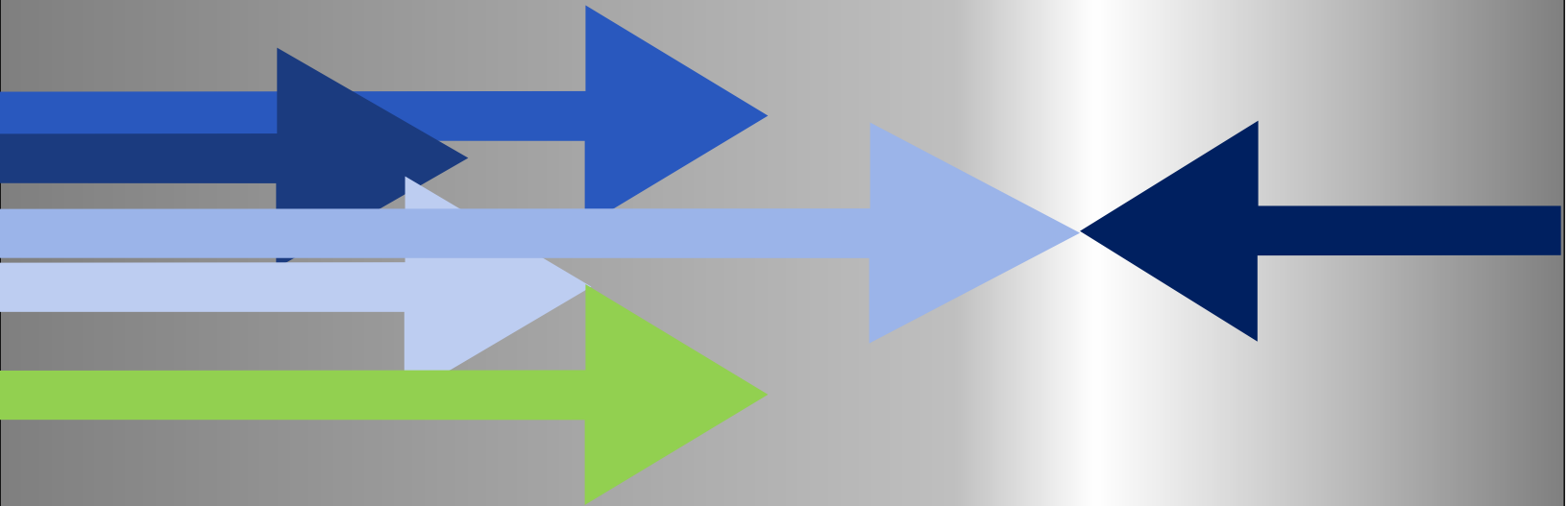


# WRONG-WAY CRASH STUDY

INTERSTATES AND FREEWAYS | CALENDAR YEAR 2022



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## ARKANSAS DEPARTMENT OF TRANSPORTATION

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

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

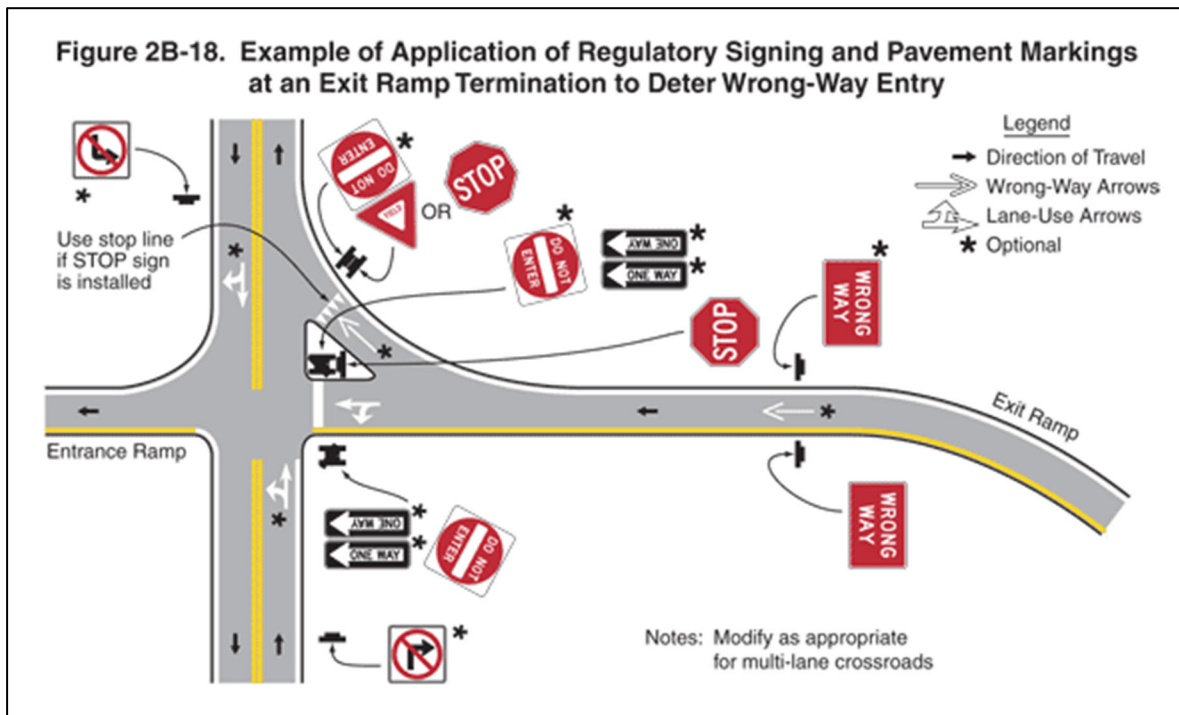
## Wrong-Way Crash Report

Act 641 of the 87<sup>th</sup> 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 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 22 wrong-way crashes occurred on the Interstates and other freeways with full control of access (see Figure 2) in Calendar Year 2022. 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 2020 to 2022, while Figure 3 provides an overview of wrong-way crash history since 2012. 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 2022**

<b>Crash Severity</b>	8 Fatal Crashes (12 fatalities)				
	7 Non-fatal Injury Crashes that include:			1 Suspected Serious Injury Crashes	
				4 Suspected Minor Injury Crashes	
			2 Possible Injury Crashes		
7 Property Damage Only Crashes (PDO)					
<b>Crash Type</b>	Front to Front	10	<b>Road Surface Condition</b>	Dry	20
	Angle	3		Wet	2
	Sideswipe	5			
	Single Vehicle	4			
<b>Light Conditions</b>	Dark	11	<b>Contributing Factors†</b>	Alcohol	13
	Daylight	7		Drugs	3
	Dark but Lighted	4		None*	4
	Unknown	0		Unknown	2
†Crashes may have more than one Contributing Factor					
* Driver was not impaired					

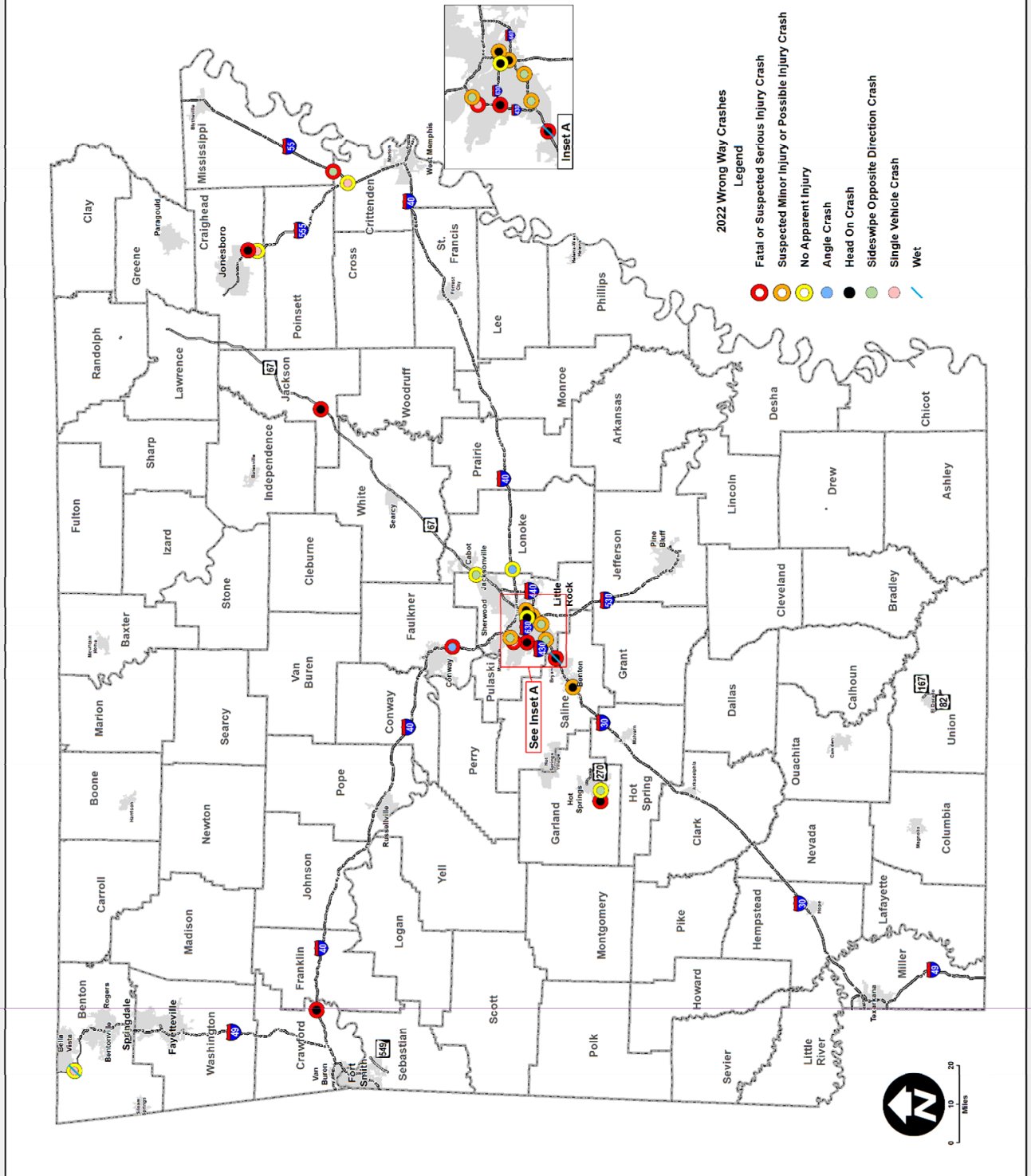
**Table 2. Wrong-Way Crashes 2020-2022\***

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
2020	19	5	6	4	14	15	4
2021	21	2	3	4	18	10	1
2022	22	8	12	1	15	14	4
*See Table 3 for further details.							
**Dark Crashes include crashes with lighting, no lighting, and unknown lighting.							

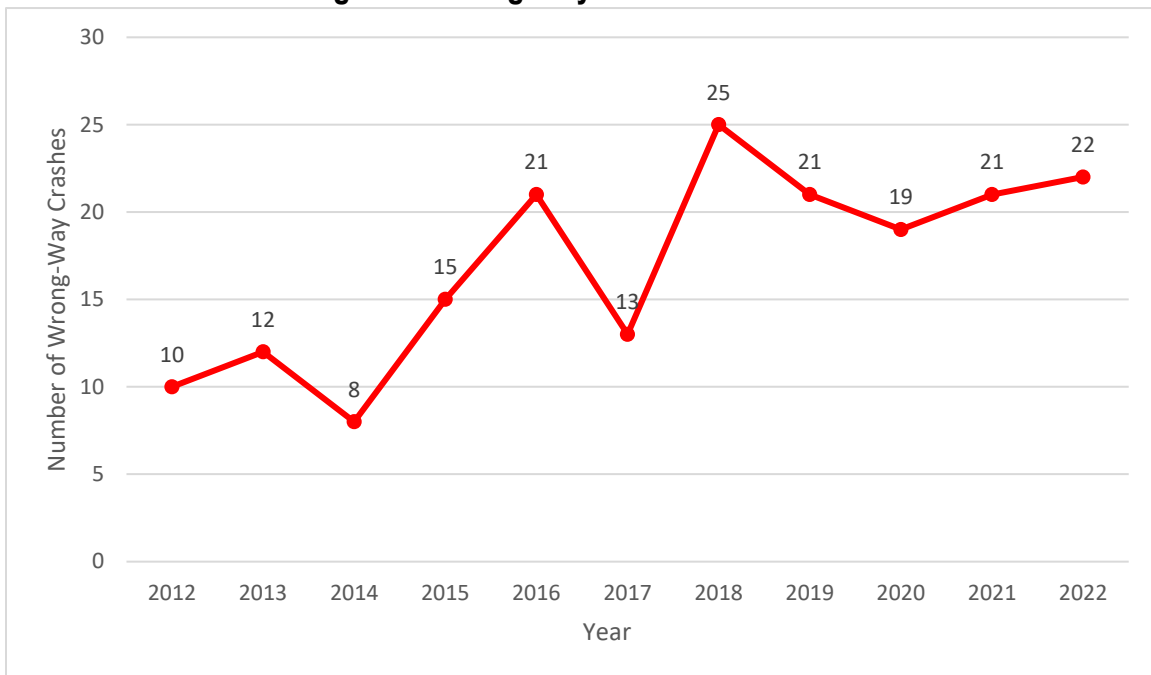
Figure 2. Wrong-Way Crash Locations in Calendar Year 2022

# Wrong-Way Crashes 2022

## Interstates & Other Controlled Access Highways



**Figure 3. Wrong-Way Crashes 2012-2022**



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 22 wrong-way crashes, a total of 45 interchange ramps were 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 schedules permit.

### **MUTCD Minimum Requirements**

- All 45 ramps were found to comply with MUTCD minimum requirements.

### **Current Department Requirements**

- 15 ramps were in compliance with current Department signing and striping requirements.
- 9 ramps had either missing or improperly sized signs to meet current Department requirements but had adequate striping.
- 12 ramps met the signing requirements but require pavement marking changes to meet current Department requirements.
- 8 ramps required both signing and pavement markings to meet current Department requirements.
- 1 ramp was under construction and had some temporary signing in place as part of a widening and reconstruction project (CA0601).

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 2022**

Crash #	County	Rte	Sec	LM	Crash Sev. <sup>1</sup>	# Fat.	# SSI <sup>2</sup>	Type	Date	Time	Urban /Rural	Light Condition	Surf. Cond.	Impaired	System	Exit Number Reviewed	MUTCD <sup>3</sup>	ARDOT <sup>4</sup>
2022504996	Pulaski	630	21	1.060	3	0	0	Front to front	1/27/2022	05:05	U	Dark – lighted	Dry	Alcohol	Interstate	2A, 2B, 3A	Y, Y, Y	Y, N, Y
2022509395	Faulkner	40	32	131.886	2	0	1	Angle	2/6/2022	10:12	U	Daylight	Dry	Alcohol	Interstate	132	Y	N
2022510105	Garland	270	5	1.412	1	2	1	Front to front	2/19/2022	21:05	U	Dark – not lighted	Dry	None	Interstate Anti-log	1, 2, 3	Y, Y, Y	N, N, N
2022513409	Pulaski	30	23	4.401	3	0	0	Front to front	3/6/2022	22:26	U	Dark – not lighted	Dry	Alcohol	Interstate Anti-log	1 via 138A, 3 via 138B, 134, 135	Y, Y, Y, Y	N, N, N, N
2022514905	Saline <sup>5</sup>	30	22	26.683	4	0	0	Front to front	2/17/2022	10:45	U	Daylight	Dry	Dementia	Interstate Anti-log	116	Y	N
2022521663	Pulaski <sup>5</sup>	430	21	3.893	1	1	0	Single vehicle	4/10/2022	03:00	U	Dark – not lighted	Dry	Unknown	Interstate Anti-log	5, 6B via 6A, 6B, 8	Y, Y, Y, Y	Y, N, N, N
2022524729	Craighead	555	3	16.512	5	0	0	Single vehicle	4/29/2022	06:15	R	Daylight	Dry	None	Interstate Anti-log	29	Y	N
2022525922	Pulaski	630	126	0.019	5	0	0	Front to front	4/21/2022	21:55	U	Dark – lighted	Dry	Alcohol	Interstate Off-ramp	1A	Y	Y
2022527592	Crittenden	55	11	49.350	5	0	0	Single vehicle	5/07/2022	23:59	R	Dark – lighted	Dry	Alcohol	Interstate Anti-Log	14, 17, 21	Y, Y, Y	N, N, N
2022529743	Crawford	40	11	262.131	1	3	6	Front to front	5/17/2022	17:45	U	Daylight	Dry	Drugs	Interstate Anti-log	13, 20, 21 via 12	Y, Y, Y	Y, Y, Y
2022531771	Saline	30	22	125.046	1	1	0	Front to front	5/2/2022	02:05	U	Dark – not lighted	Wet	Unknown	Interstate	1 via 138A, 3 via 138B, 134, 135	Y, Y, Y, Y	N, N, N, Y
2022539291	Pulaski	30	23	130.532	3	0	0	Sideswipe, opposite direction	7/3/2022	04:42	U	Dark – not lighted	Dry	Alcohol	Interstate	131, 132 133	Y, Y, Y	N, N, Y
2022540556	Mississippi	55	12	44.309	1	1	1	Sideswipe, opposite direction	6/30/2022	19:48	R	Daylight	Dry	Alcohol	Interstate Anti-log	21, 2 via 23A, 23B	Y, Y, Y	N, N, N
2022548418	Pulaski <sup>5</sup>	430	21	2.396	4	0	0	Sideswipe, opposite direction	8/13/2022	02:46	U	Dark – lighted	Dry	Alcohol	Interstate Anti-log	6B via 6A, 6B, 8, 9	Y, Y, Y, Y	N, N, N, N
2022549203	Pulaski	30	23	134.976	3	0	0	Sideswipe, opposite direction	8/21/2022	02:14	U	Dark – not lighted	Dry	Alcohol	Interstate	1 via 138A, 3 via 138B, 135, 139A	Y, Y, Y, Y	N, N, Y, N
2022553529	Craighead	555	3	14.165	1	2	0	Front to front	8/29/2022	03:33	U	Dark – not lighted	Dry	Drugs	Interstate Anti-log	24, 29, 35	Y, Y, Y	Y, N, N
2022556856	Jackson	67	14	7.541	1	1	0	Front to front	9/23/2022	23:29	R	Dark – not lighted	Dry	Alcohol, Drugs	Interstate Anti-log	65, 69, 74	Y, Y, Y	N, N, N
2022564812	Lonoke	40	563	0.208	5	0	0	Angle	10/20/2022	19:03	R	Daylight	Dry	None	Interstate Off-ramp	165	Y	N
2022566909	Pulaski	430	21	6.224	1	1	0	Front to front	10/29/2022	02:10	U	Dark – not lighted	Dry	None	Interstate	5, 6A, 6B, Baptist Health Exit	Y, Y, Y, Y	Y, N, N, Y
2022567712	Garland	270	5	0.256	5	0	0	Sideswipe, opposite direction	11/2/2022	10:07	U	Daylight	Dry	Physically	Interstate Anti-log	4	Y	Y
2022572134	Benton	49	29	100.411	5	0	0	Single vehicle	11/24/2022	01:11	U	Dark – not lighted	Wet	Alcohol	Interstate	102	Y	N
2022572855	Pulaski <sup>5</sup>	67	10	0.985	5	0	0	Angle	11/13/2022	02:00	U	Dark – not lighted	Dry	Alcohol	Interstate Anti-log	10A, 10B, 11	Y, Y, Y	Y, Y, Y

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

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

<sup>3</sup>Meets MUTCD Standard at the time of investigation, Y=Yes, N=No

<sup>4</sup>Meets ARDOT Standard at the time of investigation, Y=Yes, N=No

<sup>5</sup>Four crashes took place in an active construction zone. 2022521663 struck construction equipment.

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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.

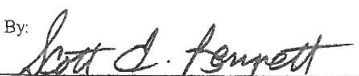
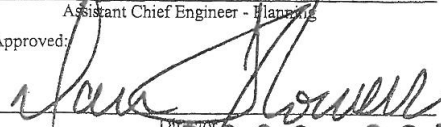
**NOW THEREFORE**, the Director is authorized to conduct an annual analysis, beginning with the 2009 reporting period, of all reported wrong-way crashes on Interstate highways and other freeways that are a part of the state highway system to determine whether the installation of additional traffic control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

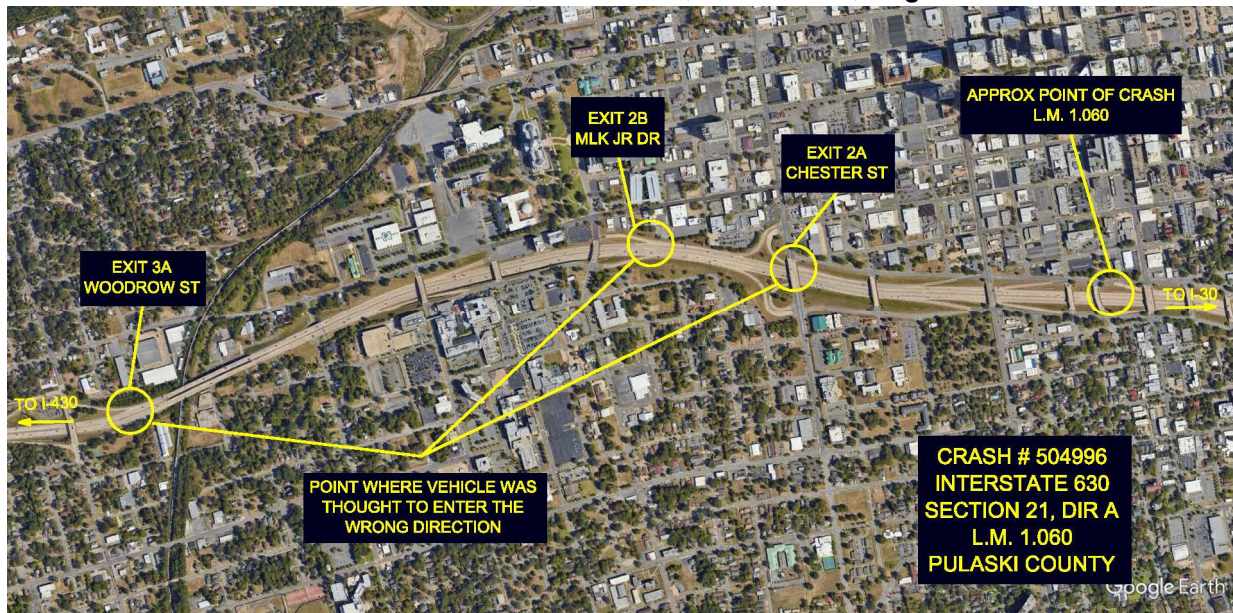
Approved: \_\_\_\_\_ Chairman  
 \_\_\_\_\_ Vice-Chairman  
 \_\_\_\_\_ Member  
 \_\_\_\_\_ Member  
 \_\_\_\_\_ Member

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 # 2022504996 I-630, Section 21, Direction A, Log Mile 1.060****Maintenance Review**

The driver accessed I-630 at either Exit 2A (Chester St.), Exit 2B (MLK Jr. Dr.) or Exit 3A (Woodrow St.) and traveled eastbound in the westbound traffic lane. The wrong-way vehicle struck the front of a westbound vehicle. The westbound vehicle spun 90 degrees counterclockwise before striking a concrete traffic barrier and coming to a final rest. The wrong-way driver was under the influence of alcohol.

**Maintenance Results**

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

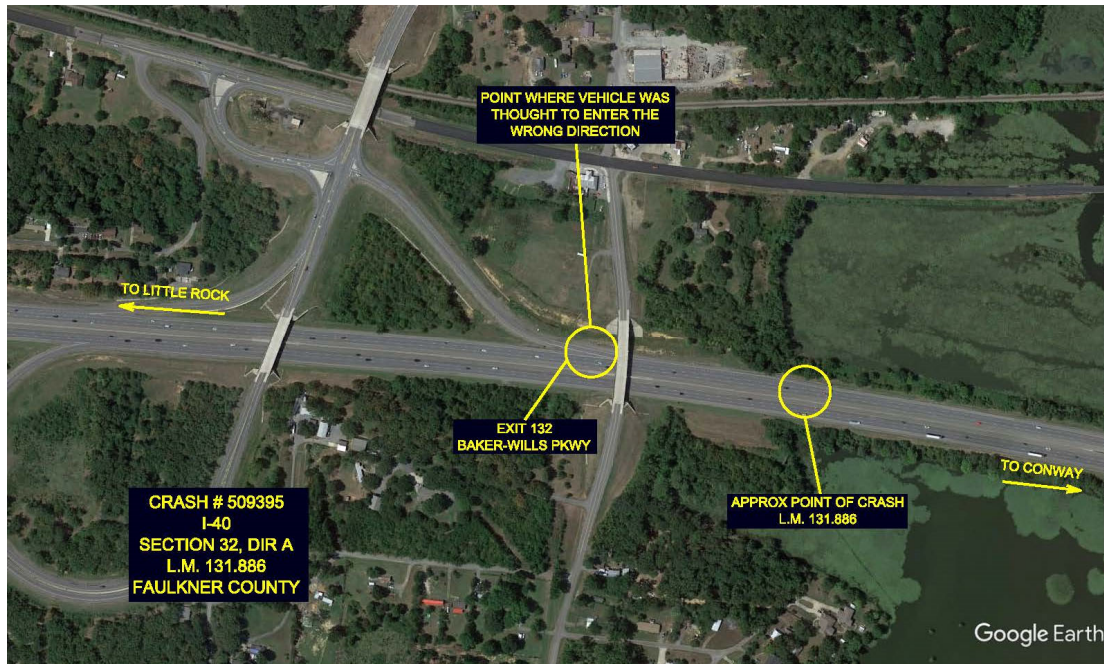
The interchange at Exit 2B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, additional “Do Not Enter” and “One Way” signs need to be installed and red vertical reflective strips installed on the signposts to conform with current ARDOT requirements. These modifications have been implemented.

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







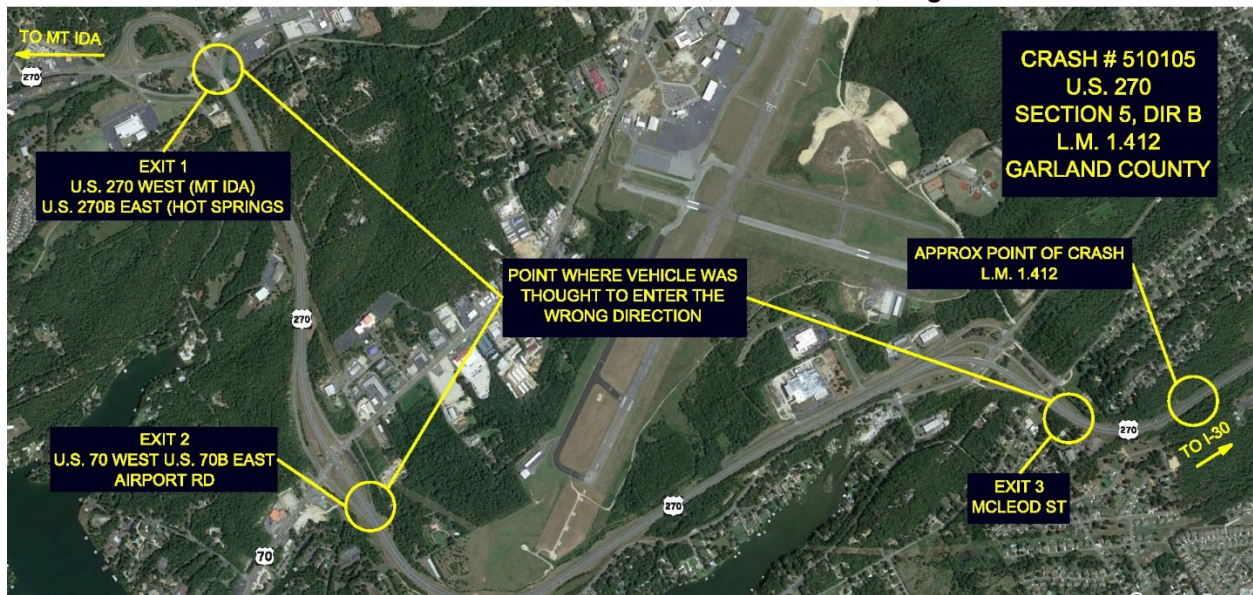
**Crash # 2022509395 I-40, Section 32, Direction A, Log Mile 131.886****Maintenance Review**

The driver accessed I-40 at Exit 132 (Baker-Wills Pkwy.) and traveled westbound in the eastbound traffic lane. The front of the wrong-way vehicle struck the front passenger side of an eastbound vehicle, causing the vehicle to rotate counter-clockwise before coming to a final rest in the right-hand lane facing west. The wrong-way driver was under the influence of alcohol at the time of the accident.

**Maintenance Results**

The interchange at Exit 132 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, the “Stop”, “Do Not Enter” and “One Way” signs need to be installed with red vertical reflective strips on the signposts to conform with current ARDOT requirements. These modifications have been implemented.



**Crash # 2022510105 U.S. 270, Section 5, Direction B, Log Mile 1.412****Maintenance Review**

The driver accessed U.S. 270 possibly at Exit 1 (U.S. 270 West, Mt Ida, U.S. 270B East, Hot Springs), Exit 2 (U.S. 70 West, U.S. 70B East, Airport Rd.) or Exit 3 (McLeod St.) and traveled eastbound in the westbound traffic lane. The wrong-way driver was involved in a head-on collision with both drivers being pronounced dead at the scene.

**Maintenance Results**

The interchange at Exit 1 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, additional “Do Not Enter”, “One Way”, and “Wrong Way” signs need to be installed to conform with ARDOT requirements. These modifications have been implemented.

The interchange at Exit 2 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, pavement markings (yield bar) have faded and need to be replaced. Also, sign assemblies need to be straightened to conform with ARDOT requirements. These modifications have been implemented.

The interchange at Exit 3 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar) have faded and need to be replaced. Also, the pavement marking arrow needs to be moved up 400’ to conform with ARDOT requirements. These modifications have been implemented.









**Crash # 2022513409 I-30, Section 23, Direction B, Log Mile 4.401****Maintenance Review**

The driver accessed I-30 possibly at Exit 1 via Exit 138 (AR 365, Springer Blvd.), Exit 3 via Exit 138 (AR 338, Dixon Rd.), Exit 134 (Scott Hamilton Dr., Stanton Rd.) or Exit 135 (65<sup>th</sup> St.) and traveled eastbound in the westbound traffic lane. The wrong-way driver was involved in a head-on collision with a westbound vehicle. After impact, the wrong-way vehicle struck the middle concrete barrier before coming to a final rest. The wrong-way driver was suspected of being under the influence of alcohol at the time of the crash.

**Maintenance Results**

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

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

The interchange at Exit 134 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, red vertical reflective strips need to be installed on all "Wrong Way" signposts to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 135 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop & yield bars, arrow) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

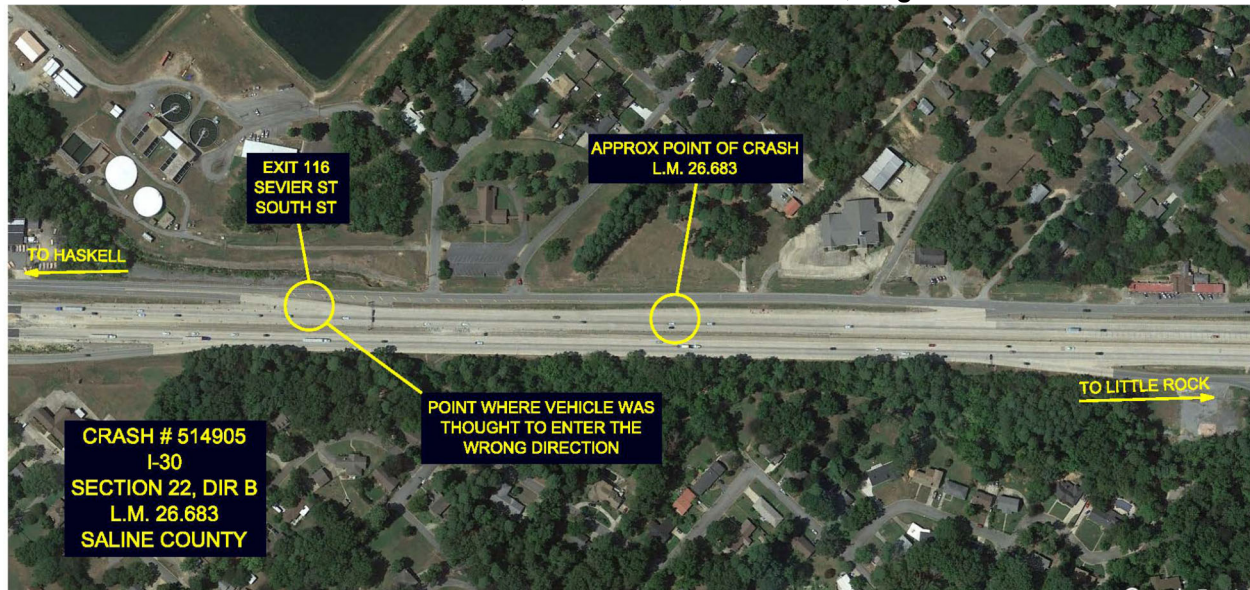










**Crash # 2022514905 I-30, Section 22, Direction B, Log Mile 26.683****Maintenance Review**

The driver accessed I-30 at Exit 116 (Sevier St., South St.) and traveled eastbound in the westbound traffic lane. The wrong-way driver was involved in a head-on collision. This area of highway was under construction at the time of the crash. The wrong-way driver was suspected of having Alzheimer's or dementia at the time of the crash.

**Maintenance Results**

The interchange at Exit 116 was reviewed and is currently under construction under the I-30 Hwy. 70 – Sevier St. (widening) Project CA0601. However, an additional “Wrong Way” sign needs to be installed to conform with current ARDOT requirements. This modification has been implemented.



**Crash # 2022521663 I-430, Section 21, Direction B, Log Mile 3.893****Maintenance Review**

The driver accessed I-430 possibly at Exit 5 (Shackleford Rd., Kanis Rd.), Exit 6B via Exit 6A (Barrow Rd.), Exit 6B (Markham St., Baptist Health Dr., Chenal Pkwy.) or Exit 8 (Rodney Parham Rd.) and traveled northbound in the southbound traffic lane on I-430. This area of Interstate was under construction at the time of the accident. The wrong-way driver was involved in a head-on collision with an active construction machine which resulted in a fatality.

**Maintenance Results**

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

The interchange at 6B via Exit 6A was reviewed. Signs were in place and in conformance with MUTCD. However, red reflective strips need to be installed on the “Do Not Enter” and “One Way” signposts and additional “Keep Right” signs need to be installed to conform with current ARDOT requirements. Also, pavement markings (cat tracks & arrow) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 6B was reviewed. Signs were in place and in conformance with MUTCD. However, an additional “Wrong Way” sign needs to be installed with the red vertical reflective strips on the signpost to conform with current ARDOT requirements. Also, pavement markings (stop & yield bars) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 8 was reviewed. Signs were in place and in conformance with MUTCD. However, additional “Do Not Enter” and “Yield” signs need to be installed with red vertical reflective strips on the signposts to conform with current ARDOT requirements. Also, pavement marking (yield bar) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

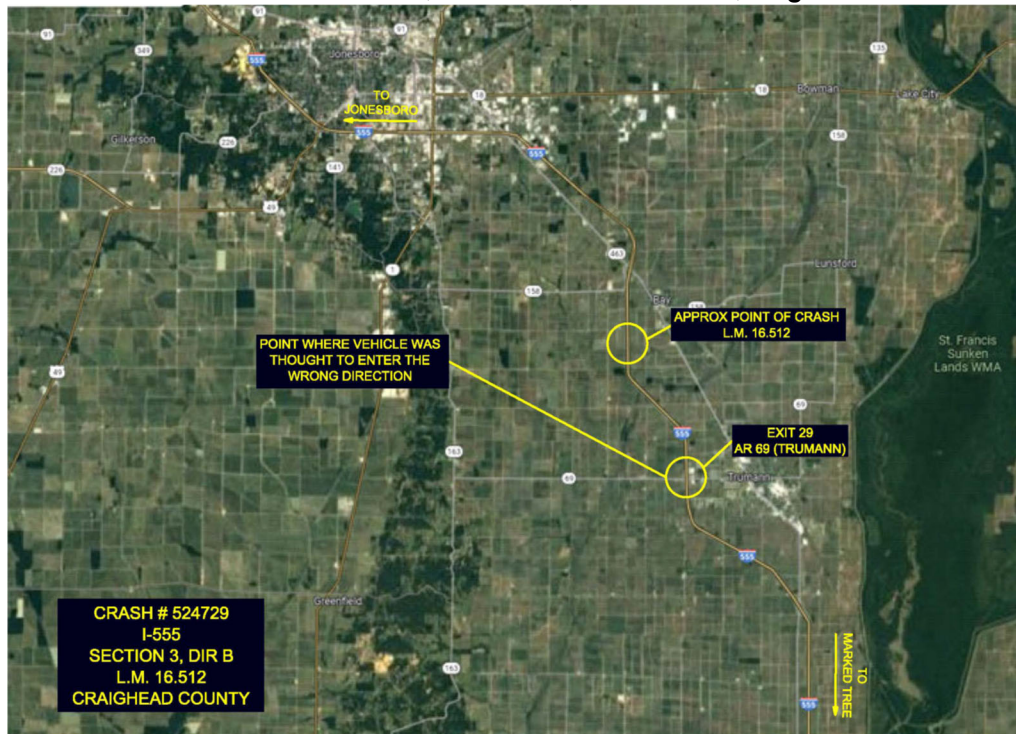










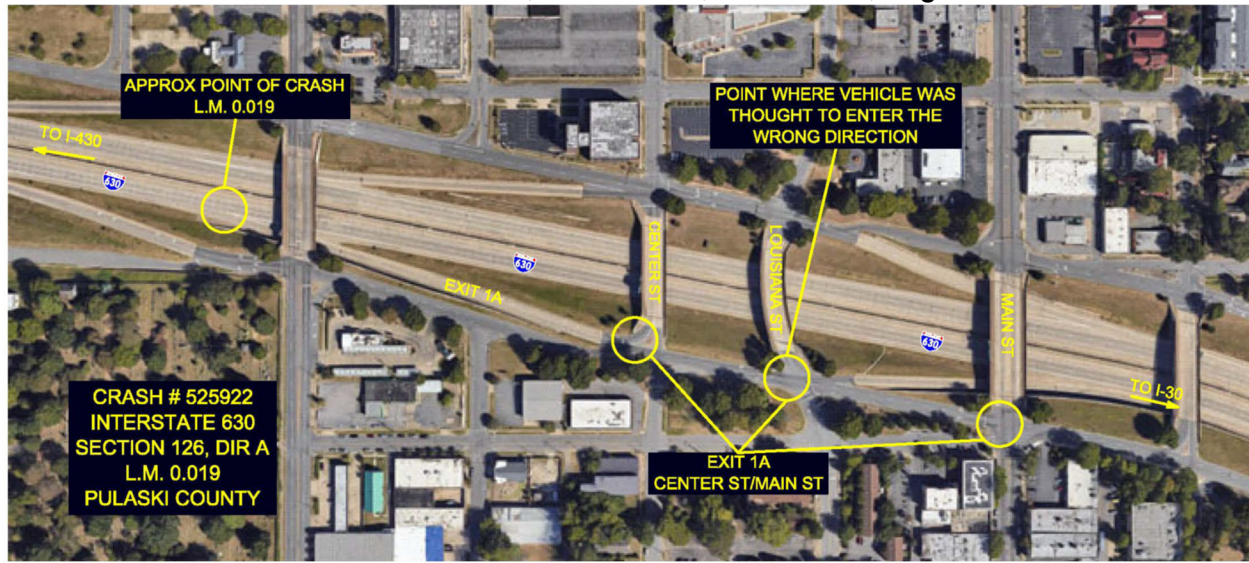
**Crash # 2022524729 I-555, Section 3, Direction B, Log Mile 16.512****Maintenance Review**

The driver accessed I-555 at Exit 29 (AR 69, Trumann) and traveled northbound in the southbound traffic lane on I-555 while fleeing from the Trumann Police Department. The wrong-way vehicle forced an oncoming vehicle to swerve to their right to avoid being hit head-on, causing that vehicle to strike a ditch embankment, near log mile 19.731 in Poinsett County. The wrong-way vehicle traveled into Craighead County where it left the roadway and struck the cable median barrier.

**Maintenance Results**

The interchange at Exit 29 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, red vertical strips need to be installed on one of the “Wrong Way” signposts to conform with current ARDOT requirements. This modification has been implemented.



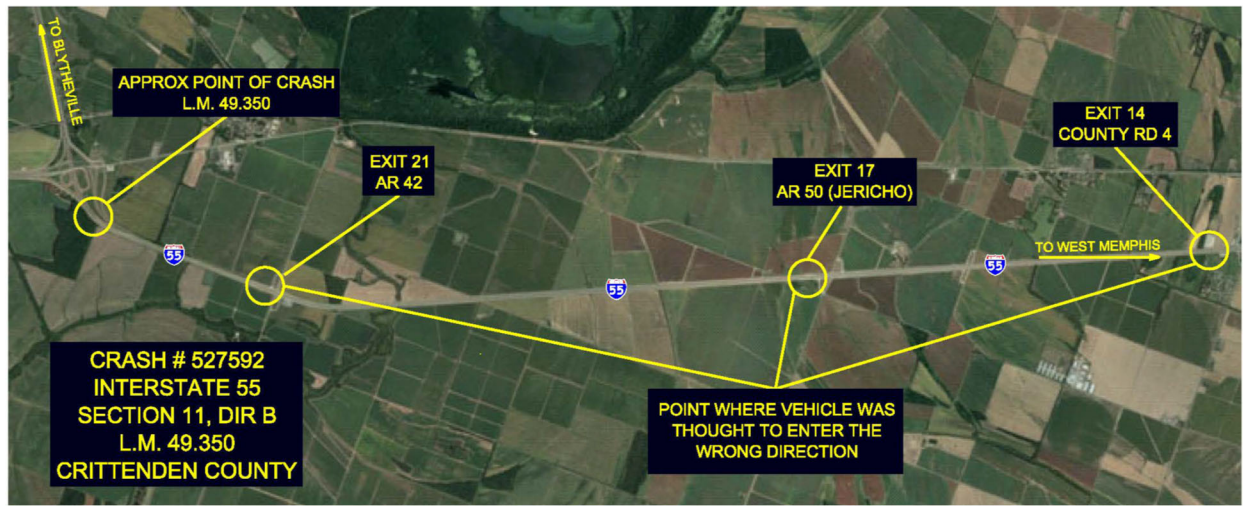
**Crash # 2022525922 I-630, Section 126, Direction A, Log Mile 0.019****Maintenance Review**

The driver attempted to access I-630 at Center St./Main St. and traveled westbound on the eastbound traffic lane of Exit 1A off ramp. The wrong-way vehicle struck the right front bumper of the eastbound vehicle. The wrong-way driver was under the influence of alcohol at the time of the accident.

**Maintenance Results**

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



**Crash # 2022527592 I-55, Section 11, Direction B, Log Mile 49.350****Maintenance Review**

The driver accessed I-55 possibly at Exit 14 (County Rd. 4), Exit 17 (AR 50, Jericho) or Exit 21 (AR 42) and traveled northbound in the southbound traffic lane. The wrong-way vehicle was in the southbound outside (right) lane and veered left off the roadway, colliding with the ditch, where it came to a final rest. The wrong-way driver was under the influence of alcohol at the time of the accident.

**Maintenance Results**

The interchange at Exit 14 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, the arrow pavement marking needs to be installed to conform with current ARDOT requirements.

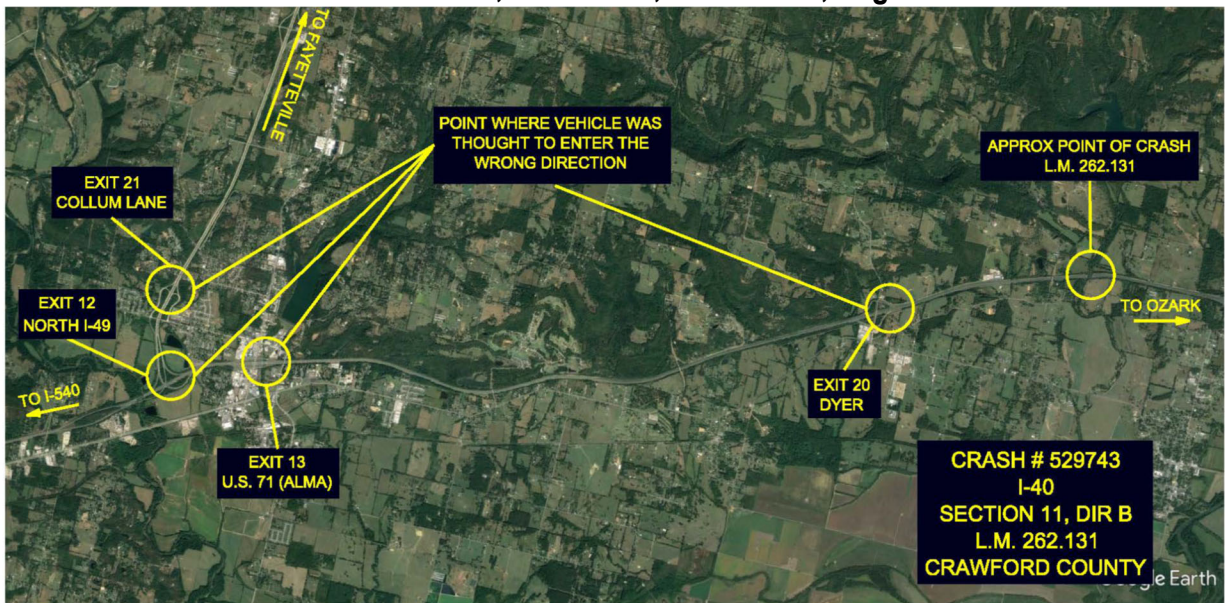
The interchange at Exit 17 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, arrow pavement markings need be installed to conform with current ARDOT requirements.

The interchange at Exit 21 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (arrows and yield bars) need to be installed to conform with ARDOT requirements.







**Crash # 2022529743 I-40, Section 11, Direction B, Log Mile 262.131****Maintenance Review**

The driver accessed I-40 possibly at Exit 13 (U.S. 71, Alma), Exit 20 (Dyer) or Exit 21 via Exit 12 (Collum Lane) and traveled eastbound in the westbound traffic lane on I-40. The wrong-way driver was involved in a head-on collision with several motorcycles which resulted in multiple fatalities. The wrong-way driver tested positive for drugs at the time of the crash.

**Maintenance Results**

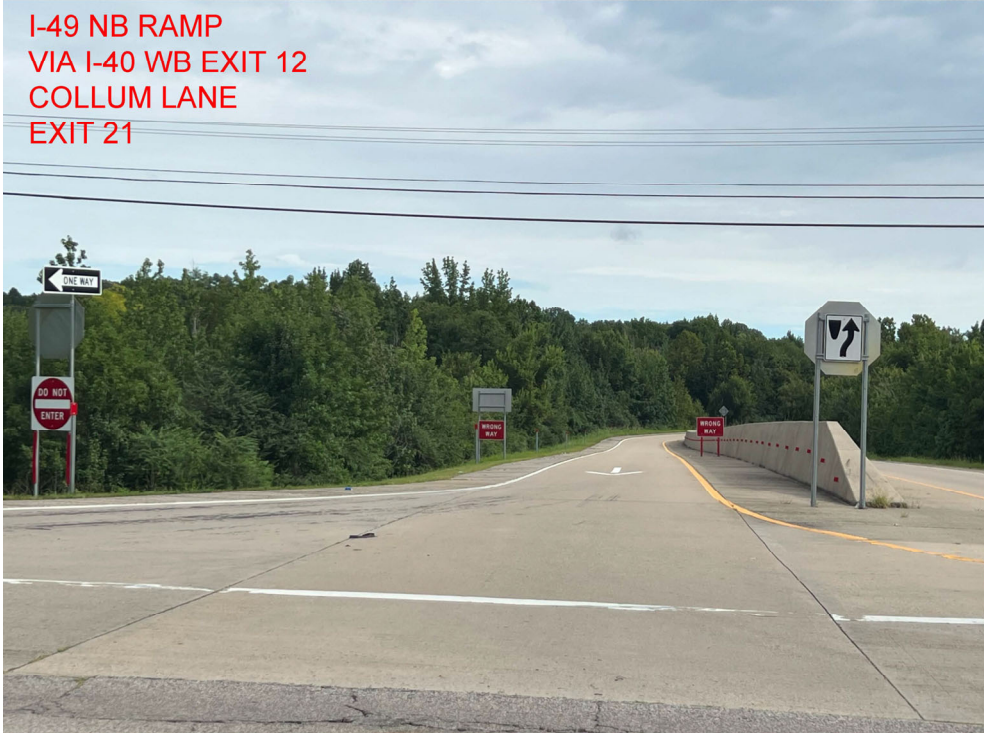
The interchange at Exit 13 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

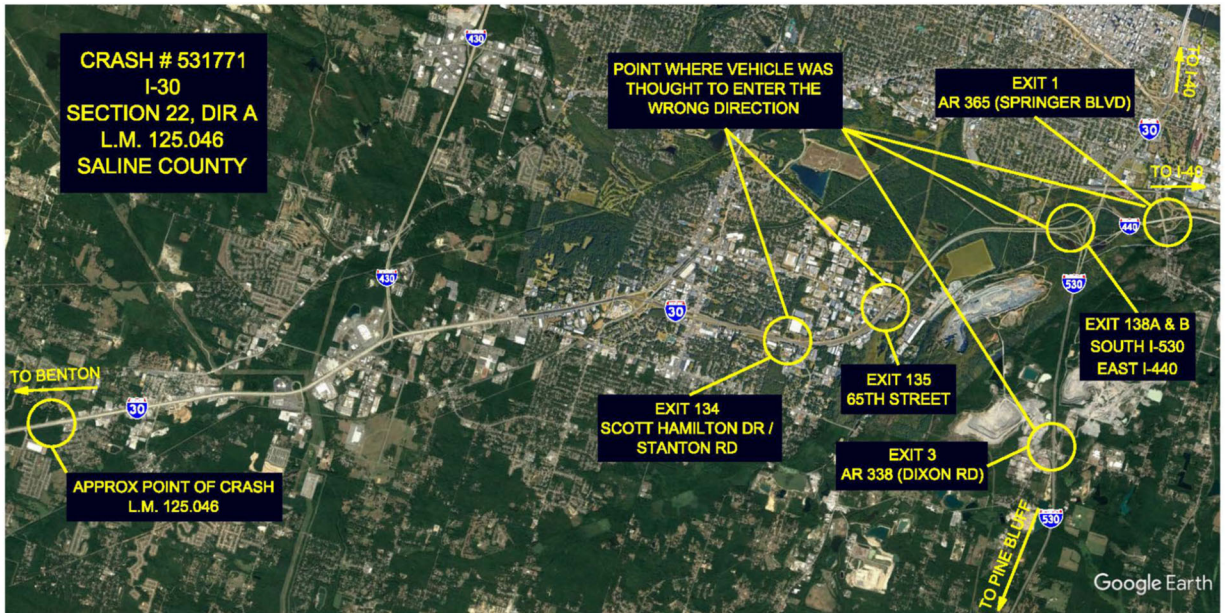
The interchange at Exit 20 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

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







**Crash # 2022531771 I-30, Section 11, Direction A, Log Mile 125.046****Maintenance Review**

The driver accessed I-30 possibly at Exit 1 via Exit 138 (AR 365, Springer Blvd.), Exit 3 via Exit 138 (AR 338, Dixon Rd.), Exit 134 (Scott Hamilton Dr., Stanton Rd.) or Exit 135 (65th St.) and traveled westbound in the eastbound traffic lane. Communications received 911 calls regarding a wrong-way vehicle on I-30 around mile marker 133, then later advised they witnessed a head-on collision on ARDOT cameras near mile marker 124. The wrong-way driver was involved in a head-on collision in the inside eastbound travel lane which resulted in a fatality.

**Maintenance Results**

The interchange at Exit 1 via Exit 138 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (arrow & cat tracks) 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 138 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (stop & yield bars, arrow) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 134 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, an additional "Wrong Way" sign needs to be installed with red vertical reflective strips on the signpost to conform with current ARDOT requirements. These modifications have been implemented.

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

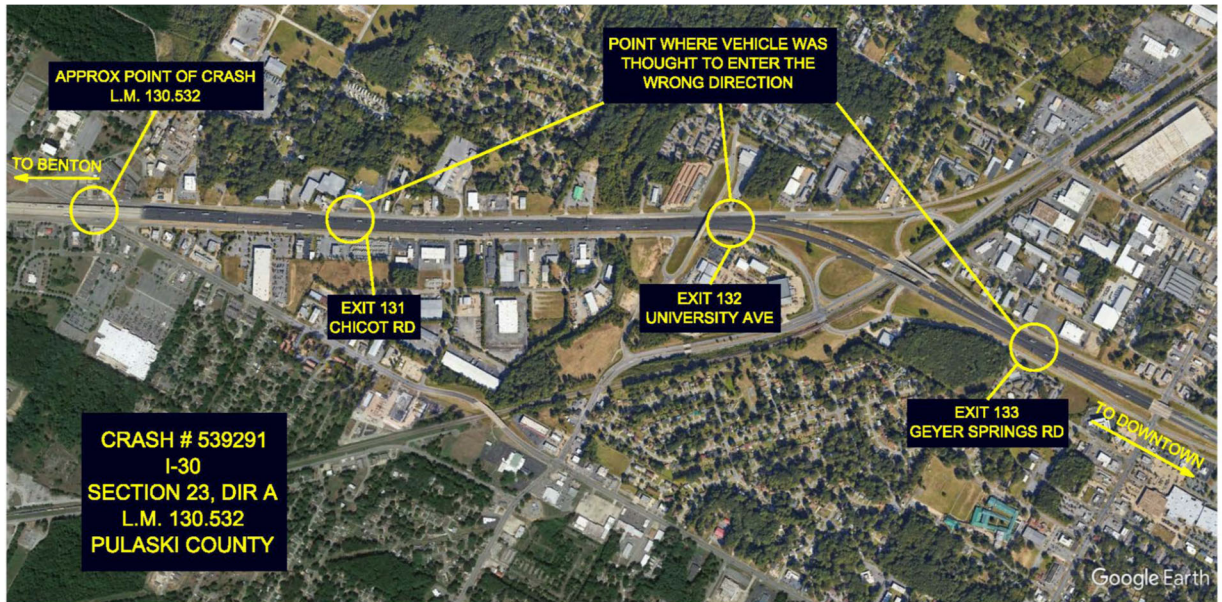










**Crash # 2022539291 I-30, Section 23, Direction A, Log Mile 130.532****Maintenance Review**

The driver accessed I-30 possibly at Exit 131 (Chicot Rd.), Exit 132 (University Ave.) or Exit 133 (Geyer Springs Rd.) and traveled westbound in the eastbound traffic lane. An eastbound vehicle observed the wrong-way vehicle going the wrong direction in the middle lane and attempted to avoid a head-on collision by swerving to the right. The front left fender of the wrong-way vehicle collided with the front left fender of the eastbound vehicle causing both vehicles to rotate counterclockwise before coming to a final rest. The wrong-way driver was under the influence of alcohol at the time of the crash.

**Maintenance Results**

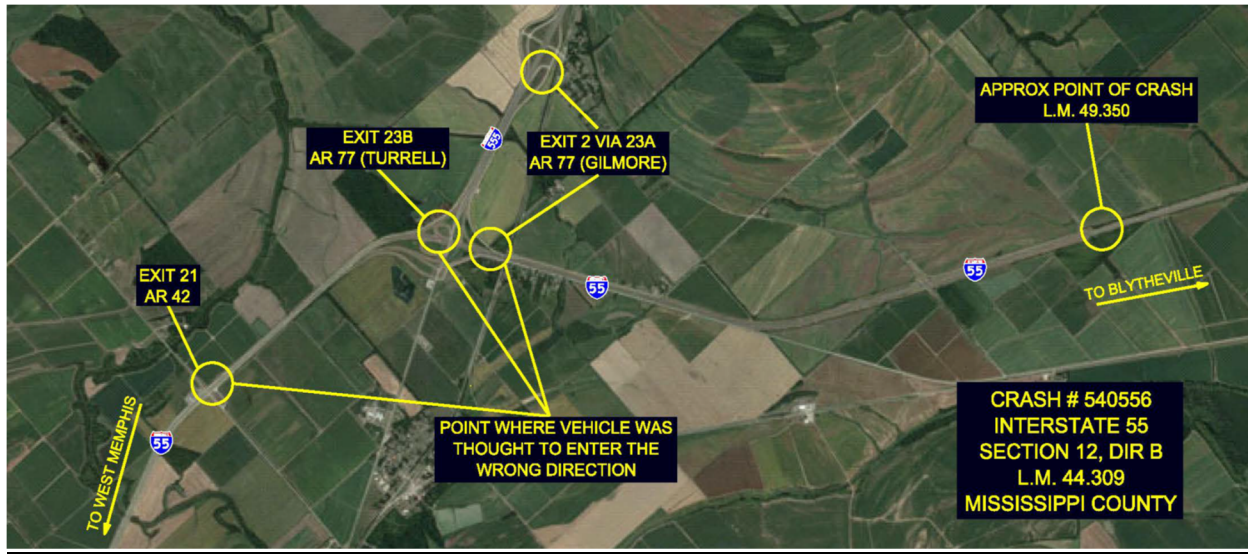
The interchange at Exit 131 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, additional “Do Not Enter” and “Wrong Way” signs need to be installed. Existing “Do Not Enter” signs need to be upsized and red vertical reflective strips installed on the signposts to conform with ARDOT requirements. These modifications have been implemented.

The interchange at Exit 132 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, red reflective strips need to be installed on the “Do Not Enter”, and “One Way” signs to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 133 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.





**Crash # 2022540556 I-55, Section 12, Direction B, Log Mile 44.309****Maintenance Review**

The driver accessed I-55 possibly at Exit 23A (I-555 North), Exit 23B (Hwy 77, Turrell), or Exit 21 (AR 42) and traveled northbound in the southbound traffic lane. The wrong-way vehicle was in the left-hand lane on the southbound side of the interstate, when they left the roadway and struck the cable median barrier. The wrong-way vehicle then re-entered the roadway, sideswiped a southbound vehicle, and came to rest in the middle of the southbound lanes. Another southbound vehicle was unable to avoid the wrong-way vehicle and struck it in the driver's side door causing the wrong-way vehicle to split in half behind the driver's side seat. The wrong-way driver was pronounced dead at the scene and tested positive for alcohol.

**Maintenance Results**

The interchange at Exit 21 was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (arrows and yield bar) need to be installed to conform with ARDOT requirements.

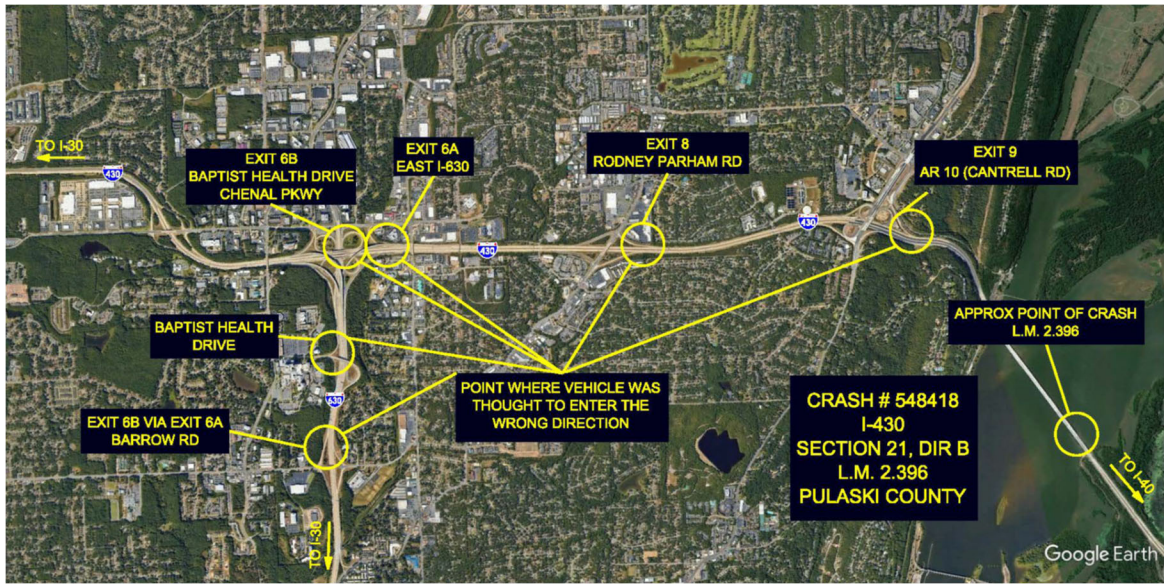
The interchange at Exit 23B was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, pavement markings (arrow & yield bar) need to be installed to conform with ARDOT requirements.

The interchange at Exit 2 via Exit 23A was reviewed. Signs were in place and in conformance with MUTCD. However, additional "Do Not Enter", "One Way" and "Stop" signs need to be installed with red vertical reflective strips on the signposts to conform with ARDOT requirements. Also, pavement markings (arrow, stop bar & yield bar) need to be installed to be consistent with ARDOT requirements. The sign modifications have been implemented.







**Crash # 2022548418 I-430, Section 21, Direction B, Log Mile 2.396****Maintenance Review**

The driver accessed I-430 possibly at Exit 6B via Exit 6A (Barrow Rd.), Exit 6B (Markham St., Baptist Health Dr., Chenal Pkwy.), Exit 8 (Rodney Parham Rd.) or Exit 9 (AR 10, Cantrell Rd.) and traveled northbound in the southbound traffic lane. This area of interstate was under construction at the time of the crash. The wrong-way driver was involved in a head-on collision with a southbound vehicle in the inside lane. After impact the wrong-way vehicle crossed all three lanes, rotating clockwise, before coming to a final rest facing east in the outside lane. The wrong-way driver was suspected of being under the influence of alcohol at the time of the crash.

**Maintenance Results**

The interchange at Exit 6B via Exit 6A was reviewed. Signs were in place and in conformance with MUTCD. However, red reflective strips need to be installed on the “Do Not Enter” and “One Way” signposts and additional “Keep Right” signs need to be installed to conform with current ARDOT requirements. Also, pavement markings (cat tracks & arrow) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 6B was reviewed. Signs were in place and in conformance with MUTCD. However, additional “Wrong Way” signs need to be installed and red vertical reflective strips need to be installed on the signposts to conform with current ARDOT requirements. Also, pavement markings (stop & yield bars) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 8 was reviewed. Signs were in place and in conformance with MUTCD. However, additional “Do Not Enter” and “Yield” signs need to be installed and red vertical reflective strips need to be installed on the signposts to conform with current ARDOT requirements. Also, pavement marking (yield bar) need to be installed to conform with current ARDOT requirements. These modifications have been implemented.

The interchange at Exit 9 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, additional “One Way” and “Wrong Way” signs need to be installed. Existing “Wrong Way” signs need to be upsized and red vertical reflective strips need to be installed on all signposts to conform with current ARDOT requirements. These modifications have been implemented.





I-430 SB RAMP  
BAPTIST HEALTH DR  
CHENAL PKWY  
VIA EXIT 6B

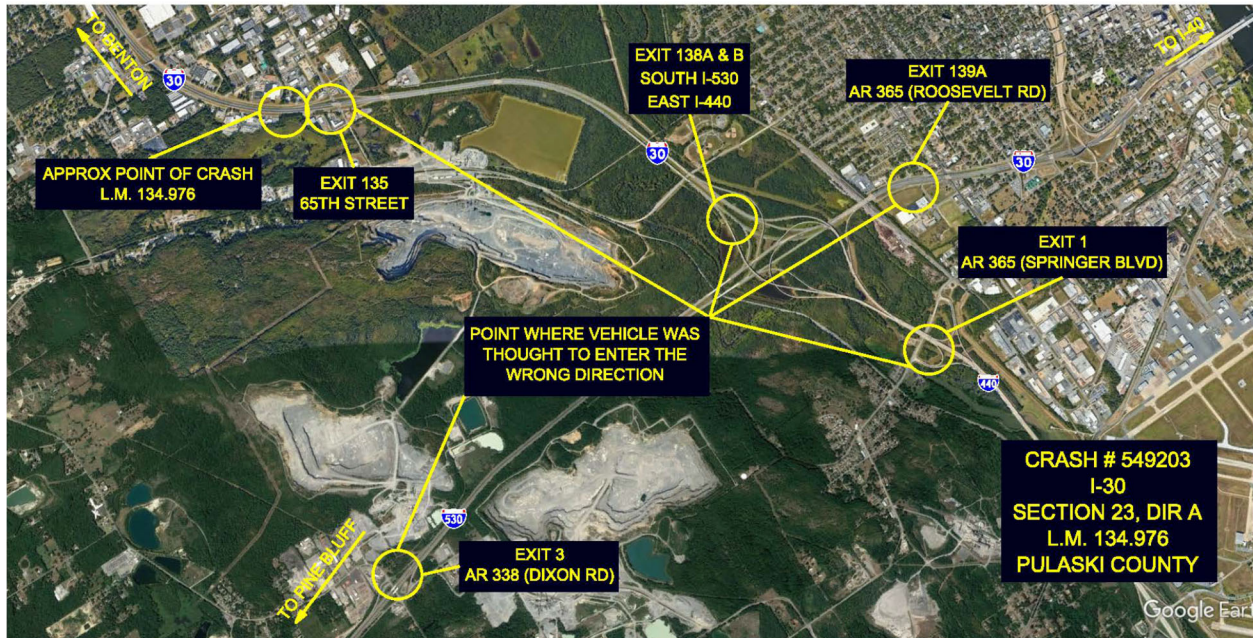


I-630 EB RAMP  
VIA I-430 SB EXIT 6A  
BARROW RD  
EXIT 6B







**Crash # 2022549203 I-30, Section 23, Direction A, Log Mile 134.976****Maintenance Review**

The driver accessed I-30 possibly at Exit 1 via Exit 138A (AR 365, Springer Blvd.), Exit 3 via Exit 138B (AR 338, Dixon Rd.), Exit 135 (65<sup>th</sup> St.) or Exit 139A (AR 365, Roosevelt Rd.) and traveled westbound in the eastbound traffic lane. The wrong-way vehicle side swiped a semi-truck and then fled the scene before being located on the eastbound frontage road near Scott Hamilton Drive. The wrong-way driver was under the influence of alcohol at the time of the crash.

**Maintenance Results**

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

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

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

The interchange at Exit 139A was reviewed. Signs were in place and in conformance with MUTCD and ARDOT requirements. However, one of the “Wrong Way” sign was damaged and needs to be replaced. Also, pavement marking (stop bar) needs to be installed to conform with current ARDOT requirements. These modifications have been implemented.

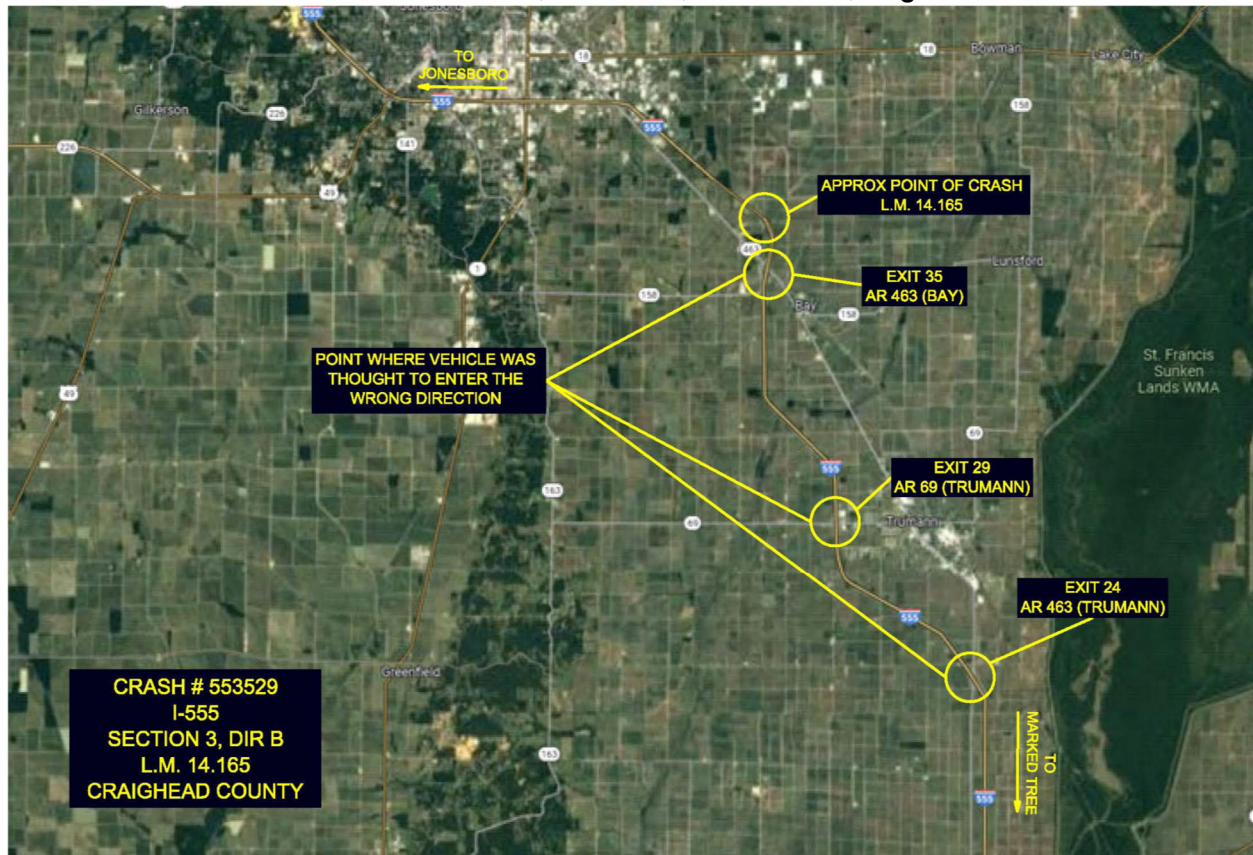










**Crash # 2022553529 I-555, Section 3, Direction B, Log Mile 14.165****Maintenance Review**

The driver accessed I-555 possibly at Exit 24 (AR 463, Trumann), Exit 29 (AR 69, Trumann) or Exit 35 (AR 463, Bay) and traveled northbound in the southbound traffic lane. The wrong-way driver was involved in a head-on collision. Both drivers were pronounced dead at the scene.

**Maintenance Results**

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

The interchange at Exit 29 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD. However, red vertical strips need to be installed on one of the “Wrong Way” signposts to conform with current ARDOT requirements. This modification has been implemented.

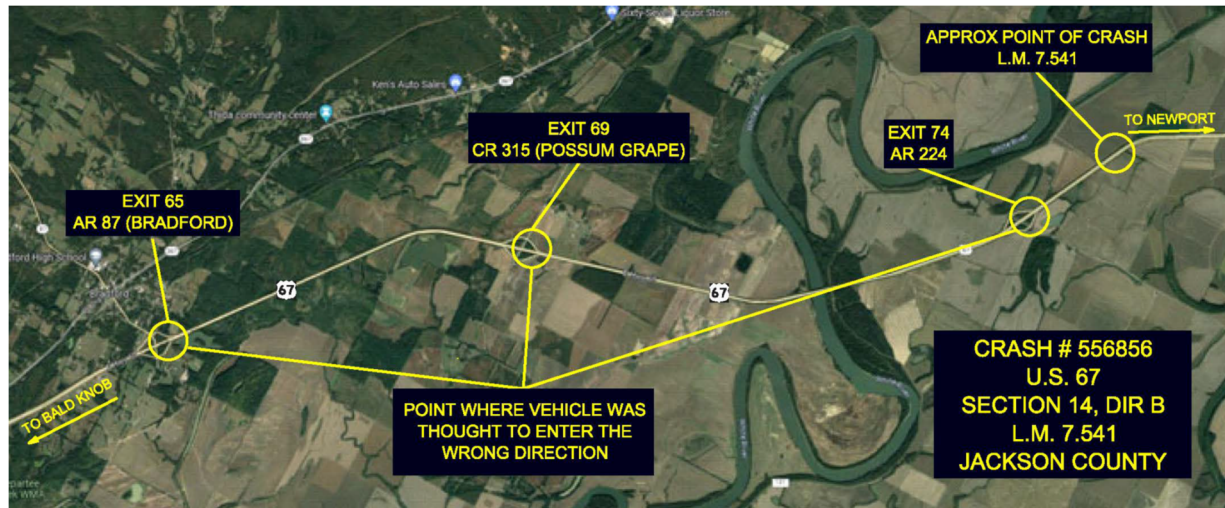
The interchange at Exit 35 was reviewed. Signs were in place and in conformance with MUTCD. However, one of the “Stop” signs need to be upsized and red vertical reflective strips need to be installed on the signpost to conform with ARDOT requirements. Also, pavement markings (cat tracks) have faded and need to be replaced to conform with ARDOT requirements. These modifications have been implemented.









**Crash # 202256856 U.S. 67, Section 14, Direction B, Log Mile 7.541****Maintenance Review**

The driver accessed U.S. 67 possibly at Exit 65 (AR 87, Bradford), Exit 69 (CR 315, Possum Grape) or Exit 74 (AR 224) and traveled northbound in the southbound traffic lane. The wrong-way vehicle was involved in a head-on collision. The wrong-way driver was pronounced dead at the scene. The wrong-way driver was suspected to be under the influence of alcohol and drugs at the time of the accident.

**Maintenance Results**

The interchange at Exit 65 was reviewed. Signs were in place and conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar) have faded and will need to be replaced. Also, the pavement marking arrow needs to be moved up 445' to conform with current ARDOT requirements.

The interchange at Exit 69 was reviewed. Signs were in place and in conformance with MUTCD. However, an additional "Do Not Enter" sign needs to be installed to conform with current ARDOT requirements. Also, pavement markings (stop bar and yield bar) have faded and need to be replaced and the pavement marking arrow needs to be moved up 470' to conform with current ARDOT requirements. The sign modifications have been implemented.

The interchange at Exit 74 was reviewed. Signs were in place and in conformance with MUTCD. However, additional "Wrong Way" signs need to be installed and red vertical reflective strips need to be installed on the signpost to conform with current ARDOT requirements. Also, pavement markings (stop bar and yield bar) have faded and need to be replaced and the pavement marking arrow needs to be moved up 480' to conform with current ARDOT requirements. The sign modifications have been implemented.







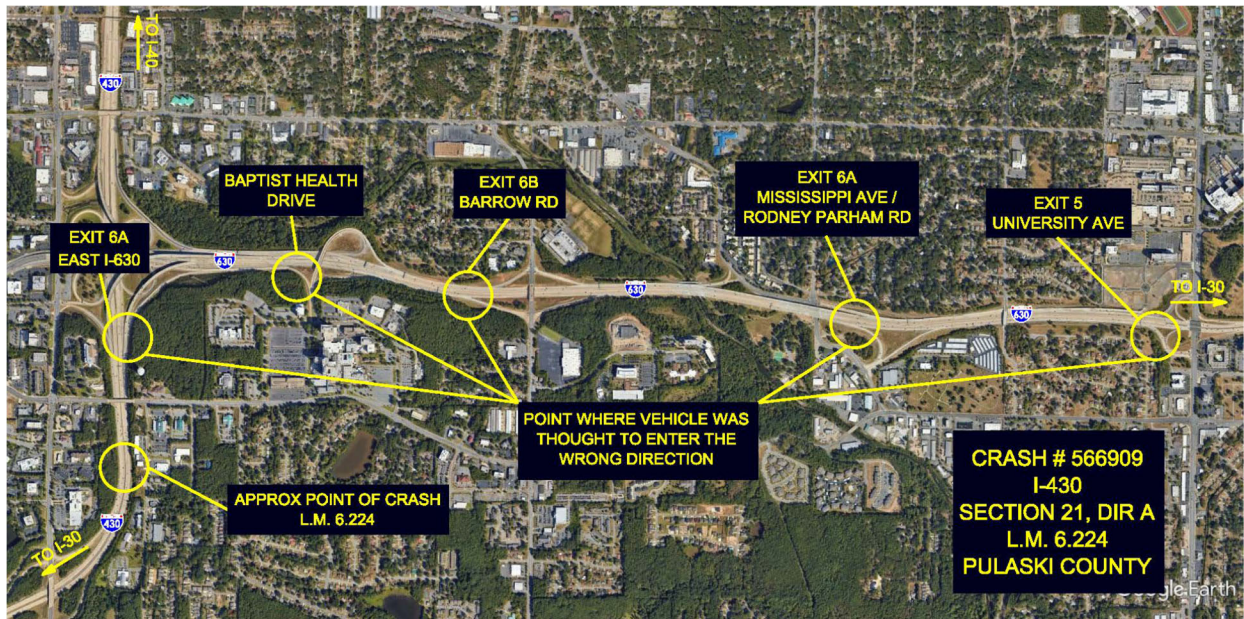
**Crash # 2022564812 I-40, Section 563, Direction A, Log Mile 0.208****Maintenance Review**

The driver attempted to access I-40 at Kerr Road and traveled eastbound on the westbound traffic lane of Exit 165 off-ramp. The wrong-way vehicle struck the left fender of a westbound vehicle's trailer.

**Maintenance Results**

The interchange at Exit 165 was reviewed. Signs were in place and conformance with MUTCD and ARDOT requirements. However, pavement markings (stop bar and yield bar) have faded and need to be replaced and the pavement marking arrow needs to be moved up 345' to conform with current ARDOT requirements. These modifications have been implemented.



**Crash # 2022566909 I-430, Section 21, Direction A, Log Mile 6.224****Maintenance Review**

The driver accessed I-430 via Eastbound I-630 at Exit 5 (University Ave.), Exit 6A (Mississippi Ave.), Exit 6B (John Barrow Rd.), or Baptist Health Exit and traveled southbound in the northbound traffic lane. The wrong-way driver was involved in a head-on collision. The wrong-way driver was pronounced deceased on scene.

**Maintenance Results**

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

The interchange at Exit 6A was reviewed. Signs were in conformance with MUTCD. However, the “Keep Right” sign needs to be upsized. Also, pavement marking (cat tracks) have faded and need to be replaced to conform with current ARDOT requirements.

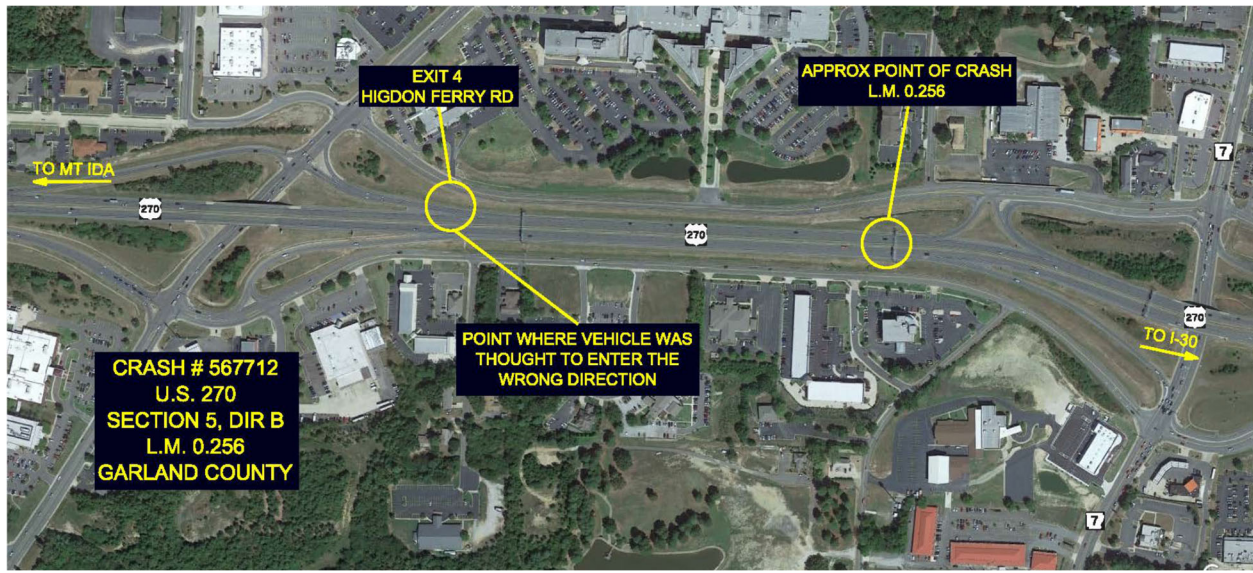
The interchange at Exit 6B was reviewed. Signs were in place and in conformance with MUTCD. However, an additional “Wrong Way” sign needs to be installed and red vertical reflective strips needs to be installed on the signpost to conform with current ARDOT requirements. Also, pavement markings (stop and yield bars) will need to be installed to be consistent with current ARDOT requirements. The sign modifications have been implemented.

The interchange at the Baptist Health Exit was reviewed. Pavement markings and Signs were in place and in conformance with MUTCD and ARDOT requirements.







**Crash # 2022567712 U.S. 270, Section 5, Direction B, Log Mile 0.256****Maintenance Review**

The driver accessed U.S 270 at Exit 4 (AR 88, Higdon Ferry Rd.) and traveled eastbound in the westbound traffic lane. The wrong-way vehicle struck the left rear door of a westbound vehicle. After impact, the wrong-way driver pulled over and asked a witness if he was okay and then left the scene. The wrong-way driver was later spotted and stopped on Park Ave. The wrong-way driver stated to police and witnesses that she had just left the eye doctor and that her eyes were dilated.

**Maintenance Results**

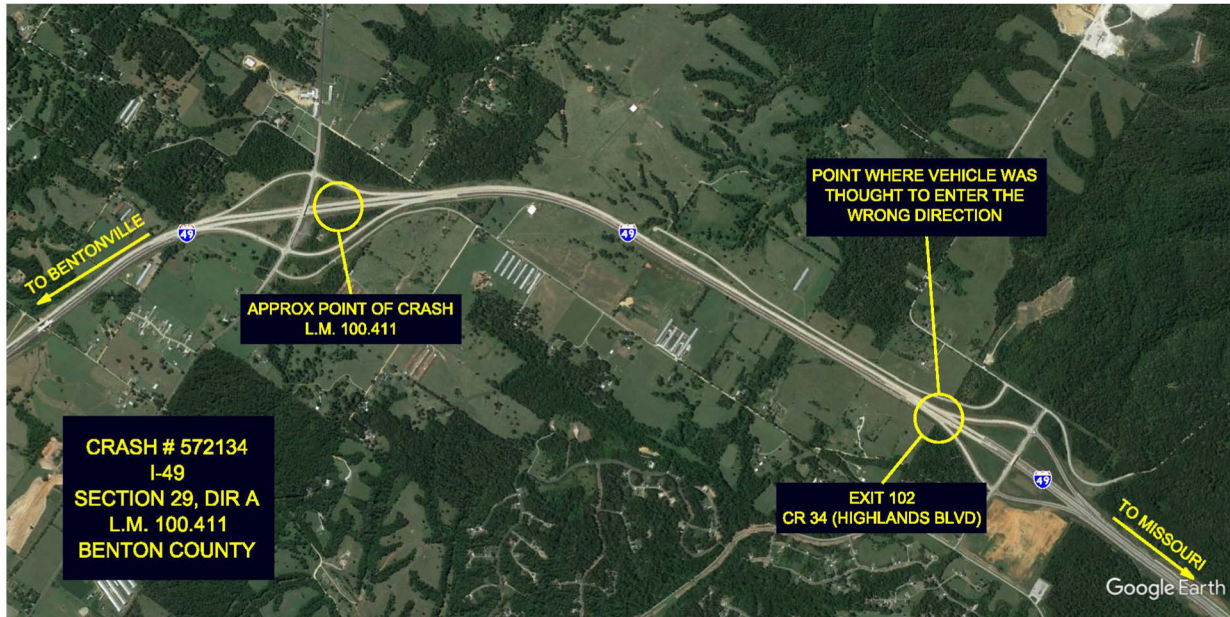
The interchange at Exit 4 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements.

U.S. 270 WB RAMP  
AR 88 (HIGDON FERRY RD)  
EXIT 4



U.S. 270 WB RAMP  
AR 88 (HIGDON FERRY RD)  
EXIT 4



**Crash # 2022572134 I-49, Section 29, Direction A, Log Mile 100.411****Maintenance Review**

The driver accessed I-49 possibly at Exit 102 (CR 34, Highlands Blvd.) and traveled southbound in the northbound traffic lane. The wrong-way vehicle entered the median and collided with the cable barrier. The wrong-way vehicle continued heading southbound in the northbound traffic lane until being stopped by police. The wrong-way driver was under the influence of alcohol at the time of the accident.

**Maintenance Results**

The interchange at Exit 102 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 to conform with current ARDOT requirements. This modification has been implemented.



**Crash # 2022572855 U.S. 67, Section 10, Direction B, Log Mile 0.985****Maintenance Review**

The driver accessed U.S. 67 possibly at Exit 10A (James St.), Exit 10B (Gregory St.) or Exit 11 (Vandenberg Blvd.) and traveled northbound in the southbound traffic lane on U.S. 67. The southbound vehicle swerved to the right to try to avoid a collision but the left front of the wrong-way vehicle struck the left side of the southbound vehicle. The wrong-way vehicle continued driving after impact. The wrong-way driver was under the influence of alcohol at the time of the accident.

**Maintenance Results**

The interchange at Exit 10A was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements. The ramp is within the limits of Job CA0604 which is currently under construction.

The interchange at Exit 10B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements. The ramp is within the limits of Job CA0604 which is currently under construction.

The interchange at Exit 11 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD and ARDOT requirements. The ramp is within the limits of Job CA0604 which is currently under construction.







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