

Filling the Data Gap NJDOT Perspective

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AM34: Filling the Data Gap, Part 1: Probe & Floating Car
Data Applications

NJDOT Traffic Operations

- Linear Mileage Total – >2700 miles (2300 DOT)
- Freeway/Toll - >800 miles
- 2 Operations centers (Collocated with NJTA)



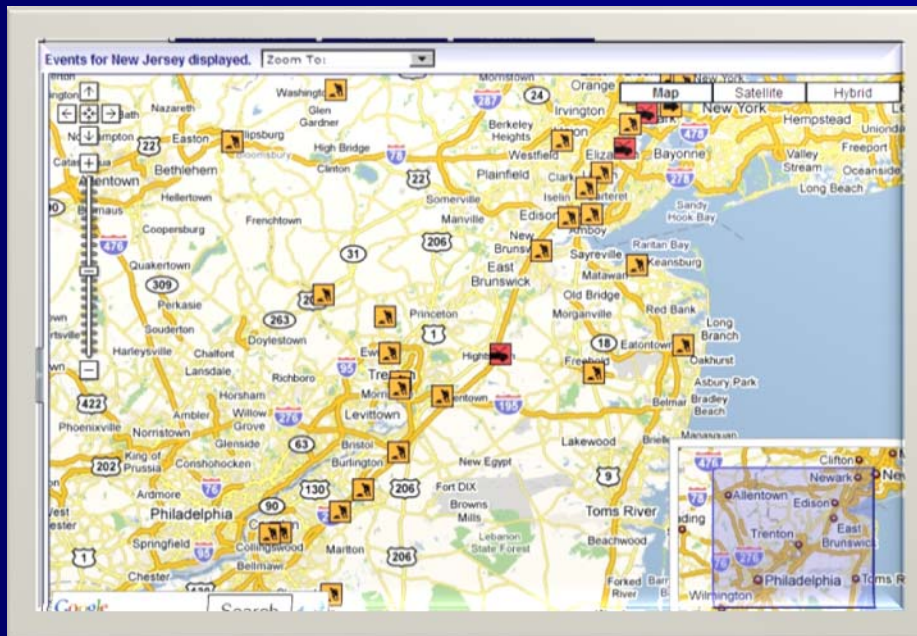
11/5/2008

NJDOT Traffic Operations

- Emergency Service Patrol



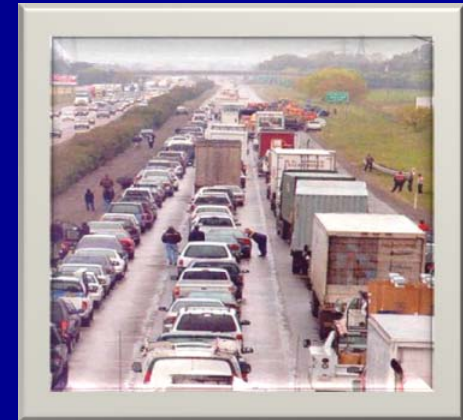
- Traveler Info - 511/Web Page/PTS



NJ511.INFO

NJDOT Traffic Operations

- Incident Management Response



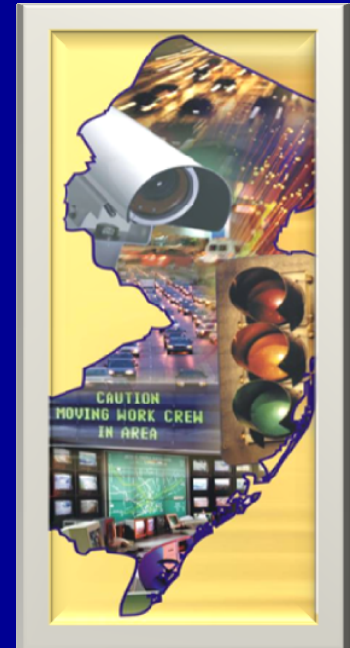
- Centralized Dispatch



11/5/2008

Traffic Operations Existing DOT ITS

- 108 DMS
- 230 Cameras
- 160 RTMS
- 14 Transmit Reader Sites
- 511/Web w/o travel speeds
- Travel times on a few construction projects



What we needed and why

- Most densely populated state in US
- Many DMS statewide w/o travel times
- Lack of instrumentation
- Lack of incident detection other than ESP, PD and the media
- Limited resources to instrument the entire system
- We couldn't handle the O&M of separate systems

What we did!!

- Leveraged the I-95 Inrix Contract
 - 958 miles covered (DOT & Authority)
 - 534 miles by I-95 CC
 - Addl. 424 miles (\$1.2M for 3 years)
 - Went from less than 5% to 35% covered
 - Rolling out I-78 Travel times soon, more to follow

What we are doing

- Incident Detection alerts from systems
- Travel speeds on 511/Web
- Interactive Travel times on 511/web
- Expanding instrumentation as needed to supplement INRIX and existing.
- Data Fusion of INRIX, RTMS, Transmit and other traffic data systems to feed 511/Web and DMS

What we learned

- Leveraging this contract worked
- Inrix gives us a Statewide view of the transportation system that we never had.
- Need other means of detection to fill-in