



Change Management Board Meeting

Thursday, September 17, 2015

Video Conference: CO-Burns Video Bridge 2

Audio Only: 850-414-3102

Do NOT Put On Hold **Call is Being Recorded**

GoToMeeting:

<https://www2.gotomeeting.com/join/371021466>



Welcome and Call for Quorum

Derek Vollmer, P.E., CMB Chairman



Agenda



Time	Item	Lead
1:30 – 1:40	Welcome and Call for Quorum	Derek Vollmer
1:40 – 1:45	Previous Meeting Recap & Action Item Review	Derek Vollmer
1:45 – 1:55	ITS WAN Update	Randy Pierce & Frank Deasy
1:55 – 2:10	SunGuide Software Update	Derek Vollmer
2:10 – 2:15	RITIS Update	Derek Vollmer
2:15 – 2:35	Ramp Metering System	Tucker Brown
2:35 – 3:05	Signals in SunGuide <i>(vote)</i>	Peter Vega



Agenda



Time	Item	Lead
3:05 – 3:15	Break (Tentative)	
3:15 – 3:30	Statewide ITS Architecture and Systems Engineering Update	Derek Vollmer
3:30 – 3:45	Open Discussion	Derek Vollmer
3:45 – 3:50	Review Action Items	Derek Vollmer

CMB agenda, slides, and attachments posted here:

http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/CMB.shtm



Previous Meetings Recap and Action Items Review

Derek Vollmer, P.E., CMB Chairman



Previous Meeting Action Items



1. CO to look into getting C2C connection data into RITIS. (Open Action Item)
2. CO to follow-up on Google Traffic data possibilities. (Open Action Item)
3. ITS WAN to send IP Allocation Plan to all the Districts by the next CMB meeting. (Open Action Item)
4. CO to look into operators not having to determine if the Waze event is a duplicate. (Open Action Item)



ITS Telecommunications Update

Randy Pierce & Frank Deasy, P.E.



ITS WAN Update



- ITS WAN – District IP Re-allocation Effort
 - All Districts have been notified of their assigned CIDR blocks for the Next Generation Statewide Network
 - District 5 is actively migrating to assigned CIDR blocks and this step must be completed prior to statewide adoption
 - District 6 and MDX are using new CIDR blocks for new deployments
- Multicast Re-Addressing
 - Districts should re-address their multicast devices now to resolve any overlapping addresses
 - D3, D4 & D6 completed their multicast addressing
 - D1, D5, D7 & MDX are in process
 - D2 and FTE not implemented at Layer 3 at this time
 - Multicast video can then be shared statewide



ITS WAN Update



- Tallahassee Fiber Ring
 - Configuration documentation developed and delivered to contracted vendor
 - Installation re-scheduled to Q3 2015, exact date to be determined
- Leased Services
 - District 6 to TERL circuit re-provisioned in June
 - Circuit now goes through District 7 to the TERL
 - Provides tertiary redundancy for District 7 to mitigate downtime due to I-4 Ultimate construction projects



ITS WAN Update



- FTE Fiber Use – Memorandum of Understanding Projects
 - Southeast Florida Fiber Re-route Project (D4/D6/Andytown/FTE Pompano/McArthur Sunrise) – splicing required at key FTE locations
 - Everglades Academy – now planning for RF links at the end of the HEFT rather than fiber optics – tie into existing FTE fiber at end of HEFT
 - District 5, Turkey Lake Redundancy Project – planning ongoing, dependent upon funding
- D5 to Turkey Lake – Redundancy connection
 - D5 work is completed
 - FTE fiber allocation along SR-528 is Green Buffer 33, 34, 35, and 36



ITS WAN Update



- ITS WAN – D5 to D7 Backbone Upgrade
 - Could be rolled into the D5 – Turkey Lake Redundancy Project
 - Upgrade optical path from OC-48 SONET to 10Gig DWDM
 - Reallocate existing equipment to spares inventory
- FTE Tolls Middleware Application
 - FTE Tolls has requested a consolidated connection over the ITS WAN for all Districts
 - D4 still on separate Layer 2 Connection via separate FDOT fiber
 - FTE Tolls connection to the ITS WAN being upgraded to a Layer 3 connection with routing to support the 95Express project and future Managed Lanes projects
 - Southeast Fiber Re-Routing
 - D4 work is completed
 - Waiting for FTE approval to access splice enclosures



QUESTIONS?

Randy Pierce & Frank Deasy, P.E.

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SunGuide Software Update

Derek Vollmer, P.E., FDOT



RITIS Update

Derek Vollmer, P.E., FDOT



Signals in SunGuide *(with vote)*

Peter Vega, P.E., FDOT



Traffic Signal System Module



- Purpose

- ICM Between US 1 and I-95 in south Jacksonville. ITS devices already deployed.
- This corridor has the highest volumes in Jacksonville with major incidents on a weekly basis.
- US 1 runs parallel to I-95 for 12 miles with interchanges at two ends.
- US 1 has 18 traffic signals between I-95 interchanges.
- There are four major roadways between these interchanges to reroute traffic.
- A total of 30 traffic signals will be utilized for ICM.

- Plan

- ITS Consultants will develop timing plans for various incident scenarios on I-95.
- City of Jacksonville Traffic Engineer and FDOT Traffic Signal Engineer will review/approve new timing plans.
- Timing plans shall be developed for mild, moderate and major events.
- ATMS.now shall be interfaced with SunGuide so new timing plans can be activated.
- ATMS.now shall also provide traffic signal status information to SunGuide.



Traffic Signal System Needs



- Traffic Signal software IDS to support the processing of timing plans
- Changes to SunGuide for new map layer
- Changes to the GUI to support all user interaction changes needed
- Additional configurability to enable or disable retiming functions

Dynamic Detour System

- ConOps and Operational Scenarios
- I-95 and US 1 Corridor
- Pilot Corridor
 - DRIP Study
 - Planned and On-Going Work
 - ITS Deployment, BlueToad®, ATMS, etc.
 - Integration of timing plans from ATMS.now into SunGuide

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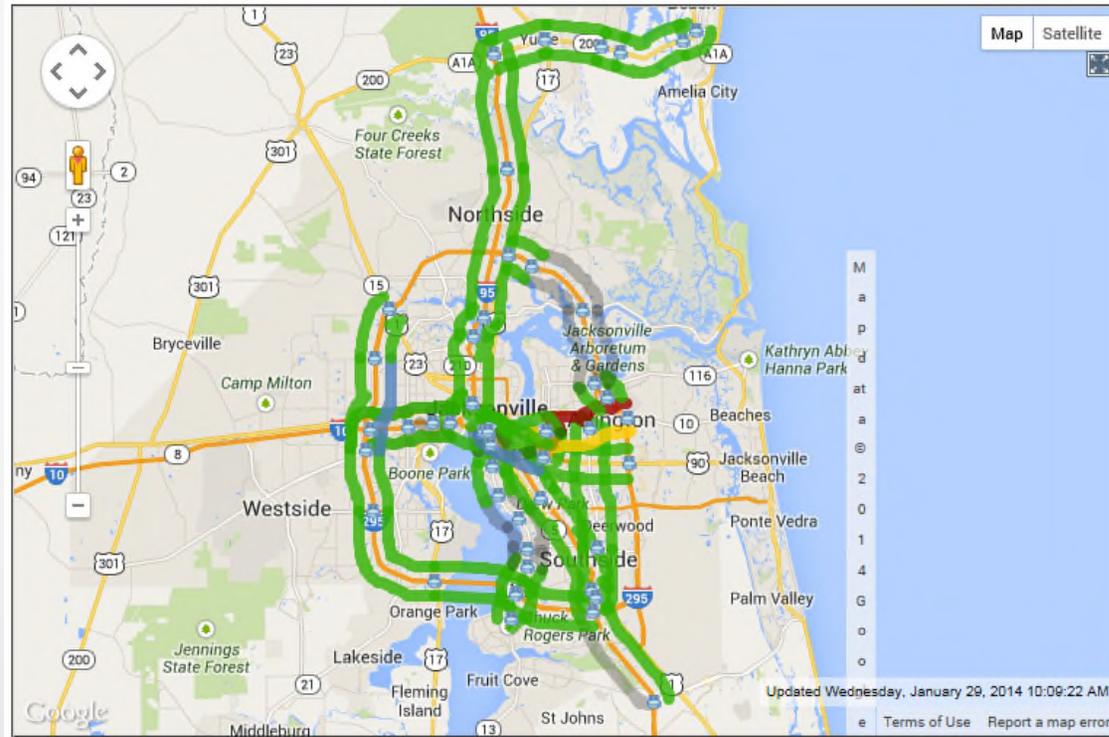
BlueTOAD



Speed Map

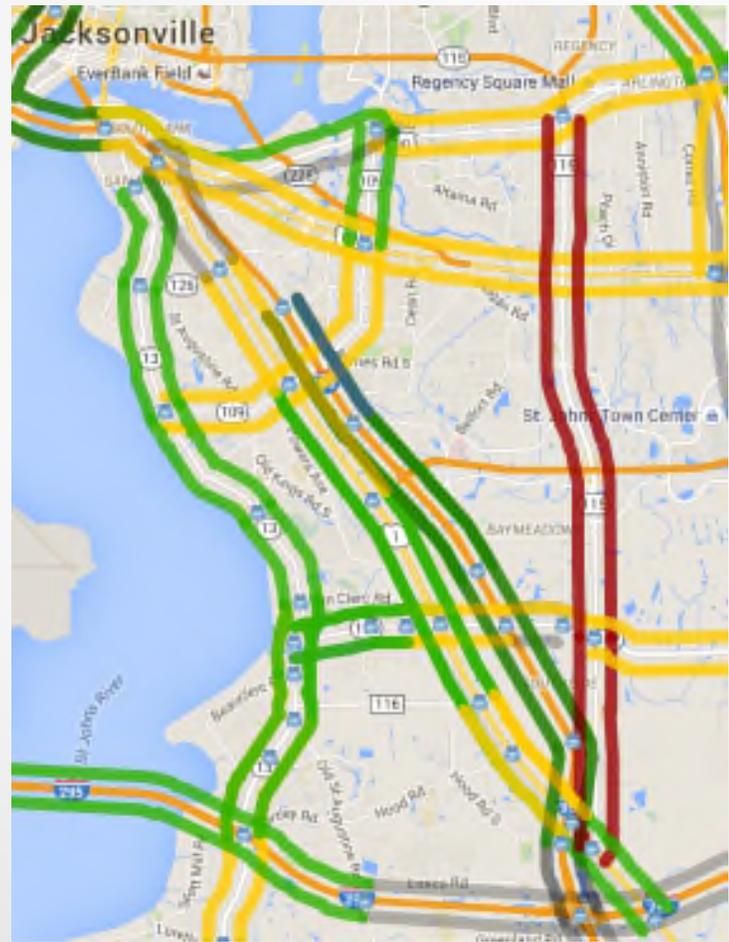
Select a route:

Show all pairs





BlueTOAD



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Systems Component and Operation

- Key Decision Points:
 - Freeway and Arterial DMS Signs
 - Trailblazer Electronic Display Signs
- MVDS and BlueTOAD® Data
- US 1 Traffic Signal Re-timing and ATMS Deployment





Integrated Corridor Management Pilot



- In 2013 FDOT D2 worked with the South West Research Institute (SWRI) and Trafficware to create a new section for the statewide SunGuide software which would allow TMC operators to dynamically change signal timing or divert traffic depending upon the type of incident.



Integrated Corridor Management Pilot



- Once SunGuide update is complete traffic on I-95 can be diverted to US-1 and TMC operators can monitor congestion, post detour messages and change signal timing to better control traffic flow on US-1.
- Similarly an incident on US-1 could result in detouring traffic to I-95 to avoid excess congestion on US-1.



South End of US 1



The screenshot shows the ATMS software interface. The title bar reads "ATMS.now - Version 1.5.45.236 - City of Jacksonville / naztec". The main window is titled "Map View" and displays an aerial map of the South End of US 1. A red star is placed on the road, with two green arrows pointing away from it. The map includes labels for "Phillips US1 (C) Sot", "Interstate 295", and "State 9A". The bottom of the window features a navigation bar with "List" and "Map" tabs, and a status bar with "Recent Alarms", "Alarm History", "System Notes", "Current Users", "Incident Trigger", "Daktronics", and "Selected Details".

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North End of US 1



ATMS.now - Version 1.5.45.236 - City of Jacksonville / naztec

Map View

Phillips US1 (B)

Interstate 295

X: 458597.426766539 Y: 2158609.95150154 (feet) X: 100 Y: 32

Recent Alarms | Alarm History | System Notes | Current Users | Incident Trigger | Daktronics | Selected Details

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Considerations



- Develop the capability for any Traffic Signal software (up to vendor)
- Develop for authorized use only
- Future: Develop preset alarms to return to normal state



Estimated Cost



- Cost Estimate: \$72,500



QUESTIONS? *(VOTE)*

Peter Vega, P.E., FDOT

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Break – 10 min

<http://ipadstopwatch.com/timer.html>



Statewide ITS Architecture & Systems Engineering Update

Derek Vollmer, P.E., FDOT



Open Discussion

Derek Vollmer, P.E., FDOT



Review Action Items

Derek Vollmer, P.E., FDOT