



I-95 Corridor Coalition: VTM Steering Committee Meeting

August 27, 2019

Question and Answer Summary

Project Recap from Phase I (VTM Phase I) & Objectives of Phase II Questions:

Q1: Mena Lockwood (VDOT): Probe data was the largest impacting variable on AADT – was that probe count or speed/travel-time data and is that consistent across functional classes?

A: Stan Young (NREL): Venu is going to comment on that. It's variable and importance of probe data does depend on class. The more dynamic the roadway (those that have nonrecurring congestion) the more important probe counts and speeds are. Off-freeway, roads are more cyclical and importance compared to other variables goes down.

Scope of Work of UMD with Maryland & Preliminary Results Questions:

Q2: Stan Young (NREL): Do the stats for continuous count stations (CCS) pertain to the freeway system only?

A: Kaveh Sadabadi (UMD CATT): No – it's all roadway.

Q3: James Li (MWCOC): Regarding INRIX trip data – is it similar or related to XD data?

A: Kaveh Sadabadi (UMD CATT): The new data set contains waypoints – it gives latitudes and longitudes. They provide mapping to the open streetmap (OSM) segmentation and can also provide XD and OSM. In our work, to the extent possible, we use what INRIX provides, but we have our own internal processes and routines to handle this. We do our own snapping, map-matching, routing, and other steps that need to be completed before we can use the data for model calibration.

Q4: Mena Lockwood (VDOT): Can you explain which dataset is used for AADT estimations and hourly volume estimation? Do you need trip data or is it travel time and speeds with probe counts? Is probe count data only available with trip data?

A: Kaveh Sadabadi (NREL): Both. Speed data gives the model input necessary to identify congestion or an incident out of the norm. The probe count data provides the essential ingredient. If the probe count is consistent over time, it correlates with the volume of the segment and indicates how many vehicles are on that segment at any given time. Both are valuable and useful. Probe count data is only available with trip data.

Q5: Mena Lockwood (VDOT): We have a lot of discussion here at VDOT about how to get hourly counts without a lot of additional infrastructure. I'm curious about how we implementing and deploying this.

A: Stan Young (NREL): We can have a call after this to discuss the opportunity spaces. You'll also be able to look at the slides and audio.



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Scope for Work for DOE Funded Work Questions:

No questions for Venu.