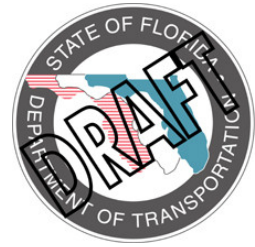


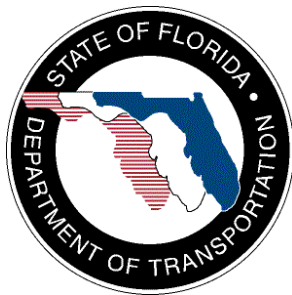
# Technical Memorandum



## Statewide Advanced Traveler Information System Project

### District 3 Concept of Operations

January 9, 2007  
Draft Version 2



Prepared for:

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*Technical Memorandum – Statewide ATIS Project  
District 3 Concept of Operations*



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## List of Acronyms

ATIS .....	Advanced Traveler Information System
CAD .....	Computer-aided Dispatch
CCTV .....	Closed-circuit Television
ConOps .....	Concept of Operations
CR .....	County Road
DMS .....	Dynamic Message Sign
Email .....	Electronic Mail
EOC .....	Emergency Operations Center
FDOT .....	Florida Department of Transportation
FHP .....	Florida Highway Patrol
FTE .....	Florida’s Turnpike Enterprise
HAR .....	Highway Advisory Radio
I-10 .....	Interstate 10
I-110 .....	Interstate 110
ITS .....	Intelligent Transportation System
PIO .....	Public Information Office
RTMC .....	Regional Transportation Management Center
SIS .....	Strategic Intermodal System
SR .....	State Road
TEOO .....	(FDOT) Traffic Engineering and Operations Office
TERL .....	Traffic Engineering Research Laboratory
U.S. ....	United States
VAS .....	Video Aggregation Subsystem
WZ .....	Work Zone



## **1. Introduction**

### **1.1 Purpose**

This technical memorandum describes the next-generation statewide advanced traveler information system (ATIS) to be implemented in the 2008 to 2013 timeframe at the District level, and serves as the initial District 3 concept of operations (ConOps).

This report details the current or near-term situation of 511 traveler information in District 3, as well as the proposed system in 2008. This report is one of eight District ConOps that further refines the initial *Statewide ATIS ConOps* for each District.<sup>1</sup>

### **1.2 Background**

The Florida Department of Transportation (FDOT) currently operates one of the most widely used traveler information programs in the country. Florida 511 services receive roughly 500,000 calls a month from people accessing real-time traveler information. Florida's combined cobranded 511 Web sites also receive roughly 1,000,000 Web hits a month. Hundreds of dynamic message sign (DMS) devices, and dozens of permanent and portable highway advisory radio (HAR) stations are used throughout the state to inform drivers of congestion, incidents, and construction zones. Millions of travelers rely on static information provided through various means, such as rest areas, welcome centers, the state map, and public service campaigns.

While the FDOT's efforts have proven effective, opportunities remain to improve service to the traveling public. The state's initial regional advanced traveler information projects are scheduled to reach the end of contractual terms in mid-2008. This gives the state both an opportunity to improve and integrate services, and a need to plan and implement follow-up services to ensure continued provision of quality traveler information.

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<sup>1</sup> Refer to *Section 2* of this document for information on the *Statewide ATIS ConOps* developed as part of the documentation for this project.



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In late 2003, the FDOT formed the Florida 511 Working Group to support coordination among state traveler information programs. In early 2004, the 511 Working Group determined that Florida's next-generation traveler information services — or what follows when these first-generation projects end in 2008 — should be far more integrated, consistent, statewide, and seamless than current projects. Further, the FDOT Central Office Traffic Engineering and Operations Office (TEOO) Intelligent Transportation Systems (ITS) Section should take the lead in defining and establishing an integrated telephone and Web site infrastructure that supports state traveler information services in 2008 and beyond. The TEOO ITS Section should also continue working with the 511 Working Group to coordinate the creation of that infrastructure, and to define roles for the FDOT Districts and partner agencies in creating and managing the content provided through the statewide ATIS.

The FDOT Executive Board approved the budget for Florida's next-generation statewide ATIS on July 19, 2006.

### **1.3**    *Content*

This technical memorandum contains the initial District ConOps, and provides an initial baseline of the project's assumptions, boundaries, and constraints (e.g., roadways covered by each District and data flows within each District).

The topics covered in this report include:

- *Section 1 – Introduction*
- *Section 2 – Referenced Documents*
- *Section 3 – Concept of Operations*



## **2. Referenced Documents**

The documents identified below were referenced during the development of this ConOps. These documents, along with other project information, are available on the project Web site located online at [http://floridaitis.com/Travel\\_Info-ConOps\\_Dev.htm](http://floridaitis.com/Travel_Info-ConOps_Dev.htm).

<i>Technical Memorandum Statewide Advanced Traveler Information System (ATIS) Project Statewide ATIS Concept of Operations August 4, 2006 Version 2</i>	Florida Department of Transportation Traffic Engineering and Operations Office Intelligent Transportation Systems Section 605 Suwannee Street, M.S. 90 Tallahassee, Florida 32399-0450 (850) 410-5600
<i>Technical Memorandum Statewide Advanced Traveler Information System (ATIS) Project Environmental Scan August 16, 2006 Version 2</i>	Florida Department of Transportation Traffic Engineering and Operations Office Intelligent Transportation Systems Section 605 Suwannee Street, M.S. 90 Tallahassee, Florida 32399-0450 (850) 410-5600
<i>Technical Memorandum Statewide Advanced Traveler Information System Project Stakeholder Input and User Needs August 16, 2006 Version 2</i>	Florida Department of Transportation Traffic Engineering and Operations Office Intelligent Transportation Systems Section 605 Suwannee Street, M.S. 90 Tallahassee, Florida 32399-0450 (850) 410-5600
<i>Technical Memorandum Statewide Advanced Traveler Information System Project Project Concept Report September 13, 2006 Version 2</i>	Florida Department of Transportation Traffic Engineering and Operations Office Intelligent Transportation Systems Section 605 Suwannee Street, M.S. 90 Tallahassee, Florida 32399-0450 (850) 410-5600



### **3. Concept of Operations**

To understand the impact that the future statewide ATIS, which is planned for implementation in 2008, will have on traveler information in District 3, this ConOps will review the current situation, discuss the justification for changes, and review the potential future state in District 3.

#### **3.1 Current Situation**

District 3 does not currently have a regional 511 traveler information service. As part of the iFlorida project, some of the interstates in District 3 are covered by the current statewide 511 system that is operated out of the regional transportation management center (RTMC) in District 5. *Appendix A* provides a list of these roadways. Only incident information from the Florida Highway Patrol's (FHP) computer-aided dispatch (CAD) system is provided for these roadways.

#### **3.2 Justification for Changes**

Distinct traveler information systems currently exist within Florida, each differing slightly in what, where, when, and how they provide traveler information. As noted previously, the Florida 511 Working Group determined in early 2004 that the next generation of Florida's traveler information services should be far more integrated, consistent, statewide, and seamless than current projects.

The *Stakeholder Input and User Needs Technical Memorandum* confirmed this assessment. Stakeholders want, and users expect, a future Florida ATIS that improves the current situation and provides high-quality information (i.e., accurate, timely, reliable, complete, accessible, and relevant) in a manner that is quick and easy to understand and use. Stakeholders also desire a future ATIS that is both consistent and accountable, while built on a common platform.

In 2008, the current contracts for all the regional 511 services in Florida come to an end — an opportune moment to introduce a new way of providing 511 services across the state. The proposed model, a statewide approach, maintains a decentralized data collection system at each FDOT District while introducing a centralized data fusion and data dissemination subsystem.



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This new statewide approach attempts to provide the best of both worlds. By continuing the decentralized data collection, each District maintains control over 511 content, and keeps some of the flexibility and autonomy inherent in a decentralized system. By introducing a centralized data fusion and data dissemination subsystem, the statewide approach provides more consistency and efficiency. By utilizing risk management and systems engineering, the potential disadvantages of centralizing the data fusion and data dissemination subsystems can be overcome.

A new statewide approach to 511 will:

- Avoid redundant spending on multiple regional 511 services
- Eliminate the current inconsistency of service delivery across the state
- Eliminate call routing issues
- Lower operating and maintenance costs
- Simplify implementation of a statewide video aggregation subsystem (VAS)
- Enhance District coordination
- Better meet stakeholder needs
  - High-quality information (i.e., accurate, reliable, timely)
  - Quick and easy to use
  - Consistent
  - Accountable

This new statewide approach to 511 will affect each District differently. The following section describes the likely future state in District 3 that will come about due to this new statewide approach to traveler information. Specifically, the new data flows (i.e., inputs, operations, and outputs) and roadway coverage will be examined.



### **3.3 Future State**

#### **3.3.1 Introduction**

##### **3.3.1.1 Vision**

The envisioned structure for the future statewide ATIS as it relates to each District is discussed in this section. The goal of this next generation statewide ATIS is to provide users with a far more integrated, consistent, statewide, and seamless traveler information system. To achieve this goal, the future statewide ATIS will rely on the data reported by the seven Districts, Florida's Turnpike Enterprise (FTE), and their partners for traveler information.

Each District and FTE shall manage the content (i.e., traveler information) being reported on the statewide ATIS. This management includes the responsibility of collecting and verifying the information on incidents; traffic flow; construction and maintenance, et cetera, for their particular coverage area (i.e., District).

##### **3.3.1.2 Basic Model**

The basic model for the data flow in each District is very similar. In this model, the RTMC acts as the information hub for traveler information on the covered roadways. The covered roadways consist, at a minimum, of Florida's Strategic Intermodal System (SIS) and the emerging SIS within each District.<sup>2</sup>

The traveler information gathered at the RTMC can be categorized into ITS and non-ITS inputs. Intelligent transportation system inputs — for example, sensors and closed-circuit television (CCTV) cameras — are directly controlled by the RTMC. Non-ITS inputs, such as public information offices (PIOs), construction and maintenance offices, emergency management offices (EMOs), police scanners, mobile units, et cetera, will supplement this information. Quality standards/metrics will need to be established for when traveler information from these inputs meets a "good" level of quality and can be disseminated. The RTMC will be responsible for performing all functions of data collection, verification, and validation. The RTMC will also be responsible for coordination (i.e., no double reporting of incidents) with other reporting agencies (i.e., other District RTMCs).

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<sup>2</sup> More information regarding Florida's SIS and emerging SIS is available online at <http://www.dot.state.fl.us/planning/SIS/default.htm>.



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To minimize the RTMC's workload, there will be automated interfaces between the data fusion subsystem and the RTMC operating software (e.g., SunGuide<sup>SM</sup>, SunNav, et cetera).<sup>3</sup> Note that while this interface will be automated, human intervention will still be needed to verify and validate this information. The video from each RTMC will be handled automatically by the VAS. Some special information, such as bilingual floodgate messages, will still be required and probably not automated.

Consistency in data collection and reporting will be key to the success of the future statewide ATIS. Each District and FTE is unique (e.g., status of current ATIS, methods of collecting ATIS data, et cetera) and needs to be analyzed in detail.

We will now review the potential future 511 system for District 3.

### *3.3.1.3 Overview of Potential Future 511 System for District 3*

Figure 3.1 shows the current thought of what the future state in District 3 might look like. This figure shows the data flows (i.e., inputs/outputs) that will occur in District 3 with respect to the new statewide approach to ATIS in 2008. Note that District 3 will commence ATIS operations in conjunction with the startup of the new statewide ATIS (July – November 2008).

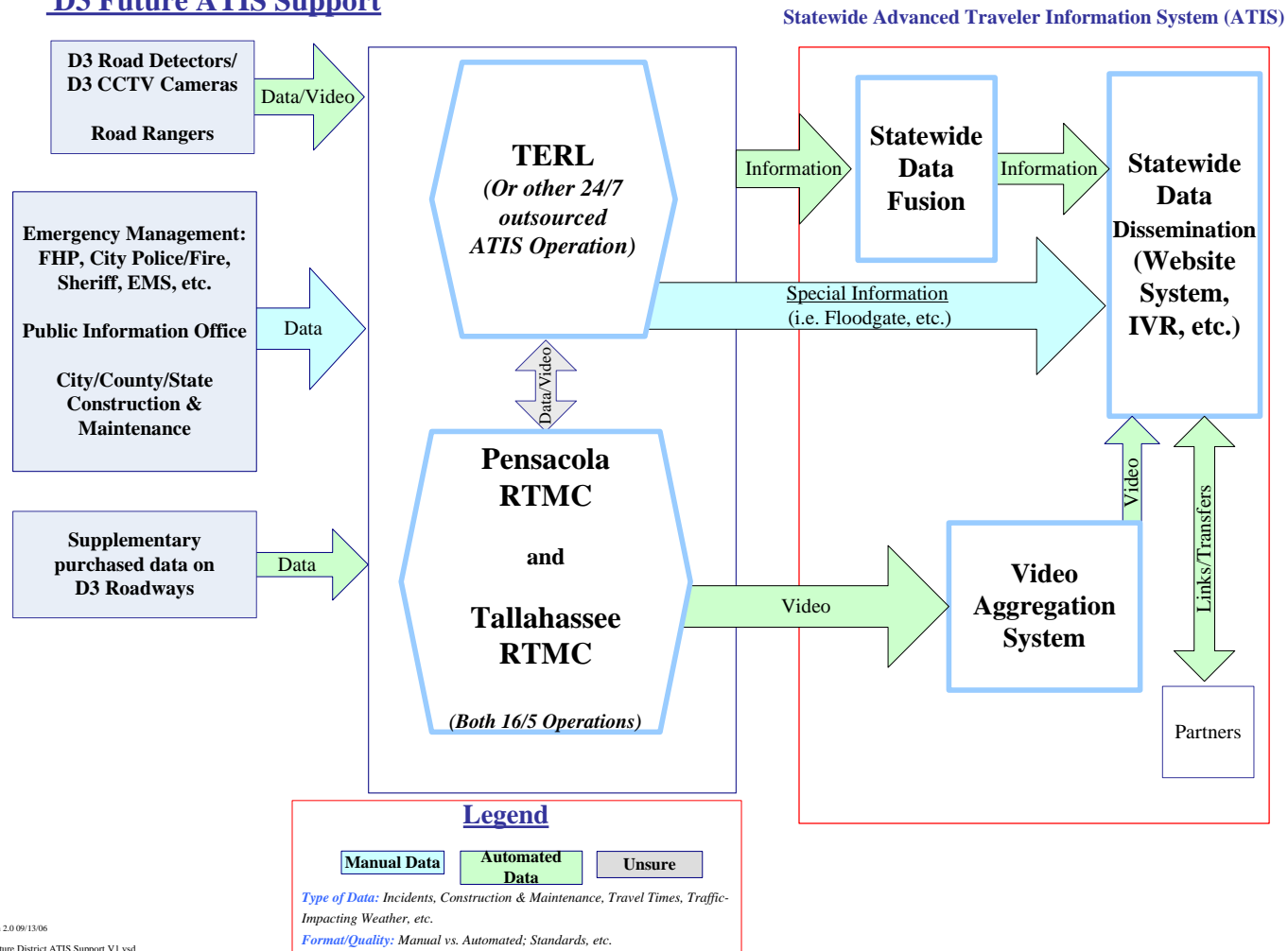
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<sup>3</sup> SunGuide is a service mark of the Florida Department of Transportation. More information regarding the SunGuide software project is available online at <http://sunguide.datasys.swri.edu/>.



Figure 3.1 – District 3 Future Advanced Traveler Information System Support

**D3 Future ATIS Support**



Version 2.0 09/13/06  
 D3 Future District ATIS Support V1.vsd



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District 3 plans to have two RTMCs operating on a 16 hours per day, 5 days per week schedule. One RTMC will be located in Pensacola and is planned to be operational in 2008. The second RTMC will be collocated with the City of Tallahassee and it has yet to be determined exactly when it will be operational (probably around 2009).

Since an ATIS needs to operate as a 24 hours per day, 7 days per week operation, the District 3 RTMCs cannot act as the sole information hub for the system as described in the basic model above. While these RTMCs will provide as much traveler information as possible to the system, additional help will be required.

One possibility that is currently being considered for procuring the 24 hours per day, 7 days per week ATIS support needed for District 3 is to utilize the FDOT's Traffic Engineering Research Laboratory (TERL). If the TERL were to be upgraded (i.e., staff, servers, backup power, bandwidth, et cetera), it could act as the primary ATIS information source for District 3. Note that if the next generation statewide ATIS utilizes SunGuide as its data fusion subsystem, then the TERL could also act as the central quality monitor/system administrator.

*Appendix B* provides a list of the roadways that are planned to be covered by the two RTMCs, and the desired coverage if all of the SIS and Emerging SIS in District 3 were covered. An invitation to negotiate (ITN) is planned to supplement the ATIS coverage on District 3 roadways. The objective would be to utilize the procurement process to determine how much additional ATIS information can be obtained on District 3 roadways, with the primary focus being speed information). Depending on who responds to the ITN, this information could be supplied in a number of ways, including sensors deployed along the roadways, mobile phones, fleet data, et cetera.

### **3.3.2 Inputs**

#### 3.3.2.1 Overview

As seen in Figure 3.1, both the Pensacola and Tallahassee RTMCs will have automatic inputs from detectors and CCTV cameras. These RTMCs will also get information from:

- Road Rangers
- Emergency Management
  - Florida Highway Patrol CAD system
  - Local police and fire departments (i.e., telephone calls, scanners, et cetera)
  - Emergency operations centers (EOCs)
- State/County/City construction and maintenance offices



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- Florida Department of Transportation PIO
- Supplementary purchased data on District 3 roadways (procured through an ITN)

Since the District 3 RTMCs will only be operating 16 hours per day, 5 days per week, a 24 hours per day, 7 days per week outsourced ATIS operation will be needed. It has yet to be determined what the division of labor will be between the RTMCs and the 24 hours per day, 7 days per week outsourced ATIS operation. For planning purposes, the outsourced ATIS operation should be staffed to handle all District 3 ATIS support needs (i.e., able to input all data and verify all data entered in the ATIS for District 3).

The current thought is that this outsourced ATIS operation could be located at the TERL. If the TERL is upgraded appropriately, it will have access to the automated data and video from the two RTMCs, and the ability to interact with Road Rangers; emergency management agencies; construction and maintenance personnel; PIOs; et cetera, to verify and validate ATIS information.

### 3.3.2.2 District 3 Inputs

As seen in Figure 3.1, the ATIS inputs into District 3's RTMCs include the following sources:

- **District 3 CCTV Cameras and Detectors** — District 3 CCTV cameras and detectors are located on the roadways listed in *Appendix B*.
- **Road Rangers** — Road Rangers will provide assistance/information along the freeways in District 3.
- **Emergency Management** — Emergency management personnel, such as the FHP, local police, EOCs, et cetera, is a vital source for important information on all roadways covered by the RTMC and the outsourced ATIS operation.

The outsourced ATIS operation will have access to FHP CAD incident data either through an automatic feed or through the FHP Web site. It has yet to be determined whether police scanners will be used to supplement this data. It is important to keep in mind that the FHP, and potentially others in the future, utilizes the Enhanced Digital Access Communications System (EDACS®) ProVoice™ digitally encrypted system.<sup>4</sup> This new scanner requires a special license for monitoring purposes.

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<sup>4</sup> EDACS is a registered trademark and ProVoice is a trademark of M/A-COM. More information regarding M/A-COM and its products is available online at <http://www.macom-wireless.com/>.



During emergencies, such as hurricanes, the outsourced ATIS operation will interface with the EOC to include the necessary information on the 511 system for District 3 (e.g., floodgate messages covering evacuation routes and reversal of traffic flow on roadways).

- **State / County / City Construction and Maintenance** — The outsourced ATIS operation will have to interface with the state, city, and county construction and maintenance offices to properly update the system on an ongoing basis for planned roadway construction and maintenance in their District.
- **Public Information Office** — The outsourced ATIS operation will have to interface with District PIOs to receive additional traveler information.
- **Supplementary Purchased Data on District 3 Roadways** — The extent of additional ITS equipment that might be deployed to augment ATIS coverage has not yet been determined. The current plan is to utilize an ITN to supplement the data available on District 3 roadways. A prioritized list of the roadways District 3 would like to have covered would be included in this ITN. The data (probably speed data) would be available to the RTMCs and to the outsourced 24 hours per day, 7 days per week ATIS operation (e.g., TERL).

### **3.3.3 Operations**

#### **3.3.3.1 Overview**

As seen in Figure 3.1, the outsourced ATIS operation (e.g., TERL) will act as the primary information hub for all traveler information within District 3. This means that the outsourced ATIS operation will take on all responsibilities for verification and validation of ATIS information in District 3. The outsourced ATIS operation will have to coordinate with other Districts with respect to ATIS information and will be responsible for outputs — for example, bilingual floodgate messages to the interactive voice response (IVR) subsystem in both English and Spanish — to the statewide ATIS. This outsourced ATIS operation will operate 24 hours per day, 7 days per week.

A number of issues still need to be worked out with respect to the proposed outsourced ATIS operation, including those noted below.

- What roadways will be covered? It is currently proposed that an ITN be used to determine the amount of coverage that can be obtained.
- Where will the outsourced ATIS operation be located? It has been suggested that the operation be located at the TERL.



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- How much ATIS support will the 16-hour-per-day, 5-day-per-week RTMCs take on? It is currently proposed that the District 3 RTMCs attempt to input ATIS information during their hours of operation and ramp up their duties over a period of time. It should be noted that the extent of this increase has not yet been determined and the procurement of services for the outsourced 511 operation should plan to assume all ATIS duties 24 hours per day, 7 days per week.

### **3.3.4 Outputs**

#### 3.3.4.1 Overview

As seen in Figure 3.1, the statewide data fusion subsystem that will fuse all data from the outsourced ATIS operation and the RTMCs in District 3. After integrating national, state, and District data, the statewide data fusion subsystem sends information to the statewide 511 IVR subsystem, the statewide 511 Web site, and a third party feed. These user interfaces will be supplied with the same information to provide consistent, relevant, and complementary information to the user (i.e., one voice/one visual). The statewide 511 IVR subsystem and 511 Web site will be bilingual. In concept, the statewide 511 system will cover, at a minimum, the SIS and emerging SIS for all Florida's roadways.

The current concept for the next generation statewide ATIS also includes a VAS that will aggregate the video from District 3, as well as other Districts and FTE.

For more information on the statewide system, please refer to the *Statewide ATIS Concept of Operations* referenced in *Section 2*.

#### 3.3.4.2 Data Fusion Subsystem

The future data fusion subsystem will be a centralized system that fuses data from across the state. It will have to perform the following functions:

- Gather data from a variety of sources, including:
  - Automated traffic detection systems
  - Construction management systems
  - Law enforcement systems
  - Weather reporting systems
  - Other District systems
- Match the data with the appropriate source
- Ensure that all data is represented in the same temporal and geographic frames of reference



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- Address and repair anomalies or inconsistencies between data sources
- Put the data from various sources into one standard output stream
- Estimate the current state of the system from the available data
- Provide a way to assess the quality of the fused data and the fusion processes

### 3.3.4.3 Interactive Voice Response Subsystem

The future statewide 511 IVR subsystem will be a centralized system and will have to support the total call volumes from across the state. It is estimated that this could potentially be as high as 10 million calls per year, which would require approximately 400 ports to handle this volume.

In the future statewide IVR subsystem, all callers entering the system will have immediate access to all information at the main menu. In this new statewide system, users will no longer have to transfer to regional systems to obtain more detailed information for a particular region or District as they do today.

The future statewide IVR subsystem will continue to provide information on:

- Covered roadways
- Public transit
- Other services =to be determined as the project progresses

### 3.3.4.4 Web Site

The future statewide 511 Web site will be a centralized system with separate page views for each District. It is estimated that the Web site will have to support total Web hits as high as 20 million Web hits per year.

The future statewide 511 Web site will continue to provide:

- Traveler information on covered roadways
- Personalization
- Video
- Public transit information



#### 3.3.4.5 Video Aggregation Subsystem

The future statewide VAS will receive disaggregated video from all seven District RTMCs, FTE's RTMCs, and potentially other partners. While there will be almost 1,600 CCTVs available from the FDOT's RTMCs in 2008, the current thought is that only 600 of these will be utilized. The VAS would translate/convert and aggregate selected video streams to a format that can be displayed as video on the statewide Web site.

#### 3.3.4.6 Third Party Feed

The statewide system will have a third party feed. This third party feed will have a published interface and will be used by both the public and private sector.

#### 3.3.4.7 Partners

The list of partners (e.g., transit agencies, airports, et cetera) needs to be determined for District 3.



## **Appendix A**

# **District 3 Roads Covered by the Current Advanced Traveler Information System**



Table A.1 lists the roads currently covered by the existing ATIS. The table shows the type of coverage that the District uses to obtain traveler information on each particular roadway. These coverage types are explained below.

- **Closed-circuit Television (CCTV)** — Closed-circuit television cameras allow ATIS operators to monitor travel conditions.
- **Automated ITS Sensors** — Sensors on roadways allow ATIS operators to monitor travel conditions.
- **Incident-related CAD Data** — Data obtained by ATIS operators from emergency management agencies' CAD Web sites allow ATIS operators to monitor incidents.
- **Agency Calls / Electronic Mail (Email) on Incidents** — Calls are made or email notices are sent to or by ATIS operators to emergency management and other agencies to monitor incidents.
- **Scanner Monitoring** — Incident information is obtained by ATIS operators from monitoring frequency scanners on frequencies used by emergency management and other agencies.
- **Internet Construction / Work Zone (WZ) Reports** — Information is obtained by ATIS operators on scheduled construction areas and WZs by monitoring county or city construction office Web sites.
- **County / City Construction / WZ Calls and Emails** — Reports on scheduled construction areas and WZs are obtained by ATIS operators from county or city construction offices that provide regular updates via telephone calls or emails.
- **Road Ranger Reports** — Incident or travel information reports are received by ATIS operators from Road Rangers that have been contracted to drive the covered roadways; to respond to certain types of incidents; and to report incidents or travel information on a regular basis to the RTMC.
- **Mobile Data Collection and Tip Line** — Information is received by ATIS operators either from drivers contracted to drive the roadways to monitor incidents and travel conditions, or by noncontracted roadway users who volunteer information through a tip line set up for traveler feedback.
- **Permits** — Information is received by ATIS operators from the District permitting office on permits issued for events that would impact roadway travel conditions.

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In 2003, the FDOT established Florida's SIS, which identifies specific ports, terminals, and roadways as high priority transportation facilities throughout the state. As part of the vision for the future statewide system, it was determined that each District would cover, at a minimum, the SIS and emerging SIS roadways in their District.

To assist with that, Table A.1 identifies the SIS and emerging SIS roadways that belong to the District. Those SIS roadways that are not currently covered by the District 3 ATIS are highlighted in yellow.



**Table A.1 – District 3 Roads Covered by the Current Advanced Traveler Information System**

COUNTY	ROAD	BETWEEN	DIRECTION	CCTV	AUTOMATED ITS SENSORS	INCIDENT-RELATED CAD DATA	AGENCY CALLS / EMAILS ON INCIDENTS	SCANNER MONITORING	INTERNET CONSTRUCTION / WZ REPORTS	COUNTY / CITY CONSTRUCTION / WZ CALLS AND EMAILS	ROAD RANGER REPORTS	MOBILE DATA COLLECTION AND TIP LINE	PERMITS
<b>SIS and Emerging SIS Highways</b>													
<b>SIS Roads that Meet Adopted Criteria and Thresholds</b>													
Interstates	I-10, I-110 (entire lengths)												
Other Florida Intrastate Highway System (FIHS) Facilities	U.S. 98 from Okaloosa/Walton County Line to Panama City urban limits												
	U.S. 231 from Baldwin Road in Panama City to the Alabama State Line												
	U.S. 319 from I-10 to the Georgia State Line												
	SR 85 from SR 123 to I-10												
	SR 87 from U.S. 98 to I-10												
	SR 123 from SR 85 south to SR 85 north												
	U.S. 331 from U.S. 98 to the Alabama State Line												
	U.S. 29 from I-10 to the Alabama State Line												
<b>Emerging SIS Roads that Meet Adopted Criteria and Thresholds</b>													
FIHS Facilities	U.S. 19 from SR 44 to the Georgia State Line												
	SR 77 from CR 2300 to I-10												
Non-FIHS Routes	SR 79 from I-10 to the Alabama State Line												



## **Appendix B**

# **District 3 Roads to be Covered by the Future Statewide Advanced Traveler Information System**



Table B.1 lists the roads that will be covered by the future statewide ATIS. The table shows the type of coverage that District 3 will use to obtain traveler information on each particular roadway. These coverage types are explained below.

- **Closed-circuit Television** — Closed-circuit television cameras will allow ATIS operators to monitor travel conditions.
- **Automated ITS Sensors** — Sensors on roadways will allow ATIS operators to monitor travel conditions.
- **Incident-related CAD Data** — Data will be obtained by ATIS operators from emergency management agencies' CAD Web sites to monitor incidents.
- **Agency Calls / Emails on Incidents** — Calls or emails will be made to or by ATIS operators to emergency management and other agencies to monitor incidents.
- **Scanner Monitoring** — Incident information will be obtained by ATIS operators from monitoring frequency scanners on frequencies used by emergency management and other agencies.
- **Internet Construction / WZ Reports** — Information will be obtained by ATIS operators on scheduled construction areas and WZs by monitoring county or city construction office Web sites.
- **County / City Construction / WZ Calls and Emails** — Reports on scheduled construction/WZs will be obtained by ATIS operators from county or city construction offices that provide regular updates via telephone calls or emails.
- **Road Ranger Reports** — Incident or travel information reports will be received by ATIS operators from Road Rangers that have been contracted to drive the covered roadways; to respond to certain types of incidents; and to report incidents or travel information on a regular basis to the RTMC.
- **Mobile Data Collection and Tip Line** — Information will be received by ATIS operators either from drivers contracted to drive the roadways to monitor incidents and travel conditions, or by noncontracted roadway users who volunteer information through a tip line set up for traveler feedback.
- **Permits** — Information will be received by ATIS operators through the District permitting office on permits issued for events that would impact travel conditions.

*Technical Memorandum – Statewide ATIS Project  
District 3 Concept of Operations*

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In 2003, the FDOT established Florida's SIS, which identifies specific ports, terminals, and roadways as high priority transportation facilities throughout the state. As part of the vision for the future Statewide system, it was determined that each District would cover, at a minimum, the SIS and emerging SIS roadways in their District.

To assist with that, Table B.1 identifies the SIS and emerging SIS roadways that belong to the District.



**Table B.1 – District 3 Roads to be Covered by the Future Statewide Advanced Traveler Information System**

COUNTY	ROAD	BETWEEN	DIRECTION	CCTV	AUTOMATED ITS SENSORS	INCIDENT-RELATED CAD DATA	AGENCY CALLS / EMAILS ON INCIDENTS	SCANNER MONITORING	INTERNET CONSTRUCTION / WZ REPORTS	COUNTY / CITY CONSTRUCTION / WZ CALLS AND EMAILS	ROAD RANGER REPORTS	MOBILE DATA COLLECTION AND TIP LINE	PERMITS
Escambia	I-10	Mile Post 0.000 (Escambia County) to Mile Post 15.716 (Santa Rosa County)											
	I-110	Entire Length											
Santa Rosa	I-10	Mile Post 0.000 (Escambia County) to Mile Post 15.716 (Santa Rosa County)											
<b>SIS and Emerging SIS Highways</b>													
<b>SIS Roads that Meet Adopted Criteria and Thresholds</b>													
Interstates	I-10, I-110 (entire lengths)												
Other FIHS Facilities	U.S. 98 from Okaloosa/Walton County Line to Panama City urban limits												
	U.S. 231 from Baldwin Road in Panama City to the Alabama State Line												
	U.S. 319 from I-10 to the Georgia State Line												
	SR 85 from SR 123 to I-10												
	SR 87 from U.S. 98 to I-10												
	SR 123 from SR 85 south to SR 85 north												
	U.S. 331 from U.S. 98 to the Alabama State Line												
U.S. 29 from I-10 to the Alabama State Line													
<b>Emerging SIS Roads that Meet Adopted Criteria and Thresholds</b>													
FIHS Facilities	U.S. 19 from SR 44 to the Georgia State Line												
	SR 77 from CR 2300 to I-10												
Non-FIHS Routes	SR 79 from I-10 to the Alabama State Line												