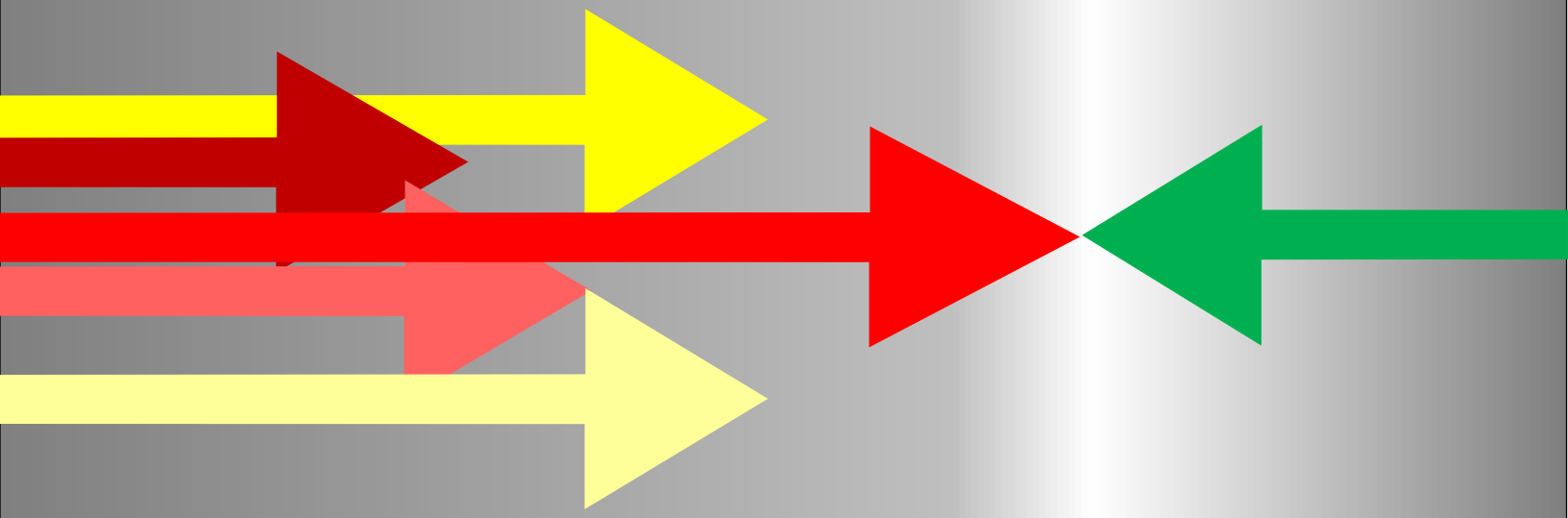
WRONG-WAY
CRASH STUDY

INTERSTATES AND FREEWAYS | CALENDAR YEAR 2024



ARDOT
ARKANSAS DEPARTMENT OF TRANSPORTATION

Published October 2026

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ARKANSAS DEPARTMENT OF TRANSPORTATION

NOTICE OF NON-DISCRIMINATION

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Free language assistance may be available upon request.

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

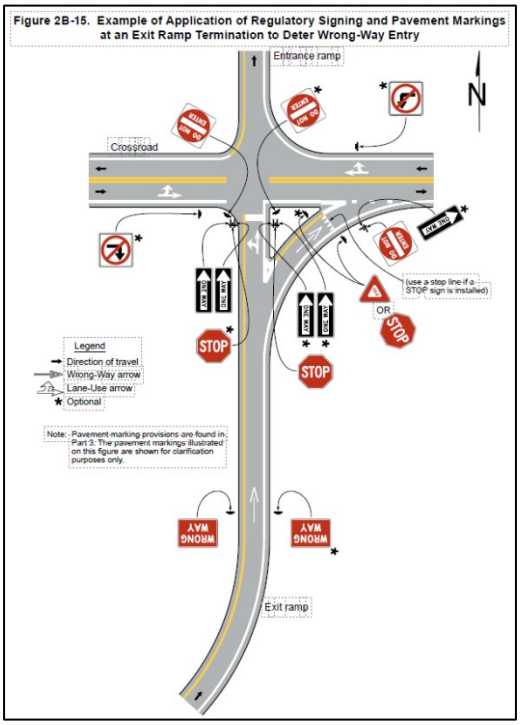
Wrong-Way Crash Report

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

An annual analysis of wrong-way crashes identifies locations that merit investigation. This analysis included reviewing the signing and striping for compliance with the minimum requirements of the Manual on Uniform Traffic Control Devices (MUTCD) (see Figure 1). The minimum requirements as specified in Section 2B.48 of the MUTCD 2023 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), 2023 Edition

Compliance with the current Department signing practices is also evaluated. 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 remains 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 in the wrong direction.

The analysis of crash data showed that 21 wrong-way crashes occurred on Interstates and other freeways with full control of access (see Figure 2) in Calendar Year 2024. The crash analysis in Table 1 summarizes crashes that involved a vehicle entering or traveling in the wrong direction on the controlled access facility, excluding crossover crashes. Table 2 shows a comparison of wrong-way crashes from 2022 to 2024, while Figure 3 provides an overview of wrong-way crash history since 2014. Wrong-way crash occurrences have slightly increased in recent years, although there was a decrease in 2024.

In August 2024, ARDOT installed the first wrong-way detection system (WWDS) in the state. It consists of a camera which detects wrong-way entry on the ramp and alerts the driver with a series of flashing lights to attempt to stop them from proceeding onto the interstate with the goal of allowing them to self-correct and proceed to the proper ramp. It also alerts ARDOT's Traffic Management Center (TMC) which can notify law enforcement by radio for immediate response if the driver continues onto the interstate. One location that was chosen is on Interstate 440 in Little Rock where there wasn't a known history of wrong-way entry. Within the first thirty days, the system alerted the TMC five times, with four of the vehicles self-correcting and proceeding safely to the appropriate ramp.

ARDOT's Transportation Systems Management & Operations (TSMO) Division is in the process of installing 180 WWDS on the interstates around Little Rock and on Interstate 40 between Little Rock and West Memphis, which should help reduce wrong-way crashes even further.

Table 1. Summary of Wrong-Way Crash Analysis in Calendar Year 2024

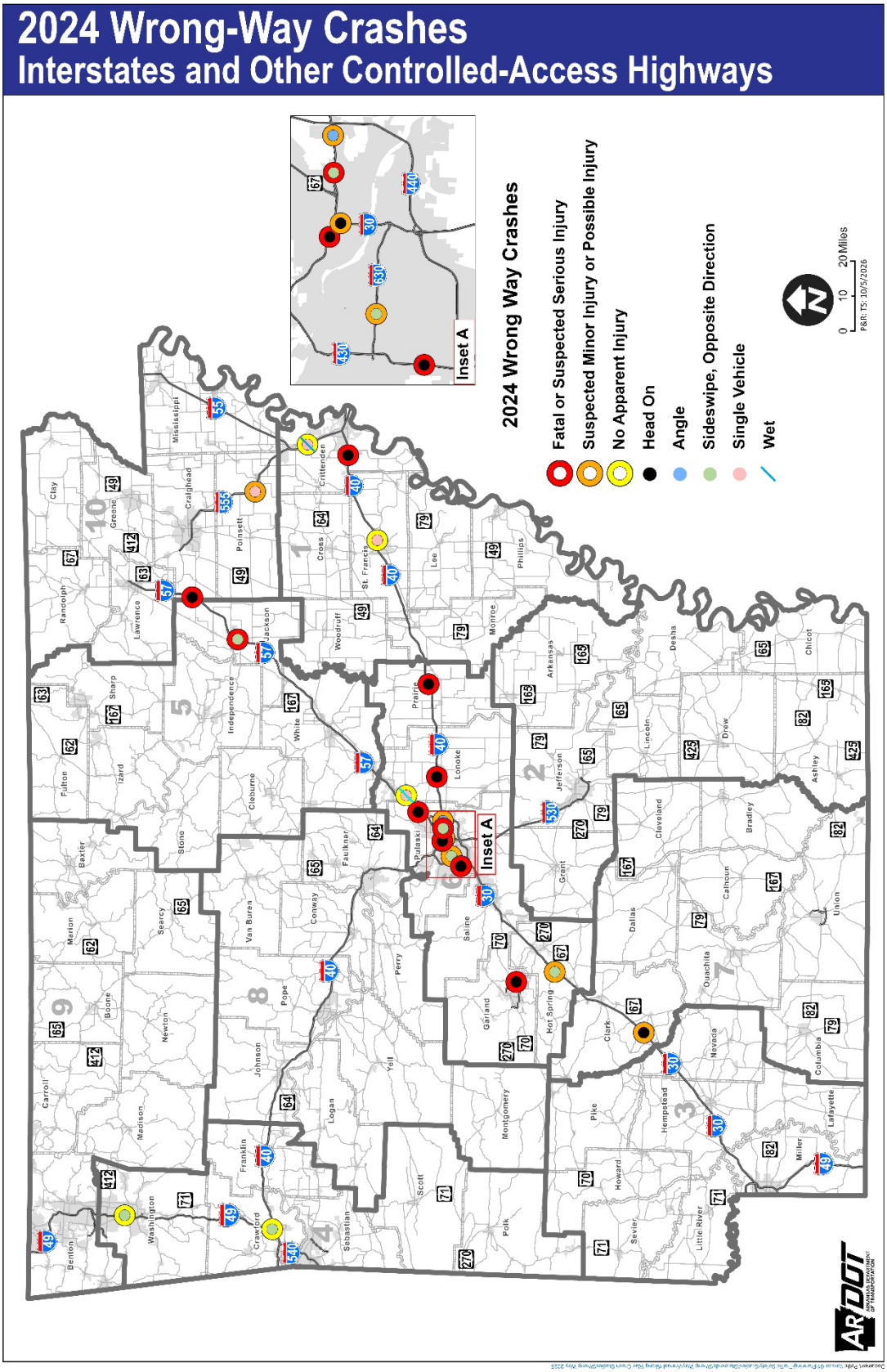
<table>
<tr><td rowspan="4">Crash Severity</td><td colspan="5">5 Fatal Crashes (7 fatalities)</td></tr>
<tr><td colspan="3" rowspan="3">11 Non-fatal Injury Crashes that include:</td><td colspan="2">5 Suspected Serious Injury Crashes</td></tr>
<tr><td colspan="2">4 Suspected Minor Injury Crashes</td></tr>
<tr><td colspan="2">2 Possible Injury Crashes</td></tr>
<tr><td colspan="5">5 Property Damage Only Crashes (PDO)</td></tr>
<tr><td rowspan="4">Crash Type</td><td>Front to Front</td><td>10</td><td rowspan="4">Road Surface Condition</td><td>Dry</td><td>18</td></tr>
<tr><td>Angle</td><td>1</td><td rowspan="3">Wet</td><td rowspan="3">3</td></tr>
<tr><td>Sideswipe</td><td>6</td></tr>
<tr><td>Single Vehicle</td><td>4</td></tr>
<tr><td rowspan="6">Light Conditions</td><td>Daylight</td><td>4</td><td rowspan="6">Contributing Factors[1]</td><td>Alcohol/Drugs</td><td>11</td></tr>
<tr><td>Dark-not lighted</td><td>14</td><td>Asleep/Fatigued</td><td>1</td></tr>
<tr><td>Dark but lighted</td><td>1</td><td>Dementia/Older</td><td>4</td></tr>
<tr><td>Dawn</td><td>1</td><td>Pursuit</td><td>1</td></tr>
<tr><td>Dark unknown lighting</td><td>1</td><td>None/Unknown</td><td>4</td></tr>
<tr><td colspan="6">[1]Crashes may have more than one Contributing Factor.</td></tr>
</table>

Table 2. Wrong-Way Crashes 2022-2024[1]

Year	Total Wrong Way Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Dark Crashes[2]	Driver Impaired Drugs or Alcohol	Fatal Crashes Driver Impaired on Drugs or Alcohol[3]
2022	22	8	12	1	15	14	4
2023	25	6	9	5	17	9	3
2024	21	5	7	5	16	11	0

[1]See Table 3 for further details.
[2]Dark Crashes include crashes with lighting, no lighting, and unknown lighting.
[3]Crashes may have more than one Contributing Factor.

Figure 2. Wrong-Way Crash Locations in Calendar Year 2024



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Figure 3. Wrong-Way Crashes 2014-2024

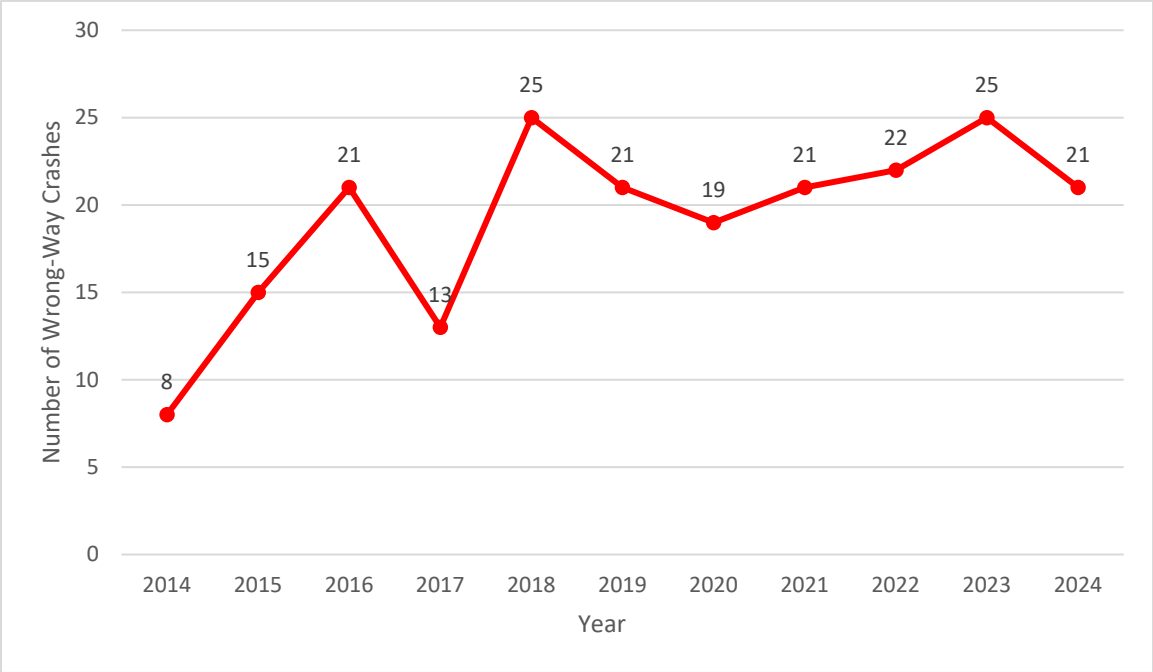
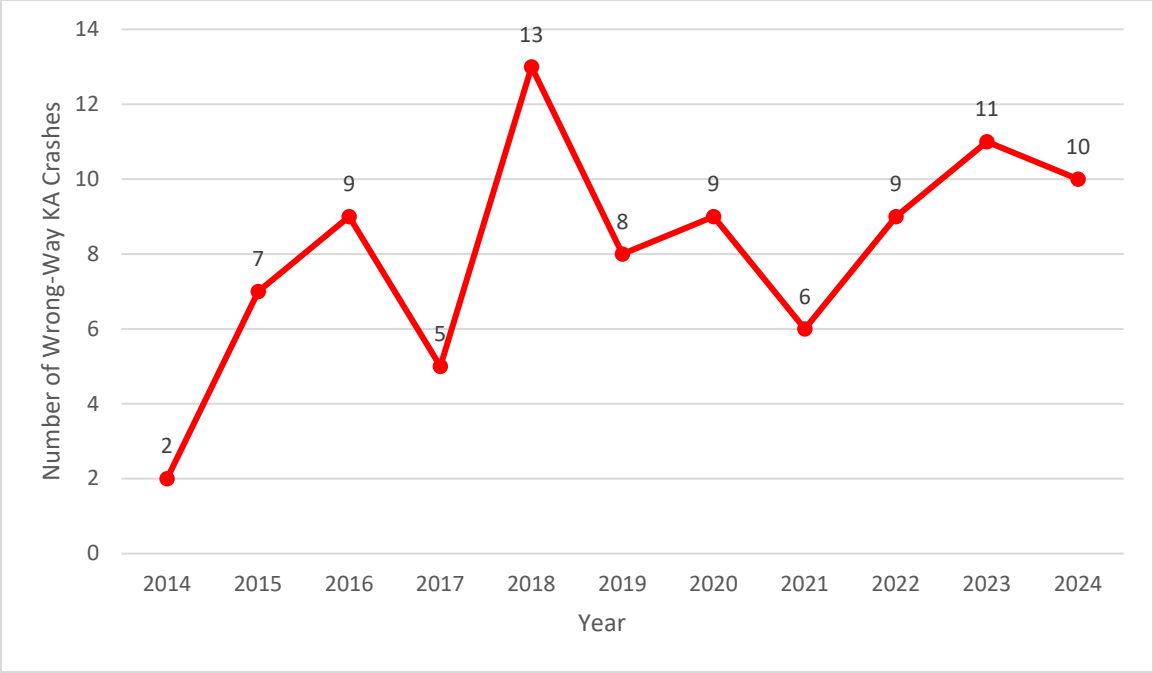


Figure 4. Wrong-Way KA Crashes 2014-2024



When a wrong-way crash occurs, the Department's Maintenance Division completes an investigation at the identified location. If the investigator is unable to determine where the wrong-way driver entered the roadway, they investigate the three exit ramps immediately preceding the crash location or the three ramps immediately preceding the first known location of the wrong-way driver.

The findings are summarized below and in Table 3. Despite only 21 wrong-way crashes, a total of 43 interchange ramps were reviewed, which highlights the difficulty of pinpointing the exact location where a driver entered a facility traveling the wrong way. In one crash in which no ramps were reviewed, the wrong-way driver made a U-turn on the interstate to return to the previous off-ramp as he was afraid he would run out of fuel. There were also two secondary crashes that occurred as a result of a wrong-way driver that both resulted in a fatality, but neither was reviewed in this report. Crash location maps, along with diagrams of the interchanges, and investigation reports are included in Appendix C. Any modifications to signage and striping that have been recommended are noted in Appendix D. Any modification that has not been completed will be implemented by state or district forces as their schedules permit.

MUTCD Minimum Requirements

- All 43 ramps were found to comply with MUTCD minimum standards.

Current Department Requirements

- 8 ramps conformed with current Department signing and striping practices.
- 10 ramps met the striping practices but not the current Department enhanced signing practices.
- 6 ramps met the signing practices but not the current Department enhanced striping practices.
- 19 ramps require additional signing and striping to meet the Department's enhanced signing and striping practices.
- 3 ramps were under construction and had some temporary signing in place as part of two widening and reconstruction projects (Jobs 061741 and CA0604).

Table 3. List of Wrong-Way Crashes on Interstates and Other Freeways in Calendar Year 2024

Crash #	County	Rte	Sec	LM	Crash Sev.[1]	# Fat.	# SSI[2]	Type	Date	Time	Urban /Rural	Light Condition	Surf. Cond.	Contrib. Factor	System	Exit Number Reviewed	MUTCD[3]	ARDOT[4]
2024507479	Crittenden	55	11	54.429	5	0	0	Single vehicle	1/27/2024	15:30	R	Daylight	Wet	Older driver, Dementia	Interstate Anti-log	10,14,17	Y, Y, Y	Y, Y, N
2024516625	Poinsett	555	2	32.052	3	0	0	Single vehicle	3/20/2024	02:05	R	Dark – not lighted	Dry	Older driver	Interstate Anti-log	8, 13, 14	Y, Y, Y	N, N, N
2024519460	Pulaski	40	33	126.342	3	0	0	Angle	3/22/2024	02:00	U	Dark – not lighted	Dry	Suspended license, Alcohol	Interstate Anti-log	1A-B via 155,142 via 153B,153A, 156, 157	Y,Y,Y,Y,Y	N,N,N,N,N
2024520343	Garland	70	9	13.835	1	1	1	Front-to-front	3/31/2024	15:14	U	Daylight	Dry	Older driver	Anti-log	9	Y	Y
2024522136	Crittenden	40	52	269.799	2	0	3	Front-to-front	4/7/2024	00:47	R	Dark – not lighted	Dry	Alcohol	Interstate	271, 275, 276	Y,Y,Y	N, N, N
2024533140	Lonoke	40	41	170.973	2	0	1	Front-to-front	5/28/2024	03:03	R	Dark – not lighted	Dry	Alcohol, Drugs	Interstate	173, 175, 183	Y, Y, Y	N, N, N
2024536232	Hot Spring	30	21	53.338	3	0	0	Sideswipe, opposite direction	6/16/2024	01:36	R	Dark – unk lighting	Dry	Young driver, Revoked license, Alcohol	Interstate Anti-log	83[5]	N/A	N/A
2024540760	Pulaski	30	542	0.057	4	0	0	Front-to-front	7/8/2024	03:12	R	Dark – not lighted	Dry	Suspended license, Alcohol, Pursuit	Interstate	153A	Y	N
2024543940	Prairie	40	42	86.338	1	2	2	Front-to-front	7/22/2024	01:56	R	Dark – not lighted	Dry	Unlicensed	Interstate Anti-log	N/A[6]	N/A	N/A
2024545209	St. Francis	40	51	242.959	5	0	0	Single vehicle	7/30/2024	04:15	R	Dark – not lighted	Dry	Alcohol	Interstate Anti-log	242	Y	N
2024551121	Washington	49	292	0.057	5	0	0	Sideswipe, opposite direction	8/27/2024	21:10	U	Dark – not lighted	Dry	Alcohol	Interstate	67A	Y	N
2024553059	Jackson	67	15	17.190	2	0	2	Sideswipe, opposite direction	9/5/2024	06:27	U	Dawn	Dry	Alcohol	Log	85, 87, 95	Y, Y, Y	N, N, N
2024555706	Pulaski	40	33	128.450	1	1	0	Sideswipe, opposite direction	9/16/2024	17:08	U	Daylight	Dry	Older driver	Interstate Anti-log	1A-B via 155, 142 via 153B, 153A, 156	Y, Y, Y, Y	N, N, N, N
2024559985	Pulaski	430	21	9.987	1	1	1	Front-to-front	9/19/2024	02:54	U	Dark – not lighted	Dry	Pursuit, Unlicensed	Interstate Anti-log	1, 126 via 129B, 128, 130 via 129A	Y, Y, Y, Y	N, N, N, N
2024560720	Clark	30	14	58.034	4	0	0	Front-to-front	10/3/2024	07:15	R	Daylight	Dry	Alcohol, CMV	Interstate	63, 69, 73	Y, Y, Y	N, N, N
2024561458	Craighead	67	16	5.310	1	2	0	Front-to-front	10/9/2024	23:56	R	Dark – not lighted	Dry	Young driver	Anti-log	87, 95, 102	Y, Y, Y	N, N, N
2024562266	Crawford	49	27	20.005	5	0	0	Sideswipe, opposite direction	10/13/2024	04:57	R	Dark – not lighter	Dry	Asleep or fatigued	Interstate	21	Y	N
2024562898	Pulaski	40	33	132.157	2	0	2	Front-to-front	10/15/2024	23:00	U	Dark – lighted	Dry	Alcohol	Interstate Anti-log	148, 150, 152B	Y, Y, Y	Y, Y, N
2024565678	Pulaski	67	10	4.173	2	0	1	Front-to-front	10/21/2024	00:43	U	Dark – not lighted	Wet	Young driver, Alcohol	Anti-log	9, 10A, 12 via 6[5]	N/A, N/A, Y	N/A, N/A, N

Crash #	County	Rte	Sec	LM	Crash Sev.[1]	# Fat.	# SSI[2]	Type	Date	Time	Urban /Rural	Light Condition	Surf. Cond.	Contrib. Factor	System	Exit Number Reviewed	MUTCD[3]	ARDOT[4]
2024573490	Pulaski	630	21	5.596	3	0	0	Sideswipe, opposite direction	11/24/2024	03:02	U	Dark – not lighted	Dry	None	Interstate	6A, 6B, 7	Y, Y, Y	Y, Y, Y
2024578879	Pulaski	67	10	11.106	5	0	0	Single vehicle	12/5/2024	05:01	U	Dark – not lighted	Wet	Unknown	Log	11B, 16A, 16B	Y, Y, Y	N, N, N

[1]Crash Severity = 1-fatal crash; 2-suspected serious injury crash; 3-suspected minor injury crash; 4-possible injury crash; and 5-no apparent injury
[2]SSI means Suspected Serious Injuries. This refers to the number of individuals rather than the number of crashes.
[3]Meets MUTCD Standard at the time of investigation, Y=Yes, N=No
[4]Meets ARDOT enhanced signing and striping practices at the time of investigation, Y=Yes, N=No
[5]Wrong way entry possibly occurred in an active construction zone.
[6]Driver performed a U-turn in the middle of the interstate to get back to the ramp they missed.

Appendix A: Act 641

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

Act 641 of the Regular Session

State of Arkansas
87th General Assembly
Regular Session, 2009

A Bill

HOUSE BILL 1961

By: Representative Pyle

For An Act To Be Entitled

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

Subtitle

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

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

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

27-65-144. Additional annual reporting.

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

(b) Any additional traffic control devices installed under subsection

(a) of this section shall conform to the Manual on Uniform Traffic Control Devices for Streets and Highways, approved by the Federal Highway Administration as the national standard in accordance with 23 U.S.C. 109(d), 23 U.S.C. 114(a), 23 U.S.C. 217, 23 U.S.C. 315, and 23 U.S.C. 402(a), 23 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 manual adopted by the State Highway Commission under § 27-52-104.

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

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

APPROVED: 3/27/2009

Appendix B: Commission Minute Orders

MINUTE ORDER

District: Statewide

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: Scott D. Bennett
Assistant Chief Engineer - Planning

Approved: Director

Minute Order No. 2009 035

Date Passed FEB 25 2009

Form 19-456
Rev. 08/01/2007

ARKANSAS STATE HIGHWAY COMMISSION

MINUTE ORDER

District: Statewide

County: Statewide

Category: Improvement Project

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

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

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

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

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

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

Approved:

Chairman

Vice-Chairman

Member

Member

Member

TP&P

Form 19-456
Rev. 6/18/2015

Submitted By:
Assistant Chief Engineer - Planning

Approved:
Director

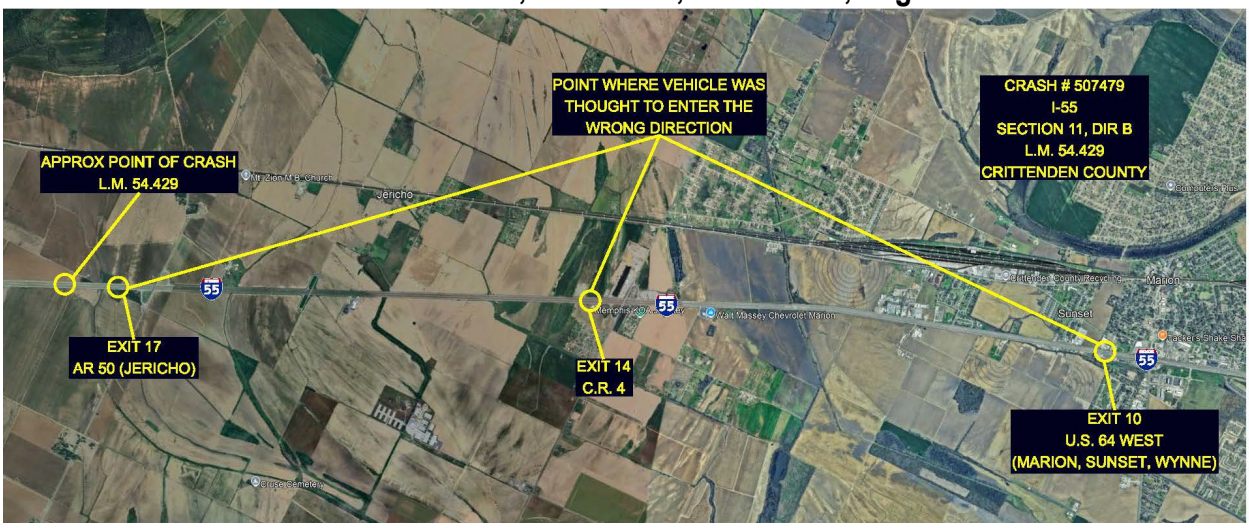
Minute Order No. 2016 004

Date Passed JAN 20 2016

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

Crash # 2024507479 I-55, Section 11, Direction B, Log Mile 54.429



Maintenance Review

The driver accessed I-55 possibly at Exit 10 (U.S. 64 West, Marion, Sunset, Wynne), Exit 14 (C.R. 4) or Exit 17 (AR 50, Jericho) and traveled northbound in the outside southbound travel lane. A southbound vehicle attempted to avoid a head-on collision with the wrong-way vehicle and swerved, leaving the roadway and crashing in the median. The wrong-way driver continued traveling northbound in the outside lane and was eventually stopped by the Crittenden County Sheriff's Department near the 23-mile marker. The older wrong-way driver was suspected of having dementia.

Maintenance Results

The interchange at Exit 10 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 14 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 17 was reviewed. Signs were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement markings improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements. Additionally, trees and bushes need to be trimmed to improve conspicuity.


I-55 SB RAMP
U.S. 64 WEST
(MARION / SUNSET / WYNNE)
EXIT 10
JOURNEY
INN & SUITES
YIELD


I-55 SB RAMP
U.S. 64 WEST
(MARION / SUNSET / WYNNE)
EXIT 10
DREAMLAND INN
EXIT 10
YIELD

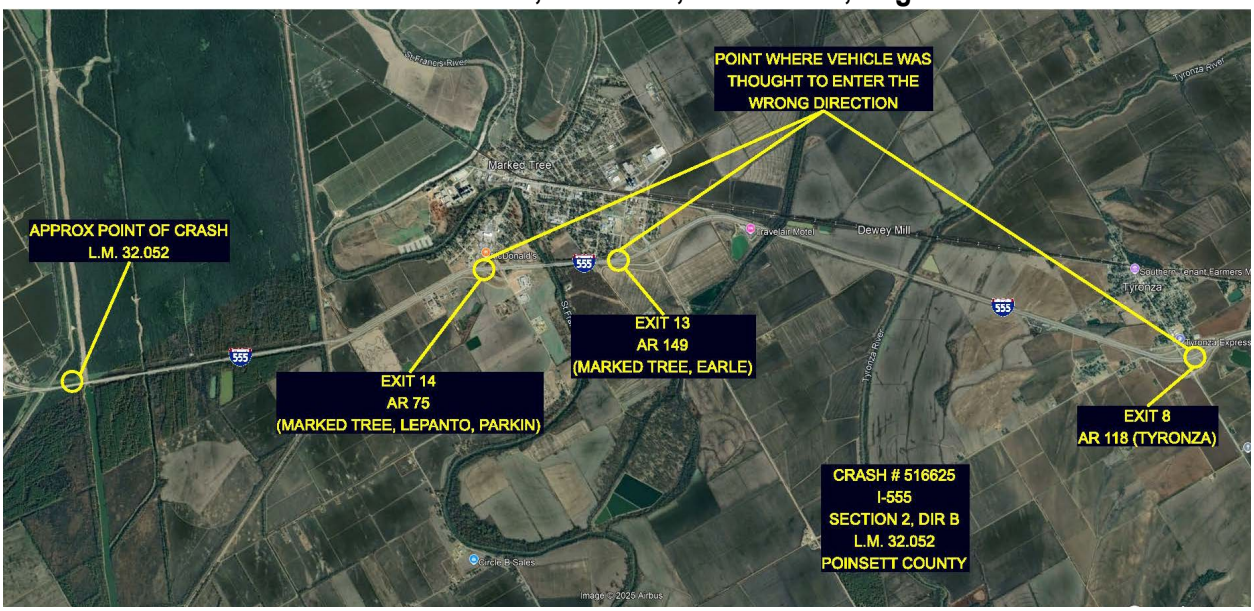

I-55 SB RAMP
C.R. 4
EXIT 14
YIELD
WRONG WAY


I-55 SB RAMP
C.R. 4
EXIT 14


I-55 SB RAMP
AR 50 (JERICHO)
EXIT 17
YIELD
DO NOT ENTER
WRONG WAY


I-55 SB RAMP
AR 50 (JERICHO)
EXIT 17
EXIT 17
41
41

Crash # 2024516625 I-555, Section 2, Direction B, Log Mile 32.052



Maintenance Review

The driver accessed I-555 possibly at Exit 8 (AR 118, Tyronza), Exit 13 (AR 149, Marked Tree, Earle) or Exit 14 (AR 75, Marked Tree, Lepanto, Parkin) and traveled northbound in a southbound lane. The older wrong-way driver encountered an ambulance and swerved right to avoid a head-on collision. The wrong-way driver struck a concrete barrier and a guardrail before coming to rest.

Maintenance Results

The interchange at Exit 8 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 13 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 14 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-555 SB RAMP
AR 118 (TYRONZA)
EXIT 8


I-555 SB RAMP
AR 118 (TYRONZA)
EXIT 8

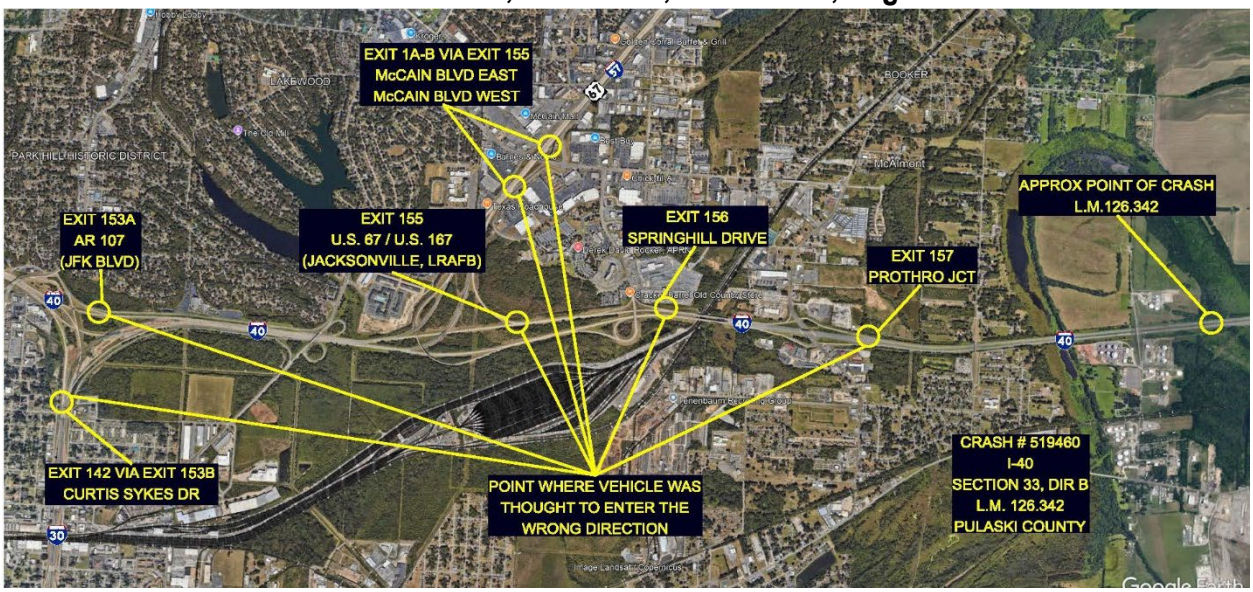

I-555 SB RAMP
AR 149 (MARKED TREE / EARLE)
EXIT 13
DO NOT
ENTER


I-555 SB RAMP
AR 149 (MARKED TREE / EARLE)
EXIT 13
DO NOT
ENTER


I-555 SB RAMP
AR 75 (MARKED TREE / LEPANTO / PARKIN)
EXIT 14
ONE WAY
DO NOT ENTER


I-555 SB RAMP
AR 75 (MARKED TREE / LEPANTO / PARKIN)
EXIT 14

Crash # 2024519460 I-40, Section 33, Direction B, Log Mile 126.342



Maintenance Review

The driver accessed I-40 possibly at Exit 1A-B via Exit 155 (U.S. 67, U.S. 167, Jacksonville/LRAFB), Exit 142 via Exit 153B (Curtis Sykes Dr.), Exit 153A (AR 107, JFK Blvd.), Exit 156 (Springhill Dr.) or Exit 157 (Prothro Jct.) and traveled eastbound in a westbound travel lane. The wrong-way driver struck the driver's side of a westbound vehicle then traveled across the median and westbound lanes, ultimately leaving the roadway and striking a cluster of trees where it came to rest. The wrong-way driver was driving with a suspended license and under the influence of alcohol (Driver's 4th DWI) at the time of the crash.

Maintenance Results

The interchange at Exit 1A-B via Exit 155 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 142 via Exit 153B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 153A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 156 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 157 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


U.S. 67/167 (I-57) NB RAMP
McCAIN BLVD E
EXIT 1A
ONE W
DO NOT
ENTER


U.S. 67/167 (I-57) NB RAMP
McCAIN BLVD W
EXIT 1B
DO NOT
ENTER
Dillard's
ONE WAY


U.S. 67/167 (I-57) NB RAMP
McCAIN BLVD W
EXIT 1B
ONE WAY


I-30 WB RAMP
CURTIS SYKES DR
EXIT 142
WRONG WAY
WRONG WAY


I-40 WB RAMP
JFK BLVD
EXIT 153A


I-40 WB RAMP
JFK BLVD
EXIT 153A
DO NOT
ENTER
ONE WAY
DO NOT
ENTER

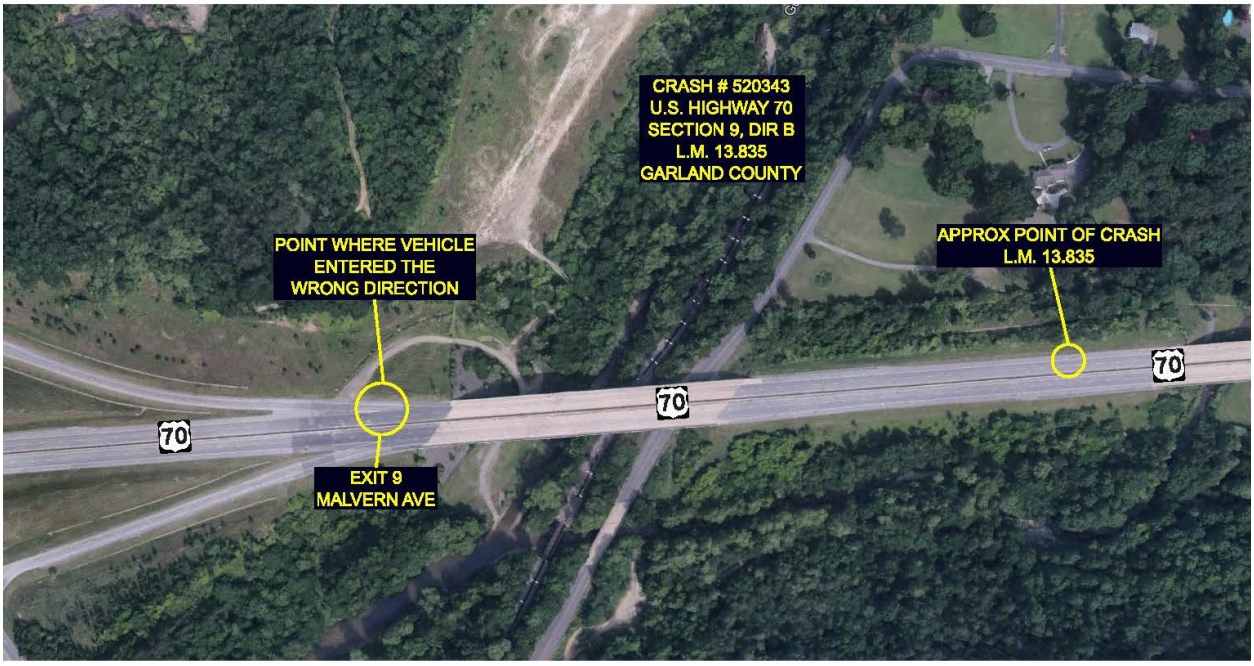

I-40 WB RAMP
SPRINGHILL DRIVE
EXIT 156


I-40 WB RAMP
SPRINGHILL DRIVE
EXIT 156
DO NOT ENTER


I-40 WB RAMP
PROTHRO JCT
EXIT 157
DO NOT
ENTER


I-40 WB RAMP
PROTHRO JCT
EXIT 157

Crash # 2024520343 U.S. 70, Section 9, Direction B, Log Mile 13.835

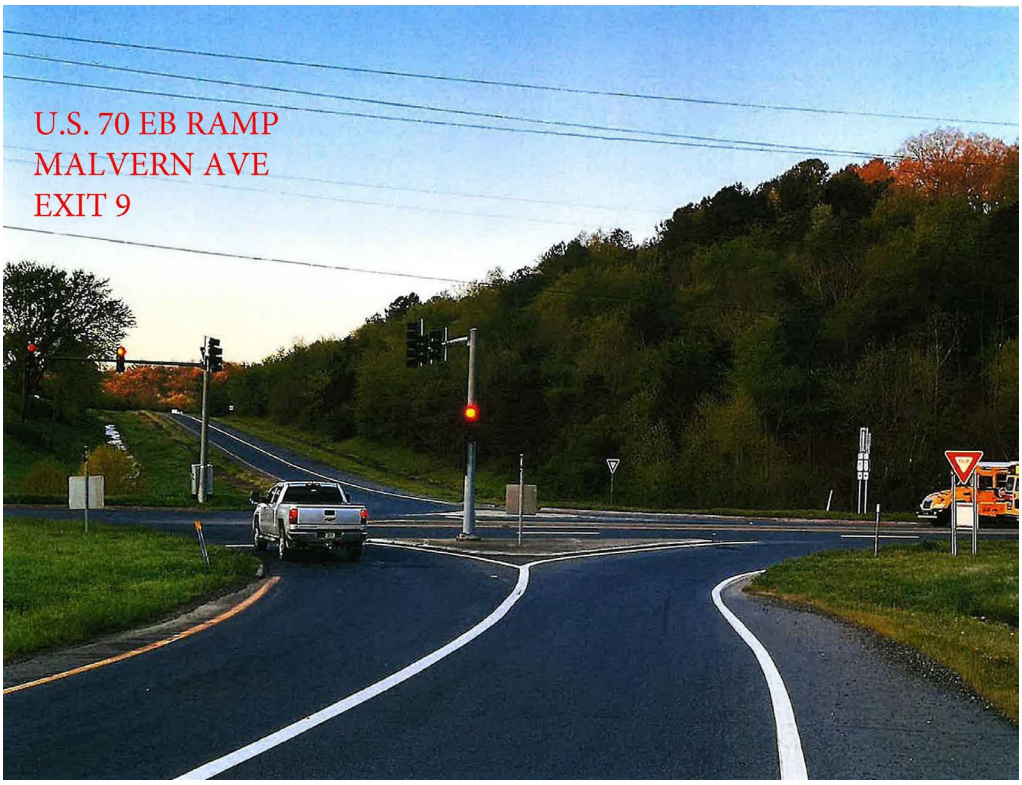


Maintenance Review

The driver accessed U.S. 70 at Exit 9 (Malvern Ave.) and traveled eastbound in a westbound travel lane. The older wrong-way driver was involved in a head-on collision which resulted in a fatality.

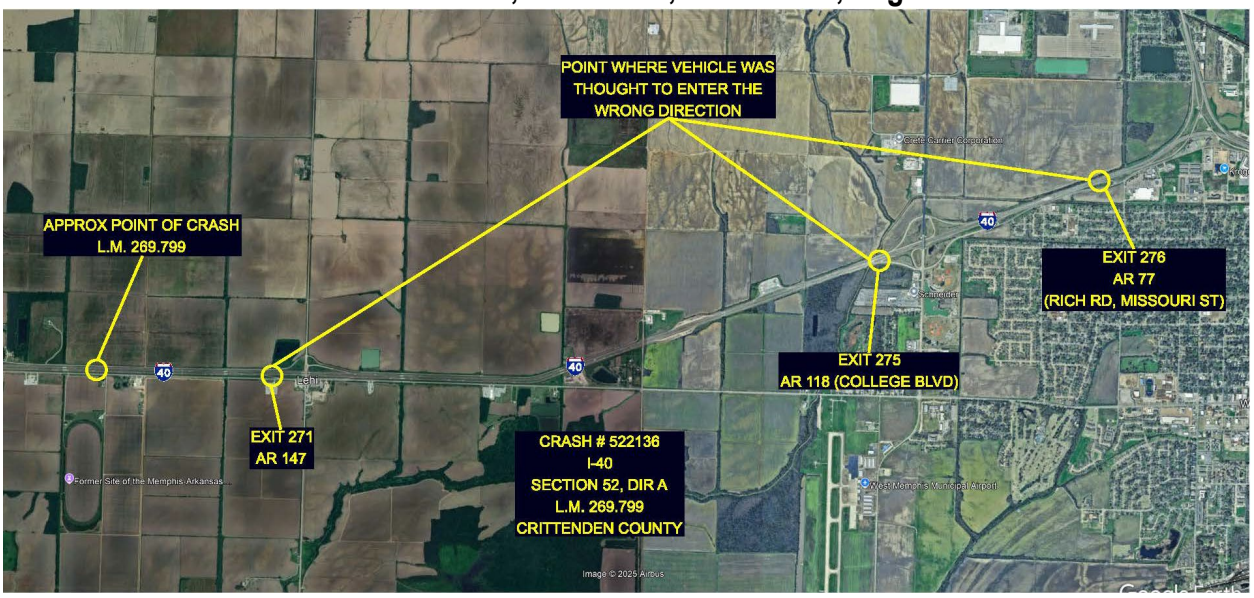
Maintenance Results

The interchange at Exit 9 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.


U.S. 70 EB RAMP
MALVERN AVE
EXIT 9


U.S. 70 EB RAMP
MALVERN AVE
EXIT 9
DO NOT
ENTER
DO NOT
ENTER

Crash # 2024522136 I-40, Section 52, Direction A, Log Mile 269.799



Maintenance Review

The driver accessed I-40 possibly at Exit 271 (AR 147), Exit 275 (AR 118, College Blvd.) or Exit 276 (AR 77, Rich Rd., Missouri St.) and traveled westbound in an eastbound travel lane. The wrong-way driver was traveling in the inside eastbound lane and struck an eastbound vehicle head-on. The wrong-way driver was under the influence of alcohol at the time of the crash with a blood alcohol content (BAC) of .240.

Maintenance Results

The interchange at Exit 271 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement markings are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 275 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 276 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-40 EB RAMP
AR 147
EXIT 271
DO NOT
ENTE


I-40 EB RAMP
AR 147
EXIT 271

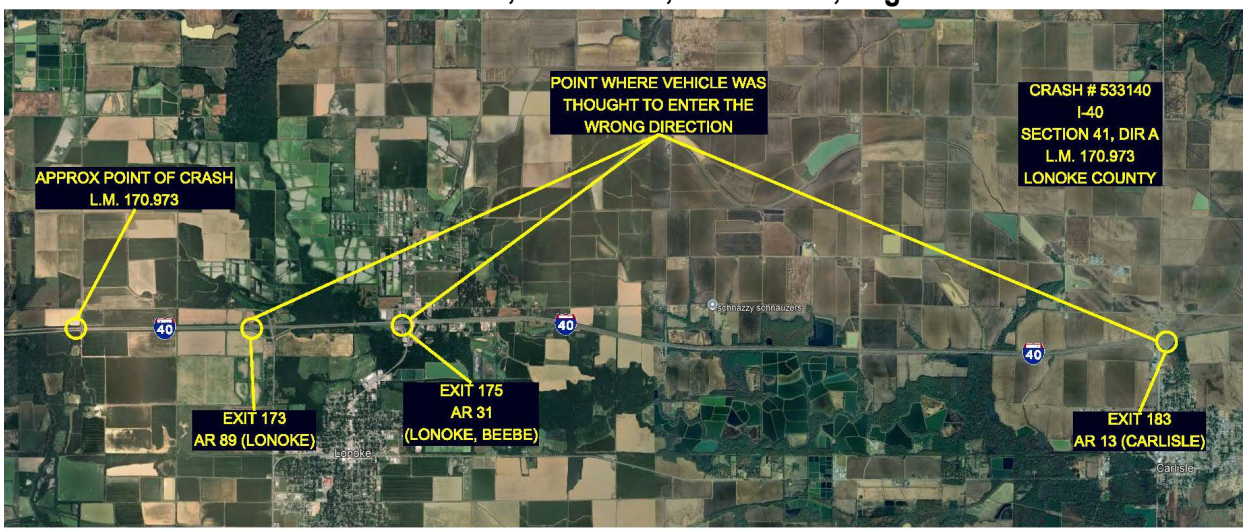

I-40 EB RAMP
AR 118 (COLLEGE BLVD)
EXIT 275
WRONG WAY
WRONG WAY


I-40 EB RAMP
AR 118 (COLLEGE BLVD)
EXIT 275
DO NOT ENTER
DO NOT ENTER


I-40 EB RAMP
AR 77 (RICH RD / MISSOURI ST)
EXIT 276
DO NOT ENTER


I-40 EB RAMP
AR 77 (RICH RD / MISSOURI ST)
EXIT 276

Crash # 2024533140 I-40, Section 41, Direction A, Log Mile 170.973



Maintenance Review

The driver accessed I-40 possibly at Exit 173 (AR 89, Lonoke), Exit 175 (AR 31, Lonoke, Beebe), or Exit 183 (AR 13, Carlisle) and traveled westbound in an eastbound travel lane. The wrong-way vehicle struck the front of an eastbound CMV (tractor-trailer). The unlicensed wrong-way driver was under the influence of drugs and alcohol at the time of the crash.

Maintenance Results

The interchange at Exit 173 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 175 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

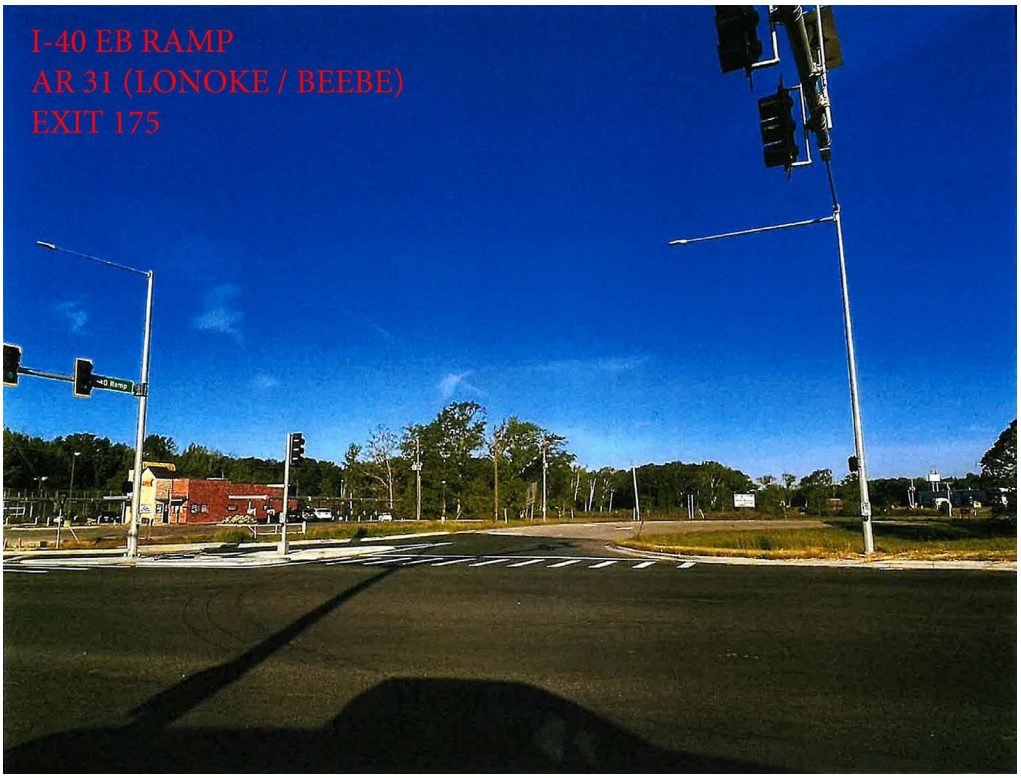
The interchange at Exit 183 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-40 EB RAMP
AR 89 (LONOKE)
EXIT 173
DO NOT ENTER


I-40 EB RAMP
AR 89 (LONOKE)
EXIT 173
DO NOT ENTER


I-40 EB RAMP
AR 31 (LONOKE / BEEBE)
EXIT 175
WRONG WAY
WRONG WAY

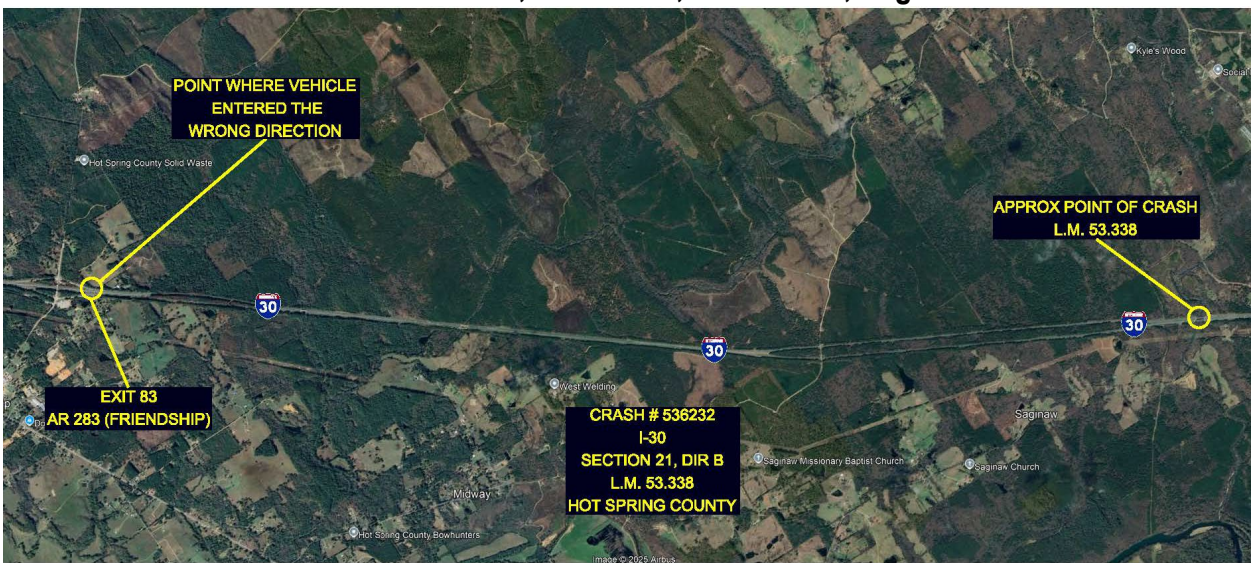

I-40 EB RAMP
AR 31 (LONOKE / BEEBE)
EXIT 175


I-40 EB RAMP
AR 31 (LONOKE / BEEBE)
EXIT 175


I-40 EB RAMP
AR 13 (CARLISLE)
EXIT 183


I-40 EB RAMP
AR 13 (CARLISLE)
EXIT 183
DO NOT
ENTER

Crash # 2024536232 I-30, Section 21, Direction B, Log Mile 53.338



Maintenance Review

The driver accessed I-30 at Exit 83 (AR 283, Friendship) and traveled eastbound in a westbound travel lane. The wrong-way vehicle struck a westbound vehicle at an angle in the inside lane. The young wrong-way driver was under the influence of alcohol and operating with a revoked license at the time of the crash.

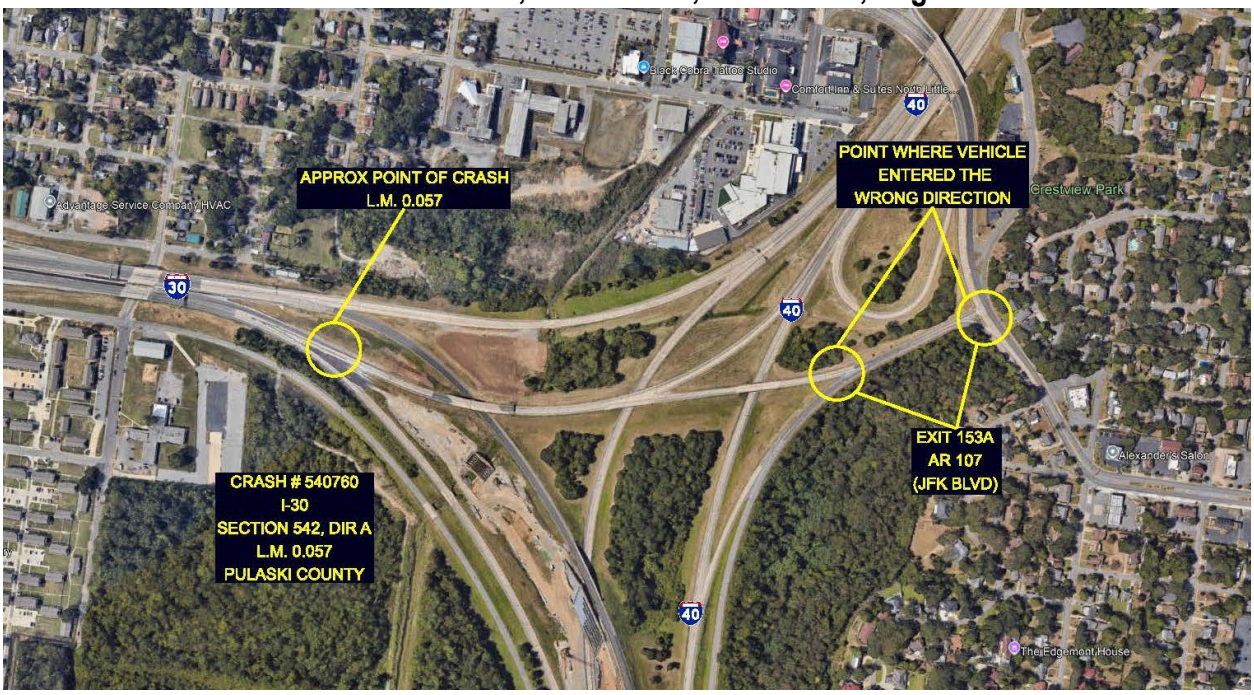
Maintenance Results

The interchange at Exit 83 was not reviewed because this interchange was included in Job 061741, I-30 Str. & Apprs. (Hwy. 283) which began construction in late 2024.


I-30 WB RAMP
AR 283 (FRIENDSHIP)
EXIT 83


I-30 WB RAMP
AR 283 (FRIENDSHIP)
EXIT 83

Crash # 2024540760 I-30, Section 542, Direction A, Log Mile 0.057



Maintenance Review

The driver accessed I-30 at Exit 153A (AR 107, JFK Blvd.) and traveled eastbound in a westbound travel lane. The wrong-way driver was actively fleeing the Arkansas State Police. After a failed TVI (Tactical Vehicle Intervention) the wrong-way driver entered the road in the wrong direction. A successful TVI was performed and the wrong-way driver struck the passenger side of an eastbound vehicle. The wrong-way driver was under the influence of alcohol and driving with a suspended license at the time of the crash.

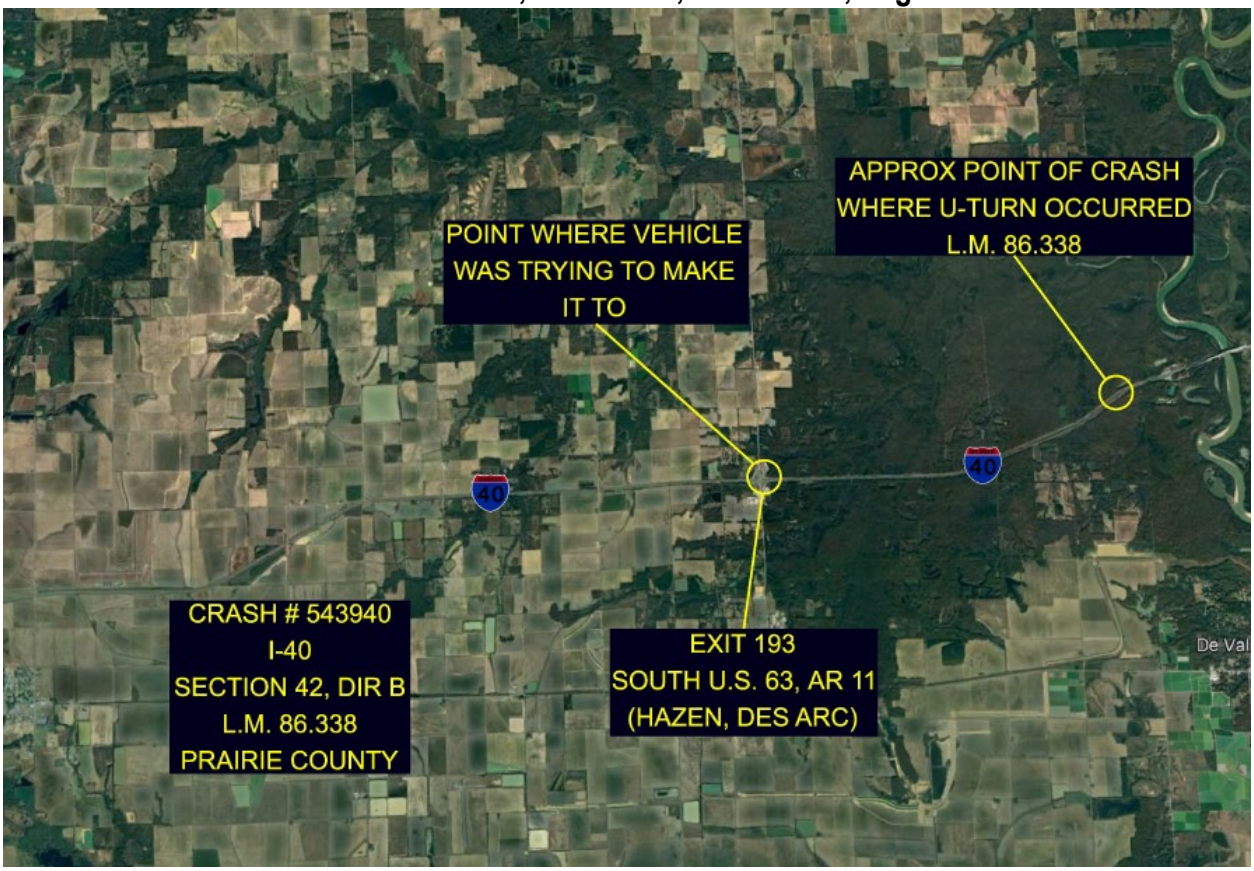
Maintenance Results

The interchange at Exit 153A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-40 WB RAMP
JFK BLVD
EXIT 153A


I-40 WB RAMP
JFK BLVD
EXIT 153A
DO NOT
ENTER
ONE WAY
DO NOT
ENTER

Crash # 2024543940 I-40, Section 42, Direction B, Log Mile 86.338



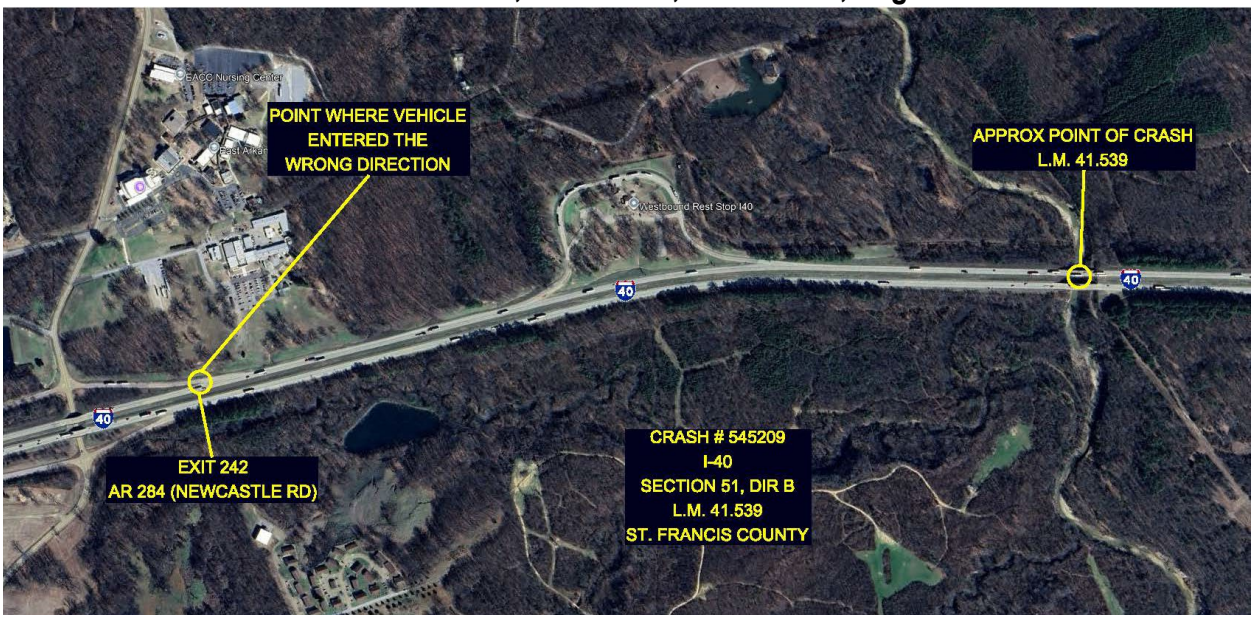
Maintenance Review

The driver was traveling westbound on I-40 near the 86-mile marker and made a U-turn in the median, then began traveling eastbound in the westbound direction to go back to the previous exit (Exit 193) to locate a gas station. The unlicensed wrong-way driver was involved in a head-on collision which resulted in multiple fatalities.

Maintenance Results

Because the wrong-way completed a U-turn on the roadway, no ramps were reviewed.

Crash # 2024545209 I-40, Section 51, Direction B, Log Mile 242.959



Maintenance Review

The driver accessed I-40 at Exit 242 (AR 284, Newcastle Rd.) and traveled eastbound in a westbound travel lane. Upon entering the roadway, the wrong-way driver realized they were traveling in the wrong direction and attempted to cross over the median to the eastbound travel lanes and drove down a 30' embankment into Crow Creek, immobilizing the vehicle. The wrong-way driver was under the influence of alcohol at the time of the accident.

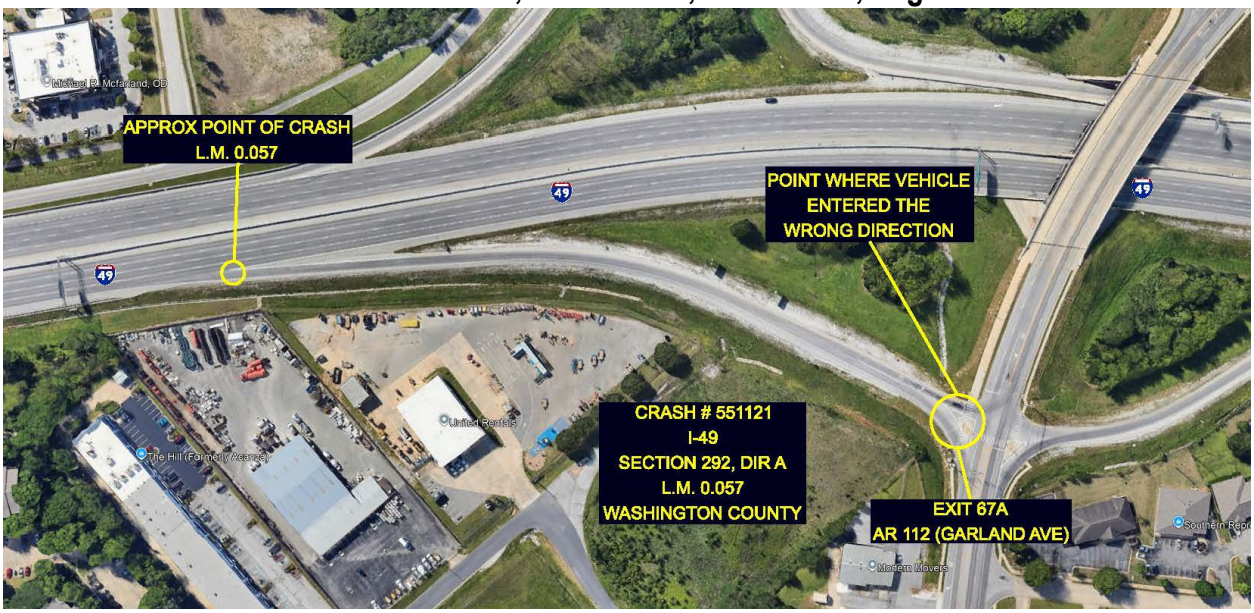
Maintenance Results

The interchange at Exit 242 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement markings are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-40 WB RAMP
AR 284 (NEWCASTLE RD)
EXIT 242


I-40 WB RAMP
AR 284 (NEWCASTLE RD)
EXIT 242

Crash # 2024551121 I-49, Section 292, Direction A, Log Mile 0.057



Maintenance Review

The driver accessed I-49 at Exit 67A (AR 112, Garland Ave.) and traveled southbound on the northbound off ramp. The wrong-way driver struck a northbound vehicle in the rear passenger side while negotiating a curve then traveled off the roadway where it collided with a fence. The wrong-way driver was under the influence of alcohol at the time of the crash with a blood alcohol content (BAC) of .100.

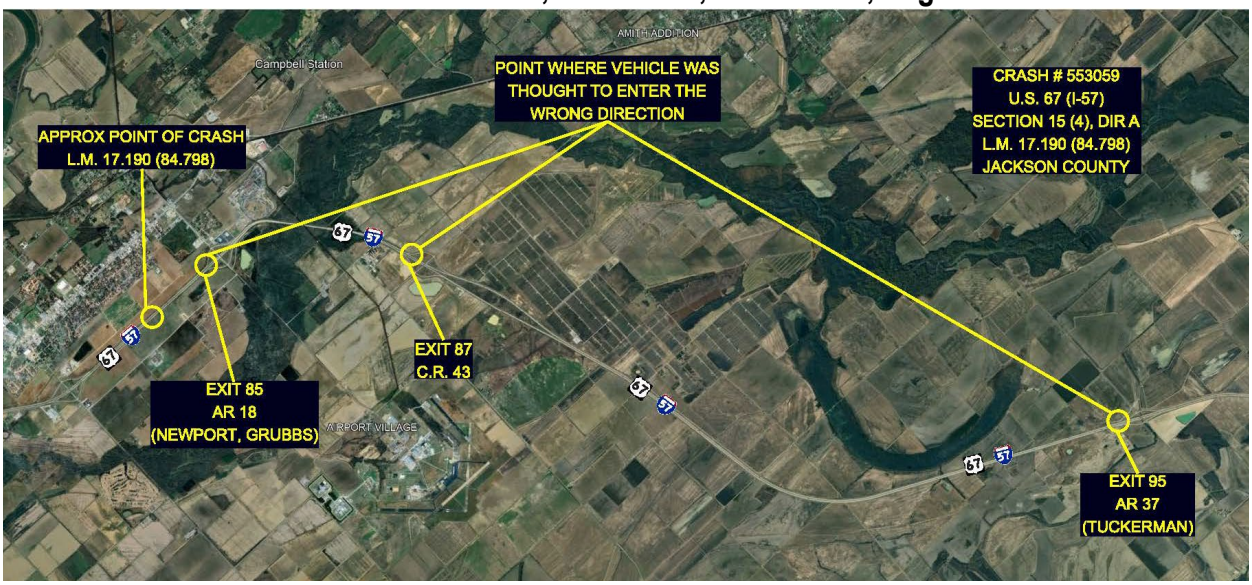
Maintenance Results

The interchange at Exit 67A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-49 NB RAMP
AR 112 (GARLAND AVE)
EXIT 67A
DO NOT ENTER
WRONG WAY


I-49 NB RAMP
AR 112 (GARLAND AVE)
EXIT 67A
DO NOT ENTER
WRONG WAY

Crash # 2024553059 U.S. 67, Section 15, Direction A, Log Mile 17.190



Maintenance Review

The driver accessed U.S. 67 possibly at either Exit 85 (AR 18, Newport, Grubbs), Exit 87 (C.R. 43) or Exit 95 (AR 37, Tuckerman) and traveled southbound in a northbound travel lane. The wrong-way driver struck the front driver's side of a northbound vehicle. After impact, the wrong-way vehicle began to rotate clockwise before coming to rest. The wrong-way driver was under the influence of alcohol at the time of the crash with a blood alcohol content (BAC) of .327.

Maintenance Results

The interchange at Exit 85 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 87 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 95 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


U.S. 67 (I-57) NB RAMP
AR 18 (NEWPORT / GRUBBS)
EXIT 85
DO NOT ENTER


U.S. 67 (I-57) NB RAMP
AR 18 (NEWPORT / GRUBBS)
EXIT 85
DO NOT ENTER

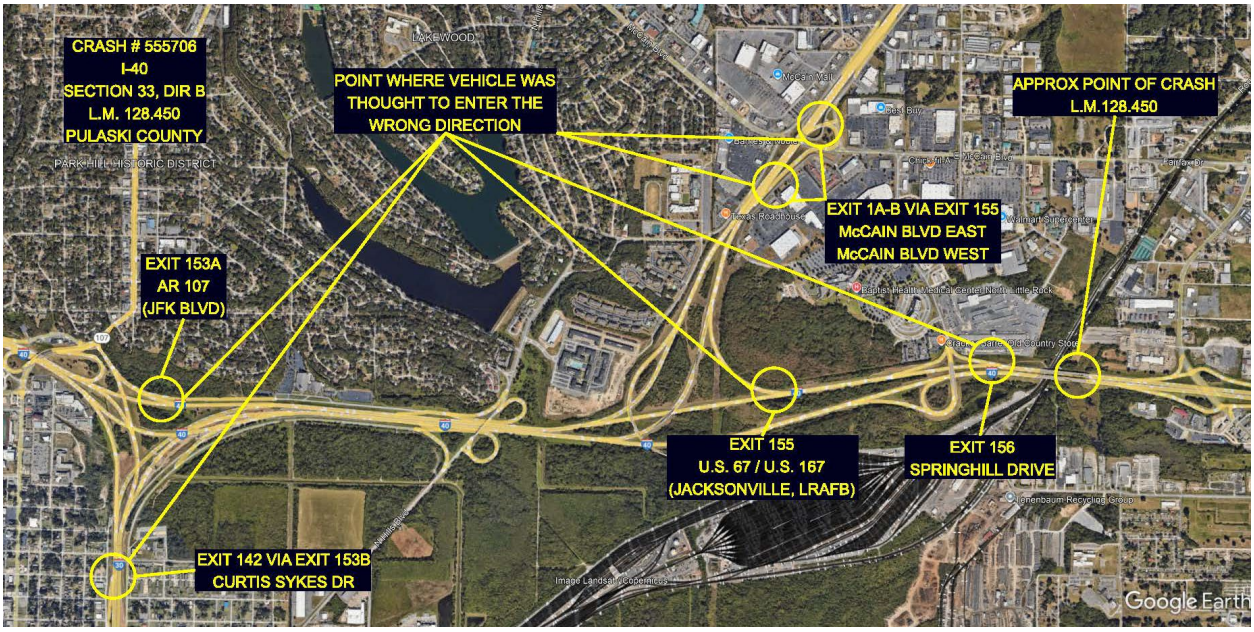

U.S. 67 (I-57) NB RAMP
C.R. 43
EXIT 87


U.S. 67 (I-57) NB RAMP
C.R. 43
EXIT 87


U.S. 67 (I-57) NB RAMP
AR 37 (TUCKERMAN)
EXIT 95


U.S. 67 (I-57) NB RAMP
AR 37 (TUCKERMAN)
EXIT 95

Crash # 2024555706 I-40, Section 33, Direction B, Log Mile 128.450



Maintenance Review

The driver accessed I-40 possibly at Exit 1A-B via Exit 155 (U.S. 67, U.S. 167, Jacksonville/LRAFB), Exit 142 via Exit 153B (Curtis Sykes Dr.), Exit 153A (AR 107, JFK Blvd.) or Exit 156 (Springhill Dr.) and traveled eastbound in a westbound travel lane. The older wrong-way driver struck the driver's side of a westbound vehicle. After impact, the wrong-way driver spun counterclockwise into a head-on collision with another westbound vehicle. The crash resulted in a fatality of the wrong-way driver.

Maintenance Results

The interchange at Exit 1A-B via Exit 155 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 142 via Exit 153B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 153A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 156 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


U.S. 67/167 (I-57) NB RAMP
McCAIN BLVD E
EXIT 1A
ONE W
DO NOT
ENTER


U.S. 67/167 (I-57) NB RAMP
McCAIN BLVD W
EXIT 1B
DO NOT
ENTER
Dillard's


U.S. 67/167 (I-57) NB RAMP
McCAIN BLVD W
EXIT 1B
ONE WAY


I-30 WB RAMP
CURTIS SYKES DR
EXIT 142
WRONG WAY
WRONG WAY

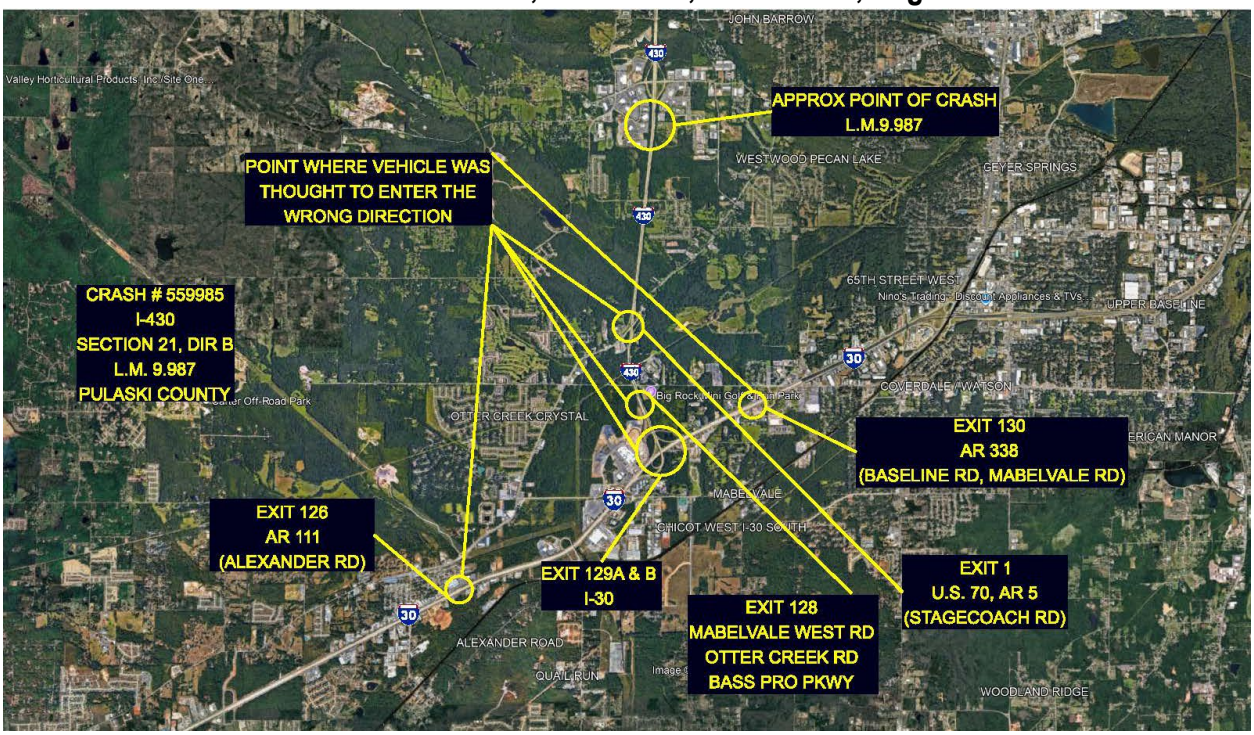

I-40 WB RAMP
JFK BLVD
EXIT 153A


I-40 WB RAMP
JFK BLVD
EXIT 153A
DO NOT
ENTER
ONE WAY
DO NOT
ENTER


I-40 WB RAMP
SPRINGHILL DRIVE
EXIT 156


I-40 WB RAMP
SPRINGHILL DRIVE
EXIT 156
DO NOT ENTER

Crash # 2024559985 I-430, Section 21, Direction B, Log Mile 9.987



Maintenance Review

The driver accessed I-430 at Exit 1 (U.S. 70, AR 5, Stagecoach Rd.), Exit 126 via Exit 129B (AR 111, Alexander Rd.), Exit 128 (Mabelvale W. Rd., Otter Creek Rd., Bass Pro Pkwy.), or Exit 130 via Exit 129A (AR 338, Baseline Rd., Mabelvale Rd.) and traveled northbound in the southbound traffic lane on I-430. The southbound vehicle swerved to the right to avoid the wrong-way vehicle but was unable to do so. The southbound vehicle became airborne and burst into flames, resulting in a fatality. The unlicensed wrong-way driver was actively fleeing from law enforcement at the time of the collision at speeds exceeding 125 MPH.

Maintenance Results

The interchange at Exit 1 was reviewed. Signs and pavement markings were in place and conformance with MUTCD. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 126 via Exit 129B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD for Frontage Roads. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 128 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD. Although ARDOT supplemental pavement markings were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 130 via Exit 129A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD Frontage Roads. Although ARDOT supplemental pavement markings were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-430 SB RAMP
U.S. 70 / AR 5 / (STAGECOACH RD.)
EXIT 1
DO NOT ENTER


I-430 SB RAMP
U.S. 70 / AR 5 / (STAGECOACH RD.)
EXIT 1
I-430 S


I-30 WB RAMP
AR 111 (ALEXANDER RD.)
EXIT 126
THE FLOOR TRADER OUTLET
DO NOT ENTER

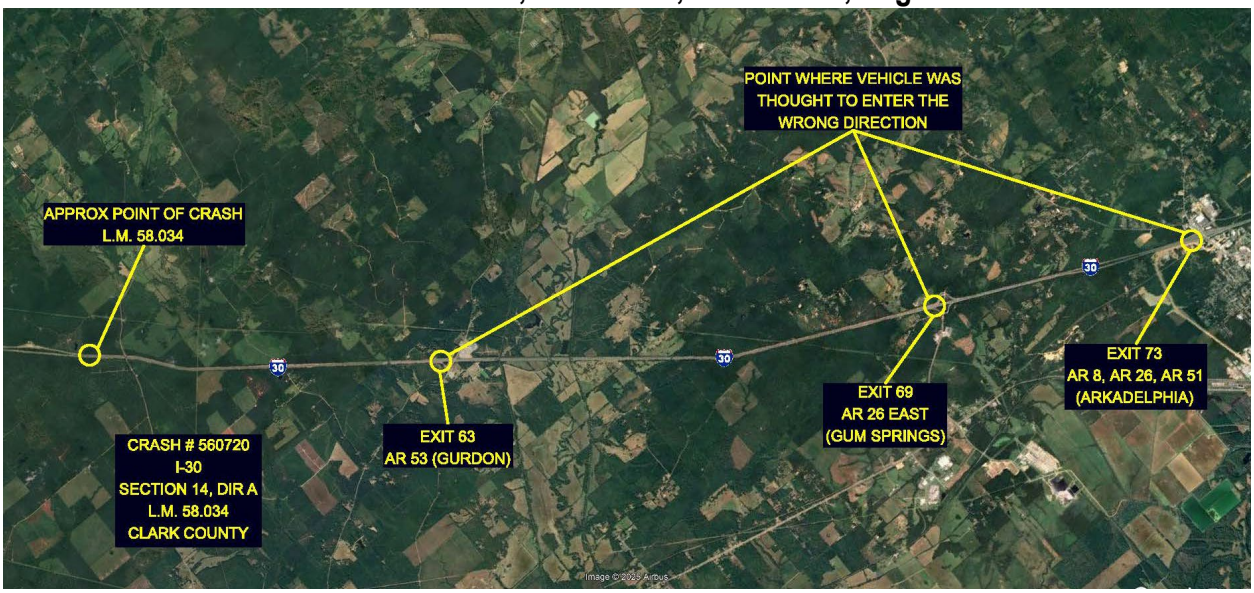

I-430 SB RAMP
MABELVALE W RD / OTTER CREEK RD / BASS PRO PKWY
EXIT 128
WRONG WAY
WRONG WAY
WRONG WAY


I-430 SB RAMP
MABELVALE W RD / OTTER CREEK RD / BASS PRO PKWY
EXIT 128


I-30 EB RAMP
AR 338 (BASELINE RD / MABELVALE RD)
EXIT 130


I-30 EB RAMP
AR 338 (BASELINE RD / MABELVALE RD)
EXIT 130
TIRES
UTO REPAIRS / SALES

Crash # 2024560720 I-30, Section 14, Direction A, Log Mile 58.034



Maintenance Review

The driver accessed I-30 possibly at Exit 63 (AR 53, Gurdon), Exit 69 (AR 26E, Gum Springs) or Exit 73 (AR 8, AR 26, AR 51, Arkadelphia) and traveled westbound in an eastbound travel lane. The wrong-way vehicle, a CMV (tractor-trailer) struck the driver's side of a stopped eastbound Clark County Sheriff's Department vehicle with lights and sirens activated, who was attempting to stop the wrong-way vehicle. The wrong-way driver was under the influence of alcohol at the time of the crash with a blood alcohol content (BAC) of .230.

Maintenance Results

The interchange at Exit 63 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 69 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 73 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-30 EB RAMP
AR 53 (GURDON)
EXIT 63
DO NOT
ENTER


I-30 EB RAMP
AR 53 (GURDON)
EXIT 63

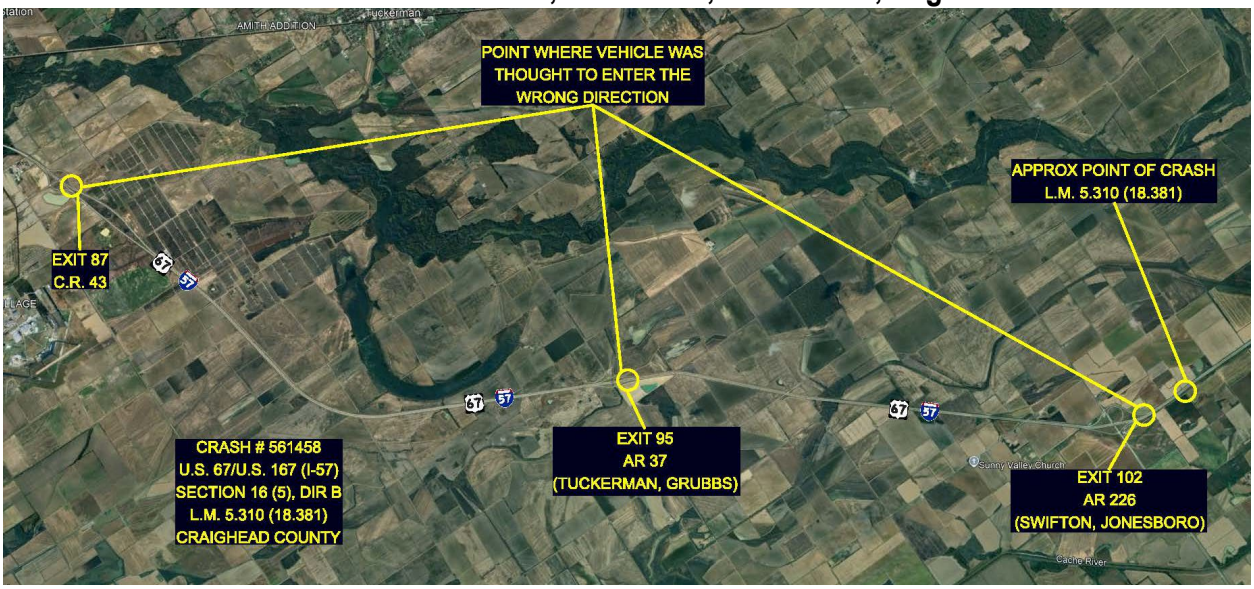

I-30 EB RAMP
AR 26 EAST (GUM SPRINGS)
EXIT 69
DO NOT
ENTER


I-30 EB RAMP
AR 26 EAST (GUM SPRINGS)
EXIT 69
DO NOT
ENTER
DO NOT
ENTER


I-30 EB RAMP
AR 8 / AR 26 / AR 51 (ARKADELPHIA)
EXIT 73
DO NOT ENTER


I-30 EB RAMP
AR 8 / AR 26 / AR 51 (ARKADELPHIA)
EXIT 73

Crash # 2024561458 U.S. 67, Section 16, Direction B, Log Mile 5.310



Maintenance Review

The driver accessed U.S. 67 possibly at Exit 87 (C.R. 43), Exit 95 (AR 37, Tuckerman, Grubbs) or Exit 102 (AR 226, Swifton, Jonesboro) and traveled northbound in a southbound travel lane. The young wrong-way driver collided head-on with a southbound vehicle in the outside lane. After impact, the wrong-way vehicle rolled onto its passenger side before coming to a final rest and then became fully engulfed in flames. The crash resulted in a fatality for both drivers.

Maintenance Results

The interchange at Exit 87 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 95 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 102 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


U.S. 67 / U.S. 167 (I-57)
COUNTY ROAD 43
EXIT 87


U.S. 67 / U.S. 167 (I-57)
AR 37 (TUCKERMAN / GRUBBS)
EXIT 95


U.S. 67 / U.S. 167 (I-57)
AR 37 (TUCKERMAN / GRUBBS)
EXIT 95


U.S. 67 / U.S. 167 (I-57)
AR 226 (SWIFTON / JONESBORO)
EXIT 102


U.S. 67 / U.S. 167 (I-57)
AR 226 (SWIFTON / JONESBORO)
EXIT 102
DO NOT ENTER

Crash # 2024562266 I-49, Section 27, Direction A, Log Mile 20.005



Maintenance Review

The driver accessed I-49 at Exit 21 (Collum Lane) and traveled southbound in a northbound travel lane. The wrong-way vehicle struck the side of a northbound vehicle the driver of which attempted to avoid the crash. The wrong-way driver was fatigued or asleep at the time of the crash.

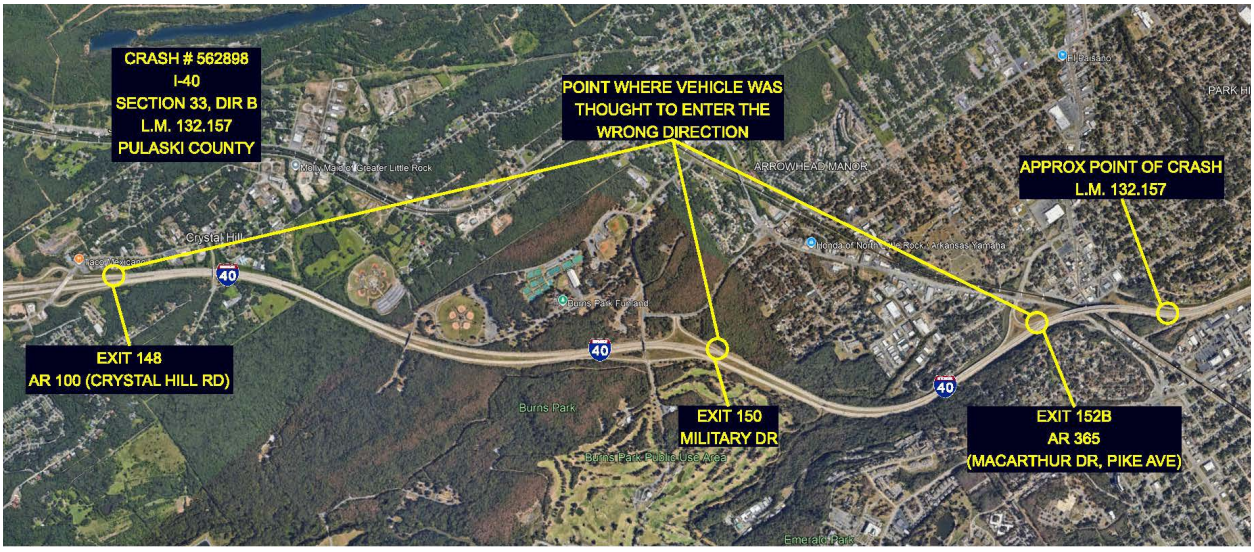
Maintenance Results

The interchange at Exit 21 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-49 NB RAMP
COLLUM LANE
EXIT 21
ONE WAY
DO NOT ENTER
WRONG WAY
WRONG WAY


I-49 NB RAMP
COLLUM LANE
EXIT 21

Crash # 2024562898 I-40, Section 33, Direction B, Log Mile 132.157



Maintenance Review

The driver accessed I-40 possibly at Exit 148 (AR 100, Crystal Hill Rd.), Exit 150 (Military Dr.) or Exit 152B (AR 365, MacArthur Dr., Pike Ave.) and traveled eastbound in a westbound travel lane. The wrong-way vehicle collided head-on with the oncoming westbound vehicle. The wrong-way driver was under the influence of alcohol at the time of the crash with a blood alcohol content (BAC) of .230.

Maintenance Results

The interchange at Exit 148 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 150 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 152B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


I-40 WB RAMP
AR 100 (CRYSTAL HILL RD)
EXIT 148


I-40 WB RAMP
AR 100 (CRYSTAL HILL RD)
EXIT 148
ONE WAY
DO NOT ENTER
DO NOT ENTER


I-40 WB RAMP
AR 100 (CRYSTAL HILL RD)
EXIT 148


I-40 WB RAMP
AR 100 (CRYSTAL HILL RD)
EXIT 148
DO NOT ENTER
DO NOT ENTER


I-40 WB RAMP
MILITARY DRIVE
EXIT 150

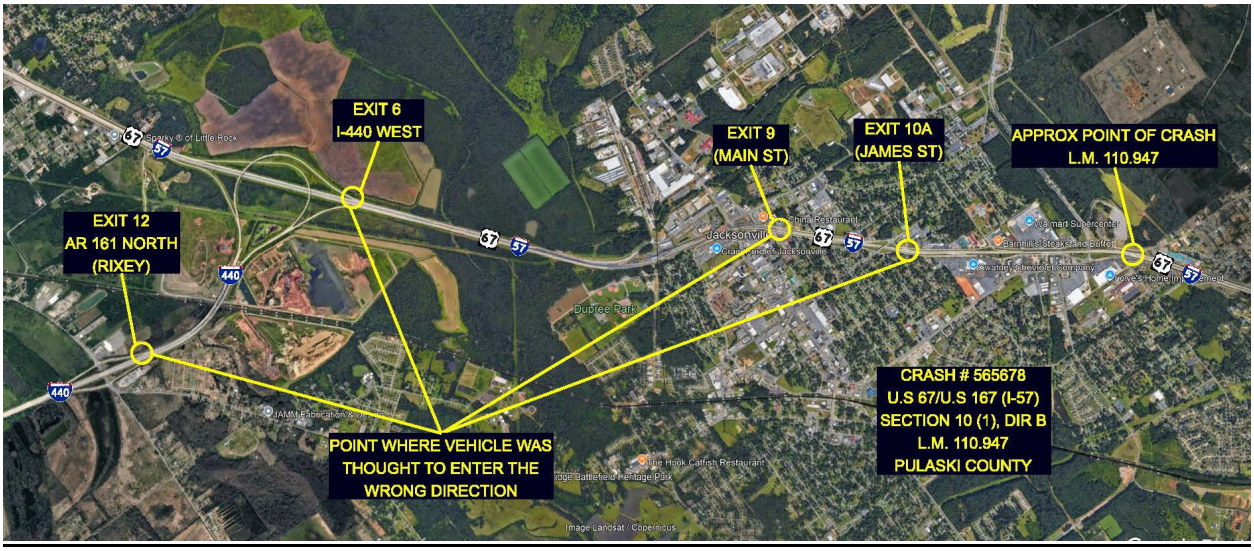

I-40 WB RAMP
MILITARY DRIVE
EXIT 150


I-40 WB RAMP
MILITARY DRIVE
EXIT 150
ONE WAY
DO NOT ENTER


I-40 WB RAMP
AR 365 (MACARTHUR DR / PIKE AVE)
EXIT 152B
DO NOT ENTER


I-40 WB RAMP
AR 365 (MACARTHUR DR / PIKE AVE)
EXIT 152B
DO NOT ENTER

Crash # 2024565678 U.S. 67, Section 10, Direction B, Log Mile 4.173



Maintenance Review

The driver accessed U.S. 67 possibly at Exit 9 (Main St.), Exit 10A (James St.) or Exit 12 via Exit 6 (AR 161 North, Rixey) and traveled northbound in a southbound travel lane. The wrong-way vehicle collided head-on with a southbound vehicle. After coming to a final rest the wrong-way vehicle caught fire. The young wrong-way driver was under the influence of alcohol at the time of the crash.

Maintenance Results

The interchange at Exit 9 was not reviewed because this interchange was being redesigned under Job CA0604, Main St. – Vandenberg Blvd. (Widening).

The interchange at Exit 10A was not reviewed because this interchange was being redesigned under Job CA0604, Main St. – Vandenberg Blvd. (Widening).

The interchange at Exit 12 via Exit 6 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


U.S. 67 / U.S. 167 (I-57) NB RAMP
MAIN STREET
EXIT 9


U.S. 67 / U.S. 167 (I-57) NB RAMP
MAIN STREET
EXIT 9
John Harden

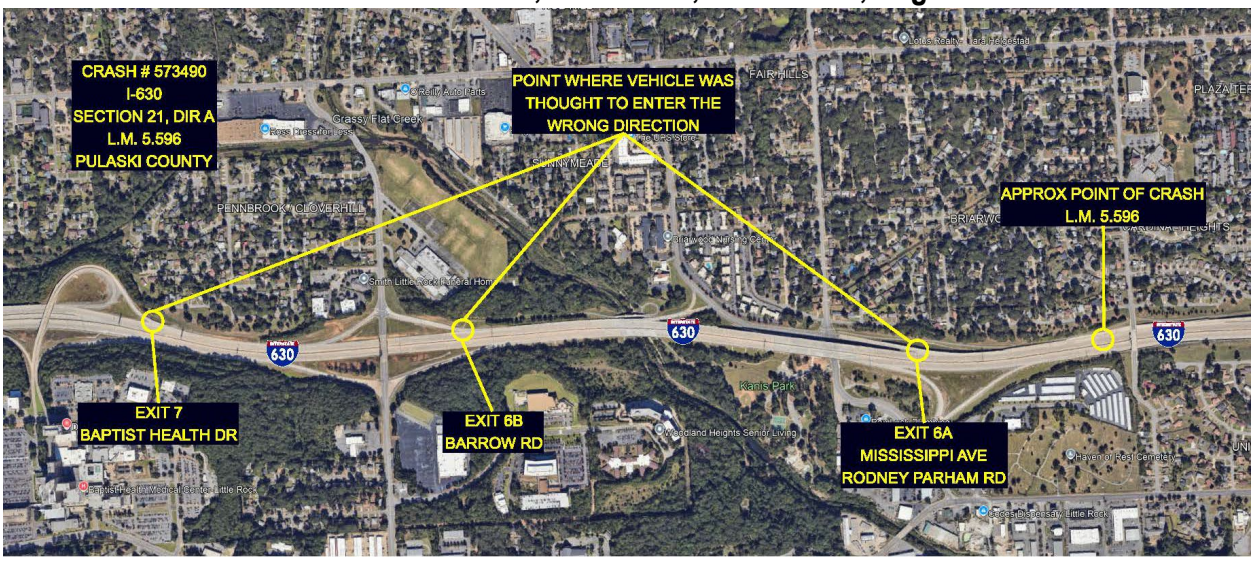

U.S. 67 / U.S. 167 (I-57) NB RAMP
JAMES STREET
EXIT 10A


U.S. 67 / U.S. 167 (I-57) NB RAMP
JAMES STREET
EXIT 10A


I-440 WB RAMP
AR 161 NORTH (RIXEY)
EXIT 12
ONE WAY
DO NOT ENTER


I-440 WB RAMP
AR 161 NORTH (RIXEY)
EXIT 12
DO NOT ENTER
ONE WAY

Crash # 2024573490 I-630, Section 21, Direction A, Log Mile 5.596



Maintenance Review

The driver accessed I-630 possibly at Exit 6A (Mississippi Ave., Rodney Parham Rd.), Exit 6B (Barrow Rd.), or Exit 7 (Baptist Health Dr.) and traveled eastbound in the westbound travel lane. The wrong-way driver struck the passenger side of an oncoming westbound vehicle which had swerved to avoid a head-on collision.

Maintenance Results

The interchange at Exit 6A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 6B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 7 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.


DO NOT ENTER
WRONG WAY
I-630 WB RAMP
MISSISSIPPI AVE / RODNEY PARHAM RD
EXIT 6A


I-630 WB RAMP
MISSISSIPPI AVE / RODNEY PARHAM RD
EXIT 6A
LEFT TURN SIGNAL
RIGHT TURN SIGNAL
RIGHT TURN SIGNAL
DO NOT ENTER
WRONG WAY


I-630 WB RAMP
BARROW RD
EXIT 6B
DO NOT ENTER

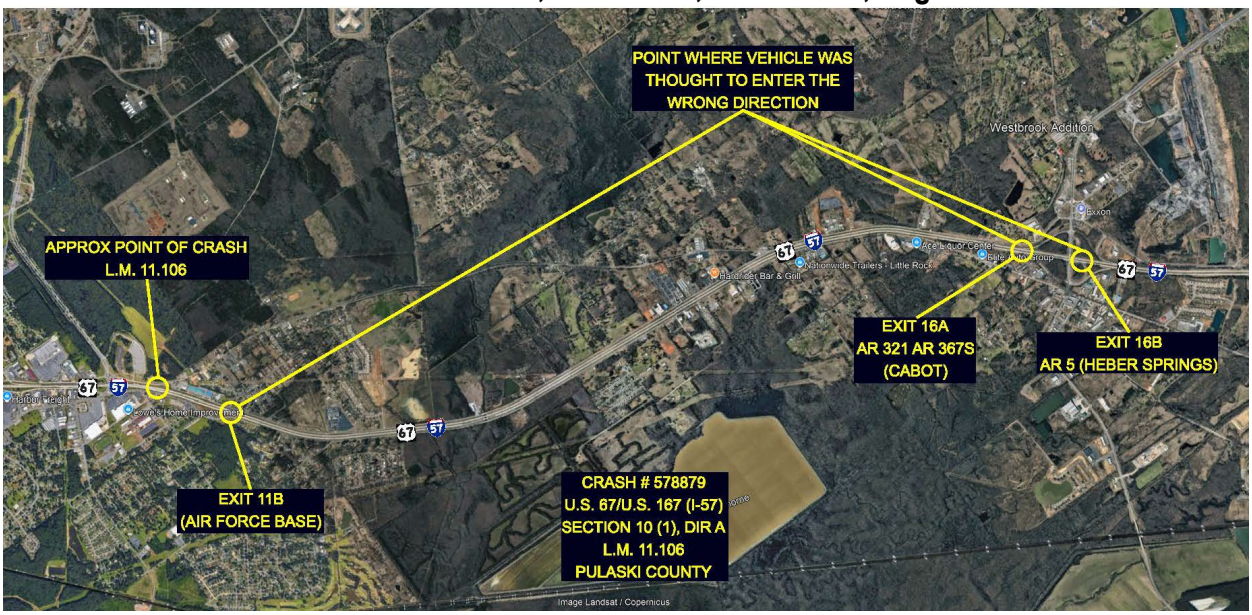

I-630 WB RAMP
BARROW RD
EXIT 6B
DO NOT ENTER
ONE WAY
DO NOT ENTER


I-630 WB RAMP
BARROW RD
EXIT 6B
DO NOT
ENTER


I-630 EB RAMP
VIA I-430 SB EXIT 6A
BAPTIST HEALTH DRIVE
DO NOT
ENTER
DO NOT
ENTER


I-630 WB RAMP
BAPTIST HEALTH DRIVE
EXIT 7
DO NOT ENTER
DO NOT ENTER

Crash # 2024578879 U.S. 67, Section 10, Direction A, Log Mile 11.106



Maintenance Review

The driver accessed U.S. 67 possibly at Exit 11B (Air Force Base), Exit 16A (AR 321, AR 367 South, Cabot), or Exit 16B (AR 5, Heber Springs) and traveled southbound in a northbound travel lane. The wrong-way vehicle struck the concrete median wall causing the vehicle to become disabled in the roadway. The wrong-way driver fled the scene on foot and could not be located.

Maintenance Results

The interchange at Exit 11B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 16A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 16B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.


U.S. 67 / U.S. 167 (I-57) NB RAMP
AIR FORCE BASE
EXIT 11B


U.S. 67 / U.S. 167 (I-57) NB RAMP
AIR FORCE BASE
EXIT 11B


WRONG WAY
WRONG WAY
U.S. 67 / U.S. 167 (I-57) NB RAMP
AR 321 / AR 367S (CABOT)
EXIT 16A


U.S. 67 / U.S. 167 (I-57) NB RAMP
AR 321 / AR 367S (CABOT)
EXIT 16A
DO NOT
ENTER


U.S. 67 / U.S. 167 (I-57) NB RAMP
AR 5 (HEBER SPRINGS)
EXIT 16B
WRONG WAY


U.S. 67 / U.S. 167 (I-57) NB RAMP
AR 5 (HEBER SPRINGS)
EXIT 16B

Appendix D:
Signing and Striping Recommendations and Updates

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 30															
6	Hot Spring	30	21	2024536232	83	WB	N/A	N/A							Not reviewed as it was being redesigned in Job 061741. Wrong Way signs w/ red vertical reflective tape were installed 10/15/2025
6	Pulaski	30	542	2024540760	153A	WB	Y	N			Stop bar and Yield bar faded.	Y			Striping complete 2/11/2026
3	Clark	30	14	2024560720	63	EB	Y	N	Replace Stop sign, Keep Right, One Way, & Do Not Enter signs w/ red vertical reflective strips.	Y	Stop line faded, Yield bar faded, Install white arrow, install cat tracks	Y			Signing completed 8/12/202. Striping complete 3/25/2026
3	Clark	30	14	2024560720	69	EB	Y	N			Stop line faded, Yield bar faded, Install white arrow	Y			Striping complete 3/25/2026
3	Clark	30	14	2024560720	73	EB	Y	N	Straighten Stop sign, Do Not Enter, & One Way sign.	Y	Reapply Stop line, yield bar, and white arrow	Y			Signing complete 3/25/2026 Striping complete 3/25/2026

[1]Meets MUTCD Standard at the time of investigation, Y=Yes, N=No
[2]Meets ARDOT enhanced signing and striping practices at the time of investigation, Y=Yes, N=No

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 40															
6	Pulaski	40	33	2024519460, 2024555706	1A-B via 155	NB	Y	N	Replace Do Not Enter/One Way signs. Install red vertical reflective strip.	Y	Relocate Pavement marking arrow, Install red & white raised pavement markers.	Y			Signing and striping complete 2/11/2026
6	Pulaski	40	33	2024519460, 2024555706	142 via 153B	WB	Y	N	Upsize Stop & Yield signs. Replace Wrong Way, Do Not Enter & One Way signs. Install red vertical reflective strips.	Y					Signing complete 2/11/2026
6	Pulaski	40	33	2024519460, 2024555706	153A	WB	Y	N			Stop bar & Yield bar faded	Y			Striping complete 2/11/2026
6	Pulaski	40	33	2024519460, 2024555706	156	WB	Y	N	Install Do Not Enter and Wrong Way signs w/ red vertical reflective strip.	Y					Signing complete 2/11/2026
6	Pulaski	40	33	2024519460	157	WB	Y	N	Replace Do Not Enter/One Way signs. Install red vertical reflective strip.	Y					Signing complete 1/21/2026
1	Crittenden	40	52	2024522136	271	EB	Y	N			Install white arrows	Y			Striping complete 3/13/2026
1	Crittenden	40	52	2024522136	275	EB	Y	N	Install Do Not Enter & One Way signs w/ red vertical reflective strip.	N	Install cat tracks	N			Red vertical strip installed 3/13/2026. Awaiting sign assembly and yellow cat-tracks
1	Crittenden	40	52	2024522136	276	EB	Y	N	Install Do Not Enter, One Way & Wrong Way signs w/ red vertical reflective strip	N	Install white arrow, stop line and yield bar	Y			Striping complete3/13/2026. Sign updates added to Job 012410 involving wrong-way detection
1	St. Francis	40	51	2024545209	242	WB	Y	N			Stop bar missing/faded Yield bar missing/faded Arrow mislocated	N			Added to Job 012410 involving Wrong-Way detection
6	Pulaski	40	33	2024562898	148	WB	Y	Y							

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 40 (cont.)															
6	Pulaski	40	33	2024562898	150	WB	Y	Y							
6	Pulaski	40	33	2024562898	152B	WB	Y	N	Install Keep Right sign, Replace Do Not Enter & One Way signs.	Y	Reapply yellow cat tracks.	Y			Signing and striping complete 1/26/2026
6	Prairie	40	41	2024533140	173	EB	Y	N	Install Do Not Enter and One Way signs, with red delineation strip.	Y	Reapply Yield bar.	Y			Signing and striping completed 10/15/2025
6	Prairie	40	41	2024533140	175	EB	Y	N	Install Stop, Do Not Enter, and One Way signs with red vertical reflective strips.	Y					Signing completed 10/15/2026
6	Prairie	40	41	2024533140	183	EB	Y	N	Install Stop, Do Not Enter, and One Way signs with red vertical reflective strips.	Y	Install yellow Cat Tracks.	Y			Signing and striping completed 10/15/2025.

[1]Meets MUTCD Standard at the time of investigation, Y=Yes, N=No
[2]Meets ARDOT enhanced signing and striping practices at the time of investigation, Y=Yes, N=No

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 49															
4	Washington	49	292	2024551121	67A	NB	Y	N	Additional Do Not Enter sign needed. Do Not Enter sign upsize needed. Add red vertical post delineators.	Y					Completed 10/8/2025
4	Crawford	49	62	2024562266	21	NB	Y	N	Wrong Way Red vertical strip missing	Y					Completed 10/8/2025
Interstate 55															
1	Crittenden	55	11	2024507479	10	SB	Y	Y							
1	Crittenden	55	11	2024507479	14	SB	Y	Y							
1	Crittenden	55	11	2024507479	17	SB	Y	N			Install white arrows, Reapply Yields bars	Y	Trees & bushes to be trimmed	Y	Completed 3/13/2026

[1]Meets MUTCD Standard at the time of investigation, Y=Yes, N=No
[2]Meets ARDOT enhanced signing and striping practices at the time of investigation, Y=Yes, N=No

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 430															
6	Pulaski	430	21	2024559985	1	SB	Y	N	Install Do Not Enter and Wrong Way signs with red vertical post delineator.	Y	Stop bar faded.	Y			Signing and striping complete 2/11/2026
6	Pulaski	430	21	2024559985	126 via 129B	SB	Y	N	Replace Do Not Enter and Wrong Way signs with red vertical post delineator.	Y	Install arrow and red/white raised pavement markers.	Y			Signing and striping complete 2/11/2026
6	Pulaski	430	21	2024559985	128	SB	Y	N	Replace Do Not Enter and Wrong Way signs with red vertical post delineator.	Y					Signing complete 2/11/2026
6	Pulaski	430	21	2024559985	130 via 129A	SB	Y	N	Install Do Not Enter and Wrong Way signs with red vertical post delineator.	Y					Signing complete 2/11/2026
Interstate 630															
6	Pulaski	6A	1	2024573490	6A	WB	Y	Y							
6	Pulaski	6B	1	2024573490	6B	WB	Y	Y							
6	Pulaski	7	1	2024573490	7	WB	Y	Y							
Interstate 555															
10	Poinsett	555	2	2024516625	8	SB	Y	N	Install red delineation strips	Y	Reapply white arrow Install yellow cat tracks Reapply stop line	Y			Signing complete 10/22/2025 Striping complete 3/15/2026
10	Poinsett	555	2	2024516625	13	SB	Y	N	Wrong-way sign missing Install red vertical reflective strips	Y	Stop bar faded/missing Yield line faded/missing Install white arrow	Y			Signing complete 10/22/2025 Striping complete 3/15/2026
10	Poinsett	555	2	2024516625	14	SB	Y	N	Wrong-way sign missing Straighten one-way (right arrow, Do Not Enter and Stop sign.	Y	Stop bar faded/missing Install white arrow	Y			Signing complete 10/18/2025 Striping complete 3/15/2026

[1]Meets MUTCD Standard at the time of investigation, Y=Yes, N=No
[2]Meets ARDOT enhanced signing and striping practices at the time of investigation, Y=Yes, N=No

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
U.S. 67															
5	Jackson	67	15	2024553059	85	NB	Y	Y			Reapply Stop line and Yield bar. Install white arrow.				Striping complete 4/29/2025
5	Jackson	67	15	2024553059, 2024561458	87	NB	Y	N	Install One Way signs & red vertical post delineator strip.	Y	Reapply Stop line and Yield bar. Install white arrow.				Signing and striping complete 4/29/2025
5	Jackson	67	15	2024553059, 2024561458	95	NB	Y	N	Install Wrong Way sign w/ red vertical post delineator.	Y	Reapply Stop line and Yield bar. Install white arrow				Signing and striping complete 4/29/2025
10	Craighead	67	16	2024561458	102	NB	Y	N			Stop line faded/missing Yield bar faded/missing Arrow mislocated	Y			Striping completed 2/17/2026
6	Pulaski	67	10	2024565678	9	SB	N/A	N/A							Not reviewed due to redesign.
6	Pulaski	67	10	2024565678	10A	SB	N/A	N/A							Not reviewed due to redesign.
6	Pulaski	67	10	2024565678	12 via 6	SB	Y	N	Install Do Not Enter sign.	Y	Reapply Stop line & Yield bar. Install white arrows.	Y			Signing and Striping completed 2/11/2026
6	Pulaski	67	10	2024578879	11B	SB	Y	N	Install Wrong Way, Do Not Enter, & One Way signs w/ red vertical delineation strips.	Y					Signing completed 2/11/2026
6	Pulaski	67	10	2024578879	16A	SB	Y	N	Install & Replace Do Not Enter & One Way signs.	Y					Signing completed 2/11/2026
6	Pulaski	67	10	2024578879	16B	SB	Y	N	Install & Replace Do Not Enter & One Way signs.	Y					Signing completed 2/11/2026

[1]Meets MUTCD Standard at the time of investigation, Y=Yes, N=No
[2]Meets ARDOT enhanced signing and striping practices at the time of investigation, Y=Yes, N=No

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
U.S. 70															
6	Garland	70	9	2024520343	9	WB	Y	Y							

[1]Meets MUTCD Standard at the time of investigation, Y=Yes, N=No
[2]Meets ARDOT enhanced signing and striping practices at the time of investigation, Y=Yes, N=No