

INRIX Data in Work Zones A Case Study on I-35 in Minnesota

Primary Author: Jon Jackels, Minnesota Department of Transportation

Secondary Author: Rashmi Brewer, Minnesota Department of Transportation

Rural highways do not have infrastructure to provide traveler information, especially travel times or delays caused by construction and maintenance work zones. The common practice is to provide this information to motorists by installing portable data collection devices and display real time traffic information on changeable message signs. These systems are costly and require extensive initial engineering, system installation, adjustments along with validation of data accuracy. The use of third party real time traffic data and information may offer a reasonably priced reliable alternative to inform motorists of travel times and/or travel delays. The Minnesota Department of Transportation (Mn/DOT) has a project on I-35 between Hinckley and Moose Lake in 2011. This project is reducing a four lane divided freeway to a single lane in each direction. This project will evaluate the use and accuracy of third party data (from INRIX) to provide arterial real time traveler information to motorists.