



INFRAMIX project



@INFRAMIX



INFRAMIX project

Partners

austriatech



ASFINAG

Fraunhofer
FOKUS

SIEMENS
Ingenuity for life

virtual  vehicle

TOMTOM

enide

autopistas
an Abertis company



Project Coordinator

AustriaTech Gesellschaft des Bundes
für technologiepolitische Maßnahmen GmbH

Martin Dirnwöber martin.dirnwöber@austriatech.at

Dissemination Manager

ENIDE SOLUTIONS S.L.

David Quesada david.quesada@enide.com



INFRAMIX



Preparing road
infrastructure
for mixed vehicle
traffic flows



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no 723016.

www.inframix.eu

INFRAMIX is preparing the road infrastructure to support the coexistence of conventional and automated vehicles. The key outcome is a *hybrid* road infrastructure able to handle the transition period and become the basis for future automated transport systems. To achieve this goal INFRAMIX employed new advanced microscopic traffic flow models, advanced simulation techniques, innovative control strategies, as well as appropriate new and adapted existing physical and digital infrastructure elements. All were cross validated against user appreciation and safety performance leading among others to a novel road infrastructure classification scheme.

INFRAMIX ACHIEVEMENTS

- Designed new and upgraded existing physical & digital road infrastructure elements;
- Developed a co-simulation environment;
- Designed and implemented novel traffic estimation, monitoring and control strategies;
- Developed hybrid testing system;
- Designed novel signalling and visualization elements;
- Evaluated users' appreciation and acceptance;
- Evaluated traffic safety;
- Created a Road Infrastructure Classification Scheme;

8 DIFFERENT USE CASES

Scenario 1: Dynamic Lane

Assignment (incl. speed recommendations)

1. Real time lane assignment under dynamic penetration rate of automated vehicles
2. Exceptional circumstances e.g. adverse weather conditions
3. A conventional vehicle drives on a dedicated lane for automated vehicles

Scenario 2: Roadworks zones

4. Single lane closure (e.g. short term constructions)
5. New lane design (e.g. long term constructions)

Scenario 3: Bottlenecks

6. Automated vehicles driving behaviour adaptation in real time at sags
7. Lane change advice to connected vehicles at bottlenecks
8. Lane change advice combined with flow control at bottlenecks for all vehicles

Real tests on modern highways



autopistas
an Abertis company

Girona
(Spain)



ASFINAG
Graz
(Austria)