



ATM Applications



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Lane Control Sign Displays

















Merge left

Merge right

REDUCED

SPEED

AHEAD

Merge left or right

Queue warning display

SPEED LIMIT

45

Current speed limit Reduced speed ahead

ROAD CLOSED AHEAD

Road closed ahead

RIGHT LANE CLOSED AHEAD MERGE LEFT

Dynamic merge display









VEOT

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ATM Supports NDOT Goals

Goal	Objective
Safe	Reduce Crashes
	Reduce Incident Duration
	Support Work Zone Management
Reliable	Improve Throughput
	Reduce Congestion
	Improve Travel Time
	Improve Traveler Information





ATM Statistics

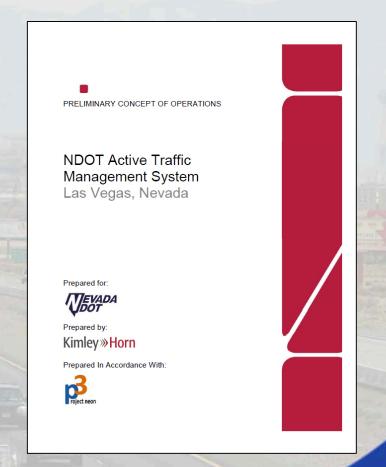
- FHWA European Scanning Tour
 - Throughput during congested periods: 3 to 7% increase
 - Primary crashes: 3 to 30% decrease
 - Secondary crashes: 40 to 50% decrease
- M25 in UK (VSL and DLA)
 - Number of shockwaves during AM rush hour: reduction from 7 to 5 (typical)
 - Property damage crashes: 30% decrease
 - Injury crashes: 10% decrease
- San Diego ATM
 - ATM resulted in an estimated B/C ratio of 9.7:1
 - Construction zone stops: 45% decrease
 - Aggressive driving maneuvers through construction zone: 80% decrease
 - Overall crash rate: 20% reduction
 - Serious crash rate: 46% reduction
 - 90% compliance with signs without the need for enforcement



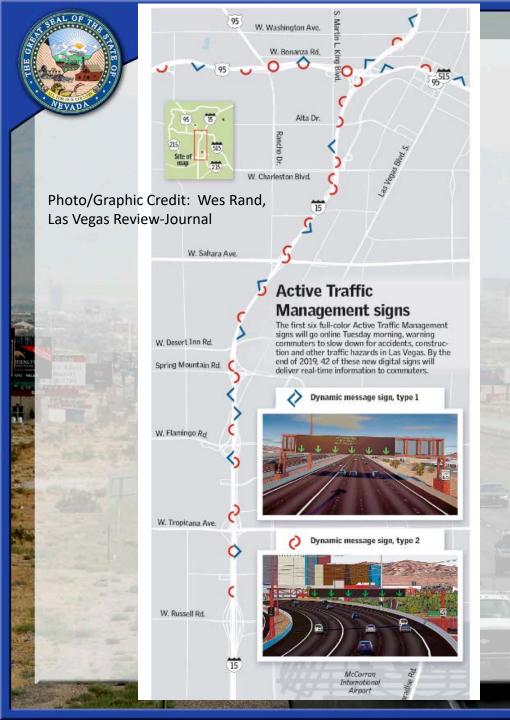


Concept of Operations

- Goals and objectives
- ATM Applications
 Overview
- System Overview and Operational Needs
- Concepts of the Proposed System
- Operational Scenarios
- Roles and Responsibilities



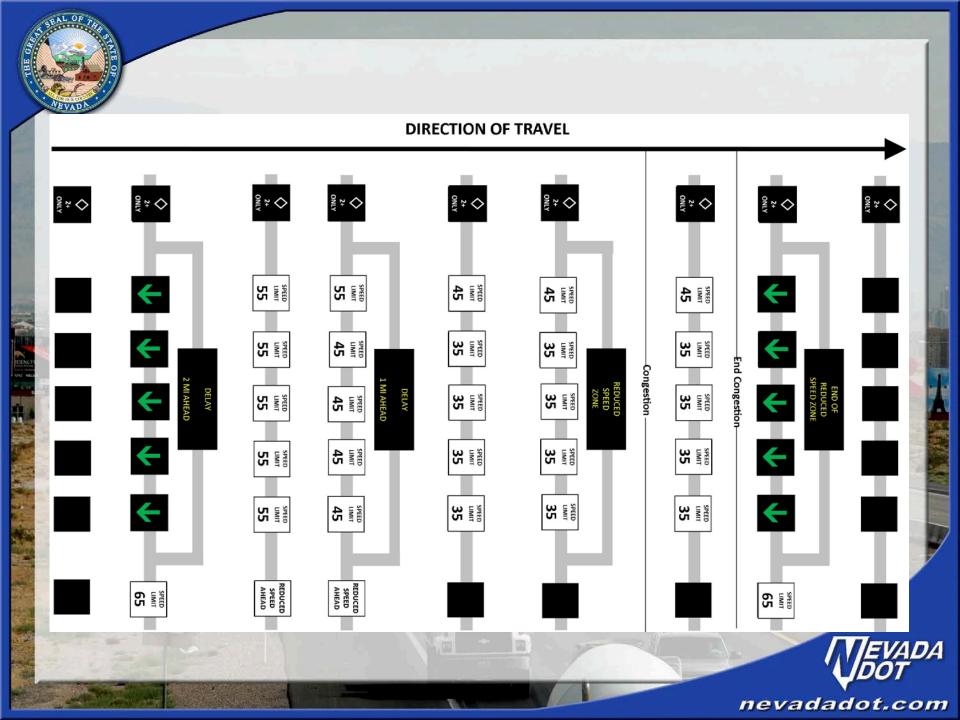


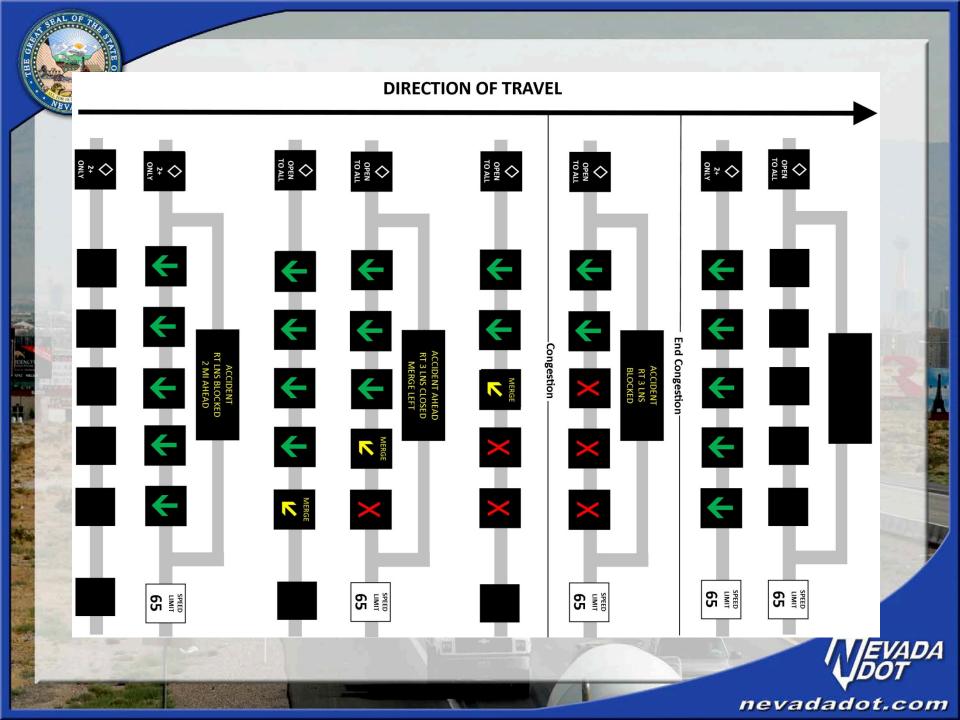


Neon ATM Elements

- ATM Gantries
 - Electronic Displays
 - Speed Limits
 - Lane Control
 - Messages
- Flow Detectors
 - Traffic Monitoring
- CCTV (Cameras)
 - Traffic Monitoring
 - Display Monitoring









Statewide Applicability

- Weather-related situations
 - Snow and ice covered roads
 - Low visibility
- Freight-related situations
 - Vehicle restrictions or prohibitions
- Congestion
 - High volume roadways
 - Special events





