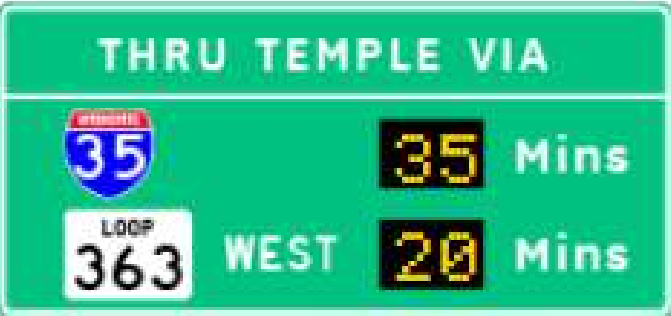


I-35 Connected Work Zone



I-35 Expansion in Waco





I-35 TxDOT PIOs @t35travel · 9h
Waxahachie | I-35 E SB@US-287 | Various lanes closed tonight 8PM to 6AM t35-maps.tti.tamu.edu/?id=12121 #My35

I-35 TxDOT PIOs @t35travel · 9h
Waco | S 8th St Pedestrian Bridge WB Pedestrian Path@I-35 | closed permanently t35-maps.tti.tamu.edu/?id=12114 #My35

SB	Current Delay As of 8:36 PM	NB
0 min	Hillsboro (MM 368) to Waco (MM 334)	0 min
20 min	Waco (MM 334) to Temple (MM 301)	10 min
5 min	Temple (MM 301) to Salado (MM 279)	5 min



Freight 7-Day Closure Forecast

LISTING COVERS 7AM FRIDAY, NOVEMBER 24 THROUGH 7AM FRIDAY, DECEMBER 1

This listing is subject to change due to inclement weather or other unforeseen events that may occur.

 **NORTHBOUND**
 **SOUTHBOUND**
 **CROSS ROAD**
 **HIGH IMPACT CLOSURE**

HILLSBORO THRU WAXAHACHIE (I-35E)

	DATES/TIMES		LOCATION			ROADWAY			CLOSED		MAP	
 NB	11/27 - 11/28, 9PM - 6AM		I-35 at US-287, Waxahachie			I-35 E Mainlanes (MM 402.0)			All lanes closed		LINK	
DELAY	7PM	8PM	9PM	10PM	11PM	12AM	1AM	2AM	3AM	4AM	5AM	6AM
11/27										10	15	15
 NB	11/28 - 11/29, 9PM - 6AM		I-35 at US-287, Waxahachie			I-35 E Mainlanes (MM 402.0)			All lanes closed		LINK	
DELAY	7PM	8PM	9PM	10PM	11PM	12AM	1AM	2AM	3AM	4AM	5AM	6AM
11/28			5	5	5					10	15	15
 NB	11/29 - 11/30, 9PM - 6AM		I-35 at US-287, Waxahachie			I-35 E Mainlanes (MM 402.0)			All lanes closed		LINK	
DELAY	7PM	8PM	9PM	10PM	11PM	12AM	1AM	2AM	3AM	4AM	5AM	6AM
11/29			10	15	10					5	10	10
 NB	11/30 - 12/1, 9PM - 6AM		I-35 at US-207, Waxahachie			I-35 E Mainlanes (MM 402.0)			All lanes closed		LINK	
DELAY	7PM	8PM	9PM	10PM	11PM	12AM	1AM	2AM	3AM	4AM	5AM	6AM
11/30			5									

SB

0 min

75 min

0 min



Current Delay as of 3:30 PM

Hillsboro (MM 368) to Waco (MM 334)

Waco (MM 334) to Temple (MM 301)

Temple (MM 301) to Salado (MM 279)

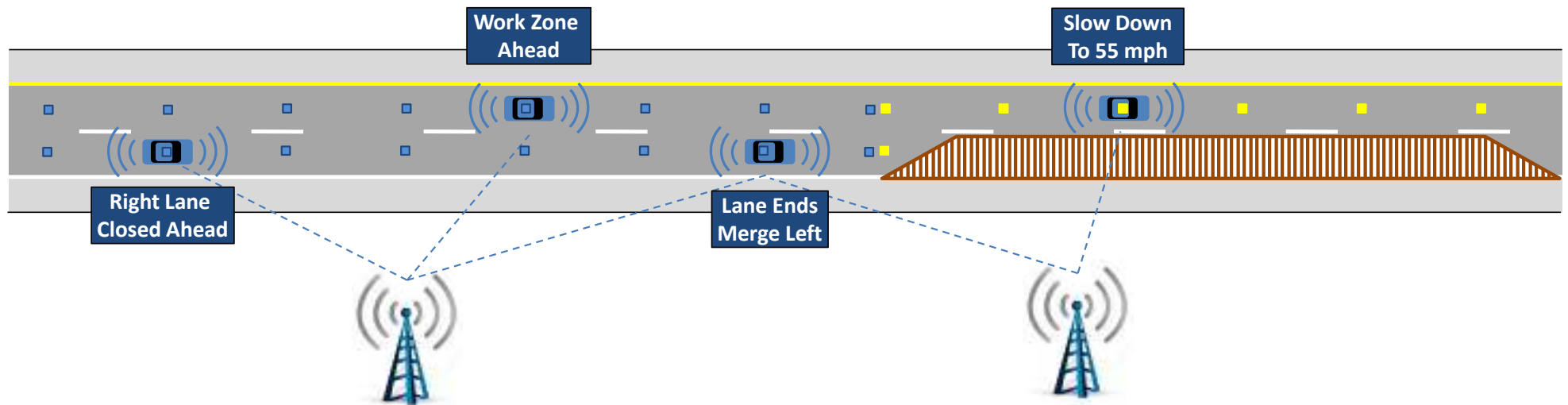
NB

0 min

5 min

5 min

I-35 Connected Work Zone



Two-Tiered Solution

High fidelity scenario

- Detailed lane-level mapping of the roadway and work zone is possible
- Reference point (beginning of lane closure taper) can be accurately defined
- Full information load for RSZW/LC application is supported

Low fidelity scenario

- Less detailed mapping of the roadway and work zone
- Reference point is estimated
- Reduced information load for RSZW/LC application is supported



Results

- Methodologies for managing periodic impacts
- Development of test beds
- Testing of connected hardware
- Testing work zone mapping procedures
- Evaluation of queue warning application
- Methodology for Lonestar automation and message dissemination
- Development of Work Zone Data Exchange for lane closures

Latest Areas of Emphasis



Testing SwRI OBU Application for Work Zone Warning



Testing Other CWZ Applications



Developing CWZ Information Pathways to Freight Carriers



Utility of 3rd Party Data



Incorporating CWZ Information into Traveler Information Databases