

August 12, 2011

# WRONG-WAY DRIVER TASK FORCE UPDATE

*The North Texas Tollway Authority's Wrong-Way Driver Task Force continues to research, implement and monitor ways to curtail wrong-way driver incidents. Safety is the NTTA's first priority, and to date, the NTTA has already implemented a number of system enhancements to address these incidents.*

- Crash Testing of Lowered Sign Assemblies** – The NTTA engaged the Texas Transportation Institute to perform crash testing of the Authority's proposed lowered sign assemblies. Observations during testing indicate the assembly and sign performed in an acceptable manner. The NTTA Task Force is awaiting TTI's report for assessment by the Task Force. Completed: 03-11-10
- Pilot Project Evaluation Criteria** – Development of evaluation criteria for the LED-enhanced sign pilot project is complete. Completed: 03-10-10
- Lane Level Testing of Loops for WWD Detection** – Testing completed on the Dallas North and Sam Rayburn Tollway's to assess how loop detection of wrong-way movement performs in live traffic conditions. Most alarms received were validated via NTTA's Intelligent Transportation System and were caused by vehicles pulling away from an automated cash machine, stopping and then backing up. Some false alarms are received during loop maintenance. Alarm averages are 4.4 per day on the Dallas North Tollway and 2.5 per day on the Sam Rayburn Tollway. Completed: 02-12-10
- Updated Standard Specifications** – NTTA's Project Delivery Department updated the raised pavement markings/wrong-way arrow detail and sign post conspicuity tape specifications for all future project plans. Completed: 02-12-10
- Red Reflective Tape on Signposts and Raised Pavement Markers** – Deployed system-wide on all exit ramps. These additional countermeasures should enhance sign visibility to possible wrong-way drivers. No further action is needed unless the items perform poorly. Completed: 11-20-09
- Pilot Project: Loop Detection/Notification Software** – NTTA's Information Technology Department created an interface to the lane controller that can send an audible and visual alert to the NTTA Command Center when exit ramp and main lane loops detect wrong-way movement. The interface performs properly, and Command Center staff completed training on its use. Assessments continue as the NTTA adds more loop sets. Initial assessment completed: 04-16-10
- Roadway Modification at Wycliff Avenue for Southbound Exit Ramp** – The NTTA built a median designed to help eliminate accidental left turns onto the southbound Dallas North Tollway's Wycliff Avenue exit ramp. Early results have been promising, and it appears the effort has eliminated wrong-way drivers at that location. This location will be monitored for twelve months to affirm the outcome.
- Pilot Project: LED-Enhanced "Wrong Way" Signs** – Six LED-enhanced signs were installed Dec. 15, 2009 on three Dallas North Tollway exit ramps. They were assessed for functionality, maintenance needs, life-cycle costs, performance, visibility, and impact on right-way traffic, etc. Results indicate the signs perform as designed. NTTA will use these signs on an as-needed basis at locations where such enhanced signage may be needed.
- Pilot Project: Field Testing of Lowered Sign Assemblies** – With crash testing complete and a pass of the assembly from Texas Transportation Institute, the NTTA received approval for experimental status from the Federal Highway Administration for field testing of lowered sign assemblies on 28 exit ramps. NTTA Engineers and WWD Task Force members determined deployment locations using geometry of the ramps and other factors. FHWA requires a two-year assessment period during which the NTTA will be required to meet stringent statistical data tracking and reporting requirements. Upon completion, the NTTA hopes to receive permission to use the signs system-wide as needed based on factors at each ramp. NTTA also hopes that this lowered sign will reduce the number of wrong way drivers and, because they were crash tested and received governmentally sanctioned field testing, and the new signs could become a national, and possibly international, standard. Estimated Completion Date: 07-13-13

Questions? Suggestions? E-mail the Task Force at [safety@ntta.org](mailto:safety@ntta.org)

To view the Task Force Analysis Report, go to [www.ntta.org](http://www.ntta.org)