RITIS

PROBE DATA ANALYTICS SUITE

u s e r g r o u p

Web Meeting – April 25, 2019

I-95 CORRIDOR COALITION

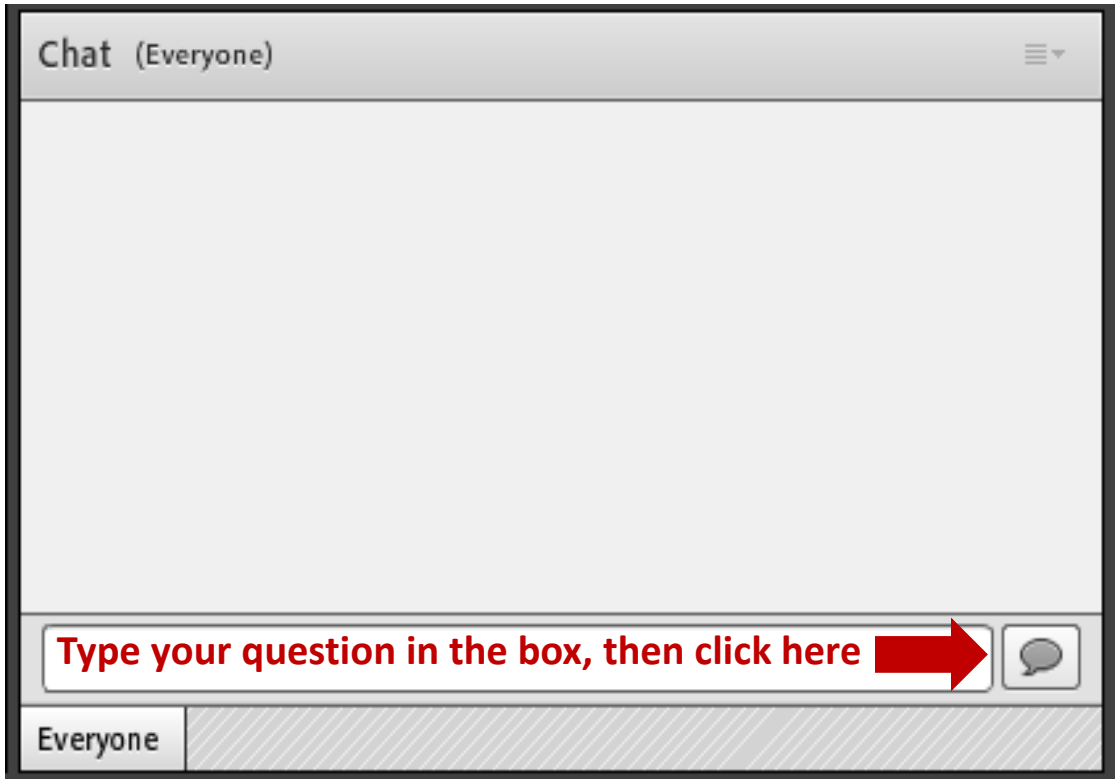
CATT LABORATORY

Webinar & Audio Information

- The call-in phone number is: **x-xxx-xxxx & enter xxxxxxx# at the prompt**
- **Participants will be in "Listen Only" mode throughout the webinar**
- Please press *0 to speak to an operator for questions regarding audio
- Please call Justin Ferri at xxx-xxx-xxxx for difficulties with the web or audio application
- This webinar will be recorded
- Presentations will be posted to the I-95 Corridor Coalition website. Participants will receive a link to the presentations after they are posted.

Asking Questions

- Please pose your questions using the **chat box**
- Questions will be monitored then answered by the speakers either at the end of the presentation or at the end of the webinar



Welcome

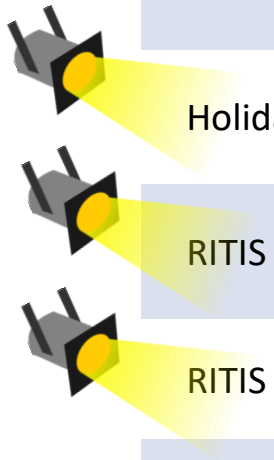
Kelly Wells, North Carolina Department of Transportation

User Group Co-chair

Participants

Agency			
A&P Consulting	DVRPC	Missouri DOT	Sabra & Associates
AECOM	FHWA	Montgomery County Planning Commission	SJTPO
AEM	Florida DOT	MWCOG	SPC
APCTE	Georgia DOT	New Jersey DOT	Tennessee DOT
Atlanta Regional Commission, GA	HNTB	New Jersey Turnpike Authority	Transcom
Baltimore Metropolitan Council	INRIX	New York City DOT	UMD CATT Lab
Capital Area MPO (Raleigh, NC)	Lehigh Valley Planning Commission	New York State Thruway Authority	University of Vermont Transportation Research Center
CATT Lab	Manatee County	NJTPA	University of Virginia
Chittenden County Regional Planning Commission	Maricopa Association of Governments	North Carolina DOT	VHB
City of Charlotte, NC	Maryland DOT – SHA	NVTA	Virginia DOT
Connecticut DOT	Maryland Transportation Authority	Pennsylvania DOT	Wolverton, Inc.
Dad & Associates LLC	MetroPlan Orlando	Richmond Regional Planning District Commission, VA	WRA
DCHC MPO	Michigan DOT	RK&K	I-95 Corridor Coalition
District DOT	Mobility Tech	Rockingham Planning Commission	

Welcome



Welcome / Introductions	Kelly Wells, NCDOT & User Group Co-chair
Holiday Travel Forecasting	Matt Glasser, PE, Georgia DOT
RITIS Applications for Measuring Performance in Downtown Washington DC	Paul Silberman, PE, PTOE, Sabra & Associates for District DOT
RITIS Applications for the MDOT SHA - US 50 Study	Josh Coulson, Sabra & Associates for Maryland DOT
Working Group Updates	Mark Franz, PhD, UMD CATT Laboratory
RITIS and PDA Suite Features – What's New & What's Coming	Michael Pack, UMD CATT Laboratory
Agency Input Session – questions, comments…..	All
Wrap Up	Kelly Wells, NCDOT & User Group Co-chair

Introductions

Matt Glasser, PE
Georgia DOT
Regional Traffic Operation Program Manager

Paul Silberman, PE, PTOE
District DOT
(Sabra & Associates)
Practice Leader
Transportation Planning

Josh Coulson
Maryland DOT
(Sabra & Associates)
Transportation Engineer

Mark Franz, PhD
UMD CATT Lab
Lead Transportation Analyst

Michael Pack
UMD CATT Lab
Director

Coalition Update – Recent Events

RECENT

- ✓ **I-95 CC Strategic Planning Sessions for Intermodal & TSMO** – March 6, 2019
- ✓ **Summit on Traveler Information Strategies during Emergency Operations –** March 7, 2019
- ✓ **UAS Programs Webinar - Agency Presentations from Massachusetts & Delaware** – March 21, 2019
- ✓ **Drone Peer Exchange (NE Highway Operations) - UAS – I have one . . . now what do I use it for?** – April 11, 2019
- ✓ **I-95 Corridor Coalition Steering Committee Meeting –** April 18, 2019
- ✓ **Intermodal Freight Webinar** – April 23, 2019

In the spotlight…

Holiday Travel Forecasting

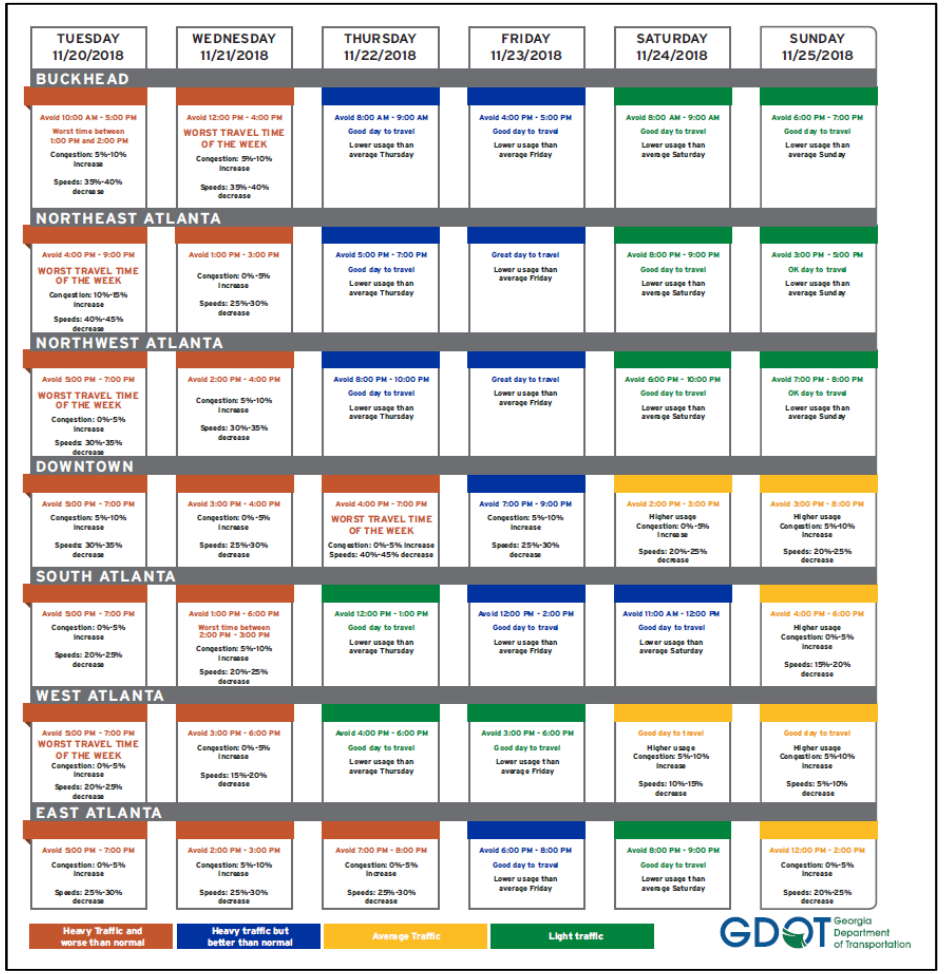
Matt Glasser, PE

Georgia Department of Transportation
Regional Traffic Operation Program Manager

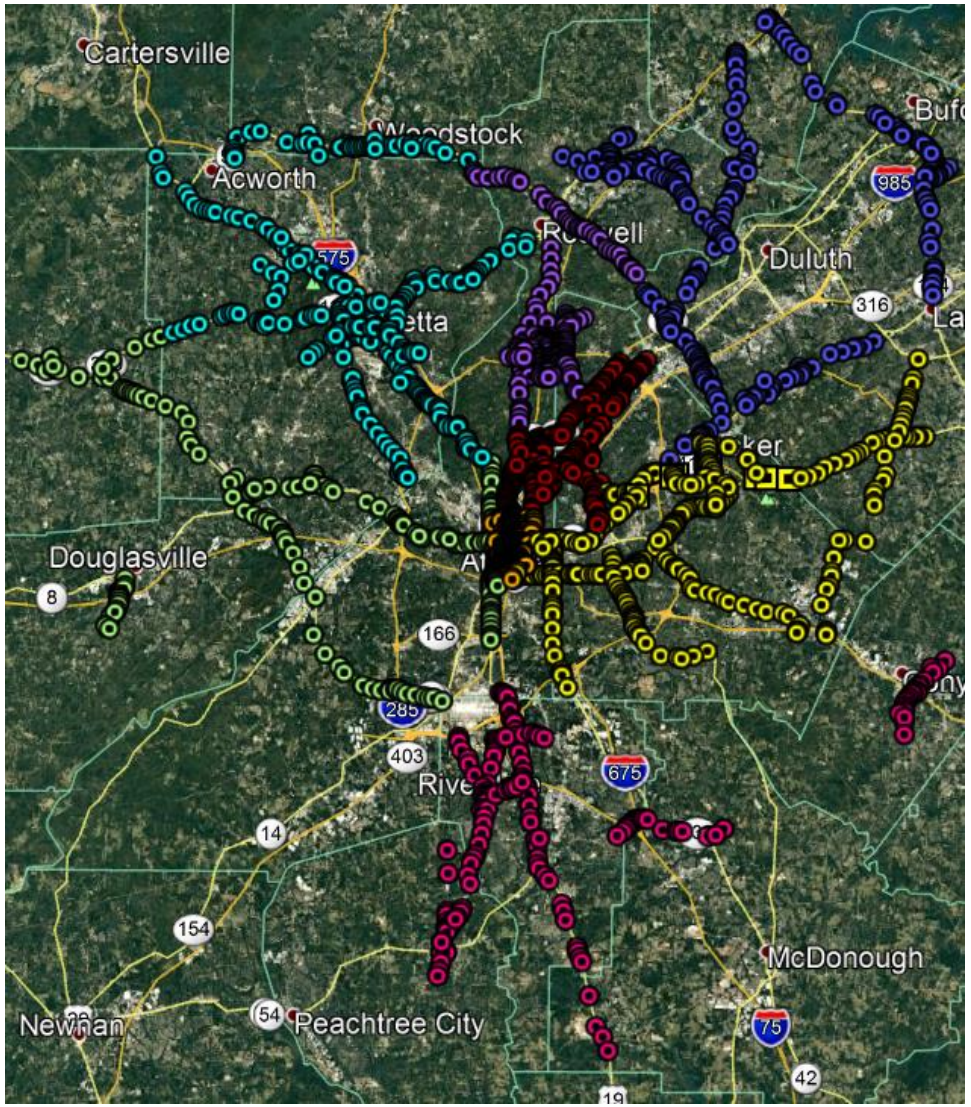
Georgia Department of Transportation

Holiday Travel Forecasting

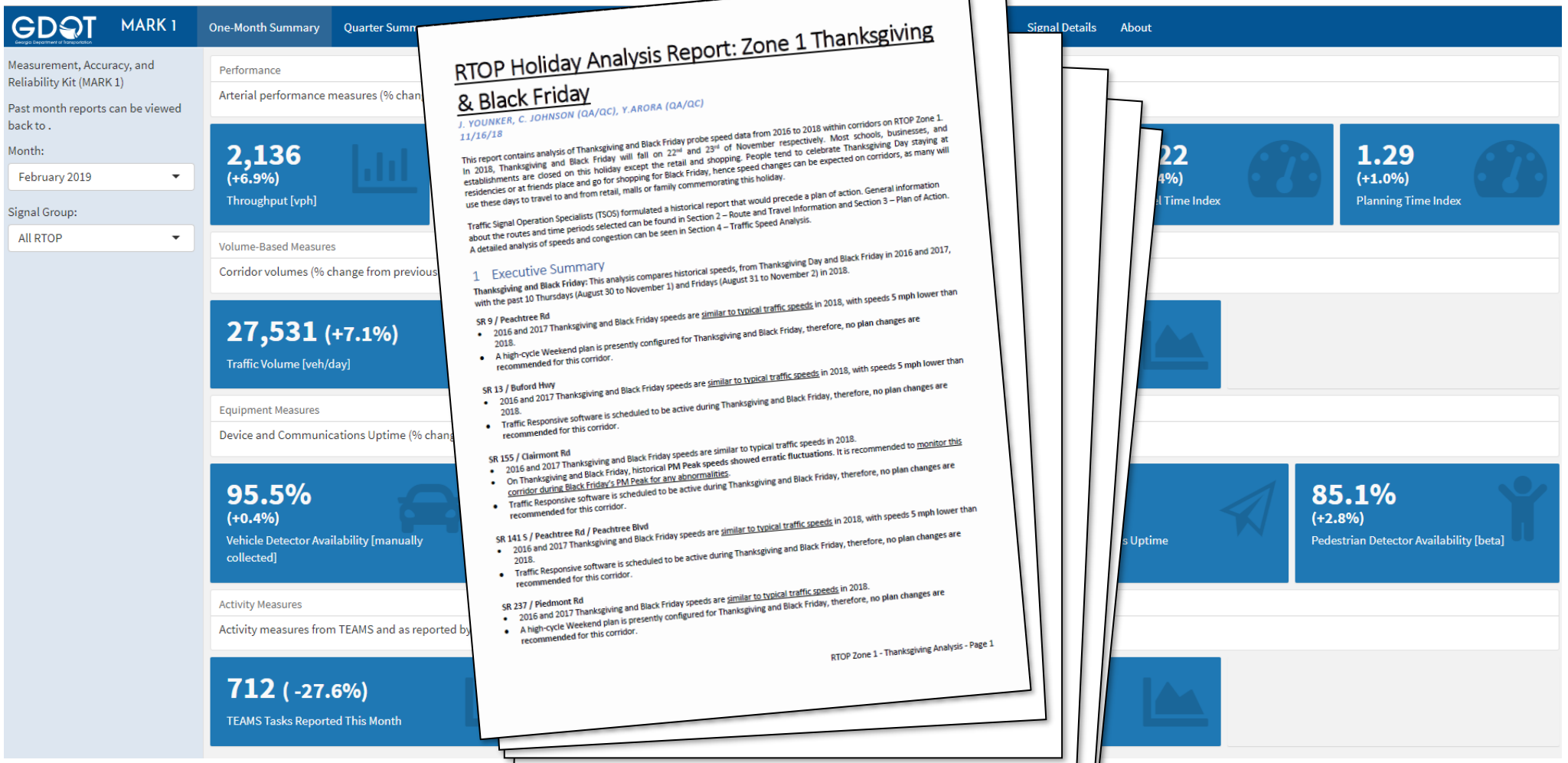
Matt Glasser, PE – GDOT



Metro Atlanta

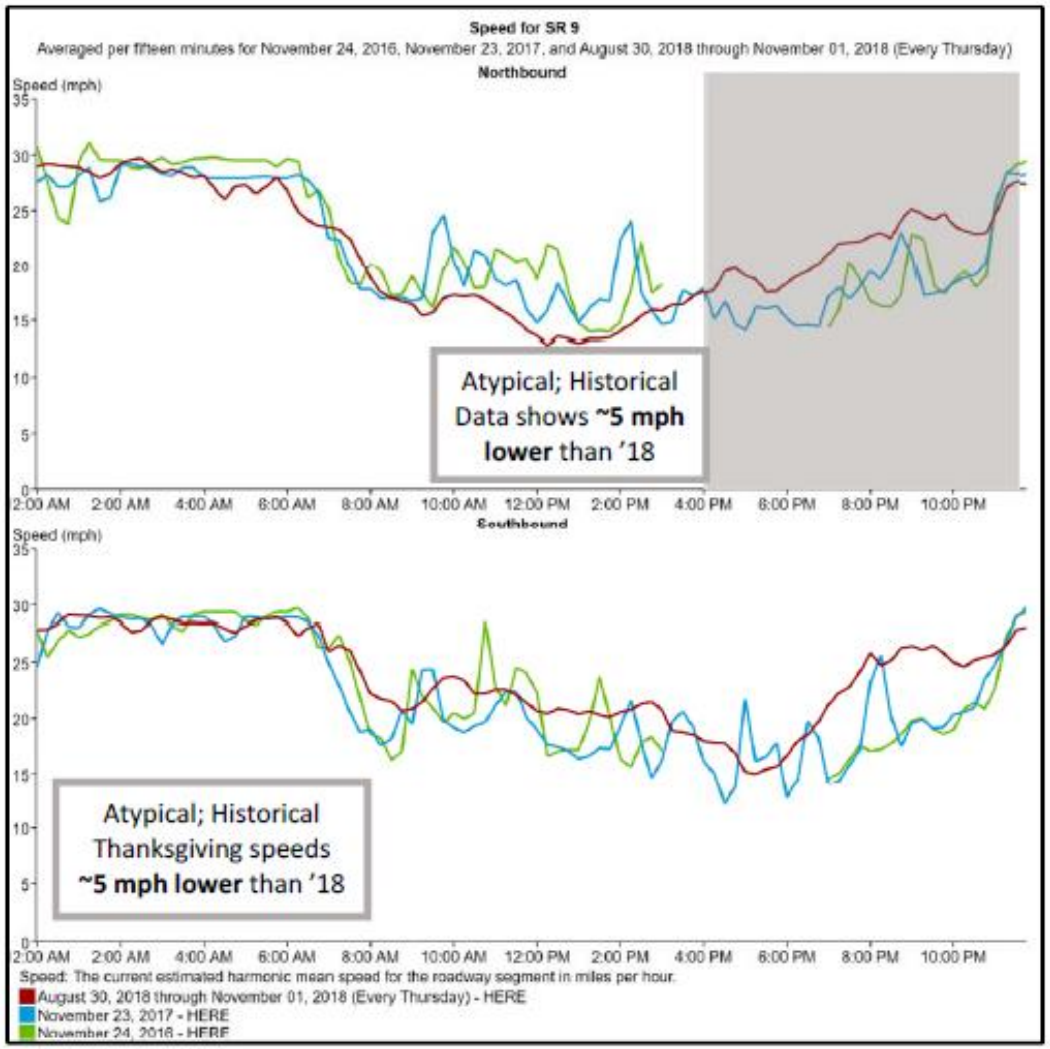


Operations Analysis

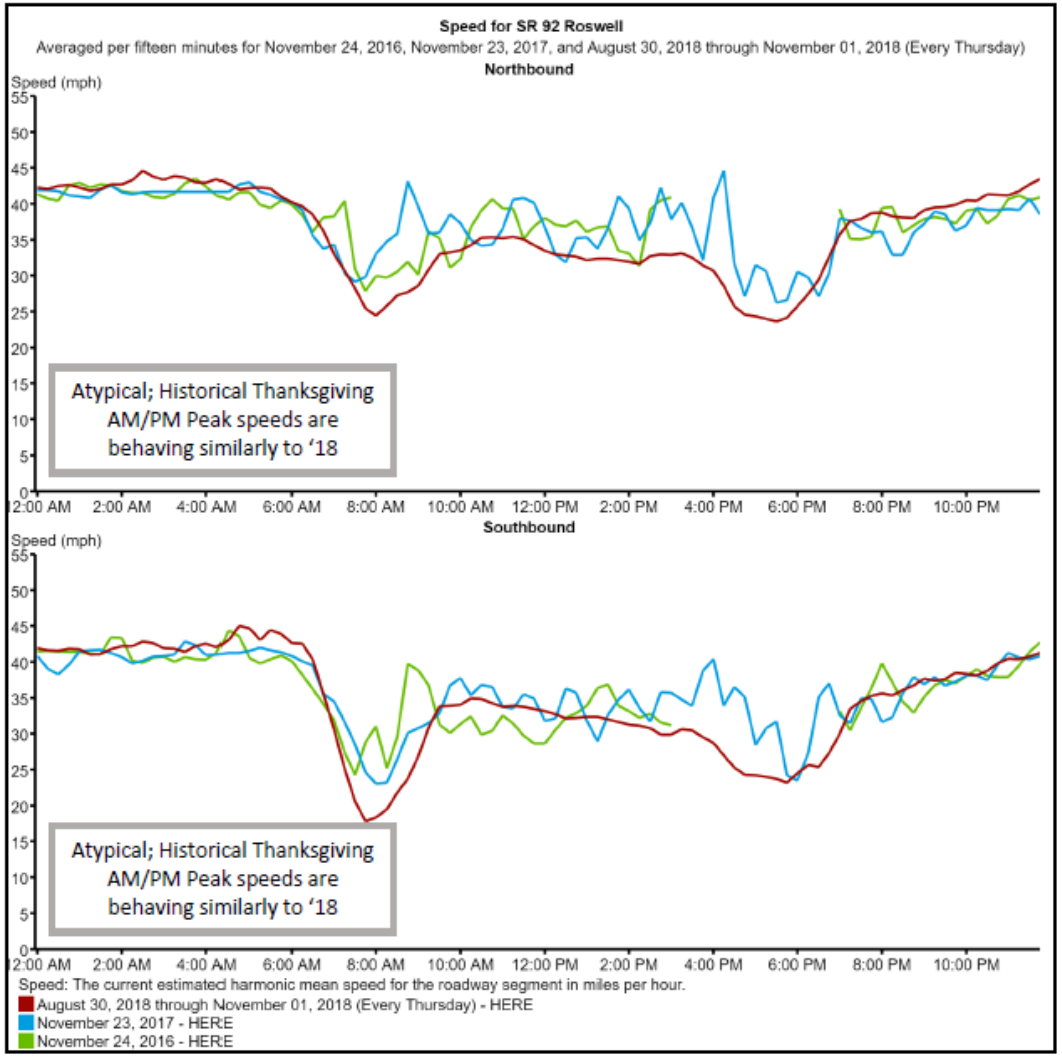


https://atops.shinyapps.io/GDOT_MARK1/#section-one-month-summary

Operations Analysis



Operations Analysis



Communicating the Analysis

Thanksgiving Week 2016

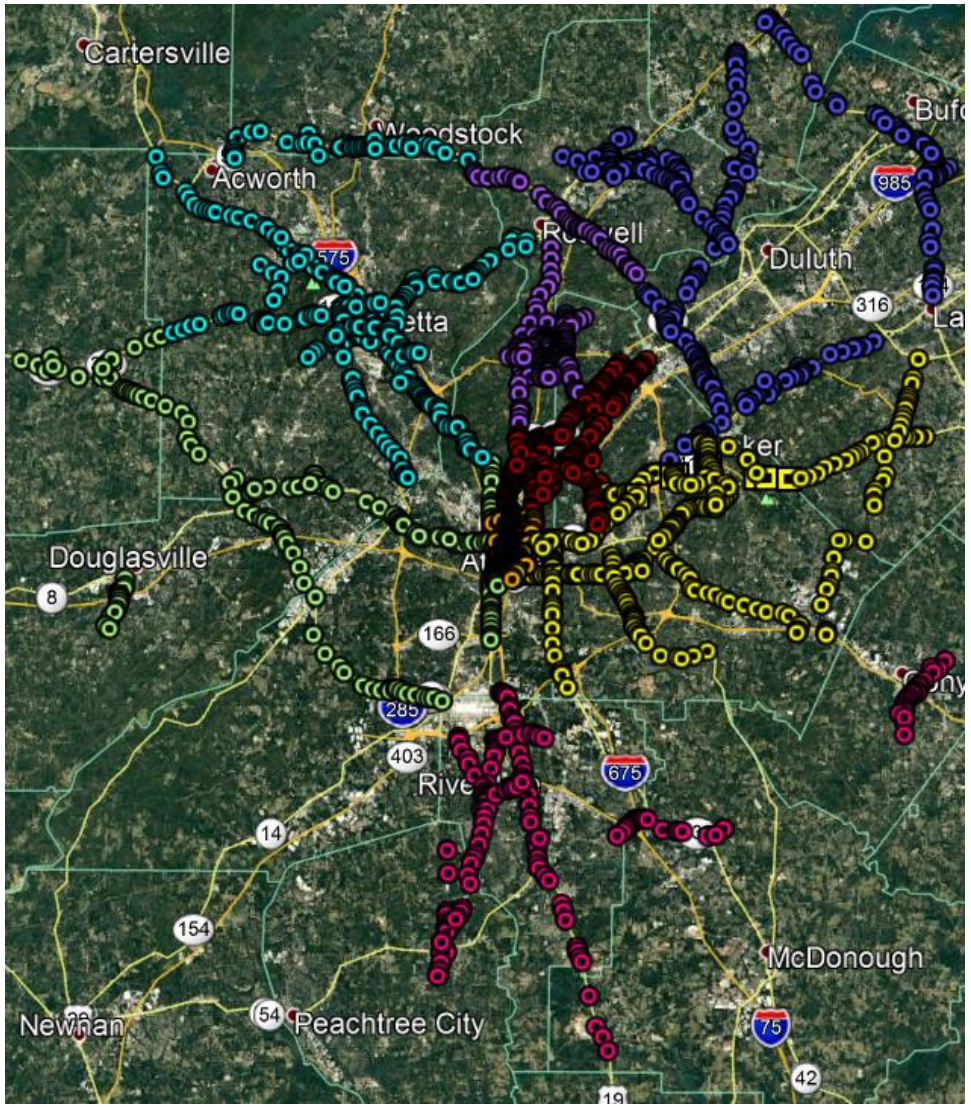
Interstate Travel Forecast for the Baltimore Region, MD

(Based upon an evaluation of Thanksgiving week in 2015)

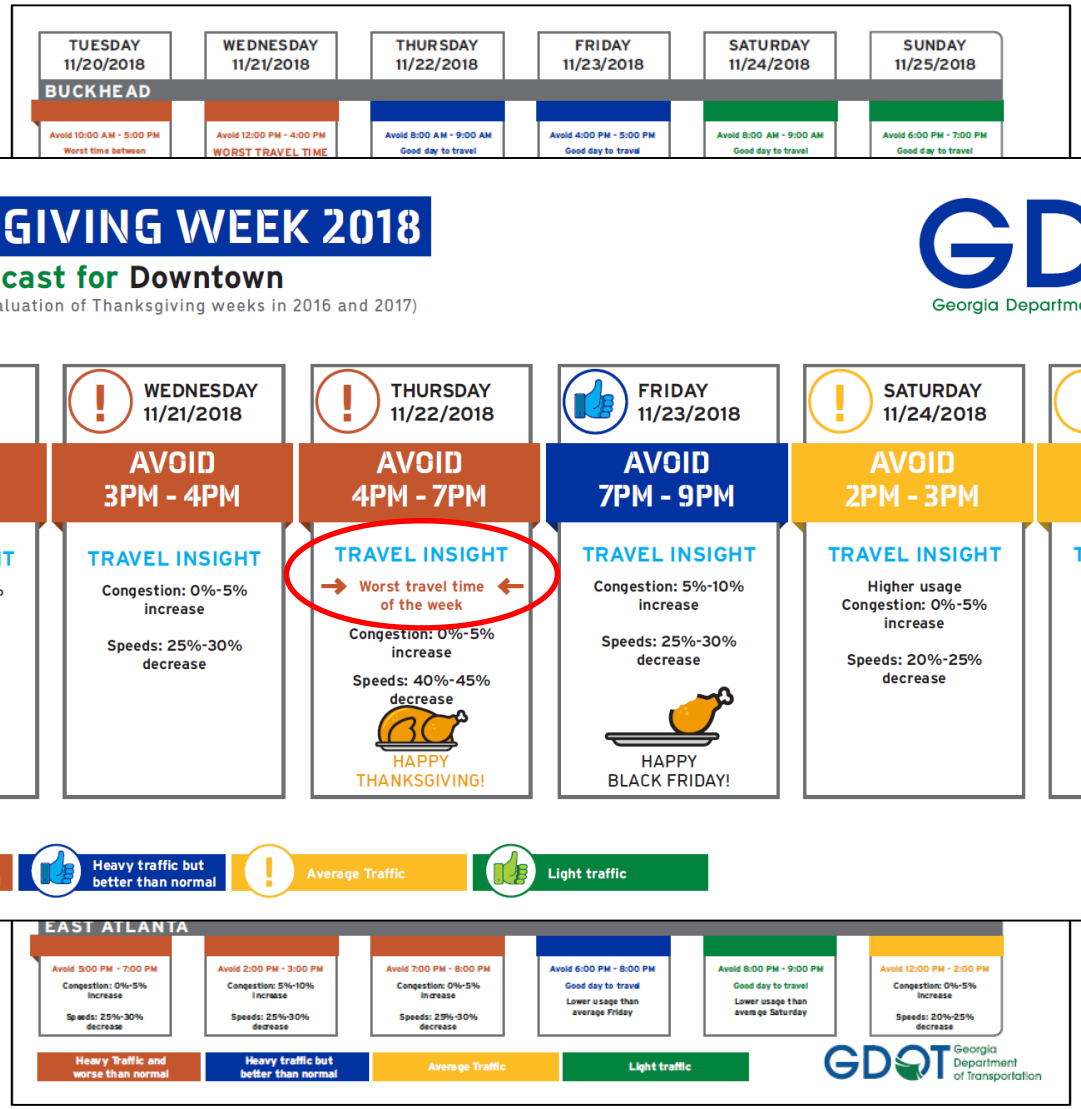
"Thanksgiving holiday travel is expected to increase from 2015 by 3 percent in Maryland, according to AAA Mid-Atlantic. That's 31,000 more Marylanders on the road from Wednesday, November 23, through Sunday, November 27."

TUESDAY	WEDNESDAY	THURSDA	FRIDAY	SATURDA	SUNDAY	MONDAY
11.22.16	11.23.16	11.24.16	11.25.16	11.26.16	11.27.16	11.28.16
Avoid 3 PM – 7 PM	Avoid 2 PM – 5 PM	Great day to drive!	Great day to drive!	Great day to drive!	Drive Carefully!	Avoid 3 PM – 6 PM
INSIGHT Worst time between 4pm – 6pm Heaviest congestion **on I-695** (between I-95 & I-70)	INSIGHT Interstate collisions are **67% higher** than normal, statewide. **Drive carefully!**	INSIGHT Low usage all day. 	INSIGHT Low usage all day. Black Friday shows low use than an average Friday.	INSIGHT Low usage all day; only minor congestion on I-95.	INSIGHT Low usage all day, but interstate collisions are **63% higher** than normal, statewide.	INSIGHT Worst time between 4pm – 5pm Heaviest congestion **on I-695**

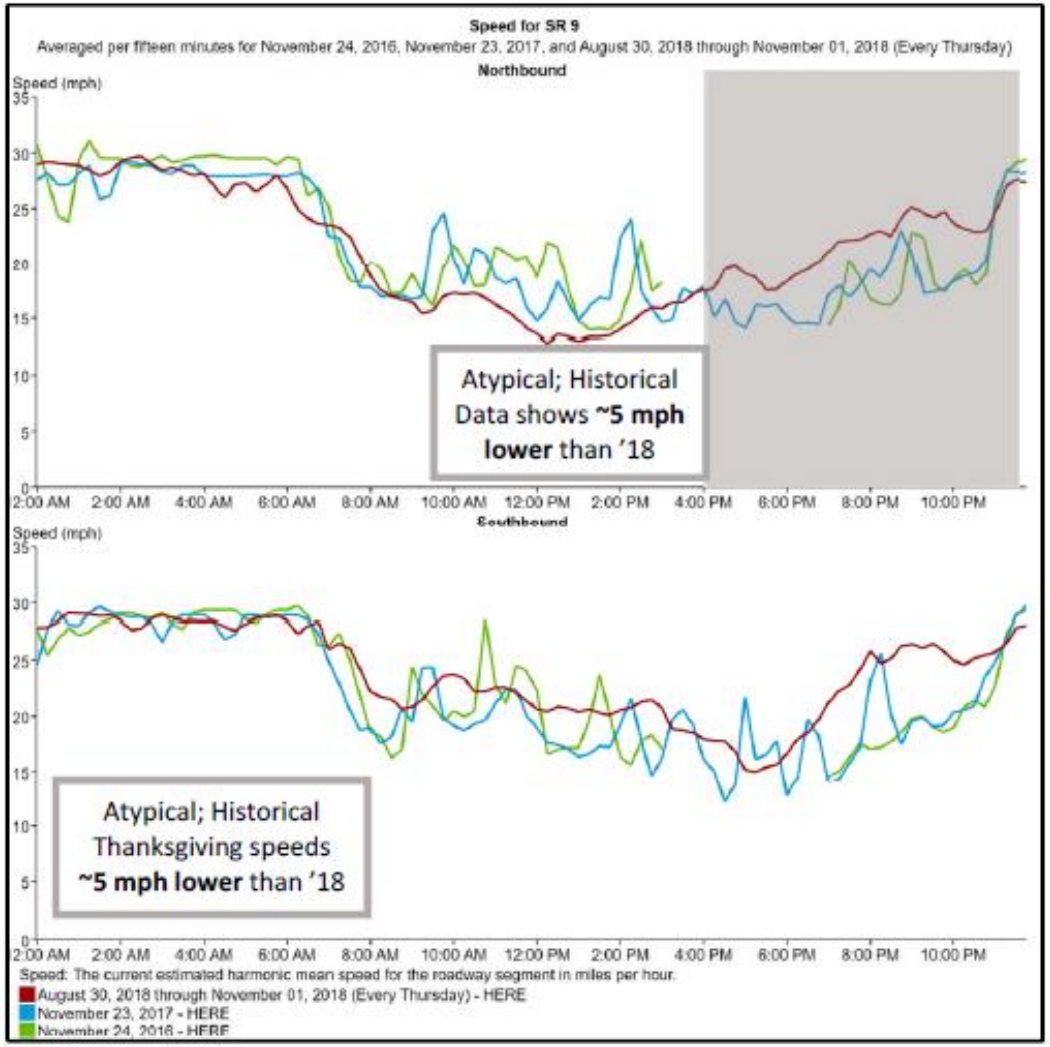
Metro Atlanta



Travel Forecast



Performance Charts



Trend Analysis

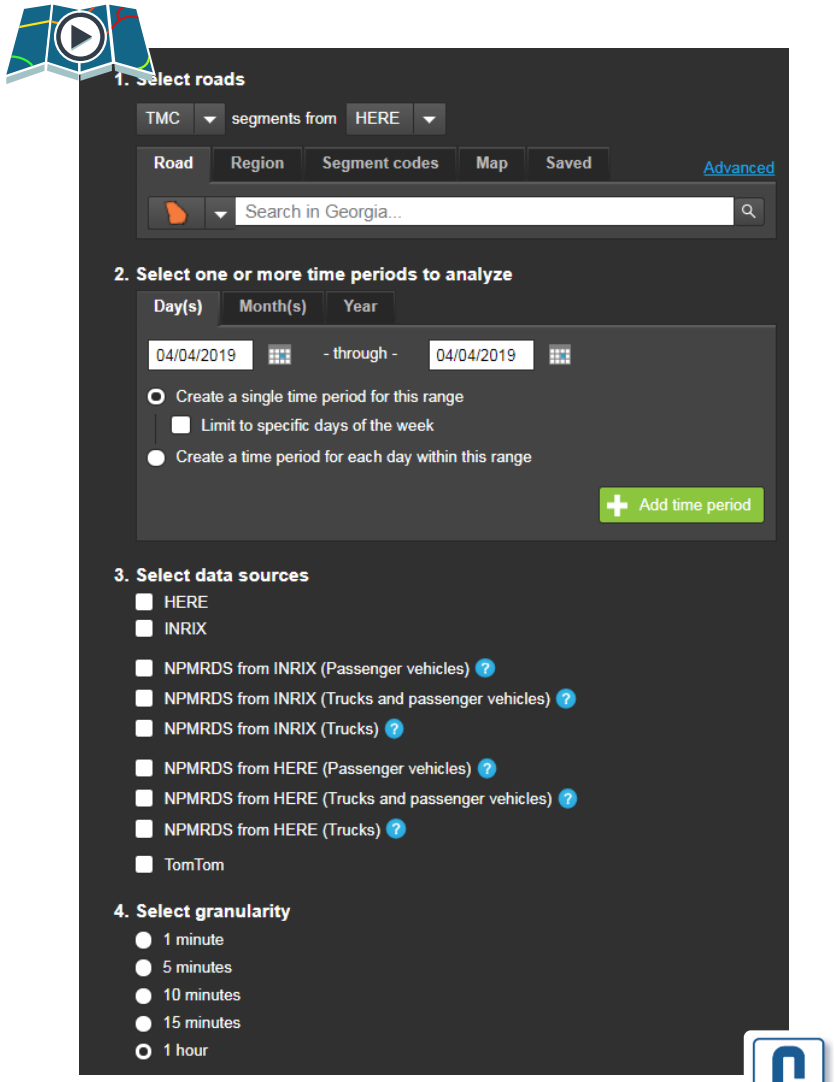
Use **Trend Map** for dynamically assessing congestion patterns occurring during the week:

1) On the **Trend Map** query page, first select your geography and road type, as appropriate

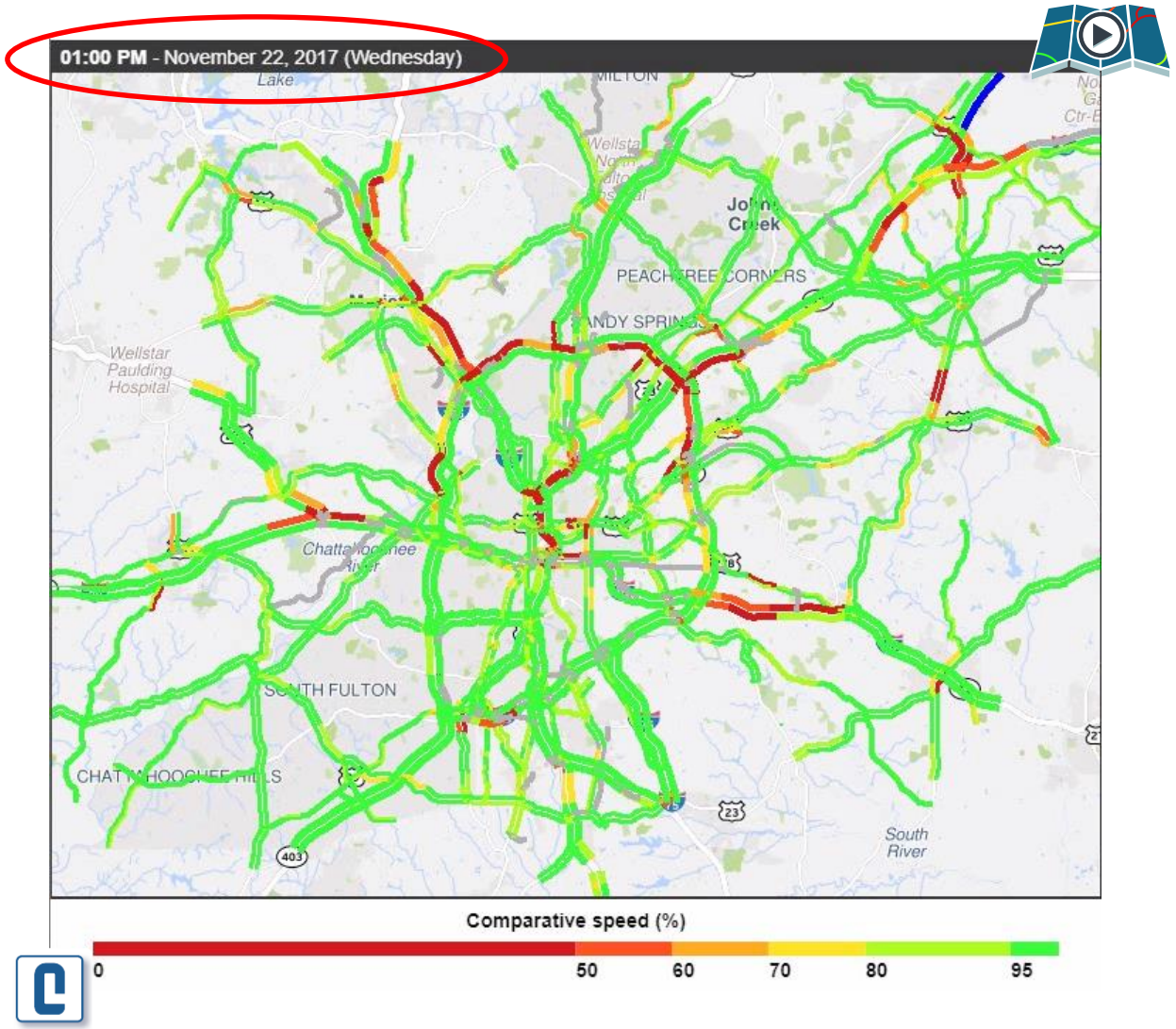
2) Create your desired time periods to analyze

3) Select your data source

4) Choose a data granularity



Trend Analysis



Spreading the Word

NaviGAtor511
@511Georgia
Follow

GDOT released traffic forecasts for metro Atlanta that recommend the worst to best times to travel over the Thanksgiving holiday. The forecasts are based on an analysis of traffic patterns in seven parts of the metro Atlanta area during the Thanksgiving holiday in 2016 and 2017.

1:13 PM - 20 Nov 2018

AJC

By the time families sit down for turkey on Thursday, volume on Atlanta freeways should be light. Downtown is the exception,

WSB-TV
@wsbtv
Follow

Traveling for Thanksgiving? Here's how GDOT is helping ease Thanksgiving Day traffic 2wsb.tv/2QhKRwp @AudreyWSBTV is LIVE inside their Traffic Management Center on Channel 2 at 6:51 a.m.

3:02 AM - 21 Nov 2018

Questions?

Smart Signals along SR 141/Peachtree Road

In May of 2017, the Regional Traffic Operations Program, or RTOP, implemented the Traffic Responsive System along Peachtree Road (from I-285 to Colonial Dr.) to improve traffic flow. Here are the results:

$141,104
in monthly delay cost savings

Total daily congestion time decreased by almost **3hrs**

SPEED CHANGE

35% *improvement in southbound AM average speed*

17% *improvement in northbound PM average speed*

2-5mph *improvement in average daily speed*

5%
reduction in weekday travel time

Project Details:

23 intersections

5 miles long

64,000 vehicles/day

In the spotlight…

RITIS Applications for Measuring Performance in Downtown Washington DC

Paul Silberman, PE, PTOE

Practice Leader Transportation Planning
Sabra & Associates, Inc.
For DDOT

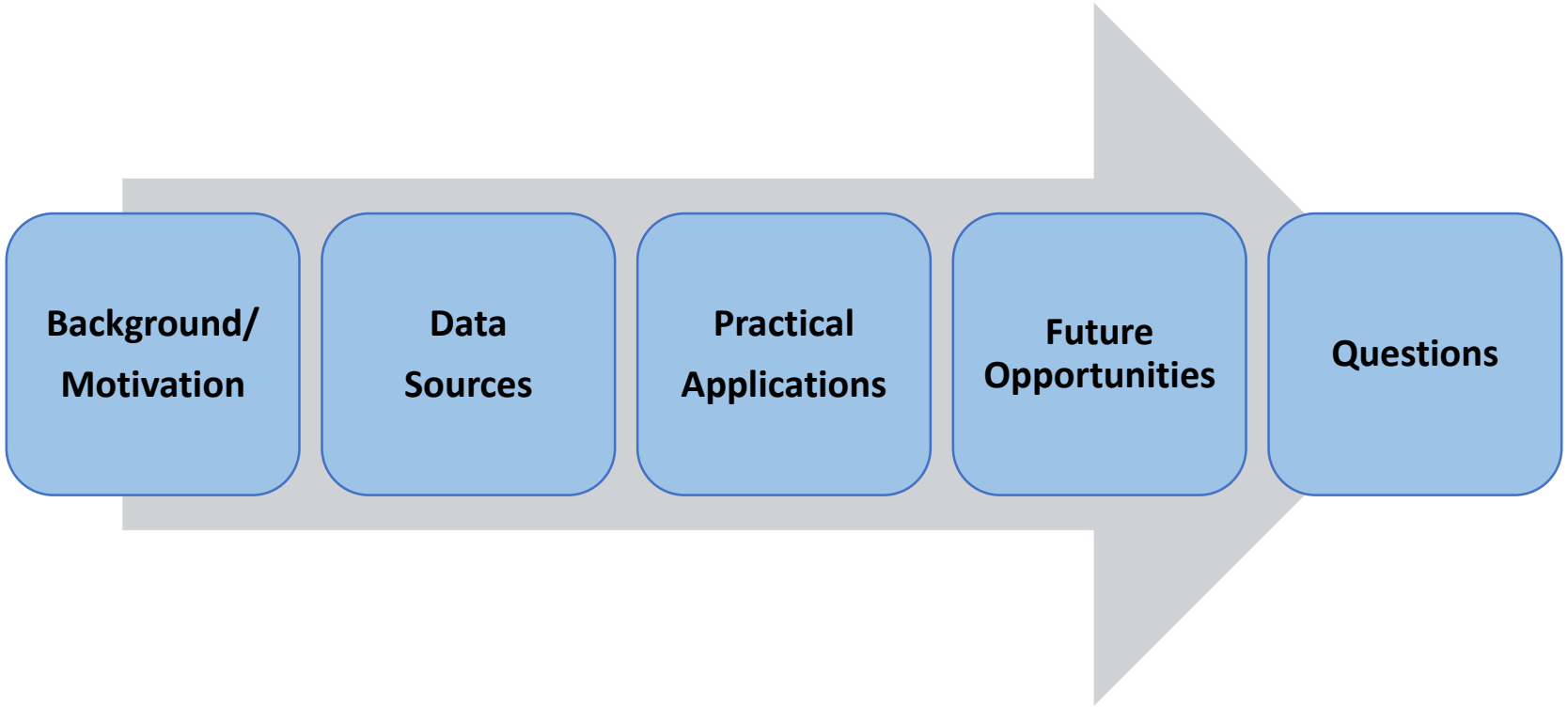
RITIS Applications for Measuring Performance in Downtown Washington DC

I-95 Corridor Coalition Quarterly RITIS and Probe Data Analytics Suite User Group Meeting

February 14, 2019

SABRA & ASSOCIATES
Engineering Innovative Solutions

Agenda



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Background

Citywide Signal Optimization

- How do we evaluate benefits for all roadway users?

Major Special Events

- How to predict, mitigate and monitor?

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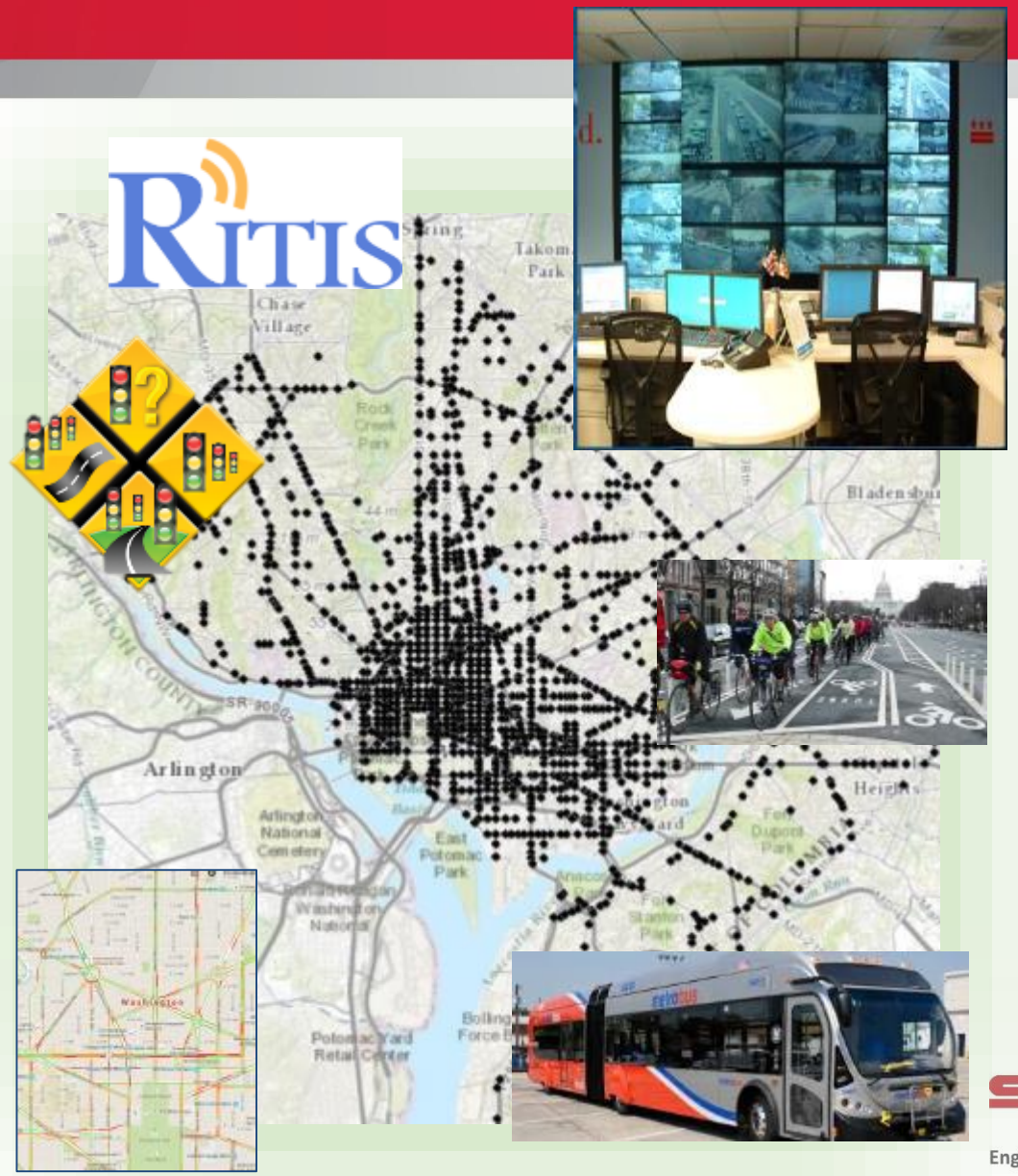
Motivation

- What data is available?
- How are we using it?
- What have we learned along the way?
- Where do we go from here?



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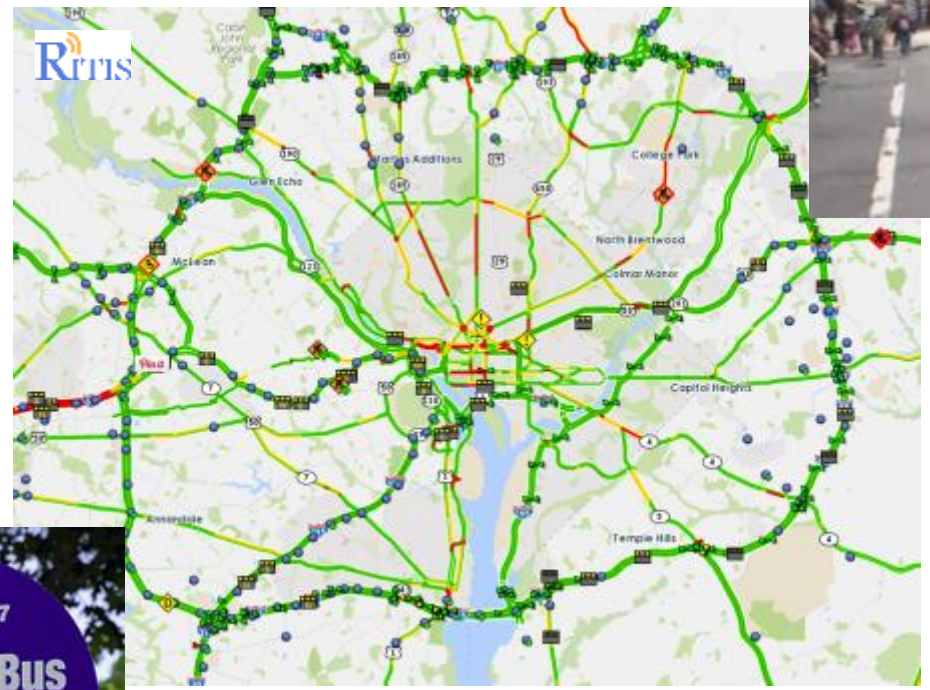
Data Sources

- RITIS
  - Live System Status
  - Historical Data/PDA Suite
- WMATA AVL
- Google Traffic
  - Live/Typical
  - Waze
- Floating Car/GPS
- Bicycle Travel Time
- CCTV



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Practical Applications

Downtown Optimization

- 600+ Signal Grid Network
- Overnight Implementation
- Cars, Buses, Peds, Bikes
  - 49 Travel Time Routes
  - 40+ Bus Routes
  - 1,500+ Signalized Crosswalks
  - 7,000+ Cycle Trips per Day

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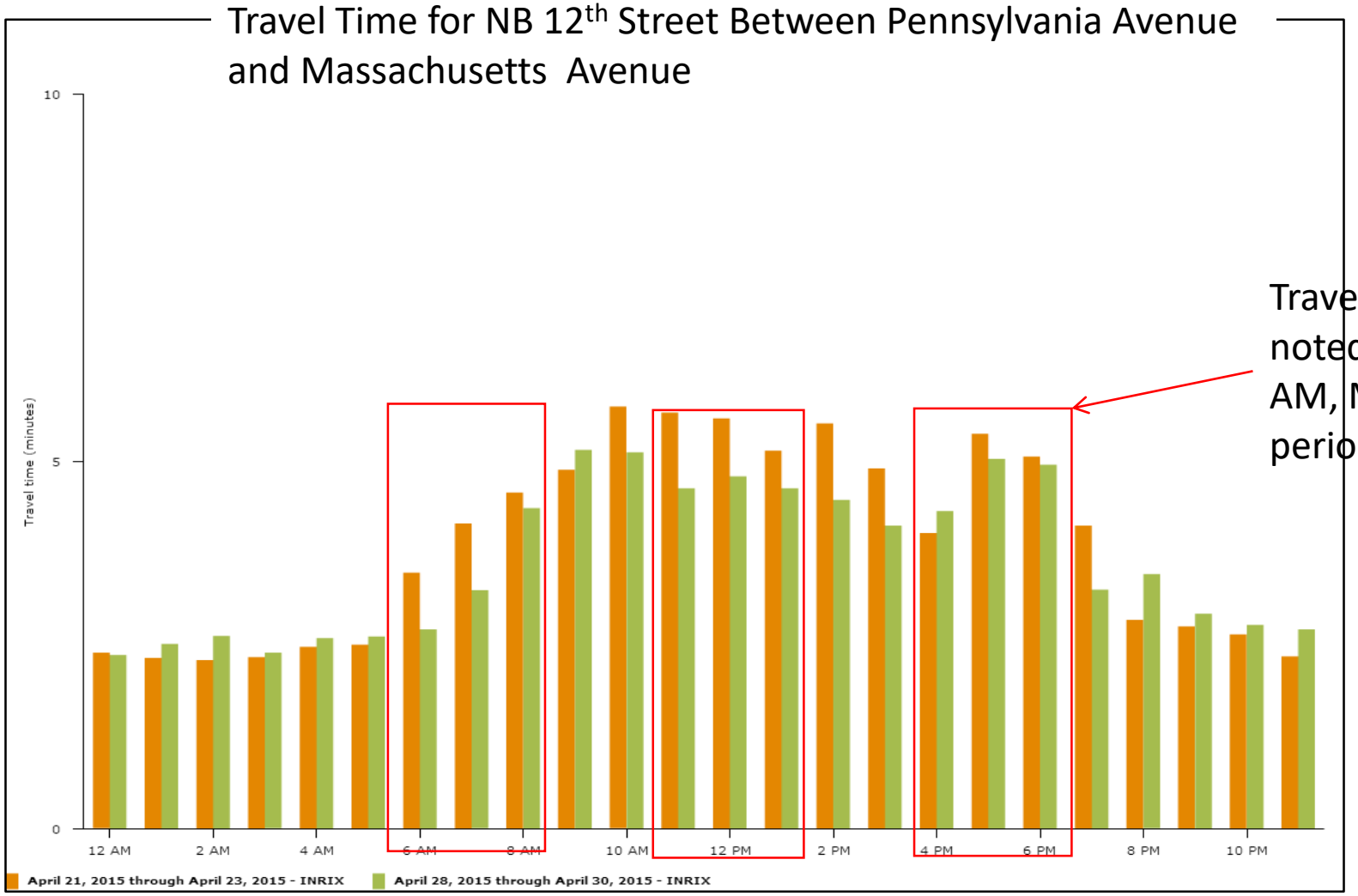
Downtown Results – VPP Travel Time

Travel Time for NB 12th Street Between Pennsylvania Avenue and Massachusetts Avenue



Travel Time Savings noted during 'after' AM, Midday and PM period

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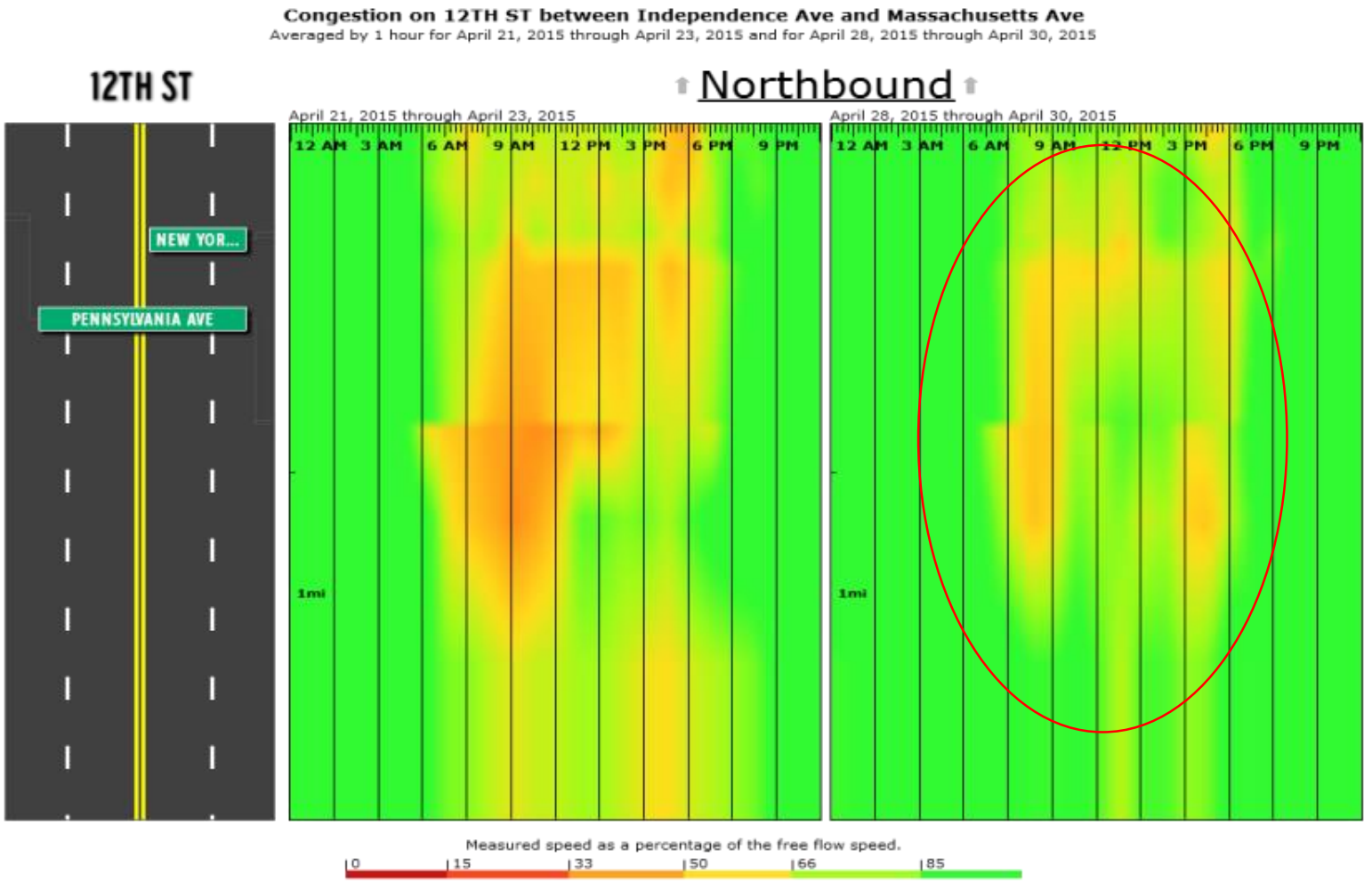
Downtown Results – VPP Congestion



Significantly reduced queuing and increased speeds noted during 'after' AM, Midday and PM period

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Downtown Results – User Costs

PDA Suite User Cost Tool

- Aggregate performance data and user value-of-time
- Estimates user cost associated with congestion

US 1 (Rhode Island Ave)	User Delay Costs
Average Day Before	$41,797
Average Day After	$32,116
Daily Savings	$9,681
Annual Savings	$2,420,250

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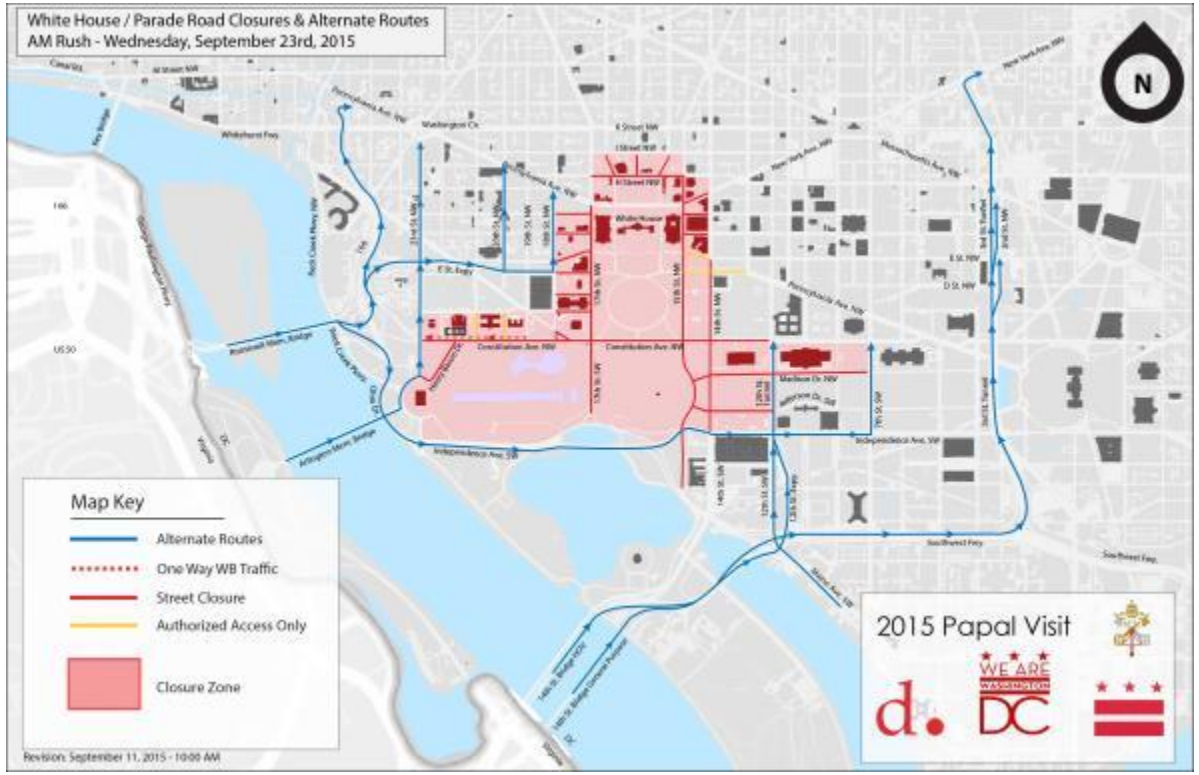
Papal Visit

- Traffic analysis of potential impacts
- Development of mitigation measures
- Real-time traffic monitoring and management



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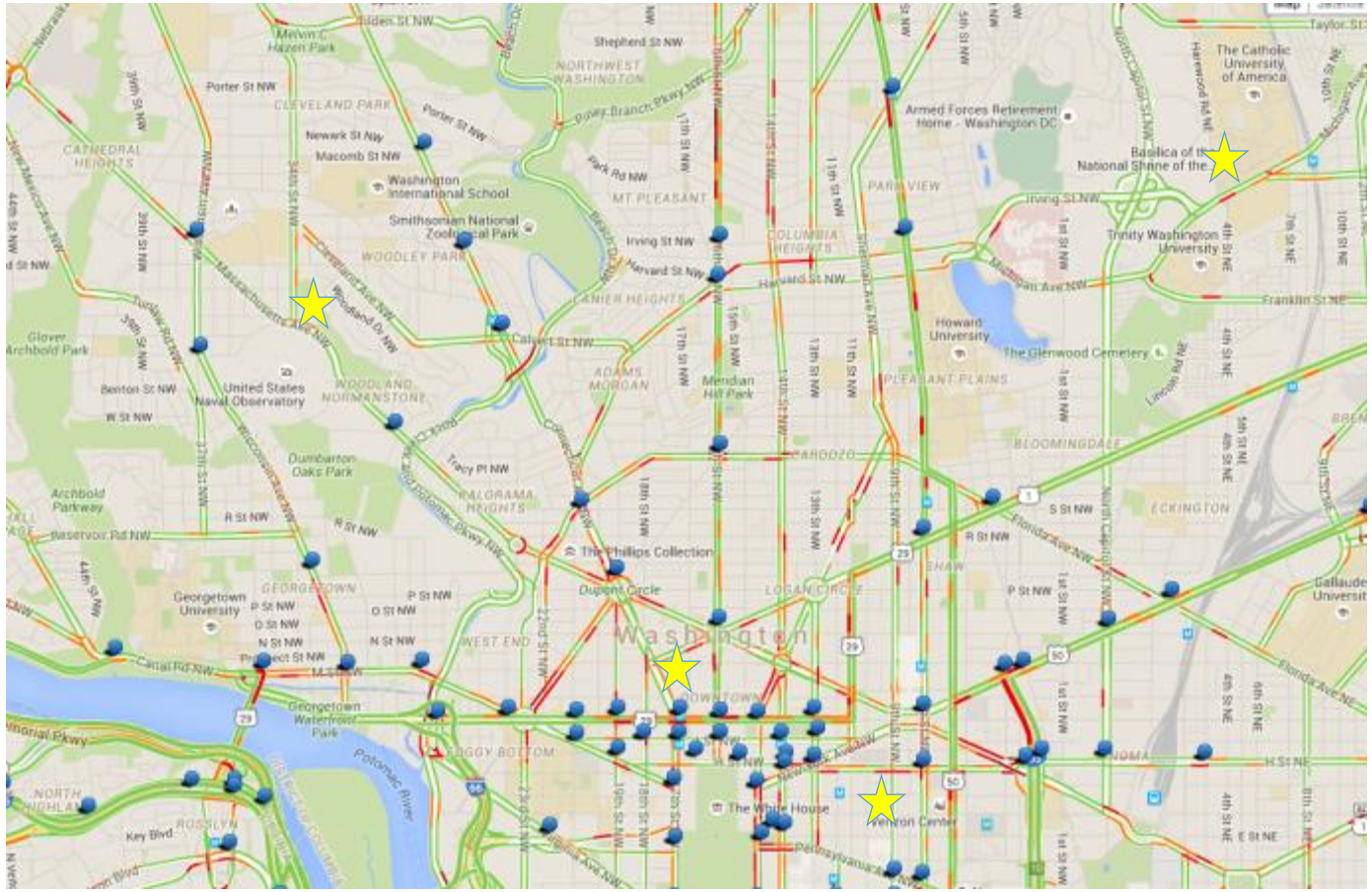
Papal Visit

CCTV + Live Traffic Data Monitoring



CCTV

On-Street Traffic Observation

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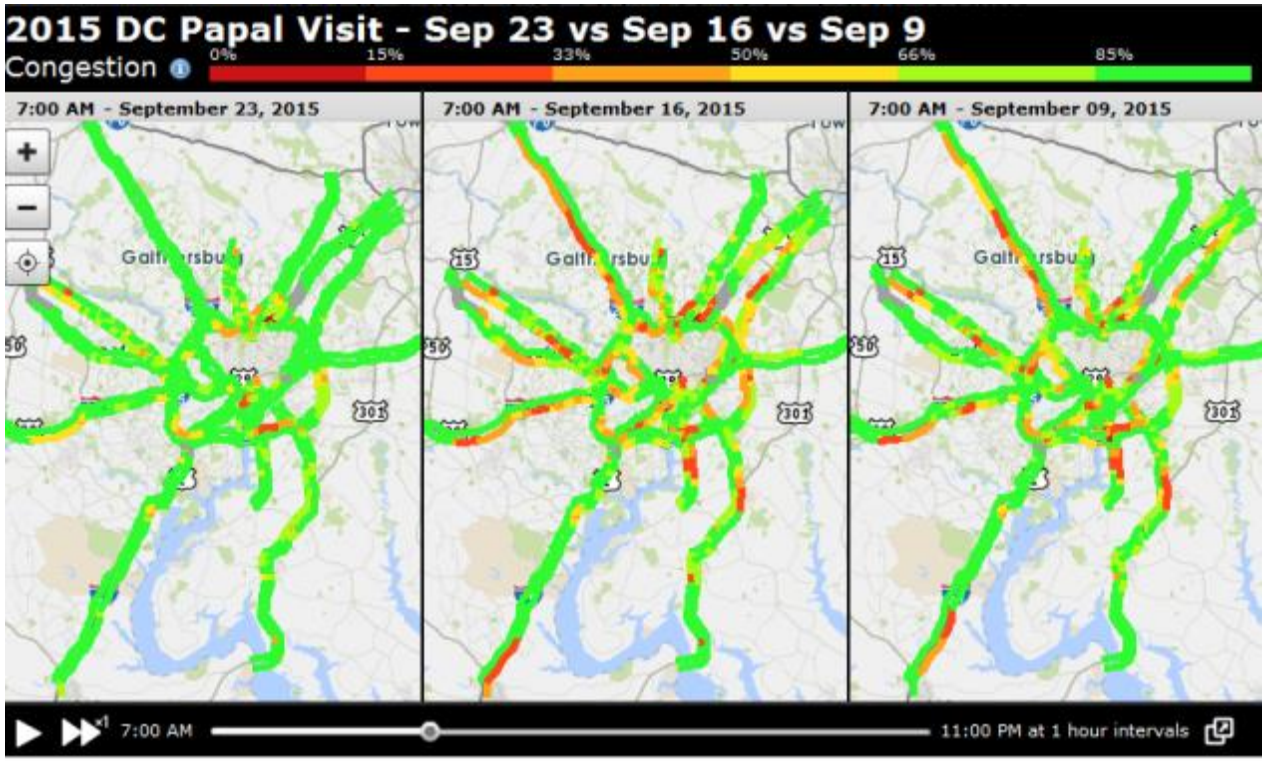
Papal Visit

RITIS Comparison Tweeted by MATOC



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Where do we go from here?

- Heavier reliance on PDA Suite travel time data for analysis
- Sensys/WiFi travel time data
- Field-collected travel time data for validation and immediate results
- Heavier use of Transit AVL data for TSP and Signal Optimization evaluation
- Leverage available Bike data from bike-share services
- Pedestrians? Crowdsourced GPS?

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Questions?

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& ASSOCIATES
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In the spotlight…

RITIS Applications for the MDOT SHA - US 50 Study

Josh Coulson

Transportation Engineer
Sabra & Associates
For Maryland DOT

MARYLAND DEPARTMENT OF TRANSPORTATION

RITIS Applications for the MDOT SHA - US 50 Study

I-95 Corridor Coalition Quarterly RITIS and Probe Data Analytics Suite

User Group Meeting

February 14, 2019

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Agenda

- Background
- Challenges
- Choosing a “Typical Day”
- Model Calibration Results

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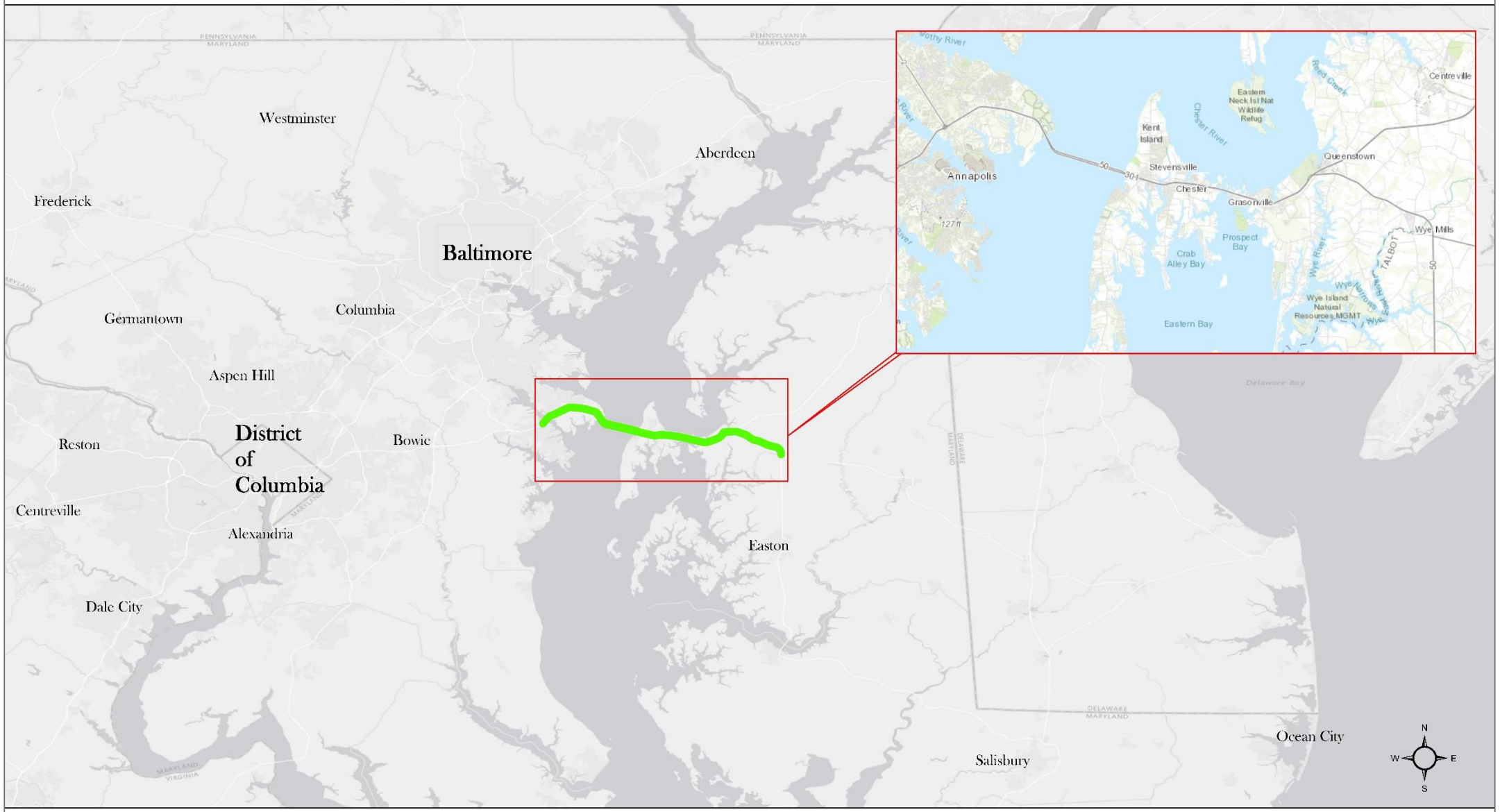
US 50 Modeling Project



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Project Background

Background

- Westbound US 50 experiences significant congestion on summer Sundays as vacationers head home from beach destinations along the Eastern Shore.

Study Limits

- US 50 corridor from MD 404 to Severn River (30 miles)

Study Period

- Summer Sundays
- Six hour peak period (1:00PM to 7:00PM) of westbound congestion

Project Purpose

- Code and calibrate an existing conditions VISSIM model to be used for future alternative analysis

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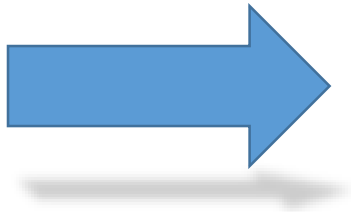
Challenges

Traffic Incidents:

- Frequently occur at some point along the corridor during the six hour peak period
- Create temporary bottlenecks impacting vehicular throughput and speeds along the length of the corridor
- Induce diversions onto parallel routes affecting traffic count data



Make finding typical conditions to serve as a calibration target difficult

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Choosing a “Typical Day”

Incident information on RITIS provided by MDOT’s Coordinated Highway Action Response Team (CHART) was critical in understanding where and how particular incidents and the resulting congestion impacted the corridor and our data.

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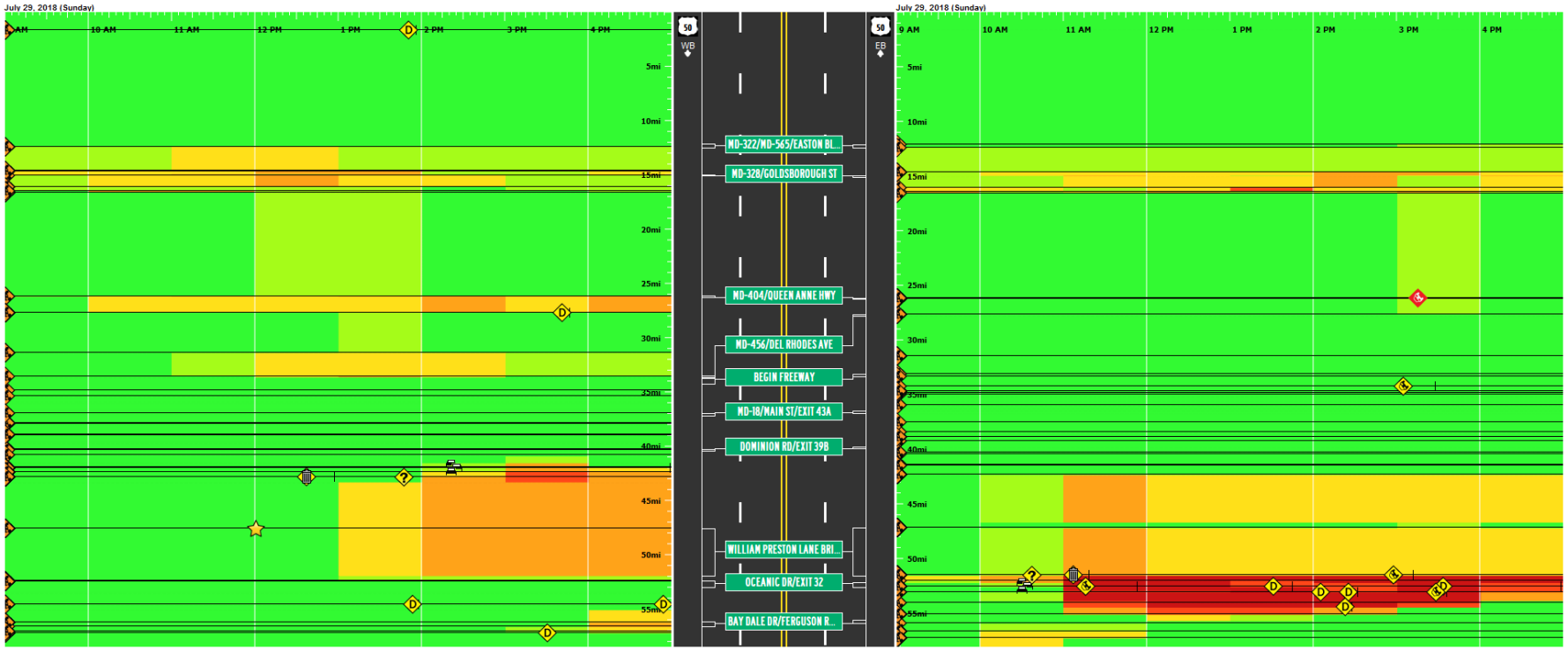
Choosing a "Typical Day"

For each of the summer Sundays:

- Compiled peak period INRIX speed data
- Noted count data collected and major traffic incidents



July 29, 2018

Count Data Collected

- All interchange counts west of bridge
- US 50 at MD 2 Interchange
- US 50 at MD 328, MD 322, MD 656, MD 663

Traffic Incidents of Concern

- Significant congestion eastbound approaching the bridge appears to be due to multiple traffic accidents and resulting lane closures

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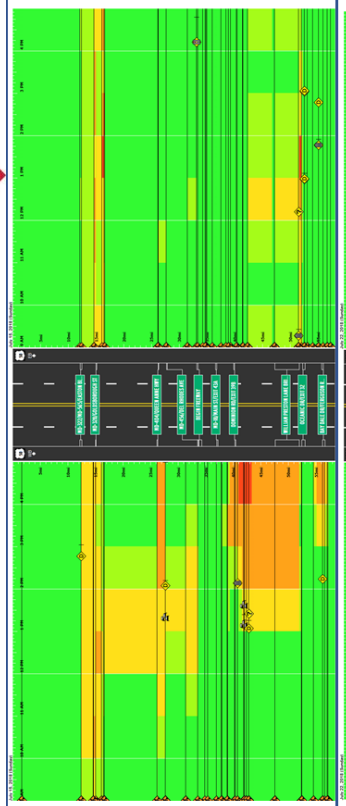


July 15, 2018

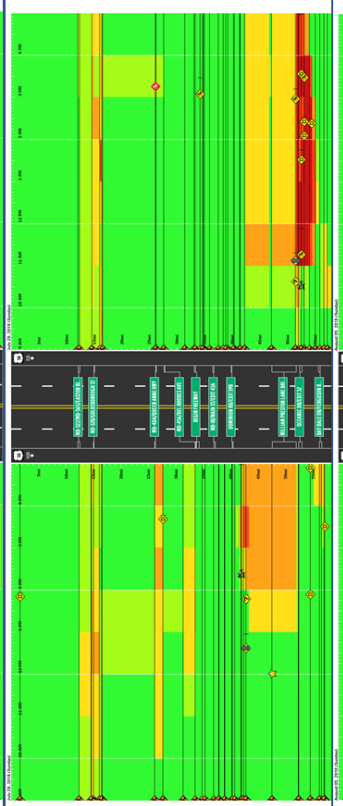
Count Data Collected
- None

Traffic Incidents of Concern
- Signal at Outlet Center Dr not working
- Temporary lane closure westbound on Bay Bridge due to disable vehicle

July 22, 2018

Count Data Collected
- US 50 between MD 18 and MD 404

Traffic Incidents of Concern
- Accident near MD 552 temporarily blocked inside lane westbound



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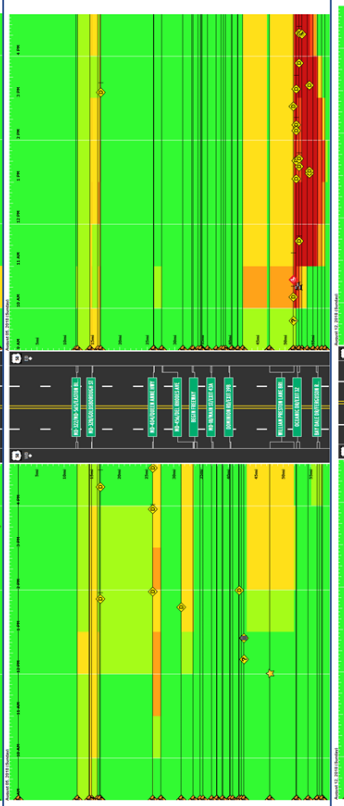
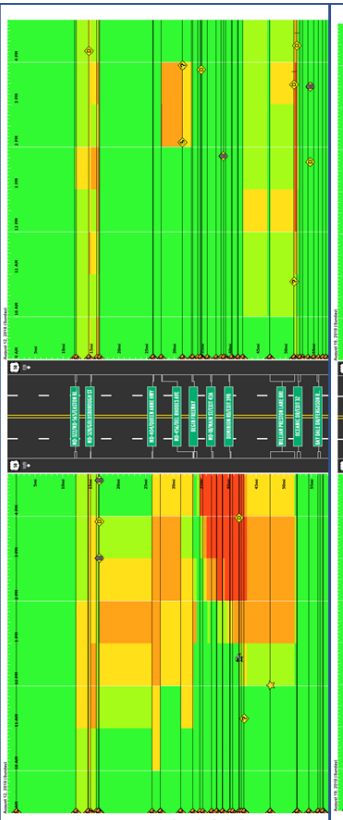


August 5, 2018

Count Data Collected
- US 50 at MD 331, MD 322

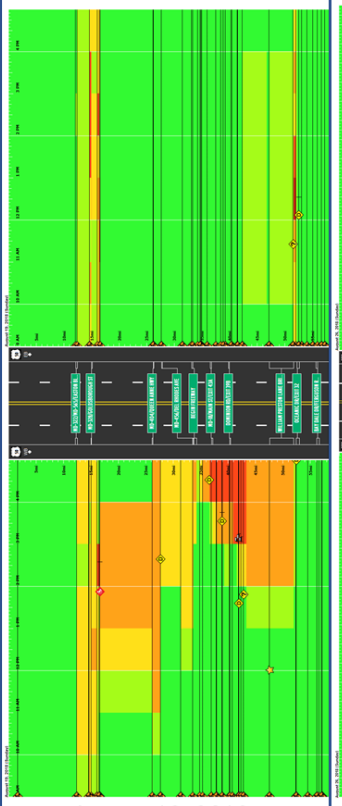
Traffic Incidents of Concern
- Significant congestion eastbound approaching the bridge may have been caused by an accident and resulting lane closure



August 12, 2018

Count Data Collected
- Chester Beach Road and Nesbit Interchanges
- US 50 at Barber Road, Chapel Road, MD 309

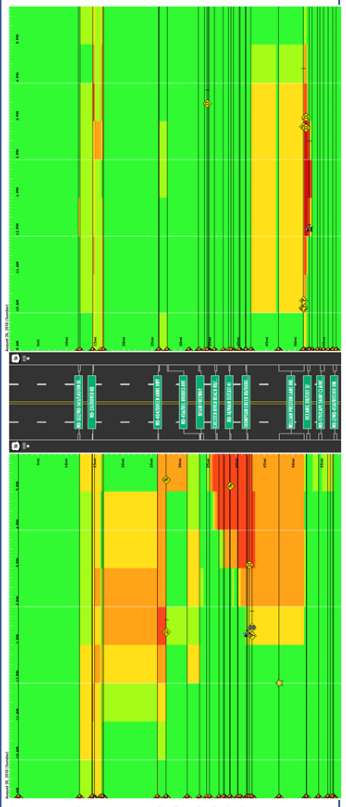
Traffic Incidents of Concern
- Major incident east of MD 456 resulting in closures eastbound and westbound



August 19, 2018

Count Data Collected
- Dundee Ave and Kent Narrows Interchanges

Traffic Incidents of Concern
- Major incident at Airport Road with lane closures eastbound and westbound



August 26, 2018

Count Data Collected
- None

Traffic Incidents of Concern
- Several accidents with lane closures between MD 18 and MD 404

Choosing a "Typical Day"

Methodology

1. The corridor was divided into 5 segments with INRIX travel time data and volume data from UMD sensors selected for evaluation
2. The mean and standard deviations of the speed and volume data was calculated by segment and hour for each of the Sunday peak periods
3. A point system was developed with 1 point and 2 points assigned to days with a particular location and hour within one or half of the standard deviation, respectively.

Volume Points						
Time	**15-Jul**	**22-Jul**	**29-Jul**	**5-Aug**	**12-Aug**	**19-Aug**
9:00	6	1	6	6	2	6
10:00	6	3	6	6	3	5
11:00	6	2	5	4	6	4
12:00	8	1	6	5	5	1
1:00	7	6	5	4	5	1
2:00	4	5	4	7	5	6
3:00	5	1	7	2	8	4
4:00	8	2	5	5	8	3
5:00	8	1	4	6	7	7
6:00	4	1	9	5	7	7
Total	**62**	**23**	**57**	**50**	**56**	**44**

Travel Time Points						
Time	**15-Jul**	**22-Jul**	**29-Jul**	**5-Aug**	**12-Aug**	**19-Aug**
9:00	0	8	6	8	8	2
10:00	8	3	0	3	6	8
11:00	4	2	3	4	5	9
12:00	7	3	4	4	3	6
1:00	10	4	6	4	2	4
2:00	10	4	8	4	4	6
3:00	9	4	6	6	3	3
4:00	3	3	7	4	4	4
5:00	4	9	7	2	5	5
6:00	7	7	5	6	4	7
Total	**62**	**47**	**52**	**45**	**44**	**54**

Statistical analyses of speed data from INRIX and volume data from University of Maryland (UMD) sensors determined July 15th represented the most "typical day" to be used as a calibration target.

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Model Calibration Results

US 50 Westbound - Summer Sunday Peak Period

	Segment	INRIX						VISSIM - Uncalibrated					
		1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
1	MD 404 to MD 213												
2	MD 213 to MD 456												
3	MD 456 to US 301 merge												
4	US 301 merge to Hess Rd												
5	Hess Rd to Chester River Beach Rd												
6	Chester River Beach Rd to Kent Narrows Rd												
7	Kent Narrows Rd to Piney Narrows Rd												
8	Piney Narrows Rd to Dominion Rd												
9	Dominion Rd to Shopping Center												
10	Shopping Center to MD 8												
11	MD 8 to west of Bay Bridge												
12	West of Bay Bridge to Oceanic Drive												
13	Oceanic Drive to Whitehall Rd												
14	Whitehall Rd to Bay Dale Dr												
15	Bay Dale Dr to Severn River Bridge												

	Segment	INRIX						VISSIM - Calibrated					
		1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
1	MD 404 to MD 213												
2	MD 213 to MD 456												
3	MD 456 to US 301 merge												
4	US 301 merge to Hess Rd												
5	Hess Rd to Chester River Beach Rd												
6	Chester River Beach Rd to Kent Narrows Rd												
7	Kent Narrows Rd to Piney Narrows Rd												
8	Piney Narrows Rd to Dominion Rd												
9	Dominion Rd to Shopping Center												
10	Shopping Center to MD 8												
11	MD 8 to west of Bay Bridge												
12	West of Bay Bridge to Oceanic Drive												
13	Oceanic Drive to Whitehall Rd												
14	Whitehall Rd to Bay Dale Dr												
15	Bay Dale Dr to Severn River Bridge												

Speed (mph)

- > 55
- 45 - 55
- 35 - 45
- 25 - 35
- < 25

SABRA & ASSOCIATES
Engineering Innovative Solutions

Questions?

SABRA & ASSOCIATES
Engineering Innovative Solutions

Working Groups Updates

Mark Franz, PhD
UMD CATT Laboratory
Lead Transportation Analyst

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Recent Working Groups Meetings

O-D/Trajectory Analytics February 13th

DOTs
- New Jersey
- D.C.
- Pennsylvania
- Maryland
- South Carolina
- North Carolina
- Virginia
- New York

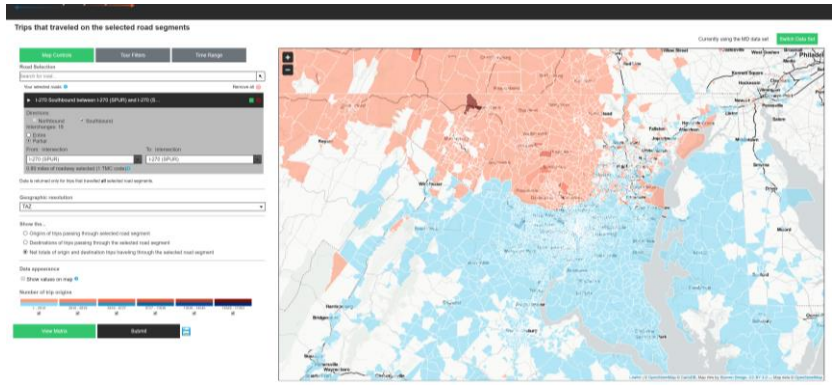
MPOs
- MWCOG
- DVRPC
- Durham-Chapel Hill-Carrboro

Feds
- FHWA
- NREL

Cities
- Charlotte, NC

Consultants
- VHB
- RK&K
- AECOM (for FDOT)

Academia
- UMD CATT Lab
- Texas A&M Transportation Institute



Signal Performance Measures February 26th

DOTs
- New Jersey
- Maryland
- Virginia
- New York
- Georgia

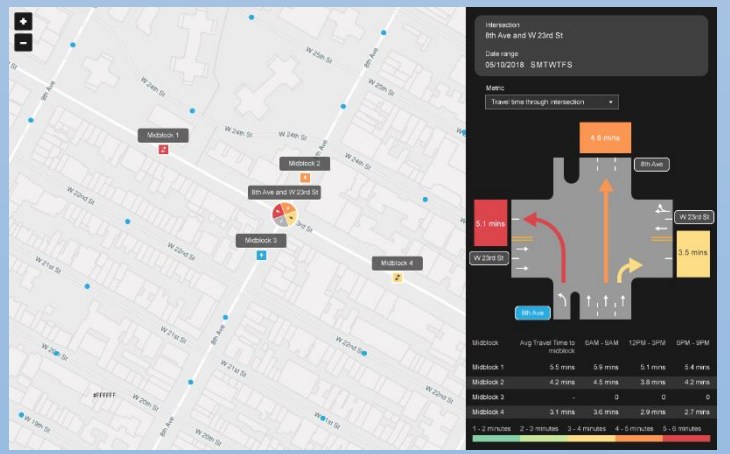
MPOs
- BMC
- Connecticut Metro COG

Feds
- FHWA
- NREL

Cities
- Charlotte, NC

Consultants
- VHB
- RK&K
- AECOM (for FDOT)

Academia
- UMD CATT Lab
- Texas A&M Transportation Institute



Enhanced Work Zone Analytics February 28th

DOTs
- Virginia
- New York

RITIS & PROBE DATA ANALYTICS SUITE

u s e r g r o u p

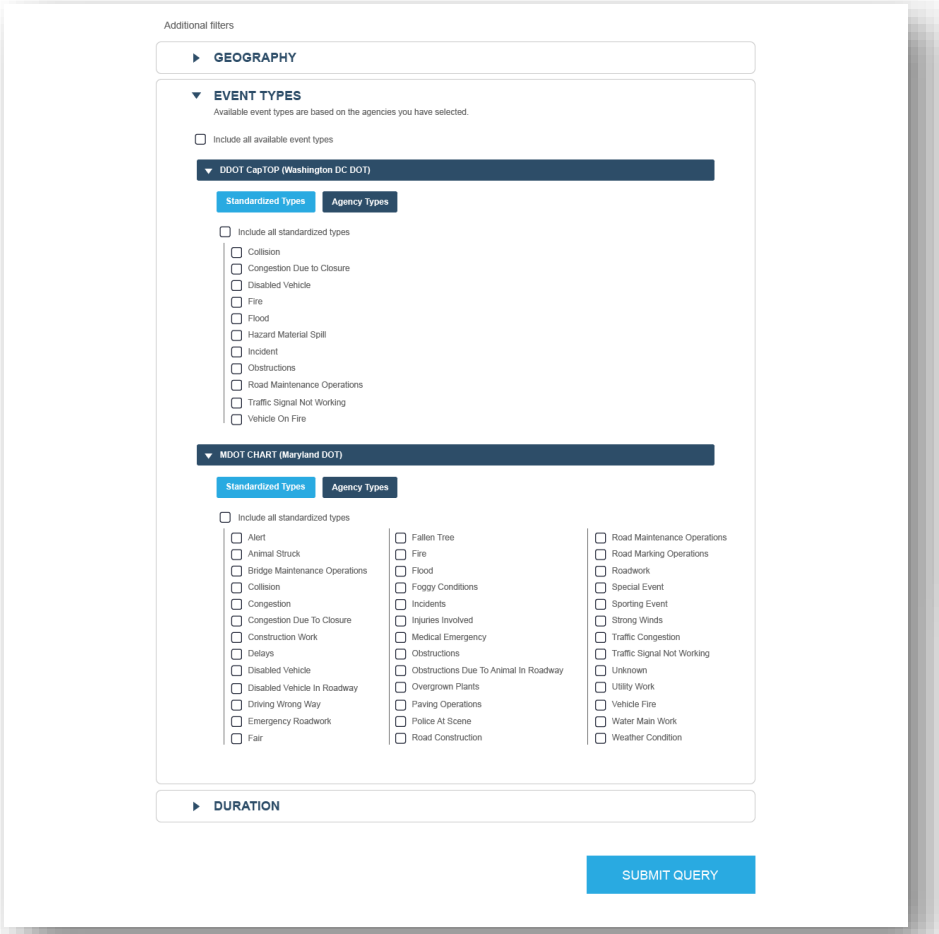
What's new & what's coming

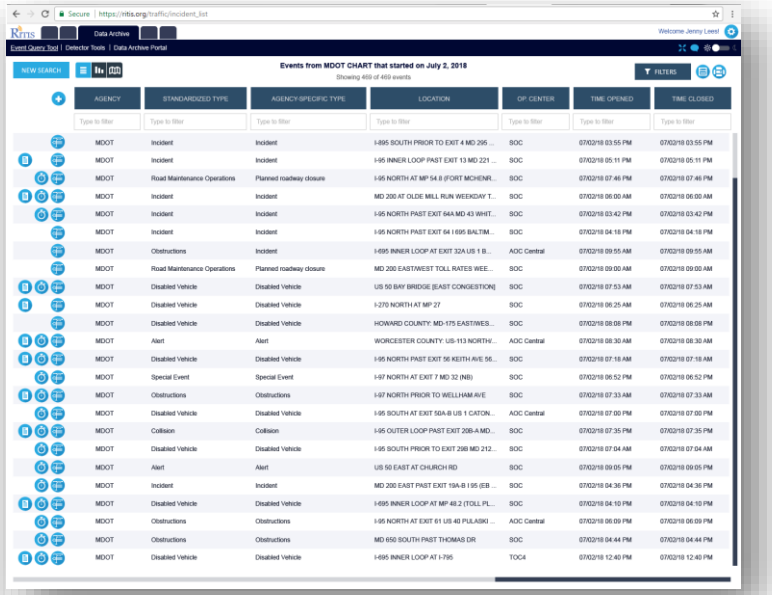
Michael Pack
UMD CATT Laboratory
Director

CATT LABORATORY

RITIS Recent Deployments

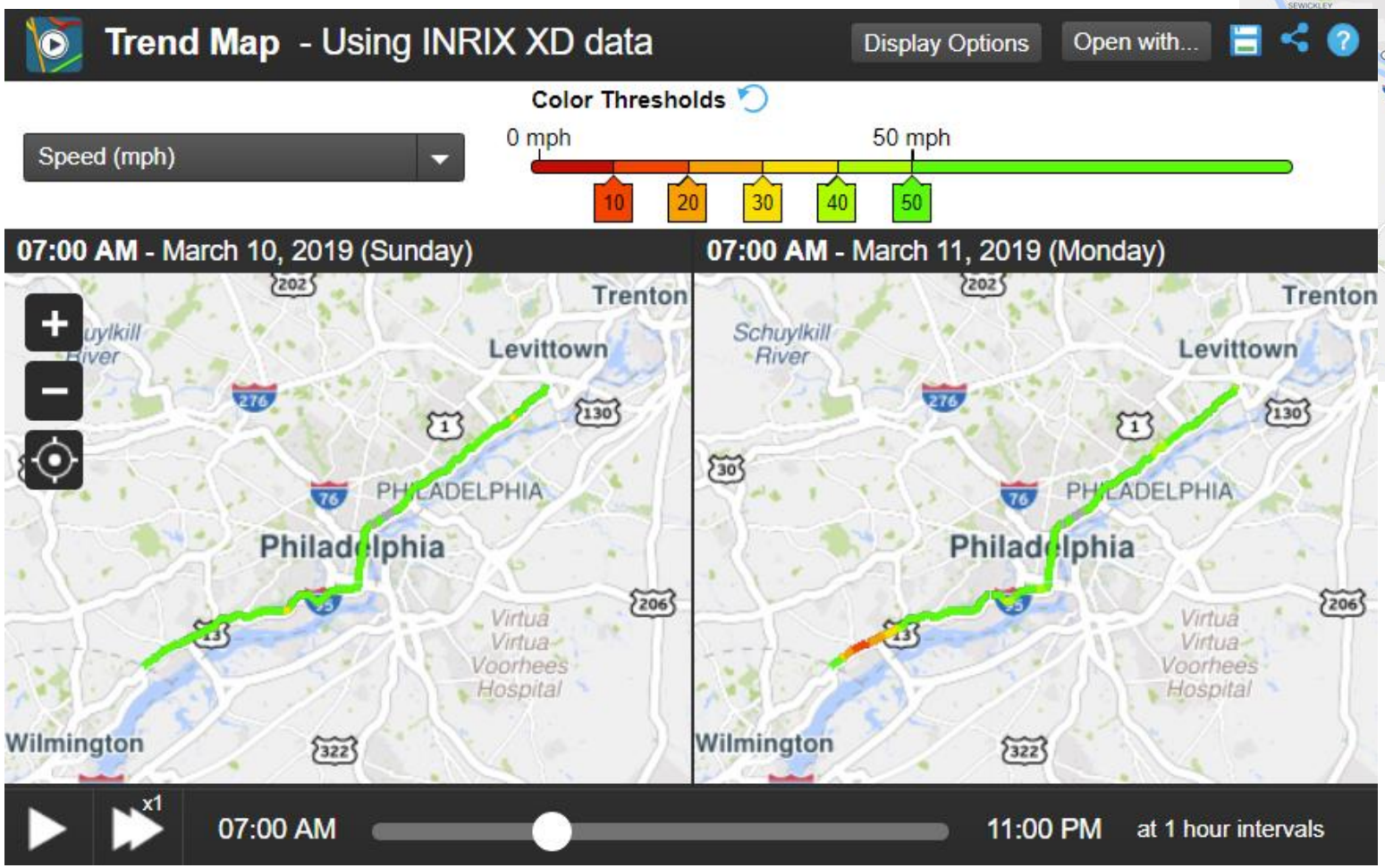
- Every Day Counts TIM PM Tool – Now LIVE @ https://www.ritis.org/archive/incident





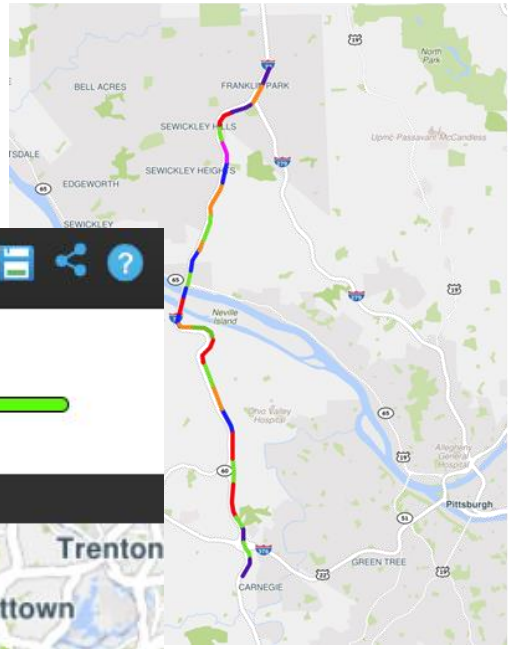
RITIS Recent Deployments

- INRIX XD data on TrendMaps



SB I-79 from Carnegie to Franklin Park, PA

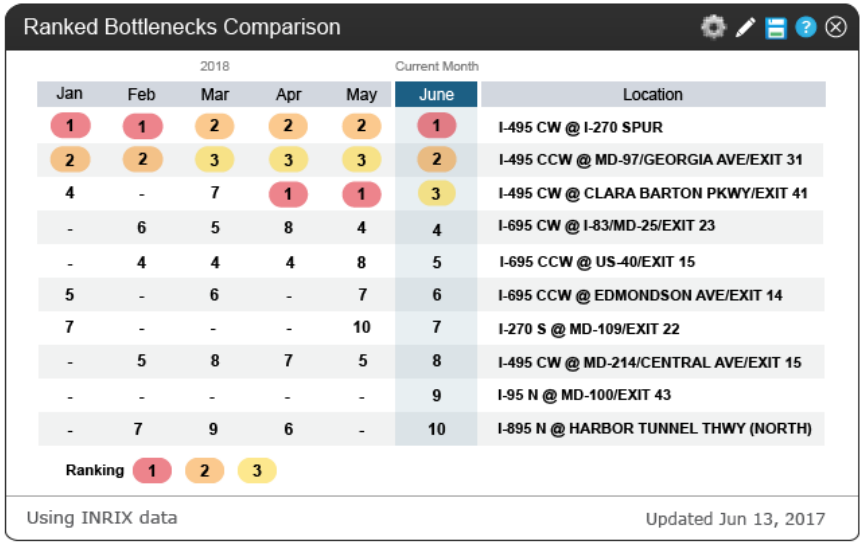
29 XD Segments
Ave XD Length: 0.51 miles



16 TMC Segments
Ave TMC Length: 0.95 miles

RITIS Recent Deployments

- Significant performance improvements for Region Explorer
- The Bottleneck Ranking Comparison widget makes use of caching for previous months of data to return results quicker.
- Export requests that only include a subset of the available fields will now be properly described in the download notification emails you receive. Prior to this change, export requests would begin with "All fields for..." regardless of which fields you selected.

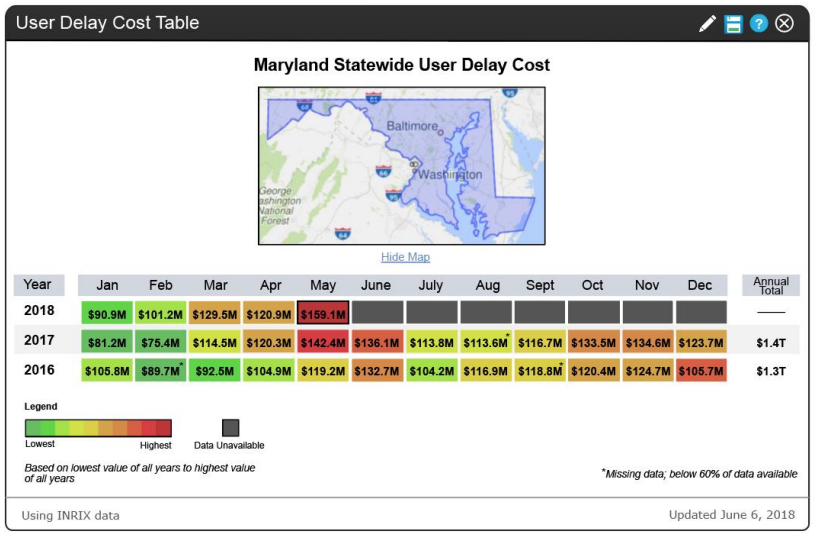


Ranked Bottlenecks Comparison

	2018				Current Month	
Jan	Feb	Mar	Apr	May	June	Location
1	1	2	2	2	1	I-495 CW @ I-270 SPUR
2	2	3	3	3	2	I-495 CCW @ MD-97/GEORGIA AVE/EXIT 31
4	-	7	1	1	3	I-495 CW @ CLARA BARTON PKWY/EXIT 41
-	6	5	8	4	4	I-695 CW @ I-83/MD-25/EXIT 23
-	4	4	4	8	5	I-695 CCW @ US-40/EXIT 15
5	-	6	-	7	6	I-695 CCW @ EDMONDSON AVE/EXIT 14
7	-	-	-	10	7	I-270 S @ MD-109/EXIT 22
-	5	8	7	5	8	I-495 CW @ MD-214/CENTRAL AVE/EXIT 15
-	-	-	-	-	9	I-95 N @ MD-100/EXIT 43
-	7	9	6	-	10	I-895 N @ HARBOR TUNNEL THWY (NORTH)

Ranking 1 2 3

Using INRIX data — Updated Jun 13, 2017



User Delay Cost Table

Maryland Statewide User Delay Cost

Hide Map

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual Total
2018	$90.9M	$101.2M	$129.5M	$120.9M	$159.1M								——
2017	$81.2M	$75.4M	$114.5M	$120.3M	$142.4M	$136.1M	$113.8M	$113.6M*	$116.7M	$133.5M	$134.6M	$123.7M	$1.4T
2016	$105.8M	$89.7M*	$92.5M	$104.9M	$119.2M	$132.7M	$104.2M	$116.9M	$118.8M*	$120.4M	$124.7M	$105.7M	$1.3T

Legend: Lowest — Highest; Data Unavailable

Based on lowest value of all years to highest value of all years

*Missing data; below 60% of data available

Using INRIX data — Updated June 6, 2018

RITIS Recent Deployments

- **Travel Time Comparison**
- In the Travel Time Comparison tool, we've added a video tutorial, and increased the minimum chart height for better visibility on smaller displays.
- **Travel Time Delta Ranking**
- In the Travel Time Delta Ranking tool, we've added a video tutorial, and made these improvements:
  - We've resolved an issue when multiple time ranges were selected for each day but only the latest range was analyzed.
  - We've added more detailed tooltips, axis labels, and trend filters to the slope chart.
  - The value for speed limit travel time now weights segments by length.
  - When exporting data to Excel, column headers now include units for IQR and median.
  - We've fixed a crash for some queries on roads for which we have no data.

RITIS Recent Deployments

- **Road Search**
  - When performing a partial road selection, the dropdown list of intersections now reflects the direction of traffic flow, reversing the prior order.
  - When performing a partial road selection using XDs, we now provide (START OF ROAD) and (END OF ROAD) options so you can select segments beyond the range of available intersections.
  - We've updated the list of XD road classes to match the INRIX v18.2 basemap update, with numeric values 0 through 4.
- **Dashboard**
  - On the MAP-21 map widget, we've restored the ability to filter segments based on performance.
  - In the Ranked Bottleneck Comparison widget, we've fixed an issue where bottleneck descriptions were sometimes empty. We also fixed an issue where headers and footers in saved screenshots were difficult to read in some image viewers.

RITIS Recent Deployments

- **Massive Data Downloader**
  - We've resolved an issue that intermittently caused download requests to remain in a pending state.
  - We've added the is_primary column to the TMC Identification file for NPMRDS INRIX downloads.
- **Trend Map**
  - Trend Map now displays brief events that begin and end within a single granularity interval. For example, in a Trend Map with 1 hour granularity, an event that begins at 3:15pm and ends at 3:45pm would previously not be shown but will now be included during the 3:00pm to 4:00pm interval.
- **Performance Summaries**
  - Performance Summaries now correctly filters results by selected days of the week.
- **Region Explorer**
  - When multiple data sources are selected, the probe readings layer now correctly uses lower-priority data sources when data for the first source is unavailable.

Work in Progress

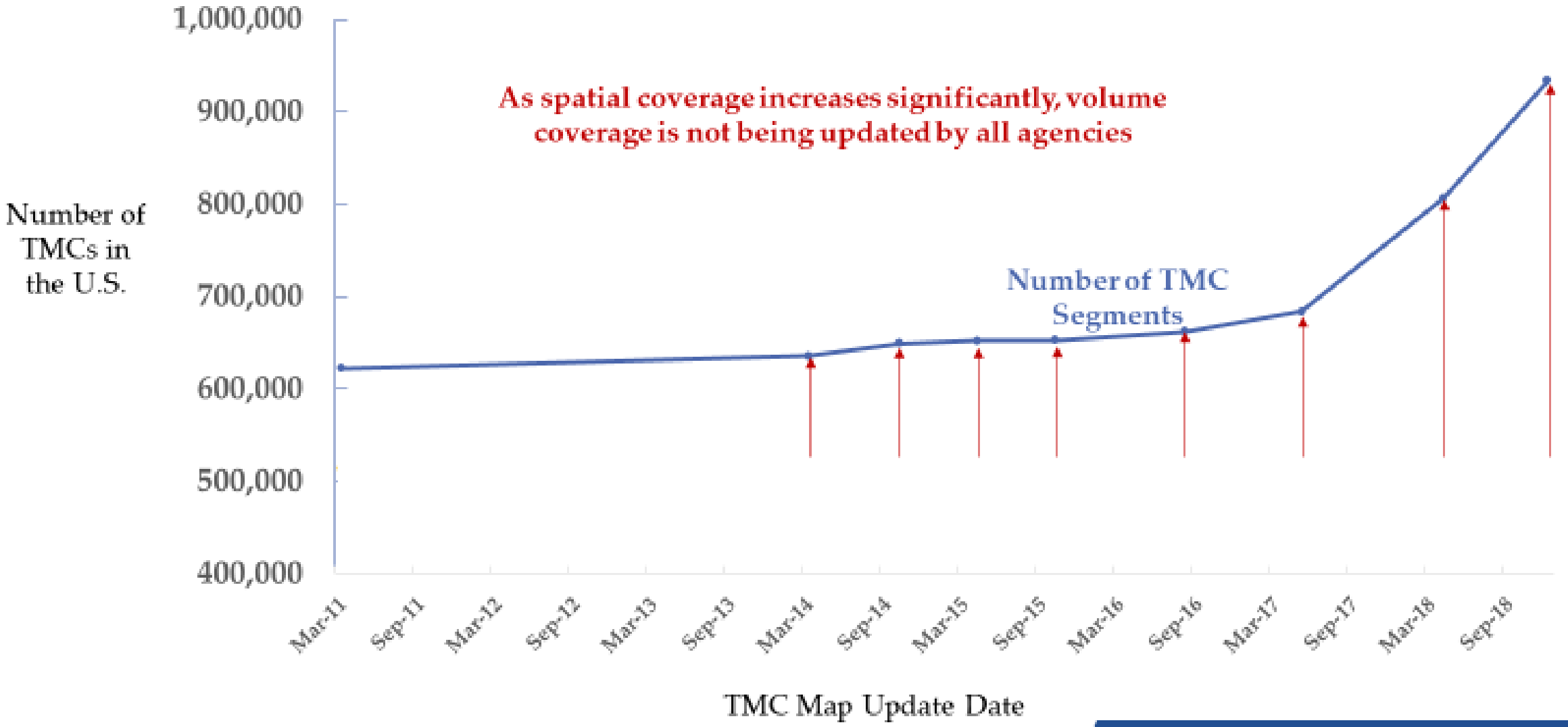
- EDC TIM Additional Work
- AARs added to Incident Logs
- Bottleneck Ranking Modernization (Flash migration)
- Detector Analytics Modernization (Flash migration)
- Dashboard Widgets
  - Reliability
  - Incidents & Event Comparisons
- MAP-21 / NPMRDS Enhancements

RITIS

PROBE DATA ANALYTICS SUITE

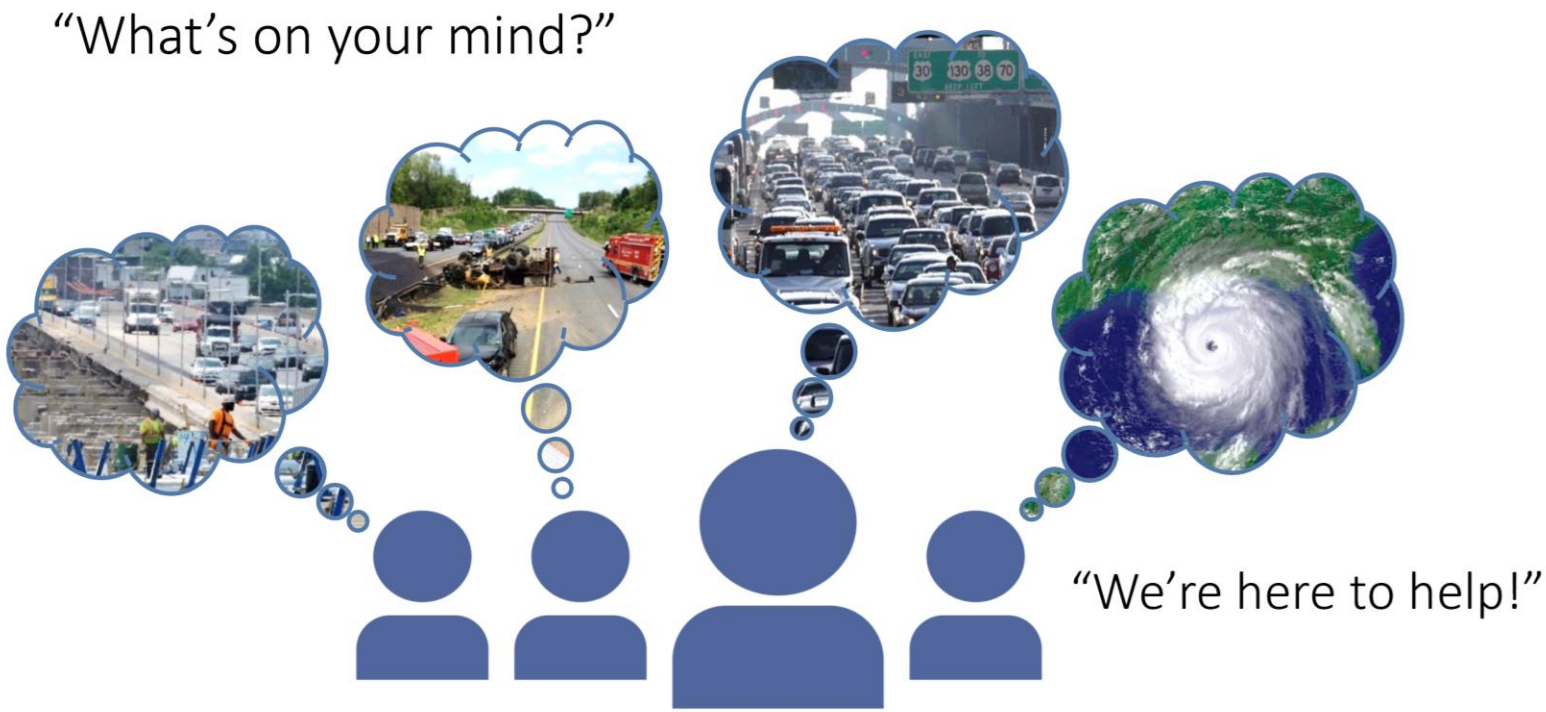
u s e r g r o u p

Important Update on Volume Data (slide 2)



Your Input is Needed!

- All features and functionality are driven by state/mpo users.
- You are welcome to join any of our User Groups / Working Groups / Listening Sessions to brainstorm/define these new features and functionality.
- You can also type your comments to us today either in the chat box below, or with an email to support@ritis.org



Agency Input Session

"What's on your mind?"

Wrap Up

Kelly Wells, North Carolina Department of Transportation

User Group Co-chair

Questions?

Please contact:

I-95 Corridor Coalition – Denise Markow 301.789.9088 or dmarkow@i95coalition.org

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Logistics – Joanna Reagle 610.228.0760 or jreagle@kmjinc.com

thank you!

CATT LABORATORY