

# Traffic Ticker

## A Real-Time Statewide Operations Dashboard



PURDUE  
UNIVERSITY  
15-Minute Summary:

2016-03-07 22:30 EST  
2016-03-08 03:30  
UTC

### Congested Speed

Speed limit for congestion:  
>45 mph

### Date Range

2016-03-01 to 2016-03-07

### Display

- Miles
- Percentage

### Axis Maximum

Set y-axis maximum: 50

### Routes

- |   |   |  |  |
|---|---|--|--|
| <input checked="" type="checkbox"/> I-64 E  | <input checked="" type="checkbox"/> I-64 W  | <input checked="" type="checkbox"/> I-90 E   | <input checked="" type="checkbox"/> I-90 W   |
| <input checked="" type="checkbox"/> I-65 N  | <input checked="" type="checkbox"/> I-65 S  | <input checked="" type="checkbox"/> I-94 E   | <input checked="" type="checkbox"/> I-94 W   |
| <input checked="" type="checkbox"/> I-69 N  | <input checked="" type="checkbox"/> I-69 S  | <input checked="" type="checkbox"/> I-265 E  | <input checked="" type="checkbox"/> I-265 W  |
| <input checked="" type="checkbox"/> I-70 E  | <input checked="" type="checkbox"/> I-70 W  | <input checked="" type="checkbox"/> I-465 IL | <input checked="" type="checkbox"/> I-465 OL |
| <input checked="" type="checkbox"/> I-74 E  | <input checked="" type="checkbox"/> I-74 W  | <input checked="" type="checkbox"/> I-469 N  | <input checked="" type="checkbox"/> I-469 S  |
| <input checked="" type="checkbox"/> US-24 E | <input checked="" type="checkbox"/> US-24 W | <input checked="" type="checkbox"/> I-865 E  | <input checked="" type="checkbox"/> I-865 W  |
| <input checked="" type="checkbox"/> US-31 E | <input checked="" type="checkbox"/> US-31 W | <input checked="" type="checkbox"/> I-865 E  | <input checked="" type="checkbox"/> I-865 W  |
| <input checked="" type="checkbox"/> US-31 N | <input checked="" type="checkbox"/> US-31 S |  |  |

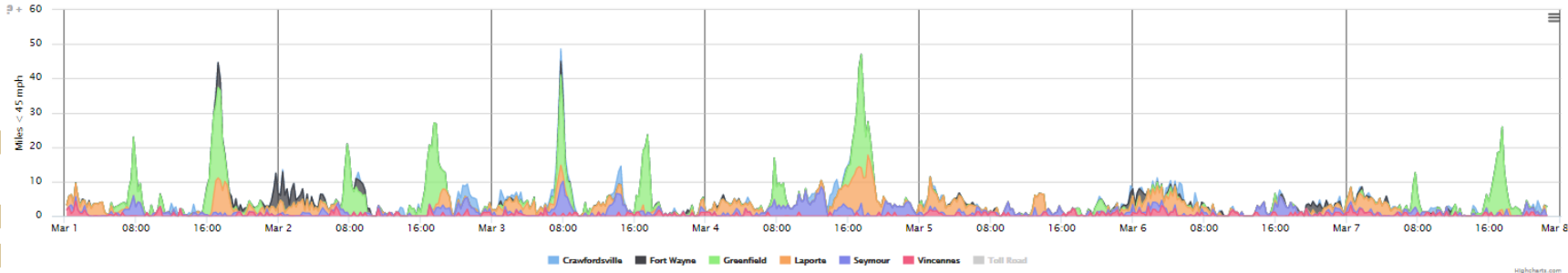
### District

- Crawfordsville
- Fort Wayne
- Greenfield
- LaPorte
- Seymour
- Vincennes
- I-80 Toll Road

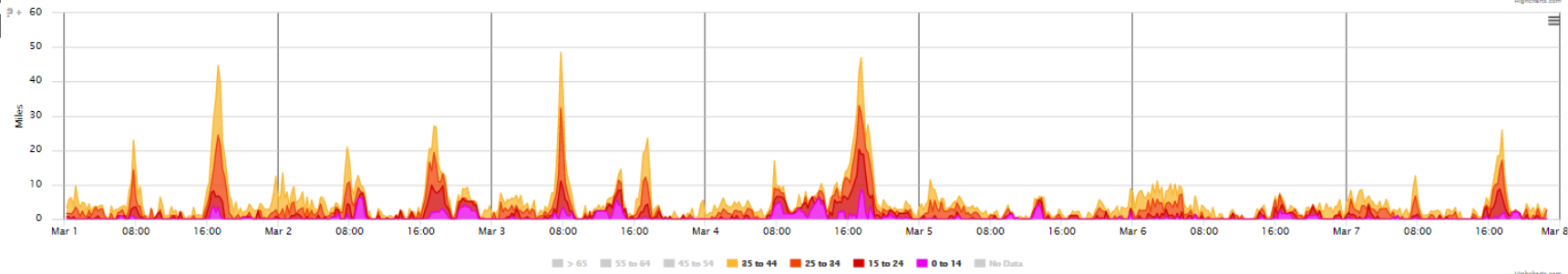
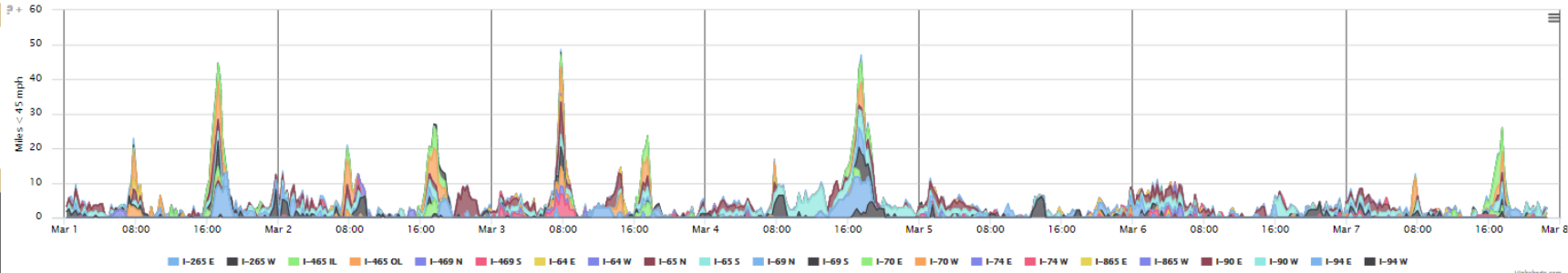


### Refresh

### INDOT Interstate System Dashboard



### Dashboards Filtered by Route and District

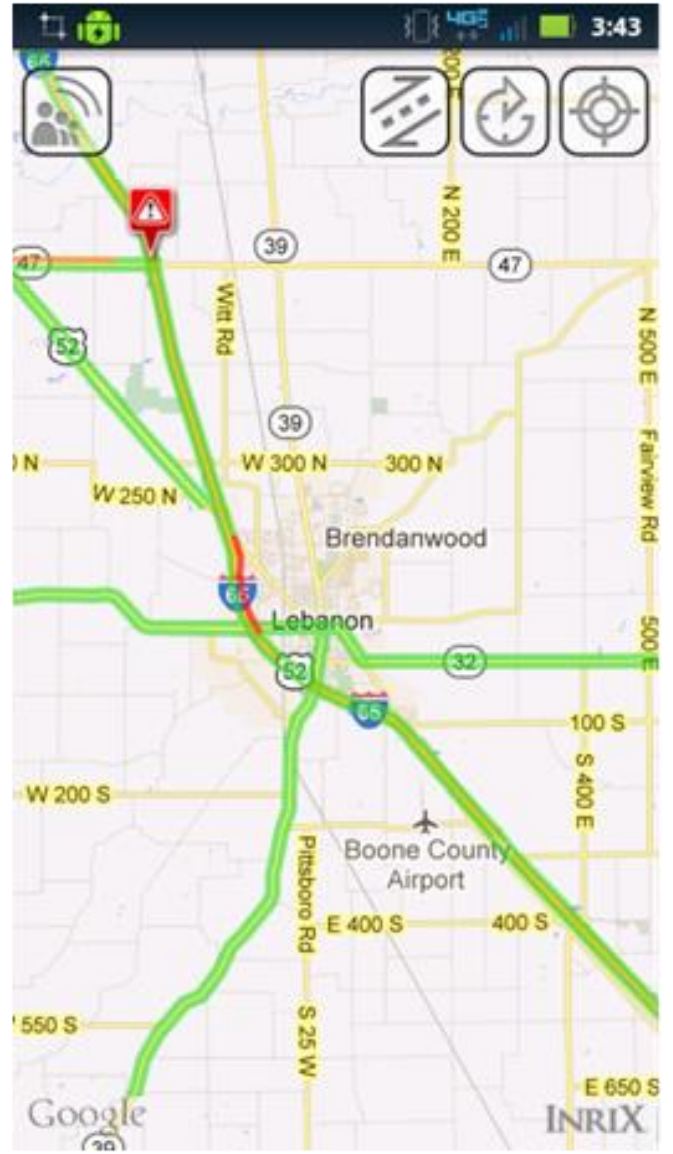
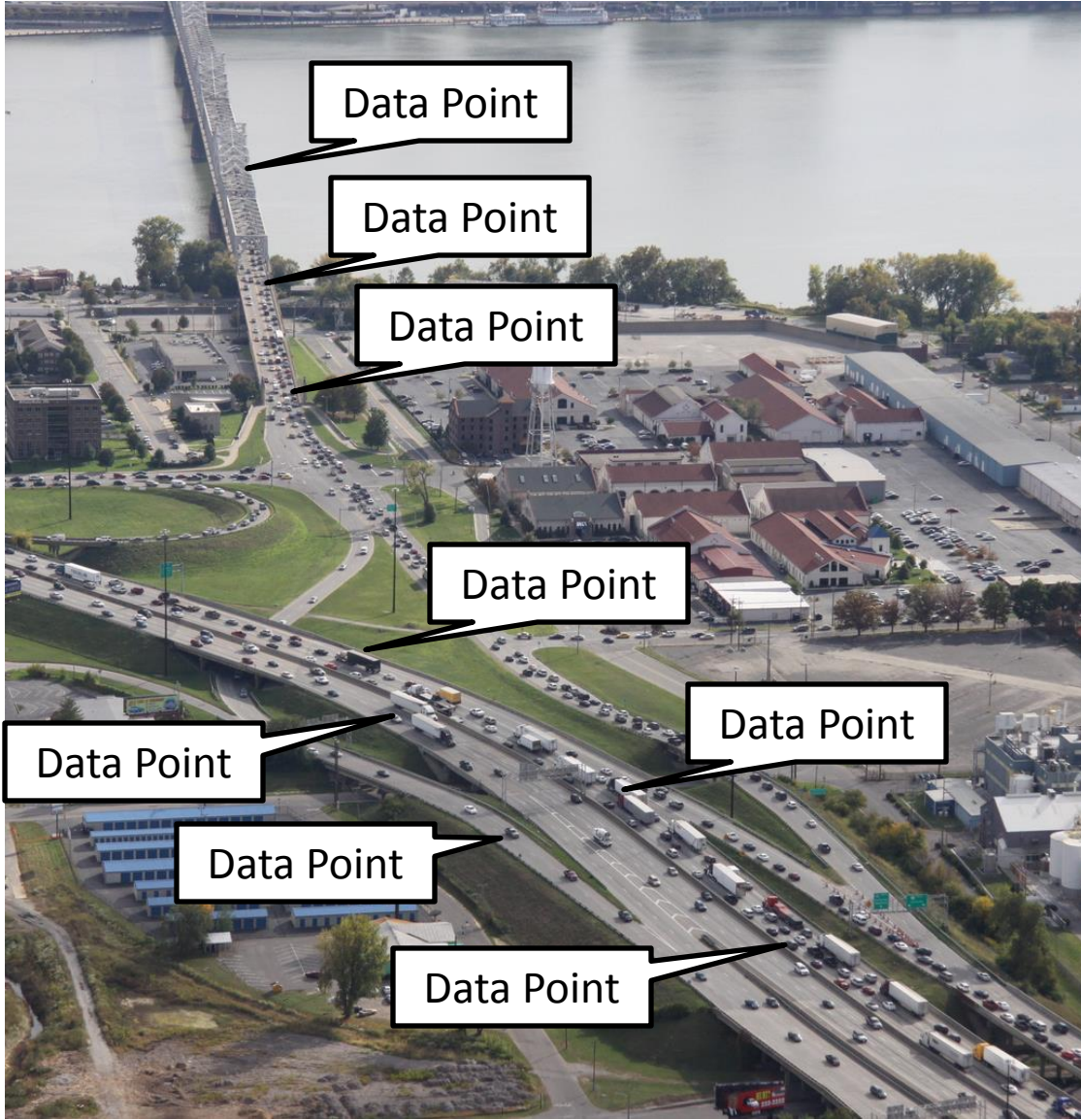


Maggie McNamara

March 9, 2016

# Data Source

## Crowd Sourced Probe Vehicle Data



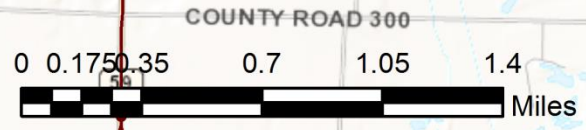
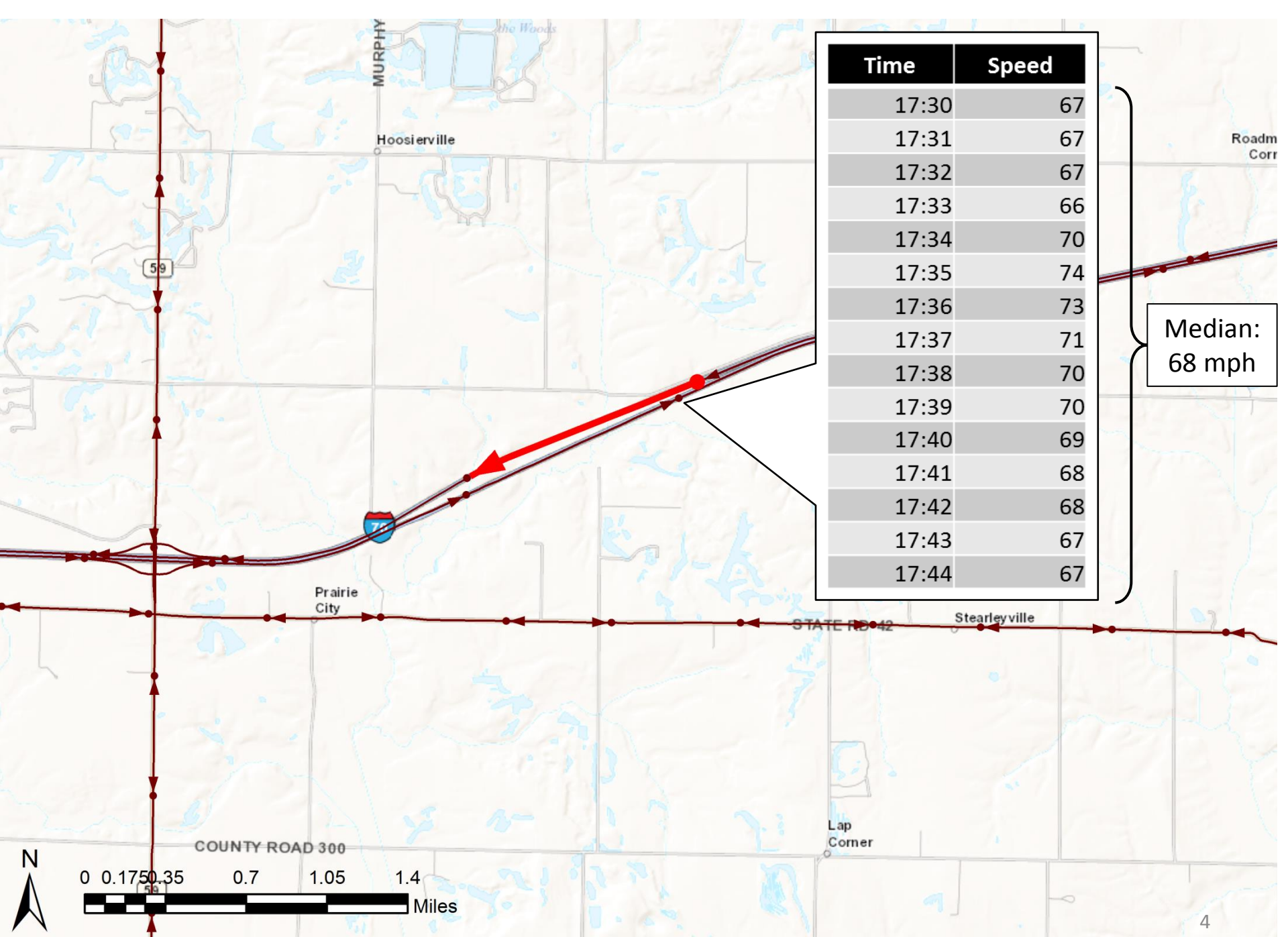
# Data Source

## Crowd Sourced Probe Vehicle Data



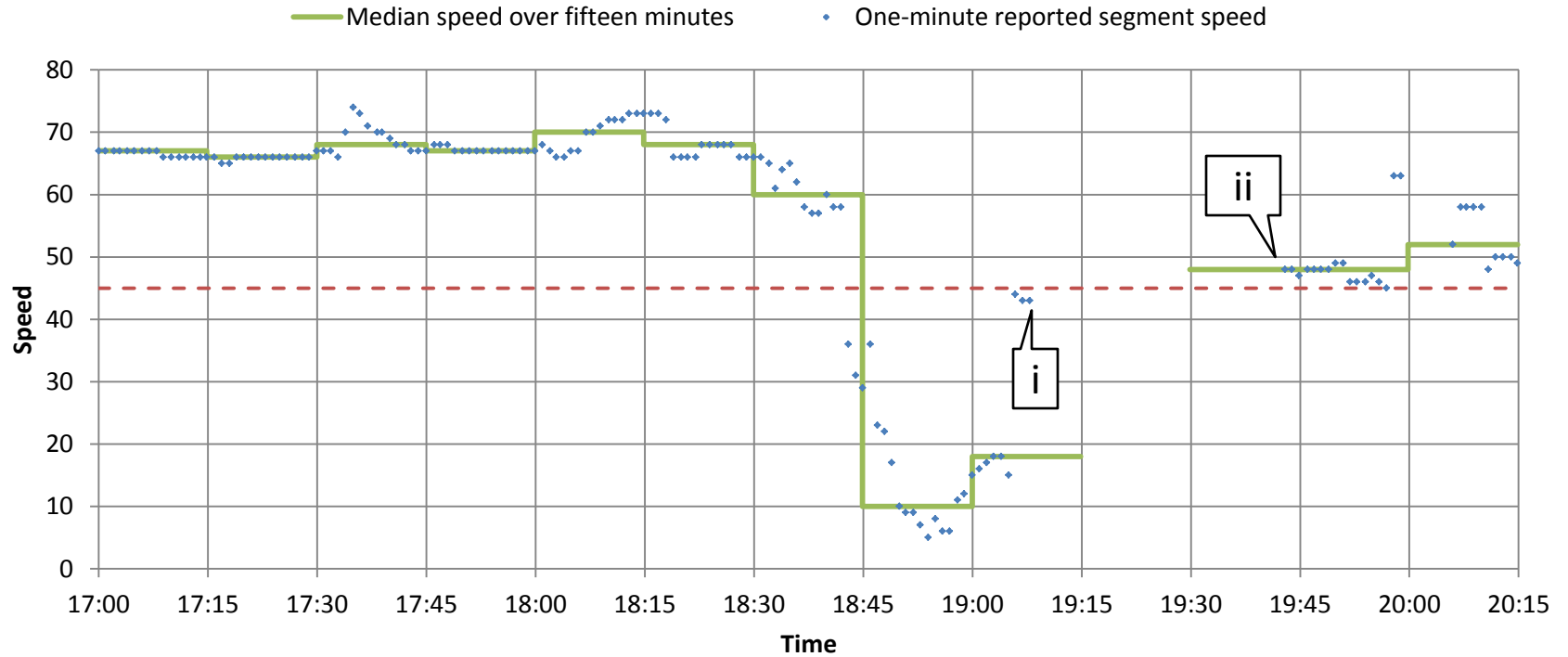
- 1886 miles of Interstates in Indiana
- 151,714,570 Interstate Records on 2677 segments in 2016 so far
- 35,867,272,608 records in the 2010 to 2015 INRIX data for Indiana.
- Without good graphics and analysis techniques this is Data Rich Information Poor (DRIP)





# Probe Vehicle Data


## 15-Minute Aggregation






# Indiana Mobility Reports

## Yearly Statewide Analysis

**2011 Indiana Interstate  
Mobility Report**  
Summary Version



Stephen Remias, Thomas Brennan, Gannon Grimmer,  
Edward Cox, Deborah Horton, Darcy Bullock



**2012 Indiana Mobility Report**  
Summary Version



Stephen Remias, Thomas Brennan, Christopher Day, H



**2013 Indiana Mobility Report**  
Summary Version

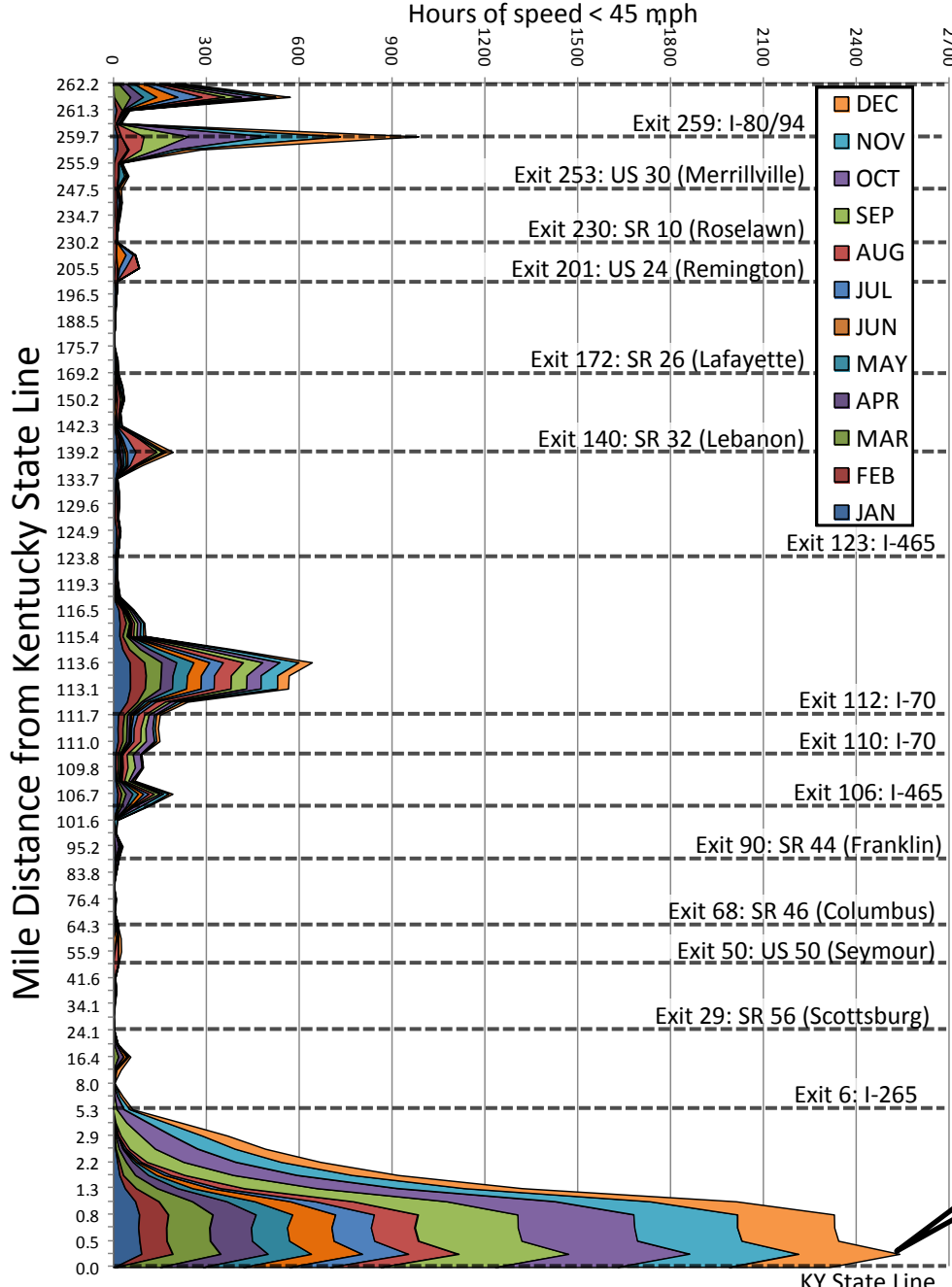


Christopher Day, Stephen Remias, Howell Li, Michelle Mekker, Margaret McNamara, Edward Cox, Deborah Horton, Darcy Bullock



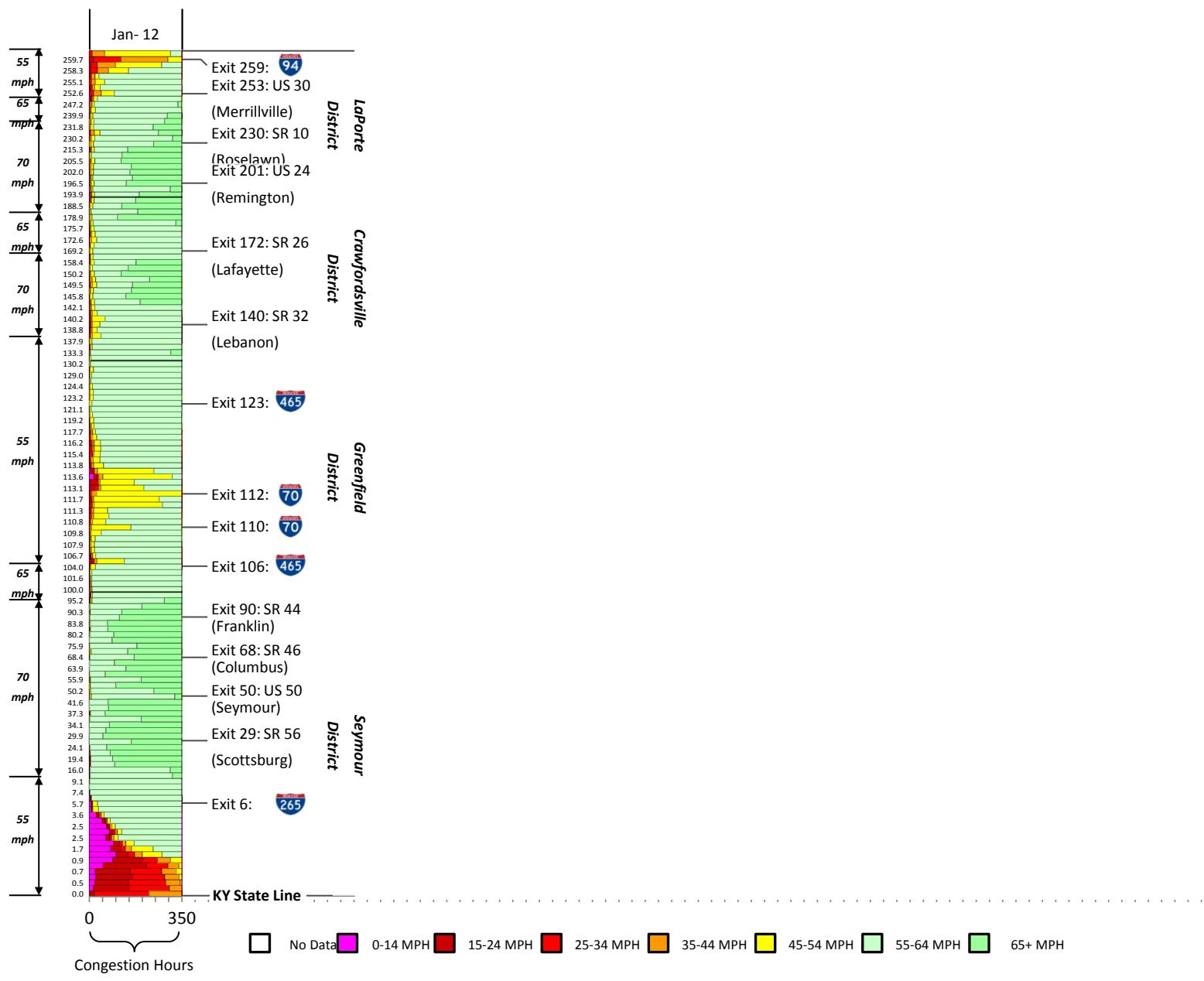
<http://docs.lib.purdue.edu/imr/>

# Mobility Report Performance Measures





# Mobility Report Performance Measures

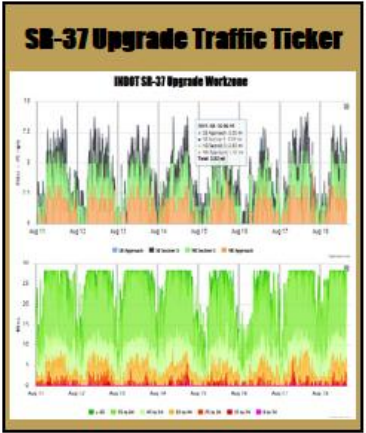
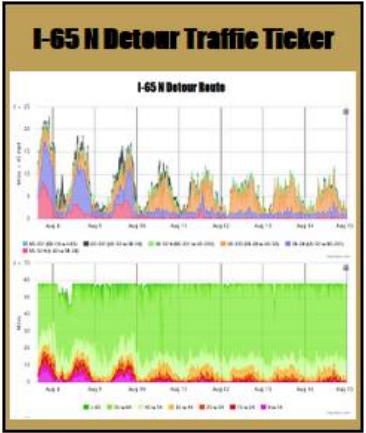
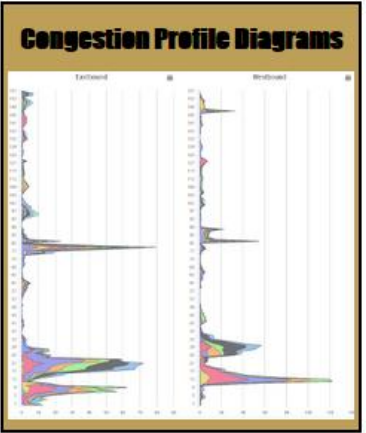
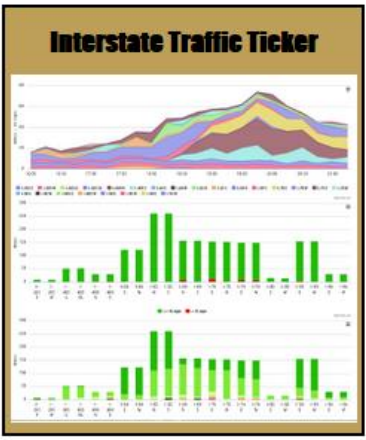
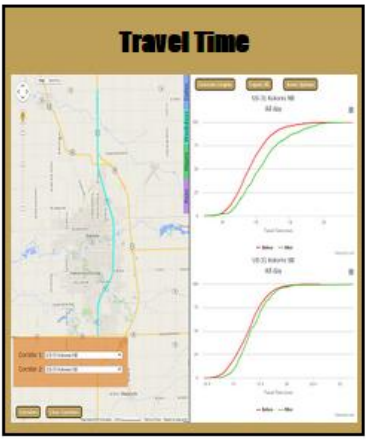
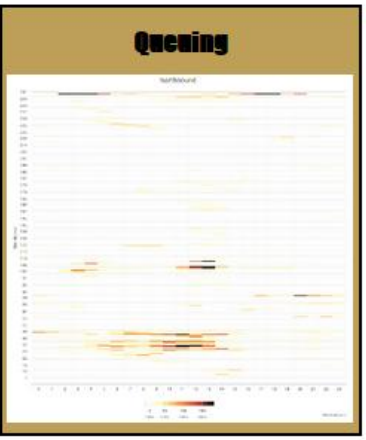




# Mobility Dashboards

## Crowd Sourced Probe Vehicle Data – Tools

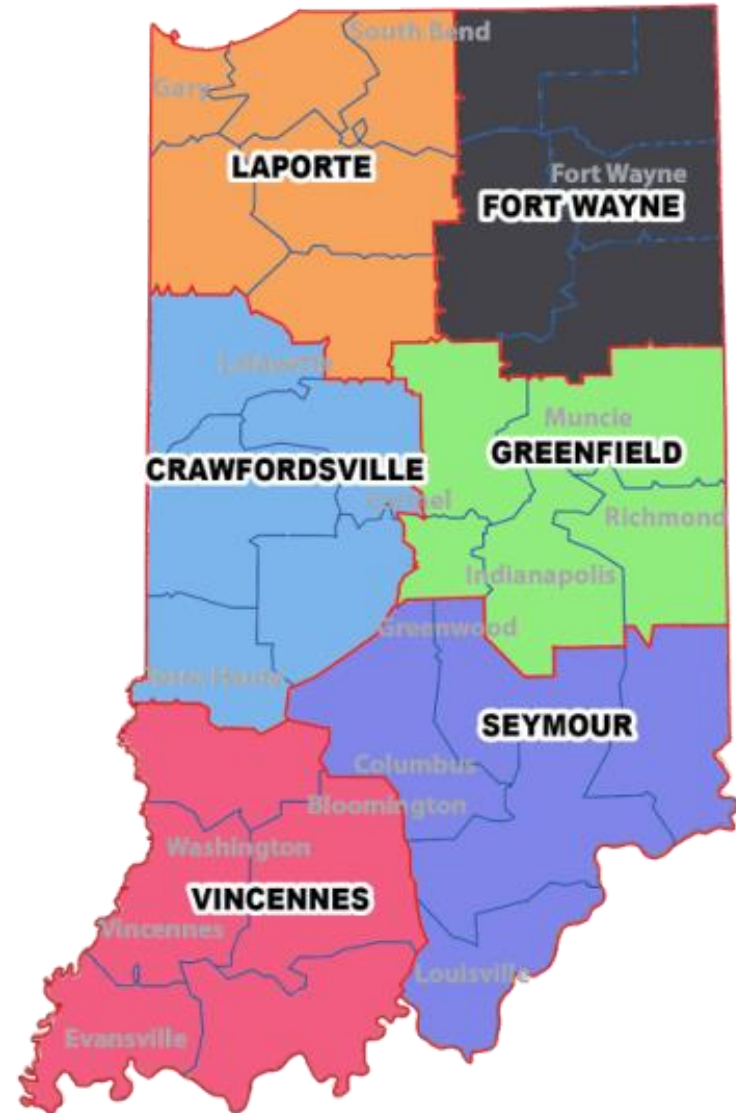
### INDOT Mobility Dashboards



Created by the Purdue Traffic Lab

# Indiana Maps

## Major Interstates and INDOT Management Districts



# Traffic Ticker



**PURDUE UNIVERSITY**  
15 Minute Summary:  
2015-11-14 23:45 EST  
2015-11-15 04:45 UTC

**Congested Speed**  
Speed limit for congestion: 35 mph

**Date Range**  
2015-11-08 to 2015-11-14

**Display**  
 Miles  
 Percentage  
 Axis Maximum: 50  
 Set y-axis maximum: 50

**Routes**

<input checked="" type="checkbox"/> 64	<input checked="" type="checkbox"/> 90
<input checked="" type="checkbox"/> 65	<input checked="" type="checkbox"/> 94
<input checked="" type="checkbox"/> 69	<input checked="" type="checkbox"/> 265
<input checked="" type="checkbox"/> 70	<input checked="" type="checkbox"/> 465
<input checked="" type="checkbox"/> 74	<input checked="" type="checkbox"/> 469
<input checked="" type="checkbox"/> 80	<input checked="" type="checkbox"/> 865

**District**

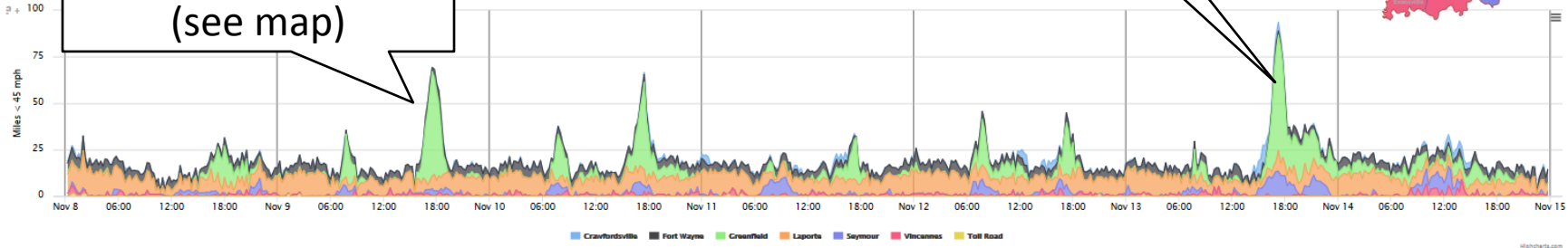
<input checked="" type="checkbox"/> Crawfordville	<input checked="" type="checkbox"/> Fort Wayne
<input checked="" type="checkbox"/> Greenfield	<input checked="" type="checkbox"/> LaPorte
<input checked="" type="checkbox"/> Seymour	<input checked="" type="checkbox"/> Vincennes
<input checked="" type="checkbox"/> I-80 Toll Road	

**Refresh**

Colored by District  
(see map)

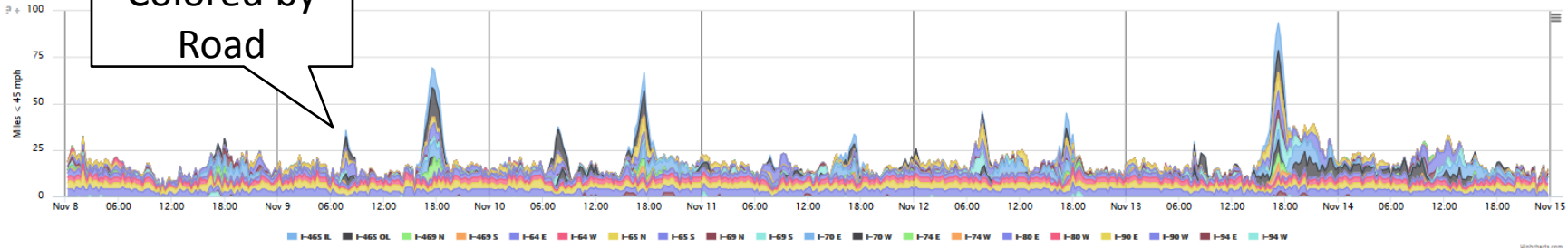
INDOT Interstate System Dashboard

Crash

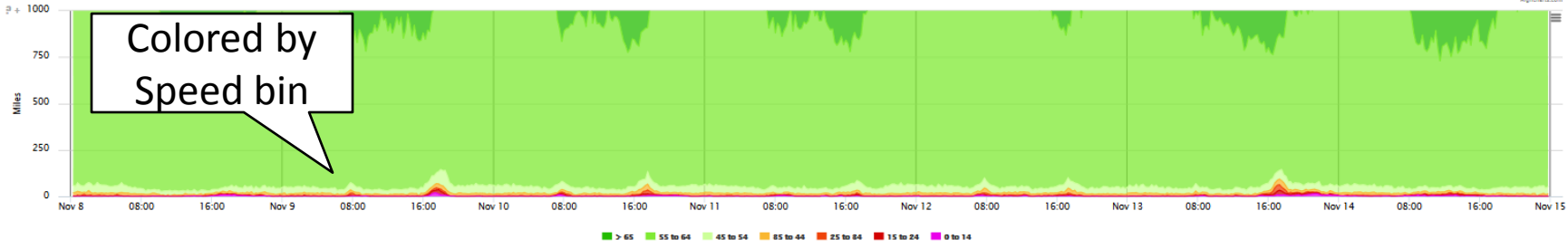


Colored by Road

Dashboards Filtered by Route and District



Colored by Speed bin



Filters



# Use Case: Incidents

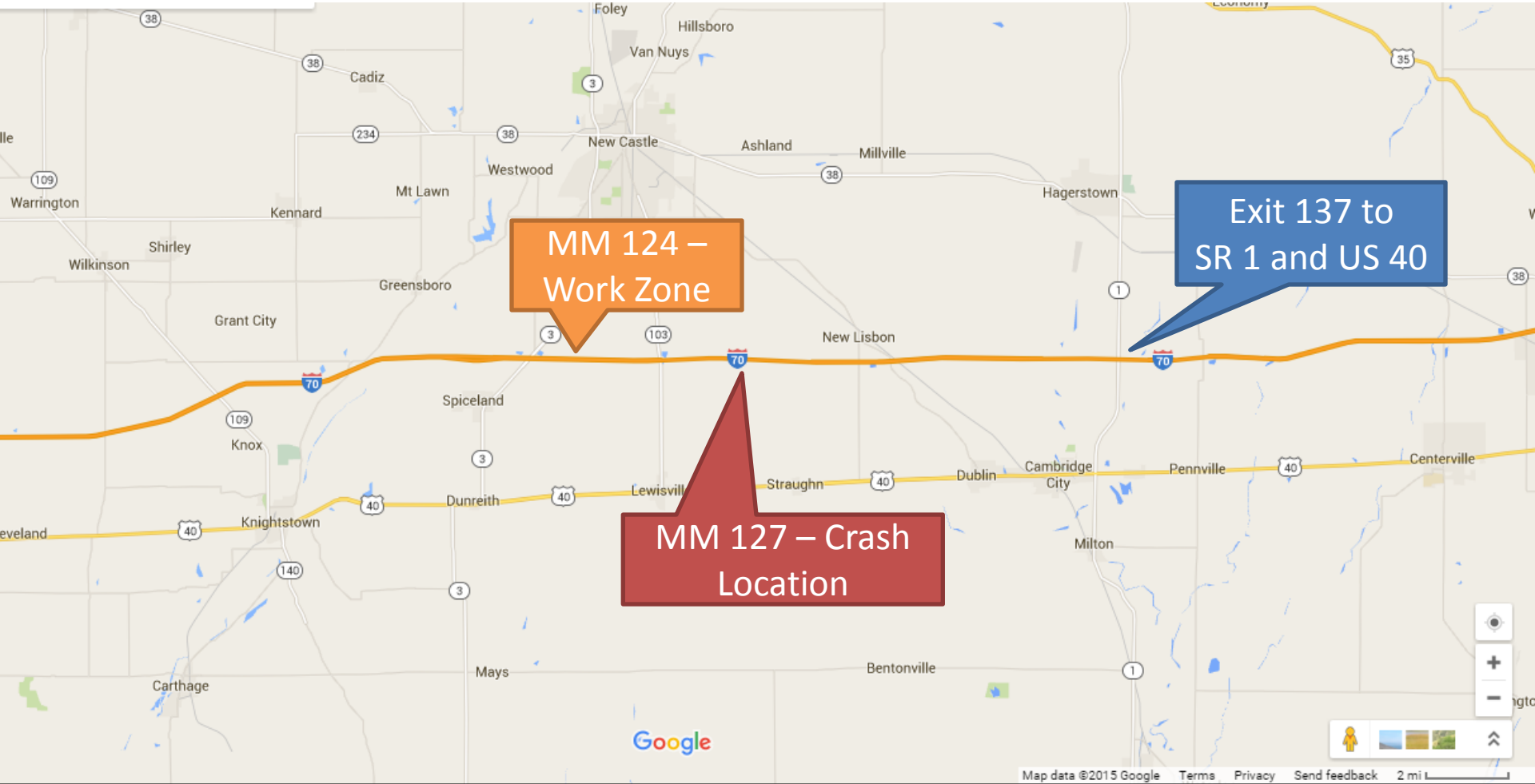
## Back of Queue crash Nov. 13, 2015





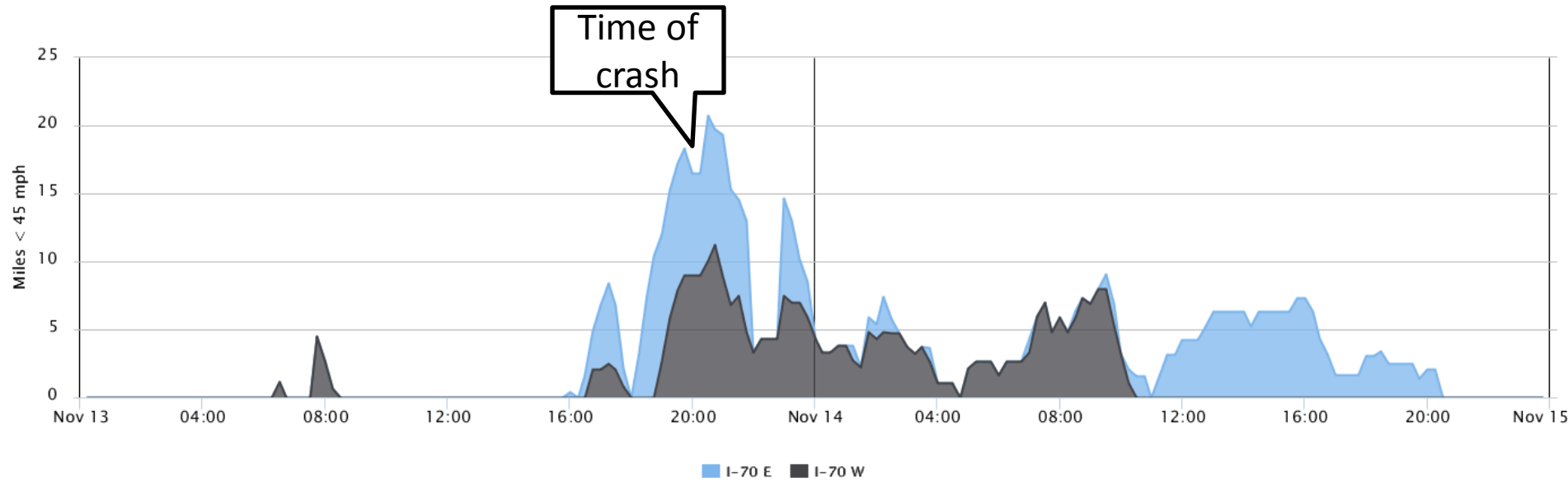
# Back of Queue Crash

## Crash location and context

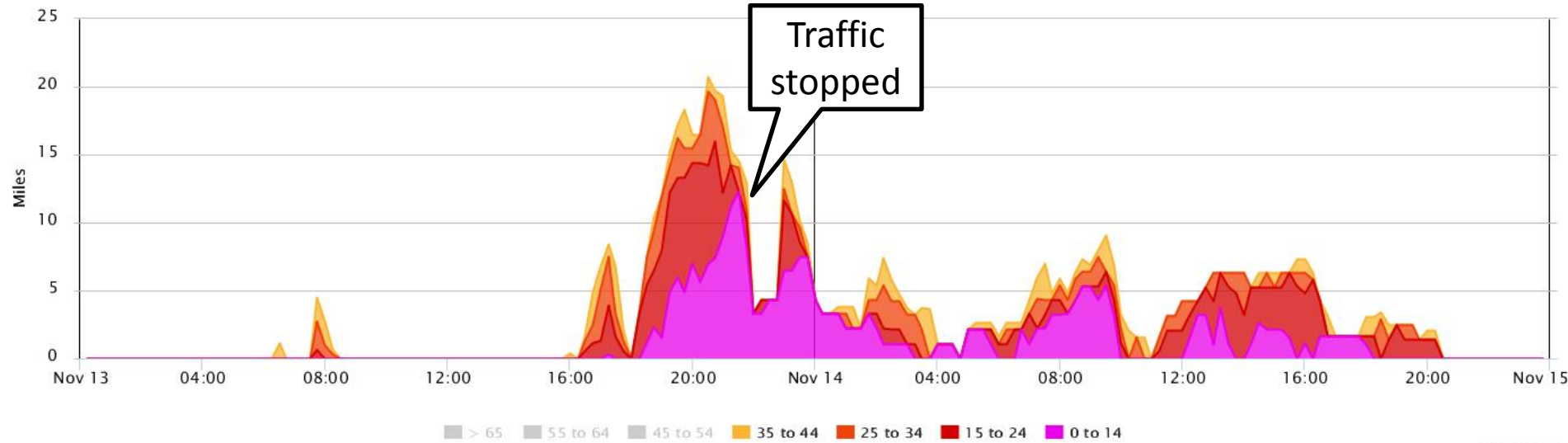


# Traffic Ticker

## November 13 Back-of-Queue Crash Example



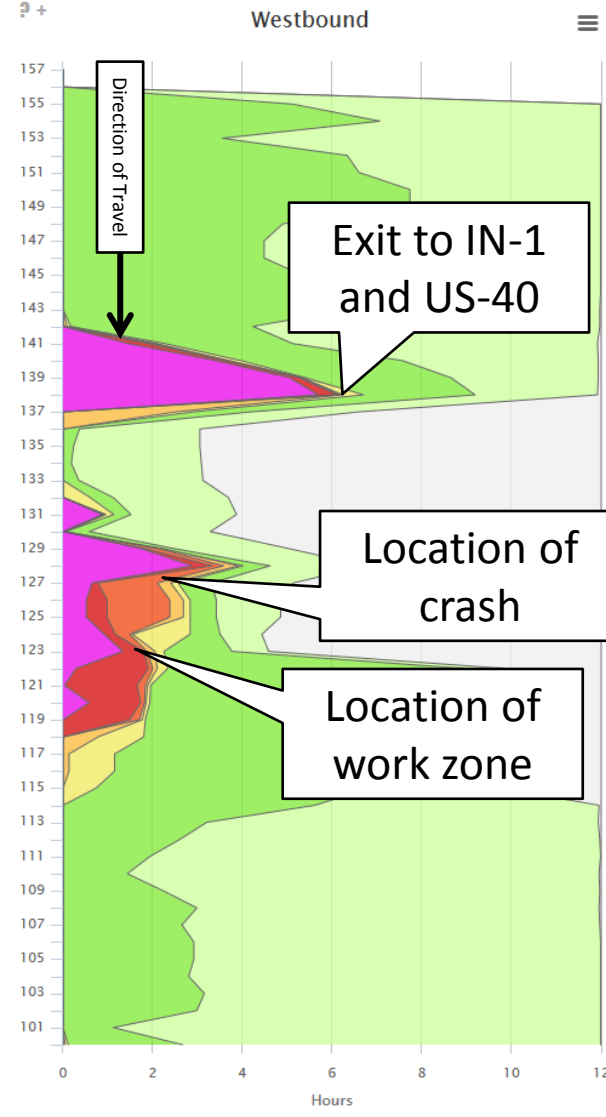
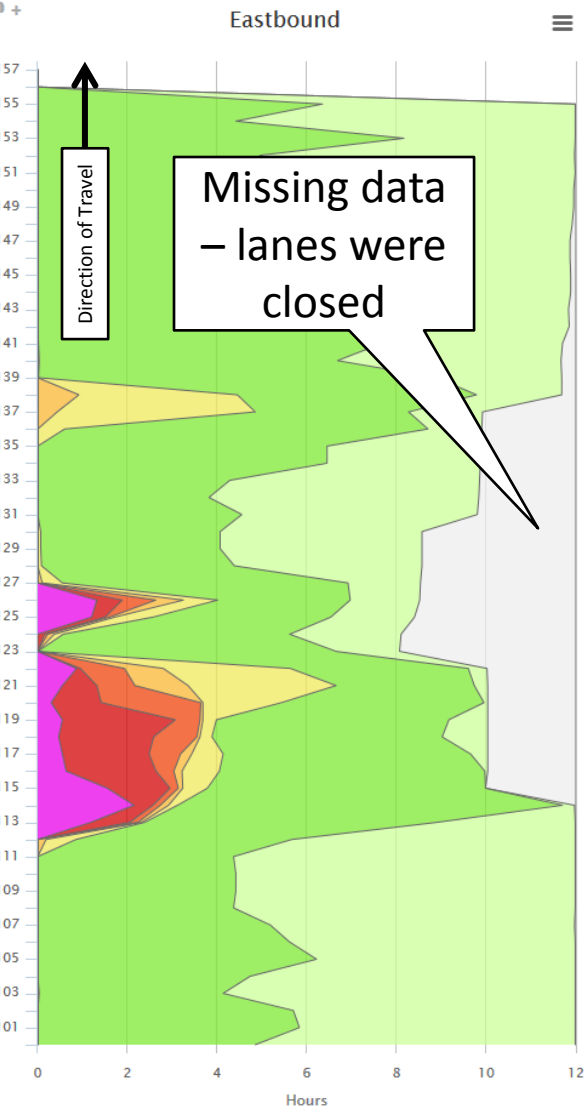
Highcharts.com



Highcharts.com

# Longitudinal Speed Profiles

## November 13 Back-of-Queue Crash Example



■ No data  
 ■ > 65  
 ■ 55 to 64  
 ■ 45 to 54  
 ■ 35 to 44  
 ■ 25 to 34  
 ■ 15 to 24  
 ■ 0 to 14

Highcharts.com

■ No data  
 ■ > 65  
 ■ 55 to 64  
 ■ 45 to 54  
 ■ 35 to 44  
 ■ 25 to 34  
 ■ 15 to 24  
 ■ 0 to 14

Highcharts.com

**Route**

**Mile Marker**

**Date Range**

**Day of Week**

Monday  
  Saturday  
 Tuesday  
  Sunday  
 Wednesday  
  All Weekend Days  
 Thursday  
 Friday  
 All Weekdays

**Time of Day**

12AM   6AM   9AM   3PM   6PM

Exclude selected time period (for overnight analysis)

**Maximum Hours Axis Value**

Set y-axis values to

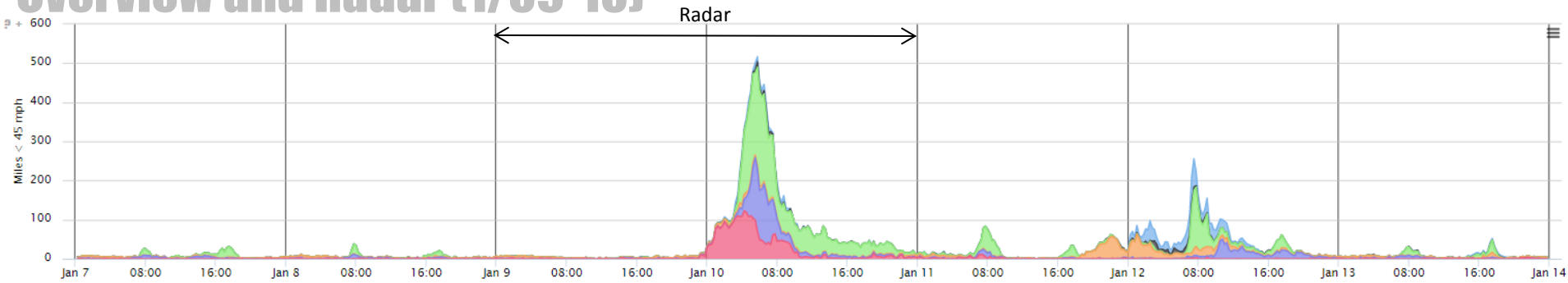
**Generate Graph**





# Use Case: Winter Operations – January 10<sup>th</sup> Snowstorm

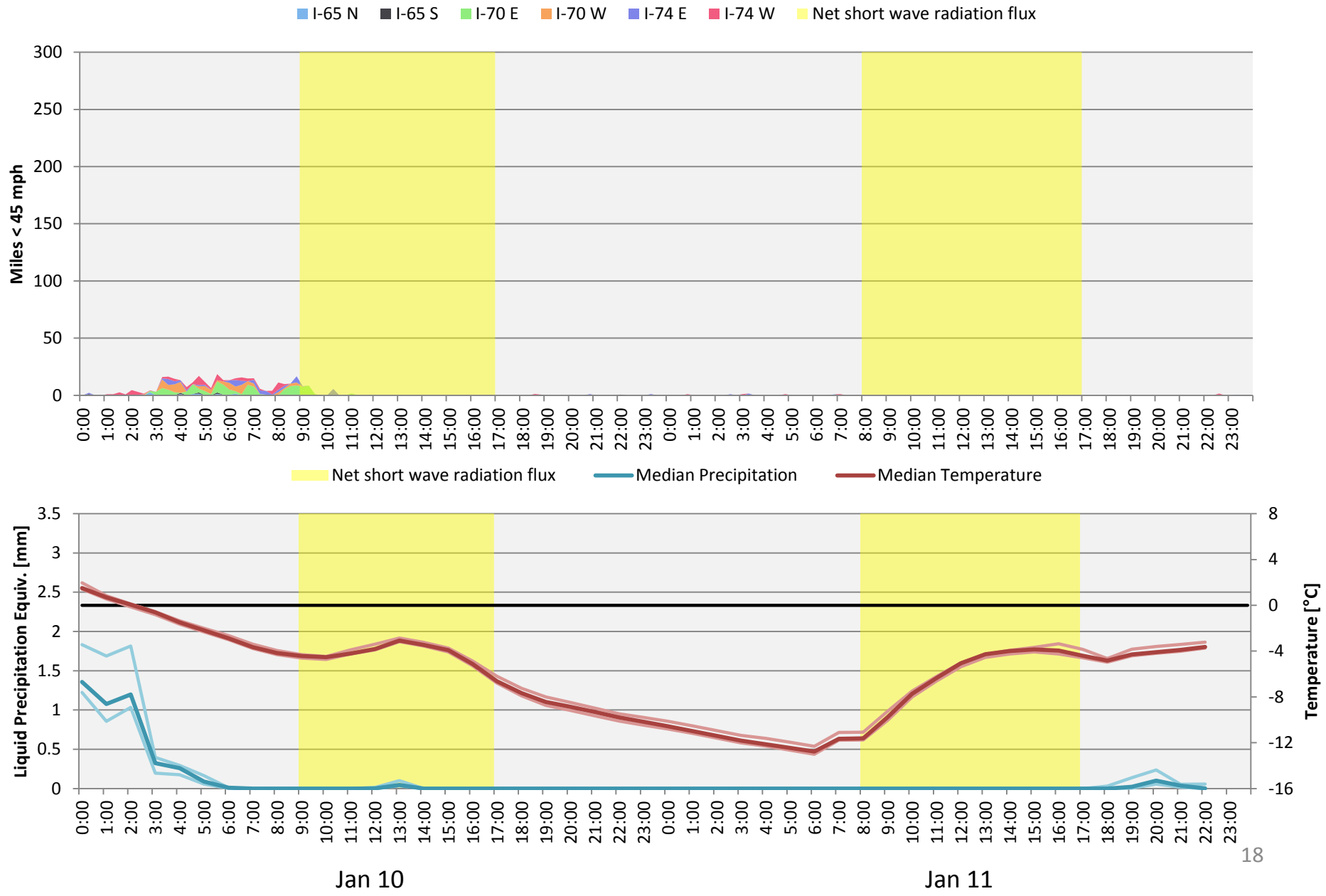
## Overview and Radar (1/09-10)



# January 10<sup>th</sup> Snowstorm

## Crawfordsville District

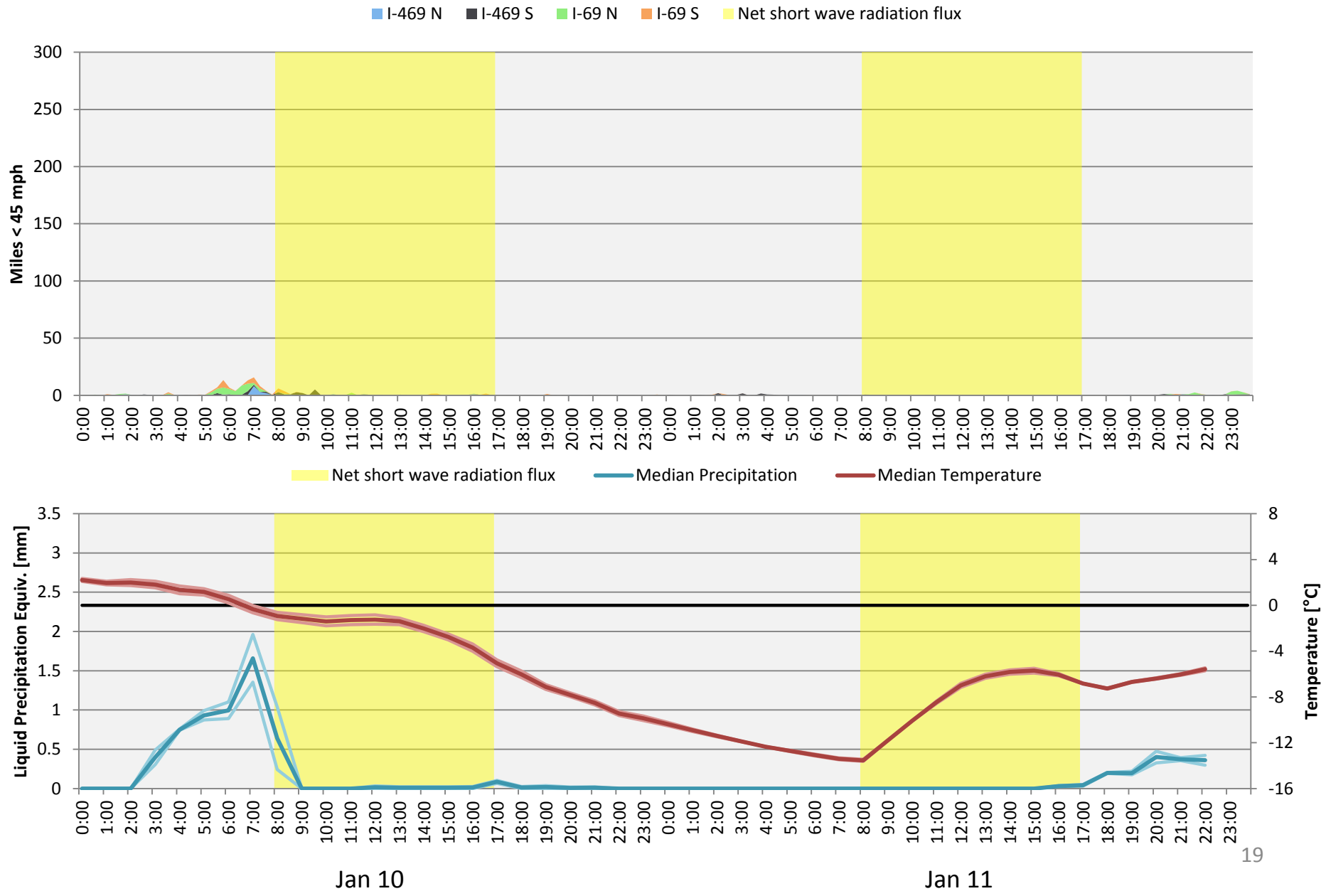
As of 1/10 15:31, 16 trucks out



# January 10<sup>th</sup> Snowstorm

## Fort Wayne District

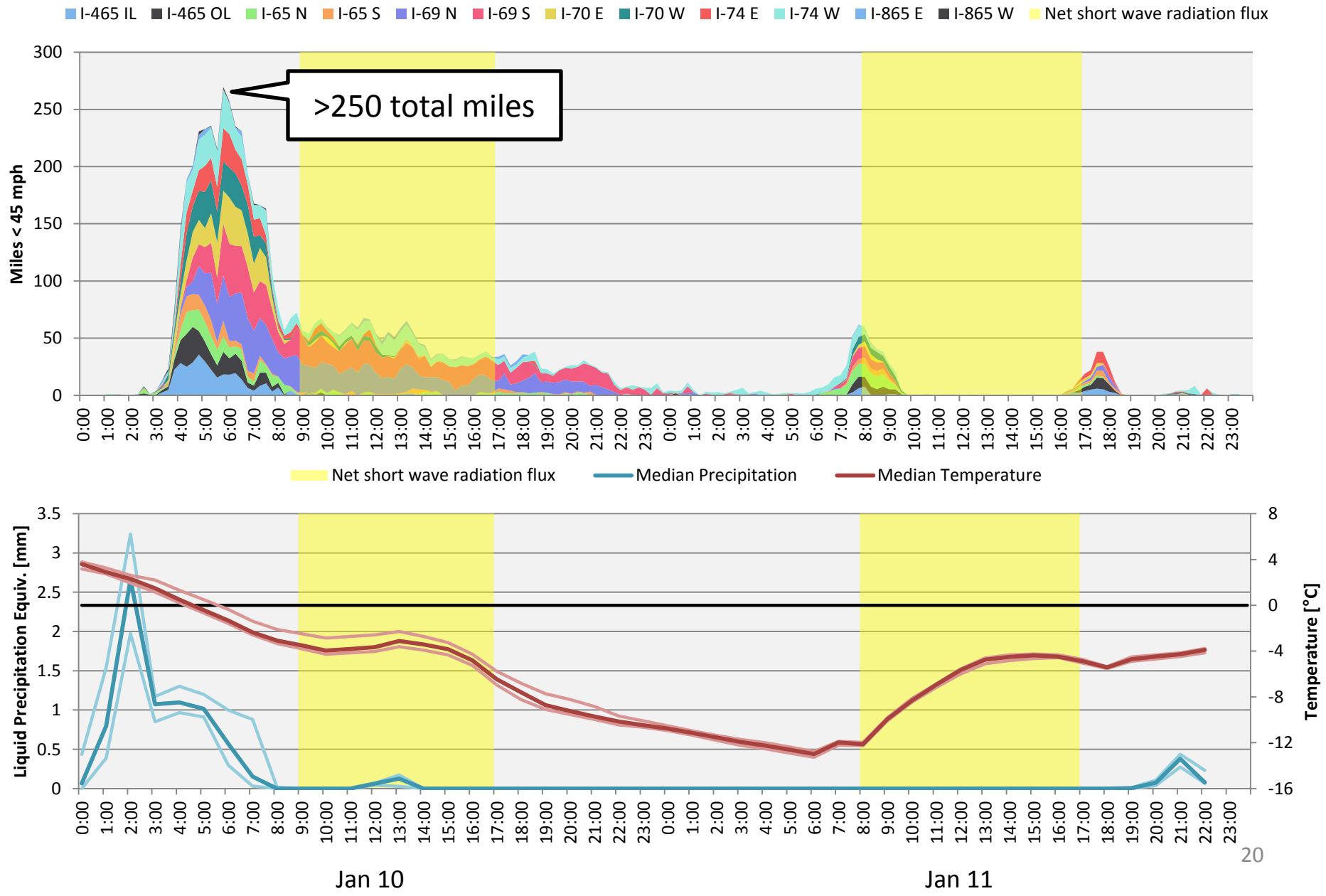
As of 1/10 15:31, 96 trucks out



# January 10<sup>th</sup> Snowstorm

## Greenfield District

As of 1/10 15:31, 124 trucks out

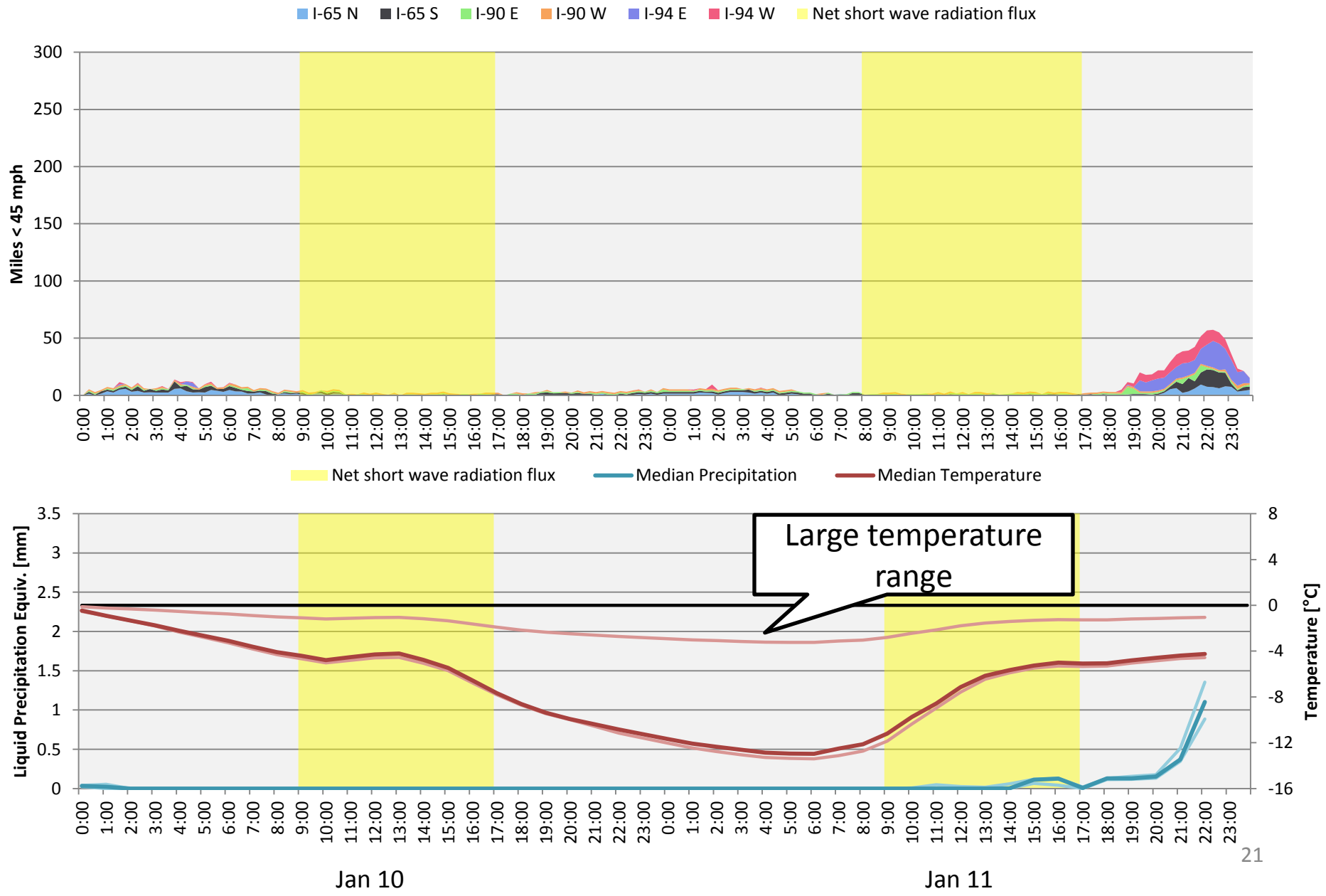




# January 10<sup>th</sup> Snowstorm

## LaPorte District

As of 1/10 15:31, 62 trucks out

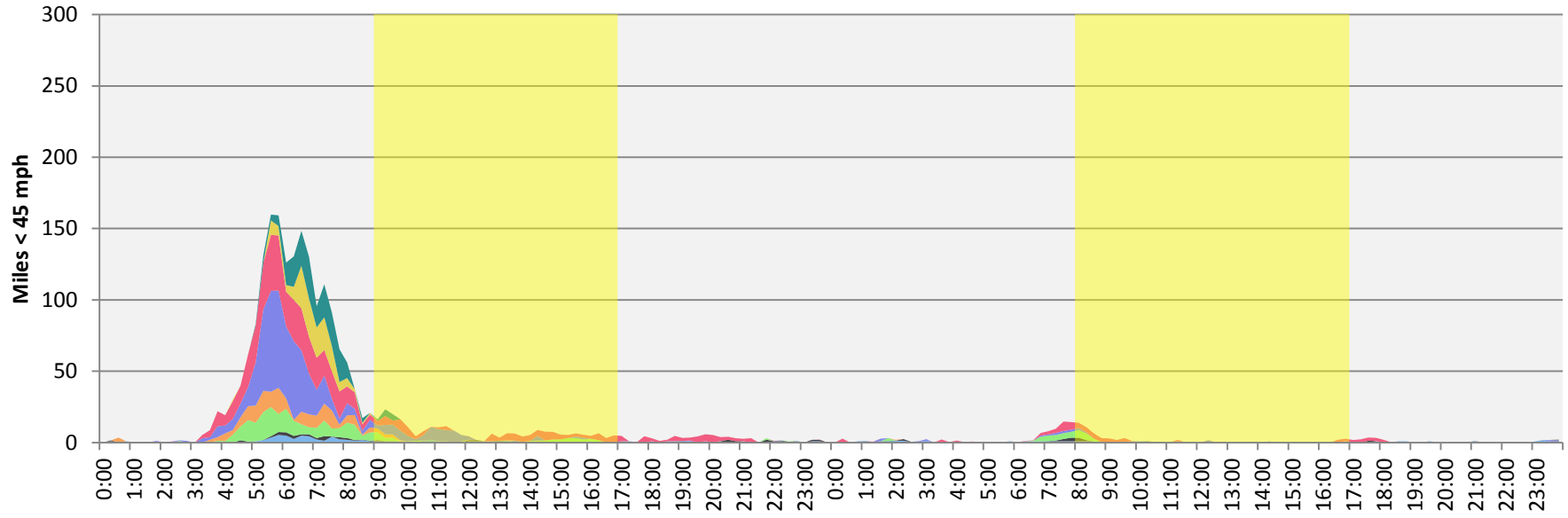


# January 10<sup>th</sup> Snowstorm

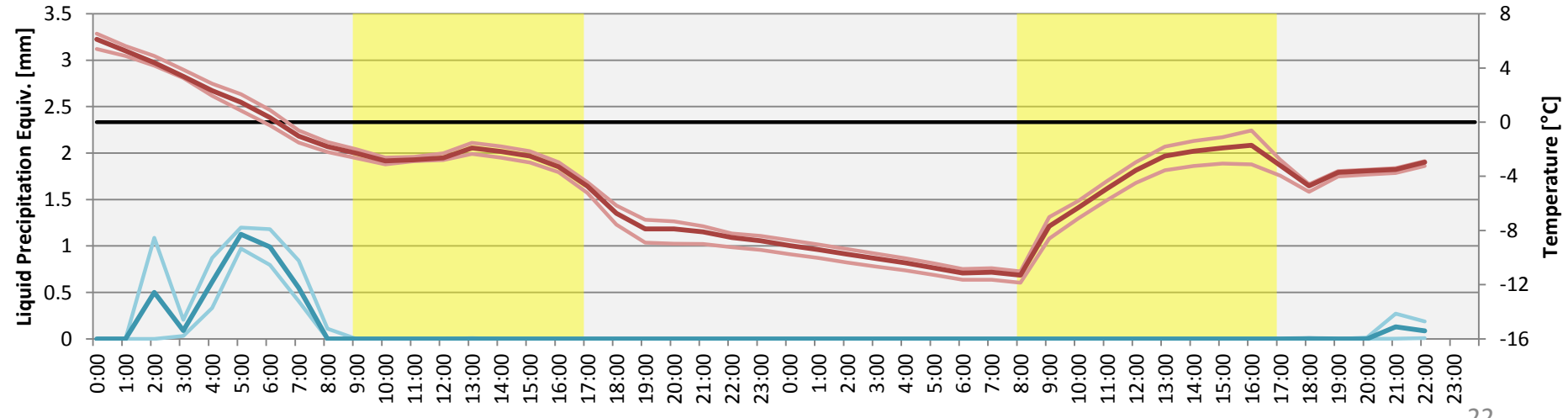
## Seymour District

As of 1/10 15:31, 94 trucks out

- I-265 E
- I-265 W
- I-64 E
- I-64 W
- I-65 N
- I-65 S
- I-74 E
- I-74 W
- Net short wave radiation flux



- Net short wave radiation flux
- Median Precipitation
- zero
- Median Temperature



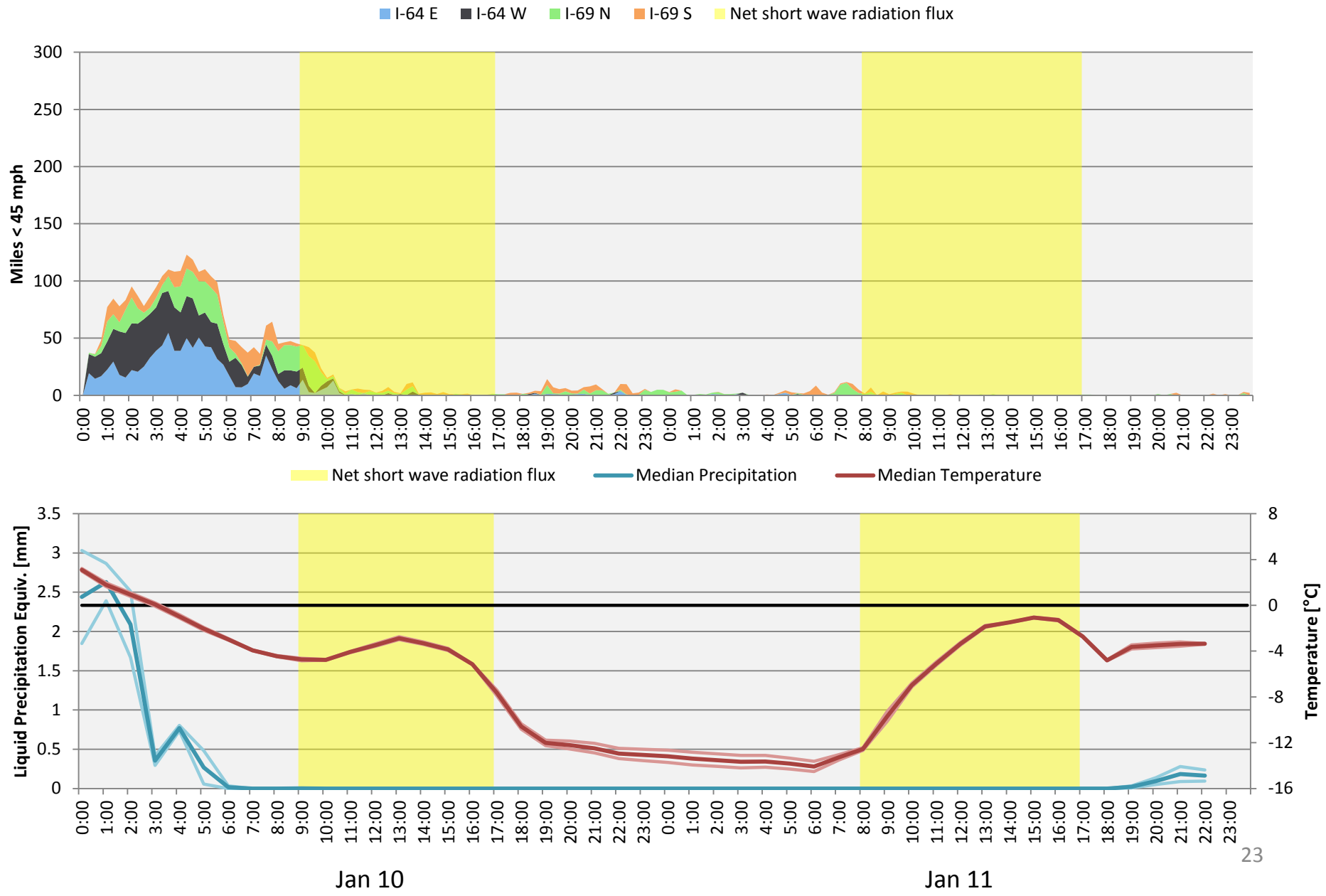
Jan 10

Jan 11

# January 10<sup>th</sup> Snowstorm

## Vincennes District

As of 1/10 15:31, 108 trucks out



# Case Study: I-65 N Detour Wildcat Creek Bridge Closure

## Using Real-Time Probe Vehicle Data to Manage Unplanned Detour Routes



BY MARGARET McNAMARA, HOWELL LI, STEPHEN REMIAS, LUCY RICHARDSON, EDWARD COX, DEBORAH HORTON, AND DARCY M. BULLOCK

The unexpected closure of an interstate is a massive undertaking involving a variety of stakeholders. Such was the case in August 2015, when pier settlement of the Wildcat Creek Bridge on I-65 N in Indiana, USA required an unplanned closure of a 37-mile stretch of the interstate for approximately 31 days. The detour route had little existing intelligent transportation systems (ITS) infrastructure to assist engineers with managing operations. To fill this information need, real-time crowdsourced probe vehicle data were used to create real-time dashboards hosted on a website for use by Indiana Department of Transportation (INDOT) engineers and public safety officials to monitor mobility and queuing on the 62-mile detour route. This paper describes how the real-time dashboards were used to proactively identify congestion problems, as well as measure the impact of mitigation measures.

### Route Diversion

The southbound bridge was too narrow to support bidirectional traffic, so the northbound traffic was diverted onto US-52 at mile marker 141 (Lebanon, IN) and returned to I-65 just north of Lafayette at Ext 193 (Figure 1a). This stretch of interstate usually carries an average annual daily traffic of 24,000 vehicles, including about 9,500 trucks, and it is an important connector between Indianapolis, IN and Chicago, IL, USA.

Figure 1 shows the area of the closure and detour, with callout i of Figure 1b marking the location of the closed bridge. The detour consisted of US-52, SR-28, and US-231, shown in Figure 1a. INDOT deployed fifteen dynamic message signs (DMS) that were used to direct drivers, advising them of turns and potential queues. Additionally, there were 40 trailblazing signs marking the direction of the detour and 19 other signs, including warning signs for traffic lights and work zones. Figure 1b, callouts ii, iii, and iv, mark temporary signals that were installed, and callout v marks a four-way stop that was converted to a two-way stop, which are discussed later in the article.

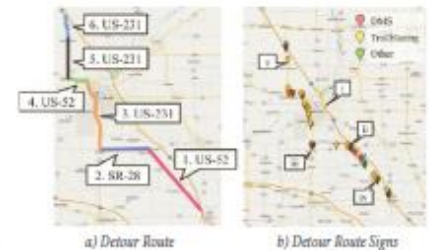


Figure 1. Maps of Detour Route

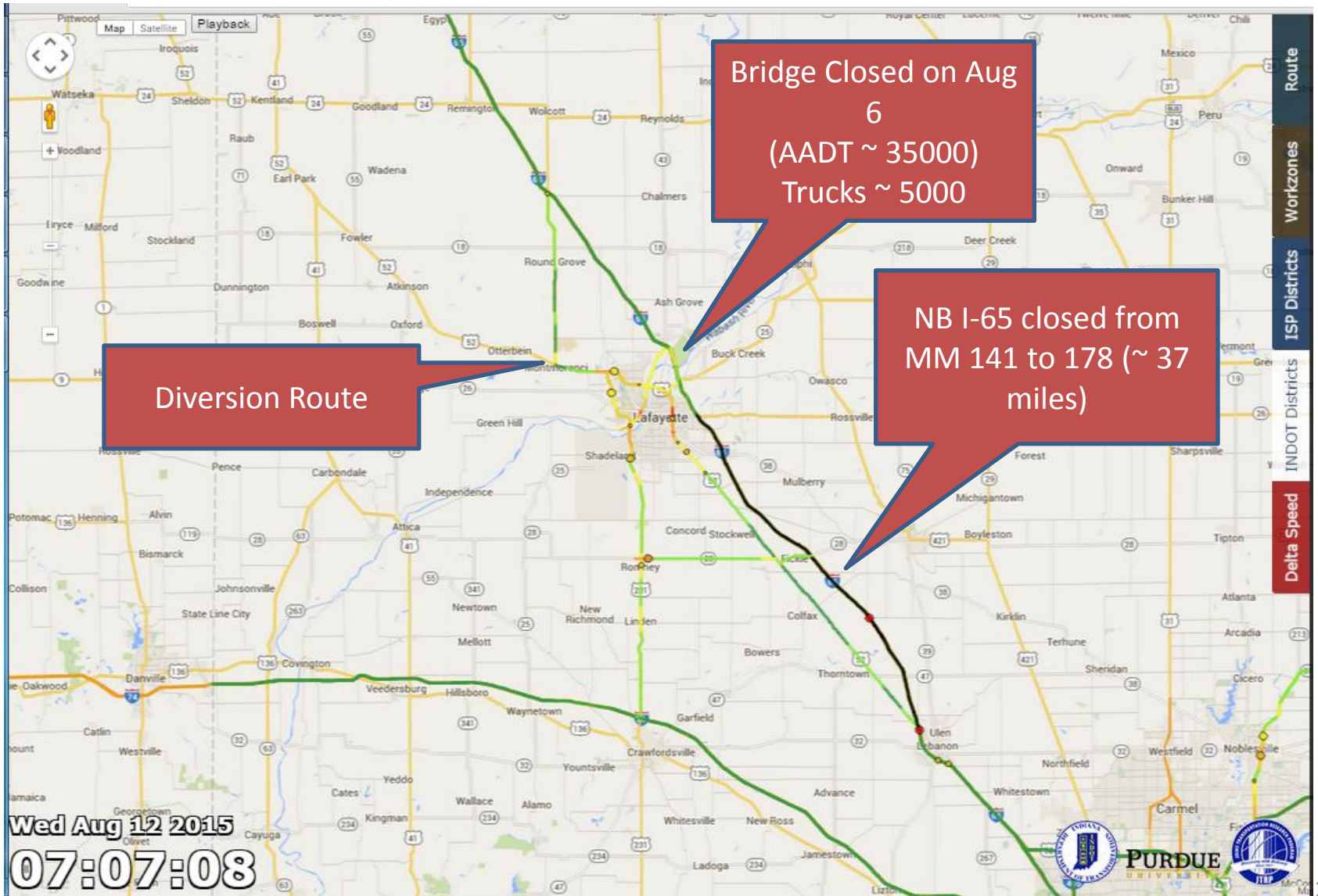
Immediately after the closure, DMS near Indianapolis (and later in adjacent states) were used to advise drivers of the closure and encourage Chicago-bound traffic to take I-74 to I-57 in Illinois.





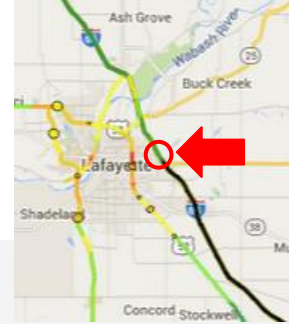
# Case Study: I-65 N Detour

## Interstate Diversion



# Case Study: I-65 N Detour

## Repairs in Progress



35000  
vehicles?





# Making Real Time Decisions and Separating Fact from Fiction



## NIGHTMARE ON INTERSTATE 65

**WHAT THEY'RE DOING**  
 Crews will widen I-65 from two lanes in each direction to three lanes in each direction. There will be nightly lane closures between 9 p.m. and 6 a.m.

**OVERSIZE LOAD**  
 Lanes eventually will be reduced in size to 11-foot lanes with 2-foot shoulders. Wider or heavier loads will be restricted during construction.

**CAUTION!**  
 The speed limit in the work zone will decrease from 70 mph to 45 mph during active construction. Typically, the 3-mile stretch between Indiana 25 and Indiana 26 takes less than three minutes to drive at 70 mph. Here's about how long it will take you at reduced speeds:  
 4 minutes (45 mph)  
 6 minutes (30 mph)  
 12 minutes (15 mph)  
 And it could get worse. INDOT said a 3-mile backup during one-lane restrictions is not uncommon.

**DETOUR**  
**GETTING AROUND IT**  
 Going north? Take exit 168 onto Indiana 38, turn right onto Sagamore Parkway, turn left on South Street, slightly right onto Columbia Street, continue onto State Street, turn right on Indiana 43 and then get back onto I-65 at exit 178. Going south? Take the reverse.

**NOISE BARRIERS**  
 The first wall will be east of I-65, just north of Indiana 26 and the West Lafayette-West Lafayette center, extending about 2,500 feet north. The second wall will be opposite the location of the first barrier. The third wall will be north of the second wall and the last wall will be north of that, extending to Eisenhower Road.

**STAGE 1**  
**JUNE 2015-2016**  
 Affects I-65 from exits 172 to 175

**STAGE 2**  
**2016-2017**  
 The second stage of the project will begin once the first stage is completed. It will affect I-65 from exits 172 to 168.

### 2 years of work to clog Lafayette's major artery

By Hannah Smith Kiefer  
 hsmith@jconline.com

**W**hat could be worse for drivers than Interstate 65 in the winter? Try I-65 in the summer, fall and spring — for the next two to three years.

Big changes — and big construction headaches — are coming to a stretch of the interstate that passes through Lafayette. It all starts in a few weeks and will continue into fall 2017. Drivers should brace themselves for lane restrictions, ramp closures, narrower lanes, reduced speeds and longer travel times.

Wondering just what will be happening, and how bad it will get? Read on ...

**What changes are coming?**

Crews will widen I-65 from two lanes in each direction to three lanes in each direction. To do this, workers will place the two new lanes in the current median space and add a concrete barrier to replace the median. With this plan, the shoulder of the road won't have to be widened, although it will be reinforced during the first few weeks of the project so lanes can be temporarily shifted.

See NIGHTMARE, Page 4A

MORE THAN **\$240** IN COUPONS INSIDE TODAY!



PROVIDED BY KYLE MARTIN  
 Lafayette police and Tippecanoe County Sheriff's deputies staged in the area of a home on South Third Street in Lafayette. Sheriff Barry Richard confirmed that the fugitive jail escapee, Marcus Alan Bramlett, had been holed up inside the house.

## Fugitive surrenders

Suspect apprehended without incident after crime spree

By Hannah Smith Kiefer  
 hsmith@jconline.com

A dangerous fugitive holed up inside a Lafayette house surrendered to police late Saturday night after a chaotic 24-hour crime spree that started when the suspect overpowered a sheriff's deputy transporting him from the hospital and stole her squad car and rifle.

Shortly after 11 p.m., the suspect, Marcus Alan Bramlett, 25, peacefully exited the back door of a wood-frame house in the 1000 block of South Third Street in Lafayette. Police had been negotiating with him by telephone for hours to persuade him to surrender.

"This concludes a horrible situation," declared Tippecanoe County Sheriff

See FUGITIVE, Page 6A

**USA TODAY**  
**ISIL leader killed**  
 U.S. troops carried out a raid inside eastern Syria. USA TODAY, 1B

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# Case Study: I-65 N Detour

## How Bad Was It? – Using Metrics to Change the Narrative



**Detour Diary: How bad was the detour really?**

By Hannah Smith Kiefer

As the queen of construction stories at the Journal & Courier, I report on detour routes and road closures a lot. That includes, of course, the Interstate 65 detour caused by the closure of the Wildcat Creek Bridge on Wednesday. So I decided to drive that route. I thought it would take two hours tops.

I was wrong. It took four. I documented the experience on Twitter, through tweets, photos and video. I laughed. I yelled. I called a towworker multiple times asking if I could turn around. But I did not — I drove the whole thing, from U.S. 52 in Lebanon, Indiana 28 to U.S. 231. Here's my experience living the kind of detour I write about every day.

Check out the whole, maddening journey on my Twitter feed @hannsnit.

**11:54 a.m.** Made it to Lebanon, about to embark on the detour.

**12:19 p.m.** Fuel station. Didn't take long.

**12:20 p.m.** The true test in all this will be on my poor jeep's gas tank. #threequarters

**12:44 p.m.** See y'all in like ten hours when I get through this detour.

**1:53 p.m.** I'm going to kick something.

**2:03 p.m.** FYI @journeditors, don't think I'm making that 2:30 meeting today. Even though I left at like ELEVEN THIRTY.

**2:33 p.m.** It would be faster to take one of these guys

**2:58 p.m.** If someone found I will post a myself singing to the #desperate Romley today

**3:11 p.m.** Oh my made it to Romney

**3:27 p.m.** Thank just saw a welcome fayette sign!

**3:50 p.m.** HOH

**2:11 P.M.** Dun behind me (I turned around TAKE ME WITH YOU: #65 #tourlife

**1:48 p.m.** Dang I see things are MOVING!

**12:54 p.m.** The real question is, can one actually get pizza delivered to a car stuck in traffic? Asking for a friend.

**12:29 a.m.** About to go drive the I-65 detour for myself! Follow along here to see how the drive goes. Will be tweeting via Siri when safe.

**12:20 p.m.** The real question is, can one actually get pizza delivered to a car stuck in traffic? Asking for a friend.

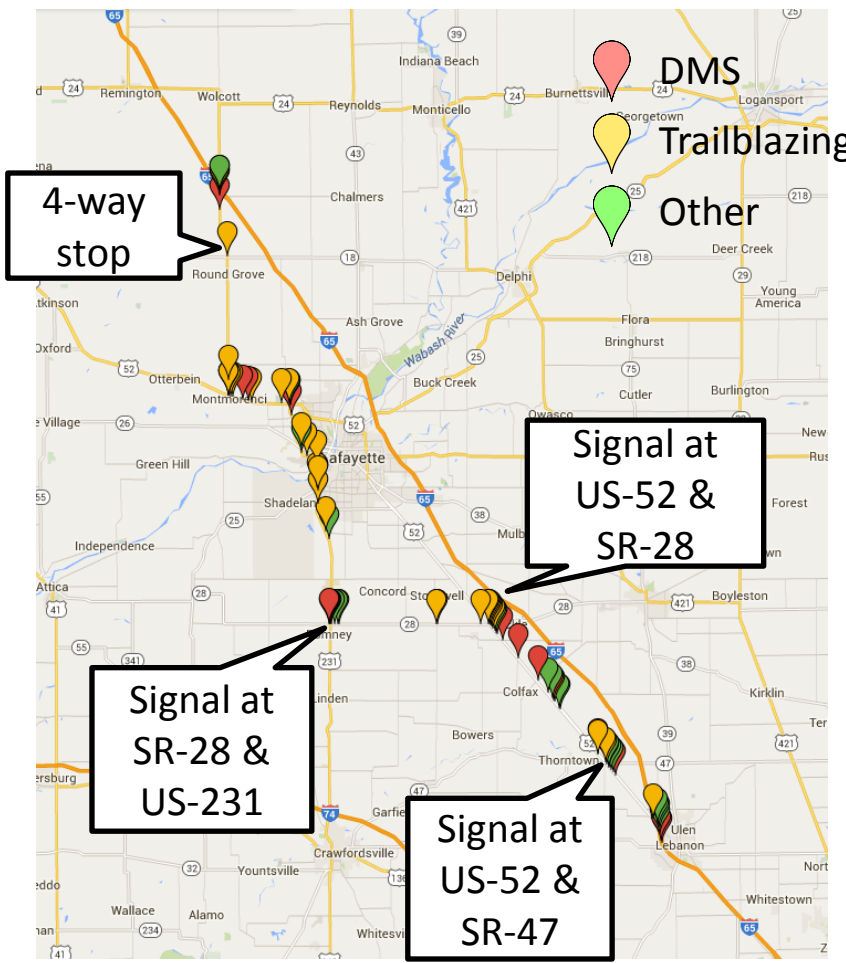
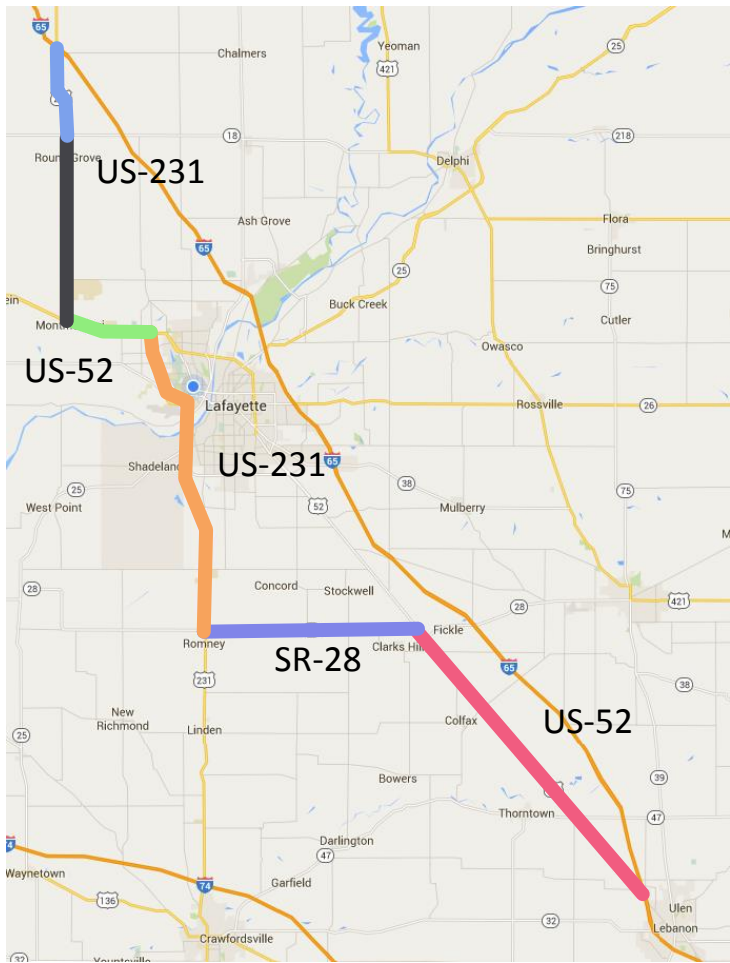
**1:48 p.m.** Dang I see things are MOVING!

- Reporter drove official detour right after the closure, wrote article for local newspaper
- Took 4 hours to drive ~60 miles
- Said “Moral of the story is that the INDOT detour route is essentially ineffective.”
- “Plan for it to take an absurd amount of time.”



# Case Study: I-65 N Detour

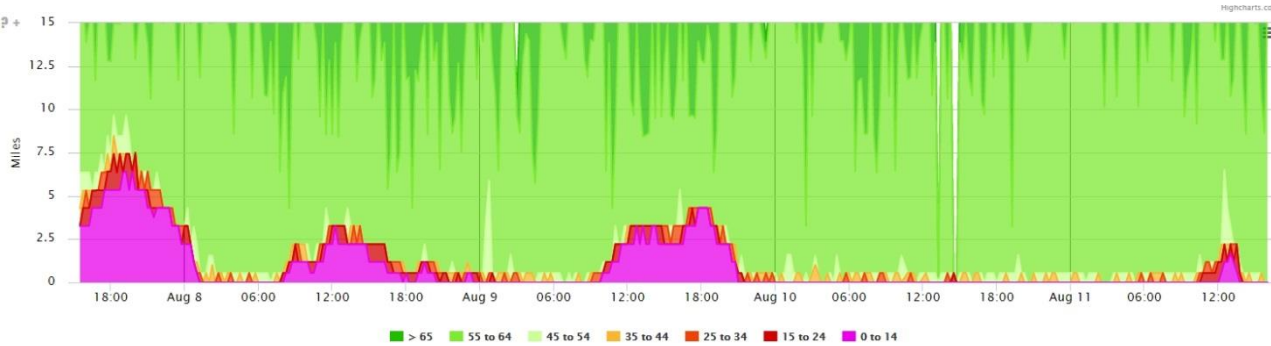
## Detour Route



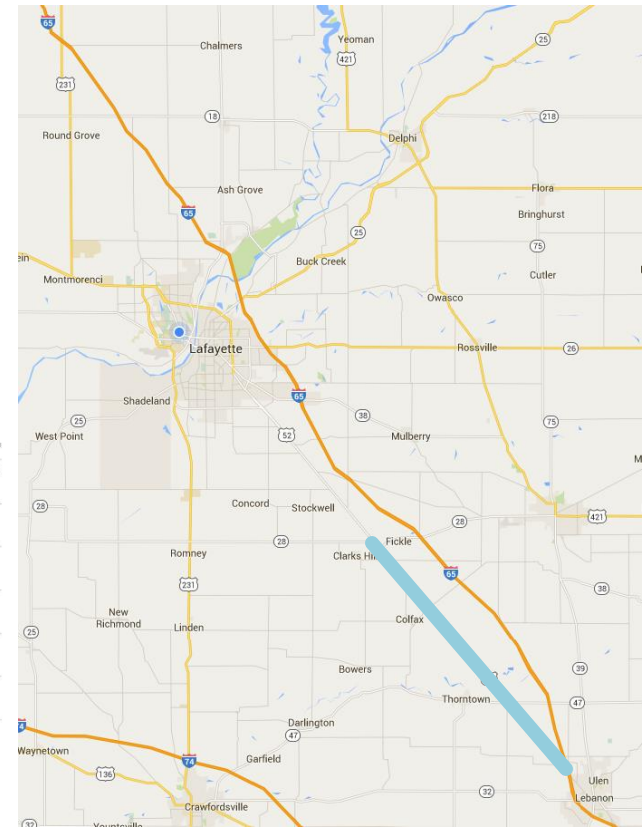
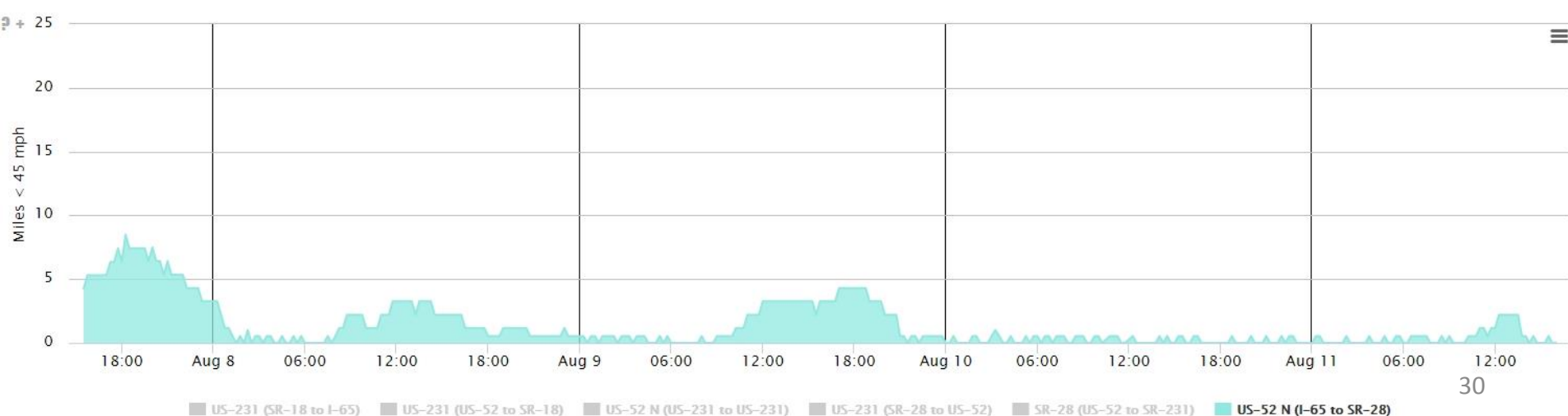
# Traffic Summary

## US-52 N (I-65 to SR-28)

### Segment Speed Profile



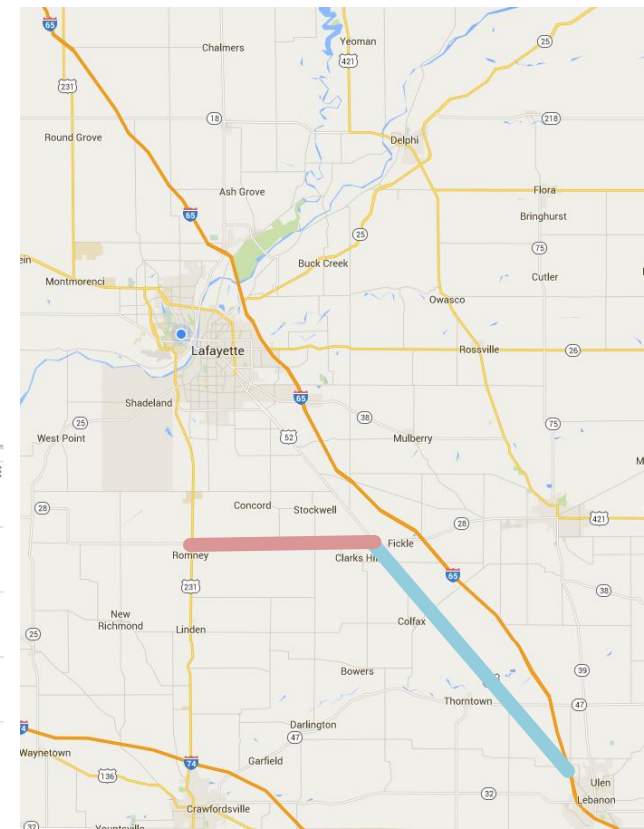
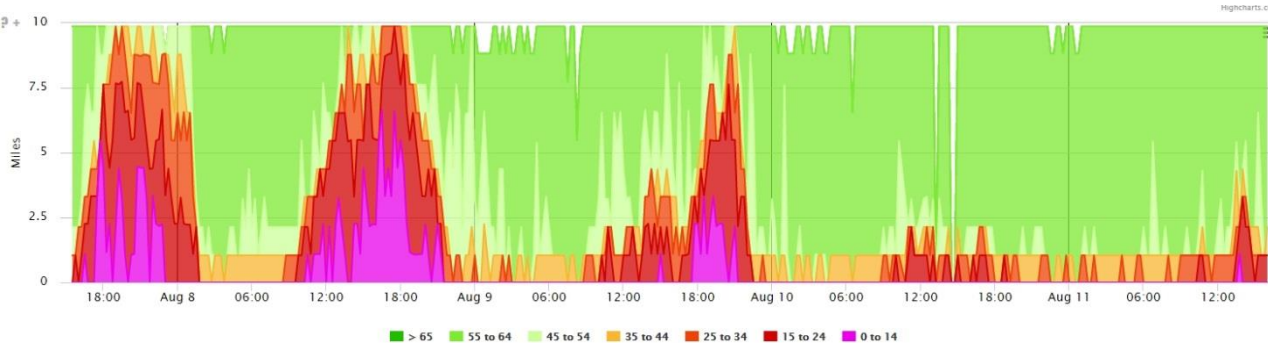
### Cumulative Traffic Ticker



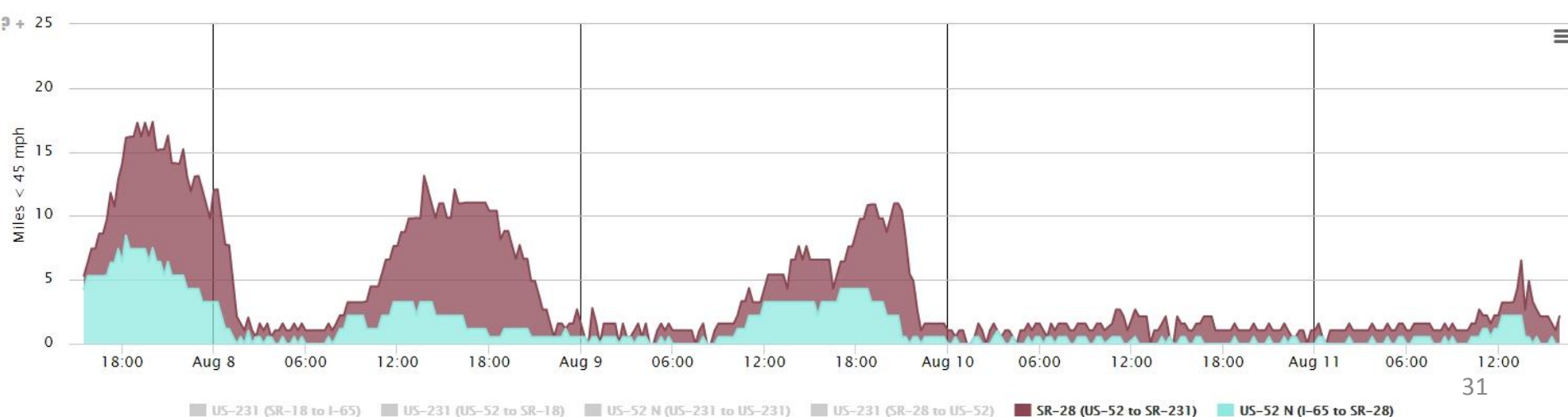
# Traffic Summary

## SR-28 (US-52 to SR-231)

### Segment Speed Profile



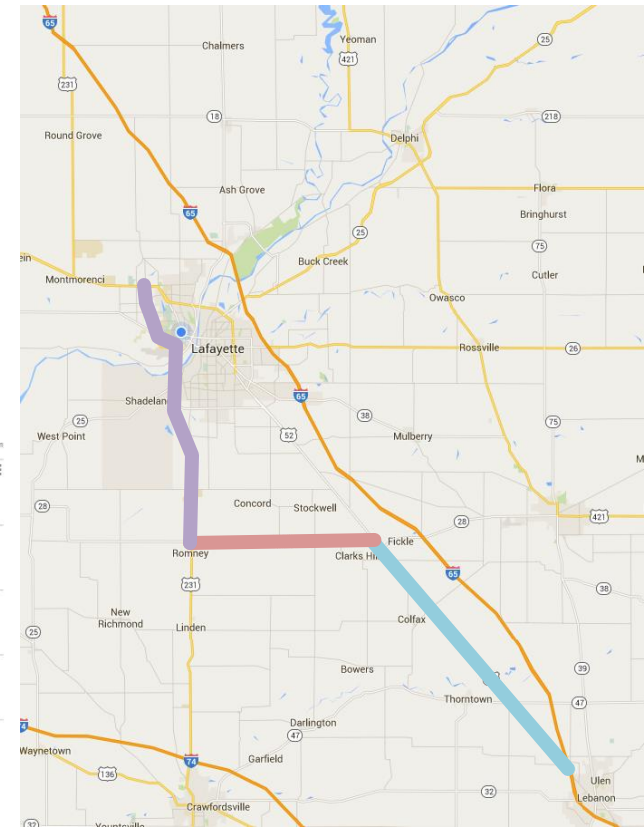
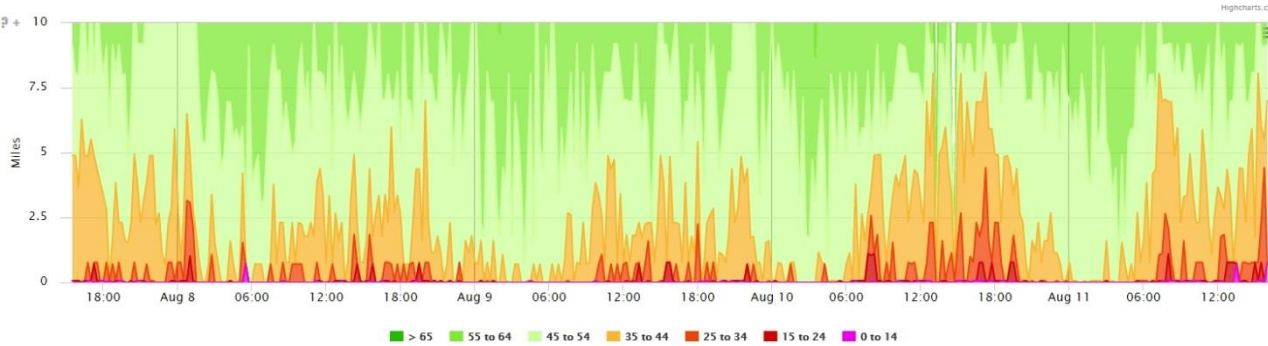
### Cumulative Traffic Ticker



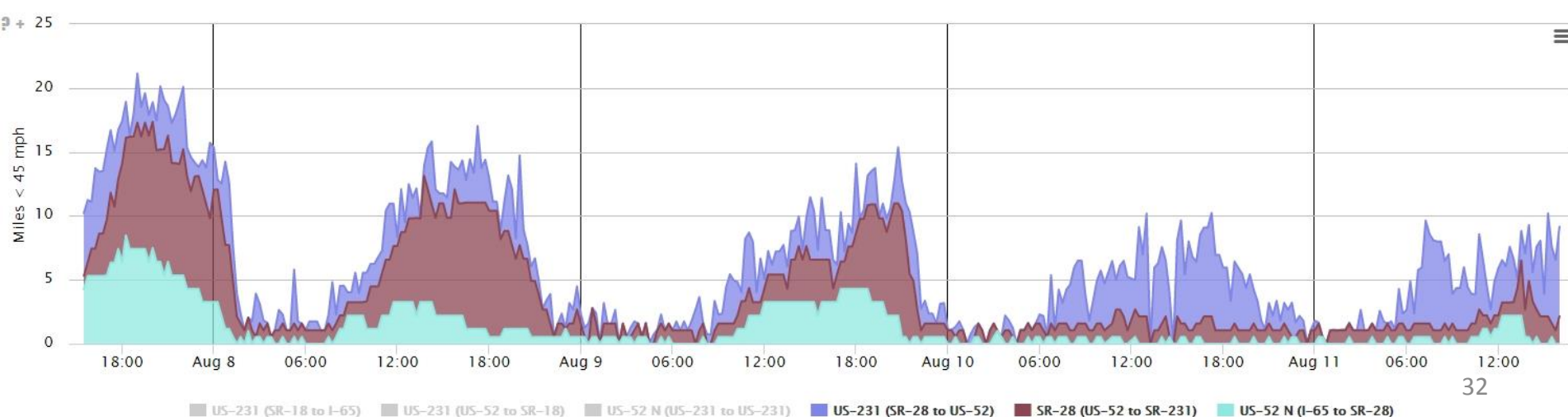
# Traffic Summary

## US-231 (SR-28 to US-52)

### Segment Speed Profile



### Cumulative Traffic Ticker

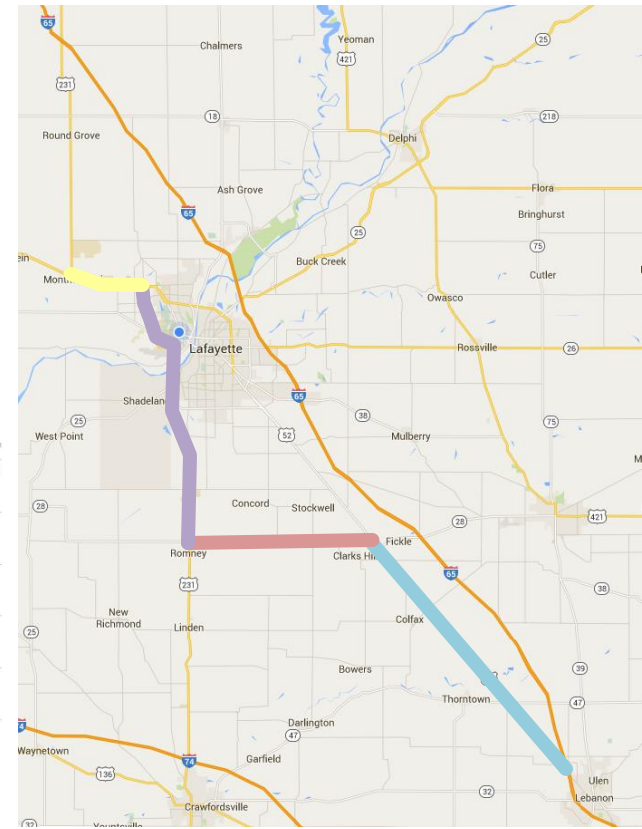
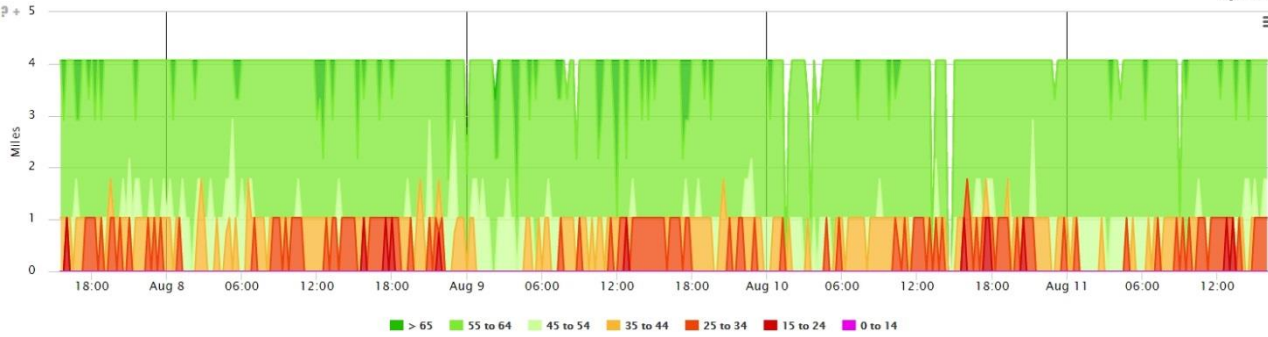




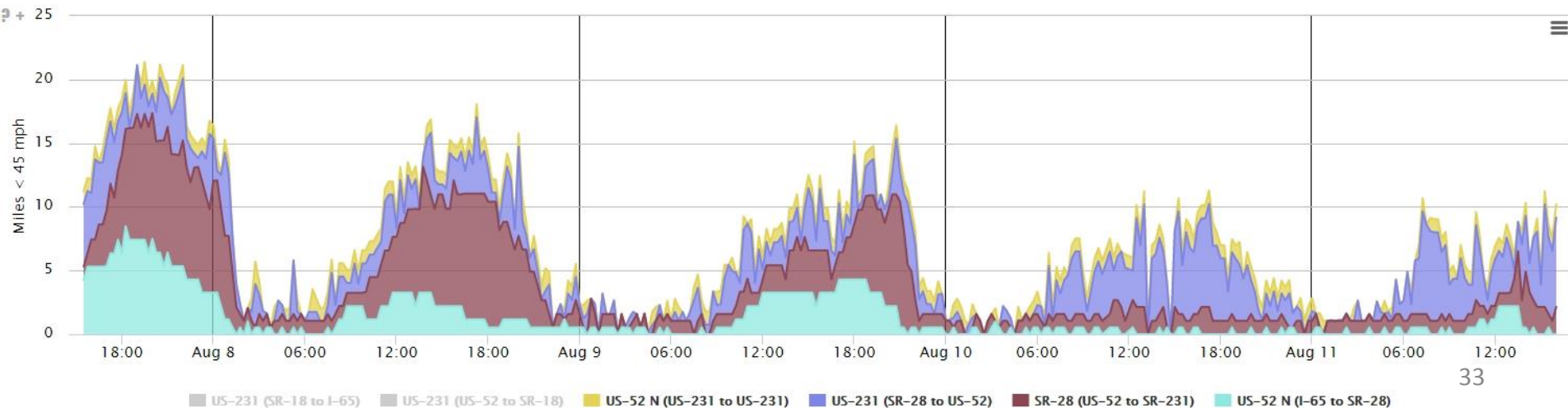
# Traffic Summary

## US-52 N (US-231 to US-231)

### Segment Speed Profile



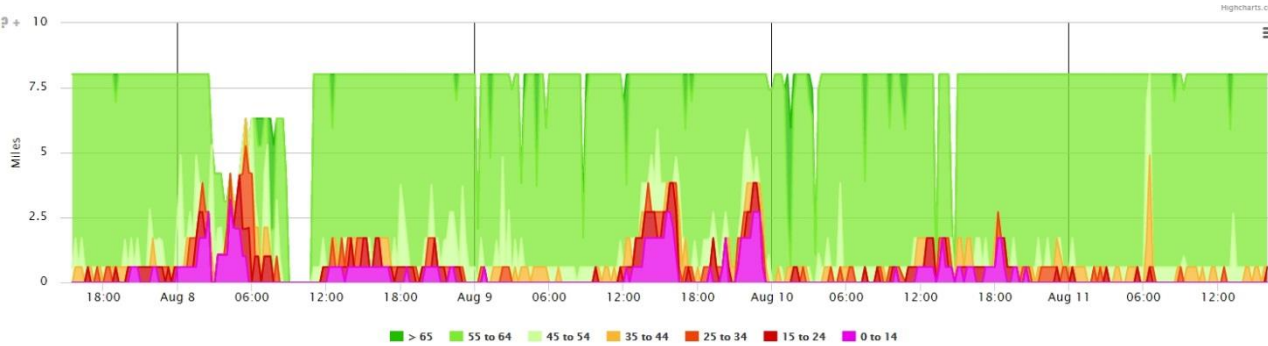
### Cumulative Traffic Ticker



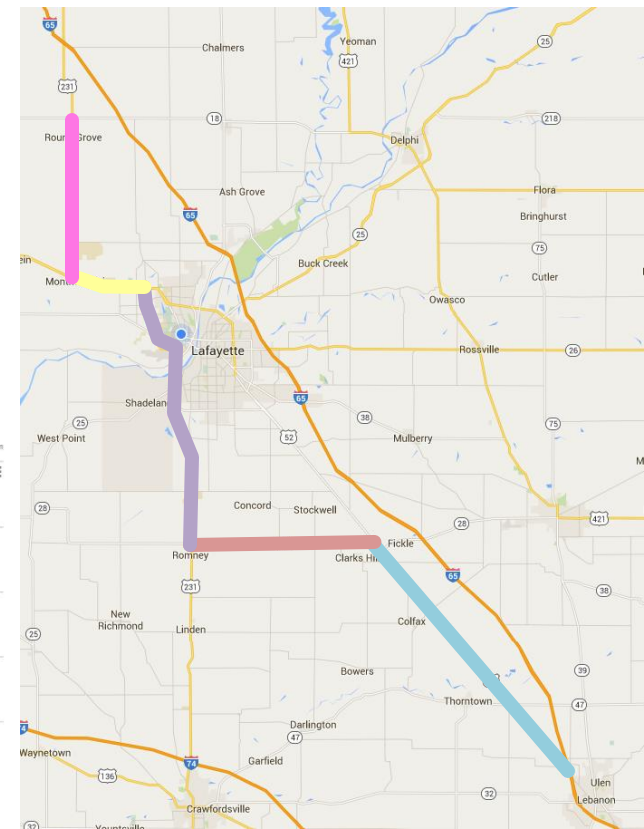
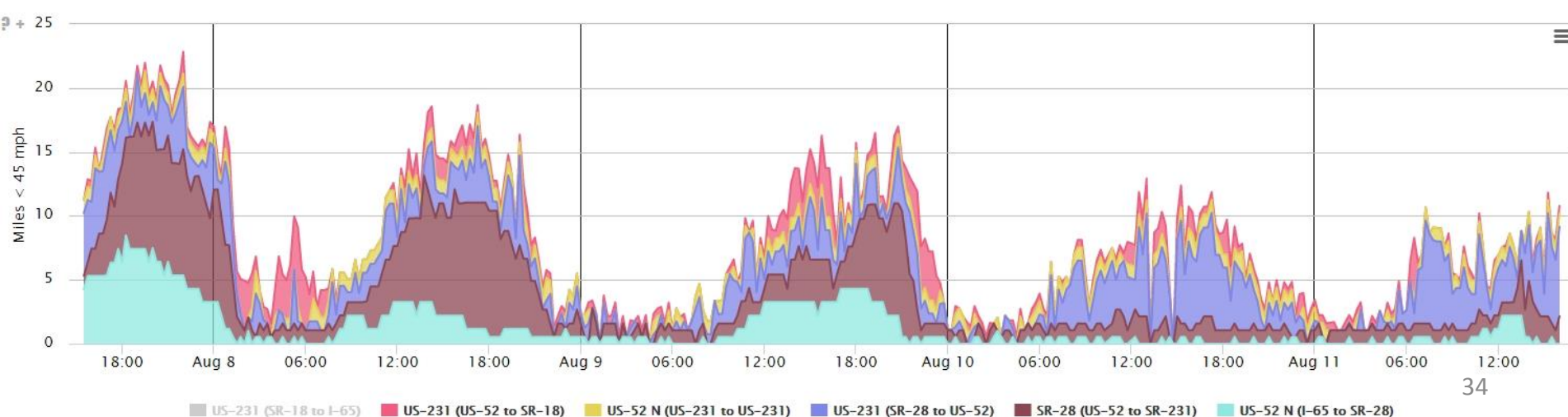
# Traffic Summary

## US-231 N (US-52 to SR-18)

### Segment Speed Profile



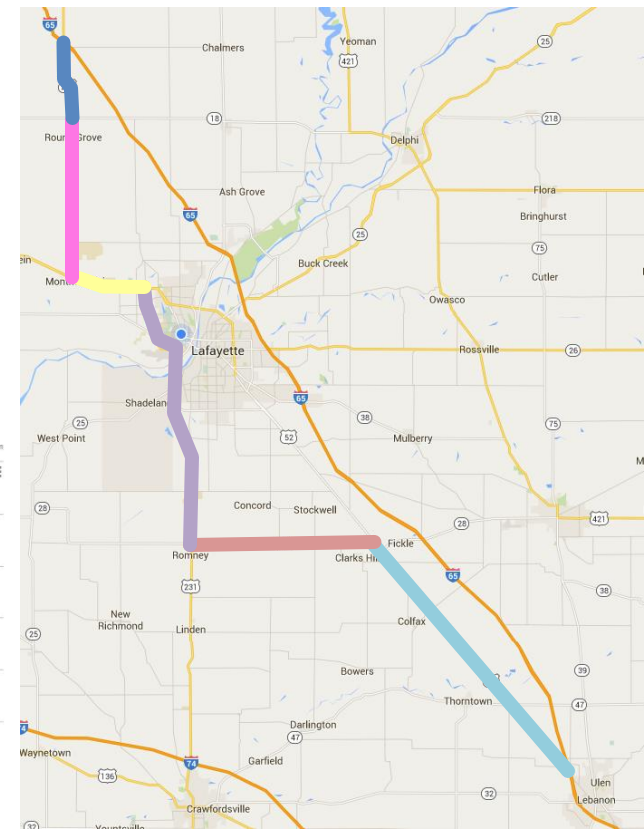
### Cumulative Traffic Ticker



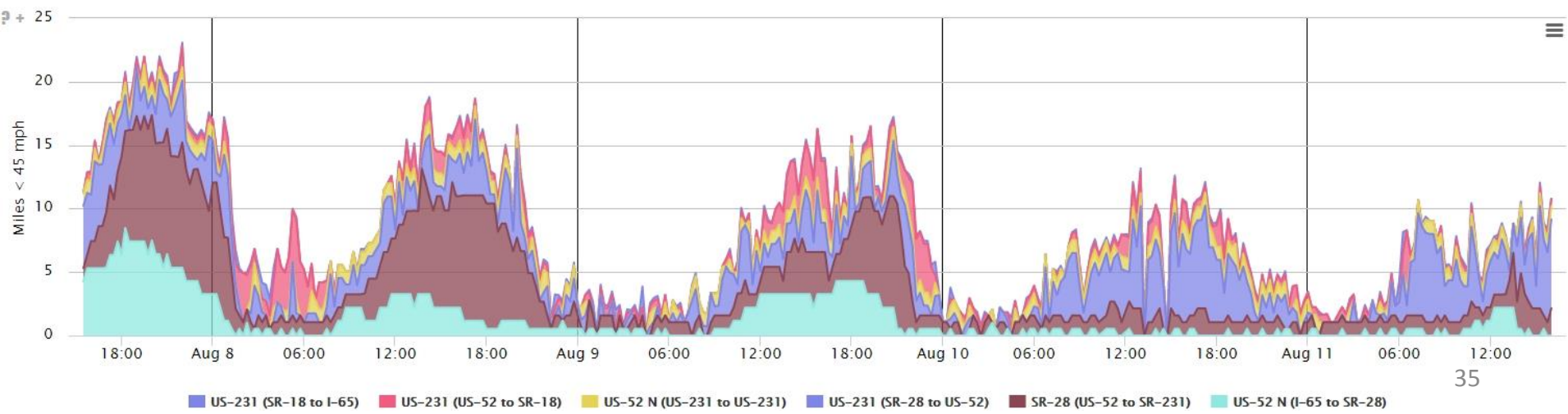
# Traffic Summary

## US-231 N (SR-18 to I-65)

### Segment Speed Profile



### Cumulative Traffic Ticker

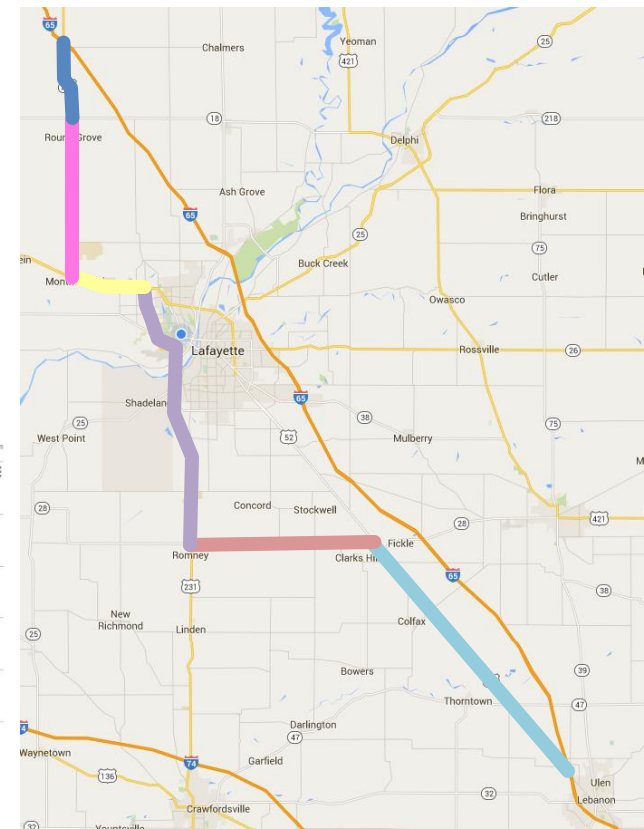
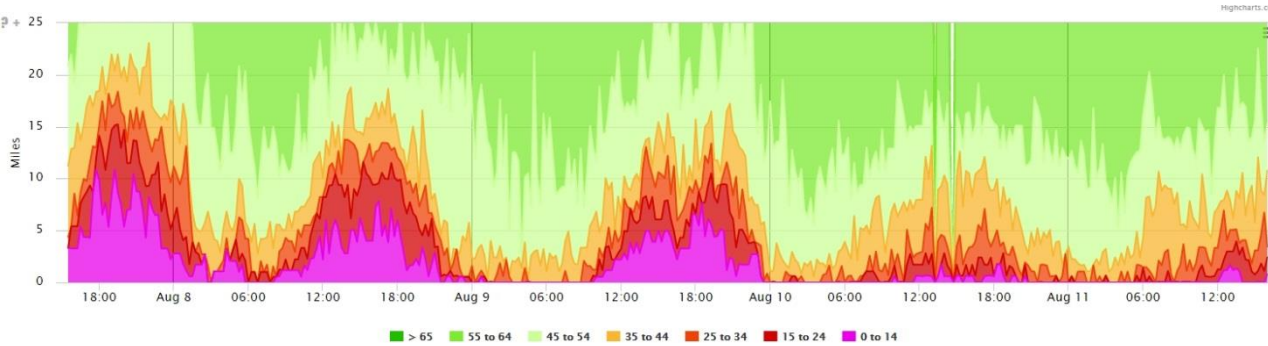




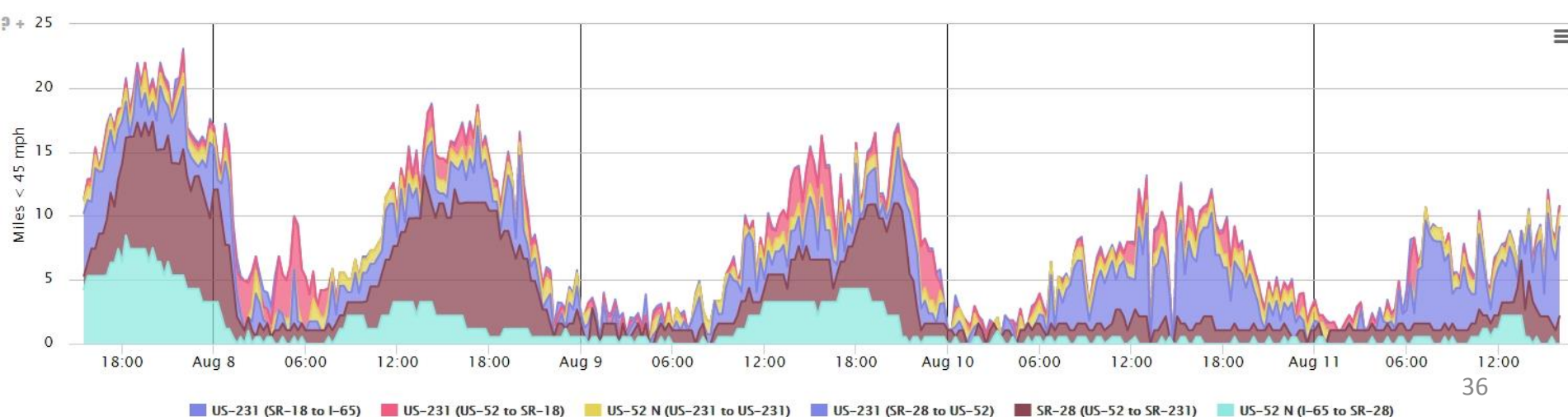
# Traffic Summary

## Total

### Segment Speed Profile



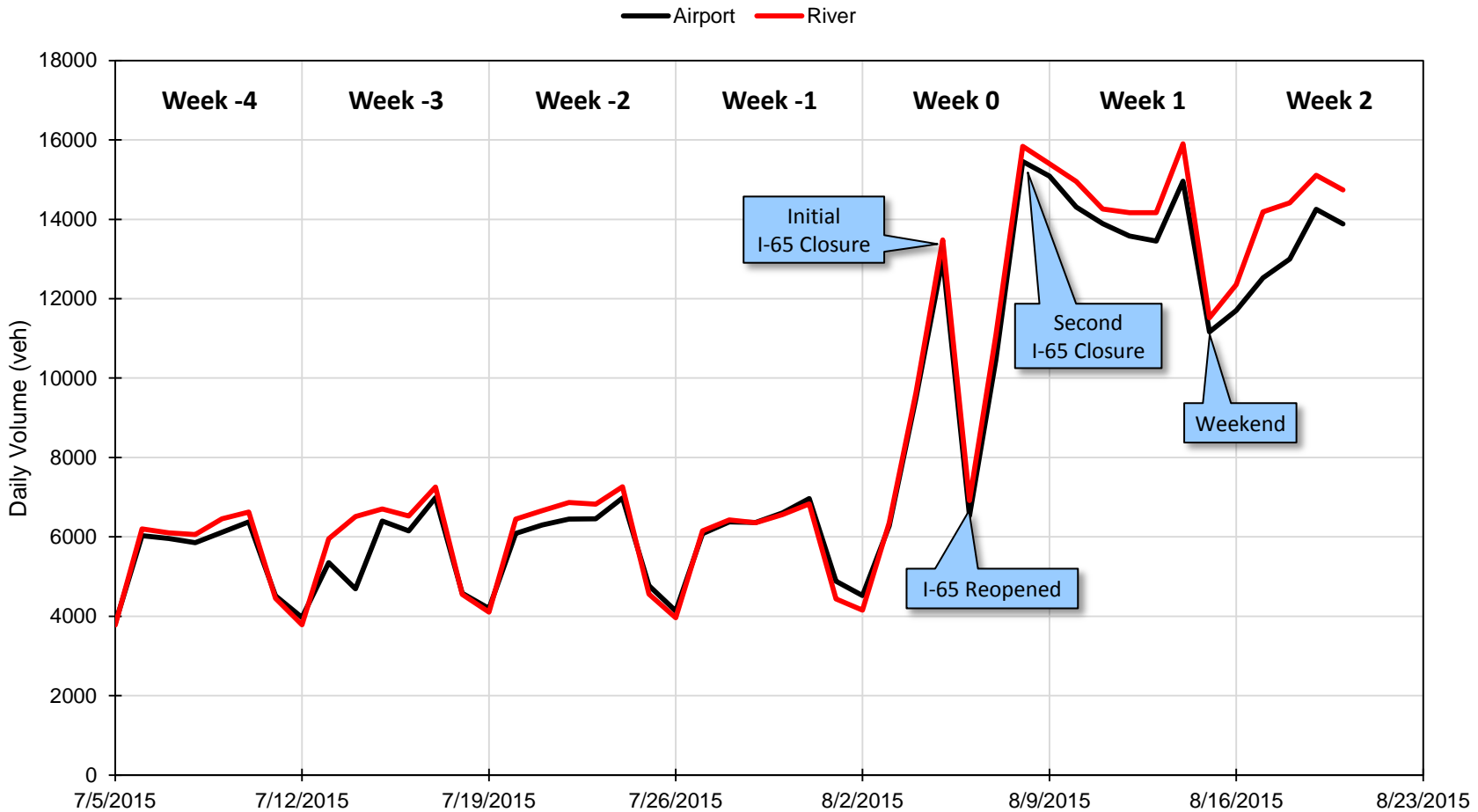
### Cumulative Traffic Ticker





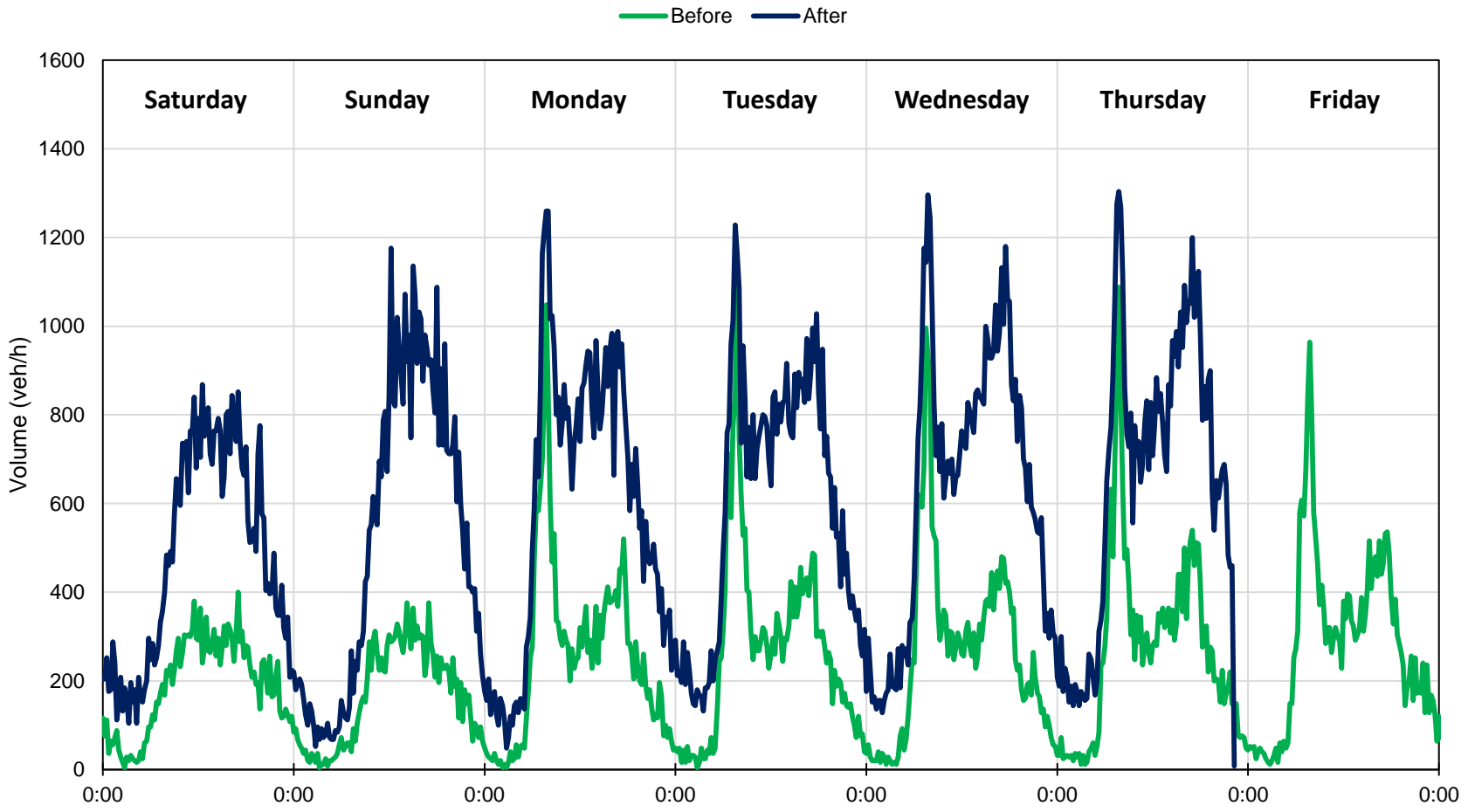
# Case Study: I-65 N Detour

## Daily Northbound Volumes on Detour Route



# Case Study: I-65 N Detour

## River Road – Volumes Week of 7/25 vs. Week of 8/15



# Case Study: I-65 N Detour

## Detour Ticker

I-65 N closed

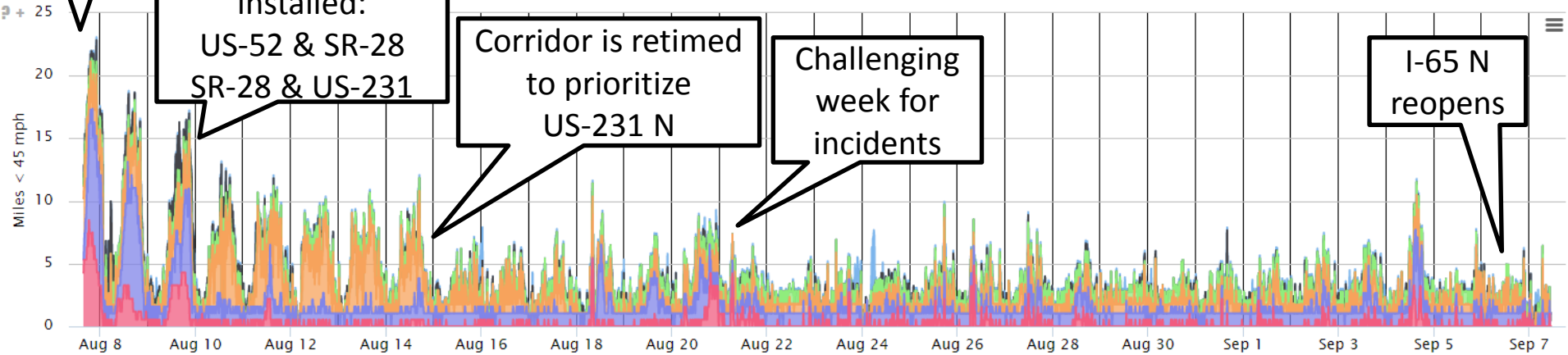
Temporary signals installed:  
US-52 & SR-28  
SR-28 & US-231

Corridor is retimed to prioritize US-231 N

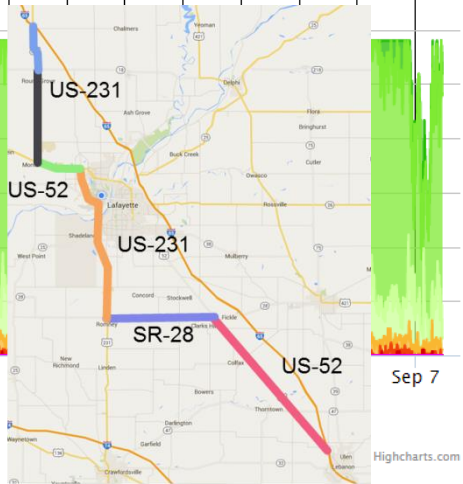
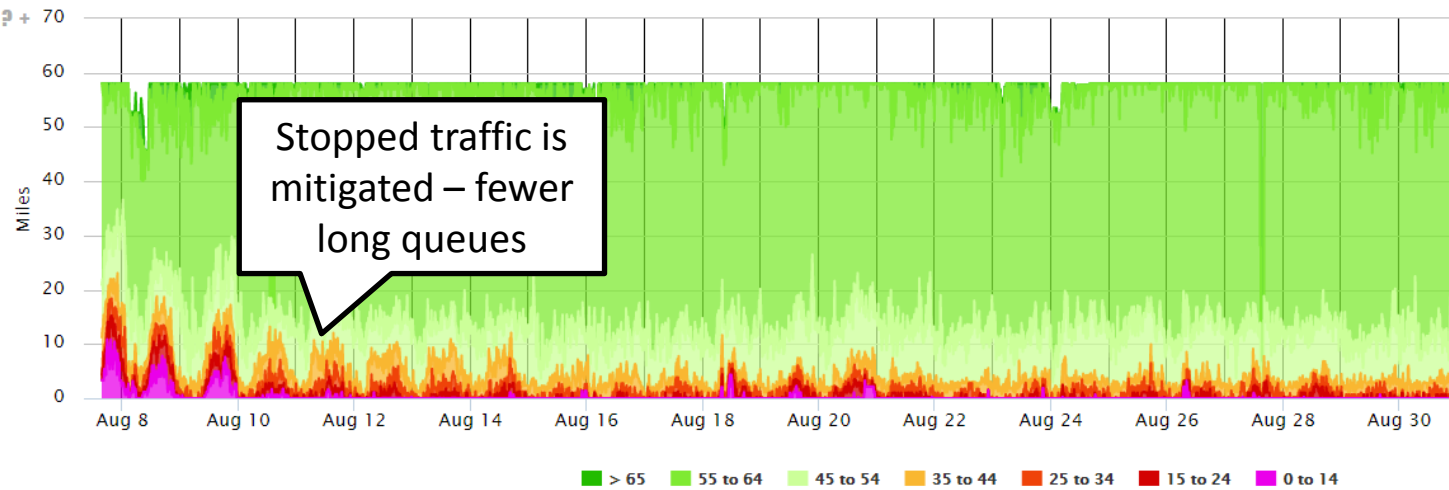
Challenging week for incidents

I-65 N reopens

### I-65 N Detour Route



Stopped traffic is mitigated – fewer long queues



Detour route segments, 39 colored to match graph

# Case Study: I-65 N Detour

## SR-28 / US-231 Temporary Signal





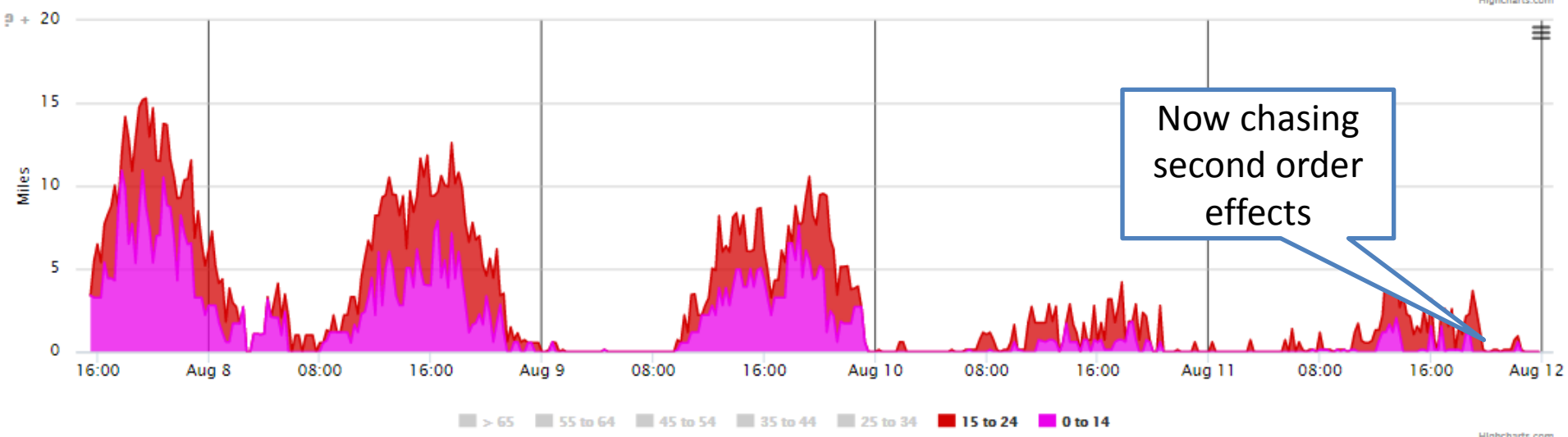
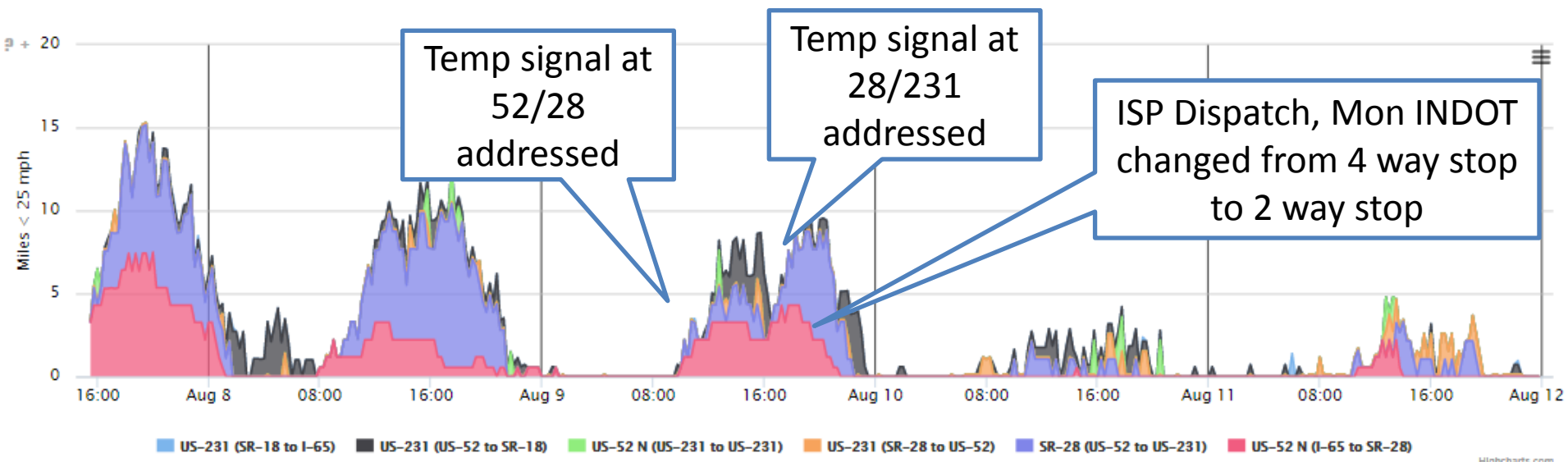
# Case Study: I-65 N Detour

## SR-28 / US-52 Temporary Signal



# Case Study: I-65 N Detour

## Impact of Signalization



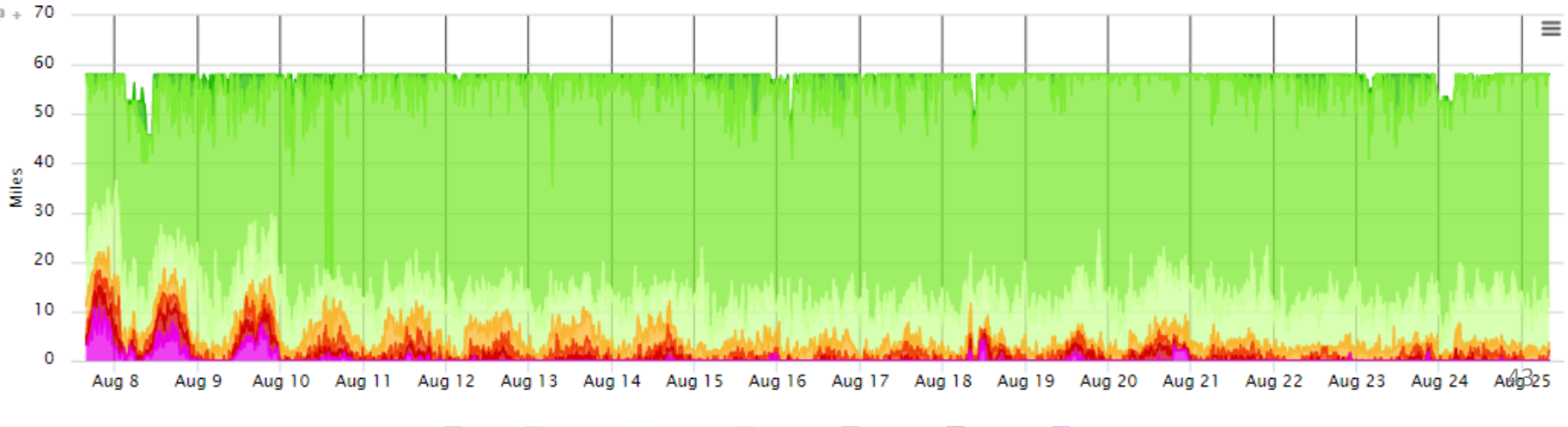
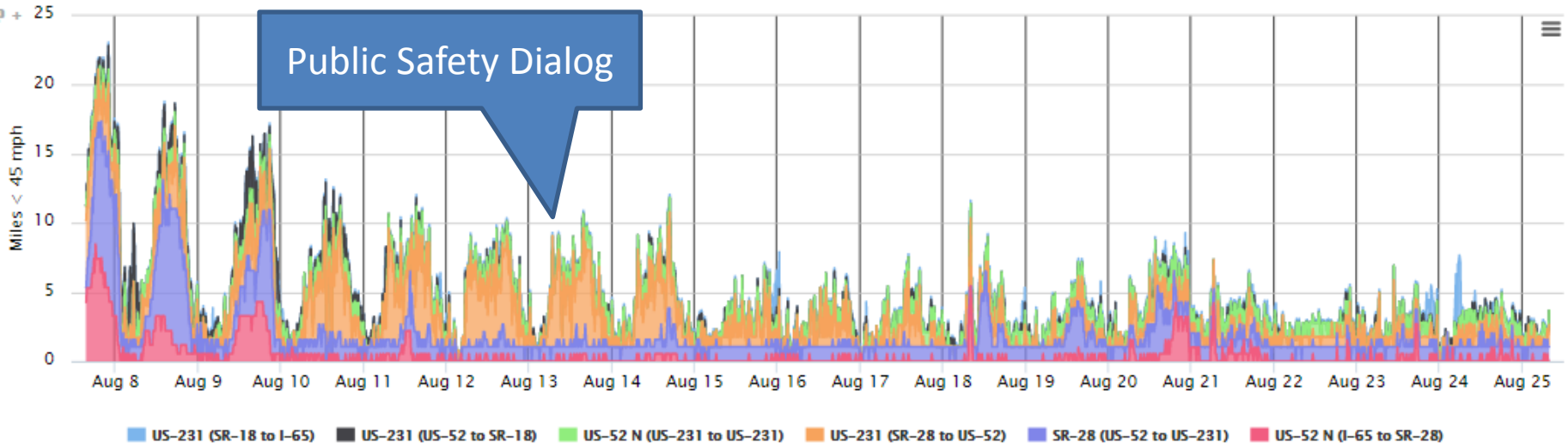
Showing miles operating < 25 mph

# Case Study: I-65 N Detour

## Engagement with Public Safety

### I-65 N Detour Route

Public Safety Dialog



Highcharts.com



# Case Study: I-65 N Detour

## Engagement with Public Safety

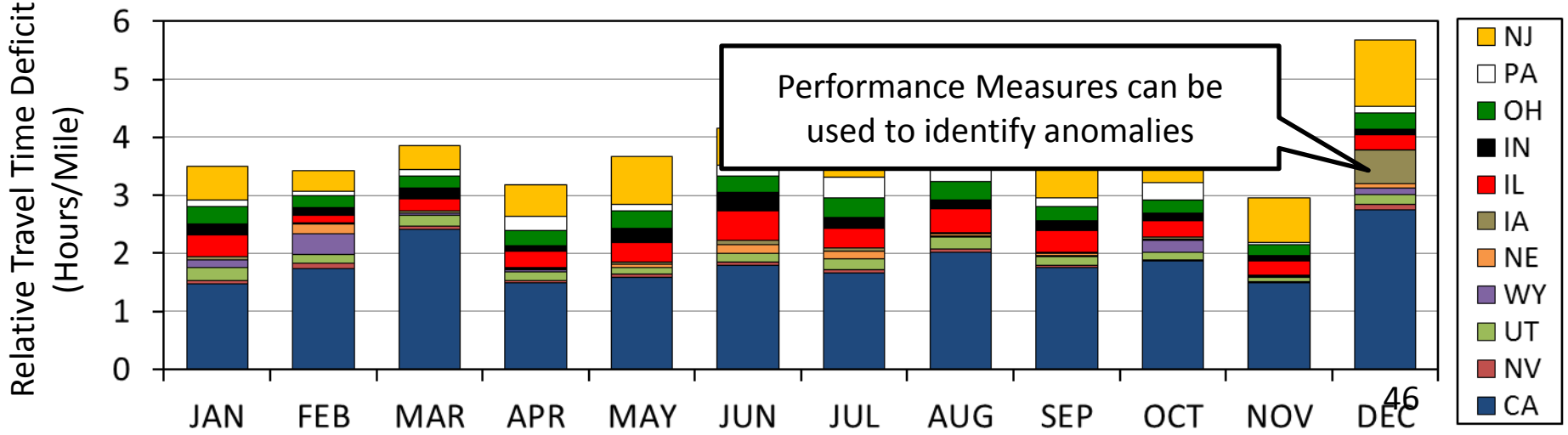
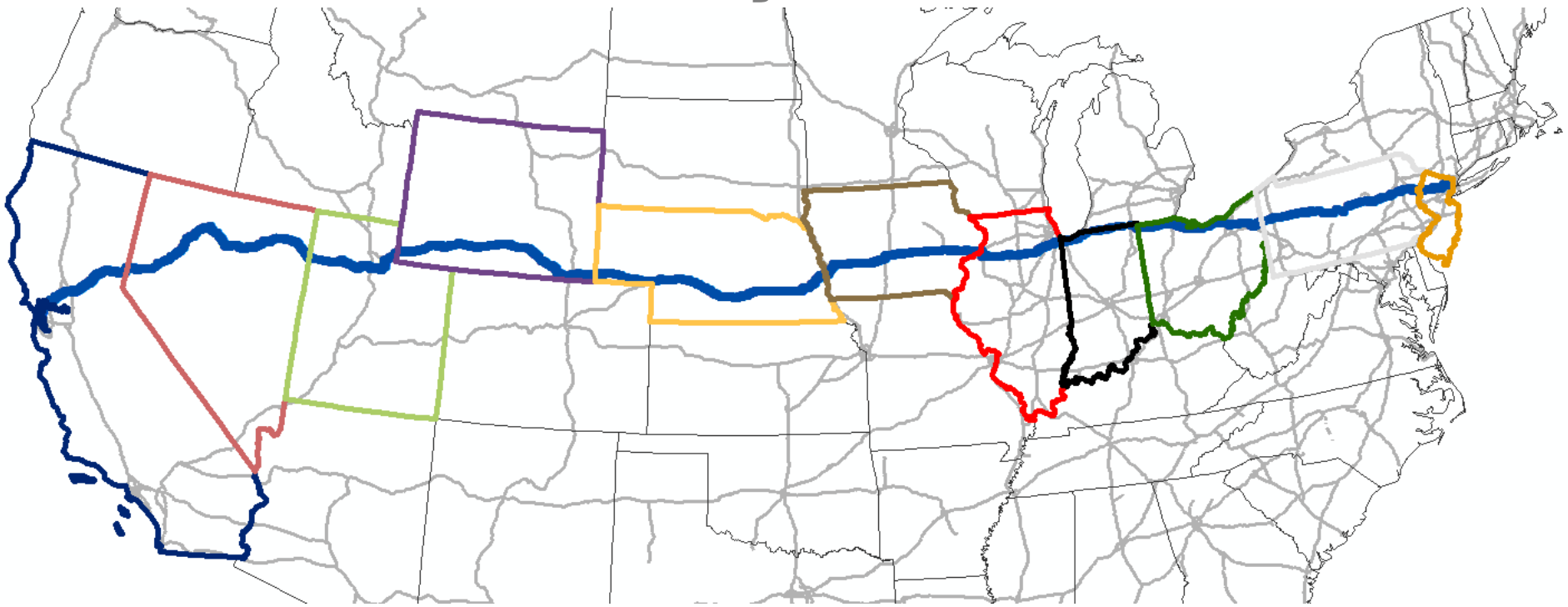






# National Performance Measures

## Where are the Problems Nationally?



# National Performance Measures

## Iowa December 2012



[Money](#) [Crime](#) [Politics](#) [Agriculture](#) [Entertainment](#) [Gift of Giving](#) [Pay It Forward](#) [Gas Prices](#) [Traffic](#) [Vital Video](#) [Photos](#)

**THE 2014 JEEP PATRIOT**  
 UP TO 30 MPG HWY MPG

[BUILD & PRICE](#) [GET A QUOTE](#)  
[FIND A DEALER](#) [VIEW INVENTORY](#)

**Get into the News & School Zone**  
 Helping our schools better

### Wrecks and weather close highways in QC area and statewide

Posted on: 1:11 pm, December 20, 2012, by: Shellee Nelson, updated on: 04:10pm, December 20, 2012

[Twitter](#) [Facebook](#) [Google+](#) [Pinterest](#) [LinkedIn](#) [Email](#)

Transportation officials in Iowa and Illinois pleaded with motorists to heed warnings to stay off the roads during the winter storm.

**ACCIDENT I-80WB  
8 MILES  
ROAD CLOSED**

At 1 p.m. Thursday, December 20, Interstate 80 was blocked in six separate locations because of wrecks. I-80 was blocked both directions near Valcott because of numerous wrecks there; both directions of I-80 were also blocked at North West Boulevard in Davenport because of a crash. Westbound lanes were blocked at Brady Street, near the Williamsburg Exit and west of Tiffin because of wrecks. Both directions were blocked by a jackknifed semi near Grinnell.

A jackknifed semi reportedly blocked lanes of I-74 north of Galesburg, Illinois at about 3 p.m.

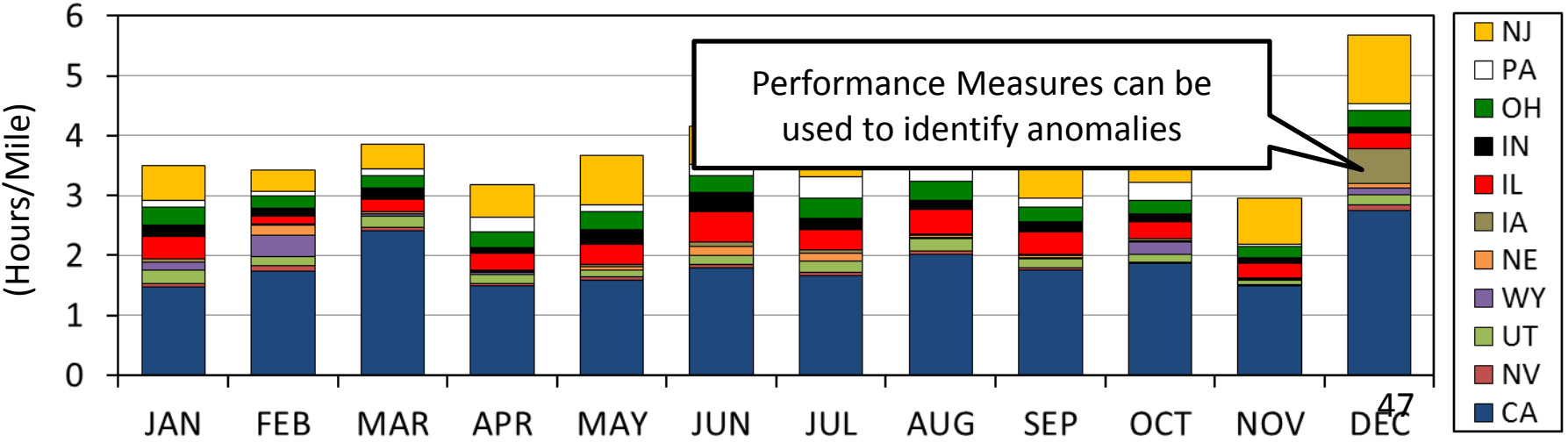
By 4 p.m. Iowa officials announced they were closing Interstate 35 between Ames and Mason City/Clear Lake because of crashes and impassible road conditions. The road was to reopen when conditions improve, but that wasn't expected to happen before Friday morning.

Twenty-five vehicles were involved in an apparent chain-reaction crash that killed three people on Interstate 35 Thursday morning at the 150 mile marker northwest of Webster City.

High winds and blowing snow created hazardous travel conditions. Winds have an especially strong impact on lightweight and high-profile vehicles as well as those towing

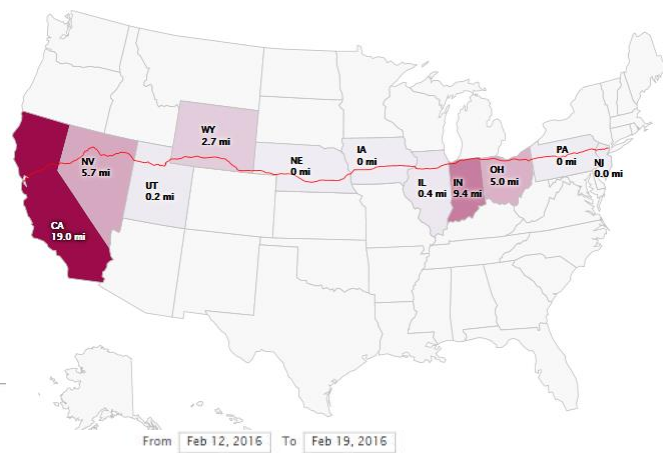


Relative Travel Time Deficit (Hours/Mile)



# National Performance Measures

## I-80 Coast-to-Coast

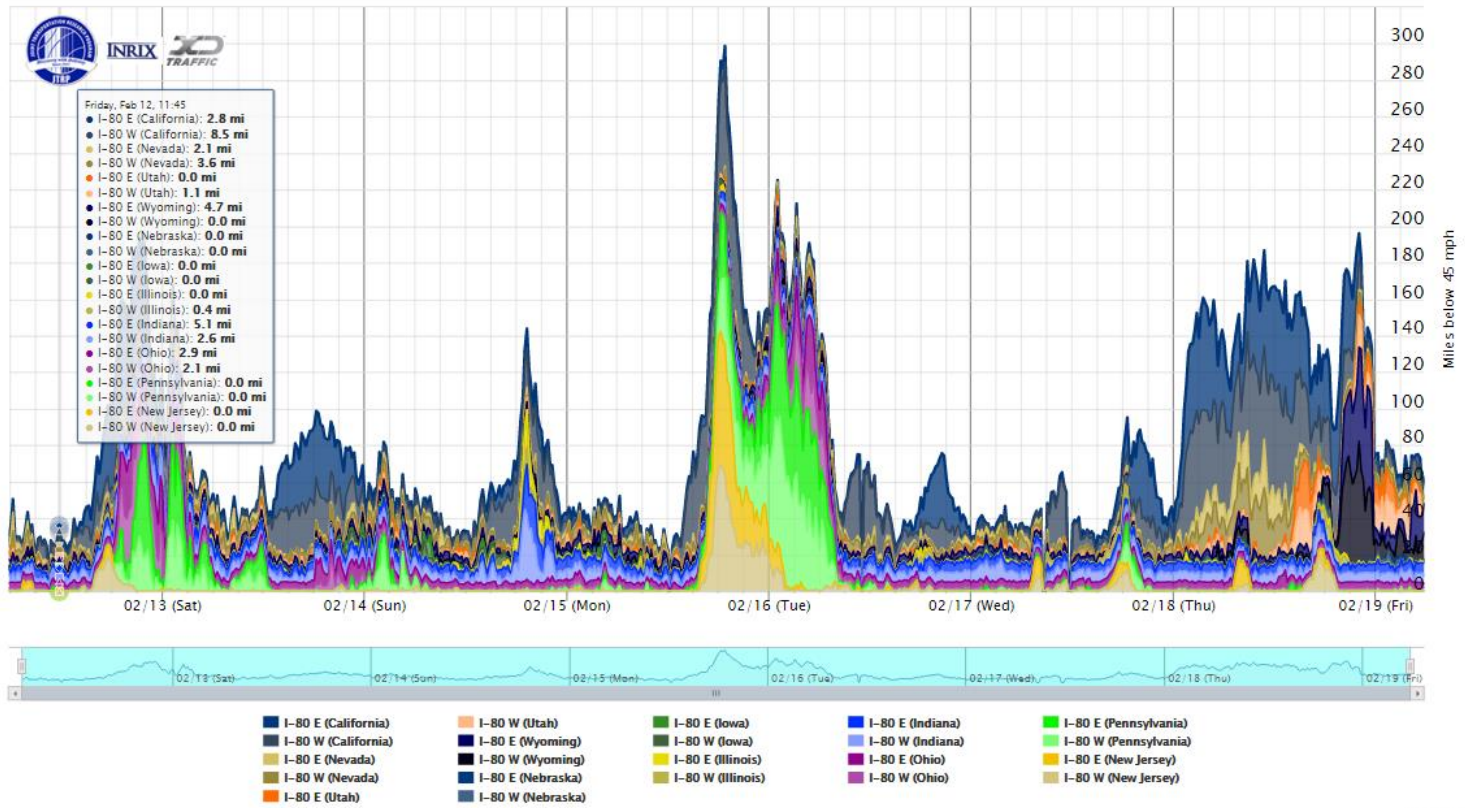


I-80

I-80 Congestion Ticker

Zoom 1m 3m 6m YTD 1y All

From Feb 12, 2016 To Feb 19, 2016



Highcharts.com



# National Performance Measures

## I-70 East Coast Blizzard Impact/Recovery

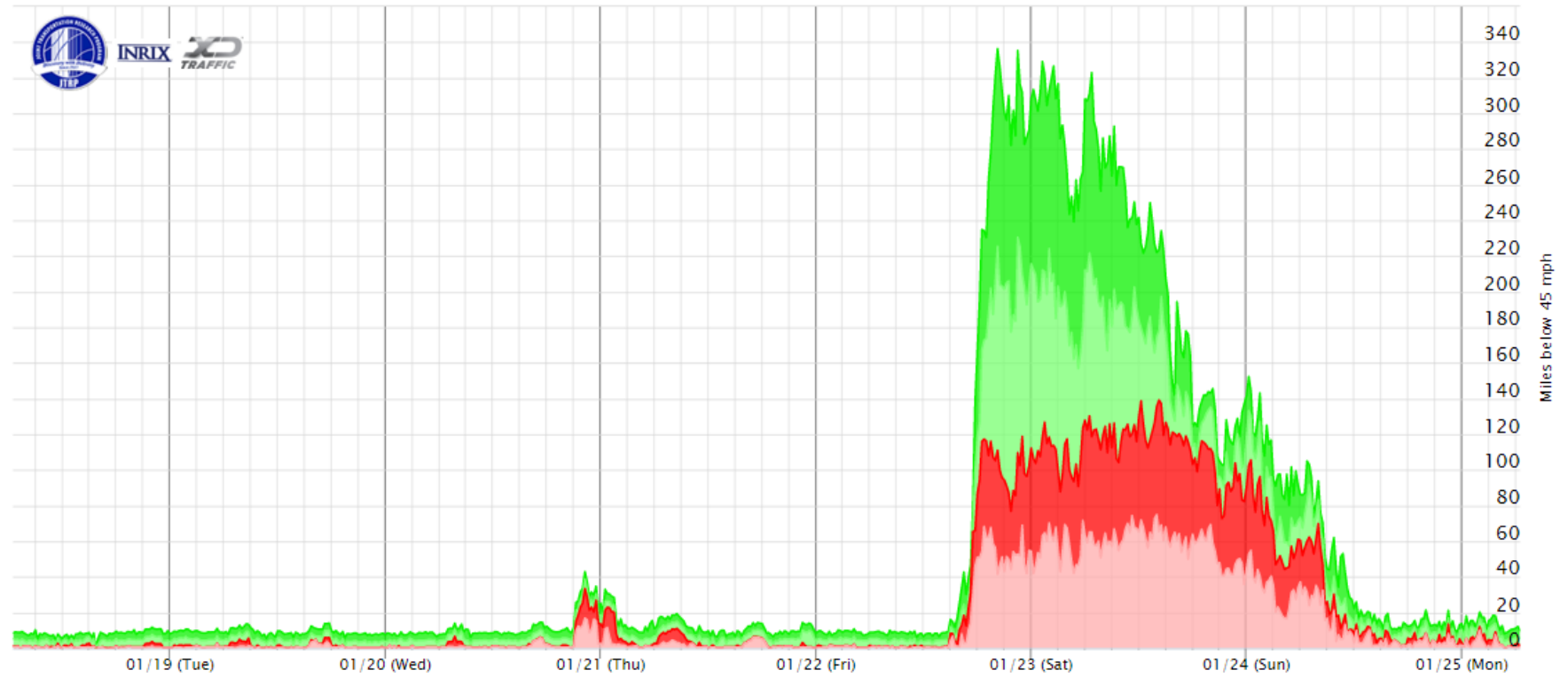
I-70

I-70 Congestion Ticker



Zoom 1m 3m 6m YTD 1y All

From Jan 18, 2016 To Jan 25, 2016



Miles below 45 mph

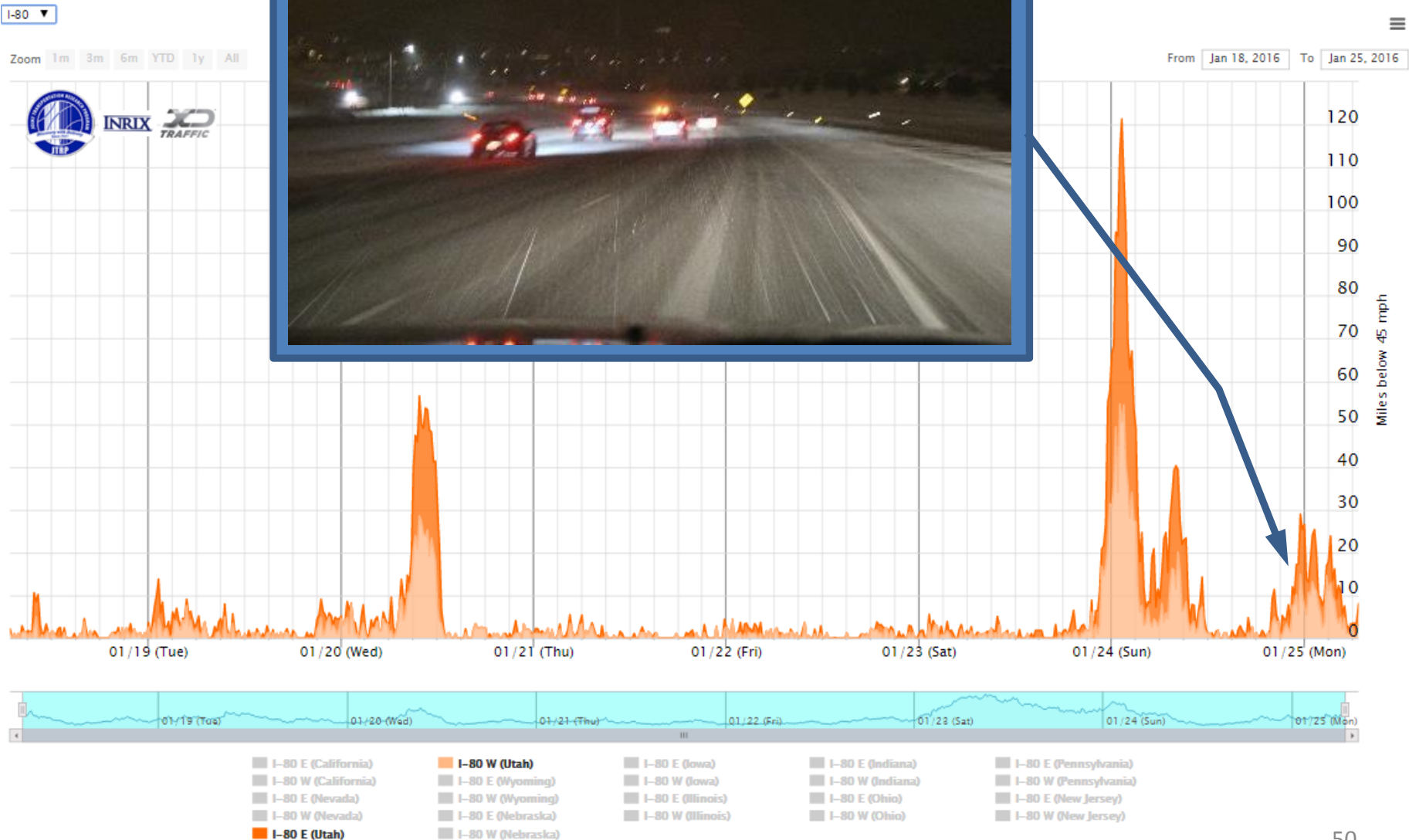


- I-70 E (Utah)
- I-70 E (Kansas)
- I-70 E (Illinois)
- I-70 E (Ohio)
- I-70 E (Pennsylvania)
- I-70 W (Utah)
- I-70 W (Kansas)
- I-70 W (Illinois)
- I-70 W (Ohio)
- I-70 W (Pennsylvania)
- I-70 E (Colorado)
- I-70 E (Missouri)
- I-70 E (Indiana)
- I-70 E (West Virginia)
- I-70 E (Maryland)
- I-70 W (Colorado)
- I-70 W (Missouri)
- I-70 W (Indiana)
- I-70 W (West Virginia)
- I-70 W (Maryland)

Highcharts.com

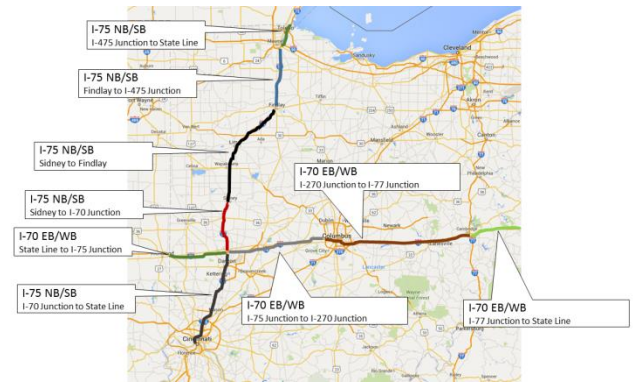
# National Performance Measures

## I-80: Sunday January 24, 2016



# Traffic Ticker: Catching On

## Ohio – I-70 and I-75



### Routes

- Interstate 70** [Show Map](#)
- Eastbound
    - State Line to I-75
    - I-75 to I-270
    - I-270 to I-77
    - I-77 to State Line
  - Westbound
    - I-75 to State Line
    - I-270 to I-75
    - I-77 to I-270
    - State Line to I-77
- Interstate 75**
- Northbound
    - State Line to I-70
    - I-70 to Sidney
    - Sidney to Findlay
    - Findlay to I-475
    - I-475 to State Line
  - Southbound
    - I-70 to State Line
    - Sidney to I-70
    - Findlay to Sidney
    - I-475 to Findlay
    - State Line to I-475

### Display

- Miles
- Percentage

### Axis Maximum

Set y-axis maximum:

### Congested Speed

Speed limit for congestion: >  mph

### Date Range

2015-11-30 to 2015-12-10

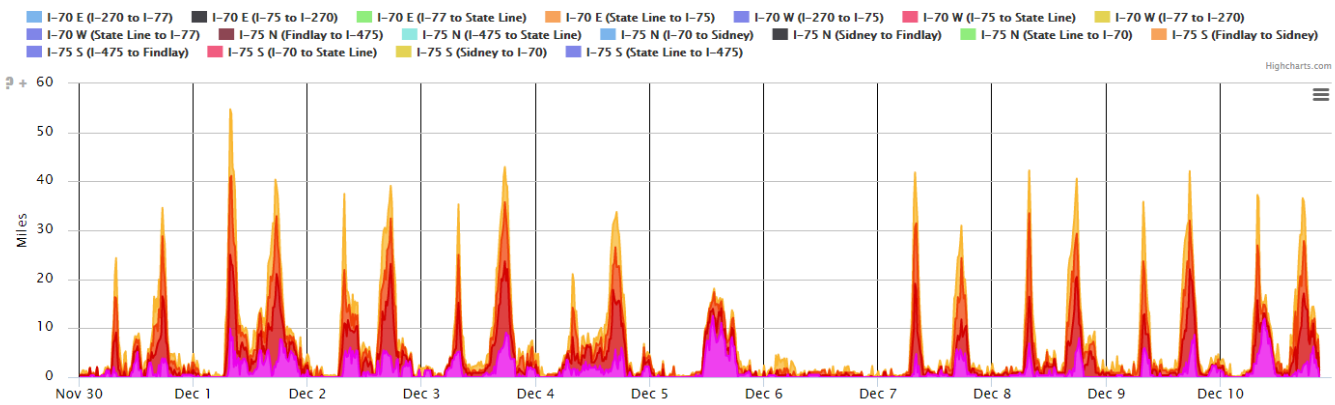
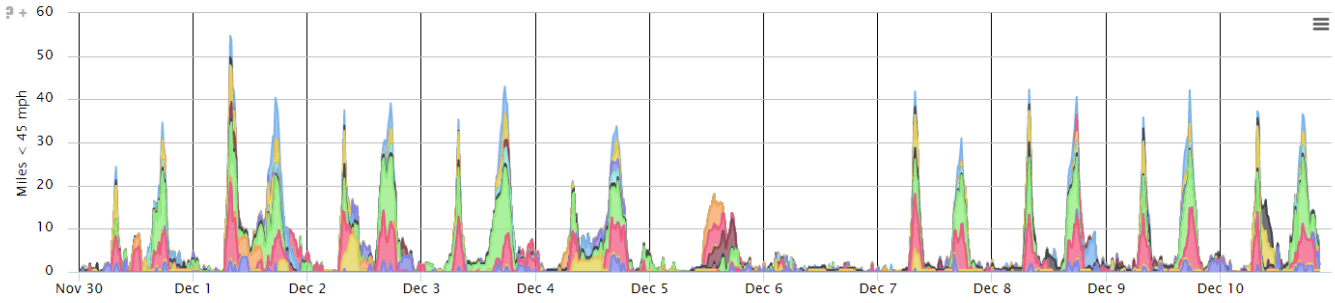
### Refresh

15-Minute Summary:  
**2015-12-11 01:45 UTC**



PURDUE INRIX UNIVERSITY

### Ohio Interstate System Dashboards



# Traffic Ticker: Catching On

## Riyadh, Saudi Arabia – King Abdullah Rd.



PURDUE INRIX UNIVERSITY

15-Minute Summary:

2016-03-08 05:30 AST  
2016-03-08 02:30 UTC

### Routes

- King Abdullah Rd** [Show Map](#)
- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Eastbound            | <input checked="" type="checkbox"/> Westbound            |
| <input checked="" type="checkbox"/> King Khalid to Turki | <input checked="" type="checkbox"/> Turki to King Khalid |
| <input checked="" type="checkbox"/> Turki to Takhassusi  | <input checked="" type="checkbox"/> Takhassusi to Turki  |
| <input checked="" type="checkbox"/> Takhassusi to Olaya  | <input checked="" type="checkbox"/> Olaya to Takhassusi  |
| <input checked="" type="checkbox"/> Olaya to Abu Bakar   | <input checked="" type="checkbox"/> Abu Bakar to Olaya   |

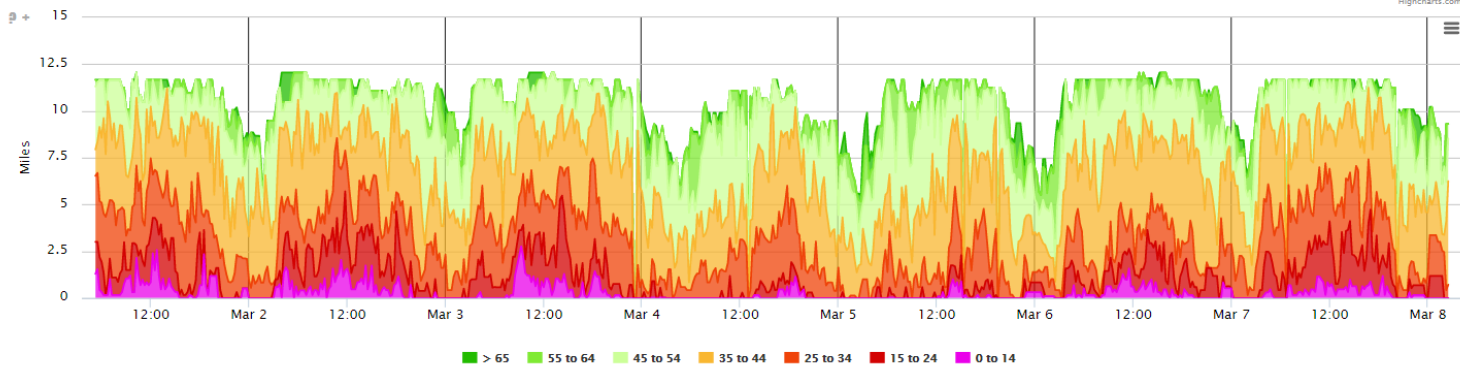
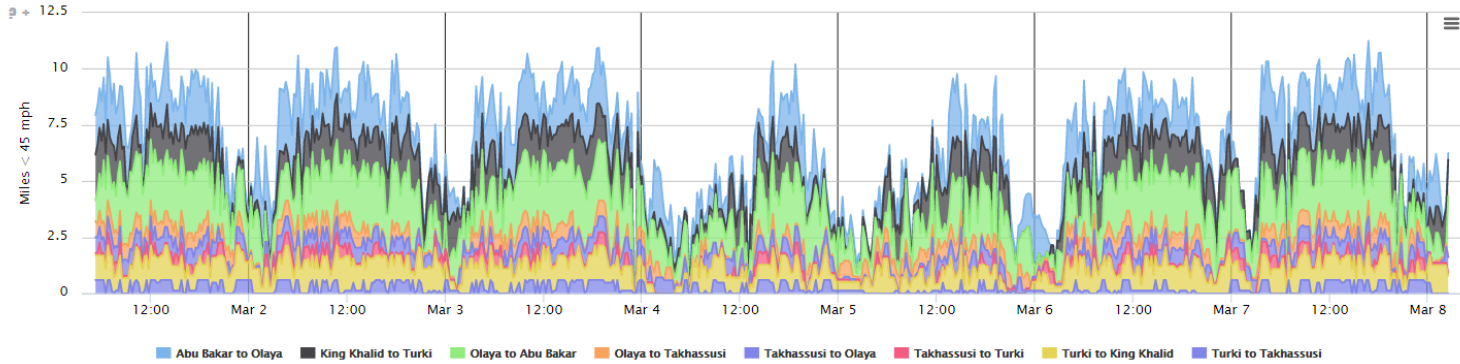
### Display

- Miles  
 Percentage
- Axis Maximum**  
Set y-axis maximum:
- Congested Speed**  
Speed limit for congestion:  mph

### Date Range

2016-03-01 to 2016-03-08  
[Refresh](#)

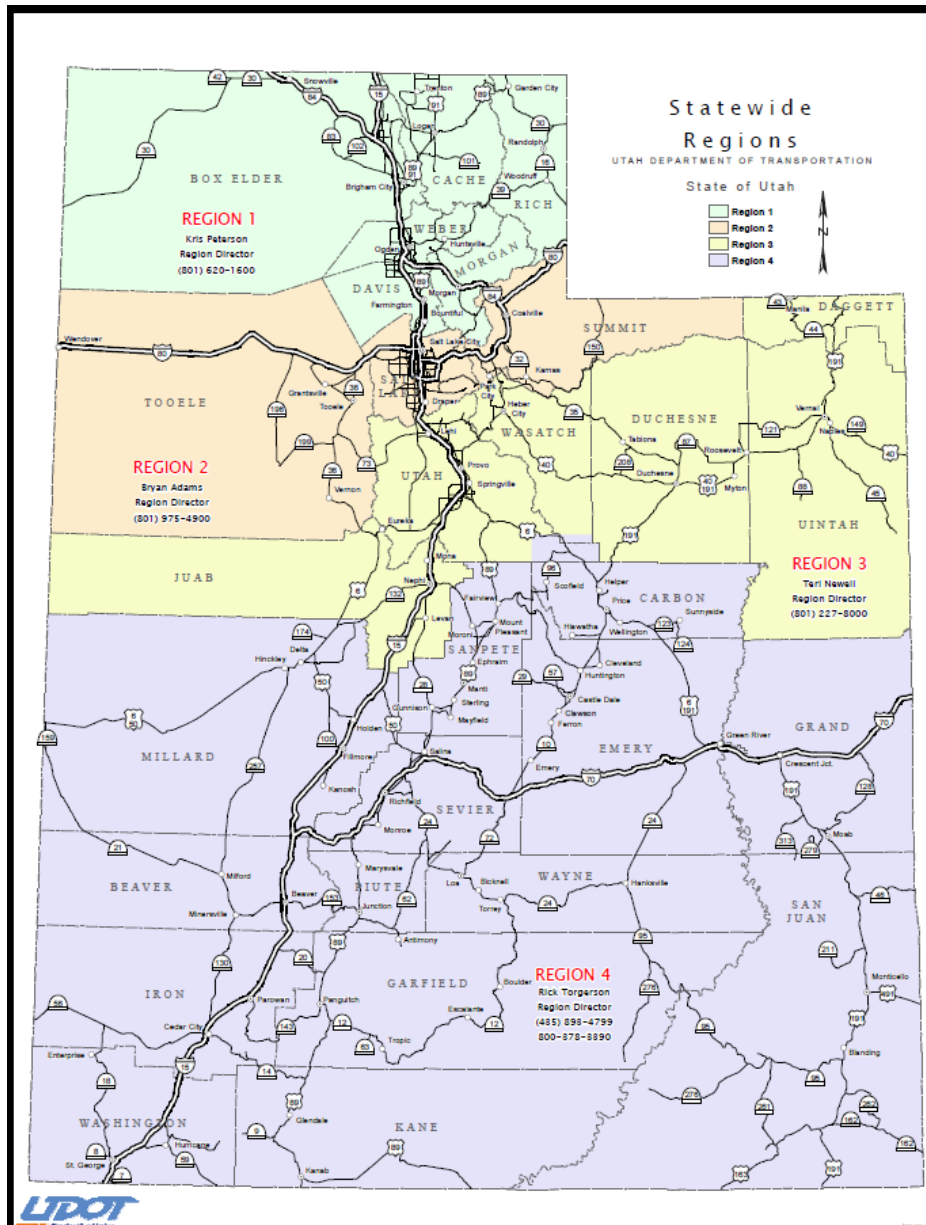
### Riyadh King Abdullah Rd Dashboards





# Traffic Ticker: Catching On

## Coming Next: Utah



**“[Traffic Ticker] is the best statewide dashboard I have seen.”**

*- Carlos Braceras  
UDOT Director*

# Traffic Ticker

## Questions?

[http://its.ecn.purdue.edu/mobility/dashboards/traffic\\_ticker/index.html](http://its.ecn.purdue.edu/mobility/dashboards/traffic_ticker/index.html)



PURDUE  
UNIVERSITY

2016-03-07 22:30 EST

2016-03-08 03:30 UTC

UTC

Congested Speed

Speed limit for congestion:  
>45 mph

Date Range

2016-03-01 to 2016-03-07

Display

Miles

Percentage

Axis Maximum

Set y-axis maximum: 50

Routes

Check All Uncheck All

I-64  F  W I-90  F  W

I-65  N  S I-94  F  W

I-69  N  S I-265  F  W

I-70  F  W I-465  IL  OL

I-74  F  W I-469  N  S

US-24  F  W US-30  F  W

US-31  N  S

District

Crawfordsville

Fort Wayne

Greenfield

LaPorte

Seymour

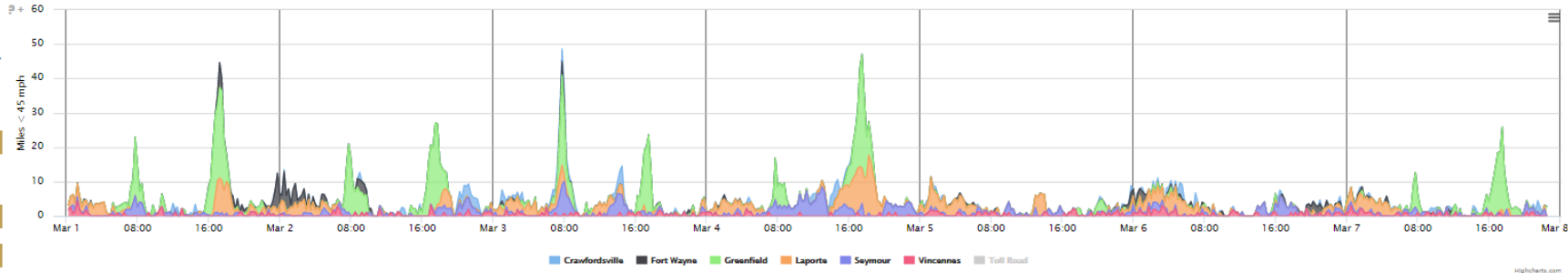
Vincennes

I-80 Toll Road

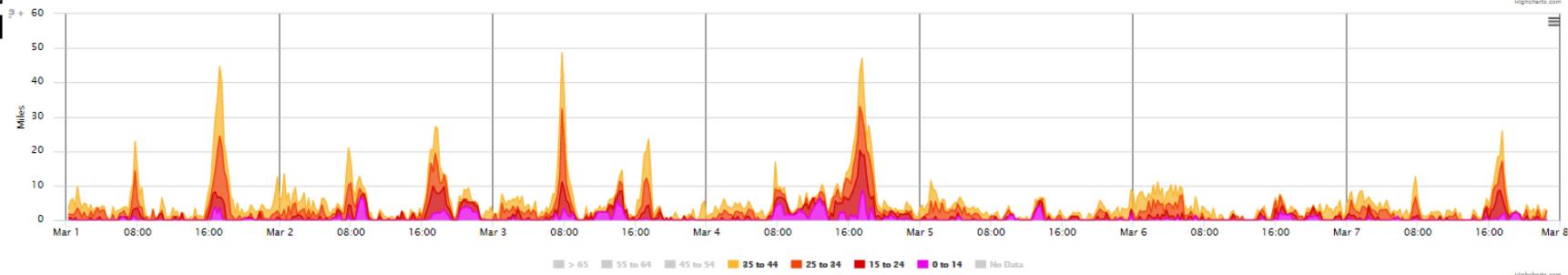
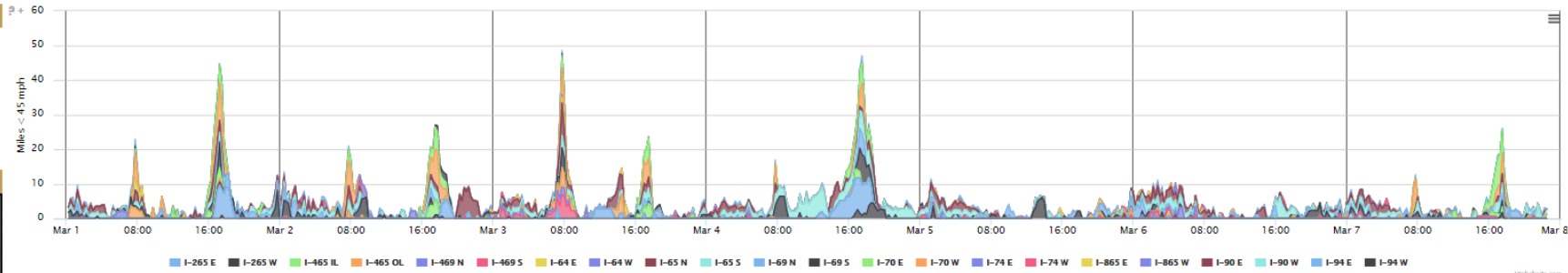


Refresh

### INDOT Interstate System Dashboard



### Dashboards Filtered by Route and District



Contact: Maggie McNamara  
[mcnamar0@purdue.edu](mailto:mcnamar0@purdue.edu)