



PROJECT NEWS

For the Southern Traffic Incident eXchange

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Stakeholder Input

Do you have regional news or pictures to include in the next STIX Newsletter?

Has your TMC expanded its coverage area?

Do you think your TMC could benefit from an AAR or additional outreach?

If so, please contact Christine Simonton @ c.simonton@delcan.com

Florida visit promotes information sharing

Representatives of the STIX program recently traveled to Florida, where they were able to strengthen relationships and learn from fellow stakeholders. The trip was part of the continuing outreach effort to encourage use of the program and to facilitate face-to-face meetings among stakeholders. The visit went even better than planned.

“It’s always useful to meet one’s peers in another state,” said Hugh Colton, GDOT TMC Operations Manager. “The I-95 Corridor Coalition sponsored visit to FDOT at their testing facility in Tallahassee and at the TMC in Jacksonville was invaluable.”

The outreach group included Hugh

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STIX stakeholders meet at the Jacksonville RTMC. From Left: Jennifer Ganzy, Derrick Odom, Donna Danson, Jessica Schuh, Charles Wallace, Christine Simonton, Hugh Colton, Gary Millsaps, and Paul Clark.



Rock slide on I-40.

NC suffers major rockslide

Crews are working hard to cleanup after a massive rockslide in North Carolina on I-40 at mile marker 3.

The slide, which occurred on the morning of October 26, has resulted in the closure of I-40 at Exit 20 in North Carolina and Exit 451 in Tennessee. The closure is expected to last several

Form streamlines incident reporting

In response to user feedback, the STIX team recently introduced an Incident Reporting Form for use by participating TMCs. The form is designed to standardize the incident reporting process as well as make it easier for operators to report incidents and provide updates.

The form includes drop down menus, clickable fields and fill-in boxes to quickly input incident information. A convenient email button automatically transmits the report to STIX Operations Center at stix@dot.ga.gov.

As an incident progresses, operators can input incident updates on the form in the boxes provided and simply click “send email” again.

While the STIX Operation Center in the Atlanta TMC will continue to accept regular STIX phone calls and emails, use of the form is encouraged because it helps ensure that all necessary information is provided and quickly documents incident details.

Florida Visit, Cont.

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Colton, Gary Millsaps, STIX Coalition Project Manager and GDOT TIM Manager, Jennifer Ganzy, Atlanta TMC Supervisor, Christine Simonton, STIX Consultant Project Manager, and Jessica Schuh, STIX Project Team Support.

The visit began in Tallahassee on November 2, where the group met with stakeholders at the Florida Department of Transportation (FDOT) Traffic Engineering Research Lab (TERL). Along with detailed discussions about the STIX program specifically, the group also discussed TIM and ITS in the region and shared useful information.

Paul Clark, FDOT Incident Management/CVO Program Manager, organized the visit. Paul and other representatives of FDOT's Central Office pledged their full support of the program and encouraged FDOT districts throughout the state to participate.

The Jacksonville Regional TMC was the next stop on the visit. There, the group met with Jacksonville TMC representatives and conducted a videoconference with other TMC personnel from the entire state. Participants had the opportunity to

ask questions and make suggestions about the program.

"A useful interchange of views took place, and the Georgia team was able to better understand the challenges [faced] and benefits that STIX is bringing to the travelling public," said Colton.

Recent successful Jacksonville activations, such as the lane blocking incident notification made on September 28, were discussed. Atlanta TMC personnel applauded the Jacksonville TMC personnel for providing detailed, up-to-date information throughout the incident.

It was beneficial for Atlanta TMC and Jacksonville TMC personnel to meet face-to-face.

"It was nice to put a name to a face," said Jennifer Ganzy, Atlanta TMC Supervisor. "This kind of face-to-face interaction helps strengthen our working relationship and helps us learn how we can better assist each other."

Other topics discussed included possibilities for additional coordination throughout Florida, ideas for better coordination with Law Enforcement and ways to update travelers via the web.



Rock blasting in an effort to clear and stabilize the slide.

NC rockslide, cont.

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months while the rock is removed and the area is stabilized.

Detour information and other updates can be accessed at www.ncdot.gov. Motorists on I-40 West should take I-240 West near Asheville to I-26 West to I-81 South in Tennessee before getting back on I-40 (reverse for Eastbound motorists).

Currently, motorists cannot take the alternate U.S. 64 from North Carolina into Tennessee due to another rockslide that has blocked the roadway in Polk County, Tennessee. This closure will also last for several months.

NCDOT has in place a contingency plan in the event that I-26 is forced to shut down due to another major and the department will advise surrounding states if such an event occurs.

According to Brian Purvis, NCDOT State Incident Management Engineer, NCDOT IMAP Service Patrol is running on the detour into Tennessee, and the Tennessee Highway Patrol is running five troopers 24/7 on the detour.

Motorists should expect possible congestion—particularly during holiday travel—and should follow instructions on the dynamic message signs as well as visit the www.ncdot.gov/traffictavel or call 511 for up to date information.

STIX group tours FDOT Traffic Engineering Research Lab



(Left) Traffic control signs tested at lab. (Right) DMS board undergoes testing.

In conjunction with the STIX outreach visit in November, the group toured FDOT's impressive Traffic Engineering Research Lab (TERL) facility and testing sites.

The unique indoor/outdoor lab tests all traffic control products to meet rigorous standards before they are approved and placed on Florida's roadways. Florida has in place a law that requires the approval of all traffic control devices for both state and local roads, and the primary mission of the TERL is to ensure compliance.

The same process is used for traffic control and ITS devices. Vendors must submit applications, including their Quality Assurance process, in order to be approved. They must submit the device to be tested. Each specific device needs approval—only a specific model is approved.

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