SUNGUIDE® DISSEMINATOR

Florida Department of Transportation's Traffic Engineering and Operations Newsletter

Centennial FDOT 1915 ★ 2015

ConnectedFlorida – "A New Frontier"

By Elizabeth Birriel, FDOT Traffic Engineering and Operations

For the past several months, the Florida Department of Transportation (FDOT) Intelligent Transportation Systems Program has been working to set up a multi-agency and multi-private company partnership to establish a statewide approach to deployment of connected vehicle technology. As part of this effort, FDOT responded to the Federal Highway Administration (FHWA) connected vehicle pilot deployment broad agency announcement requesting proposals to deploy and maintain vehicle-to-infrastructure devices and applications. The announcement solicited responses that address "real-world" issues where connected vehicle (CV) technology could be implemented to address these issues. In order to determine the effectiveness of CV deployments to solve these issues, the announcement required performance metrics be identified and used to measure the CV deployment impact. Essentially, for each application and deployment, a before and after study is to be conducted. The end result of this study will be to determine how well the application and deployment addressed the real-world issues. Following the conclusion of the pilot deployment, FHWA expects the applications and deployments to remain in

Continued on next page...

Inside This Issue
April 2015

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place and continue to be part of normal traffic operations. The pilot deployment is expected to be approximately four years and divided into three phases:
Phase 1 – Concept Development, Phase 2 – Design/Build/Test, and Phase 3 – Operate and Maintain.

FDOT created a public and private team to respond to the announcement. The public agency partners are the Florida Turnpike Enterprise (FTE), and Osceola and Pinellas Counties. Each agency brings unique experience and solutions as part of FDOT's approach. FTE was selected as it manages 461 miles of separate toll road facilities where several unique situations occur ranging from fog/smoke visibility issues to over/under utilization of truck parking at service plazas. Osceola County was selected due to their management of arterials adjacent to FTE facilities and because there is a major corridor from the Orlando International Airport to Walt Disney World. Pinellas County was selected due to their existing working relationships with local partners that will participate in the pilot deployment with the county.

As FDOT has been involved in CV since 2003, and more intently since the 2011 World Congress on Intelligent Transport Systems, FDOT has well established relationships with many of the key CV private companies. FDOT solicited inputs from these companies to create a well-thought out and implementable proposal. FDOT's private partners are shown in the picture below:

For the 2011 World Congress, FDOT enhanced its SunGuide® software to communicate with CV devices, and deployed the software into FDOT's District Five production (real-world) environment. SunGuide software was the first known advanced transportation management software to send and receive CV data and use it for operations. Because of this experience, FDOT will use SunGuide software as the central CV system and repository. This will enable FDOT to easily expand CV deployments to other parts of the state.

Another important aspect already in place is FDOT's data warehouse, which the University of Maryland Center for Advanced Transportation Technology (CATT) Laboratory hosts and manages. The CATT Laboratory developed and supports its Regional Integrated Transportation Information System (RITIS). RITIS is a powerful performance measures, and modeling and simulation tool that was recently upgraded to handle up to 10 billion records a day. FDOT will use the existing warehoused traffic data as part of its "before" performance measures data and will integrate the new CV data into the warehouse and use it for its "after" performance measures data.

With its exceptional team, FDOT proposed to implement 14 CV applications at 20 deployment sites. These CV applications are comprised of existing United States Department of Transportation (USDOT) dynamic mobility

application bundles: Traveler Information Services Bundle and Response, Emergency Staging and Communications, Uniform Management, and Evacuation (R.E.S.C.U.M.E) Bundle; existing USDOT CV applications, such as curve speed warning; existing FDOT CV applications, such as wrong-way driving and emergency vehicle alert; and new applications, such as a managed lanes decision making tool.

FDOT's proposal consists of a fundamentally sound plan, a well-rounded set of applications, and willing public and private partners. FDOT will use this program as a stepping-stone to furthering its relationships with public agencies and deploying CV technology across the state. FDOT will establish a project web site where program activities and data can be viewed and requests to participate can be submitted.

For information, please contact Ms. Birriel at (850) 410-5606 or e-mail to Elizabeth.Birriel@dot.state.fl.us.

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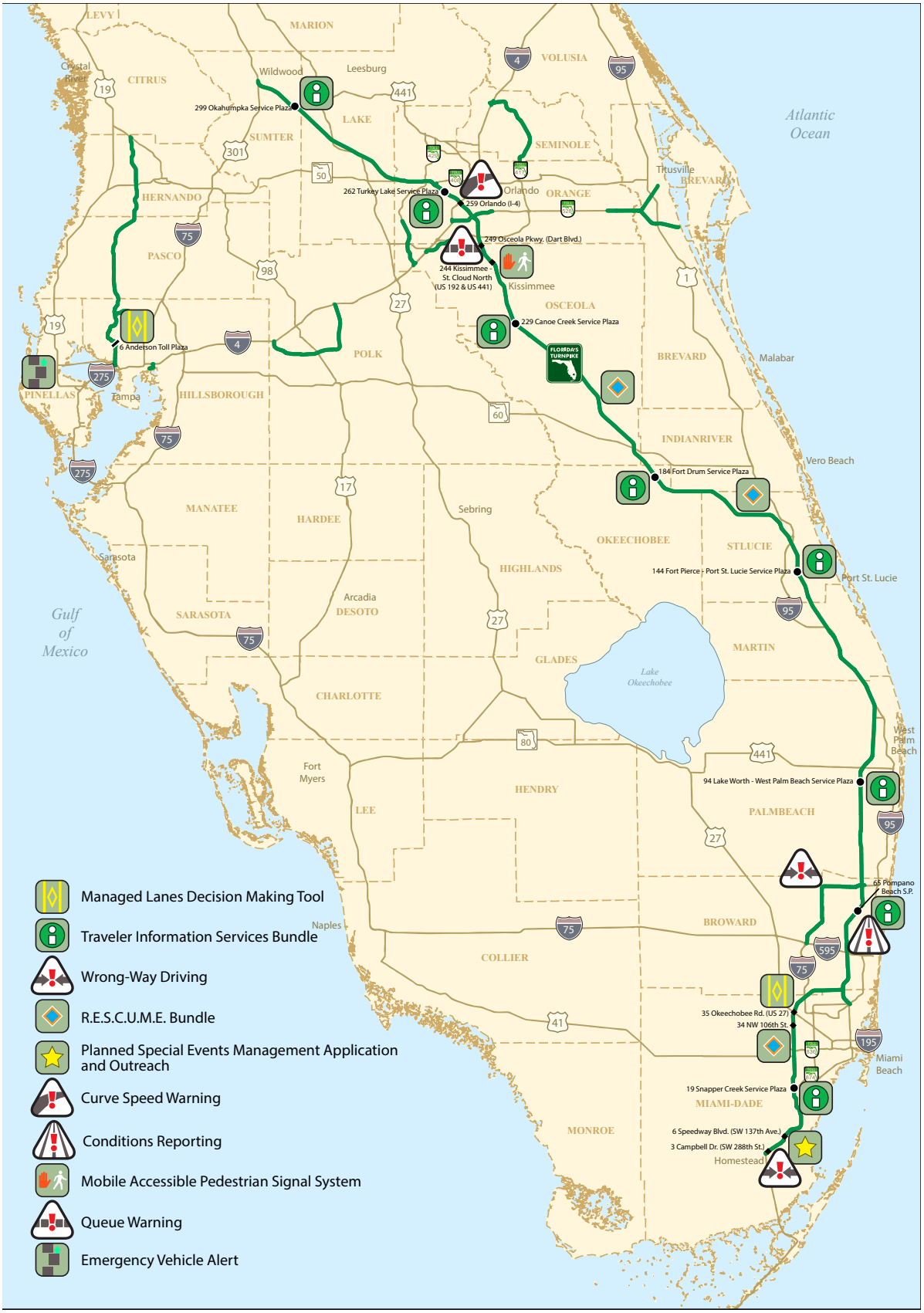
ConnectedFlorida Solution Sites



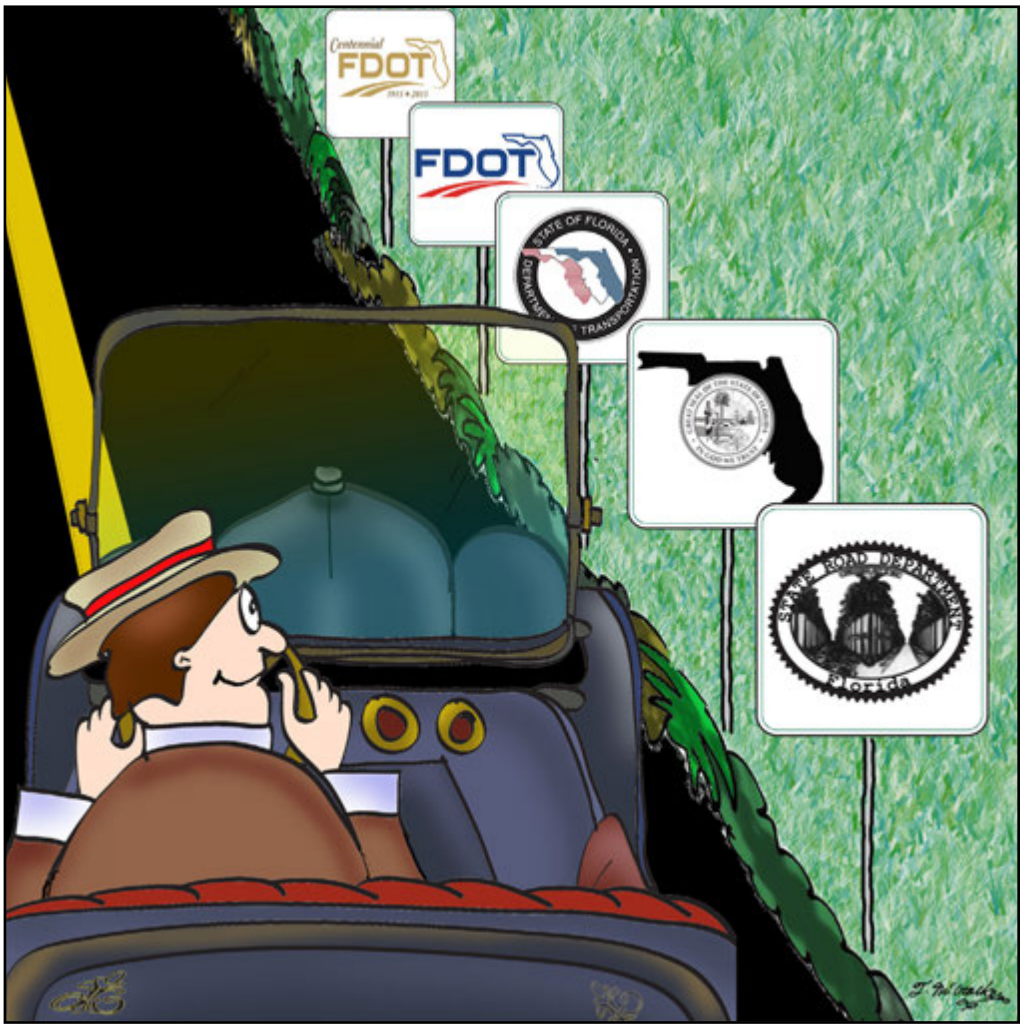
FDOT: 100 Years of Safety, Mobility, and Economic Development

By Alexis Bakofsky, FDOT Public Information Office

One hundred years ago, the Florida Legislature created the Florida State Road Department that was tasked with defining, constructing, maintaining, and regulating state roads. The Florida State Road Department, the precursor to the Florida Department of Transportation (FDOT), was officially formed by the Legislature on June 2, 1915, and began operation on October 8, 1915, less than 20 years after the advent of the first modern car. This action would solidify Florida's investment in the state's already impressive transportation history.

The past 100 years in Florida have been one of tremendous growth and remarkable discovery. Since 1915, Florida's population has increased more than 2,000 percent and it is still one of the fastest growing states, recently overtaking New York to become the third largest state in the nation. Accommodating so many people, and the 18th largest economy in the world, takes no small amount of transportation creativity and innovation.

Moment of Humor!



Celebrating 100 years!

Transportation in Florida is varied and exciting, invoking images of Henry Flagler's railroad and the Apollo 11 blast off to the moon from Cape Canaveral, and the full transportation story is even more robust. With over 1,260 miles of coastline, Florida ports and waterways have played an integral role in the state's transportation history and economic success. Just 21 years after the world's inaugural commercial airline flight on January 1, 1914, from St. Petersburg to Tampa, Miami International Airport became the largest airport of entry in the world for international air commerce. Florida now boasts 19 commercial airports that board more than 70 million passengers each year.

For the first two years of its existence, the State Road Department acted as an advisory body to Florida's 52 counties, helping to assemble maps and other information on roads. By 1928, over 9,000 new inter-city roads had been constructed.

As FDOT marks its 100th Anniversary, it is incredible to see how far we have come. Transportation in Florida now includes 15 deepwater seaports and 3,475 miles of navigable waterways; 2,753 miles of rail line; 122,088 centerline miles of roadways with 12,164 bridges; 775 airports; two spaceports with five active launch facilities; and 30 urban transit systems.

In honor of its 100th Anniversary, FDOT will highlight numerous transportation initiatives throughout the year that have laid the foundation for a safe transportation system that ensures the mobility of people and freight, enhances economic prosperity and preserves the quality of our environment and communities. Every Thursday, FDOT updates its web site and social media to offer curious transportation enthusiasts a glimpse at the milestones that have marked the past century. An historical calendar,

timeline, and previous Florida road maps can also be found on the web site at http://www.dot.state.fl.us/agencyresources/anniversary/. To mark the occasion, a centennial logo has also been debuted just for this year. FDOT will also host events in each District during 2015 with a main event planned for the actual anniversary date in October.

FDOT employees, contractors, and transportation partners, past and present, are all part of the celebration of this historical milestone and the work that has led to one of the best transportation systems in the country. Moving forward, Florida's transportation system will continue to innovate and adapt to the ever-changing needs of the state's residents.

For information, please contact Ms. Bakofsky at (850) 414-4576 or e-mail to Alexis.Bakofsky@dot.state.fl.us.

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FDOT District Six Recognized Statewide For Saving Drivers $2.9 Million in Travel-Time Delays

By Javier Rodriguez, FDOT District Six

The Florida Department of Transportation (FDOT) District Six Intelligent Transportation Systems Office was recognized with a Prudential Productivity Award for adding a new vehicle type to its fleet of Road Ranger vehicles this fiscal year.

The District introduced the "heavy-duty wrecker" truck to expedite clearance of road-blocking incidents that involve a commercial vehicle when it has become disabled or involved in a crash. The addition has reduced clearance times and is helping to improve incident management efforts across Miami-Dade County. The wrecker was added to manage the influx of commercial vehicles in southeast Florida. As the region becomes a center for commerce and international trade, District Six managers saw an increase in commercial vehicles commingling with passenger cars along our highway.

Heavy-duty wrecker truck to expedite clearance or road-blocking incidents.

This trend signaled District Six to enhance its fleet with a wrecker specifically designed to manage traffic events associated with commercial vehicles. Without the wrecker, incident managers had to wait until a Florida Highway Patrol's rotational tow truck became available and removed them from the scene. This often caused extended delays and reduced the responders' ability to manage other incidents. Additionally, FDOT added the truck as an incentive-based resource only. This means that once activated, the contractor is required to remove the commercial vehicle within 90 minutes or less in order to receive financial compensation for its efforts. As a result, the fleet's latest addition helped District Six clear commercial-related incidents faster than before and has successfully met the required 90-minute clearance time frame 97 out of 98 times from July 1, 2013, to June 30, 2014.

The addition of this much needed incident management resource has saved taxpayers approximately $2.9 million by reducing travel time delays.

Since its inception in 1989, the awards program (formally known as the Davis Productivity Award), has publicly recognized and rewarded state employees and work units whose actions significantly and measurably increases productivity and promotes innovation to improve the delivery of state services and save money for Florida taxpayers and businesses. The program is a major government improvement initiative chaired by Florida's Lt. Governor and cosponsored by Florida TaxWatch, The Florida Council of 100, and the State of Florida.

The addition of the heavy-duty wrecker is an example of how FDOT continues to improve upon its traffic management efforts across southeast Florida. It demonstrates FDOT's commitment to working toward the safety and mobility goals in a proven and fiscally responsible way for the commuting public in South Florida.

For information, please contact Mr. Rodriguez at (305) 470-5757 or email to Javier.Rodriguez2@dot.state.fl.us.

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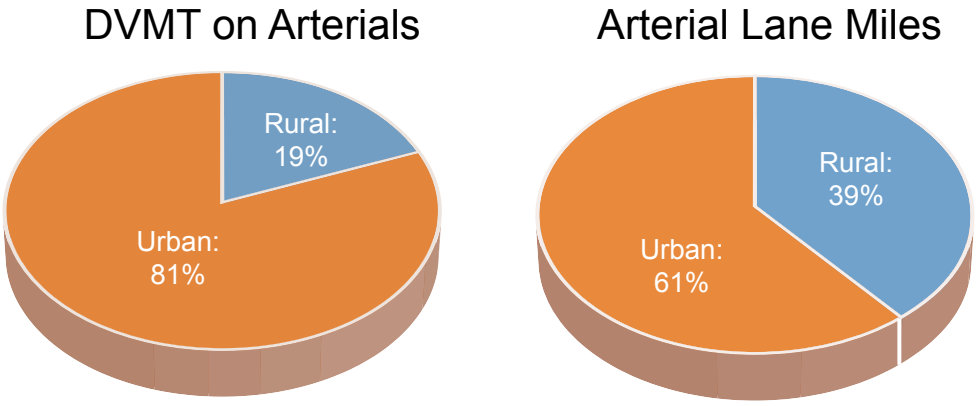
Arterial Management – A Key Component of TSM&O

By Raj Ponnaluri, FDOT Traffic Engineering and Operations

The Florida Department of Transportation (FDOT) continues to advance its Transportation Systems Management & Operations (TSM&O) Program with a vision to operate the "transportation system at the highest level of cost-effective performance." At the center of its philosophy is a mission to "deploy a customer-driven TSM&O Program, focused on mobility outcomes through real-time and effective management of the existing transportation system toward its maximum efficiency." The TSM&O Program is predicated on the three themes of performance measures, active management of multi-modal networks, and safe mobility of the traveling public. Arterial management is one of the key components of the TSM&O Strategic Plan, and is integral to developing a comprehensive transportation system. In particular, with over 32,300 arterial lane miles, or 75 percent of State Highway System (SHS), the arterial network alone carries 56 percent of the total daily vehicles miles traveled (DVMT) on all roads. Thus, arterial systems play a vital role in the state's economy and provide the need for a seamless travel and connectivity across jurisdictions.



Data Source: FDOT's 2013 Highway Mileage Reports: State Highway System

In this article, 'arterials' refer to roadways that are not interstates, toll roads, or collectors. Data from FDOT's *Highway Mileage Reports* show that, while the arterial network accounts for a majority of the DVMT on SHS, about 81 percent of arterial DVMT occurs in urban areas on a network that comprises 61 percent of all arterial lane miles. Thus, arterial networks not only carry significant amounts of traffic, but are also stretched in their service levels, particularly in urban areas and during peak periods.

Florida, as are states across the nation, is focusing on moving traffic as efficiently as possible through its current infrastructure. In so doing, FDOT's Traffic Engineering and Operations Office is working closely with District Traffic Operations enigneers to develop a comprehensive approach to realize the objective of "move traffic efficiently though the state's arterial network." One of the first steps FDOT took was to constitute the State Arterial Management Program (STAMP) Group, which comprises the arterial-related Traffic Operations staff from the Districts. The STAMP Group shares information on their project activities, proposes ideas to develop a comprehensive program, and serves as the key advisory body to the future of the state's arterial program.

The TSM&O Program is a result of the resolve of FDOT's management and leadership to transition from strategy to implementation and deployment in the most effective manner possible. Efforts are underway to explore the various ways by which a comprehensive program can be developed while deploying pilot projects, learn from experiences, and continuing advancements to build a sustainable arterial management model.

For information, please contact Mr. Ponnaluri at (850) 410-5418 or email to Raj.Ponnaluri@dot.state.fl.us.

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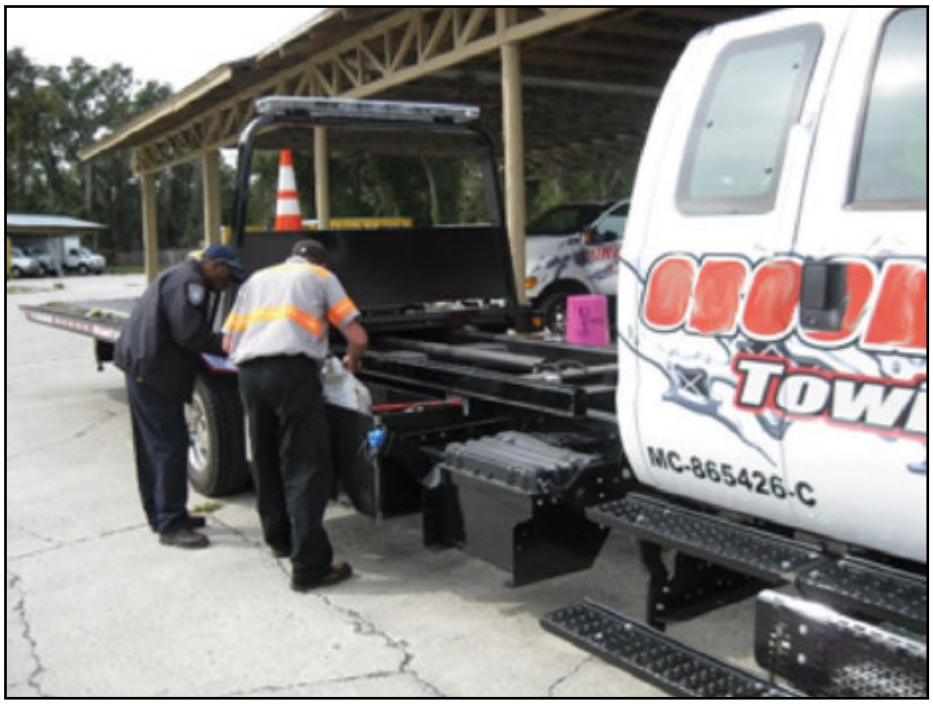
STARR Program Update for Florida's Turnpike

By Eric Gordin, Florida's Turnpike Enterprise

In December 2014, Florida's Turnpike Enterprise (FTE) executed new Specialty Towing and Roadside Repair (STARR) contracts that provide dedicated and expedited tow response to all Florida Highway Patrol (FHP) Troop K needs. Though the STARR program was originally initiated on the Turnpike Mainline in 2009, the 2014 contracts expanded the program for the first time to the Toll 589 corridor, Veterans Expressway, and Suncoast Parkway in the Tampa region.



Florida's Turnpike Incident Management Specialist Ralph Etienne inspects tow vendor's flatbed tow vehicle and equipment prior to vendor beginning service as part of Turnpike STARR program.

Under STARR, the Turnpike Mainline, the Homestead Extension of Florida's Turnpike, the Sawgrass Expressway, and starting on December 1, 2014, the Veterans Expressway/Suncoast Parkway are segregated into 11 coverage sectors designated by mile posts with towing and roadside repair contracts awarded to area tow contractors. Since the start of the STARR program in 2009, tow vendors have operated at an 88 percent on-time success rate with a 20 minute, 02 second response time for just under 40,000 events.

The STARR contracts are cost-neutral for FTE, and require tow contractors to respond with light-duty wreckers to FHP-dispatched calls within 30 minutes or less in urban areas and 45 minutes in rural areas. The contract also calls for the vendor to dispatch a heavy-duty wrecker should the circumstances of the event call for one. Contracts are performance-based, requiring adherence to contractual response times and provision of high-level customer service and safety. Performance is measured and communicated to the contractors on a regular basis, and each contractor is expected to meet their performance standards. Changes to a contractor's Operations Plan can be agreed to and made according to the contractor's ability to meet these standards. Six different STARR vendors were selected through a competitive Request for Proposal process to provide service in the 11 defined sectors. Each awarded contract is incentivized as a one-year contract with up to three one-year renewals, depending on performance.

The STARR program is a key component of FTE's efforts to increase travel-time reliability and improve service and safety to our customers. The Towing and Recovery Association of America certifies STARR personnel who receive training to work safely under high-speed traffic conditions. STARR service wreckers and facilities are regularly inspected by FTE personnel to ensure compliance with STARR specifications, and authorized STARR service vehicles are identified by an FTE decal.

For calendar year 2014, STARR vendors responded to 6,430 FHP-dispatched calls. Vendors met the required quick-response time frames 88 percent of the time, with an average response time of 21 minutes, 13 seconds.

For information, please contact Mr. Gordin at (407) 264-3316 or e-mail to Eric.Gordin@dot.state.fl.us.

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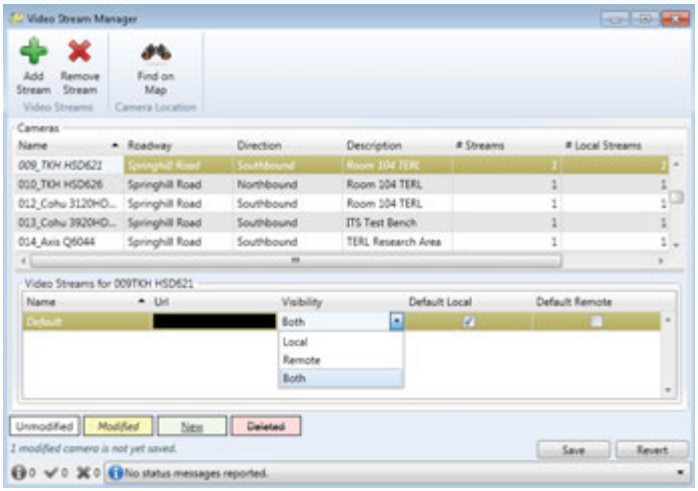
Improvements to Video on Desktop

By Derek Vollmer, FDOT Traffic Engineering and Operations

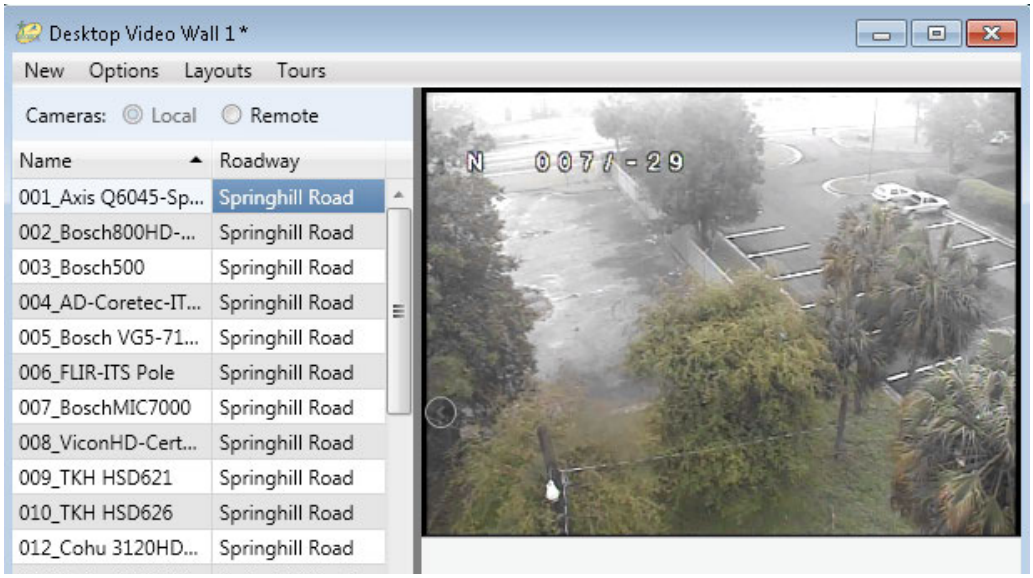
The video on desktop feature in SunGuide® software will have some improvements when version 6.1 is released. The video on desktop feature allows streaming video from encoders and Internet protocol (IP) cameras in the field to be viewed on an operator's workstation. This frees up space on the video wall to show additional important information, such as real-time performance measures and other system status.

The newest feature in video on desktop provides a list of cameras on the left of the desktop video wall for operators to quickly select and view a camera. Previously, an operator had to locate the camera on the map and then select to view it or drag the camera icon onto the desktop video wall. With the list, cameras can be sorted and filtered by their name or roadway columns. If an operator only wants to see cameras on I-4, the roadway column could be used to filter to only those cameras. This makes the camera list more manageable and allows operators familiar with camera names to quickly select and view cameras.

Another new feature allows an operator at one transportation management center (TMC) to view cameras from another TMC. The source TMC would have to specifically configure a camera with a "remote" video stream address, accessible across the Intelligent transportation systems (ITS) wide area network (WAN), in order for another TMC to be able to view the video. When configuring a stream for a camera, personnel can set the stream URL to be used locally, remotely, or both locally and remotely. There is also the ability to have multiple streams configured for one camera. For instance, many IP cameras can support sending two streams at different resolutions. The stream with the higher bandwidth could be configured for only local usage, while a lower bandwidth stream could be configured as a remote stream.



Configuring a stream's visibility.



New camera list in desktop video wall.

In order for remote stream sharing to work, both TMCs need to have a connection to the ITS WAN. The ITS WAN is the physical connection among Florida's TMCs. The ITS WAN is configured to support multicast video streams. With this in mind, the remote stream needs to be configured as a multicast stream in order to traverse the ITS WAN from one TMC to another. Another requirement for viewing remote TMC cameras is to configure the center-to-center (C2C) software to publish the status of the camera between the two TMCs. Once the C2C camera status is publishing between the TMCs, the remote TMC will see a camera icon on their map that represents the remote camera. Then, if the remote stream is configured for that camera, the remote camera's stream can be viewed by the remote TMC. Setting up the remote camera status and video stream does not by itself give another TMC the ability to control a camera. However, remote camera control can be accomplished through other components in the SunGuide software. Within the desktop video wall dialog, there is an option to toggle between local and remote streams in the camera list, so it is easy to isolate which streams are local and which are remote. The local and remote indicators are shown just above the camera list.

SunGuide® Disseminator Word Challenge

The release of SunGuide software version 6.1 will provide some helpful modifications for the video on desktop feature. These changes should help operators select and bring up IP cameras quicker when using the video on desktop feature, and also provide an easier way to share video between TMCs and with other FDOT operations, such as the emergency operations center.

For information, please contact Mr. Vollmer at (850) 410-5615 or email to Derek.Vollmer@dot.state.fl.us.

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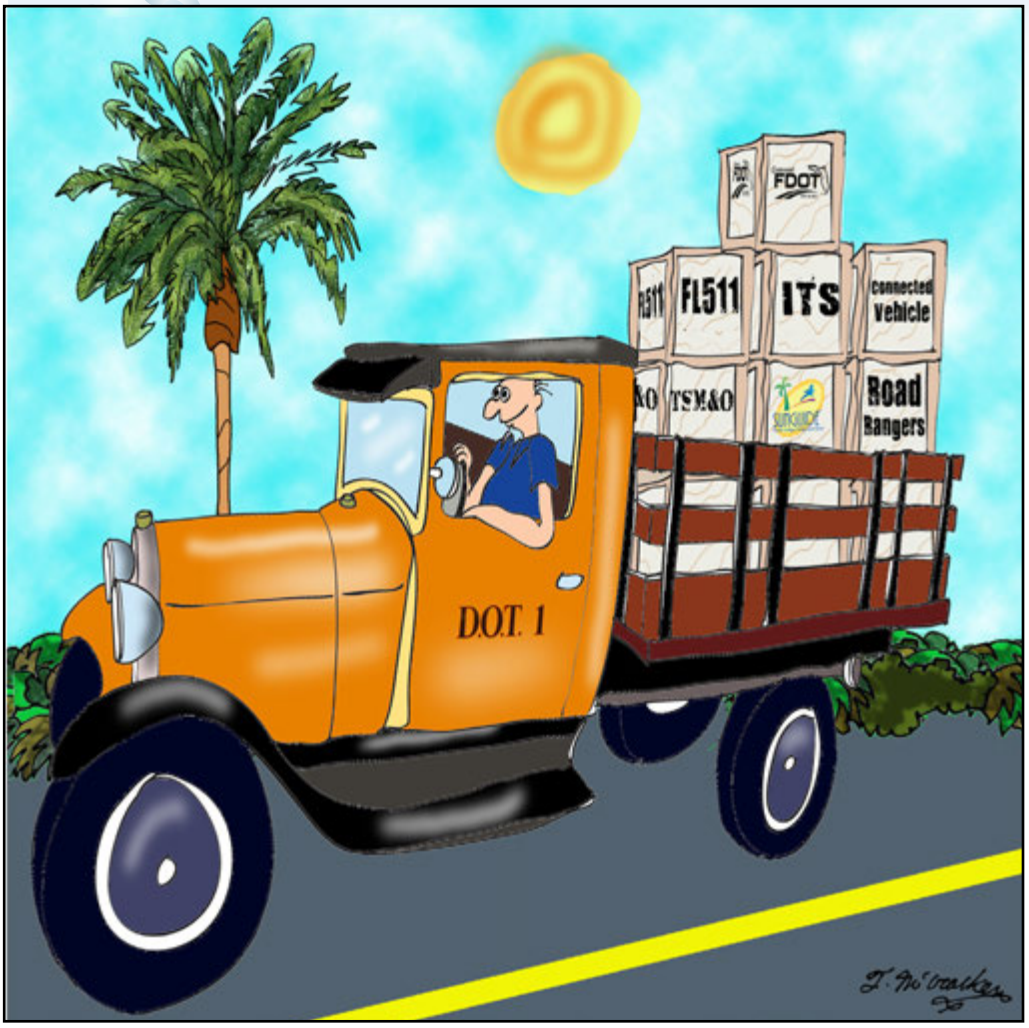
We invite you to have some fun and complete the *SunGuide Disseminator* Word Challenge!

Unscramble the letters to complete the word for the clue found under the boxes.
Use the letters in the red circles to complete the final puzzle.
The answers can be found on the page 12.

Enjoy
and
Good Luck!



Heading to a □□□□□□□□□□!

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FDOT is looking to address these through connectedFlorida.

S T I A W N
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TMCs need connection to this for remote stream sharing.

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S A P L E L I N
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ConnectedFlorida partnering counties.

A B A
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FHWA means to solicit responses.

ITS Florida: I³ Transportation Showcase 2015

By Sandra Beck, ITS Florida

The Florida Section of the Institute of Transportation Engineers (FSITE), the Intelligent Transportation Society of Florida (ITS Florida), and the Florida Section of the International Municipal Signal Association (IMSA) are proudly joining to bring the first ever Florida I³ Transportation Showcase. This unique experience is your opportunity to be a part of bringing planning, design, and technology together in a one-of-a-kind meeting, in a never-before-seen, exciting new conference. This conference will combine topics from many areas of interest for members of each organization.

The meeting is being held at the Omni ChampionsGate near the Orlando area. Hotel rates start at $119 with free parking. Register today at https://www.floridasectionite.org/events.html.

Please contact Sandy Beck at ITSFlorida@ITSFlorida.org for additional information.

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Announcement

Don't Miss It!

There is still time to register for the 25th Intelligent Transportation Systems Annual Meeting & Expo being held at the David L. Lawrence Convention Center in Pittsbugh, Pennsylvania, on May 31 - June 3, 2015.

Make plans to join the more than 2,000 industry business leaders, manufactures, investors, researchers, elected officials and policymakers, engineers and public sector participants, as we explore the bridges to innovation through ITS technologies.

Online registration is available at http://itsannualmeeting.org/register/

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Editorial Corner: Safety in Work Zones – Motorist Awareness System

By Joseph Santos, FDOT State Safety Office

Work zone fatalities in Florida have significantly decreased. Between 2005 and 2013, work zone fatalities in Florida decreased by 50 percent from 138 to 69. Strategies put into action by the Florida Department of Transportation (FDOT) that have contributed to this reduction include implementation of the Motorist Awareness System (MAS), temporary raised rumble strips for flagging operations, in-depth process reviews, training, and public service announcements. This article focuses on the MAS.

In 2005, FDOT published a memo to implement the MAS. The memo highlighted that the goal of the MAS is to achieve the same respect for work zones as that currently received by Florida's school zones. Florida school zones receive high compliance for the speed limit, with and without law enforcement present.

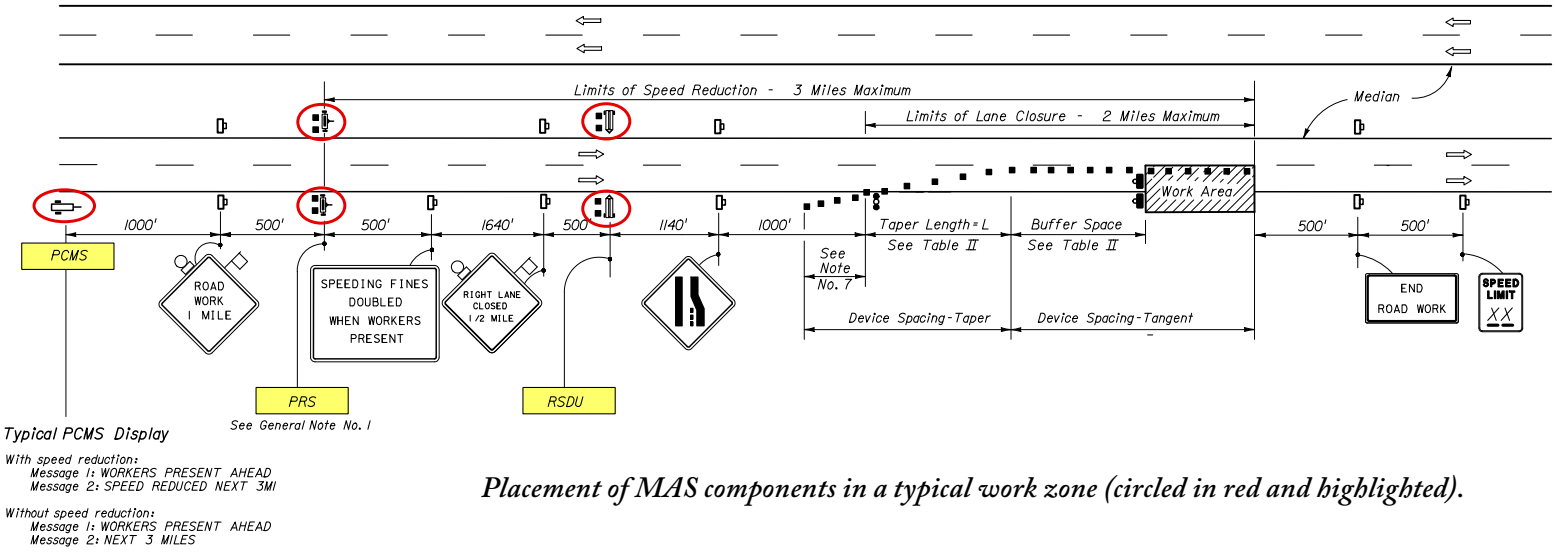
The memo also stated that in order to achieve driver compliance, the blanket speed limit reductions in work zones would be discontinued, enforcement would be increased, and the MAS would be removed once conditions requiring it no longer existed and the posted speed limit within the project was restored. Specifically, FDOT would activate MAS components when the lane closure was setup and deactivated when the lane closure was taken down.

The MAS is the addition of five components to a standard lane closure setup:

- One portable changeable message Sign (PCMS),
- Two portable regulatory signs (PRS), and
- Two radar speed display units (RSDU).

All four of the following conditions must exist in the work zone to warrant the use of the MAS:

1 – Multilane facility,
2 – Posted speed is 55 mph or greater,
3 – Work activity requires a lane closure, and
4 – Workers are present and not protected by barrier.



Placement of MAS components in a typical work zone (circled in red and highlighted).

The PCMS is placed 1,000 feet in advance of the "Road Work 1 mile" advance warning sign. The PCMS is a trailer-mounted display used to warn motorists that workers are present ahead and the speed is reduced for the next three miles. The maximum lane closure is two miles; however, it takes about a mile in advance of the lane closure to reduce the speed, hence the three mile reduction of speed.

Because the system is only used on multilane projects, FDOT uses two PRSs, one in the median and the other directly across, on the outside shoulder. The PRSs are trailer-mounted, regulatory speed limit signs with flashing lights used to inform motorists of the speed limit in the work zone where workers and lane closure exist. The speed is reduced 10 miles per hour (mph) below the posted speed limits of 70 mph and 65 mph; however, if the posted speed limit is 60 mph or 55 mph, the portable regulatory sign will display 55 mph, and the PCMS will require a modified message where the speed is not reduced.

Continued on next page...

Once again, because the system is only used on multilane projects, FDOT uses two RSDUs. One is placed in the median and the other is placed directly across, on the outside shoulder. The RSDUs are trailer-mounted, containing radar that detects and displays the speed of motorists as they approach the lane closure.

FDOT's Safety Office conducted research that concluded that when using the MAS an average of 4 to 5 mph reduction in the work zone speed limit was achieved. Additional research information is available online at http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_SF/BD500/BD500_v4_rpt.pdf.

The FDOT Design Standard for MAS and the memo that FDOT used to implement the MAS in 2005, are available online at:

- FDOT Design Standard Index 670: http://www.dot.state.fl.us/rddesign/DS/15/IDx/00670.pdf
- State Construction Office: http://www.dot.state.fl.us/construction/memos/2005/DCE06-05.pdf

For information, please contact Ms. Stefanie D. Maxwell at (850) 414-4314 or e-mail to Stefanie.Maxwell@dot.state.fl.us.

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Word Challenge Answers

BAA

I T S W A N

P I N E L L A S

O S C E O L A and

R E A L – W O R L D

C E L E B R A T I O N

FDOT Traffic Engineering and Operations Mission and Vision Statements

Mission:

Provide leadership and serve as a catalyst in becoming the national leader in mobility.

Vision:

Provide support and expertise in the application of Traffic Engineering principles and practices to improve safety and mobility.

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