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THE SKYWAY**

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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.

LOOKING TO BE A CONTRIBUTOR FOR THE NEXT ISSUE OF THE TSM&O DISSEMINATOR?

Email Jennifer Rich (Jennifer.Rich@dot.state.fl.us) with your story subject and title.

We'd love to have your contribution be a part of the next edition.

Photo credits: FDOT and ITS Florida

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Rhyne Building
2740 Centerview Drive, Suite 3B
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Tallahassee, FL 32399
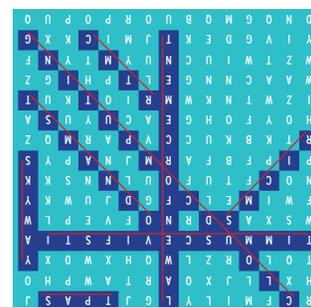
DISTRICT THREE
RTMC TEAM SUPPORTS
LAW ENFORCEMENT

By Joelle Shea, Public Relations Strategist , Gannett Fleming

On Nov. 29, David Roark was in the Florida Department of Transportation, District Three traffic management center performing routine congestion scans of the 100 closed-circuit TV cameras that Gannett Fleming monitors on their behalf. David noticed a Jackson County deputy sheriff pulling a car over onto the exit shoulder in a rural part of the westbound side of Interstate 10. These types of stops are common, yet David fixed the nearby camera on the scene when he noticed that the sheriff was alone and in an unusual location.

As the deputy approached the vehicle, David watched as three individuals got out. One of the passengers wielded a weapon, which caused the sheriff to draw his gun. David immediately contacted the Florida Highway Patrol (FHP) and provided the incident's exact location, as well as a narration of what he was seeing on the camera. Several FHP troopers and additional deputies arrived on scene within minutes to assist the deputy and take the individuals into custody.

> "We are extremely proud of David," said Eric Rensel. "Our corporate values challenge us to provide excellence to our clients and also to care for the community. David lived out those values with his quick actions, and kept an entire community safe."

The FHP credited David, Kathy Lambert, and Gannett Fleming's entire traffic management center team with providing the information that allowed for a quick response. The deputy extended thanks for "having his back" and credits David with quickly acting to direct assistance to him in this potentially dangerous and escalating situation. The men arrested were later found to be involved in an assault earlier that evening.

David Roark, Supervisor, and Kathy Lambert, Operator, work at the traffic management center in Chipley, Florida. Eric Rensel is a vice president and senior transportation operations manager located in Harrisburg, Pennsylvania.

For more information please contact Amy DiRusso at (850) 330-1241 or by email Amy.DiRusso@dot.state.fl.us.

DISTRICT SEVEN
TSM&O RUNNING THE SKYWAY

By Vincenzo S. Corazza, P.E., District Seven, FDOT; Carlton Urban, P.E., PTOE, Lucent Group; Cathie McKenzie, Gannett Fleming; David Howell, HNTB

The inaugural 10K Sunshine Skyway Bridge offers a unique case study in the successful deployment of Intelligent Transportation Systems (ITS) under Transportation Systems Management and Operations (TSM&O) strategies during a special event. This article will detail the strategies that the FDOT District Seven ITS Team utilized to facilitate the efficient flow of traffic while keeping the traveling public safe and informed during this planned event.

The Event was a 10K (6.2 mile) road race that spanned across the Sunshine Skyway Bridge. 100% of all proceeds from the race benefited the Armed Forces Families Foundation. The event required a closure of the northbound direction of I-275 across the Skyway Bridge. The event began at the south rest area and ended at the north rest area just south of the City of St. Petersburg. Traffic management deployment started prior to the race as participants gathered at Tropicana Field early race day morning. Runners were transported by bus to the start line. I-275 northbound was closed at 4:00 AM and re-opened to traffic at 10:00 AM.

The inaugural event capped and sold-out at 7,000 participants. The event marked the first time since 1987 that foot traffic was permitted on the bridge.

The Tampa Bay SunGuide Regional Traffic Management Center (RTMC) made Event Management much more efficient using their ability to oversee the entire operations through regional Closed-Circuit Television Cameras (CCTV's) and to communicate with all motorists. District Seven's TSM&O Team collaborated with event organizers and other stakeholders to share availability of resources provided by the RTMC. For example, Public Service Announcements (PSAs) regarding restriction(s) of parallel recreational activities around the bridge to include fishing at the piers and picnicking at the rest areas were easily promulgated via Dynamic Message Signs (DMS), Highway Advisory Radio (HAR) and www.FL511.com.

TSM&O deployments were used prior and during the event to assist motorists in preparing for the 6-hour closure of the northbound travel lanes. Strategies deployed for the 10K race and detour included:

- Use of DMS (freeways and arterials) to notify motorists of road closures and use of alternate routes
- Use of HAR with flashing beacons to encourage motorists to "tune-in" to 1650 AM radio for information regarding the event
- CCTV Cameras used to monitor the event
- Additional event-dedicated operators at the RTMC
- Use of www.FL511.com for PSAs.

The combined efforts of our team's collaboration and TSM&O deployments kept motorists and citizens well-informed of traffic conditions prior to, during, and after the event. Normal traffic operations resumed on schedule and without any issues.

Lessons learned through this event included leveraging our assets within the RTMC and TSM&O team n through stakeholder collaboration and greater use of advanced technological resources allowing for much more flexibility and efficiency to communicate optional or alternate routes to motorists using Interstates 4, 75, and 275. Detours and closures were typically performed through classic traffic control scenarios performed with barricades, lane closures, and static signs.

The TSM&O team's involvement optimized the use of prevailing advanced technology infrastructure ensuring information alerts such as fishing pier and rest area closures and traffic re-routing were carried out much more efficiently. Leveraging assets such as DMS, HAR and Florida 511 PSAs make events such as this one so much more manageable.

The bottom line – with the use of TSM&O deployments, motorist safety is enhanced, emergency response time is shortened, driver delay and frustration are reduced, carbon dioxide emissions are reduced, and a positive perception of all stakeholders is achieved. By deploying TSM&O strategies effectively to manage traffic and to keep the traveling public safe and informed during planned events, FDOT District Seven achieved its mission to facilitate safe movement of people and goods.

For more information please contact Vincenzo Corazza at (813) 615-8612 or by email Vincenzo. Corazza@dot.state.fl.us.

Dan Buidens, District Seven ITS Project Manager

REGIONAL INTEGRATED CORRIDOR MANAGEMENT SYSTEM KICKS OFF

By Jeremy Dilmore P.E., District Five Traffic Operations, FDOT; Clay Packard, P.E., VHB
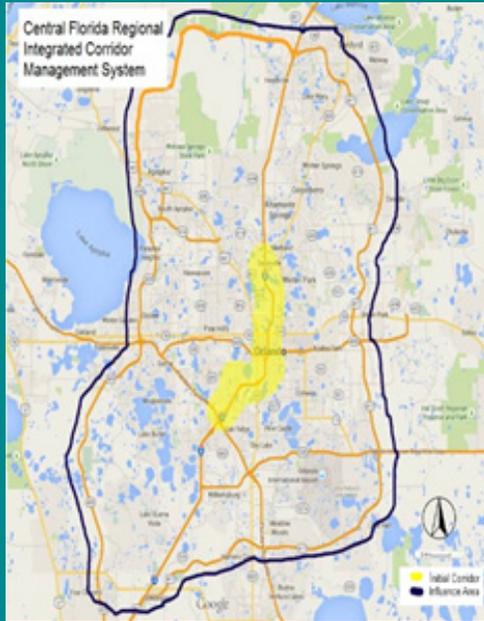

Figure 1: The Regional Integrated Corridor Management System improves corridor performance for recurring and non-recurring incidents through semi-automated diversion routing and signal timing optimization.

Florida Department of Transportation (FDOT) launched a new contract last month to build a Regional Integrated Corridor Management System (R-ICMS) that will incorporate SunGuide software for command and control functions. This is a major milestone after two years of planning and getting everything in place. Now the fun begins!

As you may have already heard, the R-ICMS will perform real-time data collection, incident diversion routing, performance forecasting, and signal timing adjustments and optimization. This will improve recurring and non-recurring congestion, and introduce additional cost-saving automation into signal timing improvements and real-time traffic operations. We are looking forward to the next two years being productive ones for the design and build phase of this software, so we can begin operating the system in March of 2020.

However, the software alone won't cut it – there are several components outside of the R-ICMS software that all fit together for this system to function. Let's look at the various components of the R-ICMS.

By far the most important project component is building partnerships with the local maintaining agencies. It has been a blessing to work with our local agencies early on to ensure our design results in a successful operational improvement. In early discussions, we tailored the R-ICMS concepts for their use and benefit. One example is the inclusion of the signal optimization tool (SOT) feature, which has been very well received.

Another example is the diversion route activation protocol. We learned that different agencies need to be able to review response plans differently upon activation, spawning the concept of a default behavior upon timeout that can be configured differently based on the agency, location, and time of day. The diversion routes themselves will need local input to account for local needs and traffic tolerances the R-ICMS may not be aware of. Local agency input would provide feedback to fine-tune the system. With the most crucially important component of stakeholder coordination underway, the first actual task to be performed is to design the flush plans and diversion routes to be used by the R-ICMS. During operation,
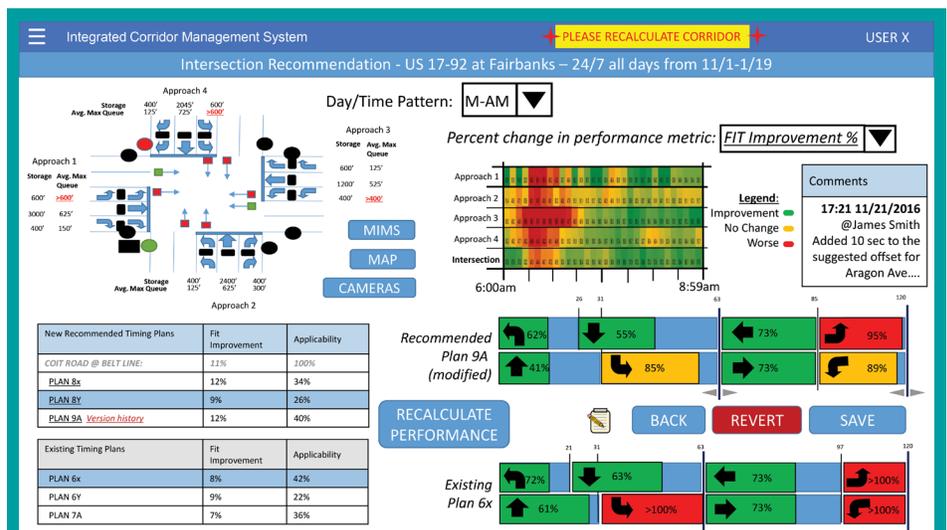

Figure 2: The signal optimization tool (SOT) allows a traffic engineer to view the quantitative improvements forecasted for a set of timing plans automatically generated by the SOT and fine-tuned by the engineers.

R-ICMS needs diversion routes, a rules engine, and flush timing plans to be pre-configured to operate the system. These items need to be developed prior to R-ICMS operations and concurrent with the R-ICMS and related software development efforts.

To support the diversion route development and prepare for the software development and operation, a methodology for obtaining and sharing real-time data must be in place. R-ICMS includes a data management platform that collects and ingests data, and makes the data available to the rest of the system. This data management platform has already been in development for a couple of years because the data is also valuable to other users outside of the R-ICMS system. Additionally, the coordination and initial setup of a connection to each data source can take more time than expected. Thus, starting this process early has been extremely helpful to District Five.

As far as the software development is concerned, this is already underway for both the R-ICMS and the SunGuide software changes required. The concept of operations between the R-ICMS and SunGuide software has been reviewed, finalized, and approved by the Change Management Board. The next step is for the software to be made available to all Districts.

The modelling component is used by the R-ICMS software operations, but its procurement and calibration will occur outside of the R-ICMS software contract. The modelling engine must be capable of performing a mesoscopic simulation 30 minutes into the future, and the calibration of the model must be done for the area surrounding the diversion route.

The R-ICMS will require sufficient horsepower and will need sufficient computing infrastructure. This can be deferred to closer to the deployment since prices for computing hardware consistently decrease over time. Similarly, operations and maintenance needs to be provisioned but again, this can be done closer to deployment as well – and possibly even considered alongside of the commercial off-the-shelf (COTS) hardware and software purchasing.
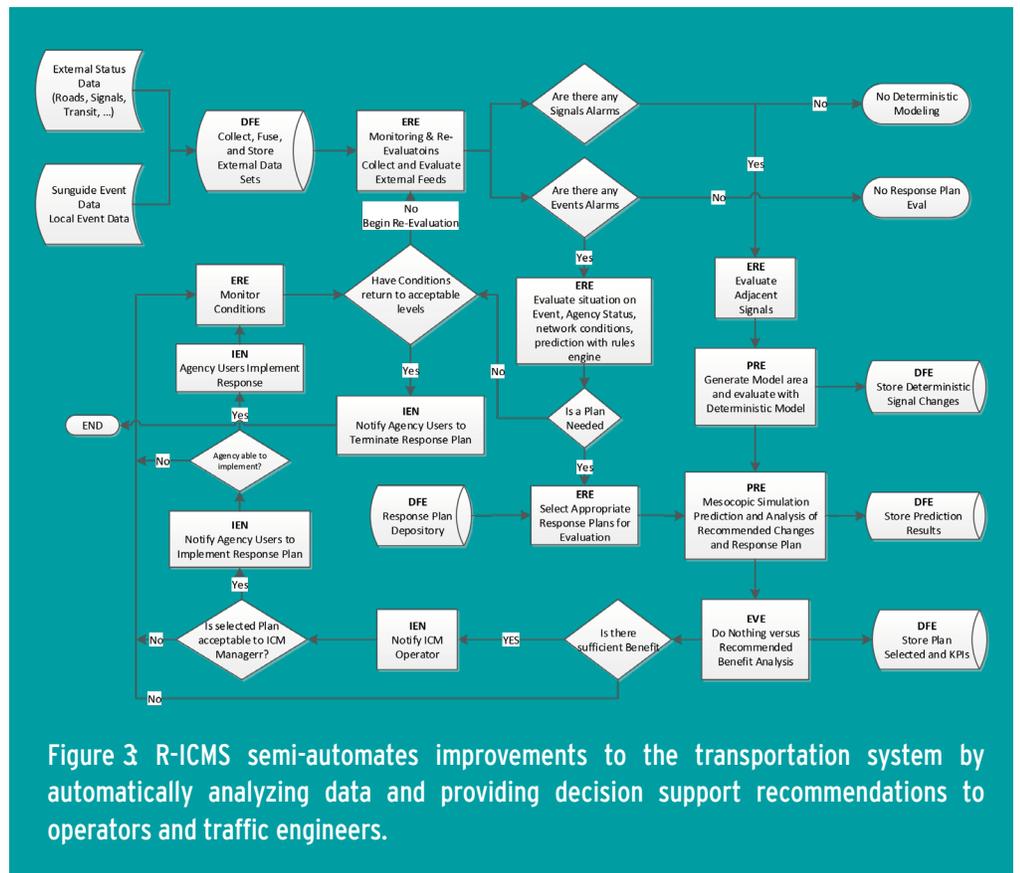
Figure 3: R-ICMS semi-automates improvements to the transportation system by automatically analyzing data and providing decision support recommendations to operators and traffic engineers.

Looking statewide, the software product enhancements, for both R-ICMS software and SunGuide software, were designed to be readily expandable to other regions. However, as discussed above, there is much to do to plan and prepare (stakeholder coordination, data gathering, response plan generation, etc.), prior to deploying the R-ICMS in other parts of the state.

District Five has hosted a few webinars already to engage with stakeholders during the planning of the R-ICMS, and will further engage the Districts and Central Office during the upcoming development. We look forward to reporting back in two years that we have successfully launched the R-ICMS operation and have already seen R-ICMS work its magic (aka tremendously complex system of design features and algorithms) to improve traffic safety and mobility in response to an incident.

For more information please contact Jeremy Dilmore at (386) 943-5260 or by email Jeremy.Dilmore@dot.state.fl.us.

CLOUD COMPUTING:
IS IT A GOOD OR A BAD THING?

By Chrissie Collins, Information Security Analyst, District One, FDOT

In case you haven't noticed lately, the latest buzz word is "Cloud Computing". What is cloud computing after all, other than some ambiguous technology that really isn't tangible or easily understood? To make things even more complex, new acronyms are being thrown at us such as SaaS – Software as a Service, PaaS – Platform as a Service, and IaaS – Infrastructure as a Service.

Traditional technology included local datacenters that contained the hardware and software needed to support the mission of the business. Management of the datacenter was handled entirely by the business. Everyone was happy until a hard drive failed, and then operations was shut down until the drive was replaced and restored. Then came RAID, or Redundant Array of Independent Disks to help improve business continuity. Things were great until the hardware multiplied into a big room full of buzzing servers that needed to be kept cold like a meat locker or everything could shut down, requiring staff to stay up all night and rebuild servers that didn't handle the abrupt shutdown very well.
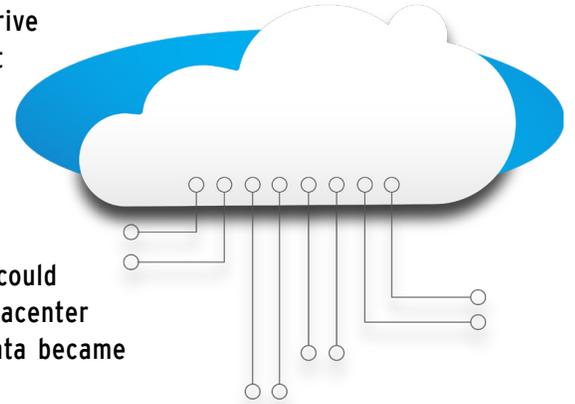
Another key improvement with tradition datacenters came from systems that could host multiple virtual servers, reducing the amount of hardware needed in a datacenter and shrinking its size into something much more manageable. Backing up data became easier and restoring servers a piece of cake.

Someone, somewhere, decided that if businesses are going to use virtual servers, then why not change the industry. Virtual servers can be hosted elsewhere, services can be provided to the customer and it can have an obscure name like the "Cloud". This has been revolutionary for businesses as they can pass the risk and responsibility on to the provider, often at a reduced cost due to the economies of scale offered through the cloud provider. This is a good thing, but only if the Service Level Agreements (SLAs) clearly define roles and responsibilities and the provider truly backs up what they say they will do.

Like all technologies, cloud computing carries benefits and risks. Instead of data being internal to a network and protected by a firewall, it is instead accessed from the internet. If a business decides to move virtual computing to the cloud, then a full evaluation needs to be made as to whether the business has an appetite for the risk associated with the move. Some of those risks can include how to handle a breach and how vulnerabilities will be mitigated. Just as traditional technology required the skillset to manage hardware, operating systems, and software; cloud technology will require the proper skillset to manage new risks.

One of the current risks to cloud computing is from a group called SamSam that is targeting virtual servers. By default, virtual servers in the cloud have a specific open port that allows for remote desktop capabilities. This malicious group is targeting these servers by constantly trying different passwords on the server from the internet with the hopes of becoming lucky. Once this is accomplished, they spread ransomware on the server and encrypt the files, causing the system to be useless.

The Colorado Department of Transportation was struck by a ransomware attack by the SamSam group back in February 2018 and just when they thought all the workstations and servers were clean, they were struck again with another round of attacks in March. Fortunately, critical transportation monitoring wasn't affected.

The City of Atlanta was hit by the same group at the end of March and is still dealing with the cleanup. They reverted to using paper records until all the systems are brought back online.

Cloud computing can be a great thing, or it can be a nightmare. As the industry continues to move towards the "Cloud" and becomes a more enticing option to support the mission of the business, be sure to consider all the risks involved. Security should be a high priority whether servers are hosted at a local datacenter or at a cloud computing facility.

For more information please contact Chrissie Collins at (863) 519-2269 or by email Chrissie.Collins@dot.state.fl.us.

TRUCK PARKING AVAILABILITY SYSTEM UPDATE!

By Marie Tucker, FDOT; Craig Toth, P.E., HNTB

As described in the May 2016 SunGuide Disseminator, the Florida Department of Transportation (FDOT) is in the process of deploying a statewide Truck Parking Availability System (TPAS) to assist the commercial vehicle operators in the identification of safe parking along the interstate system. Since the last article, the FDOT was successful in the application and award of an additional Federal FASTLANE grant submitted in late 2016 which provided $11.3 million in additional funding.

Leveraging the full funding of the TPAS program, the department prepared a series of seven design-build projects, the bids of which were let through the District offices. To date, all projects have been awarded and are in various phases of development and deployment.

Task	Number of Locations	2017												2018												2019			
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
DISTRICT 5 PROCUREMENT	7				★																								
DISTRICT 5 CONSTRUCTION																													
DISTRICT 3 PROCUREMENT	17							★																					
DISTRICT 3 CONSTRUCTION																													
DISTRICT 4 PROCUREMENT	7								★																				
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DISTRICT 2 PROCUREMENT	20												★																
DISTRICT 2 CONSTRUCTION																													
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DISTRICT 1 CONSTRUCTION																													

TPAS Schedule

Bid Opening ★

Upon completion of the project, the information will be provided to the trucking community through a number of means, including roadside embedded Dynamic Message Signs, electronically through the Florida 511 application, as well as through third-party data feeds. As the system matures, the second phase will include the development of predictive analysis for future parking availability, with the ultimate buildout including the incorporation of private parking locations for systemwide resource utilization.

STAGE 1

Implementation of technology to accurately assess and disseminate the availability of truck parking

Stage 1 is currently underway through a series of design-build projects. The system will provide real-time information on the availability of parking spaces along the interstates and will be deployed in state-owned welcome centers, rest areas and weigh stations. TPAS will detect parking availability through sensors embedded in the parking areas as well as through vehicle detection counters. The information will be aggregated through the existing ITS fiber optic network at each of the District Regional Transportation Management Centers (RTMC). The truck parking availability will be disseminated to the public through roadside signs, the FL511 application as well as third-party data feeds. It is anticipated that statewide implementation will be completed in 2019.

STAGE 2

Development of predictive analysis for future parking availability

Stage 2 will follow once sufficient stabilization of parking occurs and adequate data is available. As statistically sufficient data is aggregated, algorithms will predict parking availability based on trends in parking utilization. This information will be made available through data feeds and allow motor carrier operators to make educated trip logistics planning to optimize safe and efficient freight movement throughout Florida. It is anticipated that this stage will begin immediately upon completion of Stage 1.

STAGE 3

Incorporation of private parking locations for systemwide resource utilization

Stage 3 will require ongoing coordination with third-party vendors to integrate private parking facilities into TPAS. Public-private partnerships may be leveraged to deploy technology at private system parking facilities. Private parking data will then be aggregated and disseminated along with public parking information to provide full system availability and predictive analysis to commercial vehicle operators and dispatchers, maximizing use of the parking network.

The information that will be provided by TPAS will assist truck drivers in identifying available parking locations where the technology is deployed. While this provides a great resource for trip planning and increasing safety, it only provides relief to part of the overall issue. There remains a need for additional parking areas for commercial vehicle operators. The TPAS will address full utilization of existing parking resources through efficient technology application.

For more information please contact Marie Tucker at (850) 410-5619 or by email Marie.Tucker@dot.state.fl.us.

PHOTO CONTEST FOR THE
ITS FLORIDA 2019 CALENDAR

ITS Florida is calling all members to be creative and submit photos for its award winning Calendar!

ITS Florida is having its annual photo contest to select the best in Florida to be used in the 2019 ITS Florida Calendar. The calendars will be distributed at the ITS5C Summit in Jacksonville, October 7 -10, 2018.

How to Enter

Please submit photographs in high-resolution, landscape* format (jpg, png) and a document identifying each photo with a short caption that can be used in the calendar. Please also include contact information for the submitter of the photo(s) should ITS Florida have any questions. Photos should be submitted on CD/DVD via mail delivery. The mailing address to submit photos to is:

Sandy Beck
ITS Florida
PO Box 56468
St. Petersburg, FL 33732
Phone: (727) 430-1136
Email: itsflorida@itsflorida.org

Deadline for Submittals is Friday, July 27, 2018 by 5:00 p.m.

Photos submitted in last year's contest may be resubmitted for consideration. ITS Florida will not automatically include any photos submitted last year into this year's contest. To be considered for this year's contest, they must be resubmitted.

DMS Public Service Announcement on US-27 North
(Courtesy of FDOT District 4)
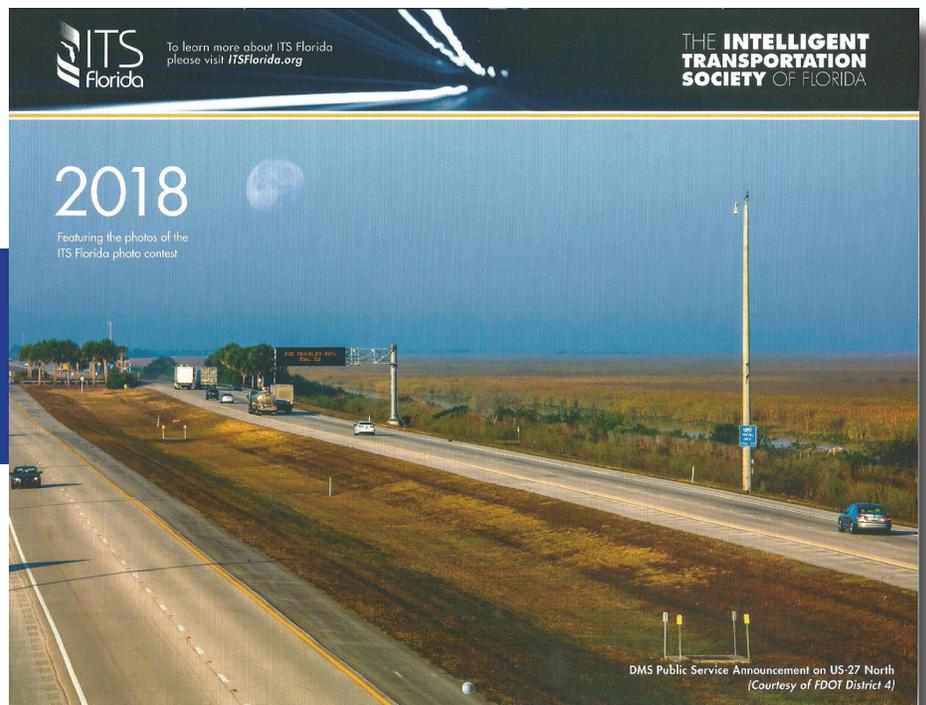
For questions, please contact Jonathan Tursky at Jonathan.Tursky@TransCore.com or
Sandy Beck (contact information listed above).

Photos in the Portrait format may be used as an insert only as this format does not fit the cover or monthly layout.

***Please note that all photos submitted to ITS Florida for the calendar photo contest shall become property of ITS Florida.
No copyrighted photos will be accepted. ***

DISTRICT FOUR 2017 ANNUAL REPORT HIGHLIGHTS

By Dong Chen, District Four ITS Program Manager, FDOT

With every new year, the District Four's Transportation Systems Management and Operations (TSM&O) Group publishes the highly anticipated annual report, which highlights District Four's innovations and successful deployments. Continuing District Four's trailblazing record, 2017 was another impressive year for the department with extensive advancements in Arterial Management and Managed Lanes.

This year's annual report is noticeably focused on TSM&O Operations and the ever-expanding Arterial Management Program (AMP) which successfully launched in 2014 in Palm Beach County and in 2015 in the southern region of Broward County.

2017 TSM&O
Annual Report

Florida Department of Transportation
District Four
Fort Lauderdale, Florida
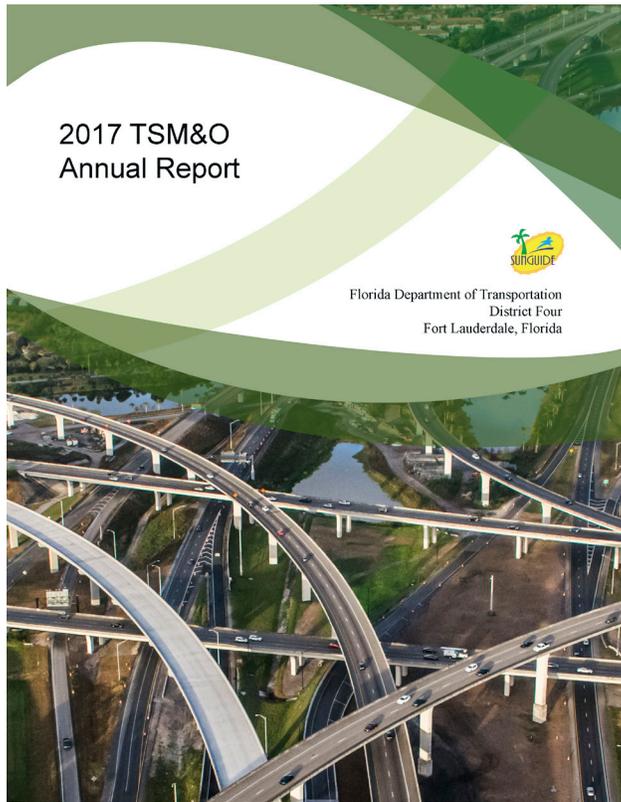
Remaining consistent with previous annual reports, one of the most important features displayed in the 2017 TSM&O Annual Report are the Freeway Management Systems (FMS) and AMP Benefit-Cost Ratios; figure-values that represent the net benefits enjoyed by motorists based on improvements to FDOT District Four's TSM&O Group. This year, the FMS Benefit-Cost Ratio was identified as 12.32, a 23 percent increase since last year's Benefit-Cost Ratio of 10. This signifies that every dollar spent on ITS improvements within the FMS program generated $12.32 worth of motorist benefits in reduced travel times and greater fuel cost savings. Comparatively, the AMP Benefit-Cost Ratio was identified as 4.55, meaning that every dollar spent on signal timing changes within the Arterial Corridor generated $4.55 worth of motorist benefits. Also reflective of these improvements is District Four's Incident Clearance Time, a key performance measure of any FMS program. Once again, District Four continued its record of advancement with an average clearance time of 56.2 minutes; almost four minutes under the Federal Highway Administration's industry standard of 60 minutes.

A major theme throughout this year's report was expansion of managed lanes. In order to keep up with infrastructure deployments for District Four's future managed lanes systems, District Four's Traffic Incident Management (TIM) Team initiated an extensive express lanes training program for incident responders tackling important topics involving motorist safety, lane closures and the common South Florida phenomenon, lane diving. In order to improve overall incident management, District Four knew it was important to take a proactive approach and follow previous tactics used by District Six.

District Four's "no challenge is too great" attitude continues to set trends within the state and region. These and other accomplishments are highlighted in the 2017 TSM&O Annual Report. To review the full report, please visit the SMART SunGuide website at www.smartsunguide.com/#/publicOutreach under Outreach Materials.

For more information please contact Melissa Ackert at (954) 777-4156 or by email Melissa.Ackert@dot.state.fl.us.

ITS 5C SUMMIT

COMING TOGETHER TO ADDRESS THE CHALLENGE OF CONNECTING CARS, COMMUNITIES & CITIZENS

By Sandy Beck, ITS Florida

In October of 2018, the Gulf Region Intelligent Transportation Society (GRITS), the Intelligent Transportation Society of Florida (ITSFL), the Intelligent Transportation Society of Georgia (ITSGA), The Intelligent Transportation Society Carolinas (ITS Carolinas), and the Intelligent Transportation Society of Tennessee (ITSTN) will come together for a joint annual meeting.

The four-day event will be filled with many opportunities for participants to learn and share their knowledge about all things ITS, as well as to network with fellow conference attendees. A series of sessions will be offered featuring informative presentations and challenging discussions. These technical breakout sessions are organized in the 5C summit namesake groupings: Challenges, Connecting, Cars, Communities, and Citizens.

The conference will be held October 7-10, 2018 at the Hyatt Regency Jacksonville Riverfront in Jacksonville, FL.
www.its5csummit.com

Key dates for summit presenters/speakers:
June 1, 2018: Presenters notified of acceptance
August 1, 2018: Draft Presentations due
August 14, 2018: Speaker Registration deadline

Industry experts will share best practices, lessons learned, and new strategies to ensure further success of ITS and TSM&O for the Southeast. In addition, training and professional tours will be available to provide participants with the knowledge and tools necessary to effectively plan and deploy ITS technologies in their own jurisdictions.

FindaRideFlorida.org Helps Older Adults Stay Safe and Mobile for Life

By Gail Holley, Program and Research Manager, FDOT

The Florida Department of Transportation's Safe Mobility for Life Program partnered with the University of Florida, Institute for Mobility, Activity, & Participation to launch FindaRideFlorida.org, an online listing of transportation service providers throughout each of the state's 67 counties.

Older adults looking for transportation options beyond the driver's seat, can take advantage of Florida's new and improved statewide resource. Users can visit FindaRideFlorida.org to enter where they would like to start and end their trip, then click on "Find a Ride," and the site will populate a list of transportation service providers that can take them where they want to go. The list appears in alphabetical order based on search criteria and results can be narrowed to help individuals find their best mobility options.

FindaRideFlorida.org will help older adults to stay safe and mobile for life.

For more information please contact Gail Holley at (850) 410-5414 or by email Gail.Holley@dot.state.fl.us.

CONGRATULATIONS

DISTRICT TWO

Will Watts, P.E.

Please take the time to congratulate Will Watts as the new District Two Director of Operations. We are very pleased to welcome him back to the Department.

Will graduated from Florida State University with a Bachelor of Science in civil engineering. He joined the Department in 1997 as a PE Trainee. Will's first position was in Roadway Design where he was instrumental in advancing projects through Mobility 2000 funding. He then moved into District Maintenance working with the first Asset Management contract, maintenance permits, RCI, MMS, and MRP. In 2004, he was promoted to lead the engineering section of the Structures Maintenance Office. He has a passion for bridges and keeping our inventory safe and reliable. During this period, he helped manage and respond to the Mathews Bridge emergency repairs in September 2013. Will was promoted as the District Consultant Project Manager Engineer in 2014. He then accepted a new challenge in 2015 by entering the private sector. During the last three years he has been the program director for the Atkins GEC where he managed a smaller version of the District. Will is very eager to begin his duties as Director of Operations.

"I have really valued the diverse experience and outstanding guidance I have received throughout my career. The private sector experience of running a smaller version of the District has been very rewarding. We have been able to help in many areas to make meaningful contributions to the District's success. I look forward to the next chapter in my career by continuing my loyalty to FDOT District Two. District Two has some of the most committed people in the state."

Will is married and calls Lake City home. He enjoys his hunting lease in Nassau County, fishing on the Gulf, home improvement projects, and traveling this beautiful state and country while exploring hiking opportunities.

We look forward to working with Will in his new capacity as he will continue to bring fresh perspectives, strategies in advancing ideas and positive energy to District Two.

Will's first day back to the District was March 23, 2018.

DISTRICT SEVEN

Richard Moss, P.E.

I am pleased to announce the appointment of Richard Moss, P.E., to the position of District Director of Transportation Development.

Richard earned Bachelor's degrees in Geology and Engineering from the University of Florida. For the past four years, he has served as the District Seven Design Engineer. He previously worked in District Two for eight years. Prior to joining FDOT, Richard worked as a consultant completing various FDOT and municipal development projects. He has experience working on projects in FDOT Districts One, Two, Three, Four, Five, and Seven.

During his time off, Richard enjoys playing golf and traveling throughout America with his wife and daughter. Some of their favorite places include Montana, Atlanta, Canada, Monterrey, and many of the United States National Parks.

Please join me in welcoming Richard to his new role in District Seven!

David W. Gwynn, P.E., District Seven Secretary, Florida Department of Transportation

THE DISTRICT SIX TSM&O ANNUAL REPORT NOW AVAILABLE!

The FDOT Transportation Systems Management and Operations (TSM&O) Office published its Annual Report for fiscal year 2016/2017.

The 12th edition of the report highlights the program's operational expansion to local streets with the addition of Arterial Management. It also describes the program's evolution from Intelligent Transportation Systems to TSM&O in order to operate from a more comprehensive and multi-agency approach to traffic management.

The annual report covers the program's five primary functions: ITS Deployments, Transportation Management Center (TMC) Operations, Incident Management, IT/ITS Maintenance, and Traveler Information. It showcases how each function is "taking TSM&O to the streets" by providing key traffic management services to the public and reducing congestion throughout the District. It also features a section on the program's benefits to the public which details the reduction in incident duration times. The average incident duration in Fiscal Year 2016/2017 was 25.3 minutes which is lower than the 28 minutes from last year, and is a 50 percent decrease from the average baseline duration in 2005.

The report is filled with helpful statistics for each traffic service and provides a look-ahead for what is sure to be another exciting year in the District's TSM&O Program.

The FDOT District Six Annual Report is located at this website.

For more information please contact Javier Rodriguez at (305) 640-7307 or by email Javier.Rodriguez2@dot.state.fl.us.
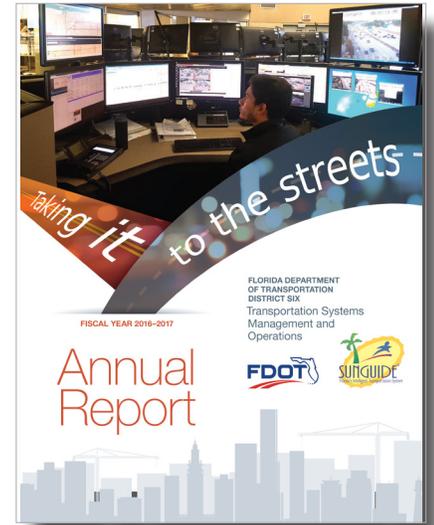
BREAK TIME
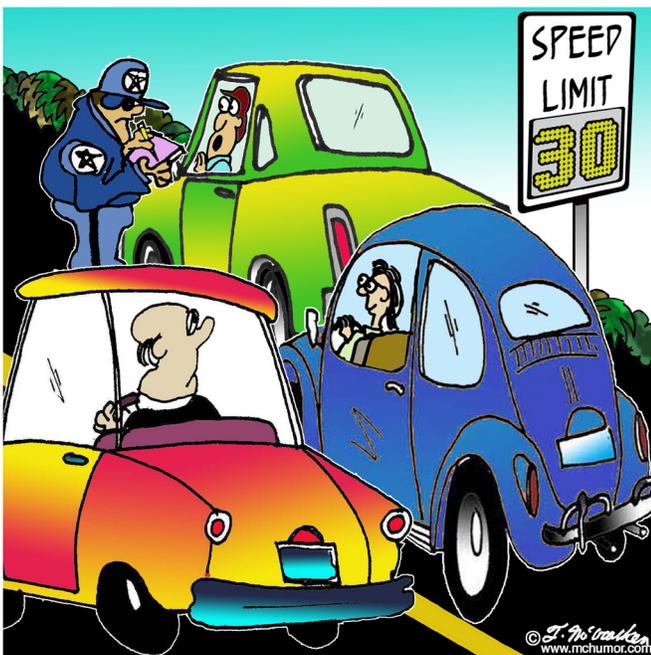
"WELL, THE SPEED LIMIT WAS 50 YESTERDAY."

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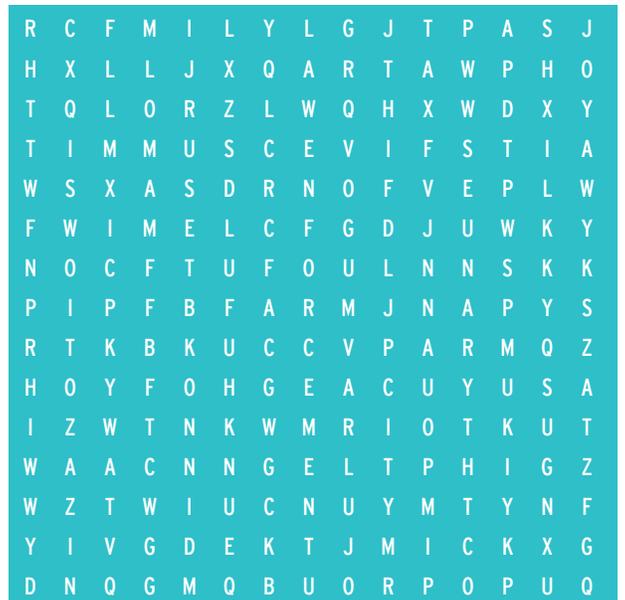
TPAS	CLOUD COMPUTING	RICMS
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TSM&O	ITS FIVE C SUMMIT	

RUSSELL ALLEN HONORED AT THE 2018 NATIONAL HURRICANE CONFERENCE

Russell Allen, the Intelligent Transportation System (ITS) Program Development Engineer for the Florida Department of Transportation (FDOT), was recently honored during the 2018 National Hurricane Conference with an Outstanding Achievement Award in the Public Awareness category. The award recognizes outstanding and innovative achievement in any hurricane-related activity that serves as a model for others.

"It is such a tremendous honor to be recognized by the National Hurricane Conference," says Mr. Allen. "FDOT's efforts have provided travelers with vital traffic and travel information for everyday commutes as well as disaster situations such as hurricanes. It is our mission to safely move people and goods throughout Florida and continue to provide residents and visitors with real-time travel information along our roadways, despite the conditions."

Russell Allen has been the ITS Program Development Engineer in FDOT's State Traffic Engineering and Operations Office, Transportation Systems Management and Operations (TSM&O) Division since 2014. During the past year, Russell has led development of multiple statewide initiatives including the enhancements to FDOT's Next Generation State-of-the-Art Florida 511 Advanced Traveler Information System, which helped a record 6.5 million people evacuate Florida in response to Hurricane Irma, and then safely return.

The Florida 511 (FL511) Traveler Information System from the Florida Department of Transportation is the state's official source for real-time traffic and travel information. The FL511 app, website, twitter feeds and toll-free number provides information on Florida's interstates, toll roads and other major metropolitan roadways, allowing drivers to avoid unnecessary delays, as well as receive updates on crashes, congestion, construction and more. For more information, please visit www.FL511.com.

TRAFFIC SIGNALS COMPUTER BASED TRAINING NOW AVAILABLE!

This training provides fundamental concepts in traffic signals and warrants, traffic signal design, and introduces traffic signal timing and coordination, traffic controller technologies, and multi-modalism. The CBT is available to FDOT personnel in Learning Curve and to all other interested parties at this website.
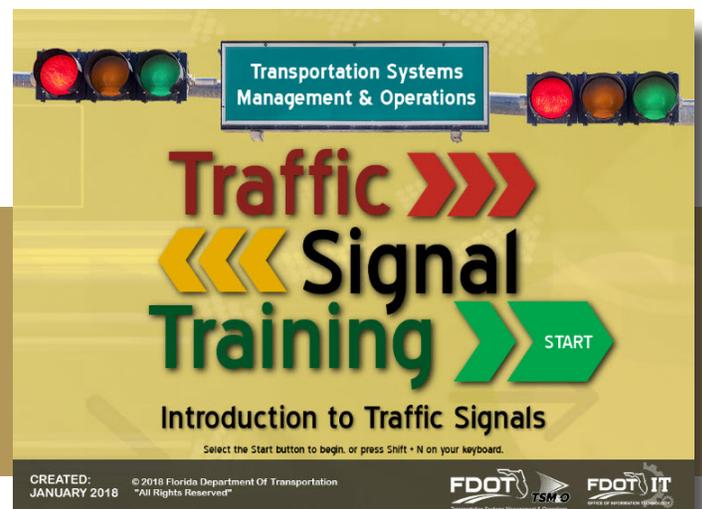
For more information please contact Raj Ponnaluri at (850) 410-5616 or by email Raj.Ponnaluri@dot.state.fl.us.

ROAD RANGERS WESTWARD EXPANSION IN DISTRICT TWO

By Alejandro Varela, P.E., District Two ITS Operations Manager, FDOT

The Florida Department of Transportation Road Ranger's Program in District Two has commenced its westward expansion to include I-75 and Gainesville. There are sections of the interstate that can have as many as 70,000 trips a day so the decision to provide this service in the western portion of the district was imperative to keeping the freeways running efficiently. The first truck on the new route hit the road on April 2nd, covering a 40-mile section and operating 12 hours a day (7am-7pm), 7 days a week. The full deployment will incorporate four trucks covering just shy of 100 miles. Additionally, the RISC (Rapid Incident Scene Clearance) Lite truck will give the Department the capability to remove Medium Duty: Class B types of vehicles from the roadway. The full deployment date is still undetermined but the Department is working diligently to get these trucks on the road to begin assisting motorists.
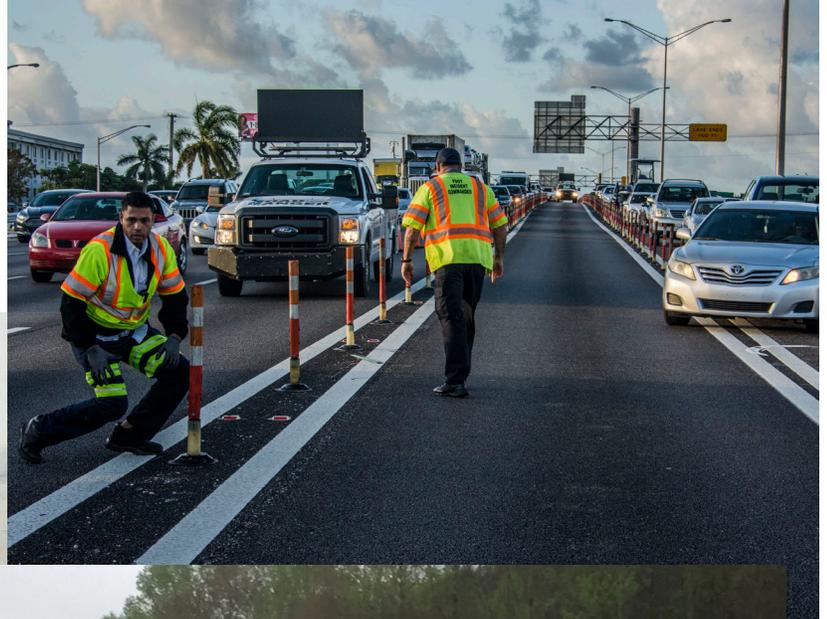
There will be one truck for each route with some overlap in the City of Gainesville.

- I-75 from CR-234 (Exit 374) to SR-222 (Exit 390) - 7 days/week
- I-75 from SR-24 (Exit 384) to US-441/US-41 (Exit 414) - 7 days/week
- I-75 from US-441/US-41 (Exit 414) to SR-136 (Exit 439) - 5 days/week
- I-75 from SR-136 (Exit 439) to SR-143 (Exit 467) - 5 days/week

Note: The first two routes ares currently being covered by one truck.

For more information please contact Alejandro Valera at (904) 903-2008 or by email Alex.Varela@dot.state.fl.us.

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