

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Indiana Department of Transportation

INSTRUCTIONS:

Lead Agency contacts should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # TPF-5(514)	Transportation Pooled Fund Program - Report Period: <input type="checkbox"/> Quarter 1 (January 1 – March 31) <input type="checkbox"/> Quarter 2 (April 1 – June 30) <input checked="" type="checkbox"/> Quarter 3 (July 1 – September 30) <input type="checkbox"/> Quarter 4 (October 1 – December 31)	
TPF Study Number and Title: TPF-5(514) Work Zone Analytics		
Lead Agency Contact: John McGregor	Lead Agency Phone Number 317 899-8617	Lead Agency E-Mail jmcgregor@indot.in.gov
Lead Agency Project ID: TPF-5(514)	Other Project ID (i.e., contract #):	Project Start Date: July 1, 2023
Original Project Start Date: July 1, 2023	Original Project End Date: 6/30/2026	If Extension has been requested, updated project End Date:

Project schedule status:

- On schedule
 On revised schedule
 Ahead of schedule
 Behind schedule

Overall Project Statistics:

Total Project Budget	Total Funds Expended This Quarter	Percentage of Work Completed to Date
\$260,000	\$3,835.30	2%

Project Description:

Background & Impact

For the past 3 years, Purdue University and the Indiana Department of transportation have been monitoring congestion and hard braking data across all 2600 miles of Indiana Interstates using connected vehicle data. Hard braking data has been found to a modern day surrogate for looking for skid marks on the road and predicting potential areas of concern for crashes.

These hard braking events can be used to identify specific locations along a road that should be looked at further by comparing the before construction with the connected vehicle hard braking data during construction.

Research Needs

These reports have evolved over the past 3 years in Indiana and there is a need to develop a multi-state consensus on the most effective reports. This will provide a framework to formalize the reporting models, data reduction processes and decision making process so these techniques can be scaled to other states so they can pro-actively identify emerging safety concerns in their work zones, conduct effective after action reviews of past work zones, and ultimately identify best practices for future work zones that minimize congestion, hard braking and ultimately crashes.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

April 1 – June 30, 2023

The solicitation for TPF-5(514) was posted in Spring 2023.

The following agencies have committed a total of \$380,000 to TPF-5(514) as of June 30, 2023.

FHWA
Pennsylvania
Texas

The project has a start date of July 1, 2023, and will be funded incrementally by Purdue University as funds from the participating states are transferred.

July 1 – September 30, 2023

Webinar with panel members to obtain feedback on the project scope were held on August 10, 2023, with participation from FHWA, Texas, Pennsylvania, and Purdue.

During the past quarter, Michigan DOT and Wisconsin DOT have indicated their intention to join TPF-5(514).

The Purdue team has adapted some of the Indiana analytics to Interstate routes in PA and TX

To date, \$30,000 in funding for TPF-5(514) has been received by Purdue University. Significant work on the PFS project is pending additional transfer of funds from the partner states.

October 1 – December 30, 2023

Webinars to obtain feedback on the project scope were held on October 3 and October 23, 2023, with participation from FHWA, Indiana, Texas, Pennsylvania, Michigan, Wisconsin, and Purdue. In addition, an update was provided to the Work Zone ITS Subcommittee at the ATSSA Mid-year meeting in Chicago to generate interest among other states.

During the past quarter, Illinois, Michigan, Utah and Wisconsin committed to TPF-5(514). The Work Zone Analytics study team now includes the following:

FHWA
Illinois
Indiana
Michigan

Pennsylvania
Texas
Utah
Wisconsin

During this quarter, the Purdue research team has been seeking to identify an alternative connected vehicle data source other than Wejo (which suspended operations on June 1, 2023) as well as developing a tutorial on how to read heatmaps.

An alternative data source, Solaris, has been identified and is scheduled to begin providing a reasonable trajectory data set on January 15, 2024, that can be used for monitoring work zones.

Scheduling is underway for a webinar with all partners during the first quarter of 2024 in order to further define the scope and prioritize future activities.

Anticipated work next quarter:

- Identify work zones of interest in partner states and adapt some of the Indiana analytics to those states using the new trajectory data set.
- Continue to develop and strengthen private sector partnerships for collecting and analyzing connected vehicle data for work zone analysis activities.
- Continue outreach activities to share findings with a broader audience and solicit participation in the PFS Work Zone Analytics.

Significant Results: N/A

Potential Implementation: N/A