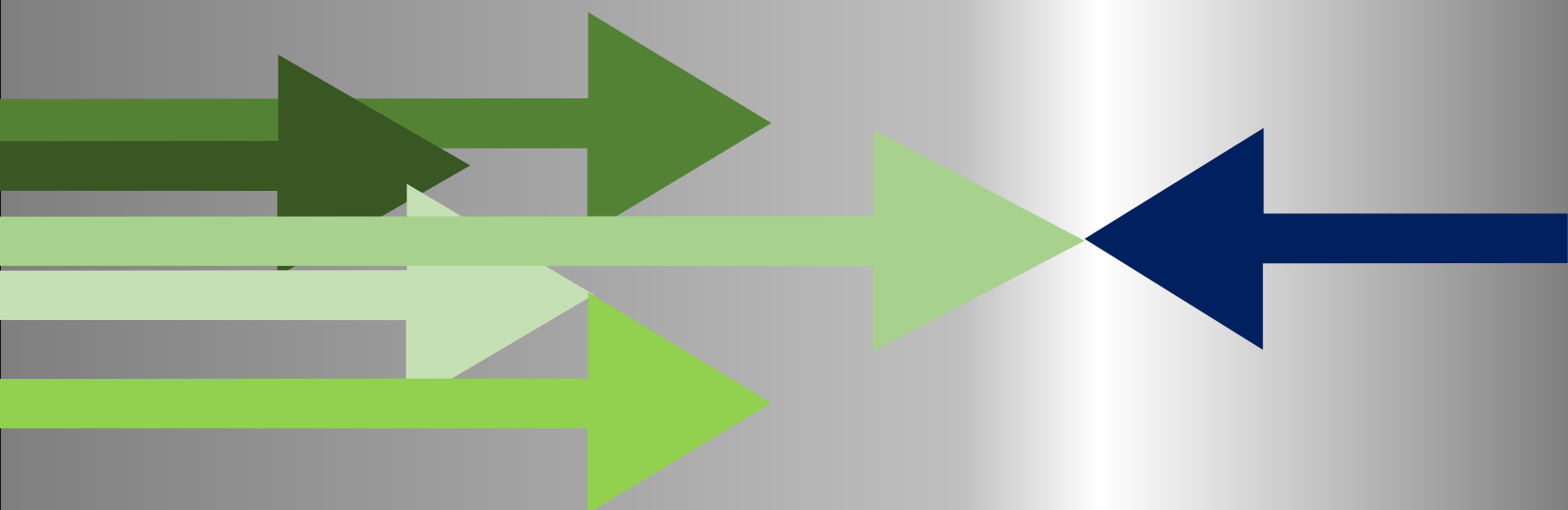


WRONG-WAY CRASH STUDY

INTERSTATES AND FREEWAYS | CALENDAR YEAR 2021



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ARKANSAS DEPARTMENT OF TRANSPORTATION

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

This notice is available from the Division Head in large print, on audiotape and in Braille.

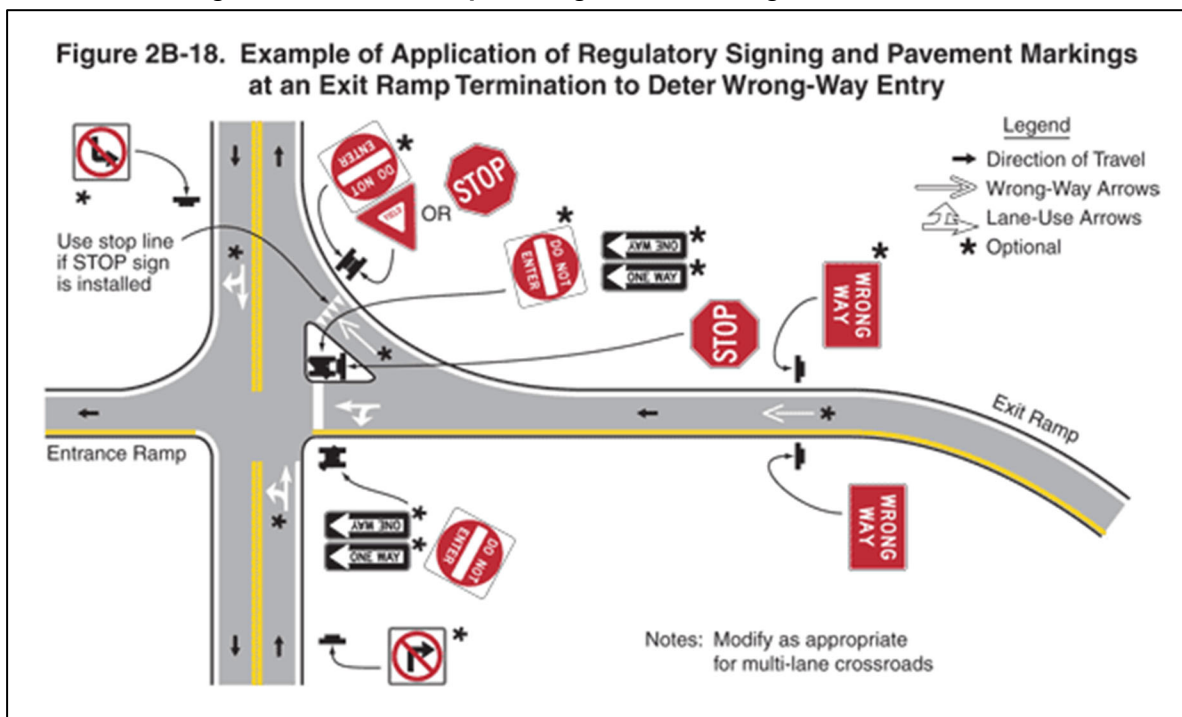
Wrong-Way Crash Report

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, which consists of reviewing the signing and striping for compliance with the minimum requirements of the *Manual on Uniform Traffic Control Devices (MUTCD)*, as well as compliance with the current Department signing practices (see Figure 1). The minimum requirements as specified in Section 2B.41 of the MUTCD 2009 Edition include the following:

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

Figure 1. Minimum Required Signs and Markings from the MUTCD



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

The Department has adopted the supplementary low-cost countermeasures listed below and outlined in Commission Minute Order 2016-004 (see Appendix B) to further curtail wrong-way driving. This practice enhances the conspicuity of the signage and provides added protection to ensure that the minimum required signage remains in place should one of the sign assemblies be damaged or destroyed. These safety improvements were introduced in a statewide project to reduce wrong-way incursions on Arkansas freeways. This project was substantially completed in March 2018 and has since 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 the Interstates and other freeways with full control of access (see Figure 2) in Calendar Year 2021. The analysis shown in Table 1 summarizes crashes that involved a vehicle entering or traveling in the wrong direction on the controlled access facility, with the exception of crossover crashes. Table 2 shows a comparison of wrong-way crashes from 2019 to 2021 while Figure 3 provides an overview of wrong-way crash history since 2011. Wrong-way crash occurrences have been relatively stable in recent years, even as overall crashes have increased.

Table 1. Summary of Wrong-Way Crash Analysis in Calendar Year 2021

Crash Severity	2 Fatal Crashes (3 fatalities)				
	7 Non-fatal Injury Crashes that include:	4 Suspected Serious Injury Crashes			
		2 Suspected Minor Injury Crashes			
		1 Possible Injury Crashes			
12 Property Damage Only Crashes (PDO)					
Crash Type	Front to Front	12	Road Surface Condition	Dry	16
	Angle	3		Wet	5
	Sideswipe	3			
	Single Vehicle	3			
Light Conditions	Dark	16	Contributing Factors†	Alcohol	10
	Daylight	2		Drugs	1
	Dark but Lighted	2		None*	5
	Dawn/Dusk	1		Unknown	5
†Crashes may have more than one Contributing Factor					
* Driver was not impaired					

Table 2. Wrong-Way Crashes 2019-2021*

Year	Total Wrong Way Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Dark Crashes**	Driver Impaired Drugs or Alcohol	Fatal Crashes Driver Impaired on Drugs or Alcohol
2019	21	5	5	3	17	13	2
2020	19	5	6	4	14	15	4
2021	21	2	3	4	18	10	1
*See Table 3 for further details.							
**Dark Crashes include crashes with lighting, no lighting, and unknown lighting.							

Figure 2. Wrong-Way Crash Locations in Calendar Year 2021

Wrong-Way Crashes 2021

Interstates & Other Controlled Access Highways

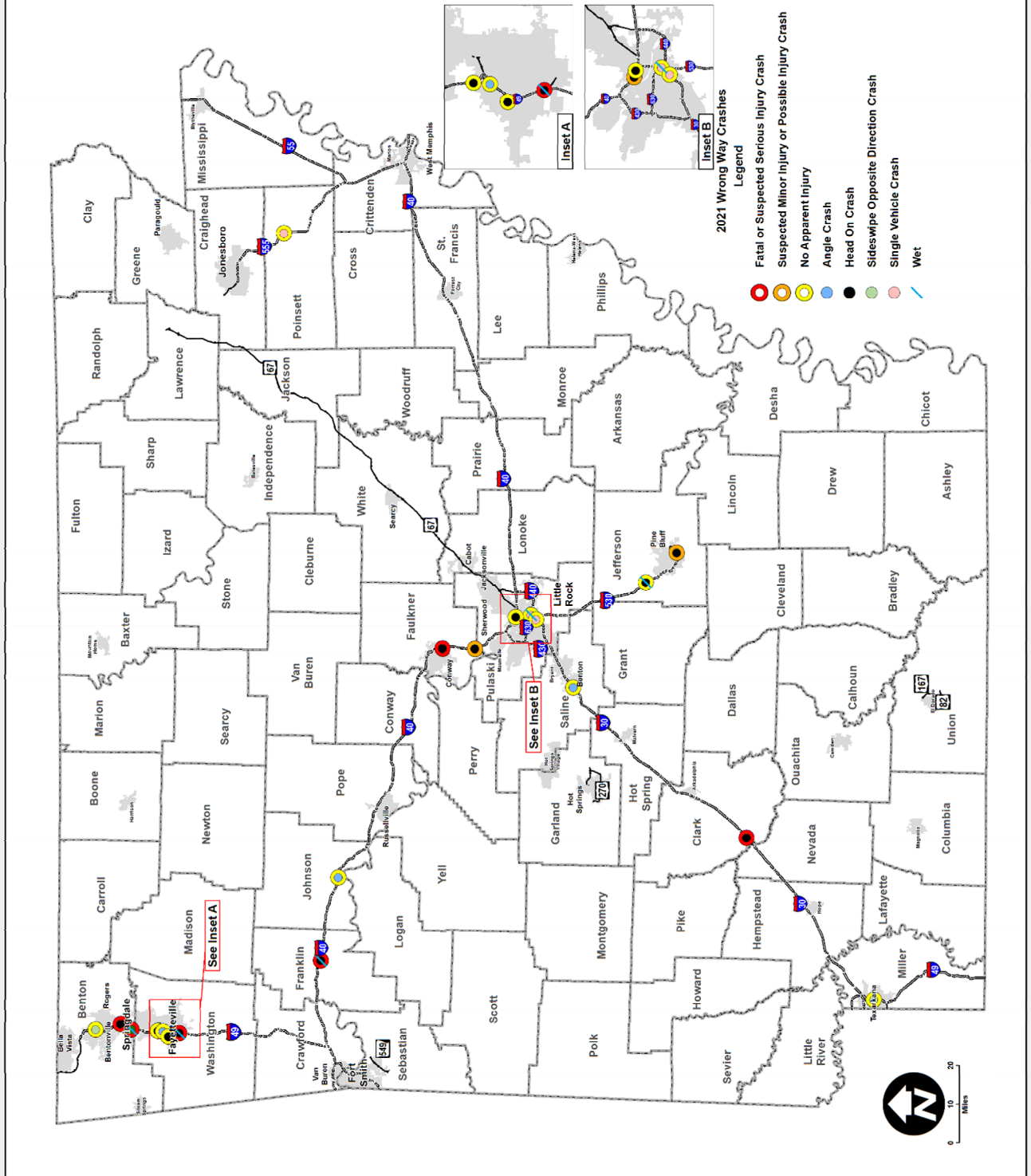
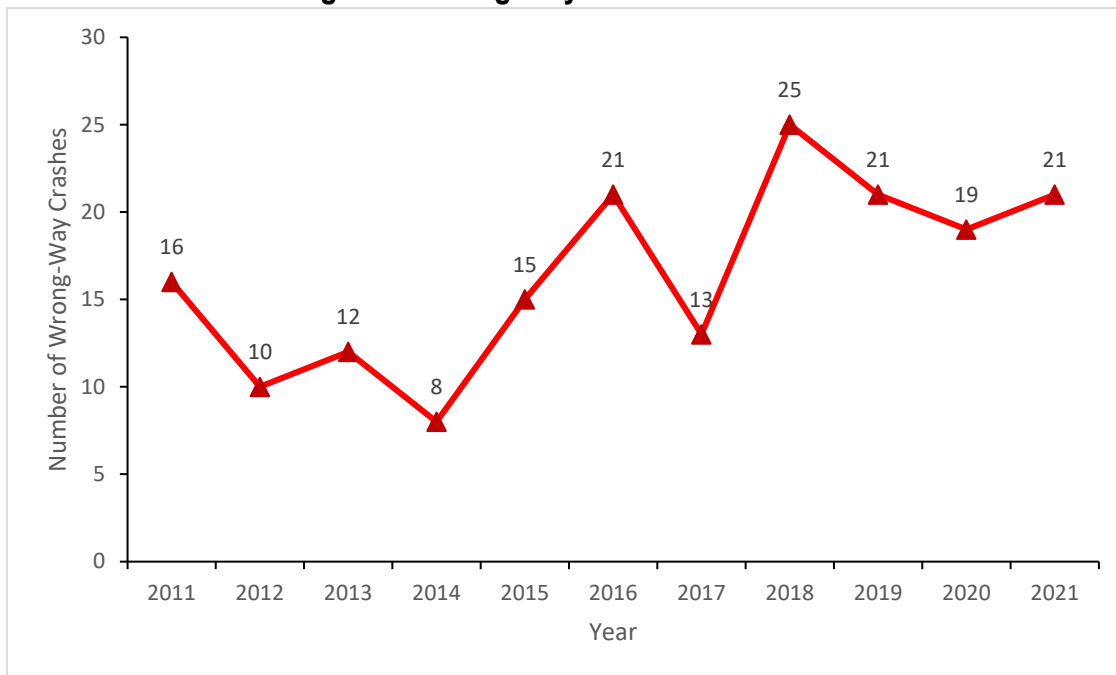


Figure 3. Wrong-Way Crashes 2011-2021



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 off-ramps immediately preceding the crash location.

Despite only 21 wrong-way crashes, a total of 55 interchange off-ramps were considered. Two of these ramps were closed for construction at the time and were not reviewed. The findings are summarized below and in Table 3. Any modifications to signage and striping that have been completed are noted in Appendix B. Any modification that has not been completed will be implemented by state forces as their schedule permit.

MUTCD Minimum Requirements

- All 53 ramps reviewed were found to comply with MUTCD minimum requirements.

Current Department Requirements

- Both the signing and striping at 15 of the ramps were also found to comply with current Department requirements.
- 13 of the ramps had either missing or improperly sized signs to meet current Department requirements but had adequate striping.
- 14 of the ramps met the signing requirements but require pavement marking changes to meet current Department requirements.
- 11 of the ramps required both signing and pavement markings to meet current Department requirements.

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

Table 3. List of Wrong-Way Crashes on Interstates and Other Freeways in Calendar Year 2021

Crash #	County	Rte	Sec	LM	Crash Sev. ¹	# Fat.	# SSI ²	Type	Date	Time	Urban /Rural	Light Condition	Surf. Cond.	Impaired	System	Exit Number Reviewed	MUTCD ³	ARDOT ⁴
2021503876	Pulaski	40	505	0.152	5	0	0	Front to front	1/22/2021	23:11	U	Dark – not lighted	Dry	Unknown	Interstate Ramp-WB	152A	Y	Y
2021507700	Faulkner	40	32	137.832	3	0	0	Front to front	2/7/2021	01:59	U	Dark – not lighted	Dry	Alcohol	Interstate	142,146,147,148	Y, Y, Y, Y	N, N, N, N
2021513771	Saline	30	22	26.768	5	0	0	Angle	3/12/2021	13:33	U	Daylight	Dry	None	Interstate Anti-Log	116	Y	N
2021514504	Benton	49	29	76.083	2	0	1	Sideswipe, same direction	3/18/2021	05:20	U	Dark – not lighted	Wet	None	Interstate	78, 81, 82	Y, Y, Y	Y, Y, N
2021518888	Jefferson	530	5	2.427	3	0	0	Front to front	4/3/2021	21:59	U	Dark – not lighted	Dry	Alcohol	Interstate Anti-Log	41, 42, 43	Y, Y, Y	N, N, Y
2021522926	Washington	49	284	0.246	5	0	0	Front to front	4/17/2021	23:36	U	Dark – not lighted	Dry	None	Interstate Ramp-SB	64	Y	Y
2021523199	Pulaski	40	33	133.218	4	0	0	Front to front	4/25/2021	03:20	U	Dark – not lighted	Dry	Alcohol	Interstate Anti-Log	146,147,148, 150	Y, Y, Y, Y	Y, N, N, Y
2021526297	Benton	49	29	12.894	1	1	1	Front to front	5/7/2021	22:09	U	Dark – not lighted	Dry	Alcohol	Interstate Anti-Log	76, 77, 78	Y, Y, Y	N, Y, Y
2021526889	Washington	49	295	1.166	5	0	0	Front to front	5/8/2021	02:05	U	Dark – not lighted	Dry	Alcohol	Interstate Ramp-SB	67A	Y	N
2021536005	Benton	49	29	85.787	5	0	0	Sideswipe, opposite direction	6/17/2021	14:10	U	Daylight	Dry	Unknown	Interstate	87, 88A, 88B	Y, Y, Y	N, N, N
2021541322	Washington	49	294	0.363 ⁶	5	0	0	Angle	6/29/2021	23:00	U	Dark – not lighted	Dry	Drugs	Interstate Anti-Log	62, 64, 65	Y, Y, Y	N, Y, Y
2021541356	Franklin	40	12	246.103	2	0	2	Front to front	7/10/2021	22:00	R	Dark – not lighted	Wet	Alcohol	Interstate Anti-Log	24, 35, 37	Y, Y, Y	Y, N, N
2021543135	Pulaski	30	23	138.861	5	0	0	Single vehicle crash	7/11/2021	02:30	U	Dark – lighted	Wet	Alcohol	Interstate	139B,140 ⁵ ,141A ⁵	Y	Y
2021544517	Clark	30	14	87.785	2	0	1	Front to front	7/23/2021	05:30	R	Dark – not lighted	Dry	None	Interstate Anti-Log	44, 46, 54	Y, Y, Y	N, N, N
2021547574	Poinsett	555	168	0.417	5	0	0	Single vehicle crash	8/9/2021	19:40	R	Dusk	Dry	None	Interstate Ramp-SB	24	Y	N
2021548684	Washington	49	28	57.686	2	0	3	Front to front	8/14/2021	04:15	R	Dark – not lighted	Wet	Alcohol	Interstate Anti-Log	29, 34, 45	Y, Y, Y	Y, N, N
2021568920	Faulkner	40	32	155.200	1	2	0	Front to front	10/31/2021	00:48	U	Dark – unknown	Dry	Unknown	Interstate Anti-Log	125, 127, 129A, 129B,	Y, Y, Y, Y	N, N, Y, N
2021575101	Miller	49	21	32.738	5	0	0	Sideswipe, opposite direction	11/29/2021	18:28	U	Dark – not lighted	Dry	Unknown	Interstate	35, 2 via 37, 7 via 37, 41	Y, Y, Y, Y	N, N, N, N
2021577859	Pulaski	30	23	136.990	5	0	0	Single vehicle crash	12/2/2021	22:11	U	Dark – not lighted	Dry	Alcohol	Interstate	138A, 138B, 139A	Y, Y, Y	N, N, N
2021581380	Jefferson	530	5	31.290	5	0	0	Front to front	12/18/2021	02:30	U	Dark – not lighted	Wet	Alcohol	Interstate	32, 34, 35, 36	Y, Y, Y, Y	N, N, N, Y
2021581708	Johnson	40	259	0.139	5	0	0	Angle	12/23/2021	23:45	U	Dark – lighted	Dry	Unknown	Interstate Ramp-EB	58	Y	N

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

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

³Meets MUTCD Standard at time of investigation, Y=Yes, N=No

⁴Meets ARDOT Standard at time of investigation, Y=Yes, N=No

⁵This exit was not reviewed during this study period due to ramps being closed for construction.

⁶Crash location was on an on-ramp between I-49 and Highway 71. The vehicle entered I-49 north of this location on the anti-log side.

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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

A Bill

HOUSE BILL 1961

4
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.

13
14 **APPROVED: 3/27/2009**

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Appendix B: Commission Minute Orders

MINUTE ORDER

District: Statewide
County: Statewide
Category: Commission Policy

Page 1 of 1 Page

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






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

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

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

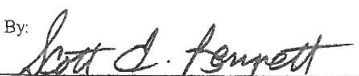
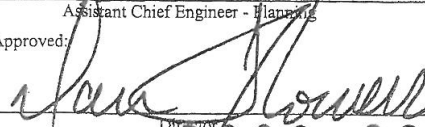
NOW THEREFORE, the Director is authorized to conduct an annual analysis, beginning with the 2009 reporting period, of all reported wrong-way crashes on Interstate highways and other freeways that are a part of the state highway system to determine whether the installation of additional traffic control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

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

Approved:  Chairman
 Vice-Chairman
 Member
 Member
 Member

ACE-P

Form 19-456
Rev. 08/01/2007

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

ARKANSAS STATE HIGHWAY COMMISSION

MINUTE ORDER

District: Statewide
County: Statewide
Category: Improvement Project

Page 1 of 1 Page

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

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

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

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

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

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

Approved: _____ Chairman
 _____ Vice-Chairman
 _____ Member
 _____ Member
 _____ Member

Submitted By: _____
 Assistant Chief Engineer - Planning
 Approved: _____
 Director
 Minute Order No. 2016 004
 Date Passed JAN 20 2016

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

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

Crash # 2021503876 I-40, Section 505, Direction A, Log Mile 0.152**Maintenance Review**

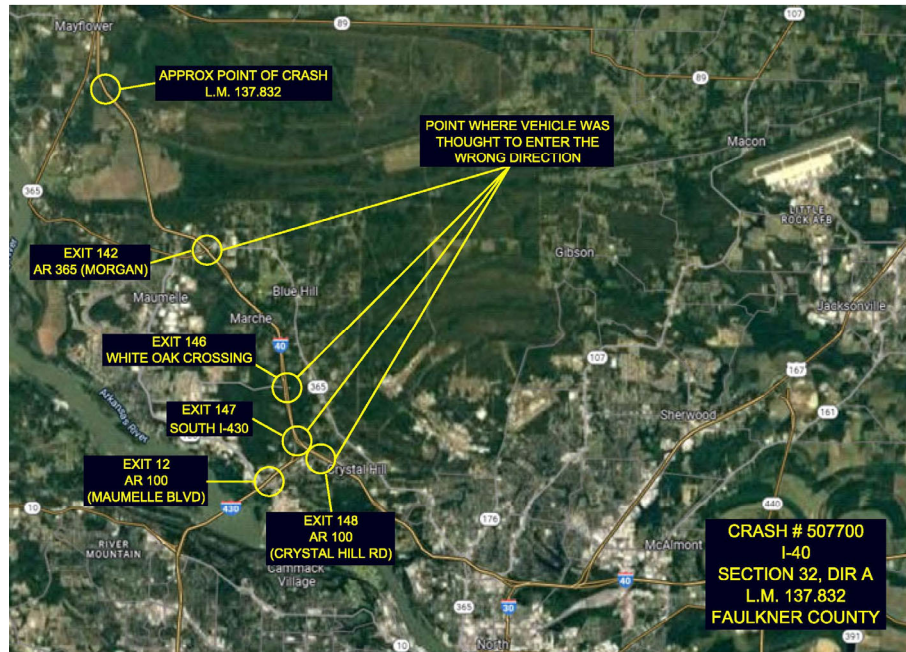
The driver attempted to access I-40 at Exit 152A (AR 176, Camp Robinson Rd.) and traveled eastbound in the westbound traffic lane of the Exit 152A off-ramp. The wrong-way driver was involved in a head-on collision.

Maintenance Review Results

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





Crash # 2021507700 I-40, Section 32, Direction A, Log Mile 137.832**Maintenance Review**

The driver accessed I-40 possibly at Exit 142 (AR 365, Morgan), Exit 146 (White Oak Crossing), Exit 147 (South I-430), or Exit 148 (AR 100, Crystal Hill Rd.), and traveled westbound in eastbound traffic on I-40. The driver struck the front of an eastbound vehicle which caused that vehicle to strike the concrete barrier on the left shoulder. The driver continued west striking a second vehicle, again causing the second vehicle to strike the concrete barrier wall on the left shoulder. The wrong-way vehicle then struck the concrete barrier wall on the left shoulder, where it came to a final rest. The wrong-way driver was under the influence of alcohol.

Maintenance Results

The interchange at Exit 142 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (yield bar, arrow) have faded and need to be replaced to conform with current ARDOT requirements.

The interchange at Exit 146 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, red vertical reflective strips need to be installed on the "Do Not Enter" and "Wrong Way" signposts to conform with current ARDOT requirements.

The interchange at Exit 12 via Exit 147 was reviewed. Signs were in place and in conformance with MUTCD. However, red vertical reflective strips need to be installed on the "Do Not Enter" and "Wrong Way" signposts to conform with current ARDOT requirements. Also, pavement markings (arrow) have faded and need to be replaced to conform with current ARDOT requirements. The sign modifications have been implemented.

The interchange at Exit 148 was reviewed. Pavement markings and signs were in conformance with MUTCD. However, the "Yield" sign was damaged and the "Do Not Enter" sign needed to be upsized to conform with current ARDOT requirements. Also, the sign assemblies needed to be straightened. These modifications have been implemented.









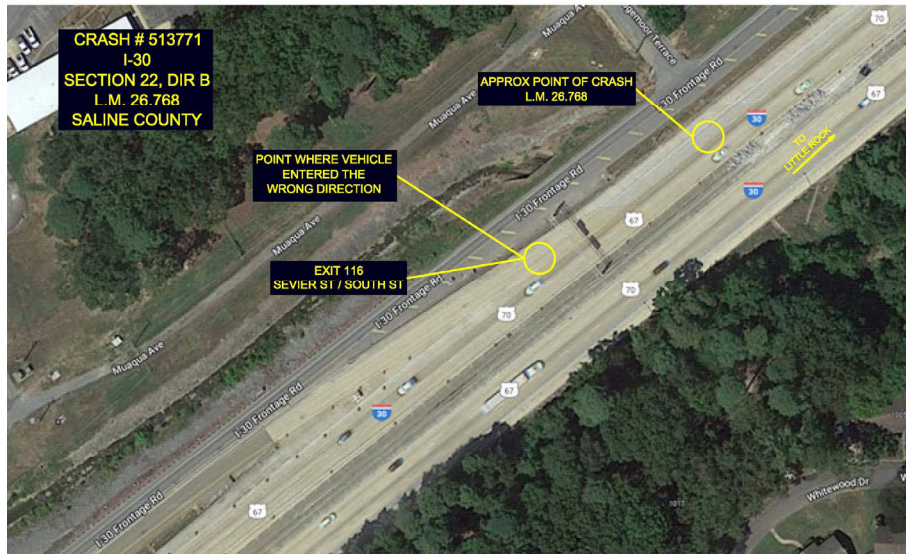


I-430 SB RAMP
AR 100 (MAUMELLE BLVD)
EXIT 12



I-430 SB RAMP
AR 100 (MAUMELLE BLVD)
EXIT 12



Crash # 2021513771 I-30, Section 22, Direction B, Log Mile 26.768**Maintenance Review**

The driver accessed I-30 at Exit 116 (Sevier St. & South St.) and traveled eastbound in the westbound traffic lane of the Exit 116 westbound off ramp. The driver realized his mistake and attempted to complete a U-turn onto westbound I-30 from the exit ramp striking an oncoming vehicle.

Maintenance Results

The interchange at Exit 116 was reviewed. Pavement markings were in place and in conformance with MUTCD and ARDOT requirements. However, an additional “Do Not Enter” sign needs to be installed at the ramp, and the existing “Do Not Enter” signs need to be upsized with red vertical reflective strips installed on the signposts to conform with ARDOT requirements.



Crash # 2021514504 I-49, Section 29, Direction A, Log Mile 76.083**Maintenance Review**

The driver accessed I-49 possibly at Exit 78 (AR 264, West Monroe Ave.), Exit 81 (Pleasant Grove) or Exit 82 (Promenade Blvd.) and traveled southbound in the northbound traffic lane on I-49. The driver realized he was going the wrong-way and attempted to turn around, turning into the path of another vehicle.

Maintenance Results

The interchange at Exit 78 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

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

The interchange at Exit 82 was reviewed. Signs were in place and in conformance with MUTCD. However, additional "Do Not Enter" signs need to be installed to conform with current ARDOT requirements. These modifications have been implemented.







Crash # 2021518888 I-530, Section 5, Direction B, Log Mile 2.427**Maintenance Review**

The driver accessed I-530 possibly at Exit 41 (Old Warren Rd.), Exit 42 (Hazel St.), or Exit 43 (South U.S. 63/North U.S. 63B, S. Olive St.) and traveled southbound in the northbound traffic lane on I-530. The driver was in a head-on collision with another vehicle. The wrong-way driver was under the influence of alcohol.

Maintenance Results

The interchange at Exit 41 was reviewed. Signs were in place and in conformance with MUTCD. However, the “Stop”, “Do Not Enter”, and “One Way” sign assemblies were missing, or damaged and red vertical reflective strips need to be installed on the signposts to be conform with current ARDOT requirements. Also, the pavement marking arrow needs to be moved up 90’ to conform with current ARDOT requirements. These modifications have been implemented.

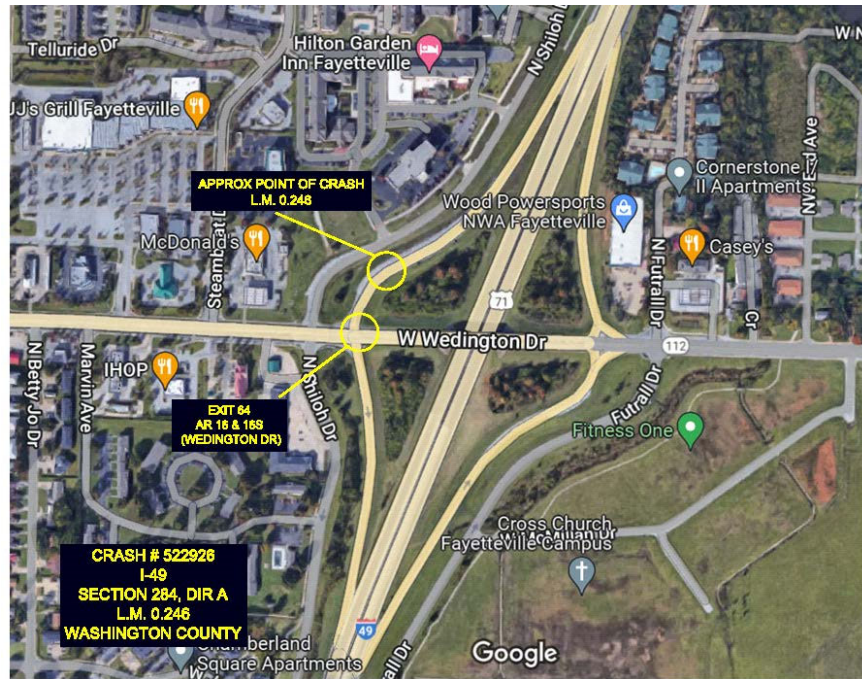
The interchange at Exit 42 was reviewed. Signs were in conformance with MUTCD. However, the “Wrong Way” sign was missing and red vertical reflective strips need to be installed on the signpost to be consistent with current ARDOT requirements. Also, the pavement marking arrow needs to be moved up 200’ to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 43 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.







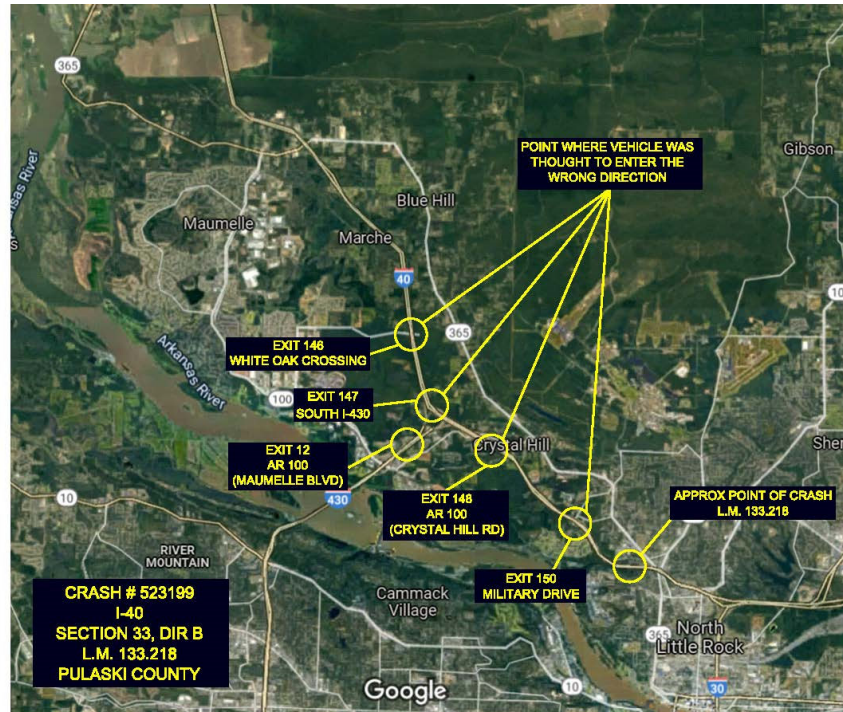
Crash # 2021522926 I-49, Section 284, Direction A, Log Mile 0.246**Maintenance Review**

The driver attempted to access I-49 at Exit 64 (AR 16 & 16S, Wedington Dr.), and traveled northbound in the southbound off ramp. The wrong-way vehicle was involved in a head-on collision on the southbound exit ramp.

Maintenance Results

The interchange at Exit 64 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.



Crash # 2021523199 I-40, Section 33, Direction B, Log Mile 133.218**Maintenance Review**

The driver accessed I-40 possibly at Exit 146 (White Oak Crossing), Exit 147 (South I-430), Exit 148 (AR 100, Crystal Hill Rd.), or Exit 150 (Military Dr.) and traveled eastbound in the westbound traffic lane on I-40 which resulted in a head-on collision. The wrong-way driver was under the influence of alcohol.

Maintenance Results

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

The interchange at Exit 12 via Exit 147 was reviewed. Signs were in place and in conformance with MUTCD. However, the “Do Not Enter” and “Wrong Way” signs need to be installed with red vertical reflective strips on the signposts to conform with current ARDOT requirements. Also, pavement markings (arrow) have faded and need to be replaced to conform with current ARDOT requirements. The sign modifications have been implemented.

The interchange at Exit 148 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the “Yield” and “Do Not Enter” signs need to be upsized to conform with current ARDOT requirements. These modifications have been implemented.

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







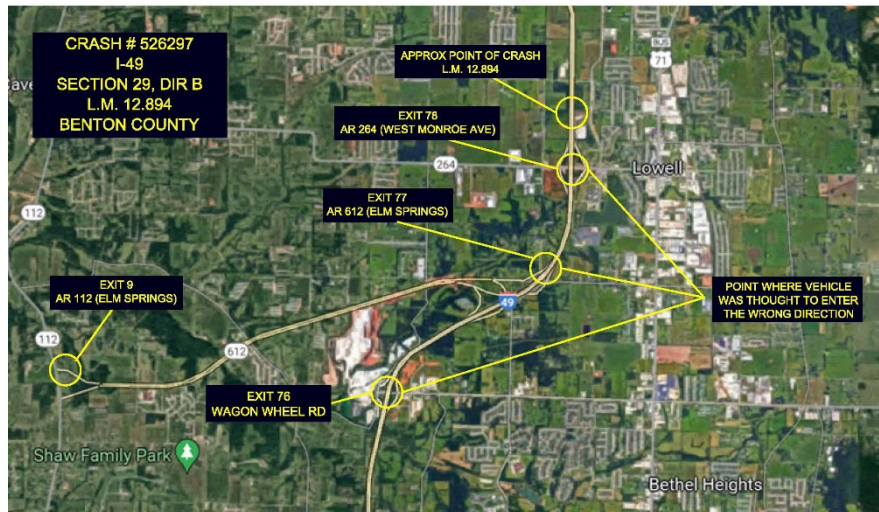
I-430 SB RAMP
AR 100 (MAUMELLE BLVD)
EXIT 12



I-430 SB RAMP
AR 100 (MAUMELLE BLVD)
EXIT 12





Crash # 2021526297 I-49, Section 29 Direction B, Log Mile 12.894**Maintenance Review**

The driver accessed I-49 possibly at Exit 76 (Wagon Wheel Rd.), Exit 77 (AR 612, Elm Springs) or Exit 78 (AR 264, West Monroe Ave.) and traveled northbound in the southbound traffic lane on I-49. The driver sideswiped a tractor-trailer and continued northbound where it struck two other vehicles nearly head-on. This resulted in a fatality. The wrong-way driver was suspected of alcohol usage.

Maintenance Results

The interchange at Exit 76 was reviewed. Pavement markings were in place and in conformance with MUTCD and ARDOT requirements. However, the “One Way” signs were missing and need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 9 via Exit 77 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 78 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.









Crash # 2021526889 I-49, Section 295, Direction A, Log Mile 1.166**Maintenance Review**

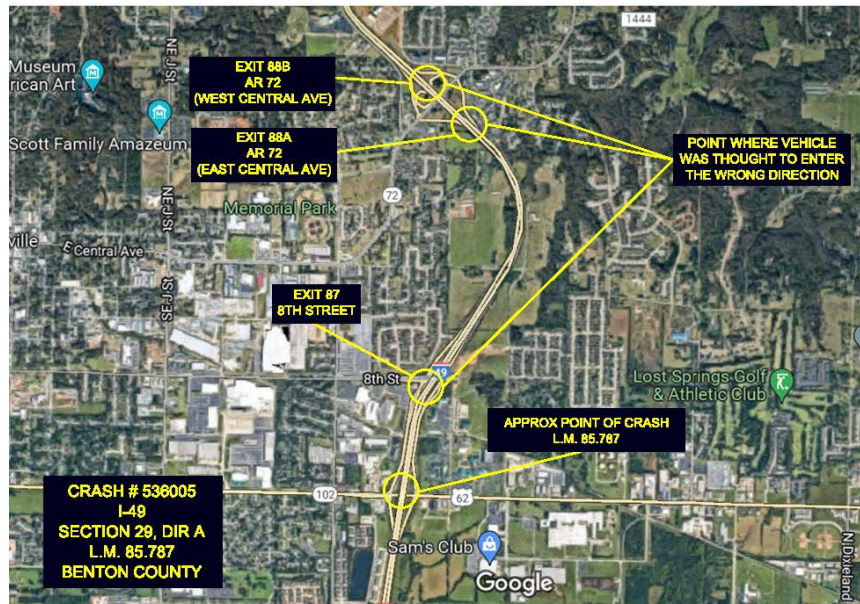
The driver attempted to access I-49 at AR 112 (Garland Ave.) by making a left turn onto the southbound traffic lane of the Exit 67A off ramp. The wrong-way vehicle was involved in a head-on collision on the southbound exit ramp. The wrong-way driver was suspected of being under the influence of alcohol at the time.

Maintenance Results

The interchange at Exit 67A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the "One Way" signs at the ramp need to be upsized, and red vertical reflective strips need to be installed on the "Wrong Way" and "Do Not Enter" signposts to conform with current ARDOT. These modifications have been implemented.





Crash # 2021536005 I-49, Section 29, Direction A, Log Mile 85.787**Maintenance Review**

The driver accessed I-49 possibly at Exit 87 (8th Street), Exit 88A (AR 72, East Central Ave.) or Exit 88B (AR 72, West Central Ave.) and traveled southbound in the northbound traffic lane on I-49. A northbound driver observed the wrong-way vehicle and quickly steered right attempting to avoid a head-on collision. Both vehicles sideswiped each other. The wrong-way driver continued traveling south on I-49 and failed to stop after the crash.

Maintenance Results

The interchange at Exit 87 was reviewed. Signs were in place and in conformance with MUTCD. However, red vertical reflective strips need to be installed on the “Do Not Enter” and “Wrong Way” signposts to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 88A was reviewed. Signs were in place and in conformance with MUTCD. However, red vertical reflective strips need to be installed on the “Do Not Enter” and “Wrong Way” signposts to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 88B was reviewed. Signs were in place and in conformance with MUTCD. However, the “Do Not Enter” sign was damaged and needs to be replaced. Red vertical reflective strips need to be installed on the “Do Not Enter” and “Wrong Way” signposts to conform with current ARDOT requirements. Also, pavement marking arrows need to be installed to conform with current ARDOT requirements. The sign modifications have been implemented.







Crash # 2021541322 I-49, Section 294, Direction B, Log Mile 0.363**Maintenance Review**

The driver accessed I-49 possibly at Exit 62 (US 62 / AR 180, MLK), Exit 64 (AR 16 & 16S, Wedington Dr.), or Exit 65 (Stephen Carr Memorial Blvd.) and traveled northbound in the southbound traffic lane on I-49. The driver struck another vehicle head-on and came to a final rest on Exit 67A on-ramp. The driver then fled the scene on foot but was apprehended later. The wrong-way driver was suspected of drug use at the time of the crash.

Maintenance Results

The interchange at Exit 62 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, additional “Do Not Enter” and “One Way” signs need to be installed at the entrance ramp, and the existing “Do Not Enter” signs need to be upsized with red vertical reflective strips installed on all “Do Not Enter” and “Wrong Way” signposts to conform with current ARDOT requirements. These modifications have been implemented

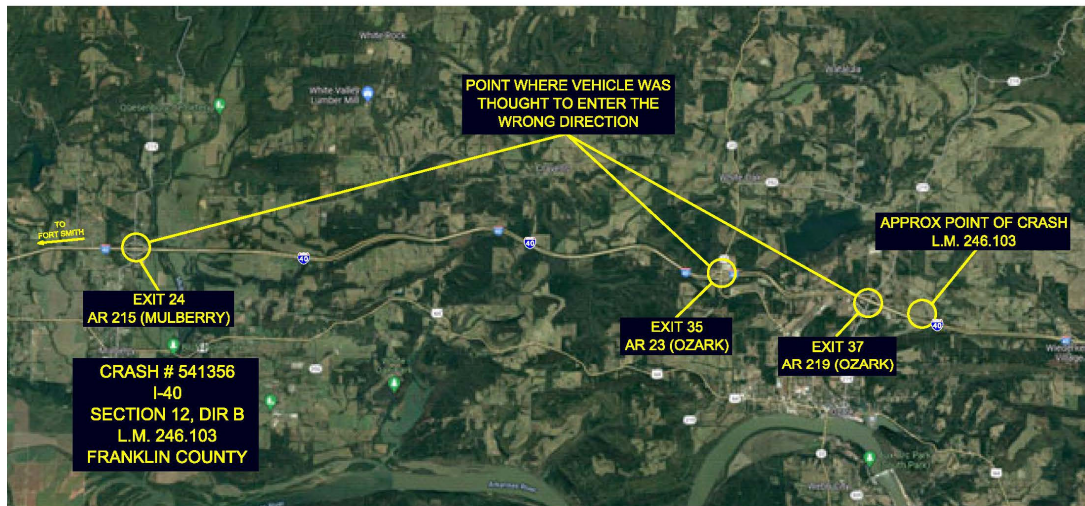
The interchange at Exit 64 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

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







Crash # 2021541356 I-40, Section 12, Direction B, Log Mile 246.103**Maintenance Review**

The driver accessed I-40 possibly at Exit 24 (AR 215, Mulberry), Exit 35 (AR 23, Ozark), or Exit 37 (AR 219, Ozark) and traveled eastbound in the westbound traffic lane on I-40. The wrong-way driver was involved in a head-on at log mile 246.103. After impact, the driver veered left and struck a second westbound vehicle head-on. The wrong-way driver was under the influence of alcohol at the time of crash.

Maintenance Results

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

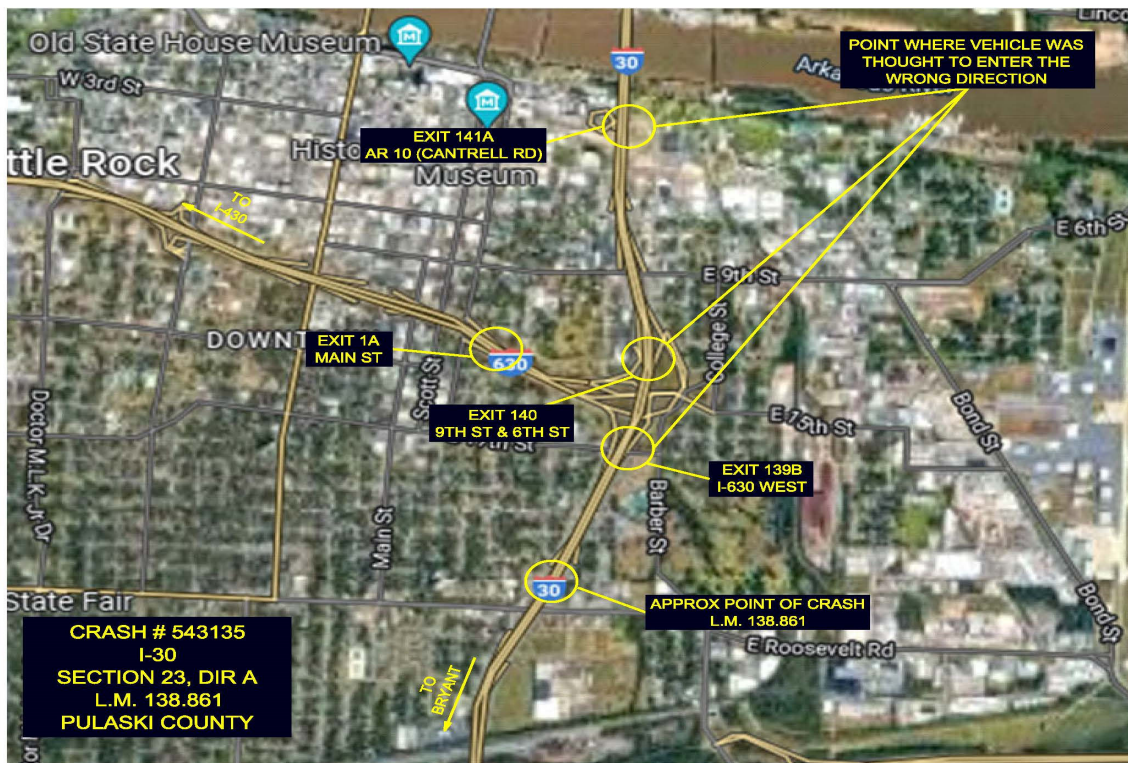
The interchange at Exit 35 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (arrow) have faded and need to be replaced to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 37 was reviewed. Signs were in place and in conformance with MUTCD. However, pavement markings (stop bar and arrow) had faded and need to be replaced. Also, sign assemblies need to be straightened to conform with current ARDOT requirements. These modifications have been implemented.







Crash # 2021543135 I-30, Section 23, Direction A, Log Mile 138.861**Maintenance Review**

The driver accessed I-30 possibly at Exit 139B (I-630 West), Exit 140 (9th St. & 6th St.), or Exit 141A (AR 10, Cantrell Rd.) and traveled westbound in the eastbound traffic lane on I-30. The driver struck a digital control sign, which is used to direct traffic. The wrong-way driver was suspected of being under the influence of alcohol at the time of crash.

Maintenance Results

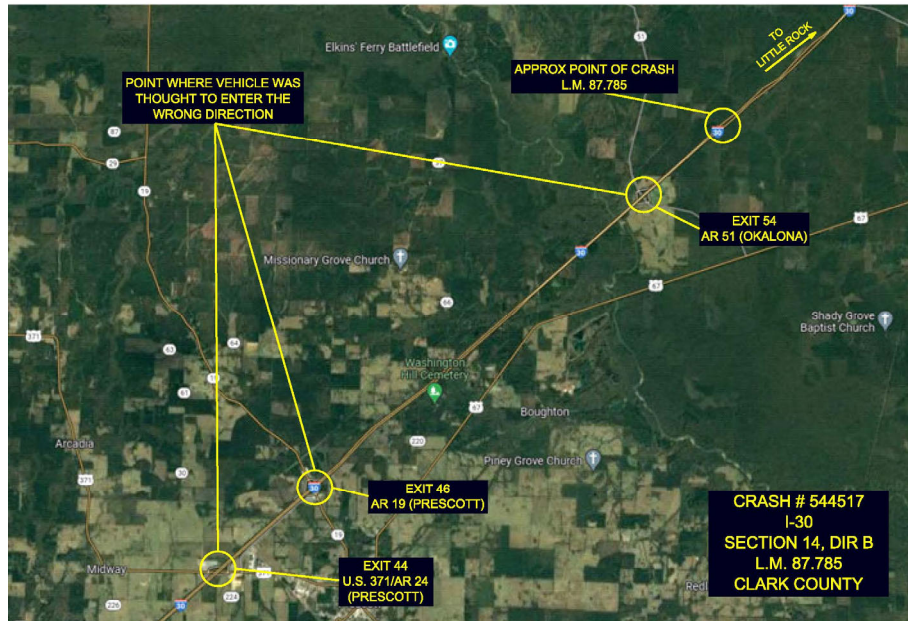
The interchange at Exit 1A via Exit 139B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

The interchange at Exit 140 was not reviewed because it is closed and being redesigned under the I-30 widening and reconstruction project CA0602.

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





Crash # 2021544517 I-30, Section 14, Direction B, Log Mile 87.785**Maintenance Review**

The driver accessed I-30 possibly at Exit 44 (U.S. 371/AR 24, Prescott), Exit 46 (AR 19, Prescott), or Exit 54 (AR 51, Okalona), and traveled eastbound in the westbound traffic lane on I-30. The driver struck a vehicle head-on, then went into a clockwise spin and struck another vehicle nearly head-on.

Maintenance Results

The interchange at Exit 44 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 46 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 54 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.









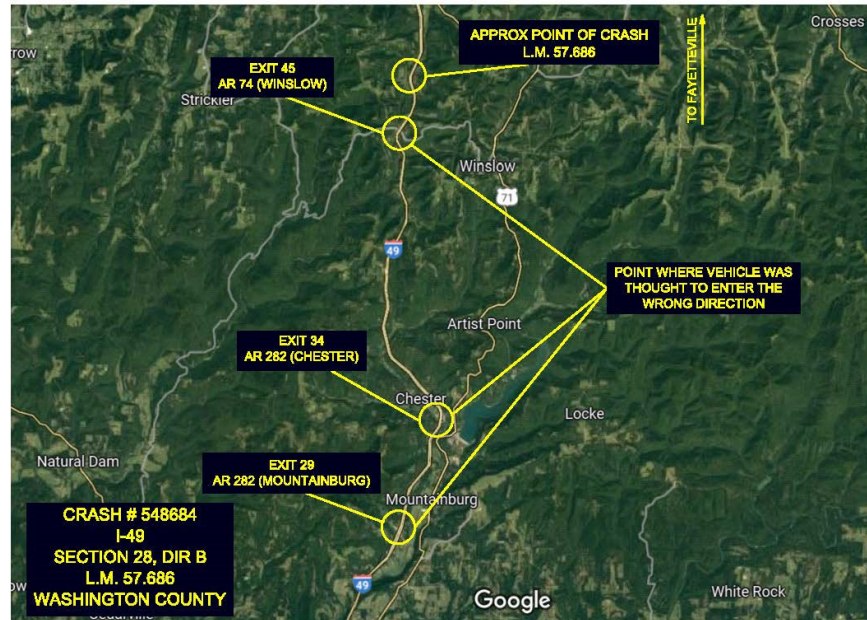
Crash # 2021547574 I-555, Section 168, Direction A, Log Mile 0.417**Maintenance Review**

The driver accessed I-555 at Exit 24 (AR 463, Trumann) and traveled northbound in the southbound traffic lane of Exit 24 southbound off ramp. The driver realized his mistake and tried to turn around but backed off the roadway and struck a sign.

Maintenance Results

The interchange at Exit 24 was reviewed. Signs were in place and in conformance with MUTCD. The “Stop”, “Do Not Enter”, “One Way” and “Wrong Way” signs need to have red vertical reflective strips installed on the signposts to conform with current ARDOT requirements. Also, the pavement marking arrow needs to be moved up 426’ to conform with current ARDOT requirements. These modifications have been implemented.



Crash # 2021548684 I-49, Section 28, Direction B, Log Mile 57.686**Maintenance Review**

The driver accessed I-49 possibly at Exit 29 (AR 282, Mountainburg), Exit 34 (AR 282, Chester) or Exit 45 (AR 74, Winslow) and traveled northbound in the southbound traffic lane on I-49. A southbound vehicle swerved to avoid a head-on collision with the driver and struck a concrete barrier. The wrong-way vehicle continued traveling northbound in the southbound lane and struck another vehicle head-on. The wrong-way driver was suspected of alcohol usage.

Maintenance Results

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

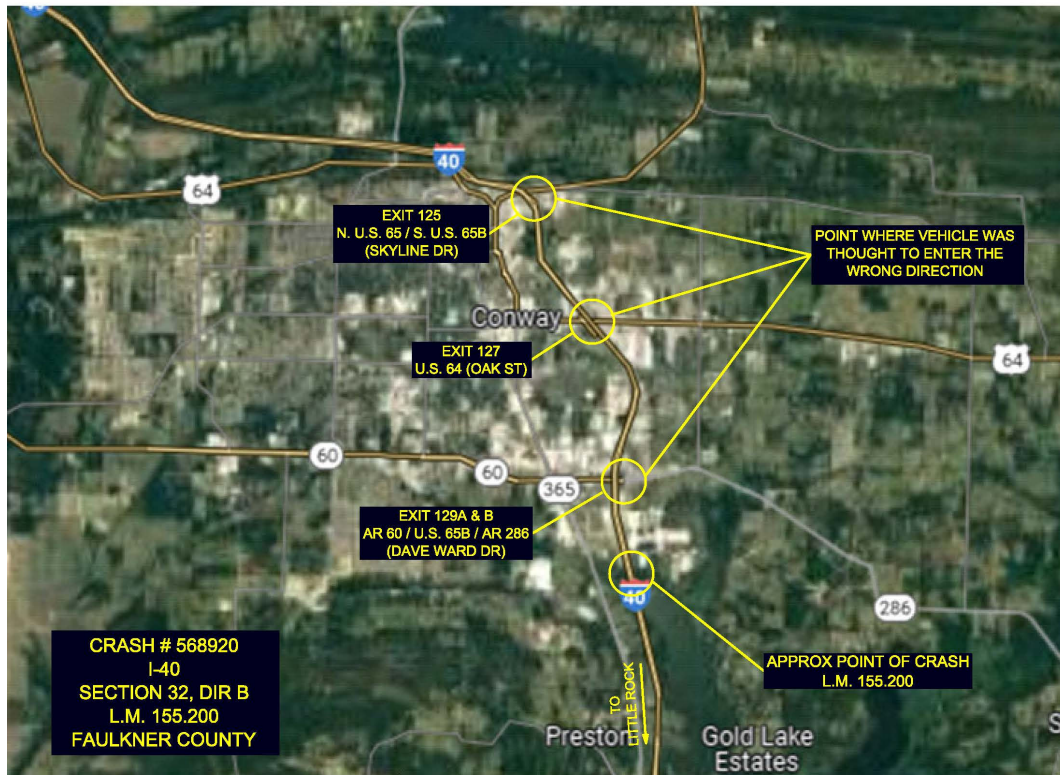
The interchange at Exit 34 was reviewed. Signs were in place and in conformance with MUTCD. However, the "Keep Right" sign needs to be replaced to conform with current ARDOT requirements. Also, pavement marking (stop bar) have faded and need to be replaced to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 45 was reviewed. Signs were in place and in conformance with MUTCD. However, pavement markings (stop bar, yield bar and arrow) have faded and need to be replaced to conform with current ARDOT requirements. These modifications have been implemented.







Crash # 2021568920 I-40, Section 32, Direction B, Log Mile 155.200**Maintenance Review**

The driver accessed I-40 possibly at Exit 125 (North U.S. 65/South U.S. 65B, Skyline Dr.), Exit 127 (U.S. 64, Oak St.), Exit 129A (AR 286, E. Dave Ward Dr.), or Exit 129B (AR 60/U.S. 65B, W. Dave Ward Dr.), and traveled eastbound in the westbound traffic lane on I-40. The wrong-way vehicle was involved in a head-on collision at log mile 155.200. Another westbound vehicle attempted to avoid the collision but sideswiped the westbound vehicle, before hitting the wrong-way vehicle head-on. Both the wrong-way driver and the other driver in the initial crash suffered fatal injuries.

Maintenance Results

The interchange at Exit 125 was reviewed. Signs were in place and in conformance with MUTCD. However, additional “Do Not Enter” and “One Way” signs need to be installed. Existing “Do Not Enter” and “One Way” signs need to be upsized with red vertical reflective strips installed on the signposts to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 127 was reviewed. Signs were in place and in conformance with MUTCD. However, pavement markings (stop bars, arrow) have faded and need to be replaced to conform with current ARDOT requirements.

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

The interchange at Exit 129B was reviewed. Signs were in place and in conformance with MUTCD. However, additional "Do Not Enter" and "One Way" signs need to be installed to conform with ARDOT requirements. Also, pavement markings (arrow) have faded and need to be replaced to conform with ARDOT requirements. The sign modifications have been implemented.













Crash # 2021575101 I-49, Section 21, Direction A, Log Mile 32.738**Maintenance Review**

The driver accessed I-49 possibly at Exit 35 (Four States Fair Pkwy.), Exit 37 (West I-30, East I-30), or Exit 41 (Sanderson Ln.), and traveled southbound in the northbound traffic lane on I-49. The Texarkana Police Department received multiple calls of a white SUV driving recklessly and going the wrong way. A northbound vehicle was attempting to pass another vehicle when they noticed the wrong-way vehicle, and moved back to avoid a head-on collision, but the wrong-way vehicle hit their driver's side mirror. The wrong-way driver left the scene before police arrived.

Maintenance Results

The interchange at Exit 35 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar and arrow) need to be installed to conform with ARDOT requirements. These modifications have been implemented.

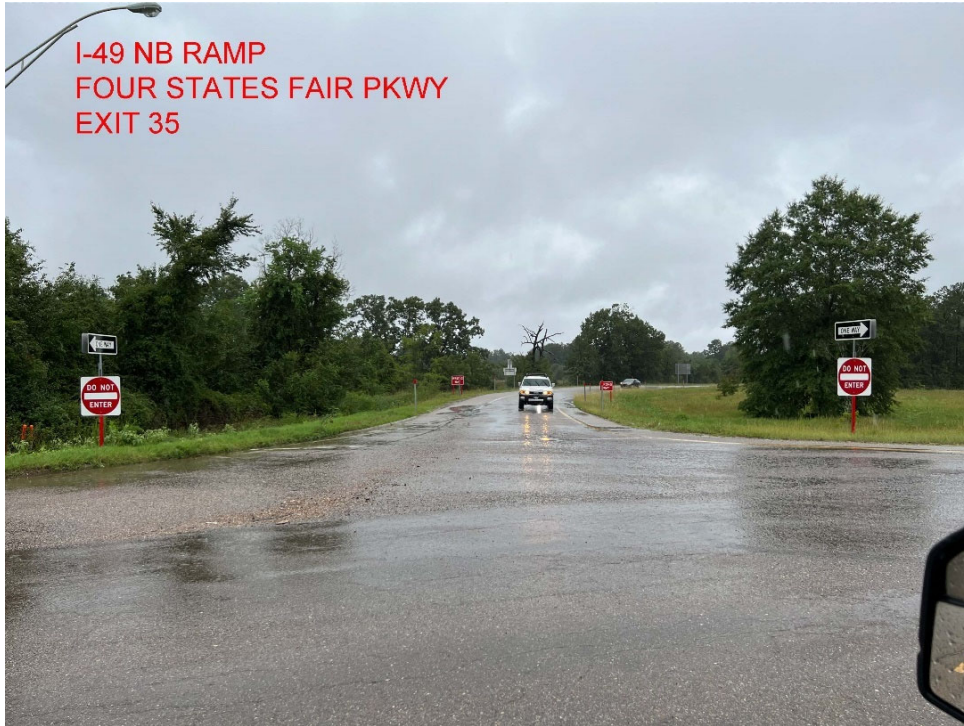
The interchange at Exit 2 via Exit 37 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (arrow) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 7 via Exit 37 was reviewed. Signs were in place and in conformance with MUTCD. However, the "Stop", "Do Not Enter", "One Way", and "Wrong Way" signs need red vertical reflective strips installed on the signposts to conform with current ARDOT requirements. Also, pavement markings (stop bar

and arrow) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

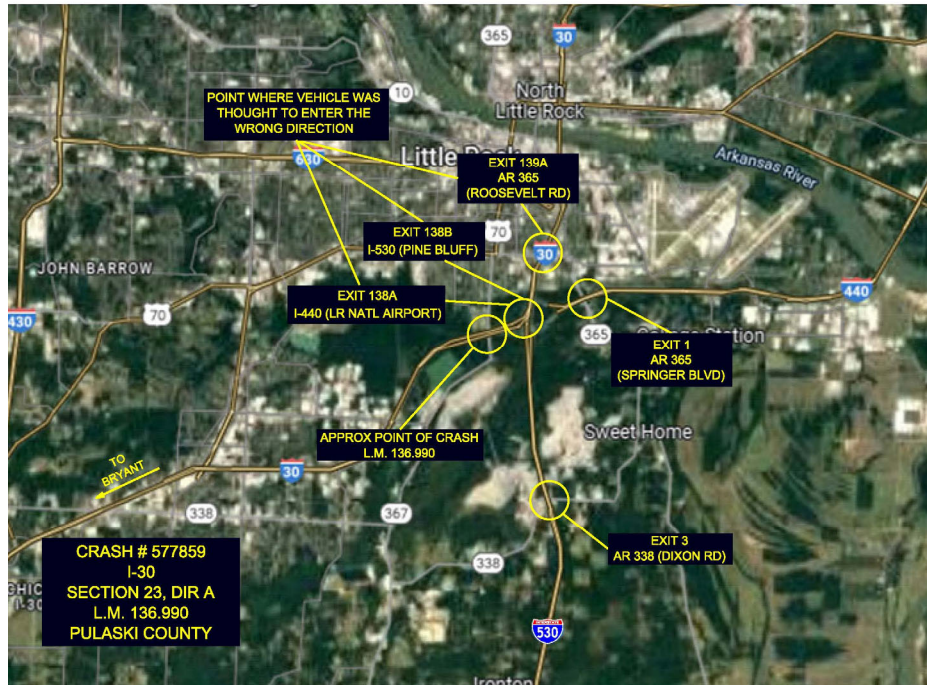
The interchange at Exit 41 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (arrow) need to be replaced to conform with current ARDOT requirements. These modifications have been implemented.









Crash # 2021577859 I-30, Section 23, Direction A, Log Mile 136.990**Maintenance Review**

The driver accessed I-30 possibly at Exit 138A (I-440, LR National Airport), Exit 138B (I-530, Pine Bluff), or Exit 139A (AR 365, Roosevelt Rd.) and traveled westbound in the eastbound traffic lane on I-30. The driver collided with a concrete barrier on the left shoulder. The wrong-way driver was suspected to be under the influence of alcohol.

Maintenance Results

The interchange at Exit 1 via Exit 138A was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (arrow) have faded and need to be replaced to conform with current ARDOT requirements. These modifications have been implemented.

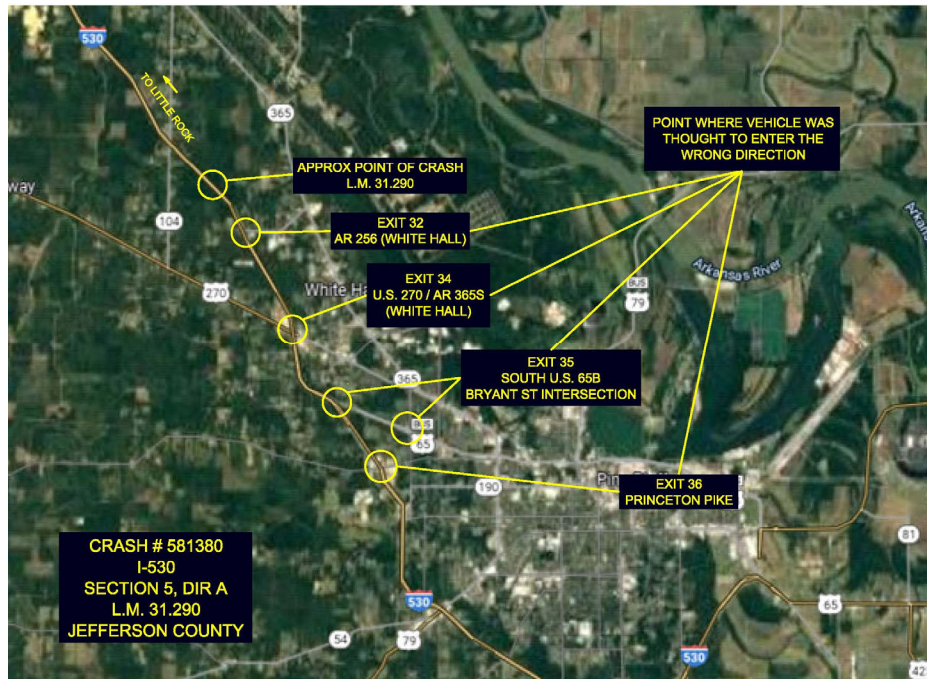
The interchange at Exit 3 via Exit 138B was reviewed. Signs were in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar, yield bar, arrow) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 139A was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.







Crash # 2021581380 I-530, Section 5, Direction A, Log Mile 31.290**Maintenance Review**

The driver accessed I-530 possibly at Exit 32 (AR 256, White Hall), Exit 34 (U.S. 270/AR 365S, White Hall), Exit 35 (South U.S. 65B), or Exit 36 (Princeton Pike) and traveled northbound in the southbound traffic lane on I-530. A southbound vehicle attempted to swerve to avoid a head-on impact but was unable to completely avoid him and the vehicles hit nearly head-on. The wrong-way driver was under the influence of alcohol.

Maintenance Results

The interchange at Exit 32 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the “Do Not Enter” sign needs to be replaced to conform with current ARDOT requirements. This modification has been implemented.

The interchange at Exit 34 was reviewed. Signs were in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar and arrow) have faded and need to be replaced to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at U.S. 65B and Bryant St via Exit 35 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, an additional “Do Not Enter” sign needs to be installed, and the existing “Do Not Enter”, “One Way” and “Yield” signs need to be upsized to conform with current ARDOT requirements. These modifications have been implemented.

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









Crash # 2021581708 I-40, Section 259, Direction A, Log Mile 0.139**Maintenance Review**

The driver attempted to access I-40 at Exit 58 (AR 103, AR 21, Rogers Ave.) and traveled westbound in the eastbound traffic lane of Exit 58 eastbound off ramp. The wrong-way driver was traveling south on Rogers Ave approaching the eastbound off ramp. The wrong-way driver then veered left across all lanes of traffic and entered the Exit 58 off ramp where he struck an eastbound vehicle head on. Following the impact, the wrong-way vehicle struck a raised divider and came to rest facing north in the eastbound entrance lane. After the crash, the driver of the wrong-way vehicle fled the scene on foot.

Maintenance Results

The interchange at Exit 58 was reviewed. Signs were in conformance with MUTCD. However, the “Keep Right” sign needs to be upsized to conform with current ARDOT requirements. Also, pavement markings (arrow and cat tracks) have faded and need to be replaced to conform with current ARDOT requirements. The sign modifications have been implemented.



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