STAGE 2 PROJECT: I-87/ROUTE 9 CLOSED LOOP TRAFFIC CONTROL SYSTEM CAPITAL DISTRICT DEMONSTRATION

PROJECT GOAL
The project goal is to improve traffic conditions and safety along I-87, between Exits 5 and 10, and Route 9 in Albany and Saratoga counties by improving the State’s incident management system capabilities for diverting traffic between the two roadways in response to long-duration incidents. Real-time information about conditions along Route 9 and I-87, automatic signal controls along Route 9 during these diversion periods, and informing I-87 and Route 9 drivers about conditions and alternate routes would create a complete closed-loop system that, after testing, could then be extended to other routes.

EXISTING PROGRAMS
The Traffic Management Center (TMC) in Albany utilizes CCTV cameras, overhead and portable variable message signs (VMS), Highway Advisory Radio (HAR) transmitters, and the Highway Emergency Local Patrol (HELP) roadside assistance trucks to monitor, detect, and react to roadway incidents along I-87. Implementation of the TRANSMIT system to measure traffic speed and delays along I-87 is planned. A mixture of signal systems, from fully coordinated and traffic-actuated to isolated fixed signals, presently exists along Rt. 9.

PROPOSED PROJECT COMPONENTS
- **Traveler Information**
  - Enhanced VMS and HAR equipment along I-87
  - VMS at key locations along Route 9
  - TRANSMIT readers on I-87 and Route 9 to estimate travel times and length of delays
- **Closed Loop Signals**
  - Communications links to coordinated arterial signals and connecting links between I-87 and Route 9
  - Capabilities to support incident management timing plans

RELATION TO SHORT-/LONG-TERM PLAN
This type of ITS solution to traffic congestion and traveler assistance is consistent with the Smart Highway and Smart/Safe Traveler goals of the corridor’s overall Strategic Plan by improving traffic conditions despite the limited ability to expand the number of lanes along I-87 or Route 9 without major ramifications.

REGULATORY REQUIREMENTS, AGENCY COORDINATION
Intergovernmental agreements to cover the system’s maintenance and operations responsibilities, and extensive coordination between the existing TMC and the NYSDOT Regional Office and local law enforcement would be needed.

ESTIMATED COST
Capital costs would be approximately $5.8 million.