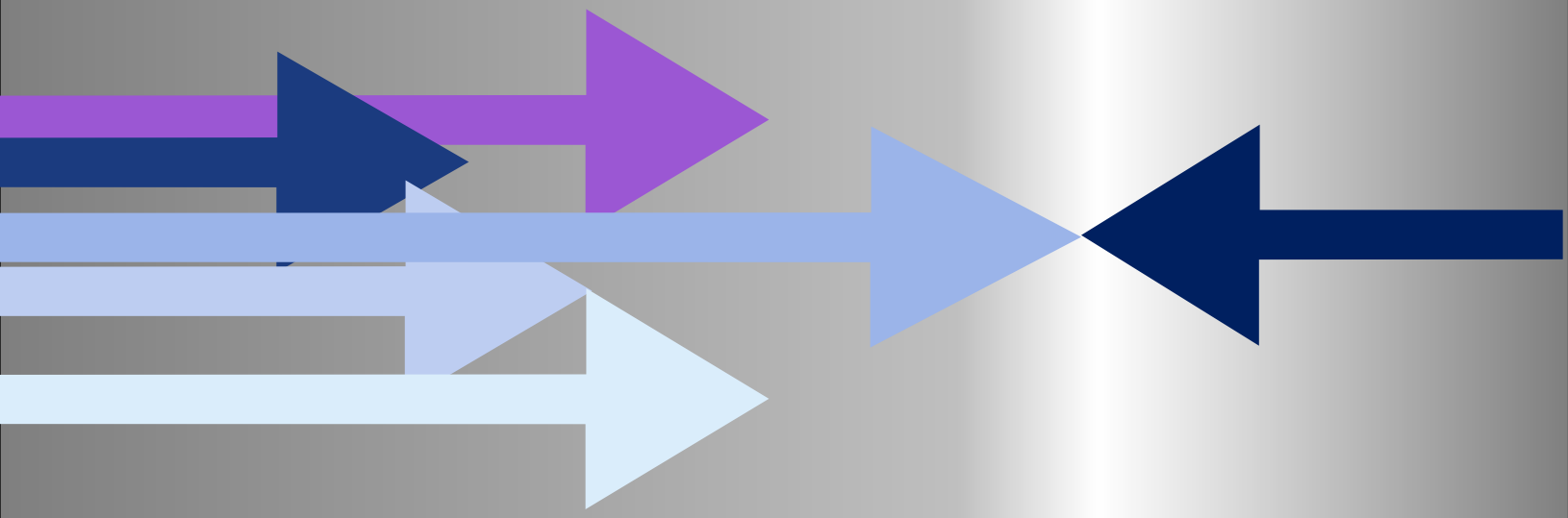
WRONG-WAY
CRASH STUDY

INTERSTATES AND FREEWAYS | CALENDAR YEAR 2023



ARDOT
ARKANSAS DEPARTMENT OF TRANSPORTATION

Published April 2025

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ARKANSAS DEPARTMENT OF TRANSPORTATION

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

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

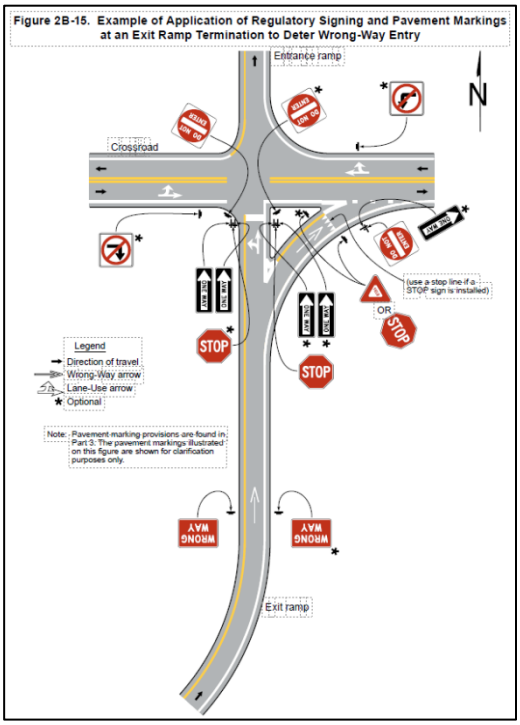
Wrong-Way Crash Report

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

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

Compliance with the current Department signing practices is also evaluated. The Department has adopted the supplementary low-cost countermeasures listed below and outlined in Commission Minute Order 2016-004 (see Appendix B) to further curtail wrong-way driving. This practice enhances the conspicuity of the signage and provides added protection to ensure that the minimum required signage remains in place should one of the sign assemblies be damaged or destroyed. These safety improvements were introduced in a statewide effort to reduce wrong-way incursions on Arkansas freeways. This project was substantially completed in March 2018 and has become standard practice when building new ramps, rehabilitating existing ramps, or investigating and maintaining ramps identified in this report.

1. "WRONG WAY" and "DO NOT ENTER" signs have been lowered with brighter sheeting and reflective post panels to increase the conspicuity of these important signs.
2. Thermoplastic wrong-way pavement arrows were added to every exit ramp.
3. Lane use arrows were applied to two-way frontage roads that intersected an exit ramp.
4. Other pavement markings included stop and yield lines at every exit ramp.
5. "Cat track" pavement markings were applied to guide left-turning motorists to the correct ramp at side-by-side ramps.
6. Red delineators were installed at every exit ramp to give potential wrong-way drivers more visual cues they were traveling in the wrong direction.

The analysis of crash data showed that 25 wrong-way crashes occurred on Interstates and other freeways with full control of access (see Figure 2) in Calendar Year 2023. 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 2021 to 2023, while Figure 3 provides an overview of wrong-way crash history since 2013. Wrong-way crash occurrences have slightly increased in recent years. Additionally, wrong-way crashes in recent years have tended to be more severe: 44 percent of wrong-way crashes in 2023 involved fatalities or serious injuries, as compared to 29 percent in 2021.

Table 1. Summary of Wrong-Way Crash Analysis in Calendar Year 2023

Crash Severity	6 Fatal Crashes (9 fatalities)				
	16 Non-fatal Injury Crashes that include:		6 Suspected Serious Injury Crashes		
			7 Suspected Minor Injury Crashes		
			3 Possible Injury Crashes		
	3 Property Damage Only Crashes (PDO)				
Crash Type	Front to Front	13	**Road Surface Condition**	Dry	22
	Angle	5			
	Sideswipe	4		Wet	3
	Single Vehicle	3			
Light Conditions	Dark	9	**Contributing Factors[1]**	Alcohol	4
	Daylight	8		Drugs	6
	Dark but Lighted	6		Dementia	2
	Dusk	2		Fleeing Police	2
				None[2]	12

[1]Crashes may have more than one Contributing Factor.
[2]None of the above factors applied.

Table 2. Wrong-Way Crashes 2021-2023[1]

Year	Total Wrong Way Crashes	Fatal Crashes	Fatalities	Serious Injury Crashes	Dark Crashes[2]	Driver Impaired Drugs or Alcohol	Fatal Crashes Driver Impaired on Drugs or Alcohol[3]
2021	21	2	3	4	18	10	1
2022	22	8	12	1	15	14	4
2023	25	6	9	5	17	9	3

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

Figure 2. Wrong-Way Crash Locations in Calendar Year 2023

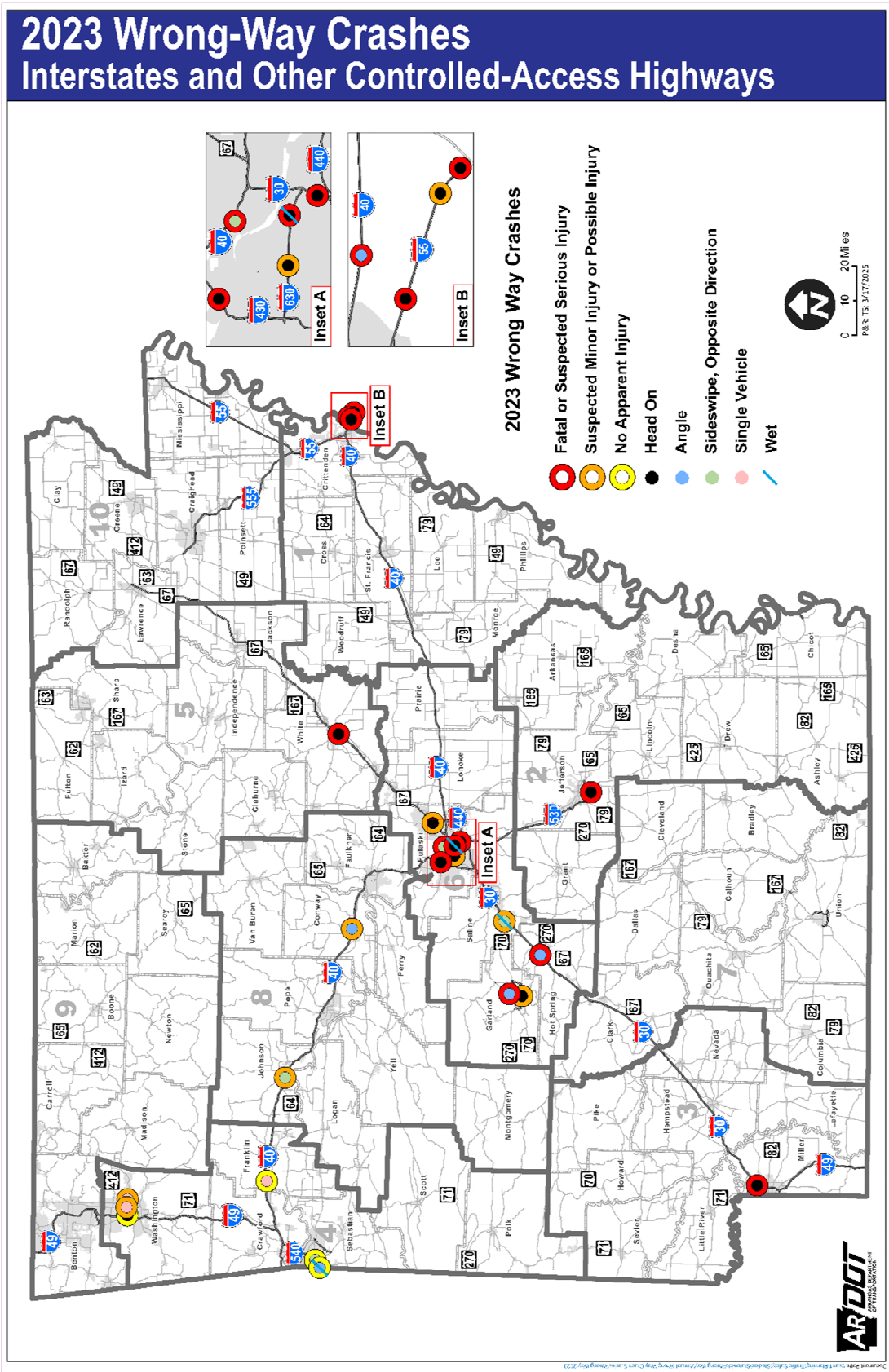


Figure 3. Wrong-Way Crashes 2013-2023

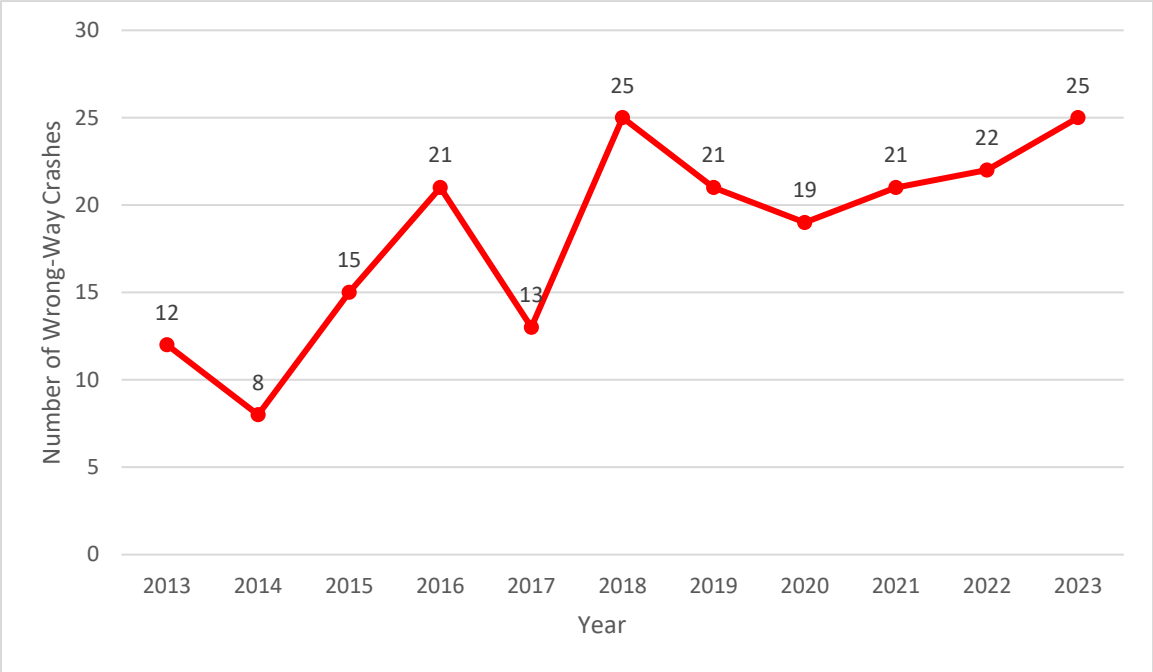
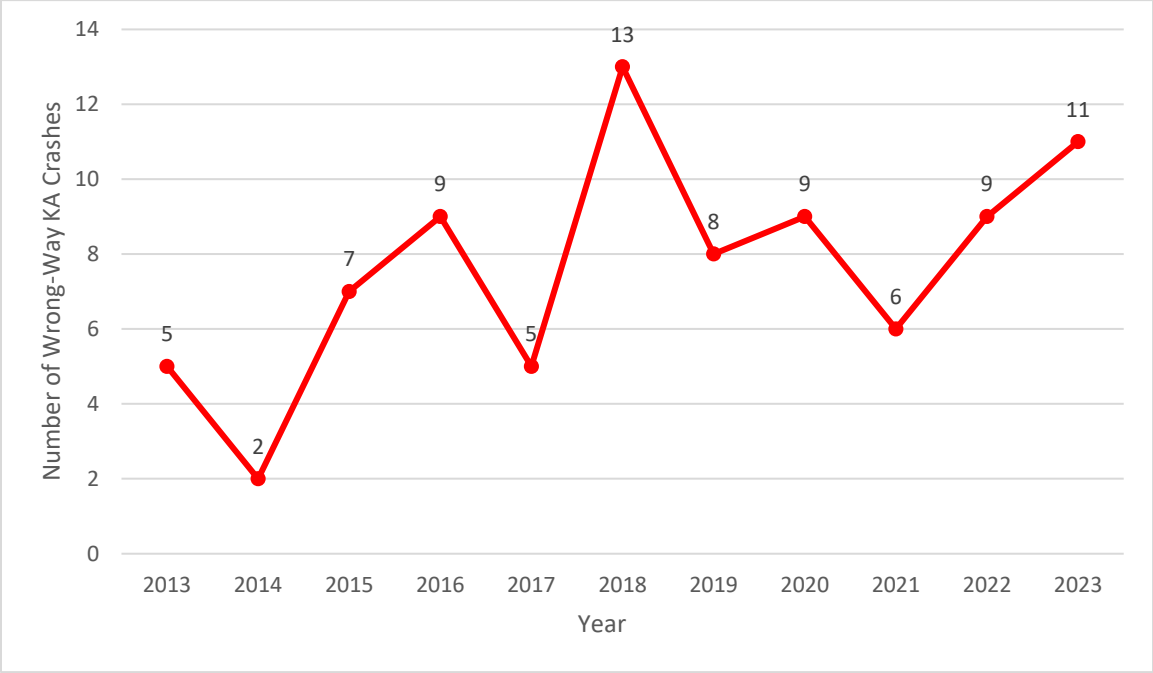


Figure 4. Wrong-Way KA Crashes 2013-2023



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

The findings are summarized below and in Table 3. Despite only 25 wrong-way crashes, a total of 65 interchange ramps were reviewed, which highlights the difficulty of pinpointing the exact location where a driver entered a facility traveling the wrong way. Crash location maps, along with diagrams of the interchanges, and investigation reports are included in Appendix C. Any modifications to signage and striping that have been recommended are noted in Appendix D. Any modification that has not been completed will be implemented by state or district forces as their schedules permit.

MUTCD Minimum Requirements

- All 65 ramps were found to comply with MUTCD minimum standards.

Current Department Requirements

- 20 ramps conformed with current Department signing and striping practices.
    - In a few cases, signage was recommended that went beyond ARDOT practices.
- 10 ramps met the striping practices but not the current Department enhanced signing practices.
- 15 ramps met the signing practices but not the current Department enhanced striping practices.
- 18 ramps require additional signing and striping to meet the Department's enhanced signing and striping practices.
- 2 ramps were under construction and had some temporary signing in place as part of a widening and reconstruction project (CA0601).

Table 3. List of Wrong-Way Crashes on Interstates and Other Freeways in Calendar Year 2023

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]
2023502375	Conway	40	31	175.949	3	0	0	Angle	1/8/2023	13:03	R	Daylight	Dry	Dementia	Interstate Anti-log	101,107,108	Y, Y, Y	N, N, Y
2023502505	Crittenden	55	11	2.439	1	1	0	Front to front	1/14/2023	05:00	R	Dark – not lighted	Dry	Alcohol	Interstate	3A, 3B, 4	Y, Y, Y	N, Y, N
2023504855	Garland	270	6	8.313	3	0	0	Front to front	1/19/2023	09:34	U	Daylight	Dry	None	Interstate Anti-log	4	Y	N
2023508261	Sebastian	540	1	1.517	5	0	0	Angle	2/7/2023	20:07	U	Dark – lighted	Wet	Unknown	Interstate	10, 11, 12	Y, Y, Y	N, N, N
2023509710	Washington	71B	123	0.000	3	0	0	Single vehicle	2/11/2023	02:19	U	Dark –lighted	Dry	Fleeing Police	Interstate	N71B	Y	N
2023510348	Crittenden	55	11	0.189	2	0	1	Front to front	2/12/2023	21:54	R	Dark – not lighted	Dry	None	Interstate	1, 3A, 3B, 4	Y, Y, Y, Y	N, N, Y, N
2023514548	Pulaski	630	21	1.994	1	1	0	Front to front	2/24/2023	02:07	U	Dark – not lighted	Wet	None	Interstate	3A, 3B, 4	Y, Y, Y	Y, Y, N
2023516404	Crittenden	55	11	0.696	4	0	0	Front to front	3/17/2023	03:12	R	Dark – not lighted	Wet	None	Interstate	1, 3A, 3B, 4	Y, Y, Y, Y	N, N, Y, N
2023517114	Saline[5]	30	22	111.166	3	0	0	Sideswipe, opposite direction	3/9/2023	03:36	R	Dark – not lighted	Wet	None	Interstate	114, 116, 117	Y	Y
2023517892	Washington	71B	17B	0.971	3	0	0	Single vehicle	3/18/2023	04:36	U	Dark – lighted	Dry	Alcohol	Interstate	S71B, N71B	Y, Y	N, N
2023519235	Franklin	40	12	26.829	5	0	0	Single vehicle	4/2/2023	07:09	R	Daylight	Dry	Fleeing Police	Interstate	13, 20, 24	Y, Y, Y	Y, N, Y
2023519461	Miller	30	11	140.985	1	3	3	Front to front	3/28/2023	18:31	U	Daylight	Dry	Drugs	Interstate Anti-log	1, 223	Y, Y	Y, Y
2023522478	White	67	12	2.381	1	1	3	Front to front	4/17/2023	09:16	U	Daylight	Dry	None	Interstate Anti-log	31, 35, 42	Y, Y, Y	N, N, N
2023539336	Pulaski	67	10	9.767	3	0	0	Front to front	6/19/2023	12:32	R	Daylight	Dry	Dementia	Interstate Anti-log	1, 3, 5	Y, Y, Y	Y, N, N
2023539844	Johnson	40	21	58.040	3	0	0	Sideswipe, opposite direction	7/1/2023	20:33	U	Dusk	Dry	None	Interstate	58, 64, 67	Y, Y, Y	N, N, N
2023542361	Sebastian	540	1	12.125	5	0	0	Sideswipe, opposite direction	7/15/2023	19:23	R	Daylight	Dry	Alcohol	Interstate Anti-log	12, 13, 14	Y, Y, Y	N, N, N
2023544936	Crittenden	40	52	2.044	1	1	3	Angle	7/24/2023	01:12	R	Dark – not lighted	Dry	Drugs	Interstate Anti-log	256, 260. 265	Y, Y, Y	N, N, N
2023552741	Pulaski	40	33	133.369	2	0	1	Sideswipe, opposite direction	9/2/2023	02:17	U	Dark – not lighted	Dry	Drugs	Interstate Anti-log	12, 146, 148, 150	Y, Y, Y, Y	Y, Y, Y, N
2023555733	Hot Spring	30	21	46.006	2	0	2	Angle	9/6/2023	22:14	R	Dark – not lighted	Dry	None	Interstate Anti-log	97	Y	N
2023556656	Pulaski	630	21	4.860	4	0	0	Front to front	9/15/2023	23:32	U	Dark – lighted	Dry	Drugs	Interstate	5A, 5B, 6A, 6B	Y, Y, Y, Y	N, N, Y, Y
2023558405	Garland	70B	9B	4.349	2	0	1	Angle	9/27/2023	11:48	U	Daylight	Dry	None	Interstate Anti-log	E. Grand Ave.	Y	N

Table 3. List of Wrong-Way Crashes on Interstates and Other Freeways in Calendar Year 2023

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]
2023562433	Pulaski	430	21	2.510	1	2	0	Front to front	10/14/2023	05:27	U	Dark – lighted	Dry	None	Interstate Anti-log	6B via 6A, Baptist, Chenal Pkwy, Markham St, 8, 9	Y, Y, Y, Y, Y, Y	N, N, N, N, Y, Y
2023570312	Pulaski	30	23	4.401	2	0	3	Front to front	11/11/2023	04:16	U	Dark – lighted	Dry	Alcohol / Drugs	Interstate Anti-log	3 via 138, 7 via 138, 9 via 138	Y, Y, Y	Y, N, Y
2023575282	Jefferson	530	5	42.047	2	0	1	Front to front	11/22/2023	23:40	U	Dark – not lighted	Dry	Alcohol	Interstate	43, 44, Saracen via 46, Harding via 46	Y, Y, Y, Y	Y, N, N, N
2023580641	Washington	49	62	0.019	4	0	0	Front to front	12/27/2023	07:14	U	Dusk	Dry	None	Interstate	62, 64, 65	Y, Y, Y	N, N, N

[1]Crash Severity = 1-fatal crash; 2-suspected serious injury crash; 3-suspected minor injury crash; 4-possible injury crash; and 5-no apparent injury
[2]SSI means Suspected Serious Injuries. This refers to the number of individuals rather than the number of crashes.
[3]Meets MUTCD Standard at the time of investigation, Y=Yes, N=No
[4]Meets ARDOT enhanced signing and striping practices at the time of investigation, Y=Yes, N=No
[5]Crash took place in an active construction zone.

Appendix A: Act 641

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

Act 641 of the Regular Session

State of Arkansas
87th General Assembly
Regular Session, 2009

A Bill

HOUSE BILL 1961

By: Representative Pyle

For An Act To Be Entitled

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

Subtitle

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

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

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

27-65-144. Additional annual reporting.

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

(b) Any additional traffic control devices installed under subsection

(a) of this section shall conform to the Manual on Uniform Traffic Control Devices for Streets and Highways, approved by the Federal Highway Administration as the national standard in accordance with 23 U.S.C. 109(d), 23 U.S.C. 114(a), 23 U.S.C. 217, 23 U.S.C. 315, and 23 U.S.C. 402(a), 23 C.F.R. 655, and 49 C.F.R. 1.48(b)(8), 1.48(b)(33) and 1.48(c)(2), and is the manual adopted by the State Highway Commission under § 27-52-104.

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

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

APPROVED: 3/27/2009

Appendix B: Commission Minute Orders

MINUTE ORDER

District: Statewide

County: Statewide

Category: Commission Policy

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

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

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

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

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

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

Approved: _____ Chairman

_____ Vice-Chairman

_____ Member

_____ Member

_____ Member

ACE-P

Submitted By: _____
Assistant Chief Engineer - Planning

Approved: _____
Director

Minute Order No. 2009 035

Date Passed FEB 25 2009

Form 19-456
Rev. 08/01/2007

ARKANSAS STATE HIGHWAY COMMISSION

MINUTE ORDER

District: Statewide

County: Statewide

Category: Improvement Project

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

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

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

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

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

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

Approved:

Chairman

Vice-Chairman

Member

Member

Member

TP&P

Form 19-456
Rev. 6/18/2015

Submitted By:

Assistant Chief Engineer - Planning

Approved:

Director

Minute Order No. 2016 004

Date Passed JAN 20 2016

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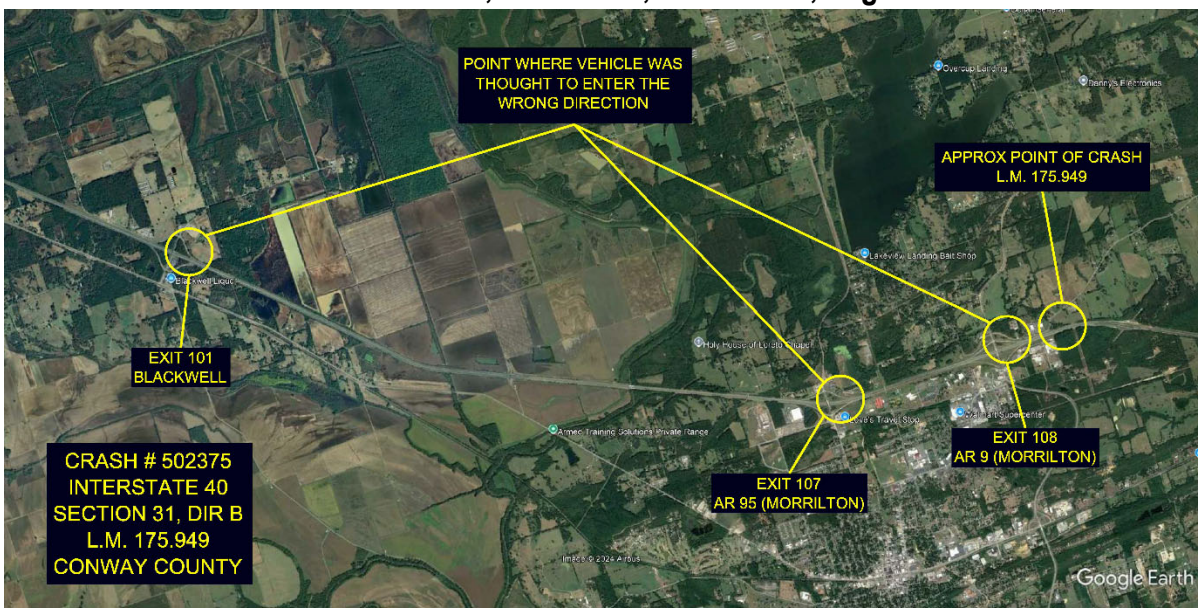
Appendix C: Crash Locations, Maintenance Reviews, and Interchange Photos

Crash # 2023502375 I-40, Section 31, Direction B, Log Mile 175.949



Maintenance Review

The driver accessed I-40 possibly at Exit 101 (Blackwell), Exit 107 (AR 95, Morrilton) or Exit 108 (AR 9, Morrilton) and traveled eastbound in a westbound travel lane. The wrong-way vehicle was traveling in the outside westbound lane and crossed over into the inside westbound lane, where they collided head-on with a westbound vehicle. The wrong-way driver was suspected of having dementia.

Maintenance Results

The interchange at Exit 101 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 107 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 108 was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards and ARDOT practices.

I-40 WB RAMP
BLACKWELL
EXIT 101
DO NOT
ENTER

I-40 WB RAMP
BLACKWELL
EXIT 101

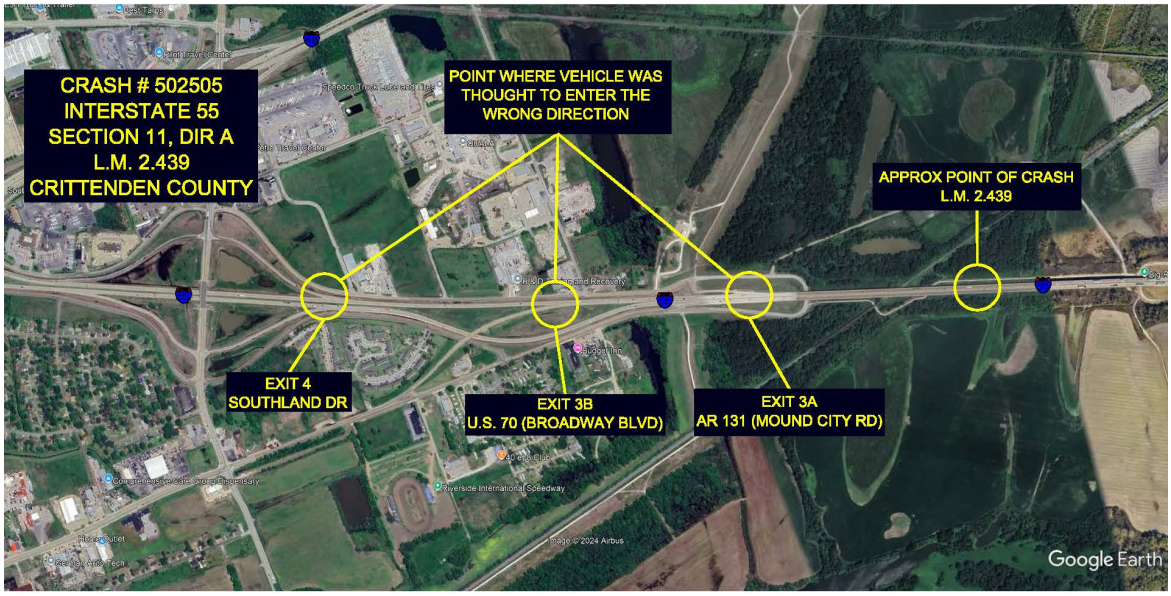
I-40 WB RAMP
AR 95 (MORRILTON)
EXIT 107
DO NOT ENTER

I-40 WB RAMP
AR 95 (MORRILTON)
EXIT 107
DO NOT ENTER

I-40 WB RAMP
AR 9 (MORRILTON)
EXIT 108
DO NOT ENTER

I-40 WB RAMP
AR 9 (MORRILTON)
EXIT 108

Crash # 2023502505 I-55, Section 11, Direction A, Log Mile 2.439



Maintenance Review

The driver accessed I-55 possibly at Exit 3A (AR 131, Mound City Rd.), Exit 3B (U.S. 70, Broadway Blvd.) or Exit 4 (MLK Dr., Southland Dr.) and traveled southbound in a northbound travel lane. The wrong-way driver was involved in a head-on collision with a commercial motor vehicle (CMV) which resulted in a fatality. The wrong-way driver was under the influence of alcohol at the time of the crash with a blood alcohol content (BAC) of .299.

Maintenance Results

The interchange at Exit 3A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 3B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices. However, at the time of inspection existing vegetation limited visibility.

The interchange at Exit 4 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-55 NB RAMP
AR 131 (MOUND CITY RD)
EXIT 3A
ONE WAY
STOP
WRONG WAY
DO NOT ENTER

I-55 NB RAMP
AR 131 (MOUND CITY RD)
EXIT 3A
ONE WAY
ONE WAY
DO NOT ENTER
DO NOT ENTER
WRONG WAY

I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B

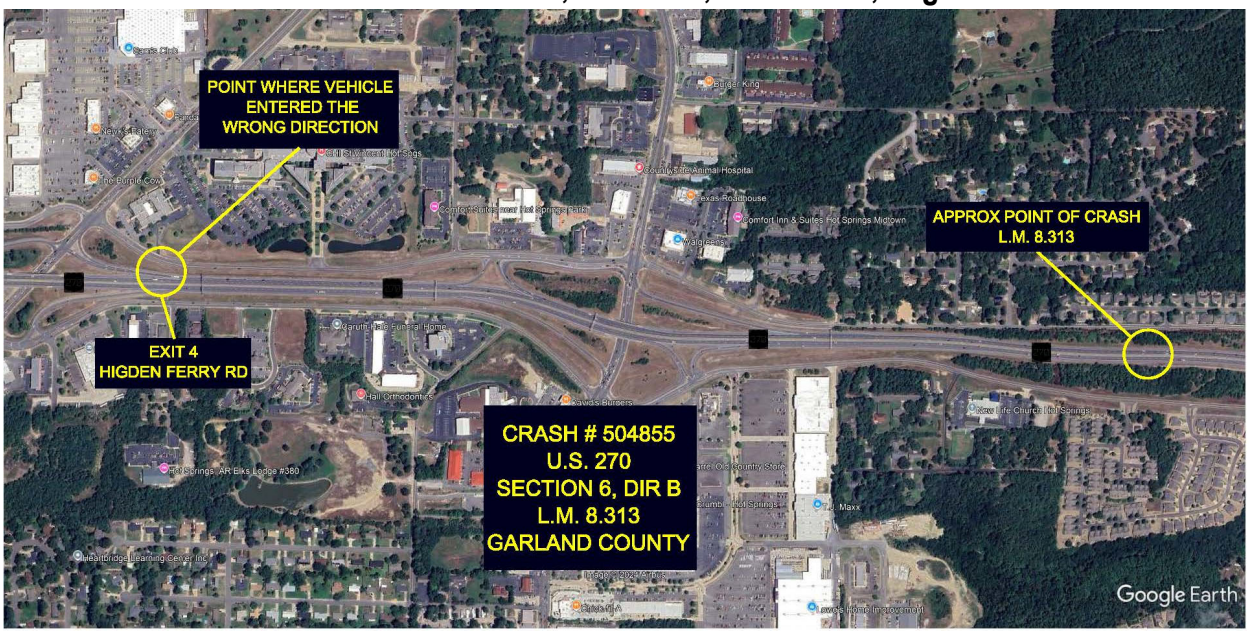
I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B
ONE WAY
DO NOT ENTER
ONE WAY
DO NOT ENTER

I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B
KEEP
RIGHT

I-55 NB RAMP
MLK DR / SOUTHLAND DR
EXIT 4

I-55 NB RAMP
MLK DR / SOUTHLAND DR
EXIT 4
DO NOT ENTER

Crash # 2023504855 U.S. 270, Section 6, Direction B, Log Mile 8.313



Maintenance Review

The driver accessed U.S. 270 at Exit 4 (AR 88, Higdon Ferry Rd.) and traveled eastbound in a westbound travel lane. The wrong-way vehicle was involved in a head-on collision that disabled the front left tire and wheels of both vehicles. The older wrong-way driver stated that she was on Higdon Ferry Rd. and turned one light too soon due to the sun being in her eyes.

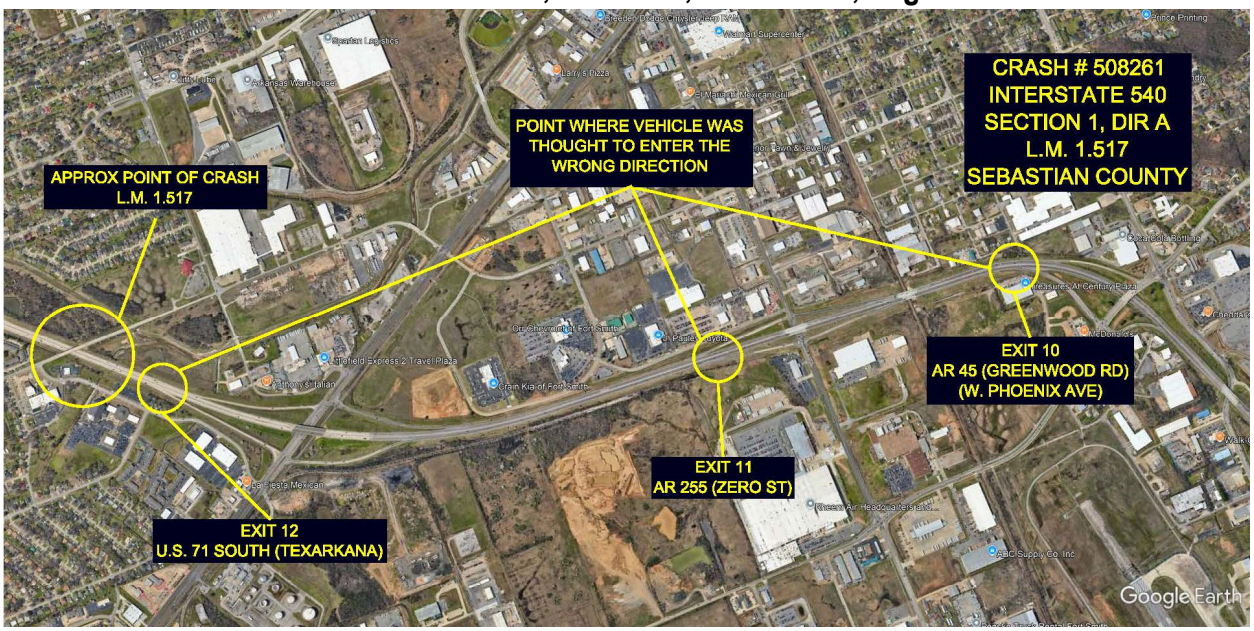
Maintenance Results

The interchange at Exit 4 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

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

U.S. 270 WB RAMP
AR 88 (HIGDON FERRY RD)
EXIT 4
DO NOT ENTER

Crash # 2023508261 I-540, Section 1, Direction A, Log Mile 1.517



Maintenance Review

The driver accessed I-540 possibly at Exit 10 (AR 45, Greenwood Rd., West Phoenix Ave.), Exit 11 (AR 255, Zero St.) or Exit 12 (U.S. 71 South, Texarkana) and traveled southbound in a northbound travel lane. The wrong-way vehicle struck the front driver side of a northbound vehicle. After impact, the wrong-way driver corrected direction and left the scene headed northbound and could not be located at the time of the report.

Maintenance Results

The interchange at Exit 10 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

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

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

I-540 NB RAMP
AR 45 (GREENWOOD RD)
(W PHOENIX AVE)
EXIT 10

I-540 NB RAMP
AR 45 (GREENWOOD RD)
(W PHOENIX AVE)
EXIT 10

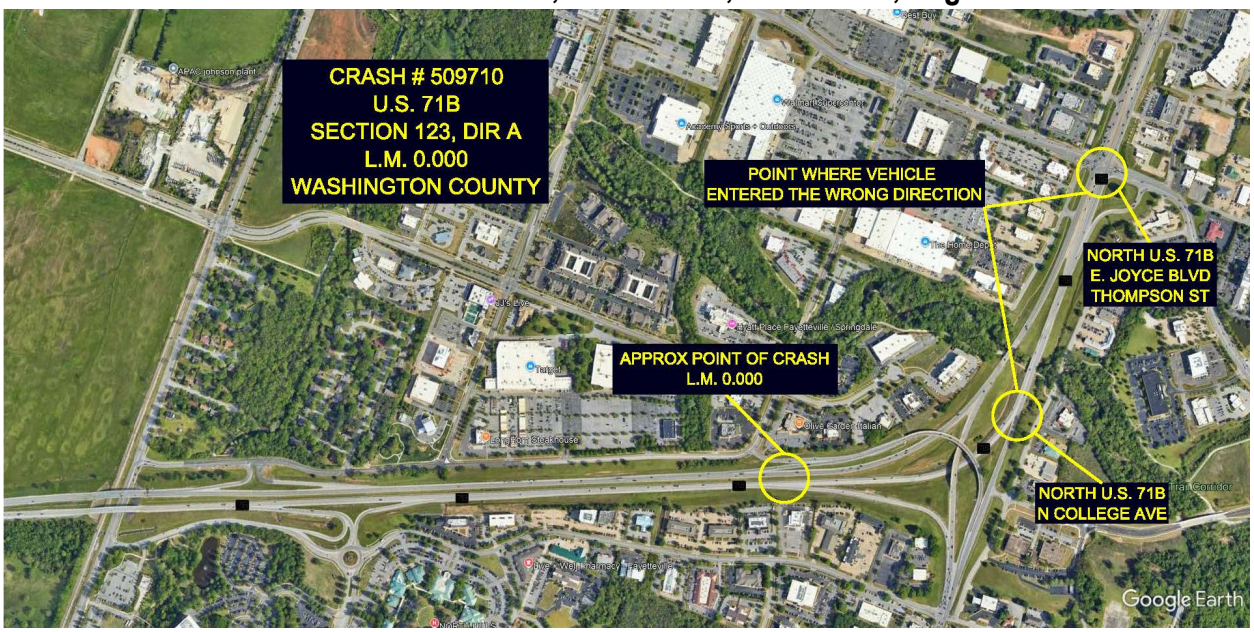
I-540 NB RAMP
AR 255 (ZERO ST)
EXIT 11
DO NOT ENTER

I-540 NB RAMP
AR 255 (ZERO ST)
EXIT 11
DO NOT ENTER
DO NOT ENTER

I-540 NB RAMP
U.S. 71 SOUTH (TEXARKANA)
EXIT 12

I-540 NB RAMP
U.S. 71 SOUTH (TEXARKANA)
EXIT 12
DO NOT
ENTER
DO NOT
ENTER

Crash # 2023509710 U.S. 71B, Section 123, Direction A, Log Mile 0.000



Maintenance Review

The driver accessed U.S. 71B at U.S. 71B ramp (North College Ave., Thompson St.) and traveled westbound in an eastbound travel lane. The wrong-way driver was actively fleeing from the Springdale Police Department. The pursuit began on Holcomb St. in Springdale and eventually turned onto Thompson St./71B. The wrong-way driver went the wrong-way after passing the intersection with Joyce and headed southbound in a northbound lane before eventually taking the Fulbright/71B exit ramp, traveling westbound in an eastbound lane where the wrong-way driver left the roadway and struck a culvert. After impact the wrong-way driver fled the scene on foot but was later taken into custody by Springdale police officers.

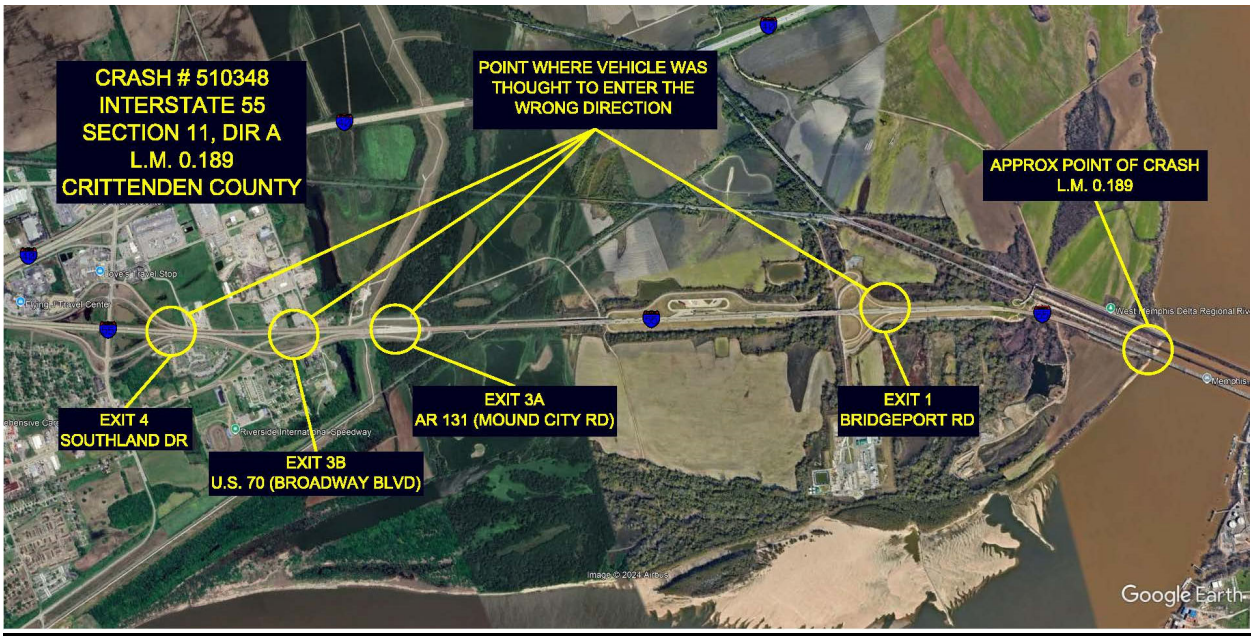
Maintenance Results

The interchange at North U.S. 71B was reviewed. Pavement markings and signs were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

U.S. 71B NB RAMP
N COLLEGE AVE / SPRINGDALE

U.S. 71B NB RAMP
N COLLEGE AVE / SPRINGDALE

Crash # 2023510348 I-55, Section 11, Direction A, Log Mile 0.189



Maintenance Review

The driver accessed I-55 possibly at Exit 1 (Bridgeport Rd.), Exit 3A (AR 131, Mound City Rd.), Exit 3B (U.S. 70, Broadway Blvd.) or Exit 4 (Southland Dr.) and traveled southbound in a northbound travel lane. A northbound vehicle attempted to avoid a head-on collision by swerving right but was struck on the front corner and overturned before being struck by a second northbound vehicle. The wrong-way vehicle then struck another northbound vehicle head-on in the northbound inside lane.

Maintenance Results

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

The interchange at Exit 3A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 3B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices. However, at the time of inspection existing vegetation limited visibility.

The interchange at Exit 4 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-55 NB RAMP
BRIDGEPORT RD
EXIT 1

I-55 NB RAMP
BRIDGEPORT RD
EXIT 1

I-55 NB RAMP
AR 131 (MOUND CITY RD)
EXIT 3A
ONE WAY
STOP
WRONG WAY
DO NOT ENTER

I-55 NB RAMP
AR 131 (MOUND CITY RD)
EXIT 3A
ONE WAY
ONE WAY
DO NOT ENTER
WRONG WAY
DO NOT ENTER

I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B

I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B
ONE WAY
DO NOT ENTER
ONE WAY
DO NOT ENTER

I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B
KEEP
RIGHT

I-55 NB RAMP
MLK DR / SOUTHLAND DR
EXIT 4

I-55 NB RAMP
MLK DR / SOUTHLAND DR
EXIT 4
DO NOT ENTER

Crash # 2023514548 I-630, Section 21, Direction A, Log Mile 1.994

Maintenance Review

The driver accessed I-630 possibly at Exit 3A (Woodrow St.), Exit 3B (Pine St., Cedar St.) or Exit 4 (Fair Park Blvd.) and traveled eastbound in a westbound travel lane. The wrong-way vehicle struck a westbound vehicle head-on in the inside lane. After impact, both vehicles remained in contact where they came to final rest. The crash resulted in a fatality for the wrong-way driver.

Maintenance Results

The interchange at Exit 3A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 3B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 4 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-630 WB RAMP
WOODROW ST
EXIT 3A
ONE WAY
DO NOT
ENTER

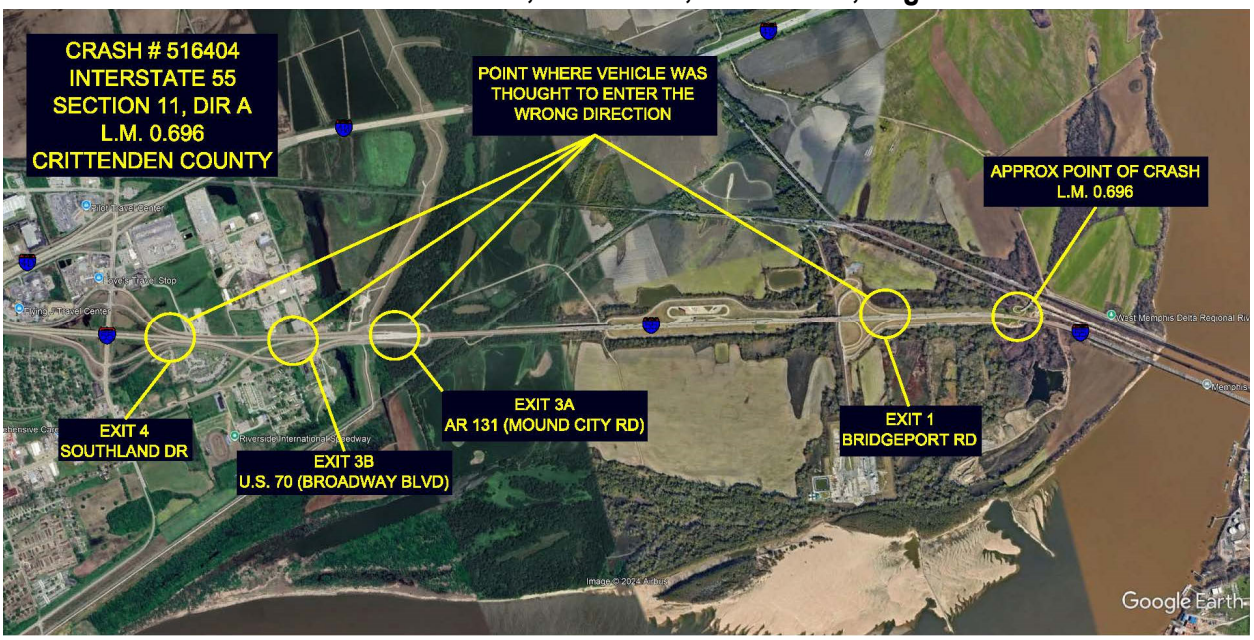
I-630 WB RAMP
PINE ST/CEDAR ST
EXIT 3B
DO NOT
ENTER
ONE WAY

I-630 WB RAMP
PINE ST/CEDAR ST
EXIT 3B
DO NOT
ENTER
ONE WAY
DO NOT
ENTER

I-630 WB RAMP
FAIR PARK BLVD
EXIT 4
DO NOT
ENTER
WRONG WAY
ONE WAY
DO NOT
ENTER

I-630 WB RAMP
FAIR PARK BLVD
EXIT 4
DO NOT ENTER

Crash # 2023516404 I-55, Section 11, Direction A, Log Mile 0.696



Maintenance Review

The driver accessed I-55 possibly at Exit 1 (Bridgeport Rd.), Exit 3A (AR 131, Mound City Rd.), Exit 3B (U.S. 70, Broadway Blvd.) or Exit 4 (Southland Dr.) and traveled southbound in a northbound travel lane. It was raining and dark at the time of the crash. The wrong-way vehicle collided head-on with a northbound vehicle. After impact, the southbound vehicle veered to the right where it struck another northbound vehicle (CMV) before coming to a final rest. The wrong-way driver was cited for reckless driving.

Maintenance Results

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

The interchange at Exit 3A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 3B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices. However, at the time of inspection existing vegetation limited visibility.

The interchange at Exit 4 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-55 NB RAMP
BRIDGEPORT RD
EXIT 1

I-55 NB RAMP
BRIDGEPORT RD
EXIT 1
KEEP
RIGHT

I-55 NB RAMP
AR 131 (MOUND CITY RD)
EXIT 3A
WRONG WAY
DO NOT ENTER
ONE WAY
STOP

I-55 NB RAMP
AR 131 (MOUND CITY RD)
EXIT 3A
ONE WAY
DO NOT ENTER
WRONG WAY
ONE WAY
DO NOT ENTER

I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B

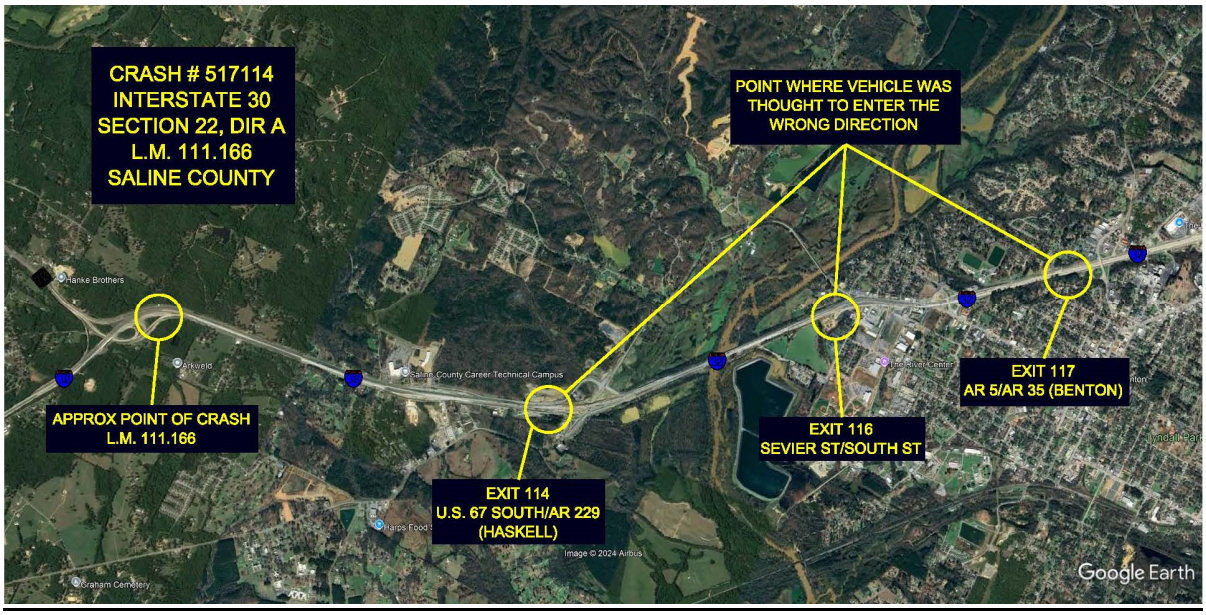
I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B
ONE WAY
DO NOT ENTER
ONE WAY
DO NOT ENTER

I-55 NB RAMP
U.S. 70 (BROADWAY BLVD)
EXIT 3B
KEEP
RIGHT

I-55 NB RAMP
MLK DR / SOUTHLAND DR
EXIT 4

I-55 NB RAMP
MLK DR / SOUTHLAND DR
EXIT 4
DO NOT ENTER

Crash # 2023517114 I-30, Section 22, Direction A, Log Mile 111.166



Maintenance Review

The driver accessed I-30 possibly at Exit 114 (U.S. 67 South, AR 229, Haskell), Exit 116 (Sevier St., South St.) or Exit 117 (AR 5, AR 35, Benton) and traveled westbound in an eastbound travel lane on I-30 that was under construction at the time. It was raining and dark at the time of the crash. The wrong-way vehicle, a CMV (tractor-trailer), struck the left rear of an eastbound CMV (tractor-trailer). After impact with the eastbound vehicle, the wrong-way vehicle then struck the left side of another eastbound CMV (box truck).

Maintenance Results

The interchange at Exit 114 was not reviewed because at the time of the crash. This interchange was being redesigned under Job CA0611, Hwy. 70 – Sevier St. (Widening) (F).

The interchange at Exit 116 was not reviewed because at the time of the crash. This interchange was being redesigned under Job CA0611, Hwy. 70 – Sevier St. (Widening) (F).

The interchange at Exit 117 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD requirements as well as ARDOT practices. Nevertheless, additional signage is recommended to further enhance safety.

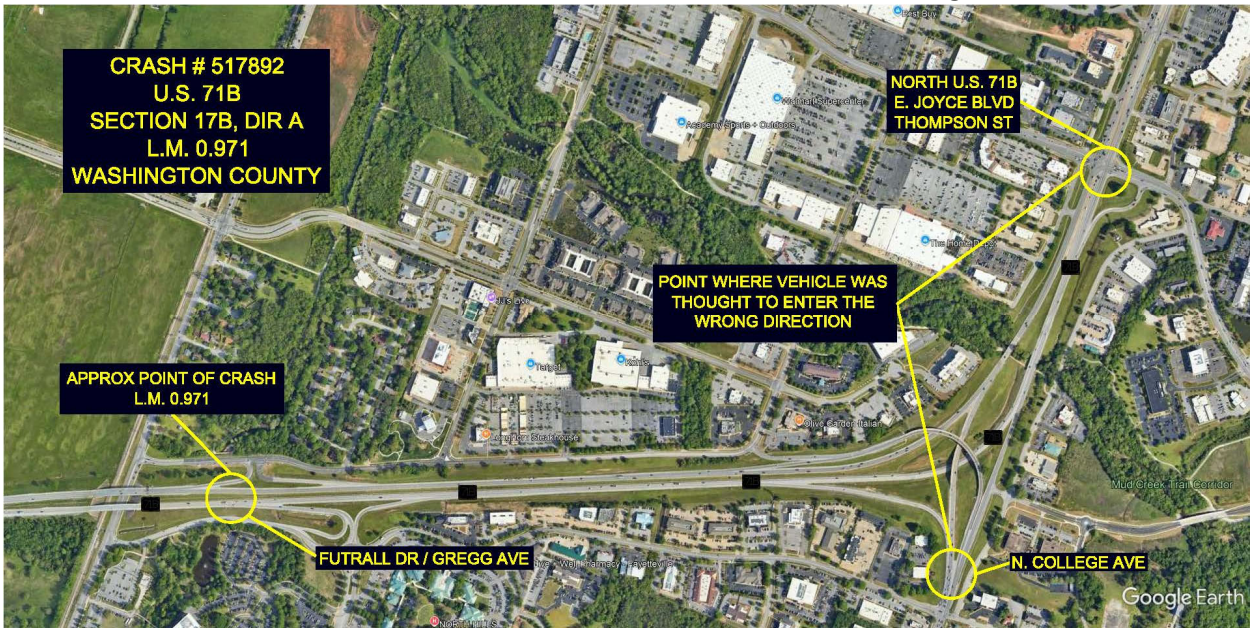
I-30 EB RAMP
US 67 / AR 229 (HASKELL)
EXIT 114

I-30 EB RAMP
SEVIER ST/SOUTH ST
EXIT 116

I-30 EB RAMP
SEVIER ST/SOUTH ST
EXIT 116
ONE WAY
ONE WAY
DO NOT ENTER

I-30 EB RAMP
AR 5 / AR 35 (BENTON)
EXIT 117
DO NOT ENTER
DO NOT ENTER

Crash # 2023517892 U.S. 71B, Section 17B, Direction A, Log Mile 0.971



Maintenance Review

The driver accessed U.S. 71B possibly at the North U.S. 71B Ramp (E. Joyce Blvd., Thompson St.) or the South U.S. 71B Ramp (North College Ramp) and traveled westbound in an eastbound travel lane. The wrong-way driver exited U.S. 71B at the entrance ramp leading toward North Northhills Blvd. and North Futrall Dr. Once exiting on the entrance ramp, the wrong-way driver left the roadway and went over the curb and onto the grass median. They continued westbound and left the grass median and went over a second curb, then struck a third curb and landed in a ditch, immobilizing the vehicle. The wrong-way driver was under the influence of alcohol at the time of the accident.

Maintenance Results

The interchange at South U.S. 71B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at North U.S. 71B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

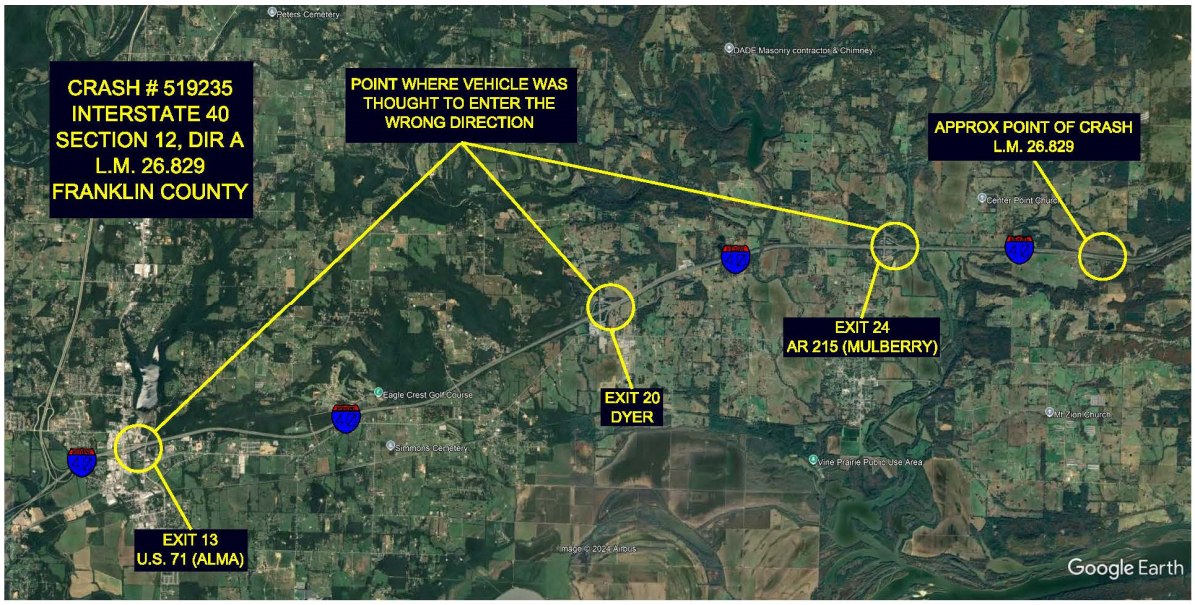
U.S. 71B NB RAMP
N COLLEGE AVE / SPRINGDALE

U.S. 71B NB RAMP
N COLLEGE AVE / SPRINGDALE

U.S. 71B SB RAMP
S COLLEGE AVE

U.S. 71B SB RAMP
S COLLEGE AVE
DO NOT
ENTER

Crash # 2023519235 I-40, Section 12, Direction A, Log Mile 26.829



Maintenance Review

The driver accessed I-40 possibly at Exit 13 (U.S. 71, Alma), Exit 20 (Dyer) or Exit 24 (AR 215, Mulberry) and traveled eastbound in a westbound travel lane. The wrong-way driver was actively fleeing from police. The wrong-way driver entered the eastbound lanes at a break in the cable median barrier, crossing both lanes before running off the roadway and striking a culvert.

Maintenance Results

The interchange at Exit 13 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 20 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 24 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

I-40 WB RAMP
U.S. 71 (ALMA)
EXIT 13

I-40 WB RAMP
U.S. 71 (ALMA)
EXIT 13
DO NOT ENTER

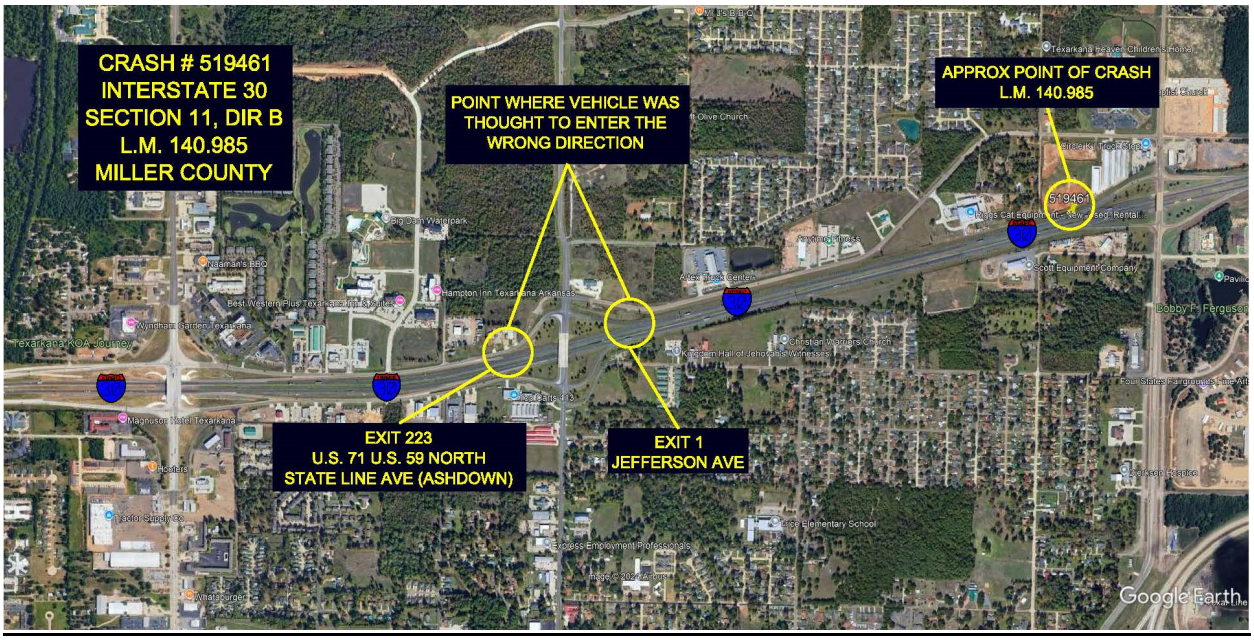
I-40 WB RAMP
DYER
EXIT 20

I-40 WB RAMP
DYER
EXIT 20

I-40 WB RAMP
AR 215 (MULBERRY)
EXIT 24

I-40 WB RAMP
AR 215 (MULBERRY)
EXIT 24
ONE WAY
DO NOT
ENTER

Crash # 2023519461 I-30, Section 11, Direction B, Log Mile 140.985



Maintenance Review

The driver accessed I-30 possibly at either Exit 1 (Jefferson Ave.), or Exit 223 (U.S. 71, U.S. 59/State Line Ave., Ashdown) and traveled eastbound in a westbound travel lane. The wrong-way driver was involved in a head-on collision, which resulted in multiple fatalities. Both drivers were under the influence of drugs at the time of the crash. Both drivers were restrained, but none of the passengers were restrained at the time of the crash.

Maintenance Results

The interchange at Exit 1 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 223 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

I-30 WB RAMP
JEFFERSON AVE
EXIT 1

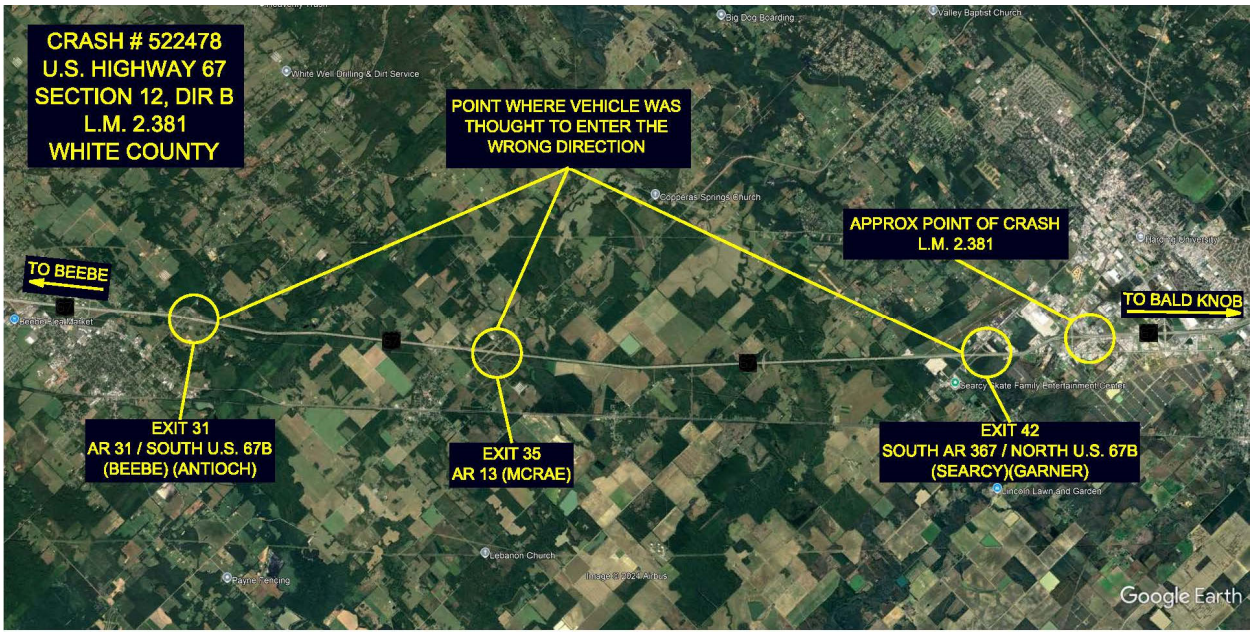
I-30 WB RAMP
JEFFERSON AVE
EXIT 1

I-30 WB RAMP
U.S. 71/U.S. 59 (STATE LINE AVE)
ASHDOWN
EXIT 223
DO NOT ENTER
DO NOT ENTER

I-30 WB RAMP
U.S. 71/U.S. 59 (STATE LINE AVE)
ASHDOWN
EXIT 223
Denny's
WRONG WAY

I-30 WB RAMP
U.S. 71/U.S. 59 (STATE LINE AVE)
ASHDOWN
EXIT 223
DENNY'S
DO NOT ENTER
DO NOT ENTER

Crash # 2023522478 U.S. 67, Section 12, Direction B, Log Mile 2.381



Maintenance Review

The driver accessed U.S. 67 possibly at Exit 31 (AR 31, U.S. 67B, Beebe, Antioch), Exit 35 (AR 13, McRae) or Exit 42 (AR 367, U.S. 67B, Searcy, Garner) and traveled northbound in a southbound travel lane. The older wrong-way driver struck the front of a southbound vehicle the driver of which attempted to avoid the collision. The crash resulted in a fatality.

Maintenance Results

The interchange at Exit 31 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 35 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 42 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

U.S. 67 SB RAMP
AR 31 / U.S. 67B (BEEBE)
EXIT 31

U.S. 67 SB RAMP
AR 31 / U.S. 67B (BEEBE)
EXIT 31

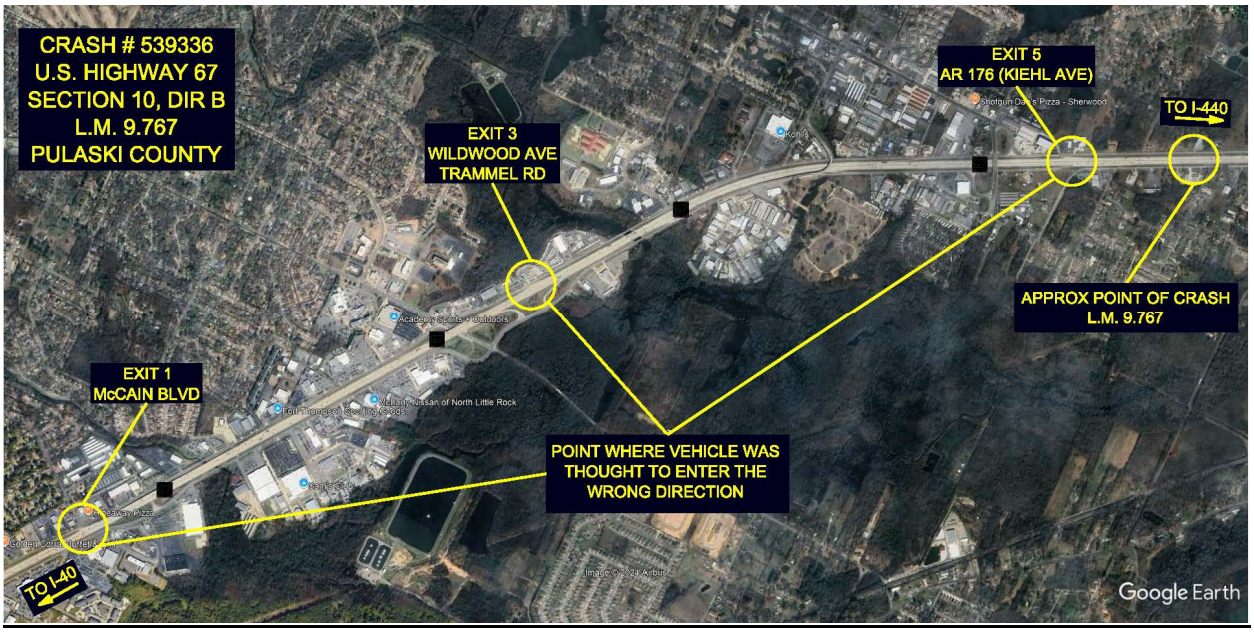
U.S. 67 SB RAMP
AR 13 (McRAE)
EXIT 35

U.S. 67 SB RAMP
AR 13 (McRAE)
EXIT 35

U.S. 67 SB RAMP
AR 367 / U.S. 67B (SEARCY)
EXIT 42

U.S. 67 SB RAMP
AR 367 / U.S. 67B (SEARCY)
EXIT 42
DO NOT ENTER

Crash # 2023539336 U.S. 67, Section 10, Direction B, Log Mile 9.767



Maintenance Review

The driver accessed U.S. 67 possibly at Exit 1 (McCain Blvd.), Exit 3 (Wildwood Ave., Trammel Rd.) or Exit 5 (AR 176, Kiehl Ave.) and traveled northbound in a southbound travel lane. The wrong-way vehicle struck the front of a southbound vehicle the driver of which attempted to avoid the crash. The older wrong-way driver was displaying signs of dementia at the time of the crash.

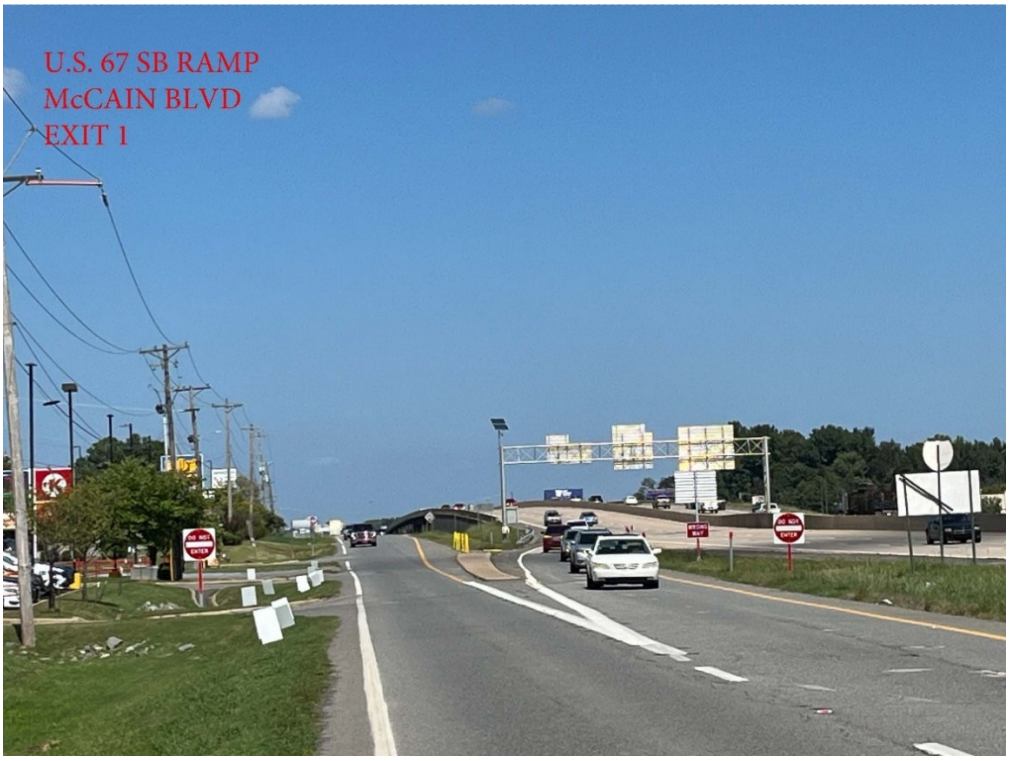
Maintenance Results

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

The interchange at Exit 3 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 5 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

U.S. 67 SB RAMP
McCAIN BLVD
EXIT 1
30
ROAD WORK
AHEAD
CAR-WORLD


U.S. 67 SB RAMP
McCAIN BLVD
EXIT 1

U.S. 67 SB RAMP
WILDWOOD AVE/TRAMMEL RD
EXIT 3

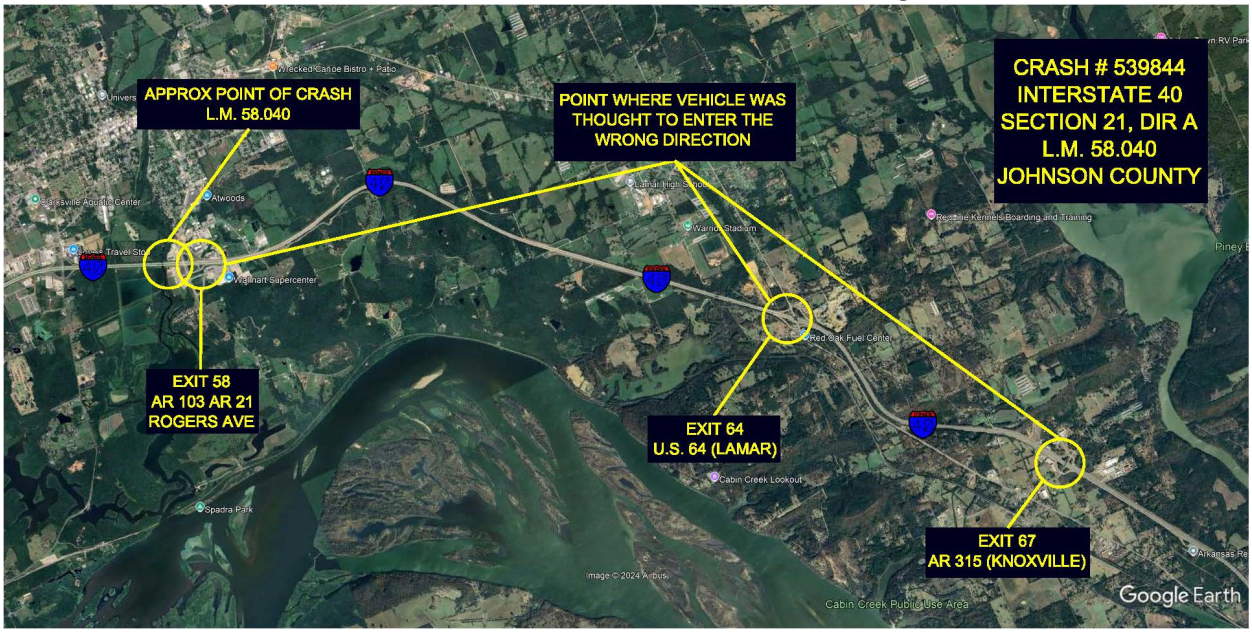
U.S. 67 SB RAMP
WILDWOOD AVE/TRAMMEL RD
EXIT 3

U.S. 67 SB RAMP
WILDWOOD AVE/TRAMMEL RD
EXIT 3
WAFFLE HOUSE
Fresh TENDERS
DO NOT ENTER

U.S. 67 SB RAMP
AR 176/KIEHL AVE
EXIT 5
EXIT 5
U-HAUL
PHILLIPS 66

U.S. 67 SB RAMP
AR 176/KIEHL AVE
EXIT 5

Crash # 2023539844 I-40, Section 21, Direction A, Log Mile 58.040



Maintenance Review

The driver accessed I-40 possibly at Exit 58 (AR 315, AR 21, Rogers Ave.), Exit 64 (U.S. 64, Lamar) or Exit 67 (AR 315, Knoxville) and traveled westbound in an eastbound travel lane. The wrong-way vehicle struck the driver's side of an eastbound vehicle the driver of which attempted to swerve right to avoid a head-on crash. After impact, the wrong-way vehicle veered to the left and impacted a concrete bridge wall before coming to a final rest in the outside eastbound lane. The older wrong-way driver was reported to be experiencing illness at the time of the crash.

Maintenance Results

The interchange at Exit 58 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 64 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

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

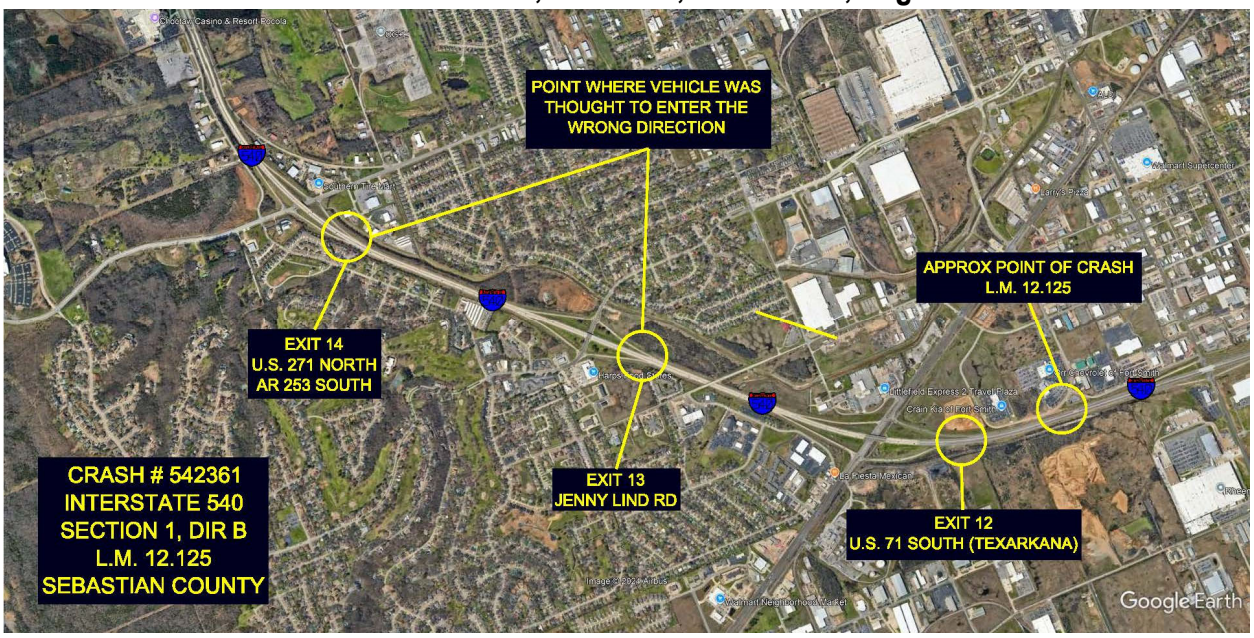
I-40 EB RAMP
AR 103/AR 21(ROGERS AVE)
EXIT 58

I-40 EB RAMP
AR 103/AR 21(ROGERS AVE)
EXIT 58

I-40 EB RAMP
U.S. 64 (LAMAR)
EXIT 64
DO NOT ENTER

I-40 EB RAMP
AR 315 (KNOXVILLE)
EXIT 67
DO NOT ENTER

Crash # 2023542361 I-540, Section 1, Direction B, Log Mile 12.125



Maintenance Review

The driver accessed I-540 possibly at Exit 12 (U.S. 71), Exit 13 (Jenny Lind Rd.) or Exit 14 (U.S. 271 North, AR 253 South) and traveled northbound in a southbound travel lane. The wrong-way vehicle struck the side of a southbound vehicle the driver of which attempted to avoid the crash. The wrong-way driver was under the influence of alcohol at the time of the crash.

Maintenance Results

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

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

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

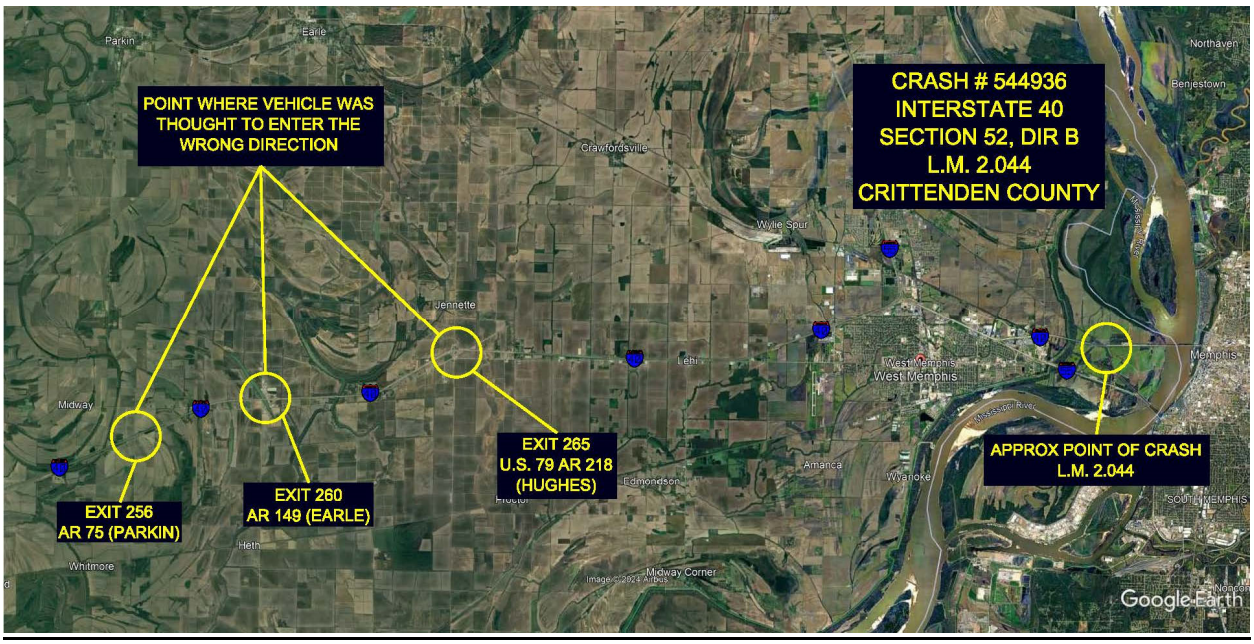
I-540 SB RAMP
U.S. 71 (TEXARKANA)
EXIT 12
DO NOT ENTER

I-540 SB RAMP
JENNY LIND RD
EXIT 13
DO NOT ENTER

I-540 SB RAMP
JENNY LIND RD
EXIT 13
DO NOT ENTER
DO NOT ENTER

I-540 SB RAMP
U.S. 271 NORTH / AR 253 SOUTH
EXIT 14
DO NOT ENTER
DO NOT ENTER

Crash # 2023544936 I-40, Section 52, Direction B, Log Mile 2.044



Maintenance Review

Based on a witness statement, the driver accessed I-40 possibly at Exit 256 (AR 75, Parkin), Exit 260 (AR 149, Earle) or Exit 265 (U.S. 79, AR 218, Hughes) and traveled eastbound in a westbound travel lane. The wrong-way vehicle collided head-on with the oncoming westbound vehicle, which resulted in a fatality. The wrong-way driver tested positive for drugs.

Maintenance Results

The interchange at Exit 256 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 260 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 265 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-40 WB RAMP
AR 75 (PARKIN)
EXIT 256

I-40 WB RAMP
AR 75 (PARKIN)
EXIT 256
FUELMART
ONE WAY
DO NOT
ENTER

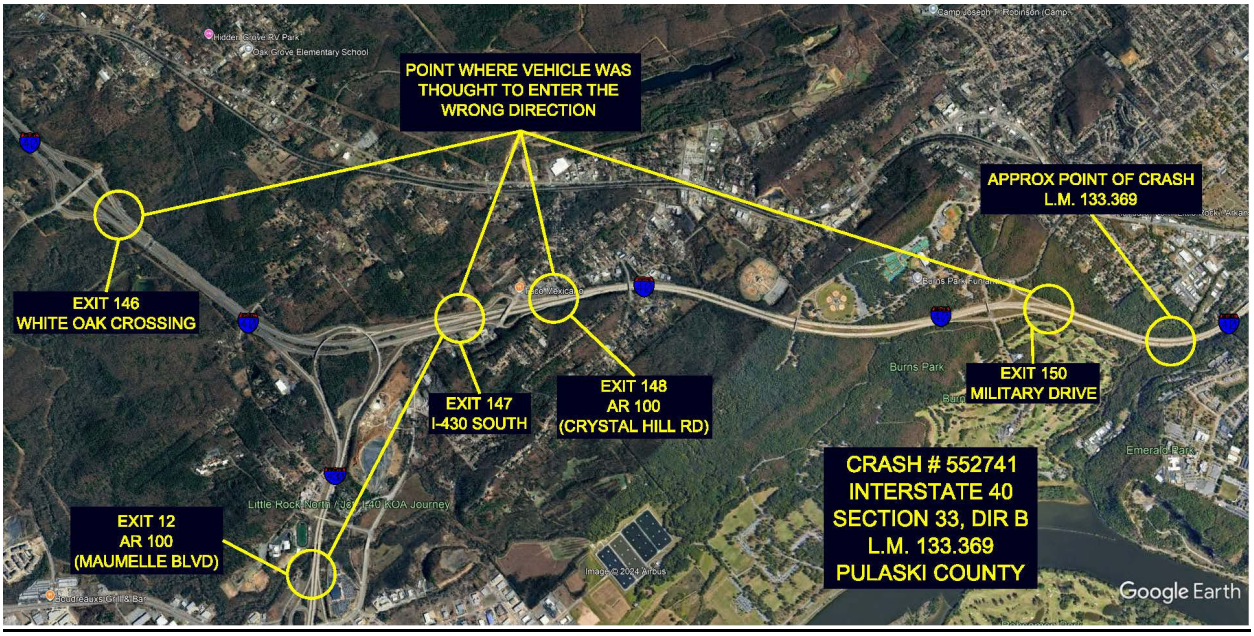
I-40 WB RAMP
AR 149 (EARLE)
EXIT 260
DO NOT ENTER
WRONG WAY
DO NOT ENTER

I-40 WB RAMP
AR 149 (EARLE)
EXIT 260
DO NOT ENTER

I-40 WB RAMP
U.S. 79 / AR 218 (HUGHES)
EXIT 265

I-40 WB RAMP
U.S. 79 / AR 218 (HUGHES)
EXIT 265

Crash # 2023552741 I-40, Section 33, Direction B, Log Mile 133.369



Maintenance Review

The driver accessed I-40 possibly at Exit 146 (White Oak Crossing), Exit 147 (I-430 South), Exit 148 (AR 100, Crystal Hill Rd.), or Exit 150 (Military Dr.) and traveled eastbound in a westbound travel lane. The wrong-way vehicle struck the passenger side of the oncoming westbound CMV (tractor-trailer), which had swerved to the left to avoid a head-on crash. After impact the wrong-way vehicle began to rotate clockwise, and the passenger rear-side struck the front left of a second oncoming westbound CMV (tractor-trailer), before coming to a final rest. The wrong-way driver was suspected of being under the influence of drugs.

Maintenance Results

The interchange at Exit 12 via Exit 147 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 146 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

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

The interchange at Exit 150 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-430 SB RAMP
VIA I-40 WB EXIT 147
AR 100 (MAUMELLE BLVD)
EXIT 12
WRONG WAY

I-430 SB RAMP
VIA I-40 WB EXIT 147
AR 100 (MAUMELLE BLVD)
EXIT 12

I-430 SB RAMP
VIA I-40 WB EXIT 147
AR 100 (MAUMELLE BLVD)
EXIT 12
DO NOT ENTER
DO NOT ENTER

I-40 WB RAMP
WHITE OAK CROSSING
EXIT 146

I-40 WB RAMP
WHITE OAK CROSSING
EXIT 146

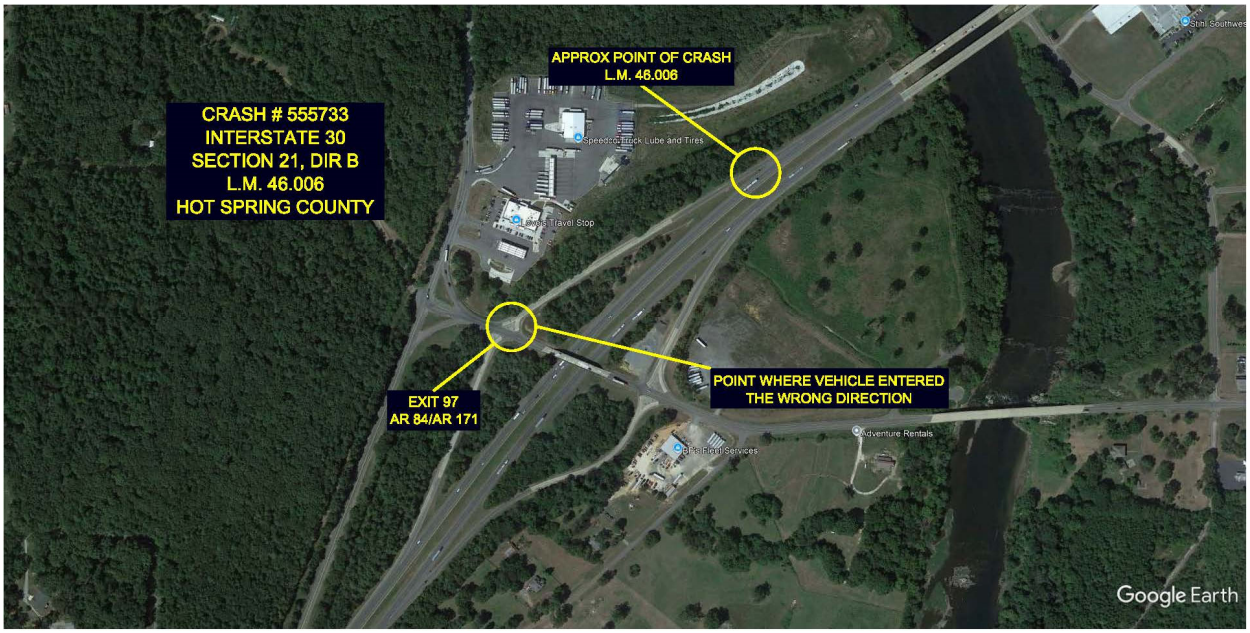
I-40 WB RAMP
AR 100 (CRYSTAL HILL RD)
EXIT 148

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

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

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

Crash # 2023555733 I-30, Section 21, Direction B, Log Mile 46.006



Maintenance Review

The driver accessed I-30 at Exit 97 (AR 84, AR 171) and traveled eastbound in the westbound Exit 97 off ramp. As the wrong-way vehicle approached the westbound travel lanes, the wrong-way vehicle turned right and traveled across the gore, attempting to redirect the vehicle's path to travel the appropriate direction. The wrong-way vehicle was pulling a trailer. Once the wrong-way vehicle entered the westbound lanes, an oncoming westbound vehicle traveling in the westbound inside lane struck the wrong-way vehicle's trailer on the driver's side.

Maintenance Results

The interchange at Exit 97 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-30 WB RAMP
AR 84/AR 171
EXIT 97

I-30 WB RAMP
AR 84/AR 171
EXIT 97

I-30 WB RAMP
AR 84/AR 171
EXIT 97

Crash # 2023556656 I-630, Section 21, Direction A, Log Mile 4.860

Maintenance Review

The driver accessed I-630 possibly at Exit 5A (North University Ave.), Exit 5B (South University Ave.), Exit 6A (Mississippi Ave., Rodney Parham Rd.) or Exit 6B (Barrow Rd.) and traveled eastbound in a westbound travel lane. The wrong-way vehicle was being pursued by the Arkansas State Police at the time of the crash. The wrong-way vehicle struck the front passenger corner of a westbound vehicle that was traveling in the westbound middle lane. The Arkansas State Police performed a Tactical Vehicle Intervention, which forced the wrong-way vehicle off the road, coming to rest in the ditch. The wrong-way driver was under the influence of drugs at the time of the crash.

Maintenance Results

The interchange at Exit 5A was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 5B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

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

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

I-630 WB RAMP
NORTH UNIVERSITY AVE
EXIT 5A

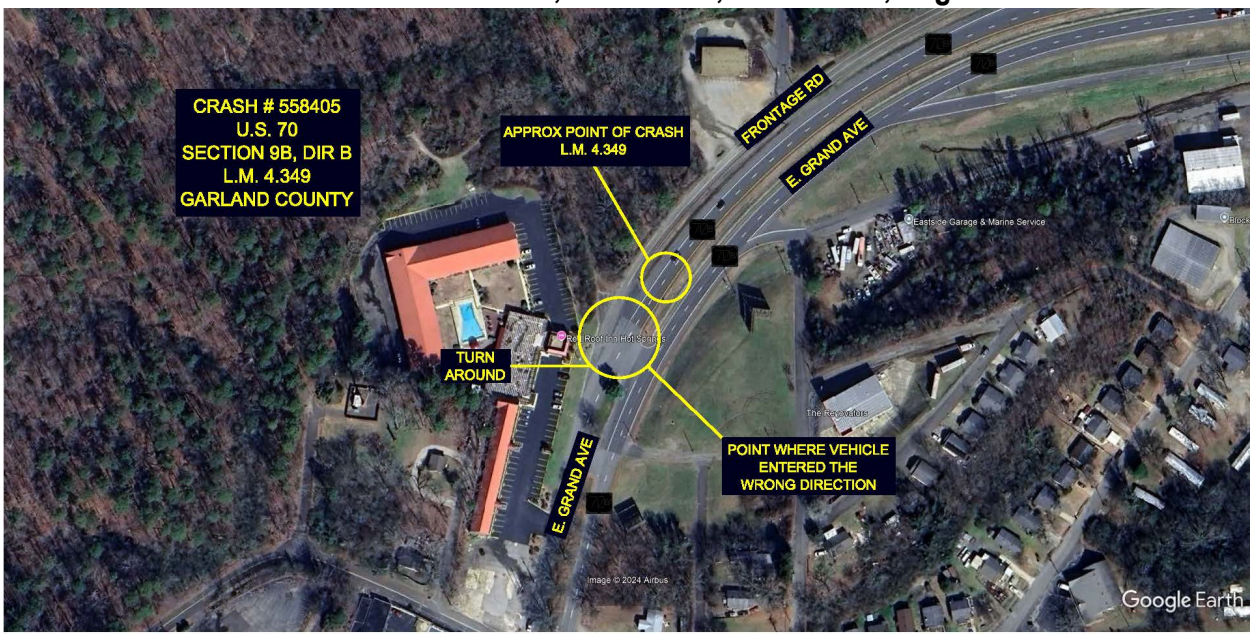
I-630 WB RAMP
SOUTH UNIVERSITY AVE
EXIT 5B

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

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

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

Crash # 2023558405 U.S. 70B, Section 9B, Direction B, Log Mile 4.349



Maintenance Review

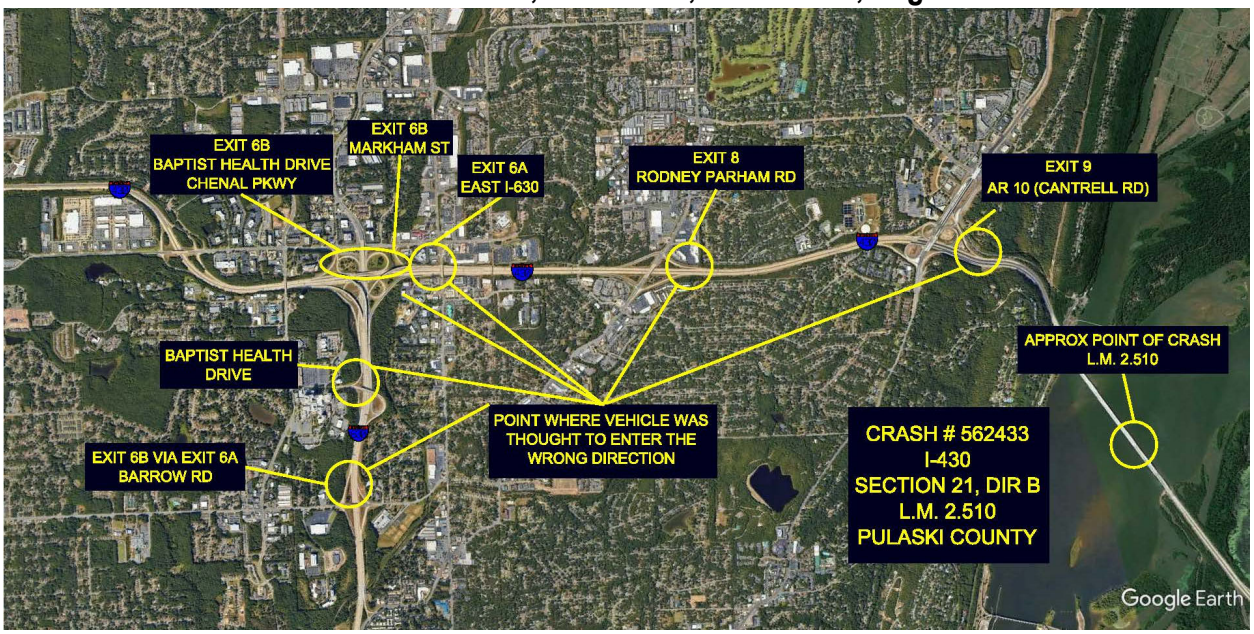
The driver accessed U.S. 70B at East Grand Ave. and traveled eastbound in a westbound travel lane. The older wrong-way driver was attempting to cross over East Grand Ave. to the Frontage Road but turned right too soon, entered a westbound lane and crashed into a westbound motorcycle.

Maintenance Results

The interchange at East Grand Ave. and the Frontage Road was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied, supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements. Further, larger signs are recommended for installation to further improve safety.

U.S. 70B WB
E GRAND AVE
KEEP
RIGHT

Crash # 2023562433 I-430, Section 21, Direction B, Log Mile 2.510



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 a southbound travel lane. The wrong-way driver was involved in a head-on crash on the Arkansas River bridge. The crash resulted in a fatality for both drivers.

Maintenance Results

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

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

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

The interchange at Markham St. via Exit 6B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental signing practices were satisfied,

supplemental pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 8 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

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

DO NOT ENTER
DO NOT ENTER
I-630 EB RAMP
VIA I-430 SB EXIT 6A
BARROW RD
EXIT 6B

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

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

I-430 SB RAMP
BAPTIST HEALTH DR
CHENAL PKWY
VIA EXIT 6B
DO NOT ENTER
WRONG WAY

I-430 SB RAMP
MARKHAM ST
VIA EXIT 6B

I-430 SB RAMP
MARKHAM ST
VIA EXIT 6B
ONE WAY
DO NOT ENTER
ONE WAY
DO NOT ENTER
WRONG WAY
WRONG WAY

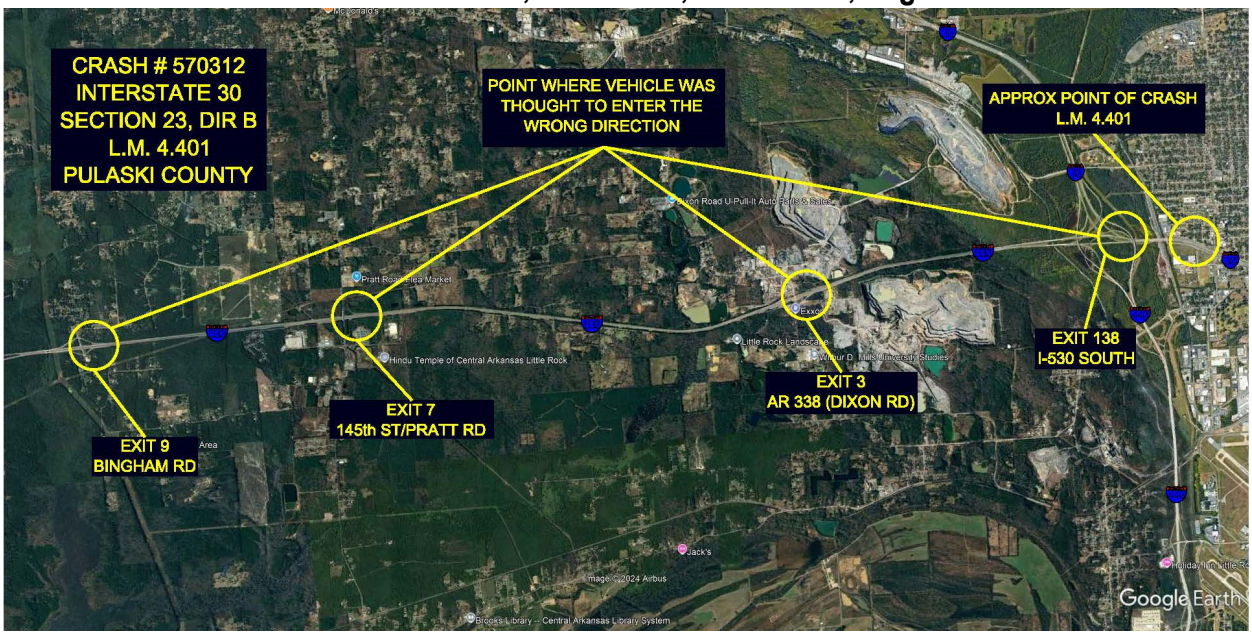
I-430 SB RAMP
RODNEY PARHAM RD
EXIT 8

I-430 SB RAMP
RODNEY PARHAM RD
EXIT 8
DO NOT ENTER
DO NOT ENTER

I-430 SB RAMP
AR 10 (CANTRELL RD)
EXIT 9
DO NOT ENTER
DO NOT ENTER
WRONG WAY

I-430 SB RAMP
AR 10 (CANTRELL RD)
EXIT 9
WRONG WAY
DO NOT ENTER
DO NOT ENTER

Crash # 2023570312 I-30, Section 23, Direction B, Log Mile 4.401



Maintenance Review

The driver accessed I-530 possibly at Exit 3 (AR 338, Dixon Rd.), Exit 7 (145th St., Pratt Rd.) or Exit 9 (Bingham Rd.) and traveled northbound in a southbound travel lane on I-530. Arkansas State Police Communications located the wrong-way vehicle on ARDOT cameras, which was traveling eastbound in the westbound travel lanes on I-30. The investigating officer witnessed the wrong-way vehicle crash head-on into a westbound vehicle. The wrong-way driver was under the influence of alcohol and drugs at the time of the crash.

Maintenance Results

The interchange at Exit 3 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 7 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

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

I-530 SB RAMP
AR 338 (DIXON RD)
EXIT 3

I-530 SB RAMP
AR 338 (DIXON RD)
EXIT 3

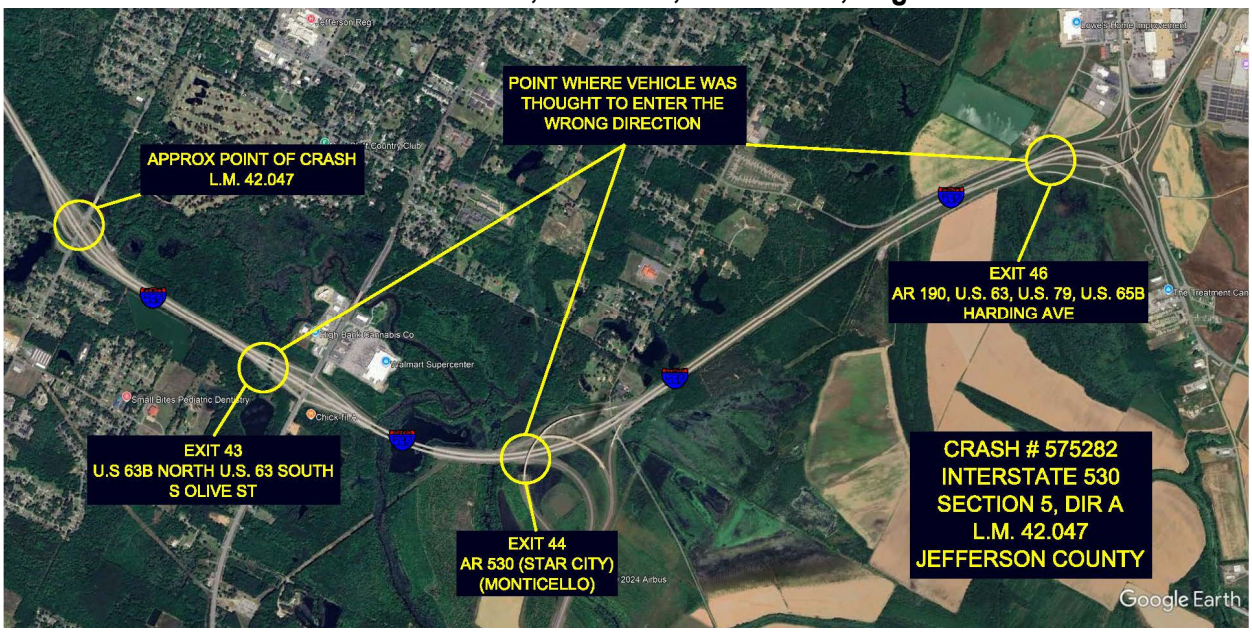
I-530 SB RAMP
145TH ST/PRATT RD
EXIT 7

I-530 SB RAMP
145TH ST/PRATT RD
EXIT 7

I-530 SB RAMP
BINGHAM RD
EXIT 9
DO NOT ENTER
WRONG WAY

I-530 SB RAMP
BINGHAM RD
EXIT 9
DO NOT ENTER
WRONG WAY

Crash # 2023575282 I-530, Section 5, Direction A, Log Mile 42.047



Maintenance Review

The driver accessed I-530 possibly at Exit 43 (U.S. 63B, U.S. 63, South Olive St.), Exit 44 (AR 530, Star City, Monticello) or Exit 46 (AR 190, U.S. 63, U.S. 79, U.S. 65B, Harding Ave.) and traveled northbound in a southbound travel lane. The wrong-way vehicle struck a southbound vehicle head-on. The impact caused the wrong-way vehicle to strike the passenger side of another southbound vehicle, then spin 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 43 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices.

The interchange at Exit 44 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 46 via U.S. 65B was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 46 via AR 190 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. However, supplemental signing and pavement marking improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-530 SB RAMP
U.S. 63B/U.S. 63 (S OLIVE ST)
EXIT 43
FedEx
NO DRIVING ON SHOULDERS

I-530 SB RAMP
U.S. 63B/U.S. 63 (S OLIVE ST)
EXIT 43
ONE WAY
DO NOT ENTER
ONE WAY
DO NOT ENTER

I-530 SB RAMP
U.S. 63B/U.S. 63 (S OLIVE ST)
EXIT 43
ONE WAY
DO NOT ENTER

I-530 SB RAMP
AR 530 (STAR CITY)(MONTICELLO)
EXIT 44

I-530 SB RAMP
AR 530 (STAR CITY)(MONTICELLO)
EXIT 44
KEEP
RIGHT

I-530 SB RAMP
AR 530 (STAR CITY)(MONTICELLO)
EXIT 44

I-530 SB RAMP
U.S. 63/U.S. 79/U.S. 65B (SARACEN RESORT DR)
EXIT 46

I-530 SB RAMP
U.S. 63/U.S. 79/U.S. 65B (SARACEN RESORT DR)
EXIT 46

I-530 SB RAMP
U.S. 63/U.S. 79/U.S. 65B (SARACEN RESORT DR)
EXIT 46

I-530 SB RAMP
AR 190 (HARDING AVE)
EXIT 46
DO NOT
ENTER

Crash # 2023580641 I-49, Section 294, Direction A, Log Mile 0.019

Maintenance Review

The driver accessed I-49 possibly at Exit 62 (U.S. 62, AR 180, MLK Dr.), Exit 64 (AR 16S, AR 16, Wedington Dr.) or Exit 65 (Stephen Carr Memorial Blvd.) and traveled northbound in a southbound travel lane. The wrong-way vehicle was exiting the Interstate northbound on the southbound entrance ramp and struck a vehicle head-on that was turning onto the ramp to travel southbound.

Maintenance Results

The interchange at Exit 62 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards and ARDOT practices for frontage roads. However, additional Do Not Enter signs are recommended to further improve safety.

The interchange at Exit 64 was reviewed. This area of I-49 was under construction (Job 040847) at the time of the accident. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

The interchange at Exit 65 was reviewed. Signs and pavement markings were in place and in conformance with MUTCD standards. Although ARDOT supplemental pavement marking practices were satisfied, supplemental signing improvements are needed to meet ARDOT's enhanced practices for discouraging wrong-way movements.

I-49 SB RAMP
US 62/AR 180 (MLK DR)
EXIT 62

I-49 SB RAMP
US 62/AR 180 (MLK DR)
EXIT 62
DO NOT ENTER

I-49 SB RAMP
US 62/AR 180 (MLK DR)
EXIT 62
M. L. K.

I-49 SB RAMP
AR 16S/AR 16 (WEDINGTON DR)
EXIT 64
DO NOT ENTER
DO NOT ENTER

I-49 SB RAMP
AR 16S/AR 16 (WEDINGTON DR)
EXIT 64
DO NOT ENTER
DO NOT ENTER

I-49 SB RAMP
STEPHEN CARR MEMORIAL BLVD
EXIT 65
WRONG WAY
WRONG WAY

I-49 SB RAMP
STEPHEN CARR MEMORIAL BLVD
EXIT 65

I-49 SB RAMP
STEPHEN CARR MEMORIAL BLVD
EXIT 65
DO NOT
ENTER

Appendix D:
Signing and Striping Recommendations and Updates

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 30															
3	Miller	30	11	2023519461	223	WB	Y	Y							
3	Miller	30	11	2023519461	1	WB	Y	Y							
6	Hot Spring	30	21	2023555733	97	WB	Y	**N**	Red vertical strip missing		Stop bar missing/faded Yield bar missing/faded	Yes			Striping completed 2/13/2025
6	Saline	30	22	2023517114	114	EB	Y	N/A							Not reviewed as it was being redesigned in Job CA0601
6	Saline	30	22	2023517114	116	EB	Y	N/A							Not reviewed as it was being redesigned in Job CA0601
6	Saline	30	22	2023517114	117	EB	Y	Y	Additional Do Not Enter sign needed						

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

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 40															
4	Crawford	40	11	2023519235	13	WB	Y	Y							
4	Crawford	40	11	2023519235	20	WB	Y	**N**			Stop bar missing/faded				
4	Crawford	40	11	2023519235	24	WB	Y	Y							
8	Johnson	40	21	2023539844	58	EB	Y	**N**			Cat tracks missing/faded Arrow missing/faded				
8	Johnson	40	21	2023539844	64	EB	Y	**N**	Wrong Way sign mislocated Red vertical strip missing		Stop bar missing/faded Yield bar missing/faded				
8	Johnson	40	21	2023539844	67	EB	Y	**N**			Stop bar missing/faded Yield bar missing/faded Arrow missing/faded				
8	Conway	40	31	2023502375	101	WB	Y	**N**	Do Not Enter sign upsize needed		Arrow missing/faded				
8	Conway	40	31	2023502375	107	WB	Y	**N**	One Way sign missing Red vertical strip missing		Arrow missing/faded Yield missing/faded				
8	Conway	40	31	2023502375	108	WB	Y	Y							
6	Pulaski	40	33	2023552741	146	WB	Y	Y							
6	Pulaski	40	33	2023552741	148	WB	Y	Y							
6	Pulaski	40	33	2023552741	150	WB	Y	**N**			Stop bar missing/faded Arrow missing/faded	Yes			Striping completed 2/4/2025
1	St. Francis	40	51	2023544936	256	WB	Y	**N**	Stop sign missing Do Not Enter sign missing One Way sign missing		Stop bar missing/faded Yield bar missing/faded Arrow mislocated				

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 40 (cont.)															
1	St. Francis	40	51	2023544936	260	WB	Y	**N**	Stop sign missing Do Not Enter sign missing One Way sign missing Stop sign upsize needed Keep Right sign to be replaced Wrong Way assembly on barrier wall to be modified		Stop bar missing/faded Yield bar missing/faded Arrow missing/faded Cat Tracks missing/faded				
1	Crittenden	40	52	2023544936	265	WB	Y	**N**	Stop sign missing One Way sign missing Do Not Enter sign missing		Stop bar missing/faded Yield bar missing/faded Arrow missing/faded		Gravel on & around the island to be removed		

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

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 49															
4	Washington	49	62	2023580641	62	SB	Y	**N**	Additional Do Not Enter sign needed Do Not Enter sign upsize needed						
4	Washington	49	62	2023580641	64	SB	Y	**N**	Red vertical strip missing						
4	Washington	49	62	2023580641	65	SB	Y	**N**	Do Not Enter upsize needed One Way sign damaged						
Interstate 55															
1	Crittenden	55	55	2023516404, 2023510348	1	NB	Y	**N**	One Way sign upsize needed Keep Right sign upsized needed Stop sign upsize needed Do Not Enter sign missing		Stop bar missing/faded Arrow missing/faded				
1	Crittenden	55	55	2023502505, 2023516404, 2023510348	3A	NB	Y	**N**	Stop sign missing Do Not Enter sign missing One Way sign missing Wrong Way signs missing		Arrow missing/faded				
1	Crittenden	55	55	2023502505, 2023516404, 2023510348	3B	NB	Y	Y					Trees & bushes to be trimmed		
1	Crittenden	55	55	2023502505, 2023516404, 2023510348	4	NB	Y	**N**	One Way sign upsize needed		Arrow mislocated				

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

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 430															
6	Pulaski	430	21	2023562433	6B to Chenal Pkwy	SB	Y	**N**			Additional Arrow needed	Yes			Striping completed 2/13/2025
6	Pulaski	430	21	2023562433	6B to Markham St.	SB	Y	**N**			Additional Arrow needed	Yes			Striping completed 2/13/2025
6	Pulaski	430	21	2023562433	8	SB	Y	Y							
6	Pulaski	430	21	2023562433	9	SB	Y	Y							
6	Pulaski	430	21	2023552741	12	SB	Y	Y							
Interstate 530															
6	Pulaski	530	1	2023570312	3	SB	Y	Y							
6	Pulaski	530	1	2023570312	7	SB	Y	**N**	Wrong Way sign missing One Way sign missing						
6	Pulaski	530	1	2023570312	9	SB	Y	Y							
2	Jefferson	530	5	2023575282	43	SB	Y	Y							
2	Jefferson	530	5	2023575282	44	SB	Y	**N**	Keep Right sign upsize needed Chevron upsize/missing Wrong Way sign missing		Arrow faded/missing				
2	Jefferson	530	5	2023575282	46 to U.S. 65B	SB	Y	**N**	Do Not Enter sign upsize needed Wrong Way sign missing		Arrow faded/missing				
2	Jefferson	530	5	2023575282	46 to AR. 190	SB	Y	**N**	Keep Right sign missing Wrong Way sign missing		Arrow faded/missing				

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

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 540															
4	Sebastian	540	1	2023508261	10	NB	Y	**N**	Do Not Enter sign upsize needed One Way sign missing						
4	Sebastian	540	1	2023508261	11	NB	Y	**N**			Stop bar faded/missing				
4	Sebastian	540	1	2023508261	12	NB	Y	**N**			Stop bar faded/missing Yield bar faded/missing				
4	Sebastian	540	1	2023524361	12	SB	Y	**N**	Do Not Enter sign missing		Arrows faded/missing Only faded/missing				
4	Sebastian	540	1	2023524361	13	SB	Y	**N**			Stop bar faded/missing Yield bar faded/missing Arrow faded/missing Only faded/missing				
4	Sebastian	540	1	2023524361	14	SB	Y	**N**			Stop bar faded/missing Arrow faded/missing				

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

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
Interstate 630															
6	Pulaski	630	21	2023514548	3A	WB	Y	Y							
6	Pulaski	630	21	2023514548	3B	WB	Y	Y							
6	Pulaski	630	21	2023514548	4	WB	Y	**N**	Do Not Enter sign missing One Way sign missing						
6	Pulaski	630	21	2023556656	5A	WB	Y	**N**	Do Not Enter sign missing						
6	Pulaski	630	21	2023556656	5B	WB	Y	**N**	Do Not Enter sign missing						
6	Pulaski	630	21	2023556656	6A	WB	Y	Y							
6	Pulaski	630	21	2023556656	6A to Baptist	EB	Y	**N**			Arrow faded/missing Stop bar faded/missing				Striping completed 2/4/2025
6	Pulaski	630	21	2023562433	6B	WB	Y	Y							
6	Pulaski	630	21	2023562433	6B	EB	Y	**N**			Arrow faded/missing				Striping completed 2/4/2025

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

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
U.S. 67															
6	Pulaski	67	10	2023539336	1	SB	Y	Y					Additional Do Not Enter sign needed		
6	Pulaski	67	10	2023539336	3	SB	Y	**N**	Do Not Enter sign missing One way sign upsize needed Wrong Way sign missing						
6	Pulaski	67	10	2023539336	5	SB	Y	**N**	Yield sign missing Do Not Enter sign missing						
5	White	67	12	2023522478	31	SB	Y	**N**			Stop bar faded/missing Yield bar faded/missing Arrow mislocated				
5	White	67	12	2023522478	35	SB	Y	**N**			Arrow mislocated				
5	White	67	12	2023522478	42	SB	Y	**N**			Stop bar faded/missing Yield bar faded/missing Arrow mislocated				

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

District	County	Route	Section	Crash #	Exit	Direction	MUTCD[1]	ARDOT[2]	Signing Findings	Signing complete	Striping Findings	Striping Complete	Other Findings	Other Complete	Other Comments
U.S. 70B															
6	Garland	70B	9B	2023558405	E. Grand Ave	WB	Y	**N**			Arrow faded/missing	Yes	Additional signage to be added/upsized		Striping completed 2/13/2025
U.S. 71B															
4	Washington	71B	17B	2023517892	S71B	WB	Y	**N**	Do Not Enter sign missing Wrong Way sign missing Red vertical strip missing		Arrow faded/missing				
4	Washington	71B	17B	2023517892, 2023509710	N71B	WB	Y	**N**	Do Not Enter sign missing Wrong Way sign missing Red vertical strip missing		Arrow faded/missing				
U.S. 270															
6	Garland	270	6	2023504855	4	WB	Y	**N**	Red vertical strip missing		Stop bar faded/missing				

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