

Ramp Signals Help Incident Management Efforts



The Ramp Signaling System along Interstate 95 has been improving traffic flow since its 2009 activation.

The signals have reduced bottle neck congestion along the entrance ramps of the highway by metering the rate which vehicles enter the mainline, particularly during the weekday rush-hour periods (6AM – 9AM southbound and 4 PM – 7PM, northbound). Traffic improvements were immediately noticed upon the system's activation, with travel speeds increas-

ing by more than 10 percent during these times.

More recently, however, the signals are being turned on outside of their regularly-scheduled time periods to assist with incident management efforts for special events or major crashes.

Activating the signals during high levels of congestion associated with these events helps the mainline recover faster because it is regulating the flow of incoming traffic on the high-

way. This is especially crucial during these times because it reduces additional breakdowns in efficiency and allows emergency responders and traffic operators to more effectively manage the event and clear the roadway.

For example, a recent Miami Marlins Baseball game caused travel speeds to fall below 45 MPH on southbound I-95. Operators turned on the ramp signals and the facility recovered back to free-flow speeds within ten minutes of initial detection.

FHWA, FDOT Host TIM Workshops in Districts Six and Seven

The Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT) hosted two, one-and-a-half day Traffic Incident Management (TIM) workshops in District Six and District Seven to further develop the TIM program's goals.

The meetings were held to discuss "best practices" and explore new strategies to strengthen the program's effectiveness in their respective communities. On the

workshops' first day, attendees identified the needs of the local TIM teams and got the opportunity to voice their concerns and explore possible solutions for improvement. They also discussed the importance of monitoring TIM performance measures as a basis for improving roadway and incident clearance times and optimizing responder safety. The second day consisted of more high-level objectives, such as improving the uni-

versal understanding of TIM decision-makers to enhance interagency communication and coordination.

The meetings were attended by several agencies in both districts, including Florida Highway Patrol's Troops E and C, the Florida Turnpike Enterprise, Pinellas County, Monroe County, Fire Rescue representatives, Miami-Dade Expressway Authority (MDX) and several incident management contractors.

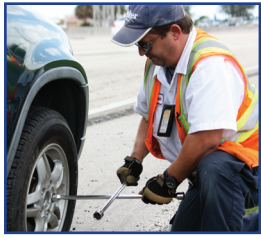
What's New?

- District Six wins three Davis Productivity Awards
- 511 Traveler Information Service now on Twitter

Upcoming Events

- District Six TIM team to present at ITS America - Summer 2012
- Monroe County TIM Meeting - Summer 2012

Quarterly Statistics (Jan. 1 - March 31, 2012)



10,239

Total TMC
Events Managed



10:41*

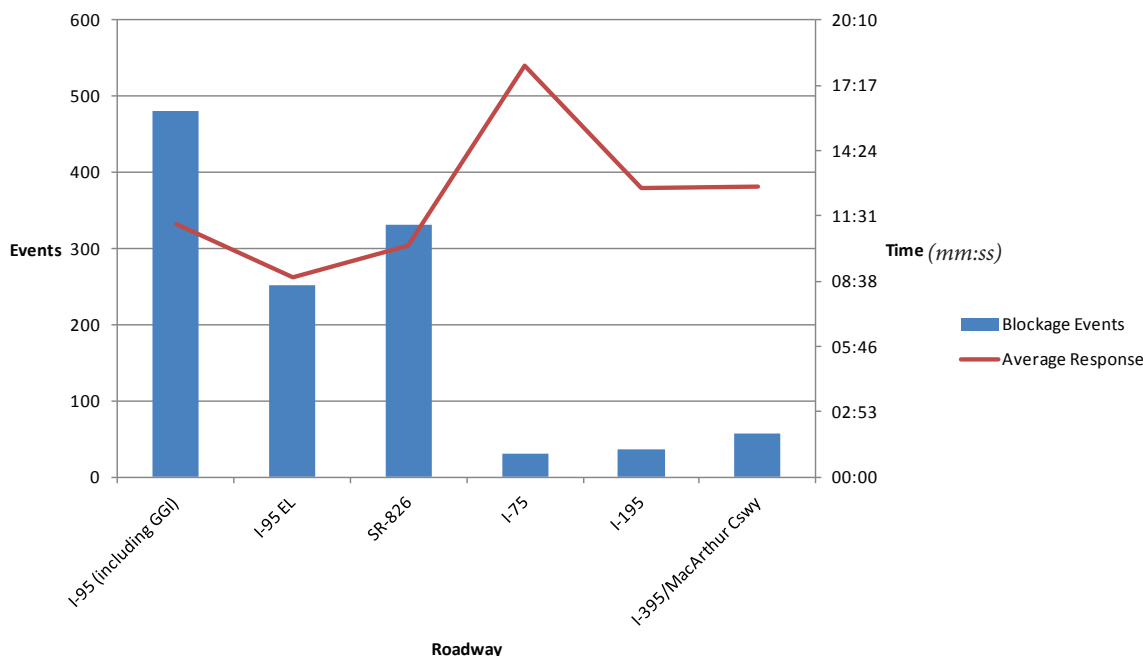
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Avg. Road
Ranger Response



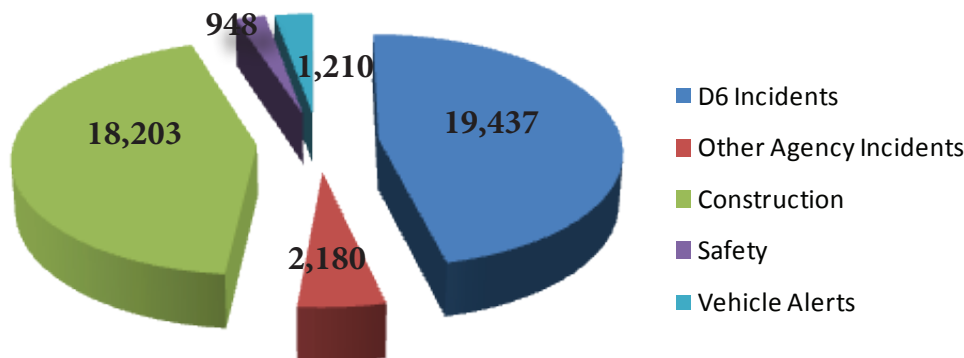
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Average Travel
Lane Blockage

Lane Blockage Events, Avg. Response**



DMS Messages by Type



RISC Stats

District Six implemented the Rapid Incident Scene Clearance (RISC) Program to reduce the impact of large-scale traffic events along our roadways. The program covers: Interstates 75, 95, 195, 395 and State Road 826.

- Total RISC activations in Fiscal Year (FY) 11/12 Quarter 3 = **1 total event**
- Average Arrival Time of RISC Vendors = **50 minutes**
- Average Travel Lane Clearance Time = **52 minutes**
- Average Total Incident Clearance Time = **105 minutes**

For more information on FDOT District Six and its incident management programs, be sure to visit SunGuide.org.

*For events not detected by a Road Ranger. **The figures presented are based only on travel lane blockage events per roadway.

***I-75 is dispatch-only for Road Rangers.