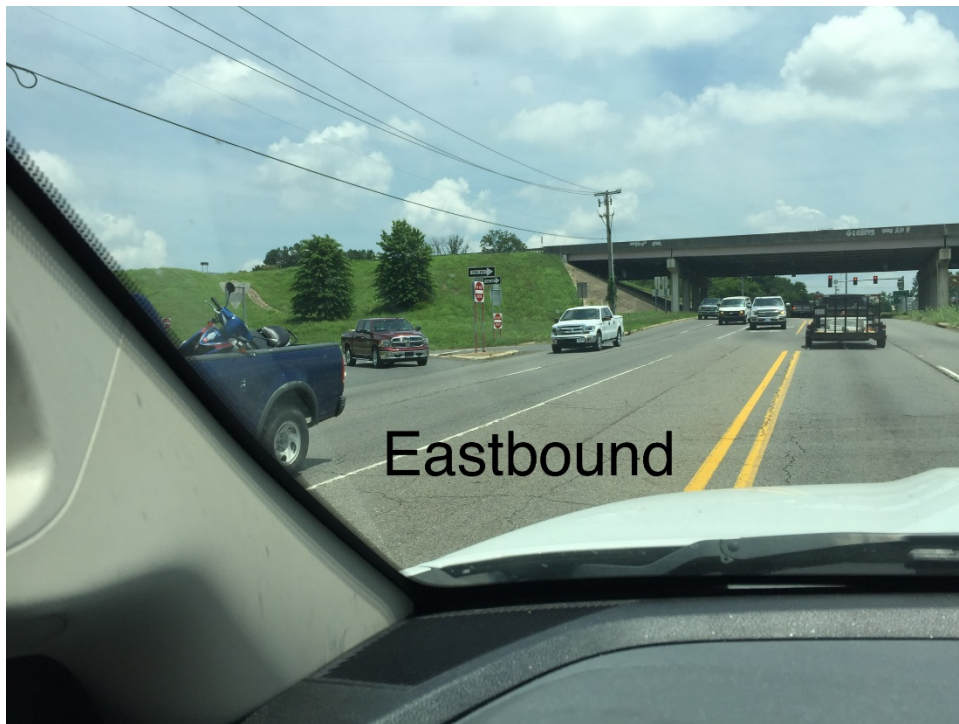
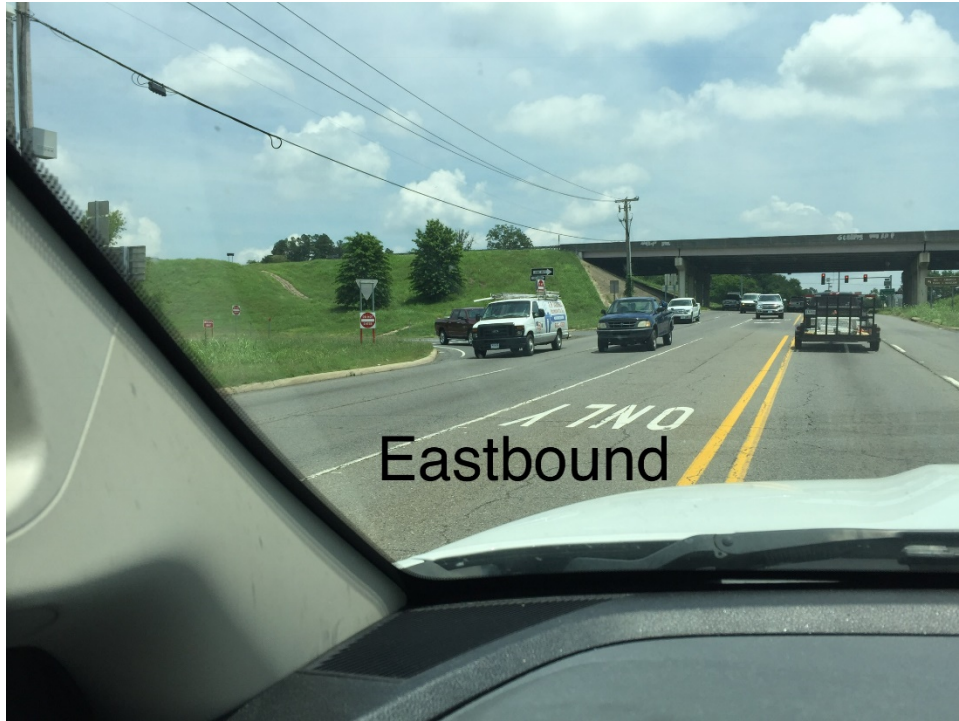








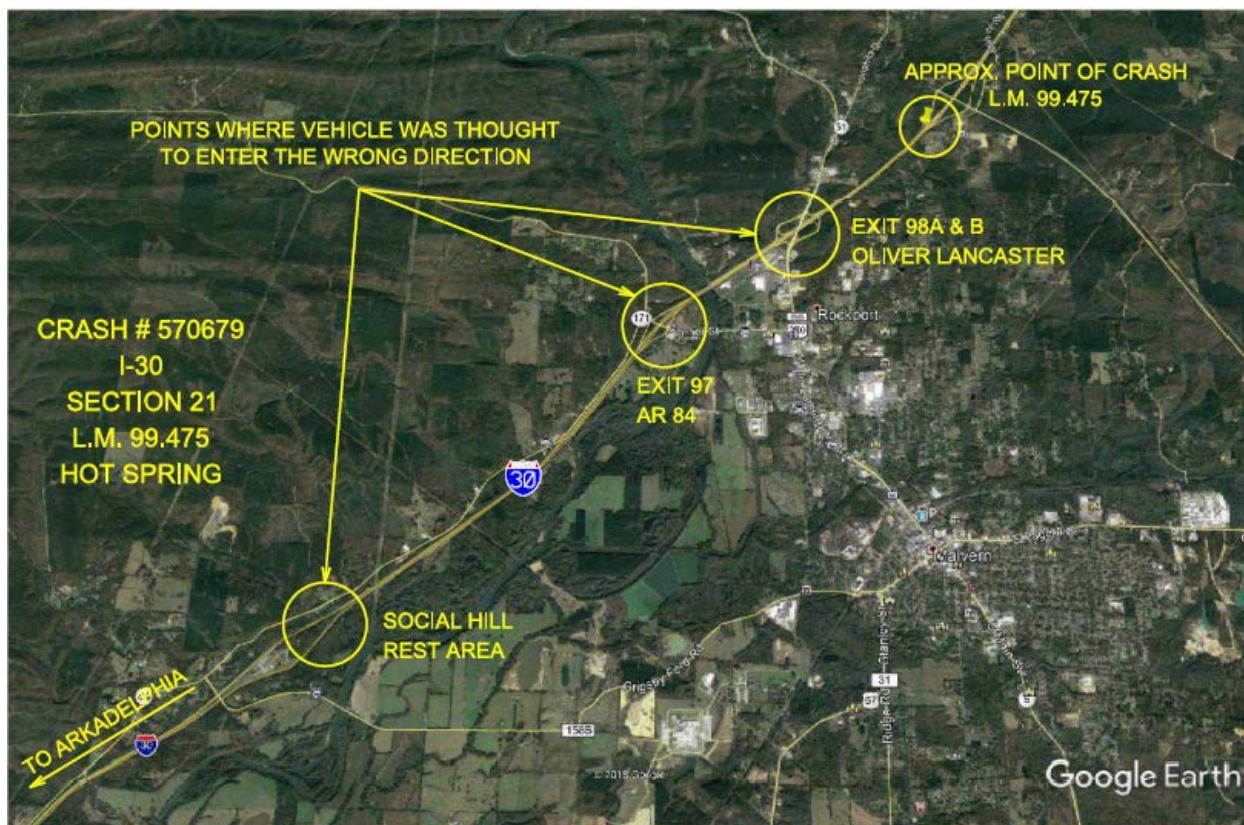








Crash # 2018570679 I-30, Section 21, Log Mile 99.475

**Maintenance Review**

The driver accessed I-30 possibly at Exit 97 (AR 84), Exit 98A (Oliver Lancaster), Exit 98B (Oliver Lancaster) or Social Hill Rest Area and travelled east in the westbound lanes of traffic. The driver was involved in a head on collision at log mile 99.475 which resulted in a fatality.

Maintenance Results

The interchange at Exit 97 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT standards. However, pavement markings will need to be moved up to be consistent with current ARDOT standards. These modifications will be implemented by district forces as soon as their schedule permits.

The interchange at Exit 98A was reviewed. Signs were in place and in conformance with MUTCD and ARDOT standards. However, pavement markings will need to be moved up to be consistent with current ARDOT standards. These modifications will be implemented by district forces as soon as their schedule permits.

The interchange at Exit 98B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the pavement marking arrow and 42"x30" "WRONG WAY" sign was missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Social Hill Rest Area was reviewed. Pavement markings and signs were in place and in



conformance with MUTCD and ARDOT standards.

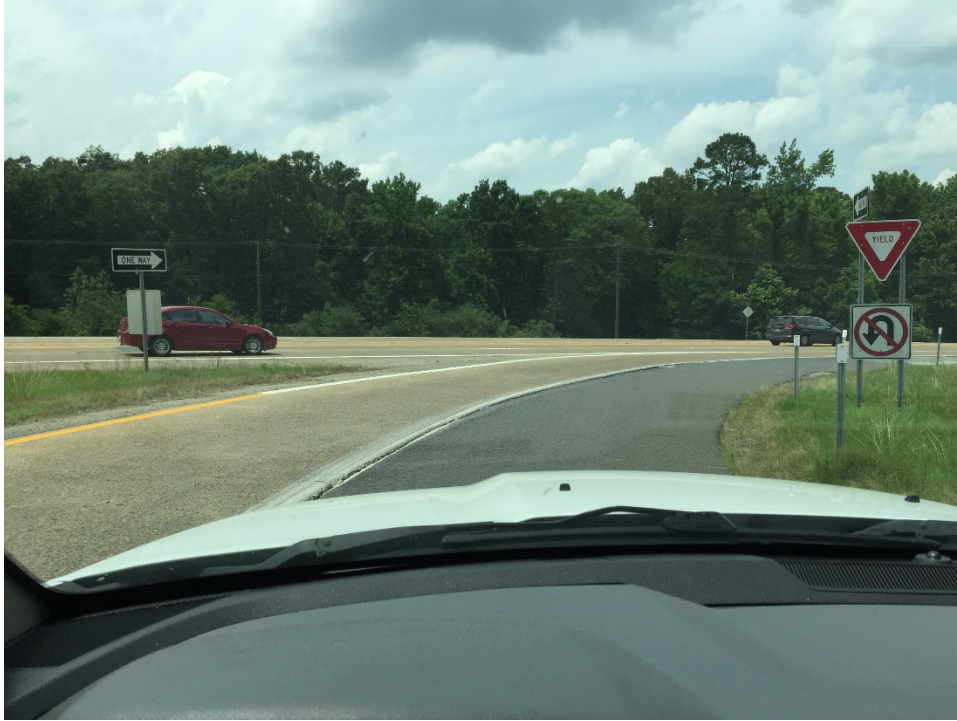






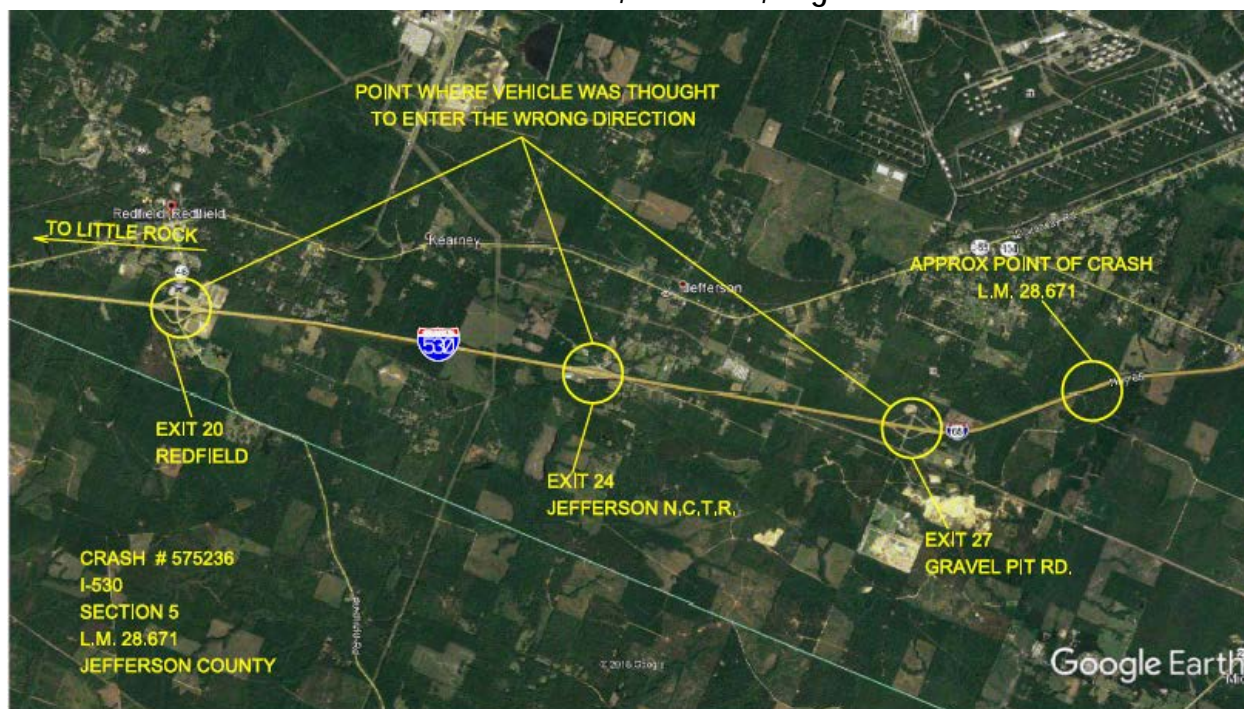








Crash # 2018575236 I-530, Section 5, Log Mile 28.671

**Maintenance Review**

The driver accessed I-530 possibly at Exit 20 (Redfield), Exit 24 (Jefferson N.C.T.R.) or Exit 27 (Gravel Pit Road) and travelled southbound in the northbound traffic lane on Interstate 530. The driver was in a near head on crash with another vehicle traveling north. The vehicle traveling north swerved right to avoid colliding with the wrong-way driver. After this the front left fender of the wrong-way driver collided with the left rear bumper of the northbound traveling driver which made the driver rotate counter clockwise and left the roadway. Shortly afterward, the wrong-way driver was stopped by a State Trooper.

Maintenance Results

The interchange at Exit 20 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 30"x30" "DO NOT ENTER" sign along with two 12"x36" "ONE WAY" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

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

The interchange at Exit 27 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.



I-530 NB Ramp
Redfield
Exit 20



I-530 SB Ramp
Redfield
Exit 20











I-530 SB Ramp
Gravel Pit Rd.
Exit 27



I-530 SB Ramp
Gravel Pit Rd.
Exit 27

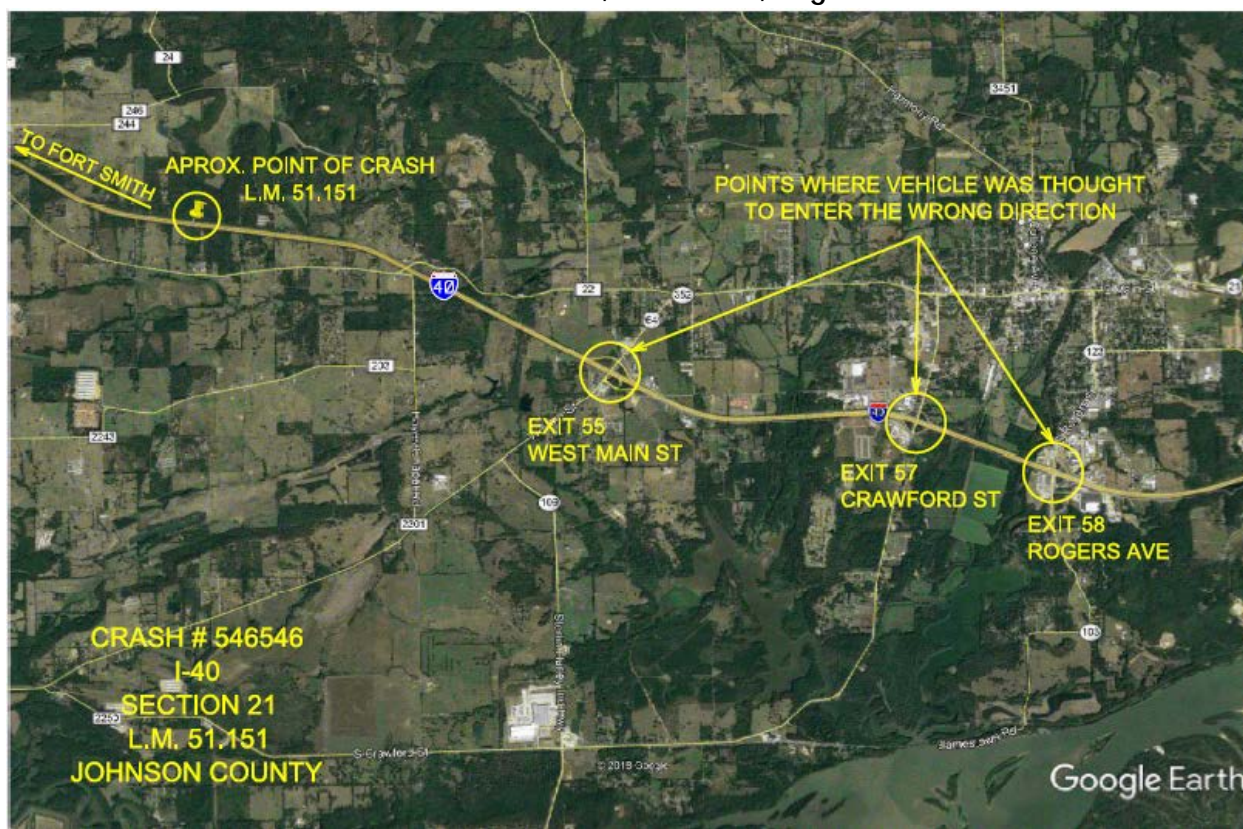






I-530 NB Ramp
Gravel Pit Rd
Exit 27

Crash # 2018546546 I-40, Section 21, Log Mile 51.151

**Maintenance Review**

The driver accessed I-40 possibly at Exit 55 (West Main St.), Exit 57 (Crawford St.) or Exit 58 (Rogers Ave.) and travelled west in the eastbound lanes of traffic. The driver was in a near head on collision with vehicles travelling eastbound. The eastbound drivers attempted to swerve to avoid the collision. The wrong-way driver struck the back left of the trailer and the other eastbound driver struck the front side of the wrong-way driver. The wrong-way vehicle began counter clockwise rotation and a simultaneous roll onto the passenger side. Wrong-way driver rolled one time landing back on its tires and came to rest in the median facing east.

Maintenance Results

The interchange at Exit 55 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.

The interchange at Exit 57 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 36"x12" "ONE WAY" signs and 30"x30" "DO NOT ENTER" sign are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 58 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.











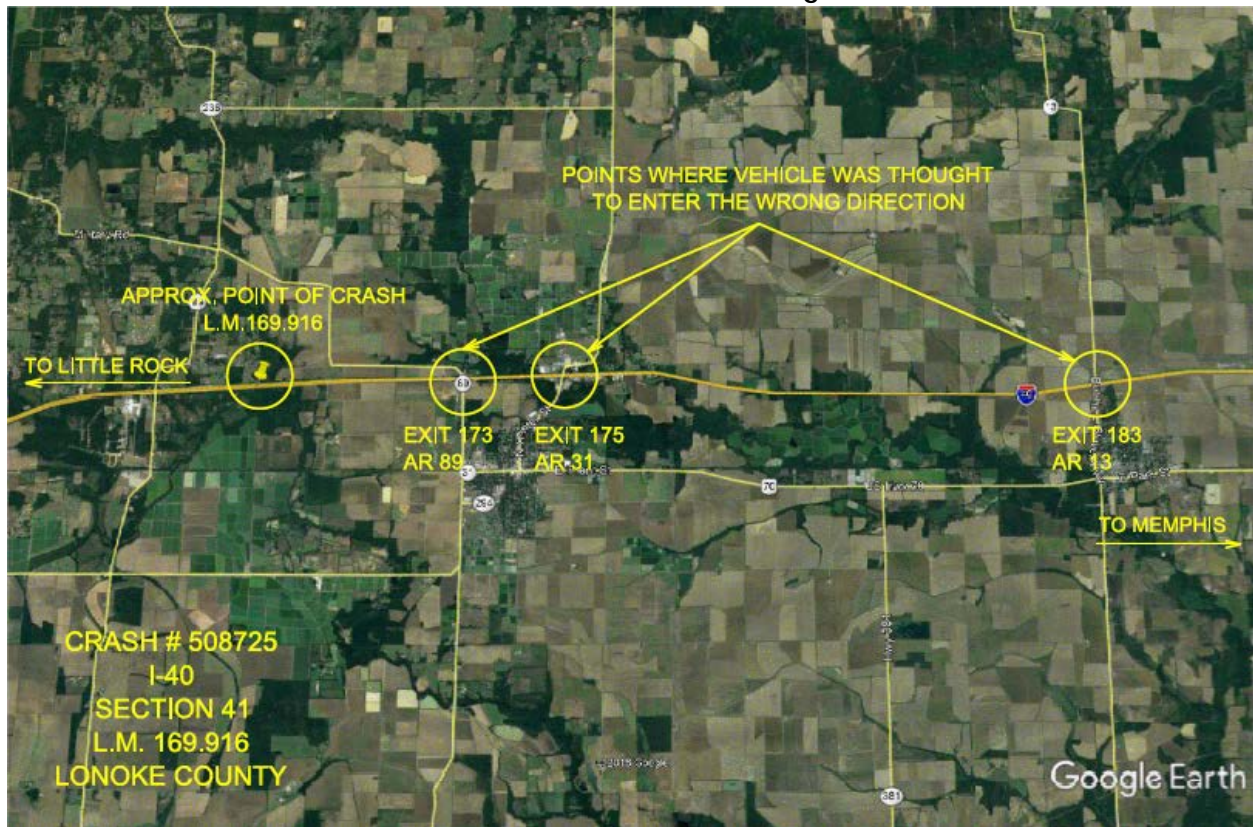








Crash # 2018508725 I-40, Section 41, Log Mile 169.916

**Maintenance Review**

The driver accessed I-40 possibly at Exit 173 (AR 89), Exit 175 (AR 31) or Exit 183 (AR 13) and travelled west in the eastbound lanes of traffic. The driver was involved in a head on collision at log mile 169.916 which resulted in a fatality.

Maintenance Results

The interchange at Exit 173 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.

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

The interchange at Exit 183 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.



















Crash # 2018525099 I-55, Section 12, Log Mile 30.040

**Maintenance Review**

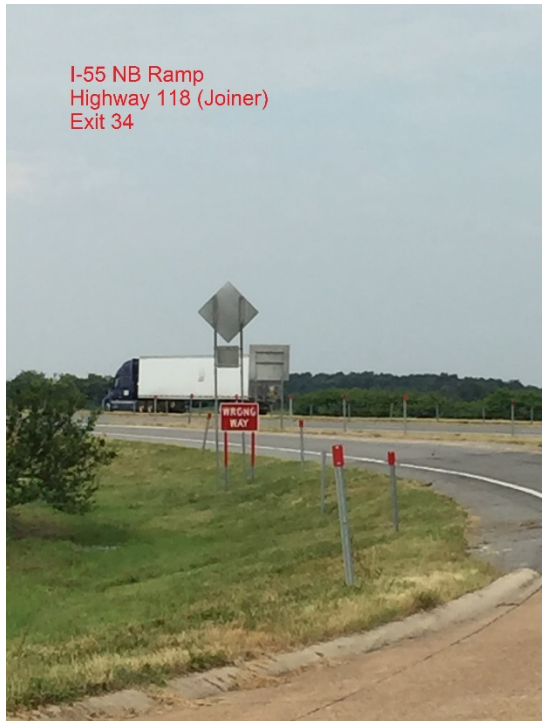
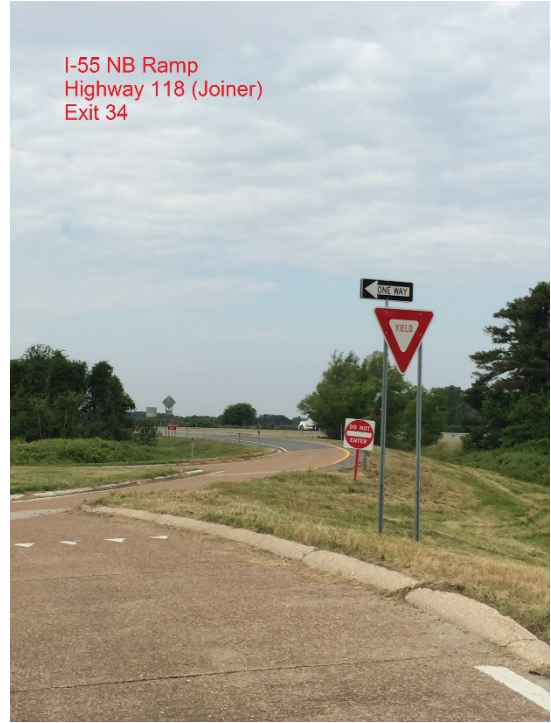
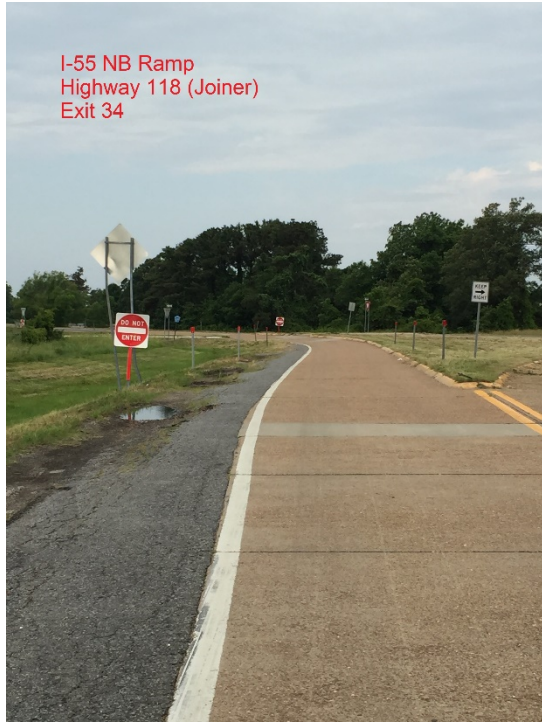
The driver accessed I-55 possibly at Exit 34 (Highway 118), Exit 36 (Highway 181) or Exit 41 (Highway 14) and travelled southbound in the northbound traffic lane on Interstate 55. The driver was in a head on collision with a truck who was traveling north on Interstate 55.

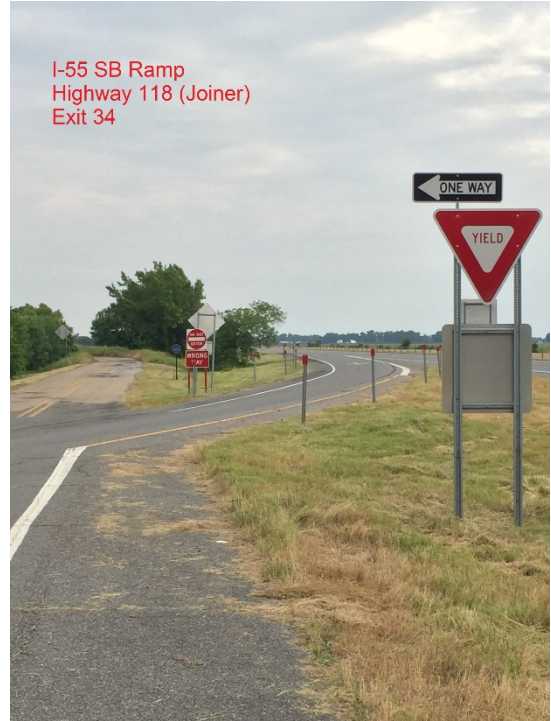
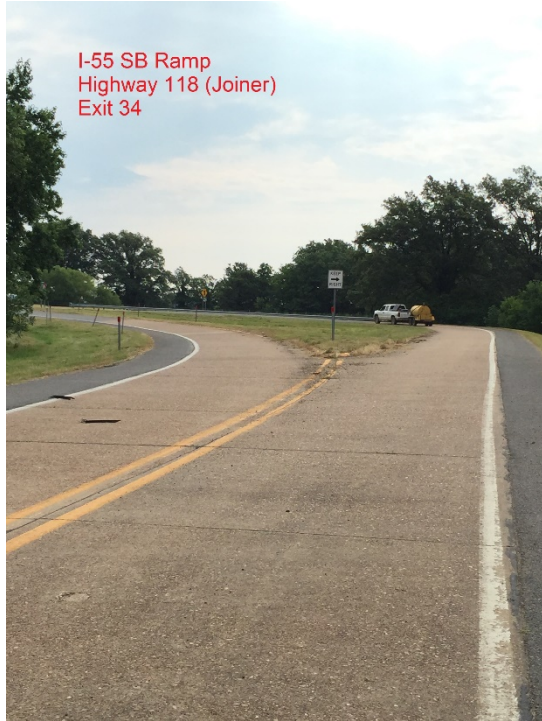
Maintenance Results

The interchange at Exit 34 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, two 30"x 42" "WRONG WAY" signs, a 36"x36" "DO NOT ENTER" sign and a 30"x30" "DO NOT ENTER" sign are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 36 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.

The interchange at Exit 41 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.







I-55 SB Ramp
Highway 181 (Bassett)
Exit 36



I-55 SB Ramp
Highway 181 (Bassett)
Exit 36











Crash # 2018541505 I-555, Section 2, Log Mile 21.000

**Maintenance Review**

The Driver accessed I-555 possibly at Exit 24 (Highway 463), Exit 29 (Highway 69) or Exit 35 (Highway 463) and travelled southbound in the northbound traffic lane on Interstate 555. The driver was in a collision with another vehicle who was traveling north.

Maintenance Results

The interchange at Exit 24 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 30"x30" "DO NOT ENTER" sign is missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 29 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.

The interchange at Exit 35 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 18"x54" "ONE WAY" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

















Crash # 2018575999 I-555, Section 2, Log Mile 23.020

**Maintenance Review**

The driver accessed I-555 possibly at Exit 24 (Highway 463), Exit 29 (Highway 69) or Exit 35 (Highway 463) and travelled southbound in the northbound traffic lane on Interstate 555. The driver was in a head on crash with another vehicle traveling north which caused both vehicles to catch on fire. The occupants of both vehicles were unable to get out of the vehicles.

Maintenance Results

The interchange at Exit 24 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 30"x30" "DO NOT ENTER" sign is missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 29 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.

The interchange at Exit 35 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 18"x54" "ONE WAY" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.







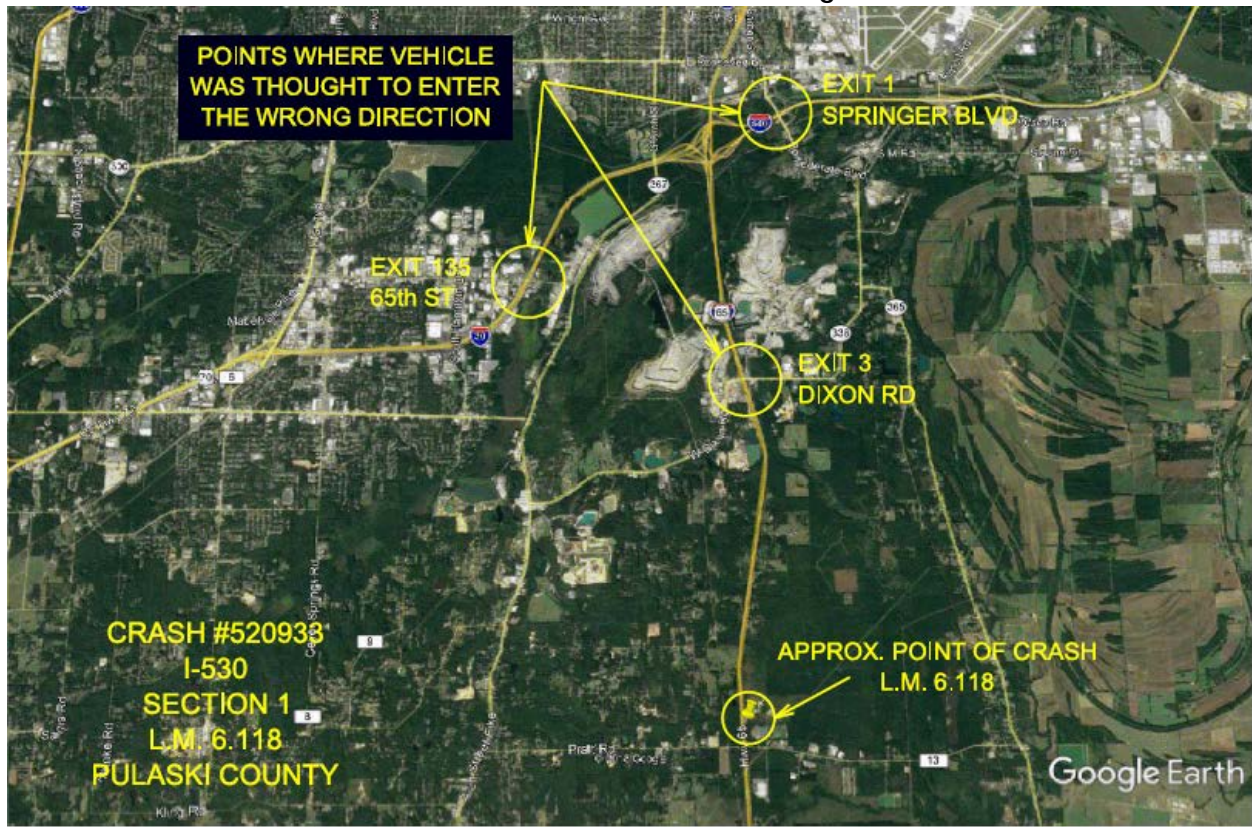








Crash # 2018520933 I-530, Section 1, Log Mile 6.118

**Maintenance Review**

The driver accessed I-530 possibly at Exit 1 (Springer Blvd.), Exit 3 (Dixon Rd.), or Exit 135 (65th St.) and travelled south in the northbound lanes of traffic. The driver was in a near head on collision with a vehicle travelling northbound. The northbound driver swerved to avoid the collision. The wrong-way driver sideswiped the northbound driver and continued for approximately one half mile before being stopped by law enforcement.

Maintenance Results

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

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

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



















Crash # 2018535600 I-530, Section 1, Log Mile 3.078

**Maintenance Review**

The driver accessed I-530 possibly at Exit 7 (Pratt Rd.), Exit 9 (Bingham Rd.) or Exit 10 (Maple Creek Farms Crossover) and travelled north in the southbound lanes of traffic. The driver was in a near head on collision with a vehicle travelling southbound. The southbound driver noticed the northbound vehicle and turned toward the left before its right front side was struck by the right front side of the wrong-way vehicle. The impact caused the vehicle to rotate counter-clockwise leaving the roadway and struck the cable barrier. The wrong-way vehicle came to rest with its front in the inside traffic lane.

Maintenance Results

The interchange at Exit 7 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the pavement marking arrow and 42"x30" "WRONG WAY" sign was missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 9 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.

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















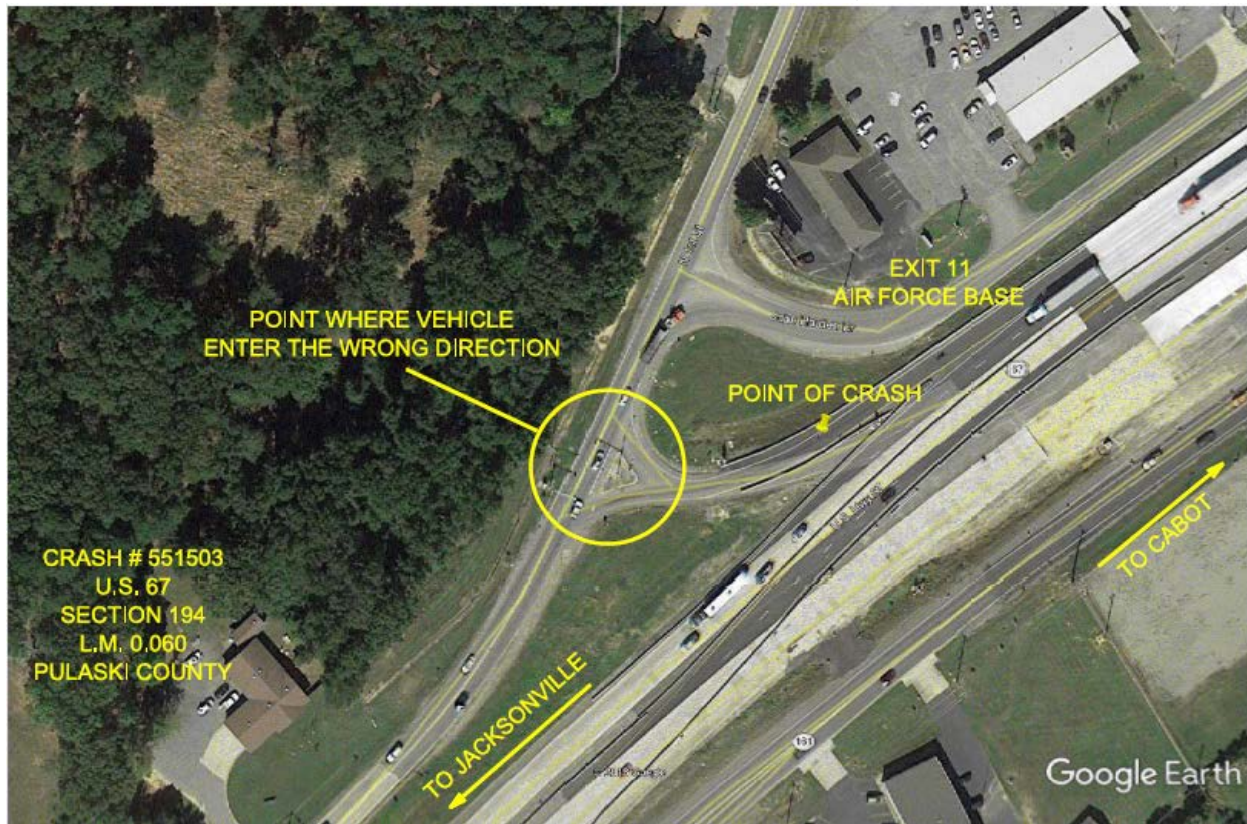








Crash # 2018551503 U.S. 67, Section 194, Log Mile 0.060

**Maintenance Review**

The driver accessed the southbound ramp of U.S. 67 at Exit 11 (Air Force Base) and was traveling northbound. The driver was in a near head on crash with another vehicle traveling southbound on the exit ramp. The vehicle traveling on the southbound ramp slowed to avoid the wrong-way driver, which caused him to be struck in the rear and spin. The wrong-way driver struck the left side of the vehicle traveling southbound.

Maintenance Results

The interchange at Exit 11 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 36"x12" "ONE WAY" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.





Crash # 2018553923 I-30, Section 23, Log Mile 136.412

**Maintenance Review**

The driver accessed I-30 possibly at Exit 1 (Springer Blvd.), Exit 3 (Dixon Rd.) or Exit 139A (Roosevelt Rd.) and travelled west in the eastbound lanes of traffic. The driver was involved in a head on collision at log mile 136.412 which resulted in two fatalities.

Maintenance Results

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

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

The interchange at Exit 139A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, to be consistent with current ARDOT standards and sizes, the 36"x12" "ONE WAY" signs at the ramp will be replaced with 54"x18" signs. The 30"x30" "DO NOT ENTER" signs will be replaced with 36"x36" signs and the 36"x24" "WRONG WAY" sign will be replaced with a 42"x30" sign. These modifications will be implemented by statewide forces as soon as their schedule permits.





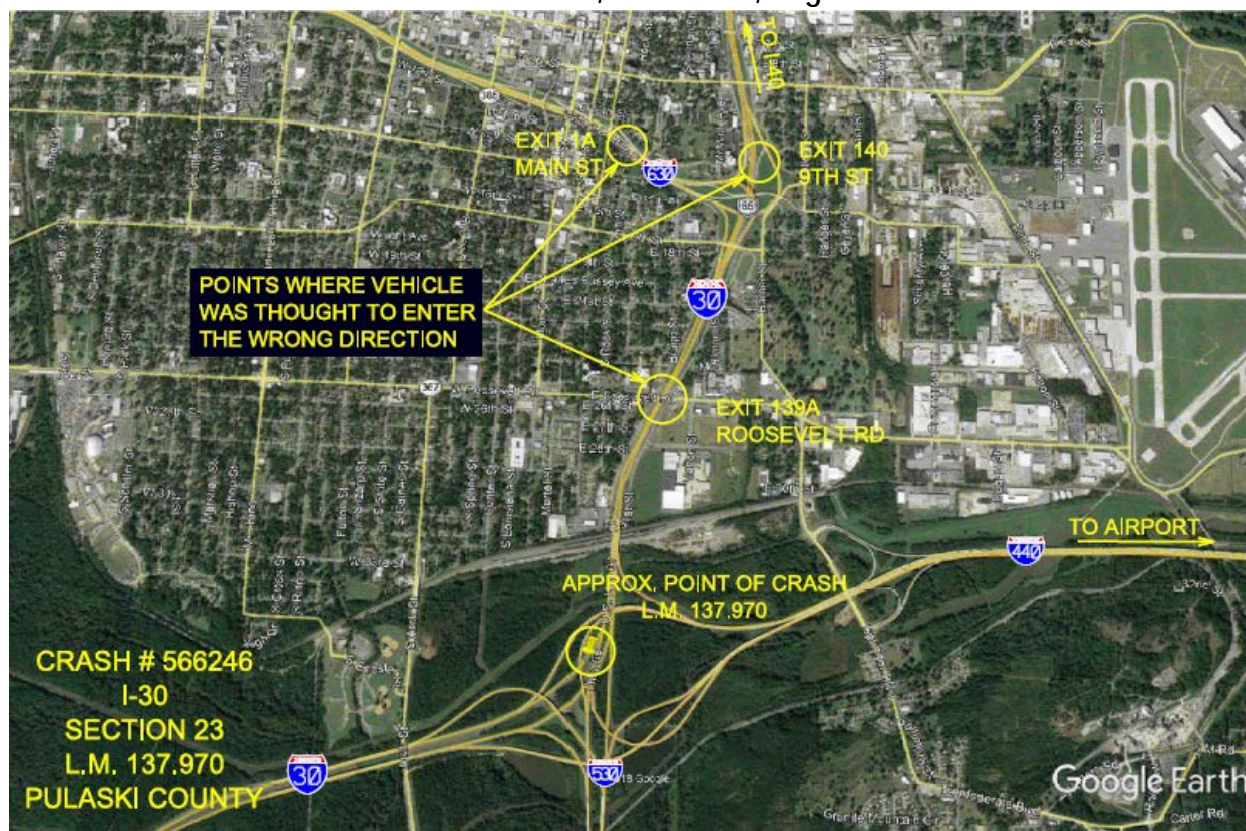








Crash # 2018566246 I-30, Section 23, Log Mile 137.970

**Maintenance Review**

The driver accessed I-30 possibly at Exit 1A (Main St.), Exit 139A (Roosevelt Rd.) or Exit 140 (9th St.) and travelled west in the eastbound lanes of traffic. The driver attempted to avoid colliding into the wrong-way vehicle by steered slightly to the left but was involved in a head on collision at log mile 137.970.

Maintenance Results

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

The interchange at Exit 139A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, to be consistent with current ARDOT standards and sizes, the 36"x12" "ONE WAY" signs at the ramp will be replaced with 54"x18" signs. The 30"x30" "DO NOT ENTER" signs will be replaced with 36"x36" signs and the 36"x24" "WRONG WAY" sign will be replaced with a 42"x30" sign. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 140 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 54"x18" "ONE WAY" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.











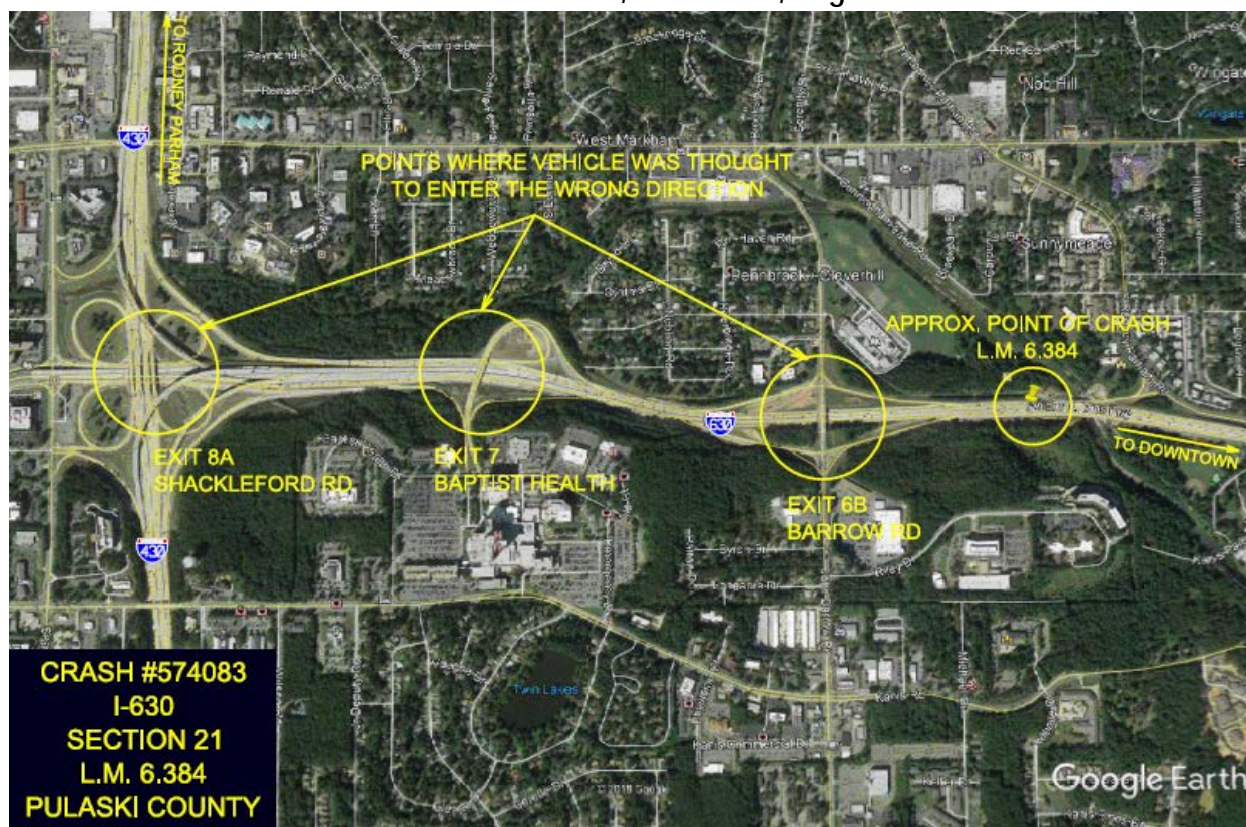








Crash # 2018574083 I-630, Section 21, Log Mile 6.384



Maintenance Review

The driver accessed I-630 possibly at Exit 6B (Barrow Rd.), Exit 7 (Baptist Health) or Exit 8A (Shackleford Rd.) and travelled east in the westbound lanes of traffic. The driver was in a near head on collision with vehicles travelling westbound. The westbound drivers swerved to avoid the collision. The wrong-way driver struck the left side of the westbound vehicle causing it to rotate and come to final rest facing eastbound. After that impact, the wrong-way vehicle struck left rear of another vehicle who continued traveling west. The wrong-way vehicle struck another vehicle head on which came to final rest facing northwest at log mile 6.384.

Maintenance Results

The interchange at Exit 6B was not reviewed due to this area being under construction.

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

The interchange at Exit 8A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT standards.













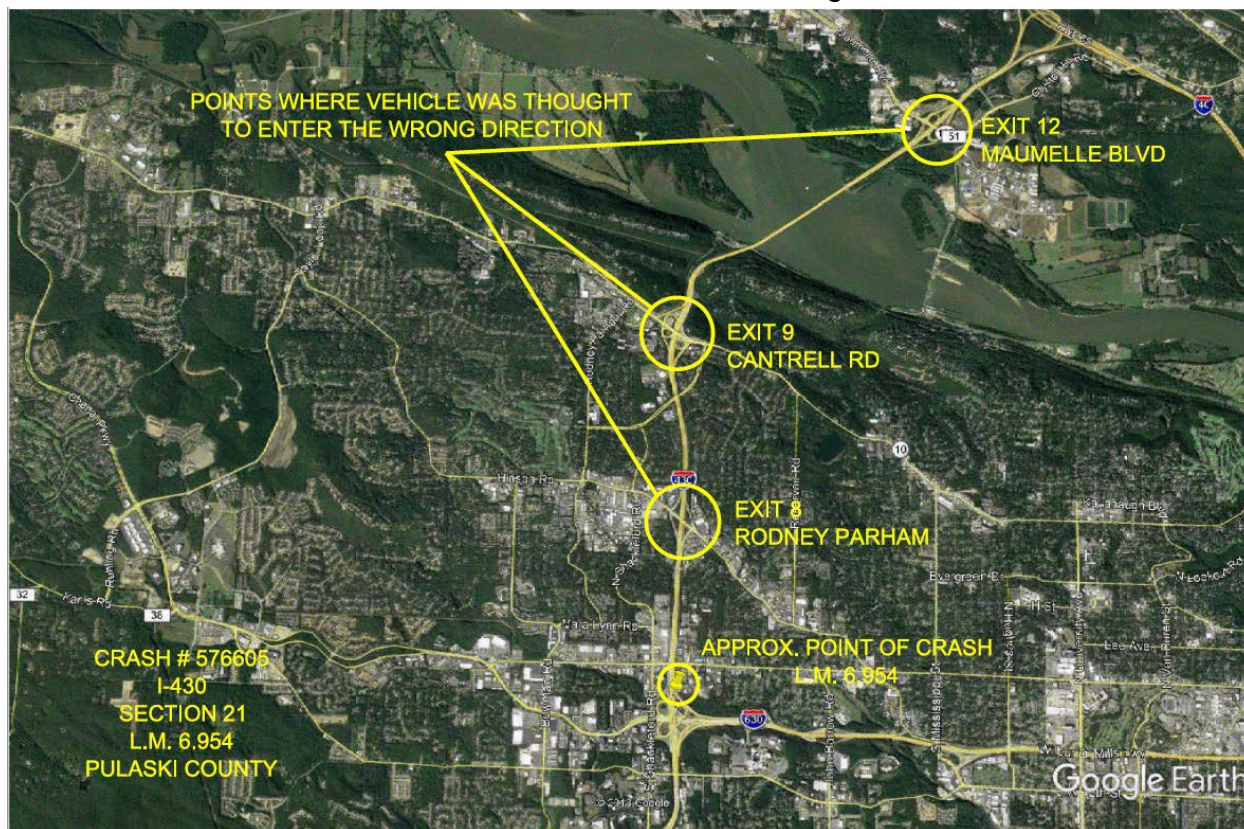








Crash # 2018576605 I-430, Section 21, Log Mile 6.954



Maintenance Review

The driver accessed I-430 possibly at Exit 8 (Rodney Parham Rd.), Exit 9 (Cantrell Rd.) or Exit 12 (Maumelle Blvd.) and travelled south in the northbound lanes of traffic. The driver veered to the median and struck the concrete barrier with the front bumper. The vehicle began to spin clockwise and re-entered the roadway and coming to rest at log mile 6.954.

Maintenance Results

The interchange at Exit 8 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 48"x48" "DO NOT ENTER" and 54"x18" "ONE WAY" signs will need to be remounted at the exit ramp. The 36"x36" "DO NOT ENTER" signs are missing and will be installed to be consistent with current ARDOT standards. These modifications will be implemented by statewide forces as soon as their schedule permits.

The interchange at Exit 9 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, the 36"x12" "ONE WAY" signs at the ramp will be replaced with 54"x18" signs to be consistent with current ARDOT standards and sizes. These modifications will be implemented by statewide forces as soon as their schedule permits.

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



















Crash # 2018557589 I-540, Section 124, Log Mile 0.210



Maintenance Review

The driver attempted to turn left at the traffic light from Jenny Lind Road onto I-540 south exit ramp. This action caused the driver to strike the rear driver side door of a stationary vehicle who was waiting to make a left turn from the I-540 exit ramp onto Jenny Lind Road at the traffic signal. The wrong-way driver came to a final rest at the I-540 southbound ramp exit ramp facing south.

Maintenance Results

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

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